

BUS PRIORITY CORRIDOR PRINCIPLES & RECOMMENDATIONS



The Transportation Equity Network (TEN) encourages the Better Streets for Buses project teams, as well as the government agencies overseeing the process, to support a bold and equitable vision for bus priority corridors across Chicago. Bus priority corridors must center the needs of bus riders and commuters, particularly those in historically transit-disconnected communities. We envision priority corridors that make bus travel faster and more reliable through enhancements such as dedicated bus-only lanes and accessible, safe stations that elevate the experience for community members. These corridors can also serve as catalysts for investment in under-served communities, connecting people to the destinations they need.

We uphold these principles to guide the feasibility study and future implementation of bus priority corridors. We recommend these principles be incorporated into the project's framework and evaluation criteria.

Participating TEN Organizations



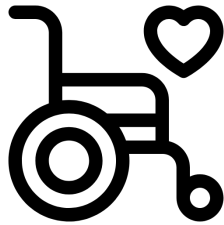
Themes from Community-Based Organization Led Engagements

The following themes emerged from the engagements that community-based organizations hosted in 2024-2025.

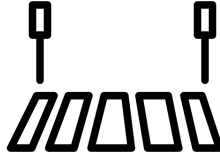
Connectivity



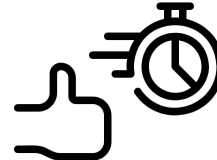
ADA Compliance



Safety



Reliability



Dignity & Comfort



Connectivity

- Improving connectivity to destinations, to other transit, and to neighborhoods on the South and West sides.
- Improving East-West connectivity
- Improving connectivity to the suburbs
- Guaranteeing the speed of buses during rush hours

ADA Compliance

- ADA compliance around crosswalk technology
- Improving areas around bus stops to be more ADA compliant

Safety

- Improving crosswalks around bus shelters
- Improving lighting in and around bus shelters
- Safe interaction with bike infrastructure

Reliability

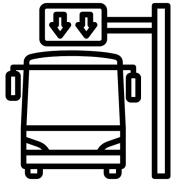
- Improving frequency of buses
- Improving consistency of scheduling
- Improving real-time tracking at bus shelters

Comfort/Dignity

- Improving amenities at bus stops: shelters with heating, seats, culturally-relevant art
- Activating green/cooling space near transit infrastructure

Our Principles

Building Better Bus Corridors



- Prioritize the best available bus improvements, dedicated lanes where dimensions allow, transit signal priority and queue jumps in all corridors

Anti-Displacement



- Coordination with local businesses, local chambers of commerce, small business associations, special service area commissions (SSAs), and longtime residents through public engagement process
- Coordination with other City Departments, particularly the Department of Planning and Development and the Department of Housing, to ensure anti-displacement and preservation are prioritized with infrastructure investments
- Seek out policy change in impacted corridors that will ensure preservation practices

Affordability



- Improved services should not come with higher prices especially for youth, students, or seniors

Accessibility & Coordination with People with Disabilities



- Ensuring people with disabilities are part of conversations around improvements
- Bus stops and shelters need to have ADA-compliant accommodations

Our Recommendations

1. We recommend that CTA and CDOT engage with anti-displacement policies beyond public engagement through coordination with other City agencies to ensure affordability and housing preservation.
2. We recommend that CTA and CDOT work with the City to identify and implement policies, such as that align with local community development needs and priorities as it relates to improving bus priority infrastructure in the corridors.
3. We recommend formalizing this group of stakeholders into a bus priority street advisory group that consists of TEN community-based organizations along the priority corridors and CTA, CDOT, and Mayor's office representatives.
4. We recommend CTA and CDOT identify an ADA coordinator to coordinate with CMAP on ADA-compliance in bus priority infrastructure and connect with local ADA coordinators.
5. We recommend that meaningful public engagement remains a priority, which includes more opportunities for collaboration with the public on each aspect of decision-making including the development of alternatives and identification of the preferred solutions.
6. We recommend that CTA and CDOT coordinate closely with each other and their consultants to ensure that planned improvements consistently prioritize bus service over single-occupancy vehicles.