

BUS RAPID TRANSIT PILOT PROGRAM

CDOT

CHICAGO DEPARTMENT OF TRANSPORTATION

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Schedule for Tonight's Open House

- **Questions and answers process**
 - Submit your comments in writing on comment cards
 - Comments and questions will be grouped and answered by topic
 - All comments and questions will be addressed on CTA's website-
www.transitchicago.com
- **An interpreter for the hearing impaired and translators for Spanish and Chinese speaking communities are available this evening**

Tonight's Speakers

- **Ryan Mouw - Moderator**
 - Chicago Transit Authority

- **Sheldon Fialkoff**
 - DMJM Harris | AECOM

Urban Congestion Initiatives

- **In 2007 US Department of Transportation released \$1 billion as part of the Urban Partnership Agreements**
 - **Seattle**
 - **Minneapolis/St. Paul**
 - **Miami**
 - **San Francisco**
- **In 2008 US Department of Transportation released \$366 million as part of the Congestion Reduction Initiatives**
 - **Chicago (\$153 million)**
 - **Los Angeles (\$213 million)**

Federal Congestion Reduction Initiative

- **Chicago was selected to apply for a \$153 million federal grant to reduce congestion**
- **Chicago is proposing a Bus Rapid Transit Pilot Program or BRT**
- **The next section of this presentation defines BRT and shows BRT examples in other cities**
- **The subsequent section proposes some potential options for BRT in Chicago**

Goals for Proposed Bus Rapid Transit (BRT) Pilot Program

- **Introduce a new rapid and predictable transit service**
- **Improve connections between key destinations and bus/rail routes**
- **Reduce traffic congestion during rush hours**
- **Attract new riders to the CTA**

Benefits to Customer of BRT

- **Decrease travel time**
- **Improve predictability**
- **Provide real-time travel information**
- **Increase passenger comfort**

Cities with BRT

US Cities with BRT

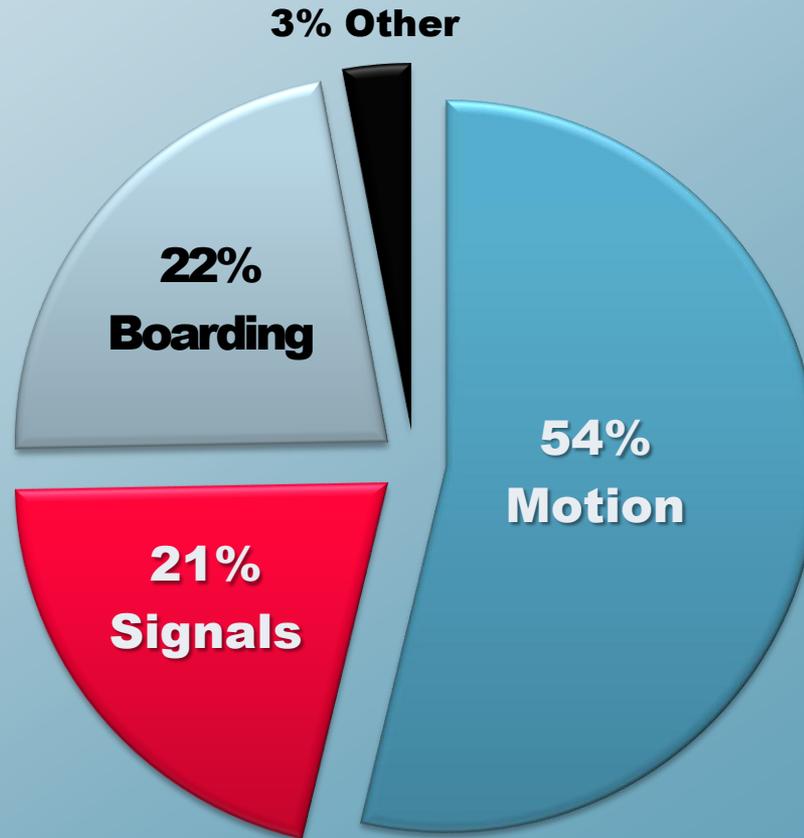
- **New York City, NY**
- **Boston, MA**
- **Los Angeles, CA**
- **Cleveland, OH**
- **Kansas City, MO**

