SOUTH HALSTED

pace PULSE + cta

Welcome

Project Schedule & Process

2018-2019 Project Definition	2019-2020 Environmental Review	Design	Construction	Improvements in Service
STAKEHOLDER INVOLVEMENT & AGENCY INPUT				
• Existing conditions analysis • Improvement strategies development & evaluation • Stakeholder outreach	• Stakeholder outreach & public meetings • Initial station location development • Environmental & engineering analysis • Traffic impact analysis • Refinement of improvement strategies	• Finalize design concepts & station locations • Stakeholder outreach	• Public hearings for proposed service changes • Bid construction package	

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*

INCREASE *travel choices*

IMPROVE *pedestrian connections to transit*

PROMOTE *inclusive community growth*

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?***

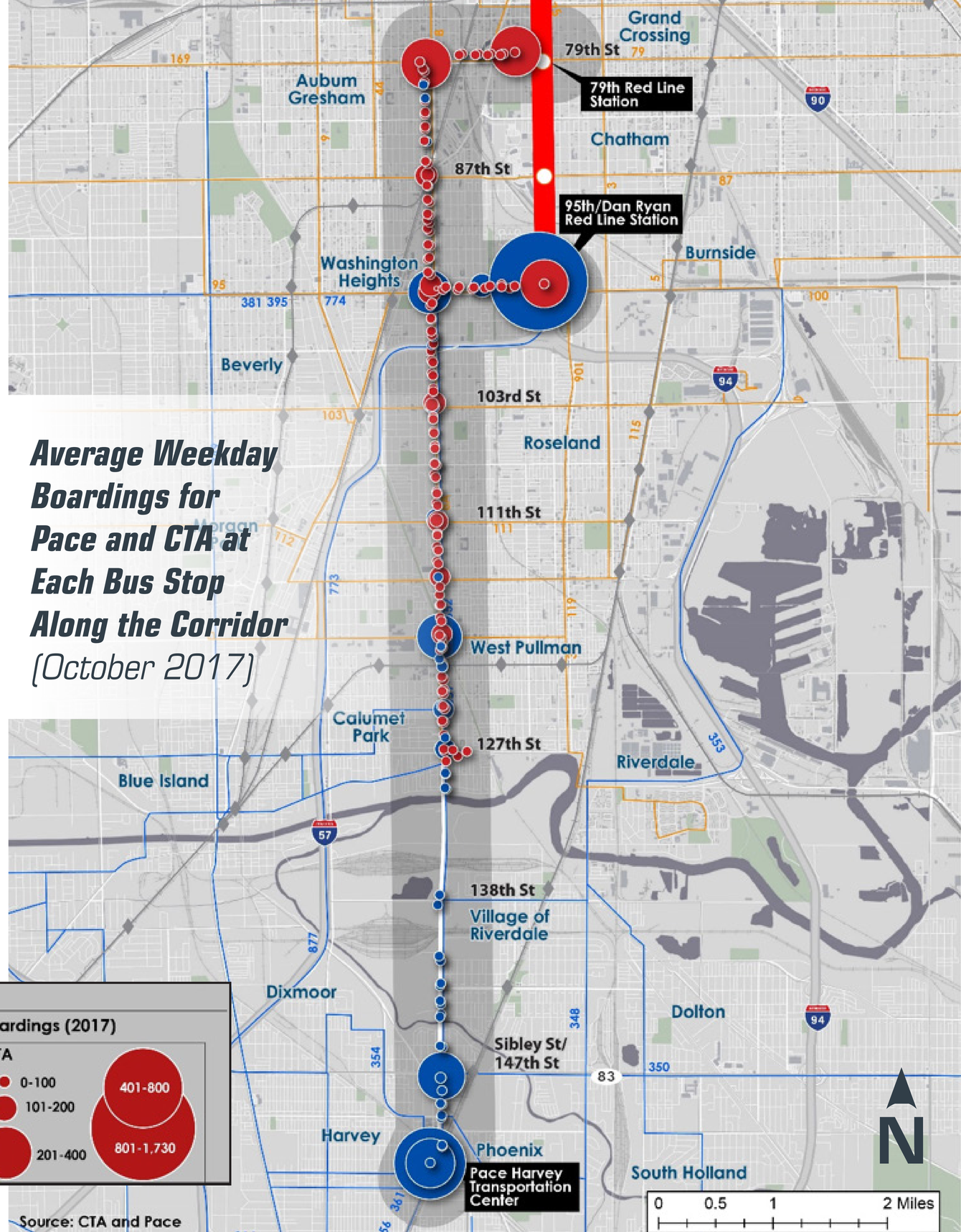
#2 ***What opportunities exist to improve transit service in the corridor?***

