

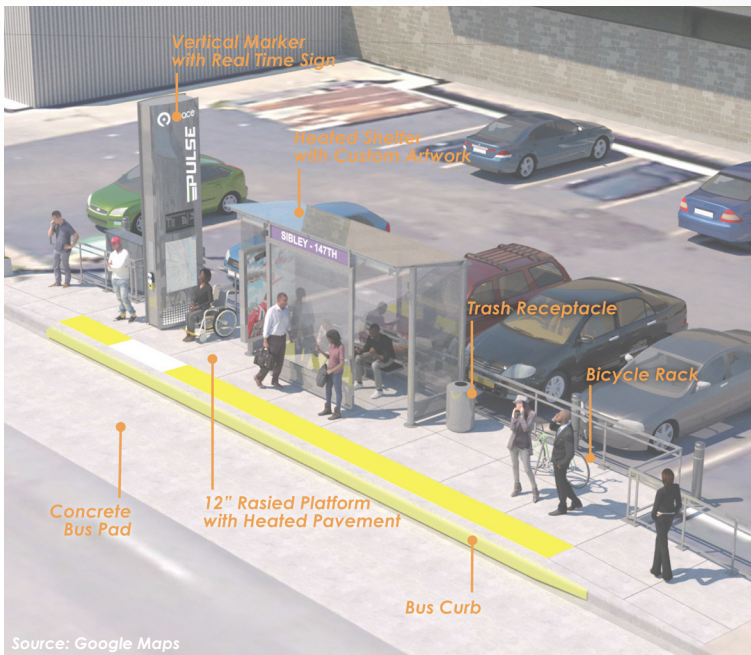
Pulse Features

- ▶ Network of fast, frequent, and reliable bus service on heavily traveled corridors
- ▶ Transit Signal Priority (TSP) to keep buses on schedule
- ▶ All-day, limited-stop service every 15 minutes or less
- ▶ Branded buses with Wi-Fi and interior digital information screens
- ▶ Modern, easy-to- find stations with improved ADA accessibility



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Pulse Milwaukee Line, Southbound Central Avenue Station.



Source: Google Maps

Pulse Stations

- ▶ Vertical marker with real-time bus arrival information signs
- ▶ Shelters with heat and lighting
- ▶ Heated platforms to melt snow and ice
- ▶ Near-level boarding and bicycle parking
- ▶ Connections to local routes



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Pulse Milwaukee Line, Northbound and Southbound Devon Stations



Source: Pace

Pulse Dempster Line, Westbound Des Plaines Metra Station

By the Numbers

- ▶ Four Pulse lines have been awarded **more than \$68 million in total federal grants** toward capital investment.
- ▶ Ridership in the Dempster corridor **increased by 34%** (June 2023 to June 2024) with the introduction of Pulse in fall 2023.
- ▶ Pulse Dempster Line riders **save up to 15 minutes between Evanston and O'Hare** compared with local service.
- ▶ Pulse Milwaukee Line riders **save up to 10 minutes between Golf Mill Shopping Center in Niles and Jefferson Park in Chicago** compared with local service.

Prioritizing the Bus

Pulse proves that increased funding for high-frequency, quality service results in greater ridership. These investments in service can be even more effective when Pace partners with roadway agencies and municipalities to prioritize transit in roadway designs and land use policies.



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Pulse Milwaukee Line

What You Can Do

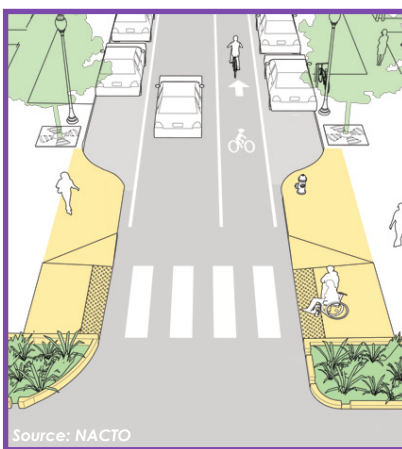
- ▶ **Engineering:** Departments of transportation and roadway jurisdictions can elevate transit in the roadway hierarchy by adapting design requirements, making bus rapid transit and pedestrian access a priority. Incorporating transit into early-phase roadway project planning and scoping is imperative to meet this goal.
- ▶ **Land use and development:** Municipalities can encourage more high-intensity development along Pulse and other high-frequency bus corridors. Sidewalks, crosswalks, and pedestrian connections from stations to private developments should be incorporated whenever possible.
- ▶ **Parking and curb management:** Allow development along high-frequency bus corridors to have reduced parking requirements similar to those near train stations. Minimize driveway curb cuts, creating space for stations and promoting efficient and safe operations.



Source: Pace

Bus Priority Treatments

Bus priority treatments such as bus-only lanes and queue jumps improve the speed and reliability of bus service and reduce interactions between buses and other motor vehicles. Bus lanes and queue jumps can be designed to accommodate right-turning traffic and local access.



Source: NACTO

Pedestrian Friendly Roadway Design

Every transit rider begins and ends their trip as a pedestrian. When redesigning roads and intersections along high-frequency bus corridors, strategies to make them safer and more accessible for pedestrians include widening sidewalks, adding walkway connections, improving crosswalk visibility, and reducing curb radii with bump outs to shorten crossing distances and slow turning vehicles.

Tactical Pilots

Bus priority treatments are new to Pace's service area. Testing these designs as pilots can be an important first step to introduce them to the public and collect data. Pilots are easily implemented using inexpensive surface materials and can serve as demonstration of the design's safety and ability to attract new riders.



Source: Streetsblog Chicago

A bus lane installed on Chicago Avenue in Chicago with a painted bump out.

For more information, contact the Rapid Transit team within Pace's Priority Project Management Office:
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