

Better Streets for Buses

Bus Improvements & Infrastructure

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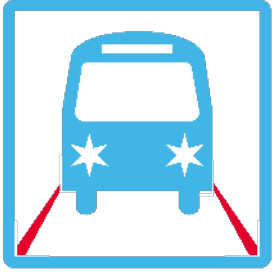
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A Holistic Approach to Improving Transit



The transit experience takes you from your **front door** to your **destination**



Getting to the Bus



Waiting for the Bus



Riding the Bus

Citywide Investments

BETTER STREETS FOR BUSES


 Better Streets for Buses Corridors

INVESTMENTS IN CTA BUS NETWORK

 Bus Priority Treatments (Existing)

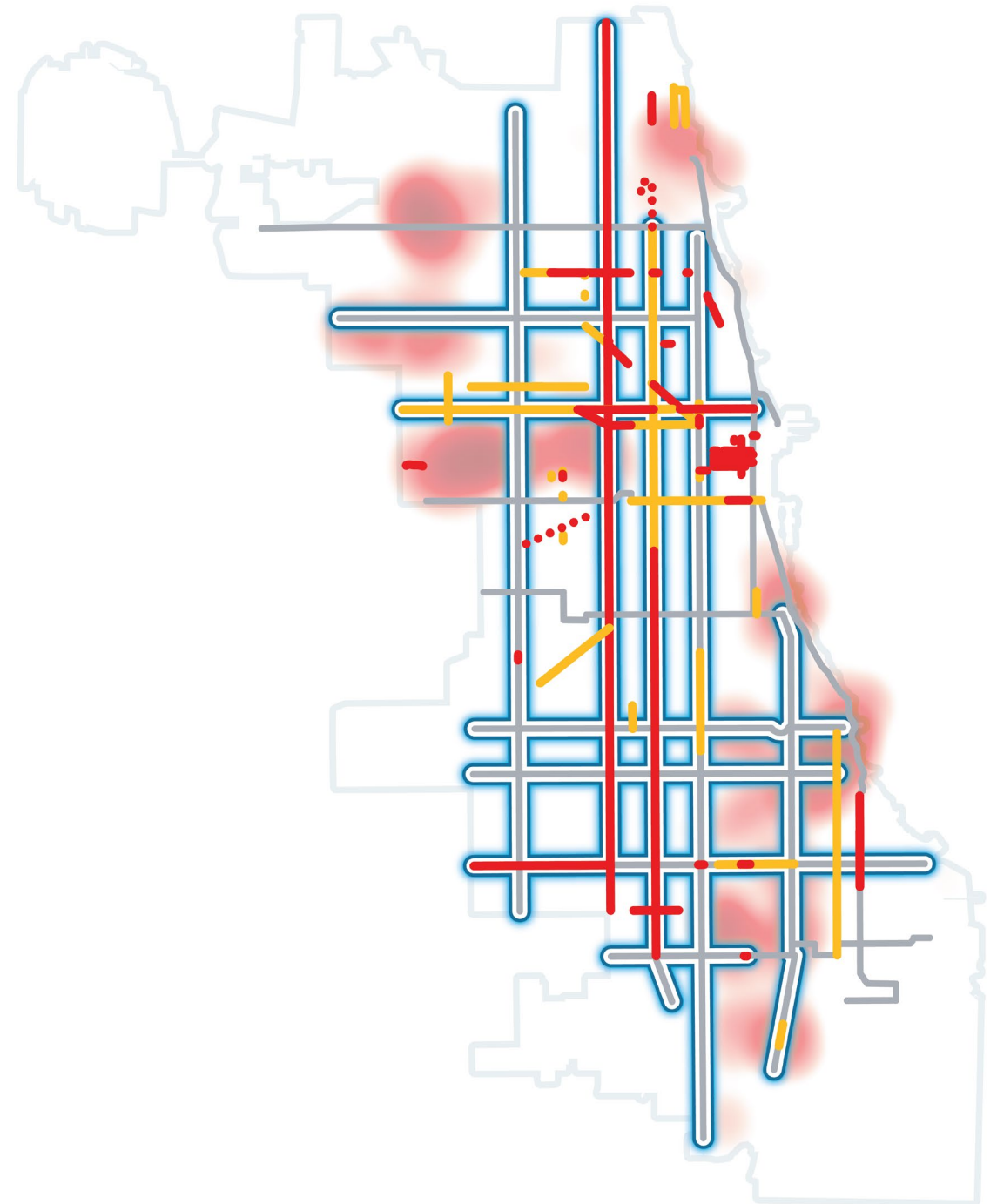
 Bus Priority Treatments (Planned)

 Recent Route Extensions

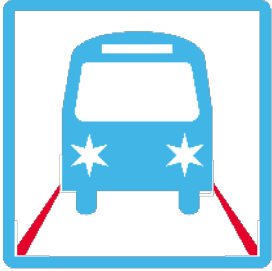
 Recent Bus Stop Accessibility

EXISTING & UPCOMING STUDIES

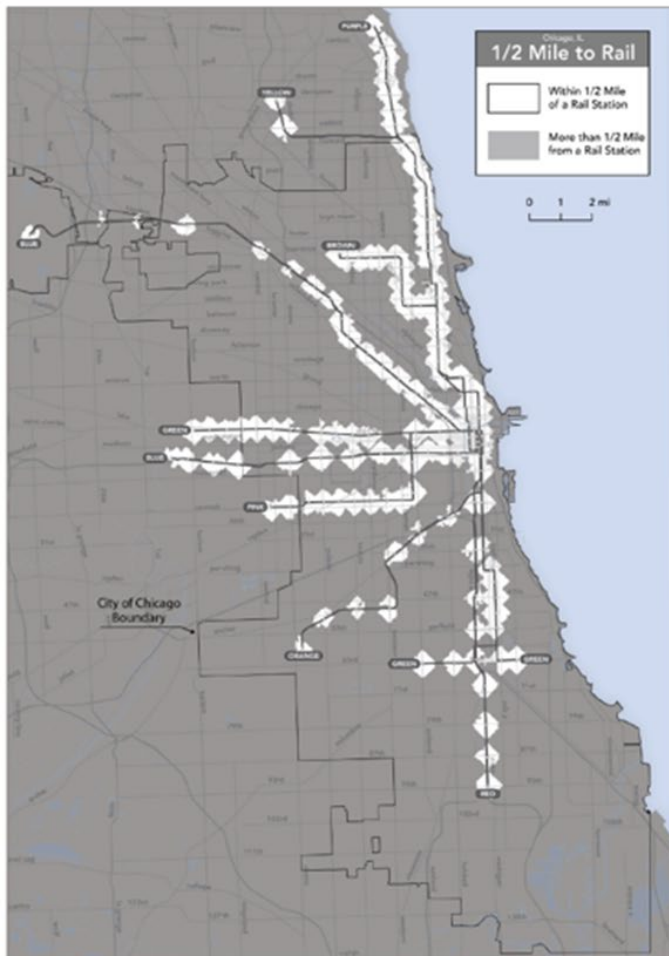
 Bus Priority Studies
Including Pace Pulse Studies



