



FAR SOUTH HALSTED CORRIDOR STUDY

FINAL REPORT



JULY 2025

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RTA FAR SOUTH HALSTED CORRIDOR STUDY

1.0 INTRODUCTION

The Regional Transportation Authority and Pace Suburban Bus initiated the *Pace Far South Halsted Corridor Study* to increase transportation resilience, encourage transit-oriented development, improve walkability, provide better bicycle access to future transit service, and understand the changes needed for potential Pace Pulse service. Pace’s Pulse arterial bus rapid transit service is a network of fast, frequent, and reliable bus service with limited stops in heavily traveled corridors. Buses and stations along each Pulse corridor are identified with distinct Pulse branding.

Pace first identified this corridor as a “future Pulse corridor”. This study represents an important step in the process of developing this corridor for Pace’s near-term Pulse priority corridor network. As **Figure 1** indicates, the Far South Halsted Corridor is in the planning phase. North of the study corridor, from the CTA 95th Street Red Line Station to the Pace Harvey Transportation Center, the Pulse Halsted Line is in the Phase 2 design phase, aiming to begin construction in 2028 and launch service in 2030. The Halsted Line will run between the CTA Red Line 95th/Dan Ryan Station and the Pace Harvey Transportation Center. This study will determine the steps necessary to extend the Pulse corridor farther south to Chicago Heights, providing additional service and infrastructure to a segment of the corridor already served by Pace’s existing Route 352.



A Steering Committee consisting of members of each municipality along the corridor, Cook County, Bloom Township, South Suburban Mayors and Managers, and other stakeholders provided input throughout the study to guide its development. In addition, there was considerable public and stakeholder engagement, and a public meeting.

1.1 Recommendations

Study recommendations identify proposed Pulse station locations, vacant “opportunity sites” that could be developed into transit supportive developments, short-term and long-term high level infrastructure improvements, and transit funding sources. The study sets the stage for future development and infrastructure improvements that complements Pulse service in the Far South Halsted corridor.

Pace Pulse Network

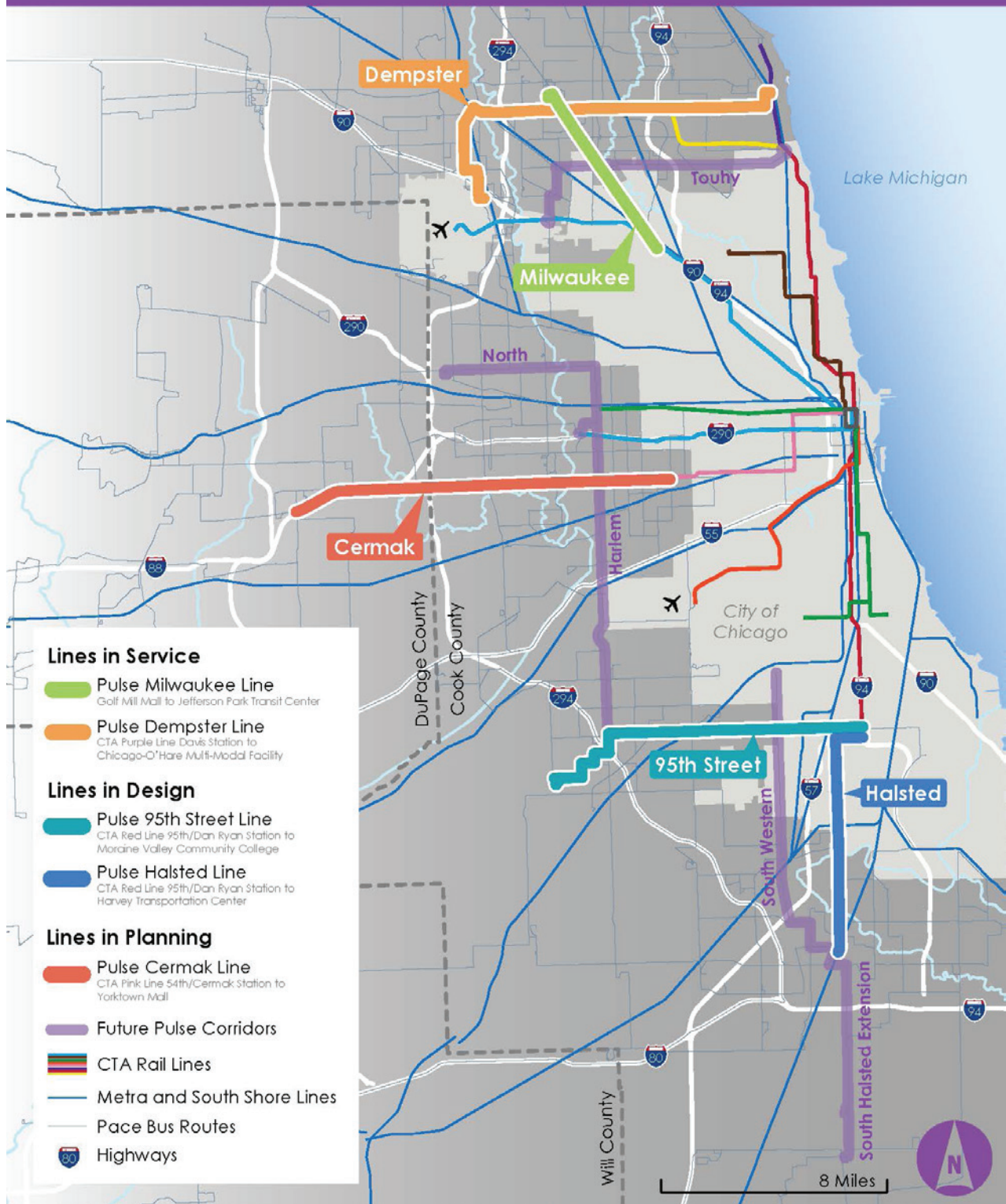


Figure 1: Pace Pulse Network

2.0 STUDY AREA AND CURRENT CONDITIONS

The study area is comprised of a half mile buffer on either side of Halsted Street, between the Pace Harvey Transportation Center on the north and the Pace Chicago Heights Transportation Center on the south. The corridor travels through six communities: - Harvey, South Holland, East Hazel Crest, Homewood, Glenwood, and Chicago Heights. For analysis purposes, the study area has been divided into regions: North, Central, and South. See **Figure 2**.

The study began with a *Current Conditions Assessment* (see **Appendix A**) that examined Pace Route 352 Halsted operations, ridership, stop conditions, and transit access. A *Market Study* (June 2024) and *Opportunity Site Analysis* (January 2025) were performed to assess market conditions and identify potential transit supportive development “opportunity sites” along the corridor (see **Appendix B** and **C**). The results of the *Current Conditions Assessment*, the market and opportunity site analysis, and stakeholder and public engagement, are all key components for a thorough understanding of the Far South Halsted corridor.

2.1 Demographics and Land Use

The *Current Conditions Assessment* reports that Far South Halsted is a diverse corridor linking six communities - Harvey, South Holland, East Hazel Crest, Homewood, Glenwood, and Chicago Heights -over eight miles. Approximately 53,200 people live in the study corridor today, a 13% decrease between 2010 and 2023. The number of residents aged 65 and older has grown while the number of children under the age of 19 has decreased over that same period. The median household income in the corridor is lower than the median household income in Cook County; 63% of the residents earn less than \$75,000/year (i.e. the median income in Cook County). Residents in the north and south part of the corridor have lower median incomes than those in the middle of the corridor. Vehicle ownership in the corridor overall is high with 90% of households having at least one vehicle. Those households in the corridor that do not own a vehicle tend to be renters with 75% of renter-occupied households having no vehicles. These rental households tend to be located closer to the Pace Harvey Transportation Center and Pace Chicago Heights Transportation Center.

There are several land uses categories represented throughout the corridor. Residential is the highest at 25%. Other land use categories represented are: Industrial (19%), Commercial (16%), Institutional (14%), Parks & Open Space (13%), and Transportation and Utilities (12%). One percent (1%) of the corridor is vacant.

Employment in the corridor has steadily declined from a high in 2002 from 14,149 jobs to 10,054 jobs in 2021, a loss of 4,095 jobs. The closing of St. James Hospital in Chicago, north of the study area, had an impact on employment for residents in the study area. Retail trade is the leading industry as of 2021 with the highest growth of commercial uses in Homewood. Manufacturing and wholesale trade are also leading industries.

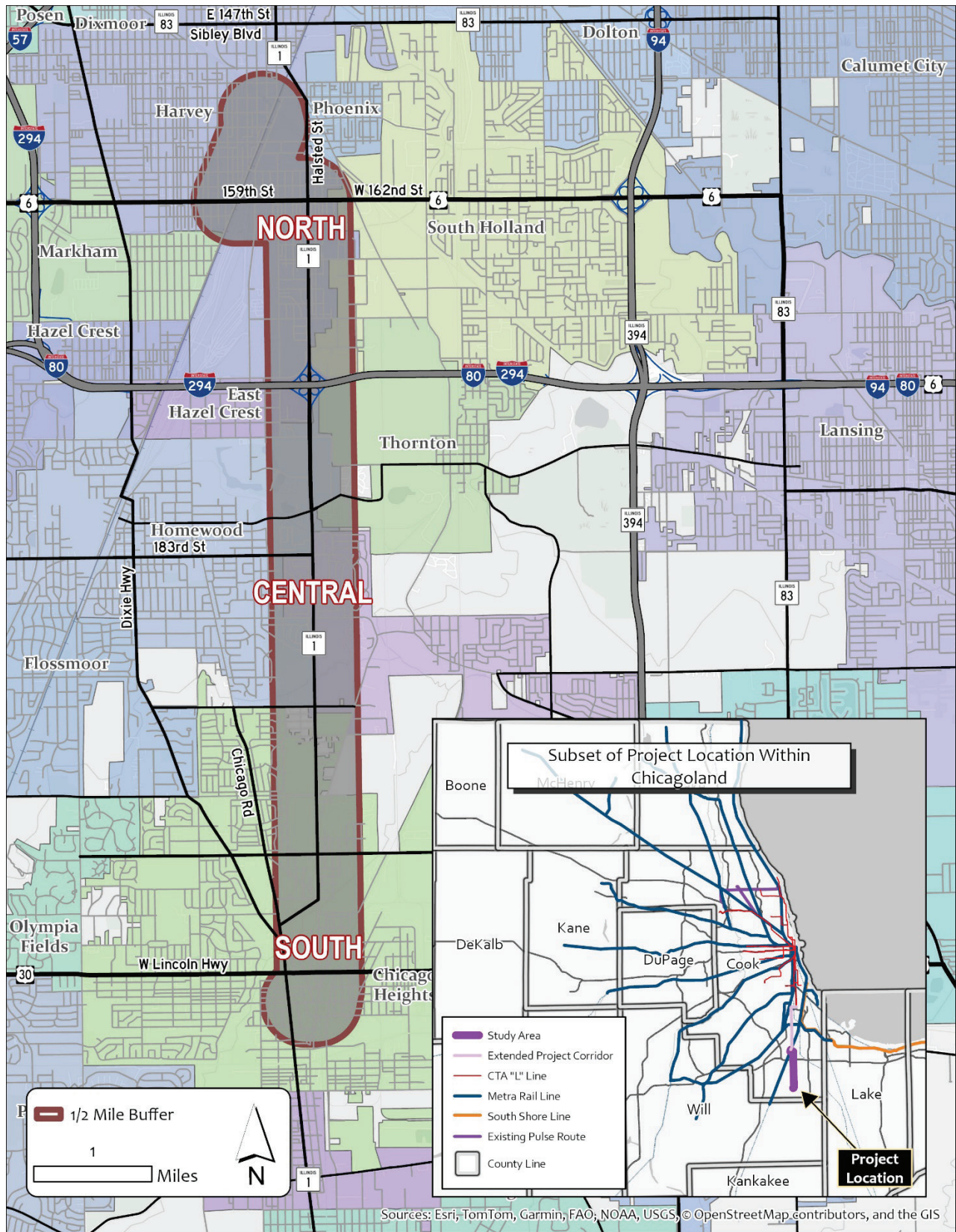


Figure 2: Study Area

Retail and health care tend to attract more transit riders going to and from jobs more so that manufacturing and wholesale trades do; those jobs tend to have early or late shift hours when transit is either not available or does not allow for frequent service. More than half of the employees working in the study area (57%) commute more than 10 miles to their job, while 26% commute more than 25 miles. Many come from the City of Chicago (16%) and 14% come from Indiana.

2.2 Existing Non-Motorized Infrastructure

Access for pedestrians and bicycles is relatively poor along most of the corridor. An assessment of sidewalk conditions was conducted in January 2024 to understand the pedestrian accessibility along the corridor. Almost one third of the study corridor has no sidewalks. Along Halsted Street, the presence of sidewalks is inconsistent and does not allow for a positive pedestrian experience or easy access to the bus stops. In some portions of the corridor, sidewalks start and stop at different property lines. This leaves many pedestrians walking through the grass or dirt next to busy traffic where pedestrians have carved their own paths. Input from municipalities indicate that wheelchair users are forced to travel within the roadway due to no sidewalks. There is limited bicycle infrastructure in the corridor, leading to a poor environment for cyclists. There are twenty-three signalized intersections along the length of the corridor. Most of the intersections do not feature complete pedestrian amenities including ADA curb ramps, crosswalks or pedestrian signals.



2.3 Route 352

Pace Route 352 operates on Halsted Street in the study corridor and has long been the busiest route in the Pace system, with service between the CTA Red Line 95th/Dan Ryan station and downtown Chicago Heights, terminating at the Pace Chicago Heights Transportation Center. The route is a vital north-south transportation corridor in the south suburbs with approximately 3,103 average weekday riders.¹ Route 352 provides connections to other routes in the corridor as shown in **Table 1** and **Figure 3**.

Table 1: *Bus Routes in the Study Area*

	Name	Route Classification	Service	Transfer Location
348	Harvey Riverdale Blue Island	Regular Fixed Route	Weekdays only	Harvey TC
349	South Western	Regular Fixed Route	Daily	Harvey TC
350	Sibley	Regular Fixed Route	Daily	Harvey TC
352	Halsted	Regular Fixed Route	Daily (24-Hours)	N/A

¹ Source: Regional Transportation Authority Mapping and Statistics (RTAMS), August 2024.

	Name	Route Classification	Service	Transfer Location
353	95th CTA-Calumet City-Homewood Limited	Regular Fixed Route	Daily	Homewood Park and Ride
354	Harvey-Oak Forest Loop	Regular Fixed Route	Weekdays, Saturdays	Harvey TC
356	Harvey-Homewood-Tinley Park	Regular Fixed Route	Daily	Harvey TC
357	Lincoln Highway	Regular Fixed Route	Daily	Chicago Heights TC
358	Torrance	Regular Fixed Route	Weekdays, Saturdays	Chicago Heights TC
360	Harvey – Amazon Monee	Express Fixed Route	Limited Daily	Chicago Heights & Harvey TC
361	Harvey Laraway Crossings Express	Express Fixed Route	Limited Daily	Harvey TC
364	159th Street	Regular Fixed Route	Daily	Harvey TC & 159th St
366	Park Forest-Chicago Heights	Regular Fixed Route	Daily	Chicago Heights TC
890	Chicago Heights – UPS Hodgkins Limited	Express Fixed Route	Limited Daily	N/A (parallels route 352)

Pace currently serves numerous major destinations along the corridor (**Figure 4**) including retail stores, parks and forest preserves, employment centers, and the Wind Creek Casino at Halsted and 174th Street near the I-294 tollway interchange. Pace Route 352 also deviates off Halsted to serve Prairie State College, a community college located just north of the terminal in Chicago Heights.

An origin-destination analysis provided insight into current travel patterns along and adjacent to the Far South Halsted corridor. Replica, a third-party data provider², was used in this analysis. The data suggest that there is more movement farther south in the corridor going to the west and in the north part of the corridor going to the north and east. A Route 352 on-board survey was also conducted to better understand trip purposes. Survey results indicate that top destinations were work (29%), home (22%), shopping (12%) and school/college (9%). Most riders took Route 352 on weekdays (92%) although 73% of the riders took it regularly on Saturdays or Sundays.

Route 352 transfer data was reviewed for the study area (Harvey to Chicago Heights) and for the northern portion of Route 352 (95th Street Station to Harvey). The analysis reveals a distinct transit market between the two segments with a stronger market between 95th and Harvey. For the portion of the route in the study area, the overall highest number of transfers are boarding the northern portion of Route 352 to travel southbound, indicating they are most likely transferring from the CTA Red Line and traveling long distances. Additional trip data also indicates that the highest number of transfers from a single route are to another Route 352 trip indicating that there are a large number of trips that are likely quick round trips along the corridor.

² Replica provides data from more than a dozen datasets, 50+ metrics, and a suite of tooling and applications that span multi-modal transportation, demographics, economic activity, land use, and infrastructure. <https://www.replicahq.com>.

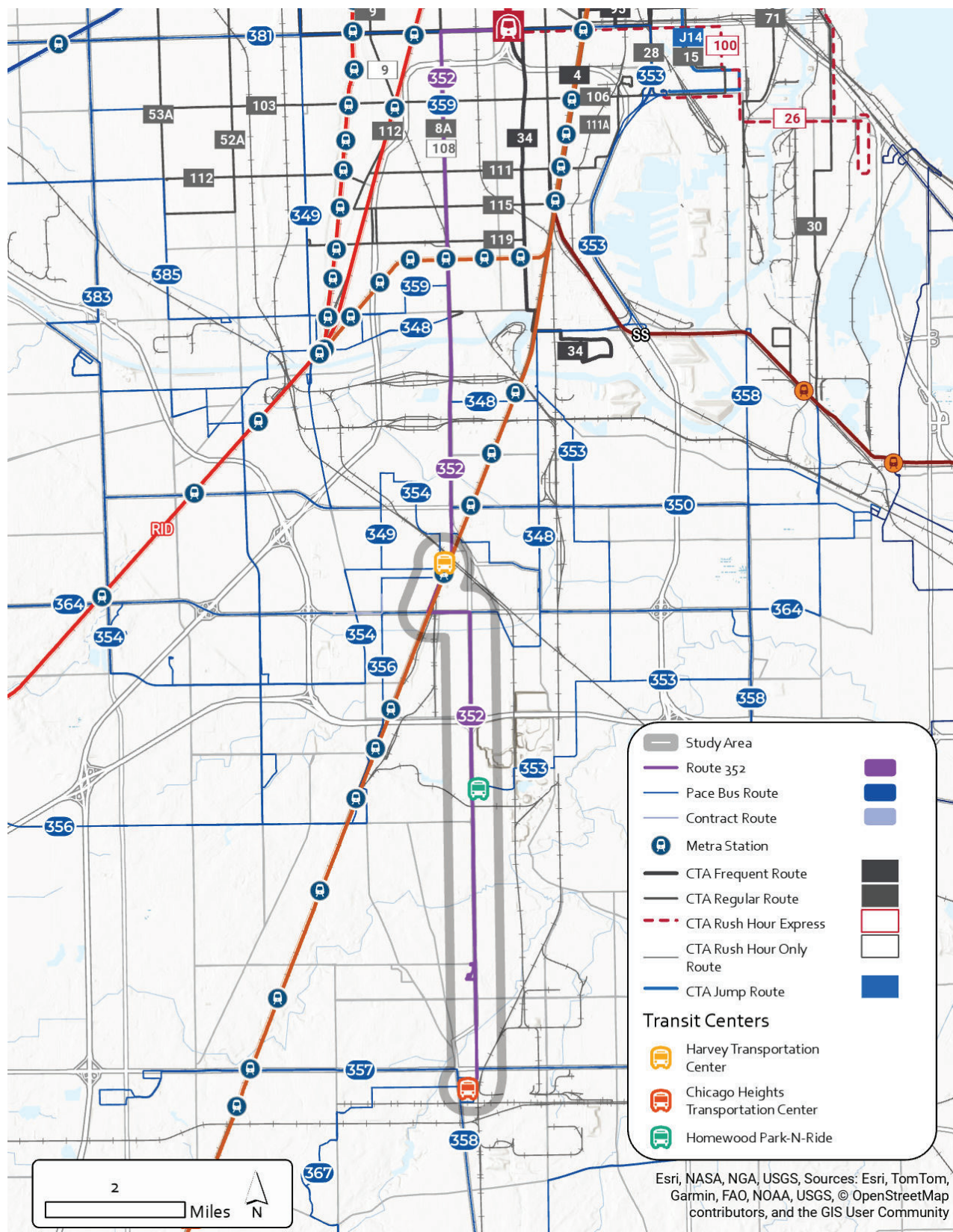


Figure 3: Transit Connections to Pace Route 352

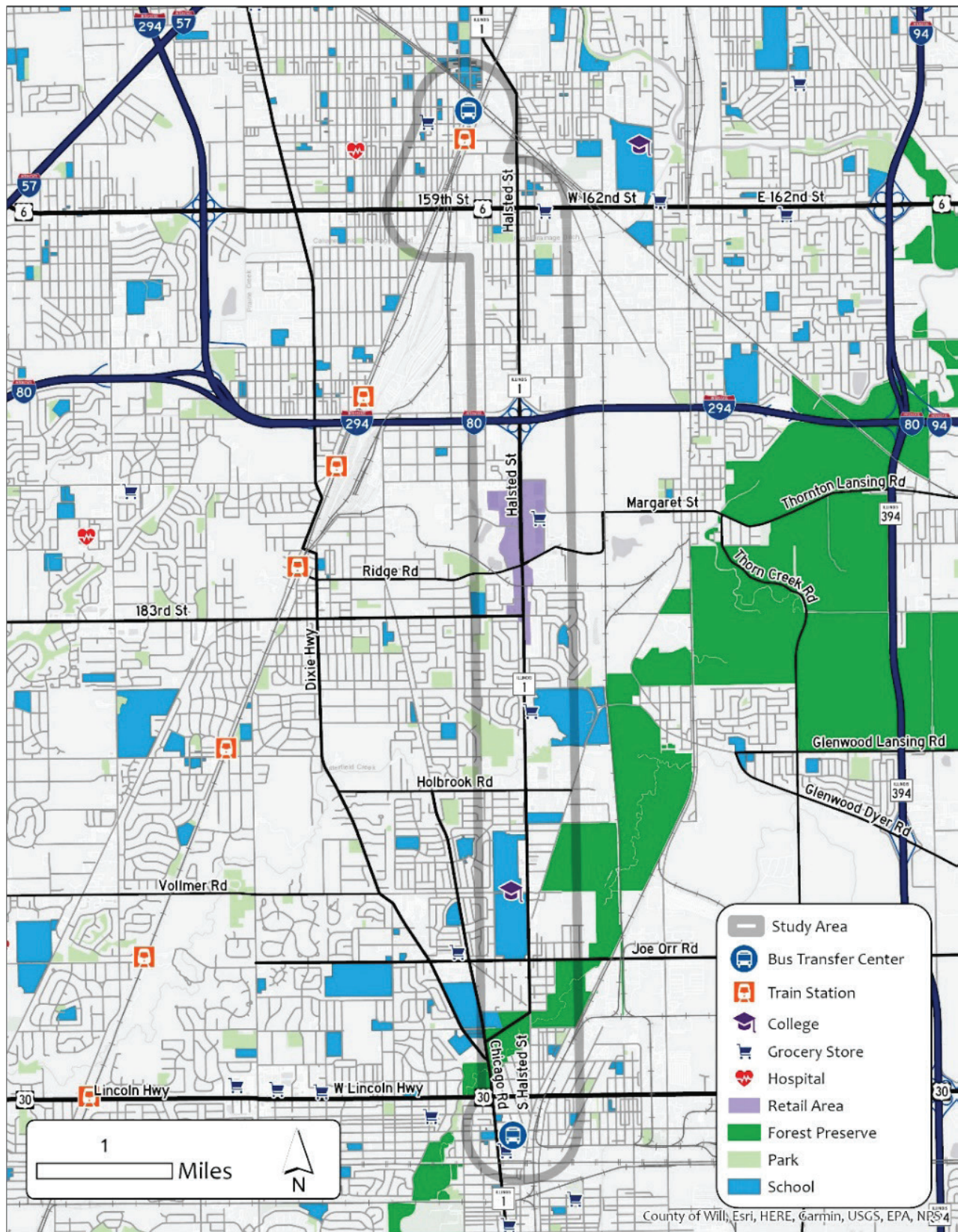


Figure 4: Major Destinations in the Corridor

3.0 MARKET ANALYSIS

3.1 Opportunity Sites

The Market Study (June 2024) assessed each of the residential, commercial, industrial, and hospitality markets to understand the current and future market threshold in the corridor. Once the market conditions were identified, the goal was to identify opportunity sites that can be developed that achieve two main goals: bolstering demand for future Pulse service and leveraging Pace and RTA's investment in enhanced services. Using the findings from the market study, paired with vacancies and size parameters, parcels along the corridor that have the potential to support new development were identified, and recommended land use was suggested. Ten opportunity sites were selected in Harvey, South Holland, Glenwood, and Chicago Heights. **Table 2** and **Figure 5** show the opportunity sites identified. **Table 3** provides a definition of the suggested land uses and densities.

Table 2: *Opportunity Sites*

Address	Site Size	Ownership	Current Zoning	Current Land Use	Suggested Land Use	Suggested Density	Development Timeline
16428 S. Halsted St. Harvey	1.2 Acres	Private, Single Owner	Highway Commercial	Vacant Lot	Residential or Mixed-Use	Mid-Density	Mid-Term
16545 S. Halsted St. Harvey	0.6 Acres	Private Multiple Owners (2)	Highway Commercial	Vacant Lot	Residential or Mixed-Use	Low-Density	Mid-Term-
16700 S. Halsted St. Harvey	1.2 Acres	Private Single Owner	Highway Commercial	Vacant Lot	Mixed Use	Mid-High Density	Short- Term
16855 S. Halsted St. South Holland/ Harvey	2.3 Acres	Private Single Owner	Interstate Zoning	Vacant Lot	Commercial-Utility	Low Density	Short -Term
18303 S. Halsted St. Glenwood	4.1 Acres	Public, Village of Glenwood	B2- General Business	Vacant Lot	Residential	Mix of Densities	Short -Term
18411 S. Halsted St. Glenwood	5.4 Acres	Public, Village of Glenwood	B2- General Business	Vacant Lot	Residential or Mixed-Use	High Density	Mid-Term
601 S. Halsted St. Chicago Heights	0.3 Acres	Public, City of Chicago Heights	Highway Commercial	Vacant Lot	Mixed-Use	Low to Mid Density	Short-Term
620 S. Halsted St. Chicago Heights	9.3 Acres	Public and Private (10+ Owners)	R-3 General Residential	Vacant Lot	Mixed-Use	Mix of Densities	Long-Term
1620 S. Vincennes Ave. Chicago Heights	0.9 Acres	Public	MX-3 Office Residential	Pace Transportation Center	Mixed-Use	Mix of Densities	Short-Term
Halsted, Vincennes and 16th Street	1 to 4 Acres	Public and Private	MX-3 Office Residential	Vacant Lot or Parking Lot	Mixed-Use	Mix of Densities	Short-Term

Table 3: Land Use Descriptions

Land Use Type	Description
Low-Density Residential	This includes single-family homes, duplexes, town homes, or row homes. These developments typically feature larger lot sizes and fewer units per acre, offering more space and privacy but still allowing more than one household to occupy a lot. Single-family detached homes are not recommended on any of the sites.
Mid-Density Residential	This includes multi-family housing, such as apartment buildings, condominiums, or larger townhome complexes. These developments have more units per acre than low-density, balancing residential density with open space.
High-Density Residential	High-density residential areas include large apartment buildings or high-rise condominiums. These developments maximize the number of units per acre, often found in urban settings, and provide limited individual open space but more public and building amenities.
Mixed-Use	This combines residential and commercial space in the same building or development. These areas encourage a blend of housing, retail, and services in proximity, often promoting walkability.
Commercial	Commercial land use includes retail stores, restaurants, personal or private service uses, medical uses, office buildings, and other business operations. These areas range from small neighborhood shops to large shopping centers or corporate offices, and they are primarily focused on serving consumer and business needs.



