A Report on the Public Meeting April 13, 2011 (early session)
South Lakefront Corridor Transit Study

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Report contains

Agenda, Stations, and Fact Sheet and Study Purpose from handouts
Summary of Power Point presentation
Summary of public comments

Agenda, Stations, and Fact Sheet and Study Purpose from handouts
Agenda

Welcome etc.
Consultant presentation
Discussion/public comment

Open House Stations (attendees were encouraged to submit their contacts and any additional comments within the next few days to southlakefront@cityofchicago.org or Brenda McGruder, CDOT, 312-744-6139.) Website to see where they are:
http://www.cityofchicago.org/transportation (scroll to "Service Providers" - "Future Projects, Studies, and Concepts."

1. Market Characteristics—features ot the market including population and travel patterns
2. Existing Land Use and Development Conditions—commercial centers in each neighborhood, current and proposed development sites, and their relationship to the transit network
3. Existing Transit Services and characteristics
4. Ideas for Improvement—from objectives to specifics, your chance to add to the mix.

Fact Sheet and Study Purpose

The Chicago of Chicago Department of Transportation and Department of Housing and Economic Development have commissioned the South Lakefront Corridor Transit Study in order to identify ways to improve public transportation in the Corridor. This study is being funded by a subregional grant from the Regional Transportation Authority (RTA).

Study Purpose: The purpose of this study is to identify public transportation improvements that will

- **Enhance mobility for residents of the study area communities,** and
- **Increase access to jobs located throughout the city and surrounding areas.**

The study will evaluate the costs and benefits of several reasonable transit improvement alternatives in order to recommend candidate projects, programs, and policies that merit more rigorous evaluation.

Over the last 20 years, the City, businesses, and the civic community have demonstrated strong leadership and commitment in working to address many of the economic and social challenges in the study area. This study further supports this ongoing commitment by encouraging dialogue among area residents, community leaders, institutions, developers, and city and regional transit and transportation officials.

The study will enable consensus to be achieved on the main transit-related issues and problems in the study area and on the most important transit system investments and related community development projects so that they can be advanced to more detailed study.

Study Area. The South Lakefront Corridor area extents from 22nd Street to 95th Street east of the Dan Ryan Expressway. It encompasses all or part of the following 13 South Side communities:

Douglass, Grand Boulevard, Oakland, Kenwood, Hyde Park, Woodlawn, South Shore, South Chicago, Washington Park, Avalon Park, Calumet Heights, greater Grand Crossing, and Burnside.
These are served by the CTA Red and Green lines, CTA local and express buses, and the Metra Electric District.

Study Process

- **Technical Work Program** – nine tasks to be conducted over 15 months
- **Advisory Committee Meetings** – Public Advisory Committee (PAC) of stakeholders providing feedback and planning public outreach, and a Technical Advisory Committee (TAC) mad up of agency staff
- **Public Involvement and Outreach** – includes **public meetings** at various stages (intended in part to assure consensus), and website- http://www.cityofchicago.org/transportation (scroll to “Service Providers” - “Future Projects, Studies, and Concepts”) and email southlakefront@cityofchicago.org. Facebook enter South Lakefront.
- **Target date early 2012.**

Sponsor and Project Team

CDOT, Dept of Hsg. and Econ. Dev. Lead consultant Cambridge Systematics. Team: O-H Community Partners, URS Corporation (tech, eng), MKC Asscaites (trans plg), EJM Engineering.

Summary of Power Point presentation

The purpose is better mobility and access and economic development—what are **best options for short term implementation and study for later projects.**

The study needs to look at demographics and stakeholders, current inventory, priorities/policies and planning alternatives, and what investments are desirable.

