



Public Transit's Underdog: The Value and Potential of Buses to the City of Chicago

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Often overlooked, CTA's bus service is the single most affordable, accessible, available and agile mode of travel in Chicago.

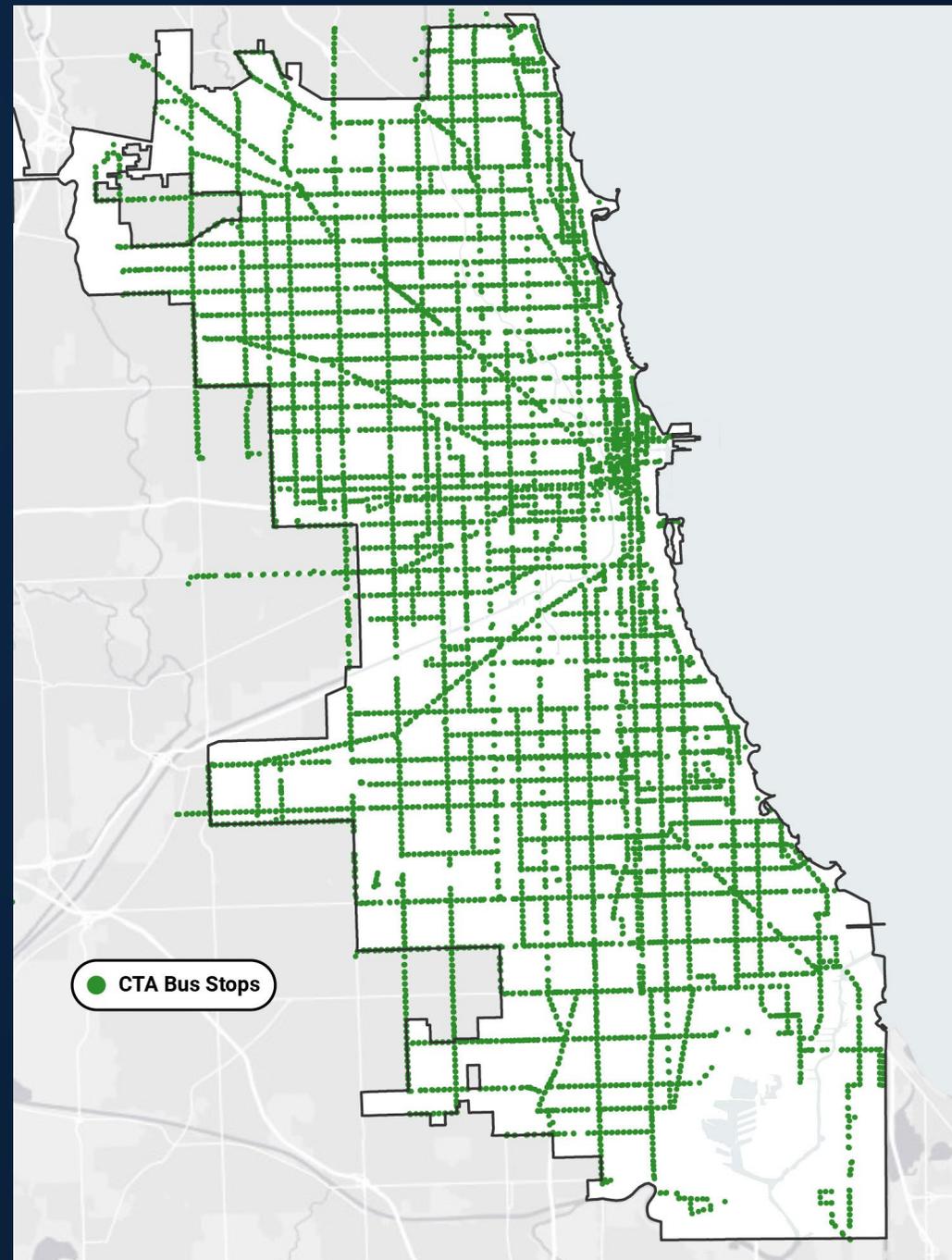
It provides hundreds of thousands of rides each day—connecting Chicagoans to jobs, education, healthcare, and other opportunities.



