Bronzeville Community Development Partnership

JitNeyev

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# TRANSPORTATION EQUITY NETWORK

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# TRANSPORTATION EQUITY NETWORK

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# BETTER STREETS FOR BUSES PLAN

Bronzeville

# SPEAKERS

## William P Billy Davis

Executive Director
Bronzeville Community Development Partnership

## Jason Meter

Senior Manager - Strategic Planning

## Brad Huff

Director of Complete Streets

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

TRANSPORTATION EQUITY NETWORK


# AGENDA

## Future of Transit Town Hall - Bronzeville

- What is the Better Streets for Buses Plan?
- What is BRT?
- How does the Plan work?
- Bus Stop Designs
- Bus Friendly Streets
- Bus Friendly Intersections
- What is the timeline for the Plan?

# What is the Better Streets for Buses Plan?

- Developed by CTA and CDOT, the plan is focused on **putting Chicago's bus riders first**.
- The Plan aims to **improve access to bus stops** and deliver safer, faster and more reliable service.
- It emphasizes the need for improved transportation to **get Chicago residents to and from** workplaces, parks, recreational activities and essential needs.
- The Better Streets for Buses Plan will **benefit EVERYONE**, including cyclists, drivers and pedestrians, making our streets safer.

# How does the Plan work?

- The plan is designed to stay flexible and adapt to community needs by offering a variety of possible improvements, including:
  - Developing bus stop treatments
  - Creating bus-friendly streets
  - Making more bus-friendly intersections
- There are **19 possible improvements**.
- Communities' voices will be important to learn how these improvements can potentially impact their community.

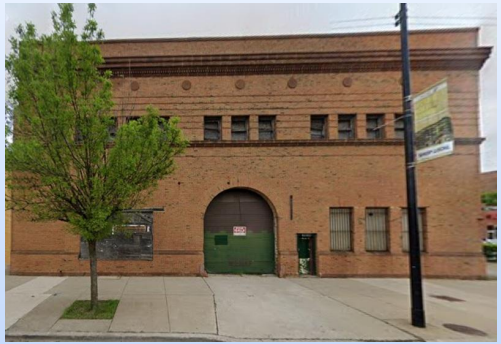
# Where will the Plan have an impact?

## Cottage Grove Corridor

| Cottage Grove | Cottage Grove | Cottage Grove | Cottage Grove |
|---|---|---|---|
| 35th to 55th Street | 55th to 63rd Street | 63rd to 71st Street | 71st to 95th Street (95th to 115th) |

