

# Public Meeting

## South Lakefront Corridor Transit Study

**City of Chicago Department of Transportation &  
Department of Housing and Economic Development**

***Funded by Regional Transportation Authority***

**September 12, 2011**



In partnership with

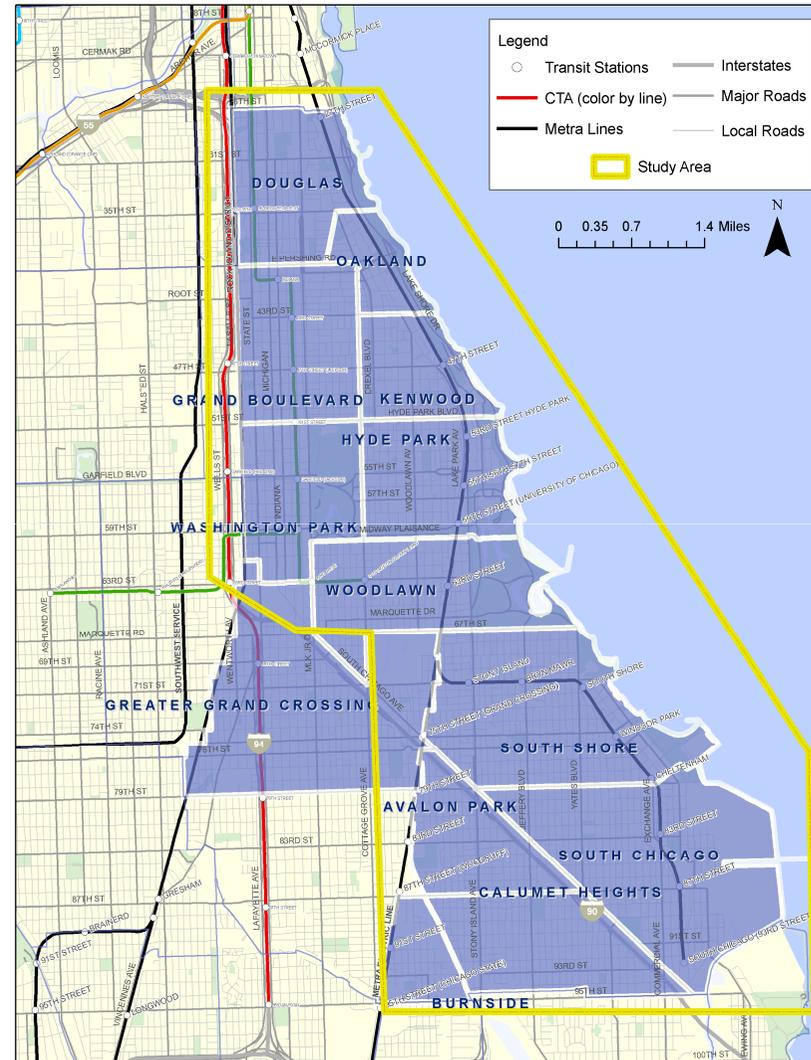


# Presentation Agenda

- Review of Study Goals and Objectives
- Public Involvement to Date
- Screening of Ideas
- Development of Potential Projects
- Examples for Further Analysis
- Questions and Comments

# Study Goals and Study Area

- **Goals**
  - Enhanced mobility/ access to jobs and services
  - Promote economic vitality of communities in the study area
- **Desired outcome**
  - Consensus on reasonable options for subsequent study
- **Timeframe for study**
  - Completion early 2012



# Study Tasks and Status

Task	Complete	Ongoing
Conduct demographic and travel market analysis	X	
Conduct inventory of transportation services and infrastructure	X	
Review prior studies, plans and proposals	X	
Analyze existing conditions and identify issue areas	X	
Conduct public meetings, community stakeholder interviews and other public outreach		X
Identify and define opportunities for improvement	X	
Develop and evaluate transit investment and policy alternatives		X

