INCREMENTAL CHANGE:
TRANSFORMING THE RANDALL/ORCHARD CORRIDOR

Transit Supportive Planning and Design

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WHY BUS?

• There are 11 commuter rail lines in the 6 county region

• There are over 200 bus routes in the Pace service area

• Arterials are the new rail!
PACE VISION 2020

- 24 Corridors
- Randall Road selected for long-term implementation
- Are we ready?
- 801 Restructuring
- Route 529 Study
• [http://www.youtube.com/watch?v=TKyd81VkJ6o8](http://www.youtube.com/watch?v=TKyd81VkJ6o8)
“IT’S ONLY 6 MORE MINUTES!”

- .6 Miles / 8 Miles Per Hour = About 5 minutes per trip
  Plus one minute of time to allow loading and unloading
  = 6 minutes per trip into shopping center or .1 Hours/Trip

- Cost to Operate Service $72.31/Hour = $7.23 per deviation

- 15 Northbound Trips, 15 Southbound Trips

- 30 Trips * $7.23 for Additional Running Time = $216.93/Day

- 255 Weekdays, 52 Saturdays

- $216.93*307 Days= $66,597.51 more per year

- Over 20 Years with 3% annual inflation = $1,843,185.03

**Amount has not been adjusted for fares, typically fares cover less than 20-25% of costs in low density areas.**
OPERATIONAL ISSUES

- Inconveniences through riders
- Liability
- Damage to pavement
- Affects timeliness and reliability of service
WHAT CAN YOU DO WITH 6 MINUTES?

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

Transforming the corridor by following regional planning concepts

- *CMAP GO TO 2040*: Comprehensive Regional Plan
- Corridor Development
- Multi-modal - Bike/Pedestrian
- ‘Complete Streets’
- Federal ‘Livability Principles’
PLAN FOR TRANSIT FROM THE BEGINNING

Use Available Technical Assistance Resources
• Involve discussions with stakeholders
• Pace Development Guidelines used in planning/design
• Pace Technical Assistance Review Program (TRAP)

Internal Review-approval Procedures
• Conduct development reviews in terms of transit and pedestrian access
• Review requirements, do they support corridor’s vision?
• Political/residential challenges, do they understand the corridor’s vision?
COORDINATE PLANNING AND DEVELOPMENT

* Example: Recreational planning and facilities*
CHANGING EXISTING ACCESS CONDITIONS

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

• Existing Amenities are Not Supported
• Bus Turnout
• Enhanced Stop Amenities
• Connectivity to site
WORKING TOGETHER TO TRANSFORM THE CORRIDOR

Randall Road Route 529 Plan

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

Incremental Corridor Development

• Pace Route 801/St. Charles Call-in-Ride Restructuring
• Bus stop improvement program
• Land use development strategies/design guidelines
• Pace Regional Transit Signal Priority Program
• Randall/Orchard Bus Rapid Transit Study.
ARE WE UP FOR THE CHALLENGE TO TRANSFORM THIS CORRIDOR?

Transit/Pedestrian Unfriendly? or Livable Communities?
CONCLUSIONS

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

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