

South Lakefront Corridor Transit Study- June 28 2012 3rd Meeting

Summary from agencies' powerpoint presentation

CDOT, Housing and Development; funded by RTA. Cambridge and O-Hcommunity Partners

Agenda

- Review of Study Purpose and Process
- Findings on Example Projects
- Comparison of Key Measures
- Transit Oriented Development (TOD) Analysis Results

Goals- Enhanced mobility and access to jobs and services, Promote economic vitality.

Outcome- consensus on reasonable options for subsequent study. Completion summer 2012

Issues identified by community stakeholders:

- Safety/security concerns
- Lengthy travel times
- Key neighborhood linkages other than the Loop
- Customer comfort
- Frequency of service
- Seamless travel
- Knowledge of services
- Economically viable neighborhoods

Projects underway or moving forward (there is a large backlog and national competition for \$)

Projects underway

- » Jeffery Bus Rapid Transit (BRT) – fall 2012
- » Bus shelter real-time arrival information
- » CTA Station Renewal Program
- » Metra Electric District 59th/63rd Street station renovations including ADA accessibility
- In planning process
- » Red Line extension (recommended as priority in “Go To 2040” the region's transportation plan)
- » Chicago DOT to develop citywide BRT System Plan

Project alternatives and Example Projects (unranked)

#1: Improvements to Existing CTA Bus Network

Examples: [New 83rd Street Bus Route](#), [Enhanced Bus Service on King Drive](#)

#2: Improvements to Existing CTA Rail Network

Example: [Rail Station Enhancements](#)

#3: New North-South Corridor Service

Example: [Cottage Grove BRT or Streetcar](#)

#4: New East-West Corridor Service

Examples: [Garfield/55th Street BRT](#) and [79th Street Enhanced Bus](#)

#5: Changes to Metra Electric District Rail Service

Example: [Gold Line Proposal](#)

#6: Transit Oriented Development

(Descriptions of projects in a near Hyde Park)

1b- Enhanced King Drive service

- Definition
 - » Reinstates previous X3 King Drive Express service
 - » Same stop spacing and travel time as X3
 - » Service span
- Rush hours only
 - » Frequency
- Every 8 minutes on both express and local service, • 4 minute service at express stops
 - » 14% faster than local service

Cost \$1M per year, uncertain whether net plus riders, low cost, need to ID funding

2- Continue Red and Green line station enhancements at \$.25 to 1 M per. Small but positive impact

3a- Cottage Grove Bus Rapid Transit (this and streetcar have alt. routes- LSD v arterial to dwtn)

- Definition
 - » Dedicated lanes south of Roosevelt except five blocks
 - » Two BRT concepts
- Low cost operating in curb lane
- Rail-like “gold-standard” in median
 - » Transit signal priority
 - » Transit stations/low-floor buses/branding
 - » Off-board fare collection
 - » ½-mile stop spacing
 - » 25%-35% reduction in travel time
 - » Service span – 14-16 hours/day
 - » Frequency – every 10 minutes peak, 15 minutes off-peak
 - » 20% reduction in Route #4 service

Median alternative about twice as expensive, Lake Shore Drive part cheaper.

Negative road and parking impacts. Little TOriented dev. Funds from fed Small Starts and local

3b- Cottage Grove streetcar

- Definition
 - » Phase 1 to 63rd Street (8 miles)
 - » Phase 2 to 95th Street (+4.4 miles)
 - » Exclusive median lanes (mixed traffic five blocks)
 - » Modern streetcars
 - » Maintenance facility
 - » ½ mile station spacing
 - » Transit signal priority
 - » 35% reduction in travel time
 - » Service span – 4 a.m.-1 a.m.
 - » Frequency – every 10 minutes peak/15 minutes off-peak
 - » 20% reduction in Route #4 bus

Up to 370M cap, 9M ann operation. Exp street work, lose parking, TOriented dev. likely, more ridership, long for a streetcar route

4a- Garfield/55th Bus Rapid Transit

- Definition

- » 55th Street – Museum of Science and Industry to Midway Airport
 - » Mostly dedicated lanes (as feasible)
 - » Transit signal priority
 - » Off-board fare collection
 - » Transit stations/branding/low-floor buses
 - » ½-mile stop spacing
 - » 25-35% reduction in travel time
 - » Service span – 14-16 hours/day
 - » Frequency – every 10 minutes peak/23 15 minutes off-peak
- \$71-136 M cap (moderate), 4 M annual (low). Incr. riders c 22% (moderate). Modest TOD, 27% pkg loss. Small Starts

5- Metra Gold Line

- Definition

- » New station at 35th Street
 - » Costly capacity improvements may be needed at Millennium Station and on Main Line
 - » Frequency – • Every 10 minutes peak, • 15-20 minutes off-peak
 - » Service span – • 6 a.m.-midnight
- \$350M without Millennium station capacity upgrade, Oper c\$60M- 2/3 increase; ridership 13,400 a 61% increase- majority from CTA. Positive but modest TOD. Funding challenge. Overall- Very costly for limited new transit ridership, Challenging funding outlook, Fare integration coming 2015 and project can be evaluated then.

COMPARISONS

Ridership- by absolutes weekday – Gold 13,000 (+61%), Cottage Grove various options and routes 6,500-11,500 (12-23%), King Express add'l 1,000 (4%).

Operating costs- all \$1-9M except Gold \$60m

Capital- middle cost – Garfield BRT median, Cottage Grove BRT median via King and Mich.

High- Cottage Grove streetcar (up to 370M Phases I+II), Gold Line 350M.

TRANSIT-ORIENTED DEVELOPMENT RECOMMENDATIONS

- Ensure that public policies are supportive
 - » Use TFD Typologies as guidelines for development scale, character, and use for all station areas
 - » Review zoning and infrastructure planning
 - » Implement pedestrian and bicycle access and safety initiatives
 - Set the stage for the longer term
 - » Utilize Tax Increment Financing (TIF) for public sector planning, infrastructure, and site assembly/preparation
 - » Encourage concept planning – coordinate infill and new private sector developments
 - Market TOD candidate neighborhoods
 - » Leverage active community economic development and neighborhood networks
- Recommendation- center around stations, choose elements most likely to promote.

POTENTIAL NEXT STEPS

- Identify potential funding
 - » Identify local funding to match any existing or potential Federal grants for new services
 - » Identify sources of ongoing operating funding
 - » Be ready to pursue new Federal grants under a new transportation bill for the highest priority projects

- Establish clear priorities
 - » Continue to monitor station conditions and identify those most in need of attention
 - » Evaluate priorities for BRT and other new corridor services in Chicago DOT BRT Plan
 - » Monitor ridership and need for more service on express bus routes and on Metra once fare integration is implemented
 - » Evaluate demand for Gold Line

- Advance Implementation
 - » Ensure representation of study area stations in CTA's maintenance and capital programs
 - » Work with communities to implement enhancements around stations
 - » Recommend that Metra implements programmed station improvements once the state bonding funds are released
 - » Recommend that the Gold Line is considered in Metra's current and future strategic planning processes
 - » Consider incremental improvements
 - » Conduct more detailed evaluation of traffic and parking impacts of corridor improvement proposals and discuss options with the community
 - » Pursue TOD and market the candidate neighborhoods

Summary:  Summary Report by end of summer

- » Detailed descriptions of example projects
- » Shorter descriptions of other projects in each category