

South Cook County-Will County Service Restructuring Initiative

Service Recommendations Report

final report

prepared for

Pace Suburban Bus Service

prepared by

Cambridge Systematics, Inc.

with

MORPACE International

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Table of Contents

Executive Summary	ES-1
ES.1 Summary of Service Recommendations.....	ES-2
ES.2 Existing Service Analysis.....	ES-5
ES.3 Community Outreach	ES-5
ES.4 Market Research Insights	ES-6
ES.5 Preliminary Service Concepts	ES-7
ES.6 Short-Term Service Recommendations	ES-8
ES.7 Mid- and Long-Term Service Recommendations	ES-9
1.0 Introduction.....	1-1
1.1 Summary of Service Recommendations.....	1-2
1.2 Content of Report	1-10
2.0 Service Analysis	2-1
2.1 System Analysis.....	2-1
2.2 Route Profiles	2-17
2.3 Driver Comments	2-78
3.0 Community Outreach.....	3-1
3.1 Municipal Outreach	3-1
3.2 Public Comments.....	3-6
3.3 Community Advisory Groups.....	3-12
3.4 Regional Coordinating Committee	3-19
3.5 Public Forums	3-20
4.0 Market Research Insights	4-1
4.1 Transit Competitive Origins and Destinations	4-1
4.2 Infrastructure Needs	4-69
5.0 Preliminary Service Concepts.....	5-1
5.1 Improvement Themes	5-1
5.2 Service Concepts.....	5-5
6.0 Short-Term Service Modification Recommendations.....	6-1
6.1 Phase I Service Recommendations Fiscally Constrained – 3- to 12-Month Implementation Timeframe	6-1
6.2 Phase II Service Recommendations Expanded Service – 6- to 18-Month Implementation Timeframe	6-50
6.3 Projected Ridership	6-86
6.4 Implementation Action Plan.....	6-91

Table of Contents

(continued)

7.0 Mid- and Long-Term Service Recommendations	7-1
7.1 Prioritization Process	7-1
7.2 Phase III Service Recommendations Expanded Service – 18- to 36-Month Implementation Timeframe	7-3
7.3 Phase IV Service Recommendations Expanded Service – 36- to 60-Month Implementation Timeframe	7-5

List of Tables

ES.1 Service Recommendation Phases.....	ES-2
ES.2 Short-Term Service Recommendations.....	ES-10
ES.3 Mid-Term Service Recommendations.....	ES-13
ES.4 Long-Term Service Recommendations.....	ES-14
1.1 Service Recommendation Phases.....	1-2
1.2 Short-Term Service Recommendations.....	1-4
1.3 Mid-Term Service Recommendations.....	1-7
1.4 Long-Term Service Recommendations.....	1-8
2.1 Pace South Cook County-Will County Service Times.....	2-2
2.2 Initiative Area Pace Service Summary.....	2-4
2.3 Initiative Area Ridership, Productivity, and Effectiveness by Route - 2006.....	2-12
2.4 Metra Electric District Ridership by Station.....	2-66
2.5 Metra Electric District Arrival Mode.....	2-67
2.6 Metra Rock Island District Ridership by Station.....	2-69
2.7 Metra Rock Island District Arrival Mode.....	2-70
2.8 Metra Heritage Corridor Ridership by Station.....	2-71
2.9 Metra Heritage Corridor Arrival Mode.....	2-72
2.10 Metra Southwest Service Ridership by Station.....	2-73
2.11 Metra Southwest Service Arrival Mode.....	2-73
3.1 Municipal Comments, <i>Southern Cook County</i>	3-1
3.2 Municipal Comments, <i>Southwestern Cook County</i>	3-3
3.3 Municipal Comments, <i>Will County</i>	3-4

List of Tables (continued)

3.4	Public/Rider Comments via Comment Cards	3-6
3.5	South Cook Community Advisory Group Meetings.....	3-13
3.6	South Cook CAG, Meeting 3 Route-Specific Comments.....	3-13
3.7	South Cook CAG, Meeting 4 Route-Specific Comments.....	3-14
3.8	Southwest Cook CAG Meetings	3-15
3.9	Will County CAG Meetings	3-17
3.10	Will County CAG Meeting 3 and 4 Route-Specific Comments.....	3-18
3.11	RCC Meetings.....	3-19
3.12	Public Forums.....	3-21
3.13	Round 1 - Public Forum Comments	3-22
3.14	Round 2 - Public Forum Comments	3-24
4.1	Downtown Joliet TCF Contributions	4-6
4.2	Park Forest TCF Contributions	4-9
4.3	South Justice TCF Contributions	4-11
4.4	Central Bolingbrook TCF Contributions	4-13
4.5	Chicago Ridge TCF Contributions	4-15
4.6	East University Park TCF Contributions	4-18
4.7	County Line (Park Forest and Steger) TCF Contributions.....	4-20
4.8	Calumet City TCF Contributions.....	4-22
4.9	Dolton TCF Contributions	4-25
4.10	Blue Island TCF Contributions.....	4-28
4.11	Alsip and Merrionette Park TCF Contributions.....	4-31

List of Tables (continued)

4.12 East Oak Lawn TCF Contributions.....	4-33
4.13 Evergreen Park TCF Contributions	4-36
4.14 Palos Hills TCF Contributions	4-38
4.15 Burbank TCF Contributions	4-40
4.16 Summit TCF Contributions	4-42
4.17 East Bolingbrook TCF Contributions	4-44
4.18 Tinley Park TCF Contributions	4-46
4.19 Oak Forest TCF Contributions	4-48
4.20 Orland Park TCF Contributions.....	4-50
4.21 Chicago Heights TCF Contributions	4-52
4.22 Orland Park TCF Contributions.....	4-54
4.23 Bedford Park TCF Contributions	4-57
4.24 West Joliet TCF Contributions	4-59
4.25 Downtown Joliet TCF Contributions	4-61
4.26 Northeast Oak Lawn TCF Contributions.....	4-63
4.27 Woodridge TCF Contributions	4-65
4.28 Mean Factor Scores by Market Segment.....	4-70
4.29 Potential Shelter Addition Sites	4-74
4.30 Average Late Performance by Route	4-78
4.31 Recommended Roadways for ITS Investment Consideration.....	4-79
5.1 Proposed Focal Points and Areas Served	5-2
6.1 Phase I South Division Recommendations.....	6-2

List of Tables (continued)

6.2	Phase I Southwest Division Recommendations	6-20
6.3	Phase I Heritage Division Recommendations.....	6-33
6.4	Phase II South Division Recommendations	6-51
6.5	Phase II Southwest Division Recommendations	6-69
6.6	Phase II Heritage Division Recommendations	6-79
6.7	Phase I Compared to Base Condition.....	6-86
6.8	Phase II Compared to Base Condition	6-87
6.9	Phase I South Division Operations Plan, <i>Service Characteristics – Frequency</i>	6-92
6.10	Phase I Southwest Division Operations Plan, <i>Service Characteristics – Frequency</i>	6-93
6.11	Phase I Heritage Division Operations Plan, <i>Service Characteristics – Frequency ...</i>	6-94
6.12	Phase I South Division Operations Plan, <i>Service Characteristics – Span of Service.</i>	6-95
6.13	Phase I Southwest Division Operations Plan, <i>Service Characteristics – Span of Service</i>	6-96
6.14	Phase I Heritage Division Operations Plan, <i>Service Characteristics – Span of Service</i>	6-96
6.15	Phase I South Division Operations Plan, <i>Service Characteristics – Bus/Operating Costs</i>	6-97
6.16	Phase I Southwest Division Operations Plan <i>Service Characteristics – Bus/Operating Costs</i>	6-98
6.17	Phase I Heritage Division Operations Plan <i>Service Characteristics – Bus/Operating Costs</i>	6-98
6.18	Phase II South Division Operations Plan, <i>Service Characteristics – Frequency</i>	6-100
6.19	Phase II Southwest Division Operations Plan, <i>Service Characteristics – Frequency</i>	6-101
6.20	Phase II Heritage Division Operations Plan, <i>Service Characteristics – Frequency ..</i>	6-101

List of Tables (continued)

6.21	Phase II South Division Operations Plan, <i>Service Characteristics – Span of Service</i>	6-102
6.22	Phase II Southwest Division Operations Plan, <i>Service Characteristics – Span of Service</i>	6-103
6.23	Phase II Heritage Division Operations Plan, <i>Service Characteristics – Span of Service</i>	6-103
6.24	Phase II South Division Operations Plan, <i>Service Characteristics – Bus/Operating Costs</i>	6-104
6.25	Phase II Southwest Division Operations Plan, <i>Service Characteristics – Bus/Operating Costs</i>	6-105
6.26	Phase II Heritage Division Operations Plan, <i>Service Characteristics – Bus/Operating Costs</i>	6-105
7.1	Relative Cost Effectiveness of Candidate Mid- and Long-Term Service Recommendations.....	7-3
7.2	Proposed Headways for Phase III Improvements	7-4
7.3	Proposed Span of Service for Phase III Improvements	7-4
7.4	Proposed Buses and Operating Costs for Phase III Improvements.....	7-4
7.5	Proposed Headways for South Division Phase IV Improvements.....	7-7
7.6	Proposed Span of Service for South Division Phase IV Improvements.....	7-8
7.7	Proposed Buses and Operating Costs for South Division Phase IV Improvements	7-9
7.8	Proposed Headways for Southwest Division Phase IV Improvements.....	7-17
7.9	Proposed Span of Service for Southwest Division Phase IV Improvements.....	7-17
7.10	Proposed Buses and Operating Costs for Southwest Division Phase IV Improvements	7-18
7.11	Proposed Headways for Heritage Division Phase IV Improvements.....	7-23
7.12	Proposed Span of Service for Heritage Division Phase IV Improvements.....	7-24
7.13	Proposed Buses and Operating Costs for Heritage Division Phase IV Improvements	7-25

List of Figures

ES.1 South Cook County-Will County Service Restructuring Initiative Area	ES-4
1.1 South Cook County-Will County Service Restructuring Initiative Area	1-11
1.2 Initiative Work Flow and Information Flow	1-12
2.1 Weekday Revenue Hours by Route, <i>Second Quarter 2006</i>	2-5
2.2 Saturday Revenue Hours by Route, <i>Second Quarter 2006</i>	2-6
2.3 Sunday Revenue Hours by Route, <i>Second Quarter 2006</i>	2-7
2.4 Origins and Destinations of Vanpool Service	2-8
2.5 Average Weekday Riders by Route, <i>Second Quarter 2006</i>	2-9
2.6 Average Saturday Riders by Route, <i>Second Quarter 2006</i>	2-10
2.7 Average Sunday Riders by Route, <i>Second Quarter 2006</i>	2-11
2.8 Weekday Productivity (Riders per Revenue Hour) by Route, 2006.....	2-14
2.9 Saturday Productivity (Riders per Revenue Hour) by Route, 2006.....	2-15
2.10 Sunday Productivity (Riders per Revenue Hour) by Route, 2006	2-16
2.11 On-Time Performance by Route, <i>Fall 2005</i>	2-17
4.1 Transit Competitiveness Factor for Origins	4-3
4.2 Transit Competitiveness Factor for Destinations	4-4
4.3 Downtown Joliet Trips Produced	4-8
4.4 Park Forest Trips Produced	4-10
4.5 South Justice Trips Produced	4-12
4.6 Central Bolingbrook Trips Produced	4-14
4.7 Chicago Ridge Trips Produced	4-17
4.8 East University Park Trips Produced.....	4-19

List of Figures (continued)

4.9	County Line Trips Produced	4-21
4.10	Calumet Trips Produced	4-24
4.11	Dolton Trips Produced	4-27
4.12	Blue Island Trips Produced	4-30
4.13	Alsip and Merrionette Park Trips Produced.....	4-32
4.14	East Oak Lawn Trips Produced	4-35
4.15	Evergreen Park Trips Produced.....	4-37
4.16	Palos Hills Trips Produced	4-39
4.17	Burbank Trips Produced	4-41
4.18	Summit Trips Produced	4-43
4.19	East Bolingbrook Trips Produced.....	4-45
4.20	Tinley Park Trips Produced.....	4-47
4.21	Oak Forest Trips Produced.....	4-49
4.22	Orland Park Trips Produced	4-51
4.23	Chicago Heights Trips Attracted	4-53
4.24	Orland Park Trips Attracted.....	4-56
4.25	Bedford Park Trips Attracted.....	4-58
4.26	West Joliet Trips Attracted.....	4-60
4.27	Downtown Joliet Trips Attracted	4-62
4.28	Northeast Oak Lawn Trips Attracted	4-64
4.29	Woodridge Trips Attracted	4-67
4.30	Responsiveness to the Privacy and Comfort Factor.....	4-72

List of Figures (continued)

4.31 Shelter Needs Assessment	4-73
4.32 Responsiveness to the Time and Schedule Factor	4-76
4.33 On-Time Performance	4-77
4.34 Key Roadways for Consideration of ITS Investments	4-80
6.1 Recommended Route 349 – South Western	6-4
6.2 Recommended Route 351 – Phoenix Shuttle.....	6-6
6.3 Recommended Route 352 – Halsted.....	6-8
6.4 Recommended Route 354 – Harvey/Tinley Park	6-10
6.5 Recommended Route 355 – Lansing	6-11
6.6 Recommended Route 370 – Harvey – Chicago Heights.....	6-14
6.7 Recommended Route 877 South Suburban Oakbrook Limited/ 888 Tri-State Flyer	6-16
6.8 Recommended Route Homewood Dial-a-Ride	6-17
6.9 Recommended Route 889 – Harvey-Rosemont Express (New)	6-19
6.10 Recommended Route 379 – West 79 th Street	6-22
6.11 Recommended Route 381 – 95 th Street	6-24
6.12 Recommended Route 382 – Central/ Clearing.....	6-25
6.13 Recommended Route 384 – Narragansett/ Ridgeland.....	6-27
6.14 Recommended Route 385 – 87 th /111 th /127 th	6-29
6.15 Recommended Route 386 – South Harlem.....	6-31
6.16 Recommended Route 501 West Jefferson and 509 Forest Park	6-34
6.17 Recommended Route 505 West Joliet Loop – North Leg	6-36

List of Figures (continued)

6.18 Recommended Route 505 West Joliet Loop – South Leg.....	6-36
6.19 Deleted Route 503	6-37
6.20 Recommended Route 504 South Joliet	6-39
6.21 Recommended Route 508 – East Joliet ^a	6-41
6.22 Recommended Route 507 Plainfield	6-42
6.23 Recommended Route 839 Joliet/Orland Square ^a	6-44
6.24 Recommended Route 834 Joliet/Yorktown	6-45
6.25 Recommended Route 837 Weber Road.....	6-47
6.26 Recommended West Joliet General Public Dial-a-Ride.....	6-49
6.27 Recommended Route 348 – 138 th Street Riverdale Connector.....	6-53
6.28 Recommended Route 350 – Sibley.....	6-54
6.29 Recommended Route 353 – 95 th – Riverdale – River Oaks.....	6-56
6.30 Recommended Route 356 – Sauk Village	6-58
6.31 Recommended Route 357 – Lincoln Highway.....	6-59
6.32 Recommended Route 358 – Torrence.....	6-60
6.33 Recommended Route 364 – 159 th Street	6-62
6.34 Recommended Route 365 – South Chicago Heights/Steger	6-63
6.35 Recommended Route 367 – University Park.....	6-65
6.36 Recommended Route 368 – Governors Gateway Industrial Park	6-66
6.37 Recommended Route 383 – S. Cicero.....	6-72
6.38 Recommended Route 385 – 87 th /11 th / 127 th	6-74
6.39 Recommended Route 386 – S. Harlem.....	6-76

List of Figures (continued)

6.40 Recommended Route 387 - Tinley Park / Orland Park.....	6-78
6.41 Route 508 - East Joliet/New Lenox/Lincoln Mall.....	6-81
6.42 Recommended Route 855 - I-55 Flyer.....	6-83
6.43 Recommended Channahon Dial-a-Ride	6-84
6.44 Recommended Shorewood Dial-a-Ride	6-85

1.0 Introduction

The South Cook County-Will County Service Restructuring Initiative has applied a regionally unprecedented combination of market research, stakeholder outreach, and public involvement to recommend changes in Pace suburban transit services in southern Cook County, southwestern Cook County, and Will County. As shown in Figure 1.1, the Initiative area covers approximately the southern third of Pace's six-county service area in northeastern Illinois. This area includes portions of two counties, 81 municipalities, three Pace divisions, 46 Pace fixed-route bus services, and approximately 40 percent of Pace's ridership.

Five of Pace's top 10 routes, determined by ridership, operate in this area.¹ They are:

- #1 - Route 352 Halsted (average weekday ridership of 6,482);
- #3 - Route 381 95th Street (average weekday ridership of 3,668);
- #4 - Route 353 95th-Homewood (average weekday ridership of 3,385);
- #8 - Route 364 159th Street/Hegewisch (average weekday ridership of 2,962); and
- #9 - Route 349 Western (average weekday ridership of 2,790).

The Initiative area was divided into three sectors for analysis and outreach purposes. The sectors, which correspond approximately to Pace's operating divisions, include:

- **South Cook County** sector (the portion of southern Cook County that is generally east of the Metra Rock Island District commuter rail line) includes the communities of Burnham, Calumet City, Chicago Heights, Country Club Hills, Dixmoor, Dolton, East Hazel Crest, Flossmoor, Ford Heights, Glenwood, Harvey, Hazel Crest, Homewood, Lansing, Lynwood, Markham, Matteson, Midlothian, Oak Forest, Olympia Fields, Park Forest, Phoenix, Posen, Richton Park, Riverdale, Robbins, Sauk Village, South Chicago Heights, South Holland, Steger, Thornton, and Tinley Park. This sector corresponds approximately to Pace's South Division operating area.
- **Southwest Cook County** sector (the portion of southern Cook County that is generally east of the Metra Rock Island District commuter rail line) includes the communities of Alsip, Bedford Park, Blue Island, Bridgeview, Burbank, Calumet Park, Chicago Ridge, Crestwood, Evergreen Park, Hickory Hills, Hometown, Justice, Lemont, Merrionette Park, Oak Lawn, Orland Hills, Orland Park, Palos Heights, Palos Hills, Palos Park, Willow Springs, and Worth. This sector corresponds approximately to Pace's Southwest Division operating area.

¹ Pace ridership figures, third quarter 2006.

- **Will County** sector (all of Will County except the portions of Aurora and Naperville included in the recent Fox Valley/Southwest DuPage County Restructuring Initiative) includes the communities of Beecher, Bolingbrook, Braidwood, Channahon, Coal City, Crest Hill, Crete, Diamond, Elwood, Frankfort, Godley, Homer Glen, Joliet, Lockport, Manhattan, Minooka, Mokena, Monee, New Lenox, Peotone, Plainfield, Rockdale, Romeoville, Shorewood, Symerton, University Park, Wilmington, and Woodridge. This sector corresponds approximately to Pace’s Heritage Division operating area.

■ 1.1 Summary of Service Recommendations

Based on the findings of the data analysis and the extensive public process, recommendations have been made for virtually every route in the Initiative area. The goal of the effort was to improve efficiency and effectiveness, better serve existing and projected commute patterns, serve new areas that currently have no service and address unmet needs, and improve overall mobility.

Twenty-nine existing Pace routes were revised. Seven routes were deleted. Twenty-one new routes are recommended. Only six routes had no recommendations, including all of the Metra feeder services and UPS services.

Service recommendations were broken into four different phases, as shown in Table 1.1. The first phase requires no additional operating funding, while all of the remaining phases need additional operating funding. A corresponding increase in capital dollars is necessary as well to fund new vehicle requirements associated with service expansion.

Table 1.1 Service Recommendation Phases

Phase	Proposed Timeframe	Additional Annual Operating Funding Required
Phase I	3 to 12 Months	\$0
Phase II	6 to 36 Months	\$9 million
Phase III	36 to 60 months	\$2.1 million
Phase IV	More than 60 months	\$13.91 million

A detailed description of the service recommendations is found in Table 1.2, 1.3, and 1.4.

Highlights of recommended service changes in southern Cook County include:

- Restructure Halsted Street service and adjacent service;
- Consolidate and create new regional commuter service to the I-88 corridor and Rosemont, respectively;

- Improve speed and reliability for suburban customers by operating limited-stop service in areas where complementing CTA service is available;
- Restructure service to create a focal point of service at Lincoln Mall, with new connections to University Park, Joliet, and Midway Airport;
- Create a new east-west route along the 127th Street corridor connecting residents, jobs and educational opportunities in Palos Hills, Palos Heights, Crestwood, Blue Island, Riverdale, Phoenix, and Harvey;
- Improve span and frequency on the most productive routes;
- Restructure service in the Chicago Heights area to improve on-time performance and connections; and
- Reinvest resources currently used within Chicago to better serve suburban destinations.

Highlights of recommended service changes in southwestern Cook County include:

- Restructure service to Orland Square and Tinley Park;
- Restructure service to create a focal point of service at Lincoln Mall with new connections to University Park, Joliet, and Midway Airport;
- Create new east-west route along the 127th Street corridor connecting residents with jobs and educational opportunities in Palos Hills, Palos Heights, Crestwood, Blue Island, Riverdale, Phoenix, and Harvey; and
- Improve span and frequency on the most productive routes.

Highlights of recommended service changes in Will County include:

- Restructure Joliet's local bus network to improve hours and frequency of service and strengthen connections to area destinations;
- Connect Joliet with Bolingbrook employment area, North Weber Road, and Naperville;
- Serve Plainfield with express commuter service to Chicago; and
- Provide Shorewood, Channahon, Frankfort, and New Lenox with new and improved regional connections.

Table 1.2 Short-Term Service Recommendations

Pace South Division (South Cook County)	Pace Southwest Division (Southwest Cook County)	Pace Heritage Division (Will County)
<i>Phase I</i>		
<p>Route 349: Create limited-stop service between 95th and 79th Streets.</p> <p>Route 351: Create new shuttle route between Harvey and Phoenix to replace Route 370 service.</p> <p>Route 352: Serve Prairie State directly. Serve only limited stops north of 127th Street. Delete Express trips and replace with more local service. Operate on Halsted Street between Chicago Heights and Harvey.</p> <p>Route 353: Serve only limited stops in Chicago.</p> <p>Route 354: Delete Tinley Park segment and extend to Country Club Hills Wal-Mart Supercenter.</p> <p>Route 355: Operate limited rush hour service to and from the Loop only.</p> <p>Route 370: Delete route. Route 352 and 351 will operate on Halsted Street between Chicago Heights and Harvey.</p> <p>Route 877: Consolidate Routes 888/877 to provide more trip times from all south suburban park-and-ride lots.</p> <p>New Route 889: Create express connection between Harvey, Blue Island, Robbins, and Rosemont via I-294.</p> <p>New Homewood Dial-a-Ride: Create general public dial-a-ride zone between Chicago Heights Terminal and Homewood.</p>	<p>Route 379: Extend to Orland Square. Improve hours of service. Serve only limited stops on Cicero Avenue.</p> <p>Route 381: Adjust routing in Bridgeview to improve connections with Route 386 and the Bridgeview Courthouse.</p> <p>Route 382: Maintain rush hour service to Bedford Park and delete service to Ford City. Serve only limited stops on Cicero Avenue.</p> <p>Route 383: Serve only limited stops on Cicero Avenue.</p> <p>Route 384: Operate all trips between Worth and Midway CTA only. Serve only limited stops on Cicero Avenue.</p> <p>Route 385: Along with Routes 381 and 386, adjust routing in Bridgeview area. Serve only limited stops on Cicero Avenue.</p> <p>Route 386: Extend to Tinley Park, Homewood, and Harvey. Adjust routing in Bridgeview to improve connections with Route 381. Add Sunday service between Harvey and Homewood.</p> <p>Route 835: Delete route.</p>	<p>Route 501/509: Extend hours of service. Rename Forest Park segment Route 509 to alleviate passenger confusion.</p> <p>Route 502: Delete route. Routes 505 and 508 will serve most of this route.</p> <p>Route 503: Delete route.</p> <p>Route 504: Realign to serve Will County Health Center more directly.</p> <p>Route 505: Reroute to create West Joliet Loop.</p> <p>Route 507: Improve hours of service and frequency. Streamline route alignment.</p> <p>Route 508: Rename and realign Route 506 to serve east Joliet, Silver Cross Hospital, and Bogdan/Parkwood loop.</p> <p>Route 511: Delete route due to extremely low ridership.</p> <p>Route 834: Extend 7:10 a.m. trip to Bolingbrook Park-and-Ride. Delete Innsbruck Apartments loop. Delete one afternoon trip and instead operate one trip later in the evening.</p> <p>Route 839: Rename/realign Route 831 to serve Joliet to Orland Square via 159th Street.</p> <p>New West Joliet Dial-a-Ride: Create general public West Joliet dial-a-ride service to replace fixed-route service in low-density, low-ridership areas.</p>

Table 1.2 Short-Term Service Recommendations (continued)

Pace South Division (South Cook County)	Pace Southwest Division (Southwest Cook County)	Pace Heritage Division (Will County)
<i>Phase I (continued)</i>		
		New Route 837: Create Weber Road Flex Route from Bolingbrook Park-and-Ride to Naperville Metra Station.
<i>Phase II</i>		
<p>Route 348: Extend to Moraine Valley College, Blue Island, South Suburban College, and Harvey. Improve hours of service.</p> <p>Route 350: Improve midday frequency from 60 to 30 minutes. Improve hours of service on weekdays, Saturdays, and Sundays.</p> <p>Route 351: Delete Route 351. Service to Phoenix will be replaced with the extended Route 348.</p> <p>Route 353: End route at River Oaks Mall. Improve weekday frequency south of Riverdale. Extend evening hours of service between Riverdale and River Oaks Mall.</p> <p>New Route 356: Create new Sauk Village Connector to replace 358 service in the area.</p> <p>Route 357: Delete route (replaced by 358).</p> <p>Route 358: Extend service to Lincoln Mall. Delete South Chicago Heights/Sauk Village routing (see Routes 356 and 365).</p> <p>Route 359: Add three a.m. rush hour trips to relieve overcrowding. Improve evening frequency on weekdays, Saturdays, and Sundays.</p>	<p>Route 381: Improve midday frequency to 15 minutes. Extend hours of service.</p> <p>Route 383: Extend all trips to Lincoln Mall on weekdays, Saturdays, and Sundays.</p> <p>Route 385: End route at Blue Island (Blue Island to Crestwood service replaced by extended Route 348).</p> <p>Route 386: When Toyota Park Transit Center is completed, shift route from 63rd Street to 73rd Street in Bedford Park.</p> <p>Route 307: Extend to Toyota Park Transit Center when completed.</p> <p>New Route 387: Create connection between 143rd Street Metra station, Orland Square, Lagrange Road, proposed Moraine Valley College satellite campus, 179th Street, and Tinley Park Metra Station.</p>	<p>Route 504: Extend weekday evening hours of service by one hour.</p> <p>Route 505: Extend weekday evening hours of service by one hour.</p> <p>Route 507: Improve midday frequency to 30 minutes.</p> <p>Route 508: Extend weekday rush hour trips to Lincoln Mall.</p> <p>West Joliet Dial-a-Ride: Extend hours of service to a.m. and p.m. rush hours.</p> <p>New Channahon Dial-a-Ride: Create rush hour connection to Metra (Joliet Union Station) and midday connections to Joliet Junior College and St. Joseph Hospital.</p> <p>New Shorewood Dial-a-Ride: Create rush hour connection to Metra (Joliet Union Station) and midday connections to Louis Joliet Mall and St. Joseph Hospital.</p> <p>Route 855: Extend 3:00 a.m. and 3:00 p.m. trips to Plainfield.</p>

Table 1.2 Short-Term Service Recommendations (continued)

Pace South Division (South Cook County)	Pace Southwest Division (Southwest Cook County)	Pace Heritage Division (Will County)
<i>Phase II (continued)</i>		
<p>Route 364: End all trips at Hammond. Delete weekend service to Hegewisch.</p> <p>Route 365: Create new route from Chicago Heights Terminal to Steger and South Chicago Heights to replace 358.</p> <p>Route 366: Combine with Route 367.</p> <p>Route 367: Operate between Chicago Heights Terminal and Lincoln Mall via current Routes 366 and 367 and Cicero Avenue.</p> <p>New Route 368: Create flex route connection between Chicago Heights Terminal, University Park Metra station, and Governors Gateway Industrial Park.</p> <p>Route 889: Double the number of trips between Harvey, Blue Island, and Rosemont.</p>		

Table 1.3 Mid-Term Service Recommendations

Pace South Division (South Cook County)	Pace Southwest Division (Southwest Cook County)	Pace Heritage Division (Will County)
<i>Phase III</i>		
	<p>Route 386: Improve hours of service on weekdays, Saturdays, and Sundays. Add Sunday service between Midway CTA Station and Harvey.</p>	<p>New Route 838: Create flex route connection between downtown Joliet, Plainfield Road, Weber Road, Normantown Road, Highway 53, and the Bolingbrook Park-and-Ride.</p> <p>New Route 857: Create rush hour connection between Joliet, proposed U.S. 6/I-355 Park-and-Ride, Yorktown Mall, Oakbrook Shopping Center, Loyola Medical Center, and Forest Park CTA station.</p>

Table 1.4 Long-Term Service Recommendations

Pace South Division (South Cook County)	Pace Southwest Division (Southwest Cook County)	Pace Heritage Division (Will County)
<i>Phase IV</i>		
<p>Route 348: Extend all trips to Moraine Valley College. Improve hours of service on weekdays and Saturdays. Add Sunday service.</p> <p>Route 352: Improve frequency from Chicago Heights to 95th Street CTA station to 10 minutes. Improve hours of service to 1:30 a.m.</p> <p>Route 354: Improve rush hour frequency to 30 minutes. Improve evening hours of service. Add Saturday and Sunday service.</p> <p>Route 358: Improve rush hour frequency to 30 minutes. Improve evening hours of service. Add Sunday service.</p> <p>Route 367: Improve rush hour frequency to 30 minutes. Improve evening hours of service. Add Sunday service.</p> <p>New Route 870: Create rush hour express connection between Tinley Park Metra Station, Blue Island, and Cook County Medical Center.</p> <p>New Route 871: Create rush hour express connection between Lansing and Cook County Medical Center.</p> <p>New Crete Connector: Create rush hour connection between Chicago Heights Terminal and the proposed Crete intermodal center.</p>	<p>Route 330: Extend to Moraine Valley College.</p> <p>Route 381: Improve hours of service to provide later service seven days a week.</p> <p>Route 383: Improve evening hours of service seven days a week.</p> <p>Route 384: Improve evening hours of service seven days a week.</p> <p>Route 385: Improve weekday evening hours of service. Add Saturday and Sunday service.</p> <p>Route 386: Further improve evening hours of service seven days a week. Add additional Sunday service.</p> <p>Route 387: Improve evening hours of service of service seven days a week.</p> <p>New Alsip Dial-a-Ride: Create general public dial-a-ride service to improve access to jobs in the industrial areas north of the Calumet Sag Channel and west of Blue Island.</p> <p>Orland Park Dial-a-Ride: Add a second dial-a-ride vehicle to Orland Park for midday capacity relief. Extend weekday hours of service. Reduce call-in times to one hour.</p> <p>New Route 872: Create rush hour express connection between Moraine Valley College and Cook County Medical Center.</p>	<p>Route 501: Add Sunday service.</p> <p>Route 504: Improve rush hour frequency to 30 minutes. Add Saturday and Sunday service.</p> <p>Route 505: Improve rush hour frequency to 30 minutes. Improve Saturday hours of service. Add Sunday service.</p> <p>Route 507: Extend to Fox Valley Mall at all times. Extend to Route 59 Metra station on weekday rush hours. Add Sunday service.</p> <p>Route 508: Extend all trips to Lincoln Mall. Improve weekday rush hour frequency to 30 minutes. Improve Saturday hours of service. Add Sunday service.</p> <p>Route 509: Add Sunday service.</p> <p>New Route 832: Create connection between Joliet and Orland Square via New Lenox seven days a week with rush hour frequency of 30 minutes.</p> <p>Route 834: Improve weekday rush hour frequency to 30 minutes. Improve Saturday hours of service. Add Sunday service.</p> <p>Route 838: Improve hours of service on weekdays and Saturdays.</p> <p>Route 839: Improve frequency to 60 minutes. Add Saturday service.</p>

Table 1.4 Long-Term Service Recommendations (continued)

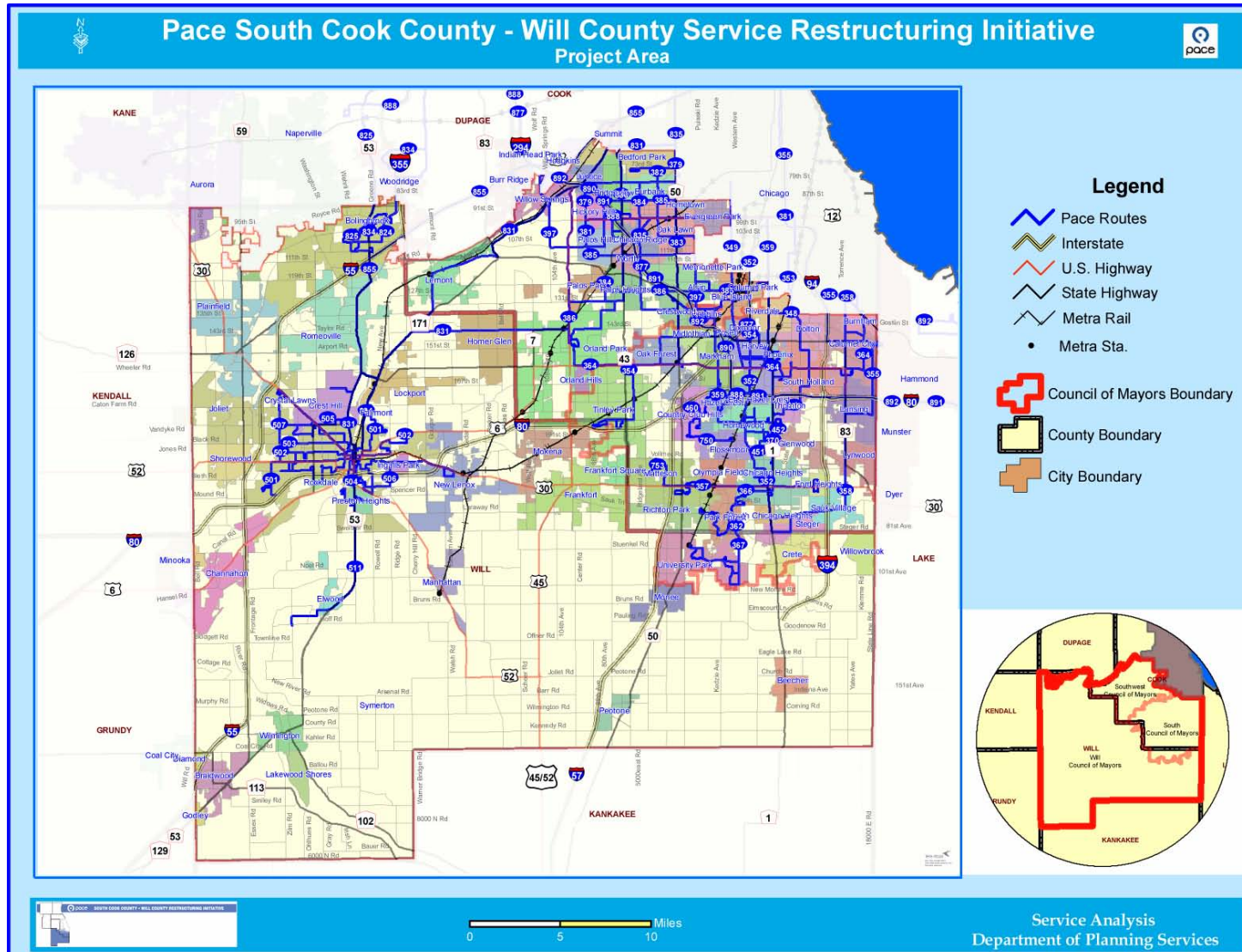
Pace South Division (South Cook County)	Pace Southwest Division (Southwest Cook County)	Pace Heritage Division (Will County)
<i>Phase IV (continued)</i>		
		<p>New Route 856: Create express connection via I-80 between Chicago Heights, Lincoln Mall, Tinley Park, and Joliet.</p> <p>New Bolingbrook Circulator: Create rush hour-only circulator service to improve access to jobs in the industrial areas west of the Bolingbrook Park-and-Ride.</p>

■ 1.2 Content of Report

This report summarizes the service planning efforts undertaken by the Cambridge Systematics team as part of the South Cook County-Will County Service Restructuring Initiative for Pace. Perteet, Inc. led the service planning work, including an analysis of existing services, development of preliminary service concepts, and development of service recommendations. Transportation Management and Design, Inc. (TMD) supported Pace in the application of HASTUS software for detailed schedule development and operating cost estimates, but its activities were not directly related to the development of the service recommendations described herein.

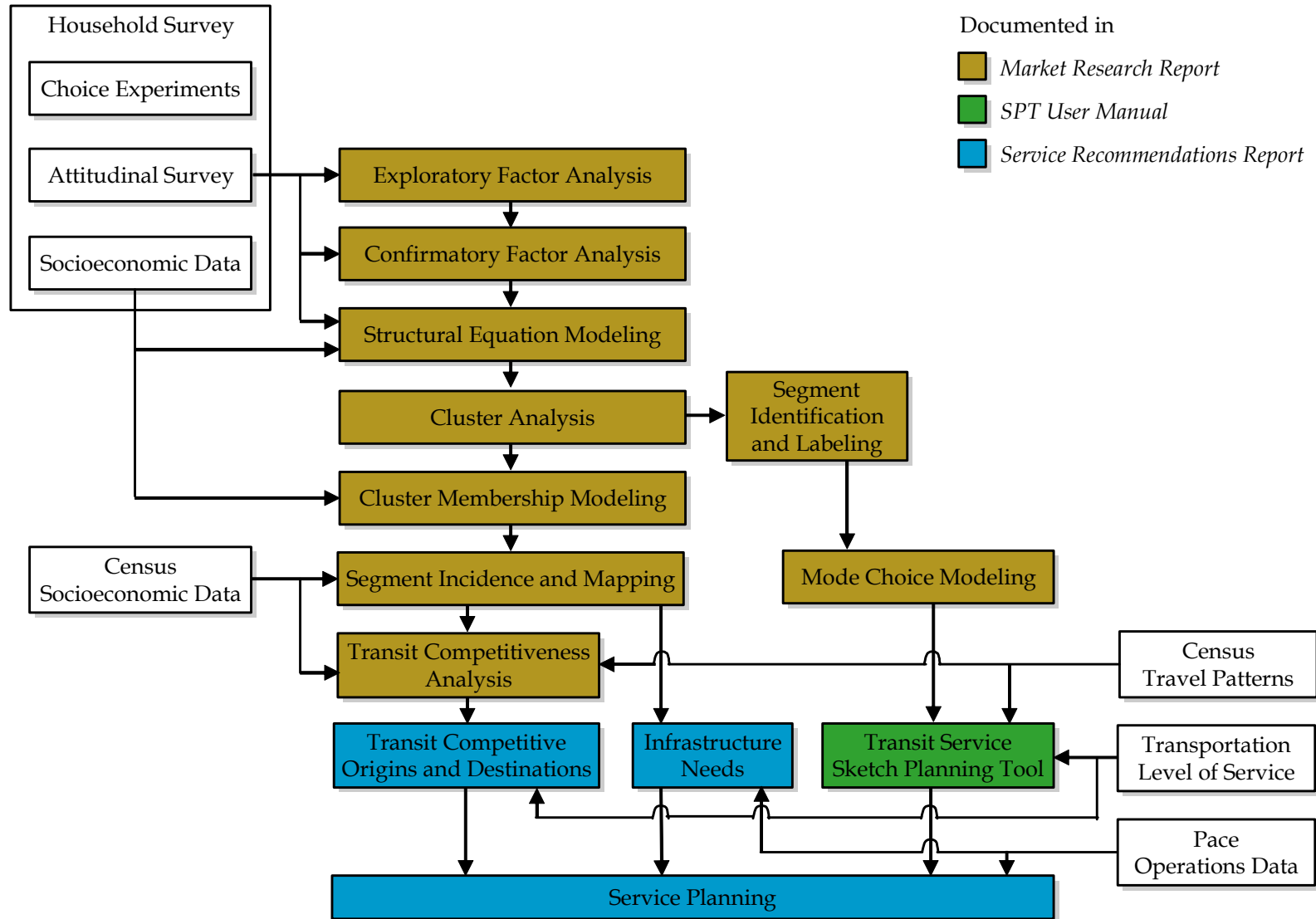
Figure 1.2 describes the overall work flow and information flow of the Initiative, including the elements documented herein. The analysis process and results described in the *Market Research Report* provide the basis for the service restructuring recommendations in southern Cook County and Will County that are described in this document, as well as the Transit Service Sketch Planning Tool (SPT) that is described in the *SPT User Manual*.

Figure 1.1 South Cook County-Will County Service Restructuring Initiative Area



Source: Pace.

Figure 1.2 Initiative Work Flow and Information Flow



Section 2.0 summarizes an analysis of existing transit services in the Initiative area. The analysis includes an assessment of service levels, ridership, productivity, and efficiency for each of 46 Pace fixed route bus services in the Initiative area, a summary of Pace van-pool services in the Initiative area, a description of services operated by CTA and Metra in the Initiative area, comments from interviews with bus operators in each of the three Pace garages in the Initiative area, and detailed route profiles for the existing Pace routes. The analysis found significant differences in needs, ranging from on-time performance problems in southern Cook County to significant unproductive segments on some routes in Joliet. These activities were conducted under Task 2 of the Initiative scope of work.

Section 3.0 summarizes the community outreach process conducted for the study, including meetings with more than 60 municipalities, written comments from more than 3,000 Pace riders, four Community Advisory Group meetings in each sector, four Regional Coordinating Committee meetings, and 18 public meetings at which more than 1,000 comments on proposed service changes were received. These activities were conducted under Tasks 3, 4, 6, and 9 of the Initiative scope of work.

Section 4.0 describes how the market research results were applied to the development of service recommendations. The section includes an assessment of 20 relatively transit competitive origin locations and seven transit competitive destination locations, building on the Transit Competitiveness Factor (TCF) analysis that is described in more detail in the *Market Research Report*.² The section also includes the results of a GIS-based analysis of potential locations where infrastructure improvements, including upgraded passenger shelters and transit signal priority technology, could be most effective based on the incidence of market segments who are sensitive to personal comfort or safety and travel speed or travel time reliability, respectively. These activities were conducted under Task 5 of the Initiative scope of work.

Section 5.0 describes preliminary service concepts that were developed to address operational issues identified in the service analysis and respond to findings from the market research. The section includes a description of the proposed overall route network, including focal points where services would converge and regional connections between sectors and other portions of Pace's service area. The section describes service concepts by route in each sector and summarizes comments received from advisory committees, Pace drivers, the public, and other stakeholders that were used to refine the concepts. These activities also were conducted under Task 5 of the Initiative scope of work.

Section 6.0 describes short-term service recommendations that reflect a group of service changes that Pace plans to implement within the next 18 months, pending funding availability. The service recommendations are divided into two phases, including a first phase that addresses key operational issues without additional funding and a second phase that continues to enhance service but requires some additional funding. The section includes ridership forecasts prepared using the Transit Service Sketch Planning Tool (SPT), a

² Pace, South Cook County-Will County Service Restructuring Initiative: *Market Research Report*, September 2007.

custom GIS software tool that applies the market research results to interactively predict transit mode share between selected origin zones and destination zones given changes in service characteristics (e.g., travel time, wait time, price, etc.), network structure (e.g., number of transfers), or customer experience (e.g., travel time reliability). The SPT is described in more detail in the *Transit Service Sketch Planning Tool User Manual*.³ The section also includes an implementation action plan for the short-term service recommendations. These activities were conducted under Tasks 7 and 8 of the Initiative scope of work.

Section 7.0 describes mid- and long-term service recommendations that reflect a group of service changes that Pace plans to implement within the following three to five years, pending funding availability. The mid- and long-term service recommendations also are divided into two phases. The section includes a prioritization analysis prepared using the SPT. These activities were conducted under Tasks 7 and 8 of the Initiative scope of work.

³ Pace, *Transit Service Sketch Planning Tool User Manual*, September 2007.

2.0 Service Analysis

This section summarizes an analysis of existing operations of Pace routes in the South Cook County–Will County Restructuring Initiative area that was conducted in preparation for the development of route and schedule modification recommendations. Among the subjects covered in this analysis are:

- Ridership by system and individual route;
- Service-levels by system and individual route;
- Ridership productivity analysis;
- Service efficiency calculations;
- Metra and CTA service summary; and
- Bus operator’s comments.

There was a lag between the service analysis task and the service planning task described in Sections 5, 6, and 7 due to the need for final results from the comprehensive market research process described in Sections 3 and 4.

■ 2.1 System Analysis

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. Analysis of Routes 348 and 353 used supplementary data that was provided by Pace staff. Data concerning the service span and service frequency were collected from existing schedules. All data has been consolidated into a number of tables and graphics, which are displayed in this section.

2.1.1 Service Provided

Bus Service

There are 46 regular fixed routes that operate during the peak service hours. Out of those 46 routes, 31 provide midday service, 24 routes operate on Saturdays, and 13 operate on Sundays. Six of these routes provide service to/from UPS. These were analyzed, but will not be considered for restructuring in this Initiative. In addition, Pace West Division

Routes 307 and 330 touch upon the Initiative area, but were not analyzed. Table 2.1 shows the time periods during which each route operates.

Table 2.1 Pace South Cook County-Will County Service Times

Route	Peak Service	Midday Service	Saturday Service	Sunday Service
348 138 th Street Riverdale Connector	X	X	X	
349 South Western	X	X	X	X
350 Sibley	X	X	X	X
352 Halsted	X	X	X	X
353 95 th -Riverdale-Homewood	X	X	X	X
354 Harvey-Tinley Park	X	X	X	
355 Lansing	X	X		
357 Lincoln Highway	X	X	X	X
358 Torrence	X	X	X	
359 Robbins/South Kedzie Avenue	X	X	X	X
362 South Park Forest	X			
364 159 th Street	X	X	X	X
366 Park Forest-Chicago Heights	X	X	X	X
367 University Park	X	X	X	
370 Harvey-Chicago Heights	X	X	X	X
379 West 79 th Street	X	X	X	X
381 95 th Street	X	X	X	X
382 Central/Clearing	X	X		
383 South Cicero	X	X	X	X
384 Narragansett/Ridgeland	X	X	X	X
385 87 th /111 th /127 th	X	X		
386 South Harlem	X	X	X	
390 ^a Midway-UPS	X			
395 ^a CTA 95 th Street Station-UPS	X			
397 ^a Blue Island-UPS	X			
451 Southeast Homewood	X			
452 Northeast Homewood	X			
460 Hazel Crest Feeder	X			
501 Forest Park-West Jefferson	X	X	X	
502 Cass/Marquette Gardens	X	X	X	
503 Black Road-Raynor Park	X	X		

^a UPS routes are provided for purpose of comparison only.

**Table 2.1 Pace South Cook County-Will County Service Times
(continued)**

Route	Peak Service	Midday Service	Saturday Service	Sunday Service
504 South Joliet	X	X		
505 Rockdale-Lidice	X	X	X	
506 East Washington	X	X		
507 Plainfield	X	X	X	
511 Joliet-Centerpoint Intermodal Ctr.	X			
750 Country Club Hills	X			
753 Matteson	X			
831 Joliet-Midway	X	X	X	
834 Joliet-Yorktown	X	X	X	
835 SW Suburban Chicago Express	X	X		
877 South Suburban Oakbrook Limited	X			
888 Tri-State Flyer	X			
890 ^a South Suburban-UPS	X			
891 ^a Gary, Indiana-UPS	X			
892 ^a East Chicago-UPS	X			

^a UPS routes are provided for purpose of comparison only.

Saturday and Sunday schedules, while similar to weekday schedules, usually start later in the day and often cease operation earlier in the evening. The majority of routes do not operate on Sundays. Initiative area service is summarized in Table 2.2.

Table 2.2 Initiative Area Pace Service Summary

Route	Average Weekday			Average Saturday			Average Sunday		
	Rev. Miles	Rev. Hrs	Ridership	Rev. Miles	Rev. Hrs	Ridership	Rev. Miles	Rev. Hrs	Ridership
348	147.5	10.0	100	147.5	10.0	40			
349	908.5	62.5	2729	1071.6	71.3	2711	891	54.95	1576
350	379.7	21.4	1176	146	9.2	517	146	7.67	282
352	2,429.8	139.0	6263	1749.1	94.1	4478	1138.7	65.12	2708
353	1,166.2	76.4	3410	749.1	46.4	1724	544.3	32.72	1101
354	463.8	23.3	424	170.15	8.7	149			
355	1,125.8	42.8	933						
357	603.2	43.3	1010	479.55	34.4	629	261.55	17.02	248
358	573.5	23.3	676	211.4	8.4	218			
359	908.0	53.3	1579	600.1	30.6	815	458.9	23.4	487
362	81.6	4.2	73						
364	1,574.9	88.0	2776	1189.1	72.1	1817	612.8	37.9	790
366	183.3	11.1	342	101.4	5.2	165	74.1	4.43	65
367	291.4	12.6	187	110	4.8	69			
370	341.4	18.0	717	180	9.5	305	180	9.5	204
379	601.4	36.3	1280	277.96	17.3	563	196.44	11.38	303
381	1,213.9	81.2	3639	736.16	48.4	2048	484.08	31.08	1099
382	383.5	24.2	452						
383	844.8	49.0	1636	478.98	29.1	1085	256.53	14.12	465
384	685.2	37.4	824	411.26	22.1	476	140.93	8.63	238
385	725.4	42.7	916						
386	790.2	42.8	1084	378.58	19.9	426			
*390	213.6	10.5	344						
*395	346.0	18.8	550						
*397	177.0	9.6	116						
451	30.4	2.0	31						
452	36.6	3.0	57						
460	51.9	3.1	40						
501	802.1	36.6	807	298.3	15.0	314			
502	331.5	21.1	408	203.1	13.2	164			
503	169.3	10.2	264						
504	176.9	10.1	200						
505	321.1	19.4	377	220.8	13.3	216			
506	206.9	10.9	170						
507	180.9	9.3	354	134	6.8	362			
511	54.1	1.7	4						
750	44.4	2.7	51						
753	52.8	2.9	46						
831	331.4	12.5	139	110	3.8	71			
834	656.0	34.6	638	375	20.0	263			
835	168.3	9.1	66						
877	376.2	15.2	173						
888	185.7	6.9	106						
*890	257.2	9.2	229						
*891	453.6	10.0	215						
*892	67.4	2.4	38						
Total	22,114	1,214.4	37,649	10,529.1	613.3	19,625	5,385.3	317.9	9,566

Source: Pace, Second Quarter 2006.

Note: UPS routes, denoted with asterisk are provided for purpose of comparison only.

As this table shows, Pace operates, on its regular fixed route network, approximately 1,225 hours of service each weekday, 604 hours (49 percent of the weekday total) on Saturdays, and 318 hours (26 percent of the weekday total) on Sundays. Route 352 provides the most

service on weekdays (139 revenue hours), Saturdays (94 revenue hours), and on Sundays (65 revenue hours). Route 511 provides the least service weekdays at 1.7 revenue hours. The relative amount of weekday, Saturday and Sunday service hours provided, by route, is depicted in Figures 2.1 through 2.3.

Figure 2.1 Weekday Revenue Hours by Route
Second Quarter 2006

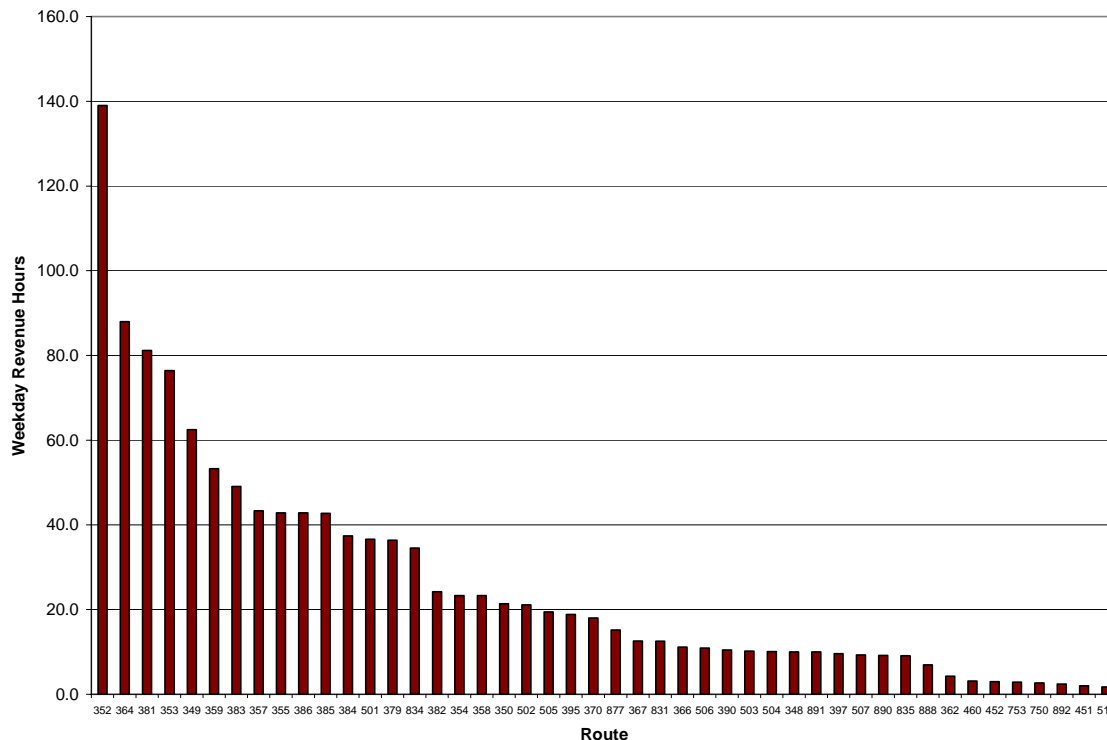


Figure 2.2 Saturday Revenue Hours by Route
Second Quarter 2006

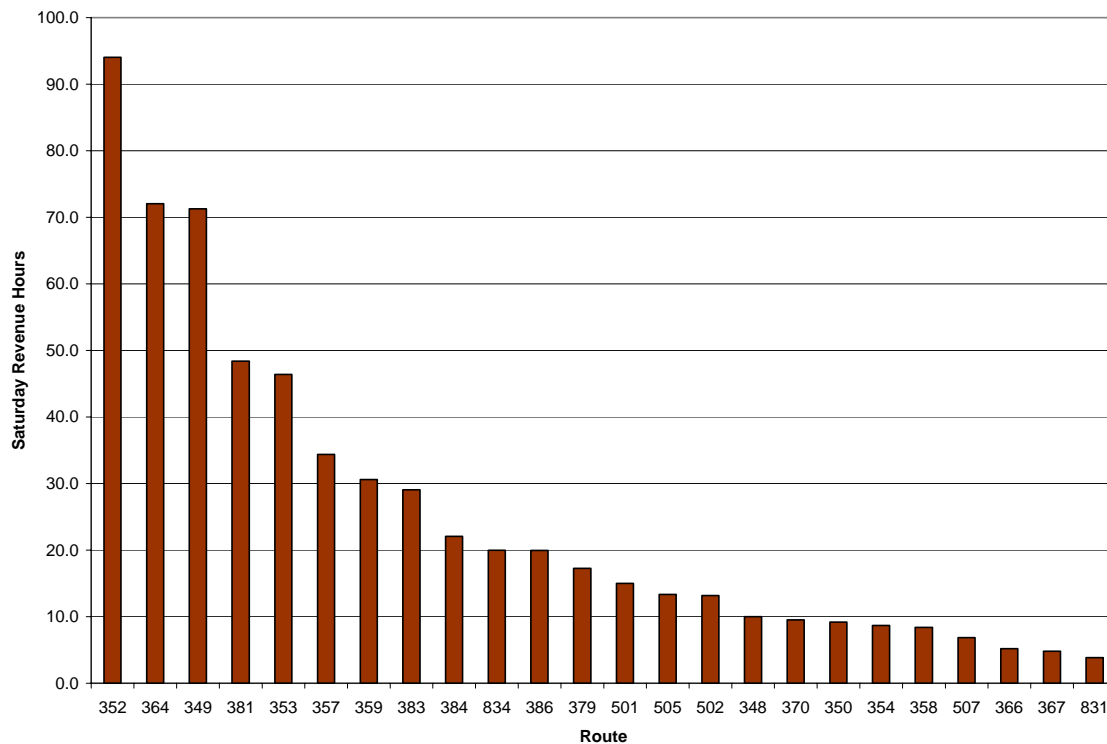
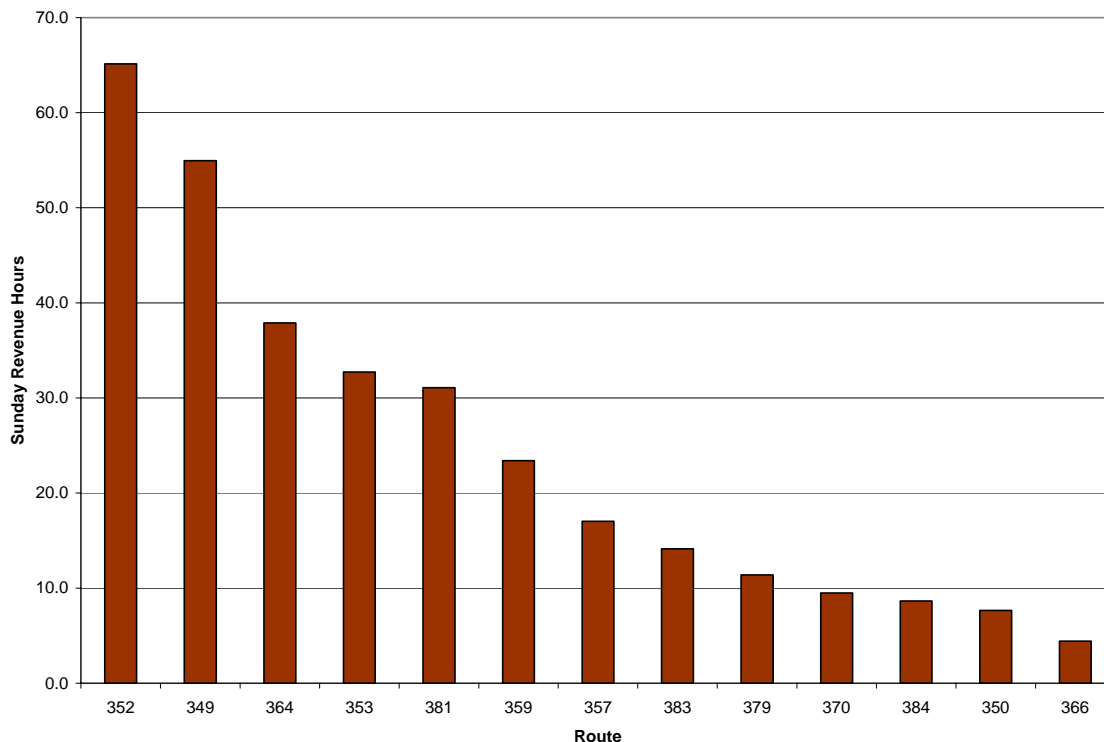


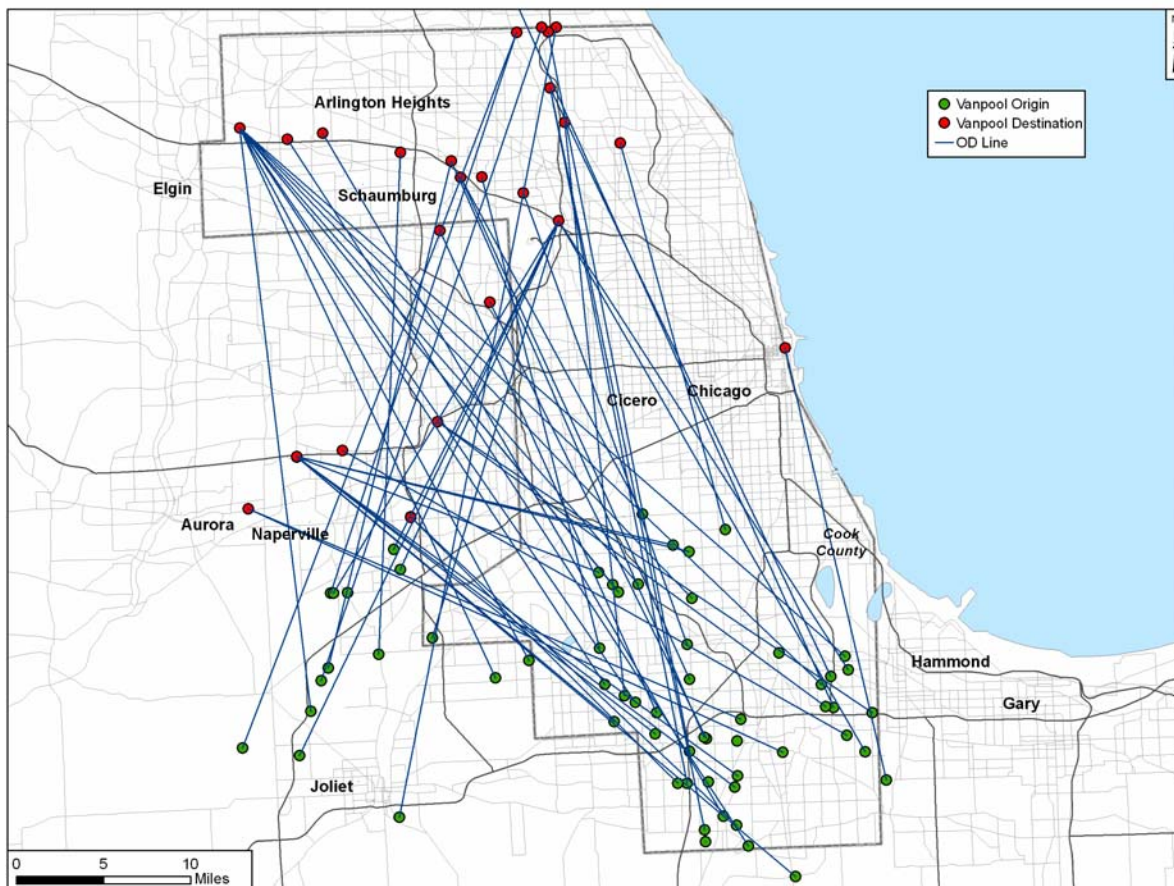
Figure 2.3 Sunday Revenue Hours by Route
Second Quarter 2006



Vanpool Service

Vanpool service also is provided in the South Cook County-Will County Restructuring Initiative Area. There are 63 vans that operate in the South-Cook County Will Cook area on a daily basis. Each van consists of five to 15 riders, who commute between similar home and work locations at consistent times. The three major destinations include the Lake-Cook Road area, the I-90 employment corridor, and the I-88 employment corridor. The origins and destinations are illustrated in Figure 2.4. There are no trips with both origins and destinations within the Initiative area. The average ridership per van is 5.62 persons, while the average number of one-way vanpool trips per week is 133.

Figure 2.4 Origins and Destinations of Vanpool Service



2.1.2 Ridership

In 2006, ridership on the Pace South Cook-Will initiative area routes averaged 38,500 riders per weekday. Saturday ridership averaged 20,050 per day, 52 percent of the weekday average daily ridership and Sundays averaged 10,135 riders, 26 percent of weekday ridership.

Weekday route ridership ranges from 6,058 on Route 352 to 3 daily riders on Route 511. On Saturday, Route 352 carries an average of 4,448 riders while 56 ride Route 367. Sunday ridership ranges from 2,750 on Route 352 to 72 on Route 366.

The distribution of ridership by route is depicted in Figures 2.5 through 2.7.

Figure 2.5 Average Weekday Riders by Route
Second Quarter 2006

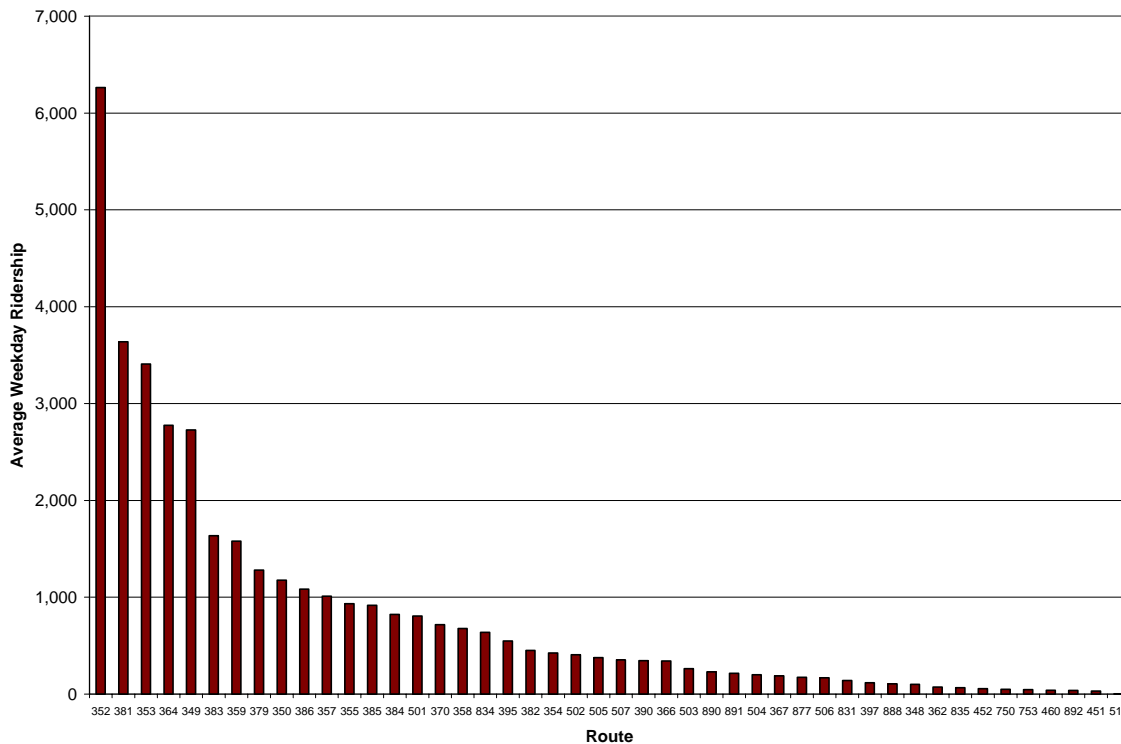


Figure 2.6 Average Saturday Riders by Route
Second Quarter 2006

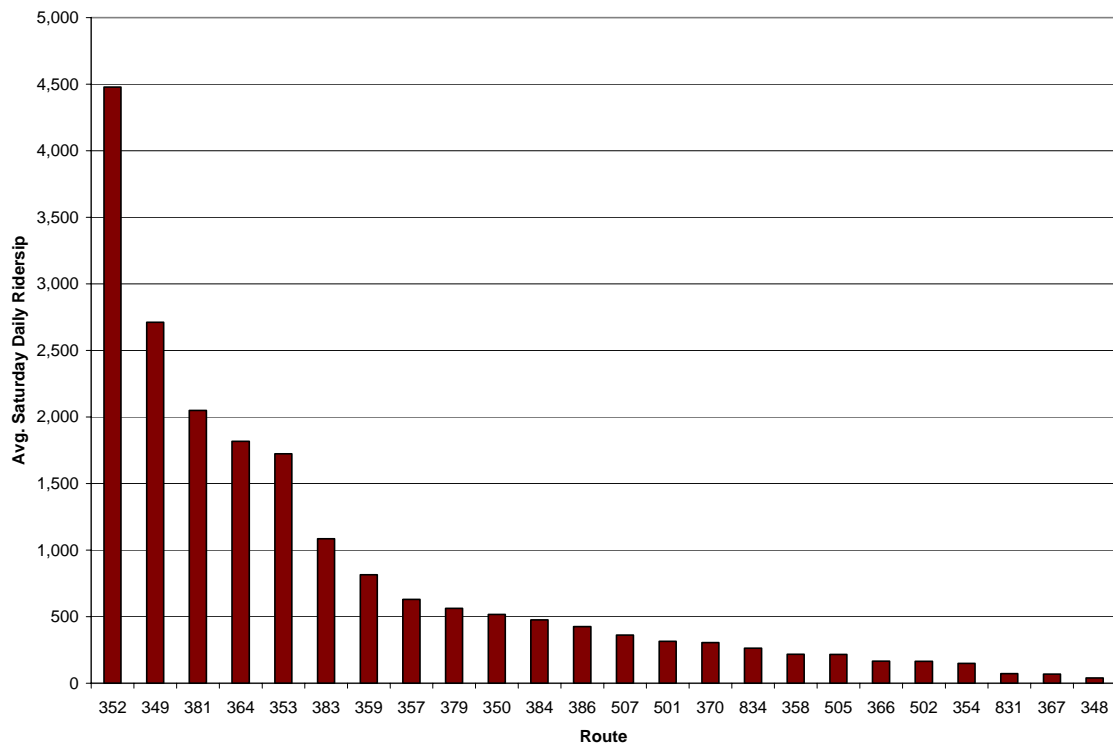
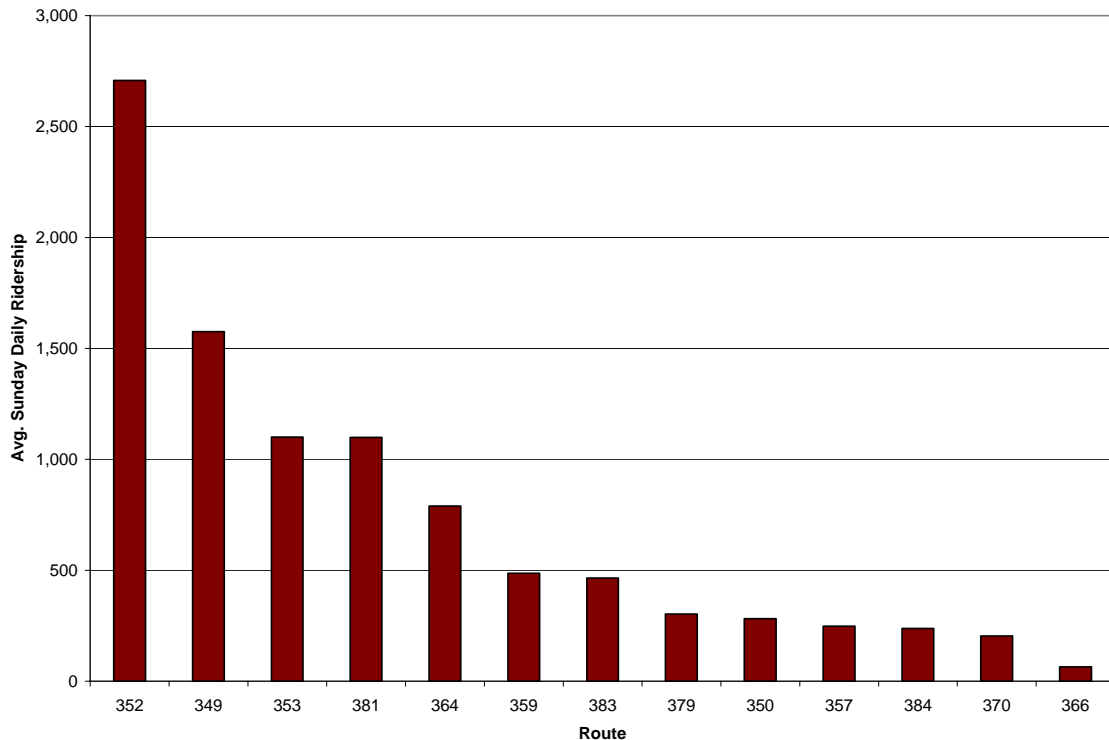


Figure 2.7 Average Sunday Riders by Route
Second Quarter 2006



2.1.3 Productivity and Effectiveness

In 2006, the average system productivity for the three operating periods was as follows:

- **Weekdays** – 31.3 riders per revenue hour and 1.74 riders per revenue mile on 45 routes;
- **Saturdays** – 32.3 riders per revenue hour and 1.90 riders per revenue mile on 23 routes; and
- **Sundays** – 30.6 riders per revenue hour and 1.83 riders per revenue mile on 13 routes.

Pace expends, on average, \$1.54 for each rider it carries. The subsidy per passenger ranges from \$0.63 on Route 350 to \$18.66 on Route 511. System productivity and effectiveness performance is summarized in Table 2.3.

Table 2.3 Initiative Area Ridership, Productivity, and Effectiveness by Route - 2006

Route	Passengers per Revenue Hour						Passengers per Revenue Mile						Subsidy per Rider					
	Weekdays		Saturdays		Sundays		Weekdays		Saturdays		Sundays		Weekdays		Saturdays		Sundays	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank
348	10.0	44	4.0	24	-	-	0.68	37	0.27	23	-	-	\$6.79	43	\$17.93	24		
349	43.7	5	38.0	5	28.7	6	3.00	2	2.53	5	1.77	6	\$0.87	4	\$1.05	4	\$1.70	7
350	55.1	1	56.4	1	36.8	2	3.10	1	3.54	1	1.93	4	\$0.63	2	\$0.29	1	\$1.26	3
352	45.1	2	47.6	3	41.6	1	2.58	5	2.56	4	2.38	1	\$0.90	5	\$0.69	2	\$0.79	1
353	44.6	4	37.2	7	33.6	4	2.92	4	2.30	6	2.02	3	\$0.99	6	\$1.19	6	\$1.53	5
354	18.2	32	17.2	19			0.91	30	0.88	19			\$2.87	24	\$2.85	17		
355	21.8	22					0.83	34					\$2.05	19				
357	23.3	19	18.3	18	14.6	13	1.67	13	1.31	13	0.95	12	\$1.50	13	\$2.16	14	\$3.93	12
358	29.0	15	26.0	12			1.18	22	1.03	17			\$1.62	15	\$1.96	12		
359	29.6	13	26.6	11	20.8	11	1.74	12	1.36	12	1.06	11	\$1.46	12	\$1.86	11	\$2.35	11
362	17.3	33	25.2	13			0.89	31					\$5.45	37				
364	31.5	11	31.7	10	20.8	10	1.76	11	1.53	11	1.29	9	\$1.20	9	\$1.59	10	\$2.19	9
366	30.8	12	14.4	21	14.7	12	1.87	10	1.63	10	0.88	13	\$2.45	23	\$2.37	16	\$4.17	13
367	14.9	39					0.64	39	0.63	23			\$4.11	33	\$3.46	18		
370	39.8	6	32.1	9	21.5	9	2.10	7	1.69	9	1.13	10	\$1.30	11	\$1.44	9	\$2.34	10
379	35.2	8	32.6	8	26.6	8	2.13	6	2.03	8	1.54	8	\$1.13	8	\$1.23	7	\$1.58	6
381	44.8	3	42.3	4	35.4	3	3.00	3	2.78	2	2.27	2	\$0.75	3	\$0.86	3	\$1.08	2
382	18.7	30					1.18	23					\$3.10	26				
383	33.4	9	37.3	6	32.9	5	1.94	9	2.27	7	1.81	5	\$1.23	10	\$1.14	5	\$1.38	4
384	22.0	21	21.6	14	27.6	7	1.20	21	1.16	14	1.69	7	\$2.20	21	\$2.34	15	\$2.01	8
385	21.5	24					1.26	19					\$2.08	20				
386	25.3	17	21.4	15			1.37	18	1.13	15			\$1.79	17	\$2.09	13		

Source: Pace, Second Quarter 2006 Comprehensive Quarterly Service Review.

Table 2.3 Initiative Area Ridership, Productivity, and Effectiveness by Route - 2006 (continued)

Route	Passengers per Revenue Hour						Passengers per Revenue Mile						Subsidy per Rider					
	Weekdays		Saturdays		Sundays		Weekdays		Saturdays		Sundays		Weekdays		Saturdays		Sundays	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank
390	32.9	10					1.61	14					\$2.23	22				
395	29.2	14					1.59	15					\$1.60	14				
397	12.1	41					0.66	38					\$1.03	7				
451	15.3	37					1.02	27					\$6.61	41				
452	19.1	28					1.56	17					\$3.95	32				
460	12.8	40					0.77	36					\$6.60	40				
501	22.1	20	21.0	16			1.01	28	1.05	16			\$3.23	27	\$3.56	19		
502	19.3	27	12.5	23			1.23	20	0.81	20			\$3.78	30	\$6.38	23		
503	26.0	16					1.56	16					\$2.95	25				
504	19.8	25					1.13	26					\$3.66	38				
505	19.4	26	16.2	20			1.17	24	0.98	18			\$3.83	31	\$4.65	20		
506	15.6	36					0.82	35					\$5.10	36				
507	38.3	7	53.0	2			1.96	8	2.70	3			\$2.02	18	\$1.38	8		
511	2.4	46					0.07	46					\$18.66	45				
750	19.1	29					1.15	25					\$4.86	34				
753	16.0	34					0.87	33					\$5.49	38				
831	11.1	43	18.5	17			0.42	44	0.65	22			\$6.43	39	\$5.12	21		
834	18.5	31	13.2	22			0.97	29	0.70	21			\$3.70	29	\$5.57	22		
835	7.3	45					0.39	45					\$9.15	44				
877	11.4	42					0.46	43					\$6.67	42				
888	15.3	38					0.57	40					\$4.87	35				
890	25.0	18					0.89	32					\$1.70	16				
891	21.5	23					0.47	42					\$0.00	1				
892	15.8	35					0.56	41					\$0.00	1				
Total	31.3		32.3		30.6		1.74		1.90		1.83		\$1.55		\$1.43		\$1.48	

Source: Pace, Second Quarter 2006 Comprehensive Quarterly Service Review.

Individual route productivity rankings are depicted in Figures 2.8 through 2.10.

Figure 2.8 Weekday Productivity (Riders per Revenue Hour) by Route 2006

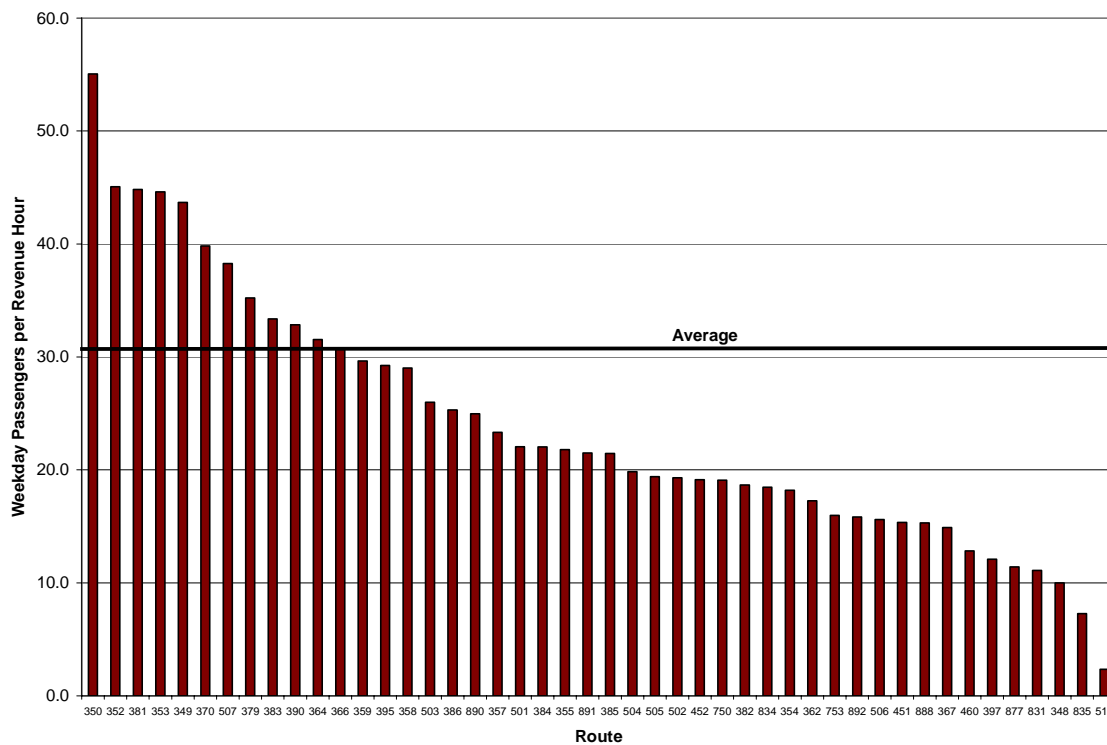


Figure 2.9 Saturday Productivity (Riders per Revenue Hour) by Route
2006

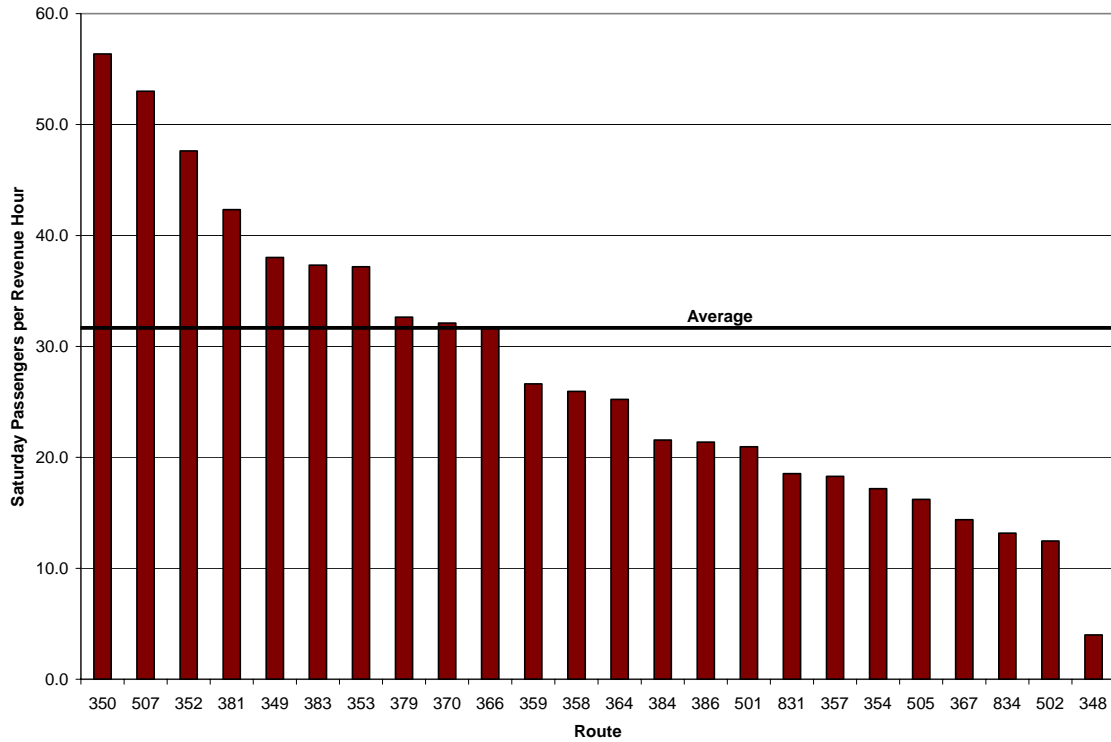
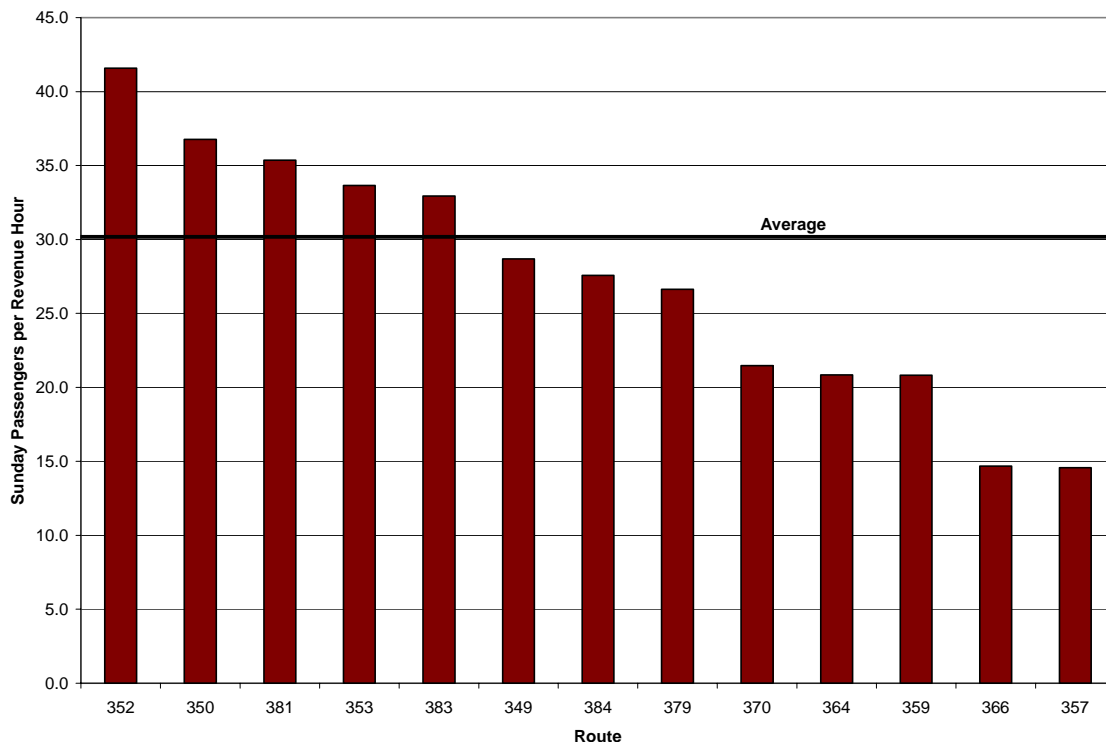


Figure 2.10 Sunday Productivity (Riders per Revenue Hour) by Route 2006



2.1.4 On-Time Performance

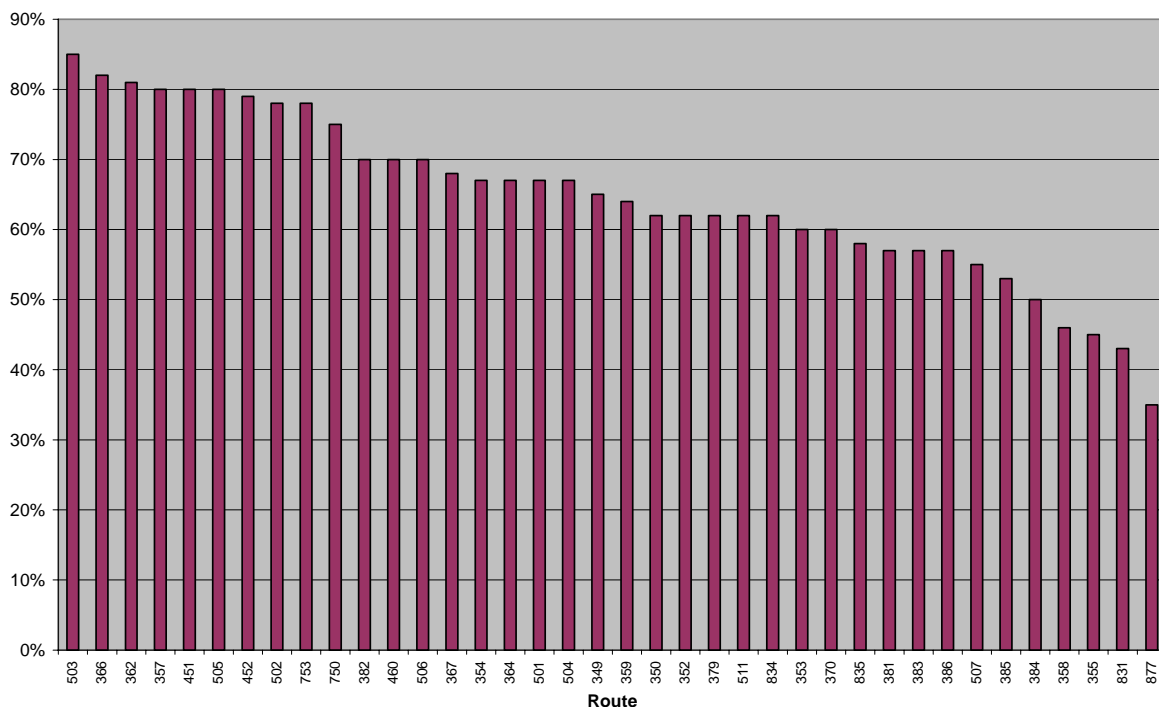
On-time performance for routes within the Initiative area is generally below average. Factors contributing to poor on-time performance include at-grade rail crossings, which depending on the length of the train, can add up to 10 minutes of additional running time, increasing traffic congestion, and continual construction projects.

On-time performance was measured at arrival of the last timepoint and at departure from all others. An on-time trip is defined as any trip arriving at a timepoint within 0-5 minutes of the scheduled time. In calculations for Initiative-area routes performed in 2005, a trip is on-time at any timepoint if it departs the timepoint (or arrives at the final timepoint) up to five minutes late from the scheduled time, with on-time performance measured at each timepoint. Pace has since modified its on-time performance criteria to consider trips up to one minute ahead of schedule as on-time. On some routes, early arrivals are problematic, but in general, late arrivals are the more common problem.

There are three routes that are performing above the 80 percent on-time performance level: Routes 503, 366, and 362. Two-thirds of the routes have fewer than 70 percent of trips arriving on-time. Compared to national averages for transit systems, the on-time

performance may be called below average within the Initiative area. Figure 2.11 illustrates the on-time performance levels for all routes in the Initiative area.

Figure 2.11 On-Time Performance by Route
Fall 2005



■ 2.2 Route Profiles

The following section describes each existing Pace, CTA, and Metra route within the South Cook County–Will County Restructuring Initiative area, summarizes the service provided and its ridership trend, and identifies potential difficulties with the existing operations.

In addition to the profile chart located in each section, Appendix A provides a more detailed route profile that graphically shows ridership activity and other data for each Pace route.

2.2.1 Pace Routes in the Initiative Area

Route 348 – 138th St. Riverdale Connector

Route Description

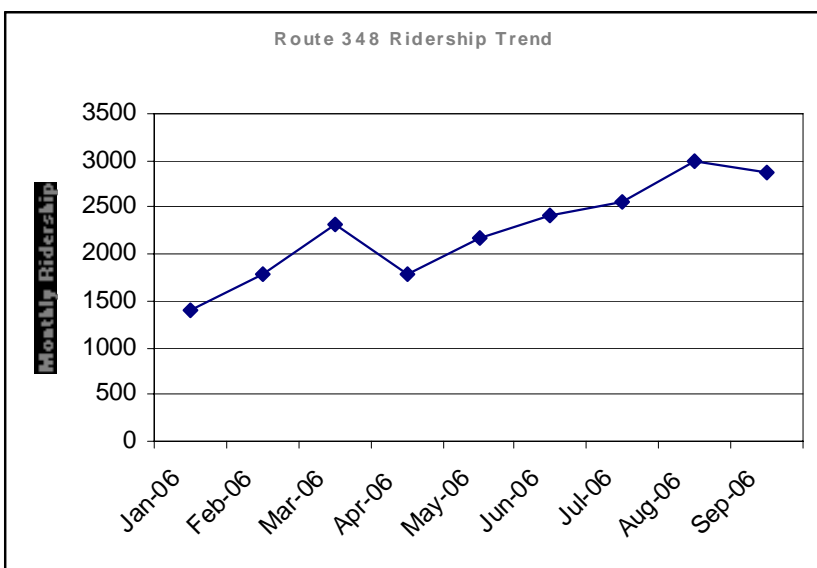
Route 348 provides half-hour service 6 a.m. to 6 p.m. along 138th Street in Riverdale with connections to 2 major north/south corridors – Halsted Street and Indiana Avenue. The route serves the areas of 127th/Lowe, Riverdale Bus Turnaround, and the Riverdale Metra Electric Station.

This route was implemented in November of 2005 and the ridership numbers and revenue hours are based on Second Quarter 2006 operating data.

Problem Statement

Route 348 has only been in-service for less than a year and even though the ridership has doubled since inception, the per trip passenger loads are under 2.5 persons per trip. Route 348 is one of the worst performing routes in the Initiative area. It does not connect to any large passenger generator.

On-time performance was not available for this route.



Route Statistics

Riders	
2006 Daily	100
2006 per Rev Hour	10.0
2006 per Trip	2.0
Service Headway (Minutes)	
Weekday Peak	30
Weekday Base	30
Evening	-
Saturday	30
Sunday	-
Service Span	
Weekday	6:00 a.m. to 6:24 p.m.
Saturday	6:00 a.m. to 6:24 p.m.
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	10.0
2006 Weekday Trips	50
2006 Saturday Trips	50
2005 Sunday Trips	

Route 349 – South Western

Route Description

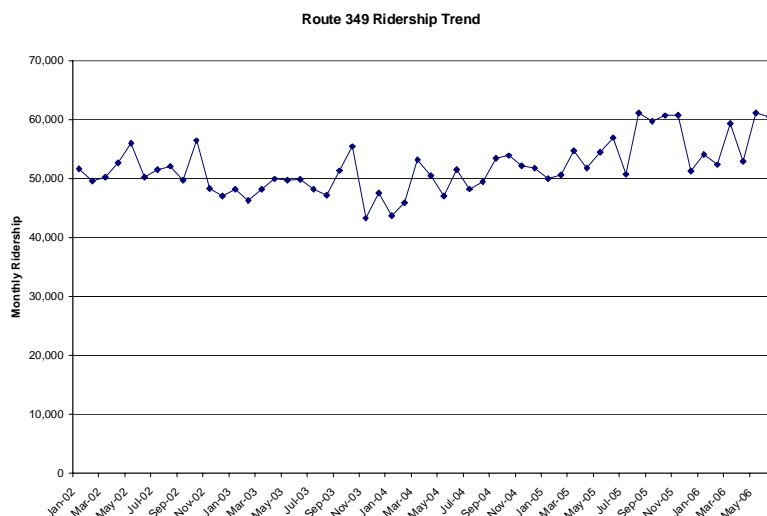
Route 349 is a major north-south trunk line that connects the center of the Pace South service area with the western CTA service area. Service operates from Harvey Transportation Center to 79th and Western in Chicago. The route serves Evergreen Plaza, the Blue Island and Harvey Metra Stations, St. Francis 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.

Problem Statement

Approximately 65 percent of Route 349 trips arrive 0-5 minutes behind schedule. On-time performance is primarily influenced by a series of three rail crossings between Dixie/147th Street and Blue Island. In the northbound direction, buses run ahead of schedule in this segment if no trains are present. However, delays of over 10 minutes are common throughout the day when trains are actually present. In the southbound direction, there is no schedule slack in this segment and buses were up to 25 minutes late – presumably due to train blockages. Detours have historically been available to miss the two rail crossings that are considered the worst by operators. One of these, the Posen detour using 143rd, Harrison, and 139th, currently is not available. The 147th-Kedzie-139th detour is much longer and requires advanced knowledge of train blockage on Western.

Route 349 is one of Pace’s highest ridership routes. Ridership has been growing slightly and productivity is well above average. The only route segment that could be considered weak is between Dixie/147th Street and Blue Island.

Pace and CTA coordinate schedules on a portion of the route. Different buses and different fares are likely to confuse potential patrons about their travel options.



Route Statistics

Riders

2006 Weekday	2,729
2006 per Rev Hour	43.7
2006 per Trip	23.9

Service Headway (Minutes)

Weekday Peak	15-30
Weekday Base	20
Evening	30
Saturday	20
Sunday	30

Service Span

Weekday	5:10 a.m. to 11:22 p.m.
Saturday	5:05 a.m. to 12:55 p.m.
Sunday	5:45 a.m. to 12:28 a.m.

Weekday Service Provided

2006 Weekday Rev Hour	62.5
2006 Weekday Trips	114
2006 Saturday Trips	94
2006 Sunday Trips	84

Route 350 – Sibley

Route Description

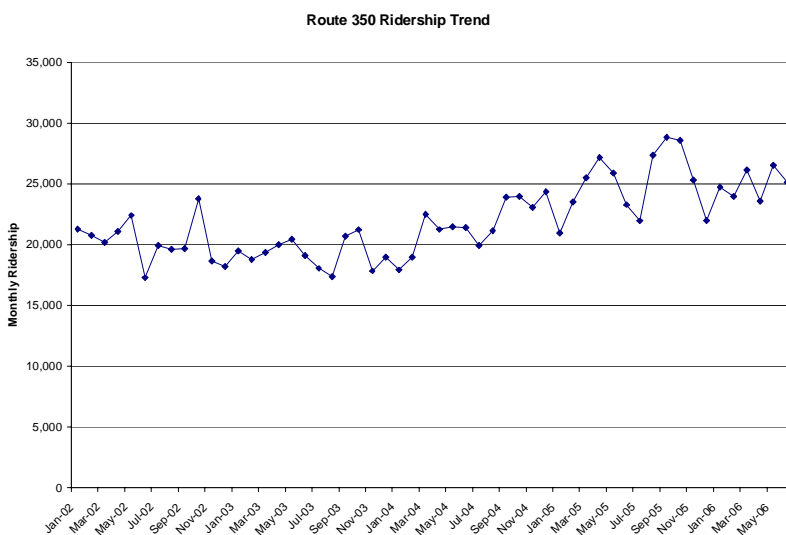
Route 350 is an east-west crosstown route serving commercial and residential areas operating between the Hammond Transit Center and Harvey Transportation Center. It also serves the 147th Street Metra Station, Thornridge High School, and selected weekday trips serve South Suburban College.

Problem Statement

Approximately 62 percent of Route 350 trips arrive 0-5 minutes behind schedule at route timepoints. The segment with the worst on-time performance is on Sibley between Torrence and Chicago, westbound in the a.m. peak and throughout the day in the eastbound direction.

Route 350 is one of Pace’s highest ridership routes and it is the most productive route in the Initiative area. Ridership has been growing. The segment between Torrence and the Hammond Transit Center is less productive than the rest of the route, but still very good. The deviation to South Suburban College is carrying 17 ons and 22 offs total on 10 trips. Certain trips carry many passengers to South Suburban College, and several carry none. Overall, this is an excellent route.

Sunday service does not go into Hammond, even though it is one of the highest ridership stops during the weekday. Hammond Transit Center does not operate service on Sundays.



Route Statistics

Riders	
2006 Daily	1,176
2006 per Rev Hour	55.1
2006 per Trip	23.1
Service Headway (Minutes)	
Weekday Peak	20
Weekday Base	60
Evening	60
Saturday	60
Sunday	60
Service Span	
Weekday	5:51 a.m. to 9:45 p.m.
Saturday	8:45 a.m. to 6:43 p.m.
Sunday	8:50 a.m. to 6:40 p.m.
Weekday Service Provided	
2006 Weekday Rev Hour	21.3
2006 Weekday Trips	51
2006 Saturday Trips	20
2006 Sunday Trips	20

Route 352 – Halsted

Route Description

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 the Chicago Heights Terminal. Metra/Amtrak is served through Stations at Homewood, Calumet, Harvey, Hazel Crest, and West Pullman. This route serves Illinois Department of Human Services, St. James Hospital, Marion Catholic, and Bloom Township High Schools. The portion north of 127th Street is coordinated with CTA service during weekday rush-hour periods. During peak hours, several Route 352 trips travel on express alignments between Harvey Transportation Center and the 95th Street station. The service traveling on local streets between Harvey Transportation Center and the 95th Street station operates on a limited-stop basis to avoid duplication with CTA service in the same corridor.

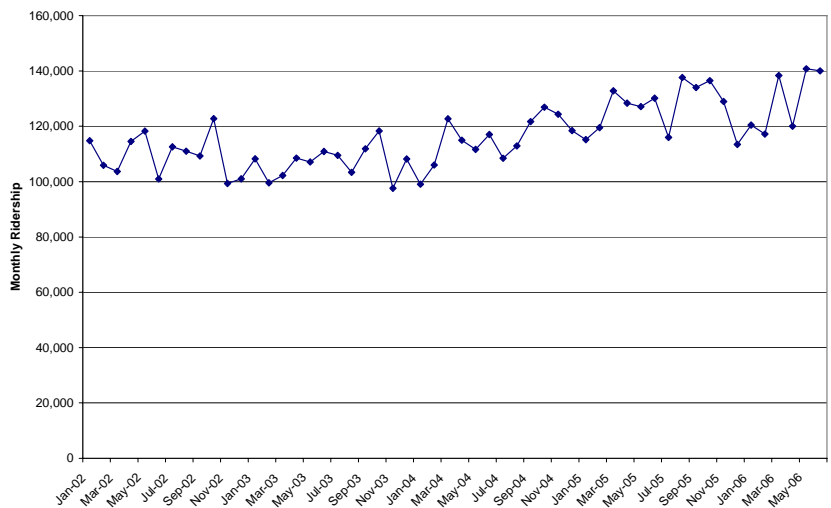
Problem Statement

Approximately 62 percent of Route 352 trips arrive 0-5 minutes behind schedule at route timepoints. The segment with the worst on-time performance is between the Harvey Transportation Center and Halsted/127th trips, especially in the northbound direction, are consistently behind schedule. Often, p.m. peak trips starting at the 95th Street Station started their trips more than 10 minutes late, indicating insufficient layover time.

The peak-hour-only limited stop service in Chicago is confusing for passengers. Passengers may board at 95th Street without being aware of the limited stop policy.

Route 352 is Pace's highest ridership route. It also is one of the most productive. Ridership has been growing as well. The number of passengers carried between Harvey and 95th Street is more than double than those carried south of Harvey. The route turns over one-third of its load at the Harvey Transportation Center – it is a very high activity stop. The segment between Dixie/Ridge and Wood/170th is much less productive than the rest of the route. Stop spacing in Chicago is very close. There is duplication with CTA Route 108, which Pace tries to limit by converting Route 352 to limited stop service on S. Halsted during peak times. Overall, this is an excellent route.

Route 352 Ridership Trend



Route Statistics

Riders		
2006 Daily		6,263
2006 per Rev Hour		45.1
2006 per Trip		34.0
Service Headway (Minutes)		
Weekday Peak		8
Weekday Base		15
Evening		30
Saturday		15-30
Sunday		20
Service Span		
Weekday	4:10 a.m. to 1:27 a.m.	
Saturday	4:10 a.m. to 12:46 a.m.	
Sunday	6:12 a.m. to 11:28 p.m.	
Weekday Service Provided		
2006 Weekday Rev Hour		138.7
2006 Weekday Trips		184
2006 Saturday Trips		119
2006 Sunday Trips		80

Route 353 – 95th Riverdale-Homewood

Route Description

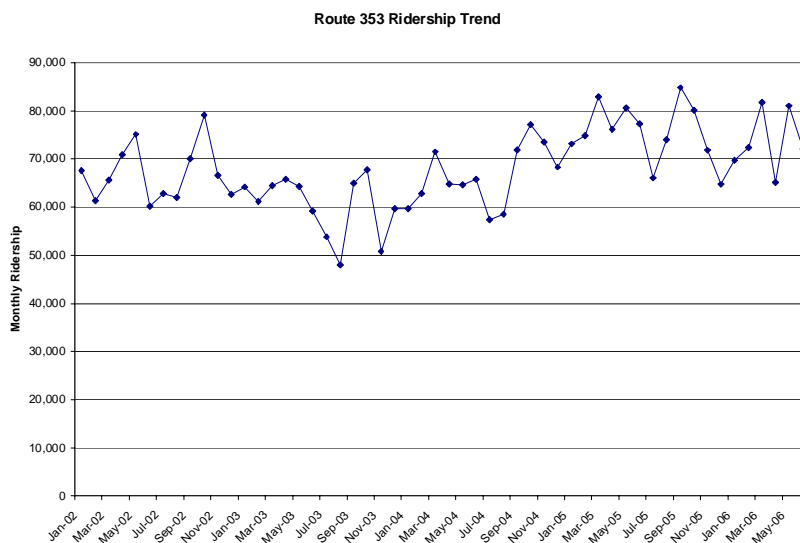
Route 353 connects the CTA Red Line Station at 95th Street with residential areas of far southeast Chicago, Riverdale, Dolton, South Holland, Thornton, and Homewood. This route serves Chicago State University, State St. Metra Electric Station, Riverdale Bus Turnaround, Homewood Park-n-Ride, Thornwood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

Problem Statement

Approximately 60 percent of Route 353 trips arrive 0-5 minutes behind schedule at route timepoints. Route 353 has four at-grade rail crossings and the on-time performance data reflects these delays. Any trip originating or destined south of the Riverdale Turnaround is likely to be late, often by over 20 minutes, due to exposure to train delays. In addition to train delays, Route 353 did not appear to have enough time in the schedule between Riverdale and Michigan/111th, though a lengthy detour during the data collection period accounted for the increased travel times. Almost every northbound trip is arriving at 95th Street Station more than 5-minutes late, which affects the following trip.

