Project Schedule & Process

2018-2019
Project Definition
• Existing conditions analysis
• Improvement strategies development & evaluation
• Stakeholder outreach

2019-2020
Environmental Review
• Stakeholder outreach & public meetings
• Initial station location development
• Environmental & engineering analysis
• Traffic impact analysis
• Refinement of improvement strategies

Design
• Finalize design concepts & station locations
• Stakeholder outreach

Construction
• Public hearings for proposed service changes
• Bid construction package

Improvements in Service

We are here

Next Steps
Review Public Input
Refine & Evaluate Improvement Options
Environmental Document

Environmental Evaluation

The Federal National Environmental Policy Act (NEPA) process is being followed.

South Halsted Corridor Improvements are being designed to minimize impacts on the built, natural, and human environments by considering:

• Effects on historic properties
• Impacts on air quality, noise and vibration, ecological, and archaeological resources
• Stakeholder input
**Purpose & Need**

**Purpose**

- Improve access to jobs, education, shopping, recreation, and other destinations through improved transit by:
  - **DECREASING** bus travel time
  - **INCREASING** bus service reliability
  - **ENHANCING** service coordination between CTA & Pace
  - **IMPROVING** bus infrastructure, amenities, bus stop accessibility, and safety
  - **IMPROVING** community connectivity, equity, and economic development

**Goals**

- **IMPROVE** transit connectivity
- **REDUCE** travel times
- **IMPROVE** station infrastructure
- **INCREMENT** travel choices

**Needs to be Addressed**

- **LIMITED** rapid transit options
- **LONGER** commute times compared with other areas of Cook County
- **LONGER** bus travel times during peak periods
- **GAPS** in transit service after 8:30 p.m.
- **MISSING** pedestrian connections and lack of accessibility at some bus stops
- **IDENTIFIED** as an Economically Disconnected Area, a disinvested area, or both in CMAP’s ON TO 2050 plan

**What are your thoughts?**

1. Are there additional transit needs in the corridor?
2. What opportunities exist to improve transit service in the corridor?
Existing Bus Ridership

Major transfer points:

- CTA 95th/Dan Ryan Red Line Station
- Pace Harvey Transportation Center
- CTA 79th Red Line Station
- Metra Electric District Line West Pullman Station

Average Weekday Boardings for Pace and CTA at Each Bus Stop Along the Corridor (October 2017)

Legend:

- Project Area (1/2 Mile Buffer)
- CTA Bus Routes
- Pace Bus Routes
- CTA Red Line Stations
- CTA Red Line
- Pace Harvey Transportation Center
- Metra Stations
- Metra Lines

Average Weekday Boardings (2017):

- Pace: 0-100, 101-250, 261-400, 401-800
- CTA: 0-100, 101-250, 261-400, 401-800

Source: CTA and Pace
**Service Plan**

**NEW**

**New Pulse Halsted Line**
Frequent all day service, limited stops, enhanced stations, CTA 95th/Dan Ryan Red Line Station to Pace Harvey Transportation Center (Harvey TC)

Hours of service and frequency: 4am to 12am, service every 10 minutes during peak hours and 15 minutes all day and on the weekends

**UPDATE**

**Pace Route 352**
Reduced frequency, CTA 95th/Dan Ryan Red Line Station to Pace Harvey TC

Increased frequency, Pace Harvey TC to Chicago Heights

Still runs 24 hours

With proposed bus enhancements, service will be faster and more reliable

**IMPROVED**

**CTA Routes 108 & 8A**
No changes to service on CTA’s #108 and #8A are currently proposed

With proposed bus enhancements, service will be faster and more reliable

**SERVICE WILL BE FASTER!**
Pulse service will get from Pace Harvey TC to CTA 95th/Dan Ryan Red Line Station in approximately 21 minutes.
Corridor Advisory Group
Feedback So Far

CONVENCED CAG
IDENTIFIED 3 DESIGN OPTIONS
OBTAINED FEEDBACK ON DESIGN OPTIONS

Project Feedback

#1 Revisions to Purpose & Need and evaluation of improvement options
#2 Positive reception to improved transit
#3 Modified proposals due to concerns regarding parking removal
#4 Potential interest in a bus lane where possible with minimal impacts to parking and traffic
#5 Interest in economic development
#6 Interest in a further review of bus ridership/person throughput

Purpose of the CAG

Provides input at key points during the project development process
Identify transit access & mobility issues
Provide guidance on solutions
Represent communities & transit users

Includes community leaders, federal, state and local transportation agencies, regional transit agencies, environmental and special interest groups, and neighborhood organizations
**Potential Improvements**

**Dedicated Bus Lane**

- Dedicated bus lanes help buses avoid traffic delays, allowing buses to carry the same number of people, more efficiently.

**Queue Jumps**

**WHAT ARE QUEUE JUMPS?**
They are special lanes at signalized intersections that allow buses to bypass general traffic.

**Transit Signal Priority**

- Modifies traffic signal timing when buses are present to give them extra green time to keep on schedule.
- Improves both speed and reliability.
- Pedestrian crossing times would not be reduced.

**Signal Optimization**

- Adjust traffic signals to be better coordinated and keep traffic (bus and auto) moving.
- Buses will always be given a lower priority than emergency vehicles, and the traffic signal system will only change signal light times for buses if the change does not significantly interfere with other traffic.
Potential Improvements
Station Enhancements

- Vertical Marker
- Customizable Shelter Panel
- Heated Shelter
- Customizable Bicycle Rack
- Customizable Trash Recepticle
- Concrete Bus Pad
- 11”-12” Raised Platform with Heated Pavement

Pulse stations will also serve CTA bus routes.

Potential Improvements
Station Enhancements

- Customizable Landscaping
- Bus Curb
Queue Jumps Along Entire Corridor

- Travel time savings approximately 5% for Option 1
- Queue jumps require minimal parking spaces to be repurposed, only at intersections
- Possible impacts to left turn only lanes in Southern portion of corridor

Roadway Improvement Option #1

Actual dimensions vary along the corridor.
Queue Jumps With Bus Lanes 129th-154th

» Travel time savings approximately 8% for Option 2
» Bus lanes between 129th and 154th would repurpose a travel lane
Queue Jumps With Bus Lanes 98th - 154th

» Travel time savings approximately 10% for Option 3

» Bus lanes between 98th and 129th would repurpose on-street parking

» Bus lanes between 129th and 154th would repurpose a travel lane

» Bus lane may require sidewalk and/or parkway narrowing and/or narrowing of medians, which may impact existing trees

Actual dimensions vary along the corridor
Option 3: Greatest Transit Benefits and Roadway Changes
Stakeholder Involvement Process

INPUT. We want your input on a preferred option and potential project impacts and concerns.

COMMENT. Comments can be submitted today or online at PaceBus.com/Pulse.

LET’S CHAT. We are here to answer questions.

ALL COMMENTS CONSIDERED. Comments will be accepted and considered throughout the duration of the project.

Comments submitted by FEBRUARY 9, 2020 will become part of the public meeting record.