

# PULSE

95th Street Line

## Public Meeting

November 17, 2022



THE PUBLIC MEETING WILL BEGIN SHORTLY



RYAN

Good evening. Thank you for joining us for the Pulse 95th Street Line Public Meeting. I'm Ryan Ruehle with Pace Suburban Bus and I serve as Pace's project manager for this effort.

This is the first public meeting for the project, and we are excited to have you here today to talk about Pace's plans to implement Pulse service on 95th Street.

The meeting is being recorded and will be shared on the project website at [PaceBus.com/Pulse](https://PaceBus.com/Pulse). If you are having technical difficulties or need closed captioning, please visit the livestream of today's meeting at the link in the chat box near the bottom of your screen.

To start off the meeting tonight, I'd like to introduce Pace's Executive Director, Melinda Metzger.



MELINDA

- Thank you, Ryan.
- I am pleased to be here with you today to share our plans for a faster, more frequent bus service along 95th Street with Pace Pulse.
- My team will do most of the talking today as I take the opportunity to listen to your feedback and make sure we are on the right path.
- At Pace, the needs of the communities we serve shape the transportation we provide.
- I am grateful for those of you who have joined us tonight to learn more about this project and offer your feedback.
- Your input will be a valuable resource as we work to reimagine our service and implement new and innovative options to meet the needs of commuters today and in the future.
- In addition to community feedback, Pace priorities of safety, equity, efficiency, and environmental responsibility (alt word = sustainability) guide the decisions we make.
- The information that will be presented tonight is the product of extensive work towards implementing service with those priorities in mind.
- As this work progresses Pace is committed to continued transparency and opportunities to offer feedback for all of our stakeholders.
- We want to bring high-quality investments in public transportation to Chicago's South side and our south suburban communities, and this project is a key element of that plan.
- **With that, I will turn the mic over to Ryan to start the presentation.**



# Purpose of Today's Meeting

- Introduce the Pulse program
- Overview of the Pulse 95<sup>th</sup> Street Line
- Your questions and feedback

*Comments received by December 1, 2022, will become part of the meeting record.*

We want to hear from YOU!



[PaceBus.com/Pulse](https://PaceBus.com/Pulse)

RYAN

Thank you, Melinda. The purpose of today's meeting is to share information about our plan to bring new service to 95th Street. As Melinda mentioned, we are very interested in your input on the project to help us better serve your communities.

Our presentation this evening will provide an overview of the Pulse Program, the 95th Street Line project corridor, the project schedule, what's been accomplished so far, the environmental review process, proposed station locations, and next steps.

After the presentation, we will move into a Question & Answer session at which time you will have the chance to share your thoughts and directly engage with project staff. This Q&A session will follow an interactive engagement session through a mapping application called Mural that we will use to post comments and questions about specific locations received during the meeting.

In addition to our meeting today, you can also submit comments via a form we have setup on the project website, which you can access by visiting [PaceBus.com/Pulse](https://PaceBus.com/Pulse). A QR code is available on the screen, which you can scan to go directly to the comment form. The mapping application I mentioned a moment ago will also be posted to the project webpage and can be used alternatively, or in combination with the form to submit comments.

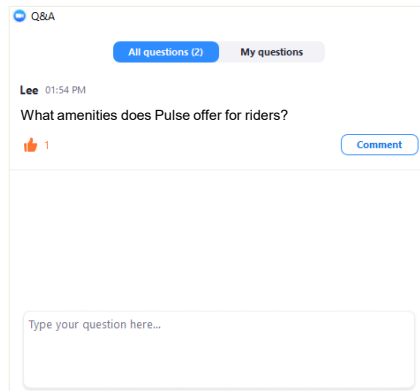
So there are a few options there, and if you didn't catch all of that, note that we will go over all of that again later on in the meeting.

Please note that Pace will accept comments at any time throughout the project development. However, to ensure your input is reviewed and considered for the next phase of this effort, please submit your comments no later than December 1, 2022.

## Q&A *How to submit a question or comment*



Click "Q&A" to expand window and type a question or comment



**Submit questions and comments**  
via the Q&A feature!  
A Q&A session will be held at the end.

RYAN

We have a lot of great information to share today so we will address questions at the end of the presentation during the verbal Q&A I just mentioned. However, at any time during the presentation you can also submit a written question or comment by following these steps:

At the top of your screen, you should see an icon that says Q&A. You can click on the icon and type in your question or comment at the bottom of the Q&A box and click submit.

