

## Where Are We Now?

Currently, technical studies are underway to evaluate potential station locations, ridership potential, operating conditions and project costs as well as other factors influencing project planning and success. Pace will convene a Corridor Advisory Group and coordination and collaboration with that group will be ongoing throughout the planning and development of the Pulse service.

Broad public and community outreach efforts are also underway to educate stakeholders about the Pulse Dempster Line, and encourage their participation throughout the study and development process. A stakeholder is anyone who could be affected by this service and has a stake in the final design and operation of the service, including municipal officials, public agencies, community leaders and groups, businesses, area residents, property owners and transit users.

Public involvement efforts will take place over the lifecycle of the project and may include the following:

- ✓ Public meetings
- ✓ One-on-one stakeholder meetings
- ✓ Website: [PaceBus.com/Pulse](http://PaceBus.com/Pulse)
- ✓ Online comment form
- ✓ Fact sheets
- ✓ Corridor Advisory Group
- ✓ Email blasts
- ✓ Social media
- ✓ Outreach to local media

## Schedule

Pace initiated the planning phase in late 2015. Currently, Pace is developing initial design concepts, refining the preliminary station locations, collecting and analyzing data, and developing preliminary service plans and cost estimates.

The project will follow federal regulations to examine the Dempster Line's potential environmental impacts. As part of this process, we will seek public input on the Dempster Line stations and features, evaluate and document the project's anticipated impact on air quality, noise and vibration, as well as ecological, archaeological, and historic resources, and select final station locations.

During the design phase, detailed designs will be developed for selected station locations.



## What's Ahead?



Once the planning, environmental and technical studies have been completed, design drawings for the Pulse Dempster Line stations will be prepared. Pending funding availability, construction of passenger facilities is planned to begin in 2018 with the Dempster Line operational in 2019.

As stakeholders in the Pulse Dempster Line, Pace encourages you to voice your opinion and provide comments at any time throughout the project. Pace will connect with its customers, the general public, affected property owners, communities and business groups through outreach activities including a project website, public meetings and one-on-one stakeholder meetings.

- Please visit Pace's Pulse website at [PaceBus.com/Pulse](http://PaceBus.com/Pulse) to stay updated on the Pulse program and the Pulse Dempster Line. Check the website periodically for new information postings to the News and Events Section.
- Sign up for the project mailing list by filling out the public comment form posted to the Get Involved section.



SPRING/SUMMER 2016 • ISSUE 1



Dempster Line

## PACE KEEPS YOU CONNECTED

As part of Pace's *Vision 2020* plan to modernize public transportation, Pace plans to build a 24-line Pulse network to improve mobility and suburb-to-suburb travel opportunities.

Pulse is a new arterial bus rapid transit network which will provide fast, frequent and reliable bus service using new technology and streamlined route design.

The second Pulse line to be implemented is the Pulse Dempster Line, which will follow the implementation of the Pulse Milwaukee Line.



## Connecting Communities with the Pulse Dempster Line

The Pulse Dempster Line encourages suburban transit usage through the establishment of a network of higher-quality line-haul routes and connecting communities. Whether you are interested in access to jobs, dining, health services, shopping, education, or recreation, the Pulse Dempster Line can get you there.

The Pulse Dempster Line is 15 miles in length and will operate along Dempster Street between the Davis Street CTA station in Evanston and

O'Hare International Airport. It will operate in mixed traffic and connect to other Pace and CTA bus routes, as well as CTA and Metra rail lines, offering a variety of local and regional travel options.

The Pulse Dempster Line will connect the communities of Evanston, Skokie, Morton Grove, Niles, Park Ridge, Des Plaines and Rosemont to one another, as well as to O'Hare International Airport and other popular destinations including Lutheran General Hospital, Maine East High School and downtown Des Plaines.

### PRELIMINARY PULSE DEMPSTER LINE ROUTING AND STATIONS





# Pace's **VISION** is Becoming a **REALITY**

There are 24 Pulse lines planned to serve the region and 7 priority routes have been identified for development over the next 10 years:

- > Milwaukee Avenue > Halsted Street
- > Dempster Street > 95th Street
- > Harlem Avenue > Roosevelt Road
- > Cermak Road

The Dempster Line will be the second Pulse Line to be implemented, after the Milwaukee Line.

Over the long term, the phased implementation of the Pulse network will improve mobility, travel choices, and connectivity throughout Pace's service area.



