



Moving into the Future

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

Vol. IV, Number 134

www.pacebus.com

May 10, 2007

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.

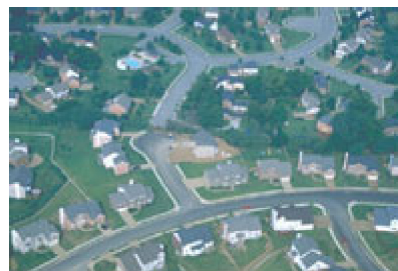
What does Moving Beyond Congestion mean for Will County?

This item is the first in what is to be a recurring series on the potential impacts of the Moving Beyond Congestion plan. Each week, Pace will highlight a different portion of its service area and provide a detailed analysis of the improvements the riding public will see if Pace receives the infusion of capital and operating dollars that transit agencies hope to receive this year from the Illinois General Assembly.

Currently, Pace service in [Will County](#) consists of several fixed bus routes based in Joliet and a number of dial-a-ride programs operated in partnership with townships and municipalities. However, today's service does not meet the needs of many residents and employees of Will County, as the County has grown quickly.

While Pace recognizes the changing transit needs, stagnant funding has restricted Pace's ability to introduce new transit options. Pace is enhancing service in Will County as part of the [Moving Beyond Congestion](#) effort, while also restructuring its current service and planning for service growth as part of the [South Cook County – Will County Initiative](#). Those service changes are expected in late 2007 and early 2008. With additional transit funding, residents of Will County can expect:

- More frequent and later-evening service on most bus routes in the Joliet area, including expanded Saturday service and new Sunday service along key routes. Existing longer-distance routes, such as [Route 831](#) (Joliet-Orland Square) and [Route 834](#) (Joliet-Yorktown) would also operate more frequently and over longer hours.
- More trips on Pace's [I-55 Express Service](#), including more service for Chicago-bound commuters from Bolingbrook, Romeoville, Burr Ridge and new park-n-ride lots in Plainfield and elsewhere. Also, new reverse commute express trips would operate from downtown Chicago and Midway CTA to the warehousing district along Weber Road and IL-53. Routes on I-55 may, through a partnership with IDOT, involve buses traveling along the shoulder of the expressway to reduce customers' travel times.



With its low-density development, Will County is a challenge to serve with public transit. Yet Pace's innovative service options can succeed, if additional resources are provided by the state legislature.

- New regional routes serving more of Will County via major arterials (for example, Route 59, Weber Road or Lincoln Highway).

- "Flex routes" (similar to a fixed bus route, although passenger requests to the driver would allow for deviations). One such route would operate in the Weber Road corridor to effectively serve dispersed employment sites.
- Centralized paratransit dispatch operations. Several townships already partner to provide cross-boundary service with a centralized dispatch system, and Pace intends to phase that operation in throughout the rest of the county. Paratransit service would include coordination with a demand-response taxi program. Paratransit trips serve niche markets, either complimenting fixed route and local service or providing a level of service in places where fixed routes are not warranted. For example, taxis might provide later-evening community service, allowing passengers to get home from work later in the day, or access shopping after work, or transfer from fixed route and rail services.

Pace Executive Director T.J. Ross said, "through the leadership of Will County's [Pace Board Member](#), Frank Mitchell, I'm excited to see all the participation we've gotten from residents of Will County during our planning initiative. Their input will make this new service much more user-friendly. But of course, the expansions we hope to make are contingent upon our legislators recognizing the need for additional suburban transit service and making the necessary investment."

In all, Pace officials estimate that more than \$6.5 million in new service is needed and ready to implement in Will County. That annualized operations funding level would more-than-double current Will County service levels.

Residents interested in supporting Moving Beyond Congestion can visit the plan's [Web site](#) and can contact their [state legislators](#) to register their support.

Pace Factoid

The Heritage Division garage, constructed in 1926, was the first one built among Pace's 11 divisions.

"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.

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