

# Public Meeting

## South Lakefront Corridor Transit Study

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

***Funded by Regional Transportation Authority***

**April 13, 2011**



In partnership with

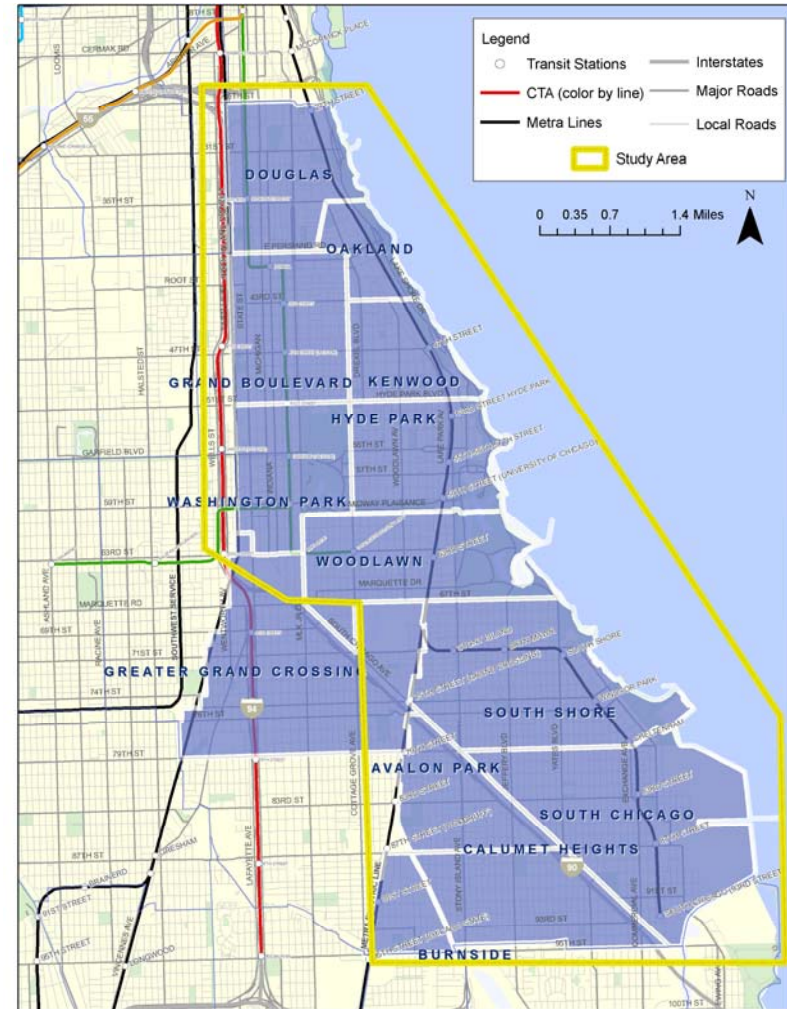


# Presentation Agenda

- Study Overview and Goals
- Key Findings of Early Technical Tasks
  - Market Analysis
  - Existing Conditions
  - Opportunities for Improvements
- Public Involvement
  - Stakeholder Input to Date
- Questions and Comments

# Study Goals and Study Area

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



# Study Area Transit Services

- CTA
  - » Red Line (Dan Ryan)
  - » Green Line (EJP)
  - » Express Buses (2, 6, 10, 14, 26, X28)
  - » Local Buses
- Metra Commuter Rail
  - » Electric District
    - Main Line
    - South Chicago Branch
  - » Rock Island District  
35<sup>th</sup> Street Station



