



**CTA Bus Slow Zone Study
Final Project Report
CTA Route #66
Chicago Avenue**

**Prepared for:
Chicago Transit Authority
Chicago Department of Transportation**

**By:
Stanley Consultants Inc.
EJM Engineering Inc.**

**Final
June 2018**

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EXHIBIT A – Project Location Map

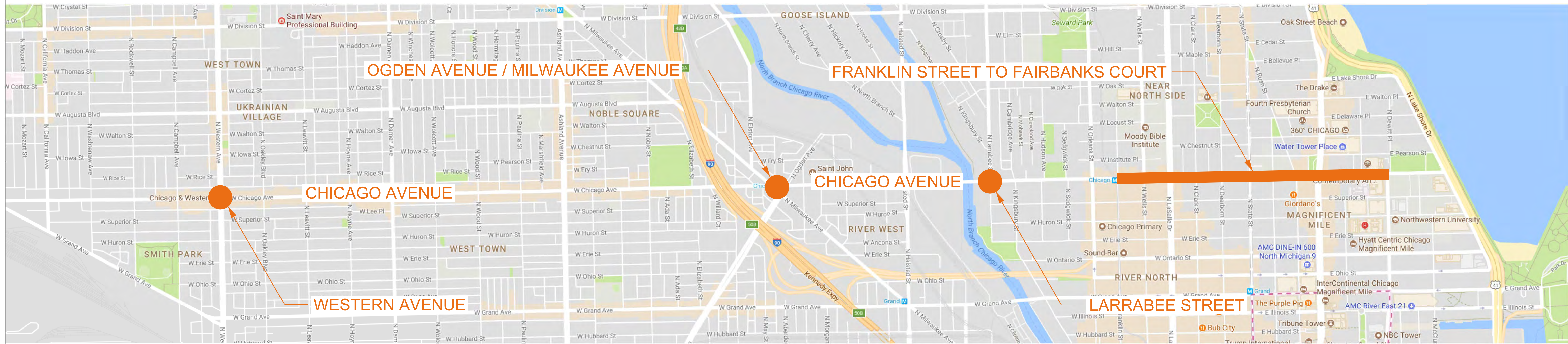


EXHIBIT A

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION
CTA BUS SLOW ZONES
PROJECT LOCATION MAP

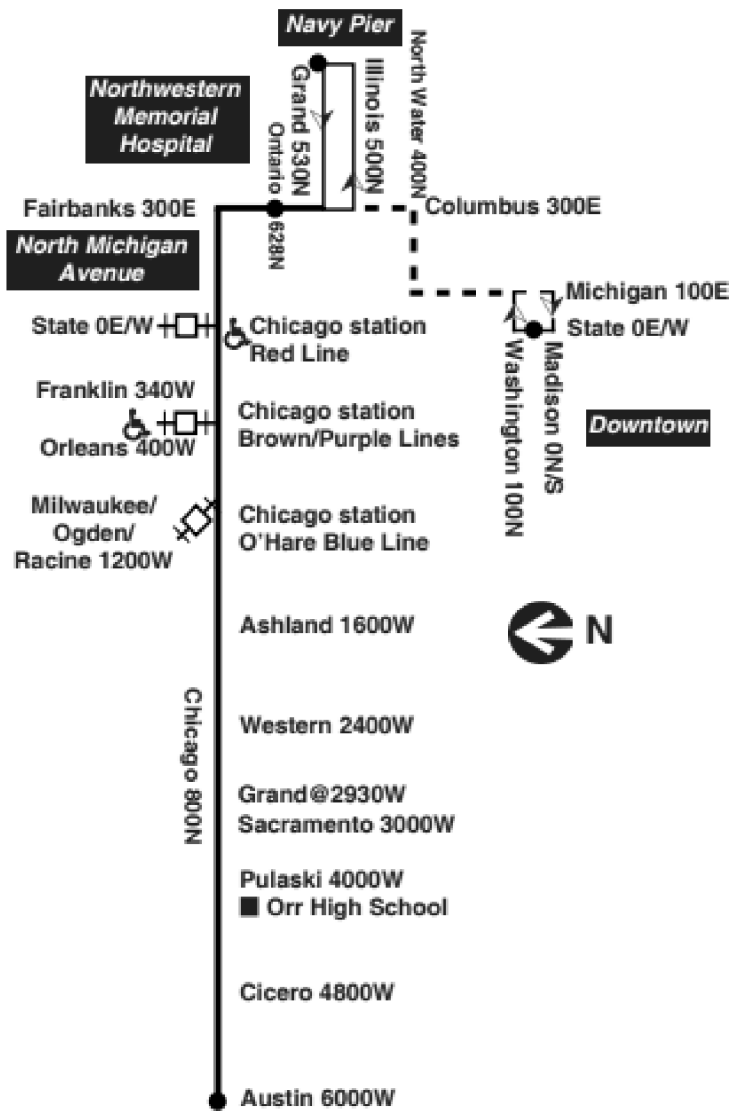
EXHIBIT B – CTA Training Map

Chicago Transit Authority

66

Chicago

Effective June 18, 2017

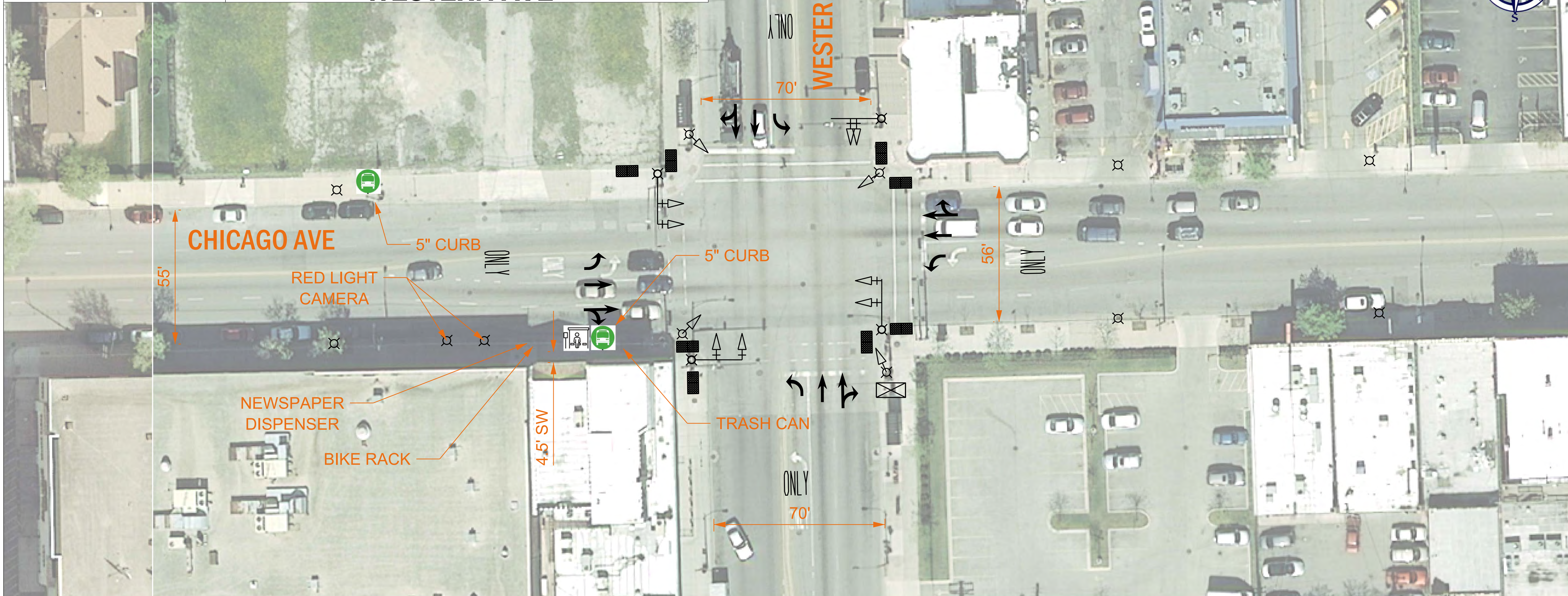


N66 Night Owl Service
Chicago/Pulaski to Washington/State

EXHIBIT B

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION
CTA BUS SLOW ZONES
CHICAGO AVENUE BUS ROUTE MAP

EXHIBIT C – Physical Characteristics



LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION
- DETECTABLE WARNING AT PEDESTRIAN CROSSING

NOTES:

ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)

#66 CHICAGO AVE - MILWAUKEE AVE AND OGDEN AVE

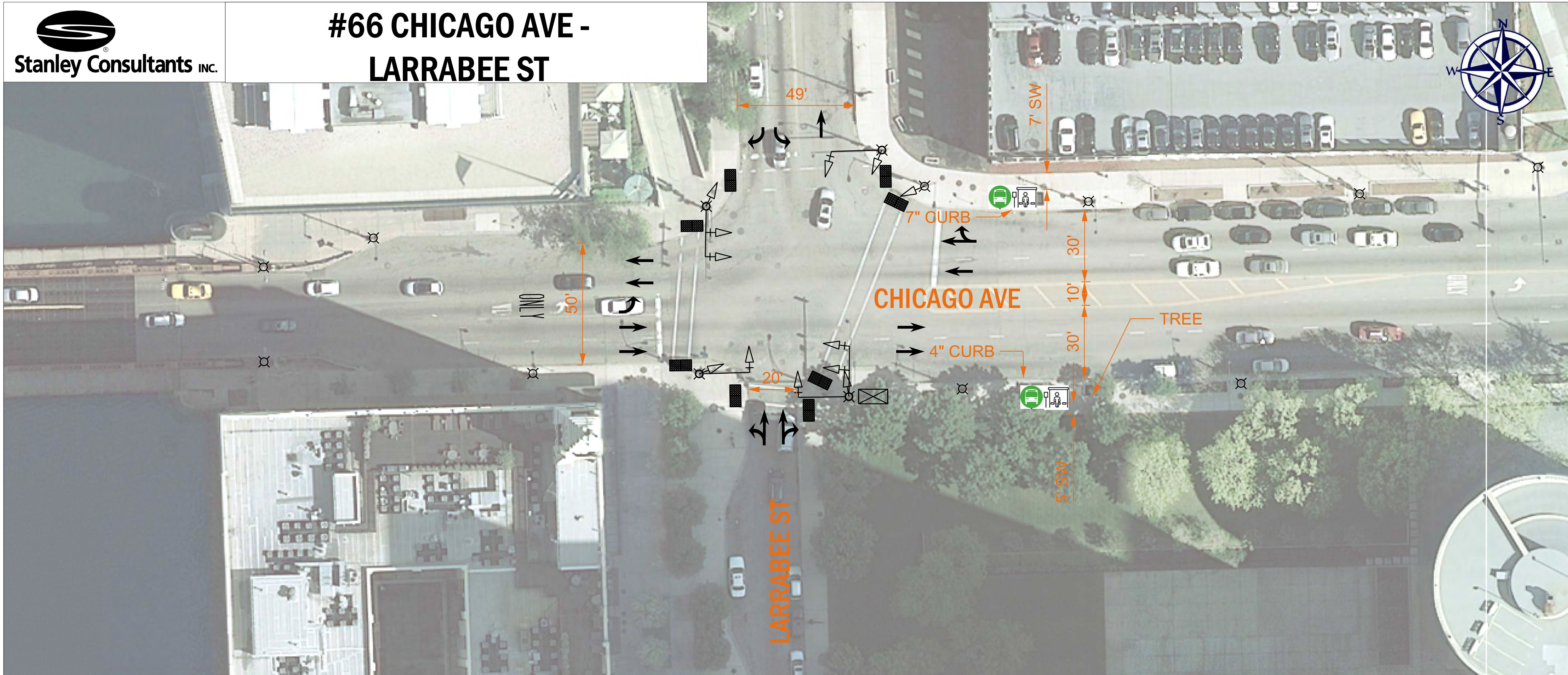


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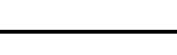
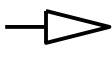
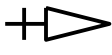










- LANE CONFIGURATION
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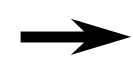

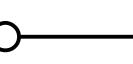
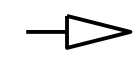
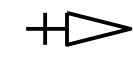










NOTES:

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#66 CHICAGO AVE - FRANKLIN ST AND WELLS ST



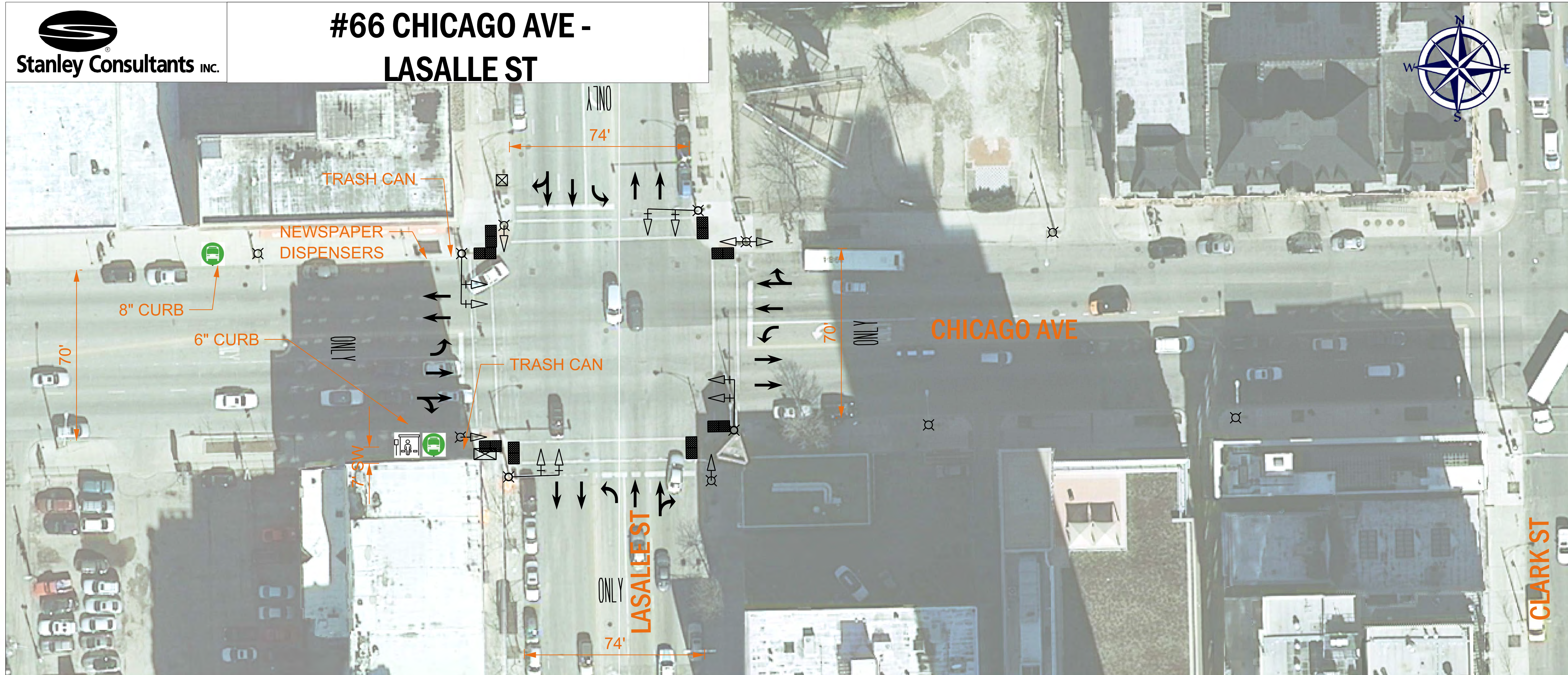
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NOTES:

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#66 CHICAGO AVE - LASALLE ST



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- LIGHT POLE
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NOTES:

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#66 CHICAGO AVE - CLARK ST AND DEARBORN ST



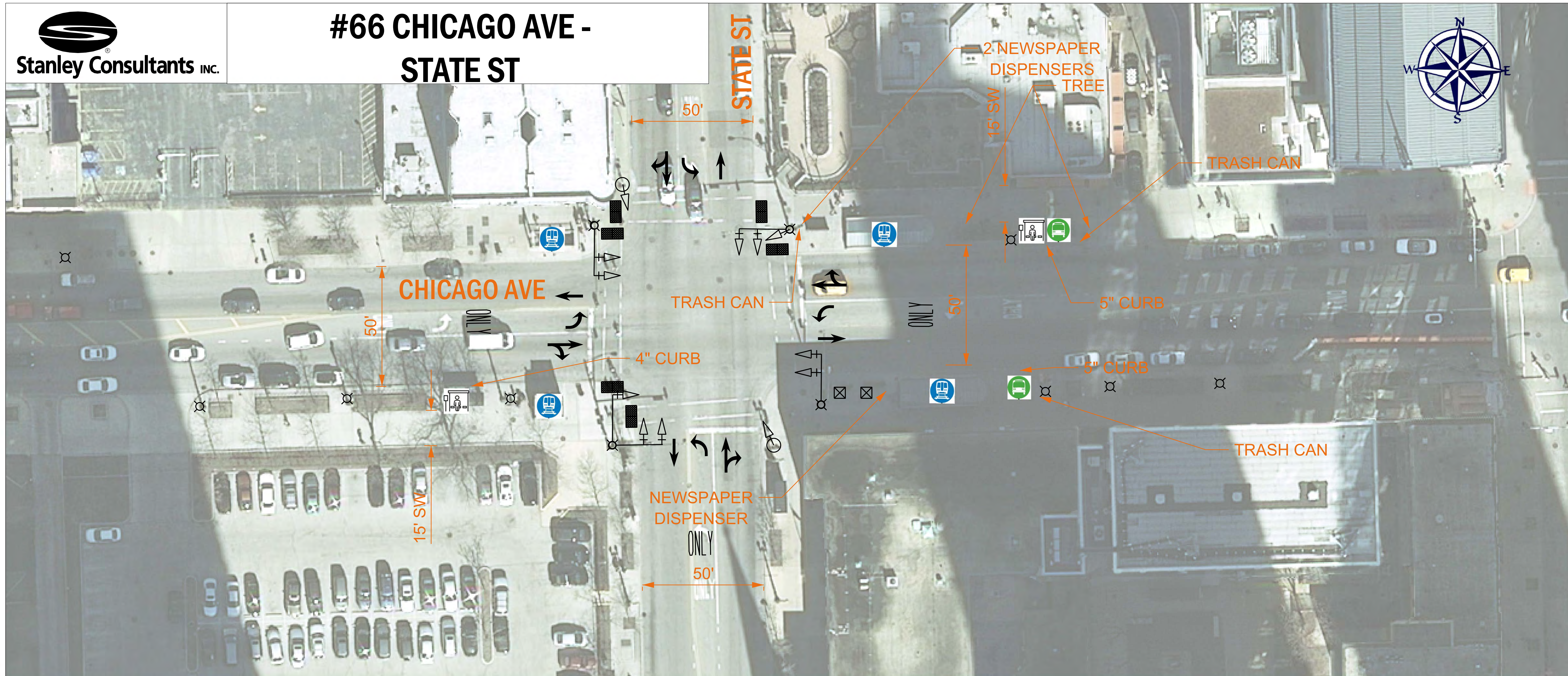
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NOTES:

