Pace Suburban Bus

ReVision Draft Plan

OCTOBER 2026

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1 Executive Summary

ReVision is a plan to transform the Chicago region's suburban bus network.

What is Pace?

Pace Suburban Bus is one of three transit service boards in the Chicago region. Pace provides:

- **Suburban bus service** in Cook, DuPage, Kane, Lake, McHenry and Will counties. This general public transit service is available to everyone.
- ADA paratransit[1] in these six counties, including in the City of Chicago. This service is available to qualifying people with disabilities.
- Local Dial-A-Rides. These provide on-call trips, usually based on advance reservations, and sometimes restricted to populations with specialized needs. Most Dial-A-Rides are jointly funded by Pace and local governments.
- Vanpool. This program allows commuters who regularly travel to the same places to share a van owned by Pace. Occasional vanpool trips can also be reserved through VanGo.

The Suburban Bus Network

ReVision is a draft plan to transform Pace's entire suburban bus service in light of the new way in which people travel. This includes:

- **Bus routes** that operate on a fixed schedule. This includes regular routes and Pulse[2].
- **On Demand** zones, where Pace operates a bus that people can use to reach any location within a fixed area.

1 ADA is the Americans with Disabilities Act. ADA regulations require transit agencies to equitably serve people with disabilities, as a civil right. This includes providing paratransit to people who are not able to use general public transit. Paratransit is a reservation-based door-to-door service between any two locations within 3/4-mile of all-day bus and rail service.

2 Pulse is Pace's arterial bus rapid transit (ART) program. Pulse routes operate every 15 minutes or better most of the day, seven days per week. Pulse routes make fewer stops and operate faster than traditional routes thanks to improvements like transit signal priority.

One Ticket, One Timetable, One Network

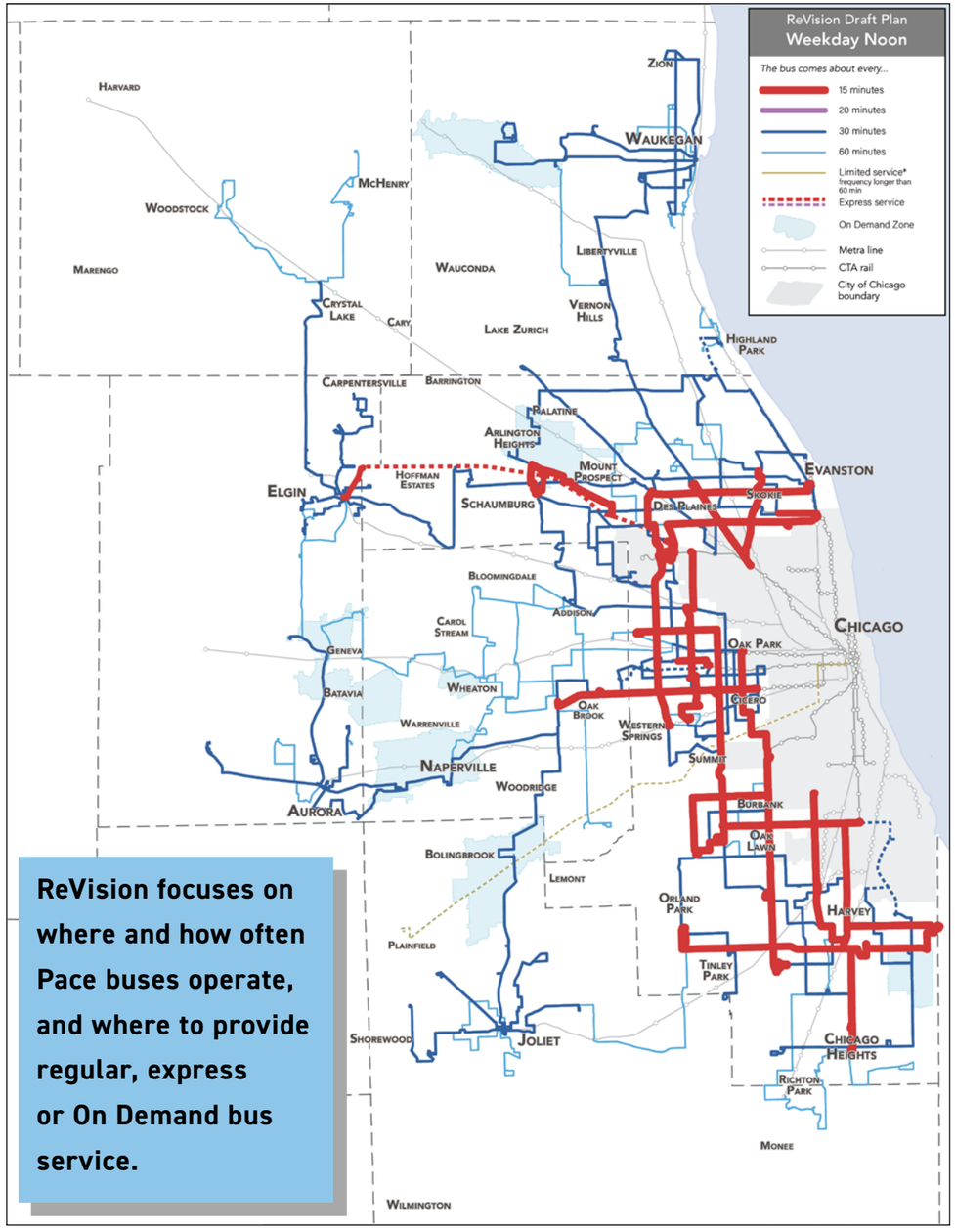
Since June 1, 2026, all transit service in the Chicago region falls under the planning and funding authority of the Northern Illinois Transit Authority (NITA).

CTA, Metra, and Pace are providing NITA with recommendations from their network planning efforts conducted in 2026. CTA is completing a Bus Vision study, Pace is completing the ReVision Draft Plan, and Metra has a final draft of the Systemwide Network Plan. The proposals in these plans, along with public input received this fall, will form the basis of short-term improvements across six counties that will be included in the proposed 2027 budget.

How to Read Maps in This Report

The map on this page shows a simplified map of the ReVision Draft Plan. (A more detailed map is available on page 14.) On this and other transit maps in this report, color indicates frequency:

- **Red** lines indicate buses that come **every 15 minutes or better**.
- **Purple** lines indicate buses that come about **every 20 minutes**.
- **Dark blue** lines indicate buses that come about **every 30 minutes**.
- **Light blue** lines indicate buses that come about **every 60 minutes**.
- Light blue areas indicate **On Demand** service.
- **Gold means limited service**. This may be service only at rush hours, or just a few trips per day.



ReVision focuses on where and how often Pace buses operate, and where to provide regular, express or On Demand bus service.

Figure 1: Map of the proposed suburban bus network, showing routes at their planned frequencies on weekdays at noon. A more detailed map is shown on page 14.

Why does the suburban bus network need to change?

Pace covers a large area with very little service.

Pace's suburban service area covers 3,450 square miles, and about 5.7 million residents. Despite this, Pace's suburban services have historically received less than 10% of regional public funding for transit.

This was due to a formula that limited bus funding in suburban areas despite tremendous suburban population growth. As a result, **Pace's resources have been much less than those of other agencies serving comparable regions**.

For example, Pace's service area is similar in scale to Connecticut, or half of New Jersey[1]. Connecticut and New Jersey also have similar development patterns to the Chicagoland suburbs, and they are also served by extensive commuter rail networks to a major central metropolis.

But, as shown below, transit agencies in Connecticut and New Jersey provide 50 to 100% more bus service per capita than Pace. The difference is even more stark comparing Pace with the Toronto suburbs, where suburban bus agencies provide over four times as much service per resident, and bus ridership is over ten times higher than in Pace's service area[2].

1 Connecticut has a land area of about 4,800 square miles and a population of about 3.6 million. New Jersey has a land area of 7,400 square miles and a population of about 9.3 million.

2 In 2022, Pace buses served 16.5 million boardings in a region with about 5.7 million suburban residents. Bus agencies in the Toronto suburbs served a combined 183 million boardings in a region with about 3.9 million suburban residents.

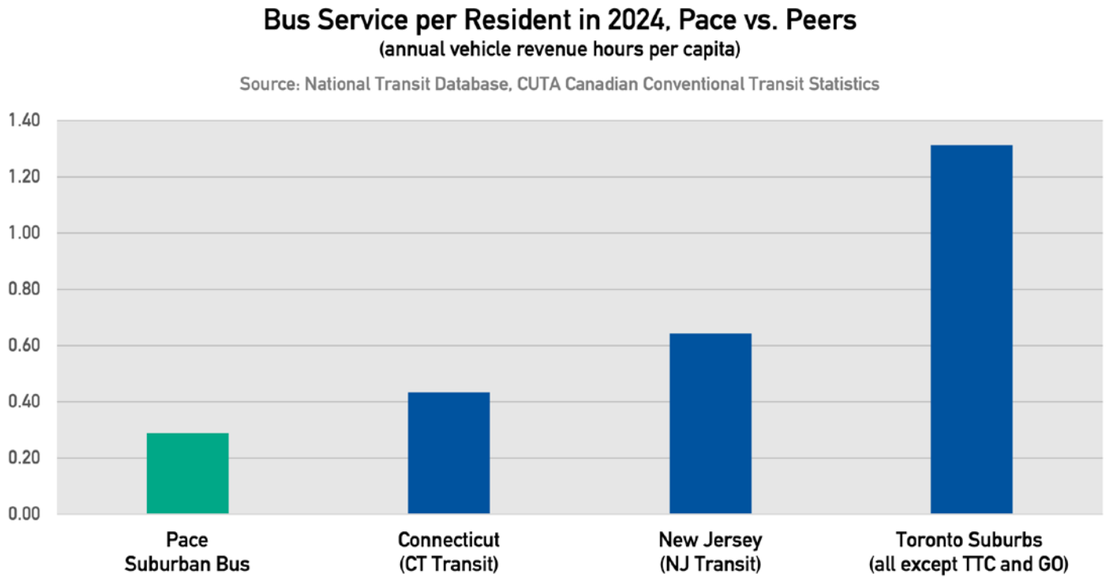


Figure 2: Chart comparing the amount of bus service available per resident of the Pace service area, compared to bus service per resident in Connecticut, New Jersey and the Toronto suburbs.

Most existing suburban bus routes are very infrequent.

Only 4% of residents and jobs in Pace's service area are near frequent service (every 15 minutes or better, seven days per week). This rises to 7% on weekdays, as shown below.

In other words, **most Pace riders must either time their trips to the bus schedule, or wait a very long time**. If a bus comes every 60 minutes, then the average rider will wait 30 minutes to use it. By then, using a car probably would have been faster.

On many routes, poor frequencies are compounded by special route variations that happen just a few times a day. If someone tries to ride the bus at a different time than usual, the same route might not be going to the same place.

Most people and places are far from transit.

The chart below show that nearly 60% of people and jobs in Pace's service area are located more than a half-mile from any bus or rail service.

This is partly because many suburbs are characterized by low densities, scattered development, and low walkability, which make it expensive to cover very many people with transit service (as detailed in Chapter 2 of this report).

These numbers are not limited to affluent people who voluntarily live in areas without transit. Nearly 800,000 suburban residents live in households with incomes below 150% of the federal poverty line. **Almost half of low-income suburban residents live more than a half-mile from any bus or rail service.**

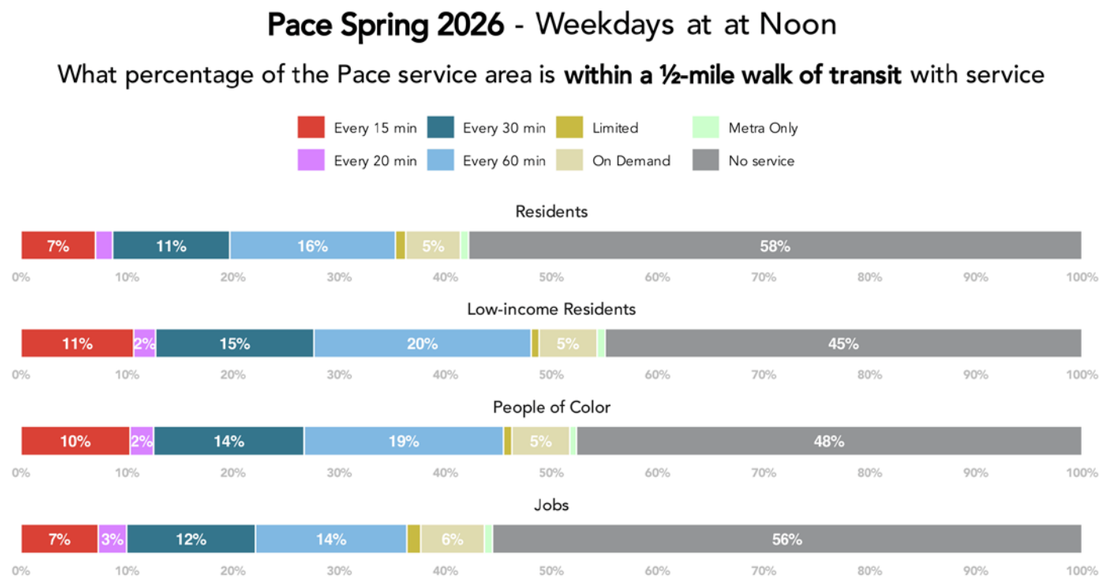


Figure 3: Chart showing the percentage of residents and jobs within a 1/2-mile walk of transit service at different frequencies in the Pace service area.

Saturday and Sunday service levels are especially low.

The chart below shows how much service Pace provides on weekdays, Saturdays and Sundays. This chart shows vehicle revenue hours per day, which means the total amount of time that all Pace buses are in service over the course of a day.

- On Saturdays, Pace provides 60% as much service as on weekdays.
- On Sundays, Pace provides 37% as much service as on weekdays.

Over the past several years, Pace has increased weekday service by 6%, Saturday service by 9%, and Sunday service by 18%. Building on this progress, additional investment is needed to better meet regional travel needs and to bring service levels more closely in line with peer agencies.

Replica travel data from Spring 2023 suggest that people in Chicagoland make about 80% as many trips on Saturdays as on weekdays. **There's no evidence that people who ride Pace buses need to travel less on weekends than anyone else.** In fact, many low-income riders are more likely to travel than average on weekends, due to work in retail, service and healthcare jobs.

Pace's Sunday service levels are especially low because several of its divisions do not operate: River, East Dundee, Fox Valley, Heritage and North Shore. As a result, there's almost no service outside of Cook County on Sundays. However, NITA has provided funding in 2026 that allows Pace to begin adding garage staff at divisions to expand weekend service.

Compared to 2025, the ReVision Draft Plan would nearly double suburban bus service on Saturdays, and more than triple service on Sundays.

New investment could make suburban bus service useful to many more people.

The limitations of today's suburban bus network are largely due to:

- Land-use and road design decisions that make transit expensive to provide, compared to the number of people served.
- Historically low funding levels that have limited how much frequent service Pace can provide, even in many suburbs designed for transit.

Recognizing the development challenges, Pace has created Transit Supportive Guidelines for communities interested in transit, and offers free design review assistance to developers and urban designers.

ReVision presents Pace's vision for how to address the service side of the equation with additional investment in service. The ReVision Draft Plan shows how Pace can substantially increase the frequency of suburban bus service, and extend all-day and all-week service in more communities in all six counties than it does today.

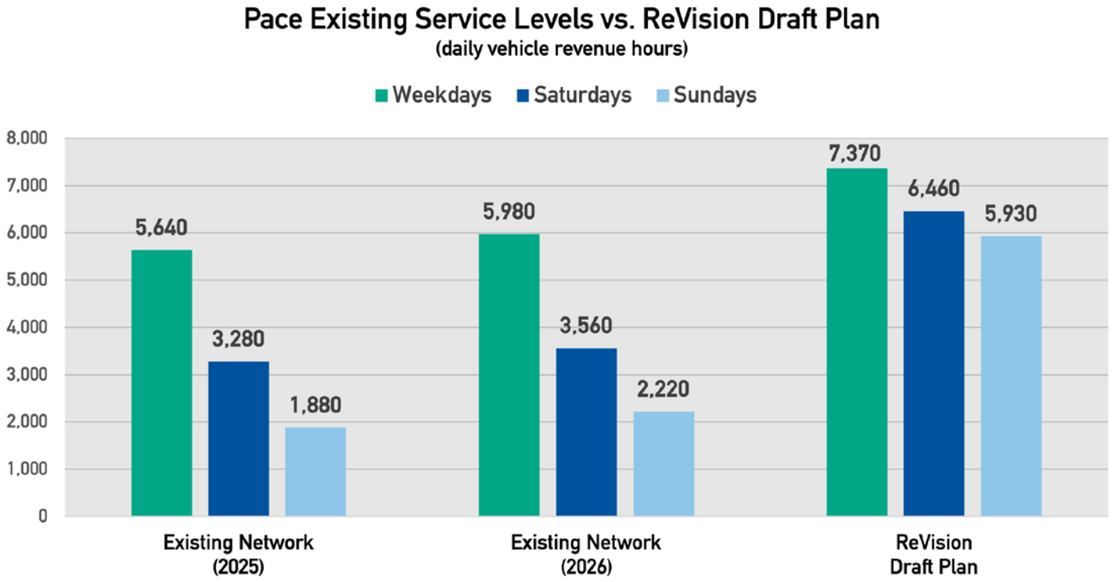


Figure 4: Chart comparing the amount of bus service provided by Pace on weekdays, Saturdays and Sundays in 2025, in 2026, and in the ReVision Draft Plan.

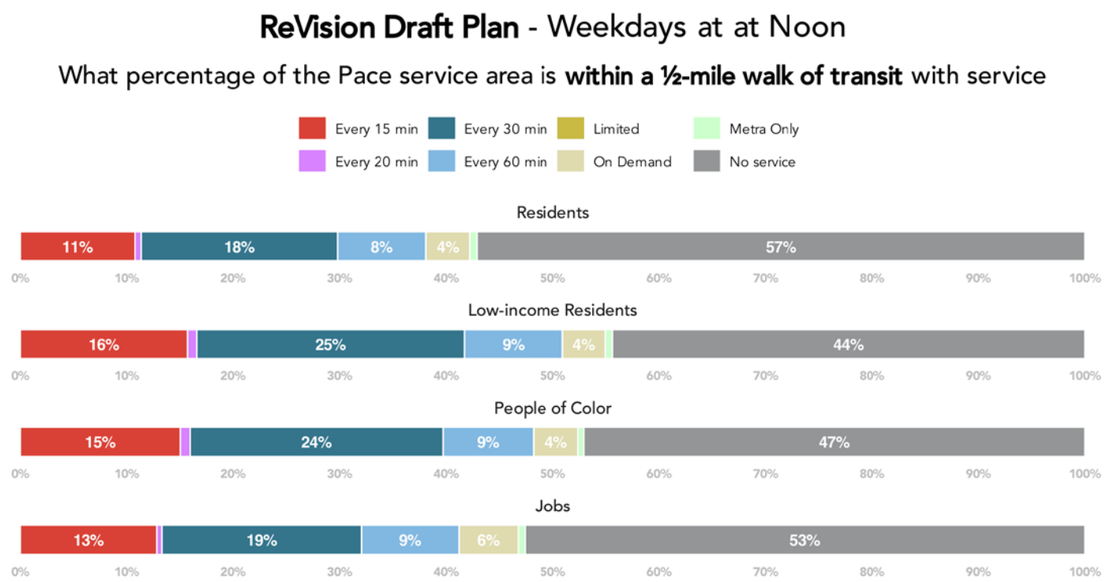


Figure 5: Chart showing the percentage of residents and jobs within a 1/2-mile walk of transit service at different frequencies in the Pace service area.

NITA makes it possible to imagine big improvements.

Regional transit funding is increasing.

The Northern Illinois Transit Authority (NITA) Act established new funding sources for regional transit, including an additional 0.25% sales tax and a dedicated portion of the State sales tax on gasoline. As a result, **annual regional transit revenues are expected to grow by over $900 million from 2025 to 2028**, a 22% increase[1].

How will NITA decide what services to fund?

Under the new regional structure, NITA will develop service standards that will structure regional transit planning and funding:

- From 2027 to 2029, CTA, Pace and Metra will have their baseline public funding maintained at 2025 levels. New funding will be allocated in proportion to the amount of service each agency operates, and the amount of ridership each agency generates.
- From 2030 to 2032, baseline funding will still be maintained at 2025 levels, but new funding will be allocated among the three transit agencies according to new NITA service standards.
- Starting in 2032, all public funding will be allocated among CTA, Pace and Metra according to the new NITA standards.

The NITA Act establishes that the new service standards must relate different service types to transit propensity thresholds that take into account the following measures at minimum:

- Population density
- Employment density
- Low-income populations
- Disabled populations
- Zero-car households
- Intersection density
- Presence of sidewalks

In addition, starting in December 2027, NITA will develop a regional Service Plan to describe all transit service to be provided in the following one to three years. This plan will be developed in coordination with proposals provided by the three service boards, including Pace.

How much funding would ReVision require?

The ReVision Draft Plan would increase suburban bus service by about 50% compared to March 2025 levels. This level of service would require **approximately $150 million annually** in new operating funds (in 2028 dollars), compared to 2025.

Although this would be a huge increase, this level of funding is the **minimum necessary to bring suburban bus service in the Chicago region in line with its closest peers.** A 50% service increase would bring Pace total service levels approximately in line with the amount of service provided by CT Transit in Connecticut.

This level of investment is consistent with the amount of service Pace is able to operate with its existing facilities. To achieve this level of service, Pace would significantly increase the number of drivers and maintenance staff it employs. This process may take several years.

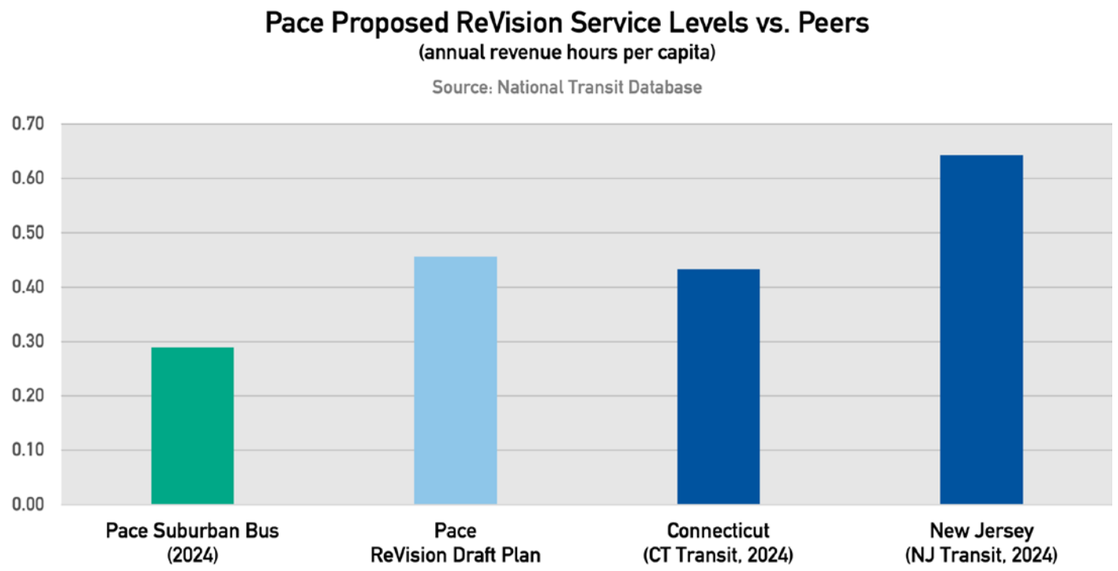


Figure 6: Chart comparing the amount of bus service available per resident in the existing Pace network, and in the ReVision Draft Plan network, compared to bus service per resident in Connecticut and New Jersey.

Thanks to the NITA Act, regional transit revenues are expected to grow by over $900 million per year from 2025 to 2028.

An investment of $150 million per year would allow for a 50% increase in suburban bus service. This would bring Pace in line with its closest peer agencies and make transit more useful to more people throughout Northeast Illinois.

1 According to the Adopted 2026 Operating Budget, Two-Year Financial Plan and Five-Year Capital Plan for Northeastern Illinois, regional transit revenues will rise from an estimated $4.085 billion in 2025 to an estimated $4.991 billion in 2028.

What's in the ReVision Draft Plan?

Service would increase 50%.

For the first time in decades, new transit funding under the NITA Act[1] makes large investments in the suburban bus network possible.

Pace has already been increasing service in response. Since January 2026, Pace has implemented major service improvements on 12 routes, including higher frequencies, longer service hours, better weekend service, and route extensions.

The ReVision Draft Plan shows what Pace could do in the future if it receives enough new funding to increase suburban bus service by 50%.

Bus routes would be more frequent.

Pace has recently invested in better frequencies along 95th St, 159th St, South Western Ave, Cermak Rd, and Austin Blvd. This Draft Plan includes frequency upgrades to many more routes throughout the region.

Service frequency would be improved to **every 15 minutes** or better on corridors such as:

- **Touhy Rd, Central Ave/Niles Center Rd, and Algonquin Rd** in north Cook County.
- **Mannheim Rd, and 1st/5th Ave** in west Cook County.
- **West 79th St, and Cicero Ave** in south Cook County.
- The **I-90 express corridor**, from Elgin to Rosemont.

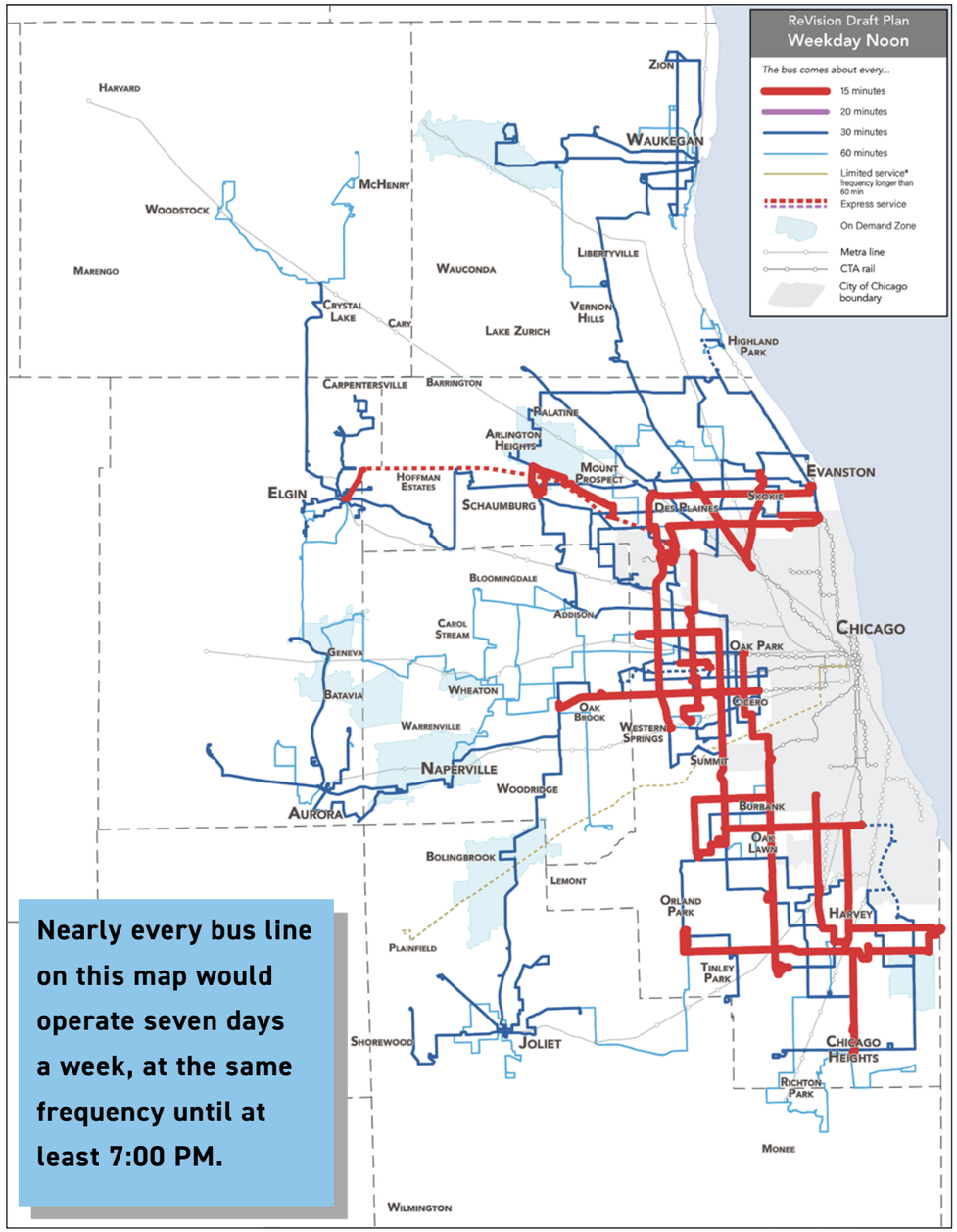
It would also include upgrading service to **every 30 minutes** on corridors such as:

- **Lewis Ave, and North Milwaukee Ave** in Lake County.
- **Dundee Rd, Harlem Ave/Waukegan Rd, and Oakton St** in north Cook County.
- **Grand Ave, 25th Ave, and Ridgeland Ave** in west Cook County.
- **Torrence Ave, and South Kedzie** Ave in south Cook County.
- **I-290/I-88 express service from Forest Park to Oak Brook**, continuing to Naperville via Ogden Ave.
- **Yorktown to Joliet**, via Woodridge and Bolingbrook.
- **Most local routes in Waukegan, Elgin, Aurora and Joliet.**

Bus routes would serve more places.

The Draft Plan would extend all-day bus service to more suburban areas including:

- Service **every 30 minutes** on Rand Rd and Dundee Rd in northwest Cook County; through Addison, Wood Dale and Itasca in DuPage County; and to Waubonsee Community College in Aurora.
- Service **every 60 minutes** to McHenry and Woodstock in McHenry County; on Crawford Ave south of 183rd in south Cook County; in Lombard, Villa Park and West Chicago in DuPage County; and on Lincoln Hwy between Joliet and Tinley Park.
- On Demand service in employment areas around I-55 in Bolingbrook and Romeoville.



Nearly every bus line on this map would operate seven days a week, at the same frequency until at least 7:00 PM.

Figure 7: Map of the Draft Network Plan, showing routes at their planned frequencies on weekdays at noon. A more detailed map is shown on page 14.

1 Further information about new NITA Act funding is available here: https://nita.illinois.gov/blog/2025/11/10/illinois-legislators-pass-landmark-transit-funding-and-reform-bill-averting-fiscal-cliff-what-does-it-mean-for-riders

More buses would run every day, and later in the evening.

Historically, Pace has provided much less service on Saturdays and Sundays than on weekdays, especially outside Cook County. Service has also been much lower after 6 PM than earlier in the daytime.

This has created known service gaps. Most people travel outside of rush hours for social, recreational, shopping and other purposes. Weekend and evening travel also includes many commutes. Most retail and service workers are required to take at least one weekend shift per week. Those same workers are also more likely than office workers to have at least one leg of their commute in the evening hours.

Based on regional travel data showing strong weekend demand, and ridership data suggesting increased demand in the evening[2], the Revision Draft Plan proposes that **every all-day bus route in the region would operate seven days per week**, with most routes running until 9:30 PM every day.

As shown in Figure 8, the Draft Plan would establish a region-wide frequency-based standard for spans of service:

- **Pulse** and **Frequent** routes (in **red** on the maps) would all operate every 15 minutes until 9:30 PM, and every 20 minutes until 12:30 AM, seven days per week.
- **Basic** routes (in **dark blue** on the maps) would operate every 30 minutes until 9:30 PM, and every 60 minutes until 12:30 AM on weekdays. On Saturdays and Sundays, Basic routes would operate every 30 minutes until 7:00 PM, and every 60 minutes and until 9:30 PM on Saturdays and Sundays.
- **Coverage** routes (in **light blue** on the maps) would operate every 60 minutes until 7:00 PM every day.

Many routes would change; a few would be removed.

This plan is not just a service increase. It also redesigns many parts of the Pace network. In nearly all cases, the ReVision Draft Plan would **serve the areas Pace currently serves, but not necessarily with the same routes and stops.** Some of the most impactful changes would include the following:

- Many routes would be extended to enable **more direct to travel to major regional destinations** like Hawthorn Mall, Woodfield Mall, Loyola/ Hines, Oakbrook Center, O'Hare Airport, Midway Airport, and many others.
- **Routes in Cook County would form a clearer grid** of north-south and east-west services. This would add service on some streets and remove service on some others.
- **Every route in Elgin would become a two-way route**, where buses operate on the same street in both directions, instead of the one-way loops that exists today.
- **Some On Demand zones would be replaced by regular bus routes** operating within or near the zone (e.g. Hoffman Estates, Southeast Aurora, Vernon Hills-Mundelein).
- **In a few areas with very low ridership, service would be discontinued**, if local densities of low-income or zero-vehicle households do not suggest overwhelming needs.

ReVision Draft Plan – Typical Weekday Frequencies

How many minutes between two buses on the same route?

Route Category	Morning *about 5:30 AM to 9:00 AM*	Daytime *about 9:00 AM to 3:00 PM*	Afternoon *about 3:00 PM to 7:00 PM*	Evening *about 7:00 PM to 9:30 PM*	Late *about 9:30 PM to 12:30 AM*
Pulse	15	15	15	15	20
Frequent	15	15	15	15	30
Basic	30	30	30	30	60
Coverage	60	60	60		
On Demand	On Demand	On Demand	On Demand		
Peak Only	Set Trips		Set Trips		

ReVision Draft Plan – Typical Saturday and Sunday Frequencies

Route Category	Morning *about 5:30 AM to 7:00 AM*[1]	Daytime *about 7:00 AM to 7:00 PM*[2]	Evening *about 7:00 PM to 9:30 PM*	Late Evening *about 9:30 PM to 12:30 AM*
Pulse	15	15	15	20
Frequent[3]	30	15	15	30
Basic	60	30	60	
Coverage	60	60		

1 6:30 AM to 8:00 AM on Sundays

2 8:00 AM to 7:00 PM on Sundays

3 Route 352 (Halsted) would retain overnight service every 30 minutes between 12:30 AM and 5:30 PM from 95th St to Harvey.

Figure 8: Frequencies and service spans by route type and day type in the ReVision Draft Plan.

2 See the ReVision Network Concepts Report, Chapter 3.

What choices does this plan reflect?

Pace reviewed the existing network and its challenges.

Pace launched ReVision in late 2023. The initial stages of the project:

- Assessed the market and need for transit service in the Chicago suburbs, after the COVID pandemic.
- Evaluated the structure and the performance of the then-existing suburban bus network.
- Identified the limits to Pace's ability to improve service, and the choices available to Pace to improve the network. The most important of these choices is between investing in **Higher Ridership** or **More Coverage**.

Chapter 2 of this report summarizes the most important observations about the existing network; strong markets and needs for more service; and the choices that can be made about future service.

The Network Concepts showed two different paths forward.

The ReVision Concepts Report, released in November 2024, included two very different visions for how Pace could improve service, if it received enough funding to increase service by 50%.

- The **Ridership Concept** showed a network of routes that operated **every 15** to 30 minutes, focused on the **denser and more active areas** of the region, where a more useful network could generate higher ridership.
- The **Coverage Concept** showed a network that extended service **every 60 minutes as far as possible into the suburbs**, with very few frequency increases.

As a result:

- The **Ridership Concept** would **increase access to destinations** for the average resident, but would reduce the number of people near service.
- The **Coverage Concept** would **increase the number of people near service**, but would reduce the average resident's transit access to destinations.

Pace gathered feedback from the public.

From November 2024 to January 2025, Pace presented the Network Concepts to the public through many channels, as documented in the Outreach Summary Report. Much of this feedback was directed to an online survey that gathered over 3,800 responses.

Survey responses suggested nearly equal levels of interest in Ridership and Coverage goals:

- **40%** preferred or leaned toward the Ridership Concept.
- **36%** preferred or leaned toward the Coverage Concept.
- 17% were halfway in between and 7% did not know.

The survey also asked respondents to identify their top three service improvement priorities. **The most popular priorities for service improvement were:**

- **Higher frequency service** on weekdays in the daytime (51%).
- **New bus routes to places that don't have transit** now (50%).
- **More service on Saturdays and Sundays** (46%).

The NITA Act gave new direction for the Draft Plan.

In March 2025, the Pace Board of Directors provided ReVision with initial guidance for this Draft Plan, mostly focused on increasing coverage. This direction was informed by the fact that, since 1980, population has grown more in the collar counties, where many of the service increases in the Coverage Concept were located.

However, as described on page 7, the NITA Act changes how transit funding will be allocated in the future. Future funding allocations will be based on service standards that include, but are not limited to, measures of density and walkability. The NITA Act also established that, from 2027 to 2029, regional system generated revenue (mostly fares) should equal at least 25% of the costs of providing transit.

In December 2025, in response to these ridership-oriented parameters in the NITA Act, the Pace Board Planning and Infrastructure Committee therefore directed the ReVision project team to develop a Draft Plan with:

- **70%** of new service invested towards Higher Ridership.
- **30%** of new service used to provide More Coverage.
- Improved frequencies on Saturdays and Sundays.

Those policy decisions are why the Draft Plan would:

- Improve frequencies in the places with higher densities of residents, jobs and destinations.
- Extend bus service to a few new areas on weekdays.
- Provide consistent frequencies seven days a week, on nearly all suburban bus routes.

How would this plan make transit more useful?

People could use transit to go more places, in less time.

The Draft Network would reduce the average suburban resident's travel time to reach destinations by transit. This is illustrated by the map in Figure 9, on which:

- Each dot shows where 100 people live.
- **Green dots are residents in areas where transit would become more useful**, if this plan is implemented. The number of jobs someone could reach within 60 minutes or less, door-to-door, using transit and walking would increase.
- **Brown dots are residents in areas where transit would become less useful.** The number of jobs someone could reach in 60 minutes would decrease.

Maps that show change in access to other destinations, like schools and shopping, are available in Chapter 3 of this report.

How many people would be affected?

If the ReVision Draft Plan is implemented, about:

- **2.24 million suburban residents,** or **40%** of the population, live in places where transit would provide access to at least + 5,000 more jobs within 60 minutes. This includes 48% of low-income residents, and 47% of people of color.
- **230,000 suburban residents,** or about **4%** of the population, live in places where transit would provide access to fewer jobs by transit within 60 minutes. This includes 4% of low-income residents and 4% of people of color.

This plan would also benefit many people living at the northern, western and southern edges of the City of Chicago, as shown by the number of green dots in those areas in Figure 9.

If this plan is implemented, the typical suburban resident will be able to reach:

+ 82% more jobs

+ 73% more stores

+ 66% more schools

...within 60 minutes or less, on transit, on weekdays.

People all over the region and at all income levels would benefit.

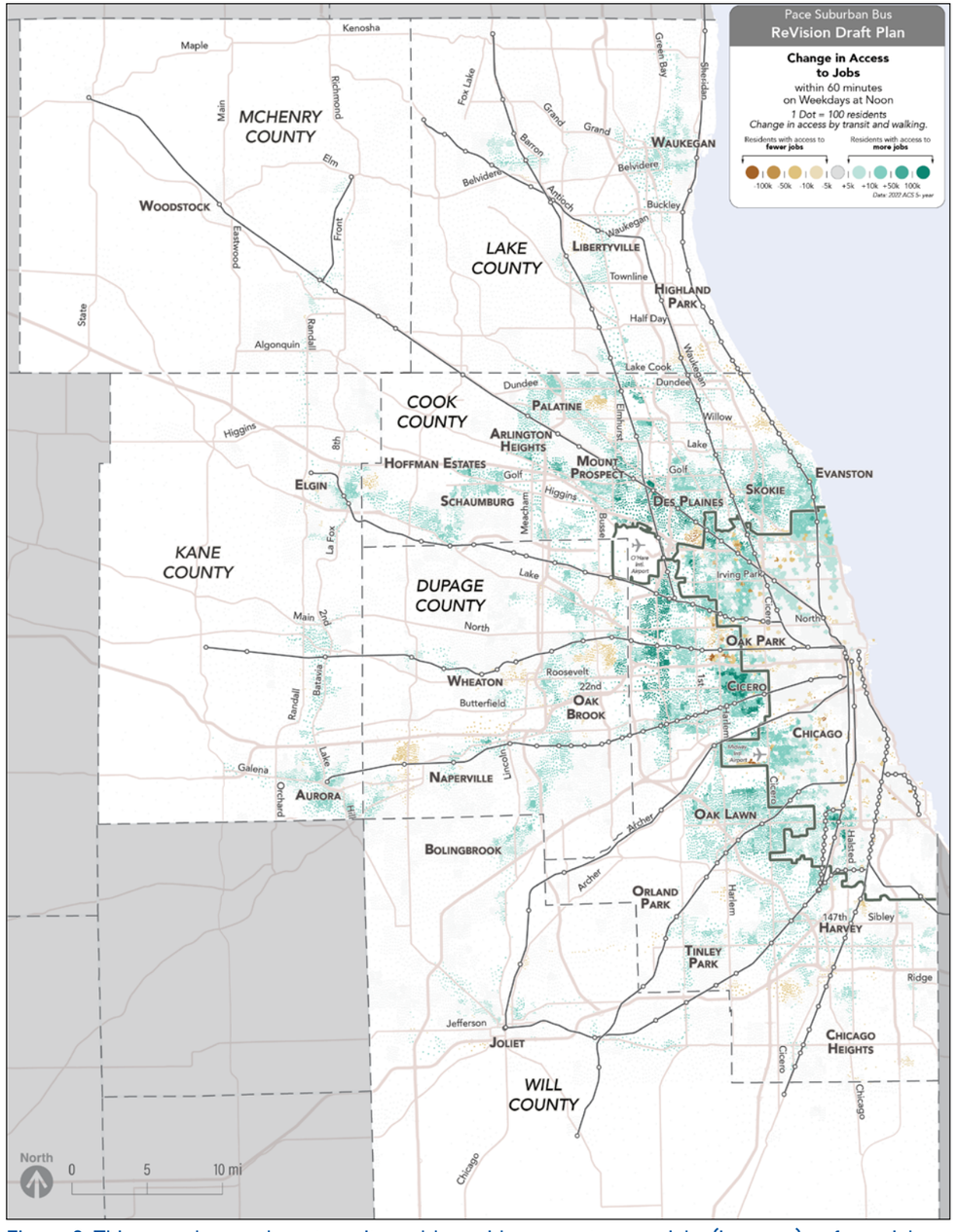


Figure 9: This map shows where transit would provide access to more jobs (in green) or fewer jobs (in brown) within 60 minutes, if the ReVision Draft Plan is implemented. Each dot represents 100 residents.

Your community's input can improve this plan, and help make it a reality.

Read on for more information.

This document is the **Draft Plan Report**.

- Chapter 2 provides more context on the challenge of planning effective transit service in the Chicago suburbs.
- Chapter 3 describes the mobility outcomes of the Draft Plan, including changes in coverage and access to destinations.
- Chapter 4 provides a route-by-route description of the service proposed in the Draft Plan, for every part of the Pace service area.

Let us know what you think!

From mid-October to mid-December 2026, Pace, NITA and the ReVision team will consult the public about this Draft Plan, through:

- Community meetings, workshops, and pop-up events throughout the region.
- Web-based information and feedback channels, including the project website, inbox, and an online survey.

Throughout this process, we will be asking:

- Does this Draft Plan meet your priorities for improvements in suburban bus service?
- Would the service proposed in this Draft Plan improve your life, or the life of someone you know?
- Did we get the network right in your area? What changes would you suggest?

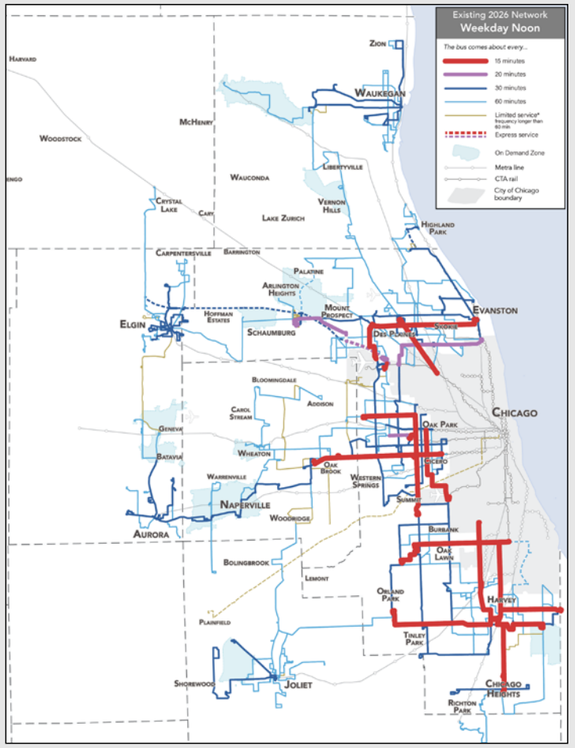


Does this Draft Plan match your priorities? Would it help you or someone you know? Do you have suggestions for how to improve it?

Let us know! Your feedback to NITA and Pace will help direct the future of suburban bus service in 2027 and beyond.

Key Facts and Outcomes - Existing Network vs. ReVision Draft Plan

Existing Network



Service Quantity

1.7 million annual vehicle revenue hours

Frequency

4% of suburban residents live within a 1/2-mile of service **every 15 minutes or better,** seven days per week.

11% of suburban residents live within a 1/2-mile of service **every 30 minutes or better,** seven days per week.

Coverage

20% of suburban residents live within a 1/2-mile walk of **any bus or rail service** on Sundays.

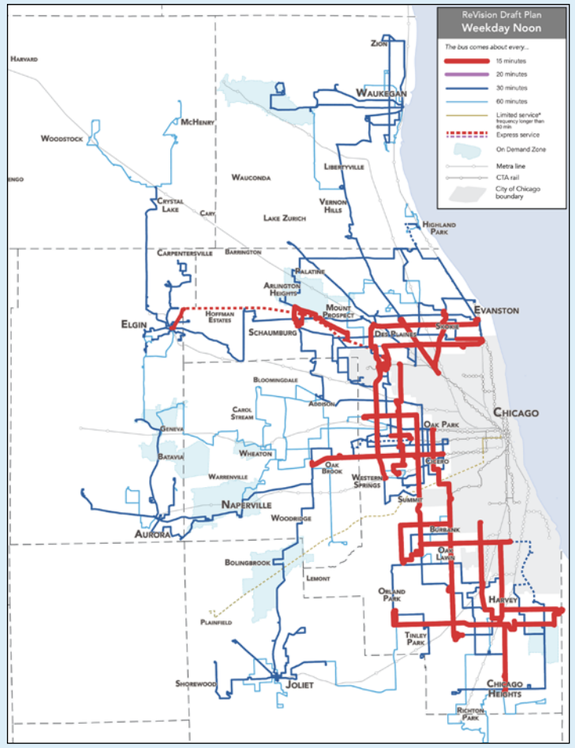
42% of suburban residents live within a 1/2-mile walk of **any bus or rail service** on weekdays.