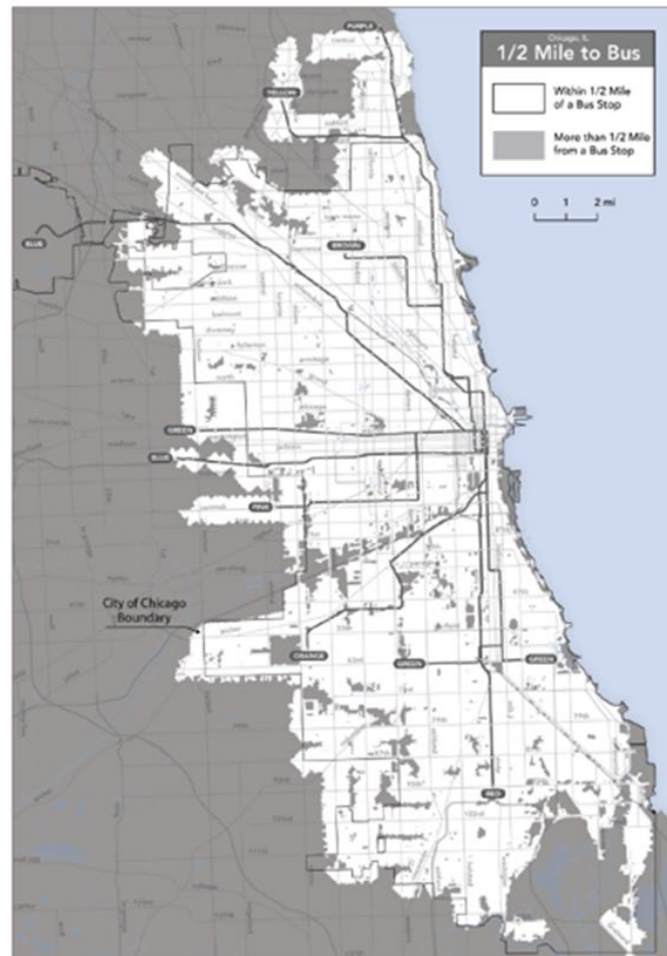
Building a Bus System for Riders



Areas near Rail
within a half-mile walk to an L station



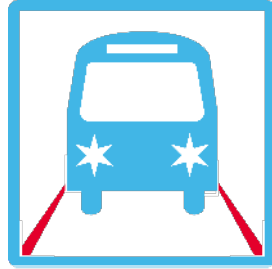
Areas near Bus
within a half-mile walk to a bus stop with daytime service



Bus service provides **essential connections** and is the backbone of the City's transit system

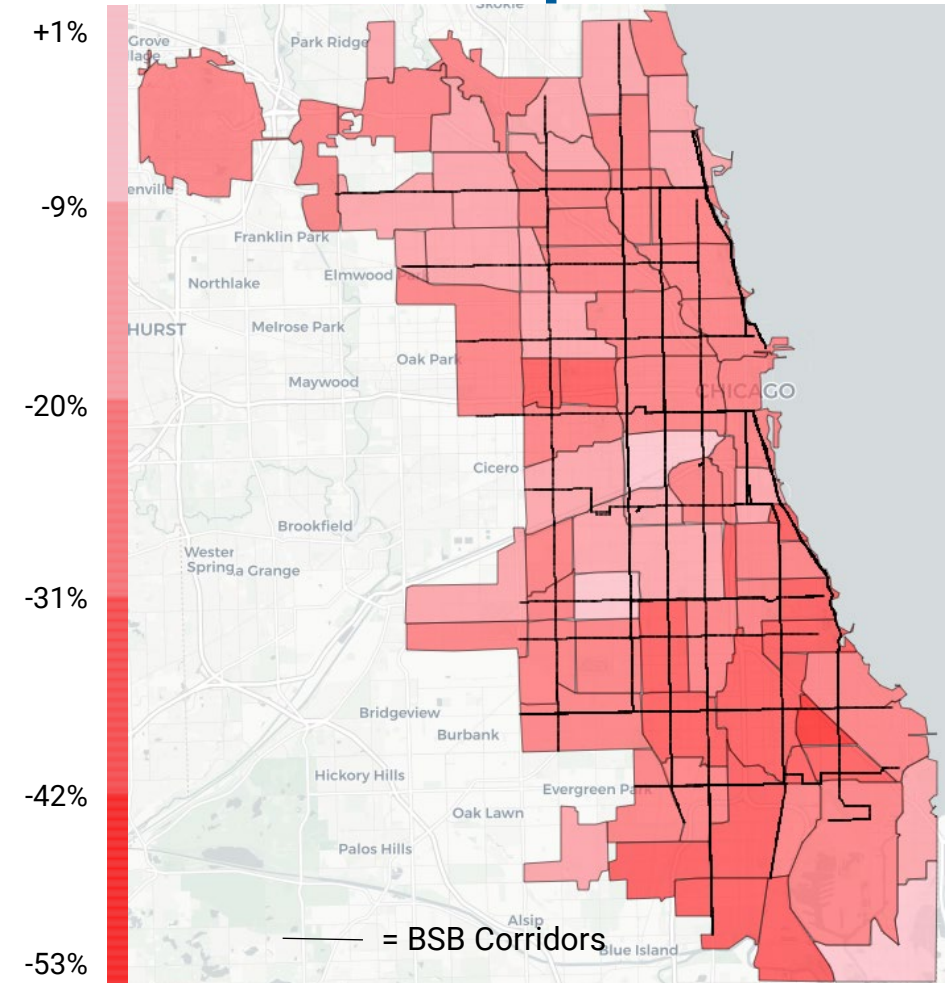
Hundreds of millions of CTA bus rides are taken every year, providing environmental, equity and economic benefits

Building a Bus System for Riders

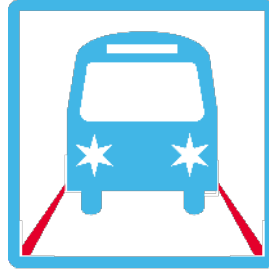


- Most CTA riders are both bus and rail riders
 - 84% report riding both, based on recent surveys
- 71% of bus riders who primarily ride the bus identify as Black, Hispanic, or Asian vs. 52% for customers who primary ride rail.
- The median income for customers who primarily ride rail is 2x that bus rider (~\$85k vs ~\$35k)