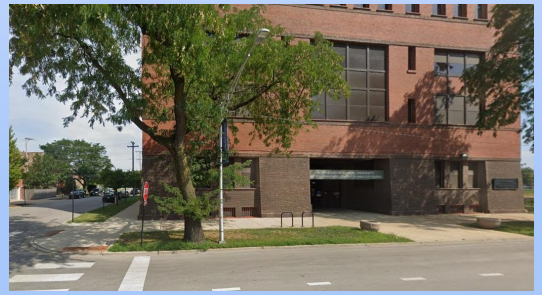
# 35th to 55th Street


Mercy Family Health

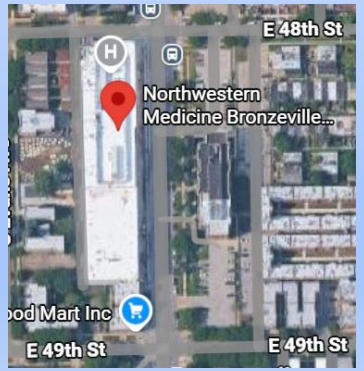


Lillian Marcie Center for Performing Arts

Bronzeville Winery



Northeastern Illinois University Oakwood Campus




Northwestern Medicine Bronzeville

King College Prep

# 55th to 63rd Street



# What is Bus Rapid Transit?

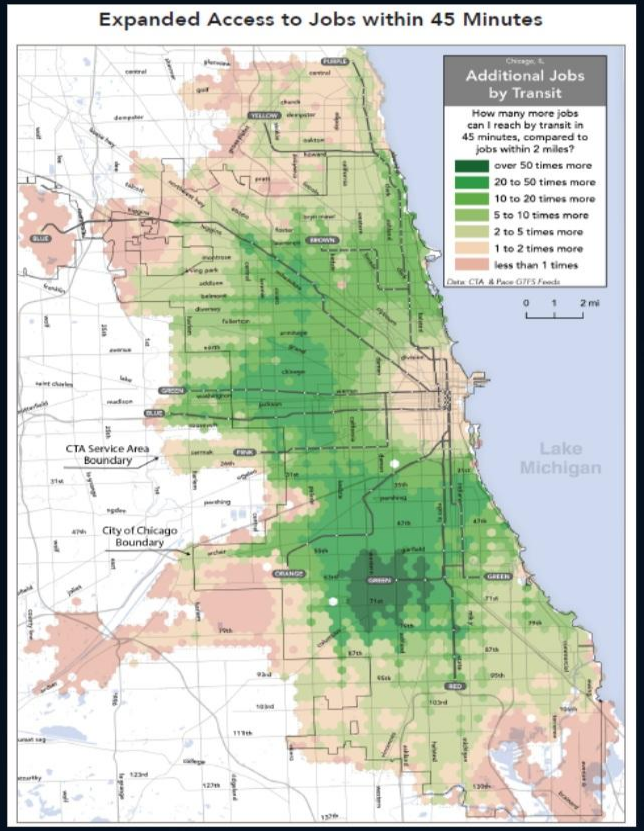

- A bus system that provides faster, more reliable and efficient service
- Features dedicated bus lanes, bigger stations and traffic signal priority
- Includes a streamlined payment system where customers can pay before they get on a bus
- Major cities like Los Angeles, Boston, Miami and Las Vegas started implementing BRT


ONLY
GGT
MUNI
MUNI
MUNI

# Chicago lags our peers in dedicated bus infrastructure

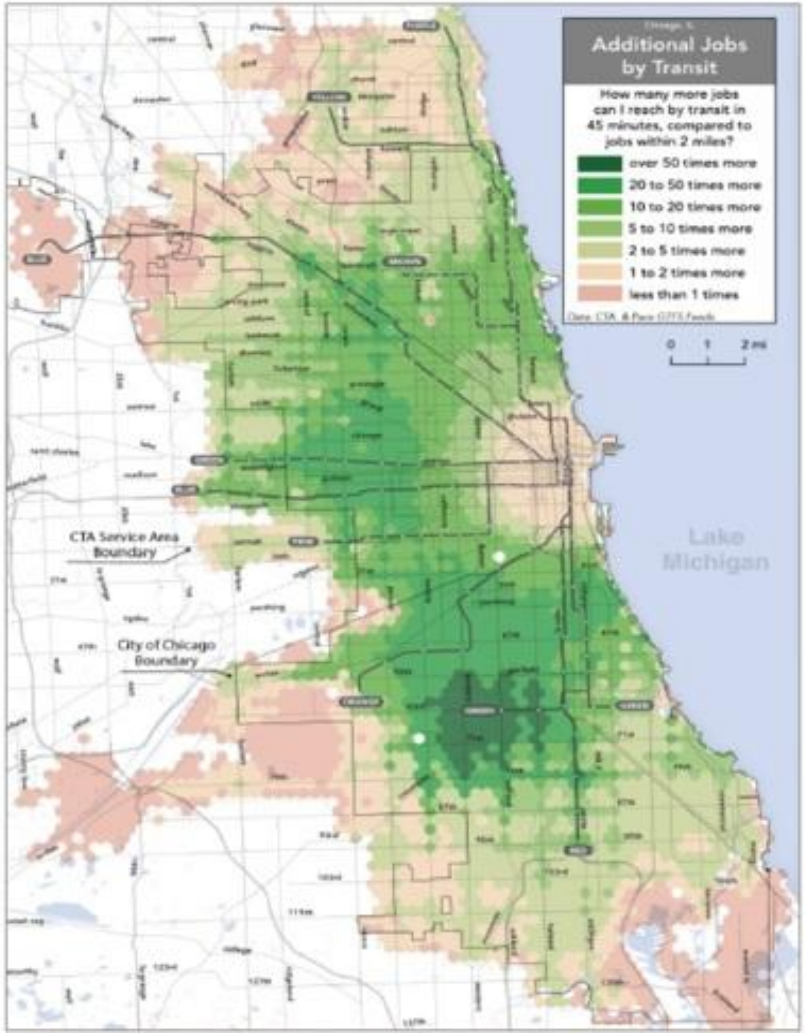
- NYC over 140 miles of dedicated bus lanes (or HOV lanes)
- San Francisco over 40 miles of dedicated transit lanes
- Los Angeles over 100 miles of dedicated bus lanes
- Chicago **has 10 miles** of dedicated bus

