The purpose of the River North-Streeterville (RNS) Transit Study is to recommend transit enhancements that will improve access and mobility between the West Loop and River North and Streeterville neighborhoods. Three main recommended improvements are under consideration. These improvements complement each other and can be completed individually or in combination. Stakeholder input is sought on the proposed improvements.

Please view the back of this handout for additional details on Improvement 3A: Michigan Avenue Busway Link - Curb Lane.
Michigan Avenue Busway Link – Curb Lane would upgrade transportation on Michigan Avenue from Madison Street to Oak Street with direct connections to Loop Link and the proposed Grand/Illinois and Chicago Avenue Busway Links. The outside curb lanes would be converted to dedicated busways. This would also include enhanced transit passenger boarding platforms and bus prioritization at key intersections.

**Current Transit Connections**

**CTA Bus Routes:**
- #2, #3, #4, #6, #10, #20, #26, #60, #124, #125, #143, #146, #147, #148, #151, #157

**Pace Bus Routes**
- #850, #851 and #855

**CTA L Stations:**
- Green, Purple, Brown, Red and Pink Lines (Randolph/Wabash and Madison Wabash)

**Metra Electric District Line**

**Busway Link Benefits**
- Up to 20% reduction in passenger travel time

**Busway Link Features**
- Twelve dedicated boarding platforms
- Queue jumps give buses priority at busy intersections, including Washington, Randolph, Lake, Water, Wacker, Ontario, Erie, Huron, Superior, Pearson, Chestnut, Delaware and Walton
- No additional passenger capacity

*These are theoretical values and do not take into account limiting factors on Michigan Avenue that will likely neutralize time and cost savings.*
The purpose of the River North-Streeterville (RNS) Transit Study is to recommend transit enhancements that will improve access and mobility between the West Loop and River North and Streeterville neighborhoods. Three main recommended improvements are under consideration. These improvements complement each other and can be completed individually or in combination.

Stakeholder input is sought on the proposed improvements.

Please view the back of this handout for additional details on Improvement 3B: Michigan Avenue Busway Link - Median Lane.
Michigan Avenue Busway Link - Median Lane would upgrade transportation on Michigan Avenue from Madison Street to Oak Street with direct connections to Loop Link and the proposed Grand/Illinois and Chicago Avenue Busway Links. The inside lane in each direction would be converted to dedicated busways. Passengers would use the median to access boarding platforms. This would also include enhanced transit passenger boarding platforms and bus prioritization at key intersections.

### Current Transit Connections

**CTA Bus Routes:**
- #2, #3, #4, #6, #10, #20, #26, #60, #124, #125, #143, #146, #147, #148, #151, #157

**Pace Bus Routes**
- #850, #851 and #855

**CTA L Stations:**
- Green, Purple, Brown, Red and Pink Lines (Randolph/Wabash and Madison Wabash)

**Metra Electric District Line**

### Busway Link Benefits*
- Up to 20-25% reduction in passenger travel time

### Busway Link Features
- Twelve dedicated boarding platforms
- Queue jumps give buses priority at busy intersections, including Washington, Randolph and Superior
- No additional passenger capacity

*These are theoretical values and do not take into account limiting factors on Michigan Avenue that will likely neutralize time and cost savings.
The purpose of the River North-Streeterville (RNS) Transit Study is to recommend transit enhancements that will improve access and mobility between the West Loop and River North and Streeterville neighborhoods. Three main recommended improvements are under consideration. These improvements complement each other and can be completed individually or in combination. Stakeholder input is sought on the proposed improvements.

Please view the back of this handout for additional details on Improvement 3C: Michigan Avenue Busway Link – Lower Michigan.
Michigan Avenue Busway Link – Lower Michigan would upgrade transportation on Michigan Avenue from Madison Street to Oak Street with direct connections to Loop Link and the proposed Grand/Illinois and Chicago Avenue Busway Links. The inside lane in each direction would be converted to a dedicated busway from Washington Street to Lake Street. The busway would transition to Lower Michigan, converting the outside lane in each direction from Lake Street to Grand Avenue. The busway would continue to Oak Street on a new, bus-only underground roadway. This would also include enhanced transit passenger boarding platforms and bus prioritization at key intersections.

**Current Transit Connections**

**CTA Bus Routes:**
- #2, #3, #4, #6, #10, #20, #26, #60, #124, #125, #143, #146, #147, #148, #151, #157

**Pace Bus Routes**
- #850, #851 and #855

**CTA L Stations:**
- Green, Purple, Brown, Red and Pink Lines (Randolph/Wabash and Madison Wabash)

**Metra Electric District Line**

**Busway Link Benefits**
- Up to 50-55% reduction in passenger travel time
- Provides additional capacity for up to 5,130 more passengers during peak periods

**Busway Link Features**
- Twelve dedicated boarding platforms
- Queue jumps give buses priority at busy intersections, including Washington, Randolph and Lake