SOUTH HALSTED

Bus Corridor Enhancement Project

Corridor Advisory Group Meeting #3

February 14, 2019

Agenda

SOUTH HALSTED
Bus Corridor Enhancement Project

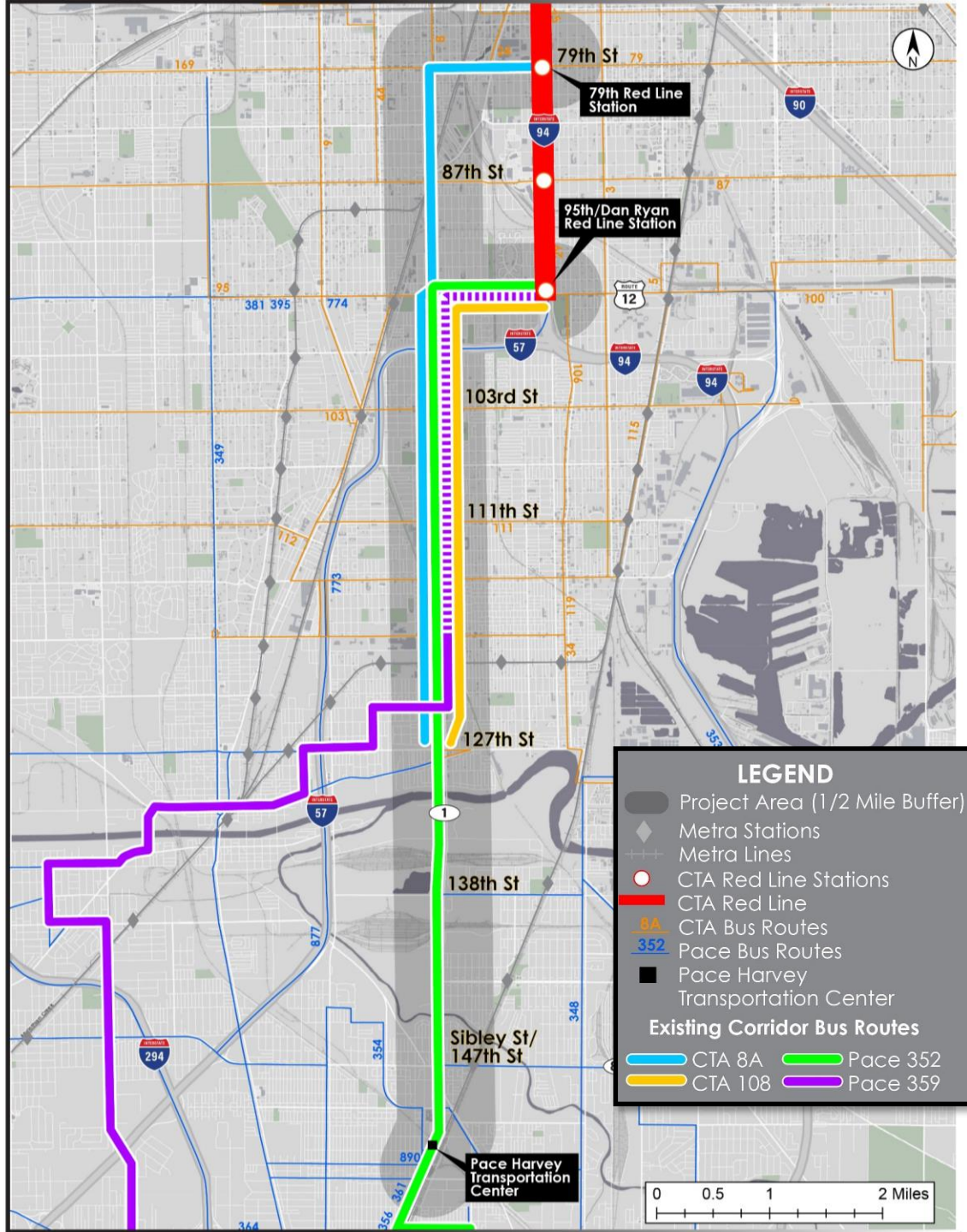
- Introductions
- Recap of Meeting #2/Goals of Meeting #3
- Revised Purpose & Need Statement
- Updated Measures of Effectiveness
- Corridor Improvement Alternatives
- Station Location Concepts
- Small Group Discussion
- Next Steps

Introductions

- Lead Agencies
  - Chicago Transit Authority (CTA)
  - Pace Suburban Bus
- Project Team
  - CDM Smith
  - Metro Strategies
  - EJM Engineering

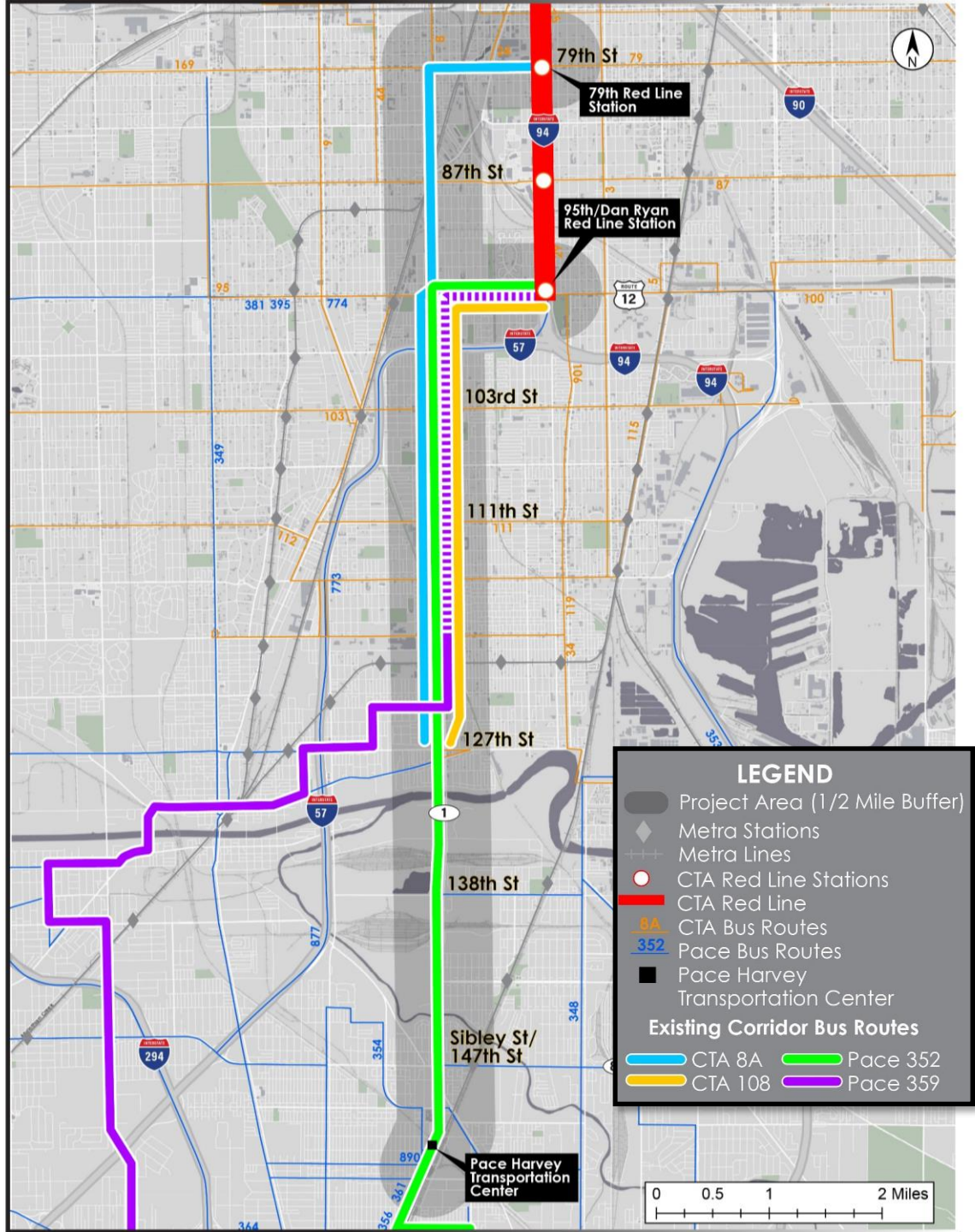
Recap of Meeting #2

- Purpose & Need Statement
- Current Improvement Program
- Physical Improvement Alternatives
- Feedback on Bus Operations