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DEARBORN ST NORTH OF CHICAGO LANE WIDTH WAS TAKEN FROM BUMP TO BUMP**

#66 CHICAGO AVE - STATE ST



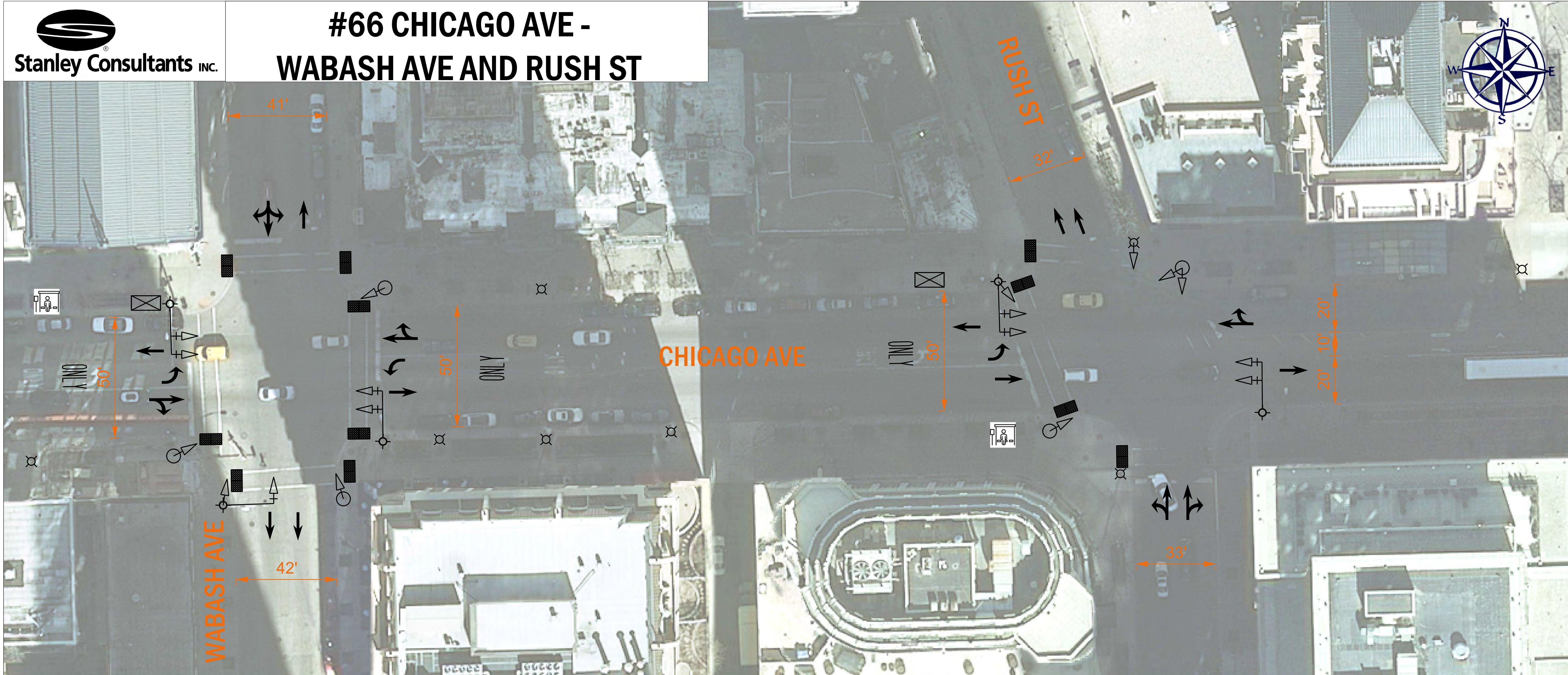
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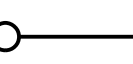
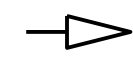
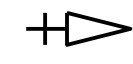










NOTES:

- ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)
- SOUTHEAST CTA SUBWAY WAS UNDER CONSTRUCTION
- SOUTHWEST BUS STOP WAS MOVED TO SOUTHEAST CORNER

#66 CHICAGO AVE - WABASH AVE AND RUSH ST

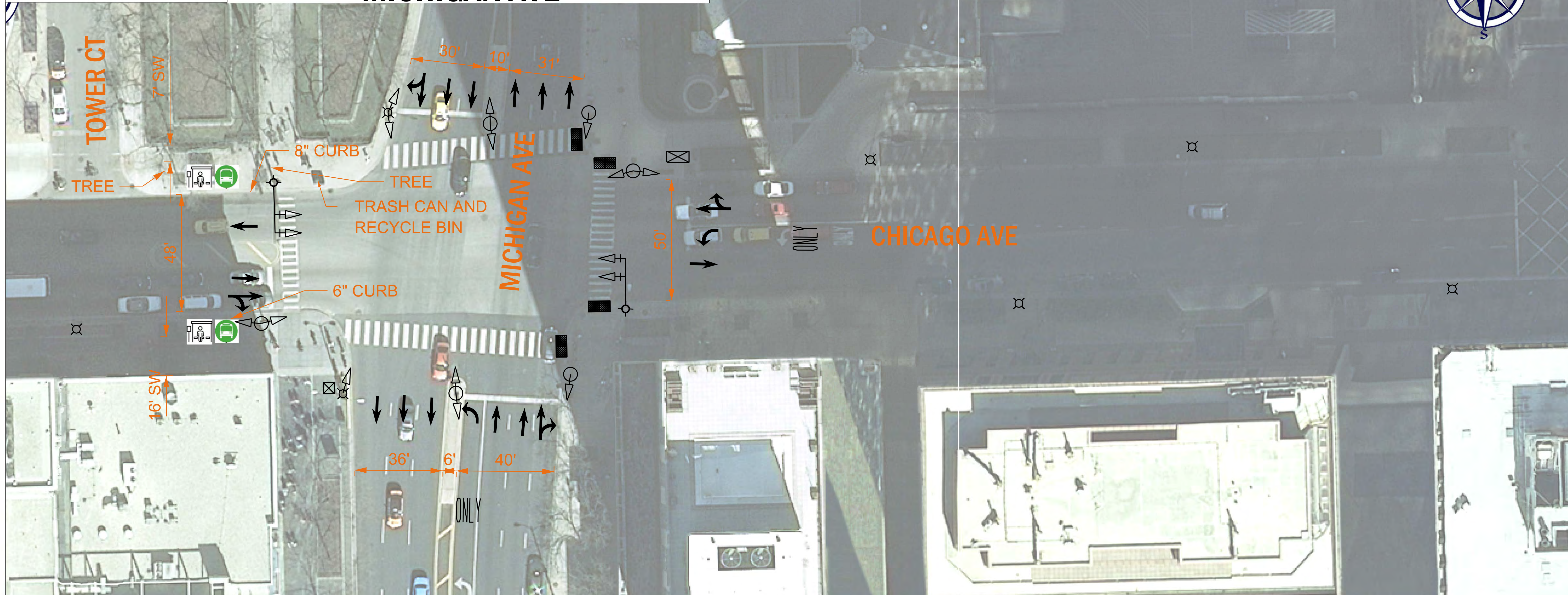


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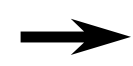

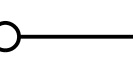
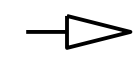
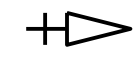



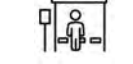






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NOTES:

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- WABASH AVE AND RUSH ST ARE NO LONGER BUS STOPS**
- RUSH ST HAS GREATER THAN 10 FEET OF SIDEWALK SPACE BEHIND BUS SHELTER**

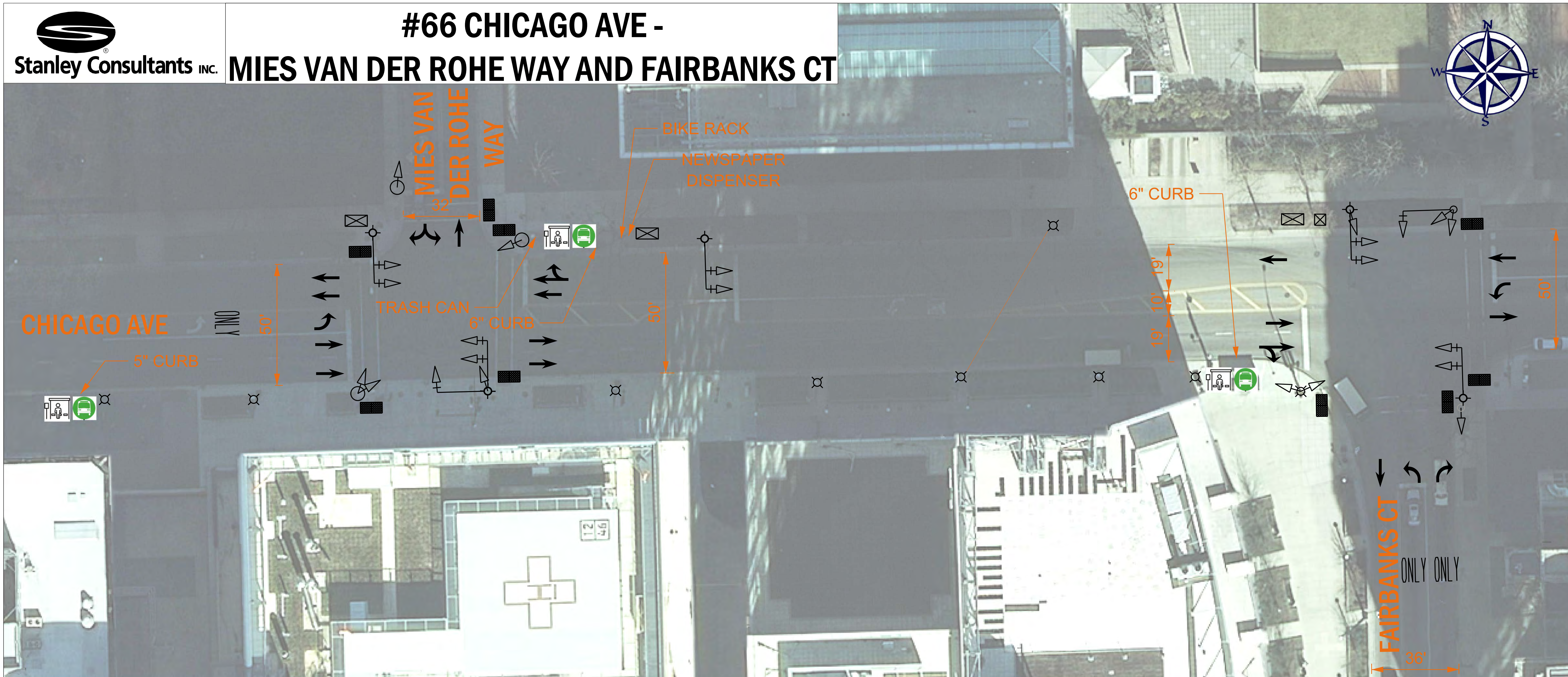


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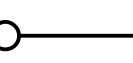
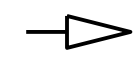
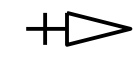










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NOTES:

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GREATER THAN 10 FEET OF SIDEWALK SPACE BEHIND BUS SHELTERS**

EXHIBIT D – Travel Characteristics

TRAVEL CHARACTERISTICS

#66 CHICAGO AVE - WESTERN AVE (1 OF 2)



NORTH CURB OF CHICAGO AVENUE BETWEEN CAMPBELL AVE AND WESTERN AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	-	1	1	-	-	-
DROP-OFFS	-	-	-	-	1	-	-	-
PARKING USAGE	10 16	10 14	12 15	12 17	12 16	12 17	12 16	12 16
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

NORTH CURB OF CHICAGO AVENUE BETWEEN WESTERN AVE AND OAKLEY BLVD

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	-	-	1	-	-	-
DROP-OFFS	1	-	-	2	1	-	-	-
PARKING USAGE	2 2	1 1	1 1	1 1	1 1	- 2	- 2	3 -
LOADING FREQUENCY	-	-	-	-	-	-	1 2	1 1
QUEUE LENGTH (FT)	80 200	115 200	115 165	80 165	115 50	80 200	60 200	50 0

AVERAGE QUEUE LENGTH



CAMPBELL AVE

CHICAGO AVE



WESTERN AVE



CHICAGO AVE

OAKLEY BLVD

SOUTH CURB OF CHICAGO AVENUE BETWEEN CAMPBELL AVE AND WESTERN AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	-	-	-	1	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	13 14	11 12	11 12	13 14	12 14	11 14	11 13	13 13
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	190 20	135 195	65 35	40 0	270 145	210 60	40 60	55 160

SOUTH CURB OF CHICAGO AVENUE BETWEEN WESTERN AVE AND OAKLEY BLVD

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	1	-	-	1	-	-	-
DROP-OFFS	1	-	-	1	-	-	-	-
PARKING USAGE	- 10	1 8	- 6	2 7	1 9	- 9	- 8	1 8
LOADING FREQUENCY	-	-	-	-	-	-	-	1
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

TRAVEL CHARACTERISTICS #66 CHICAGO AVE - WESTERN AVE (2 OF 2)



FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN CAMPBELL AVE AND WESTERN AVE

1. 25% OF WB BUSES SKIP BUS STOP.
2. CROSSING GUARD AT CAMPBELL AVE. CAUSED LONGER STOPS THAN USUAL.
3. WB BUS STOPPED WEST OF WESTERN AVE. ON CHICAGO AVE. TO PICK UP PASSENGER
4. UTILITY TRUCK PARKED ON WB CHICAGO AVE. NEAR CAMPBELL AVE.

FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN WESTERN AVE AND OAKLEY BLVD

1. NO SIGNIFICANT OBSERVATIONS OF NOTE.

CAMPBELL AVE

CHICAGO AVE

WESTERN AVE

OAKLEY BLVD

CHICAGO AVE

FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVENUE BETWEEN CAMPBELL AVE AND WESTERN AVE

1. BUS FREQUENTLY LOWERED WITHOUT DISABLED USAGE.
2. SB FREIGHT TRUCK TURNING RIGHT ONTO WB CHICAGO AVE. FORCED EB CAR TO REVERSE.
3. CLOSED SB CURB SIDE LANE OF WESTERN AVE SOUTH OF CHICAGO AVE FOR UTILITY WORK.
4. TRUCKS REVERSING INTO WEST ALLEY SOUTH OF CHICAGO AVE. TO DROP OFF CAUSED TRAFFIC TO BACK UP ON CHICAGO AVE.

FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVENUE BETWEEN WESTERN AVE AND OAKLEY BLVD

1. CARS PARKED IN TOW ZONE TO USE RESTAURANT.
2. CARS PARKED TO USE ATM.

TRAVEL CHARACTERISTICS

#66 CHICAGO AVE - MILWAUKEE AVE / OGDEN AVE (1 OF 2)

AVERAGE QUEUE LENGTH



NORTH CURB OF CHICAGO AVENUE BETWEEN I-90 / 94 AND MILWAUKEE AVE

NORTH CURB OF CHICAGO AVENUE BETWEEN MILWAUKEE AVE AND CARPENTER ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	1	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	1
PARKING USAGE	3	4	6	4	6	5	4	4
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	3	1	2	-	1	2	1	-
PARKING USAGE	2	2	2	2	4	3	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	> 250 > 600	> 250 > 600	> 250 > 600	> 250 > 600	> 250 > 600	> 250 > 600	> 250 > 600	> 250 > 600



SOUTH CURB OF CHICAGO AVENUE BETWEEN I-90 / 94 AND MILWAUKEE AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	1	-	1	-	2	-	-
DROP-OFFS	1	3	1	1	1	1	3	1
PARKING USAGE	2	1	-	-	1	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	65 40	170 0	210 0	335 25	190 55	360 75	545 135	410 240



FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN I-90 / 94 AND CARPENTER ST

1. HEAVY NEB TO WB RIGHT TURN MOVEMENT FROM OGDEN AVE. ONTO CHICAGO AVE.
2. HEAVY WB TO SWB LEFT TURN MOVEMENT FROM CHICAGO AVE. ONTO OGDEN AVE. THERE WERE USUALLY 4-5 TURNS AFTER RED.
3. THROUGH 7:40AM, THERE WERE NO NOTICEABLE QUEUING ISSUES. ALL VEHICLES WERE CLEARING IN ONE CYCLE.
4. PEDESTRIANS AND CYCLISTS DISOBEY TRAFFIC SIGNALS. THIS WAS CAUSING MINOR DELAYS.
5. NEB OGDEN AVE. QUEUES BACK UP TO BRIDGE.
6. BUSES WERE FREQUENTLY TOO FULL TO ACCOMMODATE EVERYONE THAT WAS WAITING AT WB STOP BETWEEN MILWAUKEE AVE. AND OGDEN AVE.
7. MANY VEHICLES TURNED RIGHT ONTO MAY ST. FOR DROP-OFFS.
8. CONFLICTS BETWEEN BUS LINE AND BLUE LINE ENTRANCE.
9. APPROXIMATELY HALF THE BUS PASSENGERS ALIGHTED AT THE STOP.
10. 4 BUSES BUNCHED TOGETHER AT 5:50.

