

# **INCREMENTAL CHANGE: TRANSFORMING THE RANDALL/ORCHARD CORRIDOR**

## **Transit Supportive Planning and Design**

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Pace Suburban Bus

# WHY BUS?

- There are 11 commuter rail lines in the 6 county region
- There are over 200 bus routes in the Pace service area
- Arterials are the new rail!



**AECOM**

Submitted to:  
Kane County DOT

Submitted by:  
AECOM  
303 East Wacker Drive  
Chicago, IL 60601  
Project Number 60102196  
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## Randall Road Pace Route 529 Plan: Improving Access to Bus Service

Kane County, Illinois  
Sullivan Road to IL 38



# PACE VISION 2020

- 24 Corridors
- Randall Road selected for long-term implementation
- Are we ready?
- 801 Restructuring
- Route 529 Study

- <http://www.youtube.com/watch?v=TKyd81Vk6o8>





# “IT’S ONLY 6 MORE MINUTES!”

- .6 Miles / 8 Miles Per Hour = About 5 minutes per trip  
Plus one minute of time to allow loading and unloading  
= 6 minutes per trip into shopping center or .1 Hours/Trip
- Cost to Operate Service \$72.31/Hour = \$7.23 per deviation
- 15 Northbound Trips, 15 Southbound Trips
- 30 Trips \* \$7.23 for Additional Running Time = \$216.93/Day
- 255 Weekdays, 52 Saturdays
- \$216.93\*307 Days= \$66,597.51 more per year
- Over 20 Years with 3% annual inflation = \$1,843,185.03
- \*\*Amount has not been adjusted for fares, typically fares cover less than 20-25% of costs in low density areas.





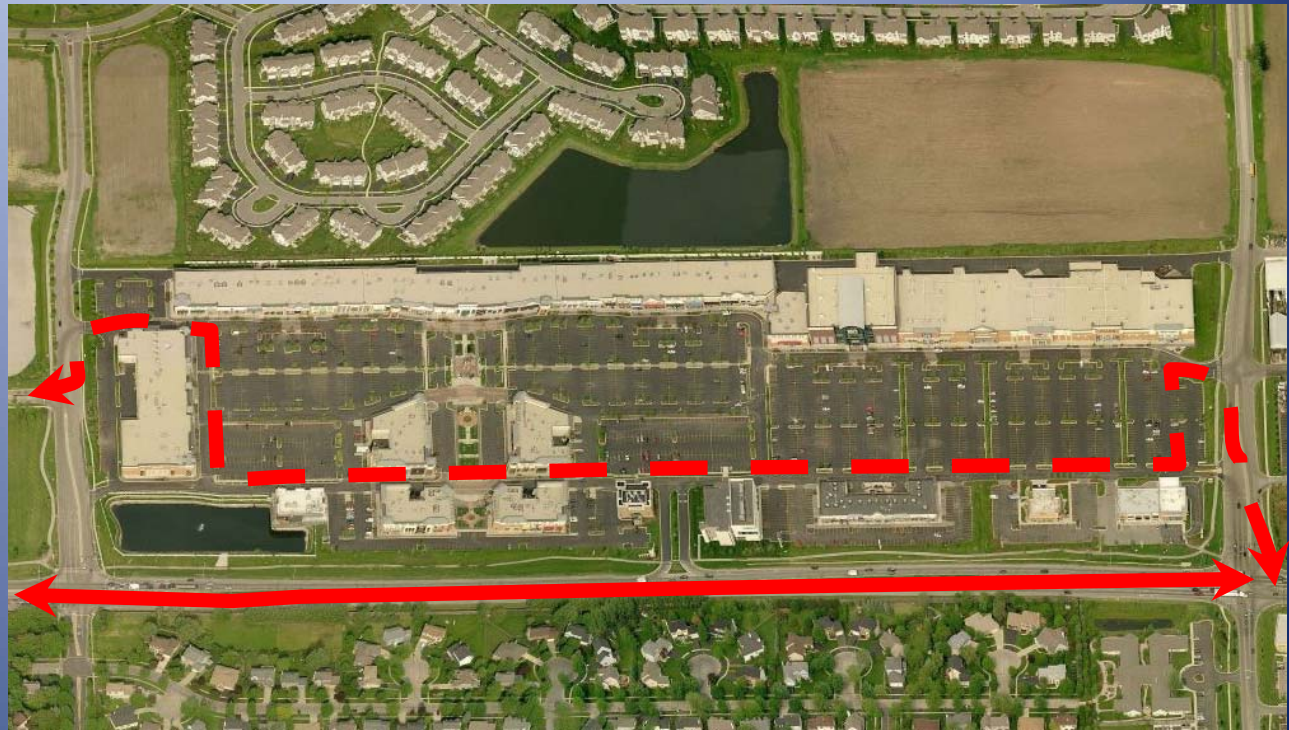
# OPERATIONAL ISSUES

- Inconveniences through riders
- Liability
- Damage to pavement
- Affects timeliness and reliability of service



