



Moving into the Future

*The Weekly Newsletter from America's Most Efficient
Suburban Transit Agency*

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Pace is the suburban public transit agency for Chicagoland's six-county metropolitan region. As the 6th largest bus agency in the U.S., Pace operates fixed bus routes, vanpools and paratransit services in nearly 250 municipalities consisting of 5.2 million residents. Visit the [Route Finder](#) for bus route information.

Pace takes riders to Bears game at a Super price

As the Chicago Bears take on the New Orleans Saints on Sunday at 2pm in Chicago's first NFC Championship game since 1988, [much has been made](#) about the high cost of parking at Soldier Field for playoff games. Likewise, since January weather in Chicago can be as unpredictable as a bouncing squib kick, Bears fans looking for a more affordable and dependable option can take the [Pace Bears Shuttle](#). The Shuttle departs from seven suburban locations and takes passengers right to the gate at Soldier Field, and riders can make the round trip for as low as \$5.

The Bears Shuttle also has advantages besides the low price. Fans avoid the stress of driving to downtown Chicago and the frustration over searching for a parking place. Bears faithful can relax with their friends and family on the way to the game, and even peruse scouting reports, while leaving the driving to a professional. When the cost of gasoline and tolls are added to the high parking fee, the Bears Shuttle becomes even more of a bargain.

Each rider pays \$7.50 for a round trip on the Shuttle, or only \$5 each if a group of six rides together. Tickets can be purchased on the bus with exact fare, or beforehand at Pace headquarters in Arlington Heights.

Sunday's trips will mark the end of a very successful 2006 season for the Bears Shuttle. Trips to Soldier Field thus far have provided 13,230 rides in 2006, up from 8,962 in 2005.



Fans of the Chicago Bears will be taken to Soldier Field in buses like the one above to see their impending win against the New Orleans Saints.

Buses leave at various times, depending on which of the following locations it departs from: [Northwest Transportation Center](#) near Woodfield Mall, [Northwest Point](#) in Elk Grove Village, [Yorktown Center](#) in Lombard, [Bolingbrook park-n-ride](#) near I-55 and IL-53, [Burr Ridge park-n-ride](#) near I-55 and County Line Road, [Palos Heights Metra station](#) near 114th and Southwest Highway, and [Oak Lawn Metra station](#) near 95th Street and 52nd Avenue. Riders should check the [Bears Shuttle schedule](#) for exact departure times from their chosen location.

As long as riders make it to the departure location by the scheduled departure time, they will have a seat on the bus. Pace has more than enough buses available and will use as many buses as necessary at each location to ensure everyone gets a seat.

DuPage mayors advocate for RTA/Pace funding increase

At the [DuPage Mayors and Managers Conference](#) annual legislative reception yesterday, January 17, the group presented a list of eight important issues that they would like their representatives and senators in Springfield to support in 2007. One of the issues that generated much discussion at the meeting, both among mayors and the invited legislators, was an [increase in funding for RTA](#) and the service boards that provide public transportation in northeastern Illinois.

Traffic congestion is hampering economic activity in the suburbs, and increased availability of transit is the best way to solve the problem. Pace Board member and Elmhurst Mayor Thomas Marcucci mentioned the importance of state funding for ADA paratransit service, which Pace now provides in Chicago and the suburbs. Several legislators spoke in support of the RTA initiative, called [Moving Beyond Congestion](#).

Ask Pace

How long is a typical Pace bus run each day? By more than one bus operator? --R. Braylock, Sauk Village

In some cases, a single bus is in operation for up to 20 hours in a day, while some buses are in operation for as little as three hours per day. The intricacies of the scheduling process determine how a given bus is used. For instance, a bus might be used for several hours in the morning on one route with Driver A and then used for the same (or a different) route in the afternoon by Driver B. Buses can be used for several different routes in the same day, just as drivers frequently drive more than one route on a given day.

Both buses and drivers need refueling, of course. The length of time a bus is in operation--called a "run block"--can be up to 20 hours before it is brought back to the garage to be refueled and checked for maintenance issues, but the length of time between refuelings varies greatly between the 672 buses at nine bus garages throughout the suburbs. Drivers have lunch hours and other breaks built into their workdays, as well. With 240 bus routes in operation every weekday the process of scheduling all the routes and the drivers' work schedules is extremely complicated. However, Pace has an experienced team of eight planners and three schedulers to keep the operation running smoothly.

Pace Factoid

Pace has a total of 1,200 professional and dedicated bus drivers that serve the riding public.

"Moving into the Future" is a weekly newsletter provided by Pace Suburban Bus to update interested parties on the services Pace provides and the progress it makes to constantly improve. Forward to others as you wish. For best results, please print in landscape format. Please submit feedback or remove yourself from the mailing list by calling 847-228-2421 or e-mail your request to govt.affairs@pacebus.com.