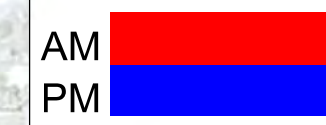
FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVENUE BETWEEN I-90 / 94 AND CARPENTER ST

1. BUS HAS TO WAIT AN EXTENDED PERIOD OF TIME WHEN PICKING UP PASSENGERS FROM BLUE LINE. LONG LENGTH OF BOARDING TIME.
2. BUSES WERE FREQUENTLY BUNCHED TOGETHER AND WOULD OFTEN PICK-UP AND DROP-OFF NEAR THE FIRE STATION.
3. STARTING AROUND 7:45AM, EB QUEUE ON WEST SIDE OF CHICAGO AVE. - OGDEN AVE. INTERSECTION BACKS UP INTO CHICAGO AVE. - MILWAUKEE AVE. INTERSECTION. CARS BLOCK INTERSECTION AND SEB TO EB LEFT TURN MOVEMENT FROM MILWAUKEE AVE. ONTO CHICAGO AVE.
4. AT 5:24, AN EMERGENCY VEHICLE CAUSED MILWAUKEE AVE. TO BACK UP. NO EB CHICAGO AVE. TRAFFIC WAS ABLE TO GET THROUGH FOR MULTIPLE CYCLES.
5. RIGHT TURNS OCCURRED FROM THROUGH LANE ON NEB OGDEN AVE. ONTO EB CHICAGO AVE. BUSES WOULD FREQUENTLY LOWER FOR NON-DISABLED PASSENGERS.
6. AT 5:42, FIRETRUCKS EXITED FIREHOUSE AND CAUSED TRAFFIC BUILDUP ON CHICAGO AVE.
7. VEHICLES MAKING NB TO WB LEFT TURNS FROM MAY ST. TO CHICAGO AVE. ARE SOMETIMES CAUSING GRIDLOCK AND BLOCKING EB CHICAGO AVE. LANES.
8. DROP-OFFS OCCURRED ON EB CHICAGO AVE. EAST OF OGDEN AVE. DURING RED LIGHT.

TRAVEL CHARACTERISTICS #66 CHICAGO AVE - CARPENTER ST TO SANGAMON ST

AVERAGE QUEUE LENGTH



NORTH CURB OF CHICAGO AVENUE BETWEEN CARPENTER ST AND SANGAMON ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVE BETWEEN CARPENTER ST AND SANGAMON ST

- CONSTRUCTION RESTRICTS WB PARKING STARTING 5/24/17.
- WB LEFTS HEAVY AND DOES NOT CLEAR.

SOUTH CURB OF CHICAGO AVENUE BETWEEN CARPENTER ST AND SANGAMON ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	1	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

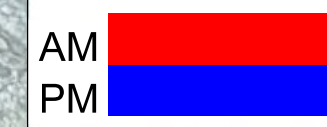
FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVE BETWEEN CARPENTER ST AND SANGAMON ST

- CONSTRUCTION RESTRICTS PARKING EB CHICAGO AVE BETWEEN CARPENTER ST AND SANGAMON ST.
- PEDESTRIAN ACCESS TEMPORARILY POSITIONED IN EB PARKING BETWEEN CARPENTER ST. AND SANGAMON ST.
- EB BACKUP AT LANE REDUCTION BACKS INTO OGDEN AVE. INTERSECTION.

TRAVEL CHARACTERISTICS #66 CHICAGO AVE - CHICAGO RIVER BRIDGE TO SEDGWICK ST (1 OF 3)

AVERAGE QUEUE LENGTH

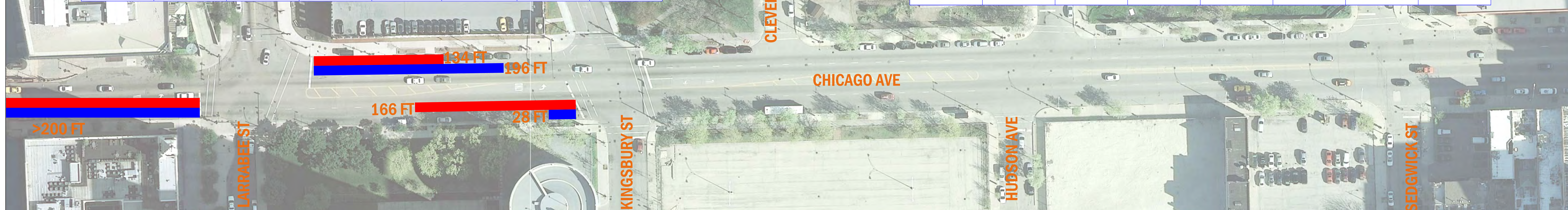


NORTH CURB OF CHICAGO AVENUE BETWEEN THE CHICAGO RIVER BRIDGE AND LARRABEE ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	1	-	1	1
DROP-OFFS	-	-	-	-	-	-	1	-
PARKING USAGE	-	-	1	1	1	1	1	1
LOADING FREQUENCY	-	-	1	-	-	-	-	-
	-	-	2	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

NORTH CURB OF CHICAGO AVENUE BETWEEN LARRABEE ST AND KINGSBURY ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	1	-	-	-	1	3	-	-
PARKING USAGE	-	-	-	-	-	-	-	1
LOADING FREQUENCY	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	200	200	200	200	0	0	270	0
	215	215	240	180	0	240	240	240



SOUTH CURB OF CHICAGO AVENUE BETWEEN THE CHICAGO RIVER BRIDGE AND LARRABEE ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	55	> 200	> 200	> 200	> 200	> 200	> 200	> 200
	35	> 200	> 200	> 200	135	> 200	> 200	> 200

SOUTH CURB OF CHICAGO AVENUE BETWEEN LARRABEE ST AND KINGSBURY ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	1	2	1	1	1	-
DROP-OFFS	-	-	-	1	-	-	-	1
PARKING USAGE	1	1	1	1	3	3	3	3
LOADING FREQUENCY	2	1	-	-	-	-	2	3
	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	0	240	190	45	190	290	85	290
	15	15	30	15	30	30	30	60



TRAVEL CHARACTERISTICS

#66 CHICAGO AVE -

CHICAGO RIVER BRIDGE TO SEDGWICK ST (2 OF 3)



NORTH CURB OF CHICAGO AVENUE BETWEEN KINGSBURY ST AND HUDSON AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	1	1
LOADING FREQUENCY	-	-	-	1	-	-	-	1
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

NORTH CURB OF CHICAGO AVENUE BETWEEN HUDSON AVE AND SEDGWICK ST

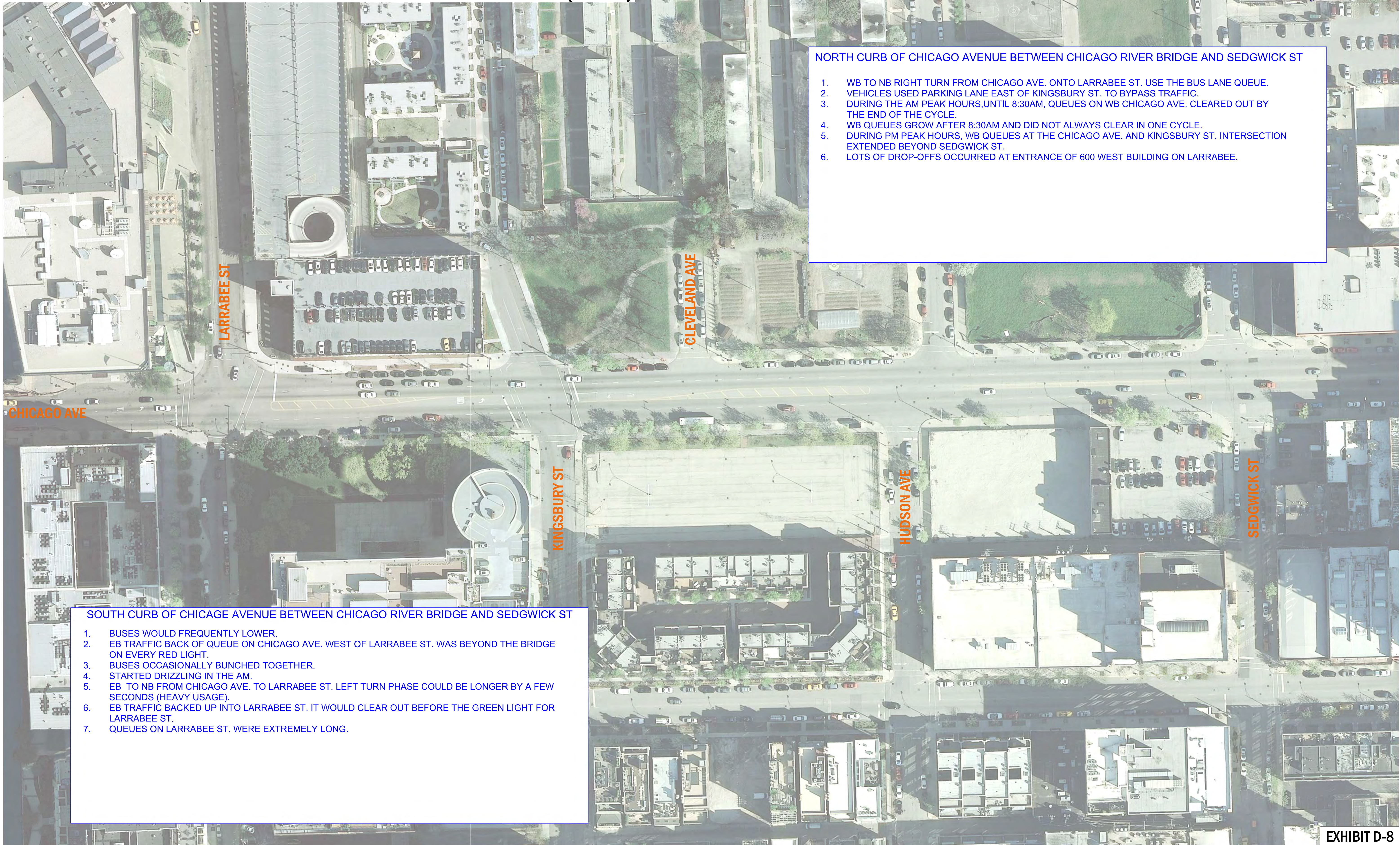
	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	3	4	5	5	4	4	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

SOUTH CURB OF CHICAGO AVENUE BETWEEN KINGSBURY ST AND HUDSON AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	4	4	4	4	6	7	-	-
LOADING FREQUENCY	-	-	-	1	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

SOUTH CURB OF CHICAGO AVENUE BETWEEN HUDSON AVE AND SEDGWICK ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	2	2	2	2	4	3	-	-
LOADING FREQUENCY	-	-	-	1	1	1	1	1
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-



NORTH CURB OF CHICAGO AVENUE BETWEEN CHICAGO RIVER BRIDGE AND SEDGWICK ST

1. WB TO NB RIGHT TURN FROM CHICAGO AVE. ONTO LARRABEE ST. USE THE BUS LANE QUEUE.
2. VEHICLES USED PARKING LANE EAST OF KINGSBURY ST. TO BYPASS TRAFFIC.
3. DURING THE AM PEAK HOURS, UNTIL 8:30AM, QUEUES ON WB CHICAGO AVE. CLEARED OUT BY THE END OF THE CYCLE.
4. WB QUEUES GROW AFTER 8:30AM AND DID NOT ALWAYS CLEAR IN ONE CYCLE.
5. DURING PM PEAK HOURS, WB QUEUES AT THE CHICAGO AVE. AND KINGSBURY ST. INTERSECTION EXTENDED BEYOND SEDGWICK ST.
6. LOTS OF DROP-OFFS OCCURRED AT ENTRANCE OF 600 WEST BUILDING ON LARRABEE.

SOUTH CURB OF CHICAGO AVENUE BETWEEN CHICAGO RIVER BRIDGE AND SEDGWICK ST

1. BUSES WOULD FREQUENTLY LOWER.
2. EB TRAFFIC BACK OF QUEUE ON CHICAGO AVE. WEST OF LARRABEE ST. WAS BEYOND THE BRIDGE ON EVERY RED LIGHT.
3. BUSES OCCASIONALLY BUNCHED TOGETHER.
4. STARTED DRIZZLING IN THE AM.
5. EB TO NB FROM CHICAGO AVE. TO LARRABEE ST. LEFT TURN PHASE COULD BE LONGER BY A FEW SECONDS (HEAVY USAGE).
6. EB TRAFFIC BACKED UP INTO LARRABEE ST. IT WOULD CLEAR OUT BEFORE THE GREEN LIGHT FOR LARRABEE ST.
7. QUEUES ON LARRABEE ST. WERE EXTREMELY LONG.

TRAVEL CHARACTERISTICS #66 CHICAGO AVE - ORLEANS ST TO FRANKLIN ST



NORTH CURB OF CHICAGO AVENUE BETWEEN ORLEANS ST AND FRANKLIN ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	1	-	2	-	-	1
DROP-OFFS	1	1	2	-	-	-	-	-
PARKING USAGE	8	5	4	4	7	4	5	8
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	0	0	0	0	0	0	0	0

FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN ORLEANS ST AND FRANKLIN ST

1. ARIES CHARTER BUS LINE PRESENT NEAR BROWN LINE (POSSIBLE TRAFFIC IMPACTS). NO AM IMPACTS NOTICED.
2. LOTS OF PEDESTRIANS CROSSING MID-BLOCK CAUSED SOME TRAFFIC ISSUES.
3. NO APPRECIABLE PEAK HOUR QUEUES WERE GENERATED BETWEEN FRANKLIN ST. AND ORLEANS ST.
4. WB BUS BUNCHING OCCURRED FREQUENTLY.

SOUTH CURB OF CHICAGO AVENUE BETWEEN ORLEANS ST AND FRANKLIN ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	1	-	-	1	1	1	2
DROP-OFFS	1	3	3	6	3	-	1	2
PARKING USAGE	3	3	3	3	3	2	4	3
LOADING FREQUENCY	1	1	1	-	1	1	1	-
QUEUE LENGTH (FT)	0	0	0	0	0	0	0	0

FIELD OBSERVATIONS

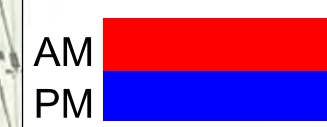
SOUTH CURB OF CHICAGO AVENUE BETWEEN ORLEANS ST AND FRANKLIN ST

1. USE OF LOADING ZONE IN FRONT OF BUS STOP WAS PRIMARILY DUNKIN DONUTS CUSTOMERS. THERE WERE TIMES WHEN CARS PARKED WITH THEIR FLASHERS ON THAT WERE HINDERING BUSES TRYING TO TURN BACK INTO TRAFFIC.
2. WHEN PACKED BUSES ARRIVED, LOADING AND UNLOADING OF PASSENGERS WAS SLOWED.
3. BUNCHING OCCURRED BEFORE BUSES APPROACHED THE BROWN LINE. TRAFFIC WAS BUSY, BUT NO MAJOR ISSUES WERE SIGHTED.
4. HEAVY THROUGH TRAFFIC SOMETIMES PREVENTED BUSES FROM DEPARTING.
5. BUSES WERE FREQUENTLY BUNCHED.
6. THE REASON FOR BUS BUNCHING APPEARS TO LIE WEST OF THE BUS STOP FOR EB BUSES.
7. EB TRAFFIC FLOWED WELL OVERALL IN THE PM.
8. PM PICKUPS DID NOT APPEAR TO HINDER BUS MOVEMENTS.
9. THE SIGNAL TIMING ALLOWED CHICAGO AVE. BETWEEN ORLEANS ST. AND FRANKLIN ST. TO CLEAR OUT IN ONE CYCLE.
10. ARIES CHARTER BUS LINE PRESENT NEAR BROWN LINE (POSSIBLE TRAFFIC IMPACTS). NO AM IMPACTS NOTICED.

TRAFFIC CHARACTERISTICS

#66 CHICAGO AVE - FRANKLIN ST TO LASALLE ST (1 OF 2)

AVERAGE QUEUE LENGTH

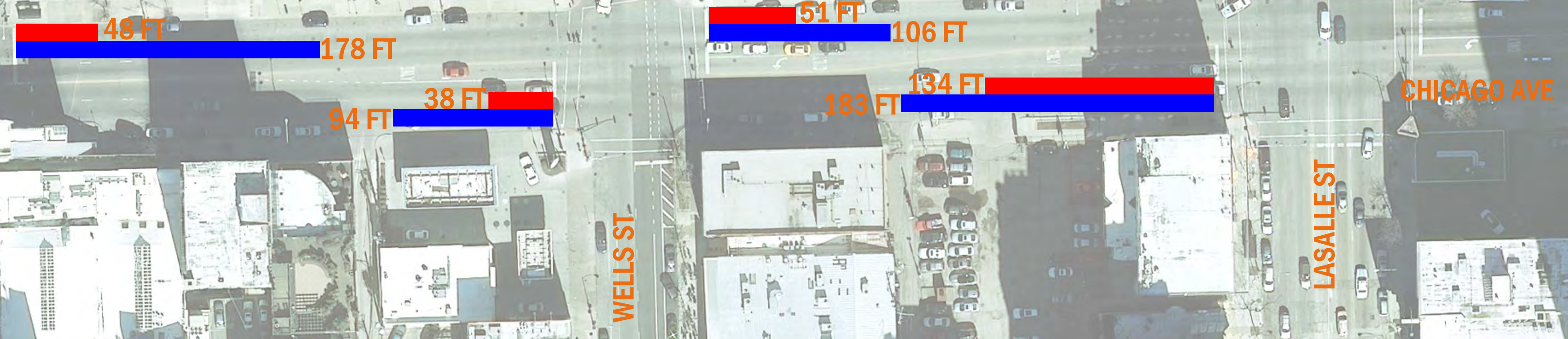


NORTH CURB OF CHICAGO AVENUE BETWEEN FRANKLIN ST TO WELLS ST

NORTH CURB OF CHICAGO AVENUE BETWEEN WELLS ST TO LASALLE ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	1	-	-	-	1	1	1
DROP-OFFS	-	2	1	1	-	1	1	2
PARKING USAGE	1	1	1	2	2	1	-	1
LOADING FREQUENCY	-	-	-	-	-	-	-	1
QUEUE LENGTH (FT)	60	20	30	20	30	100	60	60
	110	75	155	155	310	310	110	200

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	2	1
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	2	2	2	2
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	15	45	45	45	45	70	70	70
	115	85	210	160	50	140	50	40



SOUTH CURB OF CHICAGO AVENUE BETWEEN FRANKLIN ST TO WELLS ST

SOUTH CURB OF CHICAGO AVENUE BETWEEN WELLS ST TO LASALLE ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	1	-	-	1	-	-
DROP-OFFS	-	-	1	-	1	-	-	-
PARKING USAGE	-	2	1	4	4	3	2	2
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	0	0	0	65	125	0	65	45
	65	65	175	115	65	35	115	115

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	1	-	-
PARKING USAGE	5	5	4	4	3	3	4	4
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	25	165	105	60	185	85	185	265
	125	210	250	200	185	110	185	200



FIELD OBSERVATIONS

- NORTH CURB OF CHICAGO AVENUE BETWEEN FRANKLIN ST AND LASALLE ST
1. NO SIGNIFICANT OBSERVATIONS OF NOTE.

