Planning the Last Mile: Lessons from DuPage
DUPAGE COUNTY

TRANSPORT CHICAGO CONFERENCE
SUBURBAN FIRST/LAST MILE ROUNDTABLE

June 9, 2017
Last Mile Context

John Loper, Chief Transportation Planner
DuPage County Division of Transportation
jloper@dupageco.org
Population and Employment Center

2014 -
Commuter Outflow = 225,700
Commuter Inflow = 325,100

2012-2016
Despite high profile corporate relocations DuPage employment has increased by 47k + over the last 5 years
Last Mile Context

Public Transit Conferences

SUMC Moderated Workshops and Stakeholder Surveys

>> Challenges

>> Opportunities
### Last Mile Context

**Peer Agency Survey Responses**

#### SERVICES

<table>
<thead>
<tr>
<th>Factors</th>
<th>Score</th>
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<tbody>
<tr>
<td>Bike On-transit</td>
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<tr>
<td>Guaranteed ride home</td>
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<tr>
<td>Employee subsidy/Transit Benefits program</td>
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<tr>
<td>Service subsidy or grants</td>
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<tr>
<td>Bike/Car Share</td>
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<td>Bikeways</td>
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<td>Bicycle/Pedestrian Gap Closure</td>
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<td>Site to roadway pedestrian accommodations</td>
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<td>Reliable transit linkages/Traveler Info Systems</td>
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<td>Retail/Restaurant/Day Care services at station/hub/employment site</td>
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#### SERVICES

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<tr>
<th>Options</th>
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<tbody>
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<td>Car Share (such as Enterprise, Zipcar)</td>
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<td>Bike Share (such as Divvy)</td>
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<td>Bike Lockers</td>
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<td>Van Pools</td>
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<td>Shuttle – transit hub based</td>
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<tr>
<td>Shuttle – corporate, multi-centered</td>
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<td>Taxi</td>
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<td>Uber/Lyft on demand</td>
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<td>Pace Call N Ride</td>
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#### COSTS

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<td>Employer(s)</td>
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<td>Employee(s)</td>
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<td>Value Capture</td>
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<td>Combination of Methods</td>
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<tr>
<td>Other (please write in)</td>
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Last Mile Context - Challenges

Living in a Confusing Landscape

Corporate Decision Makers*
• 50% say talent availability is foremost consideration of where to locate
• 31% say real estate cost is a top location factor

Employees*
• Connectivity to partners and suppliers (44 percent)
• Flexible working (42 percent)
• Flexible workspace (39 percent)
• Provision of amenities (34 percent)
• Indoor environmental quality (33 percent)
• Public transportation accessibility (24 percent)

Agencies
• Corporations and public agencies disagree on who should pay for services
• Constrained finances forcing either/or decisions

* CBRE Study, 2016

The majority of people who work in DuPage County, live outside of the county

87% of employees working in DuPage County drive alone to work, and 47% wish there were more transit options
Challenges – Land Use/Transit Access Deserts

Wood Dale – 9,700 employees

Addison ~ 16,000 emp
Elmhurst ~ 8,700 emp
Challenges – Supportive Infrastructure

<< Addison and Wood Dale >>
Challenges – Supportive Infrastructure

Warrenville Road Corridor >> Lisle
DUPAGE TRANSIT
CONNECTIVITY STUDY

Transit Market Conditions

Peter Fahrenwald
Transport Chicago
June 9, 2017
POPULATION

- Highest population density of any county in the region, outside of Cook (one of the 50 densest in the U.S.)