The project team members at the meeting today will keep track of any questions and comments received this way during the presentation, and we will ensure they are all addressed when we've concluded that portion.

So again, please feel free to utilize the chat feature during the meeting as we go through the slideshow over the next several minutes.



RYAN

At this point, I will introduce our project team members.

-As I mentioned previously, my name is Ryan Ruehle, and I serve as Pace's project manager for the Pulse 95th Street Line

-And you've already heard from Melinda Metzger, Pace's Executive Director

Also joining us today from Pace is:

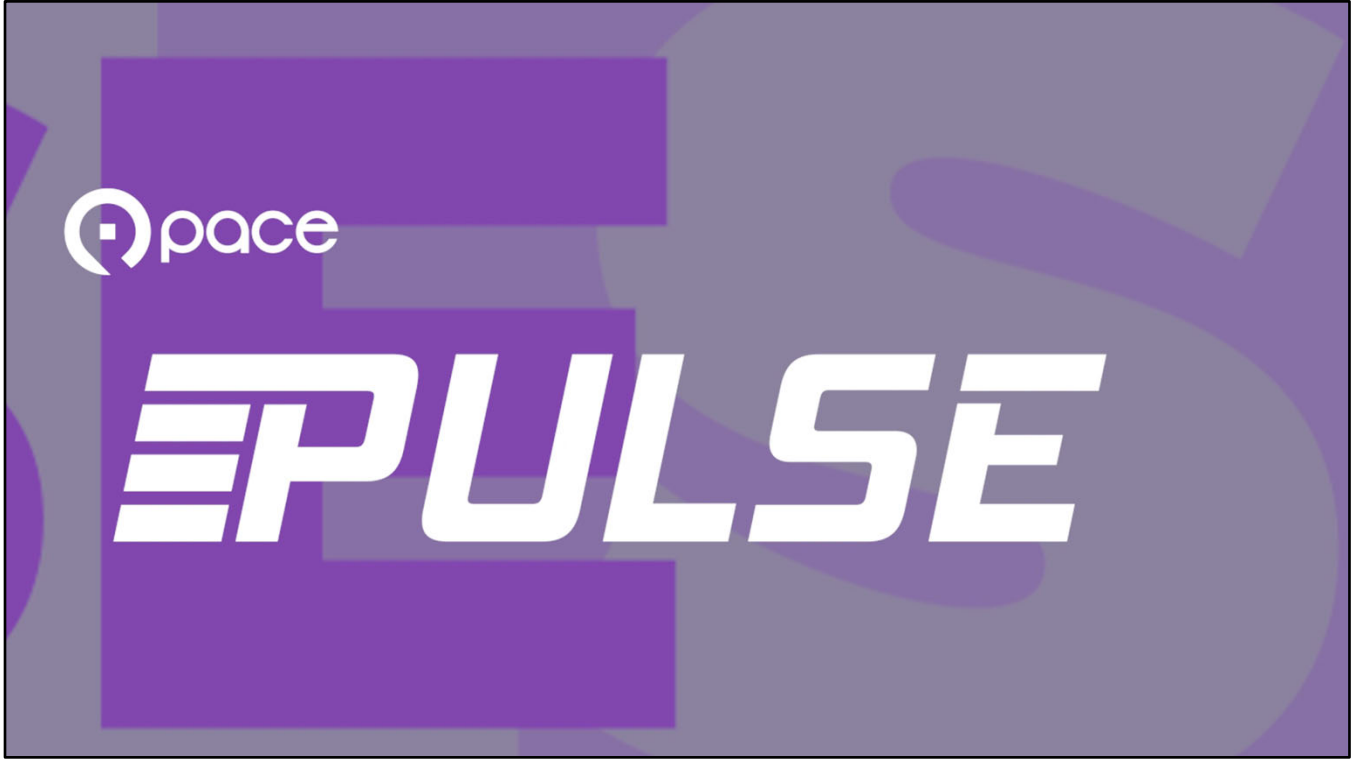
- Charlotte Obodzinski, Department Manager of the Priority Project Management Office;
- Jessica Rybarczyk, Community Relations Representative for the suburban portion of the 95th Street corridor
- Marty Sandoval, Community Relations Representative for the Chicago portion of the 95th Street corridor
- And, Lucas Reigstad, Senior Planner with the Service Planning & Scheduling Department

Pace also has a consulting team assisting us with this effort:

- First, Steve Brown, my counterpart with HNTB Corporation who is managing the team
- Allison Buchwach, Deputy Project Manager with HNTB
- David Schottky, Planner with HNTB
- And, Kristina Kuehling, Communications Lead with Images Inc., who is partnering with HNTB

We also have a few additional Pace and consultant team staff members who I won't introduce but are here today supporting the meeting or also helping with the project in some capacity.

