FAR SOUTH HALSTED CORRIDOR STUDY

CURRENT CONDITIONS REPORT

rta Regional Transportation Authority

pace

DECEMBER 2024

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FAR SOUTH HALSTED CORRIDOR STUDY

1.0 EXECUTIVE SUMMARY

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 servicer is a network of fast, frequent, and reliable bus service with limited stops in heavily traveled corridors. Buses and stations along each Pace Pulse corridor are identified with distinct Pace Pulse branding.

The two main objectives of the study are to determine the characteristics of long-term transit service and identify shorter-term investments for the corridor. The study area is located a ½ mile 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. See **Figure 1**.

Pace Route 352 which operates on Halsted Street in the study corridor has long been the busiest route operated by Pace, with service between the CTA Red Line 95th/Dan Ryan station and downtown Chicago Heights. The route is a vital transportation corridor in the south suburbs. Pace is currently advancing the Pulse Halsted Line which is set to launch service in 2029. The Halsted Line will run between the CTA Red Line 95th/Dan Ryan Station and the Pace Harvey Transportation Center.

Pace Chicago Heights Transportation Center (two left photos above)

Pace Harvey Transportation Center

This study will determine the steps necessary to extend the Pulse corridor further south to Chicago Heights mirroring Pace's existing Route 352.

The results of the current conditions analysis provide the background regarding the infrastructure and transit operations in the Far South Halsted corridor. The results of the current conditions analysis, the market analysis and economic development opportunities, and community engagement, are all key components for a thorough understanding of the Far South Halsted corridor.

The final study results will be to identify high level recommendations for future transit services as well as recommendations for short-term improvements to prepare for future Pace Pulse service.

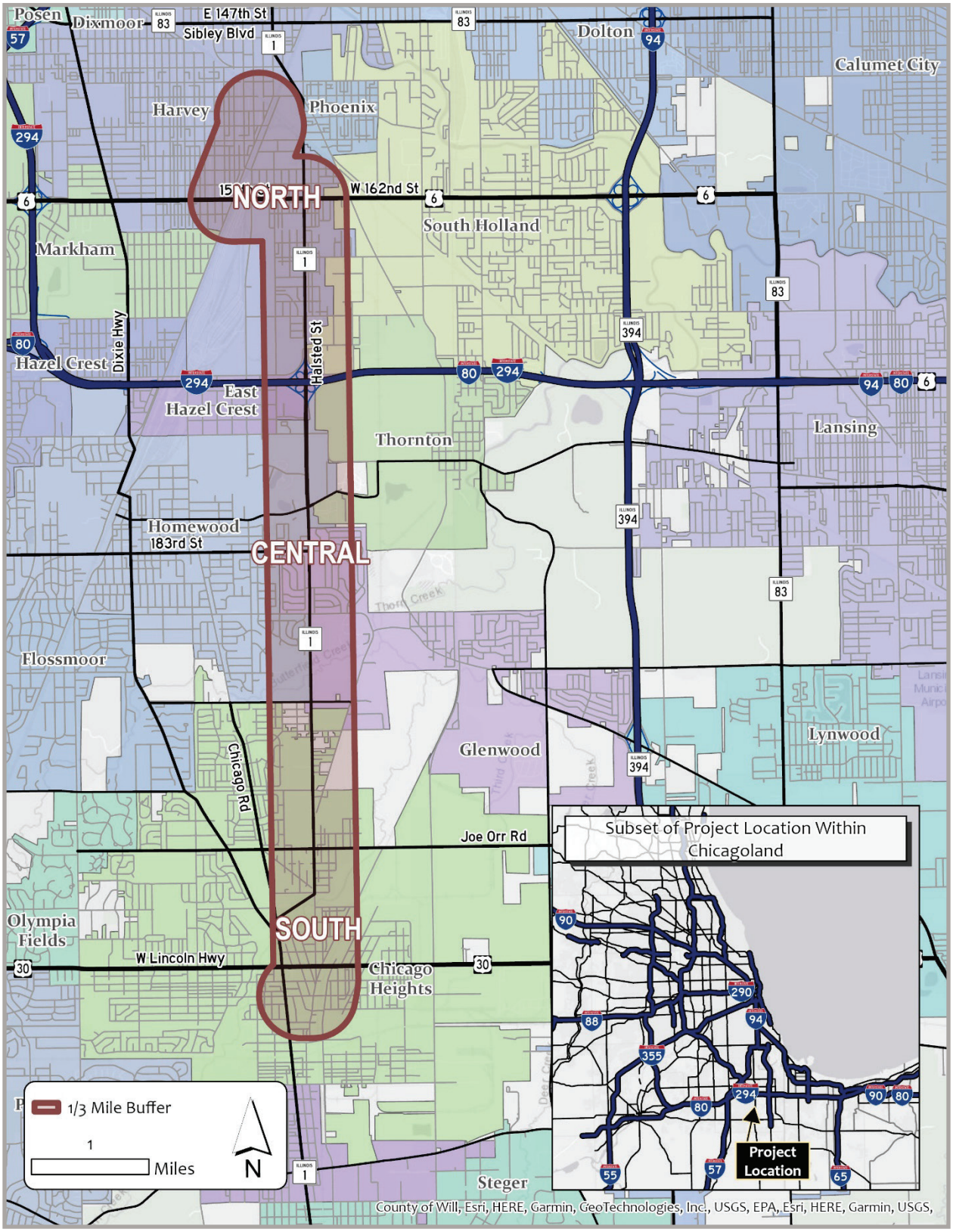

Figure 1: *Study Area*

2.0 MAJOR DESTINATIONS

The corridor bisects six communities: Harvey, South Holland, East Hazel Crest, Homewood, Glenwood, and Chicago Heights. Pace currently serves numerous major destinations along the corridor (Figure 2) including major 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 route's terminal in Chicago Heights. Northbound buses use Vollmer Road to access the college while southbound buses use the drive off Halsted; the northbound and southbound shelters are in different locations on campus. See **Figure 2**.

Destinations Along the Study Corridor (Retail Centers, Prairie State College, Wind Creek Casino)

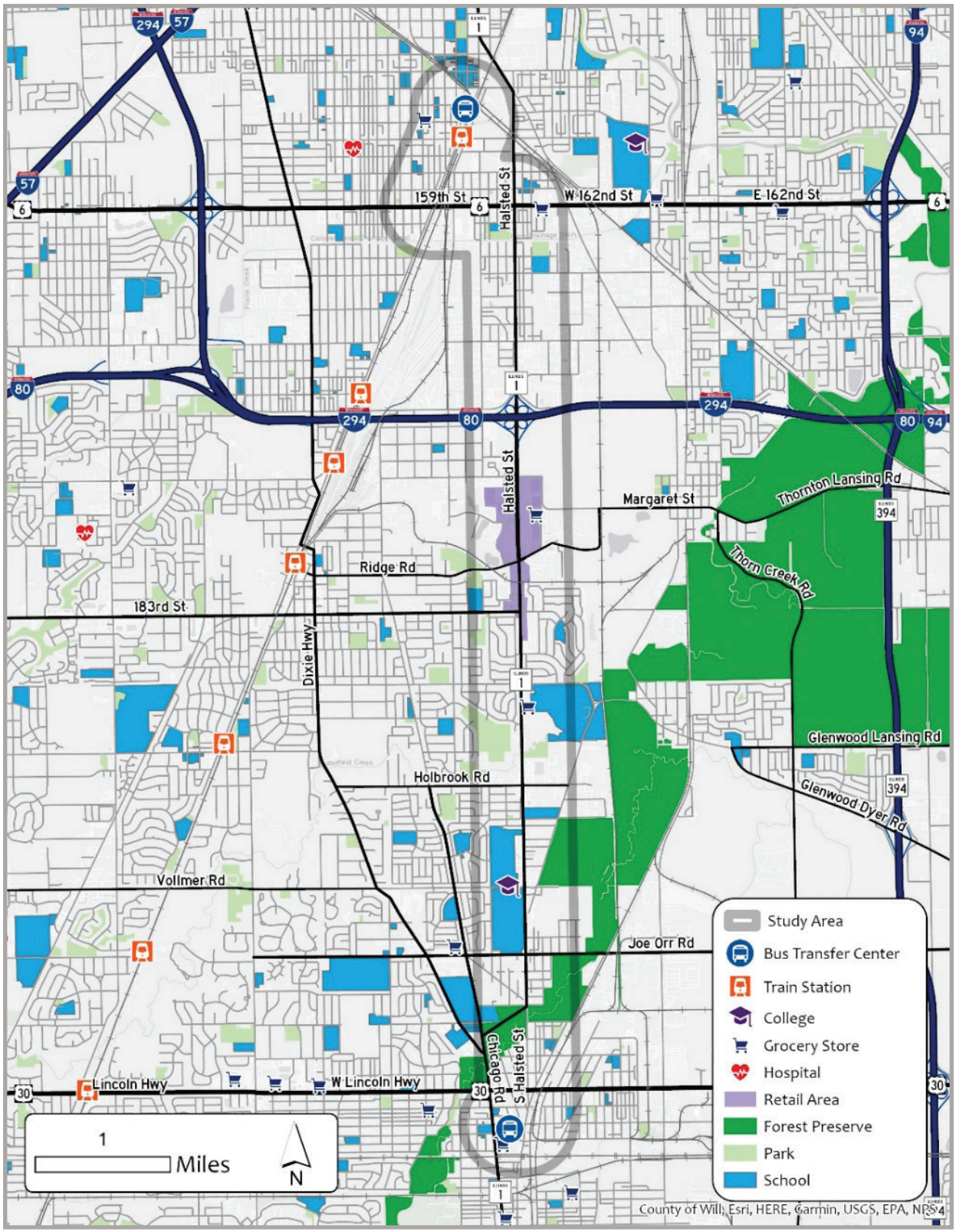

Figure 2: *Major Destinations in Study Corridor*

3.0 PREVIOUS REPORTS

The following reports were reviewed to provide background and additional data for the current conditions analysis of the study corridor.

Old Plank Road Trail Feasibility Study (SSMMA, Cook DOT, Sauk Village, NIRPC) (2024)

This plan is an ongoing feasibility study being led by the South Suburban Mayors and Managers Association, the Cook County Department of Transportation, Sauk Village, and the Northwest Indiana Regional Planning Commission. The plan hopes to identify the best route for an extension of the existing Old Plank Road Trail between Joliet and Chicago Heights into Indiana to connect with existing trails. Through Chicago Heights, the project team has identified several different routings down local streets which would directly intersect Halsted Street at different locations through the city.

Harvey Access to Transit Application (Harvey) (2023)

In 2023, the City of Harvey submitted a grant application for the *155th Complete Street Project* into the Regional Transit Authority's Access to Transit Grant Program. The plan aspires to make 155th Street more of a "complete street" with bike lanes, ADA accessibility improvements at crosswalks, and repair the pavement conditions. Pace Route 364 runs along 155th Street and the new bike route would directly feed into the Pace Harvey Transportation Center and other major cultural destinations around Harvey.

Transit is the Answer, Regional Transit Strategic Plan (RTA) (2023)

Completed by the Regional Transit Authority in 2023, *Transit is the Answer* details post pandemic challenges and opportunities for public transit across the Chicago region. The plan has recommendations in making it easier to use public transportation and outlines strategies to encourage more people to take transit. The RTA recommends the implementation of bus rapid transit (BRT) and improving stop conditions. The plan also recommends changing the way transit is funded to help improve public transportation overall across the region.

Cook County Bicycle Plan (2023)

The Cook County Bicycle Plan was completed in April 2023. The plan analyzes the existing bike infrastructure around Cook County, as well as ridership demands and trends. It was created to identify where the county could step in to help communities create a cohesive bike network across the county. The plan makes the following recommendations:

- Create a Low Stress Network and close gaps within existing bike network.
- Work with bicycle organizations to support community engagement activities.
- Support communities across the county in implementing their bike plans.
- Integrate bike and transit connections across the county.

Cook County Transit Plan (2023)

The *Cook County Transit Plan* was completed September 2023. It outlines opportunities and strategies the county can take to help its transit riders. It examines existing ridership trends and facility conditions to make the following recommendations to integrate transit, address challenges to ridership, and improve areas with limited access:

- More frequent service and adding service into new areas.
- Fare integration with Pace, CTA, and Metra.
- Better access to transit improved bus stop waiting areas.
- Support ways to speed up buses like transit signal priority, queue jumps, and bus lanes on county owned roads.
- Make accessibility improvements.

Harvey Developer Panel Report (RTA) (2022)

The *Harvey Developer Panel* met in 2022 and featured several affordable housing developers. The panel analyzes the current planning efforts by the City of Harvey to support further growth of new housing. They recommend continuing the ongoing government investments toward improved public transit and increased densities in development to support transit. The city government wants to make itself known as a good partner in fostering development.

Harvey Transit-Oriented Development Plan Update (City of Harvey/RTA) (2022)

The *Harvey TOD Plan Update* was completed in 2022 as an update to the 2005 plan. It builds upon the initial study by offering more specific recommendations than the original plan in relation toward attracting new residents, housing constriction, and commercial development. It also builds upon improvements to pedestrian access to public transit. As improvements to Pace Harvey Transportation Center are more certain, the city hopes to further support transit-oriented development around their downtown and train station, with the primary goal to support growth within their downtown area.

Driving Innovation (Pace) (2021)

The 2021 *Driving Innovation* plan by Pace Suburban Bus is the agency's multiyear strategic plan, replacing Vision 2020. The plan lays out several recommendations to help Pace sustainably move into the future. Recommended improvements to bus service include:

- A transition to a zero-emission fleet with added infrastructure to accommodate battery electric buses.
- Expand capacity at garages and make improvements to bus terminals.
- Development of Pulse Network and expansion of Pace Express buses.
- Identifying ways to make the system easier and more comfortable to use.

Fair Transit South Cook Pilot Program (2021)

The RTA, Metra, Pace and Cook County Department of Transportation and Highways teamed together to create the Fair Transit South Cook pilot program that provided up to a 50% discount on fares for Metra Electric and Rock Island line riders. The program provided residents and commuters in south Cook County with more affordable opportunities to make transit their choice for getting to work, school, shopping and regional destinations. This program helped the Metra Electric and Rock Island lines expand service and recover ridership lost during the pandemic and particularly benefited lower income neighborhoods. It also contributed toward increased service/frequency of Route 352.

Starting February 1, 2024, the program transitioned to the new Access Pilot Program which will extend discounted fare benefits to income-qualifying passengers along every train line in the Metra system.

RTA/Pace I-294 Tri-State Market & Facilities Feasibility Study (Pace/RTA) (2021)

The *RTA/Pace I-294 Tri-State Market & Facilities Feasibility Study* was completed in June 2021 by Pace and the RTA. It identified the opportunities for a new express bus service along I-294 Tri State Tollway between the Pace Harvey Transportation Center and the Northwest Transportation Center in Schaumburg via Rosemont/I-90. There is a lack of suburb-to-suburb transit connections and using I-294 for express bus services would help fill this need across the region. The Pace Harvey Transportation Center would serve as the southern hub for many services. The plan makes the following recommendations for express bus service:

- Seven new service patterns such as Harvey to Schaumburg via Elk Grove, Harvey to Rosemont, Oak Brook Center to Rosemont, and Harvey to Midway Airport.
- The creation of three inline stations along I-294 at 103rd Street in Chicago Ridge, Cermak Road in Oak Brook, and the O'Hare Oasis in Schiller Park
- Begin coordination to use new Flex Lanes after I-294 Tri State reconstruction project is completed.

South Halsted Bus Corridor Enhancement Project Corridor Evaluation, Recommendations, and Project Strategy (Pace/CTA) (2019)

In 2019, the CTA and Pace collaborated on the *South Halsted Bus Corridor Enhancement Project Corridor Evaluation, Recommendations, and Project Strategy* study in how to improve and optimize bus service along Halsted Street between 79th Street in Chicago and Downtown Harvey. The report details the operation, and facility needs for a new Pace Pulse service and different roadway improvements that could help facilitate that. The study recommends the consideration of traffic signal optimization, queue jump lanes, and separate bus lanes at different locations along the corridor.

Thornton Planning Priorities Report (2019)

The *Thornton Planning Priorities Report* was completed in 2019 by the Chicago Metropolitan Agency for Planning (CMAP) for the village of Thornton, IL. The village is served by Pace Route 353. Most of the village is taken up by quarries that naturally create a barrier between Thornton and Homewood. There is no mention of need for transit improvements as the small village is landlocked by quarries, forest preserves, and I-294.

South Holland Comprehensive Plan (2018)

The 2018 *South Holland Comprehensive Plan* supports finding ways to grow and support public transit ridership within the village. While identifying that the village has low transit ridership, the village should explore express buses, ride share, and utilizing a piece of village owned land as a transit center. South Holland should implement traffic calming measures along major retail corridors and further build connections in pedestrian infrastructure.

Chicago Heights Comprehensive Plan (2015)

The 2015 *Chicago Heights Comprehensive Plan* identifies that many public transit riders do not feel like the schedules and stop conditions make it a welcoming or inviting experience. The city hopes to better serve its transit riders by creating a network of complete streets and bus routes, make transit facilities more accessible, and support transit-oriented development around the downtown area.

Chicago Heights Bike and Pedestrian Plan (2012)

The *Chicago Heights Bike and Pedestrian Plan* was completed in 2012 by the Active Transportation Alliance for the City of Chicago Heights. This plan was created to help the city become a more livable and attractive place to be overall. Regarding transit, the plan recommends installing bus shelters at high ridership stops, ensure there is a concrete waiting island at every bus stop, complete sidewalk connections for pedestrian access, and ensure all intersections near bus stops include marked crosswalks, curb cuts, and signalized pedestrian countdowns.

Initiative for the Chicago Southland Transit Region: Homewood Implementation Report (South Suburban Mayors and Managers) (2012)

In 2012, a team led by the South Suburban Mayors and Managers Association released the *Initiative for the Chicago Southland Transit Region: Implementation Study* which analyzed different locations for Transit Oriented Development across three suburbs in the southland. In Homewood, the study recommended higher densities on vacant land near the downtown Metra Station.

Pace Transit Signal Priority (TSP) Initiative Evaluation Report (Pace) (2012)

The *Pace Transit Signal Priority (TSP) Evaluation Report* was released in 2012 and details a study completed from 2008-2012. Pace ran a limited test of TSP technology along several bus routes in Harvey, Dolton, and South Holland. Bus travel times improved in certain directions, but some routes saw an increase in total travel time. However, on average, it took less time for cars to travel the corridor. Pace sees promise in the use of this technology and hopes to further find ways to improve the use of this technology and support it into the future.

Glenwood Comprehensive Plan (2011)

In 2011, Glenwood released their *Comprehensive Plan* which noted that there are currently limited public transit options within the village. The only bus route in Glenwood is Route 352 along Halsted Street. The plan states that bike trails and pedestrian accommodations should be incorporated into new developments and village projects.

Downtown Transit-Oriented Development Study Chicago Heights, Illinois (City of Chicago Heights) (2009)

The *Chicago Heights Downtown TOD Study* was completed in 2009 in anticipation of the proposed Metra SouthEast service. It envisions where and what a downtown Metra station could look like as well as recommending zoning changes which would increase the density of businesses and residents in the downtown area. The plan recommends building a new bus transfer station as part of the proposed train station which would replace the existing Pace Chicago Heights Transportation Center.

Harvey Station Area Plan (City of Harvey/RTA) (2005)

The *Harvey Station Area Plan* was completed in 2005. It lays out goals for downtown Harvey and the area surrounding the Metra station. The plan makes recommendations toward zoning and the support of development around the train station and downtown. It suggests improving pedestrian access to public transit, optimizing specific bus stop locations, and an easier connection between the Harvey Transportation Center and Metra.

South Suburban Commuter Rail Corridor: Land Use and Local Financing Study (Metra) (2005)

The 2005 *South Suburban Commuter Rail Corridor: Land Use and Local Financing Study* was completed by Metra and the South Suburban Mayors and Managers Association (SSMMA). It details plans for a new Metra line called the SouthEast Service which would run on existing railroad right of way from LaSalle Street Station in Chicago and pass through Dolton, South Holland, Glenwood, Chicago Heights, before ending at Balmoral Park. The new corridor would help fill a gap in Metra's service area and support more growth in the region. Note however that of the time of this Current Conditions Report, Metra's SouthEast Service is not currently prioritized for regional investment.

Strategic Regional Arterial Study (IDOT) (2002)

The Illinois Department of Transportation (IDOT) identifies certain important corridors as Strategic Regional Arterials (SRA) as vital to regional travel. In 2002, IDOT completed a *Strategic Regional Arterial Study* seeking to identify improvements to the SRA's in the southland area which includes Halsted Street and IL-394. Improvements include traffic signal coordination, adding a raised median, and acquiring property to add sidewalks. Regarding transit, the plan suggests that bus stops should be moved to the far side of intersections and bus turn arounds should be created at busy destinations.

4.0 PACE SERVICES

4.1 Pace Routes

The primary Pace bus route studied in the study area is Route 352; all other routes are cited in relation to this route as they provide transfer opportunities. Route 352 runs daily between the CTA Red Line 95th/Dan Ryan Station and the Pace Chicago Heights Transportation Center. On weekdays, it runs every 10 minutes during peak periods and every 15-30 minutes off peak. The service runs 24 hours per day north of the Pace Harvey Transportation Center. Within the study area, there are two main transfer hubs: Harvey and Chicago Heights. These are off-street transit facilities with route-dedicated bus bays. Both transportation centers have next bus arrival information displayed. **Table 1** and **Figure 3** indicate the various routes riders can transfer to/from Route 352. There is also a park and ride lot in Homewood on the east side of Halsted Street built for riders to transfer to express Route 890 which serve the UPS facility in Hodgkins, IL, and Route 353 that serves the CTA Red Line 95th/Dan Ryan Station. Other routes formerly provided express service to Oak Brook and Schaumburg.[1]

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
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)

1 Express buses to Oakbrook and Schaumburg were discontinued after 2020.

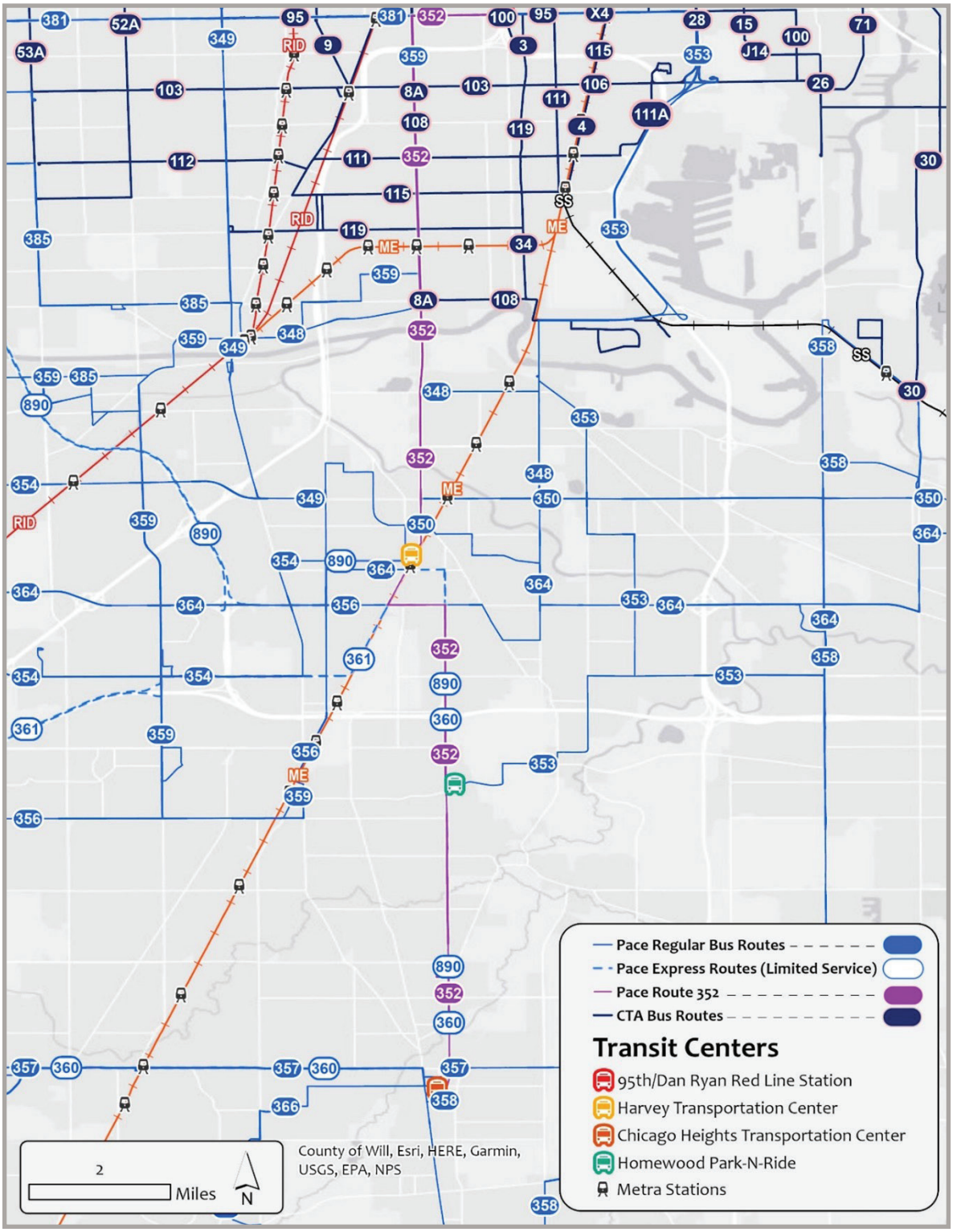

Figure 3: *Transit Connections to Pace Route 352*

4.2 Ridership[2]

As shown in **Table 2** and **Figure 4**, daily ridership on Route 352 has declined by 37 percent since the COVID-19 pandemic. Sunday ridership has dropped the least, about 23 percent of ridership has been lost. Five percent of all Pace fixed route ridership is on Route 352. This percentage has remained constant, despite the overall 352 ridership dropping from 2019 to 2024.