Access to Opportunity

On a weekday, within 60 minutes:

- The median suburban resident can reach only **42,000** work, school and shopping destinations using transit.
- **Only 10%** of suburban residents can reach at least 500,000 destinations. This includes only 12% of low-income suburban residents.

ReVision Draft Plan



Service Quantity

2.6 million annual vehicle revenue hours

Frequency

11% of suburban residents would live within a 1/2-mile of service **every 15 minutes or better,** seven days per week.

30% of suburban residents would live within a 1/2-mile of service **every 30 minutes or better,** seven days per week.

Coverage

38% of suburban residents would live within a 1/2-mile walk of **any bus or rail service** on Sundays.

43% of suburban residents would live within a 1/2-mile walk of **any bus or rail service** on weekdays.

Access to Opportunity

On a weekday, within 60 minutes:

- The median suburban resident would be able to reach **73,000** (**+74%**) work, school and shopping destinations using transit.
- **13%** of suburban residents would be able to reach at least 500,000 destinations. This includes 17% of low-income suburban residents.

Overview Map - ReVision Draft Plan

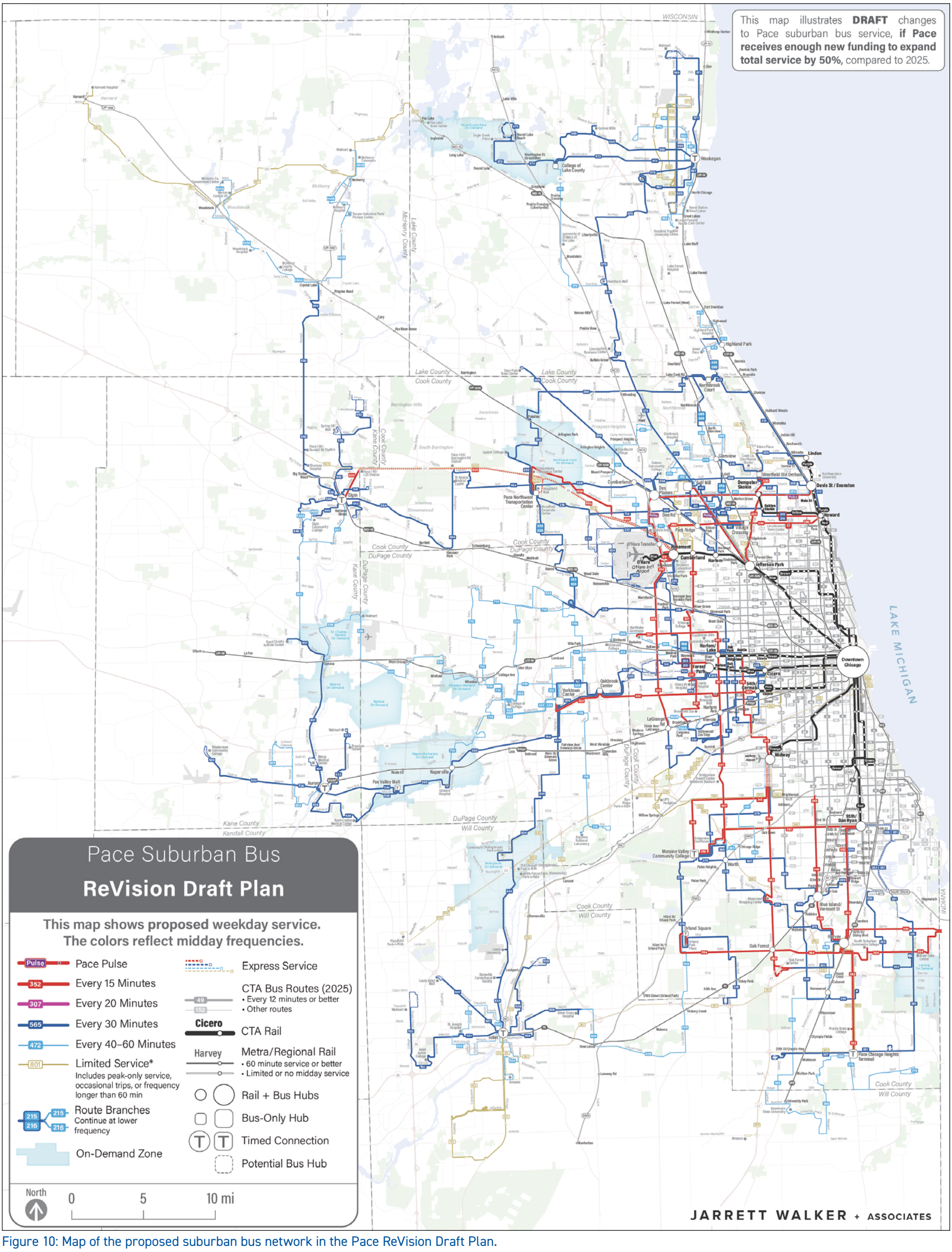


Figure 10: Map of the proposed suburban bus network in the Pace ReVision Draft Plan.

Overview Map - Existing Suburban Bus Network

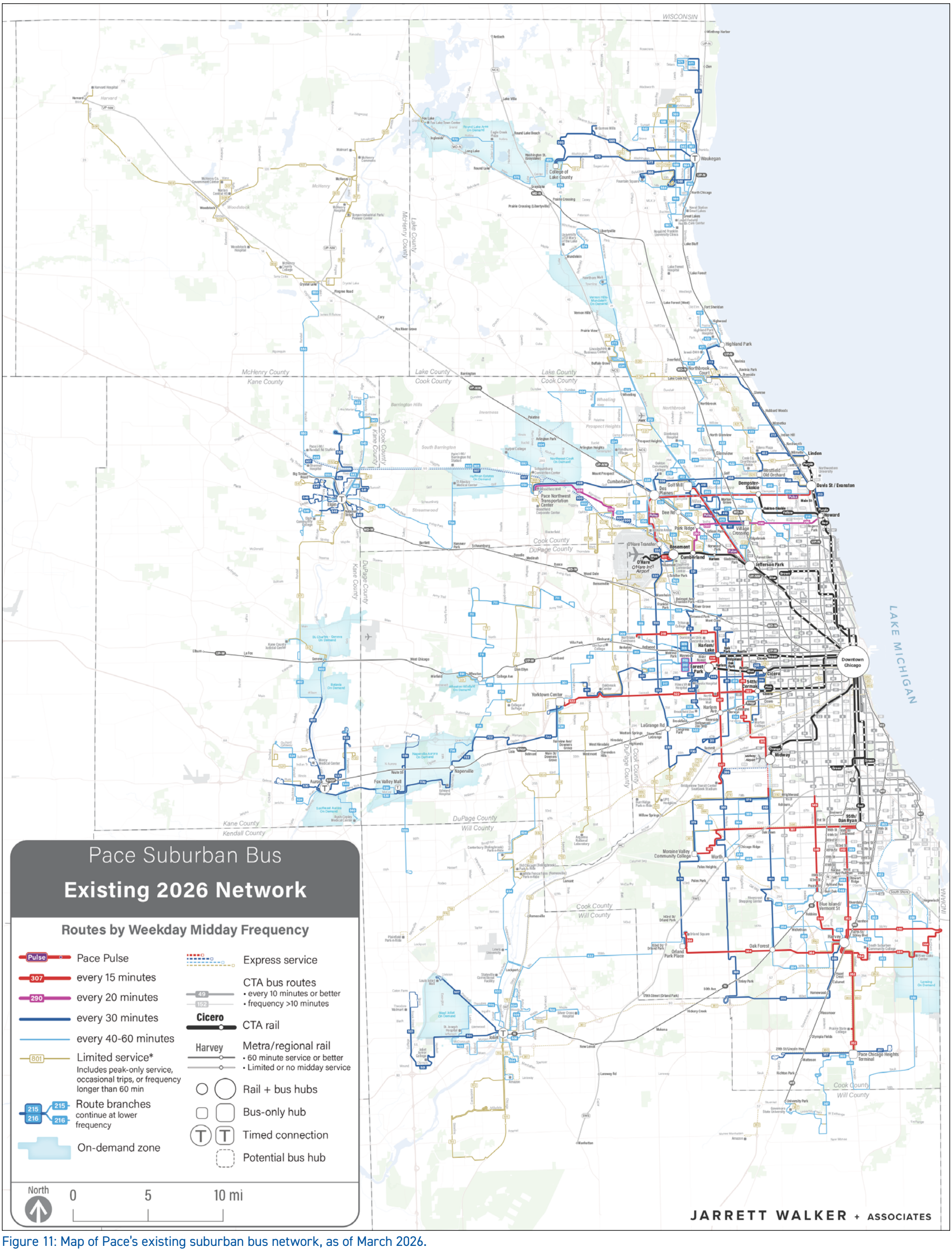


Figure 11: Map of Pace's existing suburban bus network, as of March 2026.



NITA
NORTHERN ILLINOIS TRANSIT AUTHORITY

pace reVision
REIMAGINING THE FUTURE OF TRANSIT

2 Transit's Challenges in the Suburbs

Useful transit provides access to opportunities in a reasonable amount of time.

This chapter explains how transit services can form a network that many people find useful for many different types of trips. This chapter also describes some of the challenges to creating useful transit in the suburbs.

Access to Opportunity

Many factors affect people's decision to use transit, but the most fundamental one is time. Most potential riders are working, studying, or caring for family (or all three!) and have a limited amount of time to spend traveling. Even people who can't drive won't necessarily use transit if it takes more time than they can spare.

For this reason, this report focuses on **how many destinations someone can reach in a fixed amount of time**, and whether changes to bus service could improve that.

The "Wall Around Your Life"

Wherever you are, there is a limited number of places you can reach in a given amount of time. This can be illustrated on a map as a blob around your location, as shown in Figure 12.

You can think of the edges of this blob as a "wall around your life." Beyond this area are things you can't do because it takes too long to get there. Any jobs, schools, stores, friends, and any other resources outside this area are less available to you because they are hard to reach.

Changes in transit service that reduce how long people have to wait for service, ride along a route, or walk to and from destinations will shorten their travel times. The redesign of an entire network – like the ReVision Draft Plan – can make those changes in ways that benefit large numbers of people.

Measuring Access

Measuring access shows how changes to the design of the transit network can lead to greater usefulness and therefore higher ridership.

When access is high, it means that when someone looks up a trip they want to make, they are more likely to find that the travel time is reasonable.

But access to opportunity is a good thing separate from the ridership that it generates.

- In real estate, access contributes to the value of a location.
- Access to jobs and education is a critical need for people with low incomes, who are more likely to rely on transit, because transportation is a common barrier to these things.
- Access is a measure of how many options we have in our lives. In this sense, **access to opportunity is a measure of freedom**, which needs no other justification.

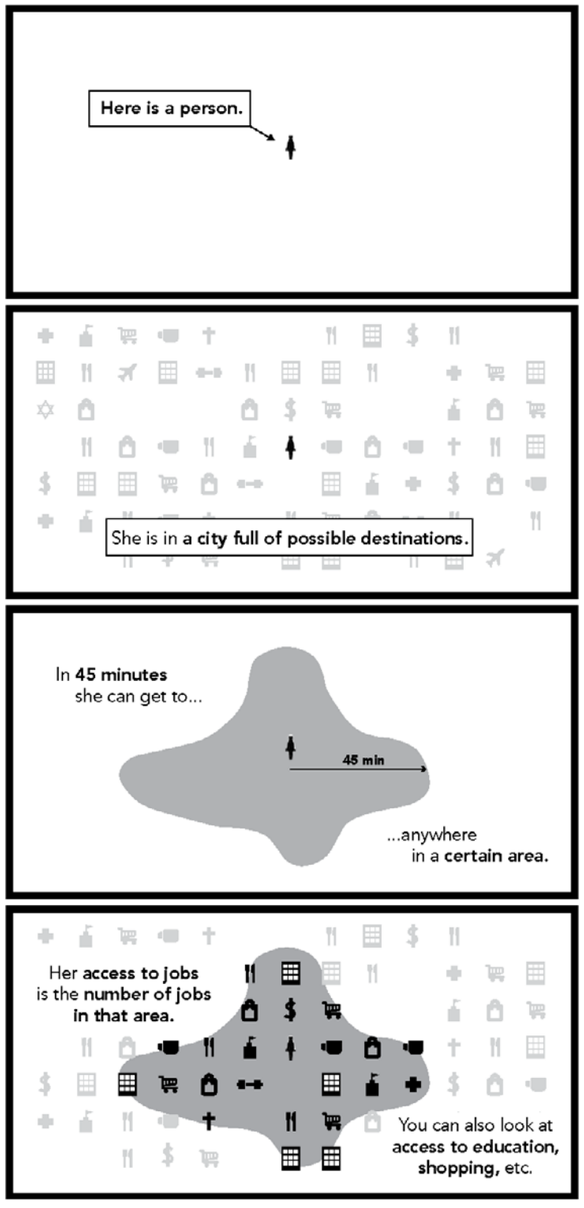


Figure 12: Illustration of Transit Access to Opportunities.

Frequent transit is useful to more people because it expands access.

Travel Time by Transit

Most transit trips include time spent:

- **Walking**, or traveling to and from the bus stop. Although some people cycle, or park and ride, most transit trips begin and end with a walk, either on foot or with the assistance of a wheelchair or personal mobility device.
- **Waiting**. Waiting is time spent outside the bus or train, and not in motion, as part of your trip. It is the difference between when you ideally want to go and the time you actually can go.
- **Riding**. Riding is all the time spent inside the transit vehicle.

These three types of transit travel time add up to the complete door-to-door travel time.

Why does waiting matter so much?

Waiting is all the time that you have to be where you don't want to be - whether you're waiting to leave, at the bus stop or waiting at your destination because the bus got you there too early.

If you have real-time transit arrival information, you only need to spend a few minutes waiting at the bus stop. But if the bus comes only once an hour, you rarely get to travel at the time that would serve you best.

If you don't ride transit regularly, frequency may feel invisible and is easy to forget. But for many trips, frequency is the most important factor in determining if transit can get you there on time.

Frequency Is Freedom

More frequent service dramatically improves access, in ways that all relate to waiting time.

- **Shorter Initial Wait.** Unless you plan your life around a bus schedule, the average wait for transit is half the frequency. If a bus comes every 30 minutes, your average wait will be 15 minutes. But if it comes every 15 minutes, your average wait will be 7.5 minutes.
- **Faster Transfers.** To go farther than places on the bus route you happen to be on, you'll need to connect to another route. Frequency makes this kind of connection easy, because the next bus is always coming soon.
- **Easier Recovery from Disruption**. Frequent service is more reliable, because if a bus breaks down you don't have to wait as long until the next one shows up.
- **Spontaneity and Freedom.** When transit comes every few minutes, there's no need to build your day around a bus schedule. You can turn up at the stop and go, whenever you want.

What is frequent enough?

Frequency is expensive to provide, so it's important to think about just how frequent service needs to be. **A frequency of 15 minutes or better has a good chance of being useful** to someone whenever they need to travel, especially if that frequency extends over many hours of the day, every day.

Adequate frequency depends on trip length, because it doesn't make sense to wait long to go a short distance. For many people, it wouldn't make sense to wait 15 minutes to go half a mile, because they could probably walk to their destination in that time. But it might make sense to wait that long to go several miles across town.

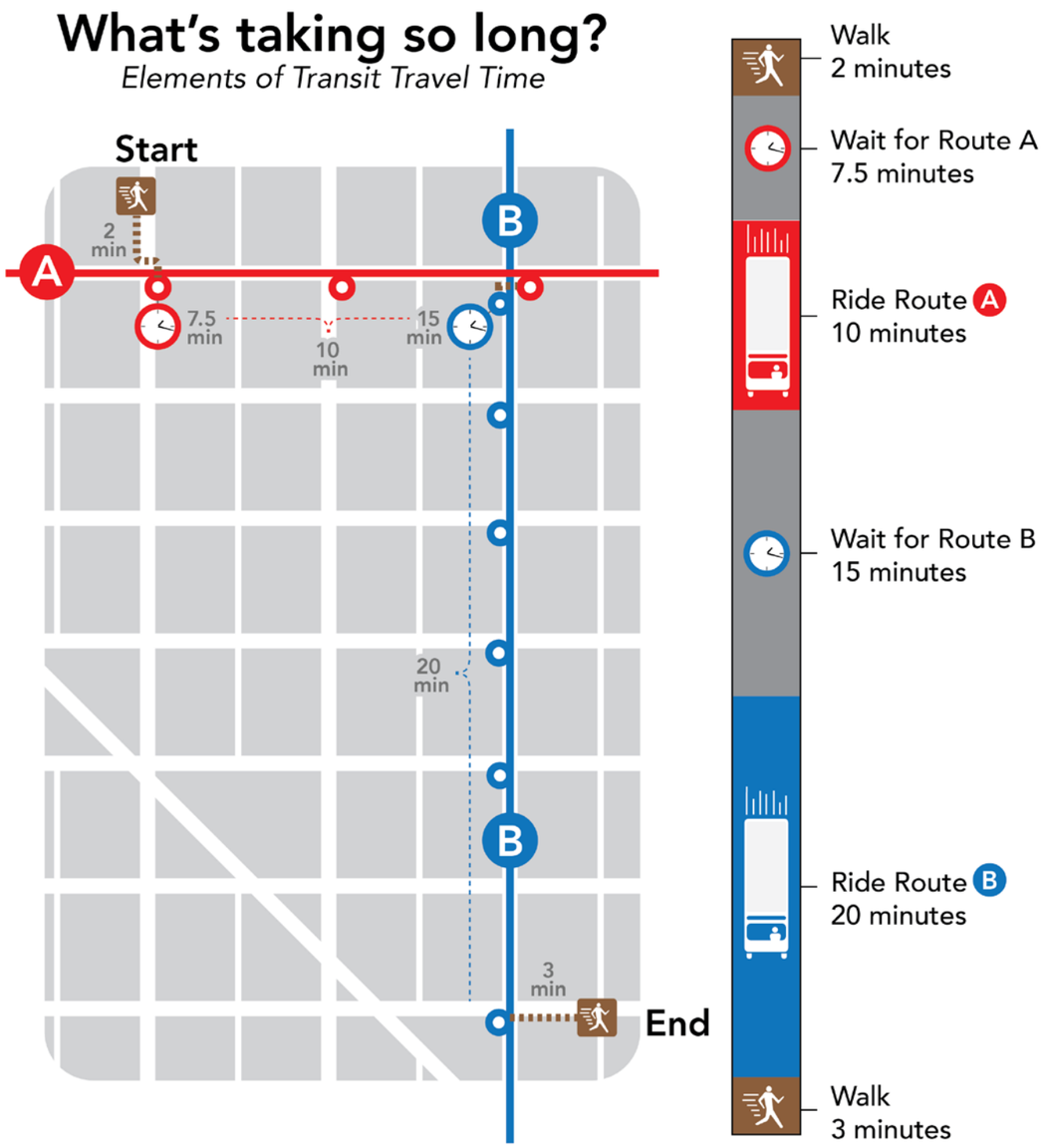


Figure 13: Graphic illustrating the elements of transit travel time: walking, waiting and riding.

The way many suburbs are built increases transit costs and undermines usefulness.

Creating a high-access transit network isn't just about faster or more frequent service. **Many factors outside of Pace's control affect transit's usefulness.** These factors include land use, development, and road design decisions made by municipal, county and state governments:

- **Density.** Where there are many residents and activities in an area, there are many potential riders and potential destinations near each bus stop, so many reasons to ride.
- **Walkability.** An area only becomes accessible by transit if most people can safely and comfortably walk to and from the nearest transit stops.
- **Linearity.** Straight paths are faster and cheaper to operate. Straight routes are also easier to understand, faster and more appealing to everyone riding through.
- **Proximity.** The longer the distance between two places, the more expensive it is to connect them. Areas with continuous development are less expensive to serve than places that are isolated and far apart.
- **Mix of Uses.** When there is a mix of land-uses along a route, transit can provide direct access to many types of destinations. Mixed-use transit corridors also tend to be very productive, because people ride in both directions at many times of the day.

These geometric facts pose a political challenge. If service is concentrated where it can be useful to the most people at the lowest cost, then different cities and counties will be served at different levels.

Recognizing this, Pace has created Transit Supportive Guidelines for communities interested in transit, and offers free design review assistance to developers and urban designers.

How Land Use and Development Affect Ridership

Land use and development patterns have a huge impact on whether transit can be useful to large numbers of people. Here are some ways that land use can be better (+) or worse (-) for high-access, high-ridership transit.

Density *How many people, jobs, and activities are near each potential transit stop?*



\+ Many people and jobs are within walking distance of transit.

\- Fewer people and jobs are within walking distance of transit.

Walkability *Is it possible to walk between the stop and the activities around it?*



\+ The dot at the center of these circles is a transit stop, while the circle is a 1/4 mile radius.



\- The whole area is within 1/4 mile, but only the black-shaded streets are within a 1/4 mile *walk*.



\+ It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

Linearity *Can transit run in reasonably straight lines?*



\+ A logical transit line is a direct path between any two destinations on it.



\- Destinations located off the straight path force transit to deviate, discouraging those who want to ride through and increasing cost.

Mix of Uses *Do people travel in both directions, all day?*



\+ A mix of land uses means buses are ridden in both directions, more times of the day and week.



\- Transit serving purely residential areas tends to be full in one direction, but empty in the other.

Proximity *Does transit have to traverse long gaps?*



\+ Short distances between many destinations are faster and cheaper to serve.



\- Long distances between destinations means a higher cost per passenger.

Densities are mostly low, and there are many gaps between built-up areas.

The map on this page (Figure 14) provides a high-level regional overview of density, proximity and mix of uses. It shows the amount and type of trip destinations on a typical weekday in 2023 throughout the six counties served by Pace[1]. On this map:

- White areas are mostly undeveloped. There are few destinations of any kind, and very few people travel there.
- **Blue areas** are mostly residential, and not very dense. Apart from the people that live there, few people travel to these places.
- **Yellow areas** are mostly non-residential, and not very dense. They include places where people travel for work, school, shopping, and many other purposes. These places attract more trips than residential areas.
- **Purple** and **red areas** are dense, and have a mix of both residential and non-residential destinations. These areas generally have the most activity, and attract the most trips.

Key Findings

Density

Densities are generally much lower in suburban areas than in the City of Chicago. This is evident from the amount of light blue and orange on the map. The major exceptions are in Evanston and Cicero/Oak Park, where densities are similar to adjacent areas on the North and West sides of Chicago.

In outlying parts of the suburbs, dense developments are more scattered. They tend to be found around large highway-based shopping areas, or in old town centers near Metra stations.

Consequence: Most suburban places generate relatively few trips per square mile, so most suburban buses need to travel many miles to serve a large number of people.

Mix of Uses

Suburban development tends to separate residential and non-residential uses. Commercial and other uses tend to follow long arterial highways. Between these highways lies a mix of residential (blue) and undeveloped (white) areas. The highest densities of non-residential uses are located in Chicago and its immediate outskirts.

Consequence: Because activities and destinations are so concentrated in and near Chicago, Pace runs many services that get a lot of use in one direction but little use in the other.

Proximity

There are large gaps between developed areas in the suburbs. In the inner suburbs, these gaps are made up of freeways, rail corridors, industrial areas, or forest and nature preserves. In more outlying areas, gaps tend to reflect a mix of undeveloped rural land and subdivisions deliberately organized to be far from development.

Consequence: Transit routes that connect many different places have to travel through long gaps where nobody gets on or off the bus.

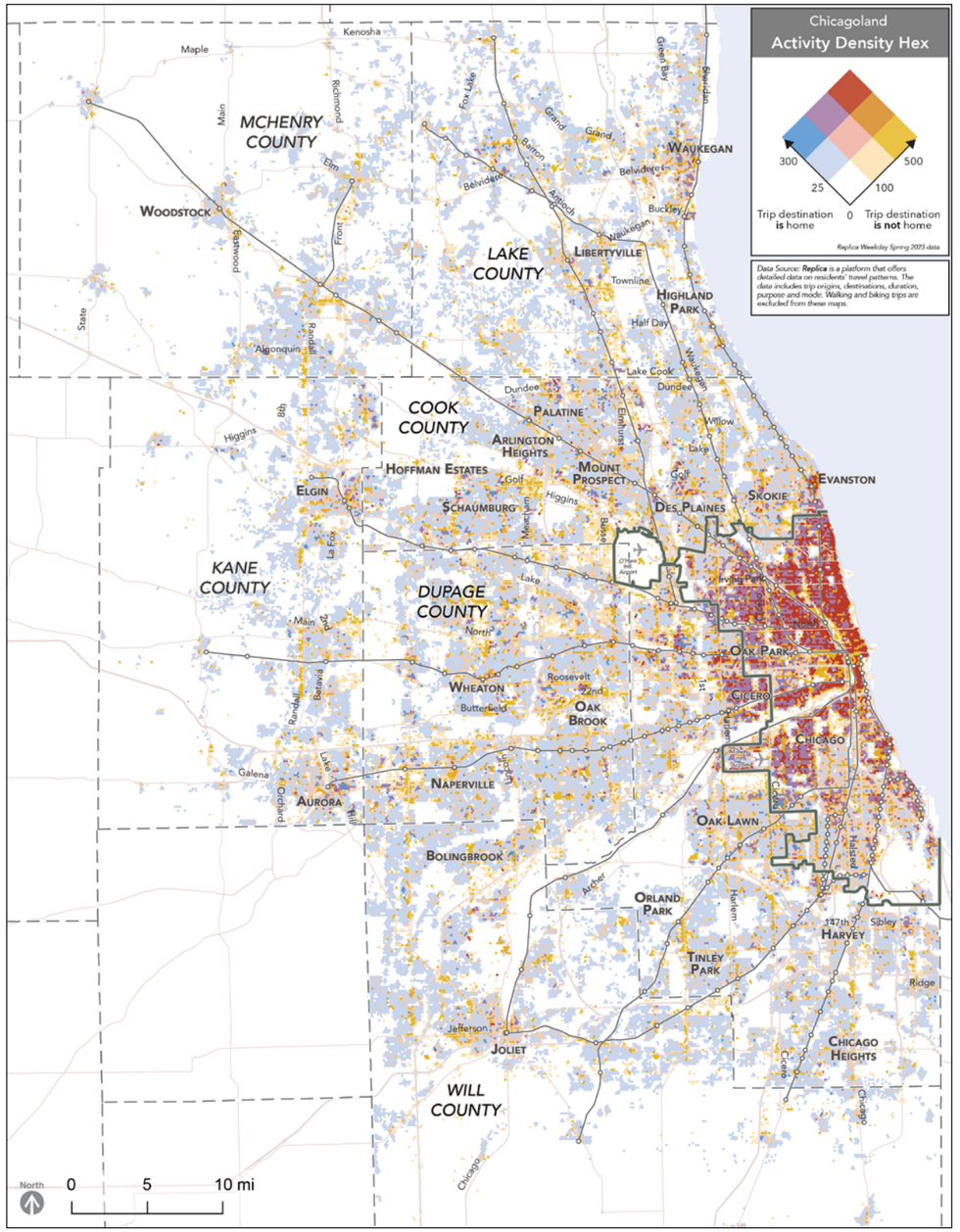


Figure 14: Map showing the density of trip destinations (divided into home and non-home destinations) throughout the six-counties served by Pace. (Source: Replica)

1 This data is based on a seasonal simulation prepared by Replica. Replica synthesizes data from many sources (including cell-phone locations, Census data, bank and merchant transactions, and vehicle counts) to create an approximation of all trip origins and destinations. Further details on methodology are available here. The map on this page aggregates Replica data in 400 meter (quarter-mile) hexagons.

Walkability is generally poor outside of old town centers.

The map on this page (Figure 15) provides a high-level regional overview of how easy or hard it is to walk. This map shows how much of the surrounding area is within a 1.5 mile walk.[1] It shows where the street network makes walking trips more or less direct.

- **Darker green areas** are places where the street network is well connected. There are many intersections, and block lengths are relatively short, so in most cases, there's not a huge difference between a straight-line distance and the distance you would actually walk to get from point A to point B.
- **Light green** and **yellow areas** have fewer streets, and more dead-ends. Legally walking between any two points may require big detours.

This map is not a complete map of walkability. It does not show many of the other potential obstacles to walking, such as:

- Absence or poor condition of sidewalks
- Inadequate pedestrian lighting
- Unsafe crossings at major streets
- Inadequate drainage

These pedestrian hazards may be more likely in areas with poorly connected street networks, where walkability has not historically been a local priority.

Key Findings

Many of the gaps visible in the map of destination density (on page 20) reduce street connectivity in surrounding areas. Places with less development have fewer streets. This is not necessarily a problem, if few people travel through them. However, it does mean that these empty areas are in some cases landscape barriers.

Most of the well-connected street networks in the Chicago suburbs follow Metra lines. This is because older, rail-oriented suburban town centers were built to facilitate easy walking to a transit station. There are especially large walkable centers in Aurora, Elgin, Joliet and Waukegan, which were significant cities before World War II.

Suburbs developed since the 1950s have often not emphasized pedestrian connectivity. As a result, the colors on the map tend to be lighter in more outlying areas.

Consequence: Many of the areas where Pace runs service have low walkability. As a result:

- Suburban bus stops must be located very carefully, and sometimes can only provide access to a very small area.
- Some locations can't safely be served, or require long route deviations (see next page).

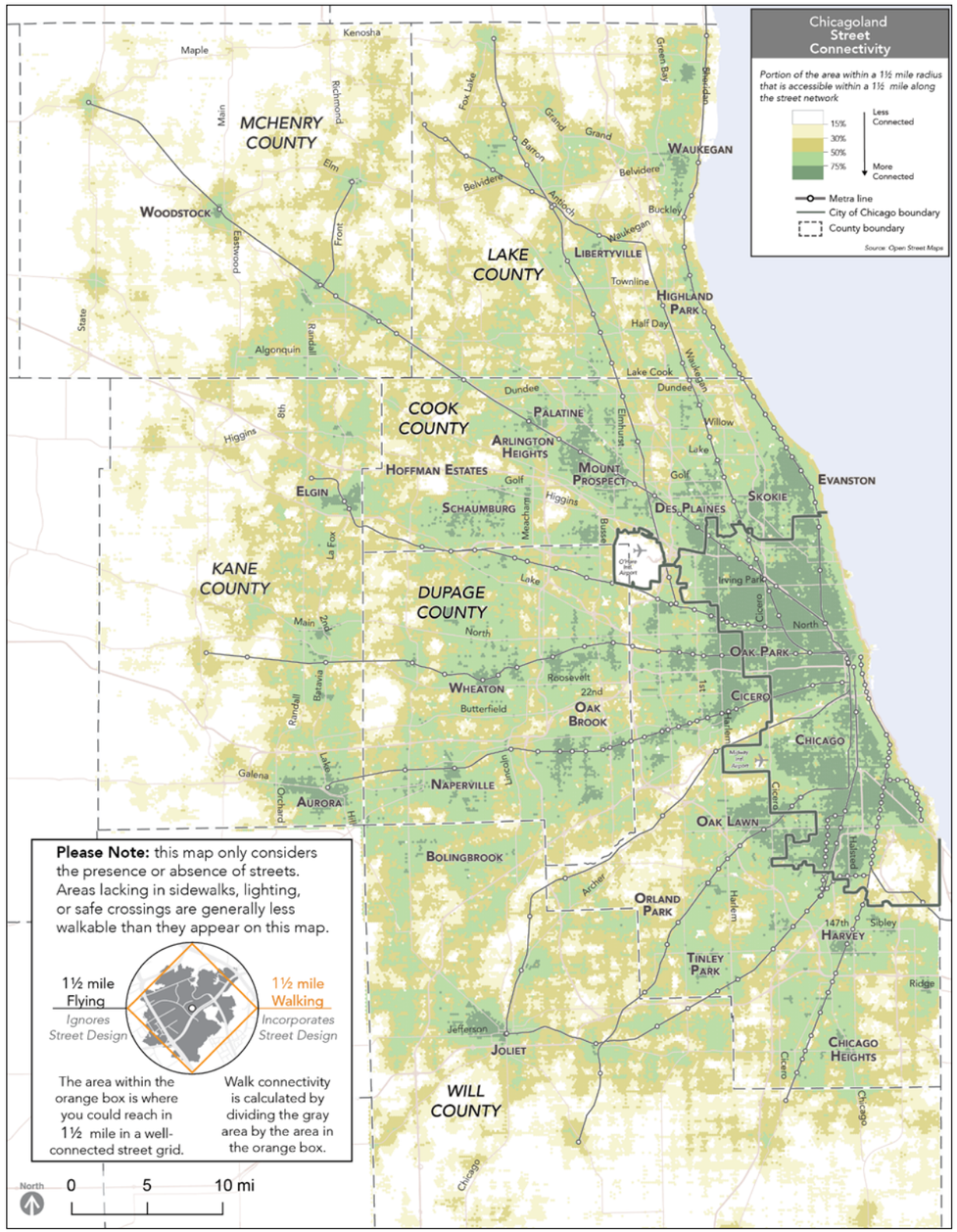


Figure 15: Map showing how street connectivity varies throughout the six counties served by Pace. Well-connected street networks are critical to ensuring walkability to and from bus stops.

1 About a 30-minute walk for a healthy fit adult.

Linearity is undermined by destinations that aren't practical to serve from main streets.

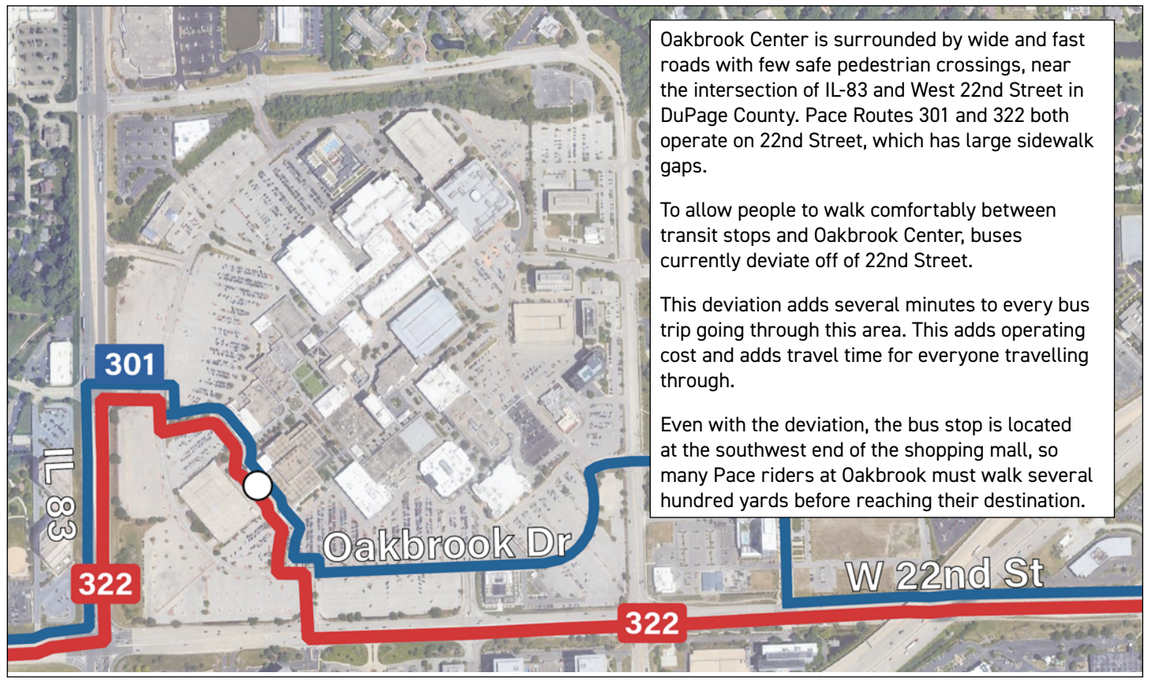
Many suburban destinations are on 100+-acre campuses that house shopping malls, hospitals, medical centers, community colleges, and major employers.

These sites attract many trips in a relatively small area. In other words, their density is at least somewhat supportive of transit. However, these campuses are designed primarily for driving and parking cars. Their car-oriented design makes transit more expensive to provide there and makes it less useful to potential passengers.

The images and captions on this page depict two examples in the western suburbs. **But similar conditions prevail in dozens of other locations** throughout Chicagoland.

Transit-hostile road and site design around many campuses forces Pace to operate longer, more complicated and more expensive routes than it otherwise might.

Figure 17: Aerial image of Oakbrook Center shopping mall and the bus routes that serve it.



Oakbrook Center is surrounded by wide and fast roads with few safe pedestrian crossings, near the intersection of IL-83 and West 22nd Street in DuPage County. Pace Routes 301 and 322 both operate on 22nd Street, which has large sidewalk gaps.

To allow people to walk comfortably between transit stops and Oakbrook Center, buses currently deviate off of 22nd Street.

This deviation adds several minutes to every bus trip going through this area. This adds operating cost and adds travel time for everyone travelling through.

Even with the deviation, the bus stop is located at the southwest end of the shopping mall, so many Pace riders at Oakbrook must walk several hundred yards before reaching their destination.

The Loyola/Hines VA hospital campus is located between Roosevelt Rd and Cermak Road, just west of IL-171 in west Cook County.

Pace Route 322 operates on Cermak Rd, but this road is physically separated from this campus by a railroad and a National Guard site.

Pace Route 331 operates on IL-171, which has no pedestrian facilities. As a result, Pace must deviate Route 331 into the Hines VA parking lot, and to a frontage road (2nd Ave) by the Loyola entrances off IL-171.

Both deviations add several minutes to every bus trip, which adds to operating cost. It also makes the bus less useful for people who want ride across this area to points further north or south.

Pace Route 301 operates on Roosevelt Rd, which has some pedestrian facilities and safe crossings.

However, because most buildings on the campus were placed a half-mile or more from the major road, Pace must operate a separate Route 308 to get riders close to their destinations, at an added cost of about $1 million per year.



Figure 16: Aerial image of the Loyola Medicine / Hines VA hospital complex, and the bus routes that serve it.

Data on existing travel provide clues for transit planning, but not the whole story.

Regional travel patterns include huge numbers of trips among the suburbs, but the built environment prevents transit from serving most of them effectively.

The map in Figure 18 below illustrates the volume of typical weekday travel in 2023 within and between different parts of the six-county area. This is a useful indicator of overall travel demand patterns. However, many suburb-to-suburb trips are car-dependent, and are likely to remain so even with a major new investment in transit service, because of low densities, long distances, and transit-hostile built environments.

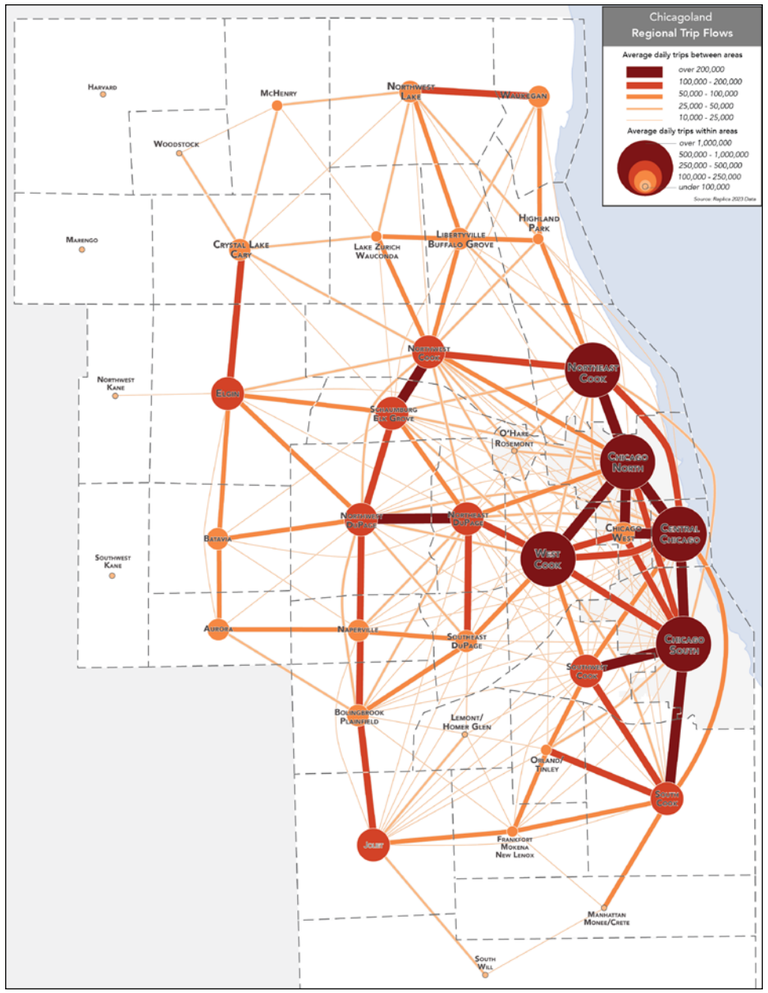


Figure 18: Map showing estimated 2023 weekday trip flows within and between different parts of Pace's six-county service area and the City of Chicago. (Source: Replica)

Existing ridership patterns tell us where it's possible to ride transit *now*, but not all the places where potential future riders might want to go.

Figure 19 below is a map that illustrates areas of high and low ridership for Pace on weekdays in the spring of 2023. The areas that stand out on this map closely match the location and levels of service available in the existing network, as shown on the network overview map on page 15. However, it's clear from the map in Figure 18 that many people want to travel in areas that have very little current Pace service. Some of those people would take transit, if transit were available.

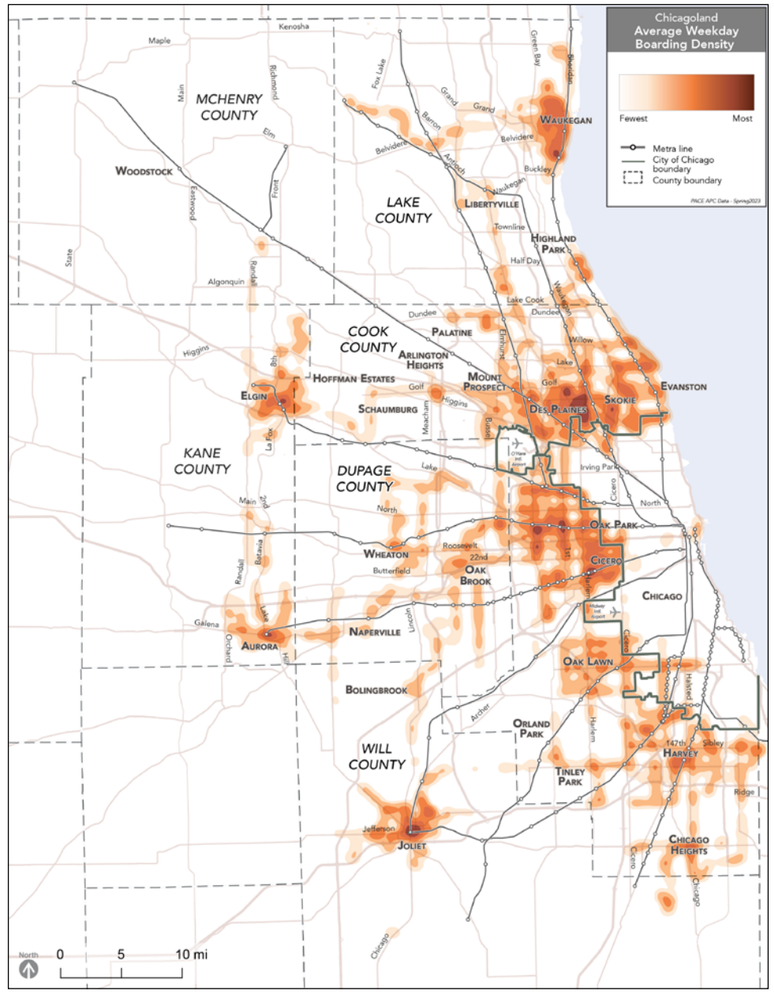


Figure 19: Map showing density of Pace ridership by area, based on Spring 2023 boardings data.

Network planning must balance conflicting ridership and coverage goals.

Ridership Goals

Earlier pages of this report show how dense, walkable, compact, and mixed-use development patterns allow the same transit service dollar to provide better access to more people. Providing more access at a lower cost makes it possible to increase ridership.

When the goal is high ridership, transit agencies concentrate their service into frequent routes that serve the places where many people want to go. This makes service much more useful to people and destinations in dense, walkable and well-connected areas, but it also means large areas aren't covered by transit.

Designing a transit system for **high ridership** serves several popular goals, including:

- Competing more effectively with cars, so that the region can grow without increasing traffic congestion.
- Reducing the public subsidy needed for each ride by collecting more fare revenue.
- Minimizing air pollution and climate impacts by replacing car trips with transit trips.
- Supporting dense and walkable development.

Coverage Goals

Many other popular goals for transit don't require high ridership. Designing a transit system for high coverage serves these goals:

- Ensuring that everyone in the service area has access to some transit service, no matter where they live.
- Providing the ability to reach as many places as possible for people who have limited or no access to personal vehicles.
- Providing some transit service in every city, county or jurisdiction that contributes funding.

When the goal is coverage, transit must reach as many places as possible, whether or not service is useful to large numbers of people. Coverage goals require transit agencies to spread service out, which means spreading it thin.

The Trade-Off

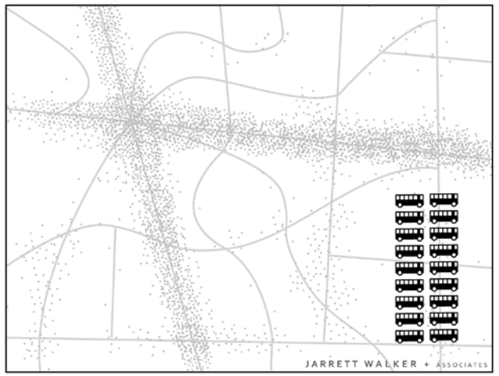
A transit agency can pursue high ridership and wide coverage at the same time, but the more it pursues one, the less it can provide of the other. Every dollar that is spent providing high frequency along a dense corridor is a dollar that cannot be spent bringing basic service in areas farther out.

However, the choice between pursuing ridership and coverage is not binary. All transit agencies spend some portion of their budget on each type of goal.

A particularly clear way for transit agencies to set a policy balancing Ridership and Coverage goals is to decide what percentage of their service budget should be spent in pursuit of each.

The "right" balance of ridership and coverage goals is different in every region, and can change over time.

The ReVision Draft Plan reflects a choice to prioritize more Ridership-oriented improvements (70%) than Coverage-oriented improvements (30%) when investing in new suburban bus service.