Route 353 is one of Pace’s highest ridership routes and one of its most productive as well. Ridership has been growing.

Overloads are common during peak times, as are uneven bus loads. Trips with maximum loads of 40 are followed by trips with loads of 10, which suggests bus bunching. Eighty percent of route ridership is north of the Riverdale Turnaround, beyond the worst of the rail crossings. Buses are at capacity during midday, carrying standing loads, when frequencies are reduced to every 30 minutes. In addition, there are higher loads on through trips.



Route Statistics

Riders

2006 Daily	3,410
2006 per Rev Hour	44.6
2006 per Trip	27.7

Service Headway (Minutes)

Weekday Peak	10
Weekday Base	20
Evening	30
Saturday	20
Sunday	30

Service Span

Weekday	4:52 a.m. to 1:09 a.m.
Saturday	5:20 a.m. to 1:09 a.m.
Sunday	7:00 a.m. to 1:19 a.m.

Weekday Service Provided

2006 Weekday Rev Hour	76.4
2006 Weekday Trips	123
2006 Saturday Trips	88
2006 Sunday Trips	64

Route 354 – Harvey-Tinley Park

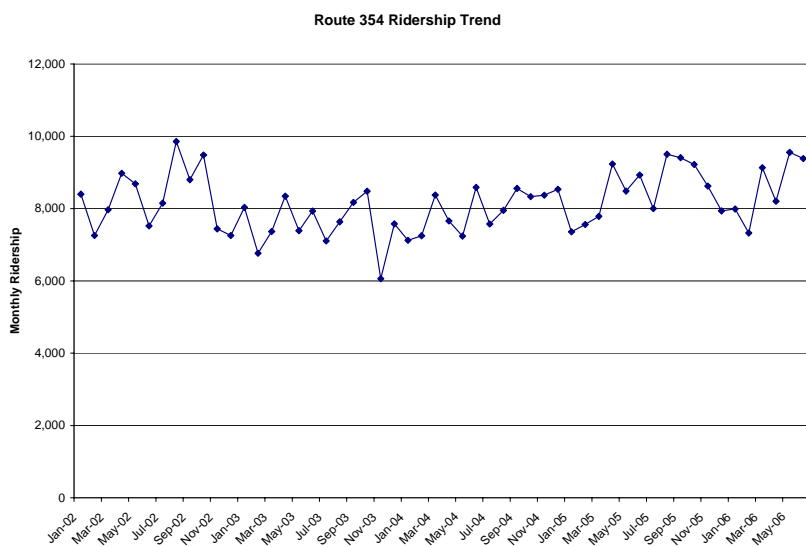
Route Description

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.

Problem Statement

Approximately 67 percent of Route 354 trips arrive 0-5 minutes behind schedule at route timepoints. Even though Route 354 has four different rail crossings in the alignment, on-time performance is better than the Pace average. Based on an examination of trip-level data, buses consistently arrived at route ends on-time.

Route 354 is below average in terms of the Initiative area’s ridership. Its productivity is below average as well. Ridership has been growing slightly over the past year, but overall ridership has been virtually flat over the past three years. Overall ridership is heavier between 147th/Cicero and Harvey. The route is characterized by clusters of ridership activity with little activity in between.



Route Statistics

Riders	
2006 Daily	424
2006 per Rev Hour	18.2
2006 per Trip	15.1
Service Headway (Minutes)	
Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	120
Sunday	-
Service Span	
Weekday	5:50 a.m. to 7:40 p.m.
Saturday	8:50 a.m. to 6:40 p.m.
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	23.3
2006 Weekday Trips	28
2006 Saturday Trips	10

Route 355 – Lansing

Route Description

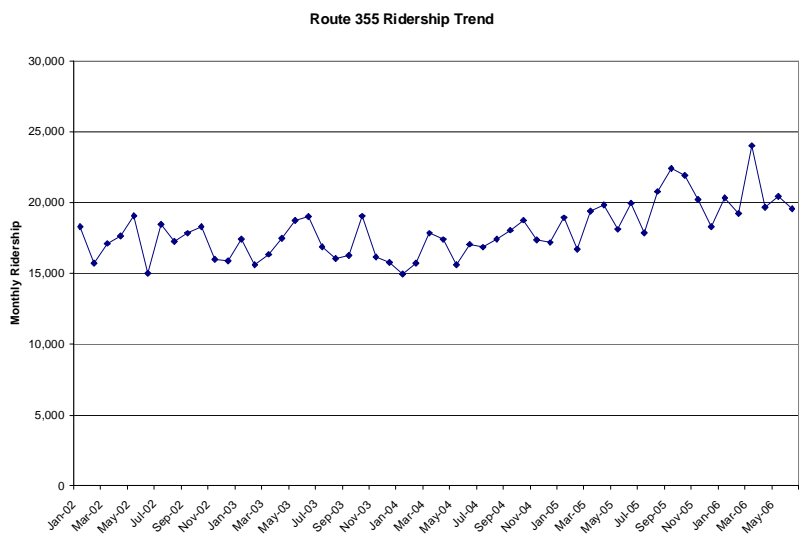
Route 355 provides weekday service from southeastern suburbs to the Chicago Loop via the Bishop Ford and Dan Ryan Expressways. Destinations include Aon Center, Illinois Center, Prudential Plaza, and St. Margaret Hospital. Selected trips serve the Hammond Transit Center and the South Shore Hegewisch Station.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

Problem Statement

Approximately 45 percent of Route 355 trips arrive 0-5 minutes behind schedule at route timepoints. Route 355’s on-time performance is among the worst of any route. Every trip was at least 10 minutes late at the route end. The segments in downtown Chicago and on the Dan Ryan were the primary cause for the consistent late running.

Route 355 is below average in terms of the Initiative area’s productivity, which is not surprising due to the long express segment of the route. In addition, even though it has a premium fare, the cost per passenger is significantly above average. Ridership has been growing slightly over the past year.

Even though Sibley has two more peak trips, .a.m. peak ridership is split evenly between the Sibley and Hegewisch segments; p.m. peak ridership is heavier on the Sibley alignment. It appears that passengers are using Route 355 for intra-Chicago travel since there are 29 southbound offs at Cermak/State. Ridership is unbalanced between a.m. and p.m. peaks. It appears that northbound ridership is at least twice the southbound ridership.



Route Statistics

Riders	
2006 Daily	933
2006 per Rev Hour	21.8
2006 per Trip	21.7
Service Headway (Minutes)	
Weekday Peak	10
Weekday Base	60
Evening	-
Saturday	-
Sunday	-
Service Span	
Weekday	5:18 a.m. to 7:21 p.m.
Saturday	
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	42.8
2006 Weekday Trips	43

Route 357 – Lincoln Highway

Route Description

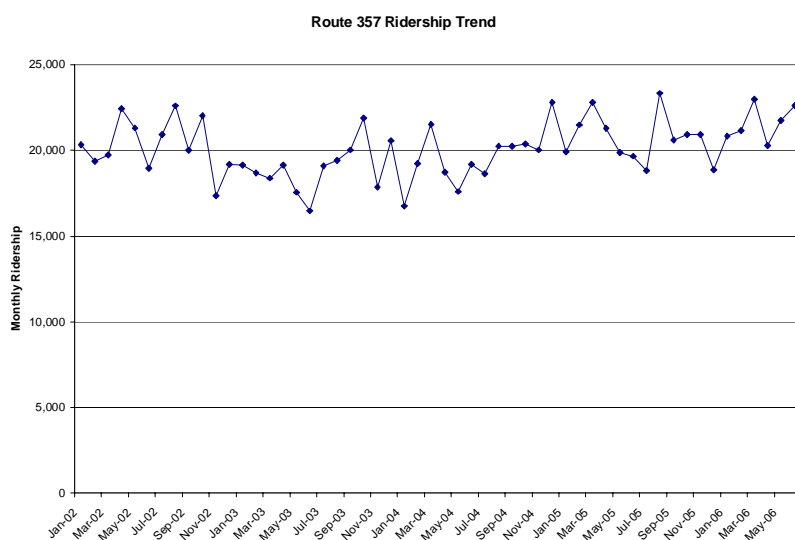
Route 357 is the southern most of the east-west cross-town routes. It connects the areas of Ford Heights and Chicago Heights with the 211th Street Metra Electric Station and Lincoln Mall in Matteson and serves the Chicago Heights Terminal at 16th and Vincennes, and a major commercial strip along Lincoln Highway. Services to Lawrence Manor, Southwick Drive Complex, St. James Hospital, Sam’s Club, and Lincoln Mall are included.

Problem Statement

Approximately 80 percent of Route 357 trips arrive 0-5 minutes behind schedule at route timepoints. It appears that the timed connections at Chicago Heights are working with this route due to the good on-time performance.

Route 357 ridership is below average in terms of the Initiative area’s ridership. Its productivity is below average as well. Ridership has been growing since 2003.

Route 357 turns over 70-80 percent of its ridership at the Chicago Heights Terminal. The western portion of the route has stronger ridership, with Lincoln Mall and the 211th Street Metra Station being the biggest ridership generators.



Route Statistics

Riders

2006 Daily	1,010
2006 per Rev Hour	23.3
2006 per Trip	15.5

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	30
Evening	60
Saturday	30
Sunday	30-60

Service Span

Weekday	5:17 a.m. to 10:10 p.m.
Saturday	7:17 a.m. to 10:19 p.m.
Sunday	9:17 a.m. to 9:46 p.m.

Weekly Service Provided

2006 Weekday Rev Hour	43.3
2006 Weekday Trips	65
2006 Saturday Trips	53
2006 Sunday Trips	47

Route 358 – Torrence

Route Description

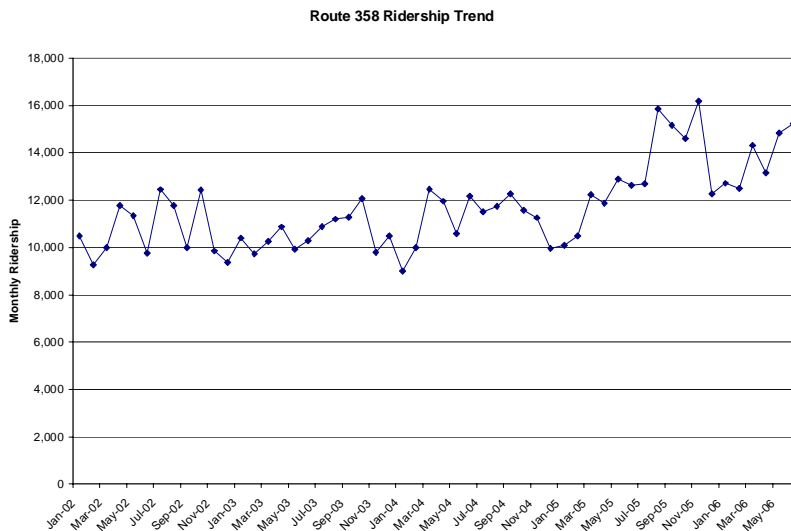
Route 358 is a north/south route which operates from the Chicago Heights Terminal to the South Shore Railroad in Hegewisch on weekdays. Saturday service operates between Chicago Heights and River Oaks Shopping Center only. It also serves commercial and residential areas from Steger to Hegewisch, including the River Oaks Shopping Center and the Landings Shopping Center.

Problem Statement

Approximately 46 percent of Route 358 trips arrive 0-5 minutes behind schedule at route timepoints. In the p.m. peak, every northbound trip was at least 10 minutes late upon arrival in Hegewisch. One of the reasons for on-time performance issues is the five at-grade rail crossings this route encounters.

Route 358 ridership is below average. Its productivity is just slightly below average, but ridership has grown substantially since 2004.

The ridership pattern shows that this route's predominant two travel patterns are carrying people from Chicago Heights and Hegewisch to Lansing and Calumet City. Loads are consistent throughout the route, showing that the two route ends are both attractors/producers of transit trips. Long segments of this route travel through agricultural lands that are rapidly being redeveloped into housing.



Route Statistics

Riders

2006 Daily	676
2006 per Rev Hour	29.0
2006 per Trip	23.3

Service Headway (Minutes)

Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	90
Sunday	-

Service Span

Weekday	5:06 a.m. to 7:35 p.m.
Saturday	8:15 a.m. to 6:40 p.m.
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	23.3
2006 Weekday Trips	29
2006 Saturday Trips	14

Route 359 – Robbins-S. Kedzie

Route Description

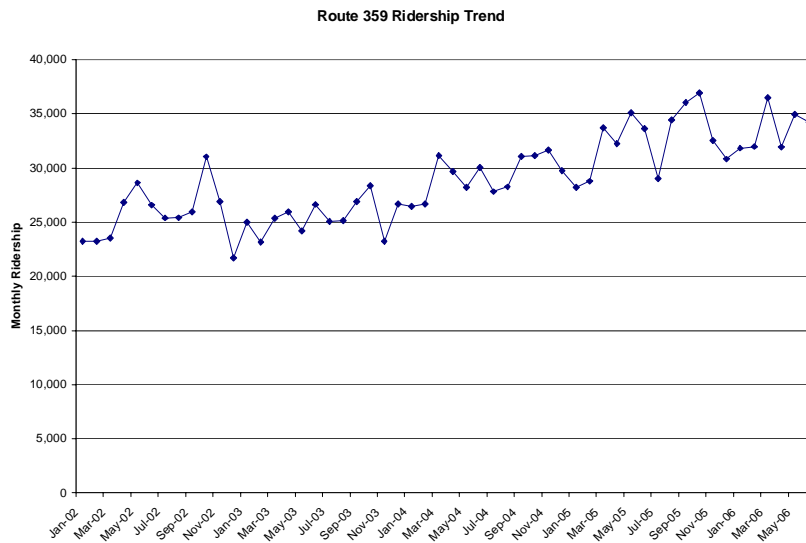
Route 359 is a north/south route which operates from Homewood Metra Station to 95th Dan Ryan Red Line Station. It serves the Illinois Department of Human Services, Blue Island Metra/Electric Station, St. Francis Hospital, Markham Courthouse, South Suburban Hospital, Lydia Health Care Center, Waterford Estates, and Grenoble Square Shopping Center. Route 359 operates nonstop between 119th/Halsted and the 95th Dan Ryan Station.

Problem Statement

Approximately 64 percent of Route 359 trips arrive 0-5 minutes behind schedule at route timepoints. This route has three at-grade crossings to contend with and interlines with Route 352 and 353, both of which have worse on-time performance.

Route 359 has slightly above-average ridership, but its productivity is slightly below average. This may be due to segments of nonstop running in Chicago and the relatively sparsely developed areas between Homewood and Robbins. Ridership has generally been erratic since 2003, but recently stabilized.

The ridership pattern shows several clusters of high ridership interspersed with areas of low ridership. Low ridership segments are between Kedzie/183rd and Kedzie/Stonebridge as well as the Robbins deviation to Crawford. The Robbins segment is duplicated by Route 385.



Route Statistics

Riders

2006 Daily	1,579
2006 per Rev Hour	29.6
2006 per Trip	33.6

Service Headway (Minutes)

Weekday Peak	15/30
Weekday Base	60
Evening	60
Saturday	60
Sunday	60

Service Span

Weekday	5:00 a.m. to 12:40 a.m.
Saturday	5:35 a.m. to 12:47 a.m.
Sunday	8:36 a.m. to 12:37 a.m.

Weekday Service Provided

2006 Weekday Rev Hour	53.3
2006 Weekday Trips	47
2006 Saturday Trips	34
2006 Sunday Trips	26

Route 362 – South Park Forest

Route Description

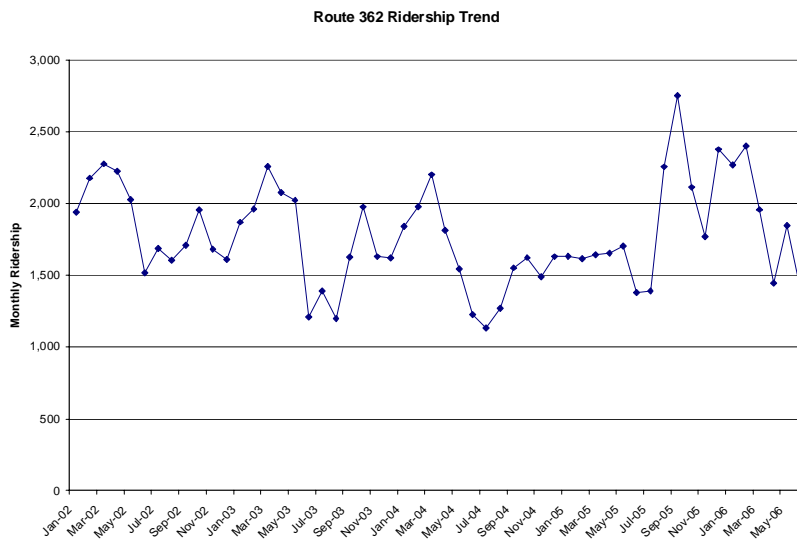
Route 362 provides rush-hour service for commuters from Park Forest to the Richton Park Metra Station.

Problem Statement

Approximately 81 percent of Route 362 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 362 has below average ridership as well as below average productivity. However, as a Metra feeder route, its productivity is acceptable. Ridership has declined since 2003, but has recently increased dramatically.

The ridership pattern shows that most patrons are using this as a Metra feeder. Several trips have low ridership – less than five passengers per trip.



Route Statistics

Riders

2006 Daily	73
2006 per Rev Hour	17.3
2006 per Trip	8.1

Service Headway (Minutes)

Weekday Peak	20
Weekday Base	30
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:25 a.m. to 9:29 a.m.
Saturday	4:08 p.m. to 7:06 p.m.

Sunday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	4.2
2006 Weekday Trips	11

Route 364 – 159th Street

Route Description

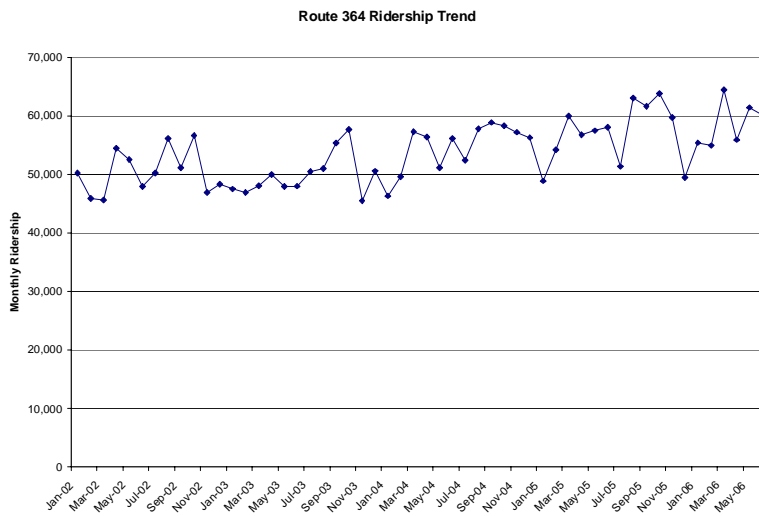
Route 364 is a major east-west cross-town arterial from Hammond Transit Center to Orland Square Mall. It serves River Oaks Shopping Center, the central pulse point of Pace South in Harvey, and various smaller centers as well as Oak Forest, St. Margaret and Ingalls Memorial Hospitals, and South Suburban College. Weekend service operates between Orland Square Mall and Hegewisch.

Problem Statement

Approximately 67 percent of Route 364 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 364 is one of the highest ridership routes operated by Pace, which is an accomplishment since it does not connect to a CTA rail line. Its productivity is average for the South Cook-Will service area. Ridership has been growing steadily.

The ridership pattern shows that the eastern portion of the route between Harvey and Hammond is significantly more productive than the segment between Harvey and Orland Park. Evening productivity is much less than daytime productivity. Rider activity at Harvey is heavy – it appears that Route 364 is acting as a feeder to the multiple routes in Harvey.



Route Statistics

Riders	
2006 Daily	2,776
2006 per Rev Hour	31.5
2006 per Trip	44.7
Service Headway (Minutes)	
Weekday Peak	30
Weekday Base	30
Evening	60
Saturday	30
Sunday	60
Service Span	
Weekday	5:20 a.m. to 11:30 p.m.
Saturday	7:15 a.m. to 10:26 p.m.
Sunday	9:13 a.m. to 8:14 p.m.
Weekday Service Provided	
2006 Weekday Rev Hour	88.0
2006 Weekday Trips	62
2006 Saturday Trips	51
2006 Sunday Trips	24

Route 366 - Park Forest-Chicago Heights

Route Description

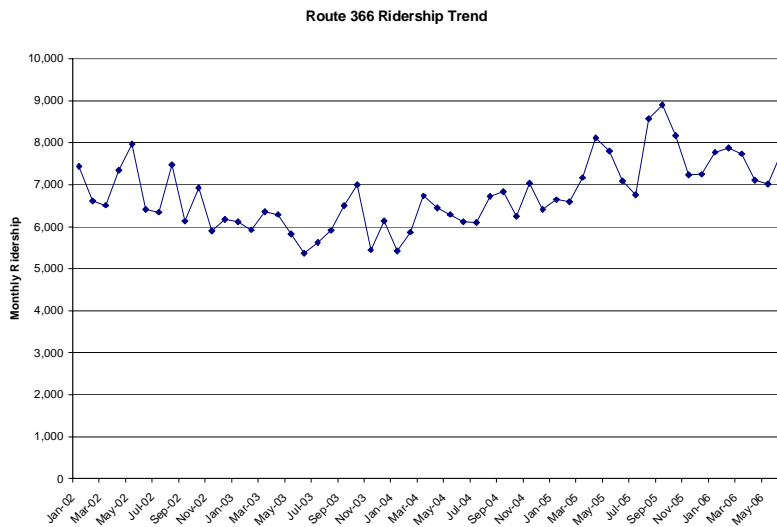
Route 366 connects Park Forest with the Chicago Heights Terminal. It serves medium- to high-density housing areas, St. James Hospital, and downtown Park Forest.

Problem Statement

Approximately 82 percent of Route 366 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 366 is one of the lower ridership routes in the Initiative area, but due to its short length, it has above average productivity. Ridership has been growing since 2003, and now exceeds 2002 levels.

The ridership pattern shows that the highest two activity centers are in downtown Park Forest and Chicago Heights. It appears that this route operates as a feeder to the multiple transfer opportunities in Chicago Heights.



Route Statistics

Riders

2006 Daily	342
2006 per Rev Hour	30.8
2006 per Trip	7.3

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	30
Evening	60
Saturday	60
Sunday	60

Service Span

Weekday	6:00 a.m. to 10:29 p.m.
Saturday	8:00 a.m. to 8:27 p.m.
Sunday	10:00 a.m. to 7:14 p.m.

Weekday Service Provided

2006 Weekday Rev Hour	11.1
2006 Weekday Trips	47
2006 Saturday Trips	26
2006 Sunday Trips	19

Route 367 – University Park

Route Description

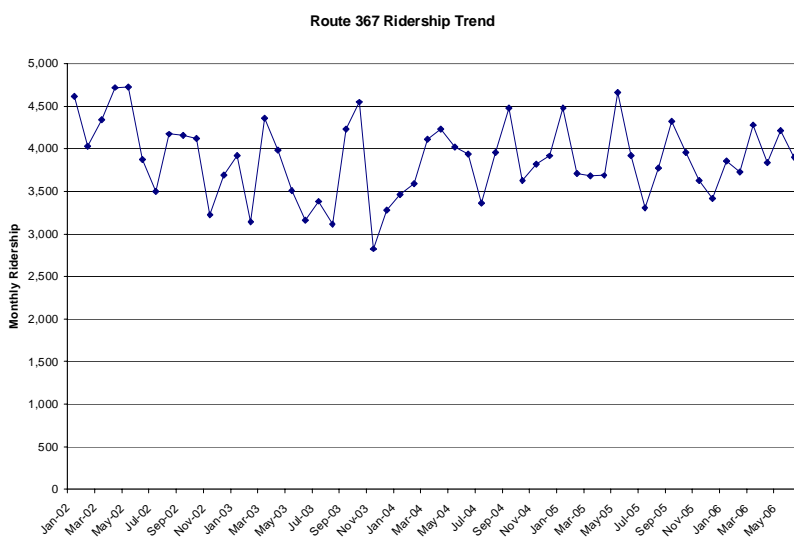
Route 367 provides service between the University Park Metra Station and downtown Park Forest. This route serves Governor’s State University and Sterk’s. Saturday service operates between downtown Park Forest and Thornwood House.

Problem Statement

Approximately 68 percent of Route 367 trips arrive 0-5 minutes behind schedule at route timepoints. Given the short route length, this is surprising.

Route 367 is one of the lower ridership and least productive routes in the Initiative area, and ridership continues to decline.

The route connects Governors State University to Metra service and to other Pace services. Morning ridership is highest to the Metra station and afternoon ridership is strongest from the Metra station. Route 367 does not appear to be configured to serve a more regional market as it does not appear to connect to Chicago Heights. However, most trips are interlined with Route 366.



Route Statistics

Riders

2006 Daily	187
2006 per Rev Hour	14.9
2006 per Trip	5.7

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	60
Evening	-
Saturday	60
Sunday	-

Service Span

Weekday	5:15 a.m. to 6:59 p.m.
Saturday	8:29 a.m. to 6:53 p.m.

Weekday Service Provided

2006 Weekday Rev Hour	12.7
2006 Weekday Trips	33
2006 Saturday Trips	22

Route 370 – S. Halsted

Route Description

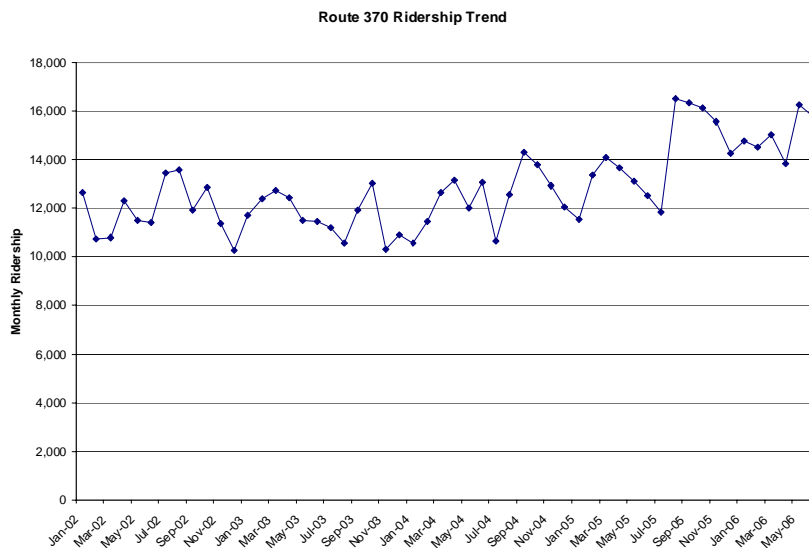
Route 370 provides service from the Harvey Transportation Center and Phoenix along Halsted to the Chicago Heights Terminal. The route serves St. James Hospital, Super K-Mart, Harvey Metra/Electric Station, and Prairie State College.

Problem Statement

Approximately 60 percent of Route 370 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 370 is one of the lower ridership routes, yet its productivity is above average. On weekdays, it is among the top ten productive routes in the Initiative area. Ridership has been growing.

Prairie State College is the highest ridership stop other than the two route ends. Activity is very good considering hourly frequencies and a weekday span that does not meet the land uses needs well.



Route Statistics

Riders

2006 Daily	717
2006 per Rev Hour	39.8
2006 per Trip	20.5

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	60
Evening	-
Saturday	60
Sunday	60

Service Span

Weekday	6:15 a.m. to 7:02 p.m.
Saturday	8:45 a.m. to 6:43 p.m.
Sunday	8:45 a.m. to 6:43 p.m.

Weekday Service Provided

2006 Weekday Rev Hour	18.0
2006 Weekday Trips	35
2006 Saturday Trips	10
2006 Sunday Trips	10

Route 379 – West 79th Street

Route Description

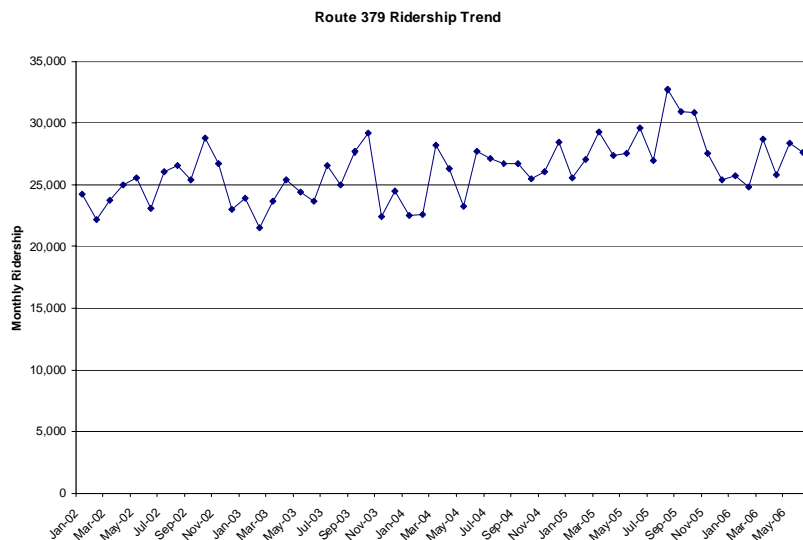
Route 379 is an east-west crosstown route serving mixed commercial/residential areas on 79th Street. It serves Midway Airport, Ford City Shopping Center, various parochial schools, including St. Laurence and Queen of Peace High Schools and Moraine Valley College. It also connects with other Pace Southwest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

Problem Statement

Approximately 62 percent of Route 379 trips arrive 0-5 minutes behind schedule at route timepoints. The on-time performance in the p.m. peak in particular, is poor. The worst performing segments in terms of on-time performance were southbound Cicero Avenue and on 79th between Harlem and 88th.

Route 379 is one of the most productive routes in the initiative area. Its productivity was significantly above average. Ridership has been growing.

Route productivity declined the further away from the Midway Station the route got. However, Moraine Valley College provided an excellent destination as a route end.



Route Statistics

Riders

2006 Daily	1,280
2006 per Rev Hour	35.2
2006 per Trip	24.6

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	30
Evening	60
Saturday	60
Sunday	60

Service Span

Weekday	5:02 a.m. to 11:22 p.m.
Saturday	7:12 a.m. to 7:33 p.m.
Sunday	9:36 a.m. to 6:32 p.m.

Weekday Service Provided

2006 Weekday Rev Hour	36.3
2006 Weekday Trips	52
2006 Saturday Trips	24
2006 Sunday Trips	17

Route 381 – 95th Street

Route Description

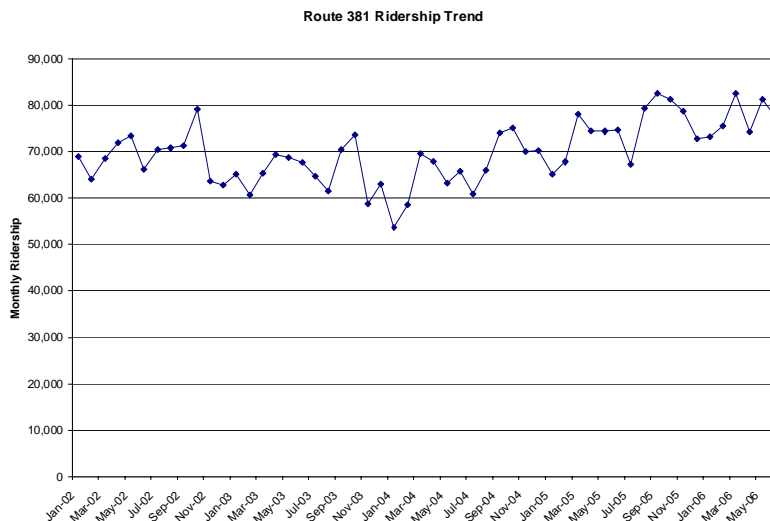
Route 381 is a major trunk route of the Pace system, connecting with CTA Rapid Transit, CTA buses and most Pace Southwest routes. It provides service along the east-west commercial artery of 95th Street and serves Evergreen Shopping Plaza, Chicago Ridge Mall, Moraine Valley College, Christ Hospital and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

Problem Statement

Approximately 57 percent of Route 381 trips arrive 0-5 minutes behind schedule at route timepoints. It appears that both late and early arrivals at timepoints are equally prevalent. Several trips during peak times arrived at route ends more than 10 minutes late.

Route 381 is one of Pace’s highest ridership routes and also one of its most productive routes. One quarter of Route 381 ridership has origins and destinations between Western and the Dan Ryan Station – in areas where CTA Route 95W provides service. It is clear that the limited stop service along 95th Street is attracting riders over CTA service. Ridership is heavy at each one of the stops in this area.

Productivity diminishes the further the route travels from the Dan Ryan Station. However, Moraine Valley College is an excellent route end, with ridership activity on virtually every trip. This is a good route.



Route Statistics

Riders

2006 Daily	3,639
2006 per Rev Hour	44.8
2006 per Trip	35.0

Service Headway (Minutes)

Weekday Peak	14
Weekday Base	15-30
Evening	60
Saturday	30
Sunday	30

Service Span

Weekday	4:44 a.m. to 12:14 a.m.
Saturday	5:10 a.m. to 10:52 p.m.
Sunday	7:48 a.m. to 8:02 p.m.

Weekday Service Provided

2006 Weekday Rev Hour	80.7
2006 Weekday Trips	104
2006 Saturday Trips	61
2006 Sunday Trips	40

Route 382 – Central/Clearing

Route Description

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

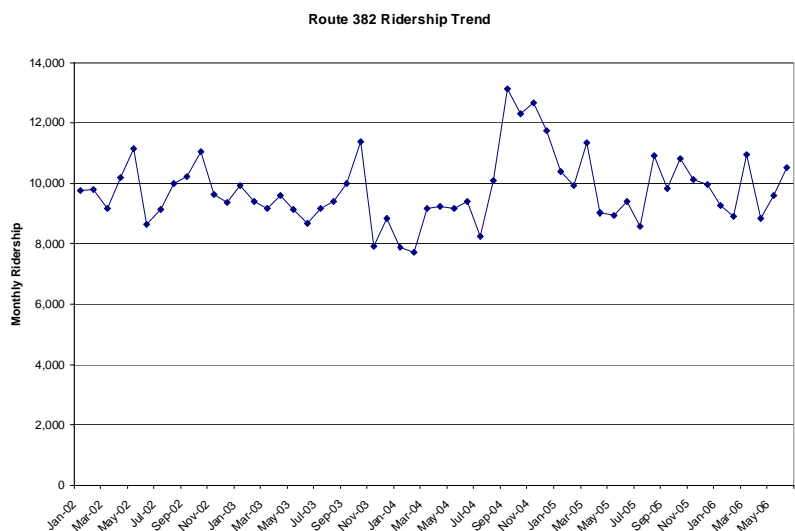
Problem Statement

Approximately 70 percent of Route 382 trips arrive 0-5 minutes behind schedule at route timepoints. Early arrivals are more common than late arrivals. The southbound Cicero segment in the p.m. peak is the cause of the worst late running.

Route 382 ridership and productivity are below average. Ridership began growing in 2004 and the overall three-year ridership trend is increasing.

One of the most productive segments is between Midway CTA and Ford City where service is duplicated by four other routes. The other segment with the most activity is at the route end at Pulaski. A.m. peak productivity is 50 percent higher than during other times of day.

This route has a confusing alignment. It is difficult to tell which trips serve the industrial areas and which continue on to Pulaski.



Route Statistics

Riders	
2006 Daily	452
2006 per Rev Hour	18.7
2006 per Trip	10.8
Service Headway (Minutes)	
Weekday Peak	30
Weekday Base	60
Evening	-
Saturday	-
Sunday	-
Service Span	
Weekday	5:30 a.m. to 7:24 p.m.
Saturday	
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	24.2
2006 Weekday Trips	42

Route 383 – South Cicero

Route Description

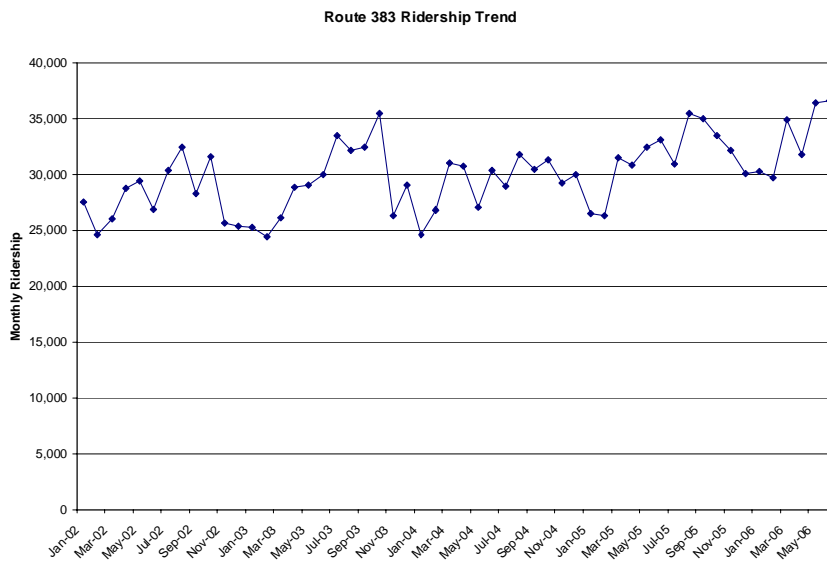
Route 383 provides service along Cicero from the Midway CTA Orange Line Station to Oak Forest Hospital. It serves Midway Airport, Ford City, and Rivercrest Shopping Centers and near the Oak Forest Metra Station.

Problem Statement

Approximately 57 percent of Route 383 trips arrive 0-5 minutes behind schedule at route timepoints. Variable traffic conditions on Cicero in the p.m. peak are a large part why on-time performance is poor.

Route 383 productivity is above average and ridership is growing.

One of the most productive segments is between Midway CTA and Ford City where service is duplicated by four other routes. The route becomes less productive the further south it travels. The primary market served by the route is a feeder to the CTA services at Midway. The Ridgeland midday deviation carries only nine passengers per revenue hour, which is one-third of the overall route productivity. It does not appear to be an effective deviation.



Route Statistics

Riders

2006 Daily	1636
2006 per Rev Hour	33.4
2006 per Trip	28.2

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	30
Evening	60
Saturday	30
Sunday	60

Service Span

Weekday	5:24 a.m. to 8:45 p.m.
Saturday	6:35 p.m. to 7:29 p.m.
Sunday	9:27 a.m. to 6:29 p.m.

Weekday Service Provided

2006 Weekday Rev Hour	49.0
2006 Weekday Trips	58
2006 Saturday Trips	40
2006 Sunday Trips	18

Route 384 – Narragansett/Ridgeland

Route Description

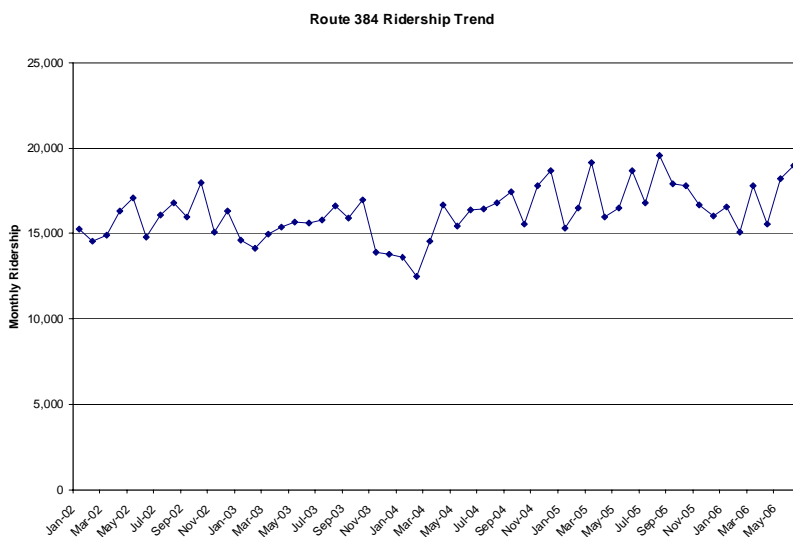
Route 384 provides service between Midway CTA Orange Line Station and Orland Square. It serves Midway Airport, Ford City and Scottsdale Shopping Centers, Chicago Ridge Mall, Chicago Ridge Metra Station and Palos Community Hospital.

Problem Statement

Approximately 50 percent of Route 384 trips arrive 0-5 minutes behind schedule at route timepoints. Variable traffic conditions on Cicero and around Orland Square may be a reason as to why on-time performance is poor. Southbound Cicero Avenue in the p.m. peak is particularly bad.

Route 384 productivity is below average in terms of ridership and productivity. Ridership has been growing.

The most productive segment is between Midway CTA and Ford City where service is duplicated by four other routes. Between Ridgeland/111th and Orland Square, the productivity of the route is less than 10 passengers per hour, which is extremely low. The residential and commercial densities adjacent to the route between Ridgeland/111th and Orland Square are correspondingly low. However, Orland Square is one of the better ridership stops.



Route Statistics

Riders	
2006 Daily	824
2006 per Rev Hour	22.0
2006 per Trip	19.6
Service Headway (Minutes)	
Weekday Peak	30
Weekday Base	30
Evening	70
Saturday	60
Sunday	60
Service Span	
Weekday	5:31 a.m. to 9:27 p.m.
Saturday	8:08 a.m. to 7:42 p.m.
Sunday	10:05 a.m. to 6:50 p.m.
Weekday Service Provided	
2006 Weekday Rev Hour	37.4
2006 Weekday Trips	42
2006 Saturday Trips	23
2006 Sunday Trips	17

Route 385 – 87th/111th/127th

Route Description

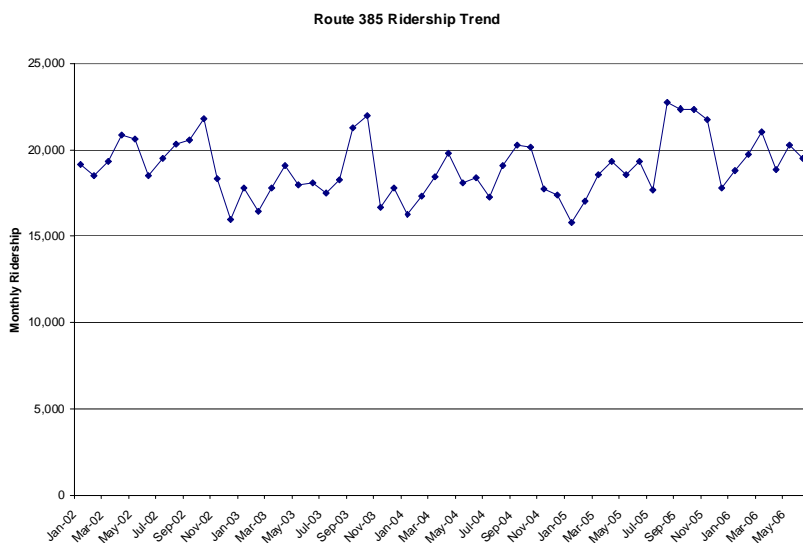
Route 385 provides service from Midway CTA Orange Line Station to Rivercrest Shopping Center via 87th/111th/127th serving Midway Airport, Moraine Valley College, Ford City Shopping Center, Worth Metra Rail Station, St. Francis Hospital, and the residential/commercial areas in Blue Island.

Problem Statement

Approximately 53 percent of Route 385 trips arrive 0-5 minutes behind schedule at route timepoints. A scheduled running time of over 90 minutes plus variable traffic conditions on Cicero are a large part why on-time performance is poor. Most p.m. peak trips are around 10 minutes late by route end.

Route 385 productivity is below average in terms of ridership and productivity. Ridership has been growing.

The most productive segment is between Midway CTA and Ford City, where service is duplicated by one CTA and four other Pace routes. The productivity of the remainder of the route varied. The segment on Pulaski between 111th and 127th carried over 30 passengers per hour. Conversely, the segment between Robbins and Blue Island only carries 12 passengers per hour, significantly lower than the remainder of the route.



Route Statistics

Riders

2006 Daily	916
2006 per Rev Hour	21.5
2006 per Trip	31.6

Service Headway (Minutes)

Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:53 a.m. to 7:28 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	42.7
2006 Weekday Trips	29

Route 386 – South Harlem

Route Description

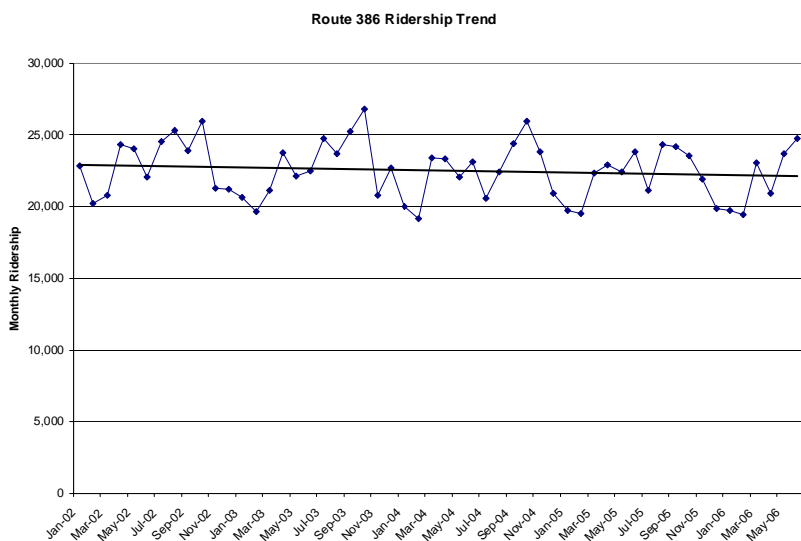
Route 386 provides service from the Midway Airport CTA Orange Line Station along the major commercial/industrial artery of Harlem Avenue to 127th. Route 386 also has rush-hour service to 127th and Homan. Alternate trips during rush hour, and all midday trips, operate to Orland Square Shopping Center. The route also provides service to the 5th Municipal District Courthouse, Worth Metra Station, and Playfield Plaza.

Problem Statement

Approximately 57 percent of Route 386 trips arrive 0-5 minutes behind schedule at route timepoints. Route 386 is subject to long delays at one rail crossing on 63rd Street. A scheduled running time of over 60 minutes plus variable traffic conditions on Cicero are a large part why on-time performance is poor.

Route 386 productivity is below average in terms of ridership and productivity. Ridership is trending downward slightly.

The most productive segment is between Midway CTA and Harlem/63rd. This route segment exactly duplicates CTA Route 63W. Approximately 15 percent of total route ridership could be carried by Route 63W. The remaining route segments get weaker the further the route travels from Midway. South of Harlem/111th, route productivity is below 8 passengers per hour on both the Orland Square and Homan route ends. Neither appears to be an appropriate route end. The 100th/Harlem alignment carries slightly more passengers than the 95th Street alignment.



Route Statistics

Riders

2006 Daily	1,084
2006 per Rev Hour	25.3
2006 per Trip	22.6

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	60
Evening	60
Saturday	60
Sunday	-

Service Span

Weekday	5:21 a.m. to 8:29 p.m.
Saturday	8:04 a.m. to 7:09 p.m.
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	42.8
2006 Weekday Trips	48
2006 Saturday Trips	22

Route 390 – Midway CTA Station-UPS

Route Description

Route 390 provides service from the Midway CTA Orange Line station to the UPS Hodgkins facility in Hodgkins via 79th Street. UPS subsidizes one p.m. trip on this route. It serves Midway Airport, Daley College and the Illinois Employment and Training Center. In addition, selected trips serve 47th/Cicero.

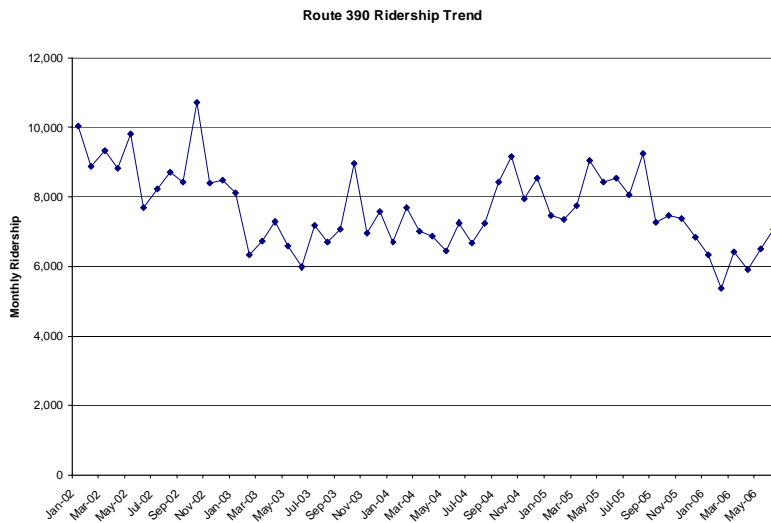
Problem Statement

Approximately 55 percent of Route 390 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 390 productivity is above average in terms of productivity. Ridership is trending downward slightly.

The majority of riders on this route are traveling between Midway CTA and UPS. The 76th/Pulaski stop has over 20 alightings, yet no boardings. It appears that the deviation to Daley College is successful – in one direction only. The eastbound 9:35 a.m. trips and the corresponding westbound 8:55 a.m. trip each carry less than 10 passengers, which is less than one-half of the remaining trips on this route.

CTA Route 169 also provides service along 79th Street between Cicero Avenue and the UPS facility. Route 169 carries approximately 300 daily passengers, some of which are likely coming from the Pace Route 390 service area.



Route Statistics

Riders

2006 Daily	344
2006 per Rev Hour	32.9
2006 per Trip	22.9

Service Headway (Minutes)

Weekday Peak	15
Weekday Base	1 trip
Evening	1 trip
Saturday	-
Sunday	-

Service Span

Weekday	2:55 a.m. to 10:22 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	10.5
2006 Weekday Trips	15

Route 395 – Dan Ryan CTA Station-UPS

Route Description

Route 395 provides express service from the Dan Ryan CTA station to UPS Hodgkins facility via 95th Street. Destinations along 95th include Chicago State University, Evergreen Plaza, CTA Red Line, Metra 95th St. Station, Little Company of Mary Hospital, Christ Hospital and Medical Center, Metra Oak Lawn Station, and Chicago Ridge Mall.

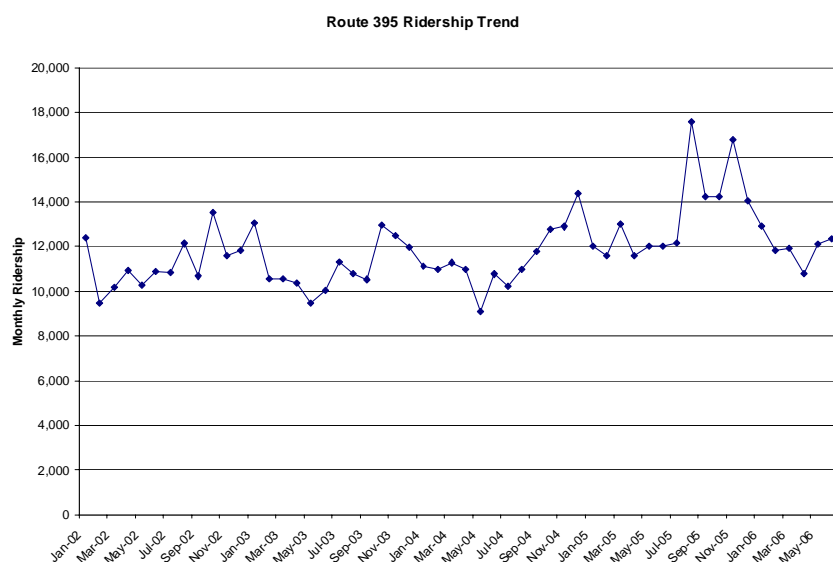
Some of the trips on this route are subsidized by UPS.

Problem Statement

Approximately 42 percent of Route 395 trips arrive 0-5 minutes behind schedule at route timepoints. Early arrivals are as common as late arrivals.

Route 395 productivity is above average. Ridership is growing, with a significant spike in ridership in July 2005.

The majority of riders on this route are traveling between the Dan Ryan Red Line Station and UPS. It also appears that Chicago State has high ridership.



Route Statistics

Riders

2006 Daily	550
2006 per Rev Hour	29.2
2006 per Trip	30.6

Service Headway (Minutes)

Weekday Peak	5-10
Weekday Base	-
Evening	5 trips
Saturday	-
Sunday	-

Service Span

Weekday	2:35 a.m. to 10:54 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	18.8
2006 Weekday Trips	23

Route 397 – Dan Ryan CTA Station-UPS

Route Description

Route 397 provides service to the Blue Island Metra/Electric Station, Worth Metra/Southwest Service Station, Moraine Valley College, and UPS Hodgkins.

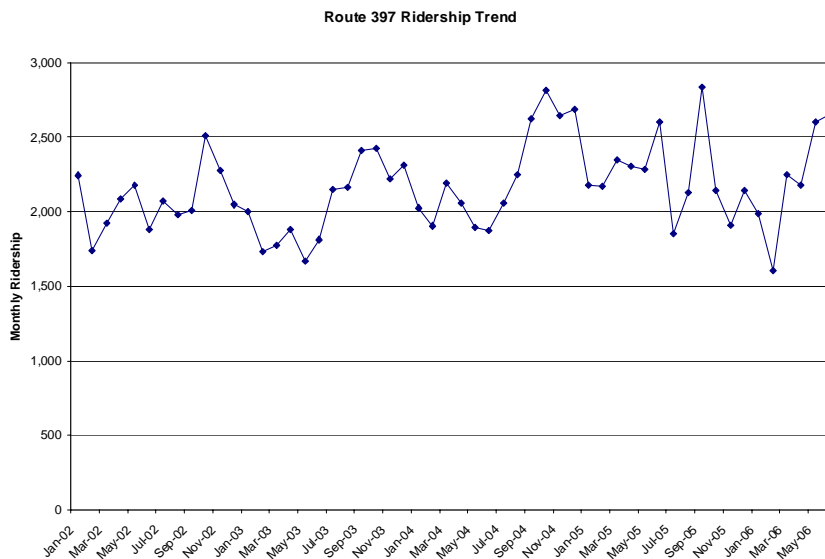
Some of the trips on this route are subsidized by UPS.

Problem Statement

Approximately 40 percent of Route 397 trips arrive 0-5 minutes behind schedule at route timepoints. Early arrivals are more common than late arrivals.

Route 397 productivity is significantly below average in terms of productivity. It is one of the least productive routes operated by Pace in the Initiative area. Ridership has been growing overall, but has dropped toward the end of 2005.

A large proportion of the riders on this route are not heading to or from UPS. Instead, they are using Route 397 as an east-west crosstown between Halsted and Chicago Ridge. This is somewhat surprising, as the times of operation for Route 397 are timed for UPS, not for crosstown service.



Route Statistics

Riders

2006 Daily	116
2006 per Rev Hour	12.1
2006 per Trip	14.5

Service Headway (Minutes)

Weekday Peak	4 a.m./4 p.m. trips
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	2:18 a.m. to 11:01 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	9.6
2006 Weekday Trips	8

Route 451 – South Homewood

Route Description

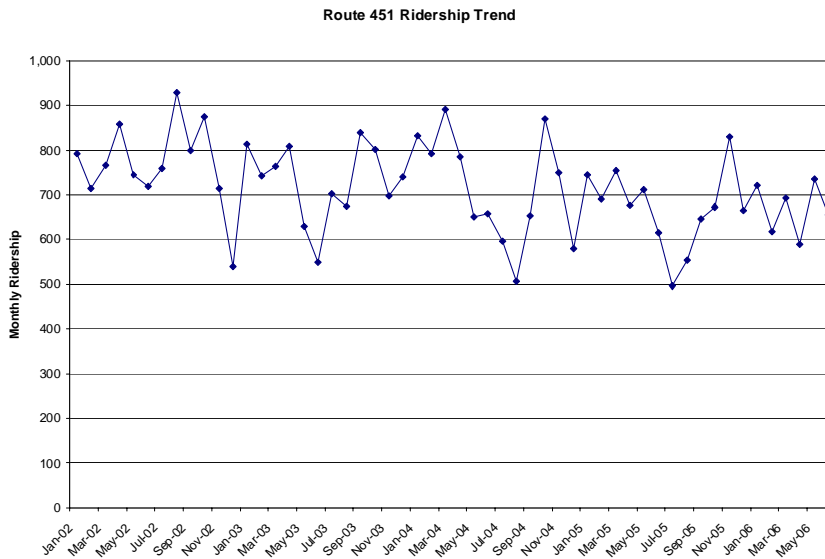
Route 451 provides weekday rush-hour service connecting the southwest area of Homewood to the Metra Homewood Electric Station. There are four morning and four afternoon trips.

Problem Statement

Approximately 80 percent of Route 451 trips arrive 0-5 minutes behind schedule at route timepoints. It is one of the most on-time routes Pace operates in the service area. The route is extremely short, which facilitates maintaining on-time performance.

Route 451 productivity is significantly below average. It is one of the least productive routes operated by Pace in the Initiative area. The route averages less than seven passengers per trip. Ridership has been declining over the past three years.

P.m. peak ridership is lower than a.m. peak ridership. This may be expected as there is one less trip in the evening.



Route Statistics

Riders

2006 Daily	31
2006 per Rev Hour	15.3
2006 per Trip	4.2

Service Headway (Minutes)

Weekday Peak	40
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:40 a.m. to 8:09 a.m.
	4:50 p.m. to 6:25 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	2.0
2006 Weekday Trips	7

Route 452 – Northeast Homewood

Route Description

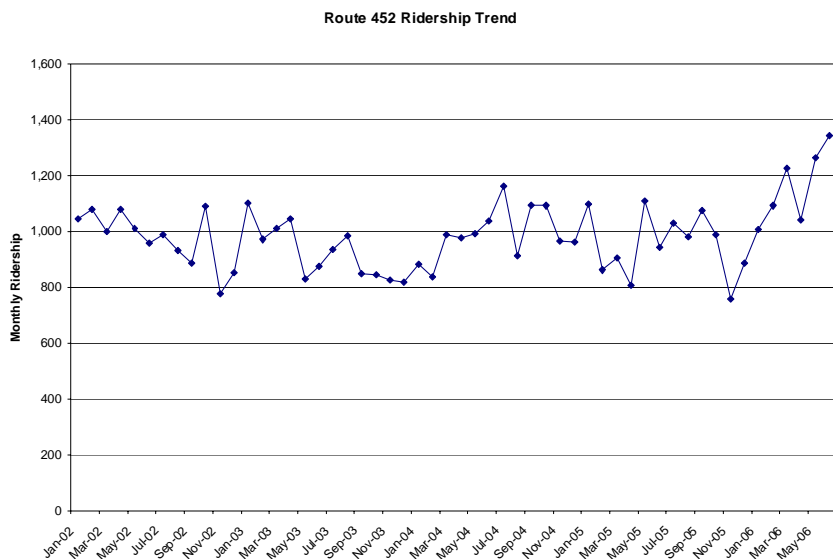
Route 452 provides rush-hour service connecting northeast Homewood and Glenwood to the Homewood central business district and Metra Electric Station. This route also serves the Glenwood Plaza. There are four morning and five afternoon trips.

Problem Statement

Approximately 79 percent of Route 452 trips arrive 0-5 minutes behind schedule at route timepoints. It is one of the most on-time routes Pace operates in the service area. The route is extremely short, which facilitates maintaining on-time performance.

Route 452 productivity is significantly below average. It is one of the least productive routes operated by Pace in the Initiative area. Ridership has declined slightly over the past three years.

Portions of Route 452 overlap with Route 451. The last trip in the morning carries only three passengers, which is less than any other trip.



Route Statistics

Riders

2006 Daily	57
2006 per Rev Hour	19.1
2006 per Trip	6.3

Service Headway (Minutes)

Weekday Peak	25
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:39 a.m. to 8:48 a.m. 4:08 p.m. to 6:25 p.m.
---------	--

Saturday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	3.0
2006 Weekday Trips	9

Route 460 – Hazel Crest Feeder

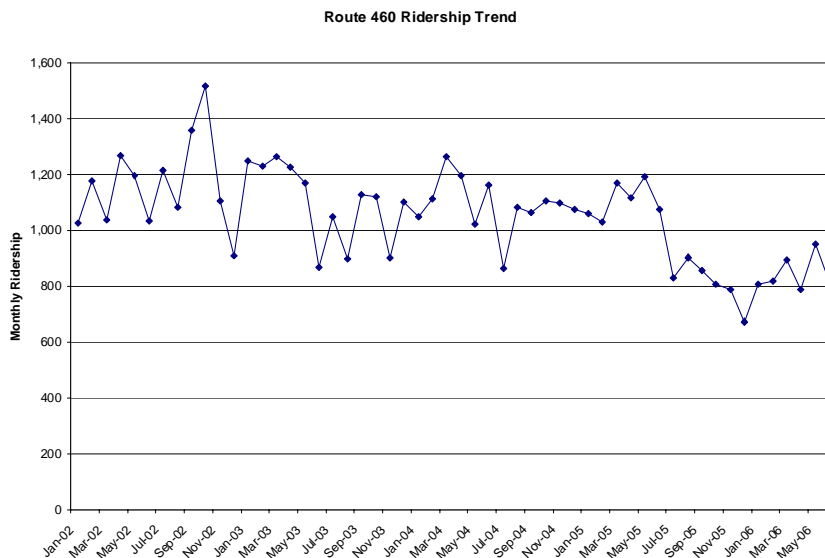
Route Description

Route 460 provides rush-hour service from Hazel Crest and Country Club Hills to the Hazel Crest Metra Electric Station.

Problem Statement

Approximately 70 percent of Route 460 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 460 productivity is below average. Ridership has declined over the past three years.



Route Statistics

Riders

2006 Daily	40
2006 per Rev Hour	12.8
2006 per Trip	4.4

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:39 a.m. to 8:48 a.m.
	4:08 p.m. to 6:17 p.m.

Saturday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	3.1
2006 Weekday Trips	9

Route 501 - Forest Park/W. Jefferson

Route Description

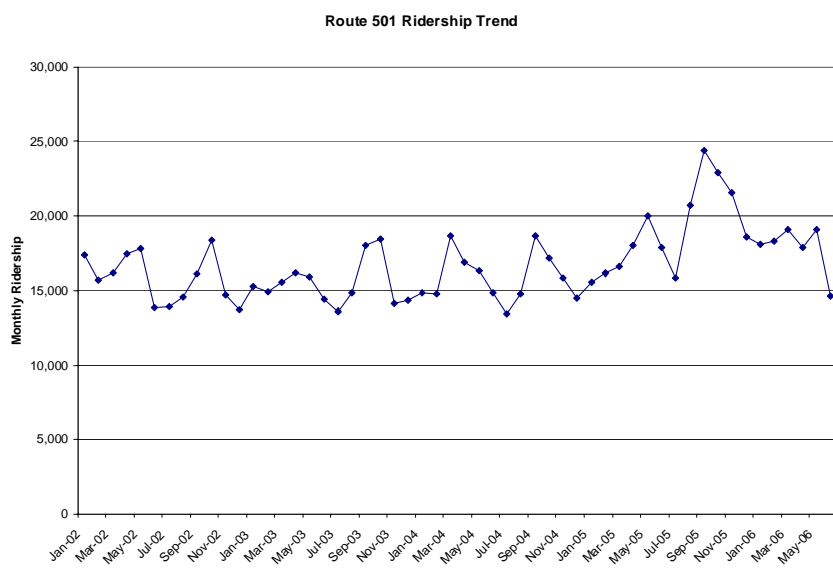
Route 501 provides service from residential areas in northeast Joliet to the central business district near the Joliet Union Station, Joliet Central High School, commercial areas on the west side (along Jefferson Street), Joliet Junior College, Jefferson Square Mall and Rock Run Business Park. The West Jefferson segment operates more frequently than the Forest Park segment.

Problem Statement

Approximately 67 percent of Route 501 trips arrive 0-5 minutes behind schedule at route timepoints. While late running appears to be the predominant issue, it also appears that the schedule has more than sufficient time in it. No trips arrived at the downtown Joliet timed transfer late.

Route 501 productivity is below average. Ridership has trended upward over the past three years.

The second most productive stop is the Joliet Junior College stop, which is only served one-way. All Junior College patrons must go out-of-direction in order to return to downtown Joliet which is a disincentive to riding. Several of the midday trips have less than five boardings/alightings on them - they correspond to those trips without transfer opportunities - i.e., when there are few other buses at the pulse point. On the Forest Park segment, there appears to be out-of-direction travel to Gage, which is due to a school tripper. The school trippers were very productive, but bear almost no relation to the normal routing.



Route Statistics

Riders	
2006 Daily	807
2006 per Rev Hour	22.1
2006 per Trip	16.1
Service Headway (Minutes)	
Weekday Peak	30
Weekday Base	30-60
Evening	60
Saturday	60
Sunday	-
Service Span	
Weekday	5:45 a.m. to 8:10 p.m.
Saturday	9:10 a.m. to 7:30 p.m.
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	37.6
2006 Weekday Trips	50
2006 Saturday Trips	22

Route 502 – Cass/Marquette Gardens

Route Description

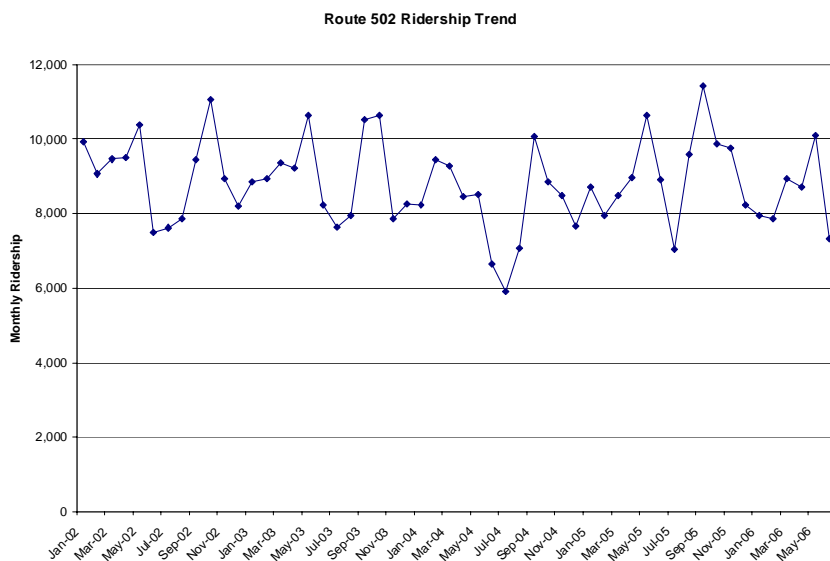
Route 502 provides service from residential areas in northeast Joliet to Silver Cross Hospital, the Joliet central business district and Metra Station, St. Joseph Hospital, Joliet West and Central High Schools, and Jefferson Square Mall. Select trips operate on school days only to Gompers Junior High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

Problem Statement

Approximately 78 percent of Route 502 trips arrive 0-5 minutes behind schedule at route timepoints. While late running appears to be the predominant issue, it also appears that the schedule has more than sufficient time in it. No trips arrived at the downtown Joliet timed transfer late.

Route 502 productivity is below average. Ridership has been decreasing over the past three years.

Few passengers appear to be traveling through from the Cass segment to the Marquette Gardens segment. There are only four daily passengers in the segment between Glenwood/Barney and Caterpillar/McDonough. It appears that the coverage provided by this one-way loop is ineffective. The segment between Silver Cross Hospital and Parkwood/Bogdan is less than one-half as productive as the overall route. One tenth of the route ridership is due to the school trippers.



Route Statistics

Riders

2006 Daily	408
2006 per Rev Hour	19.3
2006 per Trip	17.0

Service Headway (Minutes)

Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	60
Sunday	-

Service Span

Weekday	5:39 a.m. to 5:40 p.m.
Saturday	8:39 a.m. to 5:05 p.m.
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	20.9
2006 Weekday Trips	24
2006 Saturday Trips	16

Route 503 – Black Road/Raynor Park

Route Description

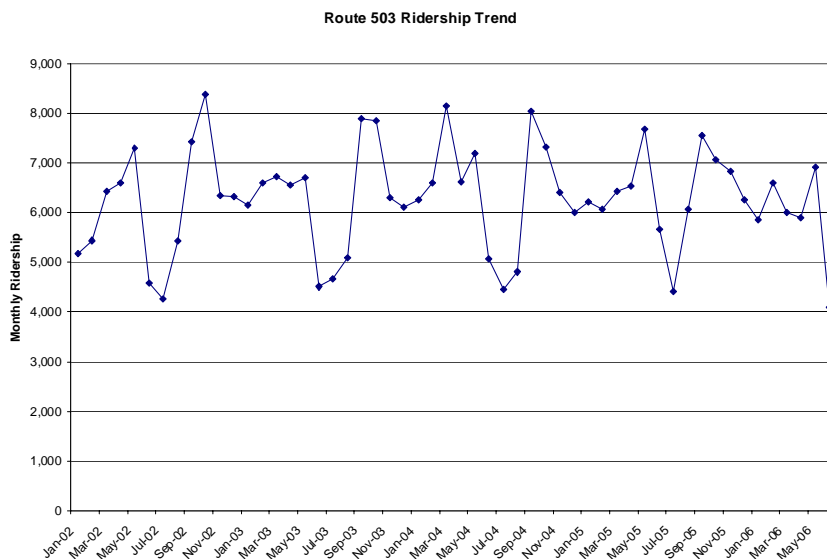
Route 503 provides service from West Joliet, including Murphy Building, John Holmes Complex, Harrah’s Casino, and North Ridge Plaza to the Joliet central business district and the Joliet Metra Station. Select trips operate school days only to the Hufford Junior High School.

Problem Statement

Approximately 85 percent of Route 503 trips arrive 0-5 minutes behind schedule at route timepoints. It is one of the most on-time routes in the Pace Initiative area. No trips arrived at the downtown Joliet timed transfer late.

Route 503 productivity is below average. Ridership has been increasing slightly over the past three years. Over one quarter of the route ridership is due to the school trippers. The ridership trend shows the significant drop in ridership every summer. Without the school trippers, this route would be considered a very poor performer.

This route consists of a large one-way loop with hourly service. This provides coverage, but is a severe disincentive to choice riders. With the exception of the school trippers, there are few trips where more than ten boardings take place.



Route Statistics

Riders	
2006 Daily	264
2006 per Rev Hour	26.0
2006 per Trip	10.5
Service Headway (Minutes)	
Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	-
Sunday	-
Service Span	
Weekday	5:37 a.m. to 6:06 p.m.
Saturday	
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	10.4
2006 Weekday Trips	25

Route 504 – South Joliet

Route Description

Route 504 provides service from industrial areas in south Joliet to the Joliet central business district and Joliet Union Station. This route provides service to the Philip Murray Complex, Sunny Hill Nursing Home, Will County Health Complex, Pheasant Run Apartments, Primary Care Facility, and Harrah’s Casino.

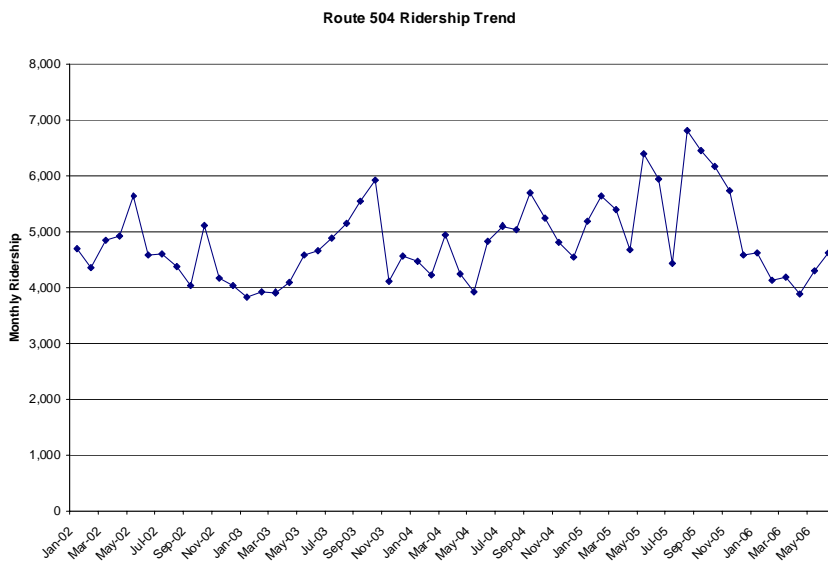
Problem Statement

Approximately 67 percent of Route 504 trips arrive 0-5 minutes behind schedule at route timepoints. No trips arrived at the downtown Joliet timed transfer late.

Route 504 productivity is below average. Ridership has been increasing slightly over the past three years. The strongest stop outside of downtown Joliet is the Neal/Doris area by the Will County Community Health Center. The Primary Care Facility, Girard/Luana/Richards loop, and the Pico loop all have some ridership, but it is marginal.

Route 504 has more than 13 minutes of recovery every trip – this is the most of any Pace route examined.

This route consists of a large one-way loop with hourly service. This provides coverage, but is a severe disincentive to choice riders.



Route Statistics

Riders

2006 Daily	200
2006 per Rev Hour	19.8
2006 per Trip	7.7

Service Headway (Minutes)

Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:38 a.m. to 6:00 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	10.2
2006 Weekday Trips	26

Route 505 – Rockdale/Lidice

Route Description

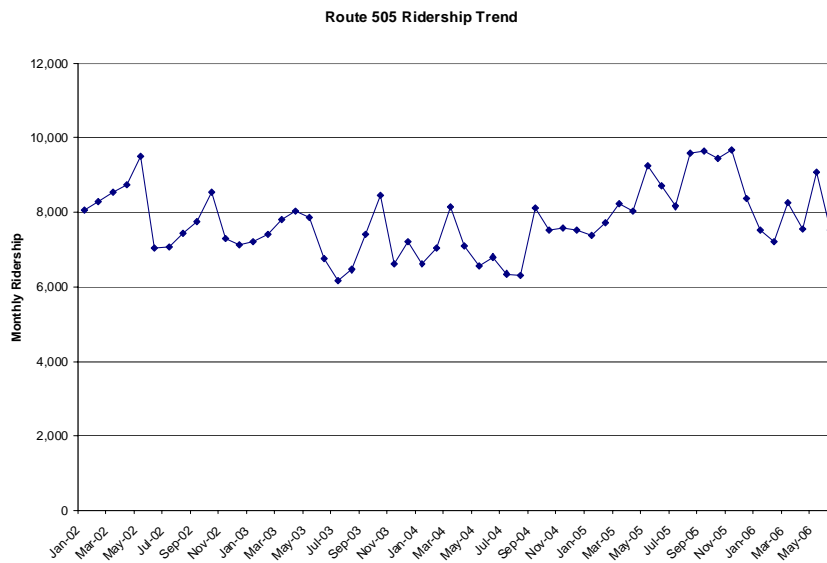
Route 505 provides service between north, northwest, and southwest residential areas via Joliet central business district and Metra Station. The route serves Joliet City Center, Hillcrest Shopping Center, River Valley Justice Center, and North Ridge Plaza. Select trips operate on school days to Dirksen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

Problem Statement

Approximately 80 percent of Route 505 trips arrive 0-5 minutes behind schedule at route timepoints. No trips arrived at the downtown Joliet timed transfer late.

Route 505 productivity is below average. Ridership has been virtually steady over the past three years, but has dropped by 10 percent since 2005. The strongest stops outside of downtown Joliet include the commercial area around Sam’s Club on McDonough Street and the Hillcrest shopping center. There are few other strong ridership points. With the exception of four trips, the maximum load carried on Route 505 was less than ten riders.

The end times of Route 505 do not allow for a person at either North Ridge Plaza or River Valley Justice Center to leave work at 5 p.m. This may explain why there are only six daily riders at the River Valley Justice Center.



Route Statistics

Riders	
2006 Daily	377
2006 per Rev Hour	19.4
2006 per Trip	15.1
Service Headway (Minutes)	
Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	60
Sunday	-
Service Span	
Weekday	6:10 a.m. to 5:38 p.m.
Saturday	9:42 a.m. to 5:38 p.m.
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	19.4
2006 Weekday Trips	25
2006 Saturday Trips	16

Route 506 – East Washington-New Lenox

Route Description

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. Select trips operate on school days only to Trinity School.

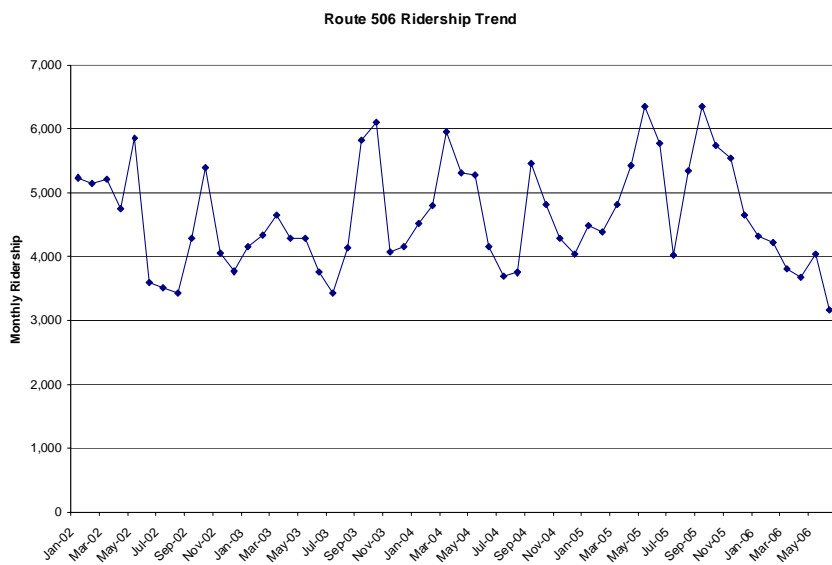
Problem Statement

Approximately 70 percent of Route 506 trips arrive 0-5 minutes behind schedule at route timepoints. No trips arrived at the downtown Joliet timed transfer late.

Route 506 productivity is below average. Ridership has dropped by over 30 percent between 2005 and 2006, as school tripper ridership has decreased. The ridership trend shows the clear influence of school trippers on route ridership. Summer ridership is significantly lower than during the school year.

Route 506 has a one-way midroute deviation that improves coverage to east Joliet destinations. However, this deviation can create a 40-minute out-of-direction ride for prospective passengers. Combined with hourly headways, one-way midroute deviations are a severe detriment to choice riders. The westbound segment between Washington/Briggs and 4th/Wilson generates more ridership than does the out-of-direction travel to Mills and Rowell.

Only twelve boardings and twelve alightings occur in New Lenox. The circuitous routing from Joliet to New Lenox may be a contributing factor as to why ridership is so low.



Route Statistics

Riders	
2006 Daily	170
2006 per Rev Hour	15.6
2006 per Trip	7.1
Service Headway (Minutes)	
Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	-
Sunday	-
Service Span	
Weekday	6:10 a.m. to 5:37 p.m.
Saturday	9:42 a.m. to 5:37 p.m.
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	10.7
2006 Weekday Trips	24
2006 Saturday Trips	16

Route 507 - Plainfield

Route Description

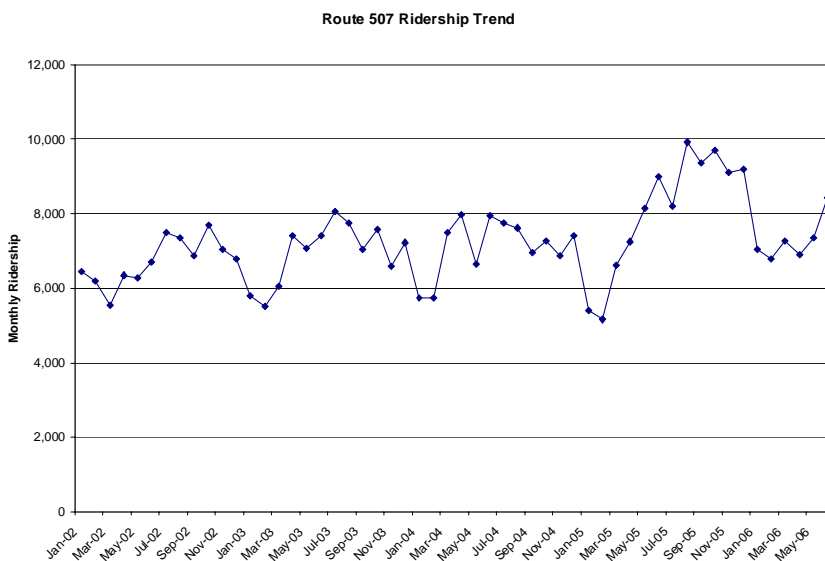
Route 507 provides service from the central business district and Metra Station to northwest Joliet and Crest Hill. It serves Hillcrest Shopping Center, Westfield Shoppingtown Louis Joliet, Joliet City Center, and College of St. Francis.

Problem Statement

Approximately 55 percent of Route 507 trips arrive 0-5 minutes behind schedule at route timepoints. Late running was common. Every westbound trip was late to the Louis Joliet Mall - there is clearly insufficient time in the schedule for this. The eastbound direction allowed for schedule recovery, and every trip arrives at the downtown Joliet timed transfer in time for transfers.

Route 507 is the second most productive route in the entire South Cook-Will County Initiative area. Ridership has been growing, particularly in early 2005. The Louis Joliet Mall and the surrounding area form a strong route-end destination.

Route 507 has a one-way midroute deviation that improves coverage to northwest Joliet destinations. Ridership on the westbound Theodore and Essington segment is stronger than the eastbound Plainfield segment. This deviation can create a 20-minute out-of-direction ride for prospective passengers. Combined with hourly headways, one-way midroute deviations are a severe detriment to choice riders.



Route Statistics

Riders

2006 Daily	354
2006 per Rev Hour	38.3
2006 per Trip	13.1

Service Headway (Minutes)

Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	60
Sunday	-

Service Span

Weekday	5:41 a.m. to 7:03 p.m.
Saturday	9:10 a.m. to 7:03 p.m.
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	9.3
2006 Weekday Trips	27
2006 Saturday Trips	20

Route 511 – Joliet-Elwood-CenterPoint Intermodal Center

Route Description

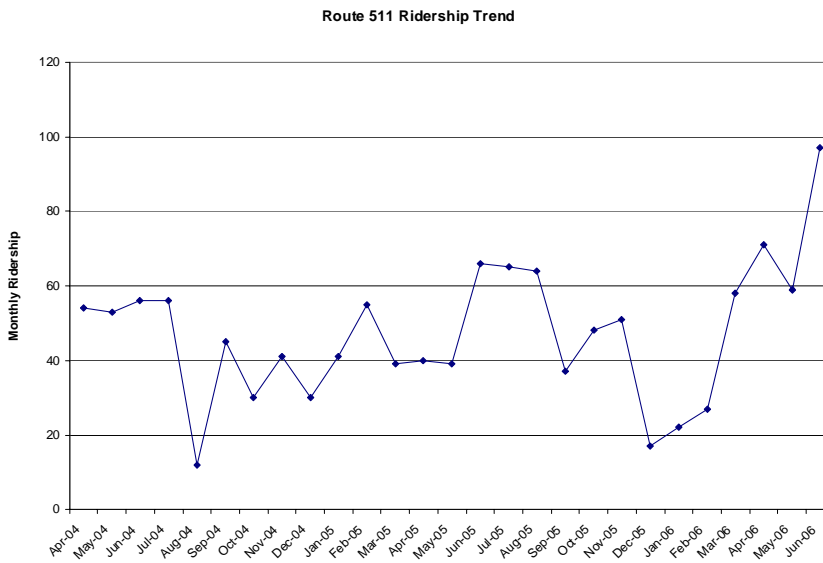
Route 511 consists of two daily roundtrips (timed for first-shift factory work) operating between Joliet City Center and the Elwood & CenterPoint Intermodal Center at Deer Run.

Problem Statement

Approximately 62 percent of Route 511 trips arrive 0-5 minutes behind schedule at route timepoints. Late running was common.

Route 511 is the least productive route in the entire South Cook-Will County Initiative area. Ridership numbers two or three persons per day.

This is a new route to a growing job center to which ridership has clearly not responded. The trip times correspond to the first-shift time at the Intermodal Center. The route depends on other routes feeding it to provide coverage to the residential areas in Joliet. In 2007, an additional trip will be added onto Route 511 that also provides coverage to Northeast Joliet – where many employees reside.



Route Statistics

Riders

2006 Daily	4
2006 per Rev Hour	2.4
2006 per Trip	2.0

Service Headway (Minutes)

Weekday Peak	1 trip in a.m. 1 trip in p.m.
--------------	----------------------------------

Weekday Base

Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	6:10 a.m. to 7:01 a.m. 3:13 p.m. to 4:04 p.m.
---------	--

Saturday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	1.7
2006 Weekday Trips	2

Route 750 – Country Club Hills

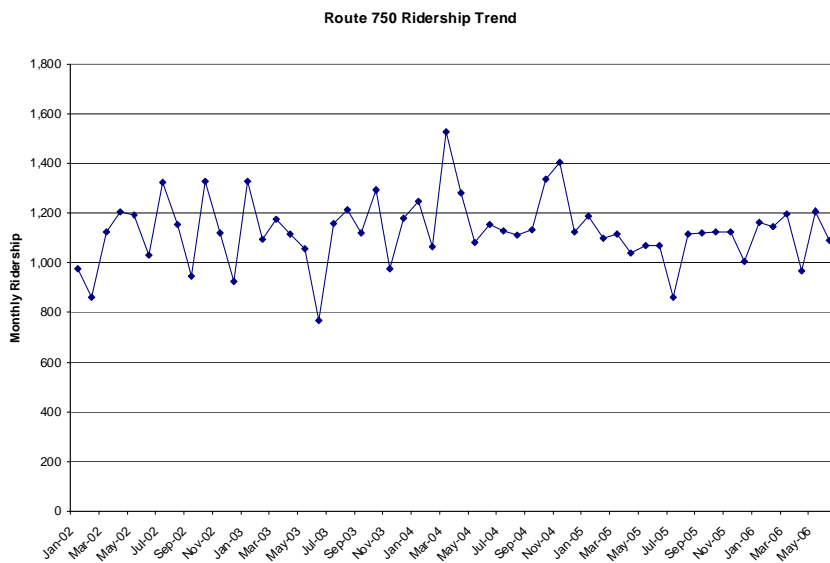
Route Description

Route 750 provides rush-hour feeder service from Country Club Hills to the Flossmoor Metra Station. There are four trips per day in each direction on weekdays only.

Problem Statement

Approximately 75 percent of Route 750 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 750 productivity is below average. Ridership has declined slightly over the past year. The overall three-year trend is steady. The eastbound 5:37 a.m. trip carries only five persons, which is one-half of the average ridership.



Route Statistics

Riders

2006 Daily	51
2006 per Rev Hour	19.1
2006 per Trip	6.4

Service Headway (Minutes)

Weekday Peak	40
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:37 a.m. to 8:48 a.m.
	4:35 p.m. to 6:58 p.m.

Saturday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	2.7
2006 Weekday Trips	8

Route 753 – Matteson

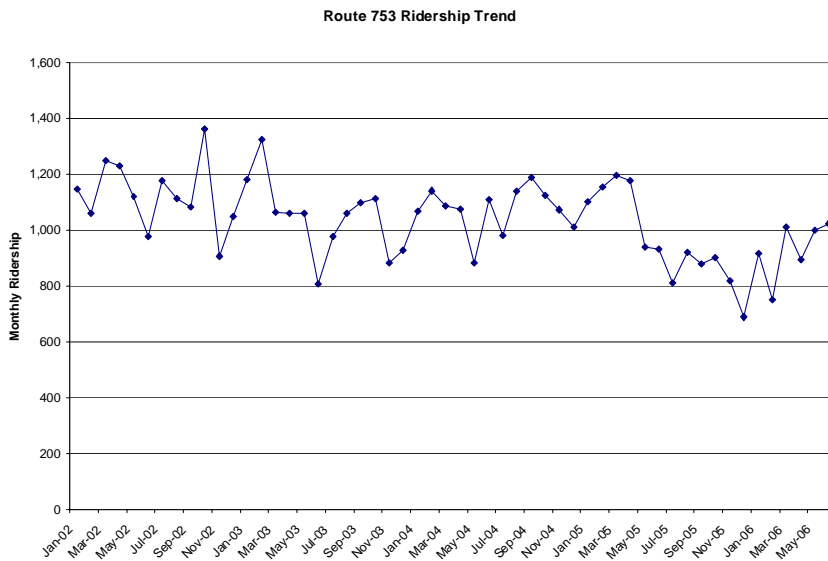
Route Description

Route 753 provides rush-hour feeder service from Matteson to the 211th Street Metra Station. There are four trips per day in each direction on weekdays only.

Problem Statement

Approximately 78 percent of Route 753 trips arrive 0-5 minutes behind schedule at route timepoints.

Route 753 productivity is below average. Ridership has been declining steadily over the past three years.



Route Statistics

Riders

2006 Daily	46
2006 per Rev Hour	16.0
2006 per Trip	5.8

Service Headway (Minutes)

Weekday Peak	40
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:30 a.m. to 8:38 a.m.
Saturday	4:08 p.m. to 7:01 p.m.

Sunday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	2.9
2006 Weekday Trips	8

Route 831 – Joliet-Midway

Route Description

Route 831 connects Joliet central business district and Joliet Metra Station with the Midway CTA Rapid Transit Station. It serves Stateville Prison, Orland Square Mall, Midway Airport, Lockport, and Lemont. There are four eastbound and five westbound weekday trips.

Problem Statement

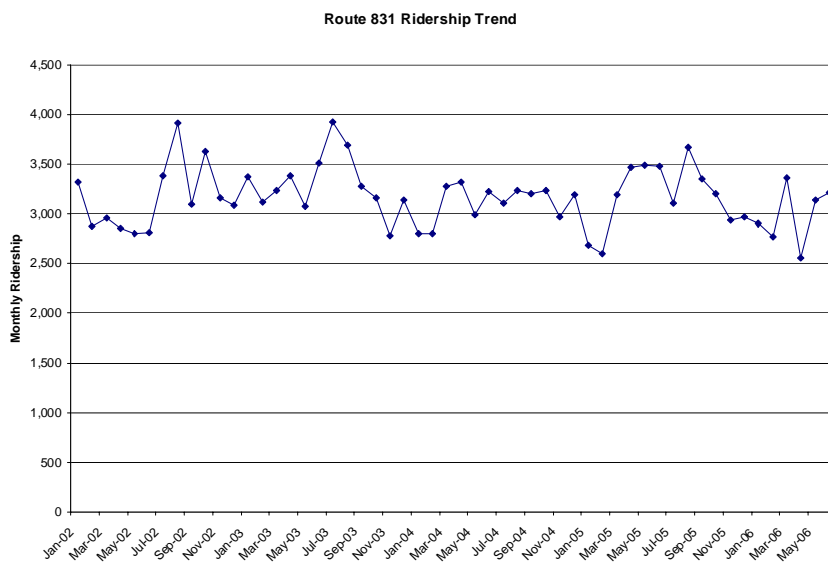
Approximately 43 percent of Route 831 trips arrive 0-5 minutes behind schedule at route timepoints. Late running is the most common problem. The route travels through several traffic bottlenecks, and the long route length compounds the problem.

Route 831 productivity is below average in terms of passengers per hour and mile – it is one of the worst routes in terms of productivity. The route length, long stretches in rural areas, and regional nature of the route are reasons for the lower productivity. Ridership has been holding steady over the past three years.

Between one-quarter and one-third of the ridership activity on the route occurs between Midway Airport, CTA, and 63rd/Harlem. This ridership could be carried by either CTA Route 63W or Pace Route 386. Route productivity without this “local” service would look much worse. Few, if any, persons are using Route 831 for intra-Joliet travel. Stateville Prison and Orland Square are the most popular mid-route destinations.

The first trip to Midway leaves Joliet prior to most routes starting operation, and the last two trips from Midway arrive in Joliet after most connecting service no longer operates.

Route 831 allows for a \$1.75 trip from Joliet to points in Chicago. This is cheaper than the more frequent Metra options between Joliet and Chicago.



Route Statistics

Riders

2006 Daily	139
2006 per Rev Hour	11.1
2006 per Trip	12.6

Service Headway (Minutes)

Weekday Peak	180
Weekday Base	180
Evening	-
Saturday	1 trip
Sunday	

Service Span

Weekday	6:15 a.m. to 7:32 p.m.
Saturday	8:30 a.m. to 3:10 p.m.
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	12.2
2006 Weekday Trips	11
2006 Saturday Trips	4

Route 834 - Joliet-Yorktown

Route Description

Route 834 provides service from Joliet central business district and Metra Station to Yorktown Shopping Center. It serves Lewis University, Good Samaritan Hospital, Romeoville, Bolingbrook (including Pace's Park-and-Ride on selected trips) and Downers Grove. Certain trips connect with Metra-BNSF service in Downers Grove.

Problem Statement

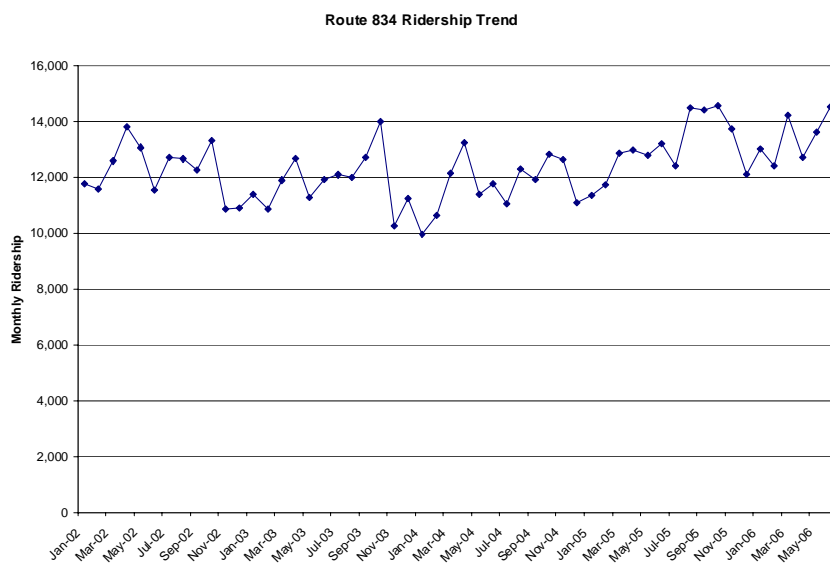
Approximately 62 percent of Route 834 trips arrive 0-5 minutes behind schedule at route timepoints. Late running is the most common problem. The route travels through several traffic bottlenecks and the long route length compounds the problem.

Route 834 productivity is below average. The route length, long stretches in rural areas, and regional nature of the route are reasons for the lower productivity. Ridership has been trending up slightly in the past three years. Overall loads are not high on the route, which indicates a steady ridership turnover along the route.

Route 834 has two strong route ends in Joliet and Yorktown. They are focal points for local service where transfer opportunities exist. The Downers Grove Metra station is the next most popular stop, with the travel pattern between Downers Grove and Yorktown being the most prevalent.

The northbound 7:10 a.m. departure from Joliet carries only five passengers per trip.

The first trip to Yorktown leaves Joliet prior to most routes starting operation, and the last two trips from Yorktown arrive in Joliet after most connecting service no longer operates.



Route Statistics

Riders	
2006 Daily	638
2006 per Rev Hour	18.5
2006 per Trip	25.5
Service Headway (Minutes)	
Weekday Peak	60
Weekday Base	60
Evening	-
Saturday	60
Sunday	-
Service Span	
Weekday	5:03 a.m. to 7:40 p.m.
Saturday	8:42 a.m. to 6:43 p.m.
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	35.0
2006 Weekday Trips	25
2006 Saturday Trips	14

Route 835 – Southwest Suburban Chicago Express

Route Description

Prior to March 2006, Route 835 provided service between Orland Park and Chicago’s Loop via Palos Park, Palos Heights, Worth, Chicago Ridge and Oak Lawn as a supplement to Metra Southwest rail service at Metra fares. In March 2006, following a major expansion of service on the Metra line, Route 835 service was reduced to four morning-peak inbound and four afternoon-peak outbound trips operating between Worth and the Loop only with a \$3.00 one-way premium fare.

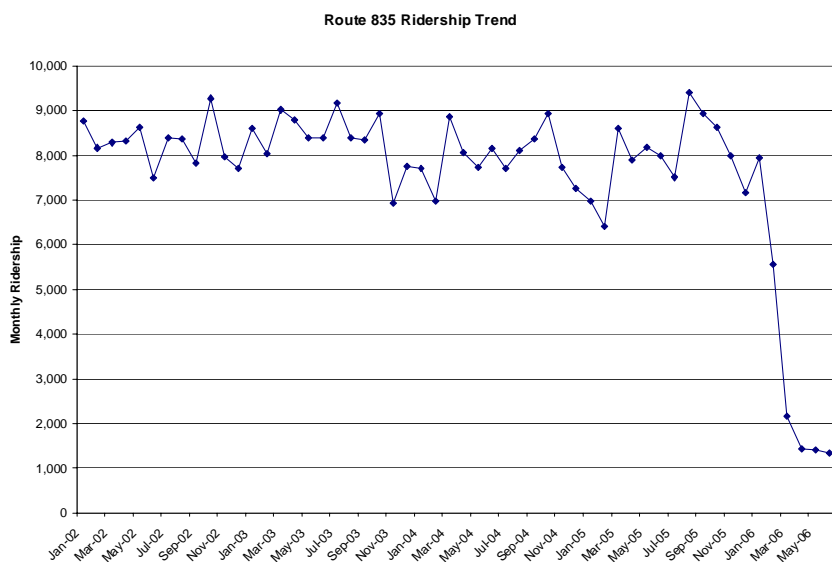
Problem Statement

Prior to the March 2006 service change, approximately 58 percent of Route 835 trips arrive 0-5 minutes behind schedule at route timepoints. More than one-half of the timepoints were late. The route travels through several traffic bottlenecks and the long route length compounds the problem.

Route 835 is one of the least productive routes in the initiative area. It has, however, due to the revenue sharing agreement with Metra, the revenue impacts on Pace were muted. Route 835 ridership has decreased slightly over the past three years.

The heaviest ridership activity is into Chicago in the early morning. Ridership activity from Chicago back to the Southwest suburbs was much less. It appears that many people using Pace service in the morning are returning on Metra service in the afternoon. Eighty percent of the ridership is north of the Palos Heights station – activity at the Orland Park stops is marginal.

In March 2006, in response to increased Metra service, Route 835 was reduced to peak-directional only trips during the peak times. The route also was truncated at the Worth Metra Station. A \$3.00 premium Pace fare is now charged for a trip on Route 835. Ridership response to these changes has not been good. Route productivity ranks among the worst of all routes in the Initiative area.



Route Statistics

Riders	
2006 Daily	66
2006 per Rev Hour	7.3
2006 per Trip	8.3
Service Headway (Minutes)	
Weekday Peak	4 a.m. trips
	4 p.m. trips
Weekday Base	-
Evening	-
Saturday	-
Sunday	-
Service Span	
Weekday	5:50 a.m. to 8:09 a.m.
	3:50 p.m. to 6:41 p.m.
Saturday	
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	9.1
2006 Weekday Trips	8

Route 877 – South Suburban Oakbrook Limited

Route Description

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

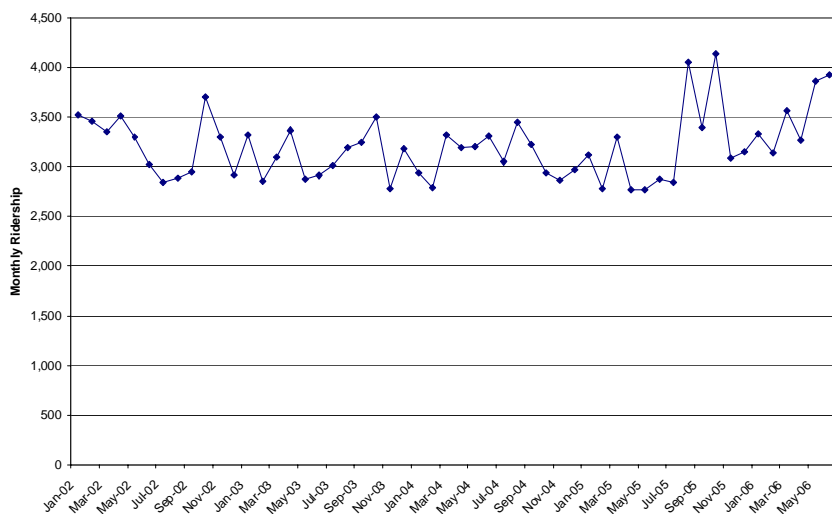
Problem Statement

Approximately 35 percent of Route 877 trips arrive 0-5 minutes behind schedule at route timepoints. More than one-half of the timepoints were late. The route travels through several traffic bottlenecks and the long route length compounds the problem. The traffic levels on I-294 generally caused trips to be approximately 15 minutes late.

Route 877 is the second least productive route in the South Cook-Will Initiative area. Ridership has decreased over the past three years.

One quarter of Route 877 ridership has both origins and destinations within the south suburbs – not for regional travel. In addition, approximately one-half of Route 877 ridership has both origins and destinations in the west suburbs, also not for regional travel. Only approximately one quarter of the route ridership actually rides between the south and west suburbs.

Route 877 Ridership Trend



Route Statistics

Riders

2006 Daily	173
2006 per Rev Hour	11.4
2006 per Trip	19.2

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:30 a.m. to 8:41 a.m.
	3:45 p.m. to 8:16 p.m.

Saturday

Sunday

Weekday Service Provided

2006 Weekday Rev Hour	15.2
2006 Weekday Trips	9

Route 888 – Tri-State Flyer

Route Description

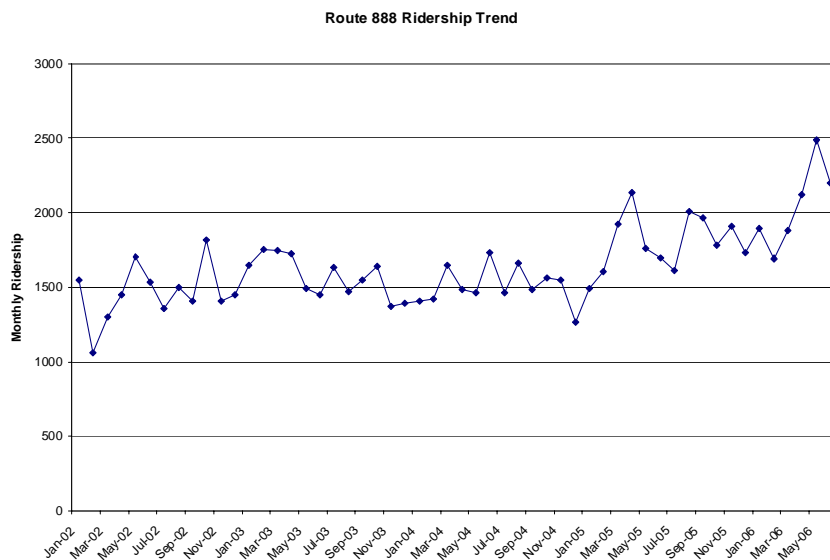
Route 888 provides rush-hour express service from the Homewood and South Holland Park-n-Rides to Oakbrook, Lombard, and Lisle via the Tri-State Tollway. Service is provided to Oakbrook Shopping Center, Yorktown Shopping Center, Esplanade, and Spiegel HQ.

Problem Statement

Approximately 39 percent of Route 888 trips arrive 0-5 minutes behind schedule at route timepoints. More than one-half of the timepoints were late. The route travels through several traffic bottlenecks and the long route length compounds the problem. Northbound on-time performance was better than southbound on-time performance. Afternoon traffic on I-294 caused trips to be 30-minutes late.

Route 888 is one of the least productive routes in the South Cook-Will Initiative area. Ridership has increased over the past three years.

Over one-half of Route 888 ridership has both origins and destinations in the west suburbs. Approximately one-half of the route ridership rides between the south and west suburbs.



Route Statistics

Riders	
2006 Daily	106
2006 per Rev Hour	15.3
2006 per Trip	13.3
Service Headway (Minutes)	
Weekday Peak	30
Weekday Base	-
Evening	-
Saturday	-
Sunday	-
Service Span	
Weekday	5:53 a.m. to 8:41 a.m. 3:45 p.m. to 8:26 p.m.
Saturday	
Sunday	
Weekday Service Provided	
2006 Weekday Rev Hour	6.9
2006 Weekday Trips	8

Route 890 – South Suburbs/UPS Hodgkins

Route Description

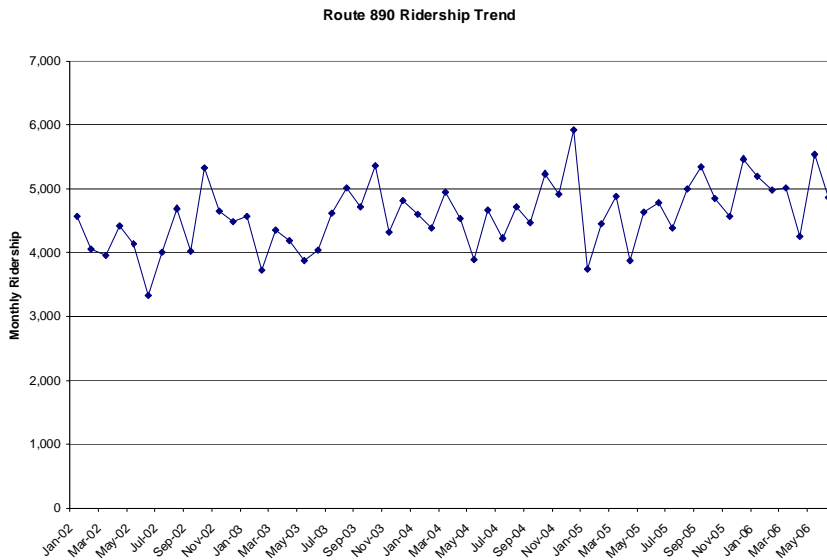
Route 890 provides express service from the Chicago Heights Terminal, Homewood Park-n-Ride, Harvey Transportation Center, and Harvey Metra Station to the UPS Hodgkins facility.