Table 2: *Route 352 Ridership Change Over Time*

Year	Weekday	Saturday	Sunday
2019	4,958	3,802	2,550
2020	2,578	2,075	1,485
2021	2,166	1,799	1,286
2022	2,420	1,968	1,495
2023	2,173	1,546	1,309
2024	3,103	2,572	1,957
Change 2019-2024	-37%	-32%	-23%

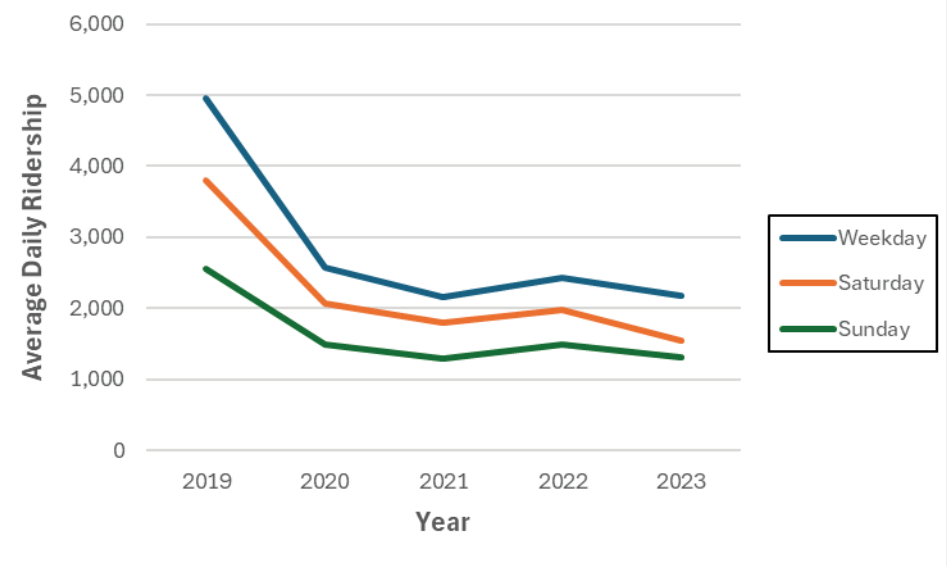

Figure 4: *Route 352 Daily Ridership Trends*

The corridor was divided into three segments to reflect the analysis conducted in the accompanying Market Study conducted for this corridor study. The segments were divided into three segments to provide a more nuanced understanding of the diverse trends and marked spanning the 8-mile corridor. The segments were divided as follows: Segment 1 North: Pace Harvey Transportation Center to I-294 Tollway (2.9 miles). Segment 2 Center extends south from the I-294 Tollway to Joe Orr Road (4.0 miles). Segment 3 South extends south of Joe Orr Road to the Pace Chicago Heights Transportation Center (1.4 miles). Ridership by stop data is displayed by the three segments.

2 Source for daily ridership is RTAMS, using August daily ridership averages to match the stop level data timeframe provided by Pace

Tables 3 through 5 show the total average daily ridership (boardings and alightings) at the ten highest ridership stops; note that this list excludes the Pace Harvey Transportation Center and the Pace Chicago Heights Transportation Center, as the ridership there includes riders making transfers to multiple routes. Tables 6 through 8 show average daily ridership at every stop in the corridor including the transportation centers.

Table 3: *Top 10 Highest Weekday Ridership Stops*

Section	Stop Location (Both Directions)	Municipality	Ridership
NORTH	Halsted / 171st	Harvey	136
CENTER	Halsted / Maple	Homewood	110
NORTH	159th / Halsted	Harvey	117
CENTER	17579 Halsted	Homewood	89
CENTER	Halsted / 183rd	Homewood	76
NORTH	Park / 155th	Harvey	65

Table 4: *Top 10 Highest Saturday Ridership Stops*

Section	Stop Location (Both Directions)	Municipality	Ridership
NORTH	Halsted / Maple	Homewood	102
CENTER	159th / Halsted	Harvey	97
CENTER	Halsted / 171st	Harvey	94
CENTER	17579 Halsted St	Homewood	83
NORTH	Halsted / 183rd	Homewood	51
CENTER	Park / 157th	Harvey	34

Table 5: *Top 10 Highest Sunday Ridership Stops*

Section	Stop Location (Both Directions)	Municipality	Ridership
CENTER	Halsted / Maple	Homewood	72
NORTH	Halsted / 171st	Harvey	71
CENTER	17579 Halsted St	Homewood	58
NORTH	Halsted / 159th	Harvey	37
CENTER	Halsted / 183rd	Homewood	35
SOUTH	14th-Lincoln Hwy / Halsted (SW)	Chicago Heights	28

Table 6: *Average Fall 2023 Daily Weekday Ridership by Stop*

NORTH SECTION			CENTER SECTION			SOUTH SECTION		
Direction	**Stop**	**Ridership**	**Direction**	**Stop**	**Ridership**	**Direction**	**Stop**	**Ridership**
All	Harvey TC	1522	NB	Halsted / Maple	69	All	Chicago Heights TC	953
NB	Halsted / 171st	70	NB	17579 Halsted	50	NB	Halsted / Lincoln Hwy	32
NB	159th / Woodbridge	55	NB	Halsted / 183rd	45	NB	Halsted / Martin	28
NB	Halsted / 163rd	31	NB	Halsted / Holbrook	36	NB	Halsted / 7th Pl.	12
NB	Halsted / 167th	26	NB	Halsted / Vollmer (NE)	32	NB	16th / Halsted	8
NB	157th Park	21	NB	17855 Halsted	31	NB	Halsted/West End	6
NB	159th / Willard	19	NB	Halsted / Ridge	25	NB	Halsted / 13th	3
NB	Halsted / 160th	17	NB	Prairie State College	24	NB	Halsted /12th	0
NB	159th / Park	16	NB	Halsted / 187th	22	SB	14th-Lincoln Hwy / Halsted (SW)	32
NB	Park / 155th	15	NB	Halsted / Joe Orr Rd.	14	SB	Halsted / Rt. 1 Cutoff	30
NB	Halsted / 165th	10	NB	Halsted / Vollmer (NW)	12	SB	Halsted / Joe Orr Rd.	16
NB	Halsted / 161st	4	NB	Halsted / 175th	12	SB	Halsted/16th	15
SB	Halsted / 171st	66	NB	Halsted / Strieff	9	SB	Halsted / 7th Pl.	14
SB	159th / Halsted	62	NB	Halsted / Alice	9	SB	Halsted / 12th	14
SB	Park / 155th	50	NB	Halsted / Elder	6	SB	Halsted/15th-St. James	2
SB	Halsted / 163rd	30	NB	Halsted / 195th	6	SB	16th / Otto	1
SB	Halsted / 167th	29	NB	Halsted/19000 Halsted-Army Reserve Center	4	SB	Halsted / 13th	0
SB	Park / 157th	28	NB	Halsted / Bowling Green	0			
SB	159th / Lathrop (SW)	25	SB	Halsted / Maple	41			
SB	Halsted / 159th	12	SB	17579 Halsted	39			
SB	Halsted / 160th	11	SB	Halsted / 175th	38			
SB	Halsted / 165th	11	SB	Halsted / Holbrook	35			
SB	Halsted / 161st	6	SB	Halsted / 183rd	31			
SB	Park/159th	2	SB	Prairie State College	28			
			SB	17928 Halsted	28			
			SB	Halsted / Elder	21			
			SB	Halsted Ridge (SW)	20			
			SB	Halsted / 187th	20			
			SB	Halsted / Vollmer	19			
			SB	Halsted / 197th Pl.	19			
			SB	Halsted / Strieff	7			
			SB	Halsted / Army Reserve Center	5			
			SB	Halsted / 195th	5			
Total		**2,138**	**Total**		**762**	**Total**		**1,166**

Table 7: *Saturday Fall 2023 Ridership by Stop*

NORTH SECTION			CENTER SECTION			SOUTH SECTION		
Direction	**Stop**	**Ridership**	**Direction**	**Stop**	**Ridership**	**Direction**	**Stop**	**Ridership**
All	Harvey TC	1085	NB	Halsted / Maple	53	All	Chicago Heights TC	596
NB	Halsted / 171st	45	NB	17579 Halsted St	40	NB	Halsted / Lincoln Hwy	25
NB	159th / Woodbridge	35	NB	Halsted / 183rd	28	NB	Halsted / Martin	23
NB	Halsted / 163rd	20	NB	Halsted / Holbrook	20	NB	Halsted / 7th Pl.	9
NB	Halsted / 167th	14	NB	Halsted / Vollmer (NE)	21	NB	16th / Halsted	10
NB	157th / Park	6	NB	17855 Halsted St	27	NB	Halsted/West End	0
NB	159th / Willard	13	NB	Halsted / Ridge	12	NB	Halsted / 13th	3
NB	Halsted / 160th	12	NB	Halsted / 187th	23	NB	Halsted /12th	7
NB	Park / Turlington	9	NB	Halsted / Joe Orr Rd.	12	NB	Halsted / 15th	6
NB	Halsted / 165th	5	NB	Halsted / Vollmer (NW)	14	SB	14th-Lincoln Hwy / Halsted (SW)	27
NB	Halsted / 161st	3	NB	Halsted / 175th	8	SB	Halsted / Rt. 1 Cutoff	21
SB	Halsted / 171st	49	NB	Halsted / Strieff	5	SB	Halsted / Joe Orr Rd.	16
SB	159th / Halsted	62	NB	Halsted / Alice	7	SB	Halsted/16th	11
SB	Park / 155th	14	NB	Halsted / Elder	6	SB	Halsted / 7th Pl.	14
SB	Halsted / 163rd	20	NB	Halsted / 195th	4	SB	Halsted / 12th	10
SB	Halsted / 167th	15	NB	Halsted/19000 Halsted-Army Reserve Center	3	SB	Halsted/15th-St. James	0
SB	Park / 157th	28	SB	Halsted / Maple	49	SB	16th / Otto	1
SB	159th / Lathrop (SW)	23	SB	17579 Halsted St	42	SB	Halsted / 13th	0
SB	Halsted / 159th	6	SB	Halsted / 175th	24	SB	Halsted / 7th Pl.	10
SB	Halsted / 160th	7	SB	Halsted / Holbrook	15			
SB	Halsted / 165th	5	SB	Halsted / 183rd	23			
SB	Halsted / 161st	3	SB	Halsted / Boston Market / L.J.S.	17			
			SB	Halsted / 187th	16			
			SB	Halsted / Vollmer	14			
			SB	Halsted / 197th Pl.	7			
			SB	Halsted / Strieff	8			
			SB	Halsted / Army Reserve Center	6			
			SB	Halsted / 195th	6			
Total		**1,477**	**Total**		**546**	**Total**		**787**

Table 8: *Sunday Fall 2023 Ridership by Stop*

NORTH SECTION			CENTER SECTION			SOUTH SECTION		
Direction	**Stop**	**Ridership**	**Direction**	**Stop**	**Ridership**	**Direction**	**Stop**	**Ridership**
All	Harvey TC	673	NB	Halsted / Maple	41	All	Chicago Heights TC	333
NB	Halsted / 171st	37	NB	17579 Halsted St	29	NB	Halsted / Martin	10
NB	Halsted / 159th	20	NB	Halsted / 183rd	20	NB	Halsted / Lincoln Hwy	8
NB	Halsted / 160th	11	NB	17855 Halsted St	16	NB	Halsted / 15th	5
NB	Halsted / 163rd	9	NB	Halsted / Vollmer (NE)	14	NB	Halsted / 7th Pl.	5
NB	Halsted / 167th	7	NB	Halsted / 187th	11	NB	Halsted /12th	5
NB	159th / Willard	7	NB	Halsted / Holbrook	11	NB	16th / Halsted	2
NB	Park / Turlington	7	NB	Halsted / Ridge	10	NB	Halsted / 13th	2
NB	157th / Park	4	NB	Halsted / 175th	6	SB	14th-Lincoln Hwy / Halsted (SW)	23
NB	Halsted / 165th	3	NB	Halsted / 195th	6	SB	Halsted / Rt. 1 Cutoff	16
NB	Halsted / 161st	1	NB	Halsted / Joe Orr Rd.	5	SB	Halsted / Joe Orr Rd.	9
SB	Halsted / 171st	34	NB	Halsted / Elder	4	SB	Halsted/16th	9
SB	159th / Woodbridge	17	NB	Halsted / Strieff	3	SB	Halsted / 12th	6
SB	Park / 157th	15	NB	Halsted / Alice	2	SB	Halsted / 7th Pl.	5
SB	Halsted / 167th	12	NB	Halsted/19000 Halsted-Army Reserve Center	1	SB	Halsted/15th-St. James	2
SB	Halsted / 163rd	10	SB	Halsted / Maple	31			
SB	Park / 155th	9	SB	17579 Halsted St	29			
SB	Halsted / 165th	8	SB	Halsted / 175th	15			
SB	159th / Lathrop (SW)	7	SB	17928 Halsted	15			
SB	Halsted / 160th	7	SB	Halsted / 183rd	15			
SB	Halsted / 161st	5	SB	Halsted / Holbrook	13			
SB	159th / Halsted	3	SB	Halsted / 187th	13			
			SB	Halsted / Elder	9			
			SB	Halsted / Vollmer	8			
			SB	Halsted Ridge (SW)	8			
			SB	Halsted / 197th Pl.	7			
			SB	Halsted / Strieff	7			
			SB	Halsted / Army Reserve Center	3			
Total		**906**	**Total**		**351**	**Total**		**439**

Figures 5, 6, and **7** show "ridership by mile" for each of the three sections of the corridor in the fall of 2023. The ridership by mile measurement is designed to measure the density or intensity of ridership within the corridor. While the weekend by mile ridership is similar in each section, on weekdays the north section has the least weekday rides per mile, despite having more total rides than the south section (252 in the north versus 213 in the south). Field observations show that most riders who board between the two terminals are alighting at one of those terminals. The general flow of ridership is that the bus is most fully loaded leaving or arriving at the Pace Harvey Transportation Center, and loads are reduced the farther south one rides. **Figures 8, 9,** and **10** graphically shows ridership at each stop.

