
Appendix A

Route Profiles

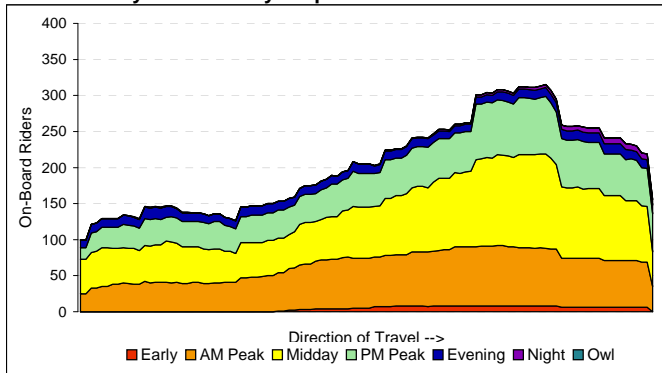
The analysis of routes within the Initiative area is based upon information provided by Pace staff, three composite days of stop-by-stop ridership collected through Pace's Intelligent Bus System (IBS) in late 2005 and an additional day in late 2006, and Pace quarterly route performance reports.

Pace South Cook - Will Initiative Route 349 Performance Overview

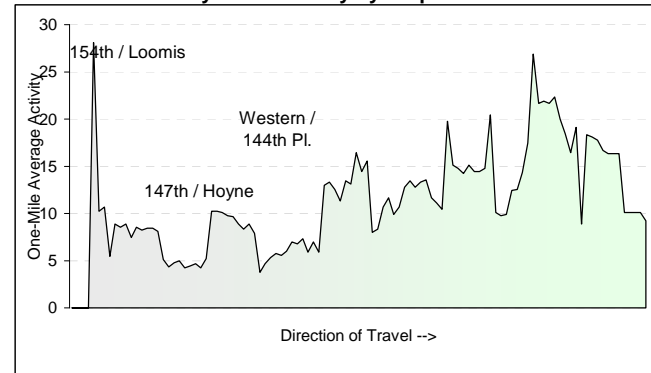
Route 349	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	3149	2812		59.9			52.6		758	Western / 103rd &	S
By Direction											
Northbound	754	611		29.3			25.7		315	Western / 98th &	N
Southbound	2395	2201		30.6			78.2		758	Western / 103rd &	S
By Segment											
1 Harvey Transportation Center & 0 to 147th / Dixie & 0	489	558		14.7			33.2				
2 147th / Dixie & 0 to Gregory / York & 0	211	242		12.2			17.3				
3 Gregory / York & 0 to Western / 119th & 0	406	482		7.3			55.9				
4 Western / 119th & 0 to Western / 103rd & 0	366	454		10.5			34.9				
5 Western / 103rd & 0 to Western / 95th & 0	489	318		7.5			64.9				
6 Western / 95th & 0 to Western / 79th / CTA Terminal & 0	1188	758		10.2			116.7				
7											
By Time Period											
AM	473	377		9.1			52.3		154	Western / 100th &	S
Midday	1213	1065		25.1			48.3		290	Western / 97th &	S
PM	789	673		11.2			70.6		192	Western / 103rd &	S
Eve	486	472		8.7			55.6		144	Western / 114th &	S
Night	132	177		5.8			22.6		8	Western / 87th &	N
Owl											S

Pace South Cook - Will Initiative Route 349 Performance Overview

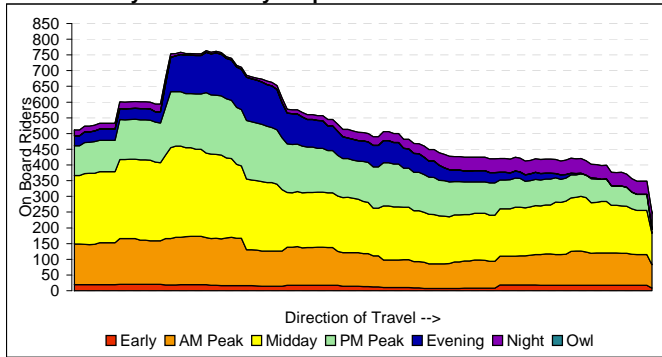
Weekday On-Board by Stop and Time Period Northbound



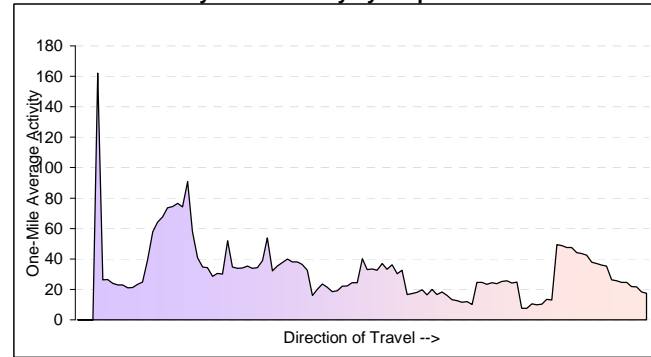
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

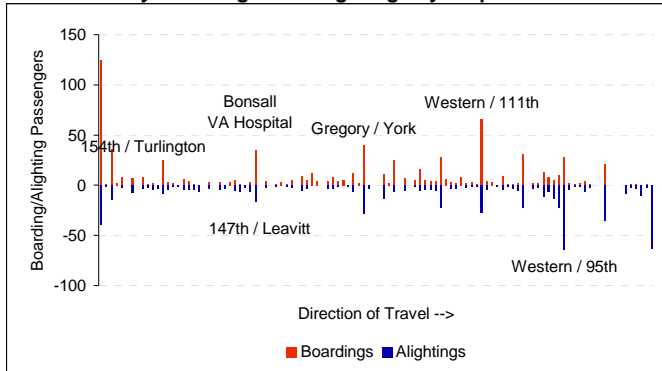


Weekday Rider Activity by Stop Southbound

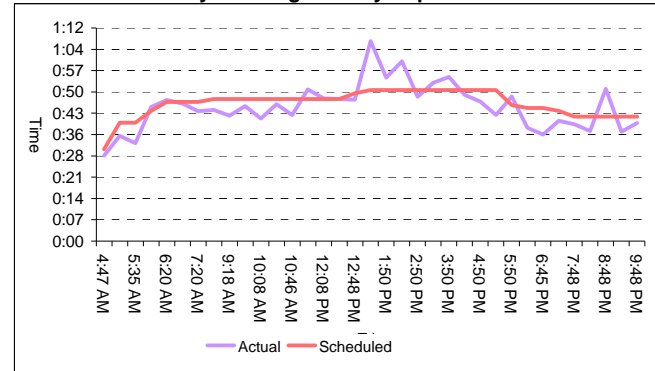


Pace South Cook - Will Initiative Route 349 Performance Overview

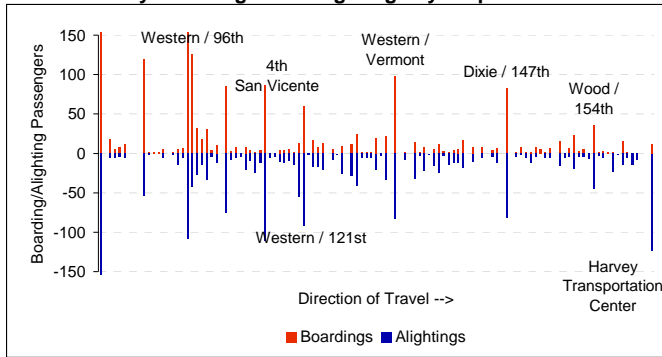
Weekday Boardings and Alightings by Stop Northbound



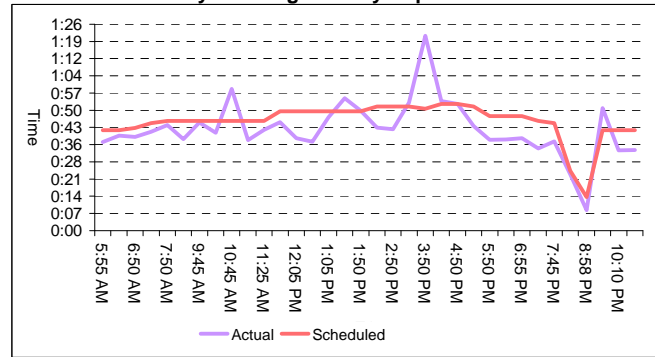
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

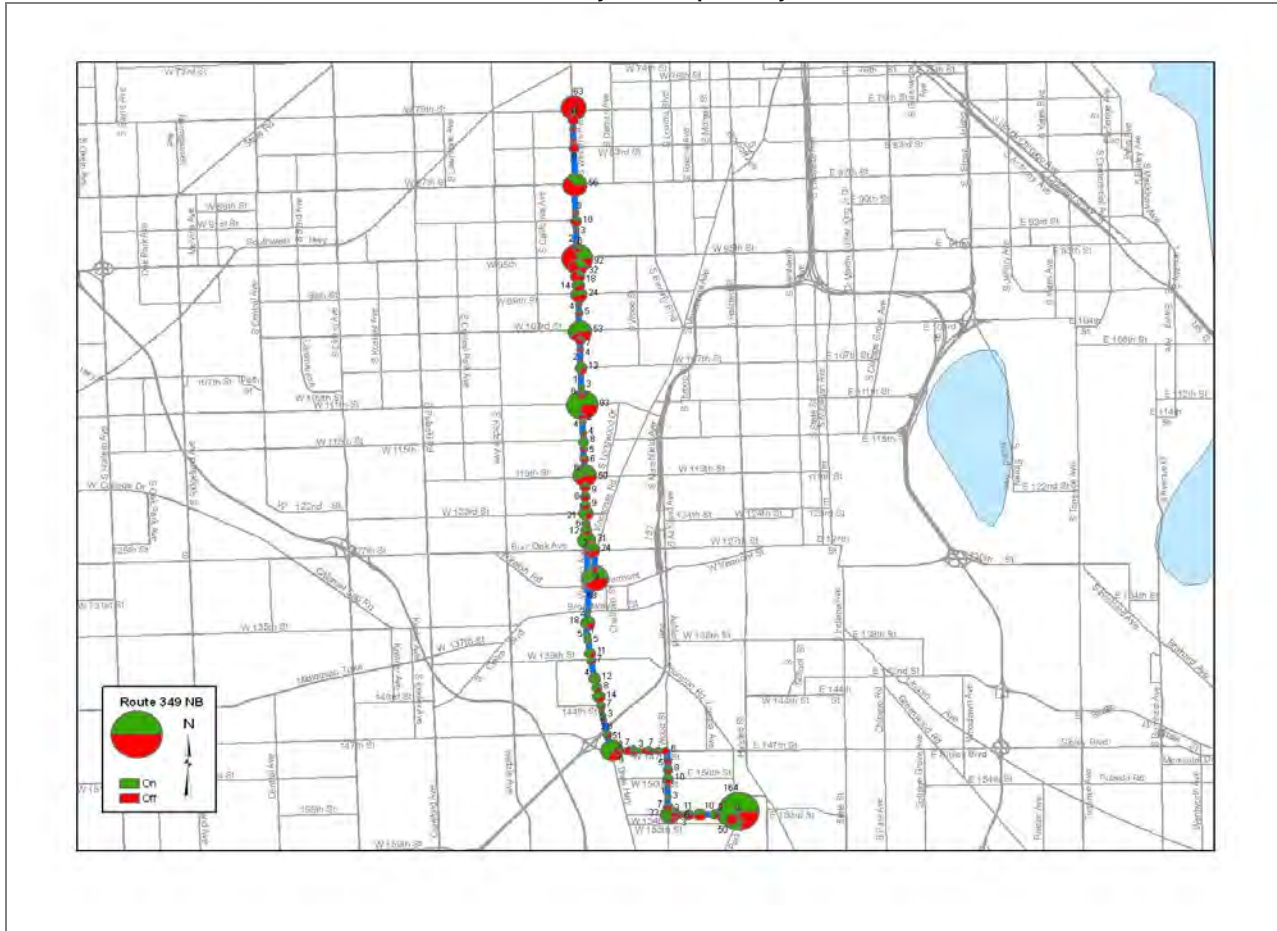


Weekday Running Time by Trip Southbound



Pace South Cook - Will Initiative Route 349 Performance Overview

Line 349 Weekday Ridership Activity Distribution



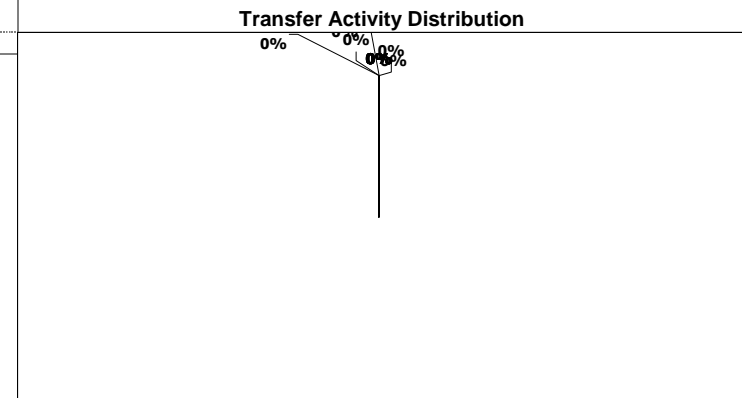
Pace South Cook - Will Initiative Route 349 Performance Overview



Pace South Cook - Will Initiative Route 349 Performance Overview

Route 349	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	57.6%	15.2%	27.2%		100.0%	-	
By Direction							
Northbound	48.1%	20.5%	31.3%				
Southbound	67.0%	9.8%	23.1%				
By Segment							
1 Harvey Transportation Center & 0 to 147th / Dixie & 0	66.7%	1.3%	32.0%				
2 147th / Dixie & 0 to Gregory / York & 0	42.1%	21.1%	36.8%				
3 Gregory / York & 0 to Western / 119th & 0	60.5%	10.5%	28.9%				
4 Western / 119th & 0 to Western / 103rd & 0	57.9%	15.8%	26.3%				
5 Western / 103rd & 0 to Western / 95th & 0	53.8%	23.1%	23.1%				
6 Western / 95th & 0 to Western / 79th / CTA Terminal & 0	72.4%	2.6%	25.0%				
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ 3,778	\$ -		\$ -	\$ 1.20

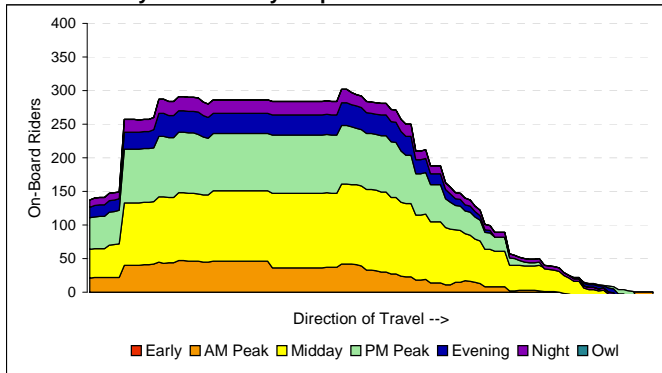


Pace South Cook - Will Initiative Route 350 Performance Overview

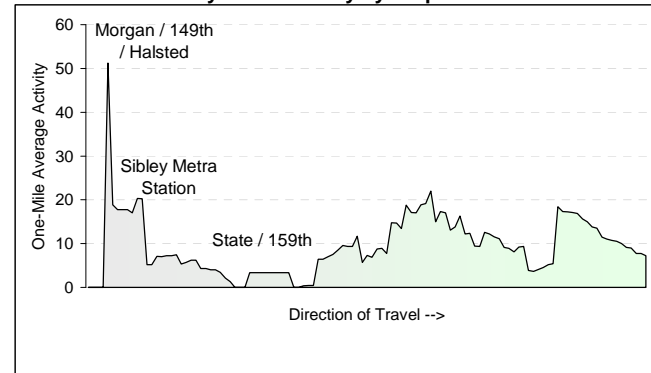
Route 350	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	1275	1118		21.1			60.4		397	Sibley / Evers &
By Direction											
Eastbound	605	667		10.9			55.7		302	Sibley / Chicago Rd. &	E
Westbound	670	451		10.3			65.4		397	Sibley / Evers &	W
By Segment											
1 Harvey Transportation Center & 0 to Halsted / Sibley / 147th & 0	254	234		3.2			79.8				
2 Halsted / Sibley / 147th & 0 to Sibley / Chicago Rd. & 0	264	178		5.8			45.9				
3 Sibley / Chicago Rd. & 0 to Sibley / Torrence & 0	514	444		6.4			80.7				
4 Sibley / Torrence & 0 to Hammond / Transit Center & 0	243	262		5.3			46.1				
5											
6											
7											
By Time Period											
AM	407	354		6.3			64.8		163	Sibley / Pace Shelter &	W
Midday	410	333		5.5			74.1		136	Sibley / Chicago Rd. &	W
PM	300	291		5.3			56.2		90	Sibley Metra Station &	E
Eve	118	103		3.1			37.7		38	South Suburban College &	W
Night	40	37		0.8			48.0		21	Sibley Metra Station &	E
Owl											W

Pace South Cook - Will Initiative Route 350 Performance Overview

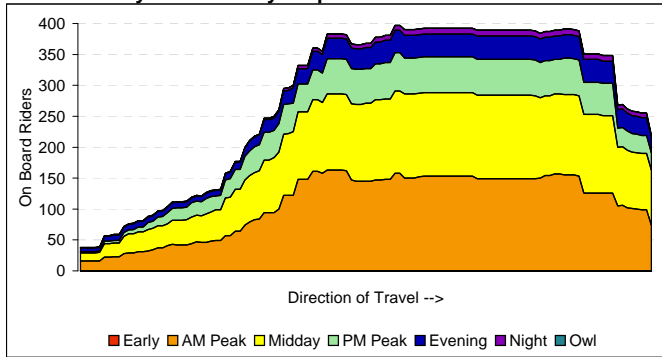
Weekday On-Board by Stop and Time Period Eastbound



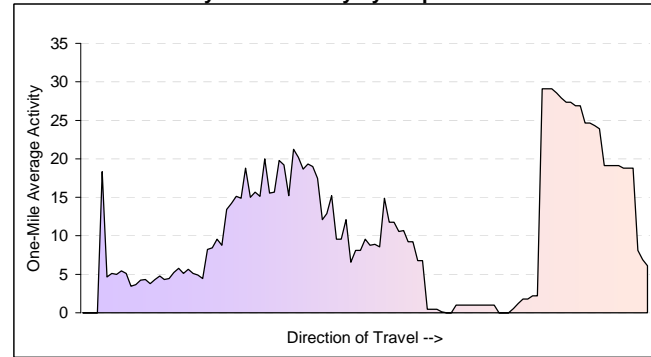
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

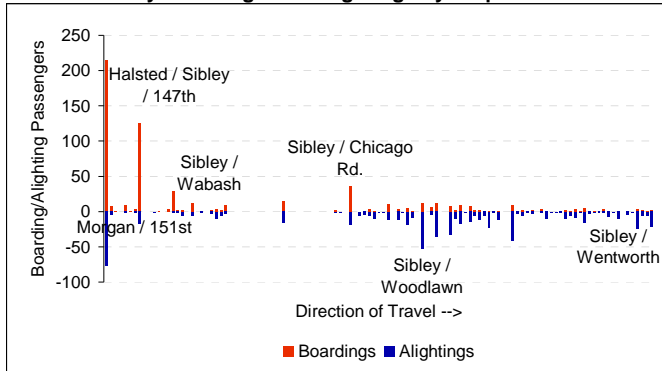


Weekday Rider Activity by Stop Westbound

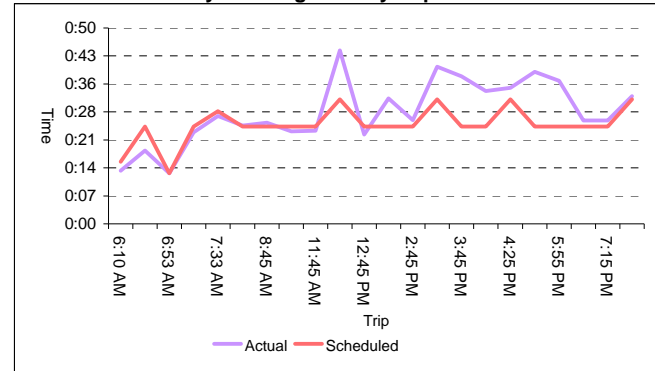


Pace South Cook - Will Initiative Route 350 Performance Overview

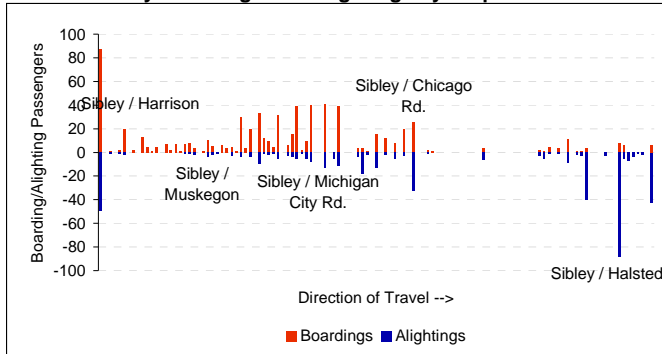
Weekday Boardings and Alightings by Stop Eastbound



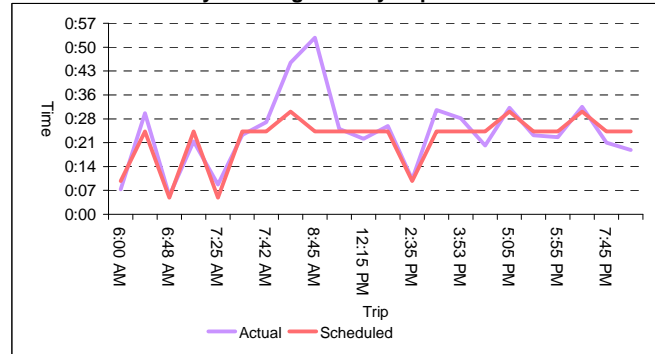
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound

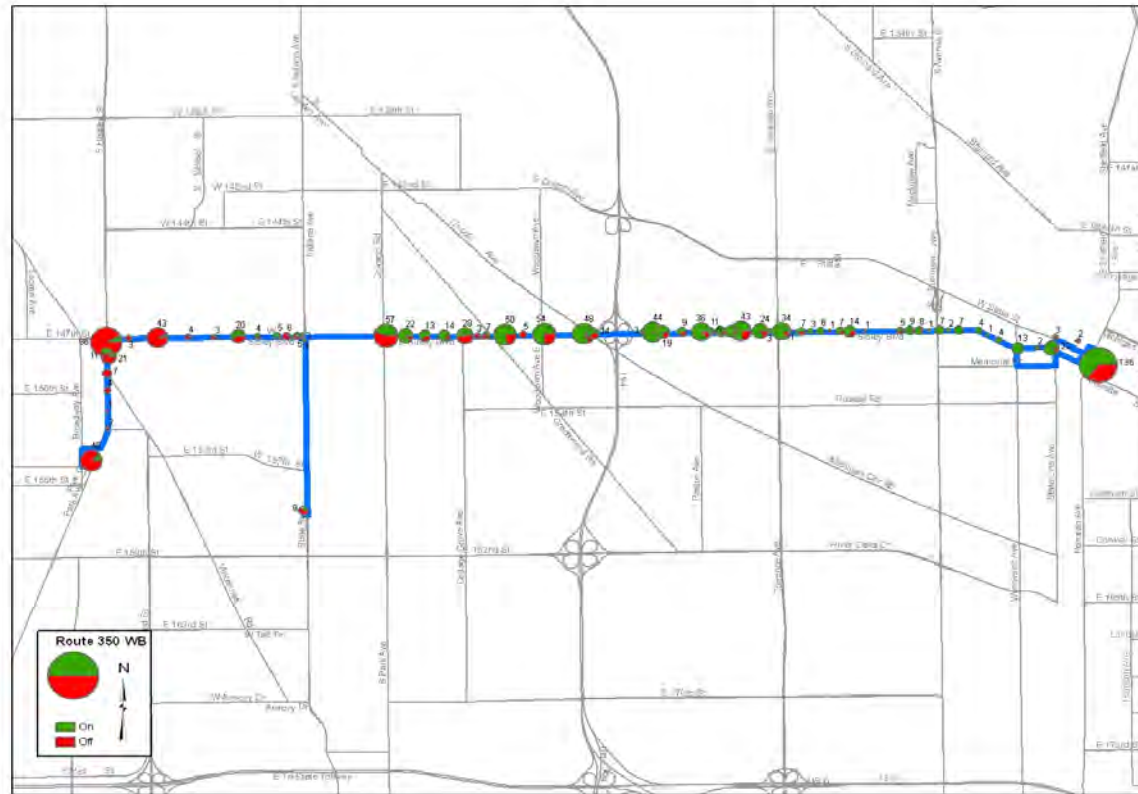


Pace South Cook - Will Initiative Route 350 Performance Overview

Route 350 Weekday Ridership Activity Distribution



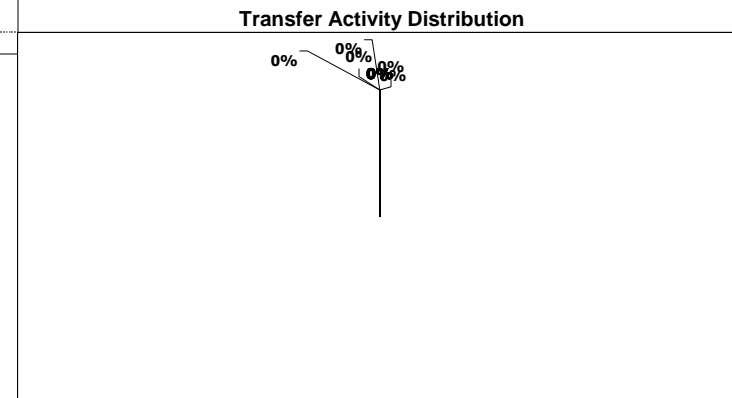
Pace South Cook - Will Initiative Route 350 Performance Overview



Pace South Cook - Will Initiative Route 350 Performance Overview

Route 350	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	53.4%	10.8%	35.8%		100.0%	-	
By Direction							
Eastbound	44.8%	17.2%	37.9%				
Westbound	61.9%	4.4%	33.6%				
By Segment							
1 Harvey Transportation Center & 0 to Halsted / Sibley / 147th & 0	62.2%	6.7%	31.1%				
2 Halsted / Sibley / 147th & 0 to Sibley / Chicago Rd. & 0	52.0%	8.0%	40.0%				
3 Sibley / Chicago Rd. & 0 to Sibley / Torrence & 0	48.9%	4.3%	46.8%				
4 Sibley / Torrence & 0 to Hammond / Transit Center & 0	58.1%		41.9%				
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

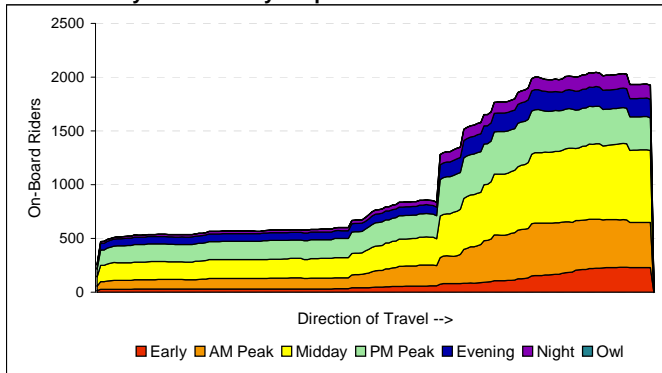


Pace South Cook - Will Initiative Route 352 Performance Overview

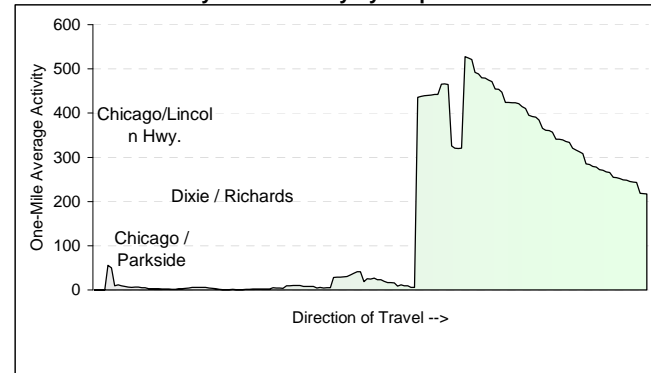
Route 352	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	7111	7167		129.6			54.9		2,046	Halsted / 105th &	N
By Direction											
Northbound	3666	3845		63.5			57.7		2,046	Halsted / 105th &	N
Southbound	3445	3322		66.1			52.1		1,896	Halsted / 119th &	S
By Segment											
1 Chicago Heights Terminal & 0 to Dixie / Ridge & 0	616	626		11.7			52.5				
2 Dixie / Ridge & 0 to Wood / 170th & 0	135	228		5.0			26.8				
3 Wood / 170th & 0 to Harvey Transportation Center & 0	783	1331		13.6			57.8				
4 Harvey Transportation Center & 0 to Halsted / 127th & 0	2082	1513		30.8			67.7				
5 Halsted / 127th & 0 to Halsted / 111th & 0	1051	825		16.1			65.4				
6 Halsted / 111th & 0 to 95th St CTA Station & 0	2444	2644		4.3			564.0				
By Time Period											
AM	1154	1176		25.9			44.5		488	Halsted / West Pullman Metra Stati	N
Midday	2460	2501		43.1			57.1		709	Halsted / 97th &	N
PM	1487	1499		28.7			51.8		466	Halsted / 119th &	S
Eve	936	905		20.1			46.6		333	Halsted / 119th &	S
Night	643	638		10.6			60.7		260	Halsted / 106th &	S
Owl	81	81		1.2			65.7		65	Halsted / 96th &	S

Pace South Cook - Will Initiative Route 352 Performance Overview

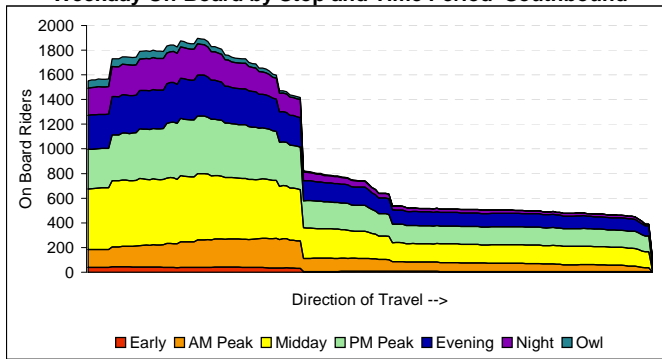
Weekday On-Board by Stop and Time Period Northbound



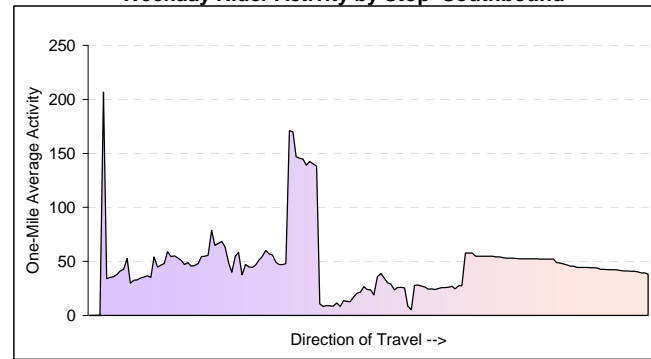
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

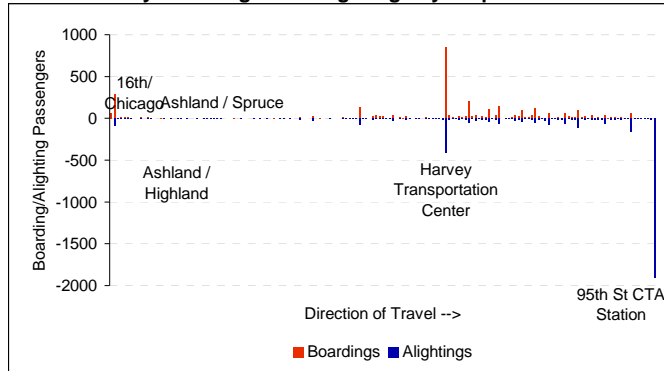


Weekday Rider Activity by Stop Southbound

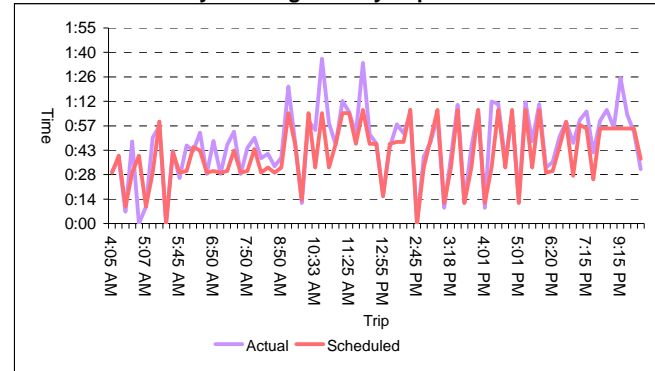


Pace South Cook - Will Initiative Route 352 Performance Overview

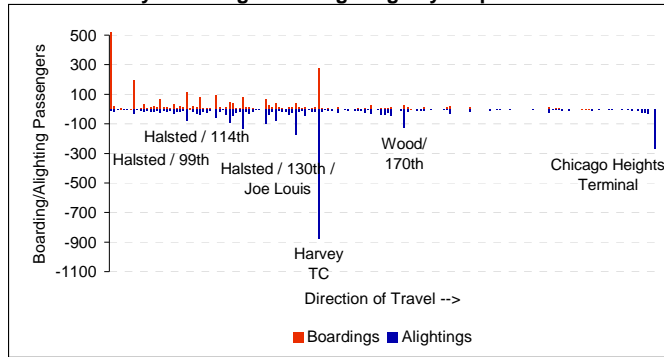
Weekday Boardings and Alightings by Stop Northbound



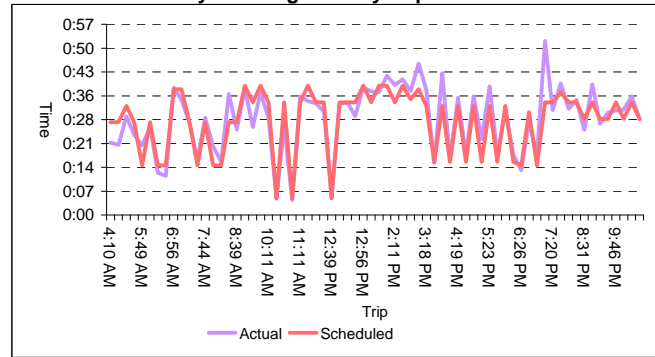
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

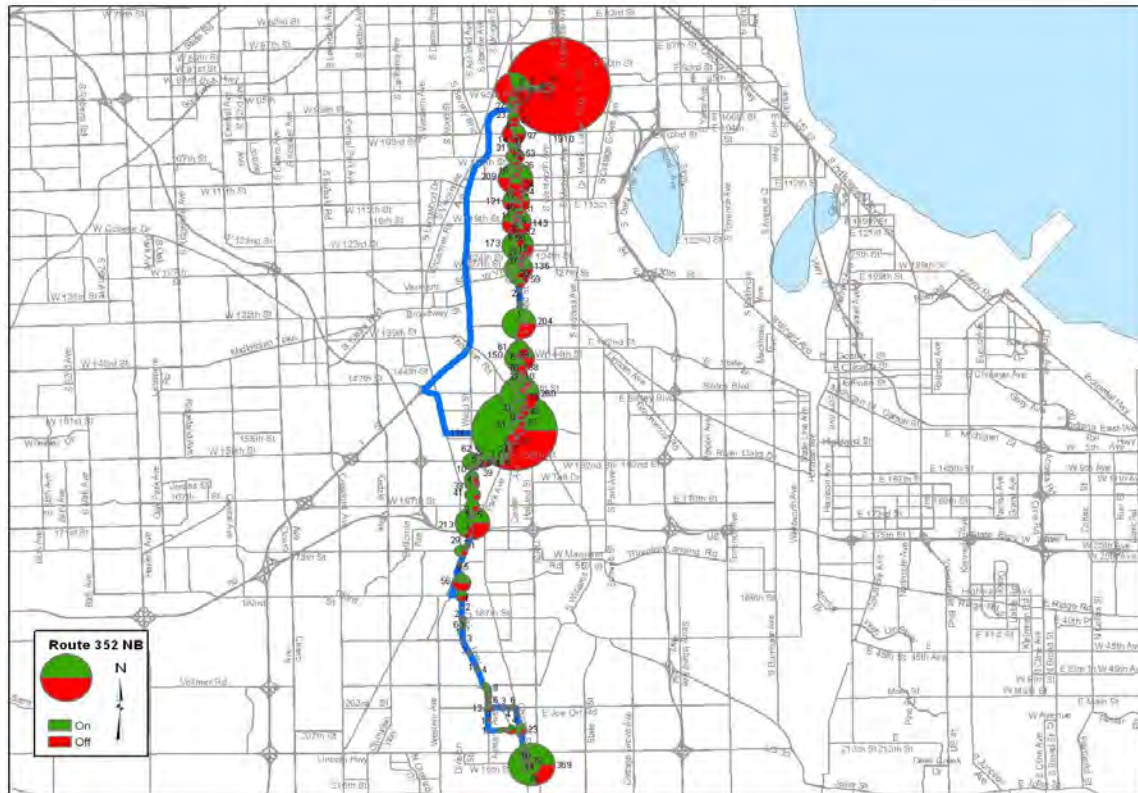


Weekday Running Time by Trip Southbound

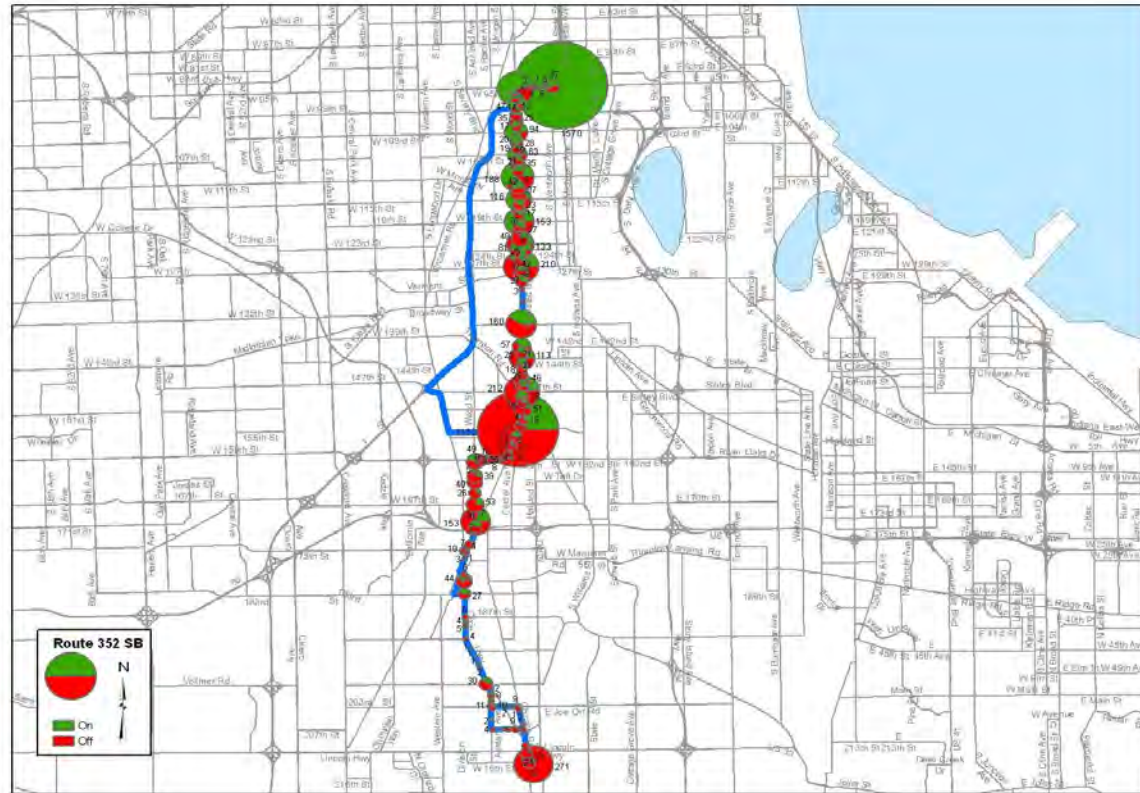


Pace South Cook - Will Initiative Route 352 Performance Overview

Route 352 Weekday Ridership Activity Distribution



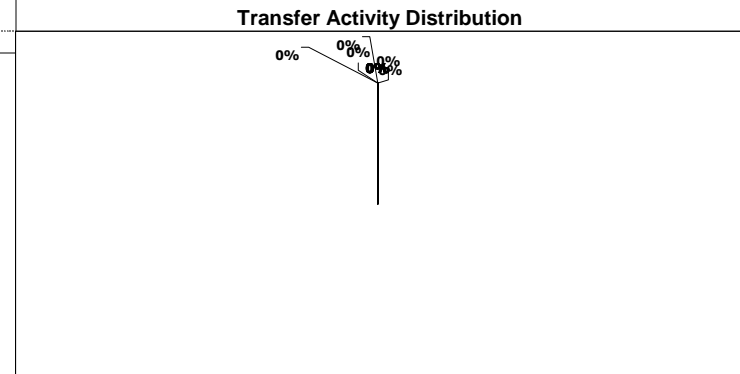
Pace South Cook - Will Initiative Route 352 Performance Overview



Pace South Cook - Will Initiative Route 352 Performance Overview

Route 352	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	58.2%	13.8%	27.9%		100.0%	-	
By Direction							
Northbound	60.5%	18.1%	21.4%				
Southbound	56.0%	9.5%	34.5%				
By Segment							
1 Chicago Heights Terminal & 0 to Dixie / Ridge & 0	69.9%	12.3%	17.8%				
2 Dixie / Ridge & 0 to Wood / 170th & 0	60.2%	11.0%	28.8%				
3 Wood / 170th & 0 to Harvey Transportation Center & 0	36.3%	54.9%	8.8%				
4 Harvey Transportation Center & 0 to Halsted / 127th & 0	64.5%	3.3%	32.2%				
5 Halsted / 127th & 0 to Halsted / 111th & 0	53.7%	5.1%	41.2%				
6 Halsted / 111th & 0 to 95th St CTA Station & 0	57.2%	8.7%	34.1%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

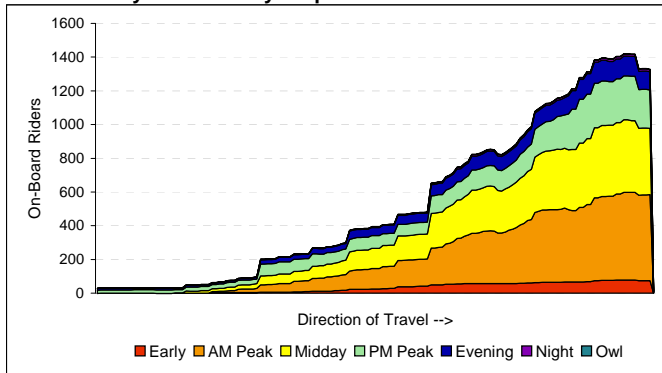


Pace South Cook - Will Initiative Route 353 Performance Overview

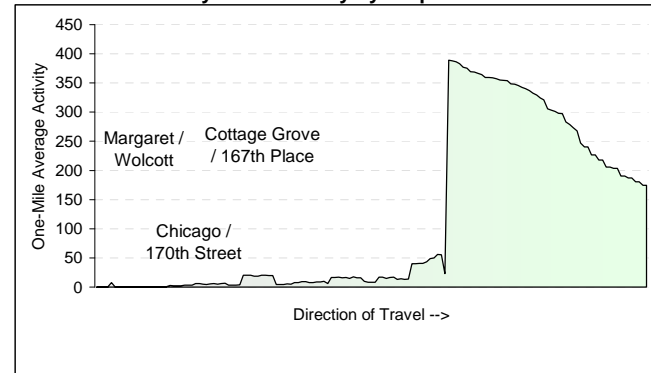
Route 353	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	4358	4316		73.4			59.3		1,420	King Drive / 99th &	N
By Direction											
Northbound	2304	2295		36.4			63.3		1,420	King Drive / 99th &	N
Southbound	2054	2021		37.0			55.5		1,236	King Drive / 97th &	S
By Segment											
1 Homewood Park-n-Ride & 0 to 170th / Cottage Grove & 0	92	148		6.4			14.3				
2 170th / Cottage Grove & 0 to Cottage Grove / 162nd St / Hwy 6 & 0	83	133		2.3			36.9				
3 Cottage Grove / 162nd St / Hwy 6 & 0 to Chicago / 147th Street & 0	390	230		6.1			63.9				
4 Chicago / 147th Street & 0 to Indiana/136th/Riverdale Turnaround & 0	251	397		6.4			39.2				
5 Indiana/136th/Riverdale Turnaround & 0 to Michigan / 119th & 0	891	815		18.5			48.1				
6 Michigan / 119th & 0 to 111th / King Drive & 0	700	414		15.4			45.4				
7 111th / King Drive & 0 to 95th St CTA Station & 0	1951	2179		20.8			93.9				
By Time Period											
AM	1258	1257		17.1			73.5		520	King Drive / 99th &	N
Midday	1176	1166		17.2			68.2		430	King Drive / 99th &	N
PM	987	975		19.6			50.4		298	King Drive / 103rd &	S
Eve	715	697		14.5			49.4		357	King Drive / 97th &	S
Night	93	93		4.2			22.0		42	King Drive / 95th &	S
Owl	31	31		0.8			38.8		19	King Drive / 97th &	S

Pace South Cook - Will Initiative Route 353 Performance Overview

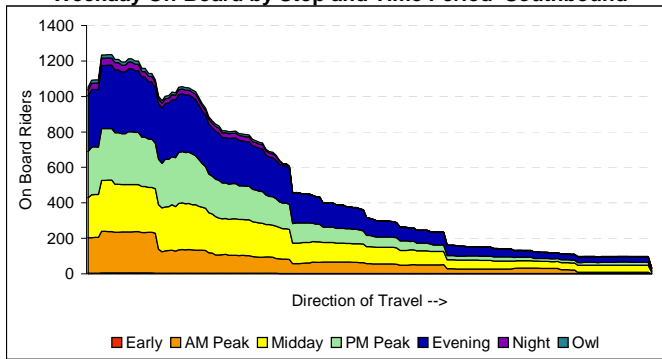
Weekday On-Board by Stop and Time Period Northbound



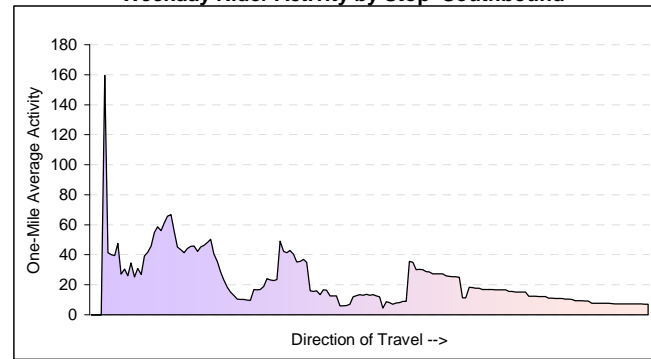
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

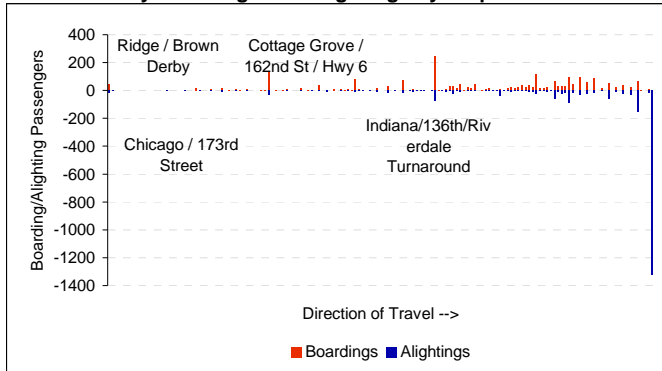


Weekday Rider Activity by Stop Southbound

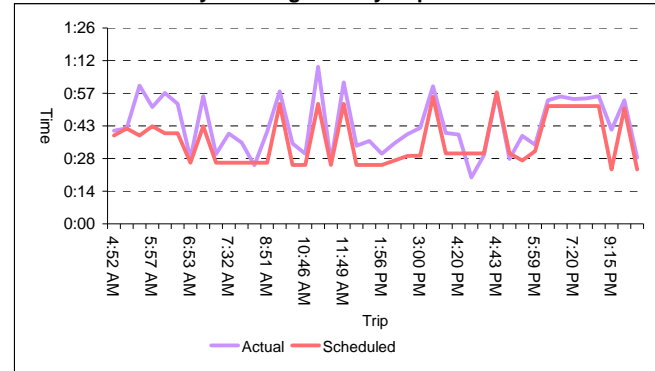


Pace South Cook - Will Initiative Route 353 Performance Overview

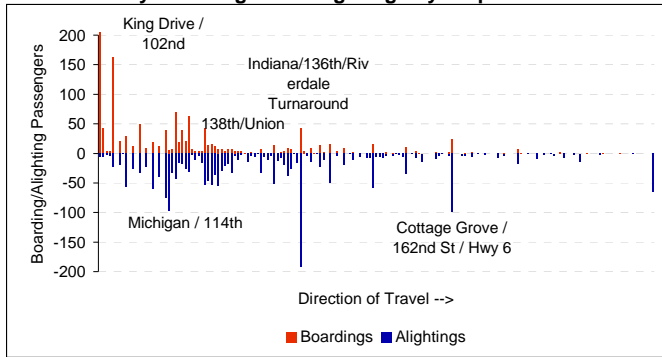
Weekday Boardings and Alightings by Stop Northbound



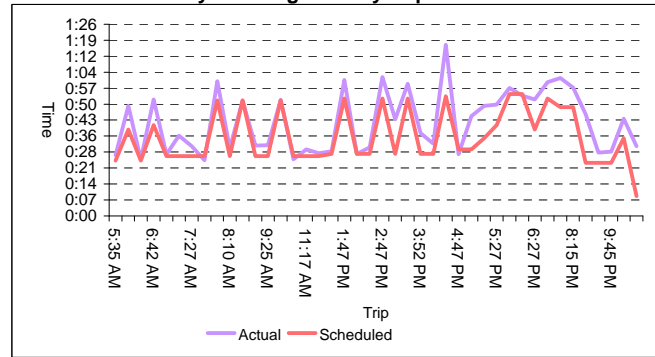
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

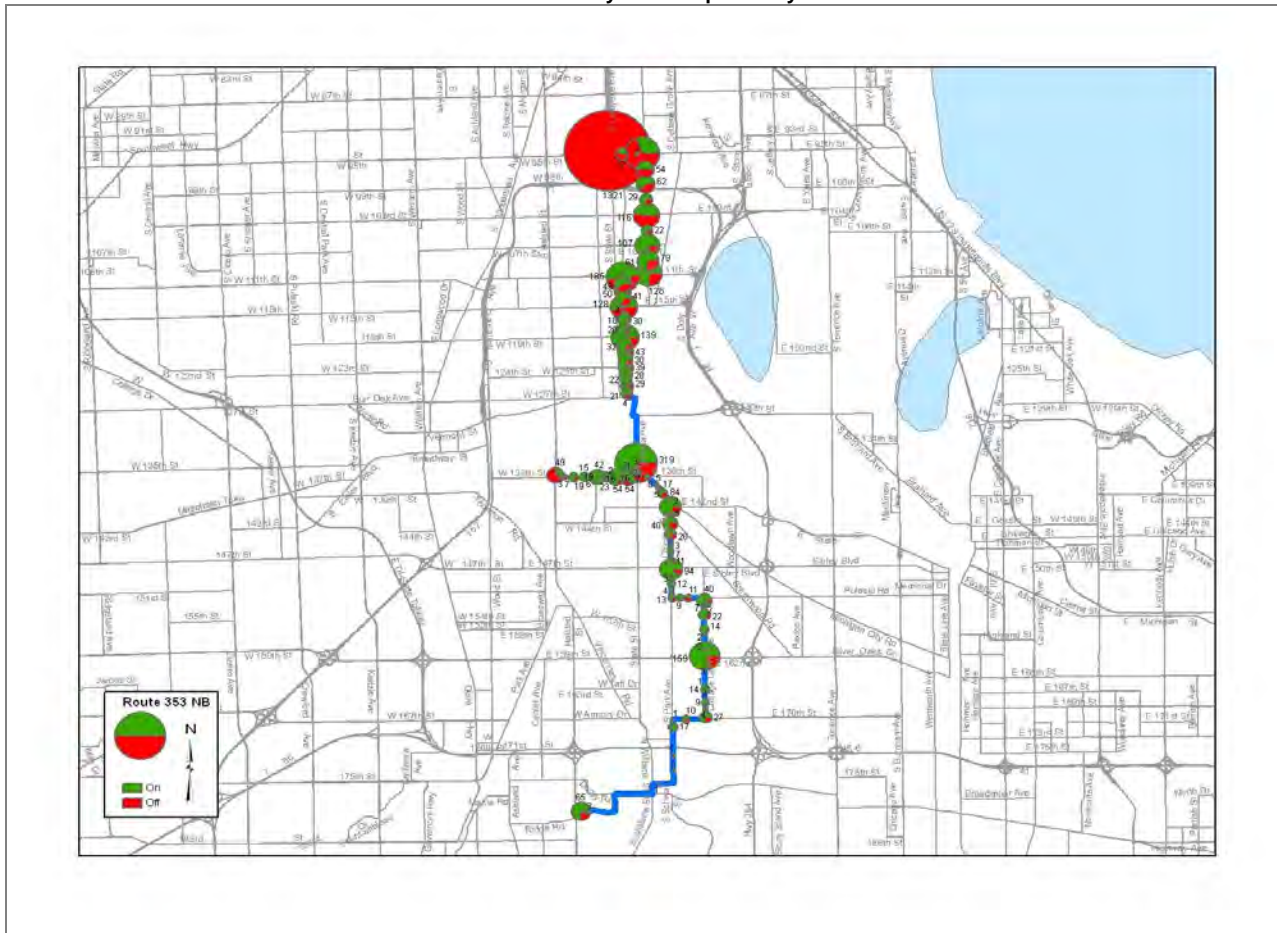


Weekday Running Time by Trip Southbound

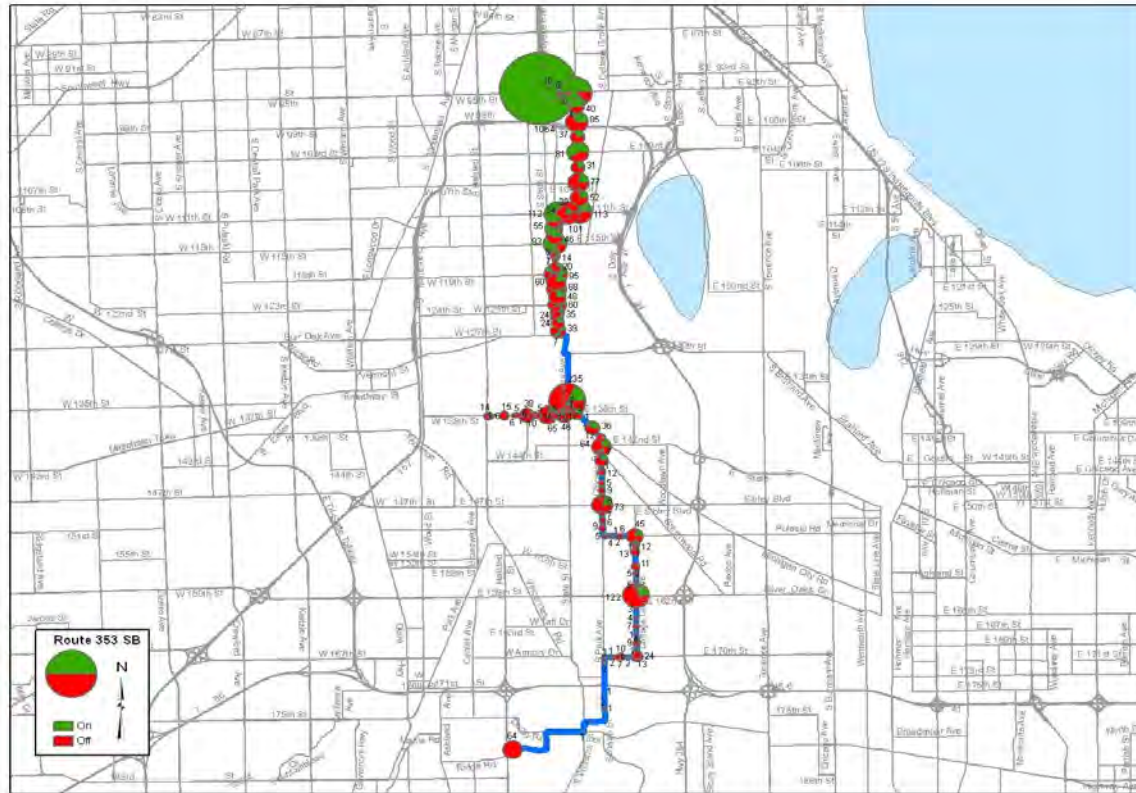


Pace South Cook - Will Initiative Route 353 Performance Overview

Route 353 Weekday Ridership Activity Distribution



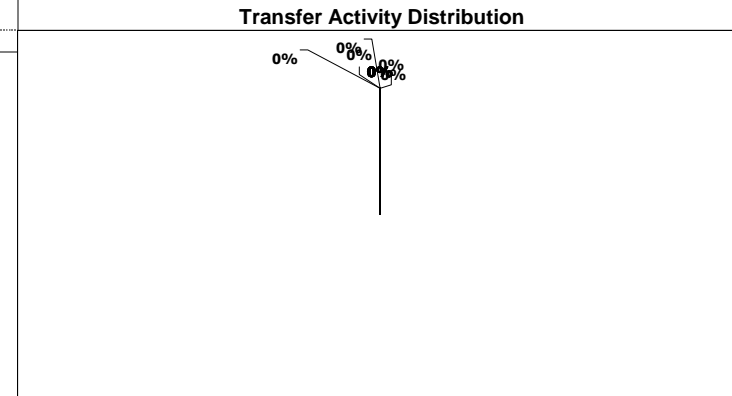
Pace South Cook - Will Initiative Route 353 Performance Overview



Pace South Cook - Will Initiative Route 353 Performance Overview

Route 353	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
				Total	26.5%	9.7%	63.8%
By Direction							
Northbound	28.0%	13.3%	58.7%				
Southbound	24.9%	6.1%	68.9%				
By Segment							
1 Homewood Park-n-Ride & 0 to 170th / Cottage Grove & 0	22.9%	20.0%	57.1%				
2 170th / Cottage Grove & 0 to Cottage Grove / 162nd St / Hwy 6 & 0	23.8%	19.0%	57.1%				
3 Cottage Grove / 162nd St / Hwy 6 & 0 to Chicago / 147th Street & 0	16.7%	18.8%	64.6%				
4 Chicago / 147th Street & 0 to Indiana/136th/Riverdale Turnaround & 0	28.8%	8.8%	62.5%				
5 Indiana/136th/Riverdale Turnaround & 0 to Michigan / 119th & 0	19.4%	1.9%	78.6%				
6 Michigan / 119th & 0 to 111th / King Drive & 0	23.6%	13.2%	63.2%				
7 111th / King Drive & 0 to 95th St CTA Station & 0	33.6%	3.7%	62.6%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

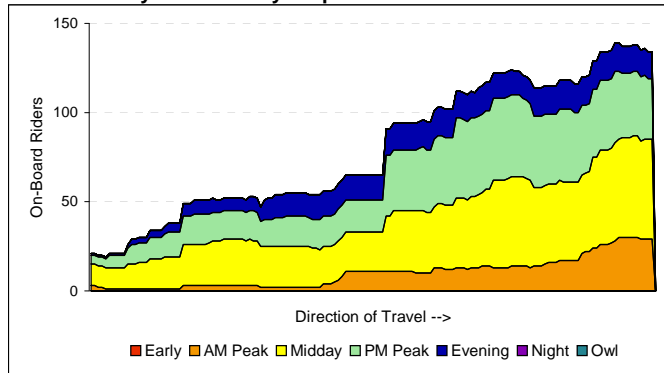


Pace South Cook - Will Initiative Route 354 Performance Overview

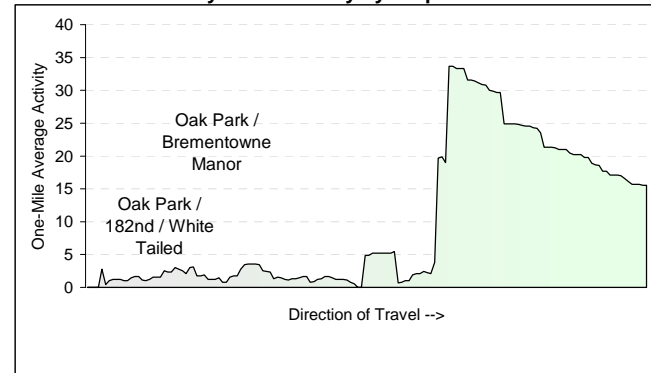
Route 354	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	513	486		23.3			22.0		139	Loomis / 145th &	E
By Direction											
Eastbound	255	255		11.5			22.3		139	Loomis / 145th &	E
Westbound	258	231		11.9			21.8		130	147th / Whipple &	W
By Segment											
1 Tinley Park Hospital & 0 to Centennial / Oak Park & 0	86	61		6.1			14.1				
2 Centennial / Oak Park & 0 to Central / 159th & 0	34	44		2.2			15.7				
3 Central / 159th & 0 to 147th / Cicero & 0	26	50		3.1			8.3				
4 147th / Cicero & 0 to 147th / Kedzie & 0	121	98		3.4			35.8				
5 147th / Kedzie & 0 to Dixie / 147th & 0	48	36		1.9			25.7				
6 Dixie / 147th & 0 to Harvey Transportation Center & 0	198	197		5.6			35.4				
7											
By Time Period											
AM	96	90		4.9			19.5		30	Loomis / 146th &	E
Midday	212	196		10.3			20.6		71	147th / Harrison &	W
PM	152	149		5.3			29.0		46	147th / Kedzie &	E
Eve	53	51		2.8			18.8		16	147th / Karlov &	E
Night											W
Owl											W

Pace South Cook - Will Initiative Route 354 Performance Overview

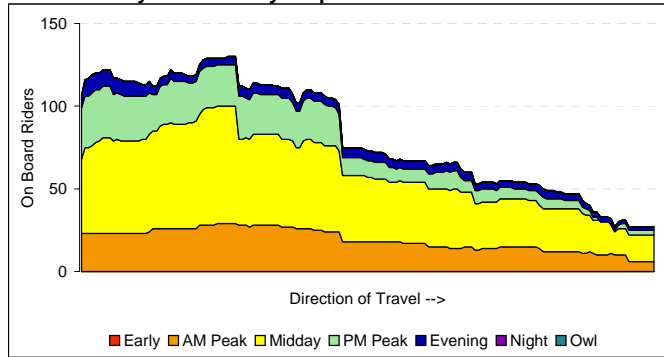
Weekday On-Board by Stop and Time Period Eastbound



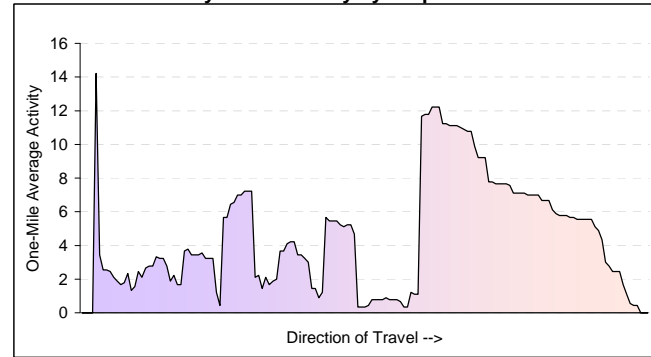
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

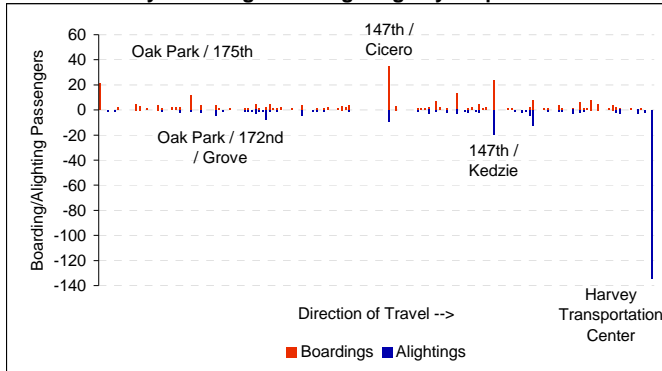


Weekday Rider Activity by Stop Westbound

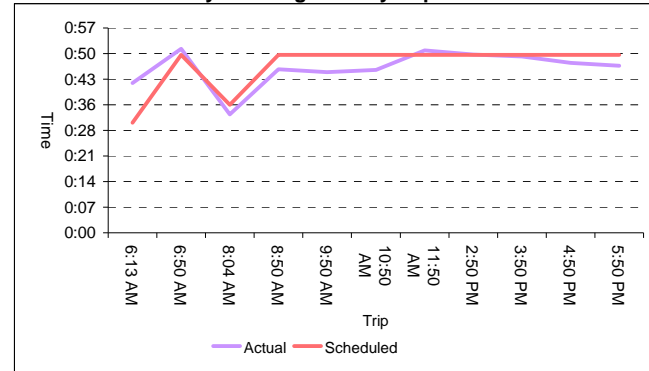


Pace South Cook - Will Initiative Route 354 Performance Overview

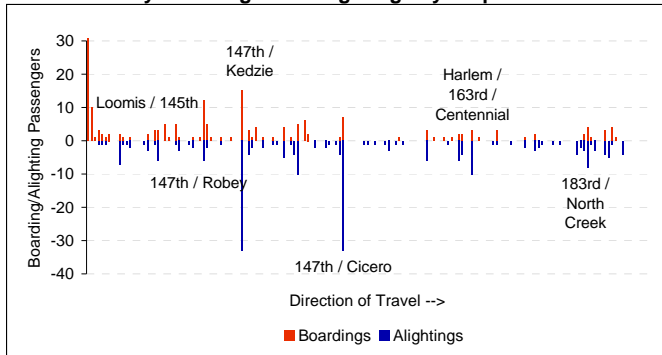
Weekday Boardings and Alightings by Stop Eastbound



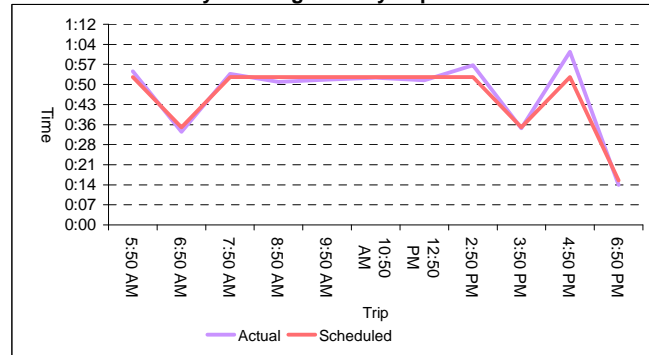
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

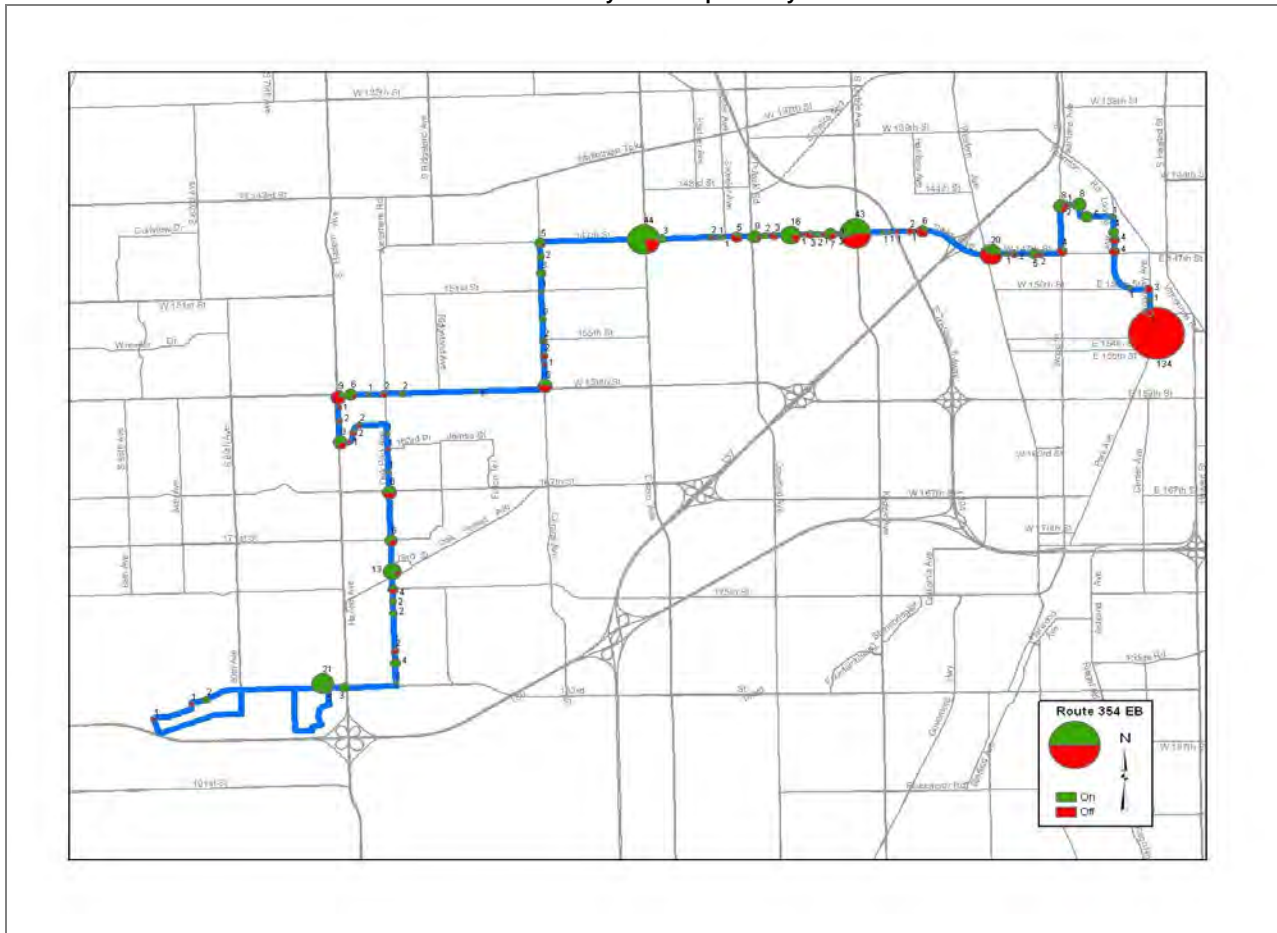


Weekday Running Time by Trip Westbound

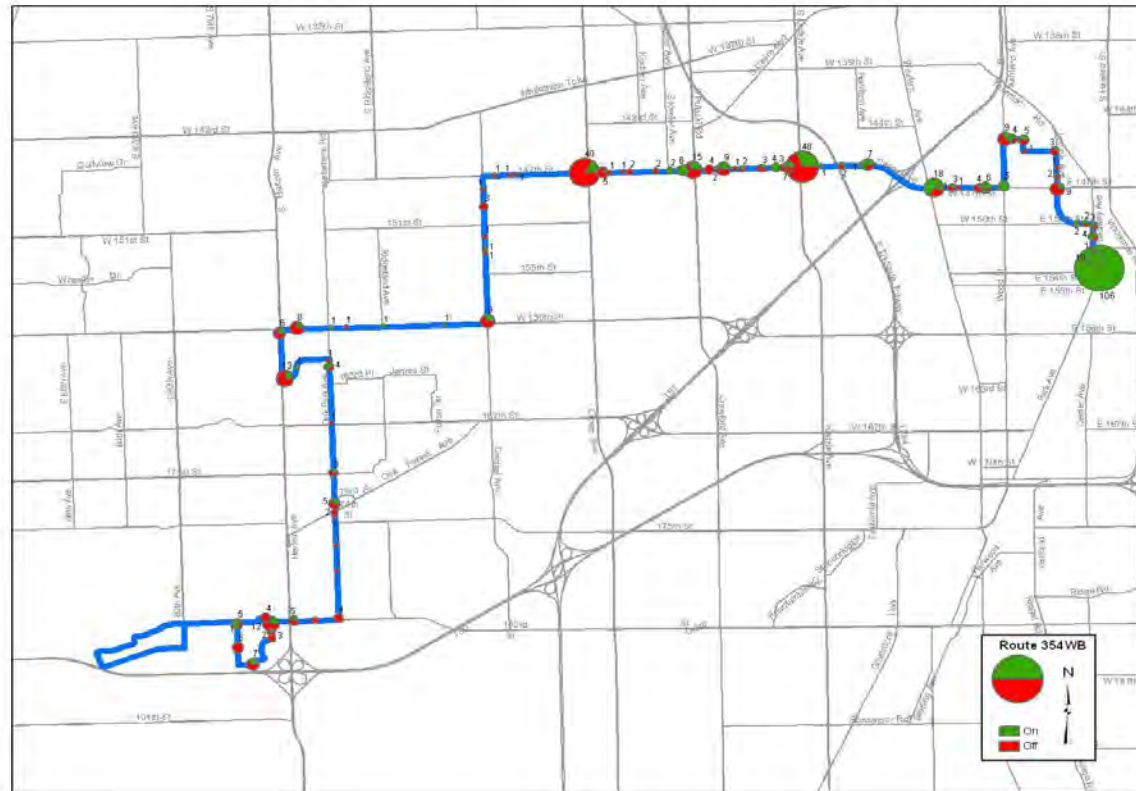


Pace South Cook - Will Initiative Route 354 Performance Overview

Route 354 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 354 Performance Overview

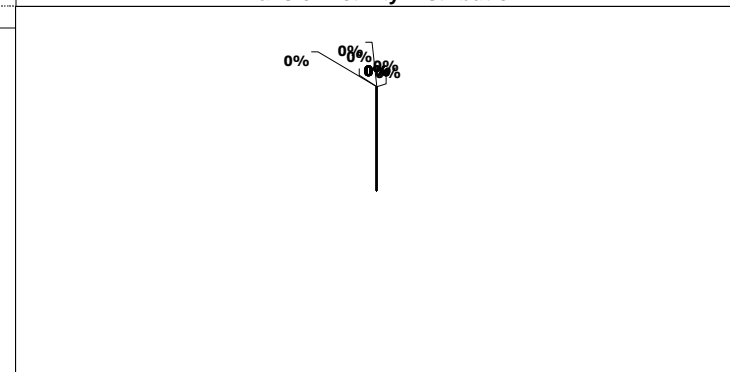


Pace South Cook - Will Initiative Route 354 Performance Overview

Route 354	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
By Direction							
Eastbound	57.0%	27.8%	15.2%				
Westbound	78.0%	15.9%	6.1%				
By Segment							
1 Tinley Park Hospital & 0 to Centennial / Oak Park & 0	76.2%		23.8%				
2 Centennial / Oak Park & 0 to Central / 159th & 0	66.7%	25.0%	8.3%				
3 Central / 159th & 0 to 147th / Cicero & 0	52.2%	34.8%	13.0%				
4 147th / Cicero & 0 to 147th / Kedzie & 0	65.2%	26.1%	8.7%				
5 147th / Kedzie & 0 to Dixie / 147th & 0	70.8%	25.0%	4.2%				
6 Dixie / 147th & 0 to Harvey Transportation Center & 0	80.0%	8.0%	12.0%				
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

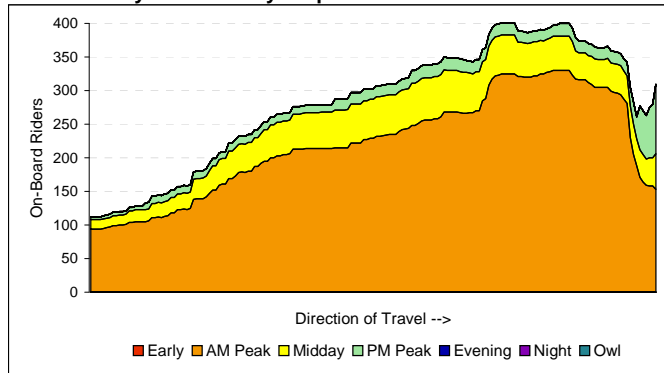


Pace South Cook - Will Initiative Route 355 Performance Overview

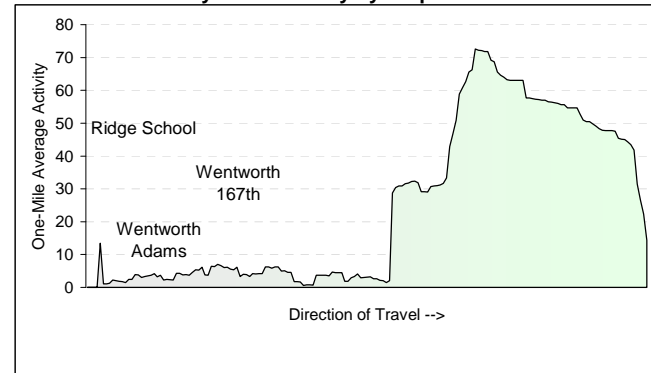
Route 355	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	993	697		42.8			23.2		401	Hegewisch South Shore Station &	N
By Direction											
Northbound	741	431		24.0			30.9		401	Hegewisch South Shore Station &	N
Southbound	252	266		18.9			13.4		201	Michigan Cermak &	S
By Segment											
1 Ridge Torrence & 0 to Wentworth River Oaks Dr. & 0	250	95		6.1			41.2				
2 Wentworth River Oaks Dr. & 0 to Wentworth / Memorial & 0	98	59		5.4			18.3				
3 Wentworth / Memorial & 0 to Hammond / Transit Center & 0	24	17		0.3			68.6				
4 Hammond / Transit Center & 0 to Sibley / Torrence & 0	102	72		2.8			36.2				
5 Sibley / Torrence & 0 to Hegewisch South Shore Station & 0	119	74		2.9			41.3				
6 Hegewisch South Shore Station & 0 to 130th Torrence & 0	36	46									
7 130th Torrence & 0 to Stetson Lake & 0	364	334		7.7			47.3				
By Time Period											
AM	475	322		16.5			28.8		330	130th Marquette &	N
Midday	179	151		9.8			18.2		63	Sibley / Burnham &	N
PM	336	214		14.2			23.6		149	Michigan Cermak &	S
Eve	3	10		2.3			1.3		7	Stetson Lake &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 355 Performance Overview

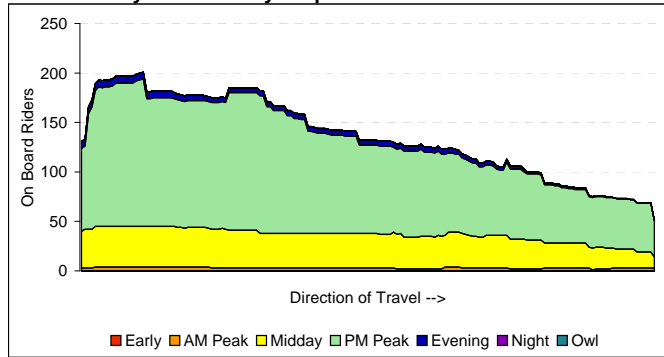
Weekday On-Board by Stop and Time Period Northbound



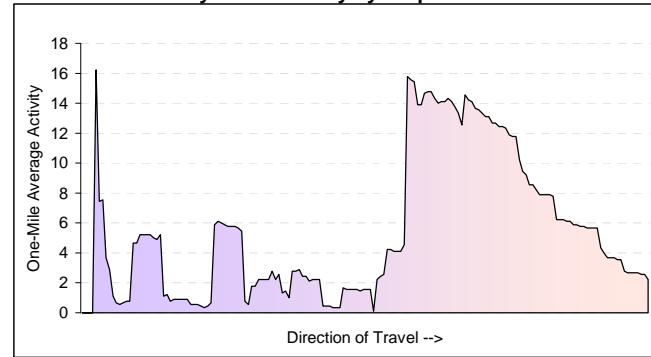
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound



Weekday Rider Activity by Stop Southbound

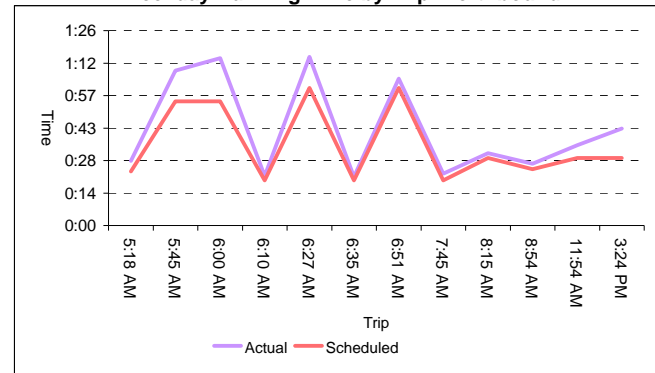


Pace South Cook - Will Initiative Route 355 Performance Overview

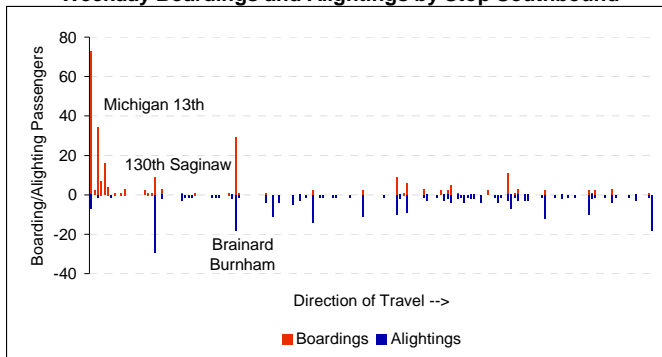
Weekday Boardings and Alightings by Stop Northbound



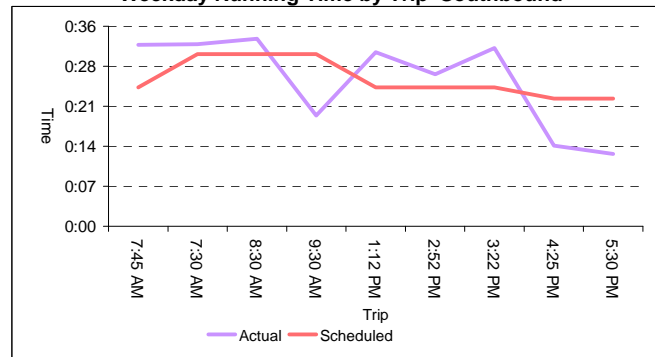
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

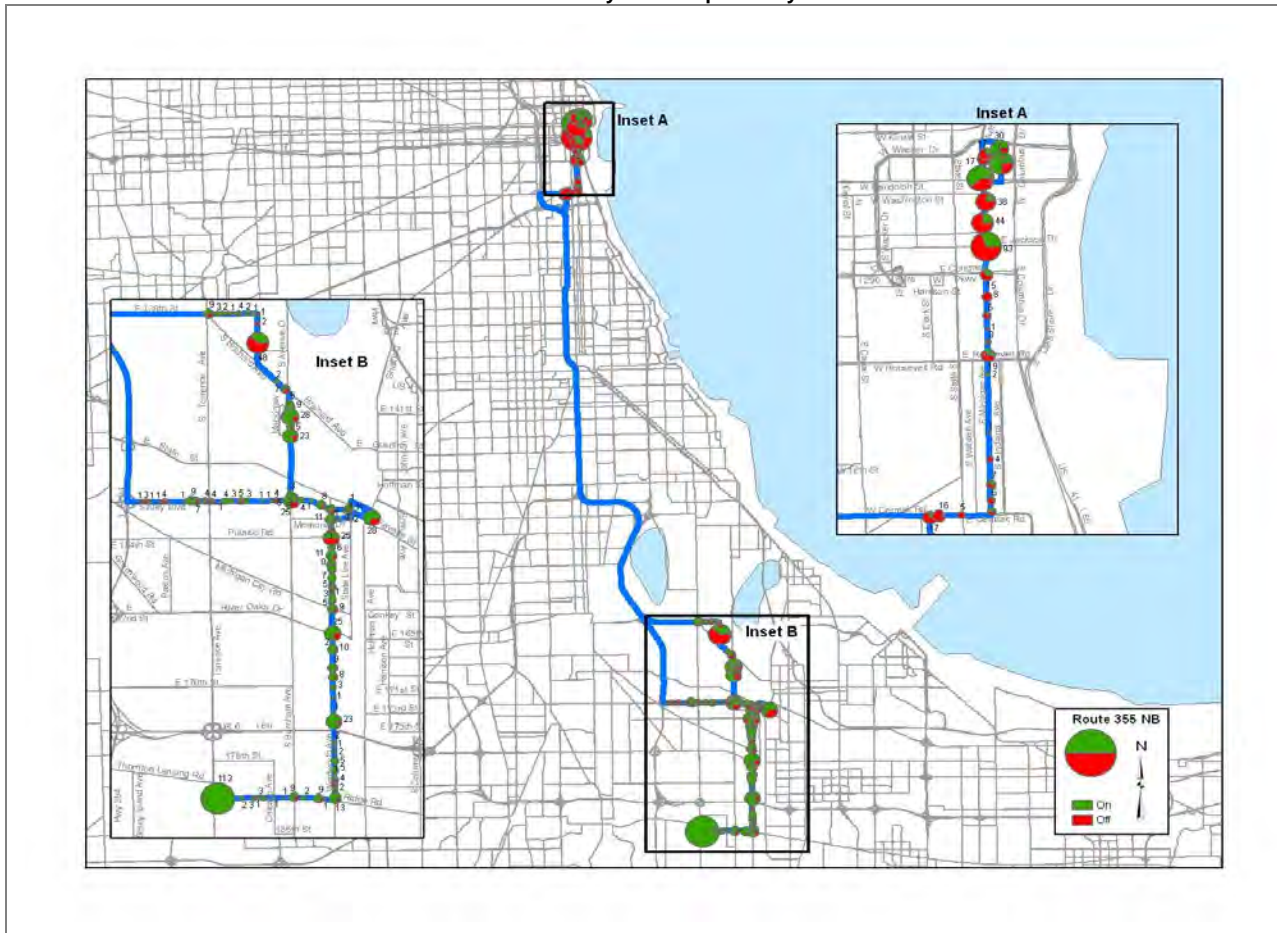


Weekday Running Time by Trip Southbound

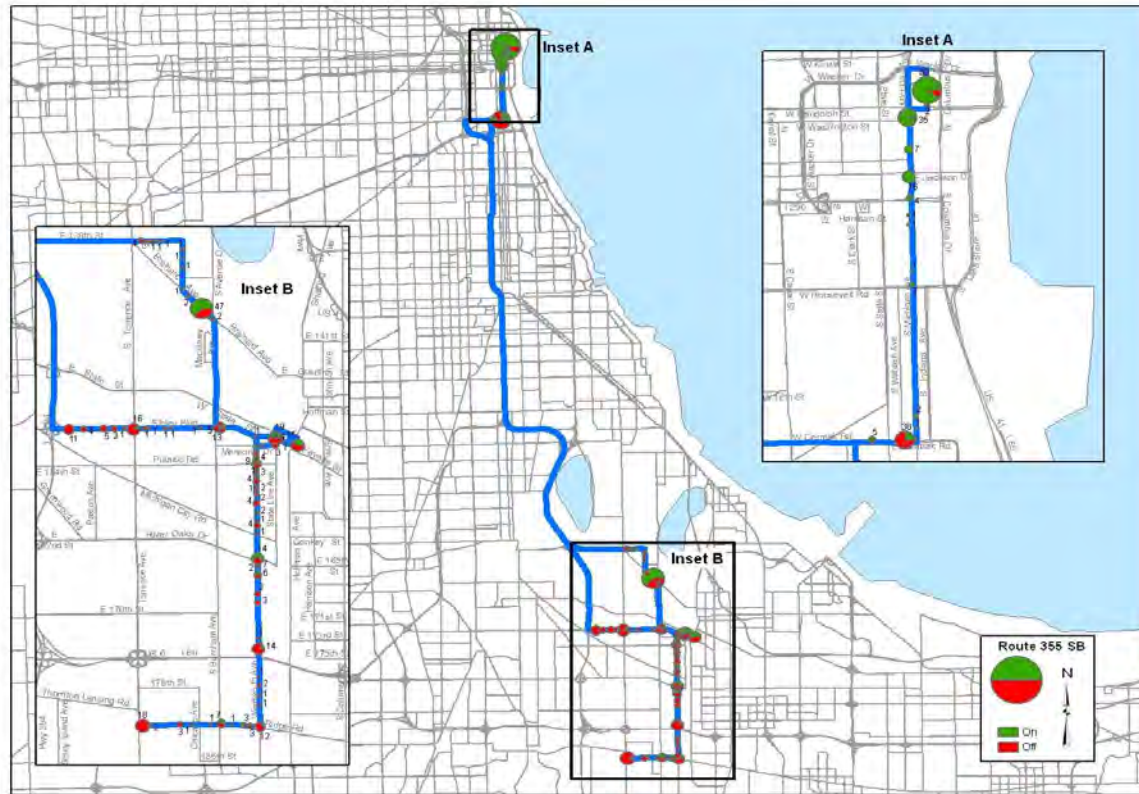


Pace South Cook - Will Initiative Route 355 Performance Overview

Route 355 Weekday Ridership Activity Distribution



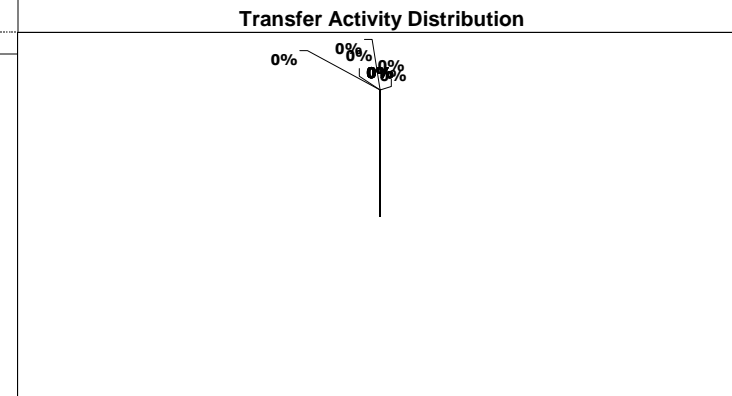
Pace South Cook - Will Initiative Route 355 Performance Overview



Pace South Cook - Will Initiative Route 355 Performance Overview

Route 355	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	36.2%	14.2%	49.6%		100.0%	-	
By Direction							
Northbound	49.6%	13.9%	36.5%				
Southbound	22.9%	14.5%	62.7%				
By Segment							
1 Ridge Torrence & 0 to Wentworth River Oaks Dr. & 0	55.2%		44.8%				
2 Wentworth River Oaks Dr. & 0 to Wentworth / Memorial & 0	47.5%	7.5%	45.0%				
3 Wentworth / Memorial & 0 to Hammond / Transit Center & 0	25.0%	8.3%	66.7%				
4 Hammond / Transit Center & 0 to Sibley / Torrence & 0	55.6%	7.4%	37.0%				
5 Sibley / Torrence & 0 to Hegewisch South Shore Station & 0	25.9%	14.8%	59.3%				
6 Hegewisch South Shore Station & 0 to 130th Torrence & 0	26.7%	33.3%	40.0%				
7 130th Torrence & 0 to Stetson Lake & 0			100.0%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

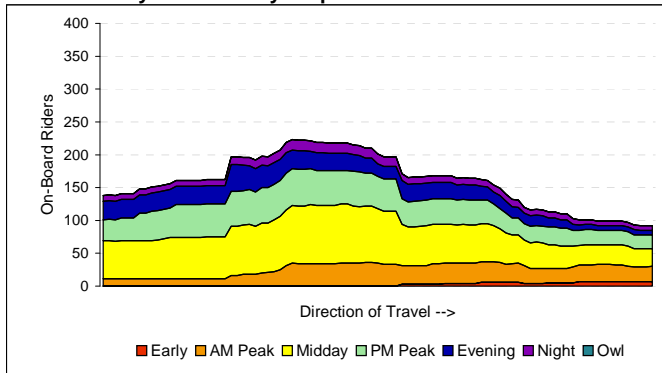


Pace South Cook - Will Initiative Route 357 Performance Overview

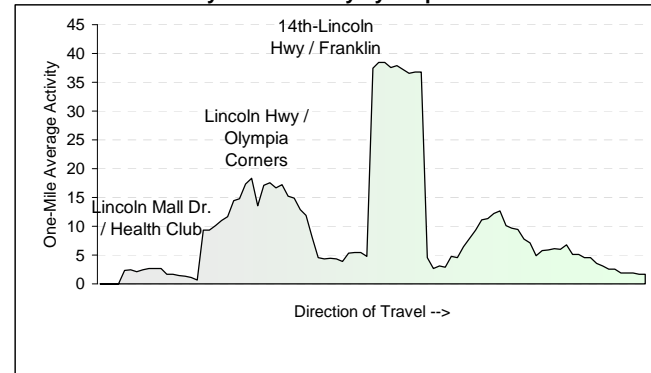
Route 357	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	1115	1069		42.5			26.2		223	14th - Lincoln Hwy / D'amico / Don
By Direction											
Eastbound	422	468		23.5			17.9		223	14th - Lincoln Hwy / D'amico / Don	E
Westbound	693	601		19.0			36.5		221	14th-Lincoln Hwy / Campbell &	W
By Segment											
1 Southwick Dr / Lawrence Manor & 0 to Lincoln Mall / Entrance 3 & 0	53	85		7.9			6.8				
2 Lincoln Mall / Entrance 3 & 0 to 211th St. / Metra Station & 0	214	191		6.6			32.3				
3 211th St. / Metra Station & 0 to Chicago Heights Terminal & 0	446	366		13.5			33.0				
4 Chicago Heights Terminal & 0 to Woodlawn / 14th - Lincoln Hwy & 0	402	427		13.6			29.6				
5											
6											
7											
By Time Period											
AM	187	167		7.7			24.2		37	14th-Lincoln Hwy / East End &	W
Midday	476	460		18.0			26.4		107	14th-Lincoln Hwy / Aberdeen &	W
PM	265	246		9.0			29.4		56	14th - Lincoln Hwy / Division &	E
Eve	149	162		6.6			22.7		41	211th St. / Metra Station &	E
Night	21	25		1.2			17.0		16	14th - Lincoln Hwy / Division &	E
Owl											W

Pace South Cook - Will Initiative Route 357 Performance Overview

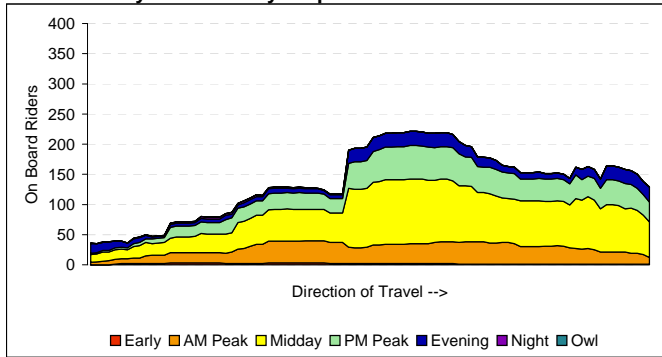
Weekday On-Board by Stop and Time Period Eastbound



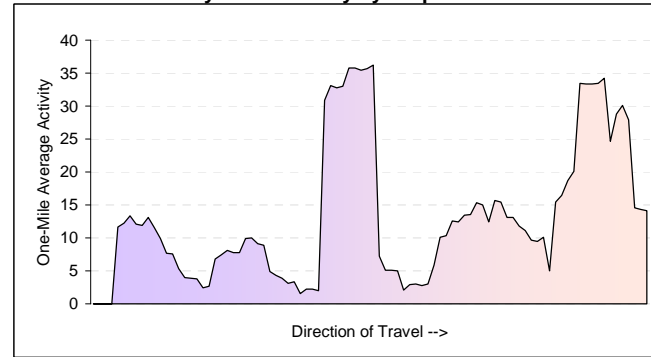
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

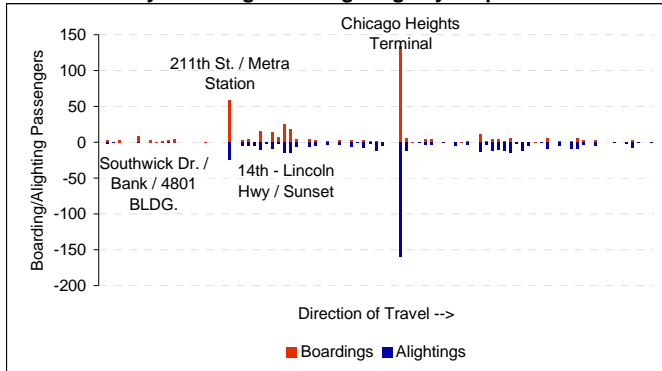


Weekday Rider Activity by Stop Westbound

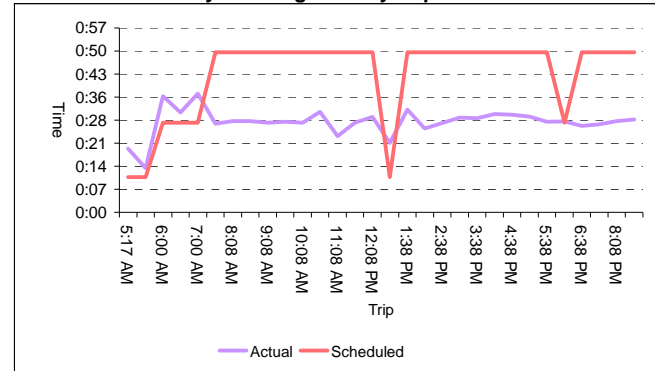


Pace South Cook - Will Initiative Route 357 Performance Overview

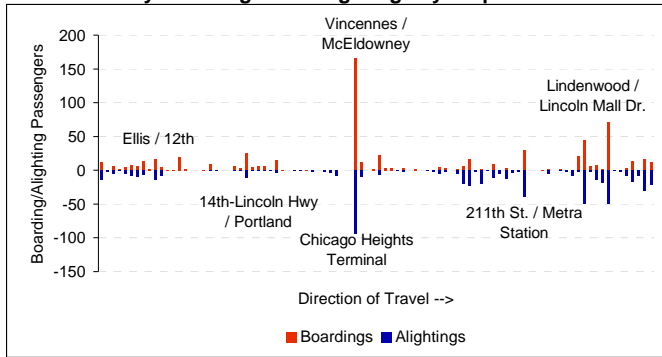
Weekday Boardings and Alightings by Stop Eastbound



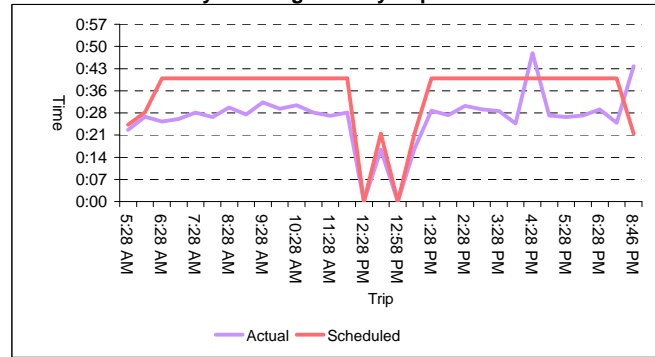
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

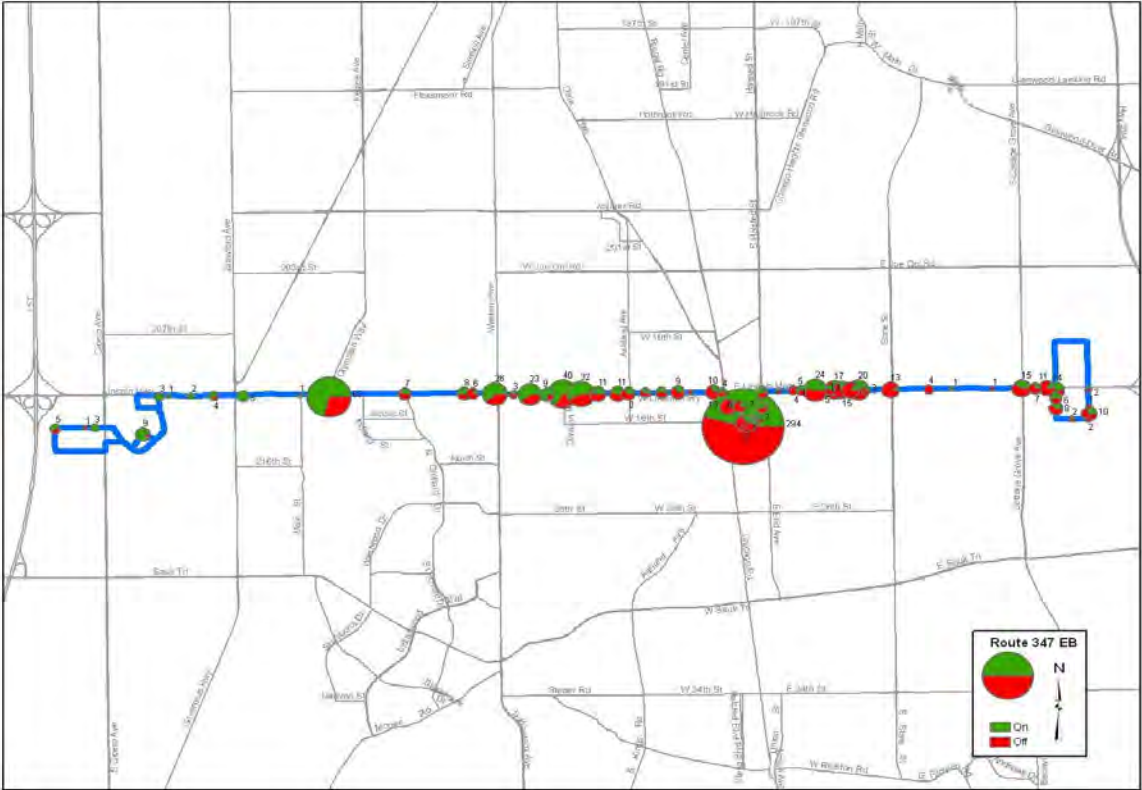


Weekday Running Time by Trip Westbound

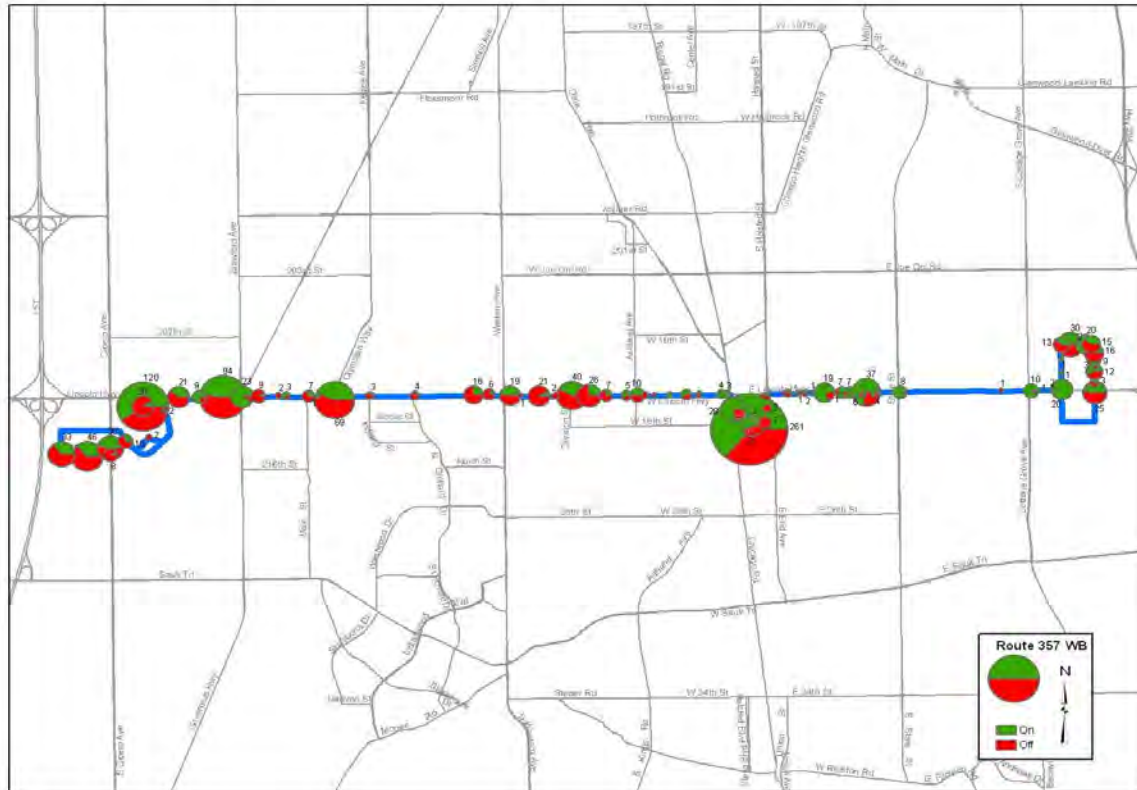


Pace South Cook - Will Initiative
 Route 357 Performance Overview

Route 357 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 357 Performance Overview

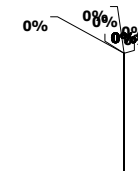


Pace South Cook - Will Initiative Route 357 Performance Overview

Route 357	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	89.6%	8.2%	2.2%		100.0%	-	0.0%
By Direction							
Eastbound	100.0%						
Westbound	79.1%	16.5%	4.4%				
By Segment							
1 Southwick Dr / Lawrence Manor & 0 to Lincoln Mall / Entrance 3 & 0	100.0%						
2 Lincoln Mall / Entrance 3 & 0 to 211th St. / Metra Station & 0	63.6%	34.1%	2.3%				
3 211th St. / Metra Station & 0 to Chicago Heights Terminal & 0	80.3%	16.4%	3.3%				
4 Chicago Heights Terminal & 0 to Woodlawn / 14th - Lincoln Hwy & 0	100.0%						
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

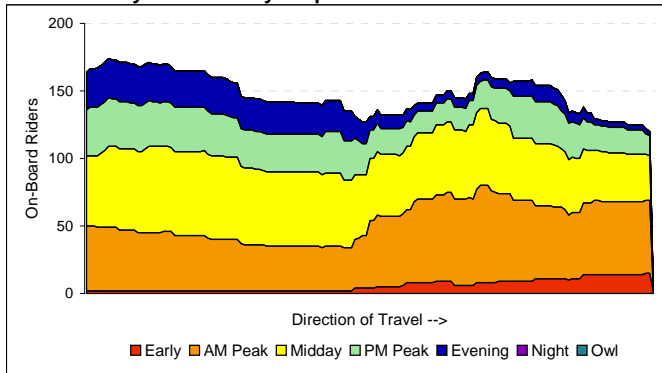


Pace South Cook - Will Initiative Route 358 Performance Overview

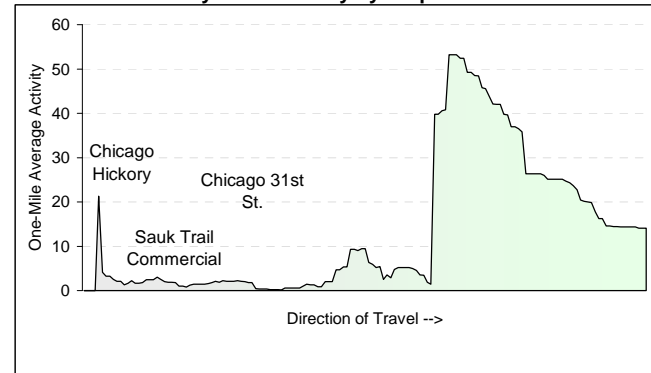
Route 358	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	873	860		22.5			38.8		174	Chicago Independence &	N
By Direction											
Northbound	452	453		11.5			39.2		174	Chicago Independence &	N
Southbound	421	407		11.0			38.3		149	Ring Rd. Stop Sign/Theatres &	S
By Segment											
1 Chicago Heights Terminal & 0 to Chicago Steger & 0	233	183		2.7			86.8				
2 Chicago Steger & 0 to Sauk Trail Torrence & 0	120	108		3.8			31.7				
3 Sauk Trail Torrence & 0 to Torrence Glenwood Dyer Rd. & 0	38	35		1.9			19.7				
4 Torrence Glenwood Dyer Rd. & 0 to Torrence Ridge & 0	59	57		2.8			21.3				
5 Torrence Ridge & 0 to Torrence Bernice/173rd & 0	61	68		2.1			28.8				
6 Torrence Bernice/173rd & 0 to River Oaks Center & 0	107	127		1.5			72.1				
7 River Oaks Center & 0 to Torrence Sibley & 0	102	89		2.2			47.4				
By Time Period											
AM	259	254		5.9			43.7		72	Torrence Bernice/173rd &	N
Midday	335	334		9.9			33.8		66	Ring Rd. Stop Sign/Theatres &	S
PM	154	154		3.3			46.7		36	16th / Vincennes &	N
Eve	103	98		3.4			30.6		29	16th Chicago &	N
Night											S
Owl											S

Pace South Cook - Will Initiative Route 358 Performance Overview

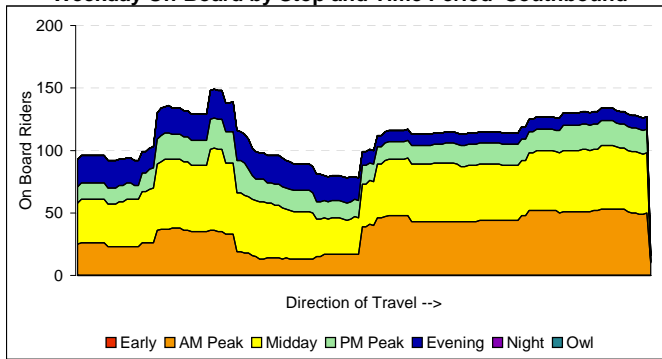
Weekday On-Board by Stop and Time Period Northbound



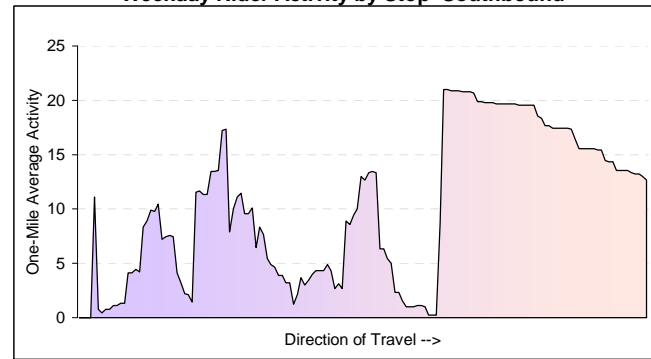
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

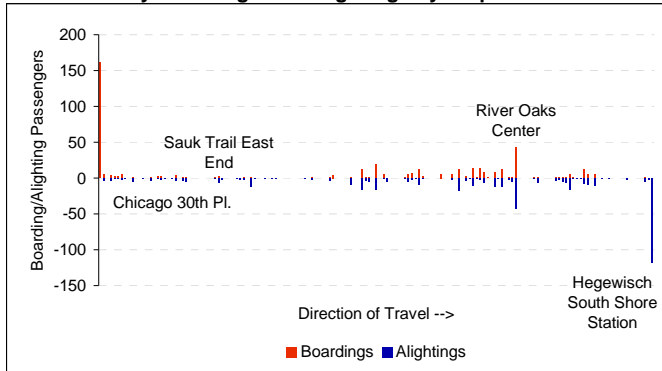


Weekday Rider Activity by Stop Southbound

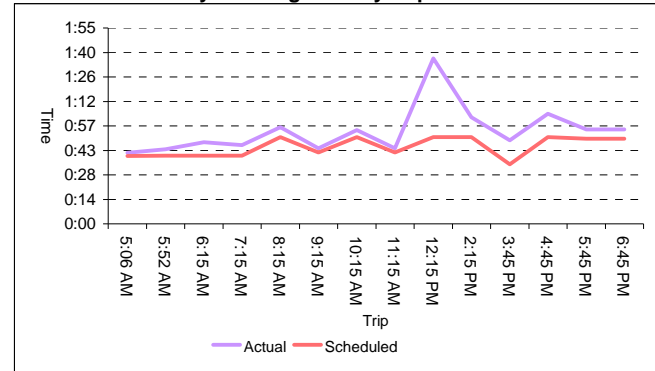


Pace South Cook - Will Initiative Route 358 Performance Overview

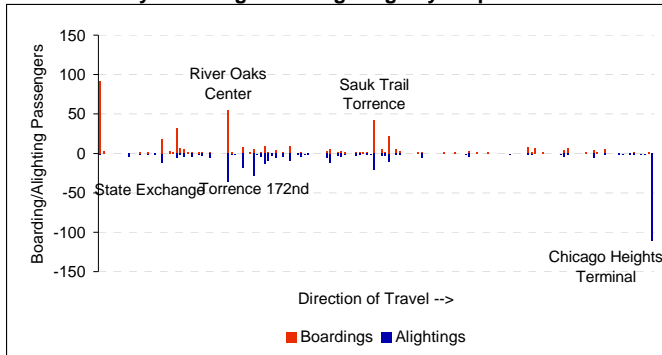
Weekday Boardings and Alightings by Stop Northbound



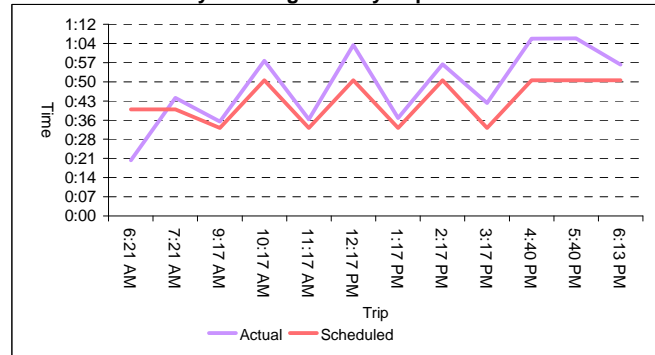
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

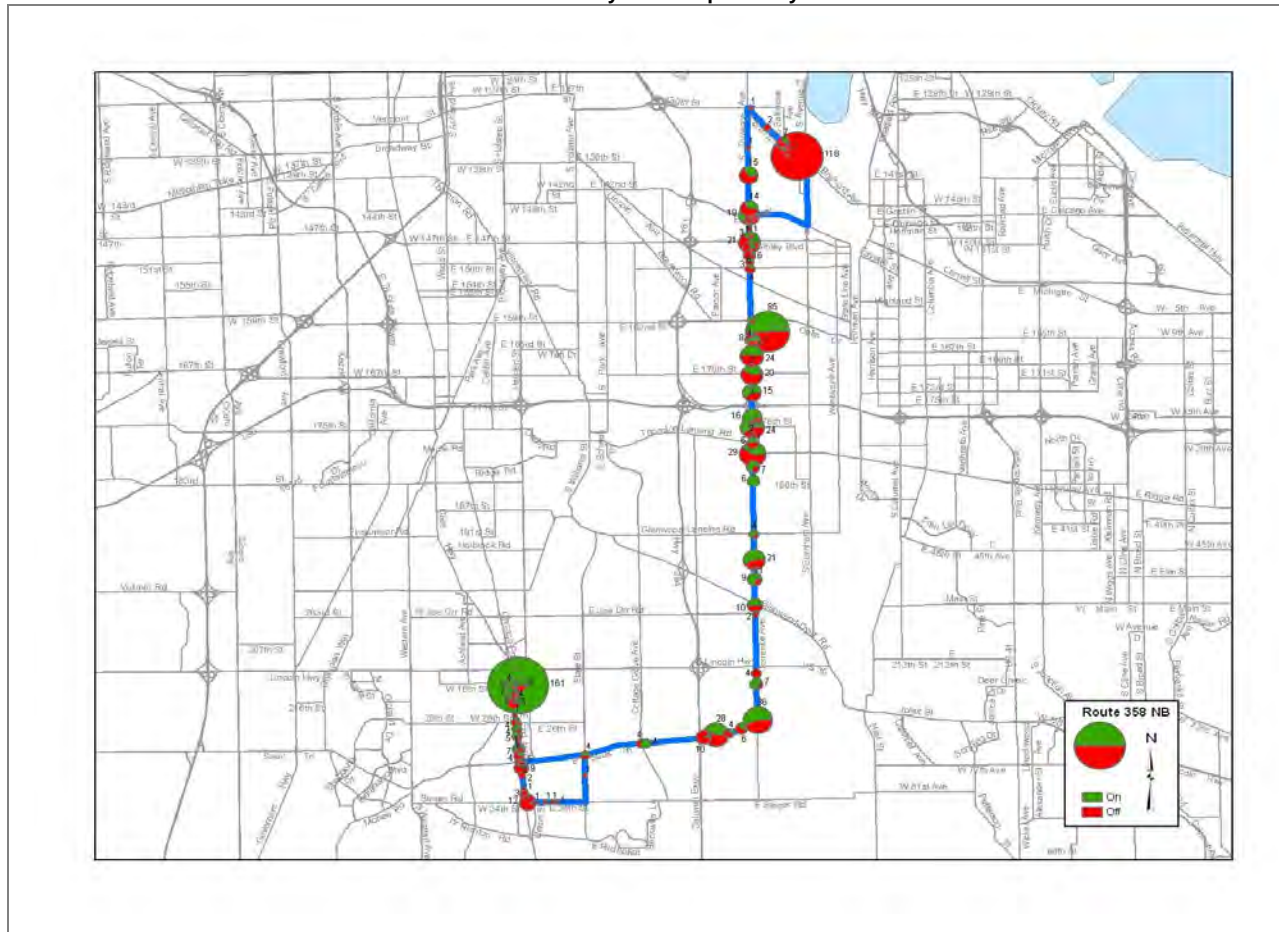


Weekday Running Time by Trip Southbound

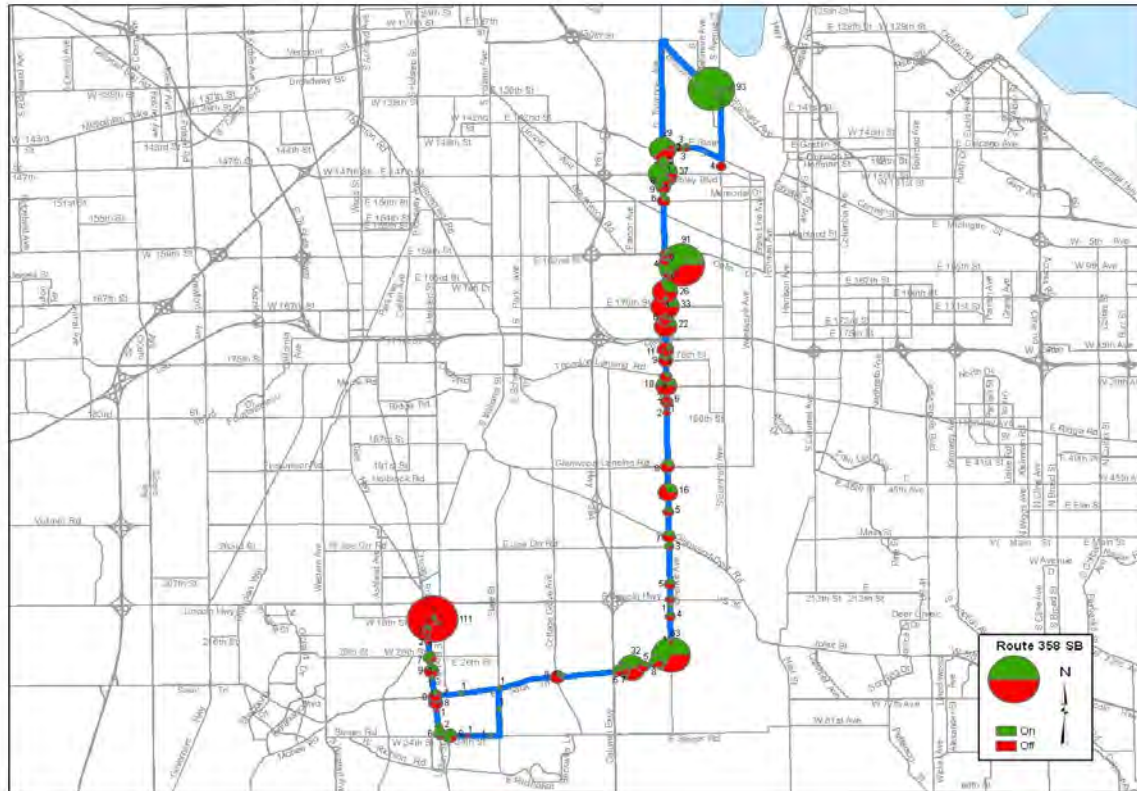


Pace South Cook - Will Initiative Route 358 Performance Overview

Route 358 Weekday Ridership Activity Distribution



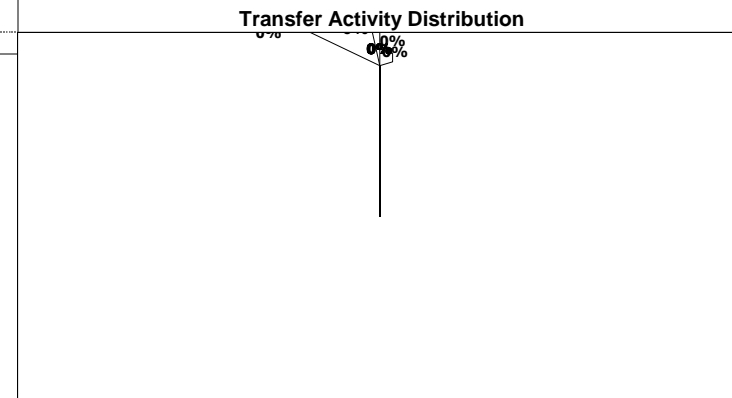
Pace South Cook - Will Initiative Route 358 Performance Overview



Pace South Cook - Will Initiative Route 358 Performance Overview

Route 358	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	41.9%	5.8%	52.3%		100.0%	-	
By Direction							
Northbound	40.5%	7.1%	52.4%				
Southbound	43.2%	4.5%	52.3%				
By Segment							
1 Chicago Heights Terminal & 0 to Chicago Steger & 0	51.9%		48.1%				
2 Chicago Steger & 0 to Sauk Trail Torrence & 0	62.5%		37.5%				
3 Sauk Trail Torrence & 0 to Torrence Glenwood Dyer Rd. & 0	46.4%		53.6%				
4 Torrence Glenwood Dyer Rd. & 0 to Torrence Ridge & 0	44.4%		55.6%				
5 Torrence Ridge & 0 to Torrence Bernice/173rd & 0	35.7%		64.3%				
6 Torrence Bernice/173rd & 0 to River Oaks Center & 0	27.3%		72.7%				
7 River Oaks Center & 0 to Torrence Sibley & 0	24.0%	8.0%	68.0%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

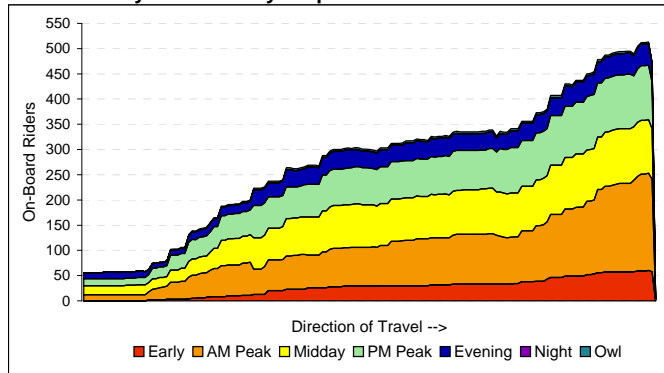


Pace South Cook - Will Initiative Route 359 Performance Overview

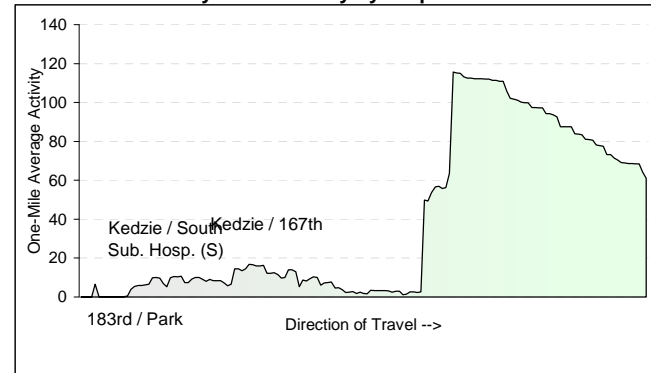
Route 359	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	1722	1535		51.0			33.8		513	Halsted / 120th &	N
By Direction											
Northbound	873	870		26.2			33.4		513	Halsted / 120th &	N
Southbound	849	665		24.8			34.3		246	95th St CTA Station &	S
By Segment											
1 Homewood Metra Station & 0 to Kedzie / 183rd & 0	105	86		3.3			31.5				
2 Kedzie / 183rd & 0 to Kedzie / Stonebridge & 0	51	31		2.1			24.3				
3 Kedzie / Stonebridge & 0 to Kedzie / 159th & 0	307	193		6.2			49.5				
4 Kedzie / 159th & 0 to Kedzie / 147th & 0	136	100		2.9			47.4				
5 Kedzie / 147th & 0 to 139th / Kedzie & 0	74	50		2.5			29.6				
6 139th / Kedzie & 0 to Vermont / Western & 0	277	205		9.9			28.1				
7 Vermont / Western & 0 to 124th / Throop & 0	328	215		7.1			45.9				
8 124th / Throop & 0 to Halsted / 119th & 0	185	128		4.0			46.1				
9 Halsted / 119th & 0 to 95th St CTA Station & 0	259	527		12.4			20.9				
By Time Period											
AM	443	371		11.6			38.2		193	Halsted / 120th &	N
Midday	471	452		16.3			28.8		109	124th / Aberdeen &	N
PM	391	366		12.8			30.5		108	124th / Peoria &	N
Eve	319	249		8.3			38.4		74	Kedzie / 183rd &	S
Night				1.0							S
Owl	5	5		1.0			5.3		4	Kedzie / 147th &	N

Pace South Cook - Will Initiative Route 359 Performance Overview

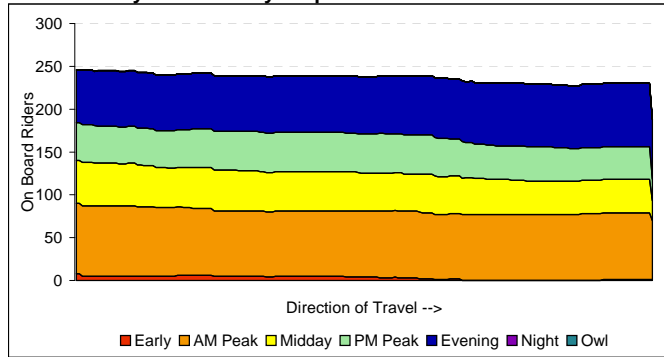
Weekday On-Board by Stop and Time Period Northbound



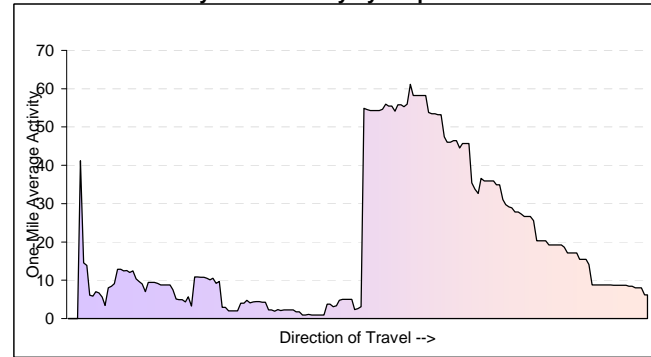
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

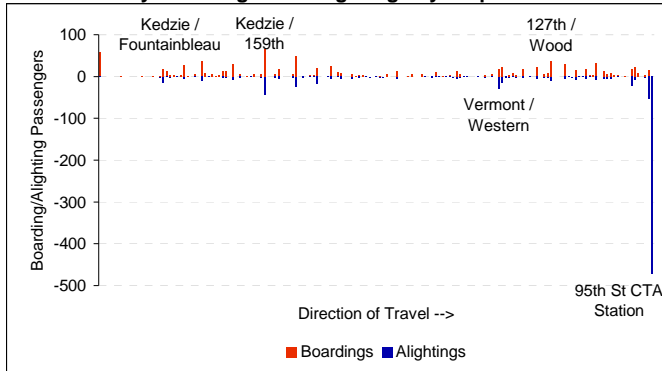


Weekday Rider Activity by Stop Southbound

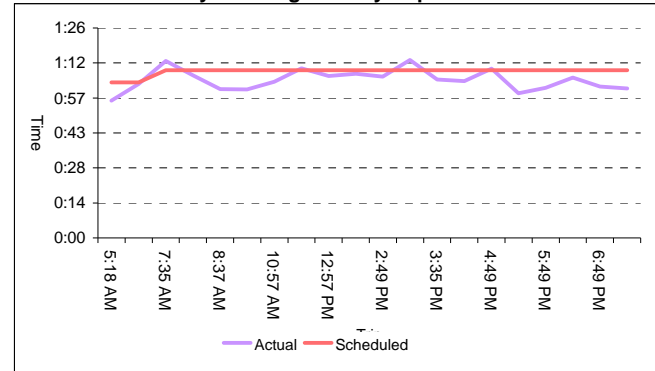


Pace South Cook - Will Initiative Route 359 Performance Overview

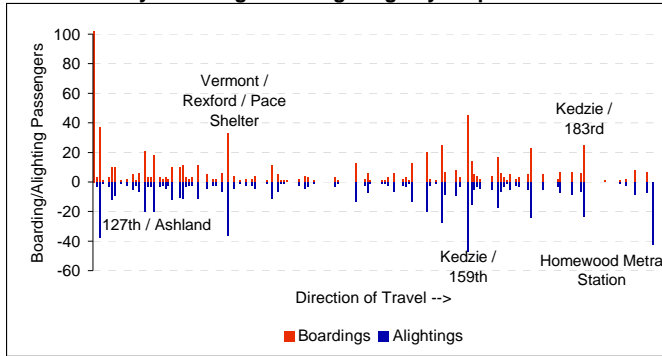
Weekday Boardings and Alightings by Stop Northbound



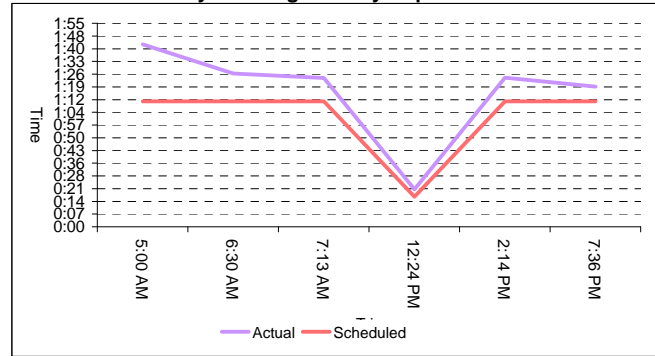
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

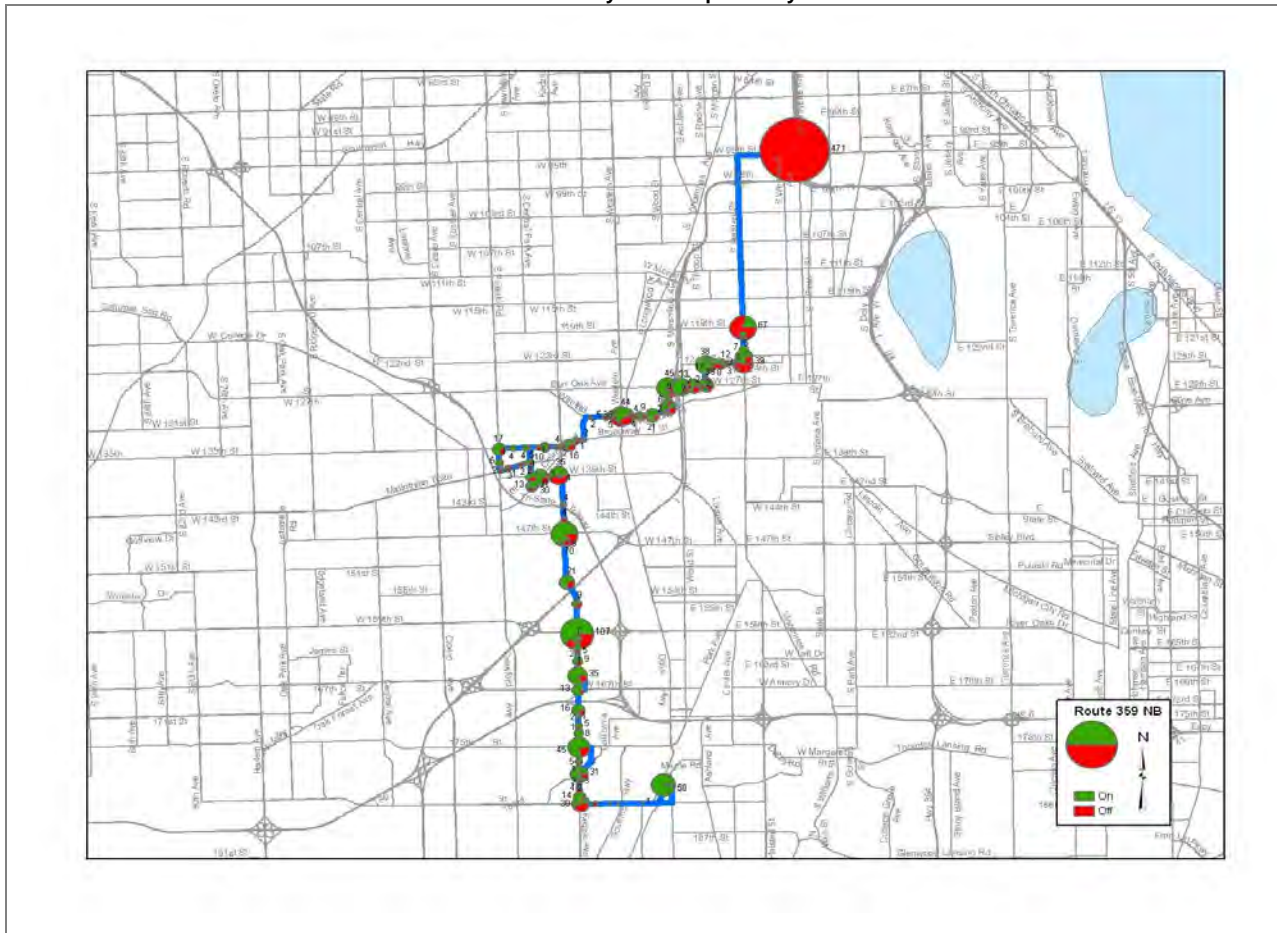


Weekday Running Time by Trip Southbound

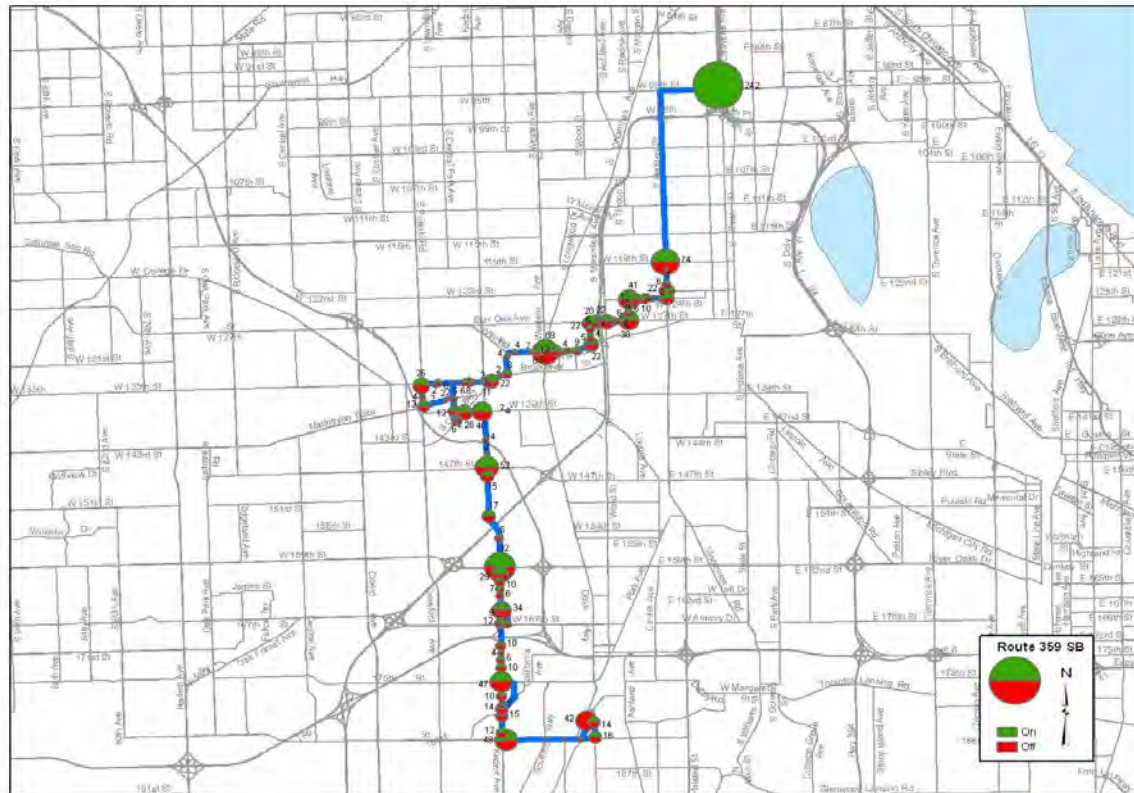


Pace South Cook - Will Initiative Route 359 Performance Overview

Route 359 Weekday Ridership Activity Distribution



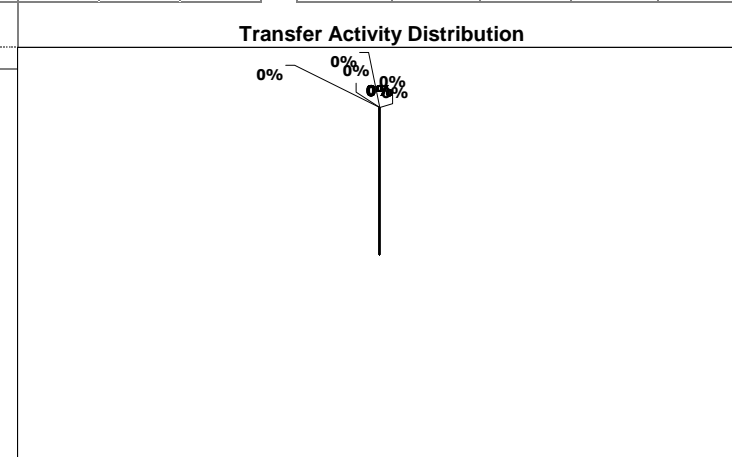
Pace South Cook - Will Initiative Route 359 Performance Overview



Pace South Cook - Will Initiative Route 359 Performance Overview

Route 359	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	60.4%	21.9%	17.8%		100.0%	-	0.0%
By Direction							
Northbound	72.2%	10.4%	17.5%				
Southbound	48.5%	33.3%	18.1%				
By Segment							
1 Homewood Metra Station & 0 to Kedzie / 183rd & 0	75.7%	8.1%	16.2%				
2 Kedzie / 183rd & 0 to Kedzie / Stonebridge & 0	57.5%	30.0%	12.5%				
3 Kedzie / Stonebridge & 0 to Kedzie / 159th & 0	69.0%	16.7%	14.3%				
4 Kedzie / 159th & 0 to Kedzie / 147th & 0	61.0%	22.0%	17.1%				
5 Kedzie / 147th & 0 to 139th / Kedzie & 0	55.8%	27.9%	16.3%				
6 139th / Kedzie & 0 to Vermont / Western & 0	53.7%	26.8%	19.5%				
7 Vermont / Western & 0 to 124th / Throop & 0	55.8%	20.9%	23.3%				
8 124th / Throop & 0 to Halsted / 119th & 0	53.3%	20.0%	26.7%				
9 Halsted / 119th & 0 to 95th St CTA Station & 0	83.3%	10.0%	6.7%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

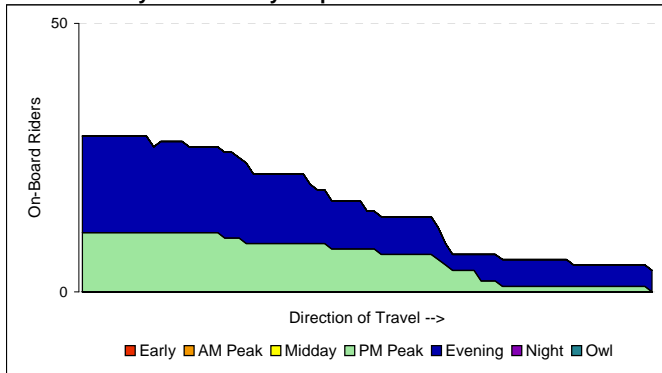


Pace South Cook - Will Initiative Route 362 Performance Overview

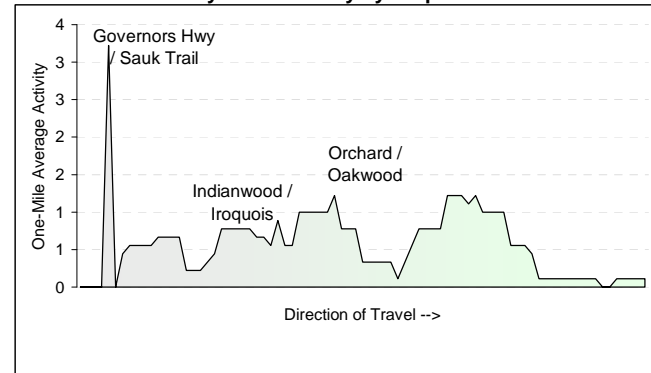
Route 362	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	85	90		3.7			23.2		37	Shabbona / Marquette &	W
By Direction											
Eastbound	38	34		1.8			21.7		29	Richton Park Metra Station &	E
Westbound	47	56		1.9			24.5		37	Shabbona / Marquette &	W
By Segment											
1 Richton Park Metra Station & 0 to Indianwood / Blackhawk & 0	39	56		2.2			17.9				
2 Indianwood / Blackhawk & 0 to Indianwood / Western & 0	17	17		0.9			18.2				
3 Indianwood / Western & 0 to Forest / Pace Shelter / Public Safety & 0	17	13		0.4			42.5				
4 Forest / Pace Shelter / Public Safety & 0 to 26th / Western & 0	12	4		0.5			24.8				
5											
6											
7											
By Time Period											
AM	41	50		1.9			21.4		31	Blackhawk / Huron &	W
Midday											W
PM	13	13		0.7			17.7		11	Richton Park Metra Station &	E
Eve	25	21		1.0			24.6		18	Richton Park Metra Station &	E
Night											W
Owl											W

Pace South Cook - Will Initiative Route 362 Performance Overview

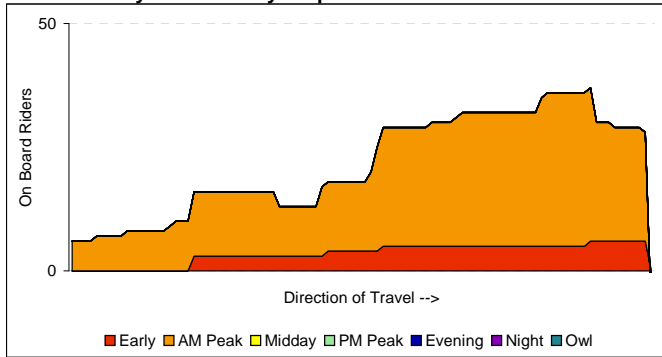
Weekday On-Board by Stop and Time Period Eastbound



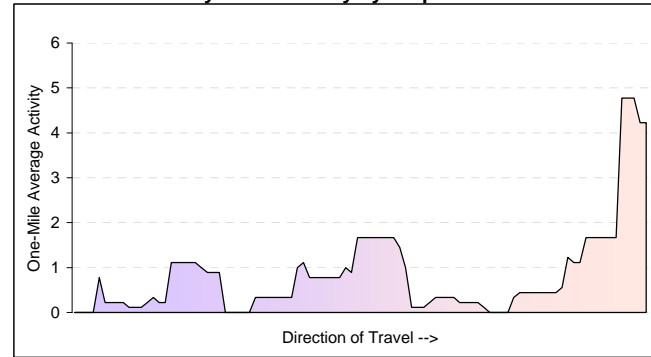
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

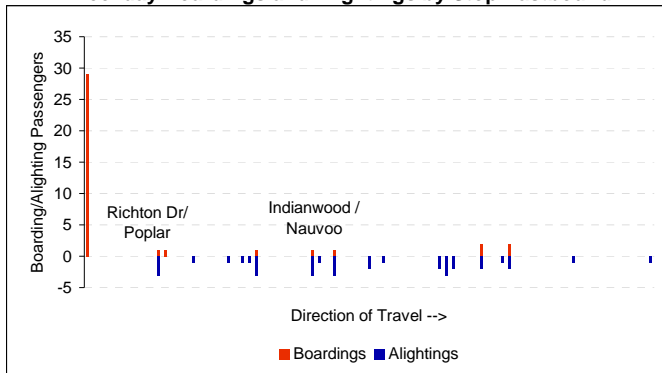


Weekday Rider Activity by Stop Westbound

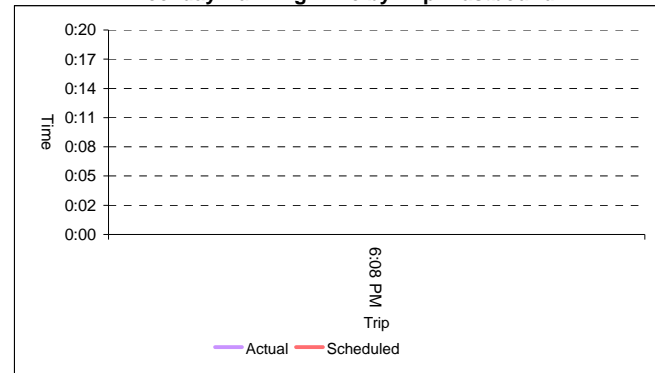


Pace South Cook - Will Initiative Route 362 Performance Overview

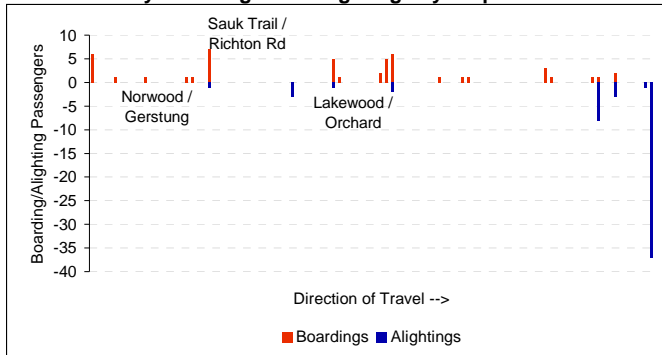
Weekday Boardings and Alightings by Stop Eastbound