# Public Involvement

- Public Advisory Committee
  - » Provides advisory services throughout the study
  - » Shapes and informs the final plan recommendations
  - » Acts as a liaison to community stakeholders
- Public Open House Meetings
- Community Stakeholder Meetings
  - » Aldermen
  - » Community Leaders/Residents
  - » Institutions
  - » Developers & Businesses
- Information Sharing
  - » Fact Sheet
  - » Website
  - » Dedicated Email Address:  
[southlakefront@cityofchicago.org](mailto:southlakefront@cityofchicago.org)

# Issues Identified by Community Stakeholders

- Safety/Security Concerns
- Lengthy Travel Times
- Key Linkages Other Than the Loop
- Customer Comfort
- Frequency of Service
- Seamless Travel
- Knowledge of Services
- Economically Viable Neighborhoods

# Ideas Screening Process

- Assembled, defined, and organized ideas
- Identified potential timeframe for each idea
  - » Short-Medium = Less than 5 years
  - » Medium = 5-10 years
  - » Long = 10+ years
  - » All depending on funding availability
- Conducted an assessment of each idea across multiple screening criteria
- Grouped best ideas into Potential Project packages for further study
- Majority of ideas retained

# Types of Improvements Suggested

- Improved frequency and longer service hours
- Better customer information
- More seamless fares and payment
- Repairs to eliminate CTA rail slow zones
- Enhancement of existing rail stations and station areas
- New or restored local and express bus routes
- New streetcar or bus rapid transit corridors
- New rail stations and extensions of CTA rail service
- Conversion of in-city Metra Electric District service to a CTA-type of service

# Possible Improvements: Short-Medium Term

South Lakefront Corridor Transit Study Possible Improvements	Capital Cost	Operating Cost	Included in a Potential Project
<b>1. Improve frequency of existing services</b>			
o Off Peak and Peak at Metra Main Line In-City Stations (primarily using existing trains)	Green	Yellow	YES
o Off Peak Metra on South Chicago Branch	Green	Red	YES
o Bus routes that are overcrowded	Green	Yellow	CTA planners to address
o East-west bus routes	Green	Yellow	CTA planners to address
o Express bus routes	Green	Yellow	CTA planners to address
<b>2. Longer service hours including more nighttime and weekend service to address non-traditional work hours and non-work travel needs</b>	Green	Yellow	CTA planners to address
<b>4. Marketing and user information improvements</b>			
o Promote Bus Tracker, Train Tracker and GoRoo	Green	Green	YES
o Create local Metra route and schedule	Green	Green	YES
o Advertise any route and fare changes	Green	Green	YES
o Bus shelters with real time information displays	Green	Green	YES
<b>8. Local bus circulators, shuttles and other bus routes</b>			
o Hyde Park/Washington Park/Oakland	Green	Green	YES
o Establish bus route on 83rd	Green	Yellow	YES
o Establish bus route on 31st	Green	Yellow	YES
<b>9. Express or limited stop bus routes to other destination areas</b>			
o Stony Island/Cottage Grove/39th	Green	Yellow	YES
o To Midway (i.e., old X55)	Green	Yellow	YES
o To West Loop (i.e., old X28)	Green	Yellow	YES

Capital Cost: Green = Less than \$10M, Yellow = \$10-\$100M, Red = More than \$100M

# Possible Improvements: Medium Term

South Lakefront Corridor Transit Study Possible Improvements	Capital Cost	Operating Cost	Included in a Potential Project
<b>3. Fare policy and fare media improvements</b>			
o Special Metra-CTA arrangements for inter-service board transfers in study area (e.g., 10-ride Link-up type ticket )	Yellow	rev loss	YES
<b>5. Rail station enhancements and associated pedestrian/bike/auto access, wayfinding ,lighting, and security improvements</b>			
o Metra Electric District (MED) Main Line stations (59th, 63rd, 75th, 79th, 83rd, 87th, 91st, 95th)	Yellow	Green	YES
o MED Main Line – new 60 <sup>th</sup> Street entrance for 59 <sup>th</sup> Street Station	Green	Green	YES
o CTA Stations (e.g., Red Line - 55th, 87th; Green Line – Indiana, 43rd, 47th, 51st, Garfield, Cottage Grove)	Green	Green	YES
<b>6. New rail stations on existing rail lines</b>			
o MED 35-37 <sup>th</sup>	Yellow	Green	YES
o Green Line station in the 20s	Yellow	Green	YES
<b>7. Red and Green Line track and structure repairs to eliminate slow zones</b>	Red	Green	YES
<b>8. Local bus circulators, shuttles and other bus routes</b>			
o Extend existing bus routes to Lakeside	Green	Green	YES
<b>10. New BRT service and Enhanced bus corridors</b>			
o North South			
- Cottage Grove	Yellow	Yellow	YES
- Stony Island	Yellow	Yellow	YES
- King Drive	Yellow	Yellow	YES
- South Lake Shore Drive	Yellow	Green	YES
o East West (Garfield Boulevard and/or 79th Street)	Yellow	Yellow	YES

