



Metropolitan Planning Council
Bus Rapid Transit on a Roll in Chicago

March 1, 2013

Noon to 1:30 p.m.

Tweet @metroplanners #brt

@metroplanners

**PETER SKOSEY
EXECUTIVE VICE PRESIDENT
METROPOLITAN PLANNING COUNCIL**

@cta

**REBEKAH SCHEINFELD
CHIEF PLANNING OFFICER
CHICAGO TRANSIT AUTHORITY**

BRT in Chicago

Rebekah Scheinfeld – Chicago Transit Authority



What is Bus Rapid Transit?

Reliability and speed of rail with the efficiency and flexibility of a bus.

Dedicated bus lanes



Typical layout between stations



Typical layout at stations

Chicago, IL
rendering

Signal prioritization



Los Angeles,
California

Pay-before-you-board stations



Mexico City,
Mexico

At-grade boarding



Rouen,
France

Jeffery Blvd – Piloting BRT Elements



Rush Hour Bus Lanes and signage from 67th – 84th streets



New upgraded bus shelters



Unique branding



Unique branding



- Project Launch in November 2012
- Coming in 2013:
 - Transit Signal Priority from 73rd – 84th Streets
 - Chicago's First Queue Jump at 84th Street
 - On-Bus Bus Tracker Screens



New Street Furniture and bike parking

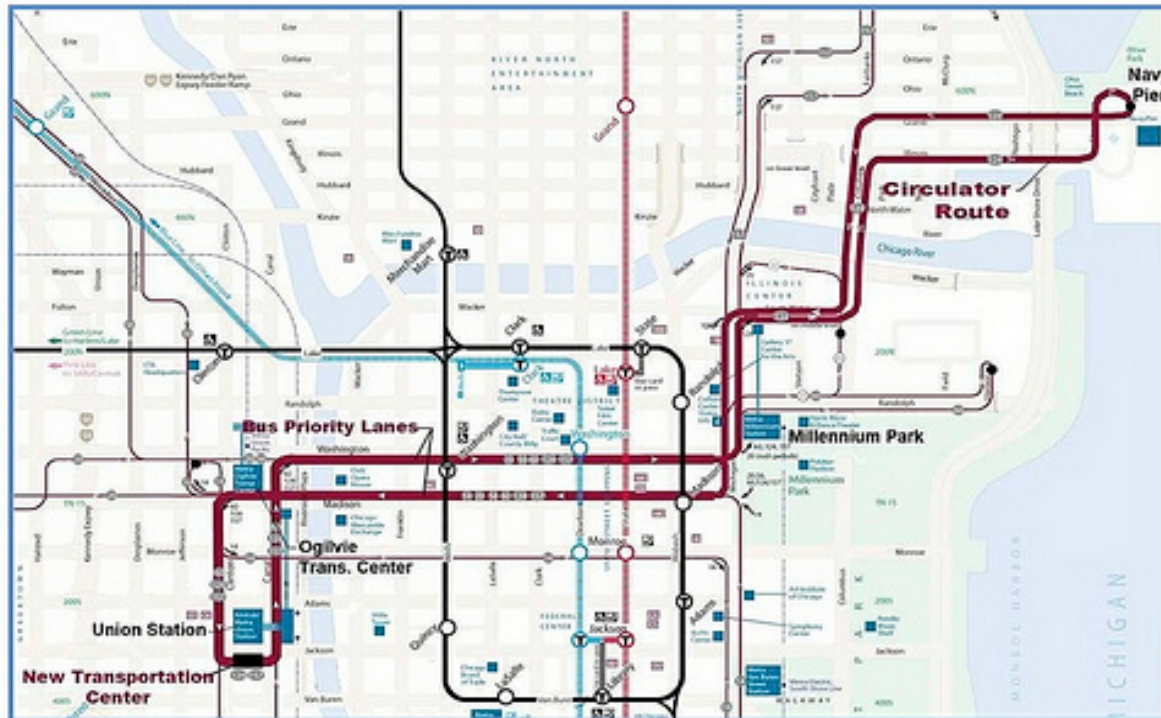


Enhanced Pedestrian Environment



Central Loop BRT

Union Station to Navy Pier



Project Need

- High-quality transit through downtown

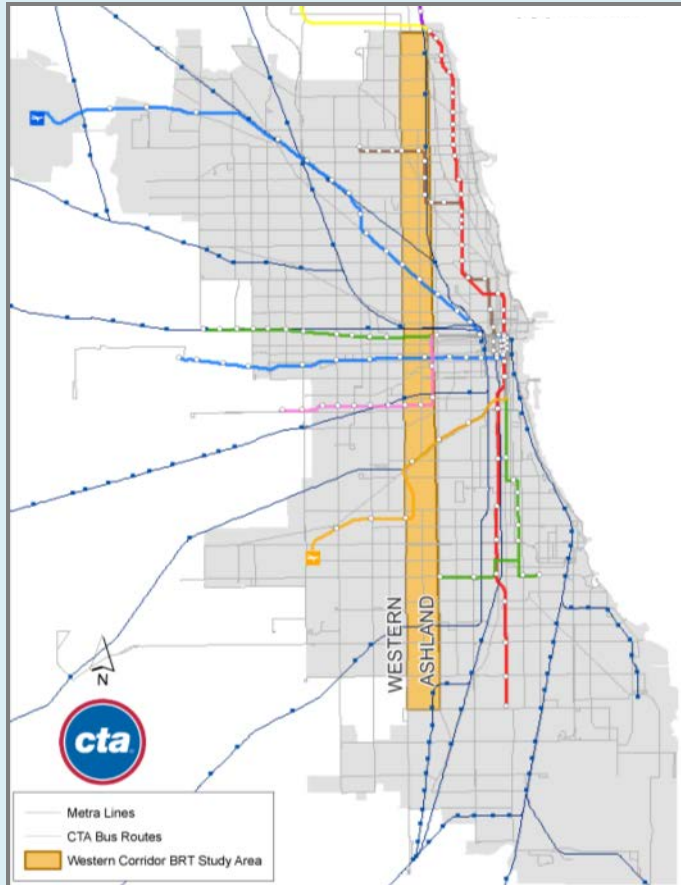
Key Elements

- Dedicated bus lanes
- Boarding Platforms
- New off-street bus terminal at Union Station
- Used by 6 different bus lines
- Protected bike lanes on Washington and Randolph

Schedule

- Complete design in 2013
- Construct in 2014

Western/Ashland Corridors BRT



- **Project Needs**
 - Improve Service on High Ridership Corridor
 - Improve non-downtown connectivity
- **Key Elements**
 - 21-mile corridors on Western and Ashland
 - Options for near-term improvements
 - Does not conflict with future bike priority corridors
- **Status**
 - Alternatives Analysis Screen 2
- **Schedule**
 - Project Development 2012/2013
 - Future phases dependent on funding availability

