

CMAP FY 2016-2020 CMAQ PROJECT APPLICATION

OTHER PROJECTS

I. PROJECT IDENTIFICATION					
Project Sponsor Chicago Department of Transportation			Contact Information – Name, Title, Agency, Address, Phone, e-mail (e-mail required) <i>Primary:</i> Keith Privett, Coordinating Planner, CDOT 30 N. LaSalle St., Suite 500, Chicago, IL 60602 312/744-1981 keith.privett@cityofchicago.org		
Other Agencies Participating in Project CTA, Metra, Chicago Park District, City Colleges of Chicago					
<input type="checkbox"/> New Project <input checked="" type="checkbox"/> Existing CMAQ Project <input type="checkbox"/> Add CMAQ to Existing Project		TIP ID if project already has one 01-12-0003	<i>Secondary:</i> Sean Weidel, Assistant Commissioner, CDOT 30 N. LaSalle St., Suite 500, Chicago, IL 60602 312/744-8182 sean.wiedel@cityofchicago.org		
II. PROJECT LOCATION <ul style="list-style-type: none"> • Projects not readily identified by location must provide a title on the last line of this section • Attach a map sufficient to accurately locate this project in a GIS system 					
Name of Street or Facility to be Improved BIKE IMP-CITYWIDE CHICAGO			Marked Route #		
Project Limits: North/West Reference Point/Cross St/Intersection			Marked Route #	Municipality & County Chicago / Cook	
Project Limits: South/East Reference Point/Cross St/Intersection			Marked Route #	Municipality & County	
Other Project Location Information or Project Title “Divvy” Bike Sharing Program - 2016 Capacity and Geographic Expansion					
III. PROJECT FINANCING & CMAQ FUNDING REQUEST Please review the instructions.					
	Starting Federal Fiscal Year*	Total Phase Costs	(New) CMAQ Funds Requested	Other Federal Funds Including prior CMAQ awards	
				Fund Type	Amount
Engineering Phase 1		\$	\$		\$
Engineering Phase 2		\$	\$		\$
Right-Of-Way Acquisition		\$	\$		\$
Construction (Including Construction Engineering)		\$	\$		\$
Engineering (For Implementation Projects)		\$	\$		\$
Implementation	2016	\$ 6,000,000	\$ 4,800,000	CMAQ (FY12) CMAQ (FY14)	\$ 18,000,000 \$ 3,000,000 [previous phases]
Alternatives Analysis		\$	\$		\$
*Phase must be accomplished within 3 years		\$ 6,000,000	\$ 4,800,000		
Total Project Costs					
Source Of Local Matching Funds			Operating Revenues, TIF and/or Sponsorships Indicate if sponsor intends to apply for Transportation Development Credits.		
If soft matching funds are intended to be used, please contact CMAP staff.					
Have Matching Funds Been Secured? (Provide Details):			Yes, system has operating revenues if other sources are not available.		

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IV. PROJECT EMISSIONS BENEFIT DATA		
Auto trips eliminated per day (round trips):	234 bike only	26 bike/transit
Length of auto trips eliminated (one-way miles to the nearest tenth):	2.1 mi bike only	7.0 mi bike/transit
Auto trips diverted to the new facility (round trips):	NA	
Line-haul length of trips diverted (one-way miles to the nearest tenth):	NA	
Affected days per year:	365	
Project life (years):	7.5	
Current traffic volume (ADT – indicate year):	Varies	
Length of project or number of units provided:	1,000 bikes w/ 100 docking stations	
Utilization rate (percent):	2 trips/bike/day	
Describe method used to estimate benefits. Provide basis for parameters used to estimate benefits (e.g., diversion rate, auto occupancy, trip length. See instructions)		
From July 2013 to February 2015, the Divvy system averaged 5,500 trips/day and 2,800 bikes/day available. Thus the average trips/bike/day is 2.0, although it varies seasonally from 6 in summer to 0.5 in deep winter.		
Trips Eliminated: 2 trips/bike/day * .13 diversion rate from auto and taxi (Paris study) * 100 bikes = 260 10% of the 325 are trips that combine with transit to divert an auto trip = 26		
Trips Eliminated length: Approx 6,900,000 miles/3,300,000 trips = approx. 2.1 miles. (July 2013 to February 2015 Divvy operations)		
Bike-Transit: Line haul trip average for rail/rapid transit.		
Affected days: Operates year round. (Winter tips for users attached)		
Project Life: Average of 5 yrs for bikes and 10 yrs for docking stations.		
V. PROGRAM MANAGEMENT INFORMATION		
Is Right-Of-Way Acquisition required for this project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If so, has it been acquired? <input type="checkbox"/> Yes <input type="checkbox"/> No		
Preliminary Design Status:	<input checked="" type="checkbox"/> N.A. <input type="checkbox"/> Not Begun <input type="checkbox"/> Agreement executed by Central Office <input type="checkbox"/> Engineering Underway <input type="checkbox"/> Submitted for review <input type="checkbox"/> Responding to review comments <input type="checkbox"/> Agreement sent to District 1 for signatures <input type="checkbox"/> Design approval granted Date approval is anticipated or was granted: _____	
Estimated Completion (Construction) Year or Start of Operation: 2016 (this scope)		