CTA Bus Facts

By the Numbers

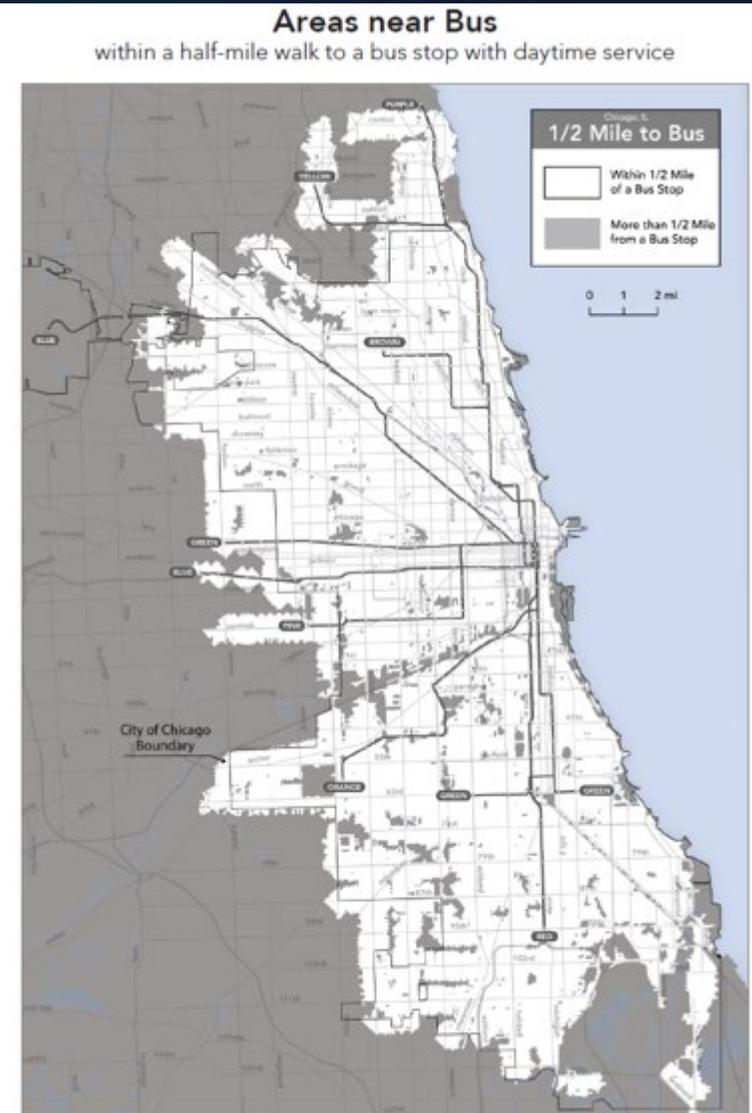
- 127 Bus Routes
- Nearly 11,000 Bus Stops
- Nearly 1,900 Buses
- Nearly 3,400 Bus Operators