# Lack of Bus Priority = Lack of Access




- Transit plays an important role in offsetting the lower density of jobs on the south and west sides—buses are a huge part of this, because they reach parts of the city that rail does not
  - 96% of Chicagoans live near a CTA Bus stop
  - Only 30% live near a CTA Rail station
- Bus speeds vary based on traffic conditions, which contributes to unreliable wait times and travel times
- A quarter of PM2.5 is attributable to vehicle traffic; buses can take more cars off the road

## Expanded Access to Jobs within 45 Minutes



# Public transit is the economic backbone of Chicago

**13x**

**Regional Return on Investment**

**$35B**

**Annual Direct Economic Activity**

**Without Transit**

**-20%**

**Overall Loss of Economic Activities**

*Source:*
*Argonne National Laboratory Vehicle & Mobility Systems | Massachusetts Institute of Technology JTL Urban Mobility Lab | 2024*

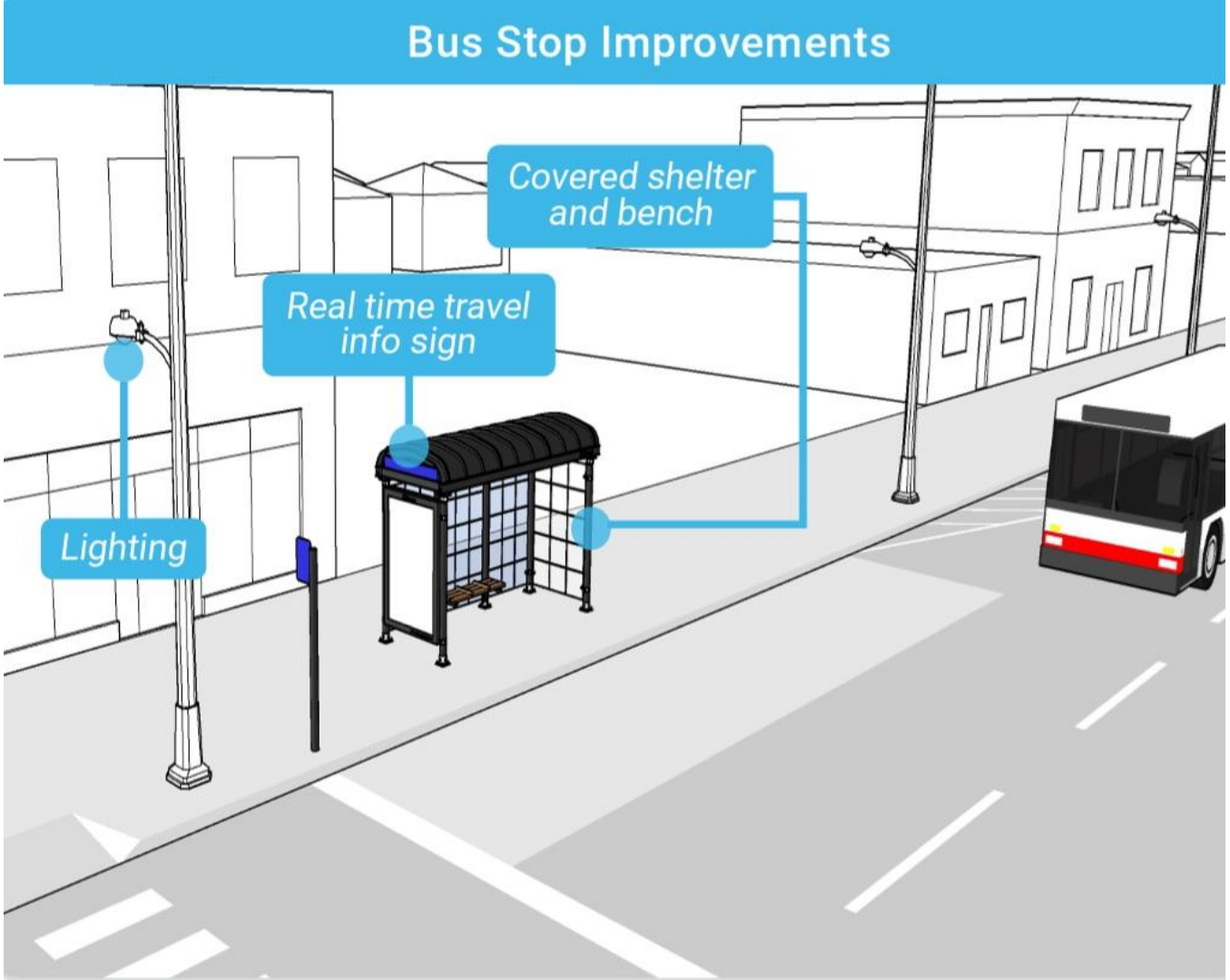

# Better Streets for Buses

## TOOLBOX

# Bus Stop Treatments

Better Streets for Buses Toolbox

- Safer and more comfortable experiences getting to and from bus stops, waiting for the bus and boarding the bus make it a more attractive travel option, and can be especially important for older or disabled riders.
- While all CTA bus vehicles are accessible, sidewalk conditions and other factors can sometimes make for a challenging pathway to get to the bus. The bus stop is only as accessible as the area around it; nearby sidewalks, curb ramps and crosswalks are critical to safe access.
- Safety improvements help achieve Chicago's Vision Zero goal of eliminating fatalities and serious injuries from traffic crashes.
- Easier and faster boarding makes overall travel time faster.


Bus Stop Improvements
Covered shelter and bench
Real time travel info sign
Lighting

# Improved Sidewalks and Crosswalks

## Level or Near-Level Boarding


## Tactile Bus Signage


CTA installed signs designed to make the boarding locations for bus stops easier to identify for riders who are blind or low vision, with wording in Braille and raised type face.

The bus stop is only as accessible as the area around it; Nearby sidewalks, curb ramps and crosswalks are critical to safe access.