What We Heard

- Revisions to Purpose & Need Statement and Measures of Effectiveness
- Positive reception to improved transit
- Concern about the removal of parking
- Potential interest in a bus lane where it is possible with minimal impacts to parking and traffic
- Interest in economic development
- Interest in a further review of bus ridership/person throughput



Project Status

CAG Meeting #3 Goals

Pace and CTA buses on 95th Street

1. Review bus enhancement alternatives
2. Introduce station locations
3. Feedback from CAG on priorities and tradeoffs

Revised Purpose & Need Statement

Revised Purpose & Need Statement

Additions based on CAG discussion and feedback

Needs	**Purpose**
• Disinvested areas	• Improve infrastructure, amenities, accessibility, and safety • Improve connectivity, equity and economic development • Integration with existing transit service – CTA, Pace, and Metra
Goals	
• Promote inclusive growth	

Updated Measures of Effectiveness

Measures of Effectiveness

- Bus Travel Time
- Reliability
- Traffic Impacts
- Parking Impacts
- Widening Impacts
- Relative Cost
- Person Throughput
- Economic Impact Potential

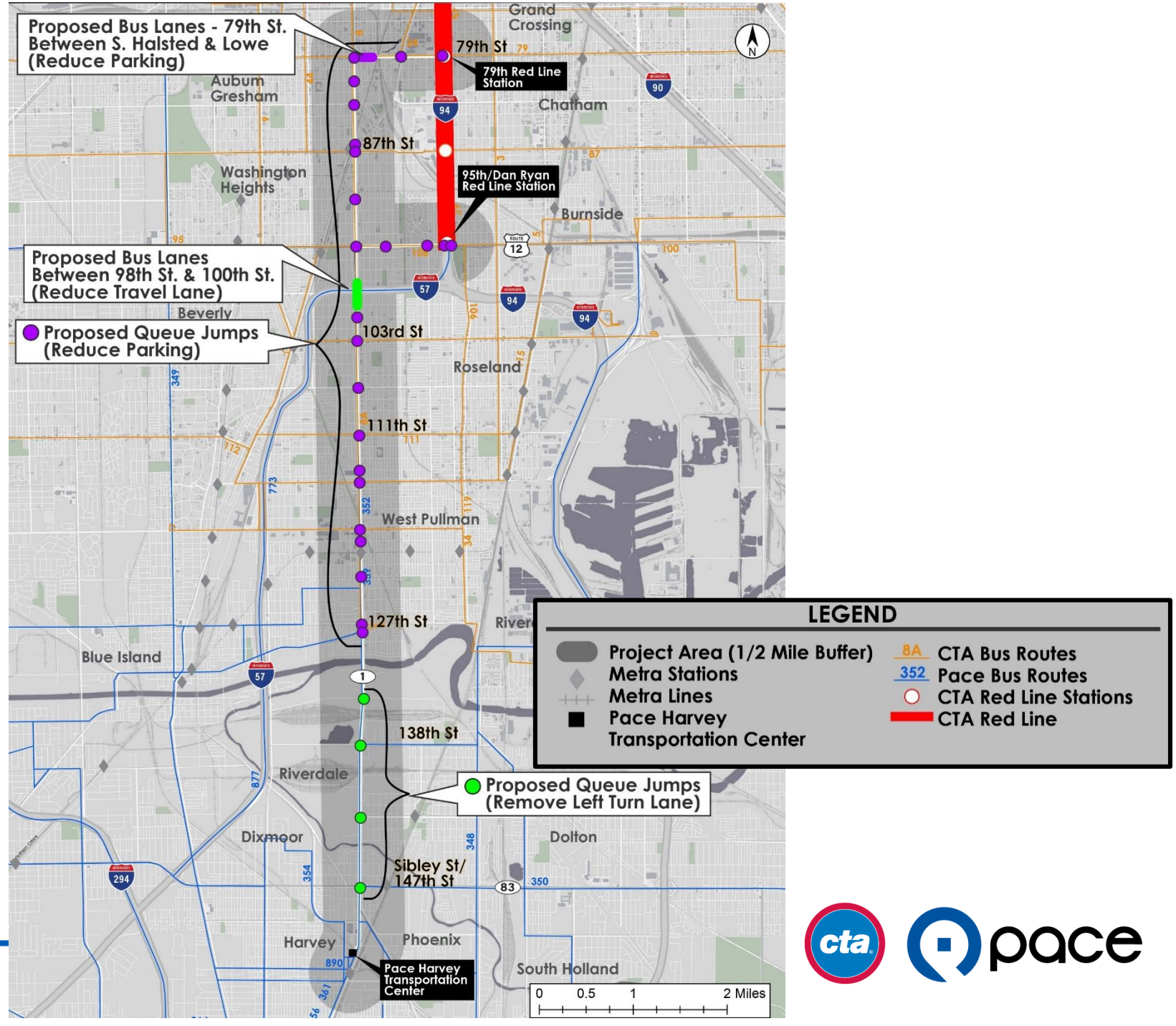
Pace bus on 95th Street

CTA bus on Route #8A

Corridor Improvement Alternatives

Alternative 1

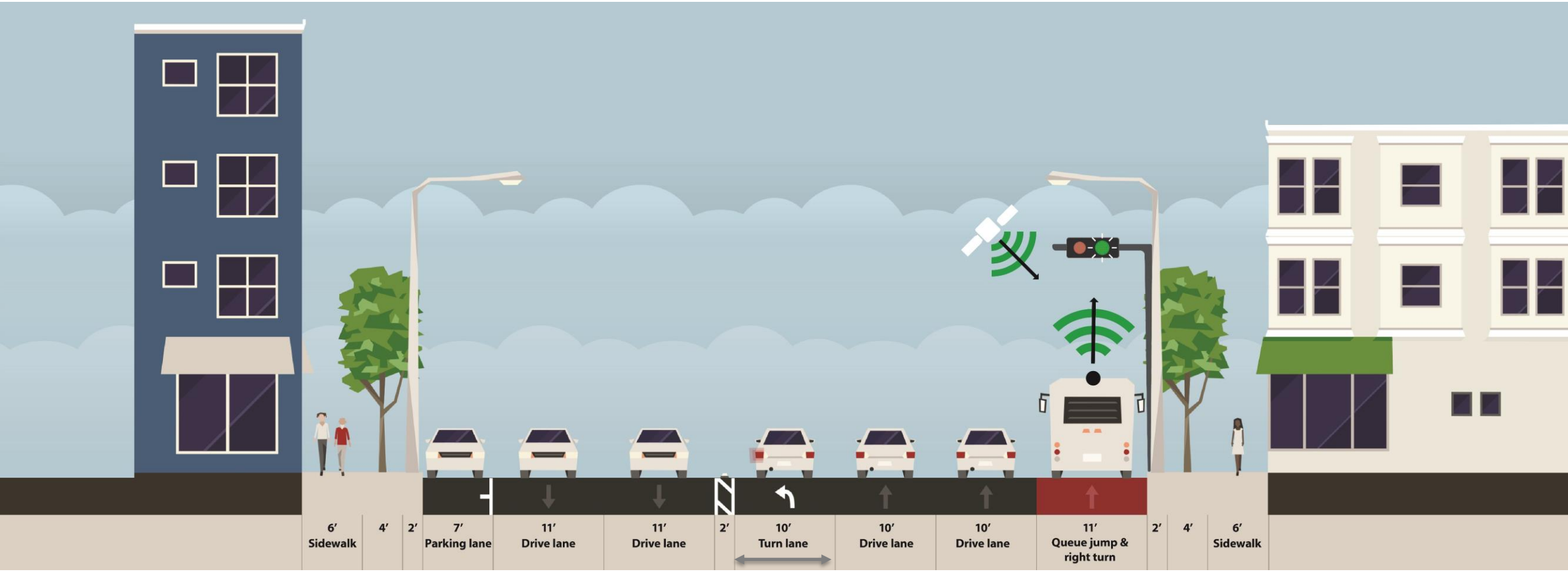
- Queue Jumps



Alternative 1: Sample Aerial

Initial concept for illustrative purpose only

Alternative 1: Sample Intersection



Note: Only at signalized intersections

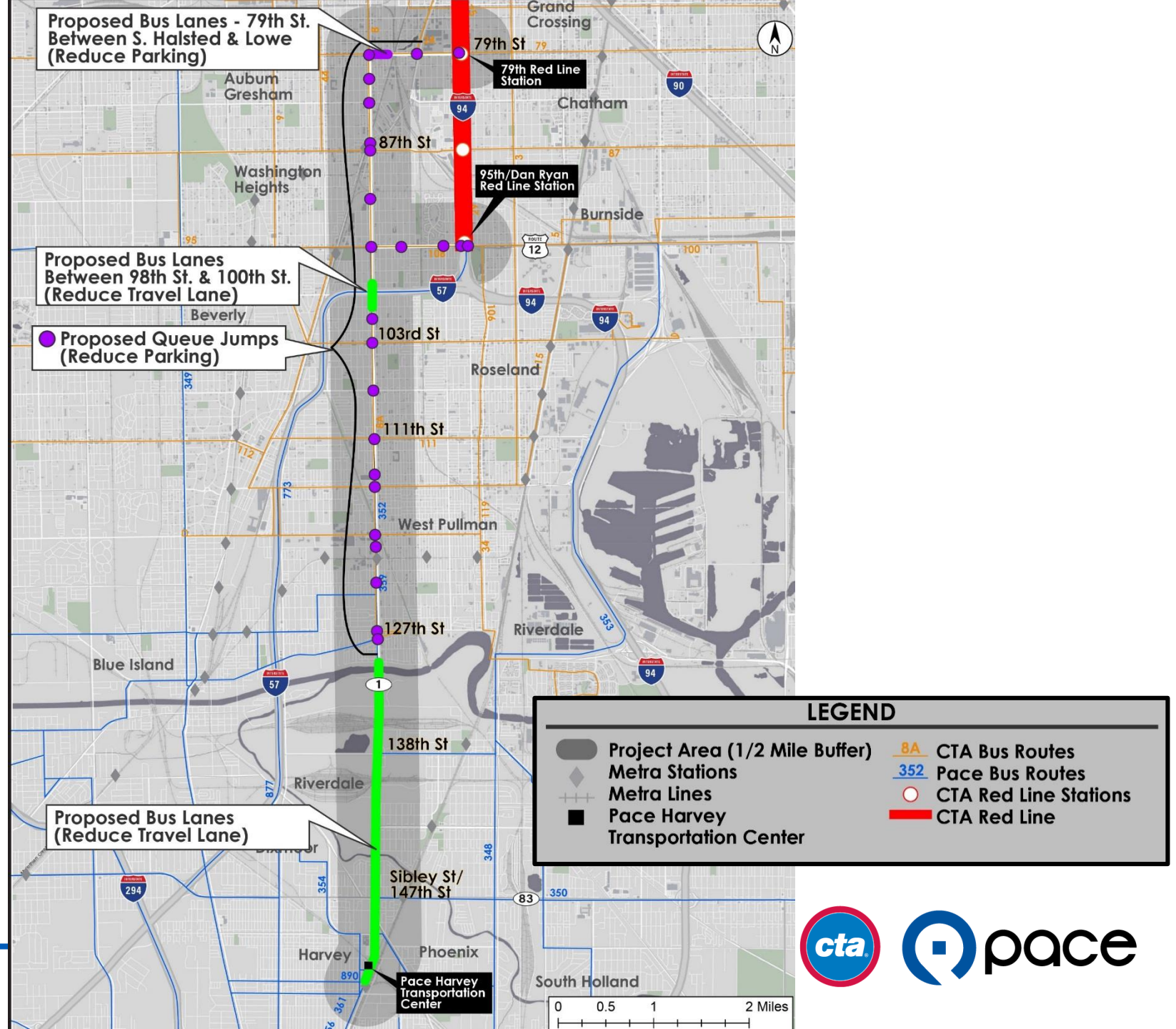
Alternative 1: Measures of Effectiveness

Measure	Impact