International Cities with BRT

- **Paris, France**
- **York, Canada**
- **Ottawa, Canada**
- **Curitiba, Brazil**
- **Quito, Ecuador**
- **Mexico City, Mexico**
- **London, England**
- **Bogota, Colombia**
- **Beijing, China**
- **Sydney, Australia**

Elements of Bus Travel Times

- **54% of time buses are in motion**
- **21% of time buses are at traffic signals**
- **22% of time is spent boarding/exiting the bus**



BRT System Elements



I. Vehicles



II. Bus Lanes



III. Stations/Identity



IV. Technology

Station Station Station Station Station

Local 0 0 0 0 0

BRT 0 0 0 0 0

V. Service Plan

I. Vehicles

- **Uniquely distinguishable bus**
- **Interior (seats & doors) configured for:**
 - **Efficient boarding & exiting**
 - **Easy internal circulation**
 - **Optimal mix of seated/standing capacity**
- **Environmentally friendly**
 - **Improved air quality**
 - **Reduced noise levels**

1. Vehicles – Other City Examples



I. Vehicles – Pre-Paid Fare Collection

- **Portable Fare Readers – Rear Door Boarding**



II. Bus Lanes

- **BRT can operate in broad variety of physical and operating environments, but segregated, dedicated bus lanes are preferred**
 - **BRT may use barriers, pavement markings, materials, colors, graphics, signage, or landscaping to separate lanes**
 - **Critical planning and design parameters for bus lanes include:**
 - **Rapid, reliable service**
 - **Access by rapid transit vehicles**
 - **Ease of enforcement**
 - **Identity**