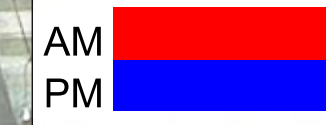
FIELD OBSERVATIONS

- SOUTH CURB OF CHICAGO AVENUE BETWEEN FRANKLIN ST AND LASALLE ST
1. SB LASALLE ST. CONSISTENTLY BACKED UP INTO CHICAGO AVE. (7:30AM) BUT CLEARED OUT IN TIME. AROUND 8:00AM IT STARTED TO EFFECT EB TRAFFIC.

TRAVEL CHARACTERISTICS

#66 CHICAGO AVE - LASALLE ST TO DEARBORN ST (1 OF 2)

AVERAGE QUEUE LENGTH



NORTH CURB OF CHICAGO AVENUE BETWEEN LASALLE ST AND CLARK ST

NORTH CURB OF CHICAGO AVENUE BETWEEN CLARK ST AND DEARBORN ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	1	-	-	-	1	-
DROP-OFFS	-	-	-	-	-	1	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	2	-	-	-	1	1	1	1
QUEUE LENGTH (FT)	140	115	225	215	250	270	190	285

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	1	2	1	1	1
QUEUE LENGTH (FT)	80 105	90 190	70 150	100 290	110 280	135 75	80 310	20 240



SOUTH CURB OF CHICAGO AVENUE BETWEEN LASALLE ST AND CLARK ST

SOUTH CURB OF CHICAGO AVENUE BETWEEN CLARK ST AND DEARBORN ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	1	-	-	-
DROP-OFFS	-	-	-	-	-	-	1	-
PARKING USAGE	-	-	-	-	1	-	-	-
LOADING FREQUENCY	-	-	1	1	1	2	2	1
QUEUE LENGTH (FT)	200	150	125	135	185	160	115	350

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	75 65	25 35	50 65	120 15	155 45	100 25	200 190	120 100



FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN LASALLE ST AND DEARBORN ST

1. WB CHICAGO AVE. BACKED UP TO CLARK ST. BUT CLEARED OUT BEFORE SERIOUS CONGESTION.

FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVENUE BETWEEN LASALLE ST AND DEARBORN ST

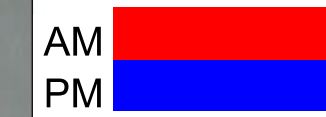
1. NO SIGNIFICANT OBSERVATIONS OF NOTE.



TRAFFIC CHARACTERISTICS

#66 CHICAGO AVE - DEARBORN ST TO WABASH AVE (1 OF 2)

AVERAGE QUEUE LENGTH

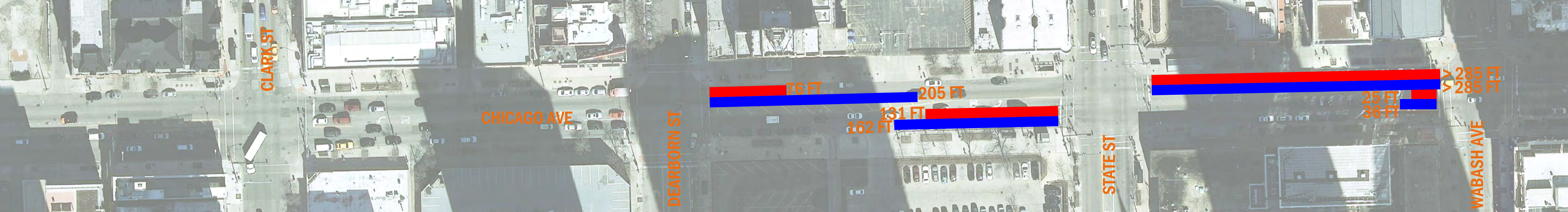


NORTH CURB OF CHICAGO AVENUE BETWEEN DEARBORN ST AND STATE ST

NORTH CURB OF CHICAGO AVENUE BETWEEN STATE ST AND WABASH AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	3	2	2	4	-	2	1
DROP-OFFS	1	3	-	-	2	1	1	2
PARKING USAGE	2	1	1	-	-	1	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH	75	90	35	115	80	135	25	50
	185	250	135	115	315	100	200	340

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	1	1
DROP-OFFS	1	3	-	-	1	-	2	-
PARKING USAGE	1	1	-	1	-	-	-	1
LOADING FREQUENCY	-	-	1	-	2	-	-	1
QUEUE LENGTH	> 285	> 285	> 285	> 285	> 285	> 285	> 285	> 285
	> 285	> 285	> 285	> 285	> 285	> 285	> 285	> 285



SOUTH CURB OF CHICAGO AVENUE BETWEEN DEARBORN ST AND STATE ST

SOUTH CURB OF CHICAGO AVENUE BETWEEN STATE ST AND WABASH AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	1	-	-
PARKING USAGE	1	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH	50	180	130	240	120	150	105	75
	265	115	60	345	25	90	170	225

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	1	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	1	-	1	-
DROP-OFFS	1	-	-	2	-	-	-	-
PARKING USAGE	1	1	5	3	3	-	-	-
LOADING FREQUENCY	-	2	-	1	-	1	2	1
QUEUE LENGTH	0	0	0	55	0	0	15	130
	15	15	0	15	15	35	35	160

TRAVEL CHARACTERISTICS #66 CHICAGO AVE - DEARBORN ST TO WABASH AVE (2 OF 2)



FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVE BETWEEN DEARBORN ST AND WABASH AVE

1. AM WB TRAFFIC WAS FAIRLY LIGHT.
2. DESPITE PARKING RESTRICTIONS CURBSIDE LANE WAS USED FOR DELIVERY AND SEVERAL MCDONALDS CUSTOMERS.
3. UTILITY WORK WAS CONDUCTED ON WABASH AVE. NORTH OF CHICAGO AVE. WORKERS PARKED VEHICLES ON CURBSIDE LANES. DESPITE THE PRESENCE OF VEHICLES ON CURBSIDE LANE OF WB CHICAGO, TRAFFIC CLEARED OUT IN 1 CYCLE
4. CHICAGO PD TRANSIT OFFICERS WERE PARKED IN BOTH EB AND WB CURBSIDE LANES. IT CAUSED SOME IMPACT SINCE BUSES WERE HAVING TO CHANGE LANES.
5. BUNCHING OCCURRED FOR WB CHICAGO AVE.
6. PARKING SIGNS ARE NOT EASILY VISIBLE. THIS CAUSED PARKING AND STANDING ISSUES, WHICH BLOCKED CURBSIDE LANE FROM BEING UTILIZED.

FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVENUE BETWEEN DEARBORN ST AND WABASH AVE

1. NO SIGNIFICANT OBSERVATIONS OF NOTE.

TRAFFIC CHARACTERISTICS #66 CHICAGO AVE -

WABASH AVE TO MIES VAN DER ROHE WAY (1 OF 2)



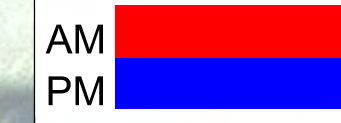
NORTH CURB OF CHICAGO AVENUE BETWEEN WABASH AVE AND MICHIGAN AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	4	2	1	4	2	-	-	1
DROP-OFFS	1	-	2	2	-	2	2	1
PARKING USAGE	-	-	1	4	1	-	-	-
LOADING FREQUENCY	1	-	1	2	-	1	1	-
QUEUE LENGTH (FT)	> 240	> 240	> 240	> 240	> 240	> 240	> 240	> 240

NORTH CURB OF CHICAGO AVENUE BETWEEN MICHIGAN AVE AND MIES VAN DER ROHE WAY

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	1	-	1	1	-	-	-
DROP-OFFS	1	4	-	1	-	1	-	2
PARKING USAGE	-	-	1	1	1	2	2	-
LOADING FREQUENCY	-	-	-	-	2	-	-	-
QUEUE LENGTH (FT)	4	7	4	3	6	-	-	1

AVERAGE QUEUE LENGTH



SOUTH CURB OF CHICAGO AVENUE BETWEEN WABASH AVE AND MICHIGAN AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	1	-	1	2	1	-	3
DROP-OFFS	-	-	-	-	-	-	-	1
PARKING USAGE	3	4	4	-	3	3	2	2
LOADING FREQUENCY	1	2	2	-	-	1	1	2
QUEUE LENGTH (FT)	200	0	80	45	80	115	20	115

SOUTH CURB OF CHICAGO AVENUE BETWEEN MICHIGAN AVE AND MIES VAN DER ROHE WAY

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	6	2	3	5	7	5	-	4
DROP-OFFS	2	1	3	-	-	-	1	-
PARKING USAGE	9	7	6	7	4	8	5	6
LOADING FREQUENCY	1	2	1	1	-	2	1	-
QUEUE LENGTH (FT)	2	4	4	3	2	1	1	2



FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN WABASH AVE AND MIES VAN DER ROHE WAY

1. WB TO NB TRAFFIC TURNING RIGHT ONTO MICHIGAN AVE. CAUSED SOME DELAYS WHEN THEY WERE UNABLE TO CLEAR THE TURN AND BLOCKED THROUGH TRAFFIC.
2. WB BUSES EXPERIENCED LARGE LOADING VOLUMES CAUSING DELAYS AT MICHIGAN AVE. BUS STOP.
3. SB TO EB LEFT TURNS FROM TOWER CT. DID CAUSE SOME CONFLICTS SLOWING DOWN TRAFFIC IN BOTH DIRECTIONS.

FIELD OBSERVATIONS

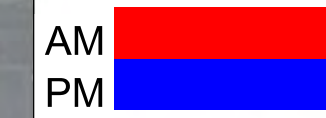
SOUTH CURB OF CHICAGO AVENUE BETWEEN WABASH AVE AND MIES VAN DER ROHE WAY

1. OCCASIONAL BACKUPS ON MICHIGAN AVE. BLOCKED THROUGH TRAFFIC IN BOTH DIRECTIONS.
2. TRAFFIC WAS LIGHT UNTIL 8AM. BUSES MOVED QUICKLY IN THE AM.
3. THE PARK HYATT VALET WOULD FREQUENTLY FLAG DOWN TAXIS. THIS DID NOT SEEM TO DELAY TRAFFIC AT ALL.
4. THE WORST BACK UP DURING PM PEAK HOURS AT CHICAGO AVE AND MICHIGAN AVE. INTERSECTION LASTED 4 LIGHT CYCLES BEFORE OFFICERS BEGAN DIRECTING TRAFFIC TO CLEAR THE BLOCK.

TRAFFIC CHARACTERISTICS

#66 CHICAGO AVE - MIES VAN DER ROHE WAY TO FAIRBANKS CT

AVERAGE QUEUE LENGTH



NORTH CURB OF CHICAGO AVENUE BETWEEN MIES VAN DER ROHE WAY AND FAIRBANKS CT

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	1	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	2	-	1	1	1	1	1
QUEUE LENGTH (FT)	30	50	50	65	115	210	145	240
	25	85	100	205	175	290	245	230

FIELD OBSERVATIONS

NORTH CURB OF CHICAGO AVENUE BETWEEN MIES VAN DER ROHE WAY AND FAIRBANKS CT

- NO SIGNIFICANT OBSERVATIONS OF NOTE.

CHICAGO AVE

MIES VAN DER ROHE WAY

FAIRBANKS CT



SOUTH CURB OF CHICAGO AVENUE BETWEEN MIES VAN DER ROHE WAY TO FAIRBANKS CT

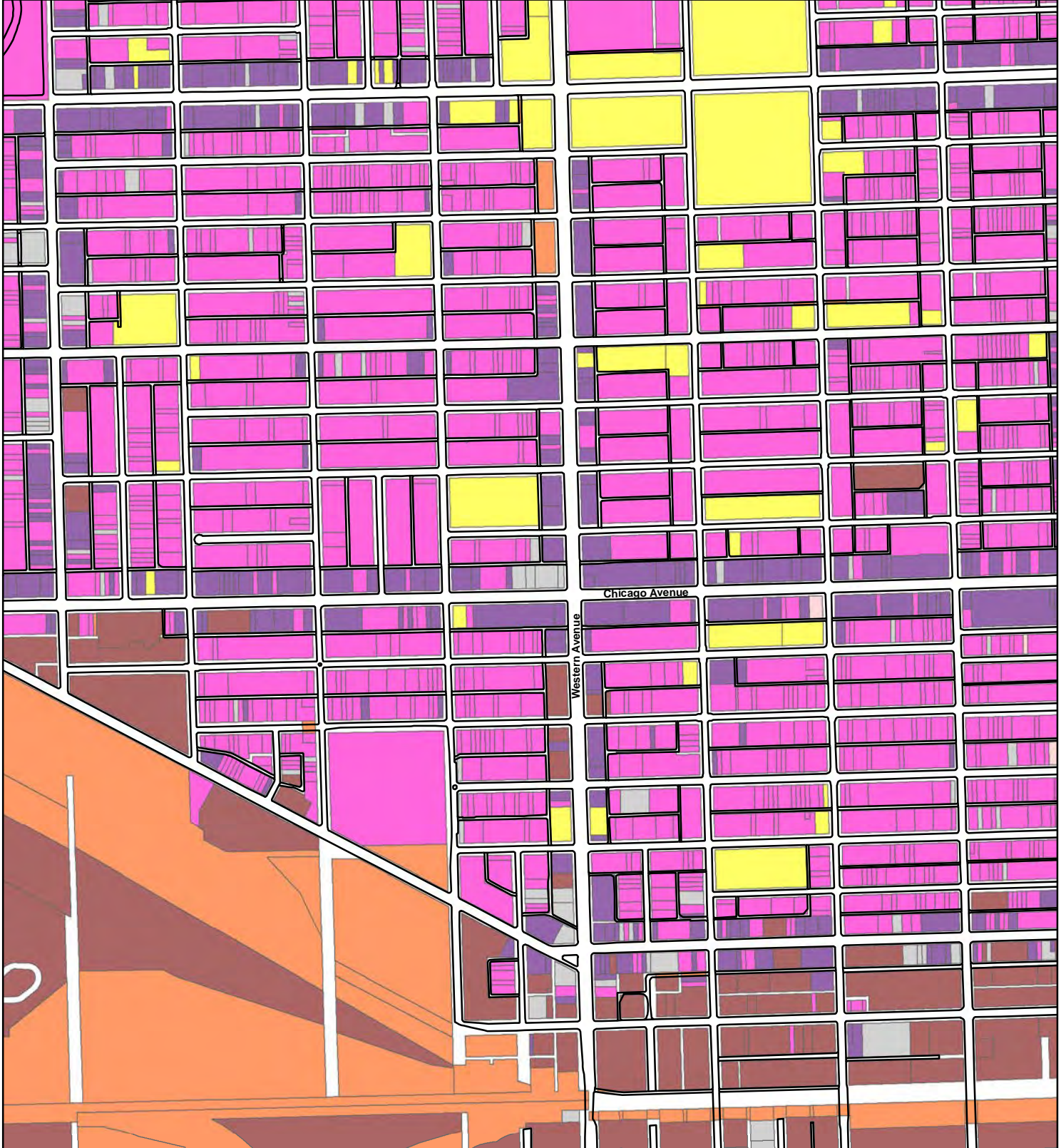
	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	-	2	-	-	1	-
DROP-OFFS	1	-	5	-	1	1	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	1	1
QUEUE LENGTH (FT)	15	15	65	110	50	100	35	85
	65	260	275	285	140	125	100	235

FIELD OBSERVATIONS

SOUTH CURB OF CHICAGO AVENUE BETWEEN MIES VAN DER ROHE WAY AND FAIRBANKS CT

- NO SIGNIFICANT OBSERVATIONS OF NOTE.