Bus Travel Time	Average savings of approximately 4-8 seconds per intersection; Approximately **5%* for entire corridor** (only available/necessary at 28 intersections) plus **3%* saving from TSP and Signal Optimization**
Reliability	Increase travel time reliability
Traffic Impacts	Low traffic impacts, some minor impacts at intersections
Parking Impacts	Total of **253 spaces impacted at 28 intersections** (approximately 9 spaces per intersection) plus up to 51 additional spaces to integrate far side bus stations
Median/Widening Impacts	Narrow median 1 to 4 feet at intersections (typical); widen roadway at intersections 1 to 2 feet at a few locations
Relative Cost	Low as compared to Alternatives 2 and 3
Person Throughput	Modest improvements in passenger throughput with current service levels based on: • Modest increases in persons on transit; estimated transit ridership increase of 3% (Estimated increase of 300 riders per day and 13 peak hour, peak direction riders) • No change to persons in autos; no significant impacts on auto traffic capacity Potential for greater improvements in person throughput capacity with additional transit service frequencies leading to increased transit ridership without affecting road capacity
Economic Impact Potential	Opportunities for development at many station areas

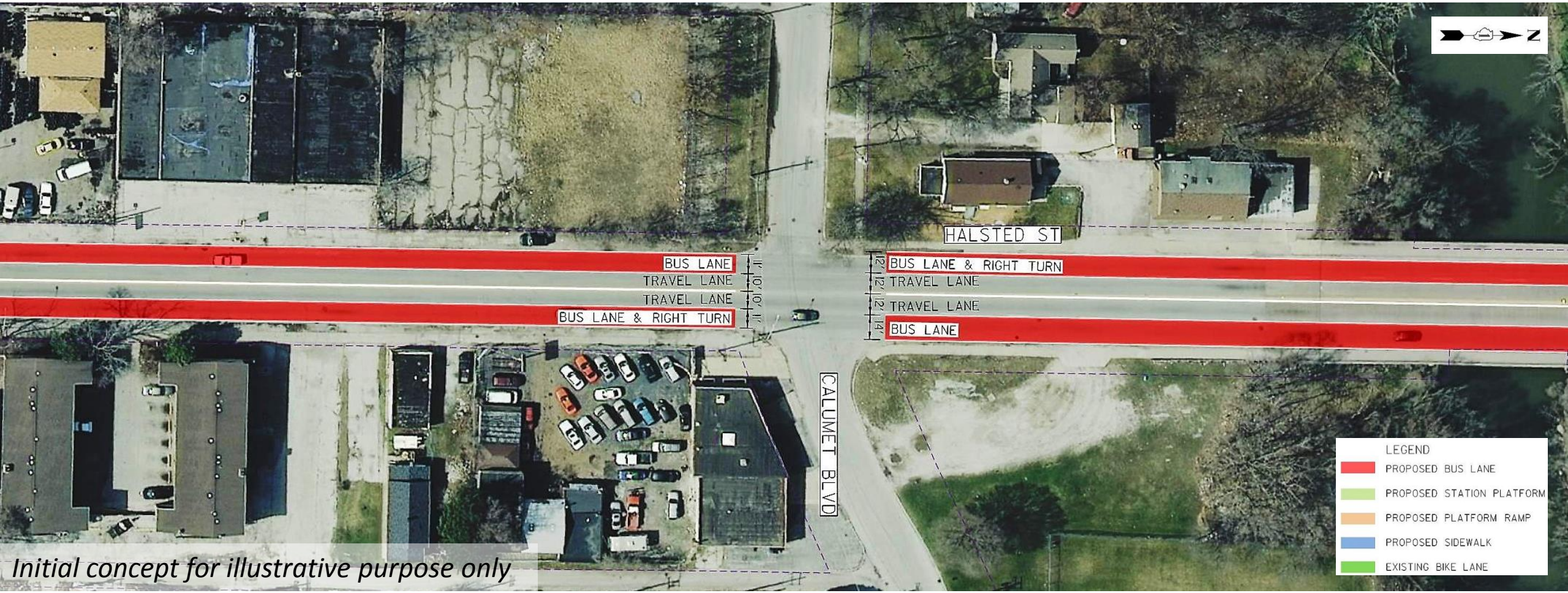
** Planning level estimate based on TCRP Report 18 and VPTI Report; Subject to revision*

Alternative 2

- Queue Jumps:
  - 79th Street
  - 95th Street
  - Halsted between 79th & 129th Street
- Bus Lanes
  - 129th to 154th Street (Peak Hour Only or 24 Hour)