# WHAT CAN YOU DO WITH 6 MINUTES?

- Remove a deviation to stay on the arterial
- Save 6 minutes per trip
- 30 trips per day
- Savings of three hours per day
- One way trip 45 minutes
- Add three additional trips per day
- Speed and service span improved for all passengers





# PRACTICE WHAT WE PREACH

## Transforming the corridor by following regional planning concepts

- *CMAP GO TO 2040* : Comprehensive Regional Plan
- Corridor Development
- Multi-modal -Bike/Pedestrian
- 'Complete Streets'
- Federal 'Livability Principles'



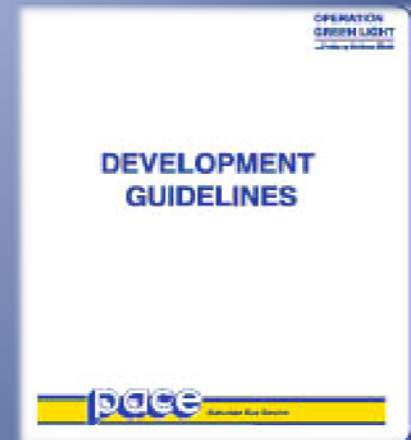
# PLAN FOR TRANSIT FROM THE BEGINNING

## Use Available Technical Assistance Resources

- Involve discussions with stakeholders
- Pace Development Guidelines used in planning/design
- Pace Technical Assistance Review Program (TRAP)

## Internal Review-approval Procedures

- Conduct development reviews in terms of transit and pedestrian access
- Review requirements, do they support corridor's vision?
- Political/residential challenges, do they understand the corridor's vision?



# COORDINATE PLANNING AND DEVELOPMENT

- Example: Recreational planning and facilities





# CHANGING EXISTING ACCESS CONDITIONS

- First step towards incremental change
- Bridge gap between redevelopment cycles
- Sets stage for long term action
- Stay optimistic
- Retrofitting is possible



# Site Retrofit

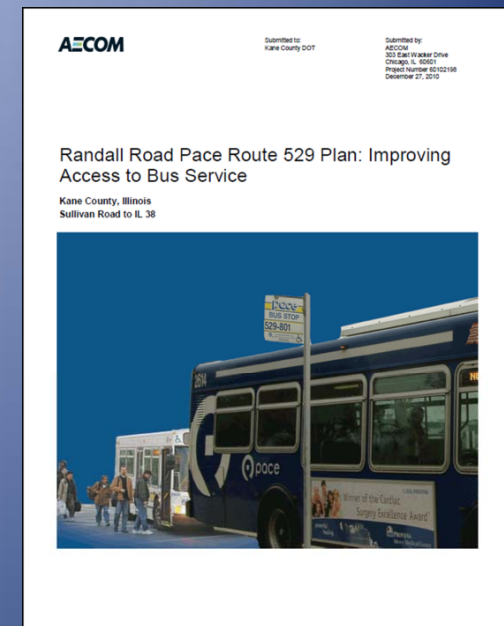
- Existing Amenities are Not Supported
- Bus Turnout
- Enhanced Stop Amenities
- Connectivity to site



# WORKING TOGETHER TO TRANSFORM THE CORRIDOR

## Randall Road Route 529 Plan

- Completed December 2010
- Project examined ways to coordinate land uses, improve access and signage, and optimize transit operations
- Short and long term Recommendations
- Currently Installing shelters and sidewalk connectors at 30 locations as recommended in the plan
- \$800,000 grant awarded to Pace, county provided design/engineering

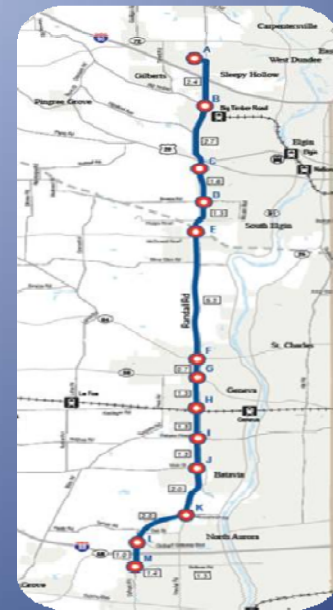




# WORKING TOGETHER TO TRANSFORM THE CORRIDOR

## Incremental Corridor Development

- Pace Route 801/St. Charles Call-in-Ride Restructuring
- Bus stop improvement program
- Land use development strategies/design guidelines
- Pace Regional Transit Signal Priority Program
- Randall/Orchard Bus Rapid Transit Study.



# ARE WE UP FOR THE CHALLENGE TO TRANSFORM THIS CORRIDOR?

Transit/Pedestrian Unfriendly?

or

Livable Communities?



# CONCLUSIONS

- Transit is a vital component to the functionality of the Randall/Orchard Corridor
- Planning and land use decisions have a direct financial impact on transit operations and quality of service
- Transit supportive design is an achievable goal
- Follow an incremental approach
- Challenge the auto-oriented cultural mindset





# QUESTIONS?

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