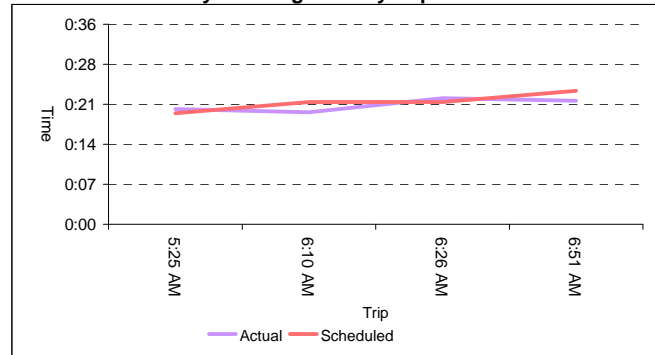
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

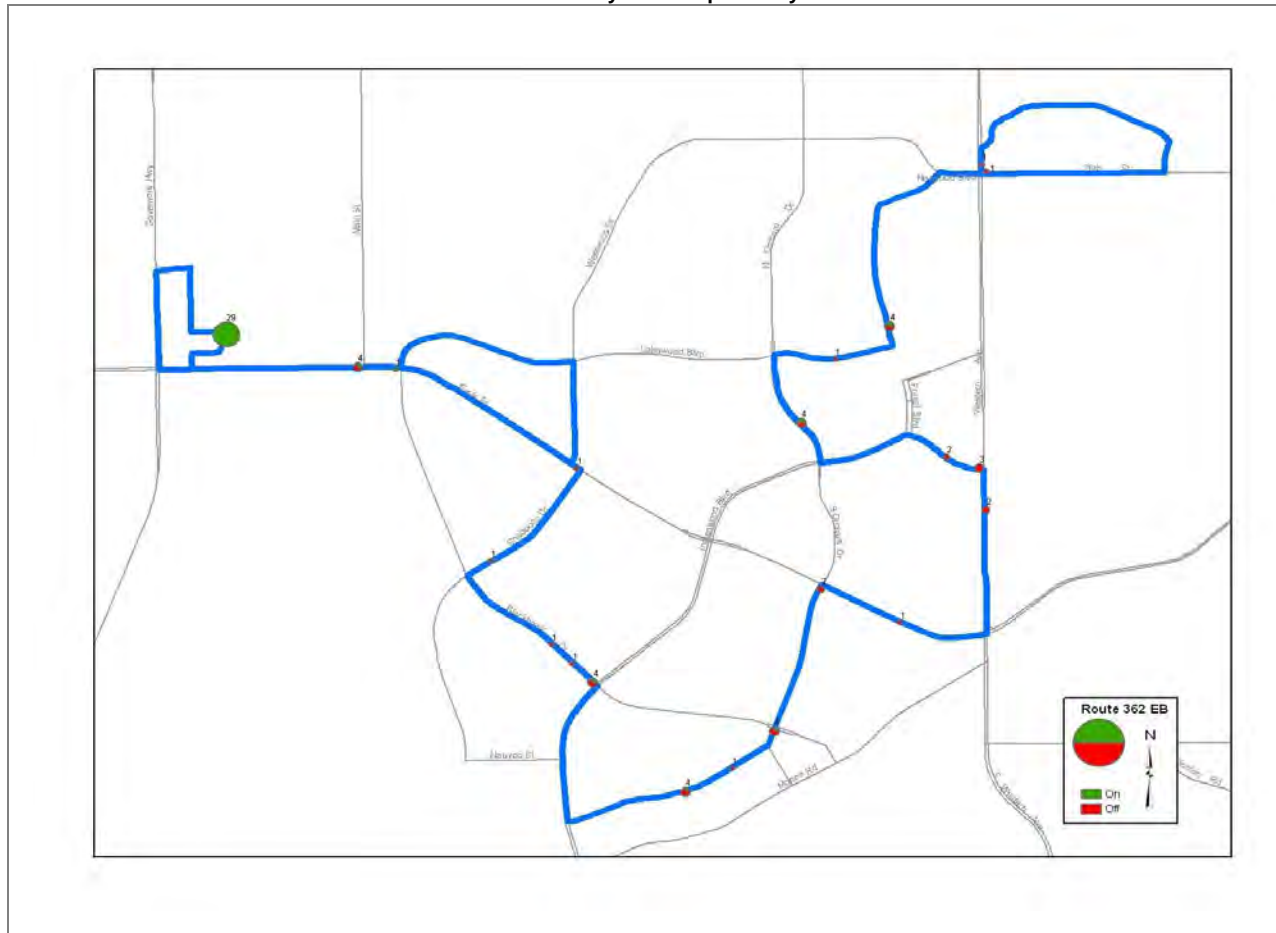


Weekday Running Time by Trip Westbound

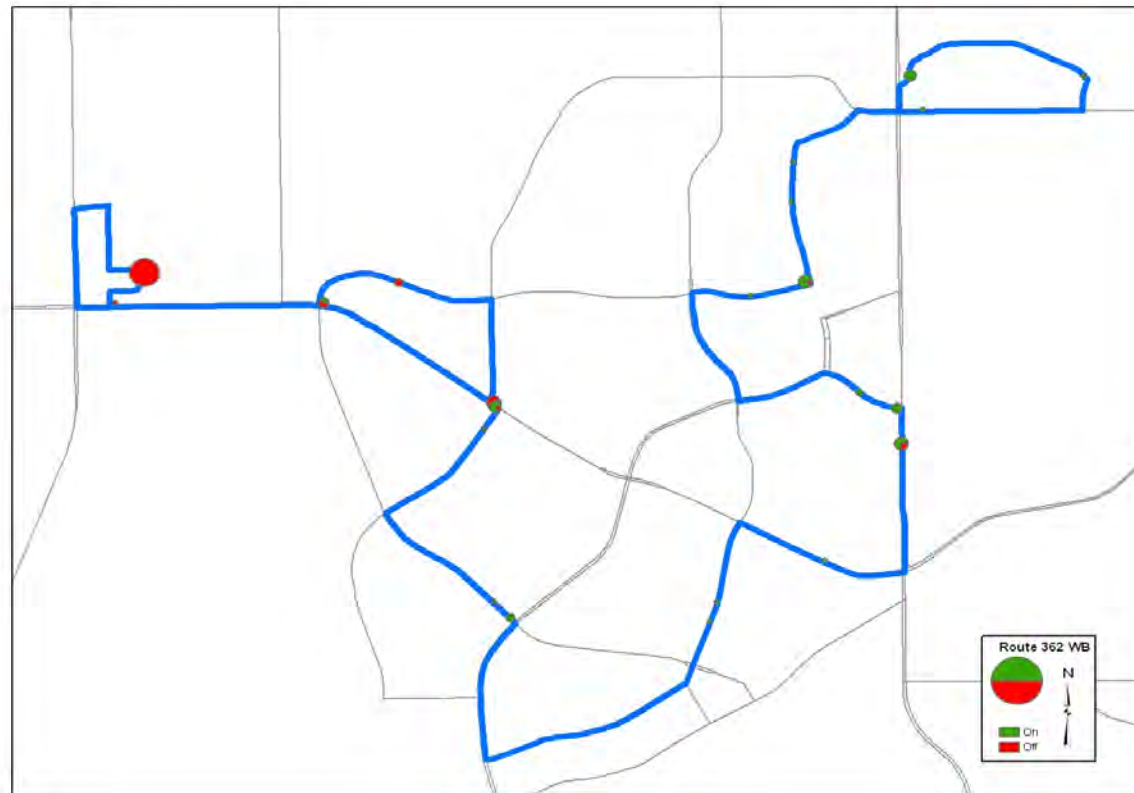


Pace South Cook - Will Initiative Route 362 Performance Overview

Route 362 Weekday Ridership Activity Distribution



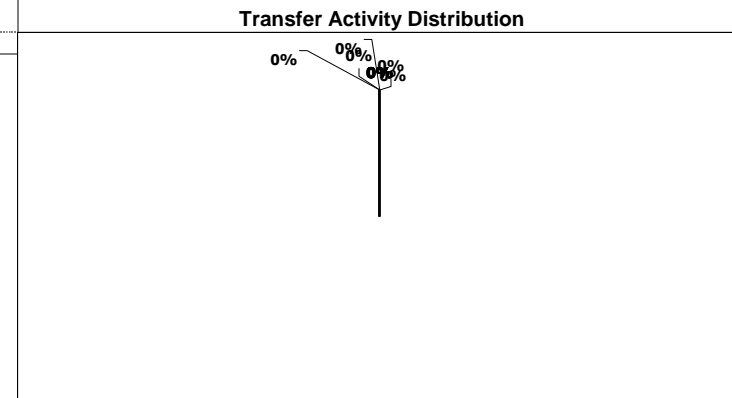
Pace South Cook - Will Initiative Route 362 Performance Overview



Pace South Cook - Will Initiative Route 362 Performance Overview

Route 362	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	78.6%	14.3%	7.1%		100.0%	-	
By Direction							
Eastbound	57.1%	28.6%	14.3%				
Westbound	100.0%						
By Segment							
1 Richton Park Metra Station & 0 to Indianwood / Blackhawk & 0	100.0%						
2 Indianwood / Blackhawk & 0 to Indianwood / Western & 0	100.0%						
3 Indianwood / Western & 0 to Forest / Pace Shelter / Public Safety & 0	83.3%	16.7%					
4 Forest / Pace Shelter / Public Safety & 0 to 26th / Western & 0	100.0%						
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

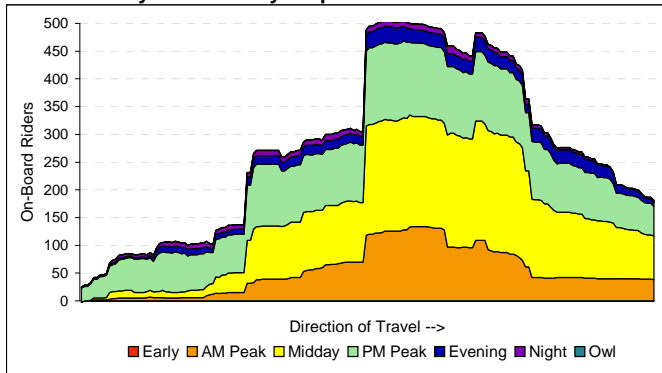


Pace South Cook - Will Initiative Route 364 Performance Overview

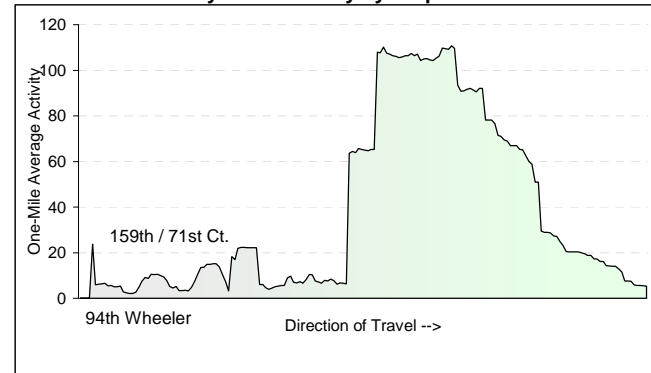
Route 364	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	2685	2426		86.9			30.9		505	157th Willard &	E
By Direction											
Eastbound	1414	1237		45.7			30.9		505	157th Willard &	E
Westbound	1271	1189		41.2			30.9		392	157th Willard &	W
By Segment											
1 Orland Square Sears & 0 to 159th / Oak Park & 0	263	325		14.4			18.3				
2 159th / Oak Park & 0 to 159th Cicero/Metra Station & 0	149	113		7.7			19.3				
3 159th Cicero/Metra Station & 0 to 159th Kedzie & 0	146	199		6.2			23.7				
4 159th Kedzie & 0 to 159th Dixie & 0	191	75		3.8			50.3				
5 159th Dixie & 0 to Harvey Transportation Center & 0	430	445		11.1			38.6				
6 Harvey Transportation Center & 0 to South Suburban College & 0	567	358		12.4			45.9				
7 South Suburban College & 0 to Hwy 6 Cottage Grove & 0	182	183		4.8			37.7				
8 Hwy 6 Cottage Grove & 0 to River Oaks Center & 0	335	306		10.7			31.3				
9 River Oaks Center & 0 to Hammond / Transit Center & 0	422	422		14.3			29.6				
10											
By Time Period											
AM	572	479		15.9			36.0		138	157th Willard &	W
Midday	1148	1047		35.1			32.7		215	Hwy 6 Cottage Grove &	E
PM	698	624		17.7			39.4		139	Park / 157th &	E
Eve	162	151		11.9			13.6		31	State Hwy 6 &	W
Night	88	108		6.3			13.9		15	159th Halsted &	W
Owl											W

Pace South Cook - Will Initiative Route 364 Performance Overview

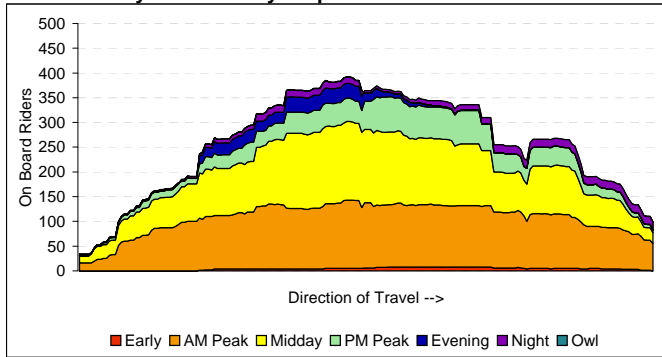
Weekday On-Board by Stop and Time Period Eastbound



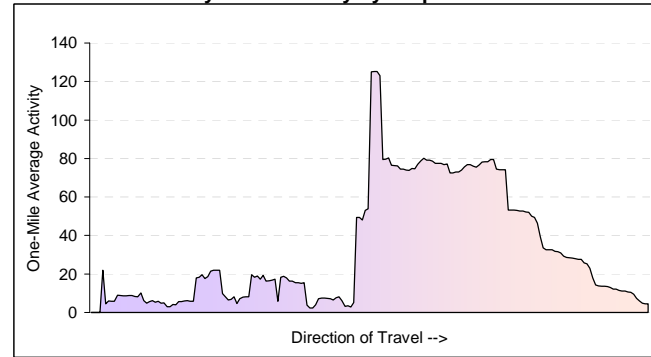
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

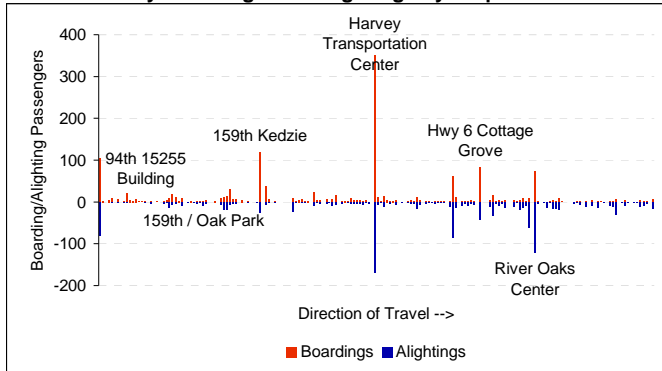


Weekday Rider Activity by Stop Westbound

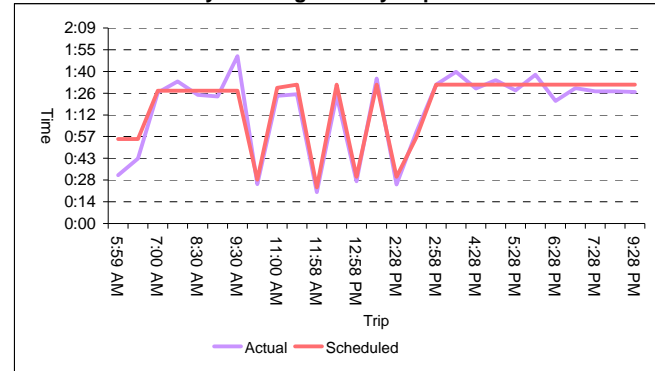


Pace South Cook - Will Initiative Route 364 Performance Overview

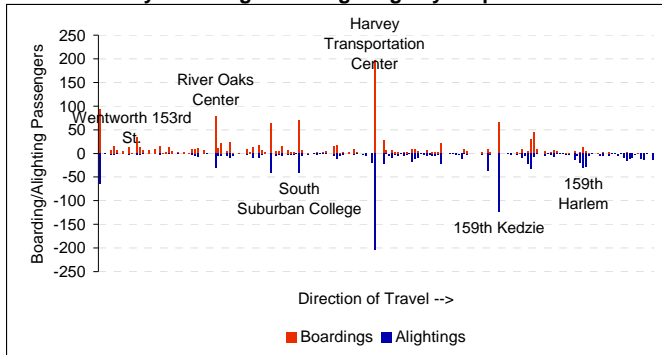
Weekday Boardings and Alightings by Stop Eastbound



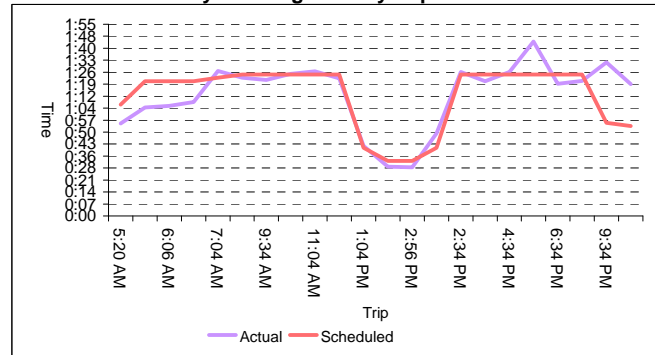
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 364 Performance Overview

Route 364 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 364 Performance Overview

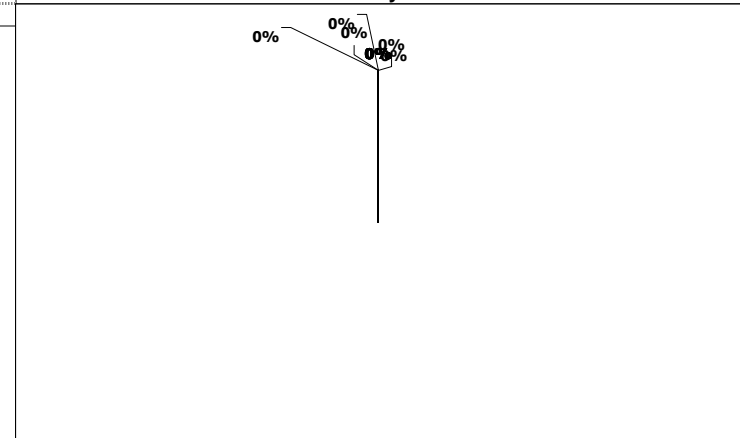


Pace South Cook - Will Initiative Route 364 Performance Overview

Route 364	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	62.5%	20.4%	17.1%		100.0%	-	
By Direction							
Eastbound	61.0%	29.6%	9.4%				
Westbound	64.0%	11.3%	24.7%				
By Segment							
1 Orland Square Sears & 0 to 159th / Oak Park & 0	77.8%	5.6%	16.7%				
2 159th / Oak Park & 0 to 159th Cicero/Metra Station & 0	51.8%	33.9%	14.3%				
3 159th Cicero/Metra Station & 0 to 159th Kedzie & 0	50.9%	28.1%	21.1%				
4 159th Kedzie & 0 to 159th Dixie & 0	64.8%	16.7%	18.5%				
5 159th Dixie & 0 to Harvey Transportation Center & 0	35.8%	45.3%	18.9%				
6 Harvey Transportation Center & 0 to South Suburban College & 0	70.9%	16.4%	12.7%				
7 South Suburban College & 0 to Hwy 6 Cottage Grove & 0	71.7%	11.3%	17.0%				
8 Hwy 6 Cottage Grove & 0 to River Oaks Center & 0	57.6%	23.7%	18.6%				
9 River Oaks Center & 0 to Hammond / Transit Center & 0	72.4%	12.1%	15.5%				
10							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

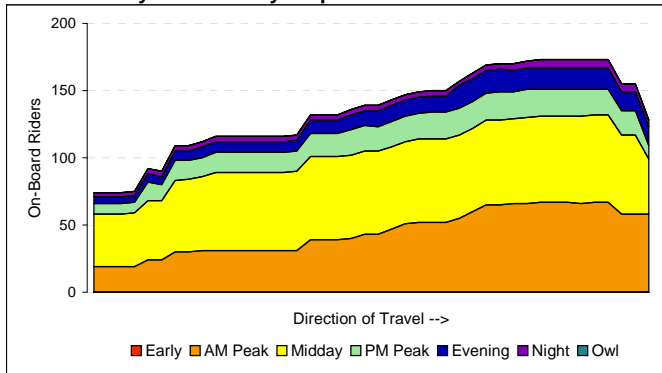


Pace South Cook - Will Initiative Route 366 Performance Overview

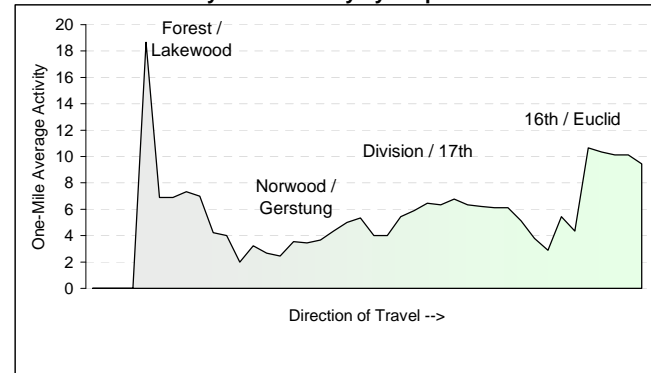
Route 366	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	489
By Direction											
Eastbound	233	141		5.5			42.2		173	16th / Campbell &	E
Westbound	256	322		5.6			45.7		175	16th / Campbell &	W
By Segment											
1 Main / Victory / Downtown P.F. & 0 to 16th / Ashland & 0	257	241		6.9			37.3				
2 16th / Ashland & 0 to Chicago Heights Terminal & 0	232	222		3.3			70.7				
3											
4											
5											
6											
7											
By Time Period											
AM	120	91		2.8			42.9		67	16th / Campbell &	E
Midday	172	161		3.3			51.9		65	16th / Euclid &	E
PM	119	130		2.7			44.9		43	16th / Chicago &	W
Eve	63	67		1.7			38.2		32	16th / Euclid &	W
Night	15	14		0.7			21.4		6	16th / Campbell &	E
Owl											W

Pace South Cook - Will Initiative Route 366 Performance Overview

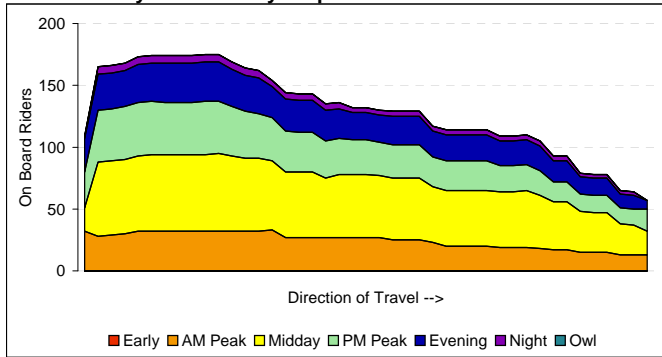
Weekday On-Board by Stop and Time Period Eastbound



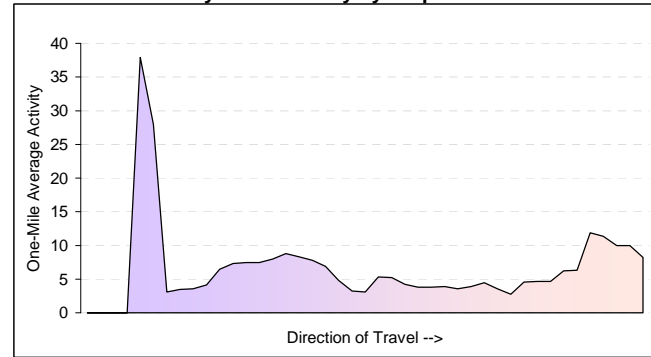
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound



Weekday Rider Activity by Stop Westbound

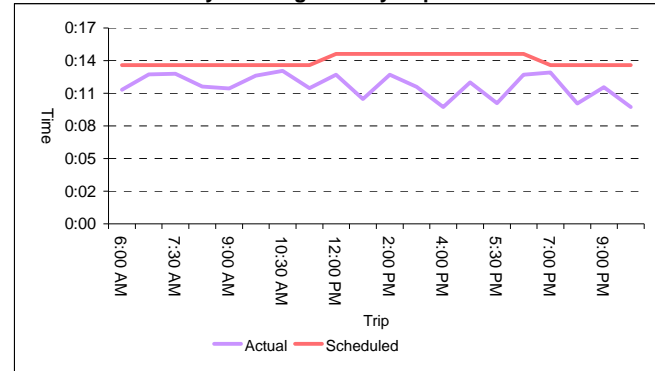


Pace South Cook - Will Initiative Route 366 Performance Overview

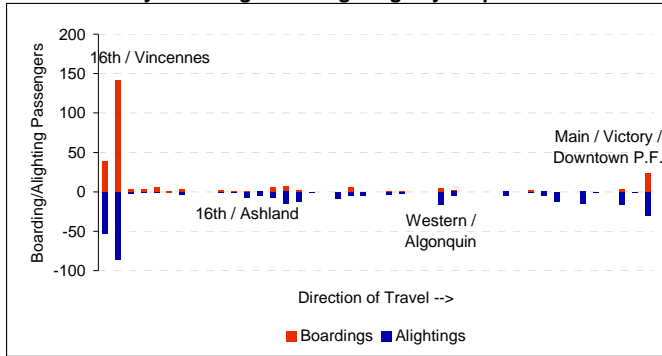
Weekday Boardings and Alightings by Stop Eastbound



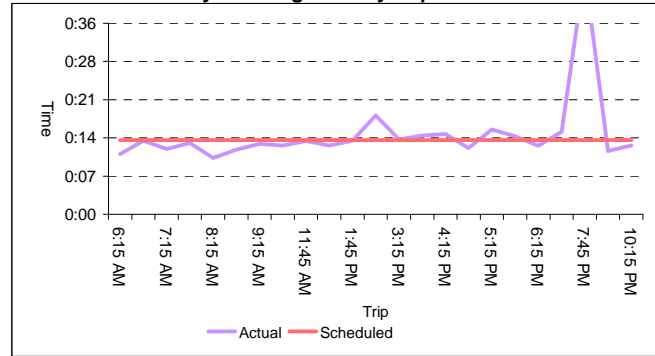
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



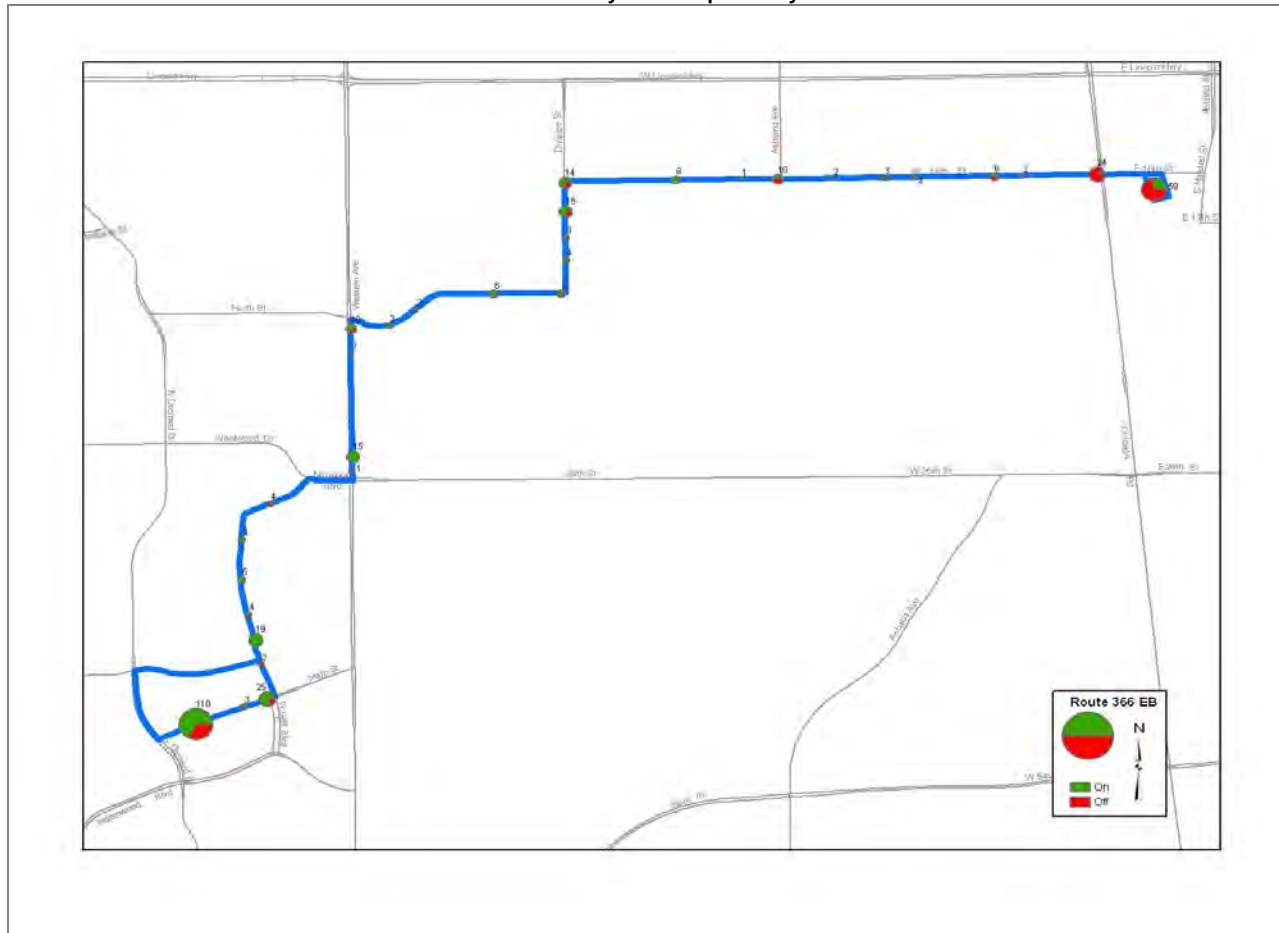
Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative

Route 366 Performance Overview

Route 366 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 366 Performance Overview

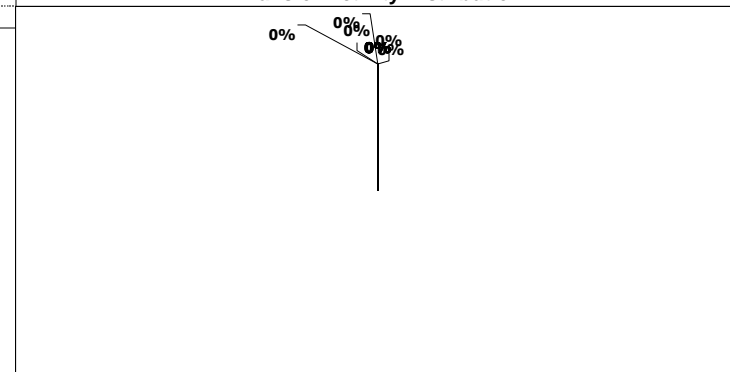


Pace South Cook - Will Initiative Route 366 Performance Overview

Route 366	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	90.8%	3.0%	6.2%		100.0%	-	
By Direction							
Eastbound	91.7%	1.7%	6.7%				
Westbound	89.9%	4.3%	5.8%				
By Segment							
1 Main / Victory / Downtown P.F. & 0 to 16th / Ashland & 0	90.7%		9.3%				
2 16th / Ashland & 0 to Chicago Heights Terminal & 0	97.7%		2.3%				
3							
4							
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

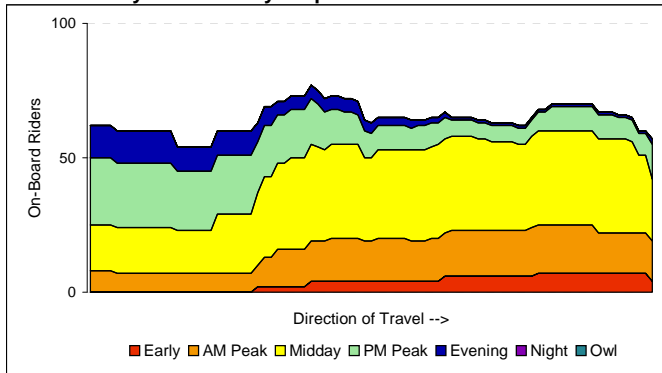


Pace South Cook - Will Initiative Route 367 Performance Overview

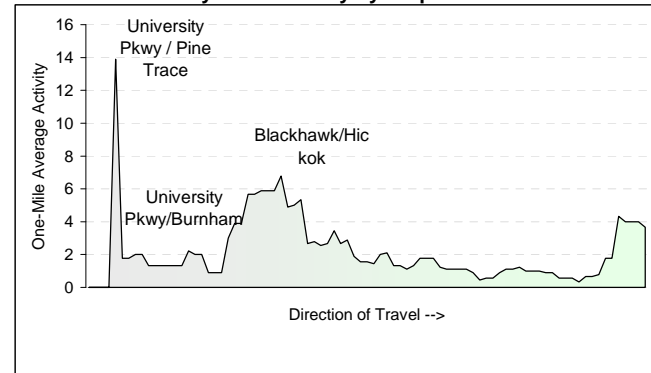
Route 367	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	271	262		11.9			22.7		77	Sandra/Blackhawk &	N
By Direction											
Northbound	156	146		5.7			27.6		77	Sandra/Blackhawk &	N
Southbound	115	116		6.3			18.3		60	Burnham/Mid-Block &	S
By Segment											
1 University Park Metra Station & 0 to Governor's State University & 0	70	70		1.9			37.5				
2 Governor's State University & 0 to Thornwood House & 0	17	26		0.9			18.5				
3 Thornwood House & 0 to Burnham/Sandra & 0	55	31		0.5			100.0				
4 Burnham/Sandra & 0 to Blackhawk/Olmsted & 0	49	48		1.6			30.6				
5 Blackhawk/Olmsted & 0 to Western/Exchange/University Pkwy & 0	17	21		1.6			10.6				
6 Western/Exchange/University Pkwy & 0 to Main / Victory / Downtown P.F. & 0	63	66		3.4			18.5				
By Time Period											
AM	59	49		3.0			19.6		27	University Pkwy/Pace Shelter &	S
Midday	113	103		5.1			22.3		36	Sandra/Blackhawk &	N
PM	62	74		2.5			24.6		25	University Park Metra Station &	N
Eve	22	26		1.3			16.5		12	University Park Metra Station &	N
Night											S
Owl											S

Pace South Cook - Will Initiative Route 367 Performance Overview

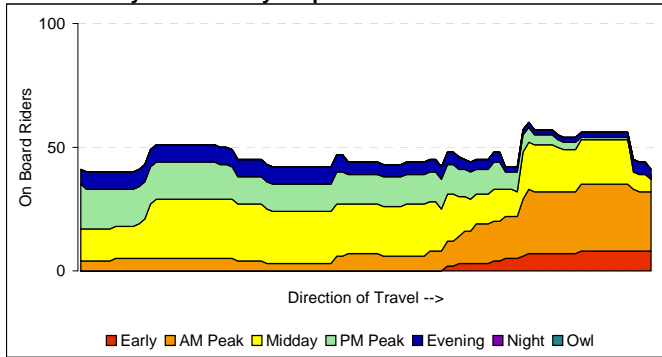
Weekday On-Board by Stop and Time Period Northbound



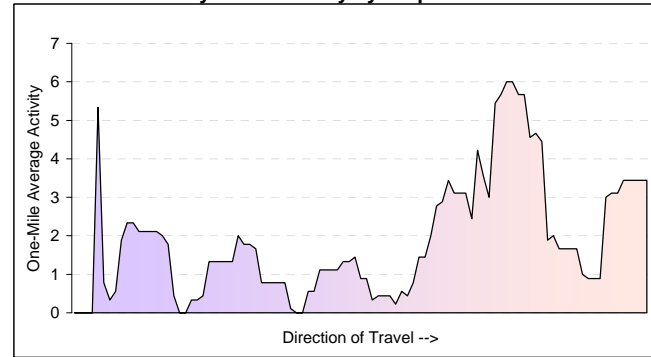
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

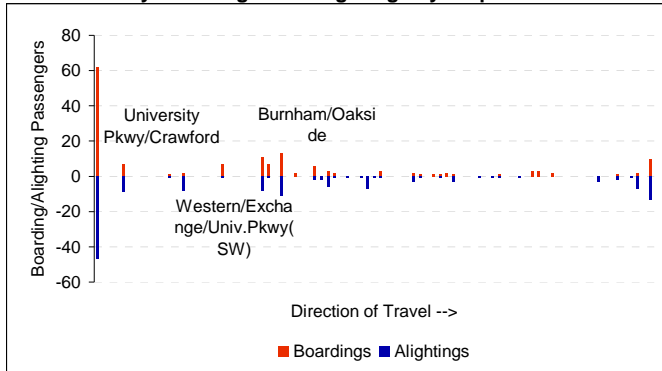


Weekday Rider Activity by Stop Southbound

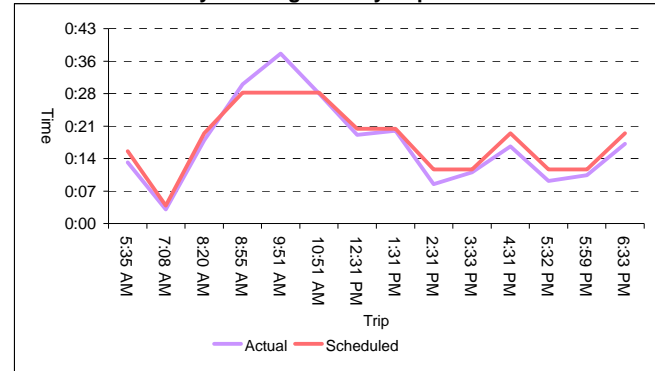


Pace South Cook - Will Initiative Route 367 Performance Overview

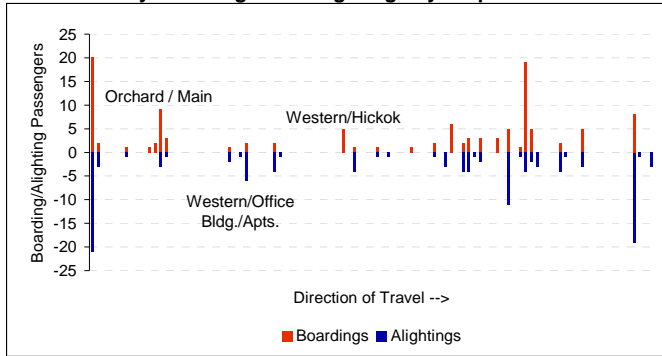
Weekday Boardings and Alightings by Stop Northbound



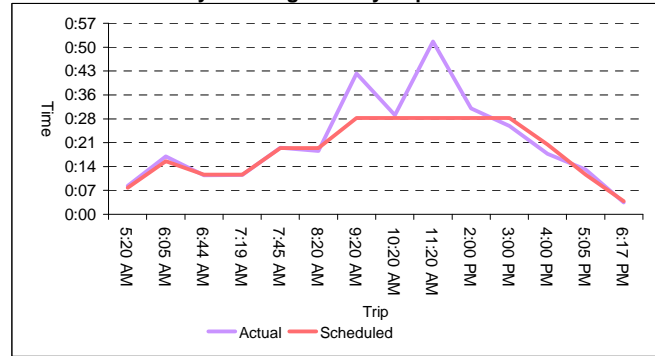
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

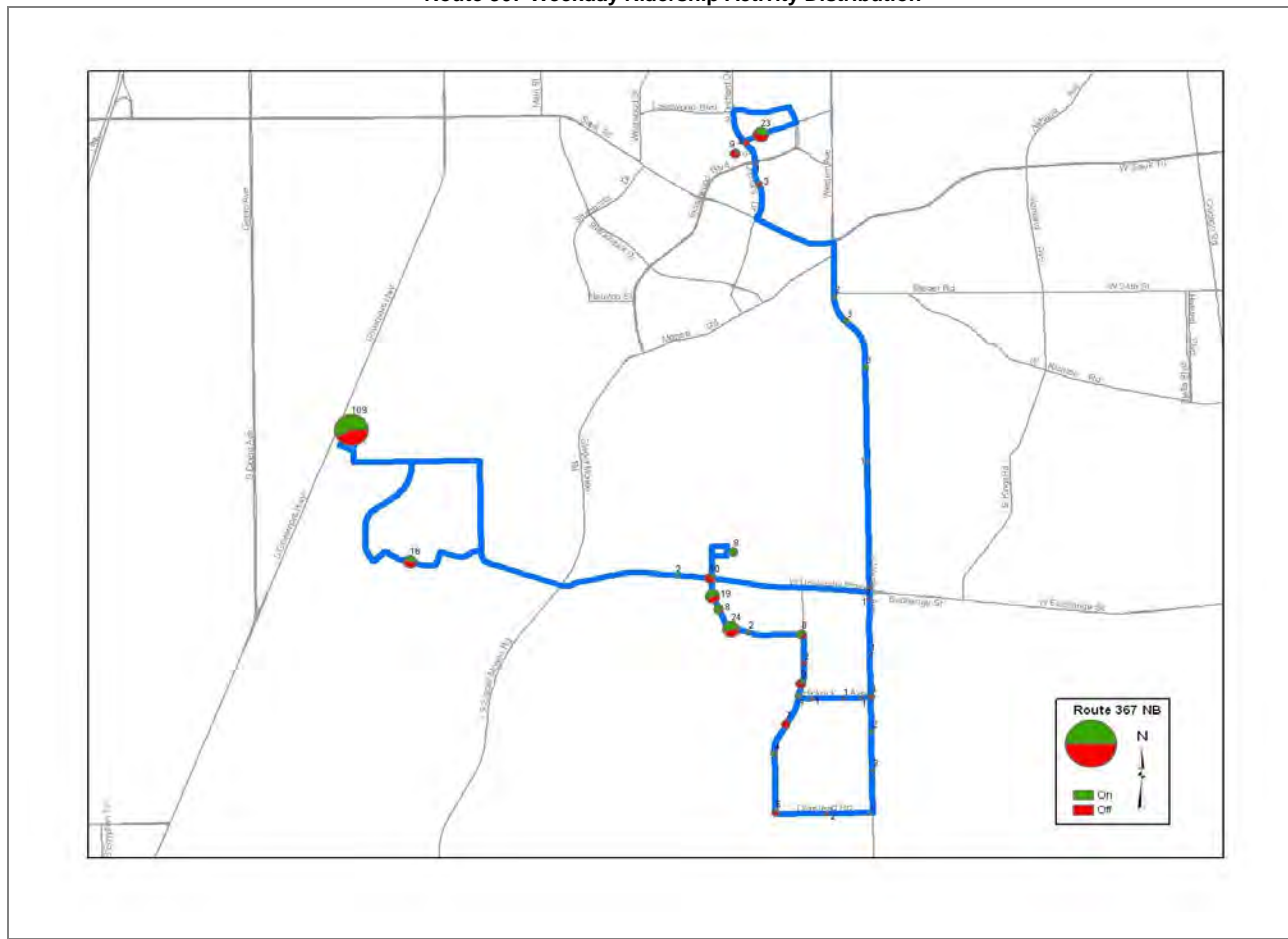


Weekday Running Time by Trip Southbound

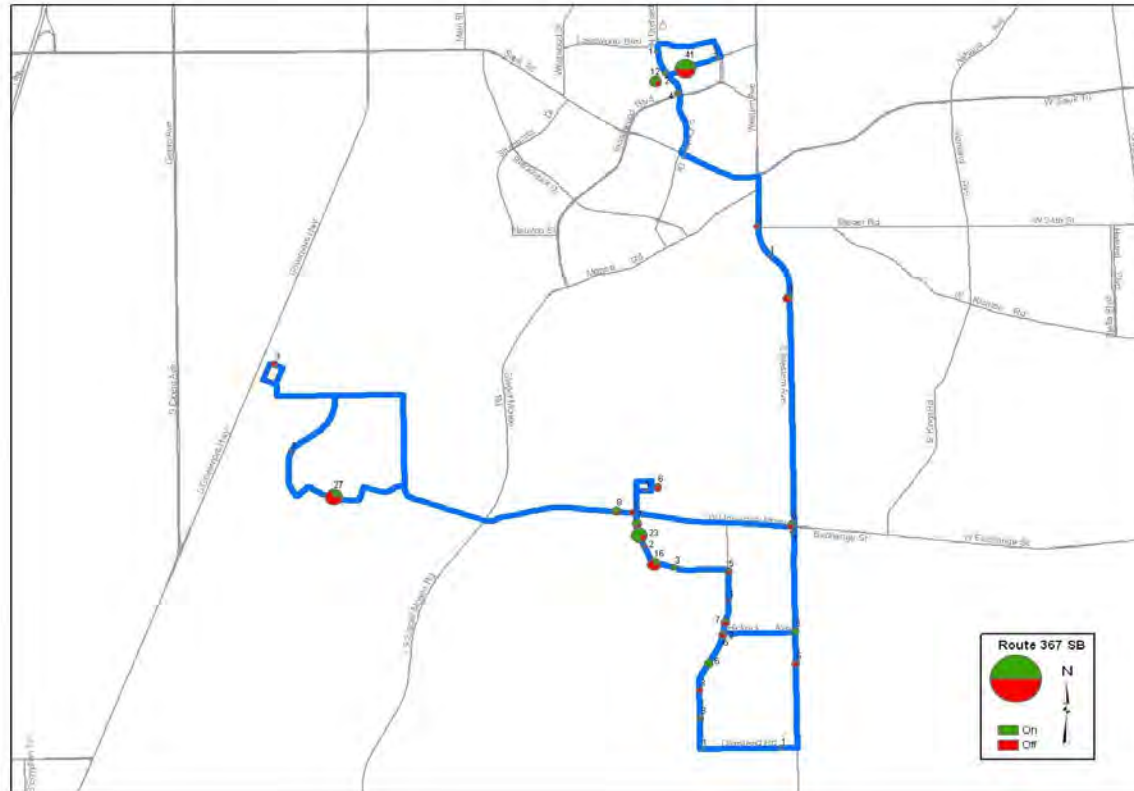


Pace South Cook - Will Initiative Route 367 Performance Overview

Route 367 Weekday Ridership Activity Distribution



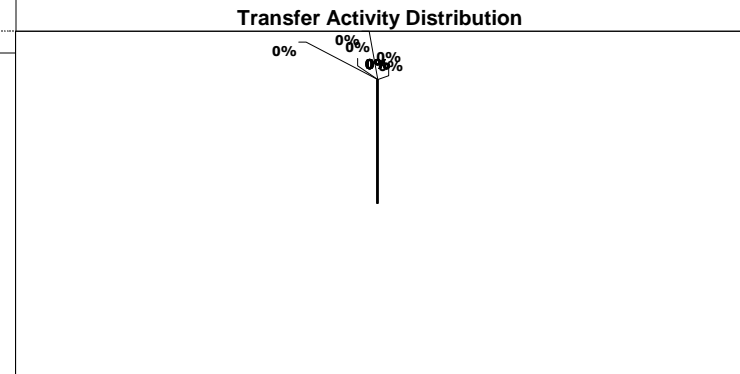
Pace South Cook - Will Initiative Route 367 Performance Overview



Pace South Cook - Will Initiative Route 367 Performance Overview

Route 367	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	91.9%	2.2%	5.9%		100.0%	-	0.0%
By Direction							
Northbound	100.0%						
Southbound	83.9%	4.3%	11.8%				
By Segment							
1 University Park Metra Station & 0 to Governor's State University & 0	87.1%		12.9%				
2 Governor's State University & 0 to Thornwood House & 0	73.7%	5.3%	21.1%				
3 Thornwood House & 0 to Burnham/Sandra & 0	89.5%	5.3%	5.3%				
4 Burnham/Sandra & 0 to Blackhawk/Olmsted & 0	92.0%		8.0%				
5 Blackhawk/Olmsted & 0 to Western/Exchange/University Pkwy & 0	93.1%		6.9%				
6 Western/Exchange/University Pkwy & 0 to Main / Victory / Downtown P.F. & 0	89.7%		10.3%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

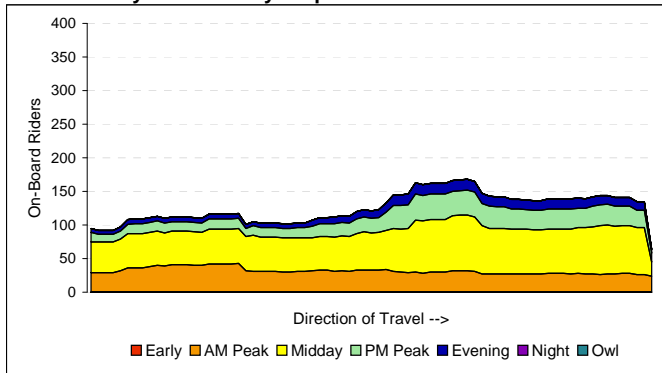


Pace South Cook - Will Initiative Route 370 Performance Overview

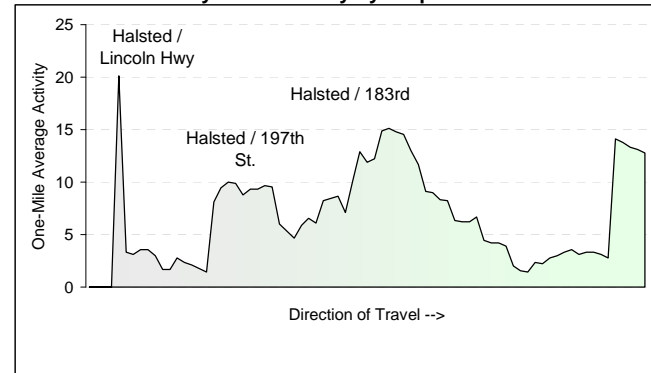
Route 370	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	775	806		18.0			43.1		225	Halsted / 160th &
By Direction											
Northbound	358	352		8.7			41.2		168	Halsted / 161st &	N
Southbound	417	454		9.3			44.8		225	Halsted / 160th &	S
By Segment											
1 Chicago Heights Terminal & 0 to Prairie State College & 0	199	167		4.4			45.4				
2 Prairie State College & 0 to Halsted / 187th & 0	80	123		3.0			26.5				
3 Halsted / 187th & 0 to Halsted / Ridge & 0	43	60		1.6			27.4				
4 Halsted / Ridge & 0 to Halsted / 167th & 0	110	136		2.3			47.1				
5 Halsted / 167th & 0 to Vincennes / 155th & 0	76	88		2.9			26.1				
6 Vincennes / 155th & 0 to Harvey Transportation Center & 0	267	232		3.8			70.6				
7											
By Time Period											
AM	180	203		4.0			45.0		66	Halsted / 160th &	S
Midday	377	384		7.8			48.6		98	Halsted / 160th &	S
PM	185	185		4.7			39.6		63	Park / 152nd / Morgan &	S
Eve	33	34		1.6			20.8		17	Halsted / 171st &	N
Night											S
Owl											S

Pace South Cook - Will Initiative Route 370 Performance Overview

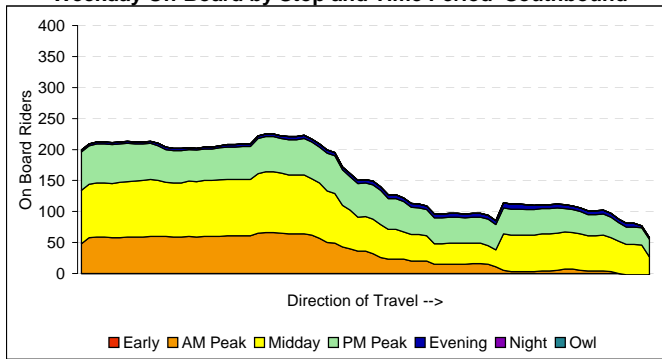
Weekday On-Board by Stop and Time Period Northbound



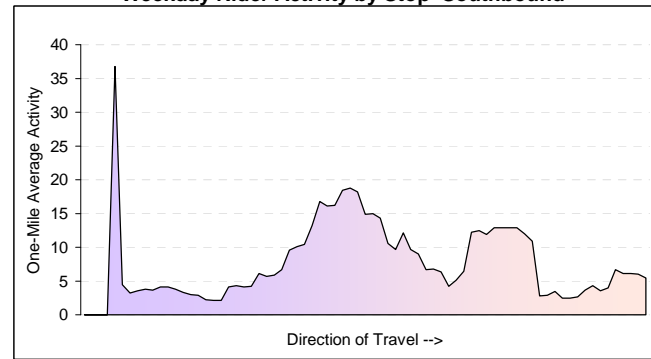
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

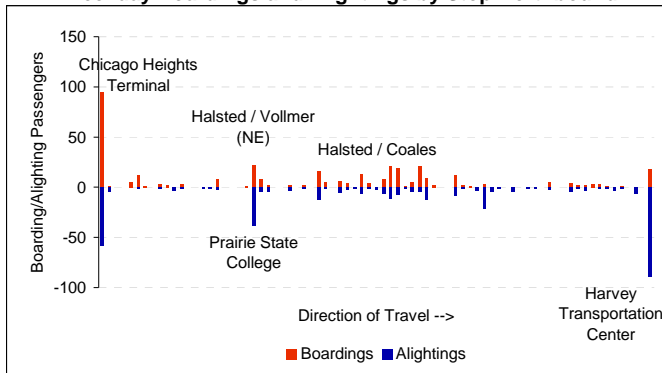


Weekday Rider Activity by Stop Southbound

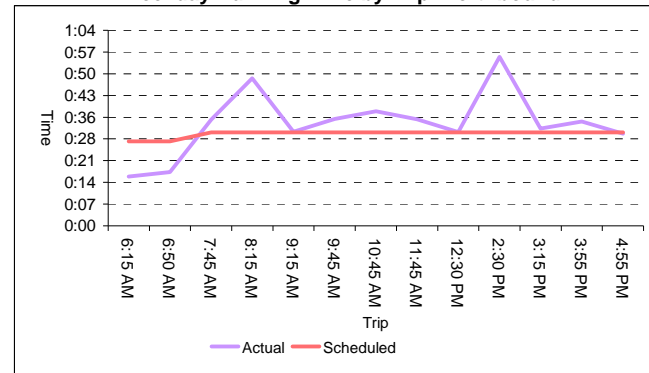


Pace South Cook - Will Initiative Route 370 Performance Overview

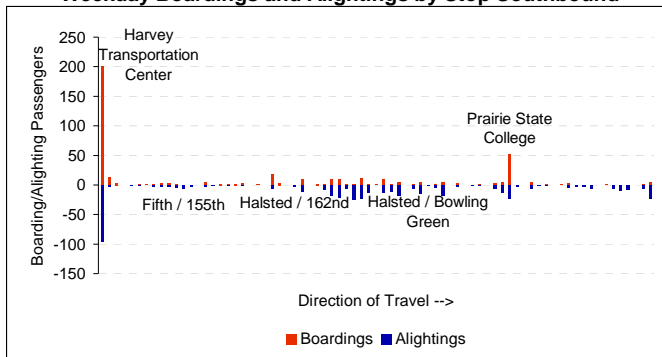
Weekday Boardings and Alightings by Stop Northbound



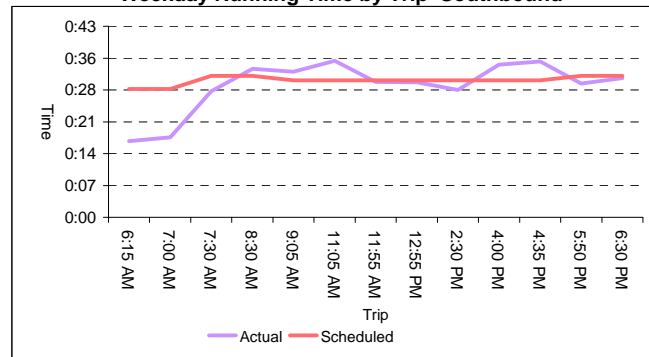
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

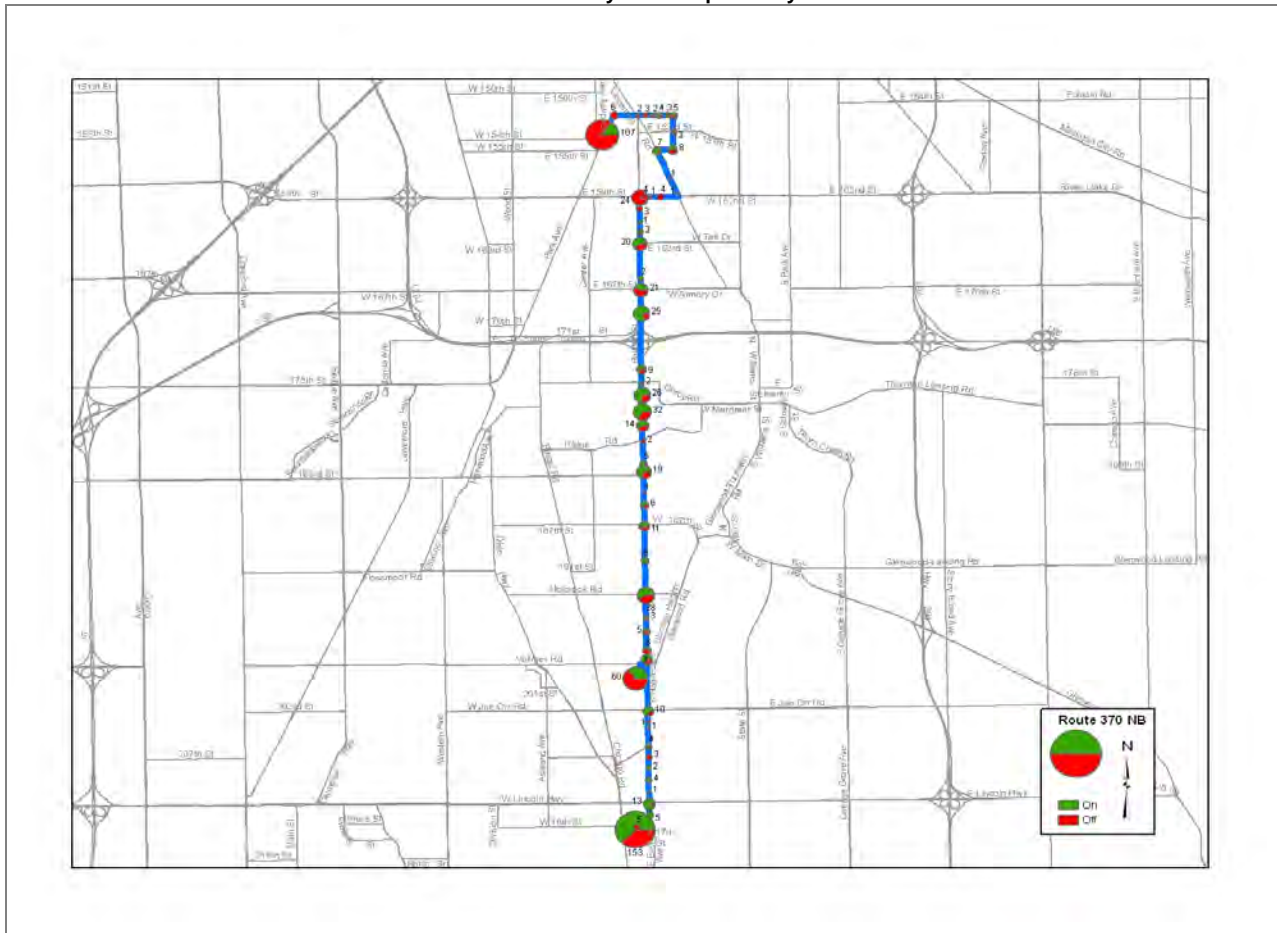


Weekday Running Time by Trip Southbound

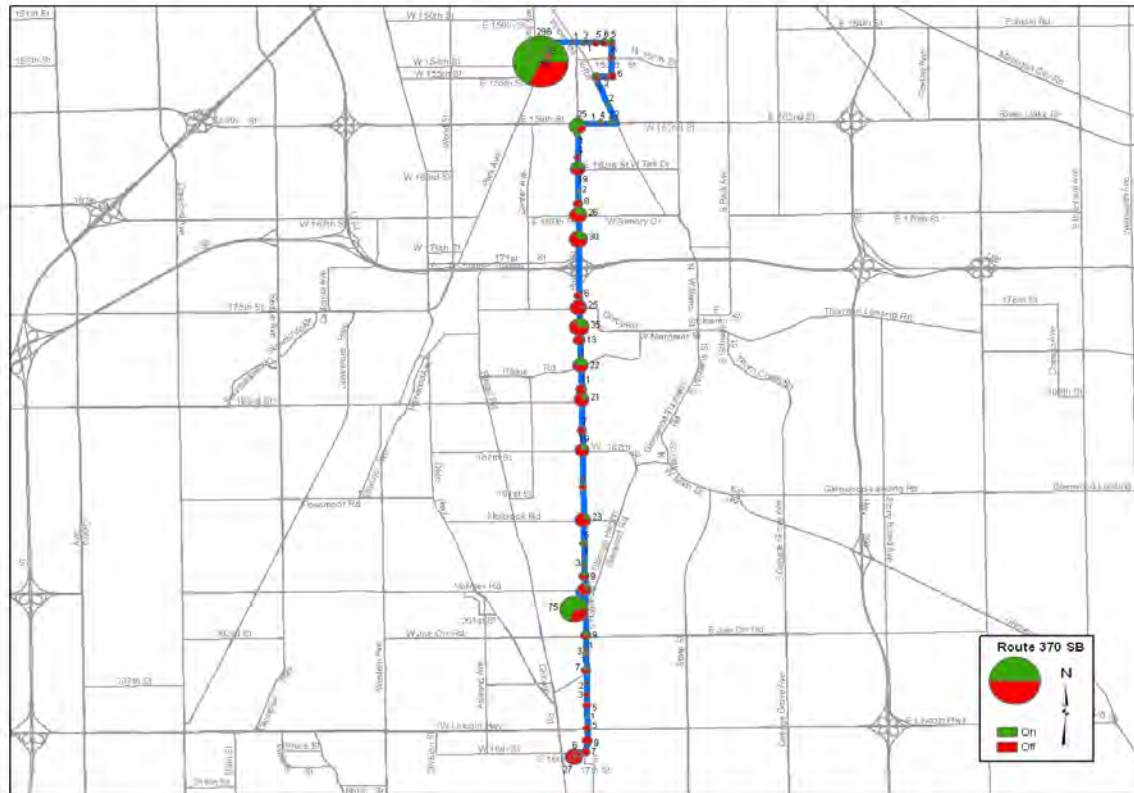


Pace South Cook - Will Initiative Route 370 Performance Overview

Route 370 Weekday Ridership Activity Distribution



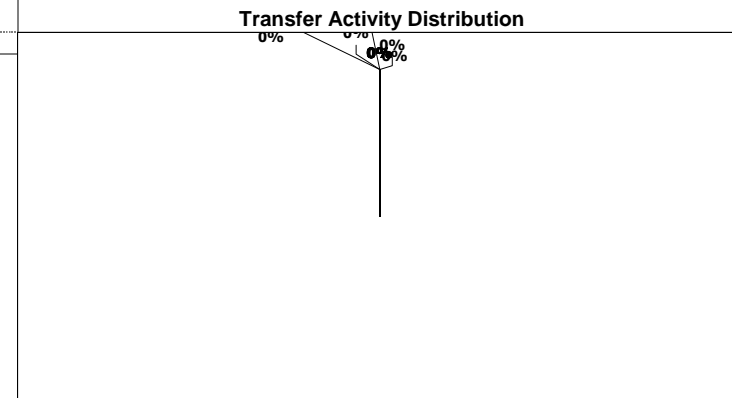
Pace South Cook - Will Initiative Route 370 Performance Overview



Pace South Cook - Will Initiative Route 370 Performance Overview

Route 370	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	64.7%	6.8%	28.5%		100.0%	-	
By Direction							
Northbound	67.1%	3.7%	29.3%				
Southbound	62.4%	9.9%	27.7%				
By Segment							
1 Chicago Heights Terminal & 0 to Prairie State College & 0	77.8%	3.7%	18.5%				
2 Prairie State College & 0 to Halsted / 187th & 0	63.0%	7.4%	29.6%				
3 Halsted / 187th & 0 to Halsted / Ridge & 0	67.9%	7.1%	25.0%				
4 Halsted / Ridge & 0 to Halsted / 167th & 0	58.6%	3.4%	37.9%				
5 Halsted / 167th & 0 to Vincennes / 155th & 0	51.7%	6.9%	41.4%				
6 Vincennes / 155th & 0 to Harvey Transportation Center & 0	57.1%	14.3%	28.6%				
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

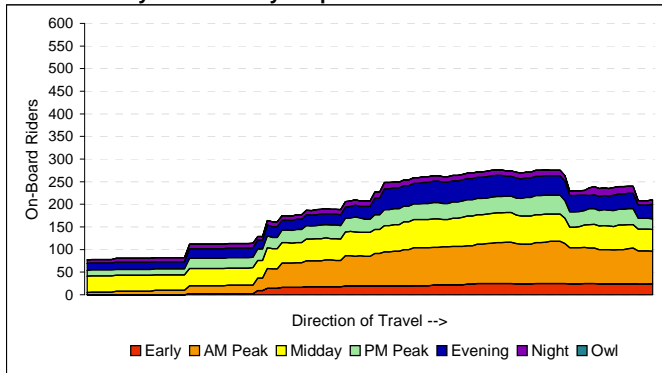


Pace South Cook - Will Initiative Route 379 Performance Overview

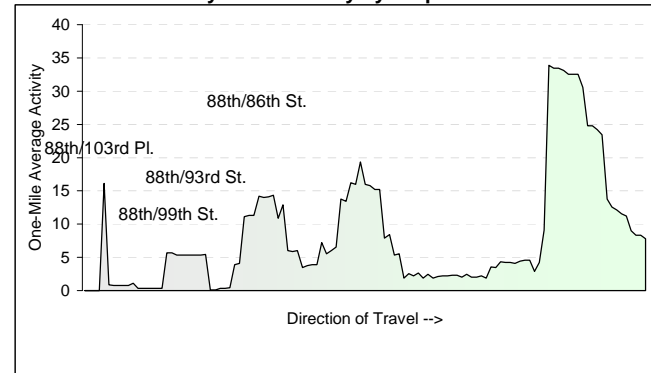
Route 379	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	1308	1474		34.6			37.9		524	79th/Lavergne &	W
By Direction											
Eastbound	539	387		16.2			33.3		276	79th/Menard &	E
Westbound	769	1087		18.4			41.9		524	79th/Lavergne &	W
By Segment											
1 Moraine Valley College & 0 to 88th/95th St. & 0	96	153		4.3			22.2				
2 88th/95th St. & 0 to 88th/79th Pl. & 0	165	156		5.5			30.1				
3 88th/79th Pl. & 0 to 79th/Harlem & 0	101	166		5.0			20.3				
4 79th/Harlem & 0 to 79th/Central & 0	159	259		5.2			30.7				
5 79th/Central & 0 to Ford City Shopping Center & 0	223	183		6.3			35.6				
6 Ford City Shopping Center & 0 to Midway CTA Station & 0	564	557		10.1			55.9				
7											
By Time Period											
AM	266	284		7.5			35.7		93	79th/Le Claire &	E
Midday	382	454		9.4			40.6		143	Cicero/79th &	W
PM	281	326		8.4			33.7		126	79th/Lavergne &	W
Eve	232	253		6.5			35.9		112	Cicero/79th &	W
Night	100	112		2.9			34.7		54	79th/Le Claire &	W
Owl											W

Pace South Cook - Will Initiative Route 379 Performance Overview

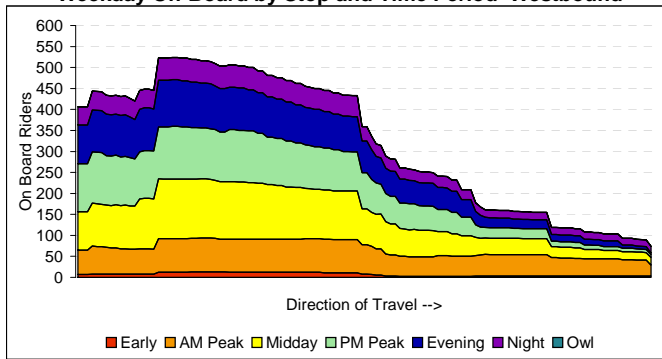
Weekday On-Board by Stop and Time Period Eastbound



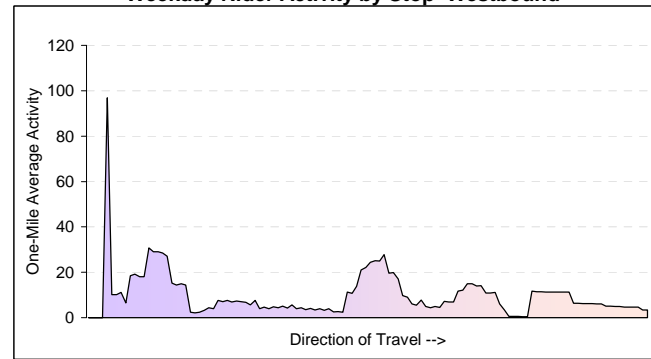
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

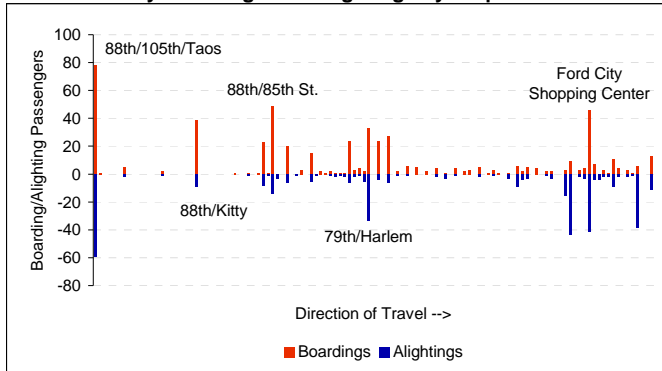


Weekday Rider Activity by Stop Westbound

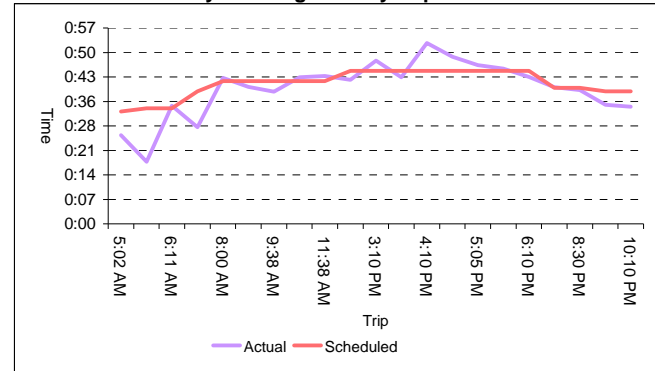


Pace South Cook - Will Initiative Route 379 Performance Overview

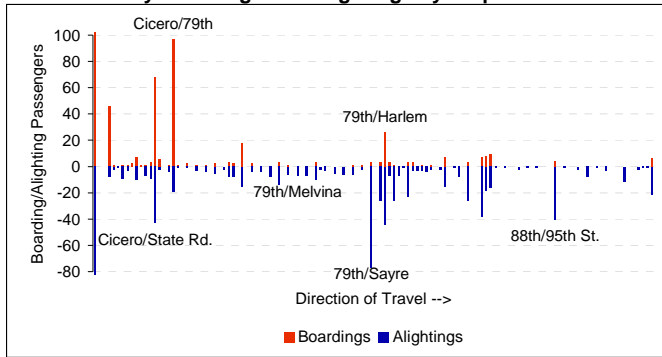
Weekday Boardings and Alightings by Stop Eastbound



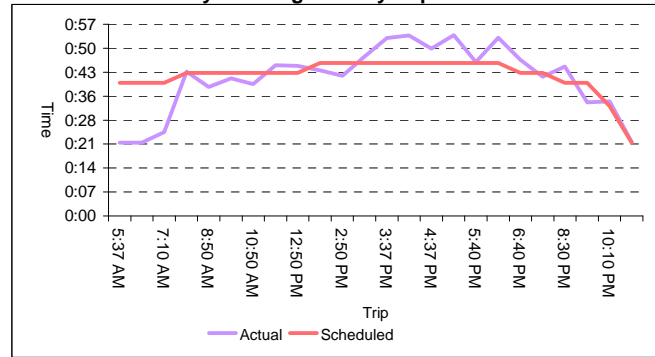
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound

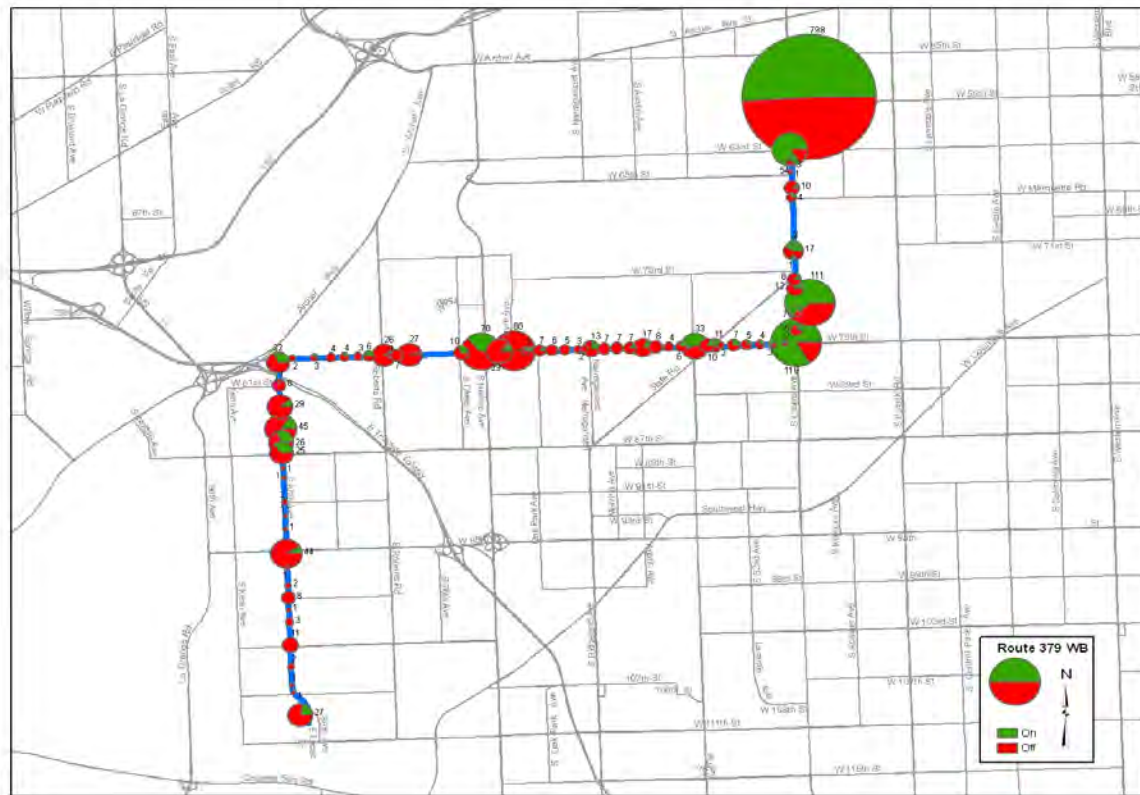


Pace South Cook - Will Initiative Route 379 Performance Overview

Route 379 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 379 Performance Overview

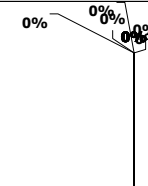


Pace South Cook - Will Initiative Route 379 Performance Overview

Route 379	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	70.0%	7.5%	22.4%		100.0%	-	
By Direction							
Eastbound	68.7%	6.9%	24.4%				
Westbound	71.3%	8.2%	20.5%				
By Segment							
1 Moraine Valley College & 0 to 88th/95th St. & 0	83.0%	2.1%	14.9%				
2 88th/95th St. & 0 to 88th/79th Pl. & 0	63.0%	13.0%	23.9%				
3 88th/79th Pl. & 0 to 79th/Harlem & 0	63.8%	6.4%	29.8%				
4 79th/Harlem & 0 to 79th/Central & 0	60.4%	6.3%	33.3%				
5 79th/Central & 0 to Ford City Shopping Center & 0	67.4%	10.9%	21.7%				
6 Ford City Shopping Center & 0 to Midway CTA Station & 0	71.4%	9.5%	19.0%				
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

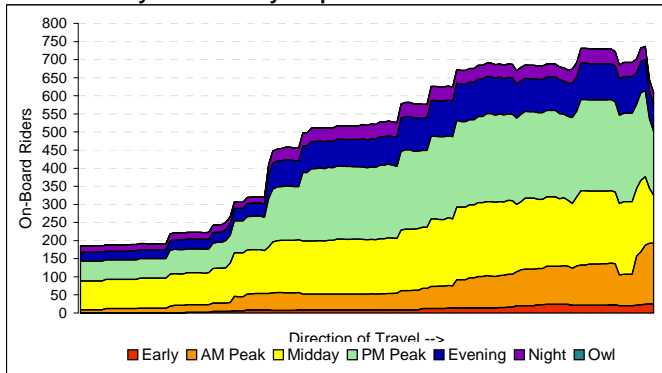


Pace South Cook - Will Initiative Route 381 Performance Overview

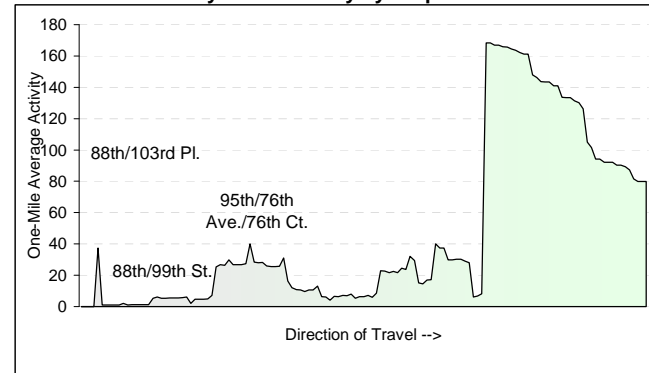
Route 381	Passenger Summary										
	Total					Productivity			Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	3662
By Direction											
Eastbound	1820	1354		38.6			47.1		736	95th / Vincennes &	E
Westbound	1842	2619		38.8			47.5		975	95th / Western &	W
By Segment											
1 Moraine Valley College & 0 to 88th/95th St. & 0	211	240		6.0			35.1				
2 88th/95th St. & 0 to 95th / Oak Park & 0	226	264		6.8			33.2				
3 95th / Oak Park & 0 to 95th / Ridgeland & 0	168	232		3.8			44.2				
4 95th / Ridgeland & 0 to 95th / Cicero & 0	290	371		14.5			20.0				
5 95th / Cicero & 0 to 95th / Pulaski (SW) & 0	342	426		8.2			41.9				
6 95th / Pulaski (SW) & 0 to 95th / Western & 0	609	638		14.4			42.2				
7 95th / Western & 0 to 95th/Wood/Metra Station & 0	280	246		8.0			35.2				
8 95th/Wood/Metra Station & 0 to 95th / Ashland & 0	158	179		2.5			62.6				
9 95th / Ashland & 0 to 95th St CTA Station & 0	1378	1377		13.7			100.7				
By Time Period											
AM	837	858		16.4			51.2		277	95th / Western &	W
Midday	1159	1250		24.4			47.5		343	95th / Western &	W
PM	1049	1079		20.8			50.4		252	95th/Oakley &	E
Eve	426	528		11.3			37.6		121	95th / Halsted &	W
Night	121	202		4.5			26.7		41	95th / 52nd Ave. &	E
Owl											W

Pace South Cook - Will Initiative Route 381 Performance Overview

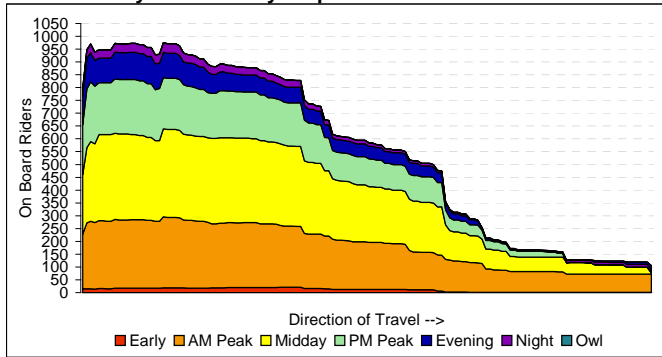
Weekday On-Board by Stop and Time Period Eastbound



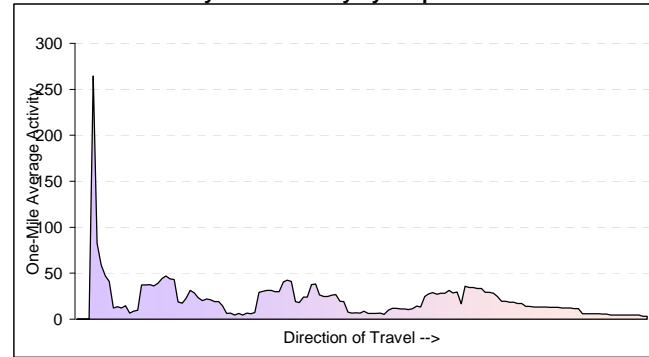
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

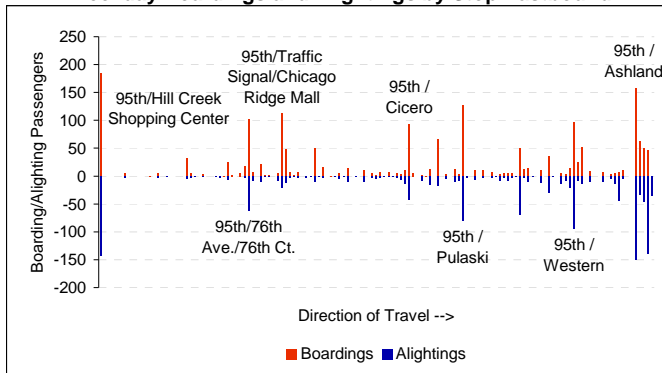


Weekday Rider Activity by Stop Westbound

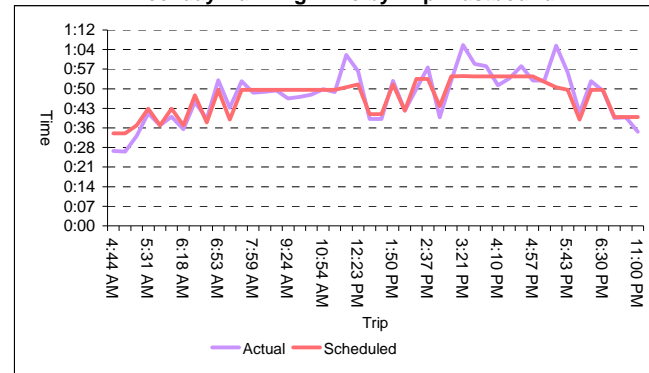


Pace South Cook - Will Initiative Route 381 Performance Overview

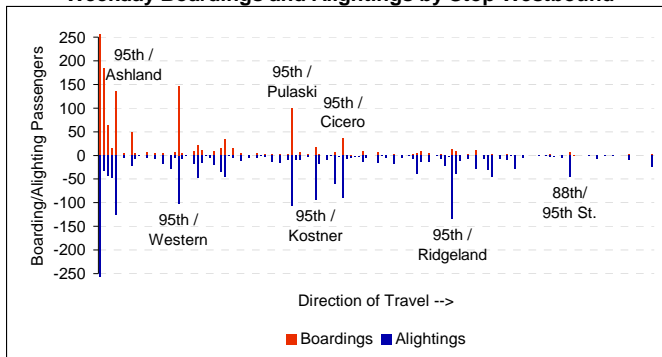
Weekday Boardings and Alightings by Stop Eastbound



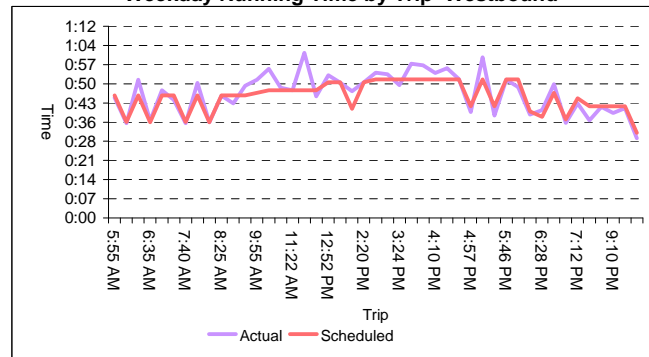
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

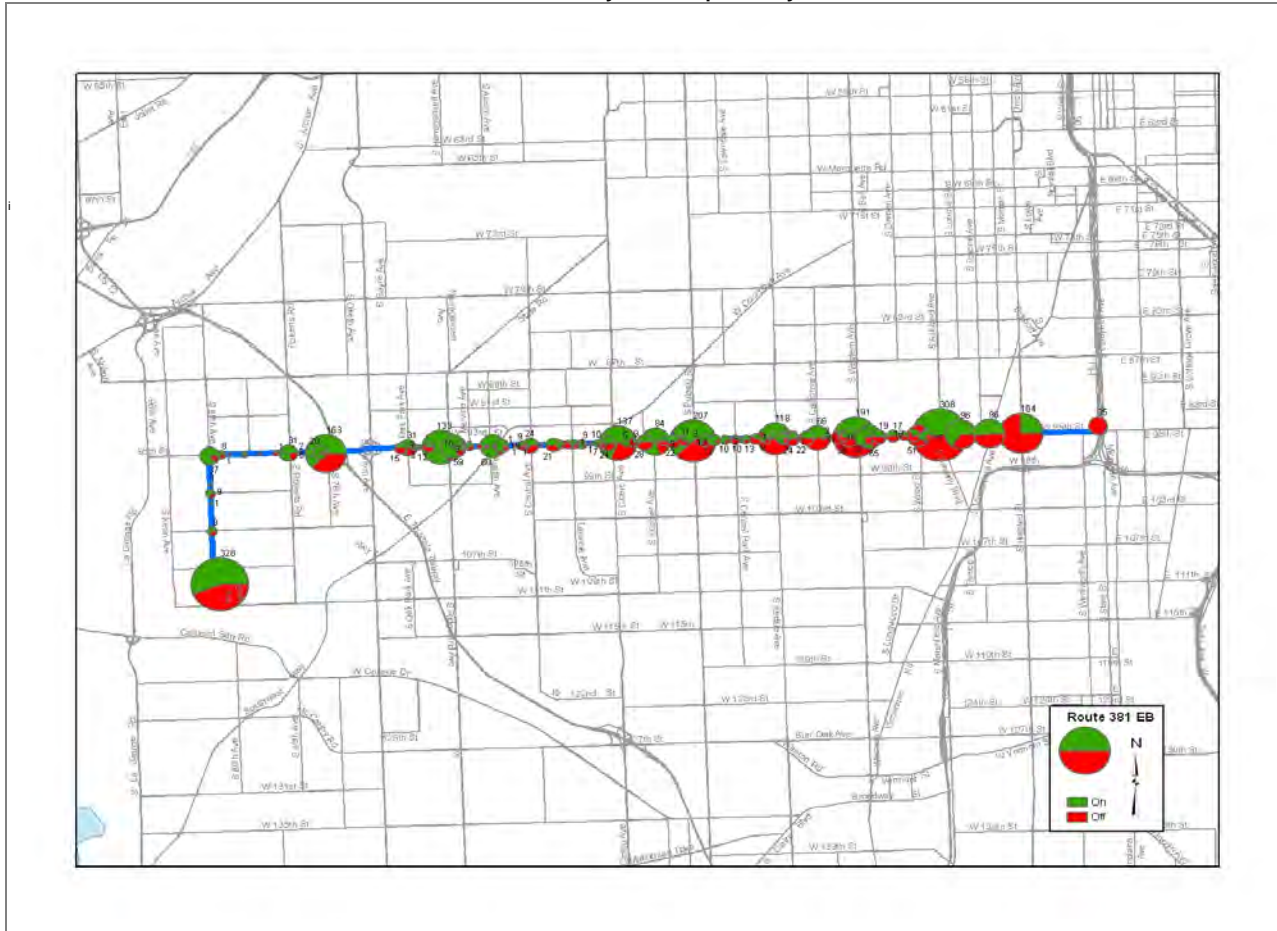


Weekday Running Time by Trip Westbound

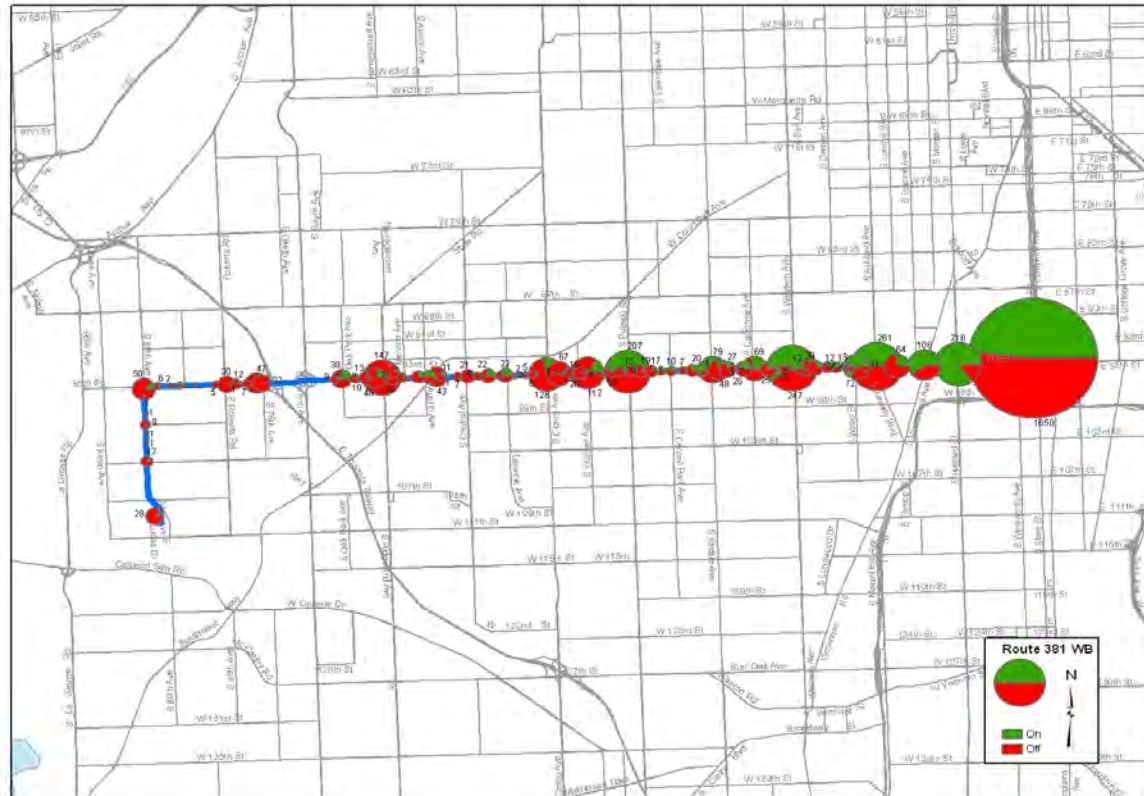


Pace South Cook - Will Initiative Route 381 Performance Overview

Route 381 Weekday Ridership Activity Distribution



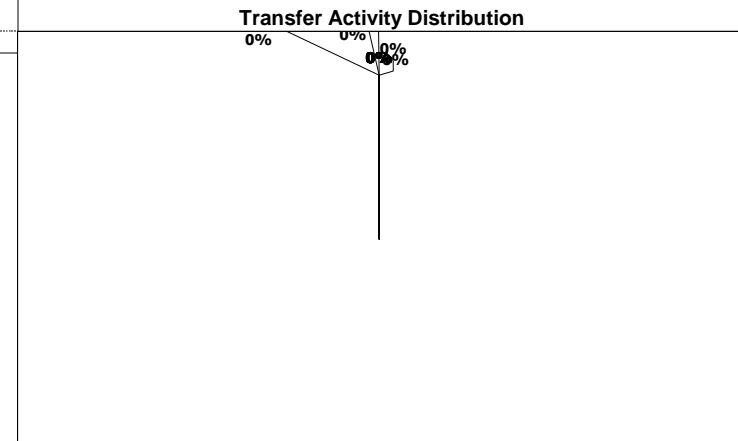
Pace South Cook - Will Initiative Route 381 Performance Overview



Pace South Cook - Will Initiative Route 381 Performance Overview

Route 381	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	55.2%	20.6%	24.2%		100.0%	-	
By Direction							
Eastbound	56.5%	25.9%	17.6%				
Westbound	53.8%	15.4%	30.8%				
By Segment							
1 Moraine Valley College & 0 to 88th/95th St. & 0	58.7%	14.7%	26.7%				
2 88th/95th St. & 0 to 95th / Oak Park & 0	66.7%	4.6%	28.7%				
3 95th / Oak Park & 0 to 95th / Ridgeland & 0	54.5%	17.8%	27.7%				
4 95th / Ridgeland & 0 to 95th / Cicero & 0	50.5%	21.8%	27.7%				
5 95th / Cicero & 0 to 95th / Pulaski (SW) & 0	48.5%	26.3%	25.3%				
6 95th / Pulaski (SW) & 0 to 95th / Western & 0	50.0%	25.0%	25.0%				
7 95th / Western & 0 to 95th/Wood/Metra Station & 0	46.5%	33.7%	19.8%				
8 95th/Wood/Metra Station & 0 to 95th / Ashland & 0	58.0%	19.0%	23.0%				
9 95th / Ashland & 0 to 95th St CTA Station & 0	70.1%	5.2%	24.7%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

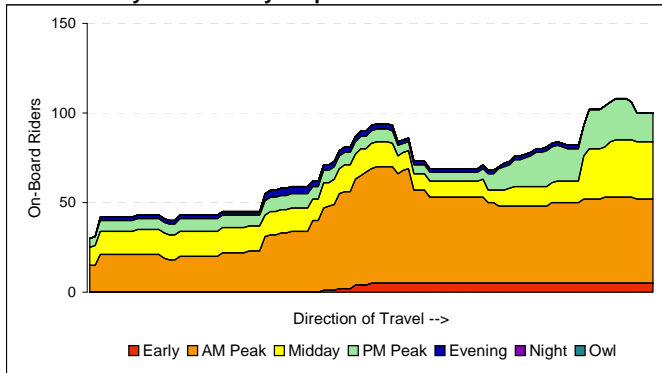


Pace South Cook - Will Initiative Route 382 Performance Overview

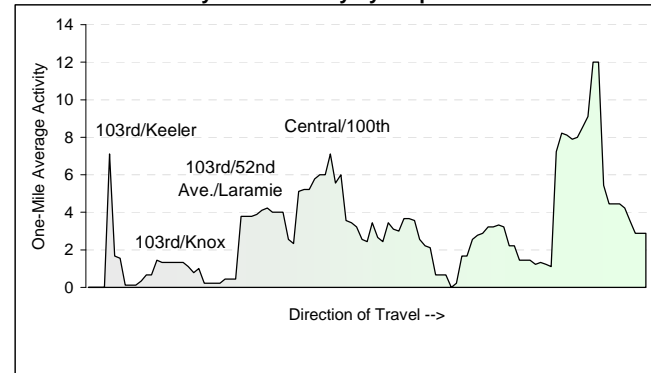
Route 382	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	461	678		23.4			19.7		140	Cicero/63rd &
By Direction											
Northbound	228	146		11.1			20.6		108	Cicero/67th/Marquette &	N
Southbound	233	532		12.3			18.9		140	Cicero/63rd &	S
By Segment											
1 104th/Pulaski & 0 to Central/95th & 0	90	98		4.1			22.1				
2 Central/95th & 0 to Central/79th & 0	66	43		3.6			18.3				
3 Central/79th & 0 to Oak Park/74th & 0	15	56		1.5			10.2				
4 Oak Park/74th & 0 to 73rd/Central & 0	25	44		2.4			10.3				
5 73rd/Central & 0 to Ford City Shopping Center & 0	56	71		4.0			13.9				
6 Ford City Shopping Center & 0 to Midway CTA Station & 0	209	366		8.0			26.2				
7											
By Time Period											
AM	180	255		6.3			28.6		69	Cicero/75th Pl. &	S
Midday	128	175		7.6			16.8		32	Cicero/67th/Marquette &	N
PM	102	170		7.5			13.6		26	Cicero/63rd &	S
Eve	31	65		2.0			15.6		17	Cicero/63rd &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 382 Performance Overview

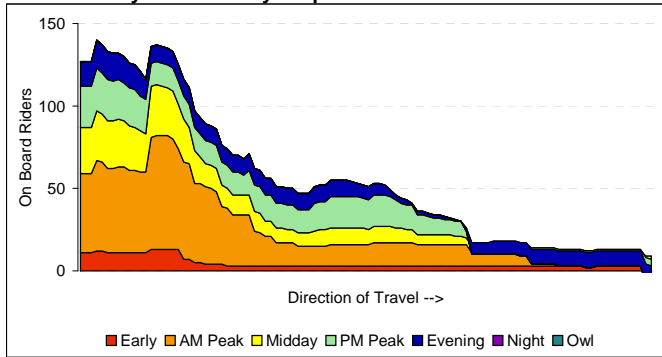
Weekday On-Board by Stop and Time Period Northbound



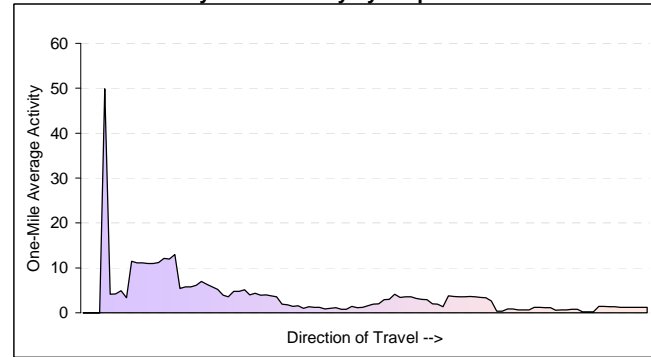
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

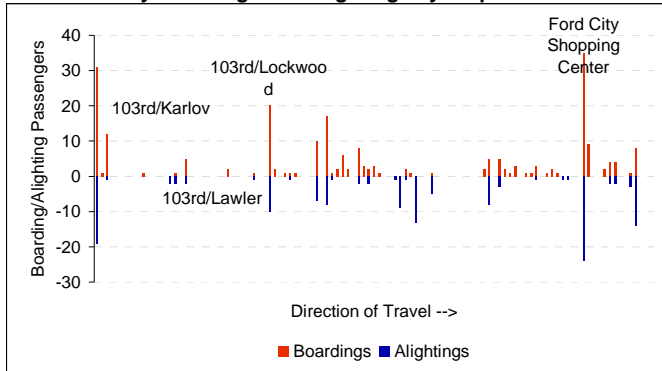


Weekday Rider Activity by Stop Southbound

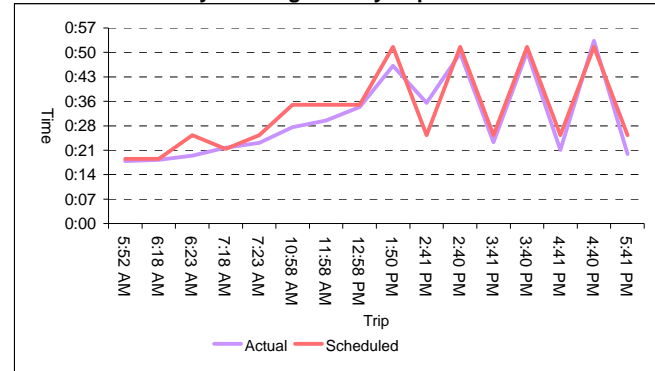


Pace South Cook - Will Initiative Route 382 Performance Overview

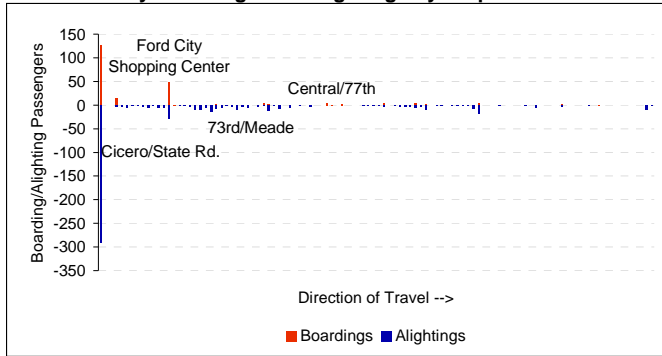
Weekday Boardings and Alightings by Stop Northbound



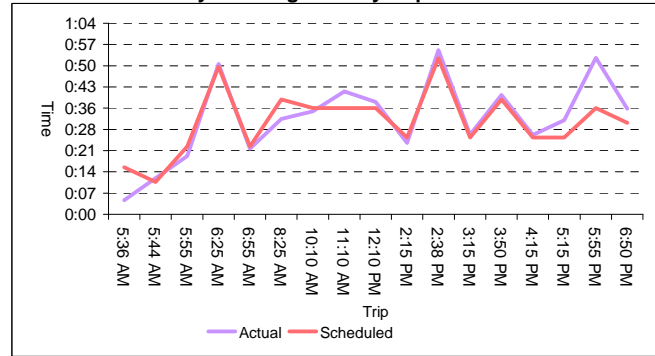
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

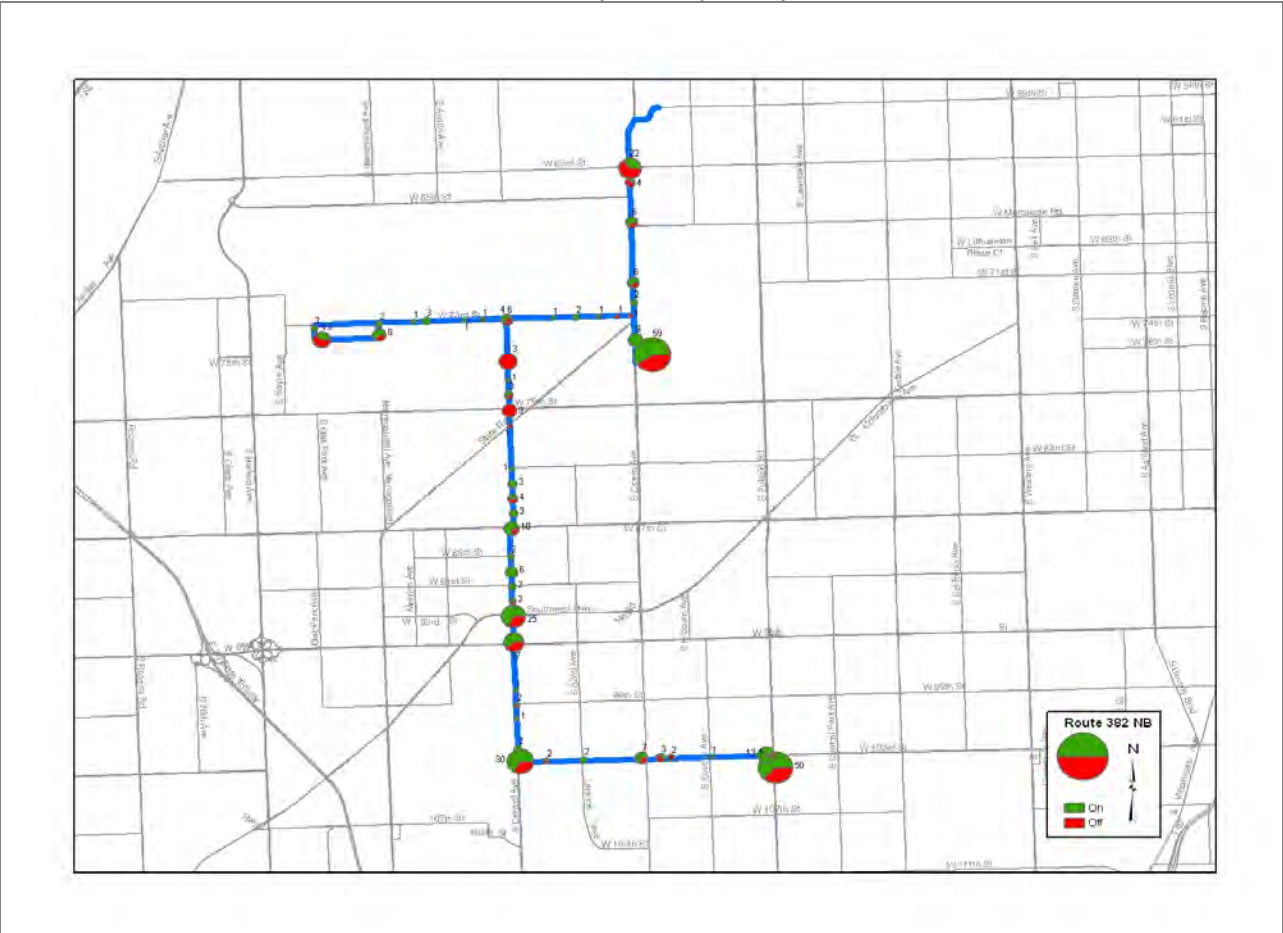


Weekday Running Time by Trip Southbound



Pace South Cook - Will Initiative Route 382 Performance Overview

Route 382 Weekday Ridership Activity Distribution



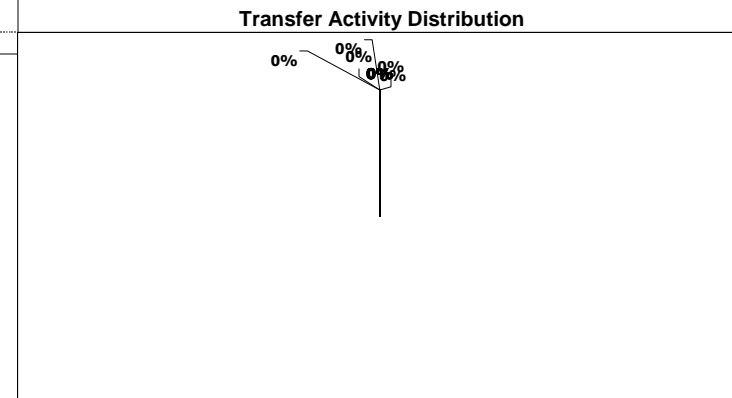
Pace South Cook - Will Initiative Route 382 Performance Overview



Pace South Cook - Will Initiative Route 382 Performance Overview

Route 382	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	63.6%	19.7%	16.7%		100.0%	-	
By Direction							
Northbound	70.1%	19.5%	10.3%				
Southbound	57.1%	19.8%	23.1%				
By Segment							
1 104th/Pulaski & 0 to Central/95th & 0	83.3%		16.7%				
2 Central/95th & 0 to Central/79th & 0	40.0%	35.0%	25.0%				
3 Central/79th & 0 to Oak Park/74th & 0	52.4%	28.6%	19.0%				
4 Oak Park/74th & 0 to 73rd/Central & 0	64.3%	25.0%	10.7%				
5 73rd/Central & 0 to Ford City Shopping Center & 0	65.6%	15.6%	18.8%				
6 Ford City Shopping Center & 0 to Midway CTA Station & 0	60.6%	18.2%	21.2%				
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

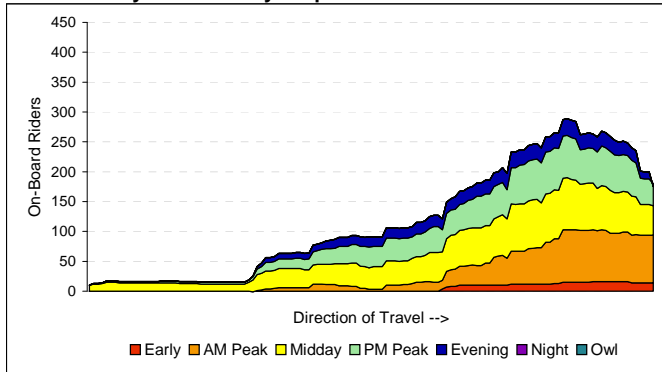


Pace South Cook - Will Initiative Route 383 Performance Overview

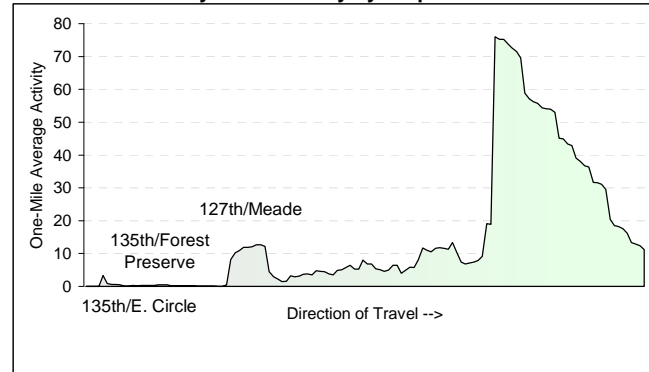
Route 383	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	1387	1608		48.3			28.7		443	Cicero/63rd &	S
By Direction											
Northbound	644	481		24.4			26.4		289	Cicero/Pace Sign/Century Tile &	N
Southbound	743	1127		24.0			31.0		443	Cicero/63rd &	S
By Segment											
1 Rivercrest Center/Sears Outlet & 0 to 127th/Ridgeland & 0	19	27		2.1			8.9				
2 127th/Ridgeland & 0 to Oak Forest Hospital & 0	5	9		0.6			8.3				
3 Oak Forest Hospital & 0 to Cicero/147th & 0	86	119		4.4			19.4				
4 Cicero/147th & 0 to 127th/Rte. 83 & 0	78	100		5.5			14.3				
5 127th/Rte. 83 & 0 to Cicero/111th & 0	69	113		7.4			9.3				
6 Cicero/111th & 0 to Cicero/95th & 0	189	237		6.3			30.1				
7 Cicero/95th & 0 to Cicero/87th & 0	142	148		4.8			29.9				
8 Cicero/87th & 0 to Ford City Shopping Center & 0	238	256		6.5			36.7				
9 Ford City Shopping Center & 0 to Midway CTA Station & 0	561	599		11.5			48.8				
By Time Period											
AM	306	343		10.8			28.4		94	Cicero/88th &	S
Midday	517	644		20.0			25.9		151	Cicero/64th &	S
PM	409	441		11.2			36.7		157	Cicero/63rd &	S
Eve	138	177		6.4			21.5		54	Cicero/63rd &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 383 Performance Overview

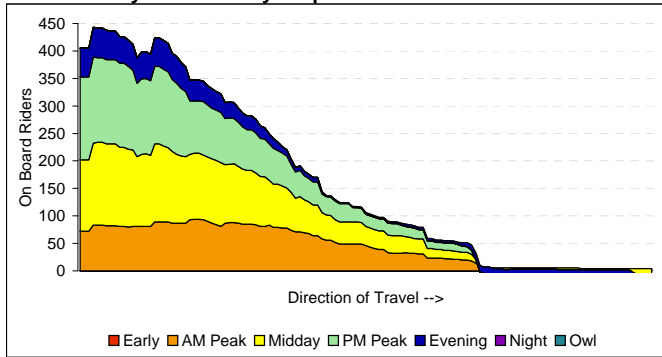
Weekday On-Board by Stop and Time Period Northbound



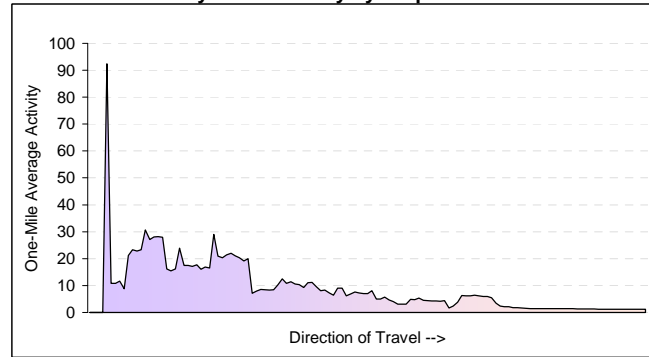
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

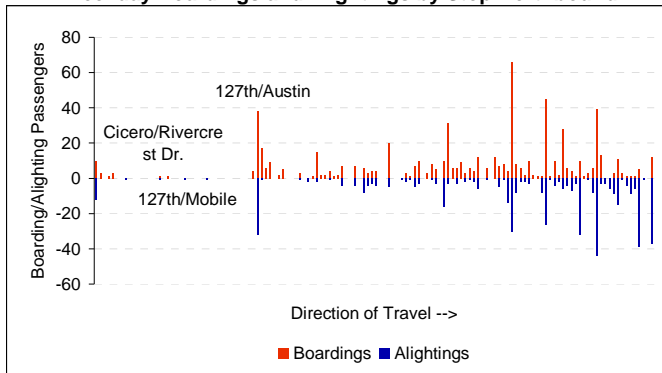


Weekday Rider Activity by Stop Southbound

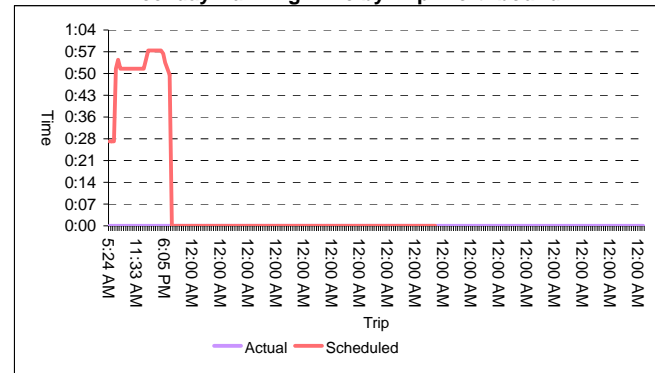


Pace South Cook - Will Initiative Route 383 Performance Overview

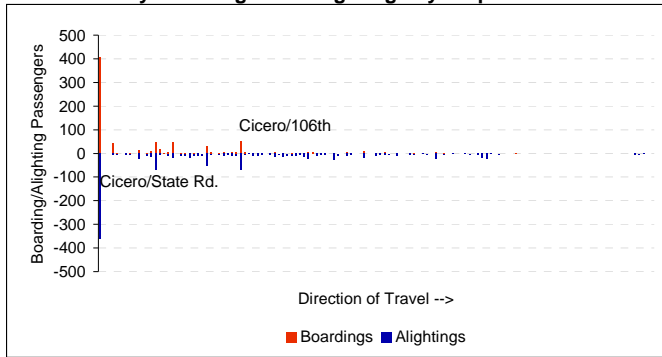
Weekday Boardings and Alightings by Stop Northbound



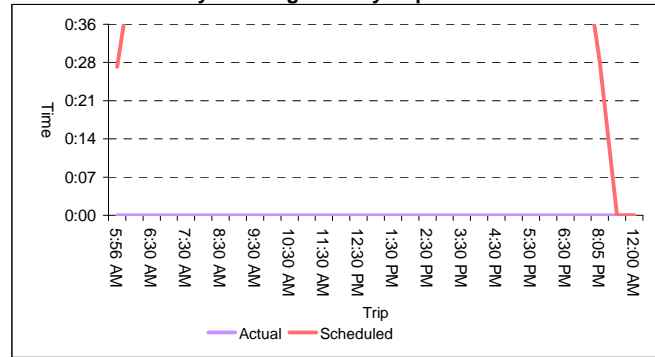
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

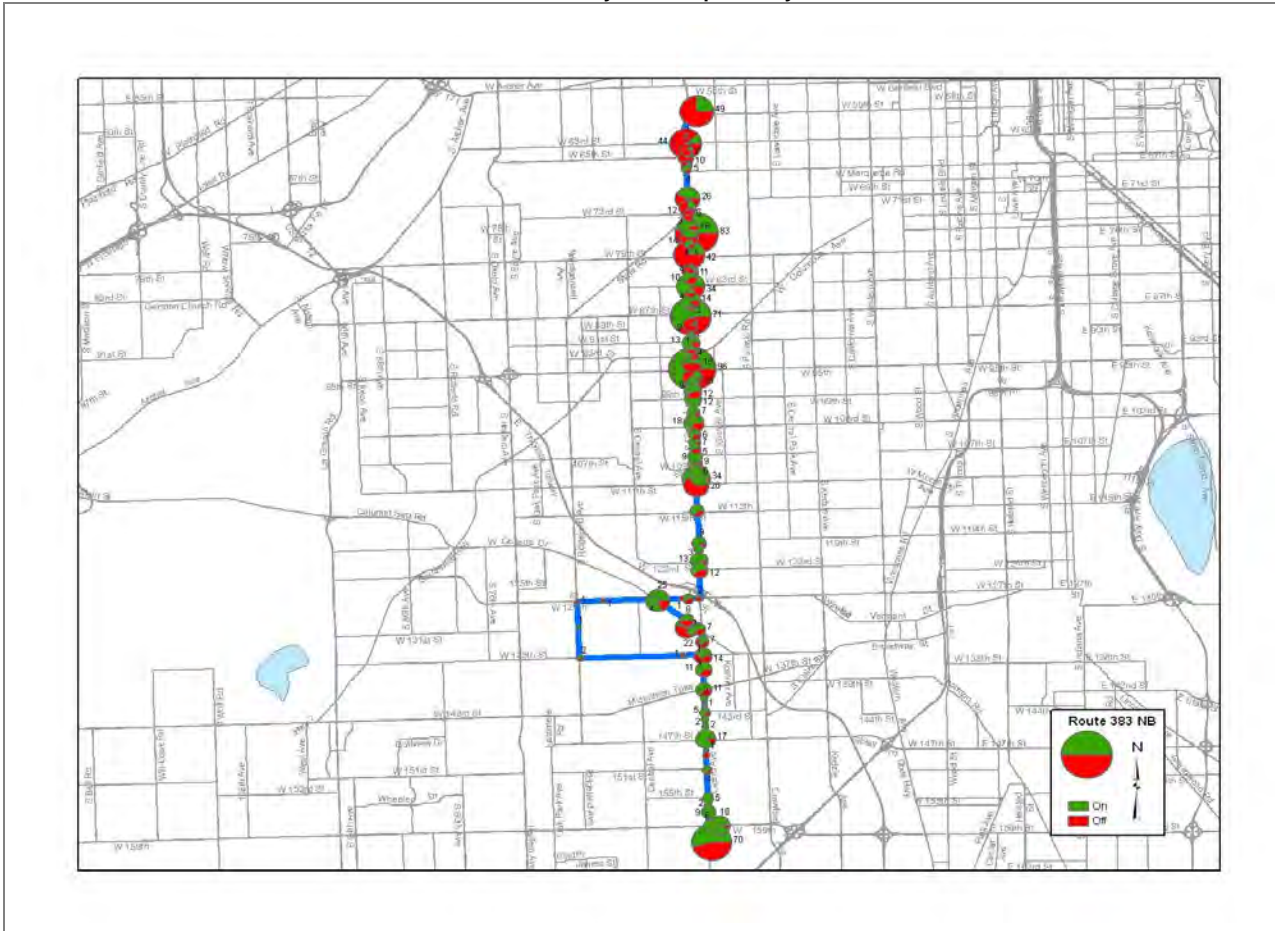


Weekday Running Time by Trip Southbound

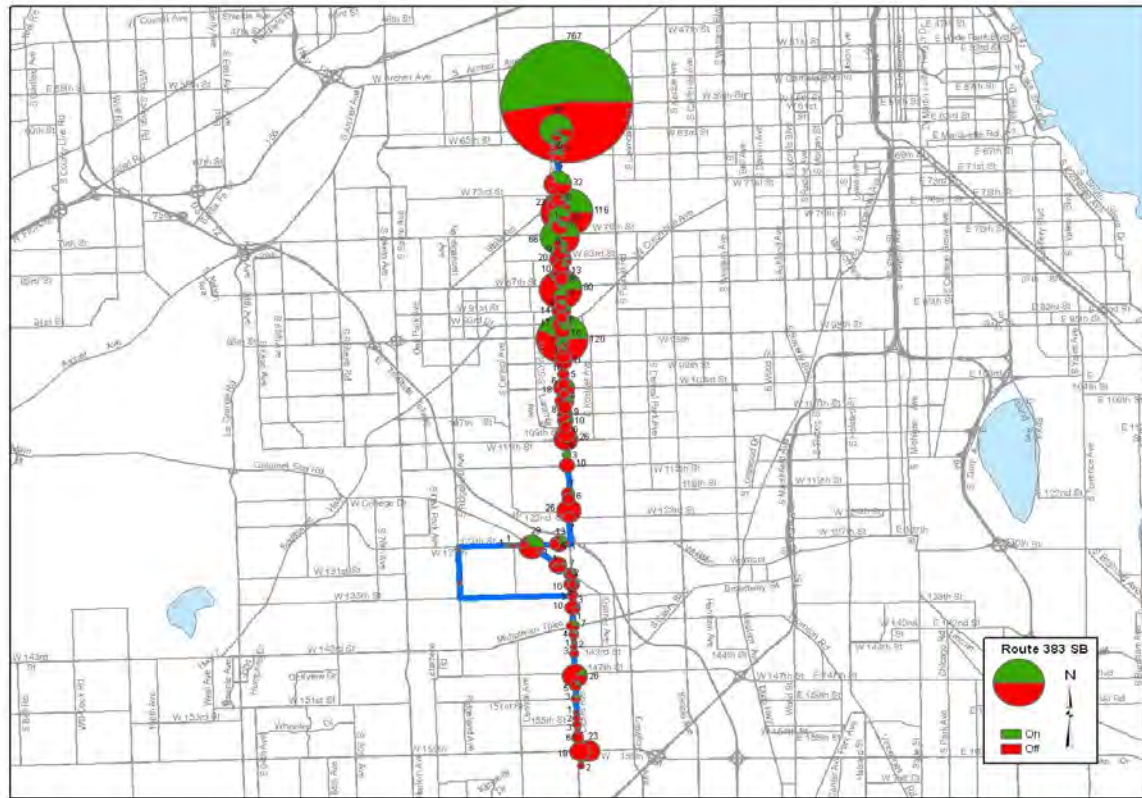


Pace South Cook - Will Initiative Route 383 Performance Overview

Route 383 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 383 Performance Overview

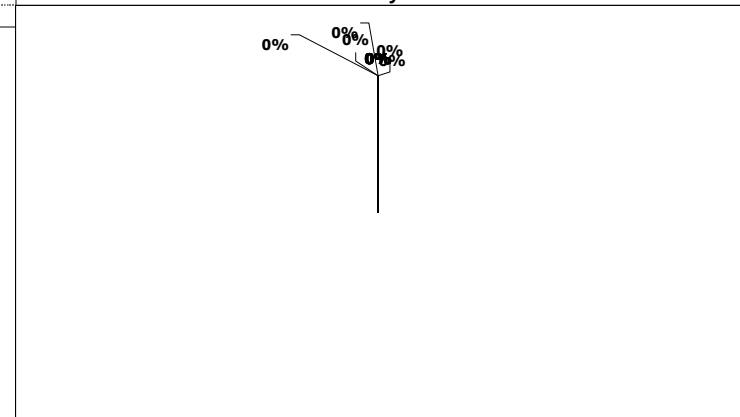


Pace South Cook - Will Initiative Route 383 Performance Overview

Route 383	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	100.0%				100.0%	-	
By Direction							
Northbound	100.0%						
Southbound	100.0%						
By Segment							
1 Rivercrest Center/Sears Outlet & 0 to 127th/Ridgeland & 0	100.0%						
2 127th/Ridgeland & 0 to Oak Forest Hospital & 0	100.0%						
3 Oak Forest Hospital & 0 to Cicero/147th & 0	100.0%						
4 Cicero/147th & 0 to 127th/Rte. 83 & 0	100.0%						
5 127th/Rte. 83 & 0 to Cicero/111th & 0	100.0%						
6 Cicero/111th & 0 to Cicero/95th & 0	100.0%						
7 Cicero/95th & 0 to Cicero/87th & 0	100.0%						
8 Cicero/87th & 0 to Ford City Shopping Center & 0	100.0%						
9 Ford City Shopping Center & 0 to Midway CTA Station & 0	100.0%						

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

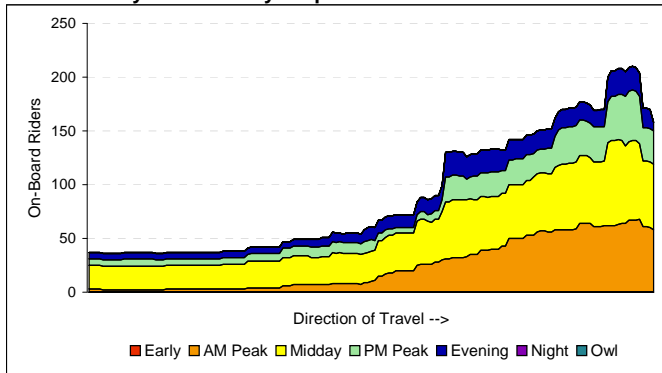


Pace South Cook - Will Initiative Route 384 Performance Overview

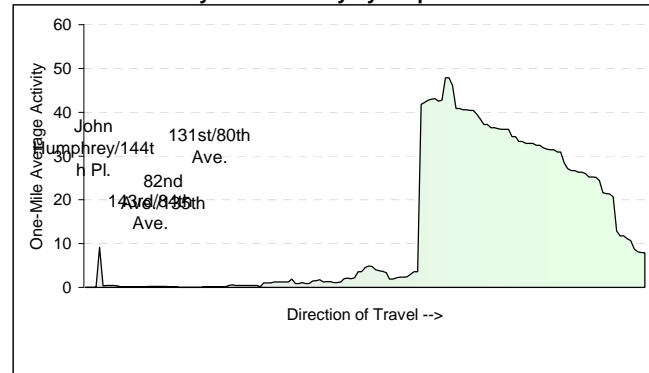
Route 384	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	737	883		37.0			19.9		230	Cicero/63rd &
By Direction											
Northbound	380	264		18.3			20.8		210	Cicero/66th/Hotel Center &	N
Southbound	357	619		18.7			19.1		230	Cicero/63rd &	S
By Segment											
1 Orland Square Sears & 0 to Palos Community Hospital & 0	42	63		6.5			6.5				
2 Palos Community Hospital & 0 to 127th/Harlem & 0	6	8		2.1			2.9				
3 127th/Harlem & 0 to 111th/Ridgeland (NE) & 0	22	23		3.3			6.7				
4 111th/Ridgeland (NE) & 0 to Ridgeland/95th/Chicago Ridge Mall & 0	104	153		6.1			17.0				
5 Ridgeland/95th/Chicago Ridge Mall & 0 to 79th/Narragansett & 0	82	102		4.6			17.8				
6 79th/Narragansett & 0 to Ford City Shopping Center & 0	150	148		6.3			24.0				
7 Ford City Shopping Center & 0 to Midway CTA Station & 0	331	386		8.6			38.3				
By Time Period											
AM	168	221		7.9			21.4		68	Cicero/64th &	N
Midday	252	272		12.8			19.7		79	Cicero/75th Pl &	N
PM	225	259		10.8			20.9		87	Cicero/63rd &	S
Eve	84	114		5.1			16.4		30	Cicero/63rd &	S
Night	8	17		0.5			17.8		7	Cicero/63rd &	S
Owl											S

Pace South Cook - Will Initiative Route 384 Performance Overview

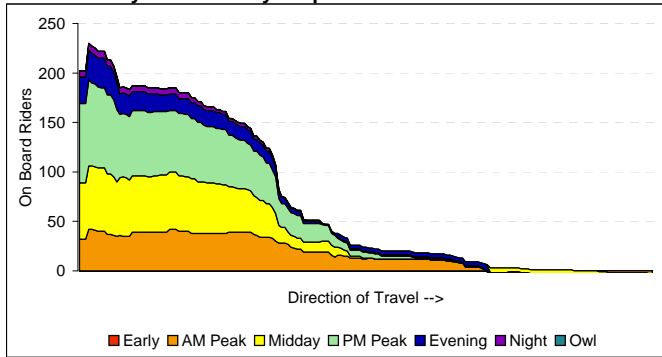
Weekday On-Board by Stop and Time Period Northbound



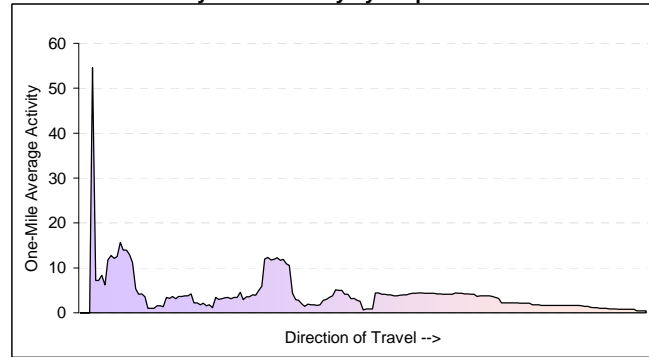
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

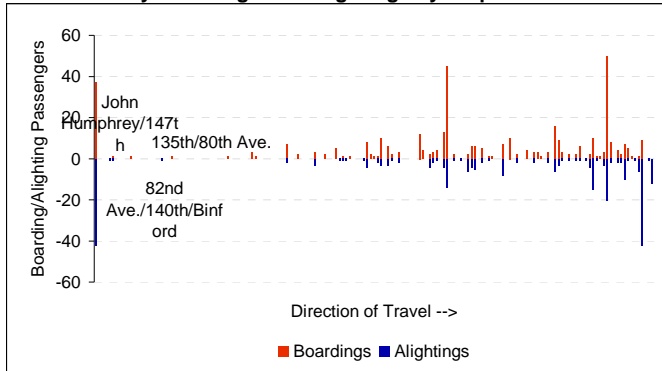


Weekday Rider Activity by Stop Southbound

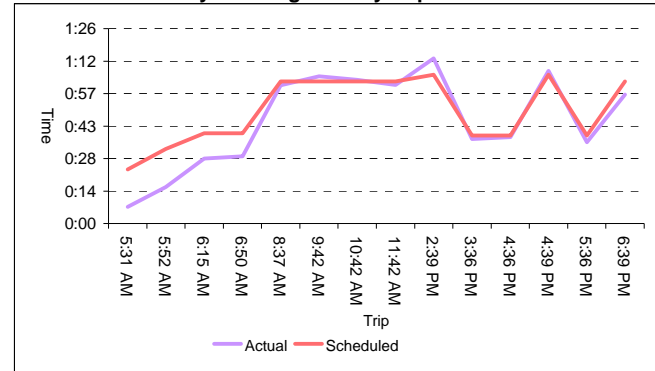


Pace South Cook - Will Initiative Route 384 Performance Overview

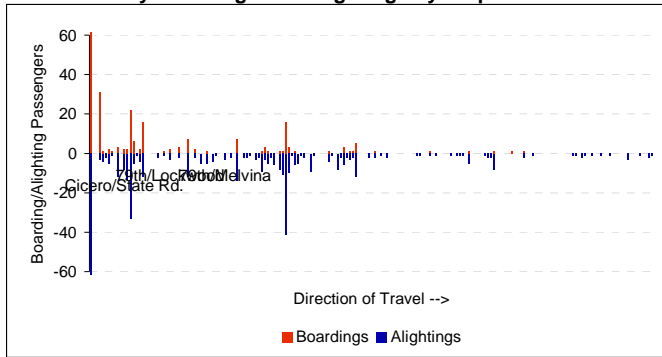
Weekday Boardings and Alightings by Stop Northbound



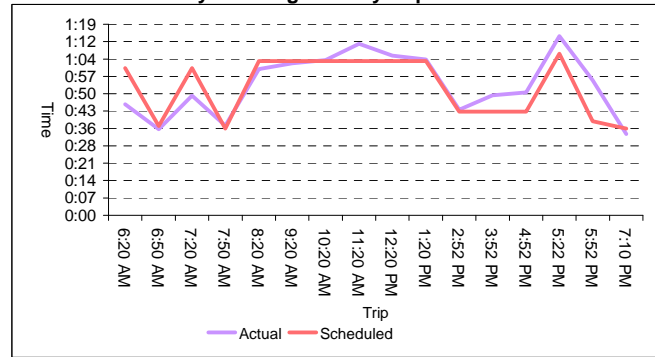
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

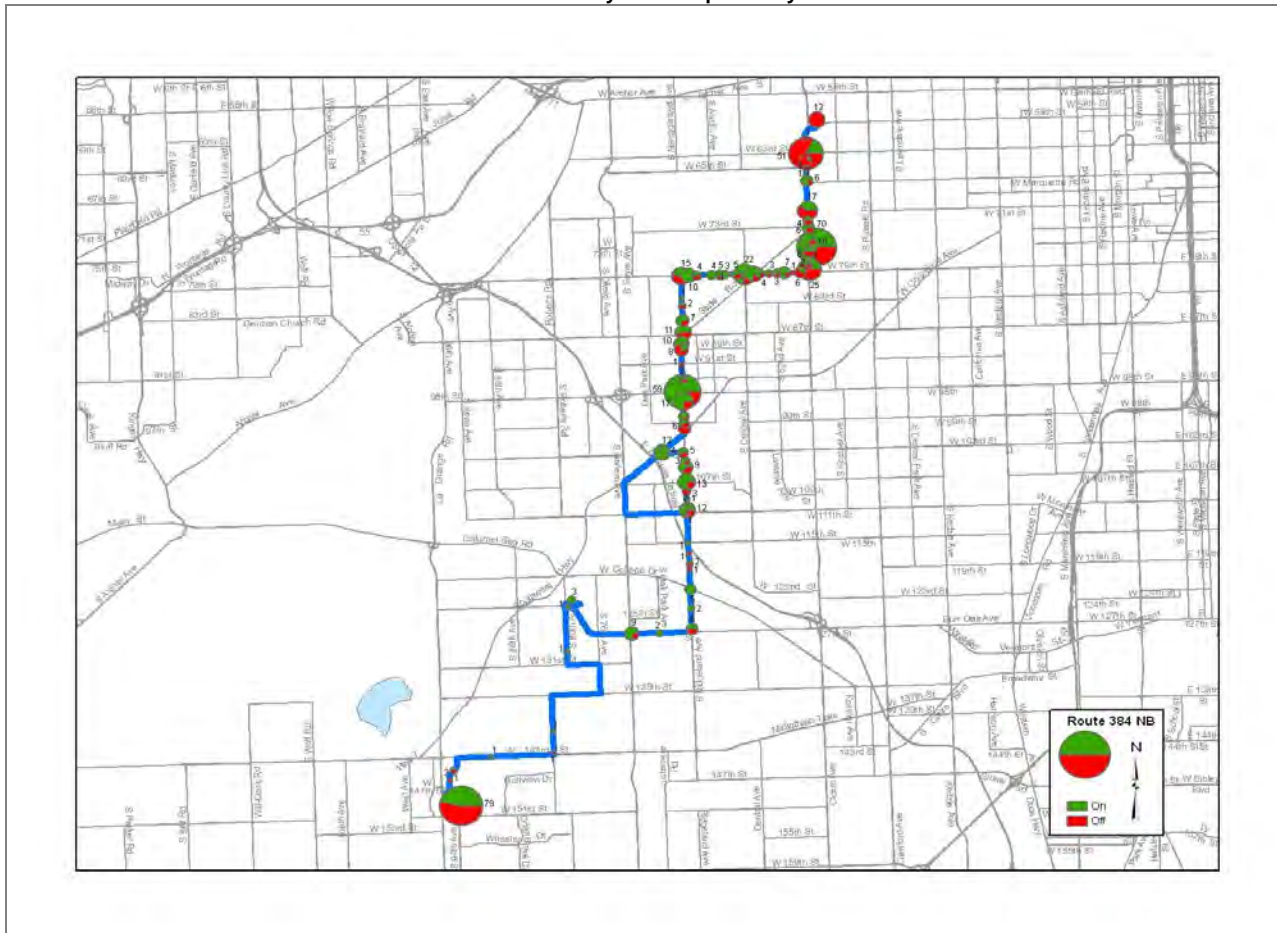


Weekday Running Time by Trip Southbound

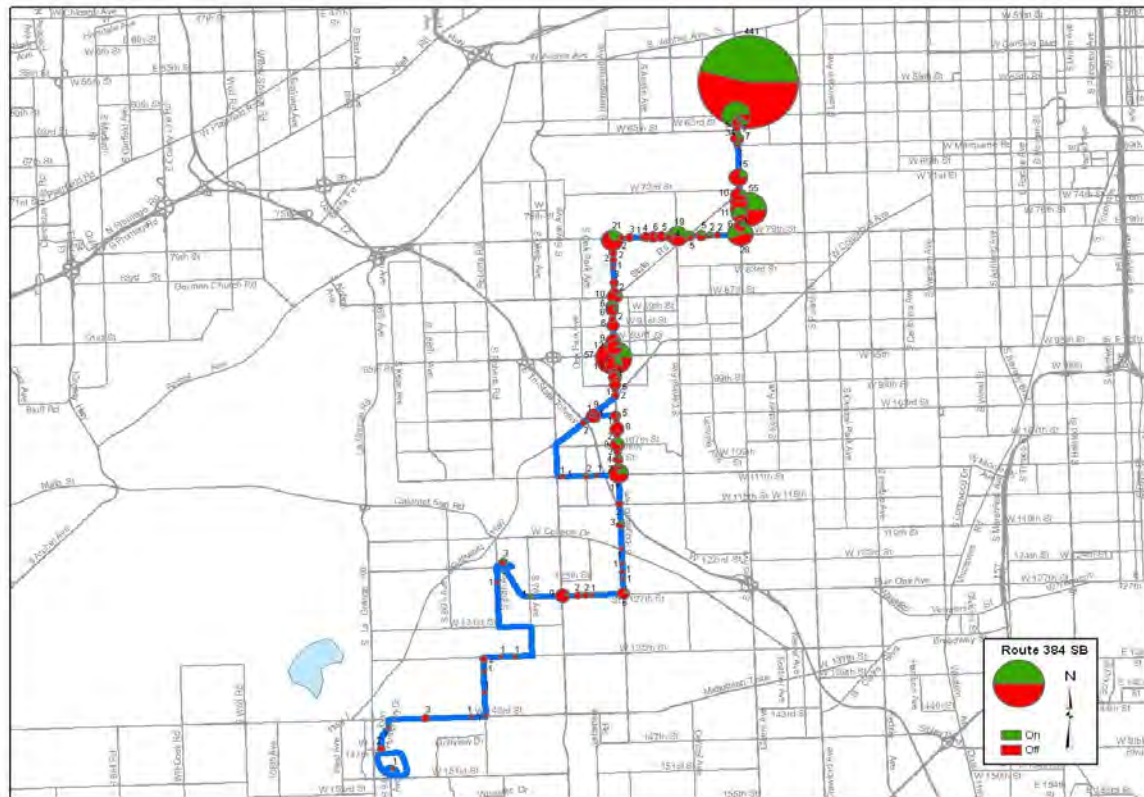


Pace South Cook - Will Initiative Route 384 Performance Overview

Route 384 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 384 Performance Overview

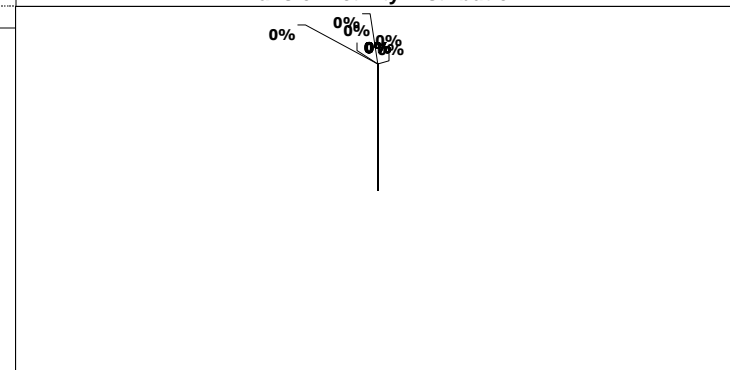


Pace South Cook - Will Initiative Route 384 Performance Overview

Route 384	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	57.4%	8.7%	33.9%		100.0%	-	
By Direction							
Northbound	68.1%	6.9%	25.0%				
Southbound	46.8%	10.5%	42.7%				
By Segment							
1 Orland Square Sears & 0 to Palos Community Hospital & 0	66.7%		33.3%				
2 Palos Community Hospital & 0 to 127th/Harlem & 0	45.8%	25.0%	29.2%				
3 127th/Harlem & 0 to 111th/Ridgeland (NE) & 0	62.1%		37.9%				
4 111th/Ridgeland (NE) & 0 to Ridgeland/95th/Chicago Ridge Mall & 0	50.0%	13.9%	36.1%				
5 Ridgeland/95th/Chicago Ridge Mall & 0 to 79th/Narragansett & 0	48.6%	8.6%	42.9%				
6 79th/Narragansett & 0 to Ford City Shopping Center & 0	53.1%	6.3%	40.6%				
7 Ford City Shopping Center & 0 to Midway CTA Station & 0	54.3%	8.6%	37.1%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

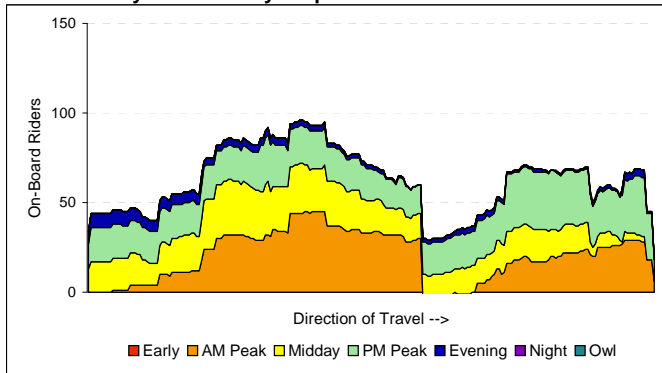


Pace South Cook - Will Initiative Route 385 Performance Overview

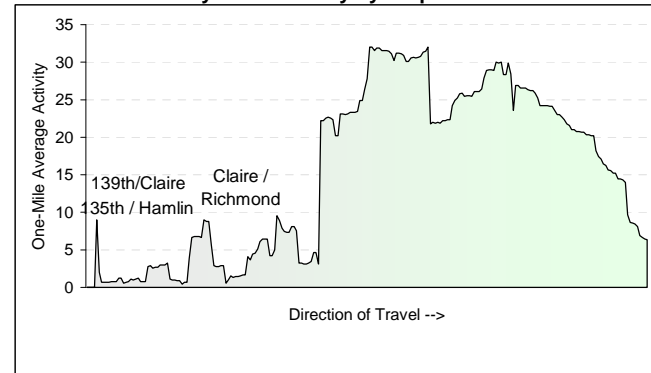
Route 385	Passenger Summary										
	Total					Productivity			Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	860
By Direction											
Northbound	471	481		21.3			22.2		96	111th Kilbourn &	N
Southbound	389	477		21.5			18.1		139	Cicero/64th &	S
By Segment											
1 Rivercrest Center/Sears Outlet & 0 to Vermont / Western & 0	93	91		7.9			11.7				
2 Vermont / Western & 0 to 127th/Pulaski & 0	79	84		3.8			20.6				
3 127th/Pulaski & 0 to 111th Cicero & 0	113	119		3.5			32.6				
4 111th Cicero & 0 to Moraine Valley College & 0	109	126		7.1			15.4				
5 Moraine Valley College & 0 to Roberts Rd./95th & 0	58	92		3.7			15.7				
6 Roberts Rd./95th & 0 to 87th/Harlem & 0	67	79		3.0			22.1				
7 87th/Harlem & 0 to 87th/Cicero & 0	98	129		4.7			21.0				
8 87th/Cicero & 0 to Ford City Shopping Center & 0	50	61		3.2			15.8				
9 Ford City Shopping Center & 0 to Midway CTA Station & 0	193	177		5.4			35.5				
By Time Period											
AM	225	211		8.8			25.6		45	111th Kilpatrick &	N
Middyay	391	464		19.4			20.2		69	Cicero/67th/Marquette &	S
PM	204	236		10.5			19.4		41	Cicero/63rd &	S
Eve	40	47		4.0			10.0		12	Midway CTA Station &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 385 Performance Overview

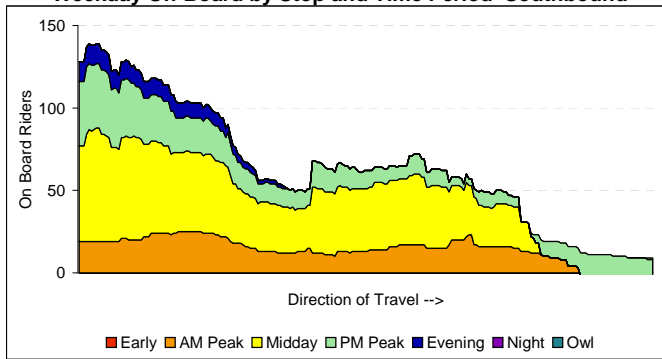
Weekday On-Board by Stop and Time Period Northbound



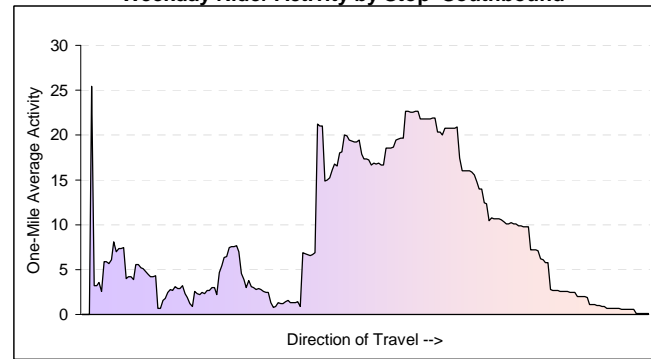
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