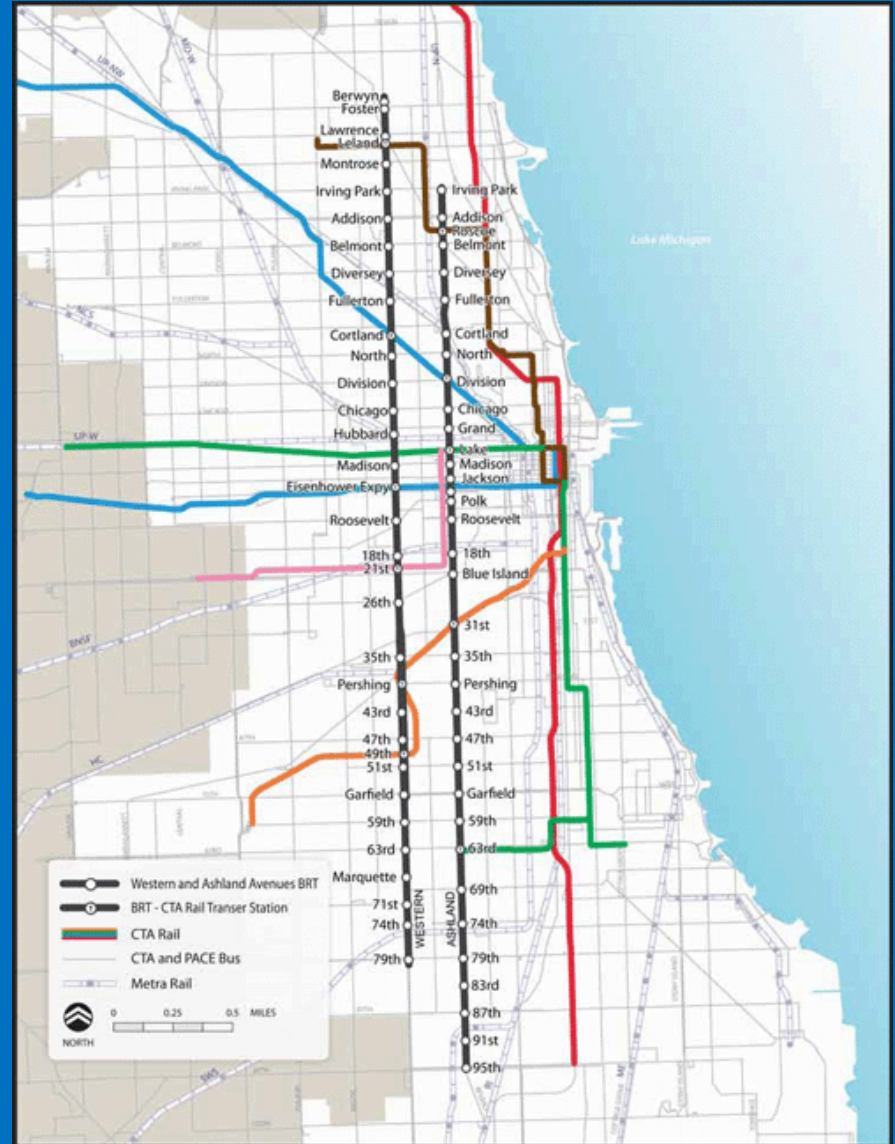


Connectivity



1 IN 4 CHICAGOANS

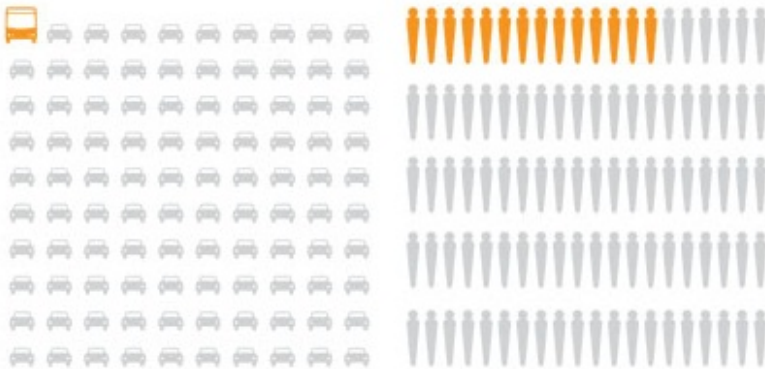
live within walking distance (1/2 mile)
of the Western or Ashland corridors.



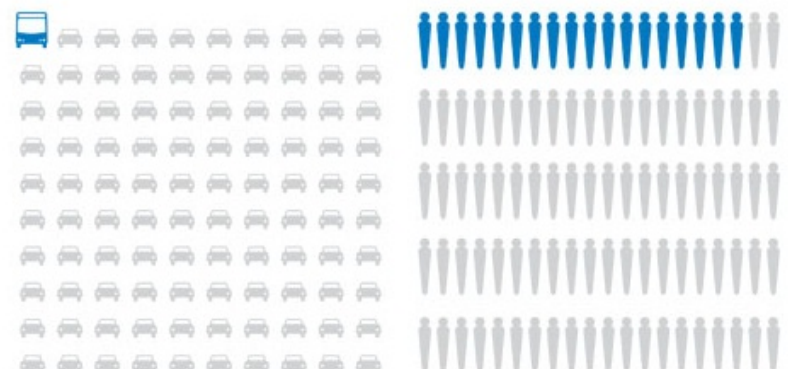
Ridership and Congestion Relief



On ASHLAND, buses make up less than **1%** of the vehicle traffic daily, but carry **14%** of the people travelling.




On WESTERN, buses make up less than **1%** of vehicle traffic during the morning rush hour, but carry **18%** of the people travelling.



Savings

Riding BRT would
— **SAVE** —
the average commuter
50-65 hours
per year, compared to current buses.



— THIS ADDS UP TO —
\$650-\$850
for each bus commuter each year or
\$25-\$32
MILLION ANNUALLY
for the corridors' bus commuters combined.

A TRIP BETWEEN FULLERTON AND 79TH

Red Line.....	33 minutes
Current Western #49 bus.....	72 minutes
Current Ashland #9 bus.....	83 minutes
Western BRT.....	40 minutes
Ashland BRT.....	46 minutes

Bus Rapid Transit in 2013

Western/Ashland Engineering phase begins

Land Use Planning

Chicago Architecture Foundation's station design competition

Central Loop BRT design completed

BRT system plan

@gabe_klein

**GABE KLEIN
COMMISSIONER
CHICAGO DEPT. OF TRANSPORTATION**



in partnership with

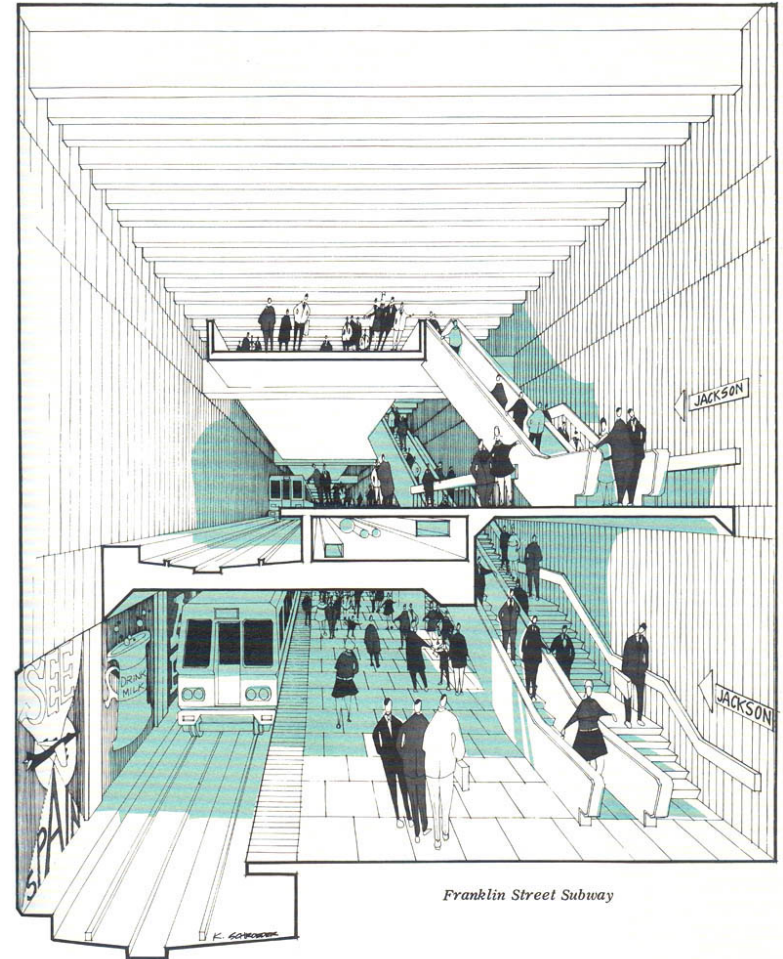


Central Loop BRT & Union Station Transportation Center

Gabe Klein, Commissioner
March 1, 2013
MPC Roundtable

Central Loop BRT Project Genesis

- ★ Larger downtown = more short trips
- ★ West Loop and East Loop/Streeterville
- ★ Prior efforts too expensive
 - ★ CUTD subway (1968)
 - ★ Circulator light rail (1995)
- ★ BRT – similar benefits
 - ★ Faster, less expensive



