



Central Loop Bus Rapid Transit

Transportation Goals of the Central Area Plan

- ✧ Improve Transit in Central Area
- ✧ Improve Pedestrian Environment
- ✧ Manage Traffic Circulation
- ✧ Encourage Alternative Modes
- ✧ Increase Regional Transit Capacity into Central Area
- ✧ Improve National & International Connections

Chicago Central Area ACTION Plan, page 2-6



Downtown Transit Projects

TRANSIT PROJECTS

- ★ Central Loop Bus Rapid Transit
- ★ Union Station Transit Center
- ★ Washington/Wabash Station
- ★ Cermak/McCormick Station
- ★ Clark/Division Red Reconstruction
- ★ Harrison Red Station Rehab
- ★ Red and Blue Line Investments
- ★ Streeterville/River North Plan



Washington/Wabash L Station

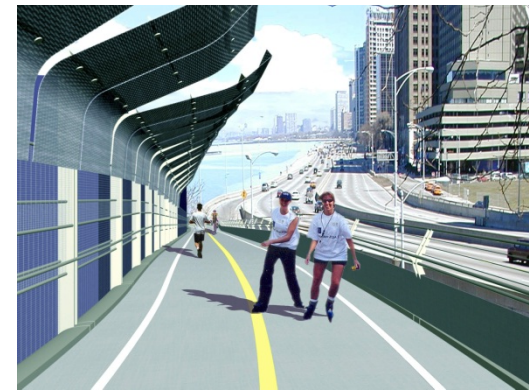
Cermak/McCormick Place Station



Other Downtown Projects

OTHER MOBILITY PROJECTS

- * Riverwalk
- * Bridge Maintenance and Reconstruction
- * Central Area Bike Network
- * Divvy bike share system
- * Navy Pier Flyover
- * Roosevelt Road Streetscape
- * Union Station Master Planning
- * North Lake Shore Drive Planning



The Need for Central Loop BRT

* Improve mobility in Central Area

- * Growth of downtown has stretched beyond easy walking distance
- * Long-stated need will finally be met
- * Prior efforts stalled due to cost, and private shuttle use has grown instead
- * Congestion and conflicting uses strain performance near Union Station

* Need for faster, more reliable bus service

- * Dependable bus service downtown makes both Metra and CTA trips more attractive, helping to increase transit's overall market share
- * Buses can now be as slow as walking (3-5mph)
- * Downtown congestion frequently delays buses, impacting entire routes

The Need for Central Loop BRT

- ✦ **Build off existing infrastructure; allow for future upgrades/extensions**
 - ✦ Lay foundation for expansion to further connect Streeterville, North Michigan Ave, River North, Navy Pier, South Loop, and Museum Campus
- ✦ **Improve pedestrian environment and bike connections**
 - ✦ Crowded sidewalks during morning and evening commutes
 - ✦ No good east-west bike routes through the Loop

Central Loop Bus Rapid Transit

- ✧ **Connect People**

- ✧ Throughout central business district, from Union and Ogilvie stations to Michigan Avenue

- ✧ **Strengthen Chicago's Economy**

- ✧ Improving access to jobs and attractions, and generating foot traffic

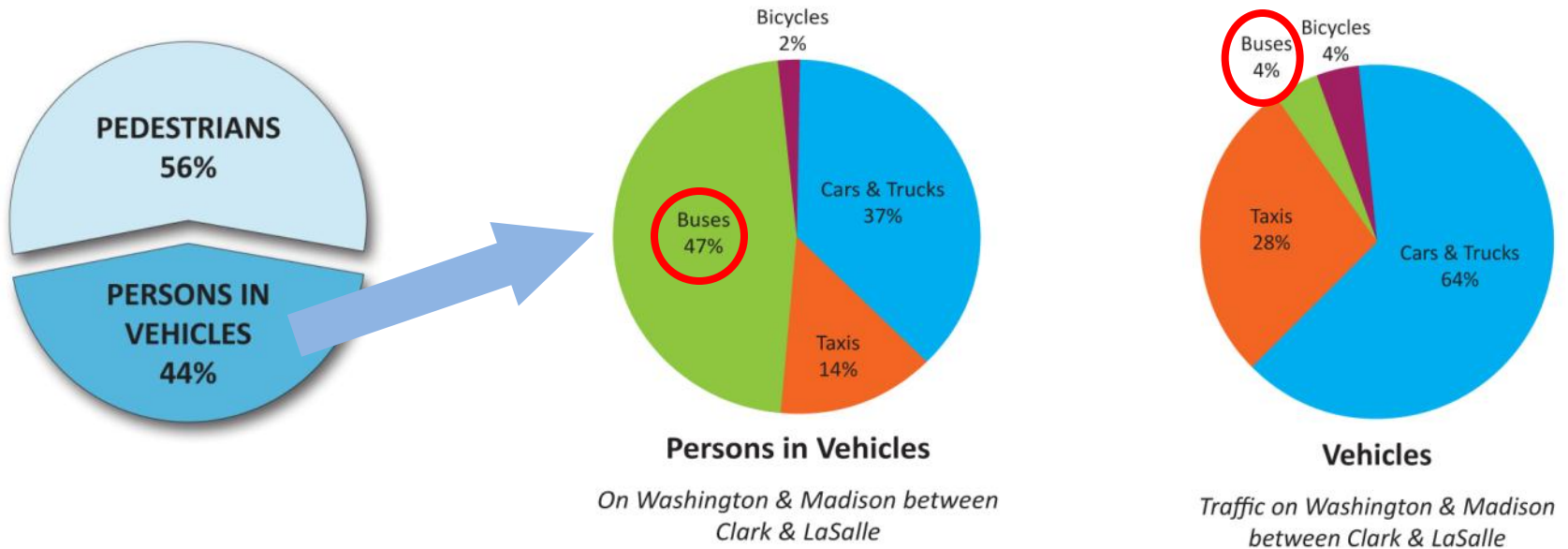
- ✧ **Improve everyday life for residents and employees**