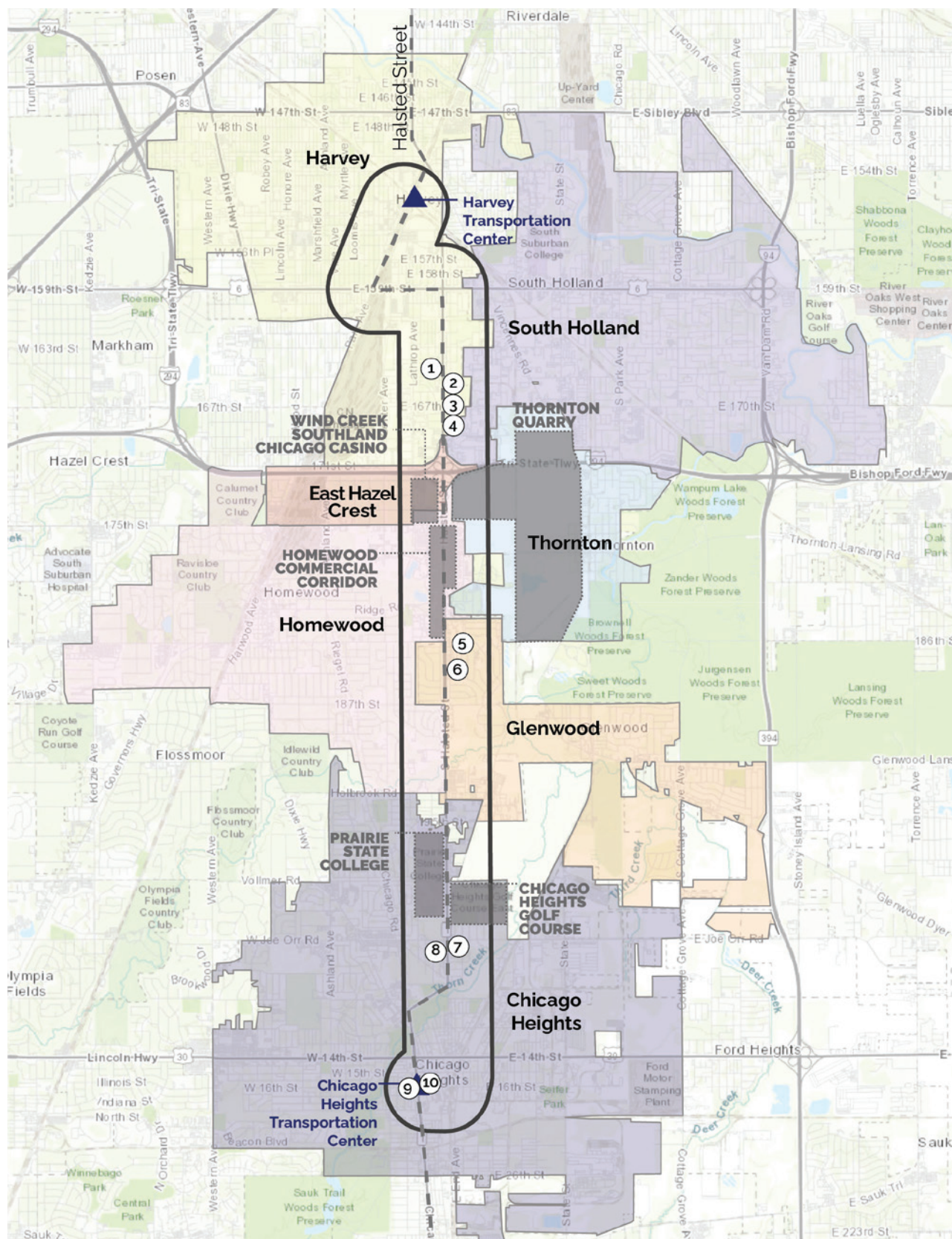


Figure 5: Opportunity Sites

3.2 Timing and Phased Development

The *Opportunity Sites* report also identified a time frame for development of each site, as displayed in **Table 2**. Developing opportunity sites along Halsted Street in the south suburbs of Chicago requires a strategic, phased approach that leverages local anchors, maximizes financial incentives, and addresses the need for housing. By prioritizing sites based on development potential and time frame, developers can effectively transform these communities, enhancing their economic and social vitality.

The following discusses each of the timeframes indicated for the sites.

Short-Term: Potential within 5 years: Sites that are ready for development

Short-term development opportunities focus on sites that present the least complexity and highest immediate potential for development. These sites typically have clear ownership and require minimal site prep work. Key considerations for short-term development include municipally owned sites, single-owner sites, and sites with minimal demolition, and minimal infrastructure needs.

Mid-Term: 5 to 8 years: Sites that are moderate complex

Mid-term development opportunities involve sites that are more complex in terms of ownership and preparation. These sites require a longer time frame to address various challenges but are still feasible within a moderate period. Key considerations for mid-term development include more complex site consolidation process due to more complex land ownership, existing structures that require demolition or environmental remediation of the land, which can both be a lengthy and costly process.

Long-Term: More than 8 years: Sites that have significant challenges that will take considerable time and resources to resolve

Long-term development opportunities are characterized by significant potential impact on the market but also substantial challenges that require extended time frames to address. These sites are often larger and suitable for phased developments. Key considerations for long-term development include size of site, more than two owners of parcels on the site, significant remediation needs, or extensive infrastructure improvements. While these sites may not be immediately feasible, they represent significant future potential for large-scale or transformative projects that can greatly benefit the community and impact Pace ridership.

4.0 POTENTIAL PULSE SERVICE

4.1 Approach

To determine the best Pulse station locations along the eight-mile corridor, a two-pronged approach was followed. First, 19 potential station locations, including the Pace Harvey and Chicago Heights Transportation Centers, were identified by the following factors:

- The location of existing Pace Route 352 stops.
- Locations that support Pulse service characteristics of limited-stop service, with stations generally spaced every half mile.
- Major destinations including Prairie State College, Wind Creek Casino, and areas of the corridor where there is substantial commercial development.
- Proximity to opportunity sites identified in the Opportunity Site Analysis completed as part of this study.
- Availability of right of way for future station construction (minimum 50 linear feet).
- Existing intersections with stoplights to allow for safe passenger crossing.

Figure 6 shows the list of potential stations.



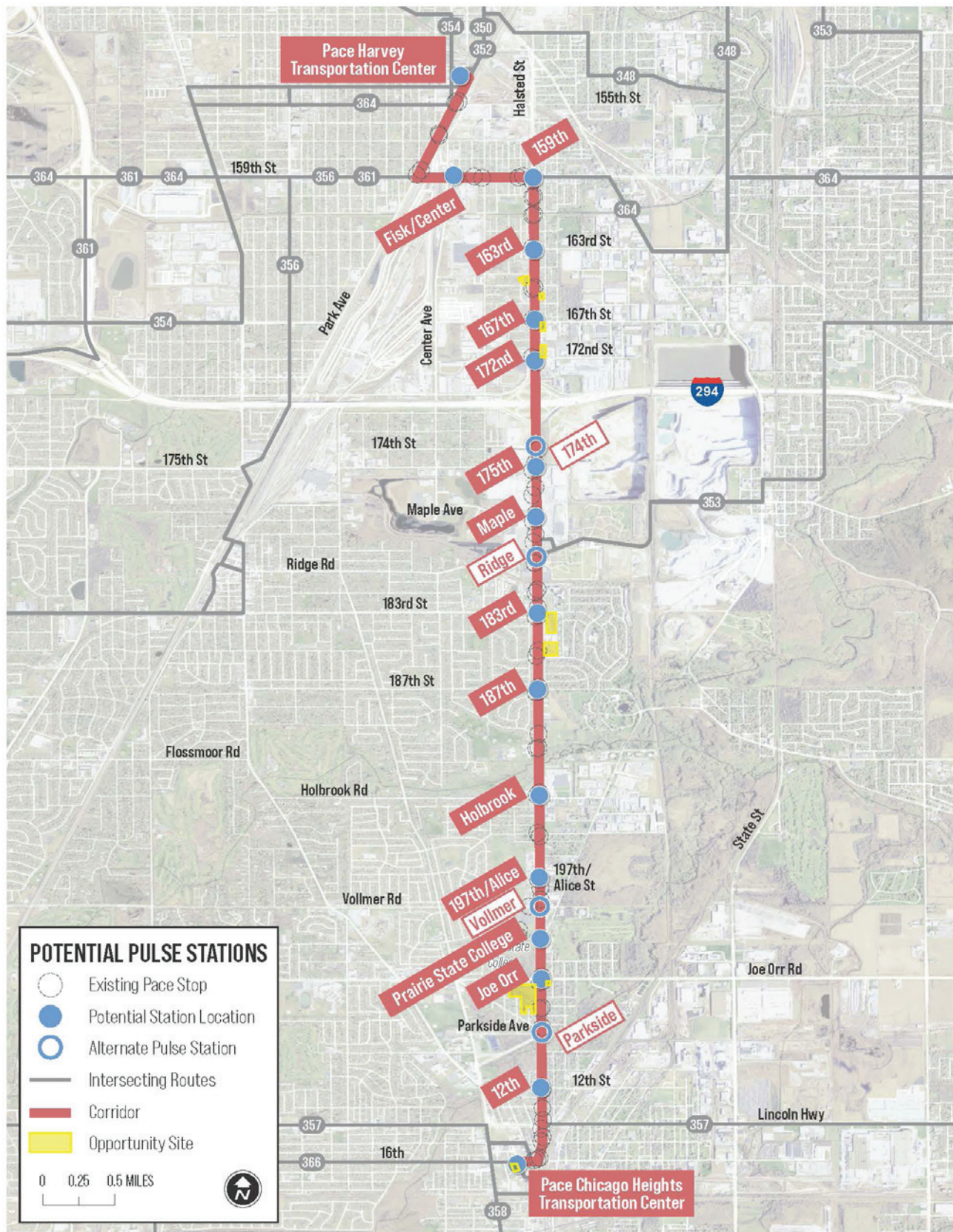


Figure 6: Potential Pace Pulse Stations

4.2 Transit Station Location Analysis

After the potential Pulse stations were identified based on the criteria described above, transit competitiveness factors were applied to see how each station performs in each of the scoring scenarios. To identify optimal station locations, three models were created using Esri's ArcGIS Pro. The models looked at proximity to transit destinations, transit demand, and transit need. A summary of the results is shown below with more detailed analysis provided in **Appendix D**.

4.2.1 Suitability for Pulse Stations Model

The Suitability for Pulse Stations Model has inputs that include transit generating land uses, the presence of sidewalks, block density, and the distance from “major destinations”. Major destinations included post offices, government offices, churches, grocery stores, libraries, and schools. The initial list of potential Pulse stations identified in **Figure 6** was overlaid onto the Suitability Model outputs. The results are shown in **Figure 7**. Most of the corridor is identified as a suitable location for future Pulse stations except the portion of Halsted between Parkside Avenue and 12th Street. This square includes the Halsted Wood Forest Preserve and the Joe Orr Woods Forest Preserve and is underdeveloped compared to other locations along the corridor.

The portion of the corridor within Harvey is identified as the “most suitable location” for Pulse stations as this part of the corridor best meets the transit competitiveness outputs of the Suitability Model. All four potential Pulse stations in Harvey are located within a suitable area. The land use characteristics around the Halsted and 159th Street intersection feature a higher density of homes, smaller blocks, a school, and a cluster of businesses.

There is one other location that is shown as a “most suitable” location for a Pulse station, i.e. Halsted/187th Street in Glenwood. This location is characterized by denser single family residential and some commercial uses.

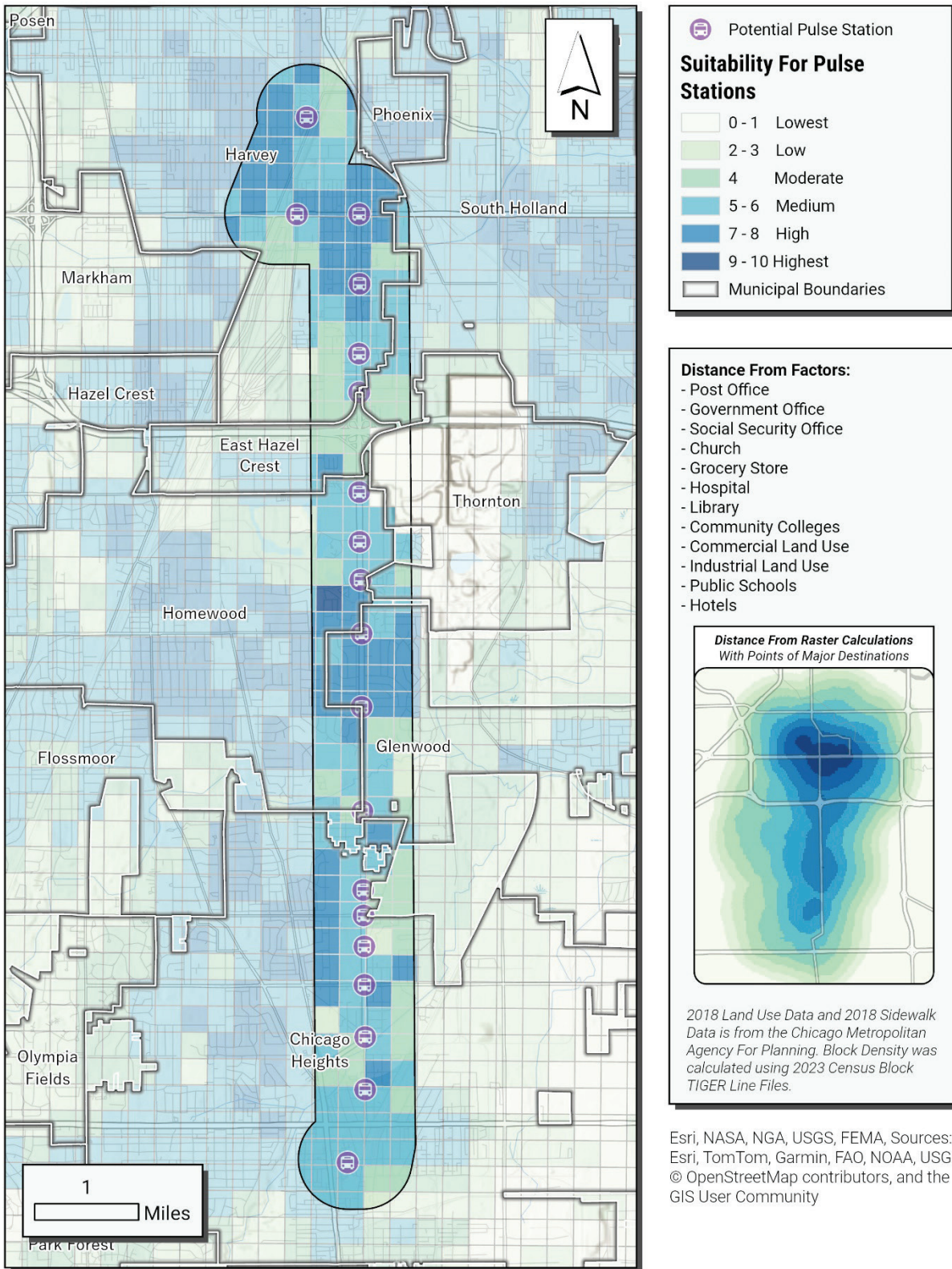


Figure 7: Suitability for Pulse Stations Model Results

4.2.2 Transit Demand Model

The Transit Demand Model looks at where those most dependent on transit live within the study area. Inputs to the model include total population, households with no vehicles, the number of workers, existing mode of transportation to work, and the median income of residents. The initial list of potential Pulse stations identified in **Figure 6** was overlayed onto the Transit Demand Model outputs. The results are shown in **Figure 8**. “More potential demand” exists in Harvey around the downtown and the Pace Harvey Transportation Center. The output also shows more potential demand in the eastern portion of Chicago Heights, surrounding the Pace Chicago Heights Transportation Center and just east of the potential Pulse station at Halsted/12th Street. There is less identified transit demand based on socio-economic factors south of Ridge Road in the Village of Glenwood.

4.2.3 Transit Need Model

“Transit need” seeks to meet the mobility and accessibility needs of all community members. The Inputs include non-white population, households with no vehicles, commute time to work, median income, and job types that are typically dependent on transit (i.e. retail/service/industrial jobs, i.e. jobs that cannot be done at home). The initial list of potential Pulse stations identified in **Figure 6** was overlayed onto the Transit Need Model outputs. The results are shown in **Figure 9**. There is one area in Harvey near the potential Pulse station at Halsted/159th which shows the strongest factor for transit need. The results of the analysis for the rest of the corridor are similar in terms of transit need. Overall, many workers in the corridor have extended commute times, have limited vehicle availability, and there is a higher non-white population in some of the areas. Areas of the corridor where there is less transit need includes pockets in Homewood and Glenwood.



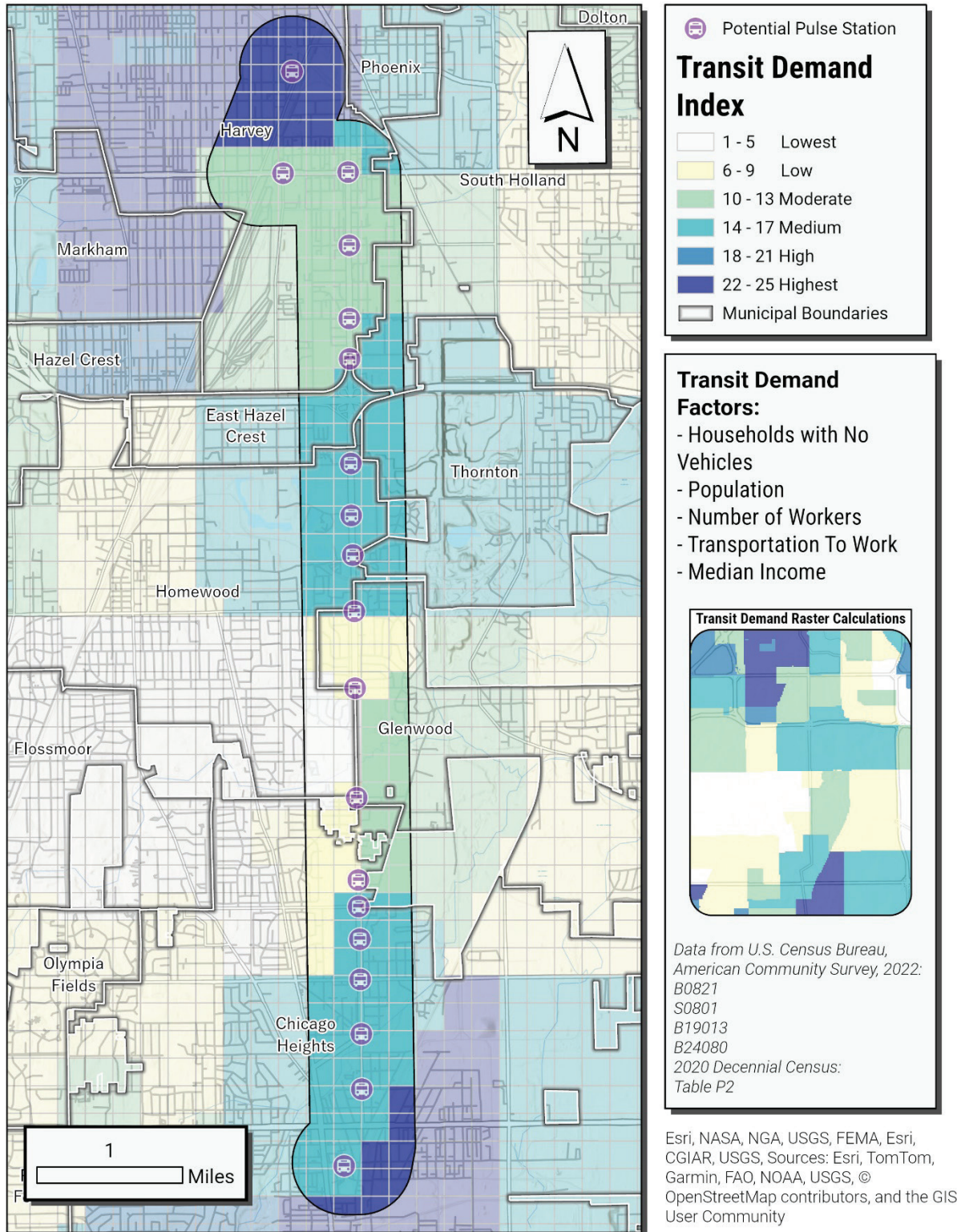


Figure 8: Transit Demand Model Results

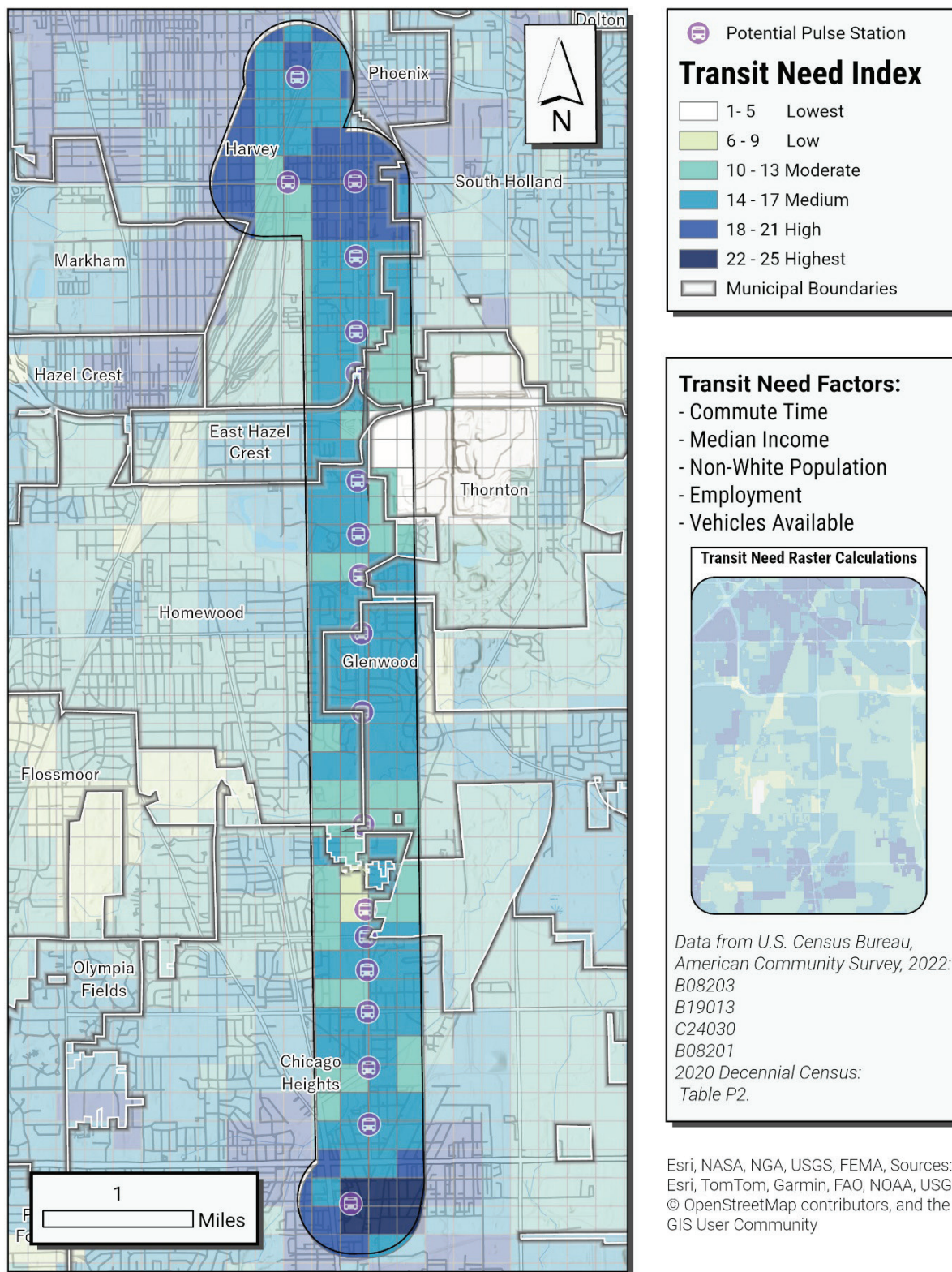


Figure 9: Transit Need Model Results

4.3 Summary

Table 4 lists each potential Pulse station with a summary of how each potential station responds to the three transit competitiveness models. A point system was assigned to the model results based on the color gradient in each of the legends for the three models. The scores were then added up to reach a total summary score.

The results of the analysis as well as other factors originally explored including existing ridership and station spacing were synthesized into a qualitative rating of each potential station's level of priority. The prioritization criterion makes a subjective judgment about how a station best meets the objectives of Pulse service. The potential stations are rated as "A", "B" or "C" with A meaning the potential station meets the criteria the best, B meaning the potential station the next best, and C meaning the potential station meets the criteria the least well. **Table 5** provides justification for each of the potential station location ratings. During the next phase of Pulse investigation along the corridor, Pace can determine whether each station stop should be implemented at the same time or if the stations that don't meet the Pace criteria are implemented later when transit supportive factors such as denser land uses and pedestrian infrastructure are in place.