Problem Statement

Approximately 55 percent of Route 890 trips arrive 0-5 minutes behind schedule at route timepoints. Late running was more of an issue than early running. During the afternoon, trips could be up to 30 minutes late due to I-294-related traffic delays.

Route 890 has below average productivity. Ridership has increased over the past three years. UPS subsidizes all of the trips and all trips serve UPS, so the lower productivity is offset by excellent service to a large employer.

Over one-third of northbound Route 890 ridership has both origins and destinations in the south suburbs, i.e., they are not going to UPS. Riders are using Route 890 to supplement Route 370 service between Chicago Heights and Harvey.



Route Statistics

Riders

2006 Daily	229
2006 per Rev Hour	25.0
2006 per Trip	23.0

Service Headway (Minutes)

Weekday Peak	2 trips
Weekday Base	2 trips
Evening	1 trip
Saturday	-
Sunday	-

Service Span

Weekday	2:32 a.m. to 10:51 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev	
Hour	9.2
2006 Weekday Trips	10

Route 891 - Gary, IN/UPS Hodgkins

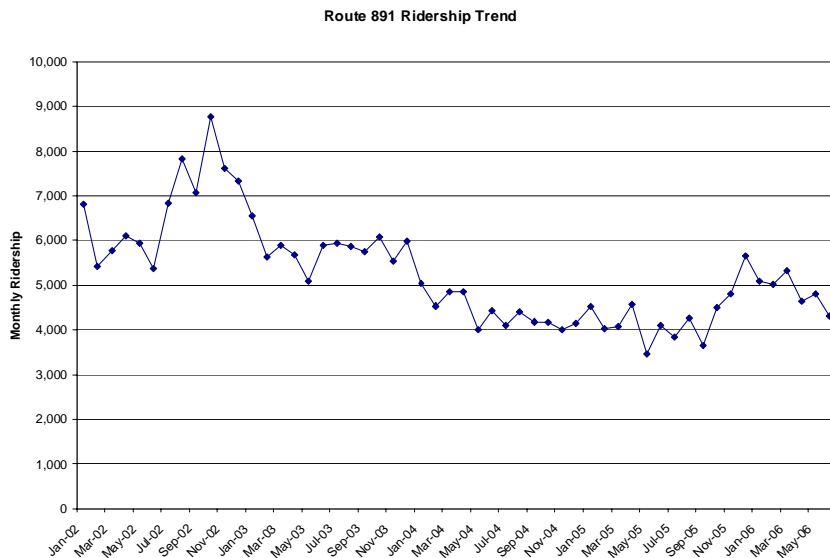
Route Description

Route 891 provides express service between Workforce Development in Gary, Indiana to UPS Hodgkins.

Problem Statement

Approximately 34 percent of Route 891 trips arrive 0-5 minutes behind schedule at route timepoints. More trips arrived early at timepoints than on-time or late.

Route 891 has below average productivity. Ridership has dropped by over two thousand monthly riders over the past three years. UPS subsidizes all of the trips and all trips serve UPS, so the lower productivity is offset by excellent service to a large employer.



Route Statistics

Riders

2006 Daily	215
2006 per Rev Hour	21.5
2006 per Trip	17.9

Service Headway (Minutes)

Weekday Peak	2 trips
Weekday Base	-
Evening	4 trips
Saturday	-
Sunday	-

Service Span

Weekday	2:20 a.m. to 10:35 p.m.
Saturday	
Sunday	

Weekday Service Provided

2006 Weekday Rev Hour	10.0
2006 Weekday Trips	12

Route 892 – East Chicago, IN/UPS Hodgkins

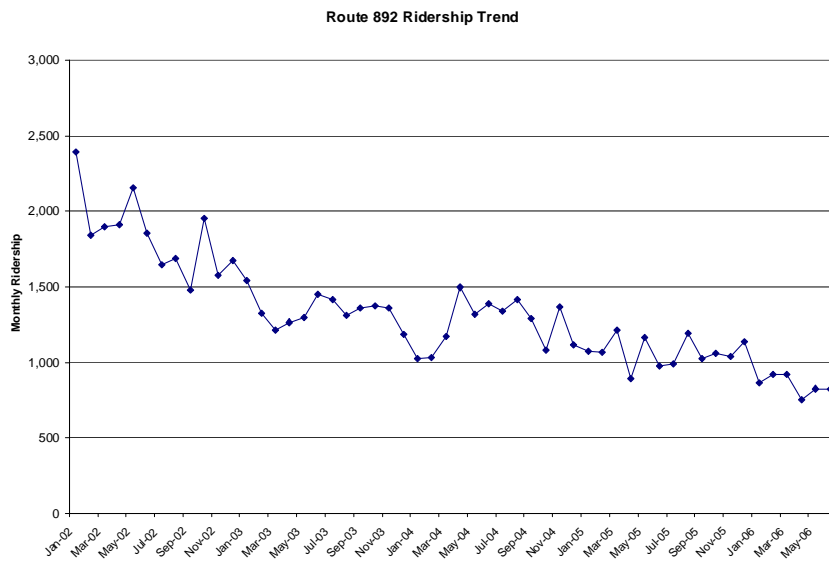
Route Description

Route 892 provides express service from East Chicago, Indiana to UPS Hodgkins.

Problem Statement

Approximately 36 percent of Route 892 trips arrive 0-5 minutes behind schedule at route timepoints. More trips arrived early at timepoints than on-time or late.

Route 892 has below average productivity. Ridership has dropped by over one thousand monthly riders over the past three years. This route is no longer subsidized by UPS. It instead is subsidized by an East Chicago Foundation.



Route Statistics

Riders

2006 Daily	38
2006 per Rev Hour	15.8
2006 per Trip	19.0

Service Headway (Minutes)

Weekday Peak	1 trip
Weekday Base	-
Evening	1 trip
Saturday	-
Sunday	-

Service Span

Weekday	2:33 a.m. to 10:32 a.m.
Saturday	
Sunday	

Weekday Service Provided

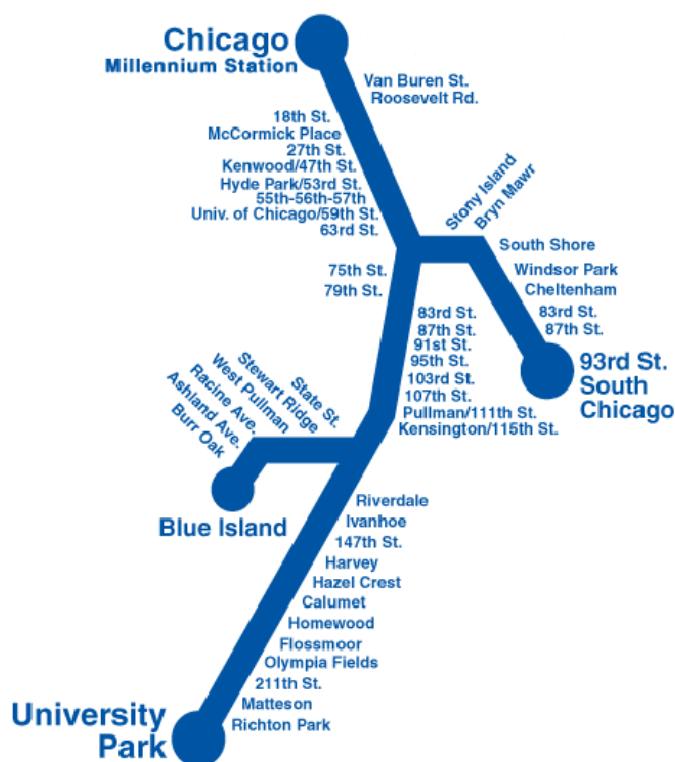
2006 Weekday Rev Hour	2.4
2006 Weekday Trips	2

2.2.2 Metra Routes in the Initiative Area

The Northeastern Illinois Regional Commuter Rail Corporation (d.b.a. Metra) and the Northern Indiana Commuter Transportation District (NICTD) operate five commuter rail lines in the South Cook County–Will County Service Restructuring Initiative area. Each commuter rail line is discussed below.

Metra Electric District/NICTD South Shore Line

The Metra Electric line and the NICTD South Shore line travel through the southeast portion of the Initiative area. They connect downtown Chicago with northern Indiana and the following Illinois municipalities: University Park, Richton Park, Flossmoor, Homewood, Harvey, Riverdale, and Blue Island. Service is heavily oriented toward Chicago during the peaks, with inbound a.m. peak and outbound p.m. peak trains coming as frequent as every four minutes at University Park Station. Midday and evening service is hourly.



Source: Metra.

Most Metra stations within the Initiative area have parking for commuters. With few exceptions, commuters must pay for parking.

As shown in Table 2.4, the highest ridership stops are Richton Park, Homewood, and Sibley Boulevard. Both Harvey and Sibley Boulevard have reverse commute patterns, although they are not large.

Table 2.4 Metra Electric District Ridership by Station

Station	Total				Total
	Inbound		Outbound		
	on	off	on	off	
Blue Island	237	0	0	222	459
Burr Oak	178	0	1	162	341
Ashland Avenue	136	2	1	121	260
Racine Avenue	43	0	0	41	84
West Pullman	34	0	0	33	67
Stewart Ridge	75	0	0	56	131
State Street	71	1	1	66	139
University Park	1,004	0	0	979	1,983
Richton Park	1,567	0	12	1,587	3,166
Matteson	919	4	3	931	1,857
211th St., Lincoln Highway	1,229	7	12	1,255	2,503
Olympia Fields	182	2	4	217	405
Flossmoor	1,016	1	2	1,029	2,048
Homewood	1,442	14	24	1,387	2,867
Calumet	1,112	9	5	1,091	2,217
Hazel Crest	584	16	24	602	1,226
Harvey	1,103	42	22	1,148	2,315
147th St., Sibley Blvd.	1,304	12	45	1,267	2,628
Ivanhoe	1,113	23	40	1,061	2,237
Riverdale	468	15	32	480	995
Kensington, 115th St.	1,179	120	131	1,230	2,660
Electric Study Area Totals	14,996	268	359	14,965	

Source: Metra 2002.

Based on a survey conducted by Metra in 2002, four stations have more than five percent of the a.m. peak ridership arriving by bus, as shown in Table 2.5. Those stations are University Park, 211th Street, Harvey, Homewood, Hazel Crest, Olympia Fields, Matteson, and West Pullman. University Park, 211th Street, and Homewood have dedicated Metra connecting shuttles. Harvey has a transit center immediately adjacent to the Metra Station that is a hub for Pace South Division bus service.

Table 2.5 Metra Electric District Arrival Mode

Station Name	AM Brdgs	Survey Responses		1	11	2	4	5	3	8	6	Arriving
		%Brdgs	Total	Walk	Bike	Drive Alone	Car- pool Driver	Car- pool Psngr	Drop- ped Off	Taxi	Pub- lic Bus	via Public Bus
Hegewisch	1,442	28.0%	404	7%	0%	76%	2%	3%	9%	0%	2%	32
State Street	67	70.1%	47	55%	0%	32%	0%	0%	13%	0%	0%	0
Stewart Ridge	69	69.6%	48	63%	0%	23%	0%	0%	15%	0%	0%	0
West Pullman	34	47.1%	16	38%	0%	19%	0%	0%	6%	0%	38%	13
Racine Avenue	42	81.0%	34	50%	0%	41%	0%	0%	9%	0%	0%	0
Ashland Avenue	131	76.3%	100	36%	0%	47%	3%	2%	12%	0%	0%	0
Burr Oak	173	71.1%	123	38%	0%	53%	1%	0%	8%	0%	0%	0
Blue Island	216	84.3%	182	19%	0%	45%	1%	1%	16%	1%	2%	4
Kensington, 115th St.	1,151	46.6%	536	12%	0%	65%	2%	3%	13%	0%	1%	17
Riverdale	459	47.7%	219	25%	0%	59%	3%	1%	11%	0%	0%	0
Ivanhoe	1,075	50.1%	539	31%	0%	46%	2%	2%	18%	0%	0%	0
147th St., Sibley Blvd.	1,254	64.5%	809	3%	0%	75%	2%	2%	14%	0%	4%	53
Harvey	1,060	55.1%	584	4%	0%	70%	3%	2%	16%	1%	5%	49
Hazel Crest	561	50.6%	284	12%	0%	58%	2%	4%	17%	0%	6%	34
Calumet	1,069	60.1%	643	3%	0%	79%	4%	4%	9%	0%	0%	5
Homewood	1,363	55.4%	755	18%	0%	46%	3%	4%	24%	1%	5%	74
Flossmoor	946	55.2%	522	26%	1%	33%	3%	2%	31%	0%	3%	27
Olympia Fields	162	45.1%	73	22%	3%	29%	3%	0%	44%	0%	0%	0
211th St., Lincoln Hwy.	1,143	42.7%	488	6%	0%	70%	3%	2%	14%	0%	5%	52
Matteson	876	50.1%	439	10%	1%	75%	2%	2%	10%	0%	0%	2
Richton Park	1,482	48.3%	716	17%	0%	55%	2%	2%	17%	1%	4%	54
University Park	925	40.0%	370	0%	0%	71%	4%	7%	11%	0%	6%	55

Source: Metra 2002 Survey.

Metra Rock Island District

The Metra Rock Island District lines travel through the southwestern portion of the Initiative area. They connect downtown Chicago with Joliet, New Lenox, Mokena, Tinley Park, Oak Forest, Midlothian, Robbins, and Blue Island. Service is oriented toward Chicago during the peaks, with inbound a.m. peak and outbound p.m. peak trains coming as frequent as every twenty minutes at Joliet Station. Midday and evening service is hourly. Morning reverse commute trains do not arrive in Joliet early enough to provide a choice for many employees.



Source: Metra.

Most Metra stations within the Initiative area have parking for commuters. With few exceptions, commuters must pay for parking.

As shown in Table 2.6, the highest ridership stops are 80th Avenue, Oak Forest, Midlothian, Tinley Park, and Hickory Creek. Blue Island appears to be a stop where a large number of passengers are using the Rock Island line for intersuburb travel.

Table 2.6 Metra Rock Island District Ridership by Station

Station	Total				
	Inbound		Outbound		Total
	on	off	on	off	
Joliet	715	0	0	704	1,419
New Lenox	1,071	6	5	1,022	2,104
Mokena	721	7	7	674	1,409
Hickory Creek	1,133	2	2	1,123	2,260
80th Avenue, Tinley Park	2,287	12	10	2,223	4,532
Tinley Park	1,180	9	13	1,208	2,410
Oak Forest	1,564	22	27	1,547	3,160
Midlothian	1,162	24	17	1,193	2,396
Robbins	106	10	7	116	239
Vermont St., Blue Island	866	103	65	896	1,930
103rd St., Washington Hts	240	5	9	281	535
95th Street, Longwood	125	10	8	118	261
Prairie Street	39	9	4	47	99
123rd Street	59	2	8	63	132
119th Street	396	8	9	367	780
115th St., Morgan Park	264	5	5	260	534
111th St., Morgan Park	852	17	23	831	1,723
107th St., Beverly Hills	663	8	5	637	1,313
103rd St., Beverly Hills	969	8	8	978	1,963
99th St., Beverly Hills	741	27	18	748	1,534
95th St., Beverly Hills	617	47	32	607	1,303
Total Study Area Riders	15,770	341	282	15,643	

Source: Metra 2002.

Based on a survey conducted by Metra in 2002, only the 95th Street Station has more than five percent of the a.m. peak ridership arriving by bus. As shown in Table 2.7, only Joliet and Blue Island had more than 10 passengers accessing via bus.

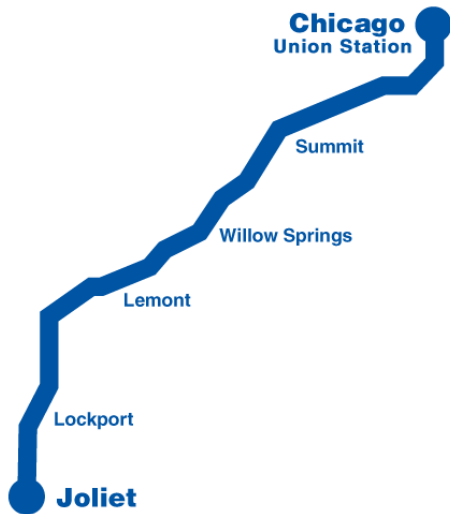
Table 2.7 Metra Rock Island District Arrival Mode

Station Name	AM Brdgs	Survey Responses		Drive			Car- pool Driver	Car- pool Psngr	Drop- ped Off	Taxi	Rapid Tran- sit	Pub- lic Bus	Arriving Via Public Bus
		%Brdgs	Total	Walk	Bike	Alone							
LaSalle Street Station	326	22.4%	73	36%	0%	8%	0%	0%	4%	4%	32%	12%	40
Gresham	574	35.0%	201	17%	0%	63%	0%	1%	15%	0%	1%	2%	11
95th Street, Longwood	129	30.2%	39	23%	0%	49%	0%	5%	18%	0%	3%	3%	3
103rd St., Washington Hts	247	44.5%	110	20%	0%	62%	4%	3%	9%	0%	0%	3%	7
Vermont St., Blue Island	843	41.4%	349	13%	0%	65%	4%	2%	14%	0%	0%	1%	12
Robbins	100	34.0%	34	38%	0%	38%	0%	0%	24%	0%	0%	0%	0
Midlothian	1,127	37.2%	419	13%	0%	69%	3%	2%	11%	0%	0%	1%	8
Oak Forest	1,522	37.4%	569	10%	0%	69%	2%	2%	16%	0%	0%	1%	8
Tinley Park	1,129	44.6%	503	18%	0%	61%	3%	3%	12%	0%	0%	1%	7
80th Avenue, Tinley Park	2,225	43.9%	977	5%	0%	81%	3%	3%	8%	0%	0%	0%	0
Hickory Creek	1,085	48.1%	522	5%	0%	84%	3%	3%	5%	0%	0%	0%	0
Mokena	697	44.6%	311	11%	0%	67%	2%	2%	18%	0%	0%	0%	0
New Lenox	1,042	53.6%	558	6%	0%	79%	2%	2%	10%	0%	0%	0%	0
Joliet	875	52.3%	458	3%	0%	78%	2%	2%	13%	0%	0%	2%	21
Brainerd	473	38.9%	184	26%	0%	57%	2%	1%	11%	0%	0%	1%	5
91st St., Beverly Hills	527	37.6%	198	27%	0%	56%	2%	2%	12%	1%	0%	0%	0
95th St., Beverly Hills	597	37.9%	226	38%	0%	32%	1%	3%	18%	0%	0%	8%	48
99th St., Beverly Hills	728	35.3%	257	41%	0%	38%	3%	1%	17%	0%	0%	0%	0
103rd St., Beverly Hills	920	45.9%	422	34%	0%	51%	2%	1%	7%	0%	0%	5%	44
107th St., Beverly Hills	651	42.4%	276	38%	0%	51%	1%	2%	7%	0%	0%	0%	0
111th St., Morgan Park	798	51.0%	407	26%	0%	52%	2%	2%	14%	0%	0%	4%	29
115th St., Morgan Park	254	55.1%	140	25%	0%	59%	1%	1%	11%	0%	0%	0%	0
119th Street	389	57.6%	224	19%	0%	66%	3%	2%	10%	0%	0%	0%	0
123rd Street	59	32.2%	19	84%	0%	11%	0%	0%	5%	0%	0%	0%	0
Prairie Street	38	44.7%	17	47%	0%	47%	0%	0%	6%	0%	0%	0%	0

Source: Metra 2002 Survey.

Metra Heritage Corridor

The Metra Heritage Corridor line travels through the southwestern portion of the Initiative area. It connects downtown Chicago with Joliet, Lockport, Lemont, and Willow Springs. There are three inbound trips in the morning and three outbound trips in the afternoon. There is no midday, evening, or weekend service, although at Joliet Union Station, passengers can use the Rock Island line to travel to Chicago during those times.



Source: Metra.

Each of the Metra stations on the Heritage Corridor line has parking for commuters.

As shown in Table 2.8, the highest ridership stops are Joliet, Lockport, and Lemont. There are no indications of intersuburb travel from the ridership figures.

Table 2.8 Metra Heritage Corridor Ridership by Station

Station	Total				
	Inbound		Outbound		Total
	on	off	on	off	
Joliet	313	0	0	289	602
Lockport	303	0	0	323	626
Lemont	407	1	0	385	793
Willow Springs	142	1	0	105	248
Summit	78	3	1	79	161
Union Station	0	1,238	1,180	0	2,418
Total Heritage	1,243	1,243	1,181	1,181	0

Source: Metra 2002.

Based on a survey conducted by Metra in 2002, the only station along the Heritage Line where passengers use Pace to access the station is the Joliet Union Station, as shown in Table 2.9. The train frequency and lack of convenient connecting service at the other stations are the primary reasons bus service is not used to access stations.

Table 2.9 Metra Heritage Corridor Arrival Mode

Station Name	AM Brdgs	Survey Responses		Walk	Bike	Drive Alone	Car-pool Driver	Car-pool Psngr	Drop-ped Off	Taxi	Public Bus	Arrive via Public Bus
		% Brdgs	Total									
Summit	78	62.8%	49	10%	0%	73%	2%	8%	6%	0%	0%	0
Willow Springs	142	40.8%	58	22%	0%	59%	2%	5%	12%	0%	0%	0
Lemont	407	62.2%	253	4%	0%	76%	4%	4%	12%	0%	0%	0
Lockport	303	68.0%	206	5%	0%	74%	4%	4%	13%	0%	0%	0
Joliet	875	52.3%	458	3%	0%	78%	2%	2%	13%	0%	2%	21

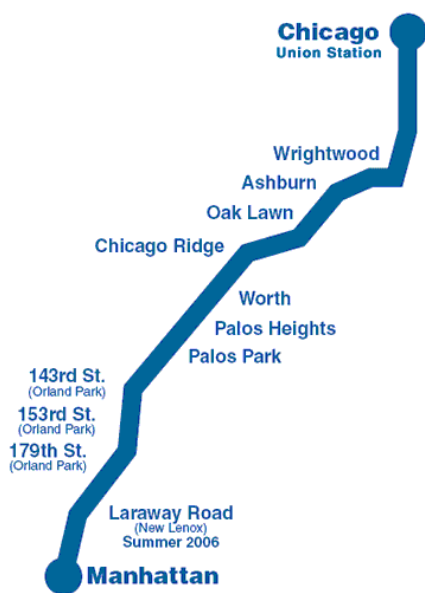
Source: Metra 2002 Survey.

Metra Southwest Service

The Metra Southwest Service line travels through the southwestern portion of the Initiative area. It connects downtown Chicago with Manhattan, Orland Park, Palos Heights, Chicago Ridge, Worth, and Oak Lawn. Peak-hour service is hourly and midday and evening service is every two hours. The Southwest Service has recently been upgraded from peak-hour-only service to all-day service.

The stations on the Southwest Service have parking for commuters.

As shown in Table 2.10, the highest ridership stops are Oak Lawn, Worth, and the Orland Park 153rd Street Station. There are no indications of intersuburb travel from the ridership figures, although it should be noted that these ridership numbers stem from when peak-directional service only was being provided.



Source: Metra.

Table 2.10 Metra Southwest Service Ridership by Station

Station	Total				
	Inbound		Outbound		Total
	on	off	on	off	
Orland Park, 179th St.	166	0	0	144	310
Orland Park, 153rd St.	512	1	0	444	957
Orland Park, 143rd St.	241	0	0	228	469
Palos Park	214	0	0	211	425
Worth	449	1	1	398	849
Chicago Ridge	370	1	2	364	737
Oak Lawn	782	6	6	813	1,607
Ashburn	351	1	2	353	707
Wrightwood	152	1	0	156	309
Union Station	0	3,226	3,100	0	6,326
Total SouthWest Service	3,237	3,237	3,111	3,111	0

Source: Metra 2002.

Based on a survey conducted by Metra in 2002, Oak Lawn Station is the only station that shows any bus transfers from Pace for this line, as shown in Table 2.11. The train frequency and lack of convenient connecting service at the other stations is the primary reasons bus service is not used to access stations.

Table 2.11 Metra Southwest Service Arrival Mode

Station Name	AM Brdgs	Survey Responses		Drive			Car-pool Driver	Car-pool Psngr	Drop-ped Off	Taxi	Public Bus	Arrive Via Public Bus
		%Brdgs	Total	Walk	Bike	Alone						
Wrightwood	151	48.3%	73	49%	0%	30%	0%	0%	21%	0%	0%	0
Ashburn	351	53.0%	186	35%	1%	51%	2%	2%	9%	0%	0%	0
Oak Lawn	779	51.1%	398	17%	0%	62%	3%	3%	14%	0%	1%	6
Chicago Ridge	368	60.1%	221	31%	0%	52%	1%	0%	12%	0%	0%	2
Worth	448	61.4%	275	13%	0%	74%	1%	2%	10%	0%	0%	2
Palos Park	209	53.6%	112	14%	1%	42%	5%	4%	34%	0%	0%	0
Orland Park, 143rd St.	239	61.1%	146	7%	0%	66%	4%	3%	18%	0%	0%	0
Orland Park, 153rd St.	508	58.5%	297	1%	0%	84%	3%	2%	10%	0%	0%	0
Orland Park, 179th St.	165	47.9%	79	13%	0%	67%	3%	3%	15%	0%	0%	0

Source: Metra 2002 Survey.

2.2.3 CTA Routes in the Initiative Area

CTA operates dozens of bus routes and the Orange Line and Red Line rapid transit service to which Pace connects in the Initiative area. There are six corridors where CTA and Pace service operate on the same street. The routes and a brief summary of operating characteristics of these services are described below.

CTA Route 8A South Halsted

Route Description

Route 8A provides all-day service along the S. Halsted Corridor from 79th Street to 127th Street. The route serves the 79th Street Red Line Station as well as the Gresham Rock Island Line Metra station.

Problem Statement

Route 8A productivity is near the CTA systemwide average, measuring 53.4 passengers per platform hour. Ridership has been growing in the past two years.

Route 8A and Route 352 operate in the same corridor, effectively duplicating service between 95th Street and 127th Street. Route 352's productivity on the S. Halsted stops appears to be higher than that of Route 8A, indicating that passengers are choosing Route 352 over Route 8A. Route 352 has a shorter travel time to the Red Line and more transfer opportunities at the 95th/Dan Ryan stop to other bus service.

Route Statistics

<i>Riders</i>	
2005 Daily	4017
2005 per Plt Hour	53.4
2005 per Trip	31.4
<i>Service Headway (Minutes)</i>	
Weekday Peak	12-15
Weekday Base	15
Evening	25
Saturday	14
Sunday	20
<i>Service Span</i>	
Weekday	5:30 a.m. to 8:51 p.m.
Saturday	5:30 a.m. to 8:57 p.m.
Sunday	5:30 a.m. to 8:57 p.m.
<i>Weekday Service Provided</i>	
2005 Weekday Plt Hours	75.2
2005 Weekday Trips	128
2005 Saturday Trips	130
2005 Sunday Trips	88

CTA Route 108 Halsted-95th

Route Description

Route 108 provides weekday peak-only service along the S. Halsted Corridor from the 95th/Dan Ryan Red Line Station to S. Halsted/127th Street. The route is an overlay on the Pace 352 service.

Problem Statement

Route 108 productivity is below the CTA average, carrying 46.5 passengers per platform hour. Route ridership has declined by 7 percent in the past two years.

Route 108 and Route 352 operate in the same corridor, effectively duplicating service between 95th Street and 127th Street. Route 352's productivity over the combined segment appears to be higher than that of Route 108, indicating that passengers are choosing Route 352 over Route 108, which is especially interesting because Route 108 operates more frequently than Route 352. The limited stop feature on Route 352 does not appear to be a disincentive for Route 108 riders to use Route 352.

Route Statistics

<i>Riders</i>	
2005 Daily	2,709
2005 per Plt Hour	46.5
2005 per Trip	23.4
<i>Service Headway (Minutes)</i>	
Weekday Peak	5-10
Weekday Base	-
Evening	-
Saturday	-
Sunday	-
<i>Service Span</i>	
Weekday	6:00 a.m. to 9:34 a.m. 2:05 p.m. to 8:28 p.m.
<i>Weekday Service Provided</i>	
2005 Weekday Plt Hours	58.3
2005 Weekday Trips	116

CTA Route 63W West 63rd

Route Description

Route 63W provides daily service between the Midway Orange Line station and 63rd/Archer. The route travels on Cicero and 63rd Street. The route is an overlay of the Pace Routes 386 and 831.

Problem Statement

Route 63W is less productive than the average CTA route. On Sundays, Route 63W is among the 10 least productive routes in the CTA system. Route ridership has increased by 12 percent in the past two years.

Route 63W and Routes 831 and 386 operate in the same corridor, effectively duplicating service between the Midway Orange Line station and Harlem/63rd. Route 63W operates with much greater frequency than the Pace routes and has correspondingly higher ridership. There are approximately 100 daily Pace riders from Routes 831 and 386 that could utilize Route 63W instead.

Route Statistics

<i>Riders</i>	
2005 Daily	2466
2005 per Plt Hour	28.6
<i>Service Headway (Minutes)</i>	
Weekday Peak	8
Weekday Base	13-15
Evening	20
Saturday	30
Sunday	30
<i>Service Span</i>	
Weekday	5:00 a.m. to 11:30 p.m.
Saturday	5:10 a.m. to 11:27 p.m.
Sunday	7:10 a.m. to 9:58 p.m.
<i>Weekday Service Provided</i>	
2005 Weekday Plt Hours	61.0

CTA Route 54B South Cicero

Route Description

Route 54B provides daily service between the Cicero Pink/Blue Line Station and Ford City. The route travels on Cicero for its entire length. Between the Midway Orange Line station and Ford City, Route 54B duplicates Pace service.

Problem Statement

Route 54B is less productive than the average CTA route at 38.5 passengers per platform hour. Route ridership has decreased by one percent in the past two years.

Route 54B and Routes 379, 382, 383, 384, and 385 operate along the same alignment between Ford City and the Midway Orange Line station. The effective frequency of the Pace routes is identical to that of the CTA service. Pace carries 750 daily weekday passengers between Ford City and Midway Orange Line station, which represents about 15 percent of Route 54B total weekday ridership.

Route Statistics

<i>Riders</i>	
2005 Daily	5,138
2005 per Plt Hour	38.5
<i>Service Headway (Minutes)</i>	
Weekday Peak	12-15
Weekday Base	15
Evening	20
Saturday	15
Sunday	20
<i>Service Span</i>	
Weekday	4:06 a.m. to 12:19 a.m.
Saturday	4:38 a.m. to 12:01 a.m.
Sunday	6:56 a.m. to 8:43 p.m.
<i>Weekday Service Provided</i>	
2005 Weekday Plt Hours	133.5

CTA Route 49A South Western

Route Description

Route 49A provides weekday peak-hour service between Western/79th and Western/135th in Blue Island. It provides a peak-hour overlay for Pace Route 349 along Western, so that during peaks, service frequency on Western is 15-minutes.

Problem Statement

Route 49A is less productive than the average CTA route at 28.2 passengers per platform hour. Route ridership has decreased by 18 percent in the past two years.

It is unusual for two different operators to be in the same corridor, particularly when the fare structures are different. Ideally, one route with one fare structure would provide this type of service.

Route 349 is almost twice as productive as Route 49A between Blue Island and Western/79th. This shows that the route overlay is not working as well as it could, as it appears that passengers are choosing to use Pace service over CTA service.

Route Statistics

Riders

2005 Daily	674
2005 per Plt Hour	28.2
2005 per Trip	19.8

Service Headway (Minutes)

Weekday Peak	30
Weekday Base	-
Evening	-
Saturday	-
Sunday	-

Service Span

Weekday	5:40 a.m. to 9:52 a.m.
	5:40 p.m. to 7:48 p.m.

Weekday Service Provided

2005 Weekday Plt Hours	23.9
2005 Weekday Trips	34

CTA Route 34 South Michigan

Route Description

Route 34 provides daily service between the Dan Ryan/95th Red Line Station and South Chicago. The alignment travels on 95th Street, Michigan, King, and 130th. On Michigan Avenue between 111th and 130th, Route 34 and Pace Route 353 operate on the same alignment.

Problem Statement

Route 34 productivity is less than the average CTA route at 44.6 passengers per platform hour. Route ridership has decreased by nine percent in the past two years.

On the Michigan segment that both Routes 34 and 353 serve, Route 353 carries over 1,000 passengers. This is only counting those passengers coming from Dan Ryan or going to Dan Ryan. The Pace route is more productive than the CTA route in this segment.

Route Statistics

<i>Riders</i>	
2005 Daily	6,165
2005 per Plt Hour	44.6
<i>Service Headway (Minutes)</i>	
Weekday Peak	6-9
Weekday Base	15
Evening	20
Saturday	9-12
Sunday	20
<i>Service Span</i>	
Weekday	24 hours
Saturday	24 hours
Sunday	24 hours
<i>Weekday Service Provided</i>	
2005 Weekday Plt Hours	138.2
2005 Weekday Trips	57
2005 Saturday Trips	60
2005 Sunday Trips	61

CTA Route 95W West 95th

Route Description

Route 95W provides weekday daily service between the Dan Ryan/95th Red Line station and Evergreen Plaza. The alignment travels on 95th Street the entire way. Route 95W provides connecting service to the 95th Street station on the Metra Rock Island line.

Problem Statement

Route 95W is more productive than the average CTA route at 56.9 passengers per platform hour. Route ridership has increased by over 8 percent in the past two years.

Route Statistics

<i>Riders</i>	
2005 Daily	5,035
2005 per Plt Hour	56.9
<i>Service Headway (Minutes)</i>	
Weekday Peak	6-10
Weekday Base	10
Evening	12
Saturday	5-8
Sunday	7-12
<i>Service Span</i>	
Weekday	4:45 a.m. to 12:47 a.m.
Saturday	4:40 a.m. to 12:41 a.m.
Sunday	5:05 a.m. to 12:41 a.m.
<i>Weekday Service Provided</i>	
2005 Weekday Plt Hours	88.5

On the 95th Street segment that both Routes 95W and 381 operate, Route 381 carries over 1,000 passengers. This is only counting those passengers coming from Dan Ryan or going to Dan Ryan. The Pace service is limited stop between Ashland and Dan Ryan to minimize the competition between Pace and CTA service and to provide the longer-distance Pace riders a quicker ride to and from the Dan Ryan stop.

■ 2.3 Driver Comments

In November 2005, Perteet and Cambridge Systematics staff attended drivers meetings at the three garages in the South Cook County-Will County Service Restructuring Initiative area. The goal of the meetings was to hear first hand about operating conditions, unmet needs, and route issues. The common themes of the meetings are summarized in this section.

2.3.1 South Garage Comments

Project team and Pace staff visited the South Garage on November 15, 2005 to gather driver input.

The number one recurring theme involved on-time performance, or the inability to stay on time and the lack of recovery time at route ends. In particular, Routes 349, 350, 352, 353, 355, 358, and 370 were identified as having some sort of on-time performance issue during part of the day. Rail crossings were one of the recurring reasons for on-time performance problems.

Overloads, or the need for additional buses, were mentioned by several operators for Routes 352, 353, and 355.

Another common theme was the bus stop spacing on Route 350. Several operators wanted to increase the bus stop spacing on Sibley in order to improve speed and reliability of the route.

Additional span of service were mentioned for Routes 350, 352, 364, 370, 358. Route 358 had the most mentions for later span of service.

There were two comments on extending Route 357 service further west past the Lincoln Mall.

2.3.2 Southwest Garage Comments

Project team and Pace staff visited the Southwest Garage on November 17, 2005 to gather driver input.

The number one recurring theme involved on-time performance, or the inability to stay on time and the lack of recovery time at route ends. This was mentioned for Routes 381, 379, 382, 383, 384, 385, 386, and the UPS routes. Specific areas of concern that were repeatedly mentioned were the stretch of Cicero Avenue between Ford City and the Midway Orange Line station, the Ford City parking lot, and the 63rd Street rail crossing by Harlem Avenue on Route 386. The length of Route 385 and rail crossings also were identified by several operators as problem areas.

Several operators commented that Route 381 service needed additional buses – the existing trips during the midday and p.m. peak were overcrowded.

Operators identified several unmet needs that could be addressed by route changes, including:

- Rerouting Route 381 to serve the Southwest Garage;
- Bypassing Ford City on some routes to save travel time;
- Serving 75th Street with all trips on Route 382;
- Extending Route 382 south to 111th/Central to serve Richards High School;
- Extending Route 382 south to 115th/Central/ Austin to serve the job areas;
- Changing the Courthouse routing with Route 386; and
- Extending last 383 trips further south on Cicero.

Transfer opportunities could be improved by adjusting schedule times so that timed meets could take place in Orland Park. Also, in the evening, Routes 381 and 379 could be interlined at Moraine Valley College to facilitate transfers.

Operators identified additional span of service needs for Routes 379 (earlier/later weekend service and later weekday service), 381 (earlier/later weekend service), 383 (later weekday service), 386 (later weekday service and Sunday service), and 385 (weekday evening service and weekend service).

2.3.3 Heritage Garage Comments

Project team and Pace staff visited the Southwest Garage on November 16, 2005 to gather driver input.

Schedule reliability and a lack of recovery time were not the primary concerns of the operators. Instead, unmet needs were the number one recurring theme.

Specific areas where service improvements could take place include:

- Service to Route 59 – this need was mentioned by seven different operators;
- Service on Larkin;
- Service on Weber Road;
- Service to the new Wal-Mart on West Jefferson;
- Extend routes to Joliet Junior College;
- Extend service to Shorewood to provide residents with a connection to Metra service;
- Extend service from New Lenox east toward Frankfort; and
- Service to the Empress Casino.

Operators clearly recognized that potential ridership growth and job growth were occurring outside of the existing service area in Joliet.

Several comments regarded on-time performance. It was impossible for Route 507 to make it to the Mall on time. Also, Route 501 had too much running time and could be extended to other destinations such as Lockport. Route 506 had a high exposure to train delays due to three rail crossings.

The lack of evening service and Sunday service were mentioned by several operators.

Several operators mentioned that the routes were confusing and needed to be streamlined. A specific example of this would be to operate two-way service on Route 507 on Plainfield Road.

3.0 Community Outreach

The South Cook County-Will County Service Restructuring Initiative included Pace’s most ambitious community outreach process to date. The process has been developed over several recent transit service restructuring initiatives, including the North Shore Restructuring Initiative, the Fox Valley/Southwest DuPage Restructuring Initiative, and the Elgin Area Restructuring Initiative. The process included extensive communication and coordination with the numerous stakeholders in suburban transit services, including municipal governments, local residents, existing Pace riders, representatives of populations with special transportation needs, regional planning and transportation operating agencies, economic development organizations, and Pace staff and bus operators.

■ 3.1 Municipal Outreach

In 2006, Pace conducted in-person and telephone meetings with more than 60 of the 82 communities in the Initiative area. Main themes of comments received from communities included a desire for improved bus infrastructure such as bus shelters and that transit service enhancements coincide with the opening of major new residential and commercial projects. A number of communities requested that demand-response service be maintained and expanded, particularly given the aging population. Municipalities commented that improved bus infrastructure should be integrated when IDOT makes improvements. Representatives also noted major destinations where they feel service should be provided. A summary of comments by jurisdiction in each sector is provided in Table 3.1, 3.2, and 3.3.

Table 3.1 Municipal Comments
Southern Cook County

Community	Transit Needs
City of Calumet City	<ul style="list-style-type: none"> • Major locations to provide service to are Garden House and Victory Center. • Provide shelters in key locations for existing riders.
City of Chicago Heights	<ul style="list-style-type: none"> • Redevelopment discussions along Lincoln Highway, possibility of service enhancements as development occurs. • Return service to 16th Street rather than Lincoln Highway. • Possible conversion of Chicago Road and Old Halsted into a one-way couplet.
City of Country Club Hills	<ul style="list-style-type: none"> • Provide local paratransit bus.

Table 3.1 Municipal Comments (continued)
Southern Cook County

Community	Transit Needs
Village of Dolton	<ul style="list-style-type: none"> • Possible Transit Center location at 142nd Street and Chicago. • Increase service to South Holland via South Park. • Provide connecting service to recreational areas, such as forest preserves, bike trails, and riverboat casinos. Also, provide connections to job sites in Blue Island.
Village of Hazel Crest	<ul style="list-style-type: none"> • Provide local vanpool or dial-a-ride service.
Village of Homewood	<ul style="list-style-type: none"> • Switch voucher taxi service with vanpool or dial-a-ride service to surrounding areas.
Village of Lansing	<ul style="list-style-type: none"> • Provide more frequent bus service in area. • More flexible scheduling and turtletop busses for the elderly.
Village of Midlothian	<ul style="list-style-type: none"> • Provide turtletop vehicle for their MASH (Midlothian-Area Short Hops) program.
Village of Oak Forest	<ul style="list-style-type: none"> • No transit needs or concerns mentioned.
Village of Olympia Fields	<ul style="list-style-type: none"> • Service to Metra stations most important. • Provide service to St James Hospital and Rich Central High School.
Village of Park Forest	<ul style="list-style-type: none"> • Provide local dial-a-ride service.
Village of Phoenix	<ul style="list-style-type: none"> • Development on Halsted, possibility of service enhancements as development occurs. • Serve senior apartments and Cook County Health Clinic near 154th Street and 4th Avenue.
Village of Richton Park	<ul style="list-style-type: none"> • Regular fixed-routes and bus stops to service community. • Provide weekend bus service and more direct routing.
Village of Riverdale	<ul style="list-style-type: none"> • Improve Route 348 by extending it to reach one of the Metra stations in town. • Interested in loop through town near Ivanhoe Metra station (138th-Indiana-144th-Halsted). • Increase number of shelters and existing conditions of bus stops.
Village of Robbins	<ul style="list-style-type: none"> • Provide service to Moraine Community College in general, but also through Crestwood. • Priority for senior access to Oak Forest Hospital, shopping near 115th/Kedzie, and also the Senior Center on 139th Street.
Village of Sauk Village	<ul style="list-style-type: none"> • Some new development occurring along Sauk Trail, possibility of service enhancements as development occurs. • Possible placement of bus shelters in town.
Village of South Chicago Heights	<ul style="list-style-type: none"> • Provide more shelters along Chicago Road, IDOT removed shelters when expanding roadways. • Interested in municipal vanpool or dial-a-ride service for residents.
Village of Steger	<ul style="list-style-type: none"> • Serve apartment complex along Steger Road, west of Ashland/Kings Road. • Would like shelter added near Bloom Trail High School.
Village of Thornton	<ul style="list-style-type: none"> • Improve dial-a-ride service, less wait time for application to be approved. • No other transit needs or concerns mentioned.
Village of Tinley Park	<ul style="list-style-type: none"> • Improve service along 183rd Street, to include a longer service span and better frequency. • Retail developments downtown will require access for employees – anticipated to be traveling from Harvey, Oak Forest, and Country Club Hills. • Village would like more shelters.

Table 3.2 Municipal Comments
Southwestern Cook County

Community	Transit Needs
Village of Alsip	<ul style="list-style-type: none"> • Provide better east-west transit mobility near 122nd and Cicero for industrial/manufacturing employees. • Improve access to area hospitals from Alsip to/from Blue Island and Palos Heights.
Village of Bedford Park	<ul style="list-style-type: none"> • Development occurring along 73rd Street could involve future transit enhancements along corridor (possible transit center along corridor near Cicero or new stadium). • Improve service options to Moraine College.
Village of Bridgeview	<ul style="list-style-type: none"> • Provide direct service to the courthouse. • Possibility of transit center being built in or around Toyota Park area. • Latent demand for earlier service in the a.m. on Route 381.
City of Burbank	<ul style="list-style-type: none"> • Construction projects in the area of 79th Street provide possible future service enhancements along 79th Street.
Village of Calumet Park	<ul style="list-style-type: none"> • Serve existing and new commercial development near Vermont and Ashland, and 119th and Marshfield. • Operates hourly vanpool service through town since discontinuation of Route 352 to Vermont and Ashland.
Village of Chicago Ridge	<ul style="list-style-type: none"> • Village has large senior population, operates free shuttle on weekdays and Sundays. • County rebuilding Ridgeland between 99th Street and Illinois 83. Possible future service enhancements along Ridgeland.
City of Crestwood	<ul style="list-style-type: none"> • No transit needs or concerns mentioned.
Village of Evergreen Park	<ul style="list-style-type: none"> • Transit access should continue to be a selling point for future residents. • With continued development along 95th, service enhancements should coincide as new projects open, i.e., Wal-Mart. • Replace old senior dial-a-ride bus with new turtletop vehicle.
City of Hickory Hills	<ul style="list-style-type: none"> • Greater flexibility of schedules and frequency of service needed.
Village of Justice	<ul style="list-style-type: none"> • Provide service through Justice to the CTA Orange Line. • Improve capital facilities along Archer Avenue, such as sidewalks, and provide safer bus stops and shelters. (Municipality willing to provide cameras for security.) • Possible acquisition of parking lot along Archer Avenue for potential park-and-ride lot.
Village of Lemont	<ul style="list-style-type: none"> • Make accessibility to airports and Chicago major priority. • As population increases, increase transit service, especially through the downtown area. • Increase Village of Lemont parking utilization at Metra station (60 percent of commuters from other municipalities).
Village of Merrionette Park	<ul style="list-style-type: none"> • Extend service along Kedzie to serve medical campus at 116th, public aid office at 163rd, and South Suburban Hospital on 178th. • IDOT improvements along Kedzie should have capital improvements, such as bus pull-outs, improved bus stops, and shelters.
Village of Oak Lawn	<ul style="list-style-type: none"> • Provide feeder or shuttle service to Metra stations from residential areas. • Need parking alternatives due to the lack of parking in the area. • Increasing residential development along 95th Street in the heart of Oak Lawn, over 200 new units (condos) near Metra station.

Table 3.2 Municipal Comments (continued)
Southwestern Cook County

Community	Transit Needs
Village of Orland Park	<ul style="list-style-type: none"> • Transit Center possibility at Orland Square Mall and area Metra stations. • Community interested in Traffic Signal Priority (TSP). • Interested in Pace operating trolley in future to cut costs over current operator.
City of Palos Heights	<ul style="list-style-type: none"> • Provide feeder service from downtown Palos Heights to Metra station.
City of Palos Hills	<ul style="list-style-type: none"> • Improve dial-a-ride service, less wait time for application to be approved, improve response time for service.
Village of Willow Springs	<ul style="list-style-type: none"> • Increase transit options to feed into Metra stations, i.e., service to LaGrange station to feed Metra's BNSF line. • Provide a dial-a-ride service for seniors in the area.
Village of Worth	<ul style="list-style-type: none"> • Parking available for bus and Metra riders behind village hall (possible Park and Ride), time availability may be an issue. • Provide weekend service to downtown Chicago for activities.
Worth Township	<ul style="list-style-type: none"> • Provide more frequent service and less route deviations. • Extend dial-a-ride service boundary to include Virginia Hospital and area nursing homes. • Provide a one-seat ride to downtown Chicago and Orland Park.

Table 3.3 Municipal Comments
Will County

Community	Transit Needs
Village of Bolingbrook	<ul style="list-style-type: none"> • As senior population grows, concerned about enough service, i.e., Vanpool or dial-a-ride. • Need for specialized service for large employers.
City of Braidwood	<ul style="list-style-type: none"> • With continued development in the city, service enhancements should coincide as new projects open, i.e., senior housing projects or big-box retailers. • Interested in municipal vanpool or dial-a-ride service for residents.
Village of Channahon	<ul style="list-style-type: none"> • Need for pre-arranged, on-demand service to local facilities.
Village of Coal City	<ul style="list-style-type: none"> • New residential development in area, mostly single family, but dial-a-ride service for seniors is deemed appropriate for area.
Village of Elwood	<ul style="list-style-type: none"> • New residential and commercial development in area, service enhancements should coincide as new housing and employment are built. • Main focus should be Centerpoint Intermodal center.
Village of Frankfort	<ul style="list-style-type: none"> • No transit needs or concerns mentioned.
Village of Homer Glen	<ul style="list-style-type: none"> • New residential and commercial development in area, service enhancements should coincide as new housing and employment are built. • I-355 extension will pass through western portion of town with interchanges at 143rd Street, 159th Street, and Highway 6, possibility of commuter service.

Table 3.3 Municipal Comments (continued)
Will County

Community	Transit Needs
Homer Township	<ul style="list-style-type: none"> No transit needs or concerns mentioned.
Jackson Township	<ul style="list-style-type: none"> Would like to see connections from Elwood to Shopping centers such as Westfield Louis Joliet, planned mall in New Lenox, and library in Manhattan. Extend route 511 to Wilmington.
City of Joliet	<ul style="list-style-type: none"> Downtown pulse causes congestion, would like it relocated. Increase dial-a-ride service. Better connectivity with neighboring communities, i.e., Plainfield, New Lenox, Romeoville, etc.
Joliet Township	<ul style="list-style-type: none"> Improve dial-a-ride service, booking farther in advance and better connections to a dispatcher. Provide better connectivity on Route 511 to the CenterPoint Intermodal Center.
City of Lockport	<ul style="list-style-type: none"> Would like designated transit center location. Concerns dial-a-ride service will be discontinued, very useful service for residents.
Village of Manhattan	<ul style="list-style-type: none"> Provide service to western suburbs and New Lenox Metra station. Would like shuttle or circulator service for residents to get around town, especially seniors.
Village of Minooka	<ul style="list-style-type: none"> Would like premium express service along I-80 connecting to I-88. Transit access to Joliet.
Village of Mokena	<ul style="list-style-type: none"> Connections along retail corridors: downtown New Lenox via U.S. 30, downtown Frankfort, SuperTarget (in Tinley Park on 191st Street). Service to Orland Square shopping center.
Village of New Lenox	<ul style="list-style-type: none"> Provide transit service along Cedar Road. Provide feeder service to Metra stations over longer-term, also provide connection from downtown Metra station to commons area. Park and Ride lot to be constructed near I-355 and I-80 junction.
Village of Peotone	<ul style="list-style-type: none"> Additional dial-a-ride service for seniors and people with disabilities. Provide connection to University Park Metra station.
Village Of Plainfield	<ul style="list-style-type: none"> Provide service to route 59 Metra station. Interested in Pace operating shoulder service along I-55. Additional dial-a-ride service for sizable senior population.
Village of Rockdale	<ul style="list-style-type: none"> Interested in bus shelters within village. No transit needs or concerns mentioned.
Village of Romeoville	<ul style="list-style-type: none"> New commercial development in area, service enhancements should coincide as new areas are built out.
Village of Shorewood	<ul style="list-style-type: none"> Provide connections to residents (especially students) to Joliet Junior College or University of St. Francis; also provide access to Lewis University satellite campus in town. Provide service on Jefferson to area manufacturing. Provide service to Route 59 Metra station.
Troy Township	<ul style="list-style-type: none"> Provide transit service to/from the Shorewood area.
Village of University Park	<ul style="list-style-type: none"> No transit needs or concerns mentioned.

Table 3.3 Municipal Comments (continued)
Will County

Community	Transit Needs
Wheatland Township	<ul style="list-style-type: none"> • No transit needs or concerns mentioned.
City of Wilmington	<ul style="list-style-type: none"> • Provide dial-a-ride or shuttle service around city and connect to Joliet. • Future transit accessibility for warehouse/distribution employment.
Village of Woodridge	<ul style="list-style-type: none"> • Implement transit service to Village of Woodridge. • Provide transit access to new International Center. • Provide connection to a Metra station.

■ 3.2 Public Comments

Working in partnership with the municipalities in the study area, Pace distributed thousands of comment cards to residents. Most cards were distributed to and completed by fixed-route passengers in July and August 2006 through distribution on buses and by Pace staff at key transit centers. Pace received over 7,300 comments that have been used to refine the service concepts and plans. (Note: while the majority of the comment cards were received via municipal outreach, some of the responses were received outside of the comment card campaign, i.e., in lieu of public forum attendance or concerning budget issues.) Comments are summarized in Table 3.4.

Table 3.4 Public/Rider Comments via Comment Cards

Customer Comments	Number of Comments	Percentage of Comments
Increase service on route	937	24.5
Increase service in the evening	807	21.1
New service request	567	14.8
Request for service on Sunday	460	12.0
The bus is late	416	10.9
Planning/routing suggestions	311	8.1
Request for service on Saturday	369	8.1
Increase service in the morning	269	7.0
Bus service appreciation/commendation	259	6.7

Table 3.4 Public/Rider Comments via Comment Cards (continued)

Customer Comments	Number of Comments	Percentage of Comments
Request for bus shelter	138	3.6
Request for Pace, Metra, CTA to coordinate services	139	3.6
Bus operator discourtesy	124	3.2
Bus operator commendation/courtesy	121	3.1
Request for bus-to-train service connection	97	2.5
Request for bus-to-bus service connection	89	2.3
Overcrowding on buses	89	2.3
Request for express bus	86	2.2
Request for service on holidays	81	2.1

Source: Pace.

The largest percentage (24.5 percent) of comments requested an increase of bus route service. Most riders expressed appreciation for the bus service, but they also stated that additional service was needed. Customer comments included the following:

- “The 350 bus should be scheduled every 35 minutes because there are always many passengers riding this route east and west at all times of the day. The bus is always crowded in mornings up to [noon] and evenings.” (Rider indicated that s/he travels on Routes 350 and 364.)
- “There is too long of a wait between buses.” (Route 359.)
- “I think having buses that run more often than on the hour would be extremely helpful. One day my 3:15 bus didn’t arrive until 3:55 which meant I missed my connection at Sibley and had to wait for the next bus in the cold. It was a terrible experience... if it had been subzero the wait would have been unbearable.” (Routes 350 and 353.)
- “I would really like to see expanded and increased times of service on Route 384. I use that route almost exclusively to travel to and from my place of employment as well as for shopping and other uses. The times of service, especially on weekends, are restrictive and do not meet my current needs.” (Route 384.)
- “It would be nice if buses ran more frequently during rush hour.” (Routes 384, 381, 383, and 382.)

Riders also expressed a desire for increased services in the evening (21.1 percent) for employment, shopping, medical appointments, and recreation. Comments include the following:

- “I think the most important improvement is bus service after 8:00 p.m. and weekend service. Even if it is just three times in a day, it’s better than nothing!” (Route 750.)
- “I wish you could extend running times longer! Please!” (Route 349.)
- “The [last] bus stops at 6:30 and sometimes I work longer than that. I have to get a cab or someone has to take me home.” (Routes 349 and 370.)
- “We need longer bus hours for working people.” (Routes 507 and 505.)
- “I know [the] buses don’t run past 6:00 to 7:00 p.m. on weekends, but it would be nice. I don’t own a car and I feel a little like a kid on curfew because I’m restricted by the bus schedule.” (Routes 379, 384, 386, and 383.)

A little over 14 percent of the written comments asked for bus service for their area. For many, the availability of bus service is limited or nonexistent:

- “Some residents work downtown and park their car at the Lockport train station. [Because it is] difficult to find a parking space, they would probably like a ride on the bus to and from the Lockport train depot. At this time my husband works part-time and drives, but if there [was] a bus for him to take, he would.” (No route indicated.)
- “Please, please add service to Richton Park from Park Forest.” (Routes 367, 366, 352, and 367.)
- “I live in Crete. We have no bus service at all.” (Route 358.)
- “A bus going through Plainfield would help a lot. A bus going closer to Weber [Road] would help even more.” (Route 834.)
- “I live in Plainfield where there is no bus service. I have to get a ride to a Route 834 stop which is almost nine miles away from my house. This is very difficult and very expensive if I have to call a cab.” (Route 834.)

Twelve percent of comments requested bus service on Sunday for employment, shopping, medical appointments, and recreation:

- “I’m a waitress and I always work on Sundays and holidays. I have to find a way to AND from work or take a cab which uses up all of my tip money. And I work nights and I sometimes have to take a cab home and use my tips. Please start buses later and on Sundays and holidays. Please.” (Routes 502, 507, 501 and 506.)
- “I think that the 358 should run after 8:00 p.m. [on] Saturdays. It also should run on Sundays. This is my only transportation to and from work.” (Routes 358, 357, 364, and 370.)
- “I work [on] Sat/Sun – no buses. It’s hard for someone who doesn’t have a car.” (Routes 354, 359, 352, and 364.)

- “Sauk Village has no service on Sundays and no service after 6:30 p.m. Residents are unable to get to potential jobs because of it. Trips to Chicago are too time-consuming and [service is] nonexistent on Sunday.” (Routes 358 and 352.)
- “I wish you would come to Hammond station on Sundays because I walk five miles to [the] nearest stop.” (Routes 364 and 355.)

Almost 11 percent of the comments stated that buses are regularly late. Remarks include the following:

- “Buses need to be on time in order to catch the next bus or else you have to wait a whole hour just to catch another bus.” (Routes 352, 359, 370, and 364.)
- “You all need to be on time more and the drivers need to be more apologetic when they are over 20 minutes late. Thank you.” (Routes 352, 350, 364, and 353.)
- “Make sure buses are on time so we can get to work on time.” (Route 395.)
- “The bus is usually late... and it’s very annoying when the bus runs 10 to 20 minutes late like it so often does, which means you have to sit for over an hour out in the heat, rain, or cold.” (Route 501.)
- “I [have] lost jobs from the bus being late all the time.” (Routes 383 and 381.)

Several comments (8.1 percent) gave specific planning/routing suggestions for improvement and efficiency:

- “Consider a reroute for buses on railroad track lines. I’ve been on the 353 and delayed by three trains on the same track in Riverdale/Dolton for 45 minutes.” (Route 353.)
- “Service is nonexistent between Route 171 and 63rd Street. Between Route 171 and 79th Street. No Service on LaGrange Road from 127th north to Joliet Road. Reroute in a.m. 379 at State Road to Cicero Avenue. Route 831 bus at 6:00 to 6:30 a.m.” (Routes 379, 390, 831, and 384.)
- “We need more service on Route 503. Extend route to 59 from Black Road to Wal-Mart, Target, and businesses in these areas. Also, service to Aurora on weekends to bus depot on No. Broadway, Aurora, IL 60505.” (Routes 503, 505, 507, and 502.)
- “I work in Matteson, IL. I ride the 358 from Torrence Avenue to [the] Chicago Heights terminal. Then I’m on 357. The last stop is Hegewisch [and] from there I have to walk across Highway 57 to get to my job. I would like to see bus 357 go across Highway 57 to at least the Will County Line. That is a 45 minute walk to my job. The first bus I can get on is at 6:35 a.m. on Torrence. I have to be on my job at 6:30 a.m. (Please help.) Get earlier buses.” (Routes 357 and 358.)
- “358 – It would be great to have at least service on Saturdays, since you provide it from the Heights to River Oaks but not from River Oaks to and from Hegewisch. I

know the 364 runs that trip, but how do we get to the 364 in Hegewisch? [Having buses come once] every hour is crazy – you either have to be early or late to where you’re going.” (Routes 358 and 364.)

A little over eight percent of comments requested bus service on Saturday for employment, shopping, medical appointments, and recreation:

- “I live south of Torrence and work in Homewood. It’s very hard on me when I have to work weekends because of cut-off times of routes or no service at all. There is never any information on the buses about routes, and I’m new to riding the bus. I know a lot of people willing to take the bus to save money but it’s just not convenient enough for them.” (Routes 358, 370, 355, and 364.)
- “Need more bus service at night and weekends. It stops too soon. Can’t get a job when we can’t take the bus. Some people have cars – others don’t.” (Route 358.)
- “We need more buses on weekends. Buses should stop the same time on weekends like weekdays.” (Routes 352, 353, 855, 349, and 354.)
- “Saturday service on 504 and 506 route. 511 route should have more runs because new warehouse is opening. Need a route that services Shorewood area.” (Routes 506, 504, and 501.)
- “I live on the east side of town here in Joliet, there are no weekend bus services on my side of town. I would like to have weekend bus service.” (Routes 507 and 505.)

Seven percent of the comments suggested increased services in the morning:

- “I really recommend that there be buses at earlier times and that the buses run later at night (all routes). Also that maybe the buses could run in unison to the Metra trains (if at all possible).” (Routes 502, 501, and 507.)
- “Would like to see an earlier 834 bus southbound from Yorktown – Lombard at least 6:30 a.m. Monday – Friday.” (Routes 715, 834, 313, and 322.)
- “Earlier times for 834, 322 because I need to get to downtown Chicago by 8:00 a.m. and the Metra trains are way too expensive.” (Routes 834, 322, and 313.)
- “Pace should consider riders who take the bus during weekdays also need the bus on weekends before 10 a.m. I still have to be at work at 6:30 a.m. on Saturdays and Sundays but because the buses don’t start until 10 a.m. on Saturdays and not at all on Sundays, I have to take a taxi on the weekends.” (Route 502.)
- “We need earlier bus services on weekends – people go to work on Saturday too! Later bus services – people work late hours.” (Routes 504 and 502.)

Almost 7 percent (6.7 percent) of comments expressed appreciation for Pace services, but noted that additional services would be welcomed:

- “Please consider more service to Metra stations down 95th street and down Western Avenue I’m very pleased with the Pace bus service I’ve received over the years. Thank you.” (Routes 381 and 349.)
- “Pace is excellent. Thank you for being great. I like the drivers. They are all helpful. I would just like to see Sunday service.” (Routes 501, 506, and 834.)
- “Add a bus Route 367 northbound that stops by Governors State University at 5:05 or 5:10 p.m. weekdays. I really like Pace bus service – [the] buses are much more on time. Drivers are usually courteous and friendly.” (Route 367.)
- “I wish you could extend running times longer! Please! But your service so far has improved over the years. I’ve been riding your bus system for about 20 years. Thank you for your services.” (Route 349.)
- “Pace has been good to ride with, [but] I have had to leave one to two hours early to be on time for work.” (Routes 352, 370, 350, 364, 349, and 357.)

A little less than four percent of the comments called for bus shelters and/or benches for protection from the elements and a place to rest/wait for the bus:

- “The block north of Bernice Road – a light or shelter is needed; this is a bus stop that is dark and the drivers can’t see you in the early a.m. They always have to stop abruptly. This can cause an accident for standing passengers or another driver behind the bus.” (Route 355.)
- “On 159th Street and Western there is nothing there. A bus shelter is needed. So many times the bus driver [doesn’t] even stop. There are about five to seven people at a given time who stand out there in the rain or snow waiting for a bus with no bus sign, shelter, or nothing.” (Routes 369, 359, 352, and 354.)
- “I’m really tired of being rained on while waiting for the buses – [we] need shelters in Lansing.” (Routes 358, 364 and 355.)
- “Move the bus shelter from 142nd and Burnham Avenue (which is never used anymore) to Sibley and Burnham Avenue where a number of people wait (and sometimes get caught in the rain). Pace – please correct this problem. Thank you.” (No route indicated.)
- “I think you should put a bus shelter at 159 by the train station. Two at 157th by BMG Auto with benches. One side of 159 has a shelter but no seat.” (Route 364.)
- “I would like to see shelters on 95th Street and Kedzie on all sides for people with disabilities so they can sit and not have to stand.... Most important is shelters from heat and rain. There is none on Kedzie and 95th on any sides.” (Route 381.)

■ 3.3 Community Advisory Groups

A Community Advisory Group (CAG) was formed in each sector to solicit input and buy-in from local stakeholders, including municipalities, businesses, community-based organizations, and social service agencies and their representatives. Each of the three CAG groups (South Cook, Southwest Cook, Will) met four times between April 2006 and May 2007 with one more meeting planned prior to public hearings in early 2008. Monthly updates were also provided to CAG members.

3.3.1 South Cook County Community Advisory Group

Participants in the South Cook CAG included:

- Bloom Township;
- Catholic Charities;
- Center for Neighborhood Technology;
- City of Calumet City;
- City of Country Club Hills;
- City of Harvey;
- Chicago Southland Economic Development Corporation;
- DeVry University;
- Office of State Representative Robin Kelly;
- Village of Midlothian;
- New Hope Center;
- Village of Park Forest;
- Prairie State College;
- Rich Township;
- Village of Richton Park;
- South Suburban College;
- South Suburban Housing;
- South Suburban Mayors and Managers Association;
- Southland Healthcare Forum; and
- Village of University Park.

Table 3.5 South Cook Community Advisory Group Meetings

Date	Location
April 18, 2006	East Hazel Crest
January 30, 2007	Park Forest
March 8, 2007	Riverdale
May 15, 2007	Lansing

Comments by the South Cook CAG at the first meeting included discussion of traffic signal priority and communications needs for implementation. The need for circulator service and the number of individuals required to start subscription bus service was raised. The group discussed the need for outreach and communications about transit service and potential methods of communication. Participants noted locations that are unserved such as the South Suburban College Oak Forest campus and service on Cicero Avenue in University Park.

At the second meeting, the market research results were presented, and participants discussed how the research responses were categorized in terms of respondents' transit priorities. Participants discussed the Moving Beyond Congestion campaign and state funding and how that is affecting Pace planning. The group discussed the availability of additional resources for bus services operated by local jurisdictions such as new vehicles and use of Pace's scheduling and tracking software. Participants also discussed potential locations and outreach strategies for the public forums.

At the third meeting participants discussed their needs in the region and specific service concepts on that subarea, as well as the implementation timeline. Participants stated their primary interests concerning transit, which are summarized by route in Table 3.6:

**Table 3.6 South Cook CAG
Meeting 3 Route-Specific Comments**

Route/Service	Comments
348	Interested in extension to Calumet Park.
350/355	Inquired if service to Lansing Airport is in plans; South Shore trains are very crowded at peak periods, which demonstrates demand for 355 service; 355 service to Ford Plant must be considered in any plans.
352/370	Asked about service to Marian Catholic High School; this will be provided by Route 370 or DAR.
353	Village of South Holland has received some funding for grade separation at rail crossing on 170 th Street.

Table 3.6 South Cook CAG (continued)
Meeting 3 Route-Specific Comments

Route/Service	Comments
354	147 th and Keeler is dangerous intersection due to speeding.
358	Identify connection point for service from Indiana.
359	Route and span extensions address outbound service needs from Chicago to Robbins.
366	Apartments along Cicero need service; extension to Lincoln Mall desired.
367	Concern about loss of service in Park Forest; Jolly Trolley may be able to handle some University Park-Park Forest traffic; need service to industrial park with 9,000 employees south of Steger and west of Governor's highway.
383	Interested in extension.
877/888	Travel times and routing suggestions.
I-80	Interested in express service; service between South Cook and Joliet/Elwood.
Prairie State-Matteson	Need extended evening service so students can get home from evening classes.
Paratransit	Interested in interaction between fixed routes and paratransit.
Regional	Supportive of proposed linkages between South/Southwest Cook and Will County; use of expressways will speed travel; interest in service availability for Elwood/CenterPoint Intermodal Center and Joliet casinos; interest in connections to Indiana.

Source: Pace.

The fourth meeting focused on the specifics of service for several routes in this area of the Initiative including hours of service and locations served. Participants also asked about coordination between CTA and Pace. Detailed meeting notes are in Table 3.7.

Table 3.7 South Cook CAG
Meeting 4 Route-Specific Comments

Route/Service	Comments
353	Supportive of splitting service, removing redundancy.
354	Concern about not providing weekend service; business owners have staffing problems on weekends.
355	Reviewed options for Lansing residents if this route is truncated or discontinued; concern about using bus/Metra and having to pay fare twice; Route 355 plan seems like a reasonable tradeoff.
381	Need to serve Toyota Park Stadium and Bridgeview Courthouse.
877/ 888	Increase in travel time from Homewood or South Holland is 15 minutes.
I-355 South	Ultimately South Holland and Homewood might justify own routes; temporary change possible due to planned I-294 construction.
889	Pace may contract seats on this route.
North Chicago Heights DAR	Would supplement fixed routes; could use current providers or a driver with a cell phone and data terminal.

Source: Pace.

Meeting notes are included in Appendix B.

3.3.2 Southwest Cook County Community Advisory Group

Participants in the Southwest CAG included:

- Bedford Park District;
- City of Blue Island;
- Blue Island Intra-City Transportation Committee;
- Blue Island Senior Committee on Aging;
- Village of Bridgeview;
- Center for Neighborhood Technology;
- Chicago Department of Aviation/Midway;
- Moraine Valley Community College;
- Palos Heights Chamber of Commerce;
- Village of Orland Park;
- Prairie Packaging;
- Trinity Christian College; and
- Worth Township.

Table 3.8 Southwest Cook CAG Meetings

Date	Location
April 18, 2006	Orland Park
January 31, 2007	Blue Island
March 8, 2007	Palos Heights
May 16, 2007	Bridgeview

At the first meeting, participants discussed planned new developments that will need service in the future such as an industrial park and the expansion of Trinity Christian College. Participants also raised the issue of improved infrastructure such as shelters and signage.

At the second meeting, participants discussed how to present the Pace budget shortfall figures to the public in the clearest manner. Route 831 improvements were discussed as well as rideshare efforts. Participants also discussed fare integration among modes and coordination with IDOT on the I-57/I-294 interchange.

At the third meeting, the group discussed the tradeoff between fixed-route service in the Palos Heights/Palos Park area and the proposed dial-a-ride service. Participants noted that seniors' main need is to medical appointments. Discussion of routes included whether Route 385 service to Robbins was sufficient; Routes 348 and 359 also provide community coverage. The group also discussed service north of 79th Street, which includes Routes 307, 330, and 386 in future Arterial Rapid Transit network. Participants asked about access to Pronger-Smith clinic in Tinley Park as well as other healthcare facilities in the area.

At the fourth meeting, participants discussed specific service concepts, mainly in Blue Island and Orland Park. Service on I-355 to I-80 is planned for midterm plan. Participants noted that the Fay's Point development in Blue Island is in progress. Participants asked about service along LaGrange Road through all of Orland Park; this need will not be addressed in the immediate-phase plan. Moraine Valley College is building a campus at 179th and 94th to open in the fall of 2009; Pace will evaluate the site. Route 831 service via 143rd street is a concern as it did not reach southern areas of the village. The Village is redesigning LaGrange Road as a "complete street" and would probably prefer bus service there over 94th Street. The group also discussed communications strategies for the public forums and how gas prices affect transit usage. Meeting notes are included in Appendix B.

3.3.3 Will County Community Advisory Group

Participants in the Will County CAG included:

- Braidwood Chamber of Commerce;
- Cornerstone Services;
- Eastern Will County Senior Services;
- Village of Homer Glen;
- Homer Township;
- Office of State Representative Jack McGuire;
- City of Joliet;
- Joliet Job Corps;
- City of Lockport;
- Midewin National Tallgrass Prairie;
- Village of Minooka;
- Village of Mokena;
- Village of New Lenox;
- New Lenox Township;

- Village of Plainfield;
- Provena Saint Joseph Medical Center;
- Village of Romeoville;
- RR Donnelly Logistics;
- Senior Services Center of Will County;
- Silver Cross Hospital;
- South Suburban Senior Services-Catholic Charities;
- Troy Township;
- University of Saint Francis;
- Veterans Assistance Commission;
- State Senator A. J. Wilhelmi;
- Will County Center for Economic Development;
- Will County Executive Larry Walsh;
- Will County Governmental League;
- Will County Highway Department;
- Will County Land Use Department;
- Will-Grundy Center for Independent Living;
- City of Wilmington; and
- Village of Woodridge.

Table 3.9 Will County CAG Meetings

Date	Location
April 19, 2006	New Lenox
January 18, 2007	Joliet
March 15, 2007	Homer Township
May 16, 2007	Lockport

At the first meeting, the group focused on study communication methods. At the second meeting, the group discussed the market research presentation. Participants mentioned the non-work transportation needs of the elderly, such as dial-a-ride services. While the study focuses on fixed-route service, other types of service needs will be discussed at the public forums. The group also discussed the need for communities to voice their support of Pace to the legislature.

At the third meeting, participants discussed the timing of service changes and funding sources. Participants asked about service between Peotone and Joliet and downtown Chicago. Participants requested that evening service extend past 7 p.m. and be able to serve evening class hours. Route changes for the proposed Peotone airport will be considered as development occurs.

Participants asked about demand-responsive concepts such as how dispatching will be handled; this will be determined later in the service implementation process. Flex route travel times are expected to be up to 25 to 35 percent longer than fixed routes. Pace’s family of transportation services does include taxi services. Participants asked about flexible deviations to hospitals on fixed routes. Pace noted that there is no threshold for shuttle or DAR service.

At the fourth meeting, participants noted that DAR service fills up for the day by 9 a.m. and there is no option to book in advance. The need for service in Shorewood was raised; need is seen between Shorewood and Joliet. The group discussed funding strategies and implementation dates. Participants’ comments on routes in Joliet and Eastern Will County from the third and fourth Will County CAG meetings are provided in Table 3.10. Detailed meeting notes are in Appendix B.

Table 3.10 Will County CAG Meeting 3 and 4 Route-Specific Comments

Route/Service	Comments
Joliet transit hub	Does this hub still exist – can it be located in a less congested area? Passengers from health centers will need to transfer in downtown Joliet to get to hospitals.
I-355	Service will be needed to proposed large shopping center in New Lenox.
502	Interest in connection between Glenwood Avenue (Trinity Services) and Louis Joliet Mall.
506	Will travel time to Silver Cross Hospital improve over current 90 minute trip? Another regional mall across from Cedar Crossings is being planned now. Consideration of service east along Lincoln with connection to Orland Square via LaGrange Road.
507	Extension via IL 59 to Naperville – this is a midterm concept; consider extending into downtown Plainfield where new senior development is planned.
511	Service to Wilmington or Midewin; extension to Silver Cross Hospital.
831	Extend service span through Lockport.
837	Would route pass through communities? Taxi service to Joliet Union Station is very expensive; the plan does not include Romeoville – residents were expecting Joliet-Naperville connection; Super Wal-Mart and Target are under construction at Weber Road and Airport Road.
855	Interest in Park and Ride lot in Romeoville – Pace is seeking lot; much demand for trips to Virginia hospital near Loyola Hospital – shuttle bus from Joliet fills quickly.

Source: Pace.

■ 3.4 Regional Coordinating Committee

A Regional Coordinating Committee (RCC) was formed to ensure that the service in each sector fits together into a regional plan that provides intersuburban mobility. The RCC consists of municipal officials, economic development agency representatives, and regional planning and transportation representatives. The RCC met four times between November 2005 and May 2007, as shown in Table 3.11, with one more meeting planned prior to public hearings in early 2008.

Agencies represented on the RCC were:

- Pace Citizens Advisory Board/United Parcel Service;
- Chicago Southland Economic Development Corporation;
- Chicago Metropolitan Agency for Planning;
- Economic Development Council for the Southwest Suburbs;
- Illinois Department of Transportation;
- Illinois State Toll Highway Authority;
- Metra;
- New Hope Center;
- Pace;
- Regional Transportation Authority;
- South Suburban Mayors and Managers Association;
- Southwest Conference of Mayors;
- Will County - Land Use Department;
- Will County Council for Economic Development;
- Will County Governmental League; and
- Will-Grundy Center for Independent Living.

Table 3.11 RCC Meetings

Date	Location
November 18, 2005	Tinley Park
February 8, 2007	Lemont
March 15, 2007	East Hazel Crest
May 17, 2007	Joliet

In addition to meetings, Pace communicated with the RCC via Project Briefings – regular reports sent to RCC members electronically.

RCC comments at the first meeting included asking if the study was addressing the needs of Hispanic and disabled population, which Pace said it was. The group asked if it would address nontraditional commute times, and Pace noted that in the study work trips can be any time, not just during peak hours. The group also asked how IDOT and Pace partner on infrastructure improvements; usually IDOT tells Pace about planned improvements and sometimes IDOT incorporates Pace’s needs into new projects.

At the second meeting, the group discussed how the service planning tool would function. It will allow traffic analysis zones to be selected and to compare transit and auto travel times. The RCC discussed demand-response service considerations, such as service boundaries and capacity for expansion. Participants asked about service to Monee, Crete, Channahon and other smaller Will County towns; a van could be provided to municipalities or Pace could operate rush-hour service to employment areas. The group also discussed plans to secure funding and potential funding impacts on planning. Finally, the group discussed potential public forum locations.

At the third meeting, specific service concepts were discussed. Shuttle service was requested to the large industrial park near the University Park Metra station. Pace said it would consider connection to the 80th Avenue Metra station by the restructured Route 386. Participants asked about connections on Weber Road to the IKEA/Boughton Road/I-355 area; Pace will consider a connection. Ridership on Route 855 along I-55 is very strong, and the area is ripe for extensions and upgrades. Replacement service for 831 segments that are to be eliminated is not planned due to poor productivity.

At the fourth meeting, RCC members discussed the service planning methodology; routes were modified primarily based on ridership. Participants said Phase IA plans looked reasonable. Route 349 is integrated with CTA Route 49A and discussion of coordination is needed. Route 355 duplication with Metra exists, although trains have capacity issues. A large retail project (800,000 square-foot lifestyle center) is planned on the west side of I-55 and U.S. 30, which would affect Route 507. Developments along Weber south of I-55 are being planned that will affect Route 837; safety is an issue in this area. The group also discussed demand response services, funding, and communications strategies. Detailed meeting notes are in the Appendix C.

■ 3.5 Public Forums

Pace held two rounds of nine public forums, for a total of 18 events. At the first round of nine forums Pace presented an overview of the study and the preliminary service concepts and asked for input from the public on transit needs. At the second round of nine forums Pace discussed potential short-term service changes for the Initiative area.

Table 3.12 Public Forums

Date	Time	Location	Municipality	Attendance
<i>Round 1</i>				
March 20, 2007	2:00 to 4:00 p.m.	Romeoville Recreation Center	Romeoville	15
March 20, 2007	6:00 to 8:00 p.m.	Braidwood City Hall	Braidwood	17
March 22, 2007	2:30 to 4:30 p.m.	Bedford Park Public Library	Bedford Park	4
March 27, 2007	6:00 to 8:00 p.m.	Orland Park Civic Center	Orland Park	38
March 28, 2007	1:30 to 3:30 p.m.	Prairie State College	Chicago Heights	20
March 28, 2007	6:00 to 8:00 p.m.	Raday Lodge	Midlothian	3
March 29, 2007	6:00 to 8:00 p.m.	Blue Island City Hall	Blue Island	9
March 31, 2007	9:30 to 11:30 a.m.	Phoenix Village Hall	Phoenix	7
March 31, 2007	1:30 to 3:30 p.m.	Joliet Public Library	Joliet	54
<i>Round 2</i>				
June 4, 2007	1:30 to 3:30 p.m.	Channahon Village Hall	Channahon	6
June 5, 2007	1:30 to 3:00 p.m.	Riverdale Community Resource Center	Riverdale	7
June 5, 2007	6:00 to 8:00 p.m.	Calumet City Hall	Calumet City	71
June 7, 2007	6:00 to 8:00 p.m.	Plainfield Village Hall	Plainfield	19
June 9, 2007	9:30 to 11:30 a.m.	Blue Island City Hall	Blue Island	8
June 9, 2007	1:30 to 3:30 p.m.	Joliet Public Library	Joliet	42
June 13, 2007	6:00 to 8:00 p.m.	Oak Lawn Village Hall	Oak Lawn	22
June 14, 2007	1:30 to 3:30 p.m.	Trinity Christian College	Palos Heights	11
June 14, 2007	6:00 to 8:00 p.m.	University Park Village Hall	University Park	14

General themes communicated by participants in the first round of meetings included requests for more frequent service, extended service hours, weekend service, and better on-time performance. Participants requested better connections among Pace routes and between Pace and CTA and Metra lines. Participants also listed regional destinations for which they would like new transit service. Participants noted the need for improved infrastructure such as bus shelters and for bus stops to be easier to locate. A summary of comments is in Table 3.13. Detailed documentation of comments is in Appendix D.

Table 3.13 Round 1 – Public Forum Comments

Route/Service	Number of Comments	Summary
348	5	Consider route extensions to 95 th Street, Ivanhoe Metra station.
349	9	Extend hours for weekend evenings, expand coverage to reach more retail destinations, provide alternate routes around stopped trains.
350	9	Extend service hours, provide more frequent stops.
352	14	Maintain express service, extend service hours.
353	30	Extend evening service, add weekend service, provide earlier morning service, increase frequency, and extend route.
354	11	Add Sunday service, extend route.
355	12	Increase frequency.
356	2	Improve transfer with route 353, concern about one-half mile stop spacing.
357	10	Need for on-time arrival at Metra station, consider serving more destinations.
358	9	Increase frequency, add Sunday service.
359	18	Eliminate service on Wood Street, use Ashland, provide weekend service to Homewood Metra.
362	1	Consider rerouting to serve Cedar Ridge.
364	12	Serve South Holland Advocate, various comments.
366	2	Extend to Lincoln Mall.
367	10	Add Sunday service, proposed alternative routing.
370	13	Improve service to Prairie State College, extend hours.
379	7	Improve service to various destinations.
381	3	Add service on national holidays.
382	4	Route needed for service to Midway train station.
383	7	Improve service hours, reevaluate Lincoln Mall service.
384	6	Weekend and evening service.
385	2	Connection with 386.
386	6	Need more east/west service.
460	1	Maintain this route.
501	15	Later and weekend service.
502	7	Extended service on weekends.
503	18	Maintain service, add service evenings and weekends.
504	10	Provide weekend and evening service.
505	8	Provide weekend and evening service.
506	8	Provide weekend and evening service.
507	23	Add weekend service; extend service hours, increase frequency.
511	4	Extend service hours.
753	4	Service Ridgeland, extend hours.
831	8	Maintain current service.
834	18	Add Sunday service, increase evening hours of service.
835	2	Rerouting suggestions.
855	6	Various comments.

Table 3.13 Round 1 – Public Forum Comments (continued)

Route/Service	Number of Comments	Summary
877	13	Various routing, schedule suggestions.
888	11	Maintain current route.
Channahon DAR	2	Provide Sunday and evening service.
Homewood/ Chicago Heights DAR	1	Supports service concept.
Ford Heights Circulator	1	Provide service to 394 and Steger.
Phoenix DAR	4	Extend service in evenings.
Shorewood DAR	5	Comments varied.
South Joliet DAR	2	Later and weekend service.
Weber Road Flex Route	22	Comments varied.
Other – public forums	2	Suggested promotion ideas.
I-80 Express	4	Supportive of concept, provide later service and Sunday service.
Joliet- local	7	Provide weekday evening service and weekend service.
Joliet - regional	6	Provide service to Plainfield, Provide later and weekend service.
Locally based service desired	51	New destinations suggested, need DAR in additional communities and at later hours.
S/SW Cook Local	5	Various destination, route suggestions.
S/SW Cook Regional	4	Various comments.
Rosemont Express	1	Good route.
West Cook-DuPage Local	2	Expand from Romeoville to Westfield Mall, later and Sunday service.
West Cook-DuPage Regional	1	Later and Sunday service.

Source: Pace.

Comments at the second round of public forums, which focused on the short-term service recommendations described in Section 6, are summarized in Table 3.14. Detailed documentation of comments is in Appendix D.

Table 3.14 Round 2 – Public Forum Comments

Route/Service	Number of Comments	Summary
348	5	Consider other routing suggestions, add Sunday service, mind connections with Route 383.
349	15	Maintain connection to 79 th Street, avoid extra transfer penalty.
350	9	Implement proposed service hour and frequency improvements.
352	12	Coordinate service with CTA, improve service hours (especially south of Harvey) and frequency, implement proposed 2008 alignment changes.
353	12	Improve OTP, implement proposed south-suburban frequency improvements, match River Oaks mall hours.
354	10	Consider other routing suggestions.
355	138	Retain one-seat ride to Loop (especially during rush hours), safety concerns with proposed Sibley Boulevard Metra transfer, train crowding concerns.
358	13	Simplify service on south end, operate every 30 minutes, add evening and Sunday service, serve Ford Heights.
359	5	Add rush-hour trips.
362	1	Revise Metra connection.
364	19	Retain weekend Hegewisch service.
366	3	Serve Sauk Village.
367	21	Simplify routing, retain service in south end of University Park, serve proposed Cicero Avenue segment, expand hours/days of service.
368	4	Consider other routing suggestions.
370	2	Extend service hours and add trips.
Cicero Avenue	1	Implement proposed limited stops between Midway and Ford City.
379	6	Extend to Orland Sq as proposed, extend evening/weekend hours, serve other Orland Park shopping areas.
381	12	Extend service hours and improve frequency at all times, revise stop pattern/end service east of Western.
382	29	Maintain rush-hour service along Central (omit stop at Ford City).
383	14	Extend evening hours, improve p.m. peak OTP, extend to Lincoln Mall as proposed.
384	9	Retain service south of 111 th Street (minimally to 127 th Street).
385	7	Add weekend service.
386	18	Maintain connection with Route 307, consider other routing suggestions, including retaining 131 st Street service.
501	4	Implement proposed service hour improvements.
502	7	(Comments varied; likely need to provide more info to passengers.)
503	3	(Comments varied.)
504	11	Retain service where it currently operates (especially medical facilities), add Saturday service.

Table 3.14 Round 2 – Public Forum Comments (continued)

Route/Service	Number of Comments	Summary
505	3	Extend hours of service, add Sunday service.
506	6	Extend hours of service.
507	7	Extend to Plainfield and Route 59 corridor, serve North Ridge Plaza, implement proposed service-hour extensions.
511	1	Extend to Midewin Tallgrass Prairie.
753	1	Extend to Lincoln Hwy/Ridgeland area.
831	4	Retain 143 rd Street service, investigate other destinations in Orland Park.
834	6	Consider other routing suggestions.
835	5	Retain service due to East Loop connection.
837	10	Implement proposed service, consider suggested extensions/expansions.
855	8	Implement proposed Plainfield extension.
877/888	9	Reconsider route combo due to extra travel time for 888 passengers.
889	3	(Comments varied.)
Channahon DAR	6	Implement service.
Homewood/Chicago Heights DAR	2	Implement service with extended evening hours.
Shorewood DAR	2	Mind bicycle access.
West Joliet DAR	8	Expand proposed hours of service, particularly for Cedarwood Apartments residents and Essington and Black-area workers.
New/Improved Service (General)	2	Drop-offs at home, evening service.
New/Improved Service (South Cook)	4	Matteson, Country Club Hills, Olympia Fields, Flossmoor service; Tinley Park-UPS connection.
New/Improved Service (Southwest Cook)	1	Southwest Highway service.
New/Improved Service (Will)	15	More service in Plainfield, Bolingbrook, New Lenox, Woodridge.
Other – Bus Maintenance/Cleanliness	1	Improve bus cleanliness (South Cook).
Other – Dial-a-Ride (Southwest Cook)	1	Promote Orland Park service.
Other – Dial-a-Ride (Will)	1	Improve Joliet paratransit service.
Other – Environment	2	(Comments varied.)
Other – Fares	1	Raise senior fares.
Other – Forum Promotion	3	Provide more info to Paratransit, secure state-rep attendance, provide more flyers in English.
Other – Miscellaneous	7	(Comments varied.)
Other – Operators/Supervision	4	Enhance supervision at 95 th Street Red Line, improve lackluster driver attitudes.
Other – Pass Sales/Info	3	Provide more info on where/how to purchase passes.
Other – Route Numbers/Names	1	Discontinue use of one route number for “two-piece” routes in Joliet.
Other – Transfer Points	3	(Comments varied.)

Source: Pace.

Note: The following routes received no comments: 357 (see 358), 451, 452, 460, and 750.

4.0 Market Research Insights

This section describes two geographic information system (GIS) analyses that build on the market research results described in the *Market Research Report* to inform more detailed service planning decisions. The first analysis evaluates specific origin and destination locations in the Initiative area that were identified as relatively transit friendly in the Transit Competitiveness Factor (TCF) work developed as part of the competitive positioning analysis in Task 1.04. The second analysis identifies locations where travelers may be most responsive to improvements in passenger amenities that enhance privacy and comfort or Intelligent Transportation Systems (ITS) that increase travel speed and reliability.

■ 4.1 Transit Competitive Origins and Destinations

Transit competitiveness analysis is a market-based look at the relative transit potential of origin and destination locations. Analysis is conducted at the CTPP Traffic Analysis Zone (TAZ) level throughout the six-county region. Each TAZ is assigned two indices that describe the relative market ability of transit to compete with automobiles for customers. One index quantifies the ability of transit to compete for trip productions or origins. The other index quantifies the ability of transit to compete for trip attractions or destinations. The goal of each index, referred to as the Transit Competitiveness Factor (TCF), is to identify opportunity markets for all forms of transit by combining customer type characteristics together with transportation, land use, socioeconomic, and demographic information. All of these factors are combined with weights based on the mode choice models to describe their relative ability to increase transit ridership. Separate mode choice models were developed for each market segment to estimate the probability that a traveler in a given segment would chose transit or another mode based on the relative characteristics offered by each mode for his or her work trip, including travel time, travel cost, and reliability.

Similar to the consumer price index, TCF analysis gives a single number to describe the overall transit competitiveness of an origin or a destination. Values that are 100 and higher are generally considered to be transit competitive, based on comparisons with national transit-supportive land use thresholds and regional average travel conditions. The TCF is constructed to be proportional to transit market potential. In other words, transit ridership potential would be double for a TAZ with a TCF of 200 as compared to a TAZ with a TCF of 100. A detailed explanation of the equations used in calculating TCF is included in the *Market Research Report*.

Figure 4.1 displays the relative transit competitiveness of each origin location in the six-county region, as defined by the TCF for productions. TAZs in blue have a TCF value of 100 or greater and are considered transit-competitive. About 43 percent of the six-county region's work trips come from a transit competitive TAZ. The City of Chicago has the largest concentration of transit-competitive TAZs. Other areas with concentrations of transit-competitive TAZs include Aurora, Oak Park, and Schaumburg.

Figure 4.2 displays the relative transit competitiveness of each destination location, as defined by the TCF for attractions. About one-third (34 percent) of the six-county region's total work trips are destined to a transit competitive attraction zone. Transit-competitive zones are concentrated in Chicago. Other transit-competitive areas include Oak Brook, the Warrenville Road corridor, Schaumburg, and downtown Evanston. Within the Initiative area, there are a limited number of transit competitive zones, such as Orland Park and downtown Joliet. In addition, two isolated transit competitive TAZs in the area coincide with hospital facilities, namely the Provena St. Joseph Hospital in West Joliet and St. James Hospital and Health Center in Chicago Heights.

TCF analysis thus provides a bridge between market segmentation analysis and service planning. The TCF number also can be further broken down and analyzed to identify what drives the transit competitiveness of a place and assess how customers may respond to different service strategies. While the incidence of segments in each zone provides some insight into service strategies, TCF indices add information on land use, socio-economic, and transportation components to describe the relative merits of providing transit service at origin and destination locations across the region. By analyzing the components that contribute to the TCF results, more detailed insights on service strategies between particular origins and destinations can be gained.

In support of the assessment of transit-friendly origins and destinations in Task 5.01, a preliminary analysis of 20 transit competitive production TAZs (origins) and six transit competitive attraction TAZs (destinations) was conducted. A seventh destination location around the Internationale Centre business park in Woodridge also was evaluated based on stakeholder input.

Figure 4.1 Transit Competitiveness Factor for Origins

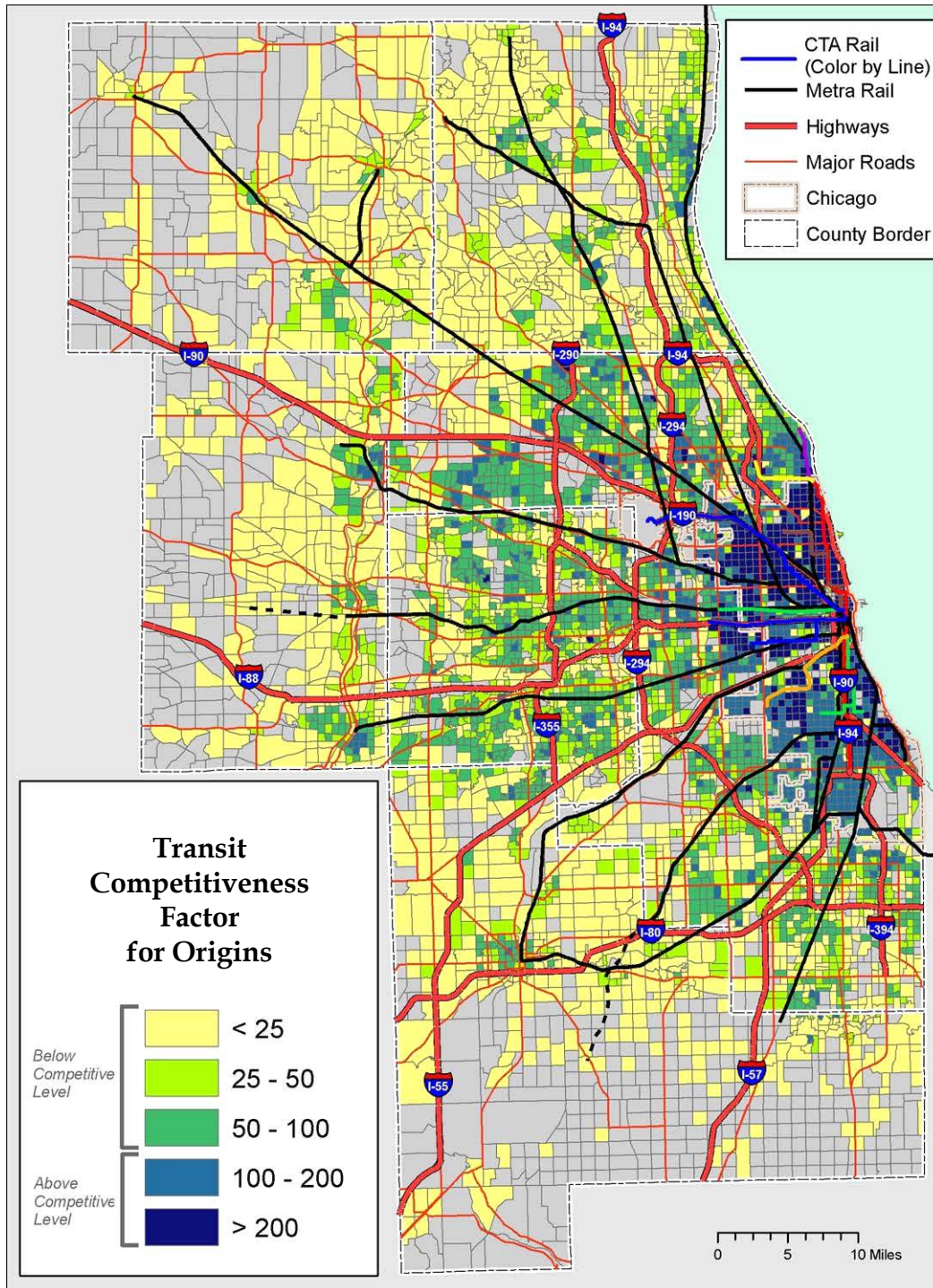
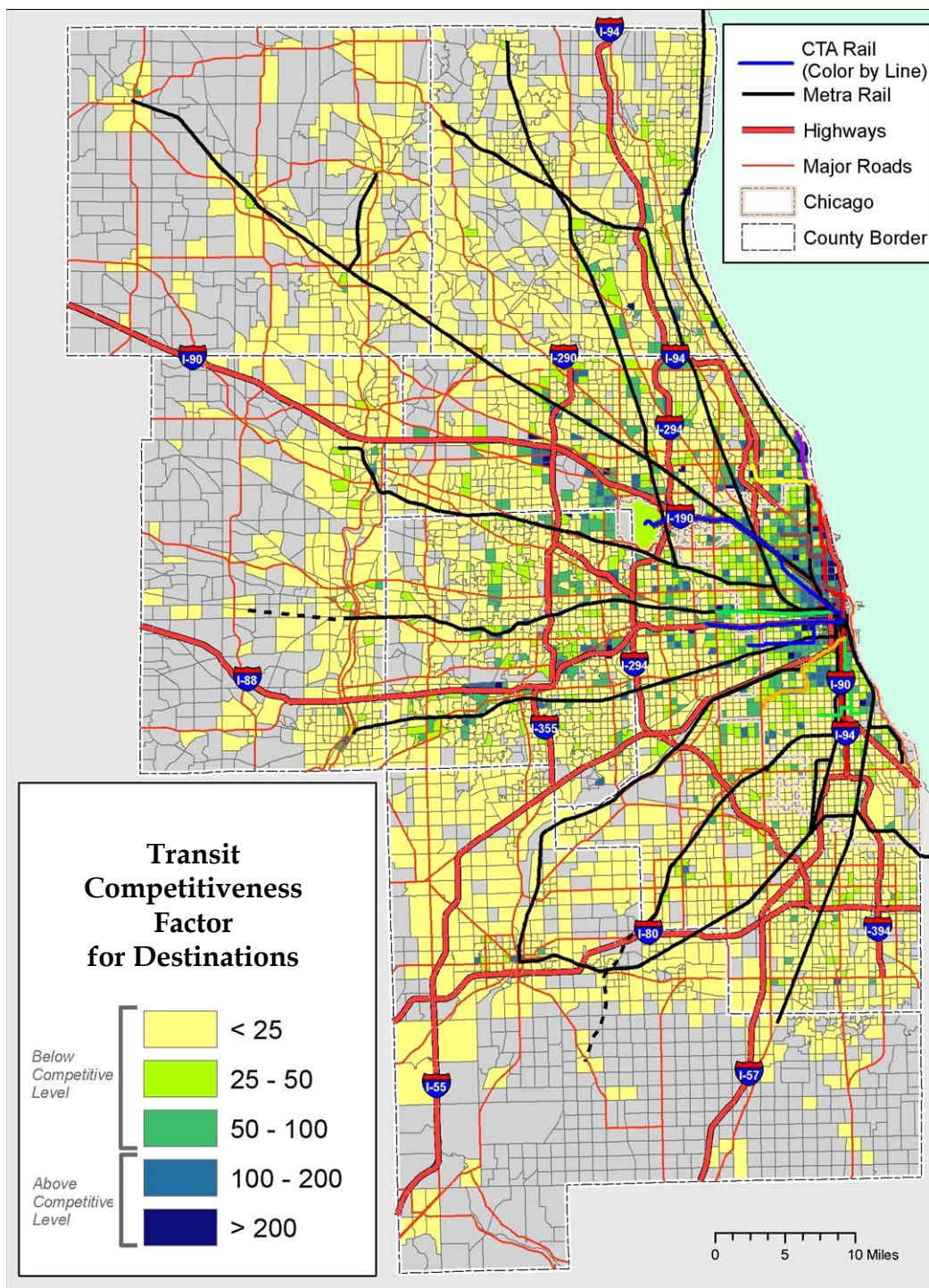


Figure 4.2 Transit Competitiveness Factor for Destinations



Origins that were analyzed include the following locations:

- O1 - Downtown Joliet;
- O2 - Park Forest;
- O3 - South Justice;
- O4 - Central Bolingbrook;
- O5 - Chicago Ridge;
- O6 - East University Park;
- O7 - County Line (Park Forest and Steger);
- O8 - Calumet City;
- O9 - Dolton;
- O10 - Blue Island;
- O11 - Alsip and Merrionette Park;
- O12 - East Oak Lawn;
- O13 - Evergreen Park;
- O14 - Palos Hills;
- O15 - Burbank;
- O16 - Summit;
- O17 - East Bolingbrook;
- O18 - Tinley Park;
- O19 - Oak Forest; and
- O20 - Orland Park.

Destinations that were analyzed include the following locations:

- D1 - Chicago Heights;
- D2 - Orland Park;
- D3 - Bedford Park;
- D4 - West Joliet;
- D5 - Downtown Joliet;
- D6 - Northeast Oak Lawn; and
- D7 - Woodridge.

For each location, the attributes of the area, its travel patterns, and the market segments that contributed most significantly to the TCF were evaluated and used to identify general

transit service strategies that could have the greatest potential impact. These strategies represent one input to the development of preliminary service concepts in Task 5.

For each origin, a map is presented that superimposes the relative number of JTW trips from the zone to all other destination zones, the location of high TCF destination zones, and desire lines to the transit-friendly destinations with the greatest travel demand. Likewise, for each destination, a map is presented that superimposes the relative number of JTW trips to the zone from all other origin zones, the location of high TCF origin zones, and desire lines from the transit-friendly origins with the greatest travel demand.

For origins, desire lines are drawn for origin-destination pairs where the origin TAZ has a TCF for trips produced of greater than or equal to 100, the destination TAZ has a TCF for trips attracted of greater than or equal to 75, and at least 25 JTW trips are made from the origin TAZ to the destination TAZ. As a significant regional workplace, O’Hare International Airport is treated as a transit competitive destination, although it did not meet all of the criteria required to score as such in the TCF analysis. To provide a better representation of travel patterns in the general area, JTW data is aggregated for some adjacent TAZs around the origin. For destinations, desire lines are drawn for origin-destination pairs where the destination TAZ has a TCF for trips produced of greater than or equal to 100, the origin TAZ has a TCF for trips attracted of greater than or equal to 75, and at least 25 JTW trips are made from the origin TAZ to the destination TAZ.

Because a significant concentration of travel demand is required to support regular transit service, comments on potential service opportunities are generally limited to flows between origin areas and destination areas of 100 or more daily work trips. Even assuming a relatively high 20 percent transit mode share, this level of demand would fill only one bus about half full.

4.1.1 Trip Origin: Downtown Joliet (O1)

One transit competitive zone was analyzed in the downtown Joliet region. The TAZ was grouped with eight other surrounding zones for the purpose of aggregating JTW data.

Table 4.1 Downtown Joliet TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940197250134	108	34	-12	3	2	-4

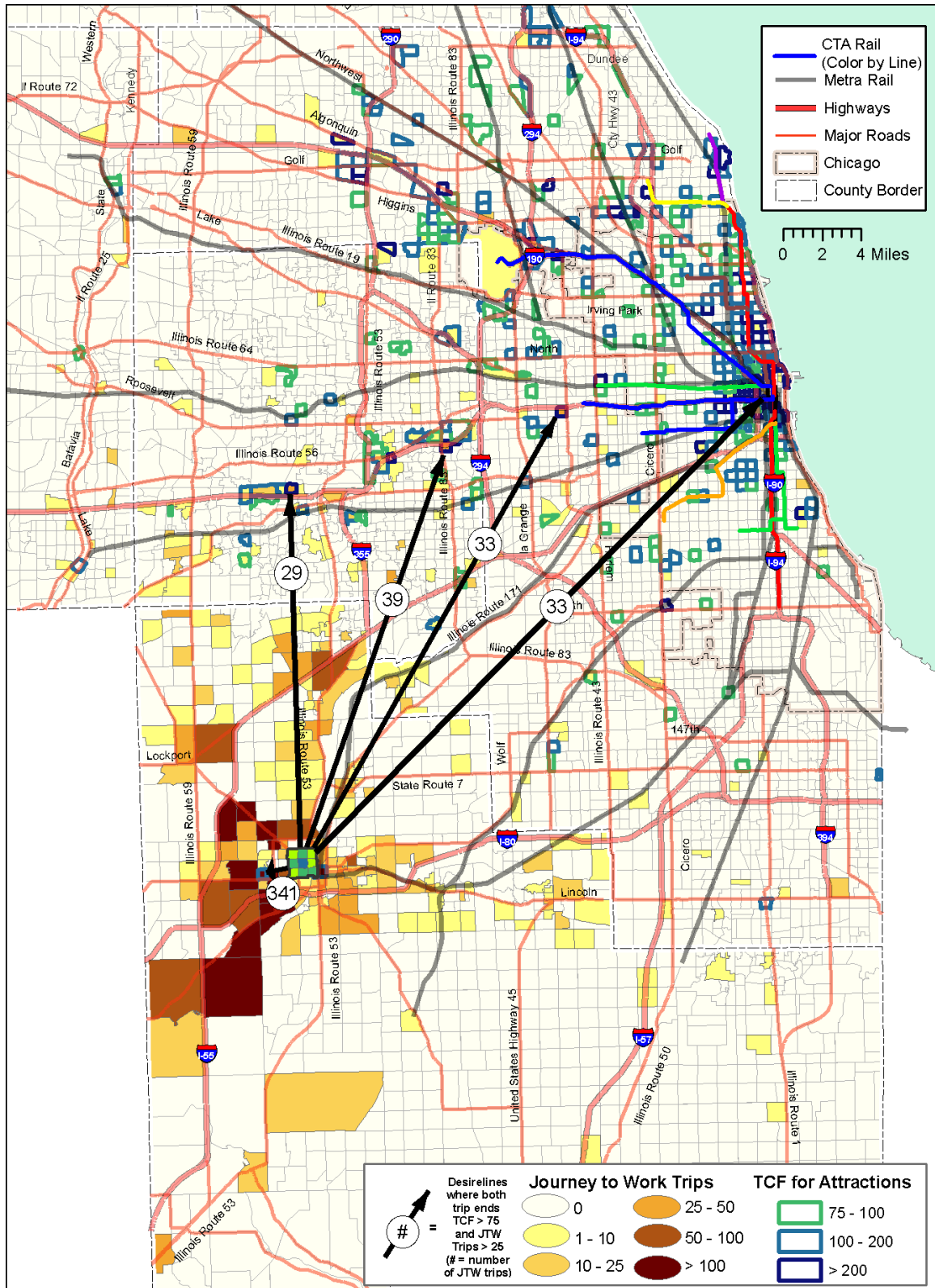
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197250134	15.7%	25.9%	12.8%	12.3%	20.5%	11.1%	1.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.1, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group.

