



SOUTH HALSTED

Bus Corridor Enhancement Project

Corridor Advisory Group
Meeting #2
October 16, 2018

Agenda

SOUTH HALSTED Bus Corridor Enhancement Project

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

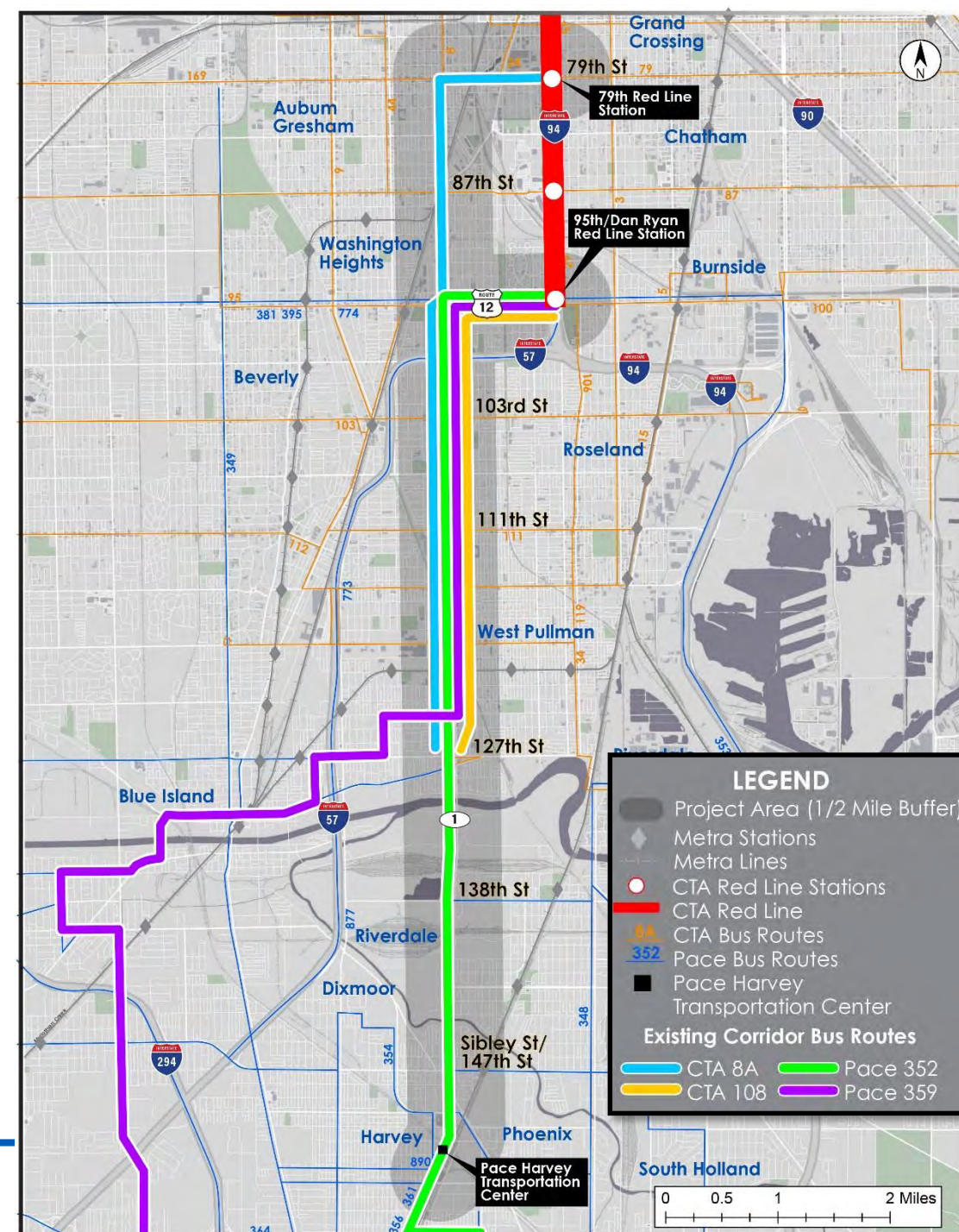
Introductions

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

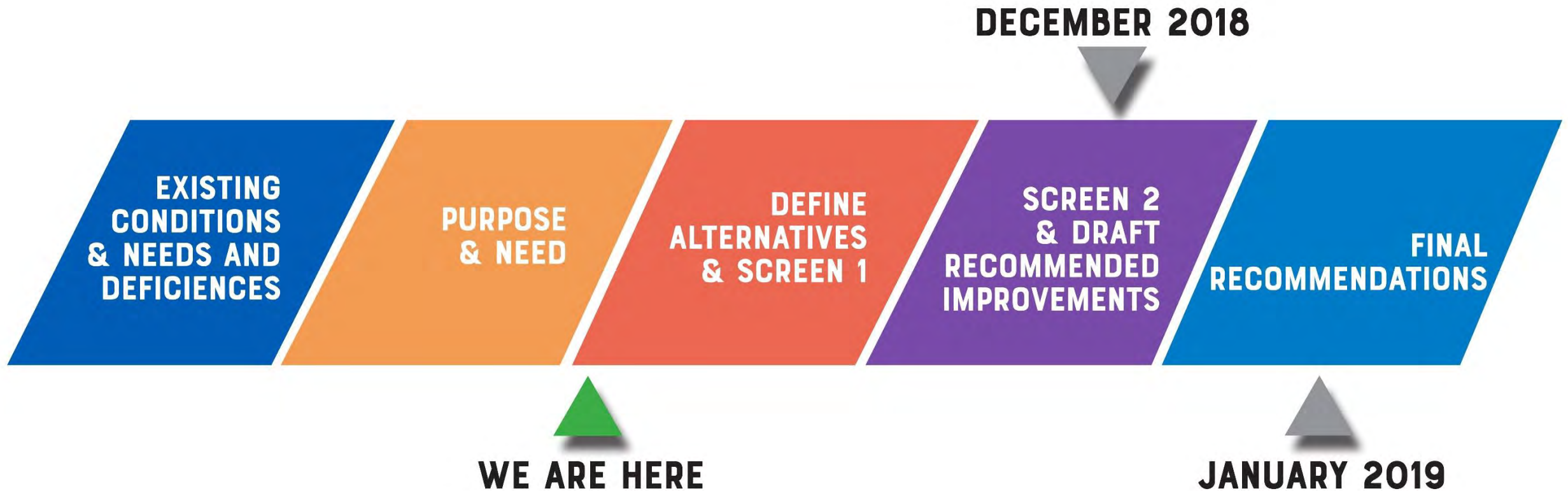


Recap of Meeting #1

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



Project Status



CAG Meeting #2 Goals



*Pace and CTA buses at Halsted
& 95th Street*

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

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

Need

- Long travel and commute times
- Off peak service gaps
- Lack of accessibility at some stops
- Limited rapid transit options

Purpose

- Decrease travel time
- Enhance service coordination
- Improve quality of service