Table 4: Summary Table of How Potential Pace Station Meets Transit Competitiveness Model

Potential Pulse Station	Municipality	Suitability Model Results (Points)	Transit Demand Model Results (Points)	Transit Need Model Results (Points)	Total Points (Out of 15)	Overall Priority Rating for Potential Pulse Station (A, B, C) *
Pace Harvey Transportation Center	Harvey	High (4)	Highest (5)	High (4)	13	A
159th/Center/Fisk		High (4)	Moderate (2)	Moderate (2)	8	B
Halsted/159th		High (4)	Moderate (2)	Highest (5)	11	A
Halsted/163rd		High (4)	Moderate (2)	Medium (3)	9	B
Halsted/167th		Medium (3)	Moderate (2)	Medium (3)	8	B
Halsted/172nd		Medium (3)	Moderate (2)	Medium (3)	8	B
Halsted/174th (Alternate)	Homewood	Medium (3)	Medium (3)	Medium (3)	9	B
Halsted/175th		Medium (3)	Medium (3)	Medium (3)	9	B
Halsted/Maple		Medium (3)	Medium (3)	Medium (3)	9	B
Halsted/Ridge (Alternate)		Medium (3)	Medium (3)	Moderate (2)	8	B
Halsted/183rd		High (4)	Medium (3)	Medium (3)	10	A
Halsted/187th	Glenwood	High (4)	Low (1)	Medium (3)	8	B
Halsted/Holbrook		Moderate (2)	Low (1)	Moderate (2)	5	C

Potential Pulse Station	Municipality	Suitability Model Results (Points)	Transit Demand Model Results (Points)	Transit Need Model Results (Points)	Total Points (Out of 15)	Overall Priority Rating for Potential Pulse Station (A, B, C) *
Halsted/197th- Alice	Chicago Heights	Medium (3)	Low (1)	Low (1)	5	C
Halsted/Vollmer (Alternate)		Medium (3)	Medium (3)	Medium (3)	9	B
Halsted/Prairie State		Medium (3)	Medium (3)	Medium (3)	9	B
Halsted/Joe Orr		Medium (3)	Medium (3)	Medium (3)	9	B
Halsted/Parkside (Alternate)		Moderate (2)	Medium (3)	Medium (3)	8	B
Halsted/12th		Medium (3)	Medium (3)	Medium (3)	9	B
Pace Chicago Heights Transportation Center		Medium (3)	Medium (3)	Highest (5)	11	A

*A = the highest priority

Table 5: Summary Table of Overall Ranking of Potential Pace Pulse Stations

Station Name	Priority	Justification
Pace Harvey Transportation Center	A	<ul style="list-style-type: none"> Transfer center for rail, buses, express buses Ranked highest in all three transit competitiveness models
159th/Center/Fisk	B	<ul style="list-style-type: none"> Allows for connections to other routes along 159th Ranked higher in destinations criteria
Halsted/159th	A	<ul style="list-style-type: none"> Highest ranking for two of the transit competitiveness models (destinations and need) Transfer for Pace Route 364. High Route 352 ridership stop Busy arterial streets and commercial uses
Halsted/163rd	B	<ul style="list-style-type: none"> Near school and employment (light industrial) land uses Near two opportunity sites
Halsted/167th	B	<ul style="list-style-type: none"> Near employment centers
Halsted/172nd	B	<ul style="list-style-type: none"> High ridership stop for Route 352 Residential motels located at intersection Near one opportunity site
Halsted/174th (Alternate)	B	<ul style="list-style-type: none"> Ideally the station would be in front of the Wind Creek Casino (southbound) and across the street (northbound) at 174th Street, but due to right-of-way issues for southbound stop and conflict with I-294 ramps for northbound stop, the station at this location is most likely not feasible.
Halsted/175th	B	<ul style="list-style-type: none"> ½ block away from the Wind Creek Casino and hotel Good potential ridership in the future for visitors and employees
Halsted/Maple	B	<ul style="list-style-type: none"> Major retail area High ridership stop Good retail employment area

Station Name	Priority	Justification
Halsted/Ridge (Alternate)	B	<ul style="list-style-type: none"> This station is an alternative to Halsted/Maple; scores the same Halsted/Maple is recommended as it is more centrally located in the shopping plaza
Halsted/183rd	A	<ul style="list-style-type: none"> Near multifamily residential Ranked high in all three transit competitiveness models Near two opportunity sites
Halsted/187th	B	<ul style="list-style-type: none"> Denser single family residential area School and grocery store nearby
Halsted/Holbrook	C	<ul style="list-style-type: none"> Low ranking on transit competitiveness models Large storage facility on one corner and large lot office/commercial uses Medical facility has constructed a sidewalk leading to existing Route 352 stop indicating transit dependency for their employees/visitors
Halsted/197th- Alice	C	<ul style="list-style-type: none"> Low ranking on transit competitiveness models Proximate to social security office
Halsted/Vollmer (Alternate)	B	<ul style="list-style-type: none"> This station is an alternative to Halsted/Prairie State Signalized intersection across from Prairie State College but still ¼ mile walk to campus No pedestrian infrastructure Recommend the Halsted/Prairie State station instead due to its proximity to campus
Halsted/Prairie State	B	<ul style="list-style-type: none"> Located in front of Prairie State College driveway (SB) and near Bloom township office (NB). Pedestrian infrastructure including pedestrian signal across Halsted needs to be constructed to make this station viable
Halsted/Joe Orr	B	<ul style="list-style-type: none"> Major arterial cross street with some commercial uses Lower ridership stop Medium ranking for transit competitiveness
Halsted/Parkside (Alternate)	B	<ul style="list-style-type: none"> This station is an alternative to Halsted/Joe Orr station Station located closer to Bloom High School but still a third of a mile away Forest preserves located in both the southeast and southwest quadrant of the intersection limiting potential ridership Halsted/Joe Orr is recommended due to the potential for greater ridership
Halsted/12th	B	<ul style="list-style-type: none"> Existing low Route 352 ridership stop Abandoned commercial uses in area Ranks medium in all three transit competitiveness models
Pace Chicago Heights Transportation Center	A	<ul style="list-style-type: none"> Transfer center to other local bus routes High ridership stop

5.0 TRANSIT SPEED IN CORRIDOR

Pulse corridors utilize multiple approaches to optimize the speed of transit service. These include operating limited-stop service, implementation of transit signal priority (TSP), queue jump lanes, and other strategies to improve speed. To make recommendations, it is helpful to examine the current performance of buses along the corridor and at different times of day.

The following analysis describes the average bus speeds at various points along the corridor and at different times of day. This is based upon real-world bus on-time performance data from December 2023. The data includes actual arrival and departure times for Route 352 at timepoints throughout the study area.

Figures 10-15 visualize average bus speeds in the northbound and southbound directions during both AM and PM peak periods. These maps code each segment of the corridor according to the bus speeds, with red segments representing the slower areas. The brackets along each segment indicate the average time between bus stops; it is the travel time divided by the number of bus stops. The line on the right side represents northbound trips, while the line on the left side represents southbound trips.

The segment that stands out as having underperforming bus speeds for all time periods is North of 167th Street to the Pace Transportation Center. It is assumed that the lower travel speeds associated with this segment is due to the circuitous route the bus needs to take traveling to and from the Pace Harvey Transportation Center via 159th Street to Park Avenue. The bus needs to navigate turning movements at 159th, Park Avenue, and the access driveway into the Transportation Center along with three traffic signals.

Travel speed data for southbound buses traveling between Prairie State College to the Pace Chicago Heights Transportation Center is inconclusive.

**Time Period:
Early AM (3 - 6 AM)**

**Weekday Trips
September through
December 2023**

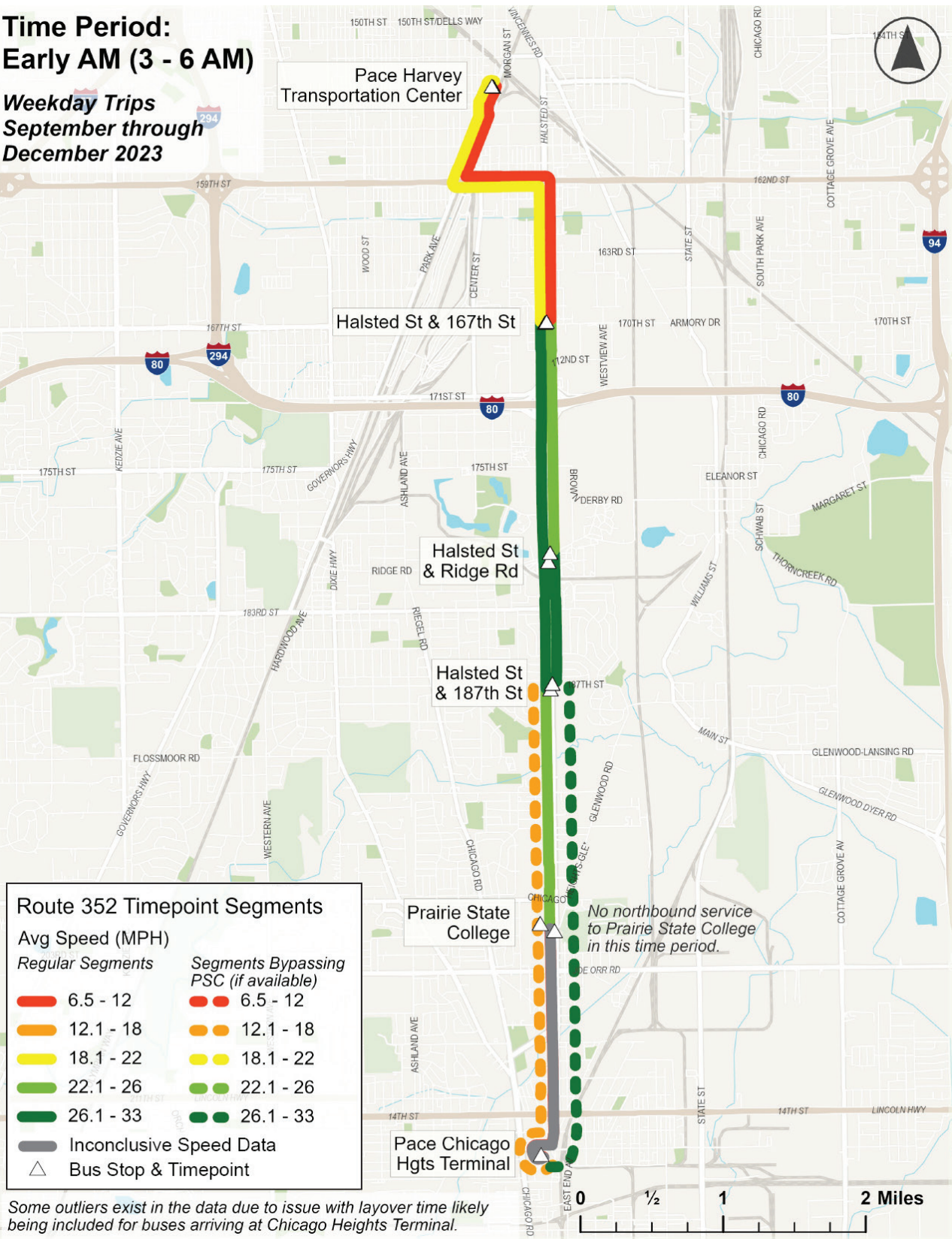


Figure 10: Route 352 Timepoint Segments - Early AM

Time Period:
AM Peak (6 - 9 AM)

Weekday Trips
September through
December 2023

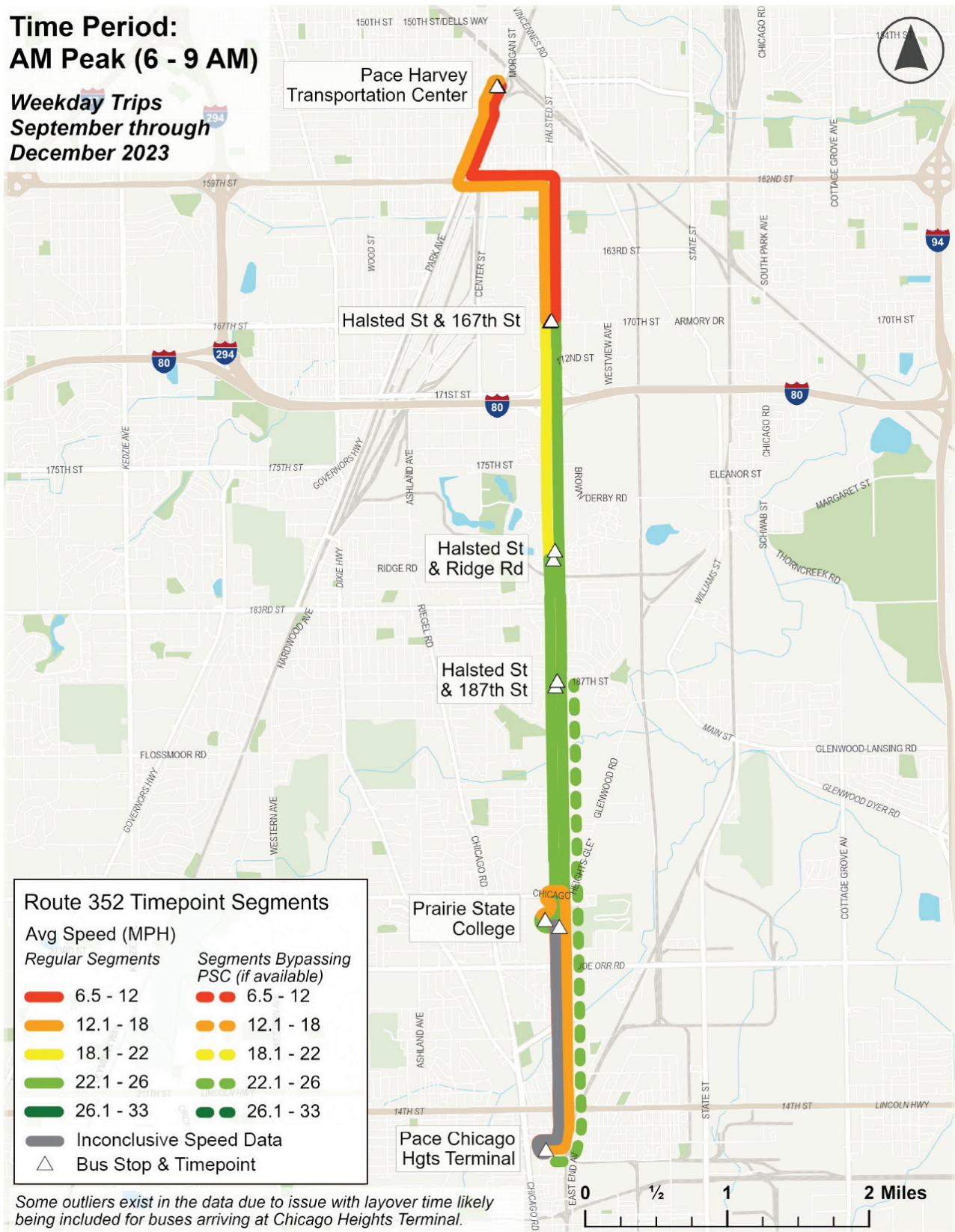


Figure 11: Route 352 Timepoint Segments - AM Peak

Time Period:
Midday (9AM - 3PM)

Weekday Trips
September through
December 2023

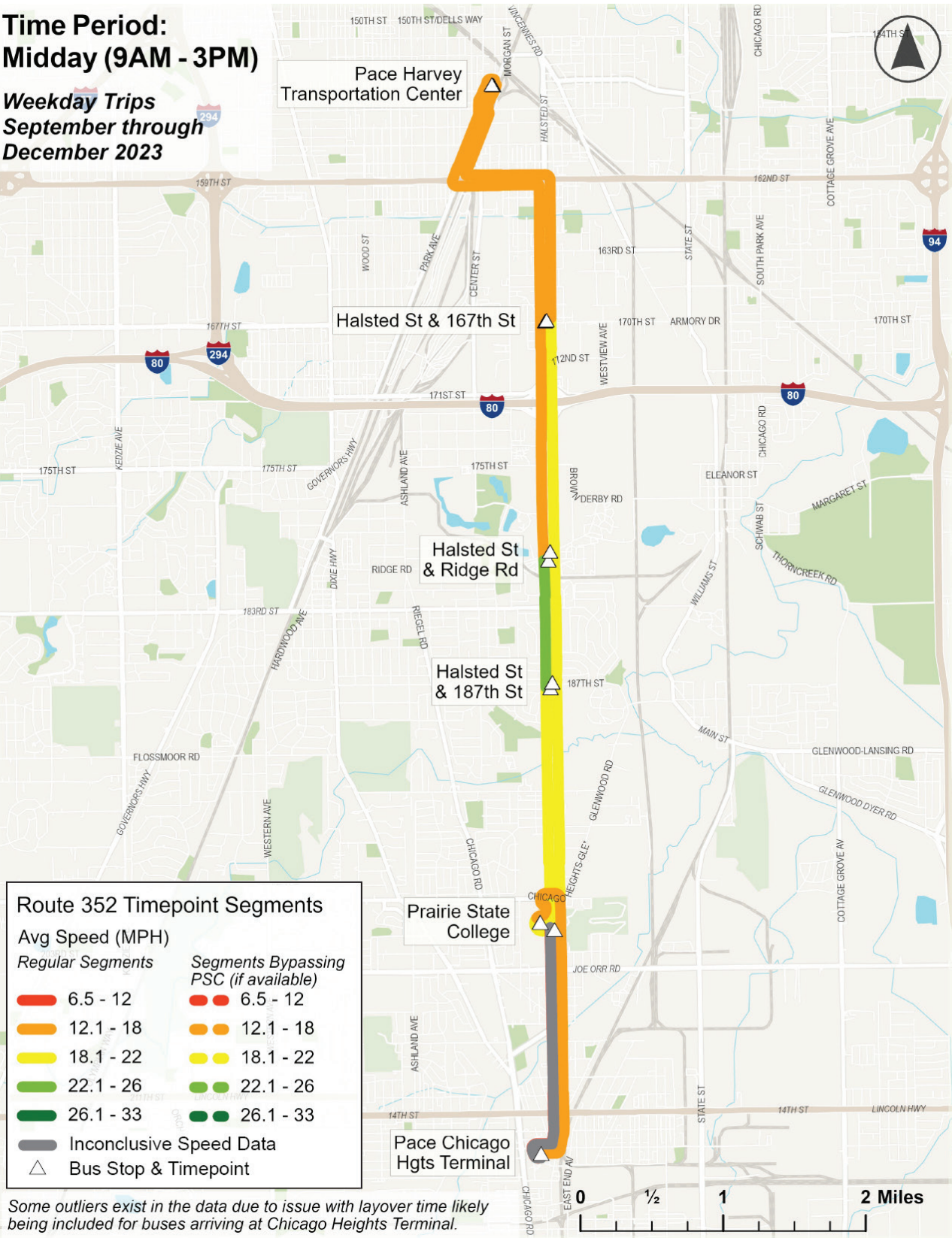


Figure 12: Route 352 Timepoint Segments - Midday

Time Period:
PM Peak (3 - 6 PM)

Weekday Trips
September through
December 2023

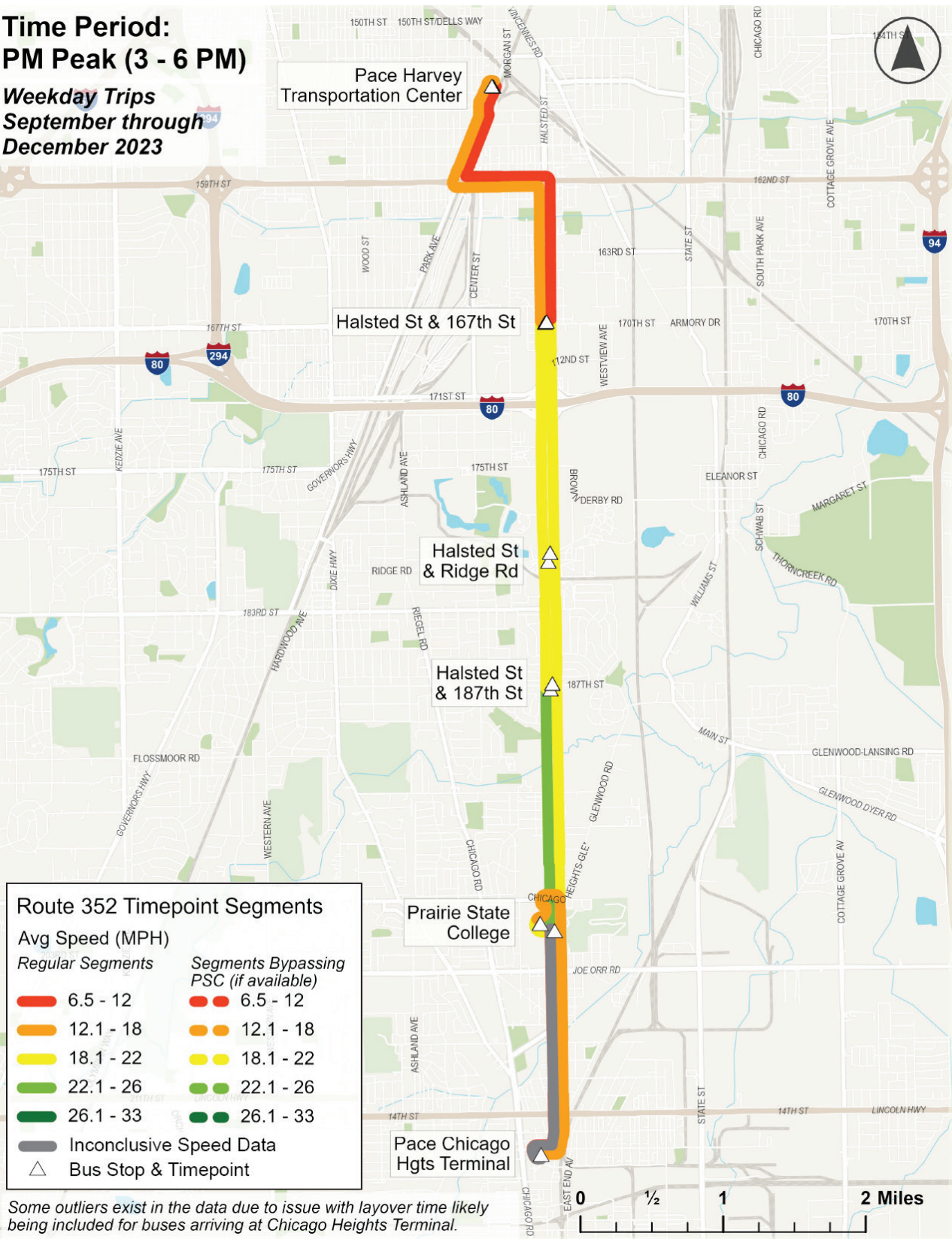


Figure 13: Route 352 Timepoint Segments - PM Peak

Time Period:
PM Evening
(6 PM - 12 AM)

Weekday Trips
September through
December 2023

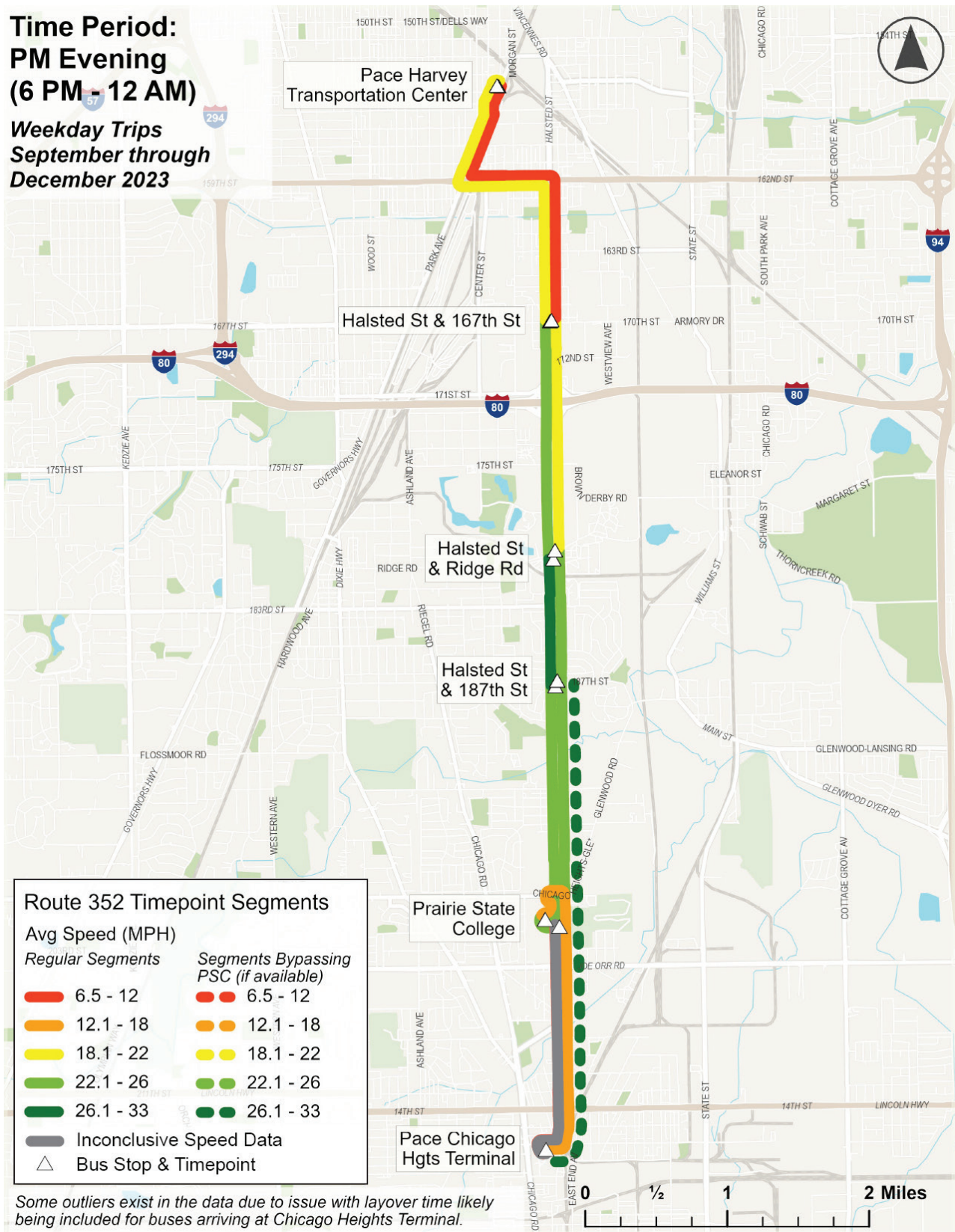


Figure 14: Route 352 Timepoint Segments - PM Evening

Time Period:
PM Late
(12 AM - 3 AM)

Weekday Trips
September through
December 2023

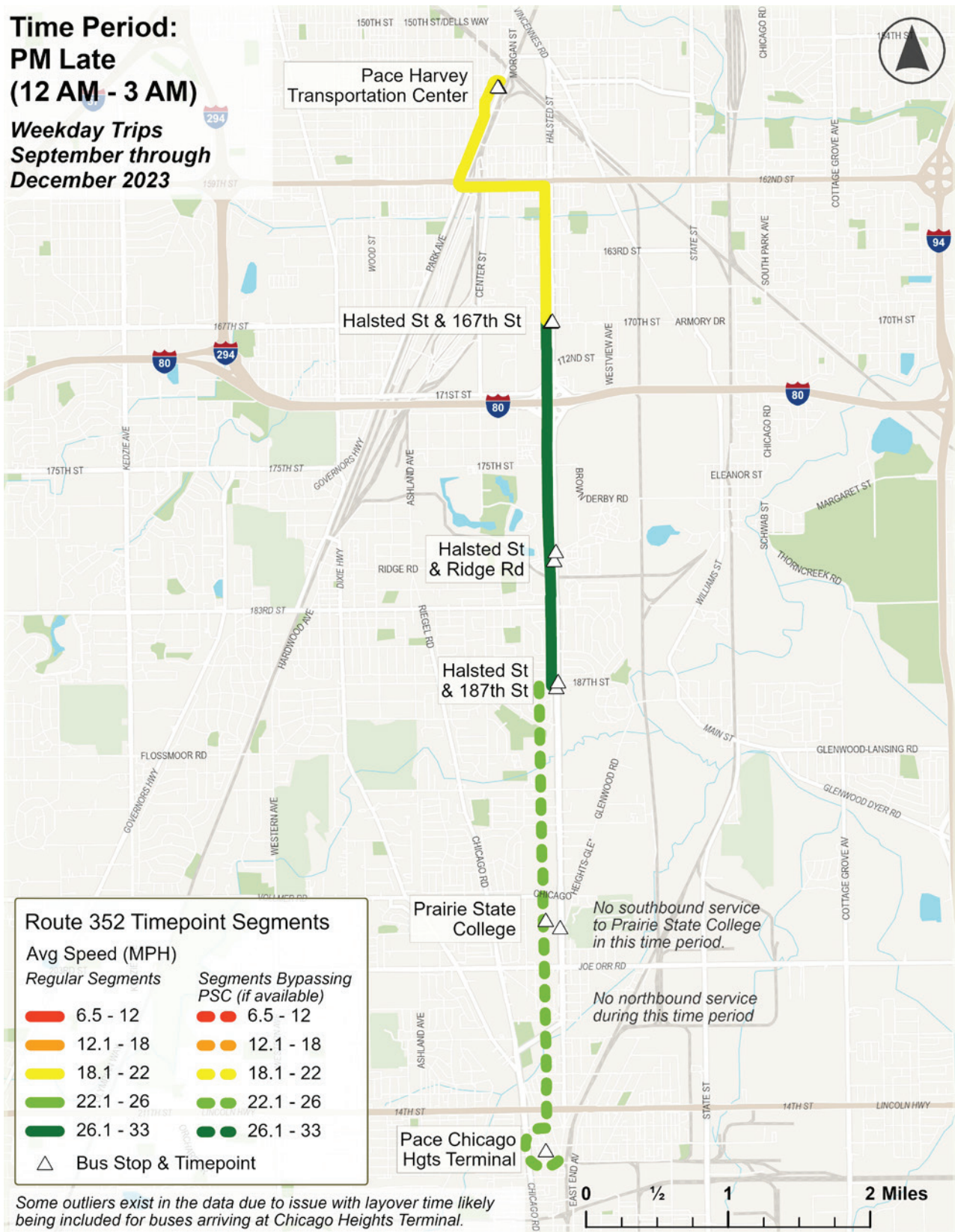


Figure 15: Route 352 Timepoint Segments - PM Late

6.0 ACCESS TO PRAIRIE STATE COLLEGE

6.1 Existing Routing

Within the study area, there is only one deviation off Halsted Street that Route 352 makes that is not related to serving either transportation centers. That deviation takes place at Prairie State College located between Vollmer and Joe Orr Roads in Chicago Heights.

