



# Moving into the Future

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

Vol. III, Number 88

[www.pacebus.com](http://www.pacebus.com)

April 25, 2006

*Pace is the suburban public transit agency for Chicagoland's six-county metropolitan region. As the 13th 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.*

### Community leaders review Pace plans for south Cook, Will Counties

On Tuesday and Wednesday, Pace officials met with mayors, village managers, state legislators and business leaders from southern Cook County and Will County to discuss potential changes to Pace bus routes in the area. The three separate Community Advisory Group (CAG) meetings were part of the South Cook-Will Restructuring Initiative, in which Pace solicits input from interested stakeholders to modernize the bus route network in this area.



At all three meetings, Pace gave a presentation that served as a general overview of the Initiative and its goals.

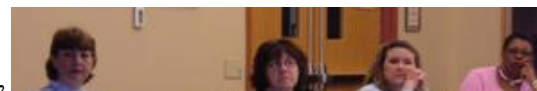
The first meeting, in East Hazel Crest, included Ed Paesel from South Suburban Mayors & Managers Association, David Chandler from Center for Neighborhood Technology, and Michael Scholefield from the Chicago Southland Economic Development Corporation. Chandler suggested that residents need circulator service that will not only help them get around their community, but to connect to other commuting points as well, such as Metra stations.

*Ed Paesel (second from right), Executive Director of South Suburban Mayors & Managers, shares his opinion at Tuesday's Community Advisory Group meeting.*

Participants also provided suggestions on providing information to the public. For instance, many communities have newsletters that can be a valuable promotional outlet, in addition to municipality websites and bulletin boards. In addition, because South Cook is a racially and economically diverse area, marketing messages must reach out to the entire population.

Representatives from both the Village of University Park and South Suburban College expressed interest in additional service to their constituents. Schofield lauded Pace's dynamic approach; in addition to current needs, the Initiative addresses future transportation needs.

Later that day, Pace met with the Southwest Cook Community Advisory Group in Orland Park. Participants discussed the survey that was distributed to municipalities,



Later that day, Pace met with the Southwest Cook Community Advisory Group in Orland Park. Participants discussed the survey that was distributed to municipalities, as well as distributing information on potential bus route changes to riders, units of government and the media.

Mary Poulsen from the Village of Blue Island announced the development of an industrial park in the village. She was interested in beginning to plan now for serving the location with public transit.

Attendees also provided suggestions on improved bus shelter designs, and improved signage and transit information at the area Park n Ride lot.

The third meeting was held at the New Lenox Public Library. Participants included Evelyn Walano from Homer Township, Chris Awalt from R.R. Donnelley Logistics and Chris Bethel from the Village of Woodridge. Pace reviewed its plan for disseminating information about potential bus route changes to the general public, and CAG members suggested that Pace ensure paratransit service is available to public meeting locations, and to use newspapers as an information sources, especially for those who do not have internet access. The Will County Senior Services Center offered to assist with distribution of comment cards to its clients.

Input on Pace's South Cook County—Will County Initiative is welcome throughout the planning process. Contact [Ben Owen](#) for more information.



*Participants at the Will County CAG Meeting listen to the presentation given by Lorraine Snorden, Department Manager, Planning Services.*

## Upcoming public forums on Chicago ADA transition

Between now and July 1, Pace will host nearly 50 public forums throughout the City of Chicago, nearly one in every ward, for the purpose of providing information about the changes to ADA paratransit service. Media, elected officials and the general public are encouraged to attend. Pace is assuming operational control of ADA paratransit service in Chicago on July 1, 2006. See the complete list of meetings on Pace's [web site](#).

The meetings coming up in the next few days are:

**Saturday, April 22, 12:00 p.m.**  
Alderman Frank Olivo, 13th Ward  
West Lawn Park  
4233 W. 65th Street

**Tuesday, April 25, 11:00 a.m.**  
Alderman Billy Ocasio, 26th Ward  
Humboldt Park Public Library  
1605 N. Troy, Chicago, IL 60647

**Wednesday, April 26, 5:00 p.m.**  
Ald. Madeline Haithcock, 2nd Ward  
Harold Washington Library Multipurpose Rm. A  
400 S. State Street

**Thursday, April 27, 11:00 a.m.**  
Alderman Toni Preckwinckle, 4th Ward  
Martin Luther King Center  
4314 S. Cottage Grove

**Saturday, April 29, 10:00 a.m.**  
Alderman James Balcer, 11th Ward  
McGuane Park  
2901 S. Poplar Ave.

**Monday, May 1, 6:00 p.m.**  
Alderman Leslie Hairston, 5th Ward  
South Shore Cultural Center  
7059 South Shore Drive

## Ask Pace:

*How do I get on one of the Pace vanpools? -- Maggie D., Edison Park*

Pace has over 600 vans traveling around the suburbs every day. The vans are driven by regular citizens who have partnered with neighbors and coworkers to form van-

Pace has over 600 vans traveling around the suburbs every day. The vans are driven by regular citizens who have partnered with neighbors and coworkers to form vanpools. To get in on a vanpool, you can start your own, or you may be able to [join an existing vanpool](#) already in service.

Pace's [Vanpool Incentive Program](#) is designed to transport a group of 5-13 people to work in a Pace van. Most participants live and work near one another and share similar schedules. There are several different [types of vans](#) available, depending on how many riders are in the vanpool and if any rider needs a wheelchair lift.

Each rider pays a low monthly fare—usually around \$100—based on the distance traveled and number of participants. The fare covers fuel, maintenance, insurance, tolls, roadside assistance and van washes. Commuting in a vanpool is significantly [cheaper than driving alone](#).

One of the participants volunteers to be the primary [driver](#). He or she does not pay a fare and also receives 300 personal miles a month!

Pace encourages employers to partner with Pace by promoting vanpool at their facilities. Employees who use vanpool have lower stress and save money, while employers can save on the cost of providing free parking. Pace staff can make a presentation at an office building, and can even plot employees' homes on a map to match them up with coworkers for potential vanpool partners.

For more information, call the vanpool hotline (847) 228-2492 or obtain information at on the [Pace Web site](#).

## Pace Factoid:

**Thirty-two million times a day, people in the United States board public transportation.**

"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](mailto:govt.affairs@pacebus.com).



*Lift-equipped Pace vans are available for participants who have disabilities.*