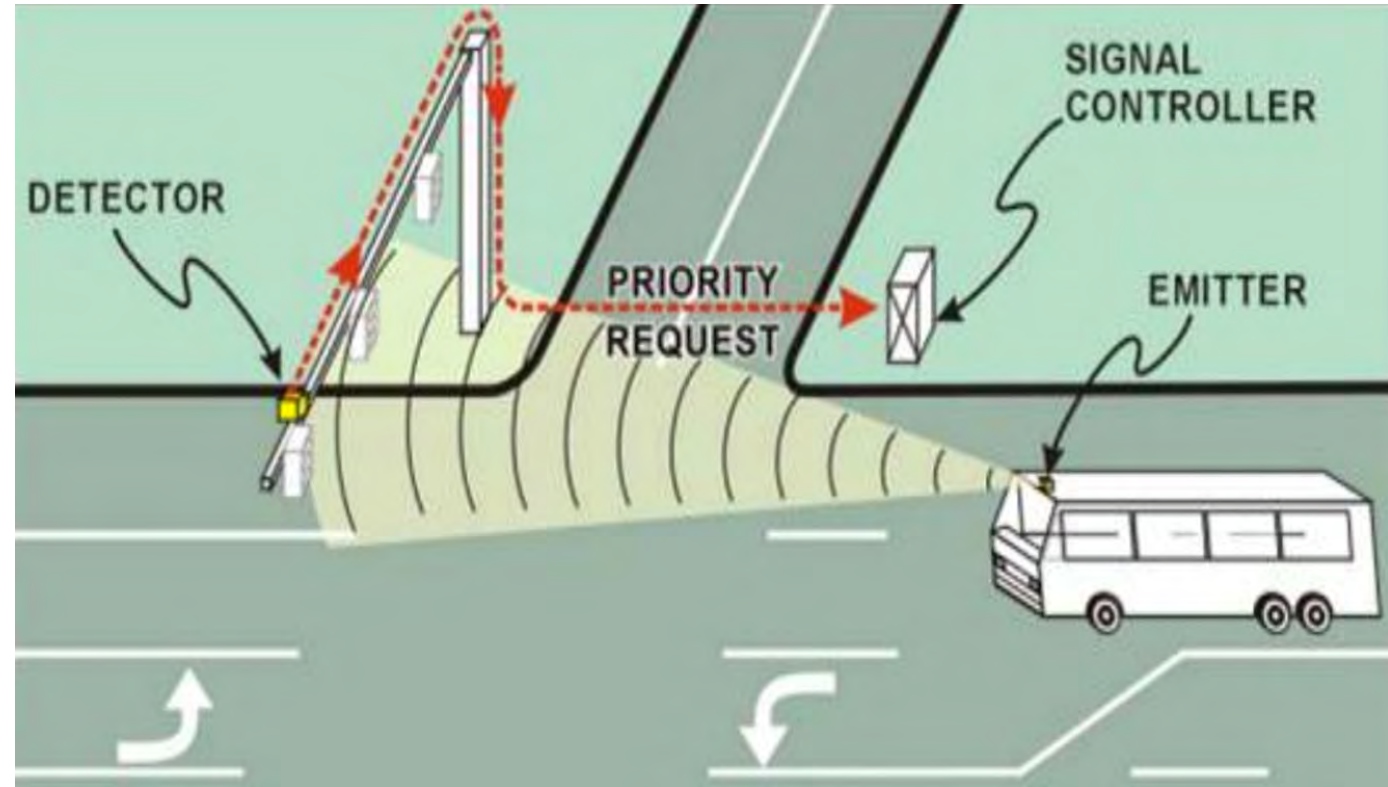
Goals

- Improve transit connectivity
- Reduce transit travel times
- Increase choices

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
 - 2A: Peak Hour, 79th to 103rd
 - 2B: Peak Hour, 79th to 154th
 - 2C: 24 Hour, 79th to 103rd
 - 2D: 24 Hour, 79th to 154th



CTA bus at Halsted and 87th Streets

Note: Corridor subsections could use different concepts

Measures of Effectiveness

- Bus Travel Time
- Reliability
- Traffic Impacts
- Parking Impacts
- Widening Impacts
- Grant Opportunities
- Relative Cost
- Other?