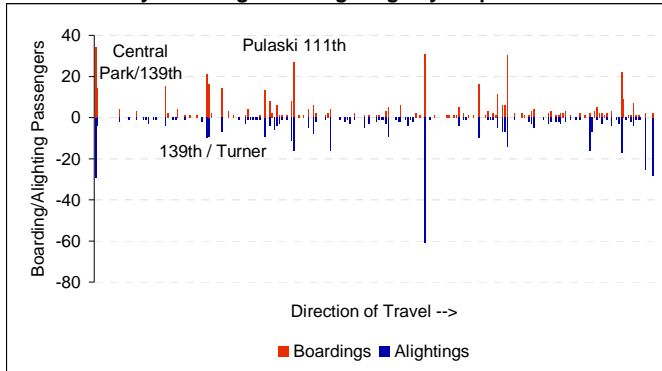


Weekday Rider Activity by Stop Southbound

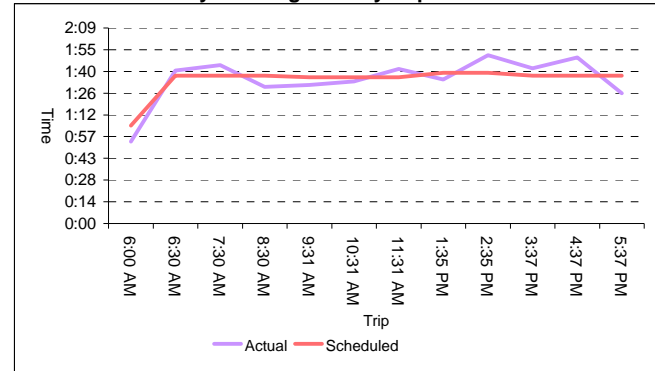


Pace South Cook - Will Initiative Route 385 Performance Overview

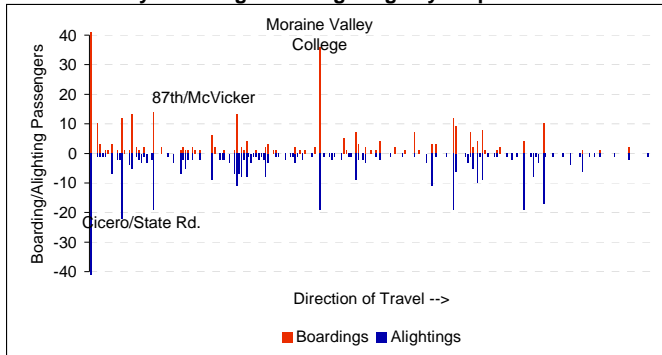
Weekday Boardings and Alightings by Stop Northbound



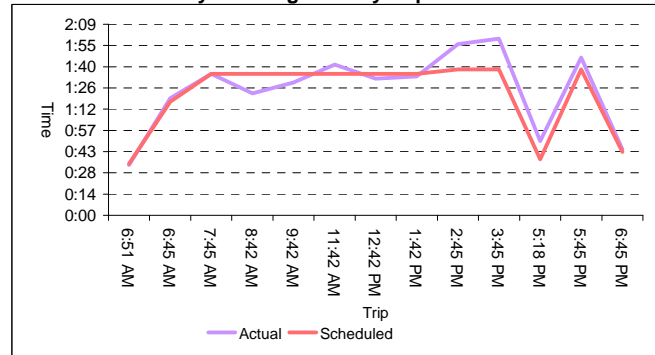
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

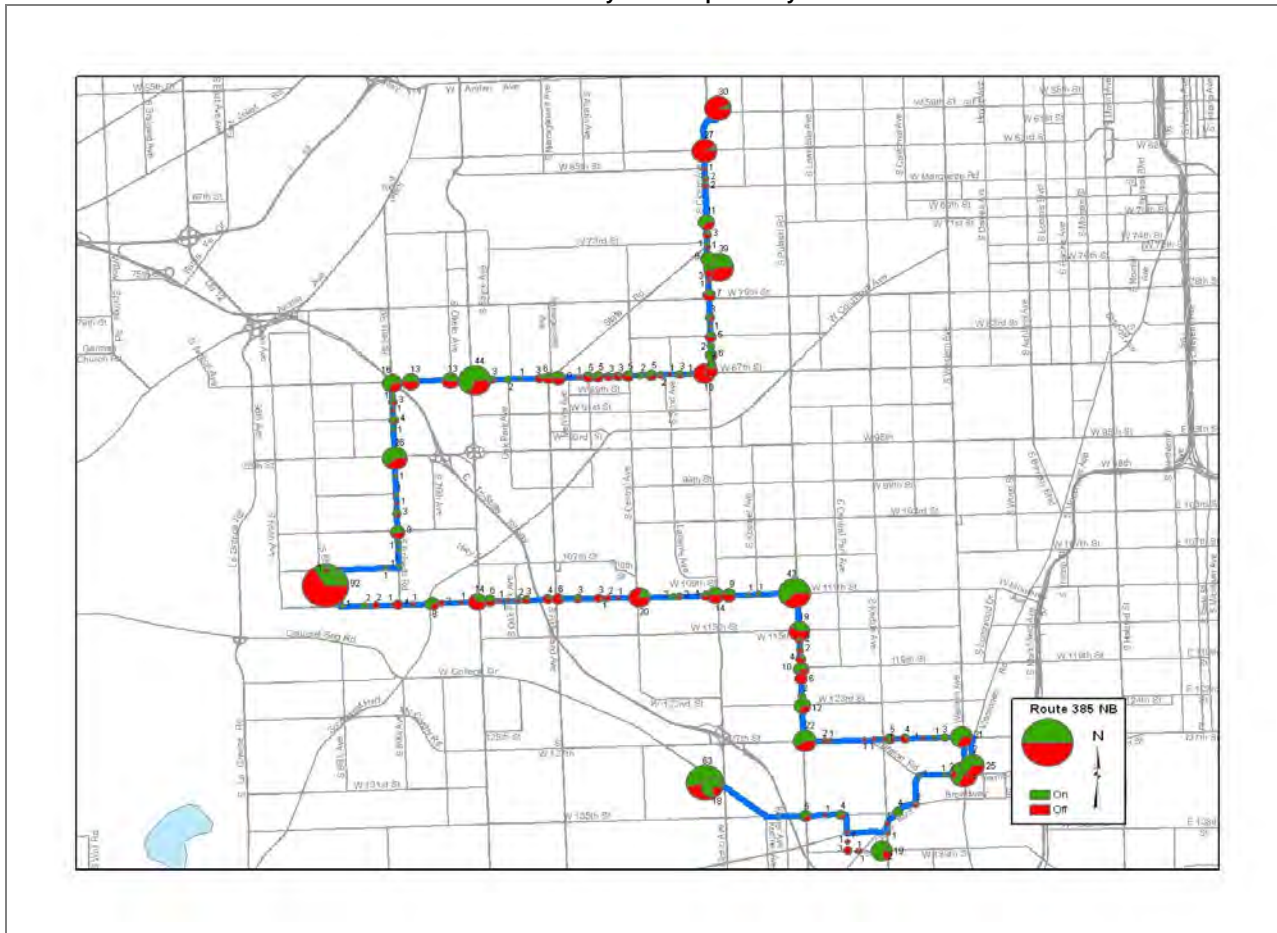


Weekday Running Time by Trip Southbound

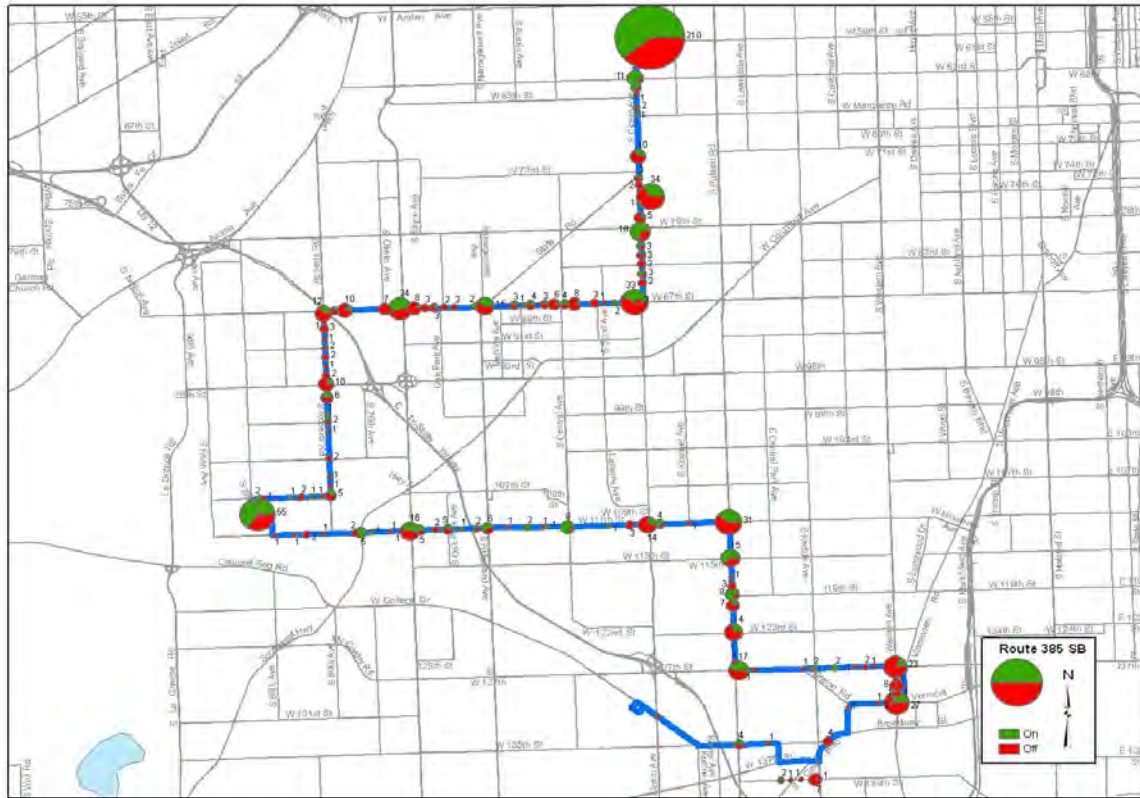


Pace South Cook - Will Initiative Route 385 Performance Overview

Route 385 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 385 Performance Overview

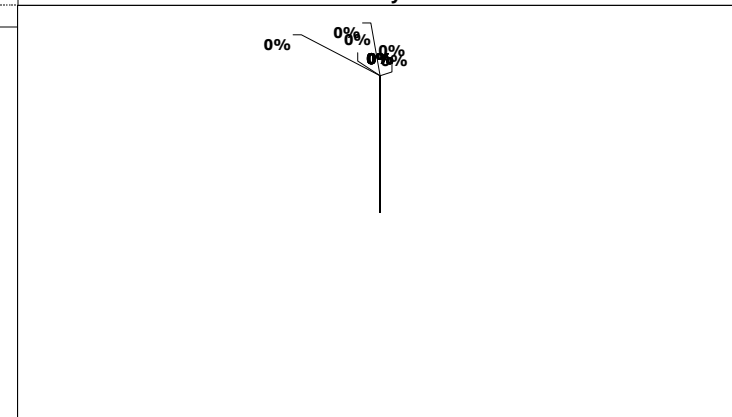


Pace South Cook - Will Initiative Route 385 Performance Overview

Route 385	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	54.3%	12.0%	33.7%		100.0%	-	
By Direction							
Northbound	55.8%	14.2%	30.0%				
Southbound	52.8%	9.8%	37.4%				
By Segment							
1 Rivercrest Center/Sears Outlet & 0 to Vermont / Western & 0	40.9%	27.3%	31.8%				
2 Vermont / Western & 0 to 127th/Pulaski & 0	45.8%	16.7%	37.5%				
3 127th/Pulaski & 0 to 111th Cicero & 0	62.5%		37.5%				
4 111th Cicero & 0 to Moraine Valley College & 0	50.0%	16.7%	33.3%				
5 Moraine Valley College & 0 to Roberts Rd./95th & 0	62.5%	4.2%	33.3%				
6 Roberts Rd./95th & 0 to 87th/Harlem & 0	46.2%	7.7%	46.2%				
7 87th/Harlem & 0 to 87th/Cicero & 0	53.8%	7.7%	38.5%				
8 87th/Cicero & 0 to Ford City Shopping Center & 0	50.0%	16.7%	33.3%				
9 Ford City Shopping Center & 0 to Midway CTA Station & 0	64.0%	12.0%	24.0%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

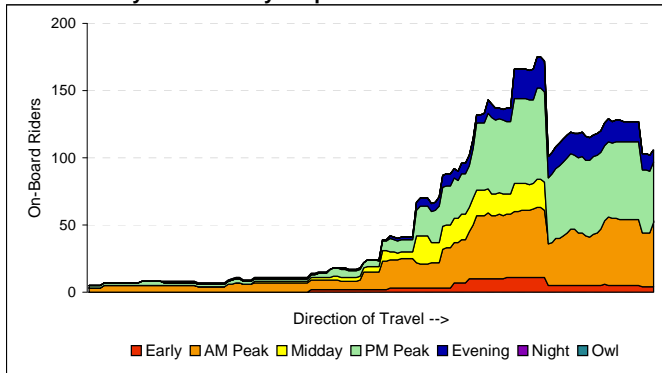


Pace South Cook - Will Initiative Route 386 Performance Overview

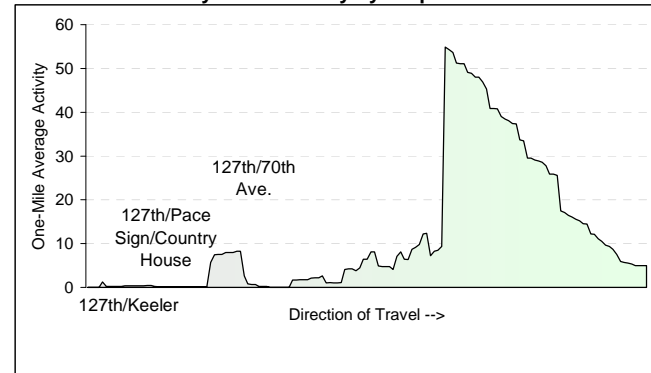
Route 386	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	994	1141		42.1			23.6		379	63rd/Harlem &	S
By Direction											
Northbound	432	330		20.4			21.1		175	Harlem/71st &	N
Southbound	562	811		21.7			25.9		379	63rd/Harlem &	S
By Segment											
1 Homan/127th & 0 to 127th/Rt. 83 & 0	10	12		1.8			5.6				
2 127th/Rt. 83 & 0 to Orland Square Sears & 0	7	13		1.2			5.9				
3 Orland Square Sears & 0 to Harlem/127th & 0	44	57		6.9			6.4				
4 Harlem/127th & 0 to Harlem/111th & 0	23	50		4.2			5.5				
5 Harlem/111th & 0 to 76th Ave./100th & 0	102	147		4.7			21.9				
6 76th Ave./100th & 0 to Harlem/87th & 0	105	158		6.6			15.9				
7 Harlem/87th & 0 to Harlem/63rd & 0	243	254		7.2			34.0				
8 Harlem/63rd & 0 to Midway CTA Station & 0	460	450		10.3			44.8				
9											
By Time Period											
AM	283	354		11.2			25.3		113	63rd/Harlem &	S
Midday	258	306		12.0			21.4		105	63rd/Harlem &	S
PM	280	303		11.5			24.4		89	63rd/Harlem &	S
Eve	159	168		7.4			21.4		94	Cicero/63rd &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 386 Performance Overview

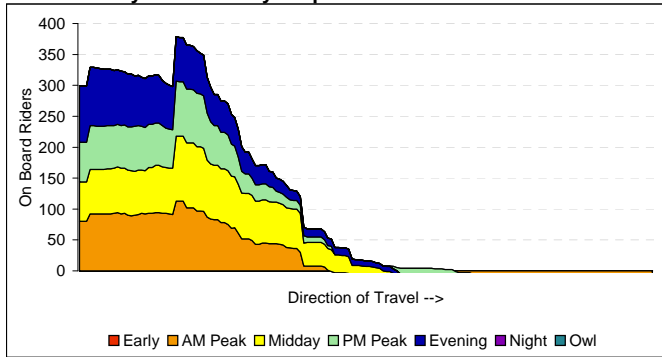
Weekday On-Board by Stop and Time Period Northbound



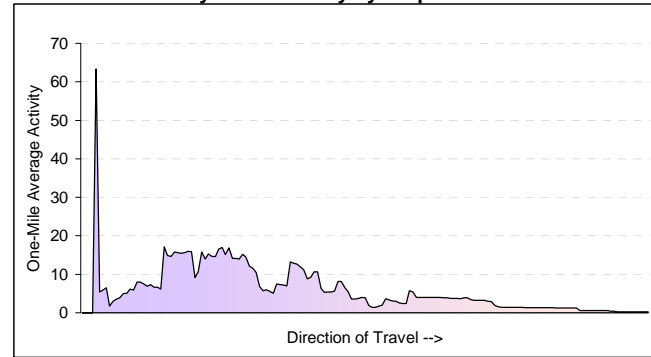
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

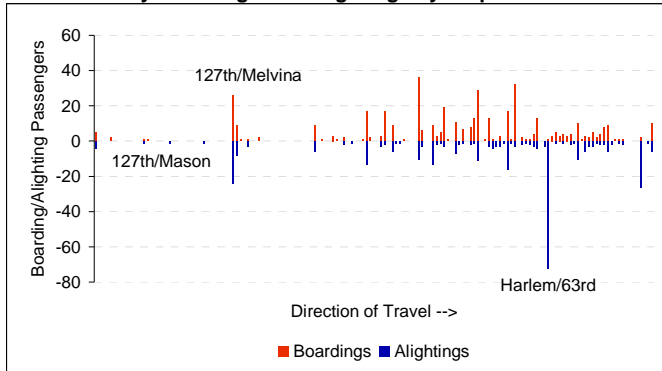


Weekday Rider Activity by Stop Southbound

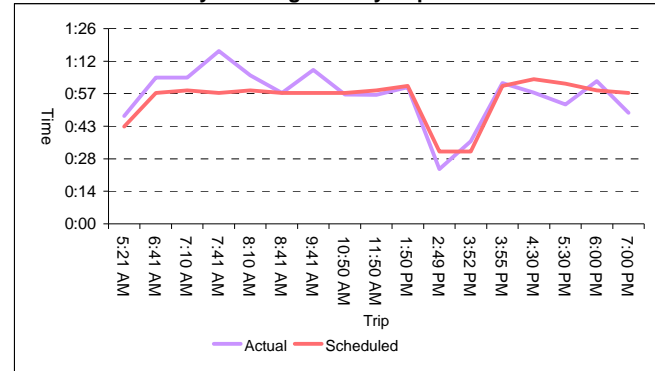


Pace South Cook - Will Initiative Route 386 Performance Overview

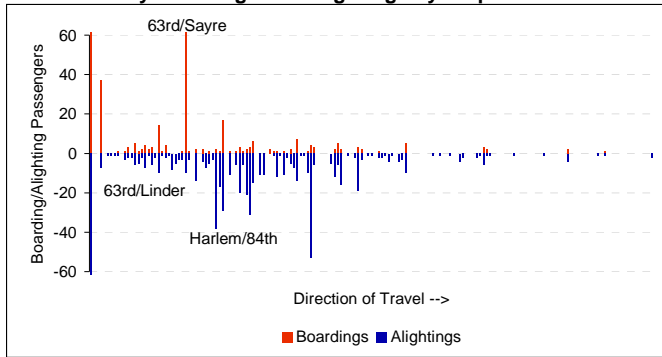
Weekday Boardings and Alightings by Stop Northbound



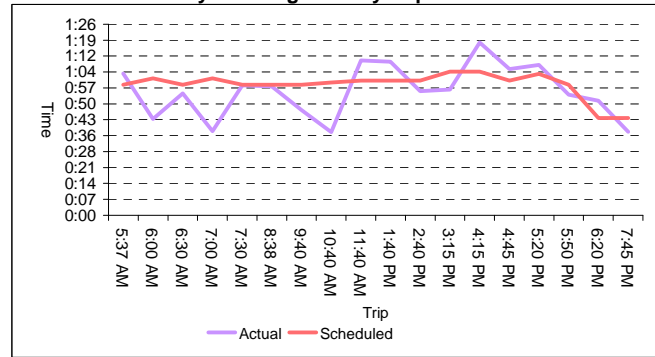
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

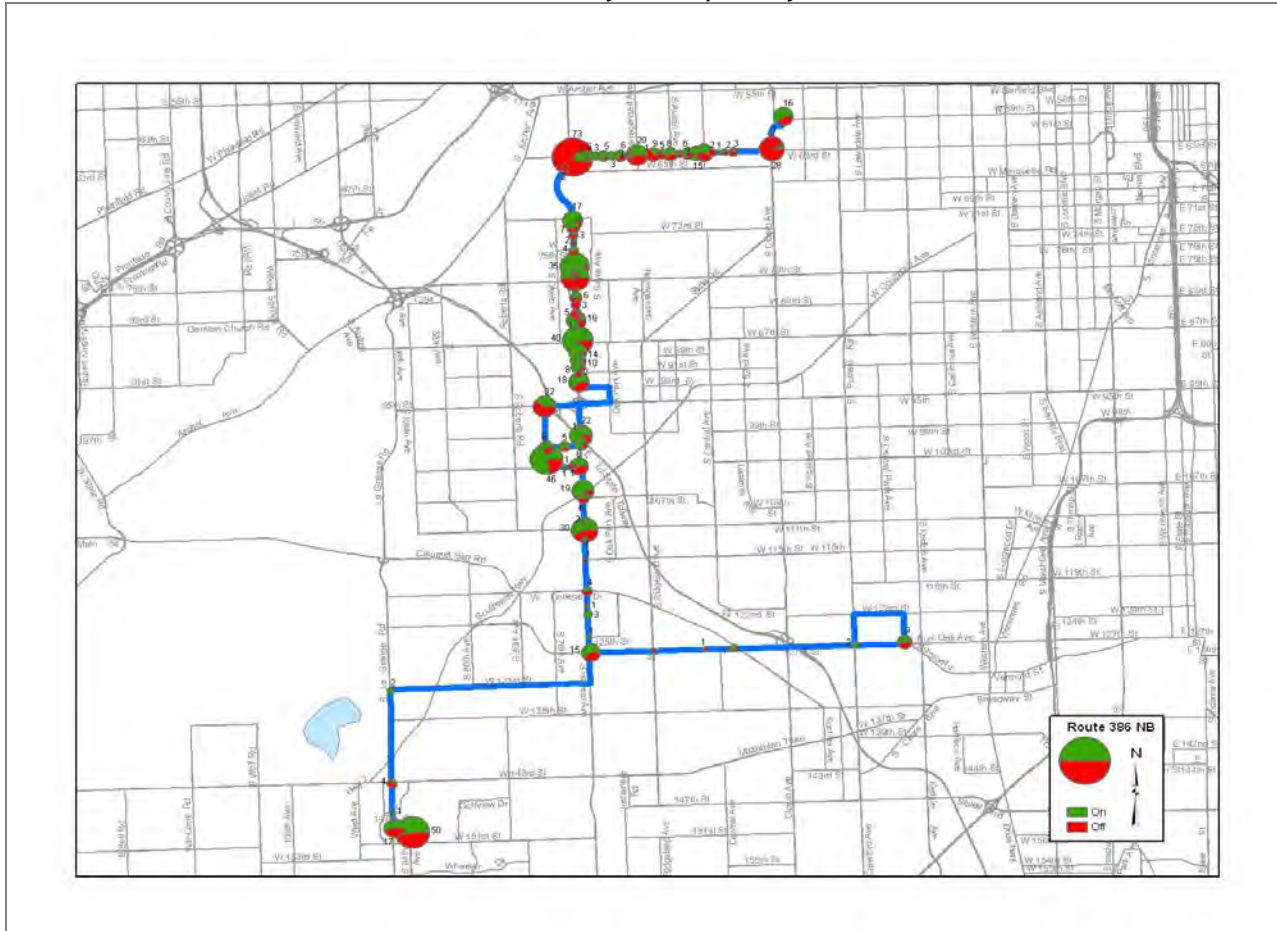


Weekday Running Time by Trip Southbound

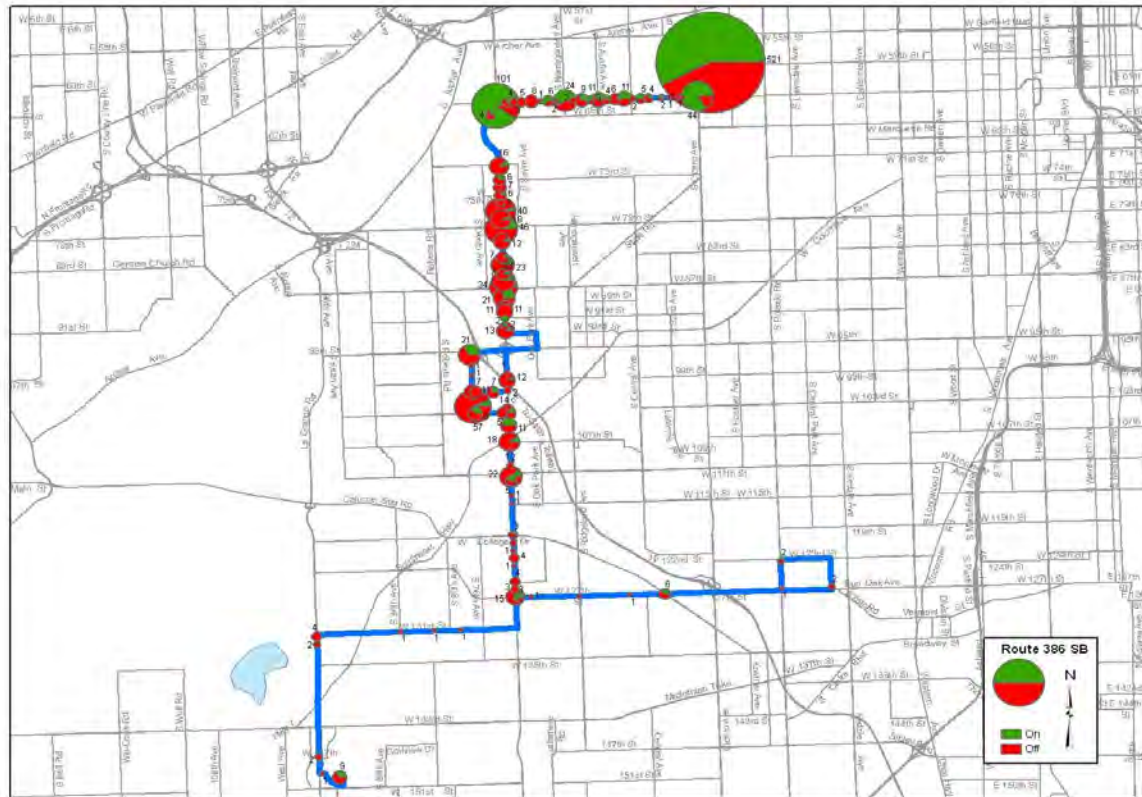


Pace South Cook - Will Initiative Route 386 Performance Overview

Route 386 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 386 Performance Overview

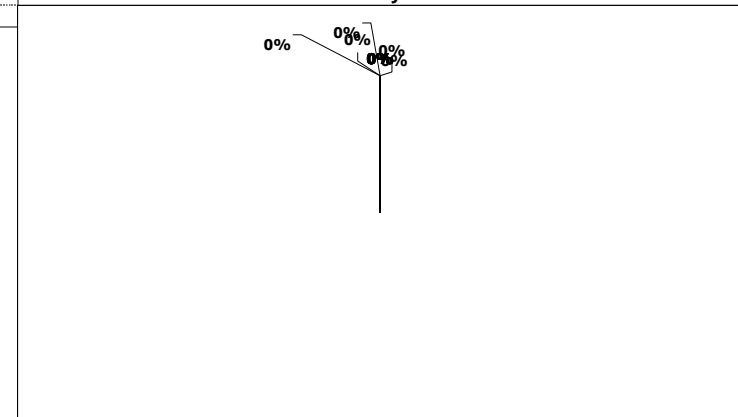


Pace South Cook - Will Initiative Route 386 Performance Overview

Route 386	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	52.2%	10.6%	37.2%		100.0%	-	0.0%
By Direction							
Northbound	49.3%	13.2%	37.5%				
Southbound	55.1%	8.0%	37.0%				
By Segment							
1 Homan/127th & 0 to 127th/Rt. 83 & 0	50.0%	20.0%	30.0%				
2 127th/Rt. 83 & 0 to Orland Square Sears & 0	52.9%	5.9%	41.2%				
3 Orland Square Sears & 0 to Harlem/127th & 0	48.4%	12.9%	38.7%				
4 Harlem/127th & 0 to Harlem/111th & 0	53.8%	20.5%	25.6%				
5 Harlem/111th & 0 to 76th Ave./100th & 0	47.4%	7.9%	44.7%				
6 76th Ave./100th & 0 to Harlem/87th & 0	41.2%	14.7%	44.1%				
7 Harlem/87th & 0 to Harlem/63rd & 0	43.5%	8.7%	47.8%				
8 Harlem/63rd & 0 to Midway CTA Station & 0	54.8%	4.8%	40.5%				
9							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

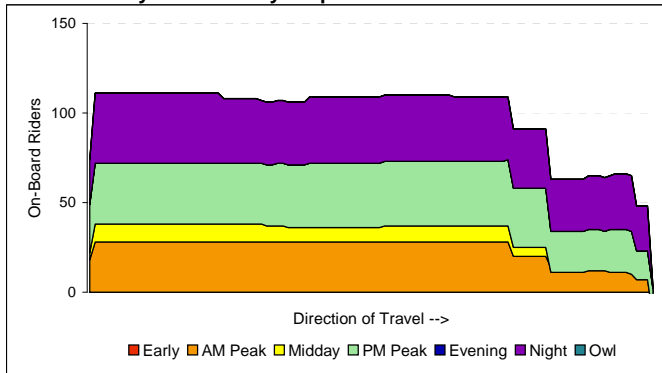


Pace South Cook - Will Initiative Route 390 Performance Overview

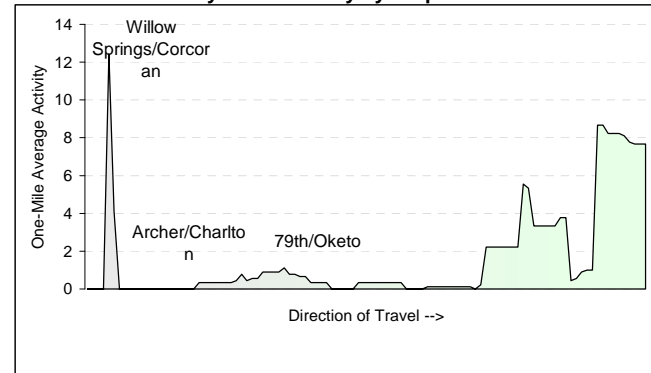
Route 390	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	261
By Direction											
Eastbound	130	128		5.0			25.8		111	UPS / East Stop &	E
Westbound	131	194		3.4			38.7		122	79th/Central &	W
By Segment											
1 UPS / West Stop & 0 to 79th/88th Ave./Cork & 0	114	129		2.5			45.3				
2 79th/88th Ave./Cork & 0 to 79th/Harlem & 0	7	11		1.5			4.6				
3 79th/Harlem & 0 to Midway CTA Station & 0	140	182		5.4			25.8				
4											
By Time Period											
AM	80	103		1.9			42.1		50	79th/Central &	W
Midday	22	38		2.0			11.3		10	UPS / East Stop &	E
PM	82	93		2.6			31.1		37	79th/Lamon &	E
Eve											W
Night	77	88		1.9			39.8		39	UPS / East Stop &	E
Owl											W

Pace South Cook - Will Initiative Route 390 Performance Overview

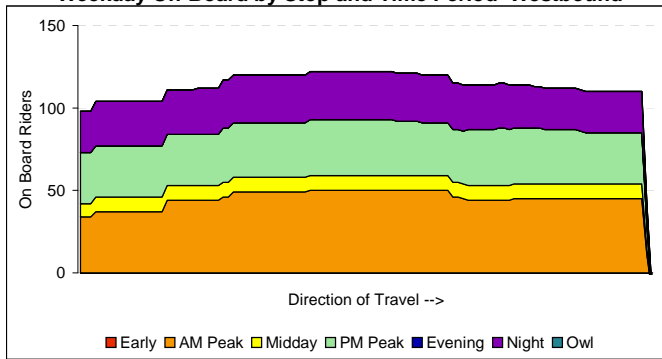
Weekday On-Board by Stop and Time Period Eastbound



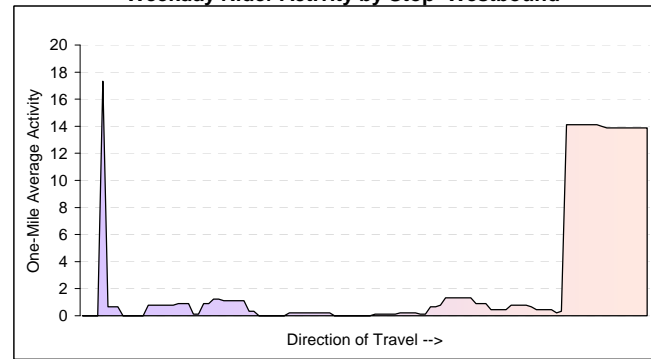
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

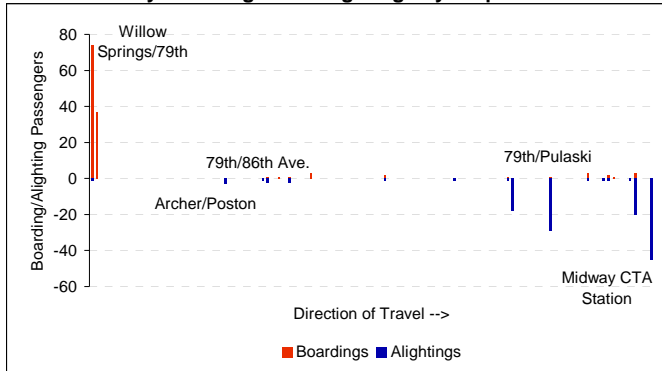


Weekday Rider Activity by Stop Westbound

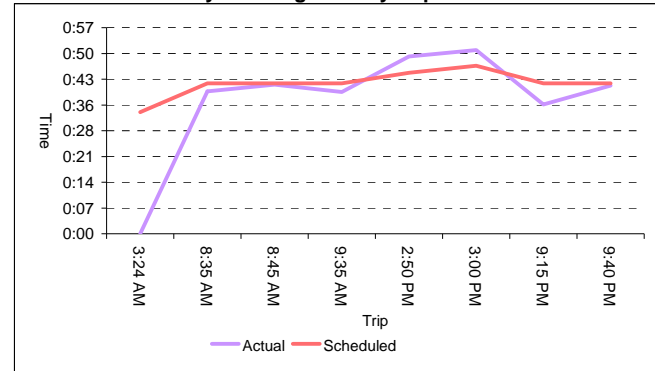


Pace South Cook - Will Initiative Route 390 Performance Overview

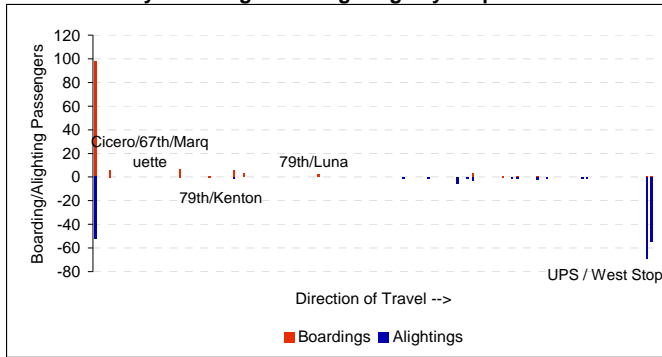
Weekday Boardings and Alightings by Stop Eastbound



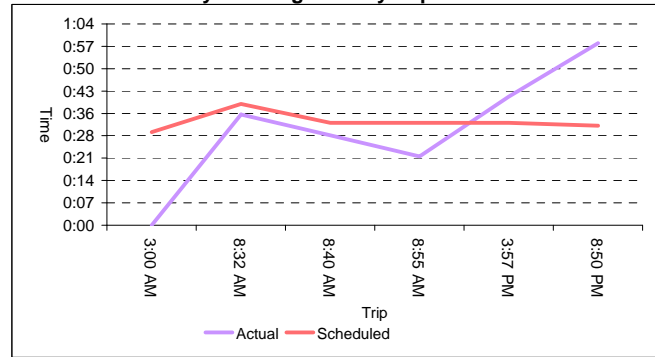
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

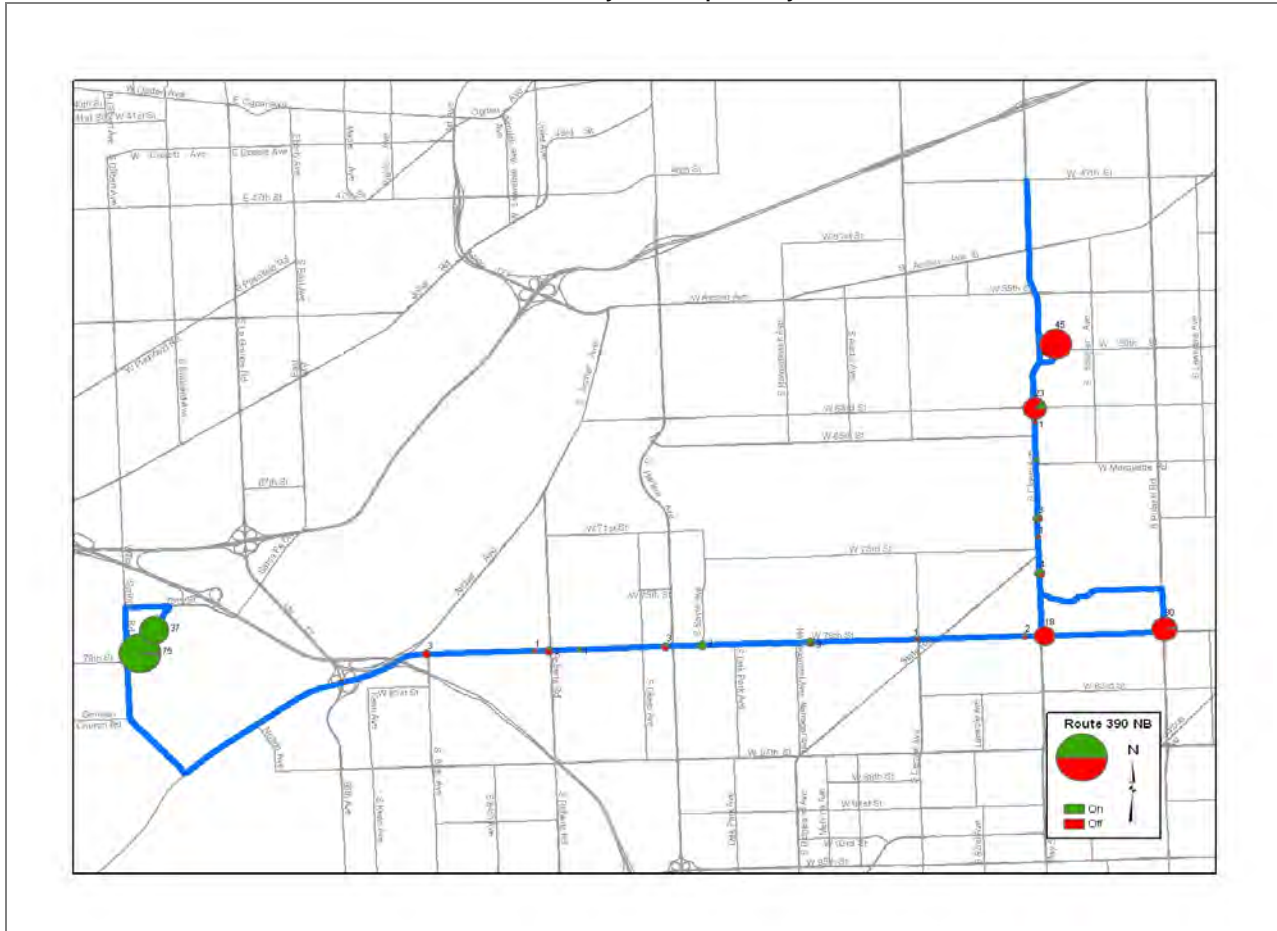


Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 390 Performance Overview

Route 390 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 390 Performance Overview



Pace South Cook - Will Initiative Route 390 Performance Overview

Route 390	Operations Summary						Daily Costs and Revenues					
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour	Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
Weekday Line Profile	% On-Time	% Early	% Late									
Total	52.1%	15.4%	32.5%		100.0%	-		\$ -	\$ -		\$ -	\$ -
By Direction												
Eastbound	64.3%	10.7%	25.0%									
Westbound	40.0%	20.0%	40.0%									
By Segment												
1 UPS / West Stop & 0 to 79th/88th Ave./Cork & 0	57.1%		42.9%									
2 79th/88th Ave./Cork & 0 to 79th/Harlem & 0	66.7%	16.7%	16.7%									
3 79th/Harlem & 0 to Midway CTA Station & 0	50.0%	8.3%	41.7%									
4												

Transfer Activity Distribution

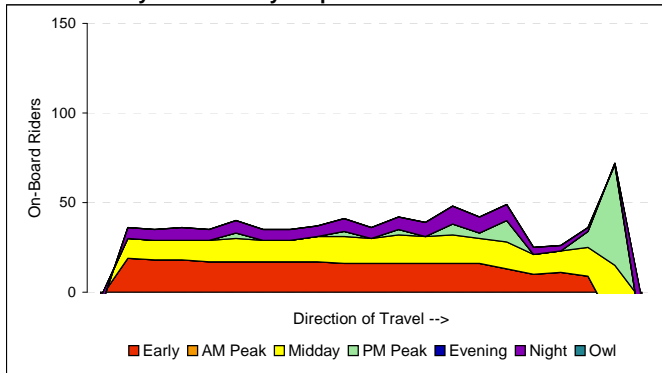
0.0%

Pace South Cook - Will Initiative Route 395 Performance Overview

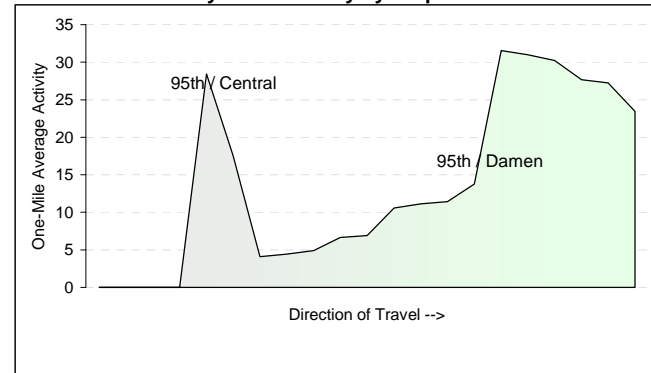
Route 395	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	536
By Direction											
Eastbound	248	303		6.8			36.7		71	95th St CTA Station &	E
Westbound	288	354		7.8			36.9		207	95th / Kedzie &	W
By Segment											
1 UPS / West Stop & 0 to 95th / Oak Park & 0	168	314		5.9			28.6				
2 95th / Oak Park & 0 to 95th / Ridgeland & 0	4	8		0.7			5.7				
3 95th / Ridgeland & 0 to 95th / Cicero & 0	13	13		2.8			4.6				
4 95th / Cicero & 0 to 95th / Pulaski (SW) & 0	10	13		1.4			7.1				
5 95th / Pulaski (SW) & 0 to 95th / Western & 0	46	27		2.6			17.7				
6 95th / Western & 0 to 95th / Ashland & 0	37	24		2.1			17.8				
7 95th / Ashland & 0 to 95th St CTA Station & 0	120	91		2.6			45.6				
By Time Period											
AM	62	112		2.2			28.0		31	Chicago State / University &	W
Midday	73	86		2.5			29.4		34	95th St CTA Station &	E
PM	130	173		5.0			26.0		57	95th St CTA Station &	E
Eve											W
Night	148	148		4.9			30.5		85	95th / Western &	W
Owl											W

Pace South Cook - Will Initiative Route 395 Performance Overview

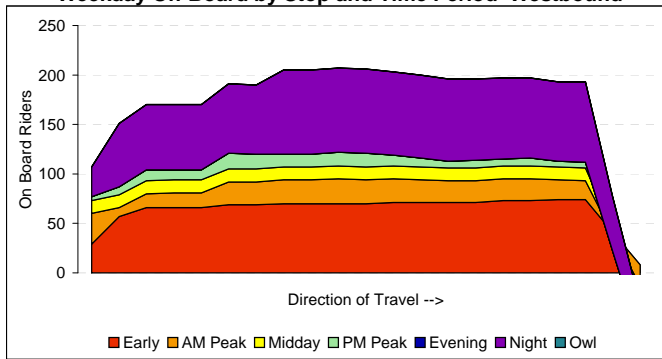
Weekday On-Board by Stop and Time Period Eastbound



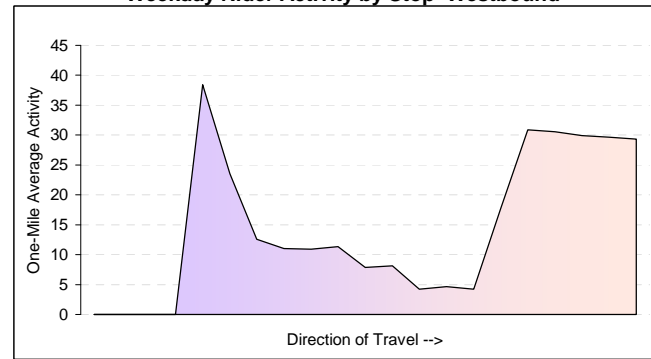
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

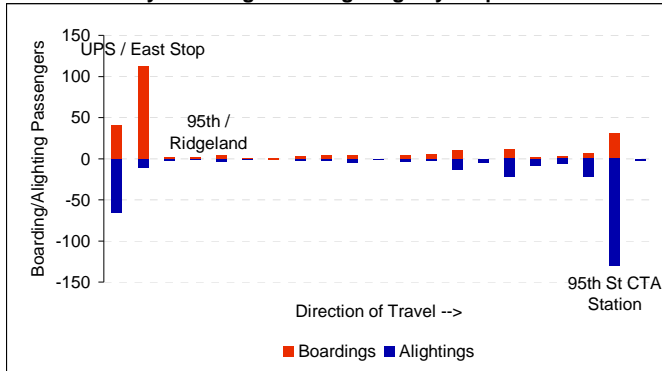


Weekday Rider Activity by Stop Westbound

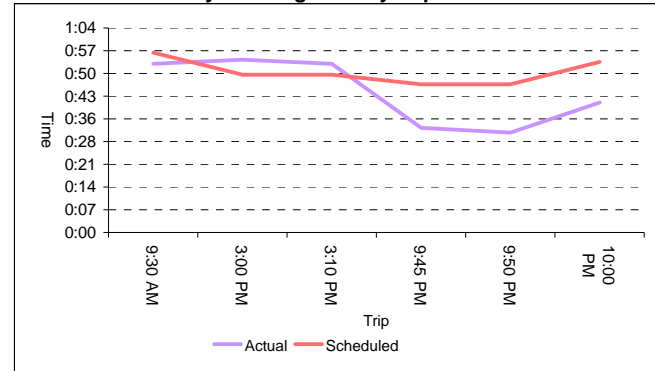


Pace South Cook - Will Initiative Route 395 Performance Overview

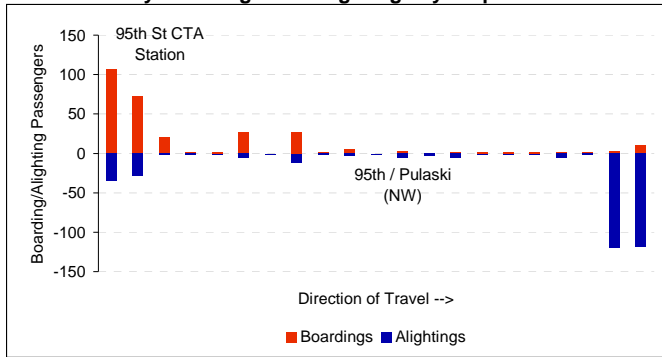
Weekday Boardings and Alightings by Stop Eastbound



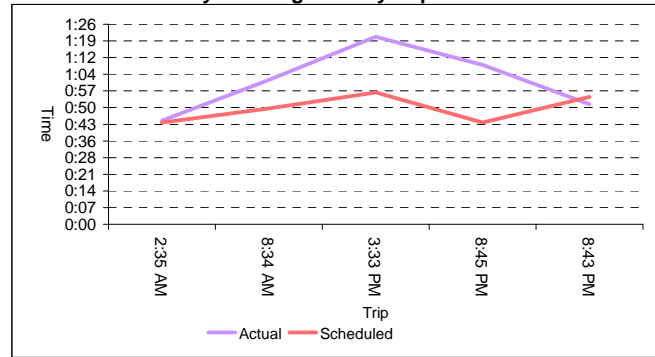
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

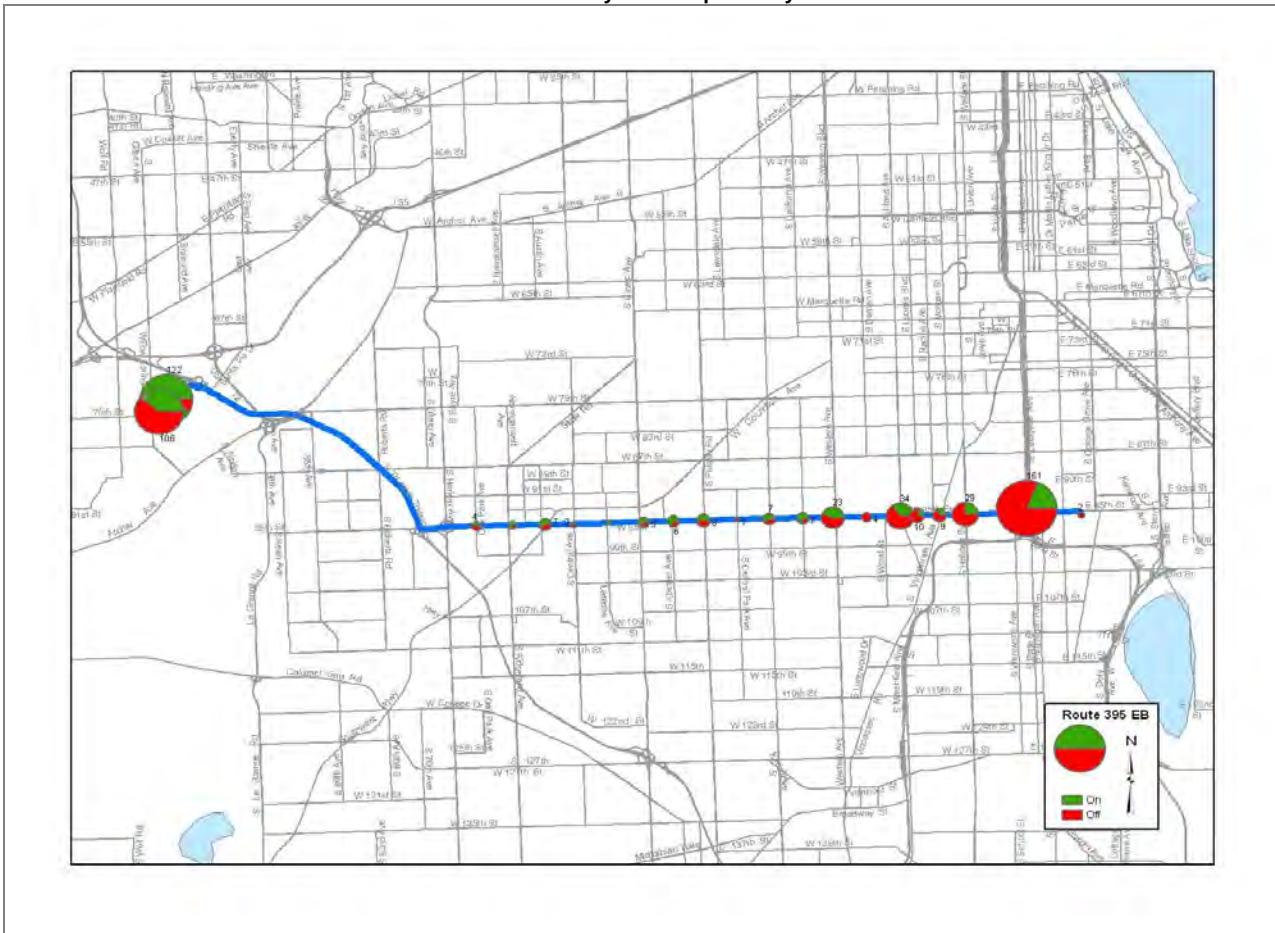


Weekday Running Time by Trip Westbound

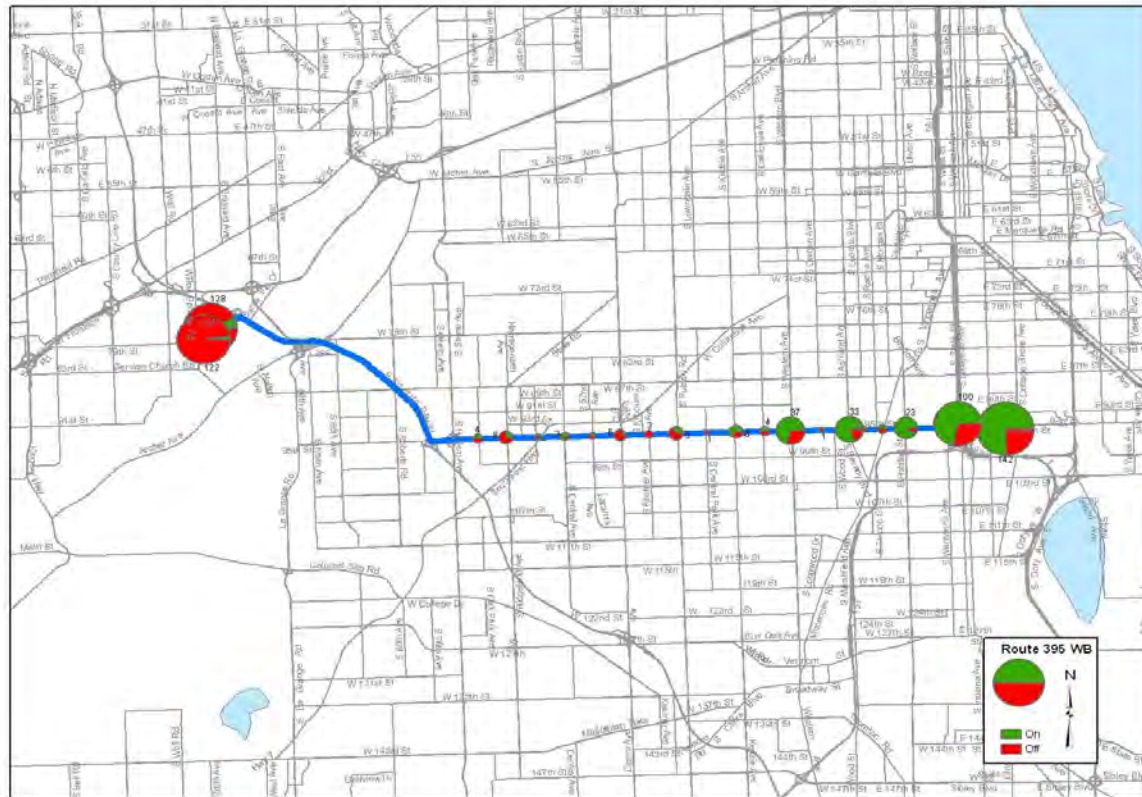


Pace South Cook - Will Initiative Route 395 Performance Overview

Route 395 Weekday Ridership Activity Distribution



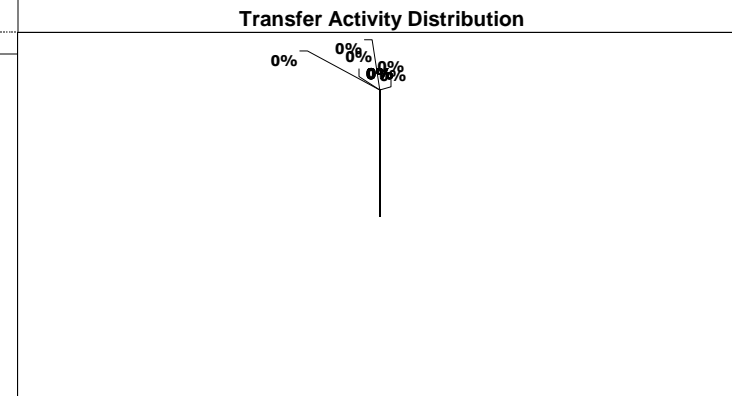
Pace South Cook - Will Initiative Route 395 Performance Overview



Pace South Cook - Will Initiative Route 395 Performance Overview

Route 395	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
				Total	42.1%	29.0%	28.9%
By Direction							
Eastbound	23.6%	44.4%	31.9%				
Westbound	60.5%	13.6%	25.9%				
By Segment							
1 UPS / West Stop & 0 to 95th / Oak Park & 0	47.6%	14.3%	38.1%				
2 95th / Oak Park & 0 to 95th / Ridgeland & 0	36.8%	36.8%	26.3%				
3 95th / Ridgeland & 0 to 95th / Cicero & 0	31.6%	42.1%	26.3%				
4 95th / Cicero & 0 to 95th / Pulaski (SW) & 0	44.4%	27.8%	27.8%				
5 95th / Pulaski (SW) & 0 to 95th / Western & 0	36.8%	36.8%	26.3%				
6 95th / Western & 0 to 95th / Ashland & 0	42.1%	31.6%	26.3%				
7 95th / Ashland & 0 to 95th St CTA Station & 0	58.8%		41.2%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -	-	\$ -	\$ -

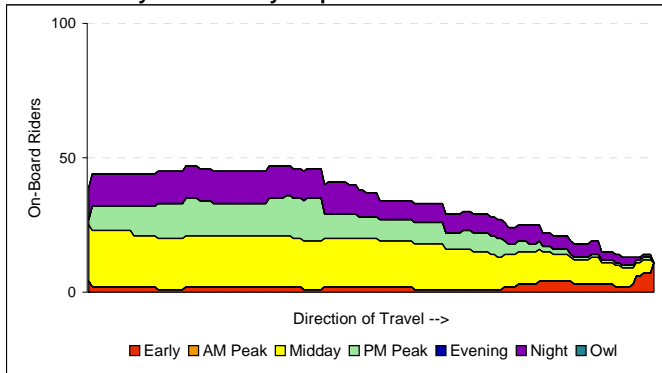


Pace South Cook - Will Initiative Route 397 Performance Overview

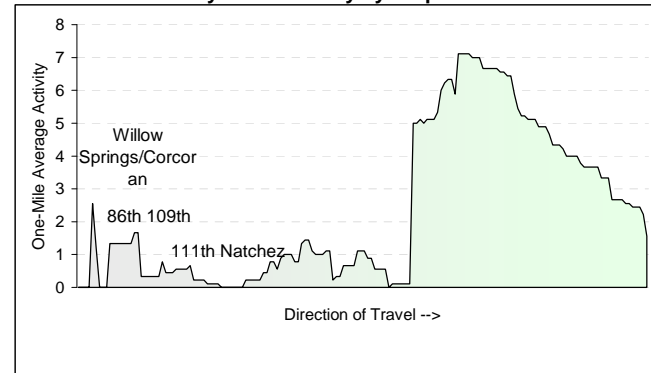
Route 397	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	189
By Direction											
Eastbound	58	86		3.8			15.3		47	111th Harlem &	E
Westbound	131	94		3.5			38.0		62	111th Kilpatrick &	W
By Segment											
1 UPS / West Stop & 0 to Moraine Valley College & 0	59	77		2.3			26.0				
2 Moraine Valley College & 0 to 111th Harlem & 0	9	7		0.9			9.6				
3 111th Harlem & 0 to 111th Cicero & 0	7	8		1.3			5.3				
4 111th Cicero & 0 to Pulaski/127th & 0	16	16		1.1			15.0				
5 Pulaski/127th & 0 to 135th / Central Park & 0	8	7		0.7			12.0				
6 135th / Central Park & 0 to Vermont / Western & 0	14	16		1.3			11.1				
7 Vermont / Western & 0 to 124th / Throop & 0	34	23		1.3			25.5				
8 124th / Throop & 0 to Halsted/119th (NW) & 0	42	26		0.7			57.3				
By Time Period											
AM	38	25		1.2			33.0		22	111th Oak Park &	W
Midday	5	26		1.3			3.9		21	UPS / West Stop &	E
PM	53	55		2.4			21.9		16	111th Kilbourn &	E
Eve	31	28		1.2			27.0		19	Moraine Valley College &	W
Night	5	17		1.3			3.9		12	UPS / West Stop &	E
Owl											W

Pace South Cook - Will Initiative Route 397 Performance Overview

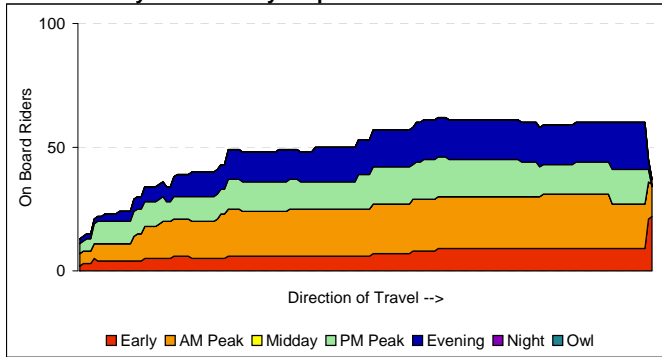
Weekday On-Board by Stop and Time Period Eastbound



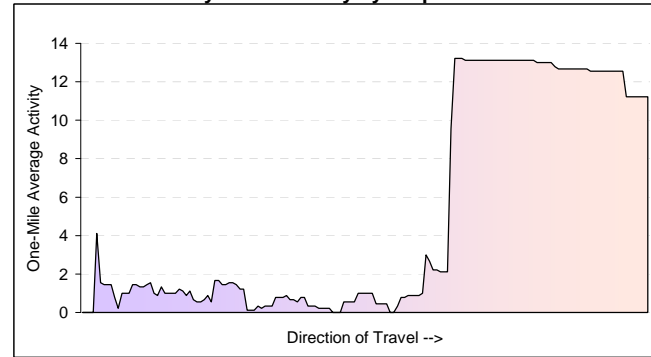
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

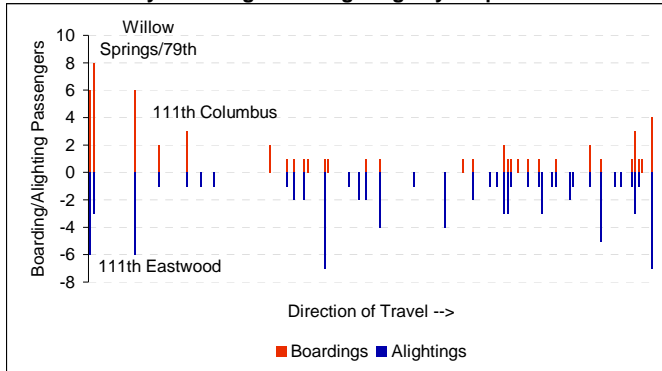


Weekday Rider Activity by Stop Westbound

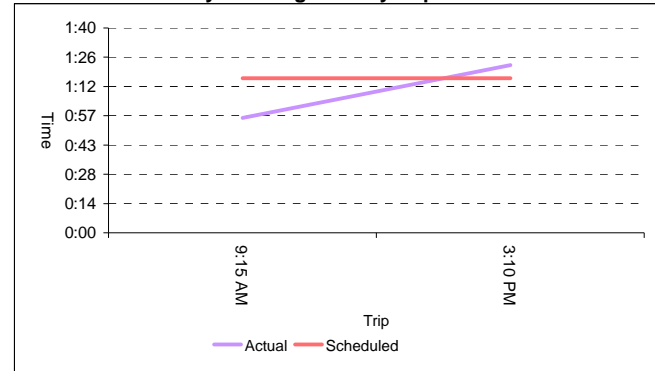


Pace South Cook - Will Initiative Route 397 Performance Overview

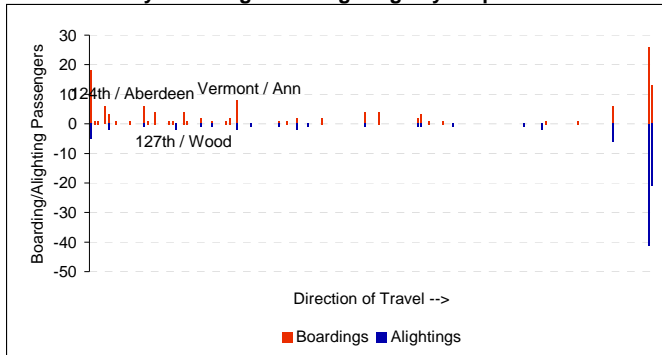
Weekday Boardings and Alightings by Stop Eastbound



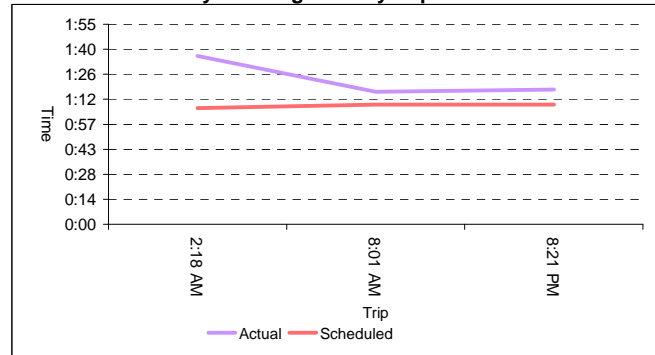
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

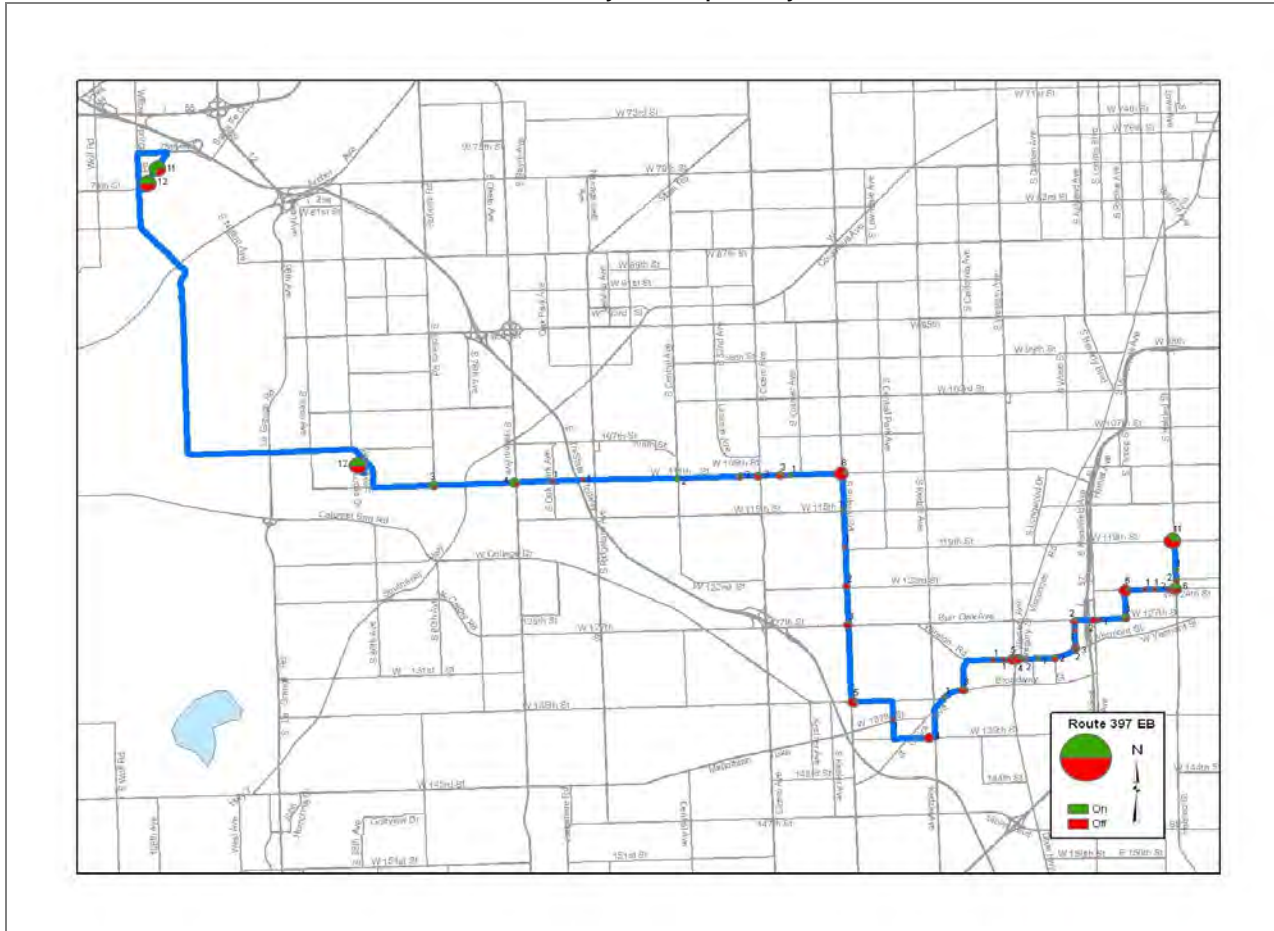


Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 397 Performance Overview

Route 397 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 397 Performance Overview

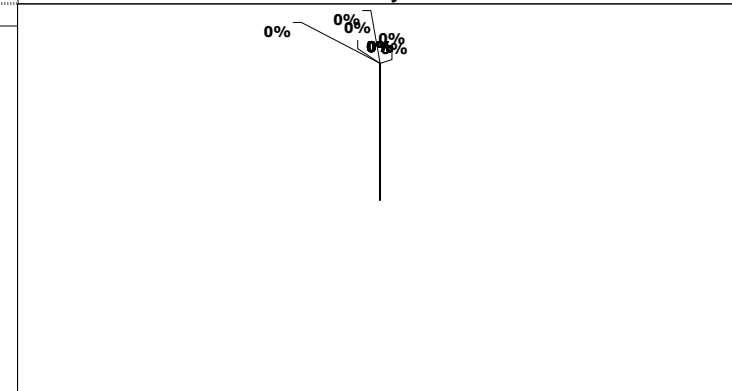


Pace South Cook - Will Initiative Route 397 Performance Overview

Route 397	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	15.5%	58.7%	25.8%		100.0%	-	
By Direction							
Eastbound	8.8%	61.8%	29.4%				
Westbound	22.2%	55.6%	22.2%				
By Segment							
1 UPS / West Stop & 0 to Moraine Valley College & 0	28.6%	28.6%	42.9%				
2 Moraine Valley College & 0 to 111th Harlem & 0	16.7%	66.7%	16.7%				
3 111th Harlem & 0 to 111th Cicero & 0	0.0%	85.7%	14.3%				
4 111th Cicero & 0 to Pulaski/127th & 0	14.3%	71.4%	14.3%				
5 Pulaski/127th & 0 to 135th / Central Park & 0	14.3%	71.4%	14.3%				
6 135th / Central Park & 0 to Vermont / Western & 0	14.3%	71.4%	14.3%				
7 Vermont / Western & 0 to 124th / Throop & 0	16.7%	50.0%	33.3%				
8 124th / Throop & 0 to Halsted/119th (NW) & 0	14.3%	57.1%	28.6%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

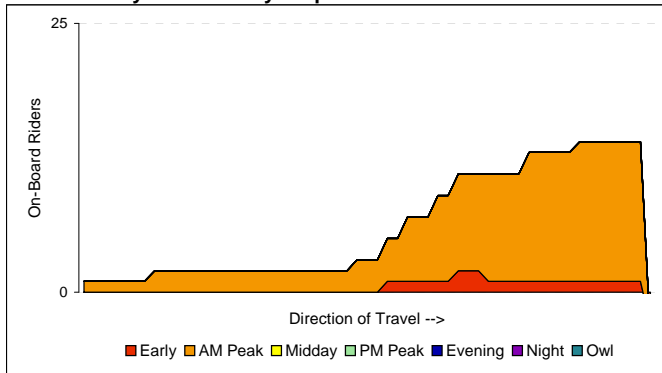


Pace South Cook - Will Initiative Route 451 Performance Overview

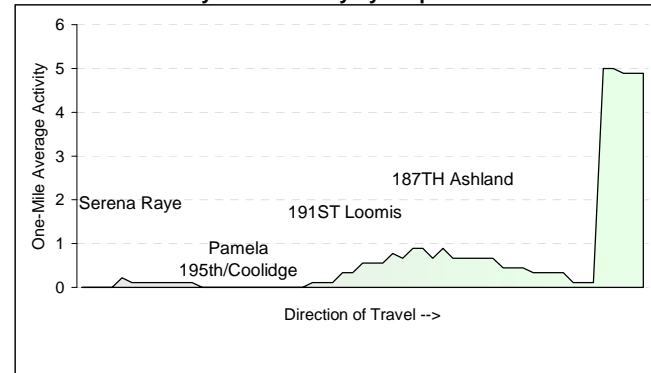
Route 451	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	49	47		1.7			28.8		14	Willow Harwood &	N
By Direction											
Northbound	28	32		0.9			32.9		14	Willow Harwood &	N
Southbound	21	15		0.9			24.7		13	Homewood Metra Station &	S
By Segment											
1 Serena Holbrook & 0 to Coolidge 194TH PL. & 0	6	1		0.1			60.0				
2 Coolidge 194TH PL. & 0 to 191ST Center & 0	1	6		0.2			5.0				
3 191ST Center & 0 to 187TH Dixie & 0	10	3		0.5			21.4				
4 187TH Dixie & 0 to Homewood Metra Station & 0	32	37		0.4			80.0				
5											
6											
7											
By Time Period											
AM	22	23		0.9			25.9		13	Willow Harwood &	N
Midday											S
PM	16	10		0.3			50.5		10	Homewood Metra Station &	S
Eve	5	5		0.5			9.4		3	Homewood Metra Station &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 451 Performance Overview

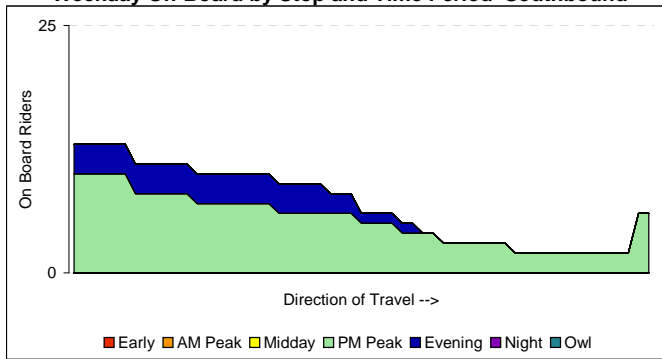
Weekday On-Board by Stop and Time Period Northbound



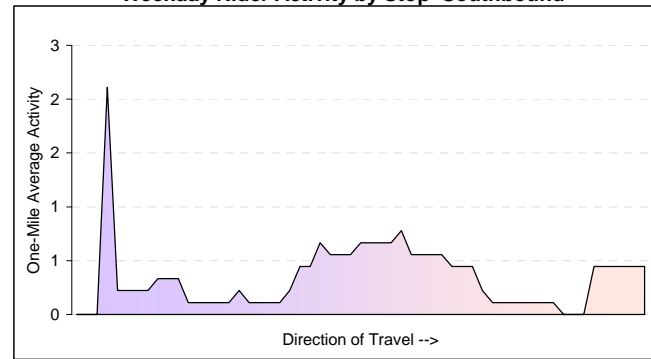
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

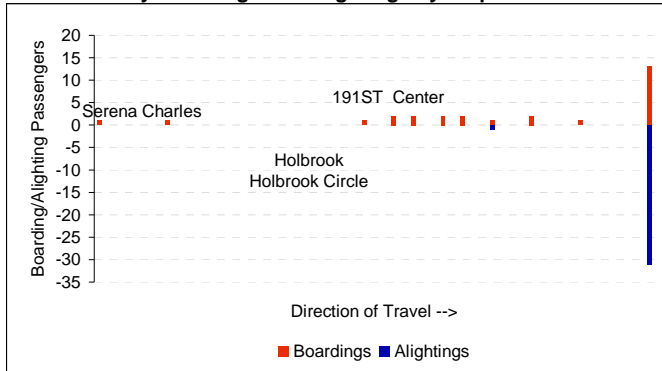


Weekday Rider Activity by Stop Southbound

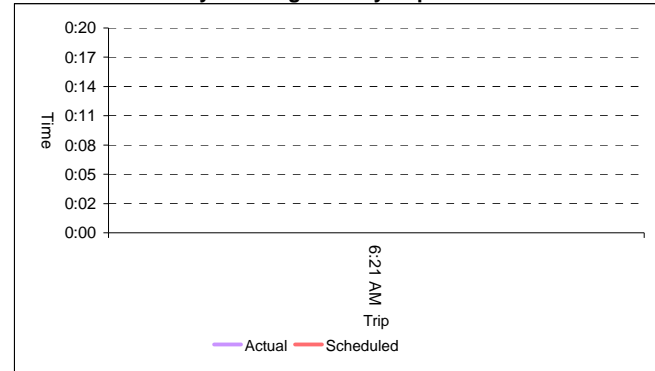


Pace South Cook - Will Initiative Route 451 Performance Overview

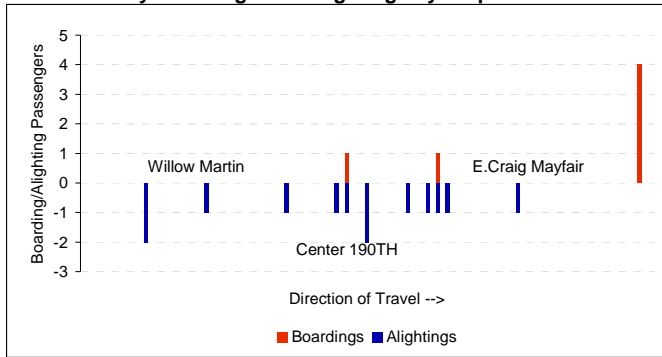
Weekday Boardings and Alightings by Stop Northbound



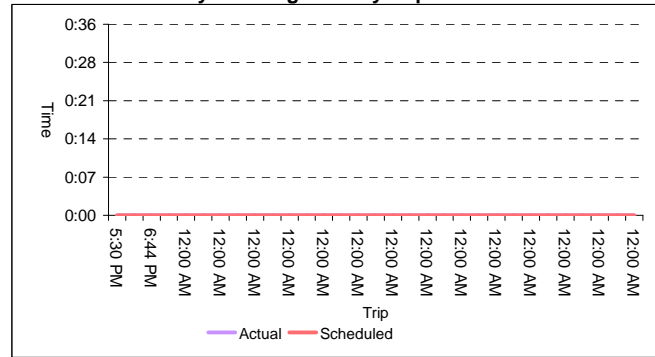
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

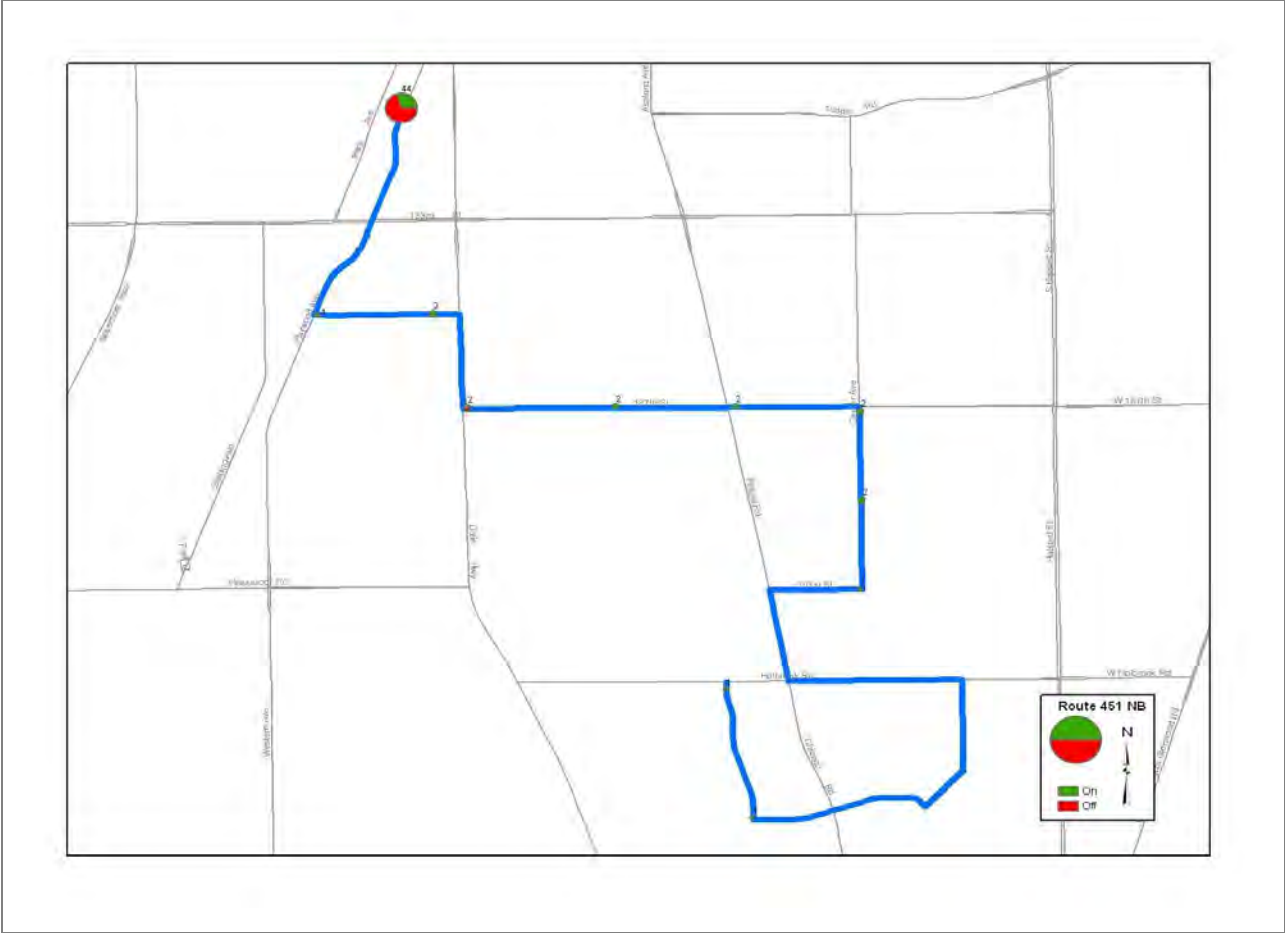


Weekday Running Time by Trip Southbound

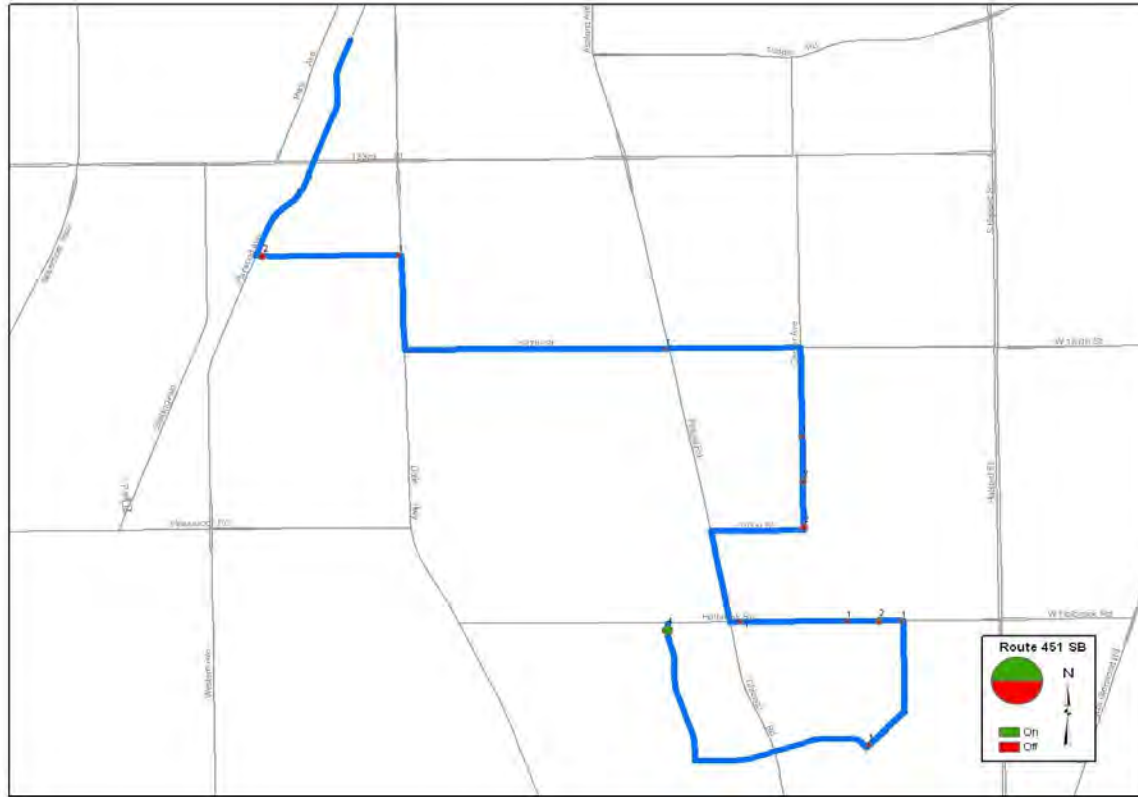


**Pace South Cook - Will Initiative
Route 451 Performance Overview**

Route 451 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 451 Performance Overview

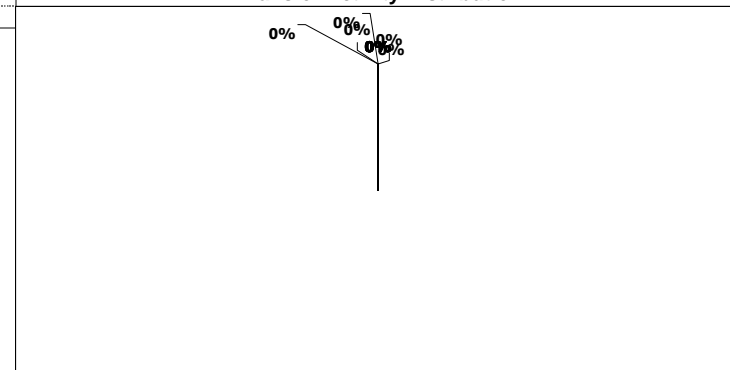


Pace South Cook - Will Initiative Route 451 Performance Overview

Route 451	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
	Total	100.0%				100.0%	-
By Direction							
Northbound	100.0%						
Southbound	100.0%						
By Segment							
1 Serena Holbrook & 0 to Coolidge 194TH PL. & 0	50.0%	50.0%					
2 Coolidge 194TH PL. & 0 to 191ST Center & 0	100.0%						
3 191ST Center & 0 to 187TH Dixie & 0	100.0%						
4 187TH Dixie & 0 to Homewood Metra Station & 0	100.0%						
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

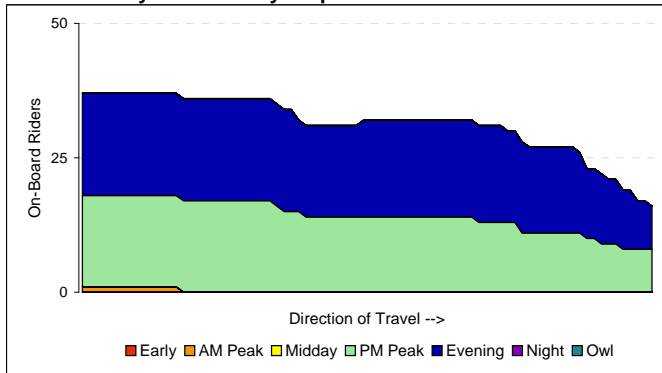


Pace South Cook - Will Initiative Route 452 Performance Overview

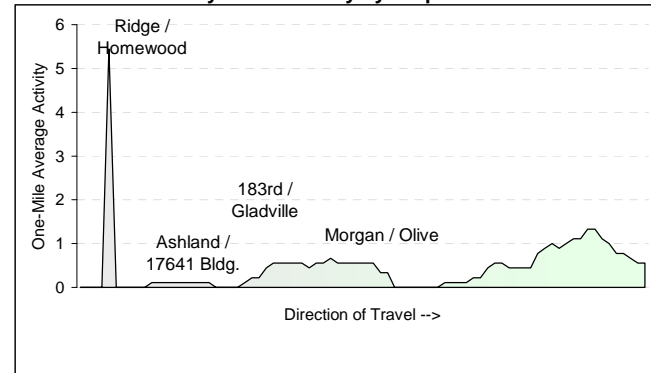
Route 452	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	80	68		2.6			30.2		37	Homewood Metra Station &
By Direction											
Eastbound	42	38		1.4			30.7		37	Homewood Metra Station &	E
Westbound	38	30		1.3			29.6		29	183rd / Riegel &	W
By Segment											
1 Homewood Metra Station & 0 to Ridge - Ashland / Riegel & 0	40	36		0.4			92.3				
2 Ridge - Ashland / Riegel & 0 to Olive / Hart & 0	14	8		0.3			52.5				
3 Olive / Hart & 0 to Halsted / Strieff (SW) & 0	17	5		0.5			36.4				
4 Halsted / Strieff (SW) & 0 to Center / 183rd & 0	9	19		0.4			22.5				
5											
6											
7											
By Time Period											
AM	34	31		1.3			26.2		27	183rd / Riegel &	W
Midday											W
PM	18	13		0.7			25.1		17	Homewood Metra Station &	E
Eve	23	18		0.6			36.3		19	Homewood Metra Station &	E
Night											W
Owl											W

Pace South Cook - Will Initiative Route 452 Performance Overview

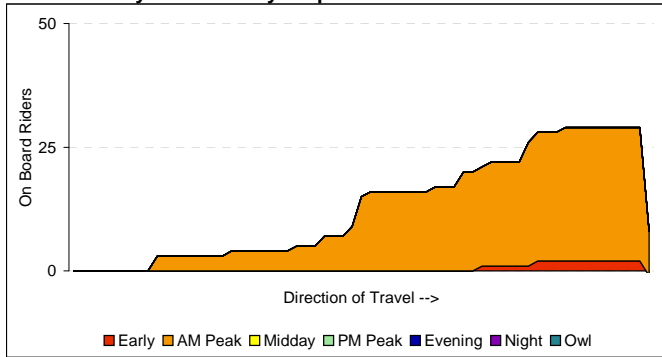
Weekday On-Board by Stop and Time Period Eastbound



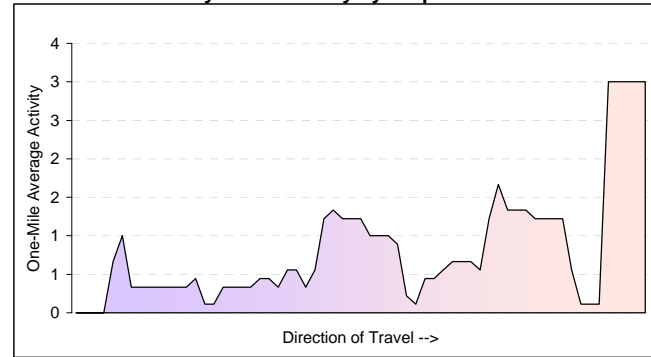
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

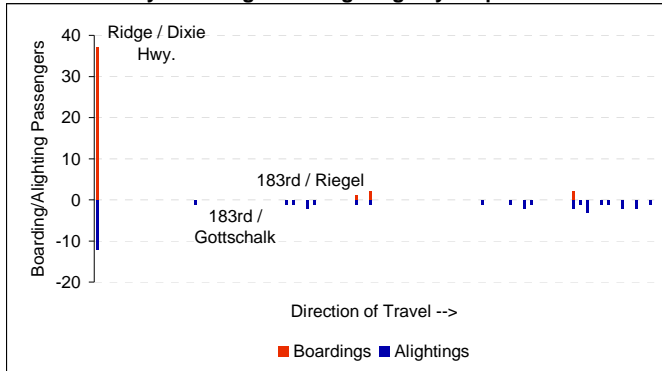


Weekday Rider Activity by Stop Westbound

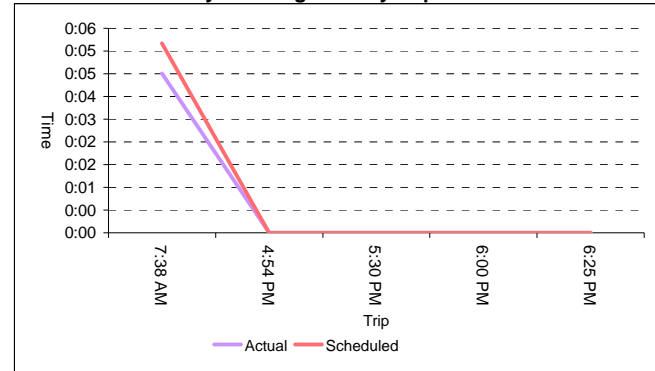


Pace South Cook - Will Initiative Route 452 Performance Overview

Weekday Boardings and Alightings by Stop Eastbound



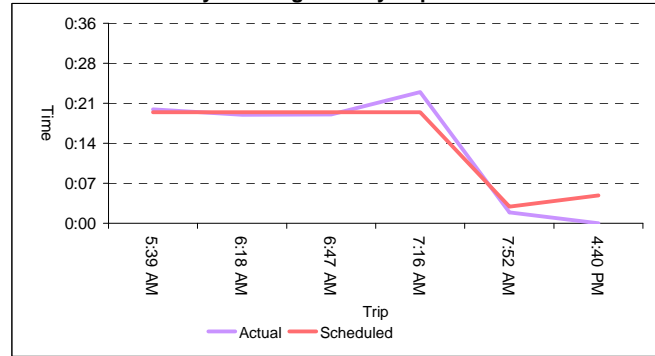
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

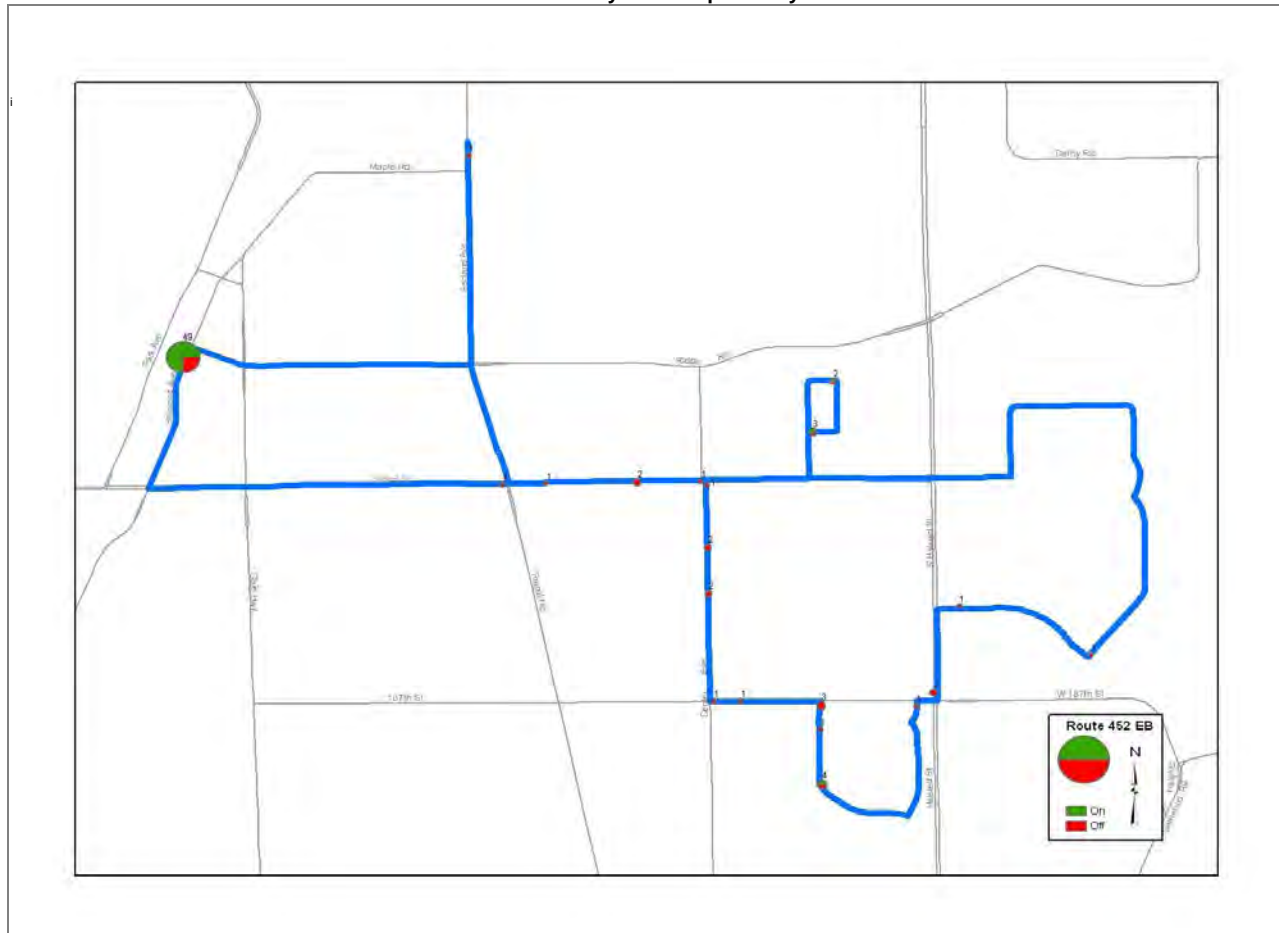


Weekday Running Time by Trip Westbound

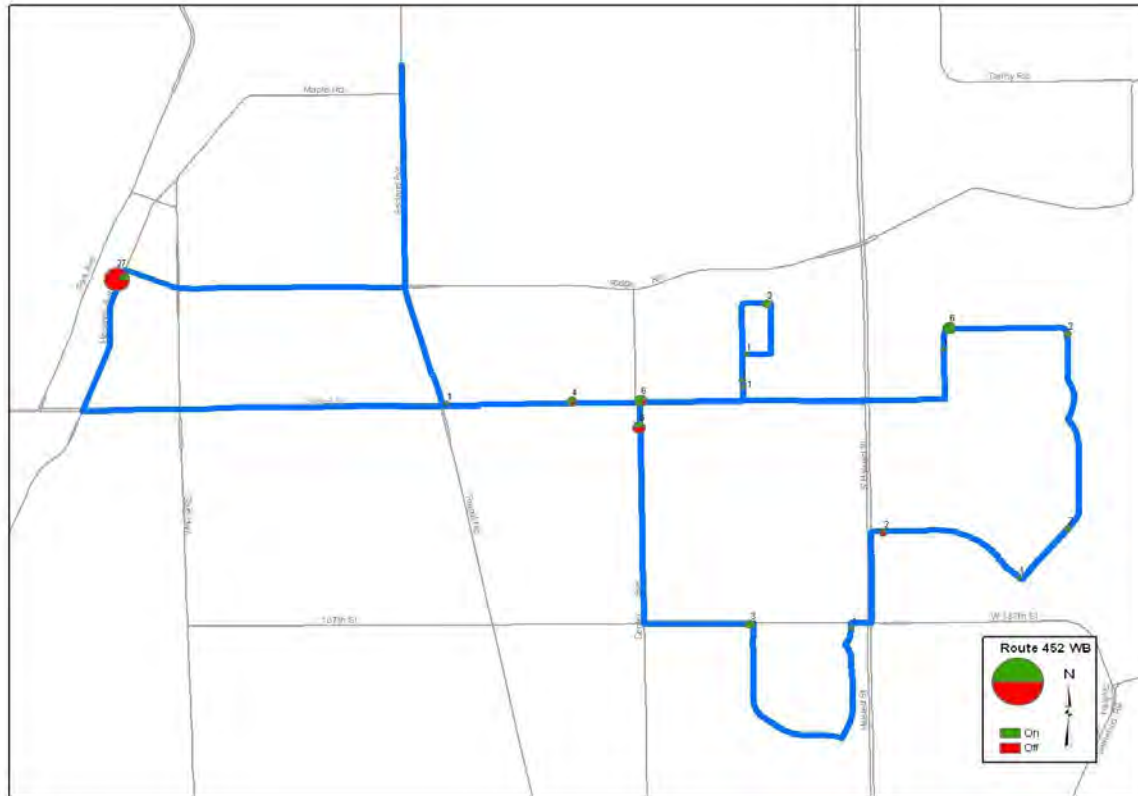


Pace South Cook - Will Initiative Route 452 Performance Overview

Route 452 Weekday Ridership Activity Distribution



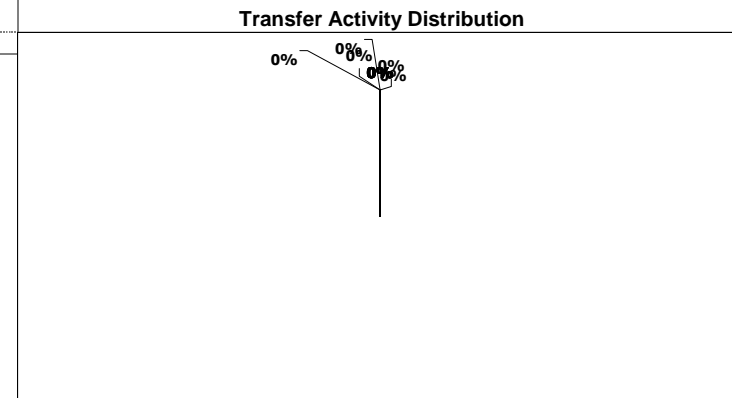
Pace South Cook - Will Initiative
Route 452 Performance Overview



Pace South Cook - Will Initiative Route 452 Performance Overview

Route 452	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	69.1%	30.9%	0.0%		100.0%	-	0.0%
By Direction							
Eastbound	60.0%	40.0%	0.0%				
Westbound	78.3%	21.7%	0.0%				
By Segment							
1 Homewood Metra Station & 0 to Ridge - Ashland / Riegel & 0	83.3%	16.7%					
2 Ridge - Ashland / Riegel & 0 to Olive / Hart & 0	100.0%						
3 Olive / Hart & 0 to Halsted / Strieff (SW) & 0	100.0%						
4 Halsted / Strieff (SW) & 0 to Center / 183rd & 0	60.0%	40.0%	0.0%				
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

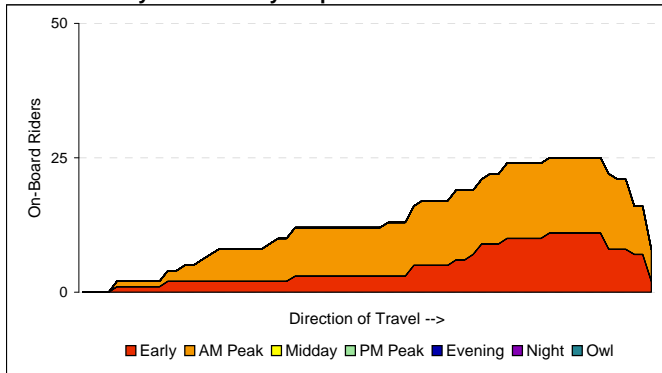


Pace South Cook - Will Initiative Route 460 Performance Overview

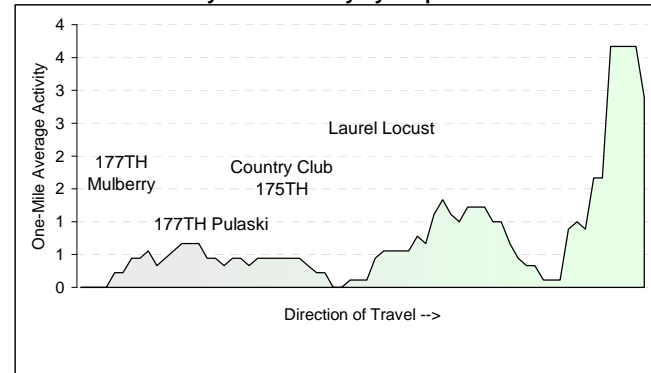
Route 460	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	65	52		2.7			23.9		25	California Woodworth &
By Direction											
Eastbound	35	27		1.4			25.6		25	California Woodworth &	E
Westbound	30	25		1.4			22.2		21	Hazel Crest Metra Station &	W
By Segment											
1 Anthony 175TH & 0 to Pulaski 178TH PL & 0	12	3		0.2			60.0				
2 Pulaski 178TH PL & 0 to Apple Tree Laurel & 0	7	3		0.3			21.0				
3 Apple Tree Laurel & 0 to 173RD Kedzie & 0	6	8		0.3			18.0				
4 173RD Kedzie & 0 to 170TH Winchester & 0	10	12		0.8			13.0				
5 170TH Winchester & 0 to Hazel Crest Metra Station & 0	30	26		1.5			20.2				
6											
7											
By Time Period											
AM	23	17		1.4			16.8		14	175TH Oakwood/California &	E
Midday											W
PM	12	8		0.7			16.4		10	Hazel Crest Metra Station &	W
Eve	18	17		0.6			29.2		11	Hazel Crest Metra Station &	W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 460 Performance Overview

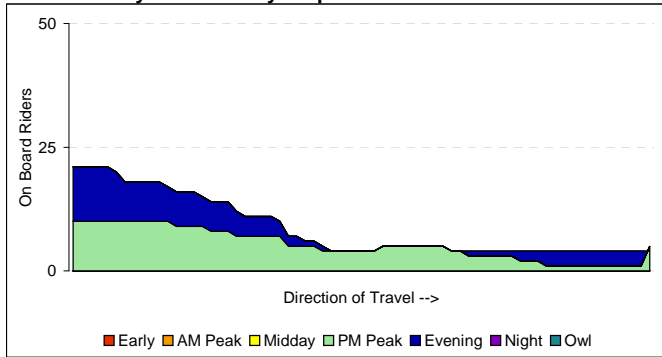
Weekday On-Board by Stop and Time Period Eastbound



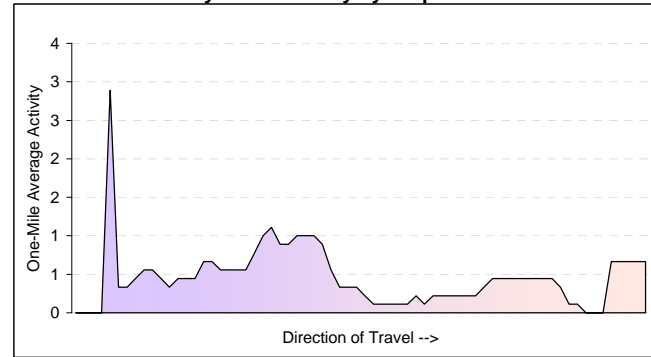
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

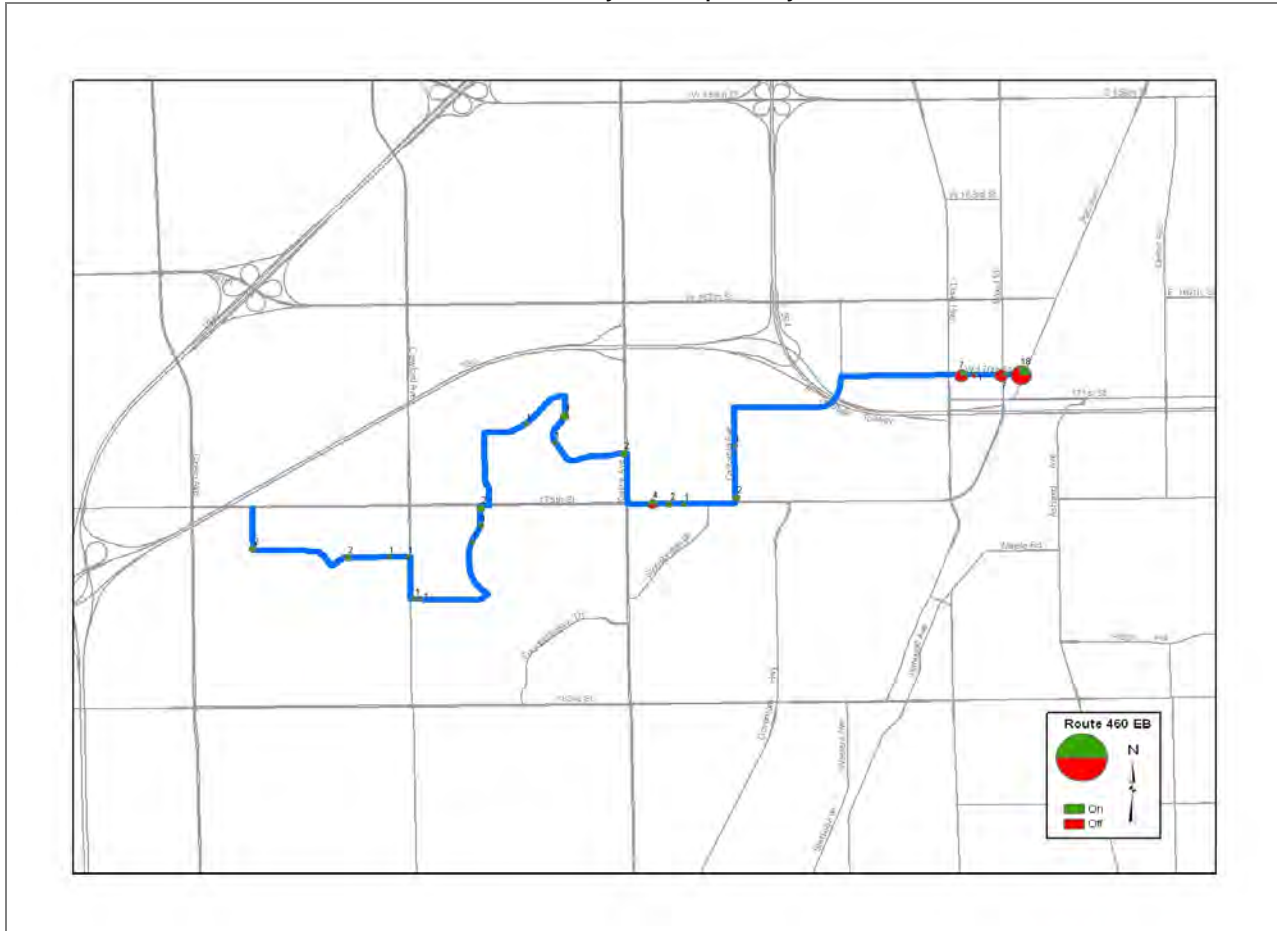


Weekday Rider Activity by Stop Westbound

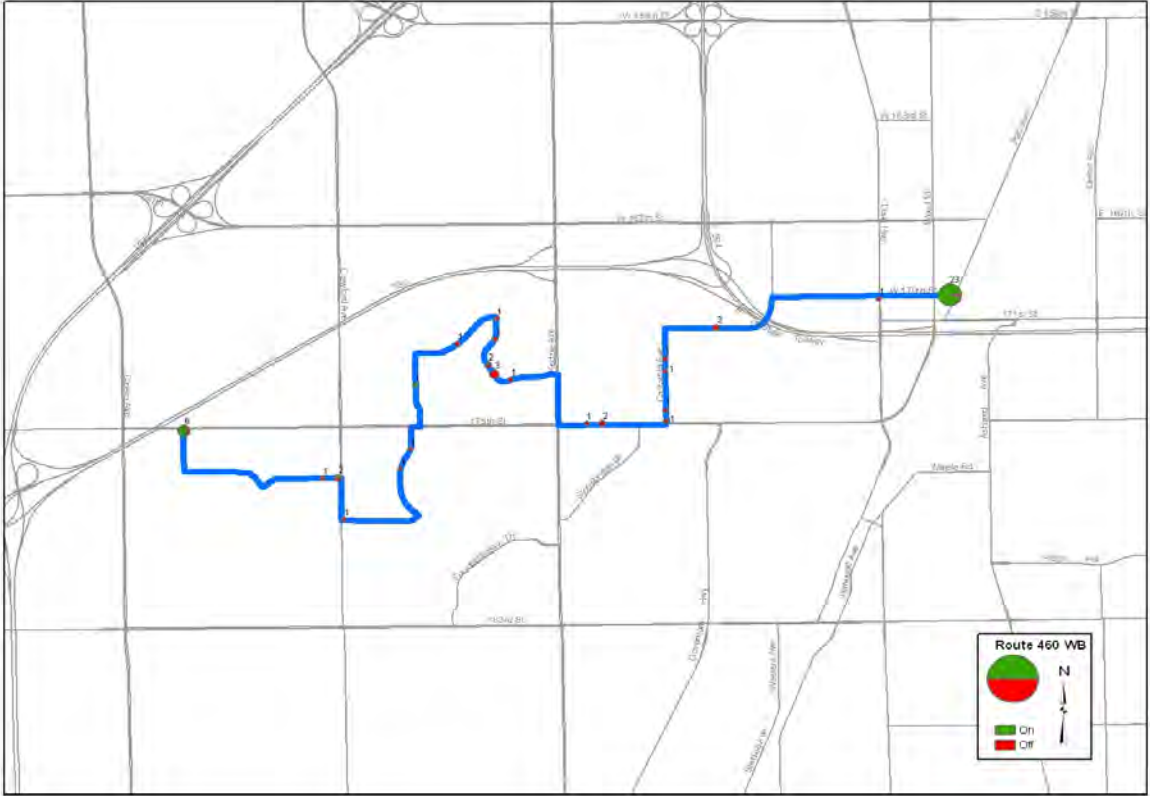


Pace South Cook - Will Initiative Route 460 Performance Overview

Route 460 Weekday Ridership Activity Distribution



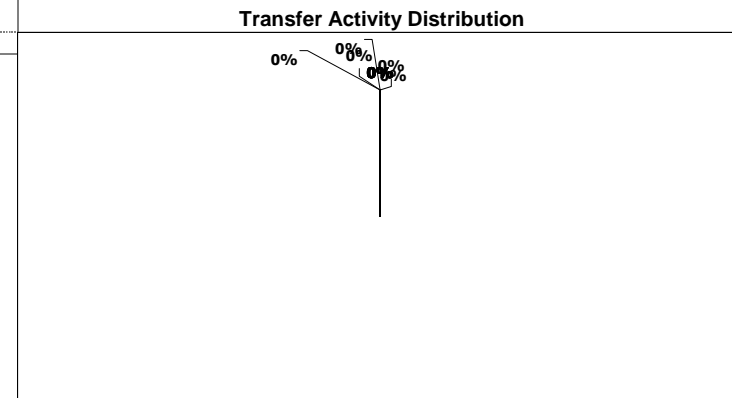
Pace South Cook - Will Initiative
Route 460 Performance Overview



Pace South Cook - Will Initiative Route 460 Performance Overview

Route 460	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	66.7%	16.7%	16.7%		100.0%	-	0.0%
By Direction							
Eastbound	100.0%						
Westbound	33.3%	33.3%	33.3%				
By Segment							
1 Anthony 175TH & 0 to Pulaski 178TH PL & 0	60.0%		40.0%				
2 Pulaski 178TH PL & 0 to Apple Tree Laurel & 0	100.0%						
3 Apple Tree Laurel & 0 to 173RD Kedzie & 0	100.0%						
4 173RD Kedzie & 0 to 170TH Winchester & 0	100.0%						
5 170TH Winchester & 0 to Hazel Crest Metra Station & 0	100.0%						
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -



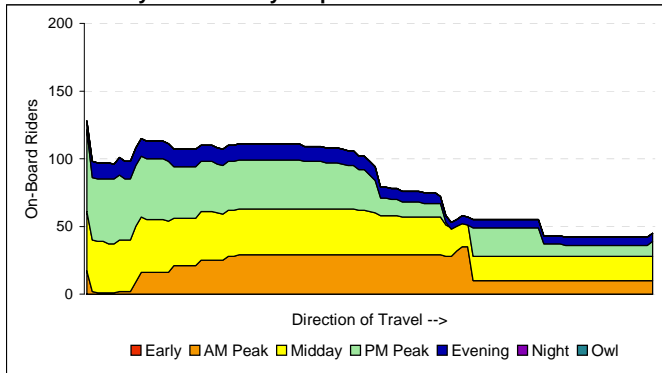
**Pace South Cook - Will Initiative
Route 501 Forest Park Branch Performance Overview**

Forest Park Branch Route 501	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	529
By Direction											
Eastbound	218	267		6.5			33.6		128	Jefferson/Chicago &	E
Westbound	311	274		8.6			36.4		161	Jackson/Parks &	W
By Segment											
1 Jefferson/Chicago & 0 to Collins/Jackson & 0	168	288		3.9			42.9				
2 Collins/Jackson & 0 to Princeton/Fairview & 0	222	138		9.3			24.0				
3 Princeton/Fairview & 0 to Collins/Columbia & 0	139	115									
4											
5											
6											
7											
By Time Period											
AM	185	157		4.4			42.2		68	Collins/Benton &	W
Midday	163	160		5.3			30.6		55	Jackson/Parks &	W
PM	137	187		4.1			33.7		60	Jefferson/Chicago &	E
Eve	25	26		1.3			20.0		13	Cass/Collins &	E
Night											W
Owl											W

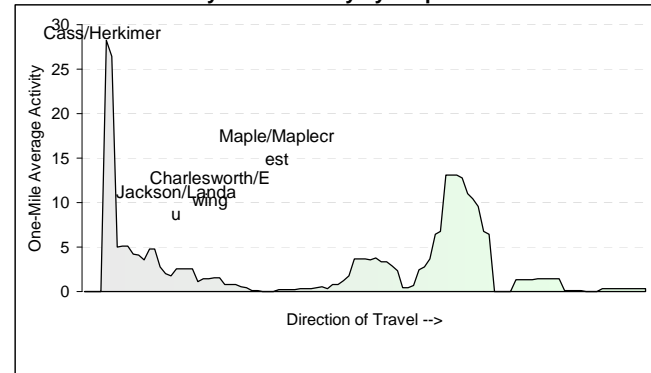
Pace South Cook - Will Initiative

Route 501 Forest Park Branch Performance Overview

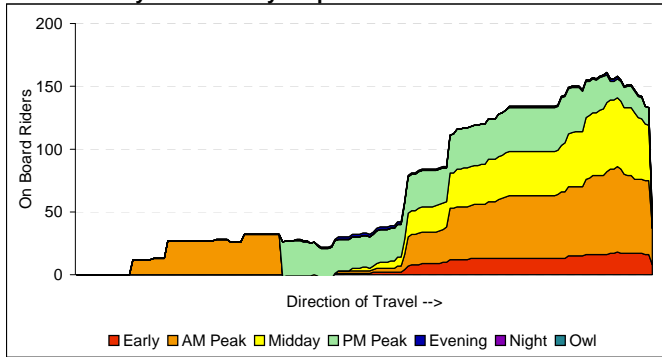
Weekday On-Board by Stop and Time Period Eastbound



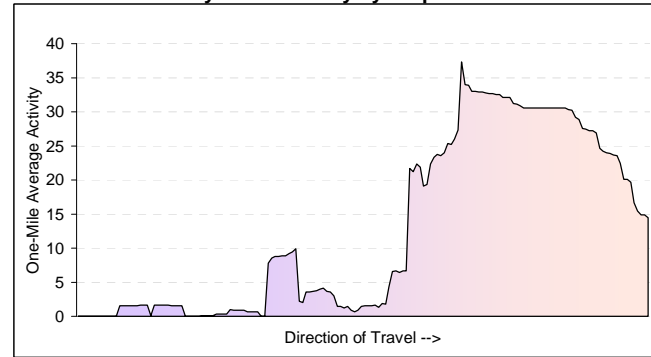
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound



Weekday Rider Activity by Stop Westbound



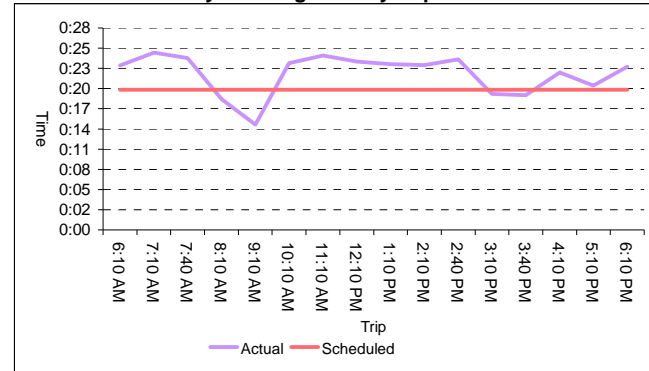
Pace South Cook - Will Initiative

Route 501 Forest Park Branch Performance Overview

Weekday Boardings and Alightings by Stop Eastbound



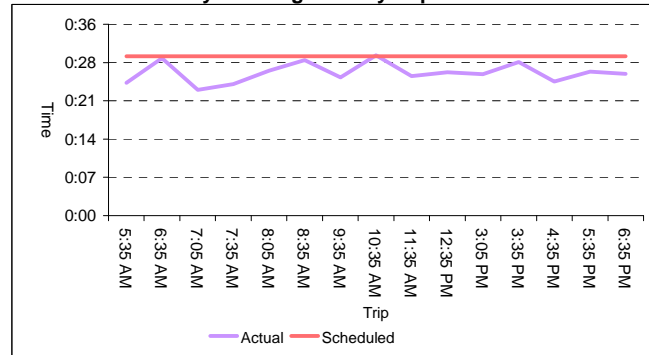
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



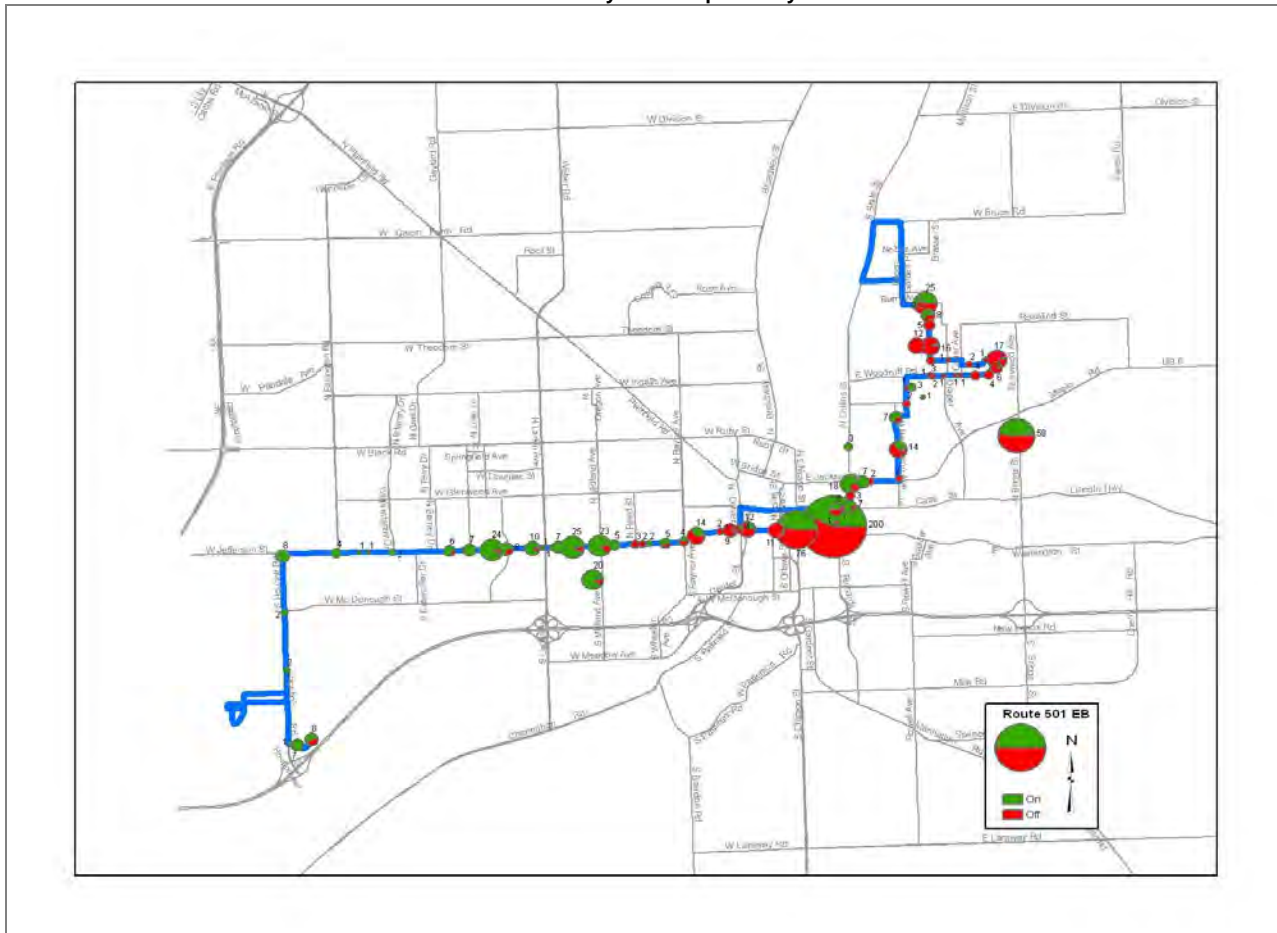
Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative

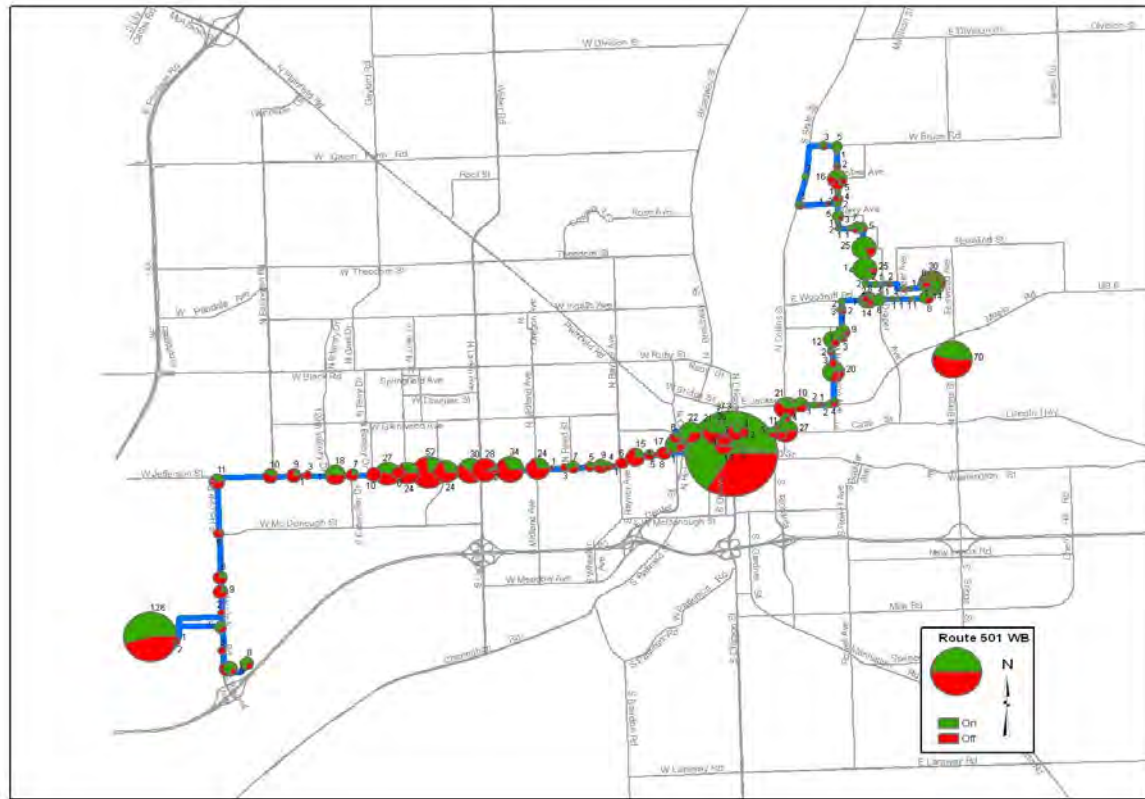
Route 501 Forest Park Branch Performance Overview

Route 501 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative

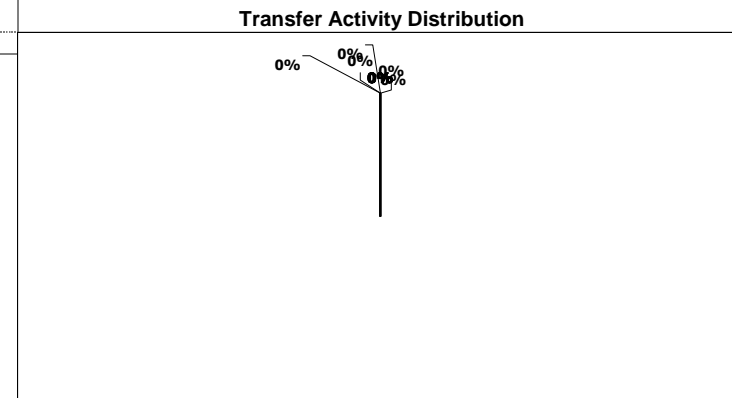
Route 501 Forest Park Branch Performance Overview



Pace South Cook - Will Initiative Route 501 Forest Park Branch Performance Overview

Route 501	Operations Summary							
	Schedule							
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour	
	Total	64.0%	19.7%	16.3%		100.0%	-	0.0%
	By Direction							
	Eastbound	68.0%	6.0%	26.0%				
	Westbound	60.0%	33.3%	6.7%				
	By Segment							
	1 Jefferson/Chicago & 0 to Collins/Jackson & 0	46.9%	43.8%	9.4%				
	2 Collins/Jackson & 0 to Princeton/Fairview & 0	59.4%	12.5%	28.1%				
	3 Princeton/Fairview & 0 to Collins/Columbia & 0	93.3%		6.7%				
	4							
5								
6								
7								

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

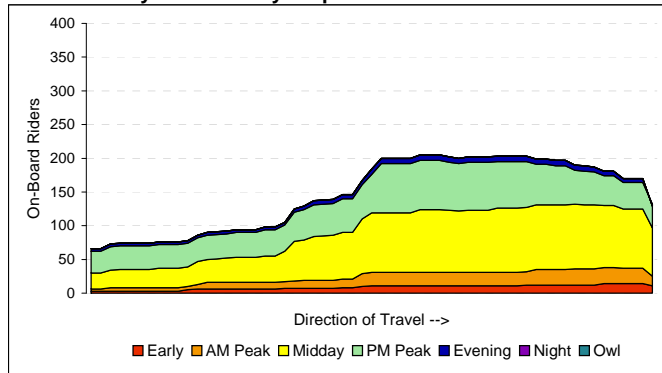


**Pace South Cook - Will Initiative
Route 501 W. Jefferson Branch Performance Overview**

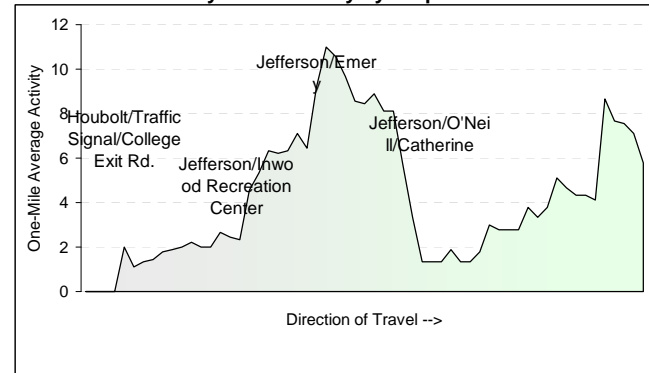
W. Jefferson Branch Route 501	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	691
By Direction											
Eastbound	174	109		13.2			13.2		205	Jefferson/Reedwood &	E
Westbound	517	400		10.6			49.0		276	Center/Oneida &	W
By Segment											
1 River Boat Center Dr./Rock Run Business Park & 0 to Jefferson/Larkin & 0	253	289		11.6			21.8				
2 Jefferson/Larkin & 0 to Jefferson/Reed & 0	98	55		2.5			39.2				
3 Jefferson/Reed & 0 to Jefferson/Chicago & 0	340	165		8.6			39.3				
4											
5											
6											
7											
By Time Period											
AM	129	110		5.5			23.3		62	Jefferson/Nicholson &	W
Midday	341	227		11.0			31.0		123	Center/Oneida &	W
PM	166	127		5.3			31.2		73	Dirksen Jr. High &	E
Eve	41	40		1.9			21.4		25	Cass/Joliet &	W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 501 W. Jefferson Branch Performance Overview

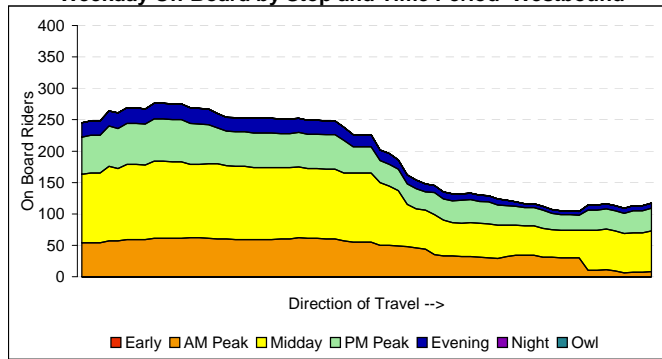
Weekday On-Board by Stop and Time Period Eastbound



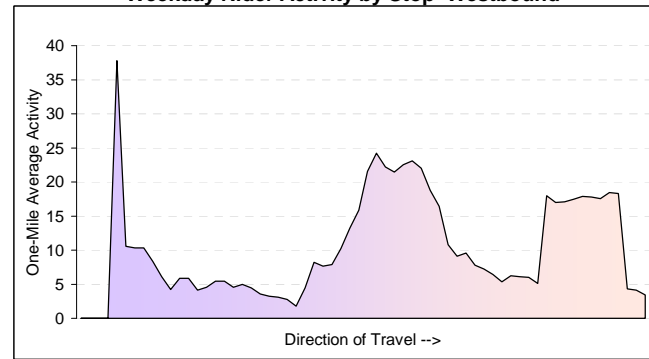
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

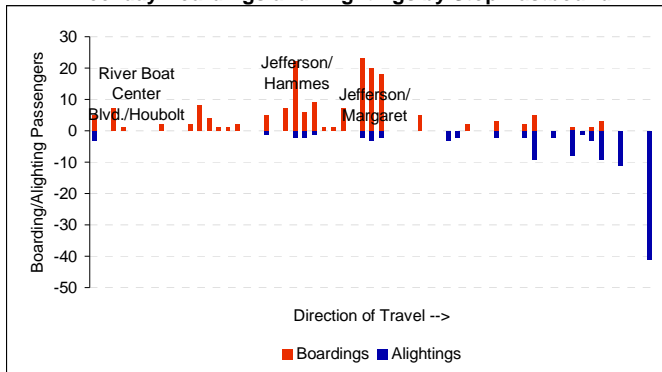


Weekday Rider Activity by Stop Westbound

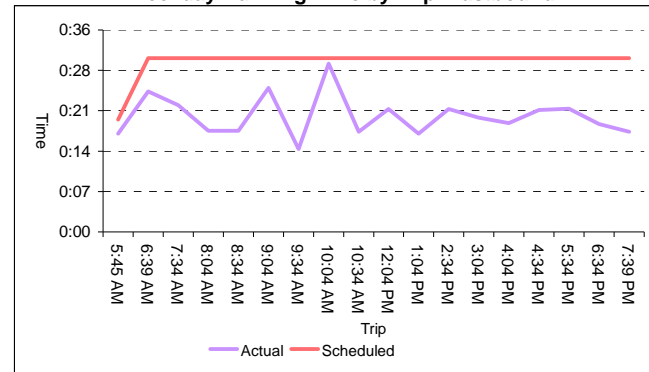


Pace South Cook - Will Initiative Route 501 W. Jefferson Branch Performance Overview

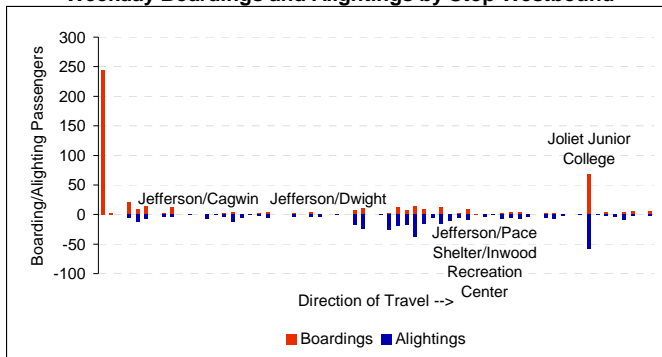
Weekday Boardings and Alightings by Stop Eastbound



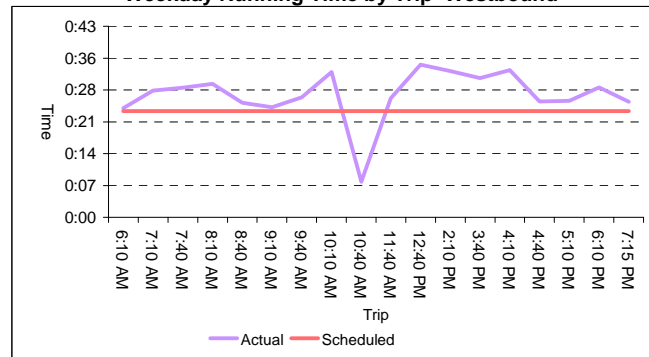
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



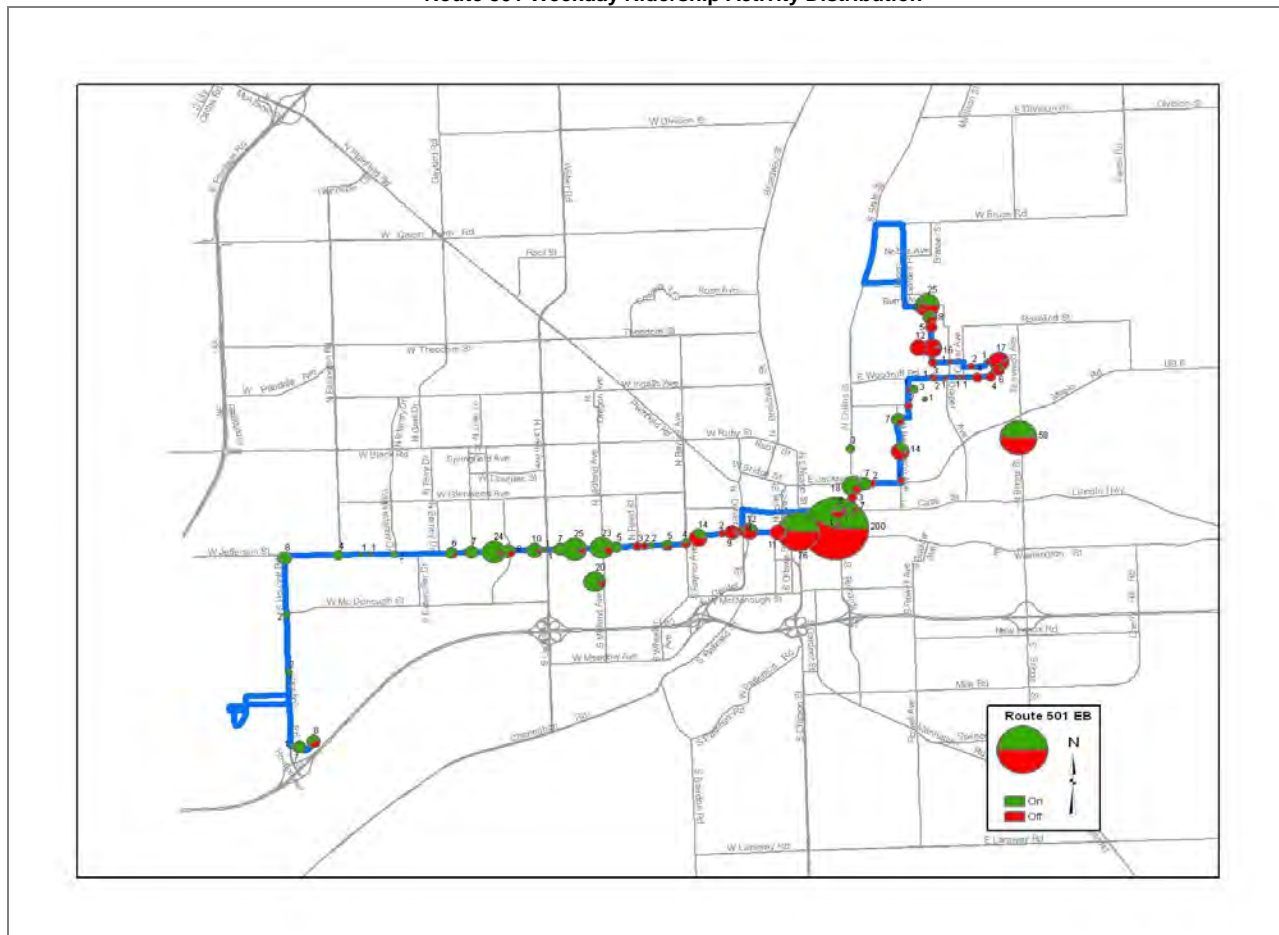
Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative

Route 501 W. Jefferson Branch Performance Overview

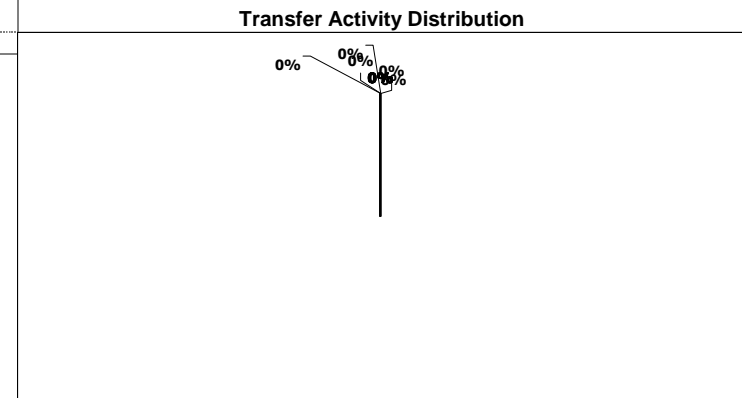
Route 501 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 501 W. Jefferson Branch Performance Overview

Route 501	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	49.8%	17.8%	32.4%		100.0%	-	
By Direction							
Eastbound	36.6%	25.8%	37.6%				
Westbound	63.0%	9.8%	27.2%				
By Segment							
1 River Boat Center Dr./Rock Run Business Park & 0 to Jefferson/Larkin & 0	48.8%	2.3%	48.8%				
2 Jefferson/Larkin & 0 to Jefferson/Reed & 0	54.0%	14.0%	32.0%				
3 Jefferson/Reed & 0 to Jefferson/Chicago & 0	40.0%	46.0%	14.0%				
4							
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ 1,459	\$ -		\$ -	\$ 2.11

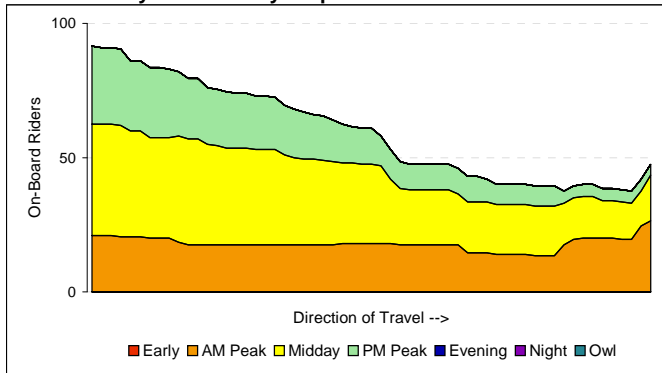


Pace South Cook - Will Initiative Route 502 Cass Branch Performance Overview

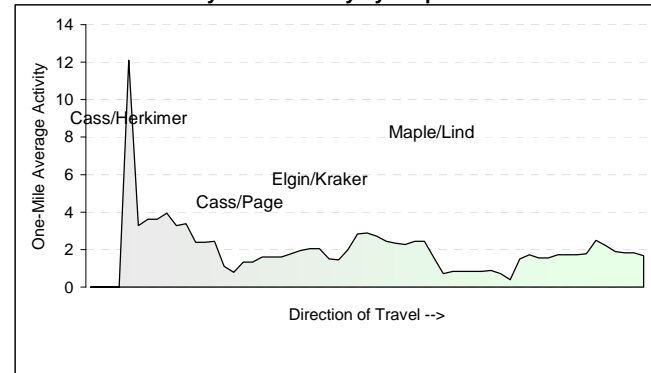
Cass Branch Route 502	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	275	255		10.2			27.0		92	Jefferson/Chicago &	E
By Direction											
Eastbound	128	81		4.9			25.9		92	Jefferson/Chicago &	E
Westbound	147	174		5.2			28.0		91	Cass/Parks &	W
By Segment											
1 Jefferson/Chicago & 0 to Cass/Henderson & 0	135	129		2.2			61.5				
2 Cass/Henderson & 0 to Cass/Briggs & 0	16	9		1.4			11.4				
3 Cass/Briggs & 0 to Maple/Silver Cross Hospital & 0	79	82		2.4			33.1				
4 Maple/Silver Cross Hospital & 0 to Parkwood/Bogdan & 0	44	36		4.2			10.5				
5											
6											
7											
8											
By Time Period											
AM	81	70		2.8			29.4		28	Cass/Parks &	W
Midday	125	120		5.1			24.6		42	Jefferson/Chicago &	E
PM	65	62		2.3			28.0		29	Jefferson/Chicago &	E
Eve											W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 502 Cass Branch Performance Overview

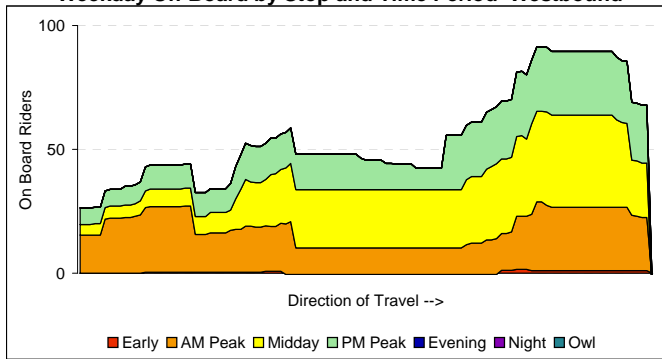
Weekday On-Board by Stop and Time Period Eastbound



