

HALSTED BUS/BIKE LANE PILOT

CTA and CDOT Partnership

April 10, 2019



Halsted Bus/Bike Lane Pilot – In Action



Northbound Traffic on Halsted approaching North Branch St.



Northbound and Southbound Bus-Bike Lanes with Northbound Bus

CTA Customer Survey Findings

- 85% of route #66 and 79% of route #8 customers agreed that the Bus/Bike Lane helps the bus travel faster than traffic
- 76% of route #66 and 73% of route #8 customers were satisfied with bus speeds on Halsted in the pilot area

Customer comments:

"I feel like a celebrity. It's pretty cool."

"I hope this encourages people to take CTA vs drive"

"The Halsted portion of the route is the fastest. Definitely appreciate the effort. I do feel bad for cars because we zoom right past them"

"It would work better if car drivers observed the distinction and stayed out of the bus/bike lane."



CTA Operator Survey Findings

- 81% of operators agreed or strongly agreed that the Bus/Bike Lane helped the bus travel faster than traffic on Halsted
- 75% of operators felt the experience operating the #66 in the Bus+Bike Lane was good or very good.

Operator Comments:

“All routes need a designated bus lane!!!”

“There needs to be a supervisor or CPD to issue tickets to those who violate the bus lanes”



Cyclist Survey Findings

Active Transportation Alliance and CDOT conducted a survey of cyclists and found:

- 77% of cyclists felt safe in Bus/Bike Lane compared to 54% who felt comfortable cycling on Halsted prior to the Bus/Bike Lane installation
- 33% of cyclists did not interact with CTA buses
- 87% of cyclists who interacted with CTA buses generally felt buses kept a comfortable distance
- 96% of the cyclists stated they rode in the lane as often or more after the Bus/Bike Lane installation, including 46% who said they rode more often



Lessons Learned

- No major flaws with Bus/Bike Lane; however, the pilot took place during colder months, with lower bike usage



- Significantly improved travel times and operations; however, the lane length was relatively short and general traffic lane was very congested – time savings could vary in a different context
- High level of effort for enforcement, especially at implementation
- Plastic delineators helped keep general traffic out of lanes
- Coordinate snow removal

Next Steps

Short Term

- Identify opportunities in various environments for bus/bike and bus only lanes
 - Pilot additional corridors with different characteristics
 - Identify similar strategies to mitigate delays from special events or long-term construction projects



Long Term

- Consider permanent installations, based on pilot outcomes
- Incorporate as one strategy of many to provide bus priority