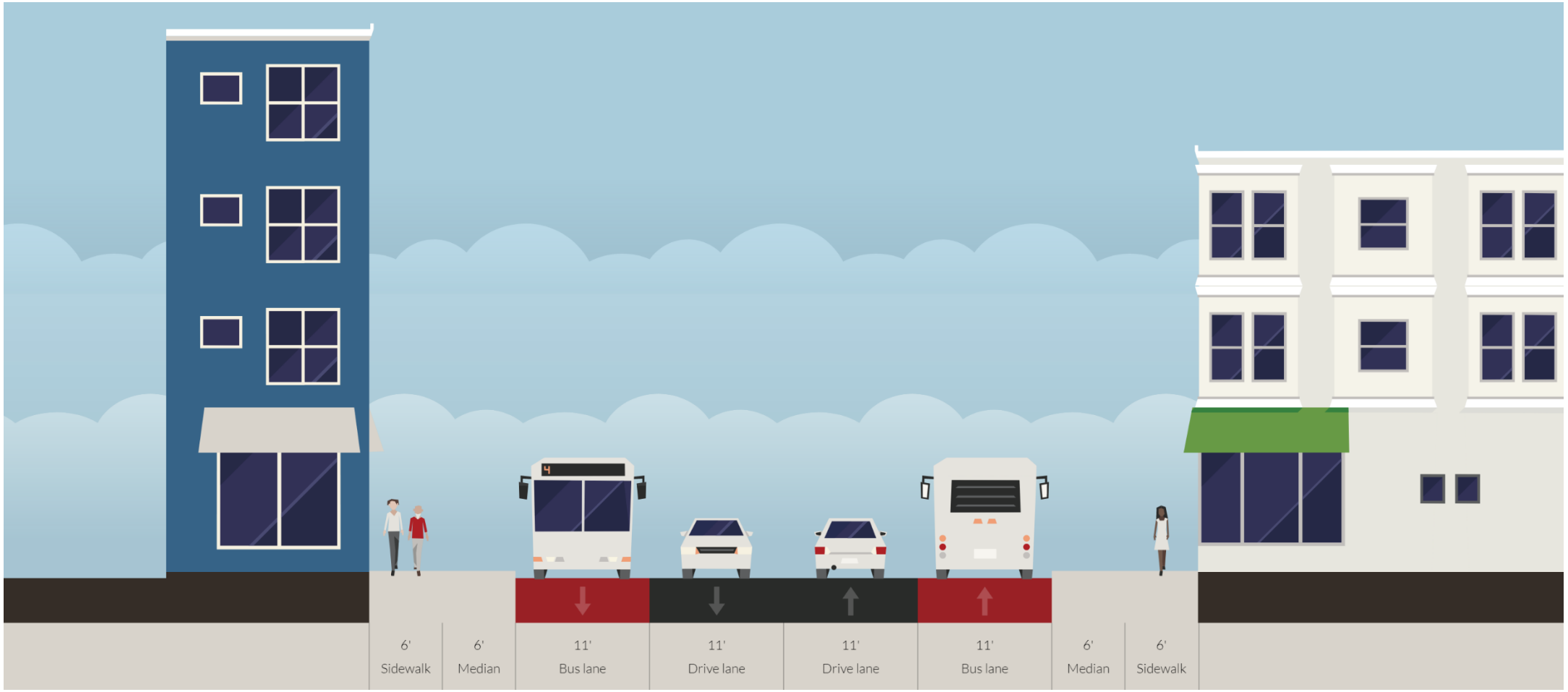


Alternative 2: Sample Aerial



Initial concept for illustrative purpose only

Alternative 2: Sample Cross Section



Alternative 2: Intersection Performance

In locations where reducing travel lane is proposed, intersection performance remains highs

Intersection	Existing Performance (AM Peak)	Proposed Bus Lane Performance (AM Peak)	Existing Performance (PM Peak)	Proposed Bus Lane Performance (PM Peak)
134th St & Halsted St	A	B	A	A
138th St & Halsted St	C	C	C	C
144th St & Halsted St	B	B	B	B
147th St & Halsted St	D	D	D	E
149th St & Halsted St	D	D	D	D
149th St & Morgan St	A	B	B	B
150th St & Morgan St	B	B	B	B
154th St & Park Ave	B	B	A	A

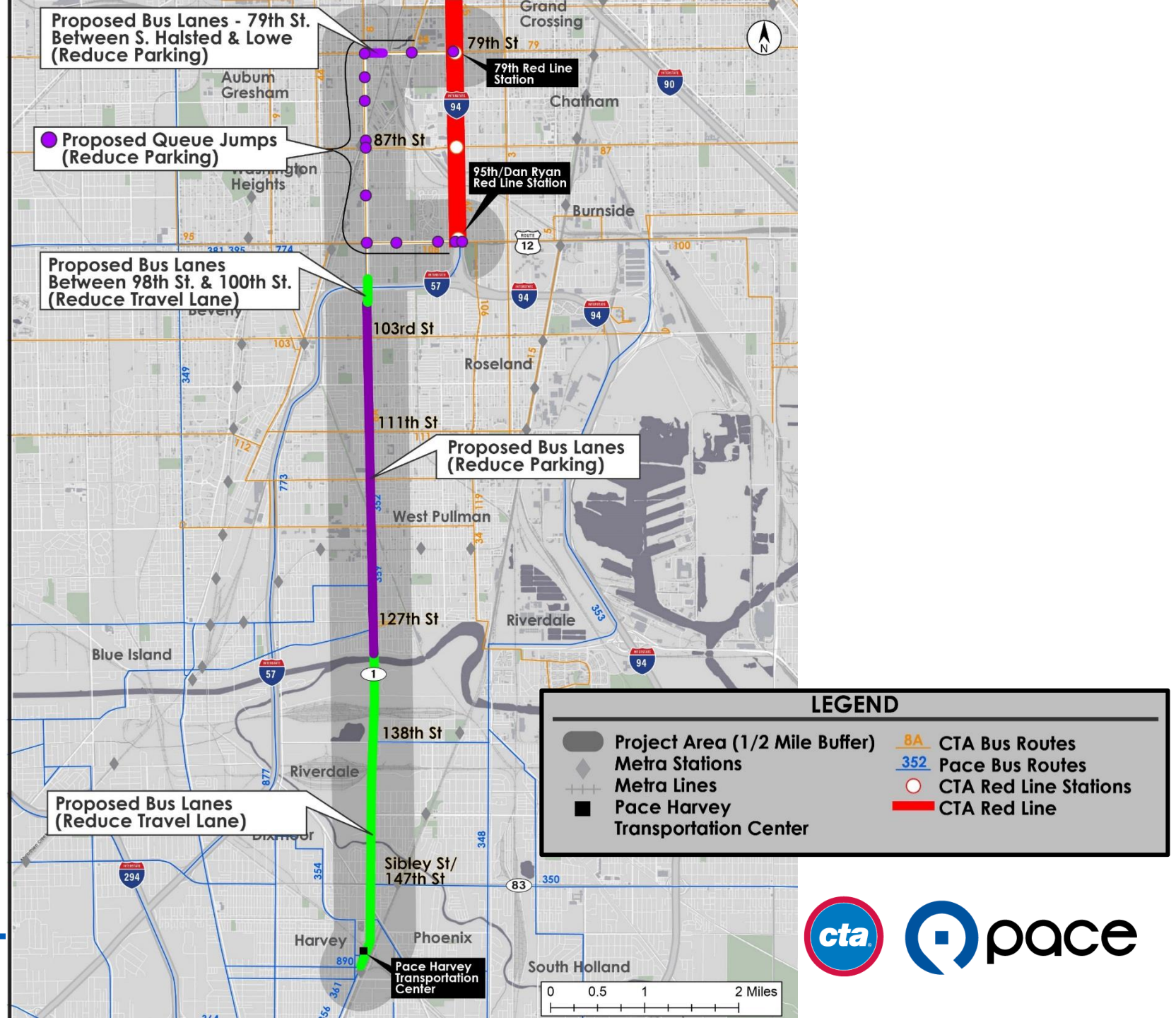
Alternative 2: Measures of Effectiveness

Measure	Impact
Bus Travel Time	Queue jumps similar to Alternative 1; Average savings from bus lanes of approximately 1-2 minutes per mile in typical urban environment, or **8%* savings total for this alternative** plus **3%* saving from TSP and Signal Optimization**
Reliability	Significantly improve travel time and reliability beyond queue jumps
Traffic Impacts	Medium/Low traffic impacts, removing travel lanes but traffic in southern section is light
Parking Impacts	Total of **253 spaces impacted at 28 intersections** (approximately 9 spaces per intersection) plus up to 51 additional spaces to integrate far side bus stations
Median/Widening Impacts	Narrow median 1 to 4 feet at intersections (typical); widen roadway at intersections 1 to 2 feet at a few locations
Relative Cost	Greater than Alternative 1, but no additional significant changes to roadway geometry
Person Throughput	Increased improvements in passenger throughput with current service levels based on: • Modest increases in persons on transit; estimated transit ridership increase of 4% (Estimated increase of 500 riders per day and 21 peak hour, peak direction riders) • No change to persons in autos; no significant impacts on auto traffic capacity Potential for greater improvements in person throughput capacity with additional transit service frequencies leading to increased transit ridership without affecting road capacity
Economic Impact Potential	Opportunities for development at many station areas; increased investment in South section of corridor