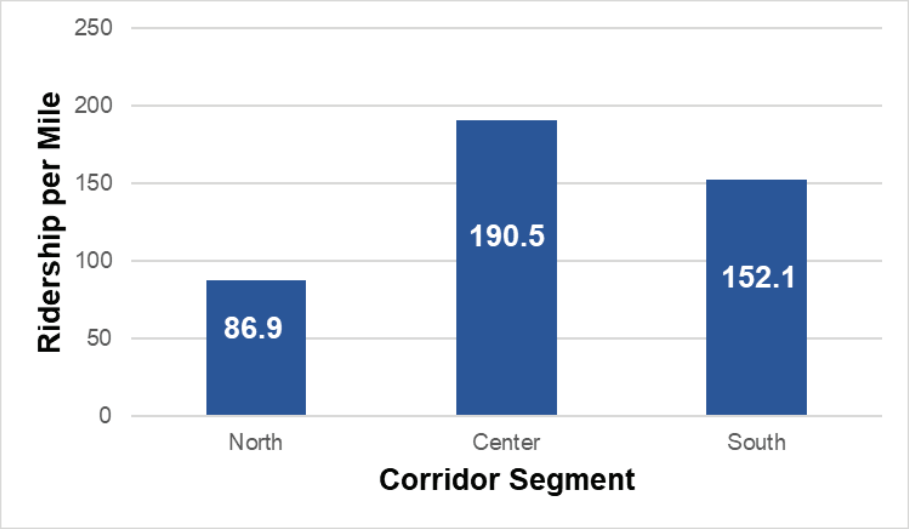

Figure 5: *Average Weekday Fall 2023 Ridership by Mile*

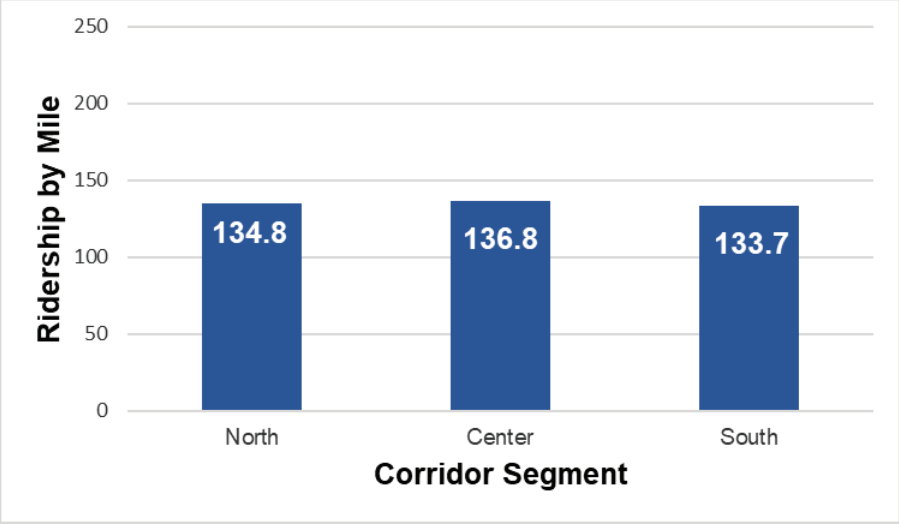

Figure 6: *Average Saturday Fall 2023 Ridership by Mile*

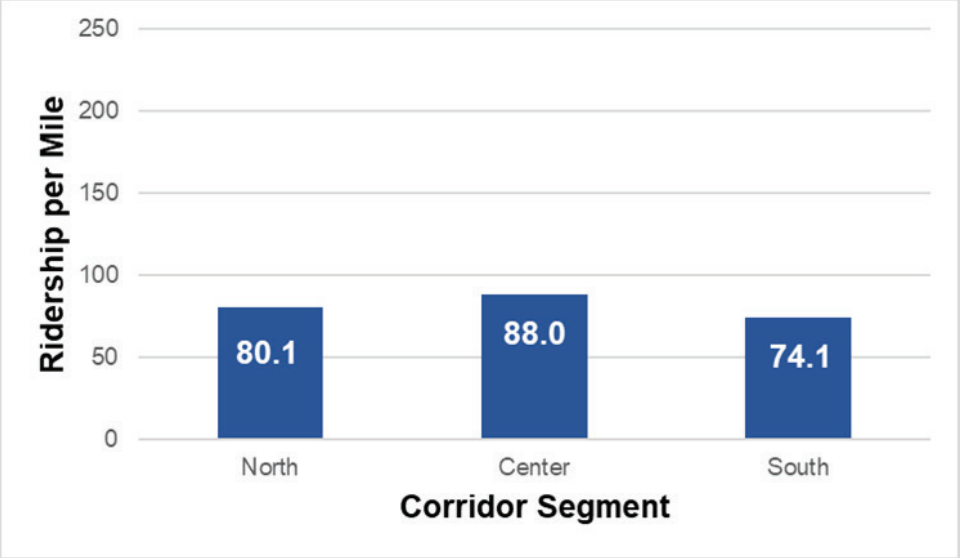

Figure 7: *Average Sunday Fall 2023 Ridership by Mile*

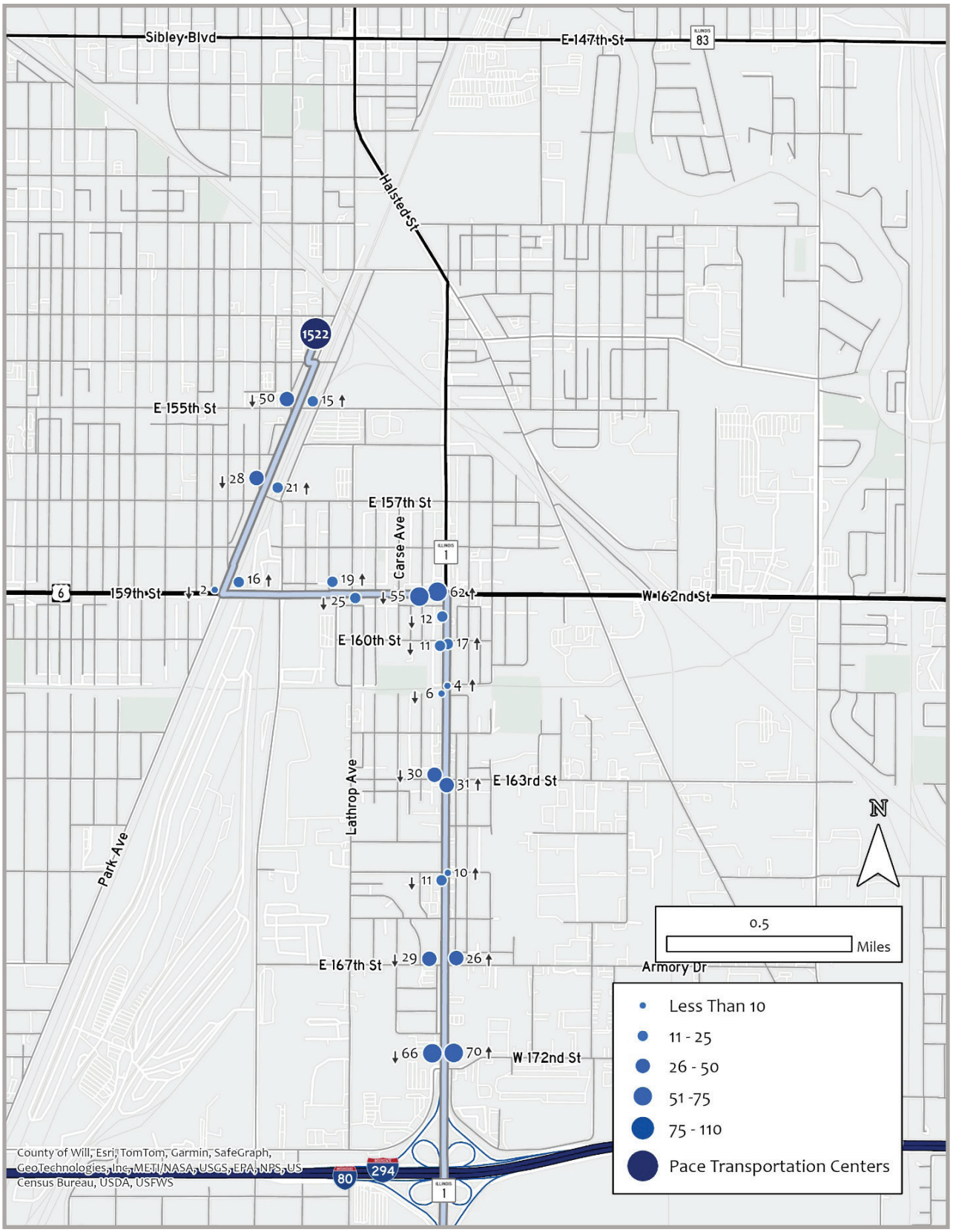

Figure 8: *Average Weekday Ridership Along Route (North Section)*

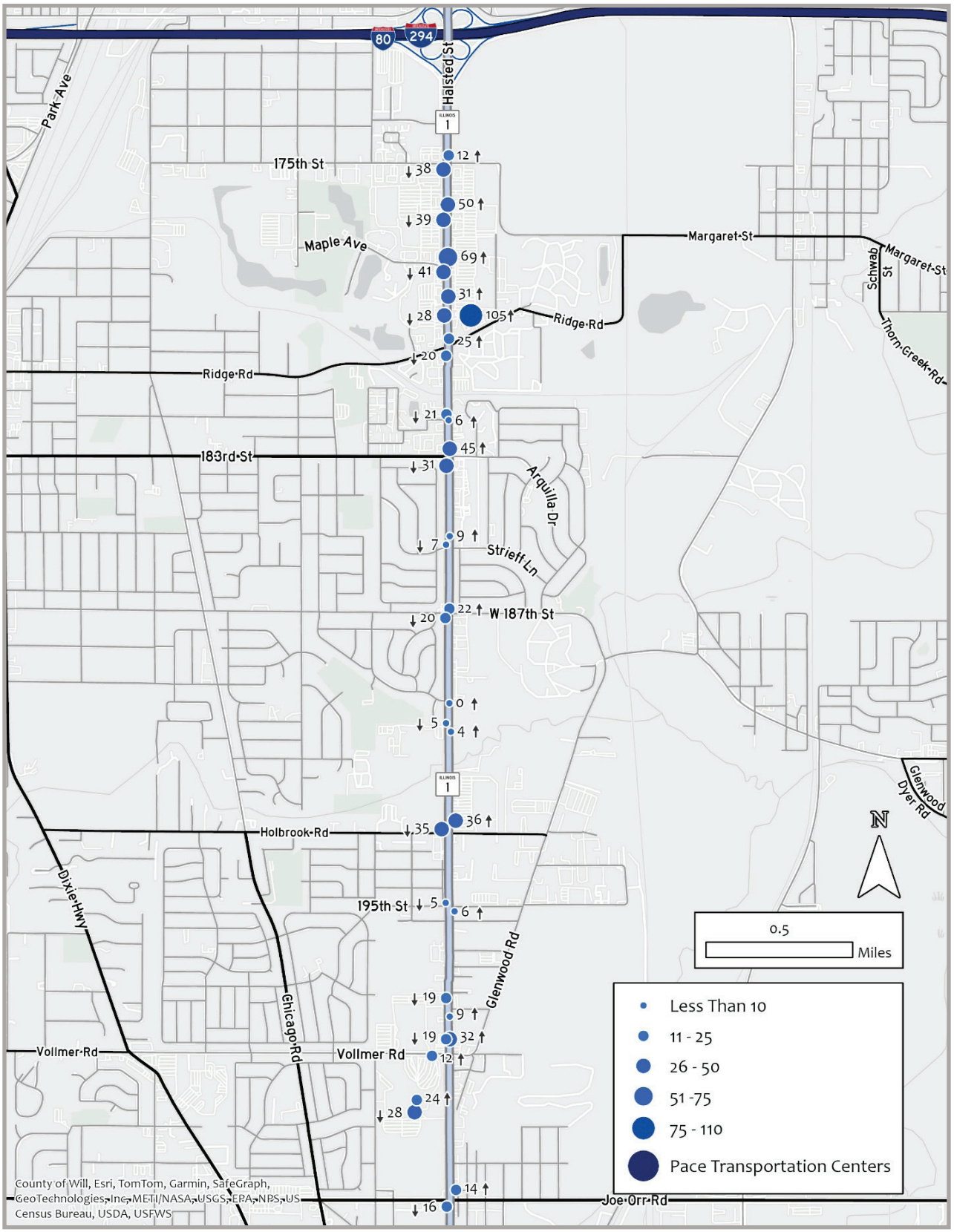

Figure 9: *Average Weekday Ridership Along Route (Center Section)*

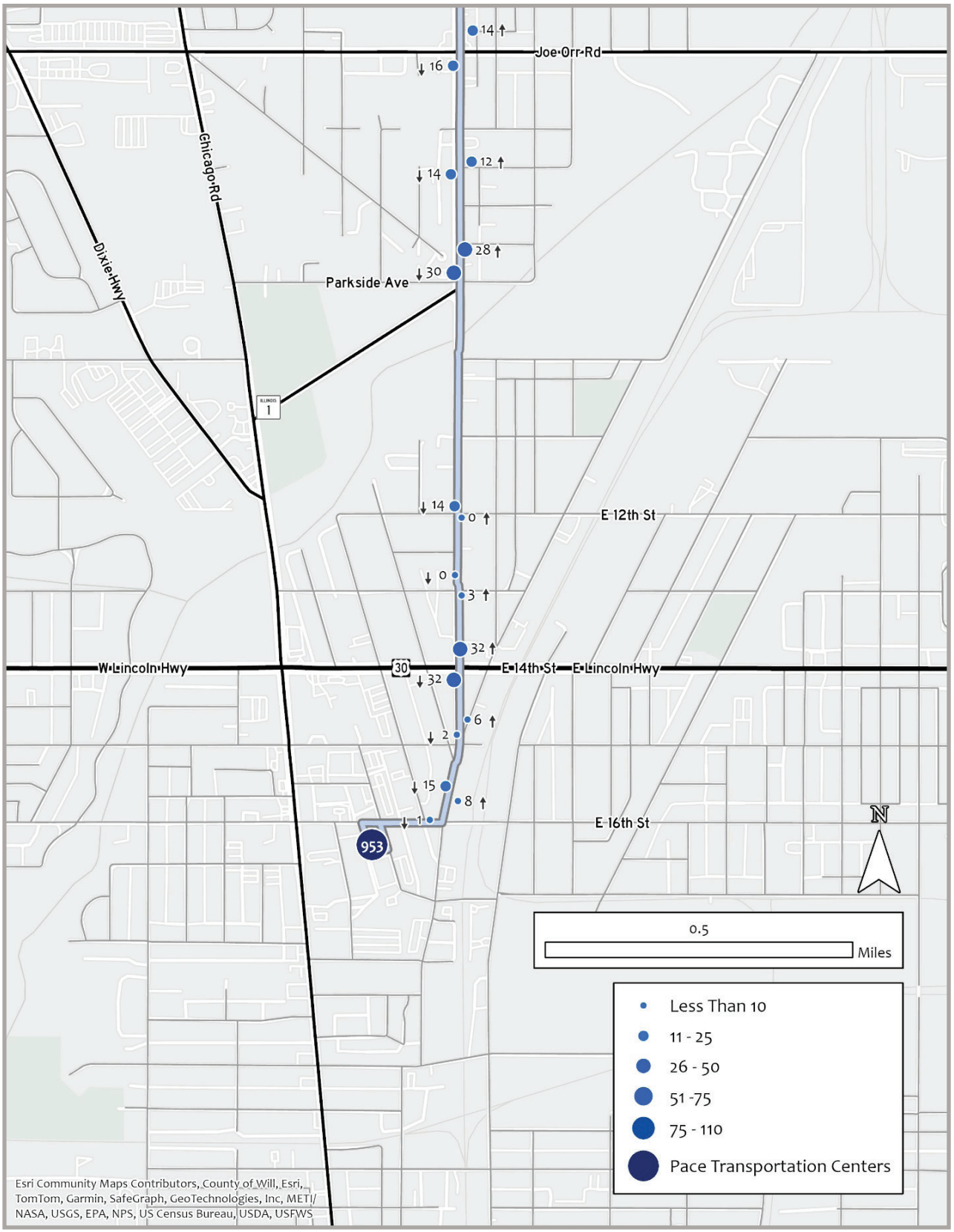

Figure 10: *Average Weekday Ridership Along Route (South Section)*

4.3 Route 352 Transfer Data Review

An analysis of Route 352 transfers was completed using Ventra data that detailed all transfers to Pace Route 352 during the month of October 2023. A trip is considered a transfer if the same Ventra card is used for boarding within two hours. Analyzing transfer data is key to determine a thorough understanding of how the Route 352 service fits into the transit network on the far south side of the Chicago metropolitan area.

Transfer data was reviewed for the study area (Harvey to Chicago Heights) and for the northern portion of Route 352 (95th Station to Harvey). These segments were separated based on the Route 352 boarding locations. The analysis reveals a distinct transit market between the two segments, with a stronger market between 95th and Harvey. Excluding transfers from another Route 352 bus, of all transfers to northbound 352 buses, 83% (9,105) boarded at a stop north of Harvey. Of all transfers to southbound 352 buses, 45% (2,227) boarded at Harvey or another stop south, showing the importance of the transit connections at Harvey.

Table 9: *October 2023 Transfers to Route 352 by Route Segment and Bus Direction*[3]

	Transfers to the Northern Portion of Route 352		Transfers to the Southern Portion of Route 352	
Route/Station	**Southbound**	**Northbound**	**Southbound**	**Northbound**
Red Line	3,267	89	191	99
Loop L Stations	889	19	42	26
95 (95th St)	551	23	24	20
810 (8A S Halsted)	496	287	23	28
Roosevelt L Station	376	12	17	10
Blue Line	355	7	20	4
111 (111th - King Drive)	320	107	21	15
119 (Michigan – 119th)	304	108	18	22
381 (95th St)	268	13	13	18
103 (W 103rd)	264	48	15	9
115 (Pullman – 115th)	227	103	15	16
108 (Halsted – 95th)	113	50	1	4
65535	69	83	86	141
348 (Harvey – Riverdale – Blue Island)	26	45	13	33
350 (Sibley Blvd)	24	678	127	205
349 (S Western)	9	7	189	169
356 (Harvey – Homewood – Tinley Park)	6	2	131	166
364 (159th St)	5	2	228	501
366 (Park Forest – Chicago Heights)	5	-	92	92

3 Data is for the month of October 2023. Data limited to the top ten routes riders tapped on prior to boarding a 352 bus in each of the four categories. Data excludes transfers from another 352 bus.

	Transfers to the Northern Portion of Route 352		Transfers to the Southern Portion of Route 352	
Route/Station	**Southbound**	**Northbound**	**Southbound**	**Northbound**
354 (Harvey – Oak Forest Loop)	3	4	45	100
357 (Lincoln Highway)	2	2	161	156
361 (Harvey – Laraway Crossings Express)	1	1	64	142
358 (Torrence)	-	5	119	89

Route 352 serves Halsted, an important north-south corridor in the south suburbs. As a result, there is a strong affinity from east-west routes, particularly from the east where there is not another north connection to CTA rail service at 95th Street. The top routes in each segment and direction are either CTA L lines, bus routes that run perpendicular to Route 352's routing, or routes that serve one of the transit centers that Route 352 serves. The overall highest number of transfers are boarding in the northern portion of Route 352 and boarding a southbound bus. In the study period, 3,267 riders boarded a Red Line train before transferring to a southbound Route 352 bus. Of those riders, roughly 53% boarded another bus or train before taking the Red Line (within the transfer period). Similarly, roughly 45% of the 889 riders who boarded a Loop train station before boarding a Route 352 southbound bus had a second previous bus or train route. This suggests that a large portion of the riders transferring to southbound Route 352 buses are traveling long distances. Top routes for southbound buses in the southern portion of Route 352 or northbound buses in any portion of the route do not have large percentages of riders with another previous boarding. This may also suggest that the Route 352 corridor contains key destinations for riders from areas to the north; it is the last leg of a trip southbound, and first northbound.

In the study area, the highest number of transfers from a single route, on both northbound and southbound Route 352 trips are to another Route 352 trip (not shown in table). This pattern indicates that a large number of trips are likely quick round trips along the corridor. This is notable because it suggests the most important travel market is along Halsted Street itself. The second largest feeder route for northbound Route 352 trips was Pace Route 364. Other common northbound transfer routes were Pace Routes 350/Sibley, 349, and 356. The most frequent transfers to southbound Route 352 trips come from Pace Routes 364, 349, 357, and the CTA Red Line. The inclusion of the Red Line in transfer data in the study area displays how the two-hour transfer window can catch round trips that may involve another mode of transportation, such as walking, biking, or driving.

In the Route 352 segment north of Harvey, the majority of southbound Route 352 boardings with a transfer previously boarded a Red Line station or other station in the Loop. Notable bus routes with high transfers to southbound Route 352 include CTA Route 95/95th Street, 8A/South Halsted (which overlaps four miles with Route 352), and 111/111th King Drive. Similarly, transfers to northbound Route 352 in this segment are high from CTA Routes 8A and 111, but the largest number comes from Pace Route 350.

Figure 11 shows a heatmap of the locations of the previous boarding before boarding a northbound Route 352 bus in the study area. Popular origins for northbound Route 352 trips include Orland Park Mall, Park Forest Mall & Aqua Center, and River Oaks Shopping Centers in Calumet City. In addition, three logistics hubs anchored by Amazon Fulfillment Centers were popular origins. The largest is connected by Pace Route 360 in Joliet; the second is in Markham served by Pace Routes 364 and 890; the third is in Monee and served by Pace Route 360.

Figure 12 displays the same visualization for transfers to a southbound Route 352 in the study area. There is an affinity from the City of Chicago – both the Loop and the area between 79th and 95th streets, as shown in the heatmap below. The latter area is only served by CTA.

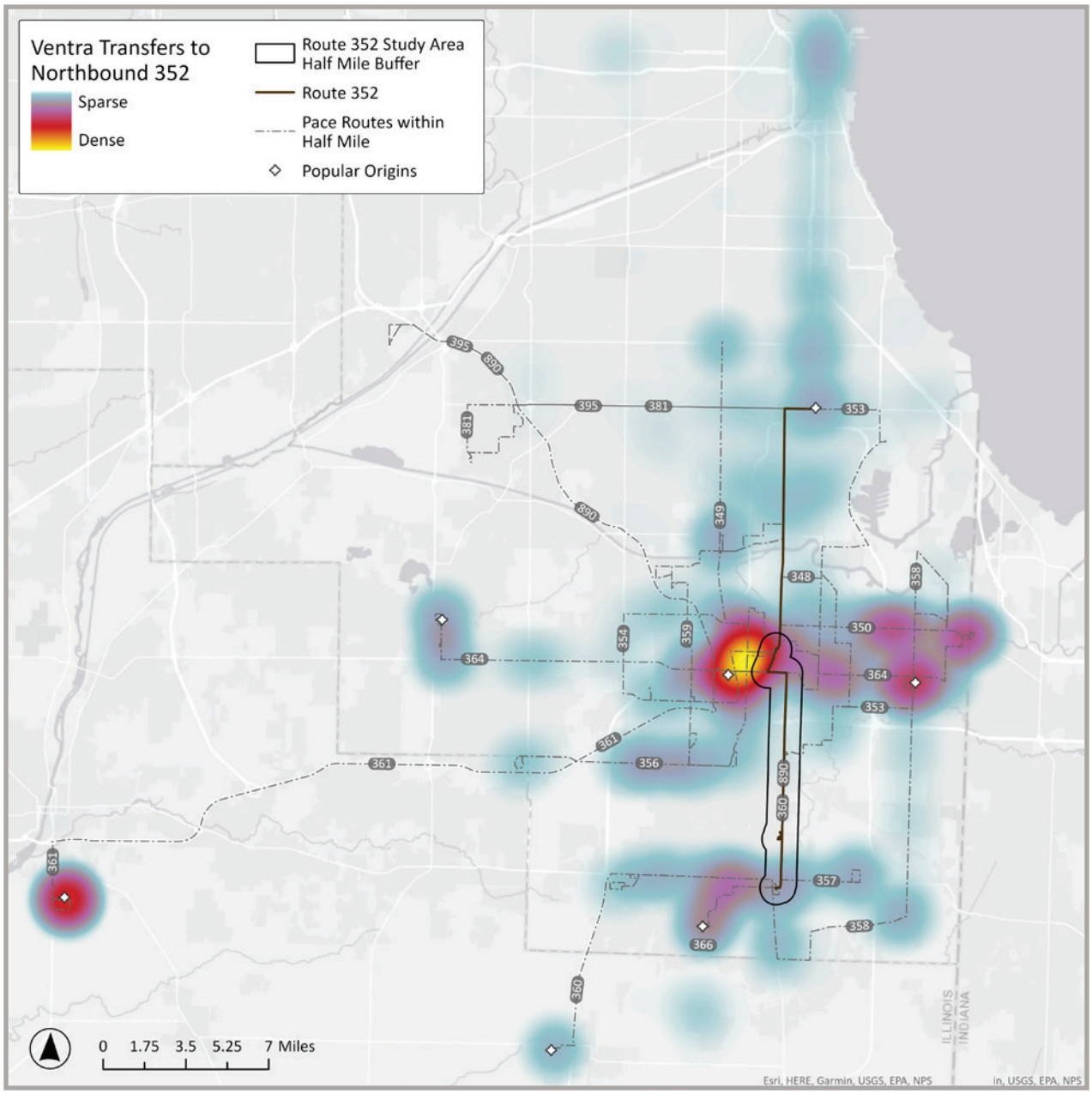

Figure 11: *Boarding Location Before Transfer to Northbound Route 352*

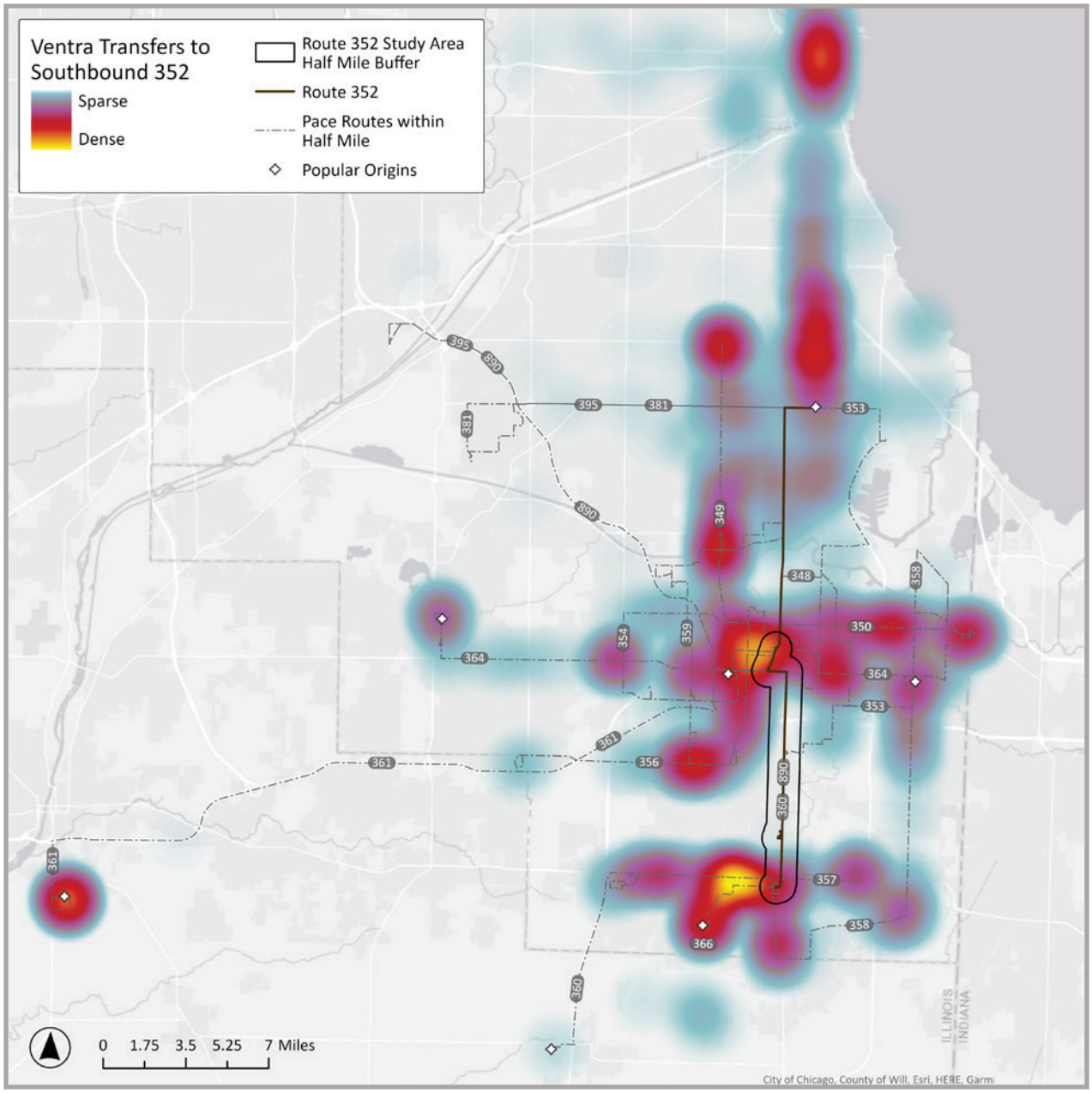

Figure 12: *Boarding Location Before Transfer to Southbound Route 352*

4.4 Origin-Destination Analysis

An analysis of origins and destinations was completed to consider how people travel across the south suburbs and towards Chicago. The team completed an analysis of travel flows and conducted a survey of Route 352 passengers to identify these patterns.

Replica Travel Flows

Origin-destination travel flows were reviewed to gain additional insight into current travel patterns along and adjacent to the Far South Halsted Street corridor in the south suburbs. Replica, a third-party data provider[4], was used in this analysis, with data provided for April 2024. The Replica origin-destination data tables provide trip volumes between Census Tracts for a typical weekday or weekend day in a selected timeframe. Replica estimates trip volumes through a combination of data sources, sometimes involving statistical methods including mobile location data and road traffic data. The data pulled for this analysis were limited to origin-destination pairs with at least 500 daily trips.

Figure 13 displays the origin-destination pairs in the Census Tracts within and surrounding the study area. The lines are drawn from the centroid[5] of each Census Tract but represent trips originating or arriving anywhere in that tract. The thickness of each line symbolizes the number of trips between the two tracts. Figure 13 does not display trips with origins and destinations within the same tract, although these internal trips account for most of the travel.

From the data analysis, there is not a dominant north-south pattern along Halsted Street. Because Replica includes all trips, the patterns reflect suburban life in an auto-centric part of the Chicago region. Many trips from the Replica dataset are east-west or diagonal to access the goods and services in the far south suburbs. The Replica data suggests that there is more movement in the southernmost section of Route 352 and westwards. This conclusion aligns with the transfer data to northbound Route 352 trips and with the results of the transit propensity analysis in the area roughly between W. 17th Street and Joe Orr Road, bounded by Ashland Avenue where the index rated most blocks between medium to very high.