Existing Bus Ridership

11,500
DAILY RIDERS

» 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)*

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

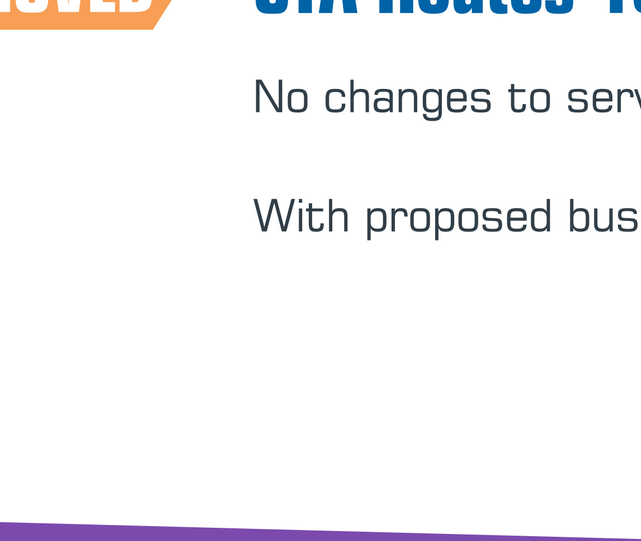
With proposed bus enhancements, service will be faster and more reliable