The southbound and northbound routing of Route 352 at this deviation is as follows:

- **Southbound trips** leave Halsted Street at the South Lot entrance to Prairie State College and stop at a shelter at the main campus building at a turnaround loop. The bus exits onto Halsted the same way. This deviation takes approximately one minute longer than if the bus stayed on Halsted Street between Vollmer and Joe Orr Roads.
- **Northbound trips** leave Halsted Street at Vollmer Road, turning left on Vollmer Road and then making a left turn into the entrance road to the college. The turn at Halsted/Vollmer is at a stoplight, and a left turn arrow is available. The bus loops around the North Lot to a shelter located in front of the main campus building at a different location than where the southbound trips stop. The bus exits at the easternmost exit onto Vollmer Road, taking a left at the intersection of Halsted Street to get back onto Halsted Street. This left turn is at a stoplight and a left turn arrow is available. This deviation takes three to four minutes longer than if the bus stayed on Halsted Street and did not deviate into Prairie State College.

Figure 16 shows the existing Route 352 routing for both northbound and southbound buses.

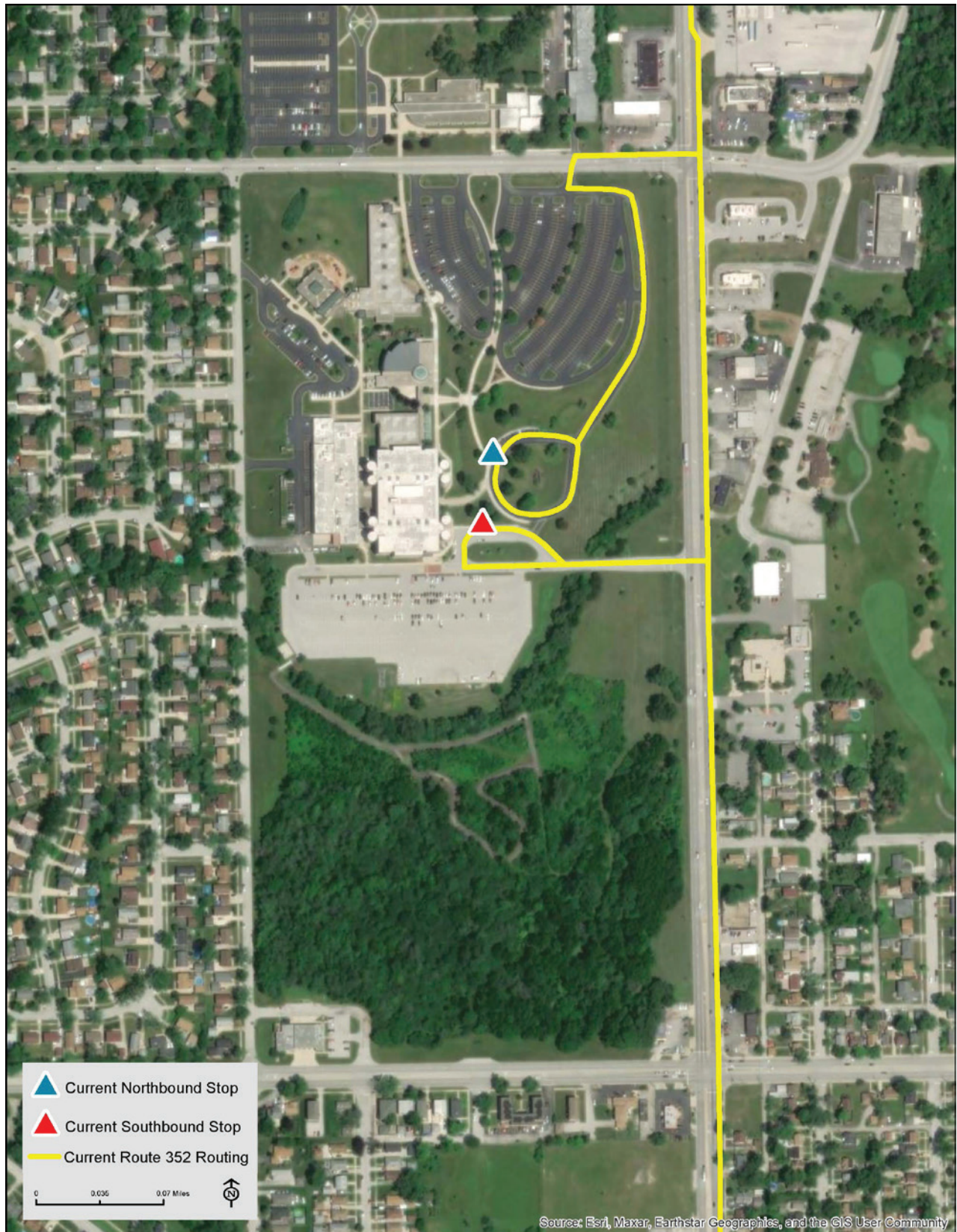


Figure 16: Existing Prairie State College Routing

6.2 Proposed Routing for Local Route 352 and Pace Pulse Service

Two alternatives have been proposed for future service to Prairie State College by both the local Route 352 and the Pulse service. They are described below.

6.2.1 Alternative 1: Remain on Halsted Street

Using the existing stop at the Bloom Township offices (northbound) and adding a new stop just south of the college entrance driveway (southbound), the bus would remain on Halsted Street. See **Figure 17**. This would save one minute in the southbound direction and four minutes in the northbound direction. **Note that Alternative 1 is explicitly contingent on construction of new sidewalk accessing the campus and construction of new crossing infrastructure.**

The following capital improvements would be needed to allow access to the bus stop:

- Extend a sidewalk from the main campus building to Halsted Street along the parking lot access road. The location of the sidewalk will need to be decided based upon site conditions. This improvement needs to be coordinated with and provided by Prairie State College.
- Convert the current and proposed stops into Pulse stations with appropriate shelters and boarding platforms. This improvement would need to be coordinated by Pace.
- Install a pedestrian hybrid beacon system along Halsted Street in front of the college entrance. Build a sidewalk for approximately 250 feet on the east side of Halsted Street from the existing northbound Bloom Township bus stop to the stoplight. Stripe a crosswalk on the north leg of the college exit intersection with Halsted Street. Construct a pedestrian refuge island on Halsted Street at crossing location. This improvement would need to be coordinated by IDOT.

Pros: Saves the most time for Pace service and is the simplest routing configuration

Cons: Highest capital cost of the two alternatives and a longer walk for college community members from the bus station. This improvement would only be feasible if IDOT agreed to install a safe mid-block crossing across Halsted Street and if Prairie State College implemented the other access improvements identified.



Figure 17: *Alternative 1- Remain on Halsted Street*

6.2.2 Alternative 2: Entry Off of Halsted Street

For this alternative, Pace buses would enter the Prairie State College campus but in a different manner than the current deviation. See **Figure 18**. The northbound bus would enter the campus by taking an unprotected left turn into the Halsted Street campus entrance. The northbound station would be located along the Halsted Street entrance drive. To exit, the bus would turn right traveling on the road on the east side of the North Lot and would exit the same way the northbound bus currently does. The southbound bus would enter and exit the campus in the same manner as it does now, but the station would be relocated across the northbound station. This would not save any time in the southbound direction but would save two minutes in the northbound direction. Note that during non-school hours, the bus would not pull into campus similar to how Route 352 currently operates.

The following capital improvements would be needed to allow access to the bus stops:

- Extend a sidewalk from the main campus building to the new station locations. Stripe a crosswalk across the driveway to cross between both stations. Install a pedestrian sign/ pedestrian activated flashing yellow light or a stop sign in both directions at the crosswalk. The roadway connection between the north and south loops will need to be widened to accommodate the bus turning radius. The location of the sidewalk will need to be designed based on site conditions. This improvement needs to be coordinated with and provided by Prairie State College.
- Convert the current stops into Pulse stations with appropriate shelters and boarding platforms. The location of the station will need to be designed based on site conditions. This improvement would need to be coordinated by Pace

Pros: Lesser amount of capital cost compared to Alternative 1.

Cons: Unprotected left on Halsted Street for northbound bus. Prairie State College would need to implement the access improvements identified.

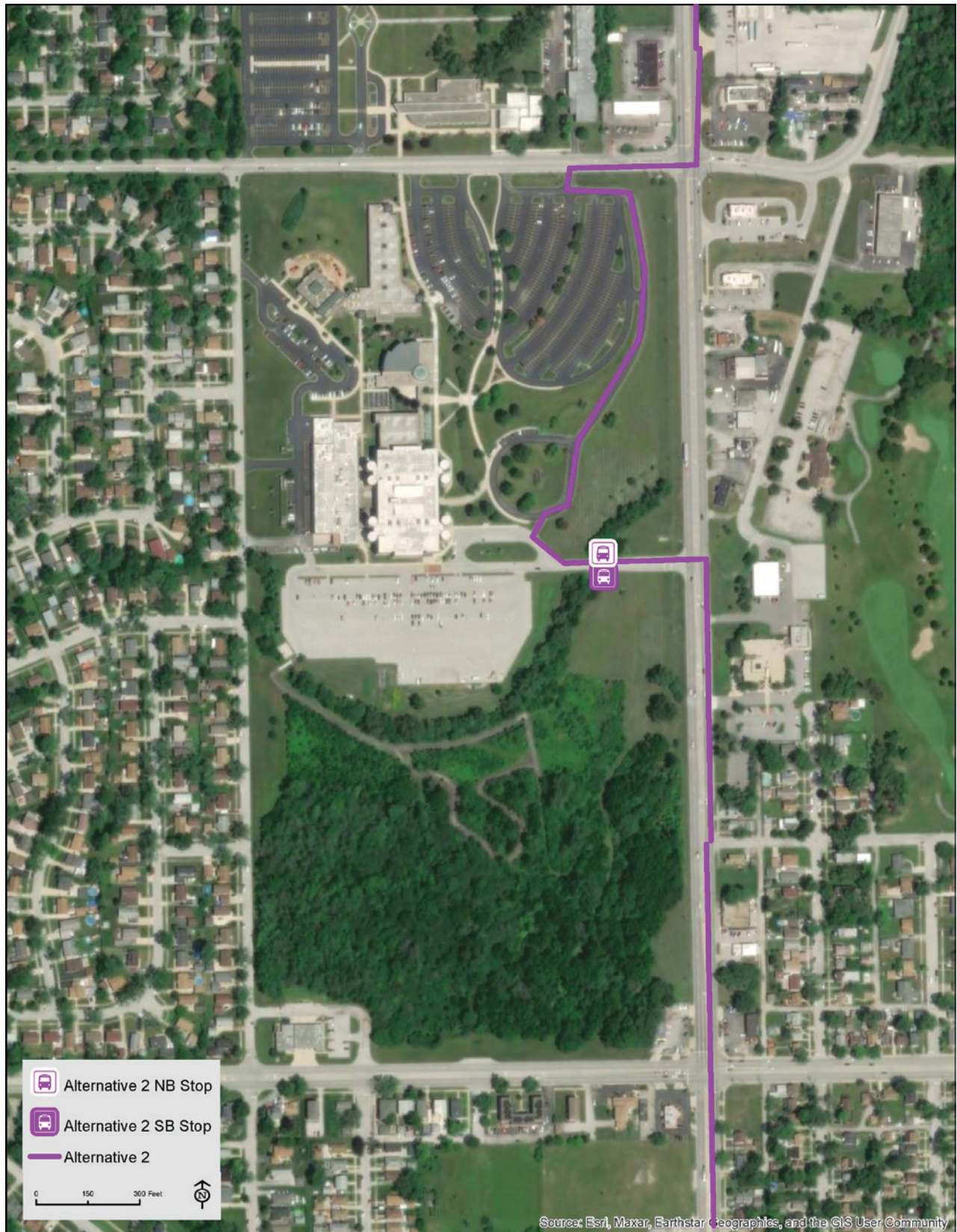


Figure 18: *Alternative 2: Entry Off Halsted Street*

7.0 STEERING COMMITTEE, STAKEHOLDER, AND PUBLIC INVOLVEMENT

7.1 Steering Committee Meetings

A Steering Committee was established at the beginning of the study consisting of representatives from each municipality and other stakeholders in the Far South Halsted Corridor. Three Steering Committee Meetings were held. A kickoff meeting was held on February 21, 2024. The power point presentation provided information on the scope of the study, the study area, existing infrastructure conditions, Pace Route 352 service characteristics, a review of the market study, and next steps.

The second Steering Committee Meeting was held on May 23, 2024. At this meeting, a power point presentation reviewed Route 352 onboard, origin-destination, survey results, the Market Study results, and public engagement activities.

A third Steering Committee Meeting was held on October 29, 2024. The power point presentation reviewed the characteristics of Pulse service, reviewed the results of the *Current Conditions Report*, reviewed the opportunity site analysis, and reviewed the results of the online survey.

Presentations and input received for all three Steering Committee meetings are in **Appendix E**.

7.2 Stakeholder Interviews

Stakeholder interviews were held with the City of Chicago Heights, Village of Homewood, Village of Glenwood, South Suburban Mayors and Managers, IDOT, Forest Preserve District of Cook County, and Active Transportation Alliance. The focus of the interviews was to discuss and gather input on pedestrian and bicycle infrastructure along the corridor, current bus stop conditions, land use and economic development potential, and any future improvement plans for the corridor that would support Pulse service. Interview notes are in **Appendix F**.

7.3 Public Meeting

A public meeting was held at Prairie State College (202 S Halsted St, Chicago Heights) on Tuesday, March 4, 2025 from 4 pm to 6 pm. The meeting was held as an open house, and attendees were asked to interact with exhibits, discuss the study with the project team, and provide input on the project via comment sheets. They were also encouraged to comment on an aerial roll plot map and leave placemaking recommendations. Thirteen people attended including representatives from local organizations, Prairie State College faculty and students, and local media.

Exhibits and the input received are in **Appendix F**.

7.4 Public Survey

A public survey was developed to gather input from the corridor users. The survey was distributed in several ways, i.e. via the RTA and Pace websites, through Steering Committee members, and at the pop-up events. A total of 147 survey responses were collected; 137 were gathered at the pop-up events and 10 were submitted online. The majority of respondents live near the study's surrounding area: 41% Harvey, 24% Homewood, and 7% Flossmoor (a community outside the study area). Survey results are available in **Appendix F**.

8.0 INFRASTRUCTURE RECOMMENDATIONS

As noted in the *Current Conditions Report* and through public input, pedestrian and bicycle infrastructure is often nonexistent along the corridor limiting access to the current bus stops and future Pulse stations. Before Pulse service can be implemented, transit infrastructure needs to be installed along the corridor to improve access.

8.1 Best Practices for Expanding Access to Transit

Pace's *Transit Supportive Guidelines, Guidelines for Pace Pulse Infrastructure & Facilities*³ Addendum provides a range of design solutions that support the operation of Pace Pulse services. The Addendum describes and illustrates station types, bus priority treatments, and roadway design.

8.1.1 Sidewalks, Bicycle, and Intersection Conditions

Almost all public transit riders access transit services by walking to and from transit stops and stations. Thus, expanding access to transit must overcome the barriers that discourage people from walking. The *Current Conditions Report* identified areas that lack sidewalks and bicycle facilities, and intersections where various treatments are needed. **Figures 19 to 21** show where the sidewalks are needed in the corridor. There is also limited bicycle infrastructure, leading to a poor environment for cyclists. There are only two bicycle facilities that cross the corridor, a side path along Halsted Street from 174th to 175th in Homewood, and the Thorn Creek Trail which crosses Halsted Street at Parkside Avenue in Chicago Heights. **Table 6** provides the existing conditions for pedestrian intersections at each of the signalized intersections along the corridor. In many cases, crosswalks, ADA ramps, and pedestrian signals are required.

The entire corridor is a challenge due to its inherent functioning as a major regional arterial and not necessarily as a local retail and residential corridor. Halsted Street is also considered to be a Strategic Regional Arterial (SRA) by IDOT. In addition, the municipalities along the corridor have limited resources in providing pedestrian facilities; typically, they prioritize improvements closer to their downtowns, schools, libraries, and government centers rather than addressing an IDOT arterial corridor. As of spring 2025, IDOT had no plans to reconstruct Halsted Street and subsequently, no plans to install pedestrian facilities.

The following maps show the results of the inventory.

