

RESOLUTION

WHEREAS, about 96% of Chicago residents live within a half mile or a ten minute walk of CTA bus service; and

WHEREAS, Chicago Transit Authority bus service is expansive, and connects riders almost everywhere in the city, and serves many communities that do not have local access to rail service; and

WHEREAS, since 2020 at the point of the pandemic when ridership was at its lowest, CTA and Pace buses retained more riders than rail, speaking to the necessity of bus service to essential workers, with the highest ridership numbers from the South and West Sides; and

WHEREAS, over the last 20 years, the average bus speed has decreased by 9% on the CTA; and

WHEREAS, according to CTA's bus speed data, buses are majorly slowed by congestion due to sharing a travel lane with personal vehicles and move at their slowest speed between 3 pm and 7 pm, when many people are relying on transit to travel between work or school, and home; and

WHEREAS, over time slow service and unreliability can impact employment, education, childcare, and quality of life by forcing people to dedicate more of their time to traveling than otherwise necessary; and

WHEREAS, slower bus speeds increase the cost of operating service; improving bus speed and reliability would enable CTA and Pace to operate service more efficiently, allowing for more service at the same cost; and

WHEREAS, Mayor Johnson's 2023 Mayoral Transition Report set a goal to "Prioritize the development of a citywide network of bus rapid transit (BRT) and dedicated bus lanes that gives buses priority over car and truck traffic;" and

WHEREAS, the 2023 Regional Transit Authority's Transit is the Answer strategic plan lists one of its goals as "partnering with roadway agencies to build more transit-friendly streets and advance bus rapid transit;" and

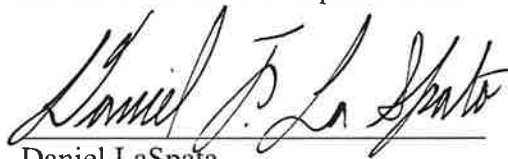
WHEREAS, the 2023 Chicago Metropolitan Area Plan of Action for Regional Transit calls for action to be taken to enable faster and more reliable bus service.

WHEREAS, the Illinois Department of Transportation Long Range Transportation Plan included strategies to implement signal prioritization and improve multimodal corridors via bus rapid transit; and

WHEREAS, the 2023 CTA and CDOT Better Streets For Buses Plan worked with communities across the city to establish a network of corridors to prioritize, and a toolbox of street treatments to improve bus service; and

WHEREAS, CTA and CDOT have successfully been building bus infrastructure improvements including but not limited to additional infrastructure, dedicated lanes, and dedicated signals; and

BE IT RESOLVED, that we, the members of the City Council for the City of Chicago, do hereby call upon the Committee on Pedestrian and Traffic Safety to hold a subject matter hearing on how bus infrastructure improvements would impact mobility and traffic safety, and call upon the CTA and CDOT to present information supporting this proposal.

A handwritten signature in black ink, reading "Daniel J. LaSpata". The signature is written in a cursive style and is positioned above a horizontal line.

Daniel LaSpata
Alderman, 1st Ward