** Planning level estimate based on TCRP Report 18 and VPTI Report; Subject to revision*

Alternative 3

- Queue Jumps
  - 79th Street
  - 95th Street
  - Halsted between 79th & 98th Streets
- Bus Lanes
  - 98th to 154th Streets (Peak Hour Only or 24 Hour)



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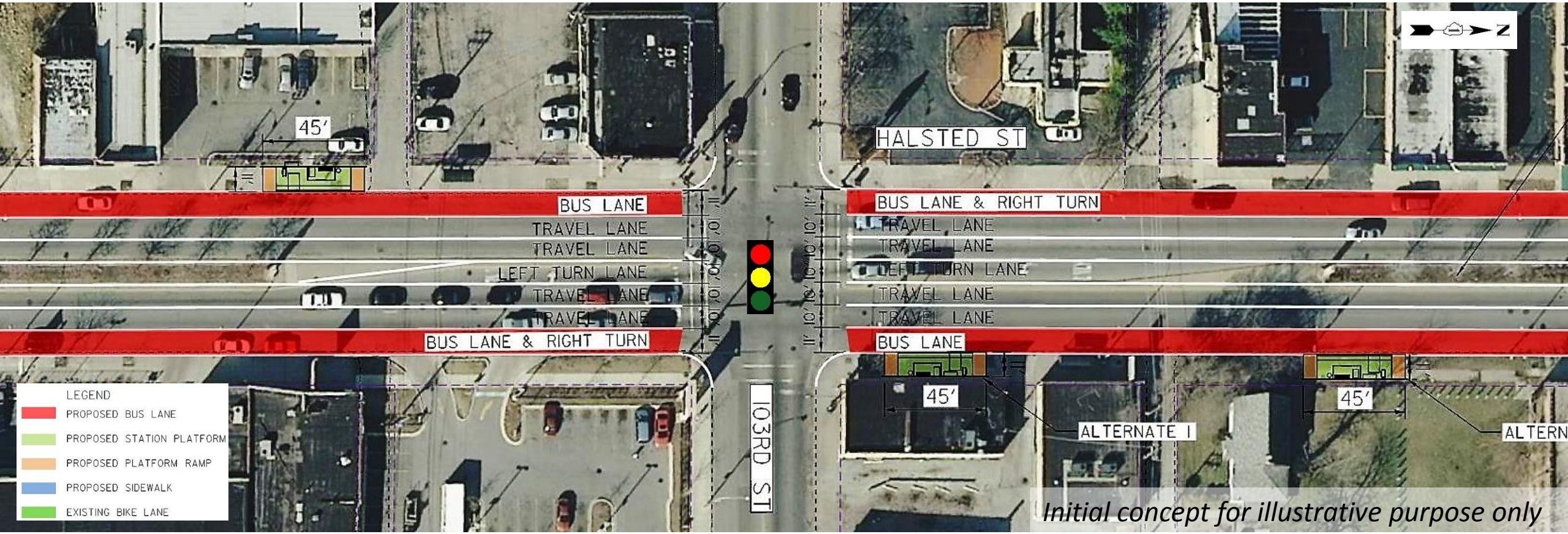

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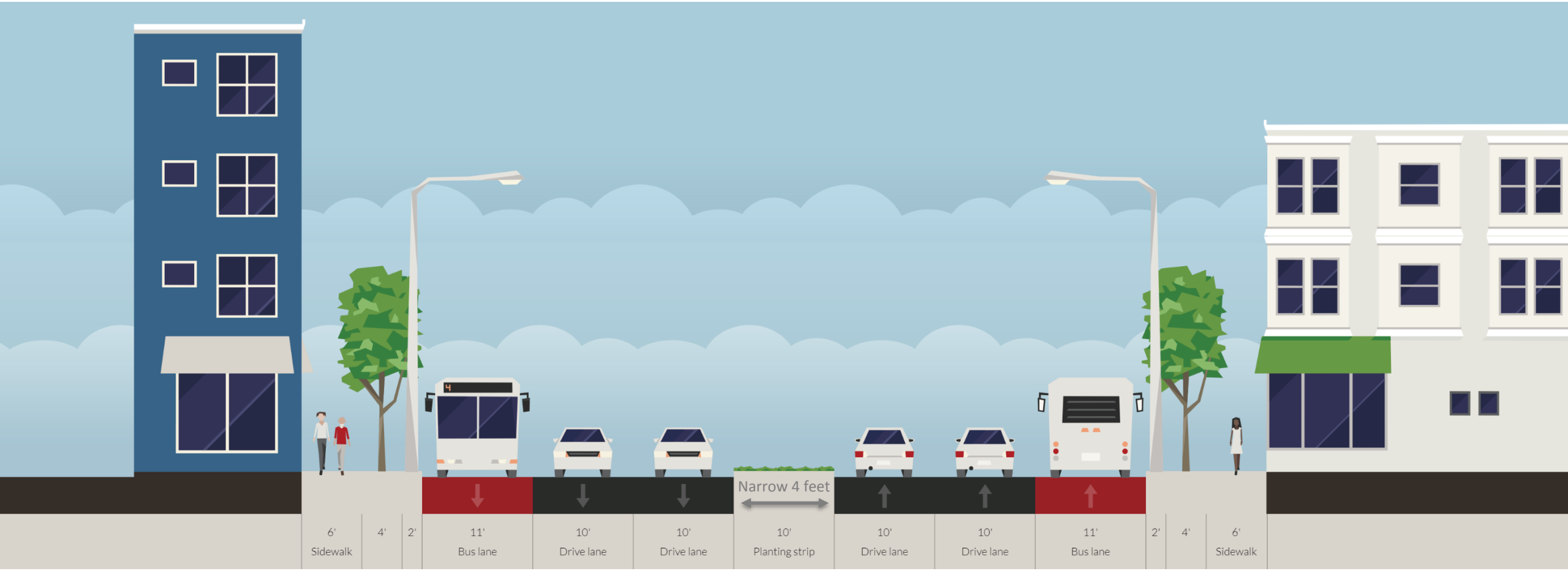
Alternative 3: Sample Cross Section