³ <https://www.pacebus.com/TSG>

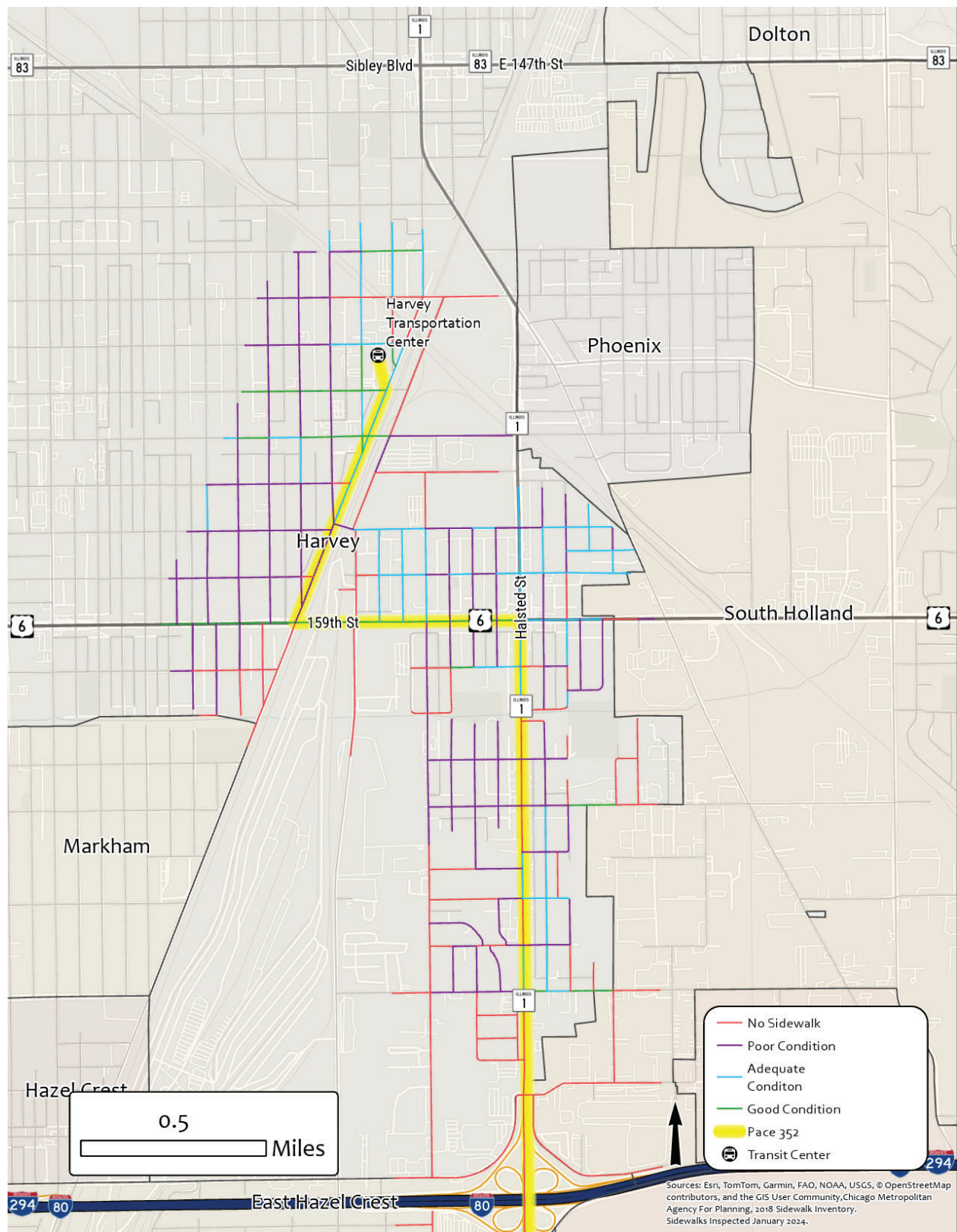


Figure 19: Sidewalk Conditions in North Section

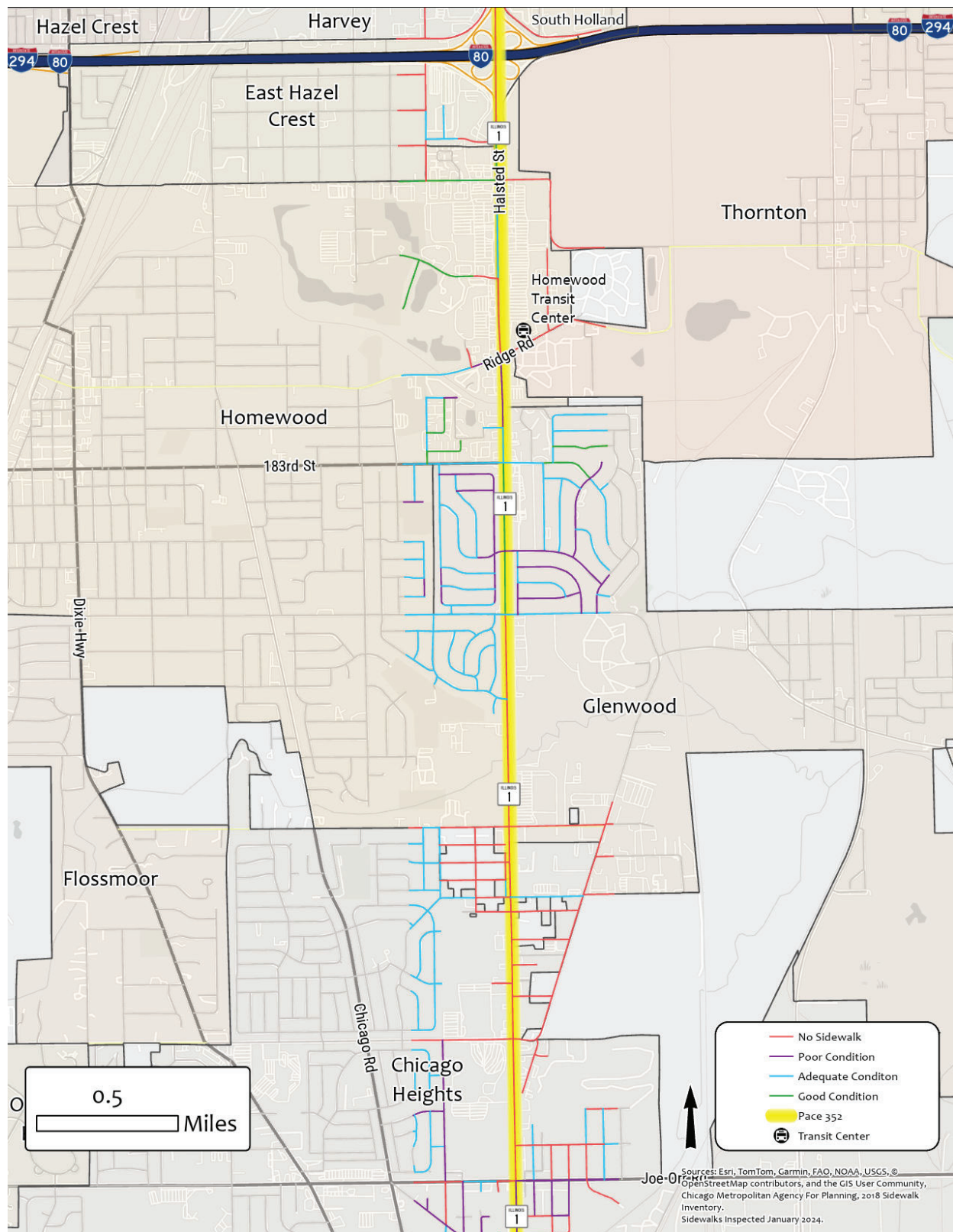


Figure 20: Sidewalk Conditions in Central Section

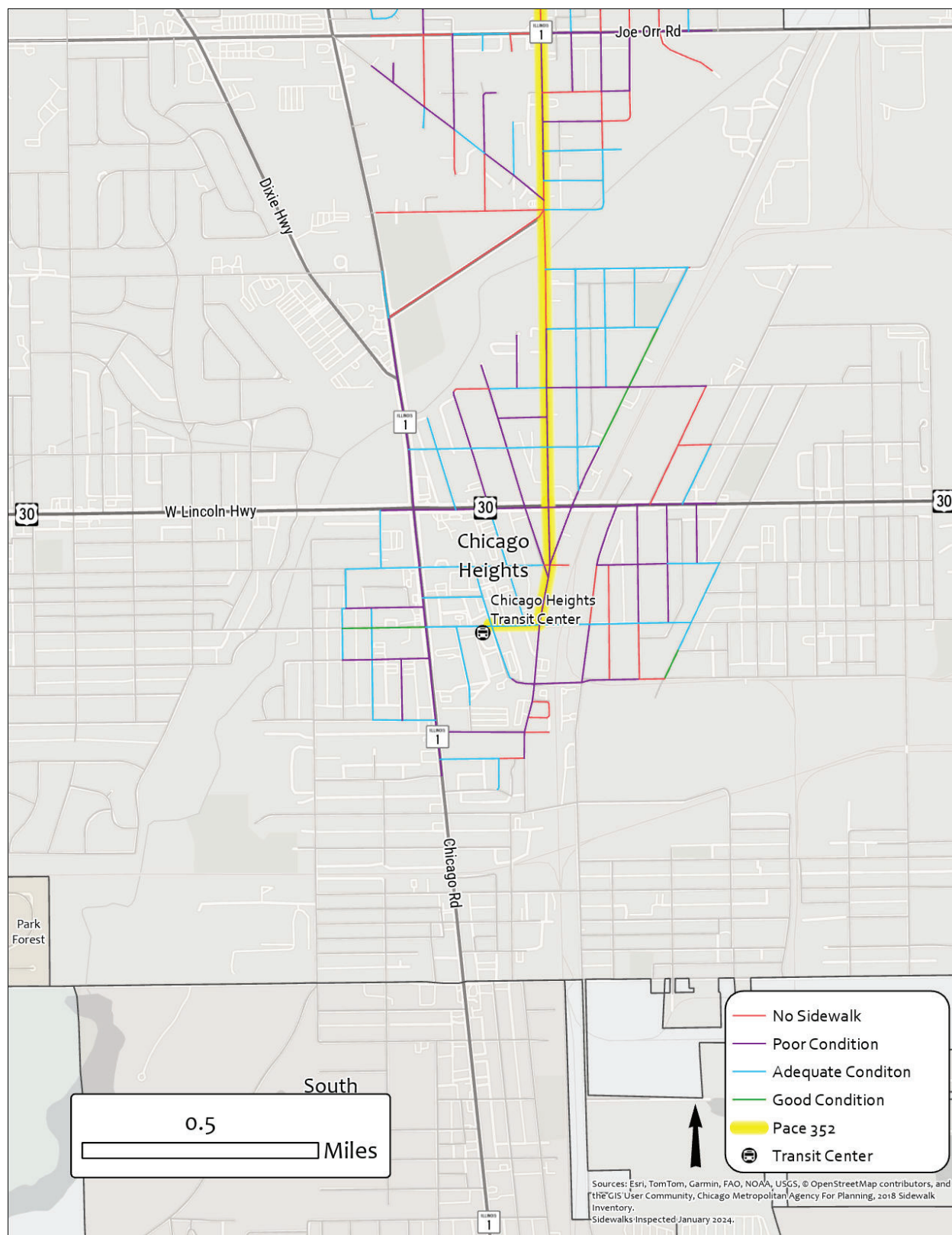


Figure 21: Sidewalk Conditions in North Section

Table 6: Existing Pedestrian Accommodations at Signalized Intersections

Signalized Intersection (North to South)	Intersection Legs	Legs with Crosswalks	Which Legs/Notes	Out of Legs with Crosswalks		
				ADA Standard Ramps	Pedestrian Signals	Marked Crosswalks
154th and Park	3	3	All	No	Yes	No
155th and Park	4	4	All	No	Yes	No
157th/Center and Park	4	4	All	No	Yes	No
159th and Park	4	4	All	Yes	Yes	Yes
159th and Carse	4	4	All	Yes	Yes	Yes
159th and Halsted	4	4	All	Yes	Yes	Yes
Halsted and 163rd	4	4	All but there is no ADA ramp on NW corner.	Yes	Yes	No
Halsted and 167th	4	4	Temporary (Wire) Signal. No ramps on the south side but pedestrian signals facing each crossing. ADA ramps on northside only.	Partial	Yes	No
Halsted and 171st	4	0	None	No	No	No
Halsted and 174th	3	1	South Leg	Yes	Yes	Yes
Halsted and 175th	4	1	West Leg	Yes	Yes	Yes
Halsted and Target Shopping Center	4	1	West Leg	Yes	Yes	No
Halsted and Maple	4	3	West, South, and East Legs, the crosswalk is only marked on West Leg.	Yes	Yes	Partial
Halsted and Ridge	4	0	There is an ADA ramp on the Southwest Corner	Partial	No	No
Halsted and 183rd	4	1	Crosswalk marked on West Side.	No	No	Yes
Halsted and 187th	4	2	North and West Legs	Yes	Yes	Yes
Halsted and Holbrook	4	0	None	No	No	No
Halsted and Vollmer	4	0	None	No	No	No
Halsted and Joe Orr	4	4	All	Yes	Yes	Yes
Halsted, Parkside, and Route 1 Cutoff	5	2	North and South Legs, Pedestrian Signal only at South Leg	Yes	Partial	Yes
Halsted and 12th	4	4	All, but pedestrian signals only on North and South legs	Yes	Partial	Yes
Halsted and 13th	4	4	All, but pedestrian signals only on North and South legs	Yes	Partial	Yes
Halsted and Lincoln Highway	4	4	All	Yes	Yes	Yes

KEY:

Yes - All legs (that have crosswalks) have this feature

Partial - Only some of the legs (that have crosswalks) have this feature

No - None of the legs (that have crosswalks) have this feature

8.1.2 Station Infrastructure Needs

Infrastructure maps were created for each potential Pulse station. The following **Figures 23 through 40** are preliminary concepts to show how to improve access within a half-mile study area of each station. Partnerships with government agencies, particularly IDOT, will need to be made to implement the improvements. Most of the improvement recommendations are on IDOT right-of-way including recommendations for crosswalks, signal improvements, TSP, queue jumps, and sidewalks. Coordination with private property owners of the sites identified as Opportunity Sites is key to encourage redevelopment to support transit. In addition, discussions with municipalities to encourage policies to require developers to install sidewalks as part of the development will help improve corridor access. Note that these maps show recommendations on how best to improve the station areas; the improvements shown are strictly recommendations and are not currently planned by the respective jurisdiction who has control over the roadways.

Pace Harvey Transportation Center Station Area

The Pace Harvey Transportation Center is the northern limit of the Far South Halsted Corridor study area. The Transportation Center is within a central business district and close to the Metra Harvey Electric District Station. Metra and Pace, in collaboration with the City of Harvey, are embarking on design projects to replace the Pace Harvey Transportation Center and modernize the Metra Harvey Station. The project includes the reconstruction of the bus transportation center to connect to the renovated Metra Electric Line Harvey Station, allowing safer and easier transfers. The project currently is in Phase II design. The entire facility will be accessible to people with disabilities and include a dedicated area for ADA paratransit vehicles, resulting in an upgraded riding experience and enhanced job access for all throughout south Cook County. The reconstructed Transportation Center project benefits include new interior waiting areas and passenger restrooms, a canopied Pace boarding area with four additional bus bays, Metra platform improvements with new platform canopy, an expanded Metra entrance at Park Avenue and 154th Street, a modernized Metra entrance at 155th Street, new vendor space, a modernized elevator, a consolidated commuter parking lot, bicycle parking, new lighting, and wayfinding. See renderings of the new transportation center in **Figure 22** below.



Aerial Image Source: Google Earth Pro (2025)



Figure 22: Renderings of New Harvey Transportation Center (source: Metra)

The proposed access improvements in this station area are illustrated on the map and consist of new high visibility crosswalks on streets bordering and near the redesigned Transportation Center.

Proposed Improvements: Harvey Transportation Center — Park Ave & E 154th St

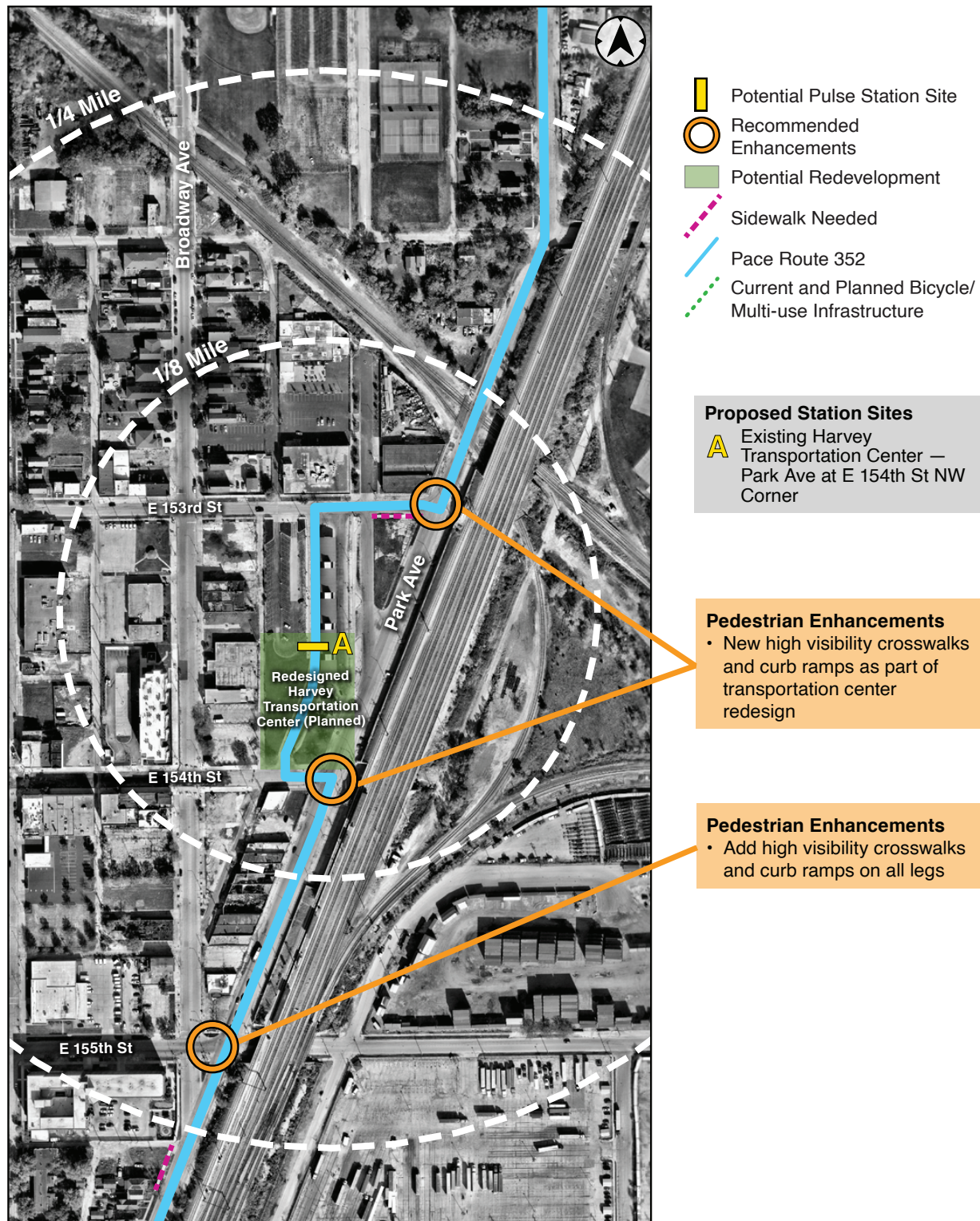


Figure 23: Proposed Improvements for New Harvey Transportation Center

159th Street & Fisk Street/Center Street Station Area

The 159th/Fisk Street Station Area is the first stop south after the Pulse service leaves the Pace Harvey Transportation Center. The station placement allows transfer to other routes along or near 159th Street.

The proposed access improvements in this station area are illustrated on the following page. The pedestrian access improvements consist of sidewalks and other measures to slow down traffic and improve pedestrian safety including curb extensions, bump-outs, high visibility crosswalks, and pedestrian refuge islands. At the Center/159th Street intersection, the recommendation is to either install a flashing beacon system or install a traffic signal to facilitate movement across 159th Street to reach the westbound and eastbound Pulse stations.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: E 159th Street & Fisk Street / Center Street

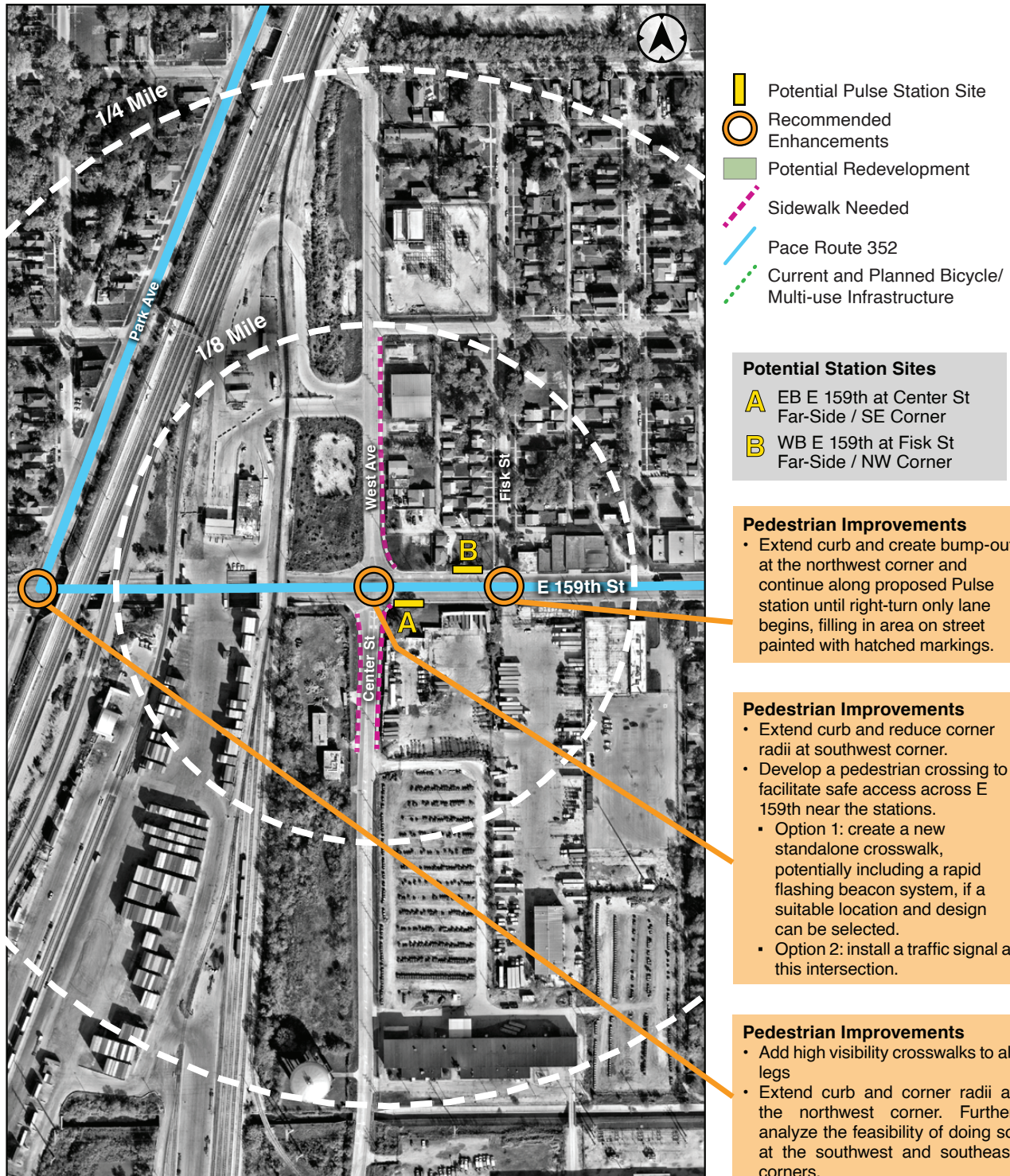


Figure 24: 159th Street & Fisk Street/Center Street Station Area

South Halsted and East 159th Street Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area is the highest ranked for serving transit destinations and serving a transit dependent population. The current Route 352 stop is a high ridership stop and serves as a transfer location for Pace Route 364. Both Halsted and 159th Street have commercial uses in this area and are both busy arterial streets.

This station area has existing pedestrian infrastructure on both 159th Street and Halsted Street within the half-mile station area except for 161st Street where it is recommended to have pedestrian crosswalks and a pedestrian refuge island on Halsted to enable pedestrians to cross at that corner and walk north to the Pulse station. This recommendation seeks to address a large gap in safe pedestrian crossing opportunities south of 159th Street.

Pulse stations are proposed in two different locations to provide options for implementation. Stations noted as A1 and B1 are located closer to the corner of Halsted/159th Street with the southbound A1 stop on Halsted Street and the westbound B1 station on 159th Street. Stations noted as A2 and B2 are located across from each other and may be more visible to riders who disembark in terms of return station location.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & E 159th Street*

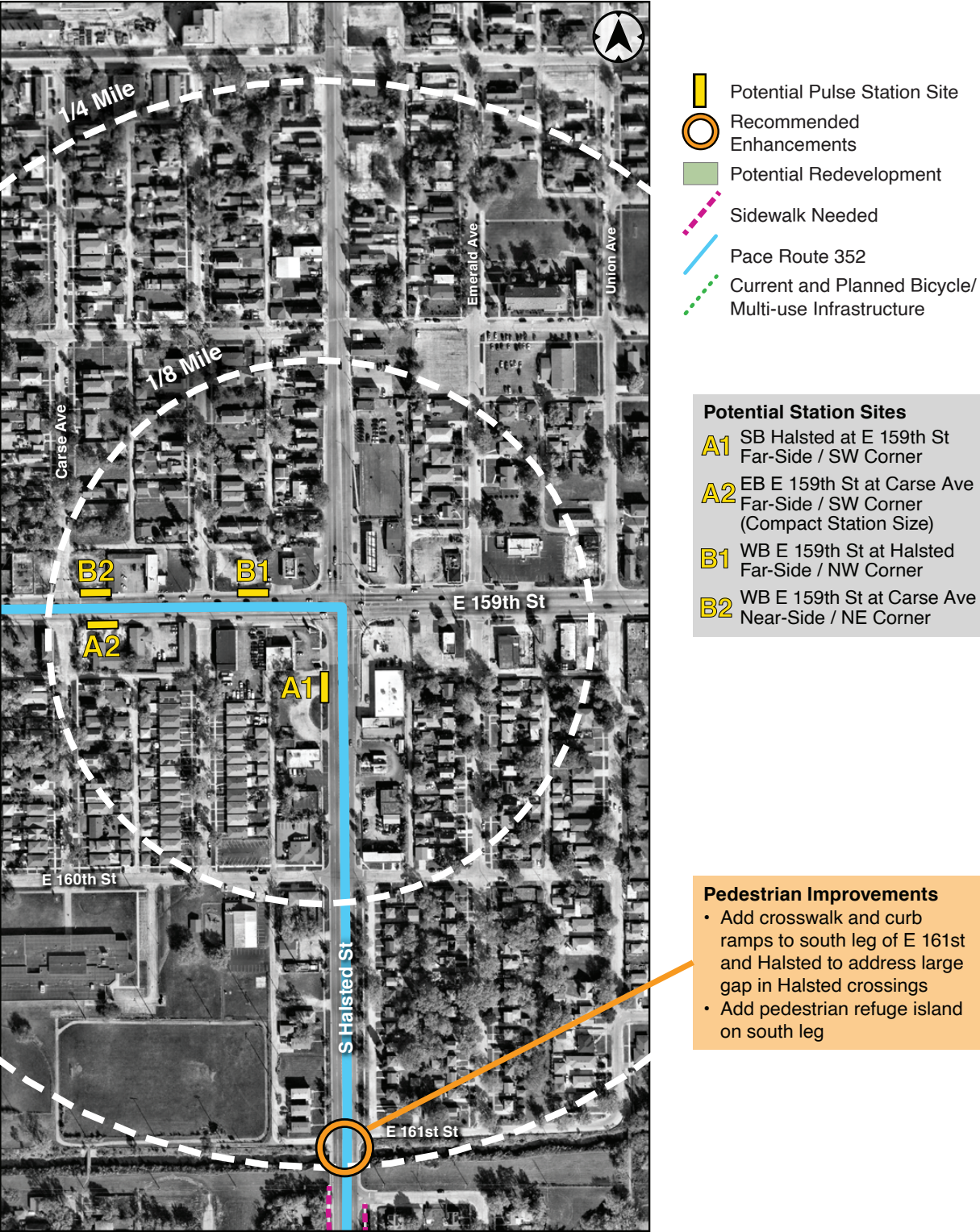


Figure 25: South Halsted and East 159th Street Station Area

South Halsted and 163rd Street Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area encompasses light industrial land uses and employment centers along 163rd Street. The station area also contains a commercially zoned opportunity site recommended for mid-density residential or mixed-use affordable housing. Access improvements include crosswalks to all intersections to fill in gaps in safe crossings along this part of the corridor, ADA compliant curb ramps, and pedestrian refuge islands. Sidewalks are proposed along Halsted and to fill a gap on 163rd Street to the west of the corridor. Station stops are located on the far side of 163rd Street to meet efficient operating practices.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: S Halsted Street & E 163rd Street

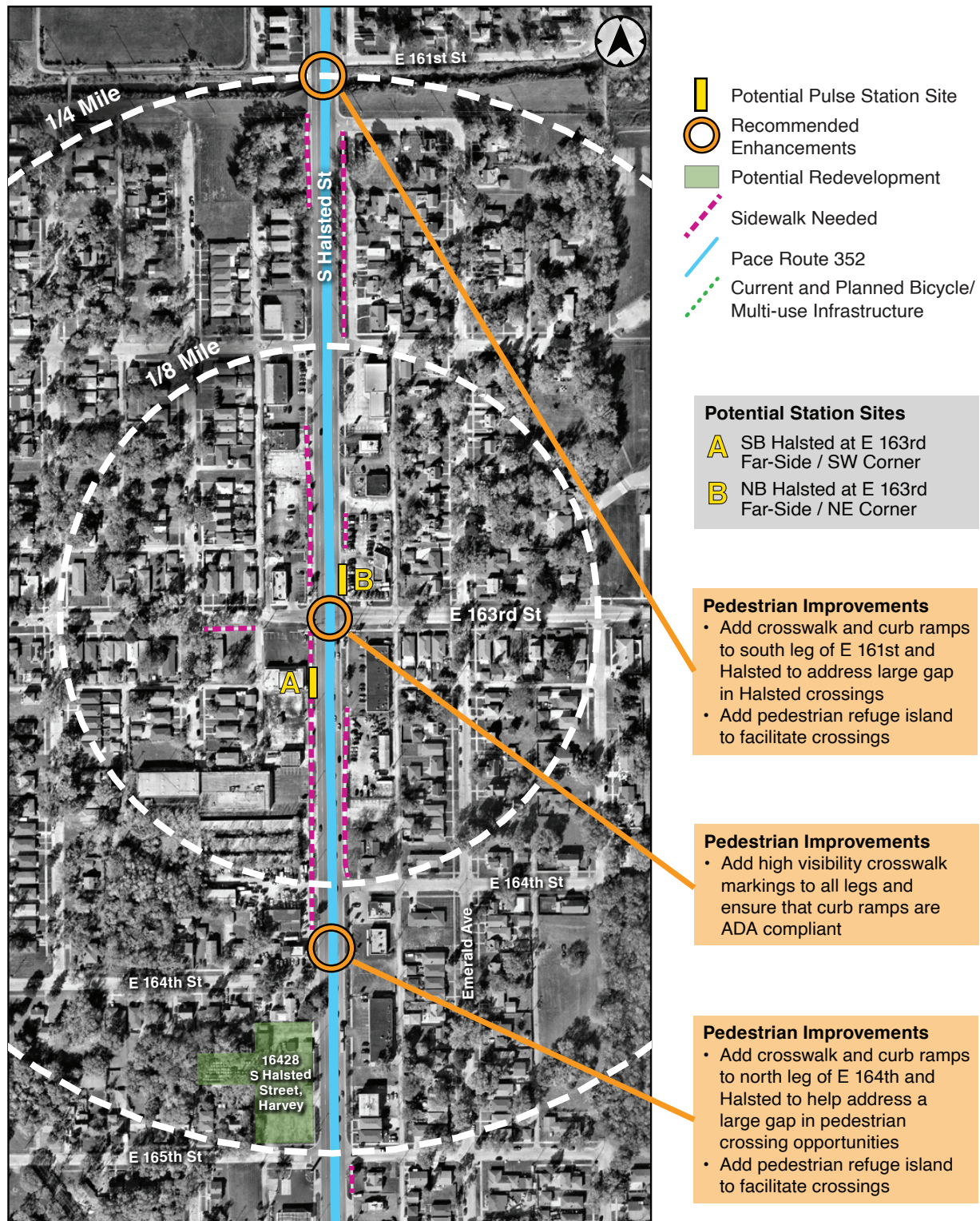


Figure 26: South Halsted and 163rd Street Station Area

South Halsted Street and 167th Street Station Area

The proposed access improvements in this station area are illustrated on the following page. The station area is near employment centers along Halsted and 167th Street. This station area contains three opportunity sites within the ¼ mile radius. The opportunity site at 16545 S. Halsted Street is zoned highway commercial, and recommended for low-density residential, including affordable housing. The second opportunity site, 16701 S. Halsted Street, is recommended for mixed use with limited ground floor commercial. The third site, just north of 172nd Street, is recommended for commercial use, due to its location near I-294.

Access improvements include crosswalks and ADA curb ramps at the Halsted/167th Street intersection, and a recommendation to reduce the turning radius on 167th Street to slow down turning vehicles to improve pedestrian safety.

