BUS RAPID TRANSIT PILOT PROGRAM
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)
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
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
- Curb Lane NYC
- Interior Lane - Boston
- Curb Lanes - London, England
II. Bus Lanes: Two-Way Streets
Bus Lane Video
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
BRT Screening Process

Route inventory

Identify BRT Network Corridors

Identify BRT Pilot Corridors

BRT Pilot Corridors
Existing Route Inventory

- Reviewed Local Routes
- Reviewed Express Routes
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

- Halsted
- Chicago
- 79th

Proposed BRT Services:
- Jeffery
- 79th
- Chicago
- Halsted

Proposed BRT Services w/ Dedicated Lanes:
- Jeffery
- 79th
- Chicago
- Halsted

Long Term BRT Corridors:

Existing Service:
- Pink Line
- Blue Line
- Brown Line
- Green Line
- Multi-Line
- Orange Line
- Purple Line
- Red Line
- Yellow Line

Metra Lines
- Metra Stations
- CTA Stations
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
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

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