As shown in Figure 4.3, the largest concentration of demand (341 work trips) is destined to the Provena St. Joseph Medical Center in western Joliet. This underscores the need for improved service and connections in this area. Furthermore, the majority of trips are going to the west side of Joliet, suggesting that improved local services could meet some needs, even if the destinations are not particularly transit-friendly.

While no single location is especially significant, the concentration of transit-friendly destinations in the I-88/I-290 corridor suggests the potential feasibility of a peak-period limited-stop express route using over-the-road coaches from downtown Joliet via I-55, I-355, I-88, and I-290 to the Forest Park CTA station. The route would include stops at IL-53/I-55 in southern Bolingbrook, Yorktown Mall, Oak Brook Centre, and Loyola Medical Center. Shoulder running on expressways and tollways would be desirable. Connections to local services at each major stop would probably also be needed to serve dispersed workplaces. Comfortable waiting areas with traveler information and other amenities at major connection points also would be desirable.

Figure 4.3 Downtown Joliet Trips Produced



4.1.2 Park Forest (O2)

Two adjacent transit-competitive zones were analyzed in the eastern portion of Park Forest. The TAZs were grouped with one other nearby zone for the purpose of aggregating JTW data.

Table 4.2 Park Forest TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031253199	114	32	-8	9	7	-7
17940031254222	102	27	-10	7	3	-9

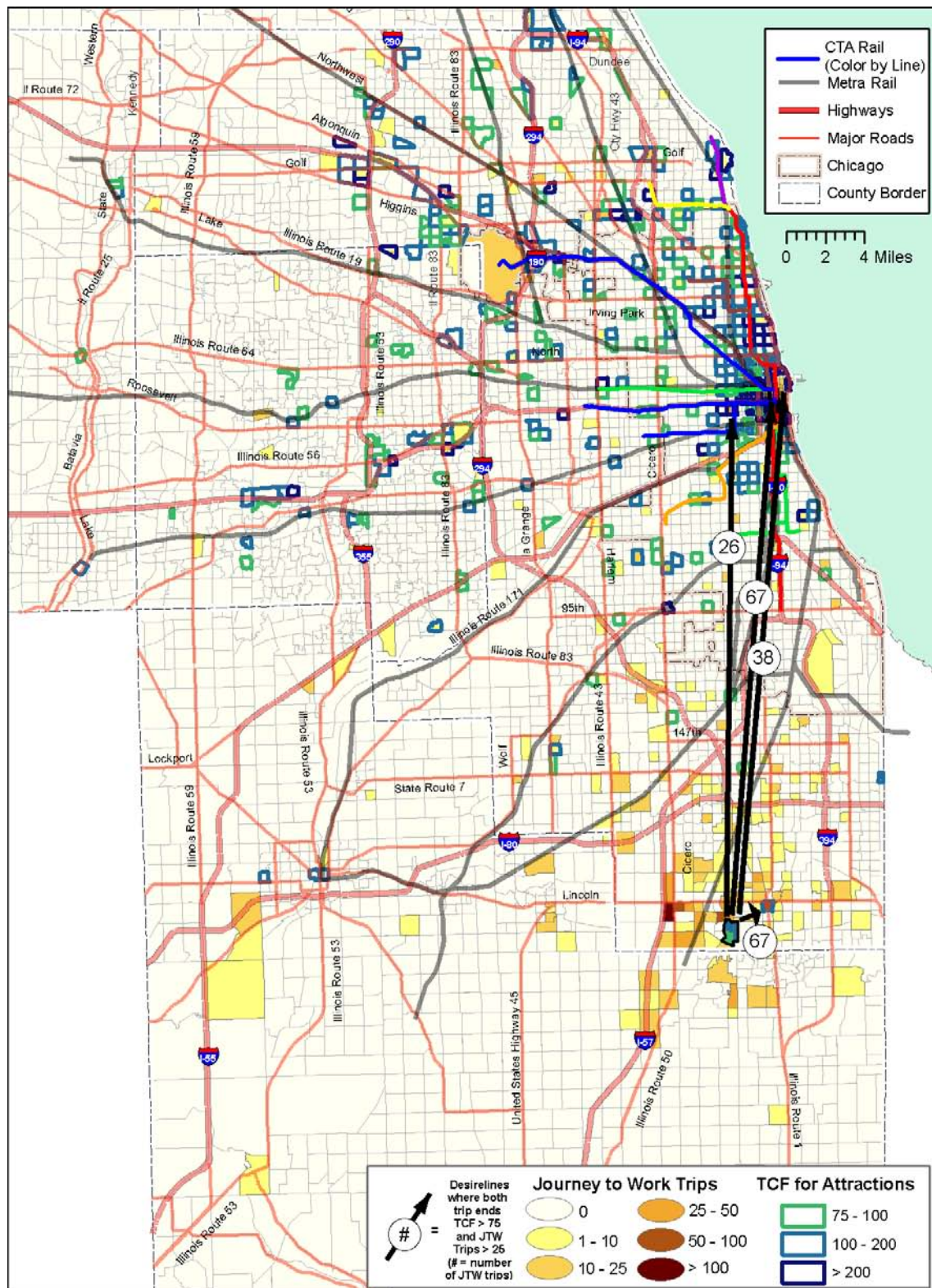
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031253199	15.8%	24.3%	15.8%	16.2%	17.2%	9.0%	1.8%
17940031254222	15.7%	27.1%	13.4%	14.8%	17.7%	9.7%	1.6%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.2, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Educated Professionals supports the desirability of services that offer greater speed and travel-time reliability.

As shown in Figure 4.4, Downtown Chicago and surrounding areas attract the largest concentration of demand from this area to other transit competitive locations (more than 130 work trips). While the density at the origin has the largest contribution to above-average TCF, the positive impact of congestion and parking cost reflect the concentration of trips to downtown Chicago. These movements are likely best served by reliable local connections to Metra Electric Line service with comfortable waiting areas.

The concentration of nearby destinations around Lincoln Mall and St. James Medical Center in Chicago Heights suggests the need for good connections between this transit-friendly origin and locations to the east and west along Lincoln Highway. A local route along Sauk Trail between Lincoln Mall, the Richton Park Metra station, the Park Forest village center, and downtown Chicago Heights could be successful. This route could supplement longer-distance service along Lincoln Highway.

Figure 4.4 Park Forest Trips Produced



4.1.3 South Justice (O3)

Two adjacent transit competitive zones were analyzed in the southeastern corner of Justice. The zones were grouped with three other surrounding zones for the purpose of aggregating JTW data.

Table 4.3 South Justice TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031282237	143	52	-1	13	8	-3
17940031282240	198	110	-4	14	12	-7

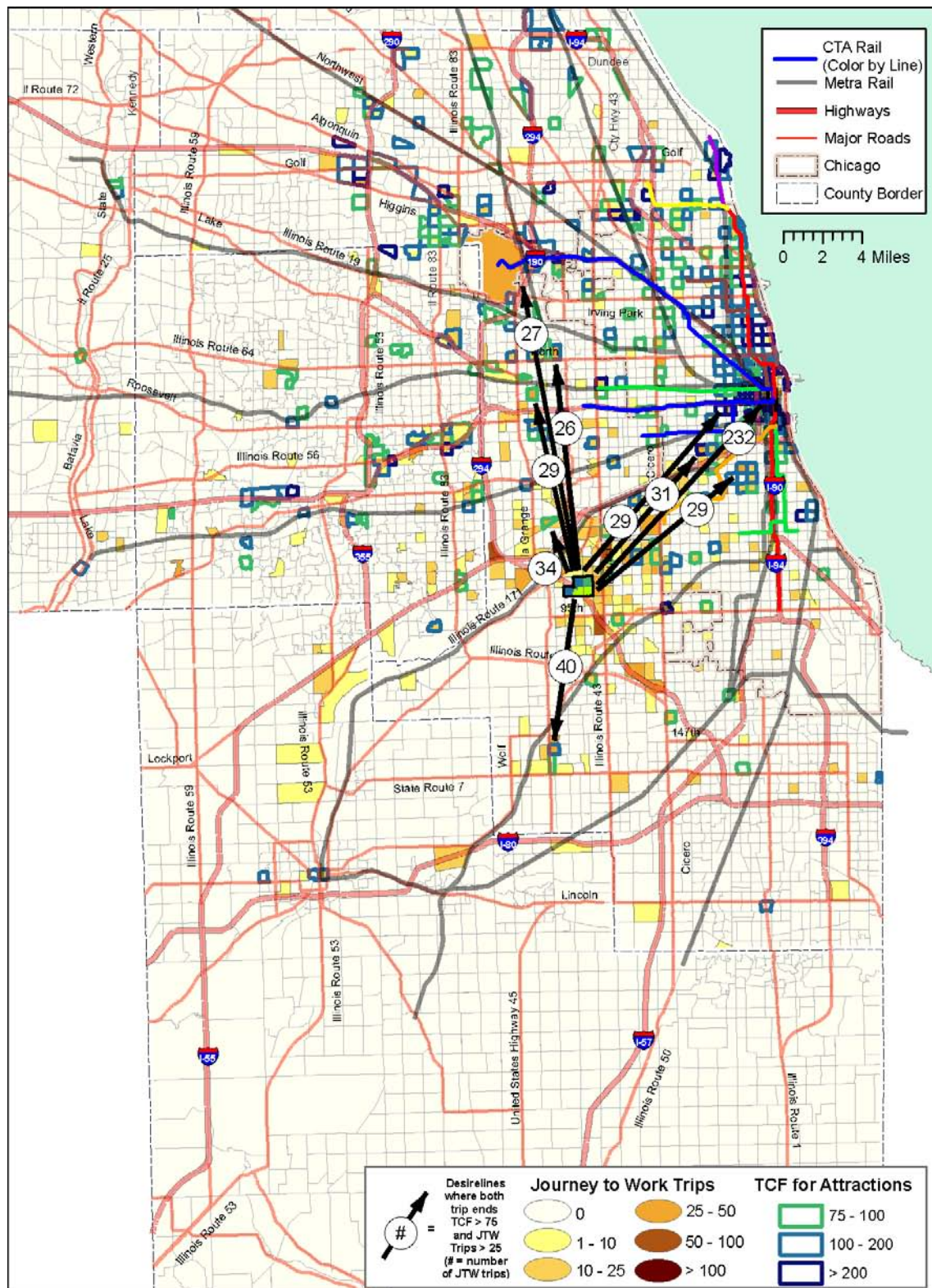
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031282237	16.5%	23.3%	14.6%	12.7%	20.4%	10.5%	1.8%
17940031282240	16.2%	24.7%	11.6%	12.7%	21.8%	11.3%	1.9%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.3, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Educated Professionals supports the desirability of services that offer greater speed and travel-time reliability. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group.

As shown in Figure 4.5, while much of the travel demand to the most transit-friendly destinations is being served by existing Pace routes making connections with the CTA Orange Line, the concentration of trips to locations along Ashland Avenue could contribute to the potential feasibility of a peak-period commuter route along I-55 to Damen or Ashland Avenue, with local distribution between about 47th Street on the south and the Illinois Medical District on the north.

The concentration of transit-friendly destinations along Mannheim Road/LaGrange Road suggests the potential feasibility of a long-distance route generally along this major arterial between O’Hare Airport and the Orland Square Mall area.

Figure 4.5 South Justice Trips Produced



4.1.4 Central Bolingbrook (O4)

Two adjacent transit competitive zones were analyzed in central Bolingbrook. The zones were grouped with three other surrounding zones for the purpose of aggregating JTW data.

Table 4.4 Central Bolingbrook TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940197270135	115	38	-4	6	3	-11
17940197270161	105	26	-2	6	1	-9

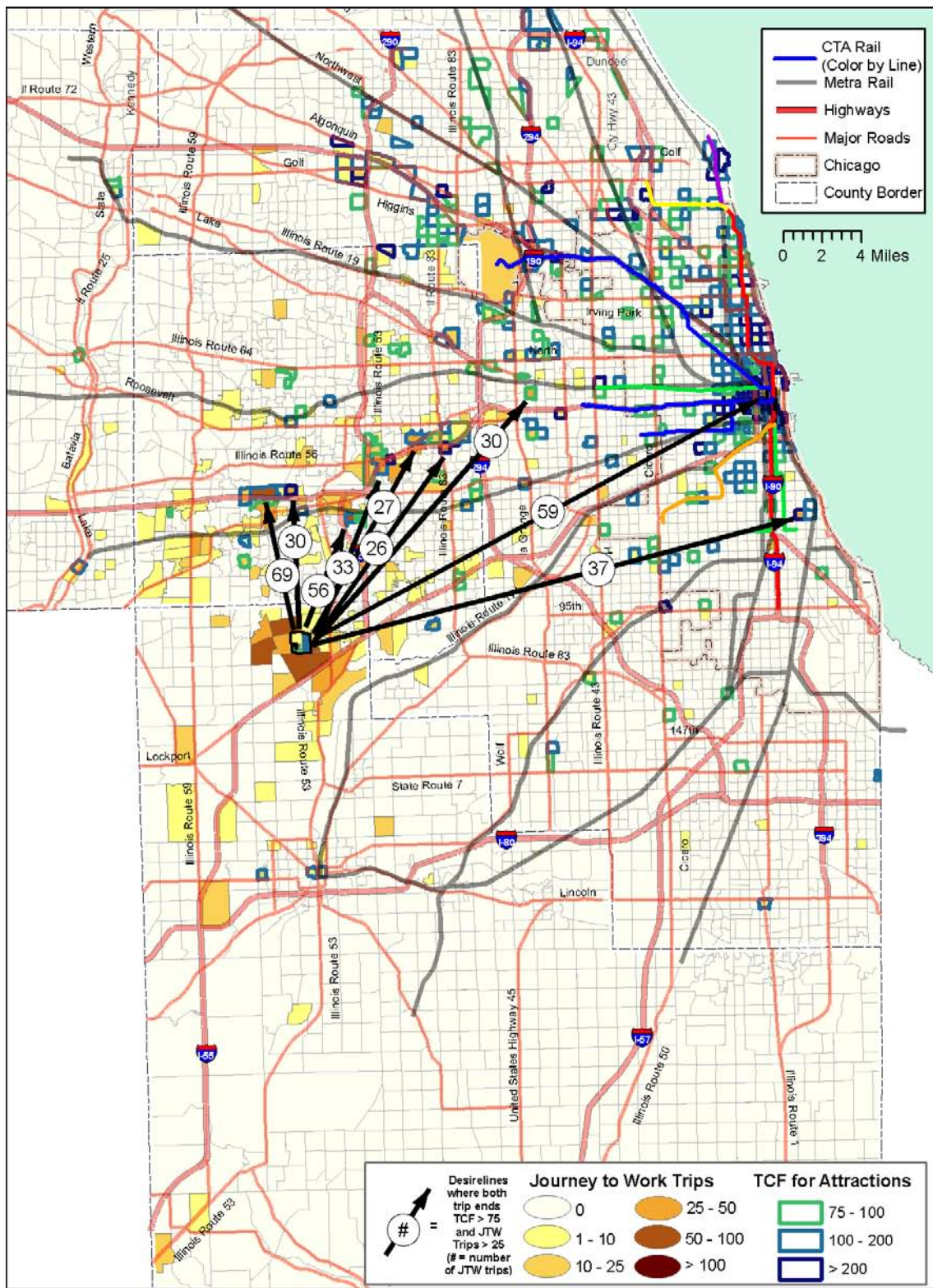
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197270135	18.9%	18.5%	8.5%	8.3%	28.7%	14.7%	2.5%
17940197270161	18.4%	18.5%	9.3%	7.8%	29.2%	14.3%	2.5%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.4, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group.

As shown in Figure 4.6, the concentration of transit-friendly destinations in the I-88/I-290 corridor suggests the potential feasibility of a peak-period limited-stop route from Bolingbrook to the Forest Park CTA station. The route would operate mainly on arterial streets and include stops in the Warrenville Road area, Yorktown Mall, Oak Brook Centre, and Loyola Medical Center. A southern terminal at the Pace park-and-ride facility at IL-53/I-355 in southern Bolingbrook could provide connections with the express route from Joliet described above, allowing access between Joliet and the Warrenville Road area. Connections to local services at each major stop would probably also be needed to serve dispersed workplaces.

The concentrations of destinations in Bolingbrook underscore the need for local circulation in this area. Given the relatively high origin density, fixed- or flex-route services may be appropriate.

Figure 4.6 Central Bolingbrook Trips Produced



4.1.5 Chicago Ridge (O5)

Five adjacent transit competitive zones were analyzed that cover most of Chicago Ridge. The zones were grouped with three other surrounding zones for the purpose of aggregating JTW data.

Table 4.5 Chicago Ridge TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031273126	131	46	-2	11	6	-6
17940031273165	239	150	-5	23	15	-10
17940031273166	124	42	-2	10	3	-10
17940031273169	173	83	-3	18	11	-8
17940031273170	111	23	-5	11	8	-6

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031273126	16.9%	22.6%	16.1%	13.3%	19.5%	9.7%	1.9%
17940031273165	15.8%	23.5%	17.7%	14.5%	17.3%	9.3%	1.8%
17940031273166	17.5%	22.9%	15.7%	12.7%	19.5%	9.8%	1.9%
17940031273169	16.5%	23.8%	14.1%	13.5%	19.6%	10.7%	1.9%
17940031273170	16.5%	23.8%	14.1%	13.5%	19.6%	10.7%	1.9%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

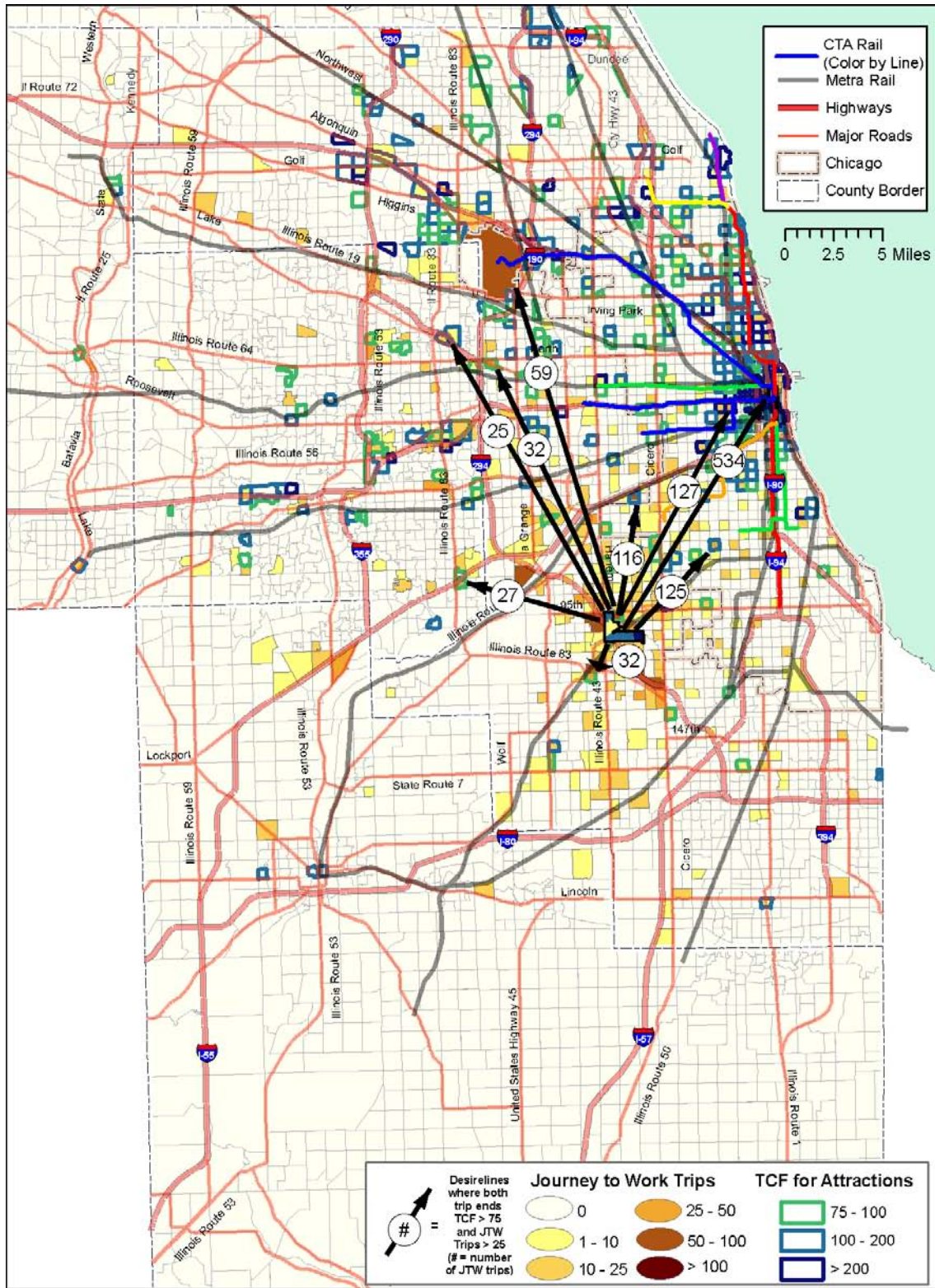
As shown in Table 4.5, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this relatively difficult-to-attract group.

As shown in Figure 4.7, the significant volume of trips to downtown Chicago (534 work trips) is probably well-served by the Metra Southwest Service at the Chicago Ridge station. However, a secondary concentration of trips to the Illinois Medical District (127 work trips) could be served by a peak-period commuter route along Harlem Avenue and I-55 via Justice (see O3 South Justice). Similar concentrations of trips to the Glenn Yard

industrial area near Midway Airport (116 work trips) and Holy Cross Hospital near 67th/Western (125 work trips) are possible with CTA connections at Midway or at 79th/Western, respectively.

There also is demand to the O'Hare area that could contribute to the potential success of a commuter express route along I-294 (see O10 Blue Island).

Figure 4.7 Chicago Ridge Trips Produced



4.1.6 East University Park (O6)

One transit competitive zones was analyzed in University Park. The zone was grouped with two surrounding zones for the purpose of aggregating JTW data.

Table 4.6 East University Park TCF Contributions

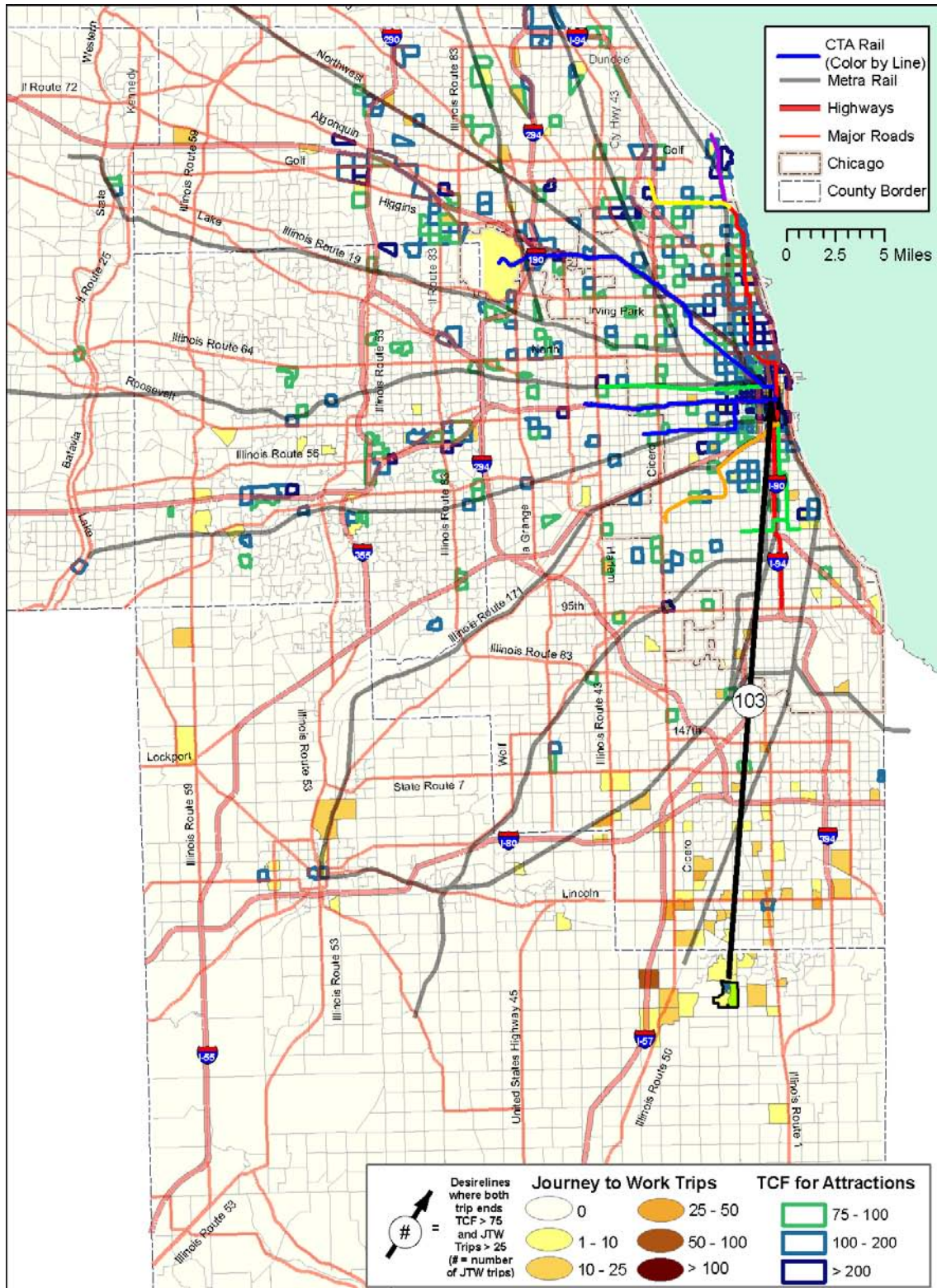
TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940197243148	109	19	-2	13	4	-2

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197243148	16.9%	18.0%	14.3%	11.3%	24.1%	12.7%	2.6%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.6, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability or greater privacy/comfort could add mode share from this relatively difficult-to-attract group.

As shown in Figure 4.8, the primacy of demand to downtown Chicago (103 work trips) from this transit-competitive origin underscores the importance of effective connections with Metra at University Park station. Continuation of local circulation service to the business parks west of Governor’s Highway also could improve access to another major destination of work trips from this area. Comfortable waiting areas would likely contribute to the success of this service.

Figure 4.8 East University Park Trips Produced



4.1.7 County Line (Park Forest and Steger) (O7)

Two adjacent transit competitive zones were analyzed along the Cook-Will County line in the eastern portion of Park Forest and the western portion of Steger. The zones were grouped with two other zones for the purpose of aggregating JTW data.

Table 4.7 County Line (Park Forest and Steger) TCF Contributions

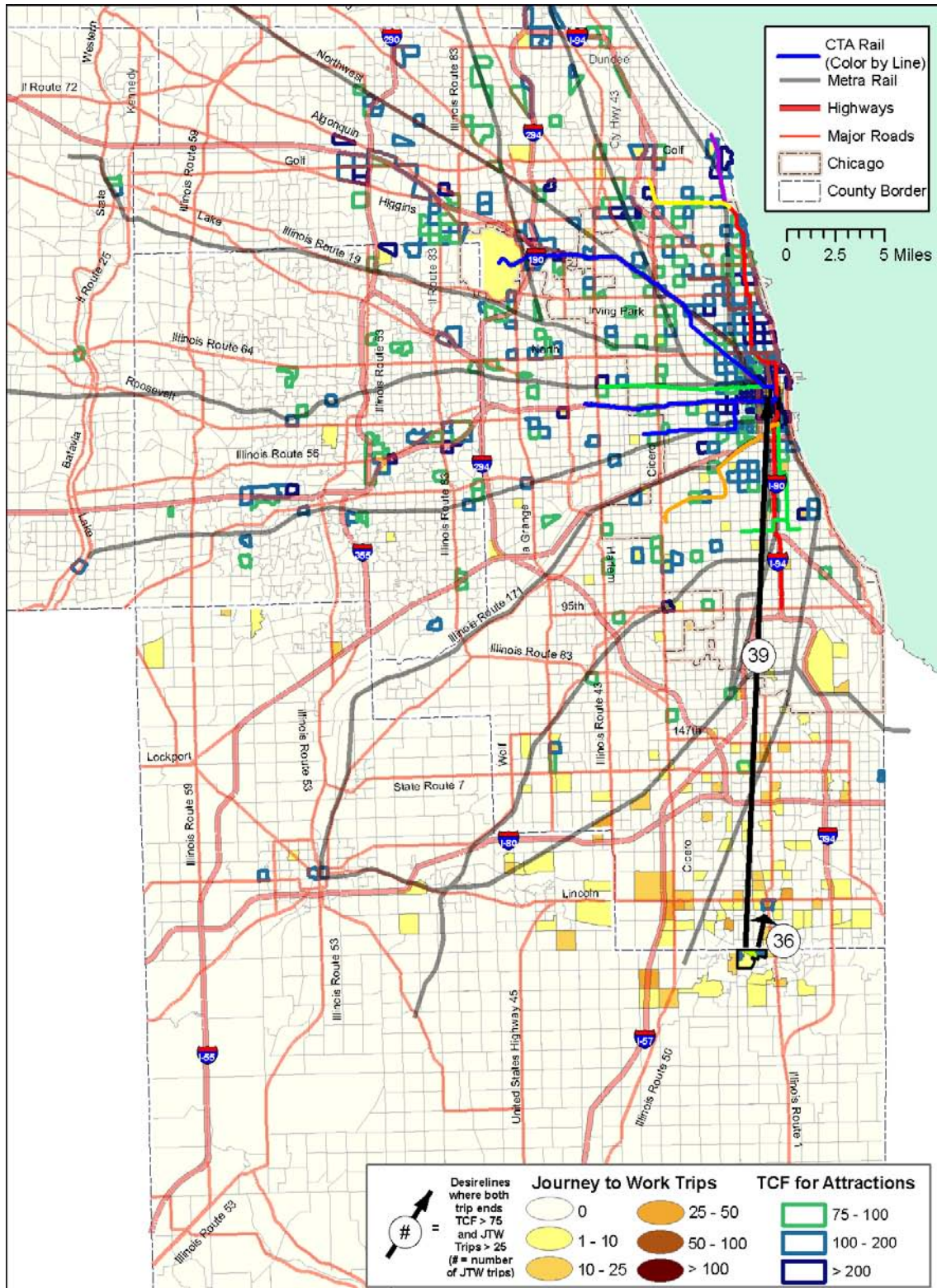
TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940197244118	102	22	-10	7	5	-4
17940197244122	105	24	-5	10	4	-7

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197244118	17.8%	15.8%	16.5%	11.4%	24.2%	11.4%	2.9%
17940197244122	17.6%	17.8%	13.1%	10.9%	25.1%	12.9%	2.6%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.7, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability or greater privacy/comfort could add mode share from this relatively difficult-to-attract group.

As shown in Figure 4.9, this cluster of transit competitive origins has similar travel patterns as nearby O6 East University Park, but with more emphasis on access to Chicago Heights. A combined local circulation service that provides access to downtown Chicago Heights, the University Park Metra station, the business parks along I-57, and Lincoln Mall could serve many of the needs of residents of this area (see O6 East University Park). Comfortable waiting areas would likely contribute to the success of this service.

Figure 4.9 County Line Trips Produced



4.1.8 Calumet City (O8)

Ten adjacent transit competitive zones were analyzed in Calumet City. The zones were grouped with 14 other zones for the purpose of aggregating JTW data.

Table 4.8 Calumet City TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031264103	143	44	-1	17	12	-1
17940031264145	198	92	1	33	27	-10
17940031264146	121	23	-1	13	15	-5
17940031264148	144	34	2	15	21	3
17940031265126	123	30	-4	16	11	-4
17940031265131	124	26	-10	21	9	4
17940031265165	113	6	-5	13	13	9
17940031265166	110	17	-9	17	4	3
17940031265179	112	18	-5	12	16	-6
17940031265215	129	34	-8	25	10	-5

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031264103	16.5%	20.7%	17.9%	15.8%	18.5%	8.5%	2.1%
17940031264145	15.8%	23.1%	13.9%	15.4%	19.6%	10.1%	2.0%
17940031264146	16.9%	22.6%	14.2%	13.7%	20.5%	10.1%	2.0%
17940031264148	15.7%	21.5%	17.6%	16.0%	18.2%	8.9%	2.1%
17940031265126	16.4%	25.0%	11.8%	12.3%	21.7%	11.1%	1.8%
17940031265131	16.0%	20.1%	20.6%	15.3%	18.0%	8.1%	2.0%
17940031265165	15.0%	20.2%	21.0%	16.4%	17.1%	8.1%	2.2%
17940031265166	16.5%	20.8%	19.0%	14.8%	18.1%	8.7%	2.0%
17940031265179	17.9%	21.9%	17.4%	13.7%	18.1%	9.1%	1.9%
17940031265215	18.4%	22.1%	14.6%	13.5%	19.4%	10.1%	2.0%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

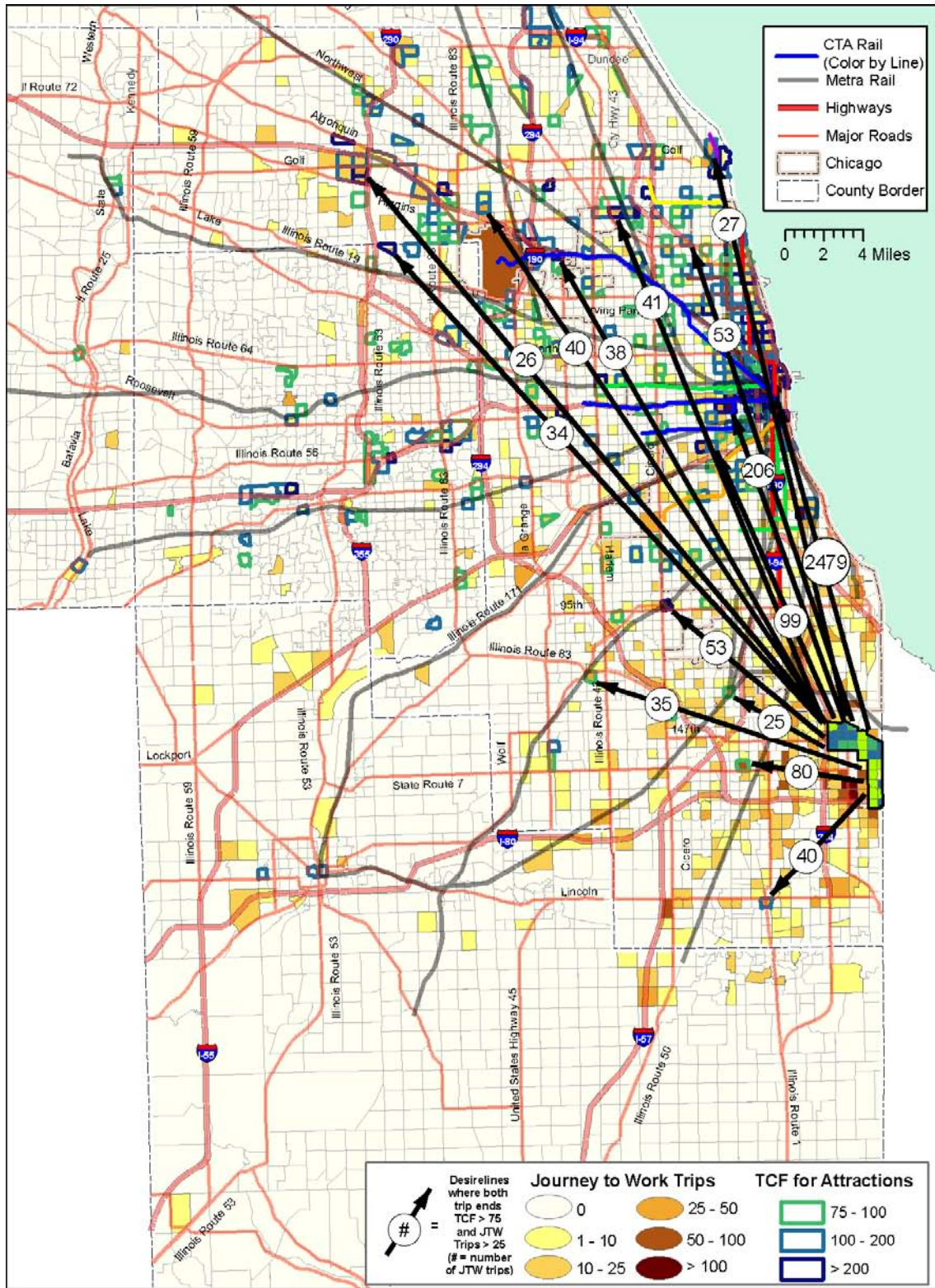
As shown in Table 4.8, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this relatively difficult-to-attract group. Several TAZs with moderately above-average concentrations of Demanding Survivors supports a strategy of integrating such improvements in service design.

As shown in Figure 4.10, this large cluster of transit competitive origins produces trips to widely dispersed destinations. Significant contributions to TCF from congestion and parking cost reflect the large majority of trips that are destined to downtown Chicago (2,479 work trips), suggesting the need for effective connections to the Metra Electric Line service at the Harvey Transportation Center.

A secondary concentration of trips to the Illinois Medical District (206 work trips) suggests the potential feasibility of a peak-period commuter route from this area along I-94. Shoulder running on expressways would be desirable. A smaller concentration of destinations near the Cook County Courthouse at 26th/California (99 work trips) could be served by an extension of this route.

The widely dispersed destinations in relatively concentrated employment centers, many in the north and northwest suburbs, suggests the potential for vanpool services as a means for serving many of the remarkably long commutes from this area.

Figure 4.10 Calumet City Trips Produced



4.1.9 Dolton (O9)

Eight adjacent transit competitive zones were analyzed in Dolton. The zones were grouped with seven other zones for the purpose of aggregating JTW data.

Table 4.9 Dolton TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031264107	108	6	-1	14	12	-3
17940031264108	156	68	-4	20	8	-12
17940031264111	126	30	-2	15	10	-2
17940031264113	154	61	-1	13	9	-1
17940031264115	116	15	1	14	16	-6
17940031264133	109	12	0	15	5	0
17940031264143	103	6	0	10	13	-6
17940031264154	120	19	1	15	16	-8

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031264107	17.1%	23.7%	12.9%	12.8%	20.9%	10.7%	1.9%
17940031264108	17.5%	24.7%	11.1%	11.8%	21.8%	11.3%	1.8%
17940031264111	17.5%	21.9%	15.7%	13.0%	20.2%	9.7%	1.9%
17940031264113	16.1%	23.5%	15.2%	14.5%	19.1%	9.8%	1.9%
17940031264115	17.1%	22.4%	14.0%	14.1%	20.2%	10.3%	2.0%
17940031264133	17.0%	22.4%	15.3%	14.4%	19.2%	9.7%	1.9%
17940031264143	16.7%	23.7%	14.1%	13.2%	20.1%	10.2%	1.9%
17940031264154	16.6%	26.1%	10.8%	13.1%	20.1%	11.6%	1.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.9, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this relatively difficult-to-attract group. The

moderately above-average contribution from Educated Professionals supports the desirability of services that offer greater speed and travel-time reliability.

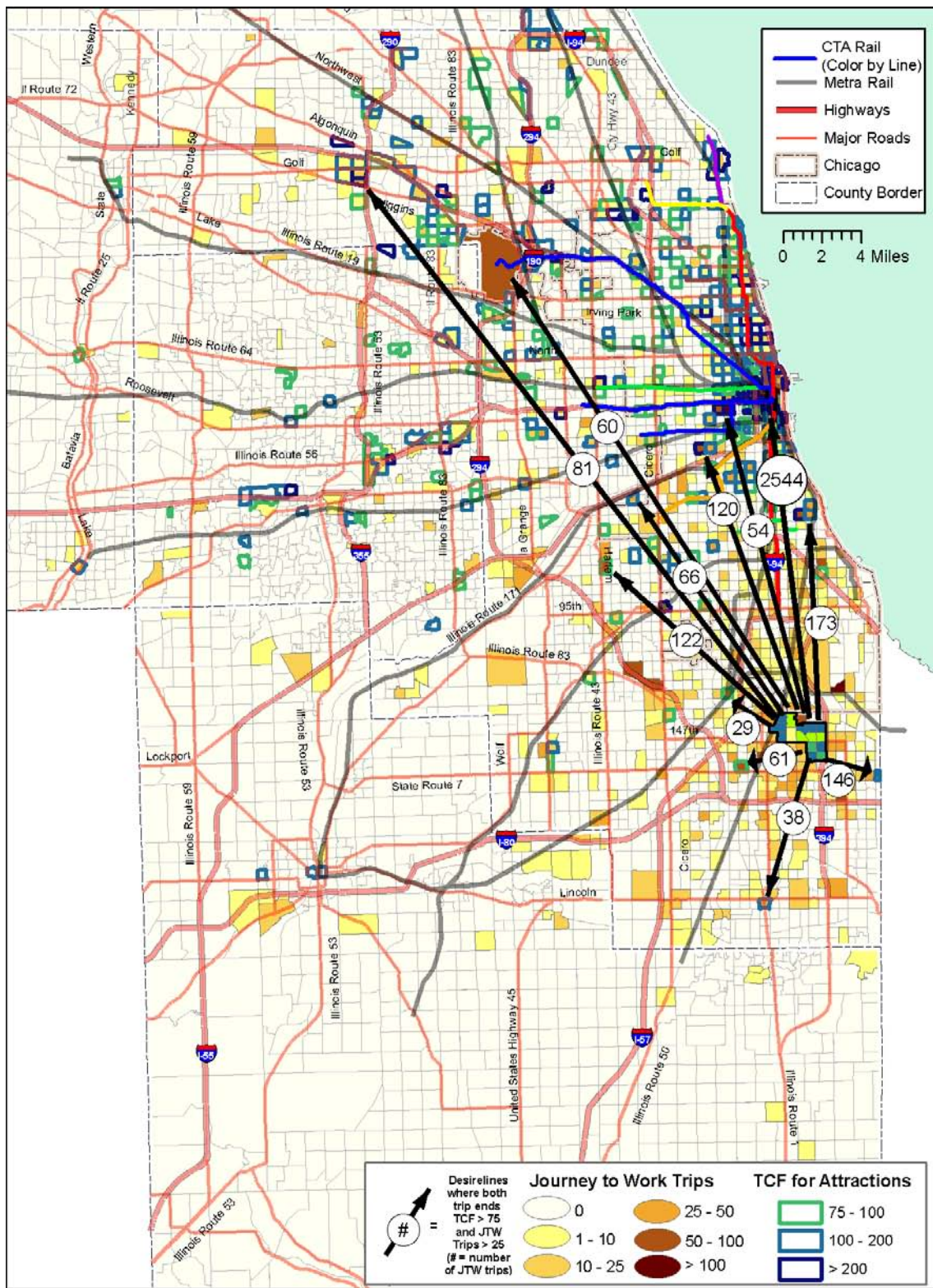
As shown in Figure 4.11, as with the nearby Calumet cluster (see O8 Calumet), this large cluster of transit competitive origins produces trips to widely dispersed destinations. Downtown Chicago dominates the travel patterns (2,544 work trips), suggesting the importance of effective connections to Metra Electric Line service at the Harvey Transportation Center. The same connections would provide access to a secondary concentration of destinations in Hyde Park (173 work trips).

Significant demand toward Hammond and the St. Margaret Mercy Health Center (146 work trips) is served by existing Pace routes.

Significant demand to the Illinois Medical District (54 work trips) and the Cook County Courthouse at 26th/California (120 work trips) reinforces the potential feasibility of a peak-period express route from this general area, perhaps beginning at the Harvey Transportation Center (see O8 Calumet).

There also is significant demand to the area around the Cook County Courthouse in Bridgeview (122 work trips). This currently is served by various combinations of Pace routes, all requiring at least one transfer.

Figure 4.11 Dolton Trips Produced



4.1.10 Blue Island (O10)

Six adjacent transit competitive zones were analyzed in northern Blue Island and western Calumet Park. The zones were grouped with three additional zones for the purpose of aggregating JTW data.

Table 4.10 Blue Island TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031273197	107	20	-4	8	3	0
17940031273199	175	86	-12	11	12	2
17940031273241	105	21	-3	10	2	-5
17940031274216	174	71	1	18	16	5
17940031274218	163	64	-2	14	2	17
17940031274221	114	26	-6	11	1	3

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031273197	15.9%	24.5%	14.5%	14.3%	19.1%	9.9%	1.8%
17940031273199	16.0%	23.5%	15.4%	14.4%	19.2%	9.7%	1.9%
17940031273241	16.0%	24.5%	16.2%	14.0%	18.2%	9.4%	1.7%
17940031274216	16.2%	22.7%	16.0%	14.1%	19.3%	9.8%	2.0%
17940031274218	15.6%	22.2%	17.0%	14.8%	18.9%	9.5%	2.0%
17940031274221	16.4%	21.6%	18.3%	14.1%	18.8%	8.9%	2.0%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.10, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this relatively difficult-to-attract group.

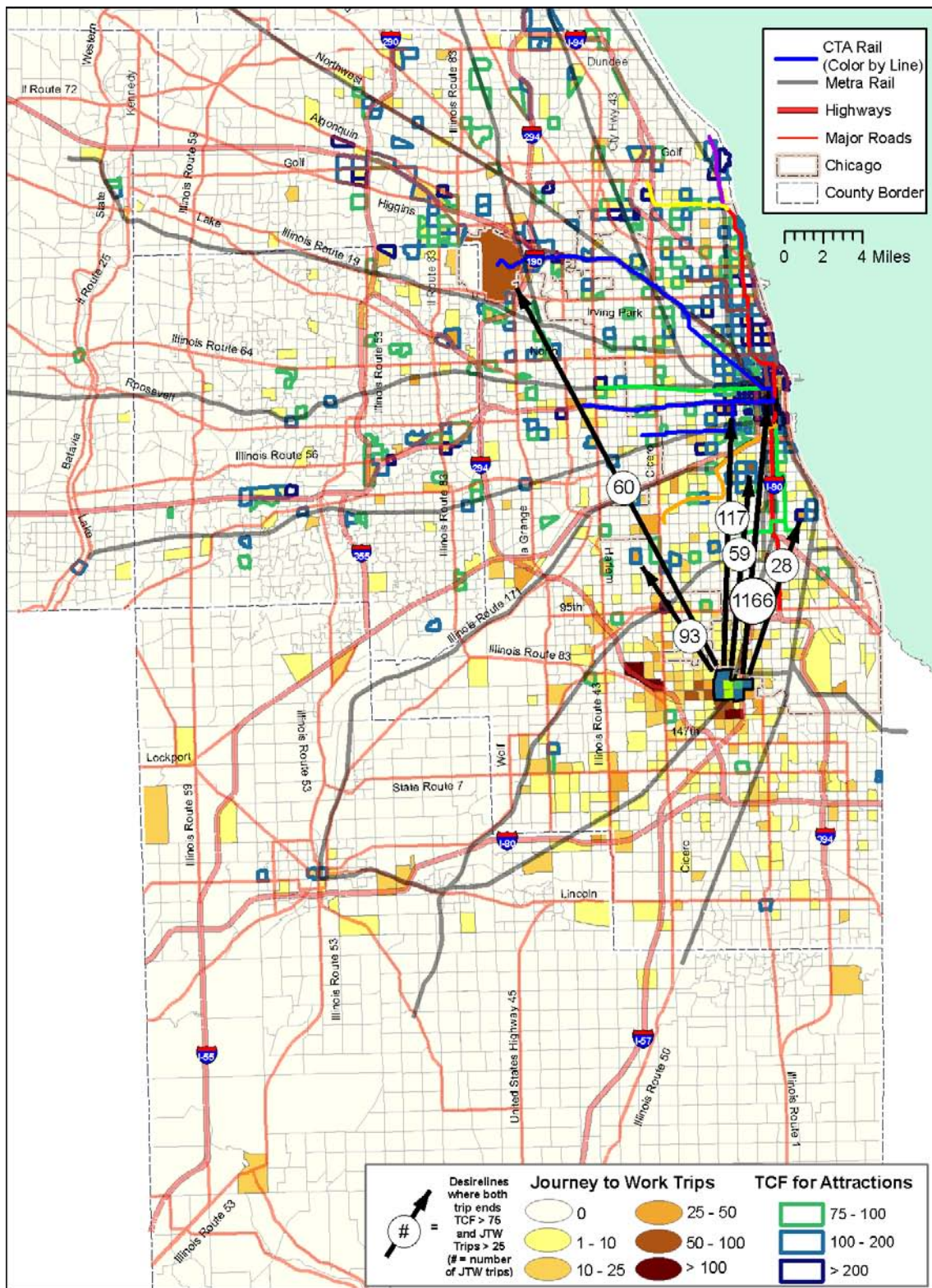
As shown in Figure 4.12, the significant volume of trips to downtown Chicago (1,166 work trips) is probably well-served by the Metra Rock Island and Electric Line service at the

Vermont Street stations. However, a secondary concentration of trips to the Illinois Medical District (117 work trips) could be served by a peak-period commuter route along I-57 and I-94 (see O8 Calumet).

There also is significant demand for movements to the northwest, including the Ford City area (93 work trips) and the O'Hare area (60 work trips). This underscores the potential desirability of improved service on Pace Route 385, or a more direct connection between the Blue Island area and the Ford City area. Combined with 60 work trips from the Dolton area (see O9 Dolton), the demand to the O'Hare area contributes to the potential feasibility of a peak-period express route between Harvey Transportation Center, Blue Island, and O'Hare Airport and/or Rosemont. This route also could make a stop near 95th Street to serve additional demand between this area and the O'Hare area (see O5 Chicago Ridge, O12 East Oak Lawn, and O14 Palos Hills).

There are many trips between Blue Island area and the Cal Sag Industrial Area in Alsip, suggesting that improved local services could meet some needs, even if the destinations are not particularly transit-friendly. The Dolton and Chicago Ridge areas also contribute demand to this area (see O8 Dolton and O5 Chicago Ridge, respectively).

Figure 4.12 Blue Island Trips Produced



4.1.11 Alsip and Merrionette Park (O11)

Three adjacent transit competitive zones were analyzed in northeastern portion of Alsip and Merrionette Park. The zones were grouped with three additional zones for the purpose of aggregating JTW data.

Table 4.11 Alsip and Merrionette Park TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031273187	103	19	-3	9	4	-6
17940031273196	151	57	-2	14	10	-1
17940031273202	111	19	-3	13	5	-1

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031273187	17.6%	23.0%	14.2%	12.1%	20.8%	10.4%	1.9%
17940031273196	16.3%	23.6%	15.4%	14.4%	18.4%	10.1%	1.8%
17940031273202	17.1%	22.8%	14.7%	12.7%	20.3%	10.4%	1.9%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

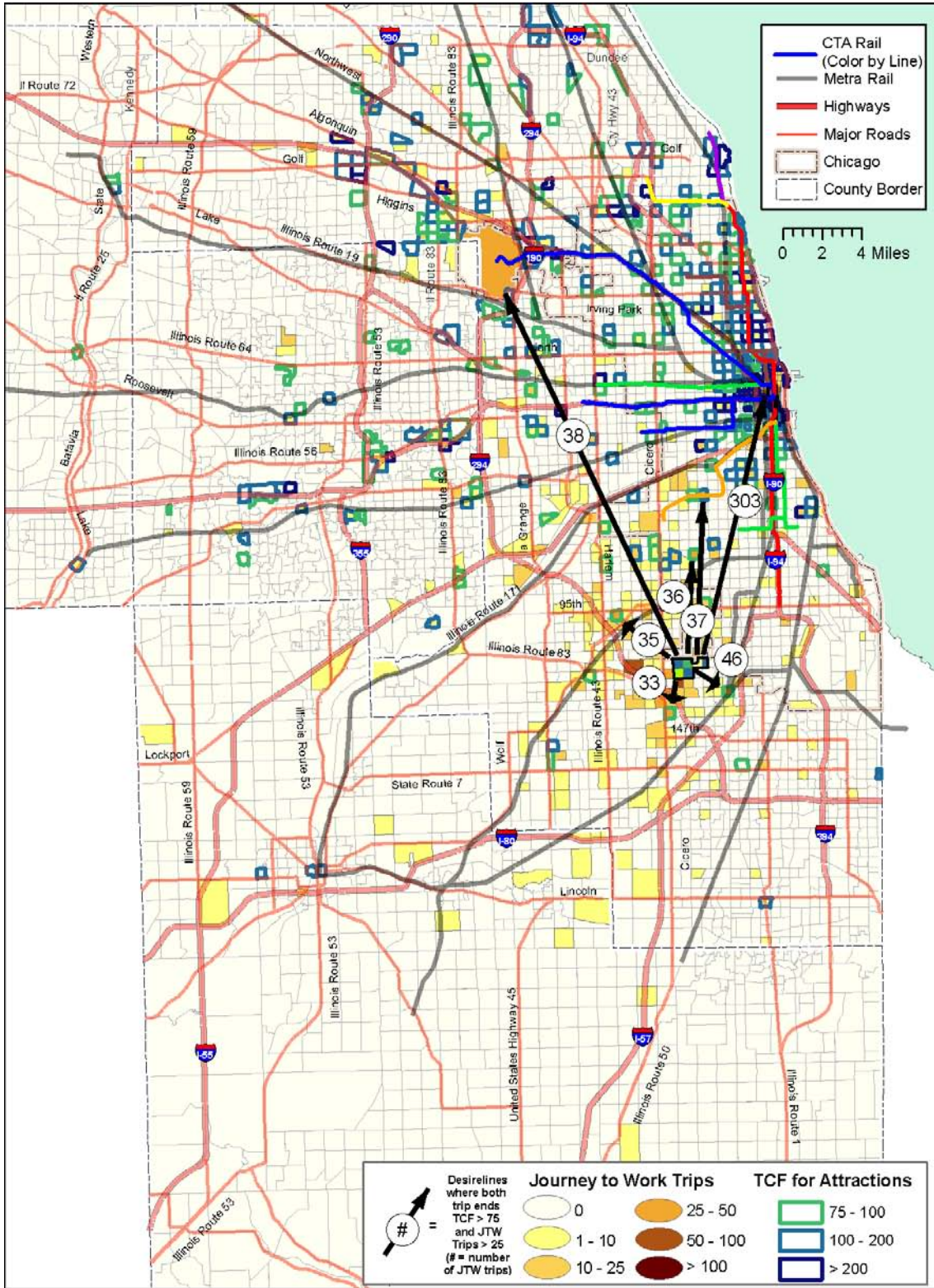
As shown in Table 4.11, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this relatively difficult-to-attract group.

As shown in Figure 4.13, the primacy of work trips to downtown Chicago (303 work trips) underscores the importance of effective connections with Metra at Blue Island, which also is the second-largest attractor of work trips from this area (46 work trips).

The distribution of travel patterns in other directions suggests the need for local circulator services providing connections to major bus routes on Cicero Avenue, Western Avenue, and 95th Street.

This area also could contribute potential ridership to a peak-period express route between Blue Island and the O’Hare area (see O10 Blue Island).

Figure 4.13 Alsip and Merrionette Park Trips Produced



4.1.12 East Oak Lawn (O12)

Five adjacent transit competitive zones were analyzed in eastern portion of Oak Lawn and in Hometown. The zones were grouped with seven other zones for the purpose of aggregating JTW data.

Table 4.12 East Oak Lawn TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031273109	127	43	-4	9	5	-5
17940031273110	114	25	-3	7	7	-1
17940031273137	116	18	-1	9	8	6
17940031273139	129	39	-2	10	7	-2
17940031273160	103	14	-4	9	4	0

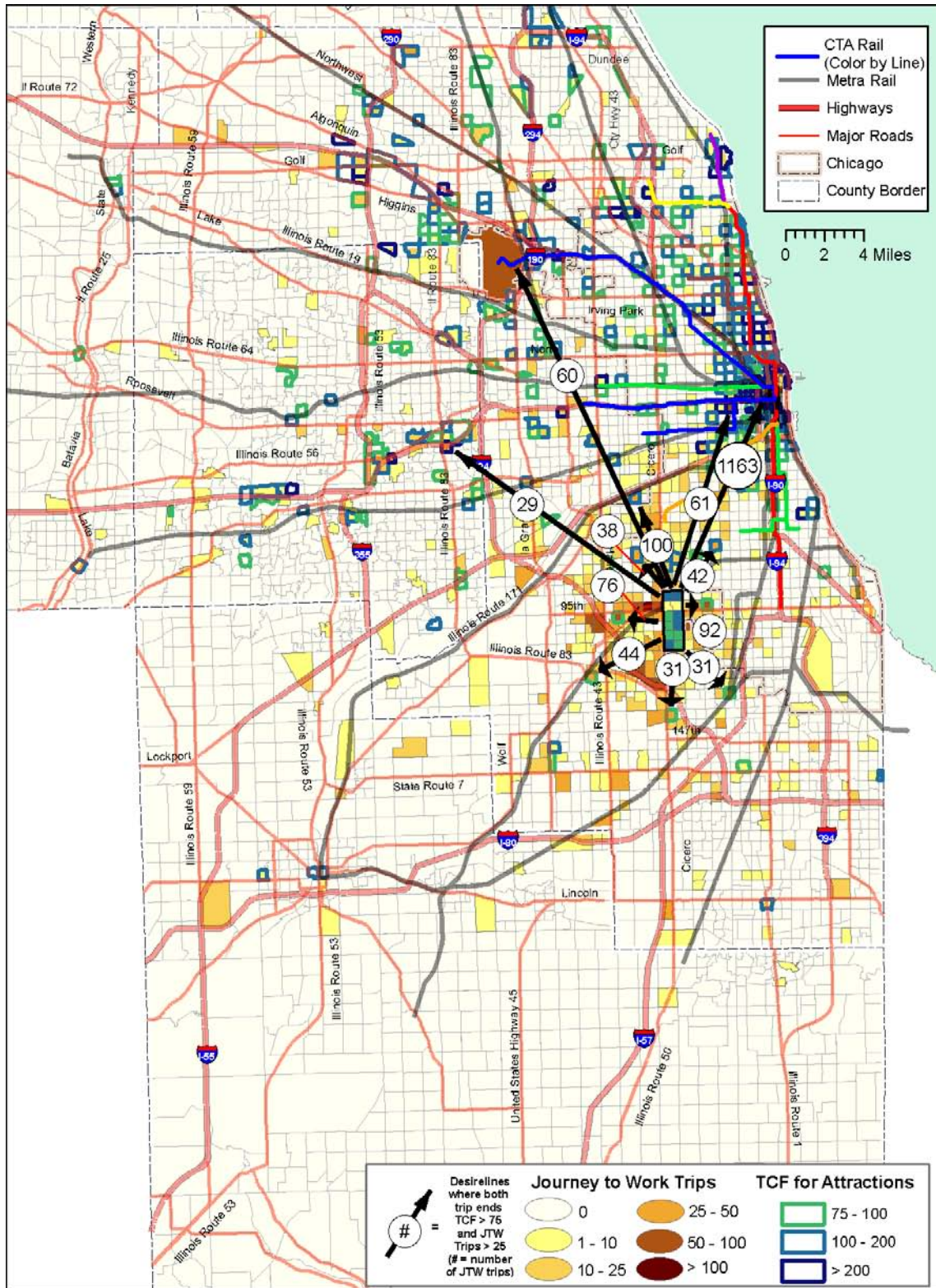
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031273109	17.2%	22.4%	15.5%	12.9%	20.0%	10.1%	1.9%
17940031273110	17.4%	20.0%	20.9%	15.1%	16.4%	8.2%	2.0%
17940031273137	15.2%	19.8%	26.3%	17.3%	12.4%	7.0%	1.9%
17940031273139	17.1%	23.4%	15.6%	13.3%	18.8%	9.8%	1.8%
17940031273160	16.2%	24.0%	17.3%	13.9%	17.4%	9.3%	1.8%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.12, generally above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations and offer noticeable improvements in speed, travel-time reliability, privacy, and/or comfort. Multiple TAZs with moderately above-average concentrations of Demanding Survivors supports a strategy of integrating such improvements in service design.

As shown in Figure 4.14, the strong demand to downtown Chicago (1,163 work trips) currently is served by existing Pace and CTA bus services connecting to the CTA Orange Line. Minor adjustments to other routes to improve access to the Metra Southwest Service at Oak Lawn also could improve the attractiveness of this travel option.

Other major destinations are generally served by Pace and CTA bus services along Cicero Avenue and 95th Street. An additional 60 work trips to the O'Hare area could contribute to the success of a commuter express route between Harvey/Blue Island and O'Hare/Rosemont (see O10 Blue Island).

Figure 4.14 East Oak Lawn Trips Produced



4.1.13 Evergreen Park (O13)

Five adjacent transit competitive zones were analyzed in central Evergreen Park. The zones were grouped with one additional zone for the purpose of aggregating JTW data.

Table 4.13 Evergreen Park TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031273102	108	15	-1	8	10	-3
17940031273104	105	7	1	10	11	-2
17940031273107	111	27	-5	10	3	-4
17940031273142	109	14	-1	11	9	-3
17940031273146	109	19	-4	9	8	0

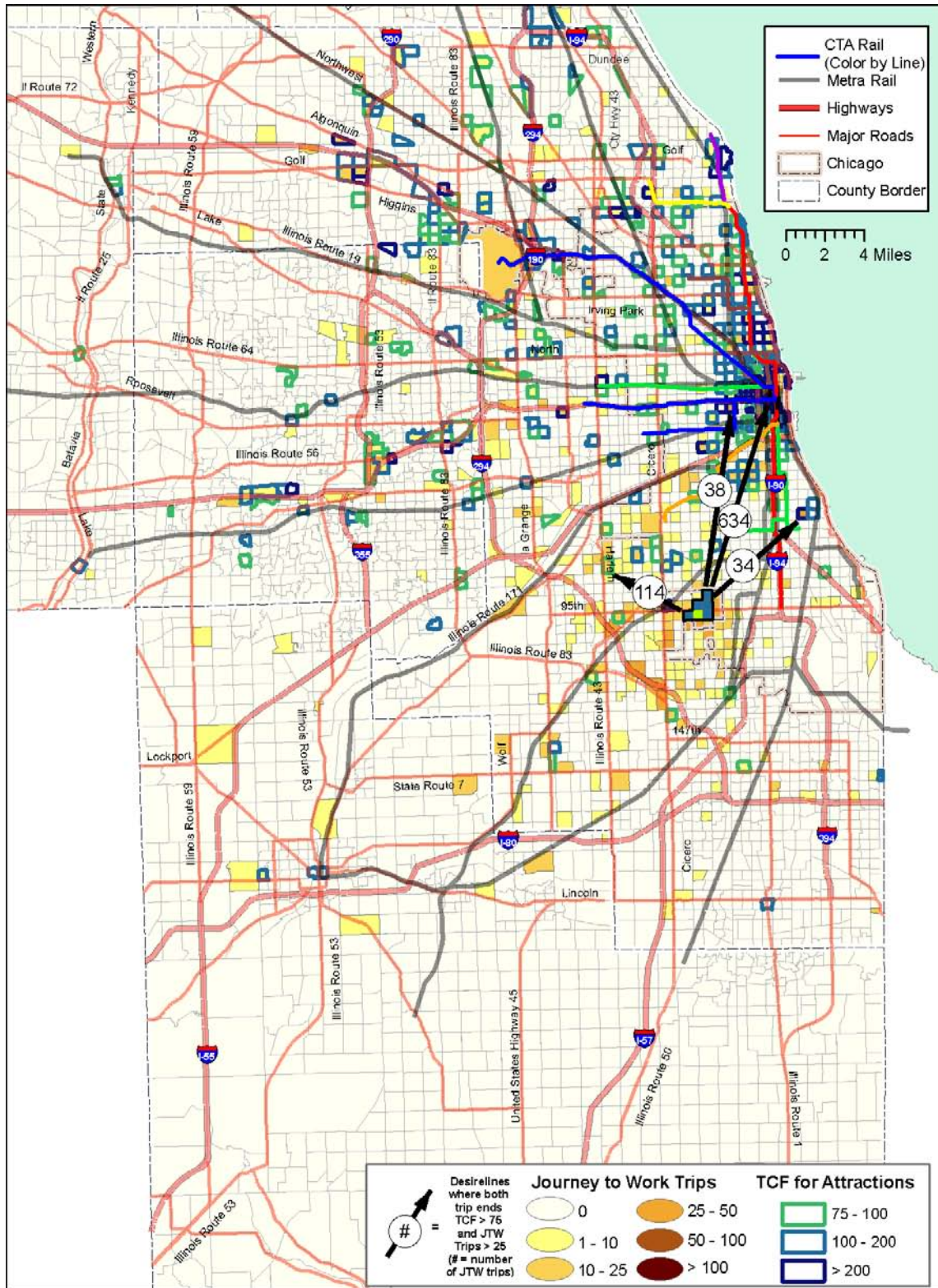
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031273102	16.7%	25.1%	13.2%	13.5%	19.0%	10.7%	1.8%
17940031273104	16.4%	25.4%	13.5%	12.9%	19.3%	10.7%	1.8%
17940031273107	16.4%	25.9%	14.4%	13.7%	17.7%	10.2%	1.7%
17940031273142	15.4%	27.7%	12.1%	13.6%	18.4%	11.2%	1.6%
17940031273146	16.9%	24.5%	15.1%	13.9%	18.1%	9.8%	1.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.13, generally above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations and offer noticeable improvements in speed, travel-time reliability, privacy, and/or comfort. The moderately above-average contribution from Million Milers in at least one TAZ suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group. The moderately above-average contribution from Educated Professionals in at least one TAZ supports the desirability of services that offer greater speed and travel-time reliability.

As shown in Figure 4.15, the largest concentration of commuter demand to downtown Chicago (634 work trips) is probably well-served by frequent CTA and Pace service along 95th Street to the Metra Rock Island Line or the CTA Red Line.

A secondary concentration to area around 79th/Harlem (114 work trips) currently is served by Pace bus service, with a transfer at 95th/Harlem.

Figure 4.15 Evergreen Park Trips Produced



4.1.14 Palos Hills (O14)

One transit competitive zone was analyzed in central Palos Hills. The TAZ was grouped with three surrounding zones for the purpose of aggregating JTW data.

Table 4.14 Palos Hills TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031272144	165	81	-3	13	7	-9

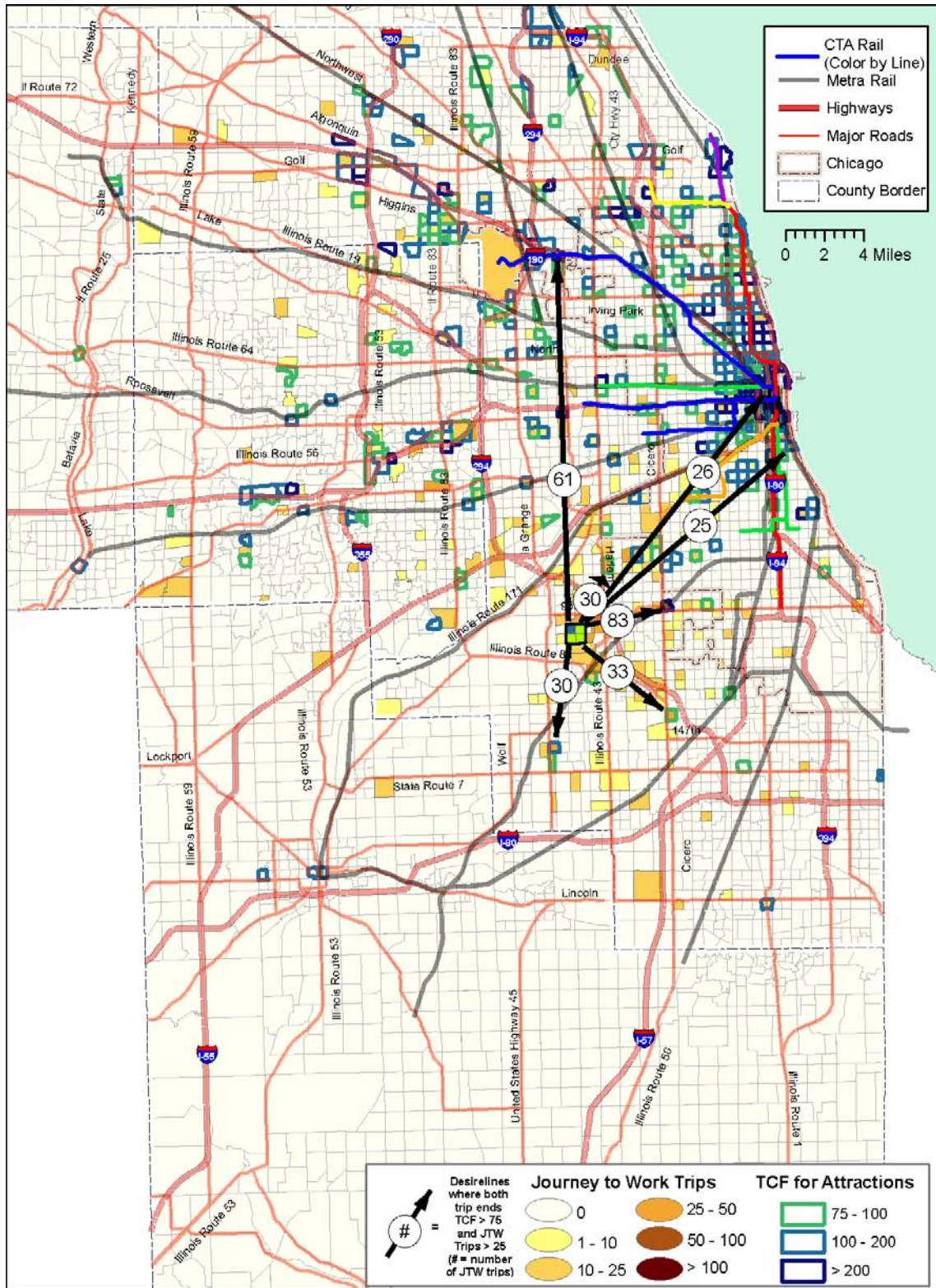
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031272144	15.8%	27.5%	9.9%	12.0%	20.7%	12.3%	1.6%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.14, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations and offer noticeable improvements in speed, travel-time reliability, privacy, and/or comfort. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group. The moderately above-average contribution from Educated Professionals supports the desirability of services that offer greater speed and travel-time reliability.

As shown in Figure 4.16, commuter travel patterns from the Palos Hills area are relatively dispersed, with few trips to Chicago. The largest concentration of demand to the Christ Hospital and Medical Center in Oak Lawn (83 work trips) currently is served by Pace Route 381 along 95th Street.

A secondary concentration to the O'Hare/Rosemont area (61 work trips) could contribute additional ridership to a potential commuter express route between Harvey/Blue Island and O'Hare/Rosemont, stopping at 95th Street (see O10 Blue Island).

Figure 4.16 Palos Hills Trips Produced



4.1.15 Burbank (O15)

Three transit competitive zones within Burbank were analyzed for this origin. The zones were grouped with three additional zones for the purpose of aggregating JTW data.

Table 4.15 Burbank TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031283215	112	24	-3	7	6	-2
17940031283224	103	13	-2	10	7	-3
17940031283227	102	13	-2	8	6	-2

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031283215	35.4%	16.7%	20.6%	11.2%	9.0%	6.3%	0.8%
17940031283224	35.1%	18.2%	16.9%	11.8%	9.9%	7.3%	0.9%
17940031283227	35.0%	18.0%	17.5%	11.6%	9.8%	7.2%	0.8%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

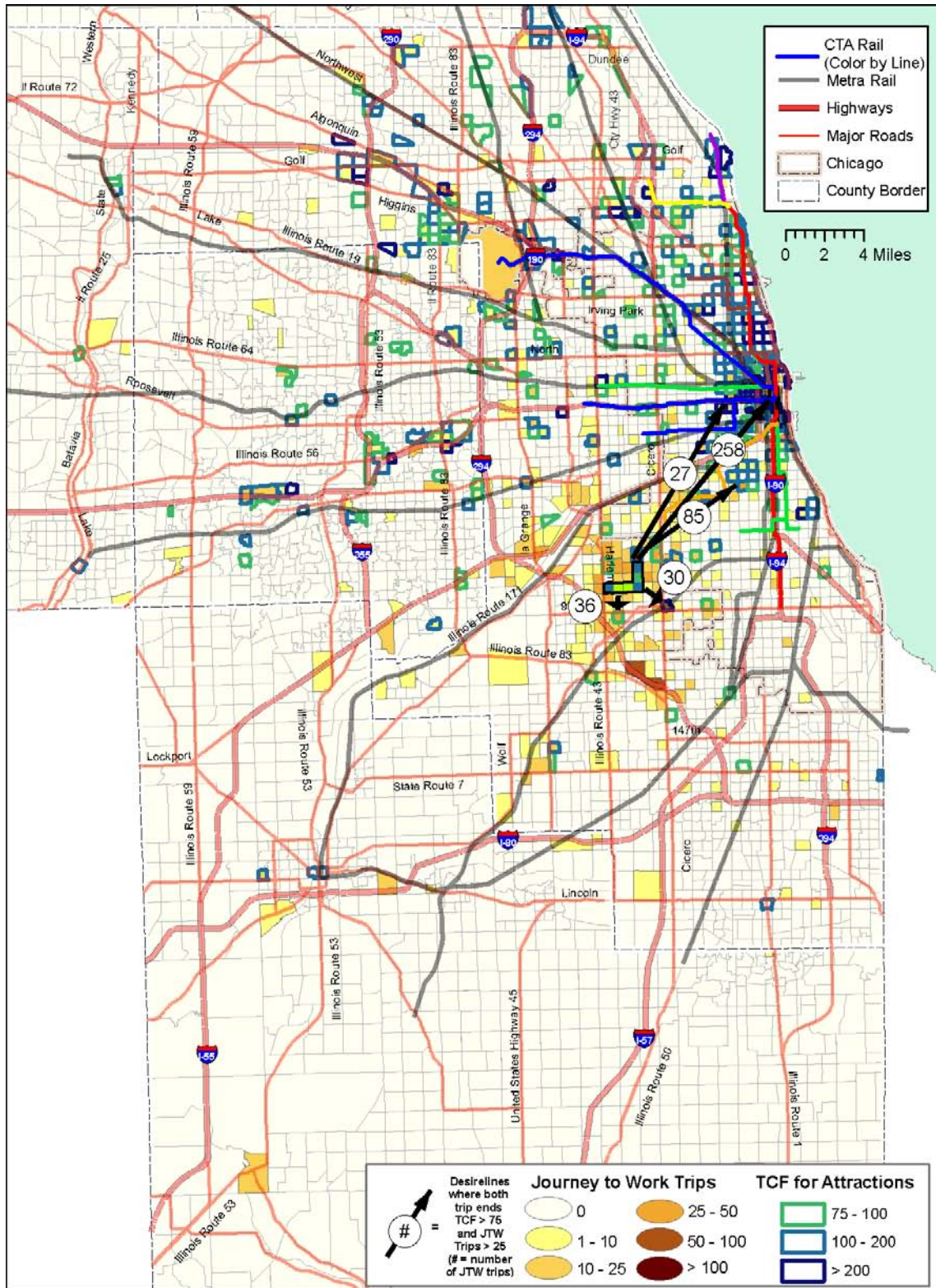
As shown in Table 4.15, significantly above-average concentrations of Downtown Commuters suggest that transit services could capture relatively great ridership if they offer significant advantages over other travel options in terms of travel speed and travel-time reliability.

As shown in Figure 4.17, the largest concentration of commuters from the Burbank area travels to downtown Chicago (258 work trips). This currently is served by connections with the CTA Orange Line service. Improved connections with the Metra Southwest Service at Oak Lawn also could be potentially feasible, especially since the nearby hospitals also attract some commuters (30 work trips).

A secondary concentration to the former Chicago Stockyards area along Ashland Avenue between approximately 47th Street and 35th Street (85 work trips) currently is served by the CTA Orange Line via connecting Pace and CTA routes. These commuters could be well-served by travel-time reliability improvements along Cicero Avenue approaching Midway, such as signal priority or bus lanes, or by the proposed Orange Line extension to Ford City.

Some demand to the Illinois Medical District also could contribute to the feasibility of a commuter express route from Chicago Ridge and Justice (see O3 South Justice and O5 Chicago Ridge).

Figure 4.17 Burbank Trips Produced



4.1.16 Summit (O16)

One transit competitive zone was analyzed in central Summit. The TAZ was grouped with two surrounding zones for the purpose of aggregating JTW data.

Table 4.16 Summit TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031282151	152	60	-4	7	7	6

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031282151	15.9%	21.4%	19.1%	14.4%	18.3%	8.9%	2.0%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

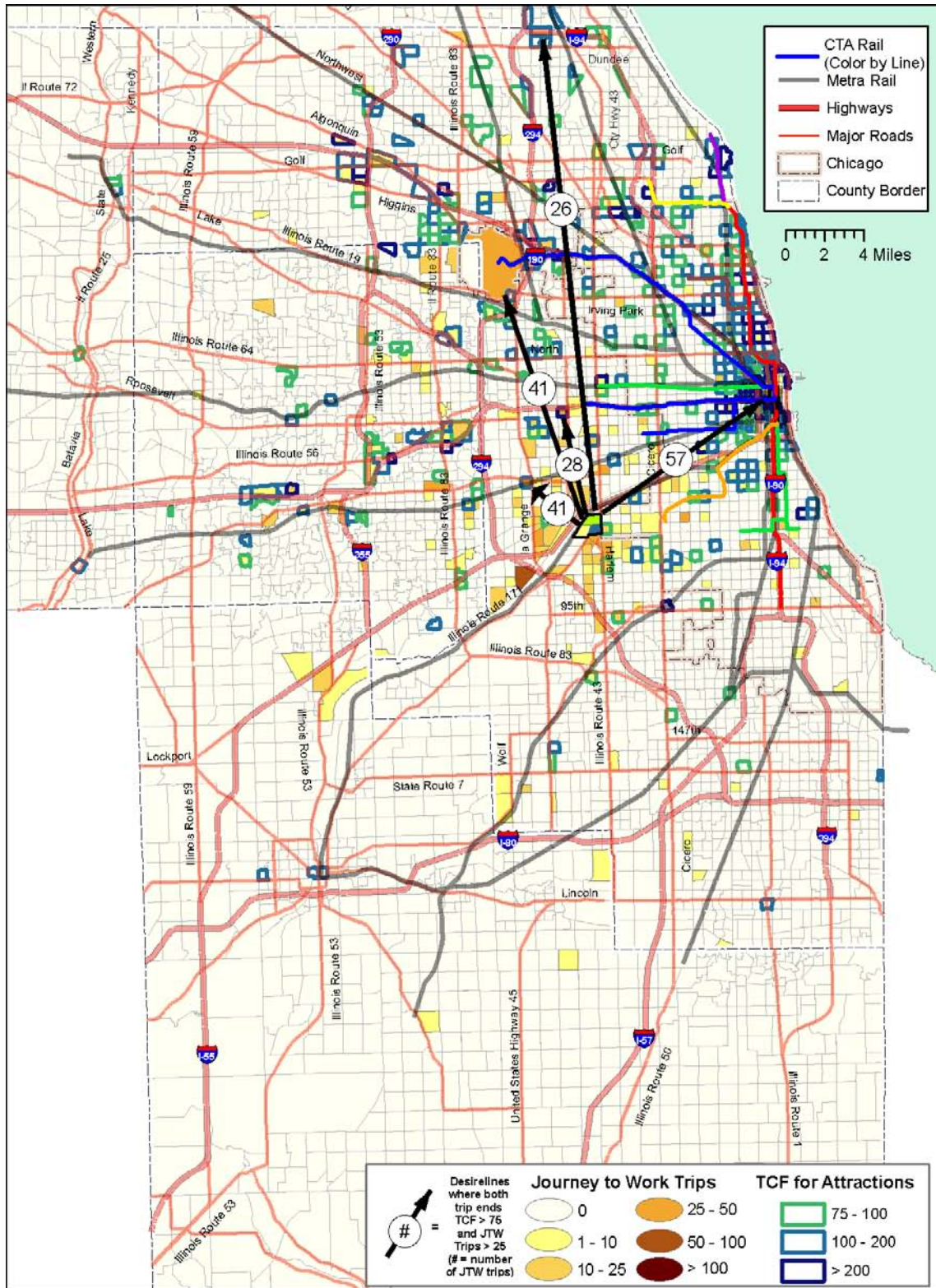
As shown in Table 4.16, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability or greater privacy/comfort could add mode share from this relatively difficult-to-attract group.

As shown in Figure 4.18, the largest concentration of commuter demand to downtown Chicago (57 work trips) could benefit from improved service levels on the Metra Heritage Corridor Line.

Secondary concentrations to downtown LaGrange (41 work trips) and the O’Hare area (41 work trips) currently are served by Pace Route 330 along LaGrange/Mannheim Road. These movements could benefit from improvements to this inter-suburban route that improve speed, travel-time reliability and passenger comfort, such as traffic signal priority, limited stops, and upgraded passenger facilities.

The presence of measurable demand between the Summit area and the Lake-Cook Road area suggests the potential viability of one or more vanpools.

Figure 4.18 Summit Trips Produced



4.1.17 East Bolingbrook (O17)

One transit competitive zone was analyzed in eastern Bolingbrook. The TAZ was grouped with two surrounding zones for the purpose of aggregating JTW data.

Table 4.17 East Bolingbrook TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940197270104	124	35	-6	7	2	9

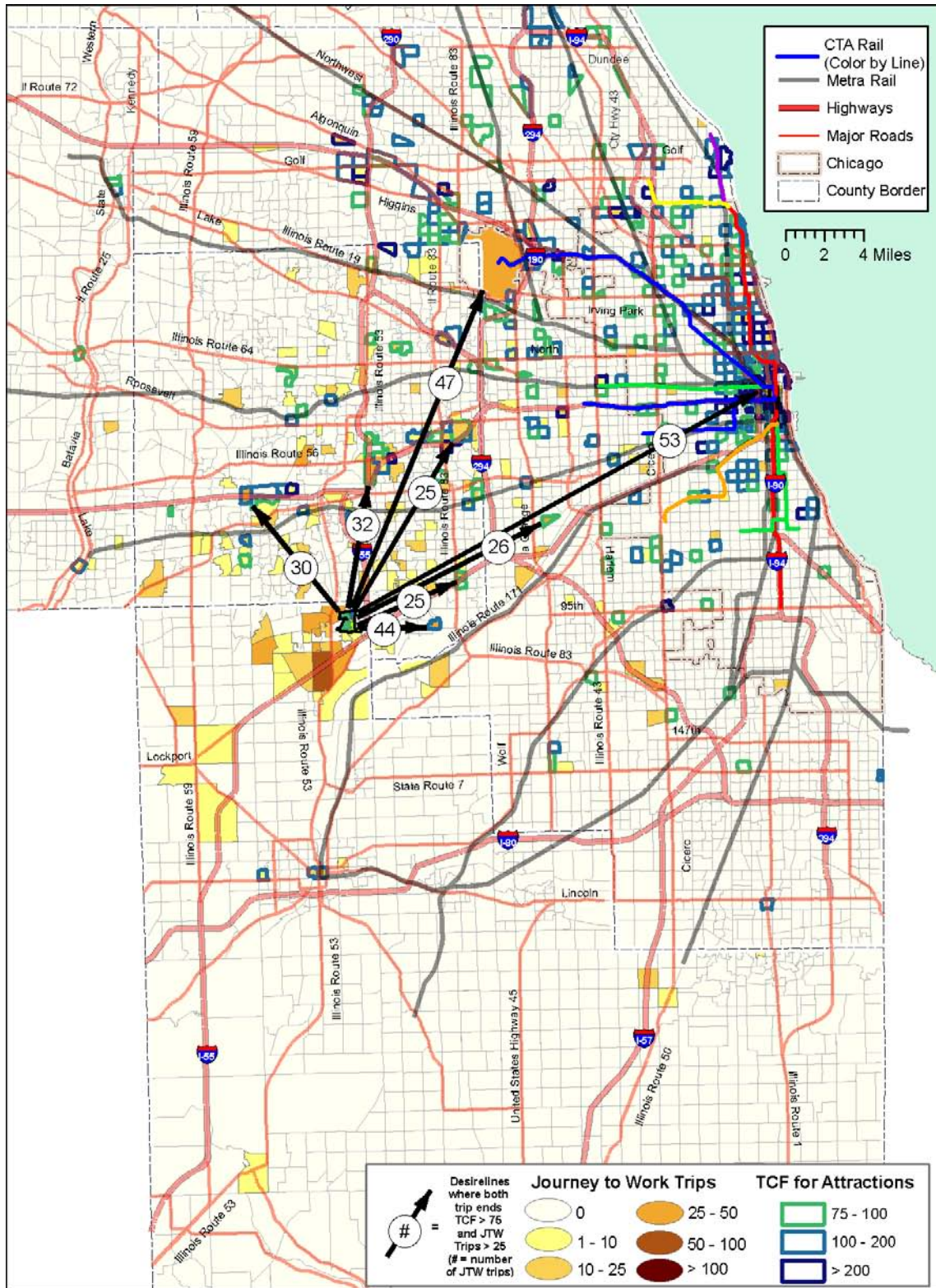
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197270104	16.9%	18.2%	14.2%	10.9%	24.5%	12.6%	2.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.17, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group.

As shown in Figure 4.19, East Bolingbrook has similar travel patterns and TCF contributions as the Central Bolingbrook cluster of transit competitive origins, but with somewhat greater demand to Argonne National Laboratory and the O’Hare area. The concentration of transit-friendly destinations in the I-88/I-290 corridor suggests the potential feasibility of a peak-period limited-stop route from Bolingbrook to the Forest Park CTA station (see O4 Central Bolingbrook).

Some local service to provide connections to this service, such as at the I-55 Pace Park-and-Ride, would be needed. The concentrations of destinations in Bolingbrook also underscore the need for local circulation in this area, perhaps as far east as Argonne.

Figure 4.19 East Bolingbrook Trips Produced



4.1.18 Tinley Park (O18)

Three transit competitive zones were analyzed in the northeastern portion of Tinley Park. The zones were grouped with six other zones for the purpose of aggregating JTW data.

Table 4.18 Tinley Park TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031262194	107	27	-6	9	4	-9
17940031263214	106	22	-4	11	3	-6
17940031263223	114	32	-10	8	5	-1

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031262194	17.9%	25.1%	11.8%	11.1%	21.3%	11.0%	1.7%
17940031263214	16.7%	26.8%	11.4%	12.4%	19.8%	11.3%	1.7%
17940031263223	17.3%	23.1%	16.4%	13.7%	18.2%	9.5%	1.9%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

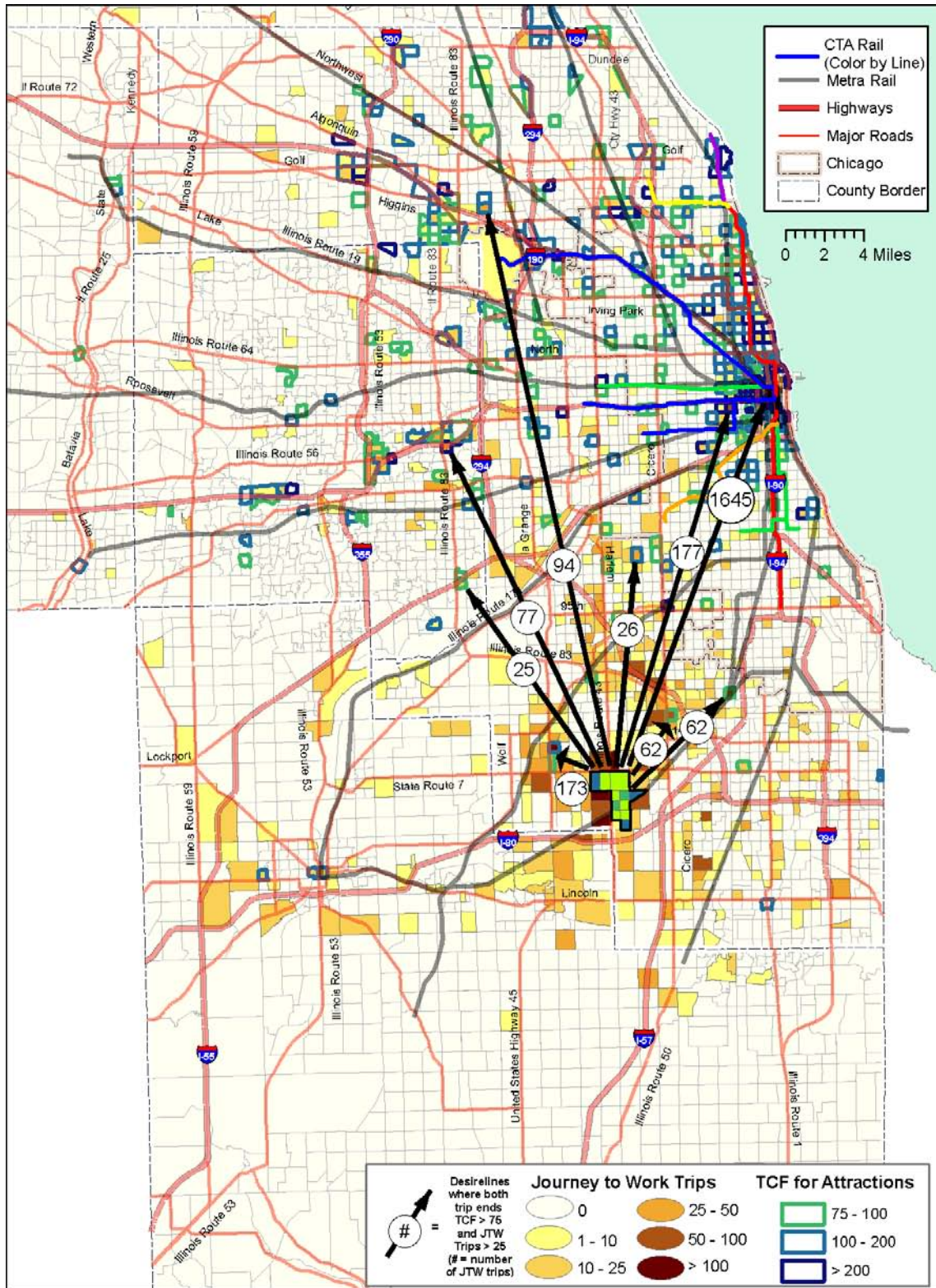
As shown in Table 4.18, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this relatively difficult-to-attract group. The moderately above-average contribution from Educated Professionals supports the desirability of services that offer greater speed and travel-time reliability.

As shown in Figure 4.20, the significant volume of trips to downtown Chicago (1,645 work trips) is probably well-served by the Metra Rock Island Line. However, a secondary concentration of trips to the Illinois Medical District (177 work trips) could be served by a peak-period commuter route along I-57 and I-94 (see also O10 Blue Island).

A concentration of similar magnitude to Orland Square (173 work trips) currently is served by Pace Route 364 along 159th Street. The concentrations of destinations in Tinley Park and Orland Park also underscore the need for local circulation in this area.

There also appear to be vanpool opportunities between Tinley Park and the Oak Brook and O'Hare areas.

Figure 4.20 Tinley Park Trips Produced



4.1.19 Oak Forest (O19)

One transit competitive zone was analyzed in the western portion of Oak Forest. The TAZ was grouped with two surrounding zones for the purpose of aggregating JTW data.

Table 4.19 Oak Forest TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031263167	114	35	-6	8	1	-6

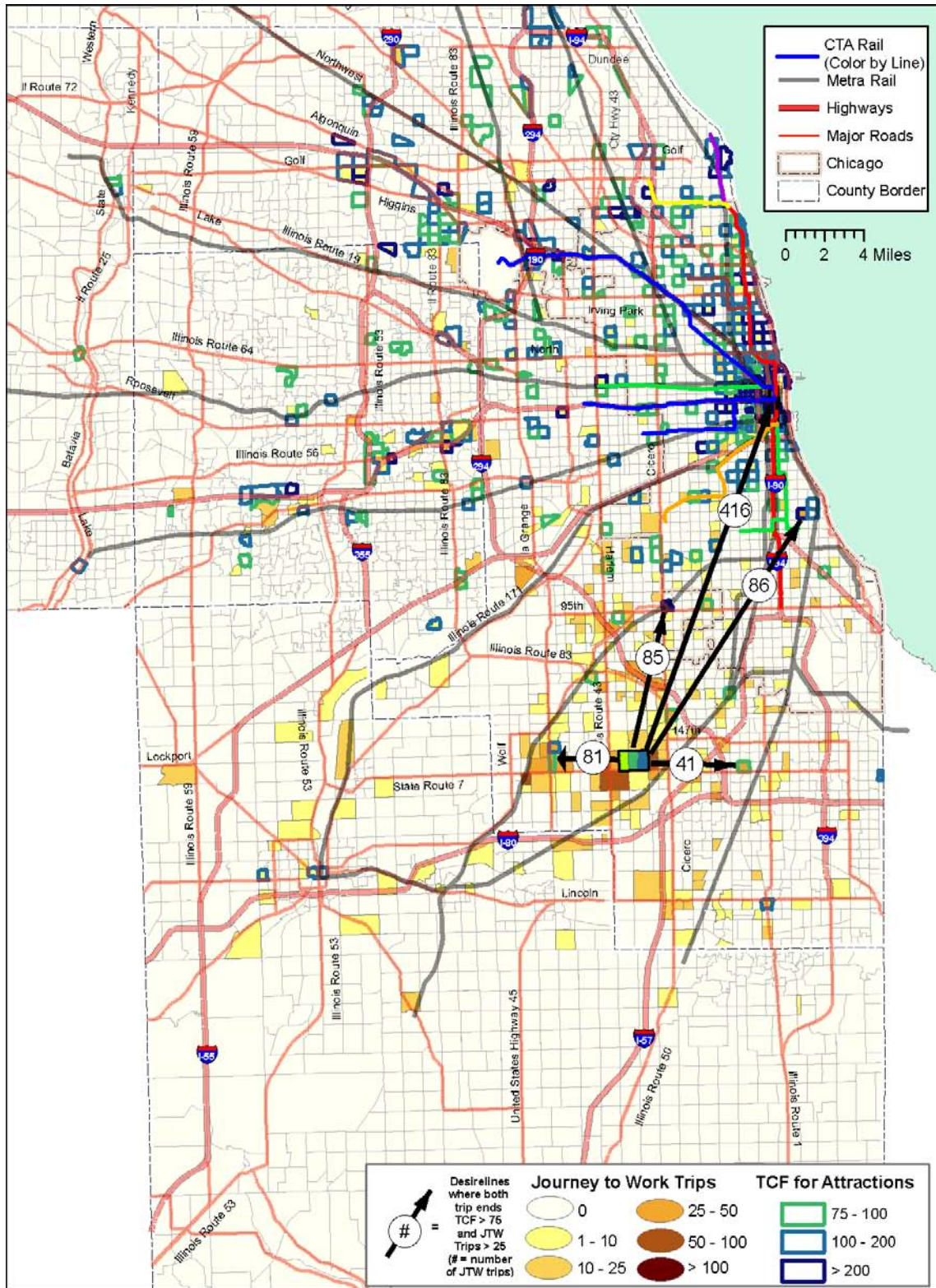
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031263167	16.9%	25.3%	12.9%	12.4%	20.1%	10.6%	1.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.19, significantly above-average shares of TCF coming from the Great Middle suggest that relatively conventional transit services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability or greater privacy/comfort could add mode share from this relatively difficult-to-attract group.

As shown in Figure 4.21, the largest concentration of trips to transit competitive destinations in downtown Chicago (416 work trips) is probably well-served by the Metra Rock Island Line, with connections via Pace Route 364.

Other secondary concentrations, including Hyde Park (86 work trips), Oak Lawn (85 work trips), and Orland Square (81 work trips) currently are served by connections with the Metra Electric Line at Blue Island, Pace Route 383 on Cicero, and Pace Route 364 on 159th Street, respectively. Improvements to the Pace arterial services, including traffic signal priority, limited stops, and upgraded waiting areas, could attract additional ridership.

Figure 4.21 Oak Forest Trips Produced



4.1.20 Orland Park (O20)

One transit competitive zone was analyzed in the northeastern portion of Orland Park. The TAZ was grouped with four adjacent zones for the purpose of aggregating JTW data.

Table 4.20 Orland Park TCF Contributions

TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031262139	114	22	1	9	9	-5

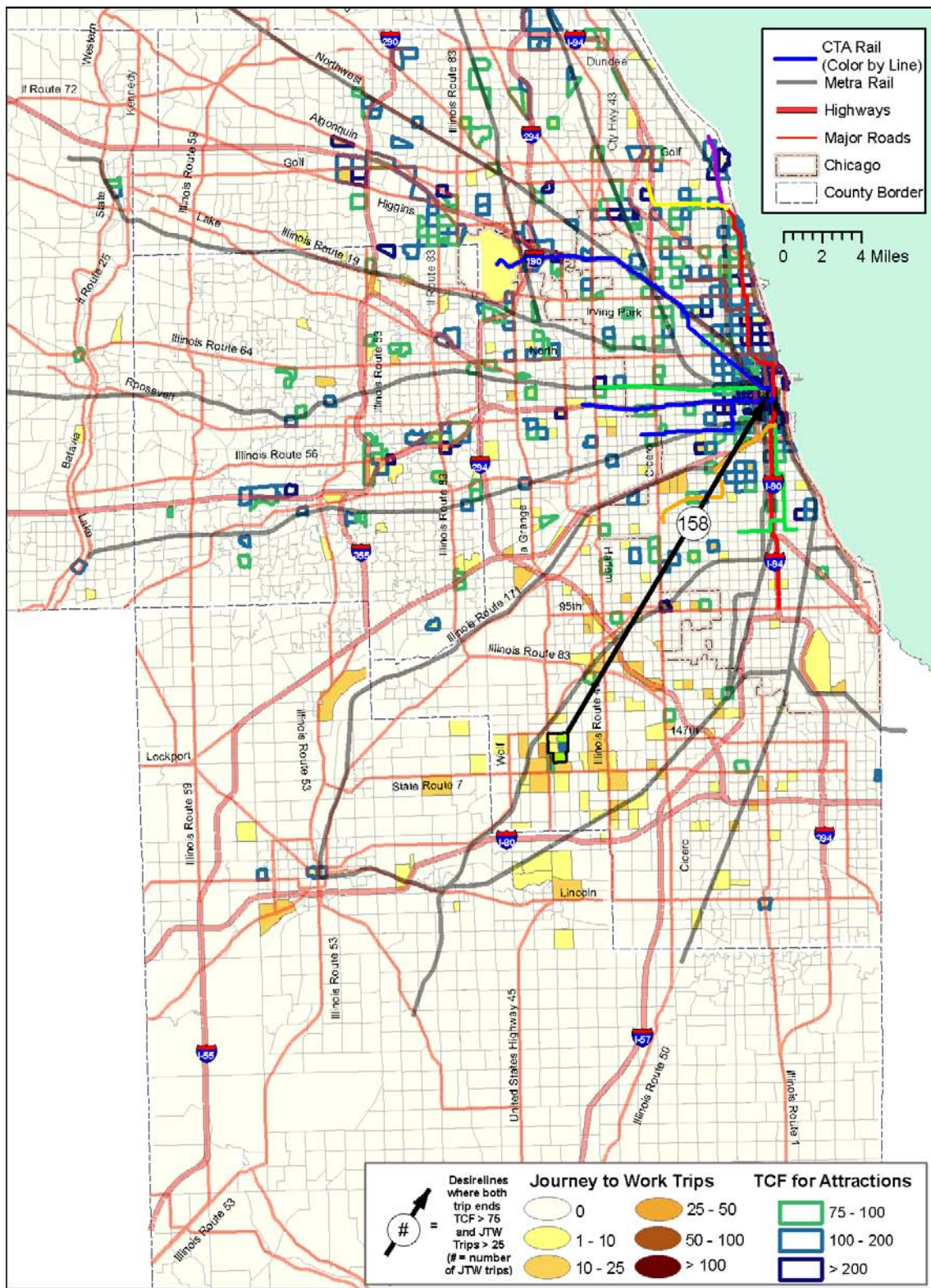
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031262139	16.2%	27.0%	11.4%	12.0%	20.0%	11.8%	1.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.20, the significantly above-average share of TCF coming from the Great Middle suggests that relatively conventional transit services could be successful, if they connect the right origins and destinations and offer noticeable improvements in speed, travel-time reliability, privacy, and/or comfort. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group. The moderately above-average contribution from Educated Professionals supports the desirability of services that offer greater speed and travel-time reliability.

As shown in Figure 4.22, the primacy of demand to downtown Chicago (158 work trips) from this transit-competitive origin underscores the importance of effective connections with Metra.

Improved local circulation in Orland Park and Tinley Park also could serve a number of relatively short work trips in this area (see O18 Tinley Park).

Figure 4.22 Orland Park Trips Produced



4.2.21 Chicago Heights (D1)

One transit competitive zone was analyzed in central Chicago Heights. The zone was grouped with three other surrounding zones for the purpose of aggregating JTW data.

Table 4.21 Chicago Heights TCF Contributions

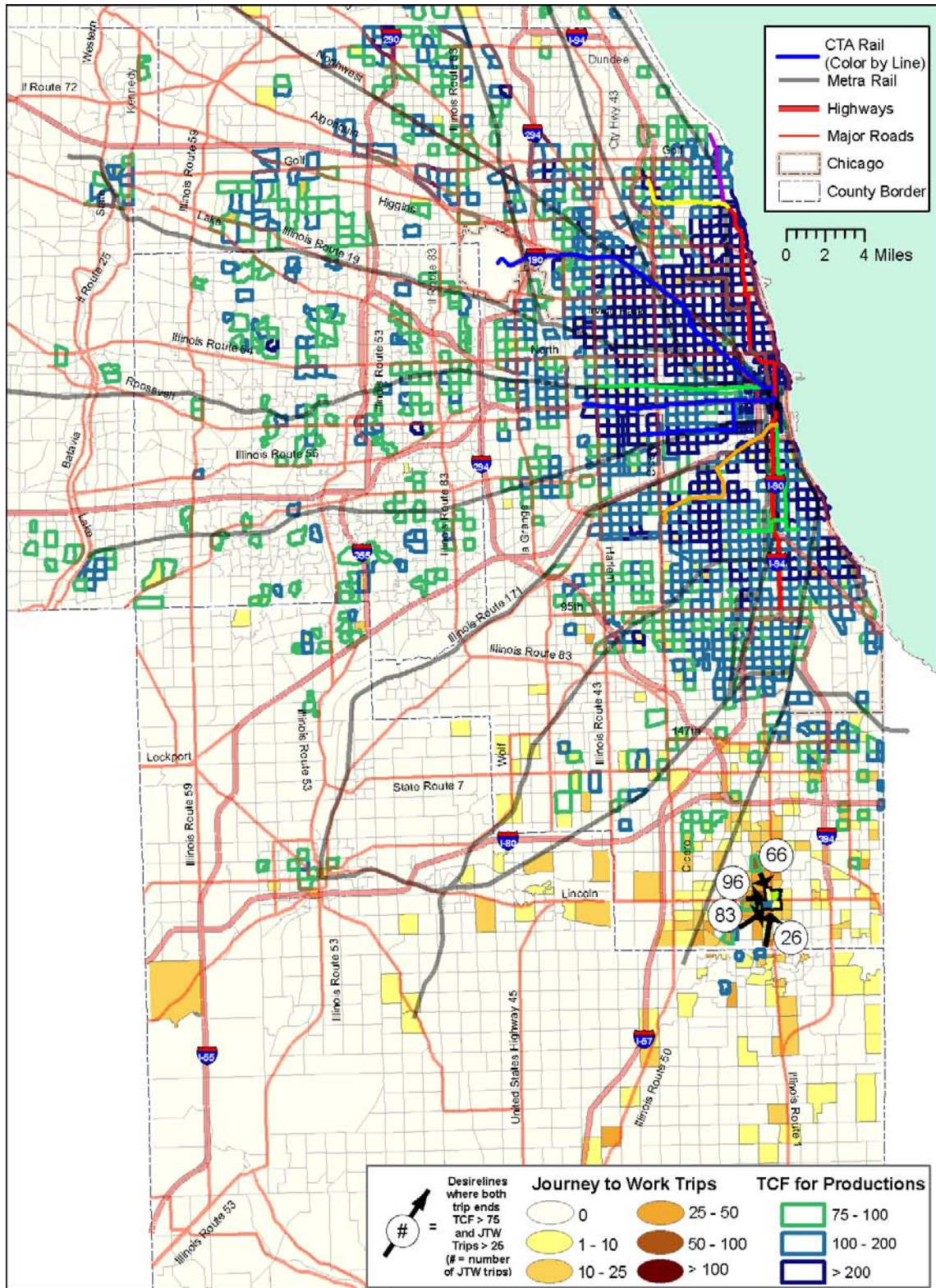
TAZ	TCF	Contribution to TCF from				
		Origin Density	Destination Density	Congestion	Parking Cost	Socioeconomic Variables
17940031254179	103	-2	51	5	0	

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031254179	18.3%	22.8%	14.4%	12.4%	19.7%	10.5%	1.9%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.21, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group.