VI. PROJECT DESCRIPTION

Please describe the project. For outreach, promotion or marketing efforts give specific details of the campaign. Describe the coordination of this project with respect to other such campaigns

This grant would add 1,000 bicycles and 100 docking stations to the Divvy automated self-serve “bike sharing” system in Chicago, established under a previous CMAQ award. The system allows bikes to be rented at one location and returned to another. The first 30 minutes of use are free to the user. This encourages trips under 5 miles, short distances where bicycling is often the fastest, most convenient and reliable way to travel. The service is analogous to the successful car-sharing programs operated by two vendors in Chicago. *Pages from the Divvybikes.com FAQ regarding the concept of bikesharing and the equipment used are attached.*

A bike sharing system improves the performance of Chicago’s transportation system in three ways:

- **New bike trips are replaced by short automobile trips, reducing VMT and cold starts.**
- **Access to transit is improved, with more trips by transit and less by car.**
- **Short transit trips are replaced, relieving pressure on congested transit lines.**

Docking stations (photos and schematic attached) are typically sited every 1,500-3,000 feet, so that bicycles would be conveniently available every 2-4 blocks. International bike sharing experience demonstrates that the number of daily users per bike rises dramatically with system density, visibility and size.

The initial phase of Chicago’s proposed bike sharing system serves approximately 20% of the land area of the City of Chicago. This number will increase to 40% with a planned and funded expansion in 2015. The stations requested in this application would expand that operational area further into Chicago’s South West Sides and increase service capacity in areas of highest demand.

Chicago’s bike sharing system will began with 3,000 bikes in 2013. By the end of 2015, the system will increase to 4,750 bikes due to previous CMAQ and state grant awards. and by past CMAQ and state grants will increase to 4,750 by the end of 2015. This proposal would add 1,000 bikes in 2016, increasing the system to 5,750 bikes. This is consistent with existing North American bike sharing systems, including 5,000 bikes in Montreal (population 1.6 million), 3,000 bikes in Washington, D.C. (population 600,000), and 700 bikes in Minneapolis (population 390,000) and 10,000 in New York City.

Funding is requested for the capital costs of the expansion. Revenue from user fees, advertising, and sponsorship would provide the remaining operating costs. The budget estimate attached is directly based on the current contract with Motivate International LLC (formerly Alta Bike Share Inc.).

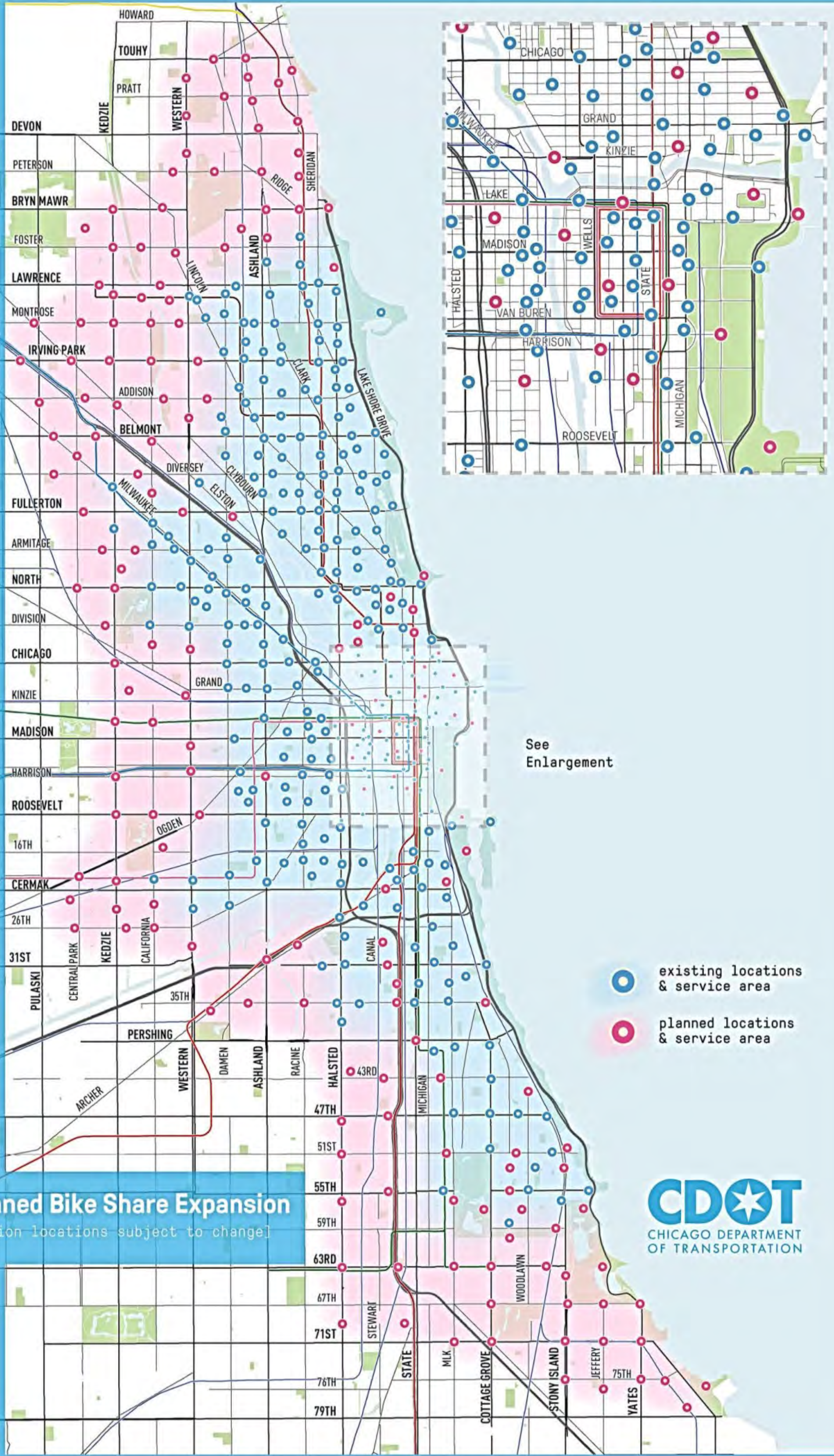
The project helps implement a key recommendation of the Chicago Forward Action Agenda (excerpt attached), and serves the objectives of the Bike 2015 Plan (see attached notes).

