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.

**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

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?
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 Jeffrey Jump
Concept 2: Integrating Bus and Bike Lanes

CTA Loop Link

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

Driveway Access

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

Typical North End (Existing)
Concept 2: Bus Lanes

Typical North End (Bus & Bike Lane)
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

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

<table>
<thead>
<tr>
<th>Measure</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Travel Time</td>
<td>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*</td>
</tr>
<tr>
<td>Reliability</td>
<td>Significantly improve travel time and reliability beyond queue jumps</td>
</tr>
<tr>
<td>Traffic Impacts</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>Parking Impacts</td>
<td>79(^{th}): 132 spaces (9 per block)</td>
</tr>
<tr>
<td></td>
<td>95(^{th}): ~238 spaces (17 per block)</td>
</tr>
<tr>
<td></td>
<td>Halsted (79(^{th}) to 103(^{rd})): ~1,386 spaces (58 per block)</td>
</tr>
<tr>
<td></td>
<td>Halsted (103(^{rd}) to 127(^{th})): ~1,548 spaces (61 per block); Halsted (127(^{th}) to 154(^{th})): ~316 spaces (12 per block)</td>
</tr>
<tr>
<td>Widening Impacts</td>
<td>Moderate, typically 1 to 4 feet</td>
</tr>
<tr>
<td>Grant Opportunities</td>
<td>High, FTA CIG grant available if dedicated lanes are &gt;50%</td>
</tr>
<tr>
<td>Relative Cost</td>
<td>Greater than Concept 1</td>
</tr>
</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 (medication)</th>
<th>Grant Opportunities</th>
<th>Relative Cost</th>
<th>Other?</th>
<th>Other?</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concept 1: Queue Jump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concept 2A: Peak Hour, 79th to 103rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concept 2B: Peak Hour, 79th to 154th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concept 2C: 24 Hour, 79th to 103rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concept 2D: 24 Hour, 79th to 154th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

Baptist Church Without Spot or Wrinkle, F&R Transmissions

Halsted Terrace Healthcare Center

Parking Utilization

Cross Street

- 8:28 AM - 9:25 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
## Parking Utilization

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