

TRANSPORT CHICAGO: STRATEGIC PUBLIC TRANSIT BUS RELIABILITY IMPROVEMENTS



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Overview of Strategic Route Management

- **CTA Strategic Route Management process**

- Targeted review of operating and design characteristics for and investment in a specific route
- Includes schedule reliability, operating efficiencies, passenger experience
- Goal is to provide improved service and better experience for customers with strategic route changes

- **Route #66 Chicago selected for targeted improvements**

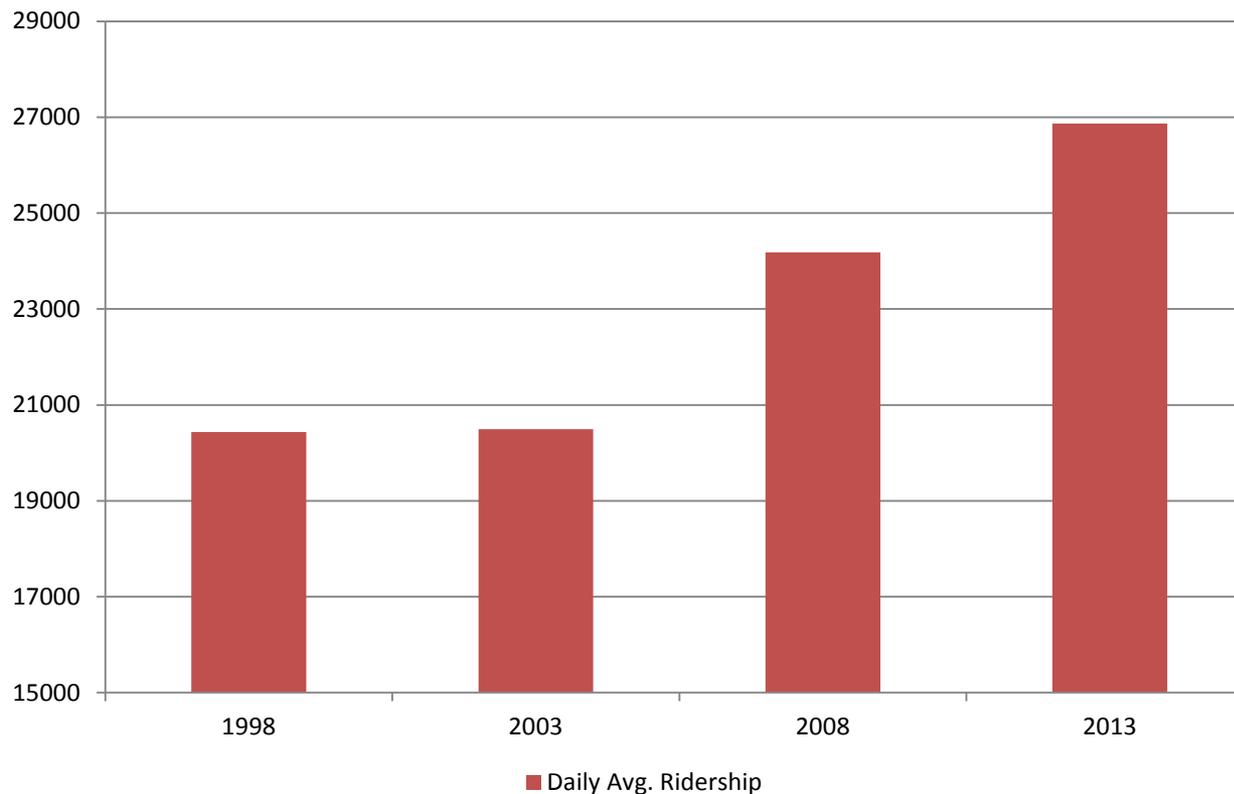
- Conversion from 40 ft. buses to 60 ft. articulated buses to reduce crowding – 12/2013
- Schedule adjustments to improve reliability and on-time performance – 12/2013
- Consolidation of bus stops on the eastern end of the route downtown to improve reliability – Work in-progress
- Adjustment of traffic signal timing on Fairbanks Ct. to improve traffic flow – Work in-progress



#66 Chicago – Ridership Summary

- Weekday Ridership: 26,875
 - Ranks 4th in bus system
- Ridership is up **30%** since 2003

#66 Chicago Ridership Growth - 5-Year Intervals



Bus Stop Spacing and Bus Speeds

- **Consolidate #66 Bus Stops on Chicago Ave. from Brown Line to Fairbanks Ct./Grand Ave.**
 - 12,000 passengers per day ride through some part of this corridor
 - Goal is to improve travel time savings through the corridor and increase service reliability for #66 riders
 - Consolidation and elimination of closely spaced stops will improve bus speeds while still maintaining convenient access to our customers
 - Fewer stops reduces variability
 - Reduce conflicts where possible with right-turning traffic by moving bus stops from nearside of intersection to farside of intersection
 - Reduction of bus stops will result in net gain of on-street parking



Bus Stop Spacing and Bus Speeds

- As a result of the analysis, CTA developed the following recommendations in the corridor.
 - Eliminate 9 bus stops
 - Relocate 6 stops from nearside to farside
 - Relocate 9 JC Decaux bus shelters.
- Normal bus stop spacing is ranges between 660' to 1,100' between stops. The current stops fall within 270' to 700' apart, about half of CTA's spacing standard.
- The proposed changes could immediately create up to 29 parking spaces, including for valet/loading zones.