*Pace bus on
95th Street*



*CTA bus on
Route #8A*

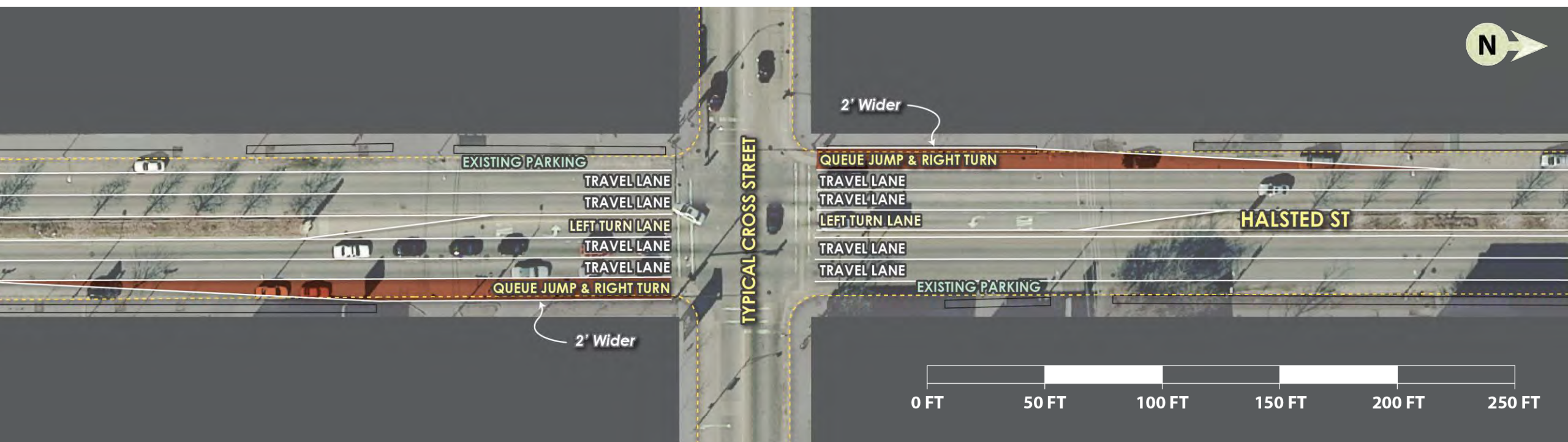
Concept 1: Queue Jumps

- Bus lane at intersection allows bus to “jump” ahead of general traffic



Loop Link

Concept 1: Queue Jump Typical Intersection



Concept 1: Queue Jump Characteristics

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

** 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



Loop Link



Jeffery Jump

Concept 2: Integrating Bus and Bike Lanes

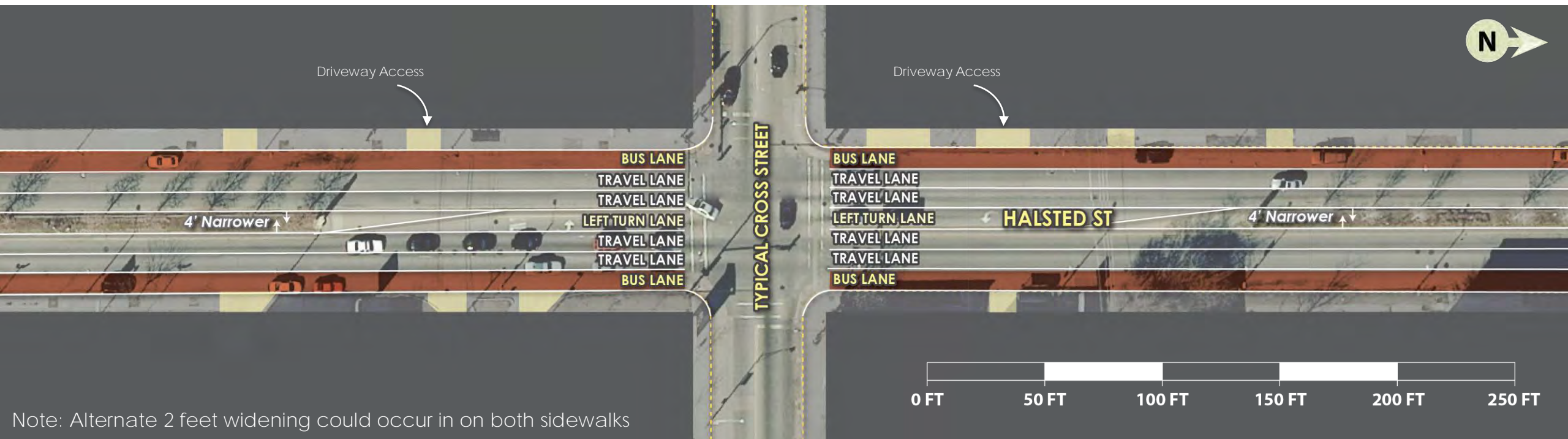


CTA Loop Link

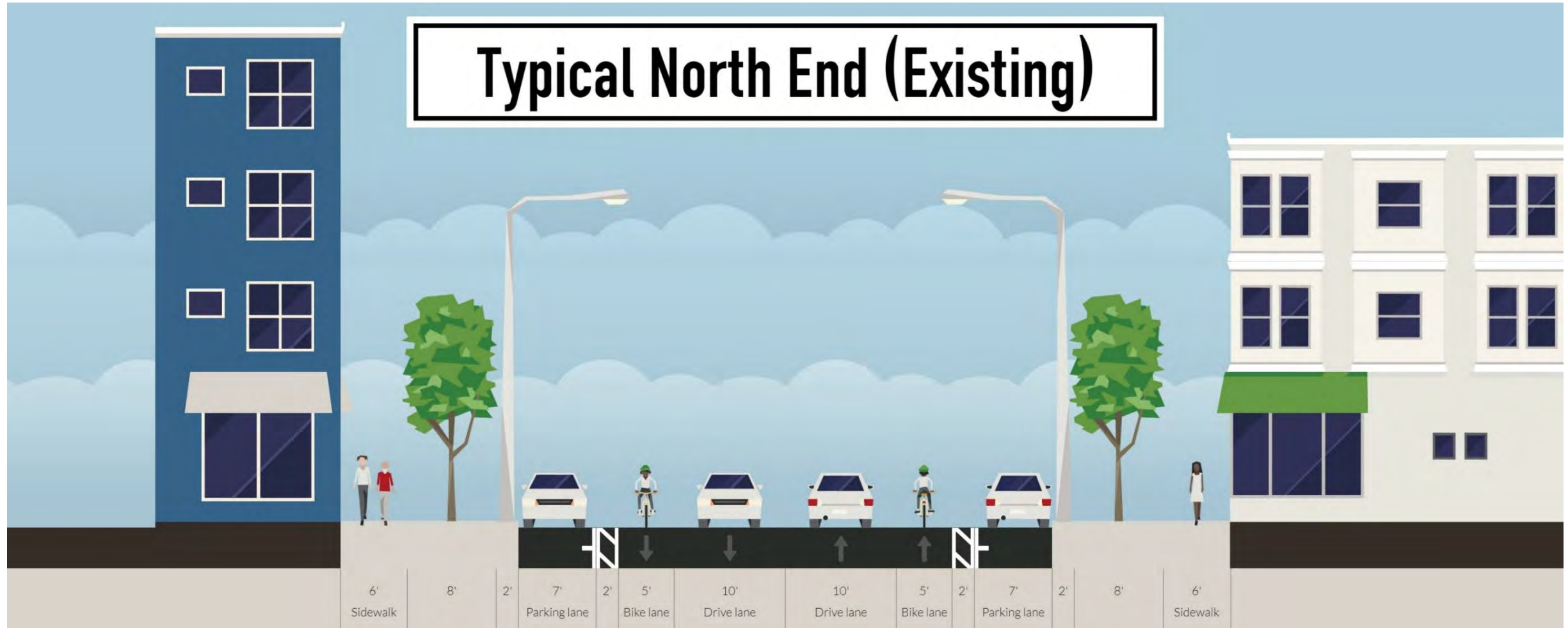


Roslindale Lane
(Boston Area)

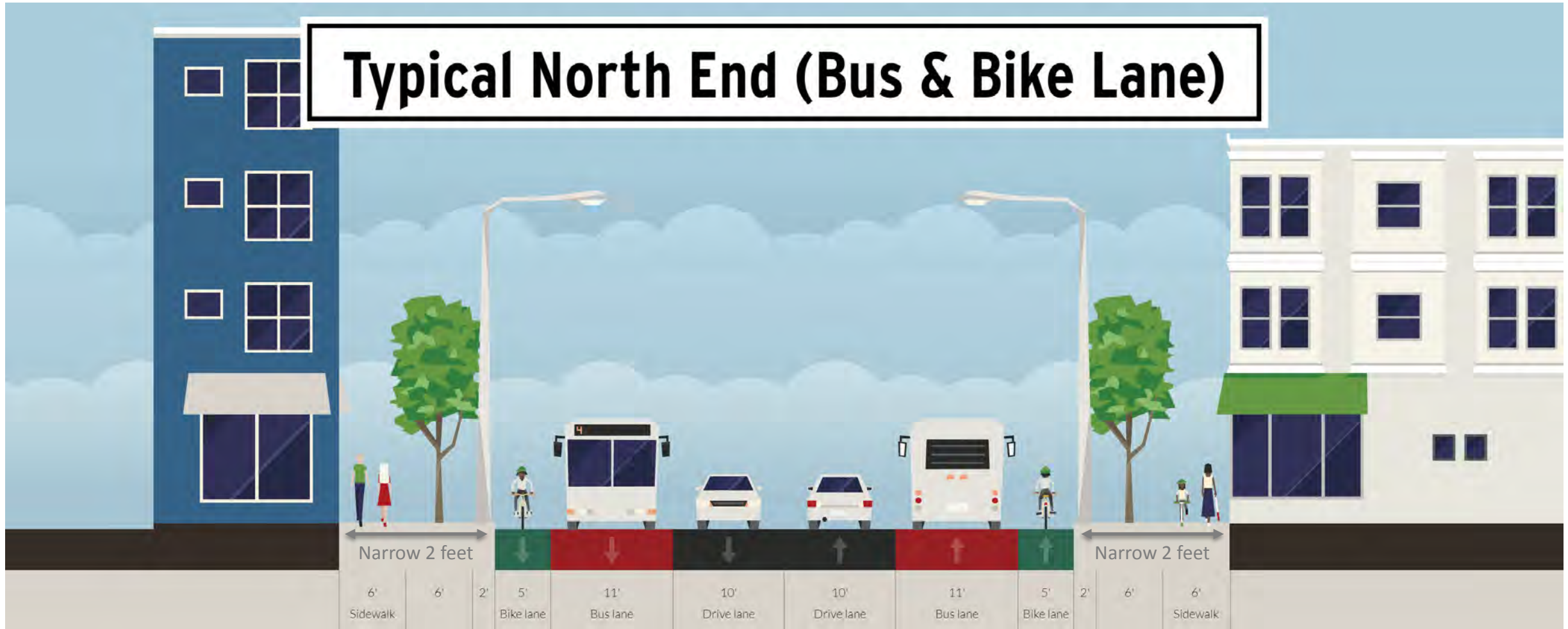
Concept 2: Bus Lanes Typical Intersection