4 https://www.replicahq.com

5 Centroid is defined as the point located in the geographic center of the polygon it represents (i.e. the Census Tract), and containing the same attributes as the rest of the polygon

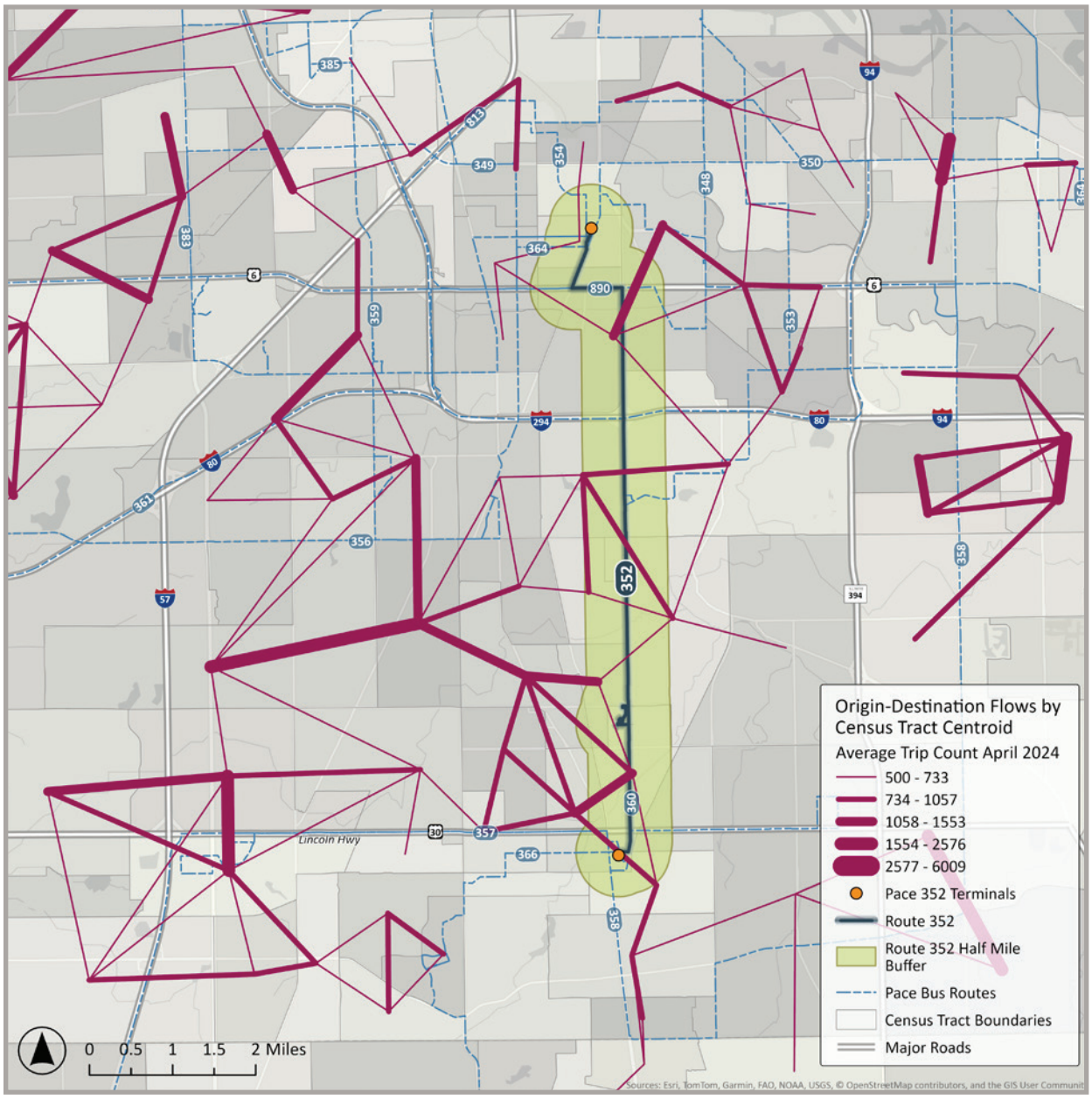

Figure 13: *Origin-Destination Pairs and Travel Flow Near Route 352*

4.5 Route 352 Origin-Destination Survey

A corresponding origin-destination on-board passenger survey was conducted in April 2024. The goal of the survey analysis was to better understand trip purposes for riders using Pace Route 352. Although previous analyses incorporated possible destinations correlating with transit use, this survey aimed to obtain a more localized account of ridership needs and route usage.

The survey included twelve questions about the specific trip the individual was taking. Questions focused on trip origin and destination characteristics, such as where a trip started and ended (home, work, childcare, etc.), where the rider boarded and alighted, how a rider got from their start location to the bus stop (and from the bus stop to their end location), and how long it took to travel between the bus stop and start/end locations. Riders who had a transfer with another Pace route were asked to specify the route number. Riders were also asked what day of the week and time of day they usually take Route 352. Surveys were available in English or Spanish, on paper, or through a QR-code that linked to an online survey. The sample survey is available in **Appendix A**.

Surveys were conducted during four weekdays in April 2024 at major transit destinations, including the Pace Chicago Heights Transportation Center, the Pace Harvey Transportation Center, Park Place Plaza Shopping Center and Prairie State College. Responses were collected during both peak morning and evening commuting hours and non-peak morning and afternoon hours as riders were boarding or alighting the Route 352 bus. Surveys were also conducted on-board Route 352 to capture riders in transit to their destination. .

Results

A total of 106 survey responses were collected; 102 were collected in English and four were collected in Spanish. Most trips (57.5%) started at home, followed by work (13.2%), school/college (0.5%), and shopping/store (0.5%), with most respondents (63.2%) walking to board the bus stop. Top trip destinations were work (29.2%), home (21.7%), shopping/store (12.3%), and school/college (9.4%). Again, walking was the most common mode for respondents reaching their end point after leaving the bus. Most respondents (91.5%) usually take Route 352 on weekdays, with 72.6% of respondents also indicating regular use of Route 352 on Saturdays or Sundays. Mornings were the most popular time of day for riding Route 352, with 56.6% of respondents usually riding between 5:00 – 9:00 AM. However, typical use of Route 352 was distributed relatively even between Noon and 3:00 p.m. (afternoon, 3:00 p.m. to 7:00 p.m.(evening) and 9:00 a.m. to Noon (midday). See **Figure 14**.

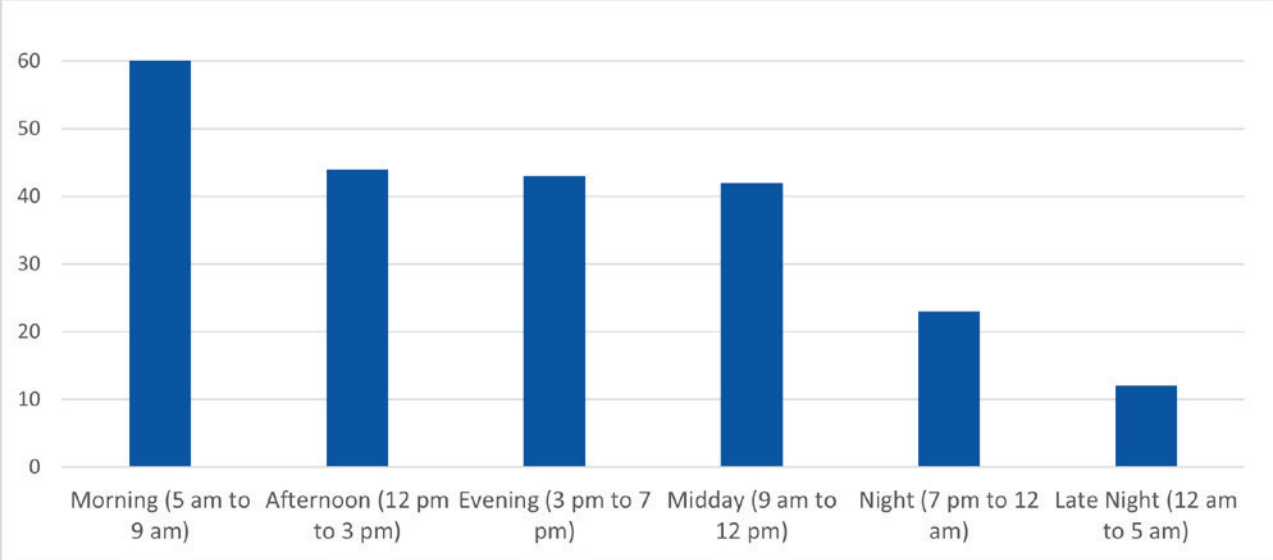

Figure 14: *Route 352 Survey Respondent's Typical Time of Service Use*

Travel time for respondents from their origin location to bus stop and bus stop to final destination varied. However, travel times from origin location to bus stop generally skewed shorter than times from the bus stop to end location, with 57.8% of respondents taking less than ten minutes to reach Route 352 from their origin, compared to 49.5% of respondents taking the same amount of time to reach their final destination. See **Figure 15**. This could reflect the fact that trip destinations were more likely to be work, shopping, or school destinations with less immediate proximity to Route 352. Of the 25 responses where travel times from bus stop to destination took more than 20 minutes, 15 of these responses involved a transfer to public transit via Pace, Metra, or CTA.

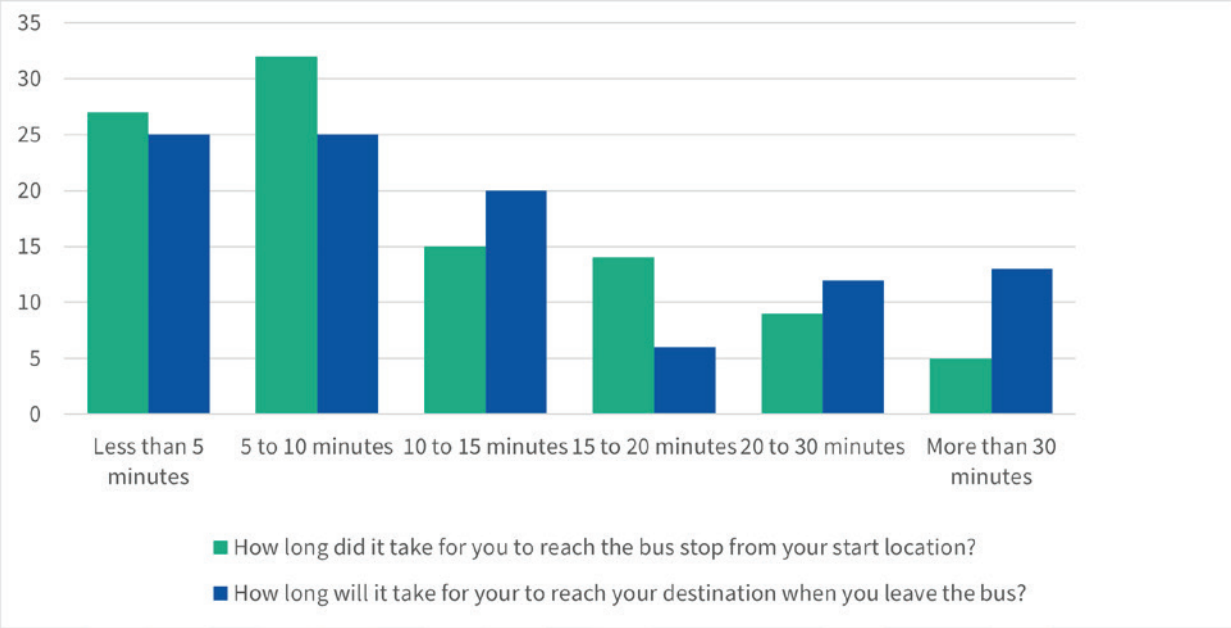

Figure 15: *Travel Time Between Route 352 Bus Stop and Origins/Destinations*

Bus boarding and alighting locations were analyzed to understand the geographic spread of trips involving Route 352, shown in **Figure 16**. Only 63 of the 106 surveys were included in this analysis, due to blank, incomplete, or illegible responses. Of these 63 responses, 46.0% of the marked respondents stayed within the study area, 9.5% of the respondents went to/from the Pace Harvey Transportation Center to/from a location outside the study area, 6.3% of respondents went to/from the Pace Chicago Heights Transportation Center to/from a location outside the study area, and 53.9% of respondents said they started and ended their trip outside of the study area, using Route 352 as part of a longer trip.

It is notable that the origin/destination survey results are distinctly different than the Replica travel patterns. The experience of a driver in the far south suburbs is drastically different in both length of trip and direction than a Route 352 rider. The results also reflect the critical role Route 352 plays in providing a key connection within the study area, but also serving as a link between origins and destinations in surrounding areas.

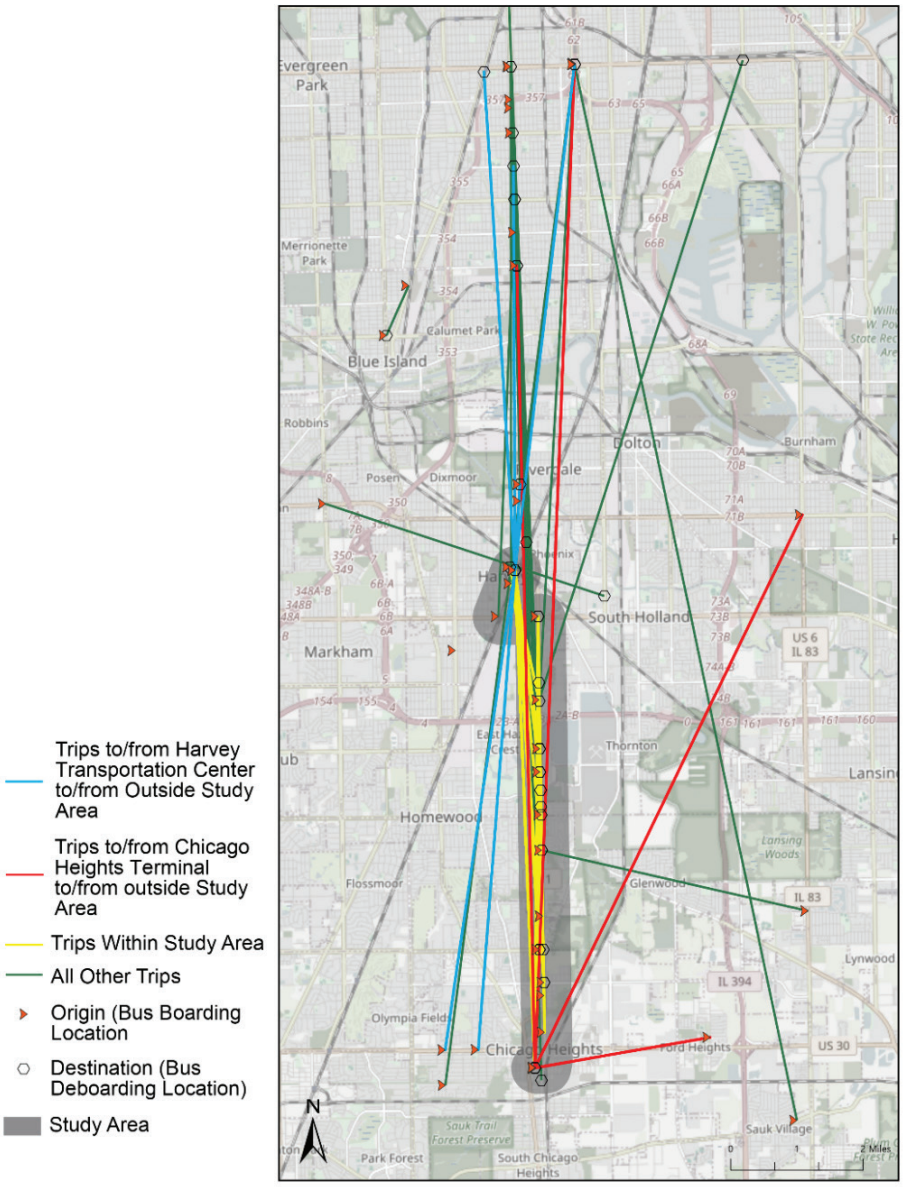

Figure 16: *Route 352 Origin-Destination Flows*

4.6 Bus Stops

A bus stop inventory was preformed along the Far South Halsted Street corridor study area. The location of the transit stops was noted by using Googlemaps Streetview and the amenities at each stop were confirmed by a field visit. Each location had the following amenities identified. Refer to **Tables 10-12**.

- Shelter
- Sign
- Landing Pad (for ramp deployment)
- Seat
- Sidewalk leading to stop.

Table 10: *Bus Stop Amenities (North Section)*

NORTH SECTION						
Stop	**Direction**	**Shelter**	**Sign**	**Pad**	**Bench**	**Sidewalk**
157th / Park	NB		X			X
159th / Halsted	NB		X	X		X
159th / Lathrop (SW)	SB		X	X		X
159th / Park	NB		X			
Park / 159th	SB					X
159th / Willard	NB		X			X
159th / Woodbridge	SB		X	X		X
Halsted / 159th	SB		X			X
Halsted / 160th	NB		X	X		X
Halsted / 160th	SB		X			X
Halsted / 161st	NB			X		X
Halsted / 161st	SB		X			X
Halsted / 163rd	NB	X	X	X	X	X
Halsted / 163rd	SB	X	X	X	X	X
Halsted / 165th	NB		X			
Halsted / 165th	SB		X			
Halsted / 167th	NB					
Halsted / 167th	SB		X			
Halsted / 171st	NB	X	X	X	X	
Halsted / 171st	SB	X	X	X	X	
Park / 155th	NB		X	X		X
Park / 155th	SB		X			
Park / 157th	SB		X	X		

Table 11: *Bus Stop Amenities (Center Section)*

CENTER SECTION						
Stop	**Direction**	**Shelter**	**Sign**	**Pad**	**Bench**	**Sidewalk**
17579 Halsted	NB	X	X	X	X	
17579 Halsted	SB	X	X	X	X	X
Halsted / 175th	NB		X			
Halsted / 175th	SB		X			X
Halsted / 183rd	NB		X			X
Halsted / 183rd	SB		X	X		X
Halsted / 187th	NB		X			
Halsted / 187th	SB		X			
Halsted / 195th	NB		X			
Halsted / 195th	SB		X			
Halsted / 197th Pl.	SB	X	X	X	X	X
Halsted / Alice	NB		X			
Halsted / Army Reserve Center	SB		X			
17855 Halsted	NB		X			
17928 Halsted	SB	X	X	X	X	
Halsted / Bowling Green	NB					
Halsted / Elder	NB		X			
Halsted / Elder	SB		X			X
Halsted / Holbrook	NB		X			
Halsted / Holbrook	SB	X	X	X	X	X
Halsted / Maple	NB	X	X	X	X	
Halsted / Maple	SB		X			X
Halsted / Martin	NB	X	X	X	X	
Halsted / Ridge	NB		X			
Halsted / Rt. 1 Cutoff	SB	X	X	X	X	X
Halsted / Strieff	NB		X			
Halsted / Strieff	SB		X	X		X
Halsted / Vollmer	SB		X			
Halsted / Vollmer (NE)	NB	X	X	X	X	
Halsted / Vollmer (NW)	NB		X			X
Halsted Ridge (SW)	SB		X			X
Halsted / Army Reserve Center	NB		X			
Halsted / Army Reserve Center	NB		X			
Prairie State College	NB	X	X	X	X	X
Prairie State College	NB	X	X	X	X	X

Table 12: *Bus Stop Amenities (South Section)*

SOUTH SECTION						
Stop	**Direction**	**Shelter**	**Sign**	**Pad**	**Bench**	**Sidewalk**
14th-Lincoln Hwy / Halsted (SW)	SB		X	X		X
Halsted / Lincoln Hwy	NB		X	X		X
16th / Halsted	NB		X	X		X
Halsted/16th	SB		X	X		X
16th / Otto	SB		X			X
Halsted / 12th	SB		X	X		X
Halsted / 13th	NB		X			X
Halsted / 13th	SB			X		X
Halsted / 7th Pl.	NB		X			X
Halsted / 7th Pl.	SB		X			X
Halsted / Joe Orr Rd.	NB	X	X	X	X	X
Halsted / Joe Orr Rd.	SB	X	X	X	X	X
Halsted /12th	NB		X	X		X
Halsted/15th-St. James	SB					X
Halsted/West End	NB					X

Various Bus Stop Conditions in Study Corridor

Halsted Street and 16th Street, Harvey

Halsted Street, north of Ridge Road, Homewood

Halsted Street, north of Holbrook Road, Glenwood

Halsted Street and 16th Street, Chicago Heights

Halsted Street and Parkside Avenue, Chicago Heights

5.0 METRA SERVICES

There is one Metra commuter rail station within the study area at Harvey, across from the Pace Harvey Transportation Center. This station is on the Metra Electric line which terminates at Millenium Station in Chicago (also serving Hyde Park, Soldier Field, the Museum Campus, and McCormick Place, among other destinations). This line is unique among Metra lines as the stop pattern in Chicago is more akin to a light rail line than a commuter rail line (stops within the city are generally spaced four blocks apart). There were 471 average daily riders boarding the train in Harvey at the last Metra boarding survey in 2018.

It is expected that the Access Pilot Program, which was initiated on February 1, 2024 will have a positive influence on travel patterns and ridership along the corridor. As noted in Section 3.0, the Access Pilot Program, which transitioned from the Fair Transit South Cook pilot program, extends the discounted fare benefits to income-qualifying passengers along every train line in the Metra system. An increase in Metra ridership at the Metra Harvey Station would encourage increased transfer ridership to/from Route 352 as well as other Pace routes that serve the Pace Harvey Transportation Center.

Metra and Pace, in collaboration with the City of Harvey, are embarking on design project 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, and new lighting and wayfinding.

The total estimated project cost is $70 million. Funding sources include a $20 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant from the U.S. Department of Transportation, investment through the State's Rebuild Illinois bill, and Pace and Metra capital funds.

6.0 TRANSIT PROPENSITY INDEX

To understand the future potential for additional ridership in the corridor, a transit propensity tool was utilized. The development of a transit propensity index (TPI) is useful to understand where transit ridership is most viable and has the most potential based on demographic and employment data, independent of where ridership currently exists. This resulting index includes a score for each Census Block in the study area.

This type of analysis has been studied and used in academic, private sector, public research, and transit settings for several decades[6]. These examples were among several that informed the methodology to create a reliable, accurate, and useful index.

6 Most recently, Center for Neighborhood Technology, LA Metro, WMATA, Centralina Regional Council, and GoDurham have created and/or utilized transit propensity analyses to advise transit planning processes.

In transit propensity research, data is typically acquired from Decennial Census, American Community Survey (ACS), and Longitudinal Employer-Household Dynamics (LEHD), but sometimes incorporates local or state collected demographic data and data on the built environment collected from open sources, such as ArcGIS online. Each variable's data is usually summarized by geographic area, such as Census Tracts, ranked by distribution, weighted, and combined with the other variables to create an index score. Visualization of these scores can help identify patterns and key areas where there is potential for high transit use. The methodology described below is built off this general framework.

6.1 Methodology

The Transit Propensity Index (TPI) contains two categories of variables: those informing origin propensity (based on population characteristics), and those informing destination propensity (based on employment characteristics). The TPI sources data from the 2020 Decennial Census, 2022 5-Year ACS, and 2021 LEHD. Variables and geographic level shown in **Table 13**.

Table 13: *Transit Propensity Index Variables and Sources*

Variable	Description	Proposed Weighting	Source
Employment Density	Jobs per square mile	30%	Census Blocks OnTheMap (LEHD 2021)
Low-Income Employment Density	Jobs per square mile with earnings $3333/month or less	10%	
Population Density	People per square mile	15%	Census Blocks (Census 2020)
Minority Population	People per square mile identified as minority	5%	
Youth Population	People per square mile 17 and under	5%	
Elderly Population	People per square mile 65 and over	5%	
Population in Labor Force	People per square mile in labor force	5%	Census Block Groups (ACS 2022 5-Year Estimates)
Low-income population	People per square mile below 150% poverty line	5%	Census Tracts (ACS 2022 5-Year Estimates)
Disabled Population	People per square mile with a disability	5%	
Zero or Single Vehicle Households	Households per square mile with zero or one vehicles	15%	

The data was collected for the geography within a four-mile buffer of Route 352 between the Pace Harvey Transportation Center and the Pace Chicago Heights Transportation Center. This radius size was chosen to obtain a more accurate distribution of values for the area. In addition, this allowed to view transit propensity at nearby areas that have potential for transit connections from other Pace routes.

All variables were recorded by count per Census Block/Group/Tract and needed to be normalized to compare metrics more accurately across the different shapes and sizes of Census geography. Each variable was normalized by geographic area to display a count per square mile. Any blocks/groups/tracts that had no population, households, and jobs were omitted from the analysis.