CTA Bus Facts

Service

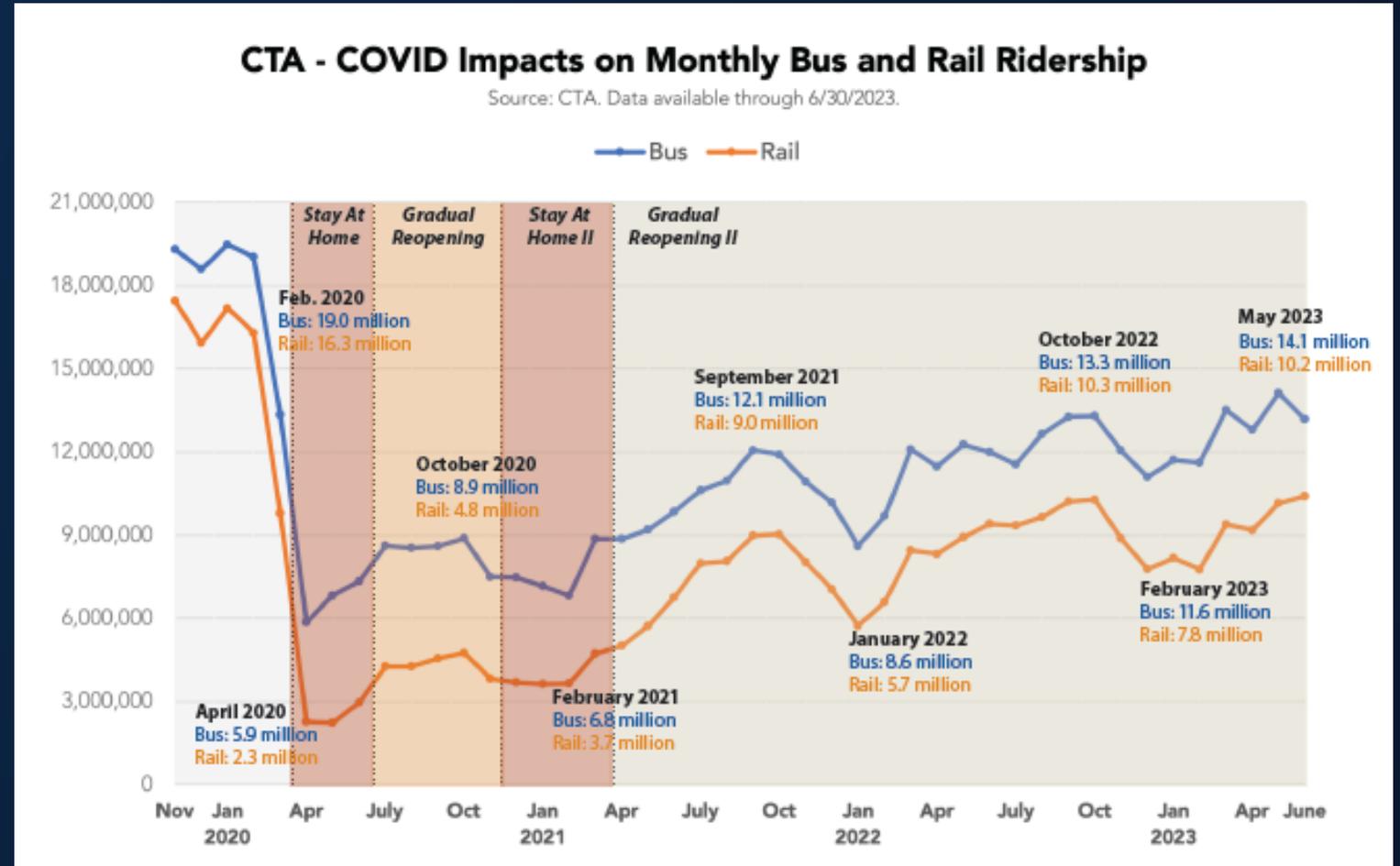
- 96% of Chicagoans live near a CTA Bus stop
- Only 30% live near a CTA Rail station
- Over 22% of trips on CTA involve a transfer - bus to rail or bus to bus
- Nearly 5 million revenue hours of service annually
- Over 350 million passenger miles ridden on CTA buses annually (longer than a trip to Mars and back)



CTA Bus Facts

Ridership

- Historically, CTA Bus has provided more rides per day than Rail
- During the pandemic, CTA Bus retained more riders than Rail - 70% of pre-COVID bus riders (December 2023)
- In 2023, 162M total rides on Bus; which was 58% of total CTA rides
- 15.5% increase in Bus ridership in 2023 compared to prior year