II. Bus Lanes – Other City Examples



BRT Lane - France



Interior Lane - Boston

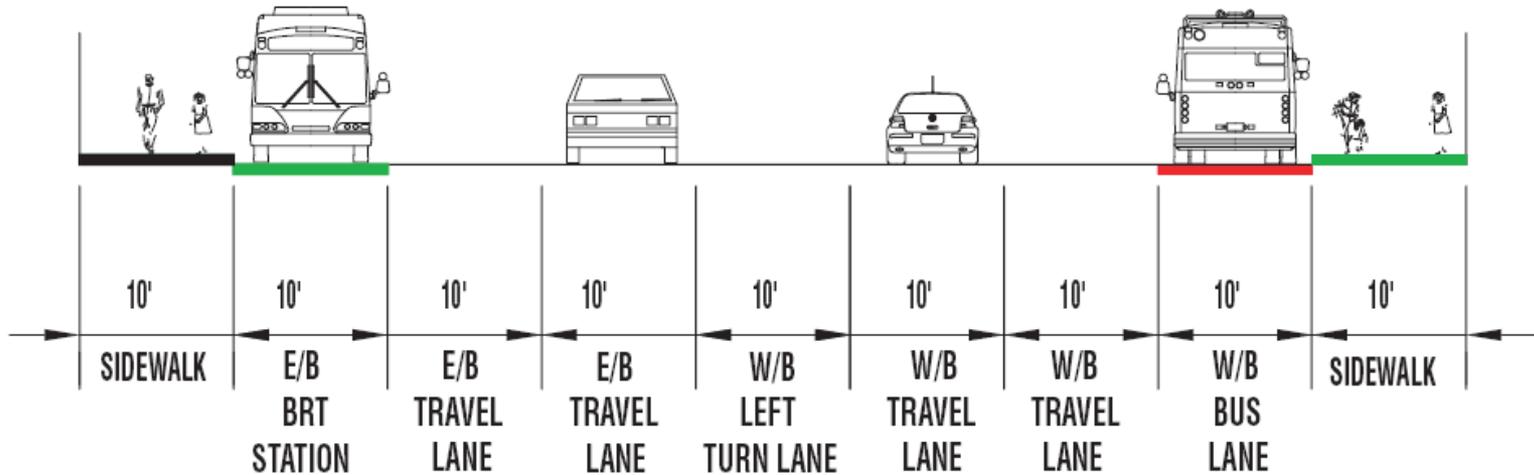
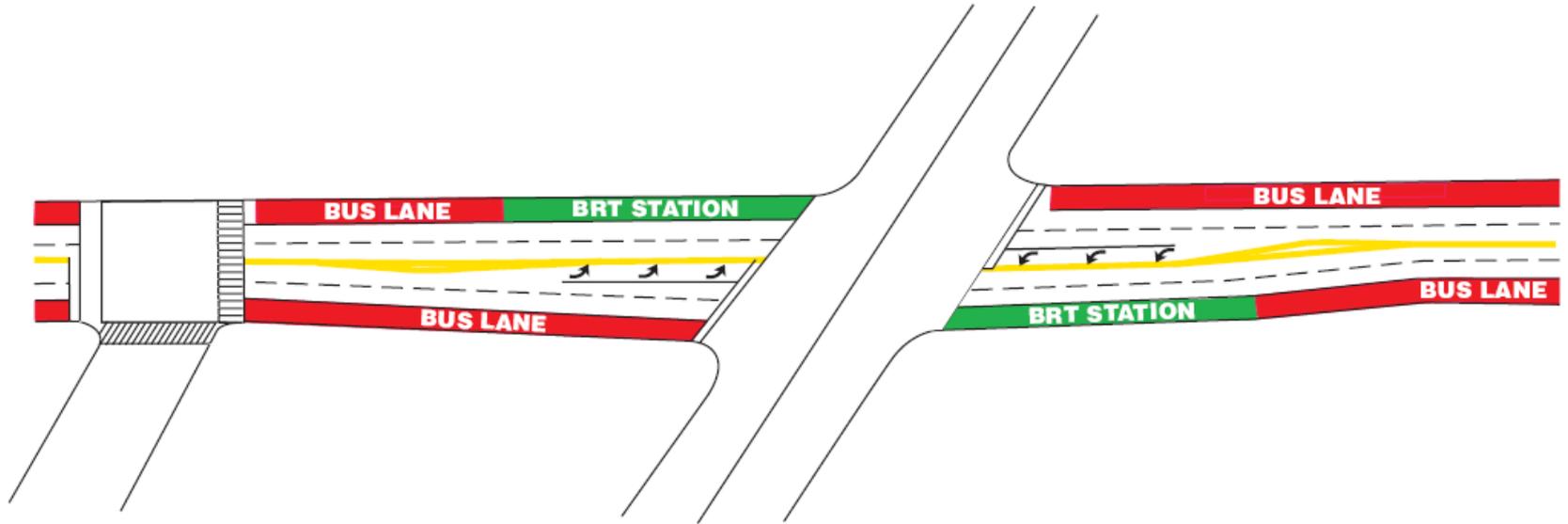