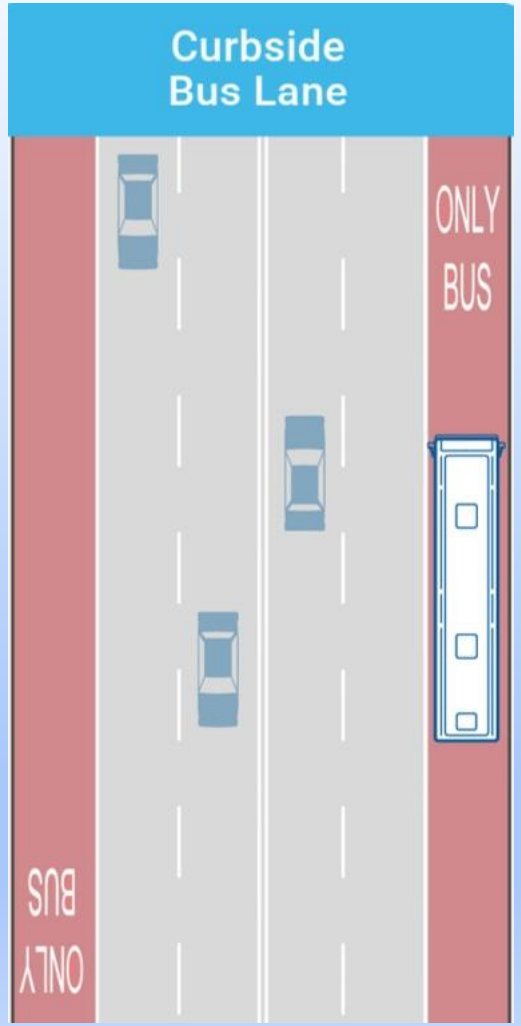
## Accessible Sidewalks

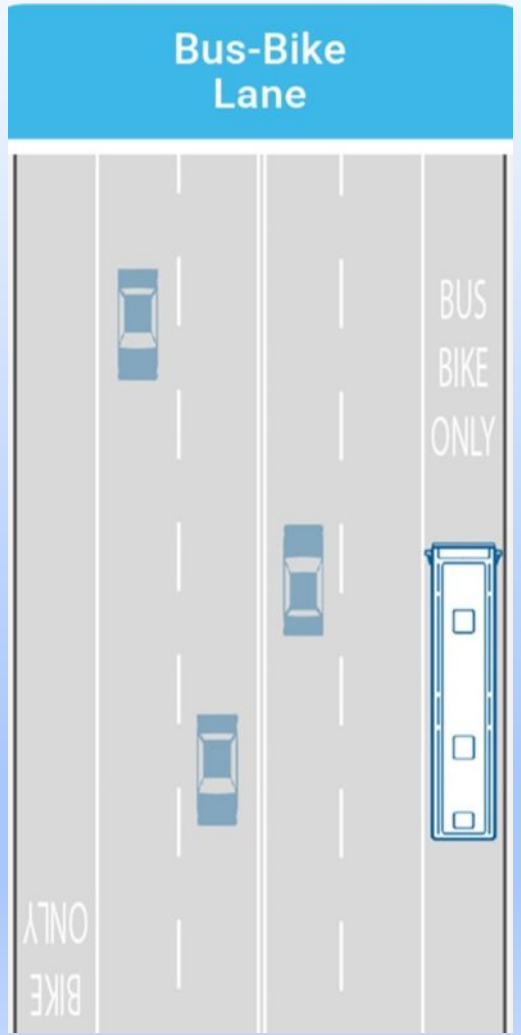