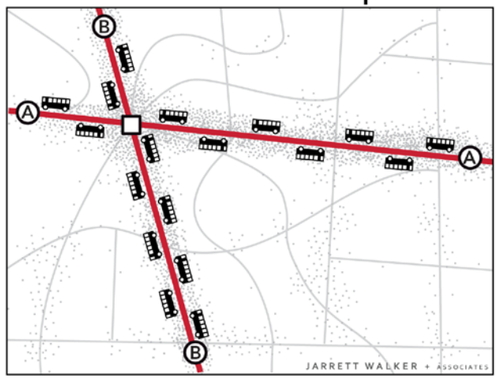
Imagine you are a transit planner working in a fictional town.

In the map shown on the left, the dots are people and jobs in the town.

The town has 18 buses to run transit routes.

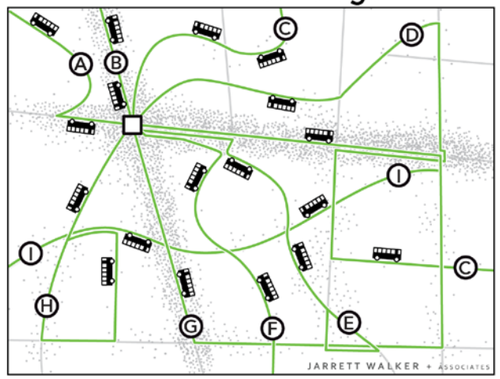
But before you can decide what transit routes to offer, you must decide: what is the goal of the network?

Maximum Ridership



If you focus only on Ridership, all 18 buses serve the busiest areas with frequent and direct routes. Waits for service are short, but people in less populated areas have to walk long distances. Ridership is high, but many places have no service.

Maximum Coverage



If you focus only on Coverage, the 18 buses are spread around so that there is a route on almost every road. Everyone lives near a stop, but routes are infrequent and waits for service are long. Only a few people can wait that long, so ridership is low.

Regional transit planning considers economic, racial and geographic equity.

Economic Equity

Higher Levels of Service Where the Need for Transit is Higher.

The single best predictor of transit demand in a particular area is the intensity of travel to and from that area, as illustrated on page 23.

But transit agencies are generally expected to respond to both demand and need. People with limited income and wealth are more likely to need public transit, because they are less likely to have reliable access to a personal vehicle. Low and mid-wage workers also perform many essential in-person only jobs, and there is a broader social interest in ensuring their mobility.

Measuring Economic Equity Needs

Several indicators derived from the U.S. Census' American Community Survey (ACS) provide insight into where people are more likely to need transit service for economic reasons. These include:

- **Density of Low-Income Residents.** The map in Figure 20 on this page shows where households with incomes below 150% of the Federal Poverty Level are concentrated.
- **Density of Households without Cars.** This is illustrated by Figure 21 on page 26. Measuring the density of low-income residents and zero-vehicle households makes it possible to locate both higher needs and ridership potential due to a concentration of need.
- **Average Personal Income.** This is illustrated by Figure 22 on page 26. Measuring average incomes makes it possible to identify places with especially high need, whether or not those places have high ridership potential.

Key Findings

The maps on this and the next page suggest that the following suburban areas are also likely to have higher than average demand and need for transit, for economic reasons:

- **Most of Aurora, Elgin, Joliet and Waukegan**, and some of their immediately adjacent neighboring communities such as Zion, North Chicago and Carpentersville.
- **Most of south and southwest Cook County**. This includes three distinct concentrations:
  - **Chicago Heights** and areas immediately to the south.
  - Most of the **inner southeast Cook County**. This roughly corresponds to the area north of I-294, and between the Indiana State Line and Cicero Ave/IL-50.
  - Most of the area **south of Midway Airport and north of the Calumet River,** particularly between Cicero Ave and La Grange Rd/US-45.
- **Much of west Cook County**, especially in **Cicero** and **Berwyn**, and in many of the **areas north of Cermak Rd and south of O'Hare Airport**, especially west of 1st Ave/IL-171.
- Several areas of north Cook County, including **parts of Evanston, Skokie, Niles, Des Plaines, Palatine, Wheeling and Schaumburg**.

Many other smaller areas also have relatively high poverty, but their more isolated locations and higher car ownership rates suggest lower potential for transit ridership, and higher costs to reach each resident, compared to the areas above. This includes areas in and near Round Lake Beach in Lake County; Bolingbrook in northern Will County; Tinley Park in southwest Cook County; and many more scattered locations, especially (but not exclusively) in DuPage County.

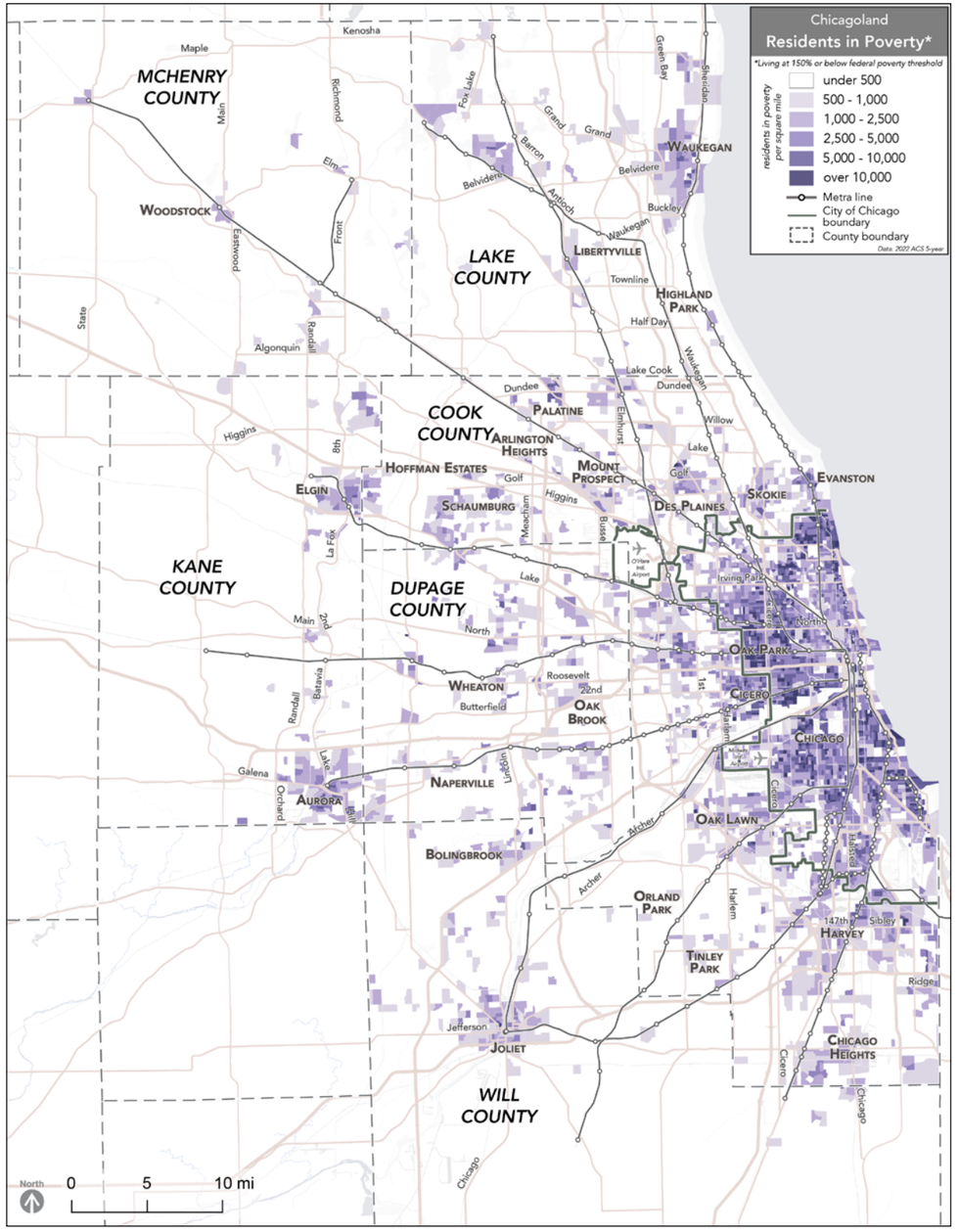


Figure 20: Map showing how the density of people living in low-income households varies throughout the six counties served by Pace.

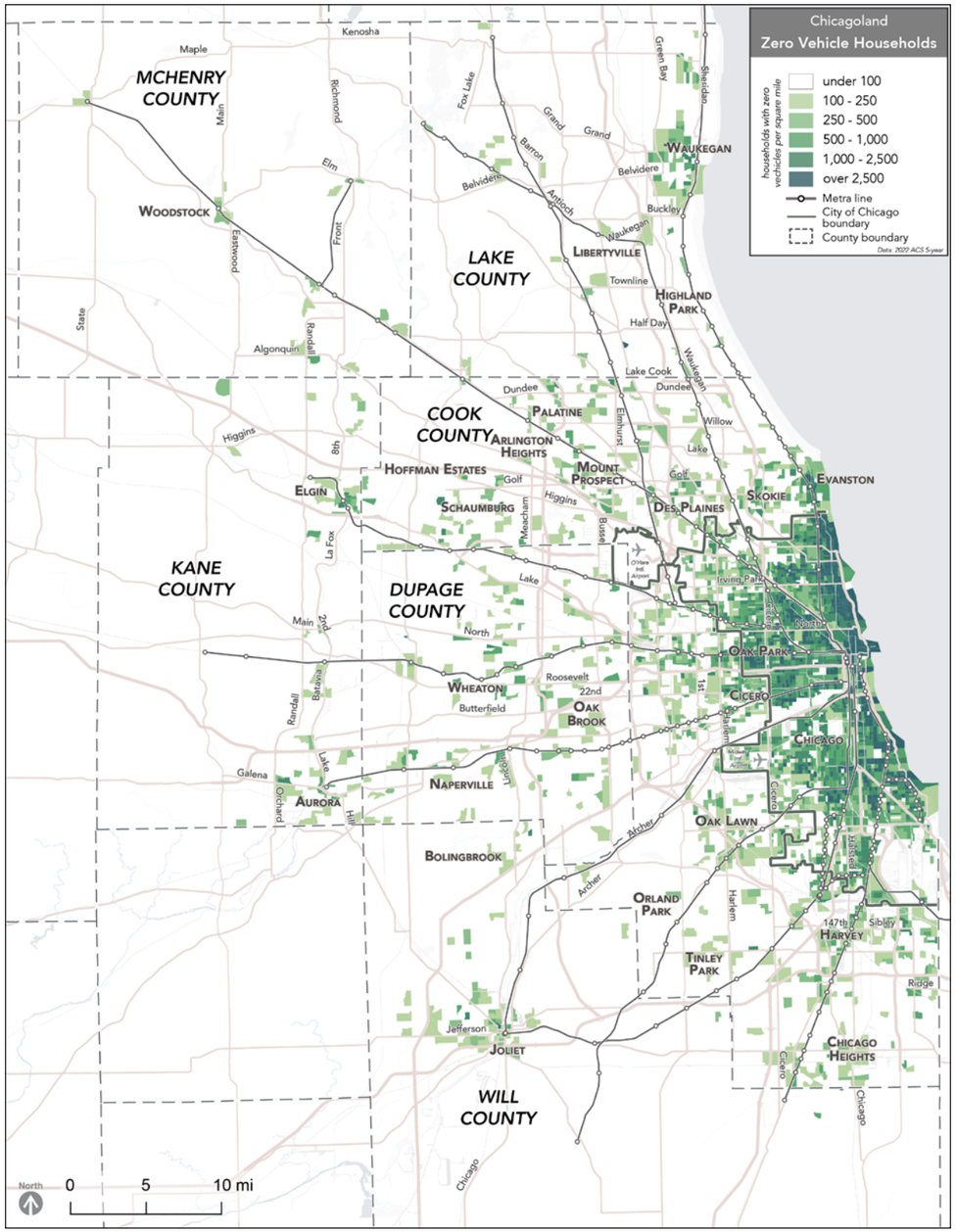


Figure 21: The density of households with zero vehicles throughout the six counties served by Pace.

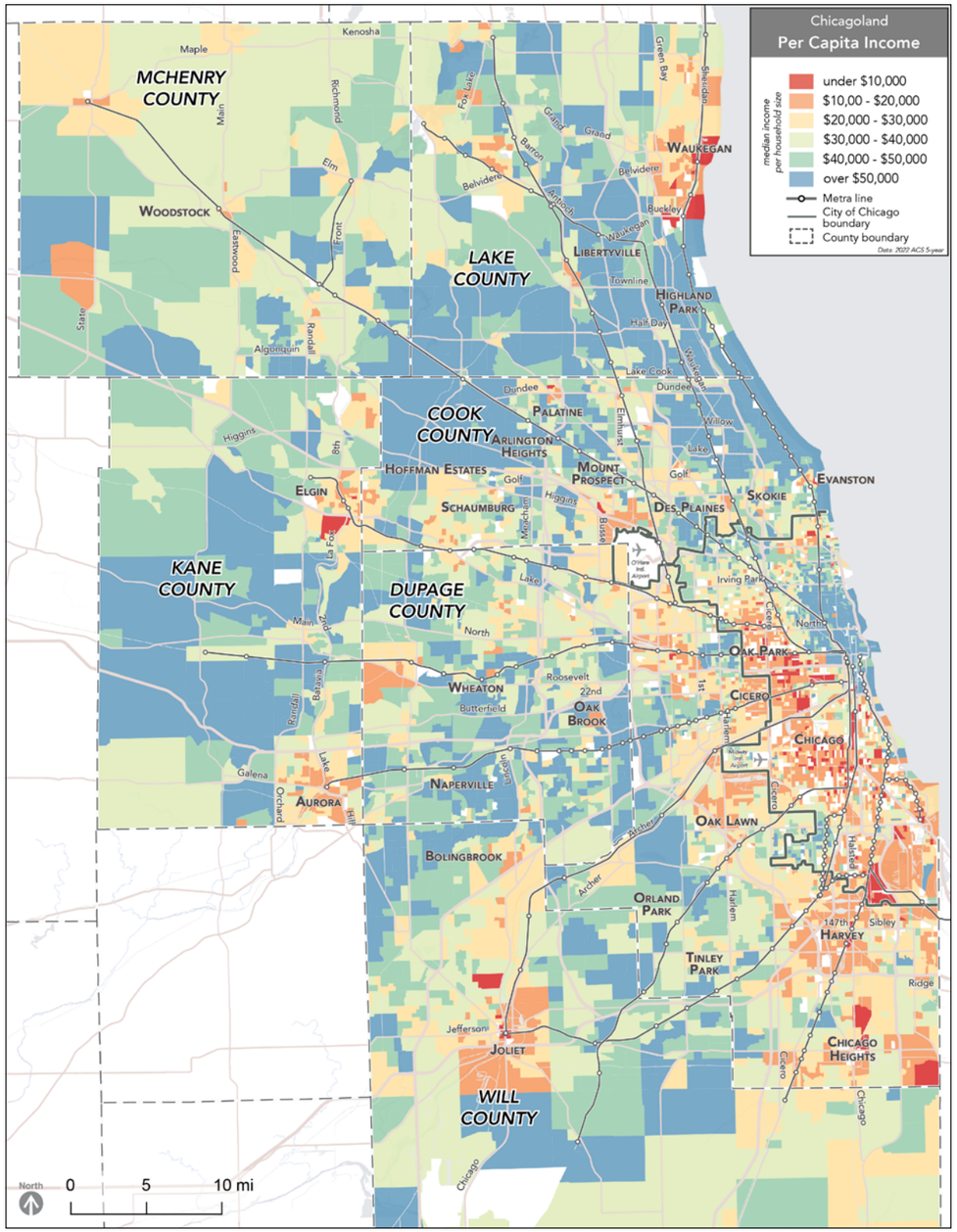


Figure 22: Average personal income throughout the six counties served by Pace. Unlike the other maps, this map does not show the number or density of people in each area, only average income.

Racial Equity

Consistent Standards and Levels of Service, Regardless of Race and Ethnicity.

Like most places in the US, **residents of different races and ethnicities make up varying proportions of the population across the different parts of the Chicago region**, as illustrated by the map in Figure 23. For example:

- A large share of suburban Black residents live in south Cook County, in majority-Black communities.
- A large share of suburban Hispanic residents live in predominantly Hispanic communities in places like Aurora, Carpentersville, Elgin, Franklin Park, Round Lake Beach, West Chicago, and Waukegan.

This report tracks the racial and economic equity impacts of the ReVision Draft Plan by measuring:

1. Proximity: The percentage of low-income residents and people of color who would live near transit service, including frequent service.

2. Access to Opportunity: How access to opportunity would change for low-income residents and people of color specifically, in addition to average impacts.

Title VI as a Minimum Federal Baseline

Communities marginalized on the basis of race and ethnicity often have less political power, and can be at higher risk of receiving substandard public services.

Federal regulations that apply Title VI of the Civil Rights Act of 1964 require transit agencies to ensure that:

- Regionally-consistent service standards and regular evaluation of agency performance ensure that service is operated without discrimination.
- Major service changes do not impose a disparate impact on people of color[1] nor a disproportionate burden on people with low incomes.

In Pace's own Title VI policy, in case of a major service change, minority populations must not bear "adverse effects" at rate more than 20% higher than non-minority population. Low-income populations must not bear adverse effects at a rate more than 10% higher than non-low income populations.

Title VI policy also requires Pace to ensure that its quality of service is as high on "minority" and "low-income" routes as on other routes[2].

1 This report prefers the term "people of color" to describe all people with a racial or ethnic identity other than, or in addition to, White and non-Hispanic. Title VI regulations use the term "minority" to describe the same population.

2 "Minority" or "low-income" routes are defined as those that operate in Census Tracts where the percentage of people that fall into these categories is above the regional average (40.2% minority, 14.6% low-income).

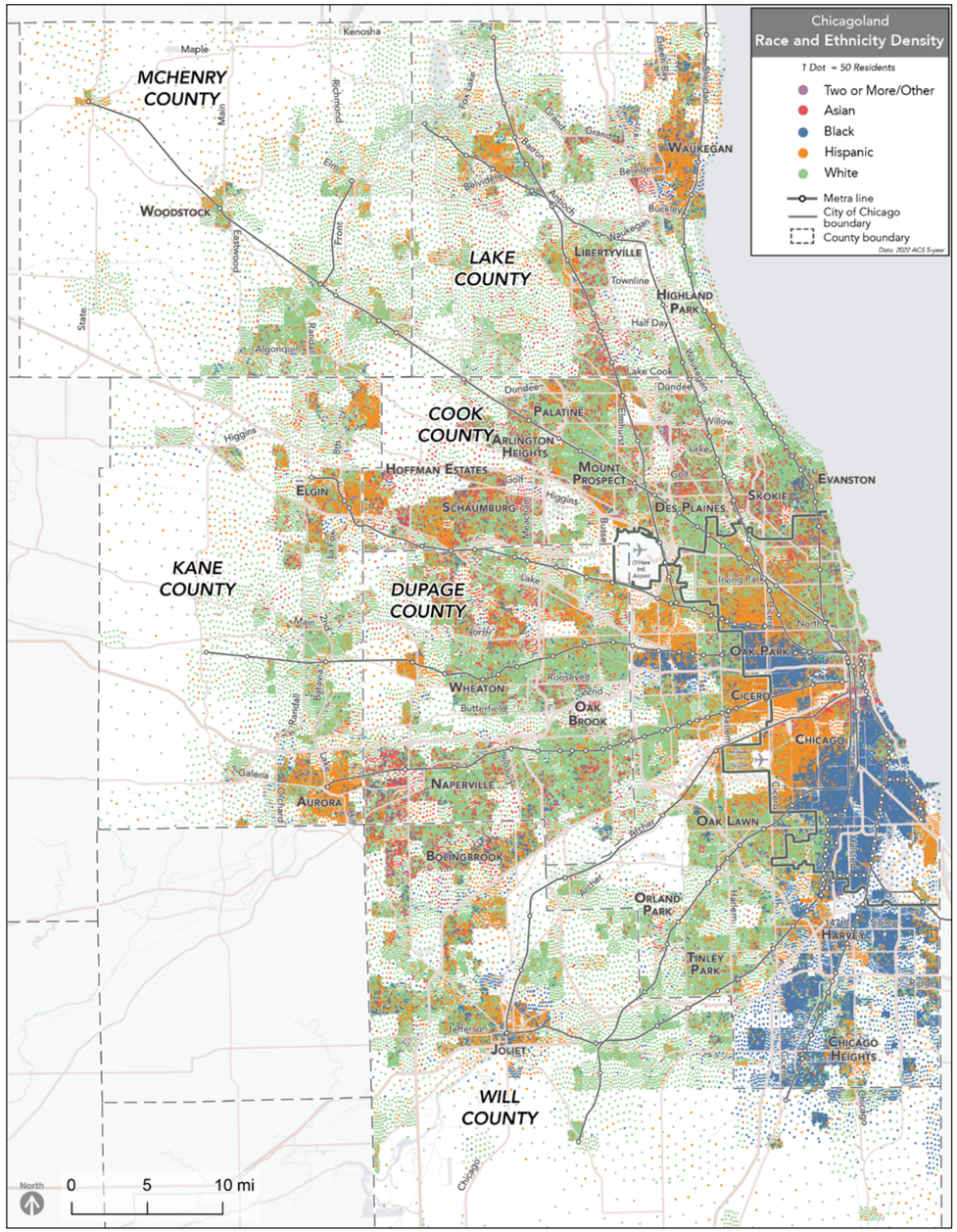


Figure 23: Map showing the distribution of residents by Census-reported race and ethnicity throughout the six counties served by Pace.

Geographic Equity

Matching Each Community's Contribution with a Corresponding Amount of Service

Historically, RTA public funding came from sales and other tax receipts that were tracked at the county level. Regional funding formulas specified both tax rates, and the percentages of each tax from each county that went to CTA, Metra or Pace.

Under this system, Pace suburban services tended to receive about 10% of regional public funding. Since the funds were collected and tracked at the county level, each county historically developed an expectation that it would receive a share of suburban bus service that matched its share of tax receipts.

Because the counties' development patterns vary widely, Pace's ability to provide efficient transit and achieve high ridership varies across the counties. **The expectation that service will be allocated by county in proportion to tax contributions is a form of coverage goal; it trades-off against high ridership.**

This expectation also conflicts with the goal of prioritizing service for people with the highest economic needs, because some counties have higher shares of low-income people and people without cars than others.

Overall, this expectation has tended to push Pace toward coverage goals, and toward developing special relationships, services and programs for each county. This has added complexity to Pace's service offerings and worked against the objective of providing a regionally cohesive system.

For example, Pace plans, administers, and operates multiple city- and county-level dial-a-ride programs designed around the expectations of partner jurisdictions. These programs expand the overall amount of service Pace provides and deliver important lifeline mobility in rural and exurban areas. Greater coordination and standardization among the programs could build on these benefits while making service easier to plan, administer, and operate consistently across the region.

A regional perspective can also strengthen the connection between equitable service levels and equitable outcomes. Coverage investments provide direct mobility benefits to people near service, while higher-ridership investments can generate benefits across the region, including reduced congestion and automobile emissions and improved farebox recovery. Considering both types of benefits will help Pace develop a service strategy that supports local access, regional performance, and equitable outcomes.

NITA
NORTHERN ILLINOIS TRANSIT AUTHORITY

pace reVision
REIMAGINING THE FUTURE OF TRANSIT

3 Key Outcomes of the Draft Plan

How was this Draft Plan developed?

Process

The ReVision Draft Plan was developed collaboratively among Pace planning, scheduling and community relations staff, with project consultants, in 2025 and 2026.

The consultant team presented preliminary information about this plan to the Pace Board of Directors in April 2026. Pace staff also consulted with staff at NITA (previously RTA), CTA and Metra about this plan and opportunities for future collaboration.

Detailed network maps and analyses of the outcomes of the Draft Plan were produced in the spring and summer of 2026.

Key Assumptions

The ReVision Draft Plan was built based on the following assumptions.

Additional Service

Service would increase by 50% overall, compared to March 2025.

This would require an estimated $150 million per year in additional operating funds for suburban bus service (in 2028 dollars), or about 17% of the net increase in regional transit funding anticipated between 2025 and 2028.

This level of investment is consistent with the amount of service Pace is able to operate with its existing facilities. To achieve this level of service, Pace would significantly increase the number of drivers and maintenance staff it employs.

The project team aimed to increase service in all parts of the Chicago suburbs. Overall, suburban bus service would increase by about 45% in Cook County, and about 65% in the collar counties, compared to March 2025.

One Ticket, One Timetable, One Network – Regional Coordination and Connections

The Draft Plan was designed to fit within NITA's larger vision of a regional transit network. It proposes many more frequent connections between Pace routes, CTA bus routes, and CTA and Metra rail lines than exist today.

The Draft Plan also considered areas where Pace and CTA service can productively complement each other. The ReVision project team directly consulted with the teams developing the CTA Bus Vision Project and the Metra Systemwide Network Plan.

Moving forward, Pace and CTA will partner with NITA to harmonize services that operate on the same streets and work with Metra to align interagency transfer schedules, as part of future pilot projects.

Service Goals

After an extensive outreach process in late 2024 and a review of the NITA Act in late 2025, the Pace Board of Directors instructed the project team to design the Draft Plan with:

- 70% of service improvements focused on increasing ridership.
- 30% of service improvements providing added coverage (even in places where ridership will be low).

The project team was also directed specifically to improve weekend service. As a result, most of the coverage investments in this Draft Plan are increases to Saturday and Sunday service in the collar counties.

Operating Environment

The ReVision Draft Plan is designed for implementation over five years starting in late 2027. In designing proposed service, the project team has assumed that, during that period:

- Buses will continue to travel at similar speeds as they do now.
- Road, sidewalk, crosswalk and intersection conditions will stay mostly the same.

As a result, the project team avoided proposing service on new corridors if it would trigger a need for major new infrastructure projects. This assumption will be reviewed in the future, as NITA considers opportunities to invest in more transit supportive infrastructure region-wide.

Pulse Arterial Bus Rapid Transit

This plan assumes that Pace will continue to invest in arterial rapid transit on previously identified corridors as resources become available.

Near-term Pulse corridors include 95th St, Halsted St, Harlem Ave and Cermak Rd/22nd Street. Longer-term corridors include South Western Ave, the South Halsted Extension, North Ave, and Touhy Ave.

Certain routes in this plan were designed explicitly to match future Pulse alignments. However, in analyzing the network's cost and outcomes, the project team did not rely on any speed improvements that may be the result of future improvements on those corridors.

Extra Rush-Hour Service Not Included

This Draft Plan would improve frequencies all day long on most suburban routes. With few exceptions, it does not specify extra service during rush hours. However, the project team set aside some of the service budget for extra rush hour trips that might be needed on a small number of routes. Those decisions will be made during the final stages of route planning.

No Changes to Employer-Funded Routes

A small number of existing Pace routes are funded mostly or entirely by employers (e.g. UPS, FedEx Amazon, Centerpoint) to serve their work sites at shift change times. The Draft Plan does not propose any changes to these routes.

No Changes to Dial-A-Ride

Pace operates and manages local Dial-A-Ride services funded in partnership with municipal and county governments. NITA will be conducting a regional Dial-a-Ride coordination study to assess and improve mobility options for users of this service.

No Changes to Vanpools

This Draft Plan assumes Pace will continue to operate its existing Vanpool program, including VanGo.

Summary of Network Changes

Bus routes would be more frequent.

Pace has recently invested in better frequencies along 95th St, 159th St, South Western Ave, Cermak Rd/22nd Street, and Austin Blvd. This Draft Plan includes frequency upgrades to many more routes throughout the region.

Service frequency would be improved to **every 15 minutes** or better on corridors such as:

- **Touhy Rd, Central Ave/Niles Center Rd, and Algonquin Rd** in north Cook County.
- **Mannheim Rd, and 1st/5th Ave** in west Cook County.
- **West 79th St, and Cicero Ave** in south Cook County.
- The **I-90 express corridor**, from Elgin to Rosemont.

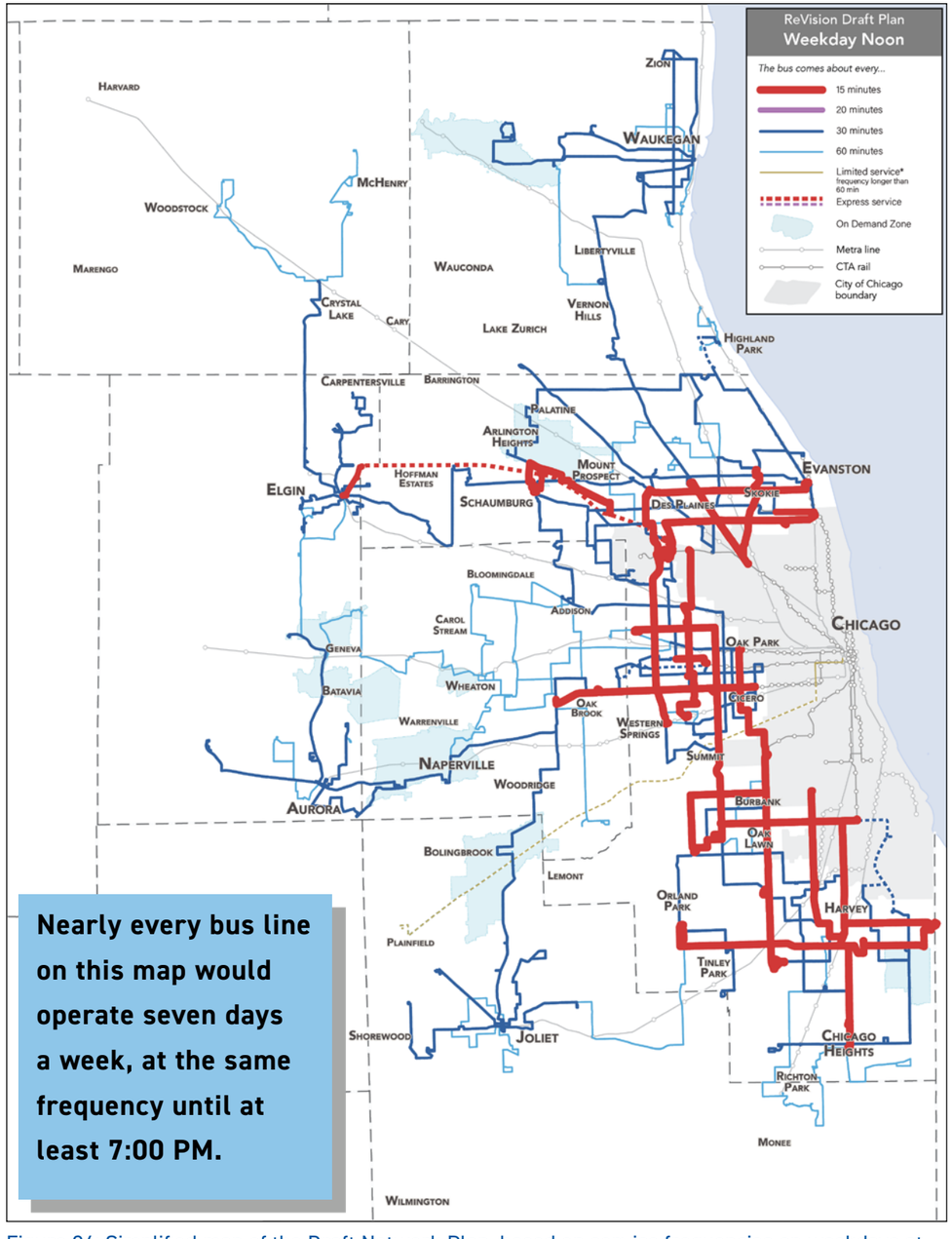
It would also include upgrading service to **every 30 minutes** on corridors such as:

- **Lewis Ave, and North Milwaukee Ave** in Lake County.
- **Dundee Rd, Harlem Ave/Waukegan Rd, and Oakton St** in north Cook County.
- **Grand Ave, 25th Ave, and Ridgeland Ave** in west Cook County.
- **Torrence Ave, and South Kedzie** Ave in south Cook County.
- **I-290/I-88 express service from Forest Park to Oak Brook**, continuing to Naperville via Ogden Ave.
- **Yorktown to Joliet**, via Woodridge and Bolingbrook.
- **Most local routes in Waukegan, Elgin, Aurora and Joliet.**

Bus routes would serve more places.

The Draft Plan would extend all-day bus service to more suburban areas including:

- Service **every 30 minutes** on Rand Rd and Dundee Rd in northwest Cook County; through Addison, Wood Dale and Itasca in DuPage County; and to Waubonsee Community College in Aurora.
- Service **every 60 minutes** to McHenry and Woodstock in McHenry County; on Crawford Ave south of 183rd in south Cook County; in Lombard, Villa Park and West Chicago in DuPage County; and on Lincoln Hwy between Joliet and Tinley Park.
- On Demand service in employment areas around I-55 in Bolingbrook and Romeoville.



Nearly every bus line on this map would operate seven days a week, at the same frequency until at least 7:00 PM.

Figure 24: Simplified map of the Draft Network Plan, based on service frequencies on weekdays at noon. A more detailed map was presented on page 14.

More buses would run every day, and later in the evening.

Historically, Pace has provided less service on Saturdays and Sundays than on weekdays, especially outside Cook County. Service has also been much lower after 6 PM than earlier in the daytime.

This has created known service gaps. Many people's work commutes happen during the evenings and weekends – most retail, restaurant and service workers take at least one weekend shift every week, and often commute home at night. Even among 9-to-5 workers, they also travel at all times of day and week for social, recreational, shopping and other reasons.

New funding is an opportunity for Pace to address these gaps, and make the transit network easier to use and legible for all. Under the Revision Draft Plan, **every all-day bus route in the region would operate seven days per week** and most bus routes would operate until 9:30 PM every day.

As shown in Figure 25, the Draft Plan would establish a region-wide frequency-based standard for spans of service in the suburban bus network:

- **Pulse** and **Frequent** routes (in **red** on the maps) would all operate every 15 minutes until 9:30 PM, and every 20 minutes until 12:30 AM, seven days per week.
- **Basic** routes (in **dark blue** on the maps) would operate every 30 minutes until 9:30 PM, and every 60 minutes until 12:30 AM on weekdays. On Saturdays and Sundays, Basic routes would operate every 30 minutes until 7:00 PM, and every 60 minutes and until 9:30 PM on Saturdays and Sundays.
- **Coverage** routes (in **light blue** on the maps) would operate every 60 minutes until 7:00 PM every day.

ReVision Draft Plan – Typical Weekday Frequencies

How many minutes between two buses on the same route?

Route Category	Morning *about 5:30 AM to 9:00 AM*	Daytime *about 9:00 AM to 3:00 PM*	Afternoon *about 3:00 PM to 7:00 PM*	Evening *about 7:00 PM to 9:30 PM*	Late *about 9:30 PM to 12:30 AM*
Pulse	15	15	15	15	20
Frequent	15	15	15	15	30
Basic	30	30	30	30	60
Coverage	60	60	60		
On Demand	On Demand	On Demand	On Demand		
Peak Only	Set Trips		Set Trips		

ReVision Draft Plan – Typical Saturday and Sunday Frequencies

Route Category	Morning *about 5:30 AM to 7:00 AM*[1]	Daytime *about 7:00 AM to 7:00 PM*[2]	Evening *about 7:00 PM to 9:30 PM*	Late Evening *about 9:30 PM to 12:30 AM*
Pulse	15	15	15	20
Frequent[3]	30	15	15	30
Basic	60	30	60	
Coverage	60	60		

1 6:30 AM to 8:00 AM on Sundays

2 8:00 AM to 7:00 PM on Sundays

3 Route 352 (Halsted) would retain overnight service every 30 minutes between 12:30 AM and 5:30 PM from 95th St to Harvey.

Figure 25: Frequencies and service spans by route type in the ReVision Draft Plan.

Many routes would change; a few would be removed.

This plan is not just a service increase. It also redesigns many parts of the Pace network. In nearly all cases, the ReVision Draft Plan would **serve the areas Pace currently serves, but not necessarily with the same routes and stops.** Some of the most impactful changes would include the following:

- Many routes would be extended to enable **more direct to travel to major regional destinations** like Hawthorn Mall, Woodfield Mall, Loyola/ Hines, Oakbrook Center, O'Hare Airport, Midway Airport, and many others.
- **Routes in Cook County would form a simpler grid** of north-south and east-west services. This would add new routes on some streets and remove routes from other streets.
- **Every route in Elgin would become a two-way route**, where buses operate on the same street in both directions, instead of the one-way loops that exist today.
- **Some On Demand zones would be replaced by regular bus routes** operating within or near the zone (e.g. Hoffman Estates, Southeast Aurora, Vernon Hills-Mundelein).
- **In a few areas with very low ridership, service would be discontinued.** This is only proposed in areas with low densities of low-income or zero-vehicle households.

Weekday Daytime - Existing Network vs. Draft Plan

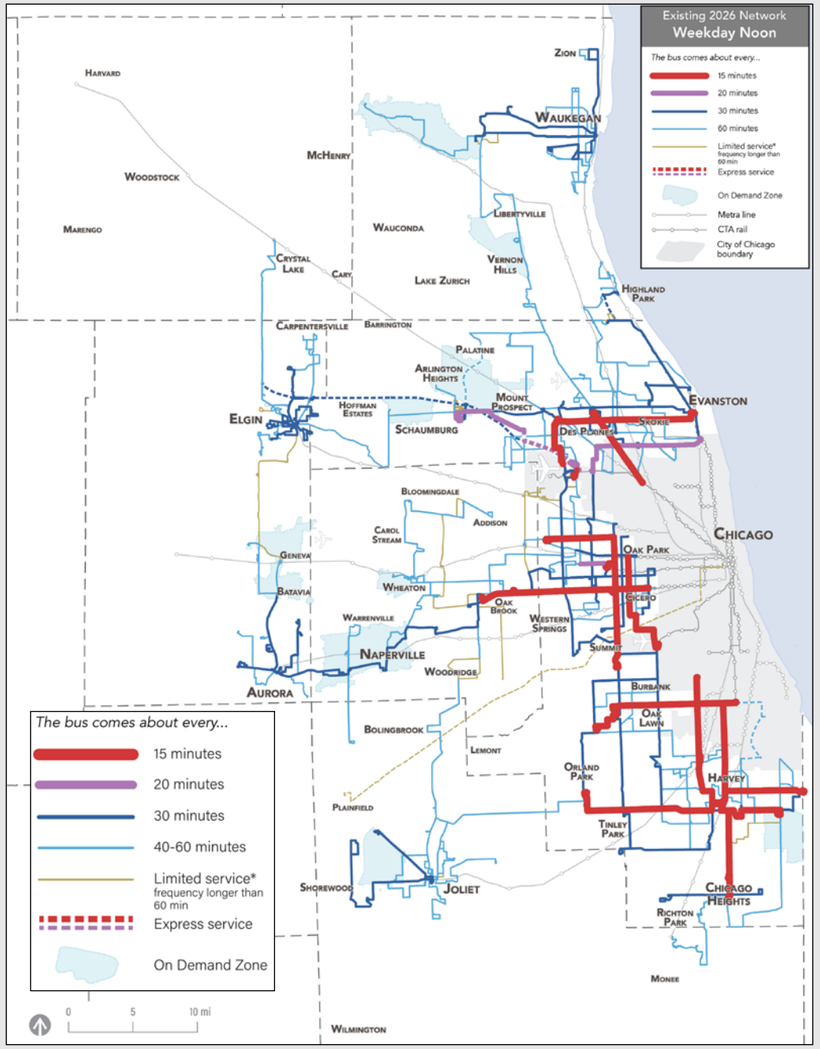
This page and the following pages are designed to allow the reader to compare the existing network and the Draft Plan, in terms of where buses would run, at what frequencies, and for how much of the day and week.

The maps on this page show the difference between the existing network and the Draft Plan on weekdays between about 9:00 AM and 3:00 PM.

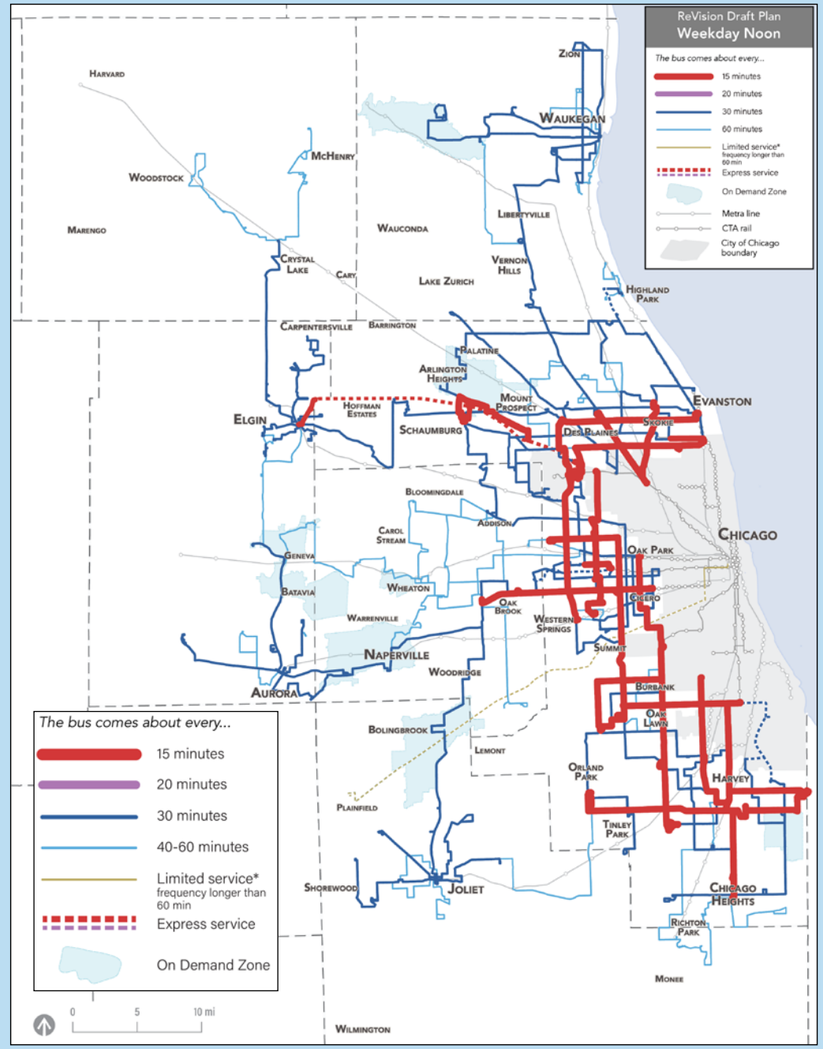
On weekdays, during the day, if the Draft Plan is implemented:

- **11%** of suburban residents would be located near **frequent service**, every 15 minutes or better, compared to 7% today.
- **30%** would be located near bus or rail service every 30 minutes or better, compared to 20% today.
- **38%** would be located near bus or rail service every 60 minutes or better, compared to 36% today.
- **43%** would be located near **any bus or rail service**, including On Demand service, compared to 42% today.

Existing Service



ReVision Draft Plan



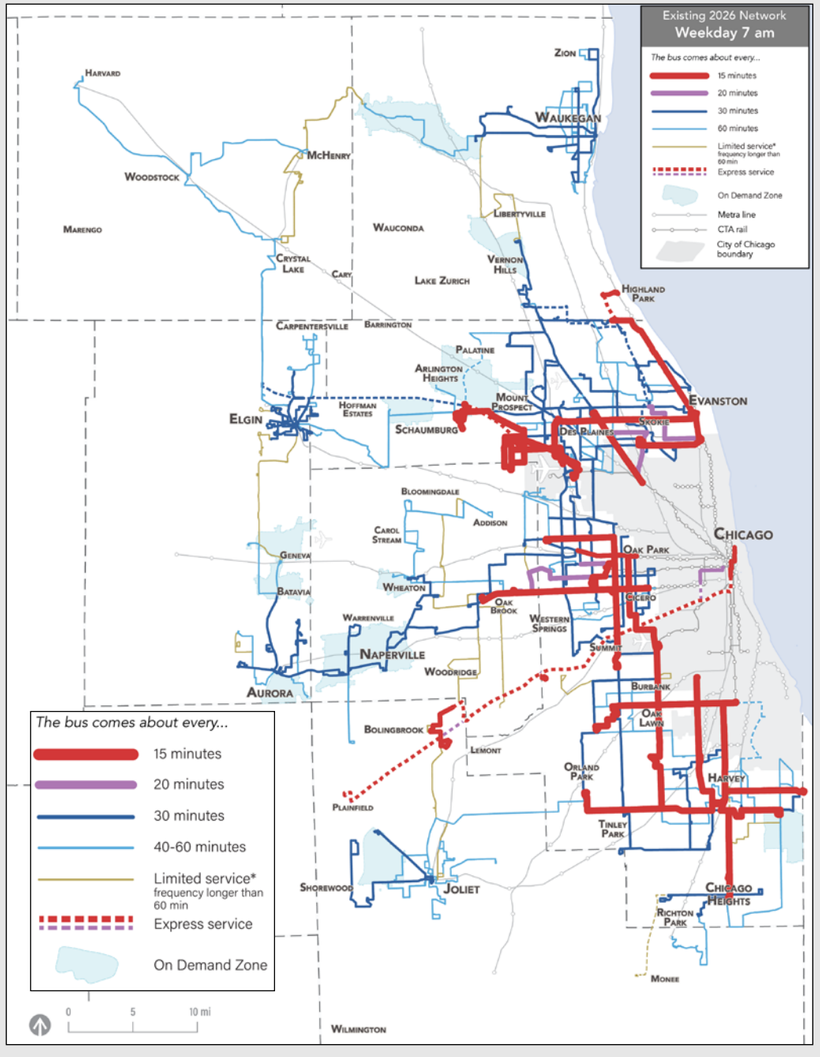
Weekday Rush Hours - Existing Network vs. Draft Plan

The maps on this page show the difference between the existing network and the Draft Plan on weekdays during morning rush hours, between about 6:00 and 9:00 AM.