Capital Cost: Green = Less than \$10M, Yellow = \$10-\$100M, Red = More than \$100M



# Possible Improvements: Long Term

South Lakefront Corridor Transit Study Possible Improvements	Capital Cost	Operating Cost	Included in a Potential Project
<b>11. New Streetcar Lines</b>			
o North South			
- Cottage Grove (northern) or Drexel to Loop	Red	Yellow	YES
- King Drive (northern) to Loop	Red	Yellow	YES
- Stony Island extension of above streetcar routes	Red	Red	YES
o East West			
- 35 <sup>th</sup>	Red	Yellow	YES
- 55 <sup>th</sup> /Garfield	Red	Yellow	YES
<b>12. Extension of Green Line to Dorchester Ave. and Metra Electric District</b>	Red	Yellow	YES
<b>13. Metra Electric District (MED) Conversion</b>			
o Gray Line proposal for all urban Metra Electric District stations	Red	Red	YES
o Gold Line proposal for South Chicago Branch to downtown only	Red	Red	YES
o MED South Chicago Conversion to LRT Integrated with E-W LRT in Loop to Union Station	Red	Red	YES
o MED Conversion to CTA Rapid Transit via MED ROW or Green Line	Red	Red	NO

Capital Cost: Green = Less than \$10M, Yellow = \$10-\$100M, Red = More than \$100M



# Projects Already Moving Forward

- Projects Underway
  - » Jeffery Bus Rapid Transit
  - » Bus shelter real-time arrival information
  - » Metra Electric District 59<sup>th</sup> and 63<sup>rd</sup> Street station renovations including ADA accessibility
- In Planning Process
  - » Red Line Extension (Recommended as priority in "Go To 2040" the Chicago region's transportation plan)
- Transit agencies continually pursue Federal funding for major projects to enhance service and ridership



# Potential Projects Reflect Different Themes

- #1: Improvements to Existing CTA Bus Network
- #2: Improvements to Existing CTA Rail Network
- #3: New Express Bus, Bus Rapid Transit (BRT) or Streetcar Lines along North-South Corridor Between Existing Rail Lines
- #4: New East-West Corridor Service (BRT or Limited-Stop Enhanced Bus)
- #5: Changes to Metra Electric District Rail Service

# Potential Project I: Improvements to CTA Bus Network

- Examples
  - » New crosstown bus route on 83<sup>rd</sup> Street
  - » Restore King Drive express bus service or other service improvement on CTA Route 3
- Other Ideas
  - » South Lake Shore Drive Bus Priority
  - » Shelters and real time bus arrival information
  - » Restore crosstown bus route on 31<sup>st</sup> Street



# Example New Bus Route on 83<sup>rd</sup> Street

- Background:
    - » Community stakeholders identified need for an 83<sup>rd</sup> Street route
  - Definition:
    - » Typical CTA bus route
    - » From South Shore to Stewart Ave. (Wal-Mart)
    - » Deviation to Red Line Station at 87<sup>th</sup> Street
    - » Quarter-mile stop spacing
    - » Service span: 6am to 10pm\*
    - » 15 minute headways\*
- \*to be adjusted as warranted by demand



# Example

## Enhanced Bus Service on King Drive

- Background:
  - » X3 Express peak period limited-stop bus service cut in 2010
- Definition:
  - » Current Route 3 alignment
  - » Express zone between Garfield & Roosevelt with stops every one-half mile
  - » Supplemental local service to 63<sup>rd</sup> Street