## TRANSIT **Connections**

Along the corridor, there are numerous transit connections including Pace and CTA bus routes, CTA Purple and Yellow lines, CTA Blue Line at O'Hare International Airport, and Metra's UP-North, UP-Northwest and North Central



At this time, Dempster Pulse station locations are preliminary and further study is needed to determine preferred locations. The study team anticipates the Dempster Line's two terminals will be located at Evanston's Davis Street CTA/Metra Station and the O'Hare International Airport's future people mover station. Intermediate stations

Service lines. The Pulse Dempster Line will also connect with the Pulse Milwaukee Line at the Dempster/Milwaukee Pulse station to provide service to the Golf Mill Shopping Center in Niles and the Jefferson Park Transit Center in Chicago.

### STATIONS

may be located along Dempster Street at Dodge Avenue, Lincolnwood Drive, Crawford Avenue, Dempster-Skokie CTA Yellow Line Station, Austin Avenue, Waukegan Road, Milwaukee Avenue, Luther Lane, Dee Road, and Des Plaines Metra Station as well as at Lee Street/Oakton Street, Lee Street/Touhy Avenue, and Mannheim Road/Lunt Avenue. These station locations will be evaluated during the planning phase and stations may be added, deleted, or relocated based on study findings and stakeholder input.

## State of the Art **TRANSIT SERVICE**

Pulse, an all-new service type from Pace, provides frequent, fast and reliable travel. It will provide state of the art bus transit with faster service, shorter wait times, enhanced station amenities, and easy connections to other bus routes and rail lines.

### PULSE SERVICE WILL PROVIDE:



*Enhanced station and passenger amenities, including heated shelters with lighting and seating; near-level boarding platforms for faster and easier boarding; real-time bus arrival information signs; transit route and vicinity maps; and landscaping*

*Highly visible and accessible stations that feature Pulse-branded route markers/kiosks*



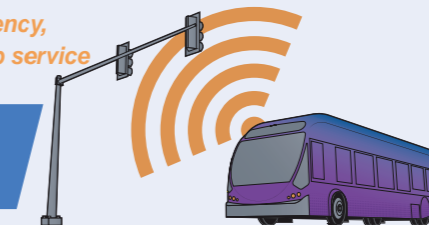
*Buses with Wi-Fi, USB charging ports, and digital information signs*

*Improved bicyclist/pedestrian connectivity to transit service*



*High frequency, limited stop service*

*Improved travel time and reliability, thanks to Transit Signal Priority (TSP)*



As part of Pace's "family of services", Pulse will be integrated with the fixed route network, express bus routes, and community-based transit services.



### CORRIDOR ADVISORY GROUP FORMED TO PROVIDE INPUT

To provide a forum for the discussion of details related to the planning, design and operations of the Pulse Dempster Line, a Corridor Advisory Group (CAG) has been established by Pace. The CAG consists of community leaders and/or municipal staff from the City of Evanston, Village of Skokie, Village of Morton Grove, Village of Niles, City of Park Ridge, City of Des Plaines, Village of Rosemont, and Chicago Department of Aviation. Additionally, transit agencies, transportation/engineering officials, land use/transportation planning agencies, and environmental professionals will be represented.

The CAG will meet up to four times, or as needed, throughout the project. The CAG members will be encouraged to provide technical input and broad perspectives, as well as community level input, regarding various aspects of the Pulse Dempster Line.

### IMPROVED ON-TIME PERFORMANCE

To improve on-time performance and schedule reliability, Pace is implementing a Transit Signal Priority (TSP) system along the Pulse Dempster Line. TSP enables Pace's computerized Intelligent Bus System to communicate with the traffic signal system without any action taken by the bus driver. If a bus is running behind schedule, the bus automatically sends a request to the traffic signal network to either shorten a red light or extend a green light.

TSP does not interfere with signal systems used by emergency response vehicles, and traffic signal controls are programmed to deny the bus's request for a timing adjustment if traffic conditions would be negatively impacted. In other parts of the Pace service area where TSP has been implemented, TSP resulted in travel time improvements of up to 20%, which means faster service and shorter travel times for customers.



### EXISTING SERVICE: PACE ROUTE 250

The Pulse Dempster Line will be coordinated with Route 250, the existing Pace route serving the corridor. Pulse will not replace Route 250, it will complement existing service by providing faster, more frequent service to the most popular destinations along the corridor. While changes to Route 250 service frequency may be considered, any significant changes will be subject to a public hearing and Pace Board approval.

The Pulse Dempster Line will offer more frequent service than the existing Route 250, although an exact schedule has not yet been developed. During the planning phase, Pace will evaluate current Route 250 operations and ridership and develop a

preliminary schedule for the Pulse Dempster Line as well as any proposed changes to the existing Route 250 service.

Pulse stations will be farther apart than existing local bus stops, but will be located at or near some of the existing Route 250 stops with the highest ridership activity. As part of the planning study, Pace will evaluate where stations will be located to serve the majority of riders, limiting the distance they have to walk. Further, it is anticipated that Route 250 service will continue to make all local stops and stop at Pulse stations.