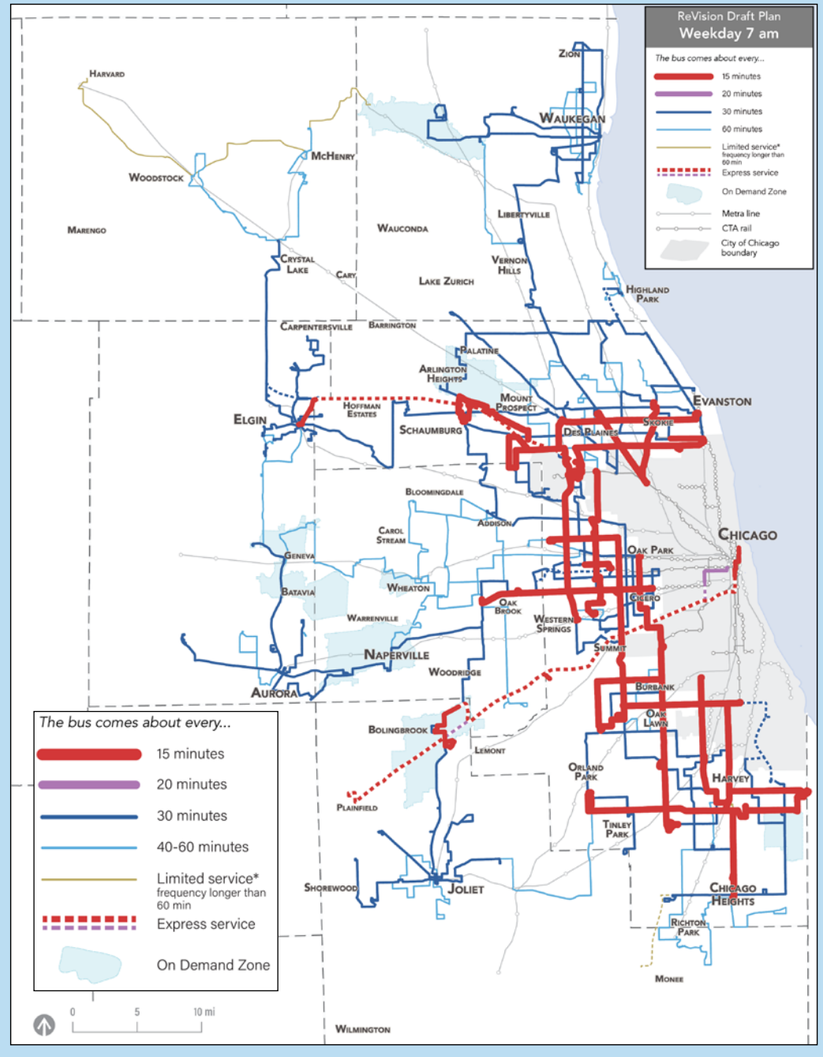
On weekdays, in morning rush hours, if the Draft Plan is implemented:

- **11%** of suburban residents would be located near **frequent service**, every 15 minutes or better, compared to 9% today
- **30%** would be located near bus or rail service every 30 minutes or better, compared to 26% today
- **38%** would be located near bus or rail service every 60 minutes or better, compared to 37% today
- **44%** would be located near **any bus or rail service**, including On Demand service, compared to 43% today.

Existing Service



ReVision Draft Plan



Weekday Evenings - Existing Network vs. Draft Plan

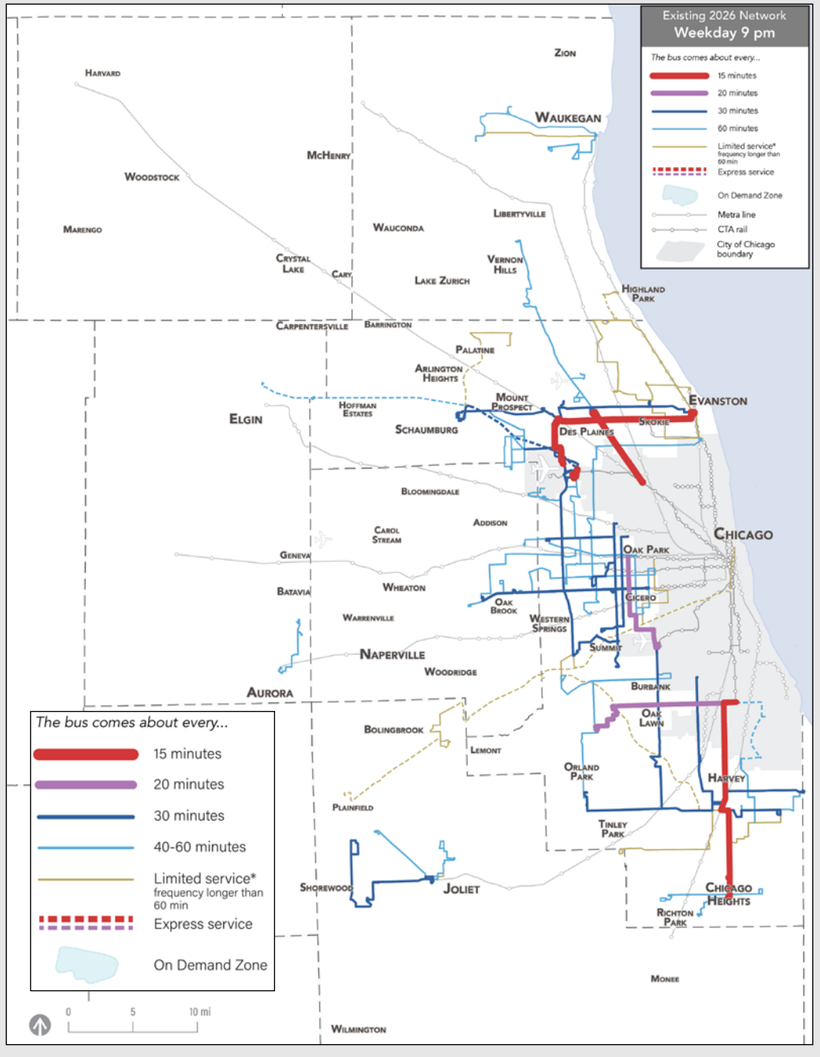
The maps on this page show the difference between the existing network and the Draft Plan on weekdays during the evening, around 9:00 PM.

Evening service doesn't usually attract as many riders as daytime service. Nonetheless, good evening service is important in building high ridership, because it allows people to rely on transit for a wide variety of trips. Evening service is especially vital for retail, service and healthcare. It also allows everyone to travel during the day without worrying that they'll end up stranded because the bus route ends service too early.

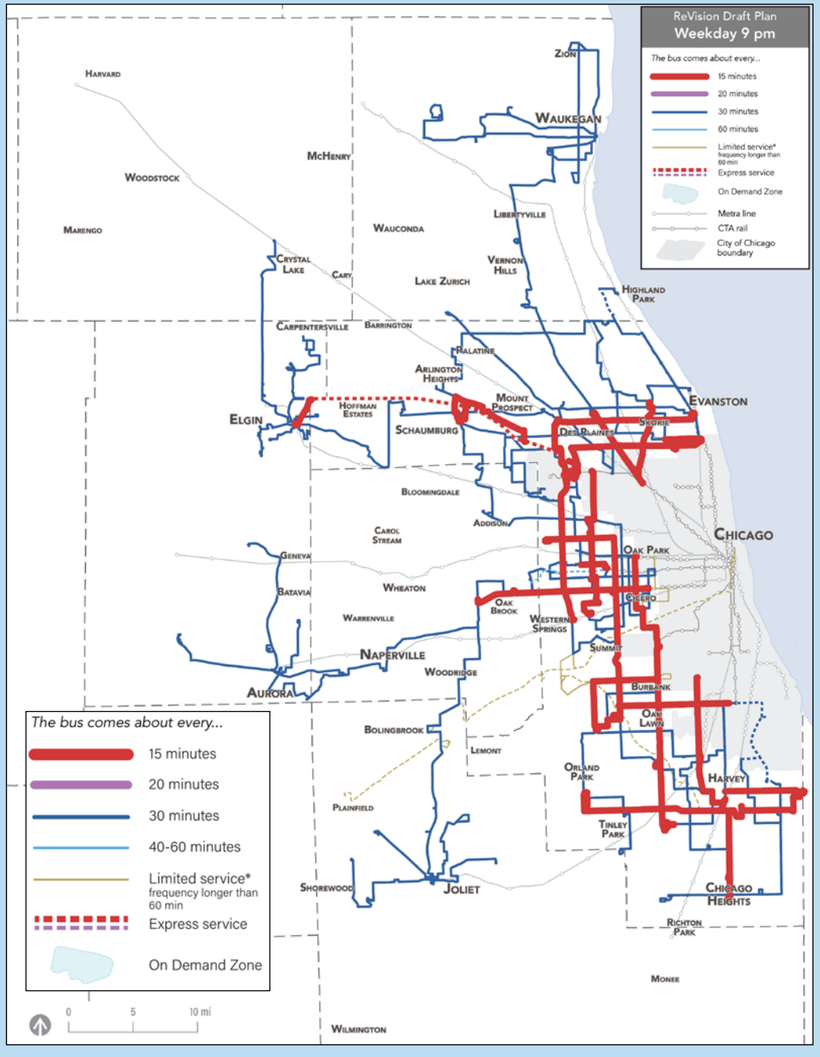
On weekdays, around 9:00 PM:

- **11%** of suburban residents would be located near **frequent service**, every 15 minutes or better, compared to 4% today
- **30%** would be located near bus or rail service every 30 minutes or better, compared to 10% today
- **30%** would be located near bus or rail service every 60 minutes or better, compared to 18% today
- **31%** would be located near **any bus or rail service**, compared to 21% today.

Existing Service



ReVision Draft Plan



Sunday Daytimes - Existing Network vs. Draft Plan

The maps on this page show the difference between the existing network and the Draft Plan **on Sundays in the daytime.**

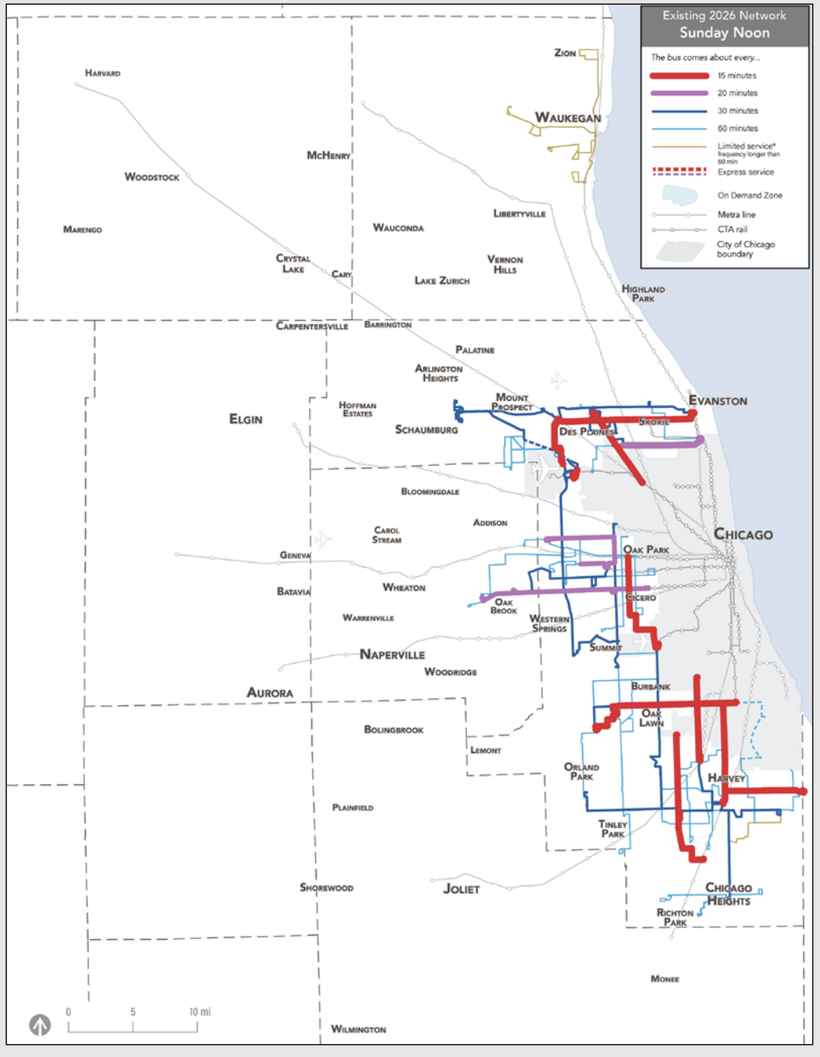
Weekend travel has grown over the past 50 years, as the U.S. economy has shifted towards consumption and services, and as car transportation has become cheaper. Most people travel on Saturdays and Sundays, for a variety of social, recreational, shopping and personal reasons. Weekend travel also includes many commutes – most retail, restaurant and service workers commute on weekends.

On Sundays, in the daytime:

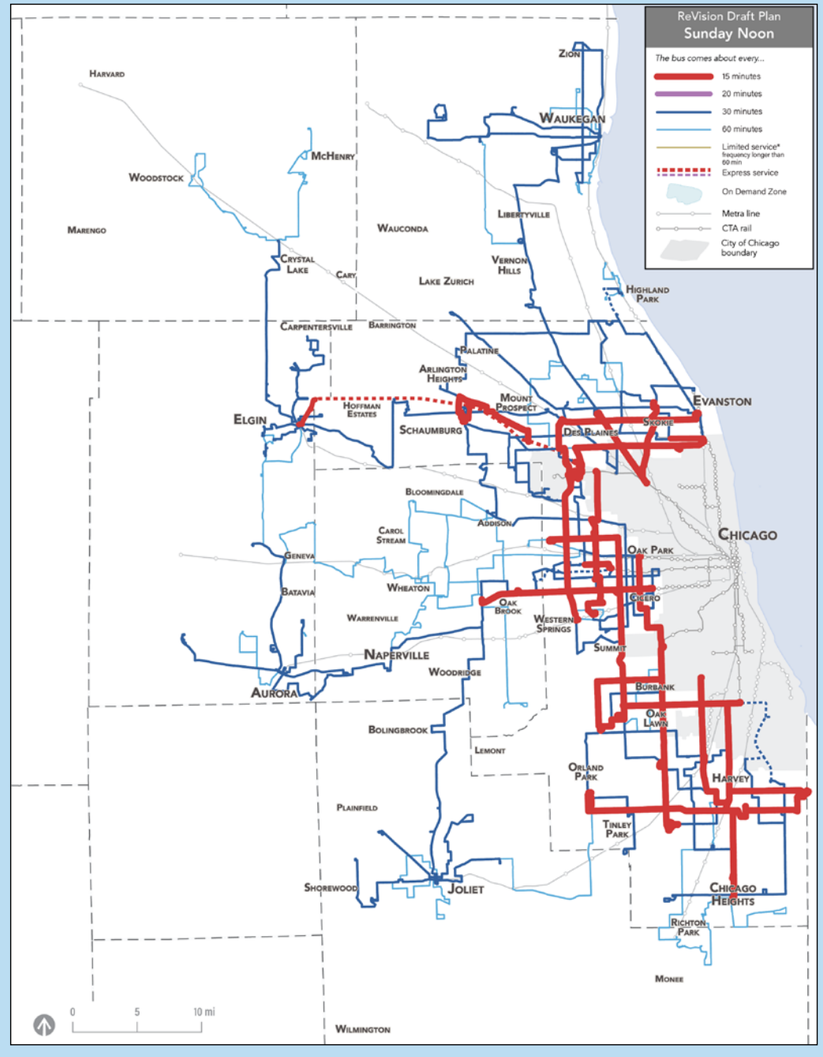
- **11%** of suburban residents would be located near **frequent service**, every 15 minutes or better, compared to 4% today
- **30%** would be located near bus or rail service every 30 minutes or better, compared to 11% today
- **38%** would be located near bus or rail service every 60 minutes or better, compared to 17% today
- **38%** would be located near **any bus or rail service**, compared to 19% today.

The ReVision Draft Plan would massively increase weekend service on the suburban bus network.

Existing Service



ReVision Draft Plan



Useful transit provides access to opportunities in a reasonable amount of time.

Access to Opportunity

Many factors affect people's decision to use transit, but the most fundamental one is time. Most potential riders are working, studying, or caring for family (or all three!) and have a limited amount of time to spend traveling. Even people who can't drive won't necessarily use transit if it takes more time than they can spare.

For this reason, this report focuses on **how many destinations someone can reach in a fixed amount of time**, and whether changes to bus service could improve that.

The "Wall Around Your Life"

Wherever you are, there is a limited number of places you can reach in a given amount of time. This can be illustrated on a map as a blob around your location, as shown in Figure 26.

You can think of the edges of this blob as a "wall around your life." Beyond this area are things you can't do because it takes too long to get there. Any jobs, schools, stores, friends, and any other resources outside this area are less available to you because they are hard to reach.

Changes in transit service that reduce how long people have to wait for service, ride along a route, or walk to and from destinations will shorten their travel times. The redesign of an entire network – like the ReVision Draft Plan – can make those changes in ways that benefit large numbers of people.

Measuring Access

Measuring access to and from useful destinations is a good way to capture how the design of the network leads to ridership.

When access is high, it means that when someone looks up a trip they want to make, they are more likely to find that the travel time is reasonable.

But access to opportunity is a good thing separate from the ridership that it generates.

- In real estate, access contributes to the value of a location.
- Access to jobs and education is a critical need for people with low incomes, who are more likely to rely on transit, because transportation is a common barrier to these things.
- Access is a measure of how many options we have in our lives. In this sense, **access to opportunity is a measure of freedom**, which needs no other justification.

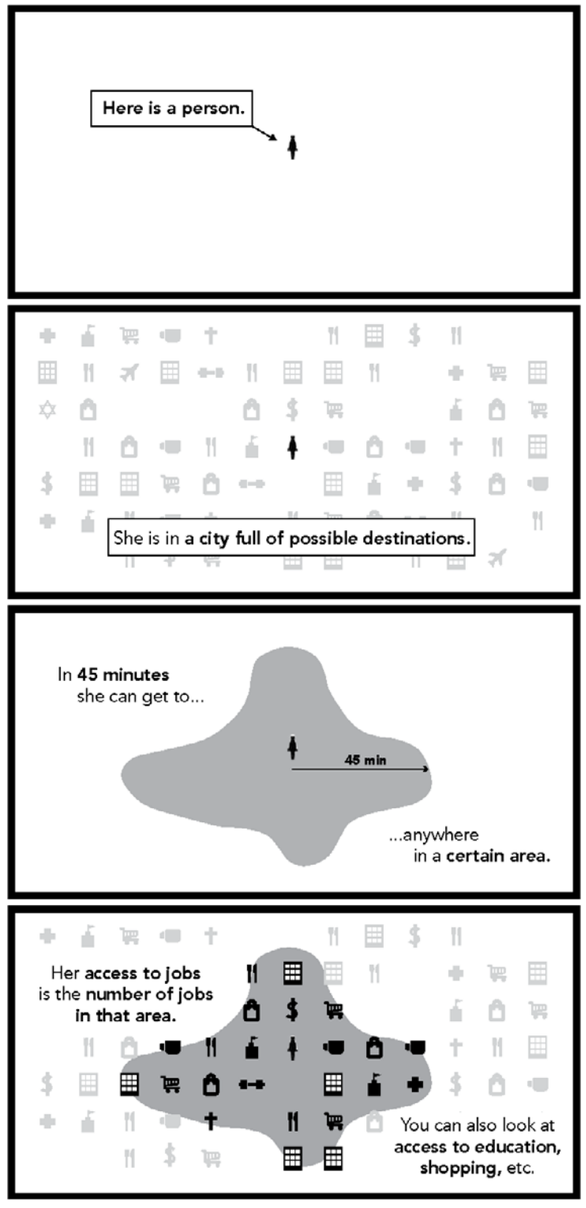


Figure 26: Illustration of Transit Access to Opportunities.

Example – Access to Opportunity from One Location

Measuring Changes in Access From One Location.

Figure 27 illustrates how route and frequency changes in the Draft Plan can change transit's usefulness for travel to and from a particular location – in this case, 79th St & Harlem Ave, in southwest Cook County.

- The **purple area** represents where a person could go by transit today, in 60 minutes or less.
- The **blue area** represents how much farther someone could go by transit in future.
- The **pink area** represents places someone could go by transit today, but not in future.

What causes changes in access in the Draft Plan?

The 60 minute travel time on this maps covers an entire door-to-door trip, including walking, riding and transfer time. It also includes the average time someone would spend being inconvenienced by the route's frequency, by waiting either at the origin or the destination. Average waiting and transfer times are set at half of the frequency of each route.

In the Draft Plan, buses are assumed to travel at about the same speed as they do today.

The differences in access shown for 79th & Harlem reflect a combination of changes in:

- **Where** transit routes would operate, which determines walking time.
- **How frequent** each route would be, which determines waiting and transfer times.
- **How direct** each route would be, which affects in-vehicle time.
- Where routes connect with one another, which affects how many different directions someone can travel in within their limited time.

The map in Figure 27 shows access changes to and from only one location – but the project team did the same analysis for *every location across the entire six-county Pace service area.* The results, for residents in the entire region, are shown on the next page.

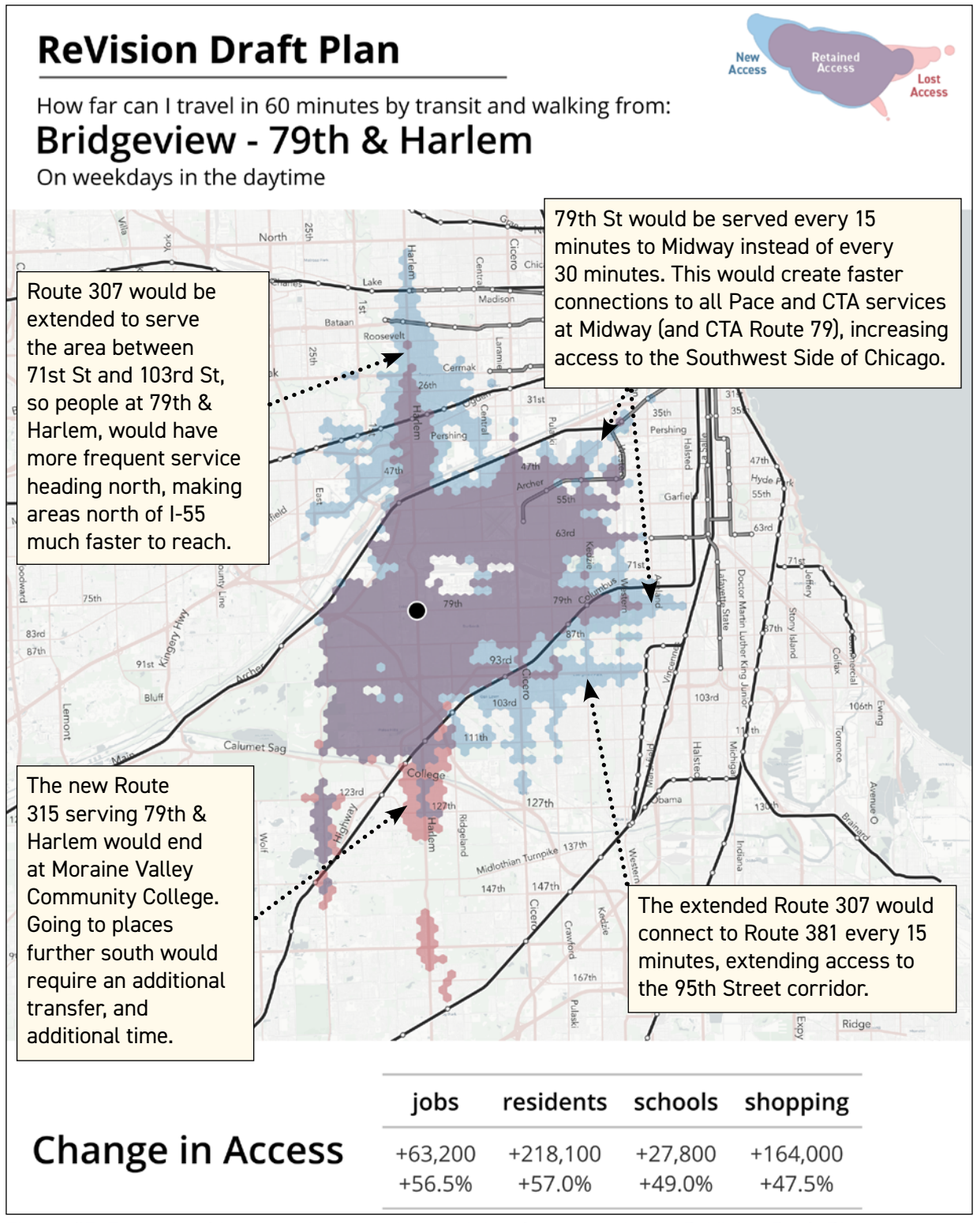


Figure 27: Example of increased access due to higher frequency in the ReVision Draft Plan

Access to Opportunity - Regional Impacts of the Draft Plan

People could use transit to go more places, in less time.

The Draft Network would reduce travel times by transit in areas where millions of people live. This is illustrated by the map in Figure 28, on which:

- Each dot shows where 100 people live.
- **Green dots are residents in areas where transit would become more useful**, if this plan is implemented. The number of jobs someone could reach within 60 minutes or less, door-to-door, using transit and walking would increase.
- **Brown dots are residents in areas where transit would become less useful.** The number of jobs someone could reach in 60 minutes would decrease.

Maps that show change in access to other destinations, like schools and shopping, are shown on the next page.

If this plan is implemented, the typical suburban resident will be able to reach:

+ 82% more jobs

+ 73% more stores

+ 66% more schools

...within 60 minutes or less, on transit, on weekdays.

People all over the region and at all income levels would benefit.

How many people would be affected?

If the ReVision Draft Plan is implemented:

- **2.24 million suburban residents,** or **40%** of the population, live in places where transit would provide access to at least + 5,000 more jobs within 60 minutes. This includes 48% of low-income residents, and 47% of people of color.
- **230,000 suburban residents,** or about **4%** of the population, live in places where transit would provide access to fewer jobs by transit within 60 minutes. This includes 4% of low-income residents and 4% of people of color.

This plan would also benefit many people living at the northern, western and southern edges of the City of Chicago, as shown by the number of green dots in those areas in Figure 28.

For shopping destinations:

- **2.77 million suburban residents (49%)** live in places where transit would provide access to more shopping destinations within 60 minutes.
- **423,000 suburban residents (8%)** live in places where transit would provide access to fewer shopping destinations within 60 minutes.

For school destinations

- **2.03 million suburban residents (36%)** live in places where transit would provide access to more school destinations within 60 minutes.
- **190,000 suburban residents (3%)** live in places where transit would provide access to fewer school destinations within 60 minutes.

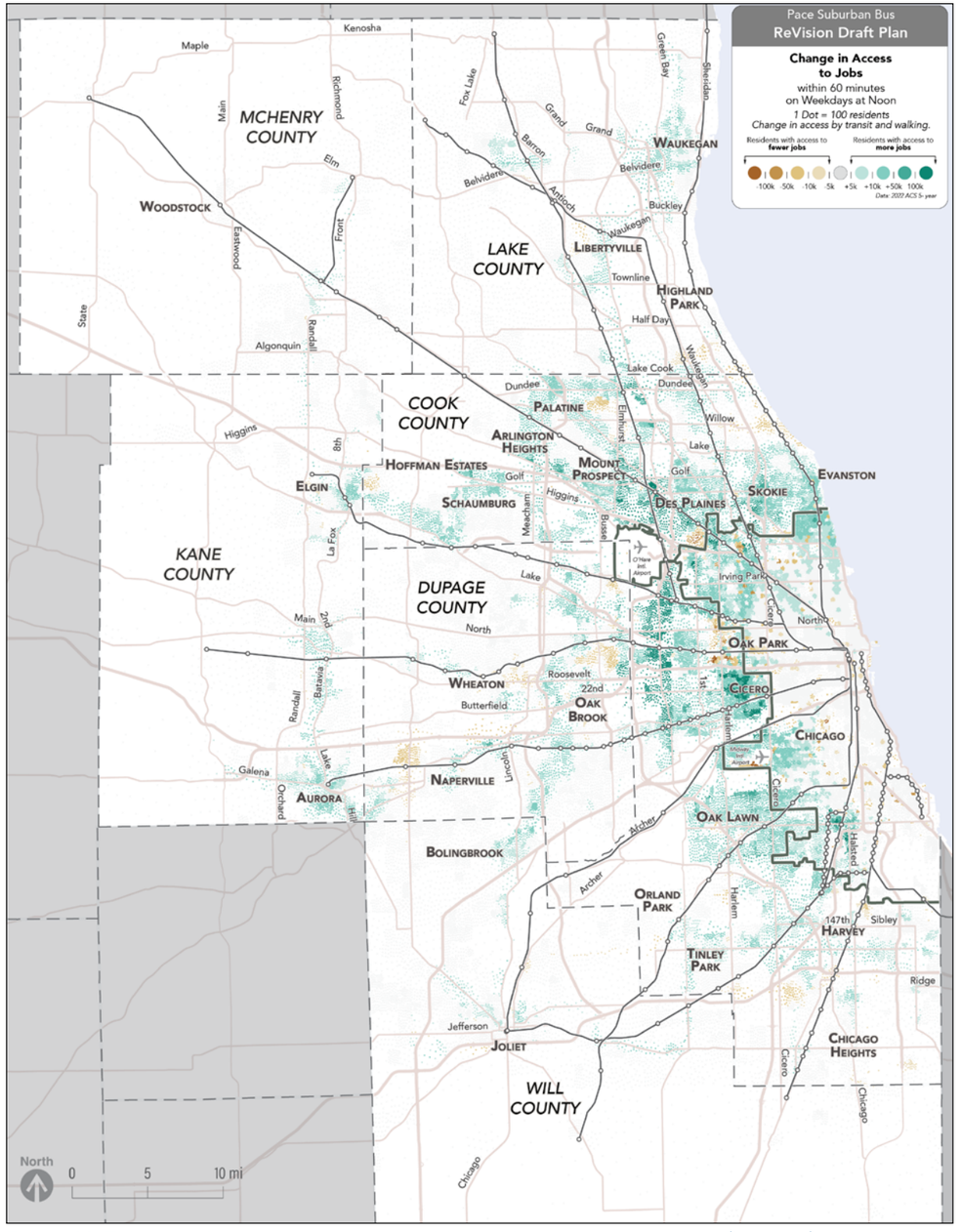


Figure 28: This map shows where transit would provide access to more jobs (in green) or fewer jobs (in brown) within 60 minutes, if the ReVision Draft Plan is implemented. Each dot represents 100 residents.

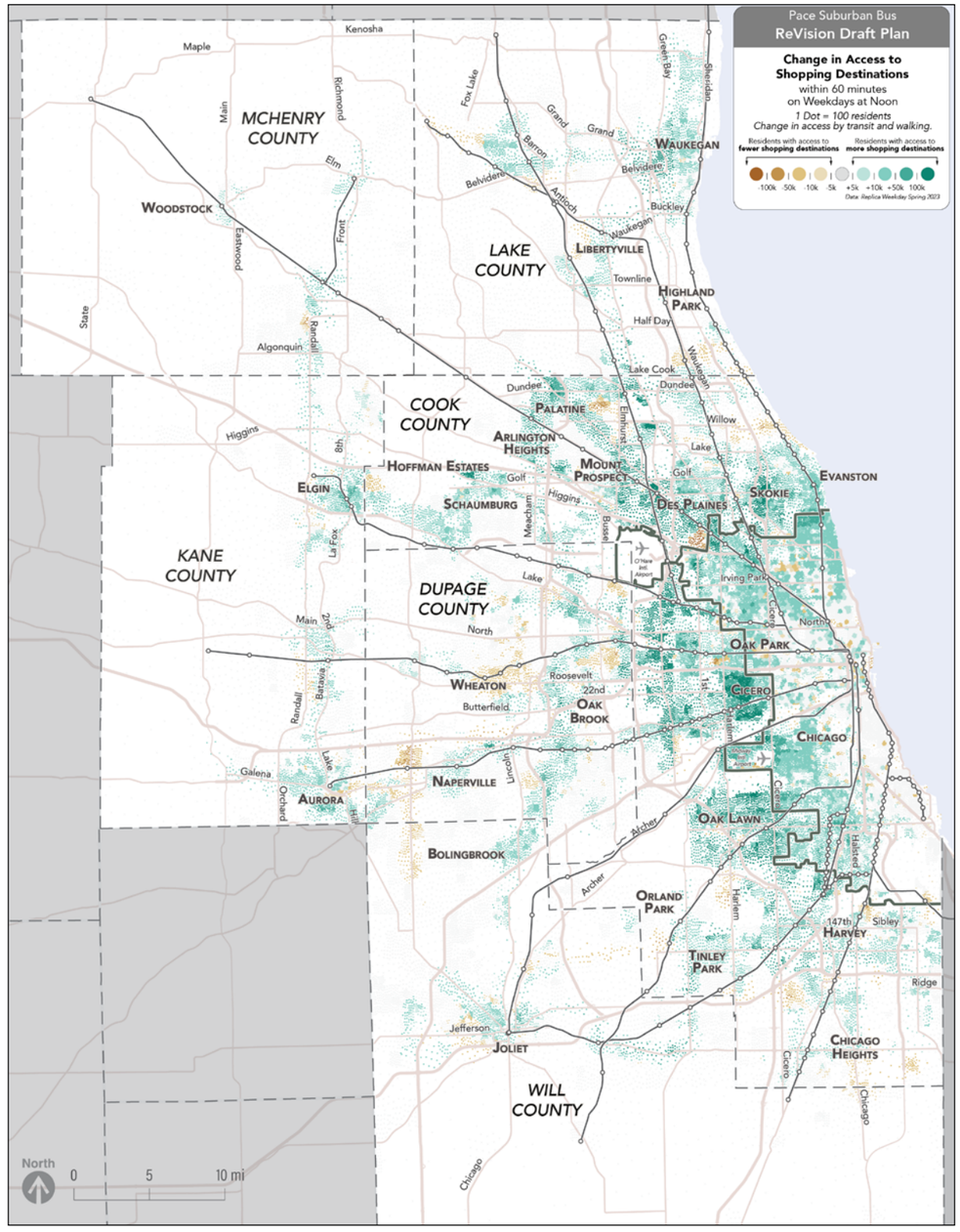


Figure 29: Residents' change in access to shopping destinations by transit within 60 minutes, on weekdays.

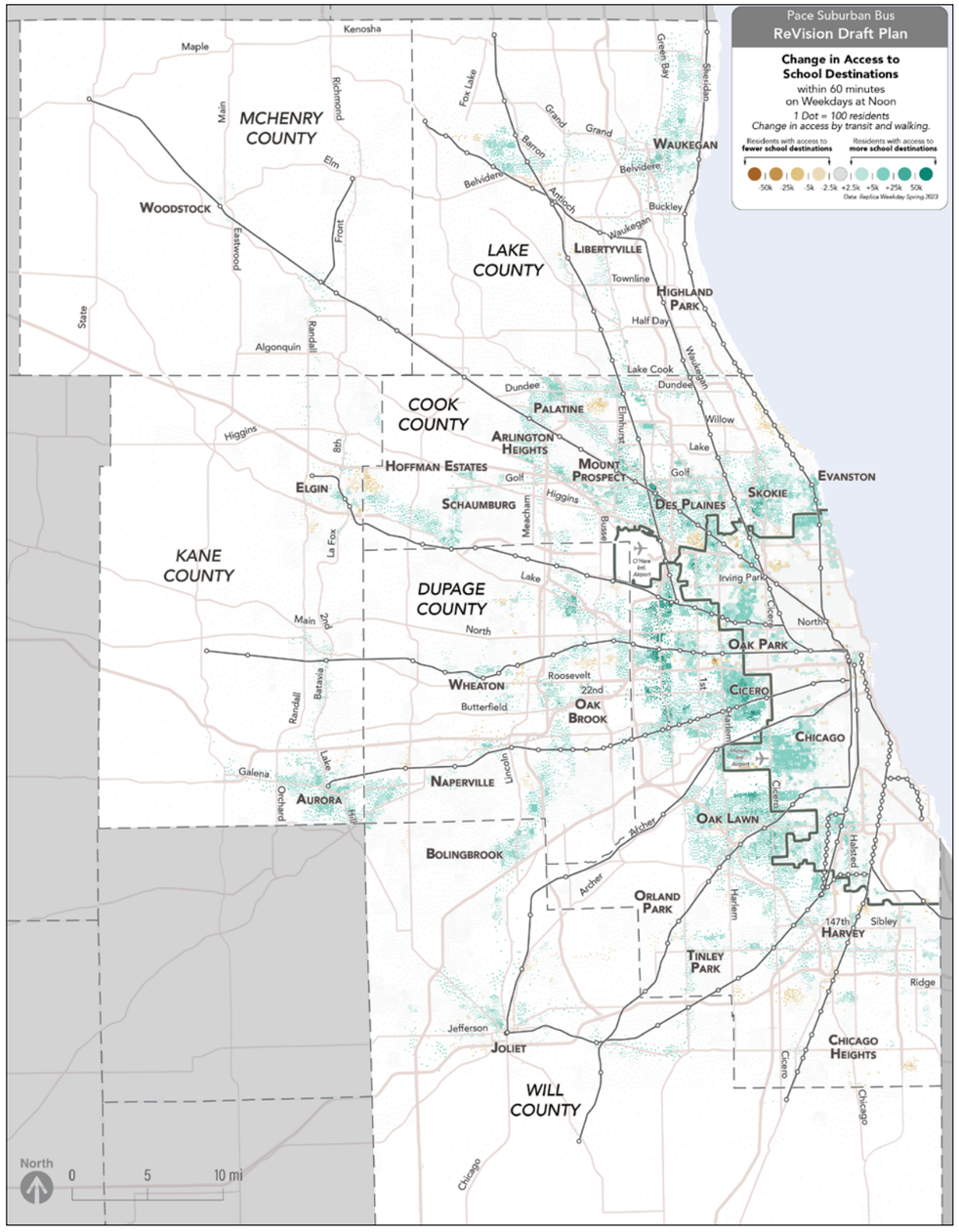


Figure 30: Residents' change in access to school destinations by transit within 60 minutes, on weekdays.

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REIMAGINING THE FUTURE OF TRANSIT

4 The Draft Plan in Detail

How to Read This Chapter

Subareas

This chapter describes the existing 2026 suburban bus network, and the network included in the ReVision Draft Plan by subareas of the region. From north to south, these are:

- McHenry County
- Waukegan and Lake County
- Elgin, northern Kane and far Northwest Cook County
- Northwest Cook County
- Northeast Cook County
- Aurora, southern Kane and western DuPage County
- West Cook and eastern DuPage county
- Joliet and northern Will County
- South Cook County

The page number for the beginning of the section on each subarea is included in the reference map on page 43.

Maps

For each subarea, the "Maps" page shows a zoomed-in version of the existing and proposed networks, side by side, so you can compare them directly. On these maps:

- **Red** lines indicate buses that come **every 15 minutes or better**.
- **Purple** lines indicate buses that come about **every 20 minutes**.
- **Dark blue** lines indicate buses that come about **every 30 minutes**.
- **Light blue** lines indicate buses that come about **every 60 minutes**.
- Light blue areas indicate **On Demand** service.
- **Gold means limited service**. This may be service only at rush hours, or just a few trips per day.

Network Descriptions

After the "Maps" page, each subarea features a description of the general features of the local transit network, and a listing and description of all the Pace bus routes and On Demand zones serving this area.

These descriptions use the route frequency colors to help the reader identify the routes more easily on the maps. They also identify **Pulse** routes using a **darker shade of purple**, to match the purple on-street branding of Pulse lines and buses.

The descriptions of each route in the existing network generally provide:

- Route number.
- Typical weekday daytime frequency.
- Where the route generally operates or would operate.
- Whether the route operates on Saturdays and Sundays. In areas where there is no Sunday service in the existing network, this may be described in the area overview.

The descriptions of each route in the ReVision Draft Plan network focus specifically on how those key characteristics would change.

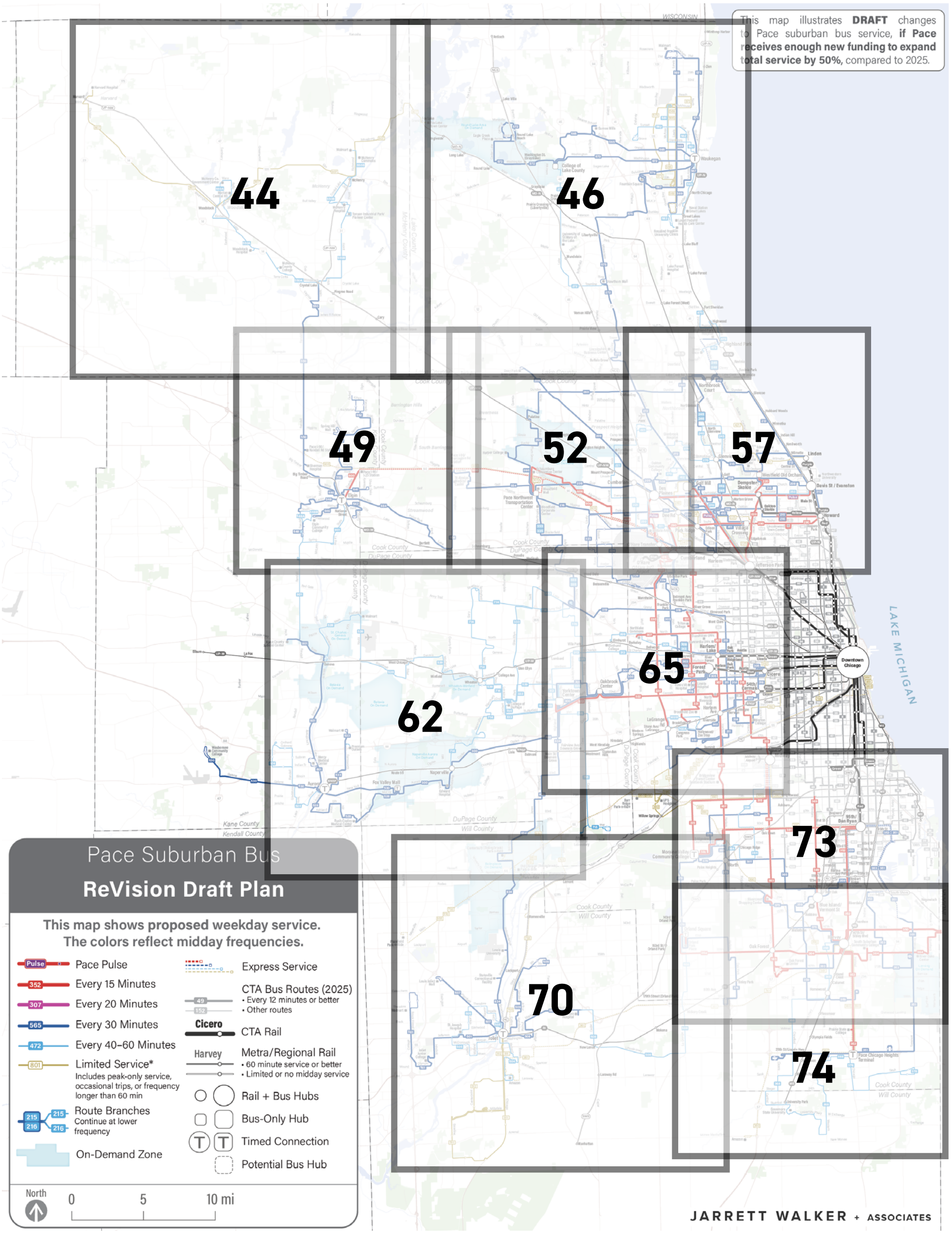
Existing 2026 Service

Maps and descriptions of the existing network in 2026 are located under a heading that looks like the one above this paragraph.

ReVision Draft Plan

Maps and descriptions of the proposed network in the ReVision Draft Plan are located under a heading that looks like the one above this paragraph.

Reference Map - Network Subareas



McHenry County - Maps

Existing 2026 Service

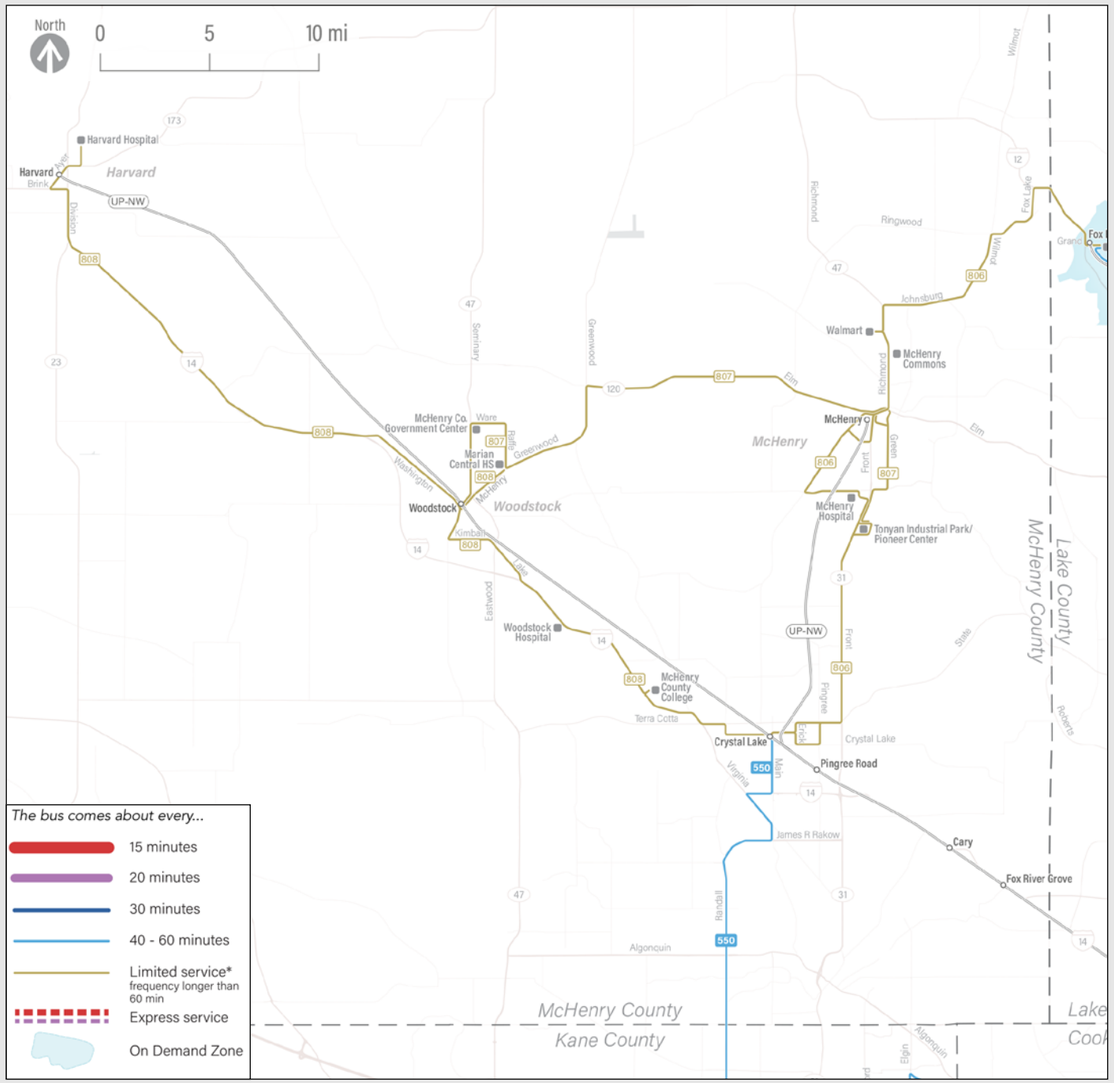


Figure 31: Map of existing Pace routes and frequencies in McHenry County.