DETAILED ESTIMATE OF PROJECT COSTS

Item	Description	Unit	Quantity	Unit Price	Total
1	Bicycles with GPS	Each	1,000	\$1,185	\$1,185,000
1a	Bicycles Spare Part Allowance	Each	1,000	\$119	\$119,000
2	Pay station kiosks	Each	100	\$13,750	\$1375,000
2a	Kiosk Spare Part Allowance	Each	100	\$700	\$70,000
2b	Kiosk Shipping	Each	100	\$1,500	\$150,000
3	Map Frames w/Backlighting	Each	100	\$3,000	\$300,000
4	Docking Points	Each	1,700	\$732	\$1,244,400
5	Installation	Net Per Dock	1,700	\$306	\$520,200
6	Technical platform-Standard	Each	200	\$1,024	\$204,800
6a	Technical platform-Alternate	Each	100	\$2,138	\$213,800
7	Customer Keys	Each	20,000	\$2.50	\$50,000
1-7	<i>SUBTOTAL</i>				<i>\$5,432,200</i>
8	Contingency		10%	of above	\$543,220
					<i>\$5,975,420</i>
					Rounds to
TOTAL COST OF ITEMS					\$6,000,000

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

DIY



Planned Bike Share Expansion

[station locations subject to change]



FAQ

BIKE SHARE 101

WHAT IS BIKE SHARE?

Bike sharing is an innovative new transportation system you can use without having to own your own bike. The Divvy fleet is made up of specially designed, heavy-duty, very durable bikes that are found in a network of docking stations all over the City of Chicago. They are transit systems which allow users to control their own travel and is intended to be used for short, quick trips (typically less than 2 miles).

To ride, users can purchase 24-Hour Passes (\$7) or an Annual Membership (\$75) to use the system. 24-Hour Passes may be purchased from any station kiosk using a credit or debit card. Annual Members enroll online and receive a personal key used to quickly unlock bikes from any station.

Bikes can be returned to any station anywhere in the system, creating an efficient network with many possible connection points and combinations of departures and arrivals.

WHY LAUNCH A BIKE SHARE SYSTEM IN CHICAGO?

Chicago is introducing bike share to provide Chicagoans and visitors with more options for getting around the city. Bike share makes trips fast, efficient, easy and affordable. Divvy gives Chicagoans access to a bike when they want one, without having to worry about storage or maintenance. It also helps complete the city's great mass transit system – in comparable cities, up to 50% of bike share trips are made to get to or from a public transit station.

WHO CAN USE BIKE SHARE?

Divvy will be available to everyone 16 years and older with a credit or debit card. And it's not just for tourists - bike share in cities all over the world are used by a wide range of people for an almost infinite variety of trips. In Chicago, bike share is used by commuters and tourists alike, whether they are trying to get across town at rush hour, traveling to and from CTA stations, connecting to the lakefront, or moving among the City's vast array of attractions.

IS BIKE SHARE SAFE?

Divvy Bikes are extremely stable and sturdily built. They are routinely maintained by professional mechanics to check safety features such as always-on lights, reflectors, chain guards, and bells.

Today, cycling has never been safer in Chicago. The City has over 204 miles of bike lanes, which make streets much safer for cyclists.

The City of Chicago will use Divvy to increase the outreach it is already doing around bicycle safety. Divvy's visibility and the sheer increase in the number of bicyclists will create a great platform to further educate Chicagoans on how to safely share the streets.

Divvy Members receive discounts on helmets and other accessories, to ensure they are prepared for their trips. For a complete list of shops offering Divvy Bike Shop Deals, **please visit our Deals page. (<http://www.divvybikes.com/deals>)**

We've also partnered with the League of Illinois Bicyclists to encourage safe cycling in Chicago. After becoming a Divvy Member, **visit their website (<http://www.bikesafetyquiz.com/>)** and take the Bike Safety Quiz. When you earn Gold status, email your certificate to **safety@divvybikes.com (<mailto:safety@divvybikes.com>)** and we'll extend your membership by an extra month.