# Bus Friendly Streets

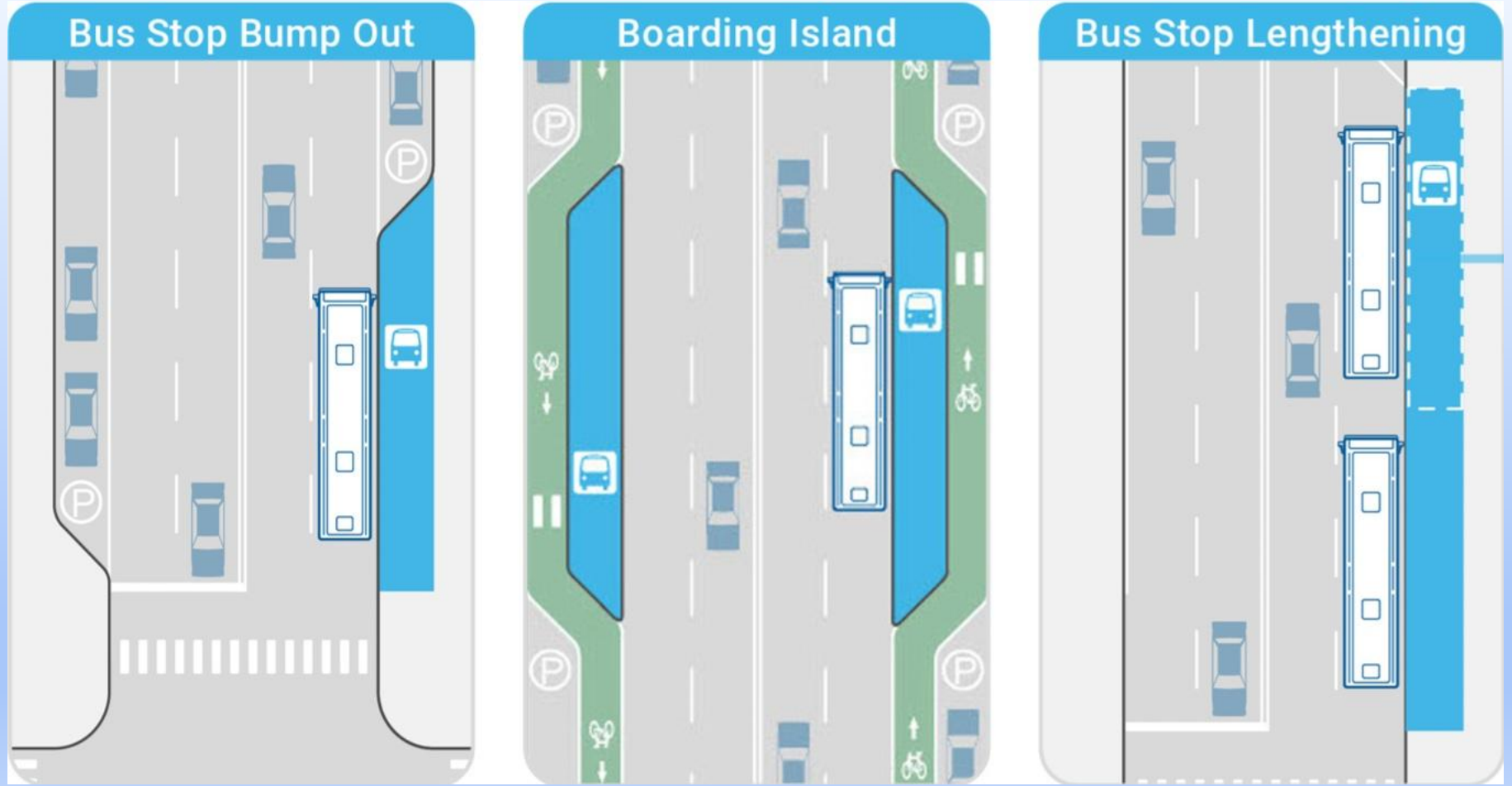
What tools relate to bus-friendly streets?

