

Central Northbound
 • Different location from regular stop causes confusion?

platform and sidewalk.
 • Keep NB stop close to intera
 • Eliminate dotted bus lane spa
 (12.5') in lieu of platform at t
 stop.

Centr
 • Offer
 inter
 durin
 red
 • Hav
 ten
 • Gla
 ma
 • N

Build as
 many and as
 wide of Pedestrian
 Refuge Islands
 for all users to
 safely cross

**Austin Ave /
 Ardmore Ave**

Austin Ave to Central Ave
 • Concern about bus and bike
 lanes.

Jefferson
 • Station
 station
 • Who is

P-2 Strategic Administrative Functions

Initiative: Develop and launch new agency programs and associated administrative support functions to support emerging strategic initiatives.

IMPLEMENT
NOW

implement
later

further
investigate

Supports Goals:

Accessibility, Equity, Productivity, Responsiveness, Safety, Adaptability, Collaboration, Diversity, Fiscal Solvency, and Integrity

ACTION ITEM 1 Priority Project Management Office (PPMO)

Pace's upcoming list of capital projects has grown significantly. Among the \$4.5 billion of funding allocated for public transit through the Rebuild Illinois state capital program, Pace has been earmarked \$228 million through 2025, with an additional \$56 million available in discretionary funding. An annual renewal fund will allocate additional funding based on a forthcoming performance-based method that the RTA is developing with the service boards. Please refer to the A-2 initiative for a list of Pace projects that will receive this funding. Additionally, Pace has a number of other upcoming capital projects that are being funded through other grants and programs, such as the Rapid Transit Program projects discussed in the A-3 initiative.

In response to this infusion of capital dollars, Pace has established a Priority Project Management Office (PPMO). This team coordinates planning, engineering, finance, procurement, outreach and other functions related to the delivery of the agency's upcoming major capital projects and strategic initiatives, including *Driving Innovation*. Ultimately, this office will help ensure successful delivery of these important projects in a timely manner and ensure the expansion of quality public transit options throughout the region.



ACTION ITEM 2 Electric & Alternative Fleets Management

In anticipation of the needs associated with implementing electric bus fleets called for in the A-1 initiative, Pace is creating a new Chief Mechanic Officer (CMO) position. This person will lead the implementation of the ongoing A-1 efforts and other work that establishes how Pace will proceed with transitioning fleets from diesel to BEB, ZEB, and any other alternative fleets.

ACTION ITEM 3 Innovation and Mobility Programs

Pace will investigate an administrative framework to manage opportunities for harnessing emerging technologies that address the agency's current and anticipated mobility issues.

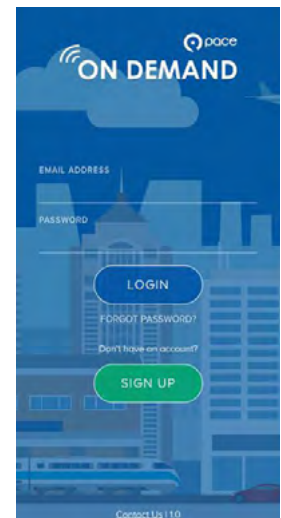
Other transit agencies such as LA Metro, AC Transit, DART, and TriMet have successfully utilized innovation units to harness the potential of evolving mobility services. A similar structure may allow Pace to test out new ideas and support collaboration among departments, across other agencies, and with the private sector.

Innovation and Mobility programs may also support future pilot project agreements and develop a set of innovation standards guided by Pace's evolving service standards. It may also help integrate department functions, facilitate standardization and interoperability of new technologies, and cultivate an environment for future technological adoption with a people-centric approach.



P-4 | Potential COVID-19 Impacts

Through survey efforts and other external outreach, Pace is gauging customer feelings about personal safety and COVID-19 while aboard transit vehicles. This information may help assess when and how New Mobility options should be implemented. Pace's RideShare application, along with other emerging technology and marketing programs, may attract customers back to using smaller vehicles, particularly if such feature convenient access to rail stations and other fast long distance transit options like Pace Express.



Above - Pace St. Charles - Geneva On Demand service. Right - The Pace On Demand mobile application interface.

ACTION ITEM 4 Corridor Development Program

Pace will explore developing of a program focused on strengthening the core network of high capacity transit lines. As part of employing a system-wide approach to planning, this program would assess key corridor factors that create successful transit services such as needed improvements to pedestrian infrastructure and bus stops, land use impacts to the pedestrian environment and appropriate service types and levels.