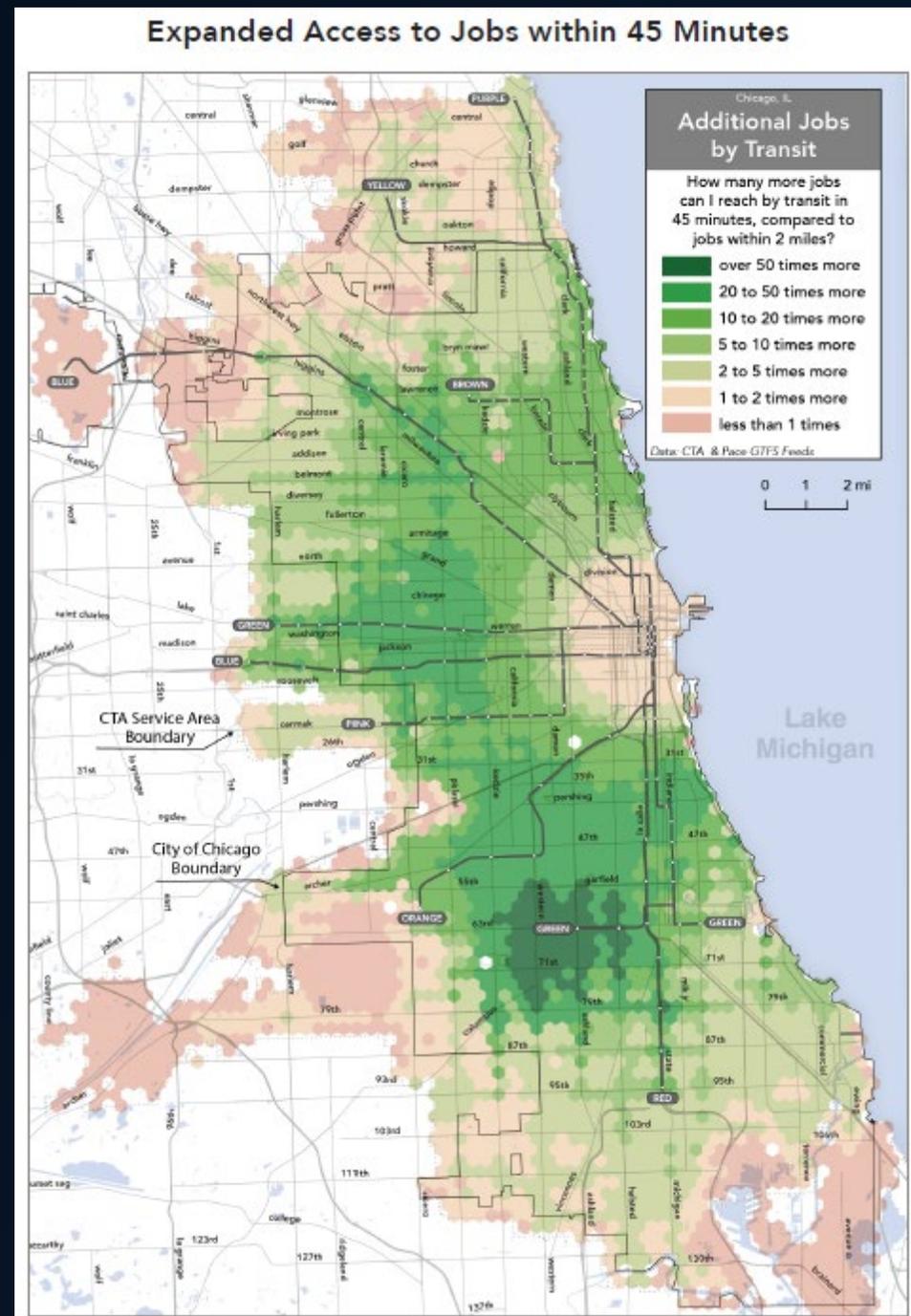
Multiple Bus Investments Underway



- CTA is focused on improving every facet of bus service with a goal of building a bus service that is frequent, reliable, fast, accessible, welcoming, and operating where and when people need it.
- There are four main components to this:
 - Service (bus operator hiring, route geographic coverage, frequency, hours of service)
 - Bus Priority Infrastructure
 - Vehicle Fleet
 - Technology Enhancements
- CTA's current bus projects support advancing all of these, and involve connecting with communities to understand their needs, coordinating with CDOT to improve bus infrastructure, and modernizing technology to improve operations and efficiency.