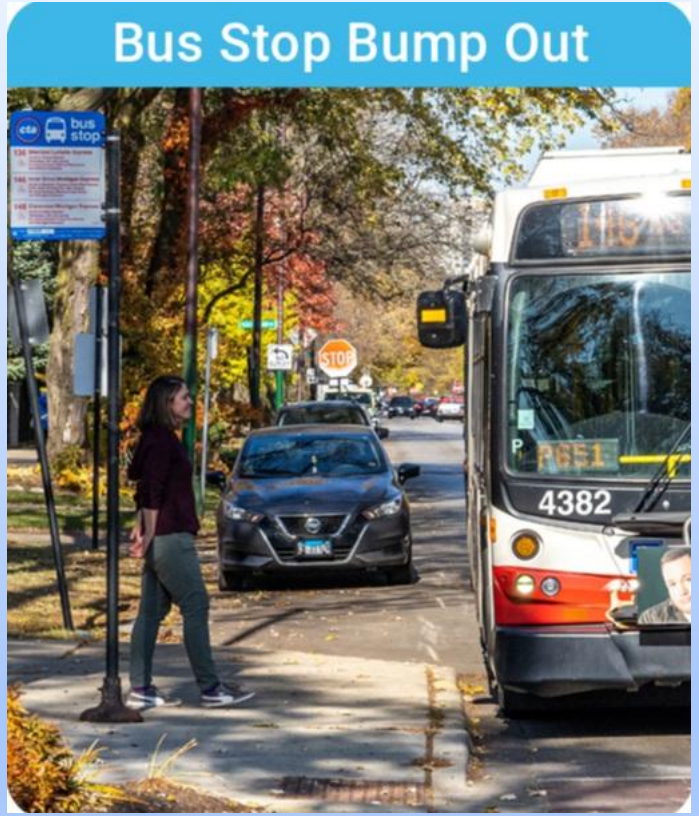
- Bus Lane: This is a travel lane dedicated to bus use, with restrictions on use by other vehicles. It can be a short or long length of a street and can be reserved for buses at all times of day or just during specified times, such as rush hour. A bus lane can also be shared with general traffic turn lanes near intersections.

- Bus-Bike Lane: This is similar to a bus lane, but is shared with people biking. Similar to bus lanes, they can be in effect at all times or just during specified times of the day or week, such as rush hour. Generally, bus-bike lanes use the curbside lane.