So now that we've introduced you to our team, **we'd like to share a short video that provides an overview of the Pulse Program, after which we'll delve into more detail about the Pulse 95th Street Line.**



**VIDEO with voiceover**



## Project Purpose

- A Pulse Line that meets the needs of the communities **safely, equitably, and efficiently** with **environmental responsibility** top of mind
- Determine station **locations, features, and characteristics** for this corridor

RYAN

Thanks for watching that video with us. Hopefully that provides everyone with some background on the Pulse Program.

At this point in the meeting, we will turn our attention to discussing the 95th Street Line specifically and Pace's proposals for this service.

We'll start with the purpose and goals of the 95th Street Line project:

95th Street was identified as an ideal location for Pulse due to the high ridership on existing Pace Route 381, and because we see many opportunities to better connect the public with the places they want to go. These places include the downtown areas of the cities and villages along the corridor, major employers, shopping centers, hospitals, schools, and more. We also see an opportunity to better connect our passengers to other Pace and CTA bus routes, as well as Metra and CTA rail service that intersect the corridor and provide regional transit access beyond 95th Street.

Therefore, the purpose of this project is to deliver a new Pulse Line that best meets the needs of the communities, now and in the future, primarily by evaluating and defining the features and characteristics of this new service. This includes determining where new Pulse stations should be located based both on travel patterns and where sufficient space exists to construct them.

Finally, our purpose includes evaluating and if needed mitigating any potential environmental impacts produced by the project.





## Project Goals



### RYAN

Specific goals for this project include the following:

- First is accessibility and connectivity – 95th Street is a busy and critical transportation corridor linking Chicago and neighboring suburban communities. Transit helps alleviate congestion and get people where they need to go quickly and efficiently. The goal is then to implement a single service that is one part of a larger network of fast, frequent, reliable bus lines, and that is easy to access and connects people to major destinations.
- Next is Reliability. We know that for public transportation to be useful to our riders, it must arrive on time. We also know that people are more likely to use bus service that runs whenever they need it – which is why Pulse arrives in 15 minutes or less at most times of the day and night.
- The third goal is to provide modern stations and buses with useful amenities to make everyone’s commute more enjoyable. The video you saw earlier highlighted many of these amenities and we’ll cover them in more detail later in the presentation.
- Finally, it’s important to Pace that the 95th Street Line supports the communities along the corridor, and we are working closely with local municipalities and stakeholders to ensure our plans are consistent with future economic and development plans along the corridor.



## Process & Schedule



Special thanks:



RYAN

And now a brief overview of our process and schedule...

The Pulse 95th Street Line project was launched in 2018 with a planning study where we gathered data about current services and ridership details, scouted viable sites for Pulse stations, developed initial design concepts, and kicked off a local stakeholder engagement process. With community input, a Project Definition report was developed in 2019, which outlined recommended station locations and design concepts.

Our process was slightly delayed due to Covid, however we're back to full steam again thanks to an "Invest in Cook" grant award received in 2021 by the Cook County Department of Transportation and Highways. This award is funding the current phase of the project, which was initiated in May of this year.

When completed early next year, this phase of the project will include in-depth analysis of potential environmental impacts, revised station locations, and advanced conceptual designs. A Corridor Advisory Group was created to seek the input of local community leaders and transportation and environmental agencies. And at today's virtual public meeting, Pace is providing the opportunity for anyone to share their ideas, suggestions, and comments about this project.

Once the findings and outreach from this phase are complete, a final plan for the 95th Street Line will be submitted for federal review and approval prior to moving forward with final design and construction, which Pace anticipates will start next year and carry forward through 2025.

