

# Appendix J: Bus Operations

## CTA SERVICE

Following the completion of the project, the current plan for CTA service is that service patterns would remain unchanged. The Route 8A would still provide service between 79<sup>th</sup> Street & Perry Avenue, near the 79<sup>th</sup> Street Red Line station, and Halsted Street & 127<sup>th</sup> Street. Similarly, Route 108 would provide service to the 95<sup>th</sup> Street Red Line station. All CTA buses would still serve existing bus stops at all locations, including stops with upgraded stations. Express or limited-stop service would not be provided for either route.

However, CTA is currently exploring potential changes to the routes on South Halsted. In pursuit of improved service on the corridor, CTA Planning has developed a proposal for updates to local service on the South Halsted corridor. As both CTA and Pace provide service on South Halsted, the proposal considers existing Pace service as well as the proposed Pace Pulse limited stop service that would run along South Halsted Street from the Pace Harvey Transportation Center to the 95<sup>th</sup> Red Line station. The goal was to streamline service provision and target it most effectively between the offerings of the two agencies.

In the proposed scenario, CTA service changes would include the discontinuation of Route 108, which currently serves the 95<sup>th</sup> Red Line station via South Halsted to 127<sup>th</sup> Street in the AM peak and afternoon to early evening on weekdays only. As a replacement, additional service would be added to Route 8A, which serves the 79<sup>th</sup> Red Line station via South Halsted. Improvements would include increased span of service, specifically extending service to approximately 12:30am (currently there is no service on Halsted after 8:30pm between 79<sup>th</sup> and 95<sup>th</sup>). Changes would also include increased frequency during the weekday midday, as well as on weekends, and increased service coverage to 127<sup>th</sup> Street instead of ending some trips at 119<sup>th</sup> Street (currently, 8A trips only extend to 127<sup>th</sup> Street during midday and weekend periods). Finally, Route 8A would also include trips to Carver Military Academy that are currently operated by Route 108. Figure 1 shows the proposed South Halsted Corridor service that would be implemented as part of this proposal. CTA is also exploring the possibility of adding an express route overlay service from Waveland Avenue in Lakeview to 95<sup>th</sup> Street which would operate during weekdays. However, that potential express service is not included in the figure and was not analyzed as part of this study.