# Project Scope

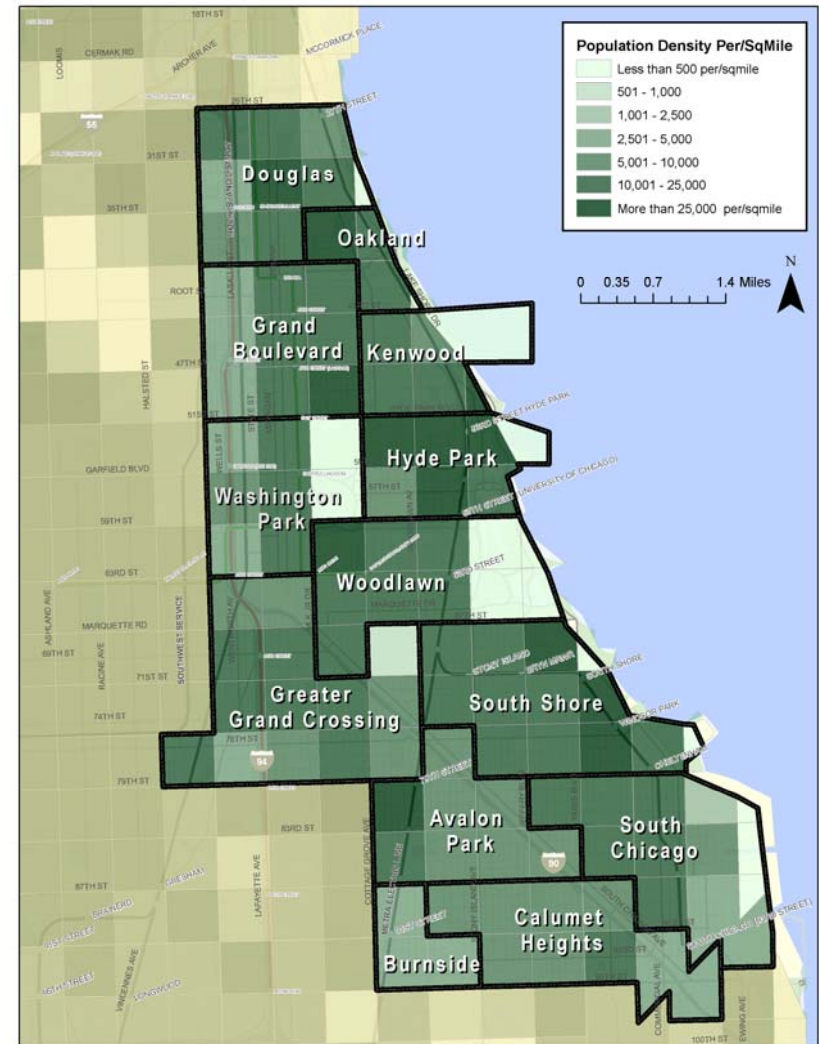
- Conduct demographic and travel market analysis
- Conduct inventory of transportation services and infrastructure
- Review prior studies, plans and proposals
- Analyze existing conditions and identify issue areas
- Conduct public meetings, stakeholder interviews and other public outreach
- Identify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

# Study Leadership and Team

- Chicago Department of Transportation (Study Sponsor)
  - Project Manager – Richard Hazlett
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    - [richard.hazlett@cityofchicago.org](mailto:richard.hazlett@cityofchicago.org)
  - Deputy Project Manager – Brenda McGruder
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    - [brenda.mcgruder@cityofchicago.org](mailto:brenda.mcgruder@cityofchicago.org)
- Technical Advisory Committee
  - Chicago Department of Transportation (CDOT)
  - Chicago Department of Housing and Economic Development
  - Regional Transportation Authority (RTA)
  - Chicago Transit Authority (CTA)
  - Metra
- Consultant Team Members
  - Cambridge Systematics, Inc.
  - URS Corporation
  - O-H Community Partners, Ltd.
  - MKC Associates
  - EJM Engineering, Inc.

# Overview of Study Area Communities

- Largest Population
  - South Shore
- Most Densely Populated
  - Oakland, South Shore, Hyde Park
- Job Concentrations
  - Hyde Park (30,000 jobs) followed by Douglas (11,000)
- Vehicle Availability
  - One third of households have no vehicle -- almost 3 times regional average



# Prior Studies and Proposals

- Gray Line and Gold Line Proposals
- Reconnecting Neighborhoods Study
- Red Line Extension Alternatives Analysis
- CDOT Central Lakefront Transit Study
- Jeffery Boulevard Bus Rapid Transit Pilot Project (FTA Grant)



# Completed & Planned Improvements - Metra

- Completed

- Eight New Metra Electric South Chicago Branch stations
- Reconstruction of Hyde Park/53rd, Kenwood/47th and 55-56-57th Stations
- New Infill Rock Island/35th Station
- New Millennium and Museum Campus Stations
- Rehabilitation of 95th Street Station
- Rehabilitation of 4 electrical substations

