NORTH LAKE SHORE DRIVE STUDY SPOTLIGHTS

TRANSIT IMPROVEMENTS

September 2020

The study's Purpose and Need calls for improving safety and mobility for all users, improving infrastructure deficiencies and improving access and circulation in the project corridor. To fully realize the Purpose and Need and improve mobility for all users, targeted transit improvements are a key component of the project scope.

To start, all base roadway improvements will substantially improve transit operations in the NLSD Corridor. Common improvements such as reducing bottlenecks at junctions, straightening the Oak Street curve and replacing the Chicago Avenue traffic signal with a full access junction will substantially improve bus travel times and reliability in the corridor over the No-Action alternative. Bus performance will be further improved by adding transit advantages at junctions for the Context Tailored Treatment alternative, adding bus-only lanes along the Outer Drive for the Transitway alternative, or providing shared bus/auto managed lanes for the Managed Lane alternatives. Other transit improvements common to all alternatives will include transit advantages at junctions, bus turnarounds and bus staging areas, described further below.

The North Lake Shore Drive project team has reached a critical milestone in the study process as we plan to recommend a narrowed range of alternatives to be carried to the next stage of analysis later this year! In preparation for this next step and to provide a refresher on some improvements common to all alternatives, the project team has prepared a few Study Spotlights, each focusing on a specific topic important to understanding the Study.

REDEFINE THE DRIVE

NORTH LAKE SHORE DRIVE

Over **69,000** transit riders per day use the seven express bus routes on NLSD and the two bus routes on Inner Drive (2013 data). **73%** of Public Meeting #3 Survey respondents stated that they have taken a bus on Inner/Outer NLSD in the past year.

What are the transit advantages included in all alternatives?

- Add bus-only queue jump lanes or bus-only ramps which provide dedicated transit spaces at junction intersections separate buses from the general purpose lanes.
- Add transit priority signals, in concert with queue jump lanes or bus-only ramps, to prioritize transit movements through junction intersections by allowing buses to "jump the queue" and pass through the junction intersections in advance of general purpose traffic.
- Provide bus turnarounds within Lincoln Park to allow for better east-west transit access to the park, as well as more efficient east-west bus movements at the ends of their routes. This also allows flexibility for several bus routes to reach more destinations within the park.
- Add bus staging areas nearby Lincoln Park bus stops to minimize unreliable bus travel times from remote staging areas.

Illinois Department of Transportation
CDOT Chicago Department of Transportation

All alternatives will provide a faster and more reliable transit trip compared to No-Action

All alternatives will substantially reduce the average travel times of buses moving through the corridor:

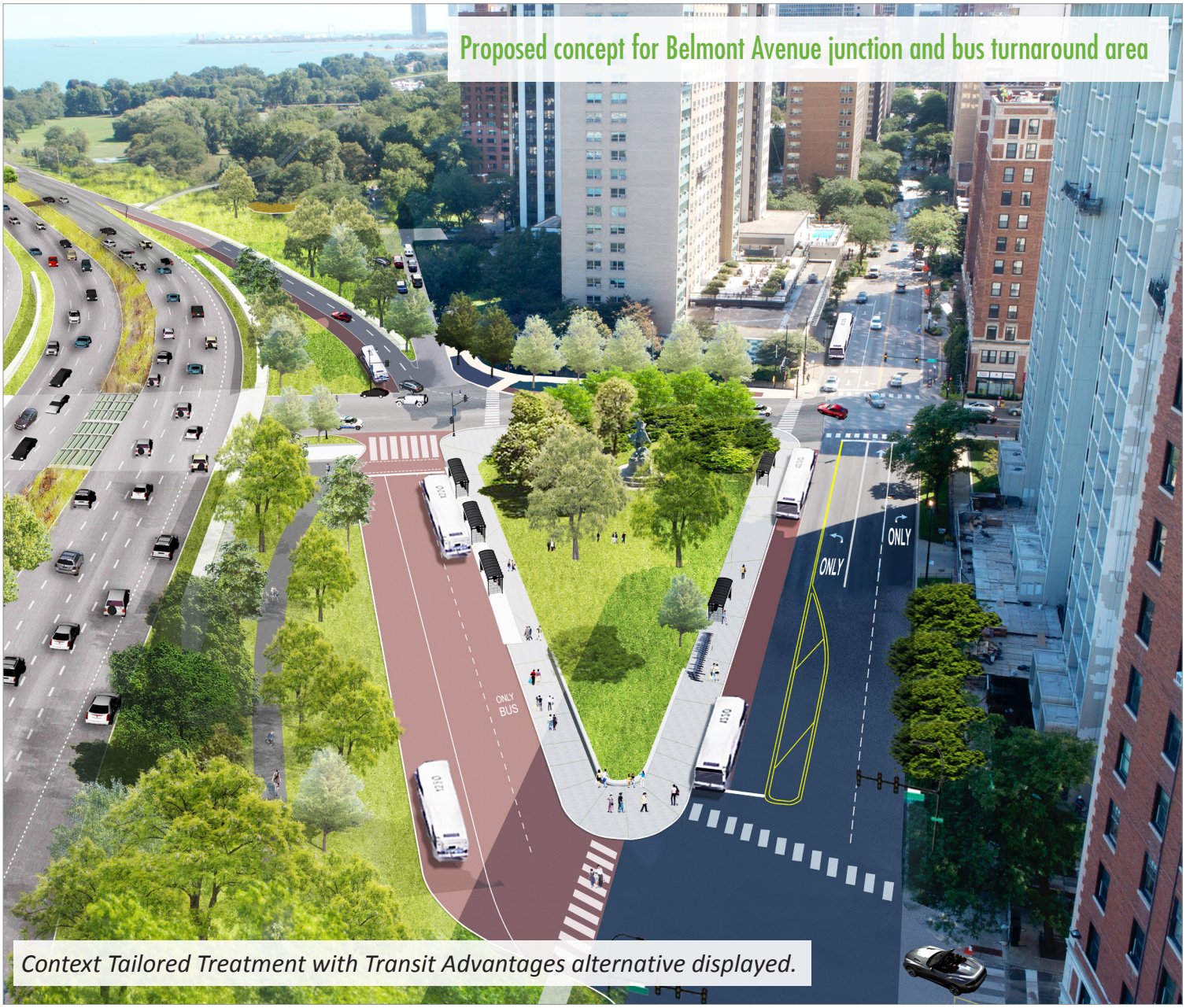
- **14-39% reduction** during Average Traffic Conditions
- **33-48% reduction** during Poor Traffic Conditions

All alternatives will substantially improve bus reliability by **58% to 88%**

Bus reliability is the range between minimum and maximum travel times. The less variation there is in potential travel times, the more reliable your trip is.

**These computer simulation modeling results are based on a combined average of all seven CTA Express Bus routes on NLSD. Average Conditions are peak travel times with no speed reductions (70% of the time). Poor Conditions are peak travel times where speeds are substantially reduced due to bad weather or crashes (30% of the time).*

Proposed concept for Belmont Avenue junction and bus turnaround area



Context Tailored Treatment with Transit Advantages alternative displayed.

The project team is pleased to share these Study Spotlights with you. If you have any comments on the information in this handout, or any other project materials, please use the online comment form to provide input: northlakeshoredrive.org/contact.html

We welcome feedback at any time during the project process.
We look forward to continuing to work with you to Redefine the Drive!