Concept 2: Bus Lanes

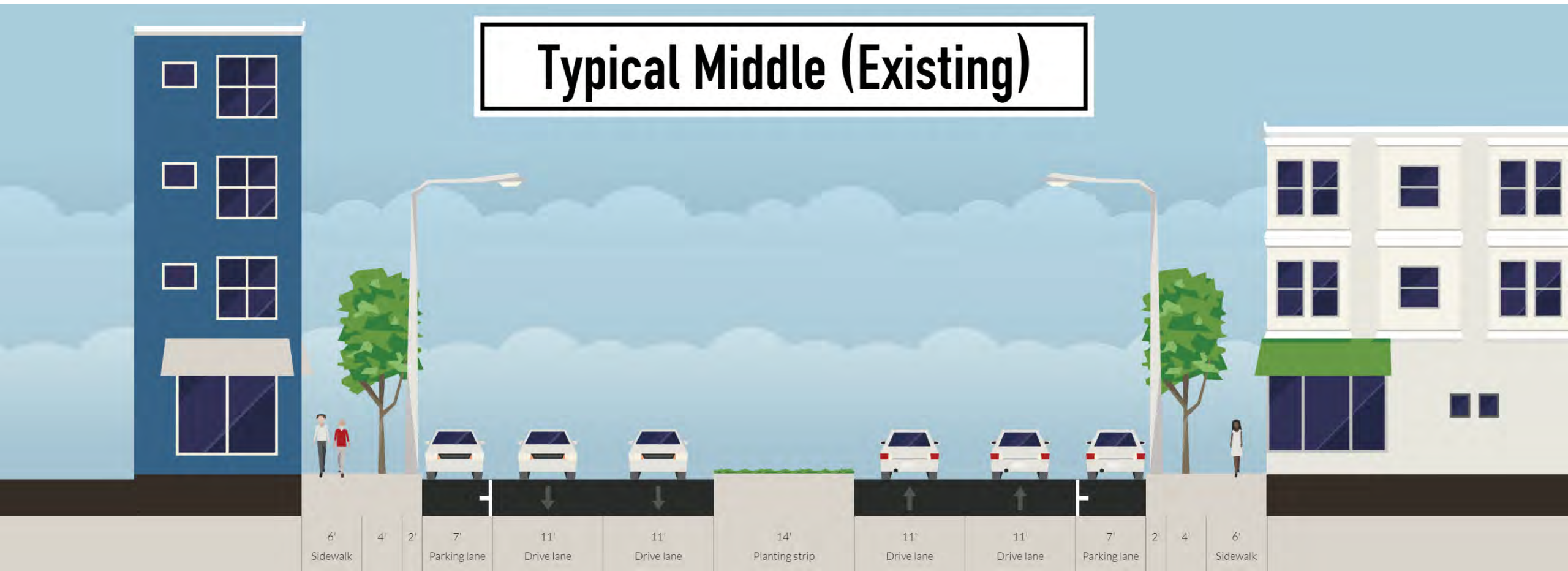


Concept 2: Bus Lanes



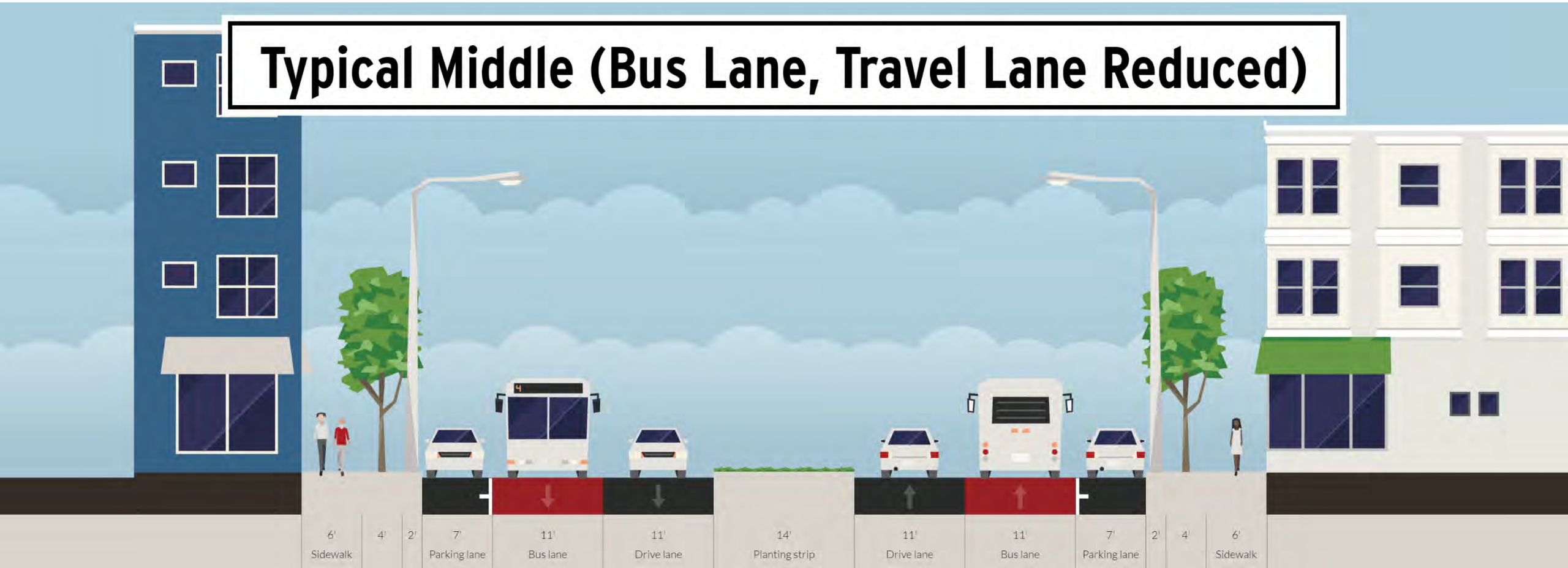
Concept 2: Bus Lanes

Typical Middle (Existing)



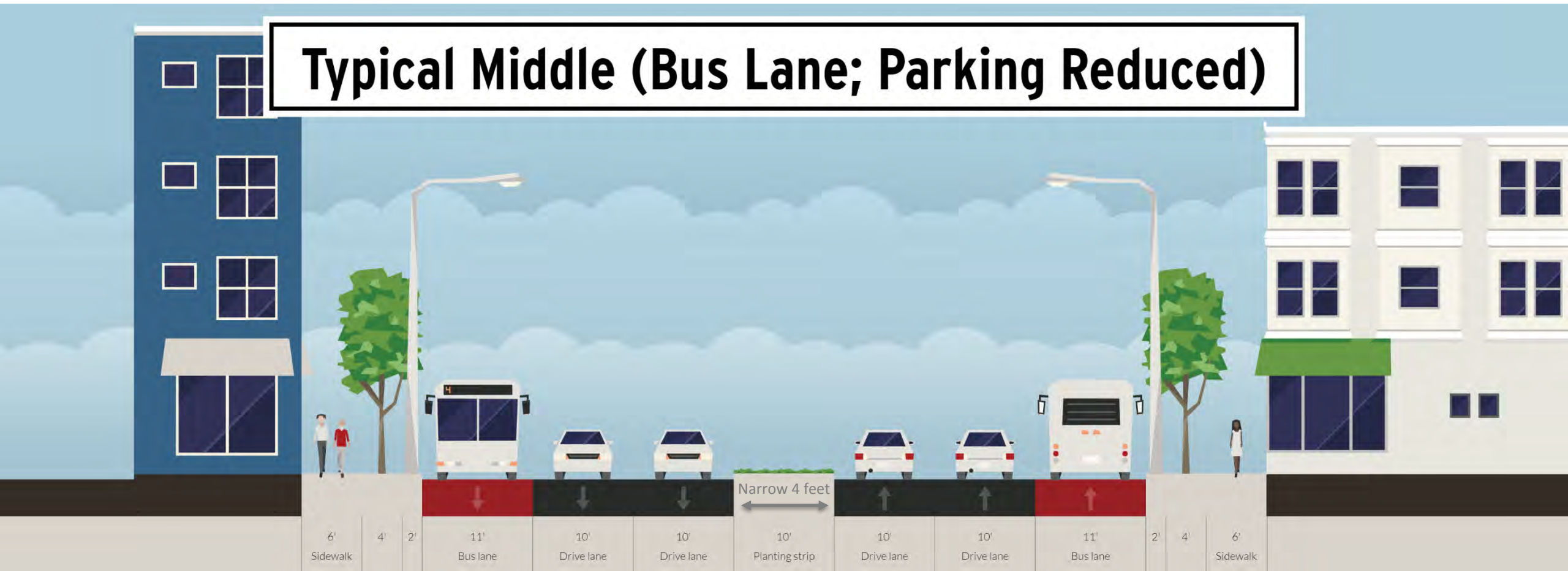
Concept 2: Bus Lanes

Typical Middle (Bus Lane, Travel Lane Reduced)