ReVision Draft Plan

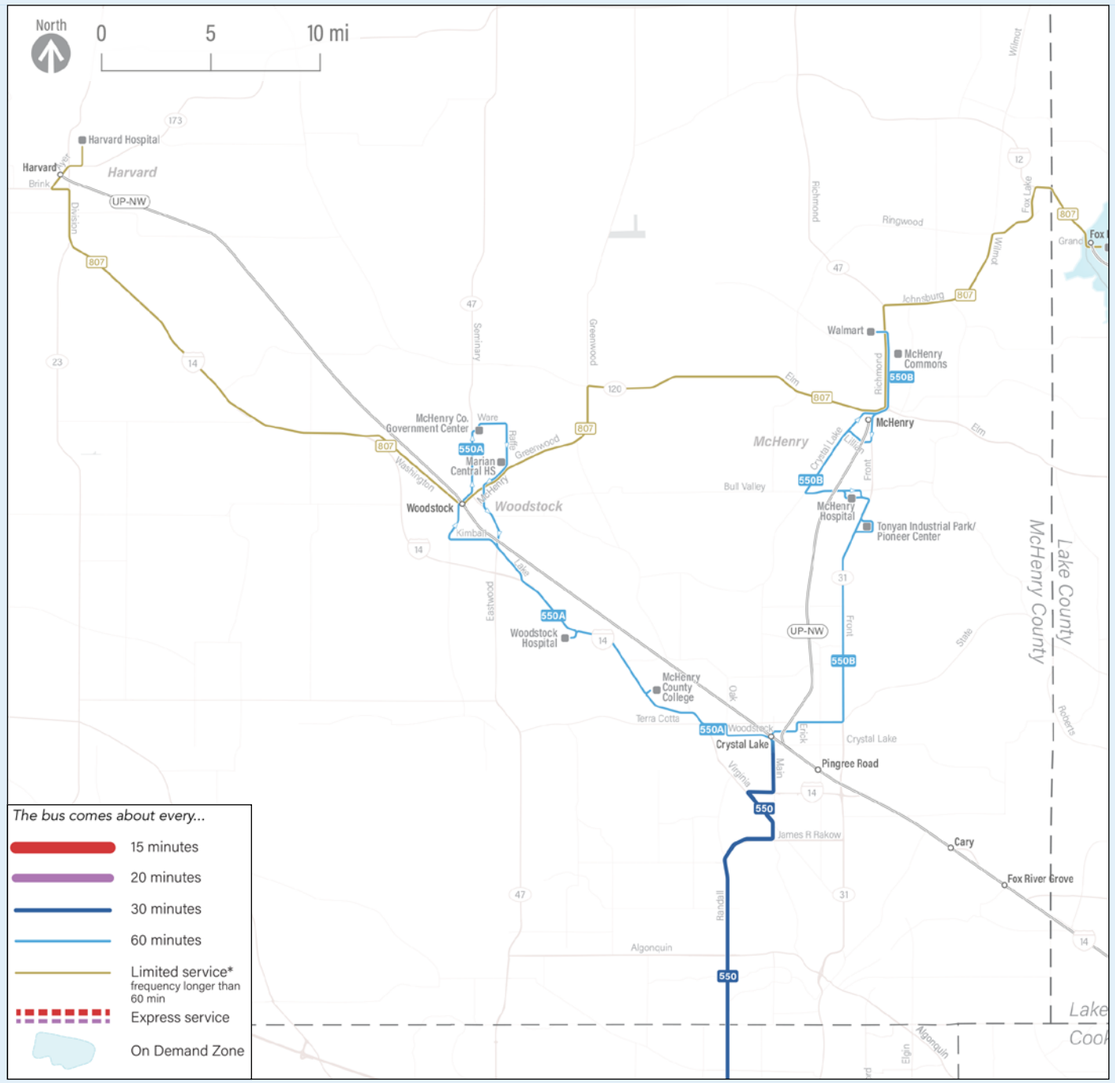


Figure 32: Map of draft plan Pace routes and frequencies McHenry County.

McHenry County - Network Descriptions

Existing 2026 Service

Overview

McHenry County is the most rural of the collar counties. Much of the land use is agricultural or nature preserves. Population and job density are concentrated nearest the larger towns of Crystal Lake, Woodstock, McHenry and Harvard. Areas to the south and east of Crystal Lake have developed largely as lower-density and auto-oriented suburban areas.

Because of McHenry County's lower overall density compared to other counties in the region, bus service has historically been relatively limited and weekday only. Crystal Lake, Woodstock, McHenry and Harvard are each served by the Metra **UP-NW** line, which runs **every 60 minutes** with additional peak trips during the weekdays and every 1 to 2 hours on the weekends.

Larger job destinations like warehouses, industrial centers, and hospitals are most concentrated around IL-31 and US-14, between Crystal Lake, Woodstock and McHenry. Randall Rd, from Algonquin Rd to the Kane County line, is the most pronounced commercial corridor.

Local Routes

Existing Pace service in McHenry County includes:

- **Route 550** operates **every 60 minutes** between Elgin Transit Center and the Crystal Lake Metra Station, primarily along Randall Rd. Near Elgin, south of McHenry County, significant deviations include Advocate Sherman Hospital and the Pace I-90/Randall Rd Park-n-Ride. This route has tended to have very low ridership, likely due to low population and job densities in the parts of the route between I-90 and Algonquin Road, but also because it has **no weekend service**.
- **Route 806** (Crystal Lake - Fox Lake) is a weekday, peak-only route that continues into Lake County to serve the Metra MD-North Fox Lake Station. Between Crystal Lake and McHenry rail stations, this route serves the Northwestern Medicine McHenry Hospital. Several retail locations are also served along this route.
- **Route 807** (Woodstock - McHenry) is a weekday, peak-only service. This route serves Metra UP-NW station stops in Woodstock and McHenry; it also stops at the McHenry County Government Center and Old McHenry City Hall, and some trips serve Marian Central Catholic High School and Pioneer Center.
- **Route 808** (Crystal Lake - Harvard) is also a weekday, peak-only route. In addition to serving the Metra stations at Crystal Lake, Woodstock and Harvard, it serves two hospitals, McHenry County College and some trips to Marian Central Catholic High School.

ReVision Draft Plan

Overview

The ReVision Draft Plan would increase the frequency and span of service on **Route 550,** and add all-day service on branches of this route to Woodstock and McHenry. It would also reorganize service on the remaining segments of existing peak-only service into a single **Route 807** between Harvard, Woodstock, McHenry and Fox Lake. This change would ensure all-day coverage in a broader swath of the county, and would significantly improve connectivity between Crystal Lake, Lake in the Hills and Elgin.

Local Routes

- **Route 550** frequency would increase to **every 30 minutes, seven days per week** between Elgin Transit Center and Crystal Lake. Additionally, every other 550 bus would continue to either Woodstock or McHenry:
  - **Route 550A branch** would replace the existing peak-only Route 808 with **hourly service, seven days per week** from Crystal Lake to Woodstock and includes the deviation to McHenry County Government Center and Marian Central High School that the current **Route 807** serves.
  - **Route 550B branch** would replace part of the existing peak-only **Route 806** with **hourly service, seven days per week** from Crystal Lake to McHenry and continues north to Walmart past McHenry Commons.
- **Route 807** would combine the segments of existing Routes 806, 807 and 808 that aren't covered by the new Route 550 branches. This would create a route from Harvard Hospital to Fox Lake in Lake County. This would remain a weekday peak-only service, due to the longer distances this route has to travel through areas of low to no development.

Waukegan and Lake County - Maps

Existing 2026 Service

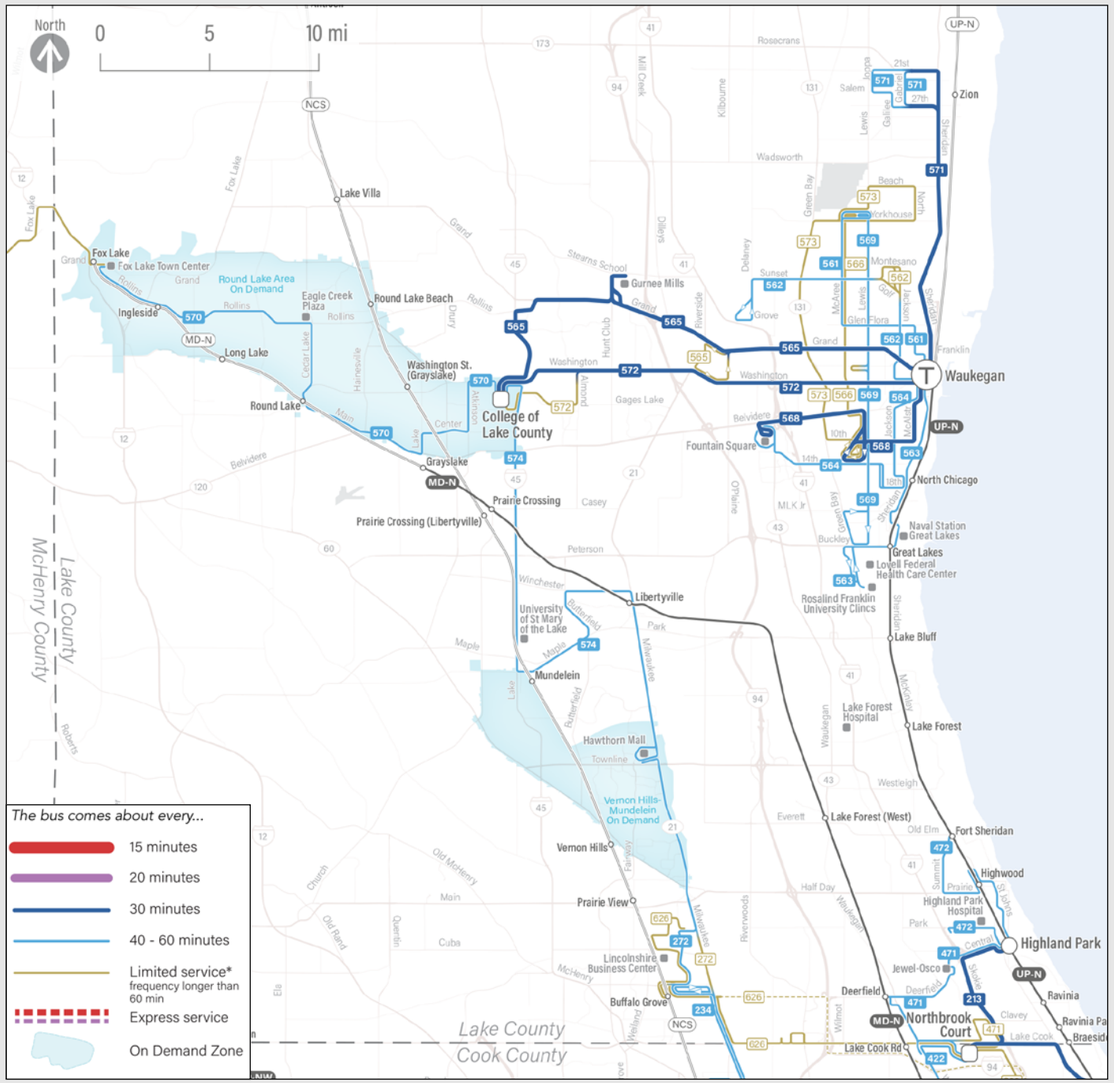


Figure 34: Map of existing Pace routes and frequencies in Lake County.

ReVision Draft Plan

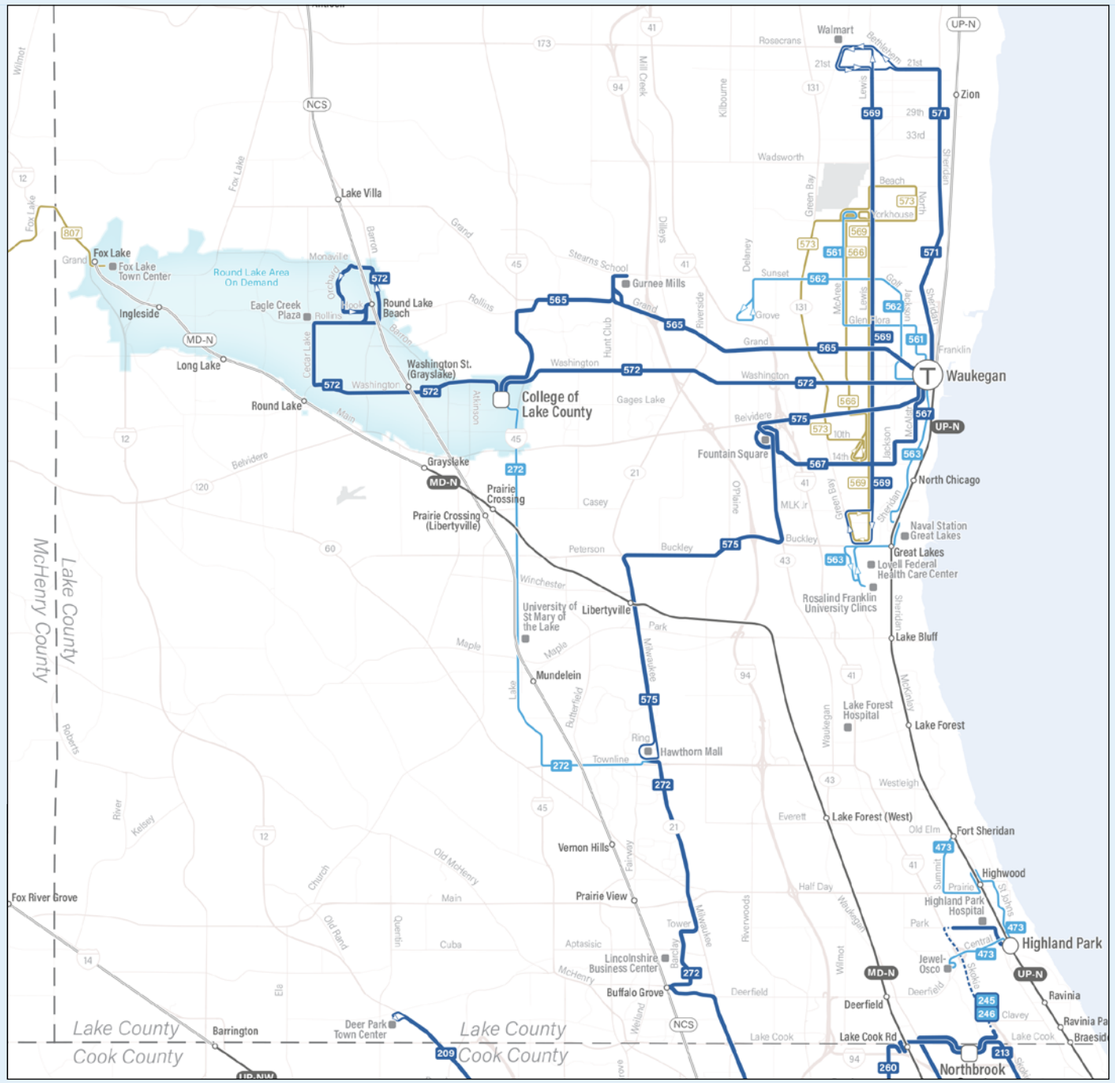


Figure 33: Map of draft plan Pace routes and frequencies in Lake County.

Waukegan and Lake County - Network Descriptions (1/2)

Existing 2026 Service

Overview

Lake County is characterized by :

- A denser and lower-income urban core centered around Waukegan, North Chicago and Zion.
- Extensive low density suburbs with mostly high income neighborhoods. This includes Highland Park, Lake Forest, Libertyville, Vernon Hills, Mundelein, Lake Zurich and Wauconda.
- Low to mid-density suburbs and small towns with mid to lower average incomes, including Grayslake, Round Lake, Fox Lake and Antioch.
- Large stretches of undeveloped forest preserves and agricultural land.

Three Metra lines operate in Lake County:

- Between Chicago and Waukegan, the **UP-N** line operates **every 60 minutes** in the middle of the day with additional peak trips on weekdays, and every 1 to 2 hours on weekends. North of Waukegan, this line operates only limited trips.
- Between Chicago and Grayslake, the **MD-N** operates **every 60 minutes** with additional peak trips on weekdays. Between Grayslake and Fox Lake, Metra service is peak-only on weekdays. The whole line operates about every 2 hours on weekends.
- The **NCS** line between Antioch and Chicago is **weekday peak-only**, with no weekend service.

Waukegan Area

Pace routes in Waukegan are among the most productive in the entire suburban bus network, partly because the local high school district buys transit passes for students to help fund supplemental service at school hours.

- **Routes 561 and 562** connect the neighborhoods of north Waukegan to Downtown Waukegan every 60 minutes, with additional school-hour trips. Route **561 has no Sunday service**, and Route **562 has no Saturday or Sunday service**.
- **Route 563** connects Downtown Waukegan to areas in North Chicago, including Naval Station Great Lakes and Rosalind Franklin University. It operates **every 60 minutes** on weekdays and Saturdays, with limited trips on Sundays. Saturday and Sunday trips have a slightly different path than on weekdays.
- **Route 564** and **Route 568** connect Fountain Square and Downtown Waukegan via parts of south Waukegan and North Chicago. Both routes take indirect paths with long deviations. **Route 564** operates **every 60 minutes** on weekdays and Saturdays, with **no Sunday service**. **Route 568** operates **every 30 minutes** on weekdays, hourly on Saturdays, and limited trips on Sundays.
- **Routes 565 and 572** both connect Downtown Waukegan to College of Lake County via different paths, located 3/4-mile apart (Grand Ave and Washington St), **every 30 minutes** on weekdays. Route 565 has a longer and more circuitous all-day path, because it deviates into Gurnee Mills, the largest mall in Lake County.
  - **Route 565** operates every 30 minutes on Saturdays, and limited service on Sundays. In the summer months, Route 565 operates additional trips to Six Flags Great America.
  - **Route 572** operates limited weekday peak-hour deviations to several high schools. It operates every 60 minutes on Saturdays, but **has no Sunday service**.
- **Routes 566 and 573** are **weekday peak-only** routes that provide service coverage and support Waukegan High School District student needs. However, only Route 566 actually serves this high school, connecting with students on McAree Rd. Route 573 has exceptionally low ridership (2 passengers per revenue hour).
- **Route 569** is the only route in this area that does not end in Downtown Waukegan. It serves Lewis Ave between Buckley Rd and York House Rd. It operates about **every 60 minutes** on weekdays, with additional peak-hour trips via Waukegan High School Brookside Campus. This route has **no weekend service**.
- **Route 571** connects Downtown Waukegan to Zion via Sheridan Rd. It operates **every 30 minutes** on weekdays, hourly on Saturdays, and limited trips on Sundays. Within Zion, every other weekday trip loops via Zion-Benton library instead of 21st & Joppa.

Central Lake County

Existing Pace service in Buffalo Grove, Vernon Hills, Mundelein, and Libertyville includes:

- **Routes 234 and 272** both connect parts of central Lake County to north Cook County **every 60 minutes** on weekdays. Route 234 terminates at Buffalo Grove Metra, but Route 272 continues on Milwaukee Ave to Hawthorn Mall. Route **234 has no weekend service**. Route **272** operates every 60 minutes on Saturdays but **has no Sunday Service**.
- **Route 574** connects Hawthorn Mall and College of Lake County via Libertyville Metra and Carmel High School. It operates **every 60 minutes** on weekdays and Saturdays but has **no Sunday service.**
- **Route 626** is a **weekday peak-only** express service between Buffalo Grove and Skokie via employment areas on Lake Cook Rd.
- The **Vernon Hills-Mundelein On Demand** covers areas in these communities that are farther from Route 574.

Northwest Lake County

Existing Pace service in the Round Lake, Grayslake and Fox Lake areas includes routes described above that connect to College of Lake County and:

- **Route 570**, connects between Fox Lake and College of Lake County through Round Lake Beach. It operates **every 60 minutes** on weekdays, and limited trips on Saturdays. Saturday service follows a different path than weekdays. There is **no Sunday service**.
- The **Round Lake Area On Demand** covers the area served by Route 570, but extends service to neighborhoods farther from 570 bus stops. It has **no weekend service**.

Southeast Lake County

Existing Pace service in the Highland Park/ Deerfield area includes:

- The northern end of **Route 213**, which connects Highland Park to Northbrook Court and continues **every 30 minutes** to CTA Howard Station via Green Bay Rd. It has **no Sunday service**.
- **Routes 471 and 472** operate **every 60 minutes** on weekdays, with **no Sunday service**. Both routes are operated and partly funded by the City of Highland Park. Because they focus primarily on this city, they are both very short, about 4 miles in each direction. Route 472 follows a circuitous path to achieve maximum coverage.

Waukegan and Lake County - Network Descriptions (2/2)

ReVision Draft Plan

Overview

Under the ReVision Draft Plan, Pace would:

- **Increase the number of routes that run every 30 minutes** instead of every 60 minutes in Lake County.
- Provide **weekend service** on all routes that operate at least every 60 minutes.
- **Improve regional connections**, by redesigning routes to connect between Waukegan and central Lake County, and between central Lake County and northern Cook County.

Waukegan Area, Central Lake County, and Northwest Lake County

- **Routes 561, 562 and 563** would continue to operate on their existing paths **every 60 minutes** on weekdays, but would add service on Saturdays and Sundays.
  - All trips on **Route 562** would operate via Golf Rd between Jackson St and Sunset Ave, instead of Montesano Ave.
  - **Route 563** would operate on the same path, weekdays, Saturdays and Sundays.
- Existing Routes 564, and 568 east of Lewis Ave would be replaced by the new **Route 567,** which would operate **every 30 minutes**, seven days per week.
- New **Route 575** would replace Route 568 east of Lewis Ave on Belvidere Rd. It would serve Fountain Square but then continue, connecting Downtown Waukegan to Hawthorn Mall **every 30 minutes**, seven days per week. It would serve other important destinations along the way, including Advocate Condell Medical Center and Libertyville Metra Station.
- At Hawthorn Mall, Route 575 would connect with **Route 272**, which would also operate **every 30 minutes**, seven days per week, between Hawthorn Mall and Golf Mill Shopping Center in Cook County, along Milwaukee Ave. This would provide a more direct connection between Waukegan, central Lake County and parts of northern Cook County. Today, passengers traveling from Waukegan to destinations such as Hawthorn Mall and North Cook County must transfer at College of Lake County and Hawthorn Mall.
  - Half of **Route 272** buses would continue, north past Hawthorn Mall to College of Lake County via Townline Rd and Lake St/US-45, **every 60 minutes**. This would replace most of existing Route 574 and the Vernon Hills-Mundelein On Demand Area, but service would be farther from Carmel Catholic High School.
- **Route 565** would be unchanged, but would have higher frequencies on Saturdays and Sundays.
- **Routes 566 and 573** would be unchanged, since they provide service coverage required for Waukegan High School District students.
- **Route 569** would be upgraded and extended to run **every 30 minutes**, seven days per week, on Lewis Ave from the Captain James A. Lovell Federal Health Care Center to Zion, terminating at Walmart on Rosecrans Rd.
- **Route 571** would continue to operate **every 30 minutes** on Sheridan Rd, but would be extended to Walmart on Rosecrans Rd. There, it would connect with Route 569, allowing passengers to transfer between the two routes with shorter wait times.
- **Route 572** would continue to operate **every 30 minutes** on its existing path, but this path would be extended west to Round Lake Beach Metra Station. Weekend service would be upgraded to every 30 minutes on both Saturdays and Sundays. The extension to Round Lake Beach would provide service to denser neighborhoods in this area and would also serve College of Lake County and Eagle Creek Plaza. This would replace existing hourly service on Route 570.
- Riders currently served by Route 570 in Fox Lake, including Fox Lake Town Center and areas east of Cedar Lake, would continue to be served by **Round Lake Area On Demand**.

Route 626 would be discontinued due to low ridership.

Southeast Lake County

- Local service on existing Routes 471 and 472 would be replaced by a new **Route 473**. This route would operate **every 60 minutes**, seven days per week.
- The northern end of existing Route 213 and service to Northbrook Court on existing Route 471 would be replaced by new **Routes 245 and 246**, which would provide a combined frequency **every 30 minutes** between Highland Park and Northbrook Court, seven days per week. These routes would continue south through Northbrook, Glenview and Niles to the Jefferson Park station on the CTA Blue Line. This would replace the existing connection in to Cook County via Route 213 to Evanston.

Elgin, northern Kane and far northwest Cook County - Maps

Existing 2026 Service

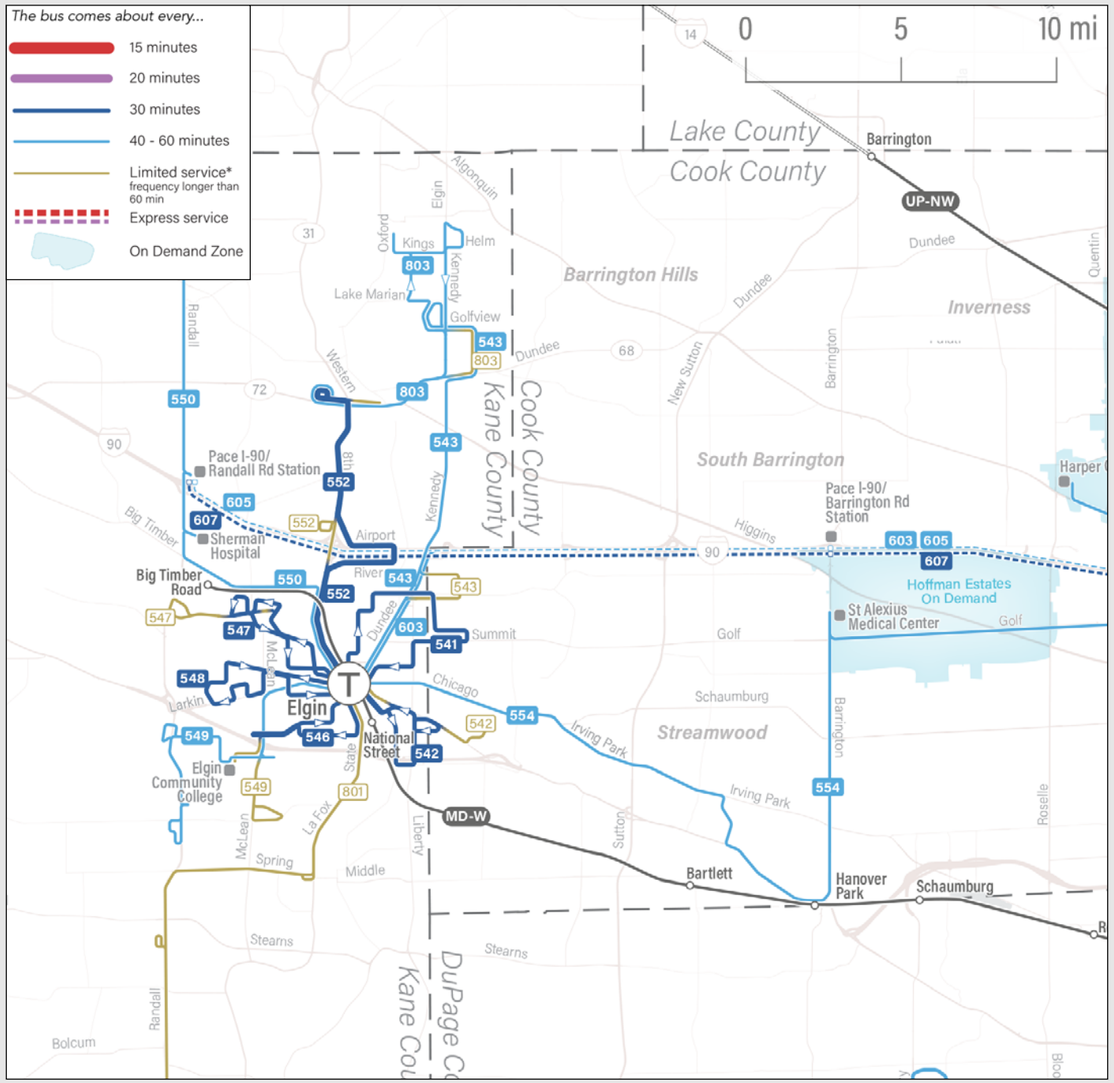


Figure 36: Map of existing Pace routes in northern Kane County and western Cook County.

ReVision Draft Plan

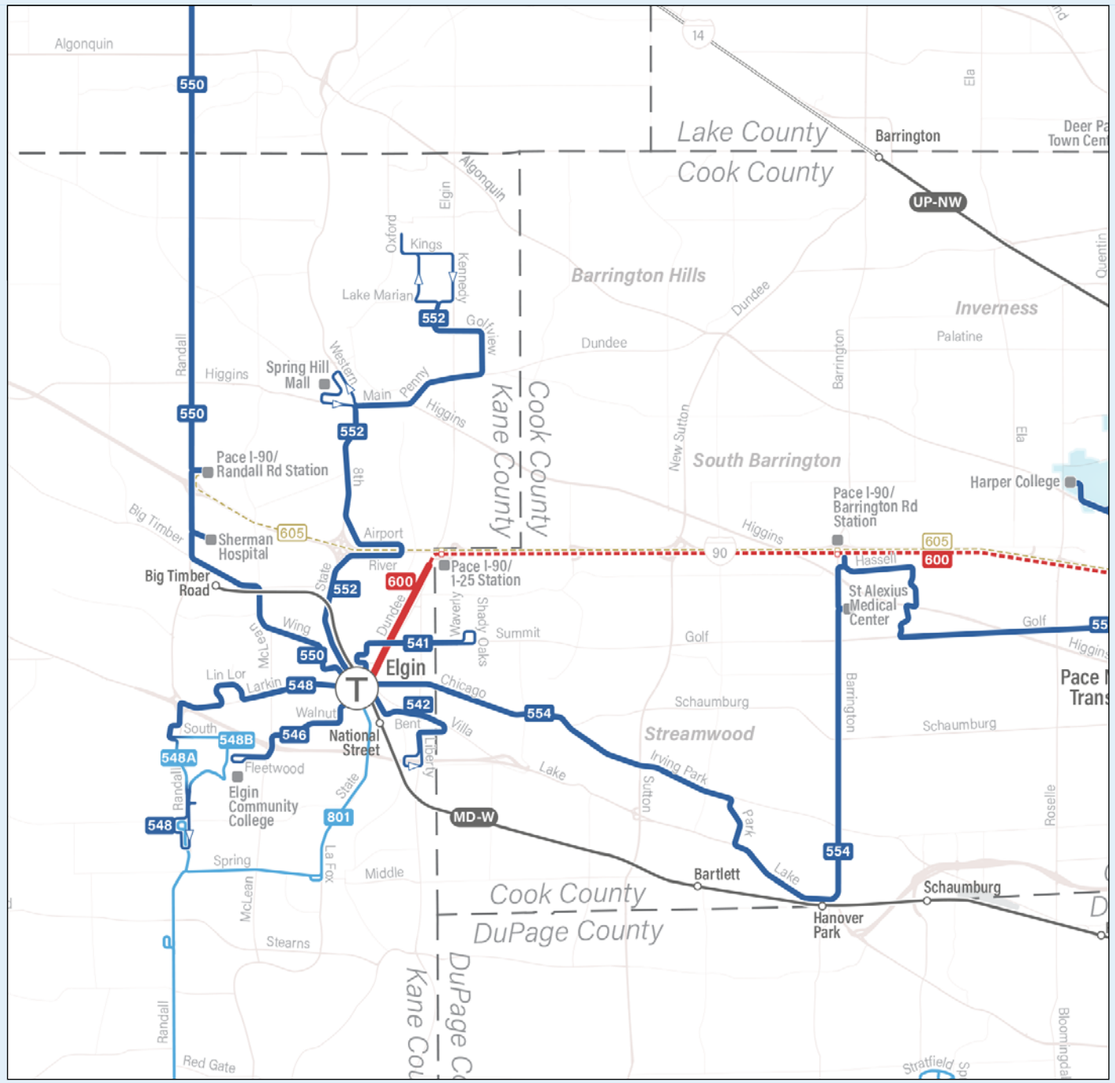


Figure 35: Map of draft Pace routes in northern Kane County and western Cook County.

Elgin, northern Kane and far northwest Cook County - Network Descriptions (1/2)

Existing 2026 Service

Overview

Almost all existing Pace service in this part of the region is provided in and around Elgin. Similarly to Waukegan or Aurora, Elgin is a city largely developed in the streetcar era, with higher densities than surrounding suburban areas, and relatively high concentrations of low-income and zero-vehicle households.

Nearly all routes in Elgin are designed as one-way loops that leave Elgin Transportation Center every 30 minutes and return within 25 minutes. This means nearly everyone in Elgin is very close to a bus stop, but they are served by a loop that will take them on long detours for short distances. In addition, **existing Pace routes in this area do not provide any service on Sundays**.

In addition to Pace, this area is served by the **Metra MD-W** line, which provides weekdays service between Elgin and Chicago **every 60 minutes** at most stations on weekdays (with added peak-hour trips), Saturday service every 1-2 hours, and Sunday service every 2 hours.

Elgin, West Dundee, East Dundee and Carpentersville - Local Service

- **Routes 541 and 542** operate **every 30 minutes**, Monday to Saturday between Downtown Elgin and areas on the east side of the Fox River.
  - **Route 541** is a one-way loop serving Northeast Elgin, including most areas within a half-mile of Dundee Ave and Summit St.
  - **Route 542 i**s a one-way loop in Southeast Elgin. Some added peak-hour trips also provide service to Elgin High School.
- **Route 543**, **Route 552** and **Route 803** serve West Dundee, East Dundee and Carpentersville in a complex pattern with low frequencies and variable trip patterns.
  - **Route 543** operates **every 60 minutes**, Monday to Saturday, between Elgin, East Dundee and Carpentersville via Dundee Rd. It serves Golfview Ln in Carpentersville and turns around at Kennedy Dr & Lake Marian Rd. Some peak-hour trips serve an additional loop in Northeast Elgin. Most trips on Routes 543 and 803 make a timed connection at Meadowdale Shopping Center.
  - **Route 552** operates **every 30 minutes,** Monday to Saturday between Downtown Elgin and Spring Hill Mall in West Dundee, via State St/IL-31. It makes a deviation off State St near I-90 to serve a mobile home park at Willow Lake Estates.
  - **Route 803** connects neighborhoods north of Lake Marian Rd with Walmart, the Meadowdale Shopping Center, the Carpentersville Village Hall, Spring Hill Mall and Jewel-Osco in West Dundee. It operates about **every 60 minutes** on weekdays, and about every 30 minutes on Saturdays. Unlike every other route in this area, it does not serve Downtown Elgin.
  - Despite sharing a terminus at Spring Hill Mall, Routes 552 and 803 operate on separate schedules, meaning that the only direct path between Elgin and Carpentersville is via Route 543.
- **Routes 546, 547 and 548** provide service every 30 minutes between Downtown Elgin and areas on the west side of the Fox River. All three routes operate **every 30 minutes**.
  - **Route 546** serves a one-way loop in southwest Elgin to Elgin Mall. It **has no Saturday service**. Occasional trips extend to Elgin Community College.
  - **Route 547** serves a one-way loop in northwest Elgin. Occasional trips skip the north end of the route and take Royal Blvd to Valley Creek Shopping Center and the nearby Social Security Office.
  - **Route 548** serves a one-way loop in west Elgin, connecting to schools (including Larkin High School), commercial destinations and St. Joseph Hospital.
- **Route 549** connects Downtown Elgin to South Randall Road via Elgin Community College. It operates **every 60 minutes**, Monday to Saturday, with added peak-hour trips on weekdays.

Regional Links

- **Route 550** operates **every 60 minutes** on weekdays between Elgin Transit Center and Crystal Lake Metra Station, mostly via Randall Rd. Significant deviations include Advocate Sherman Hospital and the Pace I-90/Randall Rd Park-n-Ride. It has **no Saturday service**.
- **Route 554** operates between Downtown Elgin and the Pace Northwest Transportation Center in Schaumburg. It serves parts of Irving Park Rd, Hanover Park Metra Station, Barrington Road, the St. Alexius Medical Center, Golf Rd, and Woodfield Mall. It operates inconsistent frequencies on weekdays, mostly about **every 60 minutes**, and limited trips on Saturdays.
- **Route 801** provides **limited trips** on weekdays and Saturdays between Elgin, South Elgin, St. Charles and Geneva, via Randall Rd. It makes several deviations along the way, including to Kane County Judicial Center.

I-90 Express Service

The Elgin areas lies at the western end of Pace's I-90 express services, which in this area include:

- **Route 603**, which operates **every 60 minutes**, Monday to Saturday, between Elgin Transportation Center and Rosemont via the Pace I-90 stations at Dundee Ave/IL-25 and Barrington Rd. This route operates every 30 minutes at weekday peak hours.
- **Route 605**, which operates **every 60 minutes**, Monday to Saturday, between the Pace I-90/ Randall Rd station and Rosemont, also via the IL-25 and Barrington Rd stations. This route operates every 30 minutes at weekday peak hours.
- **Route 607**, which operates **every 30 minutes**, Monday to Saturday, between the Pace I-90/ Randall Rd station and Pace Northwest Transportation in Schaumburg, via the IL-25 and Barrington Rd stations. This route operates every 30 minutes at weekday peak hours.

Hoffman Estates

- The **Hoffman Estates On Demand** zone covers an area roughly located between I-90 to the north, Bode Rd to the south, Barrington Rd to the west, and Roselle Rd to the east. This area includes the Pace I-90/Barrington Rd Station. It offers service on weekdays only, **no Saturday service**.

Elgin, northern Kane and far northwest Cook County - Network Descriptions (2/2)

ReVision Draft Plan

Overview

The ReVision Draft Plan would transform service in this area by:

- **Replacing one-way loops with two-way routes**.
- **Increasing frequencies**, so that nearly all routes operate every 30 minutes or better.
- Providing **Saturday and Sunday service at weekday frequencies** on all routes that operate at least every 60 minutes.
- **Combine most I-90 express service into a single frequent route**, with service seven days per week.
- Combining local and regional service on the same routes, wherever practical.

Local Service and Regional Links

- **Route 541** would operate **every 30 minutes**, seven days per week on Summit St between Elgin Transit Center and Shady Oaks Dr. Local service in northeast Elgin would also be available on **Route 600** on Dundee Ave.
- **Route 542** would continue to serve southwest Elgin **every 30 minutes**, but travelling both directions on Villa St. It would operate seven days per week.
- **Route 546** would continue to serve southeast Elgin **every 30 minutes**, but via a two-way path on Locus St, Orchard St, Walnut St, Lillian St, McLean Blvd and Fleetwood Dr. All trips would serve Elgin Community College. It would operate seven days per week.
- **Route 548** would replace existing Routes 548 and 549. It would operate every 30 minutes, seven days per week. It would connect Downtown Elgin to west and southwest Elgin, primarily via Larkin Ave and Randall Rd. The route would serve the shopping areas along Bowes Rd and Randall Rd and serve key destinations like the Saint Joseph Hospital, Target, Walmart and Meijer.
  - The **548A branch** would operate hourly and remain on Randall Rd.
  - The **548B branch** would operate hourly and deviate from Randall Rd to serve South St and Renner Drive, providing service to Elgin Community College.
- **Route 550** would connect Elgin to Crystal Lake **every 30 minutes**, with continuing service on to Woodstock (**550A branch**) and McHenry (**550B branch**) every hour. Within Elgin, the route would also operate on Wing St and McLean Blvd, replacing most of existing Route 547. Both the main route and its branches would operate seven days per week.
- **Route 552** would operate **every 30 minutes** from Elgin Transit Center and Dundee-Crown High School in Carpentersville, replacing both existing routes 552 and 803 with a single service. Existing Route 543 would also no longer operate due to its current low ridership along Kennedy Drive and the improved service Route 552 would provide.
- **Route 554** would be upgraded to operate **every 30 minutes**, seven days per week. To allow it to replace the existing Hoffman Estates On Demand, this additional frequency would be combined with an additional deviation to the Pace I-90/Barrington Rd Station, where it would connect with **Route 600**.
- In this area, **Route 801** would be upgraded to operate **every 60 minutes**, seven days a week, and extended to allow direct travel to Aurora, replacing existing Route 802. Route 801 would also deviate to serve the shopping center at Bowes Rd and Randall Rd.

The Hoffman Estates On Demand would be removed, and partly replaced by improved service on **Route 554.**

I-90 Express Service

In the ReVision Draft Plan, nearly all I-90 express service would be reorganized into a new frequent Route 600.

- **Route 600** would provide service **every 15 minutes**, seven days per week, between Elgin, Barrington Rd, Pace Northwest Transportation Center, and the Rosemont station on the CTA Blue Line. In northeast Elgin, this route would also provide frequent local service along Dundee Ave. The proposed service would consolidate and replace service currently provided by Routes 600, 603, and 607 with a single higher-frequency pattern.
- **Route 605** would remain in the Draft Plan network but would operate during **peak hours only** between Pace I-90/Randall Rd Station and Rosemont.

Northwest Cook County - Maps

Existing 2026 Service

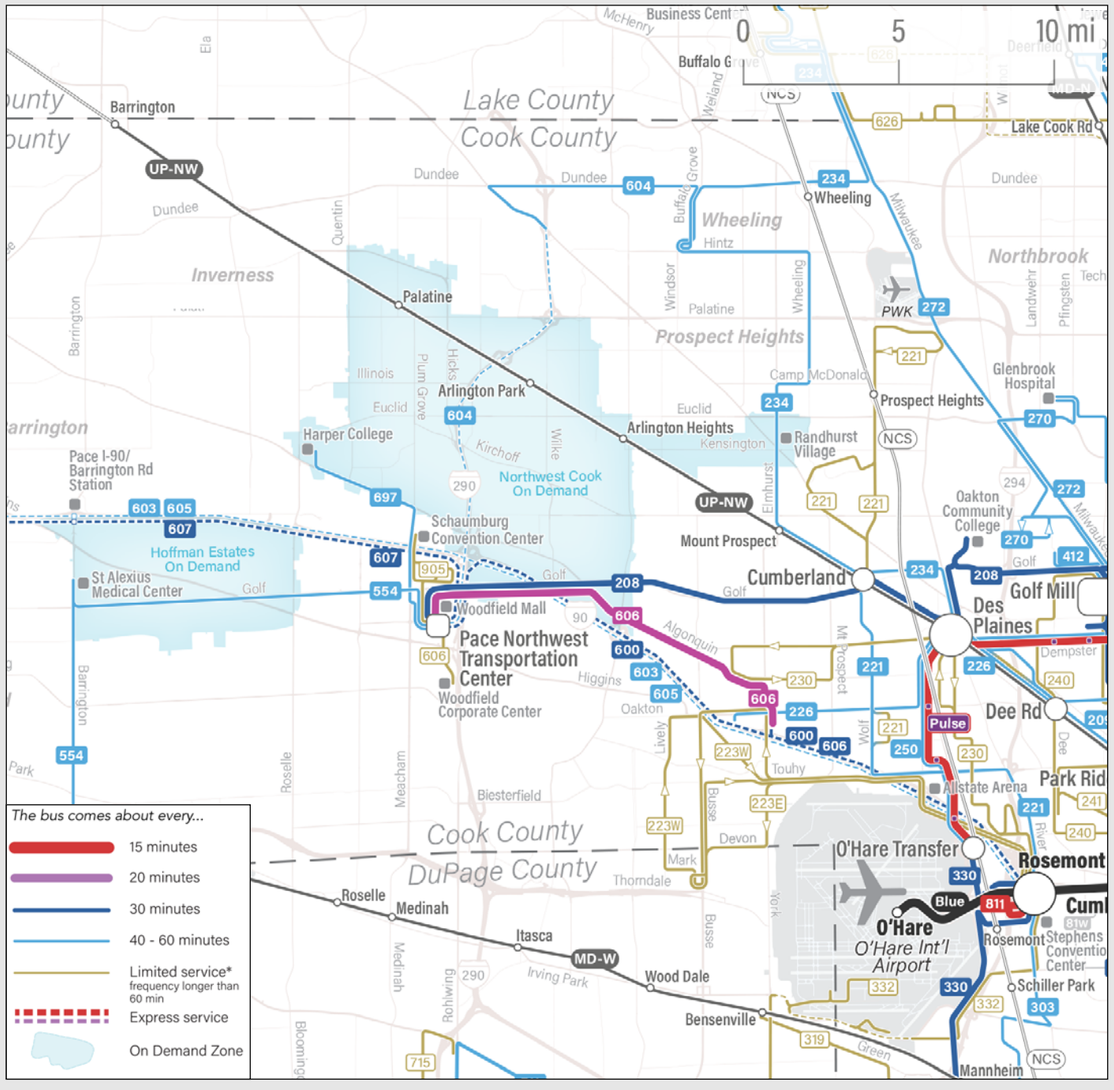


Figure 38: Map of existing Pace routes in northwest Cook County.