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

CONVENED CAG

IDENTIFIED 3 DESIGN OPTIONS

OBTAINED FEEDBACK ON DESIGN OPTIONS

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

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

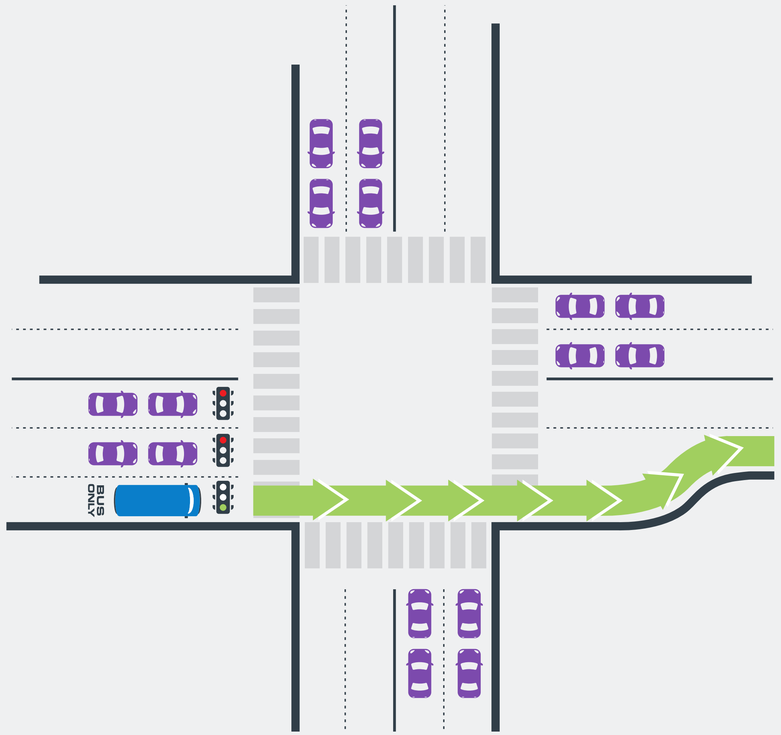
Potential Improvements