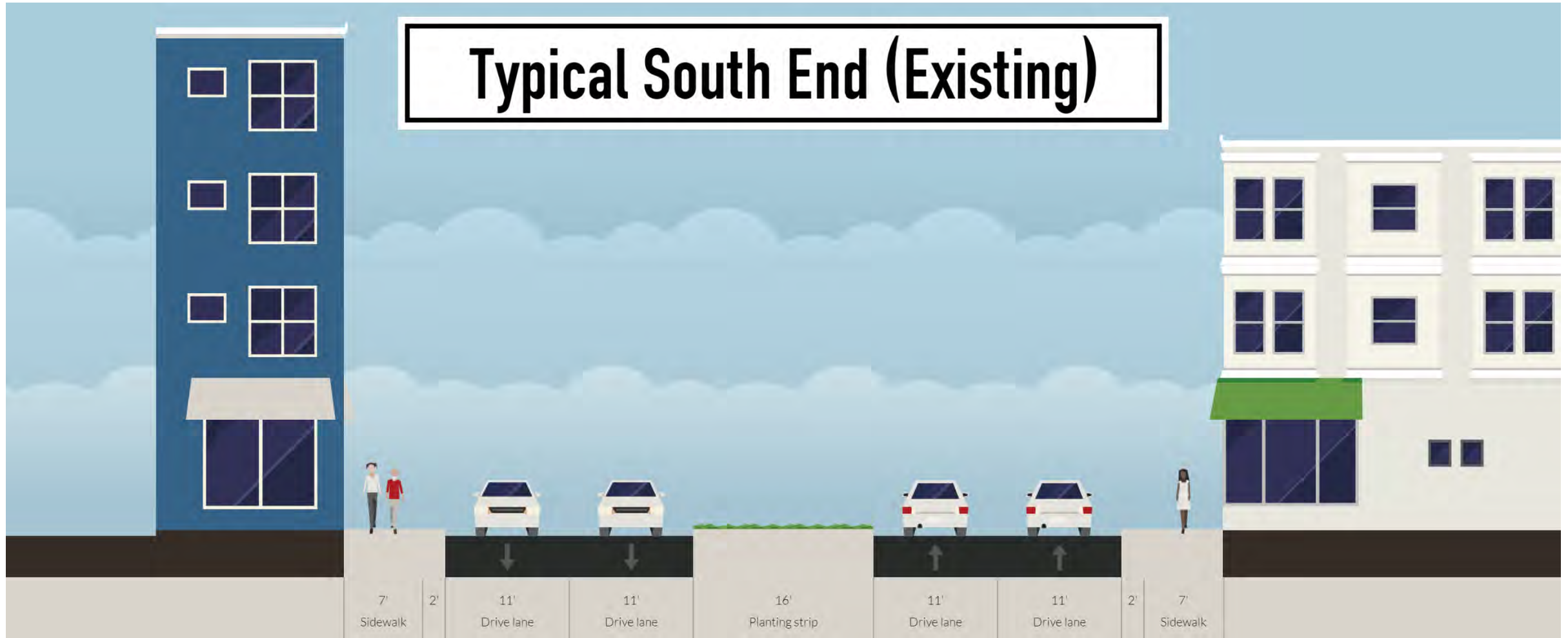


Concept 2: Bus Lanes

Typical Middle (Bus Lane; Parking Reduced)