Curbside
Bus Lane
ONLY
BUS
BUS
ONLY


Bus-Bike
Lane
BUS
BIKE
ONLY
BIKE
ONLY

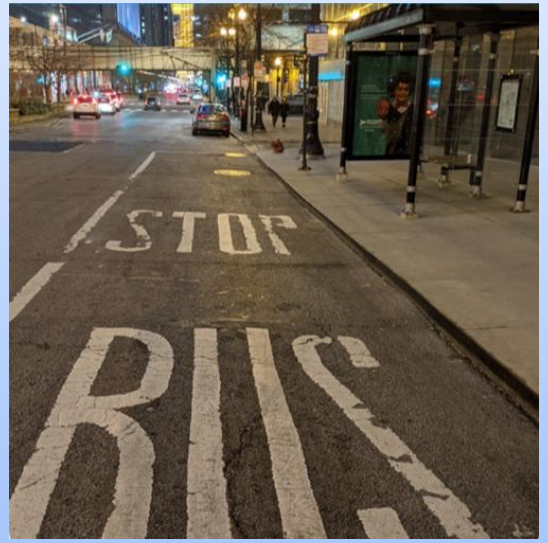

Bus Stop Bump Out
Boarding Island
Bus Stop Lengthening

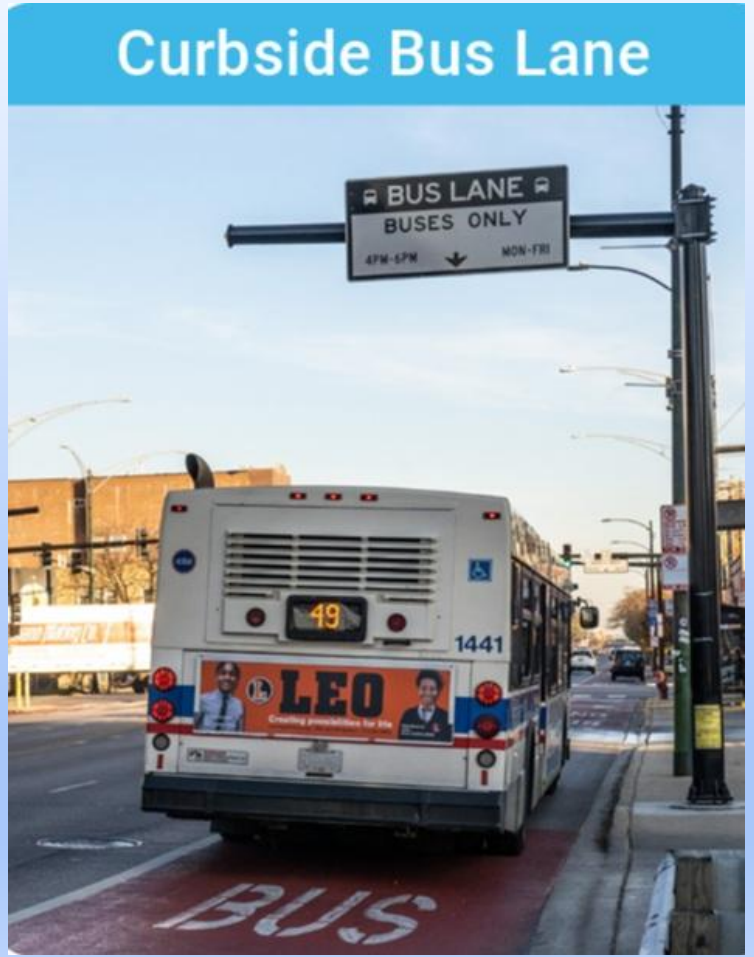



- Bump outs can allow for more street parking compared to typical curbside bus stops because less space is needed for merging in to access the stop.