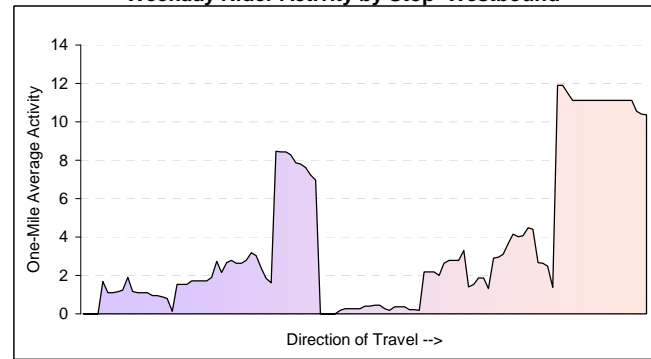
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

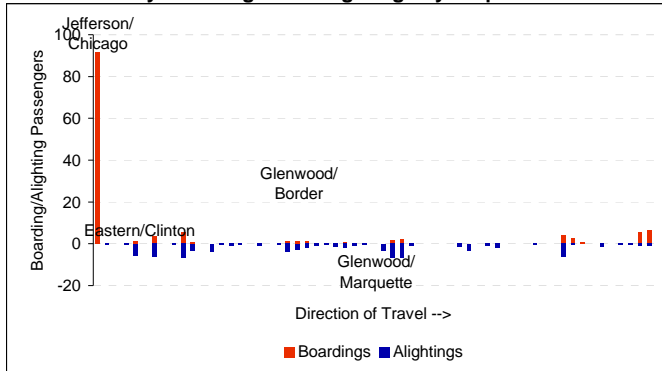


Weekday Rider Activity by Stop Westbound

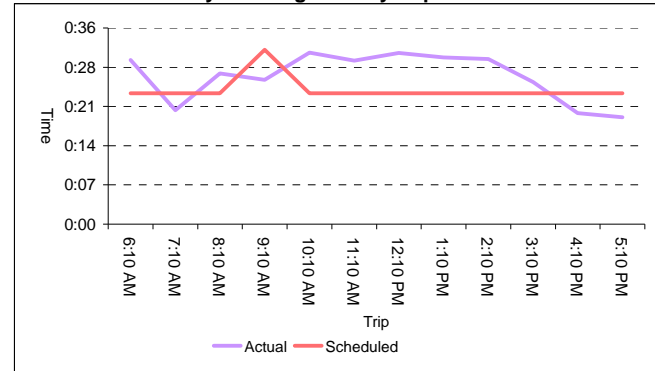


Pace South Cook - Will Initiative Route 502 Cass Branch Performance Overview

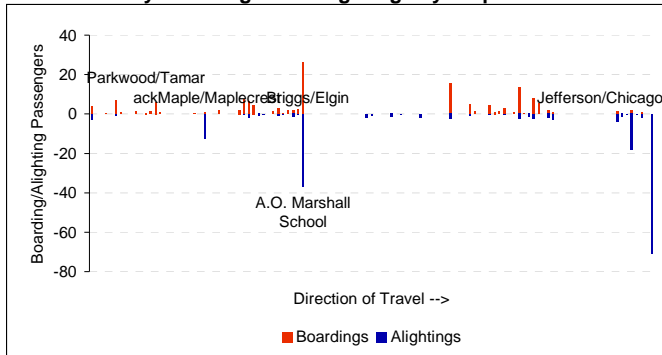
Weekday Boardings and Alightings by Stop Eastbound



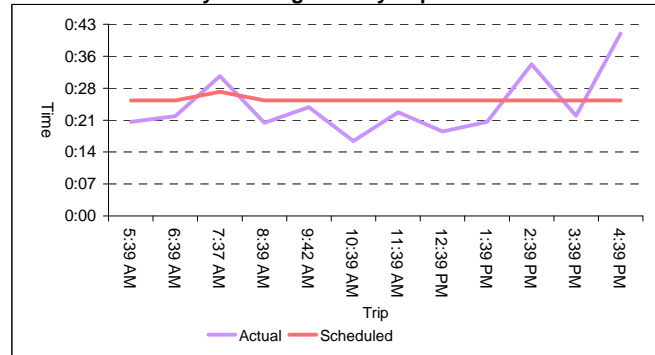
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



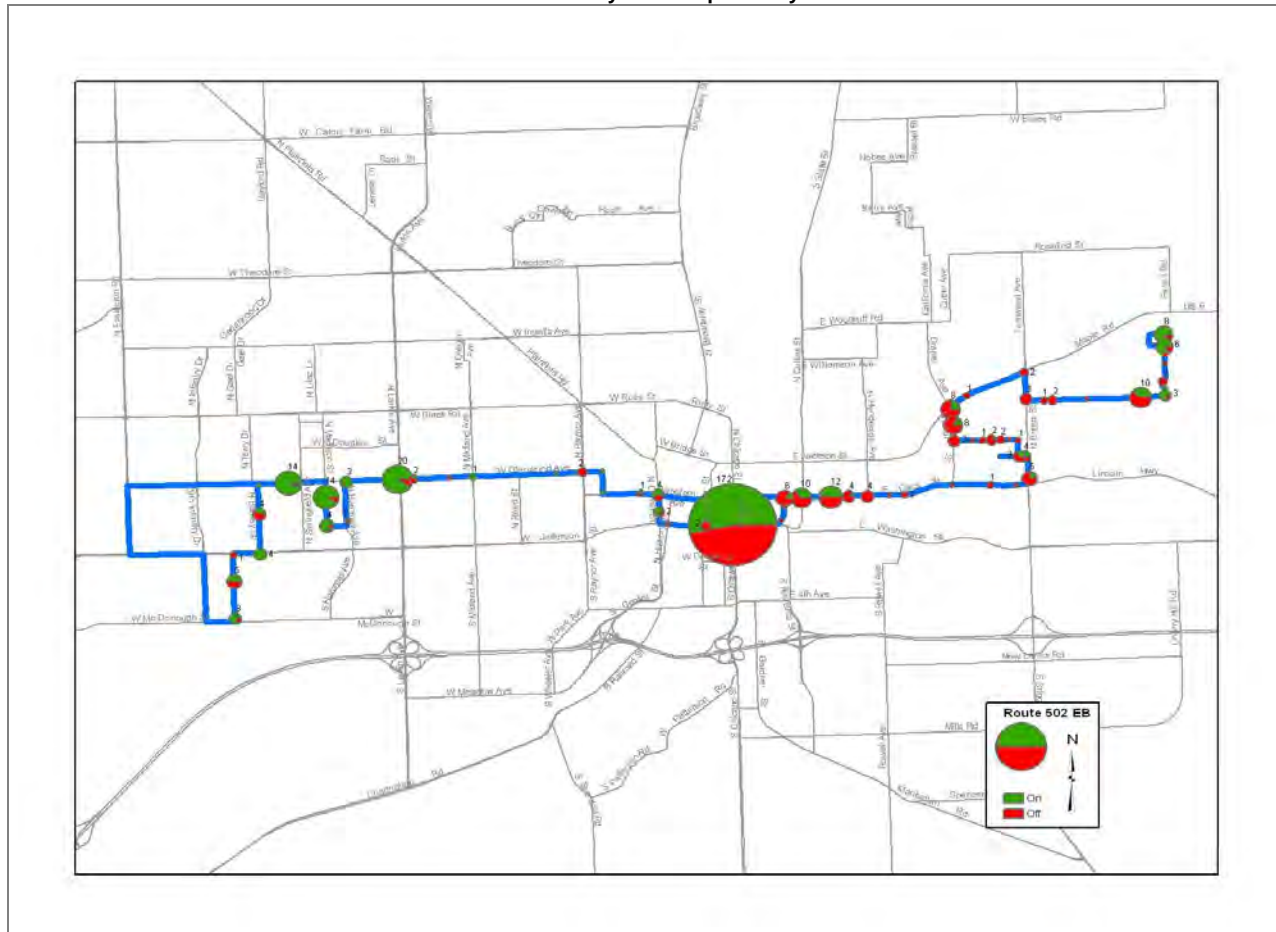
Weekday Running Time by Trip Westbound



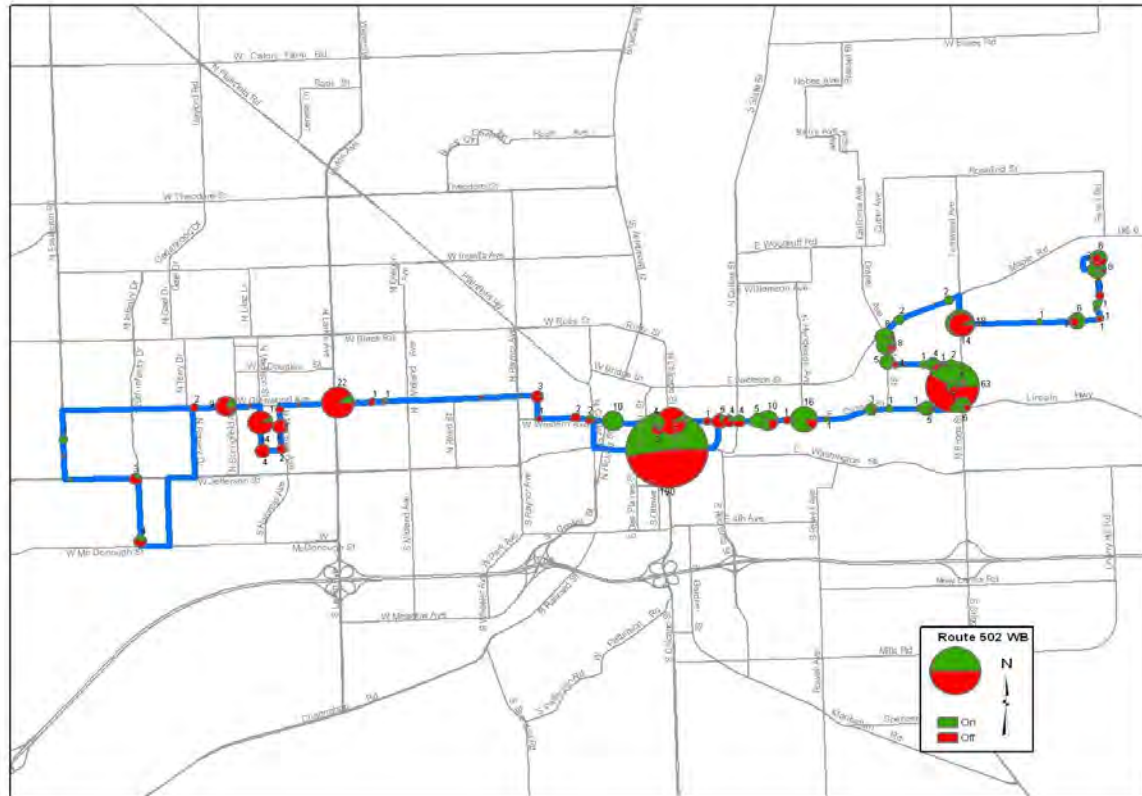
Pace South Cook - Will Initiative

Route 502 Cass Branch Performance Overview

Route 502 Weekday Ridership Activity Distribution



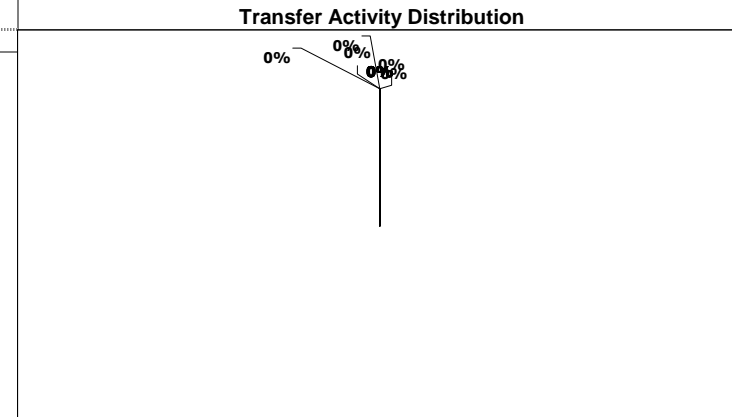
Pace South Cook - Will Initiative Route 502 Cass Branch Performance Overview



Pace South Cook - Will Initiative Route 502 Cass Branch Performance Overview

Route 502	Operations Summary							
	Schedule							
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour	
	Total	70.0%	14.2%	15.8%		100.0%	-	0.0%
	By Direction							
	Eastbound	66.7%	6.7%	26.7%				
	Westbound	73.3%	21.7%	5.0%				
	By Segment							
	1 Jefferson/Chicago & 0 to Cass/Henderson & 0	58.3%	25.0%	16.7%				
	2 Cass/Henderson & 0 to Cass/Briggs & 0	79.2%	12.5%	8.3%				
	3 Cass/Briggs & 0 to Maple/Silver Cross Hospital & 0	75.0%	16.7%	8.3%				
	4 Maple/Silver Cross Hospital & 0 to Parkwood/Bogdan & 0	58.3%	8.3%	33.3%				
5								
6								
7								
8								

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -



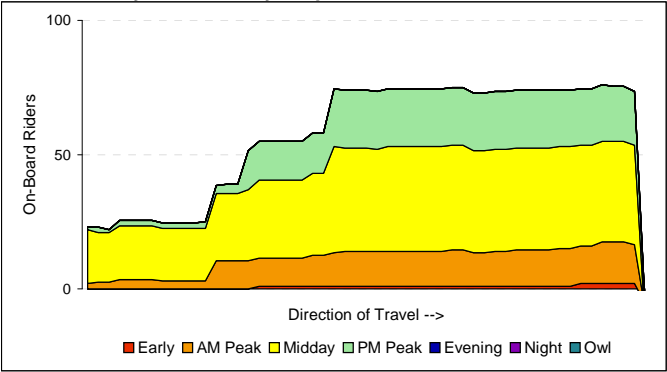
**Pace South Cook - Will Initiative
Route 502 Marquette Gardens Branch Performance Overview**

Route 502	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	175
By Direction											
Eastbound	72	99		4.2			17.0		76	Center/Oneida &	E
Westbound	104	68		5.5			18.8		98	Western/Broadway &	W
By Segment											
1 McDonough/Caterpillar & 0 to Madison/Provena St. Joseph Medical Center &	32	33		4.4			7.2				
2 Madison/Provena St. Joseph Medical Center & 0 to Glenwood/Larkin & 0	23	35		1.4			16.5				
3 Glenwood/Larkin & 0 to Glenwood/Raynor & 0	21	5		1.6			12.9				
4 Glenwood/Raynor & 0 to Jefferson/Chicago & 0	99	94		3.2			31.0				
5											
6											
7											
8											
By Time Period											
AM	58	56		2.7			21.8		38	Western/Broadway &	W
Midday	58	75		4.8			12.0		40	Glenwood/Larkin &	E
PM	57	28		2.3			25.0		31	Western/Center &	W
Eve											W
Night											W
Owl											W

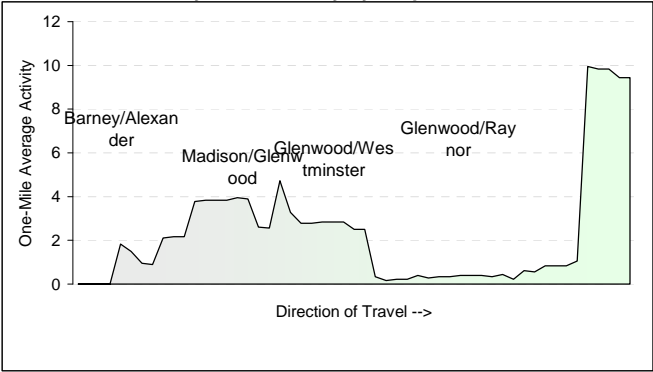
Pace South Cook - Will Initiative

Route 502 Marquette Gardens Branch Performance Overview

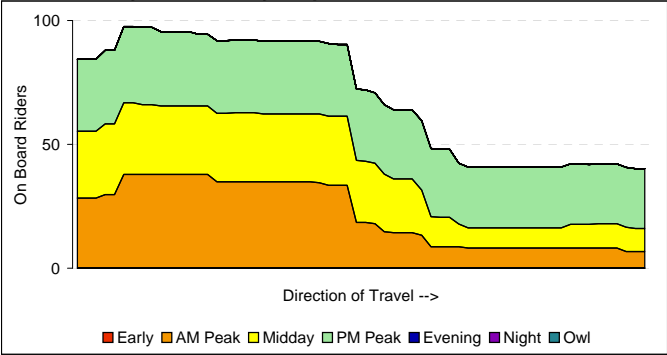
Weekday On-Board by Stop and Time Period Eastbound



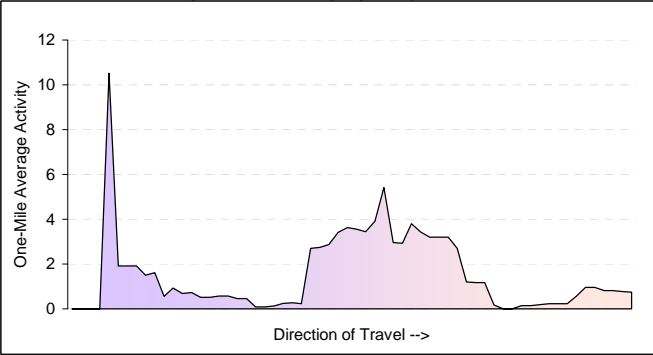
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

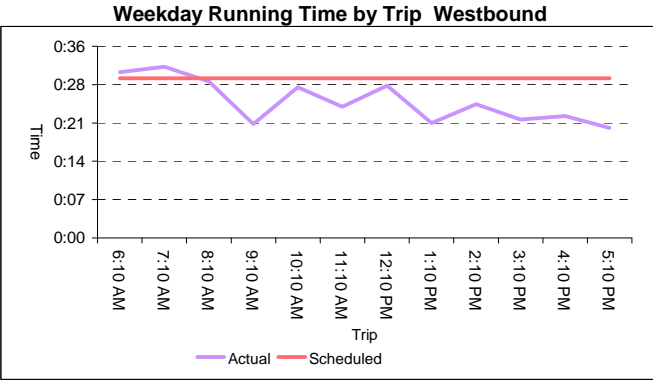
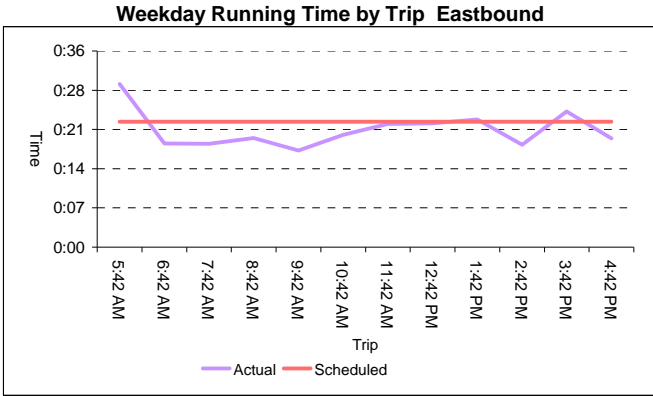


Weekday Rider Activity by Stop Westbound



Pace South Cook - Will Initiative

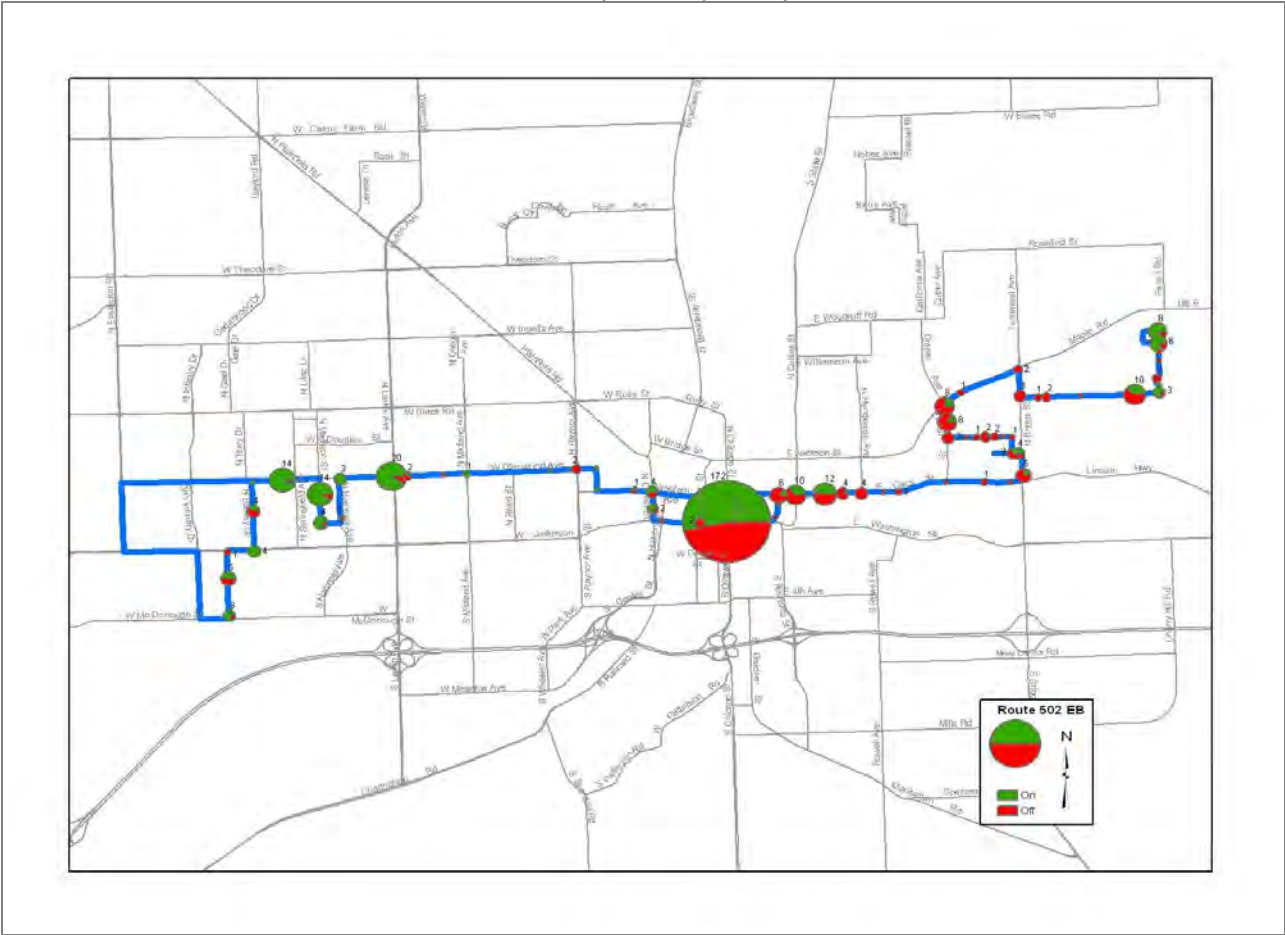
Route 502 Marquette Gardens Branch Performance Overview



Pace South Cook - Will Initiative

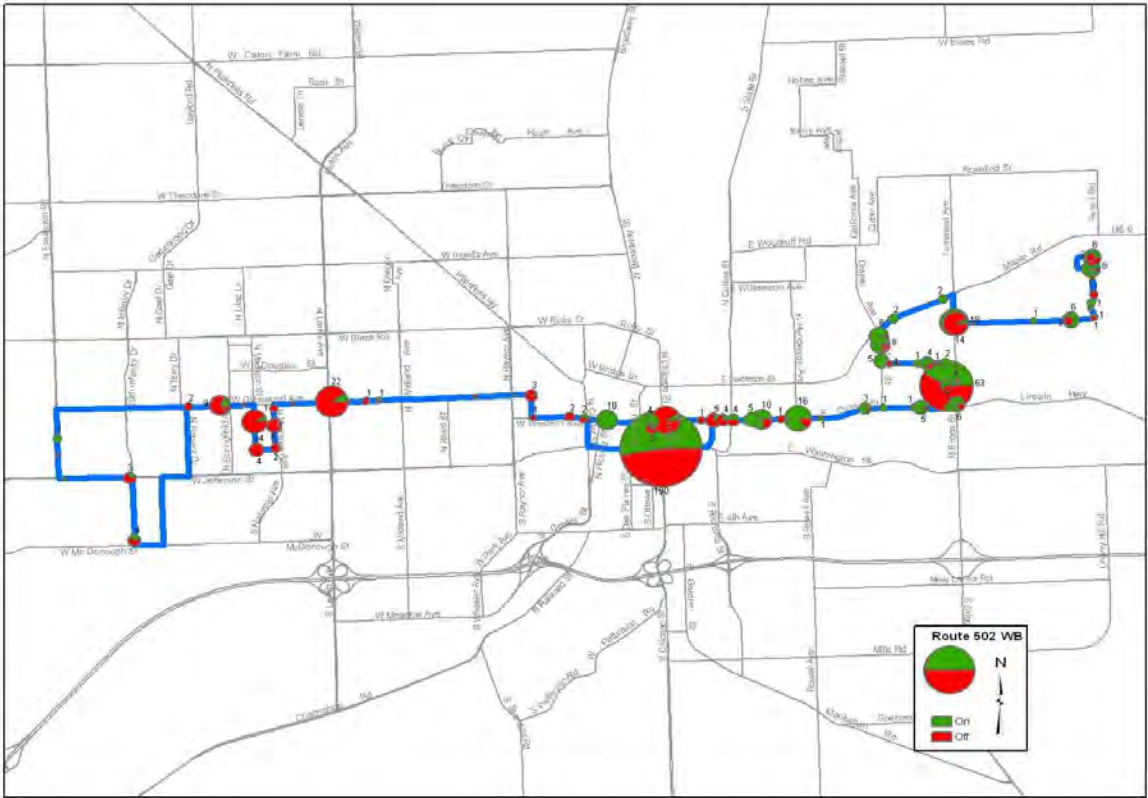
Route 502 Marquette Gardens Branch Performance Overview

Route 502 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative

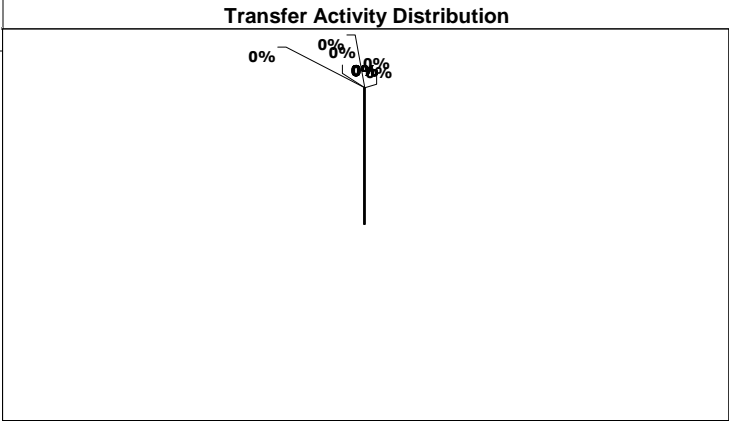
Route 502 Marquette Gardens Branch Performance Overview



Pace South Cook - Will Initiative Route 502 Marquette Gardens Branch Performance Overview

Route 502	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	64.2%	25.8%	10.0%		100.0%	-	0.0%
By Direction							
Eastbound	63.3%	33.3%	3.3%				
Westbound	65.0%	18.3%	16.7%				
By Segment							
1 McDonough/Caterpillar & 0 to Madison/Provena St. Joseph Medical Center &	58.3%	37.5%	4.2%				
2 Madison/Provena St. Joseph Medical Center & 0 to Glenwood/Larkin & 0	83.3%	12.5%	4.2%				
3 Glenwood/Larkin & 0 to Glenwood/Raynor & 0	66.7%	20.8%	12.5%				
4 Glenwood/Raynor & 0 to Jefferson/Chicago & 0	45.8%	37.5%	16.7%				
5							
6							
7							
8							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

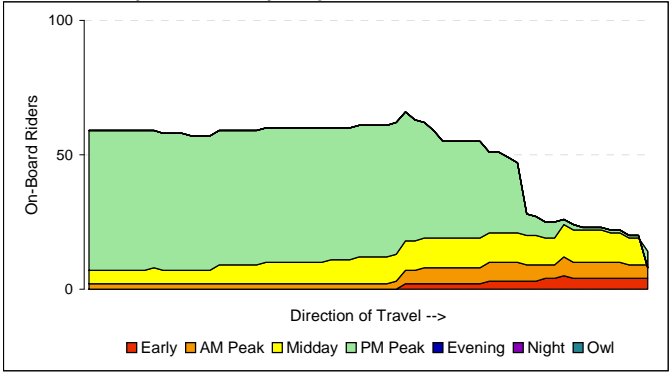


2005 Pace South Cook - Will Initiative Route 503 Performance Overview

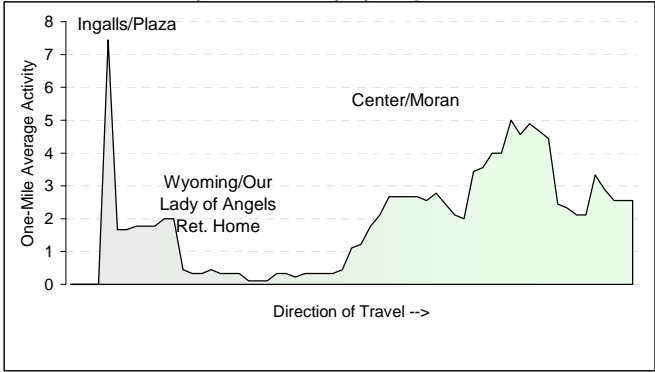
Route 503	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	232	232		10.1			23.0		90	Ruby/Oakland &	W
By Direction											
Eastbound	80	93		3.8			21.0		66	Ingalls/Center &	E
Westbound	152	139		6.3			24.2		90	Ruby/Oakland &	W
By Segment											
1 North Ridge Plaza/Office Max & 0 to Wyoming/Ingalls & 0	37	22		2.4			15.4				
2 Wyoming/Ingalls & 0 to Ingalls/Raynor & 0	21	43		2.4			8.9				
3 Ingalls/Raynor & 0 to Ruby/Hickory & 0	26	27		2.4			11.0				
4 Ruby/Hickory & 0 to Jefferson/Chicago & 0	103	133		3.4			30.4				
5											
6											
7											
By Time Period											
AM	71	68		2.7			26.3		36	Ruby/Oakland &	W
Midday	61	55		4.4			13.8		33	Bluff/Division &	W
PM	89	107		3.0			29.8		52	Hufford Jr. High &	E
Eve											W
Night											W
Owl											W

2005 Pace South Cook - Will Initiative Route 503 Performance Overview

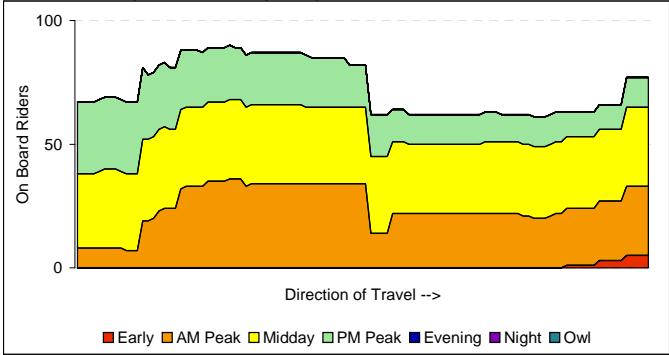
Weekday On-Board by Stop and Time Period Eastbound



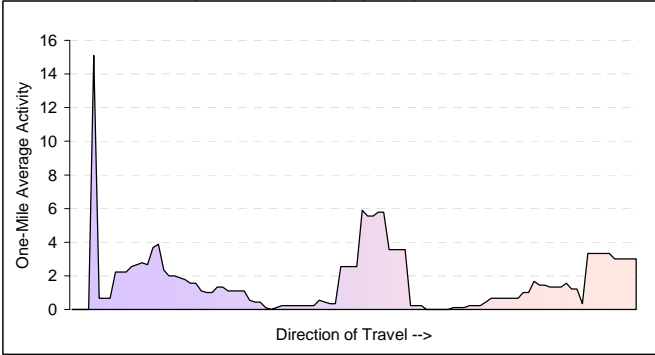
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

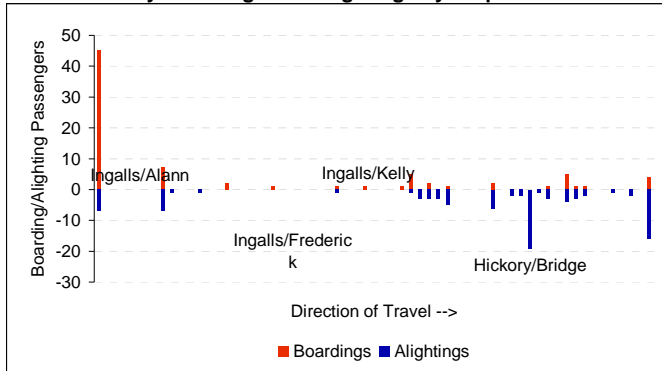


Weekday Rider Activity by Stop Westbound

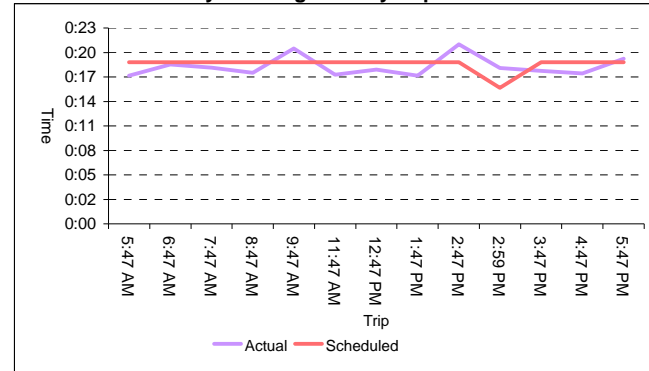


2005 Pace South Cook - Will Initiative Route 503 Performance Overview

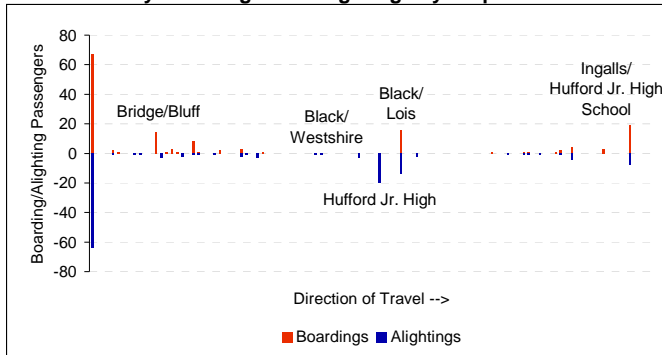
Weekday Boardings and Alightings by Stop Eastbound



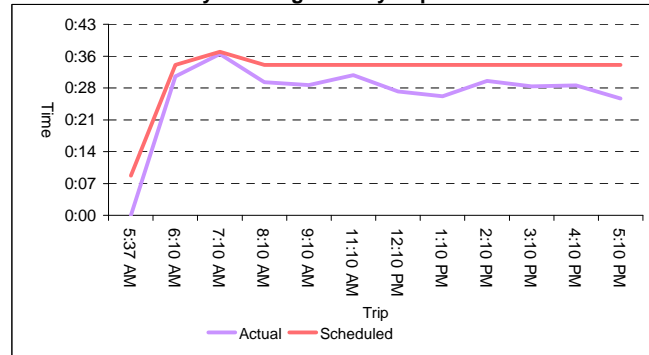
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

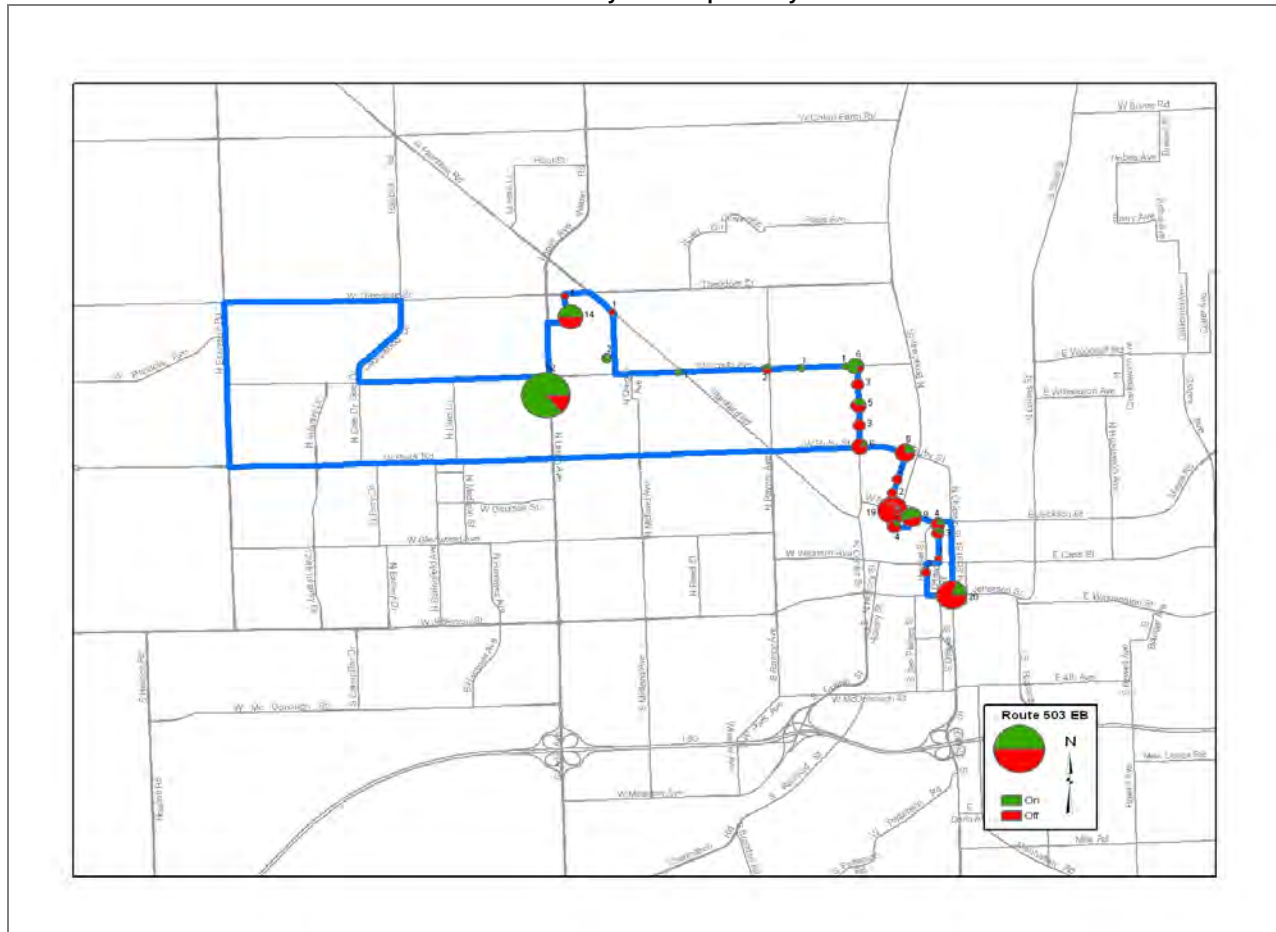


Weekday Running Time by Trip Westbound



2005 Pace South Cook - Will Initiative Route 503 Performance Overview

Route 503 Weekday Ridership Activity Distribution

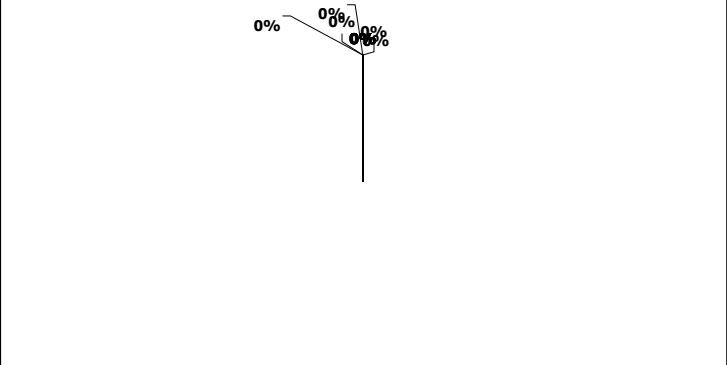


2005 Pace South Cook - Will Initiative Route 503 Performance Overview

Route 503	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	84.5%	9.2%	6.3%		100.0%	-	
By Direction							
Eastbound	82.8%	8.6%	8.6%				
Westbound	86.3%	9.8%	3.9%				
By Segment							
1 North Ridge Plaza/Office Max & 0 to Wyoming/Ingalls & 0	85.0%		15.0%				
2 Wyoming/Ingalls & 0 to Ingalls/Raynor & 0	87.5%	8.3%	4.2%				
3 Ingalls/Raynor & 0 to Ruby/Hickory & 0	75.0%	20.8%	4.2%				
4 Ruby/Hickory & 0 to Jefferson/Chicago & 0	83.3%	11.1%	5.6%				
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution



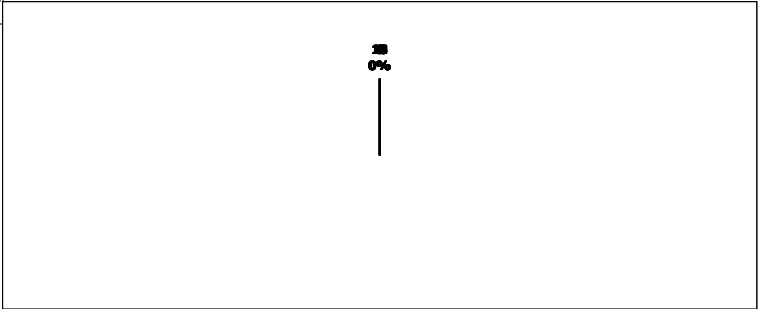
Pace South Cook - Will Initiative Route 504 Performance Overview

Line 504 Weekday Profile	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	203	193		9.8			20.8		85	Joliet/Jefferson &	S
By Direction											
Northbound	66	60		4.4			15.0		50	Des Plaines/Dekalb &	N
Southbound	137	133		5.4			25.5		85	Joliet/Jefferson &	S
By Segment											
1 Sehring/Pico & 0 to Chicago/Primary Care Facility & 0	36	49		1.1			32.9				
2 Chicago/Primary Care Facility & 0 to Joliet/Edward & 0	27	15		2.2			12.2				
3 Joliet/Edward & 0 to Washington/Scott/Joliet Union Station & 0	141	129		1.5			92.6				
By Time Period											
Early	12	4							7	Chicago/Old Elm &	N
AM	42	37							17	Des Plaines/Dekalb &	N
Midday	117	101							57	Doris/Gardner &	S
PM	32	50							19	Washington/Scott/Joliet Union Stati	S
Eve											
Night											
Owl											

Pace South Cook - Will Initiative Route 504 Performance Overview

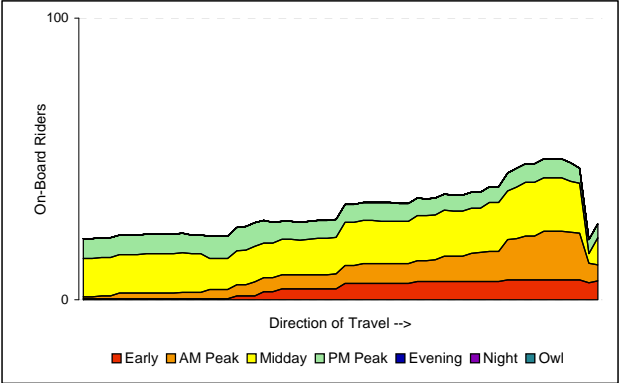
Line 504 Weekday Profile	Operations Summary				Daily Costs and Revenues							
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour	Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
% On-Time	% Early	% Late										
Total	59.2%	0.0%	40.8%					\$ -	\$ -		\$ -	\$ -
By Direction												
Northbound	53.8%	0.0%	46.2%									
Southbound	64.6%	0.0%	35.4%									
By Segment												
1 Sehring/Pico & 0 to Chicago/Primary Care Facility & 0	61.5%	0.0%	38.5%									
2 Chicago/Primary Care Facility & 0 to Joliet/Edward & 0	69.2%		30.8%									
3 Joliet/Edward & 0 to Washington/Scott/Joliet Union Station & 0	53.8%		46.2%									

Transfer Activity Distribution

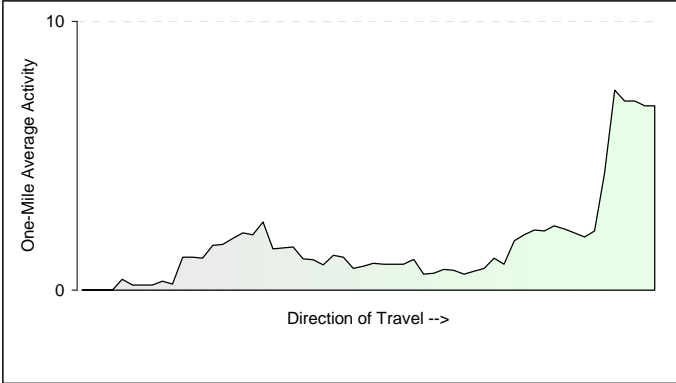


Pace South Cook - Will Initiative Route 504 Performance Overview

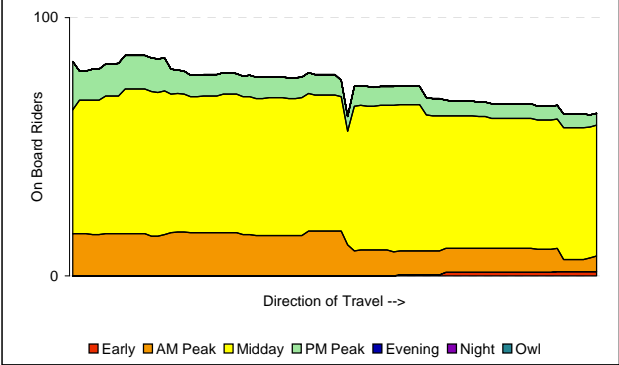
Line 504 Weekday On-Board by Stop and Time Period NB



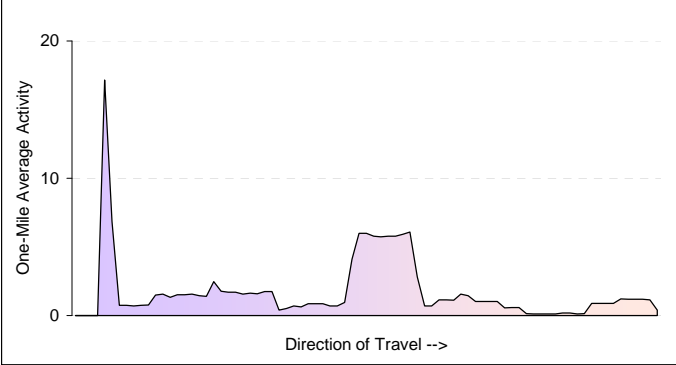
Line 504 Weekday Rider Activity by Stop NB



Line 504 Weekday On-Board by Stop and Time Period SB

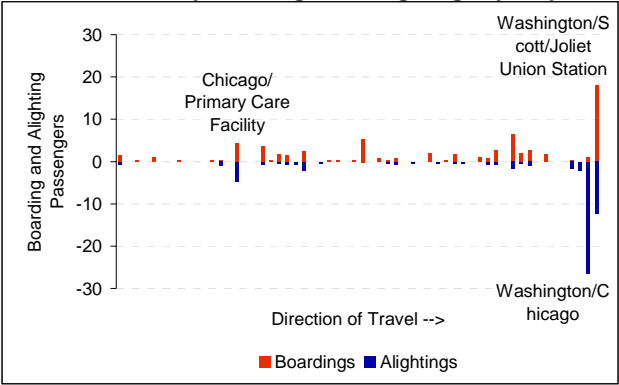


Line 504 Weekday Rider Activity by Stop SB

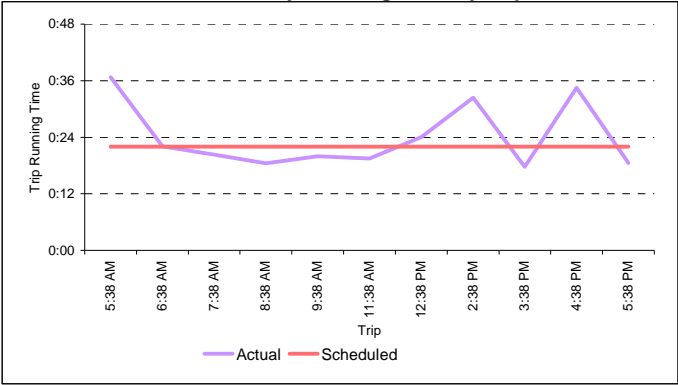


Pace South Cook - Will Initiative Route 504 Performance Overview

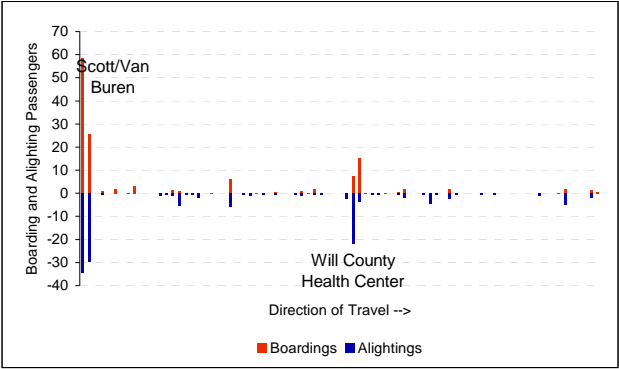
Line 504 Weekday Boardings and Alightings by Stop NB



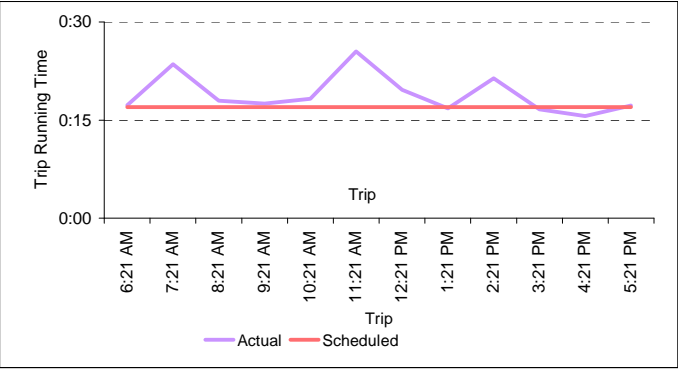
Line 504 Weekday Running Time by Trip NB



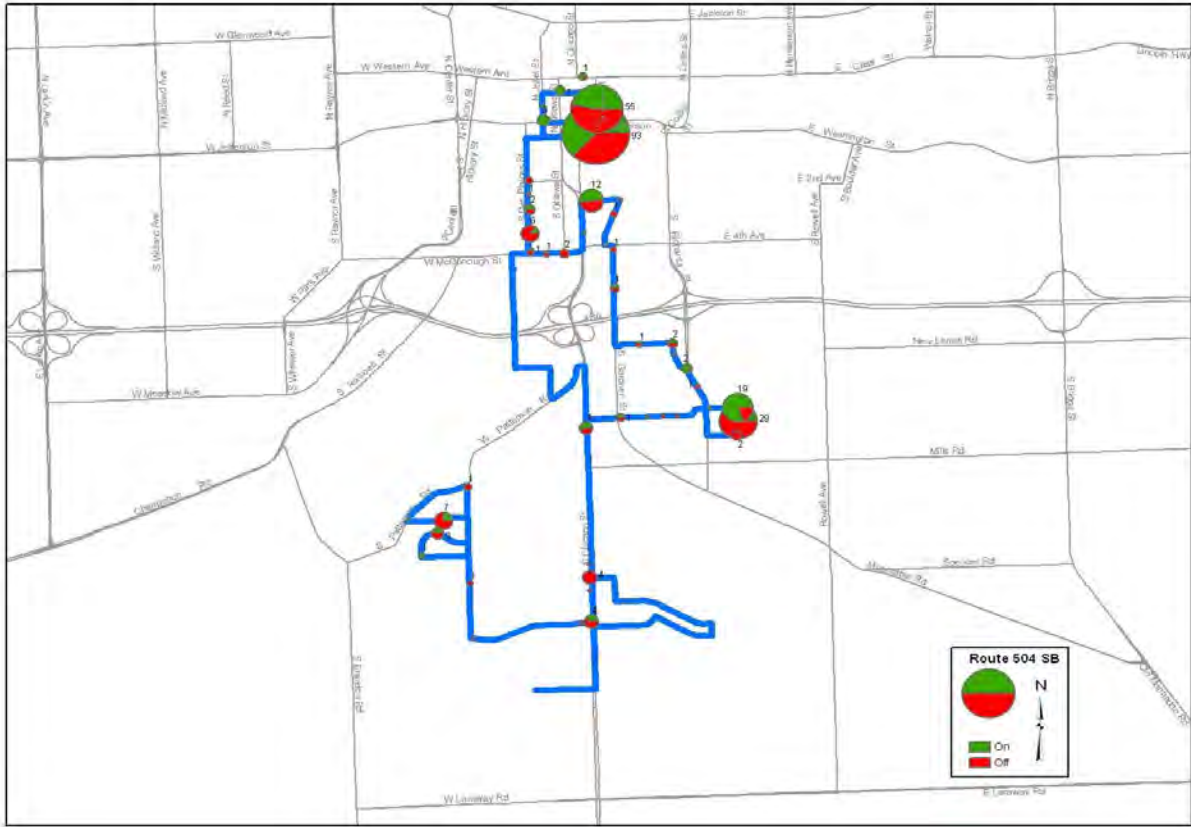
Line 504 Weekday Boardings and Alightings by Stop SB



Line 504 Weekday Running Time by Trip SB



Pace South Cook - Will Initiative Route 504 Performance Overview

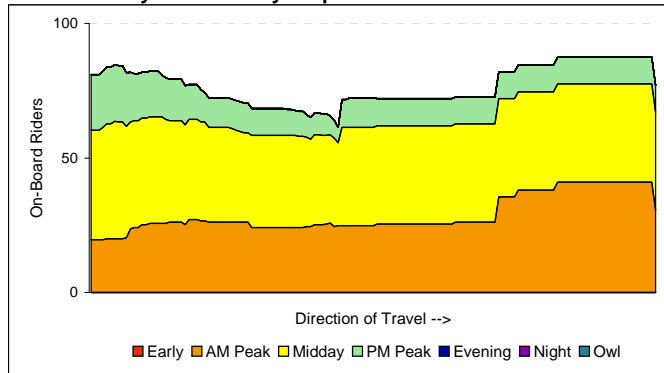


**Pace South Cook - Will Initiative
Route 505 Lidice Branch Performance Overview**

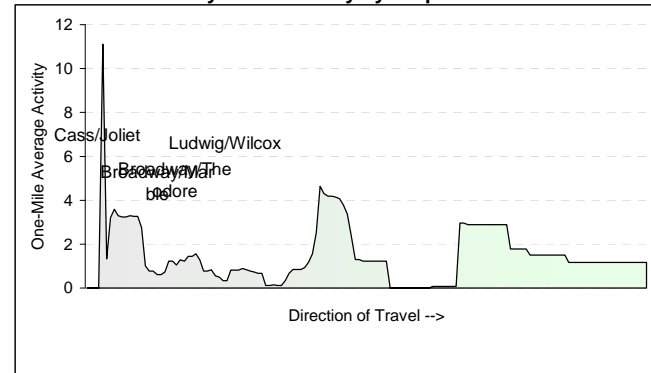
Lidice Branch Route 505	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	206
By Direction											
Eastbound	155	83		7.8			20.0		88	Morgan/Hunter &	E
Westbound	51	88		2.0			25.1		68	Center/Campbell &	W
By Segment											
1 Jefferson/Chicago & 0 to Division/Broadway & 0	99	85		4.0			24.6				
2 Division/Broadway & 0 to Raynor/Theodore & 0	30	29		1.5			19.6				
3 Raynor/Theodore & 0 to North Ridge Plaza/Office Max & 0	61	46		4.0			15.1				
4											
5											
6											
7											
By Time Period											
AM	67	39		2.7			24.9		41	Morgan/Hunter &	E
Midday	99	94		3.0			33.1		44	Western/Broadway &	E
PM	41	39		4.1			9.8		21	Cass/Chicago &	E
Eve											W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 505 Lidice Branch Performance Overview

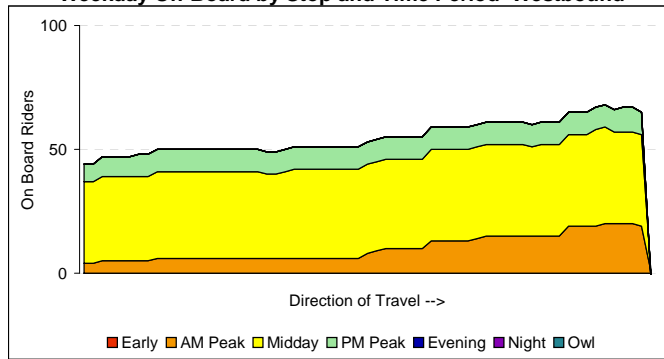
Weekday On-Board by Stop and Time Period Eastbound



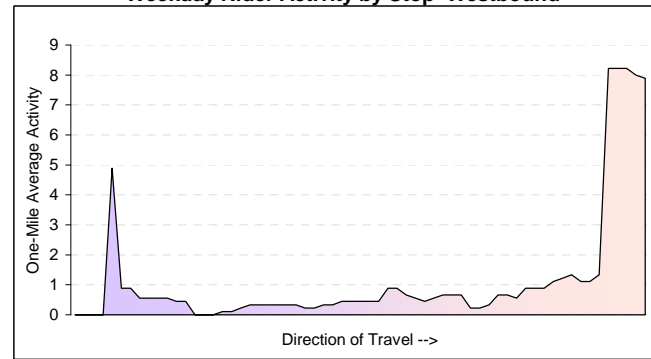
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound



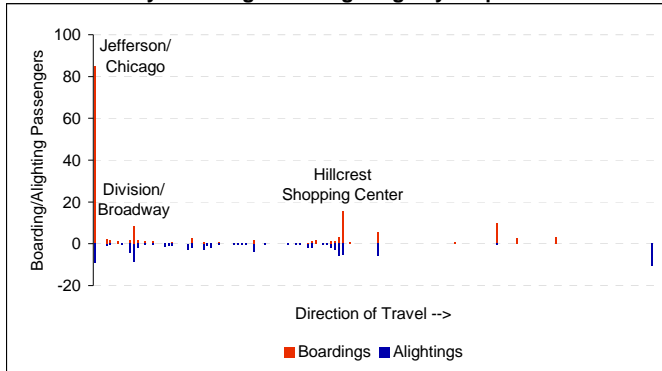
Weekday Rider Activity by Stop Westbound



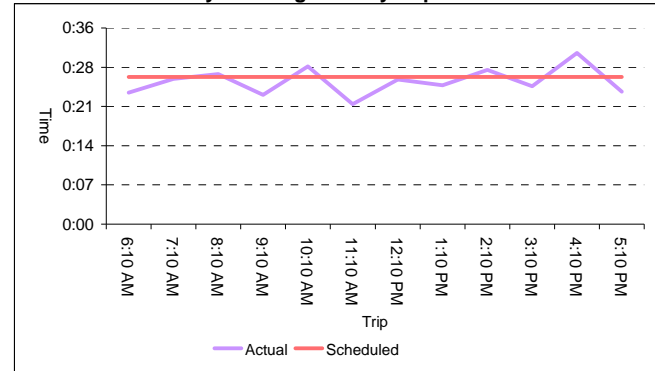
Pace South Cook - Will Initiative

Route 505 Lidice Branch Performance Overview

Weekday Boardings and Alightings by Stop Eastbound



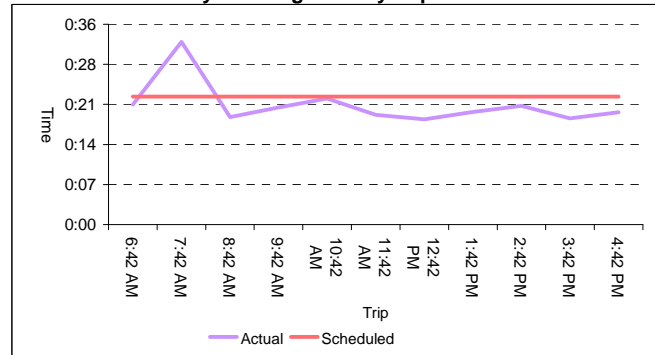
Weekday Running Time by Trip Eastbound



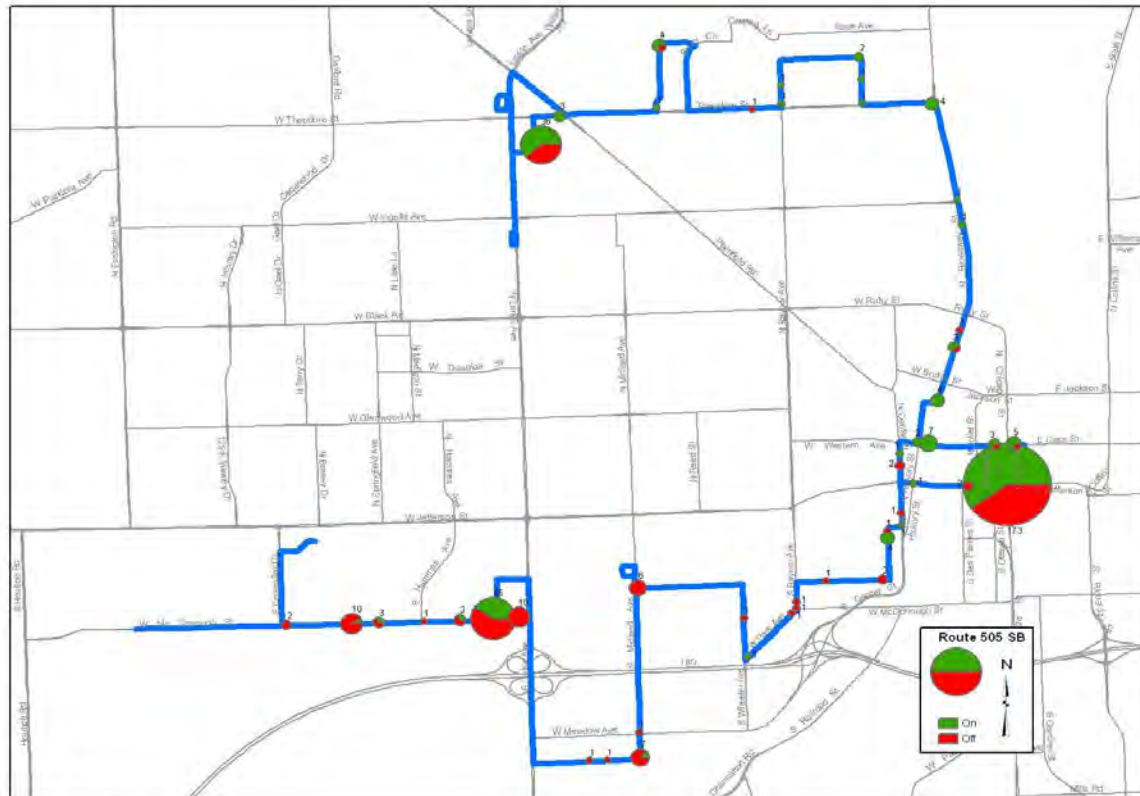
Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 505 Lidice Branch Performance Overview

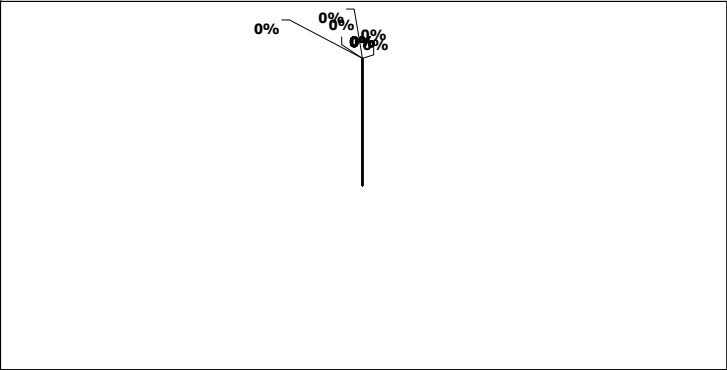


Pace South Cook - Will Initiative Route 505 Lidice Branch Performance Overview

Route 505	Operations Summary							
	Schedule							
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour	
	Total	75.7%	5.5%	18.8%		100.0%	-	
	By Direction							
	Eastbound	60.4%	4.2%	35.4%				
	Westbound	90.9%	6.8%	2.3%				
	By Segment							
	1 Jefferson/Chicago & 0 to Division/Broadway & 0	52.2%	13.0%	34.8%				
	2 Division/Broadway & 0 to Raynor/Theodore & 0	73.9%		26.1%				
	3 Raynor/Theodore & 0 to North Ridge Plaza/Office Max & 0	82.6%	8.7%	8.7%				
	4							
5								
6								
7								

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

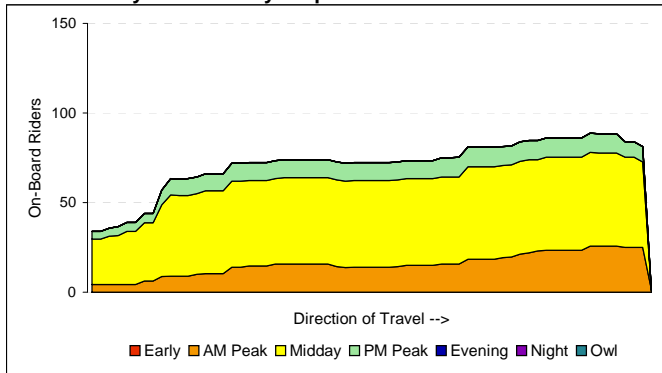


Pace South Cook - Will Initiative Route 505 Rockdale Branch Performance Overview

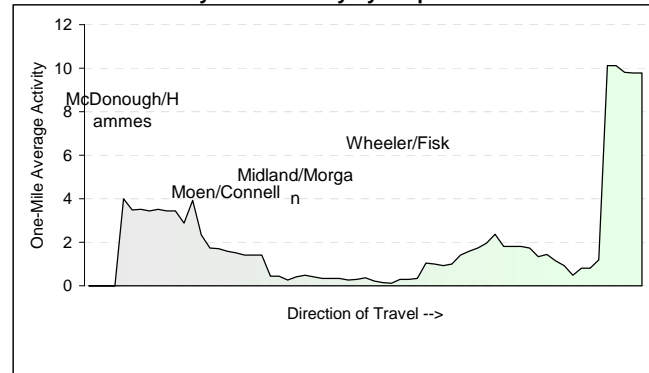
Rockdale Branch Route 505	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	218
By Direction											
Northbound	74	106		4.2			17.5		89	Pleasant/Marion &	N
Southbound	144	79		10.5			13.7		129	Pleasant/Prior/Dekalb &	S
By Segment											
1 River Valley Justice Center & 0 to Moen/Midland & 0	62	68		4.1			15.3				
2 Moen/Midland & 0 to Morgan/Wheeler & 0	12	13		3.3			3.7				
3 Morgan/Wheeler & 0 to Jefferson/Chicago & 0	144	104		2.3			62.9				
4											
5											
6											
7											
By Time Period											
AM	54	48		3.4			15.7		29	West Park/Wheeler &	S
Midday	117	103		7.8			15.0		66	Western/Broadway &	S
PM	47	34		3.5			13.5		36	Western/Broadway &	S
Eve											S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 505 Rockdale Branch Performance Overview

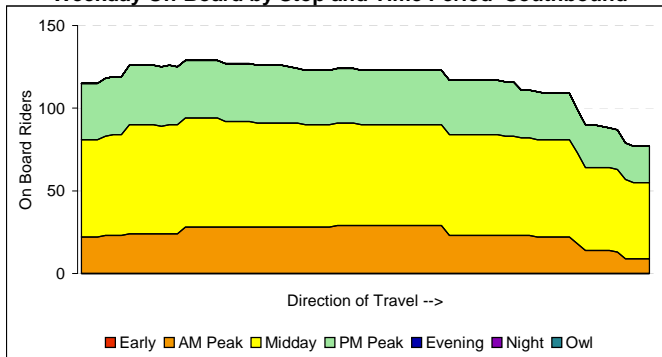
Weekday On-Board by Stop and Time Period Northbound



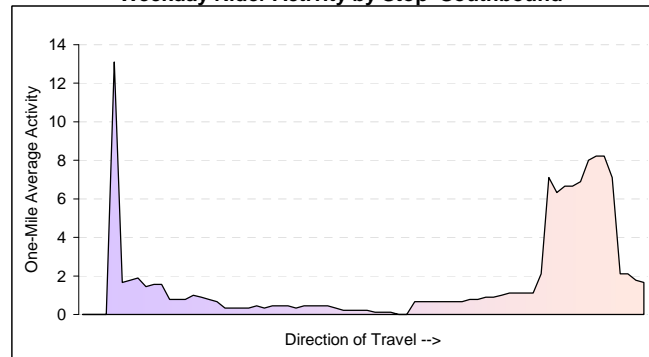
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound



Weekday Rider Activity by Stop Southbound



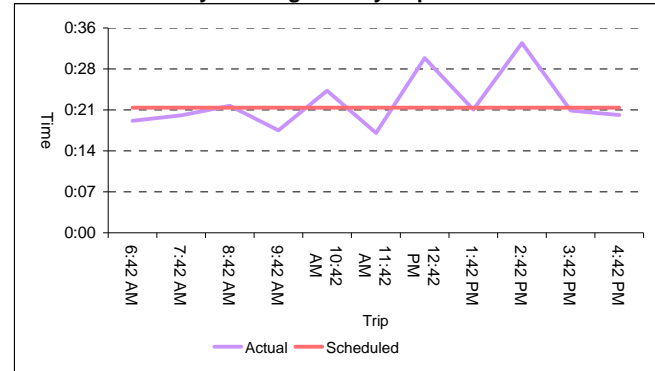
Pace South Cook - Will Initiative

Route 505 Rockdale Branch Performance Overview

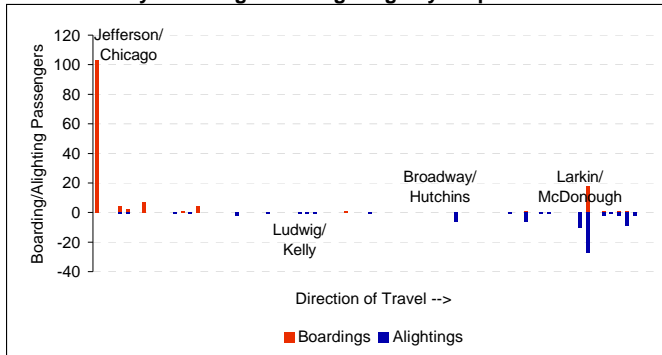
Weekday Boardings and Alightings by Stop Northbound



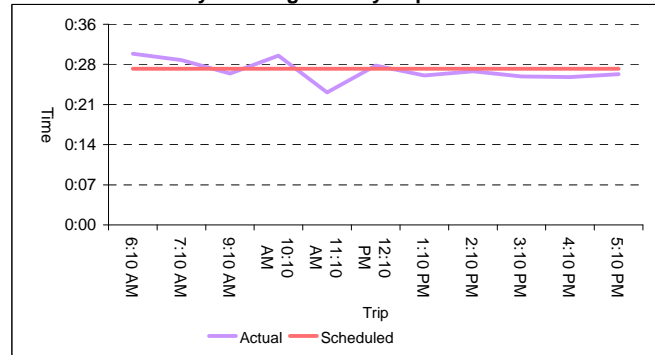
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound



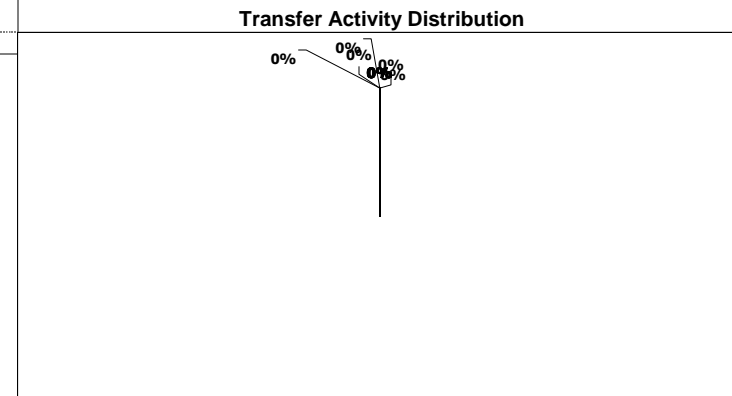
Weekday Running Time by Trip Southbound



Pace South Cook - Will Initiative Route 505 Rockdale Branch Performance Overview

Route 505	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	76.2%	4.5%	19.4%		100.0%	-	
By Direction							
Northbound	86.4%	6.8%	6.8%				
Southbound	66.0%	2.1%	31.9%				
By Segment							
1 River Valley Justice Center & 0 to Moen/Midland & 0	77.3%	9.1%	13.6%				
2 Moen/Midland & 0 to Morgan/Wheeler & 0	78.3%		21.7%				
3 Morgan/Wheeler & 0 to Jefferson/Chicago & 0	60.9%	8.7%	30.4%				
4							
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

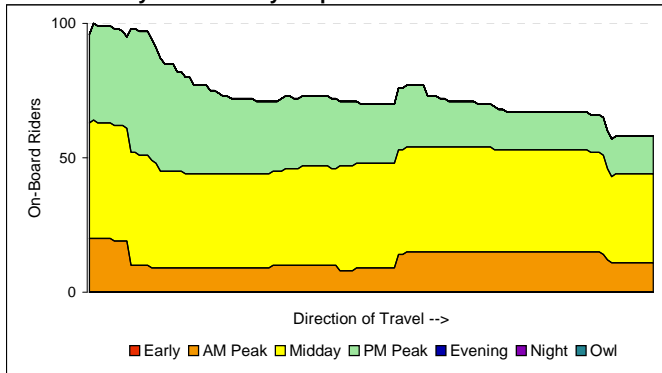


Pace South Cook - Will Initiative Route 506 Performance Overview

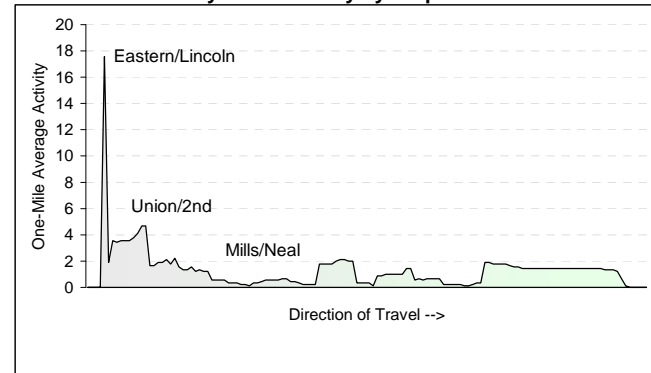
Route 506	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	250	200		10.9			23.0		100	Jefferson/Eastern &
By Direction											
Eastbound	144	133		6.3			23.0		100	Jefferson/Eastern &	E
Westbound	106	67		4.6			23.0		54	4th/Union &	W
By Segment											
1 Washington/Scott/Joliet Union Station & 0 to Eastern/2nd & 0	126	52		1.7			74.9				
2 Eastern/2nd & 0 to Briggs/Washington & 0	42	93		4.7			8.9				
3 Briggs/Washington & 0 to Washington/Hwy. 30 & 0	61	38		4.0			15.3				
4 #N/A	21	17									
5											
6											
7											
By Time Period											
AM	80	64		3.0			27.0		20	Washington/Scott/Joliet Union Stat	E
Midday	95	66		5.1			18.6		44	Jefferson/Eastern &	E
PM	65	64		2.8			23.1		46	Richards/4th/Washington Jr. High	E
Eve											W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 506 Performance Overview

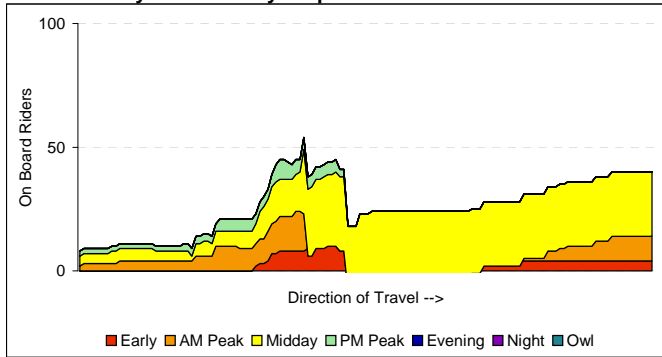
Weekday On-Board by Stop and Time Period Eastbound



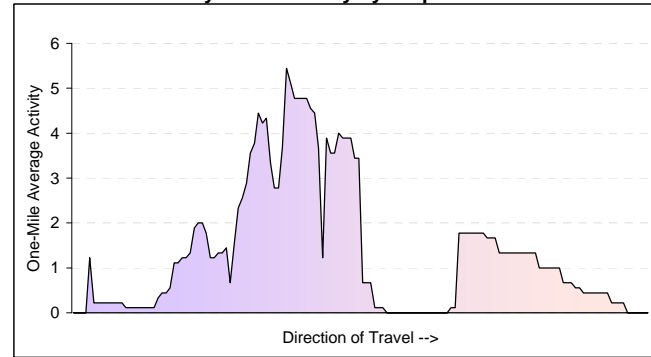
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

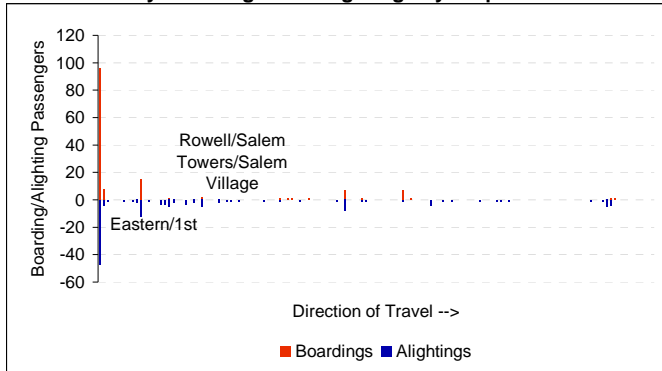


Weekday Rider Activity by Stop Westbound

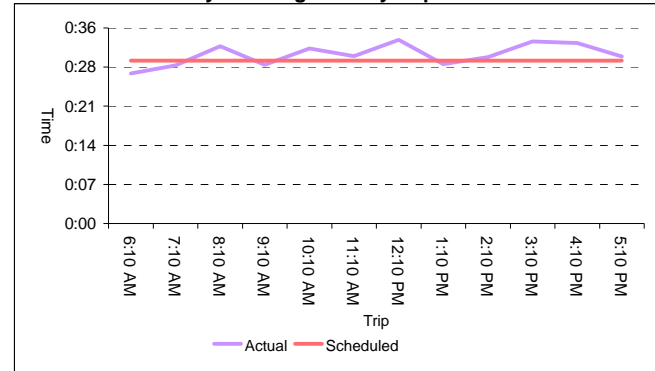


Pace South Cook - Will Initiative Route 506 Performance Overview

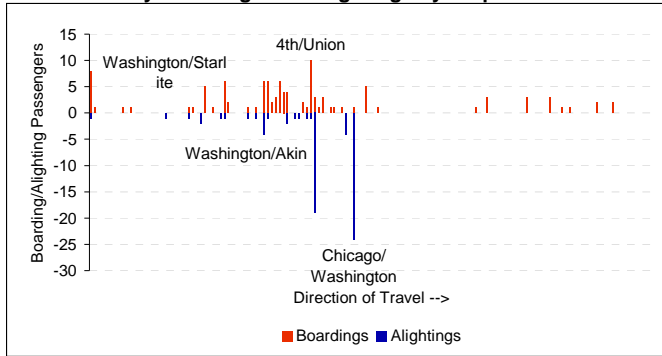
Weekday Boardings and Alightings by Stop Eastbound



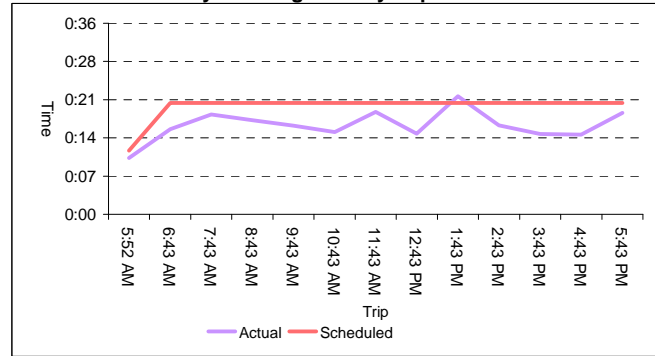
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 506 Performance Overview

Route 506 Weekday Ridership Activity Distribution

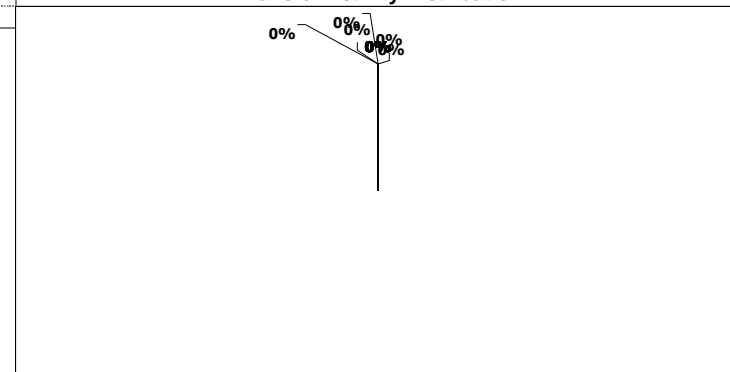


Pace South Cook - Will Initiative Route 506 Performance Overview

Route 506	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	85.3%	5.9%	8.8%		100.0%	-	0.0%
By Direction							
Eastbound	100.0%						
Westbound	70.6%	11.8%	17.6%				
By Segment							
1 Washington/Scott/Joliet Union Station & 0 to Eastern/2nd & 0	64.0%	16.0%	20.0%				
2 Eastern/2nd & 0 to Briggs/Washington & 0	60.0%		40.0%				
3 Briggs/Washington & 0 to Washington/Hwy. 30 & 0	52.0%	4.0%	44.0%				
4 #N/A	#N/A	#N/A	#N/A				
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

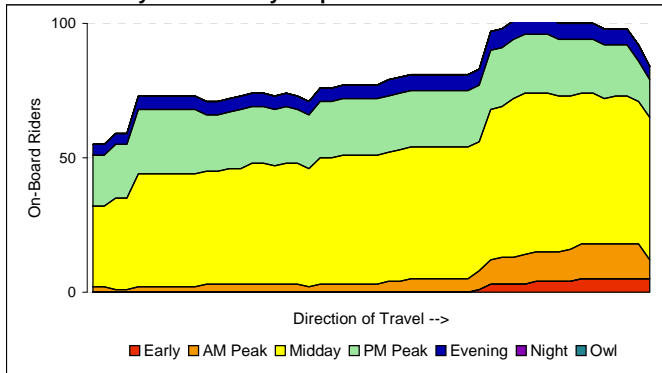


Pace South Cook - Will Initiative Route 507 Performance Overview

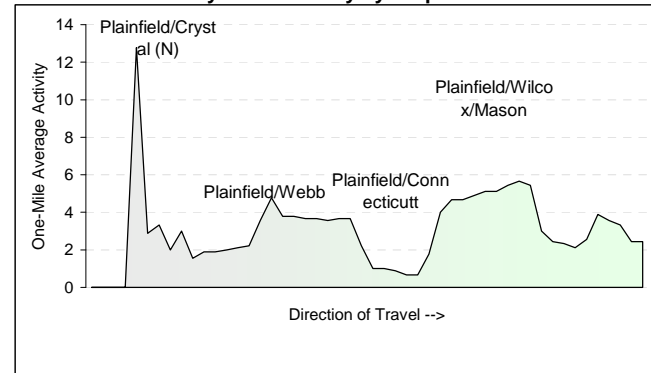
Route 507	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	399
By Direction											
Eastbound	151	101		4.8			31.7		103	Plainfield/Taylor/Nicholson &	E
Westbound	248	212		4.1			60.2		162	Center/Division &	W
By Segment											
1 Louis Joliet Mall/Entrance 1 & 0 to Plainfield/Theodore & 0	129	107		3.4			37.8				
2 Plainfield/Theodore & 0 to Plainfield/Raynor/Black/Ruby & 0	52	62		2.2			23.3				
3 Plainfield/Raynor/Black/Ruby & 0 to Jefferson/Chicago & 0	218	144		3.6			60.6				
4											
5											
6											
7											
By Time Period											
AM	81	61		2.1			39.5		47	Plainfield/Wilcox/Mason &	W
Midday	189	137		4.1			46.1		71	Western/Broadway &	W
PM	100	95		2.0			48.8		40	Western/Broadway &	W
Eve	24	20		0.7			35.1		9	Jefferson/Chicago &	W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 507 Performance Overview

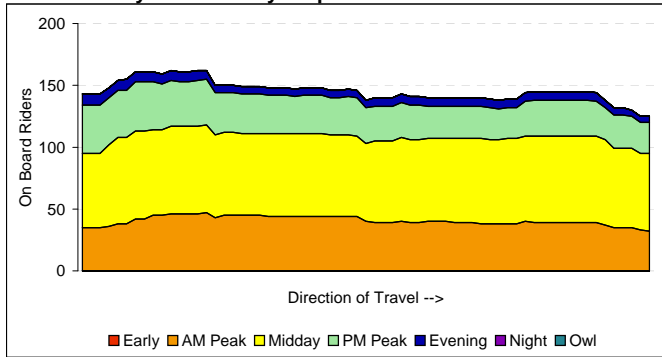
Weekday On-Board by Stop and Time Period Eastbound



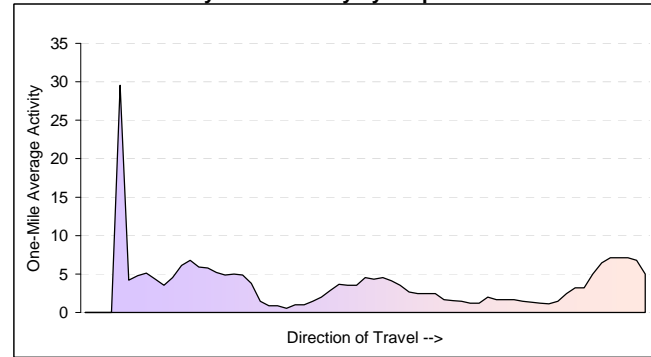
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound



Weekday Rider Activity by Stop Westbound

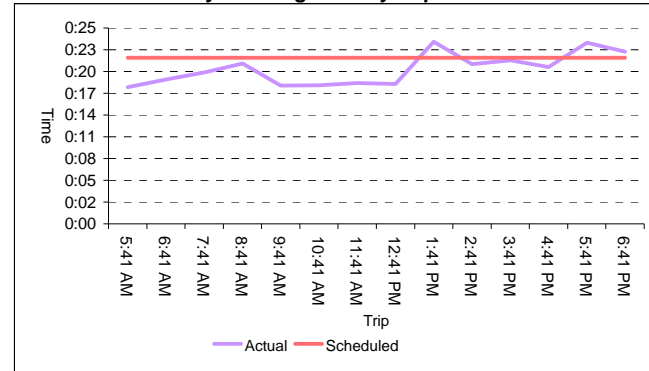


Pace South Cook - Will Initiative Route 507 Performance Overview

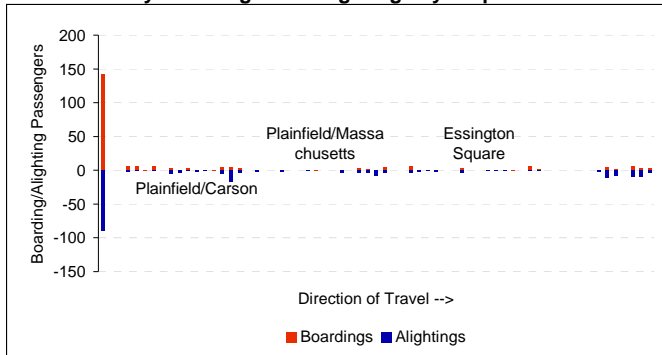
Weekday Boardings and Alightings by Stop Eastbound



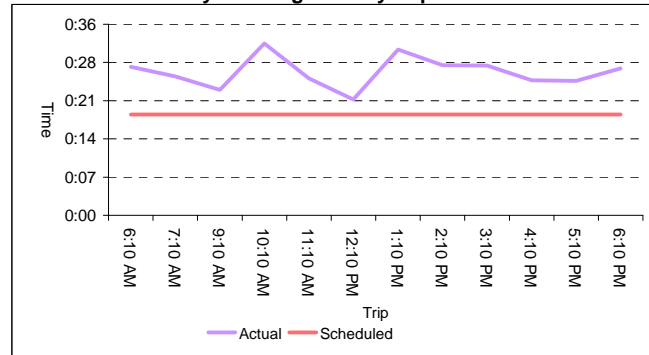
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

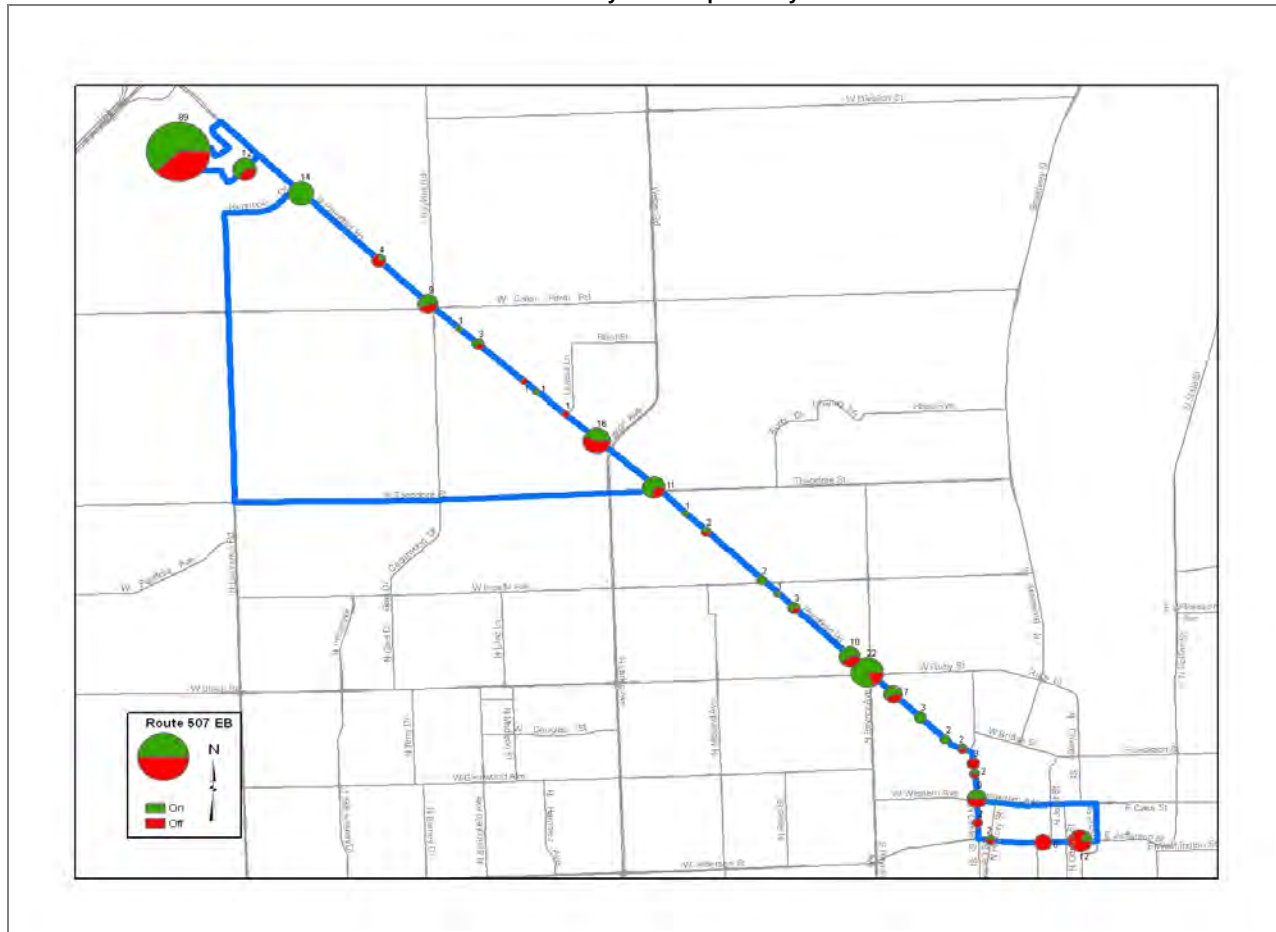


Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 507 Performance Overview

Route 507 Weekday Ridership Activity Distribution



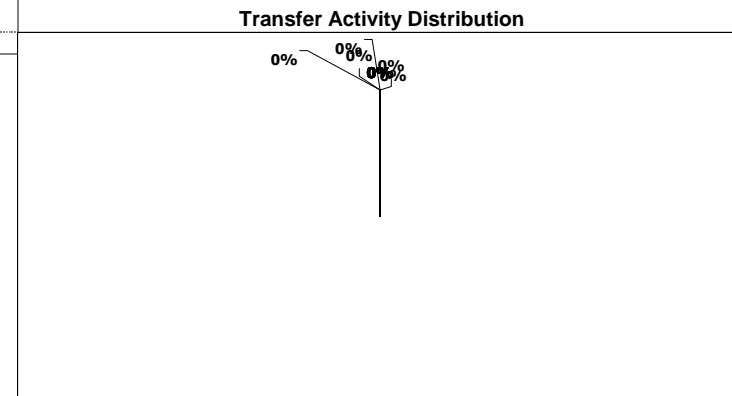
Pace South Cook - Will Initiative Route 507 Performance Overview



Pace South Cook - Will Initiative Route 507 Performance Overview

Route 507	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	55.4%	8.2%	36.4%		100.0%	-	0.0%
By Direction							
Eastbound	69.6%	12.5%	17.9%				
Westbound	41.2%	3.9%	54.9%				
By Segment							
1 Louis Joliet Mall/Entrance 1 & 0 to Plainfield/Theodore & 0	48.1%		51.9%				
2 Plainfield/Theodore & 0 to Plainfield/Raynor/Black/Ruby & 0	55.6%	7.4%	37.0%				
3 Plainfield/Raynor/Black/Ruby & 0 to Jefferson/Chicago & 0	44.4%	25.9%	29.6%				
4							
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

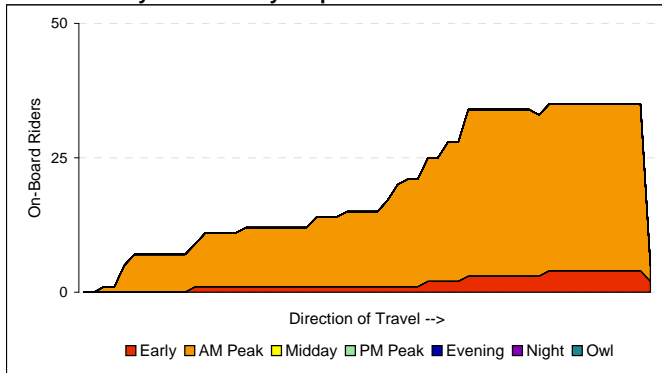


Pace South Cook - Will Initiative Route 750 Performance Overview

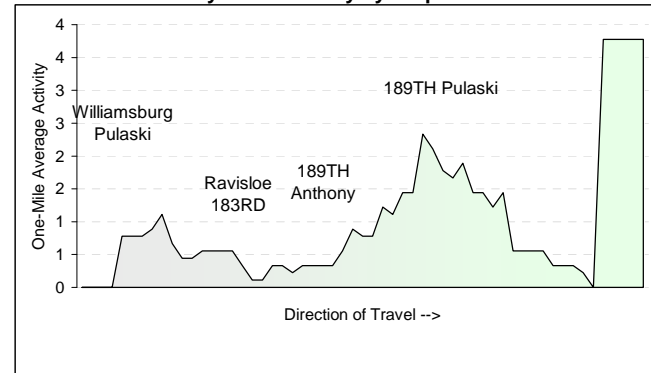
Route 750	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	72	61		2.3			30.9		35	Flossmoor Baythorne &
By Direction											
Eastbound	40	35		1.0			40.0		35	Flossmoor Baythorne &	E
Westbound	32	26		1.3			24.0		28	Flossmoor Metra Station &	W
By Segment											
1 Provincetown Pulaski & 0 to Fairway Ravisloe & 0	7	5		0.3			21.0				
2 Fairway Ravisloe & 0 to Loretto 189TH & 0	6	1		0.3			18.0				
3 Loretto 189TH & 0 to Pulaski Flossmoor & 0	18	16		0.3			54.0				
4 Pulaski Flossmoor & 0 to Flossmoor Metra Station & 0	41	39		1.7			24.6				
5											
6											
7											
By Time Period											
AM	35	32		1.0			35.0		31	Pulaski Flossmoor &	E
Midday											W
PM	10	8		0.3			30.0		7	Flossmoor Metra Station &	W
Eve	22	18		1.0			22.0		21	Flossmoor Metra Station &	W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 750 Performance Overview

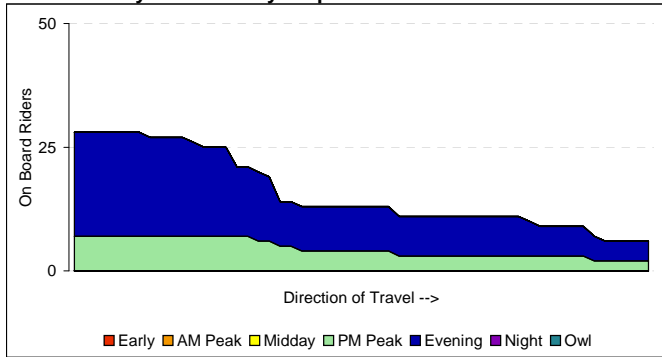
Weekday On-Board by Stop and Time Period Eastbound



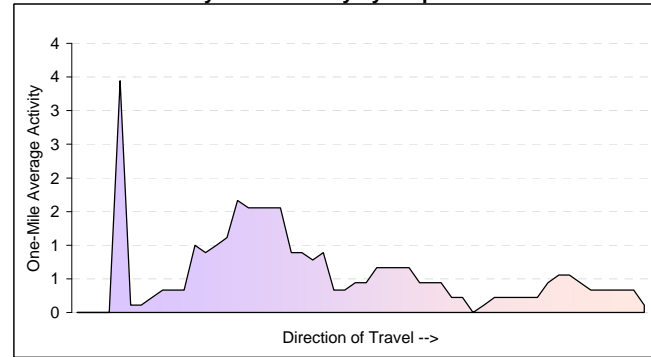
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound



Weekday Rider Activity by Stop Westbound

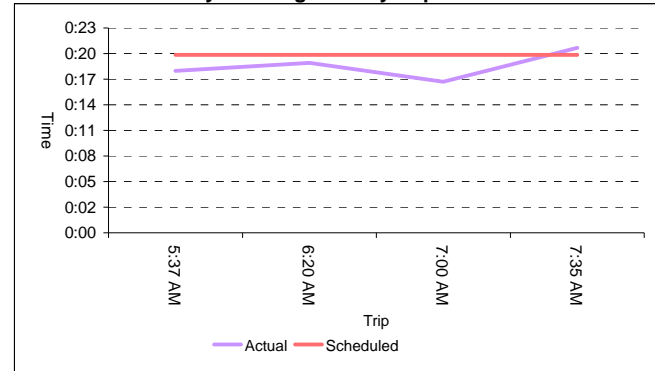


Pace South Cook - Will Initiative Route 750 Performance Overview

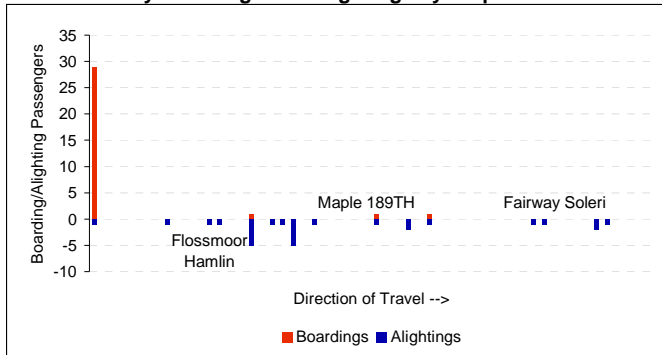
Weekday Boardings and Alightings by Stop Eastbound



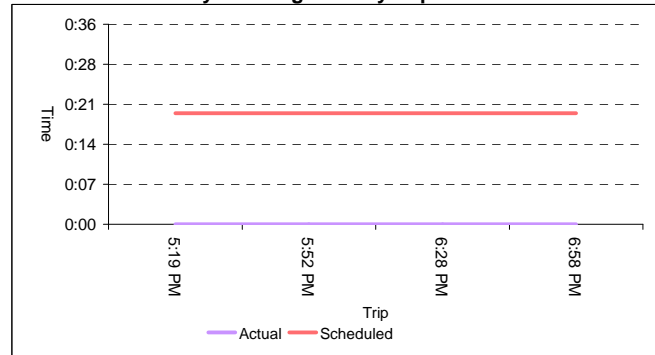
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

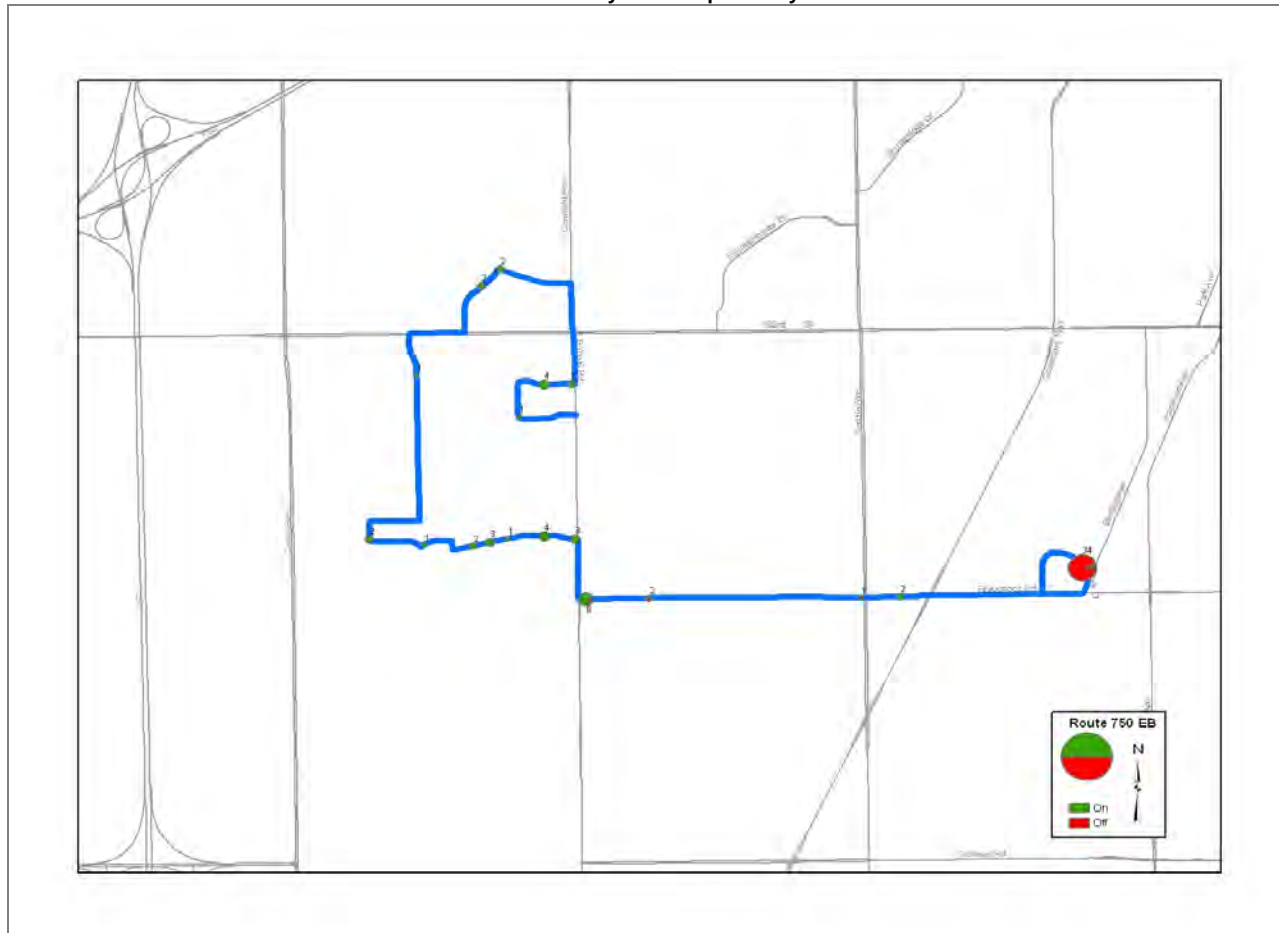


Weekday Running Time by Trip Westbound

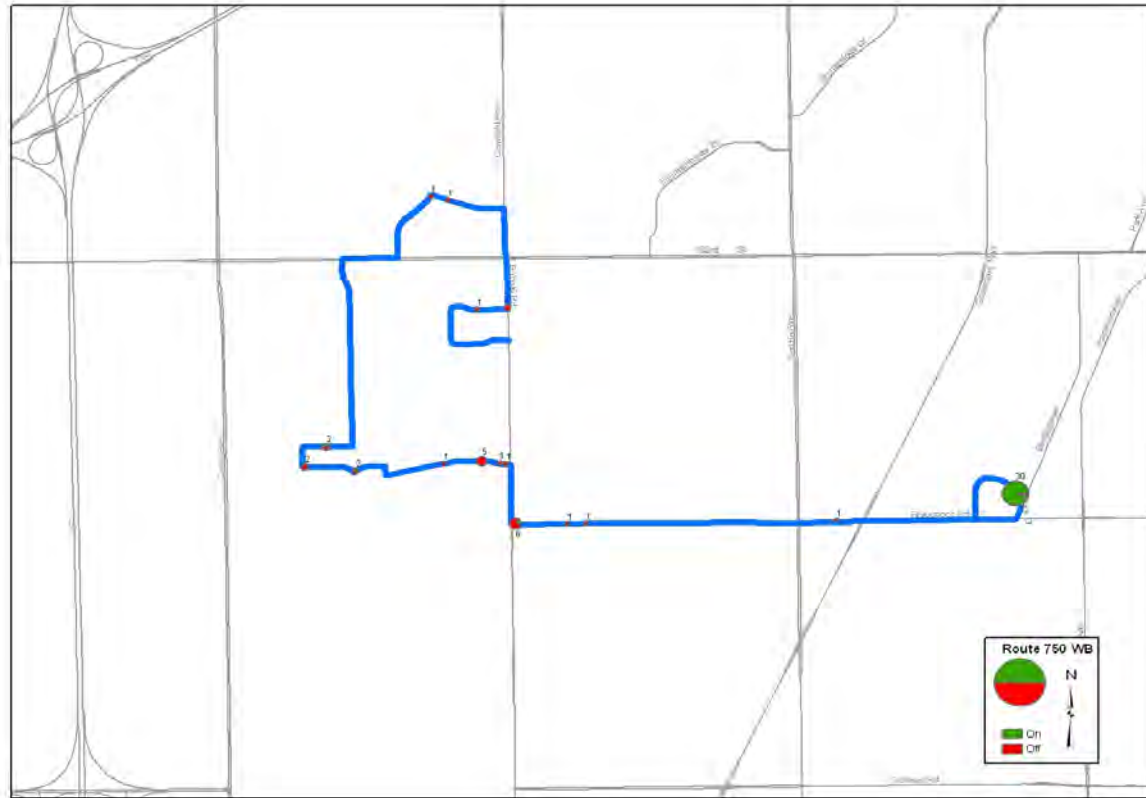


Pace South Cook - Will Initiative Route 750 Performance Overview

Route 750 Weekday Ridership Activity Distribution



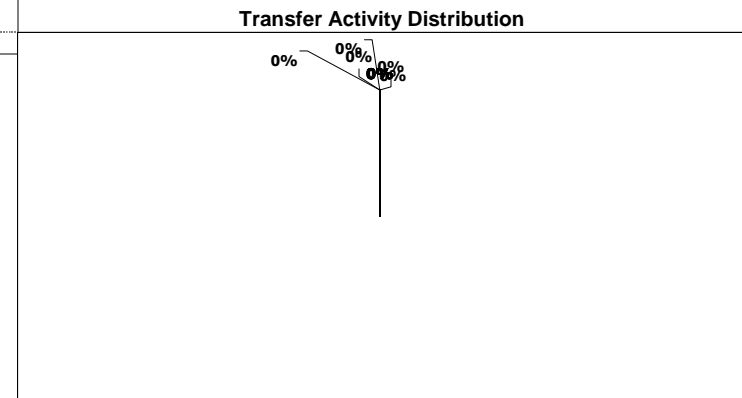
Pace South Cook - Will Initiative Route 750 Performance Overview



Pace South Cook - Will Initiative Route 750 Performance Overview

Route 750	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	55.0%	45.0%	0.0%		100.0%	-	0.0%
By Direction							
Eastbound	60.0%	40.0%	0.0%				
Westbound	50.0%	50.0%	0.0%				
By Segment							
1 Provincetown Pulaski & 0 to Fairway Ravisloe & 0	25.0%	75.0%					
2 Fairway Ravisloe & 0 to Loretto 189TH & 0	50.0%	50.0%					
3 Loretto 189TH & 0 to Pulaski Flossmoor & 0	50.0%	50.0%					
4 Pulaski Flossmoor & 0 to Flossmoor Metra Station & 0	100.0%						
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

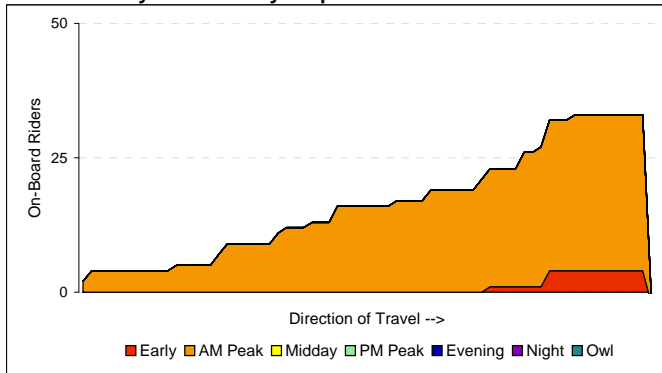


Pace South Cook - Will Initiative Route 753 Performance Overview

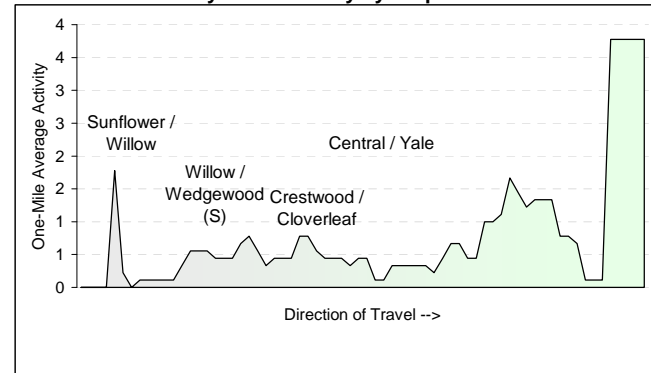
Route 753	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	68	76		2.6			26.5		33	Lincoln Hwy / Crawford / Gov. Hwy
By Direction											
Eastbound	40	41		1.1			36.4		33	Lincoln Hwy / Crawford / Gov. Hwy	E
Westbound	28	35		1.5			19.1		20	211th St. / Metra Station &	W
By Segment											
1 Sunflower / Ridgeland & 0 to Willow / Woodgate & 0	11	11		0.3			41.3				
2 Willow / Woodgate & 0 to Central / Notre Dame & 0	11	12		0.4			28.7				
3 Central / Notre Dame & 0 to Lincoln Hwy / Lindenwood & 0	5	11		0.3			15.8				
4 Lincoln Hwy / Lindenwood & 0 to 211th St. / Metra Station & 0	41	42		1.9			21.4				
5											
6											
7											
By Time Period											
AM	33	32		1.1			30.0		29	Lincoln Hwy / Crawford / Gov. Hwy	E
Midday											W
PM	19	22		0.7			25.9		13	211th St. / Metra Station &	W
Eve	9	13		0.7			12.3		7	211th St. / Metra Station &	W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 753 Performance Overview

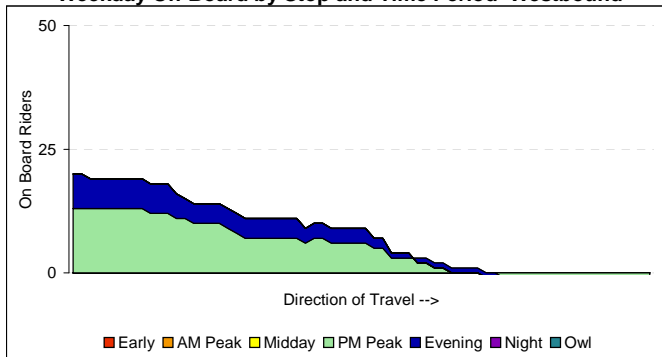
Weekday On-Board by Stop and Time Period Eastbound



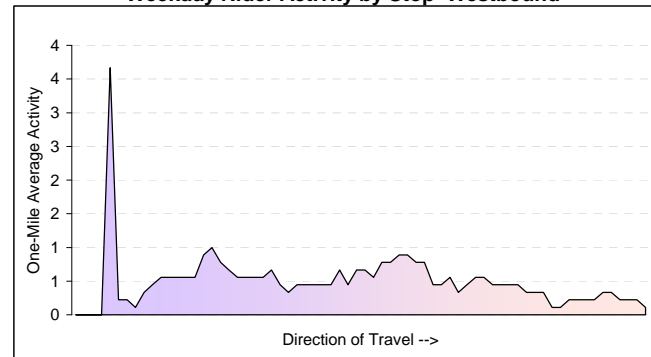
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

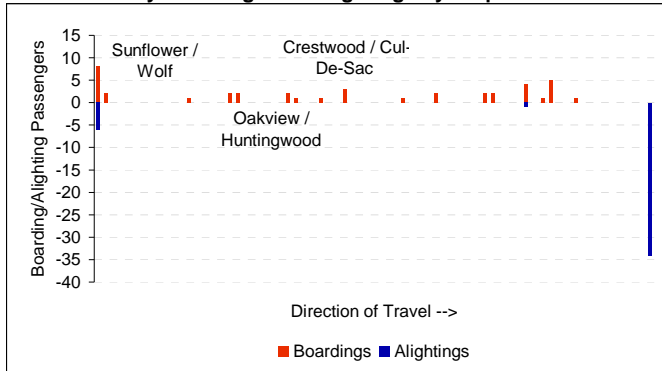


Weekday Rider Activity by Stop Westbound

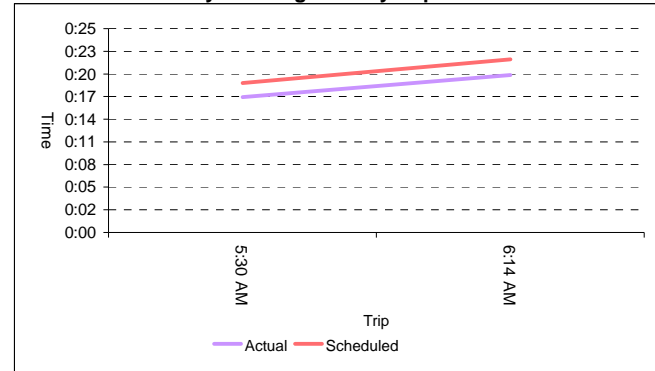


Pace South Cook - Will Initiative Route 753 Performance Overview

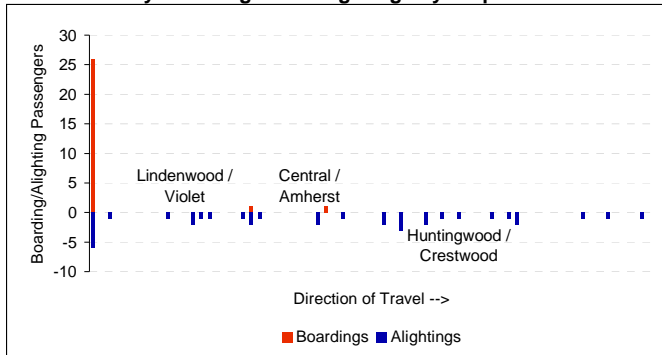
Weekday Boardings and Alightings by Stop Eastbound



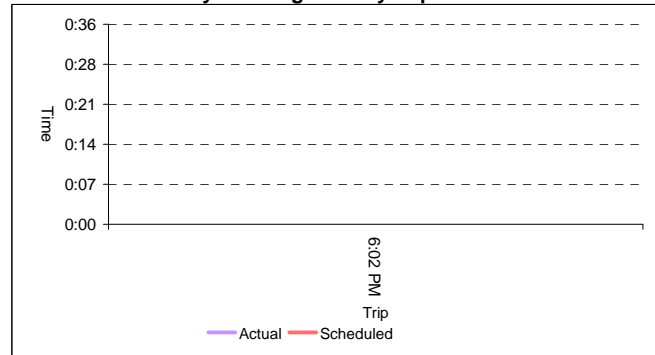
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound

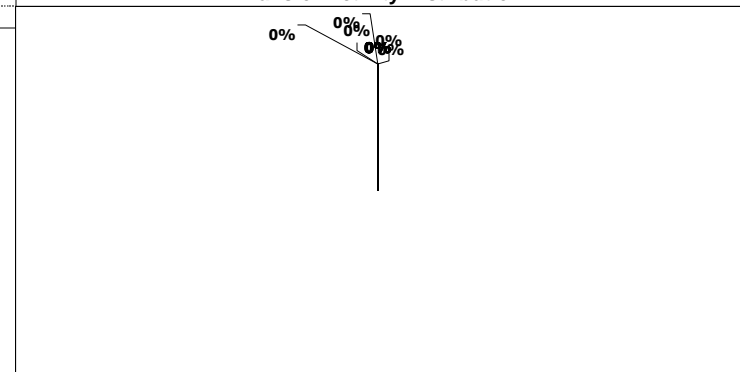


Pace South Cook - Will Initiative Route 753 Performance Overview

Route 753	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	75.0%	25.0%	0.0%		100.0%	-	
By Direction							
Eastbound	100.0%						
Westbound	50.0%	50.0%	0.0%				
By Segment							
1 Sunflower / Ridgeland & 0 to Willow / Woodgate & 0	100.0%						
2 Willow / Woodgate & 0 to Central / Notre Dame & 0	100.0%						
3 Central / Notre Dame & 0 to Lincoln Hwy / Lindenwood & 0	100.0%						
4 Lincoln Hwy / Lindenwood & 0 to 211th St. / Metra Station & 0	75.0%	25.0%					
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ 175	\$ -		\$ -	\$ 2.57

Transfer Activity Distribution

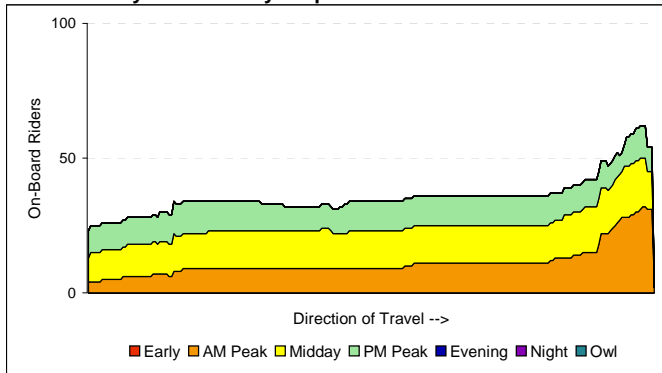


Pace South Cook - Will Initiative Route 831 Performance Overview

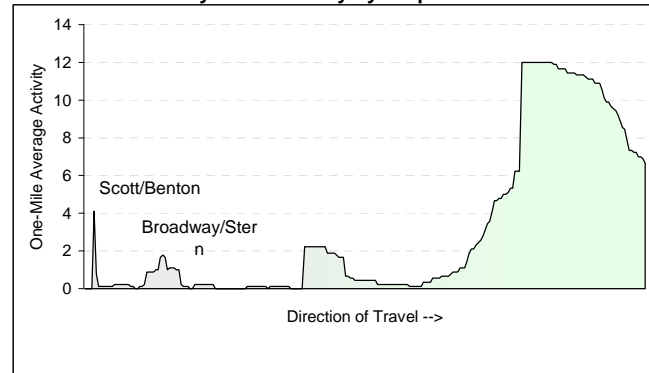
Route 831	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	190	199		12.2			15.5		62	63rd/Lawler &
By Direction											
Northbound	92	97		5.4			17.2		62	63rd/Lawler &	N
Southbound	98	102		6.9			14.2		56	Cicero/63rd &	S
By Segment											
1 Washington/Scott/Joliet Union Station & 0 to Stateville Prison & 0	38	53		1.5			25.6				
2 Stateville Prison & 0 to 9th/State & 0	6	8		1.0			5.9				
3 9th/State & 0 to 63rd/Harlem & 0	44	45		7.8			5.6				
4 63rd/Harlem & 0 to Midway CTA Station & 0	102	93		1.9			53.7				
5											
6											
7											
By Time Period											
AM	51	48		2.6			19.4		32	63rd/Lavergne &	N
Midday	72	69		5.5			13.1		24	63rd/Mobile &	S
PM	54	66		2.7			20.0		25	Cicero/63rd &	S
Eve	13	16		1.4			9.4		5	Midway CTA Station &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 831 Performance Overview

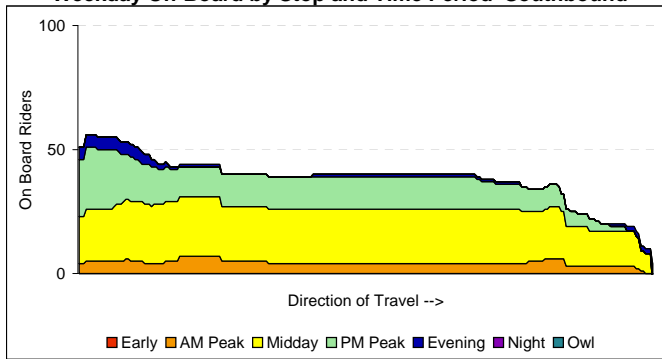
Weekday On-Board by Stop and Time Period Northbound



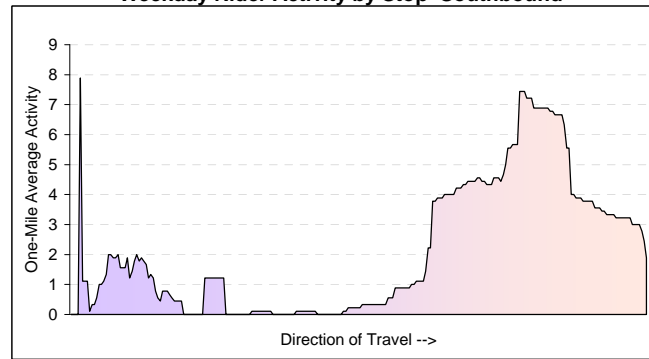
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound



Weekday Rider Activity by Stop Southbound

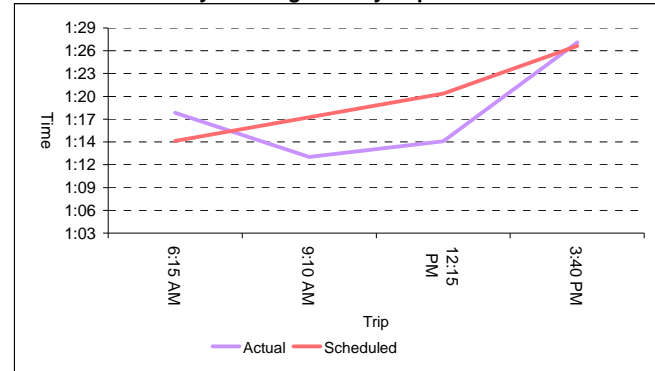


Pace South Cook - Will Initiative Route 831 Performance Overview

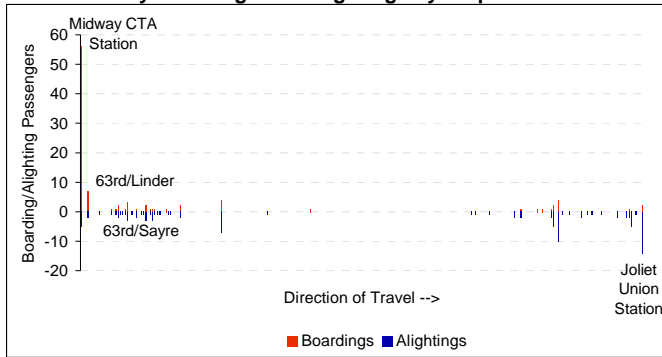
Weekday Boardings and Alightings by Stop Northbound



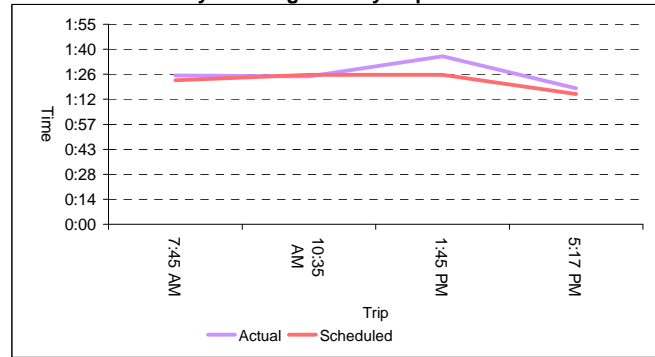
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

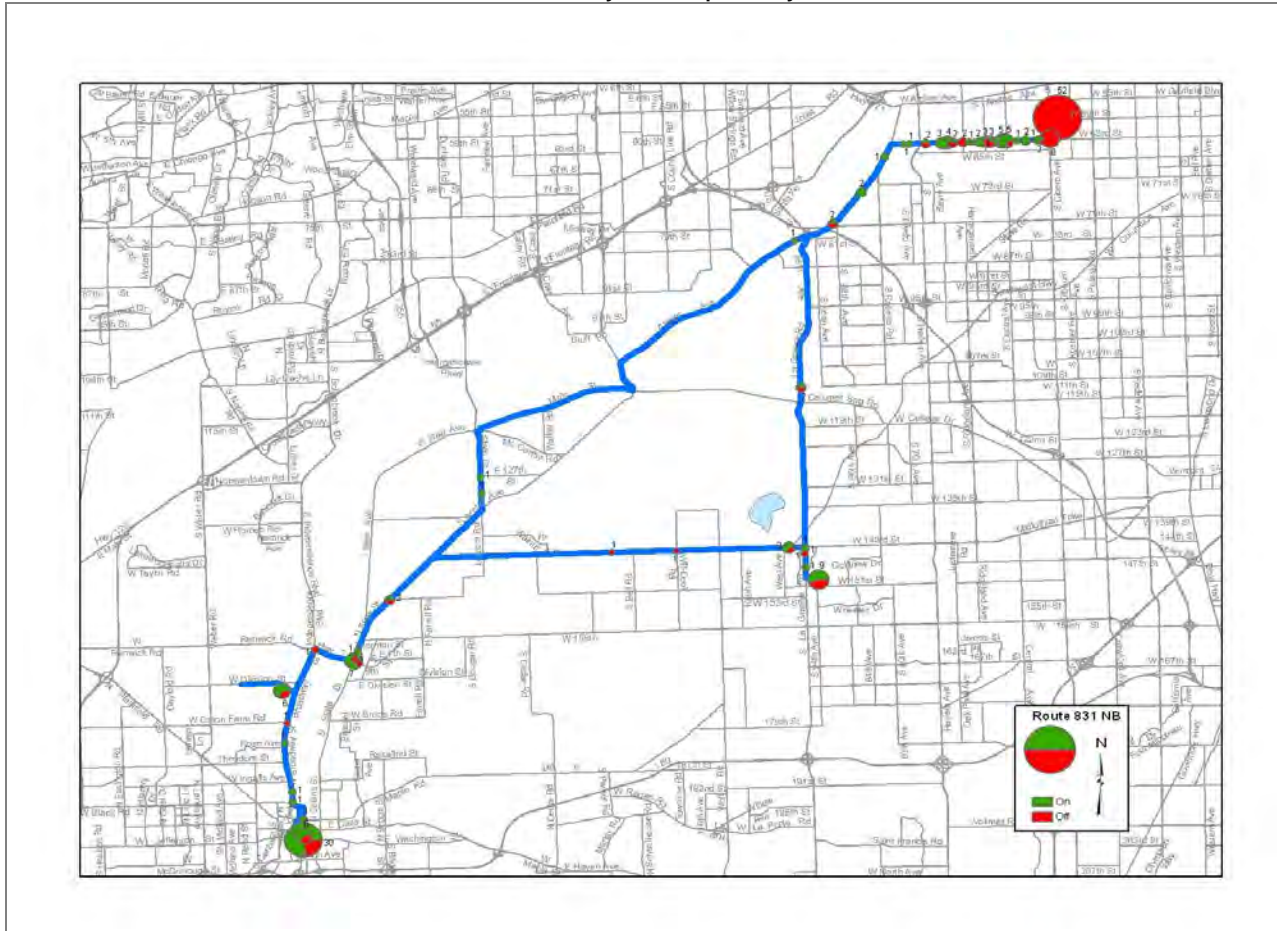


Weekday Running Time by Trip Southbound

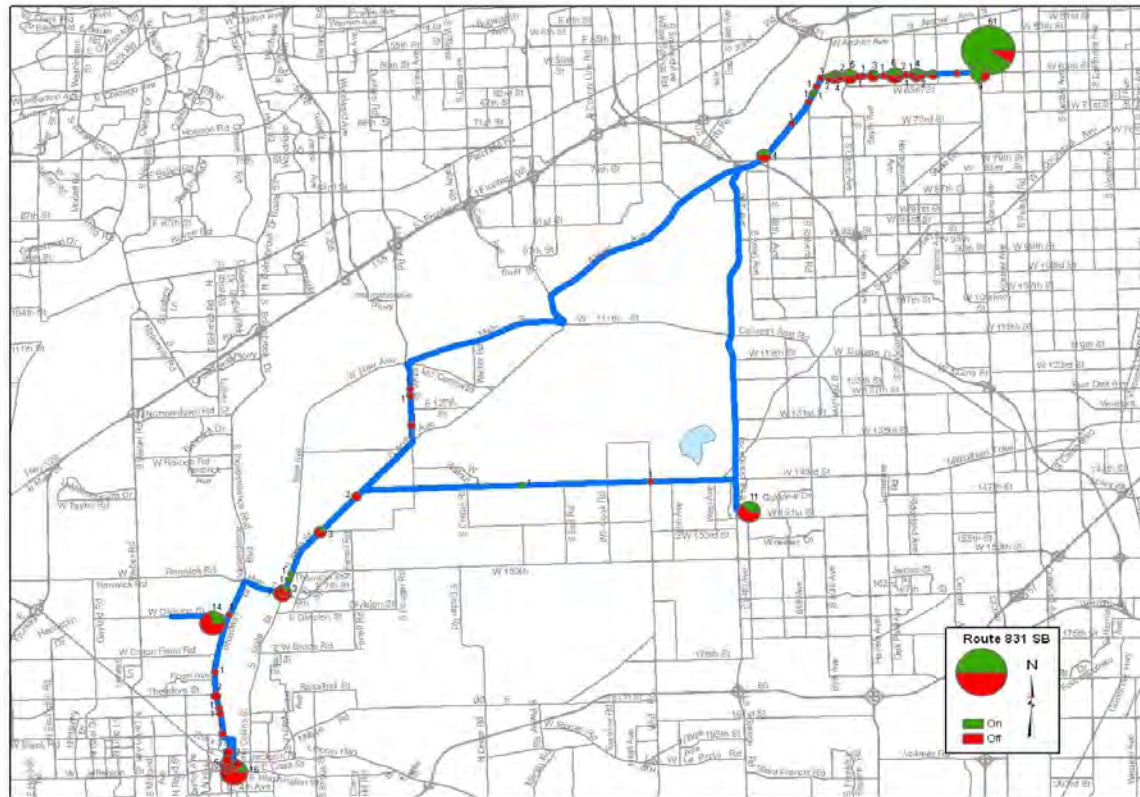


Pace South Cook - Will Initiative Route 831 Performance Overview

Route 831 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 831 Performance Overview

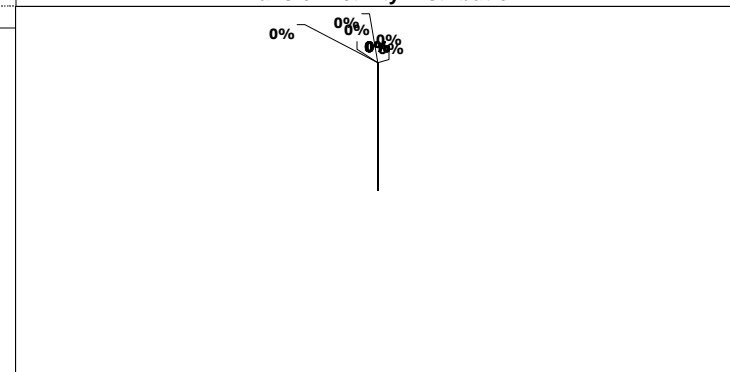


Pace South Cook - Will Initiative Route 831 Performance Overview

Route 831	Operations Summary					
	Schedule					
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour
Total	59.8%	14.4%	25.7%		100.0%	-
By Direction						
Northbound	63.2%	15.8%	21.1%			
Southbound	56.5%	13.0%	30.4%			
By Segment						
1 Washington/Scott/Joliet Union Station & 0 to Stateville Prison & 0	50.0%	12.5%	37.5%			
2 Stateville Prison & 0 to 9th/State & 0	66.7%		33.3%			
3 9th/State & 0 to 63rd/Harlem & 0	55.6%		44.4%			
4 63rd/Harlem & 0 to Midway CTA Station & 0	50.0%	37.5%	12.5%			
5						
6						
7						

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

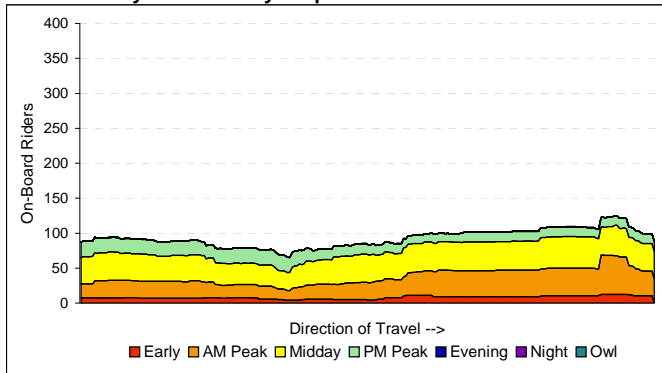


Pace South Cook - Will Initiative Route 834 Performance Overview

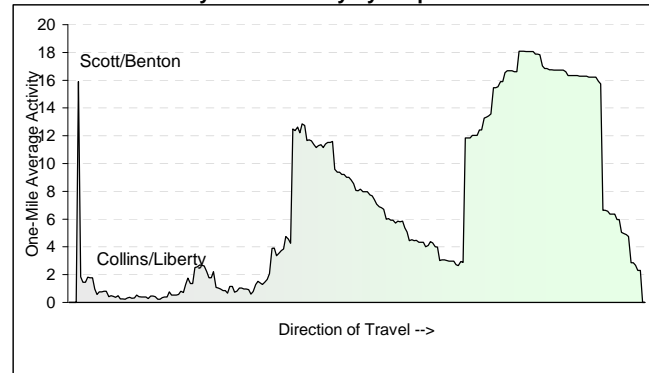
Route 834	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	662	459.5		15.2			43.5		203	State/18th &	S
By Direction											
Northbound	314.5	226		15.2			20.6		125	Main/Grant &	N
Southbound	347.5	233.5							203	State/18th &	S
By Segment											
1 Washington/Scott/Joliet Union Station & 0 to State/9th & 0	150.0	104.0		6.1			24.7				
2 State/9th & 0 to Lewis University/Administration Bldg. & 0	6.2	2.8		2.1			3.0				
3 Lewis University/Administration Bldg. & 0 to Rt. 53/Marquette & 0	136.2	29.5		4.4			30.6				
4 Rt. 53/Marquette & 0 to Briarcliff/Rt. 53 & 0	64.5	59.0		4.5			14.3				
5 Briarcliff/Rt. 53 & 0 to Janes/83rd & 0	50.2	44.5		4.9			10.2				
6 Janes/83rd & 0 to Main/Burlington/Downers Grove Metra Station & 0	93.2	75.8		7.4			12.7				
7 Main/Burlington/Downers Grove Metra Station & 0 to Yorktown Center / J.C. F	161.8	143.8		4.9			33.0				
By Time Period											
AM	147.667	109.5		4.3			34.5		56	Main/Burlington/Downers Grove M	N
Midday	247.5	207.5		7.2			34.3		51	Main/Grove &	S
PM	223.167	96.7		3.7			59.8		130	Lewis University/Administration Bld	S
Eve	17	20.5							11	75th/Pace Sign/Windsor Lakes &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 834 Performance Overview

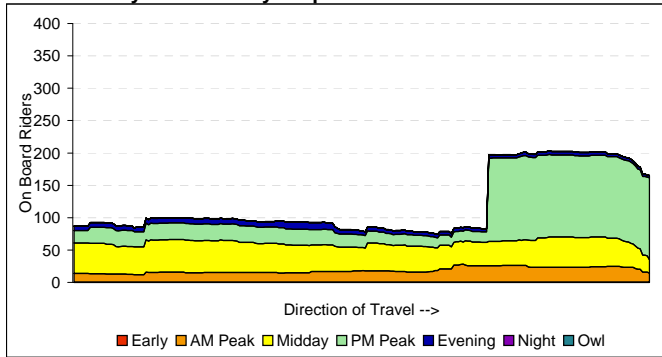
Weekday On-Board by Stop and Time Period Northbound



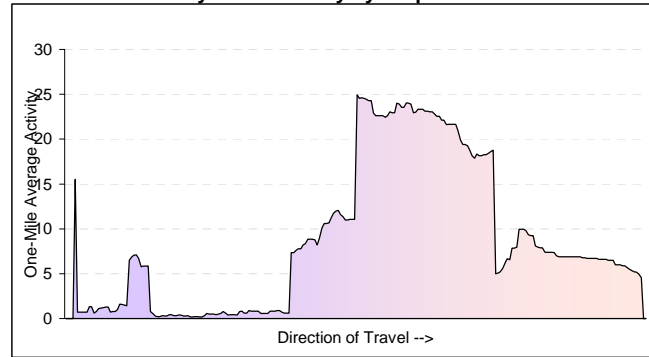
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

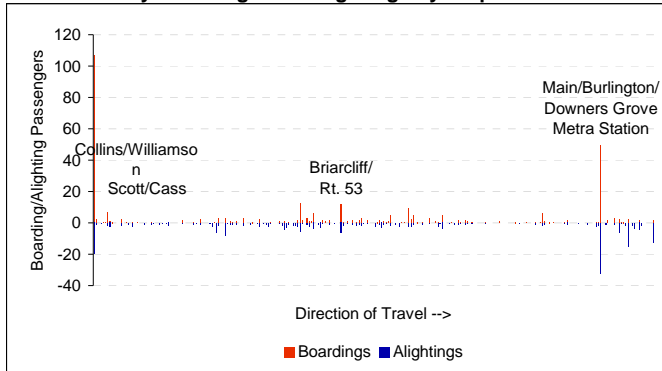


Weekday Rider Activity by Stop Southbound

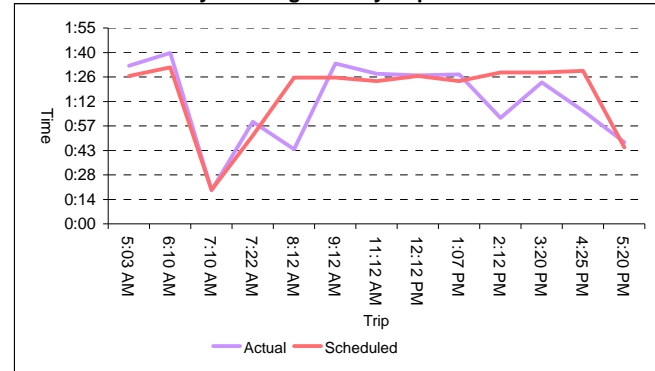


Pace South Cook - Will Initiative Route 834 Performance Overview

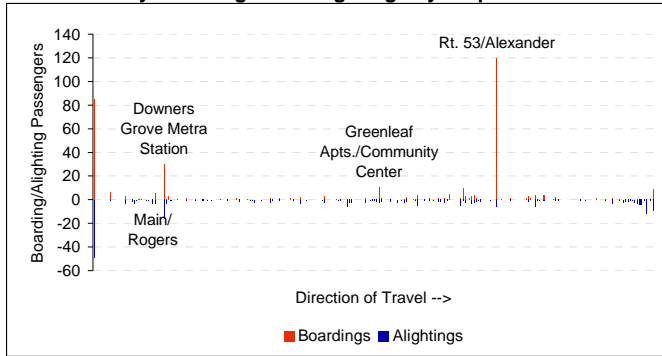
Weekday Boardings and Alightings by Stop Northbound



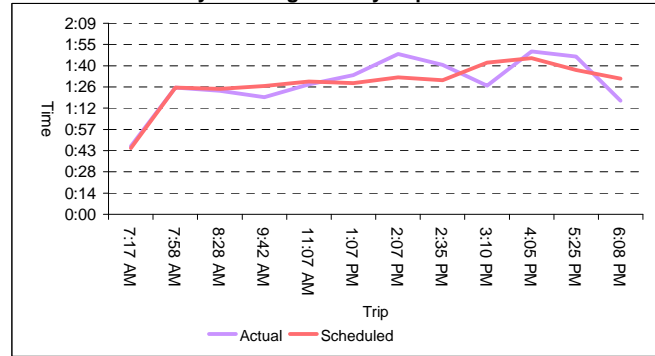
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

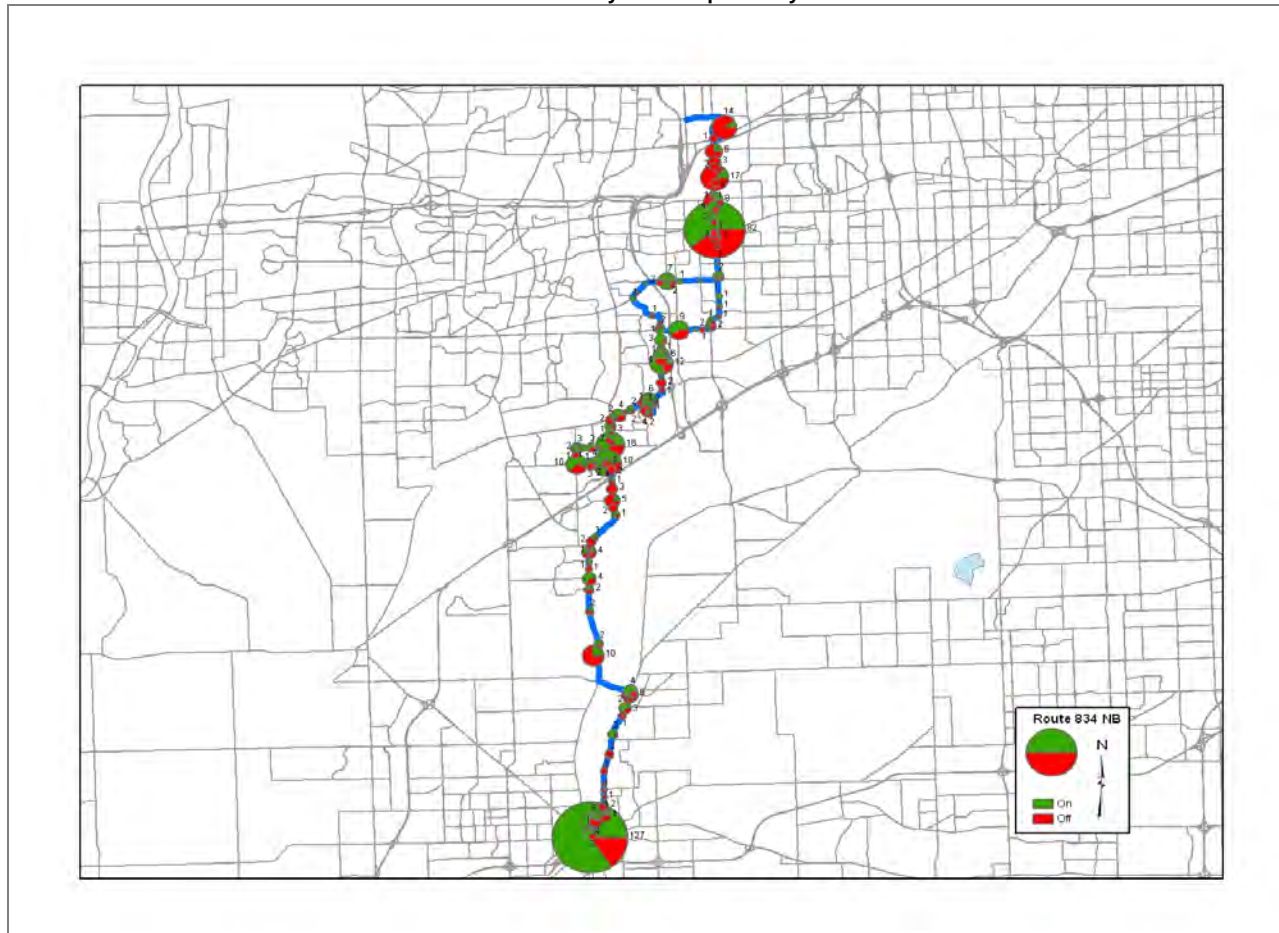


Weekday Running Time by Trip Southbound

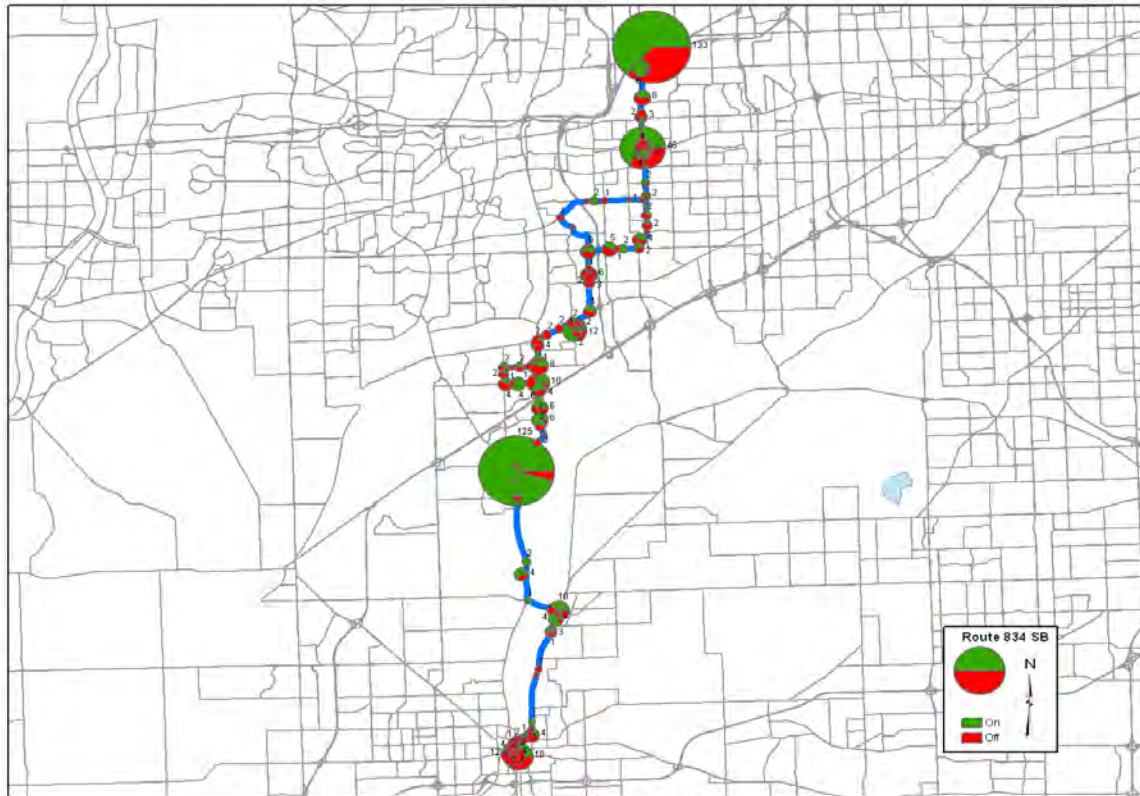


Pace South Cook - Will Initiative Route 834 Performance Overview

Route 834 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 834 Performance Overview