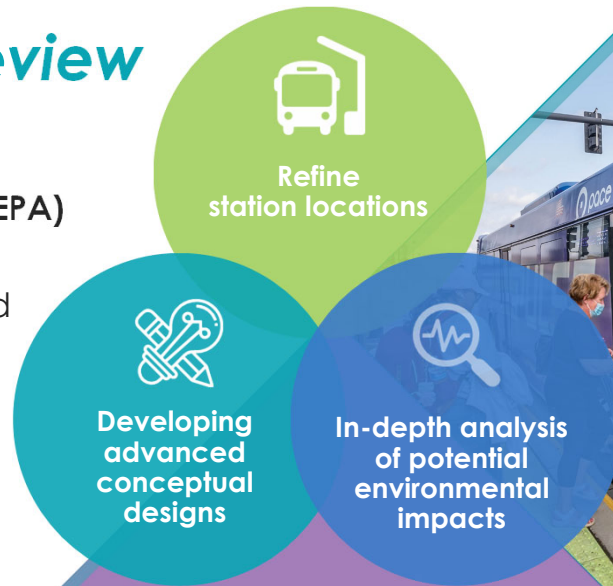
Both of these next two phases of the 95th Street Line project are fully funded thanks to the support of the Chicago Metropolitan Agency for Planning, or CMAP, who has awarded Pace a federal Congestion Mitigation and Air Quality grant.

Pace currently anticipates launching the 95th Street Line in 2026.



## Environmental Review

- Following federal **National Environmental Policy Act (NEPA)**
- Evaluating **Pulse stations** and **potential roadway improvements**
- Continued **stakeholder coordination**



RYAN

Finally, I wanted to provide a few remarks about the environmental review process. The National Environmental Policy Act or NEPA requires all projects that use federal funds to follow a prescribed process for analyzing potential environmental impacts.

For this project, this includes conducting an in-depth analysis of how the Pulse 95th Street Line may impact traffic, existing roadways and sidewalks, parks and recreational areas, historic buildings or districts, and also if it would increase traffic noise or air pollution, or harm local wildlife or waterways.

Additionally, we investigate whether the project creates a disproportionate impact on low income or minority communities compared to Pace's broader service area. We also look at site constraints for stations and determine if certain locations would require roadway improvements or impacts to adjacent property owners.

As part of this process, we seek to minimize any impacts we find, in coordination with the Federal Transit Administration, local communities, other public agencies, and with input from local businesses and people just like you.

...

Now that you hopefully have a more detailed understanding of the Pulse Program and 95th Street Line project and process, **I'm going to turn things over to Steve Brown with HNTB, who will provide us with more details on the proposed stations and issues that we've been assessing.**