As shown in Figure 4.23, the zone represents downtown Chicago Heights, dominated by the St. James Medical Center. The concentration of trip origins from nearby surrounding areas, many of which are relatively dense and transit-friendly, suggests that community-based fixed-route services could be successful. The Sauk Trail route between the Lincoln Mall area, Park Forest, and downtown Chicago Heights described above could serve some of the demand. A local route from Chicago Heights to the northwest along Riegel Road, possibly ending at Homewood Metra station, also could serve a number of locations with elevated trip intensity and provide regional connections with Metra. Long-distance, limited-stop routes on Lincoln Highway and IL-1 also could serve some of this local demand.

Figure 4.23 Chicago Heights Trips Attracted



4.1.22 Orland Park (D2)

One transit competitive zone was analyzed in the northeastern portion of Orland Park. The zone was grouped with five other surrounding zones for the purpose of aggregating JTW data.

Table 4.22 Orland Park TCF Contributions

TAZ	TCF	Contribution to TCF from			
		Origin Density	Destination Density	Congestion	Parking Cost
17940031262140	125	-1	73	3	0

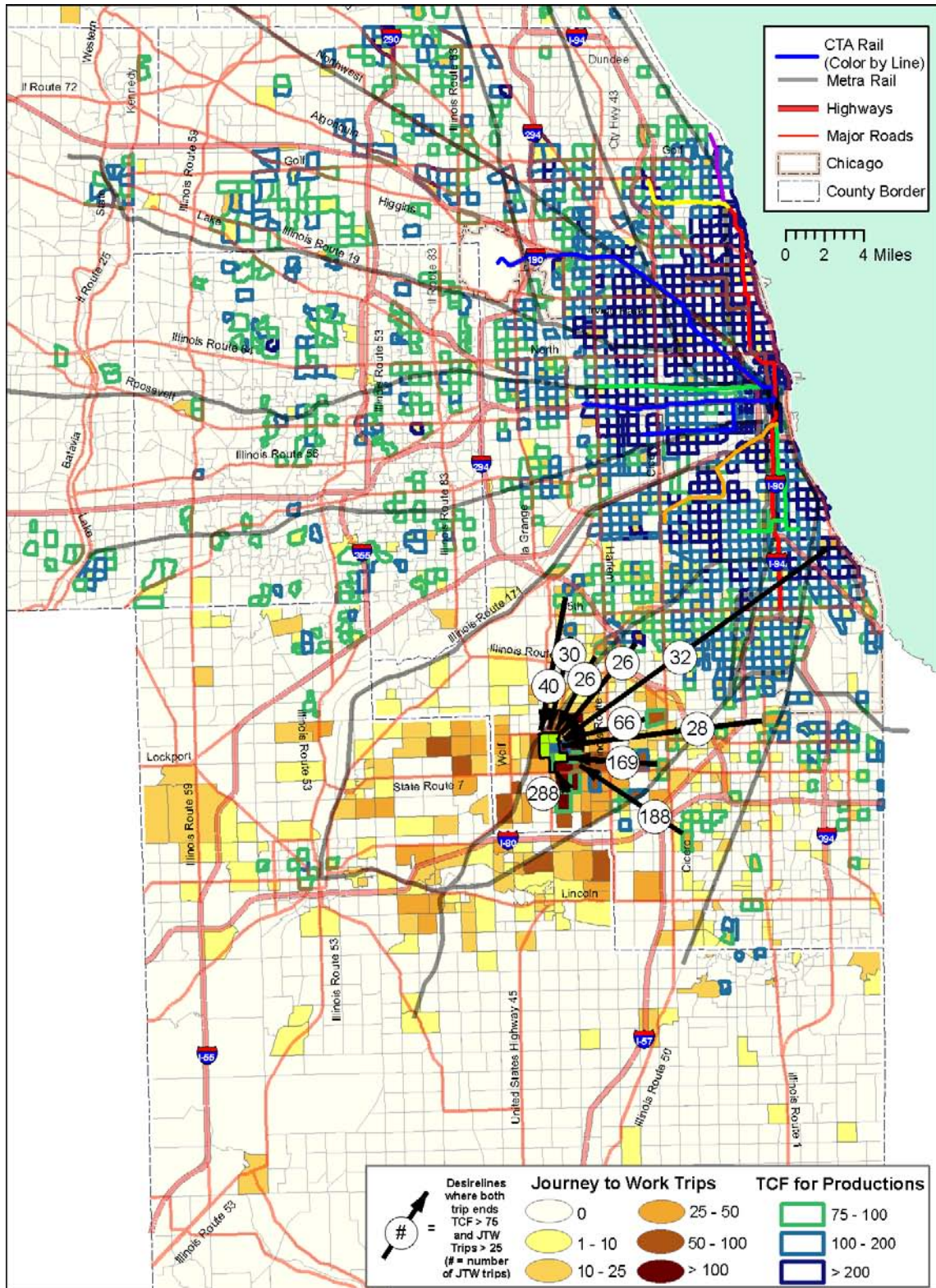
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031262140	19.0%	23.6%	12.8%	11.3%	20.4%	11.1%	1.8%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.22, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of shoulder running or traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities or over-the-road coaches) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group.

As shown in Figure 4.24, the wide dispersal of intensive origins in every direction highlights the importance of Orland Park, particularly the area around Orland Square Shopping Center, as a regional destination and logical focus of transit services in the southwest suburbs. The concentration of relatively transit-friendly origins and other relatively high-intensity origins along 159th Street suggests that improvements to arterial service in this corridor could be successful, perhaps as far east as Harvey or beyond. Concentrations generally along LaGrange Road suggest the potential feasibility of a long-distance, limited-stop route in this corridor, especially if it can serve nearby transit-friendly locations, such as Moraine Valley Community College and Justice (see O3 South Justice).

There also is demand for services between Orland Park and the northeast (particularly the Oak Lawn area) and southeast (particularly the Tinley Park and Flossmoor/Hazel Crest areas). These trips can generally be made with current services with at least one transfer. Improvements in the directness or connection quality for these movements would be desirable.

Figure 4.24 Orland Park Trips Attracted



4.1.23 Bedford Park (D3)

One transit competitive zone was analyzed in the eastern portion of Bedford Park. The zone was grouped with five other surrounding zones for the purpose of aggregating JTW data.

Table 4.23 Bedford Park TCF Contributions

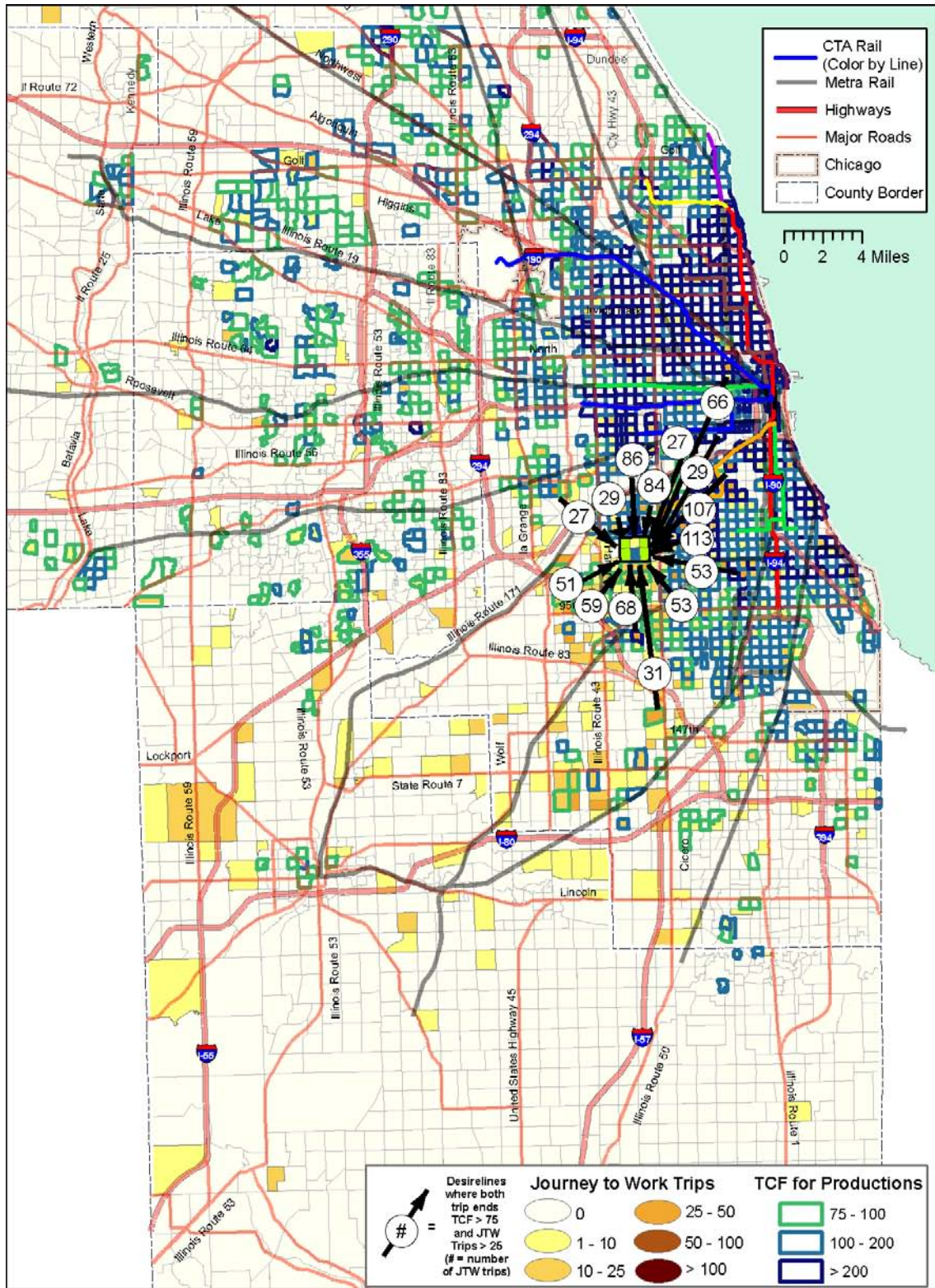
TAZ	TCF	Contribution to TCF from			
		Origin Density	Destination Density	Congestion	Parking Cost
17940031283213	112	1	49	6	0

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031283213	23.8%	20.9%	16.3%	12.6%	15.6%	9.4%	1.5%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.23, the near-average contributions to TCF from each market segment provide little insight into the types of services that could be most effective at attracting additional ridership. There is a moderately above-average contribution from the Great Middle, which suggests that relatively conventional transit services could be successful, if they connect the right origins and destinations and offer noticeable improvements in speed, travel-time reliability, privacy, and/or comfort.

As shown in Figure 4.25, Bedford Park attracts trips from dispersed areas in all directions. However, the majority of trips from the most transit competitive origins are from the West Side and Southwest Side of Chicago, which underscores the need for effective connections with CTA services, particularly at Midway Airport.

Figure 4.25 Bedford Park Trips Attracted



4.1.24 West Joliet (D4)

One transit competitive zone was analyzed in western Joliet. The zone was grouped with three other surrounding zones for the purpose of aggregating JTW data.

Table 4.24 West Joliet TCF Contributions

TAZ	TCF	Contribution to TCF from			
		Origin Density	Destination Density	Congestion	Parking Cost
17940197250128	165	-12	117	3	0

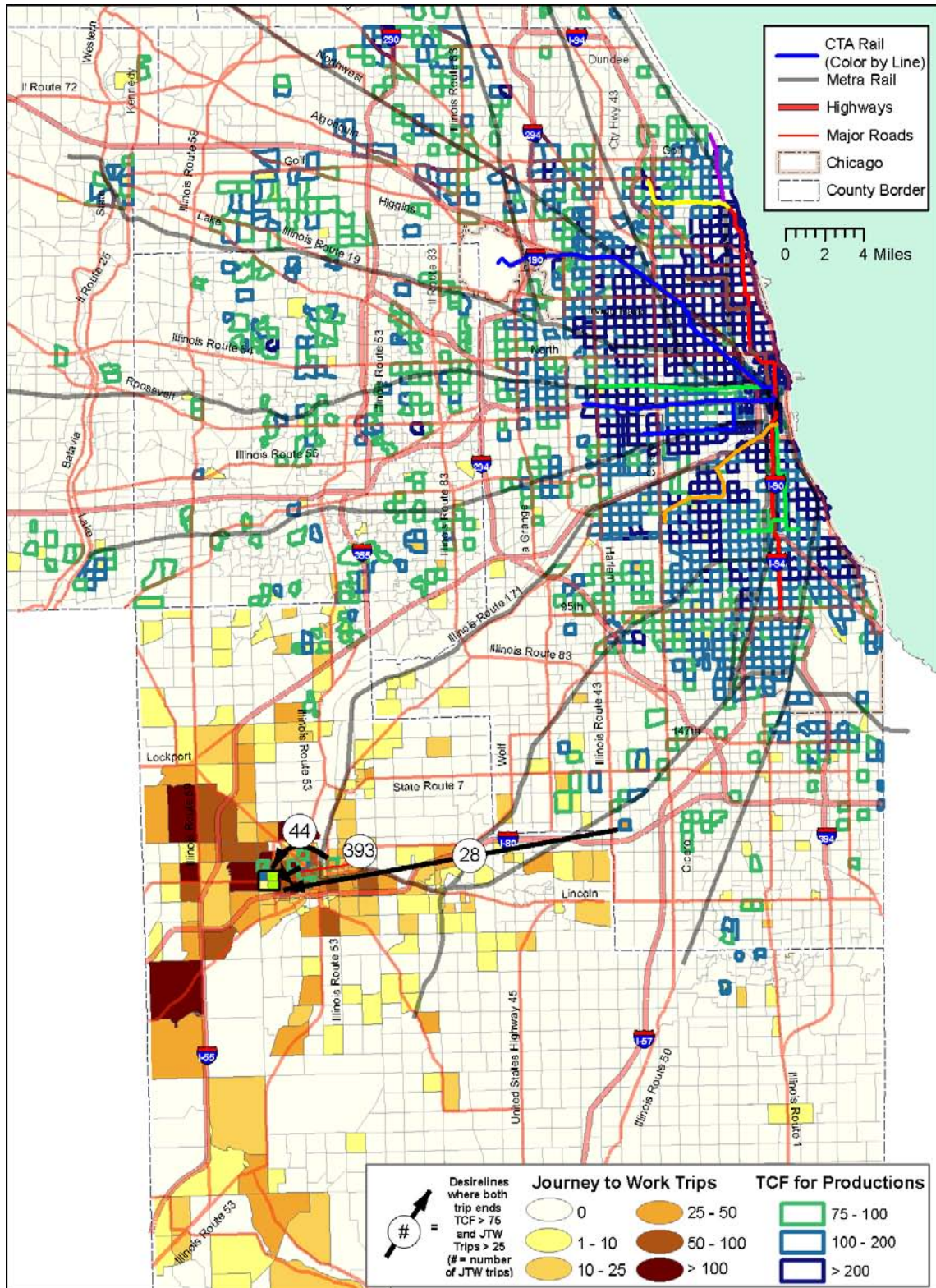
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197250128	17.4%	21.3%	12.7%	10.9%	23.4%	12.1%	2.2%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.24, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Million Milers and even Determined Drivers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from these relatively difficult-to-attract groups.

As shown in Figure 4.26, this transit-friendly destination is dominated by the St. Joseph Hospital in western Joliet. The concentration of transit-friendly origins in Joliet suggests the potential value of improvements to local circulation services in Joliet.

The large concentration of intensive origins west of Joliet suggests the potential feasibility of improved connections with the IL-59 corridor. Because of relatively low densities in these areas, demand-responsive, subscription, or other flexible services may be most appropriate.

Figure 4.26 West Joliet Trips Attracted



4.1.25 Downtown Joliet (D5)

Two adjacent transit competitive zones were analyzed in downtown Joliet. No other surrounding zones were grouped for the purpose of aggregating JTW data.

Table 4.25 Downtown Joliet TCF Contributions

TAZ	TCF	Contribution to TCF from			
		Origin Density	Destination Density	Congestion	Parking Cost
17940197250135	153	-9	104	2	2
17940197250140	128	-7	77	3	4

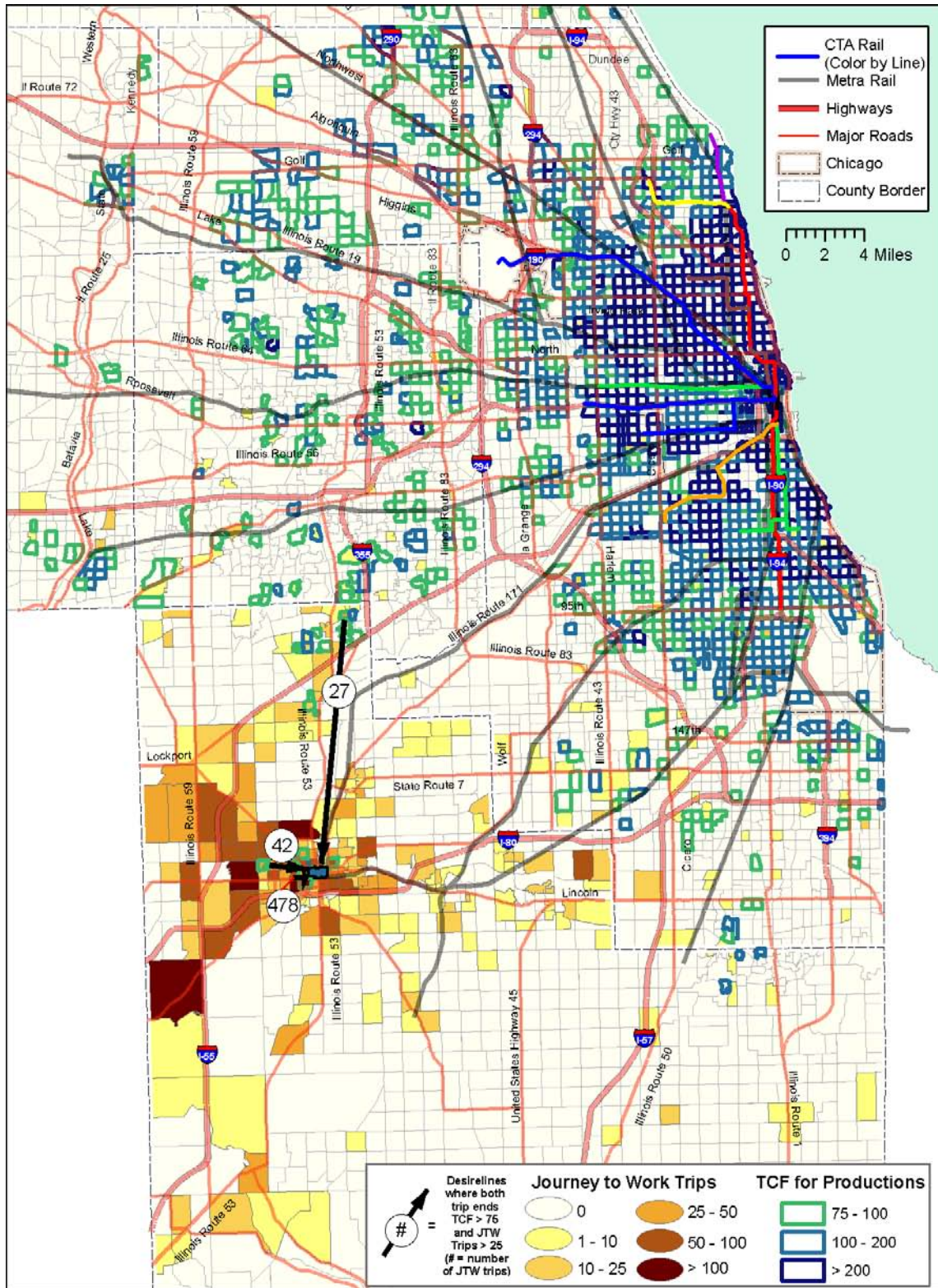
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940197250135	17.2%	21.5%	13.4%	11.5%	22.6%	11.7%	2.2%
17940197250140	17.4%	21.5%	13.5%	11.6%	22.3%	11.6%	2.1%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.25, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities) could add mode share from this moderately difficult-to-attract group. The moderately above-average contribution from Million Milers suggests that a direct, fast service with safe waiting areas at the origin and destination could generate some ridership from this relatively difficult-to-attract group.

As shown in Figure 4.27, Downtown Joliet is both a transit-friendly origin and destination. The market research results and travel patterns to and from this location both support the potential of improved local services in and around Joliet, particularly in the east-west corridor generally along Jefferson Street.

The concentration of relatively transit-friendly origins in Bolingbrook also suggests the potential value of improved connections to the north.

Figure 4.27 Downtown Joliet Trips Attracted



4.1.26 Northeast Oak Lawn (D6)

One transit competitive zone was analyzed in the northeastern region of Oak Lawn. The zone was grouped with four other surrounding zones for the purpose of aggregating JTW data.

Table 4.26 Northeast Oak Lawn TCF Contributions

TAZ	TCF	Contribution to TCF from			
		Origin Density	Destination Density	Congestion	Parking Cost
17940031273112	303	0	250	18	0

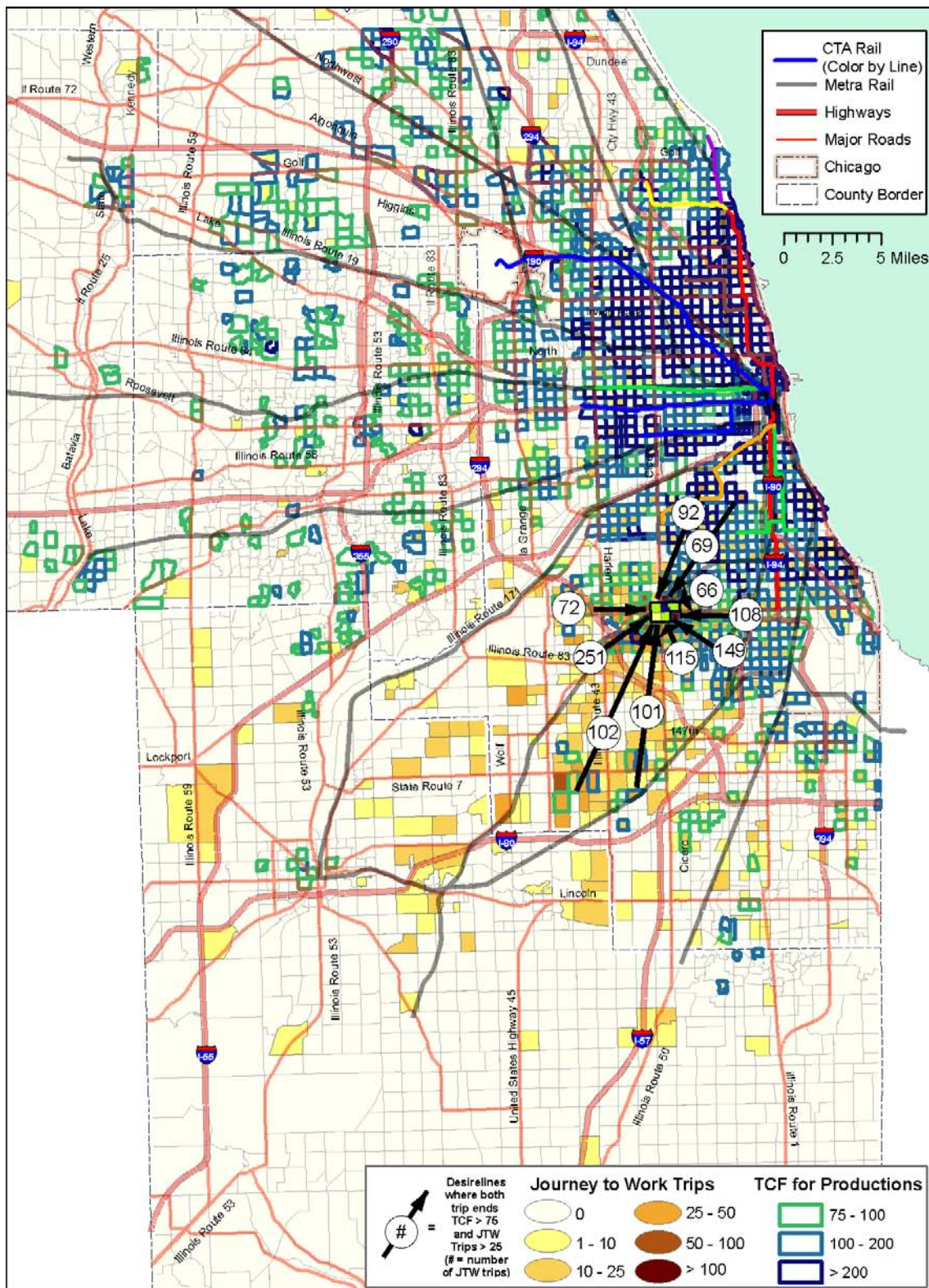
	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940031273112	19.8%	23.3%	14.7%	12.4%	18.0%	10.1%	1.7%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.26, significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful, if they connect the right origins and destinations. Services that offer greater speed and travel-time reliability (such as through use of traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities) could add mode share from this moderately difficult-to-attract group.

As shown in Figure 4.28, this transit competitive destination is dominated by the Hope Children’s Hospital and the Christ Hospital and Medical Center in Oak Lawn. The largest concentration of demand from transit-friendly origins is from the Worth area (251 work trips), which currently is served by a very short trip on Metra or via a transfer between Pace Route 386 on Harlem Avenue and Pace Route 381 on 95th Street.

The largest concentration of transit competitive origins currently served by direct transit connections is the Beverly area along 95th Street. Other major transit competitive origins include the Morgan Park area and Orland Park/Tinley Park. Direct transit connections are not available from these locations.

Figure 4.28 Northeast Oak Lawn Trips Attracted



4.1.27 Woodridge (D7)

Eight zones were analyzed in the Woodridge region. JTW trips to the region were aggregated across all production TAZs.

Table 4.27 Woodridge TCF Contributions

TAZ	TCF	Contribution to TCF from			
		Origin Density	Destination Density	Congestion	Parking Cost
17940043271119	0.00	0.00	-42.66	0.00	0
17940043271126	0.46	-0.01	-42.88	0.02	0
17940043271131	0.00	0.00	-43.31	0.00	0
17940043271166	11.49	-0.15	-32.94	0.76	0
17940043271171	0.27	0.00	-45.05	0.04	0
17940197270150	2.98	-0.15	-39.77	0.19	0
17940197270155	11.12	-0.18	-32.56	0.42	0
17940197270193	0.06	0.00	-41.72	0.00	0

	Contribution to TCF from						
	Downtown Commuters	Educated Professionals	Demanding Survivors	Cautious Individuals	Great Middle	Million Milers	Determined Drivers
17940043271119	0.0%	0.2%	90.2%	9.0%	0.0%	0.0%	0.5%
17940043271126	11.1%	29.1%	4.7%	6.2%	31.9%	15.1%	1.9%
17940043271131	15.6%	15.1%	8.9%	4.8%	39.8%	13.6%	2.1%
17940043271166	19.8%	23.3%	12.8%	10.3%	21.1%	11.0%	1.7%
17940043271171	21.9%	20.9%	18.4%	8.8%	19.7%	8.8%	1.5%
17940197270150	20.0%	21.6%	12.1%	8.8%	24.1%	11.5%	1.9%
17940197270155	17.8%	22.1%	11.9%	9.8%	24.2%	12.0%	2.0%
17940197270193	17.7%	16.3%	7.0%	4.9%	36.8%	15.0%	2.4%
Regionwide	25.6%	21.7%	17.6%	14.0%	11.6%	8.5%	1.1%

As shown in Table 4.27, these destinations do not show particularly high TCF, due largely to the lack of density in the destination TAZs. It is worth noting, however, that much of the 840-acre Internationale Centre Business Park remained to be developed in 2000, when the latest Census data were collected. The zones with the highest TCF include Argonne National Lab, with 270 employees as of March 2006, Waterfall Glen Industrial Park, and South Commons Shopping Center.

As shown in Figure 4.29, above average shares of TCF come from Educated Professionals and Demanding Survivors in some of the destination areas. The contribution of Educated Professionals indicates that fast and reliable services can increase the transit share in this market. Services with high levels of comfort and privacy as well as speed and reliability can induce Demanding Survivors to increase transit ridership.

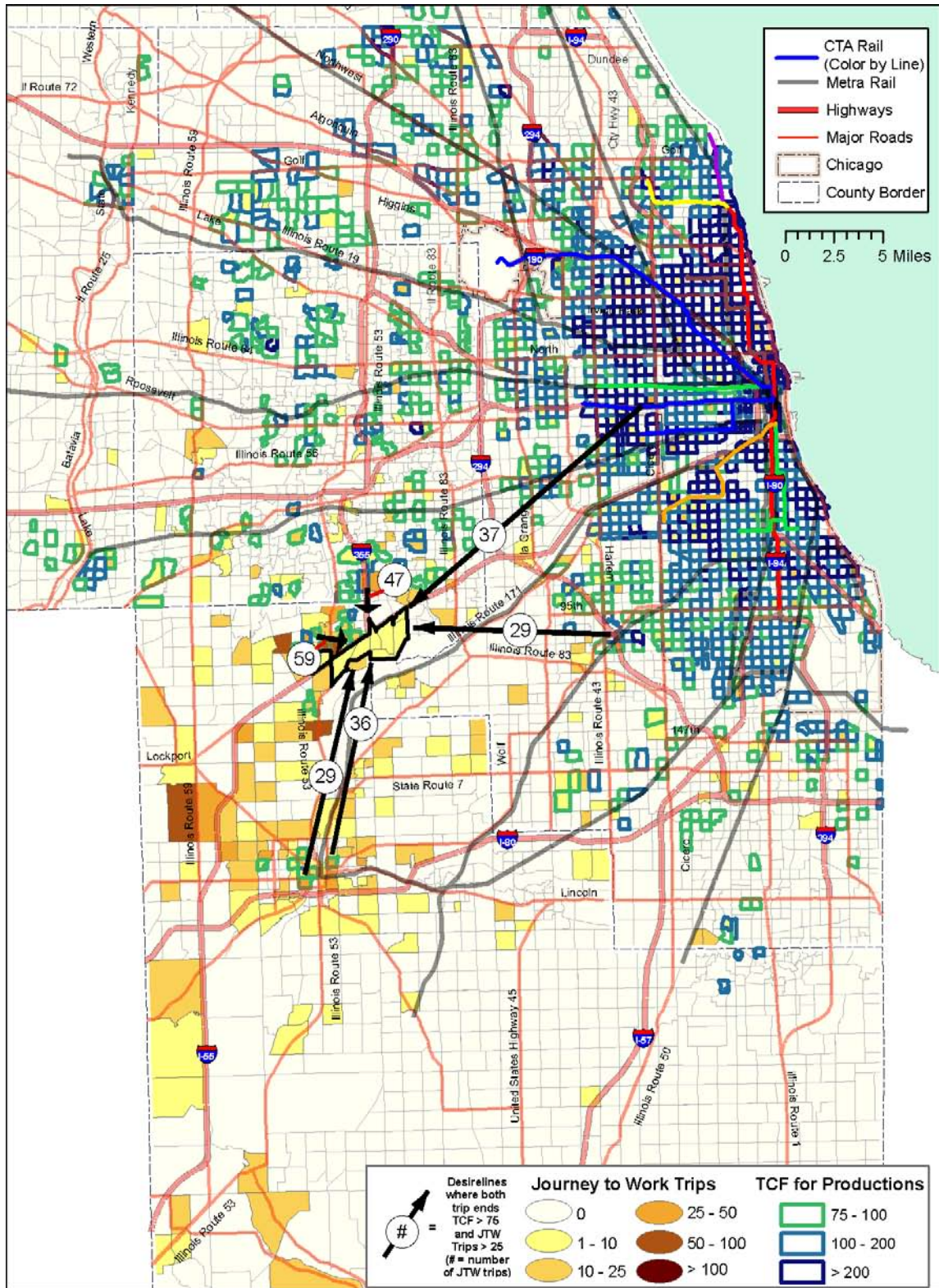
Significantly above average shares of TCF coming from the Great Middle suggest that relatively conventional services could be successful. Services that offer greater speed and travel-time reliability (such as through use of traffic signal priority) or greater privacy/comfort (such as through use of upgraded waiting facilities) could add mode share from this moderately difficult-to-attract group.

Because of relatively lower demand, desire lines are drawn in Figure 4.29, where the origin TAZ has a TCF for trips produced of greater than or equal to 75 and at least 25 JTW trips are made from the origin TAZ to the collective Woodridge region. Short trips make up much of the demand for this destination. The largest concentration of demand from transit-friendly origins comes from the residential neighborhoods in nearby east Bolingbrook. North of the destination area along I-355, there is a concentration of transit competitive zones within Woodridge. There currently is no direct transit service option for these short trips.

Downtown and western downtown Joliet provides another concentration of demand from transit-friendly origins. Pace Route 834 connects these origins to the western portions of the destination area along S. Bolingbrook Drive (IL Route 53).

Additional transit-friendly origins with significant work flows to the destination area include Chicago Ridge to the east and parts of western Chicago. There are few transit options serving these westbound trips. The proximity of Metra's Lemont station is negated as a potential contributor to transit connections by the lack of non-peak westbound service on the Heritage Line.

Figure 4.29 Woodridge Trips Attracted



4.1.28 Summary

The following major potential service strategies result from this analysis of transit competitive origins and destinations:

- Improved local services and connections in western Joliet (see O1 Downtown Joliet, D3 West Joliet, and D4 Downtown Joliet);
- Commuter express route between Joliet and Bolingbrook and the I-88 corridor (see O1 Downtown Joliet, O4 Central Bolingbrook, O17 East Bolingbrook, and D4 Downtown Joliet);
- Local route along Sauk Trail between Lincoln Mall, the Richton Park Metra station, the Park Forest village center, and downtown Chicago Heights (see O2 Park Forest);
- Commuter express route along I-55 between Chicago Ridge, Burbank, and Justice and the Cook County Medical Center (see O3 South Justice, O5 Chicago Ridge, and O15 Burbank);
- Inter-suburban route generally along Mannheim Road/LaGrange Road between O'Hare Airport and the Orland Square Mall area (see O3 South Justice, O14 Palos Hills, O16 Summit, and D2 Orland Park);
- Local circulation in the Bolingbrook area (see O4 Central Bolingbrook and O17 East Bolingbrook);
- Local circulation in the University Park area (see O6 East University Park and O7 County Line);
- Local circulation in the general area between Harvey and Hammond Transit Center (see O8 Calumet City and O9 Dolton);
- Commuter express service along I-57 and/or I-94 between Harvey Transportation Center or surrounding area and Illinois Medical District (see O8 Calumet City, O9 Dolton, and O10 Blue Island);
- Commuter express service along I-294 between Harvey Transportation Center, Blue Island, and O'Hare Airport and/or Rosemont (see O5 Chicago Ridge, O9 Dolton, O10 Blue Island, O11 Alsip and Merrionette Park, O12 East Oak Lawn, and O14 Palos Hills);
- Local circulation in the Cal Sag Industrial Area and surrounding areas in Alsip and Merrionette Park (see O5 Chicago Ridge, O8 Dolton, O10 Blue Island, and O11 Alsip and Merrionette Park);
- Service improvements along 95th Street (see O12 East Oak Lawn, O13 Evergreen Park, O14 Palos Hills, and D6 Northeast Oak Lawn);

- Service improvements along Cicero Avenue (see O12 East Oak Lawn, O15 Burbank, O19 Oak Forest, and D3 Bedford Park);
- Local circulation in the Bedford Park, Burbank, and Oak Lawn areas (see O12 East Oak Lawn, O15 Burbank, and D3 Bedford Park);
- Commuter express service along I-57 and I-94 between Tinley Park and Illinois Medical District (see O18 Tinley Park);
- Local circulation in the Tinley Park and Orland Park areas (see O18 Tinley Park and O20 Orland Park);
- Service improvements along Harlem Avenue (see O9 Dolton, O18 Tinley Park, O20 Orland Park, and D6 Northeast Oak Lawn);
- Service improvements along 159th Street (see O18 Tinley Park, O19 Oak Forest, O20 Orland Park, and D2 Orland Park);
- Service improvements along Lincoln Highway (see O2 Park Forest and D1 Chicago Heights);
- Service improvements along Halsted Street (see D1 Chicago Heights);
- Local circulation between Homewood and Chicago Heights (see D1 Chicago Heights);
- Local circulation between Orland Park and the Homewood area (see D2 Orland Park); and
- Service improvements between Oak Lawn and Orland Park/Tinley Park (see D6 Northeast Oak Lawn).

Many of these service strategies were evaluated in more detail using the Transit Service Sketch Planning Tool (SPT) as part of the development of preliminary service concepts and prioritized service recommendations.

■ 4.2 Infrastructure Needs

The market research results of the Initiative area can be used to identify areas where clusters of travelers are especially sensitive to certain factors, such as Transit Advantages, Personal Safety, Time and Schedule, Privacy and Comfort, and Driving Advantages. The goal of the infrastructure needs assessment in Task 5.02 is to use the market research findings to identify geographical areas in which investment in a particular type of amenity will be rewarded with increased ridership and customer satisfaction.

For example, the Cautious Individual customer segment places a high level of importance on Personal Safety. Where there are high instances of Cautious Individuals, it can be

reasonably assumed that improvements to the personal or perceived safety of the transit rider may result in increased ridership and customer satisfaction. Where there are high instances of customer types that place a low value on Personal Safety, such as Educated Professionals and Downtown Commuters, investments intended to increase ridership and customer satisfaction may be better spent on other strategies, such as improving reliability or traveler information.

These findings contribute to both short- and long-term assessments of the infrastructure needs in the Initiative area. Specific recommendations for infrastructure improvements are made for consideration in the short-term service planning effort described in Section 6.0. General recommendations are made for consideration in the mid- and long-term planning effort described in Section 7.0.

The analysis of infrastructure needs focuses on two types of improvements, passenger amenities (such as shelters) and intelligent transportation systems (such as transit signal priority systems).

4.2.1 Methodology

In order to quantify the responsiveness of different service areas, a TAZ-level breakdown was used. Market segment incidence is matched with the responsiveness of each customer type to a given factor. The market segment incidence is based on survey response and the demographic analysis described in the *Market Research Report*. The responsiveness of each customer type to a given factor is based on the calculated z-scores summarized in Table 4.28.

Table 4.28 Mean Factor Scores by Market Segment

Segment	N	F1	F2	F3	F4	F5
		Transit Advantages	Personal Safety	Time and Schedule	Privacy and Comfort	Driving Advantages
Million Milers	204	-0.525	-0.407	-1.101	-0.601	0.483
Great Middle	277	0.169	0.105	-0.279	0.348	0.284
Demanding Survivors	124	0.450	0.352	1.347	1.214	-0.540
Cautious Individuals	182	-1.107	-0.605	0.453	0.764	0.243
Educated Professionals	249	0.644	0.442	-0.022	-1.288	-0.444
Downtown Commuters	200	0.997	0.604	0.927	-0.108	-0.764
Determined Drivers	81	-1.898	-1.369	-1.573	0.974	1.345

Source: *Market Research Report*, Table 3.11.

The results of these calculations are presented in a range from -1 to 1, with 0 representing the mean responsiveness to a factor. TAZs with a positive score have an average customer that is more responsive than typical to a factor. Negative scores indicate that the population of a TAZ is less responsive to a factor than typical.

The responsiveness of a given TAZ is computed as the sum across all customer segments of the product of market segment incidence and the z-score of the factor for that market segment, or

$$R_f = \sum_s i_s \cdot z_{fs}$$

where,

R_f = responsiveness of a given TAZ to factor f ,

i_s = percent of TAZ population in market segment s , and

z_{fs} = z-score of segment s to factor f per Table 4.28.

High positive values thus correspond to locations with high proportions of individuals who are sensitive to the factor in question. Values near zero correspond to locations with neutral attitudes toward the factor or low incidence of people in market segments who are sensitive to the factor. High negative scores correspond to places with high proportions of individuals who are relatively insensitive to the factor in question.

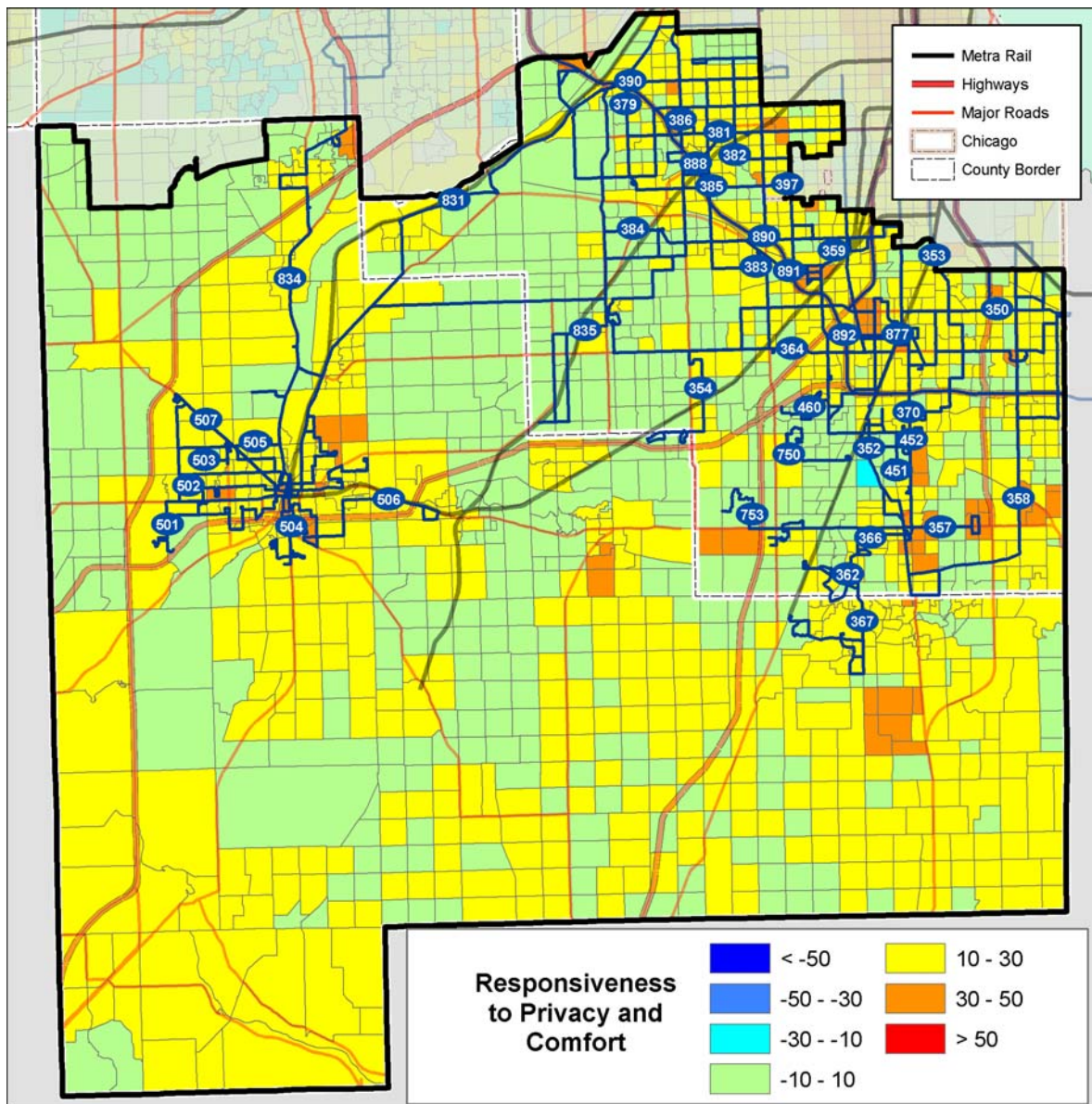
The responsiveness of TAZs in the Initiative area is overlaid with a traditional assessment of current infrastructure deployment and performance. When these two elements (market research and traditional research) are combined, it is possible to identify areas that not only have infrastructure needs, but also would be expected to have high responsiveness to the proposed improvements.

4.2.2 Passenger Amenities

Passenger amenities include shelters, lighting, sidewalks, bicycle facilities, and a variety of other physical features that can contribute to a positive transit experience. These features are closely related to the attributes of the travel experience reflected in the Privacy and Comfort factor.

Figure 4.30 highlights areas where clusters of travelers are especially sensitive to Privacy and Comfort. Highly responsive areas within the Initiative area include parts of Joliet, Bolingbrook, Bridgeview, Oak Lawn, Harvey, Chicago and Ford Heights, and Lynwood. In general, there are few areas with significantly lower than average responsiveness to Privacy and Comfort in the Initiative area (Flossmoor stands out as an exception).

Figure 4.30 Responsiveness to the Privacy and Comfort Factor



It is possible to look in greater detail at particular locations in which passenger amenities could be improved with a high degree of positive response from customers. Figure 4.31 highlights shelter deficiencies in the Initiative area. A shelter deficiency is defined as a Pace bus stop where there are 50 or more boardings on an average weekday but no shelter currently. Within the Initiative area, 19 such locations can be found. Five of these correspond to Pace locations or have sheltered waiting areas not reflected in the dataset, including 16th/Vincennes, Metra 211th Street Station, Moraine Valley College, UPS/East Stop, and UPS/West Stop. Table 4.29 provides greater detail on each of the 14 remaining stops.

Figure 4.31 Shelter Needs Assessment

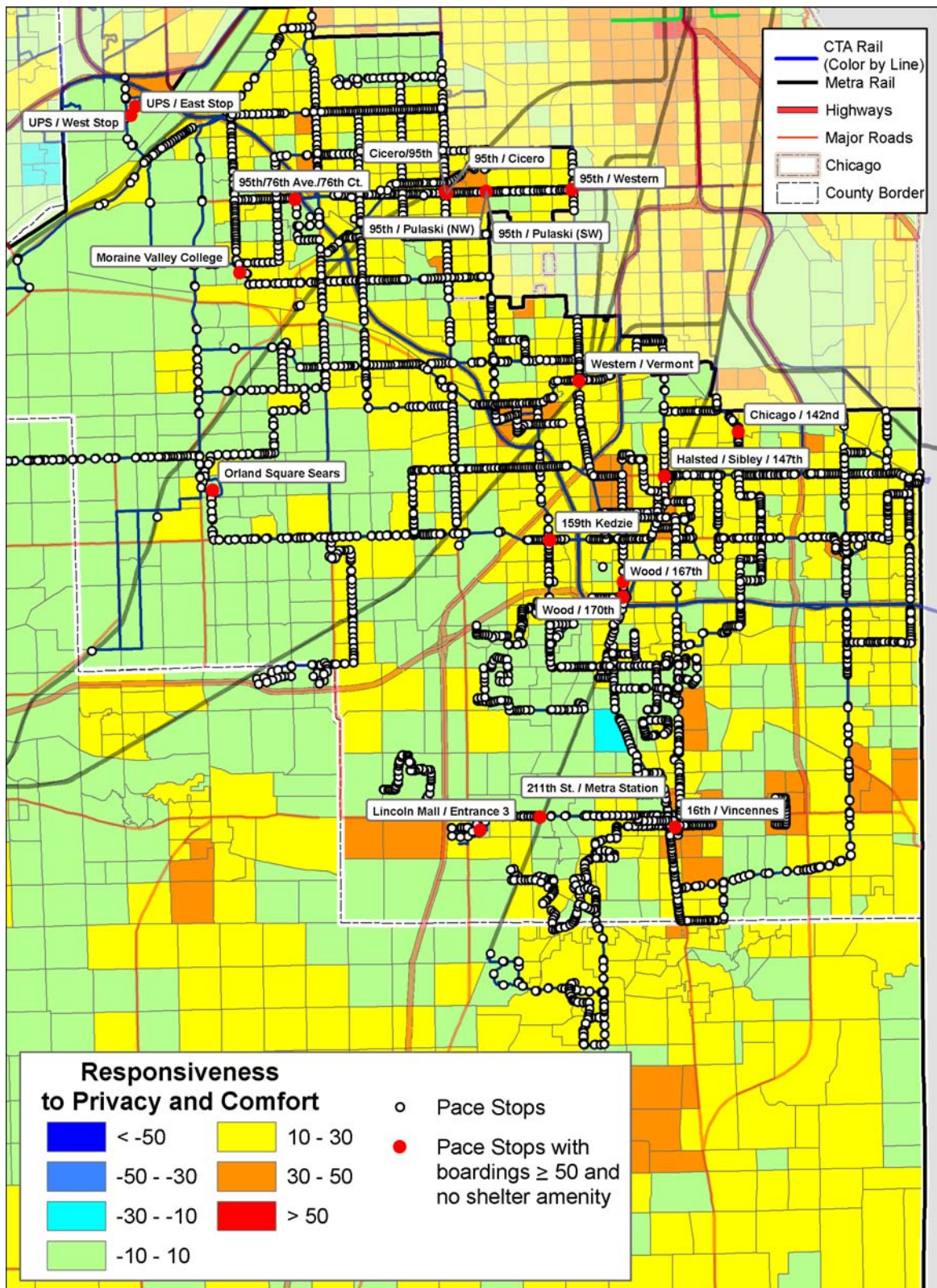


Table 4.29 Potential Shelter Addition Sites

Stop	Boardings	Responsiveness to Privacy and Comfort	Related Routes
Halsted/Sibley/147 th	263	Medium	350 (eb), 352 (nb)
Orland Square Sears	207	Low	364 (eb,wb), 384 (nb,sb), 386 (nb)
Wood/170 th	144	Medium	352 (sb)
95 th /Western	113	Medium	381 (wb), 395 (wb)
95 th /Pulaski (SW)	94	High	381 (eb), 395 (eb)
159 th Kedzie	91	Medium	364 (eb)
95 th /Cicero	88	High	381 (eb)
Lincoln Mall/Entrance 3	86	Medium	357 (eb)
Chicago/142 nd	71	Medium	353 (nb)
95 th /Pulaski (NW)	63	High	381 (wb), 395 (wb)
Western/Vermont	60	Medium	349 (sb)
Cicero/95 th	56	High	383 (nb)
Wood/167 th	51	Medium	352 (nb)
95 th /76 th Avenue/76 th Court	50	Medium	381 (eb)

Particularly important within the table is the assessment of the Responsiveness to Privacy and Comfort. A value of high, medium, or low is assigned to each stop based on the responsiveness of the markets they serve to Privacy and Comfort. Responsiveness is generally related to the zone where a shelter is located, but also considers the responsiveness of nearby zones where routes serving the location connect with other routes. Shelters added to stops with a high Responsiveness to Privacy and Comfort are more likely to generate increased ridership and improved customer satisfaction. All of the highest ranked locations are along 95th Street.

As phased service improvements are implemented, this analysis provides a justification for the prioritization of investments in physical passenger facilities. Priority in passenger amenity deployment should be placed on the geographical regions with the greatest potential responsiveness to the Privacy and Comfort factor in order to ensure that the customers who most value passenger amenities receive them.

4.2.3 Intelligent Transportation Systems

The infrastructure needs assessment for Intelligent Transportation Systems (ITS) applications identifies effective locations for investment in ITS applications, such as transit signal priority (TSP), queue jump lanes, bus-only signals, and shoulder operations. These ITS investments are all considered Speed Enhancements within Pace’s *Vision 2020* and generally improve what is considered under the Time and Schedule factor within the market research. Improvements in travel time or reliability are most important to the members of the traveling public who place a relatively high value on Time and Schedule.

Figure 4.32 highlights areas where clusters of travelers are especially sensitive to the Time and Schedule factor. In general, responsiveness to Time and Schedule within the Initiative area is lower than in other parts of the six-county region. The City of Chicago in particular has a very high responsiveness to Time and Schedule, largely fueled by the high incidence of the Educated Professionals and Downtown Commuters. Responsive areas within the subregion include parts of Joliet, Matteson, Ford Heights, Robbins, and Oak Lawn. Areas with low responsiveness to Time and Schedule are mostly rural, including parts of New Lenox and Mokena as well as the northwest corner of Will County.

In order to target more specific areas for consideration of ITS applications, the following analysis reviews the on-time performance (as reported by the Pace IBS system) of routes within the Initiative area. Routes are divided by segment and direction and are displayed by the percentage of late operation in Figure 4.33. Late operation is considered to be timepoint departures or terminal arrivals more than five minutes after than the scheduled time.

Figure 4.32 Responsiveness to the Time and Schedule Factor

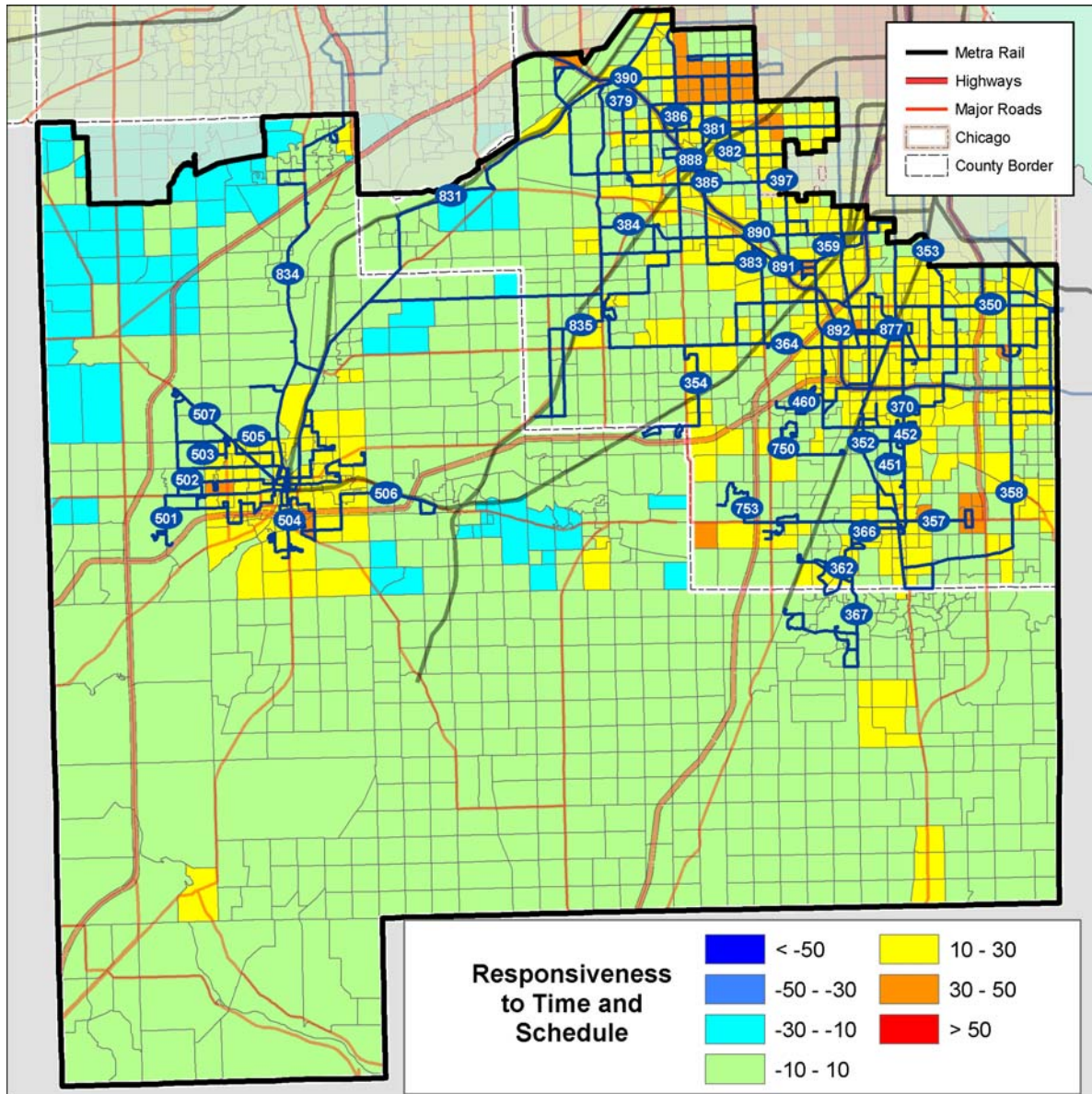
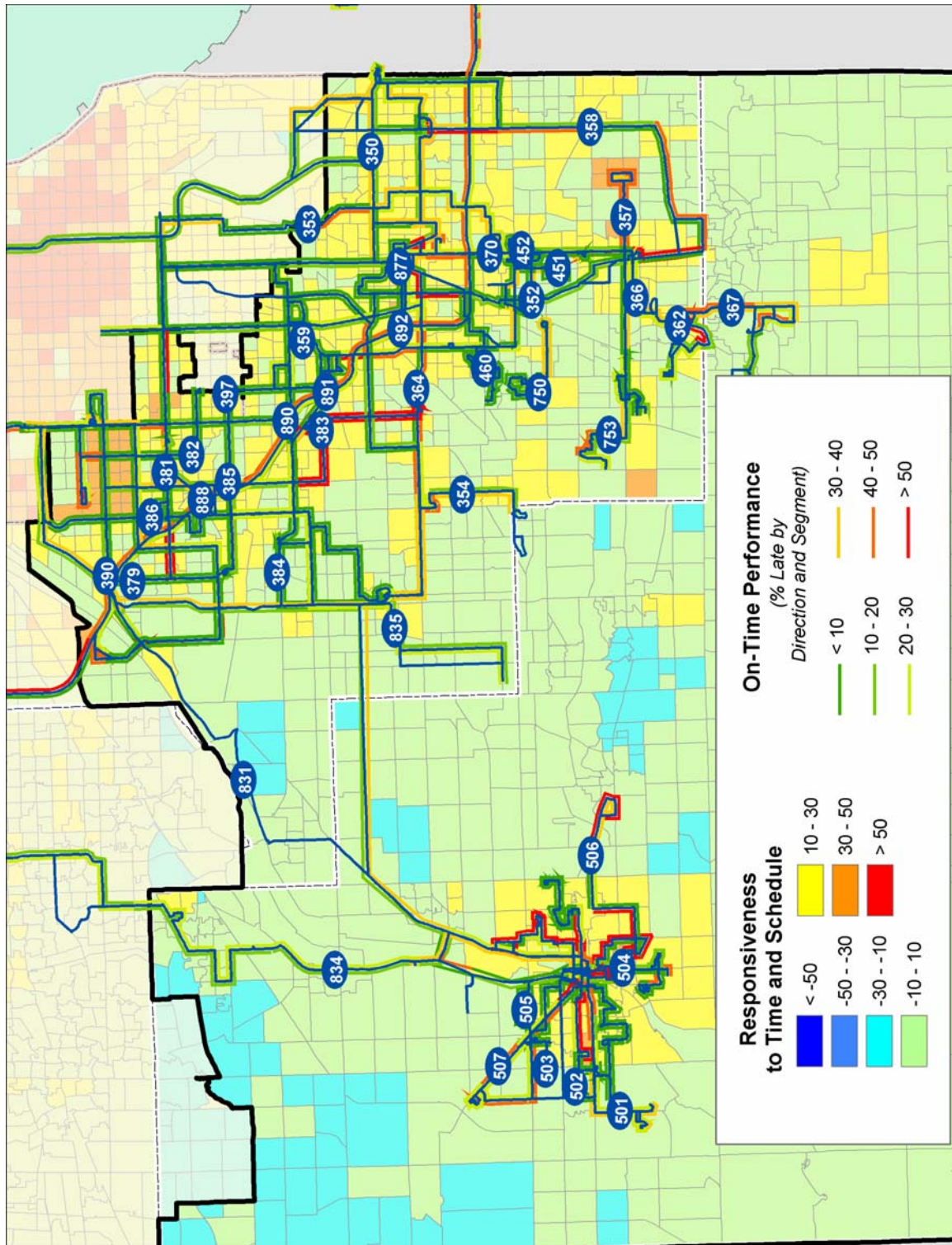


Figure 4.33 On-Time Performance



The first application of the on-time performance evaluation is to identify routes that are operating at a low on-time performance level and are serving markets that are highly responsive to the Time and Schedule factor. These routes should be considered for more in-depth review in order to identify whether the running time is being impacted by congestion (in which case certain ITS strategies may be appropriate) or operating problems (which may require other solutions). Table 4.30 lists routes in the Initiative area that operate late more than 30 percent of the time (on average for all segments and both directions). A value of high, medium, or low is assigned to each route based on the responsiveness of the markets they serve to the Time and Schedule factor. Any on-time performance enhancement for a travel market with high Responsiveness to Time and Schedule is more likely to generate increased ridership and improved customer satisfaction.

Table 4.30 Average Late Performance by Route

Route	Name	Late Performance	Responsiveness to Time and Schedule
353	95 th -Riverdale-Homewood	63.7%	Medium
358	Torrence	57.1%	Medium
355	Lansing	56.1%	Medium
877	South Suburban Oakbrook	54.6%	High
888	Tri-State Flyer	41.7%	High
891	Gary, Indiana - UPS	40.0%	High
350	Sibley	40.0%	Medium
890	S. Suburban - UPS	39.8%	High
507	Plainfield	39.5%	Medium
504	South Joliet	38.5%	High
386	South Harlem	37.8%	High
384	Narragansett/Ridgeland	36.7%	High
385	87 th /111 th /127 th	35.0%	High
834	Joliet/Yorktown	34.8%	Low
506	East Washington	34.7%	Medium
390	Midway - UPS	33.8%	High
831	Joliet - Midway	31.9%	Medium
395	CTA 95 th St. Station - UPS	30.3%	High
370	Harvey - Chicago Heights	30.2%	Medium

Note: On-time performance data was collected in 2005. During the data collection timeframe, Route 353 performance was affected by a detour.

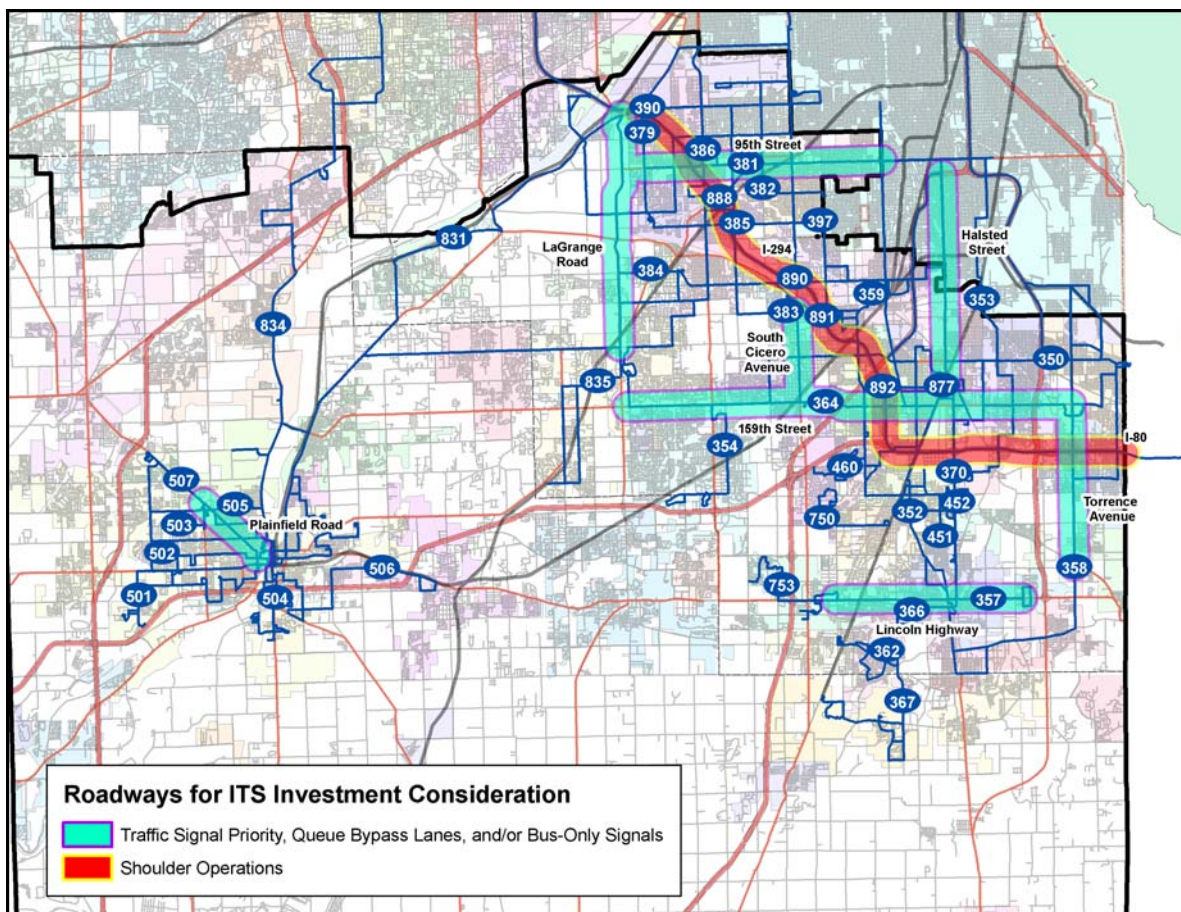
The second application of this analysis is to identify transportation facilities for further review for potential ITS investments. Based on a review of on-time performance by

segment, Responsiveness to Time and Schedule, and consideration of where congestion is likely to be the primary cause of late performance, several roadways are recommended for consideration of ITS investments. Additional consideration is given to roadways serving critical routes that, despite acceptable on-time performance, appear to serve markets that would respond favorably to investment in ITS, particularly Halsted Street. These roadways are listed in Table 4.31 and depicted in Figure 4.34.

Table 4.31 Recommended Roadways for ITS Investment Consideration

Roadway	Primary Focus	Potential ITS Investments			
		Transit Signal Priority	Queue Jump	Bus-Only Signals	Shoulder Running
Lincoln Highway	Crawford Avenue - Ellis Avenue	●	●	●	
Torrence Avenue	Glenwood/Dyer Road - 159 th Street	●	●	●	
I-294	I-80 Interchange - IL-171				●
I-80	Grant (Indiana) - I-294 Interchange				●
159 th Street	94 th Street - Burnham Avenue	●	●	●	
LaGrange Road	149 th Street-79 th Street	●	●	●	
South Cicero Avenue	159 th Street -127 th Street	●	●	●	
95 th Street	88 th Avenue -Western Avenue	●	●	●	
Plainfield Road	Cass Street -Theodore Street	●	●	●	
Halsted Street	152 nd Street -95 th Street	●	●	●	

Figure 4.34 Key Roadways for Consideration of ITS Investments



The majority of recommended roadways are arterials served by relatively long-distance bus routes. These are selected due to the potential for ITS applications to improve on-time performance on these routes as well as improving connectivity with other routes. Only one roadway in the Will County was selected, as routes in this region are less associated with a single roadway and ITS investments are less likely to greatly improve on-time performance. In addition to the selected arterials, exploring the potential for shoulder operation for portions of I-294 and I-80 is recommended. Also, as new services are implemented on I-355 and in other corridors, consideration may be given to ITS strategies that improve travel speed and reliability based on Responsiveness to Time and Schedule and operating experience.

5.0 Preliminary Service Concepts

The first step in translating the operational issues and unmet needs into a comprehensive service plan was to define the goals of any improvements and develop scenarios that outline improvements.

This section describes the improvement themes that guided the development of two scenarios. It also describes the two preliminary service improvement scenarios that were initially created to address unmet needs within the Initiative area. The scenarios were not fiscally constrained, as the intent of the improvement themes was to present them to the public to determine which one of the themes elicited the largest responses. The scenarios described in this section formed the basis of the service improvement recommendations found in Sections 6 and 7.

■ 5.1 Improvement Themes

Based on market research information, existing ridership patterns, stakeholder interviews, driver interviews, and the resultant unmet needs determination, several scenarios were created to meet both passenger needs and address Pace operational needs.

The scenarios focused on eight themes to improve service:

1. Create service focal points to improve connectivity;
2. Add job and shopping destinations;
3. Fill in gaps of currently unserved areas;
4. Develop greater regional connectivity;
5. Improve span of service;
6. Add demand response service to supplement fixed-route service;
7. Fix operational issues; and
8. Reduce duplication of services with other regional transit providers.

Each area is described in greater detail in the following sections.

5.1.1 Focal Points of Service

In a suburban transportation market where travel patterns are typically more dispersed than in an urban area, mobility needs can frequently only be served well by transit if con-

nections between services are facilitated. One of the challenges, particularly with the relatively low frequencies of service that can typically be sustained in suburban areas – often hourly service – is that transfers are not easy to make. A method of mitigating these transfer connections is to create focal points of service. The focal points should be activity centers that generate all-day ridership in addition to being opportunities to transfer. Where possible, service focal points were identified and expanded to improve route connectivity.

Proposed focal points include both existing locations where routes come together, such as the Harvey Transit Center, and areas where currently few routes come together, such as the Lincoln Mall. The proposed focal points, and proposed connections with all recommendations implemented are summarized in Table 5.1.

Table 5.1 Proposed Focal Points and Areas Served

Focal Point	Connections
Moraine Valley College	Orland Square, O’Hare Airport, Midway Airport, 95 th Street, Blue Island, Robbins, Harvey, Palos Community Hospital
Downtown Blue Island	Metra Rock Island, Metra Electric, Western Avenue into Chicago, 95 th Street CTA, Harvey Transit Center, Moraine Valley College, Robbins, Crestwood, Palos Community Hospital, Riverdale, Homewood, O’Hare Airport, Midway Airport, I-88 Employment Corridor
Harvey Transit Center	Metra Electric, Homewood, Chicago Heights, Hammond, Calumet City, South Holland, Riverdale, Midlothian, Country Club Hills, Markham, Oak Forest, Orland Park, Blue Island, 95 th Street CTA, O’Hare Airport, I-88 Employment Corridor
Orland Square Mall	Oak Forest, Harvey, South Holland, Calumet City, Hammond, Joliet, Lockport, New Lenox, Tinley Park, Moraine Valley College, Midway Airport
Chicago Heights Terminal	South Chicago Heights, Crete, Sauk Village, Ford Heights, Lansing, Calumet City, Hegewisch, Homewood, Harvey, 95 th Street CTA, Park Forest, University Park, Richton Park, Matteson, Frankfort, New Lenox, Joliet
Lincoln Mall	University Park, Richton Park, Park Forest, Chicago Heights, Matteson, Country Club Hills, Oak Forest, Crestwood, Alsip, Midway CTA, Frankfort, New Lenox, Joliet
Homewood Metra Station	Metra Electric, Harvey, Markham, Midlothian, Blue Island, Chicago Heights, 95 th Street CTA
Downtown Joliet	Joliet neighborhoods, New Lenox, Frankfort, Lincoln Mall, Chicago Heights, Lockport, Bolingbrook, Yorktown Mall, Forest Park CTA, Louis Joliet Mall, Plainfield, Fox Valley Mall, Route 59 Metra
Downtown Plainfield	Downtown Joliet, Louis Joliet Mall, Plainfield, Fox Valley Mall, Route 59 Metra, Bolingbrook, downtown Chicago
Westfield Louis Joliet Mall	Downtown Joliet, Plainfield, Fox Valley Mall, Route 59 Metra, Shorewood, West Joliet neighborhoods
Bolingbrook Park & Ride	Downtown Chicago, Downtown Naperville, Naperville Metra, Warrenville Road corridor, Downtown Joliet, Oak Brook, Forest Park CTA, employment areas surrounding Bolingbrook PR
Provena St. Joseph Hospital (Joliet)	Downtown Joliet, Lidice, Rockdale, West Joliet, Channahon, Shorewood

5.1.2 Add Job and Shopping Destinations

In the past 20 years, southern Cook and Will Counties have grown dramatically, adding both employment and commercial activity centers that are unserved or underserved by current Pace service. Examples of unserved and underserved areas are included in both newly developed areas, such as the commercial area on 167th Street in Country Club Hills, and in areas where service already exists, such as along Sibley Boulevard in Calumet City. Specific unserved or underserved job and commercial destinations that were evaluated include:

- O'Hare Airport;
- Country Club Hills along Cicero and 167th Street;
- Governors Gateway Industrial Park west of University Park;
- Proposed Crete Intermodal Center;
- Cedar Crossing in New Lenox - a proposed regional shopping center;
- Weber Road Corridor;
- Highway 59 Corridor;
- LaGrange Road Corridor south of Orland Square;
- Illinois Medical District; and
- I-88 Employment Corridor.

5.1.3 Fill in Gaps of Currently Unserved Residential Areas

Large areas of residential development are currently unserved by Pace, particularly in the fast growing areas of southern Cook County and Will County. Two different travel needs were identified for these residential areas. The first method to serve these residential areas includes commuter services, generally served by fixed-route transit, express service to employers, or connections to Metra service. The second method is targeted toward local mobility and serves these areas with dial-a-ride services. Both methods were applied throughout the Initiative area.

5.1.4 Regional Service Needs

In the past 20 years, the focus of the regional travel patterns has shifted from a downtown-centric model to a more dispersed suburb-to-suburb travel pattern. Making these inter-suburban connections currently is difficult in many areas.

Viable long-distance suburb to suburb connections that create new job and mobility opportunities were identified throughout southern Cook County and Will County. In

several cases, proposed services would connect these job opportunities to economically depressed areas. Examples of new regional services include:

- Plainfield - Chicago;
- Joliet - Plainfield - Naperville;
- Joliet - Matteson - New Lenox - Chicago Heights;
- Joliet - Tinley Park - Chicago Heights; and
- Harvey - Blue Island/Robbins - O'Hare Airport.

5.1.5 Add Dial-a-Ride Service to Supplement Fixed-Route Service

Significant portions of the Pace service area are not developed at densities sufficient to support fixed-route transit. However, the transportation needs of the area must be met with a lower-cost, more appropriate service delivery model. Dial-a-ride services are frequently the most cost-effective options to serve low-density areas. Examples of new dial-a-ride services or flex-route services include:

- Channahon general public dial-a-ride;
- Governors Gateway Industrial Park flex route;
- Shorewood general public dial-a-ride; and
- Warrenville Road - Diehl Road flex route.

5.1.6 Improve Span of Service

One of the most consistent themes of the existing rider outreach was the lack of early and late service, on both weeknights and weekends. The shift to service-industry jobs has created the need for later service in particular. A classic example of service needs is a job at a local mall. Throughout the Initiative area, bus routes cease operations before the mall closes. The short service span was a prime reason that certain job types were not accessible via bus. Areas of improvement were identified throughout the Initiative area. Examples of improved service spans include:

- Later weekend evening service on Route 350;
- Sunday service on Route 358;
- Later evening service on Route 501; and
- Later evening service on Route 507.

5.1.7 Fix Operational Issues

Several routes have severe operating issues, primarily poor on-time performance. Market research results indicate that reliability is a prime consideration in attracting new passengers to transit. Thus, addressing on-time performance became a primary goal of the Initiative. Improving recovery time, reducing railroad crossing exposure, and reducing interlines were all considered as part of this effort. Examples include:

- Limited stops on 63rd Street, 95th Street, Cicero Avenue, Halsted Street, and Western Avenue;
- Added time to Route 358 schedule;
- Eliminate Posen detour on Route 349; and
- Eliminate interlines between Route 501 and 509.

5.1.8 Reduce Duplication with Other Regional Transit Providers

The Illinois Auditor General's report identified duplication of service between the three RTA service providers as an issue.¹ Even prior to the issuance of the report, one of the efforts of the Initiative became to find areas where duplication could be reduced or eliminated. Duplication was addressed by removing the duplicating route altogether, limited stop overlays on CTA routes, and reductions in service levels in areas where duplication takes place. Examples include:

- Limited stops on 63rd Street, 95th Street, Cicero Avenue, Halsted Street, and Western Avenue;
- Truncation of Route 349 in the City of Chicago; and
- Elimination of Route 835.

■ 5.2 Service Concepts

The preliminary service concepts consisted of two different alternatives, which were named the "Local" and "Regional" alternatives. The "Local" alternative consisted of service improvements that enhanced local access and local mobility. The "Regional" alternative consisted of service improvements that enhanced regional access and mobility. In all, the two alternatives included changes in routing, span, frequency to most existing routes

¹ State of Illinois, Office of the Auditor General. *Performance Audit of the Mass Transit Agencies of Northeastern Illinois, Executive Summary*. March 2007. Available at <http://www.auditor.illinois.gov/Audit-Reports/Performance-Special-Multi/Performance-Audits/07-Mass-Transit-NE-IL-Perf-Exec-Summary.pdf>

within the Initiative area, as well as the addition of 15 new routes. The new routes included three local routes, two regional express routes, and 10 new dial-a-ride or circulator routes. The initial service recommendations were not fiscally constrained, but reflected needs within the area.

The service concepts were presented to the CAG's in each service area and to the RCC. Several additions and modifications to the routes were made as a result of the CAG and RCC input, and the revised initial service recommendations were then presented in a series of nine public forums throughout southern Cook County and Will County in March 2007. The alignment, frequency, and hours of service of each service concept are described in the following sections. Additional detail, including maps presented at the public forums, is included in Appendix E.

5.2.1 Route 348 138th Street Riverdale Connector

Current Service

Route 348 provides half-hourly service between 6:00 a.m. and 6:00 p.m. on weekdays and Saturdays along 138th Street in Riverdale with connections to two major north/south corridors - Halsted Street and Indiana Avenue. The route serves the areas of 127th/Lowe, Riverdale Bus Turnaround, and the Riverdale Metra Electric Station.

Local Alternative

Extend the eastern segment of Route 348 from Riverdale to South Suburban College via Indiana Avenue. Extend the western segment of Route 348 to downtown Blue Island. Add Sunday service.

Service would operate every 30 minutes during weekday peak periods and hourly for the remainder of the day. On weekdays, service would operate between 6:00 a.m. and 9:00 p.m. Saturday service would operate between 7:00 a.m. and 7:00 p.m. and Sunday service would operate between 8:00 a.m. and 7:00 p.m.

Regional Alternative

Extend eastern segment of Route 348 from Riverdale to South Suburban College via Indiana Avenue and to the Harvey Transit Center via 157th, 153rd, Vincennes, 152nd, and Park. Extend the western segment of Route 348 to downtown Blue Island, Crestwood, Palos Park, and Moraine Valley Community College. The extension from Blue Island to Moraine Valley Community College would replace Route 385 service through Robbins. Add Sunday service.

Service would operate every 30 minutes during weekday peak periods and hourly for the remainder of the day. On weekdays, service would operate between 6:00 a.m. and

9:00 p.m. Saturday service would operate between 7:00 a.m. and 7:00 p.m. and Sunday service would operate between 8:00 a.m. and 7:00 p.m.

5.2.2 Route 349 South Western

Current Service

Route 349 is a major north-south trunk route 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

No change from today's alignment.

Same frequency and hours of service as today. Buses would continue to operate every 15 to 30 minutes throughout each weekday. Weekday span would be between 5:10 a.m. and 11:20 p.m., Saturday span would be between 5:00 a.m. and 12:50 a.m., and Sunday span would be between 5:45 a.m. and 12:30 a.m.

5.2.3 Route 350 Sibley

Current Service

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

Local Alternative

If Route 348 has 30-minute service on Indiana Avenue between Sibley and South Suburban College, delete the South Suburban College deviation. A new Route 356 will provide supplemental service on Sibley between Harvey and Hammond. Consolidate bus stops where they are less than 600 feet apart.

Weekend service would operate later into the evening; weekday service would remain as is. Buses would continue to operate every 20 minutes during weekday peak periods and hourly at other times. Weekday span would be between 5:40 a.m. and 9:40 p.m., Saturday span would be between 8:45 a.m. and 9:00 p.m., and Sunday span would be between 8:50 a.m. and 8:00 p.m.

Regional Alternative

If Route 348 has 30-minute service on Indiana Avenue between Sibley and South Suburban College, delete the South Suburban College deviation. Extend Route 350 from Hammond to Lansing via the alignment of the Route 355. Lansing would have Saturday and Sunday service via Route 350.

Service frequency would be improved on weekdays with buses operating every 15 minutes during peak periods and every 30 minutes during midday periods. Weekday span would be between 5:40 a.m. and 9:40 p.m., Saturday span would be between 8:45 a.m. and 6:45 p.m., and Sunday span would be between 8:50 a.m. and 5:40 p.m.

5.2.4 Route 352 Halsted

Current Service

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

Local Alternative

Between the 95th Street CTA Station and 127th, operate limited stop all-day long to improve speed and reliability. Stops would be approximately every one-half a mile. Reallocate Express 352 service into additional trips on Halsted. From Harvey Transit Center to Chicago Heights, operate on Halsted. This would replace Route 370 service on Halsted. Route 370 would be restructured to serve the existing Route 352 segment between Homewood and Harvey. A new general public demand response service would replace the existing Route 352 segment between Homewood and Chicago Heights.

Buses would continue to operate every 15 minutes or better during between Harvey and the 95th Street CTA Station. Base service would be every 30 minutes between Harvey and Chicago Heights. Weekday span would be between 4:00 a.m. and 1:30 a.m., Saturday span would be between 4:15 a.m. and 12:45 a.m., and Sunday span would be between 6:15 a.m. and 11:30 p.m.

Regional Alternative

Between the 95th Street CTA Station and 127th, operate limited stop all-day long to improve speed and reliability. Stops would be approximately every one-half a mile. Operate route as is today between Harvey and the 95th Street CTA Station. Along with

changes to Route 370, restructure the southern end of the route to enhance service to Prairie State College.

Same frequency and hours of service as today. Weekday span would be between 4:00 a.m. and 1:30 a.m., Saturday span would be between 4:15 a.m. and 12:45 a.m., and Sunday span would be between 6:15 a.m. and 11:30 p.m.

5.2.5 Route 353 - 95th/Riverdale/Homewood

Current Service

Route 353 connects the CTA Red Line Station at 95th Street 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-and-Ride, Thornwood High School, and Roseland Hospital.

Local Alternative

Between the 95th Street CTA Station and 127th, operate limited stop all-day long to improve speed and reliability. Stops would be approximately every one-half a mile. In order to add a strong ending destination and to improve speed and reliability, restructure the southern portion of the route to serve River Oaks Mall via 170th and Torrence.

Same frequency and hours of service as today. Weekday span would continue to be between 4:50 a.m. and 1:10 a.m., Saturday span would be between 5:20 a.m. and 1:10 a.m., and Sunday span would be between 7:00 a.m. and 1:30 a.m.

Regional Alternative

Between 95th Street CTA Station and 127th, operate limited stop all-day long to improve speed and reliability. Stops would be approximately every one-half a mile. Restructure the southern portion of the route to end in South Holland, also for the sake of speed and reliability.

Same frequency and hours of service as today. Weekday span would continue to be between 4:50 a.m. and 1:10 a.m., Saturday span would be between 5:20 a.m. and 1:10 a.m., and Sunday span would be between 7:00 a.m. and 1:30 a.m.

5.2.6 Route 354 Harvey/Tinley Park

Current Service

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, Brementowne 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.

Local Alternative

Restructure western portion of the route so that the route terminus would be at 147th/Cicero. Service to Tinley Park would be maintained with the restructured Route 386.

Weekday service would continue to be hourly. Saturday service would improve to hourly service. Weekday span would be between 5:50 a.m. and 7:40 p.m.; Saturday span would be between 8:50 a.m. and 6:40 p.m.

Regional Alternative

Restructure western portion of the route so that the route terminus would be at the Country Club Hills Wal-Mart SuperCenter. Route 354 would serve Oak Forest Hospital as well. Service to Tinley Park would be maintained with the restructured Route 386. Add Sunday service.

Weekday service would continue to be hourly. Saturday service would improve to hourly service. Weekday span would be between 5:50 a.m. and 7:40 p.m., Saturday span would be between 8:50 a.m. and 6:40 p.m. Sunday span would be from 8:50 a.m. to 6:40 p.m.

5.2.7 Route 355 Lansing

Current Service

Route 355 provides weekday service from southeastern suburbs to 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 has a premium fare on trips to the Loop. Route 355 parallels the South Shore line between Hegewisch and downtown Chicago.

Local Alternative

In order to reduce duplication with Metra service, delete all trips to Chicago operating via Hegewisch. All trips operating via Sibley would continue. Route 355 service between Hammond and Lansing would be supplemented by a new Route 356 that would offer limited stop service between the 147th Street Metra Station, Hammond, and Lansing.

Route 355 would operate with seven morning peak trips to Chicago between 5:45 a.m. and 8:20 a.m. Five afternoon peak trips from Chicago would operate between 4:35 p.m. and 6:30 p.m.

Regional Alternative

In order to reduce duplication with Metra service, delete all trips to Chicago operating via Hegewisch. All trips operating via Sibley would continue. Route 355 service between Hammond and Lansing would be supplemented by expanded Route 350 service that would offer a one-seat ride between the 147th Street Metra Station, Hammond, and Lansing.

Route 355 would operate with seven morning peak trips to Chicago between 5:45 a.m. and 8:20 a.m. Five afternoon peak trips from Chicago would operate between 4:35 p.m. and 6:30 p.m.

5.2.8 New Route 356 Lansing/Harvey

Current Service

Wentworth Road and Ridge Road in Lansing currently are served by Route 355 on weekdays. There currently is no Route 356.

Local Alternative

Supplement Route 355 service with a new weekday route that directly connects Lansing with the Metra Electric line. The route also would supplement existing Route 350 service between Hammond and Harvey. Route 356 would operate as a limited stop service on Sibley, with stops spaced every one-half a mile to enhance speed and reliability.

Route 356 would operate weekdays only. Service would be every 30 minutes during peak periods and hourly at other times. Span would be between 6:00 a.m. and 8:00 p.m.

Regional Alternative

Route 356 would not operate; see Route 350.

5.2.9 Route 357 Lincoln Highway

Current Service

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

Local Alternative

Delete the route portion between Chicago Heights and Ford Heights. This segment would be served by the new Ford Heights Circulator. The western portion of the route between Chicago Heights and Lincoln Mall would remain as is today.

Frequency would remain as today's, with 30-minute daytime service on weekdays and Saturdays and hourly evening and Sunday service. Route 357 would continue to operate weekdays between 5:30 a.m. and 10:00 p.m., between 7:30 a.m. and 10:00 p.m. on Saturdays, and between 9:30 a.m. and 9:00 p.m. on Sundays.

Regional Alternative

Delete the route portion between Chicago Heights and Ford Heights. This segment would be served by the new Ford Heights Circulator. In conjunction with changes to Route 506 in Joliet, create a regional Joliet - Chicago Heights route. The restructured route would operate via Cass, Walnut, Maple, Briggs, and Cass in Joliet, then via Lincoln Highway to New Lenox and Lincoln Mall. From Lincoln Mall, the route would continue via Lincoln Highway to Chicago Heights. The restructured Route 367 would provide service to Lawrence Manor.

Regional service to Joliet would operate every 30 minutes during weekday peak periods and hourly at other times. Service between Lincoln Mall and Chicago Heights would be every 30 minutes throughout the day. Weekday service would operate between 5:45 a.m. and 10:00 p.m. Saturday span of service would be from 6:45 a.m. to 10:00 p.m. and Sunday span would be from 7:45 a.m. to 9:00 p.m.

5.2.10 Route 358 Torrence

Current Service

Route 358 is a north/south route that operates from the Chicago Heights Terminal to the South Shore Railroad in Hegewisch on weekdays. Saturday service operates between Chicago Heights and River Oaks Shopping Center only. Route 358 also serves commercial

and residential areas between Steger and Hegewisch, including the River Oaks Shopping Center and the Landings Shopping Center.

Local and Regional Alternatives

Restructure route to provide a more direct connection between Chicago Heights, Lansing, and Hegewisch. Route 358 would use Lincoln Highway to access Torrence rather than serving South Chicago Heights, Steger, and Sauk Village. These three areas would be served by a new Ford Heights Circulator. Route 358 would serve Hegewisch on weekends. Sunday service would be added.

Service would operate hourly between 5:00 a.m. and 10:00 p.m. on weekdays, 6:00 a.m. and 10:00 p.m. on Saturdays, and from 8:00 a.m. to 8:00 p.m. on Sundays.

5.2.11 Route 359 Robbins – South Kedzie

Current Service

Route 359 is a north/south route that operates from Homewood Metra Station to 95th Dan Ryan 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 nonstop between 119th/Halsted and the 95th Dan Ryan Station.

Local and Regional Alternatives

Routing would remain as is today. On weekdays, add northbound 5:00 a.m., 5:30 a.m., and 6:30 a.m. trips to address overcrowding. Expand evening service on weekdays to be consistent with Saturday service. Expand Sunday evening service.

Service would operate every 15 minutes northbound during the a.m. peak, every 30 minutes during the remainder of the peak times, and hourly at all other times. Proposed span is between 5:00 a.m. and 12:40 a.m. on weekdays, 6:00 a.m. and 12:40 a.m. on Saturdays, and from 8:00 a.m. to 12:40 p.m. on Sundays.

5.2.12 Route 362 South Park Forest

Current Service

Route 362 provides rush hour service for commuters from Park Forest to the Richton Park Metra Station.

Local and Regional Alternatives

No change from current alignment. The restructured Route 366 could potentially decrease the need for all of the Route 362 trips.

Service would operate during the weekday a.m. peak from 5:30 a.m. to 8:30 a.m. and during the p.m. peak between 5:10 p.m. and 7:30 p.m.

5.2.13 Route 364 159th Street

Current Service

Route 364 is a major east-west crosstown arterial from Hammond Transit Center to Orland Square Mall. It serves River Oaks Shopping Center, the central pulse point of Pace South in Harvey, and various smaller centers as well as Oak Forest, St. Margaret and Ingalls Memorial Hospitals, and South Suburban College. Weekend service operates between Orland Square Mall and Hegewisch.

Local Alternative

Deviate Route 364 to serve the Wal-Mart SuperCenter and the Country Club Hills business district on 167th between Pulaski and Cicero. On weekends, the Hegewisch extension from Hammond would be deleted. Service between River Oaks Mall and Hegewisch would be provided by Route 358.

Service would continue to operate every 30 minutes on weekdays as is today. Span of service would be identical to today's span, with service operating between 5:20 a.m. and 11:30 p.m. on weekdays, 7:15 a.m. and 10:30 p.m. on Saturdays, and from 9:15 a.m. to 8:15 p.m. on Sundays.

Regional Alternative

On weekends, the Hegewisch extension from Hammond would be deleted. Service between River Oaks Mall and Hegewisch would be provided by Route 358.

Service would continue to operate every 30 minutes on weekdays as is today. Span of service would be identical to today's span, with service operating between 5:20 a.m. and 11:30 p.m. on weekdays, 7:15 a.m. and 10:30 p.m. on Saturdays, and from 9:15 a.m. to 8:15 p.m. on Sundays.

5.2.14 Route 366 Park Forest/Chicago Heights

Current Service

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

Local Alternative

Extend all trips on Route 366 from Park Forest to Lincoln Mall via Forest, Indianwood, Sauk Trail, and Cicero.

Service would continue to operate every 30 minutes on weekdays as is today. Weekend service would remain hourly. Service would operate between 6:00 a.m. and 10:30 p.m. on weekdays, between 8:15 a.m. and 8:30 p.m. on Saturdays, and from 9:15 a.m. to 8:00 p.m. on Sundays.

Regional Alternative

Extend all trips on Route 366 from Park Forest to Lincoln Mall via Forest, Indianwood, Sauk Trail, and Cicero. This route also would directly serve the Target, Sam's Club, and Lawrence Manor on the west side of Cicero, opposite of the Lincoln Mall.

Service would continue to operate every 30 minutes on weekdays as is today. Weekend service would remain hourly. Service would operate between 6:00 a.m. and 10:30 p.m. on weekdays, between 8:15 a.m. and 8:30 p.m. on Saturdays, and from 9:15 a.m. to 8:00 p.m. on Sundays.

5.2.15 Route 367 University Park

Current Service

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

Local Alternative

Restructure Route 367 so that it begins in Chicago Heights. The route would serve South Chicago Road, Steger Road, Western, Blackhawk, Sandra, Burnham, Thornwood House, Governor's State University, the University Park Metra Station, and Lincoln Mall via Cicero. Sunday service would be added.

Service would operate hourly weekdays and weekends. Weekday service would operate between 5:30 a.m. and 9:30 p.m., between 8:30 a.m. and 9:30 p.m. on Saturdays, and from 9:30 a.m. to 7:00 p.m. on Sundays.

Regional Alternative

Restructure Route 367 so that it begins in Chicago Heights. The route would serve South Chicago Road, Steger Road, Western, Olmstead, Blackhawk, Sandra, Burnham, Thornwood House, Governor's State University, the University Park Metra Station, and Lincoln Mall via Cicero. Sunday service would be added.

Service would operate hourly weekdays and weekends. Weekday service would operate between 5:30 a.m. and 9:30 p.m., between 8:30 a.m. and 9:30 p.m. on Saturdays, and from 9:30 a.m. to 7:00 p.m. on Sundays.

5.2.16 Route 370 Harvey/Chicago Heights

Current Service

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, Harvey Metra/Electric Station, and Prairie State College.

Local Alternative

From Harvey Transit Center south, operate to Homewood Metra Station via the existing Route 352 alignment of Park, 159th, Wood, and Dixie Highway. This would replace Route 352 service between Homewood and Harvey; Route 352 would be restructured to serve the existing Route 370 segment on Halsted between Chicago Heights and Harvey. A new general public demand response service would replace the existing Route 352 segment between Homewood and Chicago Heights. A new general public demand response service also would replace Route 370 service to Phoenix.

Service would operate every 20 minutes weekdays and Saturdays. Service would operate between 4:00 a.m. and 1:30 a.m. on weekdays, between 4:30 a.m. and 12:30 a.m. on Saturdays, and from 6:30 a.m. to 10:30 p.m. on Sundays.

Regional Alternative

From Harvey Transit Center south, operate to Chicago Heights via Park, 157th, Halsted, Vollmer, Dixie, and South Chicago to the Chicago Heights Transit Center. The current Phoenix segment would be served by the restructured Route 348. This alternative also allows both Route 370 and Route 352 to serve Prairie State College directly.

Service would operate every 30 minutes during weekday peak periods and hourly at other times. Service would operate between 6:15 a.m. and 10:15 p.m. on weekdays, between 7:15 a.m. and 9:15 p.m. on Saturdays, and from 8:15 a.m. to 9:15 p.m. on Sundays.

5.2.17 Route 379 West 79th Street

Current Service

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 Alternative

Extend Route 379 from Moraine Valley College to Orland Square via 111th Street, LaGrange, 143rd Street, and John Humphrey Drive. This extension would replace Route 384, 386 and 831 service to Orland Square. Service would operate later into the evening.

Service would operate every 30 minutes on weekdays and hourly on weekends. Service would operate between 5:00 a.m. and 11:30 p.m. on weekdays, between 7:00 a.m. and 10:00 p.m. on Saturdays, and from 7:00 a.m. to 8:00 p.m. on Sundays.

Regional Alternative

Same alignment as Local Alternative. Extend Route 379 from Moraine Valley College to Orland Square via 111th Street, LaGrange, 143rd Street, and John Humphrey Drive. This extension would replace Route 384, 386 and 831 service to Orland Square. Service would operate later into the evening.

Service would operate every 30 minutes on weekdays and hourly on weekends. Service would operate between 5:00 a.m. and 11:30 p.m. on weekdays, between 7:00 a.m. and 10:00 p.m. on Saturdays, and from 7:00 a.m. to 8:00 p.m. on Sundays.

5.2.18 Route 381 95th Street

Current Service

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 and Medical Center, Little Company of Mary

Hospital and three Metra Stations near the Dan Ryan Expressway. Limited stops are made east of Ashland Avenue.

Local Alternative

Restructure Route 381 to serve the 5th Municipal District Courthouse directly. The revised route would serve 95th Street, Harlem, 100th Street, 76th Avenue, 103rd Street, Roberts, 107th Street, and South 88th Avenue. Moraine Valley College would remain the route terminus. Route 385 would be restructured to serve portions of 95th Street west of Harlem Avenue that currently are served by Route 381. Midday frequency would be improved to address overloads. Sunday span of service would be improved.

Between the 95th Street CTA Station and Chicago Ridge Mall, Route 381 would operate every 15 minutes from 6:00 a.m. to 7:30 p.m. on weekdays. Service would operate between 4:45 a.m. and 12:15 a.m. on weekdays, between 5:15 a.m. and 11:00 p.m. on Saturdays, and from 7:45 a.m. to 10:00 p.m. on Sundays.

Regional Alternative

Same alignment as the Local Alternative.

Between the 95th Street CTA Station and Chicago Ridge Mall, Route 381 would operate every 15 minutes from 6:00 a.m. to 7:30 p.m. on weekdays. Service would operate between 4:45 a.m. and 12:15 a.m. on weekdays, between 5:15 a.m. and 11:00 p.m. on Saturdays, and from 7:45 a.m. to 10:00 p.m. on Sundays.

5.2.19 Route 382 Central/Clearing

Current Service

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

Local Alternative

Delete entire route except for the segment from Ford City to the employment areas along West 73rd, Oak Park, West 74th, and Narragansett. The Midway CTA Station would not be served by this route; the alignment on Central would no longer be served.

Route 382 would operate during peak hours only on weekdays. The span would be from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. If employers had specific shift times not within these times, consideration should be given to adding trips to meet those needs.

Regional Alternative

Delete entire route except for the segment south of West 74th Street. The route would only travel from Midway CTA to the employment areas along West 73rd, Oak Park, West 74th, and Narragansett. Ford City would not be served by this route; the alignment on Central would no longer be served.

Route 382 would operate during peak hours only on weekdays. The span would be from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. If employers had specific shift times not within these times, consideration should be given to adding trips to meet those needs.

5.2.20 Route 383 Cicero

Current Service

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

Local Alternative

Delete the midday 127th/Ridgeland/135th Street loop; instead, end all trips at the Oak Forest Hospital. Adjust scheduled running times to reflect actual running times. Expand span of service on Saturdays and Sunday.

Route 383 would continue to operate every 30 minutes from 5:30 a.m. to 7:30 p.m. on weekdays; evening service would be hourly. Service would operate between 5:30 a.m. and 8:45 p.m. on weekdays, between 6:35 a.m. and 8:45 p.m. on Saturdays, and from 7:45 a.m. to 8:45 p.m. on Sundays.

Regional Alternative

Extend route to Lincoln Mall. Adjust scheduled running times to reflect actual running times. Delete the midday 127th/Ridgeland/135th Street loop; instead, end all trips at Lincoln Mall. Oak Forest Hospital would be served directly by Route 354 instead of Route 383. Expand the weekday, Saturday, and Sunday span of service to correspond to Lincoln Mall hours.

Route 383 would continue to operate every 30 minutes from 5:30 a.m. to 7:30 p.m. on weekdays; evening service would be hourly. Service would operate between 5:30 a.m. and 9:45 p.m. on weekdays, between 6:35 a.m. and 9:45 p.m. on Saturdays, and from 7:45 a.m. to 8:45 p.m. on Sundays.

5.2.21 Route 384 Narragansett/Ridgeland

Current Service

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

Operate all trips from Midway CTA to Worth via the existing routing and a loop around 103rd Street, Ridgeland Avenue, 111th Street, Harlem Avenue, and Southwest Highway. Route 384 would no longer serve Orland Square – Route 379 would serve Orland Square instead. Palos Hospital would be served by a general public demand response route. Sunday service would follow the weekday and Saturday route. Extend span of service on weekdays, Saturdays, and Sundays to reflect Chicago Ridge Mall hours.

Route 384 would continue to operate every 30 minutes during peak periods and hourly at all other times. Service would operate from 5:30 a.m. and 9:45 p.m. on weekdays, from 8:00 a.m. to 9:45 p.m. on Saturdays, and from 7:45 a.m. to 8:45 p.m. on Sundays.

Regional Alternative

Operate all trips from Midway CTA to Worth via the existing routing and a loop around 103rd Street, Ridgeland Avenue, 111th Street, Harlem Avenue, and Southwest Highway. Route 384 would no longer serve Orland Square – Route 379 would serve Orland Square instead. Palos Hospital would be served by a restructured Route 348. Sunday service would follow the weekday and Saturday route. Extend span of service on weekdays, Saturdays, and Sundays to reflect Chicago Ridge Mall hours.

Route 384 would continue to operate every 30 minutes during peak periods and hourly at all other times. Service would operate from 5:30 a.m. and 9:45 p.m. on weekdays, from 8:00 a.m. to 9:45 p.m. on Saturdays, and from 7:45 a.m. to 8:45 p.m. on Sundays.

5.2.22 Route 385 – 87th/111th/127th

Current Service

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

Local Alternative

In conjunction with changes to Route 381 between 95th Street and Moraine Valley College, operate Route 385 on 95th Street and 88th Avenue. A portion of Roberts and 107th Street would be served by the restructured Route 381. Serve the Wal-Mart on Cicero/135th directly (not shown on map) by operating via Cal Sag – Cicero – 135th in Crestwood. Expand span of service by adding more weekday evening, Saturday and Sunday service.

Route 385 would operate hourly at all times. Service would operate from 6:45 a.m. to 8:30 p.m. on weekdays, from 8:00 a.m. to 6:00 p.m. on Saturdays, and from 9:00 a.m. to 6:00 p.m. on Sundays.

Regional Alternative

In conjunction with changes to Route 381 between 95th Street and Moraine Valley College, operate Route 385 on 95th Street and 88th Avenue. A portion of Roberts and 107th Street would be served by the restructured Route 381. Delete the segment between Blue Island and Rivercrest Center; this segment would be served by a restructured Route 348. Expand span of service by adding more weekday evening, Saturday and Sunday service.

Route 385 would operate hourly at all times. Service would operate from 6:45 a.m. to 8:30 p.m. on weekdays, from 8:00 a.m. to 6:00 p.m. on Saturdays, and from 9 a.m. to 6:00 p.m. on Sundays.

5.2.23 Route 386 South Harlem

Current Service

Route 386 provides service from the Midway Airport CTA Orange Line Station along the major commercial/industrial artery of Harlem Avenue to 127th. Route 386 also has rush hour service to 127th and 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 Alternative

On 63rd Street, operate as a limited stop service, with minimum bus stop spacing of one-half a mile. Delete Orland Square and Merrionette Park service; service to Orland Square would be via Route 379. Restructure route to have all trips serve the 100th Street, 76th Avenue, and 103rd Street loop to enhance connectivity with Route 381 and serve major destinations. Extend southern portion of Route 386 to serve Tinley Park, North Creek Business Center, Homewood, and the Homewood Park-and-Ride. Add Sunday service.

Route 386 would operate every 30 minutes during weekday peak periods and hourly at all other times. Service would operate between 5:30 a.m. and 8:30 p.m. on weekdays, from 8:00 a.m. to 7:00 p.m. on Saturdays, and from 9:00 a.m. to 7:00 p.m. on Sundays.

Regional Alternative

Same alignment as the Local Alternative.

Route 386 would operate every 30 minutes during weekday peak periods and hourly at all other times. Service would operate between 5:30 a.m. and 8:30 p.m. on weekdays, from 8:00 a.m. to 7:00 p.m. on Saturdays, and from 9:00 a.m. to 7:00 p.m. on Sundays.

5.2.24 Route 451 South Homewood

Current Service

Route 451 provides weekday rush hour service connecting the southwest area of Homewood to the Metra Homewood Electric Station. There are four morning and four afternoon trips.

Local and Regional Alternatives

No change from current alignment. The restructured Route 386 could potentially decrease the need for some Route 451 trips.

Service would continue to operate during the weekday a.m. peak from 5:40 a.m. to 8:10 a.m. and during the p.m. peak between 5:30 p.m. and 7:00 p.m.

5.2.25 Route 452 Northeast Homewood

Current Service

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.

Local and Regional Alternatives

No change from current alignment. The restructured Route 386 could potentially decrease the need for some Route 452 trips.

Service would continue to operate during the weekday a.m. peak from 5:40 a.m. to 8:50 a.m. and during the p.m. peak between 5:30 p.m. and 7:00 p.m.