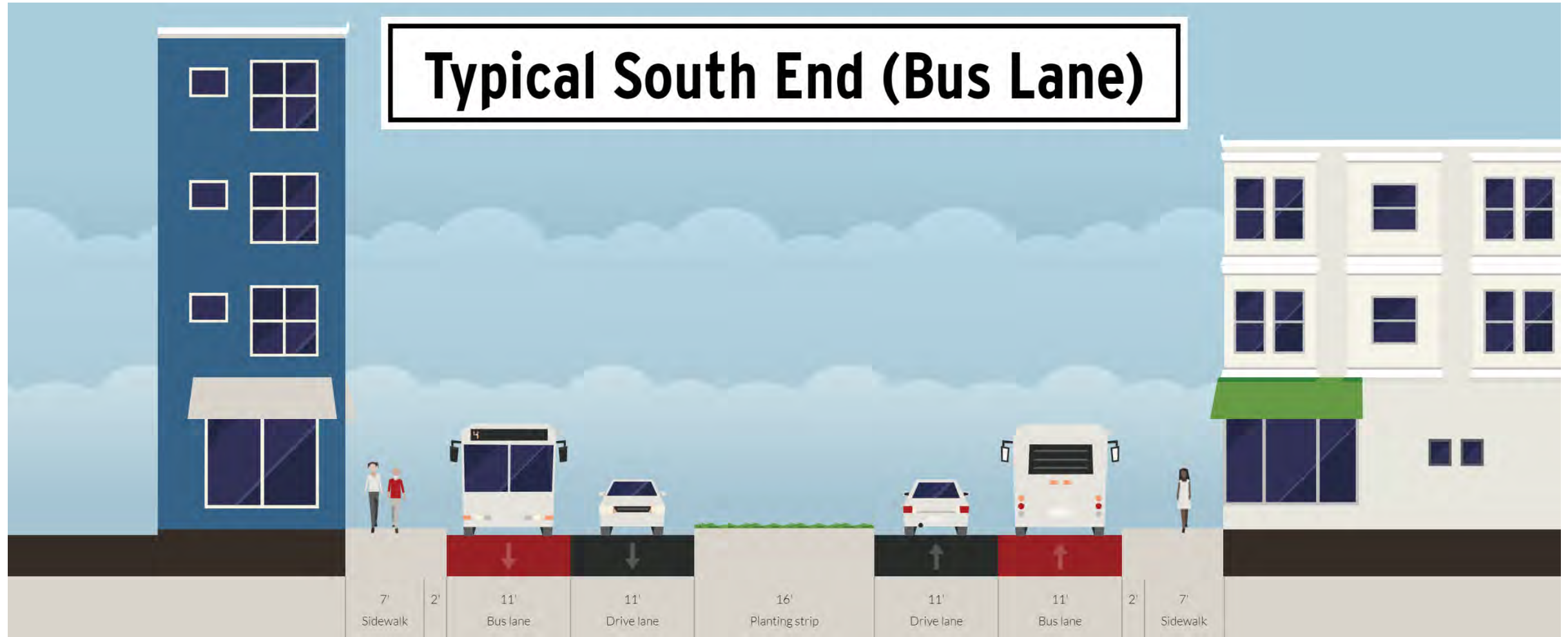


Concept 2: Bus Lanes



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



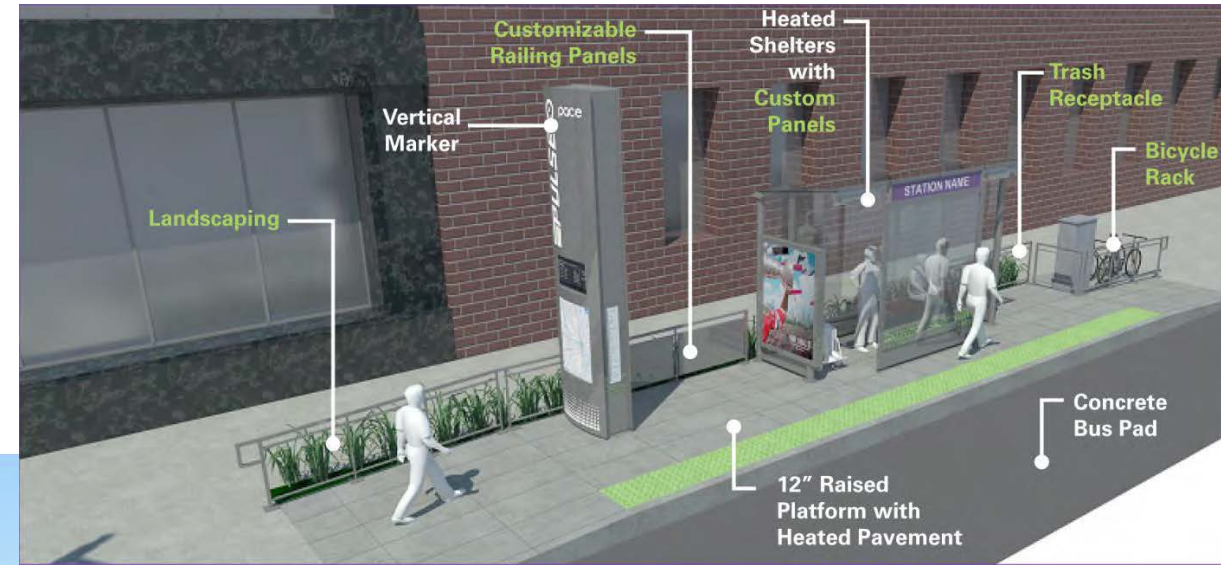
Concept 2: Bus Lanes Characteristics

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

* 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



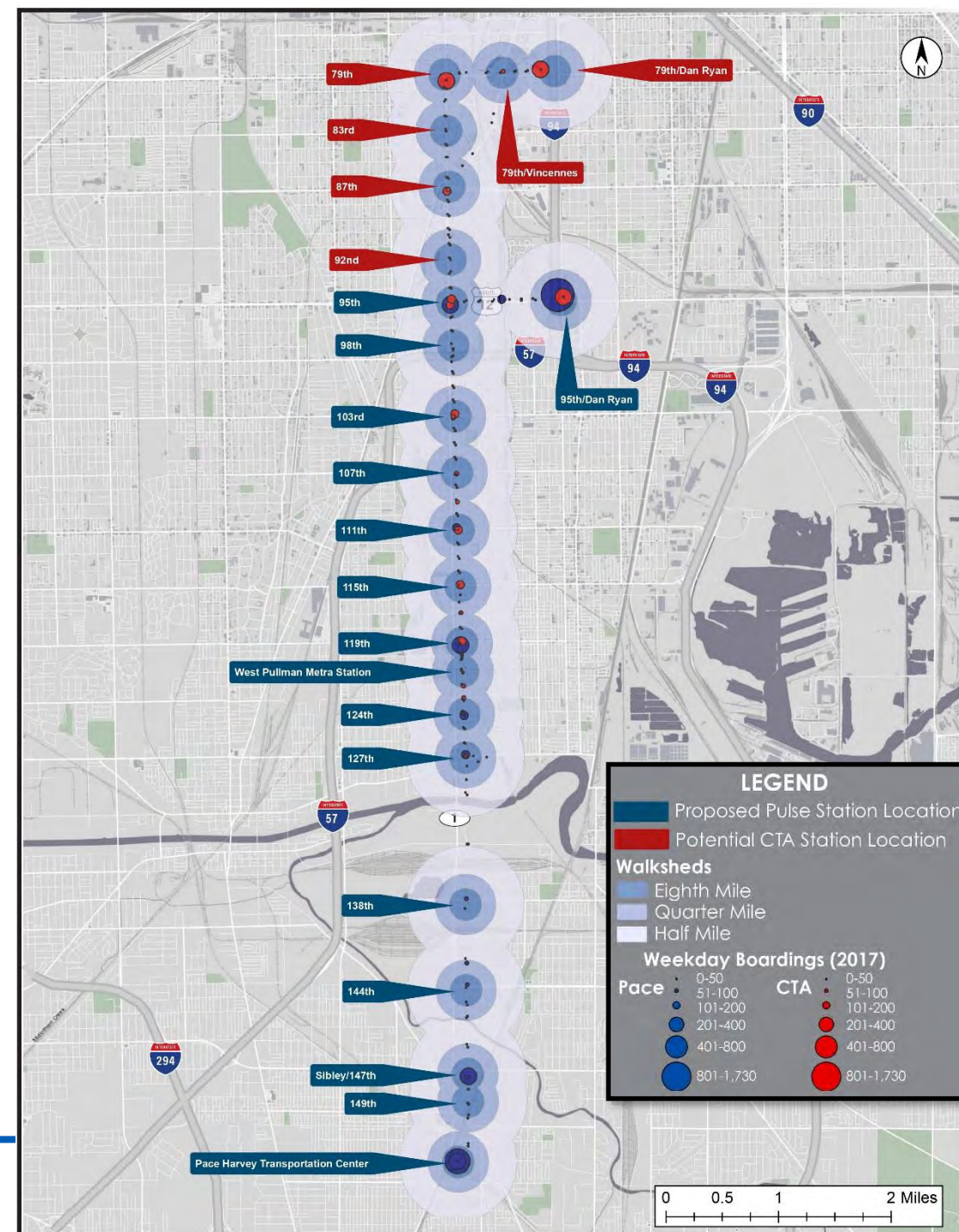
Pace Pulse Station



*CTA Jeffery
Jump Station*

Limited Stop Service

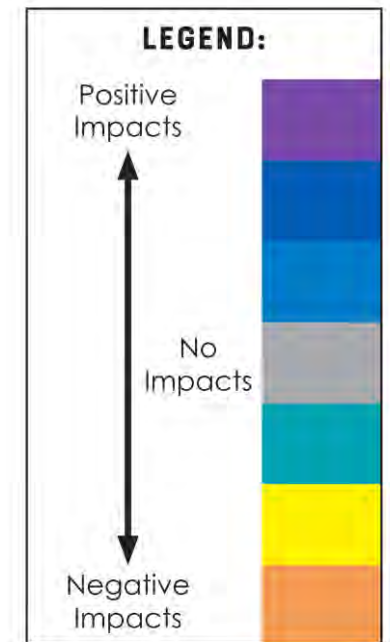
- Rapid service with fewer stops
- ½ mile spacing estimated to provide 22% travel time savings
- 98% of existing riders board at a stop within ¼ mile of stations
- Similar to Pulse Milwaukee Line
- Local service remains



Preliminary Alternative Analysis

Decision Matrix

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



Small Group Discussion

Small Group Discussion

- Break into small groups
 - Each group completes their own analysis/rating
 - Report back to group