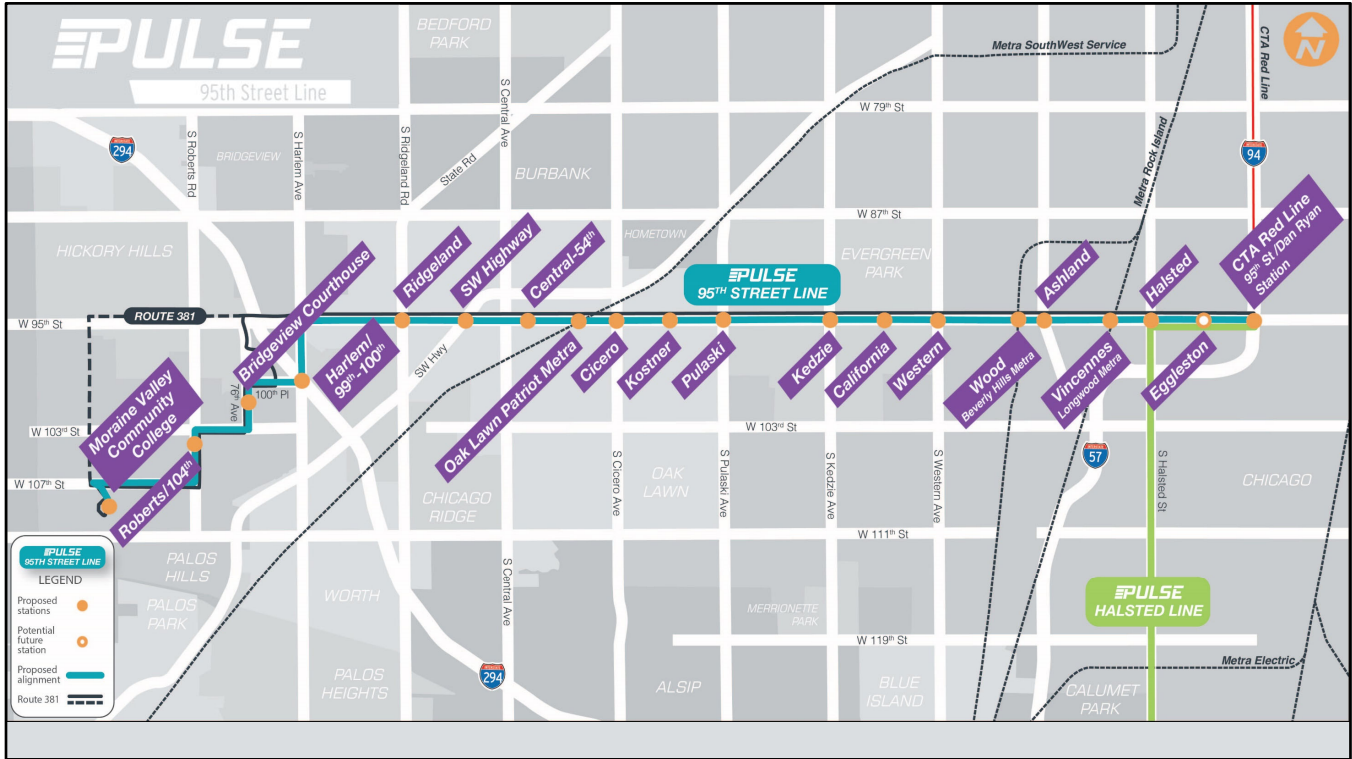
# What We Heard

- + **Station location** considerations
- + Need for **improved** crosswalks
- + **Coordination** with local development & streetscape plans
- + Improve **transfers** to Metra and CTA
- + **Connect** people to jobs/economic centers

## STEVE - HNTB

As we discussed on the previous slides, we met with community leaders, major businesses, hospitals, schools, and transportation and environmental agencies to discuss transit needs and seek their input on how we can best serve the communities. Some the common themes of their feedback included recommendations for refining the station locations; the need for improved crosswalks to make it safer to people to get to and from the bus stations; the need for coordination with local development plans and streetscape plans; the need for improving transfer connections from Pace services to Metra and CTA services (as well as other Pace routes) near the corridor; and finally, but certainly not least, connecting people to jobs, hospitals, shopping centers, schools, and other places with fast, frequent, and reliable service.

With input from the communities, agencies, and others, we were able to refine the station locations and develop a plan ready for the public to review and provide feedback.



**STEVE**

Let’s now take a close look at the proposed Pulse 95<sup>th</sup> Street Line.

The project corridor is approximately 13 miles in length and runs east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago (on the east side) and Moraine Valley Community College in Palos Hills (to the west), passing through the communities of Evergreen Park, Oak Lawn, Chicago Ridge, Bridgeview, and Palos Hills, and the Chicago neighborhoods of Beverly, Washington Heights, and Roseland. The corridor is primarily along 95th Street, as well as several other roadways at its west end, including Harlem, 100<sup>th</sup> Place, 76<sup>th</sup> Ave, 103<sup>rd</sup> Street, Roberts Road, and 107<sup>th</sup> Street.

The 95<sup>th</sup> St Line would provide connections to other transit services including the CTA Red Line 95th/Dan Ryan Station, various CTA and Pace bus routes, Metra Rock Island 95th St-Longwood and 95th St-Beverly Hills stations, and Metra Southwest Service at the Oak Lawn Patriot Station. It would also connect to planned Pulse Lines including the Pulse Halsted Line, which is being designed now (and which you can see in green on the map) and a future Pulse Harlem Line.

The project is intended to connect people to major destinations, such as the grocery stores and shopping in Beverly via the Western station, Little Company of Mary Medical Center via the California station, Advocate Christ Hospital via the Kostner station, Chicago Ridge Mall and the Oak Lawn Park District (Centennial Park Pool and Splash Pad) via the Ridgeland station, and Moraine Valley Community College, among many others.

We also took into consideration the many nearby community development projects and other transportation projects taking place now and in the near future. [Discuss RLE, the upcoming Chicago/CTA 95th corridor study, Fair Transit South Cook, Major Taylor Trail project, as well as other Pace projects such as the Tri-State expansion.



