South Halsted Bus Corridor Enhancement Project  
Corridor Advisory Group #4  
April 6, 2022

Meeting will start soon!

Virtual meetings are basically modern seances

“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?”

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

11 MILES

3 EXISTING TERMINALS SERVED

6 MUNICIPALITIES

5 CHICAGO WARDS

4 PACE AND CTA ROUTES

352 IS PACE’S HIGHEST RIDERSHIP ROUTE

Existing Conditions

Boardings

11,600 corridor average weekday boardings pre-COVID (Oct 2017)

Percent change in boardings show corridor resilience during height of COVID lockdowns (Mar-Jul 2020)

Why are improvements needed?

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

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
Schedule & Progress

Project Schedule & Process

2018-2019
Project Definition
- Existing conditions analysis
- Improvement strategies development & evaluation
- Stakeholder outreach

2019-2022
Environmental Review
- Stakeholder outreach & public meetings
- Initial station location development
- Environmental & engineering analysis
- Traffic impact analysis
- Refinement of improvement strategies
- Pursue funding

2023-2024
Design
- Finalize design concepts & station locations

2024-2025
Construction
- Service public hearings
- Bid construction package

2026
Improvements in Service
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

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
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

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
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

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
Proposed Improvements

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
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

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
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.

### TSP and Signal Optimization: Benefits

<table>
<thead>
<tr>
<th>Segment</th>
<th>AM Car</th>
<th>AM Bus Avg</th>
<th>AM Bus 80th</th>
<th>PM Car</th>
<th>PM Bus Avg</th>
<th>PM Bus 80th</th>
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<td>190</td>
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<td>106</td>
<td>156</td>
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<tr>
<td>SB (sec)</td>
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<td>87</td>
<td>173</td>
<td>201</td>
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<td>-42</td>
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<td>17</td>
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<tr>
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<td>21</td>
<td>53</td>
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<td>87</td>
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<tr>
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<td>-12</td>
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<td>66</td>
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<tr>
<td>95th St to 79th St &amp; Perry NB (sec)</td>
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<td>71</td>
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<tr>
<td>Halsted to Redline along 95th St EB (sec)</td>
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<td>52</td>
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<td>20</td>
<td>20</td>
<td>36</td>
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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)

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
Existing Condition
119th/Halsted

Typical Queue Jump
Intersection
119th/Halsted
Existing Condition
98th / Halsted

Bus Lanes
98th / Halsted
# Queue Jumps & Bus Lanes: Benefits and Impacts

## Travel Time Savings (seconds) by Segment

<table>
<thead>
<tr>
<th>Segment</th>
<th>AM Queue Jump + Bus Lanes Compared to Opt+TSP</th>
<th>PM Queue Jump + Bus Lanes Compared to Opt+TSP</th>
<th>Queue Jump + Bus Lanes Compared to Existing Conditions</th>
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</thead>
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<td>Bus Avg</td>
<td>Bus BRT</td>
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<td>NB (sec)</td>
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<td>119</td>
<td>127</td>
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<tr>
<td>SB (sec)</td>
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<td>Queue Jump/Bus Lane Segments Only NB (sec)</td>
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<td>Queue Jump/Bus Lane Segments Only SB (sec)</td>
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<td>119th St to South of 95th St NB (sec)</td>
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<td>15</td>
<td>16</td>
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<tr>
<td>Harvey Station to South of 119th St SB (sec)</td>
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<td>6</td>
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<td>-6</td>
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<tr>
<td>Redline to Halsted along 95th St WB (sec)</td>
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<td>0</td>
<td>-4</td>
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</table>

## Station Enhancement & Locations

![Station Enhancement & Locations Image]
Queue Jumps and Pulse Stations
95th/Halsted

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
Enhancements to local CTA bus stops north of 95th Street

79th/Halsted Bus Turnaround Rehabilitation

- New lighting
- Updated furnishings
- Replace concrete
- ADA ramps and detectable warning surfaces
- Crosswalk and stop bar
- Reconfigured structural elements, new art
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

- Review CAG Feedback
- Public Meeting & Review Input (May)
- Stakeholder Outreach
- Refine Design Concepts
- Complete Environmental Document

Schedule, Cost Estimates & Funding

- Proactively seeking funding opportunities
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).

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
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/

Discussion
We appreciate your feedback

RAISE YOUR HAND
OR USE THE CHAT

Project Sponsors:
Contact Us

Submit written comments to:

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Pace Suburban Bus
Phone/Fax (847) 228-2487
Charlotte.Obodzinski@pacebus.com

Thank you