Curb Lane NYC



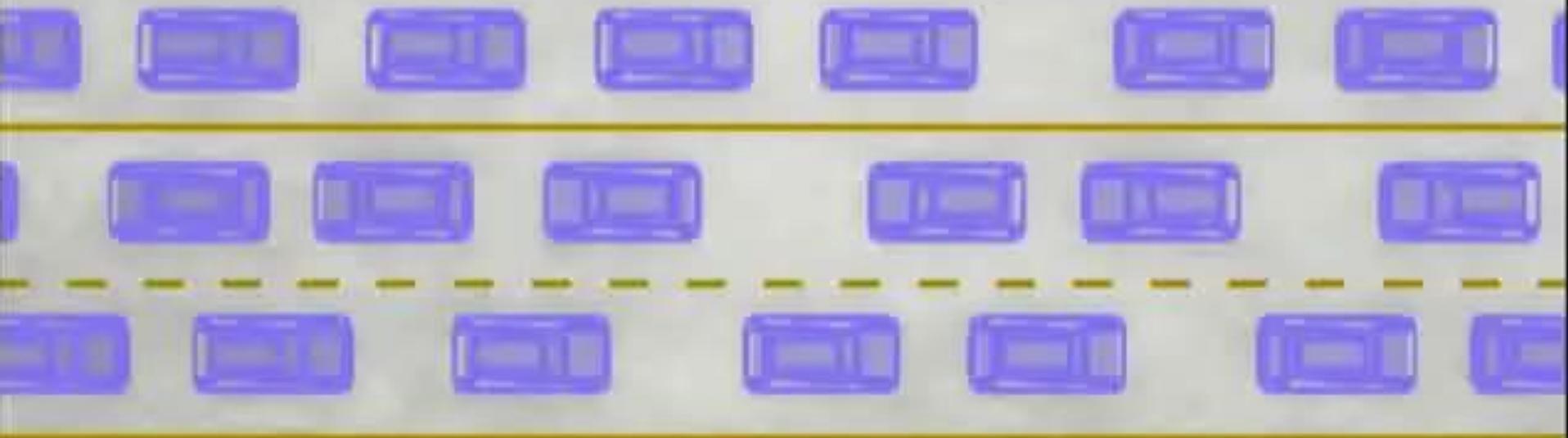
Curb Lanes - London, England

II. Bus Lanes: Two-Way Streets

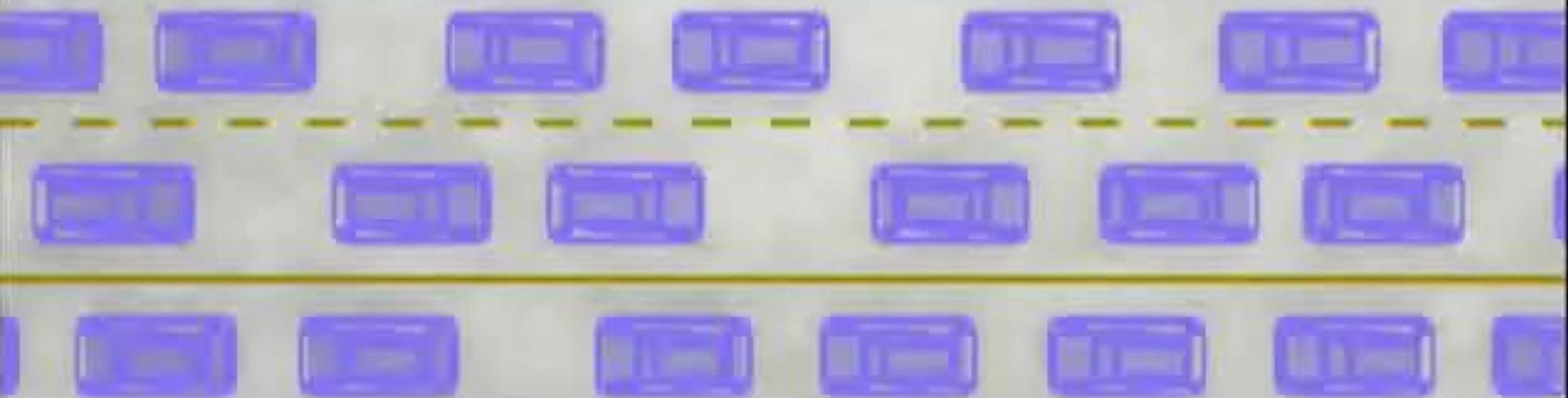


Bus Lane Video

Morning Rush



Evening Rush