Dedicated Bus Lane

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

EXAMPLE

EXAMPLE



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

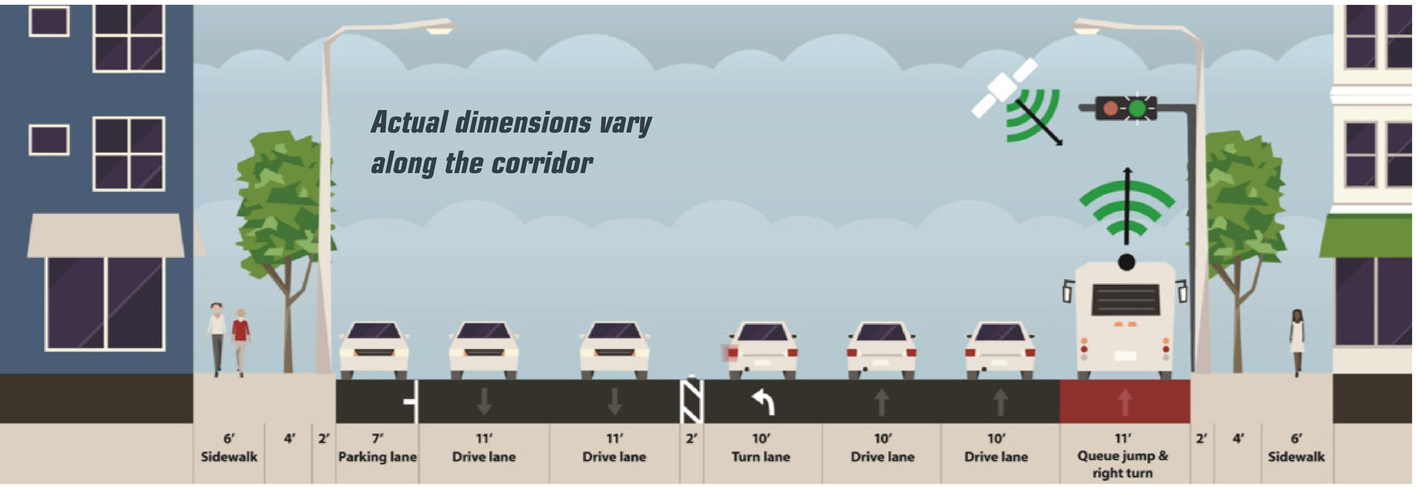
Station Enhancements

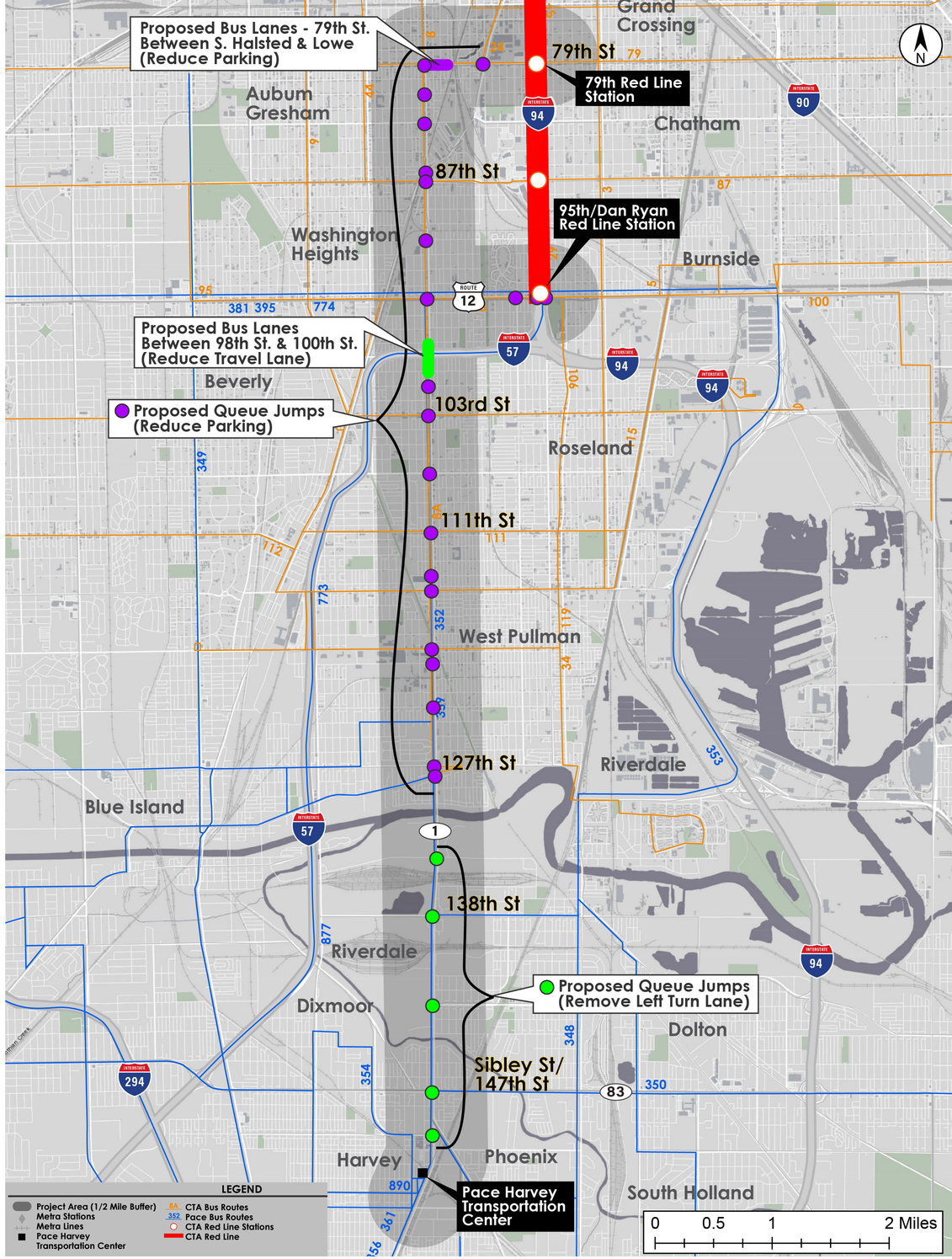
Pulse stations will also serve CTA bus routes.