EXHIBIT E – Socioeconomic and Land Use Maps

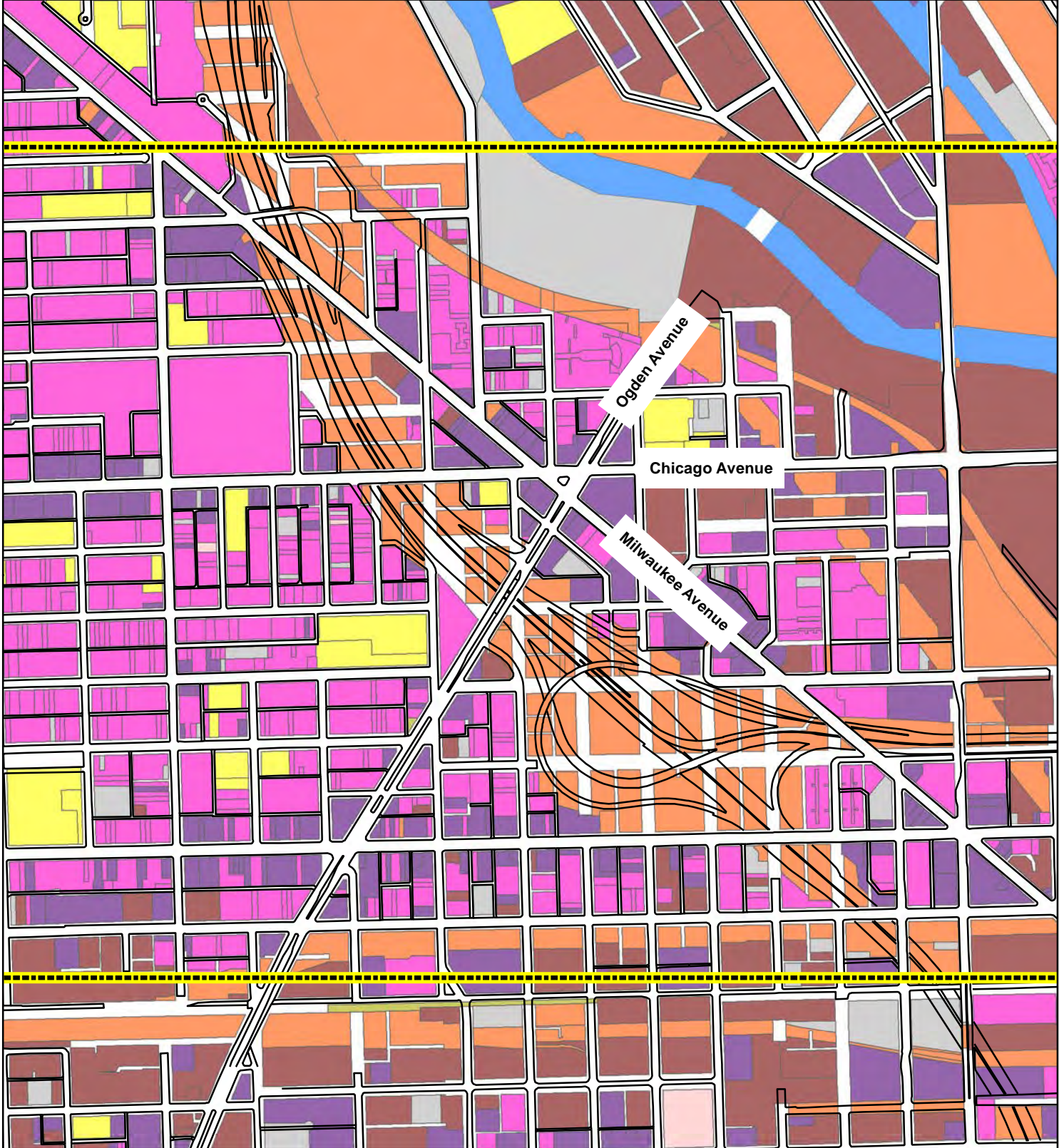


CTA 6 i g' Slow Zoneg Project - 9l [gh]b['Landuse
 Chicago Avenue at Western Avenue



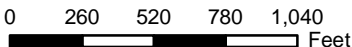
0 270 540 810 1,080
 Feet











- | | | |
|---|---|--|
|  Residential |  Industrial |  Vacant |
|  Commercial |  Agricultural |  Construction |
|  Institutional |  Transportation-Communications-Utilities |  Unknown |
|  Project Corridor Boundary | | |

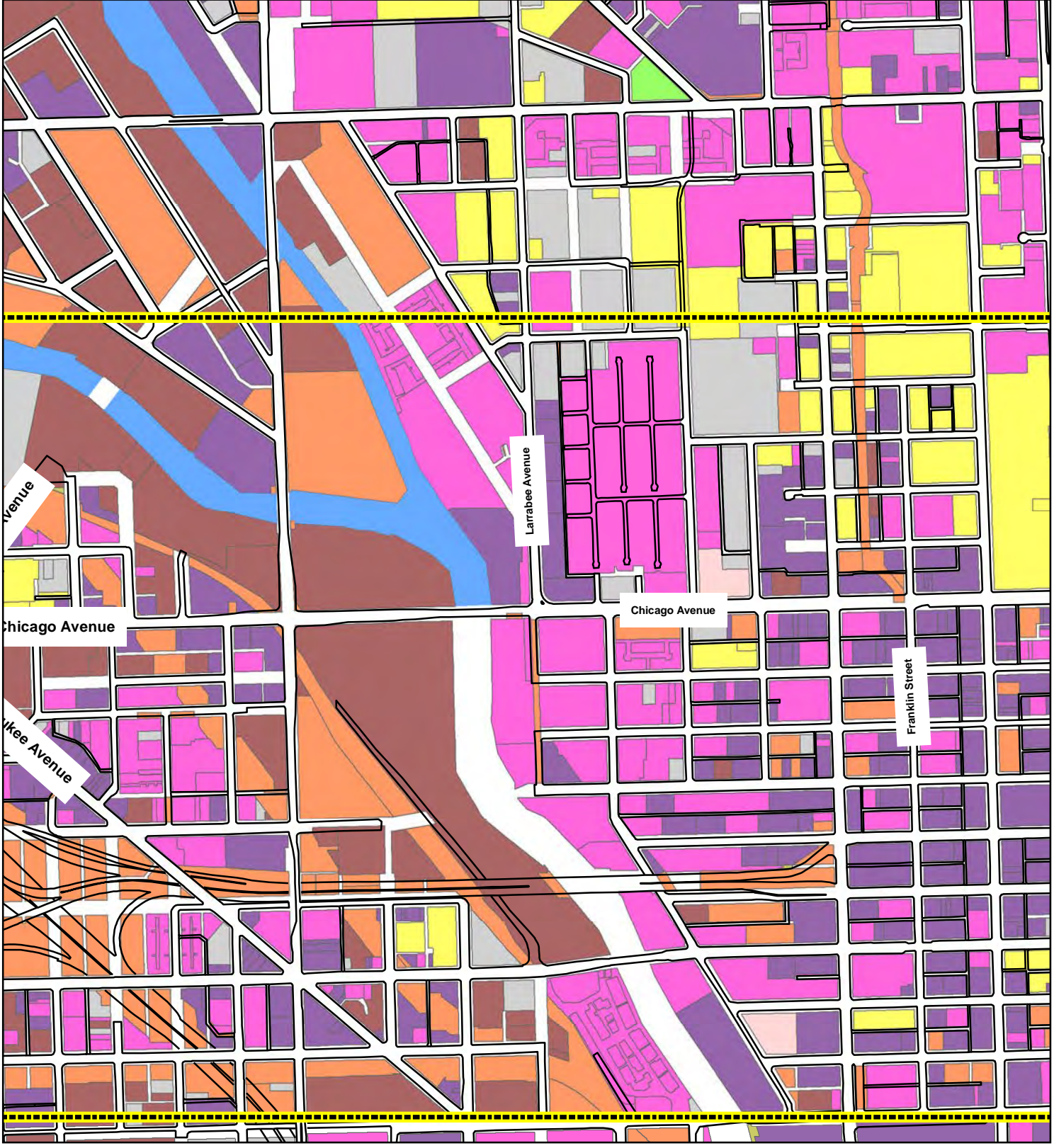


CTA 6 i g'Slow Zoneg Project - 9l jghb['Landuse











Chicago Avenue at the Ogden Avenue-Milwaukee Avenue Triangle

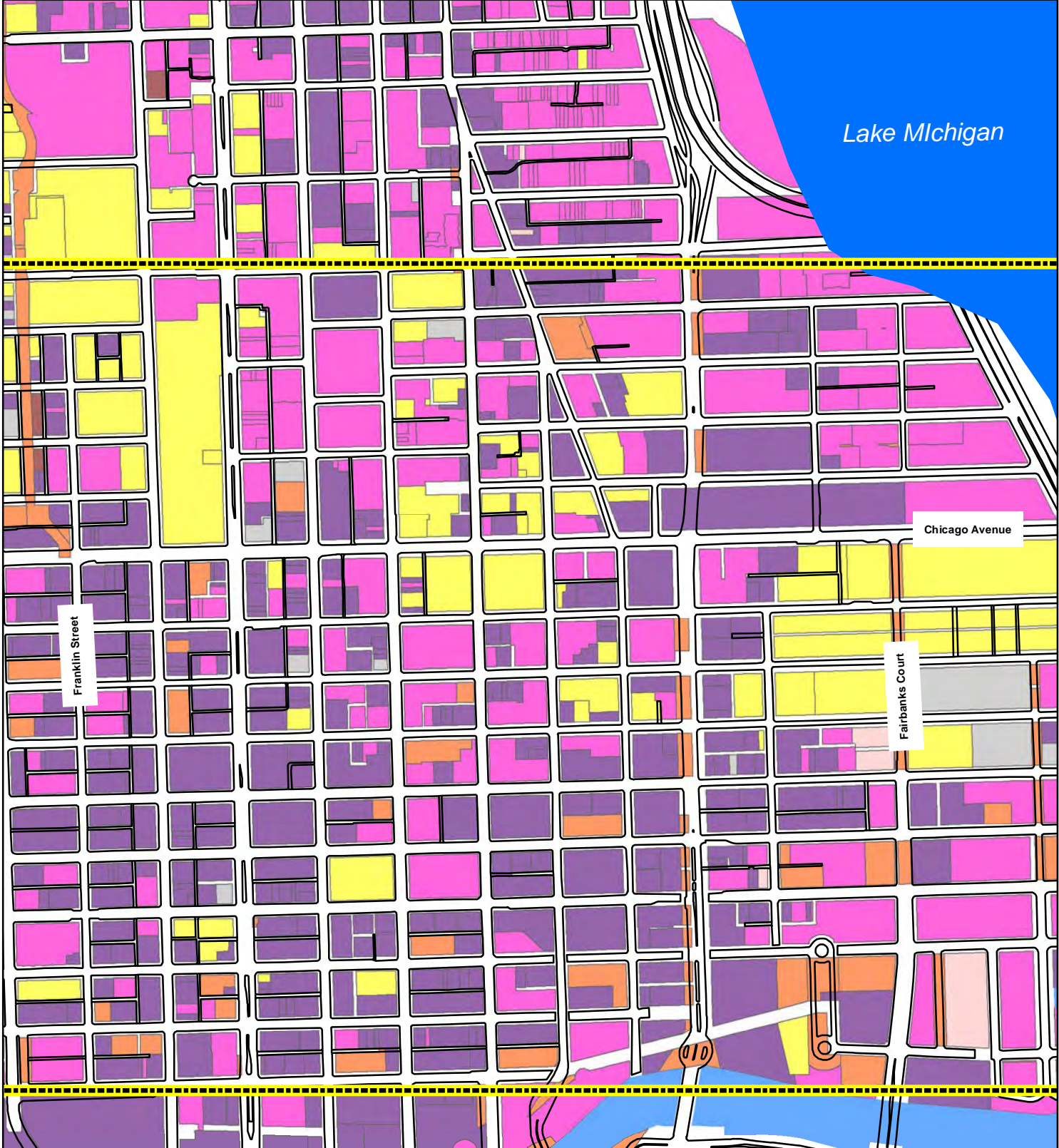


- | | | |
|---|---|--|
|  Residential |  Industrial |  Vacant |
|  Commercial |  Agricultural |  Construction |
|  Institutional |  Transportation-Communications-Utilities |  Unknown |
|  Project Corridor Boundary | | |



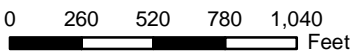
CTA Bus Slow Zones Project - Existing Landuse
Chicago Avenue at Larrabee Street










- | | | |
|---|---|--|
|  Residential |  Industrial |  Vacant |
|  Commercial |  Agricultural |  Construction |
|  Institutional |  Transportation-Communications-Utilities |  Unknown |
|  Project Corridor Boundary | | |



CTA Bus Slow Zones Project - Existing Landuse

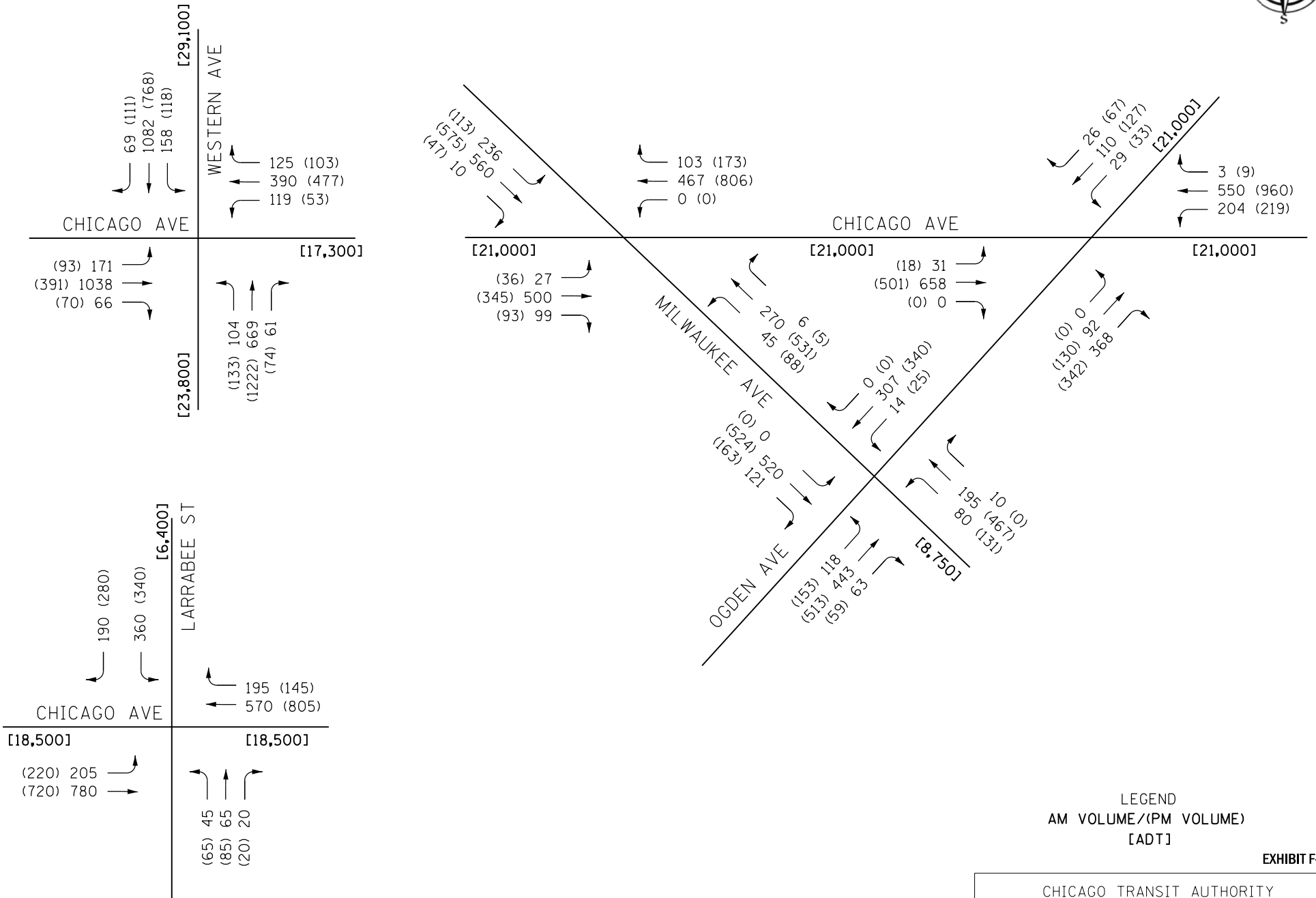
Chicago Avenue from Franklin Street to Fairbanks Court



- | | | |
|---|---|--|
|  Residential |  Industrial |  Vacant |
|  Commercial |  Agricultural |  Construction |
|  Institutional |  Transportation-Communications-Utilities |  Unknown |

 Project Corridor Boundary

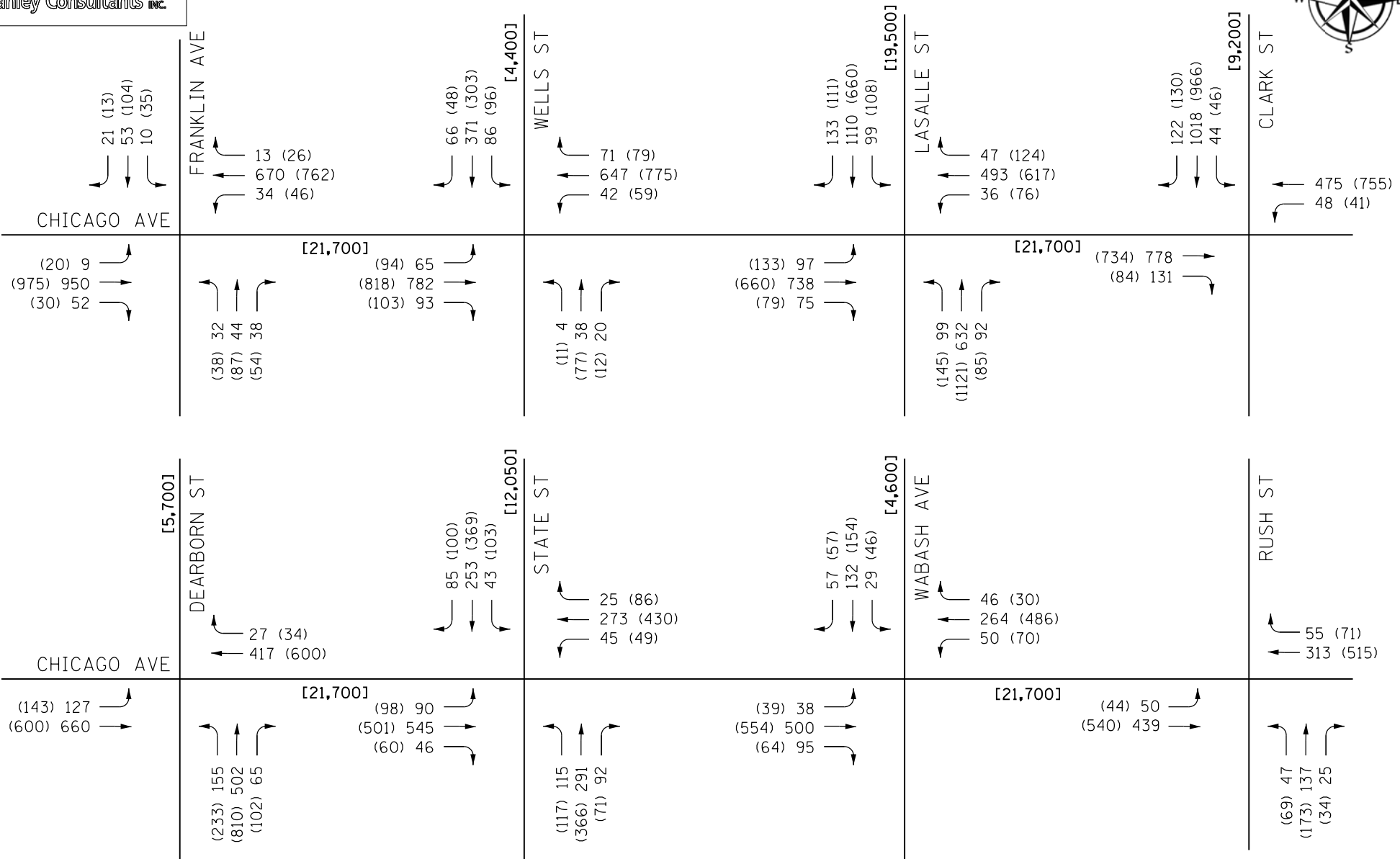
EXHIBIT F – Existing ADT



LEGEND
 AM VOLUME/(PM VOLUME)
 [ADT]