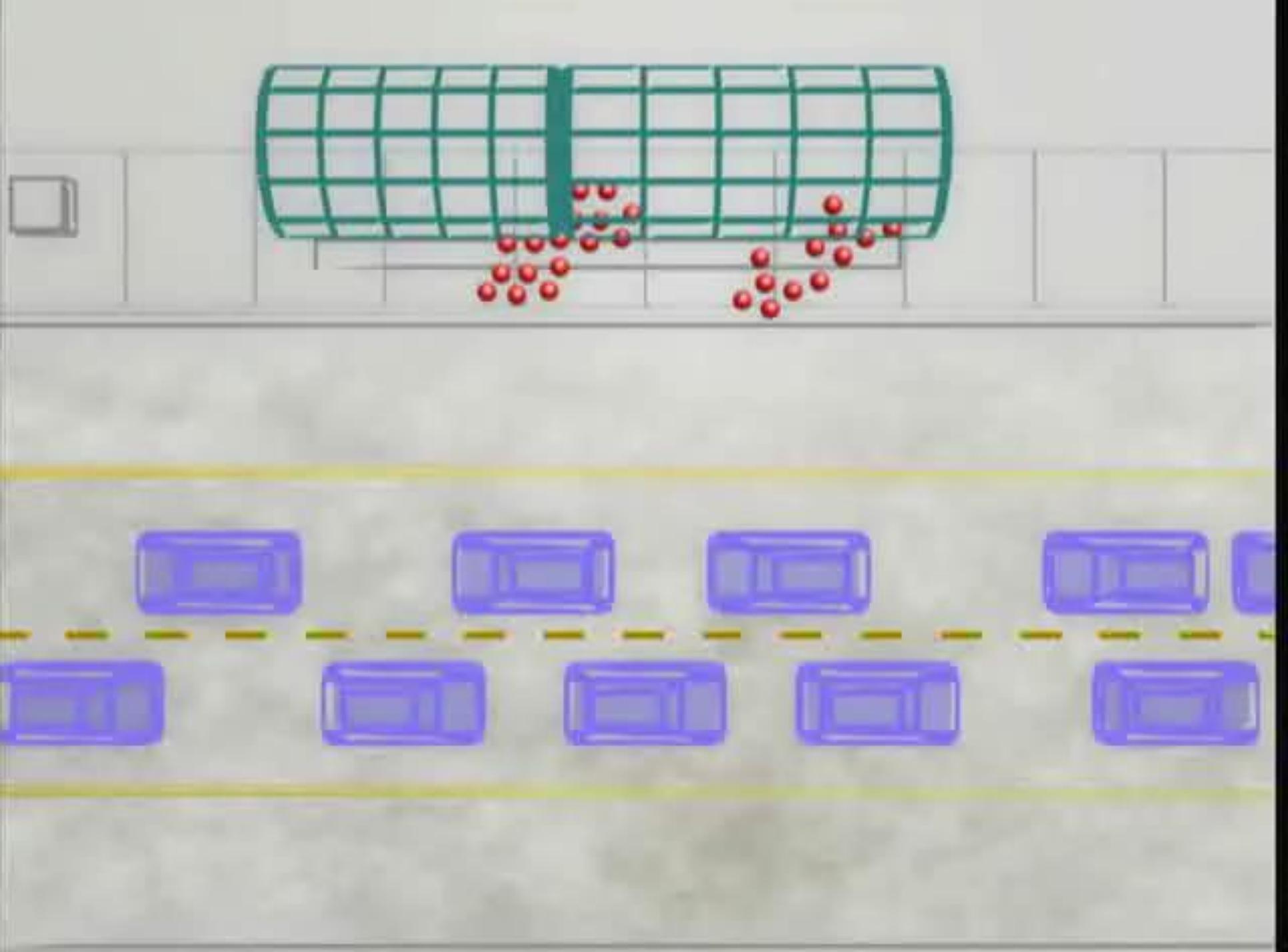
III. Stations

- **Permanent, weather protected**
- **Passenger information & amenities**
- **Easy, safe pedestrian access**
- **Safe, secure**
- **Convey system identity**