Two northbound and two southbound station alternatives are proposed. The northbound station is shown both nearside and far side, with the near side station closer to the opportunity site on the southeast corner. The City of Harvey should require developer to install a sidewalk in front of the opportunity site to access the station. This station may be more appropriate than the far side station that is in front of a gas station. The southbound station is also shown on both the near side and far sides. Although the far side is operationally more ideal, the near side has better access and less topography challenges when installing pedestrian infrastructure.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: S Halsted Street & E 167th Street

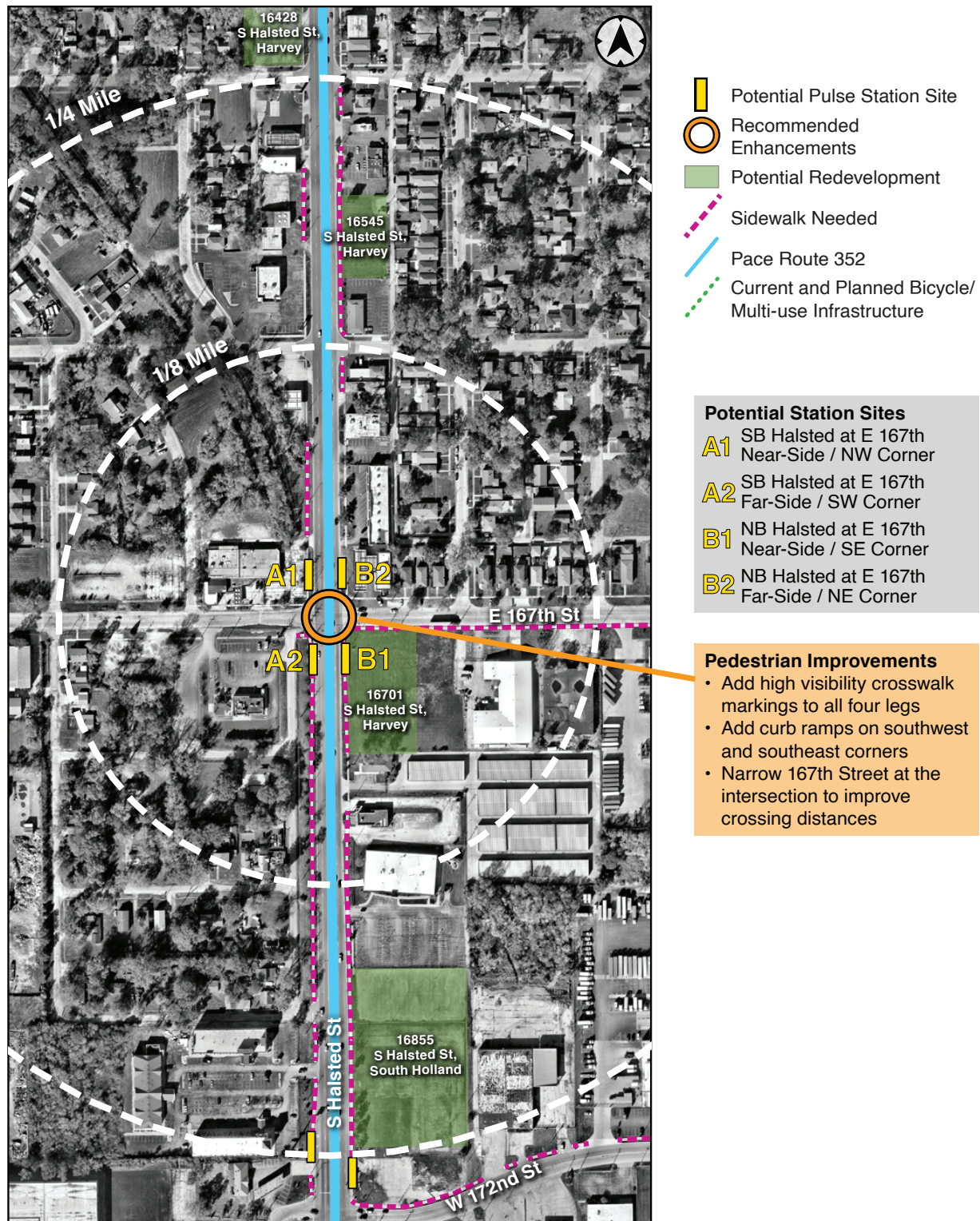


Figure 27: South Halsted Street and 167th Street Station Area

South Halsted and 172nd Street Station Area

The proposed access improvements in this station area are illustrated on the following page. This station is currently a high ridership stop for Route 352. There is a residential motel at the intersection with transit dependent riders. This station area contains two opportunity sites, one of which is also part of the Halsted/167th Station Area. The opportunity area in South Holland is recommended for commercial use. Access improvements include crosswalks and pedestrian signals at 172nd Street, with a reduction in the corner radii with the intention of slowing down turning vehicles to enhance pedestrian safety.

The northbound station is on the far side, but due to the location of 171st Street, the southbound station needs to be sited on the nearside. This station area has the potential for a bus priority lane for northbound buses as shown on the illustration.



Proposed Improvements: S Halsted Street & W 172nd Street

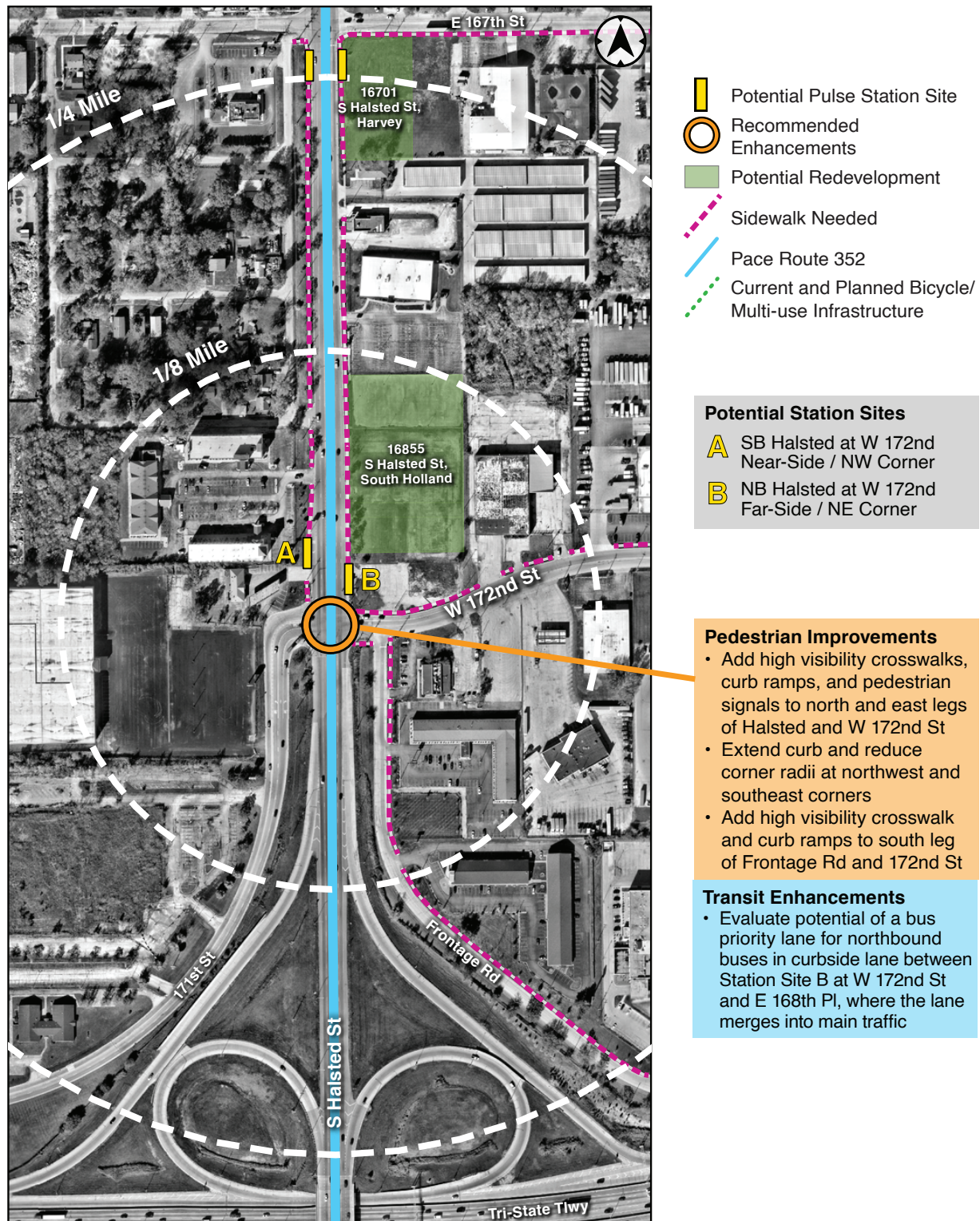


Figure 28: South Halsted and 172nd Street Station Area

South Halsted and 175th Street Station

This station area is near the site of the newly opened Wind Creek Casino and hotel. Ideally the station would be located close to the casino and hotel at 174th Street as indicated by A1 and B1 on the map. However, due to right-of-way issues and conflict with the casino parking lot with the southbound station location at 174th Street, the recommended station location is at the existing Route 352 stop at 175th Street (A2/B2).

The proposed access improvements in this station area are illustrated on the following page. Access improvements include high visibility crosswalks and pedestrian signals at 175th Street, and a recommendation to reduce the corner radii with the intention of slowing down turning vehicles. Sidewalks on the east side of Halsted and along 175th Street are also recommended. The 175th Street location is also more feasible due to the potential operational and vehicle conflict issues with the potential northbound station at 174th Street. The 174th Street station would have to be located just south of where the lane channels into an entrance ramp to I-294 causing conflict between a stopped bus and vehicles merging over to the right turn lane to enter onto the expressway.



Aerial Image Source: Google Earth Pro (2025)

- B2** NB Halsted at 175th
Far-Side / NE Corner

- Add high visibility crosswalks to all legs. Add curb ramps and pedestrian signals to north, east, and south legs.
- Extend curb and reduce corner radii at northwest and southeast corners

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South Halsted Street and Maple Avenue Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area is a major retail area and employment center with shopping centers located on both sides of Halsted Street. This station is currently a high ridership stop for Route 352. Access improvements include high visibility crosswalks, curb ramps, pedestrian signals, and refuge islands at Maple Avenue and at the Park Place Plaza Driveway north of Maple Avenue. Sidewalks are proposed on both sides of the street.

This station has the potential to improve the operating speed of the Pulse service by installing a transit queue jump or Business Access and Transit (BAT) lane for northbound and southbound buses approaching Park Place Plaza Driveway and approaching Maple Avenue.

The stations are located on the far side of the Halsted/Maple Avenue intersection. An alternative Pulse station could be located at Ridge Road at the south end of the station area to provide a better connection to the Homewood Park-N-Ride. However, a station at Halsted/Maple is recommended as it is more centrally located to the shopping centers.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: S Halsted Street & Maple Avenue

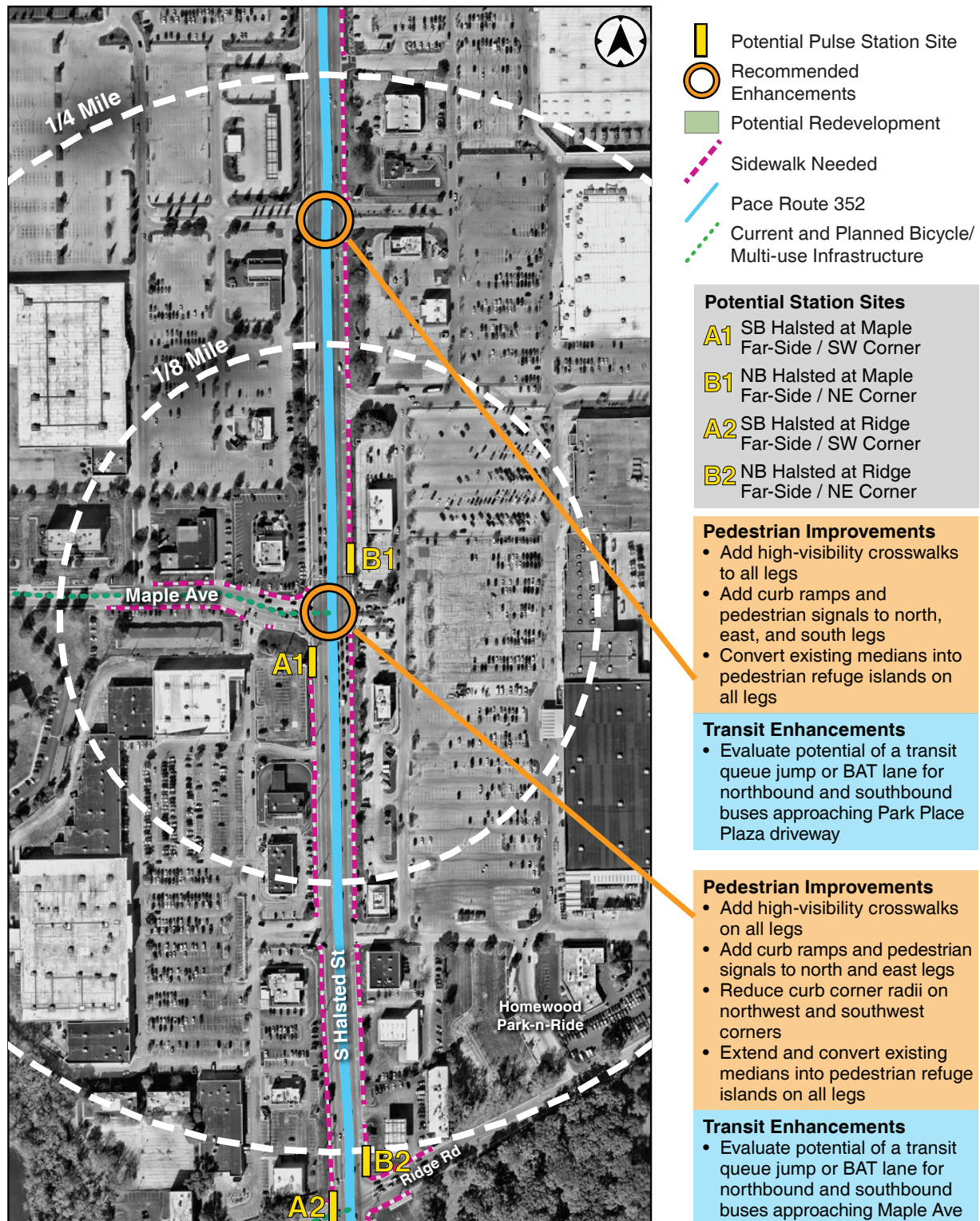


Figure 30: South Halsted Street and Maple Avenue Station Area

South Halsted Street and 183rd Street Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area has dense residential areas south of 183rd and west of Halsted Street. The station area is ranked high in all three transit competitiveness models presented earlier in the report. The station area has two opportunity sites. The one site, located at 18303 S. Halsted Street, is owned by the Village of Glenwood and recommended for mixed density residential with open space. The opportunity site at the south end of the station area is recommended for mixed use senior housing, commercial, or industrial.

Access improvements include high visibility crosswalks, curb ramps, and pedestrian signals, a pedestrian refuge island and the removal of an existing slip lane, and the reduction of the corner radii to slow down turning movements to enhance pedestrian safety.

This station area also has the potential to improve bus speed by investigating a transit queue jump lane for northbound buses approaching 183rd Street. This is detailed in **Figure 32**.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: S Halsted Street & 183rd Street

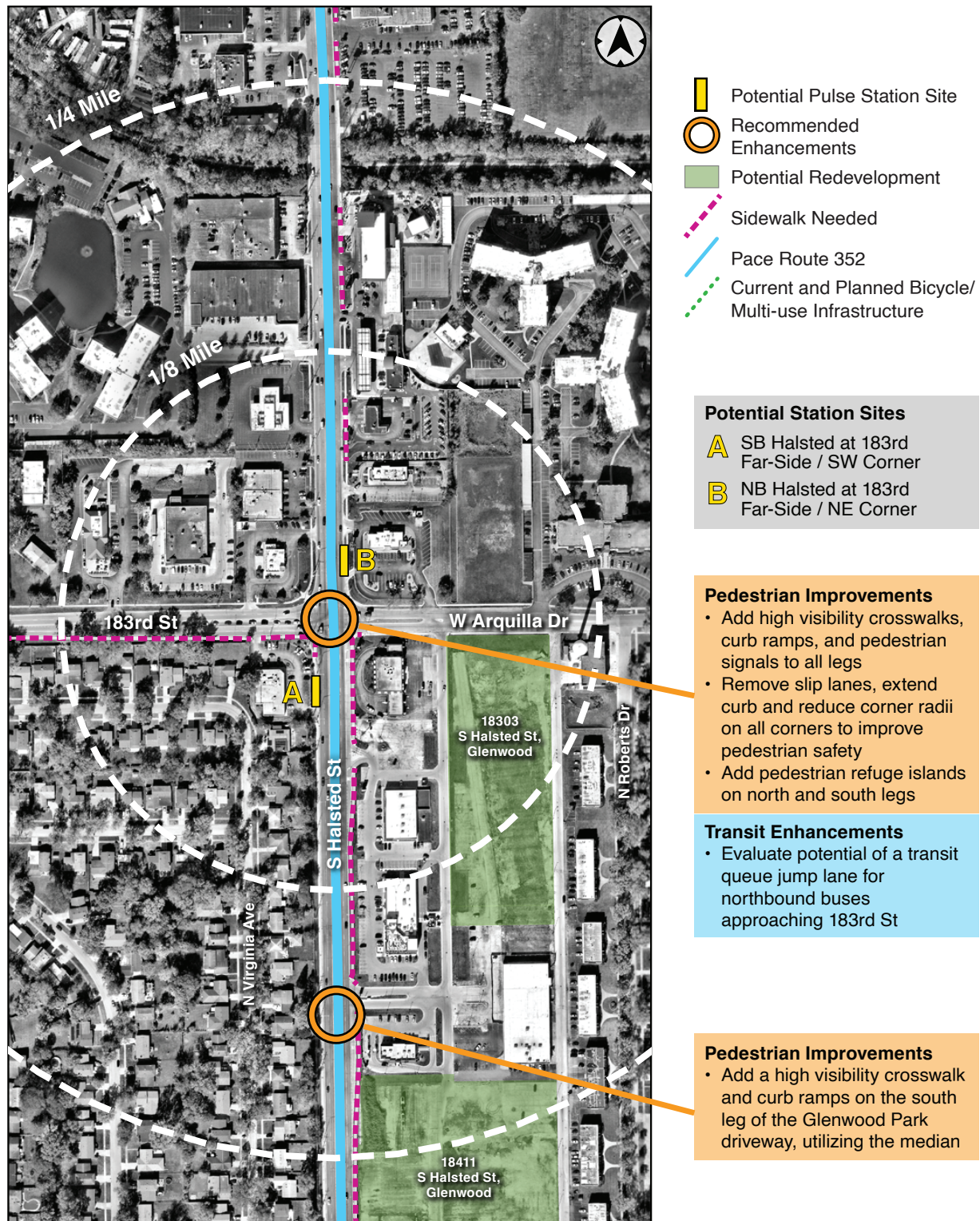


Figure 31: South Halsted Street and 183rd Street Station Area

Conceptual Intersection Design Improvements: S Halsted Street & 183rd Street

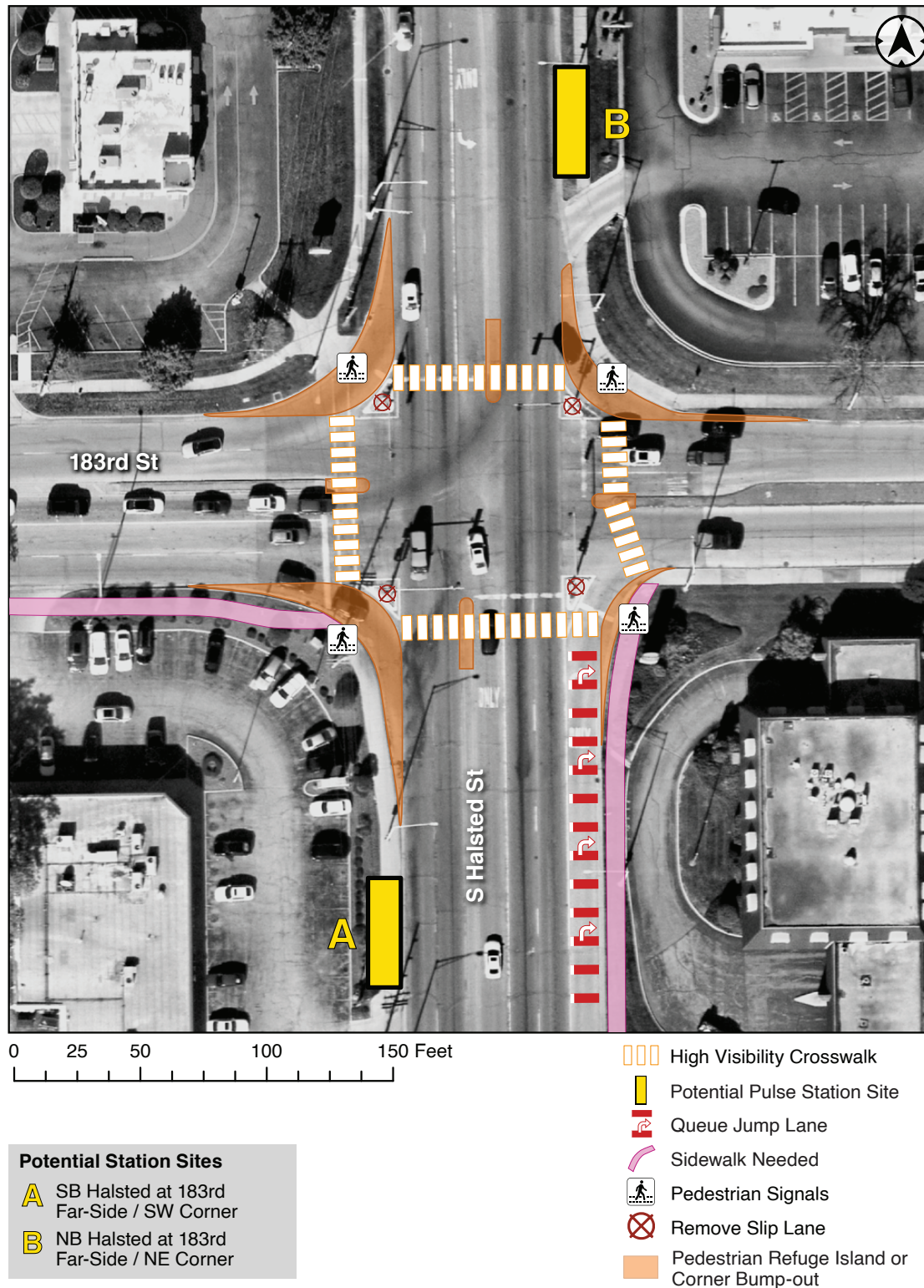


Figure 32: South Halsted Street and 183rd Street Station Area Conceptual Intersection Design

South Halsted and 187th Street Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area is a denser single family residential area with a school and grocery store nearby. The opportunity site located to the north of the station area is also included in the 183rd Street station area.

Access improvements include sidewalks along Halsted Street and 187th Street west of Halsted Street. Crosswalks, curb ramps, and pedestrian signals are also recommended at the 187th/Halsted intersection. Reducing the corner radii and extending the curb on the southeast corner will also slow down turning vehicles to enhance pedestrian safety

The northbound station is located on the far side of the intersection. There are two alternatives to the southbound station. Operationally, far side locations are recommended, but in this case, there is an existing sidewalk and immediately adjacent development located on the near side.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & W 187th Street*

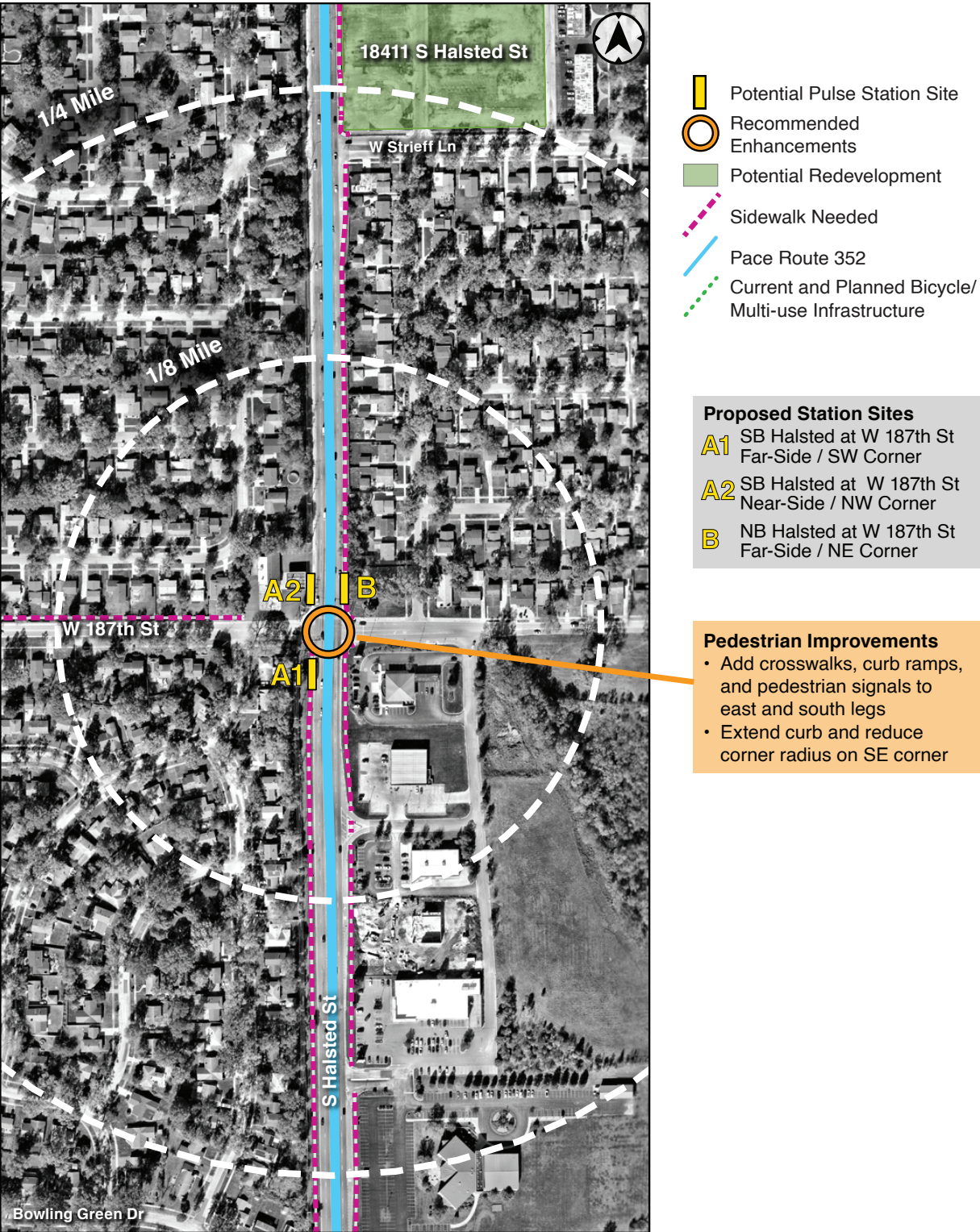


Figure 33: South Halsted and 187th Street Station Area

South Halsted Street and Holbrook Road Station Area

The proposed access improvements in this station area are illustrated on the following page. This station location is ranked low on all three transit competitiveness models due to the types and low-density land uses within the station area. There is a large storage facility on one corner and a large lot office and commercial use just to the south of Holbrook Road. A medical facility is located on the northwest corner. This station has been introduced to maintain adequate Pulse station spacing throughout the corridor.