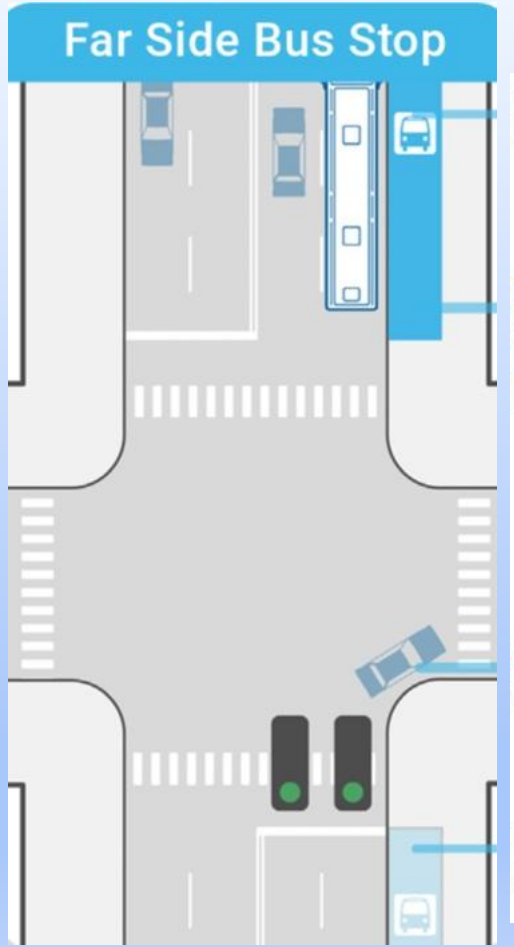
- Because buses stay in the travel lane when stopping at a bump out (as opposed to pulling over), this tool may impact other traffic. Bump outs have the least impact on other traffic when used on streets with multiple lanes and at bus stops that are not at traffic signals.

- Bus bump outs make it less likely that a bus stop will be blocked by a standing vehicle because the stop area is located in the travel lane.




**Curbside Bus Lane:** Signs are placed roadside or overhead to communicate curbside uses and lane designations.




Far Side Bus Stop
New Location

Once passengers board the bus, there is no red light preventing the bus from proceeding ahead.

Stopped buses do not delay right turns for cars.

Near Side Bus Stop
Original Location


# Bus Friendly Intersections

Better Streets for Buses Toolbox

The goal of the **Bus Priority Zones (BPZ)** program is to target pinch points along major bus routes in order to speed up “bus slow zones,” which are often caused by traffic congestion, insufficient space for bus boarding, or a major intersection that creates a bottleneck.

Elements of specific BPZ projects include a mix of the following, depending on the location: **designated bus lanes (all day or rush hour only), signal timing optimization, queue jump signals, sidewalk reconfigurations** to expand boarding areas and/or shorten crossing distances, and other streetscape improvements, such as street resurfacing, improved pedestrian crossings, or concrete bus pads.


# Bus Friendly Intersections

Better Streets for Buses Toolbox

**Transit Signal Prioritization (TSP)** CTA and CDOT have collaborated to install Transit Signal Prioritization (TSP), which can improve reliability by giving buses running behind **schedule a longer or earlier green light,** along two of CTA's highest ridership corridors. Installation was completed in 2016 on Ashland between Cermak Road and 95th Street, and in 2018 on Western between 79th Street and Howard Street. TSP was also installed on a segment of Jeffery Boulevard as part of the Jeffery Jump project.

**Electric Buses**: CTA recently completed "Charging Forward," a strategic study of how best to scale up and convert the full fleet of more than 1,800 buses to electric vehicles by 2040. This planning study will serve as a roadmap to guide bus replacement, charging infrastructure installation, garage facility upgrades, and electric bus operations and maintenance. It also includes analysis of where electric bus deployment can deliver the greatest benefits to communities most vulnerable to, and adversely affected by, the health impacts of vehicle emissions. Learn more about CTA's bus electrification at **www transitchicago com/electricbus**


Kimball
Kimball Yard
Kedzie
Francisco
Rockwell
Western
Damen
Lawrence
Wilson
Wilson Yard
Sheridan
Montrose
Irving Park
Addison
Rosemont Yard
Rosemont
Cumberland
Harlem
O'Hare
Jefferson Park
Montrose
Irving Park
Paulina
Southport
Belmont
Wellington
Diversey
Fullerton
Armitage
Sedgwick
Logan Square
California
Western
North/Clybourn
Clark/Division
Damen
Chicago
Division
Chicago
Grand
Merchandise Mart
Harlem/Lake
Oak Park
Ridgeland
Austin
Central
Laramie
Cicero
Pulaski
Conservatory-Central Park Drive
Kedzie
California
Ashland
Harlem Yard
Grand
State/Lake
Clark/Lake
Lake
Morgan
Clinton
Washington/Wells
Washington

# THANK YOU!

Bronzeville Community Development Partnership

bronzevillepartners.com

wpdavis@JitneyEV.com

JitneyEV.com

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