## Station Criteria

- Ridership patterns
- Site constraints
- Sidewalk connections and crosswalks
- Proximity to other stations, bus routes
- Sidewalk impacts
- Cost and funding
- Environmental impacts
- Development context

### STEVE

When determining station locations, there are many things to consider. With the help of the Corridor Advisory Group, we developed the following list of criteria to determine the best station locations:

- Ridership patterns (collected data on where and when Pace riders use current services)
- Site constraints and available space
- Sidewalk connections and crosswalks (does it have sidewalks and crosswalks to help people get to and from the stations)
- Proximity to other stations and bus routes
- Sidewalk impacts
- Cost and funding
- Environmental impacts
- Development context (is the station right in front of a business, building or signage blocking visibility?)



## Transit Signal Priority (TSP)

- Buses get more green light time when at traffic signals
- Improves travel for all, not just buses



Special thanks:  
Congressional support



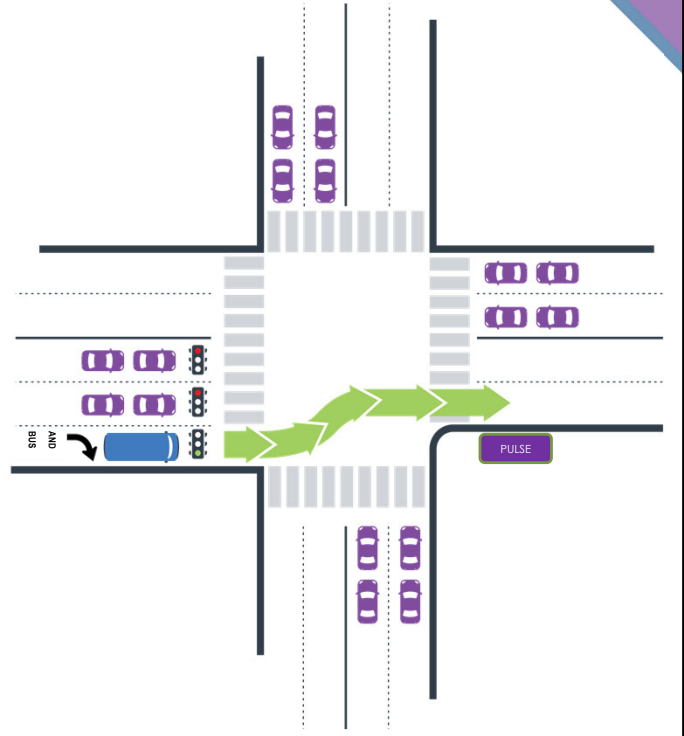
STEVE

To make Pulse fast and reliable, we're installing a Transit Signal Priority system along Pulse corridors where possible. TSP enables buses to automatically communicate with traffic signals to request a shorter red light or an extended green light. This allows buses that are running late to catch up and stay on schedule by getting through intersections faster. Traffic light times will only change for buses if the change does not significantly interfere with other traffic. One of the great benefits of TSP is that it improves the flow of traffic for all travelers, not just buses.

**We'd like to thank Congresswoman Marie Newman for her support in seeking funding to implement this TSP system on 95<sup>th</sup> Street. Portions of the TSP system will be installed this year and will increase the speed and reliability of all Pace bus routes.**

## Queue Jump

Special signal and lane at intersection that allows buses to bypass other traffic



STEVE

Another important improvement for making Pulse faster and more reliable is with queue jumps. Queue jumps provide buses with the ability to bypass traffic at busy intersections. They are short segments of bus lanes paired with special bus-only traffic lights that allow buses to jump ahead of other traffic. Queue jumps require less change to the roadway than a longer dedicated bus lane.

As part of this project, we are looking at the potential to install a queue jump at the intersection of 95<sup>th</sup> and Western.

**I'll now turn it back over to Ryan to discuss Next Steps.**





## Next Steps

- Complete **environmental analysis**
- Environmental analysis documentation to be submitted for **federal review**
- Design and construction
- Pulse **in service in 2026**



RYAN

Thanks Steve.

After this public meeting, we will work towards completing the environmental analysis, which includes reviewing your input and refining the design concepts, station locations, and roadway improvements, as needed. In addition, we plan to refine the service plan and cost estimates. With this information and an updated report, the completed environmental document will be submitted for federal review and approval.