Franklin Street Subway

Chicago Central Area Transit Planning Study, 1968
Graham Garfield Collection

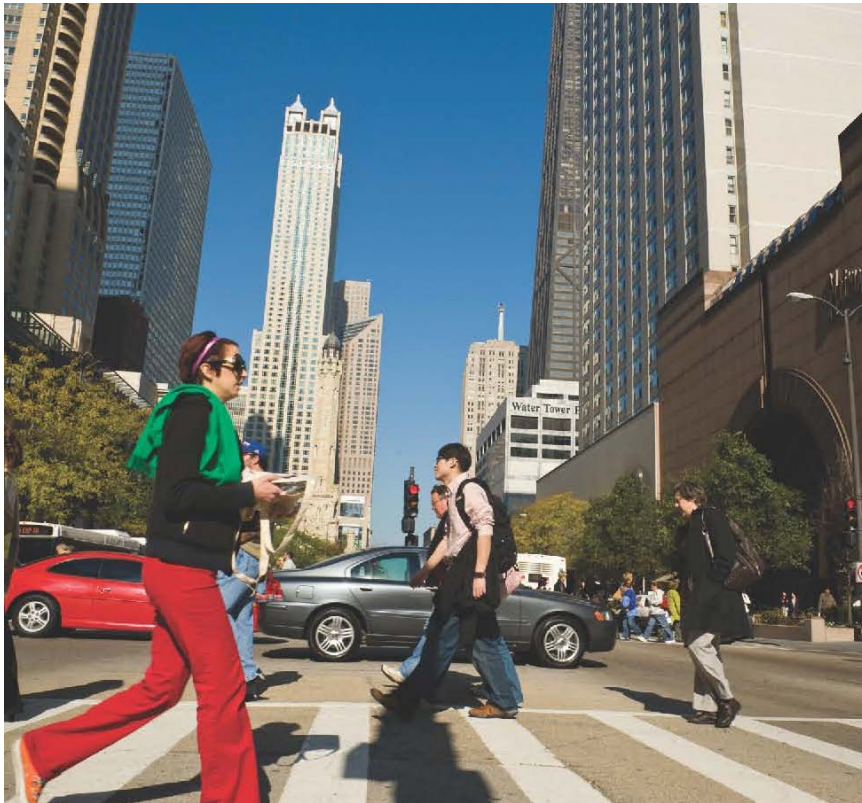
www.Chicago-L.org

Central Area Plan

- ✦ Central Area Plan of 2003
 - ✦ Updated in 2009 (Central Area Action Plan)
- ✦ Transitways for faster connections:
 - ✦ Carroll Ave
 - ✦ Clinton Corridor
 - ✦ Monroe Busway
- ✦ Central Loop BRT Grant
 - ✦ From FTA

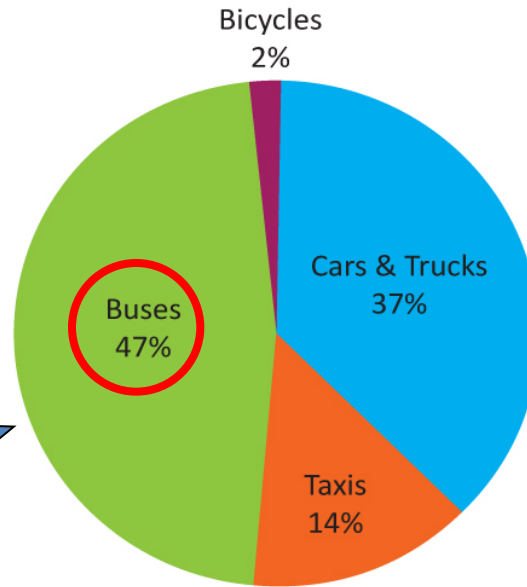
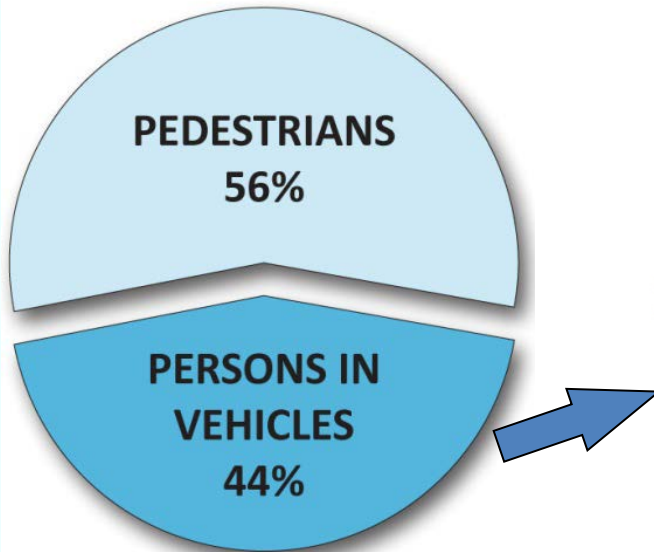


Civic Benefits



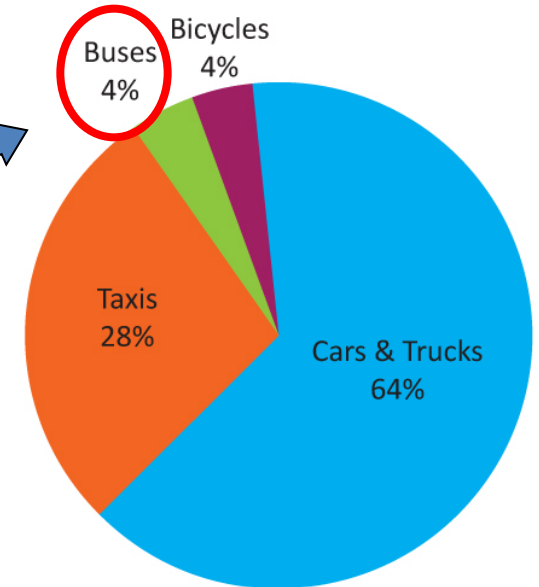
- * Businesses and major destinations
 - * Convenient, expanded access
 - * More pedestrian traffic
- * Workers
 - * Reliable and fast commute
- * Employers
 - * Better access to diverse workforce
 - * Reduces need for private shuttles
- * Residents
 - * Faster, more reliable commute
 - * Day-to-day convenience
- * Drivers
 - * Could reduce auto-bus crashes
- * Commitment to sustainable transport

Central Loop Traffic Stats



Persons in Vehicles

On Washington & Madison between Clark & LaSalle



Vehicles

Traffic on Washington & Madison between Clark & LaSalle

Central Loop BRT Preferred Alternative

Chicagoist BREAK

Help Bring A Food Co-Op To The Northwest Side

Illinois Lawmaker Introduces Bill To Regulate Drones

AFSCME State Workers Mull Strike As Negotiations Stall

Trending General counsels • Bankers' boogie

News Blogs Multimedia Lists Sn

Hinz On Politics Kanos Takes Names Cabillon

New Nonstop Flights Great fares to

Bus Rapid Transit Project Planned For Central Loop, Union Station

CHI.STREETS BLOG.ORG

Wednesday, February 20, 2013 36 Comments

CTA and CDOT Unveil Proposed Designs for Central Loop BRT Corridor

by John Greenfield

CURBED CHICAGO

City CHICAGO TOP STORIES

1891 'London-Style' Greystone Lists for \$3.25M in Gold Coast

CBS Chicago

WBBM NEWSRADIO 780 WBBM

570 SCORE

Home News Sports Health Audio Video Best Of Contests Events Traffic

WINTER WEATHER: Advisories Current Conditions Traffic Flight Delays

JUST \$90 FEEDS A CHILD FOR A 35 WEEK SCHOOL YEAR EACH WEEKEND!