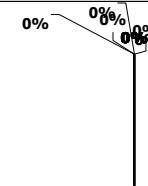


Pace South Cook - Will Initiative Route 834 Performance Overview

Route 834	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	57.5%	11.7%	30.8%		100.0%	-	
By Direction							
Northbound	61.2%	4.7%	34.1%				
Southbound	53.8%	18.7%	27.5%				
By Segment							
1 Washington/Scott/Joliet Union Station & 0 to State/9th & 0	56.5%	17.4%	26.1%				
2 State/9th & 0 to Lewis University/Administration Bldg. & 0	60.9%	17.4%	21.7%				
3 Lewis University/Administration Bldg. & 0 to Rt. 53/Marquette & 0	50.0%	13.6%	36.4%				
4 Rt. 53/Marquette & 0 to Briarcliff/Rt. 53 & 0	72.7%		27.3%				
5 Briarcliff/Rt. 53 & 0 to Janes/83rd & 0	45.5%	4.5%	50.0%				
6 Janes/83rd & 0 to Main/Burlington/Downers Grove Metra Station & 0	50.0%	13.6%	36.4%				
7 Main/Burlington/Downers Grove Metra Station & 0 to Yorktown Center / J.C. P	40.9%	13.6%	45.5%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

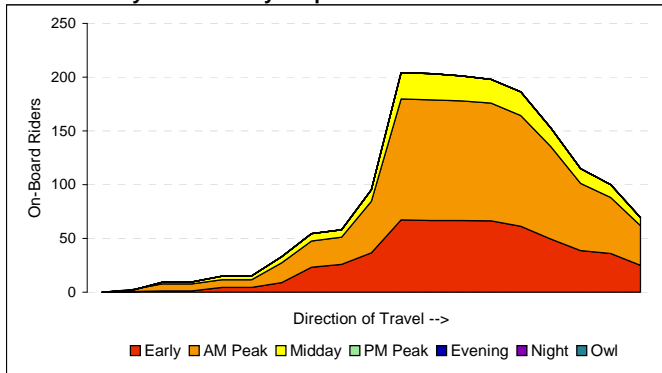


Pace South Cook - Will Initiative Route 835 Performance Overview

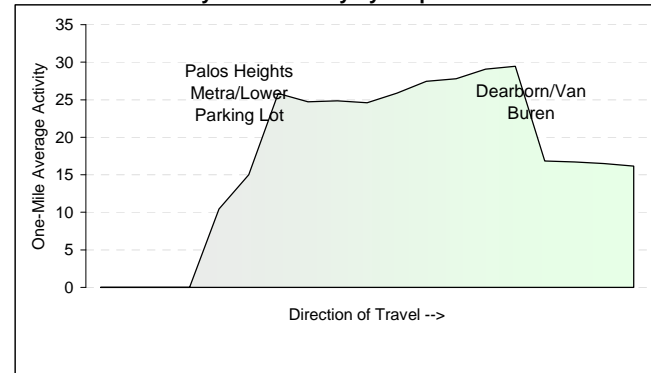
Route 835	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	338	281							204	Yourell/52nd Ave./Oak Lawn Metra	N
By Direction											
Northbound	235	166							204	Yourell/52nd Ave./Oak Lawn Metra	N
Southbound	102	115							96	Cicero/95th &	S
By Segment											
1 179th St. Metra Station & 0 to 153rd St. Metra Station & 0	1	1		0.2			2.3				
2 153rd St. Metra Station & 0 to Orland Square/Denny's & 0	11	22		1.0			11.2				
3 Orland Square/Denny's & 0 to Palos Heights Metra Station & 0	16	10		3.6			4.3				
4 Palos Heights Metra Station & 0 to Yourell/52nd Ave./Oak Lawn Metra Station	91	98		5.5			16.5				
5 Yourell/52nd Ave./Oak Lawn Metra Station & 0 to Monroe/Wabash & 0	220	150		15.5			14.1				
6											
7											
By Time Period											
AM	130	93							112	Yourell/52nd Ave./Oak Lawn Metra	N
Midday	50	46							25	Yourell/52nd Ave./Oak Lawn Metra	N
PM	61	65							59	Cicero/95th &	S
Eve	27	31							27	Adams/Canal/Union Station &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 835 Performance Overview

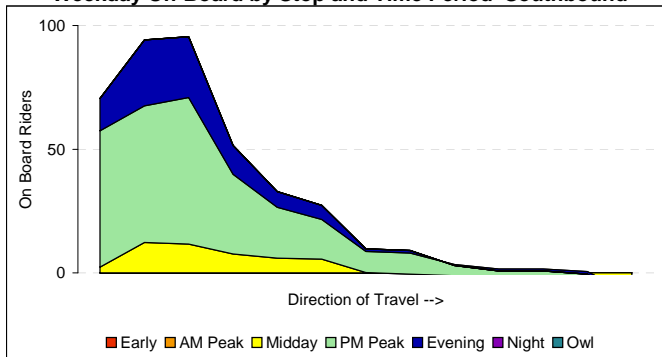
Weekday On-Board by Stop and Time Period Northbound



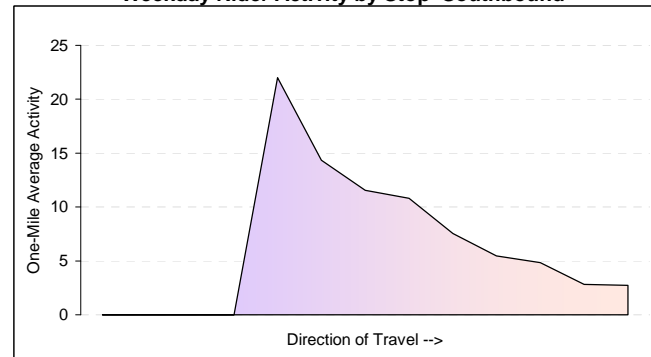
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

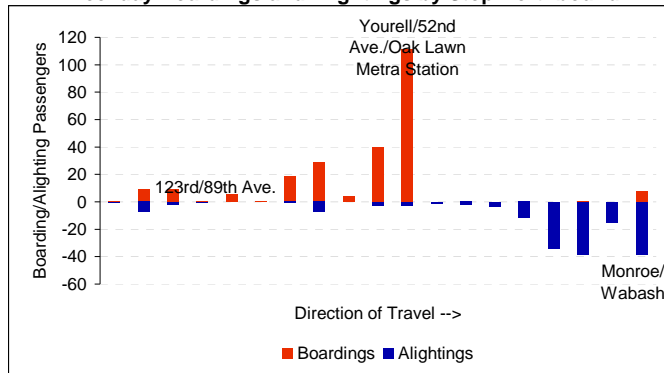


Weekday Rider Activity by Stop Southbound

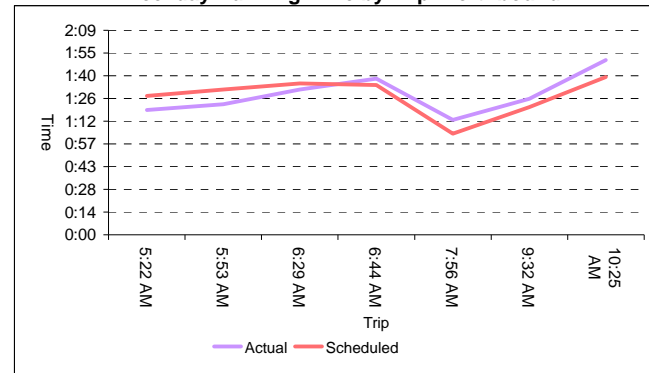


Pace South Cook - Will Initiative Route 835 Performance Overview

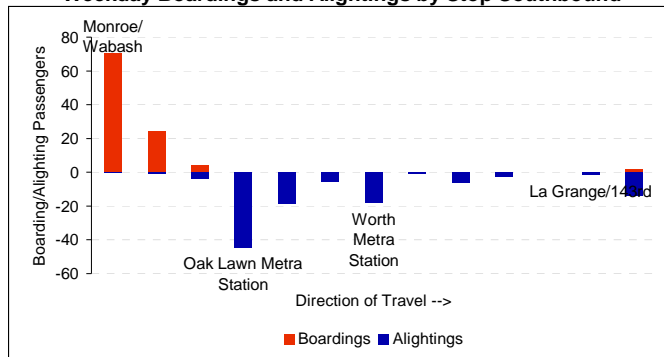
Weekday Boardings and Alightings by Stop Northbound



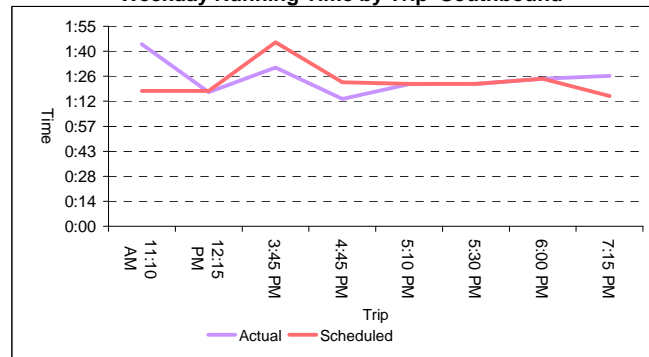
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

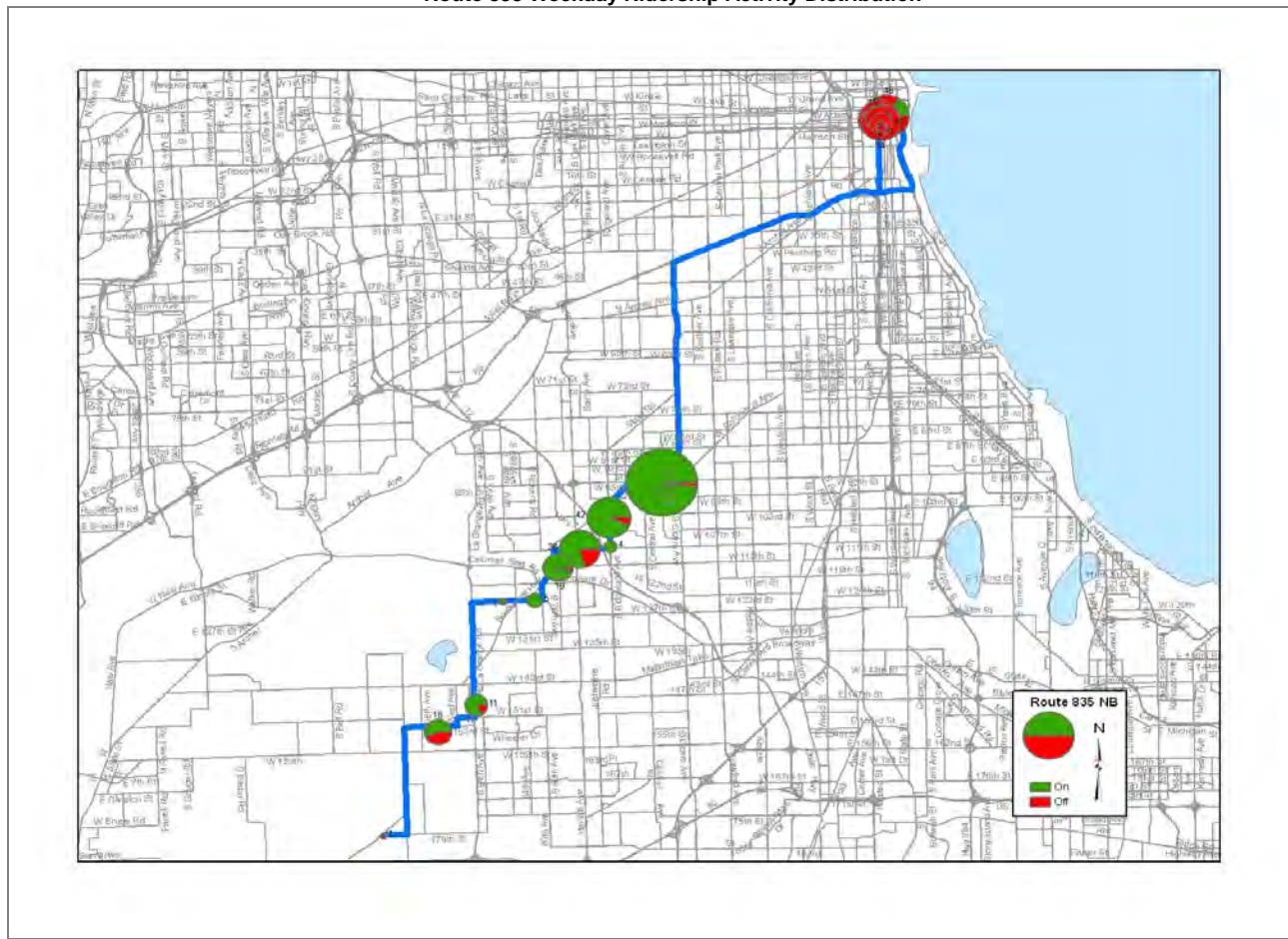


Weekday Running Time by Trip Southbound

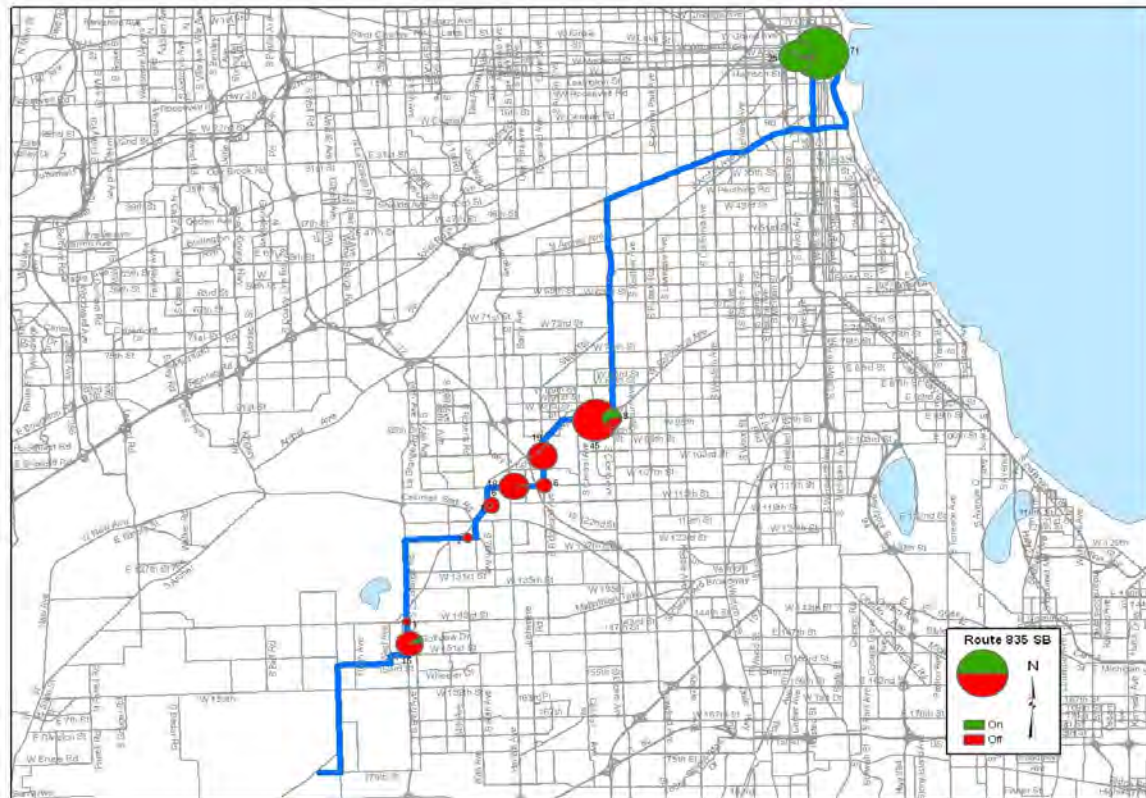


Pace South Cook - Will Initiative Route 835 Performance Overview

Route 835 Weekday Ridership Activity Distribution



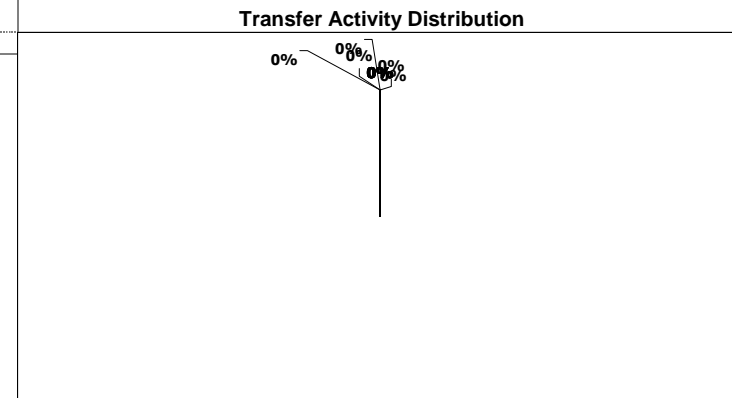
Pace South Cook - Will Initiative Route 835 Performance Overview



Pace South Cook - Will Initiative Route 835 Performance Overview

Route 835	Operations Summary		
	Schedule		
Weekday Line Profile	% On-Time	% Early	% Late
	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour
	Recovery Hours / Revenue Hour		
Total	69.3%	14.8%	15.9%
By Direction			
Northbound	38.6%	29.5%	31.8%
Southbound	100.0%		
By Segment			
1 179th St. Metra Station & 0 to 153rd St. Metra Station & 0	50.0%	33.3%	16.7%
2 153rd St. Metra Station & 0 to Orland Square/Denny's & 0	71.4%	14.3%	14.3%
3 Orland Square/Denny's & 0 to Palos Heights Metra Station & 0	55.6%	27.8%	16.7%
4 Palos Heights Metra Station & 0 to Yourell/52nd Ave./Oak Lawn Metra Station	44.4%	33.3%	22.2%
5 Yourell/52nd Ave./Oak Lawn Metra Station & 0 to Monroe/Wabash & 0	22.2%	55.6%	22.2%
6			
7			

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

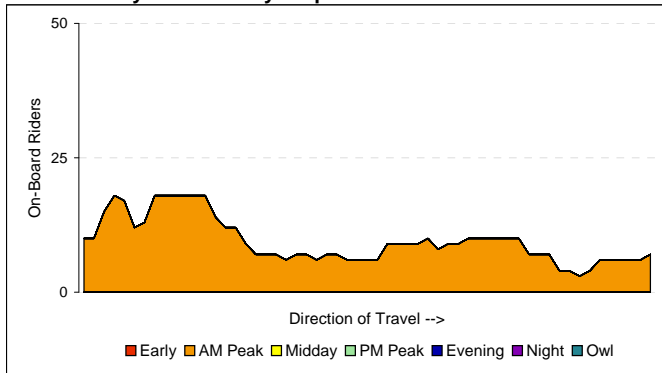


Pace South Cook - Will Initiative Route 877 Performance Overview

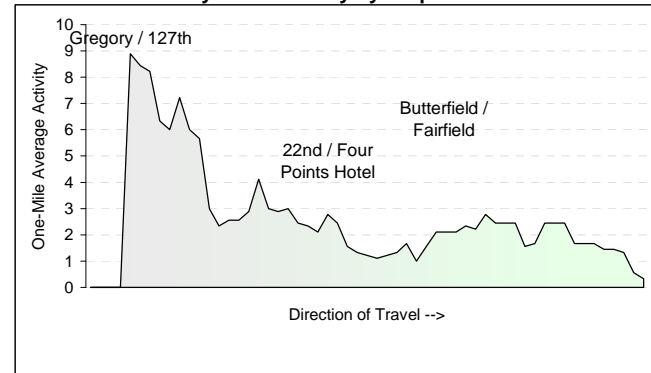
Route 877	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	161	152		15.2			10.6		29	York / Oak Brook Business Center	S
By Direction											
Northbound	88	89		6.3			13.9		18	154th / Dixie &	N
Southbound	73	63		8.8			8.3		29	York / Oak Brook Business Center	S
By Segment											
1 Homewood Park-n-Ride & 0 to South Holland Park-n-Ride & 0	8	1		0.5			16.6				
2 South Holland Park-n-Ride & 0 to Harvey Transportation Center & 0	5	10		1.0			5.0				
3 Harvey Transportation Center & 0 to Gregory / 127th & 0	23	25		2.3			10.1				
4 Gregory / 127th & 0 to York / 22nd & 0	35	34		7.0			5.0				
5 York / 22nd & 0 to Oak Brook Center / Marshall Field's & 0	20	19		1.2			17.1				
6 Oak Brook Center / Marshall Field's & 0 to Yorktown Center / J.C. Penney & 0	34	27		1.8			19.4				
7 Yorktown Center / J.C. Penney & 0 to Branding / Finley & 0	10	16		1.0			10.2				
By Time Period											
AM	88	89		6.3			13.9		18	154th / Dixie &	N
Midday											S
PM	53	44		5.2			10.3		44	York / Oak Brook Business Center	S
Eve	20	19		3.7			5.4		1	Homewood Park-n-Ride &	S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 877 Performance Overview

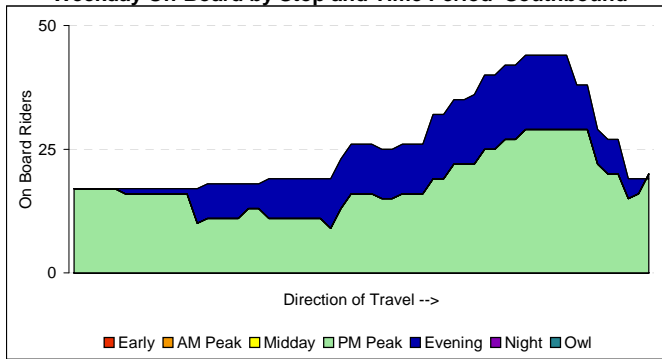
Weekday On-Board by Stop and Time Period Northbound



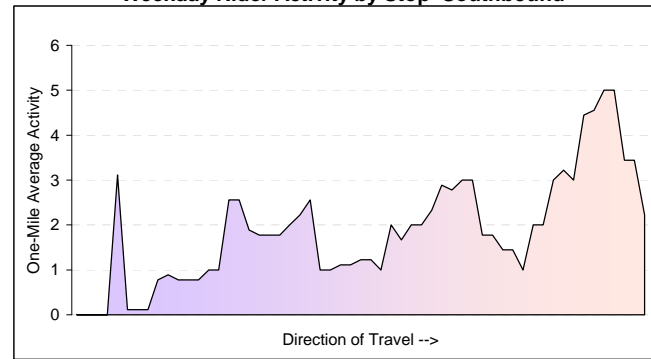
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

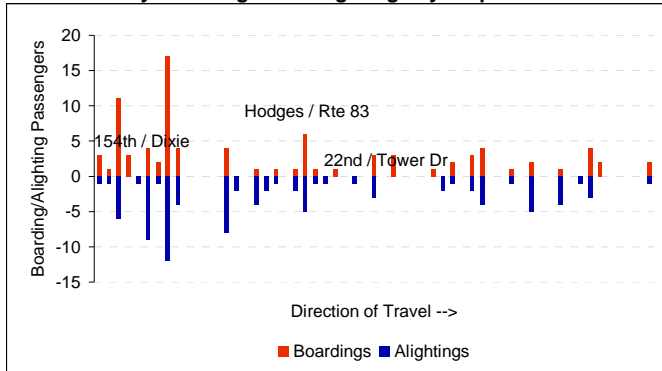


Weekday Rider Activity by Stop Southbound

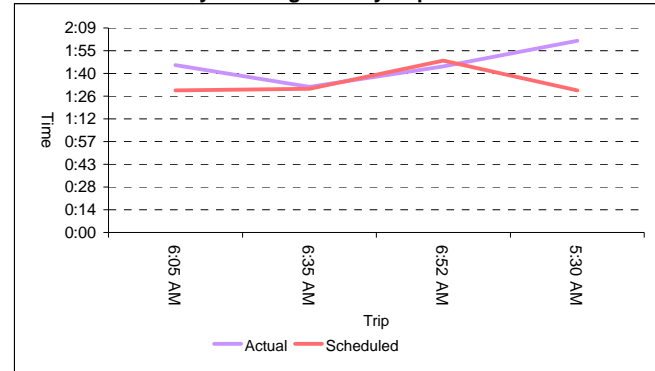


Pace South Cook - Will Initiative Route 877 Performance Overview

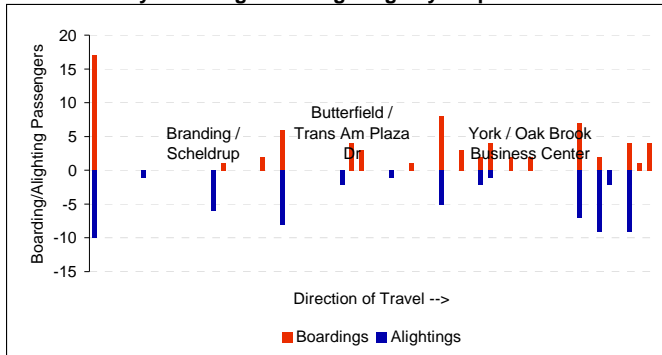
Weekday Boardings and Alightings by Stop Northbound



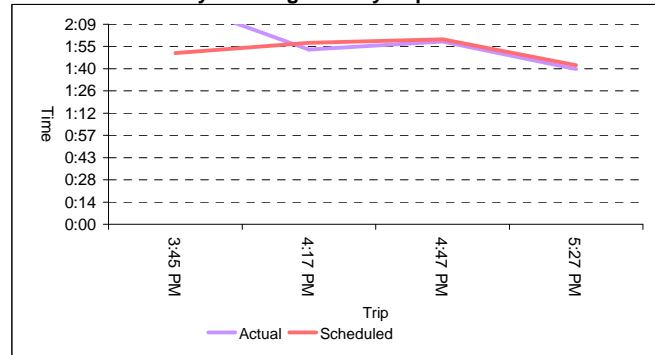
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound



Weekday Running Time by Trip Southbound



Pace South Cook - Will Initiative Route 877 Performance Overview

Route 877 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 877 Performance Overview

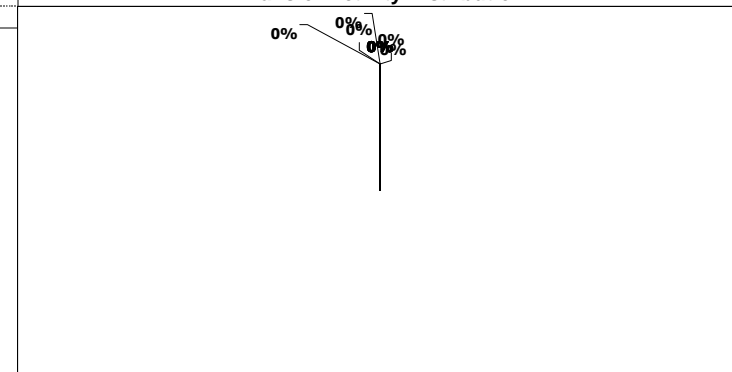


Pace South Cook - Will Initiative Route 877 Performance Overview

Route 877	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	56.1%	8.8%	35.1%		100.0%	-	0.0%
By Direction							
Northbound	47.1%	8.8%	44.1%				
Southbound	65.2%	8.7%	26.1%				
By Segment							
1 Homewood Park-n-Ride & 0 to South Holland Park-n-Ride & 0	33.3%	33.3%	33.3%				
2 South Holland Park-n-Ride & 0 to Harvey Transportation Center & 0	62.5%	25.0%	12.5%				
3 Harvey Transportation Center & 0 to Gregory / 127th & 0	44.4%		55.6%				
4 Gregory / 127th & 0 to York / 22nd & 0	33.3%		66.7%				
5 York / 22nd & 0 to Oak Brook Center / Marshall Field's & 0	33.3%	22.2%	44.4%				
6 Oak Brook Center / Marshall Field's & 0 to Yorktown Center / J.C. Penney & 0	44.4%	11.1%	44.4%				
7 Yorktown Center / J.C. Penney & 0 to Branding / Finley & 0	55.6%	11.1%	33.3%				

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

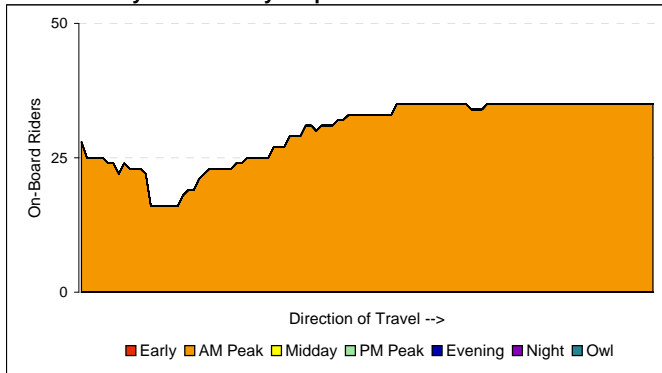


Pace South Cook - Will Initiative Route 888 Performance Overview

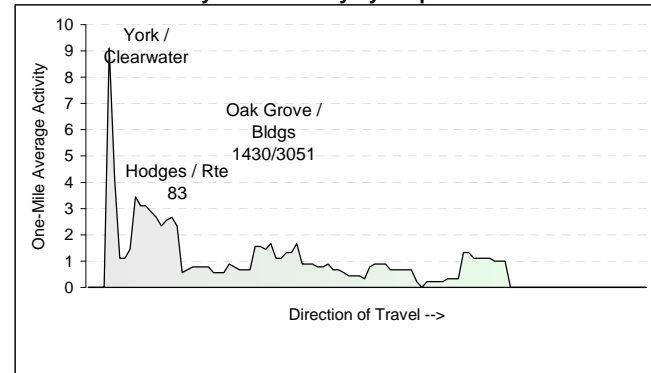
Route 888	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
	Total	123	125		6.9			17.8		35	Corporetum / Bldg 750 &
By Direction											
Northbound	80	77		3.5			22.6		35	Corporetum / Bldg 750 &	N
Southbound	43	48		3.4			12.7		19	York / 22nd &	S
By Segment											
1 South Holland Park-n-Ride & 0 to Homewood Park-n-Ride & 0	28	47		0.6			49.4				
2 Homewood Park-n-Ride & 0 to York / 22nd & 0	15	19		3.4			4.5				
3 York / 22nd & 0 to Oak Brook Center / Marshall Field's & 0	14	12		0.5			26.3				
4 Oak Brook Center / Marshall Field's & 0 to Yorktown Center / J.C. Penney & 0	24	20		0.7			32.7				
5 Yorktown Center / J.C. Penney & 0 to Branding / Finley & 0	10	5		0.4			23.1				
6 Branding / Finley & 0 to Woodcreek / Doubletree Hotel & 0	3	1		0.2			15.0				
7 Woodcreek / Doubletree Hotel & 0 to Lacey / Spiegel Bldg. & 0	8	5		0.2			40.0				
8 Lacey / Spiegel Bldg. & 0 to Corporetum / Bldgs 550/650 & 0	4	1		0.4			9.6				
9 Corporetum / Bldgs 550/650 & 0 to Western / AT&T Lisle Center & 0	17	15		0.5			36.4				
10				0.4							
By Time Period											
AM	80	77		3.5			22.6		35	Corporetum / Bldg 750 &	N
Midday											S
PM	43	48		3.4			12.7		19	York / 22nd &	S
Eve											S
Night											S
Owl											S

Pace South Cook - Will Initiative Route 888 Performance Overview

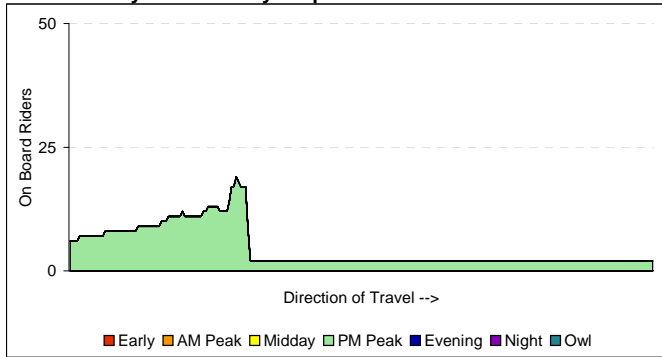
Weekday On-Board by Stop and Time Period Northbound



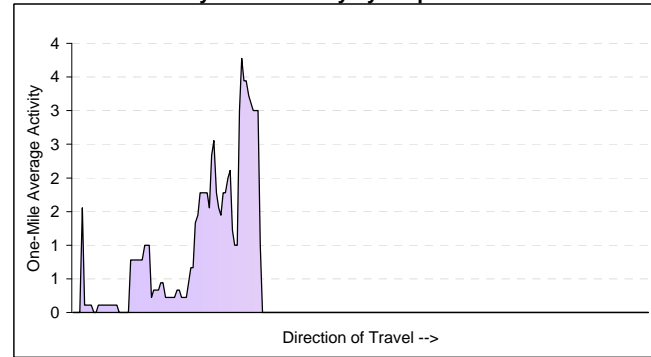
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound



Weekday Rider Activity by Stop Southbound

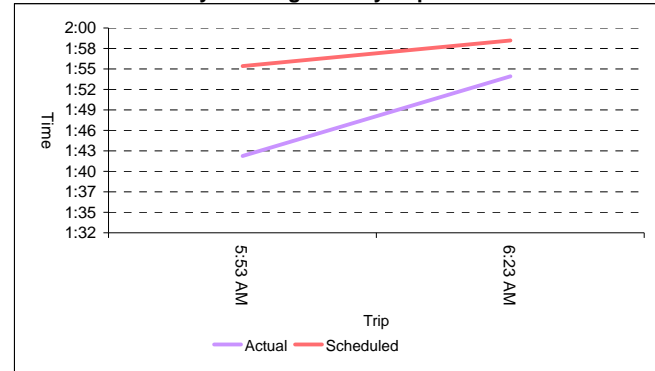


Pace South Cook - Will Initiative Route 888 Performance Overview

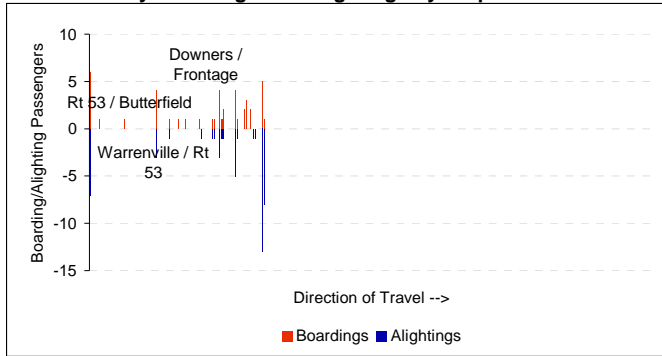
Weekday Boardings and Alightings by Stop Northbound



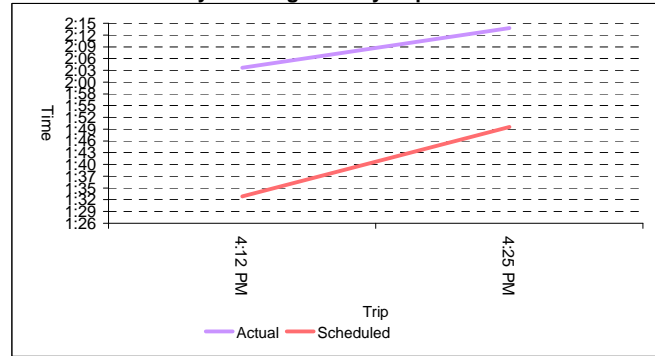
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound

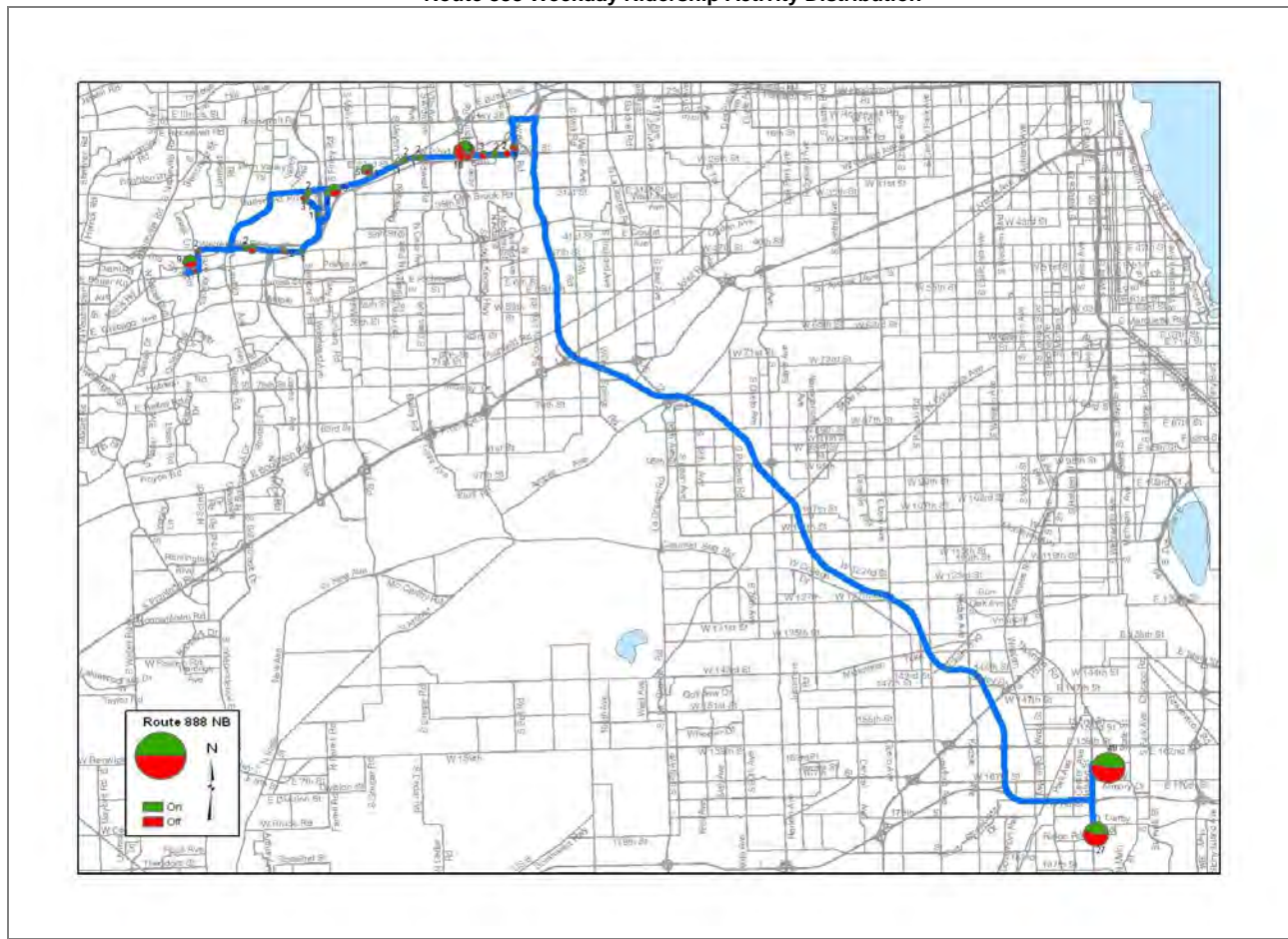


Weekday Running Time by Trip Southbound



Pace South Cook - Will Initiative Route 888 Performance Overview

Route 888 Weekday Ridership Activity Distribution

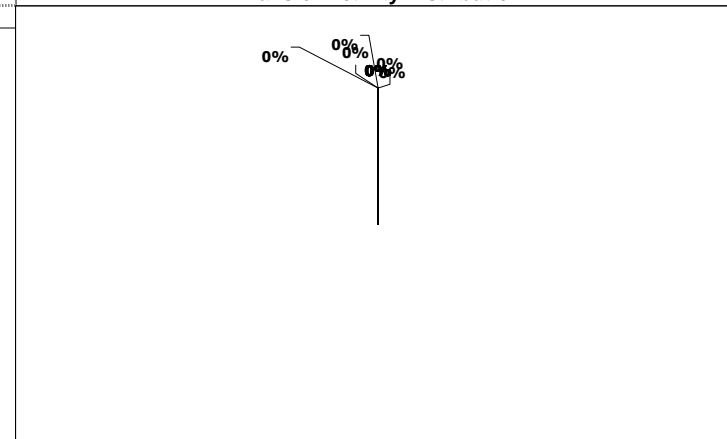


Pace South Cook - Will Initiative Route 888 Performance Overview

Route 888	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	39.7%	24.2%	36.1%		100.0%	-	
By Direction							
Northbound	35.0%	15.0%	50.0%				
Southbound	44.4%	33.3%	22.2%				
By Segment							
1 South Holland Park-n-Ride & 0 to Homewood Park-n-Ride & 0		50.0%	50.0%				
2 Homewood Park-n-Ride & 0 to York / 22nd & 0	25.0%		75.0%				
3 York / 22nd & 0 to Oak Brook Center / Marshall Field's & 0	75.0%		25.0%				
4 Oak Brook Center / Marshall Field's & 0 to Yorktown Center / J.C. Penney & 0	50.0%	25.0%	25.0%				
5 Yorktown Center / J.C. Penney & 0 to Branding / Finley & 0	25.0%	50.0%	25.0%				
6 Branding / Finley & 0 to Woodcreek / Doubletree Hotel & 0	25.0%	25.0%	50.0%				
7 Woodcreek / Doubletree Hotel & 0 to Lacey / Spiegel Bldg. & 0	50.0%		50.0%				
8 Lacey / Spiegel Bldg. & 0 to Corporetum / Bldgs 550/650 & 0	50.0%	25.0%	25.0%				
9 Corporetum / Bldgs 550/650 & 0 to Western / AT&T Lisle Center & 0	66.7%		33.3%				
10							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

Transfer Activity Distribution

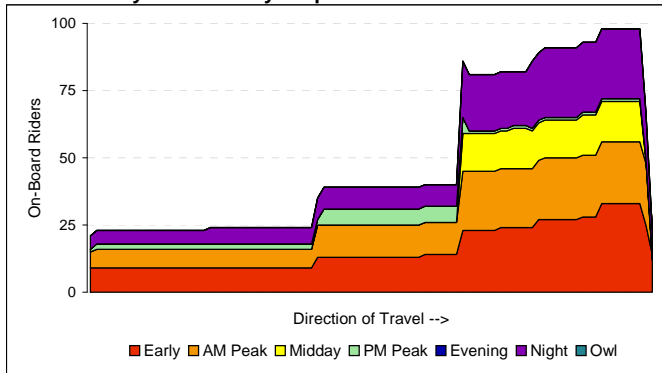


Pace South Cook - Will Initiative Route 890 Performance Overview

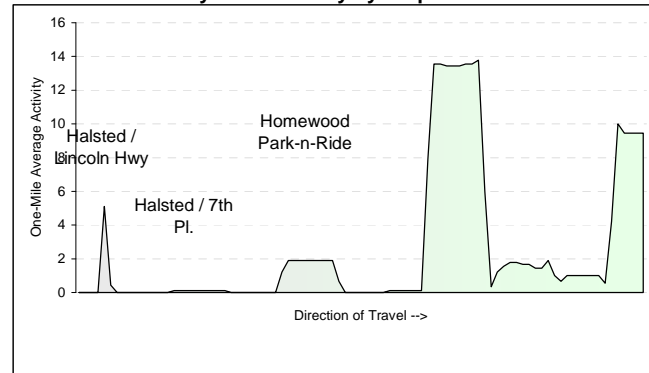
Route 890	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
Total	229	218		7.4			31.0		98	159th Dixie &	N
By Direction											
Northbound	149	147		3.6			41.0		98	159th Dixie &	N
Southbound	80	71		3.8			21.3		62	UPS / East Stop &	S
By Segment											
1 Chicago Heights Terminal & 0 to Halsted / Vollmer (SE) & 0	24	30		0.8			30.6				
2 Halsted / Vollmer (SE) & 0 to Homewood Park-n-Ride & 0	2	6		1.1			1.8				
3 Homewood Park-n-Ride & 0 to Harvey Transportation Center & 0	19	33		1.7			11.0				
4 Harvey Transportation Center & 0 to UPS / East Stop & 0	184	149		5.0			36.6				
5											
6											
7											
By Time Period											
AM	29	29		0.9			31.1		23	Wood 155th &	N
Midday	30	37		1.5			20.0		15	154th / Ashland &	N
PM	73	57		3.0			24.2		36	UPS / East Stop &	S
Eve											S
Night	52	48		1.9			26.9		26	Wood 155th &	N
Owl											S

Pace South Cook - Will Initiative Route 890 Performance Overview

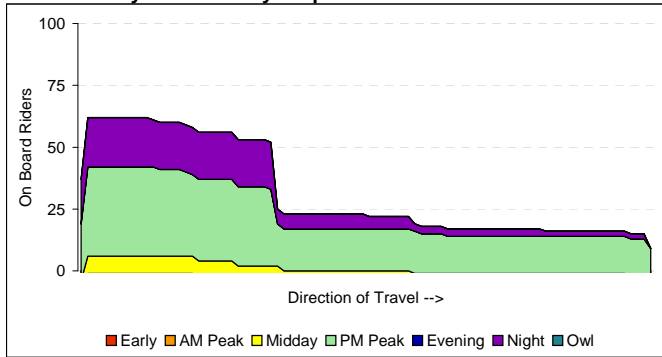
Weekday On-Board by Stop and Time Period Northbound



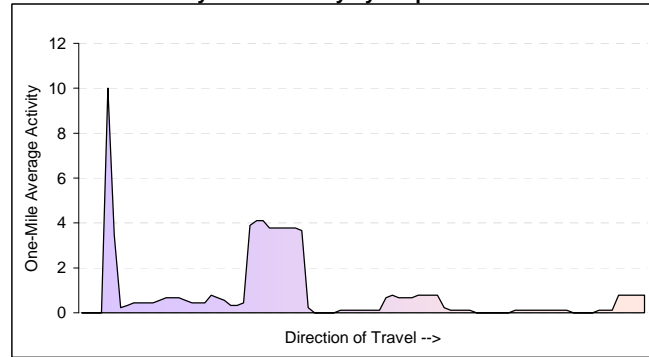
Weekday Rider Activity by Stop Northbound



Weekday On-Board by Stop and Time Period Southbound

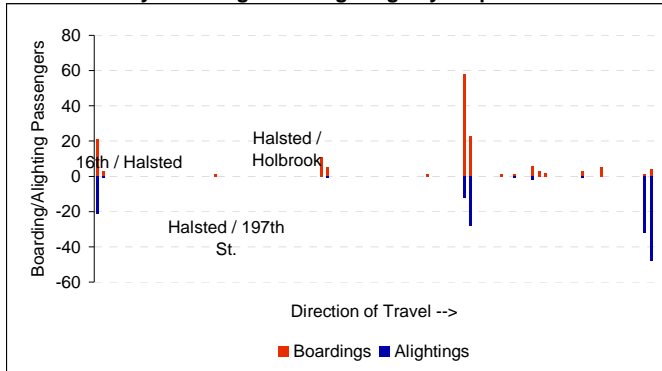


Weekday Rider Activity by Stop Southbound

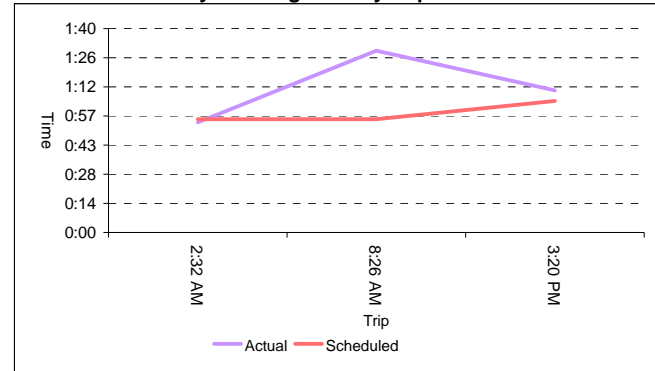


Pace South Cook - Will Initiative Route 890 Performance Overview

Weekday Boardings and Alightings by Stop Northbound



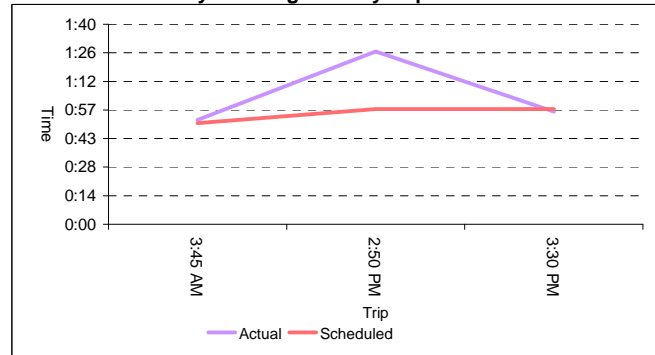
Weekday Running Time by Trip Northbound



Weekday Boardings and Alightings by Stop Southbound



Weekday Running Time by Trip Southbound



Pace South Cook - Will Initiative Route 890 Performance Overview

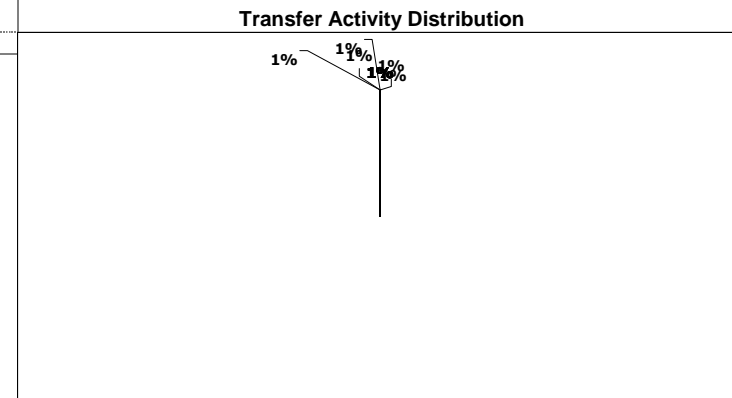
Route 890 Weekday Ridership Activity Distribution



Pace South Cook - Will Initiative Route 890 Performance Overview

Route 890	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	33.0%	31.5%	35.5%		100.0%	-	0.0%
By Direction							
Northbound	30.0%	35.0%	35.0%				
Southbound	36.0%	28.0%	36.0%				
By Segment							
1 Chicago Heights Terminal & 0 to Halsted / Vollmer (SE) & 0	55.6%	11.1%	33.3%				
2 Halsted / Vollmer (SE) & 0 to Homewood Park-n-Ride & 0	33.3%	33.3%	33.3%				
3 Homewood Park-n-Ride & 0 to Harvey Transportation Center & 0	33.3%	33.3%	33.3%				
4 Harvey Transportation Center & 0 to UPS / East Stop & 0	22.2%	22.2%	55.6%				
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

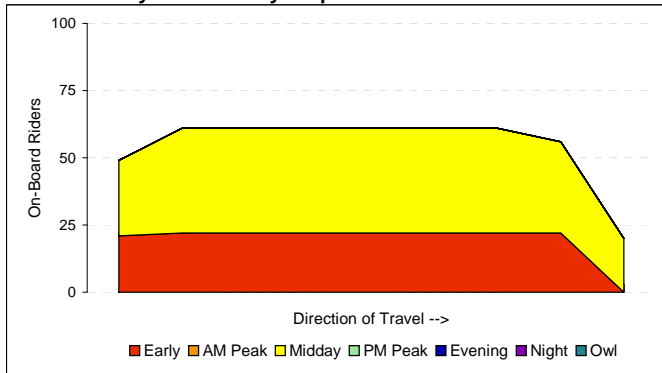


Pace South Cook - Will Initiative Route 891 Performance Overview

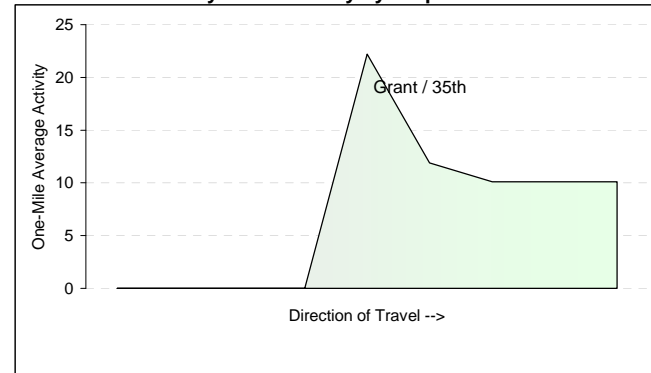
Route 891	Passenger Summary										
	Total					Productivity		Maximum On-Board Loading			
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	228
By Direction											
Eastbound	110	90		3.3			33.0		61	UPS / East Stop &	E
Westbound	118	101		1.7			70.8		66	Work One / Gary &	W
By Segment											
1 UPS / West Stop & 0 to Work One / Gary & 0	228	191		9.2			24.9				
2											
3											
4											
5											
6											
7											
By Time Period											
Early	114	86		5.0			22.8			Work One / Gary &	W
AM	23	26		0.8			27.6			Work One / Gary &	W
Midday	61	41		2.5			24.4	39		UPS / East Stop &	E
PM											W
Eve											W
Night	30	38		1.7			18.0	19		Work One / Gary &	W
Owl											W

Pace South Cook - Will Initiative Route 891 Performance Overview

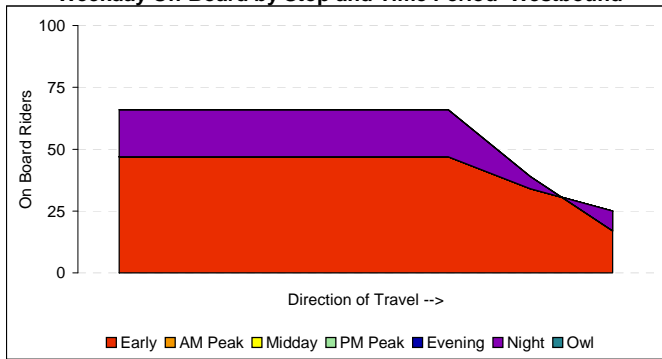
Weekday On-Board by Stop and Time Period Eastbound



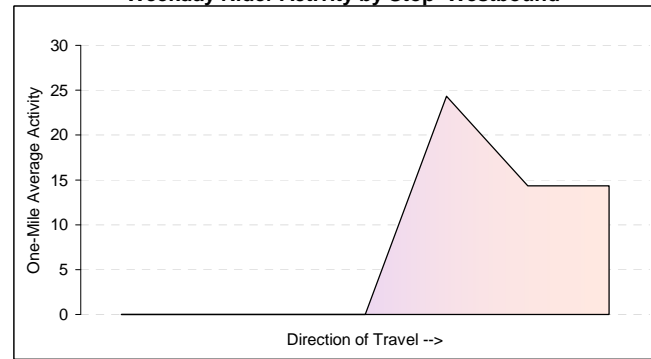
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound



Weekday Rider Activity by Stop Westbound

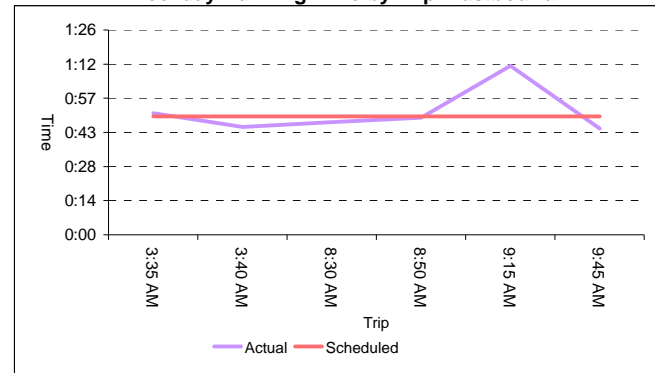


Pace South Cook - Will Initiative Route 891 Performance Overview

Weekday Boardings and Alightings by Stop Eastbound



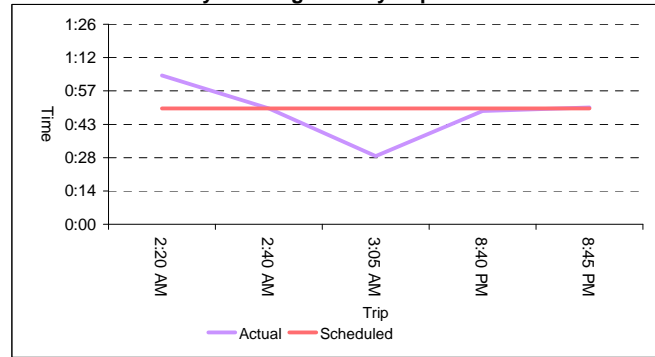
Weekday Running Time by Trip Eastbound



Weekday Boardings and Alightings by Stop Westbound

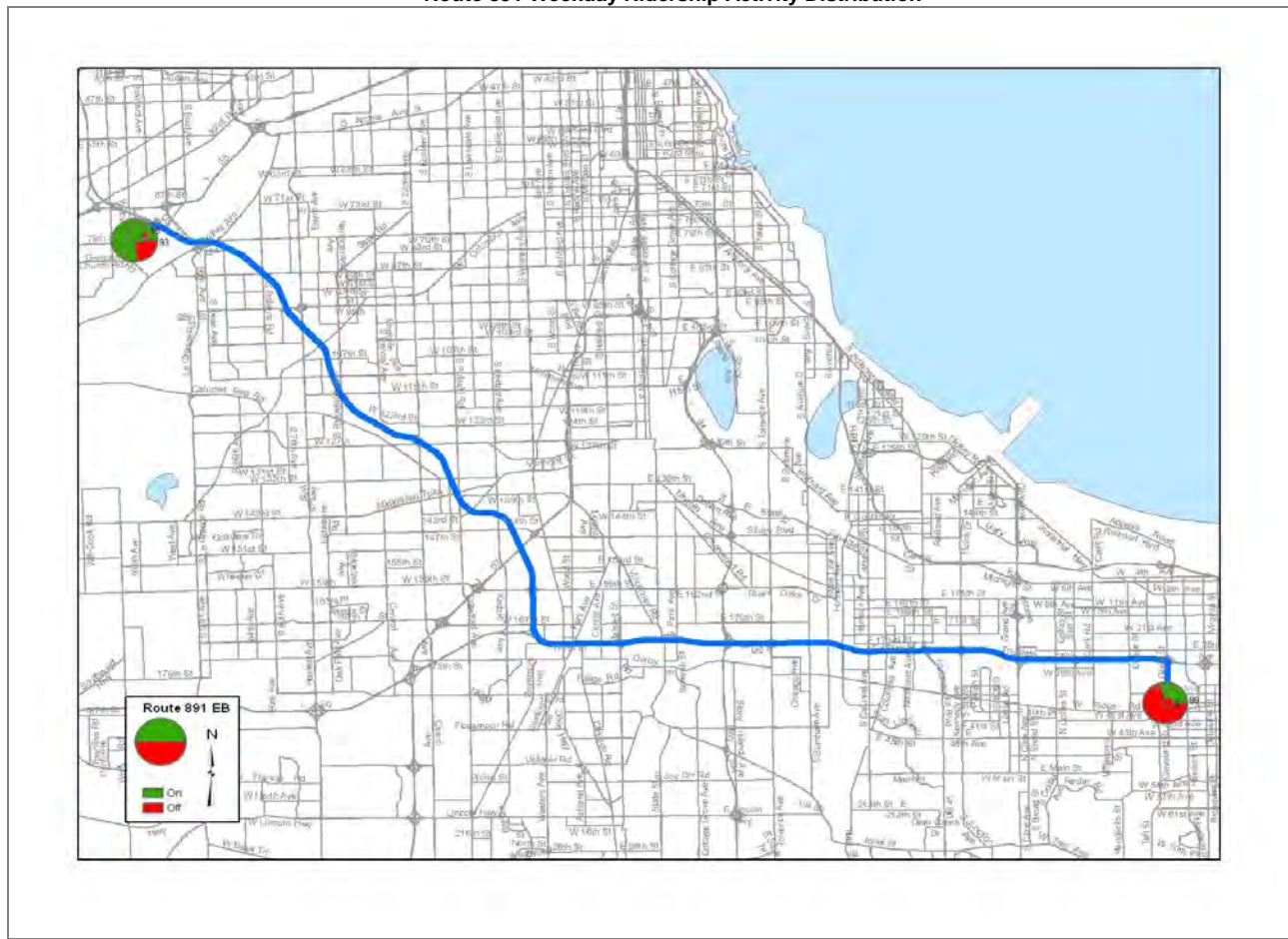


Weekday Running Time by Trip Westbound



Pace South Cook - Will Initiative Route 891 Performance Overview

Route 891 Weekday Ridership Activity Distribution



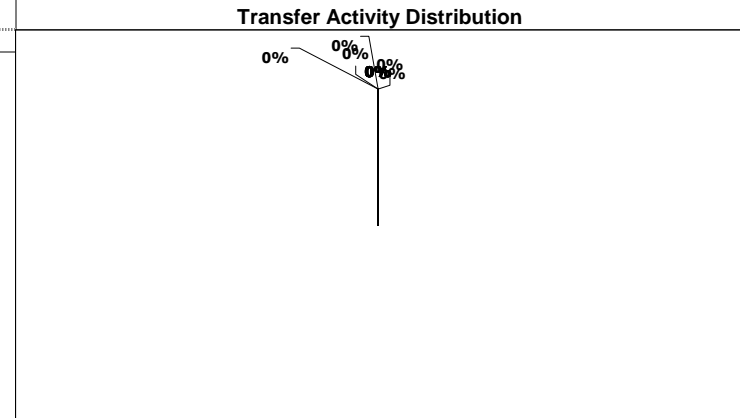
Pace South Cook - Will Initiative Route 891 Performance Overview



Pace South Cook - Will Initiative Route 891 Performance Overview

Route 891	Operations Summary						
	Schedule			Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Weekday Line Profile	% On-Time	% Early	% Late				
Total	64.2%	26.7%	9.2%		100.0%	-	
By Direction							
Eastbound	58.3%	33.3%	8.3%				
Westbound	70.0%	20.0%	10.0%				
By Segment							
1 UPS / West Stop & 0 to Work One / Gary & 0	63.6%	18.2%	18.2%				
2							
3							
4							
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -

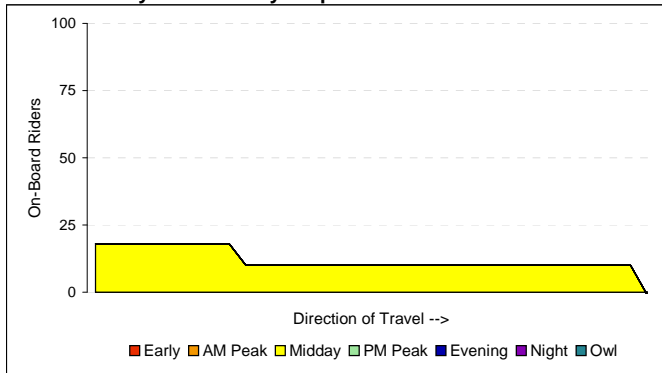


Pace South Cook - Will Initiative Route 892 Performance Overview

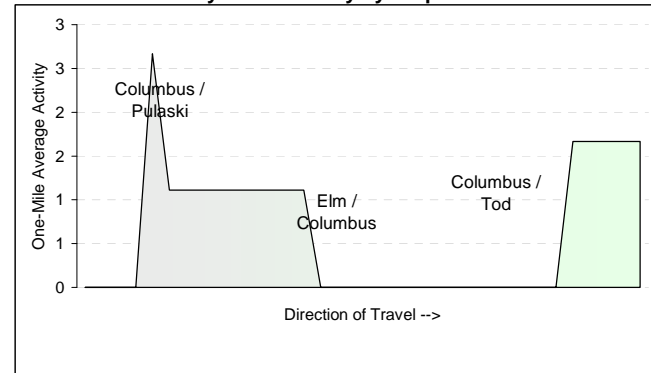
Route 892	Passenger Summary										
	Total						Productivity		Maximum On-Board Loading		
Weekday Line Profile	Boardings	Alightings	Passenger Miles	Service Hours	Revenue Miles	Avg. Trip Length	Boardings per Service Hour	Boardings per Revenue Mile	Max Total Passengers On Board	Location	Dir
										Total	49
By Direction											
Eastbound	24	25		1.2			20.0		18	UPS / West Stop &	E
Westbound	25	13							25	Indianapolis / Chicago &	W
By Segment											
1 UPS / West Stop & 0 to 138th / Main & 0	30	16									
2 138th / Main & 0 to Indianapolis / Chicago & 0	19	22									
3											
4											
5											
6											
7											
By Time Period											
Early	25	13		1.2			20.8			138th / Main &	W
AM											W
Midday	24	25		1.2			20.0		18	UPS / West Stop &	E
PM											W
Eve											W
Night											W
Owl											W

Pace South Cook - Will Initiative Route 892 Performance Overview

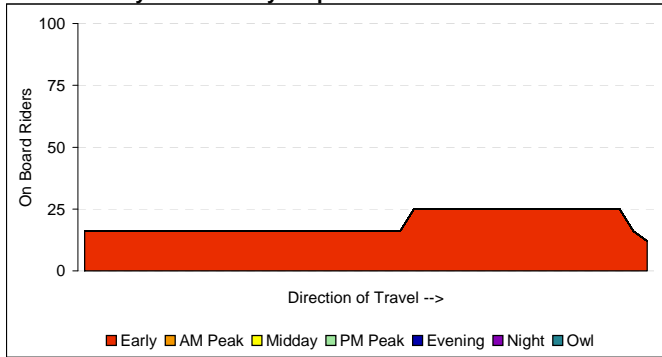
Weekday On-Board by Stop and Time Period Eastbound



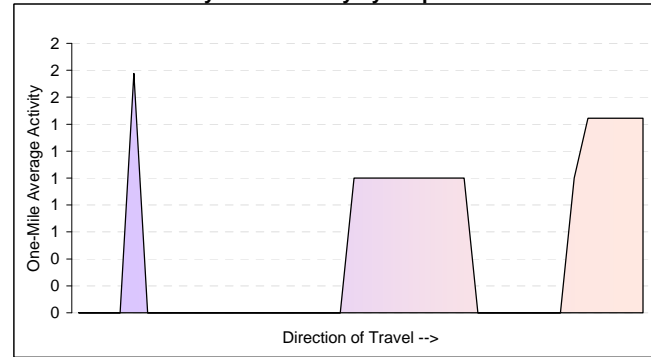
Weekday Rider Activity by Stop Eastbound



Weekday On-Board by Stop and Time Period Westbound

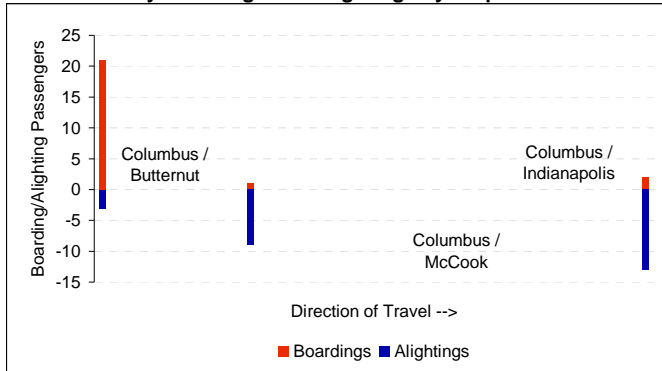


Weekday Rider Activity by Stop Westbound

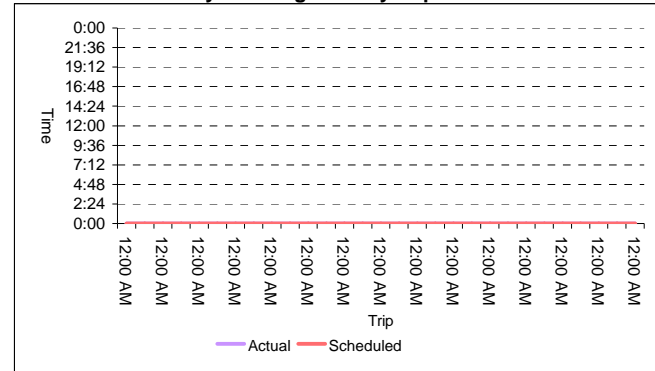


Pace South Cook - Will Initiative Route 892 Performance Overview

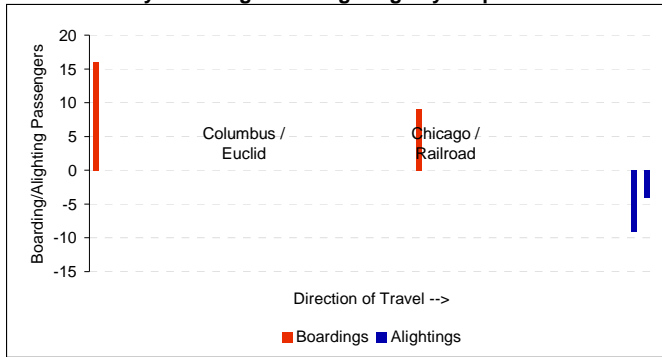
Weekday Boardings and Alightings by Stop Eastbound



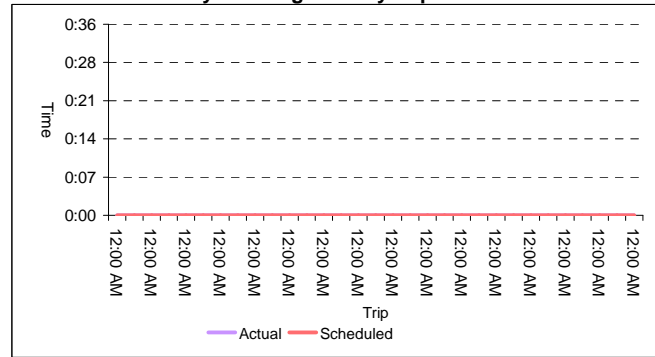
Weekday Running Time by Trip Eastbound



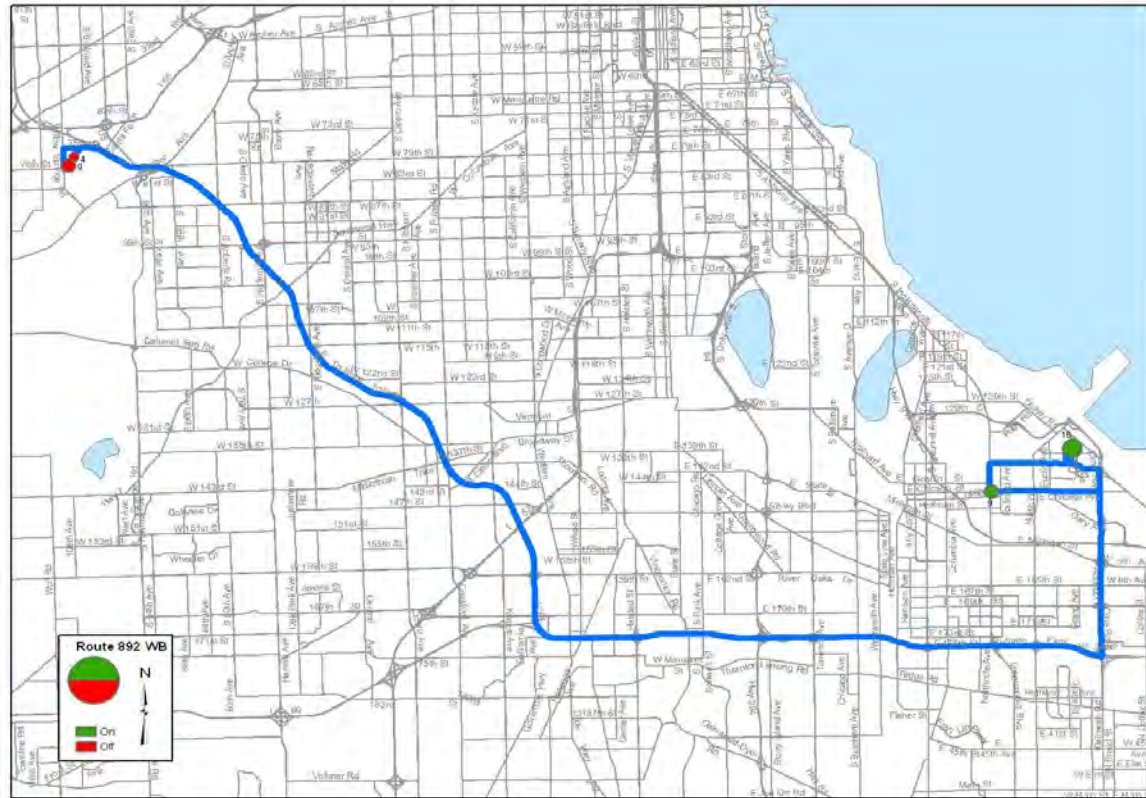
Weekday Boardings and Alightings by Stop Westbound



Weekday Running Time by Trip Westbound



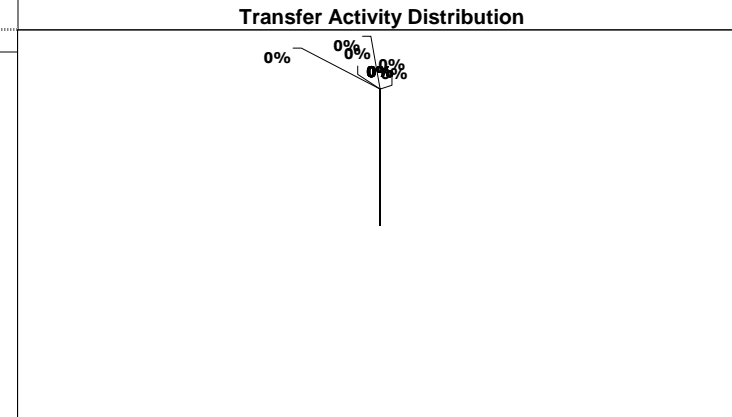
Pace South Cook - Will Initiative Route 892 Performance Overview



Pace South Cook - Will Initiative Route 892 Performance Overview

Route 892	Operations Summary						
	Schedule						
Weekday Line Profile	% On-Time	% Early	% Late	Operating Speed (miles per hour)	Revenue Hours / Platform Hour	Revenue Miles/Revenue Hour	Recovery Hours / Revenue Hour
Total	100.0%				100.0%	-	
By Direction							
Eastbound	100.0%						
Westbound	100.0%						
By Segment							
1 UPS / West Stop & 0 to 138th / Main & 0	100.0%						
2 138th / Main & 0 to Indianapolis / Chicago & 0	100.0%						
3							
4							
5							
6							
7							

Daily Costs and Revenues				
Operating Cost	Revenues	Farebox Recovery Ratio	Subsidy per Passenger	Cost per Passenger
\$ -	\$ -		\$ -	\$ -



Appendix B

Community Advisory Group Meetings

South Cook CAG Meeting 1
April 18, 2006, 9:30am – South Suburban Mayors & Mgrs. Assoc.
Discussion Points

- Terri Winfree (Prairie State College): Please explain Traffic Signal Priority
- Ed Paesel (South Suburban Mayors & Managers Association): Describe how community/local and paratransit services will be developed
- Ed Paesel: When implementing Traffic Signal Priority, be mindful of the fact that while outreach to fire chiefs is important, outreach to mayors is at least as important- the fire chiefs work for the mayors.
- David Chandler (Center for Neighborhood Technology): People 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. (“Flex” service)
- Ed Paesel: How do you distribute information, especially about special events service?
- Unidentified: How many people are needed to start a subscription bus route?
- David Chandler: Can a chamber of commerce, etc., create an aggregate group that would form a subscription route?
- Ed Paesel (about the media plan): Many communities have newsletters that are constantly searching for material to include, Pace could use this as a possible promotional outlet.
- Karen Gromala (Village of Richton Park): Community websites and bulletin boards could also be outlets for Pace promotions and information.
- Terri Winfree: Cicero Avenue service is needed in University Park; a smaller bus may be an option here
- Karen Gromala: Glad to hear townships are involved; has Rich Township’s Pat Peters been contacted?
- Ed Paesel: South Cook is a racially and economically diverse area. Marketing messages must reach out to the entire population. A lack of public transportation is why some areas in South Cook are less diverse.
- Unidentified: With regards to service to schools, timing is critical: some students could use Pace to get to school, but service is not available when they need to make their return trip.
- Unidentified: Pleased to hear that Pace is going to try to address the east-west travel patterns and needs.
- Rebecca Admave (South Suburban College): The school’s Oak Forest campus is not accessible by transit. The main campus is well served, but some programs are housed solely at Oak Forest, and students without transportation can’t reach this campus.
- Mike Scholefield (Chicago Southland Economic Development Corp.): Appreciates that Pace’s approach here is not static: in addition to current needs, future needs will also be addressed. “Reactionary” service development should be avoided.

Comments by attendees at the South Cook CAG meeting 2 in Park Forest (January 30, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Ed Paesel	So Suburban Mayors & Mgrs Assn
Mayor Tom Murawski	Village of Midlothian
Mike Scholefield	CSEDC / Baxter & Woodman
Kari Boykin	Village of University Park
Joey Goldman	Nelson/Nygaard Associates
Cynthia White	Prairie State College
David Litton	Village of University Park
Pat Peters	Rich Township
Debbie Camilli	Village of Park Forest
Kenneth Eyer	Village of Park Forest

Pace: Mike Bolton, Rocky Donahue, Ben Owen, Patrick Wilmot, Karen Shinnars, Leondria Blackman, Barb Ladner, Mary Robb, Bryce Word

Cambridge Systematics: Chris Kopp

Metro Strategies: Karyn Romano

Comments on the market research portion of the presentation...

Scholefield: Are the market segment names - Demanding Survivors, Great Middle, etc - based on some national standard? Could one individual have characteristics from multiple market segments?

A: There is no national standard - the market segment names were developed in conjunction with Pace staff - especially the Marketing/Communications area. The market segments were defined to be mutually exclusive.

Murawski: Could an individual fall into more than one market segment depending on what kind of trip he or she was making? So they may be a Determined Driver for work trips but a Great Middle for shopping trips and so on?

A: Yes, but the initiative's primary focus is on work trips because much of the available data - i.e. from the census - focuses on work trips. We believe that if we get things right for work trips that will cover peoples' requirements for other trip types as well.

Paesel: As the IL legislature gears up for the spring session, with RTA rolling out its Moving Beyond Congestion plan, we know what we are supporting on Metra's behalf - what are we getting to support for Pace?

A: We have a placeholder in the MBC budget and we are using these concepts to develop the specifics behind that number. We are primarily looking at the operating side of the budget, but on the capital side, the investments will go to programs like our Transit Signal Priority system.

Paesel: We see new buses going to some communities, what about for our existing service such as for the service being operated by our townships and municipalities and does it make sense for them to keep operating service?

A: Our current arrangements with the townships have worked well, but we've had erosion in the support we agreed to give the townships so we will be looking to bring those arrangements back up to the agreed-on amount.

Peters: We at Rich Township have been helping out the Village of Park Forest with their Jolly Trolley, so that would be appreciated. Would Pace be able to make available their scheduling and bus tracking software? That would help make us more efficient but we can't afford it.

A: We are looking at making that more available through a web-based system that has a voice-recognition focus that would also help with reducing the number of "question" calls to improve access for "scheduling" calls.

White: If as you mentioned, there is a \$30 million deficit for existing services, what support is available for new service?

A: As part of the Moving Beyond Congestion effort, Pace is seeking funding at three levels: maintain, enhance and expand. We are also looking at different ways to provide service at lower cost. For example, something we call Bus seats dot com would take advantage of private services that already operate - we would serve as a broker to sell seats on those services that would otherwise be empty. Another example would be to establish senior shopping services that coordinate trips better to use the vehicle more efficiently.

Murawski: One thing I see as missing here is a focus on how these efforts are improving the environment, for example by making transit more available you are reducing auto pollution.

A: Good point we will try to include that element in future presentations.

Comments on the outreach plan portion of the presentation...

Murawski: In terms of the public forums, have you considered targeting them to different groups - for example, seniors at one, business owners and workers at another, etc - due to the propensity for folks to focus primarily on service aspects that concern them?

A: We do that through the format we use - it's a science fair approach, where we display big maps around the room with staff available to answer questions. We give the participants sticky notes they can use to attach comments wherever they wish. In addition, this approach gives people a chance to see and react to all the comments. We also do it by scheduling the meetings at different times and on different days.

Peters: Have you considered conducting some of the forums in Senior buildings? Cedar Ridge would be a good one.

Boykin: The Arbors at Hickory Creek in Rich Township, Pat (Peters) do you mail to us?

Peters: I will check, we have some problems with some zip codes, but we do serve that area.

Paesel: That would cover Rich Township so you would need to go northeast and do one in Bremen Township

Murawski: For Bremen Township you could use the Lodge in Midlothian - just bring the Turtletop with you.

Paesel: For Thornton Township you could use the Senior Center next to South Holland Village Hall on 162nd/IL Route 6.

Peters: I just want to thank Pace for reaching out and asking us for our point of view on what is needed.

A: Thank you for all of your participation as well.

Goldman: I'm with Nelson Nygard the consulting firm that is working on the Human Services/Public Transportation Plan. I'm working on the Cook and Will sections and would appreciate any input that any of you could share about the coordination of transportation services in the region and also if you were involved in the South Suburban Mayors and Managers Association's work on this topic in 2000. We can talk after the meeting or set up an appointment for a more convenient time.

Comments by attendees at the Round 3 South Cook CAG meeting 3 in Riverdale (March 8, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Ed Paesel	So Suburban Mayors & Mgrs Assn
Ken Dallmeyer	NW Indiana Regional Bus Authority
Cynthia White	Prairie State College
Pat Peters	Rich Township
Debbie Camilli	Village of Park Forest
David Litton	Village of University Park
Sheryl Ford	Bloom Township
Janice Morrissy	Village of Riverdale
Len Feil	Midlothian Area Chamber of Commerce

Pace: Mike Bolton, Ben Owen, Patrick Wilmot, Leondria Blackman

Cambridge Systematics: Chris Kopp

Perteet: Thomas Wittmann

Wittmann asked attendees about their primary interests concerning transit in the South Cook – Will area:

Paesel: Interested in express service between the South Cook and Joliet/Elwood areas via I-80 (had mentioned this to Pace officials in the past); service from south suburbs to Oak Brook area seems to be successful and this could be as well. Also, large intermodal center will be developed in Crete near IL 394 south of Sauk Trail

Camilli: Concerned about loss of Route 367 service in Park Forest. Would like to see expanded service in Park Forest area

Peters: Also concerned about Route 367 connection as connection to Sterk's grocery store from University Park is important

Feil: Interested in extension of Route 383

White: Students can get to evening classes at Prairie State's Matteson campus (near Cicero & Southwick) but cannot get home

Litton: Also concerned about Route 367 but pleased to see extensions to service spans. Apartments along Cicero Avenue need service; would like to see envisioned stop locations along Route 366 and 367 extensions

Dallmeyer: Interested in opportunities to connect to service in Indiana

Morrissy: Riverdale routes (348, 352, 353); interested in Route 348 extension to Calumet Park

Ford: Interested in interaction between fixed routes and paratransit service

Scholefield: Like proposed linkages between South/Southwest Cook and Will counties. Use of expressways important to speed travel

Comments on service concepts (grouped by route/area)...

Route 350/355 (Lansing)

Paesel: Is service to Lansing Airport in the plans? The airport seems to be experiencing more activity since Meigs Field closed.

Wittmann: Was not aware of this from municipal notes

Route 352/370 (Marian Catholic HS)

Camilli: Would service to Marian High School be provided? The school is located near Joe Orr & Ashland.

Wittmann: Would be served by Route 370 or North Chicago Heights Dial-a-Ride

Route 353 (170th & Cottage Grove)

Paesel: Village of South Holland has received some funding for a grade separation at the rail crossing on 170th.

Route 354

Feil: 147th & Keeler is a dangerous intersection. Speeding is a concern there – IDOT is attempting to slow traffic – and people often cannot see around stopped buses.

Bolton: Looking to relocate more bus stops to far sides of intersections as part of Transit Signal Priority project

Route 355 (Hegewisch)

Dallmeyer: South Shore trains are packed during rush hours by the time they reach Hegewisch – keep this in mind when considering removing service.

Blackman: Why would Hegewisch service be removed?

Wittmann: Duplication of service

Bolton: High costs and poor on-time performance

Paesel: Access to the Ford plant (near 130th) should be considered in any changes to Route 355.

Route 358 (Lincoln Highway near state line)

Dallmeyer: What would be a good connection point for service entering from Indiana on US 30?

Paesel: Near Dyer & Sauk Trail is a possibility – there's a hospital nearby.

Ford: It's a hike from Torrence to the state line.

Bolton: Pace should discuss an operating agreement with the RBA – possibly a loop could be operated on either side of the state line

Ford Heights Circulator

Paesel: This service would also provide access to truck terminals in the area.

Route 359

Bolton to Scholefield: Route and span extensions address complaints from Village of Robbins that residents can get into Chicago but not out.

Route 366

Feil/Peters: Like idea of extension to Lincoln Mall.

Route 367 (Cicero Ave.)

Peters: Would the bus stop on Cicero? Currently many people walk from apartments (Arbors at Hickory Creek) to Lincoln Mall.

Litton: Village has a fairly large industrial base at the industrial park located south of Steger and west of Governors Highway. 9,000 people work at the park and it is not reflected in the concepts. Most of the employers operate 2 shifts and a loop through the park would not be difficult.

Paesel: The industrial park should be a regional priority – it's too big of a job center to leave out.

Route 367 (Park Forest connection)

Paesel: Loss of any fixed-route service would probably be of concern to the community given its downtown redevelopment efforts.

Camilli/Peters: The 366 expansion/367 removal in Park Forest certainly represents a tradeoff.

Peters: The Jolly Trolley might be able to handle some of the current University Park-Park Forest traffic.

Route 383

Paesel: What is anticipated travel time from Lincoln Mall to Midway?

Wittmann: Not sure offhand – think it's roughly 80 minutes

Route 877/888

Paesel: What is the end-to-end travel time? Another routing option to the I-88 corridor is I-80 to I-355 once the south extension of the latter opens later this year.

Wittmann: End-to-end travel time is approximately 90 minutes

Bolton: Pace is considering adding amenities to its MCI over-the-road coaches to improve the travel experience on routes like these

I-80/355 express service

Paesel: What are plans for express service along I-80 and I-355?

Wittmann: For I-80, could offer service along US 30 (Lincoln Highway) and/or supplemental express service along I-80 with stops en route

Paesel: Would bus connections be available to Elwood/CenterPoint Intermodal Center and the casinos in Joliet? These destinations will also be important to Will County contacts.

Wittmann: Service is available to Elwood and Harrah's in Joliet. Empress would not receive service

Transit Signal Priority

Litton: [in response to Bolton comment on subject] Would this be signal pre-emption?

Bolton: No – we are being careful to differentiate

Paratransit

Peters to Ford: Mentioned sharing of Pace's Trapeze and vehicle-tracking software at last CAG meeting.

Bolton: Talked with Melinda Metzger about this; it's in her plans but not in the immediate term

Ford: Has Pace talked with paratransit providers to make sure that they will continue operating service?

Bolton: Plan to contract service providers for longer terms and will be talking with them about expanding service. New service could be placed under an existing contract.

Implementation

White: What is the anticipated implementation date for service changes?

Bolton: Some changes will be implemented this fall with current funding – others depend on additional operating and capital funds. Private-operator collaboration (a la busseats.com) is another possibility for the near-term.

Promotion of Forums/Changes

Paesel: Comcast has a local bulletin service. Also, business groups will be interested in the information.

Comments by attendees at the Round 4 South Cook CAG meeting in Lansing (May 15, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Wendy Boston	City of Country Club Hills
Ed Paesel	So Suburban Mayors & Mgrs Assn
Pat Peters	Rich Township
Gerry Surufka	City of Calumet City
Michael Cook	City of Harvey
Sheryl Ford	Bloom Township
Clif Caldwell	Catholic Charities
Kevin Perkins	Bloom Township
Cynthia White	Prairie State College
Tim Knapp	New Hope Center, Inc.

Pace: Mike Bolton, Ben Owen, Patrick Wilmot, Leondria Blackman, Lorraine Snorden

Cambridge Systematics: Audrey Wennink

Perteet: Thomas Wittmann

Comments listed by route or issue

CTA

Paesel: Are there opportunities for CTA to provide south suburban service and Pace to leave the City of Chicago?

Bolton: Will be discussing these issues with the CTA

unknown: Is the CTA represented on an advisory committee? Is communication good?

Bolton: CTA is on the Regional Coordinating Committee but communication is not good; hoping that will change

Snorden: Service overlaps in some places where it doesn't make sense

Route 352

Cook: The City of Harvey has a new unemployment center. Would it be served?

Wittmann: Via Route 352

Route 353

Bolton: Possible idea for Rt 353 is to split route and operate northern portion via expressway with CTA operating local service. Need some guidance from group on whether this is a good idea.

Knapp: Removing Chicago redundancy and moving service to south suburbs makes sense.

Route 354

Boston: Would service operate on weekdays only? Would weekend workers therefore need to find alternatives?

Wittmann: Correct – matter of prioritizing funding

Boston: The consideration is appreciated. Business owners are complaining about lack of staff and weekends are a key part of this.

Wittmann: Will take another look

Bolton: Could survey employees to find out where they live

Route 355

Paesel: What is Route 355's ridership?

Wittmann: Approximately 950/day

Bolton: Lower in the afternoon than in the morning

Caldwell: What would be other options for people in Lansing if Route 355 is truncated/discontinued?

Wittmann: Could ride Route 358 from Ridge & Torrence to the Hegewisch South Shore station. People are already commuting to the Metra Electric and South Shore lines. Rush-hour spans of service would be consistent with current Route 355 and transfers would be timed

Boston: If I lived in Lansing and wanted to go to 147th St., would I not be getting service anymore?

Wittmann: One-seat ride to 147th St. station rather than going downtown

Boston: Would I have to pay twice – once on the bus and once on the train?

Bolton: PlusBus or Link-Up pass recommended – want to make fare consistent

Scholefield: Like proposed linkages between South/Southwest Cook and Will counties. Use of expressways important to speed travel

Ford: Is there a decrease in travel time associated with the changes?

Bolton: Up to 45 minutes

Boston: People might be riding the bus because it's cheaper.

Wittmann asked if the Route 355 plan seemed like a reasonable tradeoff; several attendees nodded

Caldwell: What about the east side of Lansing (i.e., Wentworth Ave.)?

Wittmann: For people not close to Torrence, peak service to 147th St. would still be available

Ford: The Route 355 alternative would be a good tradeoff but riders need to be educated regarding the changes and fares.

Wittmann: Looking at rescheduling a public forum to target this route

Routes 366/367

unknown: People were asking about service south of Lincoln Mall last time.

Peters: Are the plans still to stop service from University Park to the Park Forest Centre?

Wittmann: Connection would be maintained as it is today

Route 381

Paesel: Need to serve the Toyota Park stadium.

Caldwell: Would Route 381 operate to the Bridgeview Courthouse?

Wittmann: Yes, directly

Route 386

Boston: If this route operates between Tinley Park and Harvey, where will it stop?

Wittmann: Would make local stops at signed locations

Route 835

Caldwell: Which areas are considered “southwest”?

Wittmann: Oak Lawn, Chicago Ridge, Palos Heights. Bus stops at Metra stations only and is less needed since Metra’s Southwest Service improvements

Routes 877 and 888

Knapp: How much longer would a trip take from Homewood or South Holland?

Wittmann: Approximately 15 minutes; market research indicates that being on bus is more desirable than longer wait/less service

Paesel: I-355 South Extension is opening in November – will this be addressed in a future slide?

Wittmann: Discussed it – perhaps in the future. Harvey and Blue Island areas have higher ridership; ultimately, South Holland and Homewood might be able to justify a separate route. Hopefully the changes will build ridership

Paesel: Is the Harvey transit center in an industrial park near I-80?

Wittmann: Harvey transit center is at 155th & Park

Bolton: I-355 job centers could eventually be added to the route

Paesel: I-355 might even offer just a temporary change due to planned I-294 construction.

Bolton: Also looked into IL 83 as an alternate

Route 889

Paesel: Is Pace thinking of contracting seats on this route?

Bolton: Yes, Airport Express is interested to try

North Chicago Heights Dial-a-Ride

Ford: What is this?

Wittmann: Proposed general-public dial-a-ride

Ford: Regarding the comment in the presentation on using “demand responsive service to supplement fixed routes,” is the North Chicago Heights service part of this concept? Would existing or new providers be used?

Wittmann: To first question, yes

Bolton: To second question, could utilize current providers or could put a driver on the street with a cell phone and data terminal. Rush-hour feeders could perhaps be tacked on to current dial-a-ride operations (i.e., township services). Most private operators are now submitting costly bids for service

Public Forums

Boston: How will people be notified of the public forums? Country Club Hills can help with distribution of flyers and post information on the City’s public access channel and website.

Snorden: Newspaper coverage and Transit Ambassador efforts

Bolton: Seat drops, Transit Television Network ads, partnering with communities

Wilmot: Mailing lists and advisory committees

Southwest Cook CAG Meeting 1
April 18, 2006, 1:30pm – Orland Park Civic Center
Discussion Points

- Mary Poulsen (City of Blue Island): The Municipal Survey contained too many questions that the City was unable to answer, and they could not complete it.
- Mary Poulsen: Blue Island wants to get more and better information to assist with plans in the area.
- Mary Poulsen: Are route maps available on the Pace website?
- Mary Poulsen: Blue Island has an industrial park that will be built, how can we begin discussions on potential service options to this facility?
- Felecia Thompson (Trinity Christian College): The College's campus is expanding, would also like to discuss options as the school's needs change- such as later service, different areas where coverage is needed.
- Maureen Farrell (Moraine Valley College): How is this study interfacing with the I-355 expansion project?
- Michael Miller (City of Blue Island transportation commission): Blue Island would like to explore improved bus shelter designs, similar to the JC Decaux shelters that exist in Chicago.
- Mary Poulsen: Need improved signage and transit information at the area Park n Ride lot- information is very scarce.
- Ellen Casey (Prairie Packaging): Are comment cards available in Spanish?

Comments by attendees at the Southwest Cook CAG meeting 2 in Blue Island (January 31, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Mary Poulsen	City of Blue Island
Jodi Prout	City of Blue Island
Perry Recker	Blue Island Intra-City Transp. Committee
Mary Origel	Blue Island Senior Comm. Aging
Judy Kreis	Worth Township
Dick W. Cozad Jr.	Worth Township
Bob Sullivan	Village of Orland Park
Adam Rod	Chicago Dept. of Aviation/Midway
Cynthia Anderson	Moraine Valley
Felecia Thompson	Trinity Christian College
Dave Chandler	Center for Neighborhood Technology

Pace: Mike Bolton, Rocky Donahue, Ben Owen, Patrick Wilmot, Karen Shinnars, Leondria Blackman, Barb Ladner, Mary Robb, Bob Huffman, Erik Llewellyn

Cambridge Systematics: Chris Kopp

Metro Strategies: Karyn Romano

Comments on the market research & preliminary service plans portion of the presentation...

Origel: You mentioned that the expected cost to maintain current service is \$23 million – what would it cost to enhance current service?

A: Our preliminary estimate is \$30 million, and that is currently being fine tuned regarding the specifics.

Recker: Suggests giving people information about the size of the capital and operating budgets to help people understand the context of the problem – \$23 million seems like a lot of money. Your salaries come from the capital budget, right?

A: No. Staff salaries are part of the operating budget.

Recker: Suggests we also point out that capital budgets have traditionally been “overfed” at the expense of operating budgets.

Cozad: Notes that Worth Township service is currently provided at no cost to the customer.

A: One consideration is that we need to look at new ideas and ways to maximize the amount of service we can provide with our resources and to give more flexibility at the township level.

Rod: Is the CTA Chicago Card a negative revenue flow for Pace and if so, what are you doing about it?

A: We have been working with the CTA and RTA. As for fare integration with Metra, that is a little more complicated, because their system is so different. There have been some discussions about developing a special purpose corporation to privatize fare collection, because a substantial capital investment would need to be made so it would be better to figure out a way to get a private entity to make that investment so we could focus the public investment on adding new routes and services.

Sullivan: It's great to hear about the innovative ideas you are considering. I'm wondering about what we call the "Stateville" route, which operates through a residential part of Orland Park and probably doesn't get much ridership and would probably be more productive if it operated a mile south through the commercial corridor instead. I'm also wondering if you are considering integrating school buses and rideshare as part of this effort since the goal is to reduce congestion.

A: Regarding Route 831 which serves Stateville and Orland Park and Midway and a few other spots, we are definitely looking at improvements to focus it to serve its key markets. Regarding ridesharing, Pace has taken over the program that CATS used to operate – there's not a lot of good info on how many people are traveling in carpools, but we are working on some updates that should be ready to roll out later this year.

Recker: Are you working with IDOT in support of the proposed interchange between I-57 and I-294, because that would have a very big impact on diverting trucks that currently use 127th Street to connect which causes a lot of congestion for Blue Island.

A: That is a good example of the reason this Initiative is working with such a large part of the region – because problems in one corridor can have a big impact on a much larger area.

Comments on the outreach plan portion of the presentation...

Poulsen: We would be glad to host a public forum here in Blue Island.

Thompson: We would be glad to host a forum at Trinity.

A: Thank you.

Comments by attendees at the Round 3 Southwest Cook CAG meeting at Trinity Christian College (March 8, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Kathy Davis	Trinity Christian College
Ken Shimashita	Palos Heights Chamber of Commerce
Mark Hanna	Trinity Christian College
Joan Scannell	City of Blue Island
Barbara Young	City of Blue Island
Felecia Thompson	Trinity Christian College
Adam Rod	Chicago Dept. of Aviation
Perry Recker	Blue Island Transportation Committee
Joe Kaput	Village of Bridgeview
Peter Fahrenwald	CTA

Pace: Mike Bolton, Ben Owen, Patrick Wilmot, Leondria Blackman, Lorraine Snorden

Cambridge Systematics: Chris Kopp

Perteet: Thomas Wittmann

Wittmann asked attendees about the tradeoff between fixed-route service (Routes 384 and 386) in the Palos Heights/Palos Park area and the proposed dial-a-ride service.

Scannell: Define dial-a-ride – qualifications, fares, call-ahead window

Wittmann: Service somewhat similar to a shared taxi, open to general public, no conclusions on fares but probably similar to those of standard services, service available day of call

Thompson: Designated-site pickups or door-to-door?

Wittmann: Door-to-door

Bolton: Possible peak-period feeder with midday door-to-door service – not entirely sure yet

Scannell: Dial-a-ride feeds into a “senior dilemma”

Thompson/Hanna: With students – may or may not work well

Bolton: Might designate a pickup/dropoff site on campus

Scannell: Major senior concern today is transportation to/from medical appointments; think of people for whom there's a transportation void

Bolton: Senior market segmentation study in progress

Wittmann: Be sure to speak up if something doesn't look right or is lacking

[Bolton followed up with Scannell and Young after the meeting]

Thompson: Would Rt 385 serve the new Wal-Mart between Crestwood and Robbins on 135th?

Wittmann: Not shown on map but Local Alternative would provide direct service

Thompson: Does Rt 385 extend sufficiently into Robbins? That's a key customer base but the route doesn't seem to reach the heart of the community (Claire, Kedzie, 137th). Trinity Christian College has a close partnership with Robbins

Wittmann: Dial-a-ride wouldn't extend to Robbins but Routes 348 and 359 would also provide coverage in the community. Important input

Wittmann asked attendees if any routes were of particular interest.

Kaput: What service does Pace operate north of 79th to 63rd? Interested in how people get from Chicago to 79th/Harlem and similar destinations in Bridgeview given new development – don't want to lose service

Wittmann: Routes 307, 330 and 386; in future ART network

Scannell: Interested in access to new Pronger-Smith Clinic in Tinley Park on 162nd St. near 80th Ave. Other rehab and clinical facilities being developed in area as well

Wittmann: Will investigate – service may be useful for staff as well as seniors

Shimashita: Re: dial-a-ride boundaries, pickup/dropoff possibility only within boundaries?

Wittmann: Will consider Metra stations and other nearby destinations as well

Scannell: Who to contact re: questions about dial-a-ride?

Bolton: Mike Bolton

Recker: Will be sending info regarding Cal Sag trail and crossing points – service could be useful for recreational access

Fahrenwald: CTA holding meetings this month on its south side/suburban restructuring

Comments by attendees at the Round 4 Southwest Cook CAG meeting in Bridgeview (May 16, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Adam Rod	Chicago Department of Aviation (Midway)
Sue Ryerson	Moraine Valley College
Nectarios Pittos	Village of Orland Park
Maureen Farrell	Moraine Valley College
Mary Poulsen	City of Blue Island

Pace: Ben Owen, Patrick Wilmot, Leondria Blackman, Lorraine Snorden

Cambridge Systematics: Chris Kopp

Perteet: Thomas Wittmann

Comments listed by route or issue

General

Ryerson: The proposed changes make sense given that the ridership levels appear to support them.

I-355 service

Farrell: Will there be connecting service on I-355 to I-80?

Wittmann: Received comments on this in March. Will be included with mid-term enhancements given financial situation

Blue Island service

Poulsen: It looks like one could get anywhere from Blue Island and would be nice to be able to get the information out.

Snorden: Can send GIS data

Poulsen: Would service operate on Ashland in Blue Island?

Wittmann: Vermont & Ashland would be served by Route 348, 127th & Ashland by Route 359

Poulsen: The Fay's Point development is in progress at Ashland and the Cal Sag Channel. Also, a rowing competition will be held in the area in the future.

Orland Park service

Wittmann asked whether the proposed Orland Park service consolidation (replacement of Routes 384, 386 and 831 in the community with Route 379).

Pittos: Village needs to investigate.

Farrell: Would any route operate along LaGrange Rd. through all of Orland Park?

Wittmann: Heard about this in the public involvement process (Pronger-Smith Clinic) – a need but probably not immediate-phase

Farrell: Moraine Valley’s district is bordered on the north by 111th St. and on the south by I-80.

Wittmann: Major accessibility concerns along LaGrange Rd.

Farrell: College plans to build a satellite campus at 179th St. & 94th Ave. to open in fall 2009 and serve hundreds of students.

Wittmann: Will look at site. College students are a major growth market from a national transit perspective

Route 831

Pittos: Service via 143rd St. was a concern (as it did not reach areas of the Village south of Orland Square).

Farrell: 94th Ave. might be a better option than LaGrange Rd. for bus stops.

Pittos: The Village would probably prefer LaGrange to 94th – they are attempting to redesign LaGrange Rd. as a “complete street.”

Communication / Public Forums

Poulsen: How is service information disseminated? Seniors and people of other tongues might not know how to use service or be afraid of trying.

Kopp, Wilmot: RTA travel info line and website

Wittmann: Many transit agencies struggle with the issue. Signage can be a lost marketing opportunity

Ryerson: Information should be sent to Chambers of Commerce as well.

Snorden: Will put Barb Ladner in touch

Other

Farrell: Is there a tipping point at which gas prices induce transit use?

Kopp: Changes are long-term – it takes a while for people to change habits. They may not be able to use transit as is

Wittmann: “Growing trickle” toward transit

Kopp: Also depends on whether people think they’ll ever see \$2/gallon gas again

Ryerson: As someone with a car, giving up my car would be my last choice but it's different for students.

Snorden: Environmental issue too

Pittos: Where can one buy Pace tickets? This seems to be a challenge in Orland Park.

Ryerson: Not all people have computers.

Snorden: Computers are one way

Ryerson: Does Pace market to students?

Snorden: Pace has done so; for instance, there was a major effort at the College of DuPage last year

Will CAG Meeting 1
April 19, 2006, 9:30am – New Lenox Library
Discussion Points

- Valerie/Rick Parrish: Concerned about availability of paratransit to public meetings, also wants to ensure disabled individuals are present on the various committees.
- Evelyn Walano (Homer Township): Posting information about the Initiative on the website is helpful, but many people, especially seniors, do not have internet access. Are local newspapers an option for distributing information?
- Pat Hensley (Senior Services Center of Will County): The Will County Senior Services Center can assist with distribution of comment cards to its clients
- Hugh O'Hara (Will County Governmental League): Has Pace been working with Will County on the latter's transportation plan update?
- Chris Awalt (RR Donnelley Logistics): Libraries can be a great resource for disseminating information to the public and distributing surveys.
- Valerie Parrish: Is comment card available in alternative formats (Braille, large print, tape)?
- Evelyn Walano: Has the Village of Homer Glen been talked to?
- Valerie Parrish: Can Pace assist with dedicating paratransit vehicles to ensure that disabled individuals can get to the public forums?

Comments by attendees at the Will CAG meeting 2 in Joliet (January 18, 2007).

Attendees:

<u>Name</u>	<u>Organization</u>
Lauren Jane Votta	Braidwood C of C
Jo Sullivan	Braidwood C of C
William McCollum	New Lenox Township
Evelyn K. Walano	Homer Township
John McIntyre	City of Wilmington
Cynthia Ketcham	Veterans Assistance Commission
Jackie McGuire	State of Illinois
Steve Lazzara	Will County Land Use Dept.
Jim Shapard	City of Joliet
Ken Noth	Eastern Will County Senior Services
Ruth Froot	(Romeoville resident)
Andy Goitia	Village of Romeoville
Janice Moffett	Veterans Assistance Commission
Pat Hensley	Senior Services Center
Jim Testin	Village of Plainfield
Korey Adams	Joliet Job Corps
A. J. Wilhelmi	State Senator
Debbie Tarrant	Will-Grundy Ctr. for Independent Living

Pace: Rocky Donahue, Barb Ladner, Ben Owen, Andrew Parker, Patrick Wilmot, Lorraine Snorden, Mike Bolton, Leondria Blackman

Cambridge Systematics: Chris Kopp, Audrey Wennink

Metro Strategies: Karyn Romano

Comments on the market research portion of the presentation...

Shapard: Disbelief at the 20% of people stated by Chris that used transit to commute “downtown” to work. Said he didn’t know of anyone on the west side that took the bus to downtown Joliet.

Ketchum: What areas were surveyed?

Froot: Most of these questions were about work, what about non-work trips? Seniors have concerns, and there is a lot of growth in this demographic. Pace should examine seniors more.

Noth: There is a real lack of service in Eastern Will County, where I operate service.

Froot: In the Northeast, the regular service providers do dial-a-ride. Think of Pace as a public service agency for seniors.

Hensley: Will dial-a-ride service, and elderly transportation be looked at in this market research study?

A: This particular study focuses on fixed route. Different types of service requests will come out in the public forums.

Sullivan: There were no follow-up calls after I filled out the comment card. Our [Braidwood] municipal officials has no idea restructuring was going on. We worry that we will not be heard.

A: Pace did not respond directly to everyone who filled out the comment cards. The sheer volume prevented it. The comment card and phone survey are separate things.

Froot: Some of the public forums should be held at 55+ community centers.

Comments on the outreach plan portion of the presentation...

Hensley: Pace should do mailings to various target groups.

Wilhelmi: I'd like to talk about the group's funding concerns. We need full collaboration on this process. We need more ridership and community support for Pace, so that the legislature has more confidence that their vote for transit funding will be a good use of limited resources. Make your voice heard.

Noth: I'd like to ask you about one issue. I've got IDOT buses parked in a garage that I can't use because, I don't have state money to operate them. Better cooperation is needed with the state. What use are these grand plans without money?

Wilhelmi: You all must shout loud to get a spot on the list. Show the numbers. This will make it easier for a "yes" vote.

Froot: Is there any federal money available for transit?

A: No. Federal money is only for capital projects.

Lazarra: We've never heard from Pace regarding ridership numbers. When you talk about the need for infrastructure, would Pace be willing to come and present TOD guidelines to our planning commission?

A: Yes

Goitia: What types of sites should be picked for the forums?

A: On transit lines, must be ADA accessible.

Comments by attendees at the Round 3 Will CAG meeting at Homer Township Town Center (March 15, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
William McCollum	New Lenox Township
Dwight Johnson	Village of Homer Glen
Clifton Caldwell	SSSS-Catholic Charities
Nathan Jones	City of Lockport
Ken Noth	Eastern Will County Senior Services
Marge Zajicek	Senior Services Center of Will County
Andrew (Bud) Fazio	Homer Township
Joann Kosinski	Homer Township
Jonathan Proulx	Village of Plainfield
Kelly McKenzie	Will Grundy Center for Independent Living
Sandy Simmons	Will County Executive Larry Walsh
Jackie Mansholt	Silver Cross Hospital
Bette Reed	Cornerstone Services, Inc.
Logan Lee	Midewin National Tallgrass Prairie

Pace: Ben Owen, Patrick Wilmot, Leondria Blackman, Lorraine Snorden
Cambridge Systematics: Chris Kopp

Pace introduced the study process and described the preliminary service concepts. The next steps involve identifying priorities for service changes through the CAG process and public forums. Comments included (grouped by general topic):

General Comments

What is the difference between the Regional and Local Alternatives?

The alternatives represent two different strategies. The Regional Alternative emphasizes longer connections between suburbs. The Local Alternative emphasizes service coverage, or minimizing walking distance to routes. The alternatives are not entirely consistent, but represent two possible approaches that are not mutually exclusive. Preferred elements of each alternative will be identified during the CAG process and public forums and may be combined during the development of service recommendations in the coming months.

Could Pace show regional maps of all routes?

Yes.

When will service changes be implemented?

The RTA is working with the Legislature to get additional funding for transit. The service concepts provide a list of desired service changes to be considered as funding becomes available.

Has Pace considered other grant opportunities, such as medical/human services?

Pace has explored these sources of funding, but they are typically difficult to get, offer relatively little funding, and introduce rigorous reporting requirements and other bureaucratic effort.

How much does Pace service cost?

Fares are \$1.25 for local routes, \$1.50 for regular routes. Monthly passes cost \$55 for Pace services only or \$75 for CTA and Pace.

How will public forums be advertised?

Bus posters, ads, flyers at transit facilities, email lists, Pace's website, CAG members getting the word out, and the project mailing list are all methods being used to publicize the forums.

Is Pace looking for formal comments or letters of support from municipalities?

Yes. Please send.

Have higher gas prices had an effect on Pace ridership?

Pace saw a ridership increase when gas prices spiked last year. There is a need to provide alternatives to the single-occupant vehicle.

Joliet Area Service Concepts

Is there still a transit hub in downtown Joliet? Perhaps at a place with less traffic?

Yes, but some other connection points around Joliet are also proposed to reduce the need for transfers downtown.

Is there any connection between Louis Joliet Mall and Joliet Junior College?

The connection is proposed as part of one route.

Do the concepts serve the proposed large shopping center along I-355 in New Lenox?

Pace is aware of the plans. The mall could potentially be served by a proposed Lincoln Highway route. This will be addressed as service concepts and implementation phasing are refined.

Will Route 502 be restructured into Route 506?

Under the Regional alternative, the eastern portion of Route 502 will be served by a restructured Route 506. On the west side, portions of several routes will be consolidated into Route 502, including current Routes 502, 503 and 505.

Will passengers from the health centers need to transfer to get to hospitals?

Yes, they will need to transfer in downtown Joliet.

It can currently take up to 1 ½ hours to get to Silver Cross Hospital. Will this improve?
Proposed changes to Route 506 and other routes will enhance directness, service frequency, and hours of operation.

Does St. Joseph Hospital know about the proposed transit center?
The transit stop may be off-site, depending on coordination with the hospital.
Enhanced transit shelters will be desirable at this transfer point.

Would it be possible to add a deviation on Route 507 to the proposed Metra STAR Line station in Plainfield? The village has already purchased the land and plans to open an interim park-and-ride soon.

Pace is coordinating with the Metra design team and will address this during service design and implementation planning.

Is any service proposed to Wilmington or Midewin via Route 511?
Pace will consider an extension further south during service design and implementation planning.

Would it be possible to extend Route 511 to a northern terminal at Silver Cross Hospital?
Pace will consider this alternative alignment during service design.

Would it be possible to extend service span on Route 831 through Lockport?
Pace will consider operating the service during mall hours.

Do Mall hours also meet evening class hours?
It may be desirable to run until 10:00 p.m. on routes that serve colleges.

It is very important to extend evening service hours beyond 7:00 p.m., especially in commercial corridors.

Yes, this is an element of many of the service concepts. Pace will consider and implement based on available resources.

Eastern Will County Service Concepts

How will the proposed services serve trips between Peotone and Joliet or downtown Chicago, especially for medical trips?

Service concepts include improving connections between University Park, Lincoln Mall, and Chicago Heights. Connections to Joliet could be possible via a proposed express service on I-80 between the south suburbs and Joliet.

Connections to Chicago will be possible via Metra at University Park and via an extended Route 383 on Cicero Avenue between Lincoln Mall and the CTA Orange Line.

Who funds the Kankakee service to University Park?
Federal capital grants.

Is any service proposed for Peotone, Beecher, Crete, and Monee?

The service concepts do not include any new fixed route services in these areas.

How would routing change with the proposed Peotone airport?

Fixed route service to the airport area is included in Pace's long-range Vision 2020 strategic plan. New service will be considered as development takes place.

When does Peotone get new buses?

New equipment is being purchased as funding permits.

Demand-Responsive Service Concepts

Will there be more than one number to call for dial-a-ride?

Dispatching details of demand-responsive services will be determined later in the service implementation process. General-public services will probably function differently than current paratransit services, requiring less advance notice and offering greater switchboard capacity to handle the greater call volumes.

How will subscriptions and on-demand requests be balanced?

Capacity is a problem on many dial-a-ride services in the region, creating requirements for advanced notice. The capacity to serve requests more immediately will be considered in service design.

How much longer do flex routes take?

Routes are typically designed with a schedule allowance for deviations (sometimes 25% to 35%, depending on travel patterns and how much of the route length is flexible). The flex service area is typically defined to constrain the time that other passengers could spend deviating to serve others.

Do the service concepts include any taxi service?

Taxis are part of Pace's family of transportation services. The main issue driving the incorporation of taxi services is whether there are enough taxi operators in a given area.

What is the threshold for shuttle or dial-a-ride service?

There is no set threshold. In some cases, vanpools provide an alternative to shuttle services. These services also provide an opportunity to reach out to taxi and medical shuttle operators as partners for Guaranteed Ride Home programs that make shuttles and vanpools more attractive.

Is it possible to allow flexible deviations to hospitals on fixed routes?

Pace will consider during service design.

Comments by attendees at the Round 4 Will County CAG meeting in Lockport (May 16, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Jackie Countryman	Troy Township
Lyle Hicks	University of Saint Francis
Andy Goitia	Village of Romeoville
Marge Zajicek	Senior Services Center of Will County
Ruth Froot	(Romeoville resident)
Bette J. Reed	Cornerstone Services, Inc.
Randall Jessen	Village of Plainfield – Public Works
Kelly McKenzie	Will-Grundy Center for Independent Living
Jodi Herman	City of Lockport
Jeff Smith	Village of New Lenox
Patti Killinger	Will County Highway Department
Jon Proulx	Village of Plainfield

Pace: Ben Owen, Michael Bolton, Patrick Wilmot, Leondria Blackman, Lorraine Snorden, Dir. Frank Mitchell

Cambridge Systematics: Chris Kopp

Perteet: Thomas Wittmann

Comments listed by route or issue

Route 502

McKenzie: Will there be a direct connection between Glenwood Ave. (Trinity Services) and Louis Joliet Mall?

Wittmann: No – would be via Route 502 and the West Joliet Dial-a-Ride

Route 506

Smith: Another regional mall (Forest ???) is being contemplated across the road from Cedar Crossings; it's in the initial planning stages now.

Killinger: Is Pace considering service further east along Lincoln with a connection to Orland Square via LaGrange Rd.? Not sure if there's enough demand between New Lenox and Orland Park but this should be considered.

Wittmann: Haven't looked at a direct connection though Route 506 may be extended to Lincoln Mall via Lincoln Hwy. Also have discussed of I-355 express service to I-88. Good suggestion, will consider it

Route 507

Proulx: What happened to the concept of extending service north via IL 59 to Naperville?

Wittmann: Matter of phasing, funding and prioritization – this is more of a mid-term concept

Proulx: Please consider extending Route 507 into downtown Plainfield. A new senior development is planned in the area.

Wittmann: Will consider this

Route 837

Froot: Would this route actually come through communities? Taxi service to Joliet Union Station is \$50 round-trip excluding gratuity.

Wittmann/Bolton: Yes, perhaps with a turtletop vehicle. We heard this at the March public forums – a flex route is a potential solution

Goitia: The Route 837 plan doesn't really include Romeoville; be more specific. We were expecting a Joliet-Naperville connection for this route. The plan serves mostly Bolingbrook, not Romeoville or Crest Hill; a new Super Wal-Mart and Target are under construction at Weber Rd. & Airport Rd.

Bolton: This is critical feedback

Froot: Would the service take reservations? The current dial-a-ride (which requires 24-hour advance notice) is problematic. Would we be able to depend on this?

Wittmann: Call-in would be at least 1 hour in advance with first-scheduled typically first-served. Often flex routes have some teething issues over their first couple of months

Froot: Would the flex routes be scheduled to meet at stations? What would be the hours of service?

Wittmann: Route would always stop at major destinations. Span of service not finalized – trips would probably serve Romeoville around 9am and 2pm

Route 855

Froot: Would there be / is there a park & ride lot in Romeoville?

Bolton: Pace is seeking a new lot in Romeoville. Plainfield-Bolingbrook and Romeoville-Burr Ridge might be the park & ride pairings for the redesigned service

Goitia: Mr. Wilmot is working with the Village to identify a new lot site near Normantown Rd.

Zajicek: Where does the route drop passengers in Chicago?

Wittmann: In the Loop

Zajicek: The Senior Services Center hears from many people who want to go to the VA Hospital near Loyola Hospital. The shuttle bus from Joliet fills up quickly. Access to medical centers is a big issue for the elderly.

Dial-a-Ride and Other Areas

Zajicek: People start calling for dial-a-ride service in Joliet at 6am; they don't get through until 9 or 9:30am and by then the service is full for the day. They can't book in advance either.

Wittmann: Will take a look at that

Countryman: Does Pace see a need for service in the Shorewood area? Access to work and service for seniors are issues in the area.

Kopp: See a need particularly between Shorewood and Joliet

Wittmann: Can investigate further – probably as a longer-term improvement

Phasing, Funding and Communication

Killinger: What is the difference between the Phase 1A and 1B plans?

Wittmann: Funding and implementation dates

Proulx: What funding efforts are underway?

Bolton: Lobbying always helps – put in a good word if you like. The business community is involved; Will County is a good example of an economic engine

Mitchell: Even if Pace gets more money, it's at a big disadvantage to the other service boards

Wilmot: See pacebus.com – there's a canned message to send to state representatives and senators as well as the governor

Hicks: When is the projected implementation date? Is there a communication plan?

Bolton: Some fall 2007, some spring 2008. As for communication, seat drops, mailings (including to public forum attendees), Local Education Initiative (encompassing community and faith-based groups). Would love to be able to put something in electric bills

Goitia: Outreach through municipal water bills is a possibility too.

Appendix C

Regional Coordinating Committee Meetings

Meeting Notes

DRAFT

DATE: November 18, 2005

LOCATION: Tinley Park Village Hall

ATTENDEES:

Pam Heavens	WGCIL	Hugh O'Hara	Will County Governmental League
Hubert Morgan	NIPC	Vicky Smith	SW Conference of Mayors
Dan Bujas	CAB / UPS	Festus Fabilola	WGCIL
Chris Kopp	CS	Mike Bolton	Pace
Thomas Wittmann	Perteet	Ben Owen	Pace
Ed Paesel	SSMMA	Lorraine Snorden	Pace
Tim Knapp	New Hope Center	Patrick Wilmot	Pace
Lynnette H. Ciavarella	Metra Illinois State Toll Highway	Virgil Giles	Pace
Henry Guerriero		Mike Smith	WCGI
Bob Herrick	CED	Karyn Romano	Metro Strategies
Peter Fahrenwald	CTA	T.J. Ross	Pace
Carol Malina	EDCSS	Karen Shinnors	Pace
Mike Scholefield	CSEDC	Neil Ferrari	IDOT
John DeLaurentiis	RTA Will County Land Use Dept.	Barb Ladner	Pace
Ty Warner		Audrey Wennink	CS

Pace opened the meeting. Attendees introduced themselves.

In past restructuring projects, Pace worked with a technical advisory committee and a community advisory committee. Because of the scale of the South Cook-Will County area, Pace is taking a different approach for this project. More than one-third of the Pace service area is included in the study area, as are five out of the ten top Pace routes. One of the most successful suburb-to-suburb routes (Route 834) from Joliet to Yorktown is in this area and has 1600

boardings per day, which is one-third of all Joliet boardings. This demonstrates the need for suburb-to-suburb commute service. Trends and concepts have been contributed by the South Suburban Mayors and Managers – there is a need in the South Cook sector for East-West movements. The Will County Government League has also identified a need for East-West movements in the Will County sector. The Southwest Cook sector needs movements in all directions – North, South, East and West. The data from the Census and IDES support this.

Pace has brought the RCC together to provide information on issues of regional significance and to provide guidance on working with sister and parent agencies. There is also a need to coordinate with IDOT and the ISTHA on major arterials.

Service concepts will be developed in consultation with community advisory groups and will be reviewed with the RCC before the public meetings. Pace will work with the CAGs on service development concepts. There will be two rounds of public forums and information will be presented to the CAGs and RCC in advance.

Pace has an Intelligent Bus System that shows where every bus is throughout the day. On 20 percent of the fleet, Pace has Automatic Passenger Counters, which create a composite day of boardings and alightings. The system has been in place for 6 to 8 months. This data puts Pace on the leading edge of fact-based transit planning.

Cambridge Systematics presented an overview of the study approach and general timeline.

Questions

- *Is the goal that the short-term modifications (2006-2007) be budget neutral?* Pace responded that there will likely be some savings; however the demand for improvements often eats up savings so that in the end the initiative will probably be budget neutral. Needs will be identified for the short, medium and long term.
- *Will there be enough work complete to contribute to the veto session next fall?* There is a November target for the bulk of the work to be completed and some changes may be implemented earlier.
- *The Will County Logistics Council is mostly concerned with workforce transportation issues, how to reach employees. There is a single Pace bus at the CenterPoint development from Joliet but few riders as it is not aligned with shift changes. Will this study look into vanpools or other service options?* Yes, it will look into a full range of options – Pace does not know what the results will be, but that solutions will likely include more than fixed routes. Pace is also looking at connections with regions outside the service area.
- *Metropolis 2020 recently did a presentation on housing choices into the future, particularly Hispanic choices given the increasing share of the greater Chicago population. How is Pace accounting for this?* Pace missed the Latino/Hispanic segment in Aurora. At the public forums, Pace learned that Hispanics do not view themselves as a minority, but just the latest wave of immigrants to assimilate in America. They told Pace about their perspectives on finance and the use of banks. They told Pace about how to market to them. Hispanics are more comfortable with

vans and small shared-ride vehicles. They are using employer-run vans. The research shows that based on their housing choices, they are spending an exorbitant amount of money to get to work, often with private shared rides. We have learned that work trips is where the need for transit service is.

- *The Will-Grundy Center for Independent Living asked about access for people with disabilities.* Pace said this is not as narrow a scope of work as people think. There are plenty of work trips for this segment. In this survey, we are pre-surveying municipalities, which was not done in Aurora. Outreach is critical to municipalities – they know a lot about their residents’ needs.
- *What has Pace learned from the other restructurings that can apply to this effort?* This geography is more than 1,000 square miles. In comparison, the North Shore was a much smaller area but more densely populated. The Southwest DuPage / Fox Valley study area was less dense and this study area is less dense. There are very different levels of density. Therefore, some lessons will apply and others will not.
- *What does Pace want from the RCC members?* Pace wants RCC members to challenge Pace and provide real, usable data. The recommendations coming out of this Initiative will be deployed.
- *Will there be an emphasis on non-traditional commutes and non-traditional times?* In the survey work, work trips are not defined as within only traditional times. They can be at any time of the day. Pace has many routes running at 2 a.m. for UPS, and Pace serves a community college at 10 p.m. Additionally the service planning tool will estimate the demand for service in new areas. We don’t know what transit will look like. Any trip other than a single-occupancy vehicle trip is a potential transit rider. Traditional fixed route service with big buses 12 hours a day is not the complete answer. Maybe it will be a network of arterials with dial-a-ride supplements.
- *There is a lot of talk about vehicles. What about infrastructure and public-private partnerships?* The key to on-time service is avoiding conflicts. When new development occurs, we hope to partner on infrastructure.
- *In the spring, could you give this presentation to CATS/NIPC staff?* Yes.
- *IDOT is planning major reconstruction on 159th – are there bus turnouts planned as part of that work?* IDOT does notify Pace in advance of work it is doing. Sometimes they incorporate Pace’s needs. The Tollway in the south suburbs will be undergoing construction for the next year. In three years the South Tri-state will be in fairly good shape. I-80 will be congested for a long time. If there is a service possibility, the analysis should show the Tollway where to add bus lanes or HOV lanes. The Tollway needs help from transit partners to sell concepts.

Pace is exploring the possibility of working with existing bus providers on the Tollway to resell open seats under the Pace brand. No idea is too crazy for Pace to consider. Pace will use the public process to get consent from people, even though they may be resistant to change. Fixed-route bus will still be the workhorse regionwide. Ninety percent of Pace

ridership is fixed route. There are also a lot of people with no transportation at all and we need to provide options.

The next meeting with the RCC will be in the spring, but there will be ongoing communications with members in the interim.

Pace Executive Director T.J Ross gave closing remarks.

Comments by attendees at the South Cook-Will RCC meeting in Lemont (February 8, 2007).

Attendees:

<u>Name</u>	<u>Organization</u>
Tim Knapp	New Hope Center
Neil Ferrari	IDOT
Joe Voccia	RTA
Catherine Kannenberg	Metra
Hugh O'Hara	WCGL
Claire Bozic	CMAA
Pam Heavens	WGCIL
Sandra Reno	Will County CED

Pace: Ben Owen, Patrick Wilmot, Lorraine Snorden, Mike Bolton

Cambridge Systematics: Chris Kopp

Metro Strategies: Karyn Romano

Comments on the market research portion of the presentation...

Ferrari: In which segment(s) would transit-dependent individuals be included?

A: Most likely the Demanding Survivors segment, though the market segmentation process attempted to transcend binary classifications. Some could also be Cautious Individuals – members of this segment might be transit-dependent were they not so highly concerned about safety.

Bozic: Was the sample representative in terms of commute mode?

A: Mode choice was one of the variables tracked as the sample was assembled. Since the sample was oriented to Pace's service area, commutes within the City of Chicago were not targeted.

Voccia: What type of zone was used in the mappings?

A: CATS TAZs.

Voccia: Is the idea behind the Service Planning Tool that if I live somewhere, I can select that zone and a destination zone to determine travel flows?

A: Yes, though larger areas will usually be selected.

Voccia: Will the Service Planning Tool offer comparisons with automobile drive times?

A: Yes, along with other components of mode choice equations.

Voccia: Has all necessary data for this project been collected?

A: Yes. The Service Planning Tool uses Census journey-to-work data for travel flows and demographic data to project segment incidence.

Comments on the outreach plan portion of the presentation...

Knapp: Dial-a-ride boundaries are an issue and particularly annoying when an origin or destination is a very short distance outside of a boundary.

Ferrari: Will Pace not be able to restructure service without more funding?

A: In such a case, Pace will “rearrange the furniture” but will not be able to add service.

Ferrari: Will service changes be divided into multiple sets?

A: Yes.

Voccia: Earlier, Mike Bolton mentioned that some seniors would prefer to ride a fixed route rather than dial-a-ride – why is this?

A: They want to be able to travel immediately rather than calling ahead, which can be a nuisance due to the advance time needed and difficulty securing a ride.

Bozic: What financial expenditure is involved in improving on-time performance?

A: More vehicles and operators are needed as current running and layover times are insufficient.

Voccia: Is Pace examining how much time people actually spend on buses?

A: Not through this project, but automatic passenger counter data indicates where they’re getting on and off. Plans to operate limited-stop service in areas where service overlaps with CTA routes would decrease travel time.

Ferrari: [following discussion of decreased ridership following Aurora service changes] So altering the Joliet pulse point may cause ridership figures to drop?

A: Correct.

Heavens: Is service to Monee, Crete, Channahon and other smaller Will County towns being considered? Also, dial-a-ride service tends to be very territorial now.

A: A van could be provided to municipalities or Pace could operate rush-hour service to employment areas. Pace's Moving Beyond Congestion package includes a blanket dial-a-ride service for senior citizens and people with disabilities throughout the region.

Knapp: Is dial-a-ride service the most likely option south of Route 30? Some areas are developing rapidly, such as the Sauk Trail corridor.

A: At this time, yes.

Ferrari: [following mention of potential general-public dial-a-ride zones] Is Pace considering a mix of dial-a-ride and fixed routes in designated dial-a-ride zones given call-ahead requirements? Does Pace have capital equipment to expand dial-a-ride service now?

A: A mix of service types would be provided. Pace does not currently have spare dial-a-ride vehicles to expand service.

Kannenberg: The timeframe between the next advisory committee meetings and the first round of public forums is short. Will advisory committee comments be incorporated prior to the forums?

*A: Yes. Staff will also be meeting with bus operators around the time of the advisory committee meetings.
[NOTE: per subsequent internal discussion, advisory committee and bus operator comments will be added to public forum comments and considered after the forums. This will be explained to RCC members at the next meeting.]*

Ferrari: How have bus operators' unions responded to service restructuring projects?

A: They have responded favorably as operators are able to provide input to the process and service changes can improve operating conditions.

Heavens: How is Pace working with the General Assembly to secure additional funding?

A: Pace has provided the RTA and the General Assembly with broad-range assumptions. Pace feels that any funding package needs to address operating funds (as opposed to capital funds alone) as the Pace system is not very capital-intensive.

Kannenberg: Metra is currently defining concepts for commuter rail and bus rapid transit (via Illinois 394) as part of the SouthEast Service Alternatives Analysis project. Metra will share its concepts with Pace when they're complete.

Public forum site suggestions

Knapp: Prairie State College, Governors State University, Crete-Monee High School

Kannenberg: Joliet Junior College

Heavens: Joliet Junior College, University of St. Francis (Joliet)

Comments by attendees at the Round 3 RCC meeting at South Suburban Mayors and Managers Association (March 15, 2007)

Attendees:

Name	Organization
Hugh O'Hara	Will County Governmental League
Mike Klemens	Will County Governmental League
Pam Heavens	Will Grundy Center for Independent Living
Ty Warner	CMAP
Mark Minor	Metra
Catherine Kannenberg	Metra

Pace: Mike Bolton, Ben Owen, Patrick Wilmot, Leondria Blackman, Lorraine Snorden

Cambridge Systematics: Chris Kopp

Pace introduced the study process and described the preliminary service concepts. The next steps involve identifying priorities for service changes through the CAG process and public forums. Comments included (grouped by general topic):

General Comments

Would it be possible to serve the large industrial park near the University Park Metra station with a shuttle service?

Yes. This could be a good reverse commute opportunity.

How long will Pace be accepting comments?

Please provide any comments before the conclusion of the public forums on March 31.

Has Pace received comments on its website?

The preliminary service concepts are not yet on the website. They will be posted next week. This material is first presented to the Pace Board, then the bus operators, CAGs and RCC, and then the public.

South Cook County Service Concepts

Mike Bolton asked whether Pace could terminate Route 355 at the 115th/Kensington or 147th/Sibley Blvd. Metra stations and get a reduced fare for transferring customers?

Metra will refer the question to staff.

Southwest Cook County Service Concepts

Would it be possible to make a connection to the 80th Ave Metra station in Tinley Park with the restructured Route 386?

The route already serves the downtown Tinley Park station. Pace will consider this connection during service design. For example, it may be possible to have the I-80 express service meet Route 386 at the 80th Avenue station.

On Route 364, would the Oak Forest Metra station still be served with the deviation to the Wal-Mart Supercenter?

Yes.

Would Route 364 connect with the revised Route 381?

Yes.

Will County Service Concepts

Do the service concepts include a connection on Weber Road to the Ikea / Boughton Road / I-355 area?

A Weber Road flex route has been proposed. This could be extended to the area. Alternatively, Route 834 could serve this area. Pace will explore alternatives during service design and implementation planning.

How is the ridership on Route 855 along I-55?

Ridership is very strong because Pace offers the best transit option in the corridor. The route is also ripe for an extension to the west into the Plainfield area and possibly creation of bidirectional service inbound and outbound. Other possibilities include connections to the CTA Pink Line at 54/Cermak. It may also be possible to feed the route using Route 834 at the Pace park-and-ride.

Would it be possible to replace service on the segments of Route 831 that are proposed to be eliminated?

These segments have very poor productivity. No replacement service is planned.

Comments by attendees at the Round 4 RCC meeting in Joliet (May 17, 2007)

Attendees:

<u>Name</u>	<u>Organization</u>
Mark Minor	Metra
Catherine Kannenberg	Metra
Peter Fahrenwald	CTA
Ty Warner	CMAP
Hugh O'Hara	WCGL
John Greuling	Will County CED
Pam Heavens	Will-Grundy Center for Independent Living
Steve Lazzara	Will County Land Use

Pace: Ben Owen, Michael Bolton, Patrick Wilmot, Leondria Blackman, Lorraine Snorden

Cambridge Systematics: Chris Kopp

Perteet: Thomas Wittmann

Comments listed by route or issue

Methodology

Greuling: Maps need to be posted online sooner. What is the basis for elimination of some routes – ridership? Just want to understand the decision-making process.

Wittmann: Ridership is principal reason

Greuling: There don't seem to be many new routes on the map.

Wittmann: True, there are fewer routes – but later and more frequent service

Greuling: Are standards consistent throughout the restructuring? What is the projected performance? There seems to be a cultural deficit with regard to public transportation in the area.

Wittmann/Wilmot: Looking at several factors; ridership predictions are not exact. Market research data and the Service Planning Tool are parts of the process

Warner: Will the final methodology be posted somewhere?

Wittmann: Still somewhat fluid but will eventually have a final report

Greuling: Phase 1A looks reasonable.

Route 349

Fahrenwald: The route is integrated with CTA Route 49A and changes would impact CTA's schedules. A discussion concerning integration of service, especially regarding weekends and late evenings, would make sense. If the City portion of the route is discontinued, would buses meet at Evergreen Plaza?

Route 352

Fahrenwald: Regarding Phase 1B, the removal of express service seems counter to the philosophy of removing local service.

Wittmann: Travel time changes are small and express trips generally are not full

Route 355

Kannenberg/Minor: Duplication obviously exists; however, there are capacity issues on trains. Metra is willing to collaborate to look at times and trains with respect to capacity.

Route 381

Kannenberg: Would the route continue to serve the Oak Lawn Metra station?

Wittmann: Yes

Route 507

Greuling: A significant retail project is proposed at the west side of I-55 & US 30 – specifically an 800,000-900,000-square foot lifestyle center. This is probably the largest retail development in the area; Louis Joliet Mall may also be expanded.

Wittmann: Some excess running time in the Route 507 schedule – will write into schedule for future phases

Route 837

Greuling: Developments are being planned along Weber south of I-55 as well.

O'Hara: Accident scores are high for the Weber & I-55 and Weber & Normantown intersections.

Greuling: The CED is pushing for money to improve the Weber & I-55 interchange. The widening of I-55 south of Weber won't help at all.

Dial-a-Ride / Flex Routes / Feeders

Warner: What will dial-a-ride fares be?

Wittmann: Would look at it as an extension of fixed-route service

Snorden: The general-public dial-a-ride fares might be akin to those for fixed routes

Lazzara: How does scheduling a flex-route trip work?

Wittmann: Tell bus operator or call in

Kannenberg: How will Bus-to-Rail feeders be addressed?

Wittmann: Locally-based service, coordination with dial-a-ride providers.
Haven't looked much at feeders but some are low productivity-wise

Kannenberg: There are marketing elements in addition to service hours.

Minor: How would the North Chicago Heights Dial-a-Ride operate as a Metra feeder if Route 352 is being discontinued in this area?

Wittmann: Wouldn't – insufficient time in schedule to replace Route 452

Phasing, Funding and Communication

Fahrenwald: Will Phase 1B items be addressed at public hearings?

Owen: Whatever we can fit into available funding

Kannenberg: Will there be plans for Phases 2, 3, etc.? Will the final report contain these plans?

Wittmann: Yes and yes

O'Hara: Is Phase 1B the “smallest amount” funding package that Mike Bolton mentioned?

Wittmann/Snorden: Yes

Minor: In Phase 1B, if the level of funding isn't enough to cover everything, how will a plan be crafted that avoids cutting service in some areas (“interconnected service”)?