WHAT OTHER CITIES HAVE BIKE SHARE SYSTEMS?

People are using bike share systems in over 200 cities, including New York, Boston, Washington, Denver, Minneapolis, London, Paris, and Barcelona with more programs launching each year. In London, the 8,000-bike Barclays Cycle Hire program has recorded 4.5 million trips in its first year of operation. Washington DC's 1,100-bike program was so successful that it has already expanded to keep up with demand.

DIVVY BIKES AND STATIONS

TELL ME MORE ABOUT THE BIKES.

Divvy bikes are easy, fun and comfortable to ride. They feature a step-thru frame that provides a lower center of gravity and ease of access to a wide range of heights. Every bike has three

speeds, a bell, front and rear-flashing LED lights and a handy front rack. Plus, the internal hub gears, chain guard and fenders keep you riding clean, confidently and in style.

TELL ME MORE ABOUT THE STATIONS.

The stations are solar-powered and modular to allow for easy installation. Each station consists of a variable number of docking ports for the bikes, plus a touchscreen kiosk for the purchase of Bike Passes. You'll also find a map of the service area and the surrounding neighborhood that shows the locations of bike lanes and other Divvy stations.

DO THE BIKES FIT EVERYONE?

Divvy bicycles are designed to be used comfortably by people of a wide range of heights, simply by adjusting the seat height. To adjust the seat height, follow the seat post down to where it fits into the bike frame and flip open the quick release lever (a clamp on the right side of the seat post). Raise or lower the seat to a comfortable height and then close the lever to lock the seat securely in place. If you have trouble moving the seat, it can be helpful to wiggle it back and forth a little while pulling it up or pushing it down. Be sure that the lever is open before you try moving the seat.

Make sure the seat is centered by aligning the vertical black line on the silver seat post with the notch in the blue bike frame. After you have found your right seat height, check the number on the side of the seat post for quick reference and remember it for your next trip.

If you have any trouble adjusting your bike seat, please call to speak with a Customer Service Representative at 1-855-55-DIVVY (553-4889).

HOW LONG CAN I TAKE A BIKE OUT?

Annual Members and Bike Pass holders have the first 30 minutes of every trip free. Longer rides incur overtime fees.

If your Divvy bike has not been returned and correctly docked at a station after 24 hours, the bike is considered stolen and a fee of up to \$1,200 plus administrative fees will be charged to your credit or debit card.

DO I HAVE TO WEAR A HELMET?

Divvy strongly encourages you to wear a helmet when you ride.

Members receive a discount on helmets and other accessories at participating bike shops. For a list of these shops, **[please visit our Divvy Bike Shop Deals page](http://www.divvybikes.com/deals)** (**<http://www.divvybikes.com/deals>**).

HOW DO I TAKE A DIVVY BIKE OUT OF A BIKE DOCK?

It's easy! If you're an Annual Member, just dip your Divvy key into a dock with an available bike. If you've purchased a 24-Hour Pass, simply enter the 5 digit-ride code you received at the kiosk into the key pad on a dock with an available bike.

When the green light blinks on at the dock, lift the bike up by the seat (about four to six inches) and let the bike drop. Then holding onto the handlebar with one hand and the seat with the other hand, pull the bike firmly towards you. Adjust your seat height and roll on!

Remember: Bike Pass holder's ride codes are valid for five minutes and only for a single trip. If you need a new code, just dip your credit card at any kiosk. You will not be charged for requesting additional ride codes during your Pass period.

If you have any problems, please call to speak with a Customer Service Representative at 1-855-55-DIVVY (553-4889).

HOW DO I RETURN A BIKE TO A BIKE DOCK?

Push the front wheel of the bike firmly into the bike dock and watch for the green light to blink on. The green light indicates that the bike is properly secured into the dock. If the yellow light on the bike dock stays on or if a red light appears, pull the bike out and try to re-dock into another empty bike dock.

Remember: the bike is your responsibility until it is properly locked back into a dock.

If you have any problems, please call to speak with a Customer Service Representative at 1-855-55-DIVVY (553-4889).

HOW DO I ENSURE THAT MY BIKE IS PROPERLY DOCKED?