- Added over 15,000 residents during the 5-year period ending in 2015

- Residential concentrations near Metra lines
EMPLOYMENT

- Highest employment density of any county in the region, outside of Cook

- Added an average of 10,000 jobs per year between 2010 and 2015

- Employment concentrations away from Metra lines
HOME LOCATIONS OF DUPAGE WORKERS

- **Net importer of workers:** Majority of those who work in DuPage live outside the county

- Residential locations for those who work in DuPage are very dispersed throughout the region
ADDISON TRANSIT ENVIRONMENT

Employment, Pace Service, and Metra station walk zones

Typical land use patterns
ADDISON CORRIDOR
HOME LOCATION DENSITY
NAPERVILLE-WARRENVILLE ROAD
TRANSIT ENVIRONMENT

Employment, Pace Service, and Metra station walk zones

Typical land use patterns
WARRENVILLE ROAD
HOME LOCATION DENSITY
TRANSIT TRAVEL TIMES TO NAPERVILLE

Existing

With a last-mile solution
FINDINGS

• Land use varies, but low density and pedestrian access issues make fixed route service difficult

• Last-mile connections with Metra can be effective, but limited in reach

• Look to more than just traditional reverse commute from Chicago

• Individual partnerships tailored to specific business and employment needs hold promise
Planning the Last Mile in DuPage

Matthew Stegeman
Pace Suburban Bus
Agenda

➔ Overview
  Pace service in DuPage County

➔ Last Mile Example
  Pace Route 465 - Esplanade

➔ Going Forward
  New services and emerging partners
Pace Service in DuPage County
Fixed Routes

Pace offers a number of traditional fixed routes that connect DuPage County communities.
Metra Feeder Routes

Pace operates over 40 routes that provide timed connections to Metra in DuPage County.

**Traditional Feeders** provide service from residential areas to Metra stations.

**Reverse Feeders** help Chicago residents commute to suburban jobs.
Call-n-Rides
Pace’s 10 Call-n-Ride zones offer demand-response service in areas difficult to serve via fixed routes.

Timed Connections
Many Pace Call-n-Rides offer timed connections to Metra trains. Here, passengers can board without reserving a trip in advance.
**Vanpool/Rideshare**

Pace’s vanpool program is the second largest in the country, with over 160,000 rides per month.
Q: How do you make transit work in the suburbs?
A: Partnerships
Pace Route 465
Provides reverse commute service from the **Belmont Metra Station** to the **Esplanade office complex** in Downers Grove.

The Esplanade
Managed by Hamilton Partners, the Esplanade complex is home to 3 million square feet of office space and over 4,000 employees.
Route 465 Timeline

- **April 2015**: 2-year pilot begins. Funding: RTA/Hamilton Partners.
- **February 2017**: Public hearings on discontinuation.
- **May 2017**: New funding agreement reached.
- **June 2017**: New schedule with improved last-mile service.
What we heard:

“I took this job because I had access to transit”
- Route 465 Rider

“Transit is an essential amenity for our tenants”
- Property managers

“Without transit, we miss out on quality talent”
- HR recruiters

Quotes paraphrased from actual comments at the Route 465 Public Hearings
Improved Service
Starting June 12, Route 465 will operate a new schedule with better last-mile service.

The Solution
Hamilton Partners agreed to remove 12 parking spaces in order to create a new bus stop and reduce the walking distance by 1,000 feet.

Image Credit: Hamilton Partners
Going Forward
Invest in Fast, Frequent Mainline Service
Implement New Last-Mile Solutions
Explore
New Partnerships
Thank you!

For more information, please contact:

Matthew Stegeman
Associate Planner, Service Planning Section
Pace Suburban Bus
matthew.stegeman@pacebus.com
(847) 228-3588
Last Mile Opportunities

Short – Medium Term Solutions

- Pace 465
- Innova UEV pilot – Itasca/Hamilton Partners advocacy
- IL 390 Transit Lanes
- IL 64 (North Ave) and 22nd Street Smart Corridors
- Metra/UP West Rail – Maywood Project (3rd Track)
Last Mile Synthesis

- Political/Economic Development Call to Action
- Government/Local Agency Project Based “Two-Tailed” Approach to Accessibility
- To TMA or Not TMA
- Nimble Multi-Lateral Marketing and Information
Moderated Panel Discussion

Audrey Wennink
Director
Metropolitan Planning Council
Moderated Panel Discussion

Audrey Wennink
Director
Metropolitan Planning Council