As I mentioned previously, Pace has funding secured for final design and construction with the goal of launching the 95th Street Line in 2026.

I also wanted to mention that any proposed changes to the existing Pace Route 381 that operates along this corridor will be published ahead of a formal public hearing that would be scheduled in a couple years from now closer to the launch of the 95th Street Line.

That hearing will provide the public with a separate opportunity to submit comments on any proposed service changes, including the launch of the 95th Street Line itself.

**PULSE**

We want to hear from YOU!

SCAN THE QR CODE TO ACCESS THE COMMENT FORM

PROJECT HOTLINE **847-364-3966**

**pace**

Ride Pace

Inside Pace

Search

Contact Us

For New Riders

For Riders with Disabilities

For Visiting Riders

Select Language

**Pulse: Pace's Rapid Transit Service**

Introducing Pulse

Pace's new rapid transit service, Pulse, provides enhanced express bus service to commuters using the latest technology and a streamlined route design.

Pulse provides fast, frequent and reliable bus service in heavily traveled corridors of Chicagoland. On August 11, 2019, Pace launched the first Pulse Line along Milwaukee Avenue, serving thousands of commuters between Niles and Chicago. Pulse offers a variety of benefits compared to regular fixed route bus service. On Pulse, you'll enjoy:

- Faster service with limited stops
- New buses with free Wi-Fi and other technological advancements
- Modern, easy-to-find branded stations with tons of amenities like heated shelters
- Real-time bus tracker information at all stations
- Easier ADA accessibility with raised bus platforms at all stations

Stay informed! You can sign up for text or email

**PaceBus.com/Pulse**

RYAN

We've mentioned it a few times now but it's worth saying again that your input is critical to ensuring we develop a service that meets your needs. And before we begin the interactive portion of the meeting, I wanted to review the ways you can submit comments:

First, you can visit PaceBus.com/Pulse, then navigate to the 95th Street Line page, which contains a link to a comment form, or you can snap a photo of the QR code on this slide which will take you directly to that form. The 95th Street page will also contain a link to the Mural mapping application that we will be using in just a moment.

You can also leave a comment by phone by calling the Project Hotline at 847-364-3966.

And if you have a comment or question for Pace unrelated to the 95th Street Line, you can always visit PaceBus.com and click on Contact Us for additional ways of getting in touch.

As I mentioned previously, comments about the 95th Street project are always welcome, and those received through December 1, 2022 will become part of the public meeting record.

So at this point, we are ready to begin the public comment portion of the meeting. I'm going to turn it back over to Steve, who is going to lead us through the use of our Interactive Map. And then once we're done with that, we'll open things up for general Q&A.

**Steve – Take it away!**



**STEVE - VIDEO INSTRUCTION WILL PLAY ON SCREEN**

Before we begin, we'd like to introduce you to the program we'll be using, called Mural. On your screen, you will see a map of the 95<sup>th</sup> Street Line corridor [and a video highlighting how to submit comments using a program called Mural]. We're going to switch over to this map now so we can zoom in on a few important locations where we are especially seeking your feedback. As we zoom in, you are welcome to ask questions via the Q&A feature and we'll post your comments on the map. We encourage you to use the link pasted in the chat box if you'd like to take a closer look at the map on your own [there are instructions at the link on how to post comments in the form of a sticky note on the map]. Please allow 30 seconds to a minute for the map to load in your browser. On the right-hand side, you'll see a list of stations – click on any of those stations and Mural will take you to that location. We'll begin now and review a few key stations. We can also look at other locations that may be of interest to you; if we haven't covered the location you are interested in, just ask!

[pause for the map to load]

- Let's first take a look at the Halsted station in the Washington Heights neighborhood of Chicago
- Next we'll move to Western Ave, on the border between Evergreen Park and the Beverly neighborhood of Chicago
- Continuing west, this is the Kostner station in Oak Lawn, home to Advocate Christ Hospital
- Oak Lawn Patriot Metra station
- Harlem
- MVCC

[HNTB to add questions/comments on sticky notes to map -- related to a specific station or concern]

[Let audience know at the end if they'd like to verbally provide a comment about a particular station, they should click on the "raise hand" button]

This map will be available to view at [PaceBus.com/Pulse](http://PaceBus.com/Pulse) after the meeting.

**I'll now turn it over to Jess with Pace for the Q&A session.**

**PULSE**

Click on "Raise Hand" if you'd like to use your microphone

Click "Q&A" to expand window and type a question or comment

Submit questions and comments via the Q&A feature!

