

Public Meeting #1

PULSE

Milwaukee Line

April 22, 2015





PULSE

FAST

FREQUENT

RELIABLE



PULSE

Milwaukee Line



Pulse Program Team

Lead Agency

Pace Suburban Bus

Project Consultant Team

HNTB – Prime Consultant

Pulse Program Partners

Federal Transit Administration



Regional Transportation Authority



Chicago Metropolitan Agency for Planning

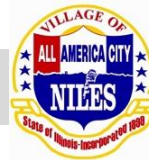


Illinois Department of Transportation



Illinois Department of Transportation

Village of Niles



City of Chicago



Chicago Department of Transportation



Milwaukee L&E

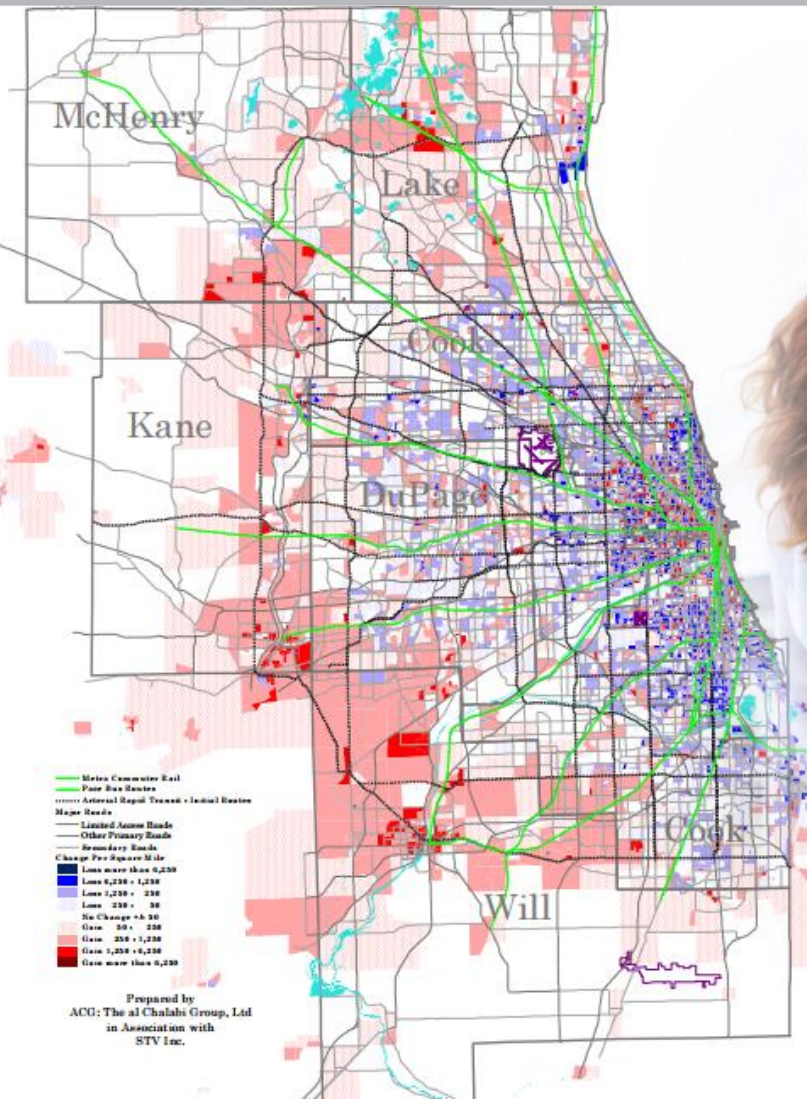


Vision for the Future



Create a **more efficient**
suburban transit network

Growth Ahead



Prepared by
ACG: The al Chalabi Group, Ltd
in Association with
STV Inc.