- ✧ Making it easier to get to work and go about daily activities

- ✧ **Make travel downtown more reliable**

- ✧ 30,000 people will arrive more quickly and on schedule

Downtown Buses Use the Street Efficiently



- * Over half of people on Washington and Madison walk
- * Despite being only 4% of the vehicles, buses carry nearly half of the people traveling along the street traveling in vehicles

Transit Signal Priority

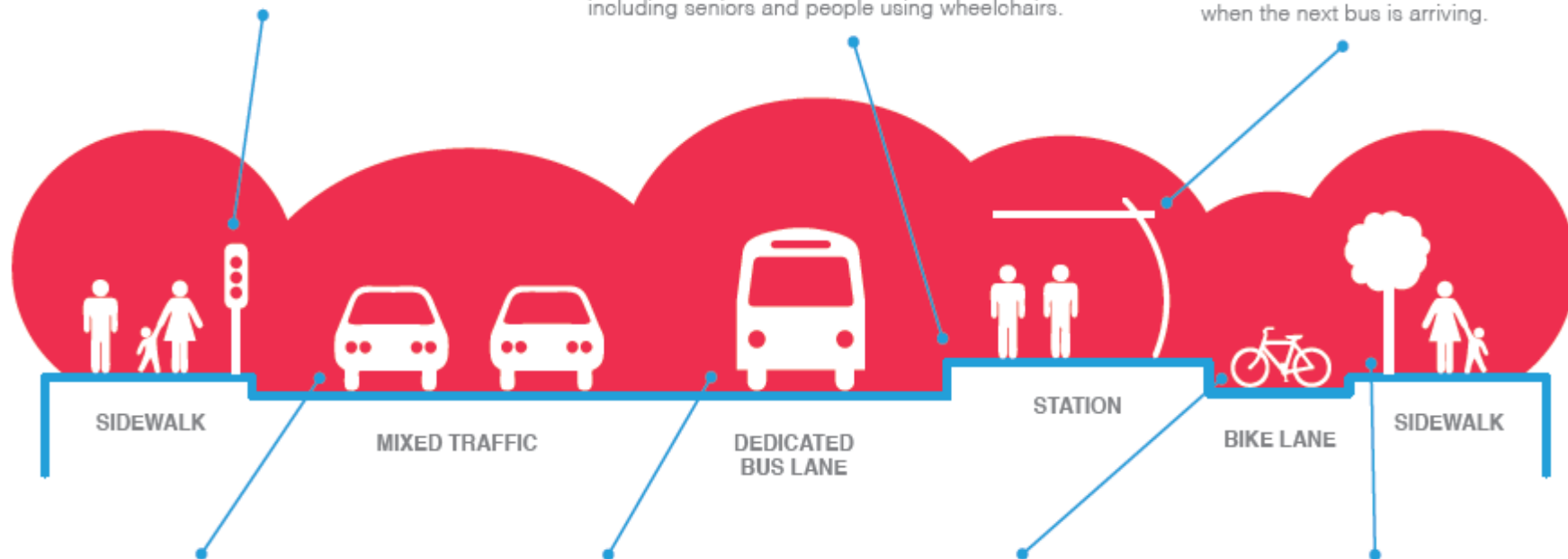
Get to your destination quicker, thanks to technology that shortens wait times for buses at traffic lights.

Bus-Level Boarding

Get on or off the bus using bus-level stations that make it easy for everyone to safely board, including seniors and people using wheelchairs.

Train-Like Stations

Stay comfortable and dry with covered stations equipped with bus tracking monitors, so riders know when the next bus is arriving.



SIDEWALK

MIXED TRAFFIC

DEDICATED
BUS LANE

STATION

BIKE LANE

SIDEWALK

Two Traffic Lanes

Avoid traffic buildup behind buses as you drive through the Loop.

Dedicated Bus Lanes

Stay on schedule with more reliable buses that avoid traffic using dedicated lanes.

Protected Bike Lanes*

Bike to work quickly and safely with protected bike lanes.

*Protected bike lanes on Washington, Randolph and Clinton only.

Sidewalk Space

Enjoy more sidewalk space with the removal of bus shelters from walkways.

Central Loop - Eastbound Washington



Central Loop – Westbound Madison



Central Loop BRT Stations



Central Loop – Union Station Transit Center





Canal Street by Union Station

(with drop-off/cab stand island, bus lane, and CTA/shuttle bus loading area)



Project Schedule

- **Summer 2014** – finalize station design, roadway configurations for each block; continue stakeholder outreach
- **Fall 2014** – solicit bids for roadway reconstruction, station installation and Transit Center construction; continue utility improvements
- **Winter 2015** – fabrication of stations; Transit Center site prep
- **Spring/Summer 2015** – roadway and Transit Center construction begins
- **Fall/Winter 2015** – project completion

Benefits To Downtown

- ✧ Demonstrates Mayor Emanuel's commitment to world-class sustainable transport
- ✧ Better access to more downtown businesses and destinations
- ✧ Improved connections to rail system further extends transit's reach to city and suburbs
- ✧ Enhances downtown Chicago's attractiveness as job and business location
- ✧ Faster more reliable commute times = better job retention
- ✧ Decrease need for private shuttles
- ✧ Generates more pedestrian traffic to downtown businesses