Access improvements include sidewalks on both sides of Halsted and Holbrook. Crosswalks, curb ramps, and pedestrian signals are also recommended at the Halsted/Holbrook intersection. The southbound station is located on the near side of Holbrook in the same location at the Route 352 stop. The medical facility at this corner has constructed a sidewalk leading to the current stop indicating employees and clients utilize the bus to get to the facility. The northbound stop is recommended on the far side.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & Holbrook Road*

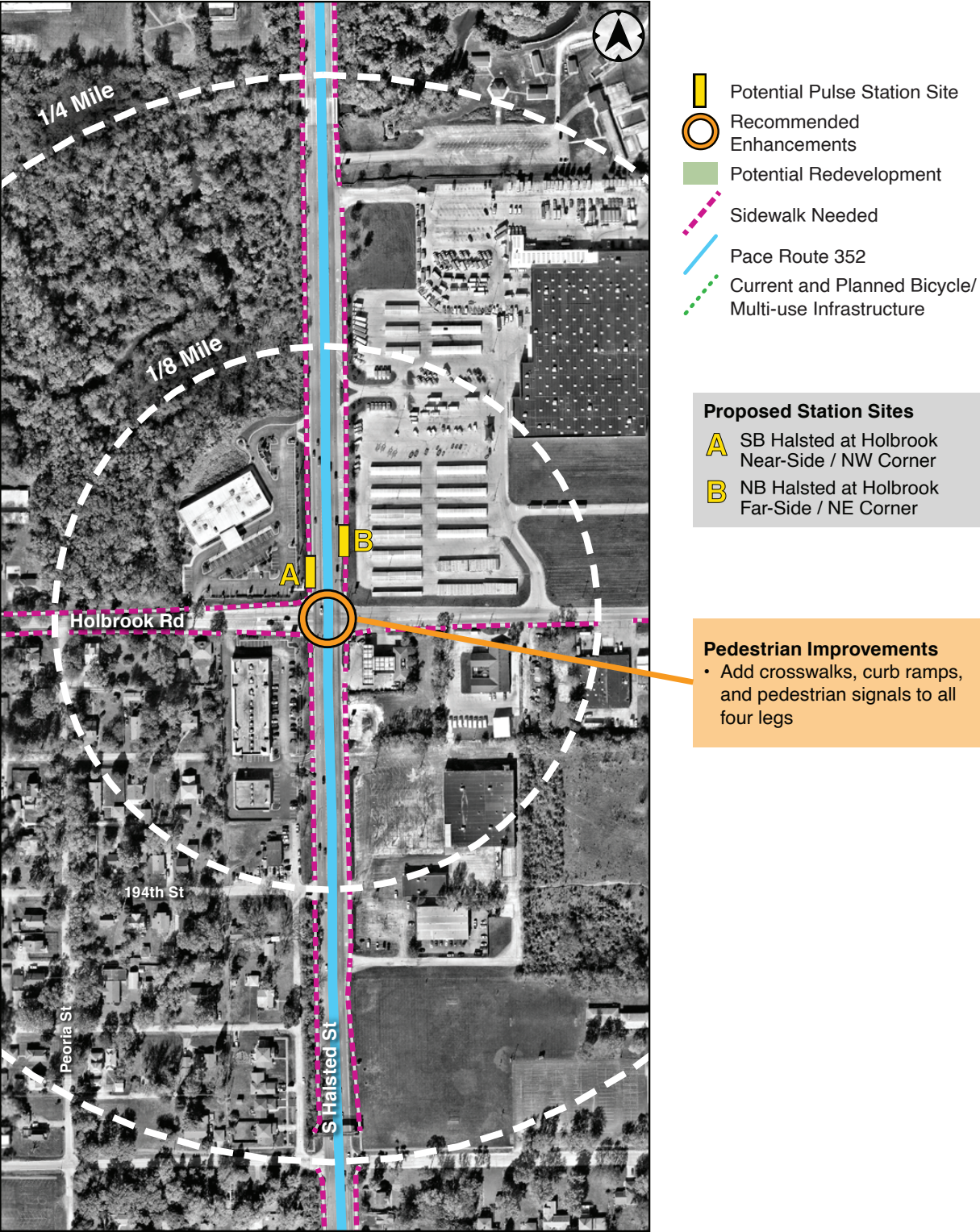


Figure 34: South Halsted Street and Holbrook Road Station Area

South Halsted Street and 197th Place / Alice Station Area

The proposed access improvements in this station area are illustrated on the following page. This station location is ranked low on all three transit competitiveness models due to the types and low-density land uses within the station area. However, there is a social security office on the west side of Halsted Street at 197th Place.

Access improvements include sidewalks on both sides of Halsted Street. In addition, since the cross streets are offset, there is a need for a midblock pedestrian crossing with potentially a rapid flashing beacon system. Other recommendations include a crosswalk, curb ramp, and refuge island at Halsted and Alice Street.

The northbound station is located on the far side of Alice. There are two alternatives to the southbound station; station A1 is in front of the social security office while station A2 offers a slightly different location, as it is thought crossing Halsted Street at that location may be easier.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & 197th Place/Alice Street*

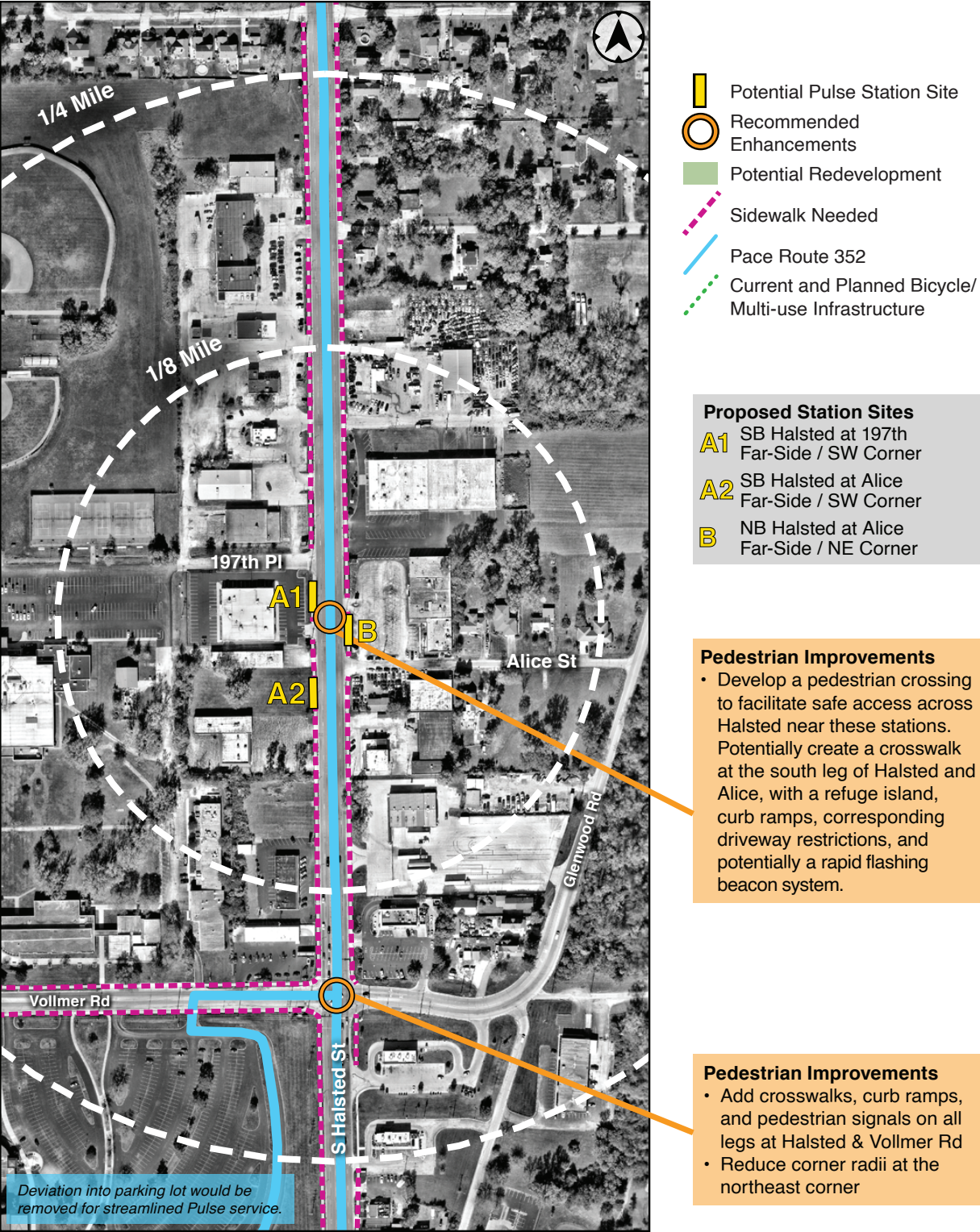


Figure 35: South Halsted Street and 197th Place / Alice Station Area

South Halsted Street and Prairie State College Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area is focused on Prairie State College. Currently Route 352 enters Prairie State College and stops at designated bus stops (Refer to Chapter VI). To maintain consistency with Pulse service standards, the recommendation for a Pulse station would be to locate the station on both sides of Halsted Street at the college entrance.

For this station location to be feasible, there would need to be improvements to access within the campus as well as to cross Halsted Street. Access improvements include sidewalks along Halsted Street and a sidewalk leading along the campus entrance/exit driveway. A rapid flashing beacon system and refuge island mid-block would need to be installed to safely cross Halsted Street.

The northbound station is located on the far side of the campus entrance drive, close to the Bloom Township offices. The southbound station is located on the near side of the entrance drive to line up across from the northbound station to provide the pedestrian crossing. Refer to **Figure 37**.

Crosswalks, pedestrian signals, and curb ramps are also recommended at Vollmer Road on the north end of the station area. An alternative station is located at Halsted/Vollmer Road. However, this location is a quarter mile walk to the campus and there currently is no pedestrian infrastructure leading from the station to the campus buildings. Subsequently, the Prairie State College station is recommended due to it being closer to the campus and the township offices.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & Prairie State College*

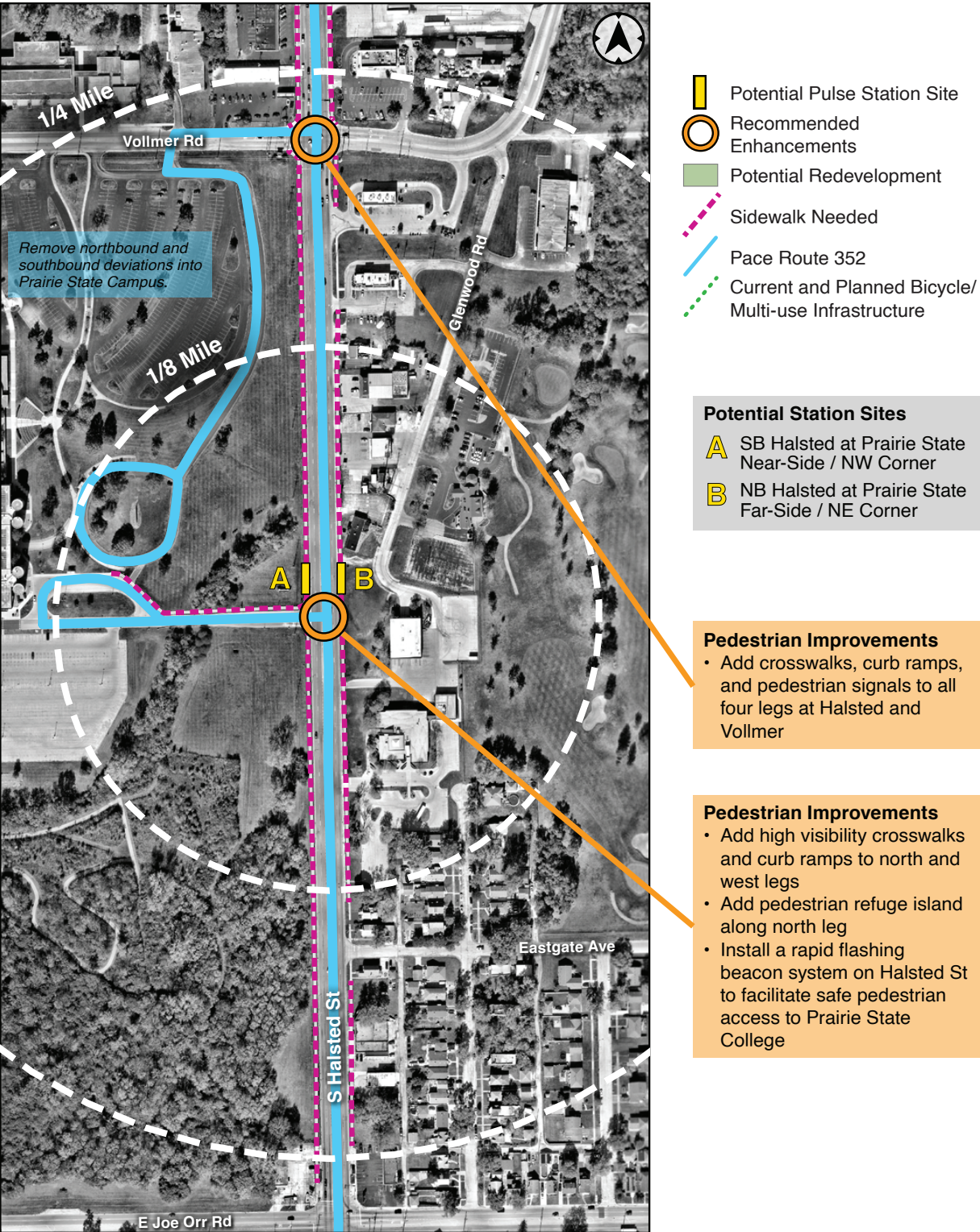


Figure 36: South Halsted Street and Prairie State College Station Area

Conceptual Intersection Design Improvements: S Halsted Street & Prairie State College Entrance

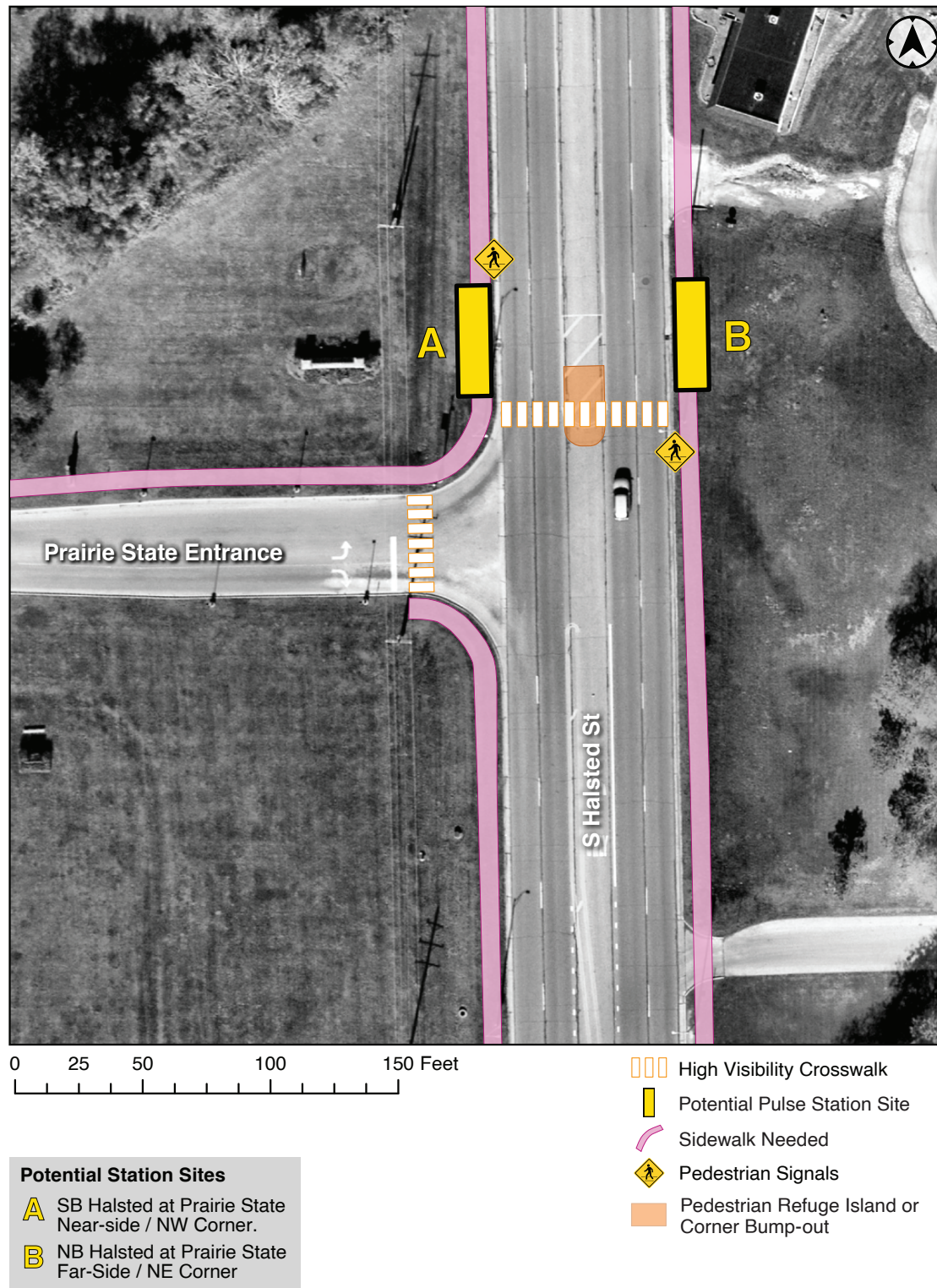


Figure 37: South Halsted Street and Prairie State College Station Area Entrance

South Halsted Street and Joe Orr Road Station Area

The proposed access improvements in this station area are illustrated on the following page. Joe Orr Road is a major arterial road with some commercial uses. The station area contains part of the Prairie State College grounds located in the northwest corner of the station area. An opportunity site is in the southwest corner of the station area. This opportunity site located in Chicago Heights is owned by several public and private parties. It is zoned for general residential and limited business. The site offers several potential uses due to its nine-acre size including multi-family residential, senior living, and commercial uses.

Access improvements include sidewalks on Halsted Street and Joe Orr Road, high visibility crosswalks, and pedestrian refuge islands.

The current Route 352 stop has lower ridership. The southbound station is located on the far side. The northbound station is located on the near side due to the location of an opportunity site.

An alternative station at Parkside Avenue, to the south of Joe Orr Road is also proposed. A station at Parkside Avenue would be closer to Bloom Township High School. However, the school is still approximately a half mile away. Also, the Halsted Woods Forest Preserve and the Joe Orr Woods Forest Preserve are on both sides of Halsted Street, south of Parkside Avenue, limiting its potential to attract ridership. Due to the potential for more development given the opportunity site, as well as existing residential land uses on the east side of Halsted Street, the station at Joe Orr Road is recommended.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & E Joe Orr Road*

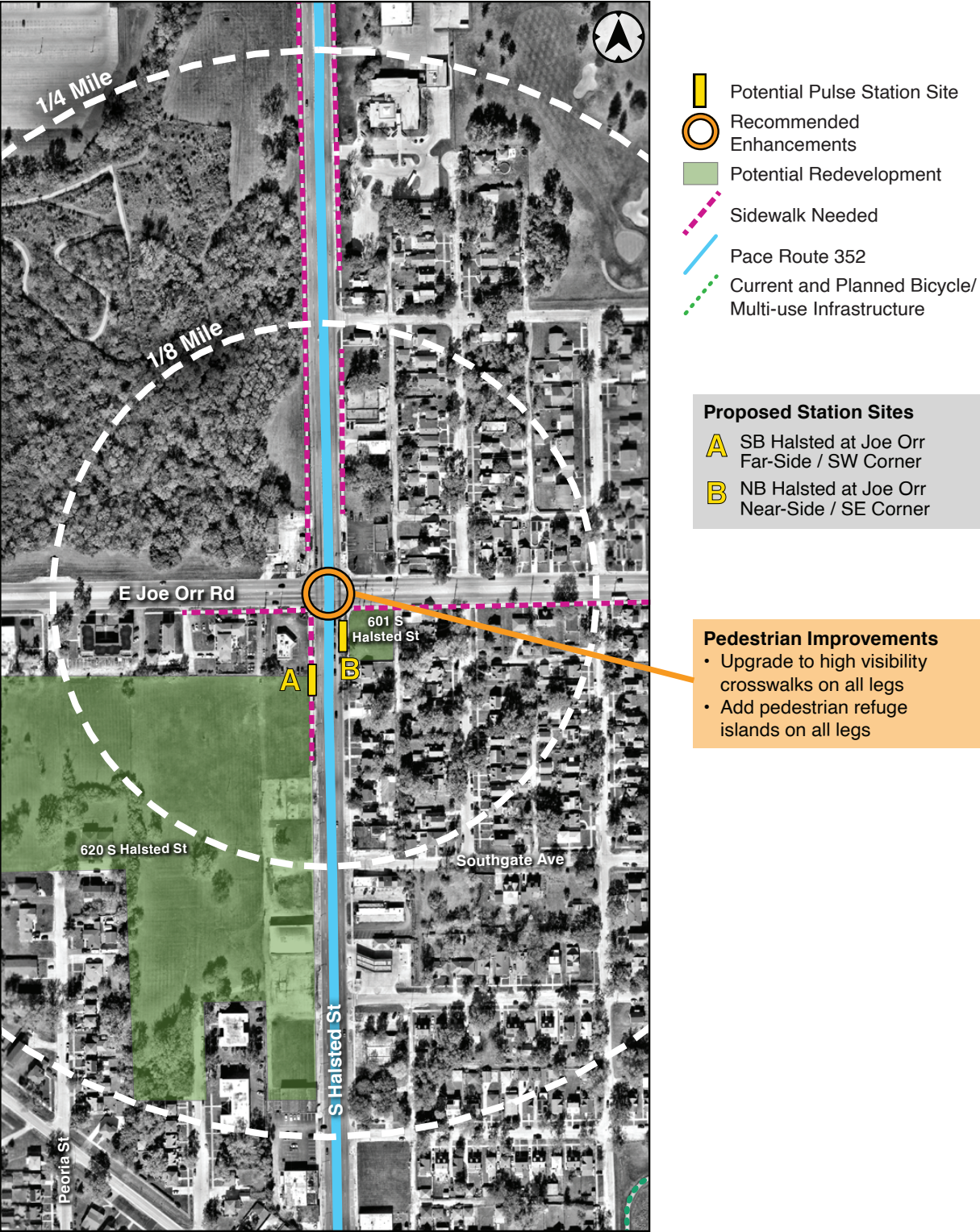


Figure 38: South Halsted Street and Joe Orr Road Station Area

South Halsted Street and 12th Street Station Area

The proposed access improvements in this station area are illustrated on the following page. This station area is a former commercial area serving Chicago Heights. Many of the commercial areas are vacant.

The sidewalk infrastructure is in place in the station area. Access improvements include adding pedestrian signals on the east and west legs of the Halsted/ 12th Street intersection. The stations are located on the far side of the intersection. The current Route 352 stop has low ridership.



Aerial Image Source: Google Earth Pro (2025)

Proposed Improvements: *S Halsted Street & E 12th Street*

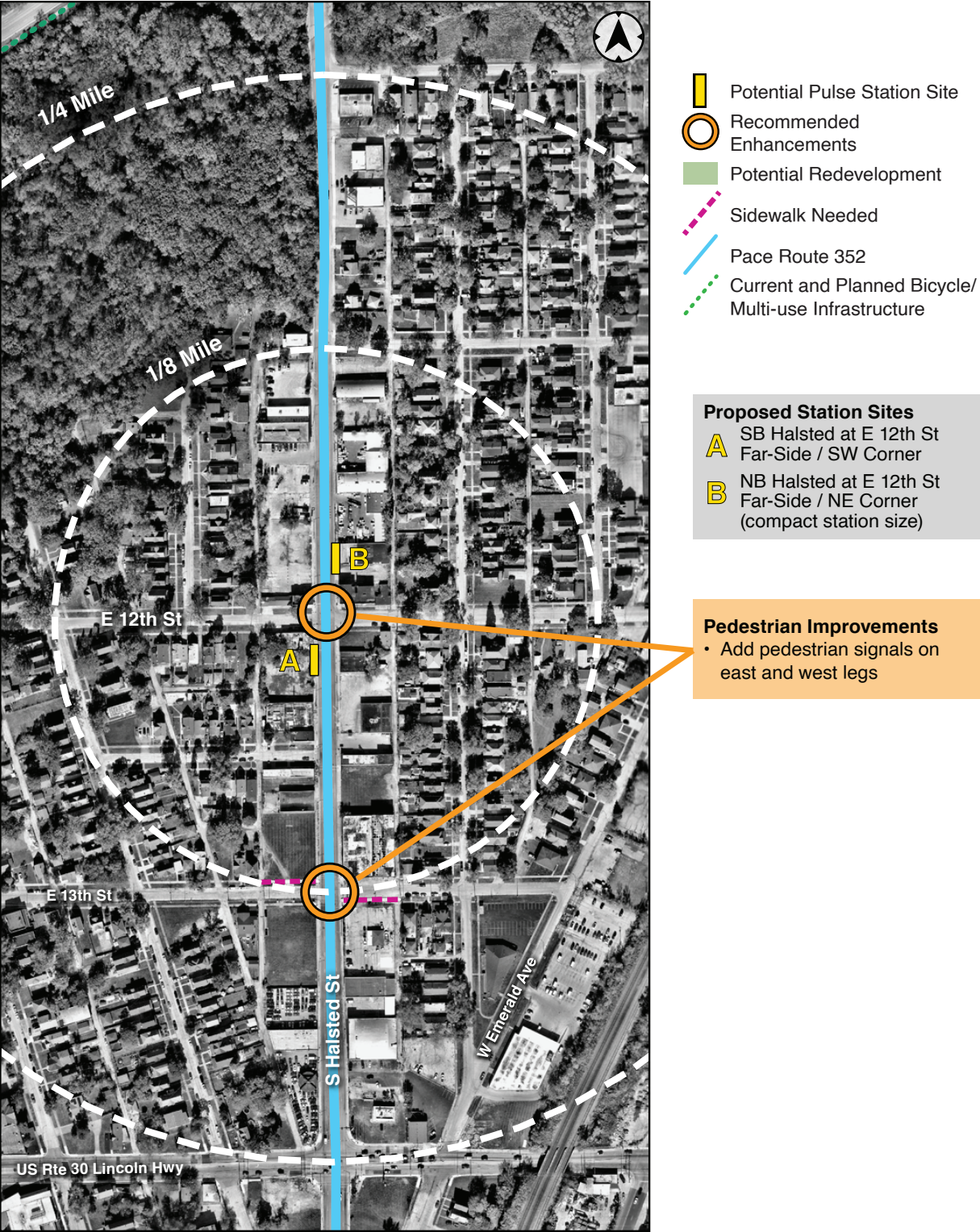


Figure 39: South Halsted Street and 12th Street Station Area

Pace Chicago Heights Terminal Station Area

The proposed access improvements in this station area are illustrated on the following page. The Pace Chicago Heights Terminal anchors the Far South Halsted on the southern end of the study area. The terminal is surrounded mainly by commercial areas. There are opportunity sites surrounding the station area. Several vacant and underutilized lots, many owned by the City of Chicago Heights, offer opportunities for transit supportive or mixed-use development.

The sidewalk infrastructure is in place surrounding the terminal. Access improvements include adding a pedestrian refuge island along the south leg of 15th Street and Halsted. Note that there is a planned bicycle facility crossing the station area along 16th Street.



