



South Halsted Bus Corridor Enhancement Project

*Corridor Advisory Group #4
April 6, 2022*

Meeting will start soon!

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Virtual meetings are basically modern seances



- ✓ Speakers on
- ✓ Microphone on mute
- ✓ Optional: join by phone (make sure to turn your computer speakers off if you call-in!)

“Elizabeth are you here?”
 “Make a sound if you can hear us?”
 “Is anyone else with you?”
 “We can’t see you. Can you hear us?”



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AGENDA

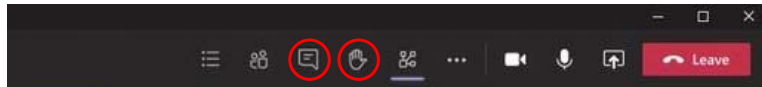
- MEETING FORMAT & PURPOSE
- PROJECT TEAM INTRODUCTIONS
- PROJECT OVERVIEW
- SCHEDULE & PROGRESS
- PROPOSED IMPROVEMENTS & UPDATES
- NEXT STEPS



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Virtual Meeting Format

- Project team presentation
- Discussion and Q&A at the end
- Click on the 🙋 symbol to let us know if you have a clarifying question or comment during the presentation



**RAISE YOUR HAND
OR USE THE CHAT**



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Project Team



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Purpose of Today's Meeting



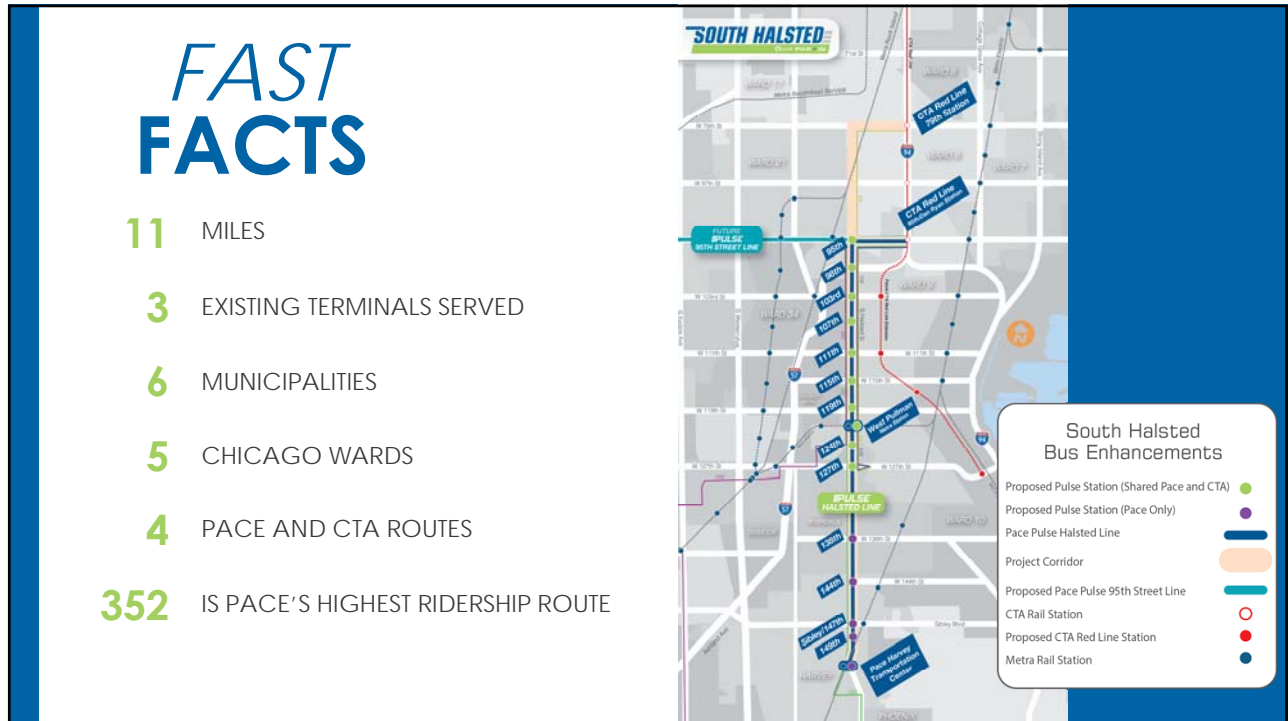
Discuss changes to design plans since the last CAG and Public Meeting