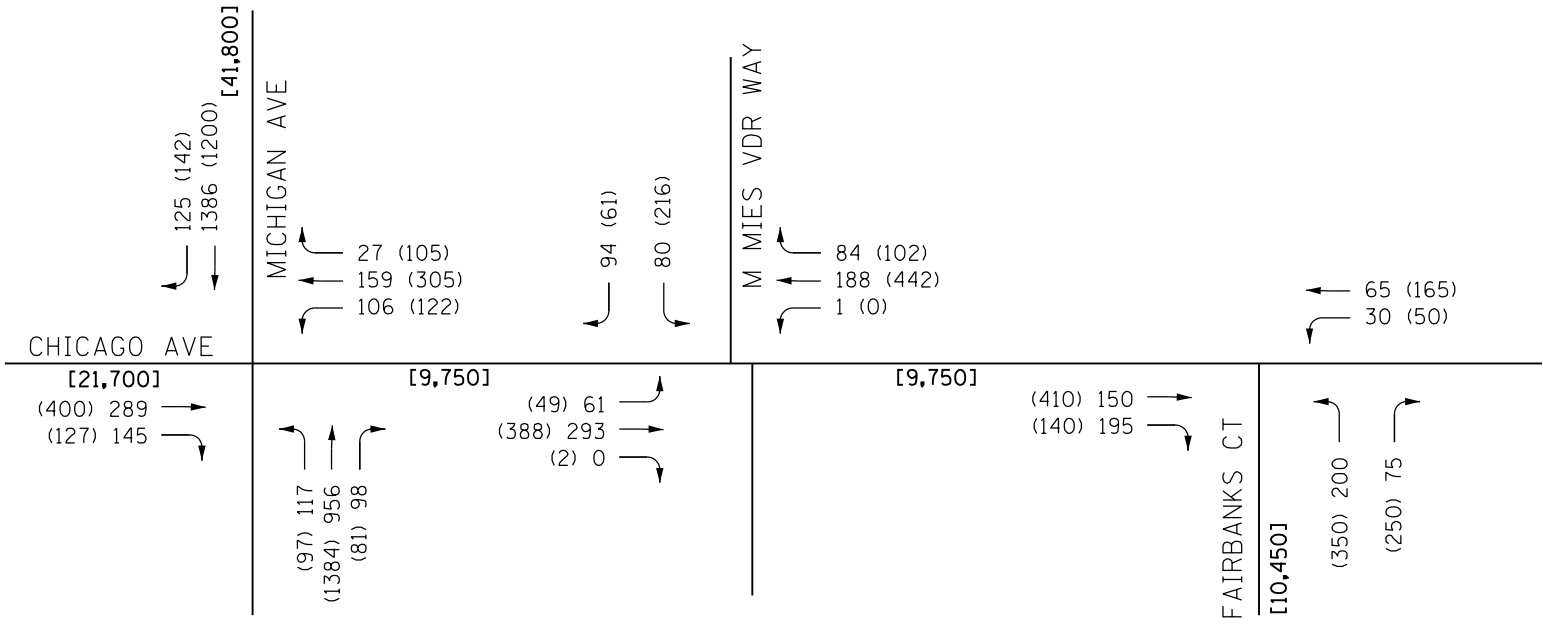
EXHIBIT F-1

CHICAGO TRANSIT AUTHORITY
 CHICAGO DEPARTMENT OF TRANSPORTATION
EXISTING TRAFFIC VOLUME
CHICAGO AVENUE



LEGEND
 AM VOLUME/(PM VOLUME)
 [ADT]

CHICAGO TRANSIT AUTHORITY
 CHICAGO DEPARTMENT OF TRANSPORTATION
EXISTING TRAFFIC VOLUME
CHICAGO AVENUE

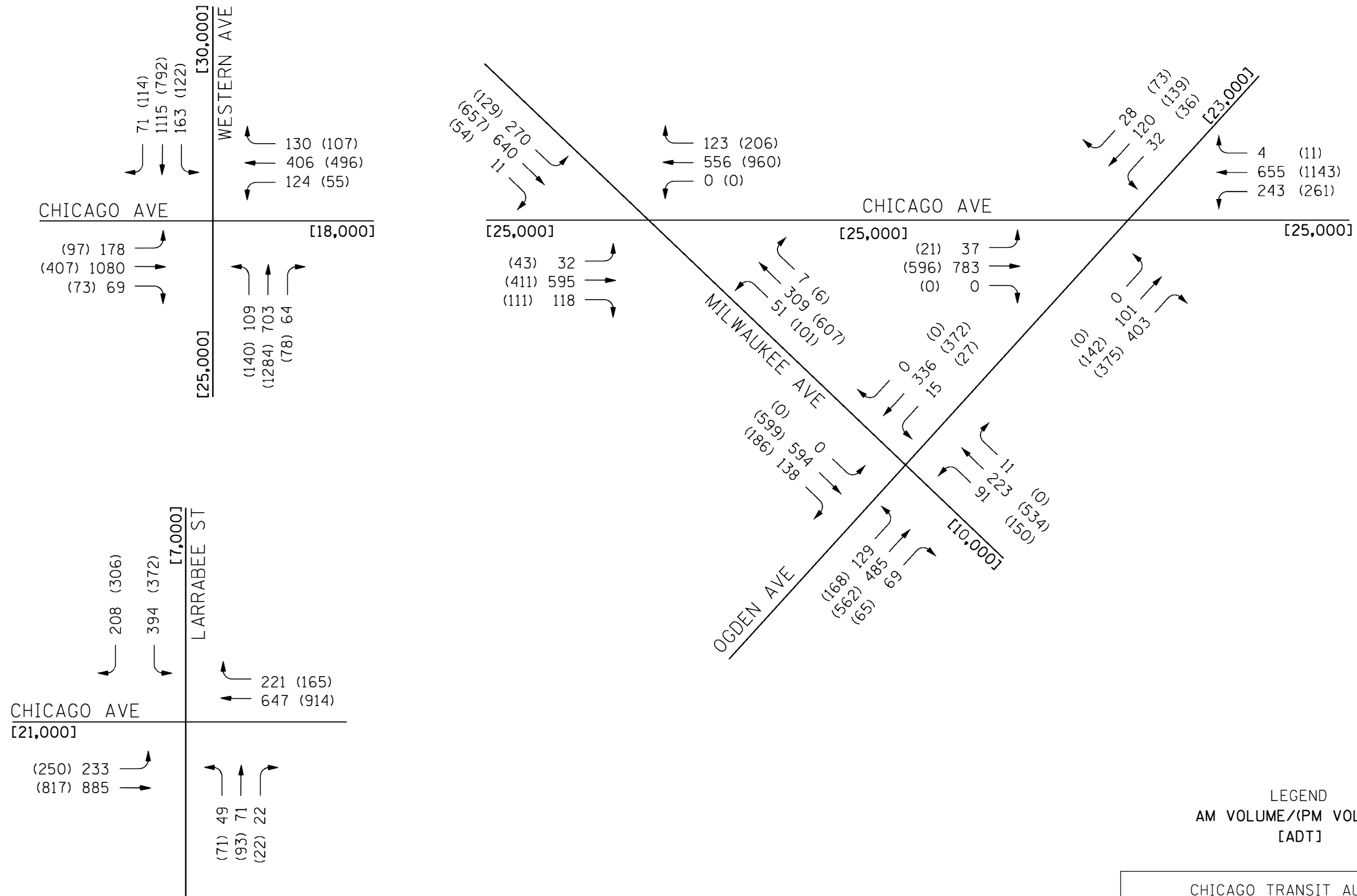


LEGEND
AM VOLUME/(PM VOLUME)
[ADT]

EXHIBIT F-3

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION
EXISTING TRAFFIC VOLUME
CHICAGO AVENUE

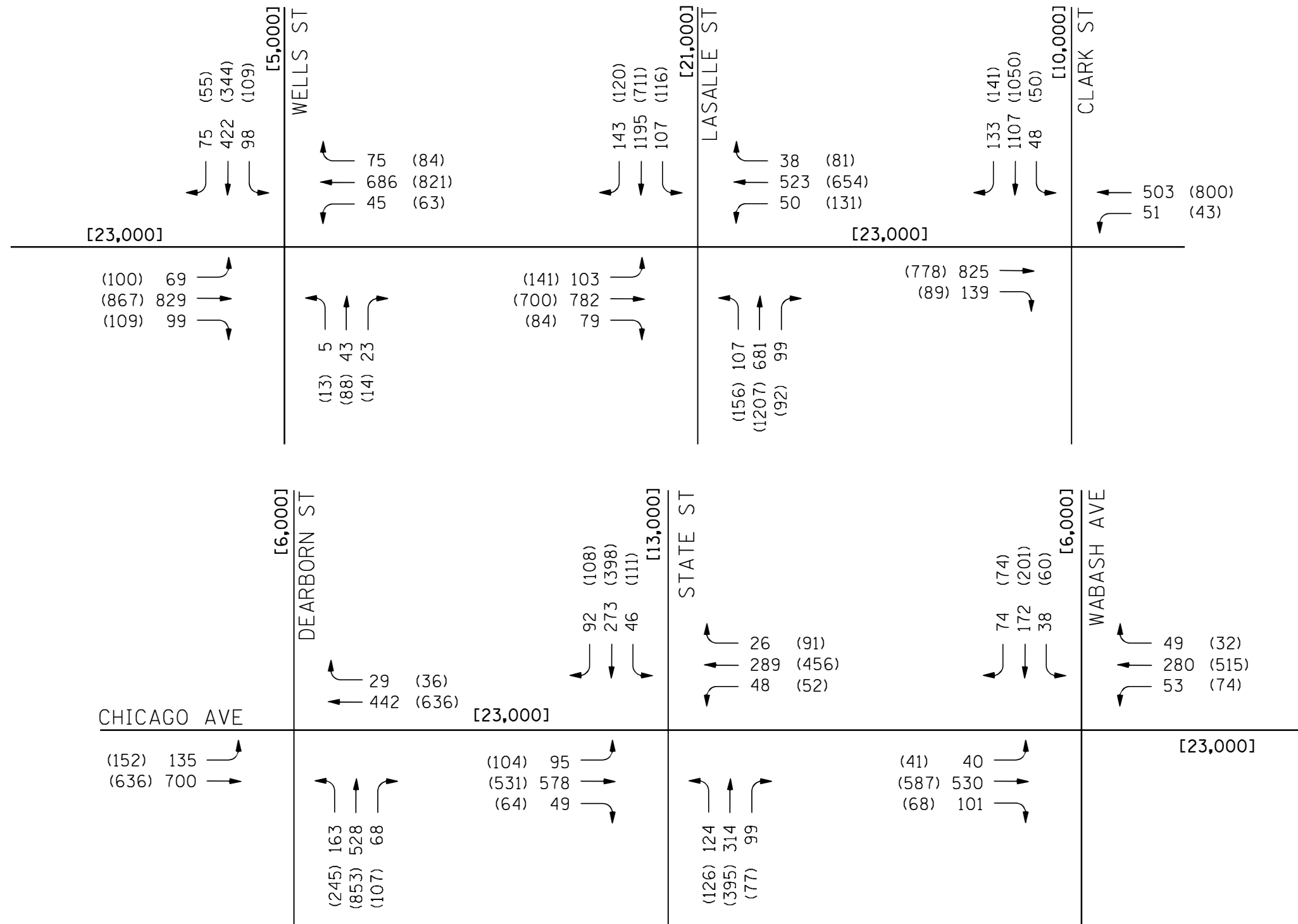
EXHIBIT G – Projected ADT



LEGEND
 AM VOLUME/(PM VOLUME)
 [ADT]

CHICAGO TRANSIT AUTHORITY
 CHICAGO DEPARTMENT OF TRANSPORTATION
PROJECTED TRAFFIC VOLUME
CHICAGO AVENUE

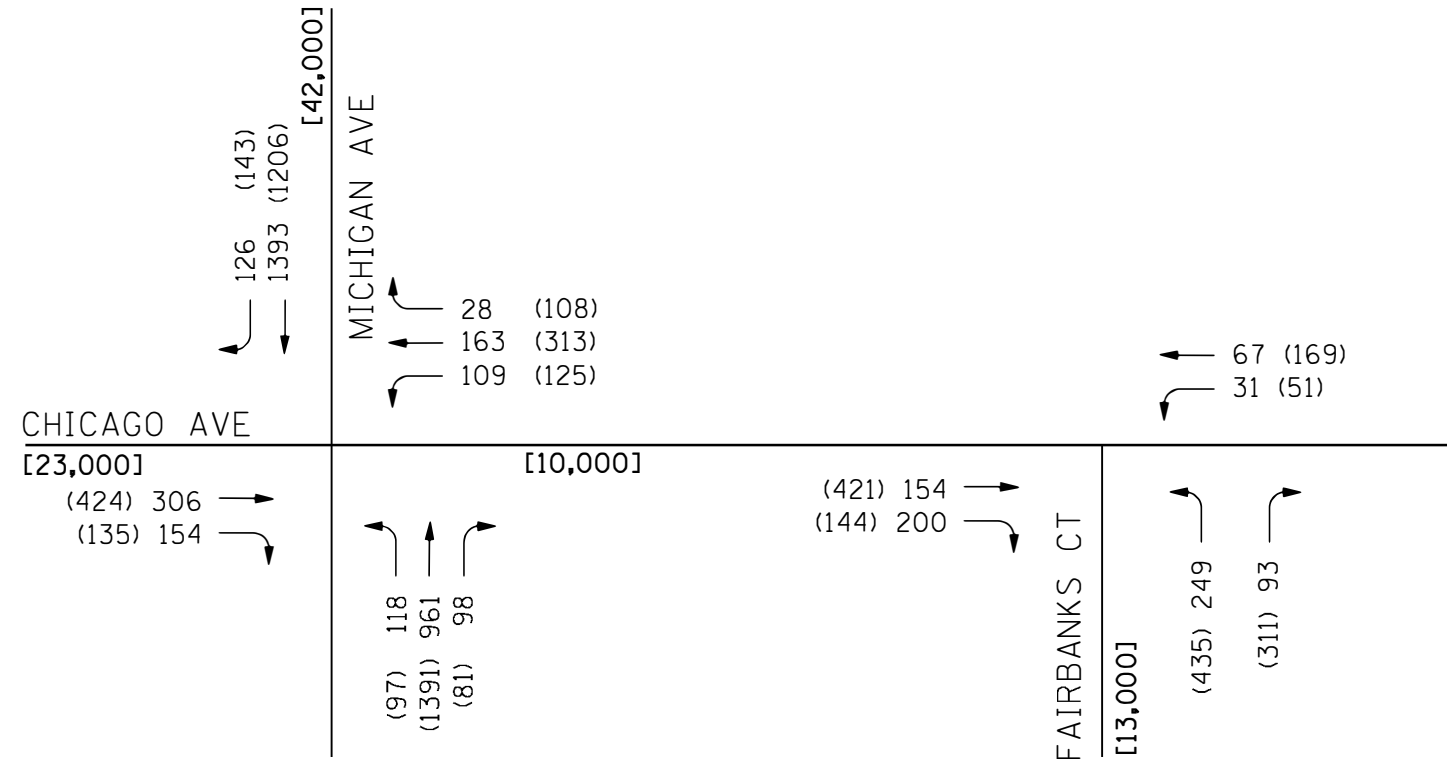
EXHIBITG-1



LEGEND
 AM VOLUME/(PM VOLUME)
 [ADT]