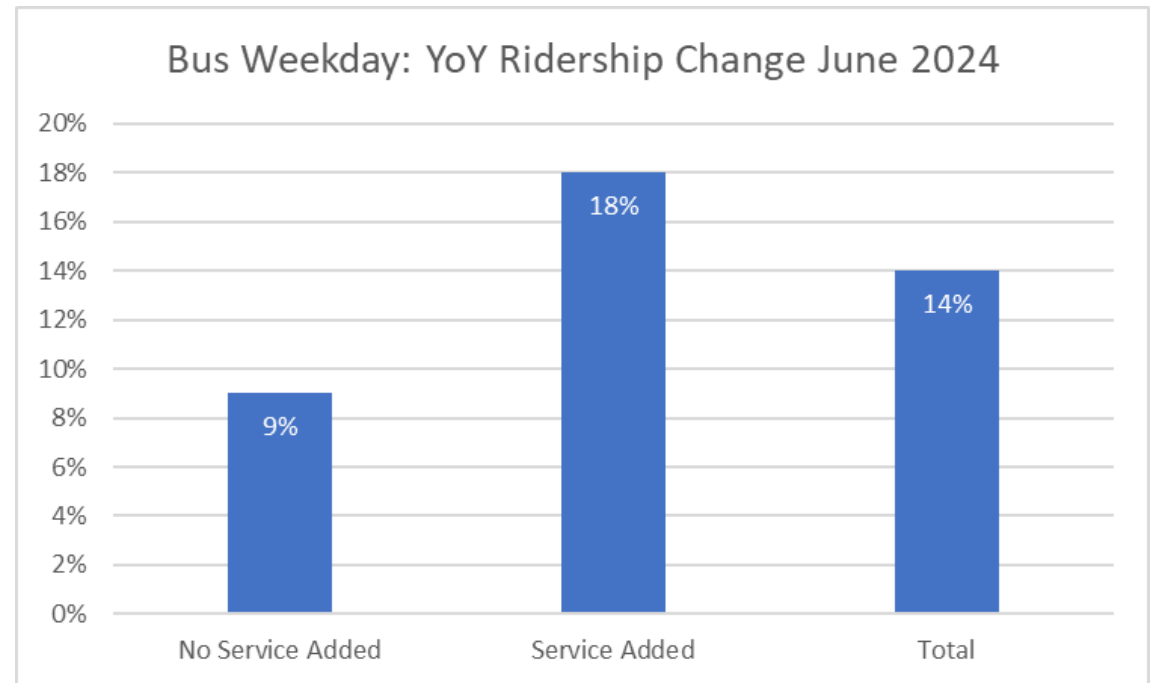
Bus Ridership vs 2019



Recent Trends in Bus Ridership



- CTA's **core rider is now our daily bus rider**, which now represent the highest share of 30 day pass holders
- Bus ridership on the weekends is over 95% of pre-pandemic levels at peak hours
- Routes that have received increase service since Spring 2024 have averaged **2x ridership gains** vs routes that did not receive additional service
- **77% of bus riders indicate they would take transit more often if there were more dedicated bus priority lanes** convenient on their journey



Better Streets for Buses Plan: 2024



Plan Components

Network of
Corridors

City-Wide
Corridors

Downtown

Toolbox of
Street Treatments

Getting to
the Bus

Waiting for
the Bus

Riding the
bus

Infrastructure Toolbox



1. Bus Stops
2. Intersections
3. Streets



Infrastructure Toolbox



Bus Stops

- Accessibility Improvements
- Improved crossings
- Amenities



Infrastructure Toolbox



Intersections

- Bus Priority Zones
- Traffic Signal Priority
- Queue Jump
- Traffic Signal Improvements



Infrastructure Toolbox



Streets

- Dedicated Bus Lanes
- Bus Boarding Islands
- Bus Stop Location



Where Does BRT Fit In?



Bus Rapid Transit (BRT) is a combination of **infrastructure** and **service operations** to provide a high-frequency, high-capacity bus-based service

BSB toolbox outlines the **infrastructure** components of BRT

Delivery is not one-size-fits all and peer cities have taken a variety of approaches



Complete Streets & Multimodal Strategy



Chicago Cycling Strategy



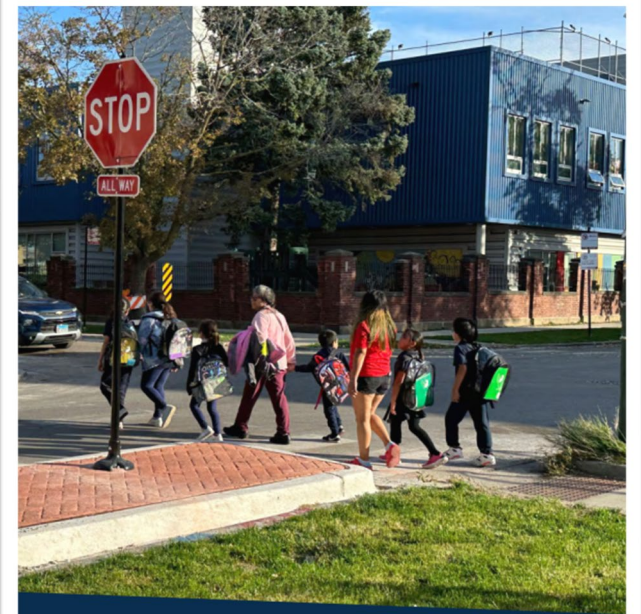
Spring 2023



Guidelines for the Evaluation of Complete Streets Design Elements in Major Transportation Projects