Rendering Reveal City Paints Picture

Thursday, February 21, 2013, by Ian

LOCAL

New Loop Rapid Transit Bus Lanes Unveiled

February 20, 2013 9:47 PM

Reporting Bob Roberts

Filed Under Local, News

Related Tags BRT, bus lanes, Bus Rapid Transit, CDOT, CTA

Plan: Priority lanes for buses

CHICAGO SUN-TIMES

Home News Sports Business

Chicago Under Fire

Ford Go Further

Dedicated lanes for bus rapid transit to Loop

BY ROSALIND ROSSI Transportation Reporter rossi@suntimes.com February 21, 2013 12:35AM

Updated: February 21, 2013 2:42AM

Sketch of eastbound Washington Street under the Central Loop East-West Transit Corridor plan. | Chicago Department of Transportation

The "balanced" approach to reconfiguring eastbound Washington and westbound Madison, from Clinton to Michigan, beat out two other designs to speed up bus travel in a major Chicago east-west corridor, Chicago Department of Transportation officials said.

Washington Street BRT configuration with protected bike lane.

Chicago just got a step closer to first-class bus rapid transit. Today the CTA and the Chicago Department of Transportation released proposed lane configurations for the Central Loop East-West Transit Corridor, a downtown circulator route connecting Union Station to Navy Pier, as well as renderings for a new transit center next to the train station. The corridor would include bus-priority lanes on two miles of streets: Canal, Washington, Madison and Clinton. This downtown BRT service is slated to launch next year.

The Loop BRT corridor would also serve the Ogilvie Transportation Center and multiple CTA train stations

SEE MORE PHOTOS

o Transit

changes to

with the 2014

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lanes according to

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CHI KIDS

AGO'S TOP-RAT

CDOT, Chicago Department of Transportation

gs

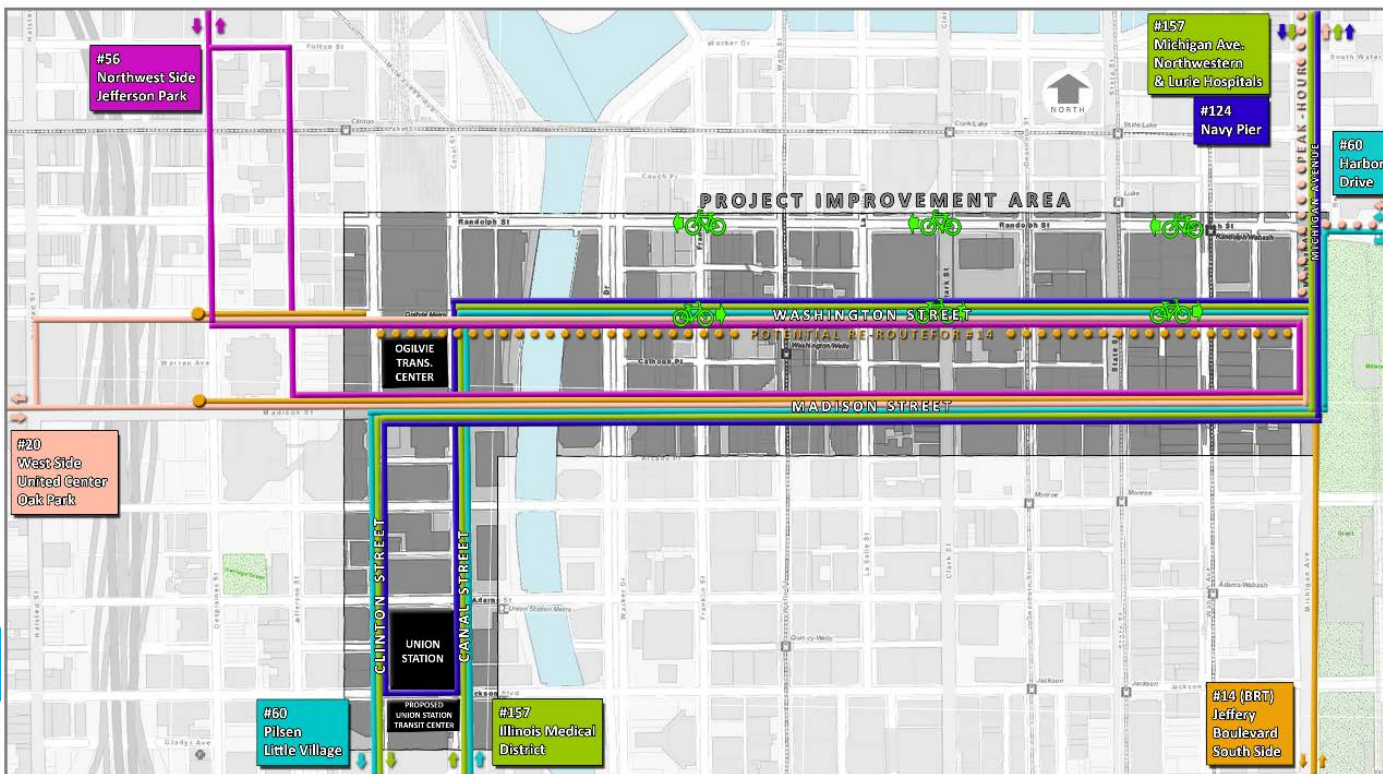
Central Loop BRT

- ✦ Modified “Alternative 2” selected
 - ✦ Balance bus benefits and traffic impacts
- ✦ Dedicated bus lanes
 - ✦ Washington, Madison, Clinton, and Canal
 - ✦ Queue jumps
 - ✦ Turn restrictions
- ✦ Specialized Station
 - ✦ Raised platforms - Madison and Washington
 - ✦ 6 routes
 - ✦ 30 buses per hour
- ✦ Protected Bike Lanes
 - ✦ Randolph – upgrades and replaces Madison lane
 - ✦ Washington – protected by BRT lanes and stations
 - ✦ Clinton – two-way lane (like Dearborn)



Central Loop BRT

- Schedule
 - Feb 2013 Formally announce selection of Alternative 2
 - Dec 2013 Complete final design
 - Jan 2014 Construction (including permanent relocation of some meter parking)
 - Nov 2014 Opening (including rebranded CTA bus route #124 to Navy Pier, per FTA grant)



Union Station Master Plan Study

- * Master Plan goals:
 - * Capacity for significant ridership increases
 - * Commuter, intercity
 - * More inviting terminal
 - * Better transfers to buses, CTA trains, taxis, shuttles, pick-up/drop-off
 - * Vibrant, a civic asset, catalyst for growth
- * CDOT, Amtrak, and Metra cooperative effort
- * Today's Union Station:
 - * 2X the travelers as Midway Airport
 - * 12 CTA bus routes – on-street, in traffic