#66 Chicago – Travel Speeds



#66 Chicago Average Bus Speeds - PM Peak

- Fairbanks and Chicago (downtown) have similar WB average bus speeds during PM peak.
 - Fairbanks is slightly faster: 4.3 vs 3.6 mph.
- Eastbound service is just as slow: 3.9 (Fbks) and 3.6 mph (Chi).
- Slow bus speeds are a problem throughout the downtown in both directions, especially during PM peak

#66 Chicago – Capacity

- Use of articulated buses represent 19% increase in core capacity
- Increase in capacity while also allowing a reduction in operating costs



#66 Chicago – Bunching Analysis

Percent of Weekday Bus Intervals Bunched (60-seconds or less) for Chicago for 2014-03

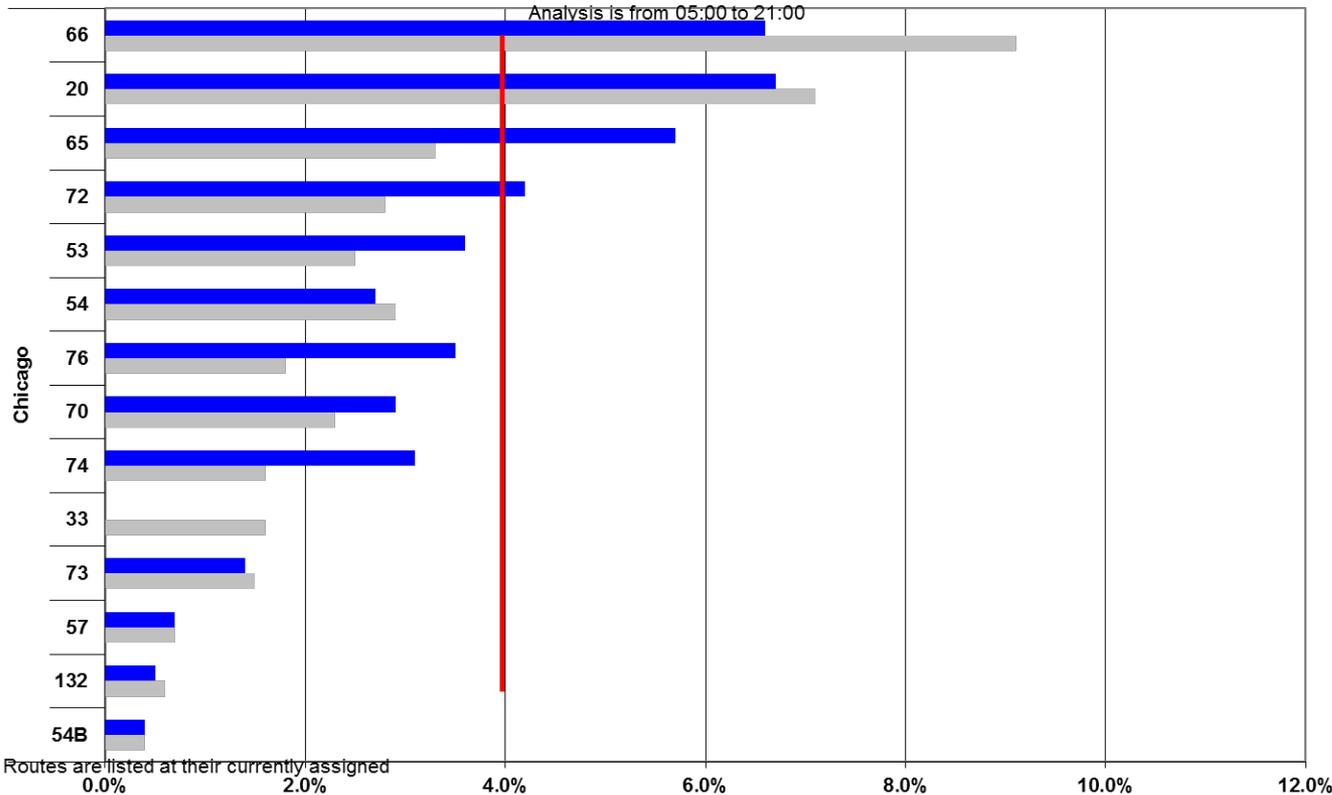


Chart is presented for **INTERNAL CTA use ONLY!** Direct all questions and comments to Mike Haynes at x13619.

■ 2014-03 ■ 2013-03

- Bunching on #66 Chicago declined by 2.5% percentage points compared to March 2013 following implementation of strategic route initiatives.



#66 Chicago – Customer Feedback

- **Examples of customer feedback following implementation of articulated buses**

- *Dear CTA, I love the double long buses on the Chicago Ave Route 66!!! I hope this is permanent. This bus is always overcrowded (especially during rush hour where many buses will pass before I can get on). There is typically never enough room to stand, and if you are handicapped, have a child, stroller or suitcase it is next to impossible to get on and off.*
- *I really like that there have been accordion buses running on Chicago Avenue (route 66) this week. It's a very busy route, where buses are often too crowded to get on. The double buses have helped alleviate congestion, allowing folks like me - who usually avoid buses b/c they are crowded - to ride the bus again. Please keep the accordion buses running on Chicago Ave!*
- *Not only, the schedule is not kept, and the length of the journey is prolonged, making people to be late for work, but also very uncomfortable being pressed on someone's body in overpacked bus. I AM VERY DISAPPOINTED WITH THIS SERVICE! Please change back to small bus, more frequent and quicker service.*



QUESTIONS?