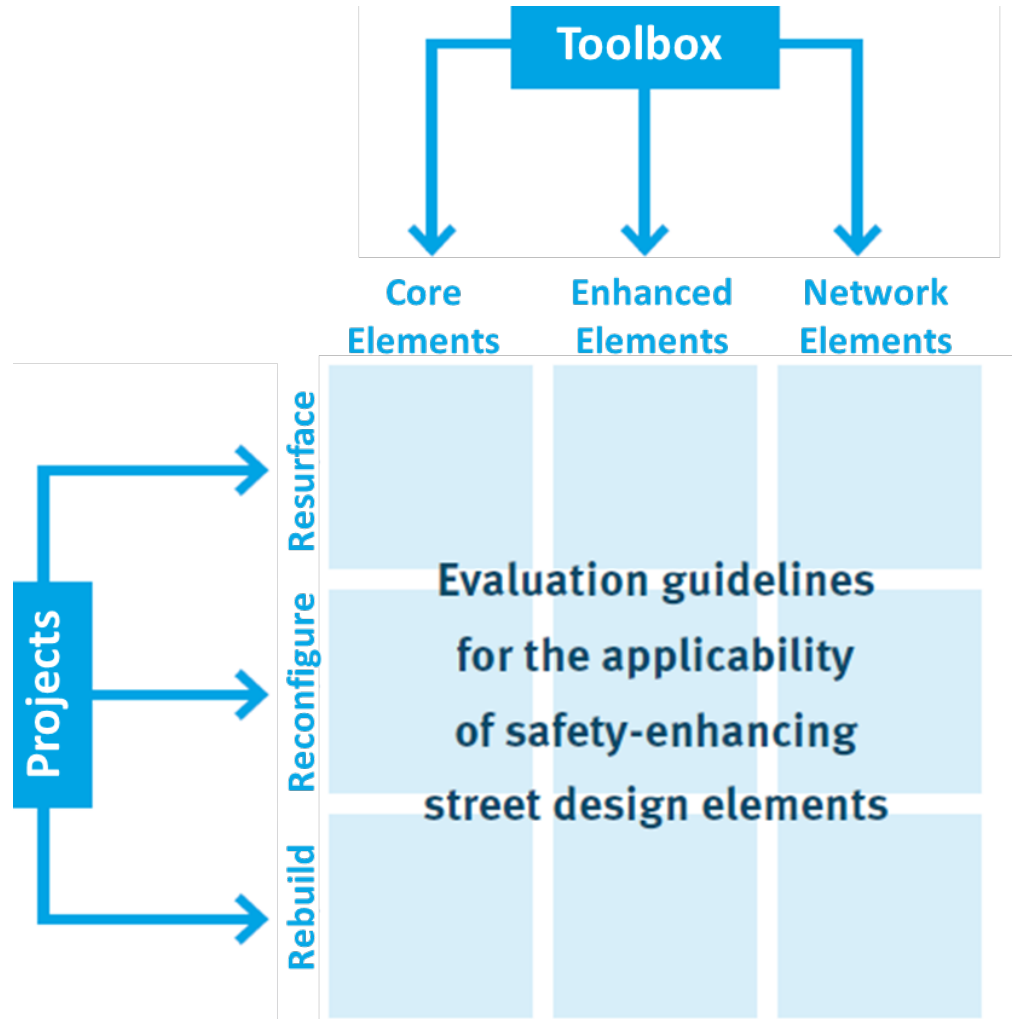
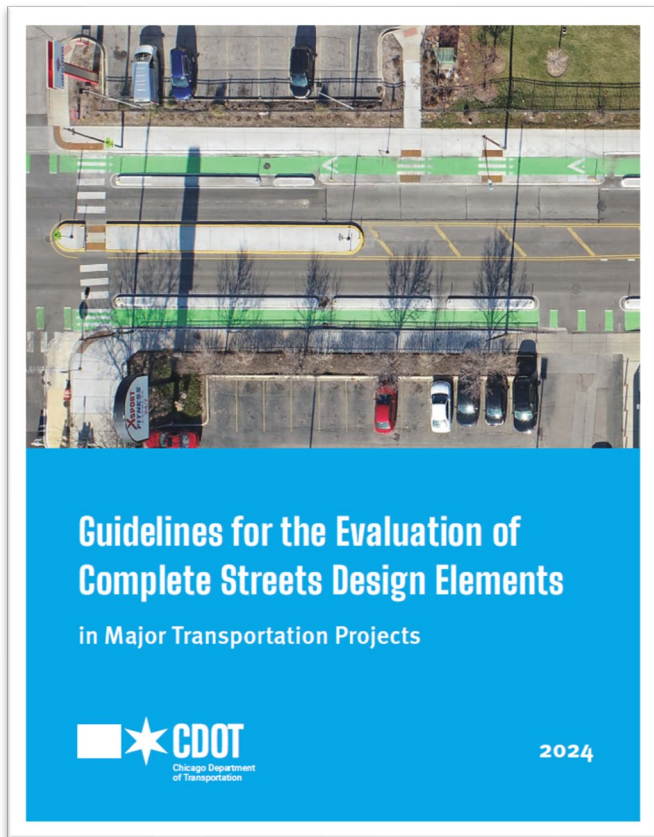
2024



Recommendations Report | April 2024

Vision Zero Northwest Side

Systematic Investments



Systematic Investments



Resurface

Bus Stop Accessibility
Improved Crossings
Bus Stop Location



Reconfigure

Bus Boarding Islands
Bus Priority Zones
Dedicated Bus Lanes



Rebuild

Traffic Signal Upgrades

Recent and Upcoming Infrastructure Investments



Bus Stop Accessibility



- Tactile signs at **2,148 bus stops covering 16 routes** to assist riders who are blind or low-vision in locating the stops.
- Developed in partnership with CTA ADA Committee, MOPD, and transit users.
- Prioritized **ridership**, high number of **reduced fare rides**, and **socioeconomic and geographic equity**.
- Funding has been secured to install **tactile signs at every bus stop**



Bus Stop Accessibility



- Improving access for people using wheelchairs, strollers, etc
- Level surface for ramp deployment
- Locations based on population with disabilities, ramp deployments, Mobility and Economic Hardship Index
- CDOT upgraded over **90 bus stops in 2022/23**
- **100 more planned for in 2024**

Cottage Grove & 48th Street



Bus Stop Bump Out & Boarding Islands



- Expands space for transit users
 - Ramp deployment
 - Eliminates bus merging
 - Reduces double parking
 - Improves crosswalk
 - Separates bike lane
-
- **CDOT has installed over 40 since 2022**
 - **Over 90 more planned/designed**



Bus Stop Bump Out & Boarding Islands



- In-Lane Bus Stops
- Pedestrian Refuge Islands
- Curb Extensions
- Street Resurfacing
- High-Crash Corridor

In lane stops reduced run time by up to 5%

87th Street (Damen-Vincennes)