- Ongoing

- New Metra Electric Cars (Highliner replacements)

- Planned

- Rehabilitation of 59th and 63rd Street Stations

# Completed & Planned Improvements - CTA

## • Completed

- Restructuring of S. Lakefront Express Bus routes
- 35<sup>th</sup> - Bronzeville Station repairs
- Remodel Red Line stations
- New CTA buses
- Bus Tracker real-time travel information

## • Ongoing

- Red Line track work to eliminate slow zones
- Jeffery Boulevard Bus Rapid Transit Pilot Project
- 406 new rail cars

## • Planned

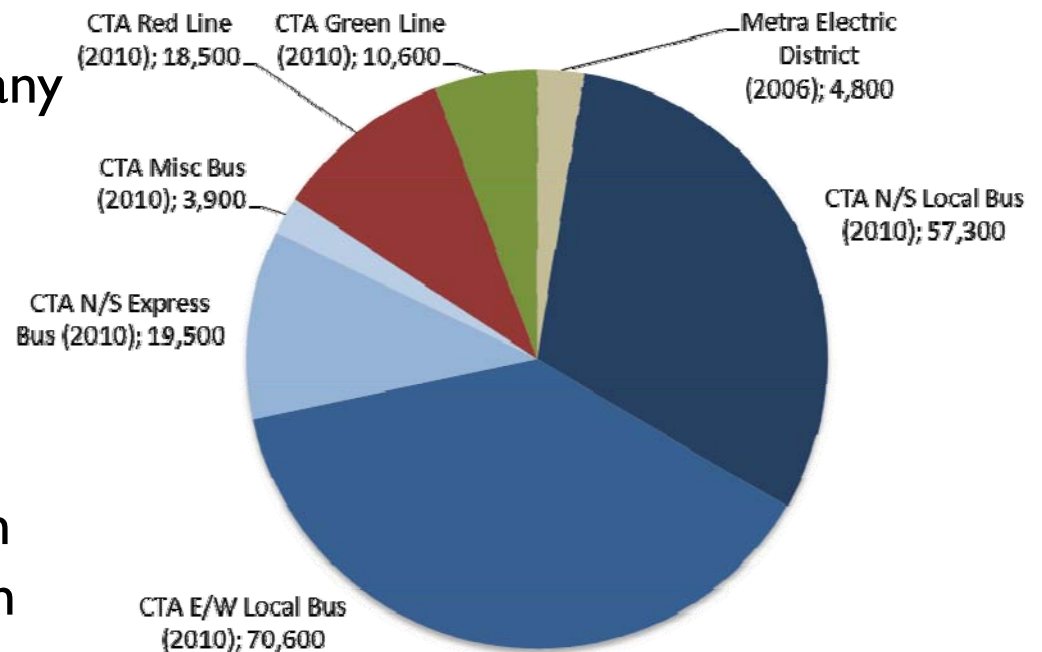
- Red Line Extension (not yet funded)

# Key Findings: Service & Coverage

- Generally comprehensive coverage throughout day, some coverage gaps
- Some services operate infrequently off peak and weekends
- Red Line and key bus routes offer overnight service
- Some higher density areas lack rail service while some areas with rail stations have relatively low density
- Some neighborhoods have longer travel times to key destinations, e.g., Cottage Grove Avenue at Pershing and at 58th
- Lack of fare coordination between Metra and CTA may inhibit full utilization of services

# Key Findings: Ridership and Capacity Utilization

- Vast majority of transit trips on CTA bus
- Rail ridership declined at many stations on the Green Line and Metra Electric
- Ridership gains for Red Line
- Additional capacity exists on some rail and bus services in the study area



# Key Findings: Market Analysis

- Nearly two-thirds of trips by study area residents go outside study area
- Work Trips
  - » Key destinations - Central Business District, Hyde Park in the study area,
  - » High transit mode share among large number of trips to CBD
  - » Lower transit share for non-CBD destination
- Non-Work Trips
  - » Less downtown focused; many local and some dispersed
  - » Relatively low transit mode share between neighborhoods within the study area
- Future Growth in Travel
  - » Only modest population and employment growth projected
  - » Some major developments underway or planned