Aerial Image Source: Google Earth Pro (2025)

- Add pedestrian refuge island along the south leg

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8.2 Transit Speed Improvements

Chapter V provides information on transit speeds in the corridor. To understand how transit speed can be improved for Pulse service, a corridor-wide traffic study to identify how best to speed up buses should be conducted. To enhance efficiency, different alternatives can be studied:

1. **Provide TSP along the bus route** to improve bus operation and reduce delays.
2. Implement a potential **bus-only lane or business access and transit (BAT) lane** along Halsted Street, potentially from 159th Street (US 6) to 187th Street. In particular:
 - a. From just south of 174th Street to the entrance to Washington Park Plaza (TJ Maxx Shopping Center) there is a continuous turn lane southbound.
 - b. Going northbound there is also a near- continuous turn lane from just south of Ridge Road to the I-294/80 Eastbound Ramp.
3. **Add queue jump lanes at busy intersections** where bus lanes may not be feasible. Key intersections could include:
 - a. 167th Street and Halsted
 - b. 171st/172nd and Halsted (southbound only)
 - c. 183rd/Arquilla Drive and Halsted

A “bus and right-only” lane at these intersections would allow buses to bypass traffic, enhancing service efficiency.

8.3 Land Use and Zoning Support

A lack of transit supportive land use and zoning is prevalent in the corridor, with only a few locations where there is a mix of land uses and transit supportive zoning. Transit supportive zoning can be defined as follows:

- Uses allowed or permitted by right that typically generate transit trips
- Bulk regulations that allow or encourage small setbacks from the street and some intensity in height and scale.
- Parking requirements, if any, that are right-sized and assume some use of alternative modes, do not create excessive, abundant parking spaces.
- Site planning that requires sidewalk along the frontage and safe pedestrian environment (i.e. not right on top of the curb/buffered by parkway), as well as off-street walkways and pedestrian paths to connect to the sidewalk.
- Minimized curb cuts to the street.

Transit supportive zoning serves many purposes: increases transit ridership; reduces vehicles miles traveled, vehicular emissions, and traffic congestion; provides transportation choices and affordable housing; enables compact and mixed-use developments; creates vibrant urban spaces; and promotes walkability, bikeability, and sustainable development. Often, transit

supportive zoning and land uses face political, economic, financial, institutional and regulatory barriers. These barriers include an absence of supportive planning, land use, and zoning in and around transit stations, including limitations on the density and diversity of uses. This leads to poor transit station connectivity.⁴

8.3.1 Transit Supportive Zoning

The *Current Conditions* Report provides a summary of zoning along the corridor. Two municipalities have implemented transit supportive zoning in their downtown areas.

- The City of Harvey has a transit oriented development (TOD) overlay district. The purpose of this district is to protect and promote a higher concentration of mixed-used development within proximity to the Metra Harvey Station and the Pace Harvey Transportation Center. However, this district does not extend into the Far South Halsted corridor; it is limited to downtown Harvey.
- The City of Chicago Heights has two mixed-use (MX) zoning districts in the corridor:
 - *The MX-1 district is the core district for the downtown and is intended to reinforce the historic “Main Street” form and character of existing buildings in the core of the downtown. This district incorporates a high level of pedestrian-oriented design with a vertical mix of uses. The zoning allows for one-, two-, three-, and multi-unit dwellings in uppers floors, and allows for office space and neighborhood retail.*
 - *The MX-3 district accommodates a flexible mix of office and/or residential uses in similar building forms. It also allows for one-, two-, three- and multi-unit dwellings on the upper floors and allows for office space and neighborhood retail.*

8.3.2 Zoning Case Study

A sample case study from the Village of Riverside is used as an example of how an RTA/Pace supported study, i.e. *Pace Central Harlem Avenue Corridor* study (2018), generated a TOD Supportive Zoning Code in the study area in the Village of Riverside, IL. Similar to this study, the *Pace Central Harlem Avenue Corridor* focused on a future Pulse corridor. With funding and technical support from the Regional Transportation Authority, the Village of Riverside amended its current zoning code to promote walkability and support transit-oriented development (TOD) in the Riverside Central Business District. The zoning code was updated to include a B1-TOD Retail Business District- Transit Oriented Development (TOD). The B1-TOD Subdistrict is intended as a transit -supportive mixed-use area along the railroad and in close proximity to nearby bus and commuter rail facilities. The mix of uses generally supports multi-family residential, retail, service, office, and other employment-generating uses. Residential uses are permitted above the ground floor.

⁴ Mathur, Shisher and Gatdula Aaron: Review of planning, land use, and zoning barriers to the construction of Transit-oriented developments in the United States; Case Studies on Transport Policy, Volume 12, June 2023.

The B1 District was also updated under *D. Public Entrances* to say that all buildings shall have public entrance from the sidewalk along the primary street frontage. “This includes sidewalks within the public right-of-way that encompasses a bus stop to provide safe access to transit. Bicycle parking, such as bicycle racks or other methods shall be provided near the front entrance or in a common area accessible to multiple buildings, including within the public right-of-way if approved by the Village.” Other changes included introducing section 10-8-8: B2 District and B-1 TOD Subdistrict Parking Flexibility which encourages shared parking and off-site parking arrangements at the rear of properties⁵.

The B2 Central Business District zoning language was also amended in Part A. Purpose and Intent to highlight the need to enhance the village’s tax base and create a mixed-use district that is “*supportive of transit in a pedestrian and bicycle-friendly environment....*”.

For the Far South Halsted corridor to be more supportive of Pulse service, municipalities along the corridor are encouraged to review their zoning ordinances to encourage more transit friendly land uses. **Chapter 9** includes recommendations for zoning ordinance changes.

5 https://codelibrary.amlegal.com/codes/riversideil/latest/riverside_il_zoning/0-0-0-415

9.0 IMPLEMENTATION

Expanding access to transit and developing the potential Pulse station areas will require extensive coordination between Pace and the municipalities, IDOT and other stakeholders. The following outlines implementation recommendations to prepare the corridor for future Pulse service.

9.1 Implementation Partners

Pace's partners for making improvements within the Far South Halsted Corridor include IDOT, the six municipalities along the corridor, and funding partners, including the RTA, Chicago Metropolitan Agency for Planning (CMAP), South Suburban Mayors and Managers Association (SSMMA), Cook County Department of Transportation and Highways (CCDTH), and others.

The municipalities have a critical role in improving the Far South Halsted corridor for many reasons. Municipalities, through zoning reform, land consolidation and site preparation, and economic incentives can promote transit supportive development on the opportunity sites along the corridor. They also can request funding to install adequate pedestrian and bicycle facilities along the corridor and on local streets leading to the corridor. Municipalities can also require developers to construct pedestrian infrastructure as part of the development or require developers to pay impact fees to help fund the cost of public infrastructure and transportation facilities. Unfortunately, based on limited funding, the focus for municipalities is to improve infrastructure on local streets that leads to destinations within their communities such as libraries, schools, and public facilities, rather than along South Halsted Street which is under IDOT control.

Key to making the corridor ready for Pulse service is Pace's partnership with IDOT, who maintains the jurisdiction of the road. None of the infrastructure improvements recommended in the station areas, nor at the signalized intersections, can occur without IDOT agreeing to implement the improvements. These improvements include sidewalks, crosswalks, refuge islands, pedestrian signals, bus lanes, flashing beacon pedestrian crossings and TSP. Pace will need IDOT's support to advance Pulse service and infrastructure.

Prairie State College is also considered a key implementation partner as the college is a major destination in the corridor. To efficiently serve the college with Pulse service, there are recommendations for infrastructure improvements on campus property that would benefit students and support transit access to the campus.

9.2 Implementation Schedule

Each recommended action item in the implementation matrices shown on the following pages are ranked as either short-term (0-5 years), mid-term (6-10 years), or long-term (10+ years). Improvements where Pace is the lead agency or has the most control over the outcome are generally either short or mid-term—provided, however, that a long-term sustainable regional transit funding solution is identified. Improvements considered to be in the respective municipalities' control are considered to be mid-term. This allows each municipality the ability to identify funding sources and prioritize pedestrian access improvements. This also would allow time for zoning ordinance reviews and changes to support transit supportive developments along the Halsted corridor.

Any infrastructure improvements under the jurisdiction of IDOT are considered to be long-term. IDOT does not currently have any planned projects in the study area that would trigger their “complete streets” policy.

9.3 Funding Resources for Transit-Supportive Infrastructure.

Although federal funding in the form of a RAISE grant has been received for the reconstruction of the Pace Harvey Transportation Center, it is expected that the types of infrastructure improvements needed in the corridor would require more state and local funding. For projects to be funded, joint grant funding applications between Pace and the respective municipality are one approach. Alternatively, these could be singular applications by a municipality, roadway jurisdiction, or other stakeholder as the lead agency – potentially with letters of support from Pace and RTA.

The following are potential funding resources. These resources are also indicated on the implementation table that follows.

■ ***Congestion Mitigation and Air Quality (CMAQ)***

This program funds projects that benefit regional air quality and reduce auto emissions. Eligible projects include transit improvements, traffic flow improvements, and bicycle/pedestrian projects. These projects are funded at 80% of project costs. Transit signal priority projects can be funded at 100%.

■ ***Illinois Transportation Enhancement Program (ITEP)***

Administered by IDOT, ITEP is used for projects that enhance pedestrian and bicycle facilities. Funding reimbursement is available for up to 50% of the cost for right-of-way and 80% for preliminary and final engineering, and construction costs. Applications are submitted between August and September of each year.

■ ***Transportation Alternatives Program (TAP)***

This federally funded program is administered by the Chicago Metropolitan Agency for Planning (CMAP) for surface transportation improvements designed to support non-motorized transportation. Bicycle facility projects are selected through a competitive process. Projects selected through this program qualify for up to an 80% federal match.

■ ***Surface Transportation Program (STP)***

Local Councils of Mayors fund road improvement and reconstruction projects on federally eligible routes. Funding is for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including transit, bicycle, and pedestrian projects. This corridor is within the South Suburban Mayors and Managers Association council of government. The next call for projects will occur in January 2026. Transit agencies must secure an eligible municipal sponsor in order to submit an application.

■ ***S -Shared Fund (STP-SF)***

The STP Shared Fund is administered by CMAP. Eligible projects include road construction, bridges, bicycle/pedestrian improvements, and transit related projects. Projects must be over \$5 million or involve three project partners.

■ ***Access to Transit Program (ATT)***

This grant program administered by the RTA, and funded through CMAQ, provides funding for small-scale capital construction projects that improve access to the regional transit system for pedestrians and bicyclists. Any community that is a part of this plan will be eligible to apply for funding to improve the bike and pedestrian environment along the corridor. The grant may pay for multi-modal transit access improvements such as sidewalks, crosswalks, bus shelters, bike parking, pedestrian signal heads, and others. One benefit of this program is that RTA financially supports the local match and handles the CMAQ application process. The RTA packages projects together and submits them to the CMAQ program for funding. RTA caps project awards for Phase I Engineering at \$55,000 and Phase II Engineering and Construction at \$1 million.

■ ***Illinois Bicycle Grant Program (IBG)***

This grant program available through the IL Department of Natural Resources (IDNR) provides funding to develop or rehabilitate bike paths and/or acquire land for future bike path development. The grant covers 50% of the project cost up to a \$200,000 grant. The grant could cover architectural/engineering services. This program is not available annually.

■ ***Invest in Cook (IIC)***

Invest in Cook funding is distributed by the Cook County Department of Transportation and Highways (DoTH) supports transit improvements that are consistent with the five priorities of Connecting Cook County, the County's first long range transportation plan in 75 years. The funding supports bicycle and pedestrian facilities, traffic flow improvements, and other eligible projects. The funding can cover up to 100% of the cost. Funding cycles are in the Spring.

■ ***Chicago Metropolitan Agency for Planning Local Technical Assistance (CMAP)***

CMAP provides an annual call for grants to fund technical assistance. Projects need to align with CMAPs' comprehensive plan for northeastern Illinois ONTO 2050 or the RTA's regional transit strategic plan *Transit is the Answer*.

■ ***RTA Community Planning Grants (RTA)***

The RTA Community Planning program provides funding and technical assistance to local governments to help foster the growth of sustainable, equitable, walkable, and transit-friendly communities. The eligible project types for this program include zoning code amendments, Equitable Transit Oriented Development Plans, and development dialogues (in which RTA gathers a panel of development professionals to offer suggestions for how municipalities can attract development at particular sites).

■ **Community Development Block Grant (CDBG)**

The Cook County Department of Planning and Development is the administer of CDBG funding for the municipalities in the Halsted Street Corridor. The funding is used for infrastructure improvements as well as social services. Applications are open from January to March. Projects need to be consistent with Cook County's Planning for Progress plan. Funding requests are capped at \$500,000.

■ **Tax Increment Financing (TIF)**

Tax increment financing is a public financing method that is used as a subsidy for redevelopment, infrastructure and other community-improvement projects. Through the use of TIF, municipalities typically divert future property tax revenue increases from a defined area or district toward an economic development project or public improvement project in the community.⁶ A TIF can create a 20-year potential fund for infrastructure improvements, installing signals, sidewalks, side paths and crosswalks. (Note that the Village of Homewood is in the process of establishing a TIF district on North Halsted Street in the study area. If adopted, the *North Halsted Redevelopment Project Area* (draft 11-12-24) would include the 174th /Halsted and 175th /Halsted intersections.)

■ **Required Public Improvement, Impact Fee or Land Dedication/Easement**

Each of these funding mechanisms are requirements that the municipality would place on the developer. A *required public improvement* – or frontage improvement – means that generally in a city's code, when a site is improved, the frontage/frontages (if a corner) must be improved with infrastructure deemed as necessary by the city. This could be sidewalks or side path, lighting, streetscaping or utilities. An *impact fee*—or its cousin, the *fee-in-lieu*—allows the developer to avoid installing the required public improvement by paying into a fund that the City can use to improve public infrastructure or facilities at a later time. Finally, if private property lines extend all the way to the curb line, it won't allow room for a public sidewalk. As part of approval, usually concurrent with the subdivision process, the city can require either *land dedication/ dedication of right of way* or a *strip easement* across their property. These are recorded on plats of resubdivision.

■ **RTA Funding Guide**

The RTA has created a Funding Guide for communities to explore a comprehensive list of available funding sources to help implement transit-friendly policies and transit-oriented development. The list includes local, regional, state, federal and private foundation sources. More information can be found at: <https://www.rtachicago.org/communities/toolkits-and-education/funding-guide>.

⁶ Source: Wikipedia. Accessed June 16, 2025.

9.3.1 Implementation Matrix for Harvey

Improvement Options	Action	Implementer	Funding Options	Timing
Potential Station Locations				
<ul style="list-style-type: none"> Harvey Transportation Center 159th Street & Fisk/Center Halsted and 159th Halsted and 163rd Halsted and 167th 	City of Harvey and Pace to coordinate on more defined placement of stations through next phase of study	Pace	Transit Funding Sources, IIC	Mid-Term
Pedestrian Infrastructure				
Harvey Transportation Center <ul style="list-style-type: none"> Crosswalks Curb ramps 	City of Harvey to install crosswalks and curb ramps on Park Avenue at 153rd, 154th, and 155th Streets.	City of Harvey	CMAQ ITEP TAP STP ATT IIC	Mid-Term
159th Street & Fisk/Center <ul style="list-style-type: none"> Sidewalks Reduction in turning radii Curb extension Install a rapid flashing beacon (Option 1) Install high visibility crosswalks Install a traffic signal (Option 2) Pedestrian refuge island 	City of Harvey to install sidewalks along Center Street	City of Harvey	CMAQ ITEP TAP STP ATT IIC	Mid-Term
	City of Harvey to install crosswalks, curb ramps, pedestrian refuge island, curb extension, and corner radii on Park Avenue. City of Harvey to collaborate with IDOT on improvements along 159th Street, including crosswalks, curb extension, flashing beacon or traffic signal.	City of Harvey IDOT/City of Harvey	 CMAQ STP	 Long-Term
Halsted and 159th <ul style="list-style-type: none"> Crosswalk Curb ramps Pedestrian refuge island 	City of Harvey to collaborate with IDOT on improvements along Halsted Street, including curb ramp, crosswalk, and pedestrian refuge island.	IDOT/City of Harvey	CMAQ ITEP TAP STP ATT IIC	Long-Term

Improvement Options	Action	Implementer	Funding Options	Timing
Halsted and 163rd <ul style="list-style-type: none"> Sidewalks Crosswalk Curb ramps Pedestrian refuge island 	City of Harvey to collaborate with IDOT on improvements along Halsted Street including sidewalks, crosswalk, curb ramps, and pedestrian refuge island.	IDOT/City of Harvey	CMAQ ITEP TAP STP ATT IIC	Long-Term
	City of Harvey to install sidewalks along 163rd Street.	City of Harvey		Mid-Term
	City of Harvey to require developer of 16428 S. Halsted and 16545 S. Halsted to install sidewalks.	City of Harvey/ Developer	Required public improvement, land dedication/ easement, or impact fee	Mid-to-Long Term
Halsted and 167th <ul style="list-style-type: none"> Sidewalks Crosswalk Curb ramps Narrow 167th Street at intersection 	City of Harvey to collaborate with IDOT on improvements along Halsted Street including crosswalks, and curb ramps.	IDOT/City of Harvey	CMAQ ITEP TAP STP ATT IIC	Mid-to-Long-Term
	City of Harvey to install sidewalks along 167th Street.	City of Harvey		
	City of Harvey and IDOT coordinate on narrowing 167th Street at intersection.	IDOT/City of Harvey		
	City of Harvey to require developer of 16701 S. Halsted Street to install sidewalks.	City of Harvey/ Developer	Required public improvement, land dedication/ easement, or impact fee	Mid-to-Long-Term
Other Improvements				
Transit supportive zoning amendments along corridor to encourage appropriate development		City of Harvey	RTA CMAP	Mid-Term

9.3.2 Implementation Matrix for South Holland

Improvement Options	Action	Implementer	Funding Options	Timing
Potential Station Locations				
Halsted and 172nd	Village of South Holland and Pace to coordinate on exact placement of station.	Pace	Transit Funding Sources	Short to Mid- Term
	Pace to begin next phase of Pulse study in Far South Halsted corridor.	Pace		
Pedestrian Infrastructure				
<ul style="list-style-type: none">• Sidewalks• Crosswalks• Curb ramps• Curb extension• Reduce corner radii	Village of South Holland to collaborate with IDOT on improvements along Halsted Street including sidewalks, crosswalks, curb ramps, curb extension, and reduced corner radii	IDOT/Village of South Holland	CMAQ ITEP TAP STP ATT IIC	Long-Term
	Village of South Holland to install sidewalks along 172nd Street.	Village of South Holland		Mid-Term
	Village of South Holland to collaborate with the IL Toll Highway Authority on sidewalk improvements along Frontage Road.	IL Toll Highway Authority/Village of South Holland land dedication/ easement, or impact fee		Long-Term
Other Improvements				
Bus priority lane for northbound buses at 172nd Street and 168th Place, begin potentially as pilot installation		Pace to study feasibility; IDOT to implement	CMAQ STP	Mid-Term
Transit supportive zoning amendments along corridor to encourage appropriate development		Village of South Holland	RTA CMAP	

9.3.3 Implementation Matrix for Homewood

Improvement Options	Action	Implementer	Funding Options	Timing
Potential Station Locations				
<ul style="list-style-type: none"> Halsted and 175th Street Halsted and Maple 	<p>Village of Homewood and Pace to coordinate on exact placement of station.</p> <p>Pace to begin next phase of Pulse study in Far South Halsted corridor.</p>	Pace	Transit Funding Sources	Short-to-Mid-Term
Pedestrian Infrastructure				
<ul style="list-style-type: none"> Sidewalks Crosswalks Curb ramps Pedestrian signals Refuge islands Reduce corner radii 	<p>Village of Homewood to collaborate with IDOT on sidewalks, crosswalks, curb ramps, pedestrian signals, corner radii reduction, and pedestrian refuge islands along Halsted Street.</p> <p>Village of Homewood to install sidewalks on Maple Avenue.</p>	<p>IDOT/Village of Homewood</p> <p>Village of Homewood</p>	CMAQ ITEP TAP STP ATT IIC TIF (if approved)	<p>Long-Term</p> <p>Mid-Term</p>
Other Improvements				
Transit queue jump lane or BAT Lane for northbound and southbound buses approaching Park Place Plaza and Maple Avenue; potentially a pilot installation		Pace to study feasibility /IDOT to implement	CMAQ STP	Short-to-Mid-Term
Transit supportive zoning amendments along corridor to encourage appropriate development		Village of Homewood	RTA CMAP	Mid-Term

9.3.4 Implementation Matrix for Glenwood

Improvement Options	Action	Implementer	Funding Options	Timing
Potential Station Locations				
<ul style="list-style-type: none"> Halsted and 183rd Halsted and 187th Halsted and Holbrook 	<p>Village of Glenwood and Pace to coordinate on exact placement of station.</p> <p>Pace to begin next phase of Pulse study in Far South Halsted corridor.</p>	<p>Pace</p> <p>Pace</p>	Transit Funding Sources	Short to Mid-Term
Pedestrian Infrastructure				
Halsted and 183rd <ul style="list-style-type: none"> Sidewalks Crosswalks Curb ramps Pedestrian signals Remove slip lanes Curb extension Reduce corner radii Pedestrian refuge island 	Village of Glenwood to collaborate with IDOT on sidewalks, crosswalks, curb ramps, pedestrian signals, corner radii reduction, curb extensions slip lane removal, and pedestrian refuge islands along Halsted Street.	IDOT	CMAQ ITEP TAP STP ATT IIC	Long-Term
	Village of Glenwood to install sidewalks on 183rd Street.	Village of Glenwood		Mid-Term
	Village of Glenwood to require developer of 18303 and 18411 S. Halsted to install sidewalks.	Village of Glenwood/ Developer	Required public improvement, land dedication/ easement, or impact fee	Mid to Long-Term
Halsted and 187th <ul style="list-style-type: none"> Sidewalks Crosswalks Curb ramps Pedestrian signals Curb extension Reduce corner radii 	Village of Glenwood to collaborate with IDOT on sidewalks, crosswalks, curb ramps, pedestrian signals, corner radii reduction, curb extensions.	IDOT	CMAQ ITEP TAP STP ATT IIC	Long-Term
	Village of Glenwood to install sidewalks on 187th Street.	Village of Glenwood		Mid-Term

Improvement Options	Action	Implementer	Funding Options	Timing
Halsted and Holbrook <ul style="list-style-type: none">• Sidewalks• Crosswalks• Curb ramps• Pedestrian signals	Village of Glenwood to collaborate with IDOT on sidewalks, crosswalks, curb ramps, and pedestrian signals.	IDOT/Village of Glenwood	CMAQ ITEP TAP STP ATT IIC	Long-Term
	Village of Glenwood to install sidewalks on Holbrook Road.	Village of Glenwood		Mid-Term
Other Improvements				
Transit queue jump lane or BAT Lane for northbound buses approaching 183rd Street; potentially a pilot installation		feasibility; IDOT to implement.	CMAQ STP	Long-Term
Transit supportive zoning amendments along corridor to encourage appropriate development		Village of Glenwood	RTA CMAP	Mid-Term

9.3.5 Implementation Matrix for Chicago Heights

Improvement Options	Action	Implementer	Funding Options	Timing
Potential Station Locations				
<ul style="list-style-type: none">Halsted and 197th Place/AliceHalsted and Prairie State CollegeHalsted and Joe Orr RoadHalsted and 12th StreetPace Chicago Heights Terminal	City of Chicago Heights and Pace to coordinate on exact placement of stations.	Pace	Transit Funding Sources	Short to Mid-Term
	Pace to bring next phase of Pulse study in Far South Halsted corridor.	Pace		
Pedestrian Infrastructure				
Halsted and 197th Place/Alice <ul style="list-style-type: none">SidewalksCrosswalkRefuge islandCurb rampsDriveway restrictionsRapid flashing beacon systemPedestrian signalsReduce corner radii	City of Chicago Heights to collaborate with IDOT on sidewalks, crosswalks, curb ramps, pedestrian signals, corner radii reduction, driveway restrictions, potentially a rapid flashing beacon system, and pedestrian refuge islands along Halsted Street.	IDOT	CMAQ ITEP TAP STP ATT IIC	Long-Term
	City of Chicago Heights to install sidewalks along Vollmer Road.	City of Chicago Heights		Mid-Term
Halsted and Prairie State College <ul style="list-style-type: none">SidewalksCrosswalksCurb rampsPedestrian refuge islandRapid flashing beacon systemPedestrian signals	City of Chicago Heights to collaborate with IDOT on sidewalks, crosswalks, curb ramps, pedestrian signals, pedestrian refuge island, and rapid flashing beacon system.	IDOT/City of Chicago Heights	CMAQ ITEP TAP STP ATT IIC	Long-Term
	Prairie State College to install sidewalks internal to campus leading to southbound station on Halsted Street.	Prairie State College		

Improvement Options	Action	Implementer	Funding Options	Timing
Halsted and Joe Orr Road <ul style="list-style-type: none"> Sidewalks Crosswalks Pedestrian refuge island 	City of Chicago Heights to collaborate with IDOT on sidewalks, crosswalks, curb ramps, pedestrian refuge island.	IDOT/City of Chicago Heights	CMAQ ITEP TAP STP ATT IIC	Long-Term
	City of Chicago Heights to install sidewalks on Joe Orr Road.	City of Chicago Heights		Mid-Term
	City of Chicago Heights to install sidewalks at city-owned sites at 601 and 620 S. Halsted Street.	City of Chicago Heights		Mid-Term
Halsted and 12th Street <ul style="list-style-type: none"> Sidewalks Pedestrian signals 	City of Chicago Heights to collaborate with IDOT on pedestrian signals.	IDOT	CMAQ STP	Long-Term
	City of Chicago Heights to install sidewalks on 13th Street.	City of Chicago Heights	CMAQ ITEP TAP STP ATT IIC	Mid-Term
Pace Chicago Heights Terminal <ul style="list-style-type: none"> Pedestrian refuge island Sidewalks Bicycle Facility 	City of Chicago Heights to collaborate with IDOT on pedestrian refuge island on Halsted Street.	IDOT/City of Chicago Heights	CMAQ ITEP TAP STP ATT IIC IBG	Long-Term
	City of Chicago Heights install sidewalks at the opportunity sites around Pace Terminal.	City of Chicago Heights		Mid-Term
	Bicycle facility to be implemented along E. 16th Street.	City of Chicago Heights		
Other Improvements				
	Transit supportive zoning amendments along corridor to encourage appropriate development	City of Chicago Heights	RTA CMAP	Mid-Term

APPENDIX A:

Far South Halsted Corridor Study – Current Conditions Report



APPENDIX B:

Pace Far South Halsted Corridor Study – Market Study



APPENDIX C:

Pace Far South Halsted Corridor Study – Opportunity Site Analysis



APPENDIX D:

Far South Halsted Corridor Study – Potential Pace Pulse Station Locations



APPENDIX E:

Far South Halsted Corridor Study – Steering Committee Meeting



APPENDIX F:

Far South Halsted Corridor Study – Public Meeting and Survey