LA Metro Rapid Bus



Free Flow Boarding Video

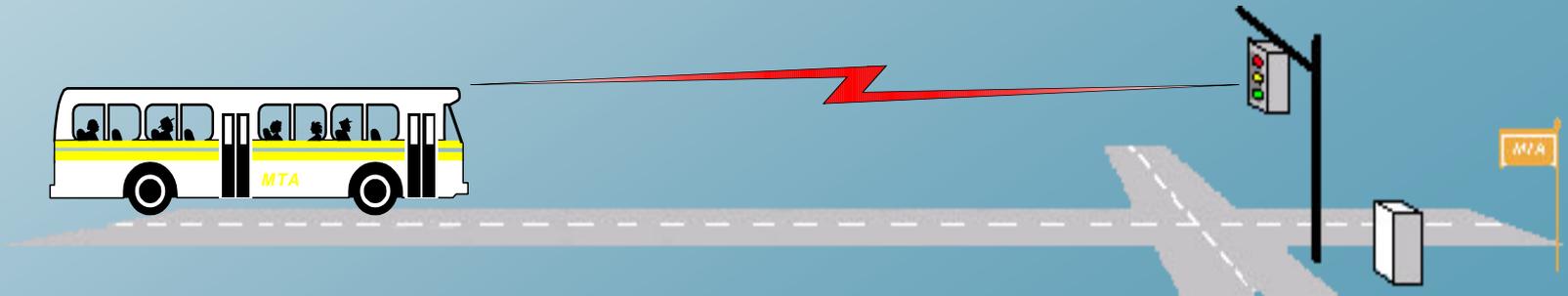


III. Stations – Other City Examples



IV. Technology

- **Technology improvements include:**
 - **Automatic Vehicle Location**
 - **Real-time Passenger Information**
 - **Transit Signal Priority**



Transit Signal Priority Video



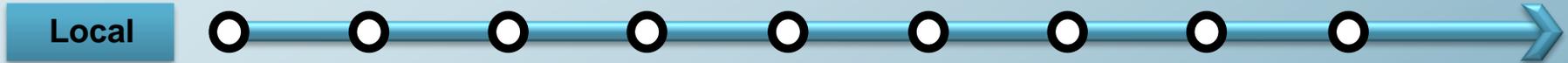
V. Service Plan

- **Service**

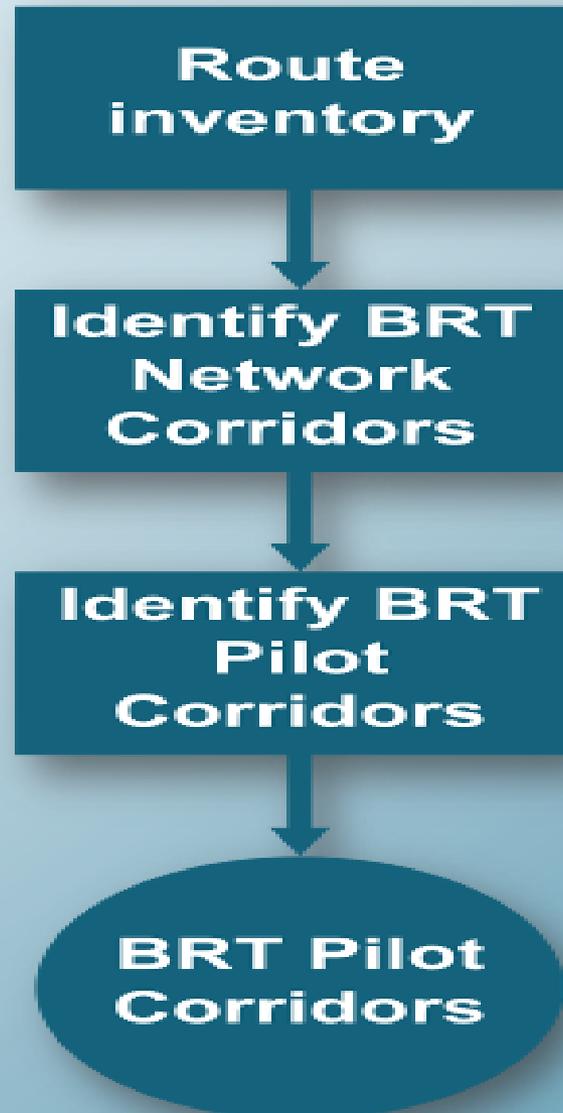
- **BRT buses run all day (6:00AM-8:00PM)**
- **Dedicated bus lanes during rush hours**
- **Combined BRT/local frequencies of 3-6 minutes in peak periods**
- **Simple route structure**
- **1/4 to 1/2 mile stop spacing**
- **Integrated with but not replacing local bus services**