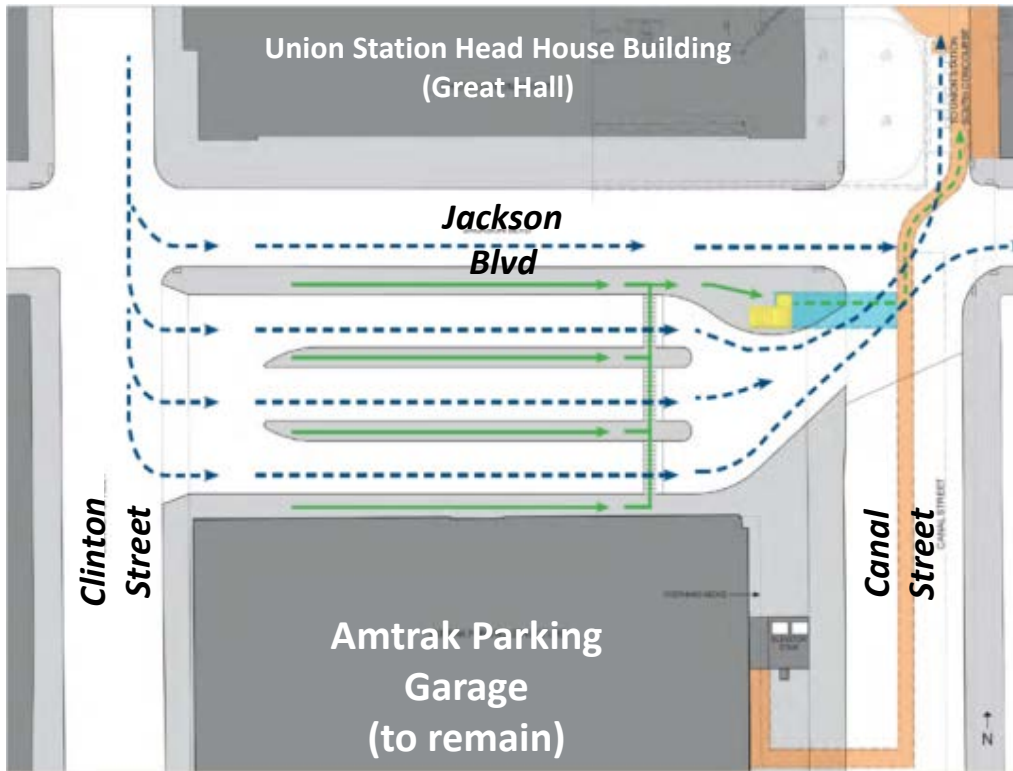


Union Station Transportation Center

- ✦ Off-street bus terminal
 - ✦ Short-term goal of Master Plan Study
 - ✦ Integrated with BRT plans
 - ✦ 3 lanes and 9 bays serving 5 routes
 - ✦ Traffic signal phase for buses
- ✦ Sheltered boarding areas
 - ✦ Real time travel info
- ✦ New underground connection
 - ✦ Direct, weather protected via existing pedway
 - ✦ Covered stairway and elevator
 - ✦ Ventra fare vending machines
 - ✦ Maintenance by Amtrak



Union Station Transportation Center



Green Lines = Pedestrian flows
Blue Line = CTA Bus Flows
Aqua Area = New USSTC pedway connection
Orange Area = Existing Union Sta. pedways

Status

- ✦ Design at 30%
- ✦ Offer letters to land owners
- ✦ Construction Target: 2014

Union Station Transportation Center

Preliminary renderings
(as of 30% design)



New stairs to Union Station concourse level
(Southwest corner, Jackson/Canal)



A typical bus canopy



View looking southeast from Jackson/Clinton
(Amtrak parking garage in background, right)



@wribley

**WARREN RIBLEY
EXECUTIVE DIRECTOR
ILLINOIS MEDICAL DISTRICT**

Bus Rapid Transit Panel Discussion

Metropolitan Planning Council

March 1, 2013

Illinois Medical District (IMD)

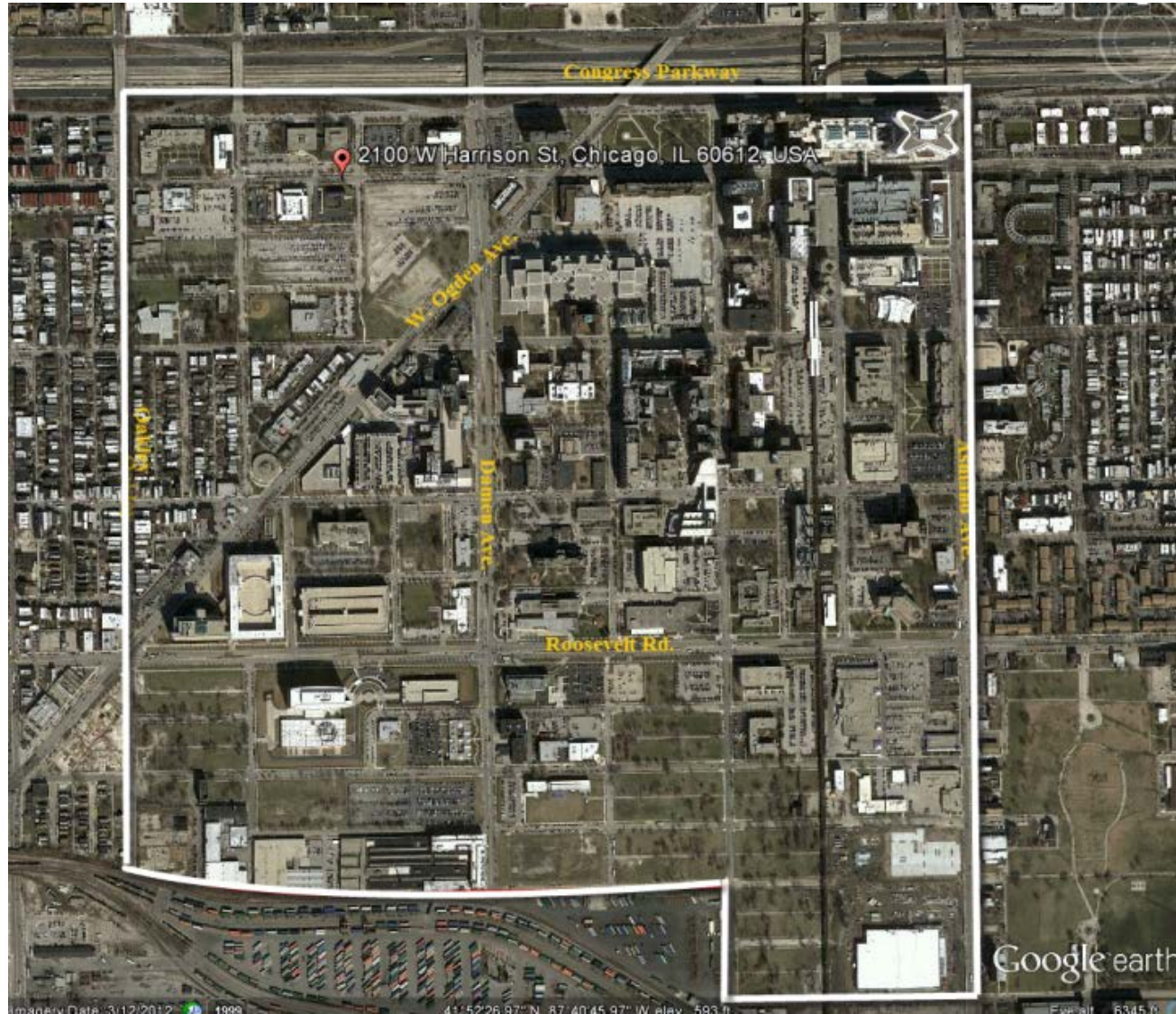
Founded in 1941, the IMD is the largest urban medical district

- 4 major hospitals (Rush, UIC, VA, Stroger)
- 2 universities, Incubator and more than 40 other local clinics and organizations (FBI, Red Cross, ISP Forensic Lab)
- 20,000 employees
- Receives 75,000 daily visitors
- Generates \$3.3 billion in economic activity
 - \$2 billion in direct and indirect employment compensation
 - \$220 million approximately in research annually
 - \$80 million in annual state taxes
 - \$34 million in annual local taxes