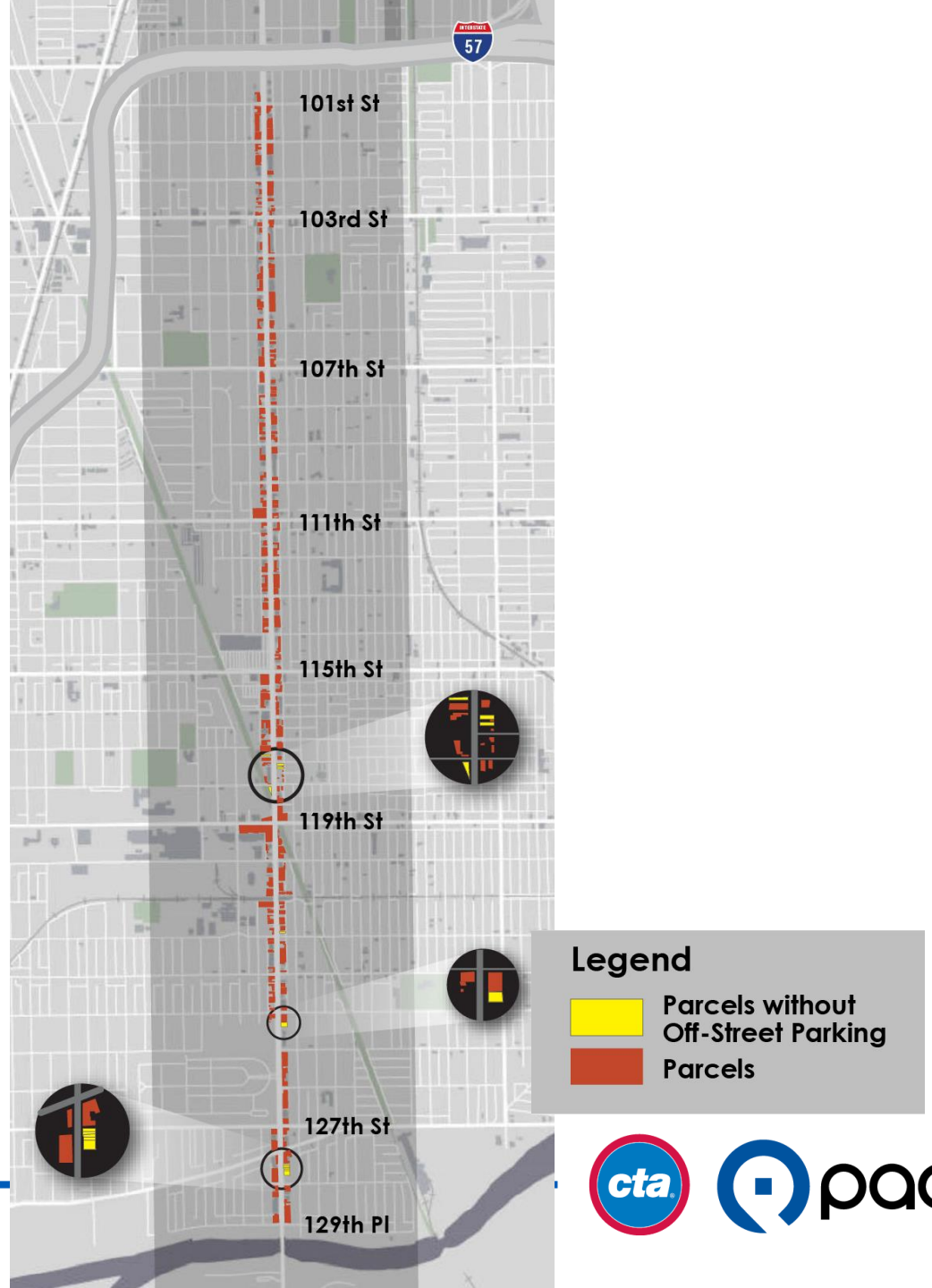


Minor widening (1 to 2 ft) needed in a few locations

Alternative 3: Off-Street Parking

Halsted between 98th and 129th:

- Primarily commercial properties
- Average On-Street Parking Utilization
  - AM Peak: 7%
  - Mid-Day Off-Peak: 11%
  - PM Peak: 9%
- Max On-Street Parking Utilization: 45%
- Parcels without Off-Street Parking: 11
- Approximate Number of Off-Street Spaces: 6,700

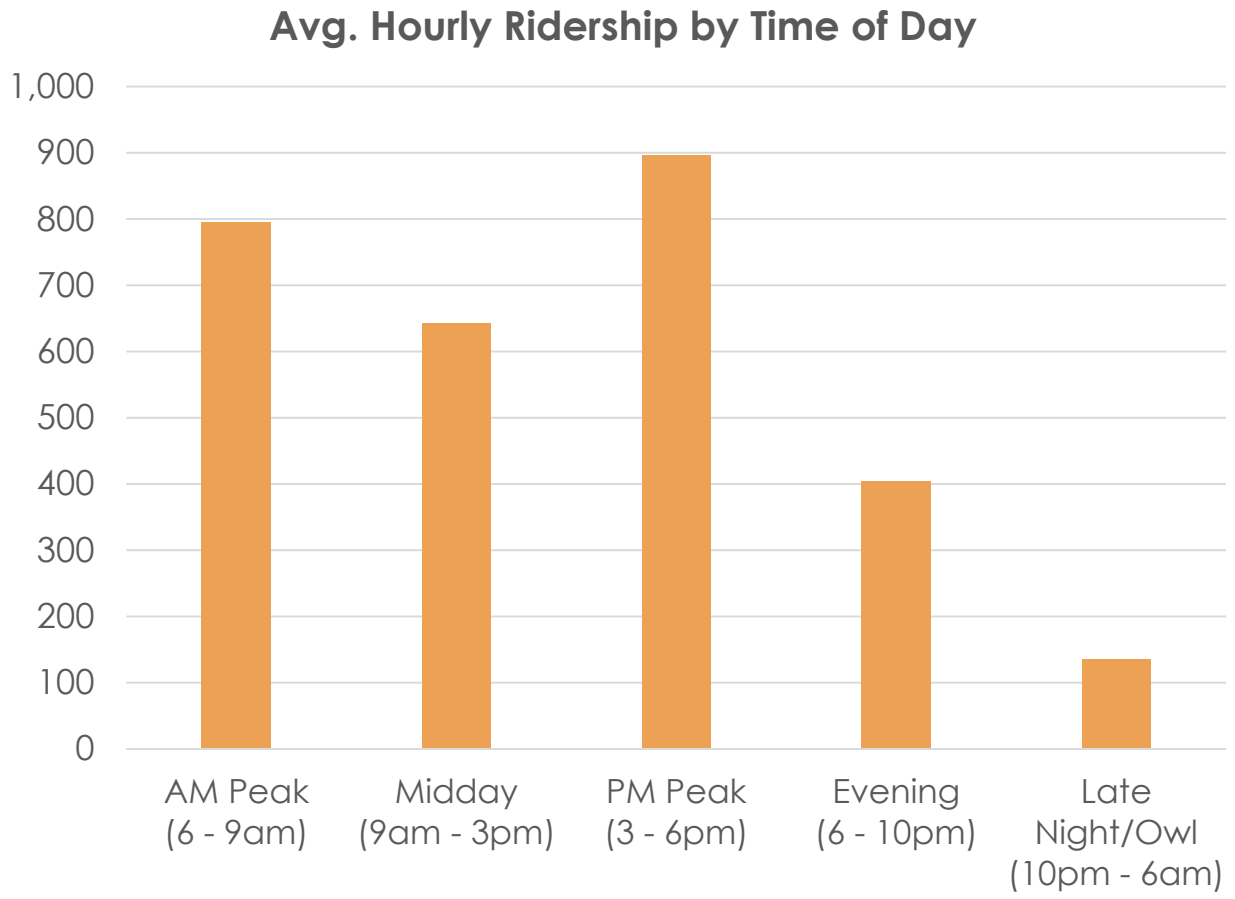


Alternative 3: Measures of Effectiveness

Measure	Impact
Bus Travel Time	Queue jumps similar to Alternative 1 and 2; Bus lanes similar to Alternative 2, or **10%* savings total for this alternative** plus **3% saving from TSP and Signal Optimization**
Reliability	Significantly improve travel time and reliability within city limits
Traffic Impacts	Same as Alternative 2; Low traffic impacts, removing travel lanes but traffic in southern section is light
Parking Impacts	Same spaces impacted as Alternative 1 and 2 between 79th and 98th St.; Total of **90 spaces (plus up to 7 additional if far side stations) impacted at 10 intersections** (approximately 9 spaces per intersection) plus **approximately 981 spaces between 98th St. and 129th on Halsted** (approximately 32 spaces per block)
Median/Widening Impacts	Narrow median 1 to 4 feet (typical); widen roadway 1 to 2 feet in some locations
Relative Cost	Greater than Alternative 2, but no additional major changes to roadway geometry
Person Throughput	Greatest improvements in passenger throughput with current service levels based on: • Modest increases in persons on transit; estimated transit ridership increase of 5% (Estimated increase of 550 riders per day and 24 peak hour, peak direction riders) • No change to persons in autos; no significant impacts on auto traffic capacity Potential for greater improvements in person throughput capacity with additional transit service frequencies leading to increased transit ridership without affecting road capacity
Economic Impact Potential	Opportunities for development at many station areas; increased investment in south section of corridor and in designed TIF Districts, Special Service Areas, and Thrive Zones