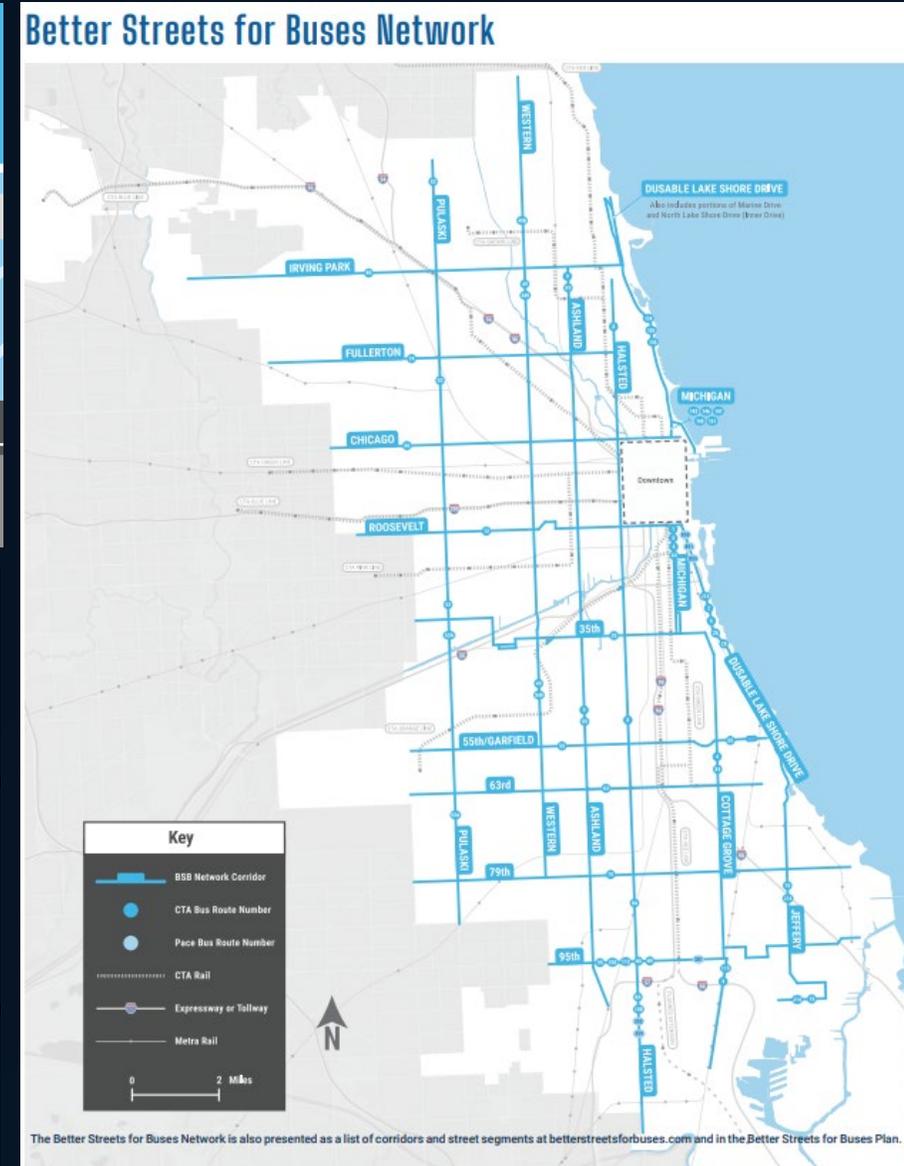
Bus Vision

- Recently completed analysis of our current bus service—identifying strengths, weaknesses, and tradeoffs to consider when making changes
- In the next few months we will be launching public engagement to introduce the report's key findings and start seeking community feedback on what matters most



Better Streets for Buses

- CTA and CDOT recently released the City's first comprehensive framework plan for improving street infrastructure for buses
- Builds on projects like Loop Link, Jeffery Jump, and Bus Priority Zones, all of which were also close collaborations with CDOT
- Identifies 17 corridors of focus and a toolbox of street treatments
- Lays the groundwork for a program of bus priority projects—ranging from small to transformational (BRT)
- In 2024, CTA and CDOT will study at least 3 bus corridors and work with communities to develop full-corridor bus priority concepts