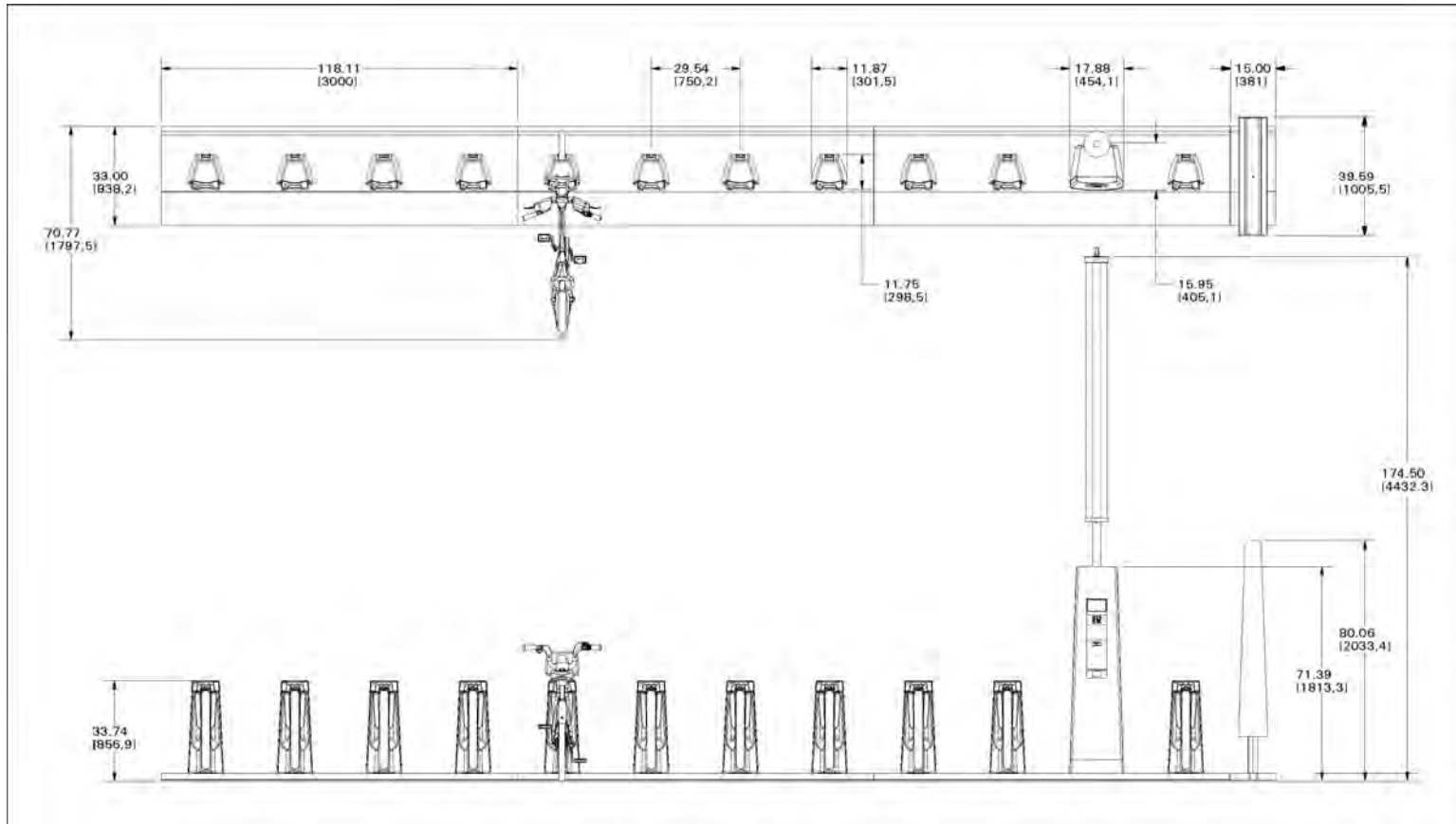
After you dock your bike, wait to make sure the dock displays a green light. This will let you know that your bike is properly docked. Don't see a green light or want to make sure? Grab the back of the seat and lift up to see if the bike comes back out of the dock. If you can remove the bike from the dock, please try again to dock your bike.

CAN I TAKE OUT MORE THAN ONE BIKE WITH MY DIVVY KEY OR MY CREDIT CARD?

Your Divvy key will allow you to unlock one bike at a time. If you're with a friend who doesn't have a Divvy Annual Membership, they can use their credit or debit card to purchase a 24-Hour Pass at the kiosk.

Holders of the 24-Hour Pass may take out a maximum of two bikes with the same credit or debit card. Please note that a security deposit of \$1 will be held against your credit or debit card for each Bike Pass you purchase (\$2 if two Passes are purchased).

Specs



Divvy Station and Bicycles detail



Divvy stations
Operate year round



DIVVY IN THE WINTER

GETTING READY TO RIDE IN COOLER WEATHER

Divvy bikes will be available to help you get from Point A to Point B all winter long. We're taking special steps to ensure the system is ready to face a Chicago winter.

Keeping Safe and Warm

We're encouraging riders to #DIVVYON and continue riding during the winter months. For information on how to keep riding, check out our **[Winter Riding Tips \(http://bit.ly/DivvyWinterTips\)](http://bit.ly/DivvyWinterTips)**.

You could even earn a spot on our homepage if you share a picture of your winter Divvy riding on Instagram, Facebook, and Twitter use the hashtag #DIVVYON.

Keeping Stations Clear of Snow and Ice

To make sure stations and bikes are ready to operate at all times, our rebalancing teams, technicians, and station cleaners will be outfitted with shovels, brooms, and salt. These teams work throughout the city everyday from 6am to midnight, and will ensure stations are clear of snow and ice.

Bike Maintenance

Our bike checkers and technicians will continue to repair and check all the bikes in the system to make sure they are in good repair and safe to ride, no matter what elements they face. We'll be reducing the number of bikes in the system during colder weather to match ridership demands.