ReVision Draft Plan

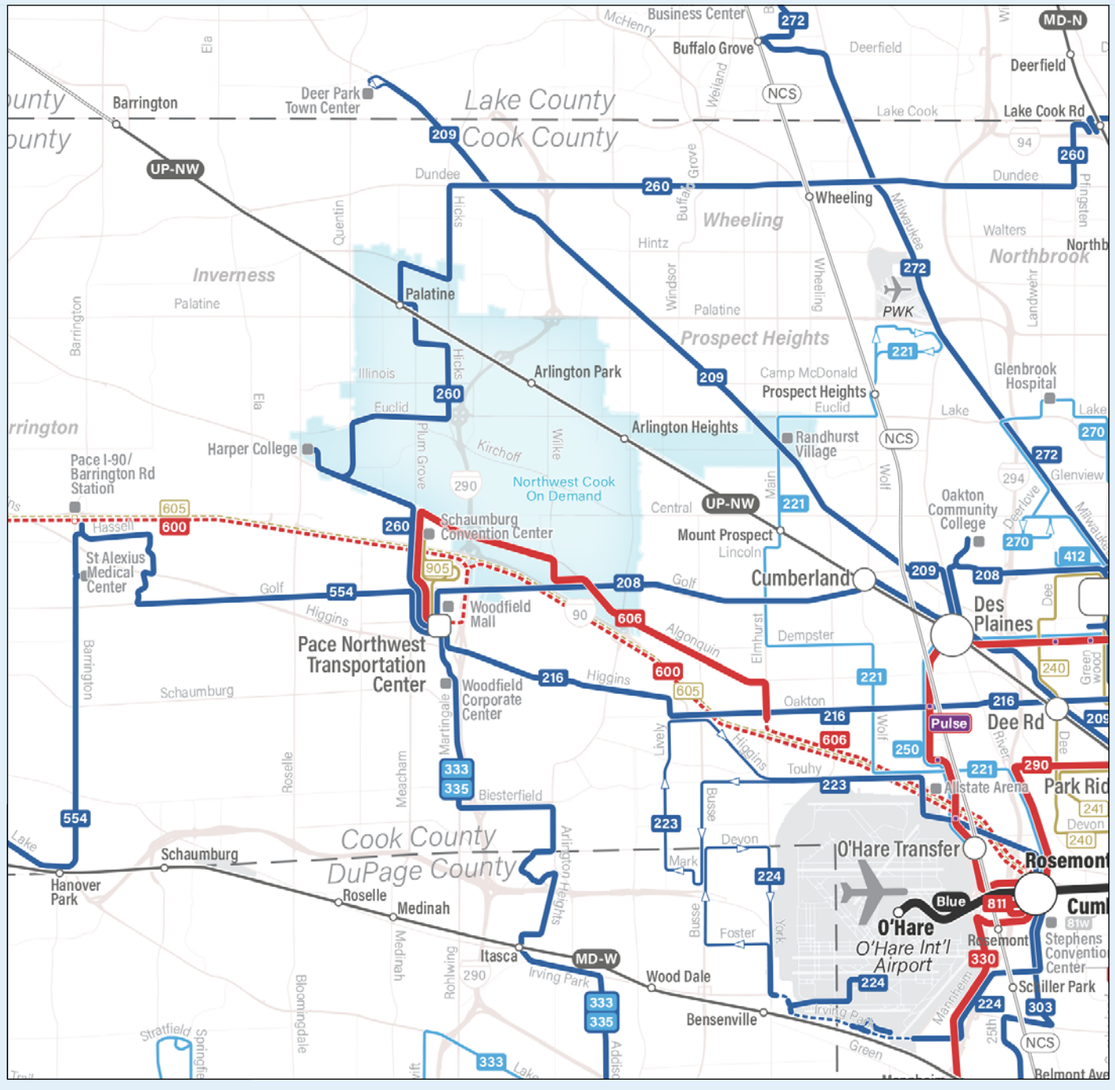


Figure 37: Map of draft plan Pace routes in northwest Cook County.

Northwest Cook County - Network Descriptions (1/4)

Existing 2026 Service

Overview

In this report, northwest Cook County refers to the part of Cook County north of Chicago, west of I-294, and east of Barrington Road. Areas further west are covered in the pages on Elgin, Northern Kane and Far Northwest Cook County.

- O'Hare and Surroundings. This includes O'Hare Airport, and its surroundings south of I-90 including Rosemont, Schiller Park, most of Elk Grove Village, and immediately adjacent industrial areas in Bensenville.
- South of I-90, west of Busse Woods. This area is mostly residential and developed at low to medium densities. However, there is a major commercial area centered around Woodfield Mall and Golf Rd, and commercial development along Barrington Rd and Roselle Rd. There are considerable densities of low-income households immediately west of Barrington Rd in Streamwood and Hanover Park.
- North of I-90. This is a large, continuously developed area with many kinds of land uses. Older, denser town centers along the Metra UP-NW line lie at the center of large, relatively walkable areas. Long arterial roads like Algonquin Rd, Rand Rd and Dundee Rd feature extensive commercial uses near multifamily development. Between these lie lower-density residential areas, and a few industrial and office parks. Areas closer to the UP-NW line tend to have higher average incomes; areas farther from the UP-NW line tend to have higher densities of low-income households. Concentrations of poverty exist in Wheeling, Prospect Heights, Palatine, and Mount Prospect. East of Roselle Rd, population and job densities are mostly lower, and average incomes are very high.

Regional Transit Network Structure

This area lies outside the CTA bus network, but does include the northwest end of the CTA Blue Line. Many Pace routes start and end at Rosemont Station, which is the single highest ridership location in the suburban bus network. A few Pace routes also start and end at Cumberland Station.

In this part of the region, Metra service includes the following:

- The **UP-NW** provides commuter rail service to and from Chicago **every 60 minutes** on weekdays and Saturdays (with weekday peak hour service every 15 to 30 minutes), and every 2 hours on Sundays.
- The **NCS** line between Antioch and Chicago is **weekday peak-only**, with no weekend service.

Pace Routes - O'Hare Area

Pace service in this area is centered around the Rosemont Station hub, and the O'Hare Transfer Station. It includes a mix of routes targeted at local employment and commercial areas, and routes that connect O'Hare to west and northwest Cook County more broadly.

Pace routes targeted at local commercial and employment areas include the following:

- **Route 223** connects Rosemont Station to industrial areas located in Elk Grove Village and Bensenville between York Rd and Tonne Rd. It has a complex schedule with different paths and schedules on weekdays, Saturdays and Sundays. On weekdays, it provides largely **peak-oriented service**, with departures every 5 to 15 minutes in the morning, and every 9 to 20 minutes in the afternoon, depending on location and service pattern (223E and 223W). However, there are gaps as long as 80 to 120 minutes between trips in the middle of the day.
- **Route 332** operates **limited trips**, every 1-3 hours on weekdays (but with a 6 hour gap in the middle of the day on Saturdays and Sundays), between Rosemont and Oakbrook Center via cargo areas on the south end of O'Hare Airport and York St. O'Hare cargo areas also have additional late evening and early morning trips.
- **Route 811**. The Rosemont Entertainment Circulator is a free local circulator that operates **every 10 to 15 minutes**, seven days per week within Rosemont. This service is partly subsidized and operated by the Village of Rosemont.

Pace routes that connect O'Hare to the broader region include:

- **Pulse Dempster Line** operates **every 15 minutes**, seven days per week. It connects Davis St/Evanston Station on the CTA Purple Line to O'Hare Transfer Metra Station. It operates mainly on Dempster St between Evanston and Downtown Des Plaines, and mainly on Lee St and Mannheim Rd between Des Plaines and O'Hare. As an arterial rapid transit service, its goals is to be faster and more frequent than other Pace routes. It operates a limited-stop pattern as a result, stopping only at Pulse stations.
  - **Route 250** is the local overlay route to Pulse Dempster. It follows the same path, but makes more local stops. It operates **every 60 minutes**, seven days per week, and every 30 minutes at weekday peak hours.
- **Route 221** operates approximately **every 60 minutes on weekdays to Cumberland Metra** Station via River Rd, Touhy Rd and Wolf Rd. North of Cumberland Station, it provides **peak-only service via Wolf Rd to Wolf Rd & Piper Ln**, near Chicago Executive Airport. Some peak-hour Route 221 trips make deviations via Maine West High School and the Kensington Business Center. This route has **no weekend service**.
- **Route 230** operates about **every 60 minutes** between Rosemont and Downtown Des Plaines, via residential neighborhoods located between Mannheim Rd and River Rd. It also has **peak-only service to Dempster St/ Thacker St** in west Des Plaines. This route has **no weekend service**.
- **Route 303** operates every 60 minutes on weekdays between Rosemont Station and Forest Park Station in west Cook County, mostly via 25th Ave, 19th Ave, and Madison St. **On Saturdays and Sundays**, there is a different northern terminus on this route and **no service between North Ave and Rosemont**.
- **Route 330** operates between the O'Hare Multimodal Facility and Harlem/Archer terminal in Summit, mostly via Mannheim Rd and LaGrange Rd. It serves Rosemont Station on the CTA Blue Line. This route operates **every 30 minutes**, seven days per week.
- **I-90 Express routes**, as described on the following page.

Northwest Cook County - Network Descriptions (2/4)

Existing 2026 Service

I-90 Express Service

Rosemont Station lies at the east end of the I-90 express route system which includes:

- **Route 600**, which operates **every 30 minutes**, seven days per week, between Rosemont Station and Pace Northwest Transportation Center in Schaumburg, near Woodfield Mall via I-90. This route operates every 15 minutes at weekday peak hours.
- **Route 603**, which operates **every 60 minutes**, Monday to Saturday, between Elgin Transportation Center and Rosemont via the Pace I-90 stations at Dundee Ave/IL-25 and Barrington Rd. This route operates every 30 minutes at weekday peak hours. This route has **no Sunday service.**
- **Route 605**, which operates **every 60 minutes**, Monday to Saturday, between the Pace I-90/ Randall Rd station and Rosemont, also via the IL-25 and Barrington Rd stations. This route operates every 30 minutes at weekday peak hours. This route has **no Sunday service**.
- **Route 607**, which operates **every 30 minutes**, Monday to Saturday, between the Pace I-90/ Randall Rd station and Pace Northwest Transportation in Schaumburg, via the IL-25 and Barrington Rd stations. This route operates every 30 minutes at weekday peak hours. This route has **no Sunday service.**

The I-90 express route system also includes:

- **Route 606**, which connects Rosemont Station to Pace Northwest Transportation Center via I-90 (to Elmhurst Rd), but also provides local service along Elmhurst Rd, Algonquin Rd and Golf Rd. This route operates about **every 20 minutes** on weekdays, and every 30 minutes on Saturdays and Sundays. It operates about every 15 minutes at weekday peak hours, when it also serves the Woodfield Corporate Center.

South of I-90, West of I-290

Pace service in this area includes the following:

- I-90 Express routes that serve Pace Northwest Transportation Center, including **Route 600**, **Route 606** and **Route 607**, as described above.
- **Route 208**. This route operates from the Davis St/Evanston Station to Pace Northwest Transportation Center, mainly via Golf Rd. It also deviates into Downtown Des Plaines to connect with the Pulse Dempster Line, the Metra UP-NW line and other Pace bus routes. It also deviates to serve destinations including Oakton Community College, Golf Mill Shopping Center and Old Orchard Mall. It operates **every 30 minutes**, seven days per week.
- **Route 554** operates between Downtown Elgin and the Pace Northwest Transportation Center. It serves parts of Irving Park Rd, Hanover Park Metra Station, Barrington Road, the St. Alexius Medical Center, Golf Rd, and Woodfield Mall. It operates inconsistent frequencies on weekdays, mostly about **every 60 minutes**, and limited trips on Saturdays. It has **no service on Sundays.**
- **Route 697** operates **every 40 minutes** on weekdays between Pace Northwest Transportation Center and Harper College, mostly via Algonquin Rd. This route has **no weekend service**.
- The **Hoffman Estates On Demand** zone covers an area roughly located between I-90 to the north, Bode Rd to the south, Barrington Rd to the west, and Roselle Rd to the east. This area includes the Pace I-90/Barrington Rd Station. It has **no weekend service**.
- The Woodfield Trolley is a free shuttle connecting destinations in the vicinity of Woodfield Mall. Its schedule varies depending on the time of year, ranging from service every 30 minutes, seven days per week, to limited service, Friday through Sunday only. It is designated within the Pace system as **Route 905**.

North of I-90

Pace routes that operate in this area include **Pulse Dempster** and Routes **208**, **221, 230, 250**, **606**, and **697** as described in the previous sections.

Other routes that operate north of I-90 and west of I-294 include the following

- **Route 209** operates about **every 60 minutes** on weekdays (with added peak-hour trips) between Harlem Station on the CTA Blue Line and Downtown Des Plaines, mainly via Busse Hwy and Northwest Hwy. It has **no weekend service**.
- **Route 226** operates between Jefferson Park Station and west Des Plaines. It operates mainly on Niles Center Rd and Oakton St, **every 60 minutes** on weekdays, with added peak-hour trips. It deviates off of Oakton St to serve Downtown Des Plaines. It has **no weekend service**.
- **Route 234** operates **every 60 minutes** on weekdays between Downtown Des Plaines and Buffalo Grove Metra station through Mount Prospect, Prospect Heights and Wheeling. It has a long and circuitous path that includes portions of Golf Rd, Northwest Highway, Elmhurst Rd, Wheeling Rd, Hintz Rd, Dundee Rd and Milwaukee Ave. Some peak hours trips serve the Buffalo Grove Park-n-Ride. This route has **no weekend service**.
- **Route 272** operates between Golf Mill Shopping Center and Hawthorn Mall in Lake County, mainly via Milwaukee Ave, with a deviation to Buffalo Grove Metra Station. It operates **every 60 minutes** on weekdays and Saturdays, with added trips at weekday peak hours. It has **no Sunday service**.
- **Route 604** operates **every 40 minutes** on weekdays between Pace Northwest Transportation Center and Wheeling with a nonstop segment on IL-53 south of Rand Rd. The remaining portion of the route makes local stops on Rand Rd and Dundee Rd before turning around on Buffalo Grove Rd. This route has no weekend service.
- The **Northwest Cook On Demand** zone was expanded in a March 2026 pilot project to cover an area that includes most of to Arlington Heights, Rolling Meadows, Palatine and Mount Prospect areas. Key destinations within this area include Harper College, Fremd High School, and Northwest Community Hospital, as well as local downtowns and several shopping destinations including Randhurst Mall.

Northwest Cook County - Network Descriptions (3/4)

ReVision Draft Plan

Overview

In this part of the region, the ReVision Draft Plan would:

- **Increase frequencies** so most routes would run every 15 to 30 minutes.
- Increase weekend service so **nearly all routes would provide Saturday and Sunday service**, at weekday frequencies.
- **Simplify service patterns to employment areas near O'Hare Airport.**
- **Combine most I-90 express service into a single frequent route**.
- **Extend and improve service where there is significant ridership potential** such as on Rand Rd, Dundee Rd and part of Algonquin Rd.
- **Eliminate routes with very occasional service and very low ridership**.
- Maintain the Rosemont Station and Pace Northwest Transportation Center hubs.

Pace Routes - O'Hare Area

Pace routes targeted at commercial and employment areas near O'Hare would include the following:

- **Route 223** would be transformed to provide a single, consistent path, and operate **every 30 minutes** or better in the daytime, seven days per week. It would operate every 15 minutes at weekday peak hours. Its new path would include two-way service on Touhy Rd, and a one-way loop via Busse Rd, Lively Rd and Higgins Rd. Areas currently on Devon Ave would be served by the new **Route 224**.
- **Route 224** would operate **every 30 minutes**, seven days per week, between Rosemont, O'Hare cargo areas and industrial employment areas in north Bensenville and south Elk Grove Village. This would replace the northern portion of existing Route 332 with more frequent service. It would also replace service on Devon Ave between York Road and Busse Rd/IL-83, currently provided by existing Route 223.
- **Route 811**. The Rosemont Entertainment Circulator is a free local circulator that operates **every 10 to 15 minutes**, seven days per week within Rosemont. This service is partly subsidized by the Village of Rosemont.

Pace routes that connect O'Hare to the broader region would include:

- **Pulse Dempster** would be extended to Rosemont Station, enabling frequent connections to many other routes, including the proposed Routes **290** and **330**, and the CTA Blue Line.
- **Route 250** would be unchanged, but would operate shorter hours.
- **Route 290** would be upgraded to service **every 15 minutes**, seven days per week. West of Park Ridge Metra Station, it would operate on Touhy Rd and on River Rd, so that it would terminate at Rosemont Station.
  - Route 290 service between Park Ridge and Cumberland Station would be eliminated due to low ridership and the potential for more connections to be made at Rosemont.
- A very different **Route 221** would operate **every 60 minutes**, seven days per week. It would operate between Rosemont and Prospect Heights via River Road, Touhy Rd, Wolf Rd, Dempster St, Elmhurst Rd and Euclid Ave to Wolf Rd & Piper Ln, near Chicago Executive Airport.
  - This routing would preserve coverage to all of the areas with the highest concentrations of low-income residents along existing Routes 221, 230 and 234.
  - Most of Wolf Rd on existing Route 221, and the segments of existing Route 234 between Euclid Ave and Dundee Rd, would no longer be served by Pace.
- **Route 303** would continue to serve the same path between Forest Park and Rosemont, but would be upgraded to **every 30 minutes**, seven days per week.
- **Route 330** would be upgraded to operate **every 15 minutes** between Rosemont and LaGrange Rd Metra Station, seven days per week, responding to relatively high ridership on the existing route. This route would continue to operate every 30 minutes south of LaGrange Rd Station to the Archer/Harlem terminal along its existing path.
- **Route 606** would be upgraded to service **every 15 minutes**, seven days per week. It would also be extended along Algonquin Rd west to Meacham Rd, before continuing to Pace Northwest Transportation Center. This would allow it to cover more areas with high densities of jobs and low-income residents.
- **I-90 Express** services, as described below.

I-90 Express Service

In the ReVision Draft Plan, nearly all I-90 express service would be reorganized into a new frequent Route 600.

- **Route 600** would provide service **every 15 minutes**, seven days per week, between Elgin, Barrington Rd, Pace Northwest Transportation Center, and the Rosemont station on the CTA Blue Line. The proposed service would consolidate and replace service currently provided by Routes 600, 603, and 607 with a single higher-frequency pattern.
- **Route 605** would remain in the Draft Plan network but would operate during **peak hours only** between Pace I-90/Randall Rd Station and Rosemont.

Northwest Cook County - Network Descriptions (4/4)

ReVision Draft Plan

South of I-90, West of I-290

Pace service in this area would include Routes 600 and 606 at Pace Northwest Transportation Center, as previously described. It would also include the following:

- **Route 208** would be unchanged.
- The new **Route 216** would operate **every 30 minutes**, seven days per week between Pace Northwest Transportation Center and CTA Howard Station, mostly via Higgins Rd, Oakton St, Skokie Blvd, and Howard St. This would become a long east-west route on Oakton, replacing and extending the Oakton St segments on existing Route 226.
- The new **Route 260** would operate **every 30 minutes**, seven days per week, between Pace Northwest Transportation Center and Lake Cook Rd Metra Station. Along the way, it would serve Harper College, replacing existing Route 697. It would also serve Downtown Palatine, and Dundee Rd between Hicks Rd and Pfingsten Rd in Northbrook. It would connect with new service on **Route 209** at Rand Rd.
- The new **Route 333 and 335** would operate **every 30 minutes**, seven days per week from Pace Northwest Transportation Center to Addison in DuPage County via parts of Martingale Rd, Biesterfield Rd, Arlington Heights Rd, Irving Park Rd and Addison Rd. South Addison Rd & Lake St:
  - **Route 333** would replace existing Route 715 west to Yorktown Center, with service upgraded to **every 60 minutes,** seven days per week.
  - **Route 335** would operate **every 60 minutes** to College of DuPage and Yorktown Center, seven days per week. Route 335 would being new service to parts of Ardmore Ave and Addison Rd.
- **Route 554** would be upgraded to operate **every 30 minutes**, seven days per week. To allow it to replace the existing Hoffman Estates On Demand, this better frequency would be combined with an additional deviation to the Pace I-90/Barrington Rd Station, where it would connect with **Route 600**.
- The Woodfield Trolley (**Route 905**) would be unchanged.

The Hoffman Estates On Demand would be removed, and partially replaced by improved service on **Route 554.**

North of I-90

Pace routes that operate in this area would include **Pulse Dempster** and Routes **208**, **216, 221, 250**, **260**, **290** and **606**, as described in the previous sections.

Other routes that operate north of I-90 and west of I-294 would include the following:

- **Route 209** would be upgraded to operate **every 30 minutes**, seven days per week. It would also be extended north of Downtown Des Plaines along Rand Rd to Deer Park Town Center in Lake County. As a result, Pace would provide new service on one of the busiest corridors in this part of the region.
- **Route 272** would be upgraded to operate **every 30 minutes**, seven days per week, between Golf Mill Shopping Center and Hawthorn Mall, where it would connect with the new Route 575 to provide a more direct connection between Waukegan, central Lake County and northern Cook County.
  - Half of **Route 272** buses would continue, north past Hawthorn Mall to College of Lake County via Townline Rd and Lake St/US-45, **every 60 minutes**. This would replace most of existing Route 574 and the Vernon Hills-Mundelein On Demand Area.
- The **Northwest Cook On Demand** zone would be unchanged, pending results of the pilot expansion project in effect since March 2026.

Northeast Cook County - Maps

Existing 2026 Service

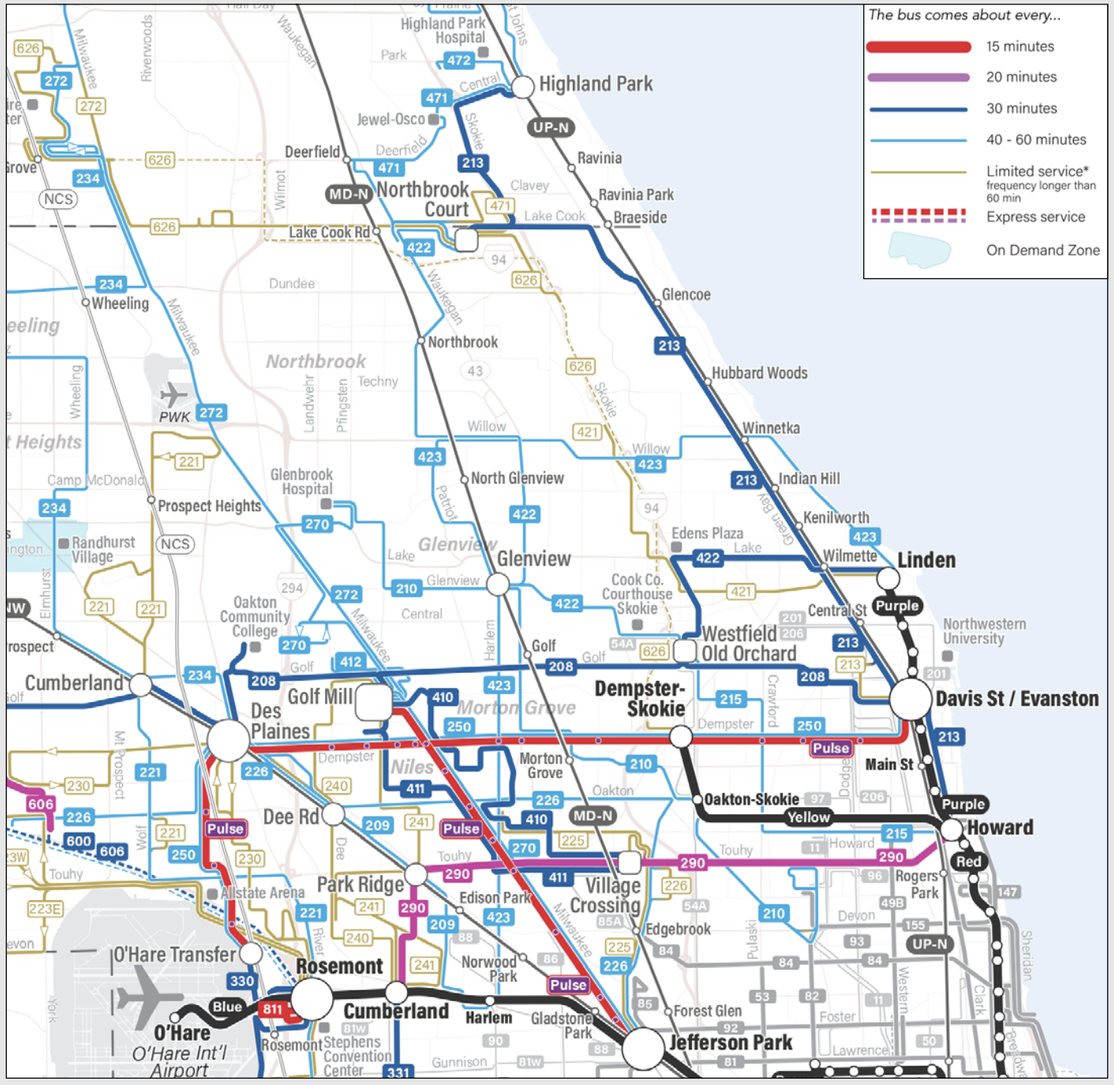


Figure 40: Map of existing Pace routes in northeast Cook County.



ReVision Draft Plan

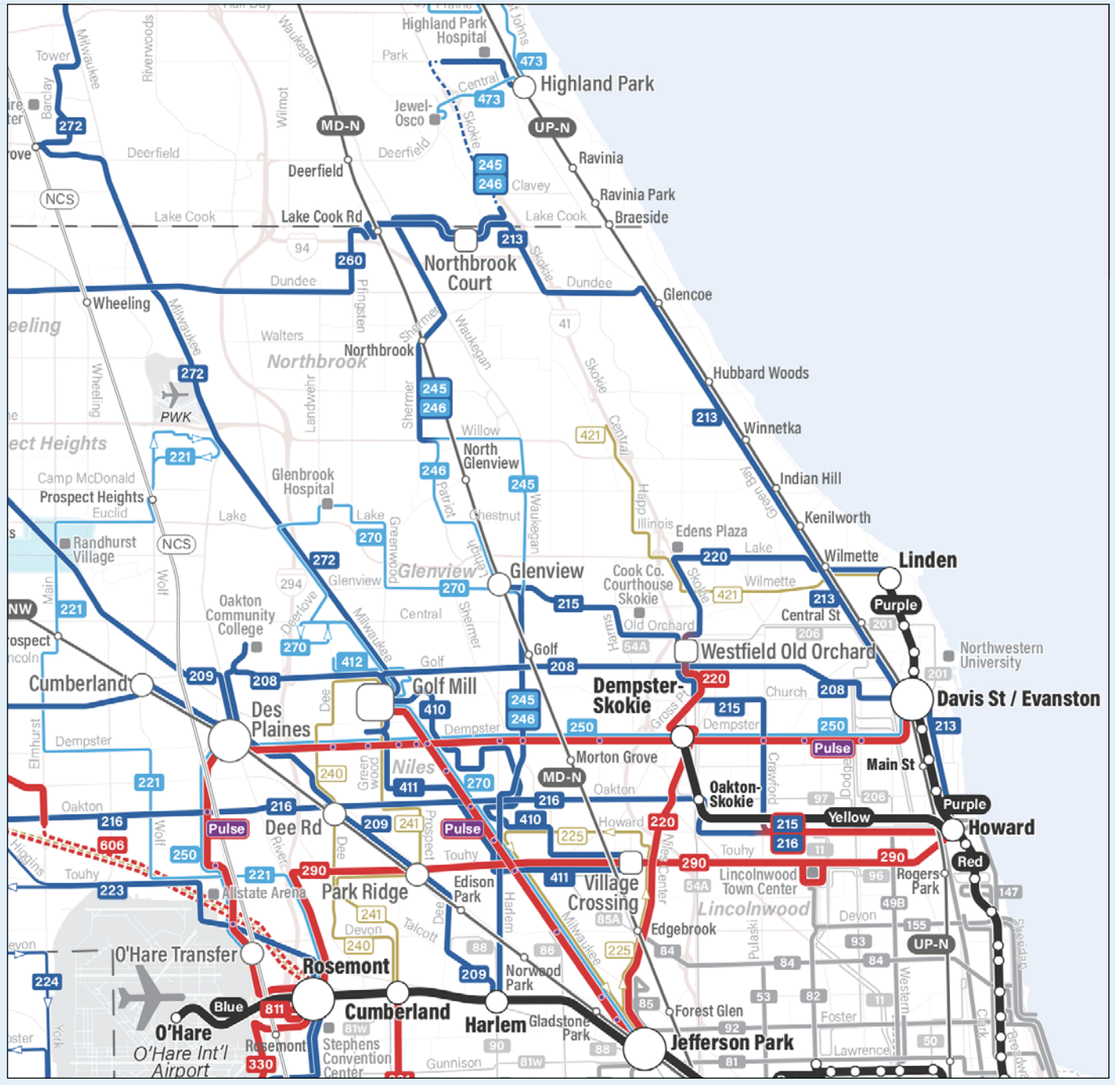


Figure 39: Map of draft Pace routes in northeast Cook County.



Northeast Cook County - Network Descriptions (1/4)

Existing 2026 Service

Overview

In this report, Northeast Cook County refers to the area north of the City of Chicago, east of I-294, and south of Lake Cook Road. This includes:

- Evanston, an older city located immediately north of Chicago. Certain areas in Evanston, particularly near the CTA Purple Line, are developed at densities comparable to many neighborhoods in Chicago. However, areas farther from rail are more similar to residential neighborhoods in other North Shore towns.
- A suburban area west of Evanston and mostly south of Golf Road corresponding to the municipalities of Skokie, Lincolnwood, Morton Grove, Niles and Park Ridge. This area was mostly developed by the end of the 1950s, with gridded and walkable streets, and densities that are lower than in Chicago but relatively high by suburban standards. The street grid is interrupted in many places by forests, freeways, large industrial areas, golf courses and large cemeteries. This area includes neighborhoods at many different average income levels. There are particularly high concentrations of low-income residents in parts of Skokie and the north end of Niles.
- The North Shore, a very high income area north of Evanston and east of I-94. It features older villages centered around Green Bay Rd surrounded by low-density residential neighborhoods.
- Glenview, Northbrook and Northfield, located mostly west of I-94 and north of Golf Rd. This is a more auto-oriented suburban area largely developed since the 1960s. This area is significantly less dense than areas further south, and has high average incomes.

Regional Transit Network Structure

Evanston is one of the suburbs of Chicago where CTA operates the most transit service. This includes the CTA Purple Line, but also CTA Routes 93, 97, 201 and 206.

As a result, Pace service in Evanston is mostly oriented to routes that head either further north or west into the suburbs. Pace Routes 208, 213, 215, 250, 290, 421, 422 423, and Pulse Dempster all connect to the CTA Purple line in Evanston or at Howard Station immediately south of the Chicago city line.

The CTA Yellow Line also serves two stations in Skokie, which is also served by CTA Route 97 to the Westfield Old Orchard shopping center, and Route 54A, a peak-only service on Skokie Blvd to the Skokie Courthouse on Old Orchard Rd.

Further west, the Jefferson Park and Rosemont stations on the CTA Blue Line are major hubs for Pace, and Pace routes also serves the Harlem and Cumberland stations.

In this part of the region, Metra service includes the following:

- The **UP-N** line operates in Evanston and along the North Shore, with service **every 60 minutes** (with additional peak trips) on weekdays, and every 1 to 2 hours on weekends.
- The **UP-NW** line operates through Park Ridge **every 60 minutes** on weekdays and Saturdays (with weekday peak hour service about every 30 minutes), and every 2 hours on Sundays.
- The **MD-N** line operates through Morton Grove, Glenview and Northbrook, with service **every 60 minutes** (with additional peak trips) on weekdays, and about every 2 hours on weekends.

Pace Routes - Evanston and North Shore

There is only one primarily north-south Pace route in this area:

- **Route 213** is Pace's main bus route along the North Shore. It largely follows the alignment of the Metra UP-N line, operating on Chicago Ave south of Downtown Evanston, and mostly on Green Bay Ave, between Evanston and Lake Cook Road. This route extends to Northbrook Court and Highland Park in Lake County. It operates **every 30 minutes** on weekdays and Saturdays, with additional trips at weekday peak hours. It has **no Sunday service**.

Other Pace routes in this area operate east-west out of Howard Station, Evanston and Wilmette.

- **Pulse Dempster Line** operates **every 15 minutes**, seven days per week. It connects Davis St/Evanston Station on the CTA Purple Line to O'Hare Transfer Metra Station. It operates mainly on Dempster St between Evanston and Downtown Des Plaines, and mainly on Lee St and Mannheim Rd between Des Plaines and O'Hare. As an arterial rapid transit service, its goals is to be faster and more frequent than other Pace routes. It operates a limited-stop pattern as a result, stopping only at Pulse stations.
  - **Route 250** is the local overlay route to Pulse Dempster. It follows the same path, but makes more local stops. It operates **every 60 minutes**, seven days per week, and every 30 minutes at weekday peak hours.
- **Route 290** operates between Howard Station and Cumberland Station on the CTA Blue Line, mostly via Touhy Rd. It operates about **every 20 minutes**, seven days per week, with added frequency in certain segments at weekday peak hours. It has an extremely complicated schedule, discussed in detail in the Network Concepts Report.
- **Route 208**. This route operates from the Davis St/Evanston Station to Pace Northwest Transportation Center, mainly via Golf Rd. It deviates into Downtown Des Plaines to connect with the Pulse Dempster Line, the Metra UP-NW line and other Pace bus routes. It also deviates to serve other destinations including Oakton Community College, Golf Mill Shopping Center and Old Orchard Mall. It operates **every 30 minutes**, seven days per week.
- **Route 215** operates from Howard Station to Westfield Old Orchard, mainly on Howard St and Crawford Ave. It operates **every 40 minutes**, seven days per week in the daytime, with service every 20 minutes at weekday peak hours.
- **Route 421** is a weekday **peak-only** route operating between Wilmette and Northfield. It serves multiple high schools, Northfield Village Hall and concentrations of retail and office development in Northfield.
- **Route 422** operates about **every 30 minutes** on weekdays only **between Linden Station** on the CTA Purple Line **and Westfield Old Orchard**, mostly via Central Ave, Lake Ave and Skokie Blvd. It continues about **every 60 minutes to Northbrook Court**, mostly via Waukegan Rd, Willow Rd and Shermer Rd. Certain trips at school hours deviate to serve two high schools in Northfield. It has **no weekend service**.

Northeast Cook County - Network Descriptions (2/4)

Existing 2026 Service

- **Route 423** is a long L-shaped route between Linden Station on the CTA Purple line and Harlem Station on the CTA Blue line. It operates on Sheridan Rd from Linden Station to Winnetka Metra station. It continues east-west, mainly via Willow Rd, to North Glenview Metra Station, then north-south to Harlem Station, mostly via Harlem Ave south of Glenview Metra Station. This route operates about **every 60 minutes** on weekdays only, with additional trips at peak hours. It has no weekend service.

West of Evanston and south of Golf Road

This area is served by all the Pace routes that operate east-west out of Howard Station and Evanston. This includes **Pulse Dempster** and Routes **208**, **215, 250** and **290**, as described in the previous section on Evanston and the North Shore.

Other Pace routes in this area start in the Far North Side of Chicago, usually at a station on the CTA Blue line.

- **Pulse Milwaukee Line** operates **every 15 minutes**, seven days per week between Jefferson Park Station on the CTA Blue Line and Golf Mill Shopping Center, via Milwaukee Ave.
  - **Route 270** is the local overlay route to Pulse Milwaukee. It follows the same path, but makes more local stops. It operates **every 60 minutes**, seven days per week. It also continues north of Golf Mill to serve a concentration of low-income housing west of Milwaukee Ave in Glenbrook, and Glenbrook Hospital.
- **Route 209** operates about **every 60 minutes** on weekdays (with added peak-hour trips) between Harlem Station on the CTA Blue Line and Downtown Des Plaines, mainly via Busse Hwy and Northwest Hwy. It has **no weekend service**.
- **Route 210** operates between Lincolnwood and Glenbrook Hospital, mainly via Lincoln Ave, Waukegan Rd and Glenview Rd. It operates about **every 60 minutes** on weekdays, with added peak hour trips. It has **no weekend service**.
- **Route 225** is a weekday **peak-only** service connecting Jefferson Park Station with the Howard Street Industrial Area in Niles and Skokie.
- **Routes 240 and 241** are weekday **peak-only** services that serve Maine South High School in Park Ridge, and connect to CTA rail service at Cumberland Station.
- **Route 226** operates between Jefferson Park Station and Des Plaines. It operates mainly on Niles Center Rd and Oakton St, **every 60 minutes** on weekdays, with added peak-hour trips. It has **no weekend service**.
- **Route 423** is as described previously, in the Evanston and North Shore section.

This area also includes Routes **410, 411** and **412**, which are partially subsidized and operated by the City of Niles. These routes are local circulators between various residential locations and shopping areas. They operate short hours (about 9 AM to 5 PM) every 30 to 60 minutes.

Glenview, Northbrook and Northfield

Most routes in this area are continuing service coming from further south. This includes Routes **210**, **421**, **422** and **423**, as described in previous sections.

Other routes that serve this area include:

- **Route 272** operates between Golf Mill Shopping Center and Hawthorn Mall in Lake County, mainly via Milwaukee Ave, with a deviation to Buffalo Grove Metra Station. It operates **every 60 minutes** on weekdays and Saturdays, with added trips at weekday peak hours. It has **no Sunday service**.
- **Route 626** is a **weekday peak-only** express service between Buffalo Grove and Skokie via employment areas on Lake Cook Road and Skokie Blvd.

Northeast Cook County - Network Descriptions (3/4)

ReVision Draft Plan

Overview

In this part of the region, the ReVision Draft Plan would:

- Restructure the Pace network to function more like a grid of east-west and north-south lines.
- Increase frequencies so most routes would run every 15 to 30 minutes.
- Increase weekend service so nearly all routes would provide Saturday and Sunday service, at weekday frequencies.
- Maintain key Pace hubs at Rosemont and Jefferson Park stations, and increase Pace service at Howard and Harlem stations.

Regional Transit and Shared Corridors

This plan does not change the overall distribution of service between CTA and Pace in Evanston and Skokie, but seeks to minimize any duplication. Future regional transit planning under NITA should aim to minimize such duplications as well. However, there appear to be fewer opportunities for reducing duplication than in other parts of the region. Under this plan:

- In Evanston, CTA routes would continue to be mostly short, local and north-south, while Pace routes would continue to be mostly be long, cross-county and east-west.
- Pace service on the new Route 216 would shift from Oakton St to Howard Ave east of Oakton-Skokie Station on the CTA Yellow Line, to minimize duplication with CTA Route 97. There would remain some duplication between CTA Route 97 and Pace Route 215, on part of Howard St and at Westfield Old Orchard.

Pace Routes - Evanston and North Shore

- **Route 213** would continue to be Pace's main bus route along the North Shore. It would operate **every 30 minutes**, seven days per week. It would follow its existing alignment between CTA Howard Station and Glencoe. North of Glencoe Metra Station, it would operate on Dundee Rd, Skokie Blvd and Lake Cook Rd, and terminate at Lake Cook Road Metra station after serving the Northbrook Court. Service north to Highland Park would be on Routes 245 and 246.
- **Pulse Dempster** would be extended to Rosemont Station, enabling frequent connections to many other routes, including the proposed Routes **290** and **330**, and the CTA Blue Line.
  - **Route 250** would be unchanged, but would operate shorter hours.
- **Route 290** would be upgraded to service **every 15 minutes**, seven days per week. West of Park Ridge Metra Station, it would operate on Touhy Rd and on River Rd, so that it would terminate at Rosemont Station.
  - Route 290 service between Park Ridge and Cumberland Station would be eliminated due to low ridership and the potential for more connections at Rosemont.
- **Route 208** would be unchanged.
- **Routes 215 and 216** would jointly operate **every 15 minutes**, seven days per week on Howard St between Howard Station and Crawford Ave.
  - **North of Howard St, Route 215 would operate every 30 minutes**, seven days per week to Westfield Old Orchard, and be extended to Glenview Metra Station, replacing a segment on existing Route 422, and allowing a connection with new Routes 245 and 246.
  - **West of Crawford Ave, the new Route 216 would operate every 30 minutes**, seven days per week on Howard St and Skokie Blvd to Oakton St. This would become a long east-west route on Oakton St to Higgins Rd, with its western terminus at Pace Northwest Transportation Center in Schaumburg.
  - The new Route 216 would replace most of existing Route 226 at higher frequency, except it would not serve Des Plaines Metra Station. Service on Niles Center Rd would be on the new Route 220.
- The new **Route 220** would operate **every 15 minutes**, seven days per week, from Jefferson Park Station on the CTA Blue Line to Westfield Old Orchard, mainly via Niles Center Rd. It would connect with the CTA Yellow Line and Pulse Dempster Line on Dempster St.
  - Every other trip on this route would serve the segment **between Westfield Old Orchard and Linden Station, every 30 minutes**, seven days per week.
  - This new route would replace existing Route 226 on Niles Center Road, and Route 422 between Westfield Old Orchard and Linden Station.
- **Route 421** would be unchanged.

West of Evanston and south of Golf Road

This area would continue to be served by all the Pace routes that operate east-west out of Howard Station and Evanston. This would now include Pulse Dempster, and Routes **208, 215, 216**, and **220**.

North-South routes would start at stations on the CTA Blue line. These would include:

- **Pulse Milwaukee**, which would be unchanged.
- **Route 270** would operate shorter hours, but would be extended past Glenbrook Hospital to Glenview Metra station, replacing a segment currently served by existing Route 210.
- **Route 209** would be upgraded to service **every 30 minutes,** seven days per week. Immediately north of Harlem Station, it would be rerouted via Talcott Ave to serve Resurrection Medical Center. This route would also be extended north of Downtown Des Plaines along Rand Rd, creating a brand new service in northwest Cook County, that would continue as far as Deer Park Town Center in southern Lake County.
- **Route 225** would remain a weekday **peak-only** route targeted at connecting Jefferson Park Station with the Howard Street Industrial Area, but would be converted to a one-way loop.
- **Routes 240 and 241** would be unchanged.
- **New Routes 245 and 246** would serve as a new north-south corridor centered around Harlem Ave and Waukegan Rd, between Harlem Station on the CTA Blue Line and Highland Park Metra Station, with service **every 30 minutes**, seven days per week. These routes would deviate to serve Northbrook Court. Routes 245 and 246 would also have

Northeast Cook County - Network Descriptions (4/4)

a mid-route split, between Glenview Metra Station and Willow Rd & Shermer Rd.

- **Route 245** would serve Waukegan Rd and Willow Rd, **every 60 minutes**.
- **Route 246** would serve Lehigh Ave, Chestnut Ave and Patriot Blvd, **every 60 minutes**.
- This service pattern would consolidate most north-south segments on existing Routes 422 and 423 into a more frequent pattern.

Pace Routes **410, 411** and **412** in Niles would be unchanged.

Due to all of the changes above, certain segments in this area would no longer be served by Pace. These include:

- Segments served by existing Route 210 between Lincolnwood and Dempster St, due to very low ridership.
- The eastern half of existing Route 423, between Linden Station on the CTA Purple line and Waukegan Rd & Willow Rd, due to very low ridership.
- Also on existing Route 423, Harlem Ave between Oakton St and Glenview Metra Station, because service would be moved to Waukegan Rd.

Glenview, Northbrook and Northfield

Pace routes in this area would include Routes 215, 245 and 246, and 270, as described in previous sections. In addition:

- The new **Route 260** would operate **every 30 minutes,** seven days per week, between Northbrook Court and Pace Northwest Transportation Center in Schaumburg. It would operate mostly on Dundee Rd and Hicks Rd. It would connect with new service on **Route 209** at Rand Rd, and with the Metra **UP-NW** line at Palatine Metra Station.
- **Route 272** would be upgraded to operate **every 30 minutes**, seven days per week, between Golf Mill Shopping Center and Hawthorn Mall, where it would connect with the new Route 575 to provide a more direct connection between Waukegan, central Lake County and northern Cook County.
  - Half of **Route 272** buses would continue, north past Hawthorn Mall to College of Lake County via Townline Rd and Lake St/US-45, **every 60 minutes**. This would replace most of existing Route 574 and the Vernon Hills-Mundelein On Demand Area.

Route 626 would be discontinued, due to low ridership.

Aurora, southern Kane and western DuPage County - Maps

Existing 2026 Service

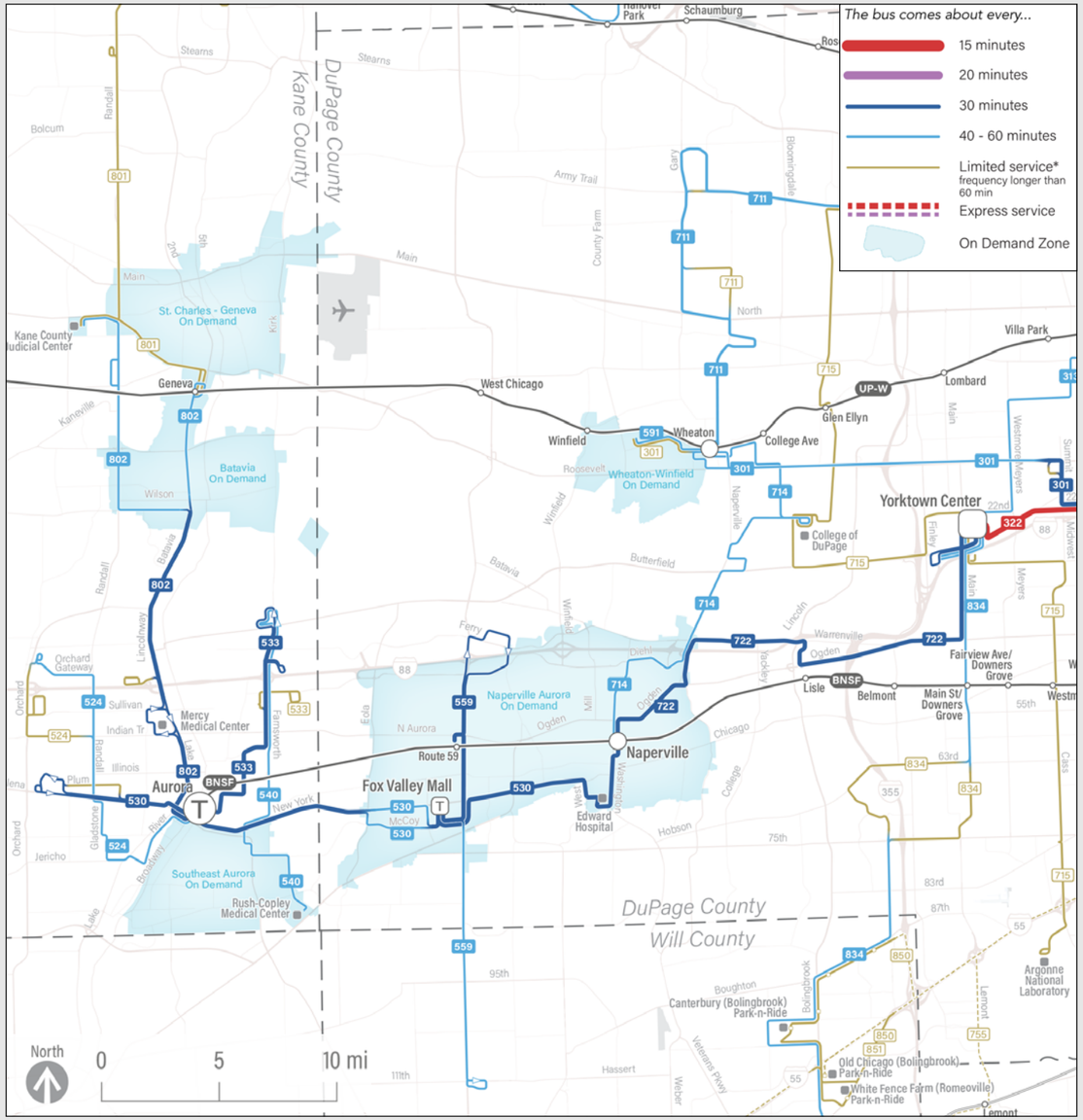


Figure 42: Map of existing Pace routes in Aurora, southern Kane County and western DuPage County.