Pace Harvey
Transportation Center

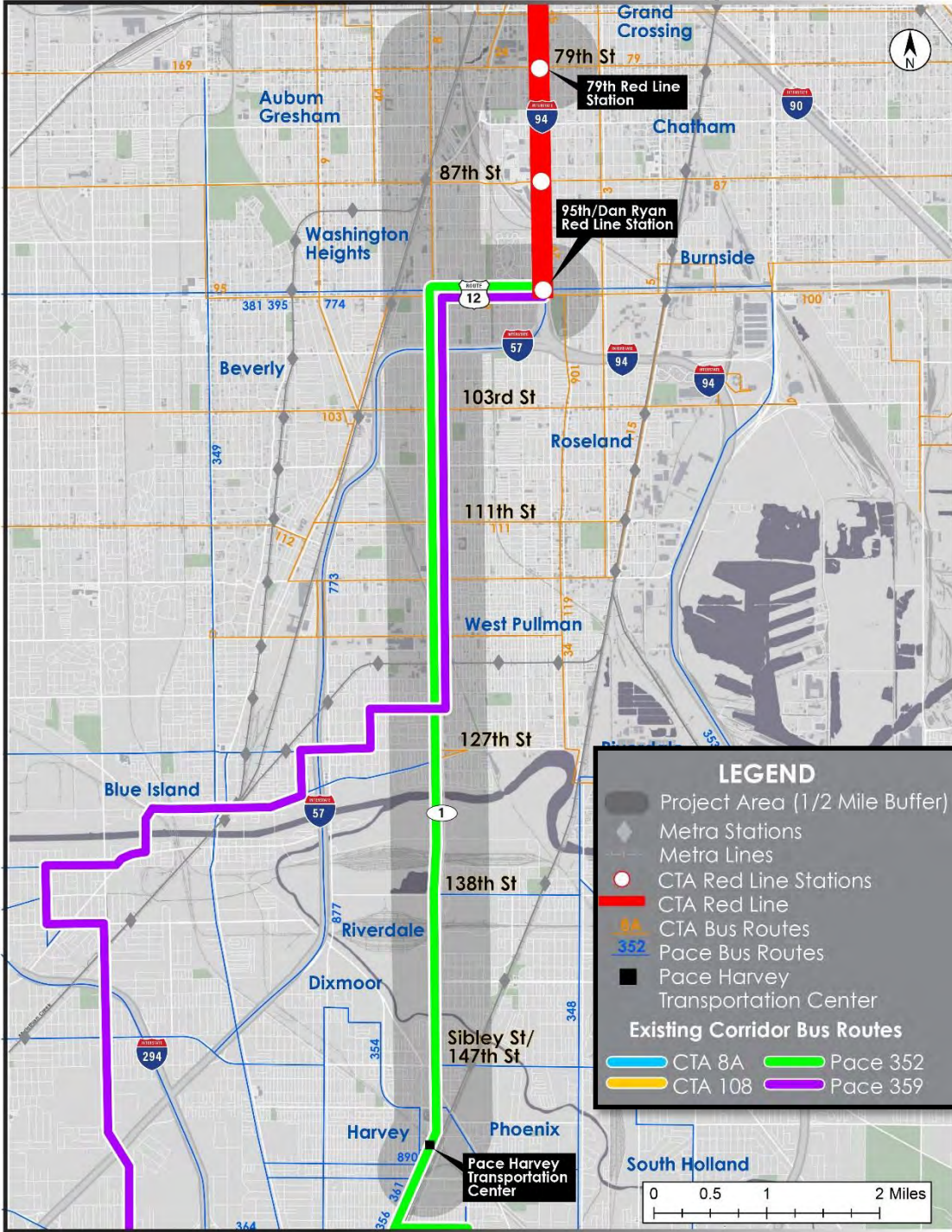
Bus Operations

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

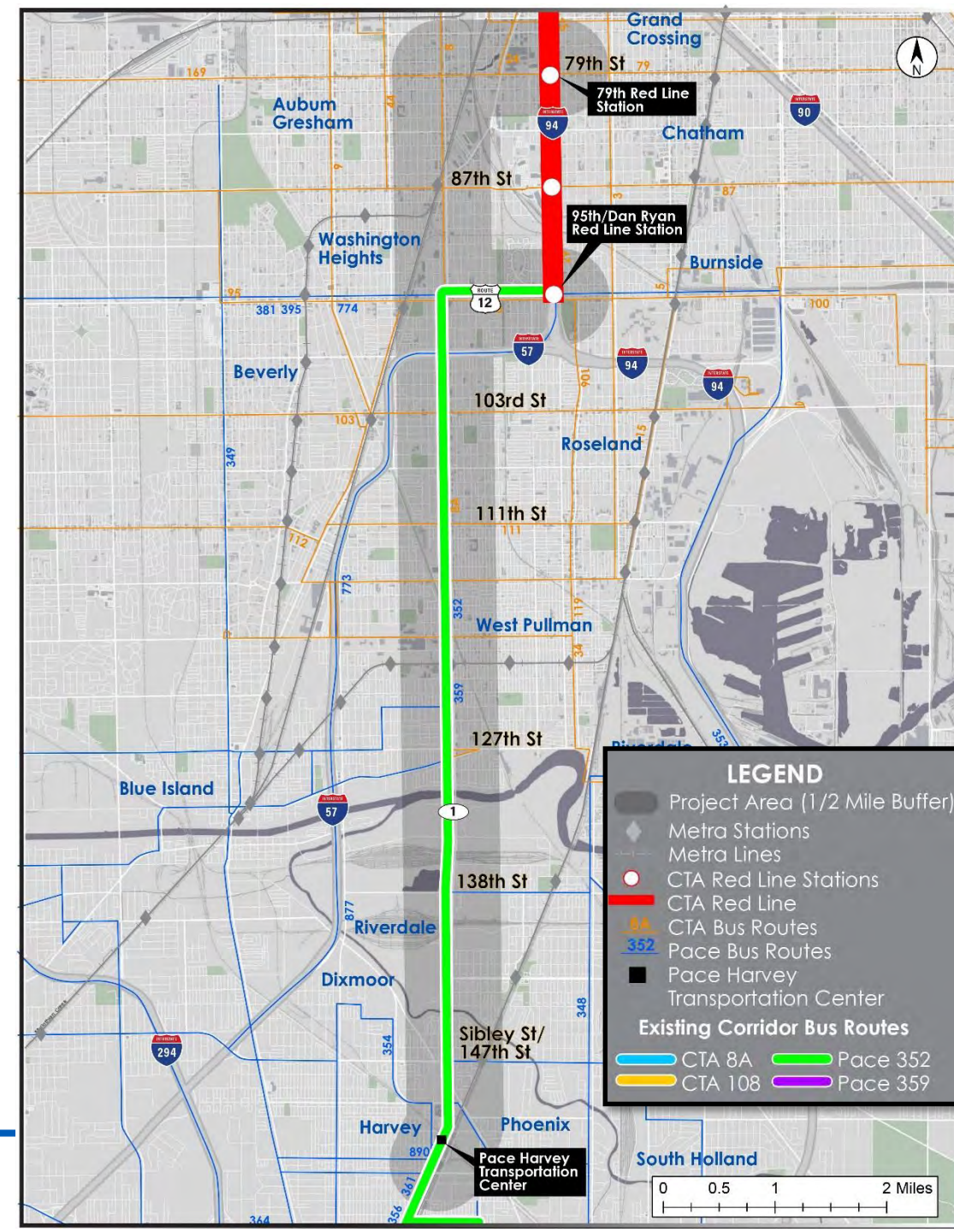
Late Evening Weekday Service
CTA service in corridor ends after ~8:30pm