EXHIBITG-2

CHICAGO TRANSIT AUTHORITY
 CHICAGO DEPARTMENT OF TRANSPORTATION
PROJECTED TRAFFIC VOLUME
CHICAGO AVENUE

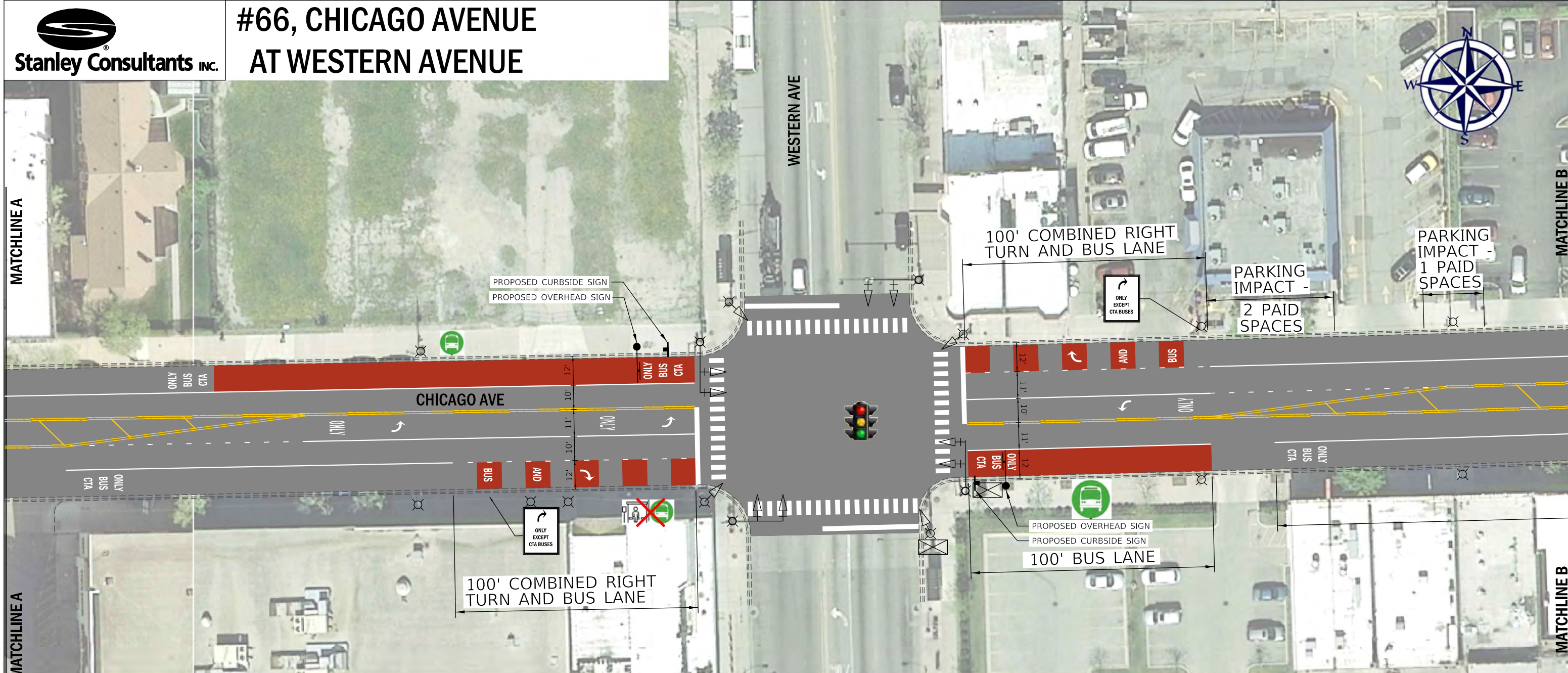


LEGEND
 AM VOLUME/(PM VOLUME)
 [ADT]

EXHIBITG-3

CHICAGO TRANSIT AUTHORITY
 CHICAGO DEPARTMENT OF TRANSPORTATION
PROJECTED TRAFFIC VOLUME
CHICAGO AVENUE

**EXHIBIT H – Improvement Recommendations
Western Avenue**



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

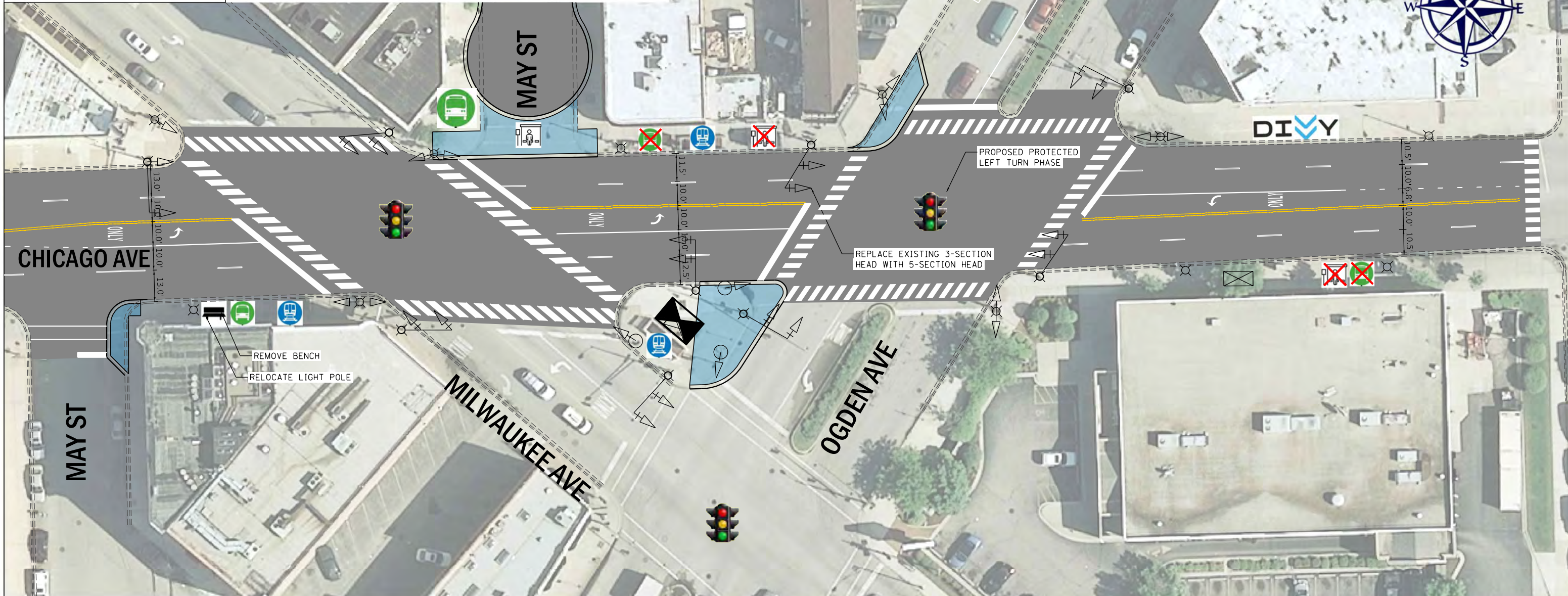
- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - MOVE EB NEAR SIDE STOP TO FAR SIDE LOCATION.
 - CONVERT EXISTING EB AND WB OUTSIDE LANE TO COMBINED RIGHT TURN AND BUS LANE AND RECEIVING BUS ONLY LANES.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB
- 3 PAID PARKING IMPACTS

EXHIBIT H

**EXHIBIT I – Improvement Recommendations
Ogden Avenue and Milwaukee Avenue
Alternative 1**



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION AND MODERNIZATION. (BY OTHERS)
 - REMOVE EB STOP AT OGDEN AVE.
 - REMOVE BENCH AT EB BUS STOP AND RELOCATE LIGHT POLE.
 - EXTEND WB LEFT TURN LANE AT OGDEN AVENUE.
 - PROVIDE WB PROTECTED LEFT TURN PHASE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING
 - PEDESTRIAN BUMP OUT AT MAY ST (SOUTH APPROACH).
 - ELIMINATE VEHICLE ACCESS AT MAY ST (NORTH APPROACH) AND PROVIDE SIDEWALK.
 - PEDESTRIAN BUMP OUT AT OGDEN AVE.
 - MODIFY CENTER MEDIAN AND PEDESTRIAN CROSSING LOCATION.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

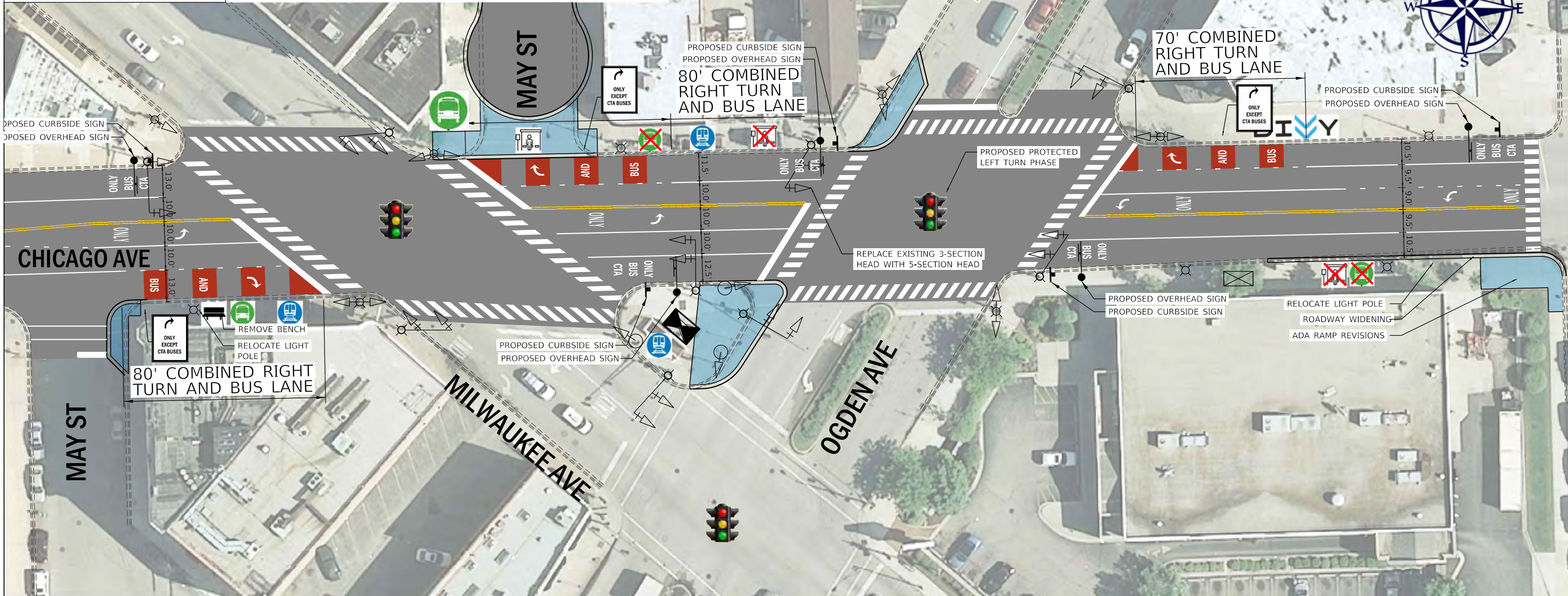
EXHIBIT I

ALTERNATIVE 1

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES
IMPROVEMENT RECOMMENDATIONS**

**EXHIBIT J – Improvement Recommendations
Ogden Avenue and Milwaukee Avenue
Alternative 2**



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION AND MODERNIZATION. (BY OTHERS)
 - REMOVE EB STOP AT OGDEN AVE.
 - REMOVE BENCH AT EB BUS STOP AND RELOCATE LIGHT POLE.
 - EXTEND WB LEFT TURN LANE AT OGDEN AVENUE.
 - PROVIDE WB PROTECTED LEFT TURN PHASE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES AND RED PAVEMENT MARKINGS.
 - MODIFY CENTER MEDIAN AND PEDESTRIAN CROSSING LOCATION.
 - PEDESTRIAN BUMP OUT AT OGDEN AVE.
 - PEDESTRIAN BUMP OUT AT MAY ST (SOUTH APPROACH).
 - ELIMINATE VEHICLE ACCESS AT MAY ST (NORTH APPROACH) AND PROVIDE SIDEWALK.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT J

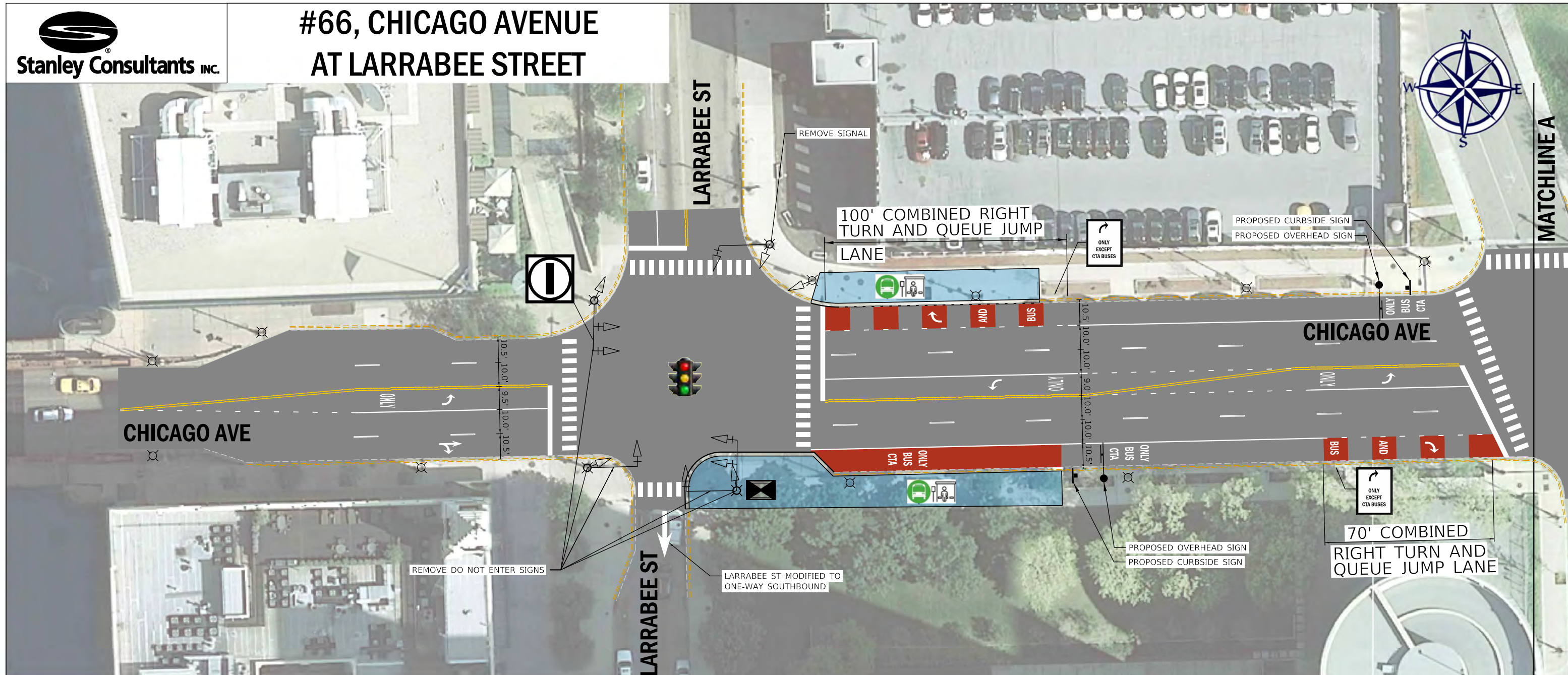
ALTERNATIVE 2

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES
IMPROVEMENT RECOMMENDATIONS**

**EXHIBIT K – Improvement Recommendations
Larrabee Street**

#66, CHICAGO AVENUE AT LARRABEE STREET



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - CONVERT LARRABEE ST SOUTH OF CHICAGO AVE TO SOUTHBOUND TRAFFIC ONLY.
 - DEACTIVATE AND REMOVE NB LARRABEE ST SIGNAL.
 - REMOVE CONFLICTING REGULATORY SIGNS.
 - COMBINED RIGHT TURN AND BUS LANE WB LARRABEE ST.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES AND RED PAVEMENT MARKINGS.
 - REALIGN WEST AND EAST NORTH-SOUTH PEDESTRIAN CROSSING.
 - EXTEND CURB AND IMPLEMENT NEAR LEVEL BOARDING.
 - IMPLEMENT WB QUEUE JUMP AND REPLACE TRAFFIC SIGNAL CONTROLLER.

NOTES:

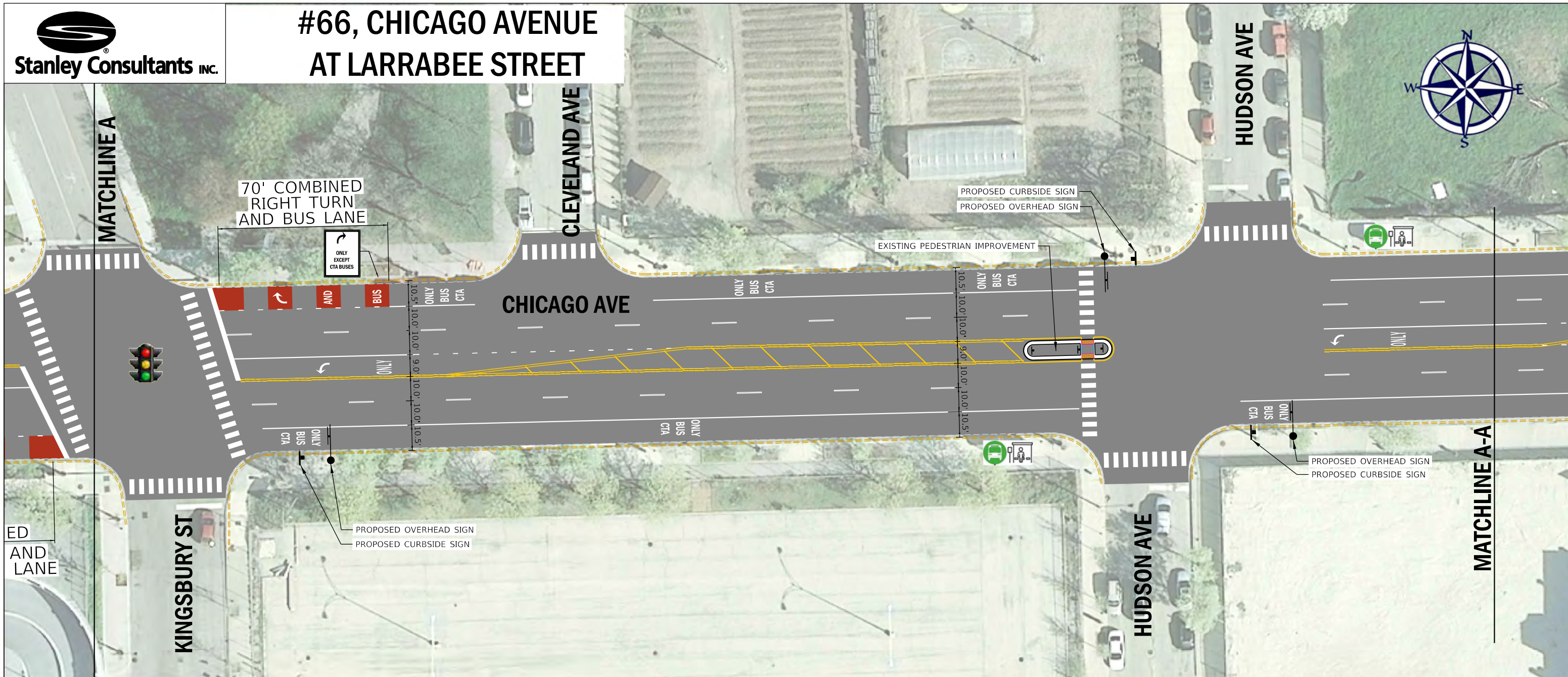
- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT K-1

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES
IMPROVEMENT RECOMMENDATIONS**

#66, CHICAGO AVENUE AT LARRABEE STREET



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - RED PAVEMENT MARKINGS.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.

