

Toolbox – Transit Presentation

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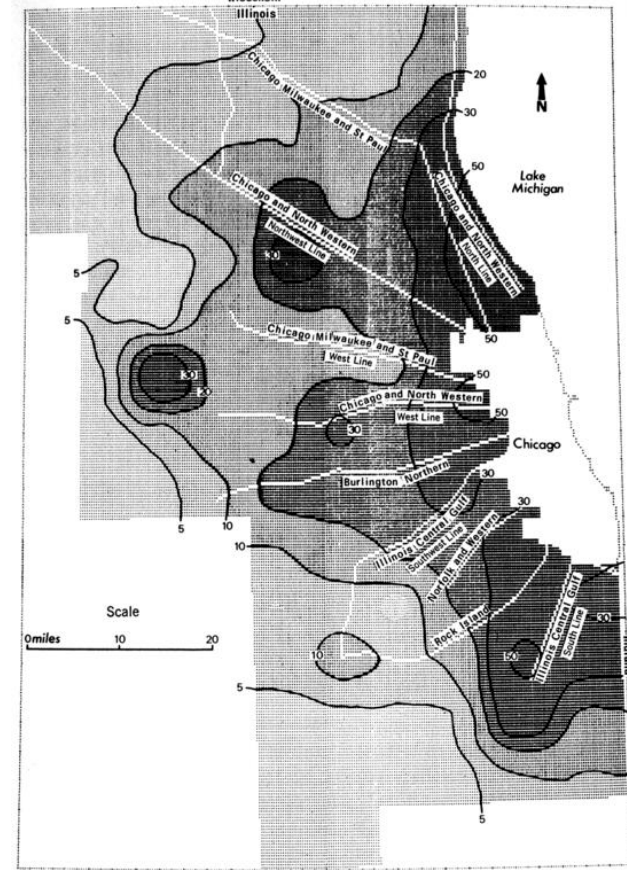
Brief History of the RTA

Early years

- Private operators
- CTA formed in 1946

1974 Referendum to create RTA

- Provided operating subsidies
- 1981 financial crisis impacts



Brief History of the RTA

1983 Reorganization of the RTA

- New local funding – sales tax
- Create service boards - CTA, Metra & Pace

2007 Funding Legislation

- Increased sales tax $\frac{1}{4}\%$
- Oversight
- Innovation

Mode Characteristics

- Passenger capacity
- Average speed
- Frequency of intervals
- Station or stop spacing
- Efficiency
- Trip length
- Fare type (base or zone)

Commuter Rail or Regional Rail (Example: Metra)



- Zone fares
- Highest speed
- Less frequent intervals
- Longer distance between stations
- High capacity single or double deck
- Most efficient, highest farebox recovery
- Longest distances, home to work, usually CBD

Heavy Rail (Examples: CTA elevated and subway)

- Usually in congested, high-density areas
- Moderate distance between stations
- Exclusive right-of-way
- Longer distances trips
- Platform boarding
- Higher speeds
- Frequent intervals



Light Rail (LRT: SDiego, SJose, PDX)

- Medium capacity in single or multiple cars
- Extensive use of exclusive right-of-way
- Medium- to short- distance trips
- Street level or platform boarding
- Overhead power source
- Frequent intervals
- Base fare system



Street car - Portland

- Local circulator
- Operate as feeder
- Fare collection
- In city traffic
- Capacity hi/lo



Classic Bus Rapid Transit (BRT)



- Platform loading
- Fares paid in station
- Exclusive right-of-way, or
- Signal Priority when in traffic
- Multiple doors (rapid loading – safe operation)
- High capacity, articulated buses



MultiModal Systems

Light rail – heavy rail

- Encounters vehicular traffic in the city
- Heavy rail in the suburbs
- One-seat ride
- Long distance
- Feeder/main line