FIGURE 1: PROPOSED SOUTH HALSTED SERVICE

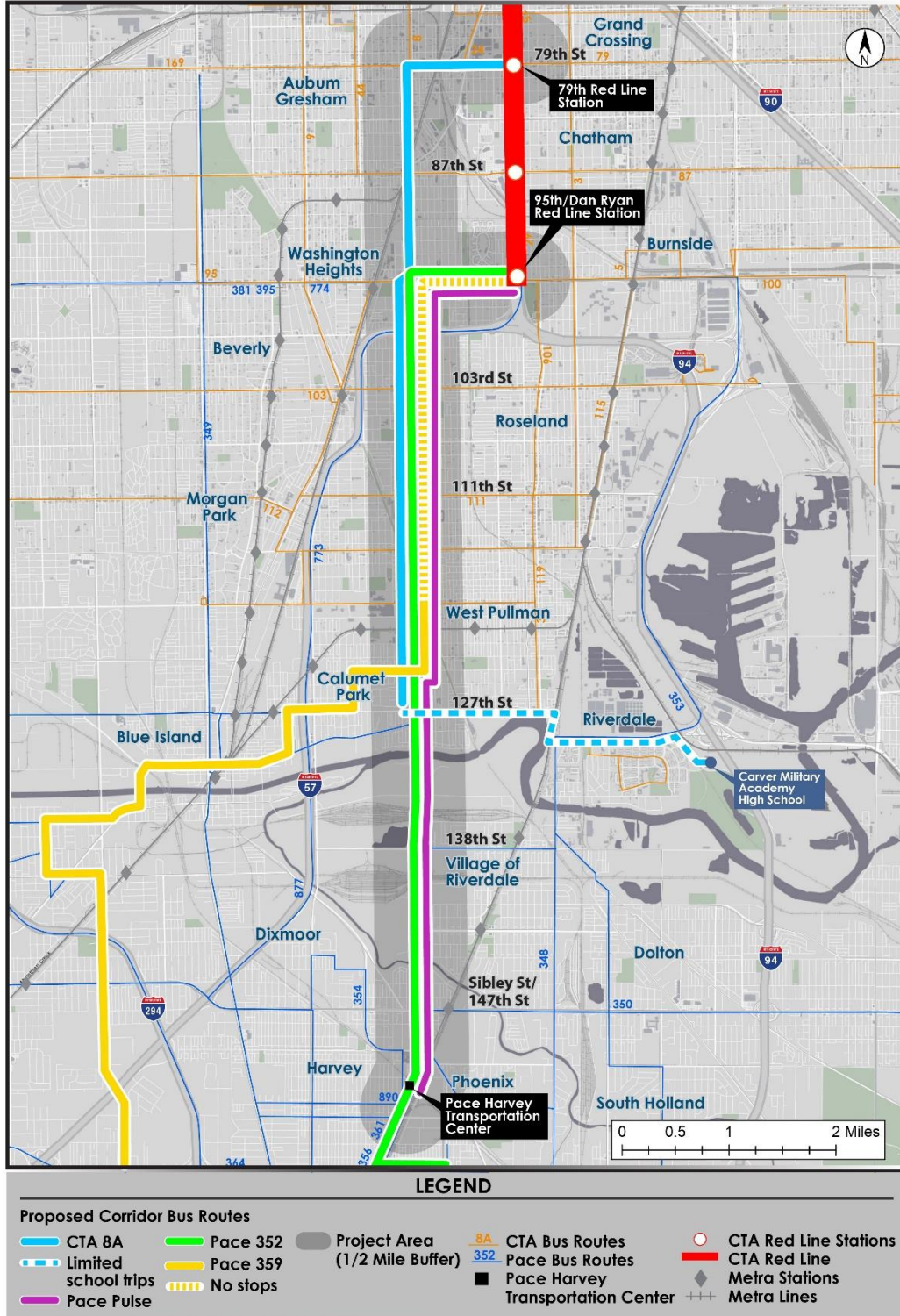


Table 1 and Table 2 show the existing and proposed frequency and service span information, respectively.

**TABLE 1: CTA SOUTH HALSTED CORRIDOR FREQUENCY (MINUTES)**

	Weekday Peak	Weekday Off-Peak	Saturday	Sunday
Current 8A	11-17	15-25	15-25	20-30
Current 108	15-18	18-20	N/A	N/A
Combined 8A and 108	7-10	11-15	N/A	N/A
Proposed 8A	12	12	12-20	15-20

**TABLE 2: CTA SOUTH HALSTED CORRIDOR SERVICE SPAN**

Route	Weekday	Saturday	Sunday
Current 8A	5:30am - 8:40pm	5:30am - 8:40pm	5:30am - 8:30pm
Current 108	5:45am - 8:55am 2:00pm - 9:00pm	N/A	N/A
Proposed 8A	4:50am - 12:30am	5:15am - 12:30am	5:15am - 12:30am

The proposed service changes help to address general concerns heard from customers through CTA Feedback as well as problems identified during the Bus Enhancement study. They provide the following benefits to address issues related to existing service:

- Removes the overlap with existing Pace service and future proposed Pulse rapid transit service connecting to the 95<sup>th</sup> Street Red Line station as well as overlaps with CTA routes along 95<sup>th</sup> Street
- Fills a gap in service between 79<sup>th</sup> Street and 95<sup>th</sup> Street after 8:30pm
- Extends service to 127<sup>th</sup> Street during all times
- Increases frequency on all day types, especially during off-peak and weekend periods

The improvements are estimated to include a cost increase due to increased mileage of extending trips from 119<sup>th</sup> Street to 127<sup>th</sup> Street, increased hours of operation, and increased frequency on weekends.

In assessing ridership projections from the service change, there is a net increase in ridership. Weekday ridership has a slight decrease, but the loss is less than 1% and within the margin of error for the analysis. Weekend ridership would increase by 689 and 600 new rides on Saturday

and Sunday, respectively. Weekends generally have less service, so the market is more sensitive to the additional frequency provided by these proposed changes. These conservative estimates are comparable to the ridership results achieved in similar markets when service was added, such as on Routes 95, 26 and 4. Existing ridership, projected new rides, and total projected ridership is included in Table 3.

**TABLE 3: CTA SOUTH HALSTED CORRIDOR RIDERSHIP**

Existing Ridership			
	Weekday	Saturday	Sunday
8A	3,043	2,112	1,471
108	1,283	N/A	N/A
Total	4,326	2,112	1,471
Projected New Rides			
	Weekday	Saturday	Sunday
8A	1,260	689	600
108	N/A	N/A	N/A
Total Projected Ridership			
	Weekday	Saturday	Sunday
8A	4,303	2,801	2,071
108	N/A	N/A	N/A

Based on the service changes, customers benefiting would include those that travel between 79<sup>th</sup> Street and 95<sup>th</sup> Street on Halsted after 8:30pm, customers traveling on the South Halsted corridor on weekends, and through riders traveling South of 95<sup>th</sup> Street to destinations to the North.