ReVision Draft Plan

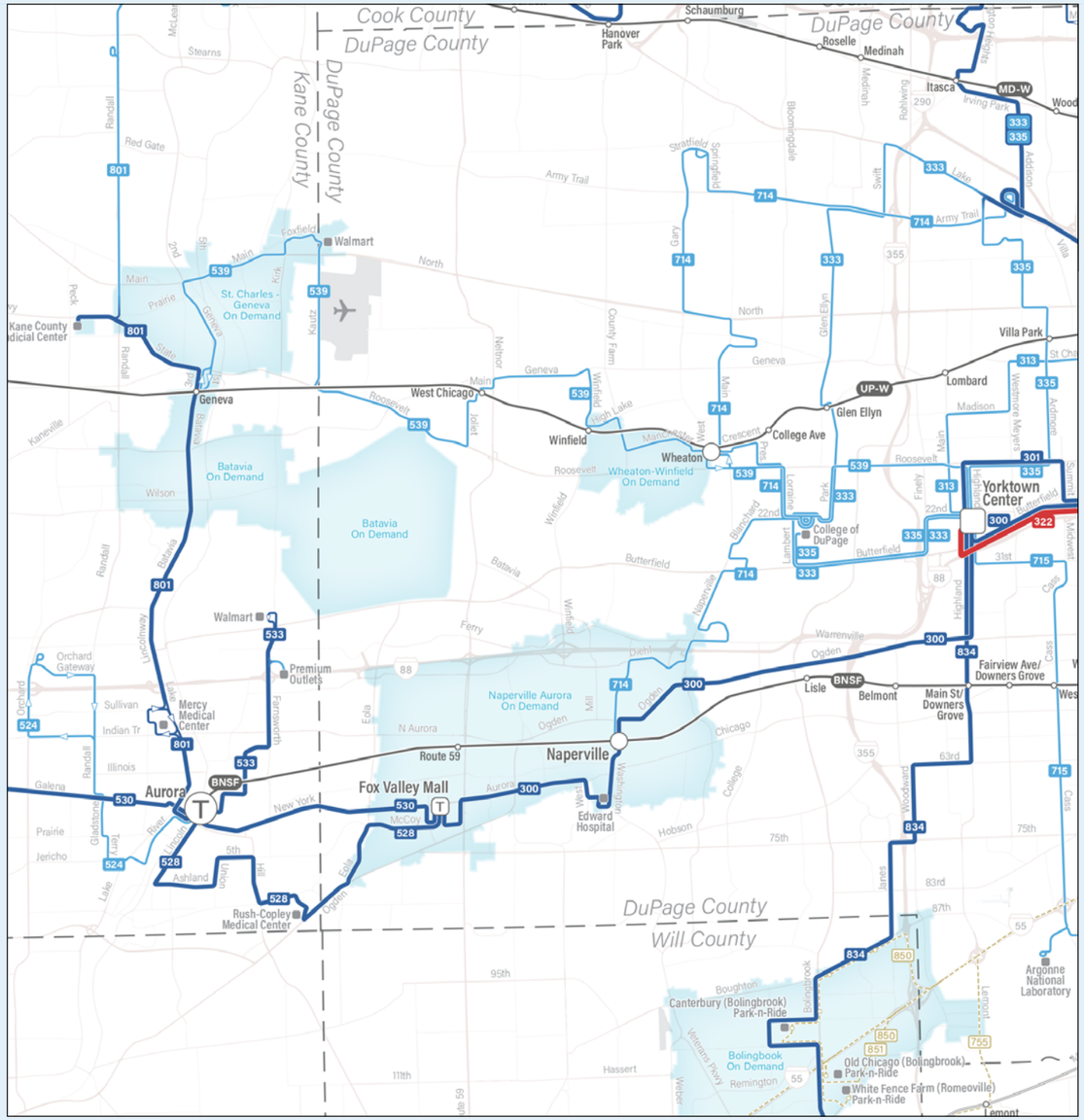


Figure 41: Map of draft plan Pace routes in Aurora, southern Kane County and western DuPage County.

Aurora, southern Kane and western DuPage County - Network Descriptions (1/2)

Existing 2026 Service

Overview

From a transit planning perspective, this part of the region can be divided into:

- Aurora and surroundings. Inner neighborhoods of Aurora include relatively high population densities and relatively high densities of people with low income households, combined with a mostly walkable built environment.
- Geneva, Batavia and Saint Charles. These towns on the Fox River have small walkable centers and extensive auto-oriented suburbs.
- Western DuPage County. This includes extensive low to mid-density suburban development, large swathes of forest and agricultural land, and large low-intensity land uses such as Fermi Lab and DuPage Airport.

In this area, Metra operates:

- **Metra UP-W** line **every 60 minutes** on weekdays (with added peak trips), and every two hours on Saturdays and Sundays.
- **Metra BNSF** line **every 60 minutes** on weekdays, Saturdays and Sundays with service up to every 15 minutes at weekday peak hours.

Like in most of the outer suburbs, there is **no existing bus service on Sundays in this area**.

Aurora, North Aurora and Naperville

- **Route 524** operates **every 60 minutes** between Aurora Transportation Center, southwest Aurora and northwest Aurora, mostly on River St, Gladstone Ave, and Randall Rd. It serves both Aurora University and West Aurora High School. Some weekday peak-hour trips also serve part of Orchard St and Indian Trail Rd.
- **Route 530** operates east-west across most of Aurora, mostly along Galena Blvd and New York Ave. On the east side, it extends past Fox Valley Mall to Downtown Naperville via Aurora Rd and Ogden Ave, with a deviation to Edward Hospital. It operates **every 30 minutes** on weekdays and Saturdays, but with alternating patterns that serve different streets in west Aurora and near Fox Valley Mall. Most trips on this route have long scheduled stops at Aurora Transportation Center (8 to 12 minutes) and at Fox Valley Mall (5 to 9 minutes) to ensure timed connections with other routes.
- **Route 533** operates about **every 30 minutes** on weekdays and Saturdays between Aurora Transportation Center and northeast Aurora, connecting inner neighborhoods to commercial areas near I-88. Some peak hour trips make an additional deviation on Molitor Rd.
- **Route 540** operates mostly on Farnsworth Ave, between Walmart north of I-88, residential areas in east Aurora, and Rush Copley Medical Center. It operates **every 60 minutes** on weekdays, with **no Saturday service**.
- The **Southeast Aurora On Demand** zone covers areas south of New York Ave, more or less between Broadway and Farnsworth Ave, and extending out to Rush Copley Medical Center.
- **Route 559** operates along IL-59 between I-88 and 111th St in northern Will County. On weekdays, it operates **every 30 minutes north of Fox Valley Mall**, and **every 60 minutes further south**. On Saturdays, it operates every 60 minutes, but only north of Fox Valley Mall.
- The **Naperville Aurora On Demand** zone covers most of Naperville south of I-88, and part of Aurora near Fox Valley Mall. It has **no Saturday service**.

Aurora, Geneva, Batavia and Saint Charles

- **Route 801** provides **limited trips** on weekdays and Saturdays between Geneva, St. Charles, South Elgin and Elgin, via Randall Rd. It makes several deviations along the way, including to Kane County Judicial Center.
- **Route 802** operates about **every 30 minutes** on weekdays and Saturdays **between Aurora, North Aurora and Batavia**, mostly via IL-31. Service on this route is split as follows:
  - All trips provide service between Aurora Transit Center and Mercy Medical Center.
  - Most trips continue to Downtown Batavia, as far as Batavia Ave & Main St.
  - North of Batavia Ave & Main St, half of trips stay on IL-31, and provide service **every 60 minutes to Geneva Metra Station**. Other trips use Main St and Randall Rd **every 60 minutes to Delnor Hospital and Kane County Judicial Center**.
- The **Batavia On Demand** zone covers most of north Batavia, parts of south Geneva near IL-31 and south of the Metra UP-W line, and Fermi Lab. It has **no Saturday service**.
- The **St. Charles-Geneva On Demand** zone covers most of Geneva north of the Metra UP-W line, and much of St. Charles.

Western DuPage County

West of Yorktown Center and I-355, bus service in DuPage County is limited to:

- About half of trips on **Route 301** serve Roosevelt Road/IL-38 as far as Downtown Wheaton **every 60 minutes** on weekdays, with some peak hour trips to DuPage County Judicial Center. There is **no Saturday service**.
- **Routes 711 and 714** also operate **every 60 minutes** on weekdays to and from Downtown Wheaton. Both routes include multiple deviations and have **no Saturday service**.
  - Route 711 provides service to Addison, via parts of Carol Stream and Bloomingdale.
  - Route 714 provides service to College of DuPage and Downtown Naperville
- **Route 715** provides **limited trips** (about every 75 minutes) on weekdays between Addison, Glendale Heights, Glen Ellyn, and Yorktown Center. South of I-88, it also operates on Cass Ave through Westmont and Darien, with peak-hour trips extending to Argonne National Laboratory. It has **no Saturday service**.
- **Route 722** operates **every 30 minutes** on weekdays and Saturdays between Yorktown Center and Downtown Naperville. It operates mainly on Ogden Ave and Warrenville Rd. Many large employers are located along this route.
- **Route 834** provides service **every 60 minutes** on weekdays (and limited trips on Saturdays) between Finley Square and Downtown Joliet via Yorktown Center, Downers Grove, Woodridge, Bolingbrook, Romeoville and Lockport. This route has a mid-route split, with service every two hours on weekdays between Main St & 63rd St in Downers Grove and James Ave & 75th St in Woodridge.
- The **Wheaton-Winfield On Demand** zone covers parts of Winfield and west Wheaton. Its main functions are to provide hourly shuttle service from Wheaton Metra to DuPage County Judicial Center, and On Demand trips to Central DuPage Hospital. It has **no Saturday service.**

Aurora, southern Kane and western DuPage County - Network Descriptions (2/2)

ReVision Draft Plan

Overview

The ReVision Draft Plan would change service in the area by:

- **Improving frequency** to every 30 minutes in more locations, and ensuring every bus route in this area operates at least every 60 minutes.
- Providing **service on Saturdays and Sundays** on all routes that run at least every 60 minutes.
- **Creating focal points with potential timed transfers at three of the largest destinations** in western DuPage County: Fox Valley Mall, College of DuPage and Yorktown Center.
- **Removing service in areas of extremely low ridership**.
- **Extending new all-day service in historically unserved low-income areas** like West Chicago.

Aurora and North Aurora

- **Route 524** would continue to serve the northwestern portion of Aurora **every 60 minutes**, but at the northwest end all trips would serve a one-way loop using Indian Trail, Orchard Rd, Orchard Gateway Blvd, and Randall Rd.
- The new **Route 528** would connect Aurora Transit Center and Fox Valley Mall via southeast Aurora **every 30 minutes**, including service to Rush Copley Medical Center. This would replace parts of existing Route 540 and the Southeast Aurora On Demand Zone.
- **Route 530** would be streamlined to a single path for every trip, **every 30 minutes**, seven days per week. In west Aurora, continuing to operate on Galena Blvd but would extend west to connect with Waubonsee Community College. East of Downtown Aurora,, it would operate on New York Ave to Fox Valley Mall, where passengers would connect to **Route 300** for trips continuing to Naperville and points further east. **Fox Valley Mall** would become a timed transfer point between Routes 528, 530, and 300.
- **Route 533** would continue to operate **every 30 minutes** between Aurora Transportation Center and Walmart north of I-88, with an hourly deviation to serve Premium Outlets Mall.
- The **Naperville-Aurora On Demand zone** would continue to serve the same areas, on weekdays only.

However, existing **Route 559** would be eliminated, partly because it overlaps with the Naperville-Aurora On Demand zone, and partly due to extremely low ridership.

Aurora, Geneva, Batavia and Saint Charles

- The new **Route 539** would operate every **60 minutes** from Downtown Geneva and Downtown Saint Charles to West Chicago, Wheaton and Yorktown Center.
- **Route 801** would operate **every 30 minutes between Aurora Transit Center, Geneva, and the Kane County Judicial Center**, following IL-31 and State St in Batavia. This service would replace existing Route 802, but:
  - **Route 801** would also be extended **every 60 minutes to Elgin** via Randall Rd and South Elgin.
  - The new Route 801 would not split service into two branches in Batavia, so it would not maintain service to Delnor Hospital.
- The **Batavia On Demand** and **Saint Charles-Geneva On Demand** zones would be maintained, but with service on weekdays only.

Western DuPage County

- The new **Route 300** would replace part of existing Route 530 and nearly all of existing Route 722, with a faster and more direct service. It would connect Fox Valley Mall, Naperville, and Yorktown Center **every 30 minutes**. It would operate on Ogden Ave and Highland Ave between Naperville and Yorktown Center, avoiding the deviation via Warrenville Rd. East of Yorktown Center, this route would continue to Oakbrook Center, and to the Forest Park Station on the CTA Blue line via I-88/I-290.
- The new **Route 333** would replace existing Route 715 west and north of Yorktown Center, with service upgraded to **every 60 minutes**, seven days per week. North of Addison, Route 333 would follow new corridors along Arlington Heights Rd and Rohlwing Rd, providing new service to Elk Grove Village and Wood Dale.
- The new **Route 335** would operate **every 60 minutes** between College of DuPage, Addison, Yorktown Center, and the Northwest Transportation Center, seven days per week. Unlike Route 333, Route 335 would serve eastern DuPage County along Ardmore Ave and Addison Rd. North of Addison, Route 335 would follow the same new corridors as Route 333 along Arlington Heights Rd and Rohlwing Rd, providing the same new connection to Elk Grove Village and Wood Dale.
- The new **Route 539** would replace service on existing Route 301 west of Yorktown Center, while also adding a deviation to College of DuPage. West of Downtown Wheaton, it would provide coverage to DuPage County Judicial Center, and Central DuPage Hospital, and new continuing service to West Chicago, Saint Charles and Geneva. It would operate **every 60 minutes**, seven days per week.
- **Route 714** would combine the segments currently served on Route 711 and 714 on a single route, that would continue to operate **every 60 minutes**, but with new service on Saturdays and Sundays. This extension would eliminate the transfer currently required at College of DuPage between Routes 714 and 711.
- **Route 715** would be upgraded to service **every 60 minutes**, seven days per week, but would only include the parts of the route from Yorktown Center to Argonne National Laboratory. Service north of Yorktown would be provided on **Route 333**.
- **Route 834** would be upgraded to service **every 30 minutes**, seven days a week. In addition:
  - It would lose its mid-route split in southern DuPage County. All trips would operate via 63rd St, Woodward Ave and 75th St, between Main St & 63rd St and James Ave & 75th St.
  - It would no longer serve Collins St in Joliet and Downtown Lockport after crossing the Des Plaines River at the 9th St bridge. This is a significant source of delay on the existing route to and from Joliet. Instead, the new route would operate on Broadway St on the west side of the river, replacing service on existing Route 832.
- The **Wheaton Winfield On Demand** zone would be maintained, on weekdays only.

West Cook and eastern DuPage County - Maps

Existing 2026 Service

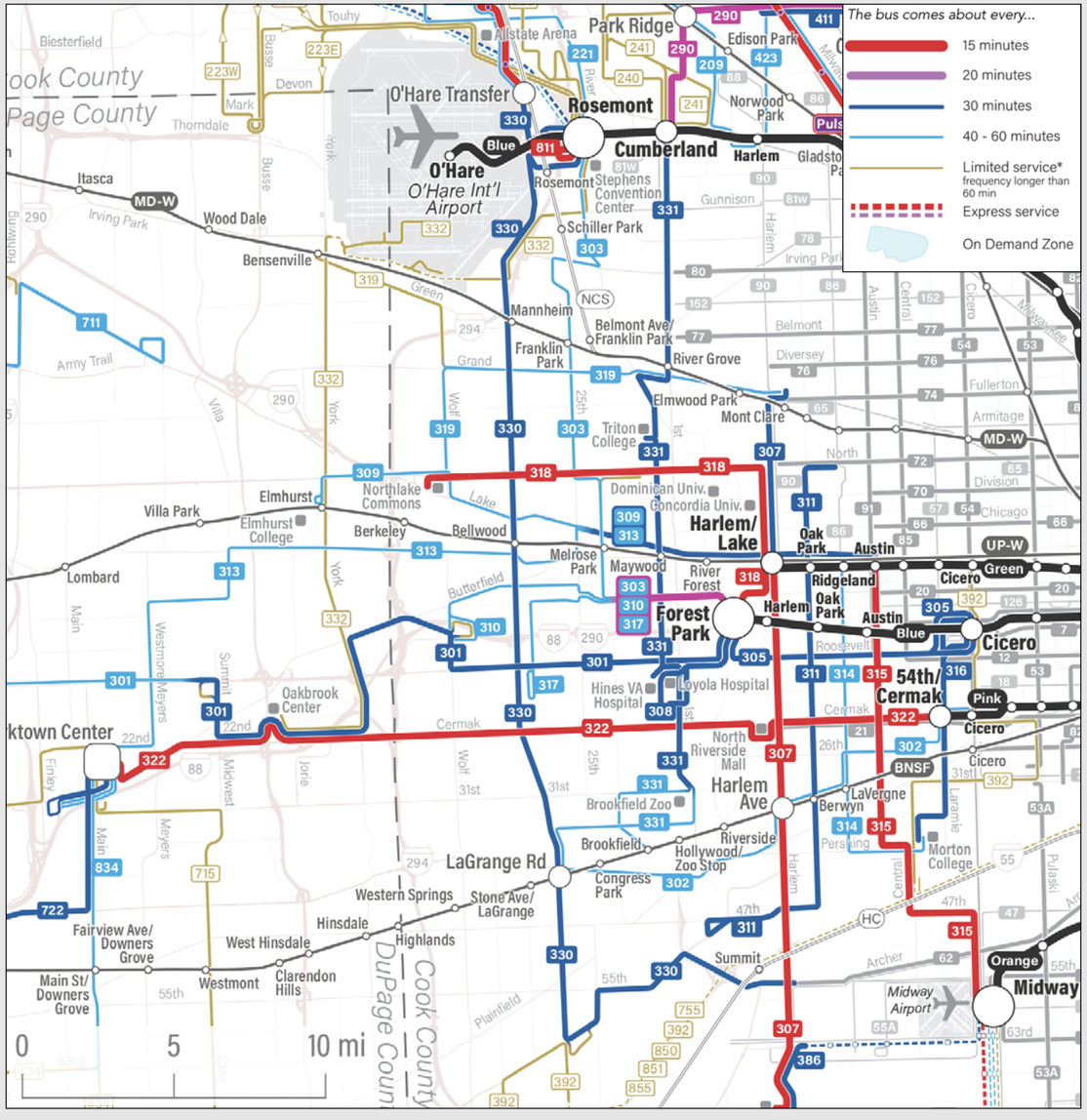


Figure 44: Map of existing Pace routes and frequencies in west Cook and eastern DuPage County.

ReVision Draft Plan

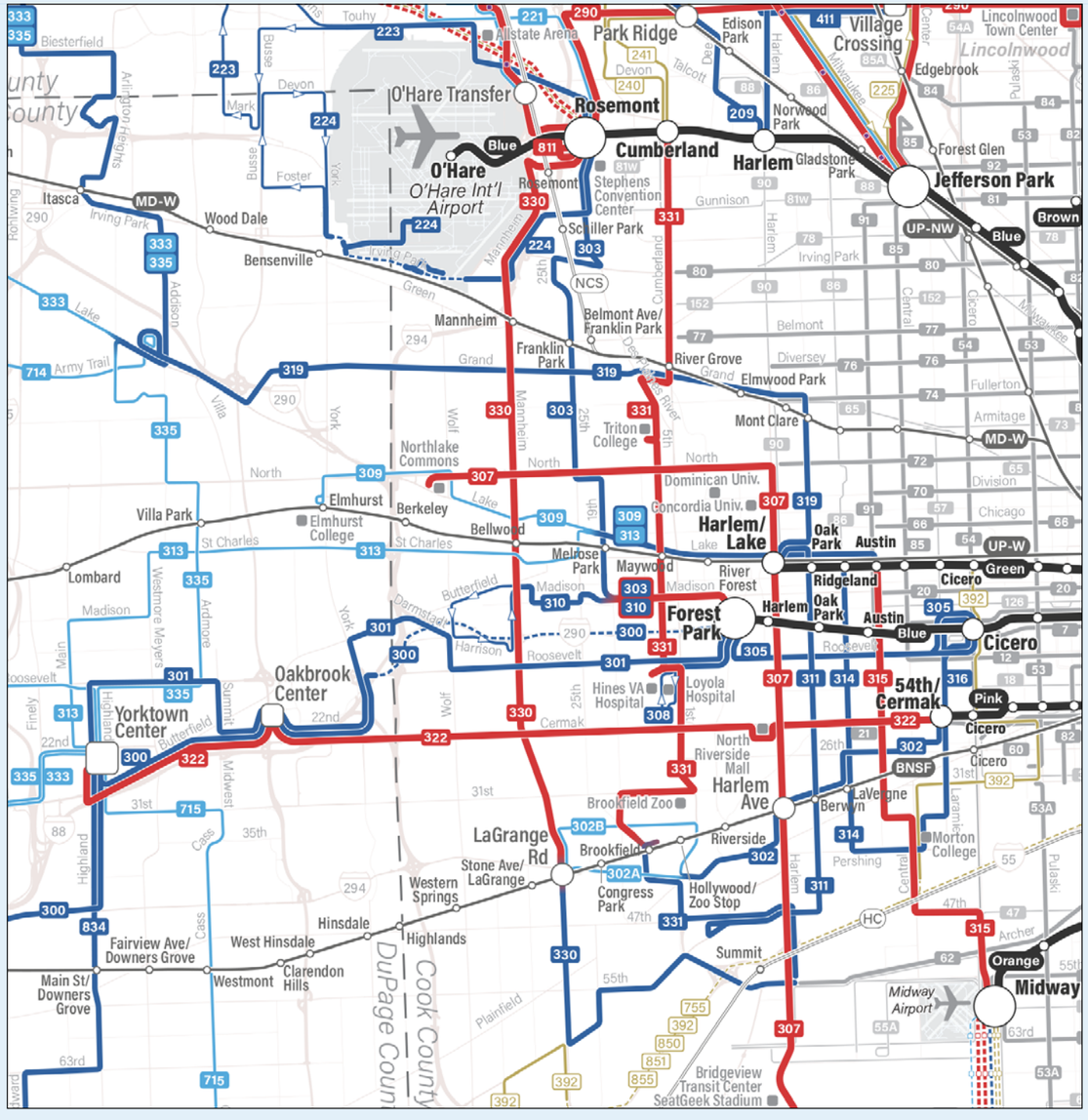


Figure 43: Map of draft plan Pace routes and frequencies in west Cook and eastern DuPage County.

West Cook and eastern DuPage County - Network Descriptions (1/4)

Existing 2026 Service

Overview

The transit network in the inner west suburbs serves the following areas:

- Inner West Cook. This area is located between the Chicago City line to the east, the Des Plaines River to the west, Grand Ave to the north, and the Ship Canal to the south. Most of this area is developed on a continuous street grid. South of Lake St and east of Harlem Ave, the density of residents, low-income residents and zero-vehicle households is comparable to areas in the City of Chicago.
- Outer West Cook. This area lies west of the Des Plaines river, south of I-90, and north of the Ship Canal.
  - North of Cermak Rd, the densities of residents, low-income residents, and zero-vehicle households are lower than in closer-in areas, but high by suburban standards. The street grid is interrupted by railroads, rail yards, and industrial areas. Arterial streets are often less pedestrian-friendly than those closer in.
  - South of Cermak Rd, density tends to be lower, and average incomes are higher. Many residential neighborhoods are built on a street grid, but that grid is interrupted by forests, and is less consistent further west, especially west of I-294. Along the Ship Canal, development is mostly low-density and for industrial uses.
- Eastern DuPage County. This is DuPage County east of I-355. It is continuously developed, but at lower densities than outer west Cook County. Outside old town centers on Metra lines, this area is auto-oriented. Many larger streets are not designed to accommodate pedestrians.

Regional Transit Network Structure

There is both connectivity and overlap between Pace and CTA services in west Cook County.

- CTA rail stations at both ends of the Blue Line (Rosemont and Forest Park) are major Pace hubs, with multiple suburban bus routes terminating at these locations.
- Multiple Pace bus routes also serve the 54th/Cermak Station on the Pink Line and Harlem/Lake Station on the Green Line. Several other CTA stations are also served by at least one Pace bus route.
- Many CTA bus lines end where Pace lines begin, usually at or near the city line. Some CTA lines overlap with Pace routes for several miles. This includes parts of Harlem Ave (Routes 91, 307 and 318), Austin Blvd (Routes 91 and 315) and Cermak Rd (Routes 21 and 322).

Metra commuter rail lines in this area include:

- **Metra MD-W** line, which operates **every 60 minutes** at most stations on weekdays (with added peak-hour trips), Saturday service every 1-2 hours, and Sunday service every 2 hours.
- **Metra UP-W** line **every 60 minutes** on weekdays (with added peak trips), and every two hours on Saturdays and Sundays.
- **Metra BNSF** line **every 60 minutes** on weekdays, Saturdays and Sundays with service up to every 15 minutes at weekday peak hours at stations west of Congress Park, and about every 30 minutes closer in.
- **Metra NCS**, which provides **weekday peak-only** service in River Grove, Franklin Park, Schiller Park and Rosemont, with **no weekend service**.

Pace Routes - Inner West Cook County

The bus network in this area is a grid, with north-south routes spaced every 1/2-mile, and east-west routes spaced every 1 to 2 miles. Frequent routes in this area include:

- **Route 307** is a north-south route on Harlem Ave. It operates between the Grand/Nordica CTA Terminal (at Grand Ave) and the Bridgeview Transit Center (at 71st St). On weekdays, it operates **every 15 minutes between Harlem/Lake Station and 71st St**, and **every 30 minutes between Harlem/Lake Station and Grand/Nordica**. Weekend trips are every 20 minutes on Saturdays, and every 30 minutes on Sundays, and serve the entire route from Grand Ave to 71st St.
- **Route 315** is a north-south route mostly on Austin Blvd, between Austin Station on the CTA Green Line and Midway Station on the CTA Orange Line. It has been recently upgraded to service **every 15 minutes**, seven days per week.
- **Route 322** is an east-west route, mostly on Cermak Rd/22nd St. It operates between the 54th/Cermak Station on the CTA Pink Line, and Yorktown Center. It was recently upgraded to operate **every 15 minutes** on weekdays, and every 20 minutes on Saturdays and Sundays.

Other north-south routes in this area include:

- **Route 311** is a north-south route, mostly on Oak Park Ave, that operates between North Ave & Narragansett Ave and 47th St & Lawndale Ave. It operates **every 30 minutes** on weekdays and Saturdays, and every 45 minutes on Sundays.
- **Route 314** is a north-south route, mostly on Ridgeland Ave, between Ridgeland Station on the CTA Green Line and Morton College. It operates **every 60 minutes** on weekdays and Saturdays. It has **no Sunday service**.
- **Route 316** is a north-south route, mostly on Laramie Ave, between Cicero Station on the CTA Green Line and Morton College It operates **every 30 minutes** on weekdays, and every 60 minutes on Saturdays. It has **no Sunday service**.

Other east-west routes in this area include:

- **Route 302** operates a stair-step east-west pattern, partly on Ogden Ave, between 54th Ave/Cermak Station on the CTA Pink Line and LaGrange Rd Metra station through parts of Cicero, Berwyn, Lyons and Brookfield. This route operates **every 45 minutes**, weekdays and Saturdays. It has no Sunday service.
- **Route 305** is an east-west route on Roosevelt Rd between Cicero and Forest Park stations on the CTA Green Line. This route operates **every 30 minutes** on weekdays, and every 60 minutes on Saturdays and Sundays.
- **Routes 309 and 313** operate **every 30 minutes on Lake Street, between Austin Station and 25th Ave,** seven days per week, with service every 15 minutes at weekdays peak hours. **West of 25th Ave, both routes operate every 60 minutes**, seven days per week, with service every 30 minutes at weekday peak hours.
  - **Route 309** continues on Lake St to Wolf Rd, North Ave and York St to Downtown Elmhurst.
  - **Route 313** continues to Yorktown Center, via St Charles Rd, Villa Ave, Washington St, Meyers Rd, and 22nd St.

Pace routes in this area also include **Route 392,** which provides four trips per day in each direction between Cicero Station on the CTA Green Line and the UPS Hodgkins facility in Willow Springs.

West Cook and eastern DuPage County - Network Descriptions (2/4)

Existing 2026 Service

Outer West Cook County

West of Harlem Ave, the Pace network maintains some grid characteristics, but is also largely a network centered around regional connections at the Forest Park Station.

Frequent Pace routes in this area include:

- **Route 318** is mostly an east-west route on North Ave, between Northlake Commons and Harlem Ave. However, it also operates on Harlem Ave between North Ave and Lake St, and continues from Harlem/Lake Station to Forest Park Station on the CTA Blue Line. It operates every **15 minutes on weekdays**, and every 20 minutes on Saturdays and Sundays.
- **Route 322** on Cermak Rd is as described above, in the section on Inner West Cook County.

Other Pace routes operating out of Forest Park Station include:

- **Route 301** operates mostly on Roosevelt Road, as far west as Downtown Wheaton in DuPage County, deviating to serve Elmhurst Memorial Hospital and Oakbrook Center.
  - On weekdays, this route operates **every 30 minutes to Roosevelt Rd & Ardmore Rd** in Villa Park, with continuing service **every 60 minutes to Wheaton**.
  - On Saturdays and Sundays, this route operates every 30 minutes to Oakbrook Center. **No weekend service to Wheaton.**
- **Routes 303, 310 and 317** operate jointly **about every 20 minutes to Madison St & 19th Ave,** seven days per week, with added trips at peak hours. **West of 19th Ave, all three routes operate every 60 minutes**, with additional trips at peak hours.
  - On weekdays, **Route 303** continues to Rosemont Station, mostly via 19th Ave/ Broadway Ave, 25th Ave and Des Plains River Rd. **On Saturdays and Sundays**, there is a different terminus and **no service between North Ave and Rosemont**.
  - **Route 310** continues to West Point Shopping Center in Hillside, via Washington Blvd, Butterfield Rd and Wolf Rd.
  - **Route 317** continues via Madison St to Westchester Blvd & Canterbury St.
- **Route 305** is as described above, in the section on Inner West Cook County.
- **Route 308** is a shuttle between Forest Park Station and the hospitals in the Loyola/Hines complex, as described in Chapter 2. It operates **every 30 minutes**, seven days per week, with added trips at weekday peak hours.

The following Pace routes operate out of Rosemont and Cumberland stations on the northern section of the CTA Blue Line:

- **Route 303**, as described above.
- **Route 330** operates between Rosemont and Harlem/Archer terminal in Summit, mostly via Mannheim Rd and LaGrange Rd. This route operates **every 30 minutes**, seven days per week.
- **Route 331** operates **every 30 minutes**, seven days per week, **between Cumberland Station and Brookfield Zoo**, mostly via Cumberland Ave, 1st Ave and 5th Ave. South of Brookfield Zoo, it separates into two branches, with one branch operating **every 60 minutes to Brookfield Metra Station and the other to LaGrange Rd Metra Station**.
- **Route 332** operates **limited trips**, every 1-3 hours on weekdays (but with a 6 hour gap in the middle of the day on Saturdays and Sundays), between Rosemont and Oakbrook Center via cargo areas on the south end of O'Hare Airport and York St. O'Hare cargo areas also have additional late evening and early morning trips.

Other routes operating in Outer West Cook County include:

- **Route 319** operates between the Grand/ Nordica terminal and Northlake Commons via Grand Ave and Wolf Rd. It operates **every 60 minutes** on weekdays and Saturdays, with added trips at weekday peak hours. It has **no Sunday service**.
- **Route 309** and **Route 313**, as described above, in the section on Inner West Cook County.

Eastern DuPage County

Most existing Pace service in eastern DuPage County is the continuation of routes that begin in Cook County. This includes:

- **Route 301** to Oakbrook Center and Wheaton, as described in the section on Outer West Cook County.
- **Route 309** and **Route 313**, which serve parts of Elmhurst, Villa Park and Lombard, as described in the section on Inner West Cook County.
- **Route 322**, which serves Cermak Rd/22nd St and Butterfield Rd, and provides frequent service to Oakbrook Center and Yorktown Center, and is described in more detail in the section on Inner West Cook County.
- **Route 332**, which provides limited trips on York St, as described in the section on Outer West Cook County.

Unlike the eastern DuPage County routes just described, these routes do not operate in Cook County:

- **Route 711** operates **every 60 minutes** on weekdays, between Wheaton and Addison. It terminates west of I-355 near Addison Rd & Lake St. It has **no weekend service.**
- **Route 715** provides **limited trips** (about every 75 minutes) on weekdays between Addison, Glendale Heights, Glen Ellyn, and Yorktown Center. South of I-88 and Yorktown Center, it operates on Cass Ave through Westmont and Darien, with peak-hour trips extending to Argonne National Laboratory. It has **no weekend service**.
- **Route 722** operates **every 30 minutes** on weekdays and Saturdays between Yorktown Center and Downtown Naperville. It operates mainly on Ogden Ave and Warrenville Rd. Many large employers are located along this route. It has **no Sunday service**.
- **Route 834** provides service **every 60 minutes** on weekdays (and limited trips on Saturdays) between Finley Square and Downtown Joliet via Yorktown Center, Downers Grove, Woodridge, Bolingbrook, Romeoville and Lockport. This route has a mid-route split, with service every two hours on weekdays between Main St & 63rd St in Downers Grove and James Ave & 75th St in Woodridge. It has **no Sunday service.**

West Cook and eastern DuPage County - Network Descriptions (3/4)

ReVision Draft Plan

Overview

The ReVision Draft plan would:

- **Increase frequencies in West Cook County**, to every 15 to 30 minutes, on as many routes as possible.
- **Extend new coverage in eastern DuPage County**, with service every 30 to 60 minutes.
- Provide service a**t weekday frequencies, seven days a week**, on nearly all routes.
- **Eliminate occasional service patterns**, and provide more regular frequency to employment areas around O'Hare Airport.

Regional Transit and Shared Corridors

This Draft Plan focuses on solutions that are based on preliminary discussions with CTA and their future service plans. Additional coordination among NITA, Pace, and CTA will be needed to further evaluate opportunities for service integration and regional planning in certain corridors.

- **Cermak Rd**. CTA Route 21 and Pace Route 322 overlap for nearly three miles between the 54th/Cermak station on the CTA Pink Line and North Riverside Park Mall. This matches the desires of Chicago passengers for a one-seat ride to the mall, and of suburban passengers to reach the Pink Line. However, because both routes are very long and have different terminals, this overlapping service does not create higher frequency on Cermak Rd.
- **Harlem Ave.** CTA Route 90 and existing Pace Routes 307 and 318 overlap between Lake St and North Ave. The ReVision Draft Plan would merge routes 307 and 318, creating more single-seat rides and facilitating travel between western and southern Cook County.
- Future coordination would be reasonable for other corridors where CTA and Pace routes meet or overlap, such as **Austin Blvd** (91/315) and **Laramie Ave** (57/316).

Pace Routes - Inner West Cook County

This plan would focus on improving the performance of the existing grid of routes in this area through higher frequency and better connectivity with routes in southern Cook County. Frequent Pace routes would include:

- **Route 307** on Harlem Ave would be extended south from 71st St to 103rd St, improving connections between west and southwest Cook County, consistent with plans for the future Pulse Harlem Line. Additionally, on the north side, this route would be merged with existing Route 318, creating continuous service on North Ave and Harlem Ave. This route would provide service **every 15 minutes**, seven days per week.
- **Route 315** would continue to operate **every 15 minutes**, seven days per week, and would be extended past Midway along Cicero Ave, 79th St, and 88th Ave to Moraine Valley Community College, replacing part of existing Route 379 with more frequent service.
- **Route 322** would be unchanged, but would gain service **every 15 minutes** on Saturdays and Sundays as well as weekdays, consistent with future planning for the Pulse Cermak Rd/22nd Street Line.

Other north-south routes in this area would include:

- **Route 311** would continue to provide north-south service long Oak Park Ave, but instead of continuing to North Ave, the proposed route would terminate at Harlem/Lake CTA Station. This route would now operate **every 30 minutes**, seven days per week. Oak Park Ave between Lake St and Grand Ave would be served by an extended **Route 319**.
- **Route 314** would be upgraded to provide service **every 30 minutes**, seven days per week.
- **Route 316** would be unchanged, except that it would have service **every 30 minutes**, seven days per week.
- **Route 319** would be extended south to serve Oak Park Ave between Lake St and Grand Ave; continue on Grand Ave to Lake St/US-20 in Elmhurst; then continue farther on Lake St as far as Addison Road. It would be upgraded to operate **every 30 minutes**, seven days per week.
  - As a result of the extension along Grand Ave west of Wolf Rd, Route 319 would no longer serve Northlake Commons, which would be on **Route 307** and **Route 309**.

Other east-west routes in this area would include:

- **Route 302** would be upgraded to operate **every 30 minutes**, seven days a week between the 54th/Cermak CTA Station and Ogden Ave & 1st Ave. **West of 1st Ave,** the route would have two branches:
  - The **302A branch** would **operate hourly along Ogden Ave**, maintaining its existing connection to the LaGrange station.
  - The **302B branch** would also **operate hourly** to LaGrange Station, but **following Washington Ave**, to replace one of the branches on existing Route 331.
- **Route 305** would be unchanged, but would gain service **every 30 minutes** on Saturdays and Sundays in addition to weekdays.
- **Routes 309 and 313** would continue to operate **every 30 minutes east of 25th Ave** and **every 60 minutes, west of 25th Ave**, seven days per week. West of 25th Ave:
  - **Route 309** would be unchanged.
  - **Route 313** would serve St. Charles Rd as far west as Westmore-Meyers Rd, then operate via Westmore-Meyers Rd, Madison St and Main St in Lombard before terminating at Yorktown Center. As a result, there would no longer be service on Villa Ave and Washington St in Villa Park, or on Westmore-Meyers Rd south of Madison St. However, service on Ardmore St would be introduced as part of the new **Route 335**.

There would be no change to existing **Route 392.**

Outer West Cook County

Forest Park Station would remain the largest hub of Pace service in this area. However, the network would take on more grid elements by merging existing Routes 307 and 318, and increasing frequencies on Routes 330 and 331.

Frequent routes in this area would include:

- **Route 307**, extended to serve North Ave as far as and replacing existing Route 318, as described above in the Inner West Cook County section.
- **Route 322**, also as described above.

West Cook and eastern DuPage County - Network Descriptions (4/4)

ReVision Draft Plan

- **Route 330** would be upgraded to operate **every 15 minutes** between Rosemont and LaGrange Rd Metra Station, seven days per week, responding to relatively high ridership on the existing route. This route would continue to operate every 30 minutes south of LaGrange Rd Station to the Archer/Harlem terminal along its existing path.
- **Route 331** would be upgraded to operate **every 15 minutes between Cumberland Station and Brookfield Metra Station**. Between Brookfield Zoo and Brookfield Metra station, the route would serve 31st St, Maple Ave and Grand Blvd, continuing to serve Brookfield Village Hall.
  - **South of Brookfield Metra**, Route 331 would continue **every 30 minutes** to the Harlem/Archer terminal via Prairie Ave, Ogden Ave, 1st Ave, 47th St and Harlem Ave.
  - The Washington St branch of existing Route 331 would now be served on Route 302B.

Other Pace routes operating out of Forest Park Station would include:

- **Route 301** would continue to operate **every 30 minutes**, seven days a week, mainly on Roosevelt Rd, but it would **end at Yorktown Center instead of Wheaton**. West of Oakbrook Center, it would operate on Summit Ave, Roosevelt Rd and Highland Ave.
  - Service to Wheaton would instead be on **Route 539**, which is described in more detail in the previous section on Aurora, Geneva, Batavia and Saint Charles.
- **Routes 303 and 310** would be upgraded to operate jointly **every 15 minutes east of 19th Ave**, seven days per week. West of 19th Ave, both routes would operate as follows:
  - **Route 303** would continue to serve the same path between Forest Park and Rosemont, but would be upgraded to **every 30 minutes**, seven days per week.
  - **Route 310** would combine segments on existing Routes 310 and 317. East of Mannheim Rd, it would operate **every thirty minutes**, also seven days per week, mostly via Madison St. West of Mannheim Rd, it would operate a one-way loop via Butterfield Rd, Wolf Rd and Harrison St, covering West Point Shopping Center.
  - **Route 317** would be eliminated. Passengers in Westchester could use **Route 301** on Roosevelt Rd for east-west travel, and **Route 330** on Mannheim Rd for north-south travel.
- **Route 308** to the Loyola/Hines hospital complex would be unchanged.
- **Route 319** would be as described above, in the Inner West Cook County section.

Other Pace routes operating in West Cook County would include:

- **Route 224** would operate **every 30 minutes**, seven days per week, between Rosemont, O'Hare cargo areas and industrial employment areas in north Bensenville and south Elk Grove Village. This would replace the northern portion of existing Route 332 with more frequent service, and would also replace service on Devon Ave between York Road and Busse Rd/IL-83, currently provided by existing Route 223.

However, existing Route 332 on York St would be eliminated, because most of its extremely low ridership is in areas that would be otherwise served by Routes 301, 309, 313, 319 and 322.

Eastern DuPage County

East-west routes in this area would continue to be extensions of services in Cook County, but with important changes.

- The new **Route 300** would operate **every 30 minutes**, seven days per week. It would operate nonstop on I-290/I-88 from Forest Park Station to Oakbrook Center. From there, it would continue to Yorktown Center, Naperville and Fox Valley Mall, mainly via Butterfield Road, Highland Ave and Ogden Ave. This route would be scheduled to provide **timed connections with other routes at Fox Valley Mall**. It would replace most of existing Route 722 with a more direct route continuing to points further east and west.
- Route 301 would be as described above, in the Outer West Cook County section.
- Route 309, Route 313 and Route 319 would be as described above, in the Inner West Cook County section.

The following routes would not operate in western Cook County:

- The new **Route 333** would replace existing Route 715 west and north of Yorktown Center, with service upgraded to **every 60 minutes,** seven days per week. North of Addison, Route 333 would follow new corridors along Arlington Heights Rd and Rohlwing Rd, providing new service to Elk Grove Village, Wood Dale, and the Pace Northwest Transportation Center in northwestern Cook County.
- The new **Route 335** would operate **every 60 minutes** between College of DuPage, Addison, Yorktown Center, and the Pace Northwest Transportation Center, seven days per week. Route 335 would bring new service to parts of Ardmore Ave and Addison Rd.
  - **North of Addison Rd & Lake St, Routes 333 and 335 would operate jointly every 30 minutes to Pace Northwest Transportation Center** via portions of Addison Rd, Irving Park Rd, Arlington Heights Rd and Biesterfield Rd. As a result, Addison would be connected both eastward to West Cook County (via Route 319) and northward to shopping and employment areas in Schaumburg.
- **Route 715** would be upgraded to service **every 60 minutes**, seven days per week, but would only include the southern portion of the route from Yorktown Center to Argonne National Laboratory. Service north of Yorktown would be provided on **Route 333**.

Joliet and northern Will County - Maps

Existing 2026 Service

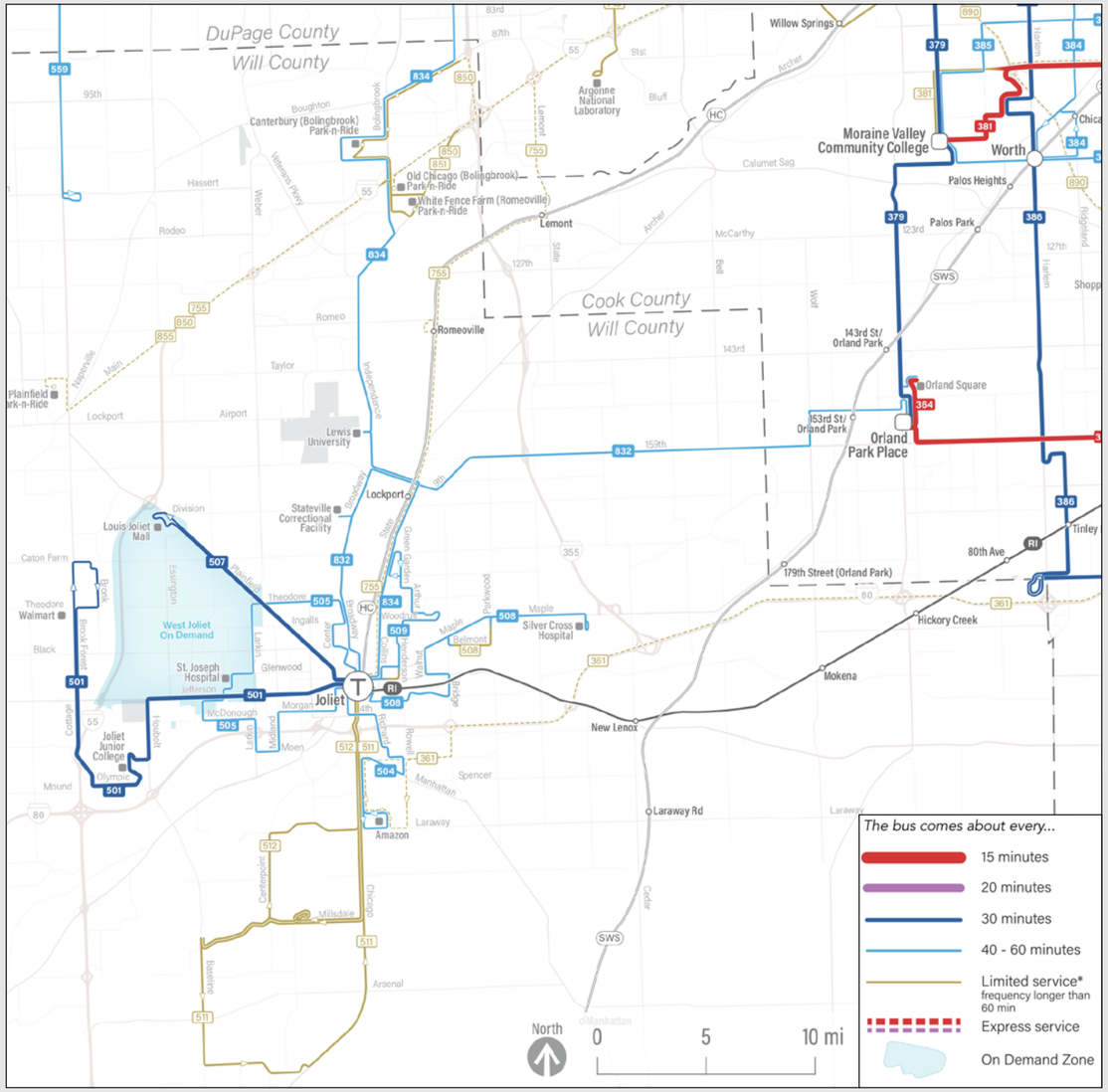


Figure 46: Map of existing Pace routes in Joliet and northwestern Will County.