Peak vs. Off-Peak Travel

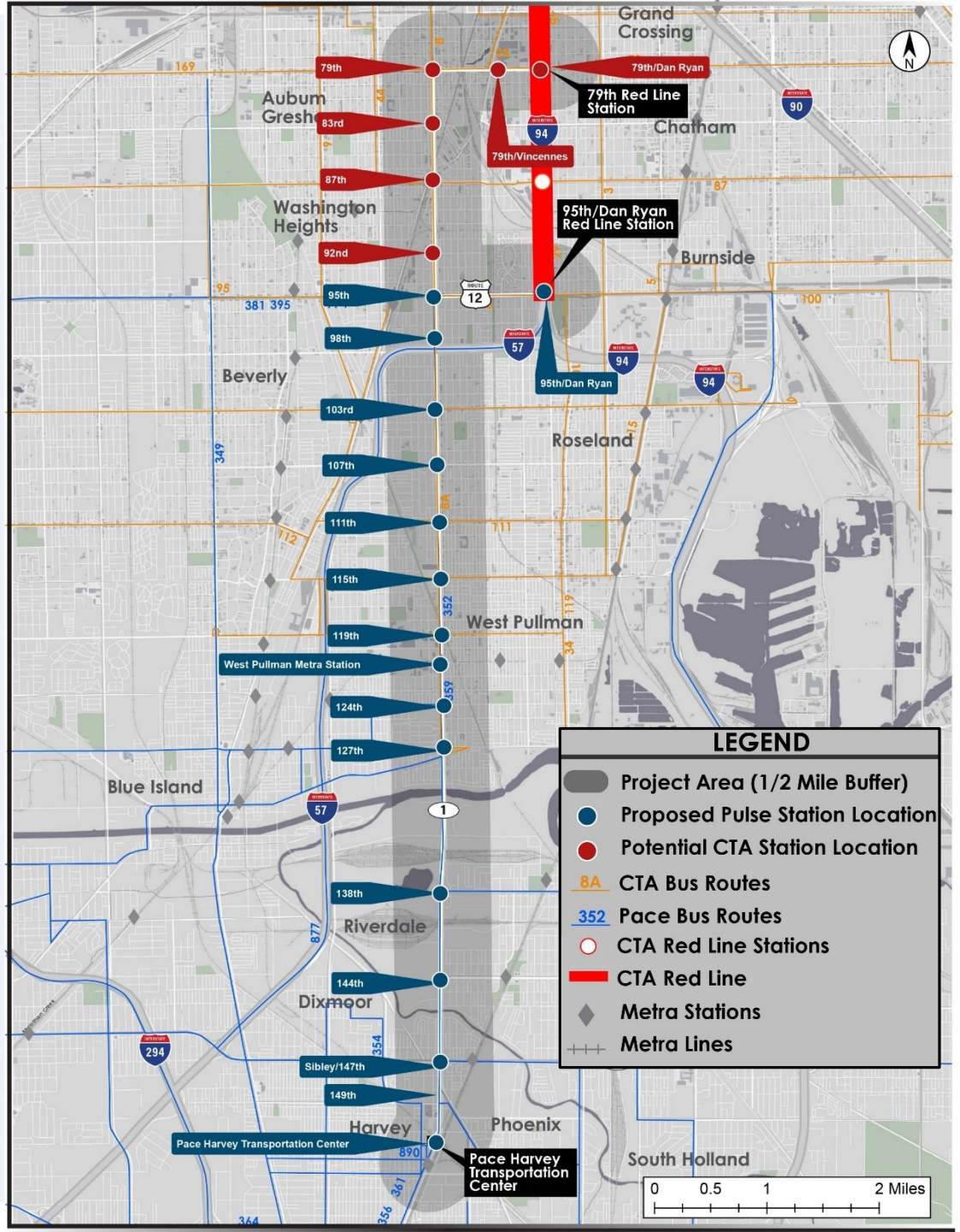
- Bus:
  - 44% of trips occur during peak
  - Hourly midday ridership is 75% of peak
- Auto:
  - Peak: 24% of ADT
  - Off Peak: 76% of ADT



Station Location Concepts

Limited Stop Service

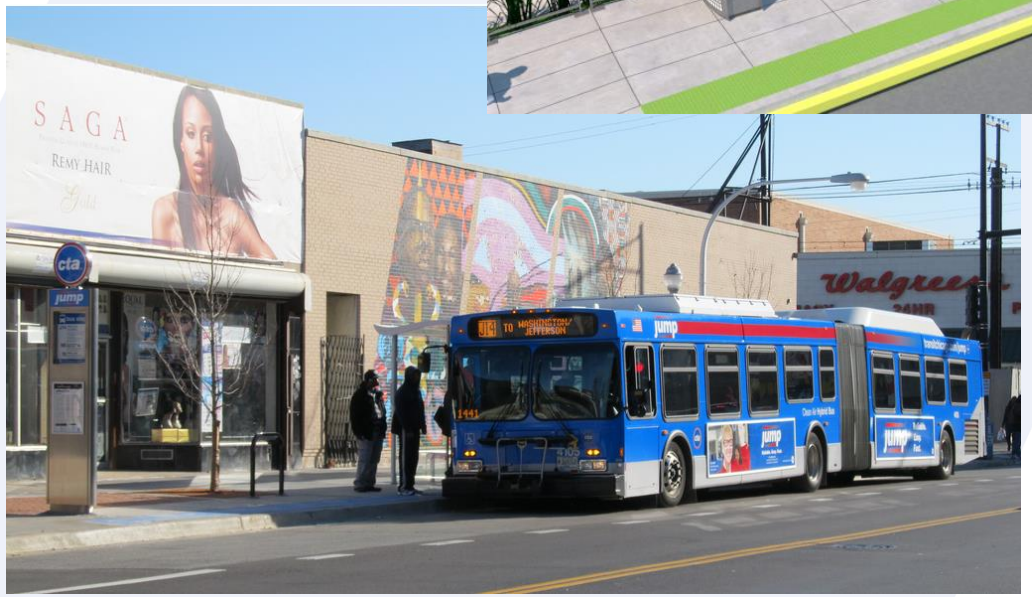
- Pulse service will have fewer stops
  - ½ mile spacing estimated to provide 22% travel time savings
  - 98% of existing riders board at a stop within ¼ mile of stations
  - Pace local service will likely have reduce frequency
- CTA local service remains in place



Station Improvements

- Near-level boarding
- Heated shelters with seating
- Bicycle racks
- Landscaping
- Vertical marker with real time and static information
- Trash receptacles
- Customizable features