V. Service Plan - Local vs. BRT Services

Stop Stop Stop Stop Stop Stop Stop Stop Stop



BRT Screening Process



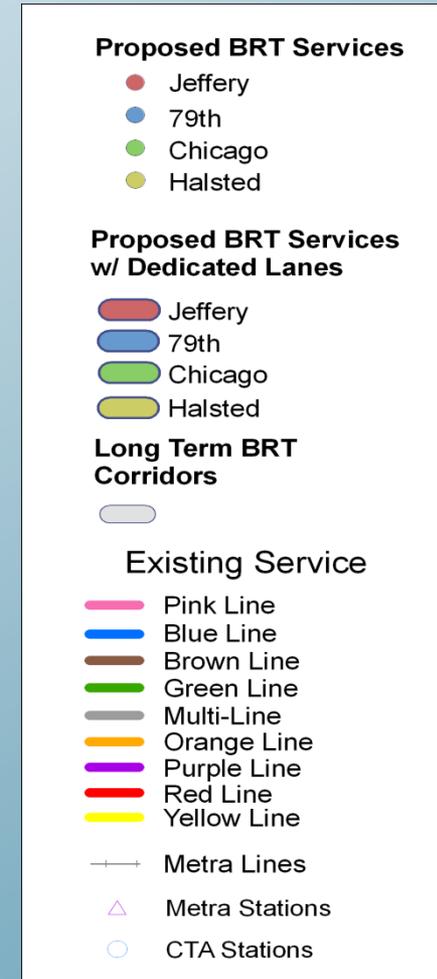
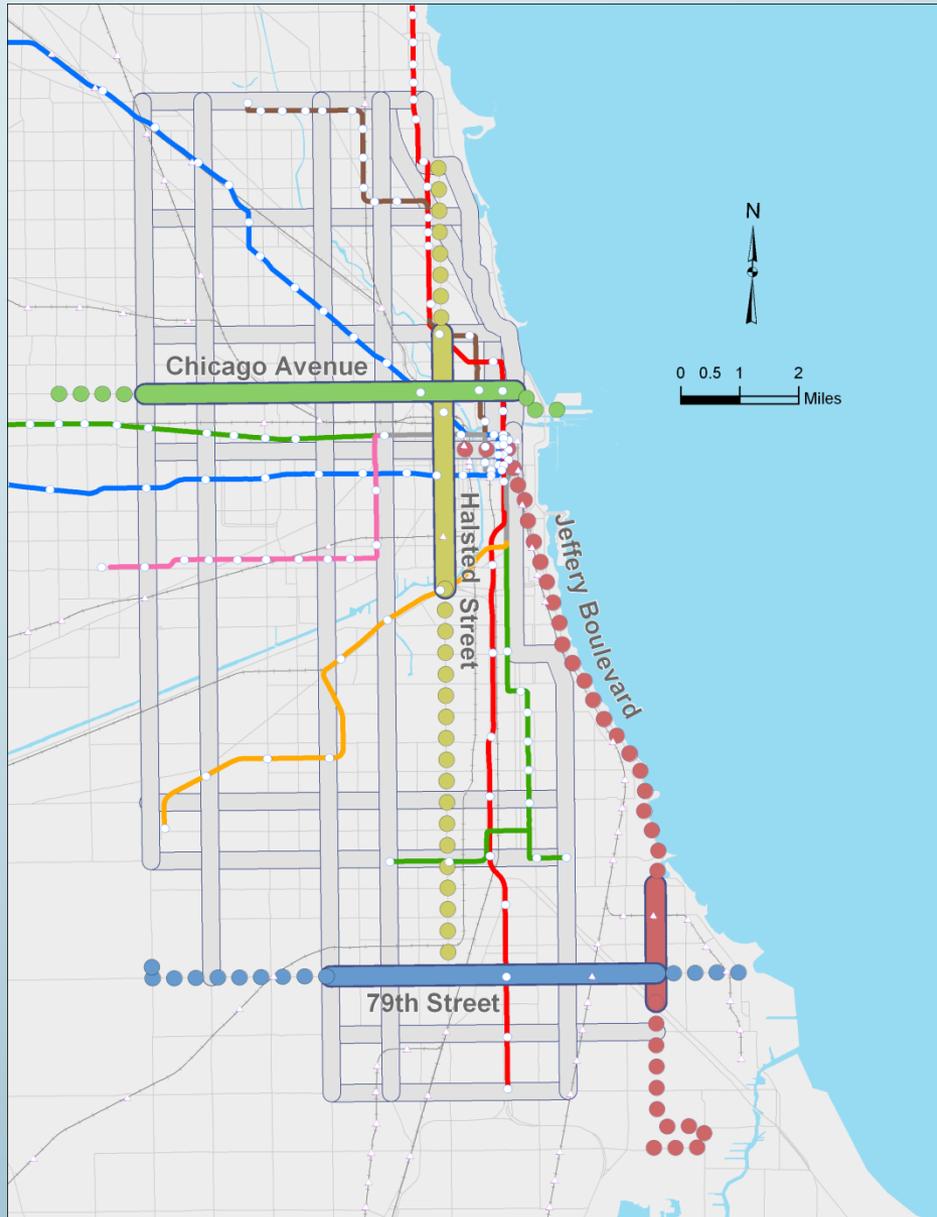
Criteria for identifying network corridors