System-Wide Closure

The only time the system will not be available is in the event of severe weather. If this happens, we will shut down the system, but riders who already have bikes out will still be able to return them.

We are constantly monitoring **[weather conditions \(http://www.weather.gov/\)](http://www.weather.gov/)**, and will take action to keep riders and the system safe in severe weather. In light snowfall, the system will remain open and we'll clear stations and bikes of snow. In heavier snowfall and severe weather, the number of bikes in our fleet will be reduced and the entire system may be shut down to keep our riders, staff, and equipment safe.

In the event a system closure is necessary, we'll let the public know via a press release, an update on our website, posts on social media, an email to our Annual Members, and closing the stations on our CycleFinder app.

BIKE SHARING AND BIKE 2015 PLAN

This project supports Chicago’s Bike 2015 Plan, whose key goal is “To increase the number of bicycle trips, so that 5% of all trips less than 5 miles [in Chicago] are by bicycle.” This wide-ranging bicycle policy plan supports GOTO 2040 recommendations including “Link transit, housing and energy use through livable communities” (p. 84) and “Establish seamless co-ordination between modes” (p. 301).

Bike sharing is a relatively recent addition to the options to increase cycling, and therefore it was not itemized in the plan at the time of its publication in 2006. However the availability of convenient bikes for rental, and the focus of many installations at transit stations is in alignment with several objectives in the plan’s Marketing and Health Promotion chapter (Chapter 5, pp. 34-39):

- **3.1 - Increase the use of bicycles on the job by city agencies and departments.**
- **3.3 - Promote bicycling to target populations and groups that would most benefit from increased bicycling. (Central Area workers and residents)**
- **4.6 - Promote the Bike to Transit option (based on availability of bikes at major rail station)**
- **5.1 - Publicize opportunities for bicycle touring and rental in Chicago.**
- **5.2 - Promote Chicago as a destination for bicycle tourism. (Not only will it allow tourists more opportunities to cycle during their visits, as the largest such system in the US and the only in the Midwest, cycling advocates will seek to visit Chicago to try it out.**

The siting of stations for bike sharing will also match up with strategies in the Bike Parking chapter (Chapter 3, pp. 16-19):

- 1.4.—Partner with public institutions (e.g., universities, hospitals) to install short and long-term bike parking on their properties.**
- 1.5.—Encourage installation of bike parking at retail locations.**
- 2.3.—Provide bike parking in appropriate city, county and state transportation projects.**

... and in Objective Four (“Provide bike parking at train stations”) of the plan’s Transit chapter (Chapter 4, pp. 23-24):

- 4.1.—Continue installing bike racks outside train stations.**
- 4.9.—Establish large bike parking areas at select CTA and Metra train stations.**

The plan is available online at <http://bike2015plan.org>

Chicago Forward

Department of Transportation **Action Agenda**



Performance Measures

1. Improve the reliability and consistency of workday (6am-6pm Monday-Friday) auto travel times on monitored major streets.
2. Improve CTA on-time performance.
3. Increase the average daily CTA ridership on a majority of routes.
4. Increase the number of residents within a half mile of a bikeway.
5. Increase the share of all trips under five miles made by cycling to at least 5%.





2

Make Chicago the best big city in America for cycling and walking.

Chicago has a national reputation as a model city for bicycling and walking. The city’s 134 miles of on-street bike lanes, 40 miles of marked shared lanes, scenic off-street paths (including the popular Lakefront Trail), more than 12,000 bike racks (the most in the nation), and sheltered parking at transit stations demonstrate Chicago’s commitment to building a bike-friendly city. In 2011 alone, CDOT installed the city’s first 2 miles of protected bike lanes, as well as 17 miles of standard bike lanes, and 11 miles of marked shared lanes.

Likewise, Chicago is a marvelously walkable city for people of all ages, abilities and purposes with over one-quarter of all trips in the central part of Chicago being made on foot.¹⁰ It’s not just our opinion — Chicago was recently designated a “Gold Level” Walk Friendly Community by the Federal Highway Administration, one of only seven in the nation.¹¹

Just over 1% of Chicago commuters choose to travel by bicycle. While this number has almost doubled each of the last two decades, it’s still less than the enviable 6% rate in Portland, Oregon or the 4.5% achieved in chilly Minneapolis. Even in the central portion of the city, only 2% of all trips (errands, lunch, and commute) are by bicycle. We can do better — much better.



Continuing to invest in the right infrastructure and safety enhancements will keep increasing the number of Chicagoans who choose active transportation and, by extension, contribute to a healthier, happier, and more productive populace and city.