# Key Findings: Transit Rider Patterns & Purpose

- **Metra**

- Mostly work trips on South Chicago and Main Line for study area residents
- Predominant destination is Downtown including Loop and North Michigan Avenue
- Over half City Metra users walk to stations
- Little use of CTA bus to/from stations
- Significant drop-off/carpool for outbound trips

- **CTA**

- Work is the predominant trip purpose to, from and within study area
- Personal trips common in midday and evening within study area
- Various non-work purposes more prevalent within study area – many in the evening
- 60% of trips from the study area make no transfer; 10% make 2 or more transfers

## Key Findings: Infrastructure and Planning

- Transit service boards facing funding challenges to keep system in state of good repair
  - » RTA estimated \$24.6 billion needed for region in 10 years
  - » CTA need in study area is estimated at \$1.35 billion
  - » Metra Electric District Lines need is estimated at \$1.8 billion
- Plans for Jeffery Blvd. Bus Rapid Transit and Red Line Extension (not yet funded)
- Any new rail lines and major rail improvements in the study area would likely require substantial investments

# Opportunities for Improvement

- Service from study area to job-rich areas
  - To Kenwood/Hyde Park
  - To other parts of the city such as the Illinois Medical District and Midway Airport areas
  - To suburban areas
- Service for non-work trips to retail/social service/schools/other activity centers in the study area
- Local circulation in activity centers and redevelopment areas (e.g., Hyde Park, Lakeside)
- Target large trip flows with low mode share (e.g., Washington Park to Hyde Park, local travel)



## Opportunities for Improvement (continued)

- Target high density locations without rail or fast bus service
  - Cottage Grove (35<sup>th</sup> - Garfield), Yates (79<sup>th</sup> - 91<sup>st</sup>), 59<sup>th</sup> & Woodlawn
- Reduce long bus travel times and improve reliability
  - King Drive, Cottage Grove, Stony Island, Jeffery
  - Cross-town (east-west)
  - To more distant destinations (Midway, suburbs)
- Facilitate transfers through fare and routing changes
- More comfortable and visually-appealing pedestrian access and wayfinding amenities at Metra Electric Main Line stations
- Market existing real-time travel information at many CTA and Metra stations

# 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
- Stakeholder Meetings
  - » Aldermen
  - » Community Leaders/Residents
  - » Institutions
  - » Developers & Businesses
- Information Sharing
  - » Fact Sheet
  - » Website
  - » Dedicated Email Address:  
[southlakefront@cityofchicago.org](mailto:southlakefront@cityofchicago.org)

# Screening Evaluation Measures

- Mobility Improvement
- Support for Economic Development
- Maintain or Improve the Service for the Existing Riders
- Potential Market
- Efficiency and Productivity
- Overall Cost to Implement
- Factors Affecting Implementation
- Time Frame to Implement

# Improvement Ideas Offered By PAC Members

- **Safety**

- » Work with law enforcement and elected officials to improve safety at and around rail stations/bus terminals

- **Travel Times**

- » Faster service along the Cottage Grove, State Street, King Drive, 47<sup>th</sup>, 51<sup>st</sup> & 79<sup>th</sup> Street bus routes

- **Key Linkages**

- » Enhance bus service linking Green and Red Line stations on 35th, 47th and 55th Streets

- **Knowledge of Services**

- » Provide more accurate and up-to-date Bus Tracker and Train Tracker information
- » Increase information options for those without internet access

- **Customer Comfort**

- » Repair and maintain Green Line and Metra Electric stations
- » Increase capacity of bus shelters at busy locations
- » Enhance pedestrian and bicycle station access

- **Frequency of Service**

- » Increase off peak frequency on Metra Electric Main Line
- » Add a Metra station at 39<sup>th</sup> Street

- **Seamless Travel**

- » Create low-cost fare transferability between CTA and Metra

- **Economically Viable Neighborhoods**

- » Improve types of businesses located near rail and bus stations using policy and zoning regulations

# Thank You!

The South Lakefront Study Team thanks you  
for attending this important meeting!



Special thanks to IIT  
for offering this space at University Technology Park