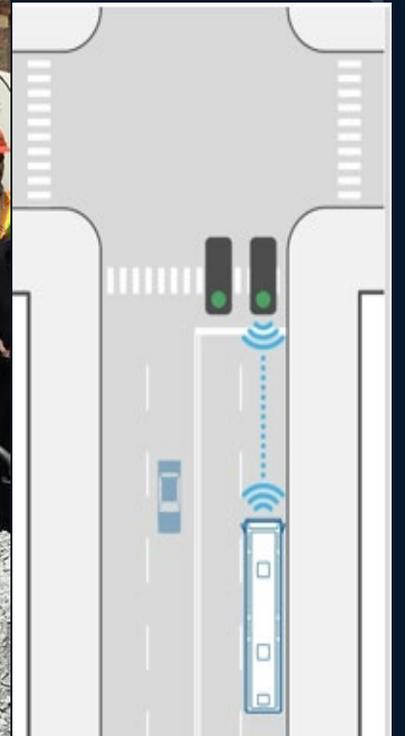


The Better Streets for Buses Network is also presented as a list of corridors and street segments at betterstreetsforbuses.com and in the Better Streets for Buses Plan.

Additional Partnerships with CDOT

Many other collaborations between CTA and CDOT to improve bus infrastructure are underway:

- Additional Bus Priority Zones being developed to address pinch points on major bus corridors
- Street redesign and resurfacing provide opportunities to incorporate priority features such as bus bulbs and boarding islands
- Transit Signal Priority (TSP) projects provide infrastructure to adjust signal timing slightly for approaching buses that are running behind schedule.



Accessibility Investments

Partnering with CDOT to achieve accessibility improvements at key bus stops, targeting 100 bus stops annually

Expanding tactile bus stop sign program

Installed 2,000 signs to date (16 routes)