Wittmann: That's one of our challenges – will be working on this within the next couple of weeks

Appendix D

Public Forum Comments

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
348	Propose 348 127th instead of Vermont Halsted - Ashland	Forum - Chicago Heights
348	Extend 348 route to Ivanhoe Metra station. Extend 348 route to 95th Street - which would provide an option to reaching the turnaround	Forum - Phoenix
348	Extension to Moraine Valley College would probably satisfy Robbins	Forum - Phoenix
348	Service to Ivanhoe Metra 144th St. Get close to the train station especially during rush hour	Forum - Phoenix
348	Extend Route 348 to 95th because if you missed the 353 or 350 you're stuck	Forum - Phoenix
349	Route needs extended hours for Friday & Saturday evenings until 9:00pm	Forum - Chicago Heights
349	If local alternative is chosen for Route 370, Route 349 should be extended to Homewood Metra. Provides easy access from Markham garage.	Forum - Chicago Heights
349	Service generally pretty decent but sometimes wait a while. Problems getting caught by trains south of Blue Island. Add benches at stops	Telephone call (Ben)
349	Expand coverage to the business areas (shopping malls, big box stores).	Forum - Blue Island
349	Either over or underpass to eliminate delays due to stalled or slow trains	Forum - Blue Island
349	Make some trips route via 143rd, Harrison, 139th to avoid train delays	Forum - Blue Island
349	Alternate route to get around stalled trains	Forum - Blue Island
349	More frequent service. Try each 35/40 mins it makes a difference	Forum - Phoenix
349	Would like to see Route 349 and 49A continue from Harvey Terminal to 79th Street Chicago. [Blue Island]	Telephone call (CR)
350	Ends too early, good to extend	Forum - Chicago Heights
350	Is earlier weekend service also possible	Forum - Chicago Heights
350	Increased frequency will be beneficial	Forum - Chicago Heights
350	Prefer Regional Alternative & Thanksgiving/Christmas service	Forum - Chicago Heights
350	If local alternative is selected, the route should be consolidated with Route 354 to reduce transfers	Forum - Chicago Heights
350	More frequent service is appropo	Forum - Phoenix
350	More frequent service during rush - 1st westbound trip need to leave at 5:30. Increase rush hour service from 30 min to 15 min	Forum - Phoenix
350	Increase the midday from 1 hour to 30 min also Sat & Sun	Forum - Phoenix
350	Please increase the frequency and length of times the 350 Sibley runs on weekdays/weekends.	Forum - Phoenix
352	Every 15 minutes on Sundays to relieve overcrowding & better evening service	Forum - Chicago Heights
352	Eliminating the express bus during the rush hour is not good. I ride the express to avoid stopping at every corner on Halsted. It saves me time & money. If I needed to get off between 95th & 127th, I would ride the CTA #108 bus.	Forum - Chicago Heights
352	Can live with posted stops 95th & Ryan - 127th & Halsted	Forum - Chicago Heights
352	Don't take the express bus.	Forum - Chicago Heights

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
352	Saturday need later trips from 95th to Chicago Heights - until midnight	Forum - Chicago Heights
352	If 352 comes to Prairie State it needs to pull up into the college	Forum - Chicago Heights
352	Prefer Halsted alternative between 157th and Vollmer Road	Forum - Chicago Heights
352	Have question about southbound passengers boarding at non-arterial intersections and want to travel into the south suburbs.	Forum - Chicago Heights
352	352 Express -- keep it express NB a bit later - the 8:45am NB should be express	Forum - Chicago Heights
352	352 Express 95th & Ryan - Harvey TC hell yes - valuable. 2:26pm SB & NB should be an express	Forum - Chicago Heights
352	Reestablish #352 service to South Chicago Heights, the way it was years ago	Forum - Blue Island
352	How will limited stops coordinate with CTA Rt 108 & 8A?	Forum - Blue Island
352	Increase frequency of the 352 route on weekdays/weekends in the mornings and at night	Forum - Phoenix
352	Do not discontinue the 352 route rush-hour express services	Forum - Phoenix
353	Lincoln Ave. would be closer for Dolton passengers between Dolton Rd. and Sibley.	Forum - Chicago Heights
353	Route between 95th CTA Station and 136th is satisfactory. However, the service hours and frequency are not sufficient.	Forum - Chicago Heights
353	Definitely, later 353 weekend service should be considered south of 136th Street	Forum - Chicago Heights
353	Make this route 353 service hours seven days a week more frequent, make trips from 170th and Cottage Grove every half hour and extend weekend evening hours from 95th CTA Station to 170th & Cottage Grove from currently 6:05pm to 10:05pm	Forum - Chicago Heights
353	Limited stops between 95th & 127th wouldn't work when that only bus is serving via on King Drive from 95th & 111th Street	Forum - Blue Island
353	Cleaner & bigger buses	Forum - Phoenix
353	Need an extra run between 8:15 and 10:15	Forum - Phoenix
353	People need to show more courtesy for the other riders when using the cell phones.	Forum - Phoenix
353	Do a pilot on express service to 95th	Forum - Phoenix
353	Better route connections with services that crosses e.g. 353 connects to 350. Too many missed connections.	Forum - Phoenix
353	Have the ability to accommodate special circumstances as needed - early business closing due to inclement weather.	Forum - Phoenix
353	Weekends - extend bus to Homewood in a.m. to begin at 4:00 a.m. Extend bus at night to Homewood to 3:00 a.m.	Forum - Phoenix
353	Weekday - should begin service at 3:30am because many riders start work at 6:00am.	Forum - Phoenix
353	Bus route at 95th leaves empty and it a crowd waiting at 95th. Yet on the bus going to Homewood is crowded pack like sardines. Dangerously packed, tempers flaring	Forum - Phoenix

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
353	A bus should be fixed on 142nd Street. Route 353 is delayed and no Pace personnel is there to distribute late slips.	Forum - Phoenix
353	We would like to see a bus run from the Riverdale turnaround to Homewood. Rather than all the buses running from 95th to the Riverdale turnaround.	Forum - Phoenix
353	Express service to Red Line or Loop	Forum - Phoenix
353	Extended hour on Sunday & Sat. <u>ALL</u> bus service should extend to Homewood Park. No service to River Oaks, keep Homewood route	Forum - Phoenix
353	Bad idea. Service and frequency should change to better serve the increase ridership - which would increase even more if buses was available.	Forum - Phoenix
353	Please increase the frequency of buses on Route 353 in the morning, evening, nights and weekends.	Forum - Phoenix
353	Either extend service or create services down Indiana Avenue. Currently no service down Indiana.	Forum - Phoenix
353	Ofentimes, the 7:03am bus does not show up on the 353 route. Supervisors should be stationed at the Riverdale turnaround/95th Street station.	Forum - Phoenix
353	On Route 353, some of the drivers leave passengers at 95th St. (Red Line) and drag the street and sit on Michigan between 118th or 120th to prevent being ahead of schedule.	Forum - Phoenix
353	Increase supervision presence -- improve communication and attitude of drivers	Forum - Phoenix
353	Have veteran drivers give new drivers instructions on "cleaning up the streets"	Forum - Phoenix
353	The idea of discontinuing the service is bad because many people rely on this service seven days a week.	Forum - Phoenix
353	Communicate with railroad industry to create schedules that align with bus schedules.	Forum - Phoenix
353	Improve connection times between buses - 353 connects to 350 - and other routes	Forum - Phoenix
353	I have reviewed the service plans for the South Cook Area. Overall, it seems like a good plan. However, I feel that route 353 was not appropriately addresssed. Route 353 is currently the eastern-most route in suburban cook county that provides service into the coveted destination, the 95th Street CTA Station. Operating from the vicinity of the Landings Shopping center in Lansing,Il, route 353 would also provide easy to access to jobs on the south end of the corridor. In summing up the totality of the route, I think the route should have expanded service hours south of 136th Street with an improved frequency during some hours of the day. Additional improvements should include also include expanded weekend service south of 136th,maintainin! g all existing stops, and improved connections with routes 350 & 356. Overall, I don't think the proposed plan effectively serves the market need on this route. I only hope that adjustments can be made. Thank you for your consideration.	E-mail (CR)

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
353	I would like for there to an earlier northbound 353 bus so that if a person has to be at work by six or maybe a little earlier, he or she can make it without any problems. [Dolton]	Comment Card - online
354	Sunday service	Forum - Midlothian
354	147th & St. Louis to Central & 159th Jewel	Forum - Midlothian
354	The kids that may take the bus to the Oak Forest high school or any school will be cut out.	Forum - Chicago Heights
354	I-80 & Harlem -- Target Greatland etc. shopping area <u>needs</u> bus service	Forum - Chicago Heights
354	Prefer Route 354 to terminate at 159th & Cicero to enable historic travel pattern.	Forum - Chicago Heights
354	The new location of the Aid Assistance office 183rd & Harlem will be cut off on the new route.	Forum - Chicago Heights
354	I think that Pace should consider a consolidation with Route 350 in efforts to reduce transfers.	Forum - Chicago Heights
354	We would like service to 182nd & LaGrange in Tinley Park	Forum - Orland Park
354	<u>PLEASE</u> I need to go from Crestwood to a Dr. office 18210 S. LaGrange in Tinley Park. <u>Thanks!</u>	Forum - Orland Park
354	Needs more frequent service	Forum - Phoenix
354	Implement Sunday service on route 354; could be every 2 hours as on Saturdays.	Comment Card - online
355	Keep some late morning & mid afternoon schedule for shopping and work shifts.	Forum - Chicago Heights
355	Extend west to new home development -- S on Torrence, W on 186th to Stony Island.	Forum - Chicago Heights
355	An Absolute Necessity -> Develop inter-agency relationships with other modes of transit -- NOW	Forum - Chicago Heights
355	Is it possible to keep a late morning trip at about 9:30a-10:00a	Forum - Chicago Heights
355	I understand there will be purposal on changing bus route for bus route 355 I honestly hope not. My parents are old and take that bus to the doctors and it would be inconvinient for them to have to walk further to catch another bus. My moms husband is a diabetic and she doesn't walk to well. As for myself I take the train to catch the 355 bus to work and from work. I start later sometimes and take the 9:50 and if there is no bus service I might loose my job knowing I have to call in because there is no bus to take me to the train. I already have to pay double for south shore train and bus. I don't mind paying as long as there is service. My main concern is my elderely parents. How could it be possible you don't take the older people into consideration. With summer coming around allot more people will be headed down town. Please don't do this to us. We need our 355 Pace. Please, please, please.	Web comment (CR)
355	Increase the frequency of the buses on weekdays and weekends	Forum - Phoenix
355	This new 355 would work but what will it be for the alternatives for the people who are downtown to go back home further south?	Forum - Blue Island

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
355	The detail provided in the proposal leads me to believe that there will only be 7 morning express trips and 5 evening express trips on route 355. It is my believe that this number of trips is insufficient to support the current ridership of about nine hundred. I am almost certain that the route will be rediculously overcrowded, even after Dan Ryan Reconstruction. It is my suggestion to have at least 10 morning trips and 6 Evening trips.	E-mail (CR)
355	Route 355 is a great route. Many riders use this route and it needs help. There are too many people riding the busses and there needs to more busses, shorter wait times between buses (i.e. if most people are getting off work at 5:00 there should be buses every 10 minutes starting at 5:00 rather than at 4:40) With the Dan Ryan Construction all operators should be advised to learn their way around the Ryan rather than spend 2 hours on the bus. ... There should be some "express" routes. (i.e. it is not necessary that every bus travel to state line on South Bound routes. Very very few times has anyone requested a stop there and it takes up to 5 minutes longer with the traffic lights. It would be nice to have a Route go straight down Burnham and Torrence from Sibley rather than just at the corners of the aforementioned. [Lansing]	Comment Card - online
355	More bus shelters and benches would be a great plus. Where the passengers board at Ridge and Torrence, we're completely out in the open now that they tore the building down on the corner.	Comment Card - online
355	ROUTE 355 IS A GREAT SERVICE AND A VERY NEEDED SERVICE....PLEASE KEEP IT GOING [Calumet City]	Comment Card - online
355	There needs to be more buses in the early morning rush hour. The first two buses on the 355 route are @ 30 minutes apart and are always over crowded. [Calumet City]	Comment Card - online
356	How about improved transfer with route 353? Or a direct link to Riverdale Turnaround and 95th CTA	Forum - Chicago Heights
356	The placement of stops 1/2 mile apart would greatly limit the accessibility for seniors and persons with disabilities	Forum - Chicago Heights
357	Bus needs to get to the terminal on time	Forum - Chicago Heights
357	Want a park and ride lot in Glenwood	Forum - Chicago Heights
357	The actual stops along Lincoln Highway are hard to find sometimes.	Forum - Chicago Heights
357	Must go into 211th St. Metra, all trips both directions	Forum - Chicago Heights
357	This is good, but does it operate near the Joliet train stations. What about the casinos? The new route will cut out several shopping stores but add the Auto Mall.	Forum - Chicago Heights
357	Deviate from Route 30 to serve Matteson residents -- Ridgeland or Austin - Woodgate Drive - Central - or provide dial-a-ride option	Forum - Chicago Heights
357	Senior DAR to Airport, Chicago Heights, Park Forest	Forum - Chicago Heights
357	Strip mall in Matteson across from former Loemann's Plaza	Forum - Chicago Heights

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
357	Needs to arrive at Metra station on time	Forum - Chicago Heights
357	It would be great to be able to take a bus from the Steger/So Chicago Heights/Park Forest/Richton Park area to the Joliet/Romeoville/Lockport area. That would allow me to easily get to work without the hassles of driving. A route to work would have me on the bus.	Comment Card - online
358	Need bus route on Cottage Grove to Chicago Heights Terminal	Forum - Chicago Heights
358	Needs to go to Glenwood	Forum - Chicago Heights
358	Sunday & evening service appreciated	Forum - Chicago Heights
358	Sunday service	Forum - Chicago Heights
358	South Chicago Heights off Sauk Trail & Ashland Ave. to VA - off Damen west of downtown Chicago	Forum - Chicago Heights
358	Also go to Tinley Park	Forum - Chicago Heights
358	More frequent service	Forum - Phoenix
358	This new 358 route would work magnificently	Forum - Blue Island
358	Increasing the number of #358 buses, compatible with South Shore trains, especially during rush hours would be wonderful [Sauk Village]	Comment Card - online
359	Homewood Metra Sat & Sun	Forum - Midlothian
359	Must have service all the way to 183rd 7 days/week to connect with new 386 183rd segment	Forum - Chicago Heights
359	Operate route 359 to 183rd St. on all trips to connect with route 386 in proposed changes	Forum - Orland Park
359	Consider extending to Olympia Fields straight down Kedzie rather than Homewood Metra.	Forum - Orland Park
359	Route bus so it connects with CTA Kedzie bus at 111th & Kedzie	Forum - Orland Park
359	Wood St. is residential, 20 mph, 2 parks & 1 school is located on Wood St. Wood St. is hard for buses to travel, parked car on north side of street & south side. Street is very narrow.	Forum - Blue Island
359	Better on time service to make connections to 349. Sunday southbound service begin at least 3 hours earlier	Forum - Blue Island
359	Eliminate Wood St. from route. Use Ashland as alternative.	Forum - Blue Island
359	Need bus stop at Ashland & Vermont to access shopping	Forum - Blue Island
359	Keep the arrival times consistent.	Forum - Blue Island
359	I disagree with the elimination of service on Wood St. for reasons that I get bus on Wood St.	Forum - Blue Island
359	If not many people get on the bus at 127th & Wood I see no problem in moving the line to Ashland. <u>BUT</u> if people are using I object	Forum - Blue Island
359	Need Kedzie service beyond 183rd St., service at 183rd to Cicero.	Forum - Phoenix

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
359	I am here today to ask Pace Bus Service to eliminate using Wood St. on their routes and consider an alternate, such as Ashland Ave. Bus Routes 359 & 397 can use Ashland and continue with their routes onto Vermont Street. The community will not be affected by this change since the neighborhood can still have easy access to Pace Bus Service through Vermont Street. Also, this will give the residents of Calumet Park better access as well. Our community depends on the services Pace provides however, I feel it is dangerous for the children of Blue Island and Calumet Park for Routes 359 and 397 to continue traveling Wood Street. Wood Street is a residential area with a speed limit of 20 miles per hour. The majority of Blue Island's Centennial Park is located on Wood Street as well as, the Calumet Park Rams football field (Father Sylvester Field) and Calumet Park School, District 132. ... It is not only dangerous for the children to access these facilities but, it is also a hazard for the bus drivers to maneuver the large buses through this street. During Softball & Football season Wood Street is congested with parked cars. I witnessed several times, how difficult it is for the bus drivers	Forum - Phoenix
359	The plan for route 359, however, should have a changed stopping pattern on Halsted Street between 95th Street CTA Station and 124th to enable transfers to and from the Robbins/South Kedzie Corridor. All stops on Halsted should include 123rd, 122nd, 119th, 115th, 114th, 111th, 103rd, and 95th/Halsted. Timing on the route should not change as a result.	E-mail (CR)
359	The Pace Route 359 bus route is entirely too long for it to run every hour and there are too many turns in the route. Please make a more direct route from Homewood to the 95/Dan Ryan red line station. The bus currently cuts through too many side streets in Robbins and Calumet Park while making people in Hazel Crest and Country Club Hills walk all the way to Kedzie Avenue. Please cut out all of these unnecessary twist and turns, make the run more frequent, and make the last bus run from Chicago later than 9:50pm. That is entirely too early even the Metra runs until 12:50am. I hope you take these points into consideration I ride this bus everyday to work and I have to leave the house at 11:45 in the morning in order to be at work by 2:00. I guess I don't have to tell you it shouldn't take that long to get from Hazel Crest to Downtown Chicago but the bus ride alone is an hour and ten minutes. You need to streamline it to a little over a half-hour and introduce another bus route to pick up the passengers in Robbins, Blue Island, and Calumet Park. Too many different neighborhoods and	Comment Card - online
359	Reinstate Saturday and Sunday service to Homewood Metra on route 359.	Comment Card - online
359	Would like to see Route 359 stay because she really depends on this route daily. [Blue Island]	Telephone call (CR)
362	Possible reroute to serve Cedar Ridge -- Richton Rd 2 blocks south of Sauk Trail east of IC tracks	Forum - Chicago Heights
364	The enhancement of this route is <u>crucial</u> .	Forum - Chicago Heights

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
364	The local one is good. The 167th & Pulaski is really booming because of the Walmart & new movie theater. The strip mall has many stores that could use business from public transportation riders.	Forum - Chicago Heights
364	More service to Country Club Hills daily until 9pm	Forum - Chicago Heights
364	Beautiful route	Forum - Chicago Heights
364	Expand 364 to include Sunday service	Forum - Orland Park
364	How about taking the 364 connection on 167th St. down Kedzie to 167th St. to Cicero back to 159th St.?	Forum - Orland Park
364	Try not to change it too much. We love the frequency.	Forum - Phoenix
364	Service into South Holland Advocate Center	Forum - Phoenix
364	Better route connections with services that crosses, communication improvement. Too many missed connections.	Forum - Phoenix
364	Advocate South Holland behind SS College needs a stop for the patients children and elderly	Forum - Phoenix
364	364 deviation to Country Club Hills makes more sense than 354	Forum - Phoenix
364	Lastly, route 364 should be aligned to operate directly to the Markham Courthouse and 167th Street retail at all times. The route would reduce transfers and increase ridership.	E-mail (CR)
366	Serve Cedar Ridge -- south of Sauk Tr. off of Main St. and Richton Sq. Rd. -- and Richton Park Metra (north side of Sauk Tr.)	Forum - Chicago Heights
366	Extension to Lincoln Mall could help with local dial-a-ride needs -- should have good ridership too	Forum - Chicago Heights
367	??? No direct service to Park Forest Centre from University Park	Forum - Chicago Heights
367	Serve Arbors at Hickory Creek apartments on east side of Cicero near Steger Rd. Call mayor of University Park for contact	Forum - Chicago Heights
367	For late hours to Governors State all the way until 10:10pm! Back to Chicago Heights Terminal.	Forum - Chicago Heights
367	Serve industrial park by leaving University Park Metra SB Governors Highway into industrial park via Dralle Rd to Central then NB to Stuenkel & EB to Cicero	Forum - Chicago Heights
367	Need to keep the University Park routing Western - Olmsted - Blackhawk - Sandra in both scenarios. Don't cut off at Exchange	Forum - Chicago Heights
367	Must still link University Park with downtown Park Forest some hours -- DAR would be OK. From Chicago Heights Terminal, SB Chicago - WB 26th - SB Western - WB Main via Sterk's - SB Orchard - EB Sauk Tr - SB Western. North section of 367 -- alternate segments between Chi Hts - Western & Steger, rest via Downtown Park Forest not via Chicago - Steger	Forum - Chicago Heights
367	Need Sunday service	Forum - Chicago Heights
367	Weekend service to the University Park train station is a good idea in the summer for those who go to Chicago events.	Forum - Chicago Heights

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
367	Sunday service in Richton Park & other areas to Cook & Will County, Park Forest, Crete, Monee etc.	Forum - Chicago Heights
367	Sunday is part of regional & local operations	Forum - Phoenix
370	If local alternative is selected, the route should be consolidated with route 349.	Forum - Chicago Heights
370	Leave 352 and 370 as is. Just extend time and frequency on 370.	Forum - Chicago Heights
370	Something needs to serve 10th & Dixie -- jobs center -- offices & Bloom HS at least	Forum - Chicago Heights
370	Needs to arrive at Prairie State on time	Forum - Chicago Heights
370	Please expand hours to and from PSC to service students and staff	Forum - Chicago Heights
370	Expanded hours to & from PSC to service students	Forum - Chicago Heights
370	Please ensure expanded hours on South Halsted no matter what alternative is selected	Forum - Chicago Heights
370	Needs later hours - past 7pm & needs to enter PSC grounds on weekends - classes then too including Sundays	Forum - Chicago Heights
370	Runs late -- friend can't get to 9:00 class reliably	Forum - Chicago Heights
370	More frequent service is appropo	Forum - Phoenix
370	Needs service beyond 6:30pm. More service than each hour. Combine a couple of routes.	Forum - Phoenix
370	Nite courses: can't get home from college after 6:30pm	Forum - Phoenix
370	I would like to see the 370 start running at about 5:15 am like the 352 for those riders that need to be at work between 6am and 7am. I have to walk 10 mins from home to catch the 352 in the morning when I can see Halsted and the 370 route from my house. It would be much more convenient, other 370 riders have expressed the same interest. [Chicago Heights]	Comment Card - online
379	Longer service hours not geared to Orland Square; pedestrian access to mall	Forum - Orland Park
379	Easier commute between Orland Park and Elmwood Park	Forum - Bedford Park
379	There are a group of people at 79th & Harlem that work at O'Hare - #330	Forum - Bedford Park
379	This would work as long as #831 still operated to Joliet either from Midway or Orland Park	Forum - Blue Island
379	This new 379 would work the change the name of the route, 79th-LaGrange would work	Forum - Blue Island
379	Any hours is fine weekdays, Saturday and Sunday too.	Forum - Joliet
379	Later service & Sundays	Forum - Joliet
381	Service on Christmas, New Years, Thanksgiving	Forum - Chicago Heights
381	Remember service for the bus stop in front of Denny's at 95th & 76th Ave.	Forum - Orland Park
381	Need service on Christmas, New Years & Thanksgiving	Forum - Orland Park
382	Queen of Peace??? Service to St. Laurence for AM would hurt about 23 students	Forum - Bedford Park
382	On time service. If bus does not need to go to Ford City Mall then can continue on the route especially the 382.	Comment Card - online

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Route / Service	Comment	Submitted via
382	Route 382 is very important to us who have no other way to get to the Midway train station. I take the bus that leaves Midway at 4:57 p.m. and when we get to Ford City no one gets off or on the bus. It is a waste of time and gas for this bus to go to Ford City.	Comment Card - online
382	I take the 1st 382 Northbound-Run at 103RD & Central at approx 6:30 AM, and I take the last 382 Southbound-Run from Midway at 6:50PM. In the morning there are approx 10 people waiting with me to get to Midway!!! In the evening there are also approx 10 people waiting to leave Midway on the last run going south. ELIMINATING EITHER OF THESE TWO RUNS WOULD MEAN I WOULD HAVE TO QUIT MY JOB OR MOVE BACK TO THE CITY (I DO NOT WANT TO MOVE). My suggestion to save Pace money is to run the morning & afternoon rush and Eliminate Mid Day Service. I would also recommend running Morning & afternoon rush every 30 mins instead of every hour. Morning rush = 6:30 to 8:30 AM Afternoon Rush=5:00 to 7:00 PM My last suggeston is if you decide to cut the 382, consider running the 382 from 104TH & Pulaski to 95TH Metra Station, & Metra back to 104Th & Pulaski. IF YOU CAN'T GET US TO MIDWAY, PLEASE GET US TO METRA.	Comment Card - online
383	Great idea especially since Tri-State coach service stopped from Holiday Inn in Matteson to Midway	Forum - Chicago Heights
383	Avoid servicing direct access to mall(s). Waste too much time with in/out mall traffic.	Forum - Orland Park
383	Going south to at least 167th would help me go to the city	Forum - Orland Park
383	Longer hours of operation past 8pm	Forum - Orland Park
383	Frequency should be improved to Oak Forest, improved service hours	Forum - Bedford Park
383	Service should operate on Crawford south of 167th	Forum - Bedford Park
383	Highly recommend the new 383 going to the Lincoln Mall Driveway weekdays & weekends	Forum - Blue Island
384	Need a route from 127th & Narragansett to Cicero & Rt 83 via 127th, Central, Rt 83	Forum - Orland Park
384	I need the 384 to go to Palos Heights 127th St. west of Harlem on days when my car is being fixed. I like the choice of a 384 or a 386.	Forum - Orland Park
384	I would like weekend service on the 384 from Midway to 127 and ridgeland. [Bridgeview]	Comment Card - online
384	Need evening service into Orland Mall from Midway late evening weekdays, since I do not drive. Not able to attend forum on March 27th due to work schedule and no transportation - concerned about route to work from Orland, no other source of transportation to job in Burbank. Riding pace for over 11 years -daily.	Comment Card - online
384	I would like late evening and weekend service on the 384 [Bridgeview]	Comment Card - online

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Route / Service	Comment	Submitted via
384	Also its very important to me that we have the 384 bus going down Ridgeland avenue especially from 87th and ridgeland to 127th and ridgeland. We need this bus and very much want it to continue. We don't need it to go all the way to Orland as we have the 386 that will take us there. Its a long walk to the 386 but we can manage when we want to go to Orland. If we didn't have the 384 on Ridgeland we couldn't get to the Jewel grocery stores at either end or the library or any of the destinations in Palos Hts. Thank you for anything you to do keep 384 on Ridgeland. We appreciate anything you can do. [Worth]	Comment Card - online
385	Route is just fine the way it is. Do not change this route. It is perfect for me to go to work at Orland Square.	Forum - Blue Island
385	If the 385 bus could connect with the 386 bus going up and down harlem avenue it would be so good. At 111th and harlem they just miss each other and it is an hour wait. I'd love the 385 to run on weekends but don't suppose that is possible. [Worth]	Comment Card - online
386	Extension of E/W service is an excellent initiative	Forum - Chicago Heights
386	I need 127th & Harlem to Midway at 6:40am	Forum - Orland Park
386	East and west streets need more buses, like 167th to Oak Park, 171st, 175th, 183rd	Forum - Orland Park
386	<u>PLEASE</u> let me go to Advocate Health 18210 LaGrange from Crestwood without having to pay \$80 for a cab. <u>Thanks</u>	Forum - Orland Park
386	We would like service to 182nd & LaGrange in Tinley Park	Forum - Orland Park
386	I would like the South Harlem to Midway routes continue. [Bridgeview]	Comment Card - online
460	I catch the first 460 run each morning at 5:55AM, ridership is increasing on the run as folks relocate to the area from the city and other suburbs. If the new initiative removes this run it will cause extreme hardship. I currently do not have a car and I rely upon the 460 during the week and route 359 and 364 during the weekend.	Comment Card - online
501	Add Rt 59 to Fox Valley back Rt 30	Forum - Joliet
501	Later hours and Sunday just half.	Forum - Joliet
501	Later service and Sundays	Forum - Joliet
501	Later runs 8:00pm? Maybe?	Forum - Joliet
501	I like the new route but it may not work on the return trip to the lineup	Forum - Joliet
501	Sunday services, evening	Forum - Joliet
501	I could do Sunday & weekdays, too. Can't wait	Forum - Joliet
501	501 is always my backup when I miss my 505 bus & I walk home mall every Sat.	Forum - Joliet
501	Like new rt. Sunday would be nice on 501 507	Forum - Joliet
501	Stop locations will be key. Will stop location concepts be available for stage 2	Forum - Joliet
501	15 minute headway circulator serving key points on the East Side of Joliet. Use CNT data to identify circulator nodes/stops.	Forum - Joliet

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Route / Service	Comment	Submitted via
501	YES, I would appreciate later evening service plus Sat. & Sun. Earlier on Sat. a.m.	Forum - Joliet
501	YES, I would appreciate the Sat. & Sun. service. I hope Sat. service will start earlier.	Forum - Joliet
501	160,000 people no Sunday service	Forum - Joliet
501	Sunday services, evenings	Forum - Joliet
502	Marquette - earlier start on Sat., Sunday service, evening service	Forum - Joliet
502	I live in Crest Hill 1 block off Theodore. I don't drive. I need bus to go downtown & to Hillcrest	Forum - Joliet
502	Late Saturday and Sunday	Forum - Joliet
502	Saturday wants Lois/Larkin-rider service	Forum - Joliet
502	Later service and Sundays	Forum - Joliet
502	I do <u>not</u> like this new route. I would have to walk a long way on Glenwood to catch the bus.	Forum - Joliet
502	Enter Hillcrest & North Ridge Plaza to serve Food 4 Less etc. -- not accessible from street	Forum - Joliet
503	503 is necessary for travel to library on west side.	Forum - Joliet
503	No do not stop the 503 bus service	Forum - Joliet
503	Don't discontinue same service and Sat	Forum - Joliet
503	Needed for library services	Forum - Joliet
503	Only way to St Joes Med Center on Essington Rd	Forum - Joliet
503	Regular service & Saturday	Forum - Joliet
503	If 503 is discontinued, how will Black Road Branch Library be served? Has children & family programs of interest to all of Joliet.	Forum - Joliet
503	Don't discontinue, every two hours	Forum - Joliet
503	Get Saturday and Sunday run.	Forum - Joliet
503	Please keep this service as is, due to needs of people to travel to our Black Rd. Library.	Forum - Joliet
503	Don't discontinue the 503! Sunday service, evening service, Saturday service	Forum - Joliet
503	Later service and Sundays	Forum - Joliet
503	Need to get to Black Rd library	Forum - Joliet
503	Need to get to library	Forum - Joliet
503	Need route to library on Black Road	Forum - Joliet
503	Keep it	Forum - Joliet
503	Needed for library service.	Forum - Joliet
503	Please continue 503 Black Rd as is but extend it to go past Essington Rd. to the Joliet Public Library (Black Rd. Branch).	Forum - Joliet
504	South Joliet - extend hours and provide service on Saturdays for Will County Community Health Center	Forum - Orland Park
504	Does this mean no hourly service to Primary Care Medical Center?	Forum - Joliet
504	Service Rt 53 weekday & Sat & Richard St	Forum - Joliet

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Route / Service	Comment	Submitted via
504	Later runs? Saturday service?	Forum - Joliet
504	Keep the route. More than one way to get into town Sunday Saturday	Forum - Joliet
504	Later service and Sundays	Forum - Joliet
504	Bus service to run on Saturdays at Oscar Av and Richards Street, Southeast Joliet. Needs to run on Saturdays, to be able to get around, with daughter whose disabled. Visually impaired.	Forum - Joliet
504	Weekday late and Saturday and Sunday	Forum - Joliet
504	For the Racetrack late	Forum - Joliet
504	Sat half day	Forum - Joliet
505	Later service and Saturday, Sunday	Forum - Joliet
505	I would like to see 505 run longer hours	Forum - Joliet
505	Sunday service, evening service	Forum - Joliet
505	Lidice earlier start on Sats & Sun	Forum - Joliet
505	Later service & Sundays	Forum - Joliet
505	Don't drop 505 Lidice Labor Ready & Dollar Tree and other businesses	Forum - Joliet
505	Bus stop sign Joyce/McDonough other side Route 505 777 Joyce Rd	Forum - Joliet
505	I travel Rockdale have used route for approx 6 yrs - I think local sounds fantastic! Thank you!	Forum - Joliet
506	We need this route to travel to Frankfort on Rt 30 and Rt 45. Rt 45 south (Dralle Road) and north (Orland Park). I need service to transport from Stuenkel Road to 191st Mokena.	Forum - Joliet
506	Weekend service wanted to Metra	Forum - Joliet
506	People in districts 4 and 5 need better service to get to jobs and from jobs for various shifts and need more direct rides.	Forum - Joliet
506	Later service and Sundays	Forum - Joliet
506	A bus to Frankfort would be good.	Forum - Joliet
506	(Needed) Weekend service to the Joliet Metra train & Downtown area & New Lenox at least morning or afternoon service also longer evening hours on weekdays.	Forum - Joliet
506	Return from school later from Downtown Chicago (Later service please)	Forum - Joliet
506	Late weekday, Saturday and Sunday route	Forum - Joliet
507	Strongly favor regional connection from Louis Joliet Mall to Naperville. Consider stops in downtown Plainfield (public library, village hall, park & ride)	Forum - Romeoville
507	Consider whether it's possible to add stop at Edward Health Ventures campus at Van Dyke Road & 127th Street in Plainfield	Forum - Romeoville
507	Expand service to Romeoville along Weber Rd. -- new retail stores, JJC @ 135th/Weber	Forum - Romeoville
507	Later service & Sundays	Forum - Joliet
507	Extend further north to serve Diehl Road / Warrenville Road businesses Nicor, Nalco, Tellabs AM & PM express reverse commuters	Forum - Joliet

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Route / Service	Comment	Submitted via
507	Sunday!! Service	Forum - Joliet
507	YES, later in evening plus Sat. & Sunday service. Start earlier on Sat. AM	Forum - Joliet
507	Every 1/2 hr	Forum - Joliet
507	Every 30 mins	Forum - Joliet
507	Great idea - weekend and hourly	Forum - Joliet
507	Extending later hours & Sunday service is most needed. Going the Plainfield route - much more convenient.	Forum - Joliet
507	160,000 people no Sunday service?	Forum - Joliet
507	<u>EVERY SAT.</u> Love local alternative. Working M-F - 8-5. Would love Sun service.	Forum - Joliet
507	Even 30 min. the keep the pace with to many people standing	Forum - Joliet
507	Every 15 minutes due to overcrowding.	Forum - Joliet
507	Run every 15 minutes	Forum - Joliet
507	Have later to 10:00pm. And Sunday half day.	Forum - Joliet
507	Sunday service, half hour services, evening service	Forum - Joliet
507	I like the idea of later hours for people that work late till the mall closes	Forum - Joliet
507	Operate until at least 11pm or 12 midnight due to people working night-shift jobs	Forum - Joliet
507	More service for weekends, later hours	Forum - Joliet
507	Run every half of hours	Forum - Joliet
507	Need early Sat & Sun Labor Ready	Forum - Joliet
507	Needs to run til 10:00pm so people can work all 3-shifts	Forum - Joliet
507	I would attend your meeting but there is no way to get there via Pace. a few straight North to South routes and east to west would make sense. Not zig zag routes. CTA has these. How about a route going from Plainfield Joliet, straight north on Route 59 all the way to the north elgin area. Route 59 is congested and well traveled. [Naperville]	Comment Card - online
511	Run every 30 minutes	Forum - Joliet
511	1 run for 3rd shift. Also would take care of 2nd shift coming back	Forum - Joliet
511	Jobs start at 6:00am. Why not give service to jobs?	Forum - Joliet
511	Later service and Sundays	Forum - Joliet
753	Route 753 down Ridgeland west of Lincoln Highway	Forum - Chicago Heights
753	Install a bus stop on 753 near new homes at Ridgeland and Paulina	Forum - Chicago Heights
753	Needs weekend service	Forum - Chicago Heights
753	Feeder bus to train doesn't run late enough	Forum - Chicago Heights
831	Von Solbrig Hospital is now Lithuanian Museum Madija offices	Forum - Bedford Park
831	This route to Chicago Midway is great, however it needs to come on Weber Rd & in Romeoville	Forum - Romeoville
831	This idea will work with 1 hr #831 service	Forum - Blue Island

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Route / Service	Comment	Submitted via
831	Later service & Sundays	Forum - Joliet
831	Stay as is	Forum - Joliet
831	Run every 30 minutes also	Forum - Joliet
831	Agree stay as is	Forum - Joliet
831	Stay as is	Forum - Joliet
834	I like this very much. Thanks for expanding service. Consider going into Oakbrook Shopping Center.	Forum - Romeoville
834	Could use route to Lisle	Forum - Romeoville
834	I suggest that the 834 Pace bus line be extended to 8-9 pm weekly to and from Yorktown and the Southbound line could go as far as Lilly Cache and Route 53 after rush hours. Also, a Sunday service from 8am to 5pm would be very convenient. Thank you.	Web comment (CR)
834	Adding extended service on weekdays & Sunday service would be most appreciated.	Forum - Joliet
834	Run every half hour, every 30 minutes	Forum - Joliet
834	Earlier Sat. morning hours, later Sat. hours, Sun. hours	Forum - Joliet
834	Need connecting Route 506 for early 1st run to connect to 834 M-Friday. Extend weekday routes also Saturday and Sunday extended time	Forum - Joliet
834	160,000 people no Sunday service	Forum - Joliet
834	Half hour Sunday service evening service	Forum - Joliet
834	Please extend Saturday hours and put Sundays on.	Forum - Joliet
834	Every 30 minutes	Forum - Joliet
834	Current scheduling limits me to M-F - work only & home, Sat - mall (Louis Joliet) only - this will provide expanded recreational horizons. 834 thank you Yorktown here I come! Strike every 30 mins + add X on weekends	Forum - Joliet
834	Needs to run down Remington Rd. where the warehouses are!!! And run to 10:00pm.	Forum - Joliet
834	I'm a professor at Lewis University and I rely on PACE to get to work. I also use it anytime I have to go anywhere in the Chicago area suburbs. Please consider more weekday evening bus service, and better service to Metra stations. Thank you. [Chicago - Uptown]	Comment Card - online
834	Currently, there is no bus service from Joliet Station to Yorktown (834 route) between the 9:12am departure and the 11:12 departure. A 10:12 bus would be really helpful. Note: I travel between Joliet Station and Lewis University only.	Comment Card - online
834	More frequent service to/ from Lewis University in Romeoville to Joliet Union Station. Add Sunday service. Add morning service on Sat and Sun from Lewis University to Midway Airport. At this time, there are no Pace options on Sunday that I am aware of serving Lewis University	Comment Card - online

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Route / Service	Comment	Submitted via
834	Earlier route for 834 from Joliet so that buses can arrive earlier than 8:30 a.m. at Lewis University. More students and employees of Lewis would consider taking Metra/PACE if they can be assured that they would make it to class/work on time.	Comment Card - online
834	Look at Route 834 in Joliet to the river boat and to Yorktown Mall, in the early evening and on weekend hours expanding to late. Suggest there be service on Sunday too.	Telephone call (CR)
835	I object to taking the 835 bus off since I and a lot of other people work on the east side of the loop. Perhaps you can run a smaller bus to the loop.	Forum - Orland Park
835	What I fail to understand is for example on the Route 835 Express to Loop why on earth either 1) the Oak Lawn stop cannot be temporarily relocated to 95th Street side so that our bus doesn't waste 10 minutes turning south on Central to avoid construction blocks thereby forcing it to cross the tracks and double back. In addition, and at a minimum, if they must pick up Oak Lawn where they do, why can't the bus permanently continue north on 52nd Ave avoiding crossing the tracks again (for the third time) on 95th Street, fighting voluminous traffic on 95th & Cicero and then again more tracks on Cicero. I am guaranteeing you can shave 10-15 minutes off if we continue north on 52nd Avenue to Southwest Highway then east to Cicero. We would avoid either bus drivers who try to 'beat the trains' by driving like jackasses or the congestion at 95th & Cicero and again at Cicero & SW Highway. I personally am getting so fed up with the one driver who honks at everyone (on the 7am out of Worth today, Wed) that had I not had this disability making Pace the only choice for me, I'd take the train. [Palos	Comment Card - online
855	Need possible earlier ride from Romeoville to downtown the Pace 855 route	Forum - Romeoville
855	Strong support for regional extension. Planned 2008 park & ride at 143rd St/Van Dyke Rd/IL 59 is logical origination/termination (future STAR Line site)	Forum - Romeoville
855	Publish hours of availability TV 9 from Chicago-Romeoville	Forum - Romeoville
855	Yeah! Plainfield! Good idea	Forum - Joliet
855	So far, the 855 Premium Plus service is great. I only wish it operated sooner in the afternoon, leaving downtown to Will County. For instance, the first bus leaves at 4:10 from 55 E. Monroe. It would be great to have buses leave at either 2:00 or 3:00 p.m. [Romeoville]	Comment Card - online
855	See http://www.geocities.com/paceplainfield/ for proposed route serving Plainfield area. Perhaps it's time to revisit.	Comment Card - online
877	Make sure to synchronize with the work shifts	Forum - Phoenix
877	Likes the idea of more frequency	Forum - Phoenix
877	Change the routing into & out of Harvey TC PM trips - scary, slow & few pax	Forum - Phoenix
877	Need better waiting area at Yorktown (more shelters, interactive next bus sign)	Forum - Phoenix
877	127th Street has too many stoplights	Forum - Phoenix
877	Start at Harvey, avoid Blue Island	Forum - Phoenix
877	Need trip that leaves AT&T at 4:40 (finish work at 4:30pm)	Forum - Phoenix

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Route / Service	Comment	Submitted via
877	Wants 5:30am start at Homewood	Forum - Phoenix
877	877 via Blue Island and Harvey would add too much time to South Holland and Homewood	Forum - Phoenix
877	New development at Taft near the South Holland PNR	Forum - Phoenix
877	Will the transfer to go into Lisle be on time & dependable	Forum - Phoenix
877	Why not keep the 888 AM route the way it is... but make the change on the route coming south (PM)	Forum - Phoenix
877	Oakbrook is a killer. Change boarding station at the malls. Why go in?	Forum - Phoenix
888	Thank you for giving me an opportunity to express input on possible Pace changes. I'm a daily 888 rider and find the service impeccable. Besides being convenient the ride home is always a smooth one. My request is to have an earlier 888 afternoon pickup. The first bus Southbound is a combo bus, which seems to get in just before/just after the first 888, even though it leaves 27 minutes earlier. Even if the 888 departed 20 minutes earlier you'd still have a full load AND we'd be 20 minutes ahead of the traffic that's bound to occur once the 294 roadwork begins. 20 minutes may not seem like a lot but when there's traffic involved, every minute is essential. Again, thank you for an opportunity for me to offer my opinion & good luck with the meetings. [Raddon employee]	Web comment (CR)
888	We love our South Holland park & ride!	Forum - Phoenix
888	PM coming from west area to south is the real problem. No one gets off at 4:25? Please change to 4:40	Forum - Phoenix
888	Keep South Holland stop if possible please	Forum - Phoenix
888	Really don't want this to go - don't like scenic tour via Harvey TC & Blue Isl.	Forum - Phoenix
888	Keep the route the way it is but ADD more times, ex: 4:40pm, 5:00pm	Forum - Phoenix
888	I would like to keep the 888 route (Homewood Ride and Park) in tact as it has many people who ride it daily and love it -- perhaps adding one more express route like it at a little later time such as 715 A.M. would be a wonderful addition to your services. [Griffith, IN]	Comment Card - online

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Route / Service	Comment	Submitted via
888	I recently was hired for a job In Downers Grove. I live in Chicago Heights. The only public transporation that makes sense is PACE on route 888. It only provides rush hour service but that is purpose - - to get to and from work each day. I feel the current fare of \$1.50 is more than fair and would support a reasonable increase to keep/improve service. My new employer is BCBS of Illinois who has an office in Downers Grove near 31st and Highland. There are numerous businesses, retail, a hospital, etc in the area. The Yorktown stop is the meeting place of several routes. The greatest need for me (and maybe others in this immediate area) would be more service down Highland closer to my building. The connections in place between the 888 and 834 routes is not good. I must get off at Yorktown and walk to/from office. The area is not pedustian friendly with Butterfield, Highland, 188, all having exits and enterences. I have several fellow co-workers coming from downtown on Metra that rely on the Pace shuttle 834. One more comment.. since riding I want to say service is great except for	Comment Card - online
888	Please keep route 888 in service from the South Suburbs to Oak Brook. Ridership on this route is growing. This provides valuable service for South Suburban residents who work in Oak Brook and other Western Suburbs. I could not be happier with the service and do NOT want to have to start driving to work again. [Homewood]	Comment Card - online
888	Just please keep my current route it does get me to work on time [Country Club Hills]	Comment Card - online
888	Please do not make any changes to the 888. There are people who need this route to get to and from work that drive to South Holland Pace station to catch this bus. I currently rely on the this route from South Holland to Lisle (AT&T) building. I would really like you to consider changing the leave time of the the 888 (AT&T) which now leaves the AT&T building at 4:25pm to leave at 4:30 pm. I get off work at 4:30 and so do lots of other employees at this location but can not catch the 4:25pm. We now have to wait for the next bus which is 5:08pm [South Holland]	Comment Card - online
Channahon DAR	Later service and Sundays	Forum - Joliet
Channahon DAR	Yes this is very good also	Forum - Joliet
Ford Heights Circulator	Is it possible to go to 394 & Steger Rd?	Forum - Chicago Heights
General	Advertise meetings on paratransit, dial-a-ride and fixed-route buses	Forum - Orland Park
General	Extend customer service hours after 5:00. Who do we direct questions to after 5:00?	Forum - Phoenix
General	2-3 week notice prior to forums	Forum - Phoenix
General	Train bus drivers in sign language	Forum - Joliet

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Route / Service	Comment	Submitted via
General	Operators should not be allowed to have their own young children on the buses with them as they are taking up seats for paying customers. When buses are not operating efficiently customers should not have to pay. Buses need to be cleaned. Operators need to be more friendly, we are the reason they have jobs, if they do not like the public they should find a new job. ... The T.V.s are not necessary. They usually are not working and are rather annoying when they are working. I have never experienced an entire "pleasant" experience on the bus from start to finish. Either the bus driver is rude and a poor driver (either the fault of the driver or the bus or the combination, jerking, stalling out, speakers blaring, stops not being announced, etc., not enough room for everyone, having to stand, sitting at the back of the bus and watching rude customers not make room for handicapped persons to sit, which is something that the operator should watch for when the handicapped person is boarding the bus, and the worst is late busses which really is some of the biggest reason for over crowded	Comment Card - online
Homewood / Chicago Hts DAR	I like the idea. It is very good for the people.	Forum - Chicago Heights
I-80 Express	Good route idea	Forum - Orland Park
I-80 Express	I-80 Chicago Heights - Tinley Park - New Lenox - Joliet	Forum - Orland Park
I-80 Express	Later service and Sundays	Forum - Joliet
I-80 Express	Yes this is very good also	Forum - Joliet
Joliet Local Map	Is it possible to coordinate Pace with events in downtown Joliet? i.e., Rialto Theatre, baseball games, casino boats	Forum - Orland Park
Joliet Local Map	A bus should run to Rt 59 & 52.	Forum - Joliet
Joliet Local Map	503 should go to Rt 59 then down Rt 59 toward no then noral	Forum - Joliet
Joliet Local Map	Later service and Sundays	Forum - Joliet
Joliet Local Map	Later service Sat & Sunday	Forum - Joliet
Joliet Local Map	Need to be able to get to drs & hosp from Frontage Rd or to shopping	Forum - Joliet
Joliet Local Map	In Joliet, we need weekday service after 6 pm!!! -- At least a connection with the rush Metra trains, so that a person could work a full day in Chicago, and have transportation to and from the train station. Also, the service should be extended to provide service to Shorewood and Plainfield (possibly also Channahon and/or Minooka)	Comment Card - online
Joliet Regional Map	Major employment corridor with new intermodal facility in Elwood - Centerpoint Industrial Park	Forum - Orland Park
Joliet Regional Map	More coordination and transfer passes from rail to bus make a transfer that will work on both modes	Forum - Orland Park
Joliet Regional Map	Later service Sat & Sunday	Forum - Joliet

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
Joliet Regional Map	Later service and Sundays	Forum - Joliet
Joliet Regional Map	Joliet to Plainfield would be great!	Forum - Joliet
Joliet Regional Map	route 507 extend to downtown plainfield or possibly to rt 59 metra station Naperville and Fox Valley mall. bus from Joliet or Louis Joliet mall up Weber to Naperville metra. Romeoville park and ride to Lisle metra express up I355 with neighborhood feeder bus routes. connection to Ohare. [Romeoville]	Comment Card - online
Locally-Based Service	Will there be a potential bus route on LaGrange Road?	Forum - Chicago Heights
Locally-Based Service	What about service to formerly Tweeter Center now First Midwest Arena? The nearet bus drops off 1 1/2 miles away.	Forum - Chicago Heights
Locally-Based Service	Rich Township DAR goes into other townships (Bloom) but more expensive - \$9 vs. \$5 round-trip - costs add up	Forum - Chicago Heights
Locally-Based Service	Extend hours for Rich Township paratransit & Jolly Trolley - or Sauk Trail Rt 366 extension would help	Forum - Chicago Heights
Locally-Based Service	Will there ever be service in Beecher/Peotone?	Forum - Chicago Heights
Locally-Based Service	We need service for Crete, even if just 1 stop on Main St. or at Walt's	Forum - Chicago Heights
Locally-Based Service	Peace Village at 131st St & 104th Ave -- to Palos Heights 127th & Ridgeland, Palos Heights Metra station and Oak Lawn	Forum - Orland Park
Locally-Based Service	Currently no DAR service -- want DAR service Orland Park, Palos, Tinley Park	Forum - Orland Park
Locally-Based Service	Peace Village to Palos Community Hospital	Forum - Orland Park
Locally-Based Service	Peace Village has 2 buses for medical trips and shopping but \$14 roundtrip	Forum - Orland Park
Locally-Based Service	Peace Village 3 afternoons/week to Orland Square	Forum - Orland Park
Locally-Based Service	Why does a person get a dial a ride & the other get refused?	Forum - Orland Park
Locally-Based Service	Medical Center on 131st & 104th	Forum - Orland Park

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Route / Service	Comment	Submitted via
Locally-Based Service	Paratransit: optional return book within 1 hour in Palos Park	Forum - Orland Park
Locally-Based Service	This whole corridor is full of seniors without access for dial-a-ride and some disabled people. Need more dial-a-ride service (paratransit) in area west of LaGrange Road & south of 159th to I-80	Forum - Orland Park
Locally-Based Service	Used to have DAR service that was discontinued	Forum - Orland Park
Locally-Based Service	Need bus direct between Tinley Park & Orland Park	Forum - Orland Park
Locally-Based Service	Aldi coming to Palos Park; Fairplay in Worth; Target in Orland Park; Bobak's at 159th & Wolf Rd.	Forum - Orland Park
Locally-Based Service	Peace Village -- 300 residents, want to go to Orland Square and downtown Chicago, want paratransit service for shopping	Forum - Orland Park
Locally-Based Service	What is status of service between Mokena & 143rd St. station?	Forum - Orland Park
Locally-Based Service	Medical centers & hospitals outside the boundaries should be served anyway	Forum - Orland Park
Locally-Based Service	Drive down 104th Ave from 83-131st	Forum - Orland Park
Locally-Based Service	Peace Village 131st & 104th Ave to Chicago Ridge Mall & return	Forum - Orland Park
Locally-Based Service	Need a bus to go to Peace Village	Forum - Orland Park
Locally-Based Service	Better use of local & regional Dial-a-Ride services with <u>later</u> expanded services & standard rules.	Forum - Orland Park
Locally-Based Service	Mokena downtown Metra station to Orland Park	Forum - Orland Park
Locally-Based Service	Crete, Monee, parts of University Park, Richton Park & Frankfort are still not accessible by bus.	Forum - Chicago Heights
Locally-Based Service	Would the Elwood Station or these ideas come first?	Forum - Braidwood
Locally-Based Service	What time would pickups be from Braidwood to Union Station and return?	Forum - Braidwood
Locally-Based Service	You are right about the needs of seniors.	Forum - Braidwood

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Route / Service	Comment	Submitted via
Locally-Based Service	Need service to JJC for students	Forum - Braidwood
Locally-Based Service	Need bus to JJC	Forum - Braidwood
Locally-Based Service	Dial-a-ride to hospitals in Joliet, Morris, Kankakee	Forum - Braidwood
Locally-Based Service	Bus to downtown Joliet	Forum - Braidwood
Locally-Based Service	Buses to Midway & O'Hare	Forum - Braidwood
Locally-Based Service	Bus to transfer point for trains to downtown	Forum - Braidwood
Locally-Based Service	We need a bus or train to Joliet leaving this area about 6:15 or 6:30 a.m. to Joliet. You will not have a problem filling the bus or train. Run a train or bus back around 5 p.m.	Forum - Braidwood
Locally-Based Service	Extend Metra to Braidwood or Minooka!	Forum - Braidwood
Locally-Based Service	More info on pool vans available	Forum - Braidwood
Locally-Based Service	Braidwood needs dial-a-ride.	Forum - Braidwood
Locally-Based Service	Transportation - Bus, Shuttle from Braidwood to Joliet - 2 hospitals, Wal-Mart, train station, mall, Aldi 1-2 days per week. Morris - hospital, Wal-Mart, Aldi. Braidwood senior housing	Forum - Braidwood
Locally-Based Service	Dial-a-ride hours of service all later like 6:00 or 7:00	Forum - Romeoville
Locally-Based Service	Central Will DAR/ADA - had to cancel classes at JJC North Campus because couldn't get there, ADA buffer is too limited & keeps people locked up, Pace trying to take away independence from disabled community rather than providing it	Forum - Romeoville
Locally-Based Service	Weber Road, IL 59 corridors cut off completely from recreational/cultural events, church on Sunday due to service hours	Forum - Romeoville

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Route / Service	Comment	Submitted via
Locally-Based Service	In response to the March 15, 2007 article on Pace to host public forums in May on service changes as well as the Auditors report for a overhaul of Metra, Pace and CTA, I am writing the following to Pace and the Matteson Village Mayor. It seems from both of these articles and the recent audit that the people must push their leaders to get more financing for public transportation. Our independence on oil will never go away, but at the current rate, it won't even decrease in the slightest if we cut yet another program or don't find the funding to improve public transportation. And can't we all just get along? Metra/Pace and the CTA are competing against one another for the same funding instead of working together - interconnecting their services. What will happen to our Lincoln Mall if it is built and no one comes because we have gained in population, but not in transit services? How can we shop in our own village when it is easier to get to the Metra station and go downtown than to get to Lincoln Mall from our homes. What will happen as our baby boomers get older cannot drive and there is no public	Web comment (CR)
Locally-Based Service	We need this service more	Forum - Joliet
Locally-Based Service	Paratransit changes pick-up times without notice	Forum - Joliet
Locally-Based Service	Sometimes paratransit changes schedule and do not call	Forum - Joliet
Locally-Based Service	Later service and Sundays	Forum - Joliet
Locally-Based Service	Joliet paratransit days & hours need to be expanded	Forum - Joliet
Locally-Based Service	Pace feeder services to the Hickory Creek, Mokena and/or 179th St (Southwest Line) Metra Stations via 195th St in Mokena. [Mokena]	Comment Card - online
Phoenix DAR	Drivers should wait more than 5 minutes before leaving passengers when buses are late arriving to the center	Forum - Chicago Heights
Phoenix DAR	Please extend this consideration to 10 or 10:30 or 11pm.	Forum - Phoenix
Phoenix DAR	Increase the frequency of the buses at night to 11:00pm.	Forum - Phoenix
Phoenix DAR	Later time service. College nite classes will have to walk home after 6:45pm from HTC	Forum - Phoenix
Rosemont Express	This route is good. It saves me an hour of my time. Need something to the Allstate Arena.	Forum - Chicago Heights
S/SW Cook Local Map	The importance of enhancing public transportation between counties, townships and communities can not be understated. As urban sprawl continues, this need will continue to grow.	Forum - Chicago Heights
S/SW Cook Local Map	307/330 extension to Midway	Forum - Bedford Park

Round 1 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment	Submitted via
S/SW Cook Local Map	95th-Joliet, 95th-Homewood/Tinley Park	Forum - Bedford Park
S/SW Cook Local Map	95th-River Oaks/Lansing -- possible 358 restructuring	Forum - Bedford Park
S/SW Cook Local Map	Midway to Bolingbrook/Joliet via I-55, Rt 53; Midway to Romeoville/Joliet via I-55, Weber, Larkin	Forum - Bedford Park
S/SW Cook Regional Map	Better E/W transportation options are crucial, as is <u>raising public awareness</u> of these options	Forum - Chicago Heights
S/SW Cook Regional Map	Cut down on waiting time between buses	Forum - Orland Park
S/SW Cook Regional Map	It is important to streamline service to either Metra/south shore or the CTA stations, I believe that perhaps keeping service on the 355 and expanding service on the 835 would be important to get as many commuters to and from downtown Chicago. In addition, it is important to get as much service streamlined and to allow for late-night commuters and those who would want to travel during the weekends, especially along western, halsted, kedzie, cicero, and perhaps harlem aves., and 95th, 111th, 127th, sibley, 159th, and Lincoln Hwy. More express service and better connections through rail lines should be the most important aspect.	Comment Card - online
S/SW Cook Regional Map	I live in the far south suburbs and commute everyday to the western suburbs. For the past couple of years commuting has turned into an unbelievable nightmare. With the cost of gas tripling, the major construction on the 294 and other highways, the toll charges, the commute has taken time from my family, stressed me out not to mention the cost and the wear and tear on my car. Last year that was basically all people were talking about the commute. Some of my coworkers have quit their jobs or relocated because of the commute and I have friends who have become ill (high blood pressure, road rage.) It was hard to sit back and see all this happening and no one doing anything about it. It is so unbelievable that a state (politicians) that claims to care so much for its citizens would not do anything. I never understood why transportation from the suburbs to downtown has always been so convenient. Common sense tells you that everyone cannot work downtown. So people like myself that work in a suburb has no options. We are being punished. I need from Pace a convenient and low	Comment Card - online
Shorewood DAR	Please have a regular bus going to Shorewood.	Forum - Joliet
Shorewood DAR	Good rt	Forum - Joliet
Shorewood DAR	Later service and Sundays	Forum - Joliet
Shorewood DAR	Please have service that can travel to Rt. 59 and beyond other business, like the Walmart (Shorewood), Portillo's, FedEx/Kinko's, etc. Aurora (i.e. PIS express, Fox Valley mall, etc).	Forum - Joliet
Shorewood DAR	Yes this is very good also	Forum - Joliet

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Route / Service	Comment	Submitted via
South Joliet DAR	Saturday service	Forum - Joliet
South Joliet DAR	Later service and Sundays	Forum - Joliet
Weber Road Flex Route	Keep size of buses small - congested areas	Forum - Romeoville
Weber Road Flex Route	Have your next community meeting at Grand Haven 55+ community	Forum - Romeoville
Weber Road Flex Route	Have the Dial A Ride connect with the Pace Bus on Weber or Renwick & for routes going downtown. Design routes for people who <u>don't</u> drive.	Forum - Romeoville
Weber Road Flex Route	Need a park & ride on Weber & Normantown in Romeoville - this could be a hub!	Forum - Romeoville
Weber Road Flex Route	Service needed to Joliet Jr. College from Bolingbrook & new subdivisions in Romeoville along Weber	Forum - Romeoville
Weber Road Flex Route	Could use route to Lisle	Forum - Romeoville
Weber Road Flex Route	We would appreciate this service because we are senior citizens in our 70s. My husband cannot drive because of low vision and I have macular degeneration (one eye). If it happens that I lose vision in my other eye, our life style would change completely. We live in Grand Haven off Weber & Renwick. I would use the route to our doctors in Bolingbrook & Naperville and to go downtown. Thank you for this consideration as our elderly community would certainly take advantage of this route.	Forum - Romeoville
Weber Road Flex Route	Romeoville willing to look for park & ride locations near Weber & Normantown	Forum - Romeoville
Weber Road Flex Route	Renwick/Weber -- 1) Grand Haven 55+, 2) Carillon Lakes 55+, 3) Angelus senior complex independent, memory, nursing home	Forum - Romeoville
Weber Road Flex Route	Romeoville Census 2000 - 21,000 / 2006 - 38,000 -- almost all west Weber	Forum - Romeoville
Weber Road Flex Route	Run hourly like route 834. Operate west on Airport - north on Butler - east on Taylor to serve 1100-1500 homes/townhomes. Daytime and midday service would be useful for court trips, Amtrak connections, car repair in Naperville	Telephone call (Ben)
Weber Road Flex Route	I would use a bus that traveled up and down Route 53 from DuPage Count (Lisle) to Romeoville and Joliet. I think that there is a great need for bus service in DuPage County along Maple/Chicago Avenues and Ogden Avenue.	Web comment (CR)

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Route / Service	Comment	Submitted via
Weber Road Flex Route	Needs to run there and to 10:00pm (warehouses and stores there)	Forum - Joliet
Weber Road Flex Route	Approx 4000 to 5000 homes between Airport and Taylor in Romeoville West. Suggest run west on Airport to Butler north, then east on Taylor to Weber	Forum - Joliet
Weber Road Flex Route	Need to run weekend, evening, Sat & Sun	Forum - Joliet
Weber Road Flex Route	Love this concept	Forum - Joliet
Weber Road Flex Route	An offpeak run straight on Weber to save time	Forum - Joliet
Weber Road Flex Route	Every 30 minutes	Forum - Joliet
Weber Road Flex Route	Later service and Sundays	Forum - Joliet
Weber Road Flex Route	Great idea	Forum - Joliet
Weber Road Flex Route	WE need a bus route on Weber Road for those people who don't drive and prefer public transportation. Public Transportation is cheaper than owning a car. [Plainfield]	Comment Card - online
Weber Road Flex Route	There are not any Pace buses currently that travel northbound on Weber Road from Crest Hill to Bolingbrook. With the vast amount of shopping/restaurants/factories, many persons would use Pace buses if they were available. Also, if and when they do become available, the parantransit buses could then transport us ADA riders on Weber Rd Crest Hill to Bolingbrook. We are not able to ride there before 8 AM or after 5 PM currently. The same applies to that 135th street going toward Lemont Road. [Romeoville]	Comment Card - online
West Cook - DuPage Local Map	Expand local from Romeoville to Westfield Mall via Weber Rd	Forum - Romeoville
West Cook - DuPage Local Map	Later service and Sundays	Forum - Joliet
West Cook - DuPage Regional Map	Later service and Sundays	Forum - Joliet

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Route / Service	Comment	Submitted via
West Cook - DuPage Regional Map	Rt 56 south to Rt 55. Rt 53 & Boughton to Weber/Naper	Forum - Joliet
West Joliet DAR	Add option ride to Bolingbrook Hospital	Forum - Romeoville
West Joliet DAR	Later service and Sundays	Forum - Joliet
West Joliet DAR	Good idea	Forum - Joliet
Yorktown - Warrenville - Diehl Flex Route	IF it's a good match (no more than 10 minutes wait at Yorktown) transfer to Diehl / 887 is OK	Forum - Phoenix

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
348	How frequently will the Cicero 383 to Rivercrest run & connect to the 348 to Palos Community Hospital?
348	To LaGrange & Orland Square instead of MVCC
348	Could go to 127th & Ashland (Ultra Foods), run on Sundays and past 6pm
348	Sunday service to Trinity Christian College needed
348	Never have to ride so don't know much about
349	Need Sat & Sun PM also
349	This will cause people to make extra trips and transfers to 349, especially on weekends when CTA #49A and X49 don't run. Leave it on 79th as it is.
349	This will cause me to make an extra transfer and pay an extra fare. Now I can make my trip with one fare. I ride Harvey to 79th Street & transfer at both ends
349	Have to be able to get from Harvey to Ford City and back in late evening (11pm or later). If not 349-79, then 349-381-383
349	349 needs to run later during week like 381 on weekdays - at least 11:00. 79th & Western an important transfer point - keep service there unless CTA extends Western bus - need to get to work
349	If CTA does not provide weekend service operate 349 on weekends only & off peak hours.
349	I feel that CTA should eliminate the 49A. 349 should continue their terminal at 79th and place more buses on this route. Run later on weekdays.
349	I use this bus to meet family members at 79th as well as to go to Harvey. We need this both ways.
349	Some why tenor t-obet. Come fan Huey.
349	I feel change the Pace route 349 will put people out of their way. By only go to 95th mean. Reroute CTA.
349	I agree that the transfer at 95th & at 79th (if that section of 349 is eliminated) would cause some people to have to pay an extra fare if they have to make an extra transfer. Any possibility of rigging it so that extra transfer doesn't get charged? As in transfer between Rapid Transit CTA lines.
349	I think that route 349 S. Western should have 3 additional buses go from 79th and Western to 135th and Old Western in Blue Island during morning and evening rush hours in place of CTA route 49A S. Western which needs to be eliminated so people won't have to wait at least 20 minutes for another bus.

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Route / Service	Comment
349	Instead of making the 370 a short route, eliminate it altogether and extend the 349 from the Harvey TC to Ridge & Dixie Or Homewood Metra in Homewood using the old 352 route. A Regional extension could be from Homewood to Downtown Park Forest or Richton Park Metra Station) via Dixie Hwy, Joe Orr Road (West to Western) south on Western to Main St (Park Forest) and connect with the 366, etc or to Richton Park metra - Dixie Hwy, Joe Orr Road (West to Western), South on Western to Sauk Trail, west on Sauk Trail to the Richton Park Metra. Pace Buses need to connect with metra stations in the Southern Suburbs to accomodate reverse commuters, non-rush commuters, and night and afternoon shift workers.
349	During rush hours buses should be rerouted between 135th and 141st/ Western so that it is more reliable, because alot of people miss their bus due to trains, and the bus operator have to wait, sometimes trains never move, buses are 3 buses behind, etc., causing miscalculated loss in time, decrease in ridership
349	The proposal for discontinuance of Route 349 service North of 95th Street is completely absurd and should be rescinded on the basis that it doesn't provide a sufficient transfer point into CTA bus service. Without question, 79th Street is a main focal point for the route and attributes to its strong ridership. Eliminating this point will sever commutes for a significant amount of riders who transfer from the route 49 and 79 corridors. ... There is no [CTA] service between 79th Street and 95th Street on Evenings and Weekends; and thereby translates into significantly longer commutes in terms of time and distance. Some riders may even experience two to three bus connections. I strongly suggest that this idea does not move forward.
350	We need more service time on the 350 Sibley because they running early and 350 Sibley sometimes do come on time suen & taking 394 route.
350	Cemoe Bus better call pllit st
350	I like the increased frequency
350	350 bus stop is 2 minutes from my house but now I walk to the 352 & 353 because of 350 schedule times
350	Concept looks good
350	Needs to run more frequently and run later
350	Run until at least 10 or 11
350	We need later service
350	I agree on extending the service and still have it on Sat & Sun
352	Should run more often on the weekends
352	Coordination between Pace & CTA along Halsted
352	Please ensure that CTA's span of service matches 352 prior to implementing
352	More expresses, more buses and on service time

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
352	Extend this to 11pm weekdays, weekends
352	The limited stops will speed up the trips and will benefit the people who would live far south - the reliability and a faster trip to 95th
352	I'm happy about this proposed 352 for '08. Run later trips from 95th to Harvey till about 1am
352	During the day buses from 95th & Harvey should be running 15 minutes all the way to the Heights 30 minutes
352	352 '08 plan - excellent idea. Run late trips to Chicago Heights
352	The proposed local alternative realigns the route between Harvey and Vollmer Road on Halsted while the proposed regional alternative serves the current route north of Vollmer. Both proposed alternatives indicate limited stop service all-day north of 127th. The regional alternative, however, would operate less frequent Interstate 57 express service. Less frequent are rather large words in this case because a significantly reduced headway on the route may not be all that beneficial. I am confident that waiting on 352 Express trips will increase travel times rather than decrease them. In my opinion, I don't think that they are needed.
352	There is absolutely no way that routes 352 and 353 should operate at 1/2 mile intervals at all times between 95th/CTA and 127th Street without some type of overlap of Pace and/or CTA service. In Route 352's case, it operates from 4AM to 1AM while CTA operates only during the rush from 95th via 108. It also operates Route 8A from early morning to early evening. Hence, no local service would operate from 7:30pm to 1:00am. An alternative should be developed to address this which may include, but not limit to an improved cooperation with CTA and/or a new stop pattern on odd-numbered streets only.
352	More express/ limited service to 95th/Dan Ryan from Harvey Transportation Center, more often. There are always people ready to board at the Dan Ryan during Rush Hour, until at least 12M. Another suggestion could be bigger buses. Also, I think the Halsted bus should run down Halsted between Harvey, and Chicago Hts., after all it is the Halsted bus.
353	Run late evenings to Homewood and via Harvey TC
353	The route usually runs at least 10 minutes late. Please consider detours around the trains
353	Concept sounds nice
353	Route will affect my children from getting to the city. Plus I would have to pay more money.
353	Serve holiday hours at River Oaks too
353	Should operate until River Oaks closing hours weekdays & weekends
353	More evening service south on this route - yay!

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Route / Service	Comment
353	First - the Riverdale Turnaround was a very bad investment. Stopping the bus at this location is a safety hazard for the drivers as well as passengers needing to go further south. (2) Pace should have built the turnaround further south near 154th and Chicago Road. Weekend service hours need to be extended at least until 8pm serving same location or going further south Hwy 6.
353	Needs to be extended to Hammond Transit Center via 142nd (buses that normally stop at Riverdale Turnaround) leave Hammond go to State Line turn right, go to 154th St. turn left with limited stops Burnham, Torrence Street over hill, every other block until you get to Chicago Rd. turn left proceed to 95th
353	Sundays - a bus ends at Riverdale Turnaround and then deadheads south to 154th - extend this trip
353	Very concerned about no service on the 353 line South of 170th.
353	Likewise, route 353 has no overlap at all between 111th/Michigan and 95th/King Drive and short turns that terminate at 136th. Based on the totality of the route, 1/2 mile stops would cause a reduction in ridership that may result in underutilized resources and reduced revenue. Therefore, the changes proposed for route 353 would be a little too extreme. A more formidable proposal would be to only have stops at odd numbered streets between 95th and 127th which is similar to the current design.
354	The luvs noat going to Tinley Hospital they Rate to Loves
354	Too long of ride, short it down
354	Tinley Hospital Bank to tell one
354	Should be operated to Central to serve those riders
354	Ensure that service is bi-directional
354	Possible connection on Pulaski 159th-183rd to fill gap
354	Provide direct connection to the Markham Courthouse
354	Continuous service along 147th/Sibley Cicero-Hammond
354	Cover 147th St between Loomis (?) and Halsted
354	When looking at proposed change to 354 and 383, it looks as if 2 routes will travel down Cicero Avenue. Why can't the 354 be routed down Pulaski / Crawford instead....all the way to the Richton Park Metra (i.e., Sauk Trail, Just east of Pulaski/ Governor's Highway)
355	Keep peak hour runs only
355	355 should only be rush hour runs only
355	Keep 355 bus & raise fare instead of cutting service
355	I do not want to change buses. Keep the 355 it is convenient and safe travel.

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South Cook County - Will County Initiative

Route / Service	Comment
355	I don't have a car to get to work. Don't want service the 355 service change. This bus makes me feel safe. Harvey is where you take my life away. I just afraid to go to Harvey. I was hurt and my friends car was broken in. In Harvey I am subject to getting murdered or robbed. Can't take the Metra. Is it because I am black and that the only way I can get to work. I need this bus to make it to work. 355 the only way I can get to school.
355	I recently purchased home in this area Calumet City because of the Route 355 was a direct route to my employment in downtown Chicago. My purchase was based solely because of the transportation. I know several people who are looking to relocation to this area because of the transportation. But if it's going to change, I will advise to make other choices
355	When I have my seat on 355 I know it's good to downtown!
355	I live on 154th and Dorchester. I walk 8 blocks already just to make it to that last stop right before the bus gets on the expressway. Yes, it is very far but I do it. This route is very important to me and many others.
355	I'm a nurse at Northwestern and I need to be at work at 7:00 without a lot of transfer
355	Have no way to get to work in the Chicago loop
355	We need this bus line. Do not discontinue bus line
355	Riders on the East Side of Cal. City would have to travel too far west to the Harvey station. Plus extra fare to ride the Metra trains
355	The Route 355 to downtown Chicago should not be discontinued because it is a greatly needed service to the community. It was a needed service when the community was predominantly white and it is a much needed service now that it is predominantly minority
355	We need this bus to take me to work.
355	Elimination of 355 service would be a disservice to the many hardworking people of this area. There is no easy way for many of us to get to the train stations which are overcrowded and safety would be an issue. Areas to save: eliminate Hegewisch service, eliminate ride to Hammond Transit, only provide rush-hour service, eliminate video TV service. Ridership is not an issue here, I rode the 7:45 (Ridge) bus today and even that was filled to capacity. To my surprise senior citizens would suffer most!
355	Route the 355 to 95th & Ryan
355	I am a loyal rider of 355. I do not wish to pay bus fare and train fare. I do not want to get up at 4:30am to get to work. Harvey Station is not safe, you will be crowding people on these trains
355	Continue Pace Route 355. Some people do not have cab fare or pass for two bus service. What then.
355	South Shore Train freezes in the winter and needs the 355 to get us downtown. P.S. I don't drive at all. I need the 355 and will stop buying CTA passes

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South Cook County - Will County Initiative

Route / Service	Comment
355	To me this makes no sense. For the 355 leave the rush hour buses running. I live in Indiana and this is by far the most convenient form of traveling to my job in the loop. I pay only one fare. I'm let out on Michigan and can walk less than 10 minutes to my job. For convenience and the economics, it works for me. I would agree to a fare raise, if you keep the rush hour buses going. The duplication of travel makes no sense to me either. How many forms of transportation are there for the downtown loop. I do not want to go to Harvey. After the shooting out there, you can take that train. I can say more but this paper is too short. Now I will email.
355	An option would be to run the 355 to 103rd to connect w/ the Jeffery Express #14, to & from.
355	It is not the route that causes riders to be late for work. It is the caliber of some of the drivers. Some drivers get us downtown on time even during construction. Some are late no matter what.
355	Add more bus coming & going to Metra
355	(1) Without the 355 I have to drive to the South Shore station and still catch a bus to work. (2) Cars are vandalized and stolen at the train stations. (3) If I walk 3 blocks and take the 350 to the Metra, same scenario, cars are broken into and stolen. The 350 sometimes doesn't even stop, especially in the winter, when it's dark. Plus it's not safe standing in front of that vacant building across from the Metra
355	Too long of a walk to my job from Metra
355	I don't drive or have a car
355	Elevated trains are not senior citizen or handicapped accessible
355	Do not want to connect there is more likely I will be late. Eliminate accepting CTA passes if you're not getting money back. Monthly or bi-monthly - create a pass for the 355 bus route only. If you don't have a pass you pay \$3.50 one way. So you can create stable revenue
355	Harvey is too dangerous for our cars as they get vandalized. Also Harvey is not safe for our 355 passengers.
355	NICTD South Shore is not viable - 100% full already in rush hour. Metra Harvey is not viable - 93% full in rush hour!
355	(1) Trains are already full by the time they get to to 355 passengers. (2) Don't drive - so I cannot get to train. (3) Financially - the extra \$ to get to other buses & trains
355	Have a hearing in Lansing
355	On the 355 we have two blind riders that depend on this bus. So do we
355	(1) 355 should run Mon-Fri 6a-7p. (2) Should not go to HARVEY

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
355	Catching the South Shore line from where most of us in Cal City, Hammond live will guarantee standing every morning to work. Residents don't have the means to make those connections to the trains. For instance, no car or no extra fare to connect. I'm not even counting those who can't drive or the senior citizens. Harvey is too dangerous to be caught at night, in the dark, waiting on a connecting bus. Most of us are women. There have been too many incidents in the Metra parking lot regarding the vandalism of parked cars.
355	355 bus needs to be routed on Wentworth/Pulaski 7am-9am to downtown. My concern. There should be a bus from Wacker/Washington at 5:30, 6:00 & 6:30pm due to riders re-routing from the red line/blue line. Bus should also be on time during morning bus hours. For residents who do not drive there should also be buses available from 9 to 5 on weekends for working employees
355	Connect w/ south end of Jeffery Express
355	Riding for 15 years! Dedicated Pace 355 rider
355	No other buses go downtown to the Loop. I would have to take 2 buses & a train to get to work
355	I live off 171st & Wentworth. The 355 is my only option to get downtown. Route does not duplicate existing rail service. The bus drivers look out for their passengers. There is safety on this bus. Last year at the Sibley station, a Metra policeman was murdered!!! Too afraid of Metra train. My vehicle was broken into at Metra train station. Metra lines are unsafe - robberies are the norm. Going to Harvey, 159th, Ivanhoe is not an option. NICTD train overcrowded now.
355	Loss of job no one dispute cost. Have management ride bus a week
355	My wife depends on 355 bus that will get her to work on time
355	Eliminate city rides to improve time
355	I need to ride 355 to get work everyday location downtown
355	DANGER going to Harvey!
355	Proposal only run during rush hour - this will help save \$
355	Pace 355 should be aware of how many people this will affect. We need this bus...
355	I do not want to take the crowded train
355	There is no duplicate service
355	The Harvey train station is too dangerous to catch, even getting over there is impossible. The trains are too crowded for the 355 bus to stop running downtown. Concerns about missing the last bus when attending meetings
355	Have a handicap first bus out crowded
355	Don't drive - safety - have to pack a gun

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
355	Pace is playing nice & allowing CTA to ride our busses at no charge - start charging & we can get our money back. - Pace stop playing nice
355	My brother works downtown. Two months ago he moved to Lansing, one block from the Wentworth bus route. He does not like driving to Harvey, then taking the train; bus is much more convenient. I can visit him, but only during the week. If you ran smaller buses more often, you would increase ridership > \$\$\$. I met a lady on the way out here. Her child is in daycare on Sibley & she works on the west side. #355 is the only way she can get there. Please consider weekend service, because nobody can enjoy Chicago when the work week is over.
355	What guarantee do we have that Pace will get us to Metra in a timely manner so we will catch the train that will get us to work on time
355	I do not want to transfer to another bus.
355	Don't discontinue a bus route that links many faithful riders for over 15 years. Don't cut down on the # of buses as the buses are currently carrying a full load.
355	Been on Pace for 20 years #355. Take nap going to work & home
355	Don't cut 355. Indiana Train - is full 97% to 103% of the time. Then we will be standing up to Chicago. (2) Taken Sibley train 147th - steps for elderly and standing room to Chicago.
355	I need the 355 Pace bus to get to work during the week!
355	Prefer bus over train - safer than taking train in Harvey
355	Stop running 9:30 - 11:30 - 1:30 - 3:30 Hegewisch runs!
355	If it must go to train - better Hegewisch than Harvey - Harvey not safe.
355	Why not go to the Red line at 95th St. This would be another option
355	Buses need to be on time!
355	Need downtown bus 355
355	We want our 355 need our bus route
355	In case of large scale emergency in loop given an additional route out of loop.
355	Pace is not duplicating service 355 route
355	There is no bus/train near my house. I don't drive. I don't own a vehicle. I am handicapped. I am willing to pay a fare increase.
355	We need a 355 bus between 5:18am & 5:45am
355	We need the 355!!!
355	Keep 355 run to Loop. Have ridden 355 for 24 years
355	South Shore would have to stand
355	We need the 355 bus
355	I move to be on the 355 after living 3 blks from Metra. Metra parking lots are not safe

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Route / Service	Comment
355	People who attended this meeting needed to leave early to catch the last bus
355	350 bus is not reliable! The bus shelter near the train station going east has been demolished by cars on several occasions & crossing the street or crossing Sibley Blvd to catch an eastbound bus is not safe... try it!
355	I'm a voter, I want my bus. I move to be closer to get my 355 bus.
355	No Metra
355	355 is not a duplication of any CTA route. This service does not pick up anyone in Chicago past 130th & Brainard. People are only dropped off in the city. The proposal for the 355 to go to the Metra station is 3 times longer than going to the So. Shore station, also it is less safe.
355	Pace needs to tell the CTA that it will no longer accept their passes or transfers. Since two years ago the CTA stopped accepting Pace transfer.
355	Does the fact that the working public will probably have to start driving to work clogging the expressways even more & spending more for gas & parking not seem like a foolish idea? Allow more large buses to run the route to accommodate the passengers with more comfort.
355	I stop taking the Metra because it's not safe & it's inconvenient
355	Reductions are too limiting for early rush & late rush. What about shoppers and people with staggered work hours?
355	Allow drivers to re-route. Teach them re-routes - when traffic is bad
355	Harvey stop is not safe at any time. Southshore trains are full both to and from Calumet City
355	Why not have the 355 run in AM rush hour and PM rush hour from 6a-8a & 4p-6p
355	Because I'm black I feel you are taking the 355 away
355	I can live with the occasionally late route. Please keep the downtown routes 355
355	Don't cut the 355.
355	Keep this route going
355	Buses 355 does not duplicate ridership. Pace riders do not ride CTA in the city and CTA riders do not ride Pace buses in the city. There are not transfer points on the Pace bus for riders to stay in the city or vice versa. I would consider an additional 50 cent increase for travel downtown but do not discontinue the service - from \$1.50 to \$2.00
355	Please keep the route 355! However, need improvements - buses are run-down, dirty. Customer service improvements needed.
355	In an emergency, can get home without drama of 2 connections. 1 mode of transportation, no hassle trying to use 2 modes. I do not want to ride a bus and then the train; bus only. If the bus ride is free, count me in; if not, continue to downtown. Bus is more convenient, normal travel is on target during normal times. Delays during construction is to be expected. CTA, Metra trains unreliable. Trains are already crowded. Most of time no seats.

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Route / Service	Comment
355	Need rush hour - don't take our job!
355	No way to Harvey station w/o Pace 355. Charge full fare for every one person that board bus. There are no CTA riders on Pace express buses
355	The 355 route going to Harvey is totally useless. I think the original route is best. If the "proposed" route is in force, I will write the legislature in Ill. to definitely <u>not</u> increase funding to Pace, but rather to <u>cut</u> it.
355	The passengers are using 355 Sibley to its fullest capacity. We need to increase the service on this route. Reverse trips are full to standing room. Hegewisch is not. Combine 355 Sibley with 355 Hegewisch, with most of route going thru Sibley. 355 Sibley should add 6:00pm or after bus.
355	Times are not connecting with other bus & train routes.
355	I do not want to change bus, want to keep 355
355	How would I get to the Hegewisch station, Harvey is very dangerous.
355	I do not want to change buses
355	I don't know what I'm going to do if the 355 doesn't run to the loop anymore. I don't have a vehicle. I can't afford it.
355	Develop a funding agreement with NICTD to reduce the individual cost to a passenger who transfers to South Shore. Eliminate north of Hegewisch. - OR - Develop a funding agreement with CTA that creates a new replacement route to operate from Ridge/Torrence to the Chicago Loop. The new route would combine CTA Route 26 and Pace Route 355 with service along Lakeshore, South Shore, Ewing and Avenue O, stops at 1/2 mile to 1 mile
355	Metra Electric experiences serious problems in the winter. Bus more reliable
355	Do reroute as regular detour during Dan Ryan - worked during the recent motorcycle accident
355	This is a bad, bad idea to cut service to the Loop. There were 2 of us who got off the bus for this meeting out of a whole busful. They couldn't attend but we 2 speak for at least 30 people!! Maybe if you maintained your buses, you'd get more revenue. Oftentimes the farebox is broken & we ride for free. I'd rather pay & keep the service than get free rides. DO NOT CUT service to the loop. Trains going against rush hour are pretty empty too. It's not just Pace who runs back empty! Why is there no Pace or Metra rep on the RTA Board. There should be! Why are there 3 separate boards! That's where the money is being wasted! The South Side is already underserved. Buses to the Metra & So. Shore trains are not the answer. They are already overcrowded. Need to work out a super-transfer between trains & buses so we're not paying full fare each time we go from one to another. Right now - to get to the Loop taking the So. Shore train it costs \$3.00 RT on Pace & close to \$7/day for the train. Close to \$10/day for a 25-mile ride is outrageous!

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Route / Service	Comment
355	Run the route during peak hour morning & evening. More money will have to be paid if the route is changed.
355	I was near Metra but I was willing to relocate and paid more for my home in other area because this transportation would take me downtown
355	Why take away the 355 when there is no bus (350) to get you to the Harvey station for that first train. I need to be downtown by 7:15am. There is no other way for me to get there. I do not drive. I am sure that I am not the only one.
355	Jobs are depending on the 355 routes
355	I ride 355 but use the CTA 7-day pass. Would it be better to use the 10-day Pace pass? Does Pace have a monthly pass?
355	The 355 shouldn't get on the Dan Ryan. It should get on Lake Shore Dr. Why go west to come back east? It doesn't pick up rides that way.
355	(1) If you are losing money from CTA, stop letting their passengers ride free. We have to pay extra to ride CTA so they should pay extra to ride Pace. (2) The growth span in the south suburbs is tremendous. (3) The trains are already full, meaning we would have to stand to & from work. (4) The 355 is crowded as it is & to take them away would leave lots of people stranded, including myself. (5) This is ridiculous & if you MUST do this, please do it slowly, allowing us ways to figure out another route. (6) The bus (355) is the most convenient way for me to get to & from work. (7) By the way on 6/4/07 the 5:05pm from downtown Chicago, going southbound passed up the Jackson stop & left us all out there.
355	Metra pass / linkup is more expensive than the 355
355	If must cancel bus to downtown Chicago, need bus to go to & from South Shore train also on Metra (147th) too many stairs for old & handicap persons. Too dangerous on 147th (Harvey)
355	Dan Ryan traffic will <u>greatly improve</u> when you implement changes.
355	Sibley, Harvey and 95th stations are NOT SAFE. Go back to <u>ROUND ONE</u> plan. It made sense.
355	Link up pass doesn't help people who don't travel during rush hours
355	355 - Safety for our neighborhood
355	355 to Sibley and Harvey
355	Fares increase may be needed to obtain 355
355	Condition of Harvey station not conducive to waiting for train
355	Going to Sibley Station add 1/2 hr to my commute
355	To feed #355 to Metra adds time to my commute - I board at 162nd & Wentworth
355	If Pace decides to eliminate the Route 355, customers will be required to ride the 350 to the Metra Station. The 350 is overcrowded and never on time, when and if it arrives.

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Route / Service	Comment
355	I take the 355 route to and from work 5 days week. Today I just heard from our driver that Pace IS stopping all 355 runs to Chicago. Please tell me this is NOT TRUE! I think Pace is making a mistake with discontinuing the 355 Loop run. There are so many people who ride the 355 into Chicago you're pushing those riders to take Metra or South Shore trains. I've been riding the 355 into the Loop for 25 years now. Am I supposed to change mode of transportation now? Keep the 355 Loop runs, don't discontinue them. We need them! A Concerned Rider
355	I travel the Sibley route doing rush hours, why is there a need to stop at the 22nd Street CTA station? Those two to three passengers, sometimes less, can aboard that same CTA train downtown. Eliminating that stop would help get us downtown much faster. Also, when drivers detour down State/Lake Shore Drive or any other routes, they wouldn't need to concern themselves with getting those few passengers back to that station.
355	I understand that Pace 355 Sibley is going to shut down. Is this correct? This is my only way of transportation to and from work that is convenient. If I have to take a train, I first have to pay to ride another bus to get me there and then pay again on the train. Or, I would have to drive and gas is expensive as you know. Also, my route in my opinion didn't have enough runs already. I take the last 355 Sibley to work and the second to last one home from work. To remove these bus routes would be tremendously devastating.
355	I am a person with a disability and I cannot climb the stairs at the train stations downtown. I ride the 355 to and from work every day and I have for over 15 years. I have been told that you are discontinuing this route. This will cause a great hardship to me and others that ride to and from work daily. I really hope that you will consider keeping the rush hour buses. Besides me, there are many people that rely on this route, and will not be able to get to the train because they do not have a car, or cannot drive. Please reconsider keeping this route.
355	355 VIA Sibley, express from 147th to Roosevelt Road and let LSD be the main bus route. Eliminate all stops in between because you only have one or two persons getting off at those stops. The majority of passengers are getting off between Jackson and Randolph.

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Route / Service	Comment
355	<p>To discontinue the 355 through Hegewisch would be ultimately devastating, for I take that bus every day. In reality I wish that there could be weekend and evening service. Maybe a weeknight time around 11:00pm leaving Lake/Stetson and a couple of times on the weekend going to and coming back from Downtown. Not only myself would be affected dramatically, but I know of at least a dozen other people that would be put "in a bind" also; ranging from the elderly to the physically challenged to the guy who lost his driving privileges because of a DUI. Now I understand that these are just comments and that Pace does have to watch their pennies, but to wipe out all of Hegewisch and ignore the needs of our small little community (even with a premium fare) seems to me so unfair. I do urge you and also plead with you that you reconsider the removal of the 355 passing through Hegewisch and for that matter Burnham. The 355 is so valuable to Hegewisch for there is no other means of transportation that is safe, convenient, reliable and easily accessible, especially in the winter. And I for one would be willing to pay even a higher premium if you would retain your services for Hege</p>
355	<p>I take the 355 to and from work every day. The loud and obnoxious TVs on the buses drove lots of commuters to the train, and later, so did the Ryan construction. I even took the train for a while. Nobody wants that yammering at 6:00 am or after a hard day, either. We want quiet and peace. We want to read or nod off. We don't want to be yelled at in a foreign language! Let the drivers turn it down! I bought a noise deafening headset and returned to the bus, because I like the ride and have taken it for 15 years. Also, I think the run times could be changed a little. If I take a Sibley bus, there are always people standing. This is too long a run to have people standing, especially with the Ryan construction. It's going to be really bad when people return to the bus after the construction is over. And they will return. Most of my friends take the train because they have to be on time. They don't like the train, but are forced to take it for now. If there are going to be cuts in the route, please make them mid-day and not on the rush hour buses, including the 3:35. These will be full-up when the Ryan</p>
355	<p>I am very concerned about what Pace is doing to Rt. 355 Lansing to Chicago Loop. I cannot believe they are considering discontinuing all 130th mid-day runs. How are we commuters who work in Chicago Loop, how are we suppose to get home mid-day if we have a doctor's appointment or if we get sick? Please reconsider this, don't discontinue the mid-day 130th runs.</p>
355	<p>I was looking over the proposed route changes and I cannot believe that Pace is even considering discontinuing the 130th/Hegewisch mid-day routes. I work in Chicago Loop and if I need to get home because of an elderly parent I take Pace bus home. If you discontinue, how do I get home without taking the train to Hegewisch and then having to take a cab back to where my car is parked in Lansing. This would not benefit a lot of regular riders who do use the mid-day runs from Lansing/Chicago Loop/Lansing. Please reconsider your changes for Rt. 355. Thank you. A concerned rider of 24 years.</p>

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Route / Service	Comment
355	I'm not sure what Pace is thinking about discontinuing the 355 Hegewisch runs and midday runs. For those people who have doctor appointments either mid-morning or midafternoon how are we suppose to get to work or from work if you discontinue the midday runs? Or, what if a mother or father gets a call from their child's school indicating the child is sick and needs to be picked up? Or if we get sick and need to go home? How do we get home then? Take South Shore and cab it from the train station to wherever our car is parked in Lansing? That just doesn't make sense. Please reconsider your ideas of discontinuing the Hegewisch runs.
355	It has come to my attention that the 355 Bus route will be eliminated November 2007. I am very surprised by this decision. I know that this route could not possibly be eliminated due to lack of ridership. Some mornings the buses make the journey standing room only. The ridership is comprised of 90% minorities, many of whom don't make big time salaries and quite possibly like myself, don't have access to an automobile and rely heavily on public transportation. We get our children to school, the babysitter, or day care and then jump on the bus and do it in reverse after a long day at work for the long journey home. We are confident that our wonderful bus drivers will get us back home in timely reliable manner. We don't really care whether the other suburban lines get to ride in on luxury coach buses and get door to door services down Michigan Avenue, but we do appreciate the service even in the most rickety buses that we have come to know for the many years that we have had the opportunity to use it. Cutting the service completely out is such a disservice to
358	358 should serve Ford Heights
358	The 358 definitely needs Sunday service! The proposal is fine as it looks.
358	Keep it simple, make this 1/2 hour to cut confusion
358	Definitely needs Sunday service
358	Joliet - Chicago Heights linkup a great idea
358	Clarify - should operate to same levels of today's 357 not 358 hours
358	This needs to be every 1/2 hour not hourly
358	Run later in evening beyond 6pm
358	10-12 people residential home between State & Cottage Grove on Sauk Trail
358	Operate this route via Ford Heights (not 367)
358	Bus should access the Landings shopping center in Lansing (Wal-Mart) -- unsafe to cross Cal Sag bridge
358	I also ride the 358 route on occasion and it would be nice to be able to get to church on Sundays. There is no bus service on this route for Sundays, so it is impossible for me to get to and from church if i don't have a ride.

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Route / Service	Comment
358	I have a real problem getting home evenings. I ride the South Shore to Hegewisch everyday and arrive at 5:33pm everyday. Some days the scheduled 5:40pm 358 never arrives and I have to wait on the 6:15, whenever that shows up. Service should go to at least every 1/2 hour. Now the service is so bad, I'm moving back to the city.
359	Too long. You should split it up - I call it the sight seeing route
359	This route is in need of more service during rush hour AM & PM
359	Split a route and you cause people to pay another fare for transfers (over 2)
359	Since all 352 service will be limited between 127th and 95th, I think route 359 should also operate limited stops between 123rd and 95th.
359	With the proposed changes, Cicero and Halsted will be major North / South Routes, however, they are 5 miles apart. The 359 (if extended further south of 183rd down Kedzie) or 349 (as proposed above) could bridge that Gap.
362	Route 362: it appears that Pace is considering eliminating this route entirely based on the "restructured Route 366". This might not be such a problem provided other service is provided to the residents of Park Forest. However, please be aware that there are currently 65 new homes under construction in DownTown Park Forest (labeled as "Park Forest Centre") and the possibility of as many as 130 more to come. These residents are being drawn to DownTown Park Forest because it is a walkable area where they can get to the Metra station(s) by Pace bus in relatively short order. Therefore, it might be in your best interest to consider re-routing this bus to serve the north portion of Park Forest and bring people to either the Matteson or the 211th Street Metra Station. At the present time, the north portion of Park Forest, essentially everything north of Sauk Trail has almost no service.
364	Don't drive, single parent - 6 kids, need job, need 364 to continue to serve Hegewisch
364	Only way to attend outside activities is to take 364 to Hegewisch to Loop
364	Change route about back to go to Tinley it was shorter
364	Route would affect my 2 children from getting in the city. Plus I would have to pay more money.
364	My daughter takes this bus to South Suburban College. What about the college bus? Talk to the students.
364	Break contract with CTA and keep Pace's money for Pace. We will stop buying CTA passes. I need the 355 and the 364
364	Because every other bus go to the Hegewisch station
364	Keep 364 going to Hegewisch - I want to keep my job
364	Weekend - already walk 10 blocks to get to 364 to go to Hegewisch train or 30 South Chicago - now I can't get to work

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Route / Service	Comment
364	364 Hammond earlier service
364	Better connection with Harvey Metra - more than 2 min connection
364	Free ride coupons for Hammond riders like South Region IL
364	More frequent service
364	How will people shop at River Oaks that live on Wentworth? Dirt roads, heels and shopping bag don't work. Keep 364
364	Every other bus on Saturday we need more service on 364
364	We need more service time for the 364 route 159th Street
364	Senior citizens, especially near River Oaks, depend on weekend service for family visits, church services, medical appts., etc. Cutting weekend service would make them virtual prisoners. You would get more riders on weekends if you consider Chicagoans who like to fish 2 blocks from the turn at Brainard.
364	Start early on Saturday morning
364	Buses should run every 30 minutes both east, and westbound. weekdays. Also, alot of people catch the bus between Orland Sq and Harvey, also there is currently a great connection between the 354/364 in Oak Forest, however during rush hour, there are normally alot of people who board the bus at Kedzie, maybe there should be like a 359 that goes only to 159th, then turns into a 364 to River Oaks.
366	366 should serve Sauk Village
366	Revisit initial proposal to connect Sauk Village to Lincoln Mall or Richton Park Metra
366	Sterk's is closing in Park Forest
367	367 should stay west of Chicago Heights
367	Definitely needs Sunday service
367	Don't use 16th Street east of Chicago Heights Terminal
367	Operate to Hickok - don't change southern alignment
367	Thornwood House - 367 to go to Richton Park to the store
367	Shorten loop in University Park (transfer to 366 in Park Forest); add another loop to Richton Park via Governors Hwy.
367	If possible go into Arbors of Hickory Creek (Cicero Ave.)
367	More direct service to hospitals from University Park - St. James in Chicago Heights & Olympia Fields
367	If funding becomes available, at least extend the operating hours
367	We the residents of the South Suburbs need bus #367 to run from University Park, IL down Cicero, down Lincoln Highway to the main bus terminal in Chicago Heights, IL. Then run from bus terminal down Western to University Park.

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Route / Service	Comment
367	I'm confused by this!
367	Be consistent
367	Allow 6-9 min to transfer from bus to train
367	Expand service hours to go along with Metra service
367	University Parkway needs community bus Cicero - Lincoln Highway - Western
367	Do not cut south part of UP off - (1) go to Olmsted - library, (2) go to Hickok. It's growing!
367	Make Governors State a * on the map next time
367	Mixed-use development planned around Metra station & outlet mall for Cicero Ave. or along Stuenkel
367	At Metra station leave enough time to get off train & walk to bus - allow 6 min to transfer
367	Simplify this
367	Definitely need 6 days per week Mon-Sat, if possible also Sunday
368	Consider some short trips between Metra station & industrial park
368	Possible variant - some trips via Steger Rd, some trips via Exchange
368	Put this service south to Olmsted or at least Hickory en route to industrial park
368	Another possibility - Chicago & Exchange to serve Crete & come west on Exchange
370	More frequent service on the 370
370	I think the 370 needs more service time because the 370 stops running early
379	Run later on Saturdays till at least 9pm, add last service past Harlem. Run weekday evenings till midnight. Extension to Orland Sq. is a great idea & faster.
379	The 379 proposed route is a very thought of proposal
379	Add trips to Midway after 10:30pm
379	There are more destination locations south of Orland Square in Orland Park, which can be accessed along 94th to get to places like Lowe's, Park Place Mall and the discount shopping areas. Lowe's & Park Place Mall have the space for bus turn around as well and parking.
379	Rte 379 takes too long to both get to Midway from the Justice/Hickory Hills area and vice versa. At least 10 minutes could be cut from the run time if the stops at Ford City Shopping Center (where typically 0-2 people embark or disembark) were discontinued during the rush hour routes (especially in the morning) when people are trying to get to Midway on time.
379	Able to connect from one transfer point to another - buses miss each other. More buses during rush hour - too long a wait now. Buses on time. Add buses on weekends - am and pm (especially from Midway).
381	What will the people do who get the bus at 95th & 88th? The 385 takes almost the same route

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Route / Service	Comment
381	Good idea to have the 381 provide direct access to Bridgeview Courthouse. Transferring to the Harlem bus at Oak Park was a bitch. But what about if you are sitting on a jury & trial runs later? Will this service have extended hours?
381	Do not make any stops east of Ashland. Express to Dan Ryan
381	381 to run till midnight also on Sat. & Sun. Leave it via 95th & 88th Ave.
381	Even though I will miss the eleven-mile stretch on 95th this will make the drivers make reliefs better from the garage
381	Add midday service to operate every 15 minutes to reduce overcrowding on buses coming from Chicago Ridge Mall
381	Propose this turn around at Evergreen Plaza
381	More 381 to Roberts Rd. until midnight!
381	Almost any time I have been on this bus it has been packed - more frequent service please!
381	One more thing I would like to add is I think the 381 needs to run more at night. When there are times I get off early at work and if the 383 is late and I miss the connection to the 381 than i have to wait an hour by myself (at night and a girl alone is not good). Thank you and have a nice day, I ride pace every day and love it keep up the good work.
381	Route 381 should be better coordinated with Metra. There are a few buses that leave 95/Wood a minute before the Metra train arrives. The buses should wait for Metra.
381	Also - 95th street - i believe is theoretically to be running every 15 minutes during rush hour -- it runs closer to 30 -45 minutes and then two come at almost the same time. Some of us don't understand why every 95th street bus needs to go to the Ryan (or even any of them need to go that far) since the CTA also services the Ryan as far as Western Avenue - people could transfer from the CTA at Western to Pace (I believe that would be a very, very small amount of people) - the bulk of the people who need 95th I believe are primarily between western and ridgeland/harlem and these are the people who are stuck waiting and waiting and missing any connections. I ran an errand last Thursday night, got to a 95th stop around 5:20 pm and didn't have a bus until 6:10 pm -- I'm sorry, but even with heavy traffic, that's ridiculous -- I got off to connect to another bus and within 5 minutes a second 95th bus, going the same direction, came by. Anything you can do to improve service would be greatly appreciated -- it is really needed. Overall, as stated earlier, I've ridden Pace for 20years and have
382	Need a few shelters NB
382	We waste time going through Ford City, bus 382, we don't need to go double back to go down 73rd.
382	Keep 382 service during rush hours on weekdays. Do not go to Ford City.
382	Central needs #382!

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
382	Important to keep 103rd west to Central to pick up kids for school @ St. Laurence & QOP - morning & afternoon
382	I have no close alternatives if bus 382 is discontinued.
382	Ridiculous cuts #382 to 103rd - for whom?
382	Review ridership 5:30, 6:30, 7:30am NB to focus on rush hour trips
382	From Queen of Peace & St. Laurence - parents are concerned about safety @ 79th & Pulaski. Keep 382 during weekdays or create school tripper
382	How about running at peak hours - 6:30-9:30am, 4:30-6:30pm. NEED 382!
382	I need this route to get to work and it is the only reason I moved to Oak Lawn because the bus stop is across from my home. I have children who also take this bus. Services should still be available during peak AM & PM hours & no going to Ford City. If this route is cancelled I may take Metra and you will lose a 10 year customer and my money which we know you need. Thank you
382	I rely on 382 to get me to Midway for work downtown and home. Cutting 382 would be devastating to me and my neighborhood
382	(1) We need rush hour service on the #382. (2) No passengers get on the bus or off of the #382 at Ford City.
382	The #382 AM bus is full of students. Many days there are no seats
382	I believe operating rush hour times is better than no service. I would be stranded without Bus 382
382	There are a lot of handicapped people here that you will be stranding
382	This is going to strand everyone on Central
382	Pare 382. 6:30am, 7:30am trips are full
382	Just stay w/ peak hours and don't pass by Ford City
382	How will people get to the employment office at 73rd & Central if you are going north from Central?
382	Going to Ford City is a waste of time & gas. There are no alternatives for people south of 95th St.
382	Stay out of Ford City
382	Need 382 - dr office at 103rd
382	Saturday & Sunday needed!
382	I would have to walk 2 miles to Cicero
382	Why not just cut service during non-rush hours & maintain rush hours & not go by Ford City?
382	Please don't take our Bus 382.
382	I need bus 382 to get to and from work.

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
382	Create a school tripper to the ones that operate for Oak Lawn High School for Queen of Peace & St. Laurence H.S.
383	Why Lincoln Mall stop? Keep 127th/135th loop
383	Check this false statement - all trips don't go to Oak Forest Hospital
383	Great! OK for hourly to start but Phase 2 should increase to 1/2 hour service. Possibly consider 1/2 hr service in Phase 1 during rush hour
383	Extend 383 to 167th/Crawford for Wal-Mart SuperCenter / other shops & theater.
383	Get the nuts off the road. Their cars are in the bus's way.
383	Operate to mall hours
383	Check on the SB 6:05pm departure from Midway
383	This route gives us good access to Midway Airport
383	Market to the hotels in Matteson
383	I will ride this if the route operates like this. I call it the best planned proposed route ever!
383	Need to have later hours - until the mall closes
383	Needs to run later. Lincoln Mall extension great idea
383	I recently moved to Country Club Hills from Chicago and there is no bus service far south on Cicero. You should consider service from 159th & Cicero to Lincoln Mall. Cicero needs a bus
383	We desperately need 3 buses running an hour on 383 between 6 and 8 am and 4 and 6 pm -- i've been on this route for 20 years -- it collects tons of CTA people and the buses are usually crowded and running late because of the crowds - bad weather only makes things considerably worse (not a complaint, but a comment).
384	We need service on 135th St. between Harlem and 82nd Ave. to get us to the Orange Line (Chicago). We would be willing to pay an increased fare if necessary.
384	We need service on 135th St. between Harlem and 82nd Ave. to get us to the Orange Line (Chicago). We would be willing to pay an increased fare if necessary.
384	Change rt. to Rivercrest
384	Continue south to 127th to connect with 348
384	Avoid 111th/Harlem - unsafe crossing
384	Keep the 384 as it is
384	Needs to go at least as far south as 127th St. to serve Trinity Christian College students who have a residence at 111th & Ridgeland.
384	Please don't discontinue service to Orland Mall. You could discontinue service to Midway (we could connect to Midway at Ford City)

Round 2 Public Forum Comments

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Route / Service	Comment
384	My mother rides the bus from 91st and Ridgeland to Orland Square mall to meet myself and my kids, at least once a week. She was told by one of the drivers that this route is going to be eliminated, I really hope that this is not true or that it could be reconsidered. This would make things difficult for her, she is 79 years old and does not drive and by her taking the bus to meet me helps out a lot.
385	End it at Cicero & 87th
385	Need to run Sat & Sunday
385	Sat & Sun needed PM
385	Eliminate runs to Ford City: stop on Cicero
385	Saturday & Sunday?
385	Stops skip alternate blocks
385	87th & Cicero needs a shelter
386	Why not route to Rt. 83
386	386 to Homewood is a great idea for Country Club Hills/Hazel Crest residents.
386	Trinity Christian College students need more weekend access to transit (Sunday especially)
386	It would be good if the Blue Island piece went as far east as Western.
386	Suggest extension to south of I-80 to new marketplace Target et. al. on 191st St.
386	Need weekend hours 8am-8pm to serve retail jobs
386	386 to run by 167th/Crawford - Wal-Mart SuperCenter/Loews Theater
386	307 to Bridgeview Courthouse?
386	Please leave 386 at 63rd/Harlem for connections to 307 or make 307 extension to Midway Airport or Bridgeview Courthouse on 76th Ave. Plus 386 to run later as 379, add Sunday service.
386	Very satisfied to miss the railroad 63rd & Harlem
386	Need to forge a new connection to 307
386	Need more shelters
386	We need service on 131st St. (Palos Heights) between LaGrange Rd. and Harlem Ave. P.S. We would be willing to pay an increase in fare if necessary
386	386 to run every half hour all day for Bridgeview Courthouse at least to Homewood.
386	For service in 2008 we are dead meat. We would have to walk 1 mile to LaGrange Road. And Ridgeland would be eliminated also. We board on 131st.
386	We need service on 131st St. (Palos Hts.) between LaGrange Rd. and Harlem Ave. to take us to the Orange Line (Chicago). We would be willing to accept a fare increase

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Route / Service	Comment
386	I would be disappointed if the 386 changed its route down 73rd Street from the current 63rd Street. I live along 63rd Street and enjoy taking the bus out to Orland. Also, many people make connections between the 386 and 307 at 63rd and Harlem. I sometimes do this myself after having been further north on Harlem. Unfortunately that would not be possible with the 2008 proposed route change.
386	More service to DeVry University. More service to DeVry University From Harvey Transportation Center. There are plenty of people who ride the #354 from Harvey to Tinley Park, the main problem is the route doesn't run as often as the others. The route run every (1) hours weekdays, and every (2) hours on weekends, alot of the riders get rides from other sources, because the bus doesn't rider come as often. Also, there isn't anyone boarding the bus at the South Suburban Family Community Resource Center after 4pm, and no one EVER boards at the Tinley Park Hospital, more people have to walk or ride a bicycle to Tinley Crossings Business Park.
501	I strongly support 501 W. Jefferson to 10:30. Thank you
501	I Support this - 501 W. Jefferson at night
501	OK with proposed changes
501	Needing to extend to Saturday for us to be able to make appts.
502	Need to be sure to serve medical clinics/facilities around St. Joseph too
502	A Larkin bus going north into Hillcrest Shopping Center starting from Wal-Mart on McDonough
502	OK with proposed changes
502	I live near Midland Ave. on Glenwood Ave. Please extend the Marquette bus east of Larkin. It is about 4 1/2 blocks to Larkin & 6 blocks to Jefferson St. It is also difficult to cross Larkin.
502	Will this bus go to hospital & back downtown
502	Keep the 502 Marquette as is. Please no changes.
502	We need a bus to go into North Ridge Plaza so we don't have to dodge the traffic to use these stores in the wintertime. It's NOT SAFE to go through the drive for the plaza in the winter and have to trudge through the snow
503	Some of the Cornerstone clients need this bus to get to work, meetings
503	OK with proposed changes

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South Cook County - Will County Initiative

Route / Service	Comment
503	I am concerned that route 503 is part of the PACE initiative list. The Black Road Branch of the Joliet Public Library is just 3 buildings west of Essington and Black Rd. and is served by route 503. Staff members and patrons use this bus as well as grade-school children coming to the library for tours, homework and programs. Elementary schools beyond walking distance have plans this coming school year to bring whole classrooms to the library via PACE bus. They elect to use public transportation as an additional experience for the children. I urge you to continue to provide this bus service that is so valuable to the library and also the area retirement centers.
504	Service on Sat. every other hour
504	Need bus for S. Chicago St.
504	Don't change 504 for no reason please
504	We need to get to Primary Care for dr. appts.
504	Need Saturday service to serve people who may need to get work.
504	Need bus in side Preston in all of the places you have already going
504	Need 504 to go to doctors
504	Dial-a-ride service on Saturday in this area could work also.
504	Change the route back to the existing route. People need this route to go the doctor and health dept.
504	Need this route every day and no dial-a-ride everyday
504	Broaden span of service hours - Sunny Hill Rehab Center
505	Like to extend the 505 hours. I have to have Sunday hours for 6 to 5 pm
505	I would like Sunday service from 9-6 and weekdays to 6-10
505	OK with proposed changes
506	Service on Sat. every other hour
506	Need Sat. service & extended weekday services especially for the handicapped! Have appts. For Saturdays, it's important to us!
506	Good idea about extending services
506	This route also needs a Saturday service or a dial-a-ride please.
506	Need Sat. service
506	Longer hrs of service
507	Extend to downtown Plainfield
507	OK with proposed changes
507	Extend to Plainfield, then to Rt 59 train station
507	Plainfield P & R to Naperville Rt 59 station and Fox Valley.
507	Makes it impossible to get to North Ridge Plaza in winter -- one would have to walk on highway!

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
507	Adjust Plainfield #507 at Theodore -- Plainfield-Theodore-Larkin-Plainfield (so we can access North Ridge Plaza!!)
507	Later busses on 507 Mon-Sat. If one wanted to pick up groceries or run errands after work, we need service to at least 9:10P. Earlier busses on the 507 on SATURDAY! If one wanted to go to Chicago on a Saturday and needed to take the bus to and from the Metra station, one could spend maybe an hour in Chicago in order to get Pace service home before it shuts down! First bus now on Saturdays gets to the downtown Metra station at 10:05A! Rather late. As it stands now, if one rode the 507 to get home, but had to stop along Jefferson St. (Route 501)for an errand, the 501 runs one hour longer than the 507. If one took the 505 westbound to run an errand after work, one would really have a problem since the last bus arrives downtown for the lineup around 6 pm. It's unbelievably weird to not run all local routes to end at the same time since many people take the 507 to the Westfield Mall and have to transfer downtown to get their east/westbound busses which are actually feeder routes for the two main shopping routes: #501 Jefferson St./Joliet Junior College and #507 Plainfield Road (Westfield
511	I am employed by Midewin National Tallgrass Prairie in Wilmington, IL, just 13 miles south of Joliet on State Route 53. I travel to and from work from the Bolingbrook area. In addition to looking for an alternative to driving to work daily, I am also interested in having regular services to and from Midewin to support Midewin's present and future visitorship. Midewin is a wonderful landmark in this area that receives over 3,000 visitors per year. Currently all visitors must visit us via personal automobile, however we have had several visitors express an interest in riding some form of public transportation to get to Midewin on weekends, on regular schedule workdays, holidays, and other days throughout the summer. I would like to see Pace transport visitors to and from Midewin a few days out of the week. I think it would be both beneficial to the public and Pace to provide service to the largest contiguous Prairie land in Illinois.
753	Please consider changing route 753 Matteson bus to stop at the cross streets of Lincoln Highway/Ridgeland Ave. It would also be appreciated if the route could be extended to include the Ridgeland Manor sub-division south of Lincoln Highway and Ridgeland. The sub-division has grown tremendously within the last 5 years to over 300 homes and our teenagers and young adults are in desperate need of PACE transportation to get to the other side of Matteson to work and to connect with the Metra train station. I hope you will sincerely look into extending the 753 Matteson bus route. A faithful PACE rider since 1992!
831	Increase normal service from north Lockport/Homer Glen into Joliet
831	At 143rd St & 96th new destination locations - Orland Crossings, Main Street Triangle developments, also a train station there for intermodal transit
831	Future consideration: consider moving Orland Park hub to Triangle area (this could be many years out however). Contact Village of Orland Park for information

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South Cook County - Will County Initiative

Route / Service	Comment
831	Please don't get rid of a bus on 143rd Street that goes from Orange Line to prison. We need more bus, that are on later and more during the day other wise. We won't be able get to where we want to go. The way it looks that I will have to walk 14 blocks to get the bus.
834	I love the 834 expansion. I wonder if this bus could go to the Meijer and the upcoming mall.
834	Should go straight through 53 not Lily Cache area or Innsbruck Apts.
834	Keep Greenleaf/Innsbruck Apartment loop
834	Reroute to Weber between Renwick and Normantown. Some trips Renwick - Weber - Airport - Budler - Taylor - Weber - Lily Cache - original route
834	More service to rush hour
834	Some trips to Louis Joliet Mall via Weber Rd.
835	If the 835 route is eliminated suburban riders are left with no transportation to East loop.
835	Should leave 835 to downtown Chicago. People at downtown would like to see a Pace bus traveling in loop
835	Keep the 835!! There are many people who work on the east side of the loop and don't want or can't walk from the train at Union Station. Perhaps a smaller bus would do.
835	Bye-bye 835!!!!
835	Please keep the route 835 bus on. There are a lot of people who live in the suburbs and work in the loop on the east side where this bus goes. It is easier for us to walk a few blocks to the bus at 55 E. Monroe than to walk all the way west to Union Station. Also the crowds are too intense as we get on and off the train. There is a danger of falling and getting run over by the crowd. It is too far to walk from Union Station to where I work and the 835 bus makes it much easier to handle. Also we like the luxury of the Nova bus seats. They are very comfortable.
837	Begin at Louis Joliet Mall as transfer pt.
837	Weber Rd south of I-55 to Larkin???
837	Feeder to Metra from Weber south of I-55
837	An improvement to the ability for our population to move through our city will make a better city
837	Please put thru Rte 837
837	OK need this
837	Begin 837 at Joliet Mall to Weber from Gaylord to connect Bolingbrook Park & Ride
837	Extend it south to US 30
837	We desperately need more public transportation along Rt 59 and on Weber Rd. there are so many people that want to work, or just run daily errands that are not able to drive and really need public transportation! Additional routes and longer service hours would do great things for the community, wont you please consider these suggestions! Please help your community thrive and grow. THANK YOU!!

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South Cook County - Will County Initiative

Route / Service	Comment
837	I have viewed the Weber Road Flex Service. As a traveler to and from the University of St. Francis, this looks like a fine accommodation from where I live. Can you really do this every 30 minutes? Alternatively, I would like to see the eastbound 503 make a loop to USF.
855	Most desired route is improvement of 855 I-55 Flyer - Plainfield needs this service
855	Preferred hours mornings 6:30am or 7am, nights 7-8pm. I really hope some I-55 flyer happens in Plainfield
855	Currently there are no nearby train stations. I currently drive 35 to 40 minutes to Aurora/Naperville Route 59 station. It would be great to eliminate this driving time.
855	Preferred service at 7:00am, return at 4:00pm. Please help with instituting this route. Stop at Michigan & South Water.
855	Begin the morning trip 6:30 or 7am, evenings also.
855	Preferred hour morning 7:00am, negats. Also I-55 flyer in Plainfield.
855	Should be extended to Plainfield and should be a priority because of the large number of commuters. Plainfield needs this service
855	This is a priority route for Plainfield-area commuters and provides our only link to other non-commuter service in current plan
889	This would work for me - it would make the 355 obsolete
889	Concept looks good
889	Even though the route would've work this route should not be operating
877/888	All coach buses have broken seats/lights, some have broken lifts, operators don't know how to operate lifts, AM operator Michelle is never on time from South Holland, operators all talk to passengers
877/888	Shouldn't hold bus at Oak Brook
877/888	Running trips via Harvey/Blue Island will add 30 minutes to travel times from South Holland - leave too early in AM, get home too late in PM. DON'T COMBINE
877/888	The route should only serve South Holland, Homewood and Harvey
877/888	Eliminating express route will add 30 minutes each way. Have you considered keeping one express 888 in AM and one in PM? You could keep one of the two times that run currently or split the difference between the two times. [Noted that passenger consensus seems to be that fare increase is acceptable but route combo is undesirable]
877/888	Premium monthly pass?

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South Cook County - Will County Initiative

Route / Service	Comment
877/888	If at all possible please consider changing the 888 that leaves AT&T Lisle center at 4:25 to 4:35 . The reason is because no one gets off work at that location at 4:25pm. We are not permitted to leave work 5 minutes early to catch the bus and therefore must catch a ride to another stop (Oak Brook) which is a real hassle. If you can not get a ride you are forced to wait on the 5:10 bus which is usually late due to traffic. Thank you
877/888	How come the fare has doubled from \$1.50 to \$3.00 for route 888? Also early departure (earlier than 4:23) time from York Rd & 22nd Street. I am already traveling 20 miles to Homewood to take this bus.
877/888	I just want to say that I would be truly hurt if the 888 route was discontinued or combined with the 877 route creating standing on buses or longer commute times due to added stopping points to pickup and dropoff passengers.
Channahon DAR	This is a good idea. You should do it will help lot people in Joliet and Channahon
Channahon DAR	Go straight on Route 6 from Joliet Junior College to the Channahon area and connecting cities
Channahon DAR	Village building P & R lot in Town Center (next to Village Hall)
Channahon DAR	More paratransit & ADA dial-a-ride in Channahon
Channahon DAR	Metra service to Manhattan, Laraway & Joliet
Channahon DAR	Channahon & Joliet -- Bob Evans on Larkin, Center for Independent Living
Cicero Ave	I approve the limited stops for the Pace service serving Cicero
Hwd/Chi Hts DAR	Extend hours to 9:30pm
Hwd/Chi Hts DAR	[from 352 board] Support North Chicago Heights DAR with extended hours
New/Improved Service (General)	Glendale Heights has a school bus Pace. Will it graduate to regular bus? Drops off passengers at home. Will this pass on to other suburbs?
New/Improved Service (General)	Whatever changes we make, run late into the evening!
New/Improved Service (South Cook)	General public dial-a-ride needed west of I-57 bounded by Ridgeland, Vollmer, Cicero, Lincoln Hwy with stop at Lincoln Mall
New/Improved Service (South Cook)	I wish there was a bus that can go from DeVry (or near DeVry) to take me to UPS like the 890. Now I have to leave DeVry on the 354 go all the way to Harvey and then transfer to the 890. Also I think more UPS buses should run like every two hours. There are some days when some might get out of work early and have to take the shuttle bus to Midway and I don't get home until 10 after leaving at 7:30. Even if say a 395 would come every two hours I would still get home faster because I can get on the 352 and save about an hour.
New/Improved Service (South Cook)	Service to 167th & Pulaski shopping area; also service through Olympia Fields and Flossmoor; More through routes service/across town from the South Suburbs to other regions.

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South Cook County - Will County Initiative

Route / Service	Comment
New/Improved Service (South Cook)	The intersection of 175th St and Pulaski (Crawford) in Country Club Hills is 1 mile away from any pace route as proposed. Can the proposed 383 (Cicero), 386 (Harlem/183rd), 364 (159th st), or current 359 (Kedzie) be revised to cover this intersection @ least once per hour.
New/Improved Service (Southwest Cook)	Possible service on Southwest Highway - 74th/Western to Orland Square
New/Improved Service (Will)	[from Joliet] Bus route servicing Metra station or Lincoln Mall area
New/Improved Service (Will)	Still awaiting service & recommendations for the Int'l Centre & surrounding business parks in Woodridge
New/Improved Service (Will)	Feeders/circulators in Bolingbrook area to connect with P & R lots
New/Improved Service (Will)	Piece of equipment to drive around Plainfield for local based service.
New/Improved Service (Will)	[Joliet] Service to casino?
New/Improved Service (Will)	Fixed route connecting Rt 30 via Black Rd to Rt 59
New/Improved Service (Will)	Services for Caton Farm Rd. between Essington & IL 59
New/Improved Service (Will)	Locally-based service for general public & seniors - Plainfield
New/Improved Service (Will)	Trinity Place for disabilities using Pace vans. Local Pace service - more services, longer hours, more vehicles
New/Improved Service (Will)	Express service from Plainfield to Naperville/route 59 train station. Also more than just a couple of pickups/dropoffs a day. If the train is late and you miss the last scheduled bus (Wheatland Church, e.g.), a commuter is stranded.
New/Improved Service (Will)	Why is the #507 Route called "Plainfield"? It doesn't come thru any part of Plainfield. How about service in FAR west Joliet (County Line Rd., Caton Farm Rd., Theodore) - Will/Kendall county? Your reports show that Will County has increased SO dramatically. Does that include western Will County...and will service follow??

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
New/Improved Service (Will)	Plainfield residents are in dire need of more options for getting to the Metra station and to downtown Chicago for work. We need A. more runs for the 675 route in the AM and PM and B. park&ride routes in Plainfield with service to the Route 59 station. I read with interest about an I55 bus driving into the city, but I don't know how much this will help; driving on 55 from Will County (rt. 126/Weber Road area) is a nightmare already, taking as long as 2 hours to get downtown if leaving between 6:30AM - 9AM.
New/Improved Service (Will)	I have lived in Bolingbrook for just under a year. We desperately need bus routes or park N rides near the newly developed sector of Bolingbrook along Weber Road, Kings Road, and Boughton corridor. There is no parking available at the congested Naperville Metra Train station, and the Aurora Station commute is too far during rush hour, plus you have to locate parking. It would be so much easier if there were additional Park N Rides with Pace service located in or around Bolingbrook Area. This would also decrease the number of cars on the road during rush hour, because commuters will have an alternative means of transportation. Bolingbrook growth has exploded but unfortunately public transportation has not kept up with that growth. We need help. Thanks !!!
New/Improved Service (Will)	Currently we reside in New Lenox Illinois. My mother also resides in Lockport Illinois. Each city is located in Will County. There is currently very little or no access to Pace service for these areas. There is no method of public transportation except for the train which one can not get to unless they drive. The senior bus which they have offers very little service and does not cross city lines. Meaning New Lenox must stay within New Lenox - Lockport must stay within Lockport. The availability is based upon scheduling an appointment days in advance. Times are not accommodating pick up and drop off times are based on volume. On one such incident my mother had to wait four hours to be picked up to travel back home and another she needed to make a reservation two days in advance. In short, there is NO current Pace bus service in either area. Therefore, if someone does not have a car or someone to drive them around, that someone is unable to shop, get to a doctor, go to the library, get to a train, etc. etc. Pace should at the very least have a service that travels down main street lines in
New/Improved Service (Will)	Three bus routes down Weber from Bolingbrook to three terminals: Joliet downtown by way of State St.; Jefferson and Larkin; Joliet Mall. Bus route over Rodea which connects Weber buses and Route 30 buses. Connecting bus route from Weber by way of Renwick stopping at Lewis University, Lockport RR station, and going all the way to Orland Park. More frequent express trains from Lockport to Chicago, with direct rail connections to Midway and O'Hare. More inexpensive parking in Lockport to encourage commuters. Express bus route to Midway and O'Hare from a Weber station, perhaps at Taylor.
Other - Bus Maintenance/Cleanliness	[From 350 board] Bus no longer clean - very dirty

Round 2 Public Forum Comments

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Route / Service	Comment
Other - Dial-a-Ride (Southwest Cook)	Dial-a-Ride -- increase marketing/awareness in Orland Park
Other - Dial-a-Ride (Will)	Joliet paratransit service improvements
Other - Environment	Hybrid & more fuel-efficient buses -- environmentally-friendly overall
Other - Environment	Too bad the gov't won't pay for more frequent bus (Pace) service. With all the talk about "the environment" the public should put its money where its mouth is.
Other - Fares	Raise senior fare to \$1.00 -- still OK for affordability, fair increase to cover increased gas cost
Other - Forum Promotion	Paratransit dispatcher should have information about the planning study meetings
Other - Forum Promotion	Legislative people should be here
Other - Forum Promotion	The notices were only in Spanish on our buses - no English
Other - Misc.	[From Routes with No Changes Proposed board] I think that this bus should stay the same
Other - Misc.	Why does Pace have buses take passengers from Rte 59 in Aurora to their parked cars? (general comment: why cut in South when Metra feeders exist)
Other - Misc.	Add a bridge over railroad on Central Ave
Other - Misc.	Teenagers curse too much don't respect elders
Other - Misc.	Get rid of the Pink Line - it screws up the trains in the Loop
Other - Misc.	Please keep 1997 Nova Classic model buses at Southwest Division after elimination of 835 route. Very good standard (fishbowl looking) bus.
Other - Misc.	Please take in consideration all of the suggestions from all the input that your riders suggested on the surveys; at the public meetings in the various locations that you held them in ex;) my area is RiverDale where I live. I went to the meeting today Tuesday June 5th, 2007. I liked most of the proposed ideas and I gave a few of my ideas I would like to see implemented for the near future. Thank you
Other - Operators/Supervision	95th/Ryan supervision needed
Other - Operators/Supervision	I agree 95/Dan Ryan supervision is needed
Other - Operators/Supervision	[From 350 board] Drivers do not understand the connection between customer service & operating bus service. They should treat customers like they matter
Other - Operators/Supervision	[From 364 board] Drivers' attitude - they don't care
Other - Pass Sales/Info	[From 355 board] Unable to locate vendor for Pace 10-ride tickets
Other - Pass Sales/Info	Need to know where to get Pace transit fares
Other - Pass Sales/Info	Pass by Mail -- increase awareness

Round 2 Public Forum Comments

South Cook County - Will County Initiative

Route / Service	Comment
Other - Route Numbers/Names	As long as Pace is planning to make changes in south Cook County and Will County, this would be a good time to revise some route numbers in Joliet, and eliminate the use of numbers 501-502-505 each for two different unrelated routes. It appears that the proposed changes including restructuring one of the 502 routes, that can be given a new number. And one of the 505 routes is proposed for discontinuance. This would just leave 501, where the east route could be given a new number. It does not make sense for one number to be assigned to two different routes having nothing to do with each other.
Other - Transfer Points	No smoking should be enforced @ Midway CTA
Other - Transfer Points	Heating elements at Harvey terminal ineffective
Other - Transfer Points	Keep Ford City as a transfer point - nice to be able to wait indoors
Shorewood DAR	Bicycles are inaccessible over I-55 at Black and Caton Farm
Shorewood DAR	Should have bus service straight through Jefferson into Shorewood or at least bike access
West Joliet DAR	I work on Essington and Black Rd. I do not drive. I need to get to work. I hope your restructured route includes that stop
West Joliet DAR	If the 503 will be cancelled how will people who have jobs on Essington & off of Black Rd get to work
West Joliet DAR	Bus Larkin - Cedarwood - Ingalls
West Joliet DAR	Need service Cedarwood Apts
West Joliet DAR	Cedarwood Dr. - Silver Cross or Will County Health Ctr. Have to be there for dr. appts. at 7:30 or 8; 503 works for this
West Joliet DAR	I come from Western and Broadway to go to work at Black Rd and Essington -- I need dial-a-ride service from 7am to 5pm. Thank you
West Joliet DAR	West Public Demand Service is what this city needs to stay current & available
West Joliet DAR	Expand of hours very good

Appendix E

Preliminary Service Concepts

Preliminary Service Concepts were presented at Round 1 Public Forums in March 2007.



Locally Based Service

Locally Based Service encompasses the family of smaller bus and van services provided by Pace, including vanpools, municipal vanpools, all types of dial-a-ride services, and municipal bus services. Pace provides partial funding support for a number of these services.

Several municipalities and townships throughout Will and Cook County operate Locally Based Service. Locally Based Service allows provision of transportation services to areas that may not have the densities necessary to support traditional fixed-route transit services, but have very real transportation needs.

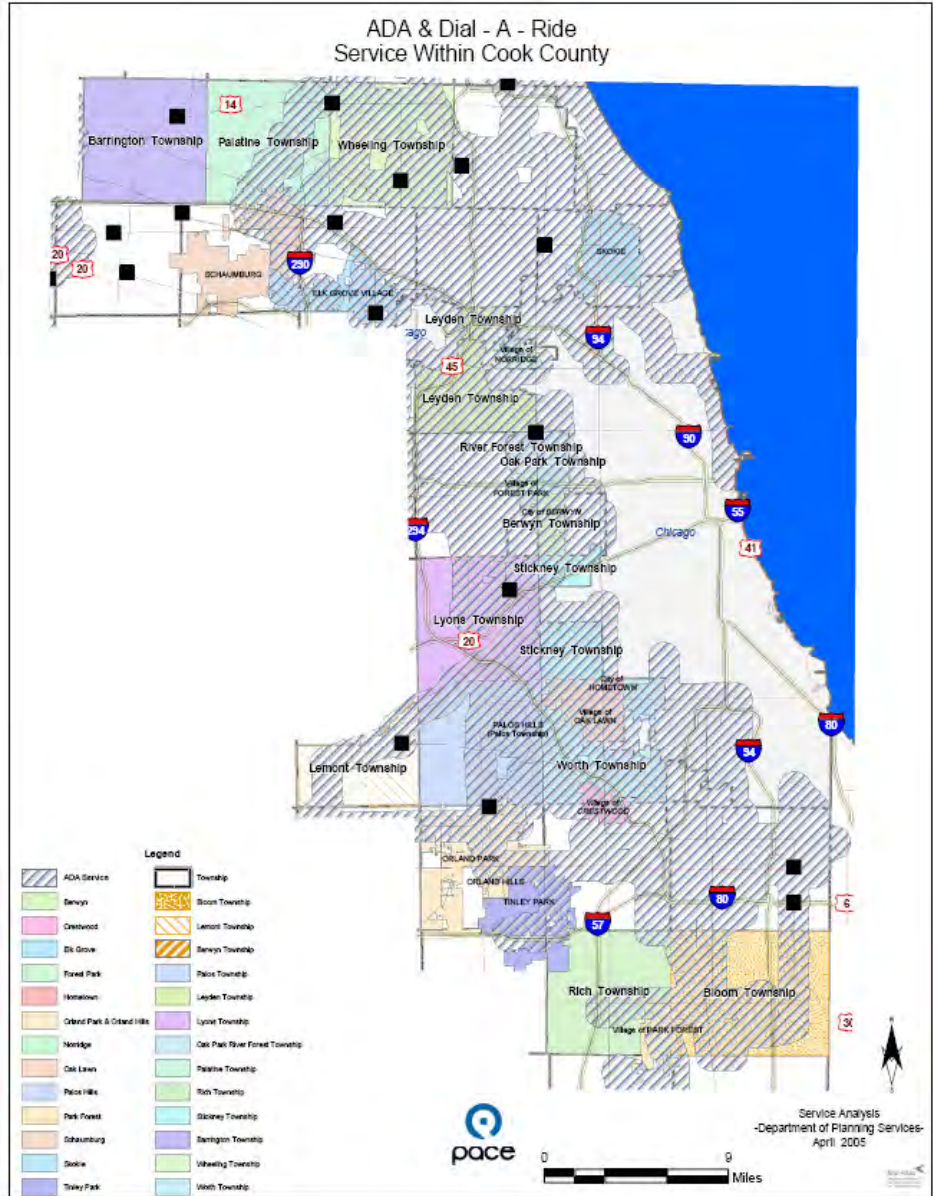
Local and Regional Alternatives

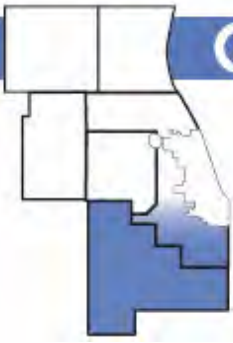
An appropriate level of Locally Based Service would be provided in each community to assist with local transportation needs and allow connections to other Pace routes as well as CTA and Metra services. Pace would assist each applicant in creating a service design and service type most appropriate to the locality.

Locally Based Service levels depend entirely on the transportation market for each community. Thus, no span of service or frequency of service can be predicted – they are different in each case.

Locally-Based Service Example:

Numerous Cook County municipalities and townships, including several in South and Southwest Cook County, partner with Pace to provide dial-a-ride service but hours of service, fares, eligibility and range of travel are different in each case.





Locally Based Service

Locally Based Service encompasses the family of smaller bus and van services provided by Pace, including vanpools, municipal vanpools, all types of dial-a-ride services, and municipal bus services. Pace provides partial funding support for a number of these services.

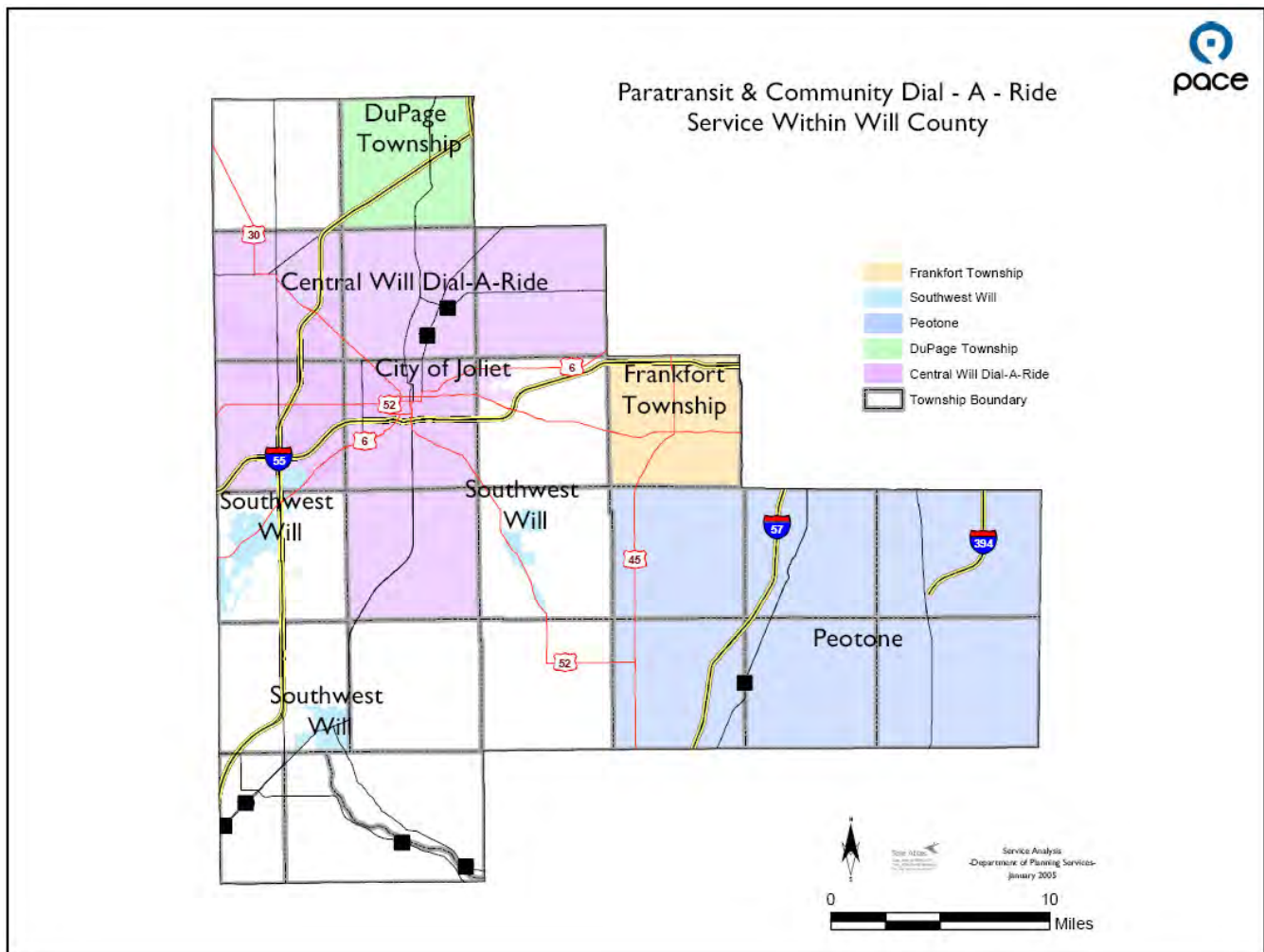
Several municipalities and townships throughout Will and Cook County operate Locally Based Service. Locally Based Service allows provision of transportation services to areas that may not have the densities necessary to support traditional fixed-route transit services, but have very real transportation needs.

Local and Regional Alternatives

An appropriate level of Locally Based Service would be provided in each community to assist with local transportation needs and allow connections to other Pace routes as well as CTA and Metra services. Pace would assist each applicant in creating a service design and service type most appropriate to the locality.

Locally Based Service levels depend entirely on the transportation market for each community. Thus, no span of service or frequency of service can be predicted – they are different in each case.

Locally-Based Service Example: Several Will County townships partner with Pace to provide dial-a-ride service but hours of service, fares, eligibility and range of travel are different in each case.



Route 348

138th Street Riverdale Connector

Route 348 provides half-hourly service on weekdays and Saturdays from 6 a.m. to 6 p.m. along 138th Street in Riverdale with connections to 2 major north/south corridors - Halsted Street and Indiana Avenue. The route serves the areas of 127th/Lowe, the Riverdale Bus Turnaround, and the Riverdale Metra Electric Station.



Route 348 Local & Regional Alternative



Local Alternative

Route 348 would be extended on both ends. On the eastern end of the route, service would operate to South Suburban College via Indiana Ave. in order to provide access to educational opportunities. On the western end of the route, service would operate to downtown Blue Island in order to provide access to shopping and other regional connections.

Hours of service would be extended and Sunday service would be added.

Regional Alternative

Route 348 would be extended significantly on both ends. The new routing would begin at Moraine Valley Community College in Palos Hills and serve Palos Park, Wal-Mart and Rivercrest Shopping Center in Crestwood, Robbins, downtown Blue Island, the 138th St. corridor in Riverdale (as the route currently does), South Suburban College via Indiana Ave. and the Harvey Transportation Center. The extended route would provide connections to community colleges, hospitals, shopping destinations and many Pace routes. The extension from Blue Island to Moraine Valley Community College would replace Route 385 service in Robbins and Crestwood.

Hours of service would be extended and Sunday service would be added.



Route 349 South Western

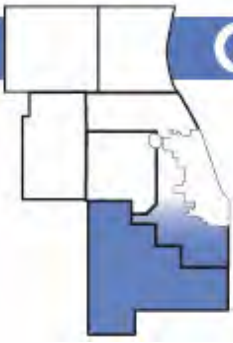
Route 349 Local & Regional Alternative

Route 349 is a major north-south trunk line that connects the center of the Pace South service area with the western CTA service area. Service operates from Harvey Transportation Center to 79th and Western in Chicago. The route serves Evergreen Plaza, the Blue Island and Harvey Metra Stations, St. Francis and Ingalls Memorial Hospitals, and St. Rita High School. Service is coordinated with CTA Route 49A north of Blue Island during weekday rush hour periods.

Local and Regional Alternatives

Route 349 is a good route. No changes in routing or hours of service are recommended.





Route 350 Sibley

Route 350 is an east-west crosstown route serving commercial and residential areas along Sibley Blvd. between the Hammond Transit Center and Harvey Transportation Center. It also serves the 147th Street Metra Station, Thornridge High School, and selected weekday trips serve South Suburban College.

Local Alternative

In order to improve the speed of service, Route 350 would stop at signed bus stops only. A new Route 356 would also serve Sibley Blvd. but with stops at major intersections only, roughly every 1/2 mile apart. Route 350 service to South Suburban College would be discontinued and replaced by the extended Route 348.

Frequency of buses on Route 350 would not change. However, later-evening service would be provided on weekdays, Saturdays, and Sundays.

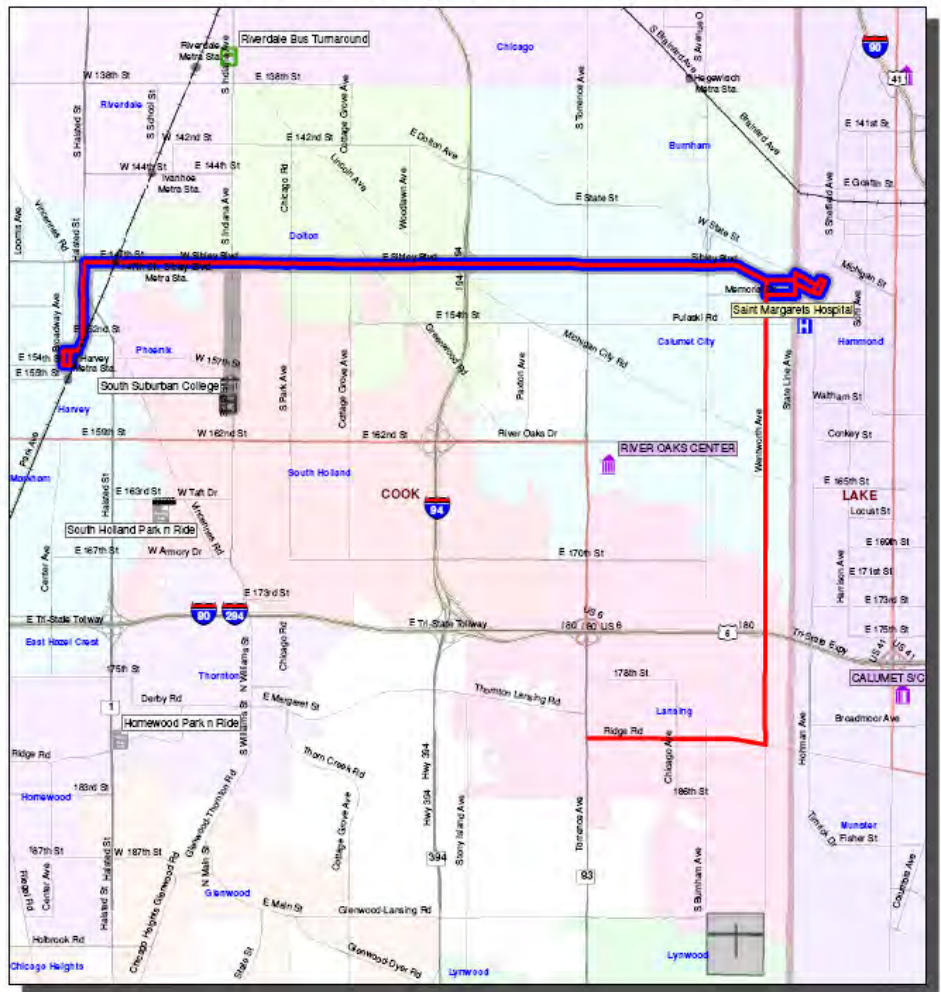
Regional Alternative

In order to improve the speed of service, Route 350 would stop at signed bus stops only. Route 350 would be extended from Hammond to Lansing via the current Route 355 routing (Wentworth Ave. and Ridge Rd.), which would provide Lansing with daily service. Route 350 service to South Suburban College would be discontinued and replaced by the extended Route 348.

To better meet service demand on Sibley Blvd., buses would operate every 15 minutes during weekday rush hours and every 30 minutes between rush hours. Weekday service would operate later into the evening.



Route 350 Local & Regional Alternative



- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes





Route 352 Halsted

Route 352 is a major north-south trunk line that connects the CTA Rapid Transit Red Line at 95th Street with the center of Pace South service in Harvey and at the Chicago Heights Terminal. Metra/Amtrak is served through stations at Homewood, Calumet, Harvey, Hazel Crest and West Pullman. This route serves Illinois Dept. of Human Services, St. James Hospital, Marion Catholic and Bloom Township High Schools. During rush hours, several Route 352 trips travel express via I-57 between the Harvey Transportation Center and 95th Street station.

Local Alternative

Between the 95th St. CTA Station and 127th St., trips would make limited stops (roughly every 1/2 mile) at all times to improve speed and reliability (during rush hours, passengers could get on and off buses at any of these stops unlike with today's service). Rush-hour express service via I-57 would be discontinued and replaced with more buses on Halsted. Between the Harvey Transportation Center and Chicago Heights, service would operate on Halsted in place of Route 370, which would be rerouted to serve the portion of Route 352 between Homewood and Harvey. A new dial-a-ride service open to the general public would replace Route 352 service between Homewood and Chicago Heights.

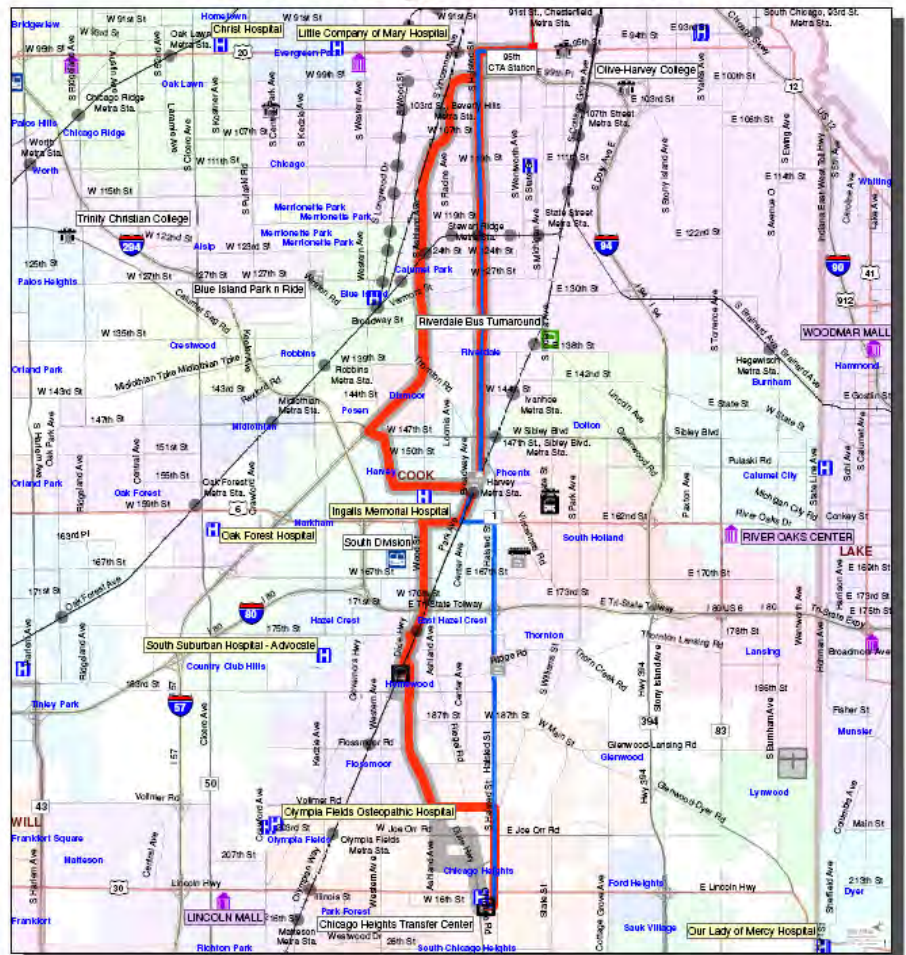
Buses would operate more often on Halsted between Harvey and 95th Street and every 30 minutes south of Harvey. Hours of service would not change.

Regional Alternative

Between the 95th St. CTA Station and 127th St., trips would make limited stops (roughly every 1/2 mile) at all times to improve speed and reliability (during rush hours, passengers could get on and off buses at any of these stops unlike with today's service). Rush-hour express service via I-57 would continue but with fewer trips. In Chicago Heights, Route 352 would be rerouted to serve Prairie State College.

Frequency of buses and hours of service would not change.

Route 352
Local & Regional Alternative





Route 353

95th / Riverdale / Homewood

Route 353 connects the 95th Street CTA Red Line Station with residential areas of far southeast Chicago, Riverdale, Dolton, South Holland, Thornton and Homewood. This route serves Chicago State University, State St. Metra Electric Station, Riverdale Bus Turnaround, Homewood Park-n-Ride, Thornwood High School, and Roseland Hospital.

Local Alternative

Between the 95th St. CTA Station and 127th St., Route 353 trips would make limited stops (roughly every 1/2 mile) at all times to improve speed and reliability. From 170th & Cottage Grove, service would be rerouted to River Oaks Mall (via 170th and Torrence); service through Thornton would be discontinued.

Hours of service and frequency of buses would not change.

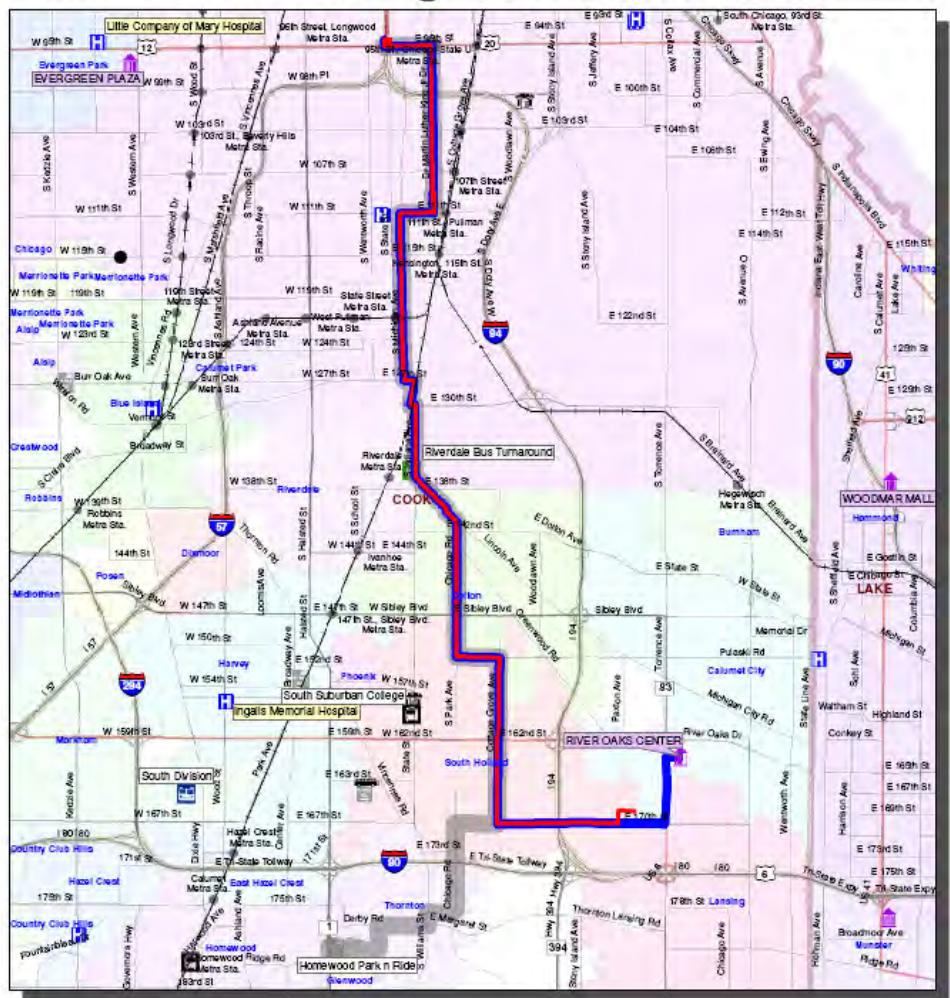
Regional Alternative

Between the 95th St. CTA Station and 127th St., Route 353 trips would make limited stops (roughly every 1/2 mile) at all times to improve speed and reliability. From 170th & Cottage Grove, service would be rerouted to end in South Holland near 170th & Torrence; service through Thornton would be discontinued.

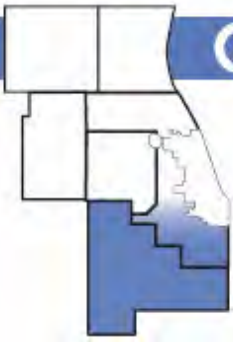
Hours of service and frequency of buses would not change.



Route 353 Local & Regional Alternative



- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes

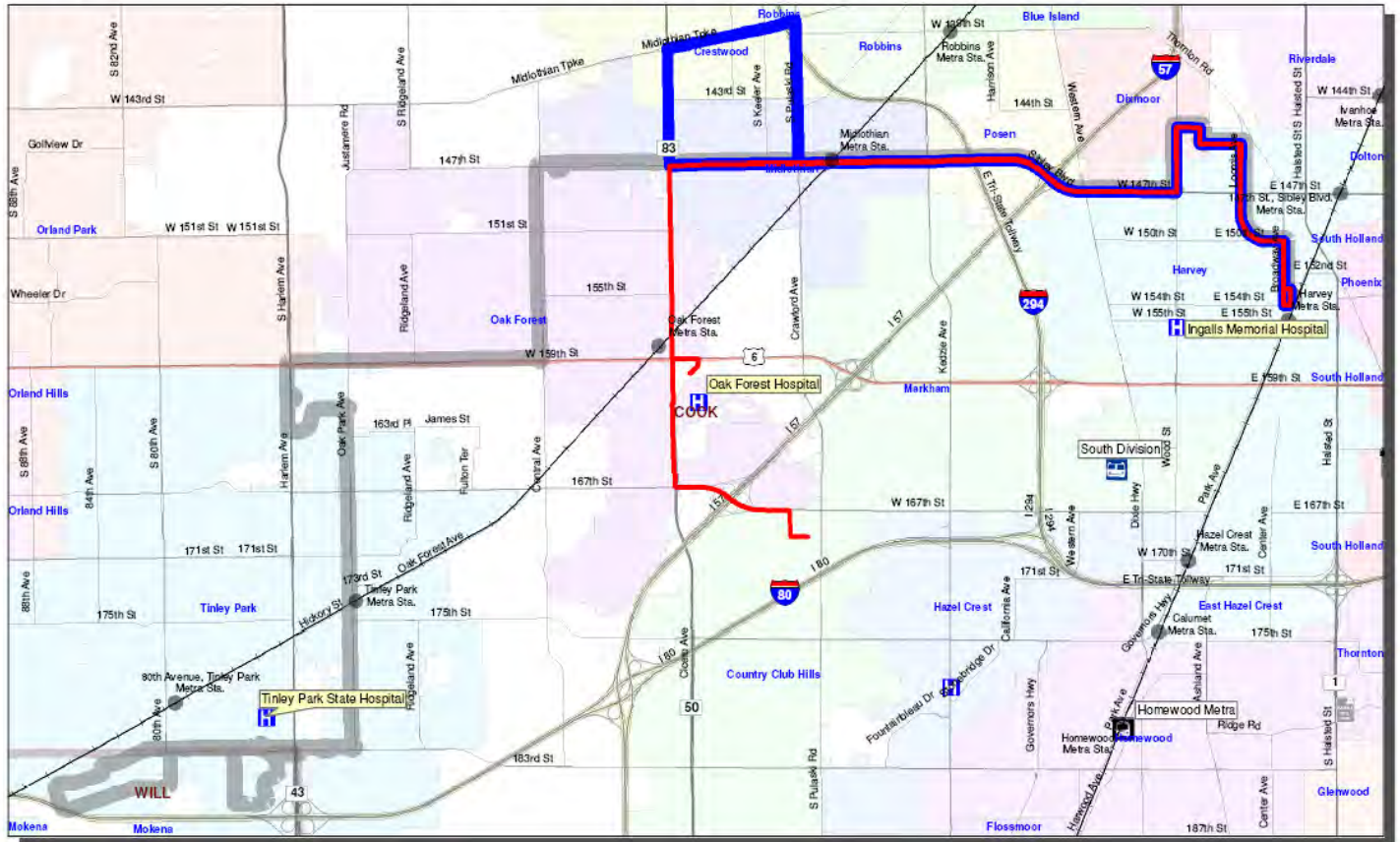


Route 354 Harvey / Tinley Park

Route 354 provides service from the Harvey Transportation Center to the Tinley Park Hospital and North Creek Business Center. It also serves Oak Forest High School, Brentowne Mall, the Illinois Department of Human Services office and the Tinley Park and Midlothian Metra Stations. Selected weekday rush hour trips also serve the Tinley Crossing Business Park.