Roadway Improvement Option #1

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

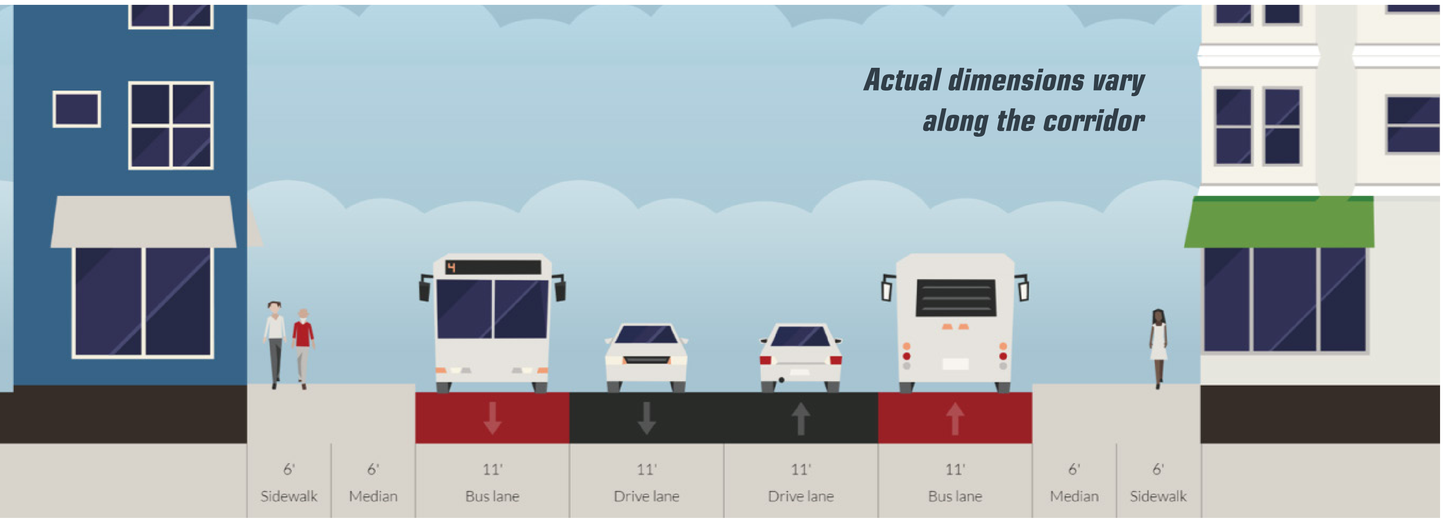


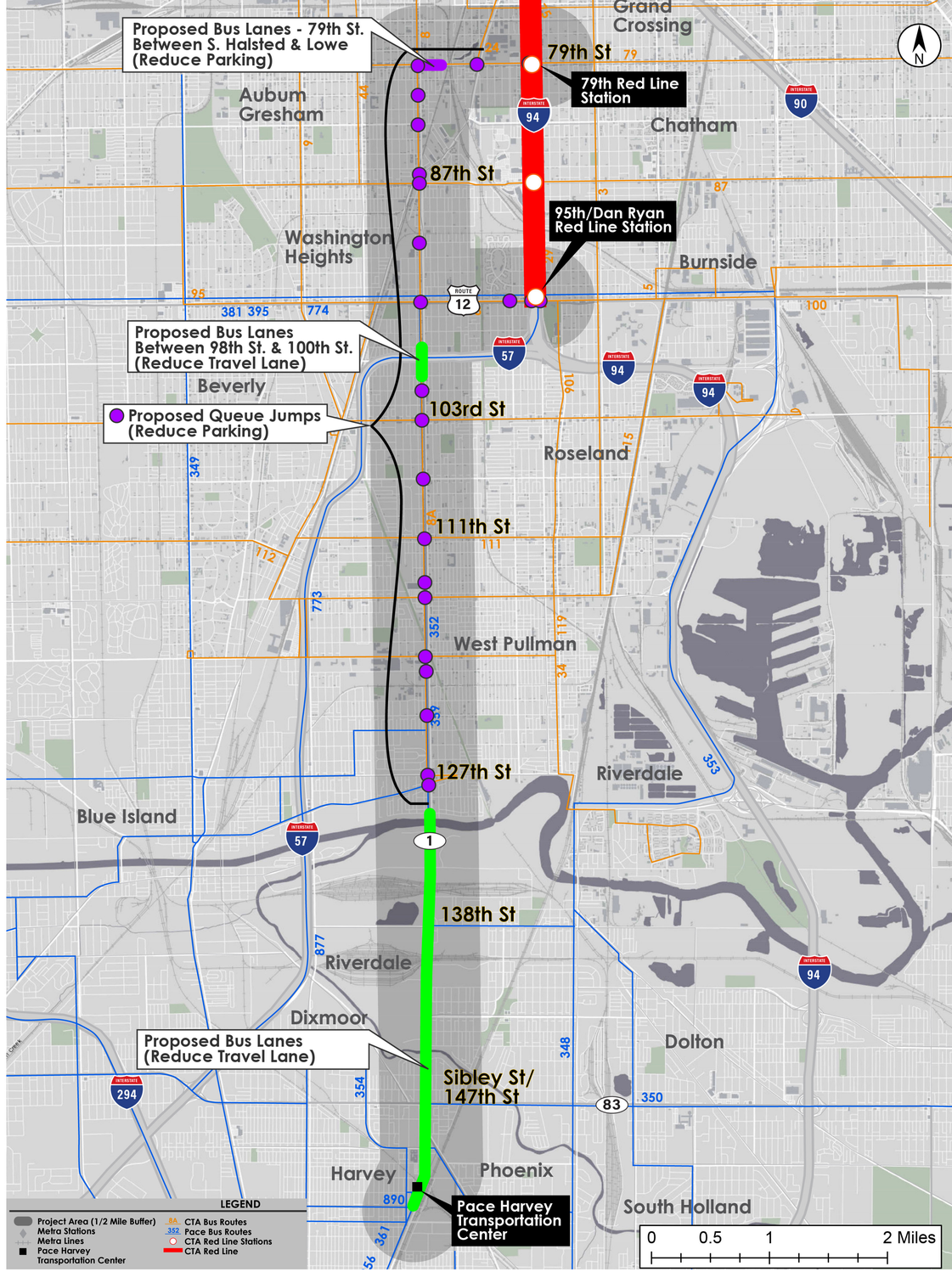


Roadway Improvement Option #2

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

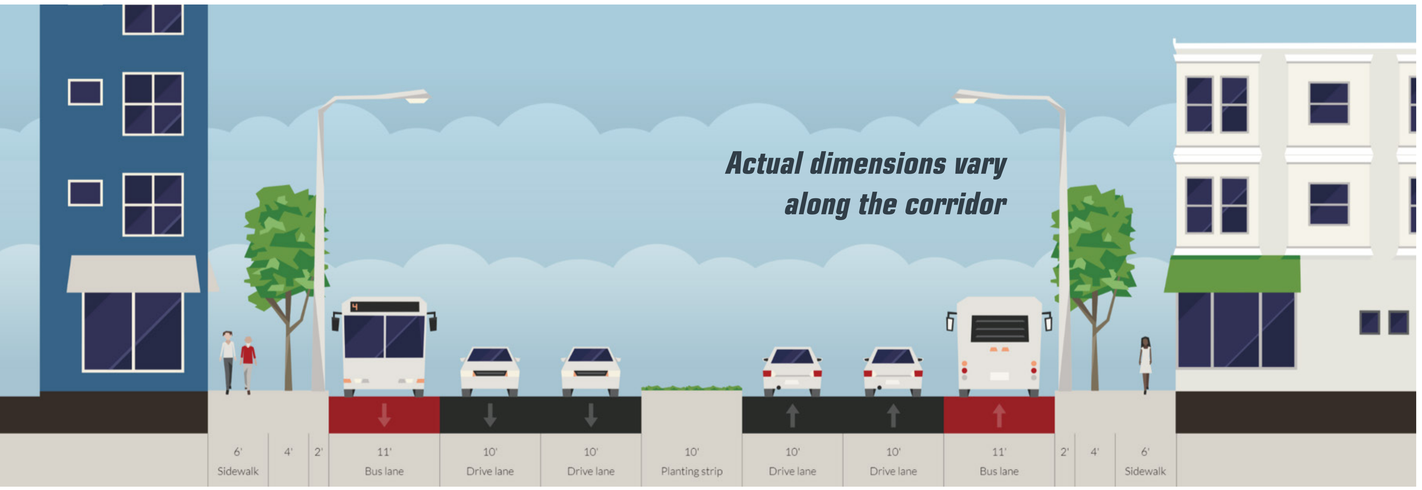


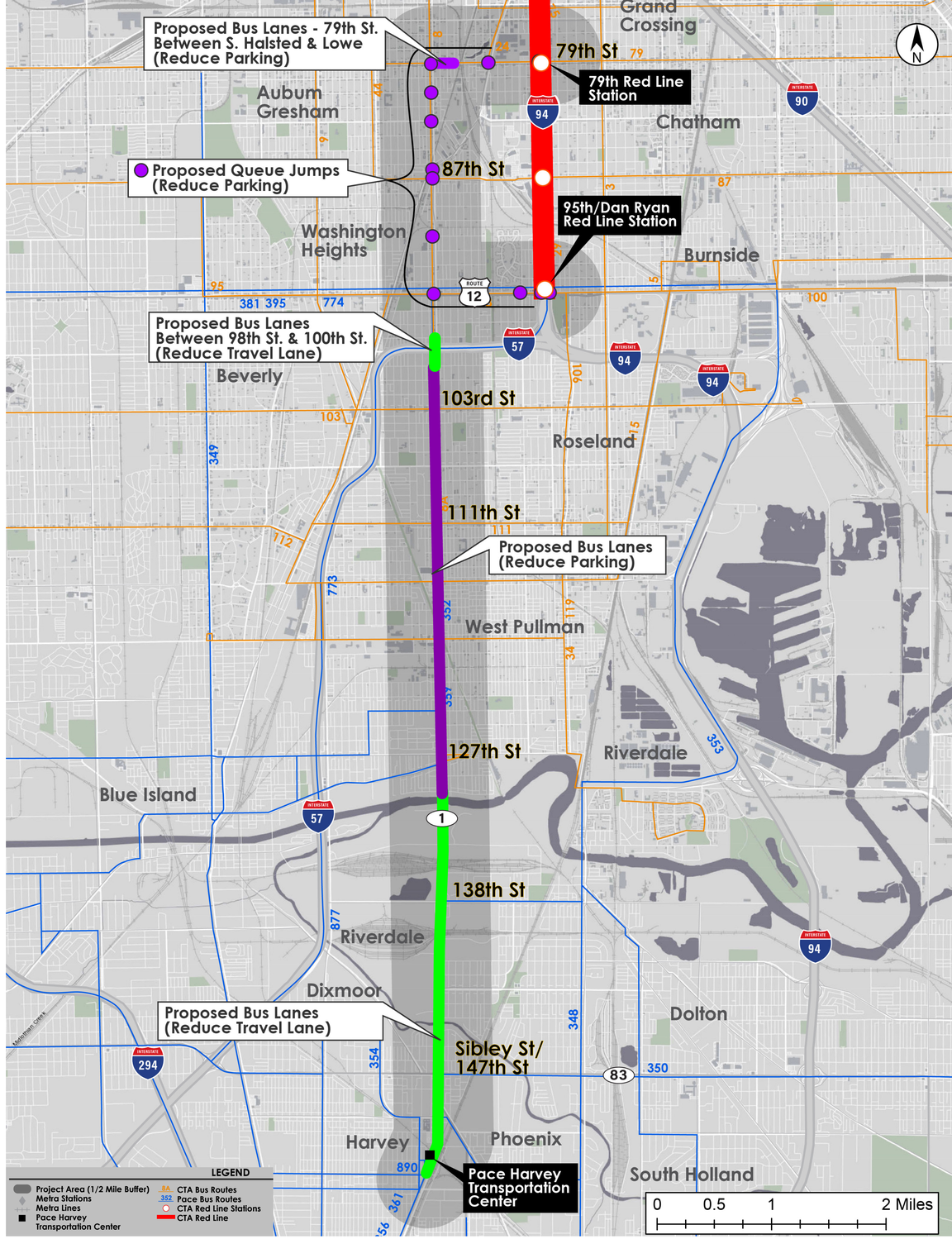


Roadway Improvement Option #3

Queue Jumps With Bus Lanes 98th-154th

- Travel time savings approximately 10% for Option 3
- Bus lanes between 129th and 154th would repurpose a travel lane
- Bus lanes between 98th and 129th would repurpose on-street parking
- Bus lane may require sidewalk and/or parkway narrowing and/or narrowing of medians, which may impact existing trees





Option 3: Greatest Transit Benefits and Roadway Changes

Stakeholder Involvement Process

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

COMMENT.

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

LET'S CHAT.

We are here to answer questions

INPUT.

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

ALL COMMENTS CONSIDERED.

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