6.2 Results

The results of the analysis show large clusters of high scoring Census Blocks near the Pace Harvey Transportation Center and the Pace Chicago Heights Transportation Center. Medium propensity areas are located in the middle part of the corridor, between I-80/I-294 and Vollmer Road. East of Route 352 there are large Census Blocks with no population, households, or jobs. This general area also has some very low TPI scores, which is likely driven by a high amount of forest preserves, utilities, and vacant land resulting in a lower overall density.

The newly opened Wind Creek Casino and Hotel, located on the southwest corner of Halsted Street and the Tri-State Tollway (I-80/I-294), scores low in this analysis. Nevertheless, the casino is expected to bring over 1,000 jobs and additional recreational trips to the area. Moving south from this site, low propensity scores are driven by strip retail on Halsted with large parking lots and nearby forest preserves and cemeteries, while medium and high propensity aligns with Lions Club Park and School and nearby denser residential neighborhoods. The lower third of the study area near the Pace Chicago Heights Transportation Center has the largest clusters of high propensity blocks with denser residential areas near Thorn Creek and several large schools, including the Washington-McKinley School and Bloom High School. Detailed maps of the study area are shown in **Figure 17** through **19**.

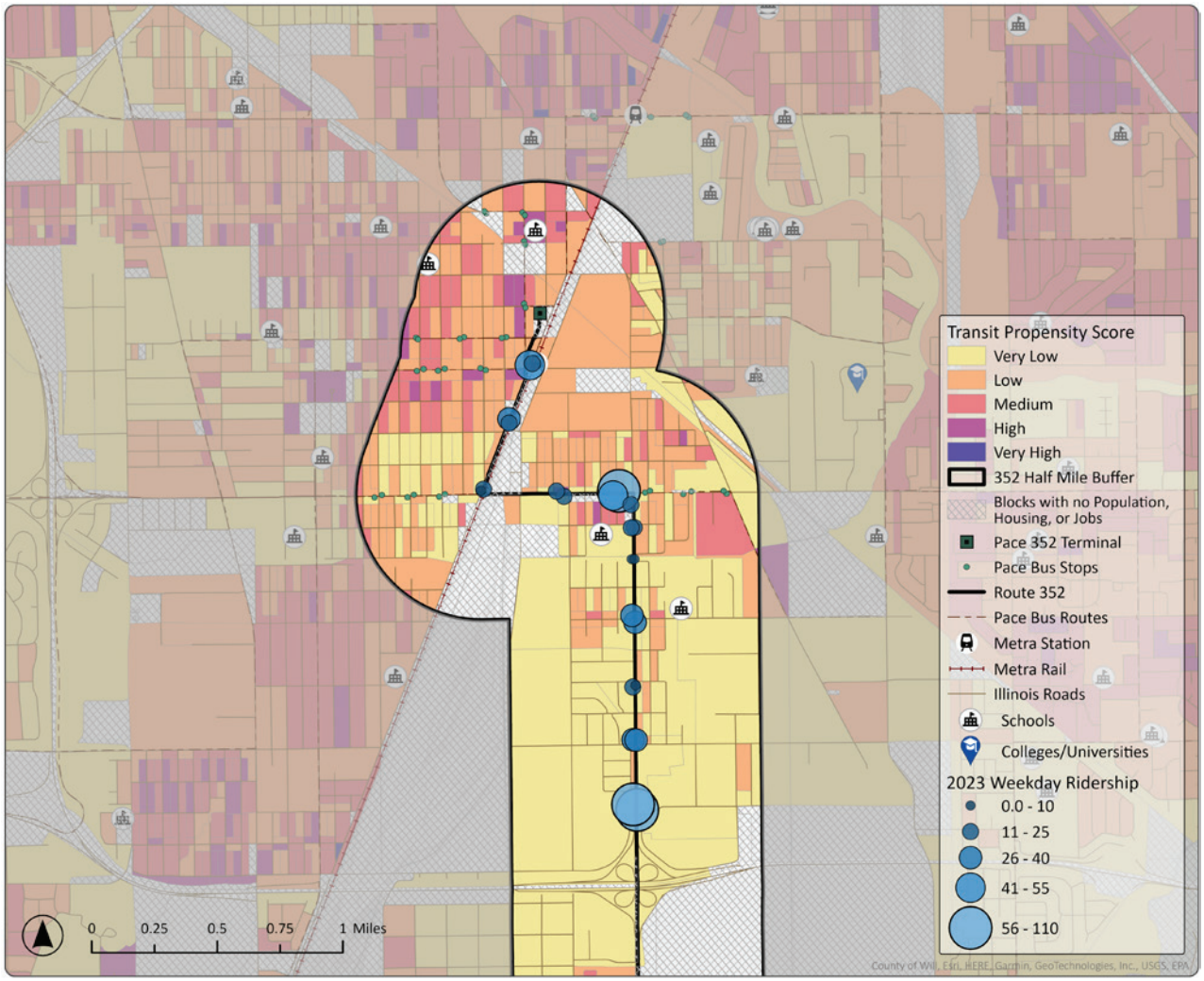

Figure 17: *Transit Propensity Index (North Section)*

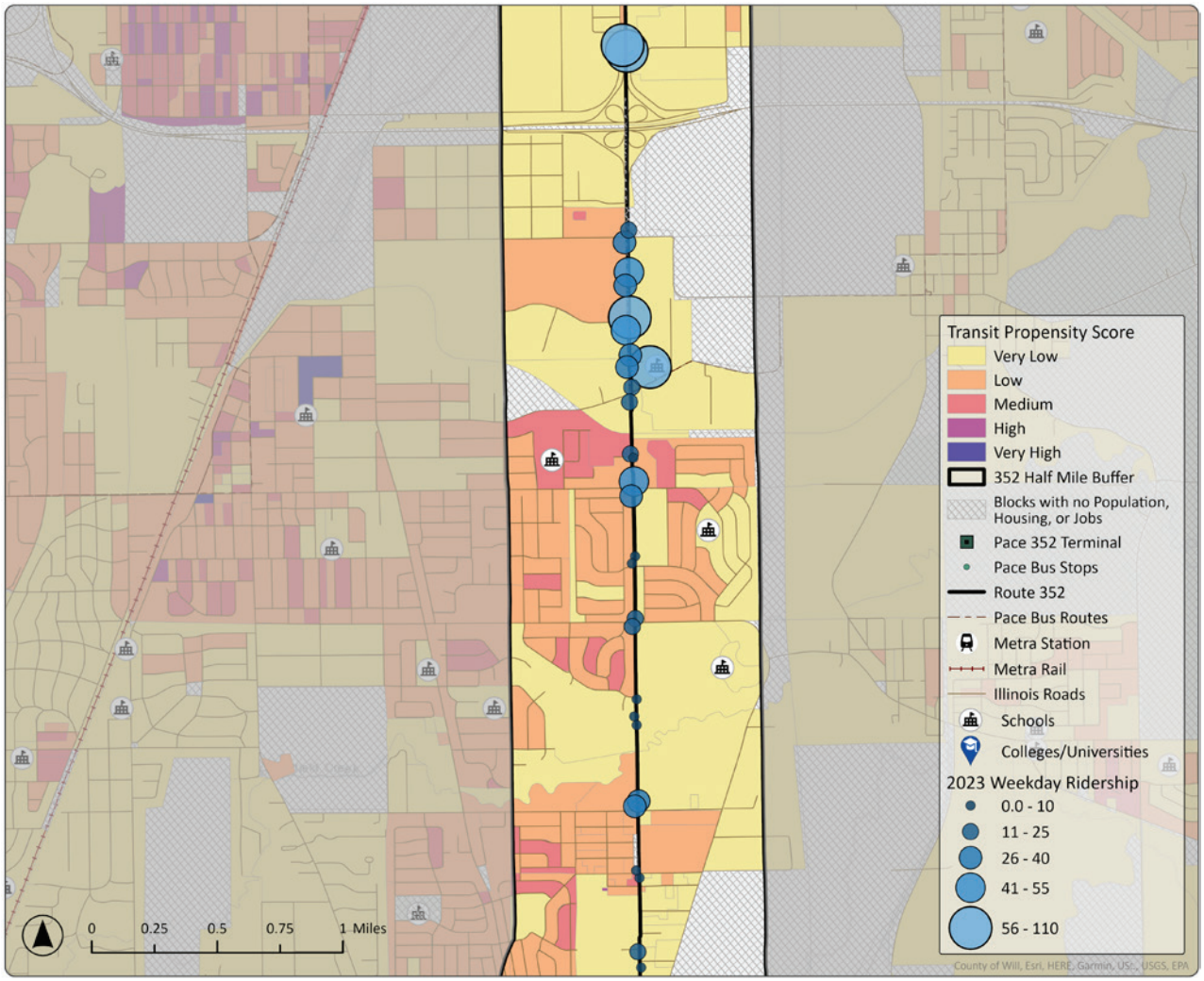

Figure 18: *Transit Propensity Index (Central Section)*

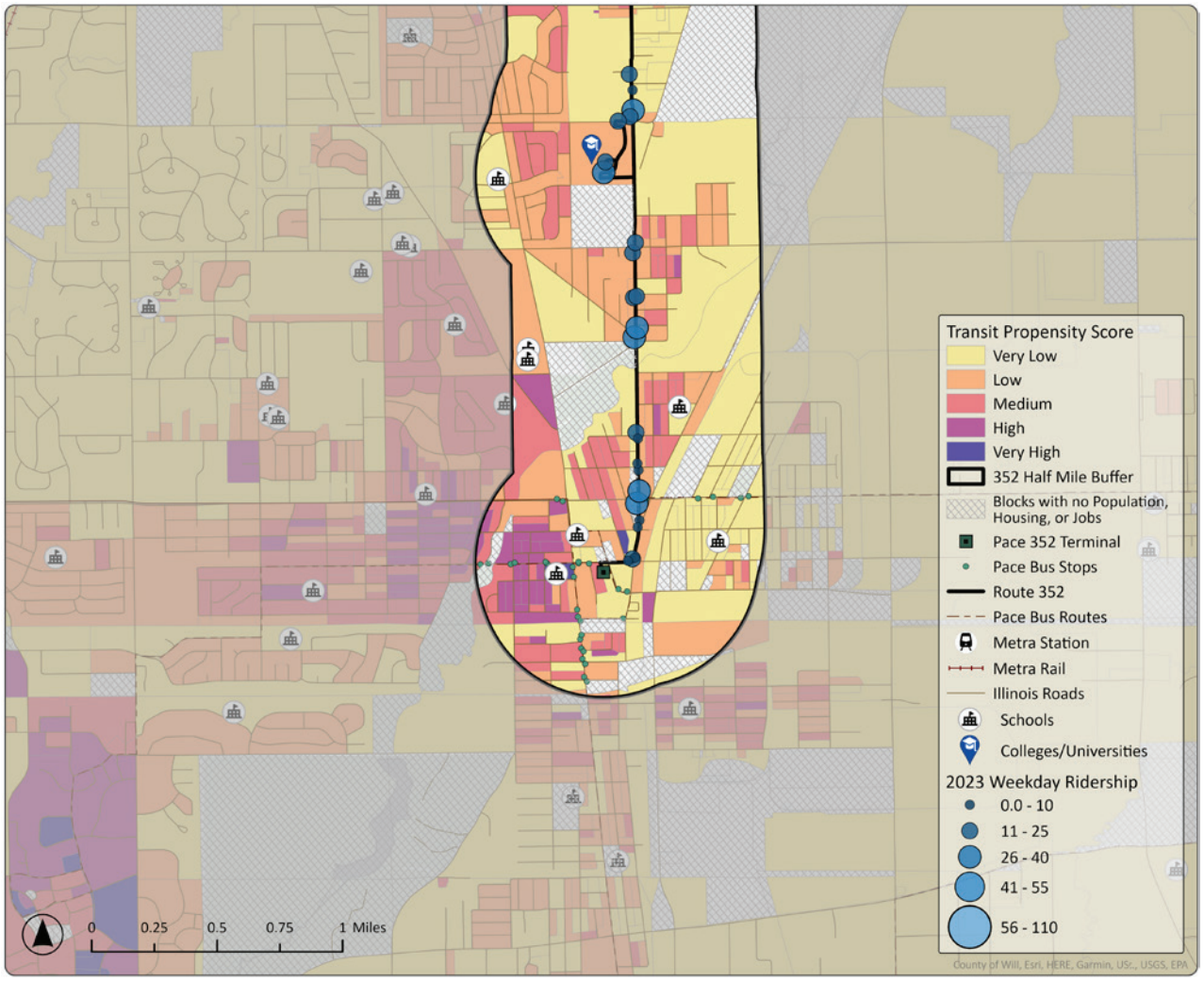

Figure 19: *Transit Propensity Index (South Section)*

7.0 TRANSIT MARKET ASSESSMENT

Key findings from the transit market assessment in the corridor is as follows. This assessment includes the transit propensity index, a transfer analysis, and origin-destination analysis reported above.

- The most likely locations for transit ridership in the study area are near each terminal in Harvey and Chicago Heights
- The middle part of the Halsted Street corridor (from I-80/I-294 south to 187th Street) also shows potential ridership increases.
- According to Replica, most travel within the study area (inclusive of all modes) are short distance trips with an east-west orientation.
- Transfer data and survey results show that riders using Route 352 are much more likely to be destined north of the study area, travel for longer distances than the Replica data suggests, and are primarily coming from or going to the City of Chicago, eastwards towards Dolton and Calumet City, or connecting to routes that directly serve regional Amazon warehouses.
- The primary mode of travel when leaving the bus is walking, with most people arriving within 15 minutes at their destination.

8.0 LAND USE AND ZONING

Existing land use and zoning were evaluated in the study corridor to better understand whether existing land uses and zoning policies support transit. Transit supportive land use decisions and investments support transit usage, walkability and compact development, maximizing the activity levels within station areas and bus corridors. Transit-supportive places present residents and workers with a range of mobility options, services, and recreational activities as well as access to key destinations like work and school within a short distance from home.

Land use and zoning information within a half mile buffer of the study corridor was identified. The half-mile buffer was used as it is considered a walkable distance from a rapid transit stop. The findings of the analysis are broken into the north, central and south geographical sections as described below.

8.1 North Section Land Use

The land use in the north section directly adjacent to the corridor is within the City of Harvey and is a mix of low-density residential and commercial. Refer to Figure 20. North of 159th Street, west of Park Avenue is mostly single family residential. East of Park Avenue is a mix of transportation and industrial uses. Between 159th Street and Interstate 80, there is more commercial and single family residential directly fronting Halsted Street, and industrial uses about a quarter mile away from Halsted Street. There is little to no mixed use or multi-family land uses within this section of the corridor.

Land Use Examples in the City of Harvey (North Section)

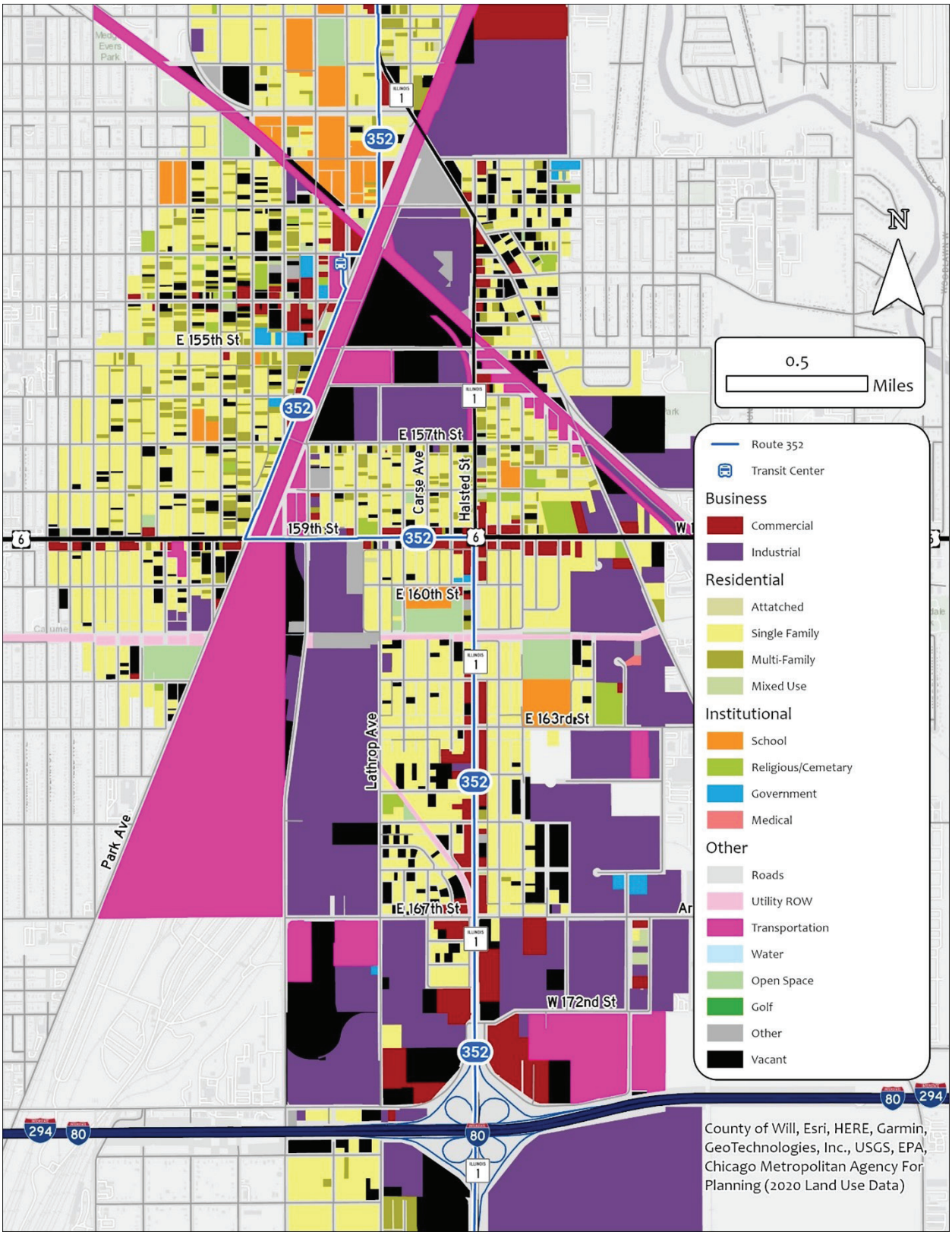

Figure 20: *Land Use (North Section)*

8.2 North Section Transit Supportive Zoning

The zoning districts north of 159th Street are primarily single family residential, commercial, and industrial. Between 162nd Street and I-80/I-294, the zoning allows for apartments and multi-family and commercial adjacent to the corridor, and light industrial within a quarter mile of the corridor. See **Figure 21**.

8.2.1 City of Harvey Transit Supportive Zoning[7]

The City of Harvey has a 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 Harvey has several parcels directly adjacent to the corridor or within a half block that are zoned for RM – multi-dwelling unit residential. This allows for duplexes, fourplexes, townhouses and other multiple dwelling unit buildings. The dimensional requirements are below:

- Minimum lot area: 9,400 sq. ft.
- Minimum lot width: 80 ft.
- Minimum setbacks:
  - *Front 15 ft.*
  - *Rear: 10 ft.*
  - *Side: 10 ft.*
- Maximum height: 35 ft.
- Maximum lot coverage: 40%
- Off-street parking requirement:
  - *Two bedroom or less: 1.5 spaces per dwelling unit*
  - *Two bedrooms or more: 2 spaces per dwelling unit*

Many of the commercial parcels are zoned as “Highway Commercial” (HC). This zoning is for commercial establishments that cater specifically to the needs of customers who travel primarily by motor vehicle. The intent of this district is to promote the orderly development of highway-oriented commercial activities; and to encourage arterial commercial uses at appropriate locations that minimize traffic hazards and congestion. There are no types of residential specified under the permitted uses. The dimensional requirements of the HC district are below:

- Minimum lot area: 5,000 sq. ft.
- Minimum setbacks:
  - *Front 10 ft.*
  - *Rear: 10 ft.*
  - *Side: 10 ft.*
- Maximum height: 45 ft.
- Maximum lot coverage: 50%
- Off-street parking requirement:
  - *Varies from 1-8 per 1,000 sq. ft gross floor area (GFA)*

7 City of Harvey Municipal Code, Title 16 Zoning (current as of August 14, 2024)

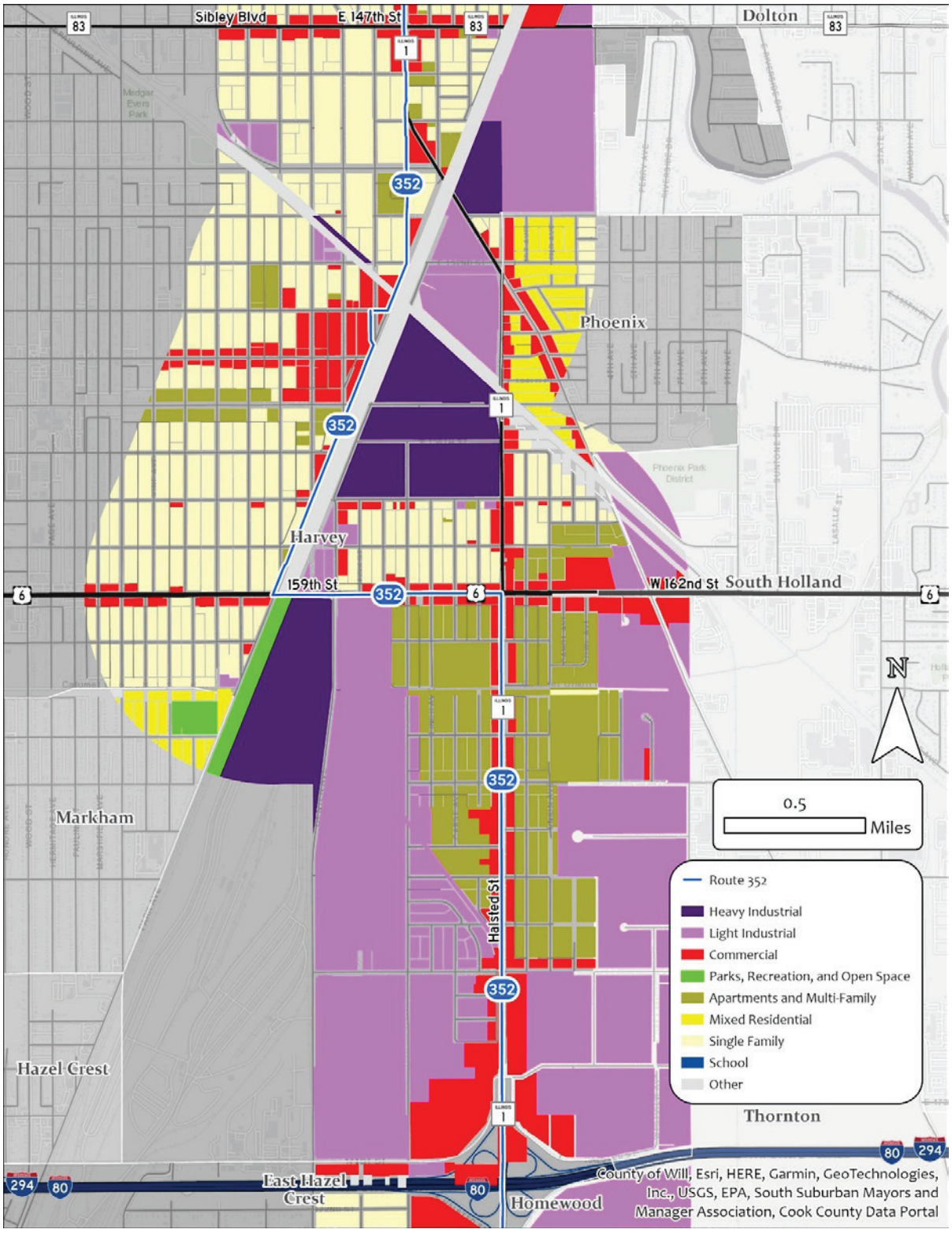

Figure 21: *Zoning (North Section)*

Central Section Land Use

Homewood, Glenwood, East Hazel Crest, and Chicago Heights (partial)[8] are the four municipalities that have jurisdiction in the central section of the study area. Between I-80/I-294 and 183rd Street, the land uses are predominately industrial and commercial, with some multi-family. The multifamily land uses and commercial land uses are typically land uses that are more supportive of transit, provided there is good pedestrian access to nearby transit stops. Between 183rd Street and Holbrook Road, the land use is mostly single family residential. From Holbrook Road to Joe Orr Road, the land uses are a mix of commercial, single family residential, and schools. Prairie State College is in the central section. See **Figure 22**.