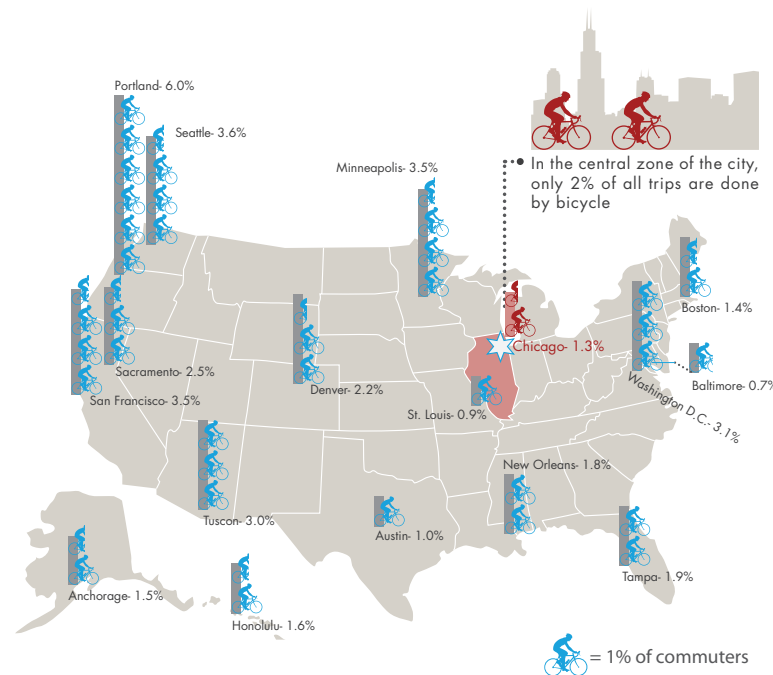
Cyclists + Runners on Lakefront Trail

1.3% of Chicagoans travel by bike.

2 » ACTIONS

- a. Launch the first phase of a public bike sharing program with 3,000 bikes and 300 stations by 2012 and expand to 4,000 bikes and 400 stations by 2013.
- b. Complete and release three key planning documents in 2012
 - » Pedestrian Master Plan,
 - » Streets for Cycling Plan 2020,
 - » Chicago Trails Plan.
- c. Improve cycling conditions on Chicago streets in several ways:
 - » Install 25 miles of protected bikeways by 2012 and continue design work to be able to reach 100 miles by 2015.
 - » Install 10 additional miles of bike lanes and marked shared lanes each year.
 - » Begin site selection and design of neighborhood greenways to be able to establish 10 miles by 2015.
- d. Grow the network of multi-use trails for non-motorized travel:
 - » Begin construction of the Lakefront Trail flyover bypass to eliminate conflicts with motorists travelling to and from Navy Pier.
 - » Complete the final design for the 2.65 mile Bloomingdale Trail to ensure opening by 2015.
 - » Begin the design of the Weber Spur Trail that will connect the Elston Bike Lane, the Sauganash Trail, and upcoming Forest Preserve and Village of Lincolnwood trails.

- e. Add 500 more public bike racks each year, in response to requests.
- f. Explore potential Lakefront Trail improvements during Phase I engineering for the reconstruction of North Lake Shore Drive.
- g. Explore the implementation of “slow zone” blocks where everyone feels comfortable sharing and traveling the street.
- h. Open some boulevards or other major streets to pedestrians, bikes and non-motorized uses exclusively on selected weekend periods.



8. Major U.S. Bicycle Commuter Percentage

BLOOMINGDALE TRAIL

The 2.65-mile dormant railroad embankment that crosses the northwest side from Logan Square and Humboldt Park to Wicker Park and Bucktown has been called many things. CDOT and our many partners call it an opportunity.

The Bloomingdale Trail project will transform this obsolete freight rail corridor into an elevated trail for cyclists, pedestrians, joggers, and skaters — within a green linear park that will connect a number of smaller parks and unite neighborhoods.

The trail expands opportunities for car-free commuting in the city by connecting to the popular Milwaukee and Elston Avenue bike lanes to the Loop, Humboldt Boulevard, two CTA stations, the Metra Clybourn Station, and several bus routes. It will also serve 12 schools and half a dozen neighborhoods, drawing thousands for travel, exercise, or just leisurely strolls.

The trail will be a showcase for mobility and be an example of Chicago’s commitment to environmental stewardship. Any environmental contaminants discovered on this industrial rail corridor will be remediated as part of the project and the new facility will feature state-of-the-art, low-impact design landscapes that manage and clean stormwater.