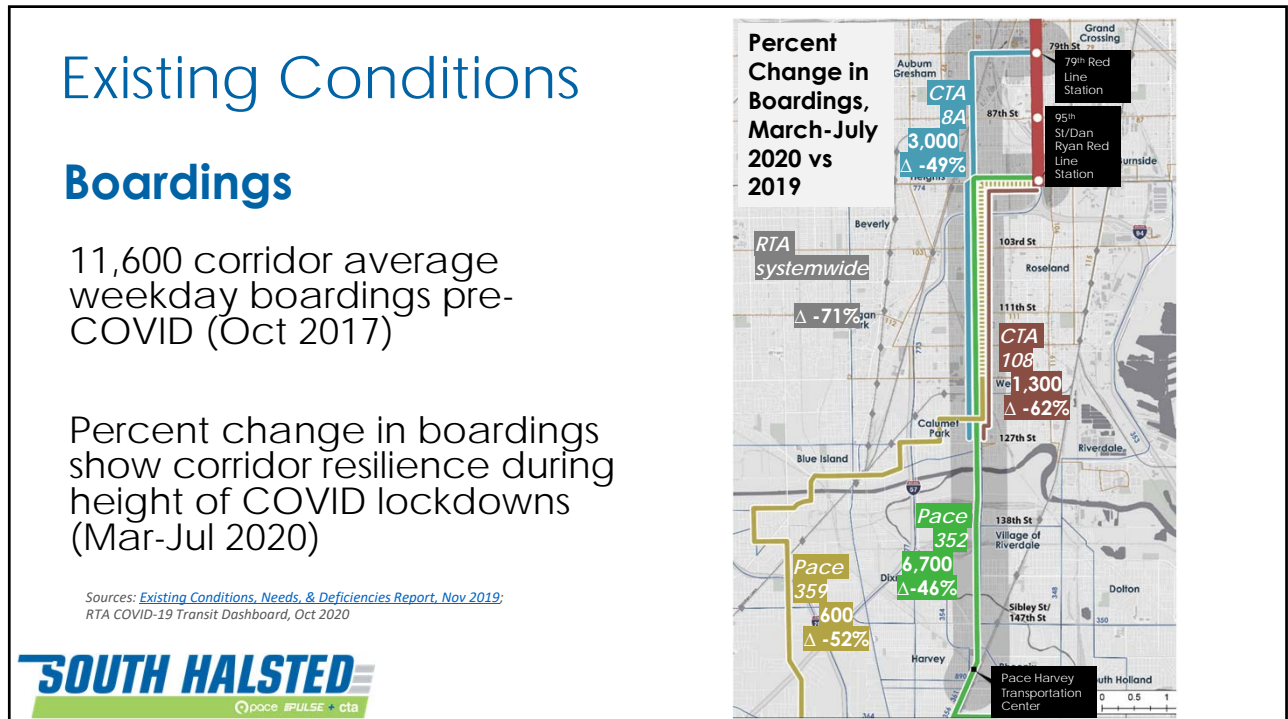
Seek feedback regarding design, impacts, and the benefits and challenges to implementing these transit improvements



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Why are improvements needed?