The program would feature a continual stakeholder engagement process to help set clear expectations and apply transparent criteria to determine how Pace should most effectively develop and implement new corridors.

Through the *Driving Innovation* planning process, Pace has developed a corridor prioritization metric to determine the highest potential performing corridors across the six-county region (Figure 4). For this assessment, corridor segments were evaluated using a weighted criterion of daily ridership, walkability, gaps in service, population, employment, and land-use. The segments were then grouped alike to form preliminary corridors with potential for enhanced Secondary or Primary service, or Pulse lines.

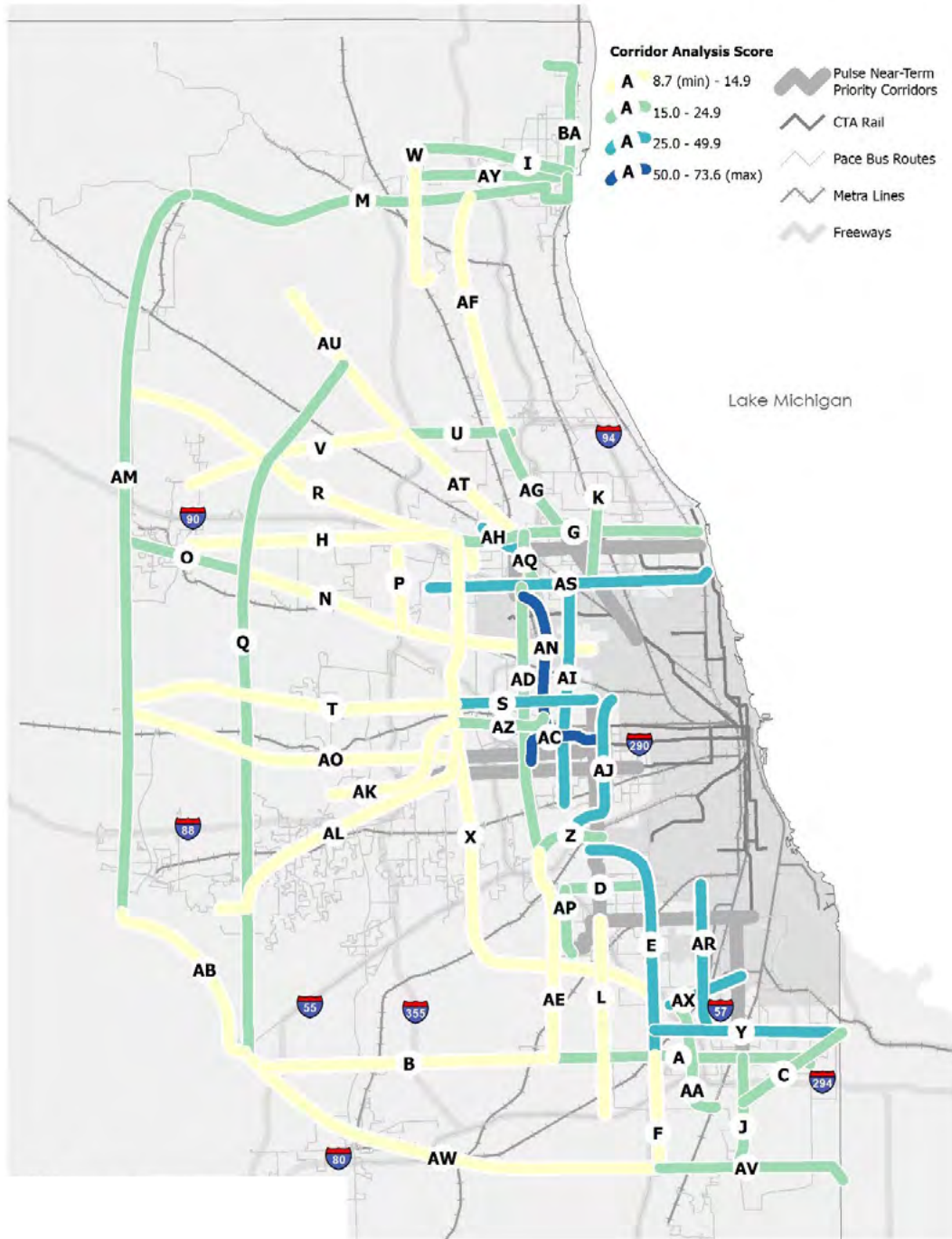
The Corridor Development Program will use this set of preliminary priority corridors for two purposes:

- Determine the next corridors that Pace may program into the Near-Term Priority Pulse Network
- Upgrade and graduate other promising fixed-route corridors that meet proposed Pace Service Standards of Primary or Secondary categories






The Milwaukee Line operates along a corridor where high passenger activity has been observed for many years prior to the launch of the new service and showcases an environment suitable for Pulse treatments.