5.2.26 Route 460 Hazel Crest Feeder

Current Service

Route 460 provides rush hour service from Hazel Crest and Country Club Hills to the Hazel Crest Metra Electric Station.

Local and Regional Alternatives

No change from current alignment.

Service would continue to operate during the weekday a.m. peak from 6:15 a.m. to 8:50 a.m. and during the p.m. peak between 4:50 p.m. and 6:30 p.m.

5.2.27 Route 501 Forest Park/West Jefferson

Current Service

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. The West Jefferson segment operates more frequently than the Forest Park segment.

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 extension would operate on Houbolt Road, West Jefferson, Route 59, Caton Farm Road, and Essington Road. Sunday service would be provided.

Service would operate every 30 minutes during peak times on both the Forest Park and West Jefferson segments. Weekday evening service would be extended to 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 9:45 p.m. and Sunday span would be from 8:45 a.m. to 8:45 p.m.

Regional Alternative

The route turnaround south of Joliet Junior College would be adjusted to better serve employment areas.

Frequency and hours of service would be identical to today's service levels. Weekday service would operate from 6:10 a.m. to 8:10 p.m., Saturday span would be from 8:35 a.m. to 7:30 p.m., and there would be no Sunday service.

5.2.28 Route 502 Cass/Marquette Gardens

Current Service

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

Local Alternative

The western portion of this route would be restructured. The route would serve Hickory, Ruby, Center, Theodore, Larkin, and Glenwood and end at Provena St. Joseph Hospital. The western portion of Route 502 would replace portions of existing Routes 502, 503, and 505 in west Joliet. The restructured Route 502 would be interlined with Route 505 at Provena St. Joseph Hospital. Areas west of Provena St. Joseph Hospital would be served by a general public demand response service. Sunday service would be provided.

Service would operate every 30 minutes during peak periods on the restructured western portion of the route. Otherwise, service would operate every 60 minutes along the entire route. Weekday evening service would be extended to 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m. and Sunday span would be from 8:45 a.m. to 6:45 p.m.

Regional Alternative

The Cass Street segment (between downtown Joliet and Silver Cross Hospital) would be served by a restructured Route 506. The western portion of this route would be restructured as described under the Local Alternative.

Service would operate every 60 minutes all day on the restructured western portion of the route. Weekday evening service would be extended to 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m.

5.2.29 Route 503 Black Road/Raynor Park

Current Service

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 the Joliet Metra Station. Select trips operate school days only to the Hufford Junior High School.

Local and Regional Alternatives

Delete the entire route. The Hillcrest Shopping Center, North Ridge Plaza, and Hufford Junior High School would be served by a restructured Route 505. Areas west of Larkin Avenue would be served by a general public demand response service.

5.2.30 Route 504 South Joliet

Current Service

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

Local Alternative

No alignment changes are recommended to this route.

Service would continue to operate every 60 minutes on weekdays from 5:45 a.m. to 6:00 p.m. Route 504 would not operate on evenings, Saturdays, or Sundays. Evening and weekend service would be provided by a general public demand response service.

Regional Alternative

Restructure Route 504 to provide bidirectional service to the Will County Health Complex. Extend 504 to serve areas currently served by Route 506. New destinations would include Salem Tower, Salem Village, the 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 revised Route 511, which would provide two inbound trips in the morning and two outbound trips in the afternoon.

5.2.31 Route 505 Rockdale/Lidice

Current Service

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 Junior High School.

Local Alternative

Delete the Lidice segment of Route 505; the restructured Route 502 will serve Theodore and North Ridge Plaza. Restructure the route terminus of the Rockdale segment so that the route ends at Provena St. Joseph Hospital and interlines with Route 502. Also, streamline the route to improve speed and reliability. Add Sunday service to the Rockdale segment.

Service would operate every 30 minutes during peak hours and hourly during other times on weekdays from 5:45 a.m. to 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m. and Sunday span would be from 8:45 a.m. to 6:45 p.m.

Regional Alternative

Delete the Lidice segment of Route 505; the restructured Route 502 will serve Theodore and North Ridge Plaza. Restructure the route terminus of the Rockdale segment so that the route ends at Provena St. Joseph Hospital and interlines with Route 502. Also, streamline the route to improve speed and reliability.

Service would continue to operate hourly on weekdays from 5:45 a.m. to 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m.

5.2.32 Route 506 East Washington/New Lenox

Current Service

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. Select trips operate on school days only to Trinity School.

Local Alternative

Reverse the direction of the loop that serves southeast Joliet. Also, extend route to serve the Will County Health Complex.

Service would operate every 60 minutes on weekdays from 5:45 a.m. to 6:15 p.m. Evening, Saturday, and Sunday service would be provided by a general public demand response service.

Regional Alternative

Restructure entire route to provide direct regional service from Joliet to New Lenox, Lincoln Mall, and Chicago Heights. The restructured route would operate via Cass, Walnut, Maple, Briggs, and Cass on the way to Lincoln Highway to New Lenox and

Chicago Heights. Route 506 would serve Silver Cross Hospital. Add Sunday service. A revised Route 504 would serve areas in Southeast Joliet currently served by Route 506.

Service would operate every 30 minutes during weekday peak periods and hourly at other times. Weekday service would operate between 5:45 a.m. and 8:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m. and Sunday span would be from 7:45 a.m. to 6:45 p.m.

5.2.33 Route 507 Plainfield

Current Service

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

Local Alternative

Restructure Route 507 to remove the midroute one-way deviation. All trips would operate on Plainfield and service on Theodore and Essington would be deleted. Add Sunday service.

Service would operate every 30 minutes during weekday peak periods and hourly at other times. Weekday service would operate between 5:45 a.m. and 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 9:45 p.m. and Sunday span would be from 8:45 a.m. to 8:45 p.m.

Regional Alternative

Restructure Route 507 to remove the midroute one-way deviation. All trips would operate on Plainfield and service on Theodore and Essington would be deleted. Extend Route 507 to Highway 59 Metra Station in Naperville. The extension would serve Plainfield, Fox Valley Mall, and the Metra Station. Add Sunday service.

Service would operate hourly, with additional trips operating between Joliet and Westfield Louis Joliet Mall during weekday peak periods to provide 30-minute service. Weekday service would operate between 5:45 a.m. and 9:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m. and Sunday span would be from 8:45 a.m. to 6:45 p.m.

5.2.34 Route 511 Joliet/Elwood/CenterPoint Intermodal Center

Current Service

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 connect more residential areas in Joliet with the Intermodal Center directly. 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, four round-trips would operate between Joliet and the CenterPoint Intermodal Center – two during the morning peak period and two during the afternoon peak period. On weekends, one round-trip would operate in the early morning and another in the early evening.

Regional Alternative

Route 511 would be extended to Harrison & Woodruff in northeast Joliet in order to connect more residential areas in Joliet with the Intermodal Center directly. 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 restructured to serve the South Joliet neighborhoods west of Chicago Road currently served by Route 504.

On weekdays, four round-trips would operate between Joliet and the CenterPoint Intermodal Center – two during the morning peak period and two during the afternoon peak period. On weekends, one round-trip would operate in the early morning and another in the early evening.

5.2.35 Route 750 Country Club Hills

Current Service

Route 750 provides rush hour feeder service from Country Club Hills to the Flossmoor Metra Station. There are four trips per day in each direction on weekdays only.

Local and Regional Alternatives

No change from current alignment.

Service would continue to operate during the weekday a.m. peak from 5:40 a.m. to 8:00 a.m. and during the p.m. peak between 5:20 p.m. and 7:15 p.m.

5.2.36 Route 753 Matteson

Current Service

Route 753 provides rush hour feeder service from Matteson to the 211th Street Metra Station. There are four trips per day in each direction on weekdays only.

Local and Regional Alternatives

No change from current alignment.

Service would continue to operate during the weekday a.m. peak from 5:30 a.m. to 7:50 a.m. and during the p.m. peak between 5:00 p.m. and 7:15 p.m.

5.2.37 Route 831 Joliet/Midway

Current Service

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.

Local Alternative

Restructure route so that all trips travel between Joliet and Orland Square via 159th Street. The segment between Orland Square and Midway would be served by a restructured Route 379. Service to Lemont and Saturday service into Stateville Farm would be discontinued.

Frequency would be improved to every 120 minutes. Weekday service would operate between 5:45 a.m. and 6:45 p.m. Saturday span of service would be from 9:45 a.m. to 3:45 p.m.

Regional Alternative

Restructure route so that all trips travel between Joliet and Orland Square via 159th Street. The segment between Orland Square and Midway would be served by a restructured Route 379. Service to Lemont and Saturday service into Stateville Farm would be discontinued. Sunday service would be added.

Frequency would be improved to every 120 minutes. Weekday service would operate between 5:45 a.m. and 8:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m., and Sunday span of service would be from 7:45 a.m. to 6:45 p.m.

5.2.38 Route 834 Joliet/Yorktown

Current Service

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

No alignment changes are recommended.

Frequency would continue to be hourly. Weekday service would operate between 5:00 a.m. and 6:45 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m.

Regional Alternative

No alignment changes are recommended.

Improve weekday peak-period frequency to 30 minutes, extend evening service hours, and add Sunday service. Service would operate every 30 minutes during weekday peak periods between Joliet and Yorktown Mall and hourly at other times. Weekday service would operate between 5:45 a.m. and 9:00 p.m. Saturday span of service would be from 6:45 a.m. to 6:45 p.m. and Sunday span would be from 7:45 a.m. to 6:45 p.m.

5.2.39 Route 835 Southwest Suburban Chicago Express

Current Service

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 Alternatives

Due to poor ridership and direct duplication of the Metra Southwest Line, delete this route.

5.2.40 Route 855 I-55 Flyer

Current Service

Route 855 provides rush hour express service from park-and-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-and-Ride.

Local Alternative

No alignment changes are recommended.

Service would continue to operate weekdays between 5:30 a.m. and 7:00 a.m. inbound and between 4:00 p.m. and 6:00 p.m. outbound.

Regional Alternative

Extend three morning and three afternoon trips from Bolingbrook to downtown Plainfield. Connections to Yorktown and Naperville would be possible at the Bolingbrook Park-and-Ride.

Service would continue to operate weekdays between 5:30 a.m. and 7:00 a.m. inbound and between 4:00 p.m. and 6:00 p.m. outbound.

5.2.41 Route 877 South Suburban Oakbrook Limited and Route 888 Tri-State Flyer

Current Service

Route 877 provides rush hour express service between Harvey, Blue Island Park-and-Ride, Alsip, Oakbrook, and Lombard via the Tri-State Tollway. Service is provided to the Harvey Transportation Center, Oakbrook Center, Yorktown Center, Esplanade, and Spiegel HQ.

Local and Regional Alternatives

Combine Routes 877 and 888 into one route. Combined route would begin at the Homewood Park-and-Ride, use Halsted to Harvey, and continue on the existing alignment to Oakbrook. All Route 877 trips would begin at the Homewood Park-and-Ride. No trips would serve the South Holland Park-and-Ride. Service to Warrenville Road, Lisle, and North Naperville would be provided by a new demand response route.

Provide six northbound trips between 5:15 a.m. and 8:41 a.m. and six southbound trips between 3:45 p.m. and 8:30 p.m.

5.2.42 Route 888 Tri-State Flyer

Current Service

Route 888 provides rush hour express service from the Homewood and South Holland Park-and-Rides to Oakbrook, Lombard, and Lisle via the Tri-State Tollway. Service is provided to Oakbrook Shopping Center, Yorktown Shopping Center, Esplanade, and Spiegel HQ.

Local and Regional Alternatives

Combine Routes 877 and 888 into one route. Combined route would begin at the Homewood Park-and-Ride, use Halsted to Harvey, and continue on the existing alignment to Oakbrook. All Route 877 trips would begin at the Homewood Park-and-Ride. No trips would serve the South Holland Park-and-Ride. Service to Warrenville Road, Lisle, and North Naperville would be provided by a new demand response route.

Provide six northbound trips between 5:15 a.m. and 8:41 a.m. and six southbound trips between 3:45 p.m. and 8:30 p.m.

5.2.43 New Ford Heights Circulator

Current Service

This route does not currently exist. Routes 357 and 358 currently serve the South Chicago Heights, Steger, Sauk Village, and Ford Heights area.

Local Alternative

Create a new route that provides coverage to the areas south and east of Chicago Heights. It would supplement restructured Route 367 service on South Chicago Road to Steger and restructured Route 358 service on Lincoln Highway. It also would provide a one-seat ride for Ford Heights residents to grocery shopping opportunities.

Service would operate hourly between 5:30 a.m. and 10:30 p.m. on weekdays, 7:30 a.m. and 10:30 p.m. on Saturdays, and from 9:30 a.m. to 9:30 p.m. on Sundays.

Regional Alternative

Same alignment as Local Alternative. Create a new route that provides coverage to the areas south and east of Chicago Heights. It would supplement restructured Route 367

service on South Chicago Road to Steger and restructured Route 358 service on Lincoln Highway. It also would provide a one-seat ride for Ford Heights residents to grocery shopping opportunities.

Service would operate hourly between 5:30 a.m. and 10:30 p.m. on weekdays, 7:30 a.m. and 10:30 p.m. on Saturdays, and from 9:30 a.m. to 9:30 p.m. on Sundays.

5.2.44 New Harvey/Blue Island – Rosemont Express

Current Service

There is no existing route that provides a direct connection between Harvey, Blue Island, and Rosemont. Anyone in the South Chicagoland area wishing to access Rosemont and the surrounding employment areas by transit must ride Pace to the CTA Red Line and then transfer to the Blue Line in downtown Chicago.

Local Alternative

Create direct, peak directional route from Harvey and Blue Island to the Rosemont CTA station. This route would provide a one-seat ride to one of the largest suburban job concentrations in the region. The route would stop at the Harvey Transit Center, downtown Blue Island, and the Blue Island Park-and-Ride prior to accessing I-294 and continuing nonstop to the Rosemont CTA station.

On weekdays, provide at least six northbound trips between 4:50 a.m. and 9:20 a.m. and at least six southbound trips between 3:45 p.m. and 8:30 p.m.

Regional Alternative

Same alignment as the Local Alternative. Create direct, peak directional route from Harvey and Blue Island to the Rosemont CTA station. This route would provide a one-seat ride to one of the largest suburban job concentrations in the region. The route would stop at the Harvey Transit Center, downtown Blue Island, and the Blue Island Park-and-Ride prior to accessing I-294 and continuing nonstop to the Rosemont CTA station.

On weekdays, provide at least six northbound trips between 4:50 a.m. and 9:20 a.m. and at least six southbound trips between 3:45 p.m. and 8:30 p.m.

5.2.45 New Weber Road Route

Current Service

There currently is no service on Weber Road.

Local Alternative

No service would be provided.

Regional Alternative

Implement a hybrid fixed/flexible route between downtown Joliet, Weber Road, Bolingbrook, downtown Naperville, the Naperville Metra Station, and the Warrenville Road employment corridor. In Joliet and along Washington Street in Naperville, the route would operate as fixed-route service. In the less dense employment areas along Weber Road, in Bolingbrook, and in north Naperville, the route would operate as a deviated fixed-route which could travel off route to directly serve dispersed employers. The Weber Road Route would provide a connection to Route 834 at the Bolingbrook Park-and-Ride. A small bus would provide this service.

Service would operate every 30 minutes during weekday peaks between 5:00 a.m. and 8:00 a.m. and between 3:00 p.m. and 6:00 p.m. There would be no Saturday or Sunday service.

5.2.46 New Warrenville Road – Diehl Road Flex Route

Current Service

There currently is no standalone service connecting the Yorktown Mall/Cermak Road Corridor with either the employment areas on Warrenville Road or Naperville. Route 888 provides several trips a day from the South Suburbs to Oakbrook, Lombard, Yorktown, and continuing on to Lisle.

Local Alternative

In conjunction with combining Routes 888 and 877 into one route, create a new flex route between Yorktown Mall and the Naperville Metra Station that serves the many employment destinations along the I-88 corridor. The route would serve Warrenville Road, Winfield Road, and Diehl Road. This route would have designated departure times at both Naperville Metra Station and at the Yorktown Mall, but the remainder of the stops would either be on passenger request, a standing reservation, or due to a phone call for a pickup. The route would be able to deviate into office building parking lots and make a front-door pickup when necessary.

Service would operate five days a week during peak times only. A.m. peak service would be between 6:00 a.m. and 9:00 a.m. and p.m. peak service would be between 3:00 p.m. and 6:00 p.m.

Regional Alternative

Same alignment as Local Alternative.

Service would operate five days a week during peak times only. A.m. peak service would be between 6:00 a.m. and 9:00 a.m. and p.m. peak service would be between 3:00 p.m. and 6:00 p.m.

5.2.47 New University Park Industrial Park Shuttle

Current Service

There currently is no service to the Governors Gateway Industrial Park in University Park.

Local Alternative

Create a new shuttle route operating between the Governors Gateway Industrial Park and Chicago Heights Terminal. From Chicago Heights, the route would follow a modified version of the restructured Route 367 to the University Park Metra Station and then continue as a flex route into the Industrial Park. The service boundaries of the flex zone would be I-57 to the west, Manhattan-Monee Road to the south, Cicero to the east, and University Parkway to the north.

Two morning peak and two afternoon peak trips would operate to the Governors Gateway Industrial Park. The times would be designed to accommodate as many shifts as possible. There would be no Saturday or Sunday service.

Regional Alternative

This service would not operate under the Regional Alternative.

5.2.48 New I-80 Express

Current Service

There currently is no route providing express service between suburbs in southern Cook County and Joliet.

Local Alternative

I-80 Express service would not operate under the Local Alternative.

Regional Alternative

Create an I-80 Express route to connect Chicago Heights, Lincoln Mall, Tinley Park, and Joliet with high-speed commuter service. The service would connect residents in both Joliet and Chicago Heights with job centers in Tinley Park and around Lincoln Mall. The route would use I-57 and I-80 to enhance travel speeds and operate during rush hours only.

Three morning peak and three afternoon peak trips would operate in each direction between Chicago Heights and Joliet. The route would operate between 5:50 a.m. and 8:50 a.m. and between 3:15 p.m. and 6:15 p.m. Frequency of service would be hourly.

5.2.49 Locally-Based Service

Current 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 Alternative

Provide the appropriate level of Locally-Based Service in each community to assist with local transportation needs and allow connections to other Pace routes as well as CTA and Metra services. Pace will 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 is predicted – they are different in each case.

Regional Alternative

Same as the Local Alternative.

5.2.50 New Homewood/Chicago Heights General Public Demand Response Service

Current Service

There currently is no general public demand response service between Homewood and Chicago Heights. Route 352 provides fixed-route service in this corridor.

Local Alternative

Implement a new general public demand response service between the Homewood Metra Station and the Chicago Heights Transit Center. This would replace the existing Route 352 service. The service area would be bounded by Dixie Highway, the Illinois Central rail line, 183rd Street, and Halsted, with provisions to connect to both the Homewood Metra Station and the Chicago Heights Transit Center.

Service would operate seven days a week between 6:45 a.m. and 6:45 p.m.

Regional Alternative

Demand response service would not be provided. Routes 352 and 370 would serve portions of the area; Route 370 would operate with improved frequencies and longer service hours.

5.2.51 New Phoenix General Public Demand Response Service

Current Service

There currently is no general public demand response service in Phoenix. Route 370 provides fixed-route service in this area.

Local Alternative

Implement a new general public demand response service between the Harvey Transportation Center and South Suburban College. This would replace the existing Route 352 service. The service area would be bounded the Illinois Central rail line to the west, 151st Street to the north, Indiana Avenue to the east, and 158th to the South. Stops also would be made at the Harvey Transit Center and South Suburban Community College.

Service would operate seven days a week between 6:45 a.m. and 6:45 p.m.

Regional Alternative

Demand response service would not be provided. Route 348 would connect Harvey, Phoenix, and South Suburban College.

5.2.52 New North Cal Sag Industrial Area General Public Demand Response Service

Current Service

There currently is no general public demand response or fixed-route service in the industrial areas north of the Cal Sag Canal west of Cicero.

Local Alternative

Implement a new general public demand response service between Blue Island and the industrial areas north of the Cal Sag canal west of Blue Island. This would provide better access to the jobs in that area. The service area would be bounded by the Cal Sag channel and I-294 to the south, 115th Street to the north between I-294 and Lavergne, and the former B&O railroad track to the north and east back into Blue Island. A stop also would be provided in downtown Blue Island to connect with Metra, CTA, and Pace service.

Service would operate five days a week during peak periods only. A.m. peak service would be between 6:00 a.m. and 9:00 a.m. and p.m. peak service would be between 3:00 p.m. and 6:00 p.m. If employers had specific shift times not within these times, consideration should be given to adding trips to meet those needs.

Regional Alternative

Demand response service would not operate. Route 385 would serve a portion of the area.

5.2.53 New Palos Park General Public Demand Response

Current Service

There currently is no general public demand response service that serves the Palos Park area. Routes 384 and 386 currently provide fixed-route service in Palos Park.

Local Alternative

Implement a new general public demand response service in Palos Park and Palos Heights to ensure that the Palos Community Hospital, Trinity Christian College and other existing destinations would retain service after Routes 384 and 386 are restructured. The

zone would be bounded by 127th Street to the south, Southwest Highway to the north, 111th Street to the north, and Ridgeland Avenue to the east.

Service would operate five days a week between 6:45 a.m. and 6:45 p.m.

Regional Alternative

Demand response service would not be provided.

5.2.54 New West Joliet General Public Demand Response Service

Current Service

There currently is no general public demand response service in West Joliet. Routes 502, 503, 505, and 507 all serve portions of West Joliet.

Local Alternative

Implement a new general public demand response service in West Joliet. The service area would be bounded by Glenwood Avenue to the south, I-55 to the west, Plainfield Road to the north, and Larkin Avenue to the east. Provena St. Joseph Hospital and the surrounding medical offices as well as Westfield Louis Joliet Mall would be served.

Service would operate weekdays between 6:45 a.m. and 6:45 p.m. There would be no Saturday or Sunday service.

Regional Alternative

Same alignment as Local Alternative. Implement a new general public demand response service in West Joliet. The service area would be bounded by Glenwood Avenue to the south, I-55 to the west, Plainfield Road to the north, and Larkin Avenue to the east. Provena St. Joseph Hospital and the surrounding medical offices as well as Westfield Louis Joliet Mall would be served.

Service would operate weekdays between 6:45 a.m. and 6:45 p.m. There would be no Saturday or Sunday service.

5.2.55 New South Joliet General Public Demand Response Service

Current Service

There currently is no general public demand response service in South Joliet. Routes 504 and 506 serve portions of South Joliet.

Local Alternative

Implement a new general public demand response service in South Joliet to supplement fixed-route service. The service would operate weekday evenings and on weekends at times of no fixed-route service in the area. The service area would be bounded by Zurich Road to the south, Brandon Road and the Des Plaines River to the west, 4th Avenue to the north, and Rowell Avenue to the east. The route also would stop in downtown Joliet.

Service would operate weekdays between 6:15 p.m. and 9:45 p.m. Saturday service would operate between 6:45 a.m. and 6:45 p.m. and Sunday service would operate between 6:45 a.m. and 6:45 p.m.

Regional Alternative

This service would not be provided.

5.2.56 New Channahon General Public Demand Response Service

Current Service

There currently is no general public demand response 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.

Local Alternative

Implement a new general public demand response service in Channahon to provide commuter and local mobility. The service area would be bounded by I-80 to the north, Ridge Road to the west, the Des Plaines River to the south, and Houbolt Road to the east. During rush hours, trips would provide local pickups and travel directly to either Provena St. Joseph Hospital or Joliet Union Station. During midday hours, trips would provide local pickups and be able to travel to Provena St. Joseph Hospital for medical trips and connections to fixed-route and other demand response services.

Service would operate weekdays between 5:15 a.m. and 7:45 p.m. Service would be timed to meet the Metra Rock Island District 5:30 a.m., 6:30 a.m., and 7:37 a.m. departures from downtown Joliet and the Rock Island 5:23 p.m., 6:24 p.m., and the 7:23 p.m. arrivals in downtown Joliet. There would be no Saturday or Sunday service.

Regional Alternative

This service would not operate under the Regional Alternative. Central and Southwest Will Dial-a-Ride services would continue to operate in the Channahon area, however.

5.2.57 New Shorewood General Public Demand Response Service

Current Service

There currently is no general public demand response service in Shorewood. Dial-a-ride service for senior citizens and persons with disabilities is provided in Shorewood by Central Will Dial-a-Ride.

Local Alternative

Implement a new general public demand response service in Channahon to provide commuter and local mobility. The service area would be bounded by Caton Farm Road to the north, Drauden Road to the west, West Mound Road to the south, and I-55 to the east. During rush hours, trips would provide local pickups and travel directly to either Provena St. Joseph Hospital or Joliet Union Station. During midday hours, trips would provide local pickups and be able to travel to Westfield Louis Joliet Mall and Provena St. Joseph Hospital for shopping and medical trips (respectively) and connections to other fixed-route and demand response services.

Service would operate weekdays between 5:15 a.m. and 7:45 p.m. Service would be timed to meet the Metra Rock Island District 5:30 a.m., 6:30 a.m., and 7:37 a.m. departures from downtown Joliet and the Rock Island 5:23 p.m., 6:24 p.m., and the 7:23 p.m. arrivals in downtown Joliet. There would be no Saturday or Sunday service.

Regional Alternative

This service would not operate under the Regional Alternative. Central Will Dial-a-Ride service would continue to operate in the Shorewood area, however.

6.0 Short-Term Service Modification Recommendations

Based on results of the first round of public forums and closer analysis of service performance and overlap, a short-term service improvement scenario was created to both meet passenger needs and address Pace operational needs. The scenario was divided into two phases. Phase I recommendations will be implemented within 3 to 12 months from funding approval. The Phase II service improvements will be implemented within 6 to 36 months from funding approval.

The service recommendation package was presented in a second round of nine public forums throughout southern Cook and Will Counties in June 2007. The service recommendations, as presented at the public forums, are shown in Appendix F. Refinements were made to the service recommendations based on public input. Over 500 comments were obtained, which resulted in the short-term service modification recommendations that are described in this section.

■ 6.1 Phase I Service Recommendations Fiscally Constrained – 3- to 12-Month Implementation Timeframe

In recognition that demand for travel has changed dramatically throughout the Initiative area with the development of new employment centers, shopping malls and neighborhoods, all routes within this service area were reviewed for restructuring and service enhancements. This section describes each route and the Phase I service modification recommendations.

6.1.1 South Division Routes

Twenty-two different routes are operated by the Pace South Division, which is based in Markham. Eight routes have significant changes recommended in Phase I. Table 6.1 shows the recommended recommendations, frequency, and span of service.

Table 6.1 Phase I South Division Recommendations

South Division			Frequency			Span		
Route	Ph. I Hrs	Description	Peak	Mid	Ev/Wk	Wkday	Saturday	Sunday
348	4,135	No Change from today	30	30	-	6:00 - 18:20	6:00 - 18:20	None
349	29,383	Create limited stop service between 95th and 79th Streets	15/30	30	30/60	5:10 - 23:20	5:00 - 00:50	5:45 - 00:30
350	9,653	No Change from today	30	60	60	5:45 - 21:45	8:45 - 18:40	8:45 - 18:40
351	in 352 hrs	Implement Phoenix - Harvey shuttle service	60	60	60	6:15 - 19:00	8:45 - 18:45	8:45 - 18:45
352	57,892	Serve Prairie State directly. Limited stops north of 127th, no Express trips	12.5	15/30	30/60	4:00 - 1:30	4:15 - 00:45	6:15 - 23:50
353	32,124	Limited stops in Chicago	10/30	30	30/60	4:50 - 1:10	5:20 - 1:10	7:00 - 1:30
354	7,914	Delete Tinley Park segment. Extend to C. Club Hills Wal-Mart Supercenter	60	60	60	5:50 - 19:50	8:50 - 18:40	None
355	9,737	Maintain limited peak directional service to the Loop	~20	-	-	5:45 - 8:20 16:35 - 18:30	None	None
357	14,952	No Change from today	30	30	60	5:15 - 22:30	7:15 - 22:15	9:15 - 21:45
358	8,843	No Change from today	60	60	90	5:10 - 19:40	8:15 - 18:45	None
359	20,500	No Change from today	30	60	60	5:00 - 00:40	5:30 - 00:40	8:30 - 00:40
362	2,117	No Change from today	~30	-	-	5:30 - 8:30 17:10 - 19:30	None	None
364	35,324	No Change from today	30	30	30/60	5:20 - 23:30	7:15 - 22:30	9:15 - 20:15
366	6,062	No Change from today	30	30	60	6:00 - 22:30	8:00 - 20:30	10:00 - 19:15
367	4,693	No Change from today	30	60	-	5:20 - 19:00	8:30 - 19:00	None
370	0	Delete Route	0	0	0	None	None	None
451	1,066	No Change from today	~30	-	-	5:40 - 8:10 17:30 - 19:00	None	None
452	1,344	No Change from today	~30	-	-	5:40 - 8:50 17:30 - 19:00	None	None
460	1,265	No Change from today	~30	-	-	6:15 - 8:50 16:50 - 18:30	None	None
750	1,272	No Change from today	~30	-	-	5:40 - 8:00 17:20 - 19:15	None	None
752	1,392	No Change from today	~30	-	-	5:30 - 7:50 17:00 - 19:15	None	None
877	9,009	Consolidate Routes 888/877	~30	-	-	5:15 - 8:41 15:45 - 20:30	None	None
889	3,400	New route connecting Harvey, Blue Island, and Rosemont via I-294. Cost is for local match only (\$310k)	60	-	-	4:50 - 9:20 15:45 - 20:30	None	None
Homewood DAR	4,715	Create DAR zone from Chicago Heights Terminal to Homewood	60	60	60	6:45 - 18:45	6:45 - 18:45	6:45 - 18:45
South Total	266,792							

Route 348 – 138th Street Riverdale Connector

Route 348 provides half-hourly service on weekdays and Saturdays from 6:00 a.m. to 6:00 p.m. along 138th Street in Riverdale with connections to two 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.

Phase I Recommendations

No recommendations are made for Route 348 in Phase I.

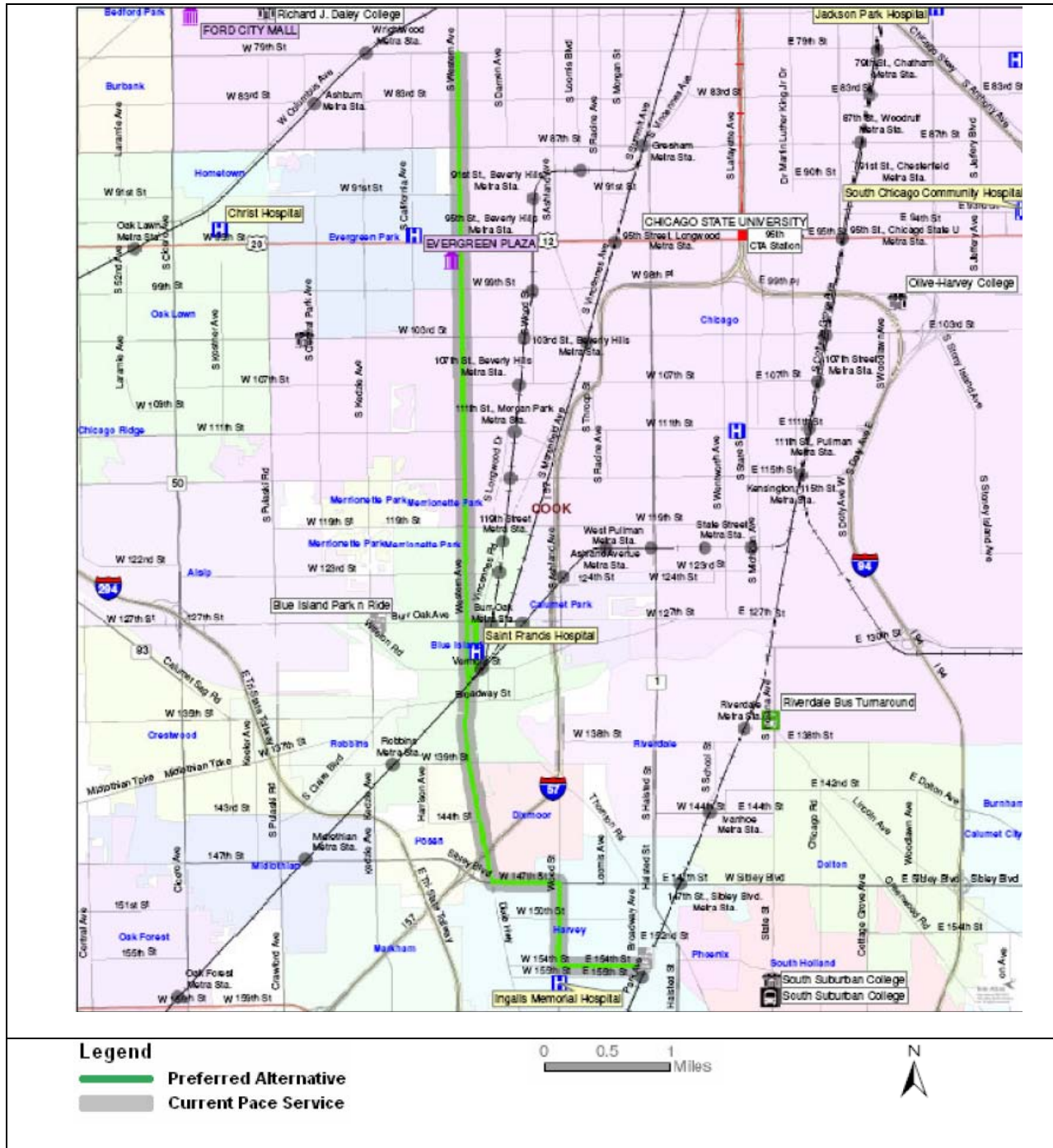
Route 349 – S. Western

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.

Phase I Recommendations

1. Operate Route 349 as a limited stop service between 79th and 95th Streets in order to reduce service duplication with CTA Routes 49A and X49 within Chicago. The only stop between 79th and 95th Streets would be at 88th Street. The route would otherwise remain as is today.

Figure 6.1 Recommended Route 349 – South Western



Route 350 – Sibley

Route 350 is an east-west crosstown route serving commercial and residential areas along Sibley Boulevard 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.

Phase I Recommendations

No recommendations are made for Route 350 in Phase I.

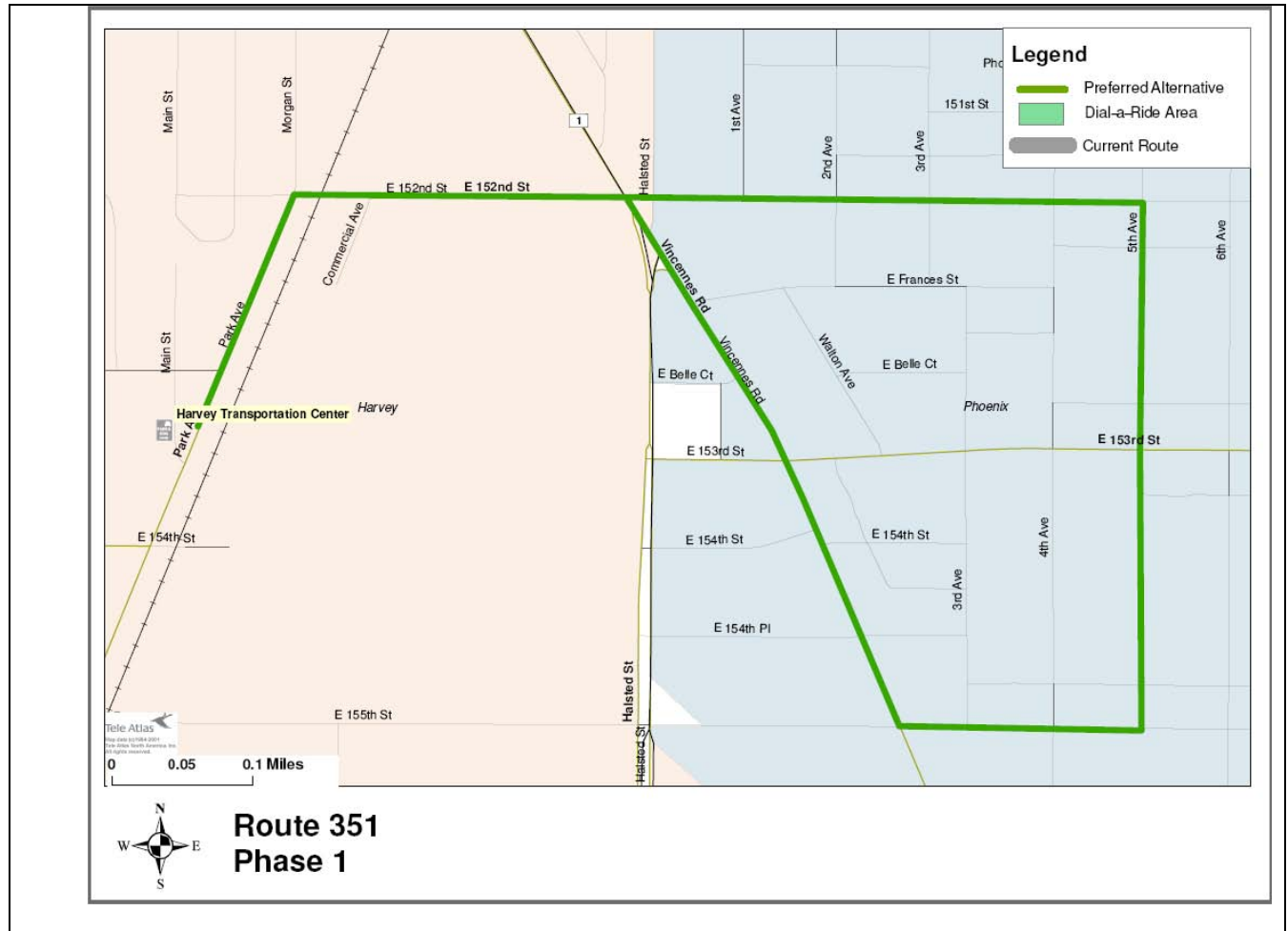
Route 351 – Phoenix Shuttle (New)

As part of the recommended Route 352 and Route 370 restructuring, Phoenix would no longer be served by Route 370. An alternative to Route 370 is recommended.

Phase I Recommendations

Phase II recommendations provide for an extension of Route 348 through Phoenix. Until Phase II recommendations are implemented, a new Route 351 would provide service between the Harvey Transportation Center and Phoenix. The route would make a loop through Phoenix every hour on weekdays and Saturdays.

Figure 6.2 Recommended Route 351 – Phoenix Shuttle



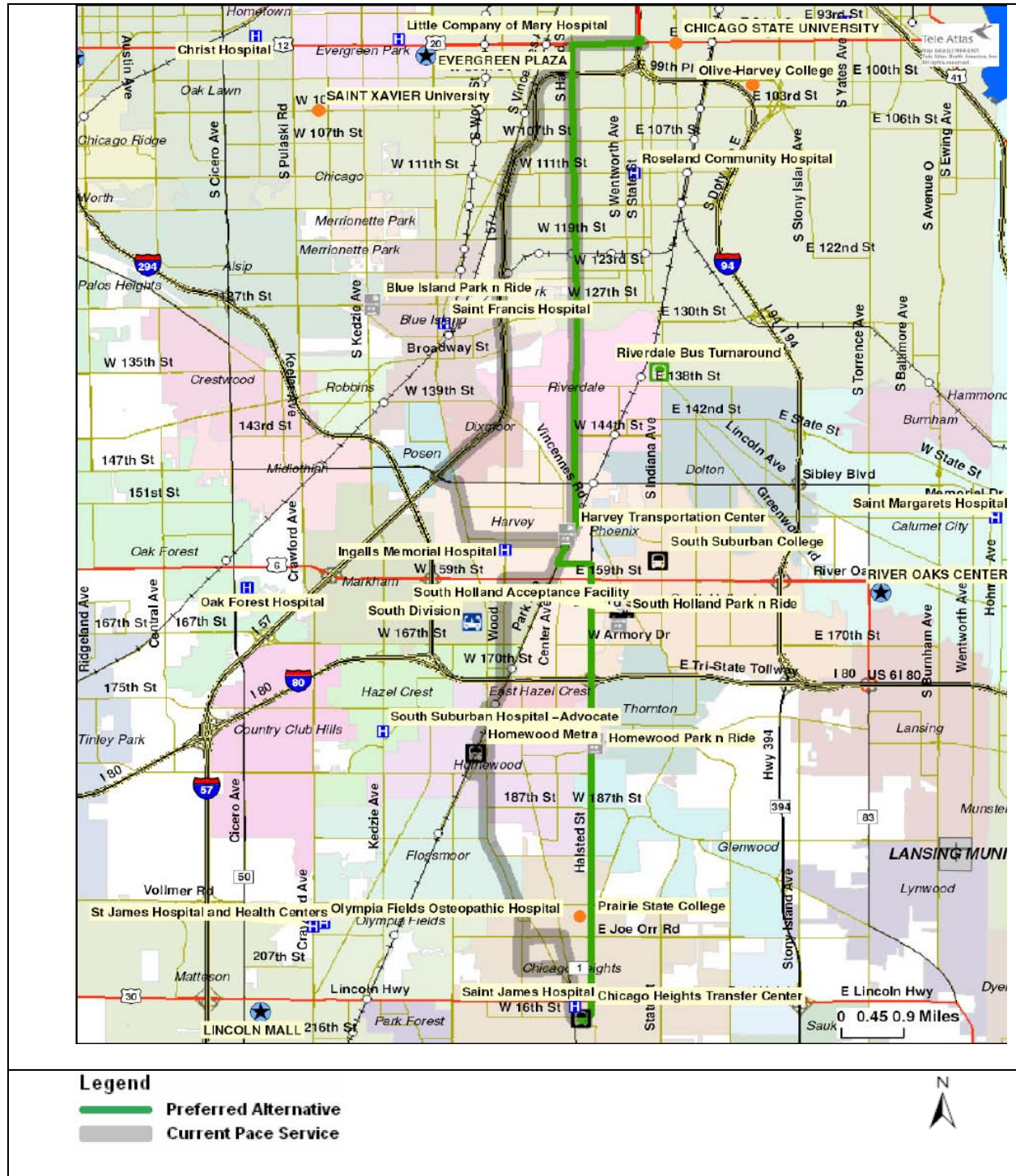
Route 352 – Halsted

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 Department 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.

Phase I Recommendations

1. Operate limited-stop service in the City of Chicago (between the 95th Street/Dan Ryan CTA Station and 127th Street) with stops at the following intersections:
 - 95th/Halsted;
 - 103rd/Halsted;
 - 107th/Halsted;
 - 111th/Halsted;
 - 115th/Halsted;
 - 119th/Halsted; and
 - 123rd/Halsted.
2. Discontinue 352X service via I-57 and add improve frequency on the existing Halsted routing between Harvey and the Dan Ryan.
3. Operate on Halsted between Harvey and Chicago Heights (see Routes 354 and 386 and Homewood Dial-a-Ride for service along Wood Street and Dixie Highway).

Figure 6.3 Recommended Route 352 - Halsted



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 Street, Metra Electric Station, Riverdale Bus Turnaround, Homewood Park-n-Ride, Thornwood High School, and Roseland Hospital.

Phase I Recommendations

1. Operate limited-stop service in the City of Chicago (between the 95th Street/Dan Ryan CTA Station and 127th Street) 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; and
 - 123rd/Michigan.

**Current stop pattern along King Drive maintained.*

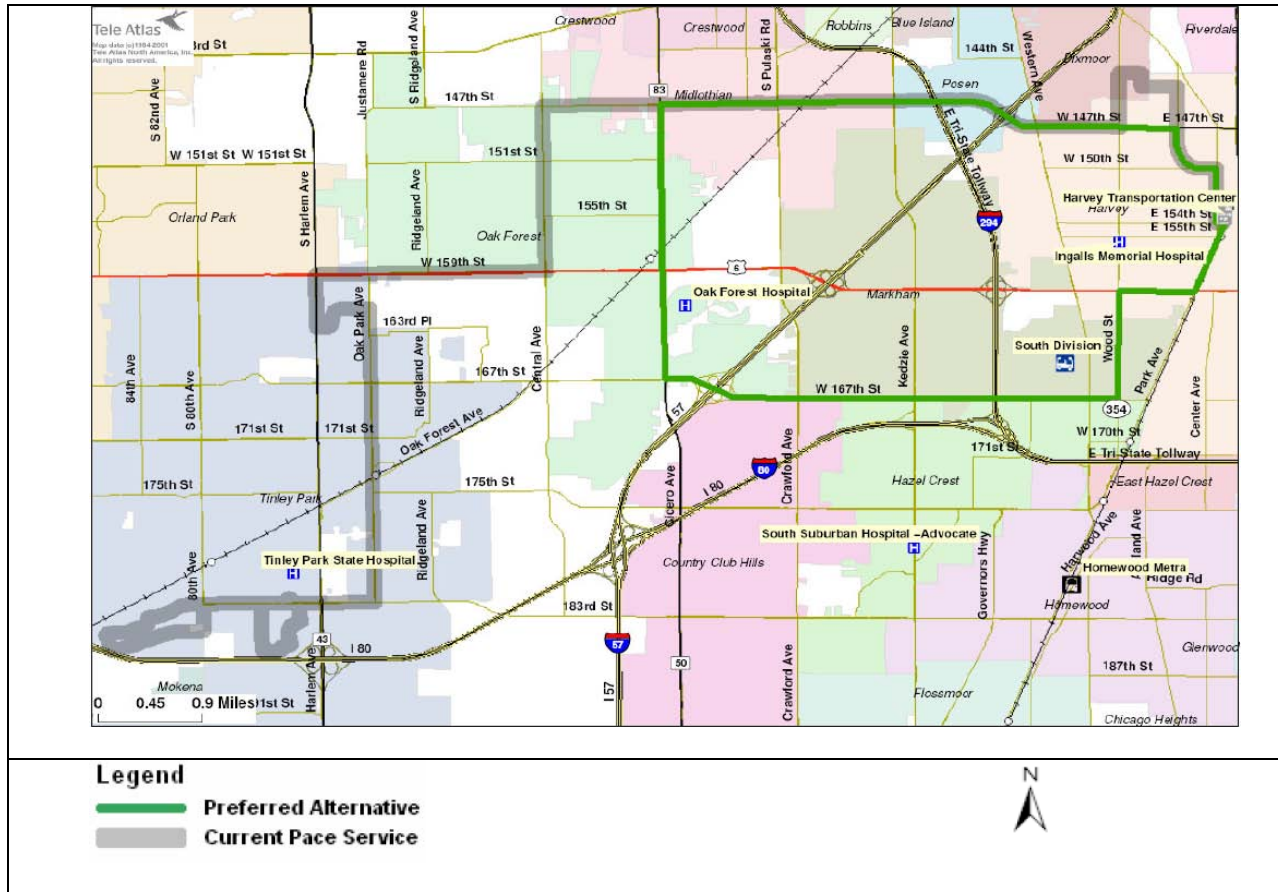
Route 354 – Harvey/Tinley Park

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, Brementowne 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.

Phase I Recommendations

1. Operate route as a loop (in both directions) from the Harvey Transportation Center to serve portions of 147th Street, Cicero Avenue, and 167th Street (see Route 386 for Harvey – Tinley Park service).

Figure 6.4 Recommended Route 354 - Harvey/Tinley Park



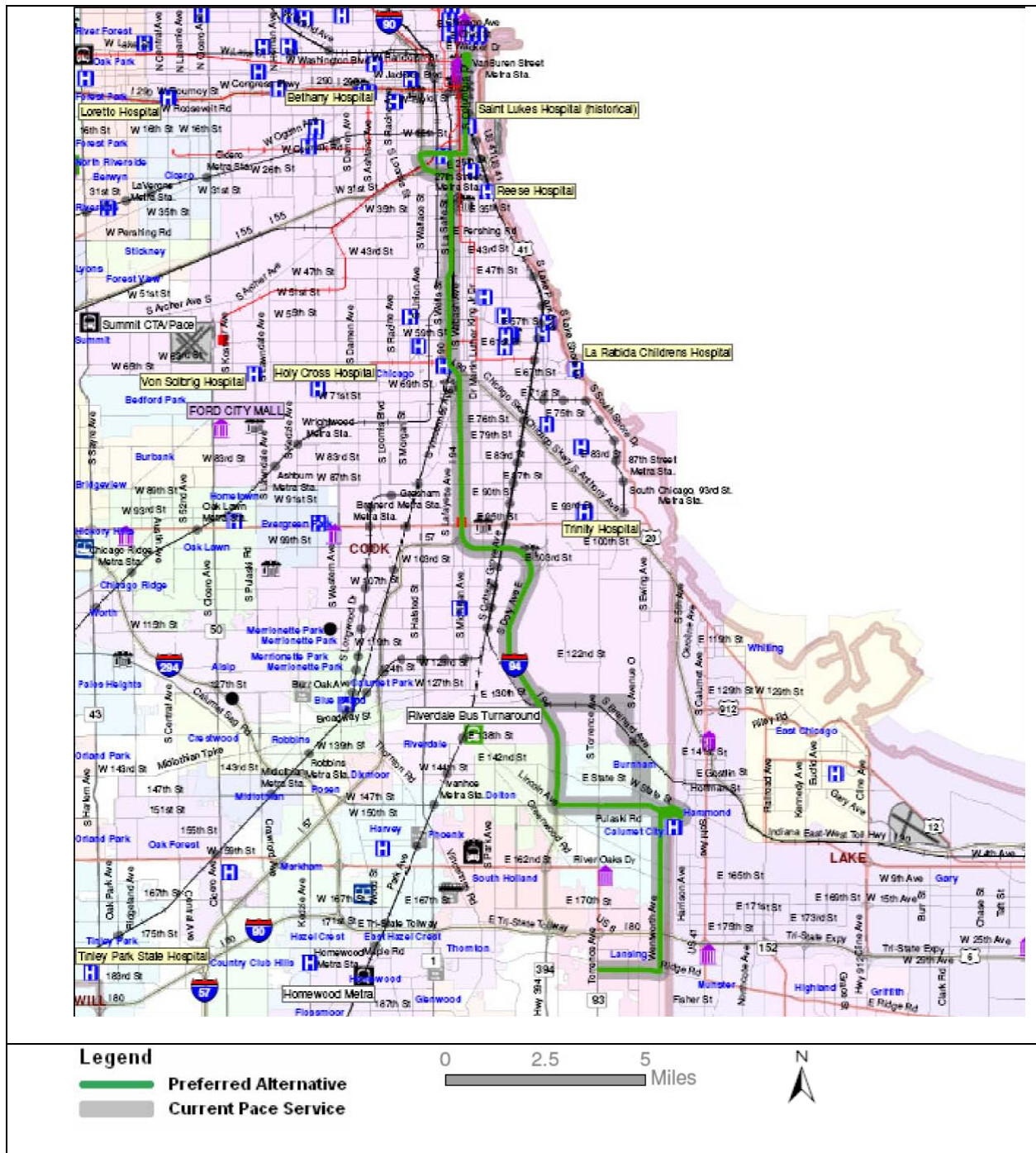
Route 355 - Lansing

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.

Phase I Recommendations

1. Discontinue service to/from Hegewisch to reduce duplication with South Shore services.
2. Discontinue midday service.
3. Operate peak directionally only.
4. Increase the premium fare.

Figure 6.5 Recommended Route 355 – Lansing



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.

Phase I Recommendations

No recommendations are made for Route 357 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 358 in Phase I.

Route 359 – Robbins/South Kedzie

Route 359 is a north/south route that operates between the Homewood Metra Station and 95th Street 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 nonstop between 119th and Halsted and the 95th Street CTA Station.

Phase I Recommendations

No recommendations are made for Route 359 in Phase I.

Route 362 – South Park Forest

Route 362 provides rush-hours service between Park Forest and the Richton Park Metra Station.

Phase I Recommendations

No recommendations are made for Route 362 in Phase I.

Route 364 – 159th Street

Route 364 is a major east-west cross-town service operating along 159th Street 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.

Phase I Recommendations

No recommendations are made for Route 364 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 366 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 367 in Phase I.

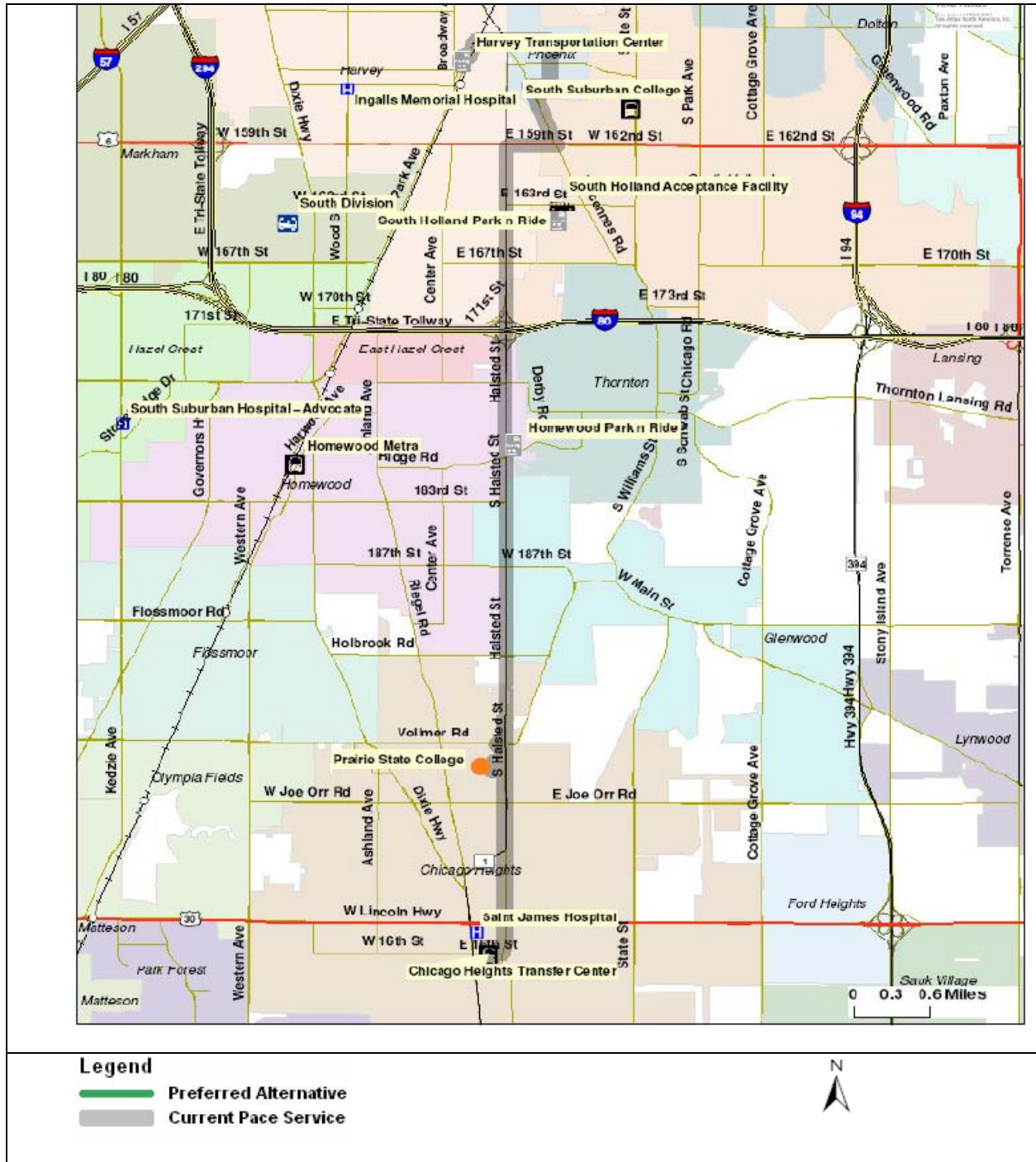
Route 370 – Harvey – Chicago Heights

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.

Phase I Recommendations

1. Discontinue route.
2. South Halsted would be served by the restructured Route 352 with more frequent and later-evening service, as well as extended Saturday and Sunday service.
3. Phoenix would be served by a short shuttle to/from Harvey Transit Center. Please see the discussion on Route 351.

Figure 6.6 Recommended Route 370 - Harvey - Chicago Heights



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.

Phase I Recommendations

No recommendations are made for Route 451 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 452 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 460 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 750 in Phase I.

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.

Phase I Recommendations

No recommendations are made for Route 753 in Phase I.

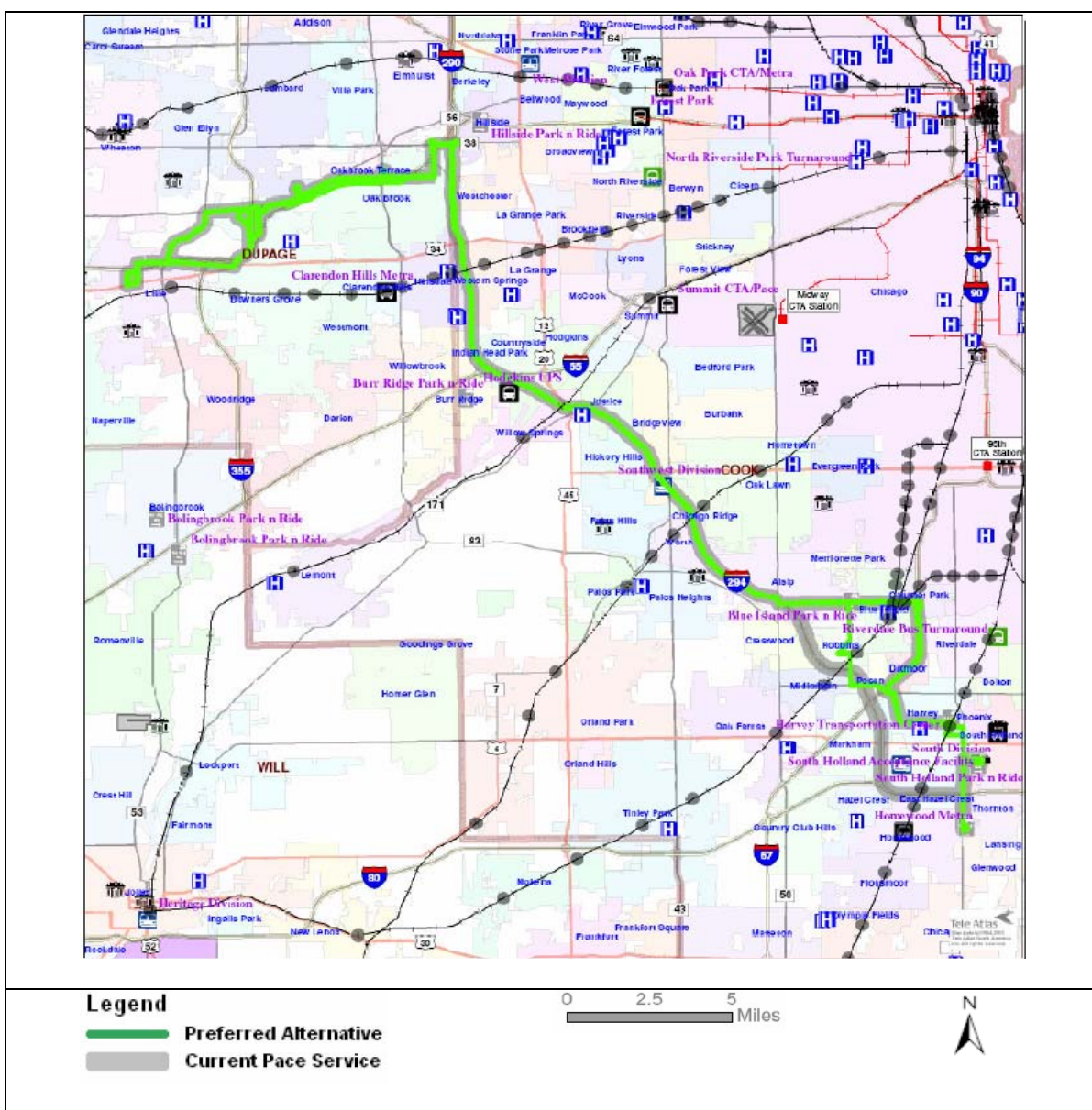
Route 877 South Suburban Oakbrook Limited/ 888 Tri-State Flyer

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.

Phase I Recommendations

1. Consolidate these routes in south suburbs to offer more trip times between Harvey and the I-88 employment areas.
2. Add Robbins branch to route to provide one-seat ride from Robbins to I-88 employment areas.
3. Charge premium fare for express travel.

Figure 6.7 Recommended Route 877 South Suburban Oakbrook Limited/ 888 Tri-State Flyer



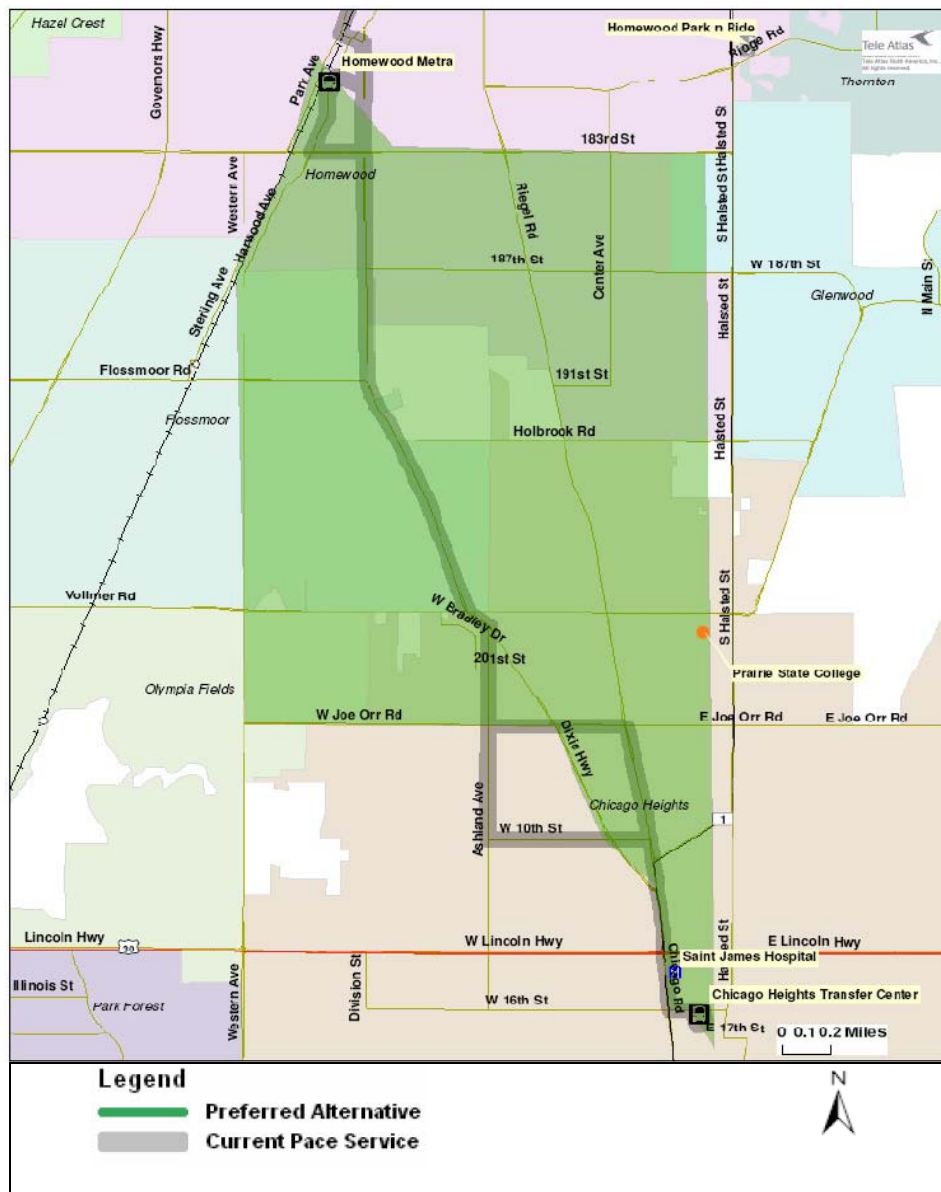
Homewood Dial-A-Ride

There currently is 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.

Phase I Recommendations

1. Implement a dial-a-ride service open to general public in southern Homewood and northern Chicago Heights (replaces Dixie Highway segment of Route 352).
2. Service would operate seven days a week.

Figure 6.8 Recommended Route Homewood Dial-a-Ride



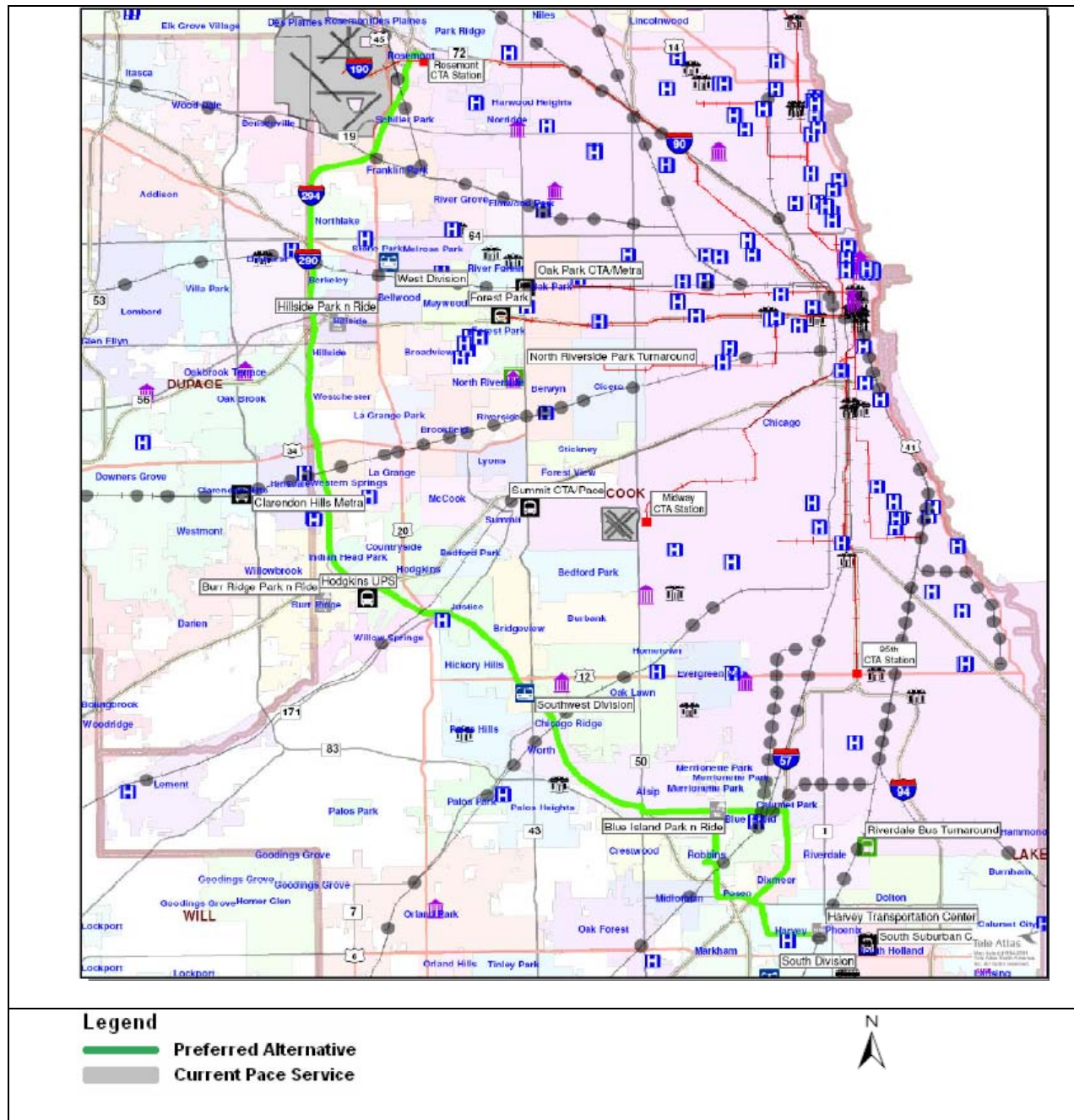
Route 889 – Harvey-Rosemont Express (New)

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.

Phase I Recommendations

1. Weekday rush hour express bus service operating between higher unemployment residential centers in South Suburban Cook County such as Harvey, Blue Island and Robbins, and employment centers in Rosemont and the greater O’Hare Airport area.
2. Express buses will connect with existing routes that serve the residential and job center terminals to ensure maximum coverage for a range of destinations.

Figure 6.9 Recommended Route 889 – Harvey-Rosemont Express (New)



6.1.2 Southwest Division Routes

Eight different routes are operated by the Pace Southwest Division, which is based in Bridgeview. Seven of the eight routes have significant changes recommended in Phase I. Table 6.2 shows the recommended recommendations, frequency, and span of service.

Table 6.2 Phase I Southwest Division Recommendations

Southwest Division			Frequency			Span		
Route	Ph. I Hrs	Description	Peak	Mid	Ev/Wk	Wkday	Saturday	Sunday
379	21,189	Extend to Orland Square. Improve span. Limited stops on Cicero	30	30	60	5:00 - 23:30	7:00 - 22:45	8:00 - 20:00
381	31,122	Adjust routing in Bridgeview	15	30	30/60	4:45 - 00:15	5:15 - 23:00	7:45 - 22:00
382	3,872	Operate peak service only. No service to Ford City. Limited stops on Cicero	60	-	-	5:30 - 9:01 13:10 - 19:44	None	None
383	18,540	Limited stops on Cicero	30	30	60	5:30 - 20:45	6:30 - 21:30	9:30 - 18:30
384	12,790	Operate all trips between Worth and Midway CTA only. Limited stops on Cicero	30	60	60	5:30 - 21:30	7:45 - 19:50	9:45 - 18:50
385	12,656	Adjust routing in Bridgeview area, limited stops on Cicero	60	60	-	6:45 - 21:15	None	None
386	27,241	Extend to Tinley Park, Homewood, Harvey. Add Sunday service between Harvey & Homewood	30	60	60	5:00 - 22:45	5:00 - 22:45	6:00 - 21:45
835	0	Delete Route	0	0	0	None	None	None
Southwest Total	127,409							

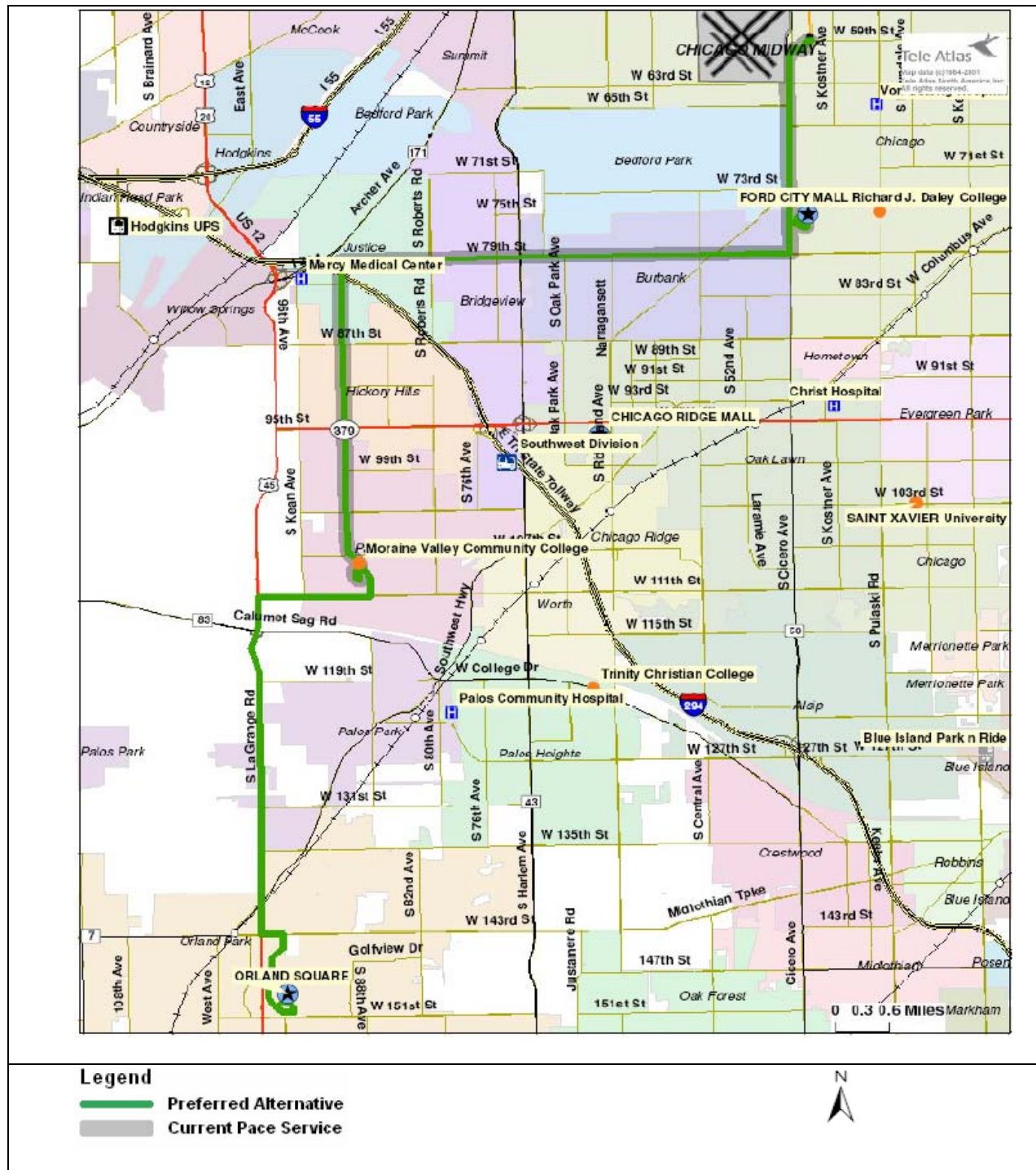
Route 379 – West 79th Street

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.

Phase I Recommendations

1. Operate limited stops on Cicero Avenue between Midway CTA Station and Ford City Mall to improve speed and reliability and to reduce duplication with CTA service.
2. Extend route to Orland Square Mall to provide a consolidated, frequent route to the Mall. Route 379 would replace Routes 384, 386, and 831 in providing service between Midway and Orland Square Mall.

Figure 6.10 Recommended Route 379 – West 79th Street



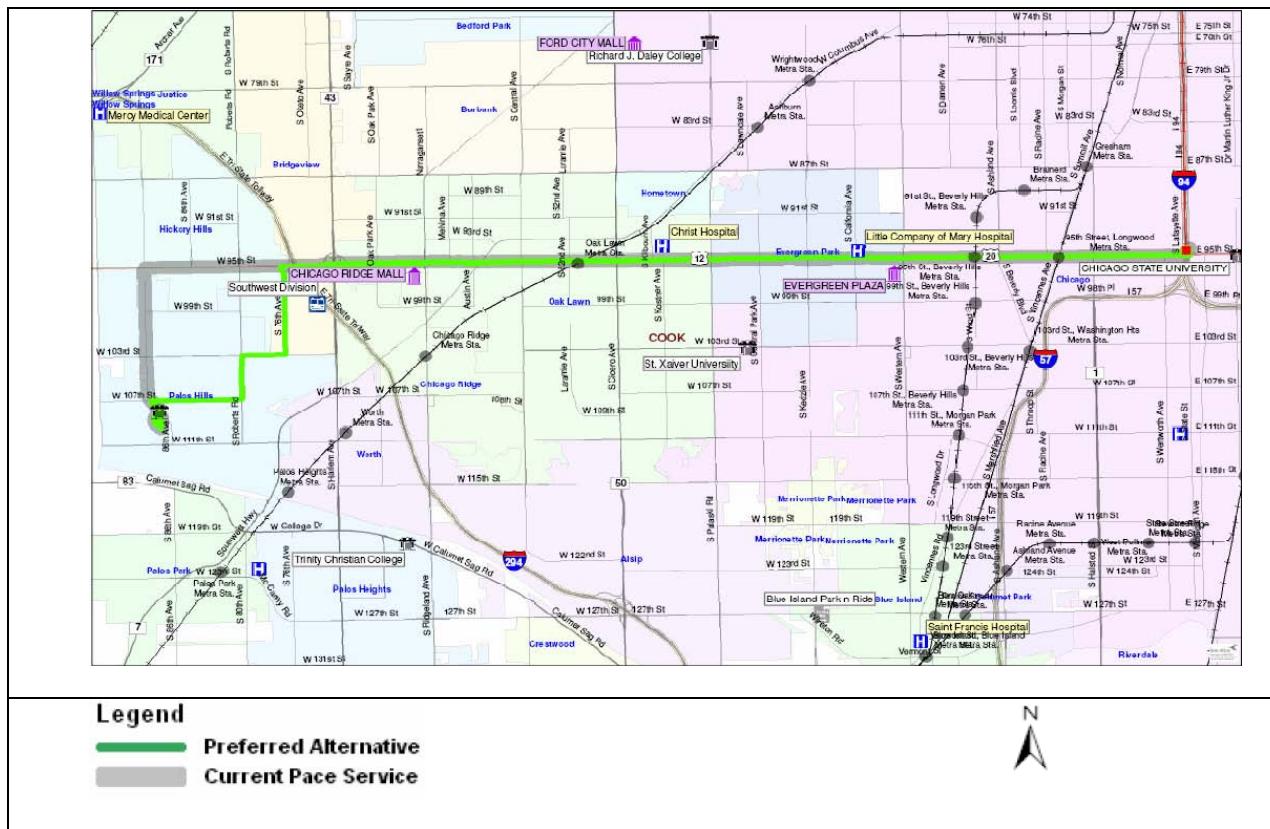
Route 381 – 95th Street

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.

Phase I Recommendations

1. In order to directly serve a major destination at the Bridgeview Courthouse and to facilitate transfers with Route 386, reroute to serve Bridgeview Courthouse directly via 76th Avenue. Route 385 will be adjusted to provide service on West 95th Street between Roberts Road and 88th Avenue.
2. Operate limited-stop service between Western Avenue and 95th Street CTA Station to improve speed and reliability and reduce duplication with CTA's Route 95 West. Recommended stops between the Dan Ryan and Western are:
 - 95th/Halsted;
 - 95th/Vincennes;
 - 95th/Loomis;
 - 95th/Ashland;
 - 95th/Wood/Metra; and
 - 95th/Oakley.

Figure 6.11 Recommended Route 381 – 95th Street



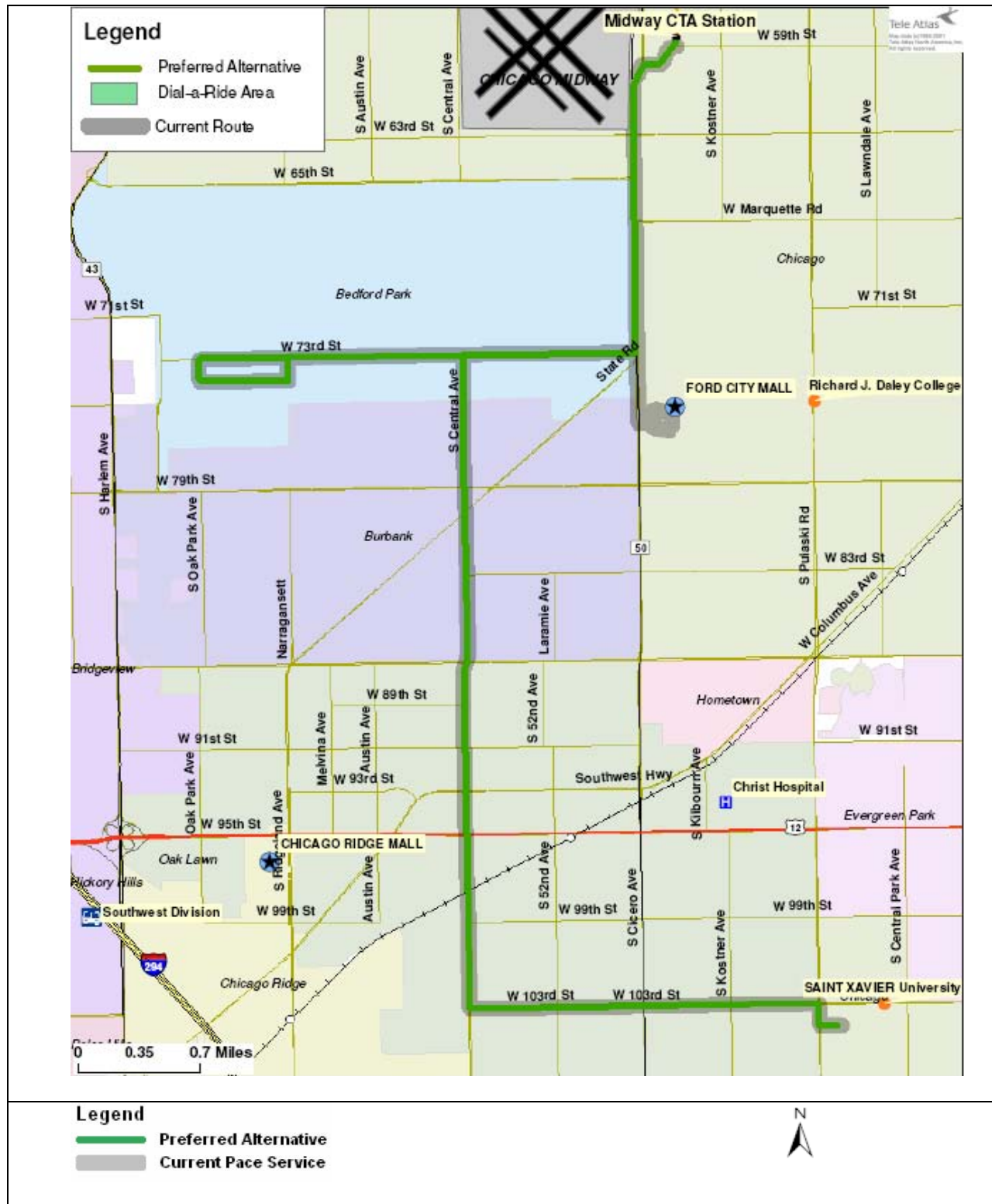
Route 382 – Central/ Clearing

Route 382 provides service along Central Avenue and 103rd Street. 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.

Phase I Recommendations

1. Due to poor productivity, delete midday trips and some peak trips.
2. Operate hourly bi-directionally during rush hours only.
3. Remaining Route 382 trips would not serve Ford City.
4. Operate limited stop on Cicero Avenue between 73rd and Midway CTA. Proposed stops on Cicero include:
 - Cicero/Wal-Mart; and
 - Cicero/63rd Street.

Figure 6.12 Recommended Route 382 – Central/ Clearing



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.

Phase I Recommendations

1. Operate limited stop on Cicero Avenue between Ford City and Midway CTA in order to reduce duplication with CTA routes and improve speed and reliability. Proposed stops on Cicero between Ford City and Midway include:
 - Cicero/Wal-Mart; and
 - Cicero/63rd Street.

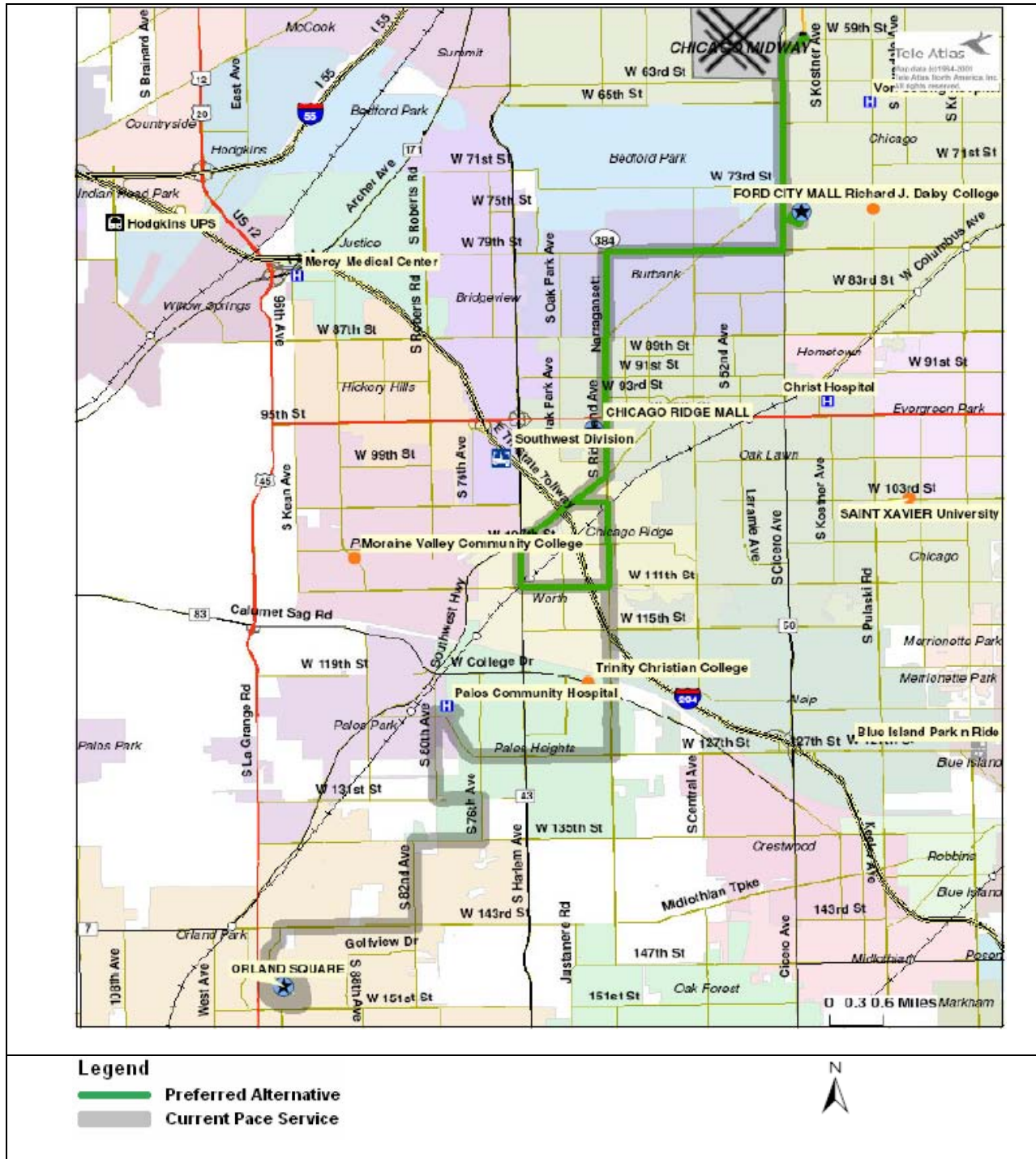
Route 384 – Narragansett/Ridgeland

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.

Phase I Recommendations

1. Due to poor productivity, particularly on the southern portion of the route, discontinue service to Orland Square Mall and operate all trips between the Midway CTA Station and Worth only.
2. Route 384 would no longer operate south of 111th Street (see Route 379 for Orland Square service).
3. Operate limited stop on Cicero Avenue between Ford City and Midway CTA in order to reduce duplication with CTA routes and improve speed and reliability. Proposed stops on Cicero between Ford City and Midway include:
 - Cicero/Wal-Mart; and
 - Cicero/63rd Street.

Figure 6.13 Recommended Route 384 - Narragansett/Ridgeland



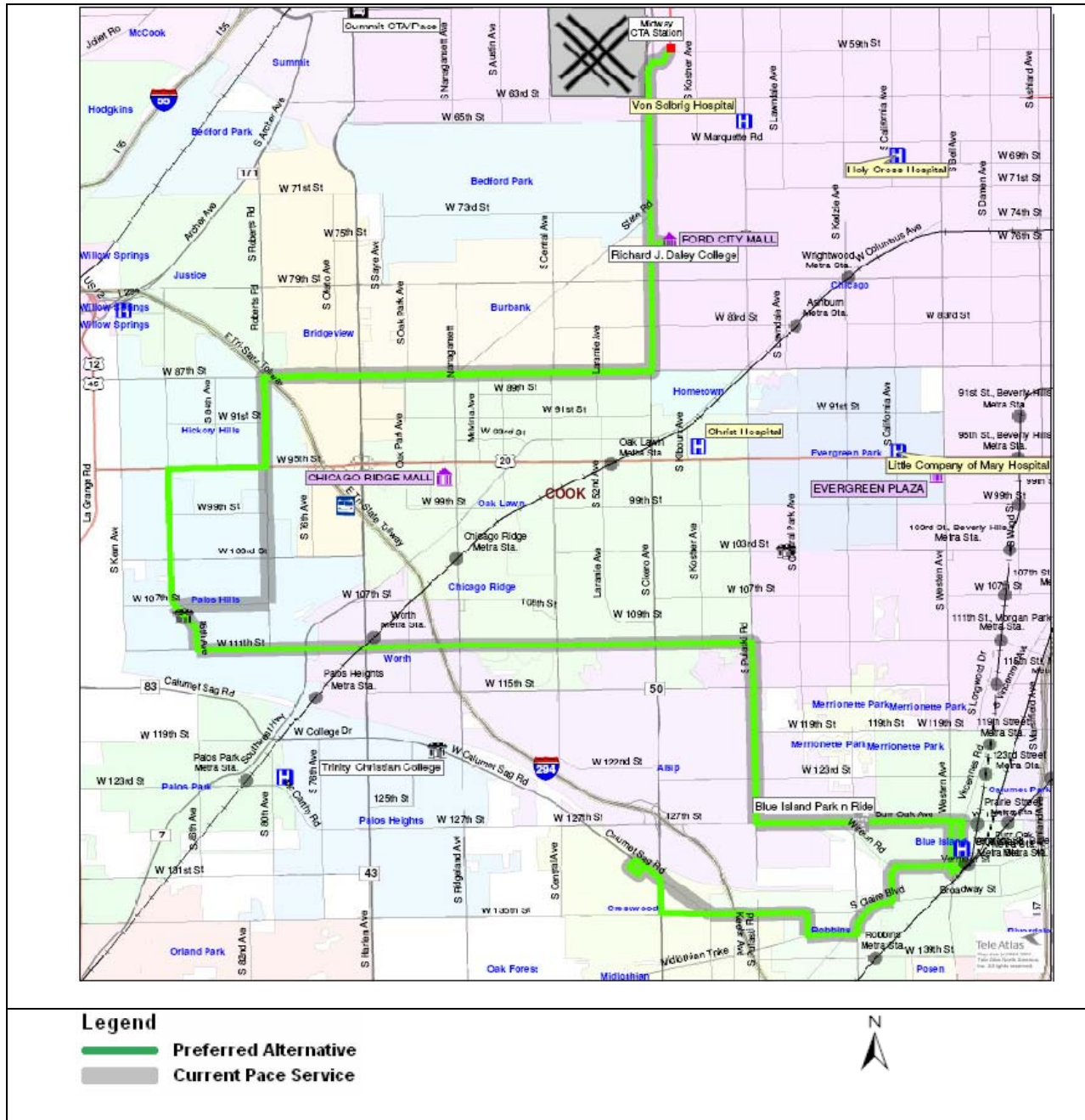
Route 385 – 87th/11th/127th

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.

Phase I Recommendations

1. Operate limited stop on Cicero Avenue between Ford City and Midway CTA in order to reduce duplication with CTA routes and improve speed and reliability. Proposed stops on Cicero between Ford City and Midway include:
 - Cicero/Wal-Mart; and
 - Cicero/63rd Street.
2. Operate on 95th Street in Hickory Hills between Roberts Road and 88th Avenue to replace restructured Route 381 service.
3. Serve the Crestwood Wal-Mart via 135th Street to provide better shopping opportunities for Blue Island and Robbins residents.

Figure 6.14 Recommended Route 385 – 87th/111th/127th



Route 386 – S. Harlem

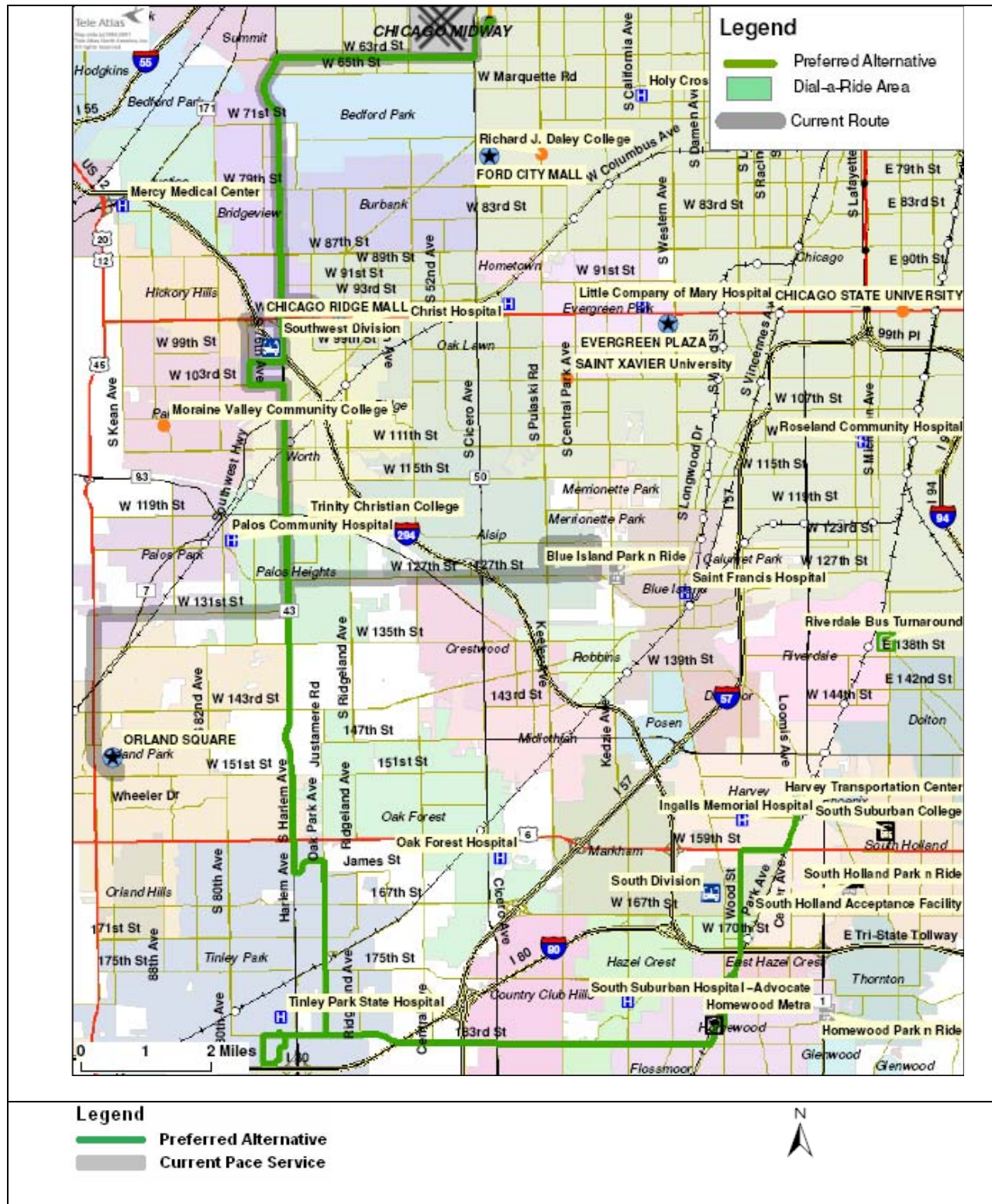
Route 386 provides service from the Midway Airport CTA Orange Line Station along the major commercial/industrial arterial of Harlem Avenue to 127th Street. Some rush-hour trips operate to 127th and Homan. Alternate trips during rush hour, and all midday trips,

operate to Orland Square Shopping Center. The route also provides service to the 5th Municipal District Courthouse, Worth Metra Station, and Playfield Plaza.

Phase I Recommendations

1. Operate to Bridgeview Courthouse on all trips in order to directly serve a major destination and also facilitate transfers with Route 381.
2. Due to poor ridership, discontinue Orland Square and 127th/Homan branches (see Route 379 for Orland Square service).
3. Extend route from 127th/Harlem to downtown Tinley Park and the Tinley Park business park.
4. Extend route from Tinley Park to Homewood via 183rd Street and on to Harvey. This extension will replace Route 354 service between Harvey and Tinley Park as well as serve the south Harvey area currently served by Route 352.

Figure 6.15 Recommended Route 386 – South Harlem



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.

Phase I Recommendations

1. Due to extremely poor ridership, high costs and duplication with Metra, delete this route. Existing Route 835 patrons may use the Metra Southwest Service line to access downtown Chicago.

6.1.3 Heritage Division Routes

Ten different routes are operated by Heritage Division, which is based in Joliet. All of the routes have significant changes recommended in Phase I. Table 6.3 shows the recommended recommendations, frequency, and span of service.

Table 6.3 Phase I Heritage Division Recommendations

Route	Ph. I Hrs	Heritage Division Description	Frequency			Span		
			Peak	Mid	Ev/Wk	Wkday	Saturday	Sunday
501	14,848	Extend span of service. Rename Forest Park segment Route 509	30	30/60	60	5:35 - 22:40	8:35 - 22:35	None
502	0	Delete Route. Routes 505 and 508 will serve most of this route	None	None	None	None	None	None
503	0	Delete Route	None	None	None	None	None	None
504	3,281	Realign 504 to serve Health Center and operate as DAR south	60	None	None	5:45 - 18:00	None	None
505	7,486	Realign to turn into big West Joliet Loop	60	60	60	5:42 - 18:40	9:42 - 17:40	None
507	6,401	Improve span and frequency, streamline route	30	60	60	5:45 - 22:05	9:10 - 22:05	None
508	3,727	Rename and realign Route 506 to serve east Joliet, Silver Cross and Bogdan	60	None	None	5:46 - 18:05	9:46 - 18:05	None
511	0	Delete Route	None	None	None	None	None	None
834	12,908	Extend 7:10 a.m trip to Bollingbrook PR. Delete Innsbruck loop	60	60	None	5:00 - 20:45	8:45 - 18:45	None
839	2,593	Rename/realign Route 831 to serve Joliet to Orland Square. No Sat. service	120	120	None	8:15 - 18:05	None	None
W Joliet DAR	1,445	Implement West Joliet DAR service	60	60	None	9:40 - 14:40	None	None
837	4,369	Weber Road Flex from Bollingbrook to Naperville Metra	60	None	None	6:45 - 9:20 15:00 - 18:00	None	None
Heritage Total	57,057							

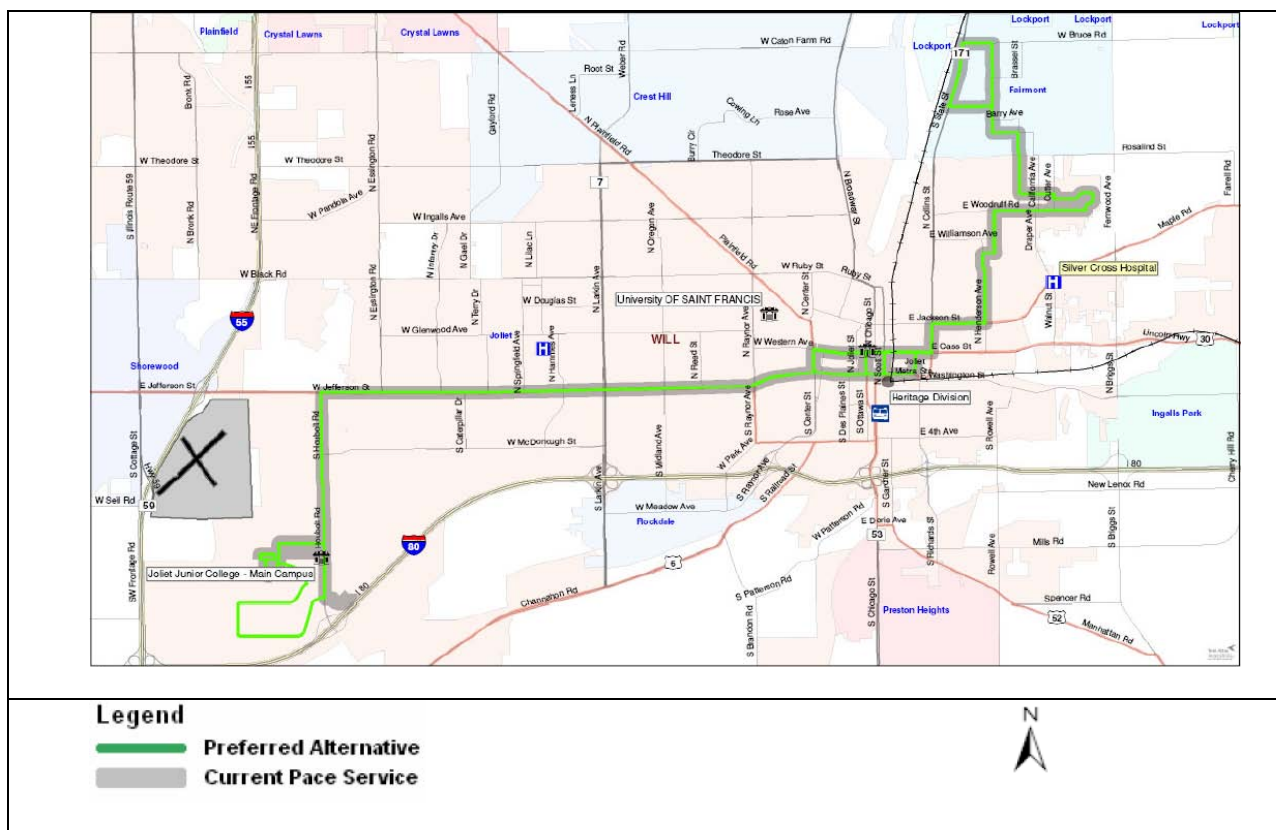
Route 501 – West Jefferson & Route 509 – Forest Park

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.

Phase I Recommendations

1. In order to improve shopping and employment access, improve evening span of service to 10:00 p.m. on weekdays and Saturdays.
2. Slightly adjust routing south of the Joliet Junior College to better serve employment areas.
3. Rename the Route 501 Forest Park segment to Route 509 to reduce rider confusion.

Figure 6.16 Recommended Route 501 West Jefferson and 509 Forest Park



Route 502 – Cass/Marquette Gardens & Route 505 – Rockdale/Lidice

Recommended Route 505 – West Joliet Loop

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 Junior High School.

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 Junior High School.