Q&A

All questions (2) My questions

Lee 01:54 PM

What amenities does Pulse offer for riders?

Comment

Type your question here...

JESS

The project team will take questions not yet addressed. If you have not submitted your questions yet, please do so now using the Q&A feature. We'll first address comments submitted via this feature, and then we'll open up the session for those who want to use their microphone and speak directly with the team.

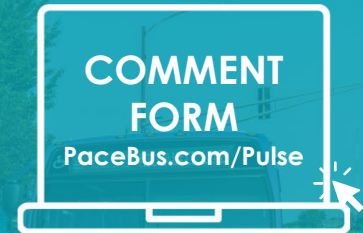
[Begin Q&A and let people know that common questions will be addressed at the same time]

[Begin open Q&A with mic] If you would like to use your microphone to ask a question, please click on the "Raise Hand" icon and we'll call your name.

Thank you for your questions and comments!

**I'll turn it over to Pace's Executive Director Melinda Metzger.**

# Thank you for your input!



Comments submitted by December 1, 2022, will become part of the meeting record.

PROJECT HOTLINE 847-364-3966

MELINDA

Thank you for participating in the public meeting today. Your input today is valuable and will help Pace develop a 95th Street Line that meets your needs. As Ryan mentioned earlier, you can still submit comments and questions after today's meeting by visiting [PaceBus.com/Pulse](https://PaceBus.com/Pulse) and click on "Pulse 95th Street Line" or call the Project Hotline at 847-364-3966.

Also to reiterate what we mentioned earlier in the presentation, comments received through December 1, 2022 will become part of the public meeting record and will be considered prior to moving on to the next step of the project.

Although as always Pace is happy to receive comments on the project at any time during its development.

Thank you and enjoy the rest of your evening!



**PULSE**

# THANK YOU!

View a recording of the meeting, review project materials, & submit comments at [PaceBus.com/Pulse](https://PaceBus.com/Pulse)

 **pace**

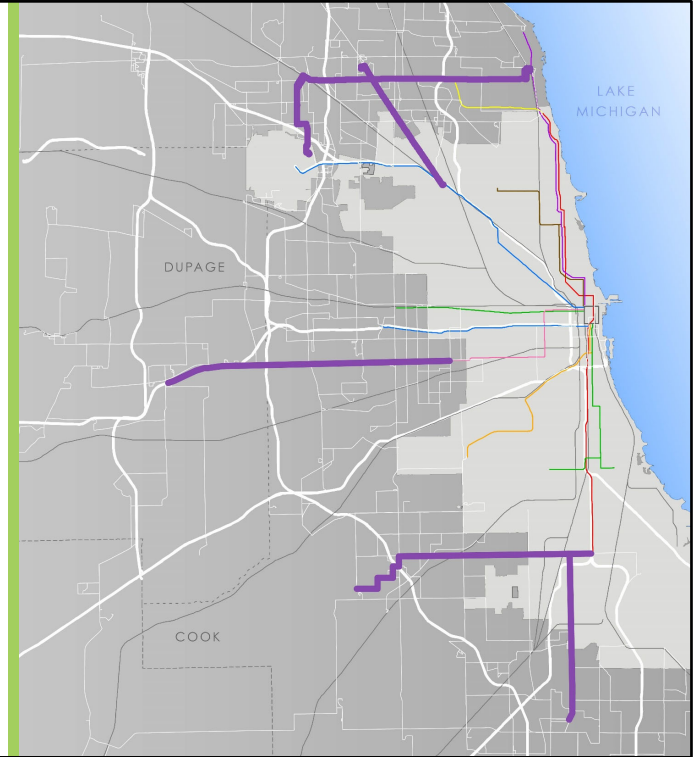


MEANT TO BE BLANK TO DIVIDE LAST SLIDE AND THE NEXT TWO BACK UP SLIDES (in case video doesn't play)



## >> Pulse Program

- Network of **fast, frequent, reliable** bus service in heavily traveled corridors
- **Limited stop** service



RYAN

Pulse overview (network, service)





## ➤➤ Pulse Program

- **Buses with Wi-Fi**, bike racks, and other amenities
- Modern, **easy-to-find** branded stations
- Easier **accessibility**



RYAN

Pulse overview (amenities)