Existing Bus Service

Overnight Service

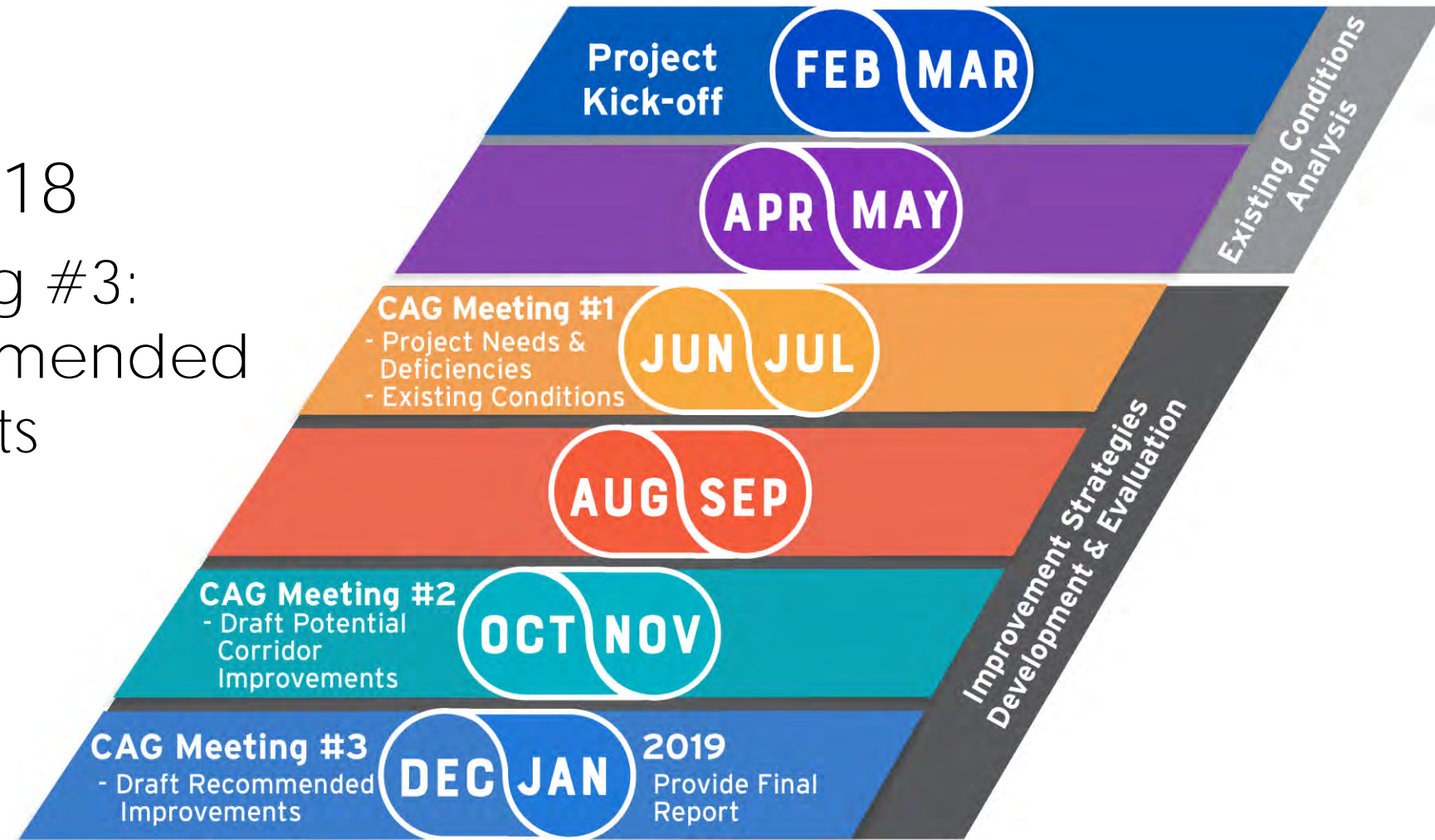
Only Pace Route 352 runs overnight



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:

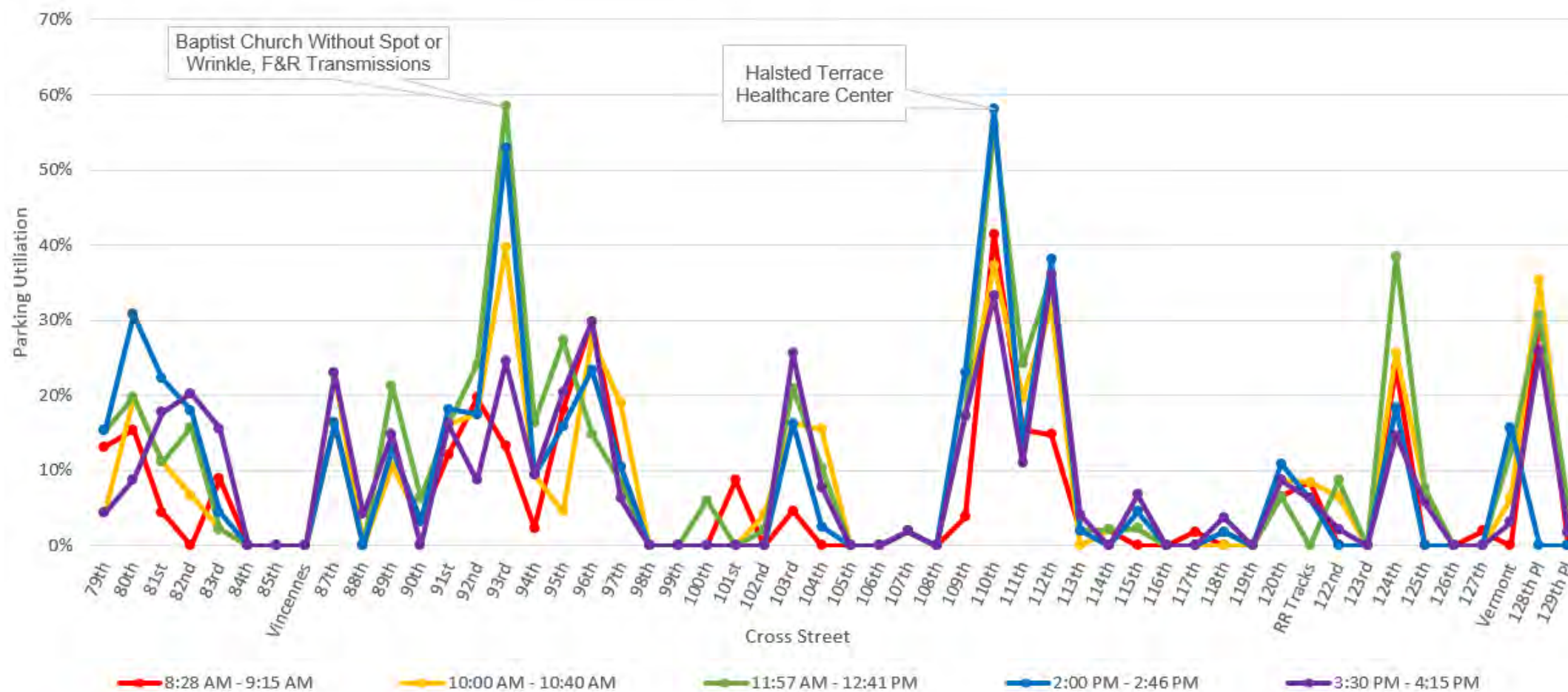
SouthHalstedBus@transitchicago.com

Website:

[www.transitchicago.com/planning/
SouthHalstedBus/](http://www.transitchicago.com/planning/SouthHalstedBus/)

Thank you!

Parking Utilization



Parking Utilization

	8:28 AM - 9:15 AM	10:00 AM - 10:40 AM	11:57 AM - 12:41 PM	2:00 PM - 2:46 PM	3:30 PM - 4:15 PM
Average	7%	9%	11%	10%	9%
Median	2%	4%	6%	3%	5%
Max	41%	40%	58%	58%	36%