Public Meeting

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

Funded by Regional Transportation Authority

September 12, 2011
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

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

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

**Capital Cost:** Green = Less than $10M, Yellow = $10-$100M, Red = More than $100M
### Possible Improvements: Medium Term

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

**Capital Cost:** Green = Less than $10M, Yellow = $10-$100M, Red = More than $100M
## Possible Improvements: Long Term

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

**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 59th and 63rd 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 1: Improvements to CTA Bus Network

• Examples
  » New crosstown bus route on 83rd 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 31st Street
Example
New Bus Route on 83rd Street

• Background:
  » Community stakeholders identified need for an 83rd Street route

• Definition:
  » Typical CTA bus route
  » From South Shore to Stewart Ave. (Wal-Mart)
  » Deviation to Red Line Station at 87th 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 63rd 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 26th/27th
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:
  » 95th 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

• 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
  - 55th Bus Rapid Transit to Midway Airport
  - 79th Enhanced Bus Corridor to Western Avenue

- Other Ideas
  - 35th limited-stop enhanced bus from Cottage Grove/Lakefront to Illinois Medical District
Example
Garfield/55th 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
79th 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 (35th Street)
    • Promote development / redevelopment

• Objectives
  ♦ Customer comfort
  ♦ Seamless travel
  ♦ Economically viable neighborhoods

» Source
  • Prior proposals
  • Community stakeholder ideas
Example
South Chicago Branch: Gold Line

• Definition
  » Headway
    • 10 minute peak
    • 15-20 minute off-peak
  » New Station
    • 35th Street
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