



# Moving FORWARD

Volume XI, Issue 13

August 15, 2014



*Pace Chairman of the Board Richard Kwasneski addresses the crowd at a bill signing ceremony with Governor Pat Quinn on Monday, August 11, on the campus of the University of Illinois-Chicago.*

## Wrap it up: older buses look new again

The problem: after eleven years of wear and tear from road salt, weather and more, Pace buses that entered the fleet in 2003 are showing their age. The solution: an exterior vinyl wrap refreshes the appearance of the bus while saving money versus repainting.

Pace is in the midst of wrapping approximately 50 buses in the old color scheme of a white bus with a yellow stripe down each side outlined in blue. When completed, the buses are nearly identical to the current livery of a blue bus with white logos.

The cost to wrap a bus versus repainting saves \$8,000 per bus and the wrapping process takes just seven hours. To repaint a bus would require it to be out of service for 24 days.

The result is a bus that looks considerably more attractive and more closely resembles the newer, blue buses that now make up a majority of Pace's fleet. The first blue buses joined Pace's fleet in 2005 as part of a rebranding campaign that included a new agency logo and color scheme.

Wraps have been used by Pace for many years for advertisements and promotion of special events services.

## Bus on Shoulders officially permanent

On Monday, August 11, Governor Pat Quinn signed legislation making Pace's Bus on Shoulders Program permanent and also paves the way for shoulder operations on other highways and tollways in the region.

Pace's Bus on Shoulders program launched in 2011 as part of a five year pilot project with support from IDOT, RTA and the Illinois State Police. Routes 755 and 855, which connect Chicago with the southwest suburbs via Interstate 55, the Stevenson Expressway. The original legislation permitted Pace buses to use select portions of the shoulder during periods of heavy congestion and established guidelines for travel, such as limiting speeds in the shoulder to the lesser of 35mph or 15mph over the speed at which traffic is flowing in the regular travel lanes.

Since that time, combined average daily ridership on the two routes has grown by more than 226%, and on-time performance has increased from 68% before the pilot project to a consistent 92-93%. "When we began this project in 2011, we set out to do three things: increase ridership, improve on-time performance, and operate safely," said Pace Chairman of the Board Richard Kwasneski. "We've achieved all of these benchmarks and are grateful to Governor Quinn, the General Assembly, our project partners IDOT and RTA and our customers for their support throughout the planning and implementation process. Thanks to this legislation, we can take what we have learned on I-55 and bring express bus service to the shoulders of other highways and tollways in the region."

State Representative Bob Rita sponsored the new legislation in the House, and Senator Martin Sandoval was the Senate sponsor. Governor Quinn was supportive throughout the process.

Other highways in the pipeline for program expansion include I-90 and the Elgin-O'Hare Expressway in partnership with the Illinois Tollway, and on the Edens, Bishop Ford and Eisenhower expressways and I-57 in collaboration with IDOT.