Phase I Recommendations

1. Using segments of Routes 502 and 505, create a large loop – called Route 505 West Joliet Loop – through West Joliet connecting Rockdale, Provena St. Joseph Hospital, North Ridge Plaza, Lidice, and downtown Joliet.
2. Delete the entire Route 502 and replace the most productive segments of the route with other routes.
3. Provena St. Joseph Hospital will be served by the restructured Route 505 West Joliet Loop.
4. Silver Cross Hospital and portions of Cass Street and Bogdan will be served by the new Route 508.
5. Along Theodore Street, streamline the route to provide quicker, more direct service via Larkin Avenue.
6. Extend service from Theodore Street to Provena St. Joseph Hospital

Figure 6.17 Recommended Route 505 West Joliet Loop - North Leg

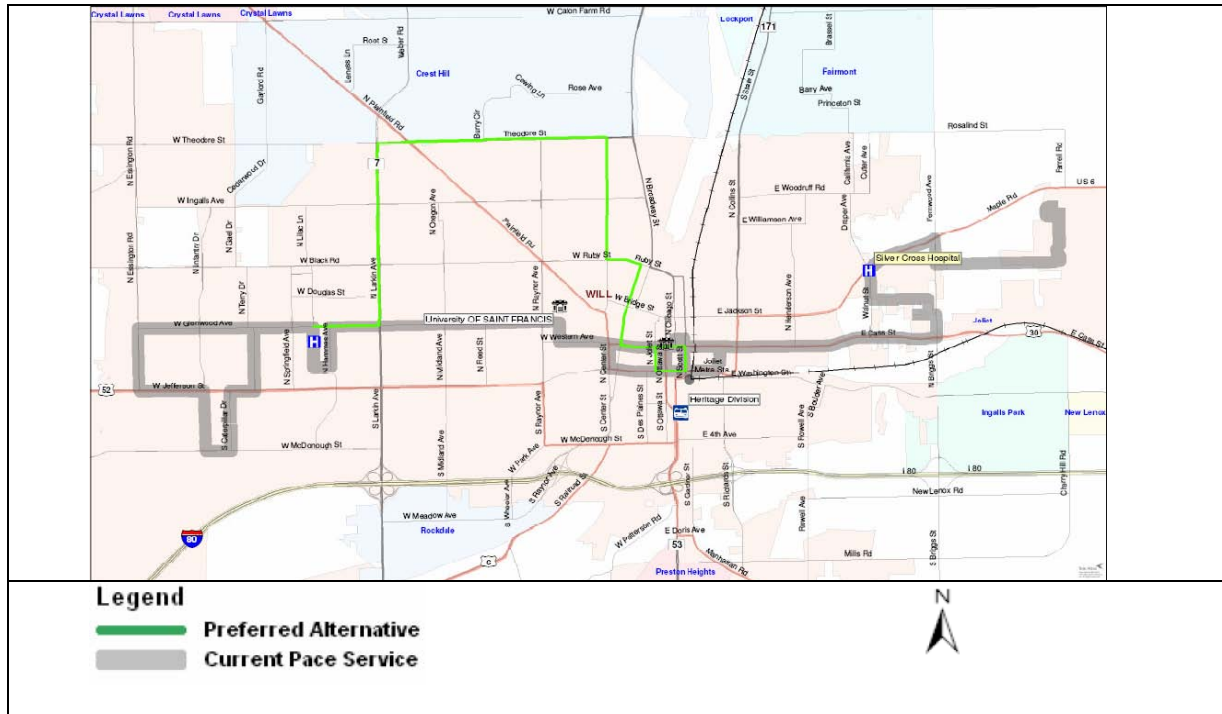
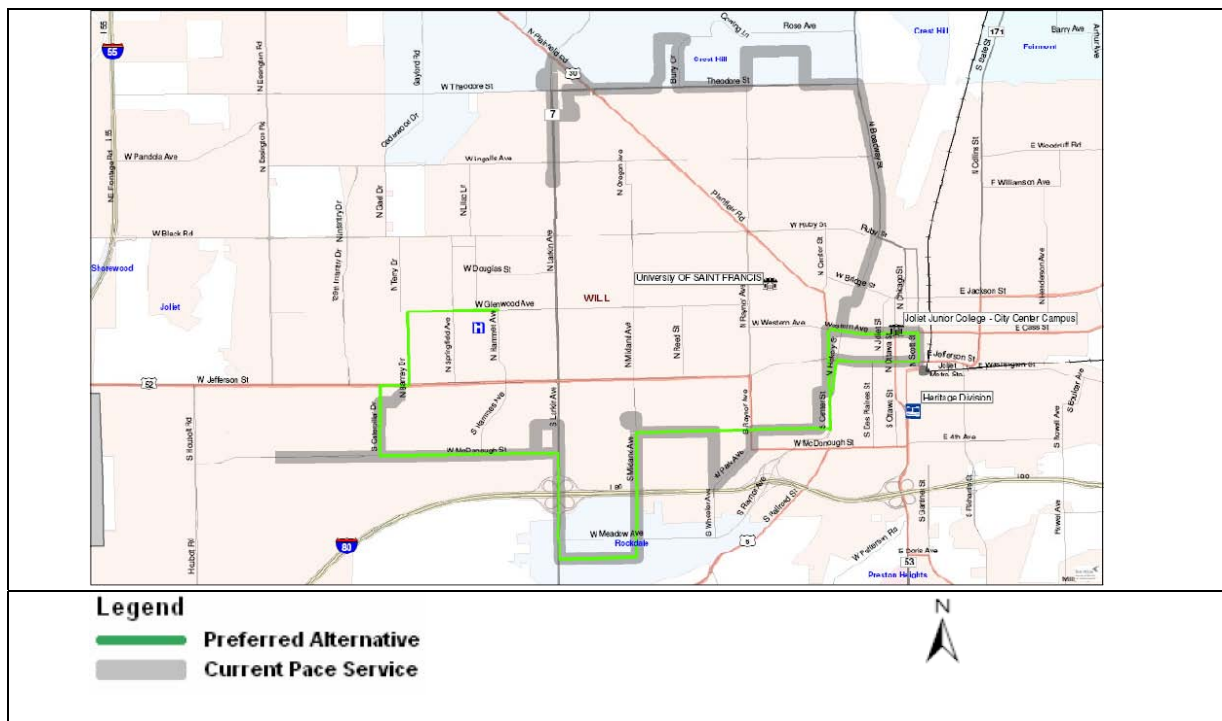


Figure 6.18 Recommended Route 505 West Joliet Loop - South Leg



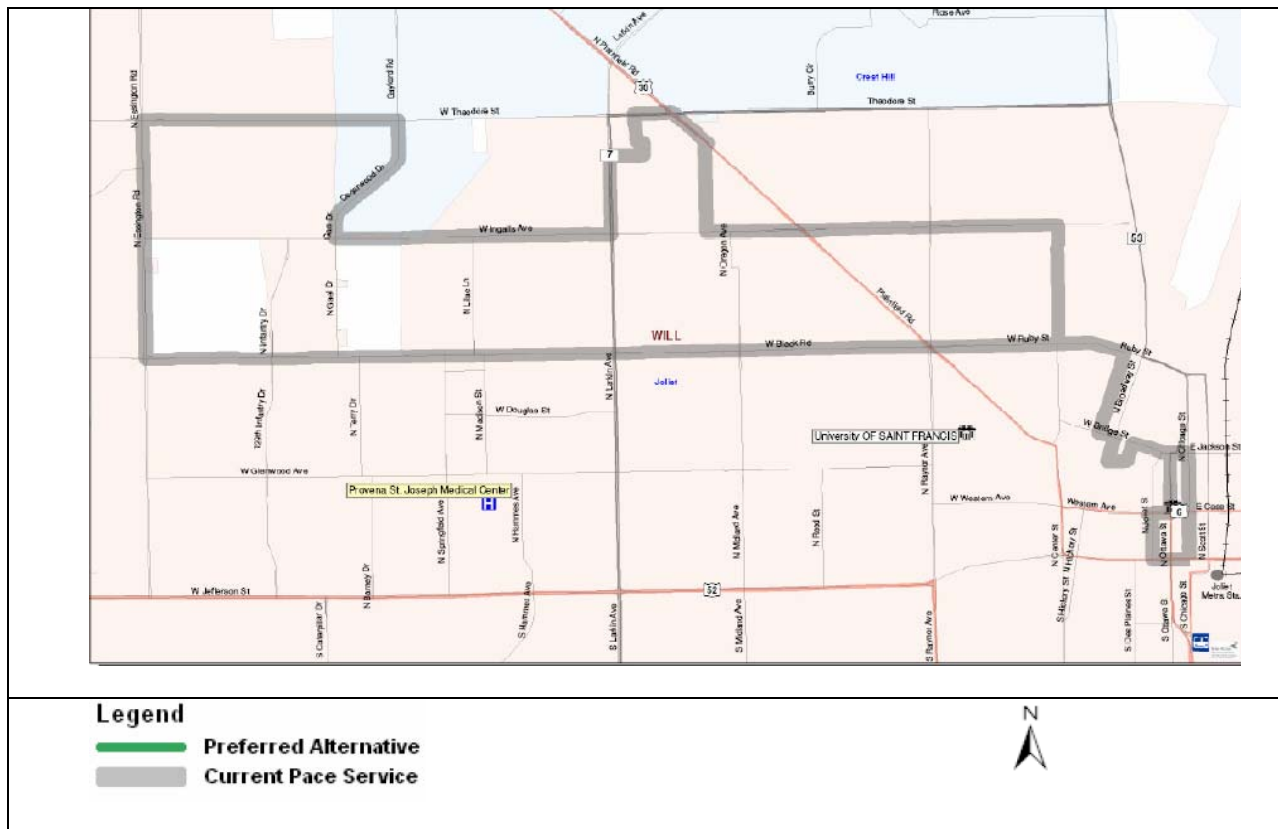
Route 503 – Black Road/Raynor Park

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 Junior High School.

Phase I Recommendations

1. Due to low ridership, delete the entire Route 503 and replace the most productive segments of the route with other routes.
2. The medical facilities on Essington Road and the public library on Black Road will be served by the new West Joliet Dial-a-Ride service.
3. Route 505 West Joliet Loop will also serve existing Route 503 riders in the area just west of the Des Plaines River along portions of Larkin Avenue.

Figure 6.19 Deleted Route 503



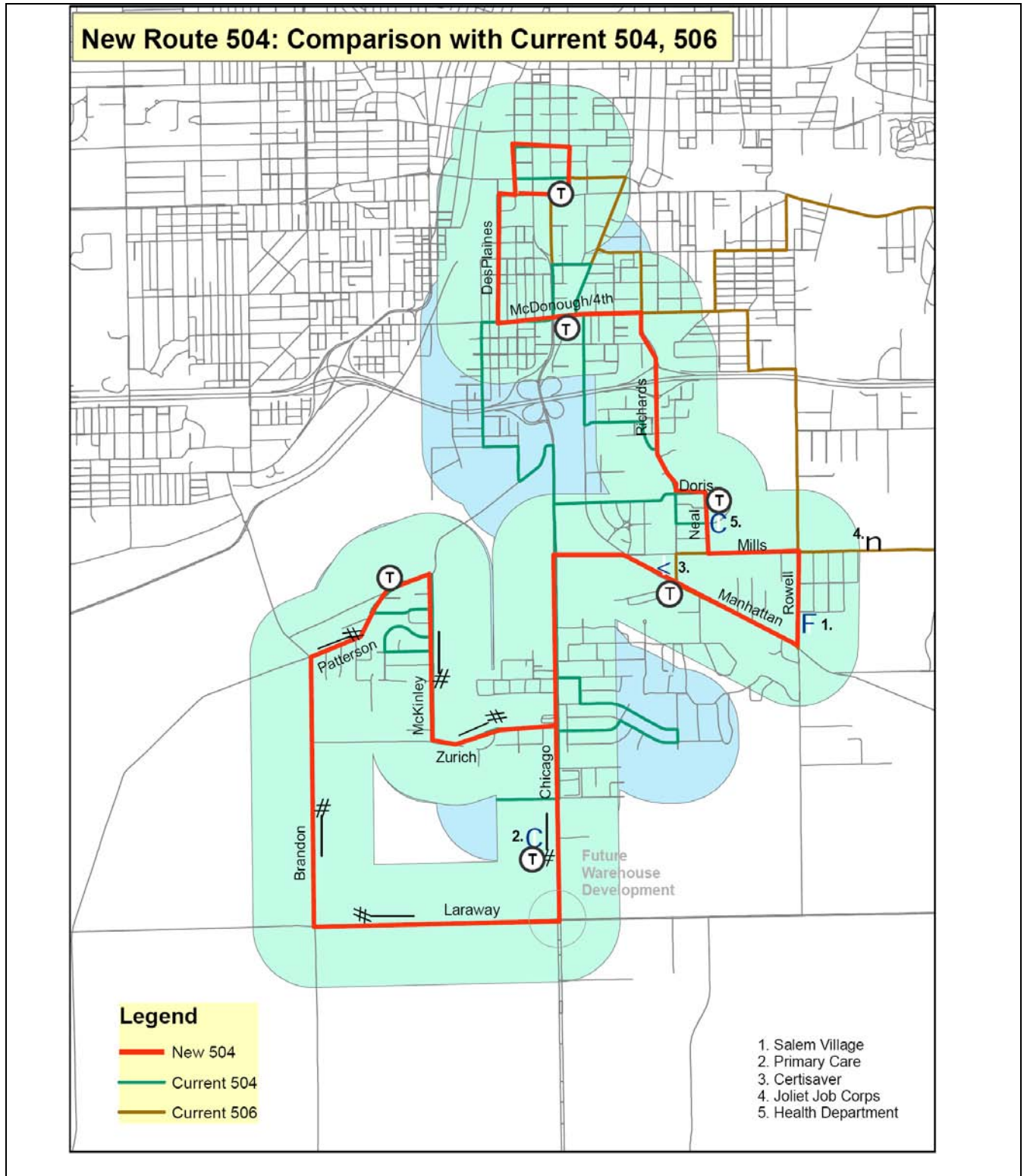
Route 504 – South Joliet

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 County Health Complex, Pheasant Run Apartments, Primary Care Facility, and Harrah's Casino.

Phase I Recommendations

1. Due to low ridership and extremely circuitous routing, realign Route 504 into a route with a combination of a dual direction fixed route and a one-way loop.
2. Operate as a dual-direction fixed route between downtown Joliet and Chicago/Lewis. It would serve Preston Heights, Salem Village, the Health Department, and the Phillip Murray Homes.
3. Route 504 would operate clockwise to serve areas west of Chicago Street, including the Primary Care Facility.

Figure 6.20 Recommended Route 504 South Joliet



Route 506 – East Washington/New Lenox

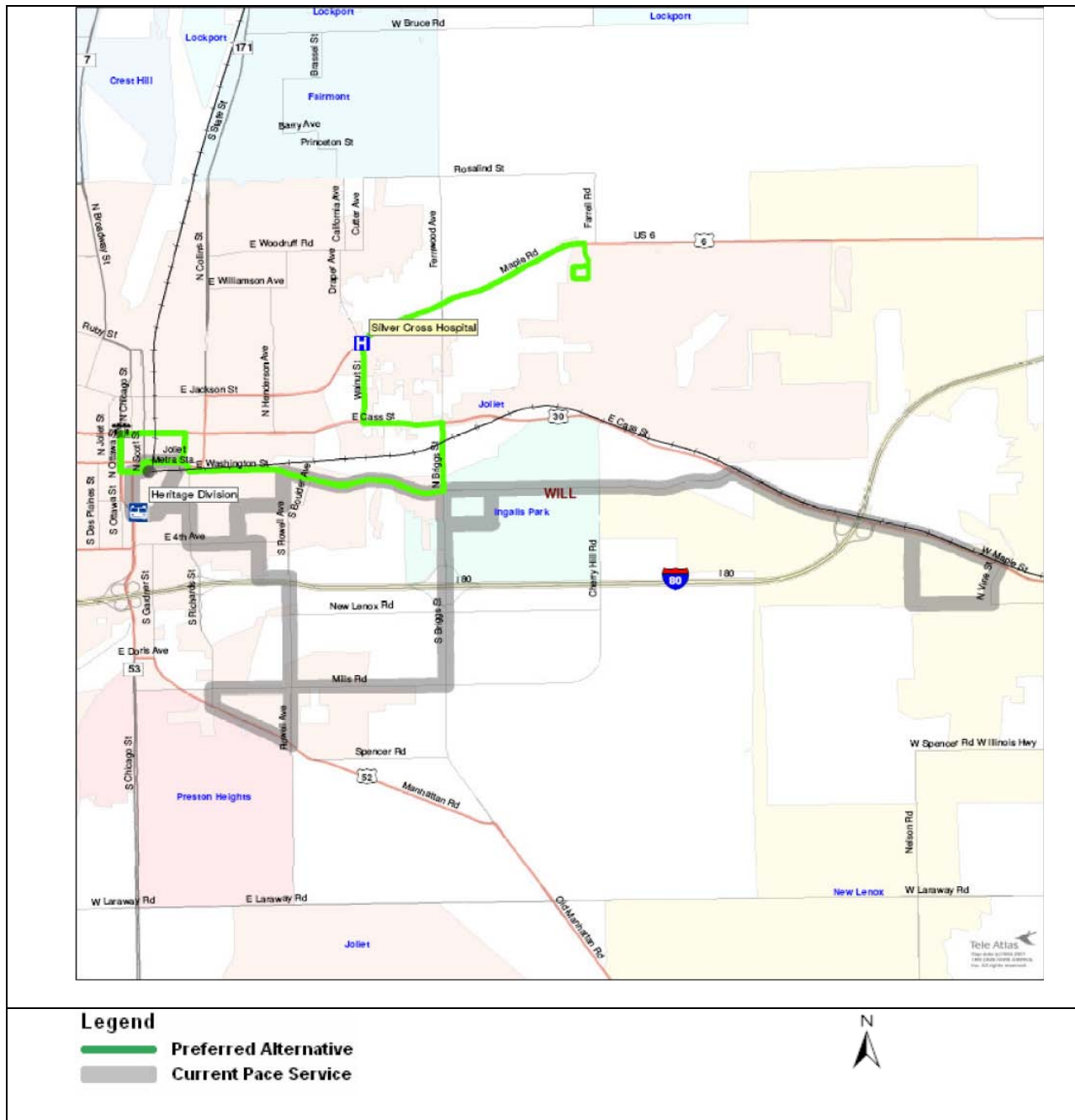
Recommended Route 508 – East Joliet

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.

Phase I Recommendations

1. Due to low ridership and extremely circuitous routing, restructure Route 506 to serve major destinations in east Joliet that currently are served by Routes 506 and 502. The restructured route would be called Route 508.
2. All high ridership areas currently served by Routes 506 and 502-Cass Street would continue to have service.
3. Route 508 would be extended to the new Cedar Crossings shopping area in New Lenox when it opens.

Figure 6.21 Recommended Route 508 – East Joliet^a



^a Former routing of 506 is also shown.

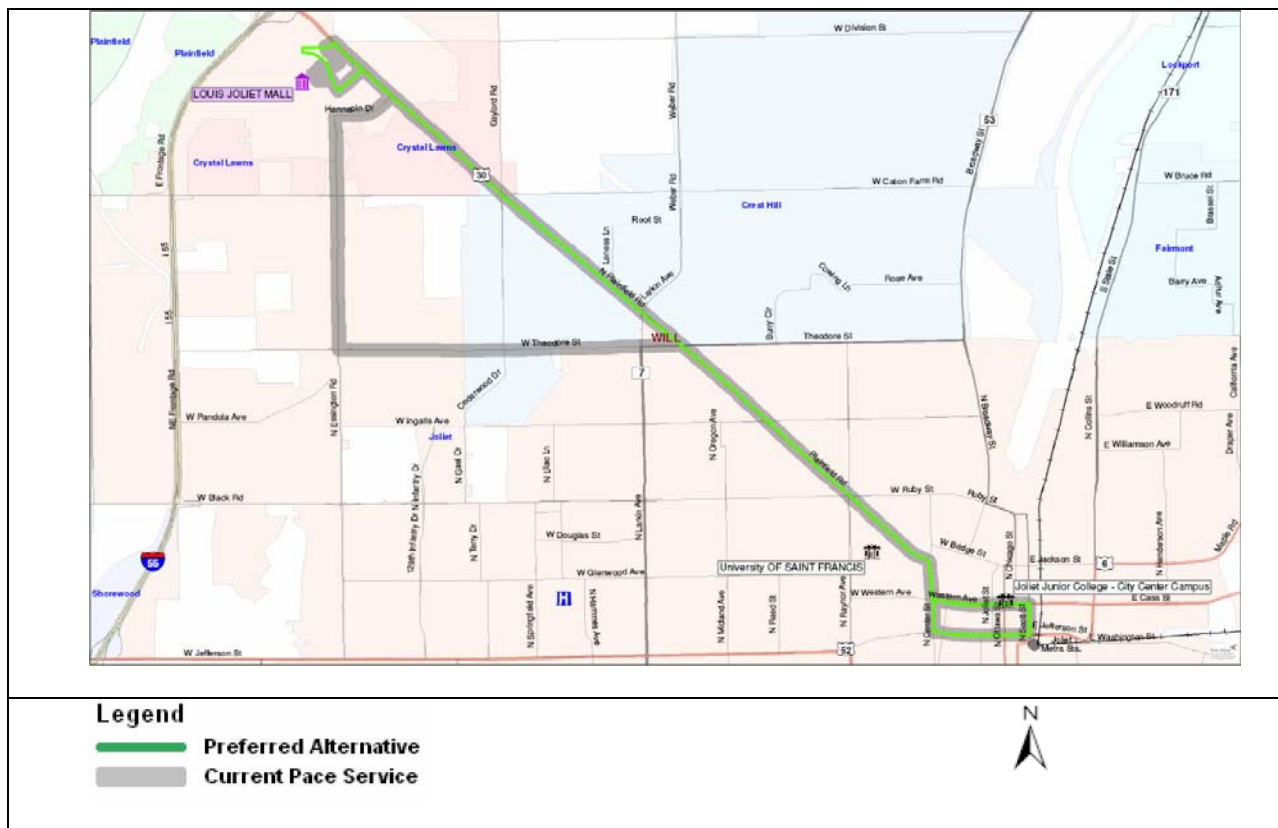
Route 507 – Plainfield

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.

Phase I Recommendations

1. In order to improve speed and reliability and to create an easier to understand route structure, delete the one-way deviation on Theodore Road and Essington. This area will be served by the recommended West Joliet Dial-a-Ride.
2. Due to high ridership, increase frequency during peak hours from 60-minute service to 30-minute service.
3. To better serve the Louis Joliet Mall, extend weekday and Saturday span of service to 10:00 p.m.

Figure 6.22 Recommended Route 507 Plainfield



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.

Phase I Recommendations

1. Due to poor ridership, delete Route 511. Ridership has not responded to this effort to connect jobs to Joliet residential areas.

Route 831 – Joliet/Midway

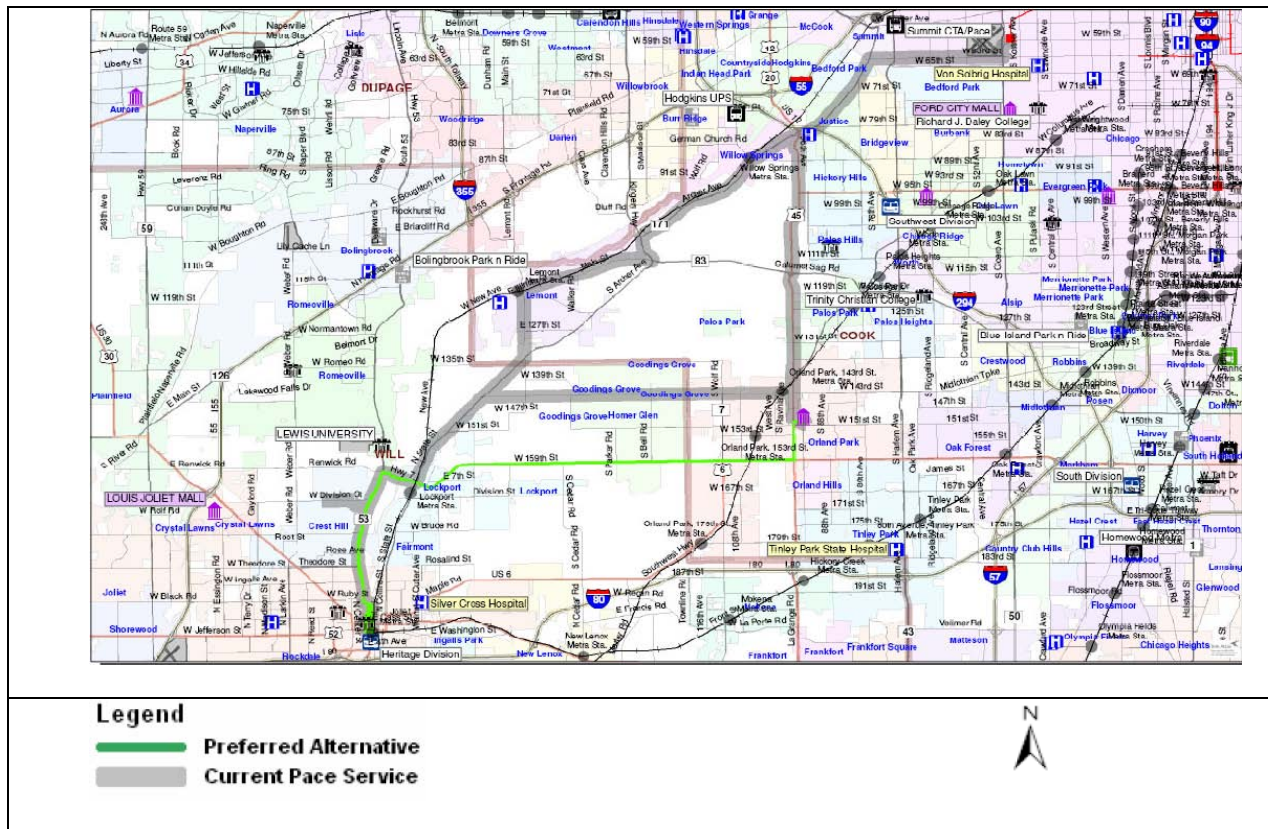
Recommended Route 839 Joliet/Orland Square

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.

Phase I Recommendations

1. Due to poor ridership, restructure and rename Route 831 as Route 839.
2. Route 839 would operate between Orland Square and downtown Joliet only. The route would use 159th Street instead of 143rd Street due to higher ridership potential.
3. The two peak directional trips to Lemont would be deleted. Lemont would continue to be served by Metra Heritage Corridor service.
4. The restructured Route 379 would provide connecting service from Orland Square to Midway.
5. Frequencies would be improved from 180 minutes to 120 minutes between Joliet and Orland Square.

Figure 6.23 Recommended Route 839 Joliet/Orland Square^a



^a Former Route 831 shown on map.

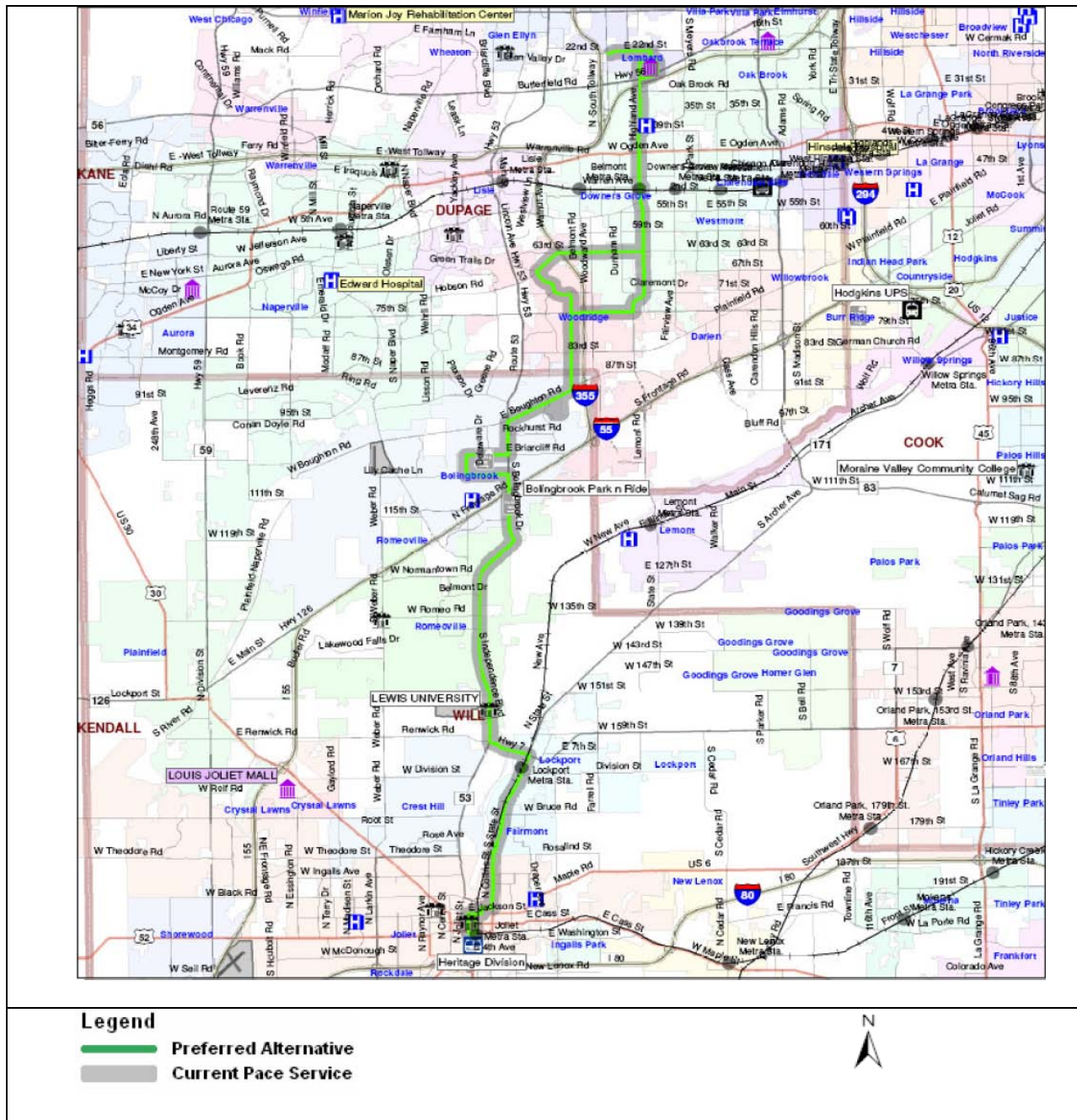
Route 834 - Joliet/Yorktown

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.

Phase I Recommendations

1. In order to better serve the commuting market, delete one southbound midday trip and reallocate those resources to provide a later roundtrip during the early evening.
2. Delete the Greenleaf/Innsbruck Apartments loop to improve speed and reliability of Route 834.
3. During rush hours, serve the Bolingbrook Park-and-Ride to connect with the new Route 837 that would provide service to Naperville and the employment areas in the I-55/Weber Road corridor.

Figure 6.24 Recommended Route 834 Joliet/Yorktown



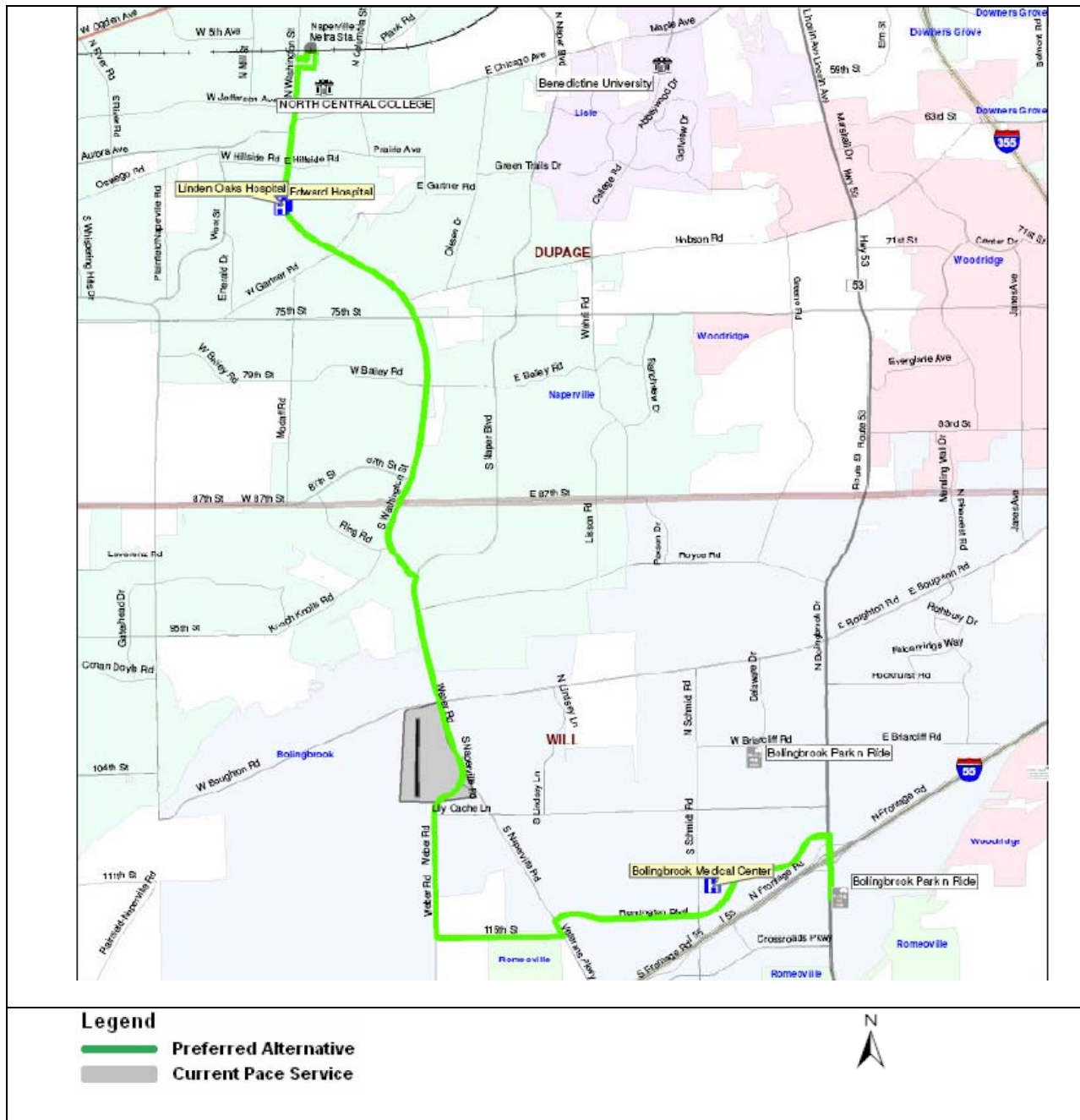
Route 837 - Weber Road

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.

Phase I Recommendations

1. To serve this existing and growing market, create a new Route 837 to provide service between the Naperville Metra Station and Bolingbrook via Washington Street, Weber Road, and Remington Boulevard.
2. The new route would operate as a Flexible Route in the Bolingbrook employment areas to allow the ability to serve the widely spaced employers. Deviations would be made on-demand for both drop-offs and pickups.
3. Route 837 will be scheduled to time transfers to/from Joliet on Route 834 and to/from Chicago via the Metra-BNSF line in Naperville.

Figure 6.25 Recommended Route 837 Weber Road



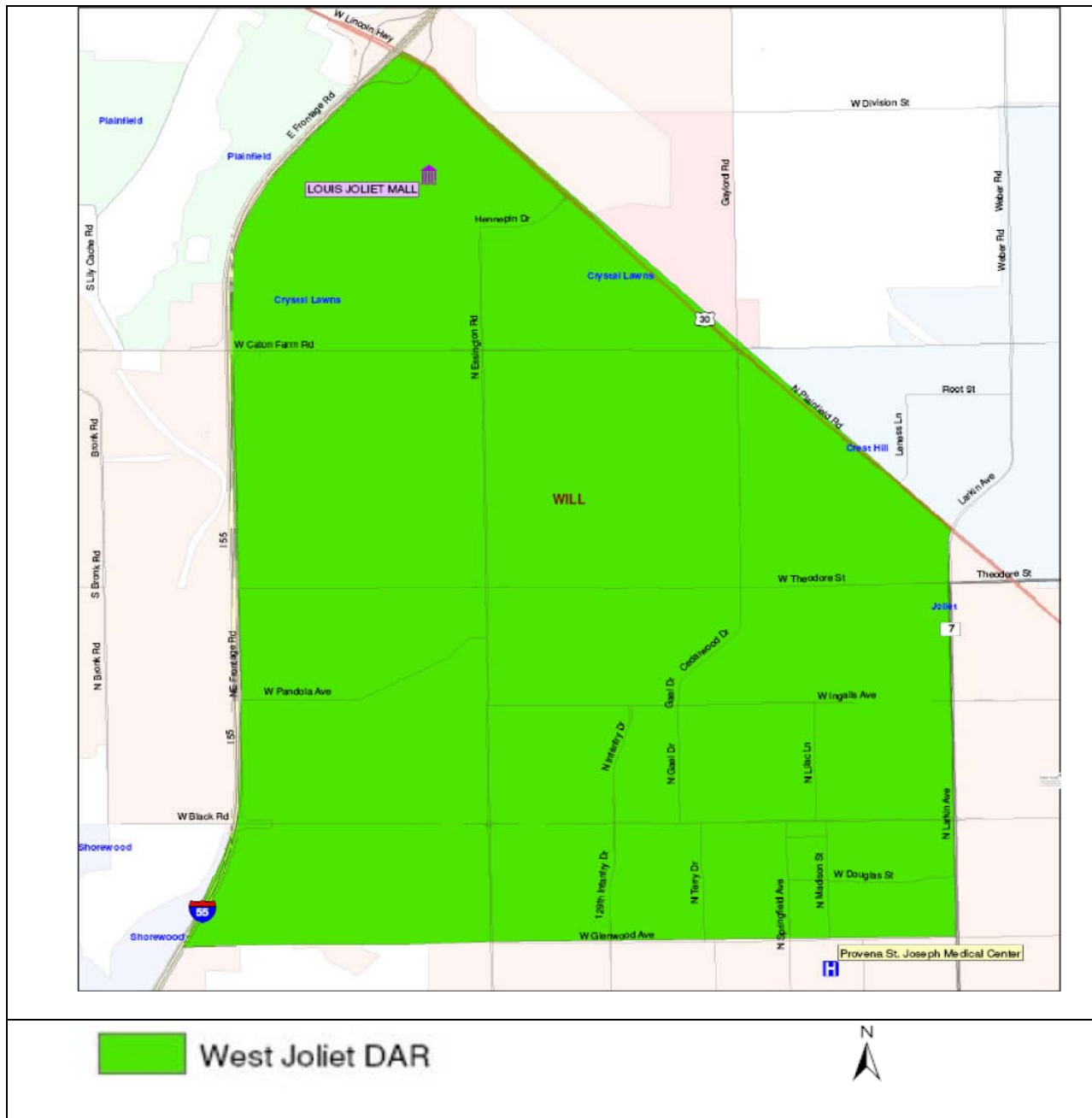
West Joliet General Public Dial-a-Ride

There is currently no general public demand response (dial-a-ride) service in West Joliet. Routes 502, 503, 505, and 507 all serve portions of West Joliet; the outer portions of Routes 502 and 503 carry very few people.

Phase I Recommendations

1. In conjunction with the restructuring of Routes 502, 503, 505, and 507, create a West Joliet Dial-a-Ride service that serves the low-density employment and residential areas of West Joliet. The service is to be open to the general public and dropoffs and pickups are handled via phone reservations and requests to drivers.
2. The Dial-a-Ride would have a timed transfer to the new Route 505 West Joliet Loop (both directions) at Provena St. Joseph Hospital. Connections to Route 507 at the Westfield Louis Joliet Mall would also be possible.
3. Span of the new route would be between 9:30 a.m. and 2:30 p.m.

Figure 6.26 Recommended West Joliet General Public Dial-a-Ride



■ 6.2 Phase II Service Recommendations Expanded Service - 6- to 36-Month Implementation Timeframe

Phase I addressed critical operational needs and productivity issues in a cost neutral manner. The market research, customer comments, and the ridership patterns revealed a multitude of additional needs throughout the South Cook and Will County service areas that cannot be addressed without additional funding.

Phase II assumes approximately nine million dollars in additional funding will be available to help address the tremendous needs throughout the service area. The improvements in Phase II serve new job and residential centers, simplify the route structure, and improve span of service.

One of the keys of the additional funding assumptions is the implementation of the Regional Transportation Authority's Moving Beyond Congestion campaign. The Phase II recommendations reflect the public outreach and market research conducted as part of this process in support of the Moving Beyond Congestion campaign.

The 6- to 36-month implementation timeframe reflects the need for vehicle acquisition lead time, capital infrastructure development, and pending land-use development for some routes.

This section describes each route and the Phase II recommendations.

6.2.1 South Division Routes

Twenty-two different routes are projected to be operated by the Pace South Division upon the completion of Phase I. It should be noted that these totals do not include the UPS routes. Nine routes have significant changes recommended in Phase II. Table 6.4 shows the recommended recommendations, frequency, and span of service.

Table 6.4 Phase II South Division Recommendations

South Division			Frequency			Span		
Route	Ph. II Hrs	Description	Peak	Mid	Ev/Wk	Wkday	Saturday	Sunday
348	21,828	Extend to Moraine Valley College, Blue Island, SSCC, & Harvey. Improve span	30	60	60	5:45 - 20:18	6:45 - 18:45	None
349	29,383	No change from Phase I	15/30	30	30/60	5:10 - 23:20	5:00 - 00:50	5:45 - 00:30
350	19,071	Add evening trips, improve midday service to 30 min	15	30	60	5:40 - 23:10	8:45 - 22:40	8:50 - 21:40
352	57,892	No change from Phase I	12.5	15/30	30/60	4:00 - 1:30	4:15 - 00:45	6:15 - 23:50
353	38,094	End route at River Oaks. Improve weekday frequency/span south of Riverdale	15/30	15/30	30/60	4:50 - 1:10	5:20 - 1:10	7:00 - 1:30
354	7,914	No change from Phase I	60	60	60	5:50 - 19:40	None	None
355	9,737	No change from Phase I	~20	-	-	5:45 - 8:20 16:35 - 18:30	None	None
356	in 367 costs	Create new Sauk Village connector to replace 358 service	60	60	60	6:40 - 20:40	8:45 - 20:40	None
357	0	Delete Route (replaced by 358 and 365)	None	None	None	None	None	None
358	14,162	Extend service to Lincoln Mall. Delete South Chicago Heights/Sauk Village routing (see Routes 356 and 365)	30/60	30/60	60	5:15 - 20:11	8:15 - 19:10	None
359	25,440	Add three a.m. peak trips to relieve overcrowding, improve evening service	15/30	30	60	5:00 - 0:40 5:30 - 8:30	6:00 - 0:40	8:00 - 0:40
362	2,117	No change from Phase I	~30	-	-	17:10 - 19:30	None	None
364	35,324	End all trips at Hammond. Delete weekend service to Hegewisch.	30	30	30/60	5:20 - 23:30	7:15 - 22:30	9:15 - 20:15
365	2,550	Create new route from Chicago Heights Terminal to Steger/S. Chicago Heights to replace 358	60	60	-	6:00 - 19:15	8:30 - 19:50	None
366	0	Combine with Route 367 (costs included in Route 367 figures)	30	30	60	5:45 - 22:30	9:00 - 20:30	9:45 - 19:15
367	23,093	Operate between Chicago Heights Terminal and Lincoln Mall via current Routes 366 and 367 and Cicero Ave.	60	60	60	5:30 - 22:30	7:30 - 21:00	9:30 - 21:30
368	2,269	Implement new route from Chicago Heights to Governors Gateway Ind.Park	60	0	0	6:00 - 8:00 16:00 - 18:00	None	None
451	1,066	No change from Phase I	~30	-	-	5:40 - 8:10 17:30 - 19:00	None	None
452	1,344	No change from Phase I	~30	-	-	5:40 - 8:50 17:30 - 19:00	None	None
460	1,265	No change from Phase I	~30	-	-	6:15 - 8:50 16:50 - 18:30	None	None
750	1,272	No change from Phase I	~30	-	-	5:40 - 8:00 17:20 - 19:15	None	None
753	1,392	No change from Phase I	~30	-	-	5:30 - 7:50 17:00 - 19:15	None	None
877/888	9,009	No change from Phase I	~30	-	-	5:15 - 8:41 15:45 - 20:30	None	None
889	16,533	No change from Phase I	~20	-	-	4:50 - 9:20 15:45 - 20:30	None	None
Homewood DAR	4,715	No change from Phase I	60	60	60	6:45 - 18:45	6:45 - 18:45	6:45 - 18:45
South Total	325,468							

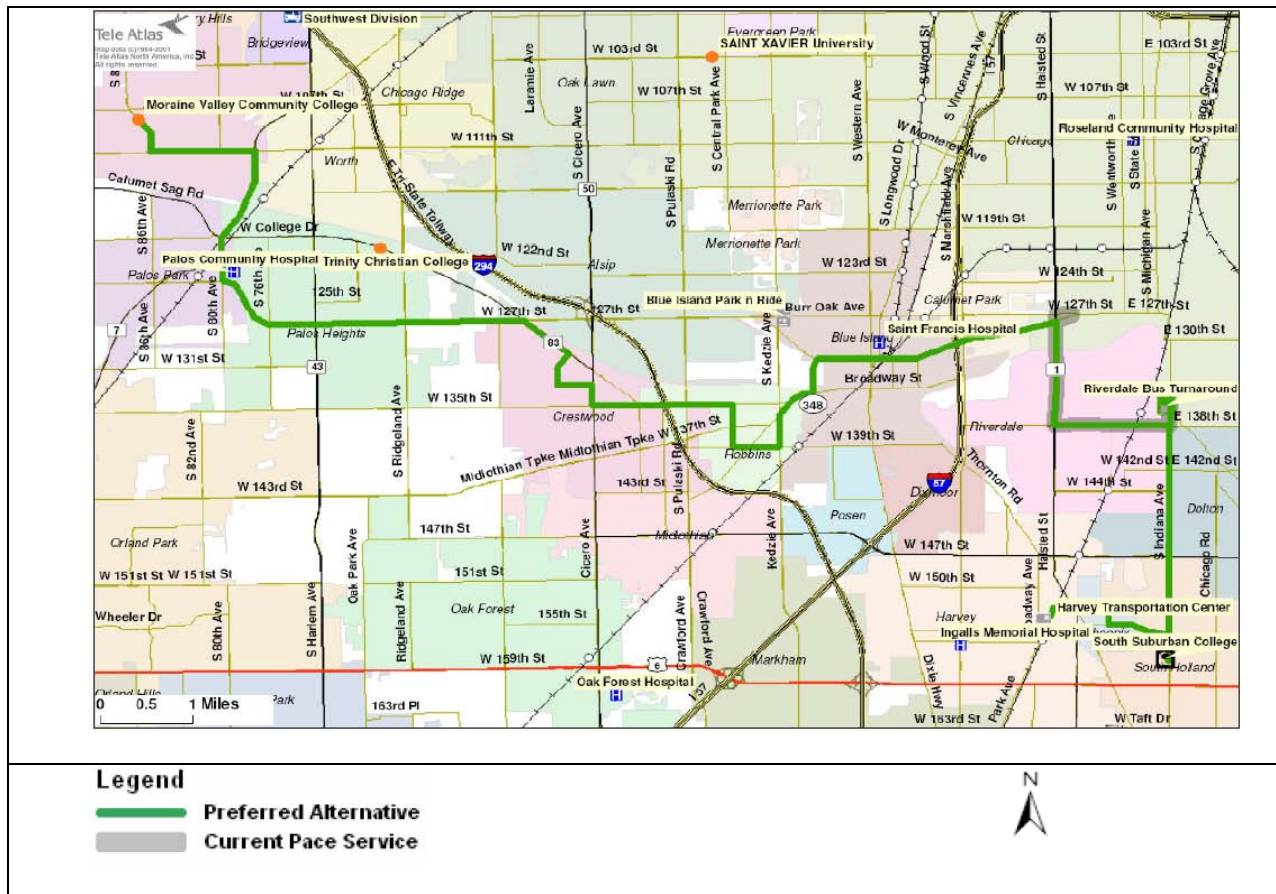
Route 348 – 138th Street Riverdale Connector

Route 348 provides half-hourly service on weekdays and Saturdays from 6:00 a.m. to 6:00 p.m. along 138th Street in Riverdale with connections to two 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.

Phase II Recommendations

1. Expand Route 348 to create an east-west corridor that connects multiple service focal points, including Harvey, South Suburban College, Blue Island, and Moraine Valley College. Expanded service would provide additional educational access, as well as shopping access to Wal-Mart, Target, and other stores in Crestwood.
2. Route 348 would be extended from the Riverdale Turnaround to South Suburban College, Phoenix, and the Harvey Transportation Center.
3. Route 348 would also be extended from Halsted/127th to Blue Island, Crestwood, Palos Park, and Moraine Valley College. It would replace Route 385 service between Blue Island and Crestwood.
4. On weekdays, Route 348 would operate every 30 minutes during rush hours and hourly at other times; on Saturdays service would operate hourly between Harvey and Crestwood only.

Figure 6.27 Recommended Route 348 – 138th Street Riverdale Connector



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.

Phase II Recommendations

No recommendations were made for Route 349 in Phase II. Minor changes to Route 349 were recommended in Phase I.

Route 350 – Sibley

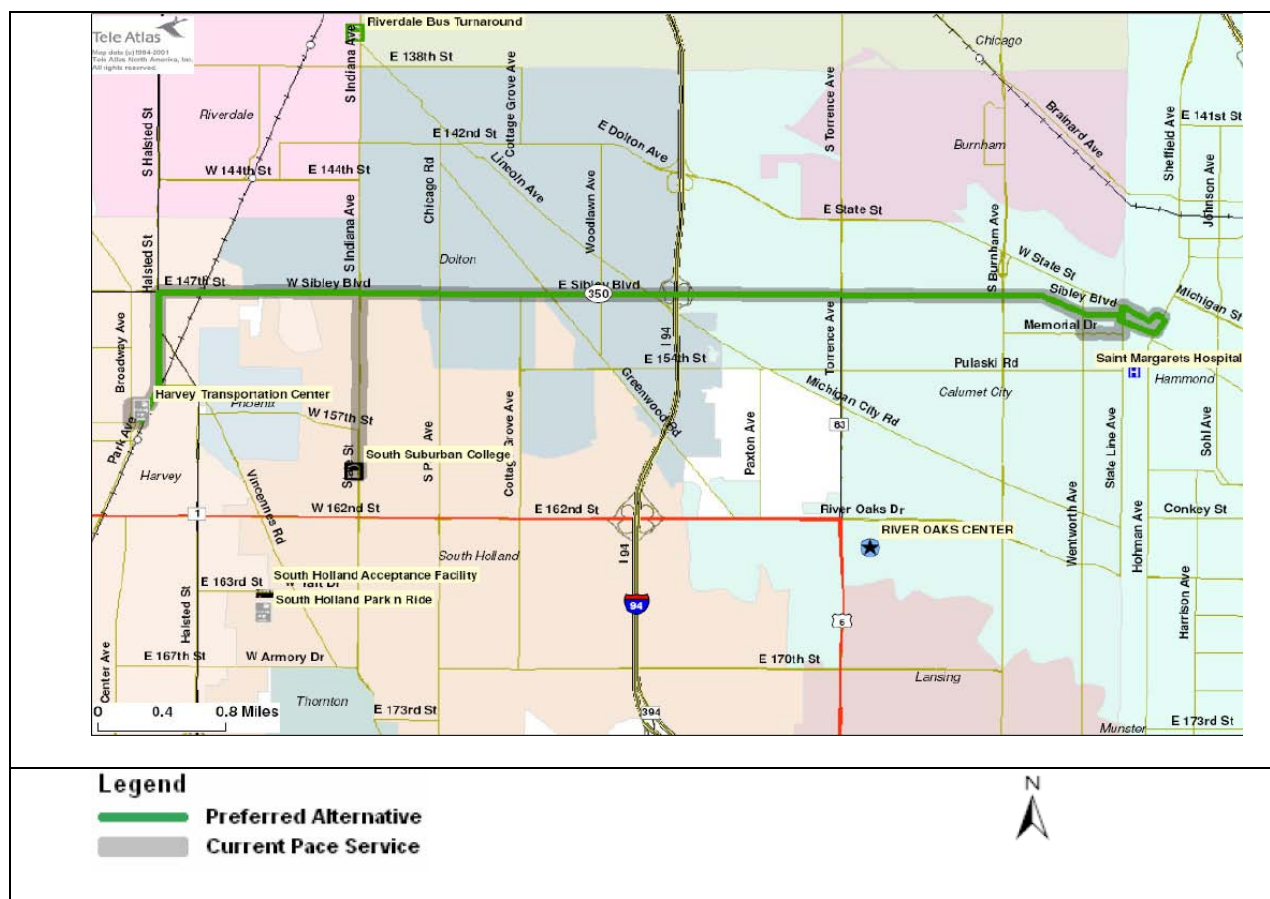
Route 350 is an east-west crosstown route serving commercial and residential areas along Sibley Boulevard between the Hammond Transit Center and Harvey Transportation

Center. It also serves the 147th Street Metra Station, Thornridge High School, and selected weekday trips serve South Suburban College.

Phase II Recommendations

1. Consolidate bus stops so they are every two blocks to improve speed and reliability.
2. Due to passenger demand, improve peak hour frequency to every 15-minute service. Also due to high ridership, improve midday frequency from 60-minute service to 30-minute service. Both of these improvements should address passenger load issues.
3. Extend weekday span of service to 11:00 p.m.
4. Expand weekend evening service.
5. Delete the South Suburban College deviation. The extended Route 348 will serve this segment.

Figure 6.28 Recommended Route 350 – Sibley



Route 351 – Phoenix Shuttle

Route 351 was recommended in Phase I to provide service to Phoenix and ensure that Phoenix residents could still access Pace services.

Phase II Recommendations

With the restructure of Route 348, and the resulting Harvey to South Suburban College connection through Phoenix, delete Route 351.

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 Department of Human Services, St. James Hospital, and 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.

Phase II Recommendations

No recommendations are made for Route 352 in Phase II, as Route 352 was completely restructured in Phase I.

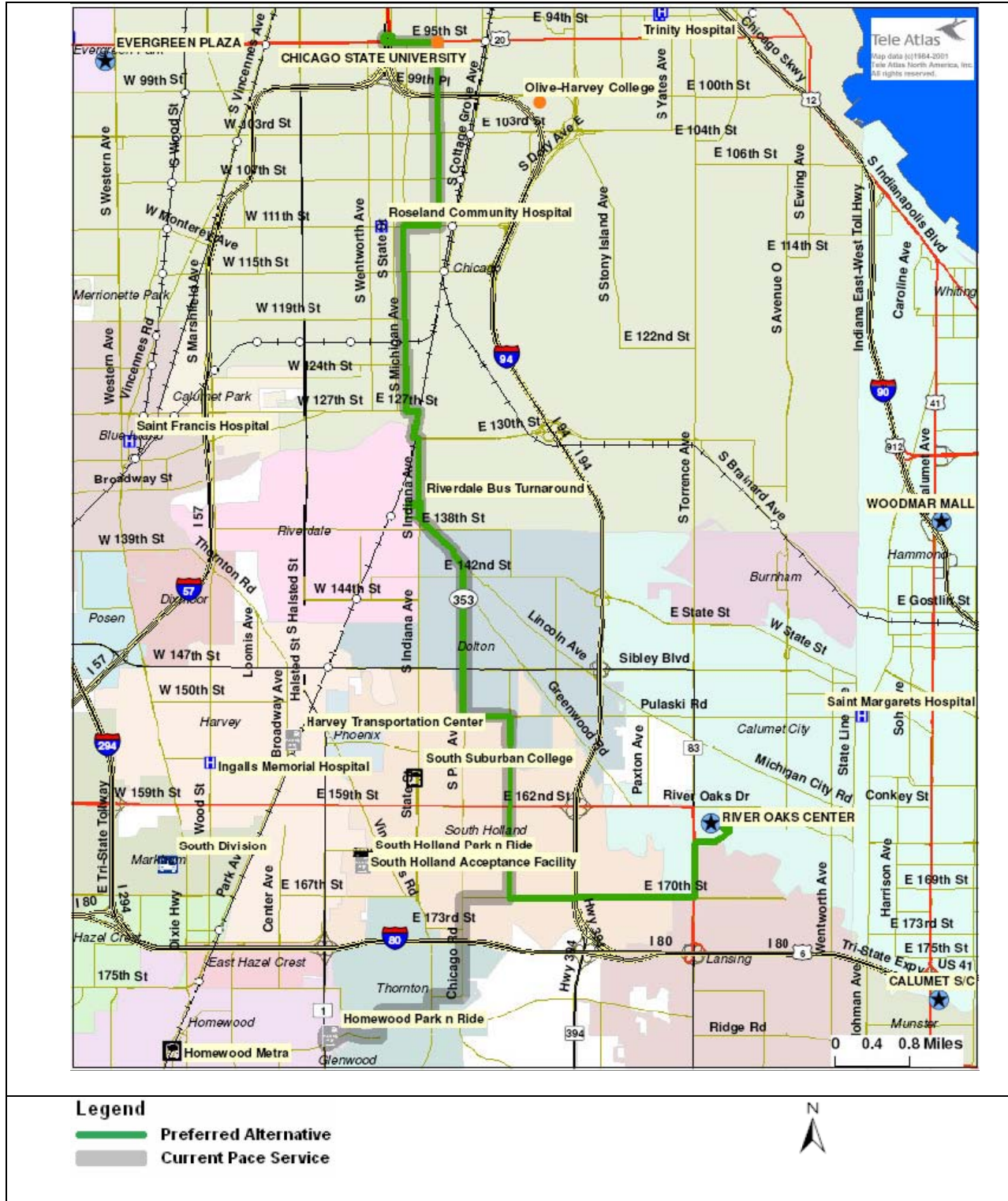
Route 353 – 95th – Riverdale – Homewood

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 Street Metra Electric Station, Riverdale Bus Turnaround, Homewood Park-n-Ride, Thornwood High School, and Roseland Hospital.

Phase II Recommendations

1. Continue to operate limited-stop service between the 95th Street/Dan Ryan CTA Station and 127th Street, as detailed in Phase I.
2. To address ridership patterns that show overload trips on trips heading and originating further south than Riverdale, operate more trips along the entire route and reduce the number of trips operating between 95th Street CTA Station and Riverdale.
3. Reducing the service between 95th Street CTA Station and Riverdale will also reduce the duplication of service between CTA and Pace in this corridor.
4. In order to provide a larger destination at the southern route terminus, end Route 353 at River Oaks Mall instead of on Halsted. There would be no alternative service through Thornton.
5. Extend evening span of service to River Oaks Mall to correspond to Mall hours.

Figure 6.29 Recommended Route 353 - 95th - Riverdale - River Oaks



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.

Phase II Recommendations

No recommendations are made for Route 354 in Phase II, as Route 354 was completely restructured in Phase I.

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.

Phase II Recommendations

No recommendations are made for Route 355 in Phase II. Phase I recommendations reduced service so the route would operate peak-directional service to the Chicago loop via the Sibley alignment only.

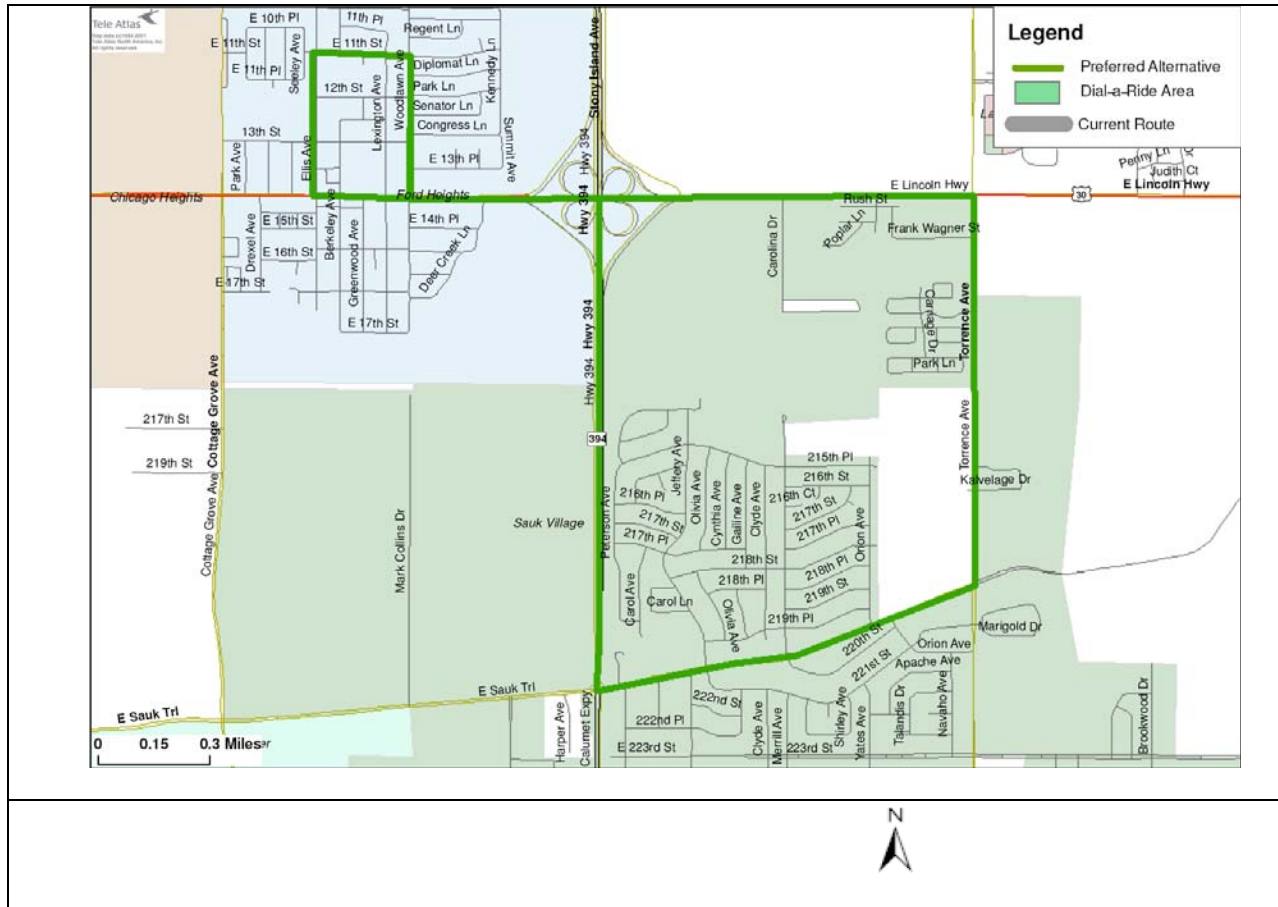
Route 356 – Sauk Village

Sauk Village is currently served with hourly service on Route 358 with connections to River Oaks Mall, Hegewisch and Chicago Heights.

Phase II Recommendations

1. As part of restructuring Routes 357 and 358, a new Route 356 will be created to replace Route 358 service in Sauk Village. Route 356 will operate hourly and connect Sauk Village with Ford Heights and Chicago Heights. Trips north on Torrence will still be possible with a transfer to the restructured Route 358.
2. Route 356 would operate on weekdays and Saturdays.

Figure 6.30 Recommended Route 356 – Sauk Village



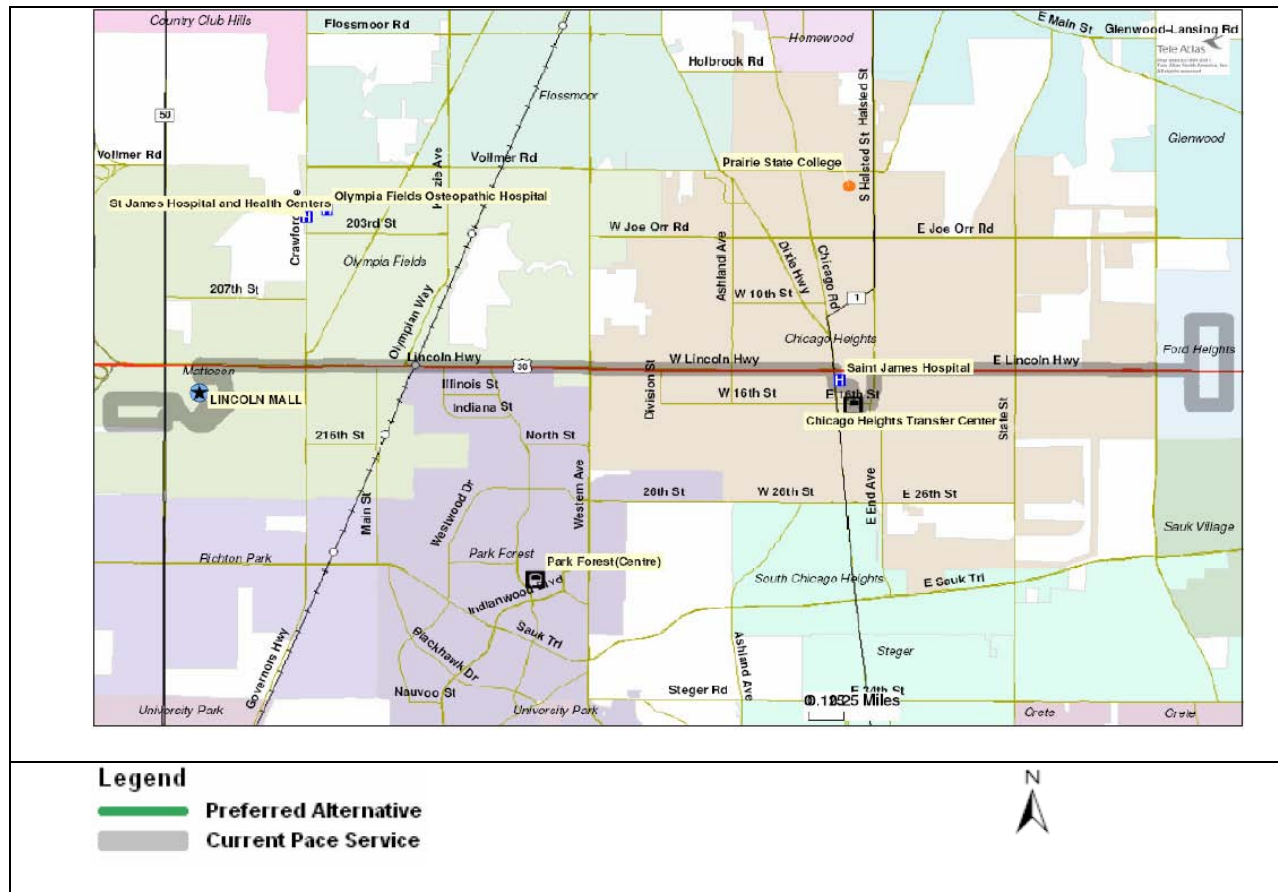
Route 357 – Lincoln Highway

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.

Phase II Recommendations

1. In order to better provide access for passengers on Lincoln Highway, discontinue Route 357 and replace with Route 358 service. Route 358 will operate at identical frequencies to Route 357. Route 358 will provide a one-seat ride between Ford Heights and Lincoln Mall as well as a one-seat ride to River Oaks Mall and Hegewisch.

Figure 6.31 Recommended Route 357 – Lincoln Highway



Route 358 – Torrence

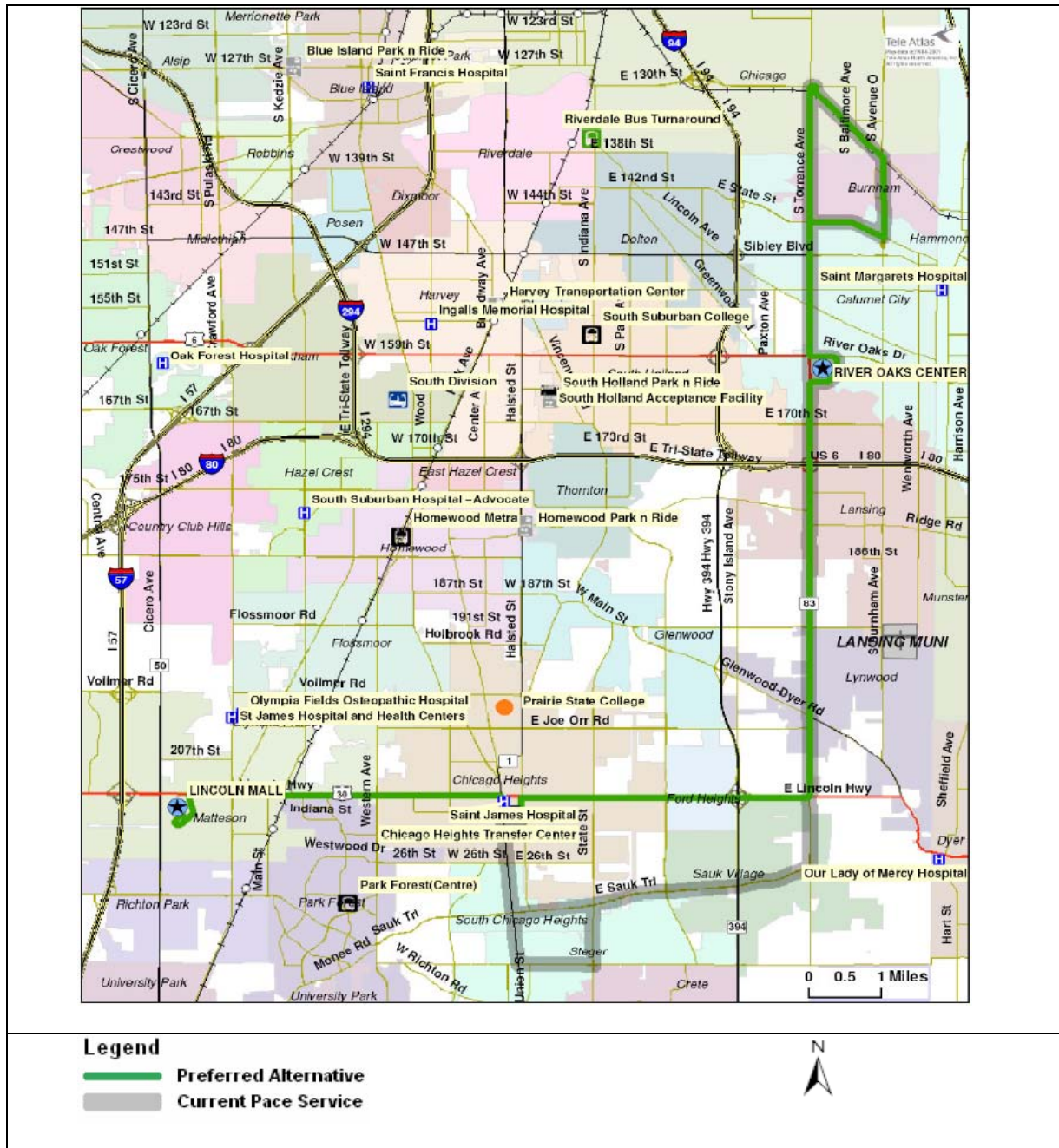
Route 358 is a north/south route that operates from the Chicago Heights Terminal to the Hegewisch South Shore station on weekdays and River Oaks Shopping Center on Saturdays. It serves commercial areas between Steger and Hegewisch, including the River Oaks Shopping Center and the Landings Shopping Center,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

Phase II Recommendations

1. Operate to Hegewisch on Saturdays and replace Route 364 weekend service to Hegewisch.
2. In order to address on-time performance issues, shorten the routing between Hegewisch and Chicago Heights so that the route serves Ford Heights.
3. Extend route from Torrence/Lincoln Highway to Lincoln Mall via the routing of the Route 357. Route 358 would replace Route 357 on this corridor.

4. Routes 356 Sauk Village and 365 South Chicago Heights would provide service to areas currently served by Route 358 south of Lincoln Highway.
5. The segment between Lincoln Mall and Ford Heights would match existing Route 357 frequencies.

Figure 6.32 Recommended Route 358 – Torrence



Route 359 – S. Kedzie/Robbins

Route 359 is a north/south route that operates between the Homewood Metra Station and 95th Street 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 Street CTA Station. Phase II added three northbound trips to relieve overcrowding.

Phase II Recommendations

1. Improve evening service by adding several evening trips on weekdays, Saturdays and Sundays. Evening frequency would improve, while the span would remain the same.

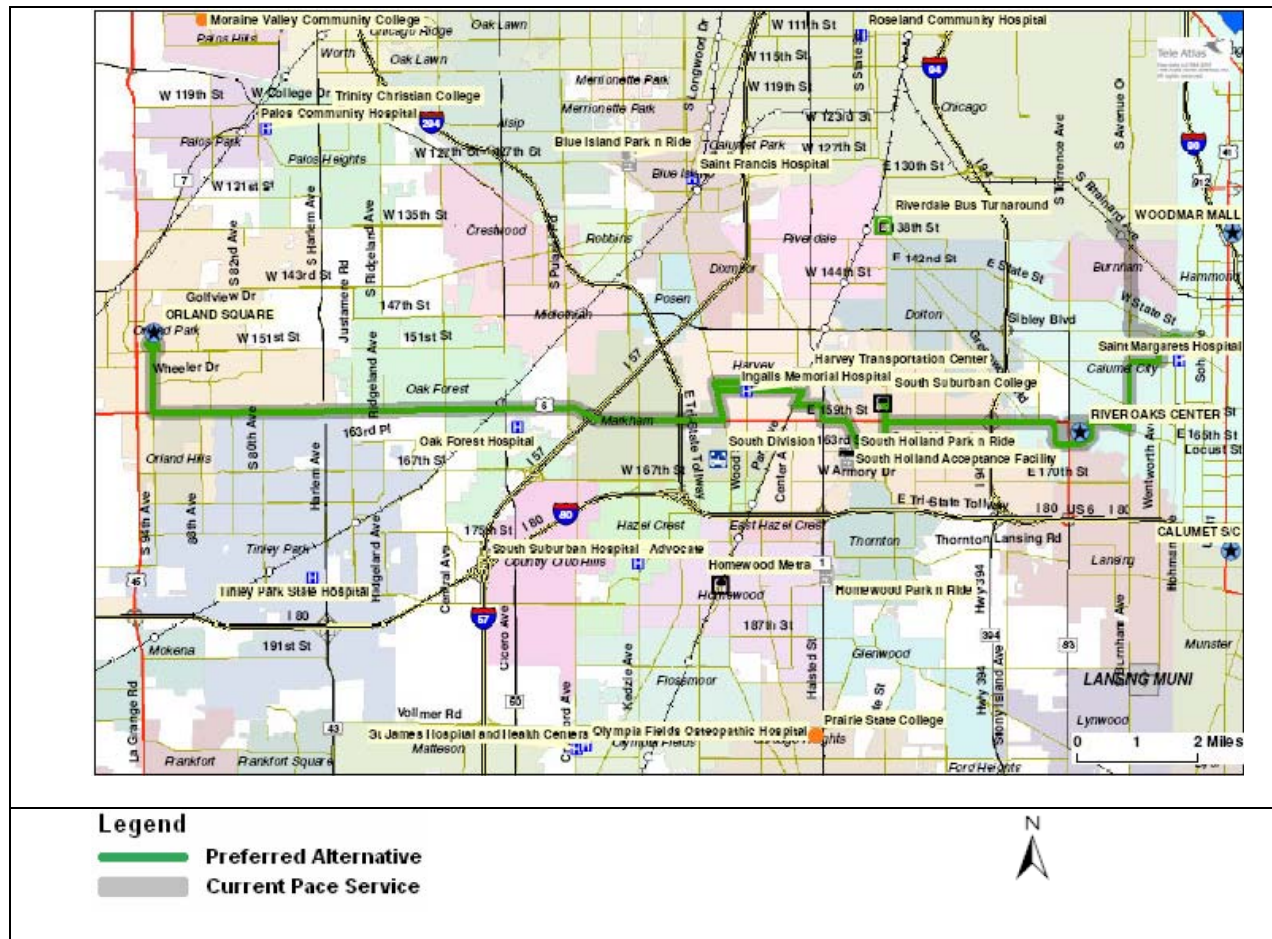
Route 364 – 159th Street

Route 364 is a major east-west cross-town service operating along 159th Street 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.

Phase II Recommendations

1. In order to tap into a larger ridership market, operate to Hammond daily instead of operating to Hegewisch on weekends.
2. Discontinue weekend service to Hegewisch; Route 358 would serve Hegewisch on Saturdays via a transfer at River Oaks Center.

Figure 6.33 Recommended Route 364 – 159th Street



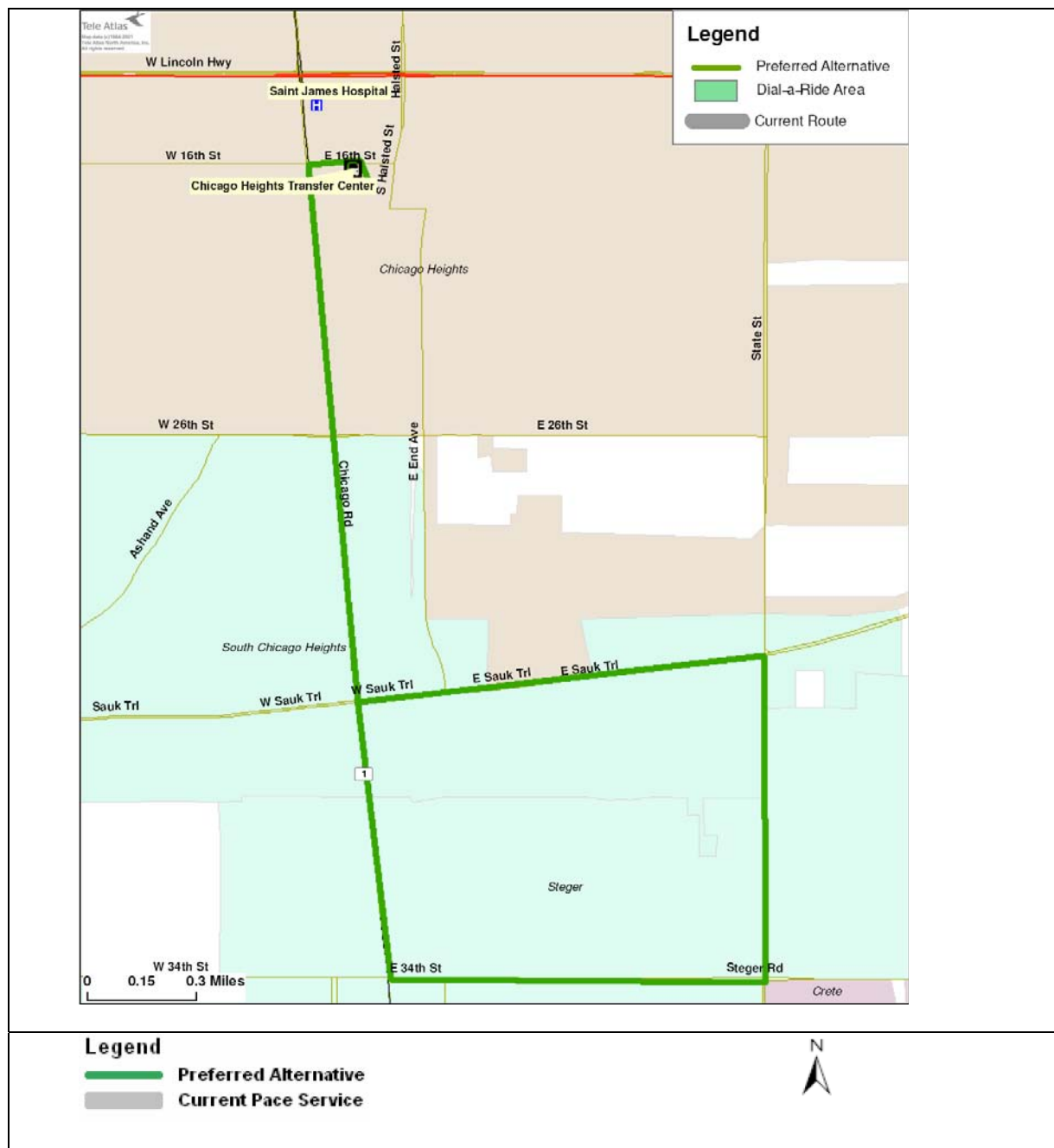
Route 365 – South Chicago Heights/Steger

Route 358 currently serves South Chicago Heights and Steger with connections to River Oaks Mall, Hegewisch and Chicago Heights.

Phase II Recommendations

1. Replace Route 358 service to Steger and South Chicago Heights with a new Route 365 which would provide shuttle service between Steger, South Chicago Heights, and Chicago Heights.
2. Service would operate hourly and would operate on weekdays and Saturdays.

Figure 6.34 Recommended Route 365 – South Chicago Heights/Steger



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.

Phase II Recommendations

1. Replace Route 366 with Route 367 service. The frequency between Chicago Heights and Park Forest will remain identical to today's service levels.
2. Park Forest residents will gain a one-seat ride to Lincoln Mall and the surrounding commercial area.

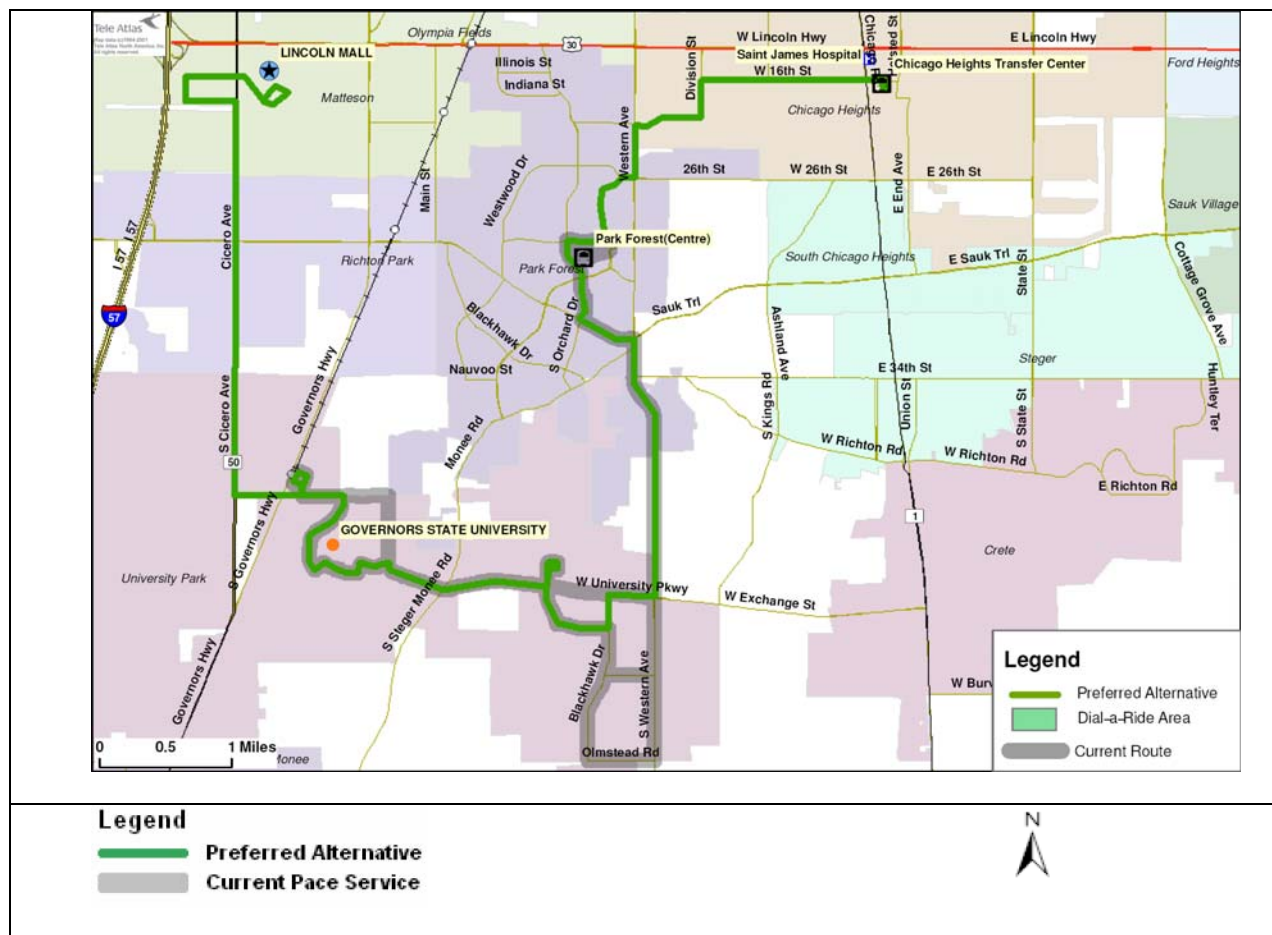
Route 367 - University Park

Route 367 provides service between the University Park Metra Station and downtown Park Forest. This route connects Governors State University to both the Metra Electric and other Pace routes. Saturday service operates between downtown Park Forest and Thornwood House.

Phase II Recommendations

1. Extend all 367 trips from Park Forest to Chicago Heights via the existing Route 366 alignment. This will make the existing University Park to Chicago Heights connection transparent to customers.
2. In order to improve mobility options for University Park and Park Forest residents, extend all 367 trips from University Park to Lincoln Mall, the regional commercial center.
3. Route 367 frequency between Park Forest and Chicago Heights will operate at the existing Route 366 frequency. Between Park Forest and Lincoln Mall, service will operate hourly.
4. Service will operate seven days a week between Park Forest and Chicago Heights. Service to University Park and Lincoln Mall would operate weekdays and Saturdays only.

Figure 6.35 Recommended Route 367 – University Park



New Route 368 – Governors Gateway Industrial Park

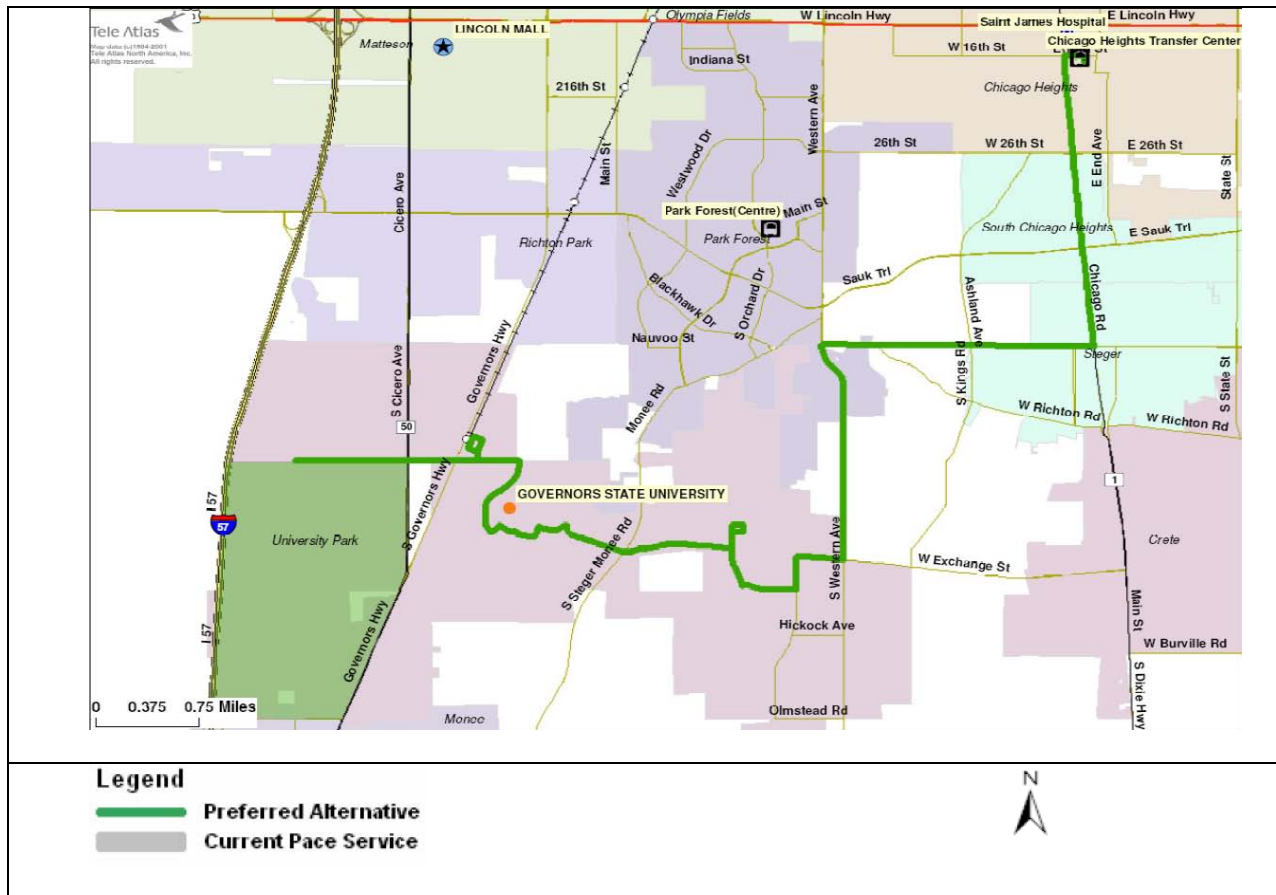
There is currently no transit service to an industrial district with over 9,000 jobs located in the southwest corner of University Park.

Phase II Recommendations

1. In order to serve this job center, we recommend creating a new route that connects the Chicago Heights Terminal and University Park Metra Station with the Governors Gateway Industrial Park.
2. Two morning trips and two afternoon trips would be timed to meet the largest shift changes in the Industrial Park. Within the Industrial Park, Route 368 would operate as a demand response service, whereby it could pick up and drop of passengers on demand.

3. This improvement was identified as a high priority as part of the public involvement process. In addition, the predicted cost effectiveness of this improvement was high, meaning that the investment in additional service was warranted.

Figure 6.36 Recommended Route 368 – Governors Gateway Industrial Park



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.

Phase II Recommendations

No recommendations are made for Route 451 in Phase II.

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.

Phase II Recommendations

No recommendations are made for Route 452 in Phase II.

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.

Phase II Recommendations

No recommendations are made for Route 460 in Phase II.

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.

Phase II Recommendations

No recommendations are made for Route 750 in Phase II.

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.

Phase II Recommendations

No recommendations are made for Route 753 in Phase II.

Route 877 South Suburban Oakbrook Limited/ 888 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.

Phase II Recommendations

No recommendations are made for Routes 877/888 in Phase II. These routes were consolidated in Phase I recommendations.

Route 889 – Harvey-Rosemont Express (New)

This is a new route recommended in Phase I connecting Harvey, Blue Island, and Robbins with Rosemont and the O’Hare employment area.

Phase II Recommendations

No recommendations are made for Route 889 in Phase II. This route was created as part of Phase I recommendations.

Homewood Dial-a-Ride

This is a new route recommended in Phase I providing dial-a-ride service between Homewood and Chicago Heights.

Phase II Recommendation:

No recommendations are made for the Homewood Dial-a-Ride in Phase II. This route was created as part of Phase I recommendations.

6.2.2 Southwest Division Routes

After Phase I improvements are implemented, seven different routes would be operated by the Southwest Division, which is based in Bridgeview. In Phase II, four of the seven routes have significant changes recommended. In addition to the Southwest Division routes, Table 6.5 shows Route 307, which is a Pace West Division route. Table 6.5 shows the recommended recommendations, frequency, and span of service.

Table 6.5 Phase II Southwest Division Recommendations

Southwest Division			Frequency			Span		
Route	Ph. II Hrs	Description	Peak	Mid	Ev/Wk	Wkday	Saturday	Sunday
379	21,189	No change from Phase I	30	30	60	5:00 - 23:30	7:00 - 22:45	8:00 - 20:00
381	38,903	Add midday 15-minute service, extend daily span of service	15	15	30/60	4:45 - 00:15	5:15 - 23:30	7:45 - 23:30
382	3,872	Delete Industrial Park segments after Route 386 switches to 73rd Street	60	-	-	5:30 - 9:01 13:10 - 19:44	None	None
383	37,427	Extend all trips to Lincoln Mall.	30	30	60	5:30 - 22:30	6:30 - 22:00	7:00 - 20:00
384	12,790	No change from Phase I	30	60	60	5:30 - 21:30	7:45 - 19:50	9:45 - 18:50
385	11,059	End route at Blue Island (see Route 348)	60	60	60	6:00 - 19:30	None	None
386	27,558	When Toyota Park TC done, shift to 73rd Street and off of 63rd Street	30	60	60	5:00 - 22:45	5:00 - 22:45	6:00 - 21:45
387	10,609	Implement new route to connect Tinley Park with Orland Square/143rd Metra	30	60	60	6:00 - 20:00	8:00 - 18:00	None
307	0	Extend to Toyota Park Transit Center when complete (no cost increase)						
Southwest Total	163,406							

Route 379 – W. 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. Phase I recommended extending this trip to Orland Square.

Phase II Recommendation:

No recommendations are made for Route 379 in Phase II. This route was extensively modified as part of Phase I recommendations.

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.

Phase II Recommendations

1. In an effort to address the midday overloads currently occurring, begin operating Route 381 every 15-minutes during the midday.
2. Improve span of service to provide later service seven days a week.

Route 382 – Central/ Clearing

Route 382 provides service along Central Avenue and 103rd Street. 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. Phase I recommended deleting service to Ford City, ending all midday service, and operating during weekday peak hours only.

Phase II Recommendation:

With the restructure of Route 386 onto 73rd Street, Route 382 service to the Bedford Park Clearing Industrial District would be eliminated, as it will now be covered by Route 386.

Route 383 – S. Cicero

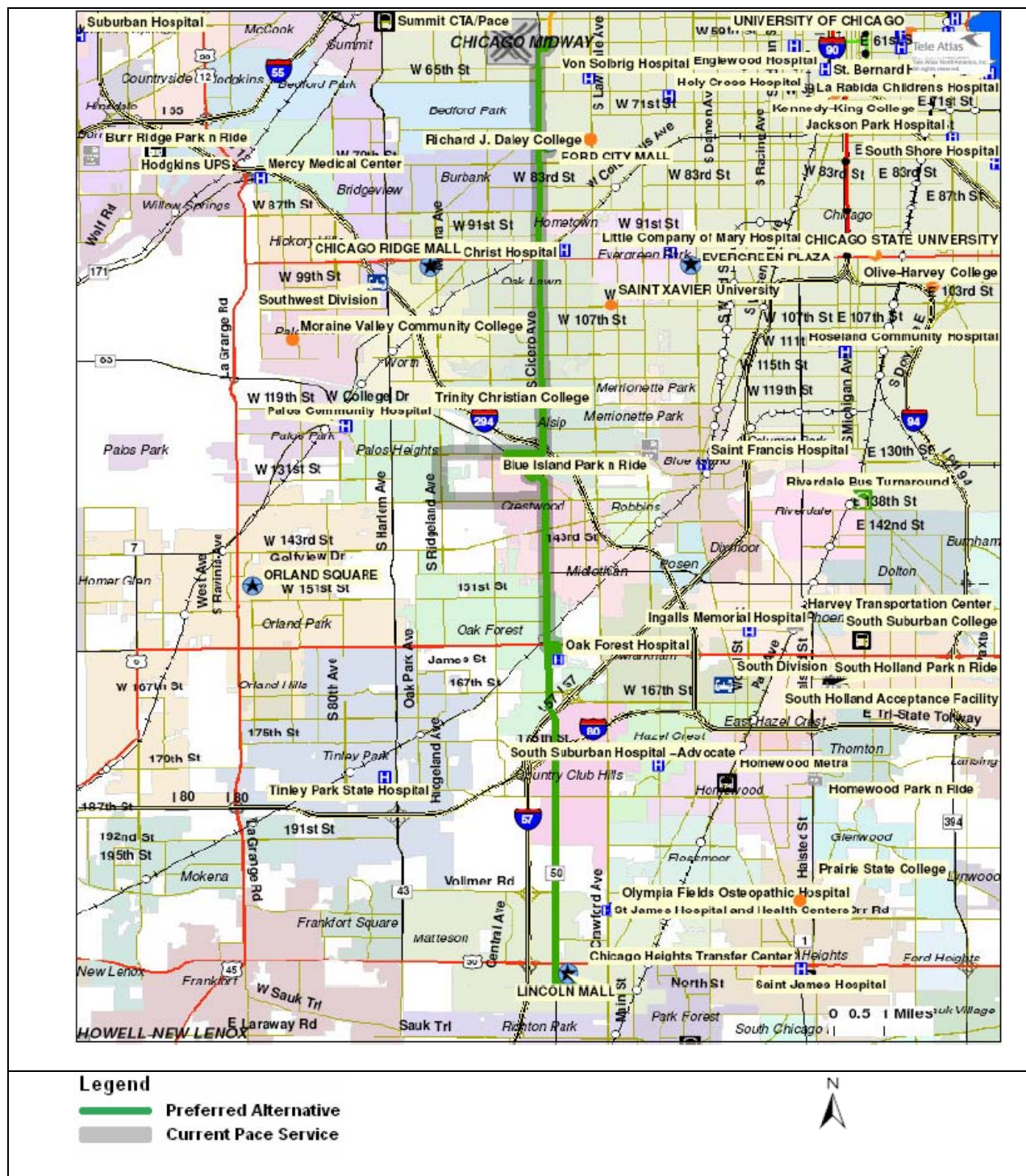
Route 383 provides service along Cicero Avenue from the Midway CTA Orange Line Station to Oak Forest Hospital. It serves Midway Airport and the Ford City and Rivercrest Shopping Centers and provides nearby service to the Oak Forest Metra Station.

Phase I recommended operating limited stop service on Cicero Avenue between Ford City and Midway Airport.

Phase II Recommendations

1. Adjust running times to address chronic on-time performance issues.
2. Extend all trips to Lincoln Mall. This will provide additional service to Country Club Hills as well as connect south Cook County communities to the Southwest Suburbs and their job opportunities.
3. Extend span of service seven days a week to reflect Mall hours.
4. Discontinue midday Ridgeland loop.

Figure 6.37 Recommended Route 383 – S. Cicero



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. Phase I recommendations recommended shortening the route to 111th Street and deleting all service south of 111th Street.

Phase II Recommendations

No recommendations are made for Route 384 in Phase II. This route was extensively modified as part of Phase I recommendations.

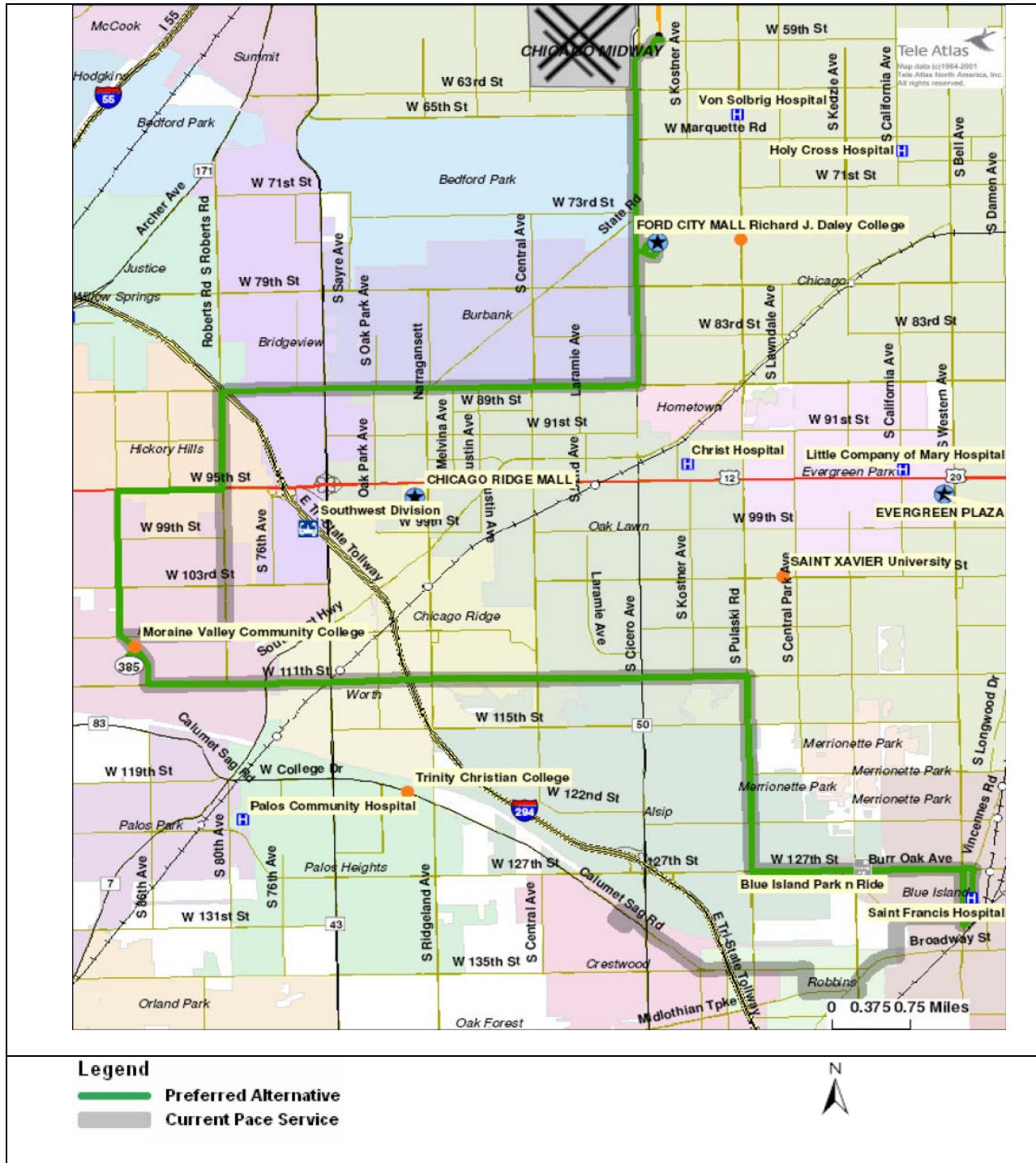
Route 385 – 87th/11th/127th

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. In Phase I, minor route changes were made in Hickory Hills.

Phase II Recommendations

1. In conjunction with Route 348 changes that extend the route from Blue Island to Robbins, Crestwood, and Palos Park, truncate Route 385 in Blue Island so that the routes do not duplicate each other.
2. Route 385 would continue to operate at today's frequencies and span of service.

Figure 6.38 Recommended Route 385 – 87th/11th/ 127th



Route 386 – S. Harlem

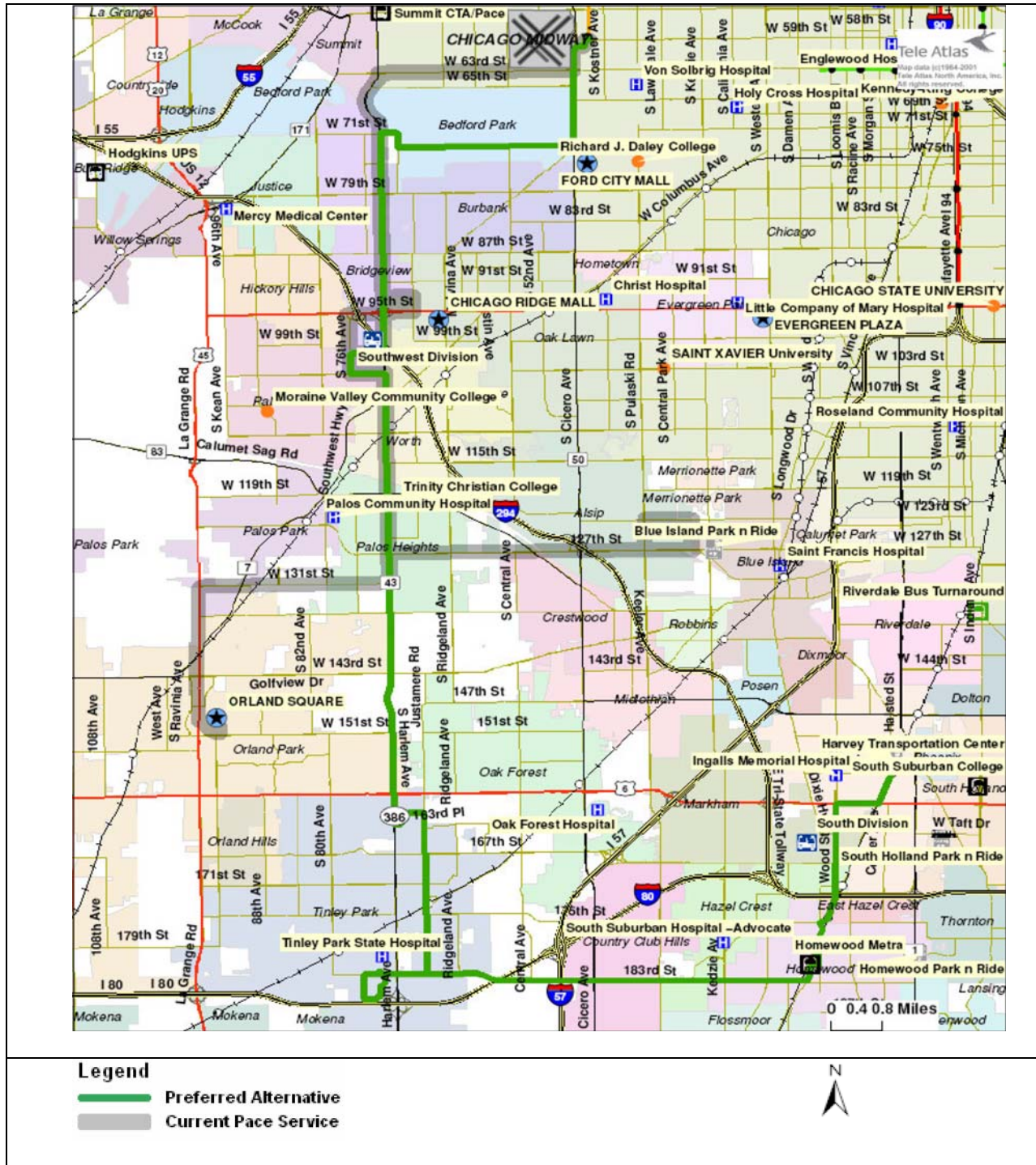
Route 386 provides service from the Midway Airport CTA Orange Line Station along the major commercial/industrial arterial of Harlem Avenue to 127th Street. Some rush-hour trips operate to 127th & Homan. Alternate trips during rush hour, and all midday trips, operate to Orland Square Shopping Center. The route also provides service to the 5th Municipal District Courthouse, Worth Metra Station and Playfield Plaza. Extensive modifications to Route 386 were recommended in Phase I, including deleting service to Homan and Orland Square, and extending the route to Tinley Park, Homewood, and Harvey.

Phase II Recommendations

1. In order to reduce duplication of service with CTA's Route 63W, shift Route 386 service from 63rd Street to 73rd Street. This will also connect Harlem Avenue with the employment areas.

This recommendation can only be implemented when the Toyota Park Transit Center is complete. The Transit Center is necessary to extend Route 307 to 73rd Street, which therefore maintains a connection between Routes 307 and 386.