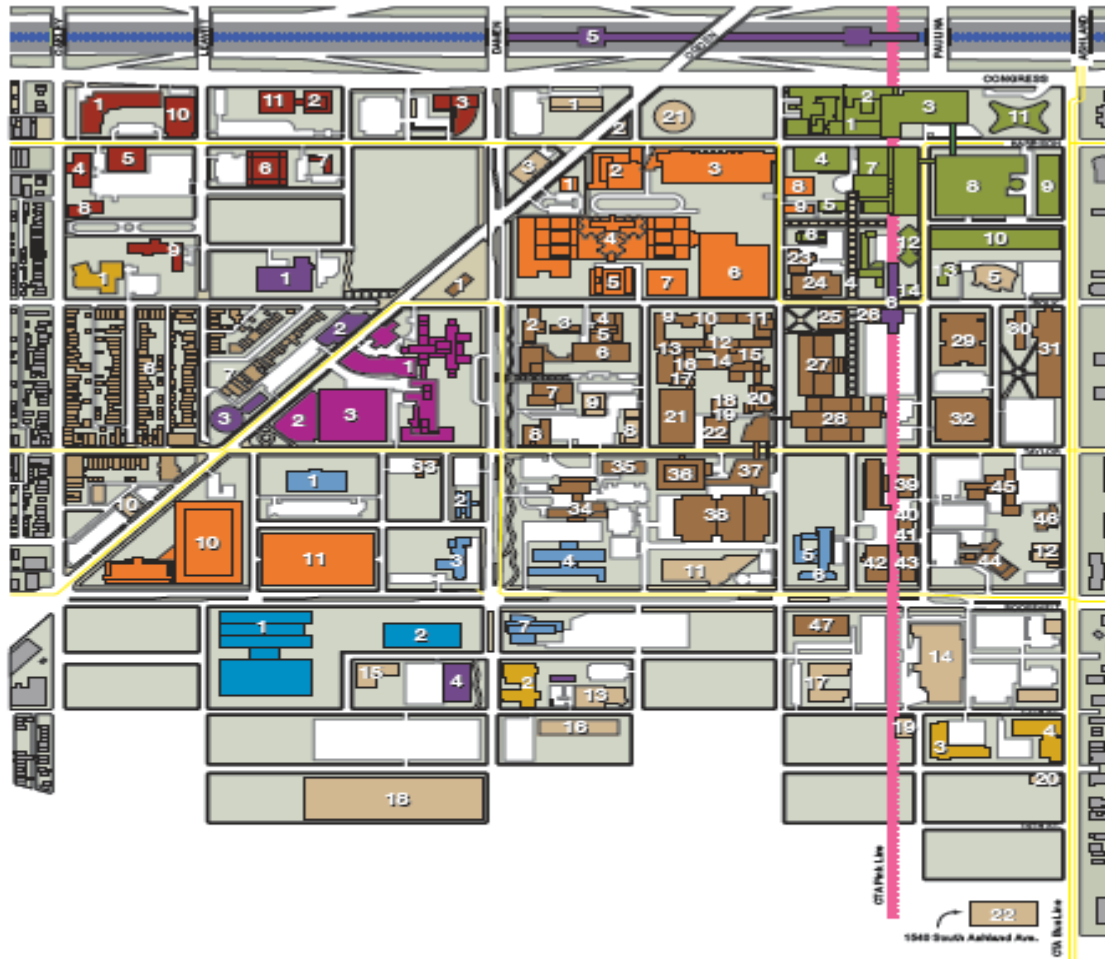
Vision

To be a leader in patient care and medical research utilizing our diversity and unique assets while driving economic growth.

IMD Boundaries

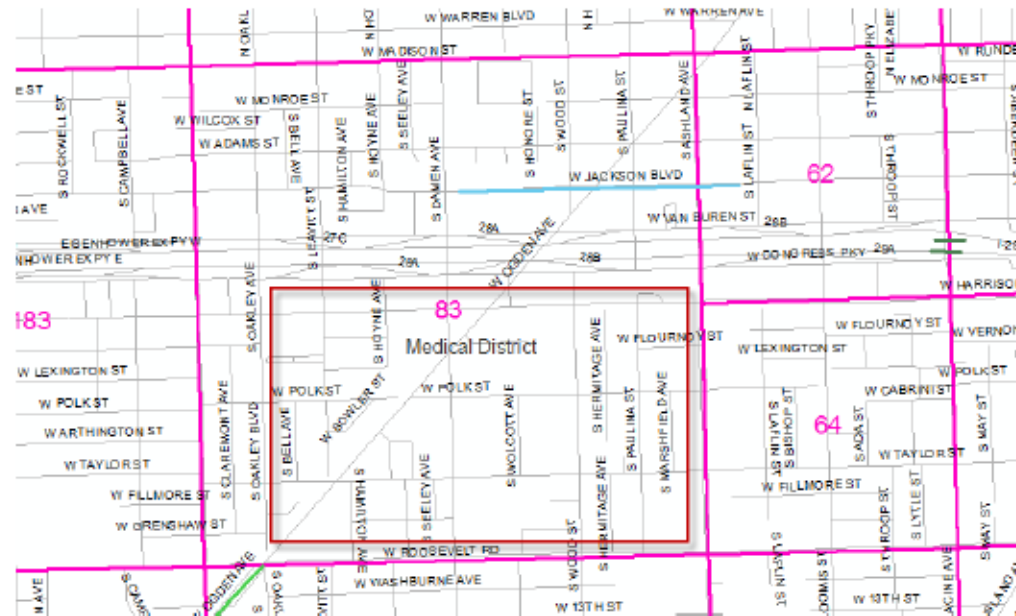


IMD Boundaries – A Closer Look



- Chicago Technology Park
- Cook County
- Rush University Medical Center
- City of Chicago
- Veterans Administration
- University of Illinois at Chicago
- State of Illinois
- Non-profits
- Schools
- FBI

IMD Boundaries – A Closer Look



	Transit Share
Work Trips	8%
Nonwork Trips	12%
Total Trips	10%

Source: Conformity C12Q3 Analysis Year 2010

IMD Public Transportation Stats

Bus	Riders	% Increase
Harrison	7,127	4.5
Ashland	30,816	5.9
Roosevelt	15,481	6.6
Western	28,674	8.6
Damen	10,106	8.1
Streeterville/Taylor	5,544	3.2

“L”	Riders	% Increase
Medical Center (Blue)	3,466	9.5
Pink – 18 th St.	1,735	9.1
Damen	1,372	9.3
Western	1,079	3.6

IMD Support



Western and Ashland
Corridors BRT



Project Partners



CHICAGO ARCHITECTURE FOUNDATION



THANK YOU!

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Executive Director

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NICK TURNER
MANAGING DIRECTOR
THE ROCKEFELLER FOUNDATION

Bus Rapid Transit on a Roll in Chicago

**Metropolitan Planning Council, March 1,
2013**

The Case for More Accessible, High Performance Transit?

“About one-quarter of jobs in low- and middle-skill industries are accessible via transit within 90 minutes for the typical metropolitan commuter ... points to potentially large accessibility problems for workers in growing low-income suburban communities, who on average can access only about 22 percent of metropolitan jobs in low- and middle-skill industries for which they may be most qualified.”

Missed Opportunity: Transit and Jobs in Metropolitan America, Brookings, May 2011

ADWEEK



Introducing Project Isaac

Adweek launches contest to reward invention



Framing the Future

Will Google Glass end the smartphone revolution?

THE PRESS TELEVISION TECHNOLOGY ADVERTISING & BRANDING ADFREAK VIDEO [SUBSCRIBE](#)