# Potential Project 2: Improvements to CTA Rail Network

- Example
  - » Rail station enhancements
- Other Ideas
  - » Track and structure improvements to eliminate slow zones
  - » Green Line extension to Dorchester
  - » New CTA Green Line station at 26<sup>th</sup>/27<sup>th</sup>



# Example Rail Station Enhancements

- Background:
  - » Source: Community comments (Public Advisory Committee and Public) on station conditions
  - » Rationale/Purpose: Improve stations to:
    - Enhance rider experience
    - Potentially improve ridership
    - Support Transit Oriented Development (TOD)
- Definition:
  - » CTA Rail Stations (Green and Red Line) in study area
  - » Maintenance and repair of current station features (basics) and amenities (extras)
  - » Introduction of additional information and amenities



# Potential Project 3: North/South BRT and Streetcar

- Examples
  - » Cottage Grove Streetcar
  - » Cottage Grove BRT
- Other Ideas
  - » Cottage Grove/Stony Island/Pershing express bus (short term option)



# Example

## Cottage Grove Streetcar

- Background:
  - » Rationale/Purpose
    - Dense residential community without convenient rail access
    - High development potential
    - Better access to top two employment concentrations (Loop, University)
    - Objectives: Customer comfort, Frequency, Seamless travel, Economically viable neighborhoods
  - » Source of Idea
    - Prior proposal
    - National best practice



# Example Cottage Grove Streetcar

- Operations
  - » 10 minute peak
  - » 15-20 minute off-peak
- Infrastructure
  - » Potential for exclusive lanes in a street median to increase operating speed
  - » Potential future extensions southward