Discovered so far is that
the most populous area is South Shore,
the most densely populated areas are Oakland, South Shore, and Hyde Park,
the most jobs are in Hyde Park and Douglas (UC and IIT),
1/3 have no vehicle (but this varies throughout)- 3 times the regional average = mkt. opportunity

Past studies that might give direction:

- Reconnecting Neighborhoods (90's?)
- Red Line Extension (but not in the scope of this study)
- CDOT Central Lakefront (just getting started, mandated to coordinate with this study)
- Jeffery Blvd Bus Rapid Transit Pilot (entering implementation)

Eight improvements already made planned or other realities have to evaluated for impacts and coordination:
new station at 35th Sox field, new rail cars, museum and millennium stations, real time traffic and transit backups, specific bus routes, Jeffery Corridor, transfers(?), red line slow zones.

Conclusions already reached about the existing system

- Service can be called **comprehensive, but** there are **service gaps**, esp. in the 8000s, 9000s.
- There is **fragmentation**- particularly areas of **infrequent service esp. certain times/days.**
- **Overnight service** is generally poor.
- **Rail** as a system especially has **mismatches between density and service/stations- Cottage 35th to Garfield and Yates 79th southward while conversely having some low density areas with consequently low ridership.**
- **Travel time from some points is too long- exp. from 58th on Cottage Grove line, Pershing to downtown.**
- **The linkup and transferability, coordination of service between CTA and Metra is poor and seen as a hindrance to transit use.**

- **Trips** are most often by bus. Rail trips (Green and Metra) have been declining but the Red is up while capacity has increased on the Green line, Metra, and some buses.
- **The Market: 2/3 of trips go outside the study area.**
- Most **work trips** are to the Central Bus. Distr. (particularly via rail) or to Hyde Park. Most other work trips are NOT BY TRANSIT.
- **¾ of trips are non work**. Fewer of these are to downtown and fewer by transit but for trips within the study area this relatively low proportion is still important, trending up.
- **For Metra** most work trips are to downtown and beyond. Most walk to Metra stations.
- **For CTA** most of these go to work also, but many are non work. CTA trips have **a high proportion that require multiple transfers.**
- **Looking over shoulders for the money.** The whole region has $24.6 billion in unfunded transit need. The study area has $1.6 for CTA and $1.8 for Metra.
- **Service to job-rich areas.** Identified as needed to Hyde Park, IIT, Midway Airport, Suburban. **Identified as needed (esp. localized runs) also to non-work destinations-** Hyde Park, Lakefront.
  Needed esp. Washington Park to Hyde Park destinations.
- **Other missing links-** Cottage 35th to 59th, Yates.
- **Long trips- King, Cottage, Jeffery, east-west incl. to Midway Airport.**
- **Problems and costs with transfers and roundtrips.**
- **Metra- uneven station spacing, usage, service timing;** convenience not marketed?

Public input and questions. ()= a reply

- Encourage small, localized providers including targeted to getting to the doctor, employers, shopping nodes.
- 31st St. should be developed as a corridor (business and transit) to city west edge.
- Have you assembled information such as on congestions points and accounted for alternative transportation and walkability, need for bike ports at stations (in general but not bike routes)
- Concentrate on fixes without fixed costs—policy and coordination changes. Make Metra and CTA work together for seemless and coordinated service.

- Plan to make Michael Reese and 35th St. areas well served and integrated to surrounding systems.
- Inclusion- MBWE and local jobs in upgrades and service providers. (2 speakers)
- Accessibility!! One person volunteered to act as an advisor. Also that reading materials on transit must be readable by the impaired.
- 47th Street red line station- hard to get downstairs (?)
- Metra off-hour frequency needs to be improved. About three comments supporting Gold Line.
- Morning service starts too late and is problematic for getting to jobs on time.
- Express bus service downtown is useless or unreliable if you live from the 7000s south.
- Service to Altgeld Gardens, other far south destinations is very bad.
  Another: 95th St. corridor and access need coordination.
- How and how much data did you collect; seems you are not reaching deeply into organizations and stakeholders for ideas. (Lots of data; outreach in progress.)
- 79th-87th and (what n-s street?) are transportation corridors and nodes of transfer—need special attention including to the transportation infrastructure.
- Need a transportation plan for the coming Walmart in W. Pullman.