Route 354 Local & Regional Alternative



- Legend**
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local Alternative

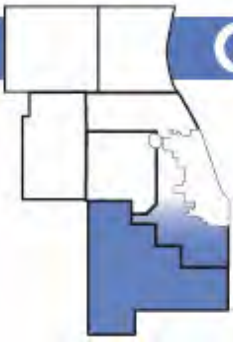
Route 354 would operate between Harvey and 147th & Cicero only. The restructured Route 386 would serve Tinley Park.

On weekdays, hours of service and frequency of buses would not change. On Saturdays, service would operate hourly over longer hours.

Regional Alternative

Route 354 would be rerouted via Cicero and 167th St. to end at the Country Club Hills Wal-Mart SuperCenter. Route 354 would serve Oak Forest Hospital in place of Route 383. The restructured Route 386 would serve Tinley Park.

Weekday and Saturday hours of service would be extended while Sunday service would be added. On Saturdays, buses would operate hourly.



Route 355 Lansing

Route 355 provides weekday service between southeastern suburbs and the Chicago Loop via the Bishop Ford and Dan Ryan Expressways. Destinations include Aon Center, Illinois Center, Prudential Plaza and St. Margaret Hospital. Selected trips serve the Hammond Transit Center and the Hegewisch South Shore Station. This route carries a premium fare on trips to the Loop. Route 355 parallels the South Shore line between Hegewisch and downtown Chicago.

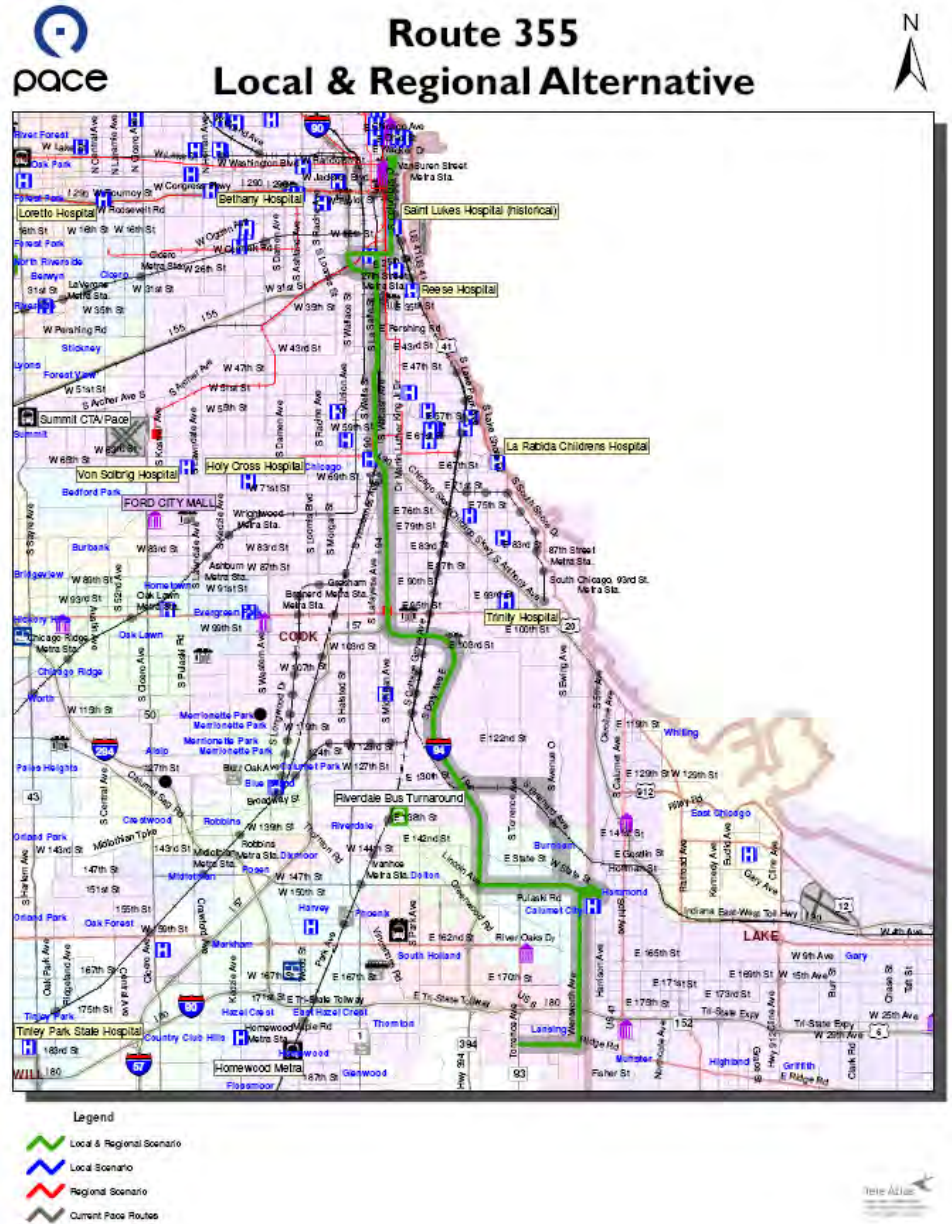
Local Alternative

Route 355 would operate during rush hours only. Trips would operate via Sibley to the Loop in the morning and from the Loop in the afternoon; service via Hegewisch would be discontinued in order to reduce duplication with South Shore rail service. During midday hours, Route 355 service between Hammond and Lansing would be replaced by a new Route 356 that would offer limited-stop service between the Harvey Transportation Center, 147th St./Sibley Blvd. Metra Station, Hammond Transit Center and Lansing (Ridge & Torrence).

Seven morning rush-hour trips to downtown Chicago and five afternoon rush-hour trips from downtown Chicago would operate.

Regional Alternative

Route 355 service would be reduced as described in the Local Alternative. Instead of a new Route 356, midday service between Hammond and Lansing would be provided by an extended Route 350 that would connect the same destinations.



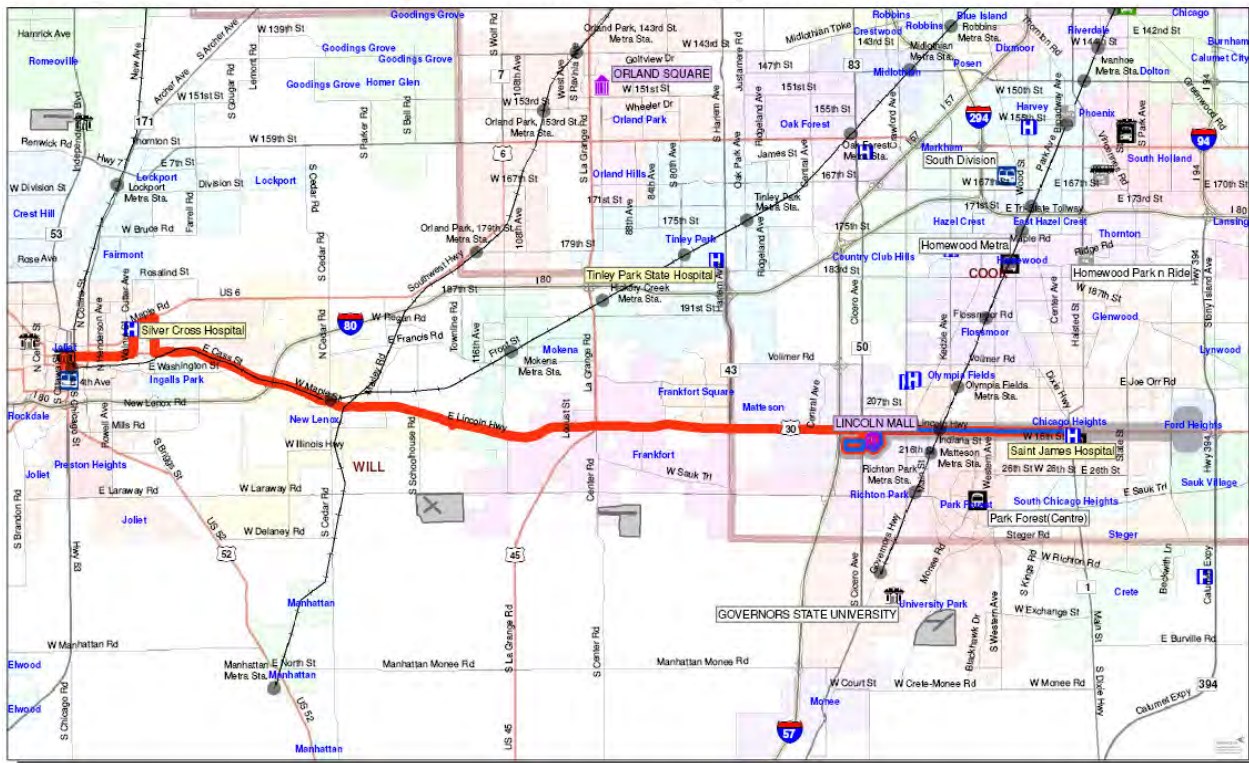
Route 357 Lincoln Highway

Route 357 is the southernmost of Pace's east-west crosstown routes. It connects Ford Heights and Chicago Heights with the 211th Street Metra Electric Station and Lincoln Mall in Matteson; along the way, it serves the Chicago Heights Terminal at 16th and Vincennes and a major commercial corridor along Lincoln Highway. Lawrence Manor, the Southwick Drive Complex, St. James Hospital and Sam's Club are other key points.



Route 357 Local & Regional Alternative

Regional Scenario incorporates Route 506, which currently operates between New Lenox and Joliet.



Local Alternative

Route 357 service between Chicago Heights and Ford Heights would be discontinued and replaced by a new Ford Heights Circulator. The portion of the route between Chicago Heights and Lincoln Mall would remain as is today.

Buses would continue to operate every 30 minutes during daytime hours on weekdays and Saturdays and hourly on Sundays and during evenings.

Regional Alternative

Route 357 service between Chicago Heights and Ford Heights would be discontinued and replaced by a new Ford Heights Circulator. Service would continue to operate between Chicago Heights and Lincoln Mall; from Lincoln Mall, service would be extended to New Lenox and Joliet (City Center) via Lincoln Highway and (in Joliet) Cass, Briggs, Maple, Walnut and Cass. (Route 506 would be incorporated into this route.) Route 357 would not serve the Lawrence Manor loop; instead, the restructured Route 366 would serve this area.

During rush hours, Route 357 buses would operate every 30 minutes between Joliet and Chicago Heights. At other times, service would operate every 30 minutes between Chicago Heights and Lincoln Mall and hourly between Lincoln Mall and Joliet. Weekday and weekend hours of service would correspond to Lincoln Mall hours.



Route 358 Torrence

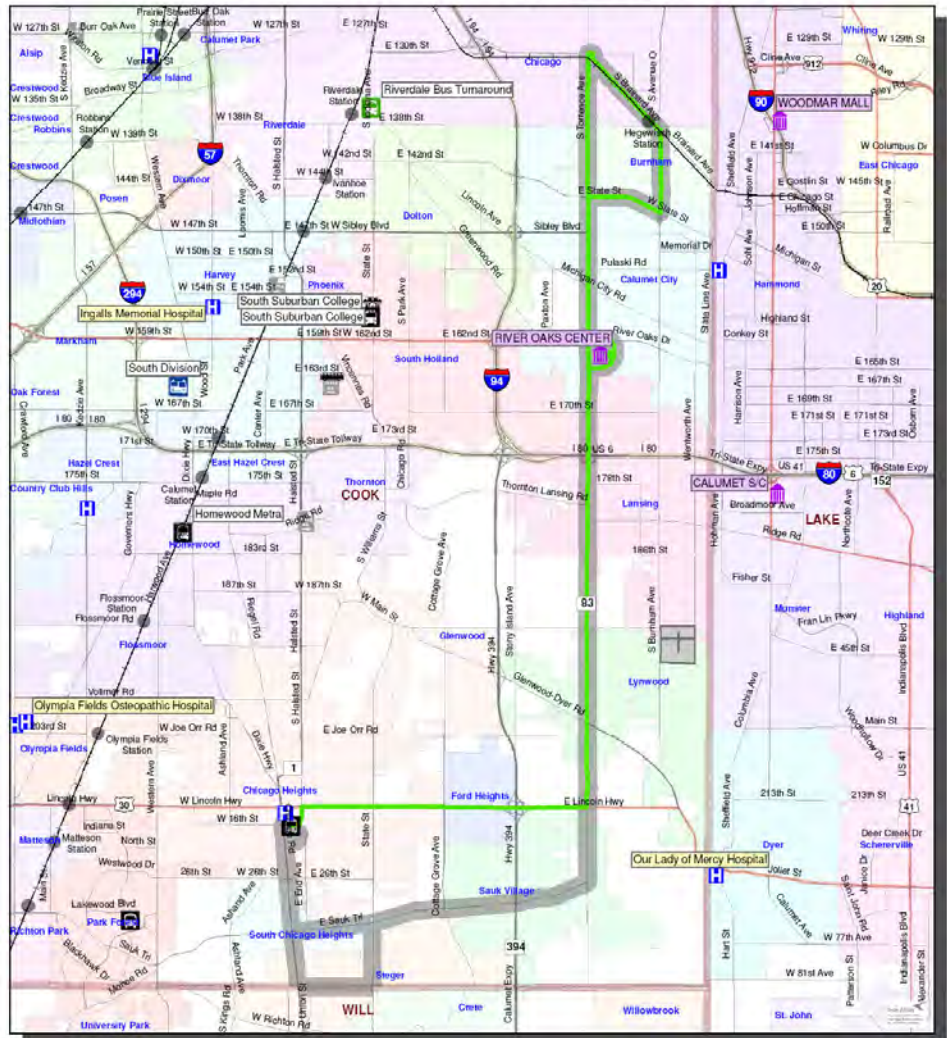
Route 358 is a north/south route that operates from the Chicago Heights Terminal to the Hegewisch South Shore station on weekdays and River Oaks Shopping Center on Saturdays. It serves commercial areas between Steger and Hegewisch, including the River Oaks Shopping Center and the Landings Shopping Center, and residential areas.

Local and Regional Alternatives

Route 358 would be restructured to provide a more direct connection between Chicago Heights, Lansing and Hegewisch. Service would operate on Lincoln Highway between Chicago Heights and Torrence Ave.; South Chicago Heights, Steger and Sauk Village would be served by a new Ford Heights Circulator. Route 358 would serve Hegewisch on weekends.

Sunday service would be added and later-evening service would be available daily.

Route 358 Local & Regional Alternative





Route 359 Robbins / South Kedzie

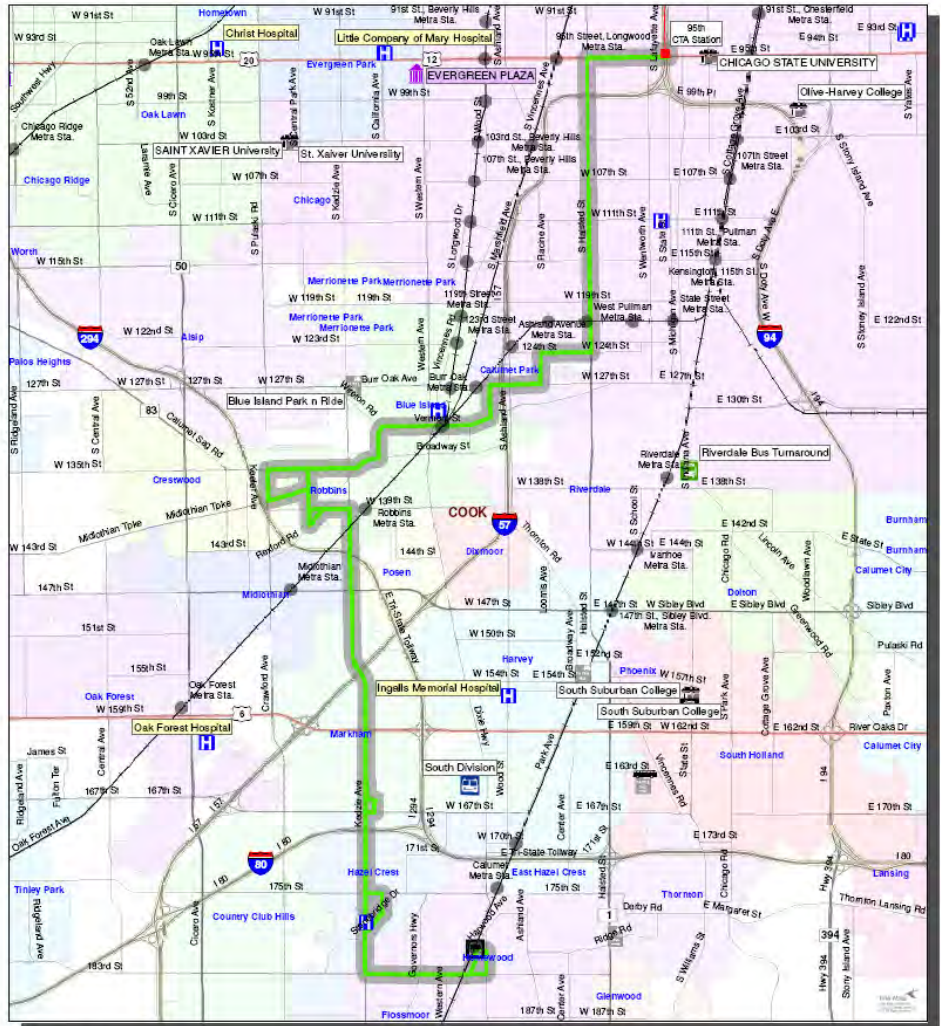
Route 359 Local & Regional Alternative

Route 359 is a north/south route that operates between the Homewood Metra Station and 95th St. CTA Red Line Station. It serves the Blue Island Metra Electric Station, St. Francis Hospital, Markham Courthouse, South Suburban Hospital, Lydia Health Care Center, Waterford Estates and Grenoble Square Shopping Center. Route 359 operates non-stop between 119th & Halsted and the 95th St. CTA Station.

Local and Regional Alternatives

The routing would not change.

On weekdays, northbound trips would be added during morning rush hours to address overcrowding and evening service would be expanded to be consistent with Saturday evening service. Sunday evening service would also be expanded.

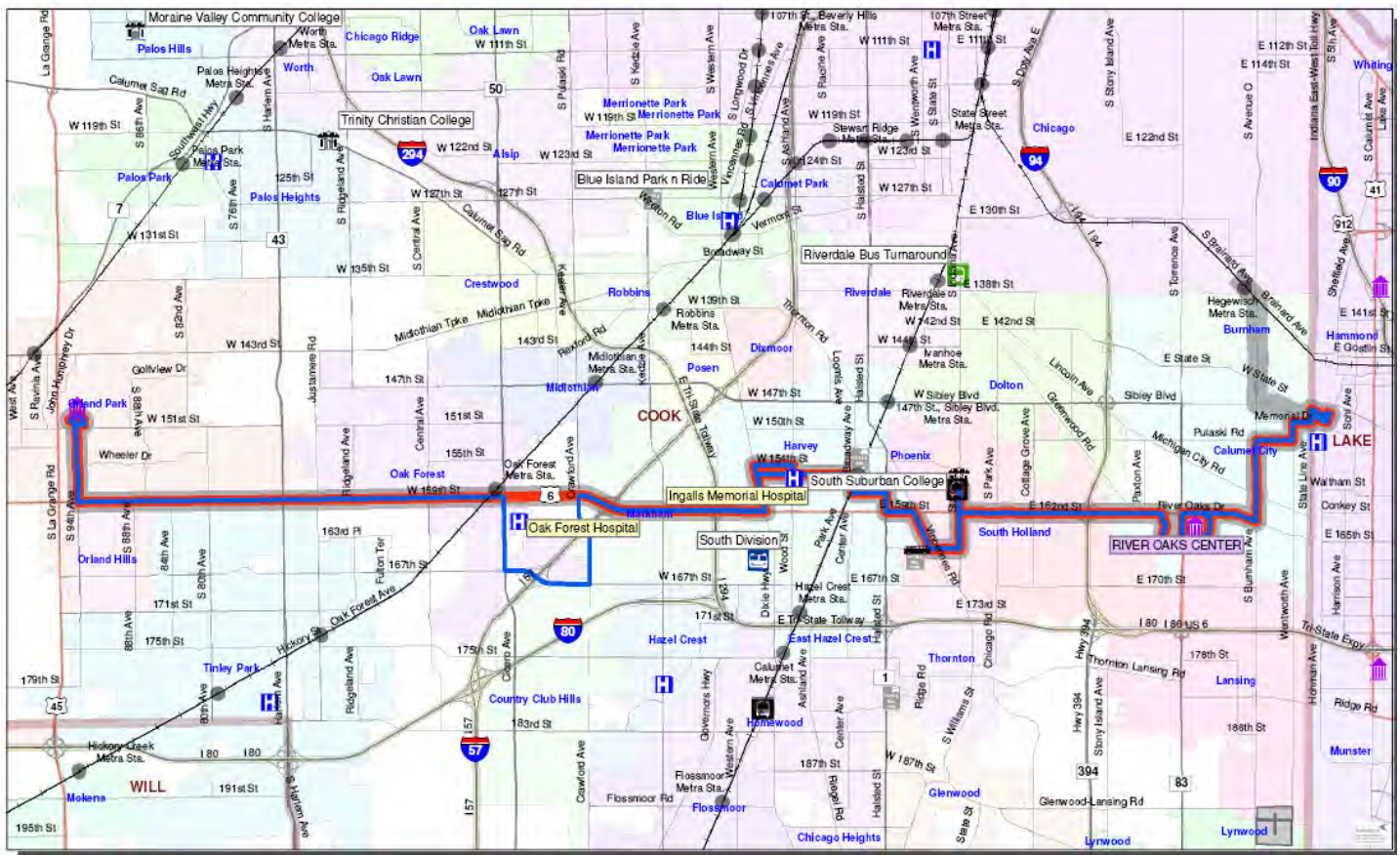


Route 364 159th Street

Route 364 is a major east-west cross-town service operating along 159th St. between the Hammond Transit Center and Orland Square Mall. It serves River Oaks Shopping Center, the Harvey Transportation Center, Oak Forest, St. Margaret and Ingalls Memorial Hospitals and South Suburban College. Weekend service operates between Orland Square Mall and the Hegewisch South Shore station.



Route 364 Local & Regional Alternative



- Legend
- ~ Local & Regional Scenario
 - ~ Local Scenario
 - ~ Regional Scenario
 - ~ Current Pace Routes

Local Alternative

Between Pulaski Rd. and Cicero Ave., Route 364 would be rerouted to serve the Wal-Mart SuperCenter and Country Club Hills business district on 167th St. On weekends, service between Hammond and Hegewisch would be discontinued; Route 358 would provide service between River Oaks Mall and Hegewisch.

Frequency of buses and hours of service would not change.

Regional Alternative

The routing would not change except that weekend service between Hammond and Hegewisch would be discontinued; Route 358 would provide service between River Oaks Mall and Hegewisch.

Frequency of buses and hours of service would not change.



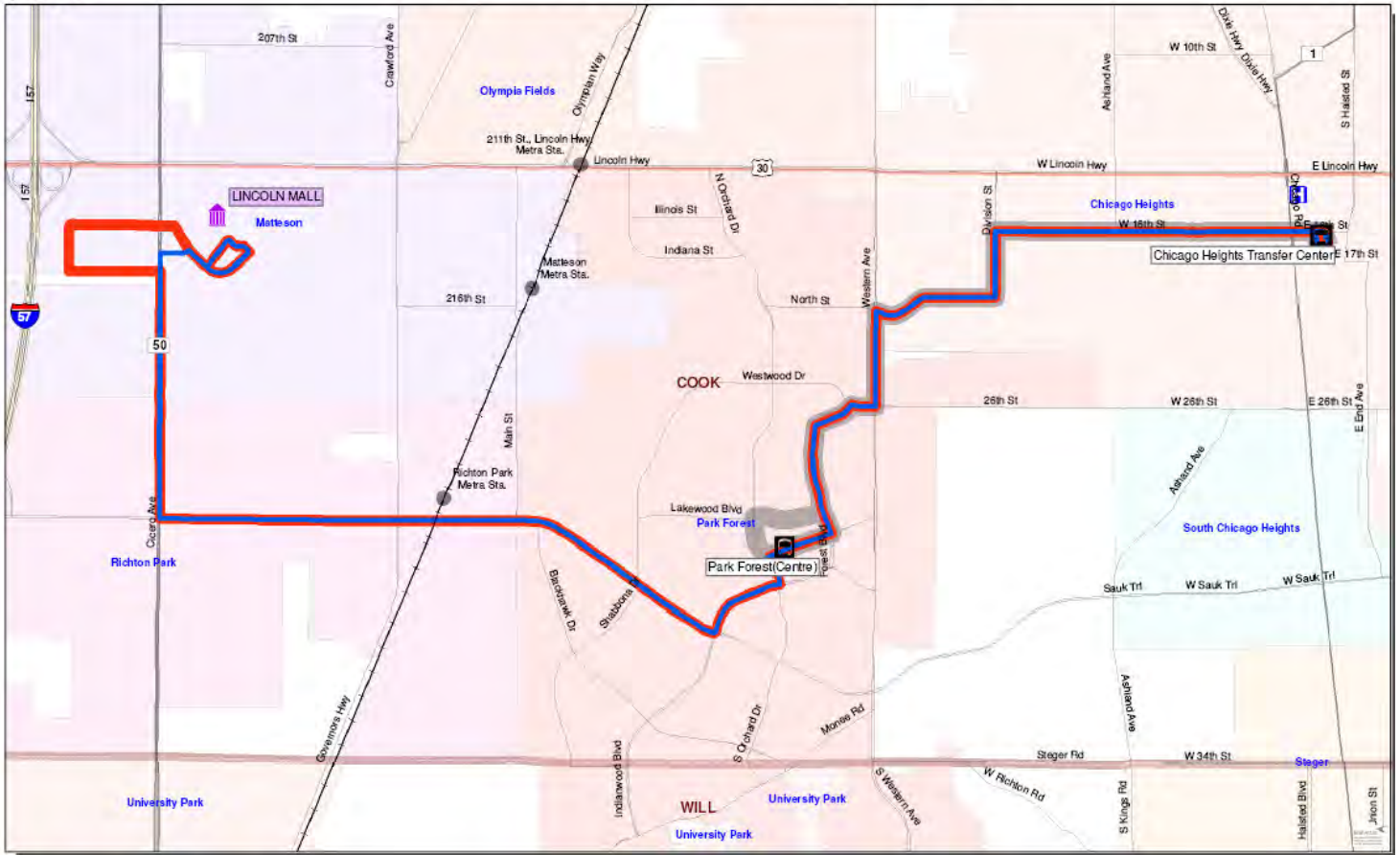
Route 366

Park Forest / Chicago Heights

Route 366 connects Park Forest with the Chicago Heights Terminal. It serves medium to high density residential areas, St. James Hospital and downtown Park Forest.



Route 366 Local & Regional Alternative



- Legend
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local Alternative

Route 366 would be extended from Park Forest to Lincoln Mall via Forest, Indianwood, Sauk Trail and Cicero.

Frequency of buses and hours of service would not change on weekdays or Saturdays; on Sundays, service would operate slightly earlier and later in the day.

Regional Alternative

Route 366 would be extended from Park Forest to Lincoln Mall via Forest, Indianwood, Sauk Trail and Cicero. Additionally, this route would directly serve Target, Sam's Club and Lawrence Manor on the west side of Cicero opposite Lincoln Mall.

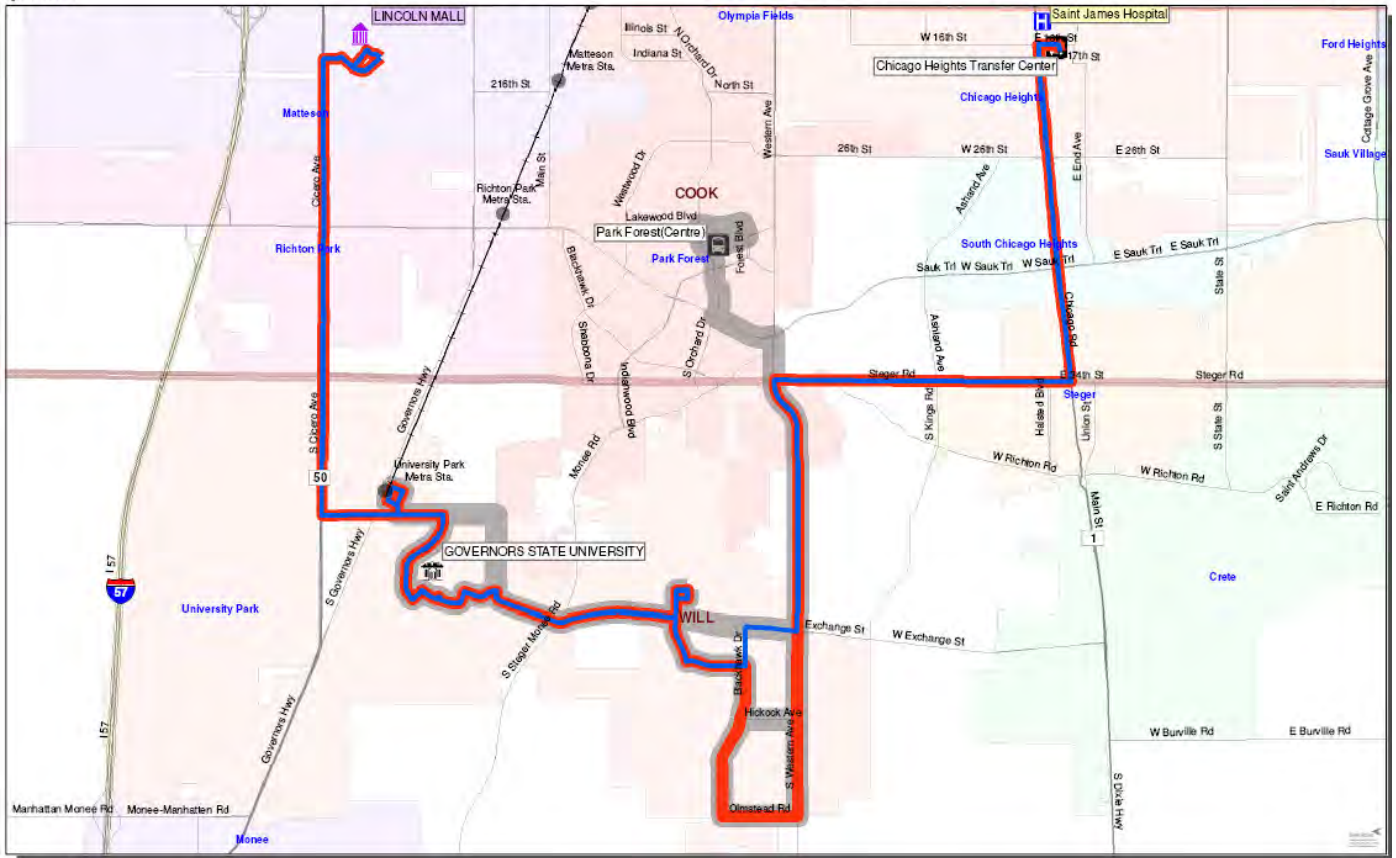
Frequency of buses and hours of service would not change on weekdays or Saturdays; on Sundays, service would operate slightly earlier and later in the day.

Route 367 University Park

Route 367 provides service between the University Park Metra Station and downtown Park Forest. This route serves Governors State University and Sterk's. Saturday service operates between downtown Park Forest and Thornwood House.



Route 367 Local & Regional Alternative



- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes

Local Alternative

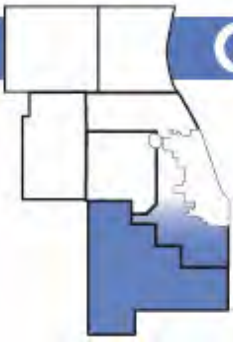
Route 367 would be restructured to operate between the Chicago Heights Terminal and Lincoln Mall via University Park. Buses would serve Chicago Rd., Steger Rd., Western, Blackhawk, Sandra, Burnham, Thornwood House, Governors State University, the University Park Metra Station and Cicero Ave. Route 367 would no longer connect with Route 366 in downtown Park Forest.

Route 367 would operate daily, with later-evening service on weekdays and Saturdays.

Regional Alternative

Route 367 would be restructured to operate between the Chicago Heights Terminal and Lincoln Mall via University Park, but with a different routing in University Park than that of the Local Alternative. Buses would serve Chicago Rd., Steger Rd., Western, Olmstead, Blackhawk, Sandra, Burnham, Thornwood House, Governors State University, the University Park Metra Station and Cicero Ave. Route 367 would no longer connect with Route 366 in downtown Park Forest.

Route 367 would operate daily, with later-evening service on weekdays and Saturdays.



Route 370 Harvey / Chicago Heights

Route 370 provides service from the Harvey Transportation Center and Phoenix along Halsted to the Chicago Heights Terminal. The route serves St. James Hospital, Super K-Mart, the Harvey Metra Electric Station and Prairie State College.

Local Alternative

Route 370 would operate between the Harvey Transportation Center and Homewood Metra Station only via the current Route 352 routing (Park, 159th, Wood, and Dixie Highway); Route 352 would serve Halsted south of Harvey. New dial-a-ride services open to the general public would replace Route 370 service in Phoenix and Route 352 service in Homewood and Chicago Heights.

Route 370 buses would operate as frequently and during the same hours as current Route 352 service between Harvey and Homewood.

Regional Alternative

Route 370 would continue to operate between the Harvey Transportation Center and Chicago Heights Terminal but via a different routing: from Harvey, buses would follow Park, 157th, Halsted, Vollmer, Dixie, and Chicago Rd. Under this alternative, Routes 352 and 370 would both serve Prairie State College directly. Route 370 service to Phoenix would be replaced by the restructured Route 348.

Route 370 buses would operate every 30 minutes during weekday rush hours. Evening service would be expanded on weekdays, Saturdays, and Sundays.

Route 370 Local & Regional Alternative





Route 379 West 79th Street

Route 379 is an east-west crosstown route serving mixed commercial/ residential areas on 79th Street. It serves Midway Airport, Ford City Shopping Center, various parochial schools including St. Laurence and Queen of Peace High Schools and Moraine Valley College. It also connects with other Pace Southwest routes at the Midway CTA Orange Line Station.

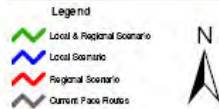
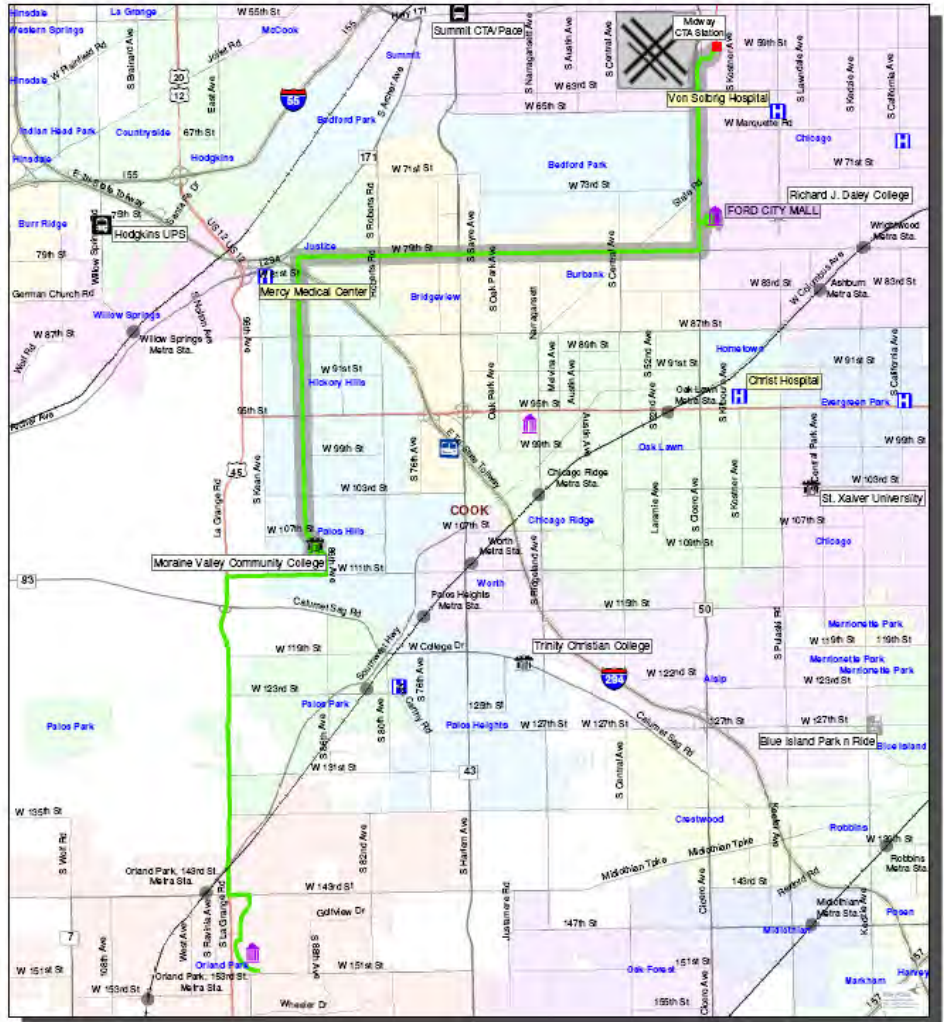
Local and Regional Alternative

Route 379 would be extended from Moraine Valley College to Orland Square Mall via 111th Street, LaGrange Road, 143rd Street, and John Humphrey Drive. This extension would replace Route 384, 386 and 831 service to Orland Square.

Route 379, along with other Pace routes, would make fewer stops between the Midway CTA Station and Ford City Shopping Center. (CTA Route 54B provides local service in this area.)

Evening hours of service would be extended on weekdays, Saturdays and Sundays.

Route 379 Local & Regional Alternative

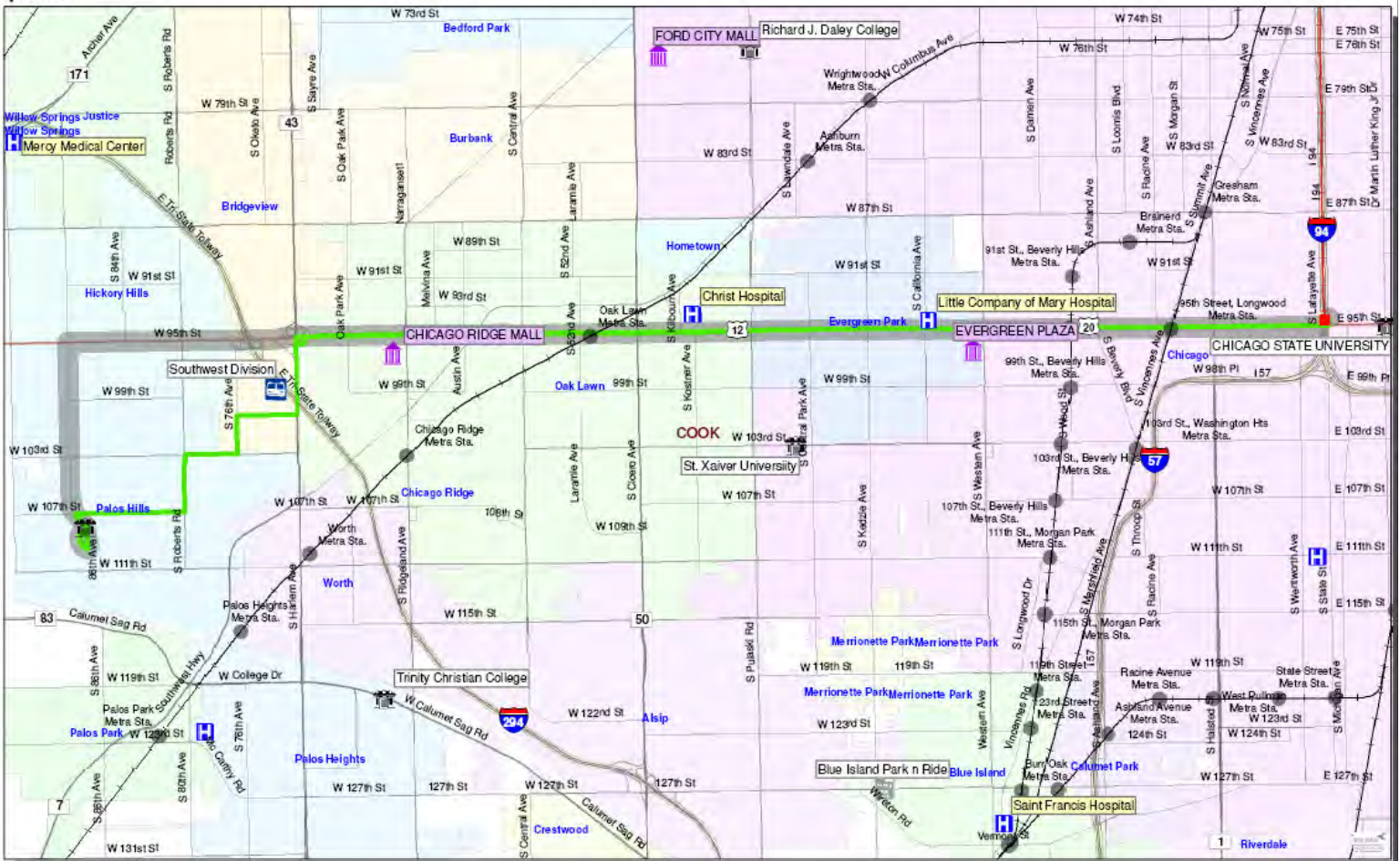


Route 381 95th Street

Route 381 is a major trunk of the Pace system, connecting with CTA Rapid Transit, CTA buses and most Pace Southwest routes. It provides service along the east-west commercial artery of 95th Street and serves Evergreen Shopping Plaza, Chicago Ridge Mall, Moraine Valley College, Christ Hospital & Medical Center, Little Company of Mary Hospital and three Metra Stations near the Dan Ryan Expressway. Limited stops are made between Ashland Avenue and the 95th Street CTA Station.



Route 381 Local & Regional Alternative



Local and Regional Alternative

Route 381 would be rerouted near its western end to serve the 5th Municipal District Courthouse in Bridgeview directly. The revised route would serve 95th St., Harlem Ave., 100th St., 76th Ave. 103rd St., Roberts Rd., 107th St. and 88th Ave; Moraine Valley Community College would remain the western terminus of the route. Route 385 would be restructured to serve portions of 95th Street west of Harlem Avenue that are currently served by Route 381.

Additional midday trips would operate between the Chicago Ridge Mall and 95th St. CTA Station. Also, Sunday evening service would be expanded.



Route 382 Central / Clearing

Route 382 provides service along Central Ave. and 103rd St. It connects with other Pace Southwest Routes at the Midway CTA Orange Line Station. Route 382 also serves Midway Airport, the Bedford Park Clearing Industrial District, Ford City Shopping Center and Queen of Peace and St. Laurence High Schools.

Local Alternative

Route 382 would operate only between Ford City Mall and the Bedford Park Clearing Industrial District (the current 73rd – Oak Park – 74th – Narragansett loop) due to frequent Pace and CTA service between the Midway CTA Station and Ford City Shopping Center and low ridership along much of the route south of 74th St. The sections of Central Ave. and 103rd St. currently served by Route 382 would no longer be served by any route, though other routes would continue to operate along major cross-streets (79th, 87th, 95th, Cicero and Pulaski).

Route 382 would operate during weekday rush hours only. However, trips could be added at other times depending on employers' shift start and end times.

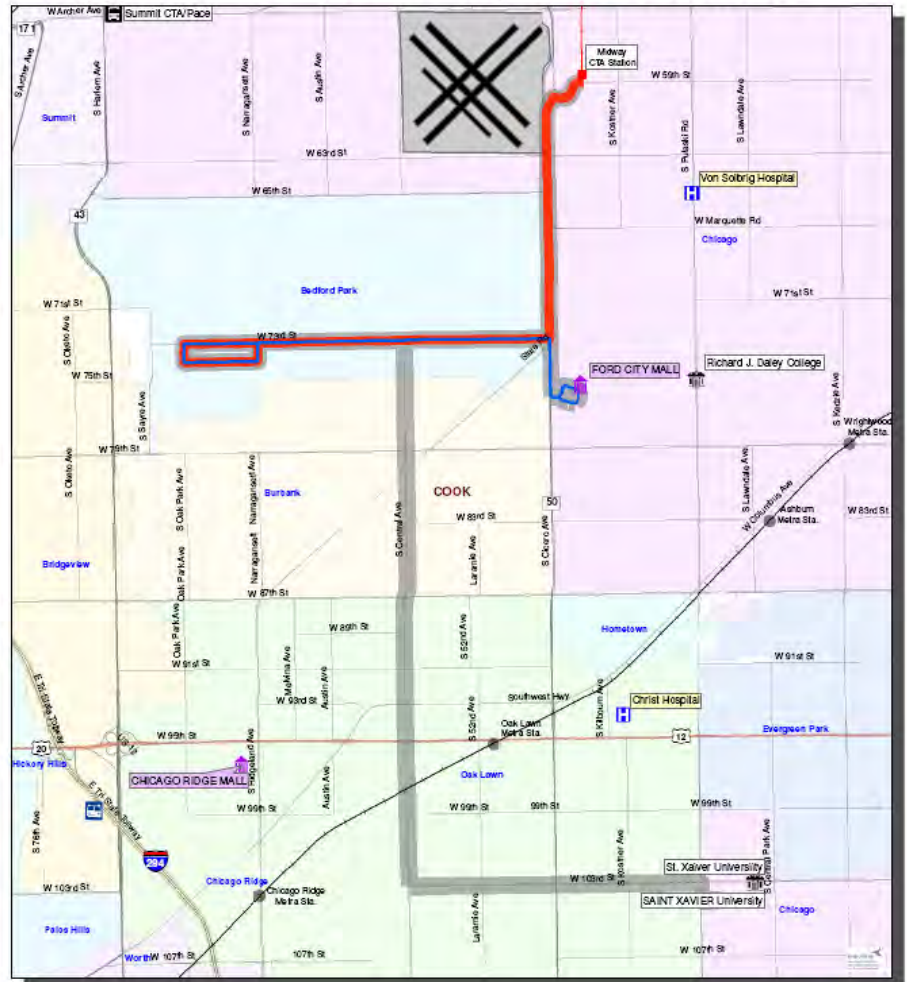
Regional Alternative

Route 382 would operate only between Midway CTA Station and the Bedford Park Clearing Industrial District (the current 73rd – Oak Park – 74th – Narragansett loop) due to low ridership along much of the route south of 74th St. Route 382 would not enter Ford City Shopping Center given the considerable Pace and CTA service connecting it to the Midway CTA Station. The sections of Central Ave. and 103rd St. currently served by Route 382 would no longer be served by any route, though other routes would continue to operate along major cross-streets (79th, 87th, 95th, Cicero and Pulaski).

Route 382, along with other Pace routes, would make fewer stops between the Midway CTA Station and 73rd St. (CTA Route 54B provides local service in this area.)

Route 382 would operate during weekday rush hours only. However, trips could be added at other times depending on employers' shift start and end times.

Route 382 Local & Regional Alternative



Route 383 South Cicero

Route 383 provides service along Cicero Avenue from the Midway CTA Orange Line Station to Oak Forest Hospital. It serves Midway Airport and the Ford City and Rivercrest Shopping Centers and provides nearby service to the Oak Forest Metra Station.

Local Alternative

All trips would end at the Oak Forest Hospital; the midday 127th - Ridgeland - 135th loop would be discontinued due to low ridership. Due to poor schedule reliability, scheduled running times would be adjusted to reflect actual running times.

Route 383, along with other Pace routes, would make fewer stops between the Midway CTA Station and Ford City Shopping Center. (CTA Route 54B provides local service in this area.)

Frequencies of buses would not be changed, though hours of service would be extended on Saturdays and Sundays.

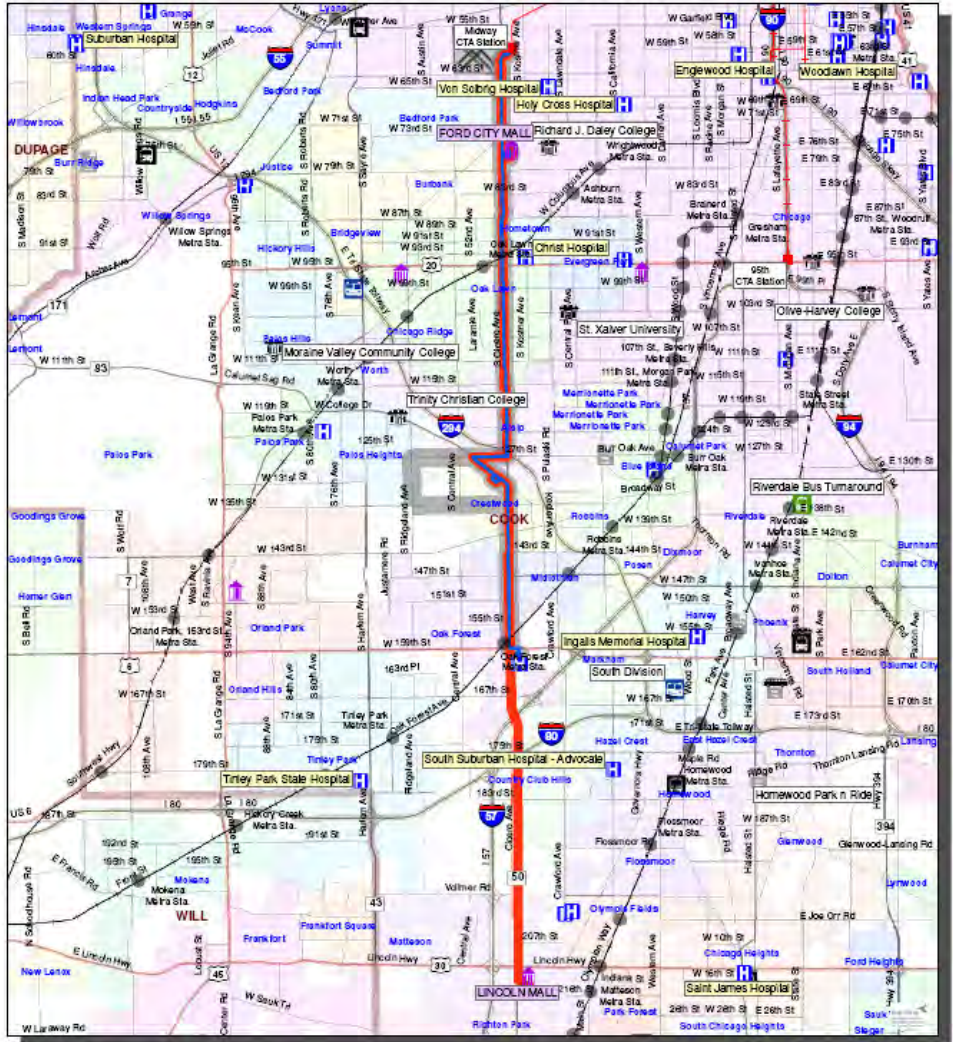
Regional Alternative

All Route 383 trips would be extended to Lincoln Mall. Buses would not enter Oak Forest Hospital property; service to the Hospital bus stop would be provided by Route 354. The midday 127th - Ridgeland - 135th loop would be discontinued due to low ridership. Due to poor schedule reliability, scheduled running times would be adjusted to reflect actual running times.

Route 383, along with other Pace routes, would make fewer stops between the Midway CTA Station and Ford City Shopping Center. (CTA Route 54B provides local service in this area.)

Daily hours of service would be extended to meet Lincoln Mall hours.

Route 383 Local & Regional Alternative





Route 384

Narragansett / Ridgeland

Route 384 provides service between Midway CTA Orange Line Station and Orland Square Mall. It serves Midway Airport, Ford City and Scottsdale Shopping Centers, Chicago Ridge Mall, Chicago Ridge Metra Station and Palos Community Hospital.

Local Alternative

All trips would operate between the Midway CTA Station and Worth only via the current routing and a loop around 103rd St., Ridgeland Ave., 111th St., Harlem Ave., and Southwest Hwy.; Route 384 service south of 111th St. would be discontinued. Route 379 would serve Orland Square Mall while Palos Community Hospital would be served by a general public demand response (dial-a-ride) service.

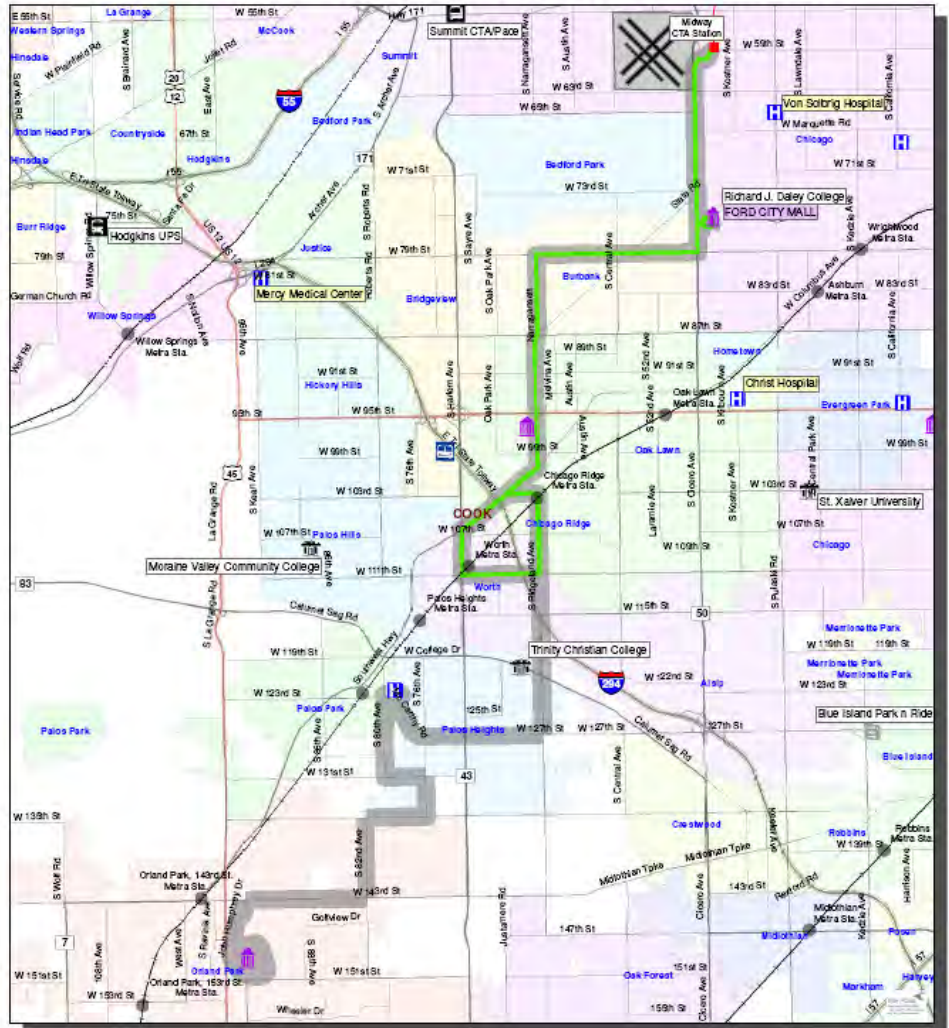
Route 384, along with other Pace routes, would make fewer stops between the Midway CTA Station and Ford City Shopping Center. (CTA Route 54B provides local service in this area.)

Sunday service would be extended to Worth to provide a consistent daily routing. Daily hours of service would be extended to reflect Chicago Ridge Mall hours.

Regional Alternative

Identical to the Local Alternative, though a restructured Route 348 would serve Palos Community Hospital and other nearby destinations instead of a demand response service.

Route 384 Local & Regional Alternative





Route 385

87th / 111th / 127th

Route 385 provides service from the Midway CTA Orange Line Station to Rivercrest Shopping Center via 87th, 111th and 127th Streets. The route serves Midway Airport, Moraine Valley College, Ford City Shopping Center, Worth Metra Station, St. Francis Hospital and central Blue Island.

Local Alternative

In Hickory Hills and Palos Hills, Route 385 would be rerouted to serve portions of 95th St. and 88th Ave. that would no longer be served by the restructured Route 381. (Route 381 would serve a portion of the current Route 385 routing on Roberts Rd. and 107th St.) In Crestwood, Route 385 would serve the Wal-Mart at Cicero & 135th directly via Cal Sag, Cicero and 135th.

Route 385, along with other Pace routes, would make fewer stops between the Midway CTA Station and Ford City Shopping Center. (CTA Route 54B provides local service in this area.)

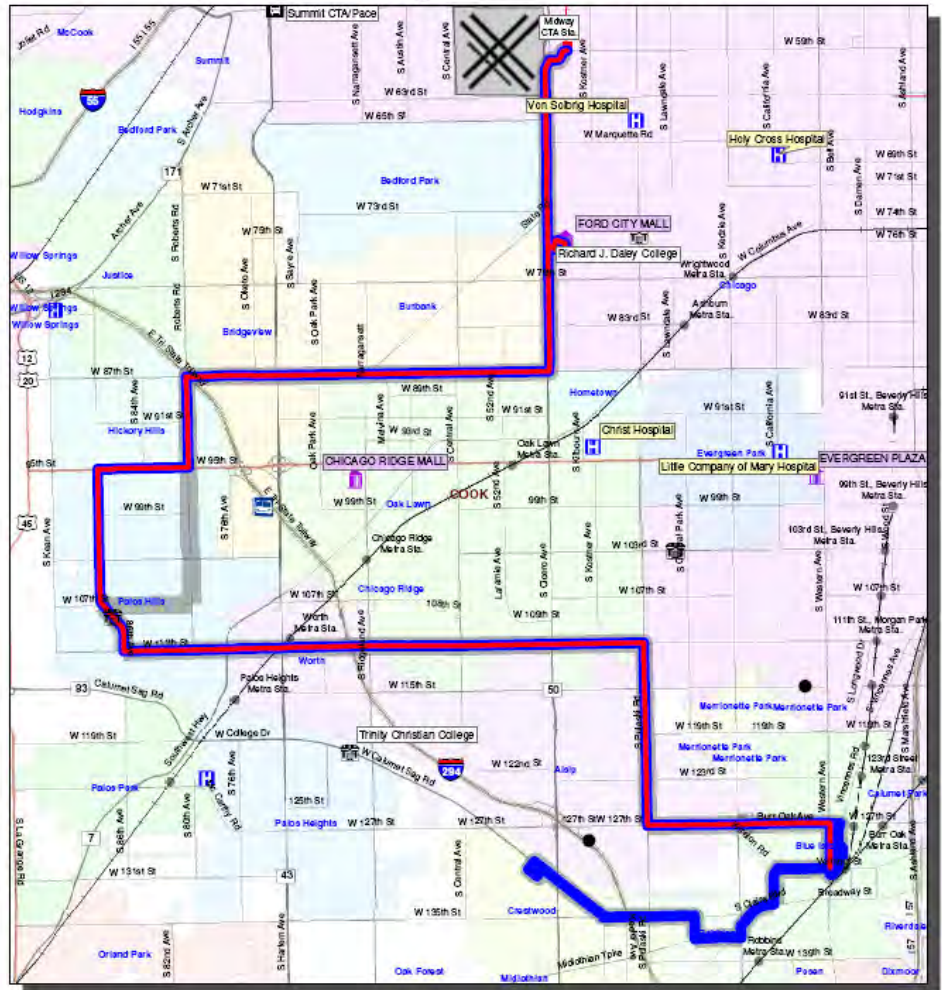
Service would operate later into the evening on weekdays and Saturday and Sunday service would be added.

Regional Alternative

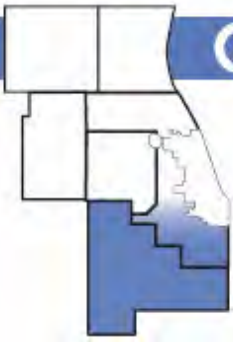
Same as the Local Alternative, except that Route 385 service between Blue Island and Rivercrest Center in Crestwood would be replaced by a restructured Route 348.



Route 385 Local & Regional Alternative



- Legend
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes



Route 386 South Harlem

Route 386 provides service from the Midway Airport CTA Orange Line Station along the major commercial/industrial arterial of Harlem Avenue to 127th St.

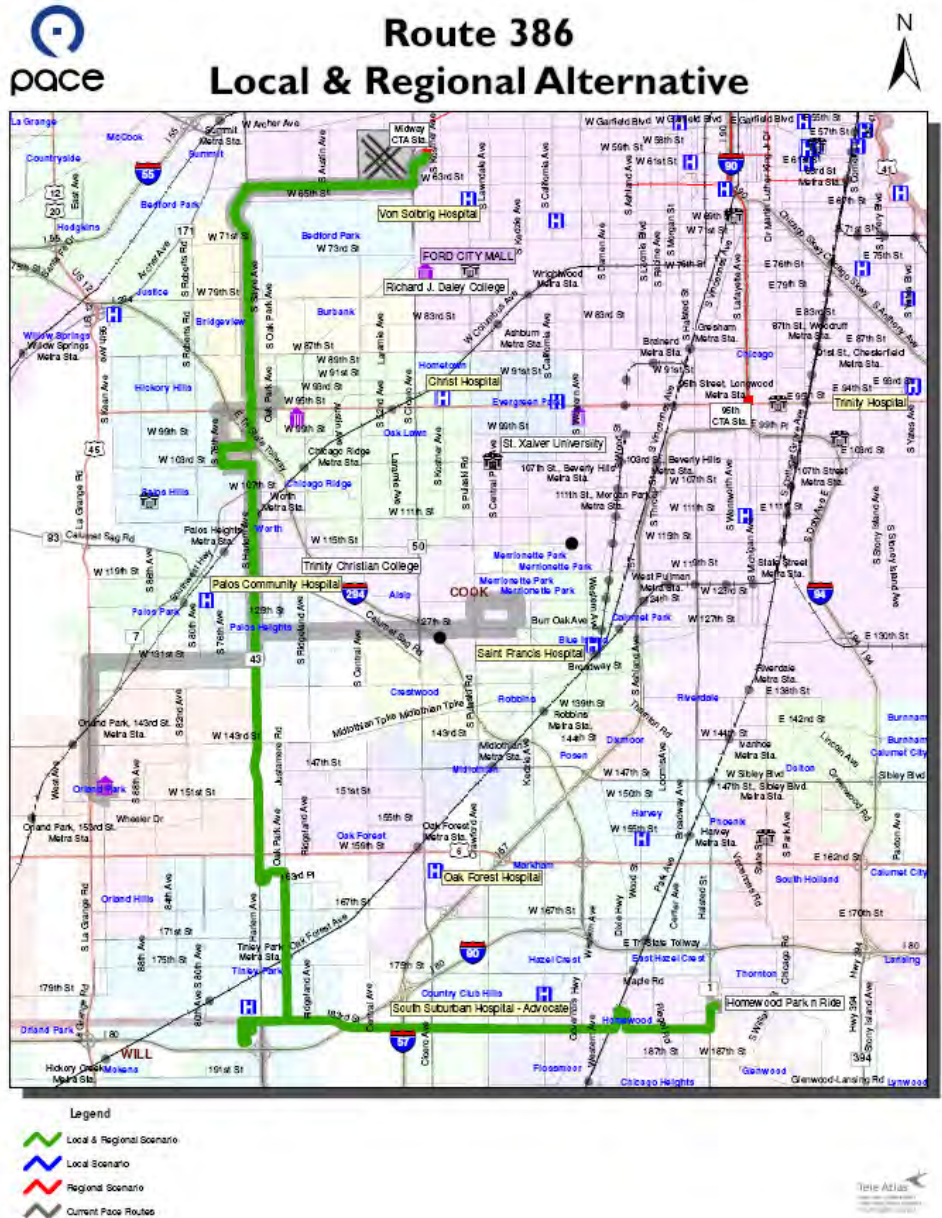
Some rush-hour trips operate to 127th & Homan. Alternate trips during rush hour, and all midday trips, operate to Orland Square Shopping Center. The route also provides service to the 5th Municipal District Courthouse, Worth Metra Station and Playfield Plaza.

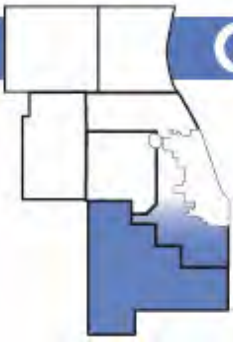
Local and Regional Alternative

Route 386 would be extended south from Harlem & 127th to the Tinley Park Hospital and North Creek Business Center (replacing current Route 354 service in Tinley Park); from Tinley Park, service would continue along 183rd St. to Homewood and the Homewood Park-and-Ride. Service to Orland Square Mall and Merrionette Park (127th & Homan) would be discontinued; Route 379 would serve Orland Square while Route 385 (and Route 348 in the Regional Alternative) would serve the Merrionette Park area.

In Bridgeview, all trips would operate via 100th Pl., 76th Ave. and 103rd St. to improve connections with Route 381 and area destinations. On 63rd St., buses would make limited stops, roughly every 1/2 mile.

Sunday service would be added.





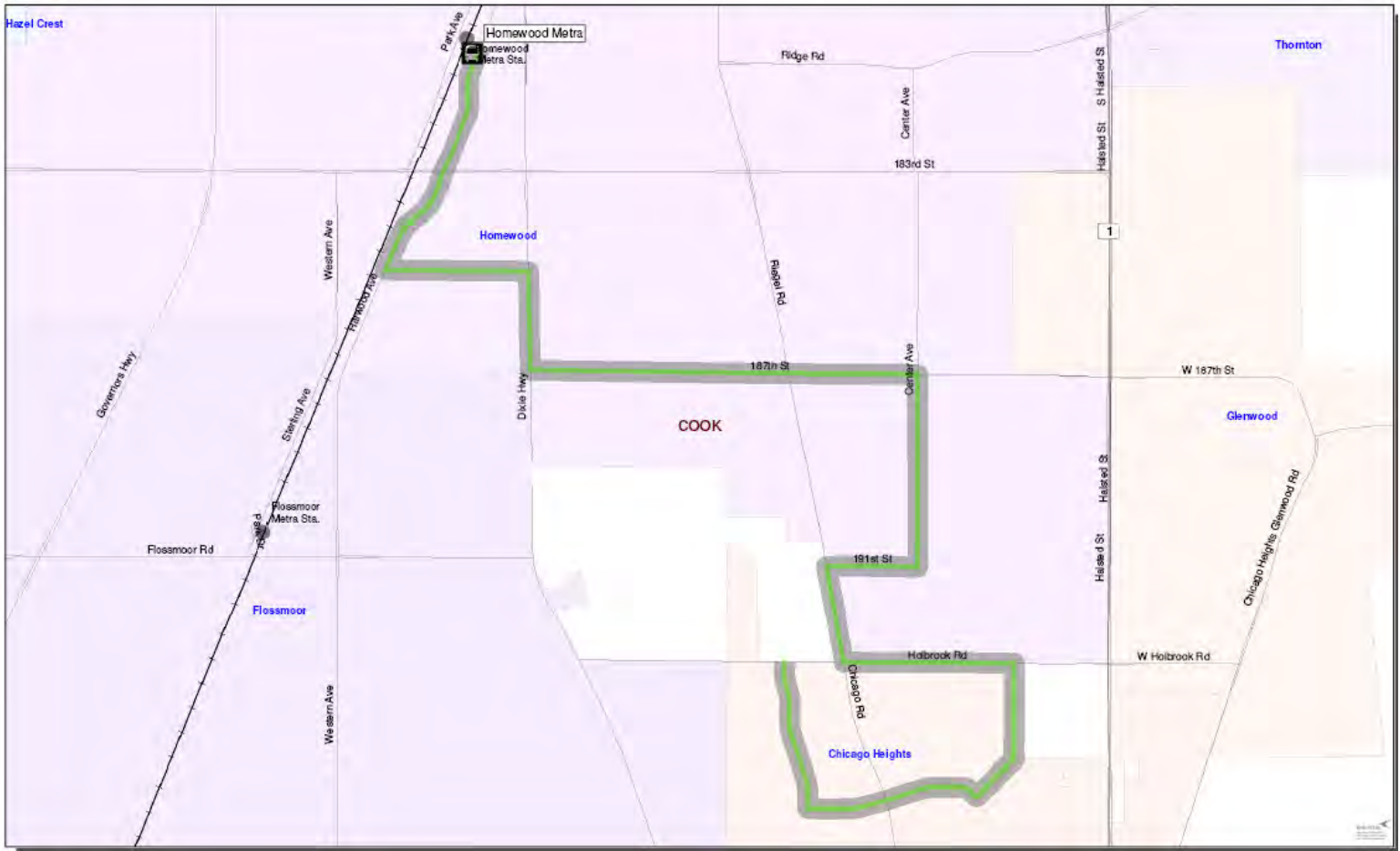
Route 451

Southeast Homewood

Route 451 provides weekday rush hour service between the southeast area of Homewood and the Homewood Metra Electric station. There are four morning and four afternoon trips.



Route 451 Local & Regional Alternative

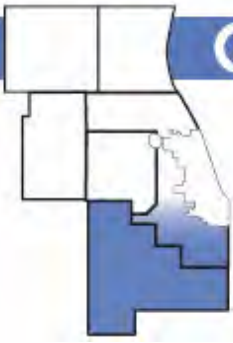


- Legend**
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local and Regional Alternatives

No changes are recommended for Route 451.

The restructured Route 386 could decrease the need for some Route 451 service.



Route 452

Northeast Homewood

Route 452 provides weekday rush hour service connecting northeast Homewood and Glenwood to the Homewood central business district and Metra Electric Station. This route also serves the Glenwood Plaza. There are four morning and five afternoon trips.



Route 452 Local & Regional Alternative

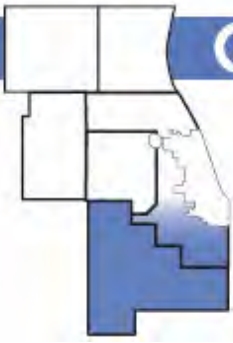


- Legend
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local and Regional Alternatives

No changes are recommended for Route 452.

The restructured Route 386 could decrease the need for some Route 452 service.



Route 460 Hazel Crest Feeder

Route 460 provides weekday rush hour service between Hazel Crest, Country Club Hills and the Hazel Crest Metra Electric Station.



Route 460 Local & Regional Alternative



- Legend**
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local and Regional Alternatives

No changes are recommended for Route 460.

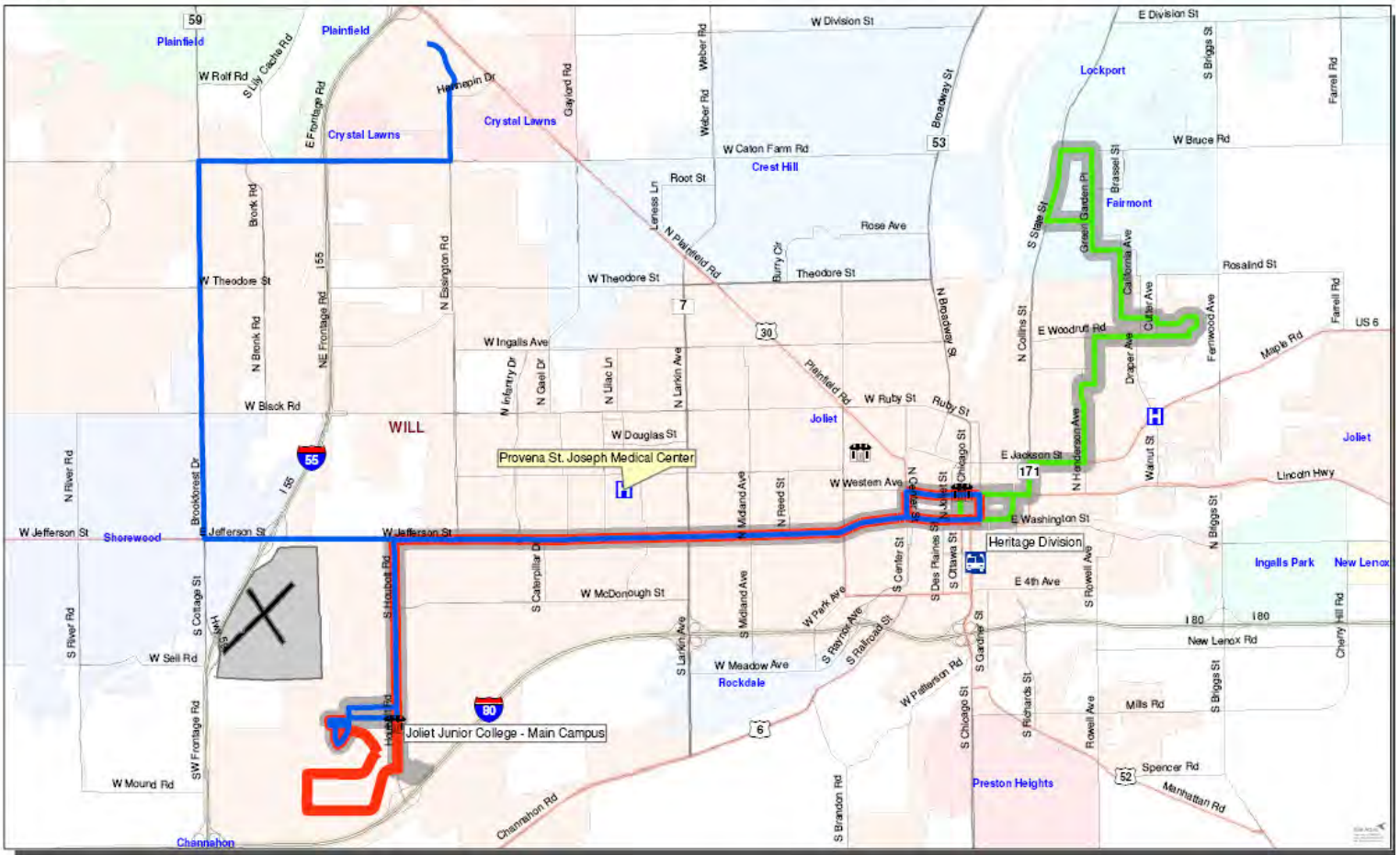
Route 501

Forest Park / West Jefferson

Route 501 provides service from residential areas in northeast Joliet to the central business district near the Joliet Union Station, Joliet Central High School, commercial areas on the west side (along Jefferson Street), Joliet Junior College and Rock Run Business Park.



Route 501 Local & Regional Alternative



Local Alternative

Route 501 would be extended from Joliet Junior College to the Westfield Louis Joliet Mall to serve the growing commercial area on Route 59. The extended route would operate on Houbolt Road, W. Jefferson, Route 59, Caton Farm Road, and Essington Road. Service would operate every 30 minutes on the entire route on weekdays, and operate later on weekdays, Saturdays, and Sundays. Sunday service would be provided.

Regional Alternative

The route turnaround south of Joliet Junior College would be adjusted to better serve employment areas. Service hours and frequency of buses would not change.



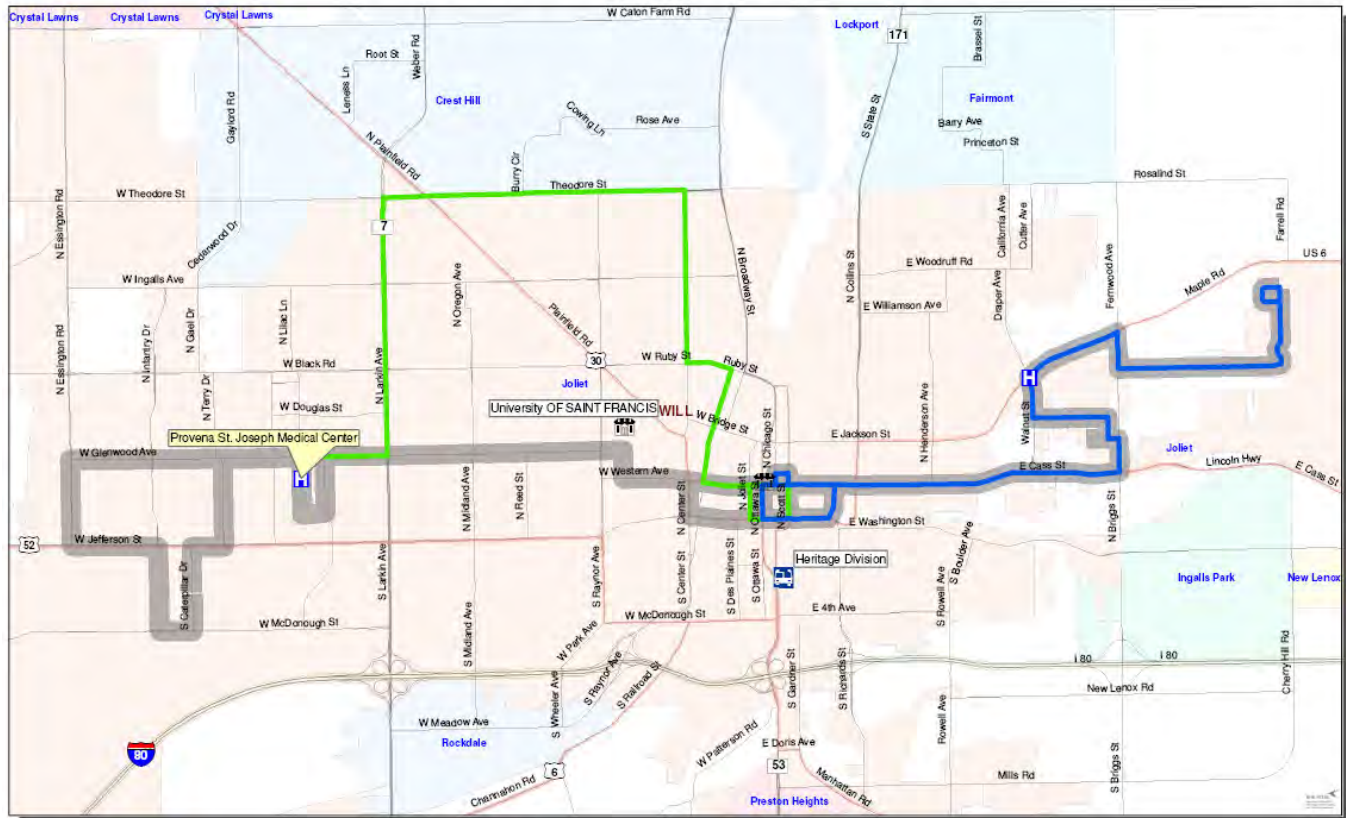
Route 502

Cass / Marquette Gardens

Route 502 provides service from residential areas in northeast Joliet to Silver Cross Hospital, the Joliet central business district and Union Station, Provena St. Joseph Hospital and Joliet West and Central High Schools. Select trips operate on school days only to Gompers Jr. High School.



Route 502 Local & Regional Alternative



- Legend
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local Alternative

The Marquette Gardens (western) portion of this route would be restructured and follow Hickory, Ruby, Center, Theodore, Larkin and Glenwood to Provena St. Joseph Hospital. This route would replace Route 503 and the Lidice branch of Route 505 but would serve high-ridership areas of those routes. The restructured Route 502 would connect with Route 505 Rockdale at Provena St. Joseph Hospital. Areas west of Provena St. Joseph Hospital would be served by a dial-a-ride service open to the general public. The routing of the Cass Street (eastern) portion of the route would not be changed.

During rush hours, buses would operate every 30 minutes. Weekday and Saturday service would operate later into the evening and Sunday service would be added.

Regional Alternative

The Marquette Gardens (western) portion of the route would be restructured as described under the Local Alternative. The Cass Street (eastern) portion of the route would no longer operate. Instead, Route 506 would serve Cass Street, Silver Cross Hospital, Maple Road, and N. Briggs Street; Belmont Avenue and Parkwood Drive would no longer have service.

The restructured western portion of Route 502 would continue to operate every 60 minutes all day. Weekday hours of service on this portion of the route would be extended.



Route 503

Black Road / Raynor Park

Route 503 provides service from west Joliet including Murphy Building, John Holmes Complex, Harrah's Casino and North Ridge Plaza to the Joliet central business district and Joliet Union Station. Select trips operate school days only to the Hufford Jr. High School.



Route 503 Eliminated



- Legend**
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local Alternative

Due to low ridership, Route 503 would be discontinued. However, Hillcrest Shopping Center, North Ridge Plaza, and Hufford Jr. High School would continue to be served by a restructured Route 502. Areas west of Larkin Avenue would be served by a dial-a-ride service open to the general public.

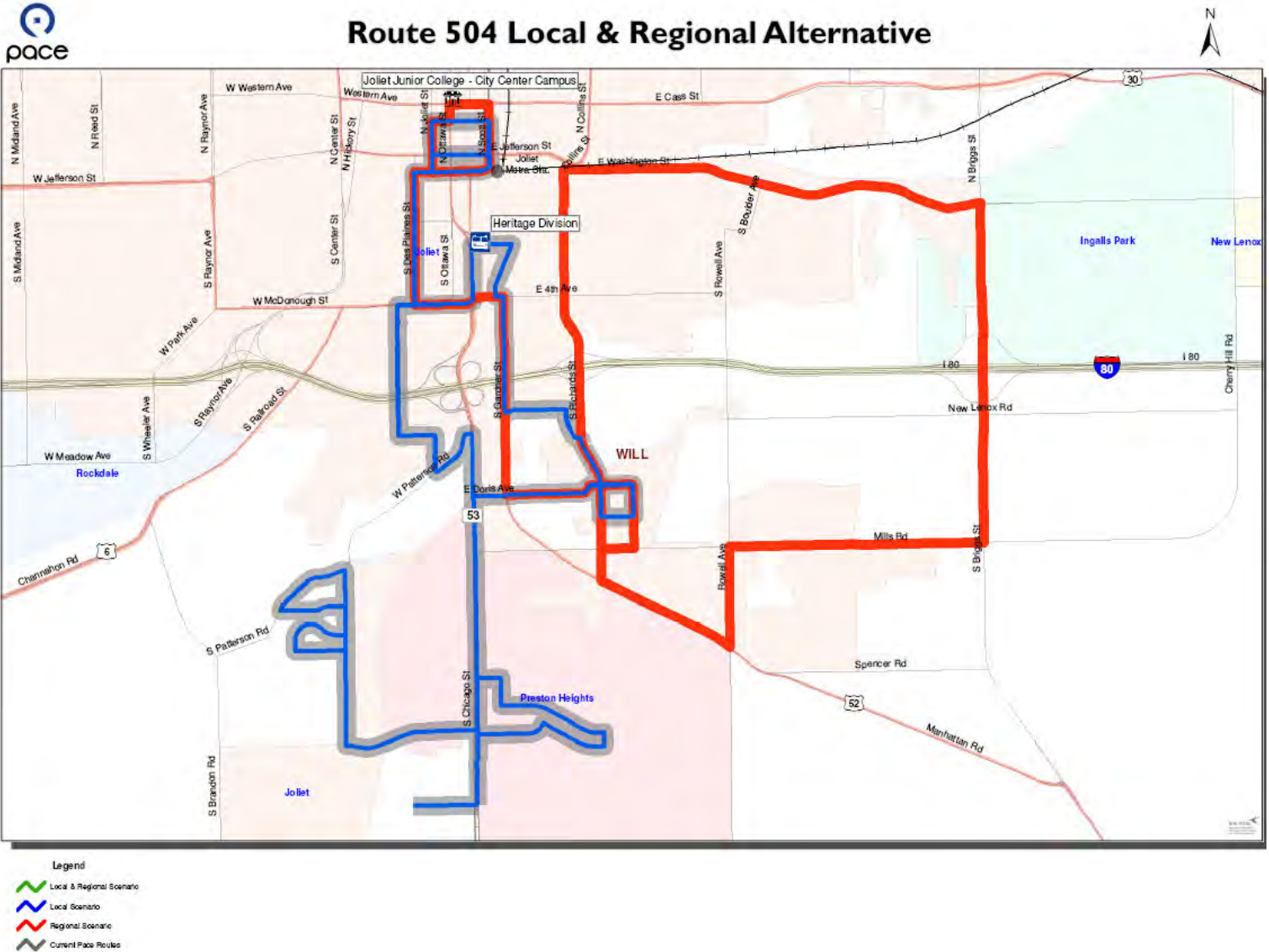
Regional Alternative

Same as the Local Alternative.



Route 504 South Joliet

Route 504 provides service from residential and industrial areas in south Joliet to the Joliet central business district and Union Station. This route provides service to the Philip Murray Complex, Sunny Hill Nursing Home, Will Co. Health Complex, Sugar Creek Apts., Primary Care Facility and Harrah's Casino.



Local Alternative

No changes are recommended to this route. Evening and weekend service in the area served by Route 504 would be provided by a new dial-a-ride service.

Regional Alternative

Route 504 would be rerouted to provide more direct connections in both directions between the Will County Health Complex and Joliet City Center. Also, Route 504 would be extended to serve areas currently served by Route 506 (which would be rerouted away from the area), such as Salem Tower, Salem Village, Joliet Job Corps, and the YMCA East. Route 504 would no longer serve destinations in South Joliet along Chicago Street; these would be served by Route 511, which would provide two trips to Joliet City Center in the morning and two trips from Joliet City Center in the afternoon.

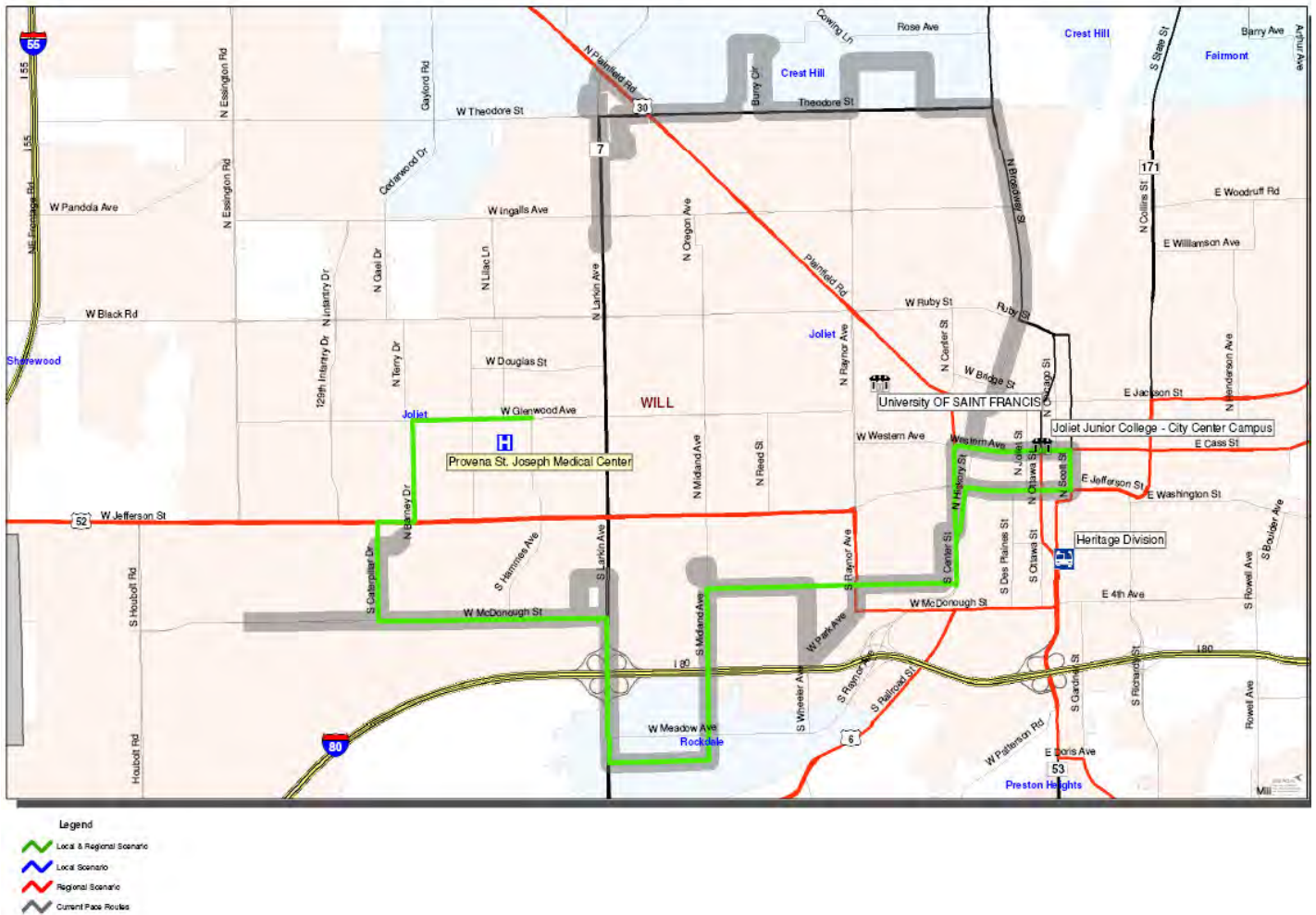
Service hours and frequency of buses would remain as they are today.

Route 505 Rockdale / Lidice

Route 505 provides service between north, northwest and southwest residential areas via Joliet central business district and Metra Station. The route serves Joliet City Center, Hillcrest Shopping Center, River Valley Justice Center, and North Ridge Plaza. Select trips operate on school days to Dirksen Jr. High School.



Route 505 Local & Regional Alternative



Local Alternative

The Lidice (northern) portion of Route 505 would be discontinued; instead, the restructured Route 502 would serve Theodore St. and North Ridge Plaza. The Rockdale (southern) portion of Route 505 would be rerouted to end at Provena St. Joseph Hospital and connect with Route 502. The route would also remain on Morgan instead of operating on West Park and Wheeler to speed service.

During rush hours, buses would run every 30 minutes instead of every 60 minutes on the Rockdale portion of the route. Weekday and Saturday hours of service on this portion of the route would be extended and Sunday service would be added.

Regional Alternative

The Lidice (northern) portion of Route 505 would be discontinued as described in the Local Alternative. The Rockdale (southern) portion of Route 505 would be rerouted as described in the Local Alternative.

On the Rockdale portion of the route, weekday and Saturday hours of service would be expanded.

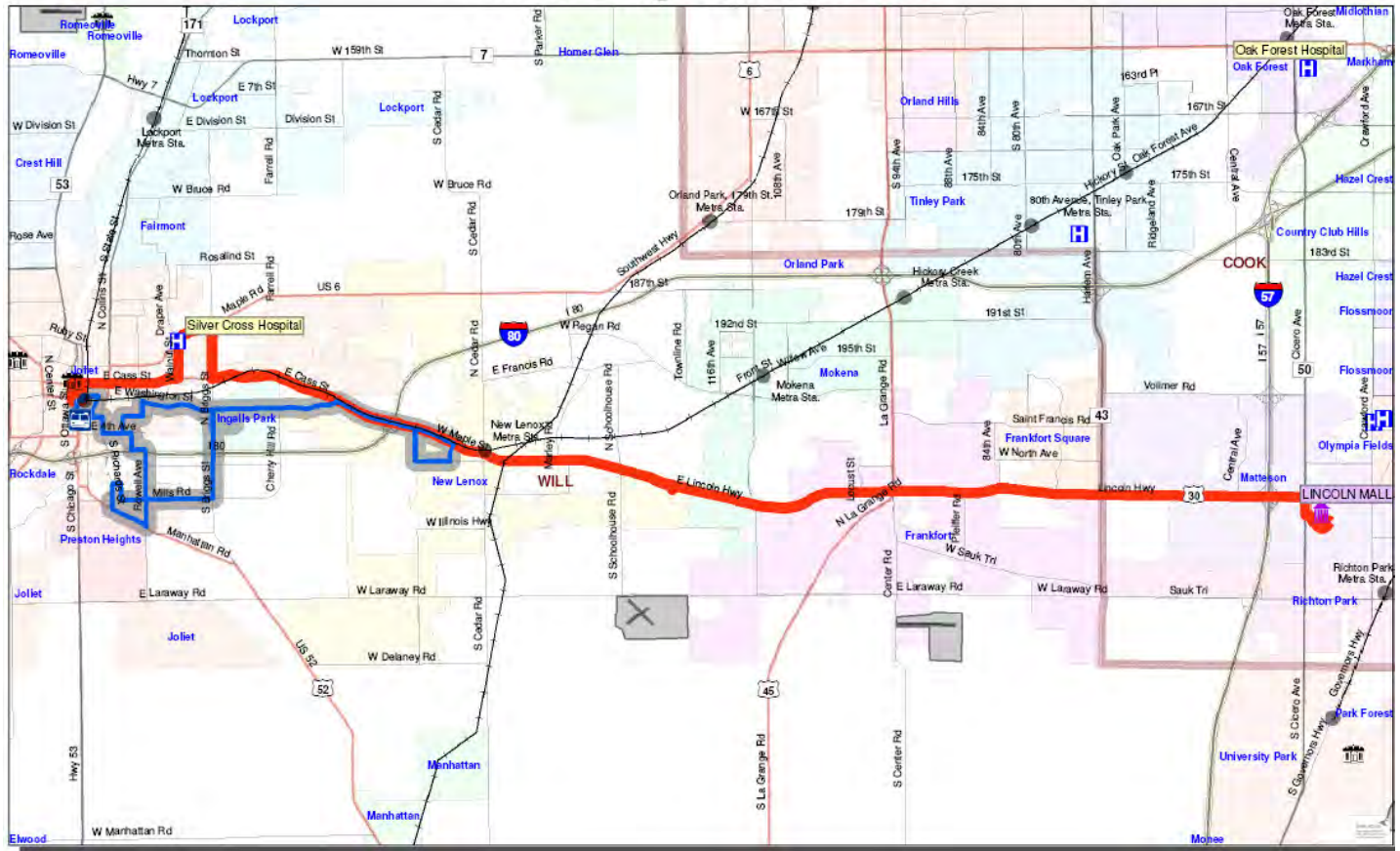
Route 506

East Washington / New Lenox

Route 506 provides service between Joliet City Center and New Lenox along East Washington. The route serves Providence High School, Salem Village, Joliet Job Corps, YMCA East, New Lenox Village Hall, and the Joliet Metra Station.



Route 506 Local & Regional Alternative



Local Alternative

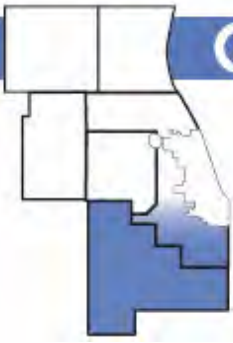
The direction of the route would be reversed in southeast Joliet and the routing would be changed to serve the Will County Health Complex directly.

Service hours and frequency of buses would not change. A new dial-a-ride service would operate in the area served by Route 506 on evenings and weekends.

Regional Alternative

Route 506 would be rerouted and extended to provide direct regional service from Joliet to New Lenox, Lincoln Mall, and Chicago Heights. The route would operate via Cass, Walnut, Silver Cross Hospital, Maple, Briggs, and Cass in Joliet, then via Lincoln Highway to New Lenox, Matteson and Chicago Heights. The restructured Route 504 would serve most areas in Southeast Joliet currently served by Route 506.

Buses would operate every 30 minutes during weekday rush hours. Weekday and Saturday service would operate later into the evening and Sunday service would be added.



Route 507 Plainfield

Route 507 provides service from Joliet's central business district and Union Station to northwest Joliet and Crest Hill. It serves Hillcrest Shopping Center, Westfield Louis Joliet Mall, Joliet City Center and the University of St. Francis.

Local Alternative

Northbound service on Theodore St. and Essington Rd. would be discontinued in order to improve speed. Route 507 northbound trips would operate on Plainfield Road instead.

Buses would operate every 30 minutes during weekday rush hours. Weekday and Saturday service would operate later into the evening and Sunday service would be added.

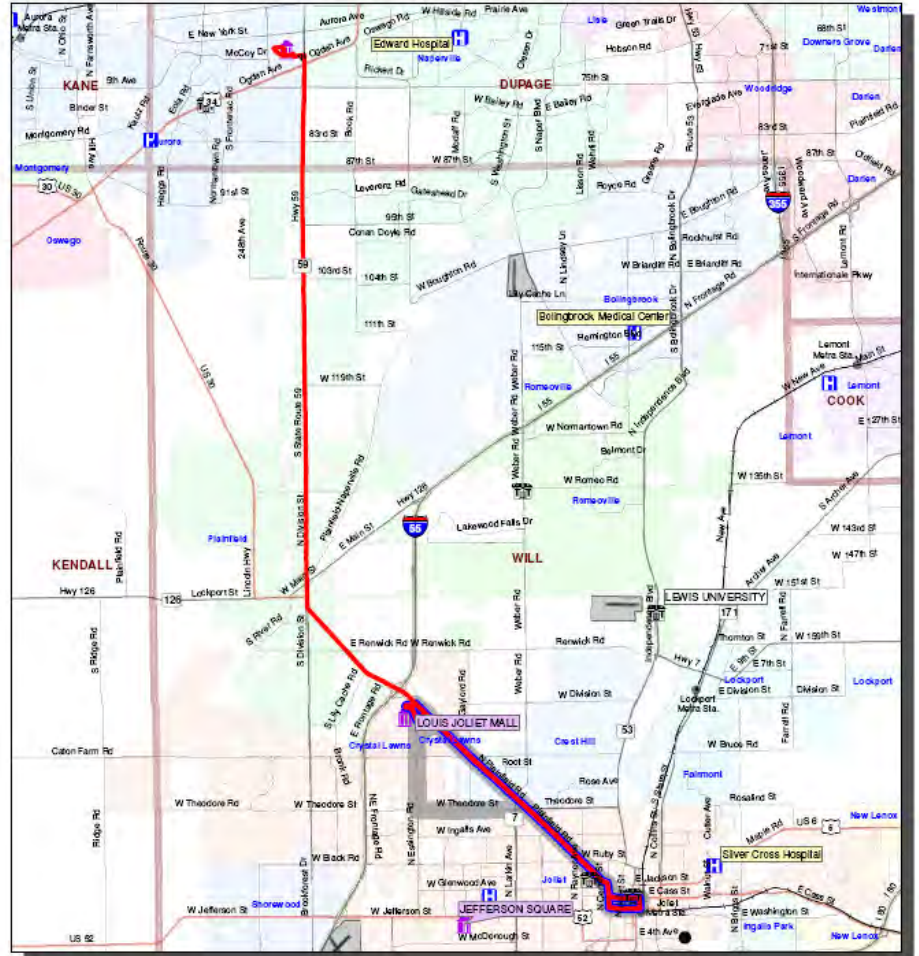
Regional Alternative

As in the Local Alternative, northbound service on Theodore St. and Essington Rd. would be discontinued in order to improve speed; Route 507 northbound trips would operate on Plainfield Road instead. Route 507 would also be extended to Route 59 Metra Station in Naperville. The extension would serve Plainfield, Westfield Fox Valley Center and the Metra Station.

Buses would operate every 30 minutes between Westfield Louis Joliet Mall and Joliet City Center during weekday rush hours and hourly at other times; the extension to Naperville would operate hourly at all times. Weekday and Saturday service would operate later into the evening and Sunday service would be added.



Route 507 Local & Regional Alternative



- Legend
- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes



Route 511 Joliet / Elwood / CenterPoint Intermodal Center

Route 511 consists of two weekday roundtrips (timed for first-shift factory work) operating between Joliet City Center, Elwood and the CenterPoint Intermodal Center at Deer Run.

Local Alternative

Route 511 would be extended to Harrison & Woodruff in northeast Joliet in order to directly connect more residential areas in Joliet with the Intermodal Center. One additional round-trip would be added each in the morning and afternoon rush hours on weekdays; Saturday and Sunday service would be added with two round-trips operating each day.

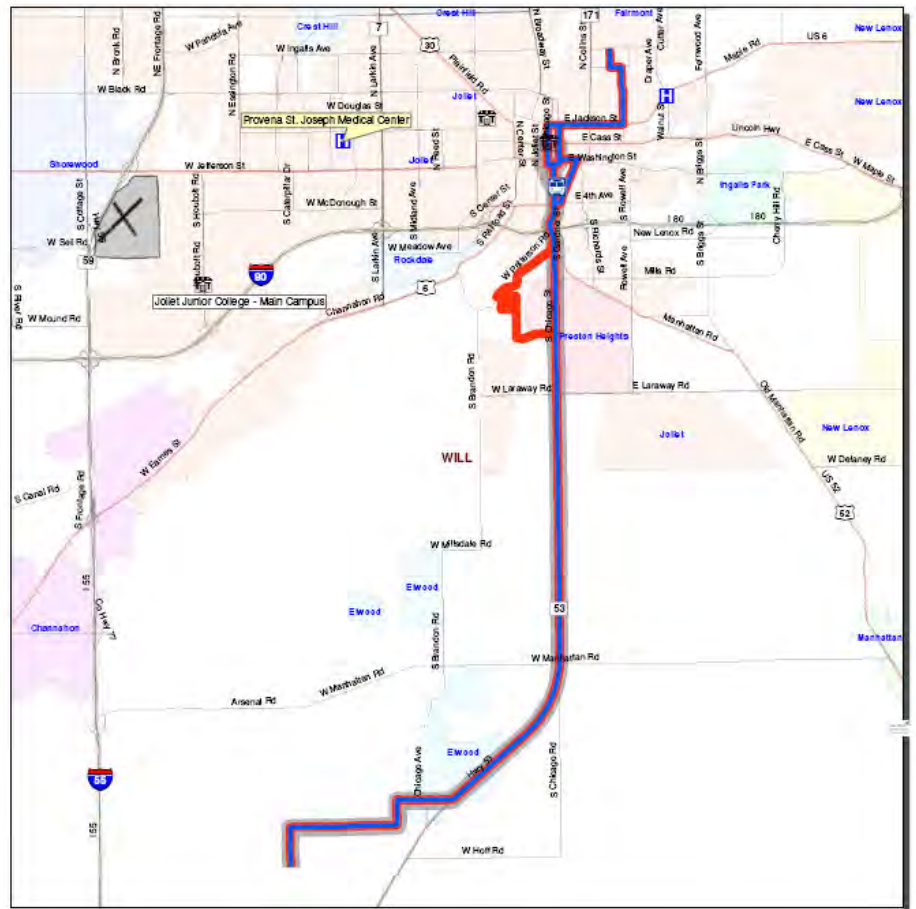
Regional Alternative

Route 511 would be extended to Harrison & Woodruff in northeast Joliet in order to directly connect more residential areas in Joliet with the Intermodal Center. One additional round-trip would be added each in the morning and afternoon peak on weekdays; Saturday and Sunday service would be added with two round-trips operating each day.

On weekdays, morning service from Elwood to Joliet and afternoon service from Joliet to Elwood would be rerouted to serve the South Joliet neighborhoods west of Chicago Road currently served by Route 504.



Route 511 Local & Regional Alternative





Route 750 Country Club Hills

Route 750 provides weekday rush hour feeder service between Country Club Hills and the Flossmoor Metra Station. There are four trips per day in each direction.



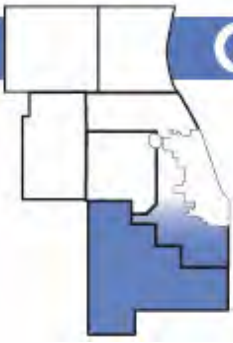
Route 750 Local & Regional Alternative



- Legend
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local and Regional Alternatives

No changes are recommended for Route 750.

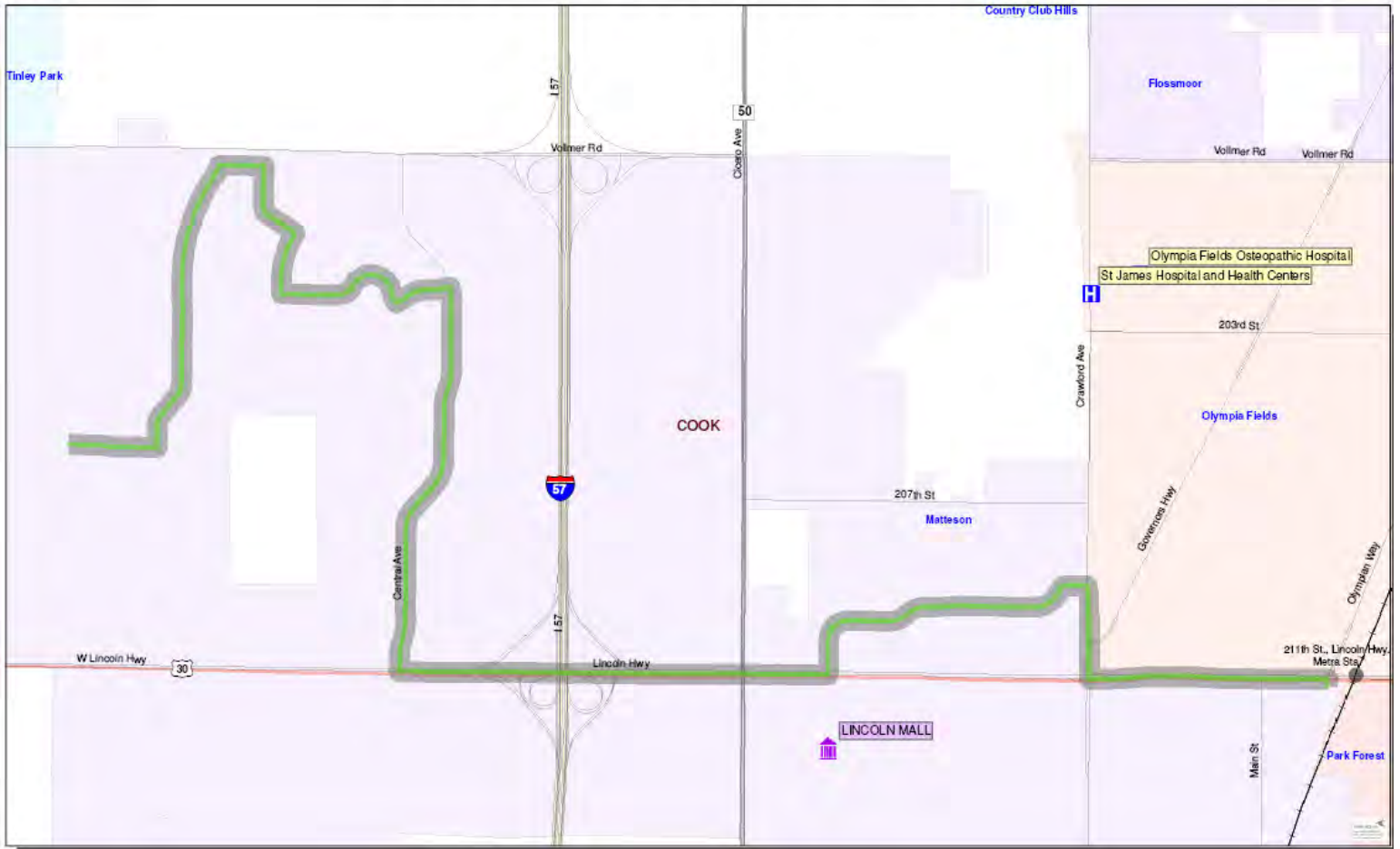


Route 753 Matteson

Route 753 provides weekday rush hour feeder service between Matteson and the 211th Street Metra Station. There are four trips per day in each direction.



Route 753 Local & Regional Alternative



- Legend**
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

Local and Regional Alternatives
No changes are recommended for Route 753.

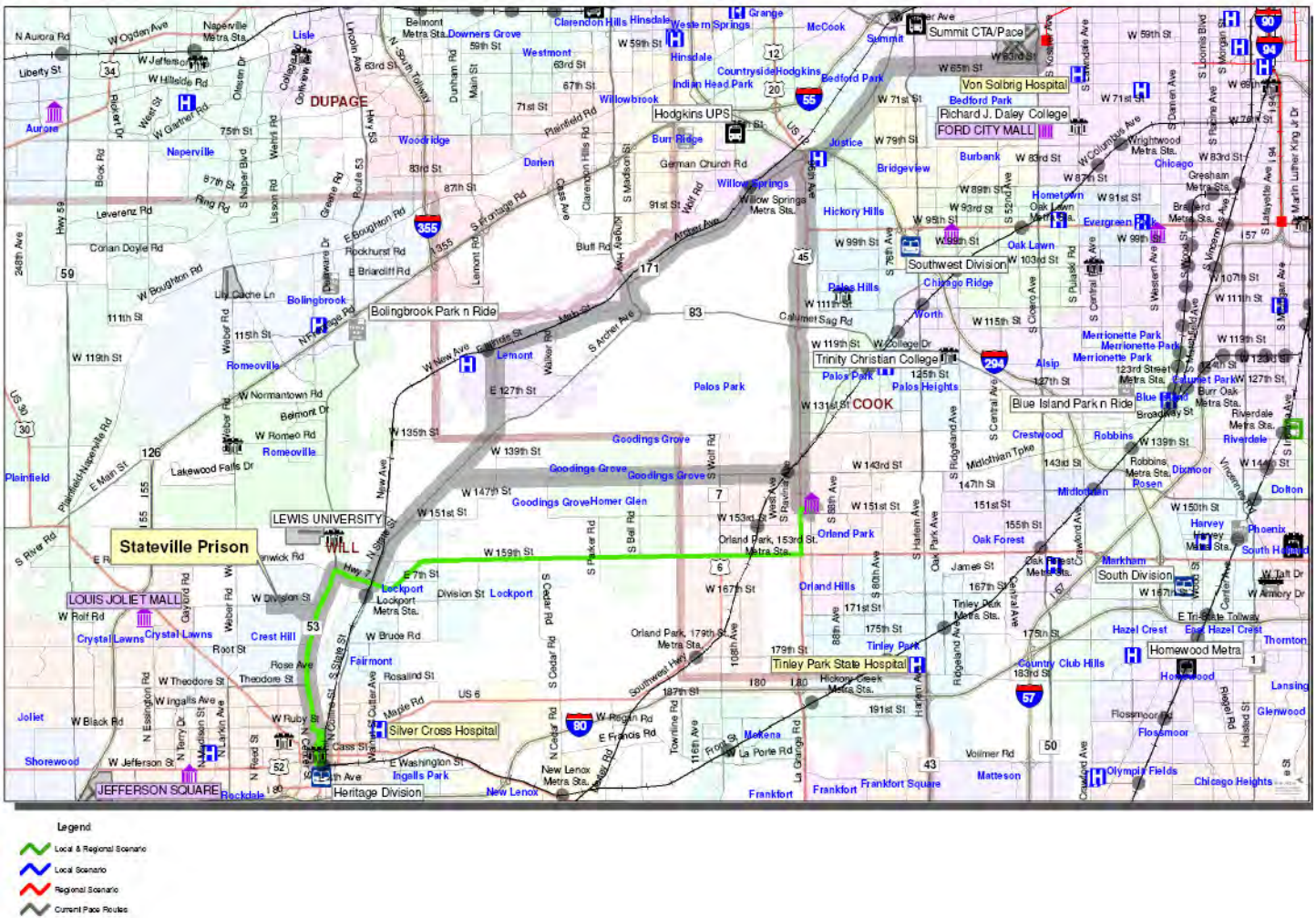
Route 831 Joliet / Midway

Route 831 connects Joliet City Center and Joliet Union Station with the Midway CTA Orange Line Station. It serves Lockport, Stateville Prison, Orland Square Mall, Lemont and Midway Airport. There are four eastbound and six westbound weekday trips; on Saturdays, two round-trips connect the Midway CTA Station with Stateville Farm and Joliet City Center.



Route 831 Local & Regional Alternative

See Route 379 map for proposed alternative coverage between Midway CTA and Orland Park



Local Alternative

Route 831 would be restructured so that all trips travel between Joliet and Orland Square via Lockport and 159th St. Service between Orland Square and Midway would be provided by a restructured Route 379 instead of Route 831. Service to Lemont and Saturday service into Stateville Farm would be discontinued.

Buses would operate between Joliet and Orland Square every 2 hours. Weekday hours of service would be extended slightly.

Regional Alternative

Route 831 would be restructured as described in the Local Alternative.

Buses would operate between Joliet and Orland Square hourly. Hours of service would be extended on weekdays and Saturdays. Sunday service would be added.

Route 834

Joliet / Yorktown

Route 834 provides service from Joliet City Center and Metra Station to Yorktown Shopping Center. It serves Lewis University, Good Samaritan Hospital, Romeoville, Bolingbrook and Downers Grove. Certain trips connect with Metra-BNSF service in Downers Grove.

Local Alternative

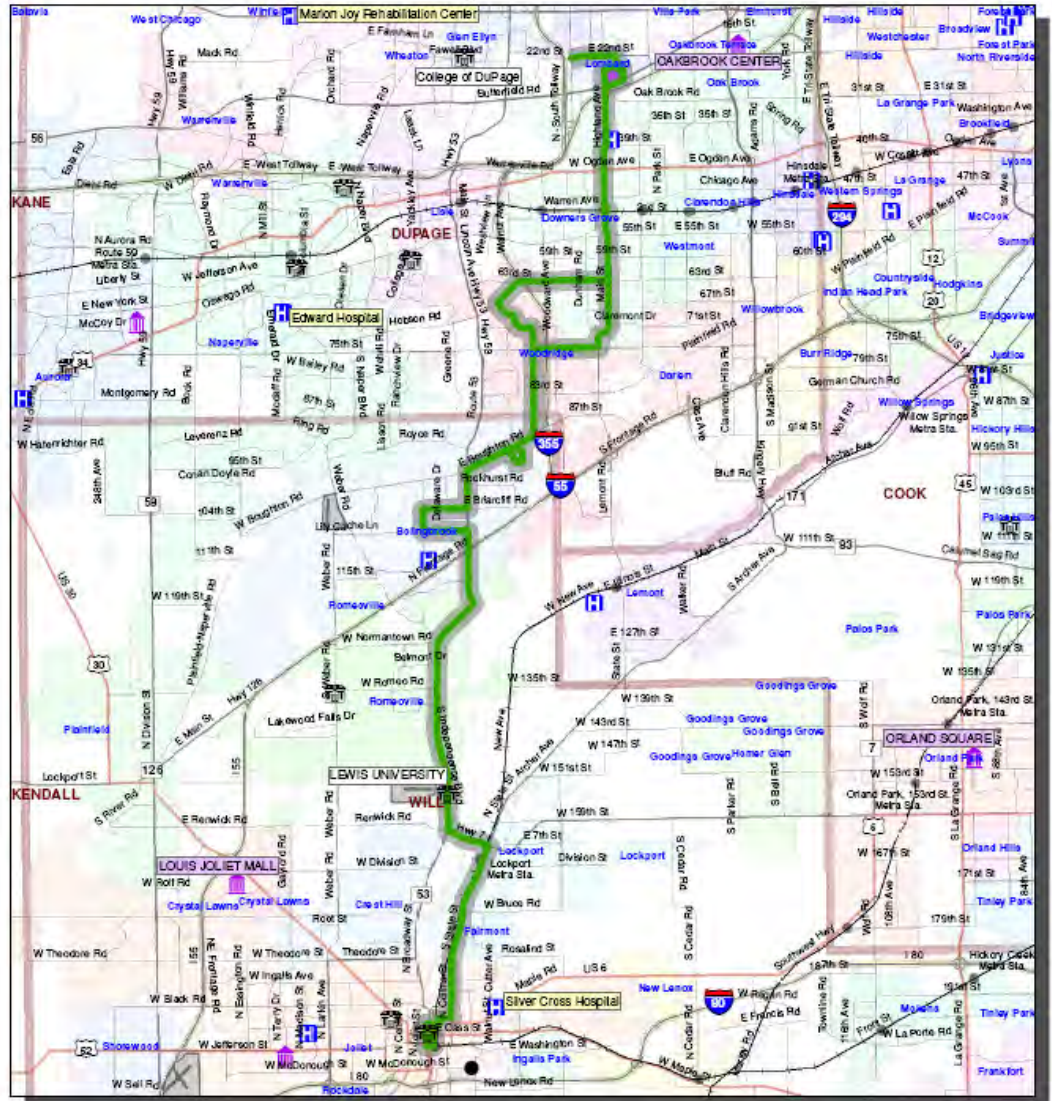
This is a good route. Route 834 service would not be changed in this alternative.

Regional Alternative

Buses would operate every 30 minutes during weekday rush hours. Also, hours of service would be extended on weekdays and Saturdays; Sunday service would be added.



Route 834 Local & Regional Alternative



- Legend
- Local & Regional Scenario
 - Local Scenario
 - Regional Scenario
 - Current Pace Routes

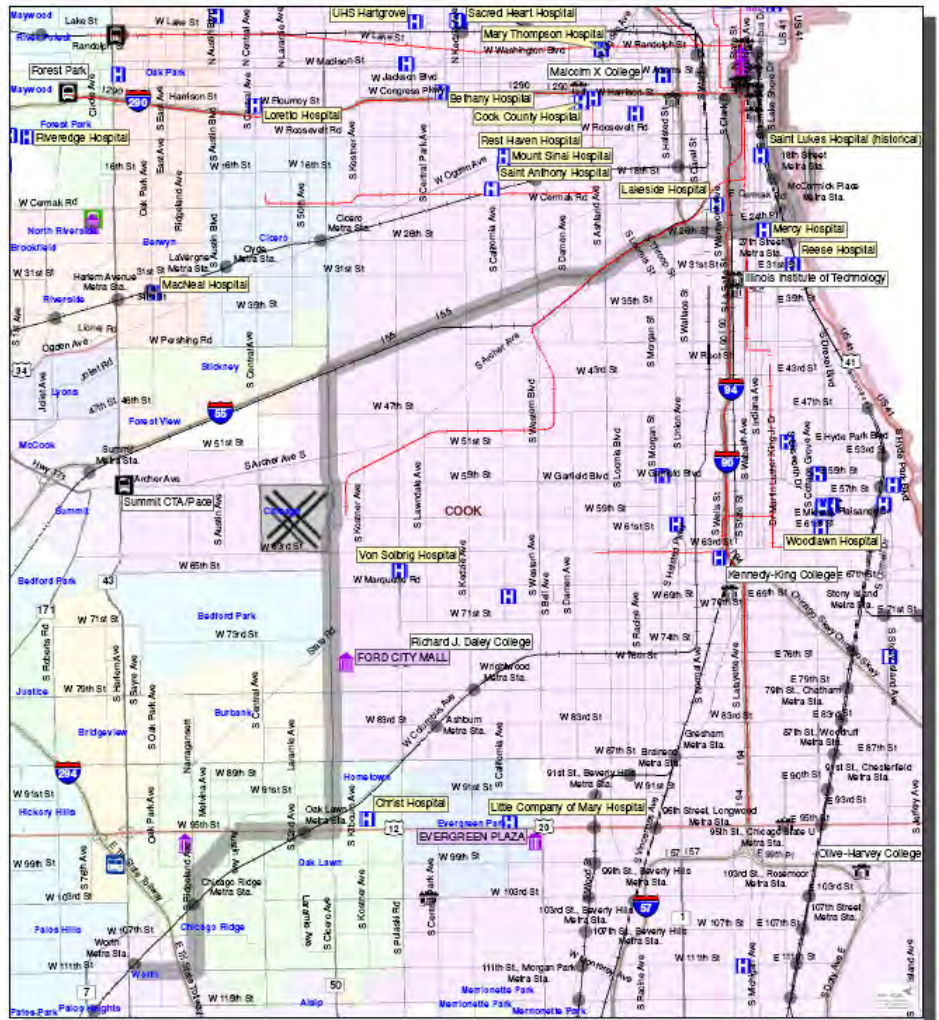


Route 835 Southwest Suburban Chicago Express

Route 835 provides service between Worth and the east side of Chicago's Loop via Chicago Ridge and Oak Lawn. This route parallels Metra Southwest train service with limited stops and premium fares.

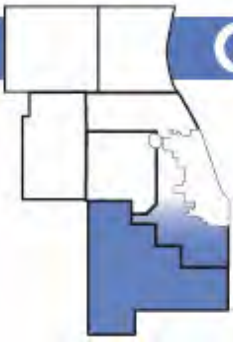
Local and Regional Alternative
Route 835 would be discontinued due to poor ridership and direct duplication of the Metra Southwest Service line. Current riders could utilize Metra service to access downtown Chicago with numerous local bus connections at Chicago Union Station.

Route 835 Eliminated



- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes





Route 855 I-55 Flyer

Route 855 provides rush hour express service from Park-n-Rides located in Romeoville, Bolingbrook and Burr Ridge to Monroe/Wabash in downtown Chicago via I-55. Morning and afternoon trips provide courtesy stops at Michigan/Randolph, Michigan/South Water, Wrigley Building, Michigan/Ohio and Michigan/Superior. Select trips operate to the Canterbury Park-n-Ride.

Local Alternative

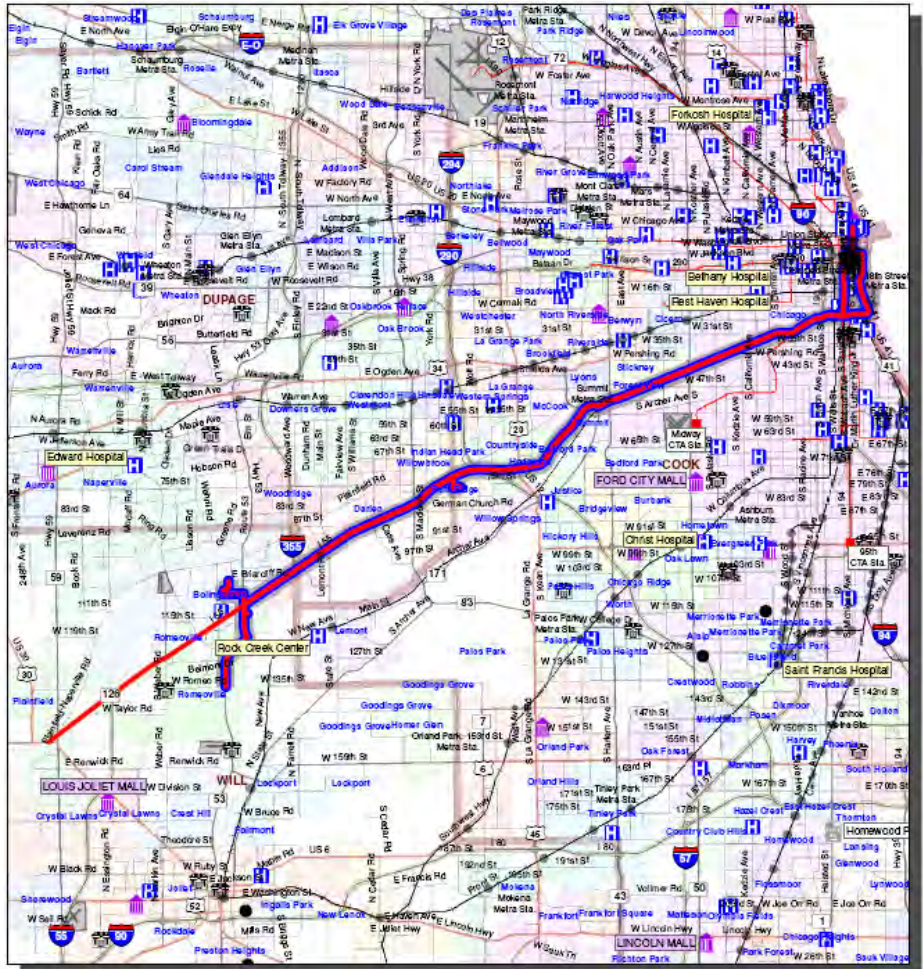
Route 855 would not be changed.

Regional Alternative

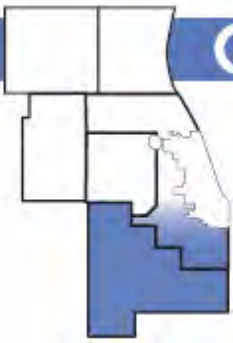
In order to serve the rapidly growing Plainfield area, three morning trips to Chicago and three afternoon trips from Chicago would be extended to downtown Plainfield. A park-and-ride lot would be located in central Plainfield. Connections to Yorktown Shopping Center (via Route 834) and Naperville (via Weber Road Flex Route) from Plainfield would be possible at the Bolingbrook Park-and-Ride.



Route 855 Local & Regional Alternative



- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes



Route 877 South Suburban Oakbrook Limited

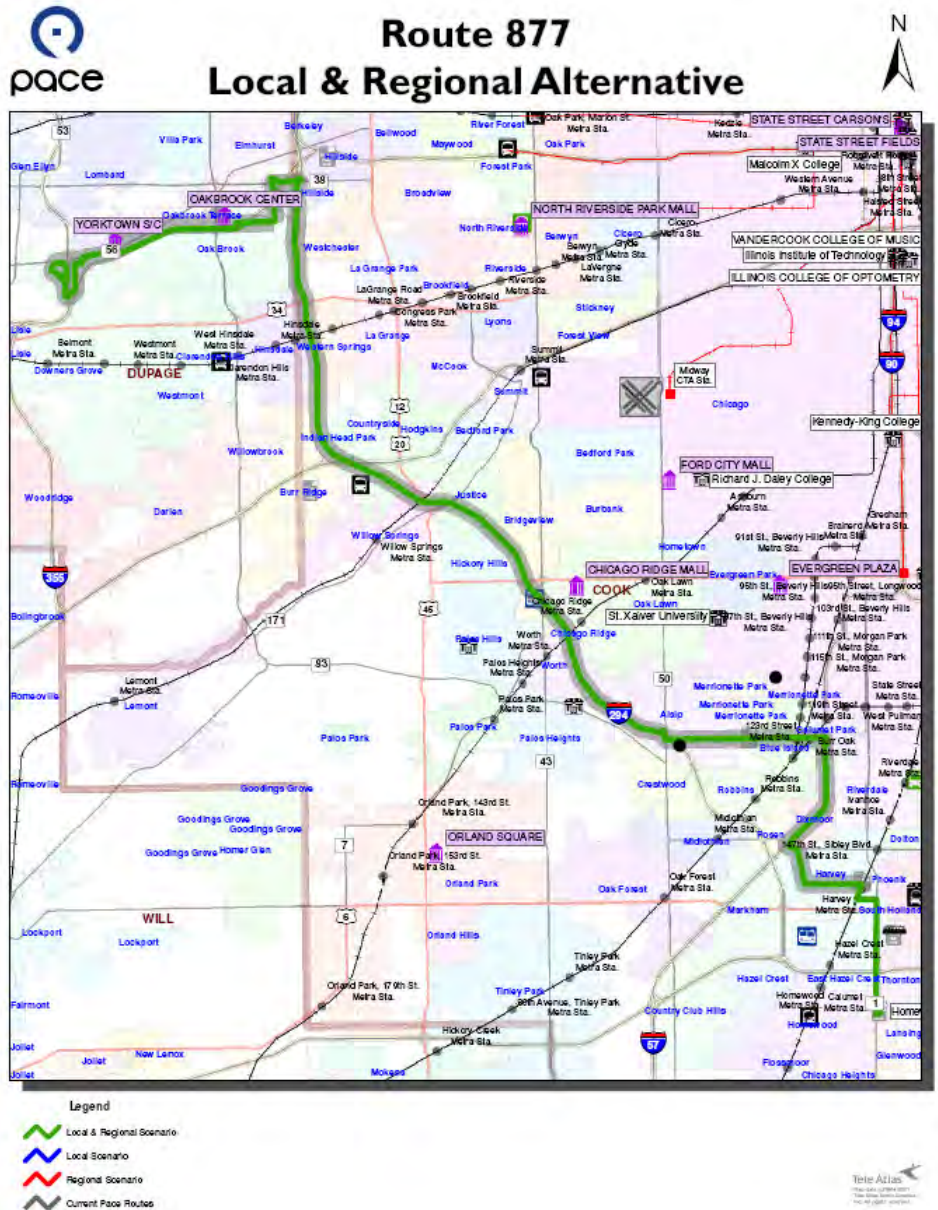
Route 877 provides weekday rush hour express service between Harvey, the Blue Island Park-n-Ride, Alsip, Oak Brook and Lombard via the Tri-State Tollway. Service is provided to the Harvey Transportation Center, Oakbrook Center, Yorktown Center, Esplanade and Sara Lee Headquarters.

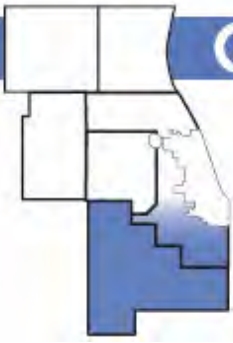
Local and Regional Alternatives

Routes 877 and 888 would be combined; the route would operate between the Homewood Park-and-Ride and Esplanade/Sara Lee via Halsted St. and the current routing between the Harvey Transportation Center and west suburbs. All Route 877 trips would serve the Homewood Park-and-Ride; service to the South Holland Park-and-Ride would be discontinued. Service to Warrenville Road, Lisle, and North Naperville would be provided by a new route, the Yorktown Center – Warrenville Road – Diehl Road Flex Route.

Premium fares (\$3.00 per trip) would be charged for travel on the express portion of Route 877 for consistency with other longer-distance Pace express routes.

Route 877 service would operate during weekday rush hours only with six morning northbound and six afternoon southbound trips.





Route 888 Tri-State Flyer

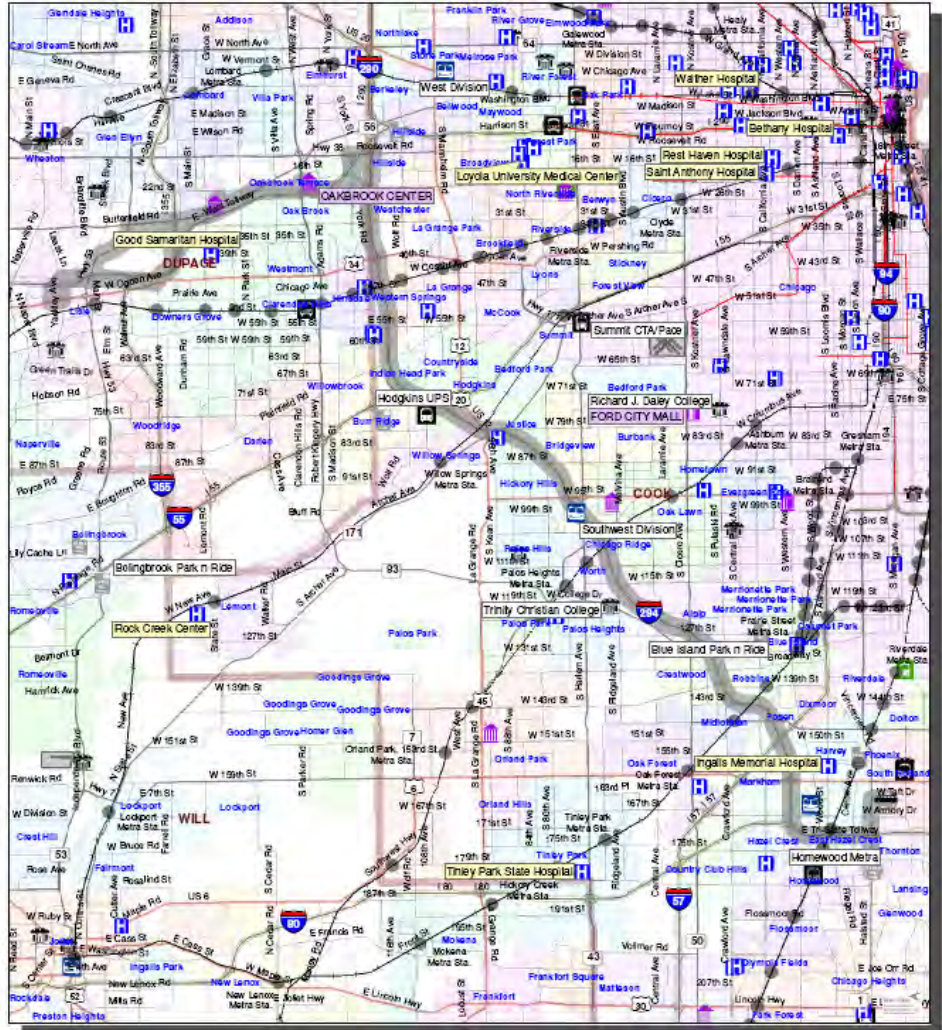
Route 888 provides rush hour express service between the Homewood and South Holland Park-n-Rides and Oak Brook, Lombard and Lisle via the Tri-State Tollway. Service is provided to Oakbrook Center, Yorktown Center, Esplanade and Sara Lee Headquarters.

Local and Regional Alternatives

Route 888 would be combined with Route 877. Route 877 would serve the Homewood Park-and-Ride and businesses along Woodcreek and Finley currently served by Route 888; service to employers along Warrenville Road and in Lisle would be provided by a new Yorktown Center – Warrenville Road – Diehl Road Flex Route. Service to the South Holland Park-and-Ride would be discontinued.

On weekdays, Route 877 would operate six northbound and six southbound trips at a premium fare (\$3.00 per trip) for travel on the express portion of the route.

Route 888 Eliminated



Legend

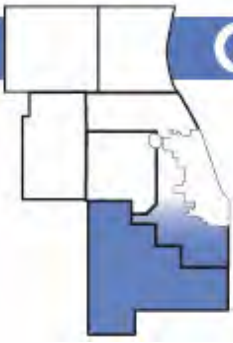
- Local & Regional Scenario
- Local Scenario
- Regional Scenario
- Current Pace Routes



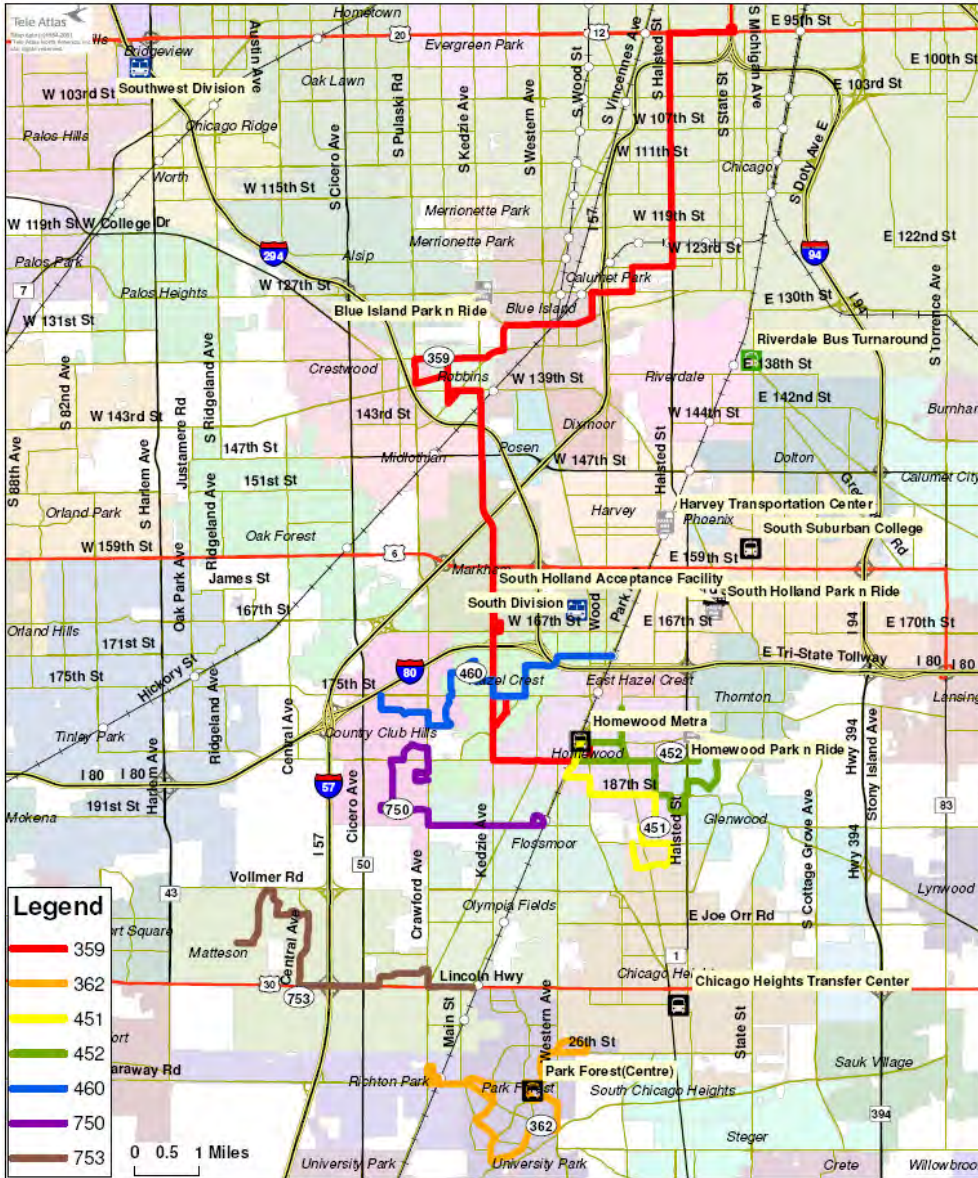
Appendix F

Short-Term Service Recommendations

Short-Term Service Recommendations were presented at Round 2 Public Forums in June 2007.



Routes with No Changes Proposed



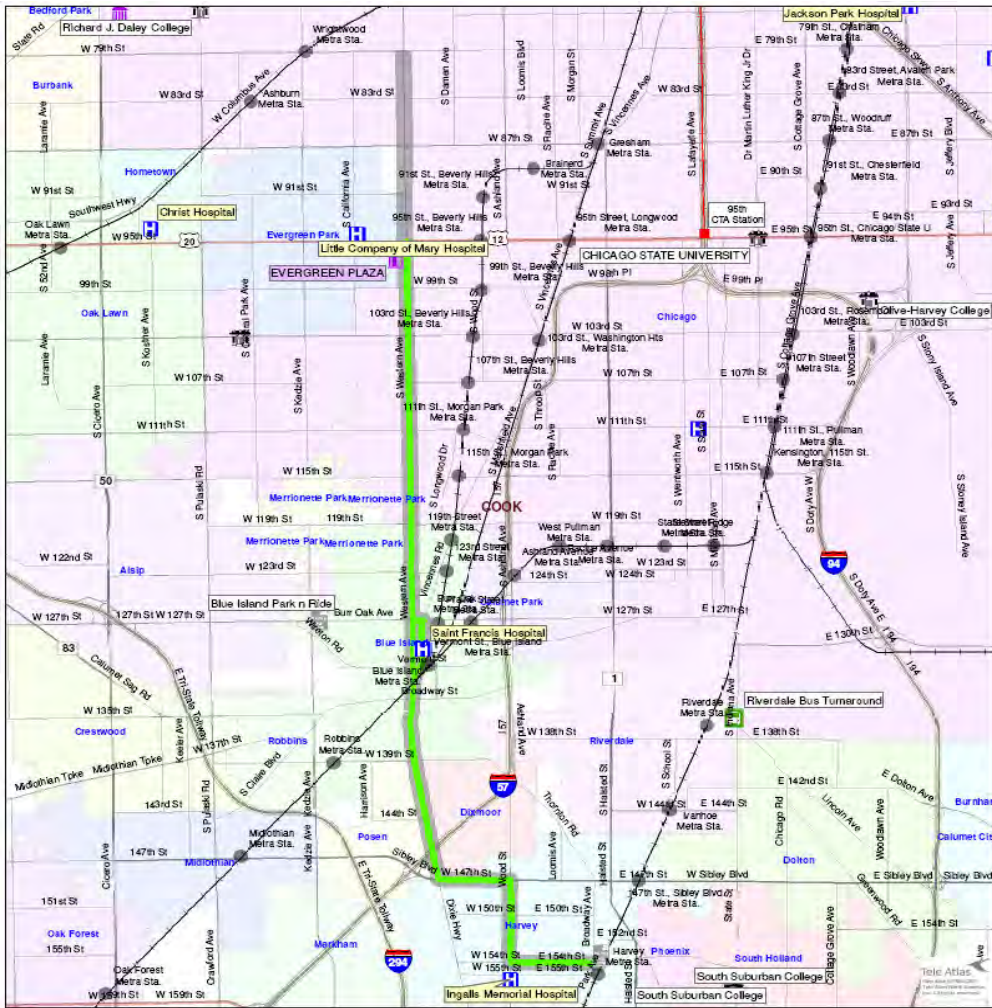
- Route 359 Robbins – South Kedzie Avenue
- Route 362 South Park Forest
- Route 451 Southeast Homewood
- Route 452 Northeast Homewood
- Route 460 Hazel Crest Feeder
- Route 750 Country Club Hills
- Route 753 Matteson





Route 349 South Western

Route 349 is a major north-south trunk line that connects the center of the Pace South service area with the western CTA service area. Service operates from Harvey Transportation Center to 79th and Western in Chicago. The route serves Evergreen Plaza, the Blue Island and Harvey Metra Stations, St. Francis and Ingalls Memorial Hospitals, and St. Rita High School. Service is coordinated with CTA Route 49A north of Blue Island during weekday rush hour periods.