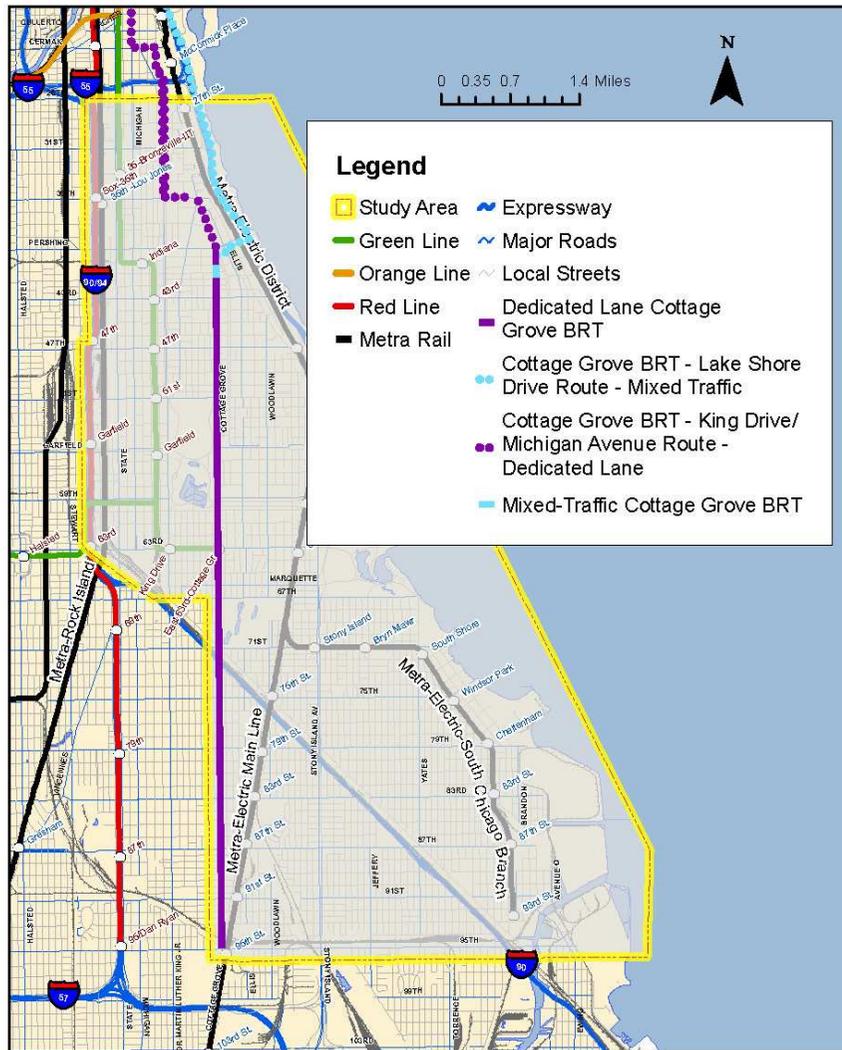


# Example

## Cottage Grove BRT

- Background:
  - » Rationale: Improved transit travel time and reliability
- Definition:
  - » 95<sup>th</sup> to Loop
  - » Dedicated lanes on Cottage Grove
  - » Traffic signal priority
  - » Significant stations
  - » Half-mile spacing
  - » Off-board fare collection
  - » Low-floor buses
  - » Service span: 14-16 hrs/day
  - » Headways:
    - 10 min. peak
    - 15 min. off-peak

# Example Cottage Grove BRT



Source: [http://www.cityofchicago.org/city/en/depts/dot/supp\\_info/vgis\\_data.html](http://www.cityofchicago.org/city/en/depts/dot/supp_info/vgis_data.html)

- Route options from Pershing to the Loop
  - » Via Lake Shore Drive
  - » Via King Drive / Michigan Avenue

# Potential Project 4: East/West Bus Rapid Transit/Enhanced Bus

- Examples
  - » 55<sup>th</sup> Bus Rapid Transit to Midway Airport
  - » 79<sup>th</sup> Enhanced Bus Corridor to Western Avenue
- Other Ideas
  - » 35<sup>th</sup> limited-stop enhanced bus from Cottage Grove/Lakefront to Illinois Medical District

# Example Garfield/55<sup>th</sup> BRT

- Background:
  - » X55 Express peak period limited-stop service had been cut
  - » Rationale: Improved transit travel time and reliability
  
- Definition:
  - » Museum to Midway Airport
  - » Dedicated lanes, Signal priority
  - » Off-board fare collection
  - » Significant stations; Half-mile spacing
  - » Low-floor buses
  - » Service span: 14-16 hrs/day or initially peak only
  - » Headways: 10 min. peak, 15 min. off-peak



# Example 79<sup>th</sup> Street Enhanced Bus

- Background:
  - » Local bus has slow travel speeds
  - » Rationale: Improved transit travel time and reliability
  
- Definition:
  - » South Shore Drive to Western Avenue;  
Local service to Ford City Mall
  - » Traffic signal priority
  - » Queue jumps at selected intersections
  - » Off-board fare collection
  - » Significant stations, Half-mile spacing
  - » Low-floor buses
  - » Service span: 14-16 hrs/day
  - » Headways: 10 min. peak, 15 min. off-peak



# Potential Project 5: Changes to Metra Electric District (MED) Rail

- Example
  - » Gold Line
- Other Ideas
  - » Fare integration between CTA and MED
  - » Gray Line
  - » Conversion of the South Chicago Branch to Light Rail



# Example

## South Chicago Branch: Gold Line

- Background

- » Rationale / Purpose

- Enhance transit options
  - ◆ Frequency
  - ◆ Connectivity/Fare Coordination
  - ◆ Coverage (35<sup>th</sup> Street)
- Promote development / redevelopment

- Objectives

- ◆ Customer comfort
- ◆ Seamless travel
- ◆ Economically viable neighborhoods

- » Source

- Prior proposals
- Community stakeholder ideas



# Map of Project Examples



Source: [http://www.cityofchicago.org/city/en/depts/dot/supp\\_info/gis\\_data.html](http://www.cityofchicago.org/city/en/depts/dot/supp_info/gis_data.html)

# Next Steps

- Analysis
  - » Project Examples
    - Refine project definitions
    - Estimate costs
    - Estimate ridership and benefits
    - Identify key challenges
    - Assess potential for funding
    - Evaluate potential transit-oriented development opportunities
  - » Other Ideas
    - Descriptive information, rationale, challenges
- Review of Findings by:
  - Technical Advisory Committee
  - Public Advisory Committee
- Draft Recommendations
- Next Public Meeting: January