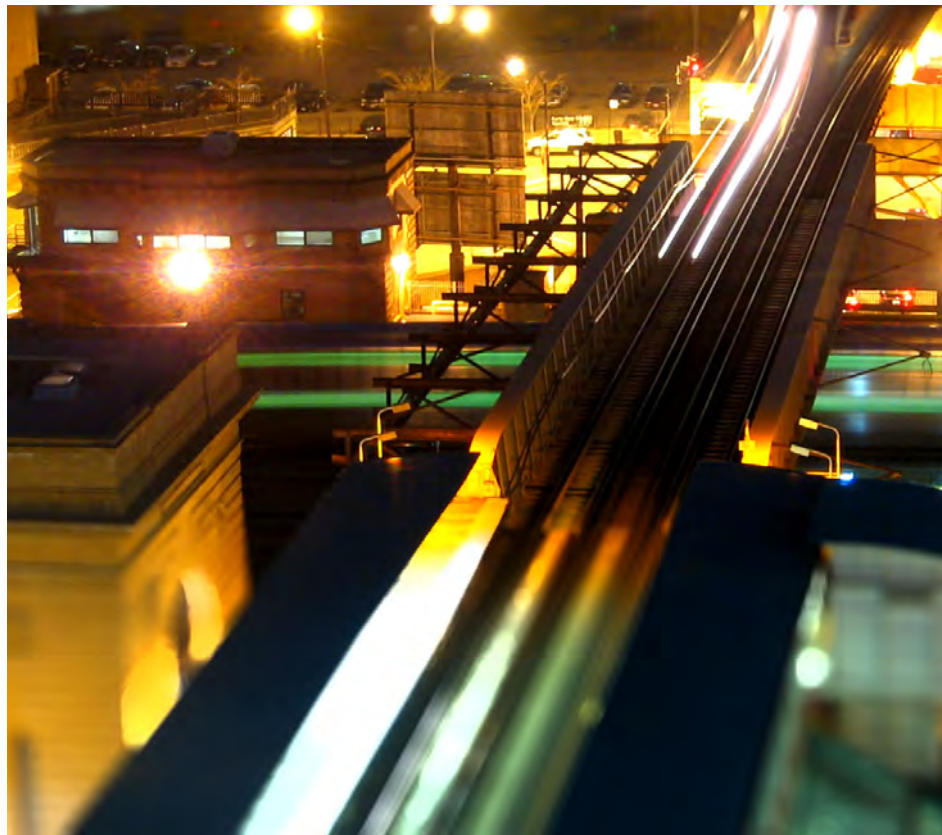
Mayor Emanuel has committed to opening the trail in his first term in office and CDOT and its partners are off to a rapid start in meeting that challenge. The design is well underway and the project partners are meeting regularly with neighbors, partners and stakeholders to ensure this development is true to the vision they have pursued for years and a catalyst for community improvement.



4 Improve intermodal connections and operations.

A transit rider is always a pedestrian for at least part of their trip. Metra riders often transfers to CTA buses. Motorists and cyclists can both have their own “park and ride” facilities. Yet the logistics of making these connections happen can be a challenge.

Improving facilities is part of the solution, but scheduling, travel information and wayfinding are also big parts of the equation. CDOT is committed to working with our transit partners at the Regional Transit Authority (RTA), CTA, Metra, and Pace and with technology partners to expand the city’s rich travel choices and improve connections between them.



4 » ACTIONS

- a. Improve transfers at Union Station, the region's busiest transit facility:
 - » Begin design and acquire land for a new rail-bus transfer center south of Jackson Street, to open in 2014 along with Central Area BRT.
 - » Finish a station master plan study to assess future options for improving transfers and increasing capacity. Begin computer simulations to further refine these options.
 - » Coordinate with Amtrak (owner of the station) on their overall plans for changes in operations and facilities over the next 20 years.
- b. Work to add customized BusTracker and intermodal information on monitors in bus shelters, beginning with Bus Rapid Transit routes.
- c. Upgrade "first mile/last mile" transit access.
 - » Install high-capacity, double-deck bike racks in five additional CTA or Metra stations to improve transit connections for cyclists.
 - » Install Bike Sharing stations at or near all CTA or Metra stations in the bike sharing service area, including the four downtown Metra terminals (Union, Ogilvie, Millennium, LaSalle).
 - » Make sidewalk, crosswalk, and bike parking improvements where needed.
 - » Complete the Access to Transit Data Study, reporting mode of access information and user perception of transit access conditions for 48 CTA stations in Chicago.

- d. Support the RTA's project to improve wayfinding signs at interagency transit transfer points, beginning with the Jackson-Van Buren corridor.
- e. Support CTA and RTA efforts to implement a unified fare system and/or electronic payment system for transit operators.
- f. Work with the Department of Housing and Economic Development to identify city-owned properties for expanded car-sharing and bike parking locations at transit stations.
- g. Work with CTA and Metra to designate agency pedestrian and bicycle coordinators.



BUS RAPID TRANSIT

What do you get when you combine the limited stops and fast boarding of rapid transit with the service flexibility, fast implementation and affordability of bus transit service? Bus Rapid Transit, or "BRT" for short.

Details of BRT service in Chicago will vary from corridor to corridor based on context (and will have a catchier name than "BRT"), but each starts with clearly dedicated bus lanes. Other options in the "toolbox" to be used in some projects include:

- Fewer stops
- Traffic Signal Priority – including "queue jumps"
- Boarding area canopies
- Real time bus arrival signs
- Wide doors/Bus floor level boarding
- Prepaid boarding
- Streetscaping
- Increased capacity

There are several BRT projects in the works. The Jeffrey Corridor project will be the first demonstration in the city of the potential of BRT. It reduces the number of stops and improves rush hour travel on one of Chicago's most popular express routes, more than two miles from the nearest rail rapid transit service.

The Central Area East-West corridor will cross the heart of the Loop, improving travel times and comfort for users of seven bus routes (including the Jeffrey Express) that serve Ogilvie and/or Union stations, but also continue onward to Navy Pier, Streeterville, River East, the Illinois Medical District, the United Center, Milwaukee Avenue, Madison Street, and Blue Island Avenue.

Western and Ashland Avenues are currently being studied as future BRT routes. These popular bus routes traverse the city and provide access to several different CTA and Metra rail stations.