CHANGES PROPOSED FOR LATE 2007



Legend

-  Preferred Alternative
-  Current Pace Service

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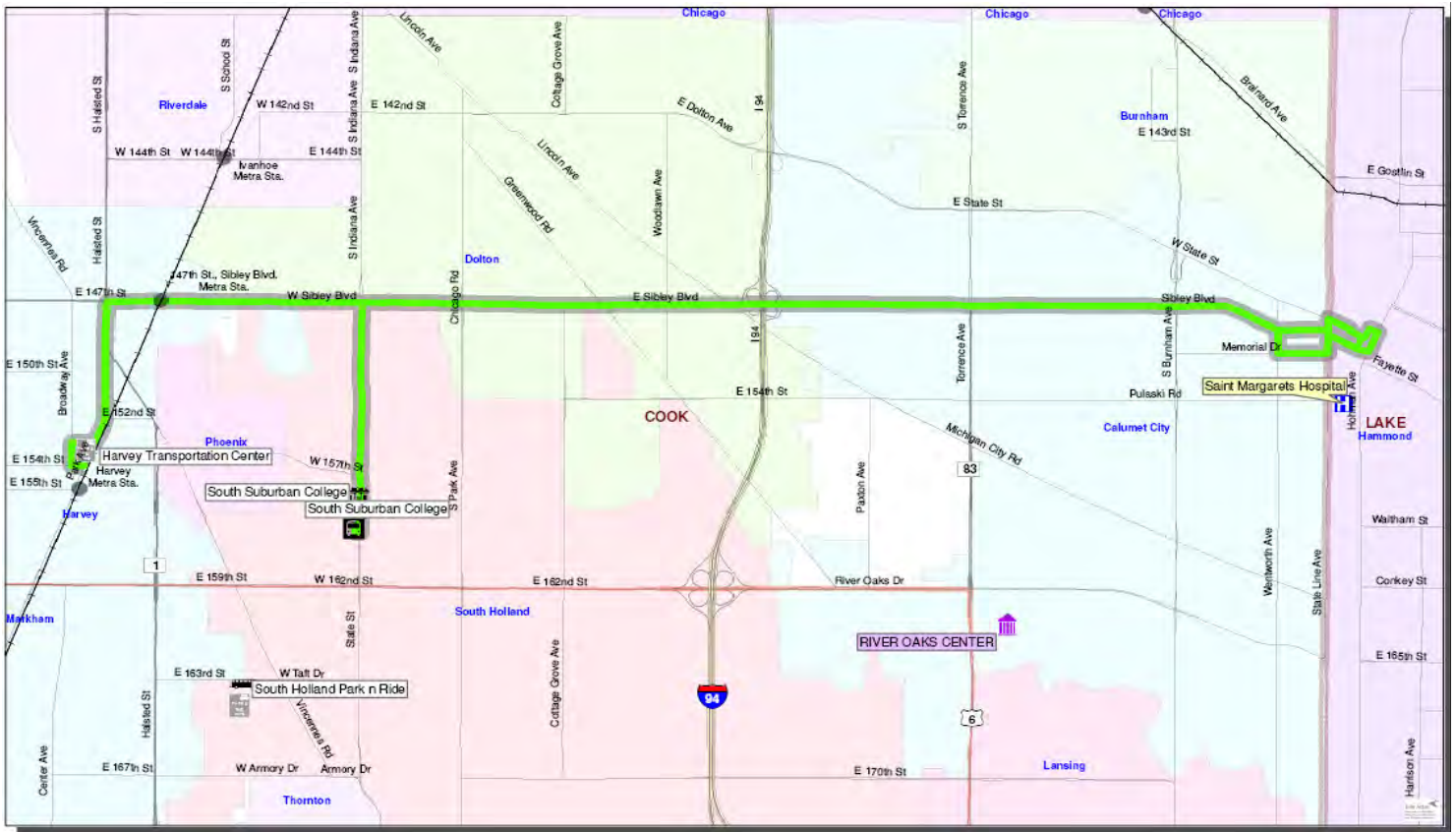


- Discontinue service between 79th and 95th Streets in order to reduce service duplication with CTA Routes 49A and X49 within Chicago

Route 350 Sibley

Route 350 is an east-west crosstown route serving commercial and residential areas along Sibley Blvd. between the Hammond Transit Center and Harvey Transportation Center. It also serves the 147th Street Metra Station, Thornridge High School, and selected weekday trips serve South Suburban College.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service



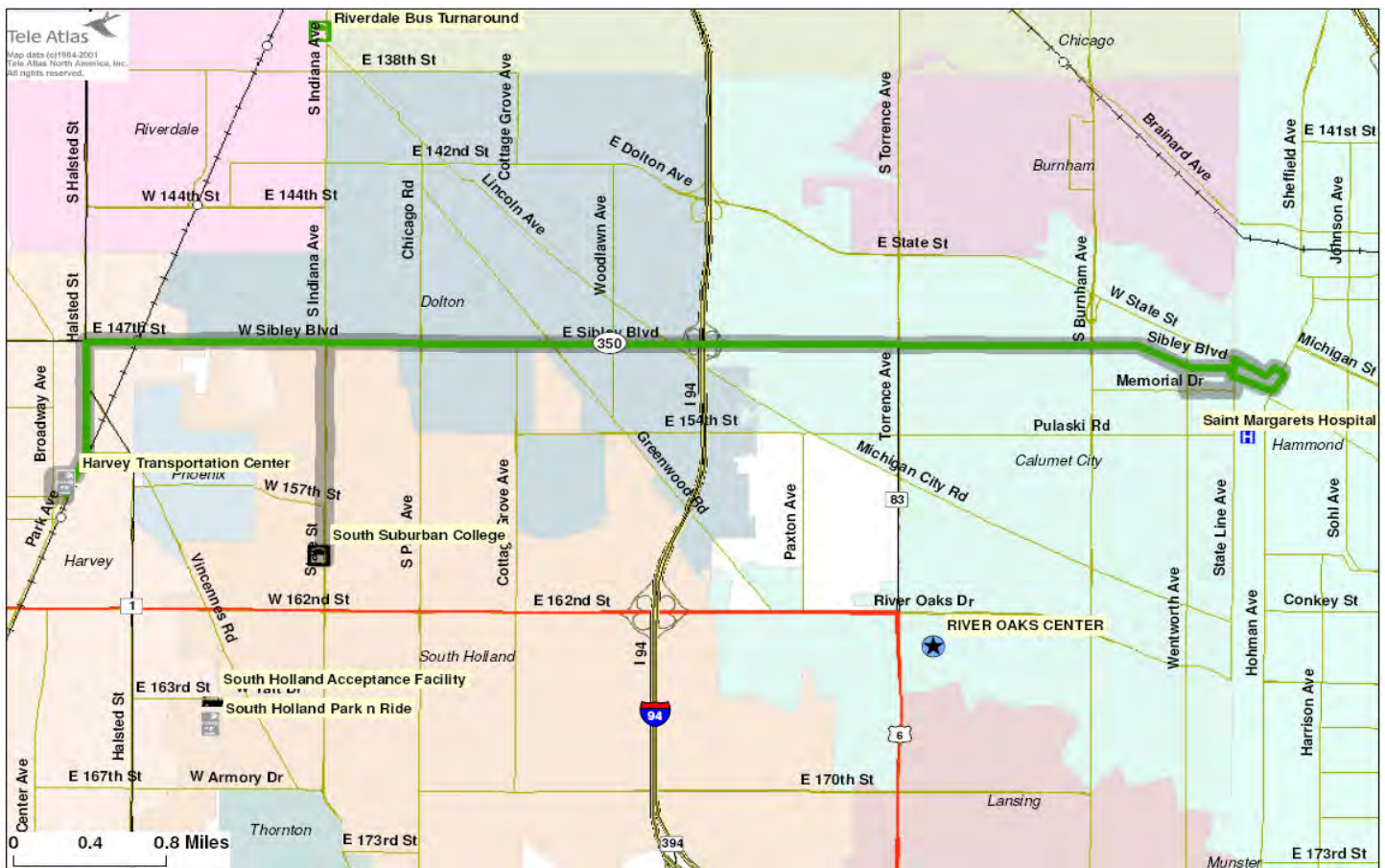
- Improve midday frequency from 60 minutes to 30 minutes
- Stops will be made at signed bus stops only

**See next board for additional changes
proposed for early 2008**

Route 350 Sibley

See previous board for route description and changes proposed for late 2007

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



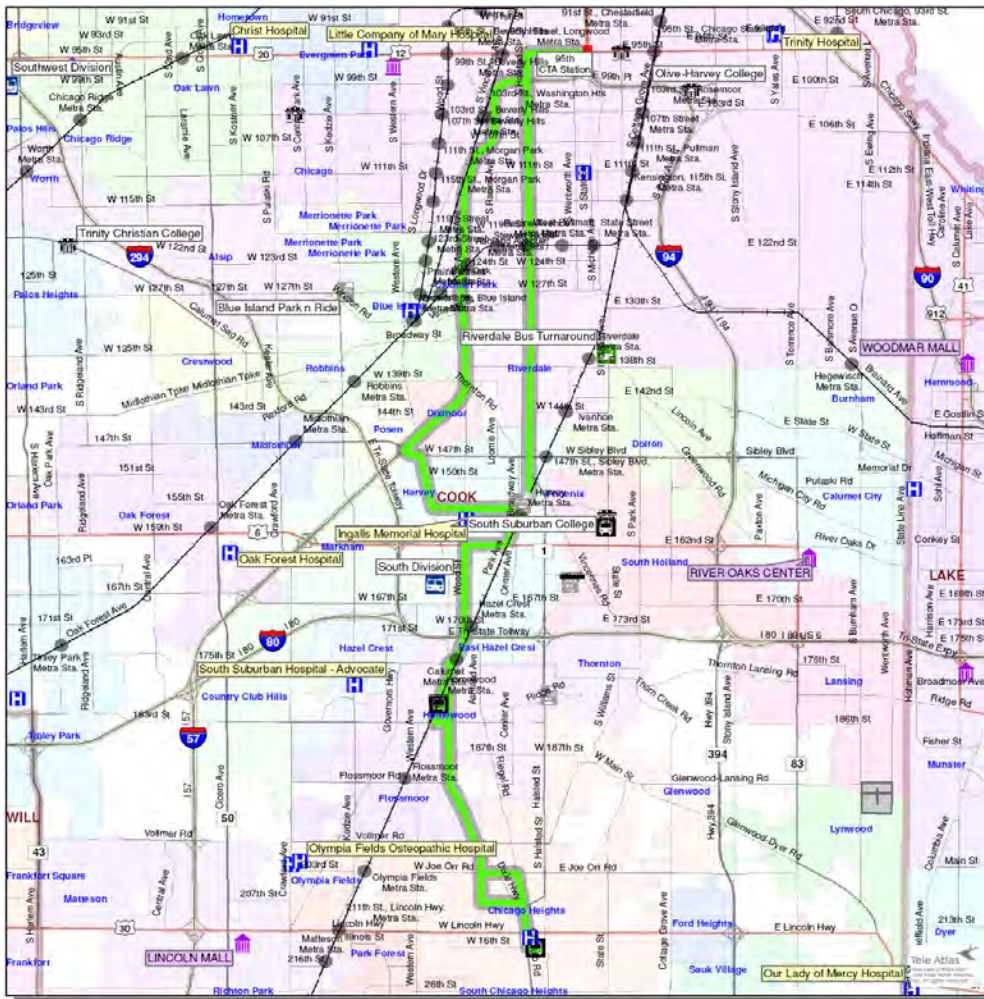
- Extend evening service to 11 p.m. on weekdays and 9 p.m. on Saturdays and Sundays
- Discontinue service to South Suburban College (Route 348 would connect Harvey and the College)

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 352 Halsted

Route 352 is a major north-south trunk line that connects the CTA Rapid Transit Red Line at 95th Street with the center of Pace South County service in Harvey and at the Chicago Heights Terminal. Metra/Amtrak is served through stations at Homewood, Calumet, Harvey, Hazel Crest and West Pullman. This route serves Illinois Dept. of Human Services, St. James Hospital, Marion Catholic and Bloom Township High Schools. During rush hours, several Route 352 trips travel express via I-57 between the Harvey Transportation Center and 95th Street station.

CHANGES PROPOSED FOR LATE 2007



- Operate limited-stop service in the City of Chicago (between the 95th St./Dan Ryan CTA Station and 127th St.) with stops at the following intersections:

- 95th/Halsted
- 103rd/Halsted
- 107th/Halsted
- 111th/Halsted
- 115th/Halsted
- 119th/Halsted
- 123rd/Halsted

Legend
 Preferred Alternative
 Current Pace Service

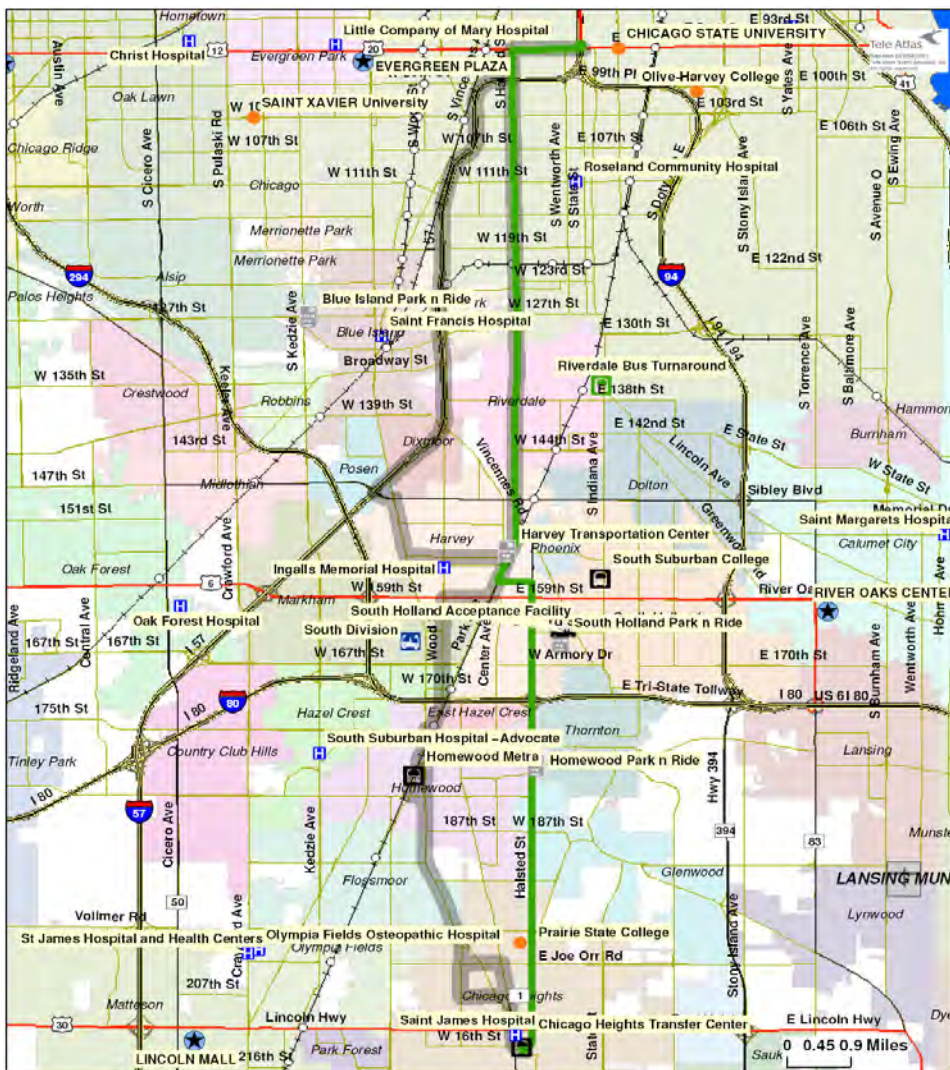
0 1.5 3 Miles

See next board for additional changes proposed for early 2008

Route 352 Halsted

See previous board for route description and changes proposed for late 2007

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Discontinue 352X Express service via I-57 and operate additional limited-stop trips via Halsted instead
- Operate on Halsted between Harvey and Chicago Heights with buses every 30 minutes (replaces Route 370 service)
- Service between Homewood and Harvey would be provided by restructured Routes 354 and Route 386; the North Chicago Heights Dial-a-Ride would serve areas between Homewood and Chicago Heights

* Changes proposed for early 2008 may require additional operating funds depending on route.

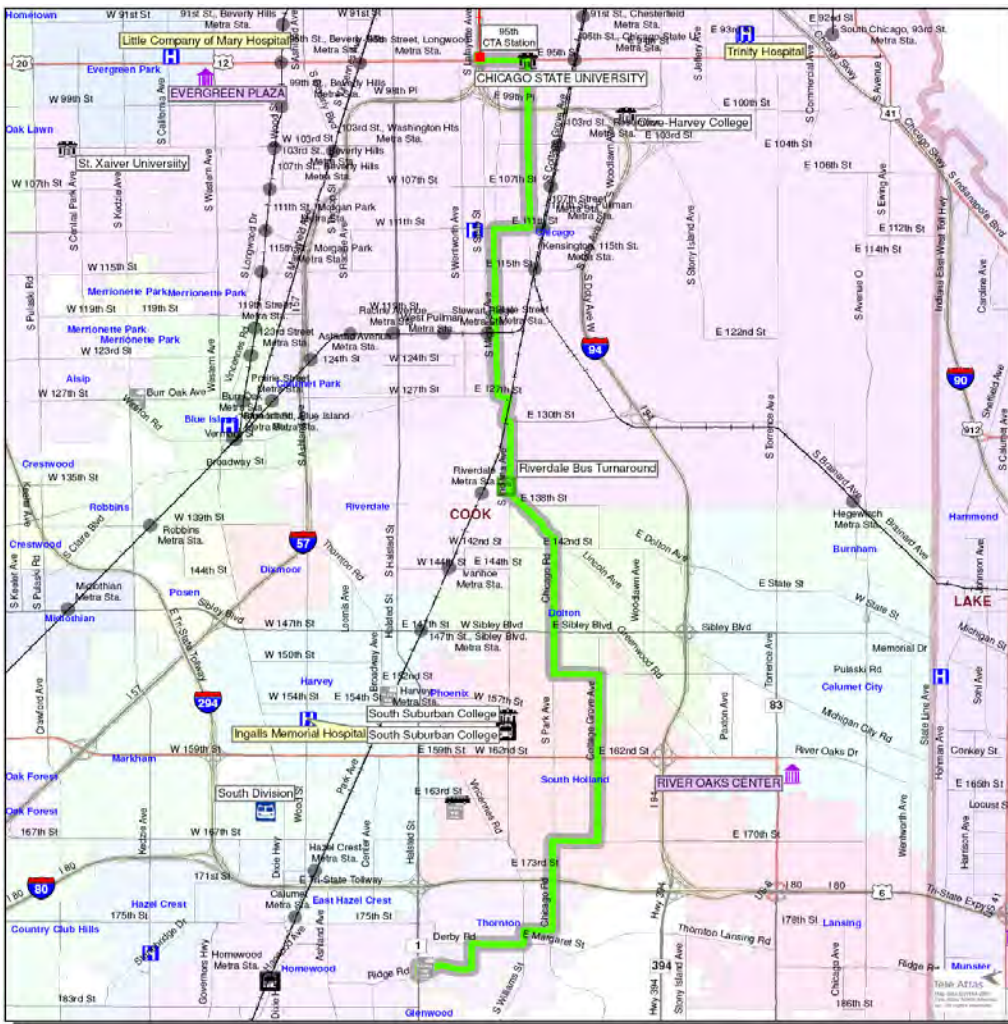


Route 353

95th / Riverdale / Homewood

Route 353 connects the 95th Street CTA Red Line Station with residential areas of far southeast Chicago, Riverdale, Dolton, South Holland, Thornton and Homewood. This route serves Chicago State University, State St. Metra Electric Station, Riverdale Bus Turnaround, Homewood Park-n-Ride, Thornwood High School, and Roseland Hospital.

CHANGES PROPOSED FOR LATE 2007



- Operate limited-stop service in the City of Chicago (between the 95th St./Dan Ryan CTA Station and 127th St.) with stops at the following intersections:

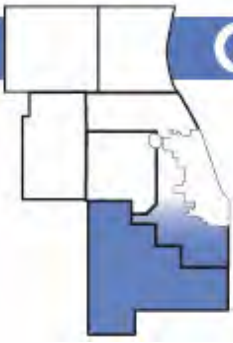
- 95th/King *
- 97th/King *
- 99th/King *
- 101st/King *
- 103rd/King *
- 105th/King *
- 107th/King *
- 109th/King *
- 111th/King *
- 111th/Michigan
- 115th/Michigan
- 119th/Michigan
- 123rd/Michigan

* Current stop pattern along King Drive maintained

Legend
 Preferred Alternative
 Current Pace Service



See next board for additional changes proposed for early 2008



Route 353

95th / Riverdale / Homewood

See previous board for route description and changes proposed for late 2007

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service

- Provide 30-minute midday service and more evening service south of Riverdale by reducing the number of trips operating only between the 95th St./Dan Ryan CTA Station and Riverdale Turnaround
- Discontinue service between 170th/Cottage Grove and Homewood and instead end this route at River Oaks Mall

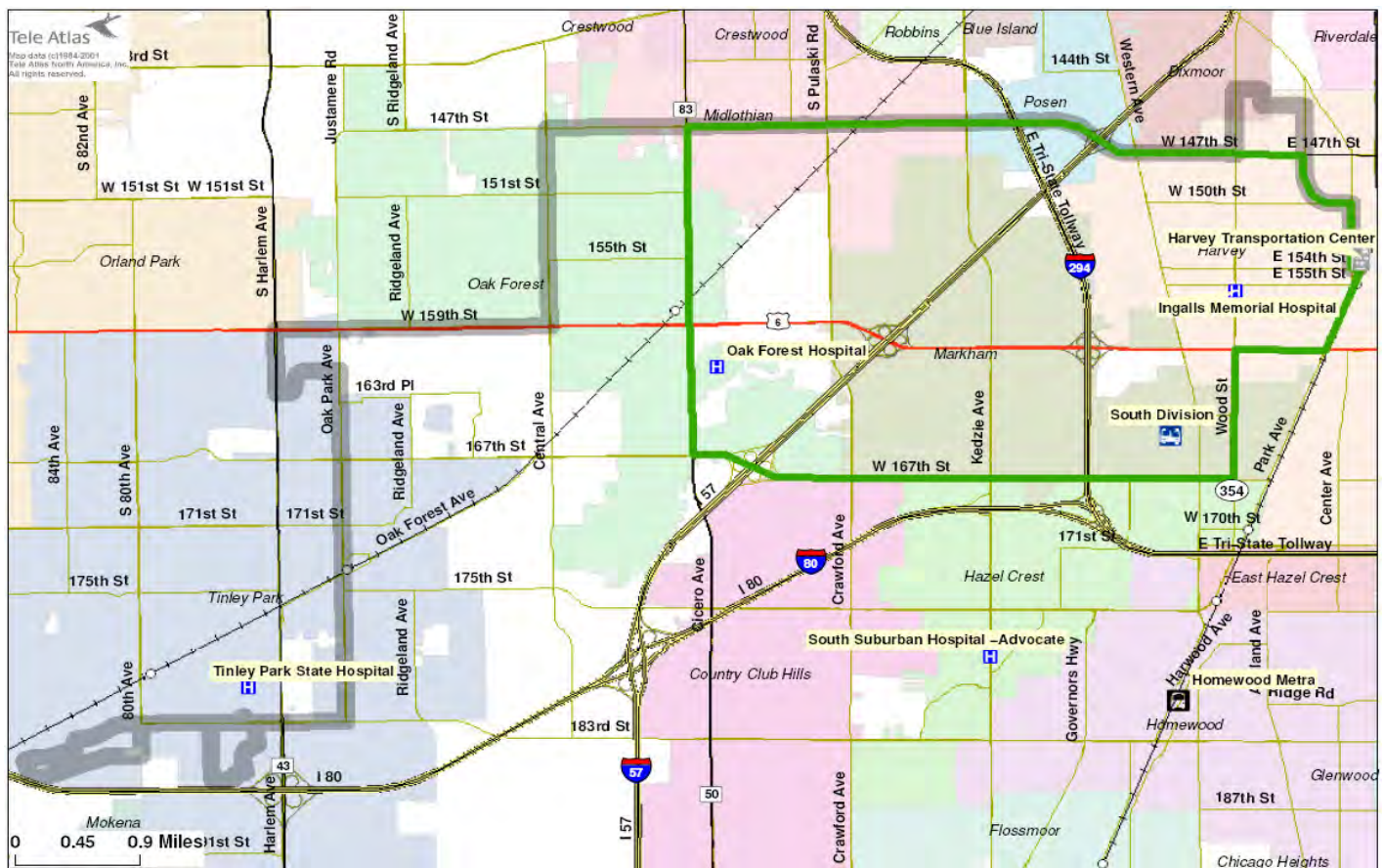
* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 354 Harvey / Tinley Park

Route 354 provides service from the Harvey Transportation Center to the Tinley Park Hospital and North Creek Business Center. It also serves Oak Forest High School, Brentowne Mall, the Illinois Department of Human Services office and the Tinley Park and Midlothian Metra Stations. Selected weekday rush hour trips also serve the Tinley Crossing Business Park.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



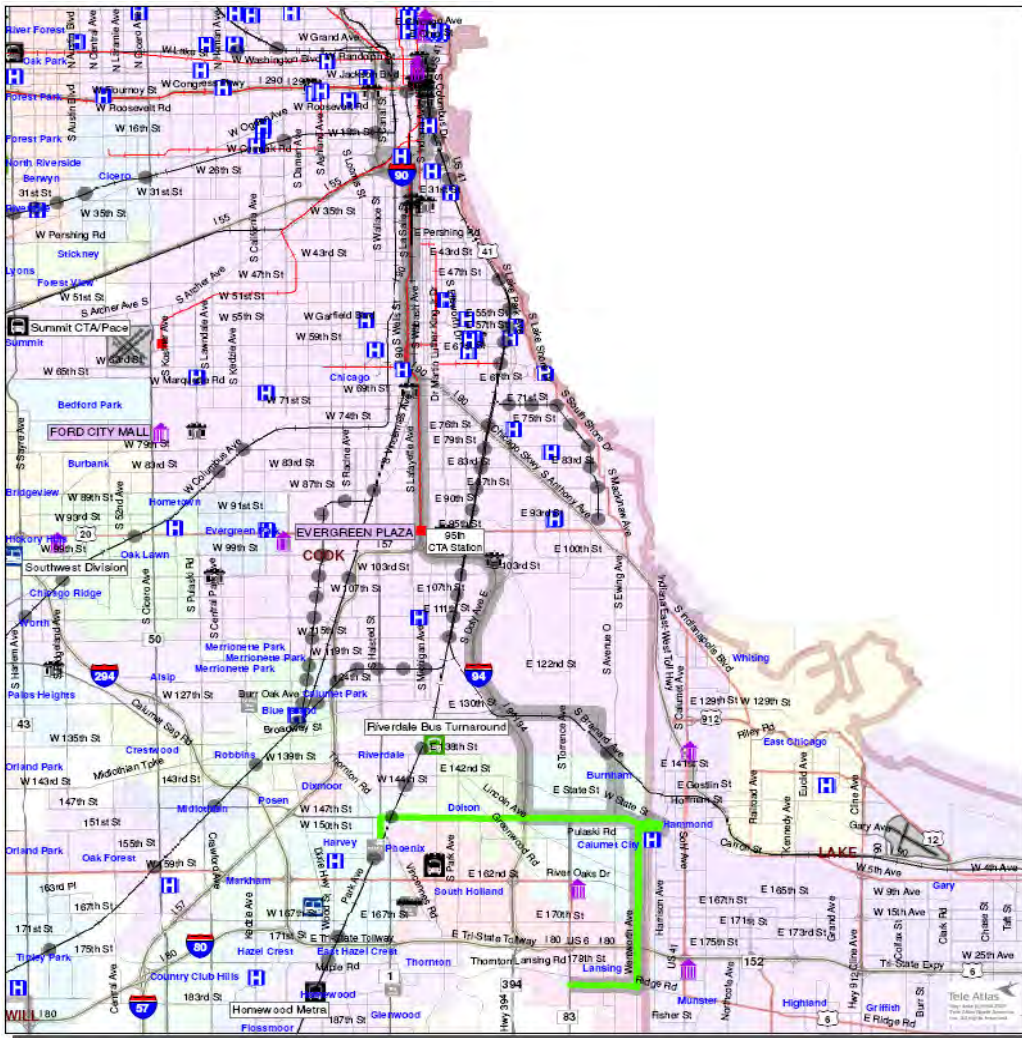
- Discontinue Route 354 service north of Sibley Blvd. and west of Cicero Ave. (Route 386 would provide direct Harvey to Tinley Park service)
- Extend service from 147th/Cicero to Country Club Hills via Cicero and 167th, and further extend the route back to the Harvey Transit Center via Wood Street
- Operate hourly on weekdays only

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 355 Lansing

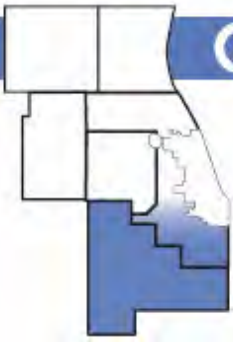
Route 355 provides weekday service between southeastern suburbs and the Chicago Loop via the Bishop Ford and Dan Ryan Expressways. Destinations include Aon Center, Illinois Center, Prudential Plaza and St. Margaret Hospital. Selected trips serve the Hammond Transit Center and the Hegewisch South Shore Station. This route carries a premium fare on trips to the Loop. Route 355 parallels the South Shore line between Hegewisch and downtown Chicago.

CHANGES PROPOSED FOR LATE 2007



- Discontinue service to/from downtown Chicago to reduce duplication with Metra, South Shore and CTA services
- Discontinue midday and Hegewisch service
- Schedule trips according to rush-hour train departure/arrival times at the 147th Street/Sibley Blvd. Metra Electric Station
 - Buses will wait on Sibley Blvd. for trains in the afternoon to ensure seamless transfers
- End route at Harvey Transportation Center to provide accessible connection to Metra as well as other Pace routes





Route 355 Lansing: More Detail on Proposed Changes

Pace is proposing significant changes to Route 355 Lansing for implementation in late 2007. The changes are as follows:

- **Instead of operating to and from downtown Chicago, Route 355 would provide convenient connections to Metra Electric Line trains via the Sibley branch routing.** Trips would be scheduled to meet inbound Metra Electric Line trains at the 147th St./Sibley Blvd. station during the morning rush hour and outbound trains at the same station during the afternoon rush hour. (Pick-up and drop-off points would be on Sibley Blvd.; in the afternoon, buses would wait for connecting passengers across the street from the station.) Trips would also serve the Harvey Electric Line station to provide accessible connections.
- **Service on the Hegewisch branch of the route and midday service would be discontinued.**

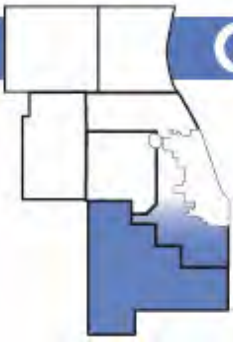
There are several reasons for these proposed changes:

- **Route 355 is costly to operate.** While buses traveling to the Loop in the morning and from the Loop in the afternoon are often full, reverse trips operate empty between the Loop and southern suburbs. The annual cost of operating Route 355 is over \$1 million and Pace is currently facing significant funding challenges.
- **In addition, Route 355 duplicates existing rail service.** Customers currently riding the Hegewisch branch of the route could ride NICTD South Shore rail service instead of Route 355 (Pace Route 358 Torrence also provides connections to the Hegewisch station). The Metra Electric Line serves the same areas downtown as Route 355 and convenient transfers to the Electric Line are possible. Route 355 also parallels the CTA Red Line along the Dan Ryan Expressway.
- **Route 355 schedule reliability is poor.** Dan Ryan Expressway travel times can vary considerably, particularly given current road work, and buses must often operate on local streets to avoid congestion. As a result, Route 355 rush-hour trips often reach their endpoints over 20 minutes late; the Metra connections described above would provide more reliable travel times.

The proposed changes would affect various factors of travel as follows:

- **Fares:** The current monthly cost of Route 355 travel, assuming travel in both directions daily and use of Pace 10-Ride Plus Premium tickets, is approximately \$120. With the proposed changes, Pace would recommend purchase of a monthly Metra pass valid for travel between Zones A and D (\$93.15) along with either a Metra/Pace PlusBus sticker (\$30), which permits use of any regular-fare Pace route (including the restructured Route 355) at any time, or a Link-Up sticker (\$36), which also allows for use of regular-fare Pace routes at any time as well as rush-hour use of CTA buses.
- **Travel times:** Route 355 rush-hour trips are scheduled at 65-70 minutes end-to-end (Ridge & Torrence to Lake & Stetson or vice versa); however, actual travel times average 85-90 minutes and are variable. With the modified service and Metra connection, travel times between Ridge & Torrence and Millennium Station would be shorter, at approximately 75-80 minutes, and much more reliable due to Metra's unobstructed right-of-way.
- **Trip times:** Route 355 would operate every 15-30 minutes during rush hours. In the morning, Route 355 trips would depart from Ridge & Torrence between approximately 4:50am and 7:20am; passengers would arrive downtown between 6:30am and 8:43am. In the afternoon, Route 355 trips would meet Metra trains departing Millennium Station between 4:08pm and 6:08pm; the corresponding Route 355 would arrive at Ridge & Torrence between approximately 5:20pm and 7:20pm.

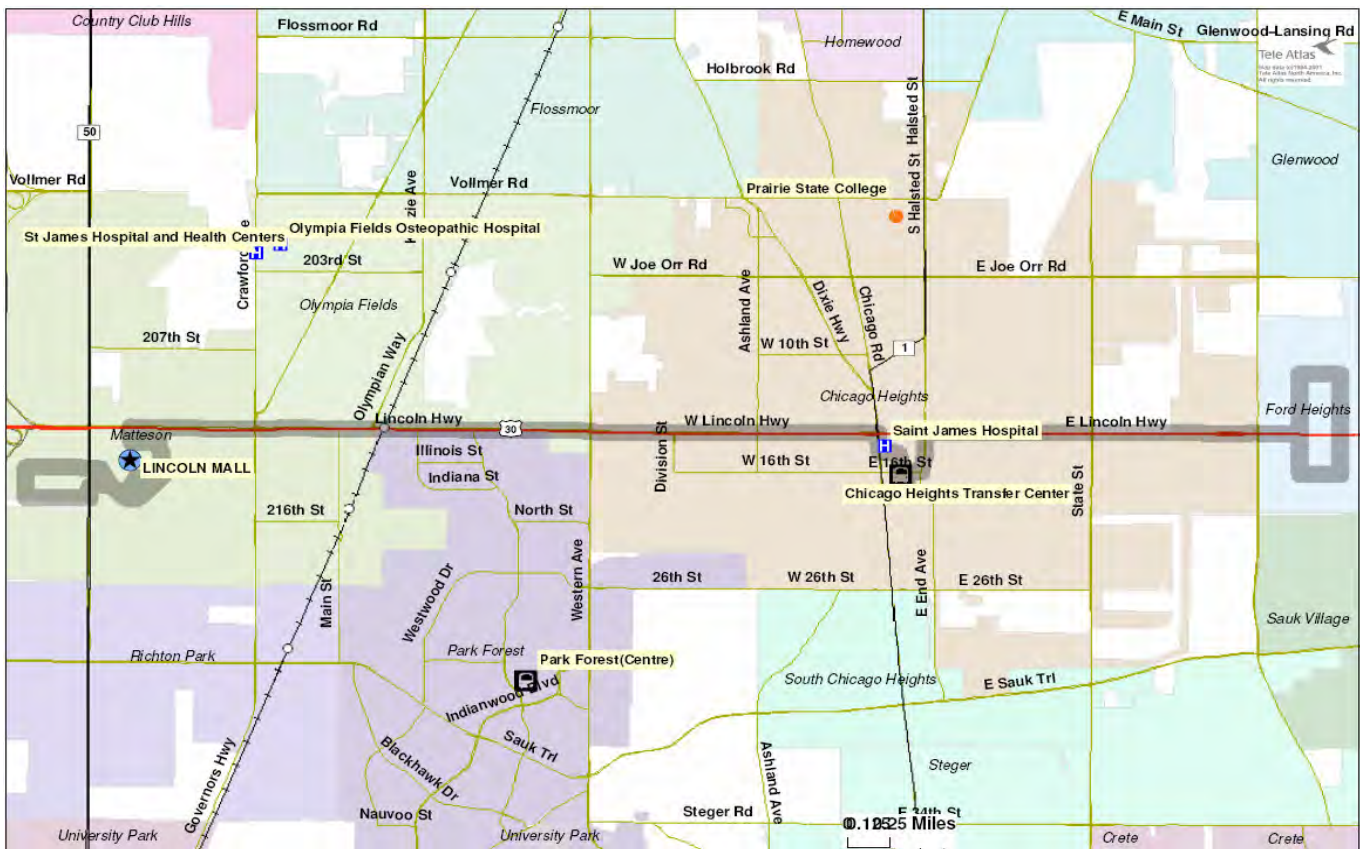
Pace would like your feedback on this plan. Please provide your comments by e-mailing passenger.services@pacebus.com or calling (847) 364-PACE (7223). Thank you for riding Pace!



Route 357 Lincoln Highway

Route 357 is the southernmost of Pace’s east-west crosstown routes. It connects Ford Heights and Chicago Heights with the 211th Street Metra Electric Station and Lincoln Mall in Matteson; along the way, it serves the Chicago Heights Terminal at 16th and Vincennes and a major commercial corridor along Lincoln Highway. Lawrence Manor, the Southwick Drive Complex, St. James Hospital and Sam's Club are other key points.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



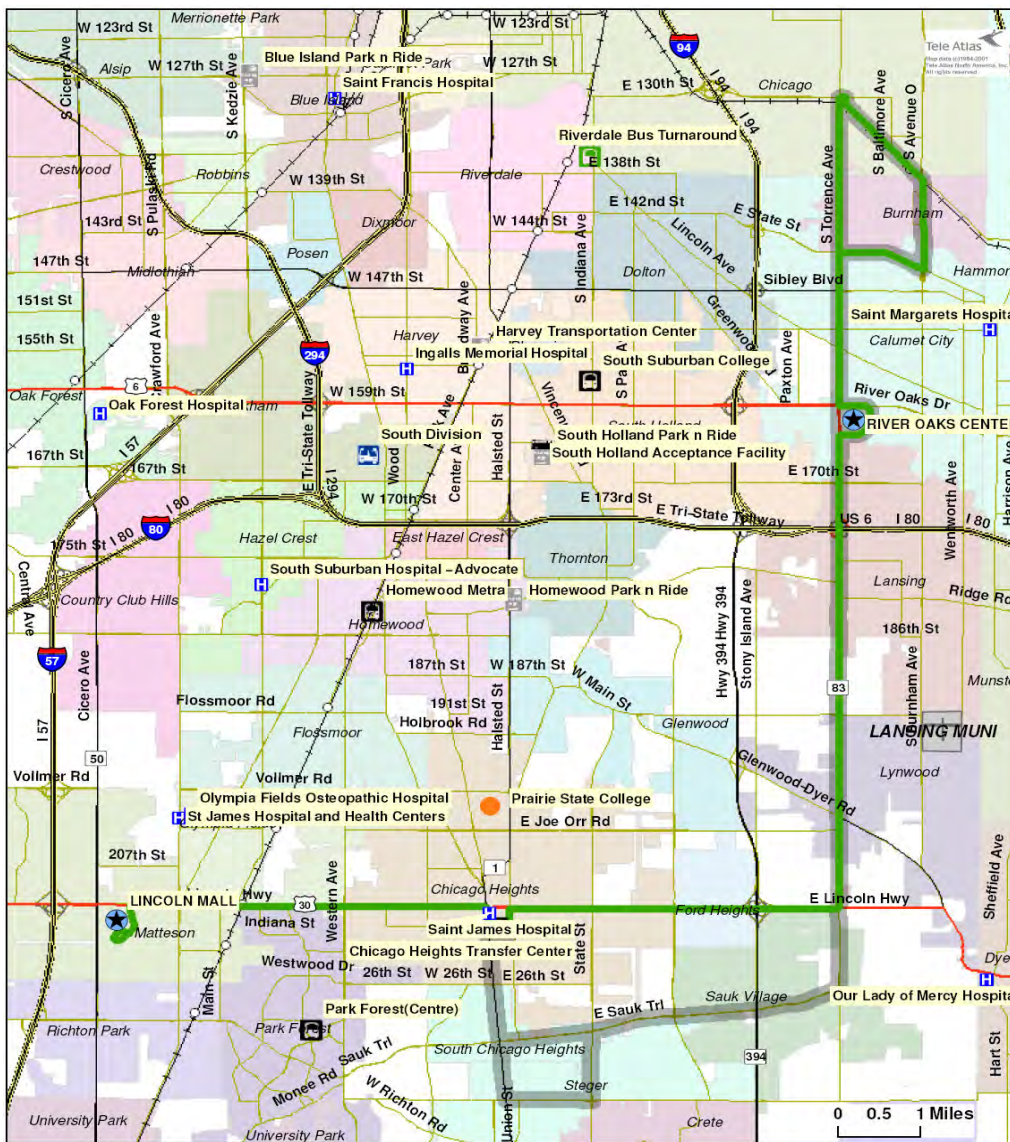
- Discontinue Route 357
- Service in the corridor would be provided by restructured Routes 358 and 367; hours and frequency of service between Ford Heights and Lincoln Mall would remain similar to today’s levels

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 358 Torrence

Route 358 is a north/south route that operates from the Chicago Heights Terminal to the Hegewisch South Shore station on weekdays and River Oaks Shopping Center on Saturdays. It serves commercial areas between Steger and Hegewisch, including the River Oaks Shopping Center and the Landings Shopping Center, and residential areas.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



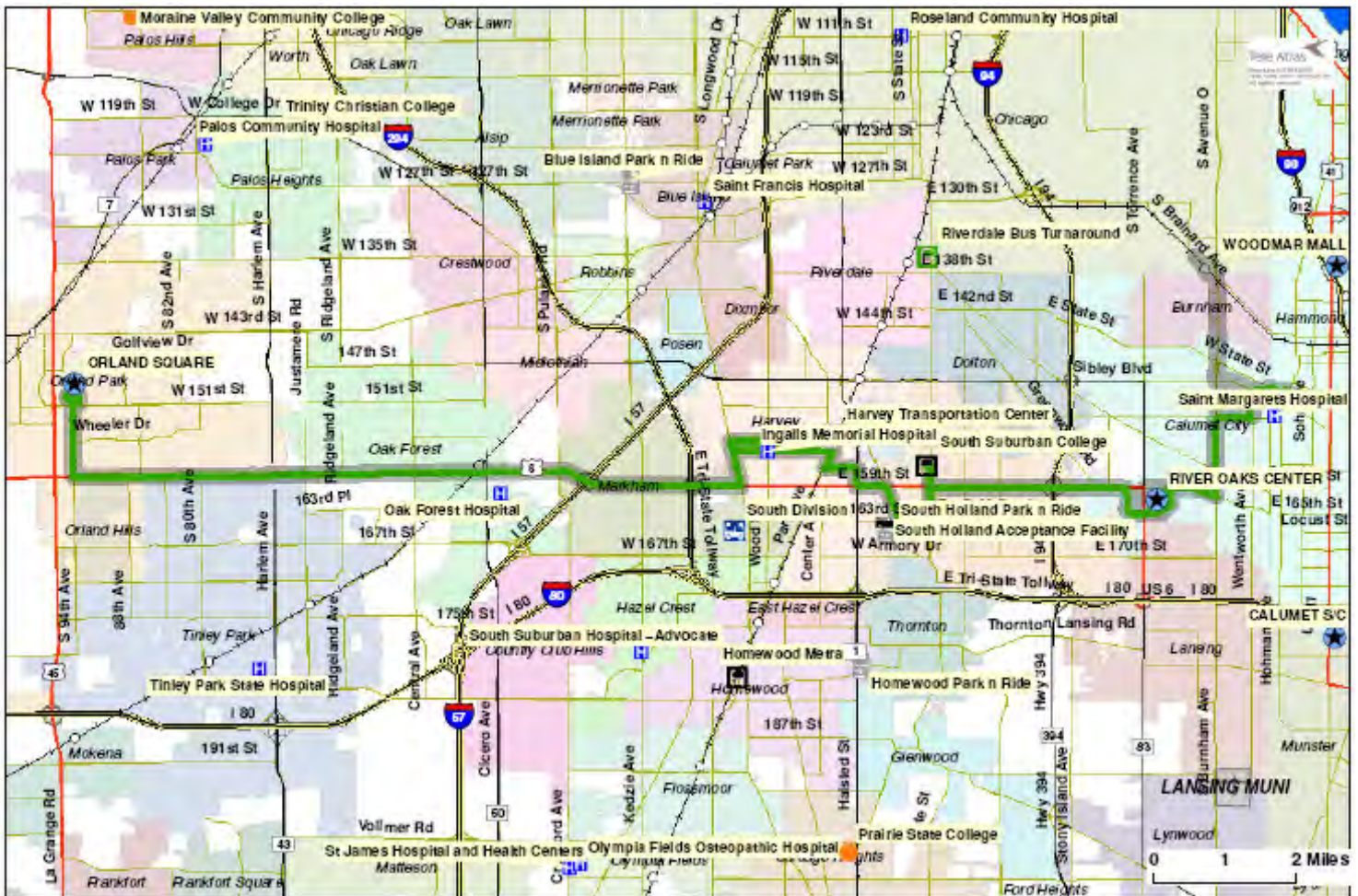
- Extend Route 358 to Lincoln Mall; restructure route to speed travel between Chicago Heights and Lansing
- Extend weekend service to Hegewisch South Shore Station
- Restructured Routes 366 and 367 would continue to provide service to South Chicago Heights and Sauk Village
- Continue to operate hourly with hours of service similar to today's levels

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 364 159th Street

Route 364 is a major east-west cross-town service operating along 159th St. between the Hammond Transit Center and Orland Square Mall. It serves River Oaks Shopping Center, the Harvey Transportation Center, Oak Forest, St. Margaret and Ingalls Memorial Hospitals and South Suburban College. Weekend service operates between Orland Square Mall and the Hegewisch South Shore station.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Operate to Hammond daily
- Discontinue weekend service to Hegewisch; Route 358 would serve Hegewisch via a transfer at River Oaks Center

* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 366

Park Forest / Chicago Heights

Route 366 connects Park Forest with the Chicago Heights Terminal. It serves medium to high density residential areas, St. James Hospital and downtown Park Forest.

CHANGES PROPOSED FOR EARLY 2008 *



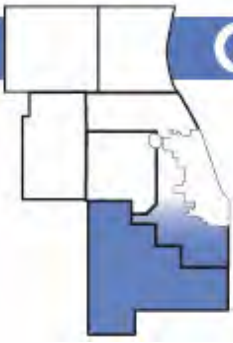
Legend

- Preferred Alternative
- Current Pace Service



- Extend Route 366 from the Chicago Heights Transit Center to South Chicago Heights
- Operate service hourly; combined with restructured Route 367, service will continue to operate every 30 minutes between Chicago Heights and Park Forest
- Hours of service will remain similar to today's levels

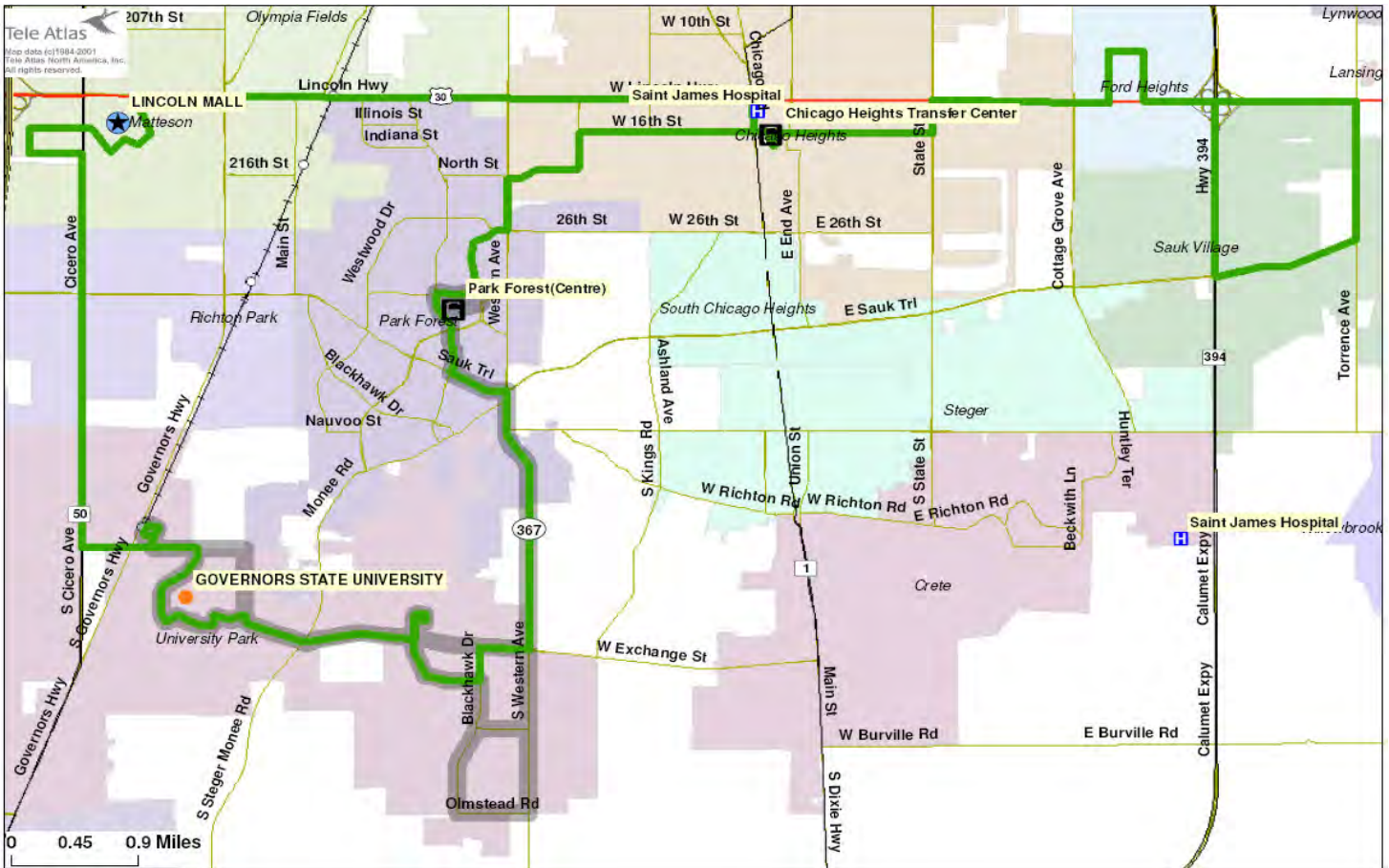
* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 367 University Park

Route 367 provides service between the University Park Metra Station and downtown Park Forest. This route serves Governors State University and Sterk's. Saturday service operates between downtown Park Forest and Thornwood House.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Extend Route 367 to connect Sauk Village, Ford Heights, Chicago Heights, Lincoln Mall, University Park, Governors State University and Park Forest
- Operate hourly in both directions
- Hours of service in University Park would be similar to today's levels; on Lincoln Highway, service would operate daily and meet Lincoln Mall closing times

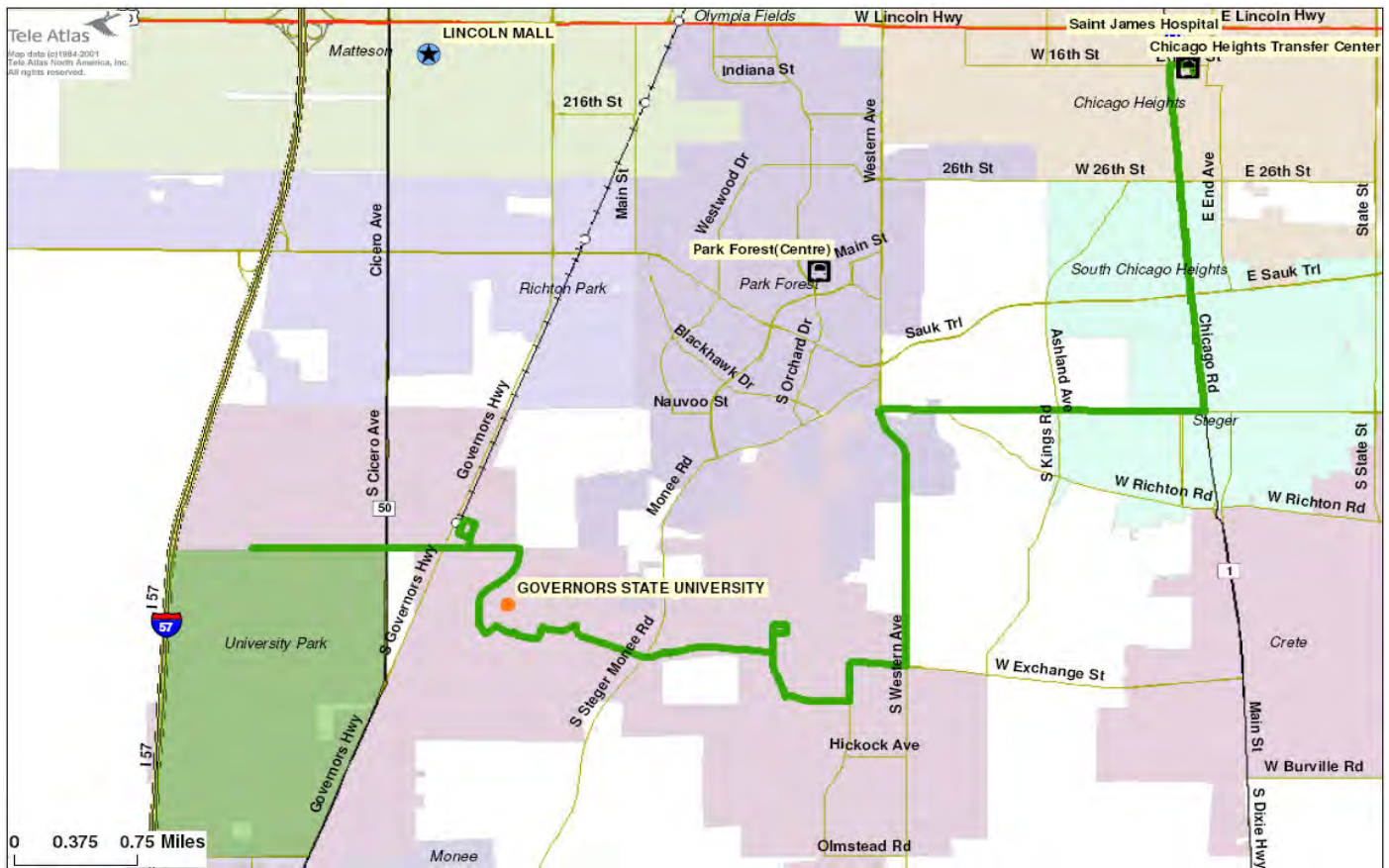
* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 368 Governors Gateway Industrial Park Shuttle

There is currently no service to the Governors Gateway Industrial Park in University Park.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Operate two morning and two afternoon trips (weekdays only) between the Chicago Heights Terminal, University Park Metra Station and Governors Gateway Industrial Park
- Schedule trips to serve the largest number of shifts
- Service would pick up and drop off passengers on demand in the Industrial Park

* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 370 Harvey / Chicago Heights

Route 370 provides service from the Harvey Transportation Center and Phoenix along Halsted to the Chicago Heights Terminal. The route serves St. James Hospital, Super K-Mart, the Harvey Metra Electric Station and Prairie State College.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Discontinue route
- Phoenix would be served by the extended Route 348; South Halsted would be served by the restructured Route 352 with more frequent and later-evening service

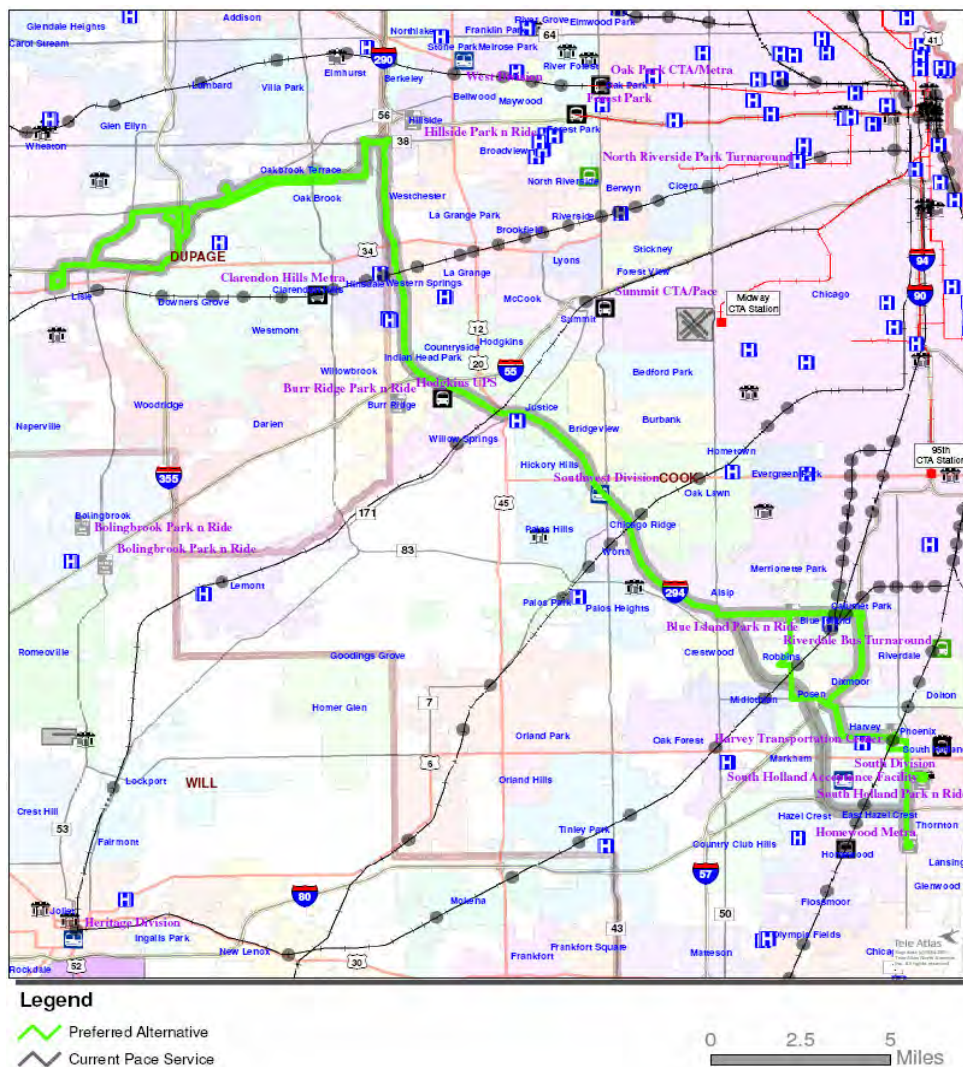
* Changes proposed for early 2008 may require additional operating funds depending on route.



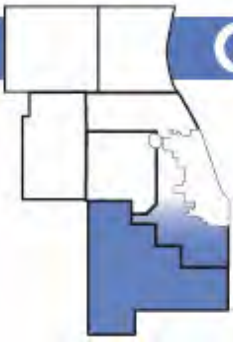
Routes 877 and 888 South Suburban Oakbrook Limited and Tri-State Flyer

Routes 877 and 888 provide weekday rush hour express service between South Cook County suburbs and employment areas along the I-88 corridor. Destinations include Oakbrook Center, Yorktown Center, The Esplanade and Sara Lee Headquarters; some trips serve AT&T in Lisle.

CHANGES PROPOSED FOR LATE 2007



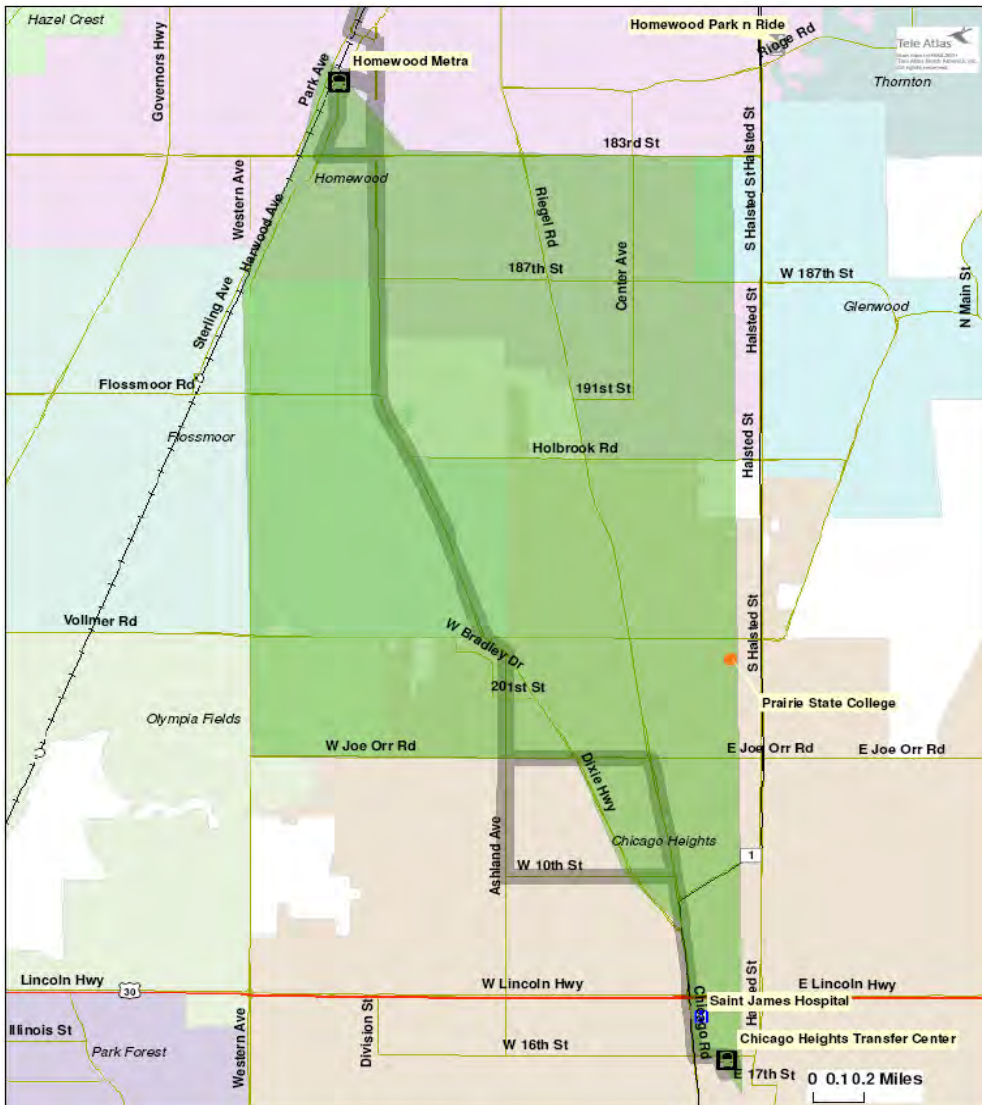
- Consolidate Routes 877 and 888 to provide more trip times from the south suburbs to the I-88 employment corridor
- Operate all trips between Homewood and the I-88 corridor via South Holland, Harvey and either Blue Island or Robbins
- Operate two morning trips to and two afternoon trips from Lisle
- No significant changes to hours of service



Homewood / Chicago Heights General Public Demand Response Service

There is currently no general public demand response (dial-a-ride) service between Homewood and Chicago Heights. Route 352 serves the Dixie Highway corridor while Route 370 operates on Halsted Street.

CHANGES PROPOSED FOR EARLY 2008 *



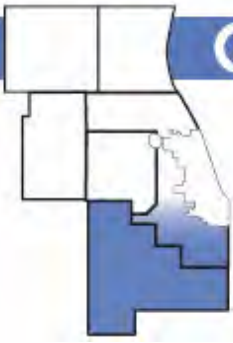
Legend

- Preferred Alternative
- Current Pace Service



- Operate general-public dial-a-ride service in northern Chicago Heights and southern Homewood, replacing Route 352 service (shown in gray on map) along Dixie Highway
- Provide timed transfers at the Chicago Heights Transit Center
- Daily service between 6:45 a.m. and 6:45 p.m.

* Changes proposed for early 2008 may require additional operating funds depending on route.

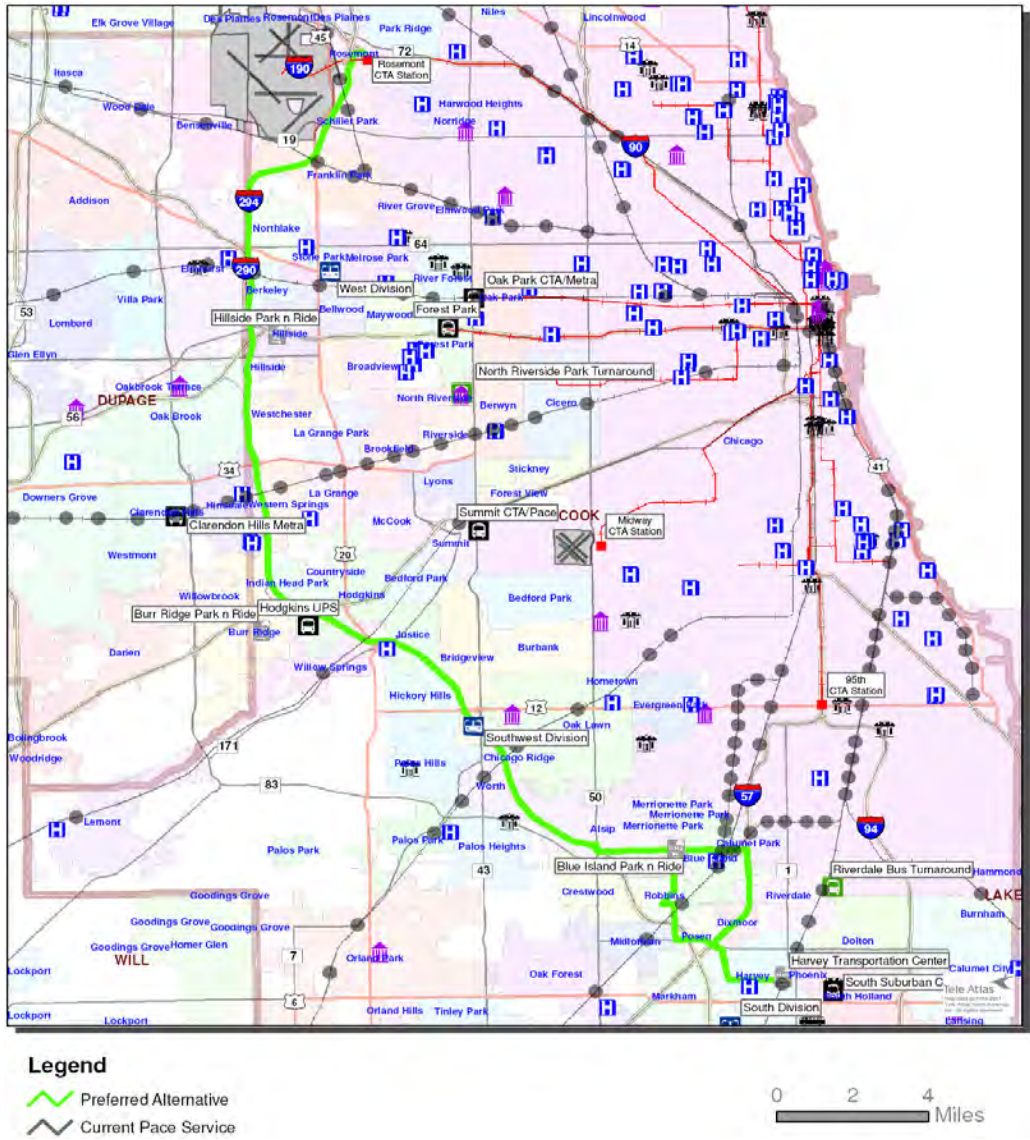


Route 889

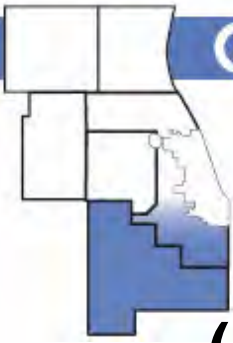
Harvey – Rosemont Express

No direct transit connection currently exists between South Cook County suburbs and Rosemont. South suburban residents who work in the Rosemont area and commute by transit must ride Pace to the CTA Red Line and then transfer to the Blue Line in downtown Chicago.

CHANGES PROPOSED FOR LATE 2007



- Implement new express route connecting Harvey, Blue Island, and Robbins with Rosemont
- Operate during weekday rush hours only with alternating trips serving Blue Island and Robbins





Cicero Avenue Speed and Reliability Improvements (Routes 379, 382, 383, 384 and 385)

Five Pace local bus routes and one CTA local bus route currently provide frequent service along Cicero Avenue between the Midway CTA Station and Ford City Mall. Traffic congestion is very heavy along this segment of Cicero Avenue due to Midway Airport traffic and limited alternate routes for crossing the railyard south of 65th St.

CHANGES PROPOSED FOR LATE 2007



Legend

-  Preferred Alternative
-  Current Pace Service

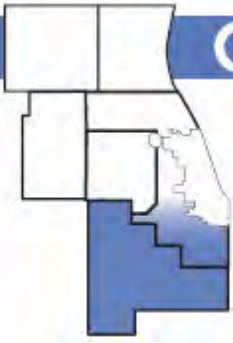


- Routes 379, 382, 383, 384, and 385 would operate limited-stop service between the Midway CTA Station and Ford City Mall:
 - Cicero/63rd
 - Cicero/70th (Wal-Mart)
- CTA Route 54B would continue to make local stops
- Changes would be made to other portions of Route 385 as well; please see that board for more information

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

- Changes would be made to other portions of Routes 379, 382, 383, 384, and 385; please see those boards for more information

* Changes proposed for early 2008 may require additional operating funds depending on route.



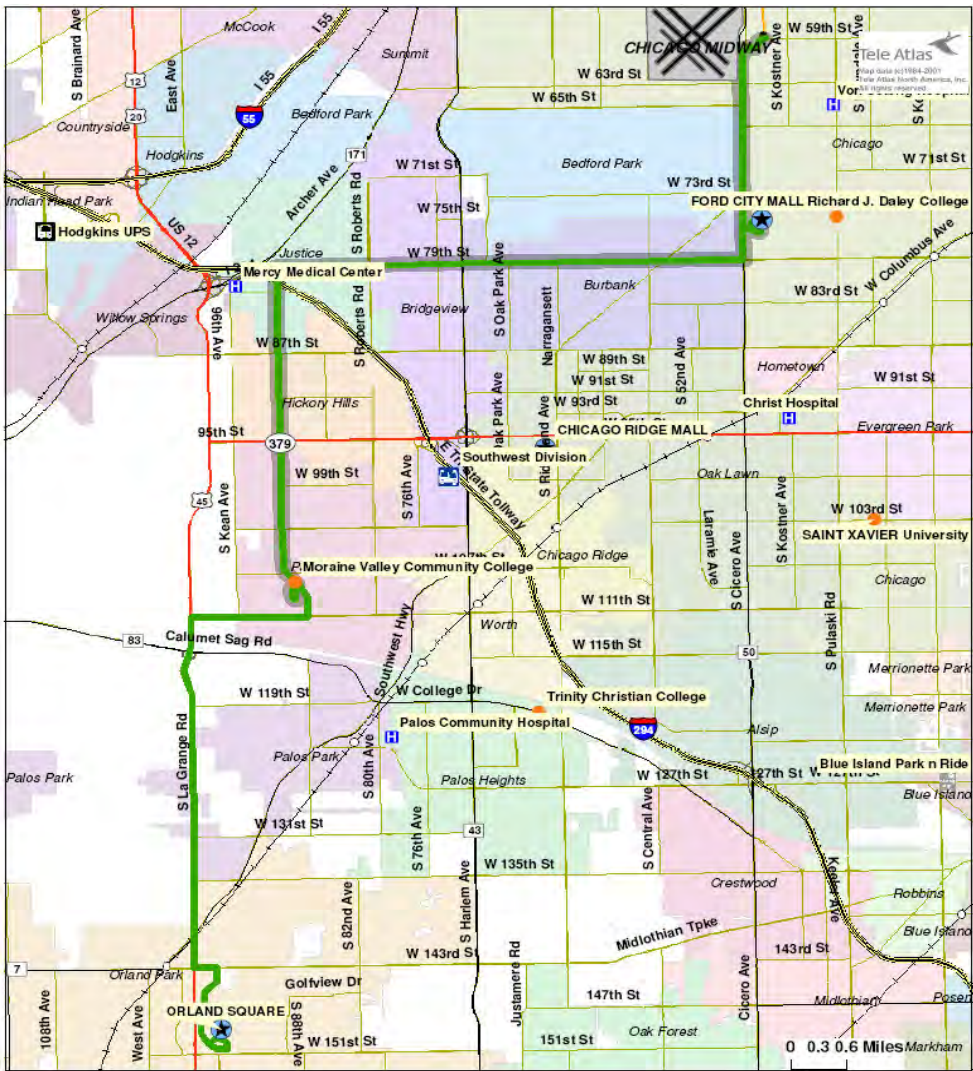
Route 379 West 79th Street

Route 379 is an east-west crosstown route serving mixed commercial/ residential areas on 79th Street. It serves Midway Airport, Ford City Shopping Center, various parochial schools including St. Laurence and Queen of Peace High Schools and Moraine Valley College. It also connects with other Pace Southwest routes at the Midway CTA Orange Line Station.

CHANGES PROPOSED FOR LATE 2007

- Operate with limited stops between the Midway CTA Station and Ford City Mall; see the “Cicero Avenue Speed and Reliability Improvements” board for details.

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



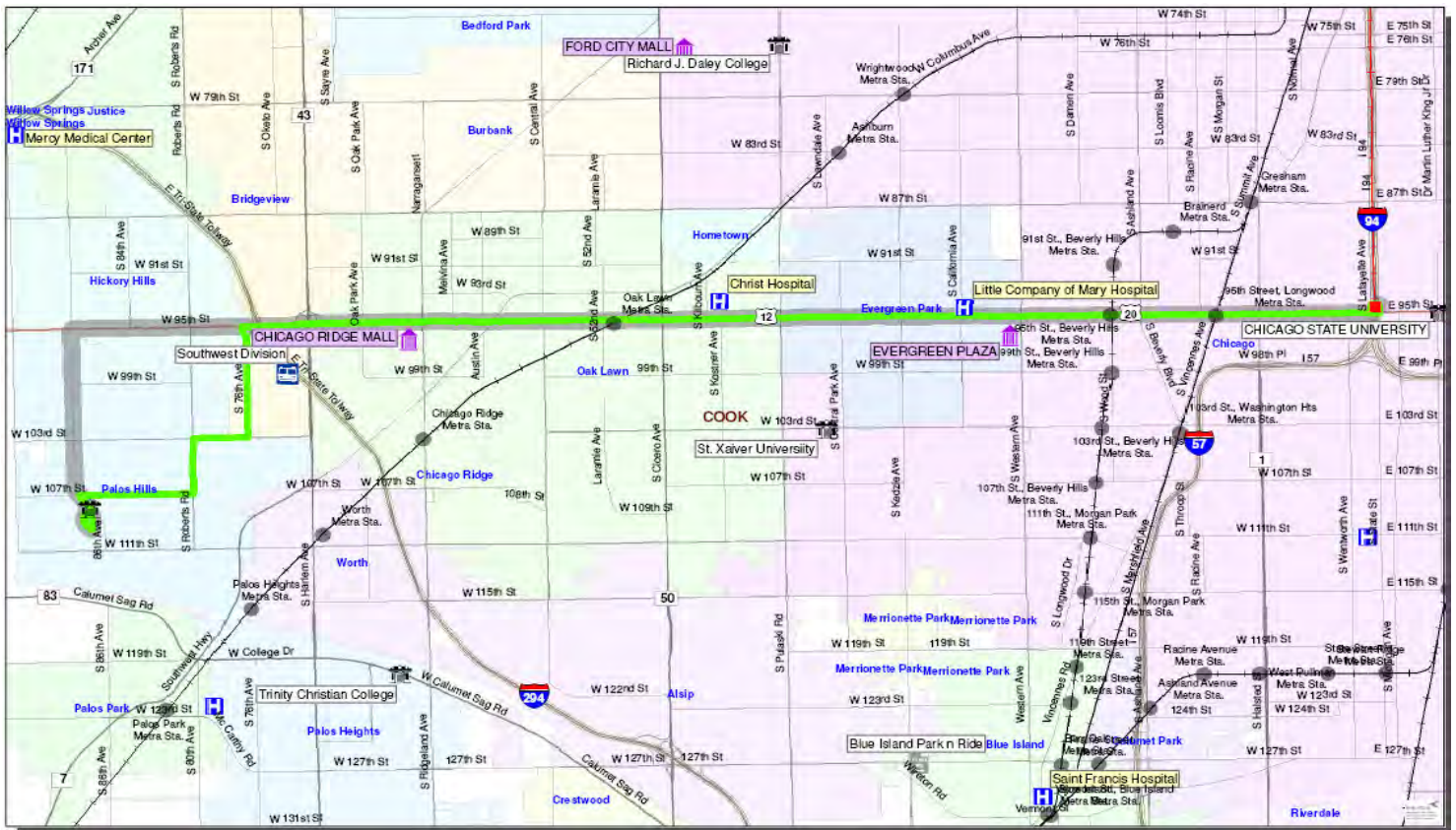
- Extend all Route 379 trips to Orland Square Mall; this would replace Route 384, 386, and 831 service between the Midway CTA Station and Orland Square Mall
- Hours and frequency of service would remain similar to today’s levels

* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 381 95th Street

Route 381 is a major trunk of the Pace system, connecting with CTA Rapid Transit, CTA buses and most Pace Southwest routes. It provides service along the east-west commercial artery of 95th Street and serves Evergreen Shopping Plaza, Chicago Ridge Mall, Moraine Valley College, Christ Hospital & Medical Center, Little Company of Mary Hospital and three Metra Stations near the Dan Ryan Expressway. Limited stops are made between Ashland Avenue and the 95th Street CTA Station.

CHANGES PROPOSED FOR LATE 2007



Legend

-  Preferred Alternative
-  Current Pace Service



- Restructure the western portion of Route 381 to serve the Bridgeview Courthouse directly and connect with Route 386 (restructured Route 385 would serve 95th Street west of Roberts Rd.)
- Operate limited-stop service between Western Ave. and the 95th St./Dan Ryan CTA Station



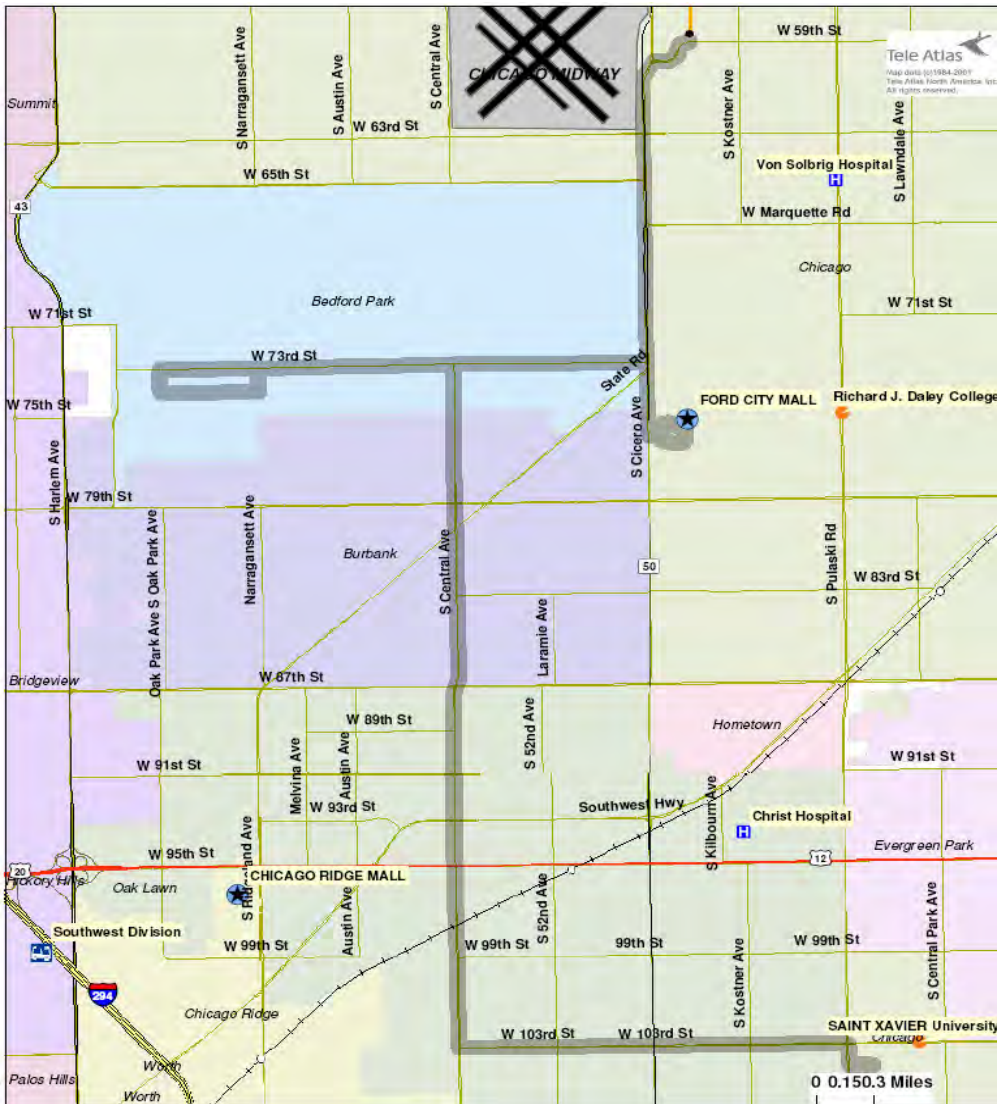
Route 382 Central / Clearing

Route 382 provides service along Central Ave. and 103rd St. It connects with other Pace Southwest Routes at the Midway CTA Orange Line Station. Route 382 also serves Midway Airport, the Bedford Park Clearing Industrial District, Ford City Shopping Center and Queen of Peace and St. Laurence High Schools.

CHANGES PROPOSED FOR LATE 2007

- Operate with limited stops between the Midway CTA Station and Ford City Mall; see the “Cicero Avenue Speed and Reliability Improvements” board for details.

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Discontinue service
- Restructured Route 386 would serve the 73rd Street industrial corridor
- The Central Avenue and 103rd St. segments of the route would not be served (except via east-west routes at 79th, 87th and 95th Streets and north-south routes at Cicero Avenue and Pulaski Road)

* Changes proposed for early 2008 may require additional operating funds depending on route.

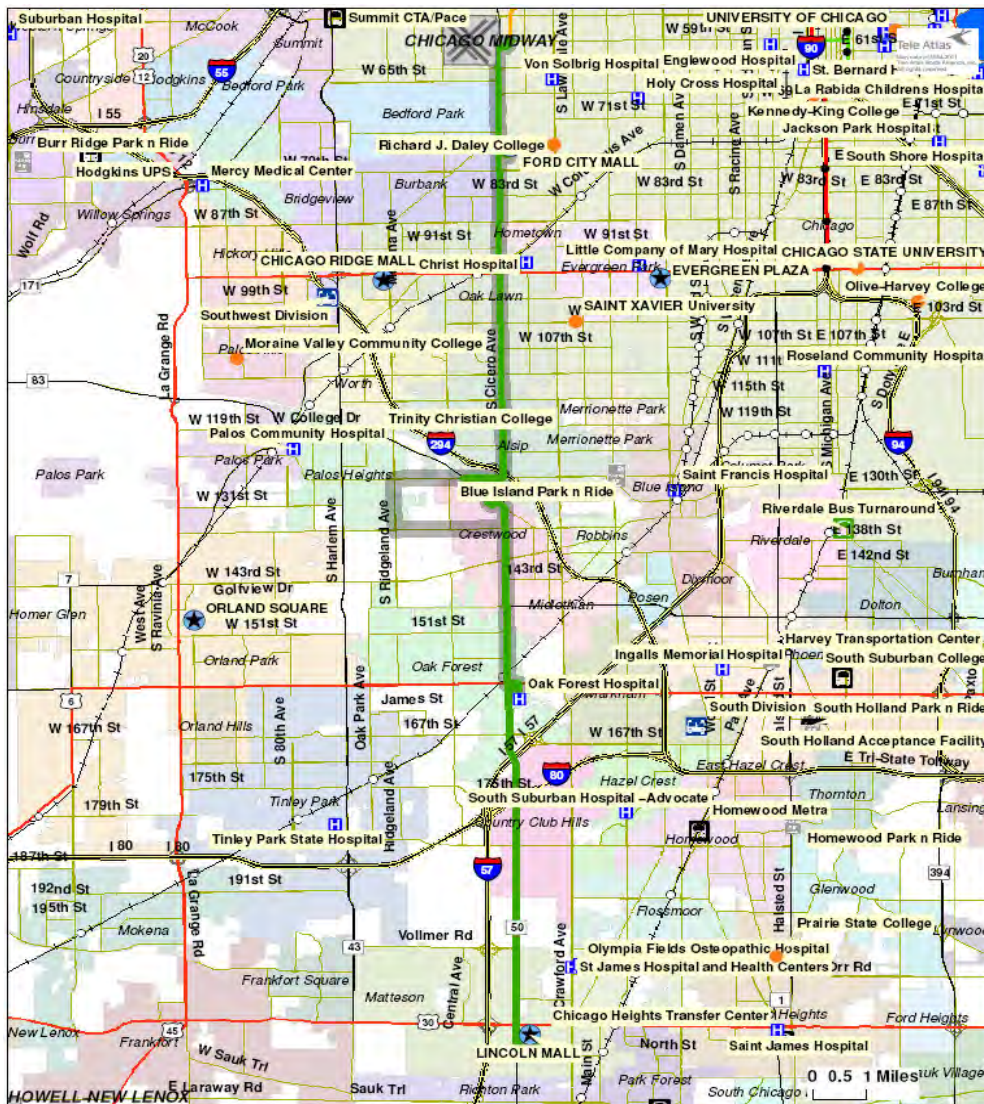
Route 383 South Cicero

Route 383 provides service along Cicero Avenue from the Midway CTA Orange Line Station to Oak Forest Hospital. It serves Midway Airport and the Ford City and Rivercrest Shopping Centers and provides nearby service to the Oak Forest Metra Station.

CHANGES PROPOSED FOR LATE 2007

- Operate with limited stops between the Midway CTA Station and Ford City Mall; see the “Cicero Avenue Speed and Reliability Improvements” board for details.

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Delete the midday 127th / Ridgeland / 135th loop
- Trips would alternately end at Lincoln Mall and Oak Forest Hospital (hourly service to Lincoln Mall)
- Hours and frequency of service between 159th Street and the Midway CTA Station would remain similar to today's levels

* Changes proposed for early 2008 may require additional operating funds depending on route.



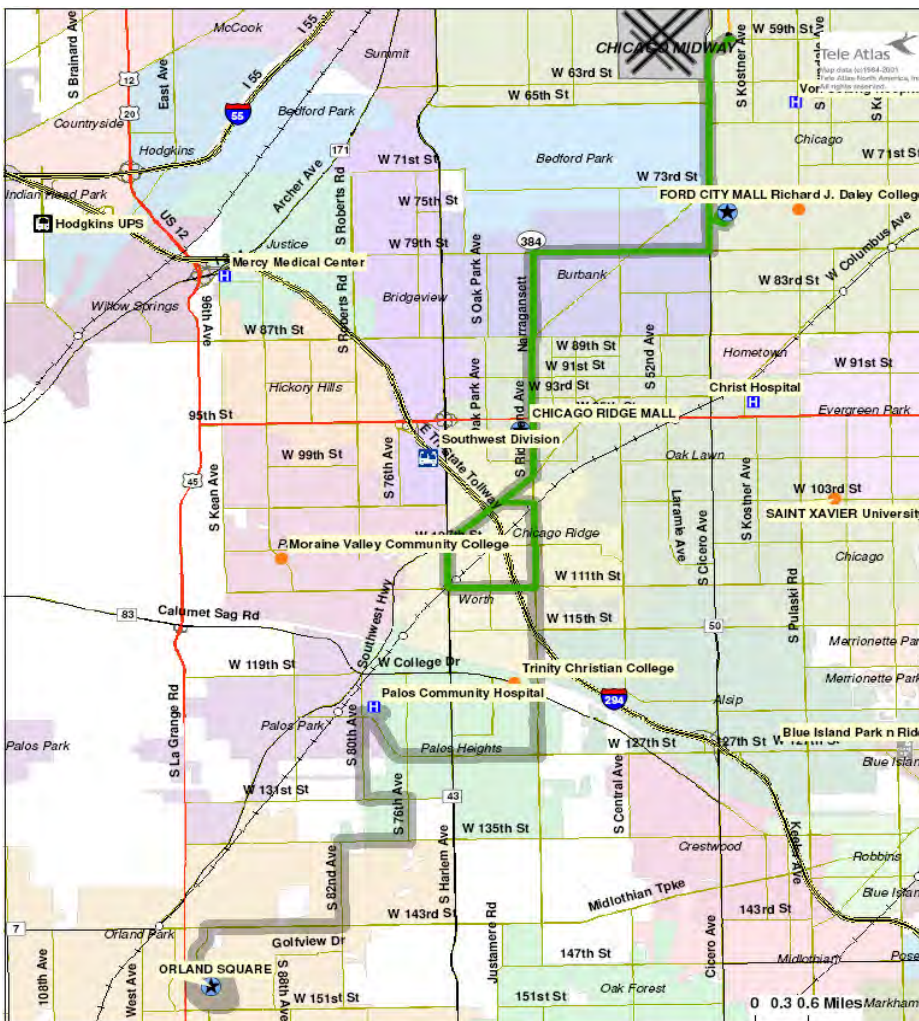
Route 384 Narragansett / Ridgeland

Route 384 provides service between Midway CTA Orange Line Station and Orland Square Mall. It serves Midway Airport, Ford City and Scottsdale Shopping Centers, Chicago Ridge Mall, Chicago Ridge Metra Station and Palos Community Hospital.

CHANGES PROPOSED FOR LATE 2007

- Operate with limited stops between the Midway CTA Station and Ford City Mall; see the “Cicero Avenue Speed and Reliability Improvements” board for details.

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Operate all trips between the Midway CTA Station and Worth only; discontinue service to Orland Square Mall
- Orland Square could be accessed with a transfer to the restructured Route 379; Palos Hospital would be served by the restructured Route 348
- Hours and frequency of service would remain similar to today's levels

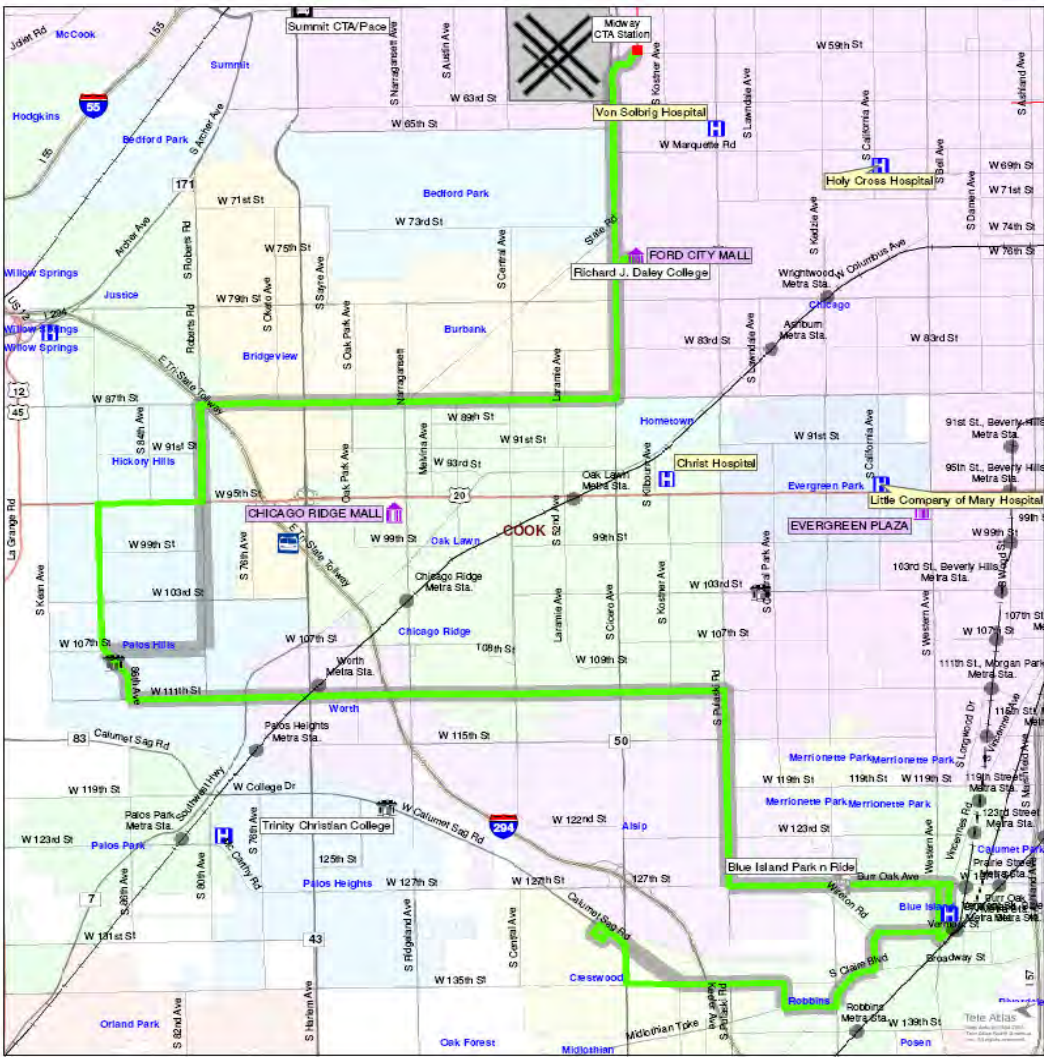
* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 385

87th / 111th / 127th

Route 385 provides service from the Midway CTA Orange Line Station to Rivercrest Shopping Center via 87th, 111th and 127th Streets. The route serves Midway Airport, Moraine Valley College, Ford City Shopping Center, Worth Metra Station, St. Francis Hospital and central Blue Island.

CHANGES PROPOSED FOR LATE 2007



- Operate on 95th St. between Roberts Rd. and 88th Ave. in conjunction with changes to Route 381 (portions of Roberts Rd. and 107th St. would be served by Route 381)
- Operate via Cal Sag – Cicero – 135th in Crestwood to serve the Wal-Mart directly
- Operate with limited stops between the Midway CTA Station and Ford City Mall; see the “Cicero Avenue Speed and Reliability Improvements” board for details

Legend
 Preferred Alternative
 Current Pace Service



See next board for additional changes proposed for early 2008

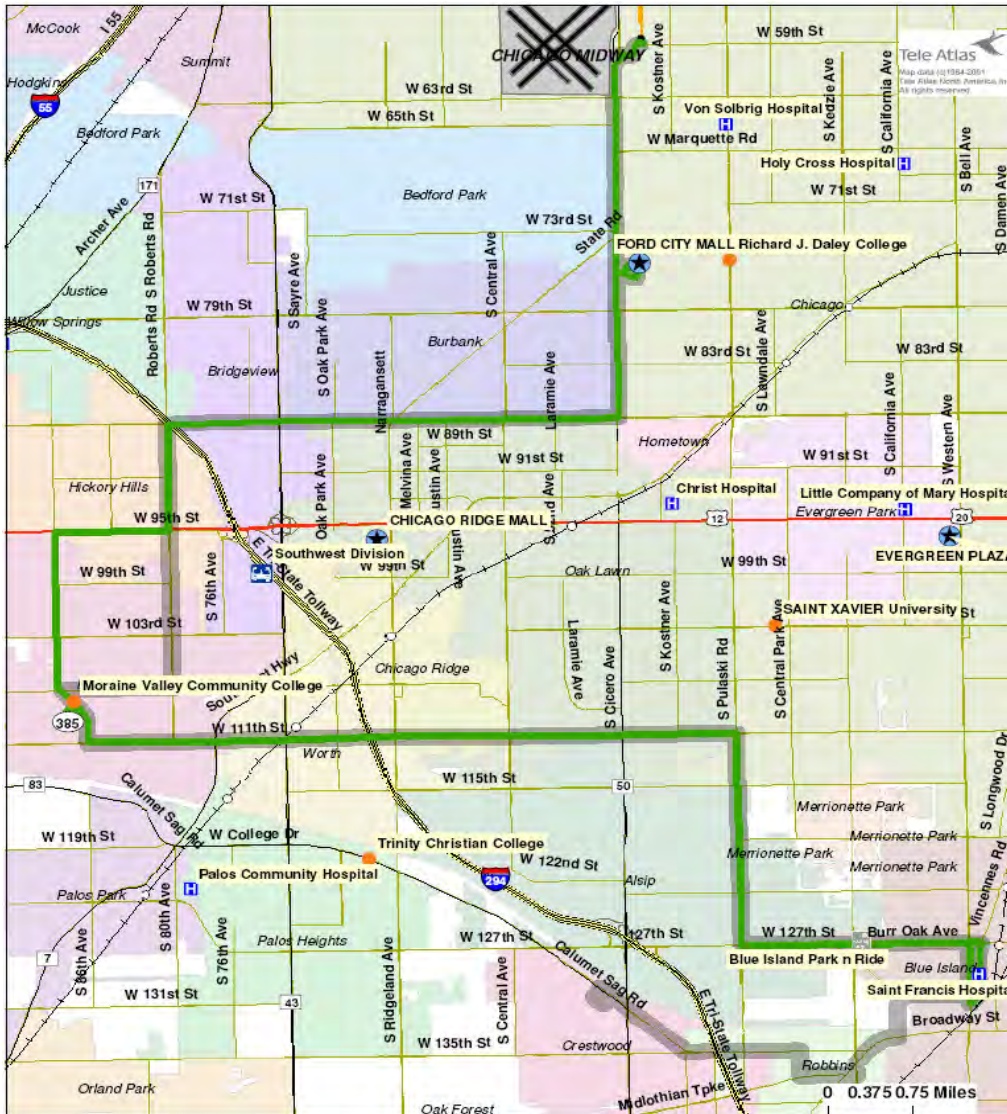


Route 385

87th / 111th / 127th

See previous board for route description and changes proposed for late 2007

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service

- Terminate route in Blue Island
- Route 348 would connect Blue Island, Robbins and Crestwood
- Hours and frequency of service would remain similar to today's levels



* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 386 South Harlem

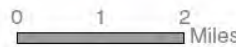
Route 386 provides service from the Midway Airport CTA Orange Line Station along the major commercial/industrial arterial of Harlem Avenue to 127th St. Some rush-hour trips operate to 127th & Homan. Alternate trips during rush hour, and all midday trips, operate to Orland Square Shopping Center. The route also provides service to the 5th Municipal District Courthouse, Worth Metra Station and Playfield Plaza.

CHANGES PROPOSED FOR LATE 2007



- Restructure Route 386 to serve the Bridgeview Courthouse directly on every trip and connect with Route 381
- Operate limited stop service between the Midway CTA Station and 63rd St./Harlem Ave.:
 - 63rd/Cicero
 - 63rd/Central
 - 63rd/Austin
 - 63rd/Narragansett
 - 63rd/Oak Park

Legend
 Preferred Alternative
 Current Pace Service

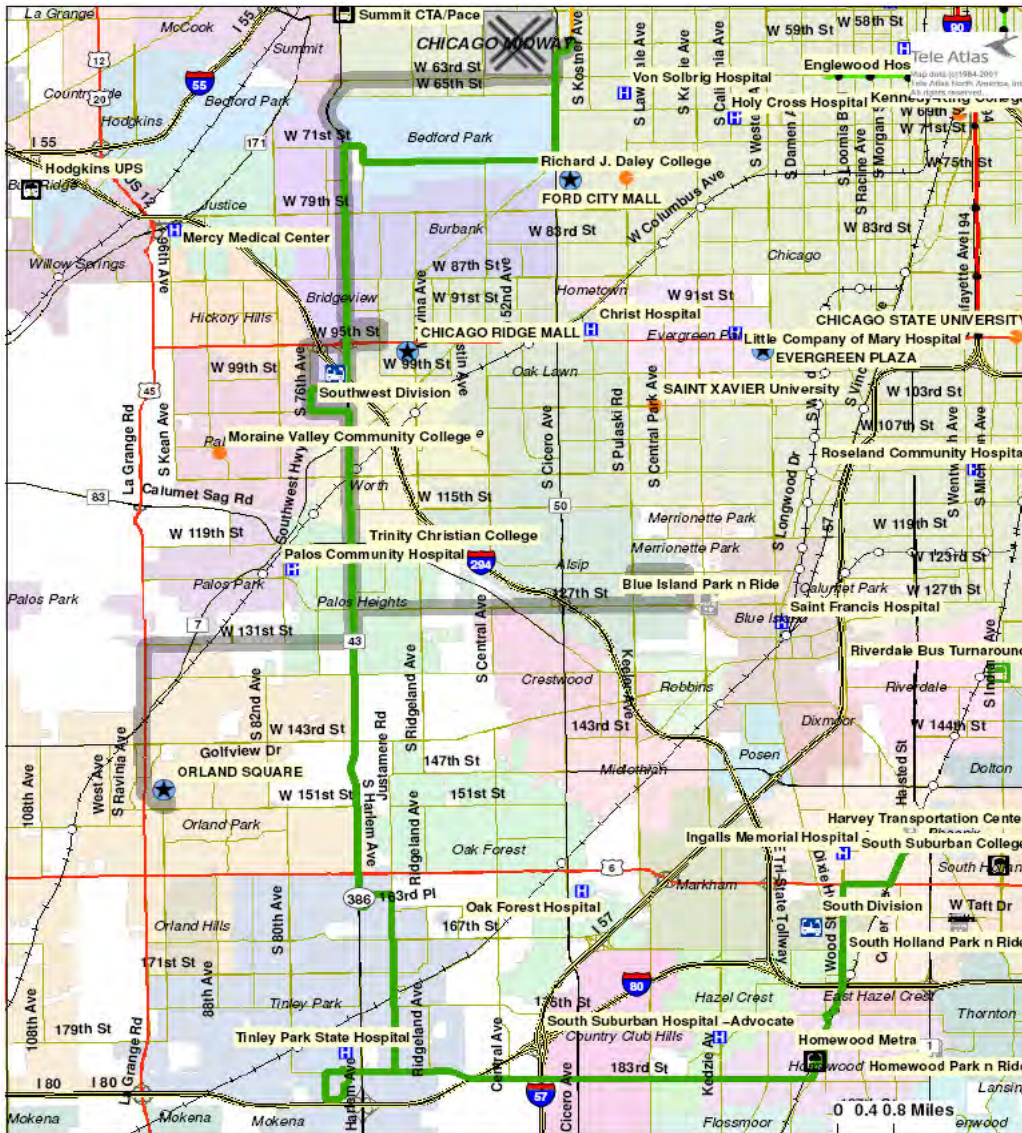


See next board for additional changes proposed for early 2008

Route 386 South Harlem

See previous board for route description and changes proposed for late 2007

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *



- Discontinue service to Orland Square and Merrionette Park; Route 379 will serve Orland Square Mall from the southwest suburbs
- Operate Route 386 between Midway CTA Station and Harlem Ave. via 73rd Street, replacing Route 382
- Extend Route 386 to Tinley Park, Homewood and Harvey; Route 386 would replace Route 354 in providing service between Tinley Park and Harvey
- Operate hourly on weekdays and Saturdays with Sunday service between Harvey and Homewood only

Legend

- Preferred Alternative
- Current Pace Service

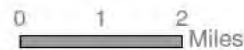
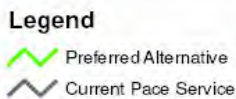
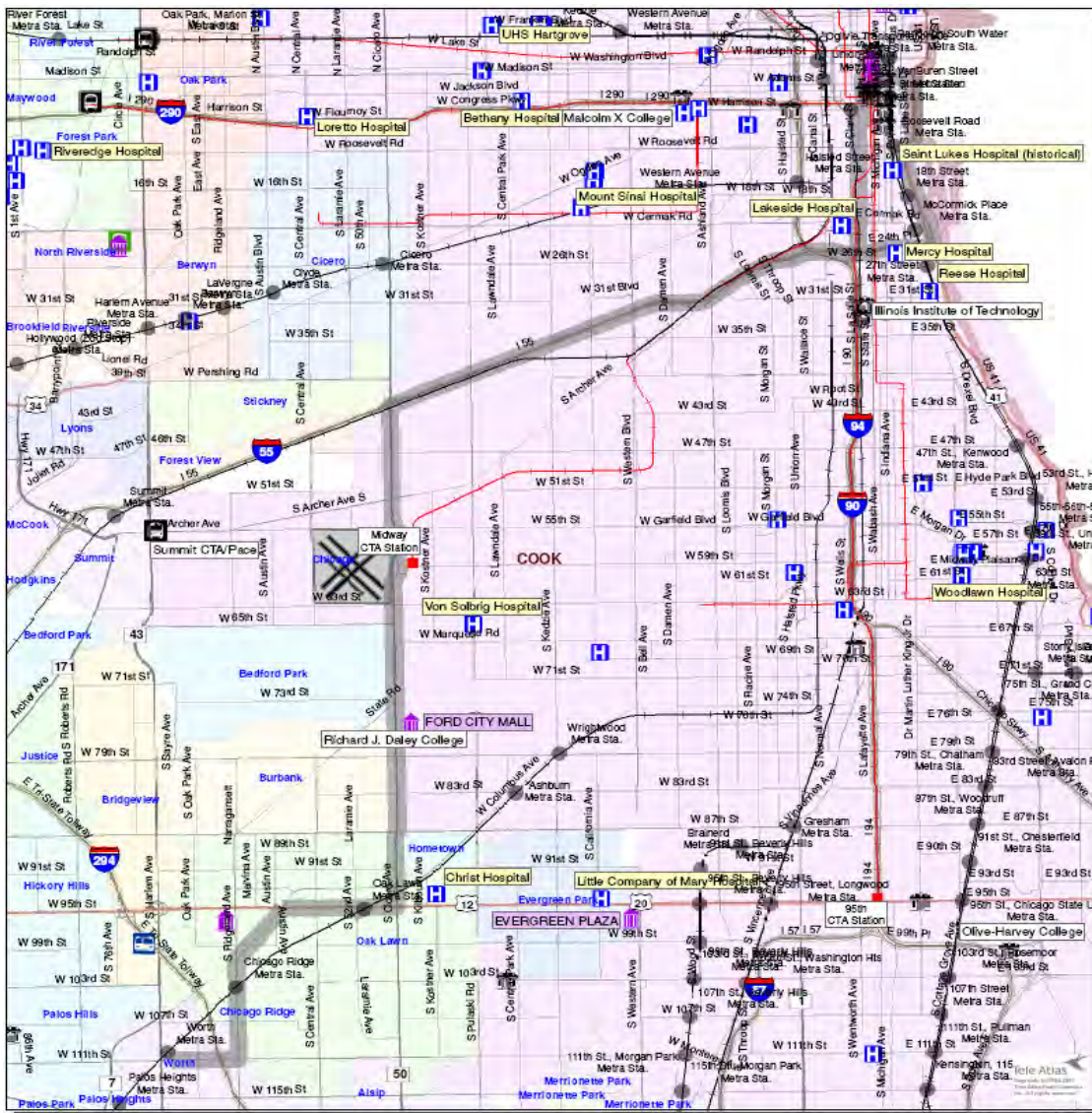


* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 835 Southwest Suburban Chicago Express

Route 835 provides service between Worth and the east side of Chicago's Loop via Chicago Ridge and Oak Lawn. This route parallels Metra Southwest train service with limited stops and premium fares.

CHANGES PROPOSED FOR LATE 2007



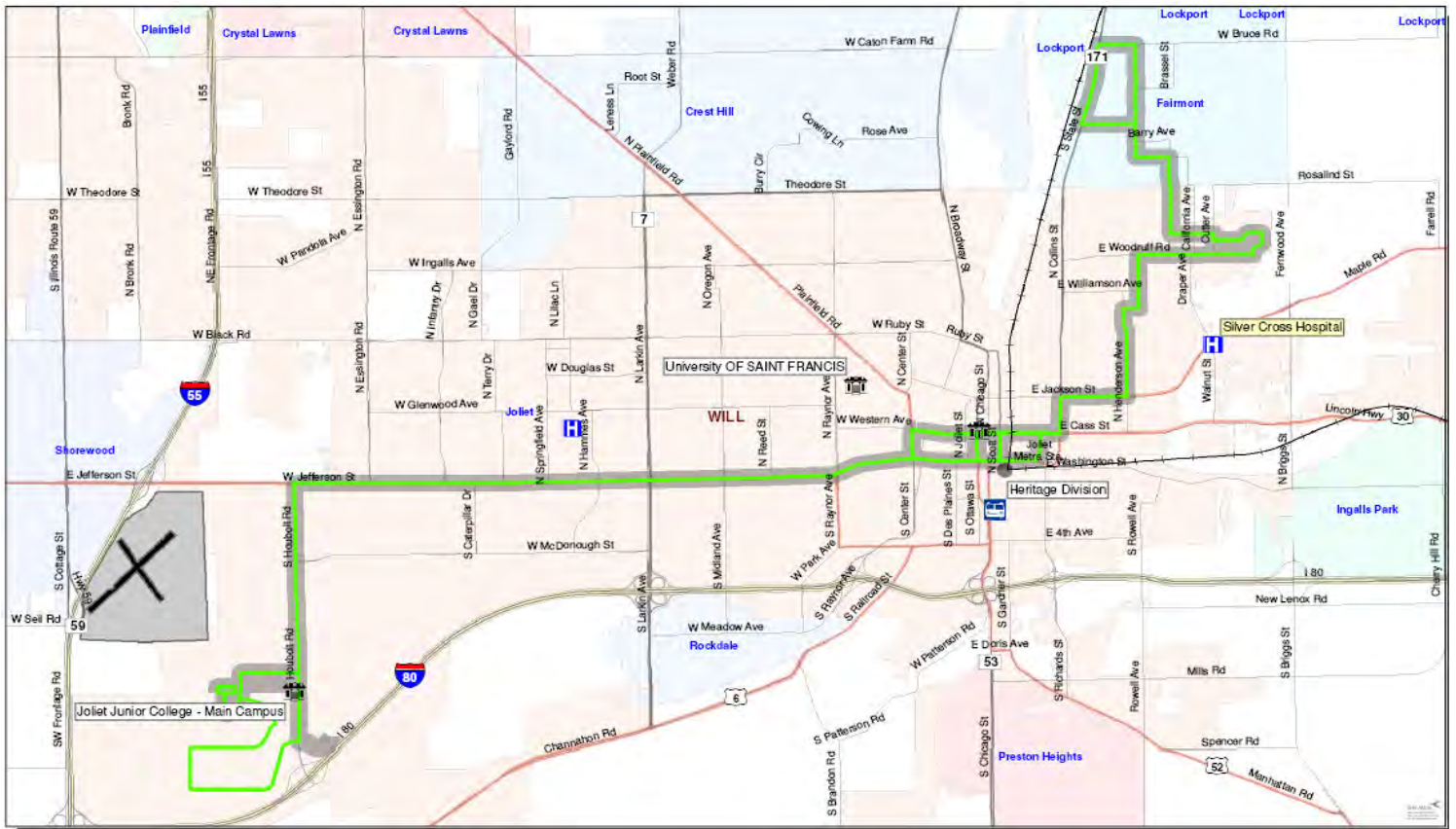
- Discontinue service due to very poor productivity and duplication with Metra Southwest Service

Route 501

Forest Park / West Jefferson

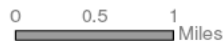
Route 501 provides service from residential areas in northeast Joliet to the central business district near the Joliet Union Station, Joliet Central High School, commercial areas on the west side (along Jefferson Street), Joliet Junior College and Rock Run Business Park.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service



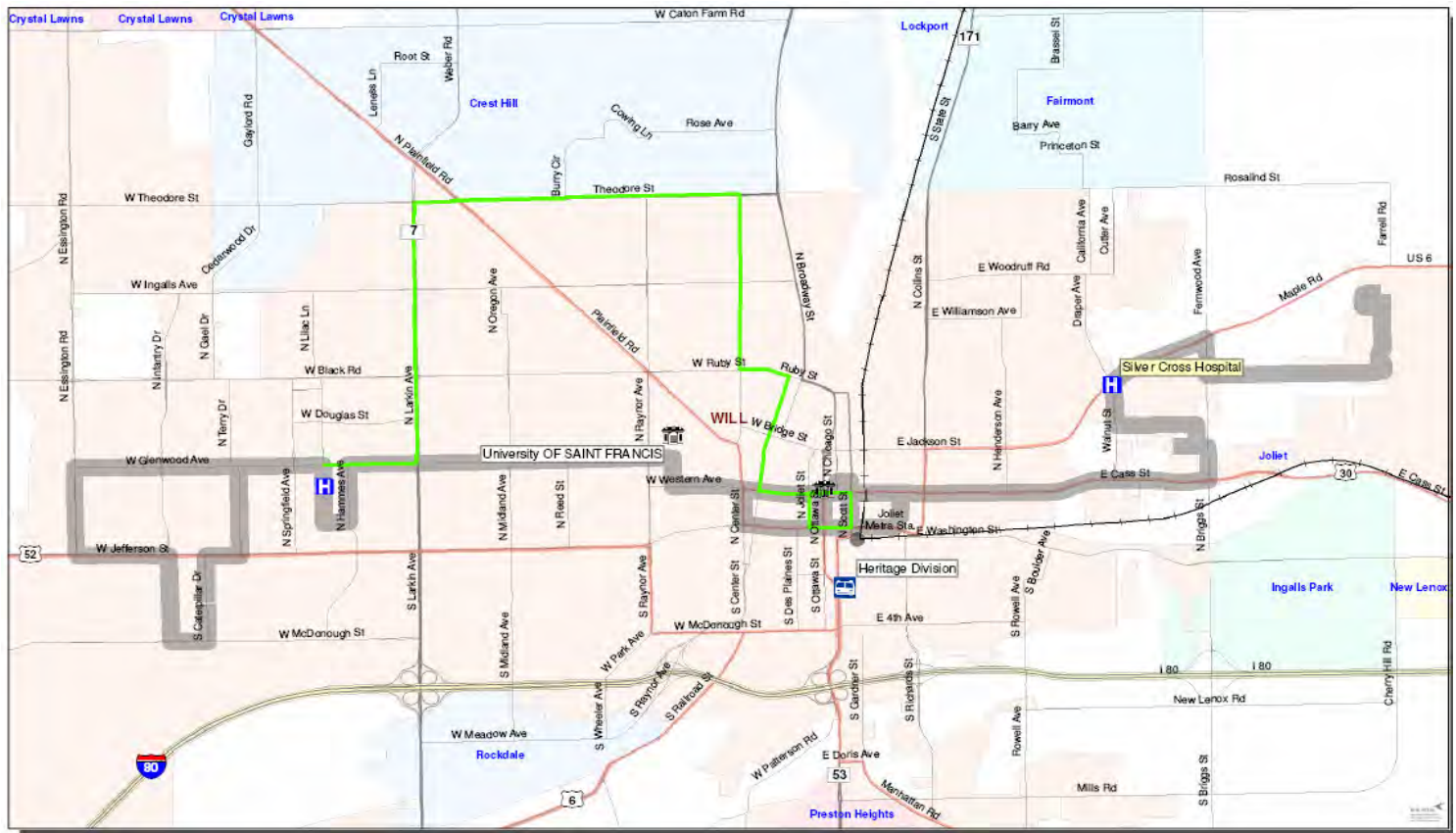
- Adjust routing south of Joliet Jr. College to better serve employment sites
- Extend weekday and Saturday service to 10:30 p.m.



Route 502 Cass / Marquette Gardens

Route 502 provides service from residential areas in northeast Joliet to Silver Cross Hospital, the Joliet central business district and Union Station, Provena St. Joseph Hospital and Joliet West and Central High Schools. Select trips operate on school days only to Gompers Jr. High School.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service



- Restructure western portion of route (502 Theodore - Larkin) to serve highest-ridership portions of current Routes 502 Marquette Gardens, 503 and 505 Lidice
- Replace eastern portion of route with restructured Route 506 East Joliet
- No change to service hours or frequency

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

- Extend weekday service by one hour (last departure from Jefferson & Chicago at 6:10 p.m.)

* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 503

Black Road / Raynor Park

Route 503 provides service from west Joliet including Murphy Building, John Holmes Complex, Harrah's Casino and North Ridge Plaza to the Joliet central business district and Joliet Union Station. Select trips operate school days only to the Hufford Jr. High School.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service

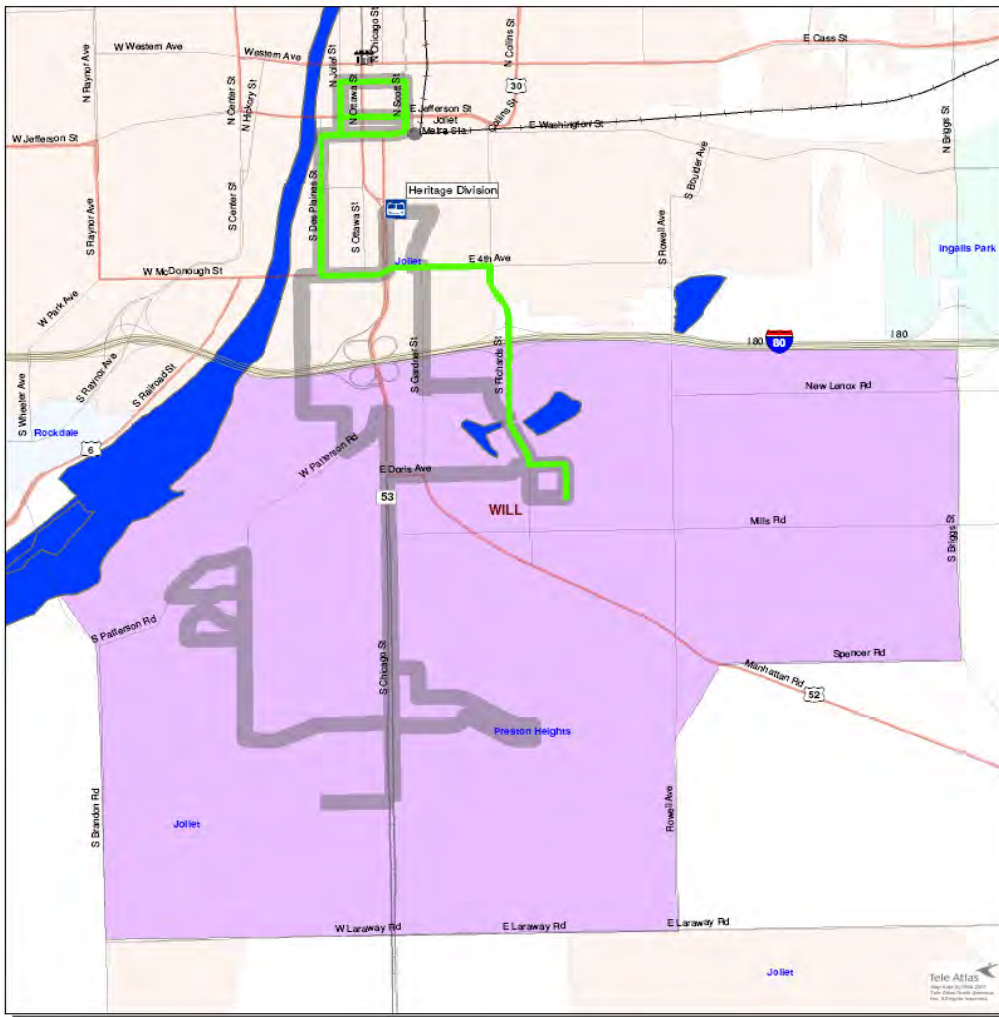


- Replace route with restructured Route 502 Theodore - Larkin and new general-public West Joliet Dial-a-Ride

Route 504 South Joliet

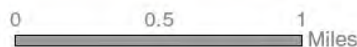
Route 504 provides service from residential and industrial areas in south Joliet to the Joliet central business district and Union Station. This route provides service to the Philip Murray Complex, Sunny Hill Nursing Home, Will Co. Health Complex, Sugar Creek Apts., Primary Care Facility and Harrah's Casino.

CHANGES PROPOSED FOR LATE 2007



- Operate fixed-route service between Joliet City Center and Will County Health Complex
- On each trip, serve other areas of south Joliet and Preston Heights on demand, similar to a dial-a-ride service
- No change to weekday service hours and frequency, no weekend service

Legend
 Preferred Alternative
 Current Pace Service
 Dial-A-Ride Zone



ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

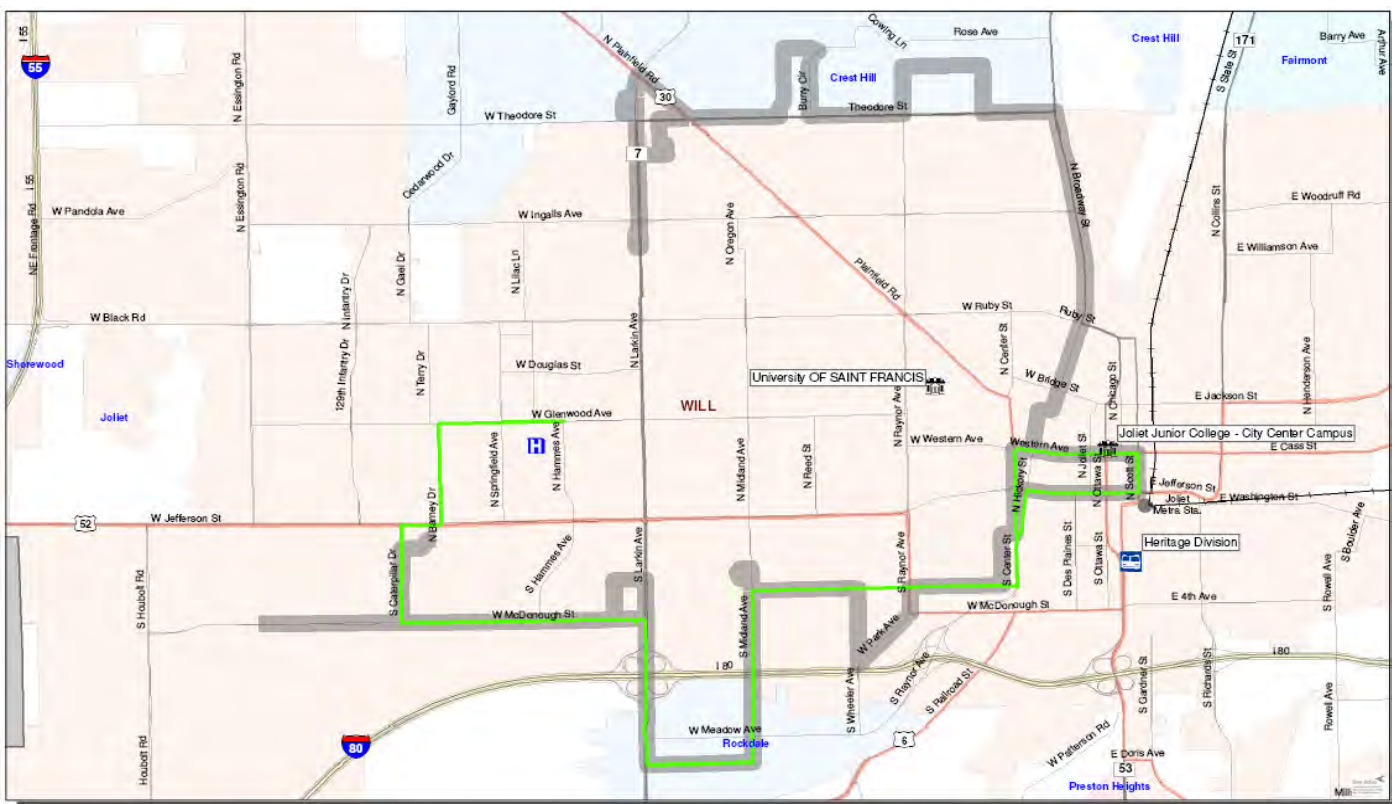
- Extend weekday service by one hour (last departure from Jefferson & Chicago at 6:10 p.m.)

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 505 Rockdale / Lidice

Route 505 provides service between north, northwest and southwest residential areas via Joliet central business district and Metra Station. The route serves Joliet City Center, Hillcrest Shopping Center, River Valley Justice Center, and North Ridge Plaza. Select trips operate on school days to Dirksen Jr. High School.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service

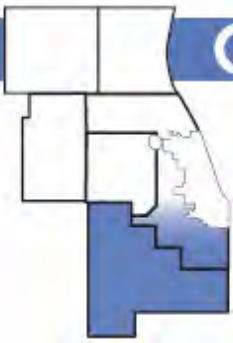


- Replace Route 505 Lidice branch with restructured Route 502 Theodore - Larkin
- Streamline Route 505 Rockdale routing; connect with Route 502 and new West Joliet Dial-a-Ride at Provena St. Joseph Hospital
- No change to service hours or frequency

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

- Extend weekday service by one hour (last departure from Jefferson & Chicago at 6:10 p.m.)

* Changes proposed for early 2008 may require additional operating funds depending on route.



Route 506 East Washington / New Lenox

Route 506 provides service between Joliet City Center and New Lenox along East Washington. The route serves Providence High School, Salem Village, Joliet Job Corps, YMCA East, New Lenox Village Hall, and the Joliet Metra Station.

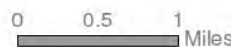
CHANGES PROPOSED FOR LATE 2007



- Restructure route (506 East Joliet) to serve major destinations in east Joliet along current Routes 502 Cass Street and 506
- Extend service to the Cedar Crossings shopping center (US 6 & Cedar Rd.) when it opens
- Weekday, Saturday service hours and frequency unchanged from current Route 502 Cass Street

Legend

- Preferred Alternative
- Current Pace Service



ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

- Extend weekday service by one hour (last departure from Jefferson & Chicago at 6:10 p.m.)

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 507 Plainfield

Route 507 provides service from Joliet's central business district and Union Station to northwest Joliet and Crest Hill. It serves Hillcrest Shopping Center, Westfield Louis Joliet Mall, Joliet City Center and the University of St. Francis.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service

0 0.375 0.75 Miles

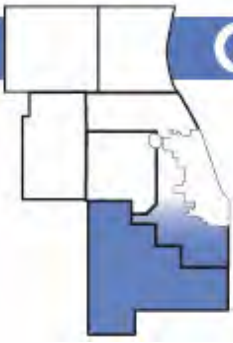


- Operate on Plainfield Rd. in both directions. Serve Essington Rd. and Theodore St. midday weekdays with new West Joliet Dial-a-Ride
- Operate every 30 minutes during rush hours; extend weekday, Saturday service until 10 p.m.

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

- Operate every 30 minutes between 6:00 a.m. and 6:00 p.m.

* Changes proposed for early 2008 may require additional operating funds depending on route.





Route 511 Joliet / Elwood / CenterPoint Intermodal Center

Route 511 consists of two weekday roundtrips (timed for first-shift factory work) operating between Joliet City Center, Elwood and the CenterPoint Intermodal Center at Deer Run.

CHANGES PROPOSED FOR LATE 2007



Legend

-  Preferred Alternative
-  Current Pace Service

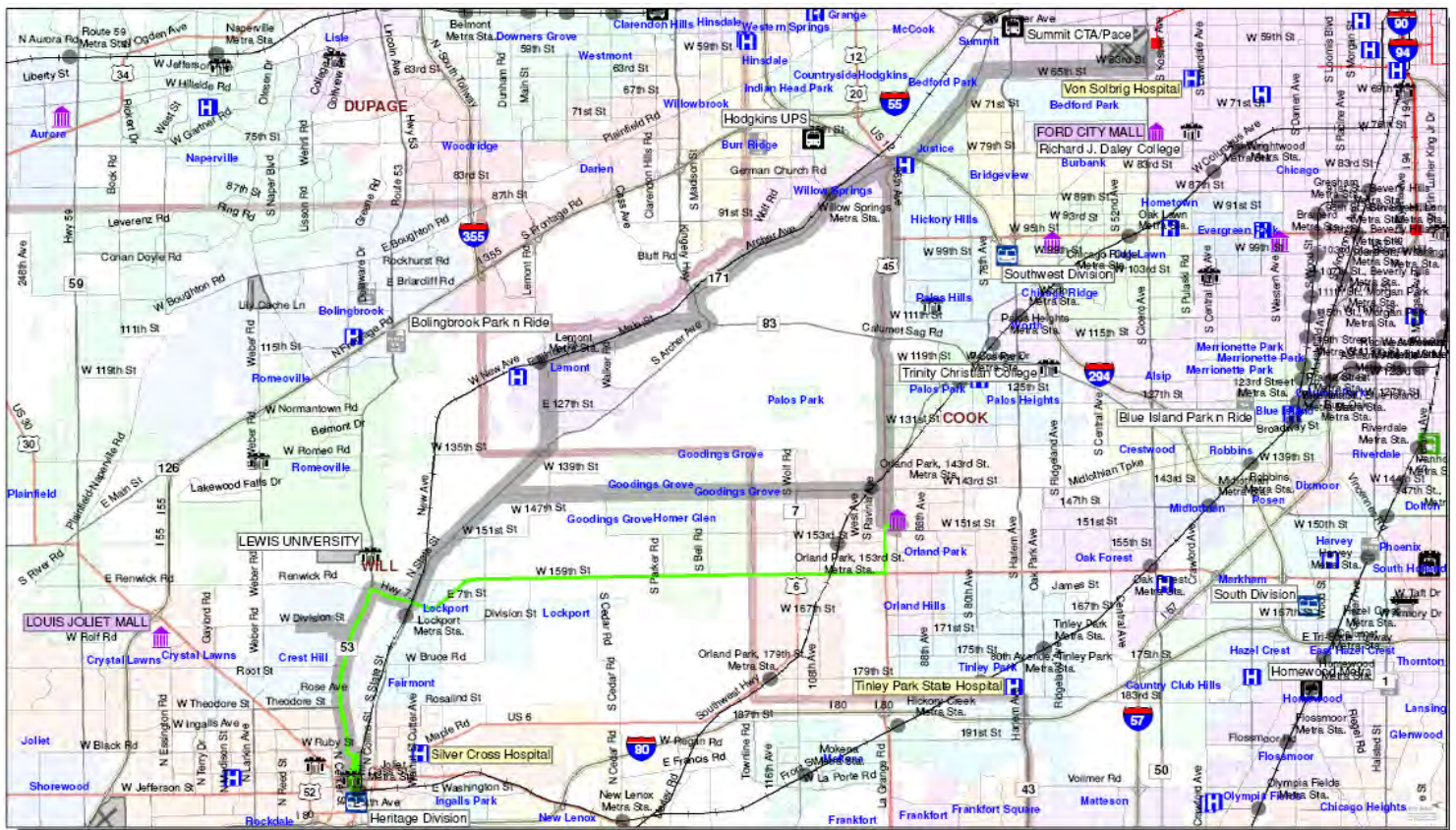


- Extend Route 511 into northeast Joliet
- Add two weekday round-trips and operate service on Saturdays and Sundays

Route 831 Joliet / Midway

Route 831 connects Joliet City Center and Joliet Union Station with the Midway CTA Orange Line Station. It serves Lockport, Stateville Prison, Orland Square Mall, Lemont and Midway Airport. There are four eastbound and six westbound weekday trips; on Saturdays, two round-trips connect the Midway CTA Station with Stateville Prison, Stateville Farm and Joliet City Center.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service



- Operate between Joliet and Orland Square only, via 159th St.
- Improve weekday and Saturday frequency to every 2 hours; operate between 8 a.m. and 6 p.m. weekdays and 10 a.m. and 6 p.m. Saturdays
- Connection between Midway CTA and Orland Square via Routes 384 and 386

ADDITIONAL CHANGES PROPOSED FOR EARLY 2008 *

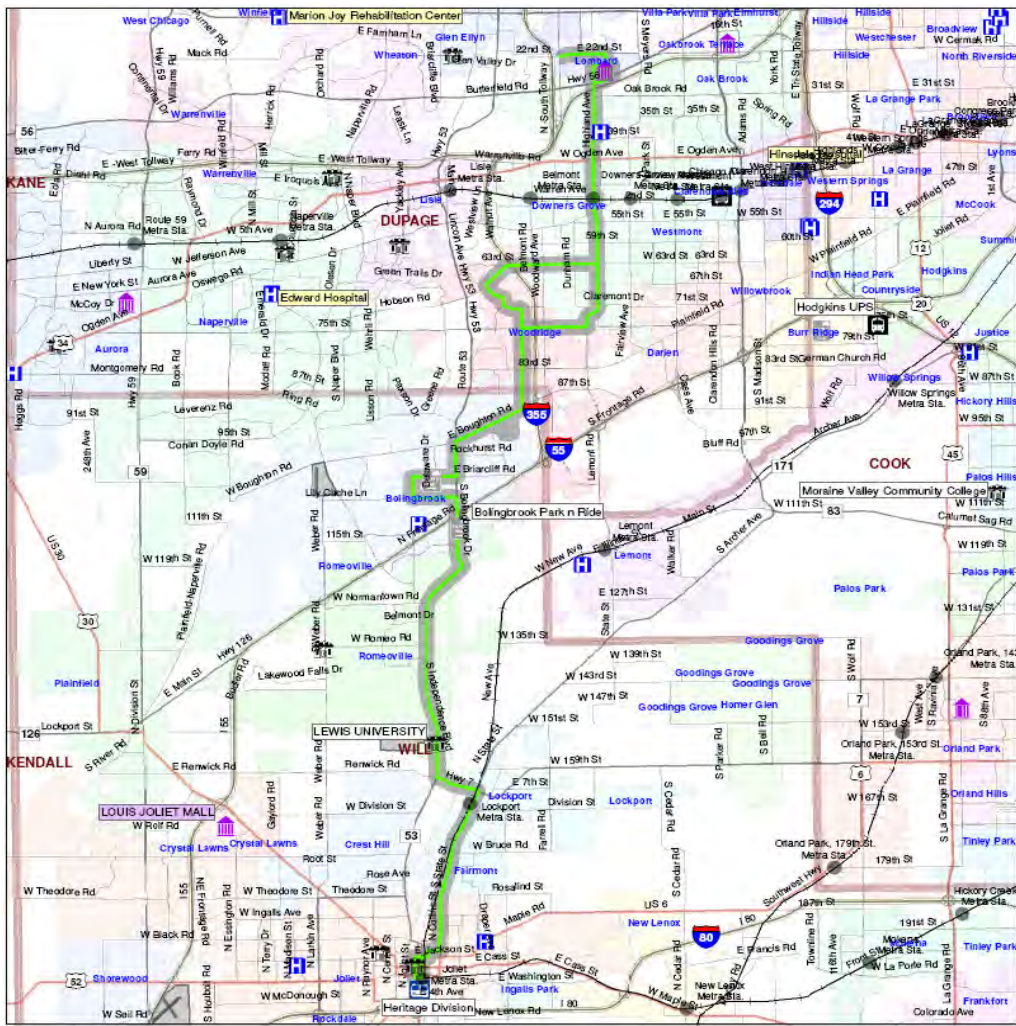
- More direct and convenient connection between Midway CTA and Orland Square via restructured Route 379

* Changes proposed for early 2008 may require additional operating funds depending on route.

Route 834 Joliet / Yorktown

Route 834 provides service from Joliet City Center and Metra Station to Yorktown Shopping Center. It serves Lewis University, Good Samaritan Hospital, Romeoville, Bolingbrook and Downers Grove. Certain trips connect with Metra-BNSF service in Downers Grove.

CHANGES PROPOSED FOR LATE 2007



Legend

- Preferred Alternative
- Current Pace Service

0 2 4 Miles

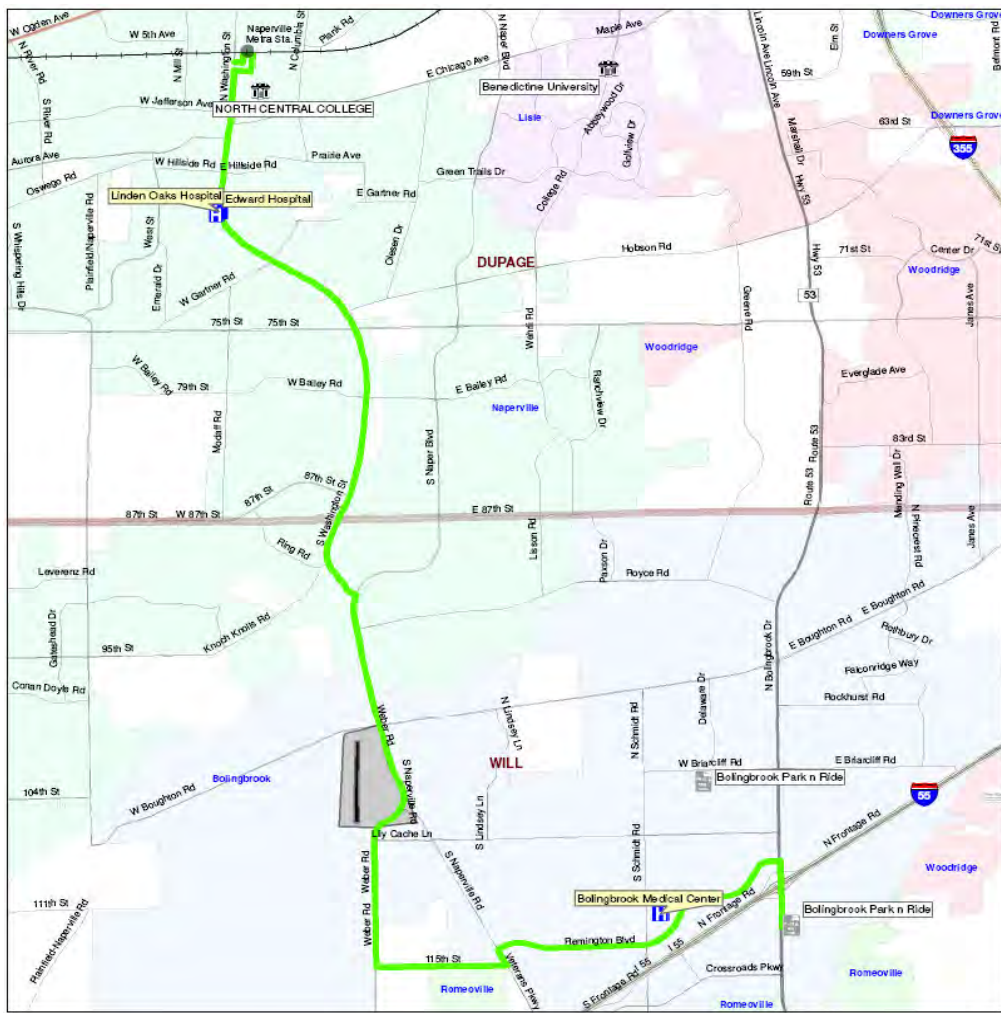


- Serve the Bolingbrook Park-and-Ride during rush hours to connect with the new Route 837 Weber Road
- Discontinue the Greenleaf/Innsbruck Apartments loop
- Add a weekday evening round trip, remove a midday southbound trip



Route 837 Weber Road

There is currently no service on Weber Road. Rapid retail and residential growth is occurring along the corridor between Crest Hill and southern Naperville, while industrial parks line Interstate 55 to the east of Weber Road.

CHANGES PROPOSED FOR LATE 2007



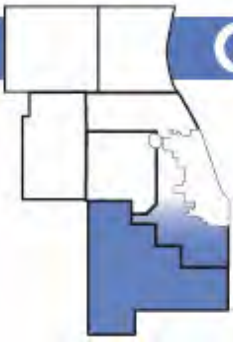
Legend

-  Preferred Alternative
-  Current Pace Service

0 0.5 1 Miles



- Implement a new route between the Naperville Metra Station and Bolingbrook via Washington St., Weber Rd. and Remington Blvd.
- Operate as a “flex route” in employment areas in Bolingbrook
- Weekday rush-hour service only with timed transfers to/from Joliet via Route 834 and to/from Chicago via the Metra-BNSF line



Route 855 I-55 Flyer

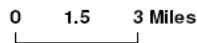
Route 855 provides rush hour express service from Park-n-Rides located in Romeoville, Bolingbrook and Burr Ridge to Monroe/Wabash in downtown Chicago via I-55. Morning and afternoon trips provide courtesy stops at Michigan/Randolph, Michigan/South Water, Wrigley Building, Michigan/Ohio and Michigan/Superior. Select trips operate to the Canterbury Park-n-Ride.

CHANGES PROPOSED FOR EARLY 2008 *



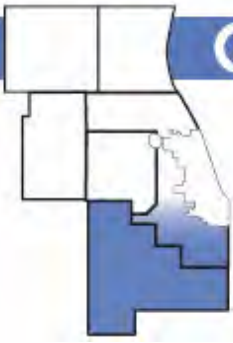
Legend

- Preferred Alternative
- Current Pace Service



- Begin three morning trips from a new park-and-ride lot in Plainfield (afternoon trips stop at any park-and-ride lot along the route upon request)
- Connections from Plainfield to Yorktown, Naperville and Joliet would be available at the Bolingbrook Park-and-Ride

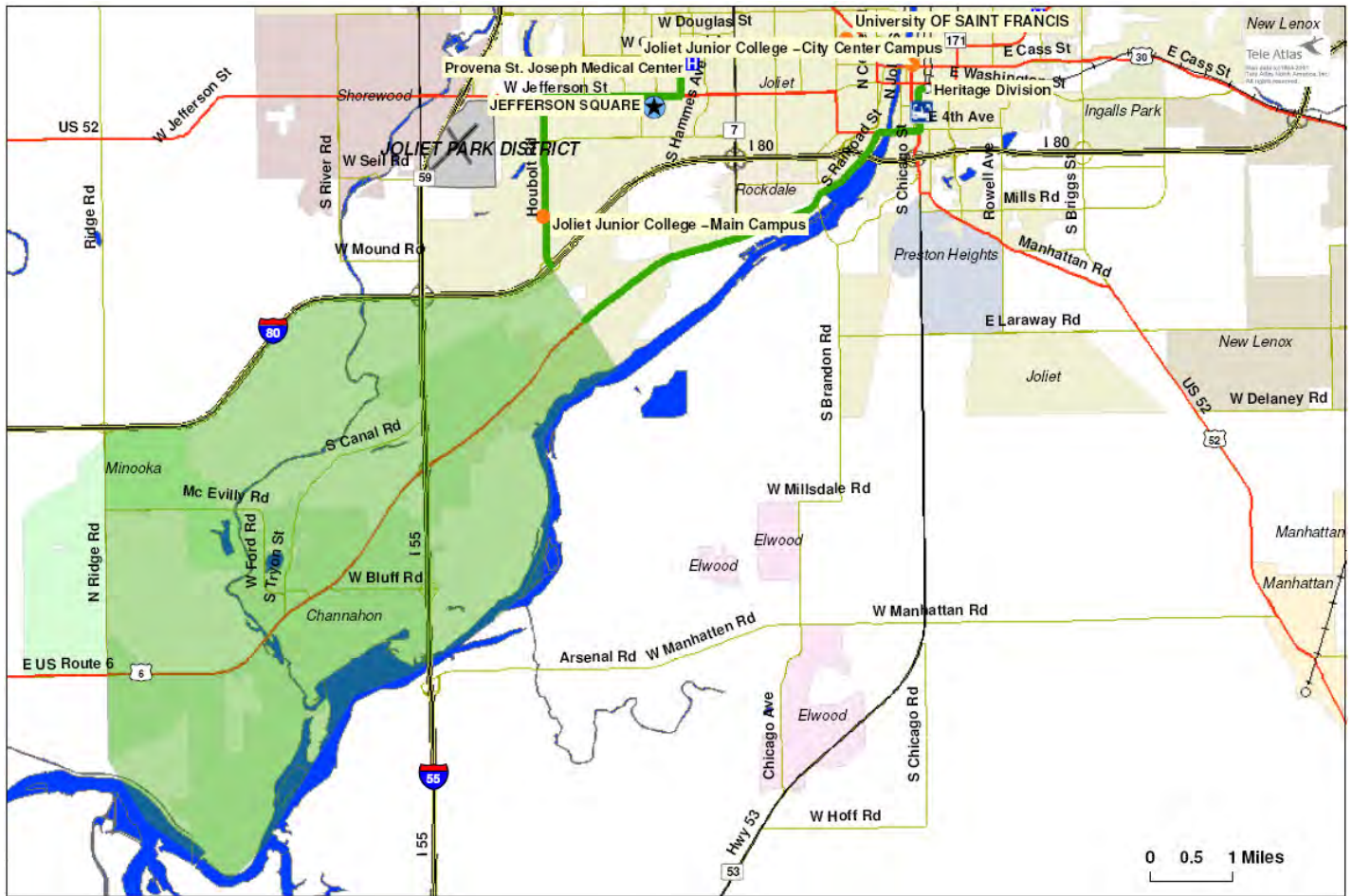
* Changes proposed for early 2008 may require additional operating funds depending on route.



Channahon General Public Demand Response Service

There is currently no general public demand response (dial-a-ride) service in Channahon. Dial-a-ride service for senior citizens and persons with disabilities is provided in Channahon by Central and Southwest Will Dial-a-Ride.

CHANGES PROPOSED FOR EARLY 2008 *



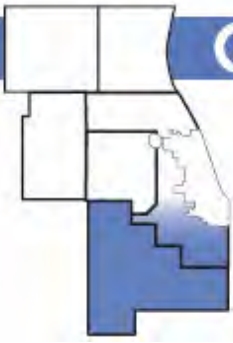
Legend

- Preferred Alternative
- Current Pace Service



- Implement a new general public demand response (dial-a-ride) service in the Channahon area
- Provide service between any points within the shaded zone as well as connections to/from other Pace service at Joliet Junior College and Provena St. Joseph Hospital
- Provide connections to Joliet Union Station during rush hours
- Service subject to coordination with the Village of Channahon
- Weekday service only

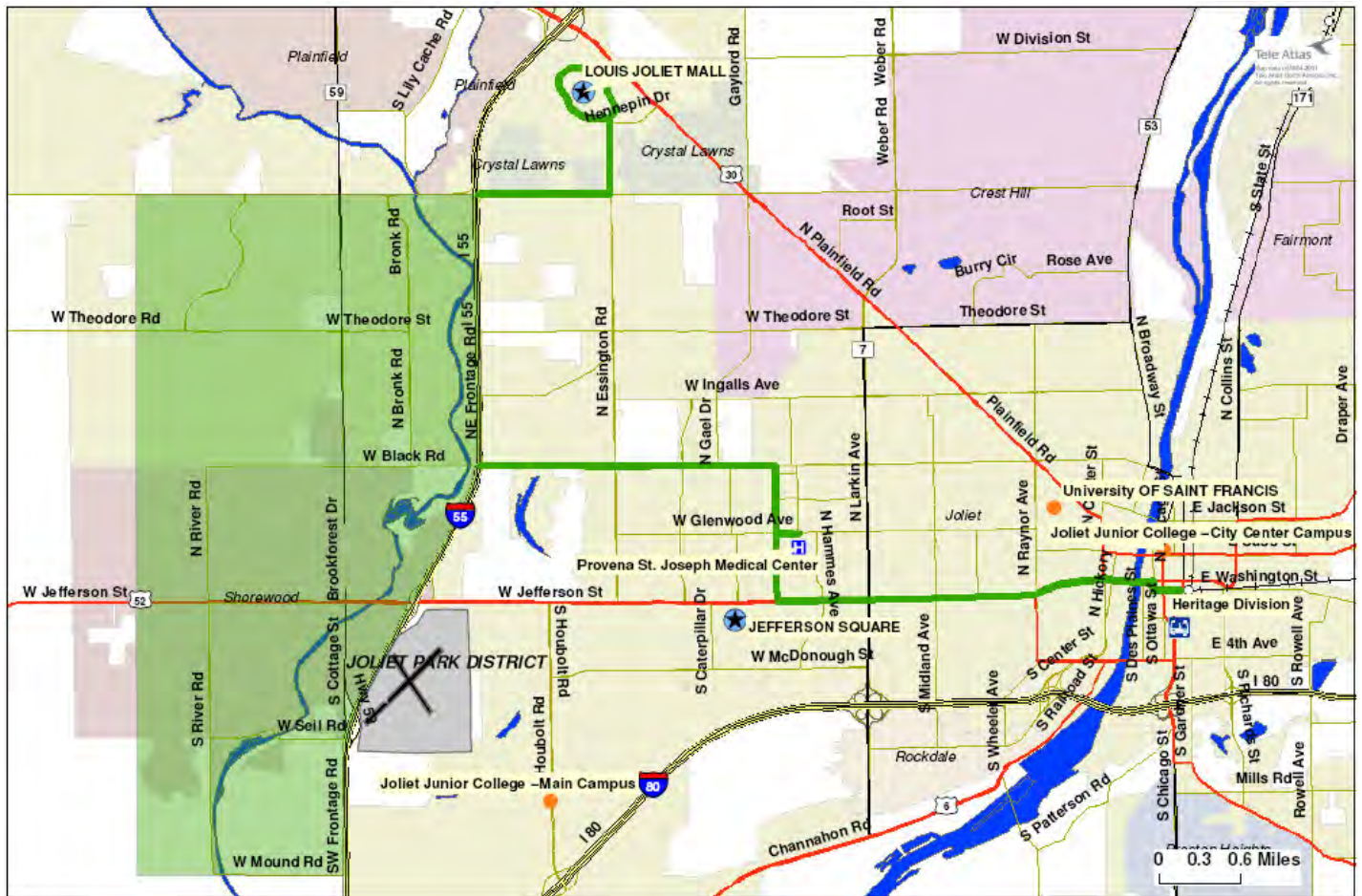
* Changes proposed for early 2008 may require additional operating funds depending on route.



Shorewood General Public Demand Response Service

There is currently no general public demand response (dial-a-ride) service in Shorewood. Dial-a-ride service for senior citizens and persons with disabilities is provided in Shorewood by Central Will Dial-a-Ride.

CHANGES PROPOSED FOR EARLY 2008 *



Legend

- Preferred Alternative
- Current Pace Service



- Implement a new general public demand response (dial-a-ride) service in the Shorewood area
- Provide service between any points within the shaded zone as well as connections to/from other Pace service at Westfield Louis Joliet Mall and Provena St. Joseph Hospital
- Provide connections to Joliet Union Station during rush hours
- Service subject to coordination with the Village of Shorewood
- Weekday service only

* Changes proposed for early 2008 may require additional operating funds depending on route.