Figure 4: Preliminary Prioritized Corridors



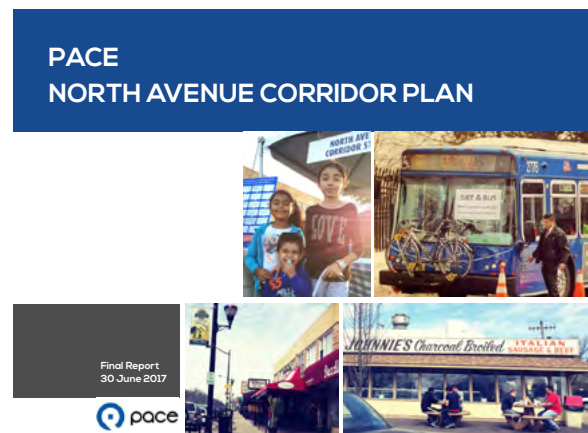
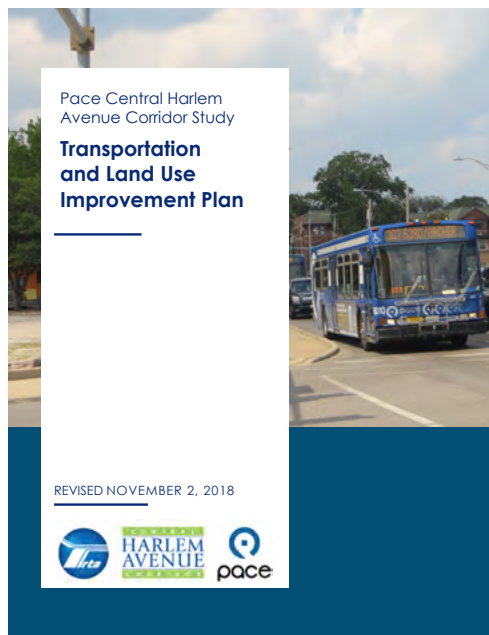
#	Main Roadway serving Corridor Segment	Endpoint 1	Endpoint 2
A	159th Street	South La Grange Road	Torrence Avenue
B	159th Street (West Extension)	Lincoln Highway	South La Grange Road
C	170th Street	Halsted Street	State Line Road
D	79th Street	South 88th Avenue	Cicero Avenue
E	Cicero Avenue	Archer Avenue	159th Street
F	Cicero Avenue (South Extension)	Lincoln Highway	159th Street
G	Golf Road	Busse Road	Green Bay Road
H	Golf Road (West Extension)	Liberty Street	Busse Road
I	Grand Avenue (Lake County)	US 45	Amstutz Expressway
J	Halsted Street	US 30	159th Street
K	Harlem Avenue (North Extension)	East Lake Avenue	Howard Street
L	Harlem Avenue (South Extension)	Moline Express	I-294
M	IL 120	IL 31	Washington Street
N	IL 19 / Irving Park Road	Sutton Road	Harlem Avenue
O	IL 19 / Irving Park Road (West Extension)	Randall Road	IL 59
P	IL 53	Higgins Road	Irving Park Road
Q	IL 59	West Lockport Street	North Rand Road
R	IL 62	Randall Road	Elmhurst Road
S	IL 64 / North Avenue	IL 83	North Harlem Avenue
T	IL 64 / North Avenue (West Extension)	Randall Road	IL 83
U	IL 68	US 12	Milwaukee Avenue
V	IL 68 (West Extension)	Higgins Road	Rand Road
W	IL 83 (North Extension)	Grand Avenue	Park Avenue
X	IL 83	Golf Road	Cicero Avenue
Y	IL 83 (South)	135th Street	State Line Road
Z	Joliet Road	South La Grange Road	Harlem Avenue
AA	Kedzie Avenue	183rd Street	West 147th Street
AB	Lincoln Highway	US 30	South Division Street
AC	Madison Street	Westchester Boulevard	South Harlem Avenue
AD	Mannheim / La Grange Rd	Joliet Road	Touhy Avenue
AE	Mannheim / La Grange Rd (South Extension)	159th Street	Joliet Road
AF	Milwaukee Avenue (Additional North Extension)	Dundee Road	IL 120
AG	Milwaukee Avenue (North Extension)	Dundee Road	Golf Road
AH	Miner St	IL 83	River Road
AI	North Cumberland Avenue	Brookfield Avenue	Touhy Avenue
AJ	North Oak Park Avenue	1st Avenue	West North Avenue
AK	Oak Brook	Naperville Road	Robert Kingery Highway
AL	Ogden Avenue	IL 59	IL 38
AM	Randall Road	IL 31	US 30
AN	River Road	I-294	Madison Street
AO	Roosevelt Road (West Extension)	Randall Road	Summit Avenue
AP	South 88th Avenue	West 111th Street	Archer Road
AQ	South Des Plains River Road	Golf Road	Touhy Avenue
AR	South Western Avenue	West 147th Street	79th Street
AS	Touhy Avenue	Busse Road	Rogers Park
AT	US 12	Dundee Road	South Des Plains Road
AU	US 12 (Northwest Extension)	IL 176	Dundee Road
AV	US Highway 30	Crawford Avenue	State Line Road
AW	US Highway 30 (West Extension)	Division Street	Cicero Avenue
AX	Vermont Street	I-294	South Halsted Street
AY	Washington Street	IL 83	Zion
AZ	West St. Charles Road	IL 83	Lake Street
BA	Zion	Rosecrans Avenue	Belvidere Road