Figure 6.39 Recommended Route 386 – S. Harlem



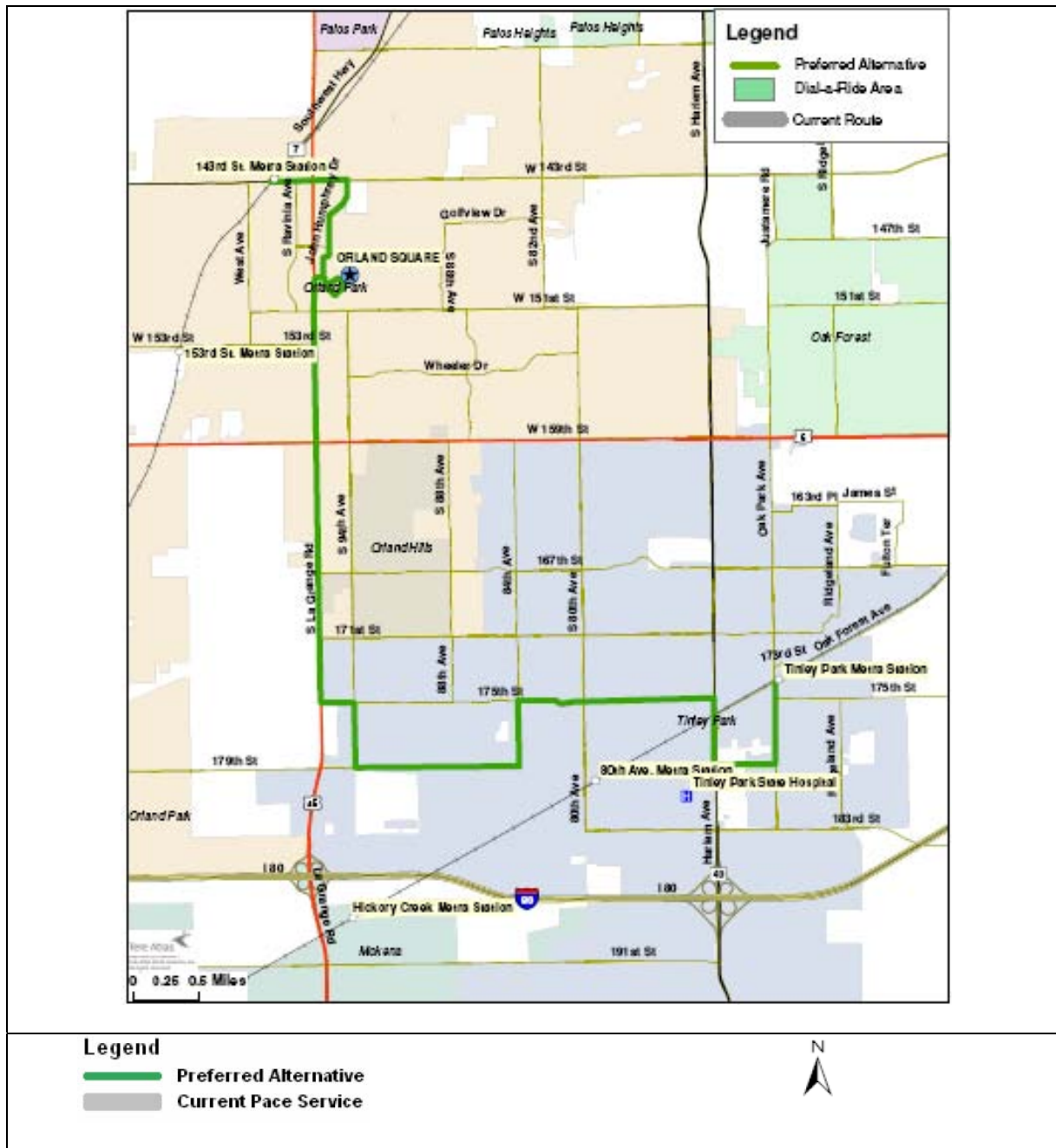
Route 387 – Tinley Park to Orland Park

There is currently no transit service directly connecting Tinley Park with Orland Park. The public outreach process identified several existing and future destinations between these two communities, including several medical facilities off of LaGrange Road and a new Moraine Valley College satellite campus. The new college campus, in particular, is a destination that will likely generate decent ridership.

Phase II Recommendations

1. In order to meet these needs, we recommend creating a new route that connects the 143rd Street Metra Station and Tinley Park Metra Station via the following alignment: 143rd Street, John Humphrey Drive, Orland Square, Lagrange Road, 175th Street , 94th Avenue (to site of proposed Moraine Valley College), 179th Street, 84th Avenue, 175th Street, Harlem Avenue, 179th Street, Oak Park Avenue, ending at the Tinley Park Metra Station.
2. Service would operate weekdays between 6:00 a.m. and 8:00 p.m. and on Saturdays between 8:00 a.m. and 6:00 p.m. Peak frequencies would be 30-minutes with 60-minute service at all other times.
3. This recommendation should not be implemented until the Moraine Valley College satellite campus is operating so that students can create midday demand for the route.

Figure 6.40 Recommended Route 387 – Tinley Park / Orland Park



6.2.3 Heritage Division Routes

After Phase I changes are implemented, 10 different routes would be operated by Heritage Division, which is based in Joliet. Five of these routes have changes recommended in Phase II. Three additional new routes are recommended. Table 6.6 shows the recommended recommendations, frequency, and span of service.

Table 6.6 Phase II Heritage Division Recommendations

Route	Ph. II Hrs	Heritage Division Description	Frequency			Span		
			Peak	Mid	Ev/Wk	Wkday	Saturday	Sunday
501/509	14,848	No change from Phase I	30	30/60	60	5:35 - 22:40	8:35 - 22:35	None
504	3,536	Extend weekday evening span by one hour.	60	None	None	5:45 - 19:00	None	None
505	7,996	Extend weekday evening span by one hour.	60	60	60	5:42 - 19:05	9:42 - 17:40	None
507	8,505	Expand midday frequency from 60-min to 30-min	30	30	60	5:45 - 22:05	9:10 - 22:05	None
508	8,087	Extend weekday peak trips to Lincoln Mall	60	60	60	5:10 - 20:05	9:46 - 18:05	None
834	12,908	No change from Phase I	60	60	None	5:00 - 20:45	8:45 - 18:45	None
837	4,369	No change from Phase I	60	None	None	6:45 - 9:20	None	None
839	2,593	Add Saturday Service	120	120	120	8:15 - 18:05	10:15 - 18:05	None
W Joliet DAR	3,230	Extend span of service to a.m. and p.m. peaks	60	60	None	6:40 - 18:40	None	None
Channahon DAR	4,356	Peak connection to Metra and midday connections to Joliet Jr. College/St. Joseph Hospital	60	60	None	4:45 - 20:00	None	None
Shorewood DAR	4,356	Peak connection to Metra and midday connections to Louis Joliet Mall/St. Joseph Hospital	60	60	None	4:45 - 20:00	None	None
855 Ext	9,665	Extend 3 a.m. and 3 p.m. trips to Plainfield	~30	None	None	5:05 - 8:35 15:55 - 19:30	None	None
Heritage Total	84,448							

Route 501 – W. Jefferson

Route 501 provides service to 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. Phase I recommended splitting Route 501 into two separate routes. The northeastern portion of the route would be called Route 509.

Phase II Recommendations

No recommendations are made for Route 501 in Phase II. This route was extensively modified as part of Phase I recommendations.

Route 509 – Forest Park

Phase I recommended splitting Route 501 into two separate routes. Route 509 provides service from residential areas in northeast Joliet to the central business district near the Joliet Union Station.

Phase II Recommendations

No recommendations are made for Route 509 in Phase II. This route was created as part of Phase I recommendations.

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 County Health Complex, Pheasant Run Apartments, Primary Care Facility, and Harrah's Casino. In Phase I, this route was recommended to operate as hybrid where the northern portion would be fixed-route and the southern portion would operate as a dial-a-ride service.

Phase II Recommendations

1. Extend the weekday span of service by one hour, so that the last trip from downtown Joliet leaves at 6:10 p.m.

Route 505 – West Joliet Loop

The Route 505 West Joliet Loop was recommended in Phase I. The West Joliet Loop would connect downtown Joliet, Rockdale, Provena St. Joseph Hospital, North Ridge Plaza, and Lidice.

Phase II Recommendations

1. Extend the weekday span of service by one hour, so that the last trip from downtown Joliet leaves at 6:10 p.m.

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. Phase I recommendations streamlined the route, extended span, and added 30-minute peak hour service.

Phase II Recommendations

1. Operate 507 every 30-minutes during midday hours to better meet ridership demand along the route.
2. Span of service remains at Phase I levels.

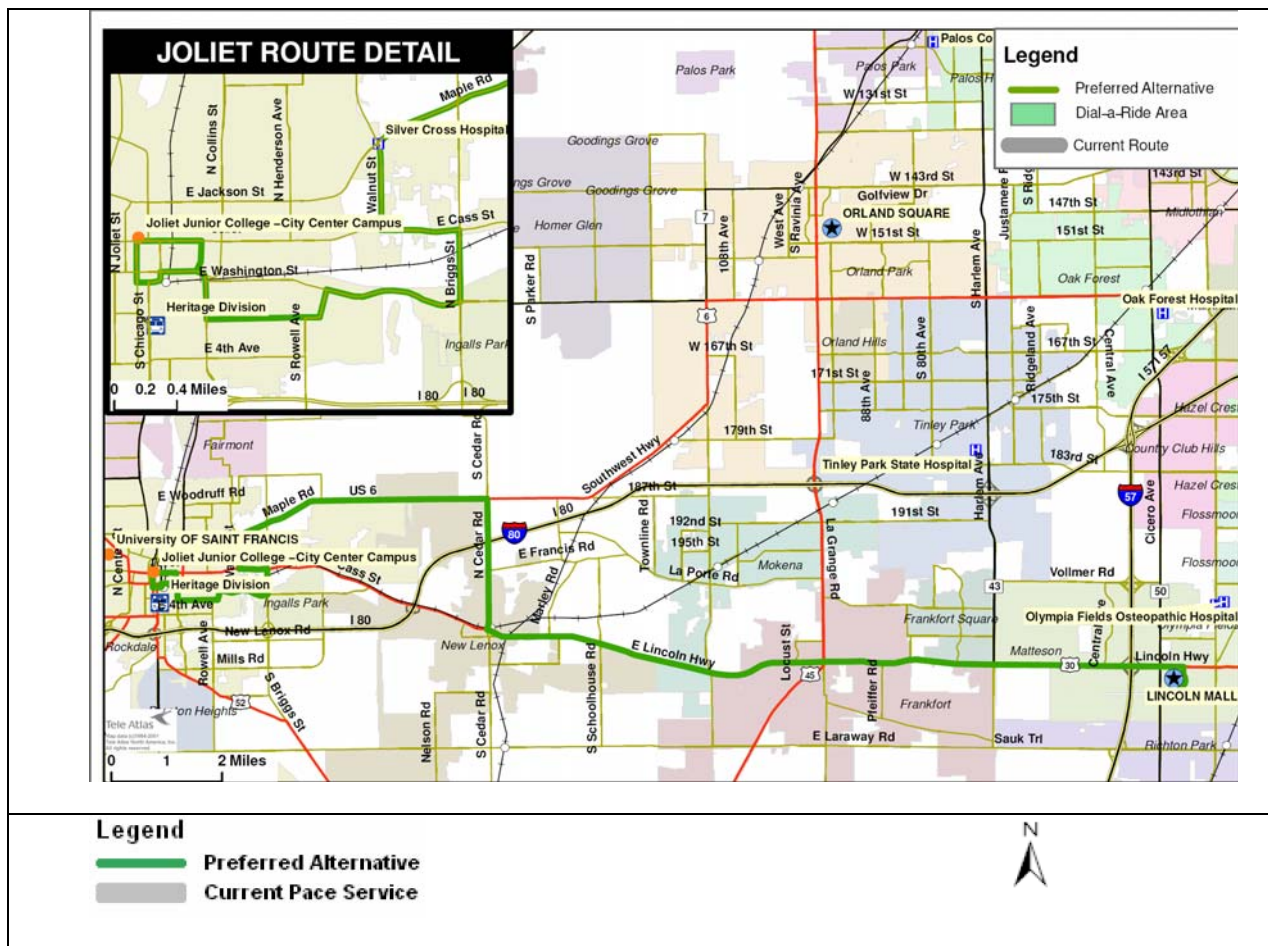
Route 508 – East Joliet

The new Route 508 was recommended as part of Phase I. It connects downtown Joliet with East Joliet, Silver Cross Hospital, Bogdan.

Phase II Recommendations

1. Extend 3:00 a.m. and 3:00 p.m. trips from east Joliet to Cedar Crossings, New Lenox, and Lincoln Mall. The trips would operate hourly, and allow transfers to Routes 383, 367, and 358 at Lincoln Mall. Both New Lenox and Frankfort would be connected to the Pace fixed-route network with this recommendation.

Figure 6.41 Route 508 - East Joliet/New Lenox/Lincoln Mall



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.

Phase II Recommendations

No recommendations are made for Route 834 in Phase II. This route had minor modifications as part of Phase I recommendations.

Route 837 - Weber Road

Route 837 is a new route created as part of the Phase I recommendations. Route 837 connects Naperville Metra Station and Bolingbrook via Washington Street, Weber Road, and Remington Boulevard and operates as a flex-route in the Bolingbrook employment areas.

Phase II Recommendations

No recommendations are made for Route 837 in Phase II. This route was created as part of Phase I recommendations.

Route 839 Joliet/Orland Square

Route 839 is a new route developed as part of Phase I recommendations that connect Joliet City Center and Joliet Union Station with Orland Square. It serves Lockport and the 159th Street corridor.

Phase II Recommendations

No recommendations are made for Route 839 in Phase II. This route was created as part of Phase I recommendations.

West Joliet General Public Dial-a-Ride

The West Joliet General Public Dial-a-Ride service was recommended in Phase I to provide service to the lower density areas in West Joliet. The service area includes Provena St. Joseph Hospital, the public library on Black Road, the medical offices on Essington, and the Westfield Louis Joliet Mall.

Phase II Recommendations

1. The span of service for Phase I recommendations was targeted toward seniors and medical trips. In order to effectively serve the commuter market, extend the span of service in both the morning and afternoon. The recommended span is 6:40 a.m. to 6:40 p.m.

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

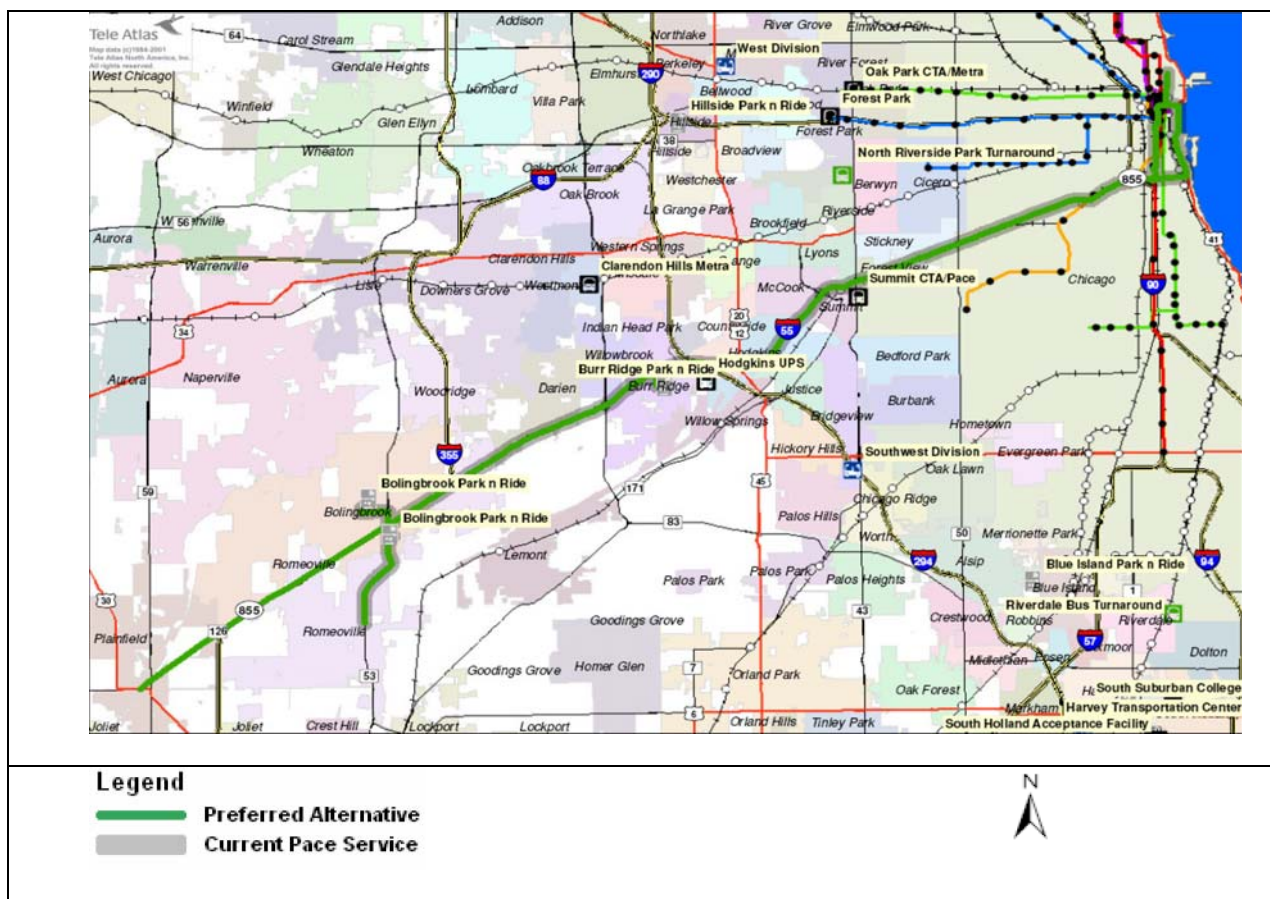
Water, Wrigley Building, Michigan/Ohio and Michigan/Superior. Select trips operate to the Canterbury Park-n-Ride.

Phase II Recommendations

1. In order to tap into one of the fastest growing communities in the United States, extend 3:00 a.m. and 3:00 p.m. trips to a new park-and-ride lot in Plainfield. Afternoon trips from Chicago would continue to stop at any park-and-ride lot along the route upon request.

Connections from Plainfield to Yorktown, Naperville, and Joliet will be available with a transfer from Route 855 at the Bolingbrook Park-and-Ride.

Figure 6.42 Recommended Route 855 – I-55 Flyer



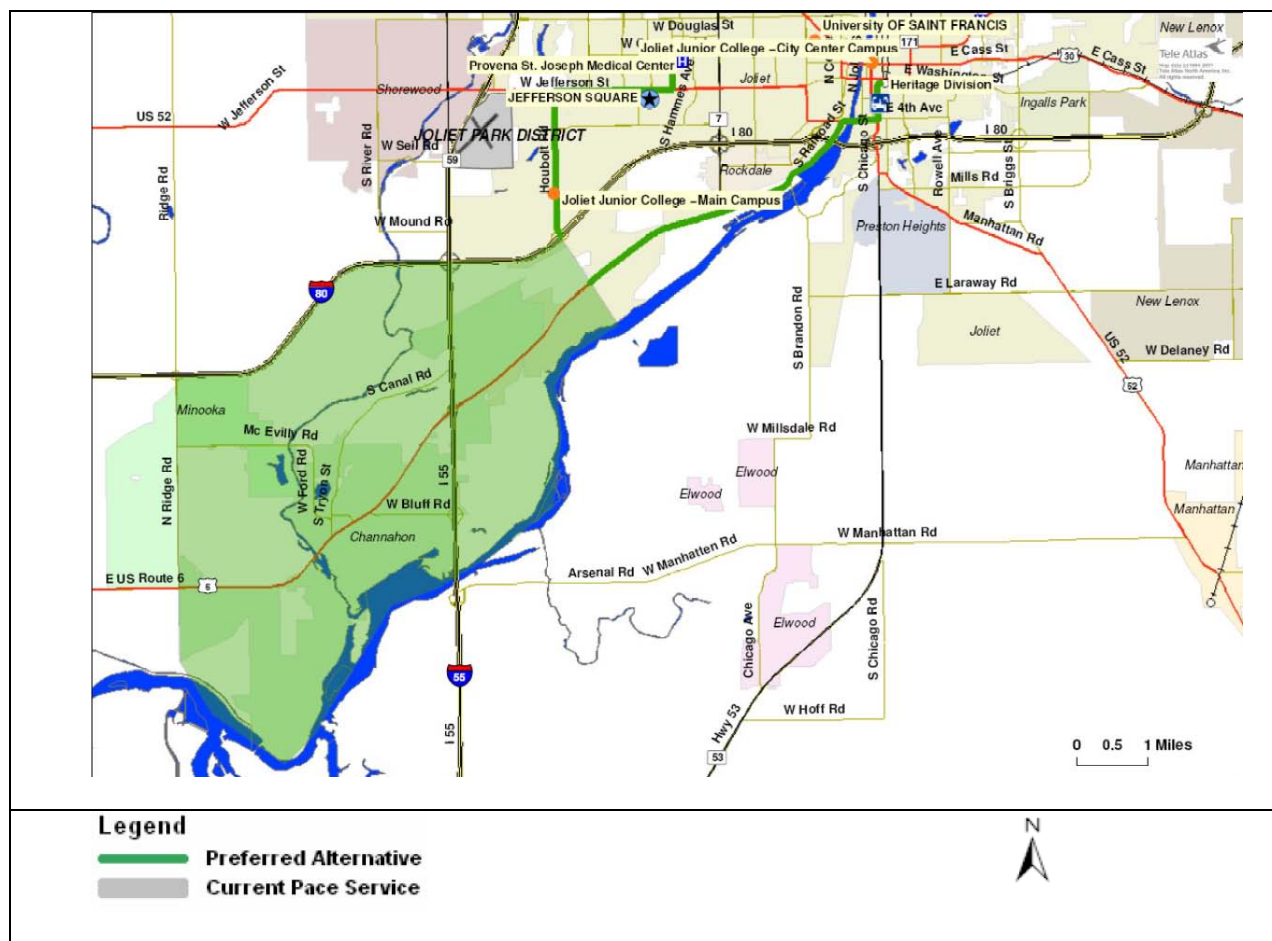
Channahon Dial-a-Ride

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.

Phase II Recommendations

1. In order to connect Channahon with jobs and medical facilities, create a new weekday general public dial-a-ride service in the Channahon area.
2. The route would provide both intra-Channahon trips as well as connections to/from other Pace service at Joliet Junior College and Provena St. Joseph Hospital.
3. During rush hours, the Channahon Dial-a-Ride would provide direct service to Joliet Union Station and the Metra connections.
4. Service subject to coordination with the Village of Channahon.

Figure 6.43 Recommended Channahon Dial-a-Ride



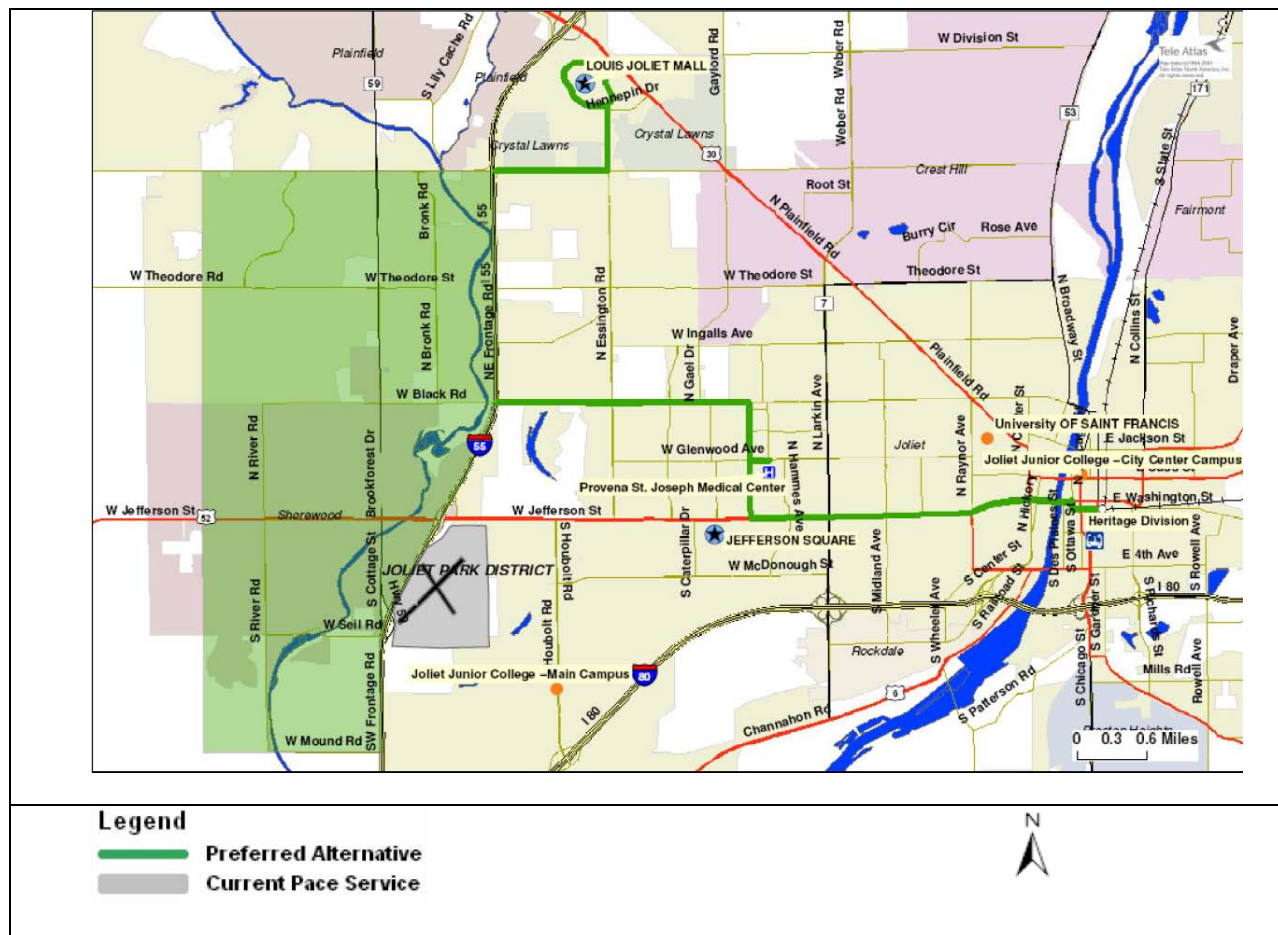
Shorewood Dial-a-Ride

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.

Phase II Recommendations

1. In order to connect Shorewood with jobs and medical facilities, create a new weekday general public dial-a-ride service in the Shorewood area.
2. The route would provide both intra-Shorewood trips as well as connections to/from other Pace service at Westfield Louis Joliet Mall and Provena St. Joseph Hospital.
3. During rush hours, the Shorewood Dial-a-Ride would provide direct service to Joliet Union Station and the Metra connections.
4. Service subject to coordination with the Village of Shorewood.

Figure 6.44 Recommended Shorewood Dial-a-Ride



■ 6.3 Projected Ridership

The Transit Service Sketch Planning Tool (SPT) was applied to estimate the potential transit market served by current Pace services and revised Pace services that incorporate the short-term service recommendations. A series of high-level SPT analyses were performed in order to project the potential ridership impacts of Short-Term Service Recommendations. This series of analyses is similar to the Transit Market application of the SPT discussed in greater detail in Section 7.0. All routes recommended for any change in Phase I or Phase II or both were analyzed. The results are summarized in Tables 6.7 and 6.8.

Table 6.7 Phase I Compared to Base Condition

Route	Annualized Ridership*	SPT Transit Trips		Percentage Change	Adjusted Ridership
		Base	Phase I		
South Division					
348	27,580				27,580
349	928,275	1,129,299	1,131,269	0.2%	929,894
350	343,120				343,120
352	1,986,985	1,335,134	1,105,334	-17%	1,644,991
353	1,023,056	1,039,384	1,044,292	0.5%	1,027,887
354	115,868	255,112	152,490	-40%	69,259
355	237,915	457,049	208,622	-54%	108,597
357	304,642				304,642
358	183,716				183,716
359	473,271				473,271
362	18,615				18,615
364	848,184				848,184
366	99,560				99,560
367	51,273				51,273
370	210,527	155,339	0	-100%	0
451	7,905				7,905
452	14,535				14,535
460	10,200				10,200
750	13,005				13,005
752	n/a				n/a
753	11,730				11,730
877	44,115	Changes Not Modelable			44,115
888	27,030	Changes Not Modelable			27,030
889	New	0	3,028	New	3,028
Homewood DAR	New	0	178,259	New	178,259
South Totals	6,981,107			92%	6,440,396

Table 6.7 Phase I Compared to Base Condition (continued)

Route	Annualized Ridership*	SPT Transit Trips		Percentage Change	Adjusted Ridership
		Base	Phase I		
Southwest Division					
379	373,250	436,715	728,528	67%	622,655
381	1,098,183	1,205,372	1,205,526	0.01%	1,098,323
382	115,260	569,504	164,794	-71%	33,352
383	500,570	669,437	695,208	4%	519,840
384	248,676	582,537	396,129	-32%	169,102
385	233,580	560,522	584,428	4%	243,542
386	298,572	810,675	1,001,540	24%	368,867
835	Route discontinued (8/17/07)				
Southwest Totals	2,868,091			107%	3,055,681
Heritage Division					
501/509	222,113	237,128	258,221	9%	241,871
502	112,568	179,389	0	-100%	0
503	67,320	194,310	0	-100%	0
504	51,000	67,064	68,320	2%	51,955
505	107,367	191,623	190,011	-1%	106,464
506/508	43,350	92,783	39,340	-58%	18,380
507	109,094	54,048	120,017	122%	242,252
511	1,020	5,578	0	-100%	0
834	176,366	632,208	665,451	5%	185,640
839 (831)	39,137	133,859	116,204	-13%	33,975
W Joliet DAR	New	0	11,813	New	11,813
837	New	0	63,272	New	63,272
855	n/a				n/a
Heritage Totals	929,335			103%	955,622
Initiative Area Totals	10,778,533			97%	10,451,699

Table 6.8 Phase II Compared to Base Condition

Route	Annualized Ridership*	SPT Transit Trips		Percentage Change	Adjusted Ridership
		Base	Phase I		
South Division					
348	27,580	221,461	644,075	191%	80,211
349	928,275				929,894
350	343,120				343,120
352	1,986,985				1,644,991
353	1,023,056				1,027,887
354	115,868				69,259
355	237,915				108,597
356	New	0	5,025	New	4,020

South Cook County-Will County Service Restructuring Initiative
Service Recommendations Report

357	304,642	228,065	0	-100%	0
358	183,716	254,457	426,688	68%	308,066
359	473,271				473,271
362	18,615				18,615
364	848,184	753,894	759,467	1%	854,454
365	New	0	10,185	New	8,148
366	99,560				99,560
367	51,273	48,257	152,687	216%	162,231
370	210,527				0
451	7,905				7,905
452	14,535				14,535
460	10,200				10,200
750	13,005				13,005
752	n/a				n/a
753	11,730				11,730
877	44,115	Changes Not Modelable			44,115
888	27,030	Changes Not Modelable			27,030
889	New				3,028
Homewood DAR	New				178,259
South Totals	6,981,107			92%	6,442,130
Southwest Division					
379	373,250				622,655
381	1,098,183	1,205,372	1,294,235	7%	1,179,143
382	115,260				33,352
383	500,570	669,437	758,613	13%	567,251
384	248,676				169,102
385	233,580	560,522	439,244	-22%	183,041
386	298,572	810,675	965,388	19%	355,553
Southwest Totals	2,868,091			108%	3,110,097
Heritage Division					
501/509	222,113				241,871
502	112,568				0
503	67,320				0
504	51,000	67,064	72,828	9%	55,384
505	107,367	191,623	209,205	9%	117,218
506	43,350	92,783	47,787	-48%	22,327
507	109,094	54,048	125,599	132%	253,519
511	1,020				0
834	176,366				185,640
839 (831)	39,137	133,859	117,582	-12%	34,378
W Joliet DAR	New	11,813	26,683	New	26,683
837	New				63,272
Channahon DAR	New	Not Modelable			n/a
Shorewood DAR	New	0	11,647	New	11,647
855	n/a	80,166	83,034	4%	2,869
Heritage Totals	929,335			109%	1,014,808
Initiative Area					
Totals	10,778,533			98%	10,567,034

Note: Italicized Adjusted Ridership values were adjusted in Phase I. The value for Adjusted Ridership for Route 866 is bolded to indicate that it represents the difference between the SPT-modeled Base Transit Trips and Phase II Transit Trips as there is no 2006 ridership available for 855.

Several inputs factor into the results of the SPT analyses, determined through the use of the following equation.

$$\frac{\text{Annualized Ridership} *}{[\text{Phase I or II SPT Transit Trips}/\text{Base SPT Transit Trips}]} = \text{Adjusted Ridership}$$

Results are aggregated by sector and by phase to project the overall impact of the short-term service recommendations. The following subsections provide detail on each component of the analysis, which correspond to the columns in the tables.

Annualized Ridership

Annualized Ridership was obtained by annualizing average weekday, Saturday, and Sunday ridership from Pace Second Quarter 2006 data. It is important to note that the Annualized Ridership values reflect daily and weekend ridership on sample days adjusted to the full year. These may differ from annual total boardings from fare collection sources.

By pivoting off of known values for ridership, the robustness of the results is greatly increased. The sum of existing Annualized Ridership for all Initiative area Pace routes is considered the Base Condition and is used for comparison to Phase I and Phase II Conditions.

SPT Transit Trips - Base and Phases I and II

The SPT was used to generate a prediction of the demand for transit trips in the market served by a new or existing route. For all routes, level of service (LOS) changes were applied where necessary. In order to more accurately associate ridership values with the SPT's transit market values, a non-work trip factor of 1.25 was applied to nearly all routes (excluding purely work trip-focused services, such as industrial park circulators) as work trips typically represent fewer than 80 percent of all Pace trips. Once the daily ridership was predicted, a service span factor was applied to ensure that only the relevant periods of service were included. Finally, ridership was annualized to generate the predicted number of new annual transit trips. Additional detail on the application of the SPT to service recommendations is provided in the *SPT User Manual*.

For the Base Condition, each relevant route was modeled using the SPT with the existing geographical service area, LOS characteristics, and service span. The resulting output is named Base SPT Transit Trips. Changes to geographical service area, LOS characteristics, and service span were then applied to match short-term service recommendations. These results are named Phase I or Phase II SPT Transit Trips. By comparing the updated SPT output to the Base Condition, a percentage change can be calculated and applied to Annualized Ridership, producing Adjusted Ridership.

A total of 69 individual SPT analyses were performed in order to quantify projected ridership for all short-term service recommendations. Changes to Route 877 and 888 could not be reliably modeled in the SPT, as a significant portion of the primary origins served by the routes falls within Southwest Indiana and is outside the SPT analysis area. Likewise, the Channahon Dial-A-Ride service was not reliably modelable as a portion of the recommended service area falls within Kendall County.

These analyses represent only a moderate level of refinement for SPT analysis. More sophisticated and complicated methods would be possible for individual routes, but the focus of this analysis on consistency and uniformity across the large number of recommendations. In this series of analyses, minimal refinement was applied to each recommendation in order to isolate the transit market to only those likely to use Pace services. The use of adjustments based on existing ridership values is intended to compensate in part for this simplification. The *SPT User Manual* describes a more sophisticated analytical approach that could carefully define the market in such a way as to eliminate riders unlikely to choose the Pace service option, apply service characteristics on a segmented level, and isolate the contributions of changes to segments of routes, rather than the entire length.

Adjusted Ridership

In order to generate a ridership estimate from the SPT outputs discussed above, the percentage change (from Base to Phase I or Phase II) in SPT Transit Trips is calculated. This value is then multiplied by Annualized Ridership to produce Adjusted Ridership. This value represents the collective impact of all recommended changes (geographical service area, LOS characteristics, and/or service span) on a route within a given phase.

The sum of Adjusted Ridership for all South Cook County-Will County Pace routes is considered the Phase I and Phase II Conditions respectively and is used for comparison to the Base Condition. Where no change is recommended for the existing route, the Annualized Ridership is used. Where a change is recommended in Phase I but no additional changes are recommended for Phase II, the Adjusted Ridership from Phase I is used as an input into the Phase II Condition.

The aggregated results from the SPT projected ridership analyses indicate that ridership will be 98 percent of the base level when cumulative Phase II changes are implemented. Ridership is projected to be 97 percent of the base level after Phase I changes are implemented. The most positive change is anticipated to be seen in the Southwest and Heritage Divisions, while the South Division shows a mild decline in ridership.

These conservative results are largely due to the strong impact of the elimination of entire routes. Analyzing on a route-by-route level enables small service span, LOS, or geographical service area changes to be measured in terms of potential ridership impact. One of the limitations of this particular route-by-route level analysis performed using the SPT is that it is less effective at measuring transit market overlap. In the case of the elimination of Route 357, it is measured as a loss of all 357 riders (304,642). In reality, a large portion of these riders will be served by a restructured Route 358. Route 358 only

shows a 68 percent increase relative to its base condition, however, so the impact of the Route 357 transit market on Route 358 may thus understate expected ridership impacts. The strongest negative impacts on ridership are the eliminations of Routes 355, 370, and 502, all of which are recommended for replacement by some level of alternate service.

The high Annualized Ridership value for Route 352 makes even a modest decline in service significant. It should be noted that the large Adjusted Ridership value for the Homewood Dial-A-Ride comes from much of the transit market that restructured Route 352 discontinues service to.

In the Southwest Division, the strongest positive impact on projected ridership comes from restructured Routes 379 and 386.

In the Heritage Division, restructured 507 performs extremely well as the transit market responds to improved service characteristics and spans. The new Route 837 also performs well, as does the recommended West Joliet Dial-A-Ride.

The overall projected ridership for the short-term service recommendations is very positive. While improving the connectivity of the system, reducing redundancy, improving access to new transit centers, and offering a greater variety of transit options, the Initiative area ridership levels are likely to at least be maintained. When applying a professional review to the SPT results, it appears probable that the impact of eliminated routes is likely overstated and the ability of restructured routes to capture the current transit markets served by eliminated routes is high. Accordingly, a net ridership increase in the Initiative area could be expected.

■ 6.4 Implementation Action Plan

Two different short-term implementation timeframes are projected. Phase I improvements are cost-constrained and may be implemented in the next 3-12 months. Phase II requires approximately \$7 million in additional funding and may be implemented in the next 6-18 months. Bus capital needs may constrain the Phase II implementation schedule, as new vehicles must be acquired. The following service element and implementation schedule detail the projected frequency, span of service, bus needs and estimated costs of each recommendation.

6.4.1 Phase I Service Element

3- to 12-Month Implementation Plan

A total of 39 Pace routes are expected to be in operations in the Initiative area. It should be noted that this total does not include the UPS services or special tripper services. South Division would operate 22 routes, Southwest Division would operate 7 routes, and

Heritage Division would operate 10 routes. Each of the improvements in the Phase I Operations Plan has been described in Section 6.1.

Phase I Improvement Summary to be Implemented in 3-12 Months:

- Restructure Halsted Corridor and adjacent service.
- Consolidate and create new regional commuter service to I-88 corridor and Rosemont.
- Improve speed and reliability by operate limited stop service in areas where complementing CTA service is available.
- Restructure service to Orland Square and Tinley Park.
- Restructure Joliet local bus network
- Connect Joliet with Bolingbrook employment area, north Weber Road, and Naperville.

The projected operations plan showing frequencies and span of service are shown in Tables 6.9 through 6.14.

Table 6.9 Phase I South Division Operations Plan
Service Characteristics – Frequency

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
348	30	30	30	0	0	0	30	30	30	0	0	0	0	0	0	0	0	0
349	15	20	15	30	30	0	30	20	20	30	45	45	30	15/30	15/30	30	50	0
350	15/30	60	25	60	0	0	60	60	60	0	0	0	60	60	60	0	0	0
352	11/30	15/30	11/30	15/60	30/60	60	15/30	15/30	15/30	30	30	30	30/60	20/60	20/60	30/60	60	0
353	10/30	20/60	10/30	30	60	60	30/60	20/60	20/60	30	60	60	30/60	30/60	30/60	30	60	60
354	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
355	~20	0	~20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
357	30	30	30	60	60	0	30	30	30	60	0	0	60	30/60	30/60	60	0	0
358	60	60	60	0	0	0	60	60	60	0	0	0	0	0	0	0	0	0
359	30	60	30	60	0	0	60	60	60	60	60	0	60	60	60	60	0	0
362	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
364	30	30	30	30	60	0	30	30	30	30	60	0	0	60	60	60	0	0
366	30	30	30	60	60	0	60	60	60	60	0	0	0	60	60	0	0	0
367	30	60	30	0	0	0	0	60	60	0	0	0	0	0	0	0	0	0
370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
451	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
452	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
460	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
750	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
752	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
877	~25	0	~25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Homewood DAR	60	60	60	0	0	0	60	60	60	0	0	0	60	60	60	0	0	0

Table 6.10 Phase I Southwest Division Operations Plan
Service Characteristics – Frequency

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
379	30	30	30	60	60	0	60	60	60	60	0	0	60	60	60	0	0	0
381	15	15/30	15	20	30	60	30	30	30	30	60	0	30	30	30	60	0	0
382	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
383	30	30	30	30	0	0	60	60	60	60	0	0	0	60	60	0	0	0
384	30	30	30	60	0	0	60	60	60	60	0	0	0	60	60	0	0	0
385	60	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
386	30	60	30	60	0	0	60	60	60	60	0	0	60	60	60	60	0	0
835	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 6.11 Phase I Heritage Division Operations Plan
Service Characteristics – Frequency

Route	Span of Service		
	Weekday	Saturday	Sunday
348	6:00 - 18:20	6:00 - 18:20	None
349	5:10 - 23:20	5:00 - 00:50	5:45 - 00:30
350	5:45 - 21:45	8:45 - 18:40	8:45 - 18:40
351	6:15 - 19:00	8:45 - 18:45	8:45 - 18:45
352	4:00 - 1:30	4:15 - 00:45	6:15 - 23:50
353	4:50 - 1:10	5:20 - 1:10	7:00 - 1:30
354	5:50 - 19:50	8:50 - 18:40	None
355	5:45 - 8:20	None	None
	16:35 - 18:30		
357	5:15 - 22:30	7:15 - 22:15	9:15 - 21:45
358	5:10 - 19:40	8:15 - 18:45	None
359	5:00 - 00:40	5:30 - 00:40	8:30 - 00:40
362	5:30 - 8:30	None	None
	17:10 - 19:30		
364	5:20 - 23:30	7:15 - 22:30	9:15 - 20:15
366	6:00 - 22:30	8:00 - 20:30	10:00 - 19:15
367	5:20 - 19:00	8:30 - 19:00	None
370	None	None	None
451	5:40 - 8:10	None	None
	17:30 - 19:00		
452	5:40 - 8:50	None	None
	17:30 - 19:00		
460	6:15 - 8:50	None	None
	16:50 - 18:30		
750	5:40 - 8:00	None	None
	17:20 - 19:15		
752	5:30 - 7:50	None	None
	17:00 - 19:15		
877	5:15 - 8:41	None	None
	15:45 - 20:30		
889	4:50 - 9:20	None	None
	15:45 - 20:30		
Homewood DAR	6:45 - 18:45	6:45 - 18:45	6:45 - 18:45

Table 6.12 Phase I South Division Operations Plan
Service Characteristics – Span of Service

Route	Span of Service		
	Weekday	Saturday	Sunday
348	6:00 - 18:20	6:00 - 18:20	None
349	5:10 - 23:20	5:00 - 00:50	5:45 - 00:30
350	5:45 - 21:45	8:45 - 18:40	8:45 - 18:40
352	4:00 - 1:30	4:15 - 00:45	6:15 - 23:50
353	4:50 - 1:10	5:20 - 1:10	7:00 - 1:30
354	5:50 - 19:50	8:50 - 18:40	None
355	5:45 - 8:20	None	None
	16:35 - 18:30		
357	5:15 - 22:30	7:15 - 22:15	9:15 - 21:45
358	5:10 - 19:40	8:15 - 18:45	None
359	5:00 - 00:40	5:30 - 00:40	8:30 - 00:40
362	5:30 - 8:30	None	None
	17:10 - 19:30		
364	5:20 - 23:30	7:15 - 22:30	9:15 - 20:15
366	6:00 - 22:30	8:00 - 20:30	10:00 - 19:15
367	5:20 - 19:00	8:30 - 19:00	None
370	None	None	None
451	5:40 - 8:10	None	None
	17:30 - 19:00		
452	5:40 - 8:50	None	None
	17:30 - 19:00		
460	6:15 - 8:50	None	None
	16:50 - 18:30		
750	5:40 - 8:00	None	None
	17:20 - 19:15		
752	5:30 - 7:50	None	None
	17:00 - 19:15		
877	5:15 - 8:41	None	None
	15:45 - 20:30		
889	4:50 - 9:20	None	None
	15:45 - 20:30		
Homewood DAR	6:45 - 18:45	6:45 - 18:45	6:45 - 18:45

Table 6.13 Phase I Southwest Division Operations Plan
Service Characteristics – Span of Service

Route	Span of Service		
	Weekday	Saturday	Sunday
379	5:00 - 23:30	7:00 - 22:45	8:00 - 20:00
381	4:45 - 00:15	5:15 - 23:00	7:45 - 22:00
382	5:30 - 9:01 13:10 - 19:44	None	None
383	5:30 - 20:45	6:30 - 21:30	9:30 - 18:30
384	5:30 - 21:30	7:45 - 19:50	9:45 - 18:50
385	6:45 - 21:15	None	None
386	5:00 - 22:45	5:00 - 22:45	6:00 - 21:45
835	None	None	None

Table 6.14 Phase I Heritage Division Operations Plan
Service Characteristics – Span of Service

South Division Phase I				
Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
348	1	1	4,135	\$310,000
349	4	6	29,383	\$2,204,000
350	4	2	9,653	\$724,000
351	0	0	in 352 costs	in 352 costs
352	11	9	57,892	\$4,342,000
353	10	6	32,124	\$2,409,000
354	2	2	7,914	\$594,000
355	8	0	9,737	\$730,000
357	3	3	14,952	\$1,121,000
358	2	2	8,843	\$663,000
359	5	5	20,500	\$1,537,000
362	2	0	2,117	\$159,000
364	7	7	35,324	\$2,649,000
366	1	1	6,062	\$455,000
367	2	1	4,693	\$352,000
451	1	0	1,066	\$80,000
452	2	0	1,344	\$101,000
460	1	0	1,265	\$95,000
750	1	0	1,272	\$95,000
753	1	0	1,392	\$104,000
877	6	0	9,009	\$676,000
889	6	0	4,133	\$310,000
Homewood DAR	1	1	4,715	\$354,000
South Total	81	46	267,525	\$20,064,000

The estimated annual costs and the projected bus requirements are shown in Tables 6.15 to 6.17. The costs are estimated using an across the board flat rate of \$75 per hour. This is an estimate of the actual costs, which vary considerably depending on which base is used and the time of day.

Table 6.15 Phase I South Division Operations Plan
Service Characteristics – Bus/Operating Costs

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
348	1	1	4,135	\$397,000
349	4	6	29,383	\$2,821,000
350	4	2	9,653	\$927,000
352	11	9	57,892	\$5,558,000
353	10	6	32,124	\$3,084,000
354	2	2	7,914	\$760,000
355	8	0	9,737	\$935,000
357	3	3	14,952	\$1,435,000
358	2	2	8,843	\$849,000
359	5	5	20,500	\$1,968,000
362	2	0	2,117	\$203,000
364	7	7	35,324	\$3,391,000
366	1	1	6,062	\$582,000
367	2	1	4,693	\$451,000
451	1	0	1,066	\$102,000
452	2	0	1,344	\$129,000
460	1	0	1,265	\$121,000
750	1	0	1,272	\$122,000
752	1	0	1,392	\$134,000
877	6	0	9,009	\$865,000
889	6	0	3,400	\$326,000
Homewood DAR	1	1	4,715	\$453,000
South Total	81	46	266,792	\$25,612,000

**Table 6.16 Phase I Southwest Division Operations Plan Service
 Characteristics – Bus/Operating Costs**

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
379	4	4	21,189	\$1,589,000
381	8	4	31,122	\$2,334,000
382	2	0	3,872	\$290,000
383	5	4	18,540	\$1,391,000
384	3	2	12,790	\$959,000
385	3	3	12,656	\$949,000
386	7	4	27,241	\$2,043,000
Southwest Total	32	21	127,409	\$9,556,000

**Table 6.17 Phase I Heritage Division Operations Plan Service
 Characteristics – Bus/Operating Costs**

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
501/509	4	3	14,848	\$1,425,000
504	1	1	3,281	\$315,000
505	2	2	7,486	\$719,000
507	2	1	6,401	\$614,000
508	1	1	3,727	\$358,000
834	4	4	12,908	\$1,239,000
839	1	1	2,593	\$249,000
W Joliet DAR	0	1	1,445	\$139,000
837	1	0	4,369	\$419,000
Heritage Total	16	14	57,057	\$5,478,000

6.4.2 Phase II Service Element
6- to 18-Month Implementation Plan

Phase II service implementation requires an additional \$9 million in annual operating funding. Upon implementation of Phase II, a total of 42 Pace routes are expected to be in operation in the Initiative service area. As in Phase I, this total does not include the UPS services or special tripper services. South Division would operate 22 routes, Southwest Division would operate 7 routes, and Heritage Division would operate 13 routes. Each of the improvements in the Phase II Operations Plan has been described in Section 6.2.

Phase II Improvement Summary to be Implemented in 6-36 Months:

- Restructure service to create a focal point of service at Lincoln Mall, including new connections to University Park, Joliet, and Midway Airport.
- Create new east-west route along the 127th Street corridor connecting residents with jobs and educational opportunities in Palos Hills, Palos Heights, Crestwood, Blue Island, Riverdale, Phoenix, and Harvey.
- Create a new suburban connection between Tinley Park and Orland Park.
- Improve span and frequency on most productive routes.
- Restructure Chicago Heights service to improve on-time performance and connections.
- Reinvest resources currently used within Chicago to better serve suburban destinations.
- Serve Plainfield with commuter service to Chicago
- Provide Shorewood, Channahon, Frankfort, and New Lenox with new and improved regional connections.
- Provide a new connection between Chicago Heights and the job rich Governors Gateway Industrial Park.

The projected operations plan showing frequencies, span of service, and bus needs are shown in Tables 6.18 through 6.20.

Table 6.18 Phase II South Division Operations Plan
Service Characteristics – Frequency

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
348	30	60	30	60	0	0	60	60	60	0	0	0	0	0	0	0	0	0
349	15	20	15	30	30	0	30	20	20	30	45	45	30	15/30	15/30	30	50	0
350	15	30	15	30	60	0	60	60	60	60	0	0	60	60	60	60	0	0
352	11/30	15/30	11/30	15/60	30/60	60	15/30	15/30	15/30	30	30	30	30/60	20/60	20/60	30/60	60	0
353	15/30	15/30	15/30	15/30	60	60	15/30	15/30	15/30	15/30	60	60	30/60	30/60	30/60	30	60	60
354	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
355	~20	0	~20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
356	60	60	60	60	0	0	0	60	60	60	0	0	0	0	0	0	0	0
357	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
358	30/60	30/60	30/60	60	60	0	60	60	60	60	0	0	60	60	60	60	0	0
359	15	60	30	60	0	0	60	60	60	60	60	0	60	60	60	60	0	0
362	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
364	30	30	30	30	60	0	30	30	30	30	60	0	0	60	60	60	0	0
365	60	60	60	60	0	0	60	60	60	60	0	0	0	0	0	0	0	0
367	30/60	30/60	30/60	60	60	0	60	60	60	60	0	0	0	60	60	60	0	0
368	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
451	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
452	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
460	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
750	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
752	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
877/888	~25	0	~25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	~20	0	~20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Homewood DAR	60	60	60	0	0	0	60	60	60	0	0	0	60	60	60	0	0	0

Table 6.19 Phase II Southwest Division Operations Plan
Service Characteristics – Frequency

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
379	30	30	30	60	60	0	60	60	60	60	0	0	60	60	60	0	0	0
381	15	15	15	20	30	60	30	30	30	30	60	0	30	30	30	60	0	0
382	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
383	30/60	30/60	30/60	30/60	0	0	30/60	30/60	30/60	30/60	0	0	0	60	60	0	0	0
384	30	30	30	60	0	0	60	60	60	60	0	0	0	60	60	0	0	0
385	60	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
386	30	60	30	60	0	0	60	60	60	60	0	0	60	60	60	60	0	0
387	30	60	30	60	0	0	60	60	60	0	0	0	0	0	0	0	0	0

Table 6.20 Phase II Heritage Division Operations Plan
Service Characteristics – Frequency

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
501/509	30	30/60	30	60	60	0	60	60	60	60	0	0	0	0	0	0	0	0
504	60	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
505	60	60	60	60	0	0	0	60	60	0	0	0	0	0	0	0	0	0
507	30	30	30	60	60	0	0	60	60	60	0	0	0	0	0	0	0	0
508	60	60	60	60	0	0	0	60	60	0	0	0	0	0	0	0	0	0
834	60	60	60	60	0	0	0	60	60	0	0	0	0	0	0	0	0	0
837	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
839	120	120	120	0	0	0	0	120	120	0	0	0	0	0	0	0	0	0
W Joliet DAR	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Channahon DAR	60	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shorewood DAR	60	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
855 Ext	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 6.21 Phase II South Division Operations Plan
Service Characteristics – Span of Service

Route	Span of Service		
	Weekday	Saturday	Sunday
348	5:45 - 20:18	6:45 - 18:45	None
349	5:10 - 23:20	5:00 - 00:50	5:45 - 00:30
350	5:40 - 23:10	8:45 - 22:40	8:50 - 21:40
352	4:00 - 1:30	4:15 - 00:45	6:15 - 23:50
353	4:50 - 1:10	5:20 - 1:10	7:00 - 1:30
354	5:50 - 19:40	None	None
355	16:35 - 18:30	None	None
356	6:40 - 20:40	8:45 - 20:40	None
357	None	None	None
358	5:15 - 20:11	8:15 - 19:10	None
359	5:00 - 0:40	6:00 - 0:40	8:00 - 0:40
362	5:30 - 8:30	None	None
	17:10 - 19:30		
364	5:20 - 23:30	7:15 - 22:30	9:15 - 20:15
365	6:00 - 19:15	8:30 - 19:50	None
366	5:45 - 22:30	9:00 - 20:30	9:45 - 19:15
367	5:30 - 22:30	7:30 - 21:00	9:30 - 21:30
368	6:00 - 8:00	None	None
	16:00 - 18:00		
451	5:40 - 8:10	None	None
	17:30 - 19:00		
452	5:40 - 8:50	None	None
	17:30 - 19:00		
460	6:15 - 8:50	None	None
	16:50 - 18:30		
750	5:40 - 8:00	None	None
	17:20 - 19:15		
752	5:30 - 7:50	None	None
	17:00 - 19:15		
877/888	5:15 - 8:41	None	None
	15:45 - 20:30		
889	4:50 - 9:20	None	None
	15:45 - 20:30		
Homewood DAR	6:45 - 18:45	6:45 - 18:45	6:45 - 18:45

Table 6.22 Phase II Southwest Division Operations Plan
Service Characteristics – Span of Service

Route	Span of Service		
	Weekday	Saturday	Sunday
379	5:00 - 23:30	7:00 - 22:45	8:00 - 20:00
381	4:45 - 00:15	5:15 - 23:30	7:45 - 23:30
382	7:20 - 7:50	None	None
	16:00 - 16:30		
383	5:30 - 22:30	6:30 - 22:00	7:00 - 20:00
384	5:30 - 21:30	7:45 - 19:50	9:45 - 18:50
385	6:00 - 19:30	None	None
386	5:00 - 22:45	5:00 - 22:45	6:00 - 21:45
387	6:00 - 20:00	8:00 - 18:00	None

Table 6.23 Phase II Heritage Division Operations Plan
Service Characteristics – Span of Service

South Division Phase II				
Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
348	6	4	21,828	\$1,637,000
349	4	6	29,383	\$2,204,000
350	5	3	19,071	\$1,430,000
352	11	9	57,892	\$4,342,000
353	7	6	38,094	\$2,857,000
354	2	2	7,914	\$594,000
355	8	0	9,737	\$730,000
356	1	1	in 367 costs	in 367 costs
358	3	3	14,162	\$1,062,000
359	7	5	25,440	\$1,908,000
362	2	0	2,117	\$159,000
364	7	7	35,324	\$2,649,000
365	1	1	2,550	\$191,000
367	4	4	23,093	\$1,732,000
368	2	0	2,269	\$170,000
451	1	0	1,066	\$80,000
452	2	0	1,344	\$101,000
460	1	0	1,265	\$95,000
750	1	0	1,272	\$95,000
753	1	0	1,392	\$104,000
877/888	6	0	9,009	\$676,000
889	12	0	16,533	\$1,240,000
Homewood DAR	1	1	4,715	\$354,000
South Total	95	52	325,468	\$24,410,000

The estimated annual costs and the projected bus requirements are shown in Tables 6.24, to 6.26. The costs are estimated using an across the board flat rate of \$75 per hour. This is an estimate of the actual costs, which vary considerably depending on which base is used and the time of day. Phase II requires up to 23 additional new buses (excluding spares) compared to Phase I, which must be acquired to fully implement all recommendations.

Table 6.24 Phase II South Division Operations Plan
Service Characteristics – Bus/Operating Costs

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
348	6	4	21,828	\$1,637,000
349	4	6	29,383	\$2,204,000
350	5	3	19,071	\$1,430,000
352	11	9	57,892	\$4,342,000
353	7	6	38,094	\$2,857,000
354	2	2	7,914	\$594,000
355	8	0	9,737	\$730,000
356	1	1	in 367 costs	in 367 costs
358	3	3	14,162	\$1,062,000
359	7	5	25,440	\$1,908,000
362	2	0	2,117	\$159,000
364	7	7	35,324	\$2,649,000
365	1	1	2,550	\$191,000
367	4	4	23,093	\$1,732,000
368	2	0	2,269	\$170,000
451	1	0	1,066	\$80,000
452	2	0	1,344	\$101,000
460	1	0	1,265	\$95,000
750	1	0	1,272	\$95,000
752	1	0	1,392	\$104,000
877/888	6	0	9,009	\$676,000
889	12	0	16,533	\$1,240,000
Homewood DAR	1	1	4,715	\$354,000
South Total	95	52	325,468	\$24,410,000

Figure 6.25 Phase II Southwest Division Operations Plan
Service Characteristics – Bus/Operating Costs

Heritage Division Phase II				
Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
501/509	4	3	14,848	\$1,114,000
504	1	1	3,536	\$265,000
505	2	2	7,996	\$600,000
507	2	2	8,505	\$638,000
508	3	1	8,087	\$606,000
834	4	4	12,908	\$968,000
837	2	0	4,369	\$328,000
839	1	1	3,018	\$226,000
W Joliet DAR	1	1	3,230	\$242,000
Channahon DAR	1	1	4,356	\$327,000
Shorewood DAR	1	1	4,356	\$327,000
855 Ext	0	0	9,665	\$1,546,000
Heritage Total	22	17	84,873	\$6,365,000
SCW Bases Total	153	97	521,704	\$39,128,000

Figure 6.26 Phase II Heritage Division Operations Plan
Service Characteristics – Bus/Operating Costs

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs
501/509	4	3	14,848	\$1,114,000
504	1	1	3,536	\$265,000
505	2	2	7,996	\$600,000
507	2	2	8,505	\$638,000
508	3	1	8,087	\$606,000
834	4	4	12,908	\$968,000
837	1	0	4,369	\$328,000
839	1	1	3,018	\$226,000
W Joliet DAR	1	1	3,230	\$242,000
Channahon DAR	1	1	4,356	\$327,000
Shorewood DAR	1	1	4,356	\$327,000
855 Ext	0	0	9,665	\$1,546,000
Heritage Total	21	17	84,873	\$6,365,000

7.0 Mid- and Long-Term Service Recommendations

The public process, via the 18 public forums, also highlighted the need for longer range improvements that were contingent upon additional funding. Areas such as unmet needs, span of service, more flexible service, and other mobility improvements resulted in the mid- and long-term service recommendations described in this section.

■ 7.1 Prioritization Process

In order to prioritize mid- and long-term service recommendations, several qualitative and quantitative factors were considered. These elements are described in greater detail in the following sections.

7.1.1 Qualitative Factors

One of the most important qualitative factors in the prioritization of mid- and long-term service recommendations was the public and stakeholder input received during the CAG meetings, RCC meetings, and public forums. In addition to this input, some other considerations also were taken into account. Service Recommendations that are likely to capture future market demand as well as current transit demand were given higher priority. Changes that result in a well-connected system are likely to have ridership benefits to other Pace routes and transit service in general and were given higher priority. Finally, one of the goals of Pace service is to provide access to jobs and community centers. Higher priority was therefore given to service recommendations that serve such activity centers.

7.1.2 Cost Effectiveness

The most influential quantitative factor in the prioritization process is a cost-effectiveness rating, obtained through application of the Service Planning Tool (SPT) to estimate potential marginal trips served and compared to marginal service operating and maintenance cost estimates. Hourly operating costs of \$96 were assumed to generate annual operations and maintenance costs. The cost effectiveness rating is intended to identify service recommendations that result in more new ridership served per dollar spent.

In order to generate a basis for comparison of predicted ridership and cost effectiveness, 15 of the 17 proposed service changes that were not included in the short-term recommendations were modeled using the SPT and existing ridership values and distributions. Two service changes were not analyzed. The proposed route 871 includes northwest Indiana as an important origin area, which falls outside of the six-county Service Planning Total (SPT) analysis area. The proposed Crete Connector involves service to a market that had not yet developed and is not reflected in the SPT database, which is based on the 2000 Census.

Each service change was evaluated using one or more of three analysis methods based on the nature of the proposed change. The Service Span method, the Level-of-Service method, and the Transit Market method were all employed to analyze the mid- and long-term service recommendations. These methods are discussed in greater detail in Section 6 and examples of how the SPT was applied in the development of these estimates are provided in the *SPT User Manual*.

Following the determination of estimated new annual riders, values were aggregated for all changes to a particular route. By packaging the service recommendations by route, it was possible to apply the cost estimates that were developed for service changes on a route-level. The value for total new predicted Pace annual riders was divided by the change in marginal annual operations and maintenance cost to generate the marginal cost per rider (MCR). The operating cost assumption for the MCR calculation was \$96 per hour. These values differ from existing cost per rider statistics in that they do not account for existing riders, only newly generated riders, and are thus more susceptible to fluctuation.

The MCR is intended to serve as a basis for comparison among service recommendations and an input to the prioritization process rather than the driver for service selection. To facilitate comparison, the marginal cost per rider was grouped into five cost-effectiveness categories from high to low as follows:

- High (MCR < \$4);
- Medium-high ($\$4 < \text{MCR} < \8);
- Medium ($\$8 < \text{MCR} < \16);
- Low-medium ($\$16 < \text{MCR} < \32); and
- Low (MCR > \$32).

Cost effectiveness values for each candidate service recommendation are summarized in Table 7.1. The MCR values are most useful as a comparative tool as the SPT output is intended to quantify transit market potential rather than offer a specific route-level ridership estimate. To more accurately assess the potential ridership that a new service recommendation could attract on its own, rather than in comparison with the numerous other service changes evaluated herein, a more refined SPT modeling process could be applied. Tips for applying the SPT are included in the *SPT User Manual*.

Table 7.1 Relative Cost Effectiveness of Candidate Mid- and Long-Term Service Recommendations

Route	Estimated Ridership Change	Estimated Annual Operating Costs Change	Marginal Cost/Rider	Cost Effectiveness Rating
<i>Phase III</i>				
386	40,789	\$1,144,000	\$28.05	Medium
838	224,375	\$1,018,000	\$4.54	Medium-high
857	101,936	\$349,000	\$3.42	High
<i>Phase IV</i>				
348	39,607	\$434,000	\$10.96	Medium
352	110,533	\$2,567,000	\$23.22	Low-Medium
354	44,317	\$613,000	\$13.83	Medium
358	34,339	\$1,422,000	\$41.41	Low
367	50,470	Costs Cannot Be Isolated	N/A	N/A
870 - S to CCMC	5,738	\$280,000	\$48.80	Low
871 - SE to CCMC	Not Modelable	\$283,000	N/A	N/A
Crete Connector	Not Modelable	\$134,000	N/A	N/A

■ 7.2 Phase III Service Recommendations Expanded Service - 36- to 60-Month Implementation Timeframe

Phase III improvements are scheduled to occur 36 to 60 months from the fall of 2007. Improvements assume that \$2.1 million in additional operating costs are available. Phase III improvements were tested with the Service Planning Tool and had medium to high predicted cost effectiveness. Phase III improvements also were supported by the public outreach process for the Initiative.

The span, cost, and proposed frequency of the Phase III routes are shown in Tables 7.2, 7.3, and 7.4. It should be noted that the cost estimate for each route reflects only the marginal cost associated with the improvements in this phase. The span of service in the following tables is described in periods of the day, such as:

- AM - Morning peak period, from 6:00 am to 9:00 am
- Mid - Mid-day, off peak period, from 9:00 am to 3:00 p.m.
- PM - Afternoon peak period, from 3:00 p.m. to 6:00 p.m.
- Evening - Evening off-peak period, from 6:00 p.m. to 9:00 p.m.

- Night – Evening between 9:00 p.m. and midnight
- Owl – Any service after midnight. It does not imply overnight service.

Detailed descriptions of each improvement follow the tables.

Table 7.2 Proposed Headways for Phase III Improvements

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
386	30	60	30	60	60	0	60	60	60	60	60	0	60	60	60	60	0	0
838	30	60	30	0	0	0	60	60	60	0	0	0	0	0	0	0	0	0
857	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 7.3 Proposed Span of Service for Phase III Improvements

Route	Span of Service		
	Weekday	Saturday	Sunday
386	5:00 - 22:45	5:00 - 22:45	6:00 - 22:00
838	5:00 - 18:00	9:00 - 19:00	None
857	6:00 - 9:00 15:00 - 18:00	None	None

Table 7.4 Proposed Buses and Operating Costs for Phase III Improvements

Route	Additional Peak Buses	Additional Midday Buses	Additional Annual Hours	Estimated Annual Operating Costs
386	2	1	11,916	\$1,144,000
838	4	2	12,049	\$1,157,000
857	3	0	3,632	\$349,000
Total	9	3	27,597	\$2,650,000

Note: The cost shown in Table 7.4 represents the additional costs to operate this route. For existing routes, add the costs in Table 7.4 to the Phase II cost for total route costs.

New Route 838 – South Weber Road

The area of Weber Road between Joliet and I-55 currently is unserved by transit. This corridor has been rapidly transforming from an agricultural area into commercial and residential areas. During the public outreach process in Will County, additional services to the area of Weber Road between I-55 and Plainfield Road became a clear priority. This is also a need for service to senior and active-adult communities along this route.

In order to meet this priority, we recommend creating a new route that serves downtown Joliet, Plainfield Road, Weber Road, Normantown Road, Theodore Court, West Crossroads Parkway, and Highway 53 on the way to the Bolingbrook Park-and-Ride. Due to the lower densities, the walk distances, and the overall lack of pedestrian amenities, we recommend that this route be a flex-route that allows deviations.

The predicted cost effectiveness of this improvement was medium-high, meaning that the investment in additional service was warranted.

New Route 857 - Joliet/New Lenox/Oakbrook Center/Forest Park CTA Express

There currently is no transit service directly connecting Joliet with the I-88 employment Corridor, Oakbrook Center, or the Loyola Medical Center area. In addition, the opening of I-355 from New Lenox to I-55 opens a new travel opportunity and commute pattern.

Route 857 is designed to connect residents of Joliet and New Lenox with the I-88 employment corridor, the Loyola Medical Center, and the Forest Park CTA station. It would start in downtown Joliet, travel to the proposed park-and-ride at U.S. 6/I-355 and then travel via I-355 to the Yorktown Mall. It would continue to Oakbrook Shopping Center, Loyola Medical Center, and end at the Forest Park CTA station.

Three morning trips to Forest Park CTA and three afternoon trips from Forest Park CTA are recommended. The predicted cost effectiveness of this improvement was high, meaning that the investment in additional service was warranted.

Route 386 - Harlem/183rd/Harvey

The span of service on Route 386 proposed for Phase I is limited, particularly in all segments other than the Homewood-Harvey segment. The revised Route 386 connects multiple jurisdictions, job generators, and educational facilities. In order to address the top issue for riders in this area, we recommend improving the span of service on weekdays, Saturdays, and Sundays. Sunday service would operate along the entire route length, not just between Homewood and Harvey.

The predicted cost effectiveness of this improvement was Medium, meaning that the investment in additional service was competitive with other improvement options.

■ 7.3 Phase IV Service Recommendations Expanded Service - Indefinite Implementation Timeframe

Phase IV improvements are scheduled to occur after the 60-month timeframe of Phase III, and they are currently unfunded. Phase IV encompasses improvements identified through the planning process and public outreach. It addresses on a systemwide level areas of improvements such as span of service and weekend service.

All Phase IV improvements were tested with the Service Planning Tool and had varying levels of predicted cost effectiveness. In general, Phase II and III improvements had better cost effectiveness than Phase IV improvements. Improvements are discussed by the projected operating division.

7.3.1 South Division Phase IV Recommendations

Twenty-six different routes are recommended to be operated by Pace South Division. Three new routes are recommended over previous phases. All of the new routes represent commuter service to specific job destinations. The remaining improvements to South Division involve improving span of service, frequency, and weekend operations.

Each route improvement is listed below. Projected costs, span of service, and frequency are shown in Tables 7.5, 7.6, and 7.7. The span of service in the following tables is described in periods of the day, such as:

- AM – Morning peak period, from 6:00 am to 9:00 am
- Mid – Mid-day, off peak period, from 9:00 am to 3:00 p.m.
- PM – Afternoon peak period, from 3:00 p.m. to 6:00 p.m.
- Evening – Evening off-peak period, from 6:00 p.m. to 9:00 p.m.
- Night – Evening between 9:00 p.m. and midnight
- Owl – Any service after midnight. It does not imply overnight service.

Table 7.5 Proposed Headways for South Division Phase IV Improvements

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
348	30	60	30	60	0	0	60	60	60	60	0	0	60	60	60	60	0	0
349	15/30	30	15/30	30/60	30/60	0	30/60	30/60	30/60	30/60	30/60	0	30/60	30/60	30/60	30/60	30/60	0
350	15	30	15	30	60	0	60	60	60	60	0	0	60	60	60	60	0	0
352	10	10	10	15	30	30	10	10	10	15	30	30	10	10	10	15	30	0
353	15/30	15/30	15/30	15/30	60	60	15/30	15/30	15/30	15/30	60	60	30/60	30/60	30/60	30/60	60	60
354	30	60	30	60	60	0	60	60	60	60	0	0	60	60	60	60	0	0
355	~20	0	~20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
356	60	60	60	60	0	0	0	60	60	60	60	0	0	0	0	0	0	0
358	30/60	30/60	30/60	60	60	0	30/60	30/60	30/60	60	0	0	30/60	30/60	30/60	60	0	0
359	15	60	30	60	0	0	60	60	60	60	60	0	60	60	60	60	0	0
362	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
364	30	30	30	30	60	0	30	30	30	30	60	0	0	60	60	60	0	0
365	60	60	60	60	0	0	60	60	60	60	0	0	0	0	0	0	0	0
367	30/60	60/60	30/60	60	60	0	60	60	60	0	0	0	60	60	60	0	0	0
368	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
451	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
452	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
460	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
750	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
753	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
870	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
871	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
877/888	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Homewood DAR	60	60	60	0	0	0	60	60	60	0	0	0	60	60	60	0	0	0
Crete Connector	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 7.6 Proposed Span of Service for South Division Phase IV Improvements

Route	Span of Service		
	Weekday	Saturday	Sunday
348	6:00 - 21:00	7:00 - 19:30	8:00 - 19:30
349	5:10 - 23:20	5:00 - 00:50	5:45 - 00:30
350	5:40 - 23:10	8:45 - 22:40	8:50 - 21:40
352	4:00 - 1:30	4:00 - 1:30	4:00 - 1:30
353	4:50 - 1:10	5:20 - 1:10	7:00 - 1:30
354	5:50 - 21:50	6:50 - 21:50	7:50 - 21:50
355	5:45 - 8:20	None	None
	16:35 - 18:30		
356	6:40 - 20:40	8:45 - 20:40	None
358	5:00 - 22:00	6:00 - 22:00	8:00 - 22:00
359	5:00 - 0:40	6:00 - 0:40	8:00 - 0:40
362	5:30 - 8:30	None	None
	17:10 - 19:30		
364	5:20 - 23:30	7:15 - 22:30	9:15 - 20:15
365	6:00 - 19:15	8:30 - 19:50	None
367	5:30 - 22:30	7:30 - 21:00	9:30 - 21:30
368	6:00 - 8:00	None	None
	16:00 - 18:00		
451	5:40 - 8:10	None	None
	17:30 - 19:00		
452	5:40 - 8:50	None	None
	17:30 - 19:00		
460	6:15 - 8:50	None	None
	16:50 - 18:30		
750	5:40 - 8:00	None	None
	17:20 - 19:15		
753	5:30 - 7:50	None	None
	17:00 - 19:15		
870	5:00 - 8:00	None	None
	15:00 - 18:00		
871	5:00 - 8:00	None	None
	15:00 - 18:00		
877/888	5:15 - 8:41	None	None
	15:45 - 20:30		
889	4:50 - 9:20	None	None
	15:45 - 20:30		
Homewood DAR	6:45 - 18:45	6:45 - 18:45	6:45 - 18:45
Crete Connector	6:00 - 8:00	None	None
	15:30 - 17:30		

**Table 7.7 Proposed Buses and Operating Costs for South Division
Phase IV Improvements**

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs	Marginal Cost Increase over Phase III
348	7	4	27,613	\$2,071,000	\$434,000
349	4	6	29,383	\$2,204,000	\$0
350	5	3	19,071	\$1,430,000	\$0
352	13	13	92,125	\$6,909,000	\$2,567,000
353	7	6	38,094	\$2,857,000	\$0
354	4	2	16,097	\$1,207,000	\$613,000
355	8	0	9,737	\$730,000	\$0
356	1	1	4,435	\$333,000	N/A
358	6	5	33,120	\$2,484,000	\$1,422,000
359	10	5	25,440	\$1,908,000	\$0
362	2	0	2,117	\$159,000	\$0
364	7	7	35,324	\$2,649,000	\$0
365	1	1	4,232	\$317,000	\$126,000
367	4	3	17,814	\$1,336,000	-\$396,000
368	2	0	2,269	\$170,000	\$0
451	1	0	1,066	\$80,000	\$0
452	2	0	1,344	\$101,000	\$0
460	1	0	1,265	\$95,000	\$0
750	1	0	1,272	\$95,000	\$0
753	1	0	1,392	\$104,000	\$0
870	3	0	2,921	\$219,000	\$219,000
871	3	0	2,946	\$221,000	\$221,000
877/888	6	0	9,009	\$676,000	\$0
889	6	0	16,533	\$1,240,000	\$0
Homewood DAR	1	1	5,441	\$408,000	\$54,000
Crete Connector	1	1	1,397	\$105,000	\$105,000
Total	107	58	401,456	\$30,108,000	\$5,365,000

Note: Route 367 costs in Phase II were distributed over Routes 356, 365, and 367. There is no decrease in service in Phase IV on Route 367.

Route 348 - 138th Street Riverdale Connector

Route 348 was recommended to be modified in Phase II to create an east-west corridor that connects multiple service focal points, including Harvey, Phoenix, South Suburban College, Blue Island, Crestwood, and Moraine Valley College.

Phase IV Recommendations

1. Implement Sunday service on Route 348.
2. Extend all trips on weekdays, Saturdays, and Sundays to Moraine Valley College.

3. Extend span of service on weekdays and Saturdays.

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.

Phase IV Recommendations

1. No recommendations are made for Route 349 in Phase IV. Minor changes to Route 349 were recommended in Phase I.

Route 350 – Sibley

Route 350 is an east-west crosstown route serving commercial and residential areas along Sibley Boulevard between the Hammond Transit Center and Harvey Transportation Center. It also serves the 147th Street Metra Station. Frequency, span, and minor routing improvements were recommended in Phase II.

Phase IV Recommendations

1. No recommendations are made for Route 350 in Phase IV, as significant improvements were made in Phase II.

Route 352 – Halsted

In Phase I, Route 352 was recommended to be restructured into the major north-south trunk line on Halsted Street 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.

Phase IV Recommendations

In conjunction with capital improvements to improve speed and reliability on Halsted Street, implement Arterial Rapid Transit service levels on this route. Elements include:

1. Ten-minute frequencies from Chicago Heights to the 95th Street CTA Station on weekdays, Saturdays, and Sundays.
2. A minimum of 15-minute frequency until 11:00 p.m.
3. Service span extended to 1:30 a.m.

Route 353 – 95th – Riverdale – River Oaks

In Phase II, Route 353 was recommended to be restructured to connect the 95th Street CTA Red Line Station with residential areas of far southeast Chicago, Riverdale, Dolton, and South Holland. This route serves Chicago State University, State St. Metra Electric Station, Riverdale Bus Turnaround, and the River Oaks Mall. Phase III called for span improvements.

Phase IV Recommendations

No Phase IV recommendations are made for Route 353. Service levels would remain unchanged from Phase III.

Route 354 – Harvey/Country Club Hills

In Phase I, Route 354 was recommended to be restructured to provide service from the Harvey Transportation Center to Midlothian and Country Club Hills.

Phase IV Recommendations

1. Improve peak headways from 60-minute service to 30-minute service.
2. Begin operating weekend service on both Saturdays and Sundays.
3. Expand span of service to past 9:00 p.m. seven days a week.

Route 355 – Lansing

Route 355 was recommended to be restructured in Phase I to provide limited peak-hour, peak-direction service from Lansing to the Chicago loop.

Phase IV Recommendations

No Phase IV recommendations are made for Route 355. Service levels would remain unchanged from previous Phases.

Route 356 – Sauk Village

Route 356 was recommended to be created in Phase II to provide service to Sauk Village.

Phase IV Recommendations

No Phase IV recommendations are made for Route 356. Service levels would remain unchanged from Phase II.

Route 358 – Torrence/Lincoln Highway

In Phase II, Route 358 was recommended to be restructured to extend from Hegewisch to Lincoln Mall in Matteson via Torrence and Lincoln Highway. It would serve Lincoln Mall, Chicago Heights Terminal, Ford Heights, the River Oaks Mall, and Hegewisch.

Phase IV Recommendations

1. Improve peak headways from 60-minute service to 30-minute service.
2. Begin operating weekend service on Sundays.
3. Expand span of service to 10:00 p.m. seven days a week.

Route 359 – South Kedzie/Robbins

Route 359 is a north/south route that operates between the Homewood Metra Station and 95th Street 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 nonstop between 119th and Halsted and the 95th Street CTA Station. Phase II recommended the addition of three northbound trips to relieve overcrowding. Phase II also recommended adding several evening trips on weekdays, Saturdays, and Sundays.

Phase IV Recommendations

1. No recommendations are made for Route 359, as significant improvements were made in Phase II.

Route 362 – South Park Forest

Route 362 provides rush-hour service between Park Forest and the Richton Park Metra Station.

Phase IV Recommendations

No routing recommendations are made for Route 362 in Phase IV. Route 362 represents one of the best opportunities for Pace to work with a local municipality to operate the Metra feeder service, as Richton Park operates its own midday shuttle service.

Route 364 – 159th Street

Route 364 is a major east-west crosstown service operating along 159th Street 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. Phase II recommended restructuring of the weekend eastern route terminus.

Phase IV Recommendations

No recommendations are made for Route 364 in Phase IV.

Route 365 – South Chicago Heights/Steger

Route 365 was recommended to be created in Phase II to connect Steger and South Chicago Heights with the Chicago Heights Terminal.

Phase IV Recommendations

No recommendations are made for Route 365 in Phase IV.

Route 367 – Park Forest/University Park/Lincoln Mall

Route 367 was recommended to be extended in Phase II to connect University Park and Governors State University with Park Forest, the University Park Metra Station, Chicago Heights, and the Lincoln Mall. Phase II recommendations only called for Sunday service between Park Forest and Chicago Heights, not on the remaining route.

Phase IV Recommendations

1. Improve peak headways from 60-minute service to 30-minute service.
2. Begin operating weekend service on Sundays on the entire route.
3. Expand span of service to 10:00 p.m. seven days a week.

Route 368 – Governors Gateway Industrial Park

Phase II recommended creating a new route that connects the Chicago Heights Terminal and University Park Metra Station with the Governors Gateway Industrial Park.

Phase IV Recommendations

No changes are recommended for Route 368 in Phase IV.

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.

Phase IV Recommendations

No recommendations are made for Route 451 in Phase IV.

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.

Phase IV Recommendations

No recommendations are made for Route 452 in Phase IV.

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.

Phase IV Recommendations

No recommendations are made for Route 460 in Phase IV.

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.

Phase IV Recommendations

No recommendations are made for Route 750 in Phase IV.

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.

Phase IV Recommendations

No recommendations are made for Route 753 in Phase IV.

New Route 870 South Suburbs to Illinois Medical District

Origin/destination patterns suggest travel demand existing between the South Suburbs and the Illinois Medical District. This travel pattern is not well served by any combination of bus, CTA rapid transit, or Metra service.

Phase IV Recommendations

1. In order to serve large employers with defined shift times and no direct transit connection for the Southwest suburbs, implement Route 870 to provide three peak

directional trips, each in the a.m. peak and the p.m. peak. Arrival and departure times at the Illinois Medical District would be timed for shift changes.

2. Service would operate weekdays only.
3. A premium fare would be charged.
4. Routing would begin at the Tinley Park Metra Station, continue via I-57 to downtown Blue Island, and then continue to the Illinois Medical District via I-57 and the Dan Ryan Expressway.

New Route 871 Southeast Suburbs to Illinois Medical District

Origin/destination patterns suggest travel demand existing between the Southeast Suburbs and the Illinois Medical District. This travel pattern is not well served by any combination of bus, CTA rapid transit, or Metra service.

Phase IV Recommendations

1. In order to serve large employers with defined shift times and no direct transit connection for the Southeast suburbs, implement Route 871 to provide three peak directional trips, each in the a.m. peak and the p.m. peak. Arrival and departure times at the Illinois Medical District would be timed for shift changes.
2. Service would operate weekdays only.
3. A premium fare would be charged.
4. Routing would begin in Lansing at Ridge/Wentworth and continue via Wentworth, Burnham, Sibley, Lincoln, Main, the Bishop Ford Freeway, the Dan Ryan Expressway, to the Illinois Medical District.

Route 877 South Suburban Oakbrook Limited / 888 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.

Phase IV Recommendations

No recommendations are made for Routes 877/888 in Phase IV. These routes were consolidated in Phase I recommendations.

Route 889 - Harvey-Rosemont Express

This is a new service recommended in Phase I connecting Harvey, Blue Island, and Robbins with Rosemont and the O'Hare employment area.

Phase IV Recommendations

No recommendations are made for Route 889 in Phase IV. This route was created as part of Phase I recommendations and service levels were doubled in Phase II.

Homewood Dial-a-Ride

This is a new service recommended in Phase I providing dial-a-ride service between Homewood and Chicago Heights.

Phase IV Recommendation:

No recommendations are made for the Homewood Dial-a-Ride in Phase IV. This route was created as part of Phase I recommendations.

New Crete Connector

A large intermodal terminal is proposed for Crete in the near future. There is no existing fixed-route service to Crete.

Phase IV Recommendations

1. Create a new peak-only route between Chicago Heights Terminal and the proposed intermodal terminal. The route would be timed to meet the two biggest shifts.

7.3.2 Southwest Division Phase IV Recommendations

Twelve different routes are recommended to be operated by Pace Southwest Division. In addition, modifications to Route 330 are recommended, which is operated by Pace West Division and is not based in the Initiative area. Four new routes are recommended over previous phases. In addition, span of service, frequency, and weekend service availability are enhanced.

Each route improvement is listed below. Projected costs, span of service, and frequency are shown in Tables 7.8, 7.9, and 7.10. The span of service in the following tables is described in periods of the day, such as:

- AM – Morning peak period, from 6:00 am to 9:00 am
- Mid – Mid-day, off peak period, from 9:00 am to 3:00 p.m.
- PM – Afternoon peak period, from 3:00 p.m. to 6:00 p.m.
- Evening – Evening off-peak period, from 6:00 p.m. to 9:00 p.m.
- Night – Evening between 9:00 p.m. and midnight
- Owl – Any service after midnight. It does not imply overnight service.

Table 7.8 Proposed Headways for Southwest Division Phase IV Improvements

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
330	30	60	30	60	60	0	60	60	60	60	0	0	0	0	0	0	0	0
379	30	30	30	30	60	0	60	60	60	60	0	0	60	60	60	0	0	0
381	15	15	15	20	30	60	30	30	30	30	60	0	30	30	30	60	0	0
382	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
383	30	30	30	60	60	0	30	30	30	60	60	0	60	60	60	60	60	0
384	30	30	30	60	0	0	60	60	60	60	0	0	0	60	60	0	0	0
385	60	60	60	60	0	0	60	60	60	0	0	0	60	60	60	0	0	0
386	30	60	30	60	60	0	60	60	60	60	60	0	60	60	60	60	0	0
387	30	60	30	60	0	0	60	60	60	0	0	0	0	0	0	0	0	0
872	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alsip DAR	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Orland Park DAR	60	30/60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 7.9 Proposed Span of Service for Southwest Division Phase IV Improvements

Route	Span of Service		
	Weekday	Saturday	Sunday
330	4:30 - 00:00	5:30 - 20:00	None
379	5:00 - 23:30	7:00 - 22:45	8:00 - 20:00
381	4:45 - 00:15	5:15 - 23:30	7:45 - 23:30
382	7:20 - 7:50 16:00 - 16:30	None	None
383	5:30 - 22:30	6:30 - 22:00	7:00 - 20:00
384	5:30 - 22:45	7:45 - 22:45	9:45 - 19:45
385	6:00 - 20:30	8:00 - 18:00	9:00 - 18:00
386	5:00 - 22:45	5:00 - 22:45	6:00 - 22:00
387	6:00 - 20:00	8:00 - 18:00	None
872	5:00 - 8:00 15:00 - 18:00	None	None
Alsip DAR	6:00 - 9:00 15:00 - 18:00	None	None
Orland Park DAR	5:30 - 19:00	None	None

**Table 7.10 Proposed Buses and Operating Costs for Southwest Division
 Phase IV Improvements**

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs	Marginal Cost Increase over Phase III
330	7	4	30,452	\$2,284,000	N/A
379	4	4	21,189	\$1,589,000	\$0
381	8	11	38,903	\$2,918,000	\$0
382	1	0	3,872	\$290,000	\$0
383	7	7	37,427	\$2,807,000	\$0
384	4	2	13,672	\$1,025,000	\$66,000
385	4	3	15,517	\$1,164,000	\$335,000
386	9	5	42,204	\$3,165,000	\$204,000
387	3	2	13,914	\$1,044,000	\$248,000
872	3	0	2,997	\$225,000	\$225,000
Alsip DAR	1	0	1,947	\$146,000	\$146,000
Orland Park DAR	1	0	3,640	\$273,000	\$273,000
Total	52	38	225,734	\$16,930,000	\$1,497,000

Route 330 – Mannheim/LaGrange/Moraine Valley College

Route 330 provides service between O’Hare Kiss ‘n’ Fly (Remote Lot e) and Archer/Harlem in Summit. It serves LaGrange, Bellwood and Mannheim Metra Stations, and the CTA Blue Line at O’Hare (accessible by taking the ATS monorail from the Kiss ‘n’ Fly to one of the domestic terminals).

Phase IV Recommendations

1. Instead of ending the route at Archer, extend Route 330 to Moraine Valley College via LaGrange, 79th Street, and 88th Avenue.
2. Connecting to this key focal point of service in southwest Cook County will create a better connection between the southwest and western suburbs.

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. Phase I recommended extending this trip to Orland Square.

Phase IV Recommendation:

No recommendations are made for Route 379 in Phase IV. This route was extensively modified as part of Phase I recommendations.

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 and 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. The Route 381 alignment was modified in Bridgeview in Phase I. Midday frequency was improved on this route in Phase II.

Phase IV Recommendations

1. Improve span of service to provide later service seven days a week.

Route 382 – Central/Clearing

Route 382 provides service along Central Avenue and 103rd Street. 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, and Queen of Peace and St. Laurence High Schools. Phase I recommended deleting service to Ford City, ending all midday service, and operating during weekday peak hours only.

Phase IV Recommendation:

No recommendations are made for Route 382 in Phase IV. This route was extensively modified as part of Phase I recommendations.

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. Phase I recommended operating limited stop service on Cicero Avenue between Ford City and Midway Airport. Phase II recommended extending some trips to Lincoln Mall. Phase II recommended extending all trips to Lincoln Mall.

Phase IV Recommendations

- Extend span of service seven days a week to reflect Mall hours.

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, and Chicago Ridge Mall. Phase I recommendations recommended shortening the route to 111th Street and deleting all service south of 111th Street.

Phase IV Recommendations

1. Extend span of service seven days a week to reflect Mall hours.

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. In Phase I, minor route changes were made in Hickory Hills. In Phase II, the route was truncated in Blue Island.

Phase IV Recommendations

1. Add weekend service on Saturdays and Sundays.
2. Improve span of service on weekdays past 8:00 p.m.

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 Street. The route also provides service to the 5th Municipal District Courthouse and the Worth Metra Station. Extensive modifications to Route 386 were recommended in Phase I, including deleting service to 127th/Homan and Orland Square, and extending the route to Tinley Park, Homewood, and Harvey. In Phase II, service was recommended to be shifted from 63rd Street to 73rd Street in Bedford Park. In Phase III, additional peak service and expanded span of service was recommended.

Phase IV Recommendations

- Further expand the span of service during evenings seven days a week.
- Add additional Sunday service.

Route 387 – Tinley Park to Orland Park

In Phase II, Route 387 was recommended for implementation. It would connect 143rd Street Metra Station and Tinley Park Metra Station via the following alignment: 143rd Street, John Humphrey Drive, Orland Square, Lagrange Road, 175th Street, 94th Avenue (to site of proposed Moraine Valley College), 179th Street, 84th Avenue, 175th Street, Harlem Avenue, 179th Street and Oak Park Avenue, ending at the Tinley Park Metra Station.

Phase IV Recommendations

1. Expand the span of service during evenings seven days a week.

New Alsip Dial-a-Ride

No general public demand response (dial-a-ride) service currently operates in the job-rich industrial areas north of the Calumet Sag Channel.

Phase IV Recommendations

1. Implement a new general public dial-a-ride service to improve access to jobs in the industrial areas north of the Calumet Sag Channel and west of Blue Island.
2. The service area would be bounded by the Calumet Sag Channel and I-294 to the south, Central Avenue to the west, 115th Street to the north and the Indiana Harbor Belt railroad track to the north and east. A stop also would be provided in downtown Blue Island to connect with other Pace routes and Metra and CTA services.
3. Service would operate on weekdays during rush hours. However, trips could be added at other times depending on employers' shift start and end times.

Orland Park Dial-a-Ride

Existing general public dial-a-ride service in the Orland Square area operates between 8:00 a.m. and 4:00 p.m. and requires that a reservation be made 24-hours in advance. The service is running close to capacity during parts of the day, limiting its ability to feed the multitude of fixed-routes that converge on Orland Square.

Phase IV Recommendations

1. Operate a second dial-a-ride vehicle in Orland Park for midday capacity relief.
2. In order to feed into the fixed-route network during commute times, service would begin at 6:00 a.m. and end at 7:30 p.m.
3. Call-in times would be reduced to one hour in advance of a requested ride.
4. The added service would operate weekdays only.

New Route 872 Southwest Suburbs to Illinois Medical District

Origin /destination patterns suggest significant travel demand existing between the Southwest Suburbs and the Illinois Medical District. This travel pattern is not well served by any combination of bus, El, or Metra service.

Phase IV Recommendations

1. In order to serve a large employer with defined shift times and no direct transit connection for the Southwest suburbs, implement Route 872 to provide three peak directional trips in the a.m. peak and the p.m. peak. Arrival and departure times at the Illinois Medical District would be timed for shift changes.

2. Service would operate weekdays only.
3. A premium fare would be charged.
4. Routing would be begin at Moraine Valley College and travel via 111th Street and Harlem Avenue to I-55, where it would continue to the Illinois Medical District.

7.3.3 Heritage Division Recommended Improvements

Seventeen different routes are recommended to be operated by the Pace Heritage Division. Five new routes are recommended over previous phases. The new routes represent extensions of service outside of the Joliet area into the surrounding suburbs, better connecting the rapidly growing areas of Will County. Other improvements include enhancing regional connections from Will County to DuPage and Cook Counties. In addition, improving span of service, frequency, and weekend operations are recommended.

Each route improvement is listed below. Projected costs, span of service, and frequency are shown in Tables 7.11, 7.12, and 7.13. The span of service in the following tables is described in periods of the day, such as:

- AM – Morning peak period, from 6:00 am to 9:00 am
- Mid – Mid-day, off peak period, from 9:00 am to 3:00 p.m.
- PM – Afternoon peak period, from 3:00 p.m. to 6:00 p.m.
- Evening – Evening off-peak period, from 6:00 p.m. to 9:00 p.m.
- Night – Evening between 9:00 p.m. and midnight
- Owl – Any service after midnight. It does not imply overnight service.

Table 7.11 Proposed Headways for Heritage Division Phase IV Improvements

Route	Headways (minutes)																	
	Weekdays						Saturday						Sundays					
	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl	AM	Mid	PM	Evening	Night	Owl
501	30	30	30	60	60	0	60	60	60	60	0	0	0	60	60	0	0	0
504	30	60	30	0	0	0	60	60	60	0	0	0	0	60	60	0	0	0
505	30	60	30	60	0	0	60	60	60	0	0	0	0	60	60	0	0	0
507	30	30	30	60	0	0	60	60	60	60	0	0	60	60	60	60	0	0
508	60	60	60	60	0	0	0	60	60	0	0	0	0	0	0	0	0	0
509	30	60	30	60	60	0	60	60	60	60	0	0	0	60	60	0	0	0
832	30	60	30	60	60	0	60	60	60	60	0	0	0	60	60	0	0	0
834	30	60	30	60	0	0	60	60	60	0	0	0	60	60	60	0	0	0
837	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
838	30	60	30	0	0	0	60	60	60	0	0	0	0	0	0	0	0	0
839	60	60	60	0	0	0	60	60	60	0	0	0	0	0	0	0	0	0
855 Ext	~30	0	~30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
856	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
857	60	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bolingbrook Circulator	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
W Joliet DAR	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Channahon DAR	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shorewood DAR	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 7.12 Proposed Span of Service for Heritage Division Phase IV Improvements

Route	Span of Service		
	Weekday	Saturday	Sunday
501/509	5:35 - 22:40	8:35 - 22:35	9:10 - 19:05
504	6:00 - 18:00	8:00 - 18:00	8:00 - 18:00
505	5:45 - 19:00	7:00 - 19:00	9:00 - 19:00
507	5:45 - 22:05	9:10 - 22:05	9:00 - 19:00
508	6:00 - 21:00	7:00 - 19:00	9:00 - 19:00
832	6:00 - 22:00	9:00 - 22:00	9:00 - 19:00
834	5:00 - 21:00	8:00 - 20:00	9:00 - 20:00
837	6:45 - 9:20	None	None
	15:00 - 18:00		
838	5:30 - 19:30	7:00 - 19:00	None
839	8:15 - 18:05	10:15 - 18:05	None
855 Ext	5:05 - 8:35	None	None
	15:55 - 19:30		
856	6:00 - 9:00	None	None
	15:00 - 18:00		
857	5:30 - 8:30	None	None
	15:30 - 18:30		
Bolingbrook Circulator	6:00 - 9:00	None	None
	15:00 - 18:00		
W Joliet DAR	6:40 - 18:40	None	None
Channahon DAR	4:45 - 20:00	None	None
Shorewood DAR	4:45 - 20:00	None	None

**Table 7.13 Proposed Buses and Operating Costs for Heritage Division
Phase IV Improvements**

Route	Peak Buses	Midday Buses	Proposed Annual Hours	Estimated Annual Operating Costs	Marginal Cost Increase over Phase III
501/509	4	3	16,032	\$1,202,000	\$88,000
504	2	1	6,119	\$459,000	\$194,000
505	4	2	13,334	\$1,000,000	\$400,000
507	6	5	25,682	\$1,926,000	\$1,288,000
508	7	4	25,301	\$1,898,000	\$1,292,000
832	4	2	15,163	\$1,137,000	\$1,137,000
834	8	4	30,396	\$2,280,000	\$1,312,000
837	2	0	4,369	\$328,000	\$0
838	4	2	13,781	\$1,034,000	\$130,000
839	2	2	5,421	\$407,000	\$181,000
855 Ext	0	0	9,665	\$1,546,000	\$0
856	3	0	5,842	\$438,000	\$438,000
857	3	0	3,632	\$272,000	\$0
Bolingbrook Circulator	4	0	7,789	\$584,000	\$584,000
W Joliet DAR	1	1	3,230	\$242,000	\$0
Channahon DAR	1	1	4,356	\$327,000	\$0
Shorewood DAR	1	1	4,356	\$327,000	\$0
Total	56	28	194,467	\$15,407,000	\$7,044,000

Route 501 – West Jefferson

Route 501 provides service to 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. Phase I recommended a reroute to better serve businesses south of the Joliet Junior College and splitting Route 501 into two separate routes. The northeastern portion of the route would be called Route 509.

Phase IV Recommendations

1. Add Sunday service.

Route 509 – Forest Park

Phase I recommended splitting Route 501 into two separate routes. Route 509 provides service from residential areas in northeast Joliet to the central business district near the Joliet Union Station.

Phase IV Recommendations

1. Add Sunday service.

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 County Health Complex, Sugar Creek Apts., Primary Care Facility and Harrah's Casino. In Phase I, this route was recommended to operate as hybrid where the northern portion would be fixed-route and the southern portion would operate as a dial-a-ride service. Weekday span was improved in Phase II.

Phase IV Recommendations

1. Improve peak frequency from 60-minute to 30-minute service.
2. Add weekend service on Saturdays and Sundays.

Route 505 – West Joliet Loop

The Route 505 West Joliet Loop was recommended in Phase I. The West Joliet Loop would connect downtown Joliet, Rockdale, Provena St. Joseph Hospital, North Ridge Plaza, and Lidice. Weekday span was improved in Phase II.

Phase IV Recommendations

1. Improve peak frequency from 60-minutes to 30-minute service.
2. Expand the Saturday span of service.

3. Add service on Sundays.

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. Phase I recommendations streamlined the route, extended span, and added 30-minute peak hour service. Phase II added midday 30-minute service on weekdays.

Phase IV Recommendations

1. On weekdays, Saturdays, and Sundays, extend Route 507 to the Westfield Fox Valley Mall via Plainfield Road and Highway 59. This improvement will connect Plainfield to the major commercial areas to the north and south.
2. During weekday peaks, extend Route 507 north from the Fox Valley Mall to the Route 59 Metra station to connect Plainfield directly with the BNSF line.
3. Add service on Sundays.

Route 508 – East Joliet

The changes to Route 508 were recommended as part of Phase I. It connects downtown Joliet with East Joliet, Silver Cross Hospital, and Bogdan/Parkwood loop. Phase II recommended extending peak hour trips to Cedar Crossings, New Lenox, and the Lincoln Mall.

Phase IV Recommendations

1. Extend all trips to the Lincoln Mall.
2. Improve weekday peak service from 60-minute frequencies to 30-minute frequencies.
3. Extend Saturday span of service.
4. Add service on Sundays.

New Route 832 Joliet – Orland Square via New Lenox

Currently, there is no connection between quickly growing areas of New Lenox and Orland Square. Examinations of travel demand patterns suggest that a market for a new route exists between these two communities and Joliet.

Phase IV Recommendations

1. Create a new core route between Joliet and Orland Square that connects downtown Joliet, Silver Cross Hospital, Cedar Crossings, U.S. 6, and Orland Square.
2. The route would operate seven days a week, with 30-minute weekday peak service.

3. The service planning tool results indicated that this was a good investment for future service improvements.

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. Minor modifications to Route 834 were made in Phase I.

Phase IV Recommendations

1. Improve weekday peak service from 60-minute frequencies to 30-minute frequencies.
2. Extend Saturday span of service.
3. Add service on Sundays.

Route 837 - Weber Road

Route 837 is a new route created as part of the Phase I recommendations. Route 837 connects Naperville Metra Station and Bolingbrook via Washington Street, Weber Road, and Remington Boulevard and operates as a flex-route in the Bolingbrook employment areas.

Phase IV Recommendations

No recommendations are made for Route 837 in Phase IV.

New Route 838 - South Weber Road

Route 838 is a new route created as part of the Phase III recommendations. Route 838 has flexible routing that operates serves downtown Joliet, Plainfield Road, Weber Road, Normantown Road, Theodore Court, West Crossroads Parkway, and Highway 53 on the way to the Bolingbrook Park-and-Ride.

Phase IV Recommendations

1. Expand span of service on weekdays and Saturdays.

Route 839 Joliet/Orland Square

Route 839 is a new route developed as part of Phase I recommendations that connect Joliet City Center and Joliet Union Station with Orland Square. It serves Lockport and the 159th Street corridor.

Phase IV Recommendations

1. Raise service levels to hourly service on weekdays and Saturdays.

West Joliet General Public Dial-a-Ride

The West Joliet General Public Dial-a-Ride service was recommended in Phase I to provide service to the lower density areas in West Joliet. The service area includes Provena St. Joseph Hospital, the public library on Black Road, the medical offices on Essington, and the Westfield Louis Joliet Mall. Additional span of service was recommended in Phase II.

Phase IV Recommendations

No recommendations are made for the West Joliet General Public Dial-a-Ride in Phase IV.

New Channahon Dial-a-Ride

General public Channahon Dial-a-Ride service was recommended in Phase II. The route would provide both intra-Channahon trips as well as connections to/from other Pace service at Joliet Junior College and Provena St. Joseph Hospital. During rush hours, the Channahon Dial-a-Ride would provide timed transfers to and from Metra trains and Joliet Union Station.

Phase IV Recommendations

No recommendations are made for the Channahon Dial-a-Ride.

New Shorewood Dial-a-Ride

General public Shorewood Dial-a-Ride service was recommended in Phase II. The route would provide both intra-Shorewood trips as well as connections to/from other Pace service at Westfield Louis Joliet Mall and Provena St. Joseph Hospital. During rush hours, the Shorewood Dial-a-Ride would provide timed transfers to and from Metra trains and Joliet Union Station.

Phase IV Recommendations

No recommendations are made for the Shorewood Dial-a-Ride.

Route 855 I-55 Flyer

Route 855 provides rush hour express service from park-and-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-and-Ride. This route was extended to Plainfield in Phase II.

Phase IV Recommendations

No recommendations are made for Route 855 in Phase IV.

New Route 856 - I-80 Express

There currently is no route providing express service between south suburban Cook County and Joliet. Existing job concentrations in the area are in the Tinley Park business park as well as the area surrounding the Lincoln Mall.

Phase IV Recommendations

1. Create an I-80 Express route to connect Chicago Heights, Lincoln Mall, Tinley Park, and Joliet with high-speed commuter service. The service would connect residents in both Joliet and Chicago Heights with job centers in Tinley Park and around Lincoln Mall.
2. The route would use I-57 and I-80 to enhance travel speeds and would operate during weekday rush hours only; three morning trips and three afternoon trips would operate in each direction.
3. This route would require a premium fare.

Route 857- Joliet/New Lenox/Oakbrook Center/Forest Park CTA Express

Route 857 was recommended as part of Phase III. It would connect Joliet with the I-88 employment Corridor, Oakbrook Center, or the Loyola Medical Center area. In addition, the opening of I-355 from New Lenox to I-55 opens a new travel opportunity and commute pattern.

Phase IV Recommendations

No recommendations are made for Route 857 in Phase IV.

New Bolingbrook Circulator

Bolingbrook, southern Woodridge and other nearby areas are job-rich and the areas immediately surrounding it are job-rich with very limited transit service. The recommendations to implement Routes 837 and 838 address transit access to areas west of Highway 53. There is no corresponding service to the east.

Phase IV Recommendations

1. Implement a new peak-only circulator service to improve access to jobs in the industrial areas east of the Bolingbrook Park-and-Ride.

2. The route would serve industrial areas south of I-55 as far east as the Argonne Labs, including the Internationale Center business park, and connect into the residential areas north of I-55 as well.
3. Service would operate on weekdays during rush hours. However, trips could be added at other times depending on employers' shift start and end times.