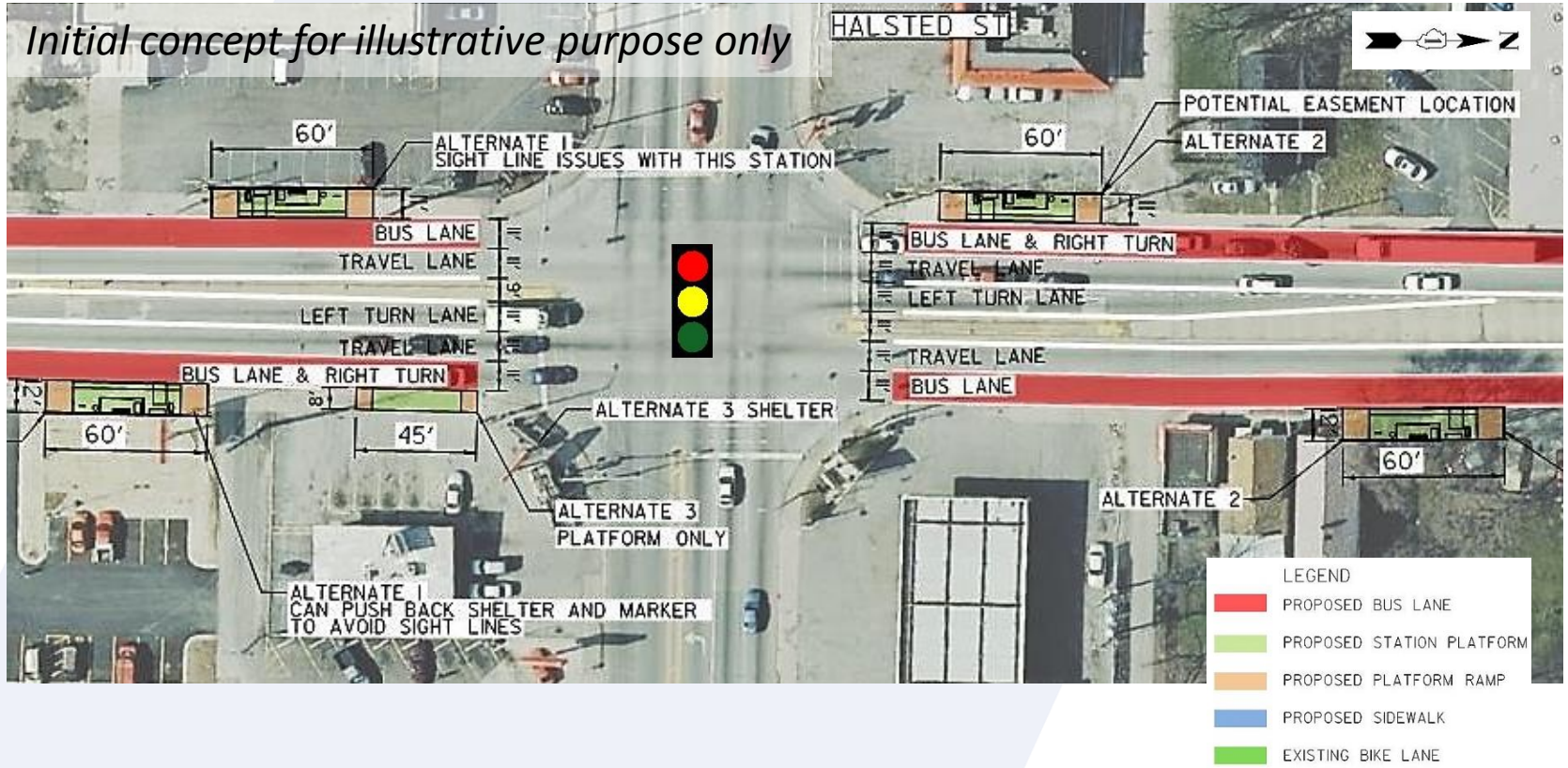
Pace Pulse Station



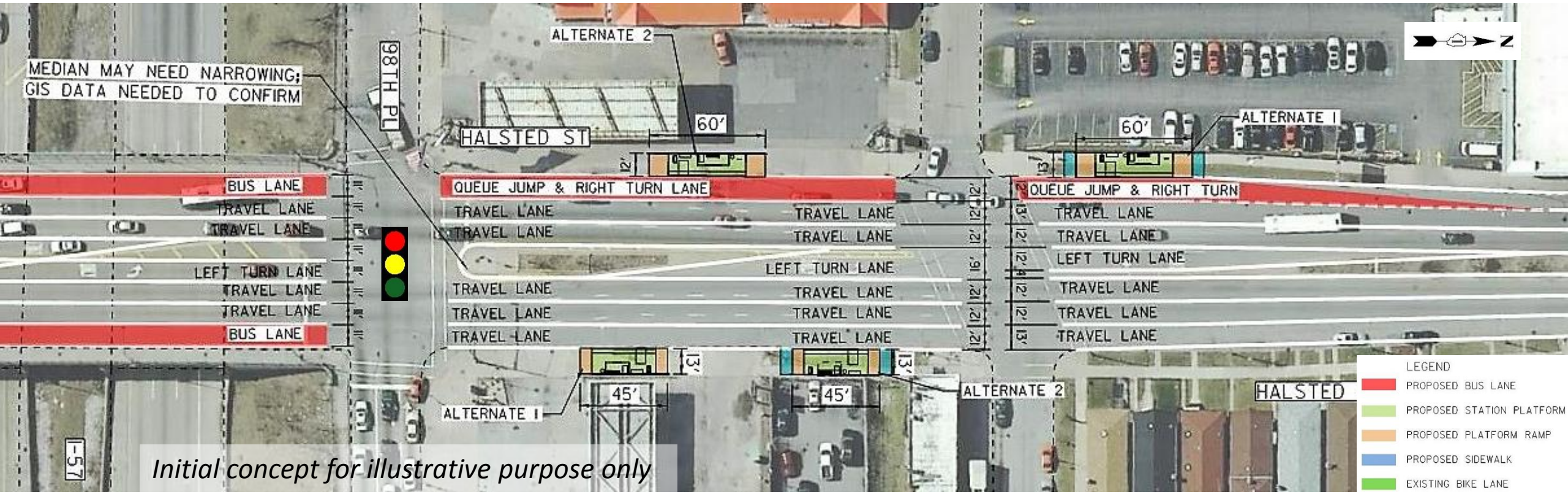
CTA Jeffery Jump Station

Typical Station Placement

- Thoughtful station placement to ensure safety and promote efficient bus operation
  - Far side where possible
  - Connections to existing service
- Multiple alternatives still under consideration



98th Street



Initial concept for illustrative purpose only

123rd or 124th Street

Initial concept for illustrative purpose only

149th or 150th Street

Initial concept for illustrative purpose only

Small Group Discussion

Small Group Discussion

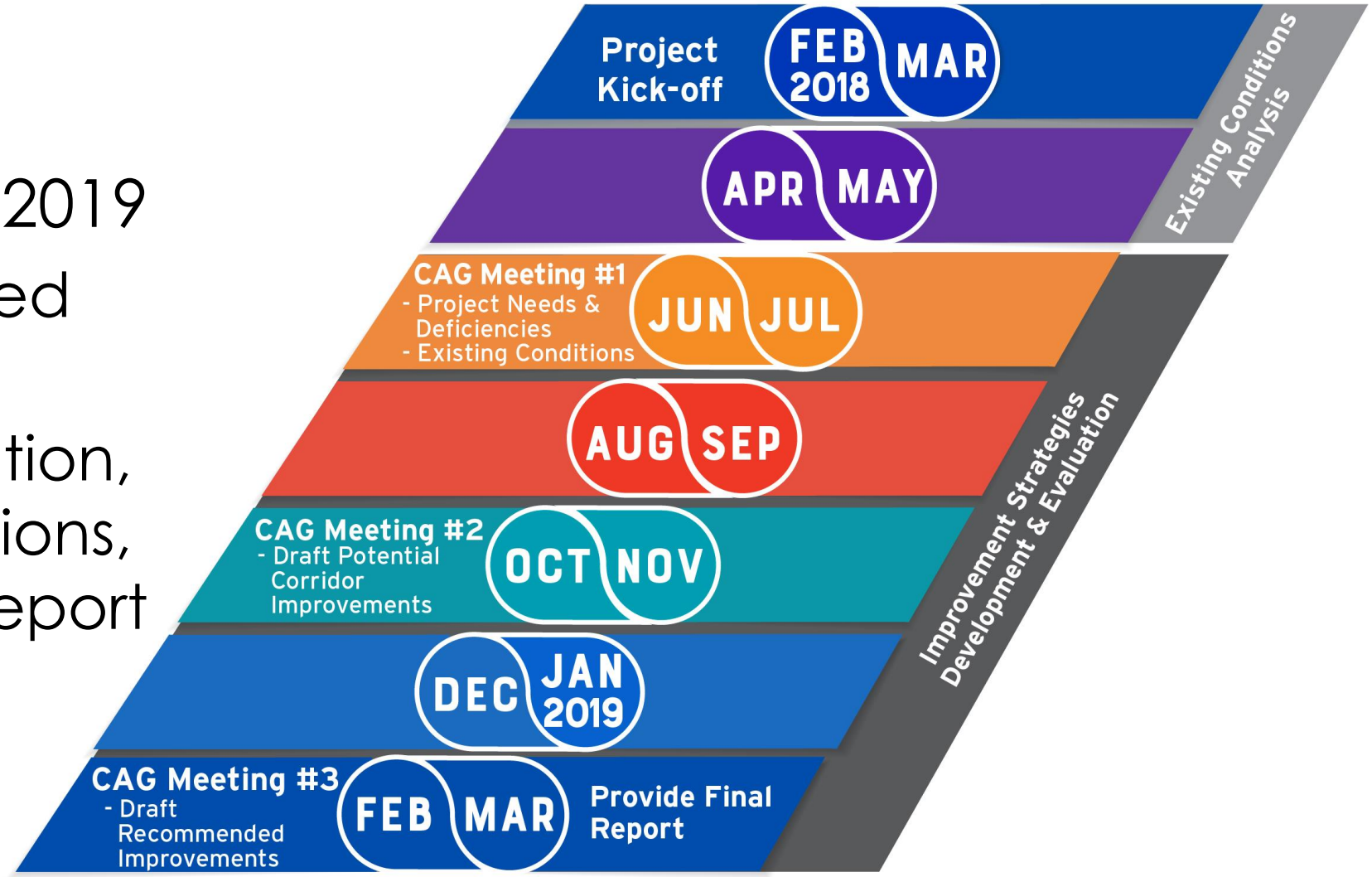
- Evaluate each alternative
  - Which aspects do you like? Which do you not like?
  - Are there specific locations where bus only lanes or queue jumps are preferred? Why?
  - Is there a preference for peak-hour or 24-hour lanes?
- Review station placement
  - Are the current placements appropriate? Any recommended changes?
  - Have all connections been considered?
- Report back to group

Pace Harvey Transportation Center

Next Steps

Next Steps

- February/March 2019
  - Confirm Preferred Alternative(s)
  - Corridor Evaluation, Recommendations, and Strategy Report



Contact Information

To speak to a CTA or Pace representative, contact:

Sukmeke Watkins (CTA)
Government & Community Relations Representative
(312) 681-2793

Martin Sandoval (Pace: Chicago)
Community Relations Representative
(847) 217-9098

Jessica Rybarczyk (Pace: Suburbs)
Community Relations Representative
(847) 372 -2077

For general project questions, email:

SouthHalstedBus@transitchicago.com

Website:

www.transitchicago.com/planning/SouthHalstedBus/

Thank you!