 = High score | 50.0 - 73.6 (maximum); (Over 75 percent range)
 = Medium score | 25.0 - 49.9 (25 - 75 percent range)
 = Low score | 8.7 - 24.9, (Less than 25 percent range)

This approach to corridor development borrows from Pace's Rapid Transit Program, where several future Pulse corridors have been evaluated using a similar planning process, such as the North Avenue and Central Harlem Avenue Corridor Plans (see images below). While these efforts primarily focused on identifying preliminary Pulse station locations, they also included a review of land use, pedestrian crossings, new developments, traffic congestion, safety, accessibility, sidewalk gaps, and transit demand/propensity, as well as a focused and comprehensive stakeholder outreach process with municipalities, county departments, agencies and other public and private organizations influencing corridor conditions.

Moving forward, Pace will further develop the preliminary set of priority corridors in the region, which will be reevaluated and updated as needed to ensure advancement in capital improvements along corridors are paired properly with Pace service improvements. Pace may adjust the criterion over time to more closely match current conditions within the region.

Priority corridors will also factor into other initiatives *Driving Innovation* calls for, including A-3 Rapid Transit Program, A-4 Service Standards Framework, A-5 Network Revitalization & Service Restructuring, P-3 Transit-Supportive Development Engagement, and S-1 Tactical Transit Improvements.



Left - Cover for the Central Harlem Avenue Corridor Study Plan. Above - Cover for the North Avenue Corridor Study Plan.

South Halsted Bus Corridor

CTA and Pace initiated the South Halsted Corridor project in 2017, which is a multi-phased effort to plan and design for service and infrastructure improvements along South Halsted Street between 79th Street and the Pace Harvey Transportation Center, including segments of 79th and 95th Streets between Halsted and the respective CTA Red Line stations.

Pace plans to roll out Pulse service in this corridor, and both agencies are working with CDOT and IDOT to determine the feasibility of bus-priority infrastructure in this corridor.

Public meeting materials from January of 2020 are shown on this page. This project is funded in part by CMAP and Cook County.



Potential Improvements

SOUTH HALSTED

Dedicated Bus Lane

- Dedicated bus lanes help buses avoid traffic delays, allowing buses to carry the same number of people, more efficiently

EXAMPLE

EXAMPLE

Queue Jumps
WHAT ARE QUEUE JUMPS?
 They are special lanes at signalized intersections that allow buses to bypass general traffic

Transit Signal Priority

- Modifies traffic signal timing when buses are present to give them extra green time to keep on schedule
- Improves both speed and reliability
- Pedestrian crossing times would not be reduced

Signal Optimization

- Adjust traffic signals to be better coordinated and keep traffic (bus and auto) moving
- Bus will always be given a lower priority than emergency vehicles, and the traffic signal system will only change signal light times for buses if the change does not significantly interfere with other traffic