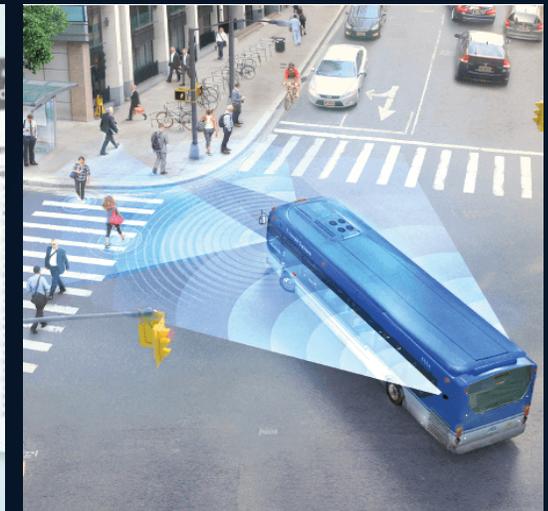
2024-2026: Install network wide



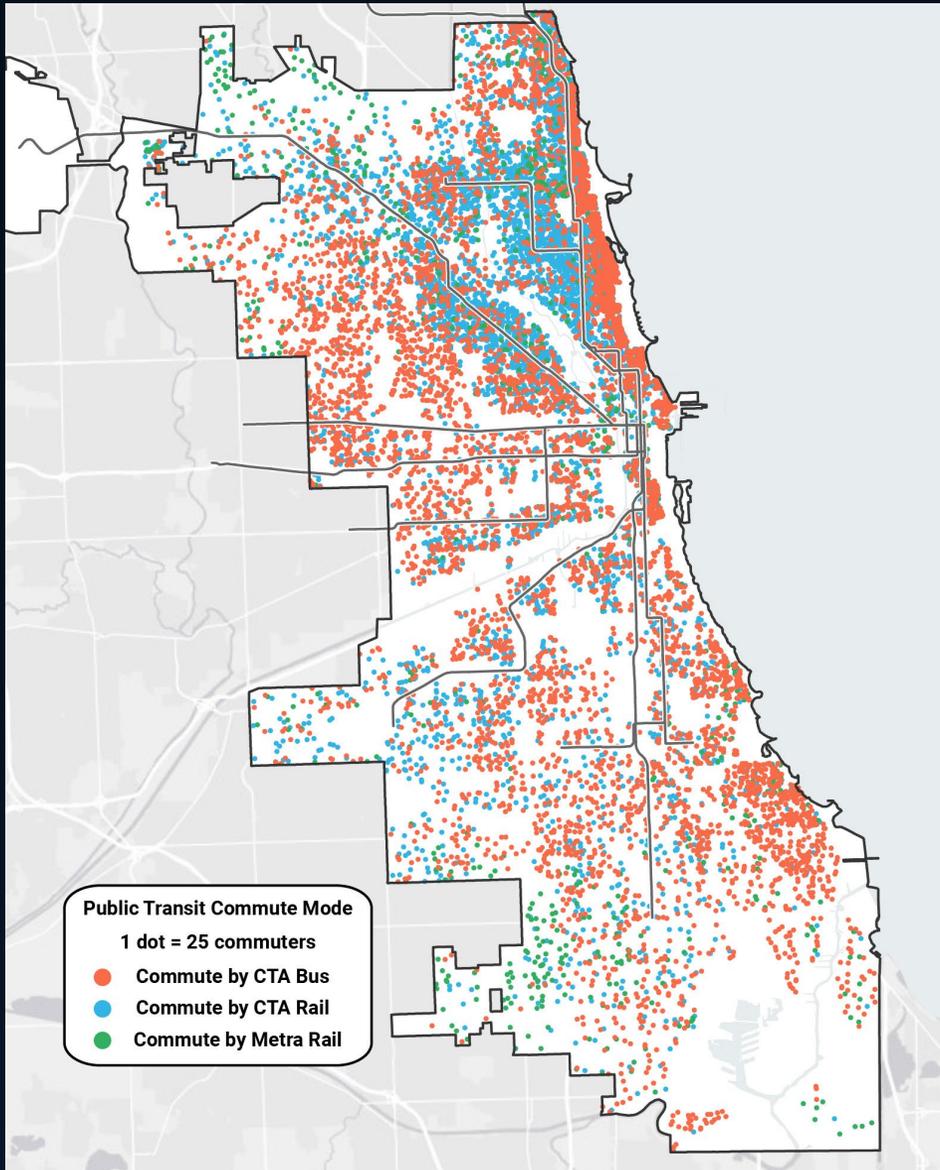
Bus Technology



- Digital bus signage on buses installed on all new buses entering the fleet
- Piloting digital bus stop signage with expanded information (alerts, reroutes) for riders and enhanced accessibility
- Active detection collision avoidance installed on new buses that make operators more aware of pedestrians, bikes, scooters
- Ongoing enhancements to Bus Tracker including adopting the new industry-standard GTFS-RT data feed that will increase accuracy of live tracking in mobile apps
- Launching a new Disruption Management tool that will support better communication to bus riders about changes to service
- New fareboxes integrated with the systems on the bus, including Ventra, provide seamless way for cash paying riders