-  Average commute times are 20% longer compared to others in Cook County
-  Lack of passenger amenities
-  Transit usage exceeds Cook County average
-  Opportunities for targeted investments
-  Congestion pinch points affect reliability
-  Enhancements to pedestrian infrastructure warranted



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Goals of the Project

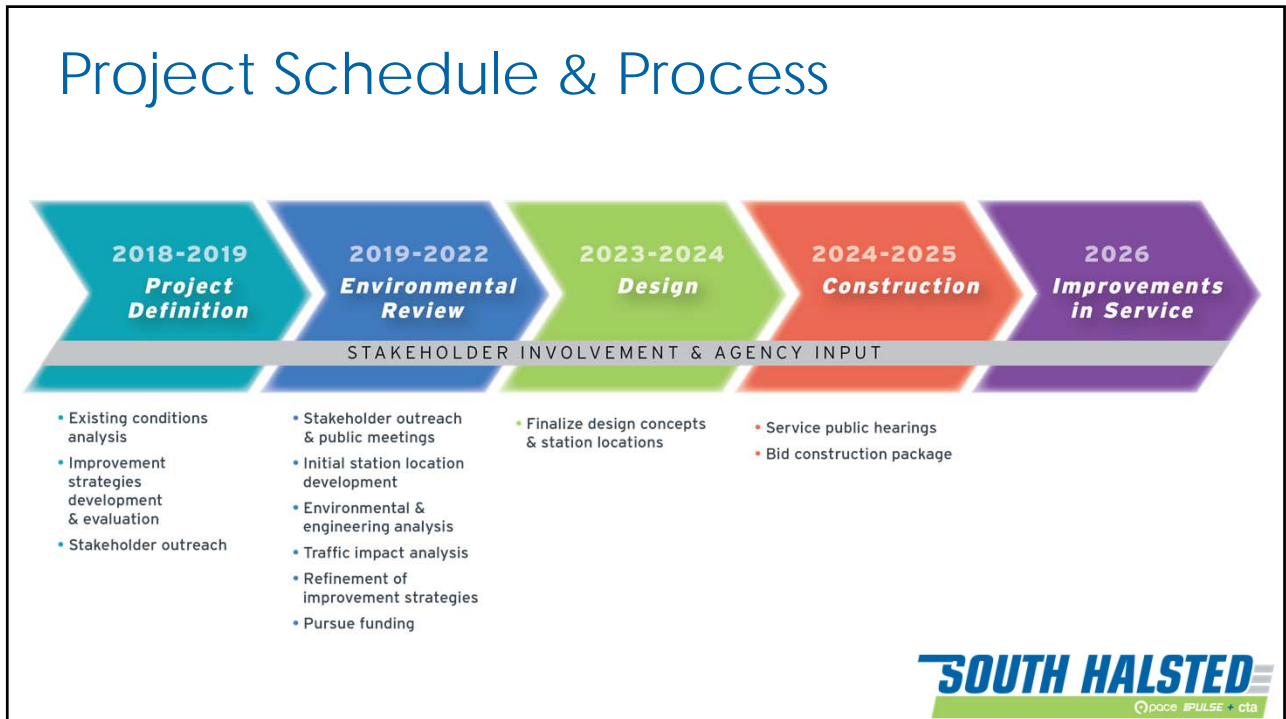
- Improve transit connectivity
- Reduce travel times
- Improve station infrastructure
- Increase travel choices
- Improve pedestrian connections to transit
- Complement local initiatives and economic development



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National Environmental Policy Act (NEPA) Environmental Review Phase

- Public meetings
- Agency and stakeholder outreach
- Additional analysis of existing bus operations
- Refined project alternatives
- Traffic analysis
- Environmental documentation



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Public Meeting #1- January 9, 2020

- Presented proposed improvements (stations, service plan, bus lane improvements)
- Public comments addressed:
 - Improving transit accessibility, reliability, bus priority improvements, Pulse service, station locations, and minimizing impacts
- Positive feedback regarding improving transit reliability and frequency as well as new stations
- Concerns regarding impacts on planted medians, sidewalks, and parking



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Coordination Meetings

- **Met with and discussed plans** with transportation agencies, elected officials, and local organizations
- Support for **targeted bus priority treatments**
- Concerns regarding impacting **existing pedestrian infrastructure**
- **Consistent** with Public Meeting #1 **feedback**



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Revised Project Design

Objectives:

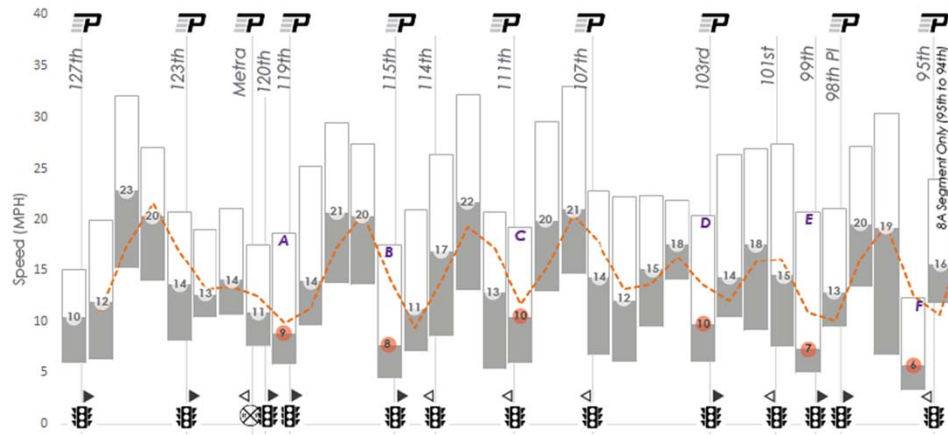
- The geometrics of the earlier design proved infeasible, and we had to weigh tradeoffs carefully
- Evaluate options that eliminate the need for roadway widening and opportunities to make it safer to cross the street



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Bus Speeds Analysis

- Analyzed bus speeds stop-by-stop
- Identified bus slow zones most in need of improvement
- Evaluated targeted infrastructure solutions to speed transit



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Current Activities

- Present **revised design concepts** and station locations for your review and feedback
- Upcoming **Public Meeting #2** on May 10, 2022
- **NEPA documentation underway** with documented Categorical Exclusion (CE) anticipated summer 2022

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Evaluation Criteria

- Bus travel time
- Reliability
- Person throughput
- Traffic impacts
- Parking impacts
- Median/sidewalk impacts
- Pedestrian safety
- Economic impact potential
- Cost
- Grant funding opportunities
- Placemaking potential

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What's Changed?

- **Removed continuous dedicated bus lane** due to impacts to pedestrian environment and traffic
- Used bus speed re-analysis to focus on **identifying bus slow zones** and **targeting improvements there**
- **Refined design elevates the quality of transit service** while enhancing pedestrian safety and amenities




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Traffic & Operations Analysis

- Proposed design provides improvements to transit reliability and frequency
- Additional intersection design studies and detailed traffic signal engineering to be completed in the next phase



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Transit Signal Priority

- Modifies traffic signal timing to give extra green time when buses are present

Signal Optimization

- Coordinates and adjusts traffic signal timings to keep both bus and auto traffic moving

These improvements are proposed for the entire length of the project corridor



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TSP and Signal Optimization: Benefits

Travel Time Savings (seconds) by Segment							
Segment	Optimization + TSP Compared to Existing Conditions						
	AM			PM			
	Car	Bus Avg	Bus 80th	Car	Bus Avg	Bus 80th	Bus 80th
NB (sec)	84	178	190	-21	106	156	
SB (sec)	94	139	164	87	173	201	
Total (sec)	178	317	353	67	279	357	
119th St to South of 95th St NB (sec)	2	15	27	-42	-2	17	
South of 95th St to 119th St SB (sec)	18	22	21	53	79	87	
South of 119th St to Harvey Station NB (sec)	-9	35	39	-3	74	96	
Harvey Station to South of 119th St SB (sec)	31	95	128	-12	48	66	
95th St to 79th St & Perry NB (sec)	65	86	71	15	18	19	
79th & Perry to 95th St SB (sec)	44	10	-5	26	9	3	
Halsted to Redline along 95th St EB (sec)	26	43	52	10	16	24	
Redline to Halsted along 95th St WB (sec)	1	11	20	20	36	45	

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Queue Jumps & Short Bus Lanes

- Queue jumps at congested intersections
- Short bus lanes
 - 87th-Vincennes (1.5 blocks)
 - 100th-98th (over I-57) (2.5 blocks)