Presented by
ADWEEK & DRAFTFCB

The New America

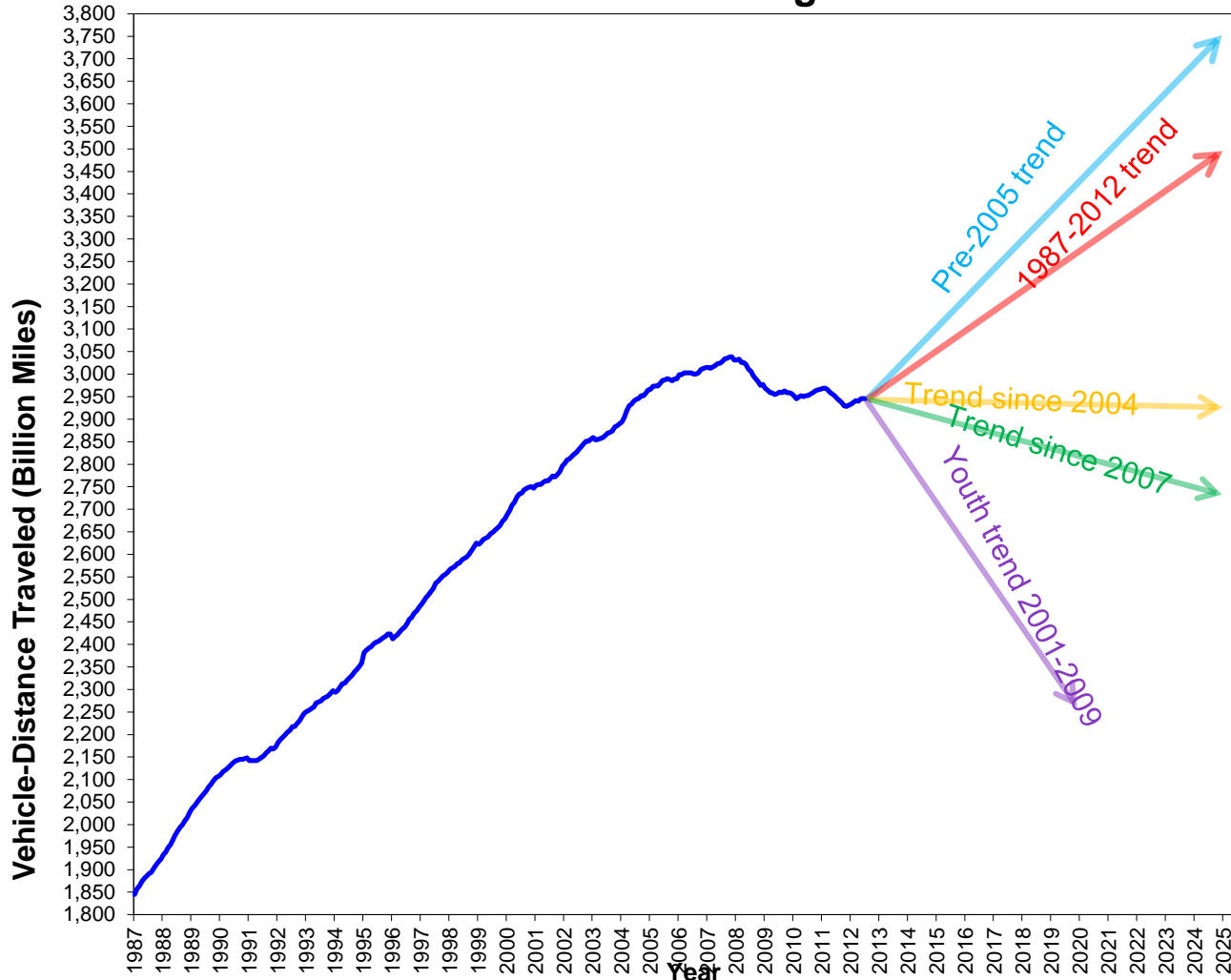
Young People Are Driving Less

American millennials shun cars for alternative transportation

April 16 2012



Vehicle Miles Travelled - Moving 12-Month Total



Curitiba, Brazil. The first Bus Rapid Transit (BRT) System: 1974





Top U.S. BRT corridors

Cleveland	Los Angeles	Las Vegas	Eugene	Pittsburgh
Bronze	Bronze	Bronze	Bronze	Bronze

Top international BRT corridors

Bogota, Colombia	Guangzhou, China	Lima, Peru	Johannesburg, South Africa	Mexico City, Mexico
Gold	Gold	Gold	Silver	Silver

Why we need a standard.....



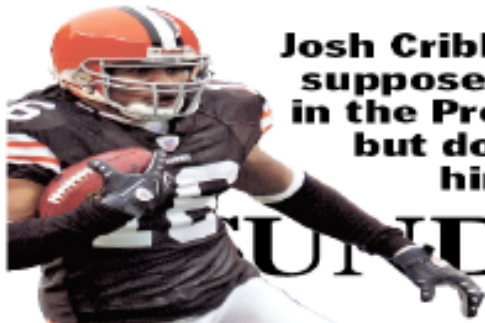
RapidRide: Seattle, WA



Select Bus Service: Fordham Road, Bronx, NY

Cleveland's Health Line



**SPORTS**

Josh Cribbs isn't supposed to be in the Pro Bowl, but don't tell him that.

**FORUM**

Our presidential picks

**TRAVEL**

Ah, the spa
Where to pamper yourself this year

More than \$537 in coupons

SUNDAY PLAIN DEALER

BREAKING NEWS: CLEVELAND.COM ★ ★ ★ ★ \$1.50 NEWSSTAND

FEBRUARY 10, 2008

NEWS MINUTE**NATIONAL**
Final chapter in writers strike?

Striking Hollywood writers could be back to work Monday. A look at the contract and PD television critic Mark Davidzik gives background on why the two sides came to an agreement. **Details, A13**

SUNDAY ARTS**Grammys often miss the mark**

The Grammys have a history of not picking edgier acts, such as Amy Winehouse, who is up for awards in six categories. A look at tonight's ceremony. **Details, J1**

BUSINESS**Disaster works for them**

Resilience Capital Partners, a Beachwood company, invests in failing manufacturing companies. **Details, G1**

METRO**ER wait times here less painful**

Waiting time for care in a Greater Cleveland emergency room is less than in other areas. **Details, B1**

Cleveland police looking to arm up

The force is considering buying military-style tactical rifles. **Details, B1**

No PDQ today

There is no PDQ section in today's paper. The section is moving to Mondays, beginning this week. Check out PDQ tomorrow and see why Mondays aren't so bad anymore.

The rebirth

Euclid Corridor project has already brought **\$4.3 billion** in new investment to the city



Bus stops designed by Robert P. Madison International are a signature feature of the Greater Cleveland Regional Transit Authority's Silver Line on Euclid Avenue. **JOHN KUBER/THE FLASH DEALER**

Inside

See where the more than \$4 billion in investment is along the Euclid Corridor. **A8**



cleveland.com/news

STEVEN LITT | PLAIN DEALER ARCHITECTURE CRITIC

AMID ALL THE BAD NEWS ABOUT CLEVELAND'S ECONOMY, one big, positive number is sure to impress all but the most hardened cynics: \$4.3 billion. ¶ That's how much fresh investment — conservatively spending — is being poured into the four-mile-long strip of land flanking Euclid Avenue, the city's Main Street, between Public Square and University Circle. ¶ The spending, which encompasses everything from museums and hospitals to housing and educational institutions, includes projects completed since 2000, those now under way and those scheduled for completion within five or six years.

ANALYSIS

Private developers with proven records as buyers, not speculators, are gearing up to start projects worth more than \$1 billion along the corridor in the next five years or so. They include Douglas Price III, Nathan Zarembo, Ari and Richard Mason, and Gordon Priemer.

The amounts they and nonprofit institutions are investing will easily dwarf the money spent

by government and partners in the 1990s on sports stadiums and the Rock and Roll Hall of Fame and Museum.

One big reason for the energy is the Greater Cleveland Regional Transit Authority's \$200 million Euclid Corridor project, which is reshaping Euclid Avenue around a new rapid transit line.

Pendents have long derided the project, funded primarily by federal money, as a boom-

doggle. Media coverage has focused primarily on businesses that failed during construction, along with the hassle of negotiating a sea of orange traffic cones.

The mortgage-foreclosure crisis, which has left as many as 12,000 homes vacant in Cleveland neighborhoods, has also spurred the impending rebirth of Euclid Avenue.