Land Use Examples in the Central Section

Village of Glenwood

Village of East Hazel Crest

Village of Homewood

8 Chicago Heights' ;a transit supportive zoning is reviewed in the south section

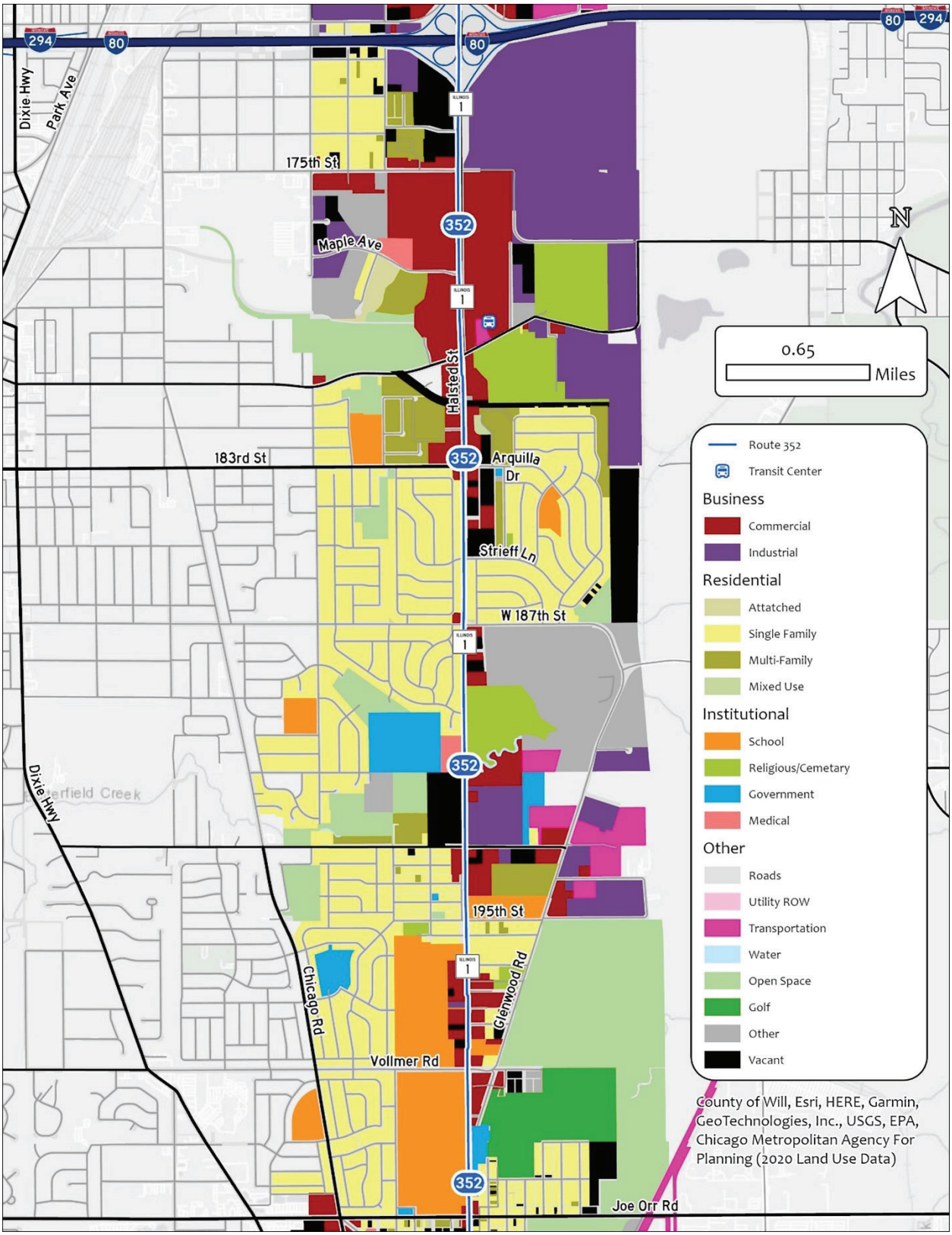

Figure 22: *Land Use (Central Section)*

8.3 Central Section Transit Supportive Zoning

Between I-80/I-294 and 183rd Street, the zoning is mostly commercial along the corridor. This area is relatively built up with retail which includes "big box" stores. From 183rd Street to Holbrook Road, the zoning is almost entirely single family residential. See **Figure 23**.

8.3.1 Village of Homewood Transit Supportive Zoning

The section of this corridor that falls within the Village of Homewood's boundaries is all zoned in their B-4 zoning. B-4 allows multi-family dwellings as a special use. Group homes are permitted up to 8 residents, more than 9 residents are a special use. Senior housing is also allowed as a special use.

The section of this corridor that falls within the Village of Homewood's boundaries is all zoned B-4. B-4 allows multi-family dwellings as a special use. Special uses differ than permitted uses, special uses require public hearings and Board approval via an ordinance, allowing the Village broad discretion to approve, deny, or place conditions on a use. Permitted uses are allowed by right and do not go through the same approval process. Group homes are permitted up to 8 residents, more than 9 residents are a special use. Senior housing is also allowed as a special use.

The zoning dimensional standards for B-4 are:

- Minimum lot area: n/a
- Minimum lot width: n/a
- Minimum setbacks:
  - *Front: n/a*
  - *Rear: For a lot with a rear yard abutting a residential district, a rear yard setback of 16 feet shall be required.*
  - *Side: 5-8 ft, if the parcel abuts a residential district*
- Maximum height: 40 ft.
- Building coverage: n/a
- Impervious surface coverage: 70%
- Off-street parking requirements:
  - *For multi-family buildings – 1.5 spaces per dwelling unit*
  - *For businesses: Varies from 1 per 200 sq. ft to 1 per 300 sq. ft.*

8.3.2 Village of Glenwood Transit Supportive Zoning[9]

The section of this corridor that falls within the Village of Glenwood's boundaries is zoned R-2 single family residential or B-2, general business. Multi-family residences are not allowed in R-2 and no residential is allowed in B-2. This type of zoning could pose challenges to future transit-supportive development.

9 Glenwood, Illinois, Code of Ordinances, Appendix A – Zoning Ordinance, December 7, 2022

8.3.3 Village of East Hazel Crest Transit Supportive Zoning[10]

There is a small portion of the corridor that is within the Village of East Hazel Crest. This section is directly southwest of the Halsted and I-80 interchange and is the location of the Wind Creek Chicago Southland Casino that was opened in November 2024. The current zoning at this location is B-1 and R-4.

The zoning dimensional standards for R-4 are:

- Minimum lot area:
  - *4 bedroom: 3,000 sq. ft.*
  - *3 bedroom: 2,700 sq. ft.*
  - *2 bedroom: 2,400 sq. ft.*
  - *1 bedroom and efficiency: 2,100 sq. ft.*
- Minimum lot width: 60 ft.
- FAR: Shall not exceed 0.6
- Minimum setbacks:
  - *Front: 25 ft.*
  - *Rear: 30 ft.*
  - *Side: 8 ft.*
- Maximum height: 40 ft. or 3 stories, whichever is less.
- Impervious surface coverage: n/a
- Off-street parking requirements:
  - *For multi-family buildings – 2 spaces per dwelling unit*

The zoning dimensional standards for B-1 are:

- Minimum lot area: n/a
- Minimum lot width: n/a
- Minimum setbacks:
  - *Front: 15 ft*
  - *Rear: The rear yard shall be a minimum of ten (10) percent of the depth of the lot. Where a rear lot line coincides with a lot line in an adjacent residence district, a yard shall be provided along such rear lot line. Such yard shall not be less than sixteen (16) feet in depth.*
  - *Side: 8 ft*
- Maximum height: 40 ft. or 3 stories, whichever is less.
- FAR: Shall not exceed 2.0
- Impervious surface coverage: n/a
- Off-street parking requirements:
  - *For businesses: Varies greatly depending on the usage and type of business.*[11]

10 Sec. 22-139. - R-4 multiple-family residence district. | Code of Ordinances | East Hazel Crest, IL | Municode Library
11 ARTICLE V. - SUPPLEMENTAL REGULATIONS | Code of Ordinances | East Hazel Crest, IL | Municode Library

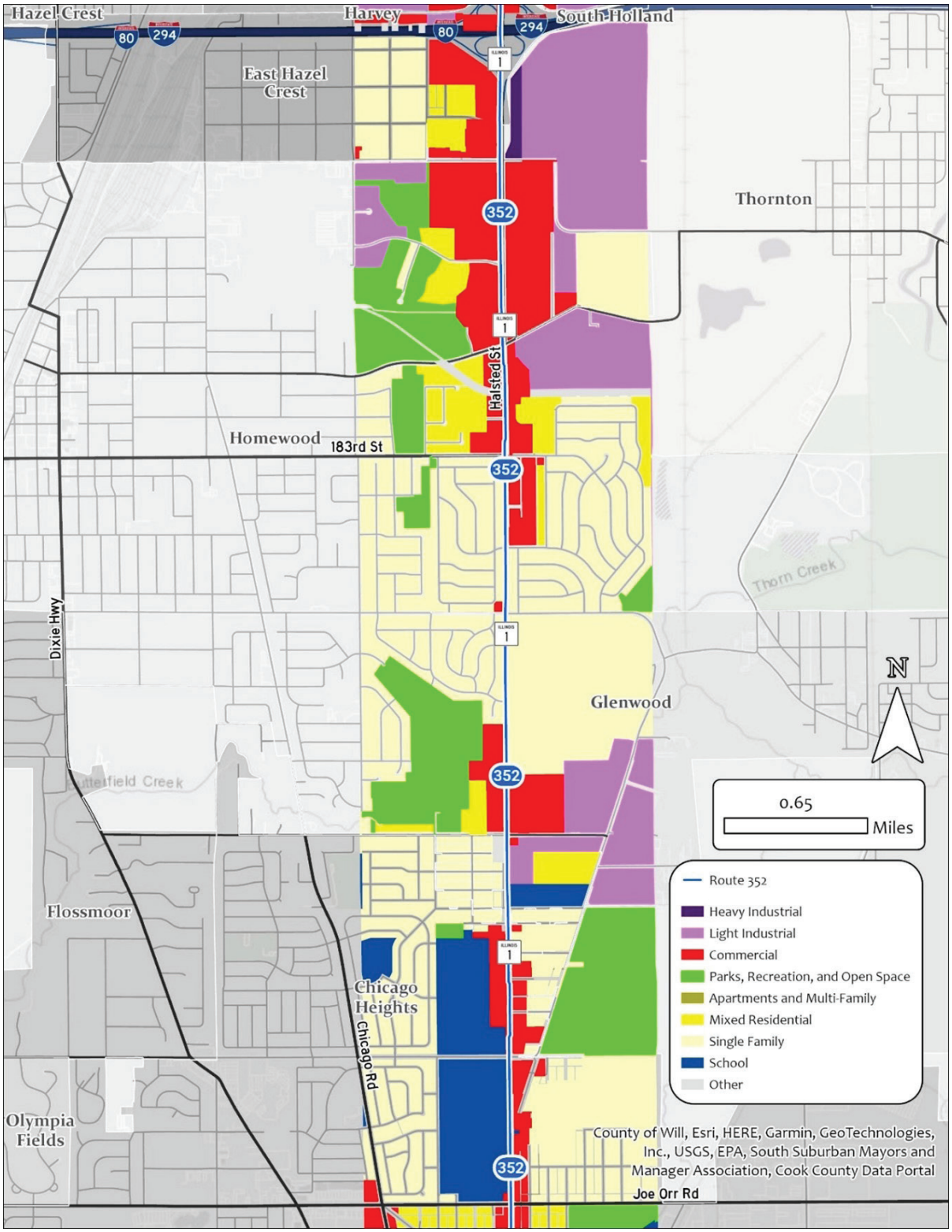

Figure 23: *Zoning (Central Section)*

8.4 South Section Land Use

The south section of the study area is within the City of Chicago Heights. Land use in the section between Joe Orr Road and the Pace Chicago Heights Transportation Center is a mix of commercial, single family residential, and vacant parcels. The existing land uses tend to be set back farther from the street, do not contain a mix of uses, and are not dense suggesting they are not particularly supportive of transit. See **Figure 24**.

Land Use Examples in the City of Chicago Heights (South Section)

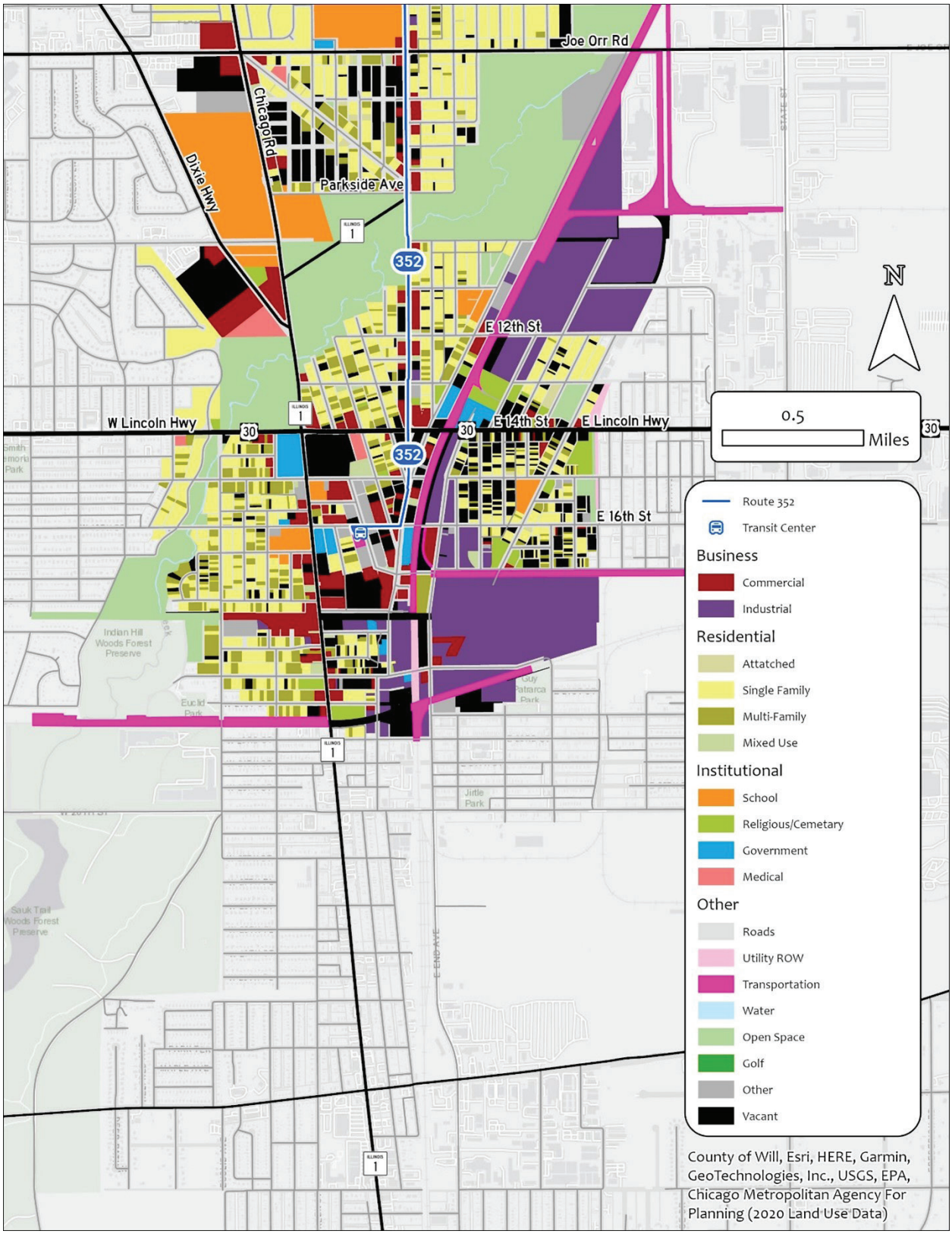

Figure 24: *Land Use (South Section)*

8.5 South Section Transit Supportive Zoning

This section of the corridor is almost entirely zoned for commercial directly adjacent to the corridor, and single and mixed residential within two blocks of the corridor. However, there is vacant land, and the zoning would likely require minimal modification to allow for larger and more dense development.

8.5.1 City of Chicago Heights TOD Supportive Zoning

City of Chicago Heights zoning throughout the study area consists of R-1, R-2, R-3, R-4, B-2, IN, MX-1, MX-3, and M-3. Potentially transit supportive zoning is R-3, R-4, B-2, MX-1, and MX-3.

Residential Zoning

There are two residential zoning districts that would be supportive of transit in Chicago Heights. The two districts are the R-3 and R-4 districts, their use and dimensional requirements are described below.

<u>R-3 Zoning</u>

The R-3 district is established as a general residence district to encourage and allow the redevelopment of predominantly older sections of the city. It allows for one-, two-, and three-unit dwellings. This zoning is favorable to add more transit and pedestrian supportive development because it allows for more density.

- Minimum lot area: 6,000 sq. ft.
- Minimum lot width: 60 ft.
- Minimum setbacks:
  - *Front: 25 ft*
  - *Rear: 25 ft.*
  - *Side: At least 3 ft.*
- FAR: 0.7
- Off-street parking requirements:
  - *One- and two-family dwellings: Two parking spaces for each dwelling unit*
  - *Multi-family dwellings: Parking spaces equal to 75 percent of the number of efficient units. One space for each one-bedroom unit; 1.5 spaces for each two-bedroom unit; two space for each three- (or more) bedroom unit.*

<u>R-4 Zoning</u>

The R-4 district is established as a multiple family residence district to encourage new development; to allow the redevelopment of predominantly older sections of the city while preserving the residential character. This district allows for one-, two-, and three-unit dwellings. Additionally, it allows for converted house of up to four units, rowhouse dwelling 4-8 units and multiple units dwelling of four or more units.

- Minimum lot area: 6,000 sq. ft.
- Minimum lot width: 50 ft.
- Minimum setbacks:

    - *Front: 25 ft.*
    - *Rear: 40 ft.*
    - *Side: Varies*
- FAR: 1.0
- Off-street parking requirements:
    - *One- and two-family dwellings: Two parking spaces for each dwelling unit*
    - *Multi-family dwellings: Parking spaces equal to 75 percent of the number of efficient units. One space for each one-bedroom unit; 1.5 spaces for each two-bedroom unit; two space for each three- (or more) bedroom unit.*

Business Zoning

There is one business district that would be supportive of TOD, B-2.

B-2 Zoning

The purpose of the B-2 district is to provide additional business and commercial uses, limited service uses not permitted in the B-1 district and to provide for a greater bulk and intensity of use of land and buildings. This district allows for multiple units dwelling in upper floors only.

Floor area ratio	Maximum lot coverage
1.5	90 percent
2.0	80 percent
2.5	70 percent
3.0	60 percent

Mixed-Use Zoning Districts

The regulations of the mixed-use (MX) districts are intended to implement the Comprehensive Plan and promote new development in the downtown, while preserving what remains of the historic character. The districts are intended to:

a. *Mixed-Use*. Achieve a balanced pattern of development, providing for mixed-use development in the core that encourages a high level of activity through the day and into the evening.
b. *Pedestrian-Orientation*. Orient development to sidewalks to enhance the vibrancy of the area and increase pedestrian activity.
c. *High Quality and Distinctive*. Require high quality development that draws on the history of the downtown.
d. *Compact Development*. Achieve development that is appropriate in scale and compact to encourage walking between uses in the downtown and adjacent areas.
e. *Diversity of Housing*. Ensure that a mix of housing types and sizes can be developed in the areas surrounding the downtown.

Off Street MX District Parking:

The following reductions may be taken for multiple non-residential uses:

- Shared Vehicular Parking. An arrangement in which two or more non-residential uses with different peak parking demands use the same off-street parking spaces to meet heir off-street parking requirements.
- General Provisions. The Zoning officer may permit up to 100% percent of the parking required for a daytime use to be supplied by the off-street parking spaces provided for a nighttime or Sunday use and vice versa.

There are two MX districts in the corridor, MX-1 and MX-3, which are described below.

MX-1

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.

Allows for one-, two-, three-, and multi-unit dwellings in uppers floors. Also allows for office space and neighborhood retail.

MX-3

The MX-3 district accommodates a flexible mix of office and/or residential uses in similar building forms. While this district is intended for pedestrian-scaled building forms, parking is also an important component. When two or more uses are located on the same zoning lot within the same building, parking spaces equal in number to the sum of the separate requirements for each such use shall be provided. No parking space or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the zoning board of appeals.

Allows for one-, two-, three-, and multi-unit dwellings in uppers floors. Also allows for office space and neighborhood retail.

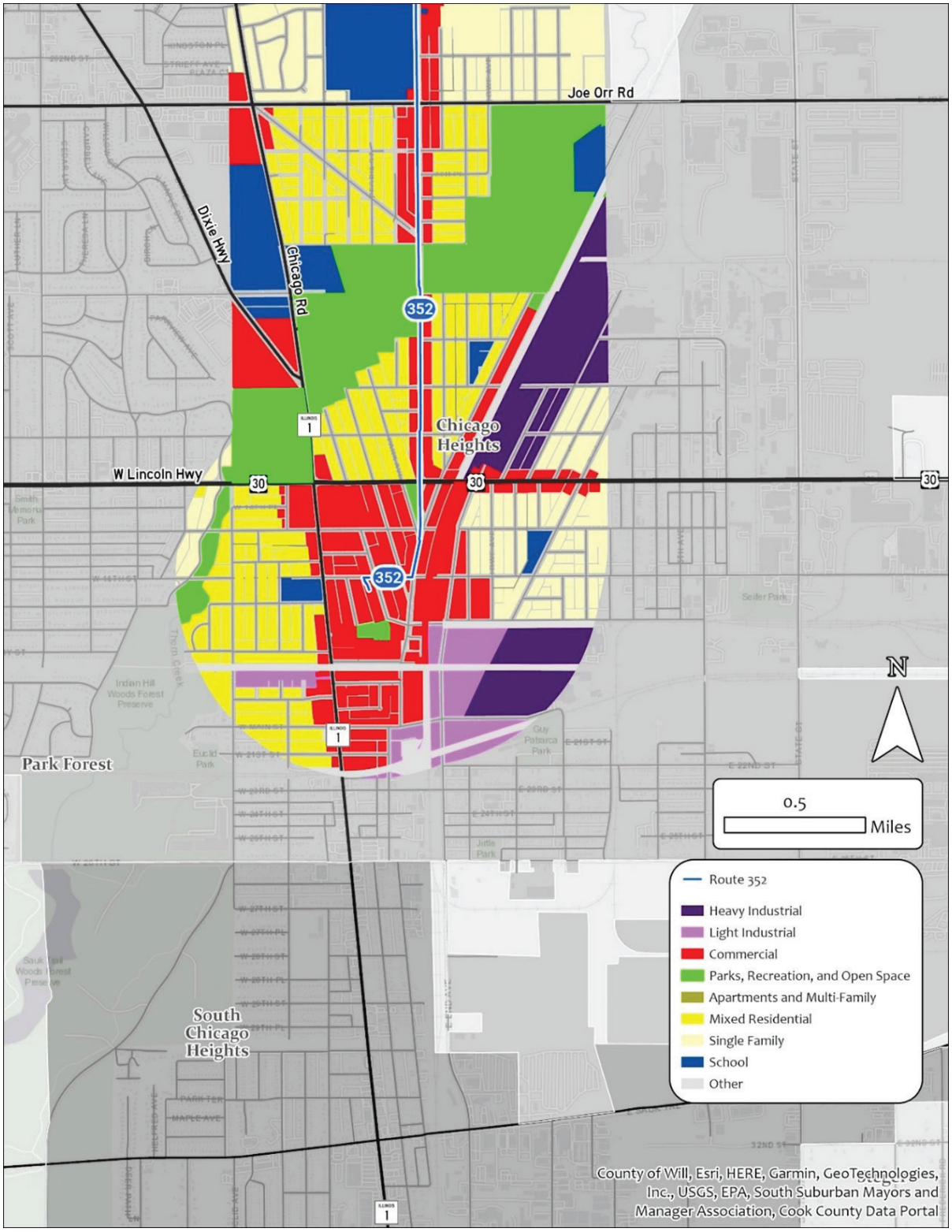

Figure 25: *Zoning (South Section)*

9.0 INFRASTRUCTURE CONDITIONS IN THE STUDY AREA

9.1 Sidewalk Conditions

An assessment of sidewalk conditions was conducted in January 2024 to understand the pedestrian accessibility along the corridor. **Figures 26** through **28** shows the presence or absence of sidewalks in the study corridor, i.e. along Halsted Street and within one-half mile to the west and east of Halsted.[12] 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, 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. Field observations have also shown wheelchair users traveling within the roadway. Many bus stops are in the grass next to the road without sidewalk connections.