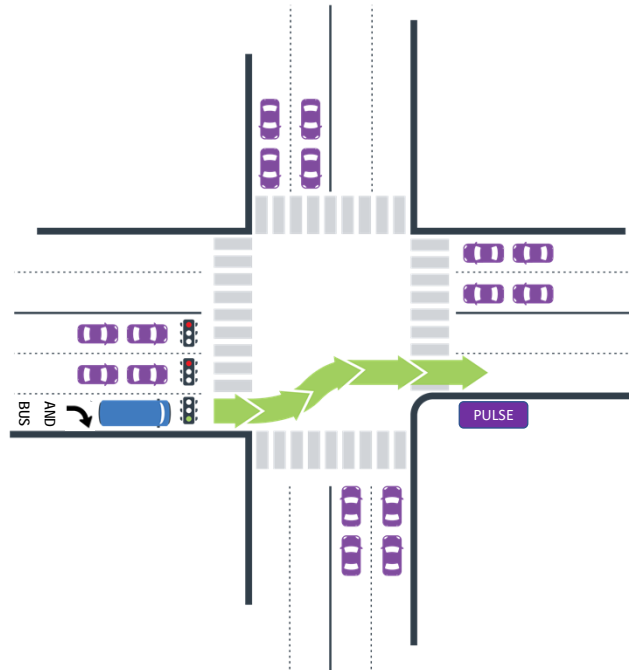


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Queue Jumps

Special lanes at signalized intersections that allow buses to bypass general traffic

Queue jumps would be shared with right turning vehicles and feature special bus-only traffic light



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Queue Jumps & Bus Lanes: Benefits and Impacts

Travel Time Savings (seconds) by Segment												
Segment	Queue Jump + Bus Lanes Compared to Opt+TSP						Queue Jump + Bus Lanes Compared to Existing Conditions					
	AM			PM			AM			PM		
	Car	Bus Avg	Bus 80th	Car	Bus Avg	Bus 80th	Car	Bus Avg	Bus 80th	Car	Bus Avg	Bus 80th
NB (sec)	41	119	127	37	160	168	125	297	317	17	266	324
SB (sec)	-66	41	47	23	65	86	29	179	211	110	238	286
Total (sec)	-25	160	175	60	225	254	154	477	528	127	504	610
Queue Jump/Bus Lane Segments Only NB (Sec)	33	97	100	47	159	157	163	276	291	45	182	204
Queue Jump/Bus Lane Segments Only SB (Sec)	-79	33	43	3	65	89	-19	64	102	136	200	223
119th St to South of 95th St NB (sec)	1	47	50	-1	37	28	3	62	77	-43	34	44
South of 95th St to 119th St SB (sec)	-58	21	27	9	49	46	-40	43	49	62	128	133
South of 119th St to Harvey Station NB (sec)	1	15	1	-2	1	10	-9	50	41	-5	75	106
Harvey Station to South of 119th St SB (sec)	13	2	6	3	-8	-3	44	97	133	-9	40	62
95th St to 79th St & Perry NB (sec)	26	59	70	16	88	99	91	145	141	31	105	118
79th & Perry to 95th St SB (sec)	-22	18	19	3	23	28	22	28	13	29	32	31
Halsted to Redline along 95th St EB (sec)	13	-2	6	24	35	32	39	41	58	34	52	55
Redline to Halsted along 95th St WB (sec)	2	0	-4	8	1	15	3	11	15	28	38	60