SEE EUCLID | **A8**

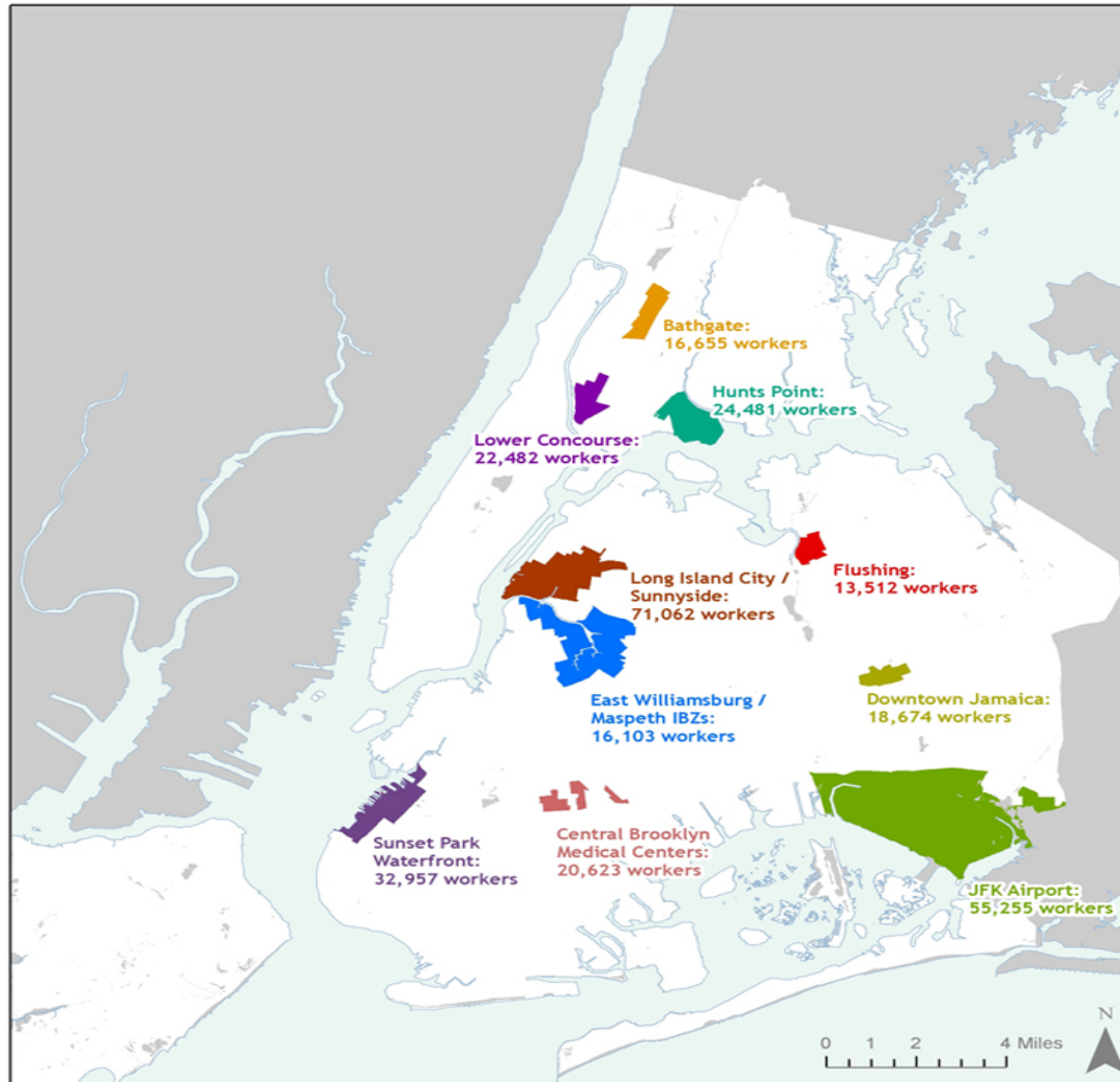
See graphics, maps and extra photos and take a walk along Euclid Avenue in a video by The Plain Dealer's Lonnie Timmons III.

Incremental Annual Property Value Increase, Places in Walking Distance to Transmilenio Station Versus Control*



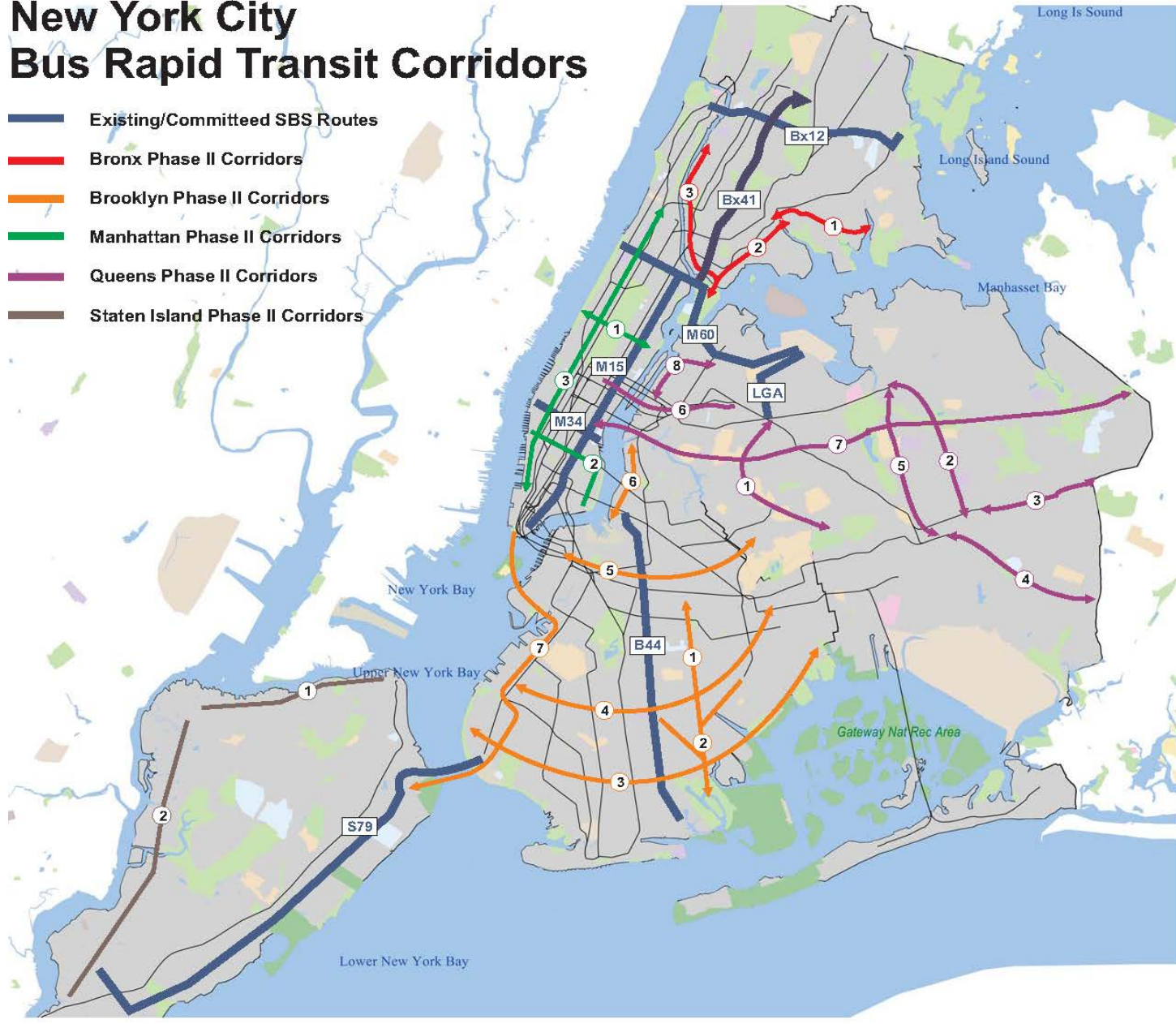
* "Land Lines," Lincoln Institute of Land Policy, April 2008 issue

NYC Employment Centers Outside Core



New York City Bus Rapid Transit Corridors

- █ Existing/Committed SBS Routes
- █ Bronx Phase II Corridors
- █ Brooklyn Phase II Corridors
- █ Manhattan Phase II Corridors
- █ Queens Phase II Corridors
- █ Staten Island Phase II Corridors



- SBS Routes**
- Bx12: Fordham Rd
 - M15: 1st/2nd Aves
 - M34: 34th St
 - S79: Hylan Blvd
 - Bx41: Webster Ave-LGA (in development)
 - B44: Nostrand Ave (in development)
 - M60: 125th St-LGA (in development)
 - Jackson Hts-LGA (in development)

- Phase II Corridors**
- Bronx**
- 1 Soundview
 - 2 Bruckner Expressway
 - 3 Major Deegan Expressway
- Brooklyn**
- 1 Utica Ave
 - 2 Eastern Bklyn (north-south)
 - 3 Southern Bklyn (east-west)
 - 4 Central Bklyn (east-west)
 - 5 Bushwick to Downtown Bklyn
 - 6 East River waterfront
 - 7 Gowanus Expressway
- Manhattan**
- 1 UWS/UES Crosstown
 - 2 14th St Crosstown
 - 3 West Side
- Queens**
- 1 Middle Village
 - 2 Utopia/Fresh Meadows
 - 3 Jamaica/Hillside Aves
 - 4 Southeast Queens
 - 5 Jamaica-Flushing
 - 6 Queens-Manh Connections
 - 7 Long Island Expwy
 - 8 Long Island City Waterfront
- Staten Island**
- 1 North Shore
 - 2 West Shore



Metropolitan **Planning** Council

Moderated Q&A

Please wait for the microphone
State your name and affiliation



Metropolitan**Planning**Council

Thank you!

Please fill out and return the survey