ReVision Draft Plan

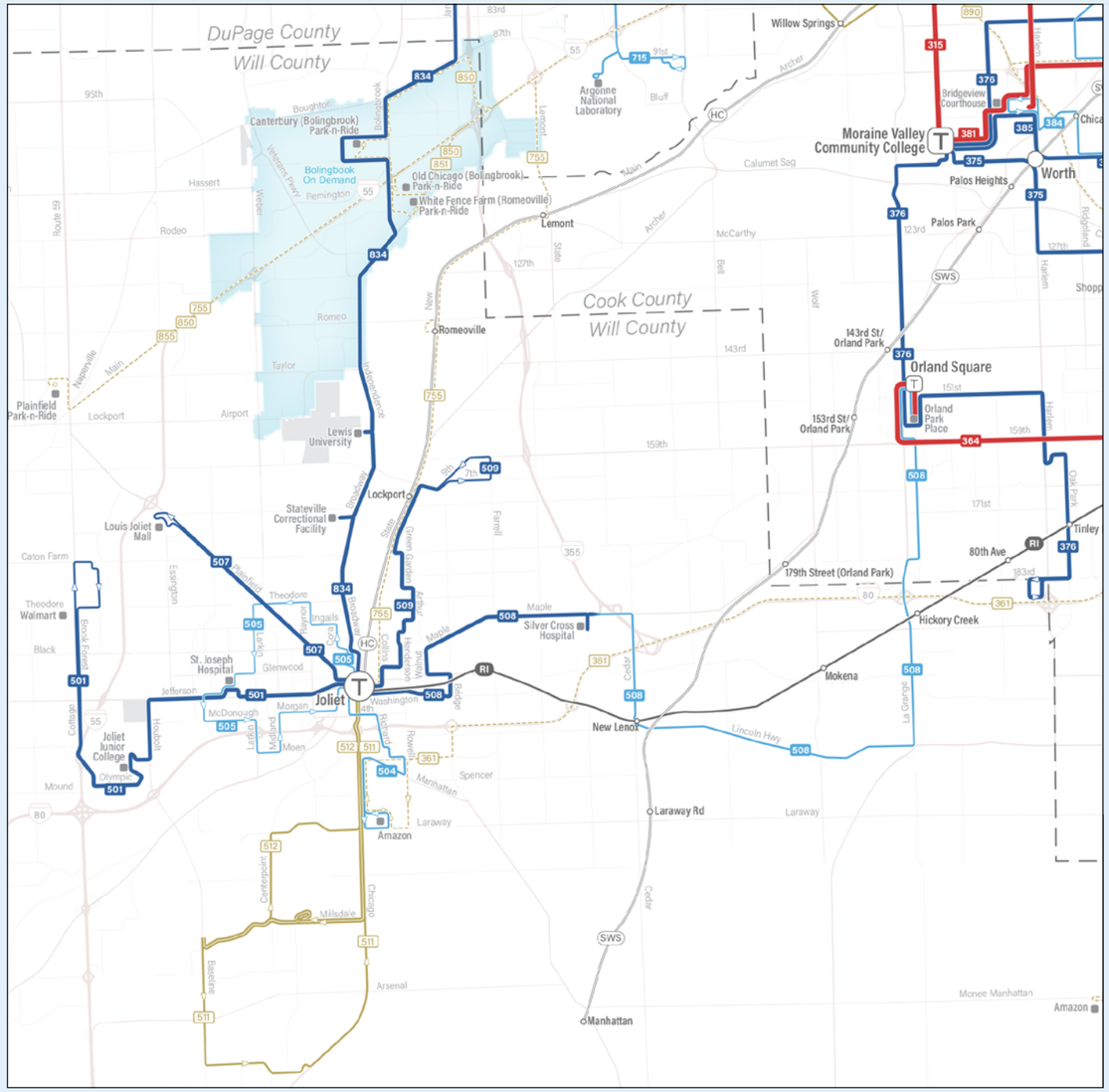


Figure 45: Map of draft plan Pace routes in Joliet and northwestern Will County.

Joliet and northern Will County - Network Descriptions (1/2)

Existing 2026 Service

Overview

This part of the region includes:

- Joliet, which has a large walkable core, and high densities of low-income residents and zero-car households. However, Joliet is also surrounded by extensive auto-oriented suburbs, and large low-density industrial and warehouse employment areas at its south end.
- The rest of northern Will County, mostly low density and auto-oriented suburban areas, interspersed with large industrial facilities, forests, agricultural lands and floodplains.

The existing transit network here includes:

- A network of **local bus routes** centered around Joliet that also serves surrounding communities like Lockport, Fairmont, Ridgewood, Preston Heights, Rockdale, Ingalls Park, Shorewood and Crest Hill. This network includes regional links to Romeoville, Bolingbrook, and Orland Park. **There is no existing bus service on Sundays.**
- I-55 Express routes between Plainfield, Bolingbrook and Chicago. **These routes operate on weekdays only.**
- Metra commuter rail service, including:
  - **Rock Island** line, between Joliet, Blue Island and Chicago, with service **every 60 minutes** on weekdays (with added peak-hour trips), and about every two hours on Saturdays and Sundays.
  - **Heritage Corridor**, between Joliet, Lockport, Romeoville, Lemont and Chicago. This line operates on **weekdays, peak-only**.
  - **Southwest Service**, between Manhattan, Orland Park and Chicago. This line also operates on **weekdays, peak-only**.

Local Routes

- **Routes 501 and 507** both operate **every 30 minutes** on weekdays and every 60 minutes on Saturdays between Downtown Joliet and major destinations on its west side.
  - Route 501 serves Jefferson St in west Joliet, and extends to Joliet Junior College, and serves IL-59 in Shorewood as far as Caton Farm Rd. This is the result of a recent extension.
  - Route 507 was recently upgraded to service every 30 minutes. It connects Downtown Joliet with Louis Joliet Mall via US-30/Plainfield Rd.
- **Route 505** operates as a two-way loop in west Joliet that serves neighborhoods and destinations located farther from Routes 501 and 507, such as St. Joseph Medical Center. Both directions of the loop serve Joliet Transit Center and operate **every 60 minutes** on weekdays and Saturdays.
- **Route 504** operates **every 60 minutes** on weekdays between Joliet Transit Center and the Amazon facility at Laraway Crossings. It follows a circuitous route designed to serve several health and social service destinations, including the Will County Health Department, Joliet Job Corps and Primary Care Joliet. It has **no Saturday service**.
- **Route 508** operates **every 60 minutes** on weekdays and Saturdays. It connects Downtown Joliet with Ingalls Park and Ridgewood, terminating at Silver Cross Hospital.
- **Route 509** operates **every 60 minutes** on weekdays and Saturdays. It connects Downtown Joliet with northeast Joliet and Fairmont. This route makes many turns, partly due to poor street connectivity in Fairmont.
- The **West Joliet On Demand** zone covers an area roughly between Plainfield Rd to the north, Jefferson St to the south, I-55 to the west, and Larkin Ave to the east. **It has no Saturday service**.
- **Routes 361, 511 and 512** are **limited-trip** shuttles paid for in part by large industrial employers. Routes 511 and 512 serve the CenterPoint facility at the Joliet Arsenal, while Route 361 connects the Amazon facility at Laraway Crossings with Pace Harvey Transit Center.

Regional Links

- **Route 832** operates **every 60 minutes** on weekdays between Downtown Joliet, Crest Hill, Downtown Lockport and Orland Park. Although this route follows a reasonably direct path, it travels through semi-rural areas on Broadway between Joliet and Lockport, and on 159th St between Lockport and Orland Park. It is among the least productive routes in the Pace system with about 3 passengers per hour. **It has no Saturday service.**
- **Route 834** provides service **every 60 minutes** on weekdays (and limited trips on Saturdays) between Downtown Joliet and Finley Square (in DuPage County) via Lockport, Romeoville, Bolingbrook, Woodridge, Downers Grove, and Yorktown Center. This route has a mid-route split, with service every two hours on weekdays between Main St & 63rd St in Downers Grove and James Ave & 75th St in Woodridge.
- See the section on Aurora, southern Kane and western DuPage county for information on existing **Route 559**.

I-55 Express Service

- **Route 755** operates between the Plainfield Park-n-Ride and Downtown Chicago, with stops at the Old Chicago Park-n-Ride in Bolingbrook and in the West Loop. It operates **directional hourly** service. Until noon, one bus every hour leaves Plainfield inbound to Chicago. After noon, one bus every hour leaves Chicago outbound to Plainfield.
- **Routes 850, 851 and 855** are each different **peak-only** express patterns to Downtown Chicago.
  - Route 850 serves all I-55 stops, including Plainfield Park-n-Ride, White Fence Farm Park-n-Ride (Romeoville), Canterbury Park-n-Ride (Bolingbrook), Boughton & Preston, and Burr Ridge Park-n-Ride.
  - Route 851 does not serve Plainfield or Burr Ridge on the way to and from Chicago.
  - Route 855 serves only Plainfield and Burr Ridge on the way to and from Chicago.
  - This also includes some non-stop trips between Plainfield and Chicago, denoted as Route 855X.

Joliet and northern Will County - Network Descriptions (2/2)

ReVision Draft Plan

Overview

The Revision Draft Plan would:

- **Improve frequency** so that most routes would operated every 30 minutes.
- With the exception of commuter-oriented and On Demand service, provide **Saturday and Sunday service** on all routes, at weekday frequencies.
- **Improve timed connections** between routes at Joliet Transit Center.
- **Remove services with extremely low ridership.**
- **Extend new coverage to areas with significant employment or commercial destinations.**

Local Routes

- **Route 501** would continue to operate every 30 minutes on weekdays, but would now also have service **every 30 minutes on Saturdays and Sundays**. It would add a deviation on Oneida St to serve St. Joseph Medical Center, to make this location more easily accessible.
- **Route 504** would not change, but would gain service on Sundays.
- **Route 505** would continue to operate every 60 minutes in areas farther from Routes 501 and 507. However, it would operate only in the counterclockwise direction, to maintain basic coverage. This route would gain new service on Saturdays and Sundays.
- **Route 507** would maintain its existing alignment and its recent upgrade to **every 30 minutes**. It would gain service **every 30 minutes on Saturday and Sundays**.
- **Route 508** would be upgraded to operate **every 30 minutes** along US-6/Maple Rd, connecting Joliet Transit Center with Silver Cross Hospital. It would operate along Washington St instead of 2nd Ave between Richard St and Boulder Ave.
  - Every other trip would continue as the **508 longline**, with service **every 60 minutes** to New Lenox and Orland Park Place, seven days per week. The extension would also provide new service along Lincoln Highway and LaGrange Rd south of 159th St.
  - This extension would replace existing Route 832 as the transit connection between Will and south Cook County. **Route 832** would be removed due to extremely low ridership. The goal of this extension would be to continue the inter-county connection along a path with more destinations.
- **Route 509** would be upgraded to service **every 30 minutes** and extended to Downtown Lockport, replacing segments on the existing Routes 832 and 834 with more direct and higher frequency service. This change would remove several deviations along Route 509 in Fairmont to reduce in-vehicle travel times and make the service useful for more trips.
- The existing **West Joliet On Demand** would be removed due to low ridership.
- **Routes 361, 511 and 512** would not change.

Regional Links

- As described above, the regional connection provided by existing Route 832 would be replaced with an extension of **Route 508**.
- **Route 834** would be upgraded to service **every 30 minutes**, seven days a week, for more frequent service between Joliet, Romeoville, Bolingbrook, and southern DuPage County. In addition:
  - It would no longer serve Collins St in Joliet and Downtown Lockport by crossing the Des Plaines River at the 9th St bridge. This is a significant source of delay on the existing route to and from Joliet. Instead, the new route would operate on Broadway St on the west side of the river, replacing service on existing Route 832.
  - It would lose its mid-route split in southern DuPage County. All trips would operate via 63rd St, Woodward Ave and 75th St, between Main St & 63rd St and James Ave & 75th St.
- The new **Bolingbrook On Demand** zone would cover a large area in Bolingbrook and Romeoville, including employment and industrial areas near I-55 and residential areas between I-55 and Boughton Road. The service in this zone would be designed to facilitate connections with the new Route 834. It would operate on weekdays only.

I-55 Express Service

- **Routes 755, 850, 851 and 855** would not change.

Inner South Cook County - Maps

Existing 2026 Service

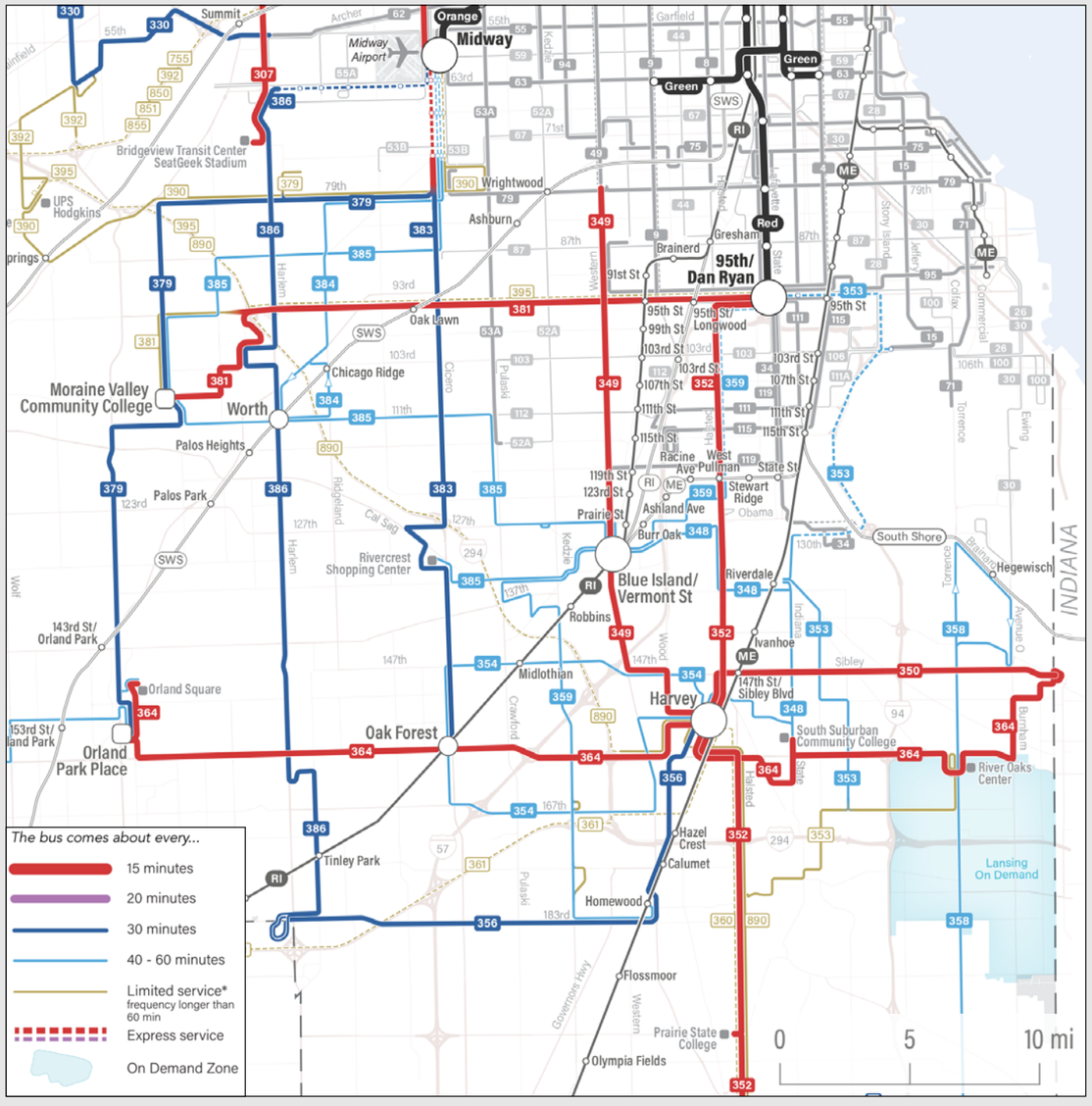


Figure 48: Map of existing Pace routes and frequencies in inner south Cook County.

ReVision Draft Plan

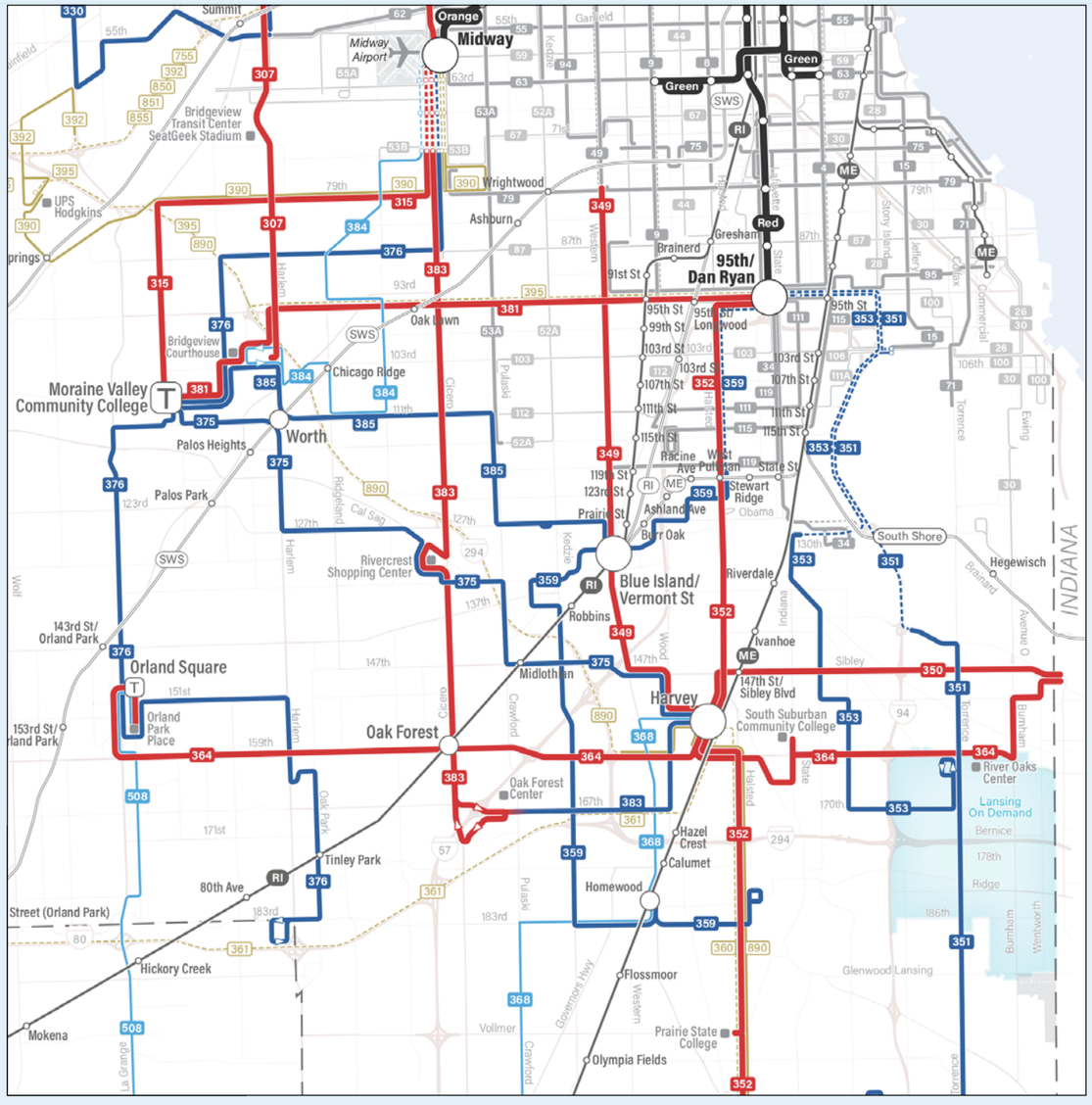


Figure 47: Map of draft plan Pace routes and frequencies in inner south Cook County.

Outer South Cook County - Maps

Existing 2026 Service

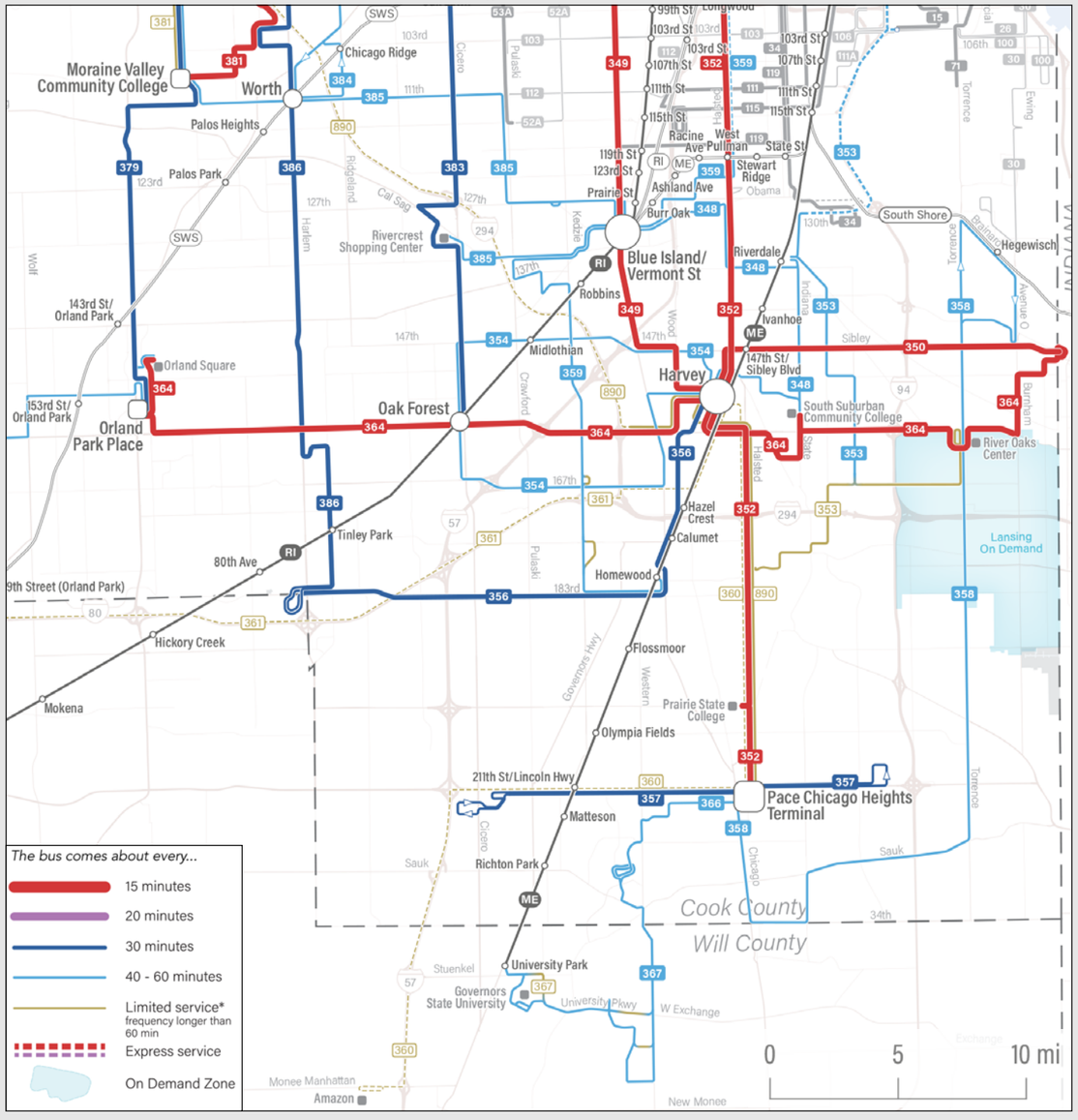


Figure 50: Map of existing Pace routes and frequencies in outer south Cook County.

ReVision Draft Plan

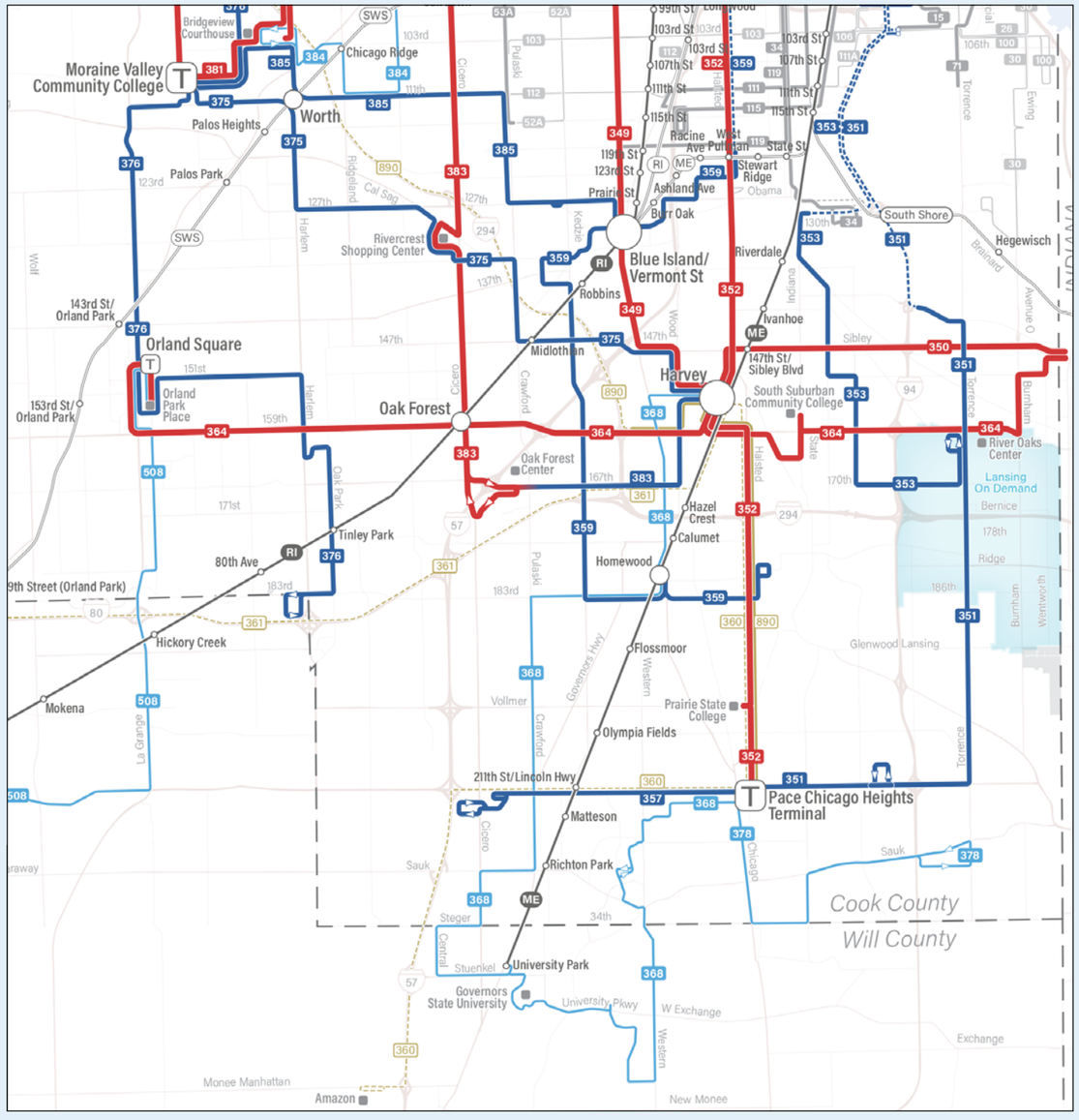


Figure 49: Map of draft plan Pace routes and frequencies in outer south Cook County.

South Cook County - Network Descriptions (1/4)

Existing 2026 Service

Overview

The transit network in the south suburbs can be described as serving four interlinked areas:

- Inner Southwest. This area lies roughly west of Cicero Ave, north of the Calumet Sag Channel, east of the Des Plaines River, and south of 63rd St. East of LaGrange Road, most of this area is developed continuously, with a highly connective street grid, and relatively high densities. It contains a many low to middle-income areas with significant numbers of zero-vehicle households.
- Outer Southwest. This includes areas generally west of Cicero Ave, south of the Calumet Sag Channel, and north and east of I-57. This area is developed much less continuously, and is generally less dense and more auto-oriented than areas to the north and east. It contains many high to very high income neighborhoods, and many forest preserves.
- Inner Southeast. This area lies roughly west of Cicero Ave and north of I-294. This area contains some of the densest concentrations of low-income households in all of the Chicago suburbs, and many zero-vehicle households. It has a relatively continuous grid of arterial streets, but its neighborhoods are fragmented by railroads, rail depots, freeways, floodplains, and many small to mid-size industrial areas.
- Outer Southeast. This includes areas generally south of I-294 and east of I-57, west of the Indiana state line, and extends into University Park in far northeastern Will County. This area contains more forests and agricultural land than areas further north. It features both some of the lowest and highest income areas in the south suburbs.

Regional Transit Network Structure

There is no hard border between urban and suburban development in southern Cook County, and the CTA and Pace transit networks overlap between about 79th St and 119th St.

- The 95th Street Station on the CTA Red Line and Midway Station on the CTA Orange Line both serve as major hubs for both Pace and CTA.
- East of Cicero Ave, between 79th St and 119th St, the bus network is mostly operated by CTA but includes Pace routes on Halsted St, Western Ave, Cicero Ave, and west 95th St.
- Nearly all bus service is operated by Pace:
  - West of Cicero Ave, on and south of 79th St.
  - East of Cicero Ave and south of 119th St.

Metra commuter rail lines in this area include:

- The Metra Electric **Blue Island branch** operates about **every 60 minutes** on weekdays, but has **no service on weekends**.
- The Metra Electric **University Park** mainline offers service **every 60 minutes on weekdays and Saturdays** (with added peak-hour trips), and **every two hours on Sundays.**
- **Rock Island** line, between Joliet, Blue Island and Chicago, with service **every 60 minutes** on weekdays (with added peak-hour trips), and **every two hours on Saturdays and Sundays**.
- **Heritage Corridor**, between Joliet, Lockport, Romeoville, Lemont and Chicago. This line operates on **weekdays, peak-only**.
- **Southwest Service**, between Manhattan, Orland Park and Chicago. This line also operates on **weekdays, peak-only**.

Pace Routes - Inner Southwest

Frequent routes in this area include the following:

- **Route 307** operates on Harlem Ave, but only as far south as 71st St. It operates **every 15 minutes** on weekdays, every 20 minutes on Saturdays and every 30 minutes on Sundays.
- **Route 381** operates mostly on west 95th St, from the 95th Street Station on the CTA Red Line to Moraine Valley Community College. It was recently upgraded to service **every 15 minutes**, seven days per week.

Pace's north-south service in this area is provided by the following routes:

- **Route 379** operates between Midway and Orland Park. It follows 79th St west of Cicero Ave, 88th Ave to Moraine Valley Community College, and LaGrange Rd/IL-45 to Orland Square and Orland Park Place. It operates **every 30 minutes** on weekdays, and every 60 minutes on Saturdays and Sundays.
- **Route 383** operates mainly on Cicero Ave from Midway to Oak Forest Metra Station, with a deviation to serve Rivercrest Shopping Center. It operates **every 30 minutes**, seven days per week, and every 15 minutes on weekdays at peak hours.
- **Route 386** operates between Midway and Tinley Park, mostly on Harlem Ave. It overlaps with CTA Route 63W on 63rd St. South of 159th St, it operates mostly on Oak Park Ave, to connect to Tinley Park Metra Station. Its southern terminus is in the North Creek Business Center just south of 183rd St. It operates **every 30 minutes** on weekdays, but every 60 minutes on Saturdays and Sundays.

The following routes provide additional coverage in this area but at low frequencies:

- **Route 384** operates **every 60 minutes**, seven days per week between Midway and Chicago Ridge Mall. It provides unique coverage along Ridgeland Ave between 79th St and 111th St.
- **Route 385** operates between Midway and Moraine Valley Community College, between Moraine Valley Community College and Blue Island, and between Blue Island and Rivercrest Shopping Center. It provides unique coverage on 87th St west of Cicero Ave; on 111th St between 88th Ave and Pulaski Rd; and on parts of Pulaski Rd, 127th St, and 135th St. It operates **every 60 minutes** on weekdays, but has **no weekend service**.

Outer Southwest

- **Route 364** is the main east-west service in this area, mainly on west 159th St between Orland Park Place, Orland Square and Pace Harvey Transportation Center. However, this route also continues east past Pace Harvey Transportation Center, mostly on 162nd St, and serves destinations including South Suburban College and River Oaks Center. It continues east as far as Morton Ct in Hammond, IN. It has recently been upgraded to service **every 15 minutes** on weekdays, with service every 30 minutes on Saturdays and Sundays.
- **Routes 379, 383 and 386** all continue south of the Calumet Sag Channel, serving parts of Palos Park, Palos Hills, Orland Park, Oak, Tinley Park, Oak Forest and Midlothian. Routes 379 and 386 both cross large forest preserves in this area. As a result, there is almost no ridership on Route 379 between Calumet Sag Rd and 135th St, or on Route 386 between 131st St and 151st St.

South Cook County - Network Descriptions (2/4)

Existing 2026 Service

Inner Southeast

Frequent routes in this area include the following:

- **Route 349** operates north-south mainly on Western Ave, between 79th St and Pace Harvey Transportation Center. It has recently been upgraded to service **every 15 minutes**, seven days per week.
- **Route 350** operates east-west mainly on Sibley Blvd between Pace Harvey Transportation Center and Morton Ct in Hammond, IN. It has also recently been upgraded to service **every 15 minutes**, seven days per week.
- **Route 352** operates on south Halsted St, from 95th Street Station to Chicago Heights, via Pace Harvey Transportation Center. In the daytime, it operates **every 15 minutes**, seven days per week, and every 10 minutes on weekdays at peak hours. The northern half of Route 352 (between 95th St and Harvey) is **Pace's only 24-hour service**.
- **Route 364** operates east-west from the Indiana State Line to Orland Park, mostly via 159th St and 162nd St, as described above in the preceding section on the Outer Southwest.
- **Route 381**, as described above, in the previous Inner Southwest section.

East of Halsted St, the following routes provide additional coverage at low frequencies:

- **Route 348** operates between Blue Island and Pace Harvey Transportation Center, providing coverage on Vermont St, 138th St and Indiana Ave/State St. It operates **every 60 minutes** on weekdays, but has **no weekend service**.
- **Route 353** operates from 95th Street Station on the CTA Red Line to South Holland, Dolton and Homewood. It makes only two stops between 95th St and 130th St, then operates mainly on Martin Luther King, Jr. Blvd in Dolton and Cottage Grove in South Holland. It has an irregular schedule that averages about **every 40 minutes** on weekdays in the daytime (and every 15 to 30 minutes at peak hours), and every 60 minutes on Saturdays. This route has no Sunday service. Some trips on this route end at Homewood Park-n-Ride, while others end at River Oaks Center.
- **Route 358** operates between Hegewisch, Lansing, Sauk Village and Chicago Heights, mainly via Torrence Ave, Sauk Trail and Chicago Rd. It operates **every 45 minutes** on weekdays, and every 60 minutes on weekends.
- The **Lansing On Demand** zone is bounded by 162nd St to the north, Glenwood Lansing Rd to the south, I-94 to the west and the Indiana state line to the east. It operates on weekdays and Saturdays, and has **no Sunday service**.

West of Halsted St, the following routes provide additional coverage at low frequencies:

- **Route 354** is a two-way loop service between Pace Harvey Transportation Center and Oak Forest Metra Station. The northern part of the loop operates mainly on 147th St, and the southern part operates mainly on 167th St. Both directions of this loop operate **every 60 minutes** on weekdays and Saturdays, with **no Sunday service**.
- **Route 356** operates between Pace Harvey Transportation Center and Tinley Park via Homewood. It operates mainly on Wood St and 183rd Ave. Its western terminal is at the North Creek Business Center, near 183rd St & Harlem Ave. It operates **every 30 minutes** on weekdays and Saturdays, and every 40 minutes on Sundays.
- **Route 359** operates between 95th Street Station on the CTA Red Line and Homewood Metra Station, mainly on Kedzie Ave. It operates non-stop on Halsted St from 95th St to 119th St, a stair-step east-west pattern between 119th St & Halsted St and 135th St & Pulaski Rd, then turns back west to 139th St & Kedzie Ave before continuing south. It operates about **every 60 minutes**, seven days per week, with service every 30 minutes at weekday peak hours.
- **Route 385** is as described above, in the Inner Southwest section.

Outer Southeast

The existing suburban bus network in this area includes a mix of routes coming from further north, and a small local network centered around the Pace Chicago Heights Terminal. Pace routes in this area include

- The southern portions of **Route 352**, **Route 356**, **Route 358**, **Route 359**, and the **Lansing On Demand** zone as described above in the Inner Southeast section.
- **Route 357** operates between Ford Heights and Matteson via Chicago Heights, mainly on Lincoln Hwy/US-30. This route makes a 6 minute stop at the Chicago Heights Terminal, delaying through-passengers, because it lacks space for an end-of-line break on both sides. It operates **every 30 minutes** on weekdays and Saturday, and every 60 minutes on Sundays.
- **Route 366** operates between Chicago Heights and Downtown Park Forest via 16th St, Andover St, Western Ave, and Forest Blvd. It operates **every 60 minutes**, seven days per week, with service every 30 minutes at weekday peak hours.
- **Route 367** operates between Downtown Park Forest and University Park Metra Station via Governors State University. It operates about **every 60 minutes** on weekdays and Saturdays, but **has no Sunday service**. Weekday midday trips operate a deviation via Thornwood House, an isolated high-rise senior housing tower.

Employer Shuttles

In addition to its regular routes in the south suburbs, Pace operates several routes that are partially sponsored by employers, and have limited trips based around work shifts. This includes:

- **Routes 360 and 361**, between Pace Harvey Transportation Center and Amazon facilities in Monee and Joliet.
- **Routes 390, 392 and 395**, providing service to the UPS Hodgkins facility in Willow Springs from Midway, Cicero and 95th Street Station.
- **Route 890**, between the Pace Chicago Heights Terminal, Homewood Park-n-Ride, Pace Harvey Transportation center and the UPS Hodgkins facility in Willow Springs.

South Cook County - Network Descriptions (3/4)

ReVision Draft Plan

Overview

In this area, the Revision Draft Plan would:

- **Increase frequencies**, by upgrading more routes to service every 15 minutes or every 30 minutes, and by reducing the number of routes that run every 60 minutes.
- Ensure all routes that operate at least every 60 minutes have **Saturday and Sunday service at weekday midday frequencies**.
- **Create straighter routes** wherever possible, by reducing the number and length of deviations while continuing to serve as many of the same neighborhoods as possible.
- **Reduce service through forest preserves**, focusing service on populated and developed areas.
- **Maintain and strengthen existing hubs** at Midway and 95th Street Station, at Moraine Valley Community College, and in Blue Island, Harvey and Chicago Heights.

Regional Transit and Shared Corridors

This Draft Plan focuses on solutions that are based on preliminary discussions with CTA and their future service plans. Additional coordination among NITA, Pace, and CTA will be needed to further evaluate opportunities for service integration and regional planning in certain corridors such as Halsted St and 95th St.

Pace Routes - Inner Southwest

Frequent Pace routes in this area would include:

- **Route 307** on Harlem Ave would be extended south from 71st St to 103rd St, improving links between west and southwest Cook County. In addition, on the north side, this route would be merged with existing Route 318, creating many more opportunities for one-seat rides. This route would provide service **every 15 minutes**, seven days per week.
  - As a result of this change, Route 307 would replace the less frequent existing Route 386 between 71st St and 103rd St. Most other segments of south Harlem Ave would retain transit service at least every 30 minutes, but on different routes. The main exception would be the area between 127th St and 151st St, where the route crosses Burr Oak Woods.
- **Route 315** would replace the northern segment of Route 379 between Midway and Moraine Valley Community College. It would provide service **every 15 minutes**, seven days per week. This route would also extend north past Midway allowing one-seat trips to western Cook County.
- **Route 381** would continue to operate along the 95th St corridor between Moraine Valley Community College and 95th Street Station on the CTA Red Line. However, this route would take a slightly more direct path between 95th St & Harlem Ave and Moraine Valley Community College, matching Pace's plans to convert this route into a Pulse Arterial Bus Rapid Transit route. It would provide service **every 15 minutes**, seven days per week.
- **Route 383** would be upgraded to every 15 minutes, seven days per week, and would be extended further south. It would:
  - Introduce service **every 15 minutes as far as 167th St & Pulaski Rd**.
  - Provide service **every 30 minutes on 167th St and Wood Ave to Pace Harvey Transportation Center**.
  - Replace the southern portion of existing Route 354 and part of existing Route 356.

Other Pace routes in this area would include:

- The new **Route 376** would replace existing Route 385 between Midway and Moraine Valley Community College, with service upgraded to **every 30 minutes**, seven days per week. It would also serve Roberts Rd between 95th St and 107th St. South of Moraine Valley Community College, this route would continue to Orland Park and Tinley Park replacing the southern portions of existing Routes 379 and 386, and adding service on 151st St between 94th Ave and Harlem Ave.
- **Route 384** would be redesigned with a slightly more circuitous route to provide coverage to more areas, and to allow it to extend past Chicago Ridge Mall to Bridgeview Courthouse. It would continue to operate **every 60 minutes**, seven days per week.
- **Route 385** would operate between Moraine Valley Community College and Blue Island/Vermont Metra Station, mostly along its existing path, except for a deviation to serve Bridgeview Courthouse and provide connections to proposed Routes 376, 381, and 384. Its frequency would be upgraded to **every 30 minutes**, seven days per week.
  - See Route 376's description above for the northern portion of existing Route 385.
  - Areas between Blue Island and Rivercrest Shopping Center would mostly be served by portions of **Route 359** and the new **Route 375**, described below.

Outer Southwest

- **Route 364** would be unchanged, except that it would no longer serve Wood Ave and Ingalls Memorial hospital, which would be on the extended **Route 383**. This would make the route slightly more direct for passengers making longer east-west trips. This route would also gain service every 15 minutes on Saturdays and Sundays.
- The new **Route 375** would operate **every 30 minutes**, seven days a week between Moraine Valley Community College and Pace Harvey Transportation Center. It would follow a stair-step east-west path on portions of 111th St, Harlem Ave, Pulaski Rd and 147th St. This would include service to Rivercrest Shopping Center, and create a new east/west route south of the Calumet Sag Channel. It would replace most of the northern portion of existing Route 354.
- **Route 376** would operate as described in the Inner Southwest section.

Inner Southeast

Frequent Pace routes in this area, including **Routes 349, 350, 352, 364 and 381** would be unchanged. This is because Pace has already implemented several improvements in this area since November 2025.

- Pace has been planning upgrades to Routes 352 and 381 for several years as part of the Pulse Arterial Bus Rapid Transit program.
- Routes 350 and 364 previously operated every 30 minutes but both were identified as priority targets for frequent service during Draft Plan design.

South Cook County - Network Descriptions (4/4)

ReVision Draft Plan

- Since passage of the NITA Act, Pace has been improving frequencies wherever resources allow, already upgrading Routes 349, 350, 364 and 381.

East of Halsted St, other Pace routes in this area would include:

- The new **Route 351** would operate **every 30 minutes**, seven days per week between 95th Street Station on the CTA Red Line and Chicago Heights, via Torrence Ave and Lincoln Hwy/ US-30 through Ford Heights.
  - This route would replace most of existing Route 358 (on Torrence Ave), and part of existing Route 357 (east of Pace Chicago Heights Terminal). It would provide faster connections into Chicago via an express segment from I-94 & Dolton Ave to 95th Street Station. However, Pace would no longer serve Hegewisch.
- **Route 353** would be upgraded to service **every 30 minutes**, seven days per week. It would also be simplified into a single route from 95th Street Station to River Oaks Center.
  - However, due to its very low ridership, this route would no longer serve the existing Route 353 branch to Homewood via Thornton.
- The **Lansing On Demand** would be unchanged, but would provide service on weekdays only.

West of Halsted St, other Pace routes in this area would include:

- **Route 359** would be upgraded to **every 30 minutes**, seven days a week. At its south end, this route would be extended east along 183rd St to the Homewood Park-n-Ride on Halsted St to allow transfers to and from Route 352. This route would also follow a shorter and simpler path between Blue Island and Kedzie Ave & 139th St, via Vermont St, 135th St, Central Park Ave and 139th St. This would require some people using transit in this area to walk a little farther to service but would provide the benefit of much more frequent service on this route and the new Route 375.
- The new **Route 368** would operate **every 60 minutes**, seven days per week, between Pace Harvey Transit Center and Chicago Heights. This route would combine several functions:
  - North of 183rd St, it would replace segments of existing Route 354 (on Dixie Hwy) and Route 356 (in Homewood).
  - It would provide new service between 183rd St and University Park. It would operate on Crawford Ave between 183rd St and Sauk Trail, including service to Olympia Fields Hospital. South of Sauk Trail, it would deviate to Cicero Ave, Steger Rd and Central Park Ave to serve the Gateway 57 Industrial Park, before turning on Steuenkel Rd to University Park Station, mainly via Crawford Ave.
  - Between University Park Metra Station and Chicago Heights, it would replace existing Routes 366 and 367.
- **Route 375**, as described in the Outer Southwest section.
- The new **Route 383 extension** to 167th St and Harvey, as described in the Inner Southwest section.

Outer Southeast

The network in this area would include:

- **Route 351**, replacing the eastern half of existing Route 357, as described in the Inner Southeast section.
- **Route 352**, which would be unchanged at this time, pending further planning on the Pulse South Halsted Extension.
- **Route 359**, extended further east on 183rd St, as described in the Inner Southeast section.
- The western half of **Route 357** would continue to operate between Chicago Heights and Lawrence Manor in Matteson. It would operate **every 30 minutes**, seven days per week. The segment east of the Pace Chicago Heights Terminal would be served by Route 351.
- **Route 368**, replacing existing routes 366 and 367 and extending to new areas, as described in the Inner Southeast section.
- The new **Route 378** would operate **every 60 minutes**, seven days per week, between Pace Chicago Heights Terminal and Sauk Village, mostly via Chicago Rd and Sauk Trail.
  - This route would replace most of existing Route 358 south of Lincoln Hwy/US-30, at a slightly lower frequency on weekdays. It would maintain coverage in Sauk Village and South Chicago Heights, but lose the connection to Lansing and Calumet City via Torrence Ave.

Employer Shuttles

The ReVision Draft plan would make no changes to **Routes 360, 361, 390, 392, 395 and 890**.