Transit Signal Priority

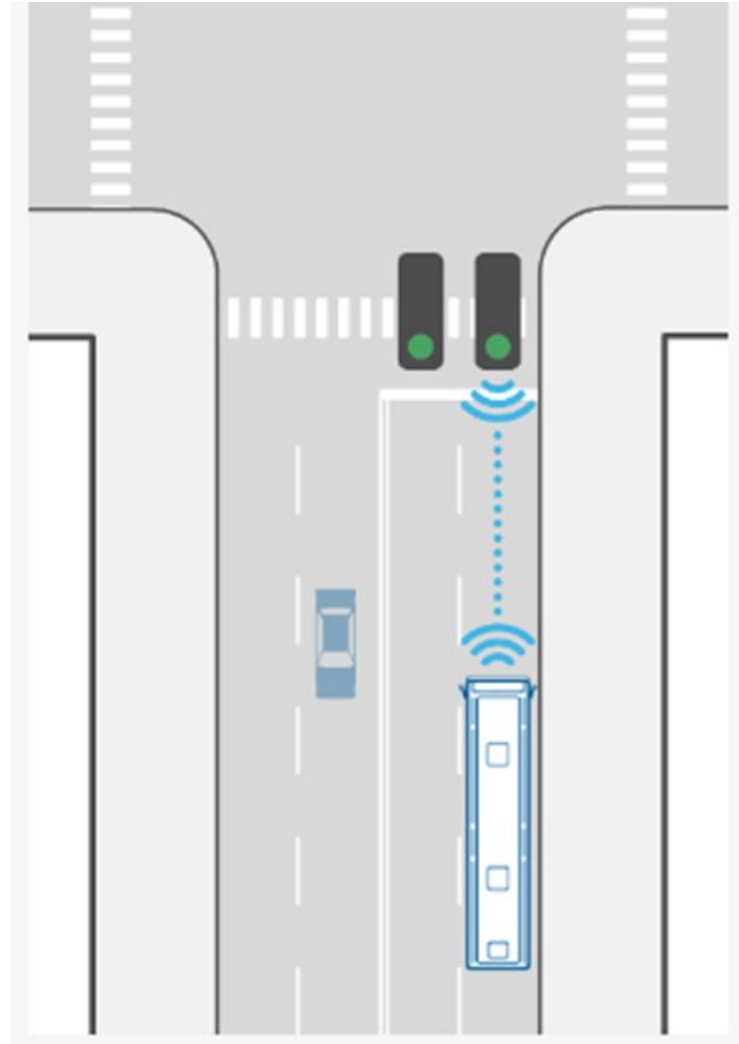


Existing TSP Infrastructure

- **130 intersections have been installed**
- Western (Howard to 79th)
- S Ashland (Cermak to 95th)
- Jeffery (71st to Anthony)

Ongoing Projects

- N Ashland (Cermak to Irving Park)
 - **49 new intersections**
 - **2025 installation**



Bus Priority Zones



- Targeted intersections & road segments
- Designated street space
- Typically at traffic signals



Bus Priority Zones



Clark and Peterson



Belmont and Western



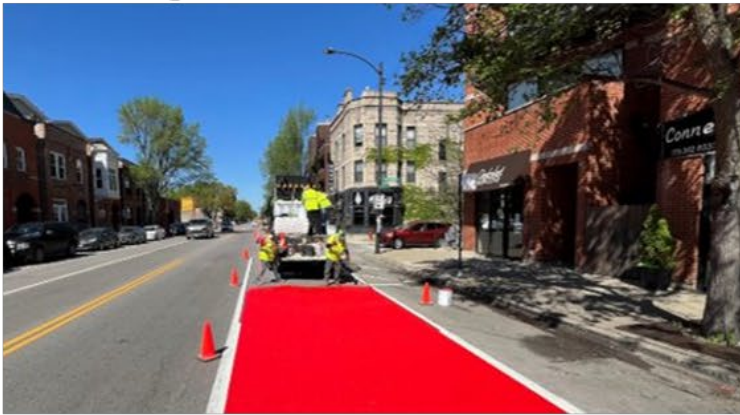
79th at Dan Ryan



Bus Lanes



Chicago Ave



DESCRIPTION

- ▶ Nearly 4 miles of continuous bus lanes
- ▶ Mix of full time and peak hour
- ▶ High ridership route

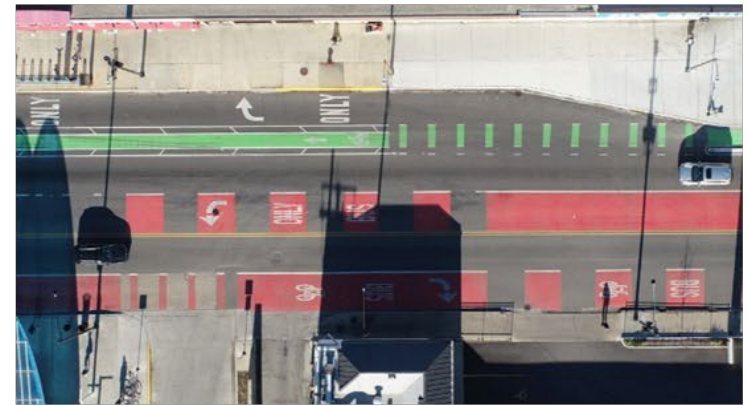
Western Ave



DESCRIPTION

- ▶ Improved connection to Blue Line
- ▶ Addressed major pinch points
- ▶ Peak hour lanes

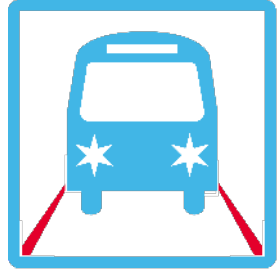
Belmont Ave



DESCRIPTION

- ▶ Improved connection to Blue Line
- ▶ Full time lanes at targeted locations
- ▶ Performance enhanced by other toolbox elements

Bus Lanes



Loop Link

- Dedicated bus lanes, boarding platforms with shelters and tracking screens, queue jumps to **Washington, Madison, Clinton and Canal**

Travel time improved by as much as 12%
Ridership growth outpaced other routes



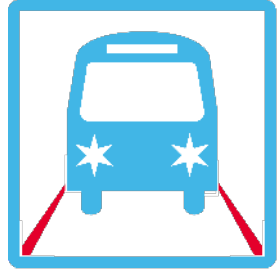
Jeffery Jump

- Rush-hour, peak-direction bus lanes, queue jumps, transit signal priority, and high-quality, branded stations to the limited-stop #J14 service

AM peak travel times improved by 8%



Bus Lanes



- Improved connection to Blue Line
- Addressed major pinch points

Bus speeds improved by 21% during peak hours

Western Avenue (Logan to George)



Bus Lanes



- 2 segments Installed in 2024
- Nearly 4 miles of continuous bus lanes
- ½ mile Gap in planning phase
- High ridership route
- Improved bus stops and boarding areas in planning phase