In the corridor, the communities of Glenwood and Homewood have more consistent sidewalk infrastructure compared to the other communities, but there are still gaps. In the City of Harvey, sidewalks are particularly inconsistent south of 159th Street and North of 167th Street. There are also no sidewalk connections to the east of the corridor into Ford Heights, Glenwood, Thornton, or South Holland to provide pedestrian access to the nearby Chicago Heights Park District Golf Course, Glenwood Woods, Joe Orr Woods, and other park and recreational areas. There is also no dedicated pedestrian crossing of I-80/I-294 along Halsted; the interchange is a cloverleaf interchange which features cars rapidly accelerating with no crosswalks. In addition, there are few crosswalks or other pedestrian amenities to cross Halsted Street.

12 Source: Regional Sidewalk Inventory, Northeastern Illinois, /CMAP Data Hub, 2018

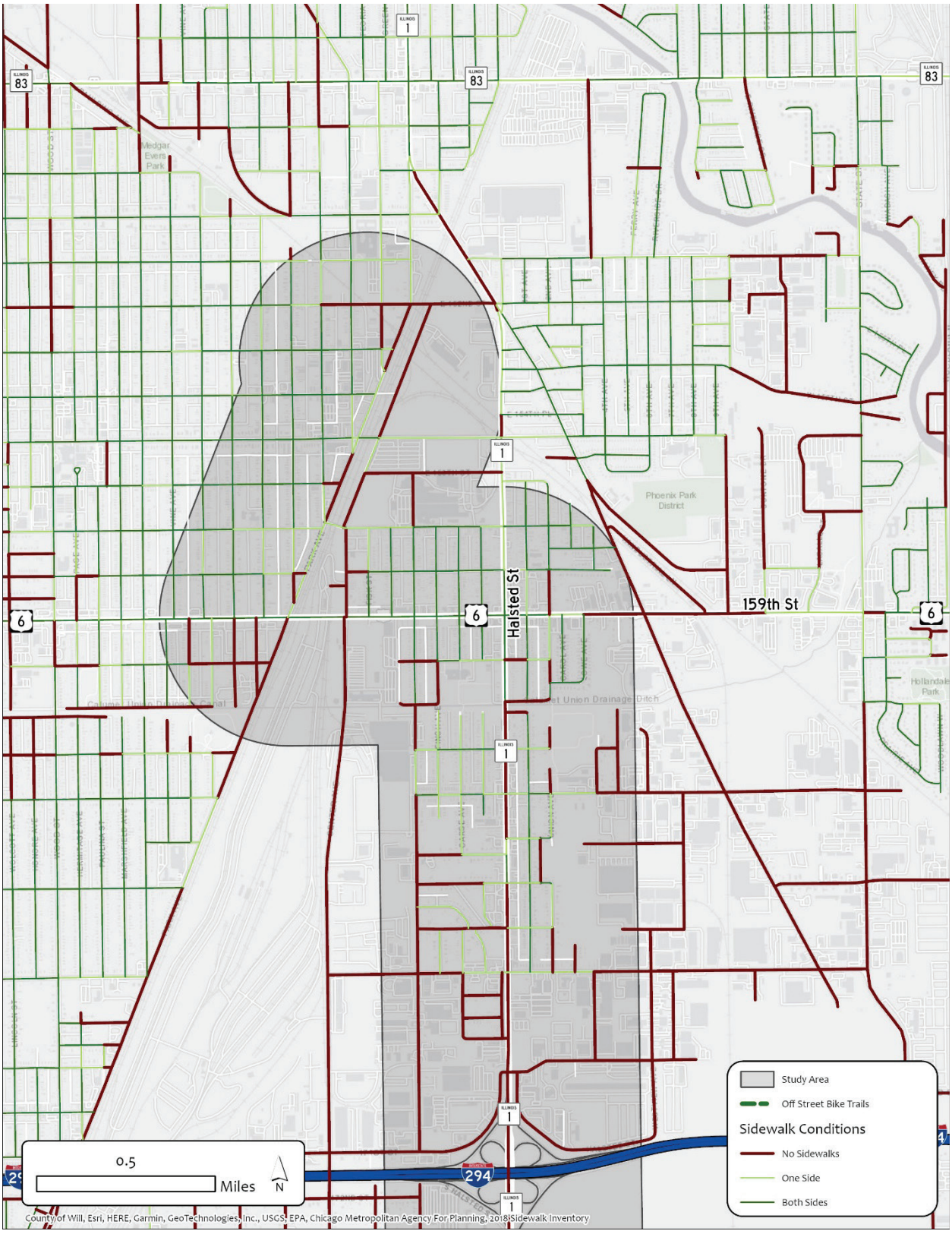

Figure 26: *Sidewalk Conditions in North Area of Study Corridor*

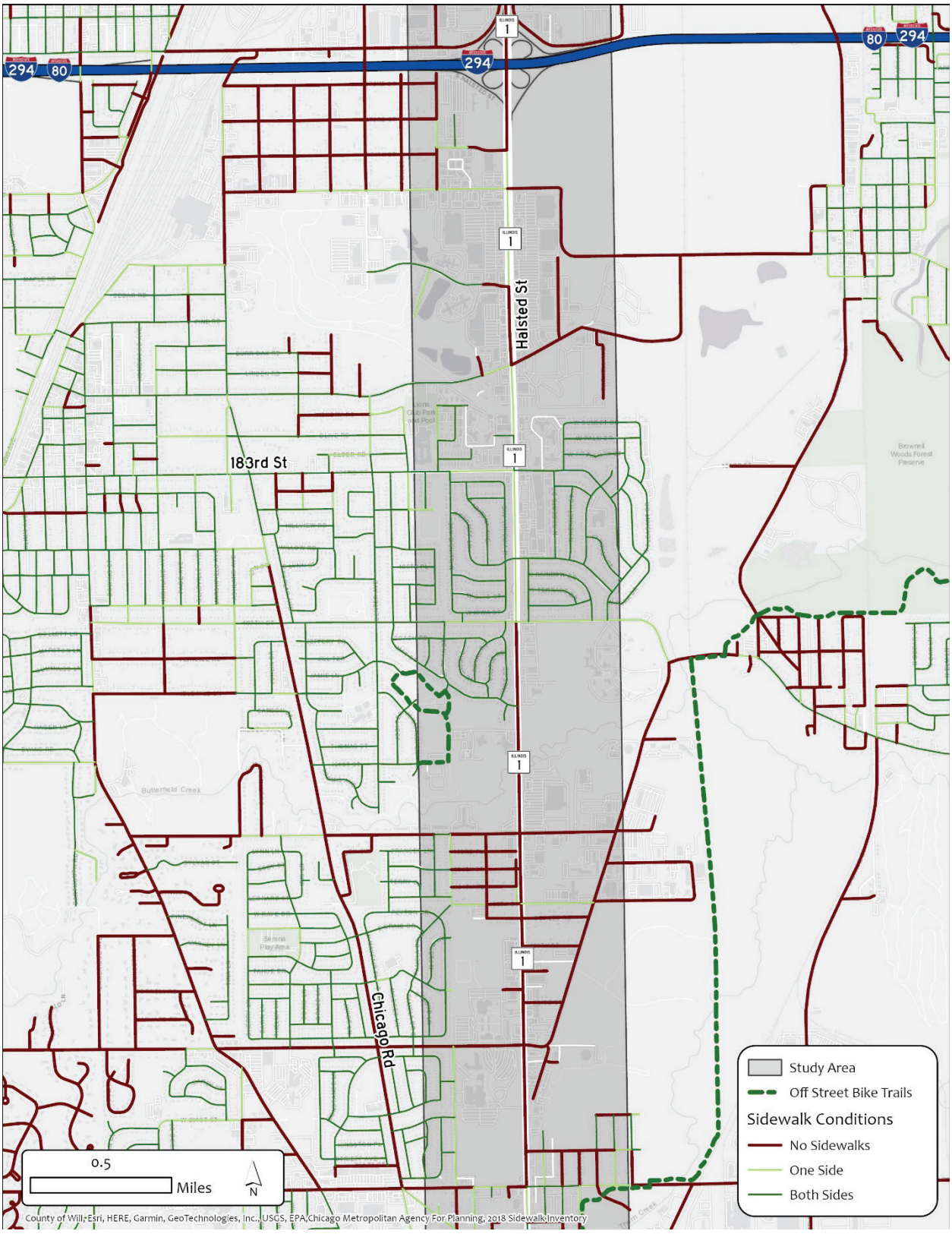

Figure 27: *Sidewalk Conditions in Central Area of Study Corridor*

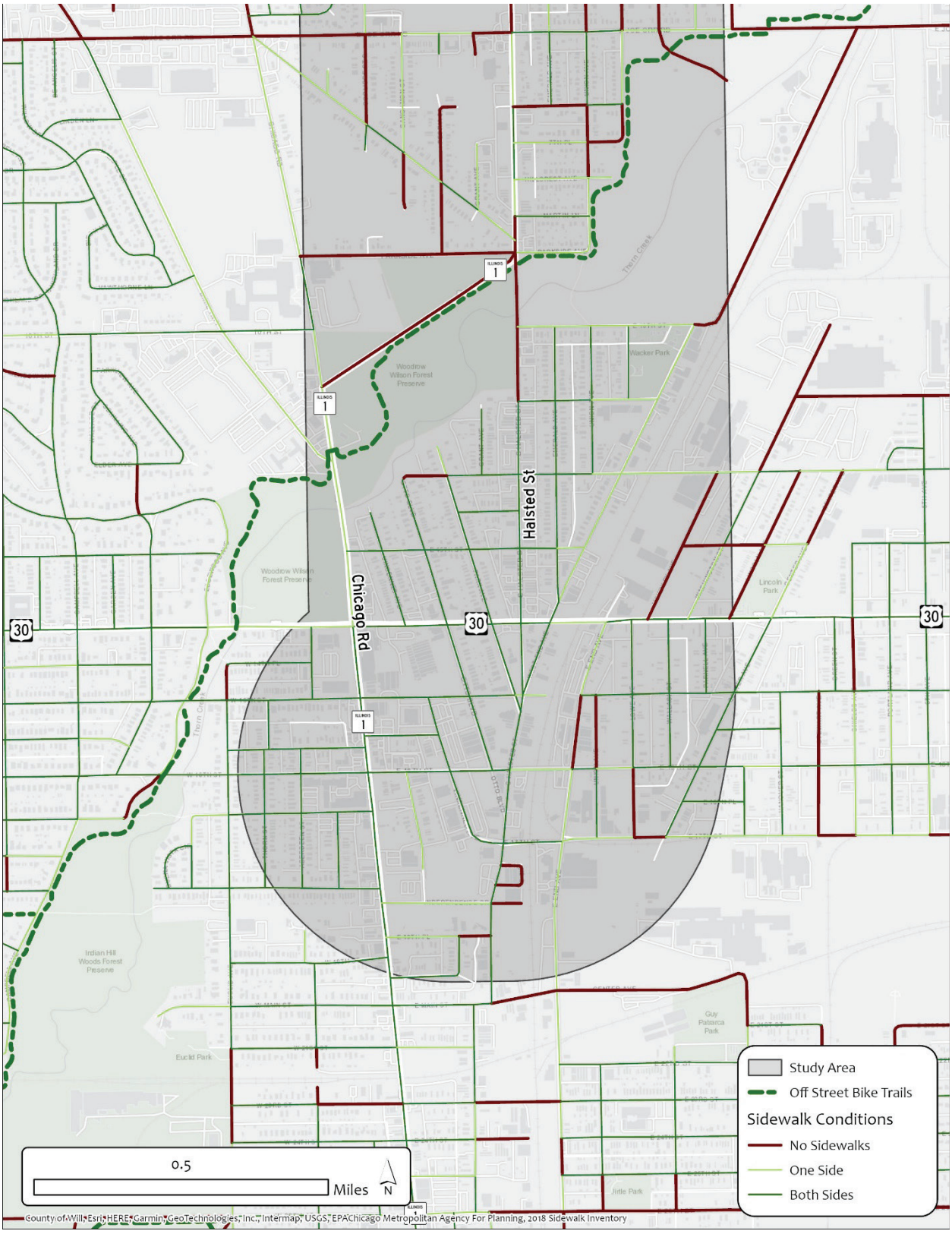

Figure 28: *Sidewalk Conditions South Area of Study Corridor*

Presence of Sidewalks in Harvey, Homewood, and Chicago Heights

Lack of Sidewalks/Poor Sidewalk Conditions in Glenwood, Homewood, and Chicago Heights

A series of criteria was used to assess the physical condition of the sidewalk. Sidewalks were rated poor (1 point), adequate (2 points) or excellent (3 points). See **Appendix B** for the survey methodology.

- Levelness
- Cracking
- Obstructions
- Width
- ADA curbs at Intersections
- Crosswalks
- Pedestrian Signals

Table 14 and **Figure 29** through **31** show the sidewalk conditions in the study corridor. Approximately 10% of the sidewalks are rated excellent with the remaining 90% split between a poor and adequate rating.

Generally, the sidewalks that were rated the highest in terms of condition were in the Homewood and Glenwood portions of the corridor. Sidewalks that had the poorest condition were in Chicago Heights and Harvey. Most Harvey's sidewalks within the study corridor are rated poor as they appear to be in deteriorated conditions with pavement holes and cracks. The sidewalk network differs greatly on a block-by-block basis but is mostly not ADA accessible at the intersections. In Chicago Heights, surrounding the Chicago Heights Transportation Center, there are vacant lots of vacant buildings so the sidewalk condition appears to be poor in front of these properties as well as along Halsted Street.

Table 14: *Sidewalk Conditions in Study Corridor*

Sidewalk Condition	Percent
No Sidewalk	31.73%
Has Sidewalks	68.27%
Poor	43.97%
Adequate	46.32%
Excellent	9.71%

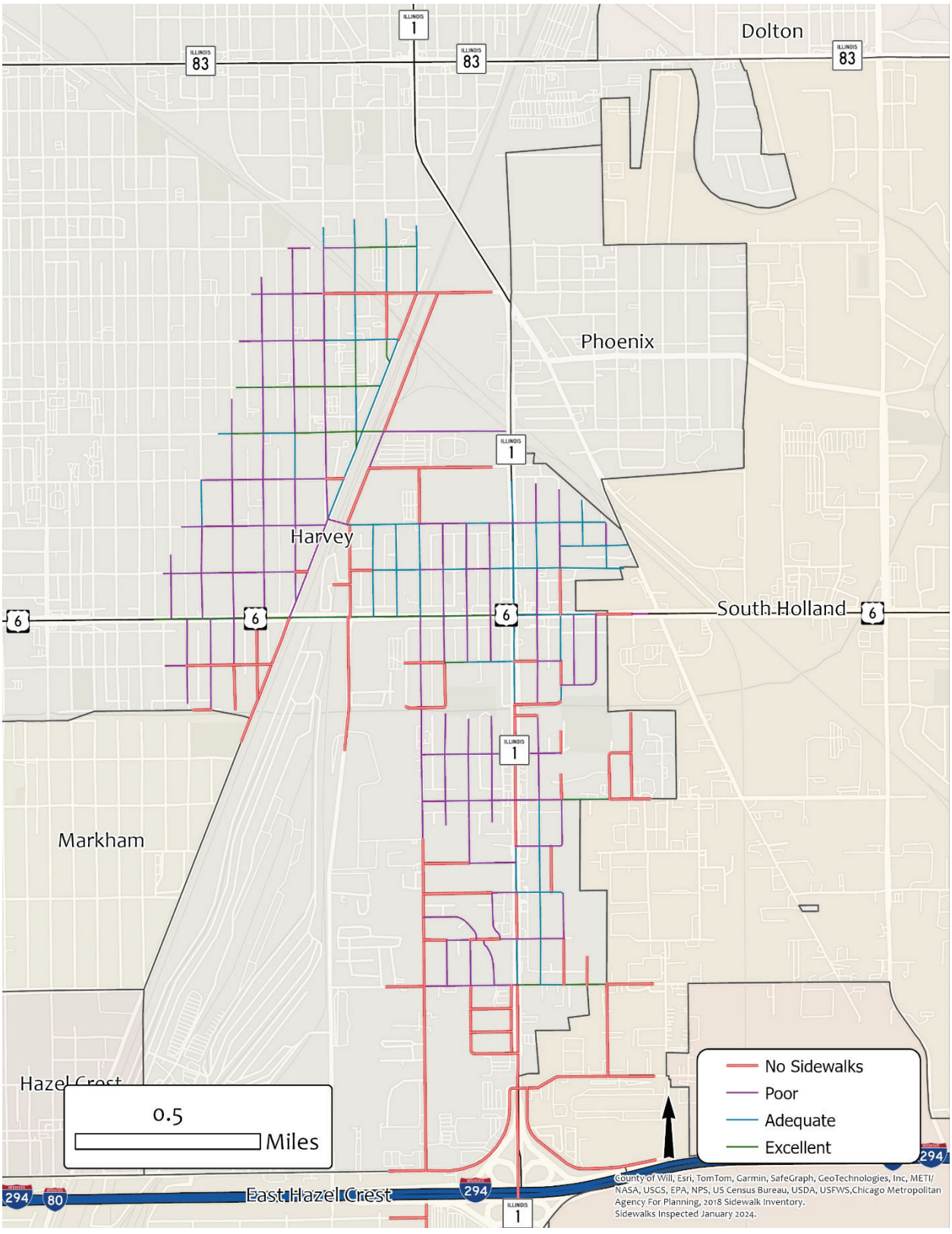

Figure 29: *Sidewalk Conditions in North Portion of Study Area*

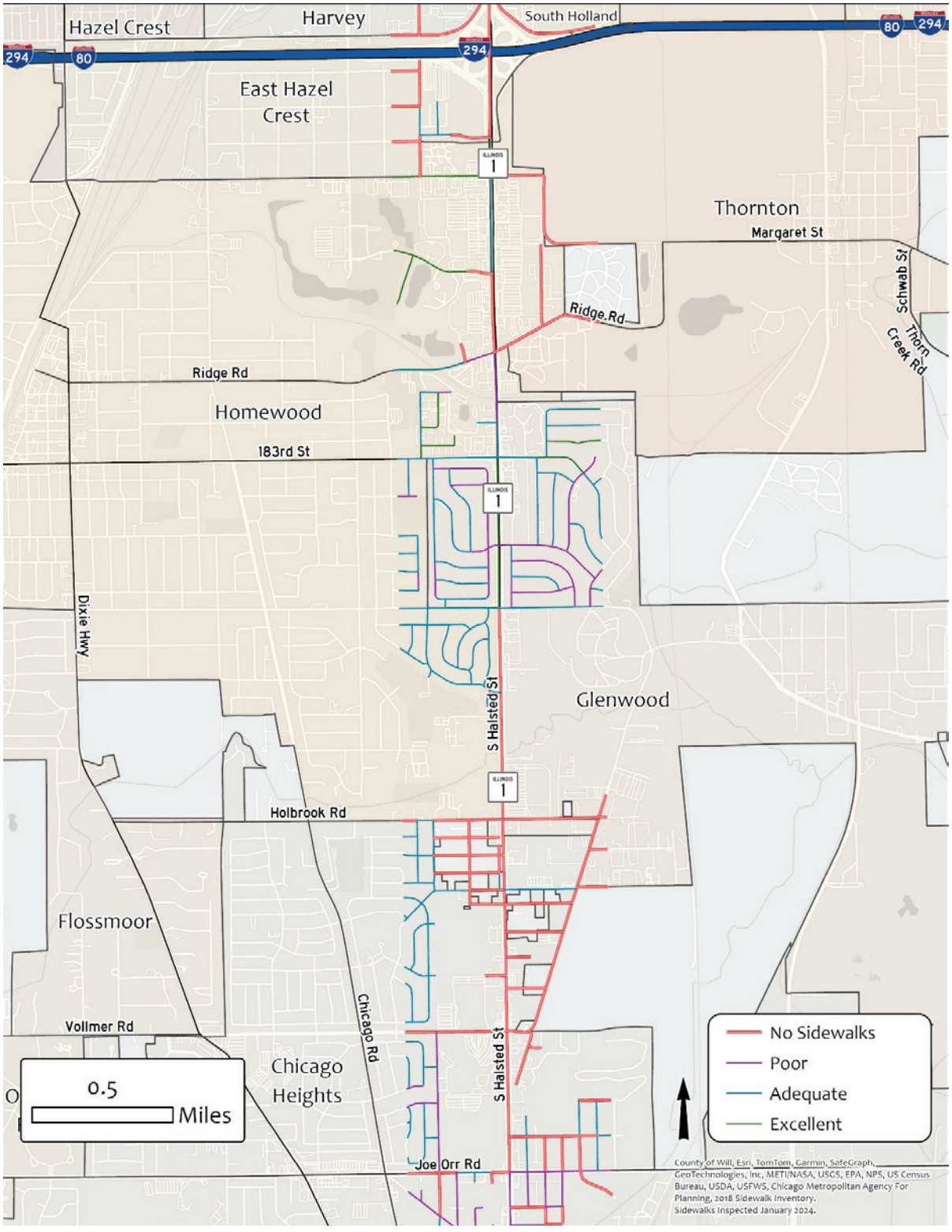

Figure 30: *Sidewalk Conditions in Central Portion of Study Area*

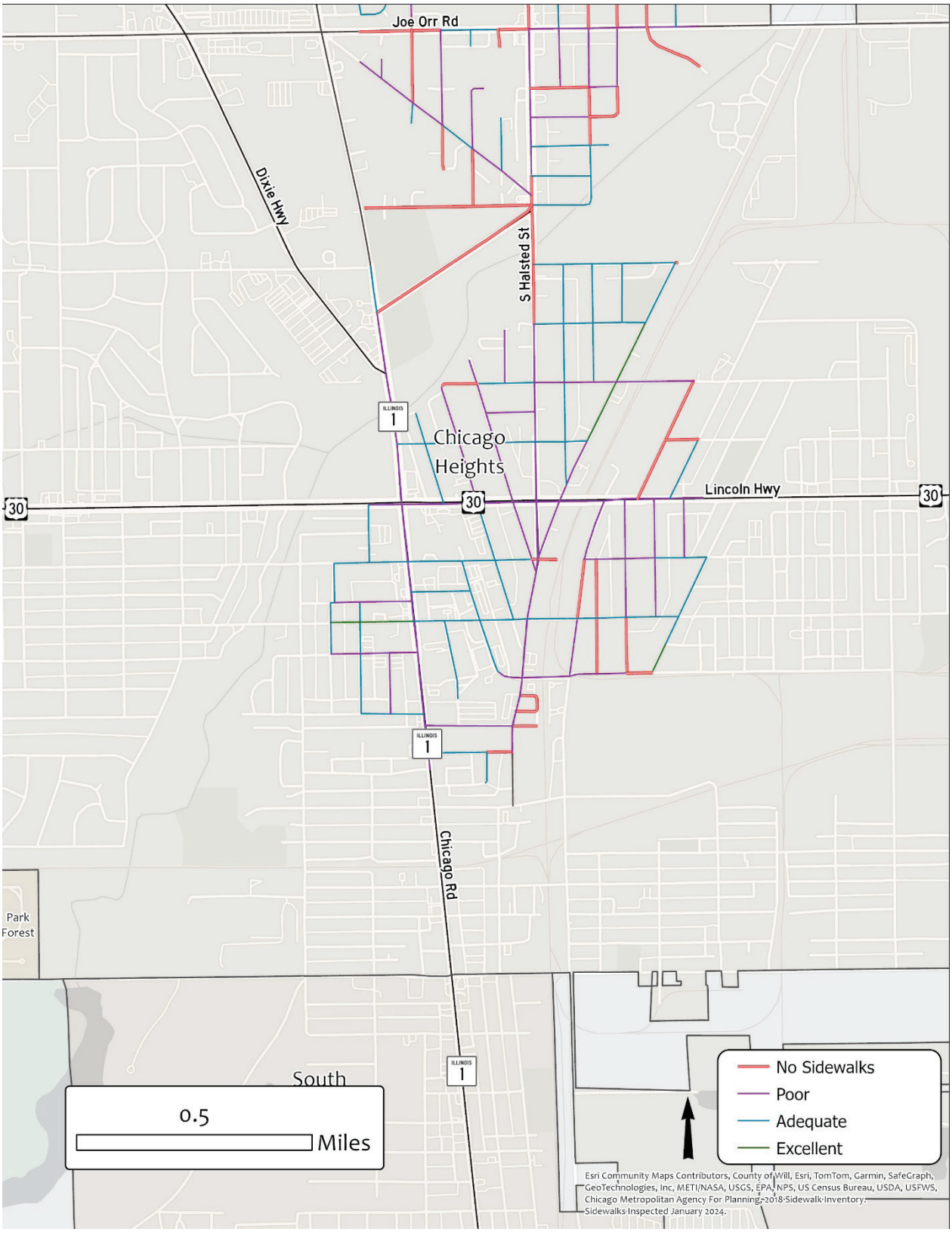

Figure 31: *Sidewalk Condition in South Portion of Study Area*

9.2 Bike Infrastructure

There is limited bicycle infrastructure in the corridor, leading to a poor environment for cyclists. The two areas where bike infrastructure is present in the corridor is as follows:

- A side path along Halsted Street from 175th to 174th in Homewood.
- The Thorn Creek Trail crosses Halsted at Parkside Avenue in Chicago Heights

Homewood has several roads marked with signage as “bike routes” but do not have bike lanes or sharrow markings visible near the corridor. Maple Avenue is signed as one of these corridors west of Halsted.