Transformational Projects - NDLS

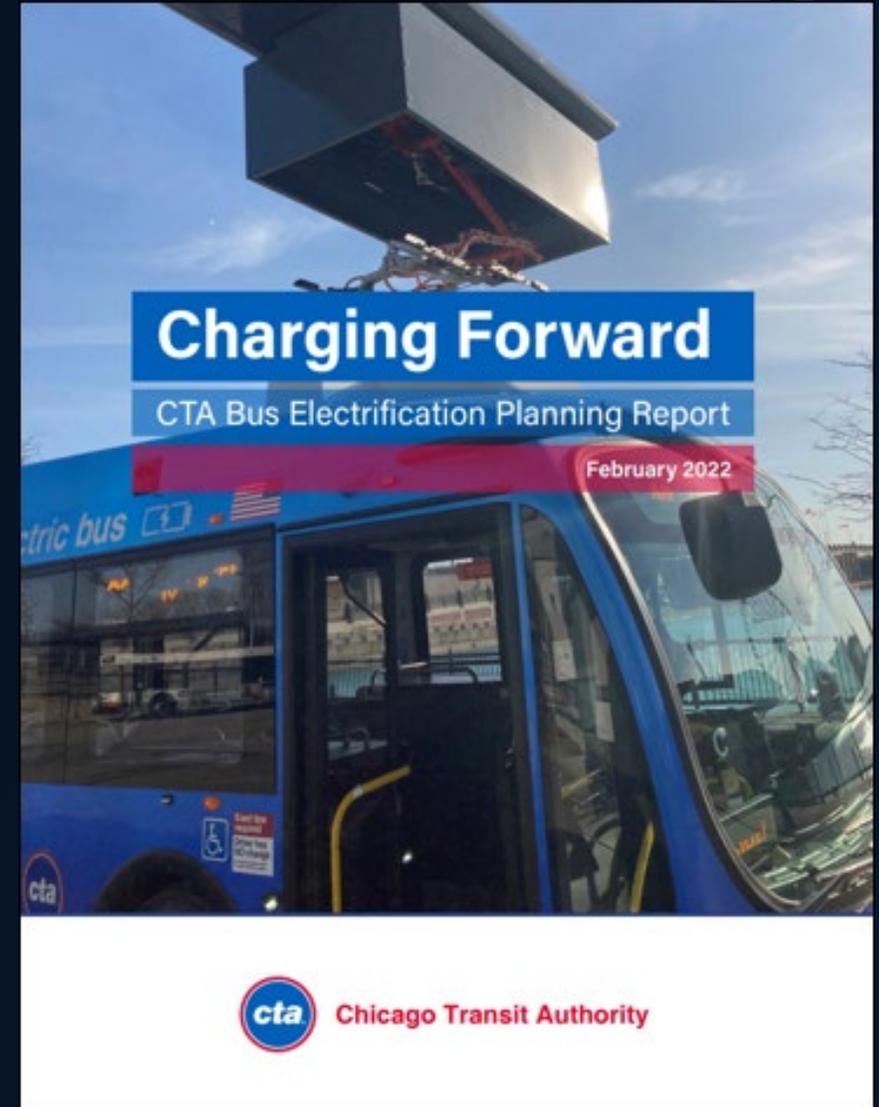


- CTA currently has 7 routes on North DuSable Lake Shore Drive corridor using different portions
- NDLS is CTA's highest ridership bus corridor
- CTA buses on NDLS carry more people than any Metra Rail Line
- Partnering with CDOT and Chicago Park District to deliver transformational transit, park and safe mobility investments on this important corridor delivering on the recommendation in Mayor Johnson's Transition report:

“Prioritize the movement of people, not cars, on DuSable Lake Shore Drive by investing in infrastructure that improves bus travel times and reliability.”

Transformational Projects – Electric Bus

- In 2022, CTA released “Charging Forward” – the report lays out a path to full bus electrification by 2040
- Key benefits:
 - Reduces health-impacting local emissions
 - Reduces reliance on fossil fuels, increases stability of fuel costs
 - Makes an already sustainable mode even greener
- Key challenges:
 - Sufficient funding to retrofit garages with charging equipment, upgrade power
 - Cold weather impacts and overall battery range
 - Vehicle supply keeping up with demand
- Other zero emissions technologies may be explored as we gain experience
- 23 electric buses in the fleet



Building Clean Bus Manufacturing Capacity

- President Carter participated in a White House roundtable on Clean Bus Manufacturing, along with the heads of the transit systems in New York, Los Angeles and Philadelphia. They were joined by White House Climate Policy Office representatives and other transit industry leaders.
- Carter, as chairman of the American Public Transportation Association (APTA) Task Force on Bus Procurement, co-led the conversation about building capacity in the US, so that manufacturing of clean buses keeps up with demand in order to achieve national climate and equity goals.