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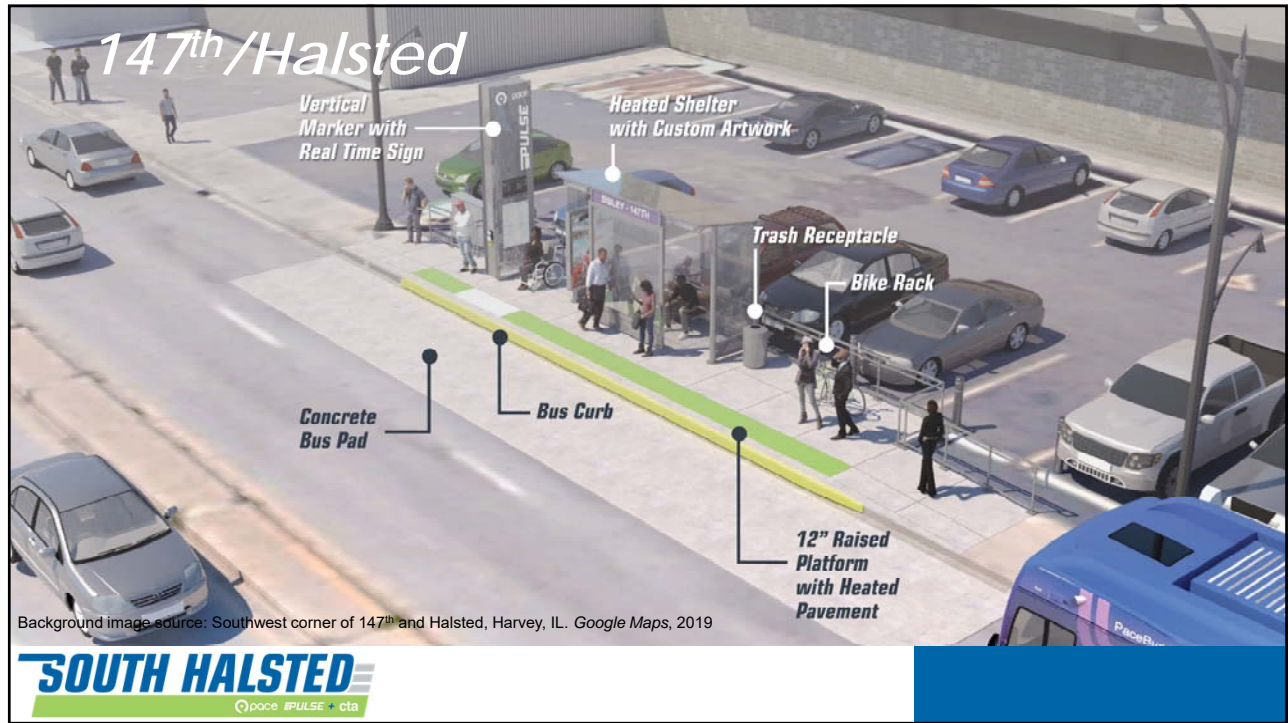
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Pace and CTA Service Improvements

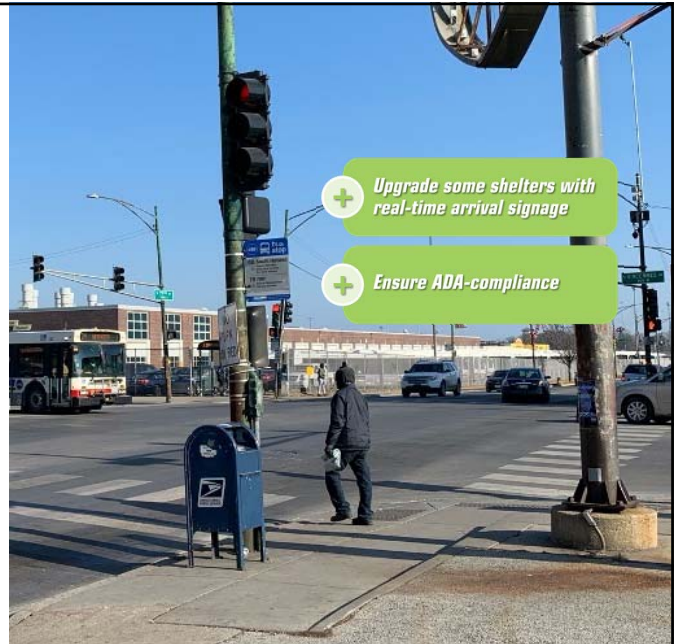
- **Increased** Pace service between Harvey TC and the Red Line
 - New Pulse Halsted Line
 - CTA and Pace to continue operating local service

- **Increased** speed and reliability for all routes due to TSP, signal optimization, and bus priority features

All service changes are subject to public hearings

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Enhancements to local CTA bus stops north of 95th Street