The Thorn Creek Trail is a 23-mile trail that begins on the north part of the corridor in Lansing Woods in the Village of Lansing, IL and traverses through forest preserves until it terminates on the south in Sauk Trail Woods in the Village of Park Forest, IL. There is a connection, south of the study corridor, to Old Plank Road Trail which runs west to Joliet. The Old Plank Road Trail is proposed to be extended through downtown Chicago Heights to ultimately connect into Dyer, Indiana. The exact location the trail would intersect the Halsted Street corridor has not been determined, but plans indicate that it would travel through downtown Chicago Heights using local roads.

9.3 Signalized Intersections

There are twenty-three signalized intersections along the length of the corridor. Table 15 details the pedestrian accommodations by intersection along the length of the route. A majority of the crosswalks have poor accommodations.

Most of the intersections do not feature full pedestrian amenities. At the northern section in Harvey, there are pedestrian signals at almost every signalized intersection. However, many of the intersections do not have marked crosswalks or ADA curb ramps. The best maintained crosswalks were located along 159th Street. South of 167th Street to Joe Orr Road, at least one leg of every intersection is missing pedestrian accommodations. Poor pedestrian amenities exist at major trip generators such as near the shopping centers in Homewood and near Prairie State College. There are however, crosswalks at every intersection in Chicago Heights.

Halsted/Volmer Road Intersection


Halsted/US 30 Intersection


Halsted/183rd Street Intersection

Table 15: *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*

10.0 TRAFFIC AND CRASH DATA

10.1 Geometrics

The existing roadway and intersection geometrics as well as speed limits, were inventoried along the study corridor between the Pace Harvey Transportation Center and the Pace Chicago Heights Transportation Center. The study corridor consists of three primary roads: Park Avenue, 159th Street (US-6), and S. Halsted Street which are a combination of principal arterials, major collectors, and local roads.

The **Table 16** provides a detailed geometric description for each road segment of the corridor:

Table 16: *Roadway Geometrics in Study Area*

Road Name	Road Segment	Length (miles)	Roadway Functional Class	Lane Configuration	Median Type
Park Avenue	154th Street to 158th Street	0.7	Major Collector Road	One 12-foot southbound lane with parking lane and two 11-foot northbound lanes.	Striped double line.
Park Avenue	158th Street to 159th Street (US-6)	0.1	Major Collector Road	Two 11-foot lanes in each direction and an 11-foot center turning lane.	Striped double line.
159th Street (US-6)	Park Avenue to West Avenue	0.2	Five-lane principle arterial road	Two 11-foot lanes in each direction	17 foot striped and mounted median.
159th Street (US-6)	West Avenue to Halsted Street (IL-1)	0.6	Five-lane principle arterial road	Two 11-foot lanes in each direction, an 11-foot two-way left turn lane, and alternating 11-foot center turn lanes	Striped 11 foot turn lanes
Halsted Street	159th Street (US-6) to I-294	1.5	Five-lane principle arterial road	Two 12-foot lanes in each direction, and a 12-foot center turn lane	12-foot striped median
Halsted Street	I-294 to Ridge Road	1.1	Seven-lane principle arterial road	Two 12-foot lanes in each direction, a 12-foot center left turn lane, and two continuous 12-foot dedicated right turn lane	5 to 15-foot mountable median
Halsted Street	Ridge Road to 183rd Street	0.4	Five-lane principle arterial road	Two 12-foot lanes in each direction, a 17-foot two-way left turn lane	N/A
Halsted Street	183rd Road to 187th Street	1.0	Five-lane principle arterial road	Two 12-foot lanes in each direction, a 12-foot center turn lane	17-foot mountable median
Halsted Street	187th Street to Joe Orr Road	2.0	Five-lane principle arterial road	Two 12-foot lanes in each direction, a 12-foot center turn lane	15-foot striped median

Road Name	Road Segment	Length (miles)	Roadway Functional Class	Lane Configuration	Median Type
Halsted Street	Joe Orr Road to Parkside Ave	0.4	Five-lane principle arterial road	Two 12-foot lanes in each direction, a 12-foot center turn lane	15-foot mountable median
Halsted Street	Parkside Ave to 14th St (US-30)	0.6	Five-lane Major collector road	Two 12-foot lanes in each direction, a 11-foot center turn lane	11-foot striped median
Halsted Street	14th St (US-30) to 15th Street	0.1	Five-lane local road or street	Two 12-foot lanes in each direction, a 11-foot center turn lane	12-foot striped median
Halsted Street	15th St to 16th Street	0.1	Two-lane local road or street	24-foot lane in each direction	N/A

Park Avenue has a speed limit of 30 mph throughout the corridor, 159th Street (US-6) has a speed limit of 35 mph along the corridor, and Halsted Street has variable speed limits ranging from 30 mph to 45 mph.

10.2 Pavement Conditions

The pavement in the study area was assessed during on-site field visits. Along Park Avenue, the pavement consists of Hot-Mix Asphalt (HMA) from the Pace Harvey Transportation Center to the south leg of 158th Street, and Portland Cement Concrete (PCC) from the south leg of the 158th Street to the north leg of 159th Street (US-6) and S Halsted Street, covering approximate 0.6 miles. The pavement along South Halsted Street is HMA, except for the PCC pavement across the Halsted bridge at the 1-294 interchange. The pavement south of Halsted Street shows more wear compared to the north. Overall, the study area exhibited fair pavement conditions with no significant holes or cracks, however, the pavement is poor for the south leg of the intersection of 16th Street and Vincennes Avenue.

Poor Pavement Condition on South Leg of E 16th Street and Vincennes Ave

Pavement marking conditions throughout the study area were observed to be in good condition, with clearly visible and well-defined lane lines, striped medians, and directional arrows in most locations. All sections of Halsted Street feature curbs and gutters on both sides.

10.3 Traffic Volumes

The field visit in May 2024 reviewed those intersections with high crash rates or busy traffic volumes per average annual daily traffic (AADT) and crash data gathered from IDOT. The intersection of Park Avenue and 159th Street (US-6) features protected left turn lanes in all directions. However, the intersection has poor sight distance due to its acute angle, which can lead to rear-end and angle crashes. This visibility issue is a contributing factor to the higher crash rates. Additionally, at the intersection of 159th Street (US-6) and Halsted Street, dedicated lanes are provided for both left and right turns. Significant queuing was observed on the south leg of Halsted Street, with queues exceeding storage length in the northbound left turn lane during the PM peak. This congestion contributes to the high crash rate and causes challenges for Route 352 making northbound left turns.

At the intersection of 175th Street and Halsted Street, dedicated lanes are provided for both left and right turns, and no significant issue was observed. Recently opened Wind Creek Casino in East Hazel Crest is expected to increase future traffic volumes. At the intersection of Ridge Street and Halsted Street in Homewood, protected left turn lanes are provided in all directions. Although there is high traffic volume and a high percentage of heavy trucks at this intersection, there is no significant issue or excessive queuing.

Traffic Congestion on Northbound Left Turn Lane of 159th Street (US-6) and Halsted Street Intersection

Table 17 shows average annual daily traffic (AADT) counts for the streets within the study corridor. The busiest section is Halsted from I-294 to 187th south of the Tollway interchange near the commercial district. Traffic levels slowly decrease down the road traveling south of I-294. South of Parkside Drive, IL-1 turns off of Halsted, leaving Halsted a local road where traffic volumes significantly decrease..

Table 17: *2003 AADT Counts Along Halsted Street*[13]

Road	Between	AADT	Lanes
Park Avenue	154th to 159th	5,400	2
159th Street (US-6)	Park to West Ave	34,100	4
159th Street (US-6)	West to Halsted	32,400	4
Halsted Street	159th to 167th	19,200	4
Halsted Street	167th to I-294 Interchange	20,600	4
Halsted Street	I-294 Interchange to 175th	35,000	4

13 From IDOT AADT Viewer (Assessed August 26th 2024)

Road	Between	AADT	Lanes
Halsted Street	175th to Ridge Rd	35,000	4
Halsted Street	Ridge Rd to 187th	34,900	4
Halsted Street	187th to Volmer Road	17,900	4
Halsted Street	Volmer Road to Joe Orr Rd	18,300	4
Halsted Street	Joe Orr Rd to Parkside/ IL-1	13,300	4
Halsted Street	Parkside/IL-1 to 14th St (US-30)	6,800	4
Halsted Street	14th St (US-30) to 16th Street	2,150	2

10.4 Crashes

The number of crashes along Halsted in the study area between 2020 and 2022 is shown in **Table 18**. There were 1,238 total crashes of which 29% involved a fatality or an "A" Injury"[14]. In total there were 358 crashes involving 571 reported injuries along the corridor. In the three-year period, there were 56 people who had an "A injury" and 7 people died along the corridor. Figure 37 shows the causes of A-injuries. **Figure 38** indicates the A injury by crash type.

There were 23 crashes along the corridor involving pedestrians including one with a fatality Pedestrian crashes occurred along the length of the corridor but there were hot spots around the intersections with 162nd Street (US-6) and Halsted, 167thStreet and Halsted, and at the commercial district between 175th and Ridge Road. No bicycle crashes were reported in this time frame.

Table 18: *Crashes Along Halsted Street Between Chicago Heights and Harvey*

Type of Crash	Number	Percent of Total (%)
All Crashes	1,238	-
Number of Crashes Involving Injuries[15]	358	29.0%
Number of Severe Injury Crashes[16]	56	5.0%
Number of Crashes Involving Fatalities	6	0.005%
Number of Crashes Involving Pedestrians	23	1.8%
Property Damage Only	880	71.1%
Breakdown of Injuries	**Number of Injuries**	**Percent of Total Injuries**
Total Injuries[17]	571	-
Fatalities	7	0.01%
Severe Injuries (A Injury)	77	13.5%
Non-Incapacitating (B Injury)	251	43.9%
Injury Reported/Not Evident (C Injury)	243	42.5%

14 An "A-Injury" refers to any non-fatal injury that prevents the injured person from continuing the activities they were capable of preforming before the injury occurred.
15 This involves any injury reported whether minor, significant (A injury),or a fatality.
16 A severe injury crash results in ether an A injury or a fatality.
17 More than one injury per crash was reported.

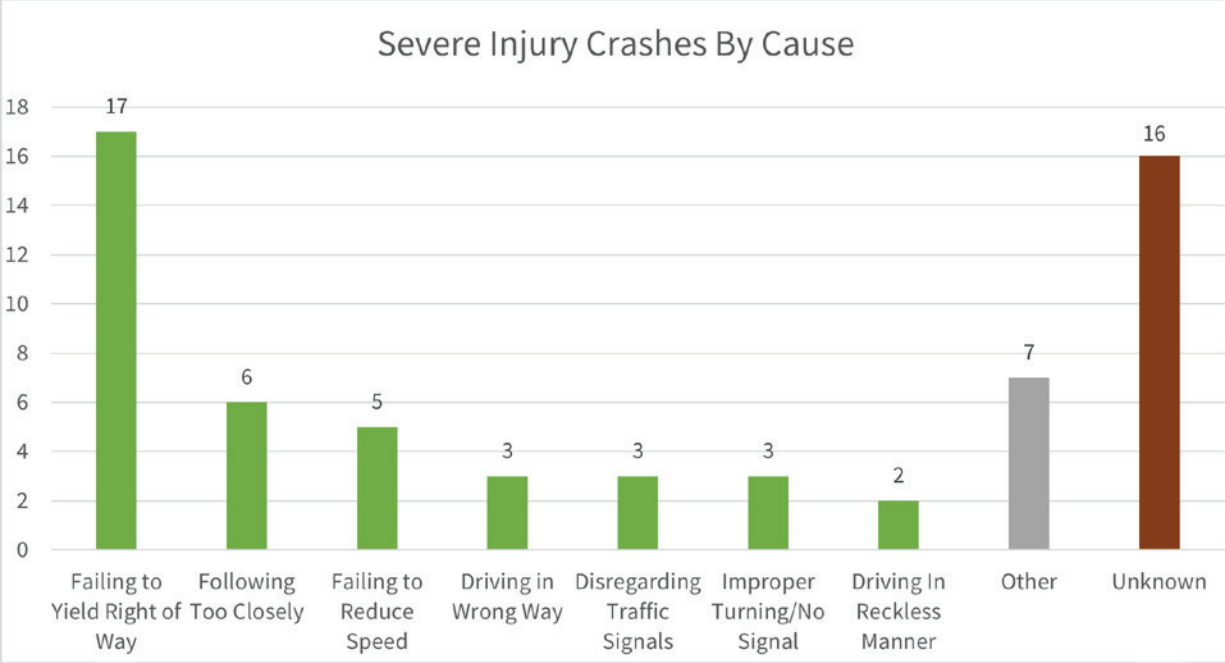

Figure 32: *Causes of "A" Injury Crashes*

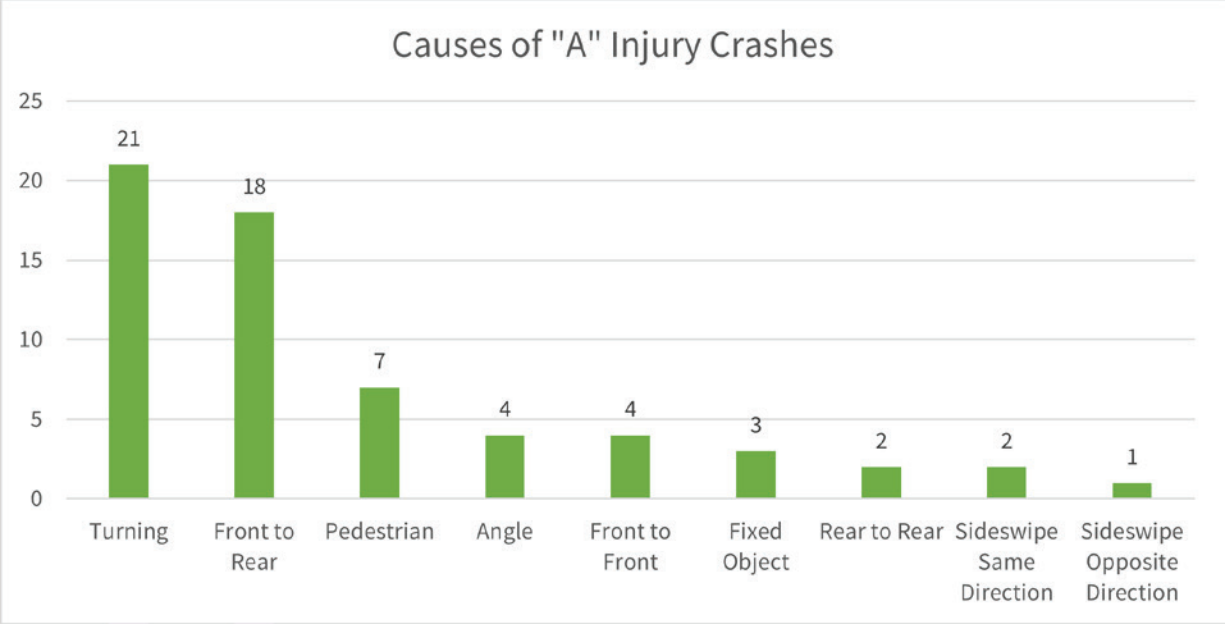

Figure 33: *"A" Injuries by Crash Type*

Table 19 indicates the total crash reports by intersections affected. The intersection with the most total crashes in the time period is 159th Street and Halsted Street. This intersection is one of the busiest along the corridor. Route 352 begins its deviation to serve the Pace Harvey Transportation Center by making a left turn here. The intersection with the most severe injury causing crashes is 172nd and Halsted. This intersection is located near the entrance to a major industrial park and adjacent to the I-I-80/I-294 interchange with 70 total crash reports from 2019 to 2022. There were two crashes involving fatalities and six crashes involving serious injuries at this intersection, the most of any intersection along the corridor. Note that these crashes involved vehicle driver/rider injuries and different than the pedestrian injuries discussed above.

Table 19: *Intersections with the Highest Number of Crashes*

Intersections:	A-Injury	Fatalities	Total Crash Reports
159th & Park	2	0	77
159th & Halsted	2	0	119
167th & Halsted	3	1	38
172nd & Halsted	6	2	70
175th & Halsted	3	0	64
Target Entrance & Halsted	5	0	22
Maple Avenue & Halsted	4	0	51
Ridge Road & Halsted	5	1	104
183rd & Halsted	5	0	79
Joe Orr Road & Halsted	4	0	53

Two fatal crashes did not occur at intersections. There was a crash involving two fatalities near the I-294 interchange ramps and another fatal crash along Halsted in front of the Menard's store in Homewood. The biggest hotspot of severe crashes is along Halsted between 167th Street and 183rd Street where a total of 40 (64.5%) severe injury crashes occurred. All fatal crashes occurred in this portion of the route as well. This portion of the corridor features some of the highest speeds and traffic volumes which increases the risk of severe crashes.

11.0 SUMMARY

The information and analysis provided in this *Current Conditions Report* will be used as background for infrastructure, land use, and bus operations recommendations for the Far South Halsted corridor to advance the corridor for Pace Pulse service. A *Far South Halsted Corridor Study* report will be prepared to incorporate all recommendations.

APPENDIX A:

Pace Route 352 Origin-Destination Survey

Starting Point

Think about the beginning of your trip. Questions 1 through 5 are about where you started your current trip.

1. Where did you start your trip?

☐ Home ☐ Shopping/Store ☐ School/College ☐ Medical Appointment
☐ Work ☐ Childcare ☐ Recreation/Social ☐ Other: _____

2. Please list the closest intersection to your start location (example: Loomis and Jeffery)

3. Where did you board the bus? Please list the closest intersection (example: Halsted and 160th, Pace Harvey Transportation Center, etc.)

4. How do you get from your start location to the bus stop where you boarded the bus?

☐ Walked ☐ Dropped Off ☐ Drove ☐ Wheelchair/mobility aid
☐ Carpooled ☐ Biked ☐ CTA Bus/Rail ☐ Metra
☐ Other Pace Route (list route): _____ ☐ Other: _____

5. How long (in minutes) did it take for you to reach the bus stop from your start location?

☐ Less than 5 ☐ 5 to 10 ☐ 10 to 15
☐ 15 to 20 ☐ 20 to 30 ☐ More than 30

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6. What day of the week do you usually take Route 352? If you take it every day, check all three.

☐ Weekday (Monday to Friday) ☐ Saturday ☐ Sunday

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Pace Route 352
Origin-Destination Survey

Ending Point

Think about the end of your trip. Questions 7 through 11 are about when you will end your current trip.

7. Where are you going?

☐ Home ☐ Shopping/Store ☐ School/College ☐ Medical Appointment
☐ Work ☐ Childcare ☐ Recreation/Social ☐ Other: _____

8. Please list the closest intersection to your end location (example: Union and 11th)

9. Where will you get off the bus? Please list the closest intersection (example: Halsted and Joe Orr, Pace Chicago Heights Terminal, etc.)

10. How will you reach your end point when you leave the bus?

☐ Walk ☐ Picked up ☐ Drive ☐ Wheelchair/mobility aid
☐ Carpool ☐ Bike ☐ CTA Bus/Rail ☐ Metra
☐ Other Pace Route (list route): _____ ☐ Other: _____

11. How long (in minutes) will it take for you to reach your destination when you leave the bus?

☐ Less than 5 ☐ 5 to 10 ☐ 10 to 15
☐ 15 to 20 ☐ 20 to 30 ☐ More than 30

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12. At what time of the day do you usually take Route 352?

☐ Morning (5am to 9am) ☐ Midday (9am to 12pm) ☐ Afternoon (12pm to 3pm)
☐ Evening (3pm to 7pm) ☐ Night (7pm to 12am) ☐ Late Night (12am to 5am)

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APPENDIX B:

South Halsted Sidewalk Condition Audit Rating Sheet

	RATING			
	Excellent (3 Points)	**Adequate (2 Points)**	**Poor (1 Point)**	
Levelness	Sidewalk is level with no major or minor heaves	Some minor heaves or section misalignments	One or more major heaves or sections with significant misalignments	
Cracking	Little to no cracking present	Some cracking present but does not cause mobility issues	Significant cracking present that causes mobility issues	
Obstructions	No obstructions present	One or more minor obstructions in the pedestrian right-of-way but doesn't cause mobility issues	Major obstructions present such as utility pole, trash receptacle, tree, or fire hydrant causing mobility issues	
Width	Sidewalk greater than 5 feet	Sidewalk is 5 feet	Sidewalk is less than 5 feet	
Intersection ADA Infrastructure	Tactile domes and appropriately sloped and curb ramps are present	Tactile domes or curb ramps present but intersection has ADA mobility challenges	No tactile domes or curb ramps, or slope is too steep, impassible for ADA users	
Crosswalks	Crosswalk is highly visible and extends the full length of the intersection	Crosswalk is faded or does not extend the full length of the intersection	No crosswalk present	
Pedestrian Signal	Fully functioning (light and noise) pedestrian signal	Pedestrian signal present but light or noise function not working	No pedestrian signal present	
Total Points for Overall Segment Rating	**Excellent: 17-21 Points**	**Adequate: 12-16 Points**	**Poor: 7-11 Points**	