Camden
River
Line

MultiModal Systems

Light rail – street car

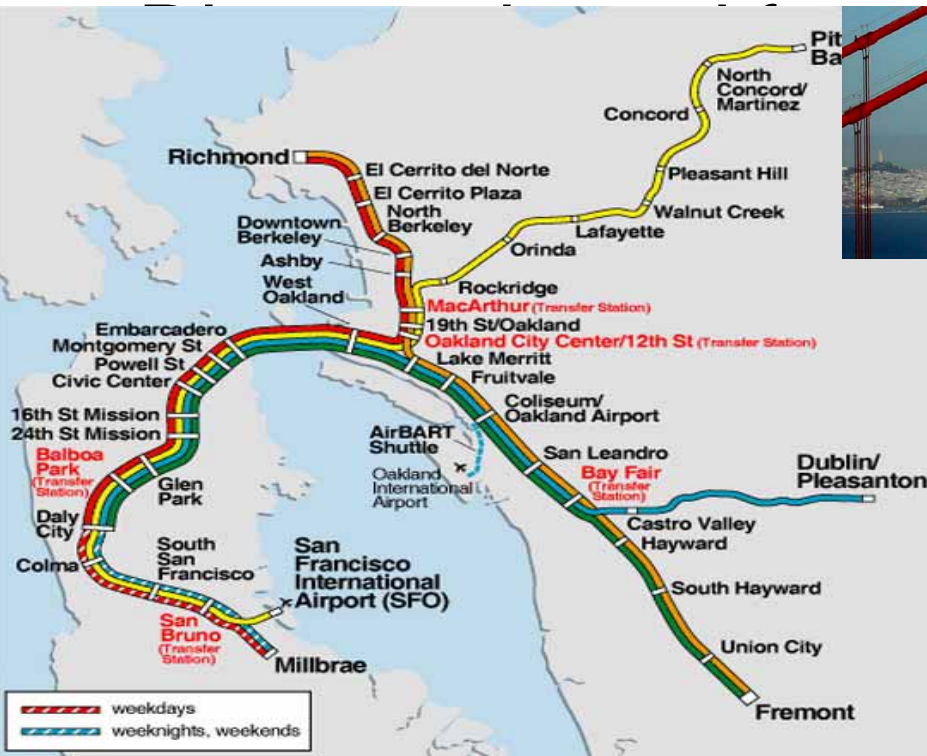
- Operates on street in the CBD
- Exclusive right of way elsewhere with cross traffic



MultiModal Systems

Heavy Rail – Commuter Rail

- Subway in CBD
- Suburbs: station spacing – Long distance trips



Los Angeles Heavy – Light



Express Bus (Pace 855, CTA X rtes.)

- Operate in traffic
- Street boarding
- Higher speed than local bus
- Frequent intervals
- Less frequent stops
- Medium to low capacity
- Signal Priority can increase speeds
- Base fare or express premium
- Operate on expressways, HOV lanes or bus on shoulders



Transfer/Feeder Operation

- Feeders to high-capacity stations
- Serves local demand – time and place
- Easy transfer: 1) protected environment 2) no transfer fee



Fixed-route Bus (Ex: CTA and Pace)

- Low capacity
- Operate in traffic
- Frequent stops
- Lowest average speed
- Frequency varies with density and demand
- Base fare paid or scanned on vehicle



Paratransit (Ex: Pace Dial-A-Ride)

- Low density and suburban areas
- Smaller mini-buses or vans
- ADA special services required by law
- Curb-to-curb service, usually for elderly and disabled
- ADA same days and hours of fixed-route buses
- Local municipal or township dial-a-rides
- Limited hours and service area
- 24-hour notice call in period
- Lowest farebox recovery (10%)
- Hybrid: route deviation in lower-density areas



Ride Sharing (Ex: Pace VIP Vanpool and Regional Ride Sharing)

- Car pool-computer matching program
- Van pool- developed with Employers
 - Volunteer driver
 - Energy efficient
 - Zone fares based on distance and number of riders in pool
 - Route designed by members
 - One trip in AM, one in PM
 - High farebox recovery
- Car-sharing programs



Transportation Demand Management (TDM)

- Transportation Management Associations TMAs
- Commuter pre-tax benefits
- Emergency ride home
- Telecommuting
- Flexible work hours
- Compressed workweek
- Parking management, cash-out, HOV priority
- Transit promotion and subsidies
- Non-motorized modes, pedestrian and bicycle