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79th/Halsted Bus Turnaround Rehabilitation



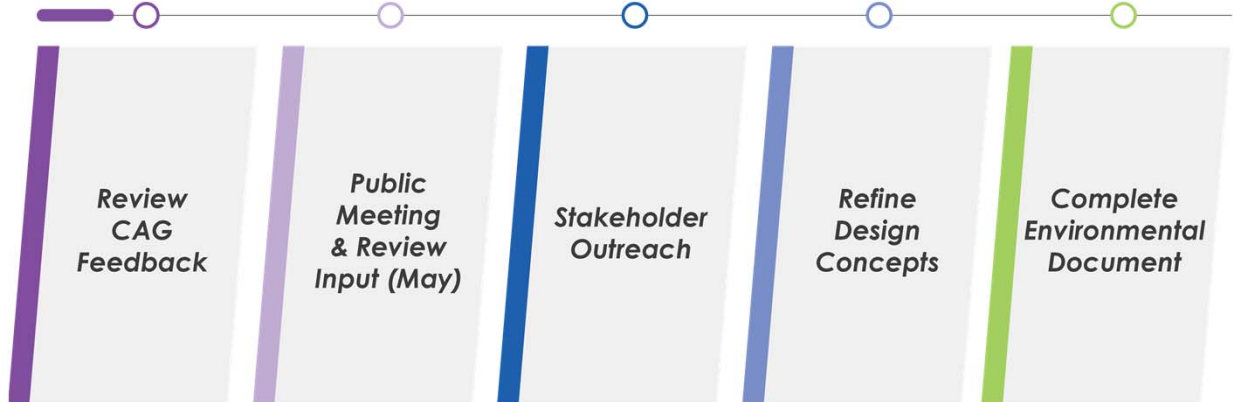
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Environmental Evaluations

- Project is being evaluated as a Documented Categorical Exclusion
- Key Evaluation Areas
 - Traffic
 - Historic resources
 - Parks
 - Hazardous materials
 - Community disruption
 - Construction impacts
 - Environmental justice (low-income and minority)
 - Property impacts

»» Next Steps

Environmental Review Next Steps



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Schedule, Cost Estimates & Funding



- Proactively seeking funding opportunities



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Pace Workforce Development

Pace currently has hiring opportunities in the project area!

- Pace has nearby facilities in Markham and South Holland, with open employment opportunities in Bus Operations and Maintenance
- Pace has established a partnership with Olive Harvey College on a CDL – preparedness program
- Pace is hosting open house events in April at the Markham division for Maintenance opportunities (Mechanics, Mechanic Helpers, and Servicers)



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CTA Workforce Development

- CTA regularly hosts career fairs and information sessions for workforce opportunities at CTA or on its projects
- Currently hiring for bus operators, mechanics, professional, technical, and administrative positions
- CTA puts workforce goals on its construction contracts and contractors will conduct outreach for their hiring.
- Upcoming Construction Workforce Outreach events:
 - April 6: 63rd Street Non-Revenue Rail Vehicle Maintenance Facility at Kennedy King College
 - April 12: Red Purple Modernization (RPM) at Olive-Harvey College



transitchicago.com/careers

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DBE & SBE Contract Opportunities

- CTA and Pace create opportunities for Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) on their contracts
 - Includes design and construction contracts
 - Have programs to assist DBEs and SBEs in the process

- Recent CTA Contracting Outreach:
 - March 16: RLE "Route to Procurement" Overview (Virtual)
 - April 4: CTA Construction Management Contract Launch @Kroc Center (1250 W. 119th)

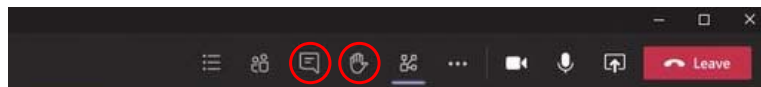
www.transitchicago.com/dbe/



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Discussion

We appreciate your feedback



**RAISE YOUR HAND
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**Project
Sponsors:**



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Contact Us

Submit written comments to:

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Charlotte.Obodzinski@pacebus.com



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