Conversely, an estimated maximum of 277 weekday customers would be impacted by the service change. Approximately 219 Route 108 customers who transfer to the Red Line at 95<sup>th</sup> would either need to take a Pace service (Pulse Halsted Line or Route 352) to reach the 95<sup>th</sup> Red Line station or take Route 8A to the 79<sup>th</sup> Red Line station. Approximately 47 customers who alight along 95<sup>th</sup> Street would instead need to take a Pace service or transfer from the 8A to a bus along 95<sup>th</sup> Street (Route 95 or Route 112) to reach their destination on 95<sup>th</sup> Street. Finally, approximately 11 customers transfer to Route 29 at 95<sup>th</sup> Terminal. These riders would either need to take a Pace service to the 95<sup>th</sup> Red Line station or transfer from the 8A to a bus along 95<sup>th</sup> Street to reach Route 29.

In addition, because Route 8A stops at 79<sup>th</sup> Street and Perry Avenue rather than the 79<sup>th</sup> Street Red Line Station, customers would need to walk about a tenth of a mile to access the Red Line entrance. Adding a stop for Route 8A directly in front of the Red Line station entrance would require an additional mile of deadheading, adding time and therefore cost to the service.

## PACE SERVICE

As described in the primary report, Pace would provide Pulse rapid service on the South Halsted Corridor as part of this project. In addition, Pace would continue to provide local service on the South Halsted Corridor with Route 352 and Route 359, as shown in Figure 1.

Currently, Route 352 provides service between the 95<sup>th</sup> Red Line Station and Chicago Heights, with some trips terminating at the Pace Harvey Transportation Center. With the implementation of Pulse service, Pace anticipates that current Route 352 service would be reduced for trips between the Pace Harvey Transportation Center and the 95<sup>th</sup> Street Red Line Station. Headways would likely be reduced to 30 minutes throughout the day in this segment. Route 352 service would likely be improved between Chicago Heights and the Pace Harvey Transportation Center. Route 352 would continue to operate 24-hour service between the Pace Harvey Transportation Center and the 95<sup>th</sup> Red Line Station. Table 4 and Table 5 show the existing and proposed frequency and service span information, respectively.

**TABLE 4: PACE SOUTH HALSTED CORRIDOR FREQUENCY (MINUTES)**

	Weekday Peak	Weekday Off-Peak	Saturday	Sunday
Existing Local (95 <sup>th</sup> to Harvey TC)	10	15-30	15-30	15-30
Existing Local (95 <sup>th</sup> to Chicago Heights)	30	30-60	30	30
Proposed Pulse Halsted (95 <sup>th</sup> to Harvey TC)	10	15	15	15
Proposed Local (95 <sup>th</sup> to Harvey TC)	30	30	30	30
Proposed Local (Harvey TC to Chicago Heights)	15	15-30	30	30

**TABLE 5: PACE SOUTH HALSTED CORRIDOR SERVICE SPAN**

	Weekday	Saturday	Sunday
Existing Local (95 <sup>th</sup> to Harvey TC)	24 hours	24 hours	24 hours
Existing Local (95 <sup>th</sup> to Chicago Heights)	5:00am-1:00am	6:00am-1:00am	7:00am-12:00am
Proposed Pulse Halsted (95 <sup>th</sup> to Harvey TC)	4:00am-12:00am	5:00am-12:00am	5:00am-12:00am
Proposed Local (95 <sup>th</sup> to Harvey TC)	24 hours	24 hours	24 hours
Proposed Local (Harvey TC to Chicago Heights)	5:00am-1:00am	6:00am-1:00am	7:00am-12:00am

The Pulse Halsted Line would require 11 buses (9 for revenue service plus 2 spares), which would be kept at South Garage.

Table 6 shows the expected changes to Pace daily service hours and costs. The table uses \$93.15 per service hour as an estimate for the cost of operations in 2023, the expected first full year of revenue service. The implementation of this updated service plan would require approximately \$3.7 million per year in annual operating costs.

**TABLE 6: CURRENT AND PROPOSED PACE ANNUAL HOURS AND COSTS**

Type	Route	Day	Hours per day	Days per year	Annualized Gross Cost (2023 Dollars)	Total Annualized Gross Cost	Difference in 2023
Current	Route 352	Weekday	208.02	255	\$4,941,151.07	\$6,492,685.41	
		Saturday	163.68	52	\$792,833.18		
		Sunday	140.43	58	\$758,701.16		
Proposed	Route 352 (Local)	Weekday	201.58	255	\$4,788,180.14	\$10,230,143.79	\$3,737,458.38
		Saturday	128.53	52	\$622,573.61		
		Sunday	114.37	58	\$617,906.80		
	Pulse Halsted	Weekday	130.77	255	\$3,106,212.50		
		Saturday	109.75	52	\$531,607.05		
		Sunday	104.33	58	\$563,663.69		

## NEXT STEPS

As part of the next phase of the project, a ridership forecast for the corridor will be updated using the FTA Simplified Trips-on-Project Software (STOPS) model. In addition, CTA and Pace will continue to coordinate to determine the appropriate level of service to provide on the corridor with consideration for the South Halsted Corridor's connections to other transit service.