Reduced run time by 11% during rush hours

Chicago Avenue (Grand to Michigan)



Upcoming Initiatives



Bus Priority Corridor Study

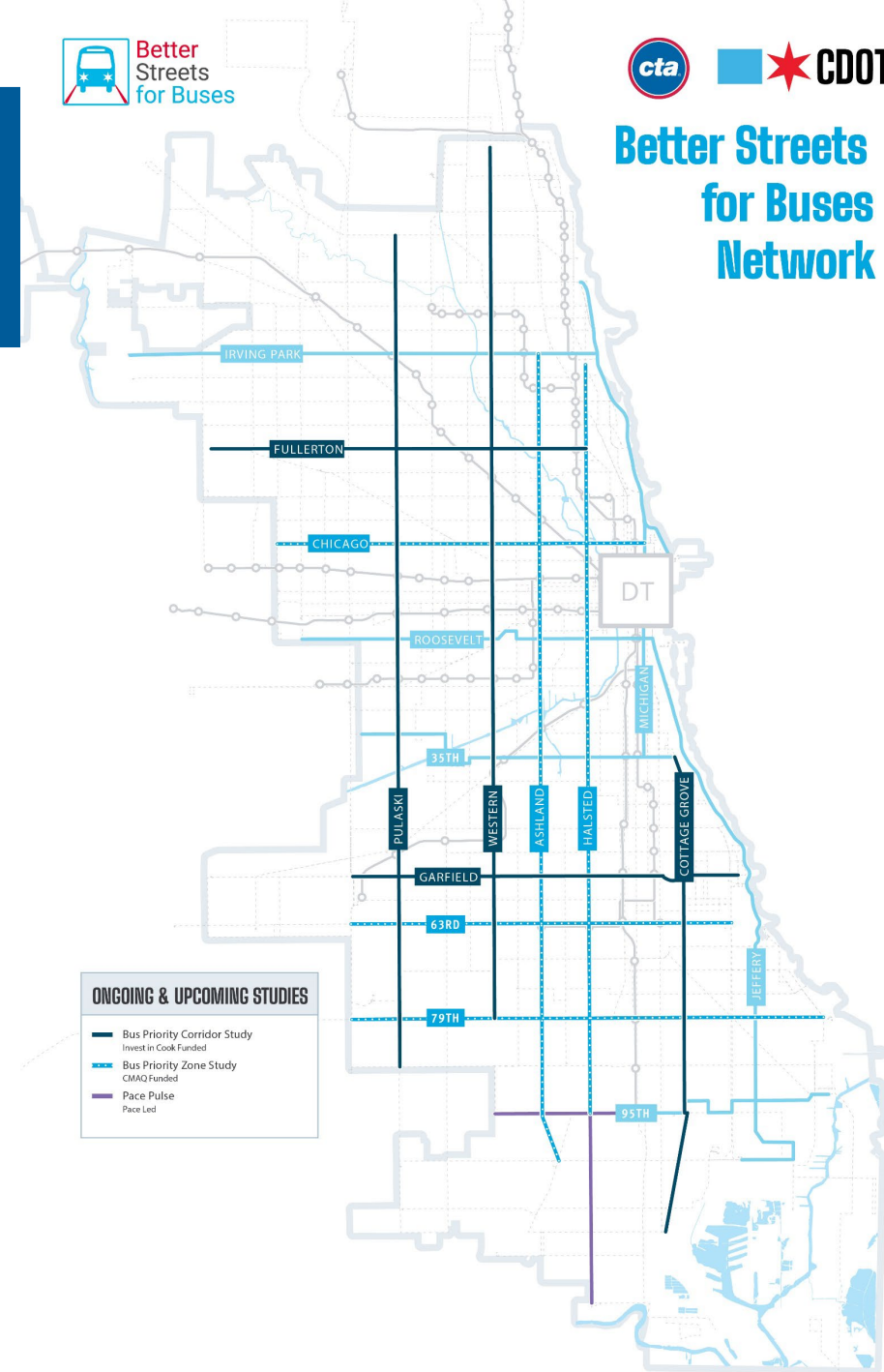


Better Streets
for Buses
Network

Five corridors to be studied:

- Western
- Pulaski
- Fullerton
- 55th/Garfield
- Cottage Grove

Funded with County and State grants



Bus Priority Zones: 2024+

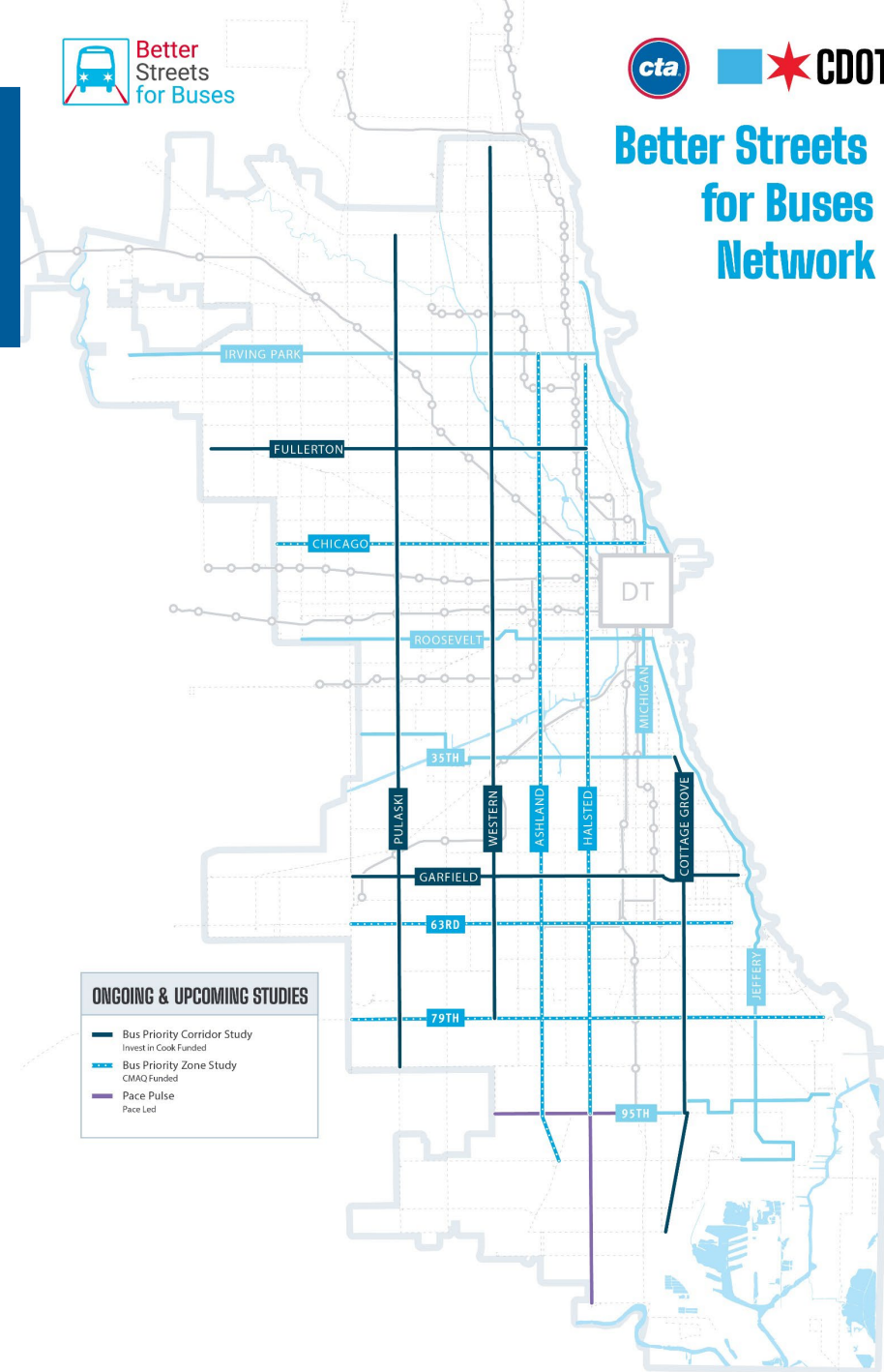


Better Streets
for Buses
Network

Multiple “pinch-point” locations identified along:

- 79th
- 63rd
- Ashland
- Halsted
- Chicago
- Belmont

Funded with federal grant



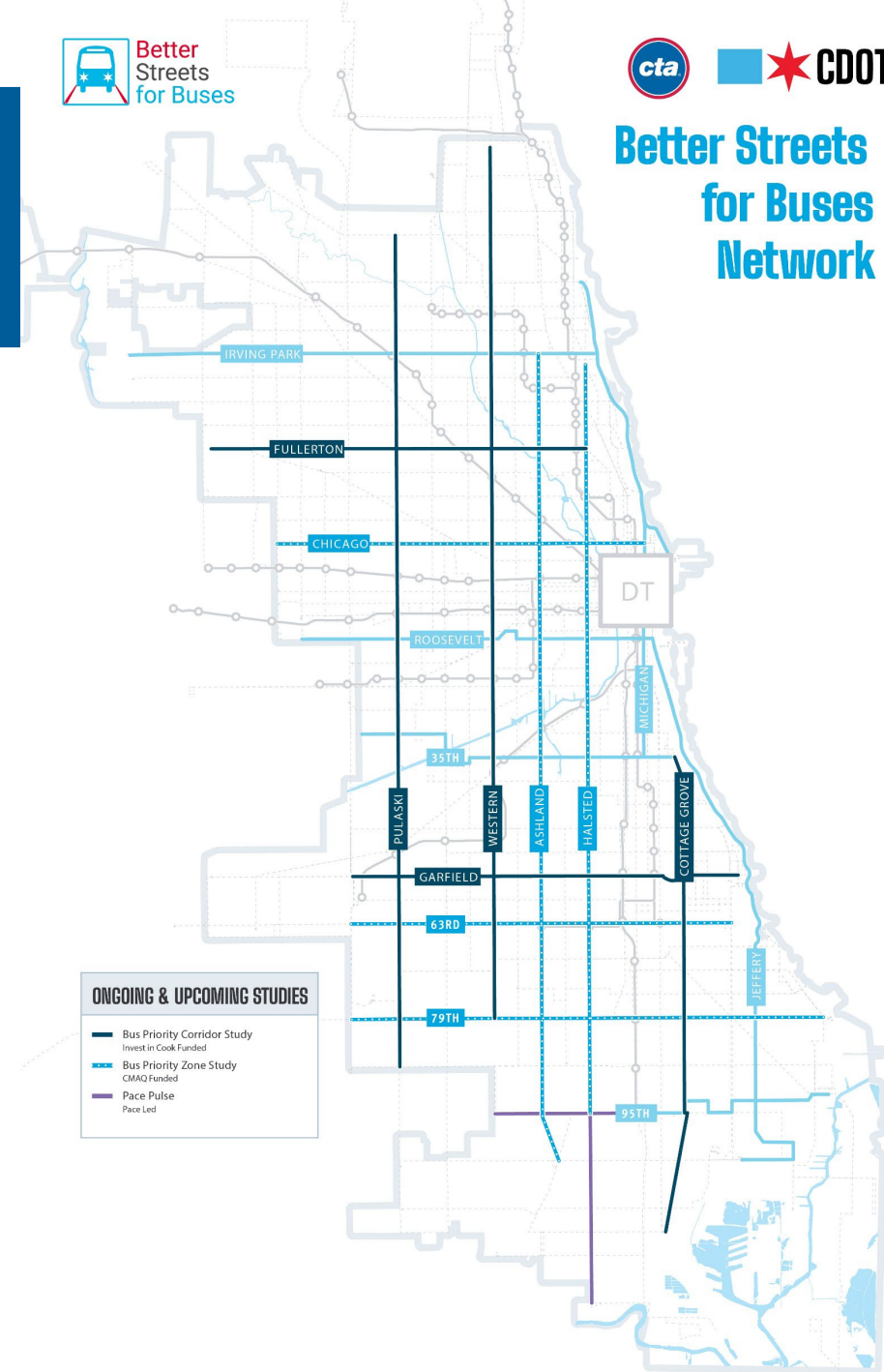
Bus Infrastructure: Local Funds



Better Streets for Buses Network

Continued Implementation of:

- Dedicated bus lanes
- Boarding Islands
- Accessibility Upgrades

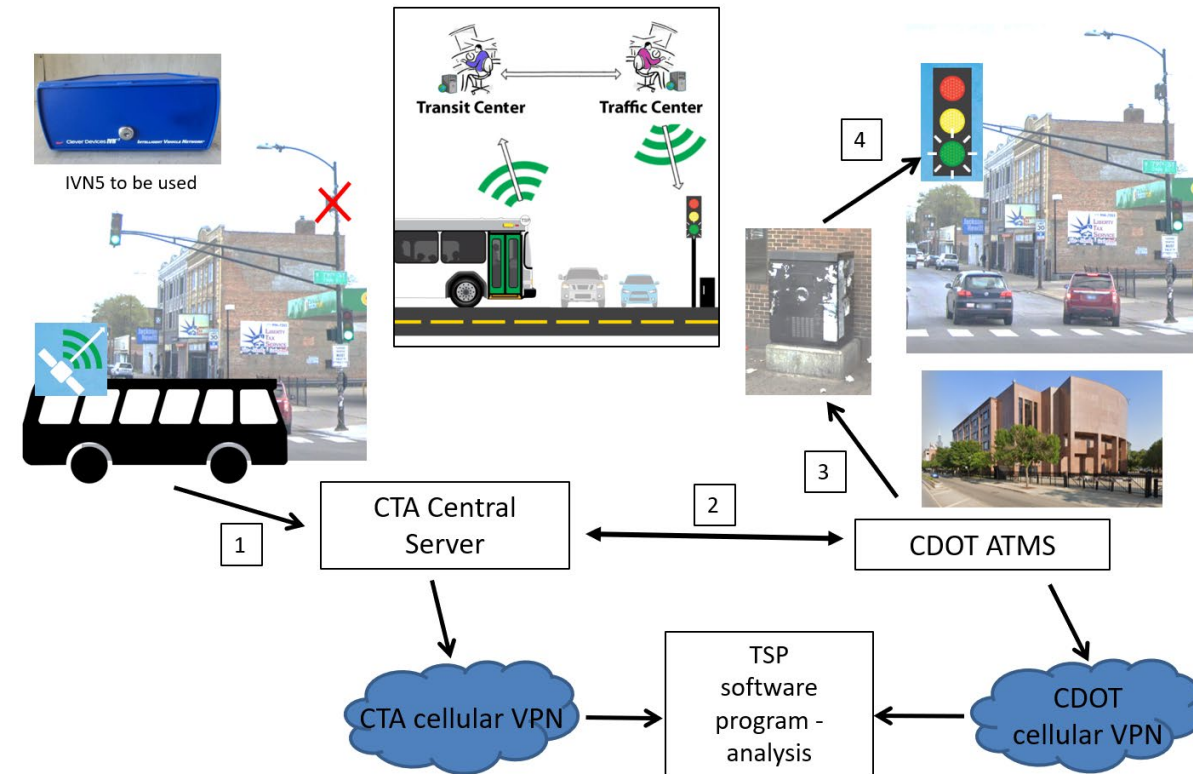


Transit Signal Priority



- **130 intersections** have been installed
- **100 additional locations** are in process
 - Roosevelt
 - Stony Island
 - Broadway/Sheridan
- Additional corridors being identified

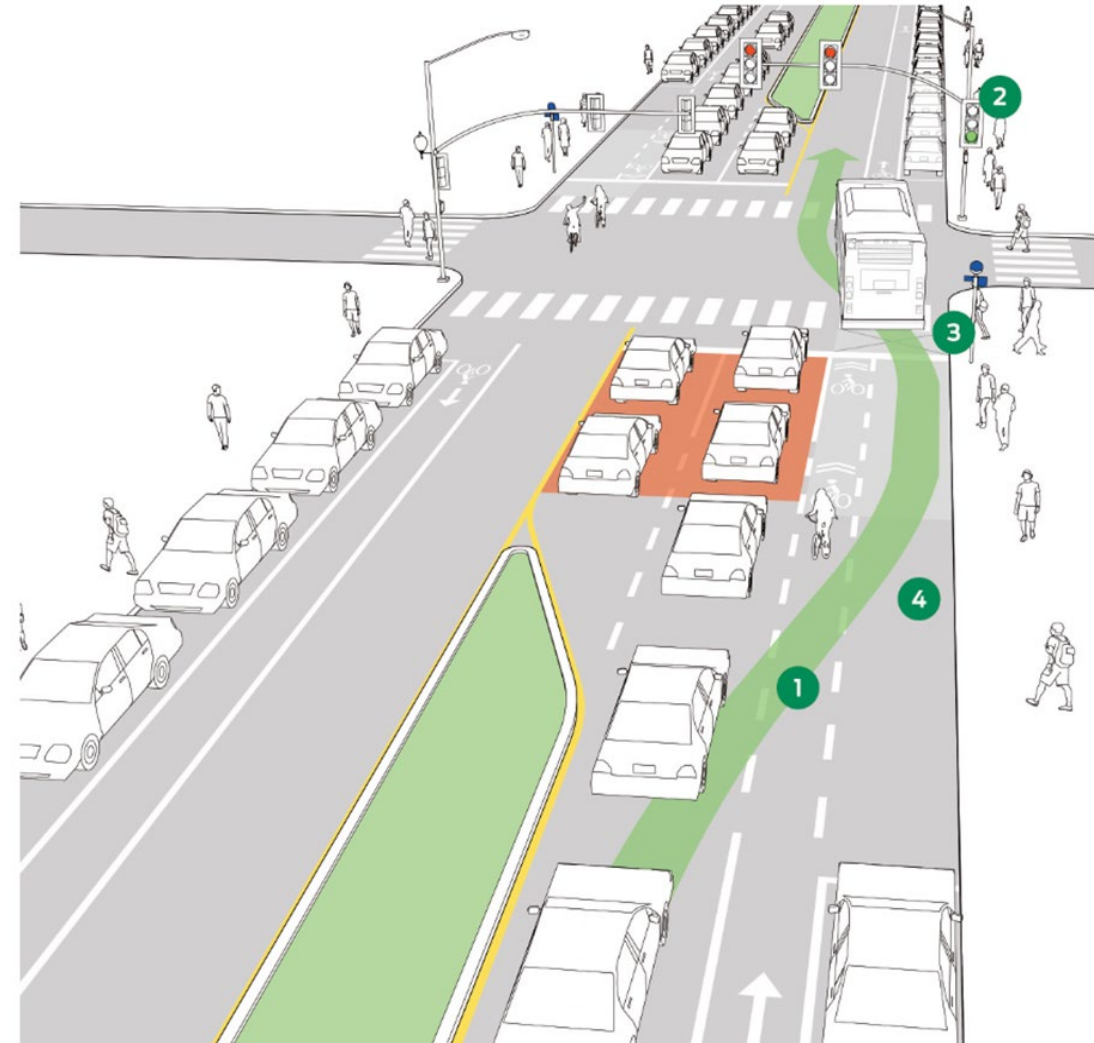
TSP Proposed Centralized System



Queue Jump Infrastructure



- Upcoming federally funded pilot program
- Reduces delay after red light phase
- Stage I of the pilot will include ~20 intersections
- Eligible for additional locations in Stage II





Better Streets for Buses

Thank You

