Agenda

- Introductions
- Purpose & Need
- Current Improvement Program
- Physical Improvement Alternatives
- Preliminary Alternative Analysis
- Small Group Discussion
- Bus Operations
- Next Steps
Introductions

- Lead Agencies
  - Chicago Transit Authority (CTA)
  - Pace Suburban Bus

- Project Team
  - CDM Smith
  - Metro Strategies
  - EJM Engineering
Recap of Meeting #1

- Introduced project
- Reviewed existing conditions
- Discussed development opportunities
- Received input from CAG on key issues
Project Status

EXISTING CONDITIONS & NEEDS AND DEFICIENCIES

PURPOSE & NEED

DEFINE ALTERNATIVES & SCREEN 1

SCREEN 2 & DRAFT RECOMMENDED IMPROVEMENTS

FINAL RECOMMENDATIONS

WE ARE HERE

DECEMBER 2018

JANUARY 2019
CAG Meeting #2 Goals

1. Introduce and compare bus enhancement alternatives
2. Discuss measures of effectiveness
3. Feedback from CAG on priorities and tradeoffs

Pace and CTA buses at Halsted & 95th Street
Purpose & Need Statement
## Purpose & Need Statement

**Definition:** Statement briefly specifies the underlying purpose and need to which CTA and Pace are responding in proposing alternatives

<table>
<thead>
<tr>
<th>Need</th>
<th>Purpose</th>
<th>Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Long travel and commute times</td>
<td>• Decrease travel time</td>
<td>• Improve transit connectivity</td>
</tr>
<tr>
<td>• Off peak service gaps</td>
<td>• Enhance service coordination</td>
<td>• Reduce transit travel times</td>
</tr>
<tr>
<td>• Lack of accessibility at some stops</td>
<td>• Improve quality of service</td>
<td>• Increase choices</td>
</tr>
<tr>
<td>• Limited rapid transit options</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Decrease travel time
- Enhance service coordination
- Improve quality of service
Current Improvement Program
Transit Signal Priority & Optimization

- Optimization: Update signals to increase throughput
- Transit Signal Priority (TSP): reduced red or green extension for bus
- Regional RTA project underway
Physical Improvement Alternatives
Roadway Improvement Alternatives

• Concept 1: Queue Jumps
• Concept 2: Bus Lanes
  o 2A: Peak Hour, 79th to 103rd
  o 2B: Peak Hour, 79th to 154th
  o 2C: 24 Hour, 79th to 103rd
  o 2D: 24 Hour, 79th to 154th

Note: Corridor subsections could use different concepts

CTA bus at Halsted and 87th Streets
Measures of Effectiveness

• Bus Travel Time
• Reliability
• Traffic Impacts
• Parking Impacts
• Widening Impacts
• Grant Opportunities
• Relative Cost
• Other?
Concept 1: Queue Jumps

- Bus lane at intersection allows bus to “jump” ahead of general traffic
Concept 1: Queue Jump Typical Intersection
# Concept 1: Queue Jump Characteristics

<table>
<thead>
<tr>
<th>Measure</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Travel Time</td>
<td>Average savings of approximately 4-8 seconds per intersection, or approximately 2% for entire corridor;* only available/necessary at 22 intersections</td>
</tr>
<tr>
<td>Reliability</td>
<td>Increase travel time reliability</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>Low, some minor impacts at intersections</td>
</tr>
<tr>
<td>Parking Impacts</td>
<td>258 spaces at 22 intersections (approx. 12 spaces per intersection)</td>
</tr>
<tr>
<td>Widening Impacts</td>
<td>Typically 1 to 4 feet at intersections</td>
</tr>
<tr>
<td>Grant Opportunities</td>
<td>Limited (less than 50% dedicated lanes)</td>
</tr>
<tr>
<td>Relative Cost</td>
<td>Medium Low, compared to Concept 2</td>
</tr>
</tbody>
</table>

* Planning level estimate based on TCRP Report 18; Subject to revision upon further study
Concept 2: Bus Lanes

- Bus lanes would be dedicated for transit use adjacent to curb
- Allows right-turning general traffic
- Could be peak hour only or 24 hour
- From 79th Street to 103rd or 154th Street
- In use on CTA Loop Link and Jeffery Jump
Concept 2: Integrating Bus and Bike Lanes

CTA Loop Link

Roslindale Lane
(Boston Area)
Concept 2: Bus Lanes Typical Intersection

Note: Alternate 2 feet widening could occur in on both sidewalks
Concept 2: Bus Lanes

Typical North End (Existing)
Concept 2: Bus Lanes

Typical North End (Bus & Bike Lane)