PULSE

Milwaukee Line

Pace's Pulse Program

- Pace Vision 2020 (2001)
- Arterial Rapid Transit Study (2009)
- 24 key corridors identified

7 Priority Corridors:

- Milwaukee Avenue
- Dempster Street
- Harlem Avenue
- Cermak Road
- Halsted Street
- 95th Street
- Roosevelt Road



Purpose and Need

Purpose

Provide an enhanced and cost-effective bus transit service



Need

Improve frequency • Improve reliability • Improve travel time
Improve quality of facilities



Pulse Milwaukee Line: Process & Schedule

PROJECT TIMELINE Pulse Milwaukee Line

 We are here



- Initial design concepts & station locations
- Data collection
- Stakeholder outreach

- Stakeholder outreach
- Environmental & engineering analysis

- Facilitate & incorporate stakeholder input
- Final design concepts

 PUBLIC MEETING



Environmental Review

Following federal process requirements of the
National Environmental Policy Act (NEPA)

Natural Environments



**Assessing
Impacts**

**Built and Human
Environments**



Stakeholder Involvement Opportunities

Stakeholder Involvement Plan

Program Website

Social Media

Corridor Advisory Group

Newsletters

Public Meetings

Stakeholder Meetings

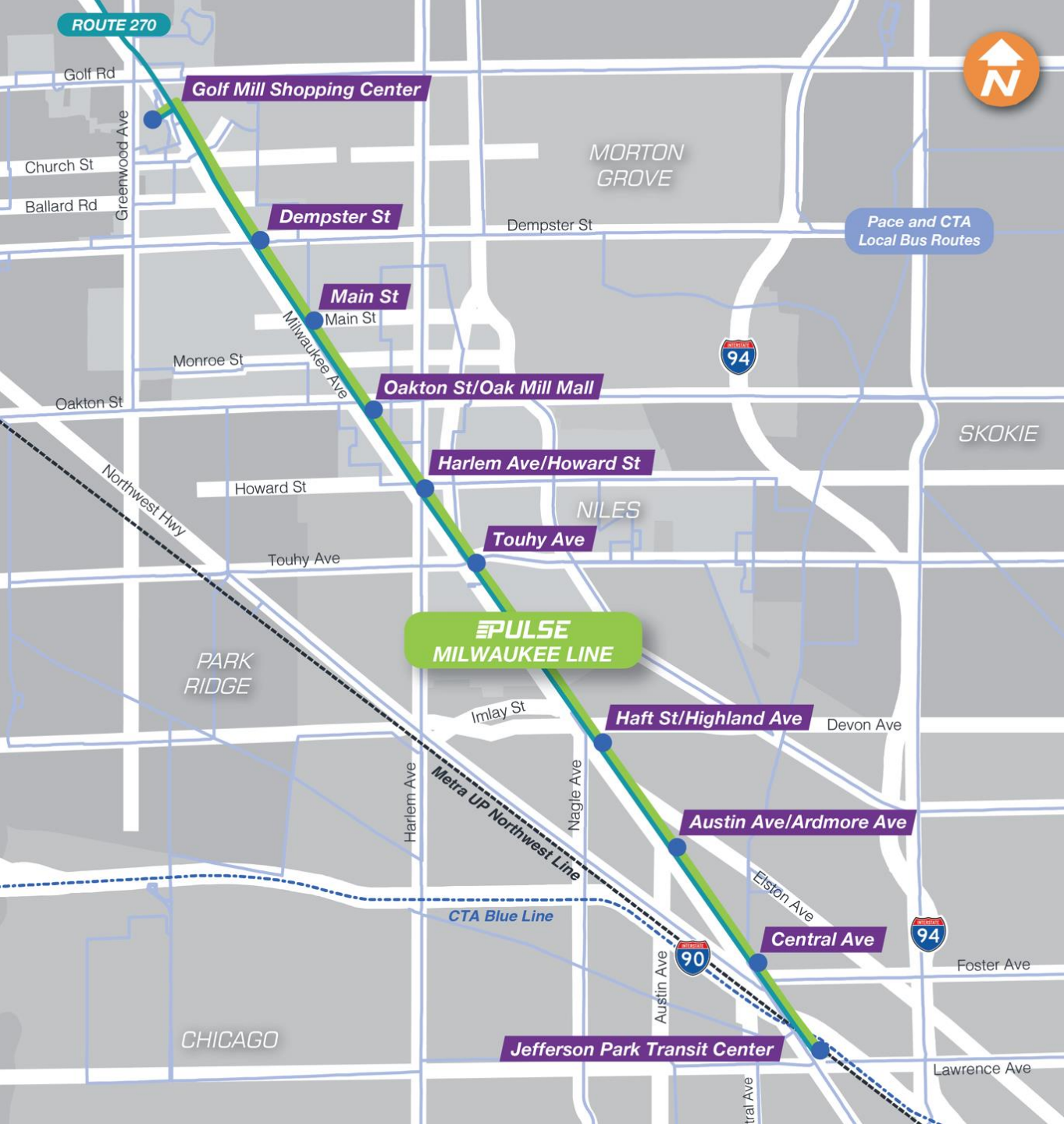


Visit:

PaceBus.com/Pulse



Milwaukee Line



Of all Pace Route 270 boardings between Golf Mill and Jefferson Park, **90%** occur within 1/4 mile of a Pulse station and **82%** occur within 1/8 mile of a Pulse station

Shorter wait times

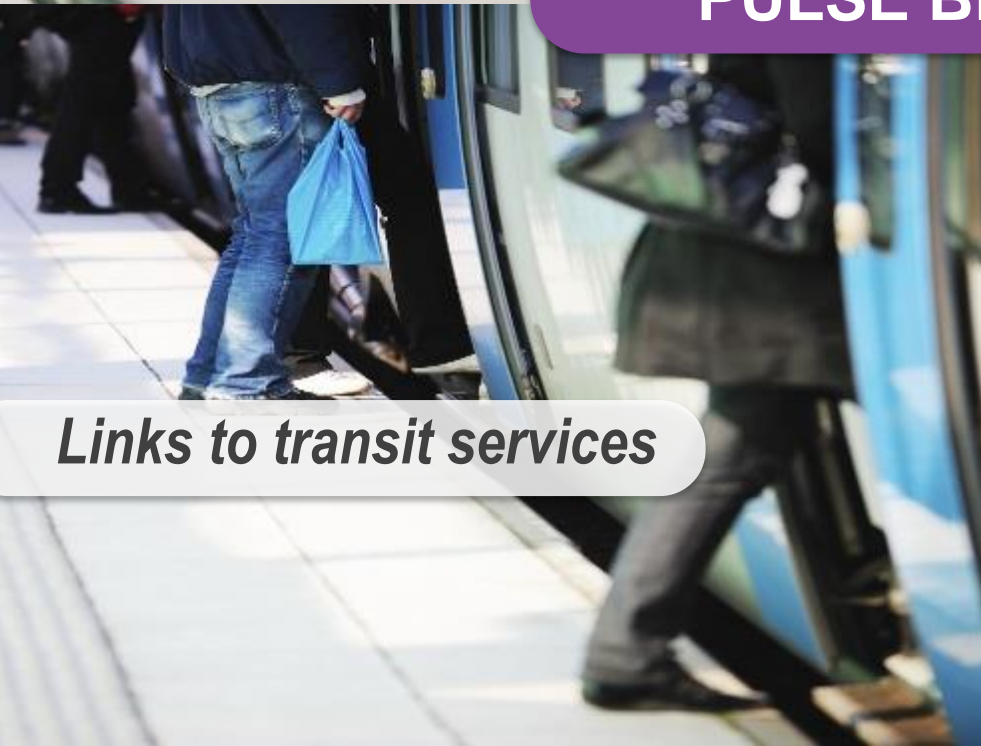


Passenger amenities



PULSE BENEFITS

Links to transit services



Bike/Ped connectivity





Vehicle Passenger Amenities




*Pulse will accept Ventra[®]
cards and cash*



Milwaukee Line



Transit Signal Priority (TSP)



TSP works automatically to allow buses running behind schedule to catch up

Already shortens travel times by up to
20% on other corridors

Improves travel time for all users

Typical Pulse Station



Station Locations - Criteria

Stations chosen based on:

- Pace ridership patterns
- Site constraints
- Safety conditions
- Sidewalk connections
- Proximity to other stations and to other bus routes
- Transit signal priority benefits
- Effects on adjacent properties





Pulse Milwaukee Line: Cost and Funding

Costs

- Capital construction costs ≈ \$8.5 million
- New vehicles ≈ \$4.5 million

Funding

- Federal Congestion Mitigation and Air Quality (CMAQ) grant - Chicago Metropolitan Agency for Planning
- Local and regional funds
- Pace funds

TSP Funding

- Regional Transportation Authority
- Congressional funding support





Next Steps

- **Refine project plans**
 - Site conditions
 - Effects on properties
 - Public input
- **Select preferred station locations**
- **Prepare environmental documentation**
- **Begin design phase (late Summer 2015)**



We want to hear from you!

Comments submitted by **April 29, 2015** will become part of the public meeting record.

- Program website
- Comment form

Visit:

PaceBus.com/Pulse





Thank you!

Please visit the exhibit area and meet with
project team members.

 **PULSE**

Milwaukee Line