- **Average daily ridership**
 - Identify opportunities to serve and expand existing ridership
- **Average running speed**
 - Identify congestion bottlenecks and pinch points
- **Average trip length**
 - Identify benefit to customers with long trip lengths
- **Potential customer minutes saved**
 - Combine previous criteria to maximize total customer benefit

Criteria to Identify Pilot Corridors

- **Orientation to Central Business District (direct or downtown rail feeder)**
- **Connections with high ridership bus and rail routes**
- **Geographic distribution**
- **Varied land use and street conditions**

Proposed BRT Corridors



Proposed Elements of Chicago BRT

- **Unique BRT buses**
- **Dedicated bus lanes during rush hours**
- **Real-time bus arrival information at stations**
- **Stop spacing between $\frac{1}{4}$ - $\frac{1}{2}$ mile**

Proposed Elements of Chicago BRT

- **Rear-door boarding at selected locations**
- **Combined BRT/local frequencies of 3-6 minutes in rush hours**
- **Transit Signal Priority at selected locations**

Grant Process

Program Appl.

We Are Here

Formal Grant Appl.

Federal Review Process

Design/Build

Summer '09



Question and Answer Speakers

- **Ryan Mouw**
 - Chicago Transit Authority
- **Sheldon Fialkoff**
 - DMJM Harris | AECOM
- **Stephen Little**
 - Chicago Transit Authority
- **Luann Hamilton**
 - Chicago Department of Transportation
- **Michael Stubbe**
 - CTA Transit Operations
- **Peter Fahrenwald**
 - CTA Planning and Development

Questions and Comments

- **CTA representatives are available to answer additional questions**
- **Written comments and questions accepted through October 9, 2008**
- **Mr. Ryan Mouw
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