<table>
<thead>
<tr>
<th>6' Sidewalk</th>
<th>6'</th>
<th>2'</th>
<th>5' Bike lane</th>
<th>11' Bus lane</th>
<th>10' Drive lane</th>
<th>10' Drive lane</th>
<th>11' Bus lane</th>
<th>5' Bike lane</th>
<th>2'</th>
<th>6'</th>
<th>6' Sidewalk</th>
</tr>
</thead>
</table>
Concept 2: Bus Lanes

Typical Middle (Existing)
Concept 2: Bus Lanes

Typical Middle (Bus Lane, Travel Lane Reduced)
Concept 2: Bus Lanes

Typical Middle (Bus Lane; Parking Reduced)
Concept 2: Bus Lanes

Typical South End (Existing)

Note: CAG discussed on 10/16 the extent to which this cross section accurately represents entire southern section of the corridor. Project Team is currently reviewing cross sections for entire corridor.
Concept 2: Bus Lanes

Typical South End (Bus Lane)
## Concept 2: Bus Lanes Characteristics

<table>
<thead>
<tr>
<th>Measure</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Travel Time</strong></td>
<td>Average savings of approximately 1-2 minutes per mile in typical urban environment, or 6% savings to 103rd Street and 13% savings to 154th Street*</td>
</tr>
<tr>
<td><strong>Reliability</strong></td>
<td>Significantly improve travel time and reliability beyond queue jumps</td>
</tr>
<tr>
<td><strong>Traffic Impacts</strong></td>
<td>Low if dedicated lanes take parking</td>
</tr>
<tr>
<td></td>
<td>Moderate if existing travel lanes are removed</td>
</tr>
<tr>
<td><strong>Parking Impacts</strong></td>
<td>79th: 132 spaces (9 per block)</td>
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<tr>
<td></td>
<td>95th: ~238 spaces (17 per block)</td>
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<td></td>
<td>Halsted (79th to 103rd): ~1,386 spaces (58 per block)</td>
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<td></td>
<td>Halsted (103rd to 127th): ~1,548 spaces (61 per block); Halsted (127th to 154th): ~316 spaces (12 per block)</td>
</tr>
<tr>
<td><strong>Widening Impacts</strong></td>
<td>Moderate, typically 1 to 4 feet</td>
</tr>
<tr>
<td><strong>Grant Opportunities</strong></td>
<td>High, FTA CIG grant available if dedicated lanes are &gt;50%</td>
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<tr>
<td><strong>Relative Cost</strong></td>
<td>Greater than Concept 1</td>
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</tbody>
</table>

*Planning level estimate based on TCRP Report 18; Subject to revision upon further study*
Station Improvements

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

- Rapid service with 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
- Similar to Pulse Milwaukee Line
- Local service remains
Preliminary Alternative Analysis
# Decision Matrix

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Bus Travel Time</th>
<th>Reliability</th>
<th>Traffic Impacts</th>
<th>Parking Impacts</th>
<th>Widening Impacts (sidewalk/median)</th>
<th>Grant Opportunities</th>
<th>Relative Cost</th>
<th>Other?</th>
<th>Other?</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build</td>
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<tr>
<td>Concept 1: Queue Jump</td>
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<td>Concept 2A: Peak Hour, 79th to 103rd</td>
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<tr>
<td>Concept 2B: Peak Hour, 79th to 154th</td>
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<tr>
<td>Concept 2C: 24 Hour, 79th to 103rd</td>
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<tr>
<td>Concept 2D: 24 Hour, 79th to 154th</td>
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</tbody>
</table>

**LEGEND:**
- Positive Impacts
- No Impacts
- Negative Impacts
Small Group Discussion
Small Group Discussion

• Break into small groups
  o Each group completes their own analysis/rating
  o Report back to group
Bus Operations
Bus Operations

• CTA and Pace exploring service alternatives
  ▪ Increase coordination and efficiency
  ▪ Improve connectivity
• What should be considered?
  ▪ Hours of operation?
  ▪ Direction connections?
  ▪ Frequency?
  ▪ Other considerations?
Existing Bus Service

Late Evening Weekday Service
CTA service in corridor ends after ~8:30pm
Existing Bus Service

Overnight Service
Only Pace Route 352 runs overnight
Next Steps
Next Steps

- December 2018
  - CAG Meeting #3: Draft Recommended Improvements

- January 2019
  - Final 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!
Parking Utilization
## Parking Utilization

<table>
<thead>
<tr>
<th>Time Period</th>
<th>8:28 AM - 9:15 AM</th>
<th>10:00 AM - 10:40 AM</th>
<th>11:57 AM - 12:41 PM</th>
<th>2:00 PM - 2:46 PM</th>
<th>3:30 PM - 4:15 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Average</strong></td>
<td>7%</td>
<td>9%</td>
<td>11%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td><strong>Median</strong></td>
<td>2%</td>
<td>4%</td>
<td>6%</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Max</strong></td>
<td>41%</td>
<td>40%</td>
<td>58%</td>
<td>58%</td>
<td>36%</td>
</tr>
</tbody>
</table>