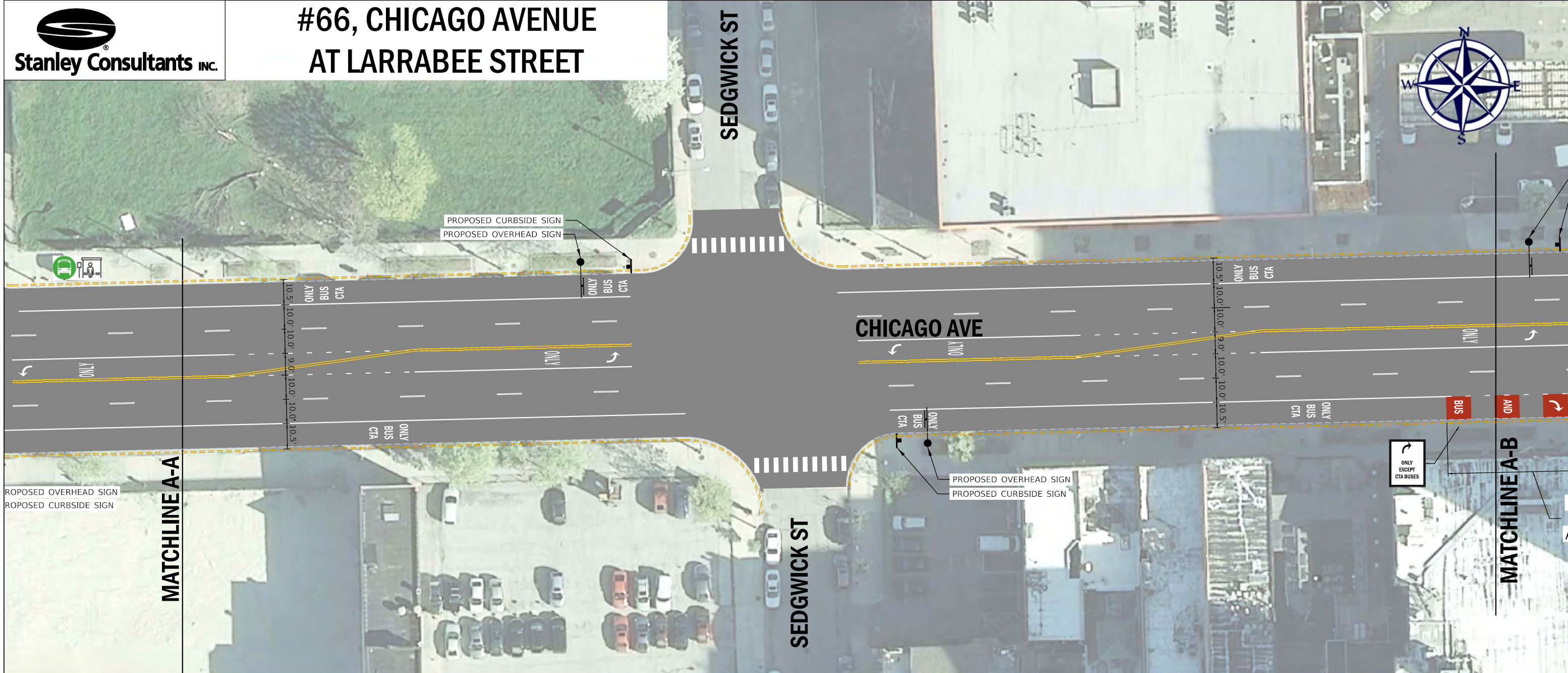
NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT K-2

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES
IMPROVEMENT RECOMMENDATIONS**



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

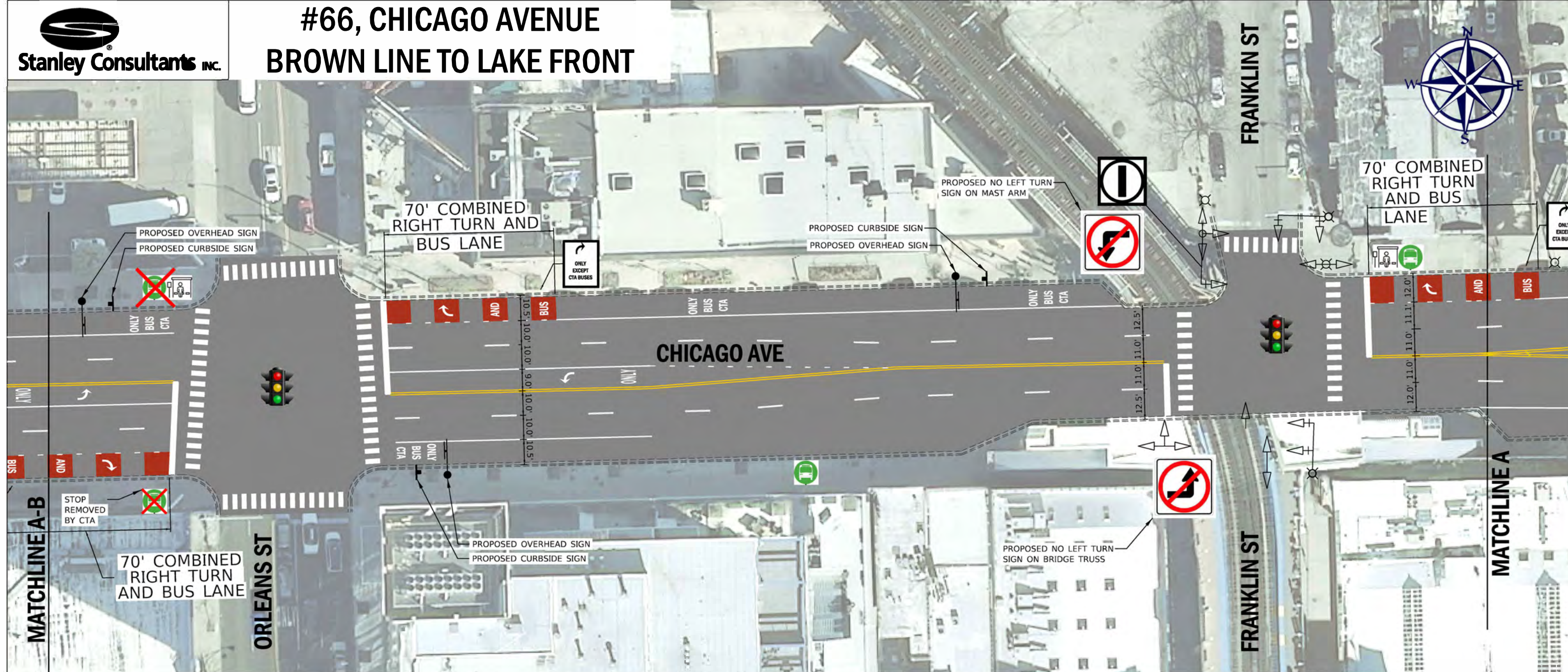
- SHORT TERM IMPROVEMENTS:**
- PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT K-3

**EXHIBIT L – Improvement Recommendations
Brown Line to the Lakefront
(Franklin Street to Fairbanks Court)**



- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

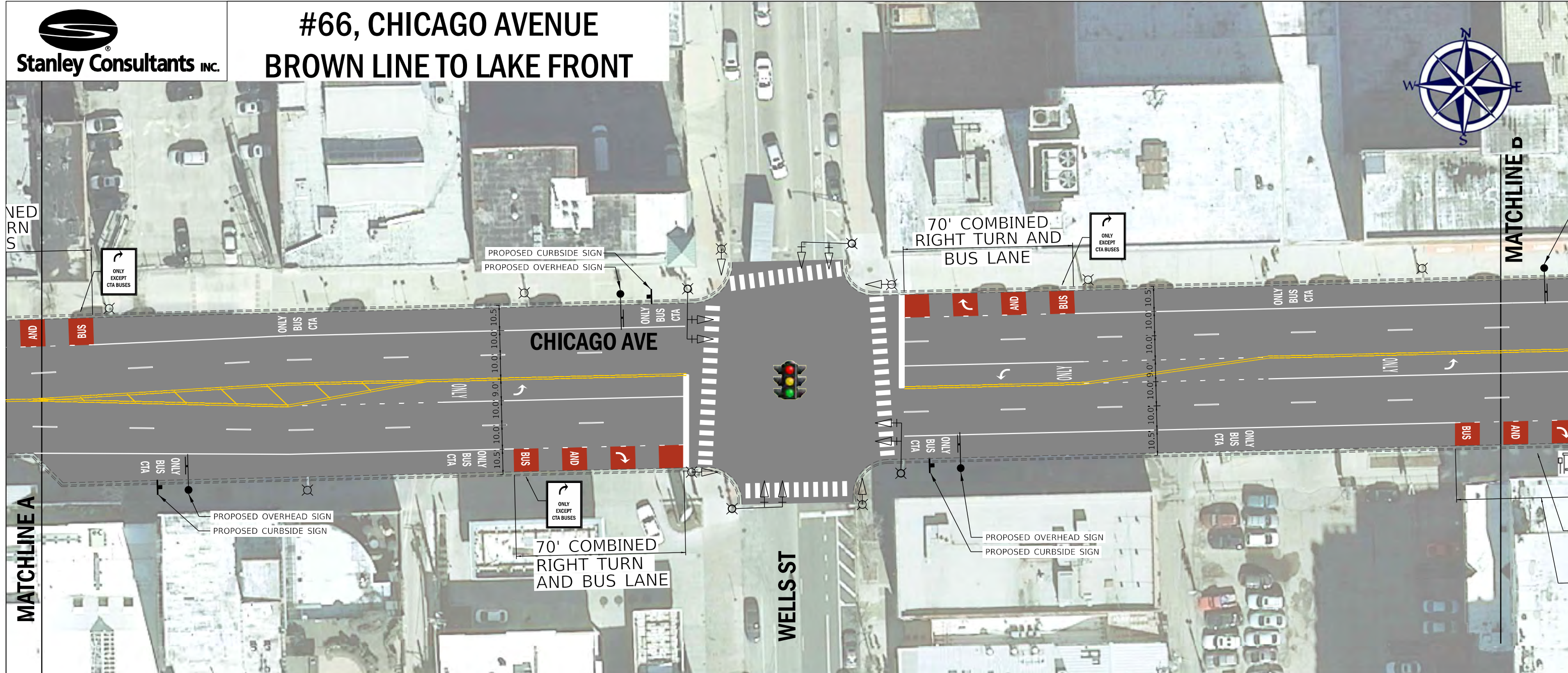
RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - REMOVE STOPS AND SHELTER AT ORELANS ST.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
 - RESTRICT LEFT TURNS ONTO NB AND SB FRANKLIN ST FROM CHICAGO AVE.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - INSTALL QUEUE JUMP SIGNAL FOR WB BUSES AND REPLACE CONTROLLER.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-1



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

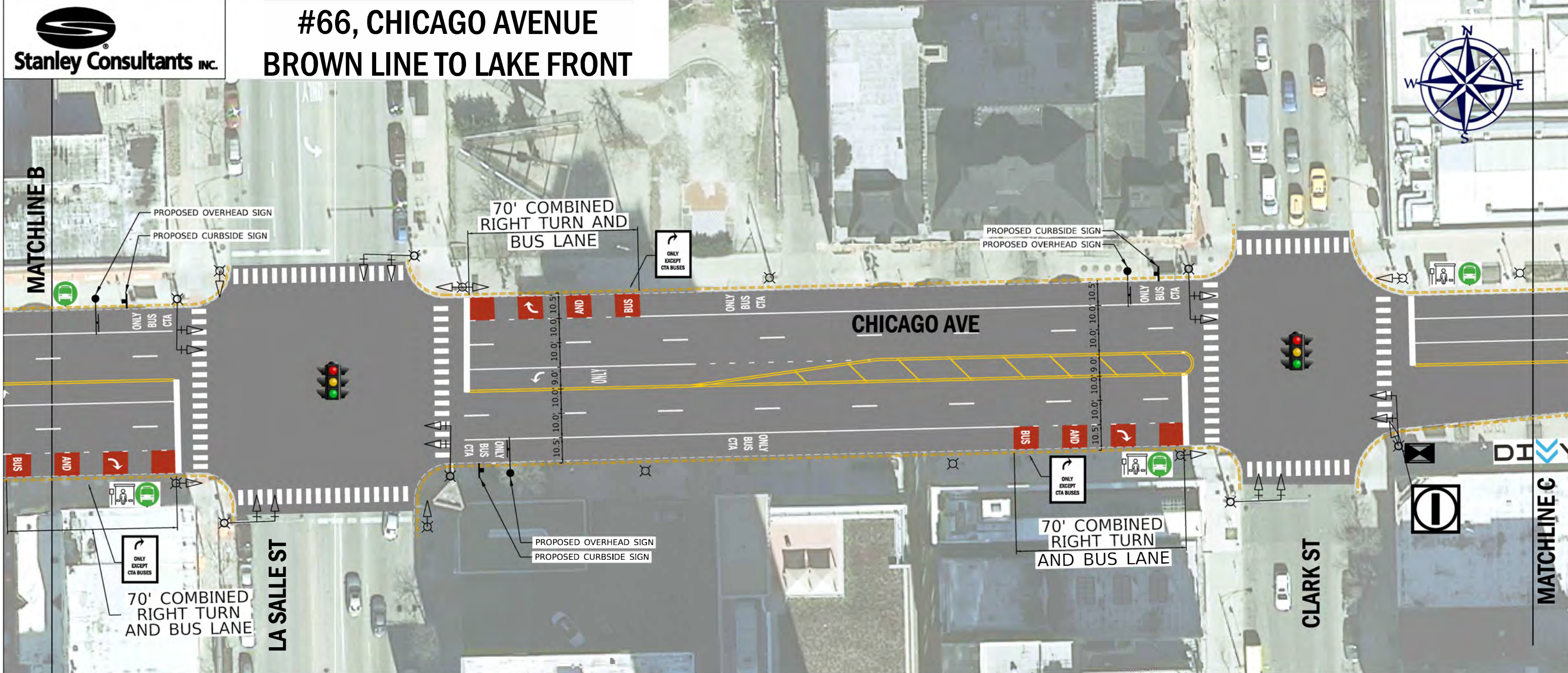
- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-2

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES
IMPROVEMENT RECOMMENDATIONS**

#66, CHICAGO AVENUE BROWN LINE TO LAKE FRONT



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

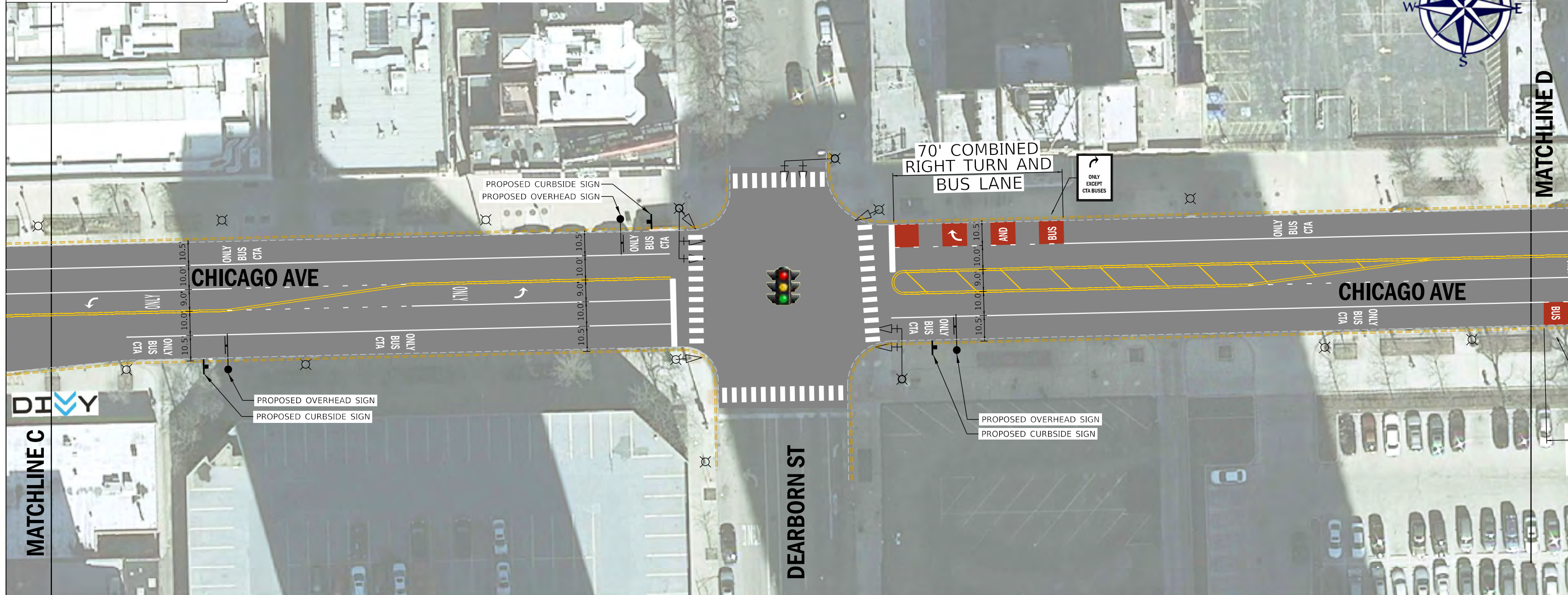
- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
 - COMBINED RIGHT TURN AND QUEUE JUMP LANE.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - QUEUE JUMP SIGNAL AND CONTROLLER UPGRADE.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-3

#66, CHICAGO AVENUE BROWN LINE TO LAKE FRONT



- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

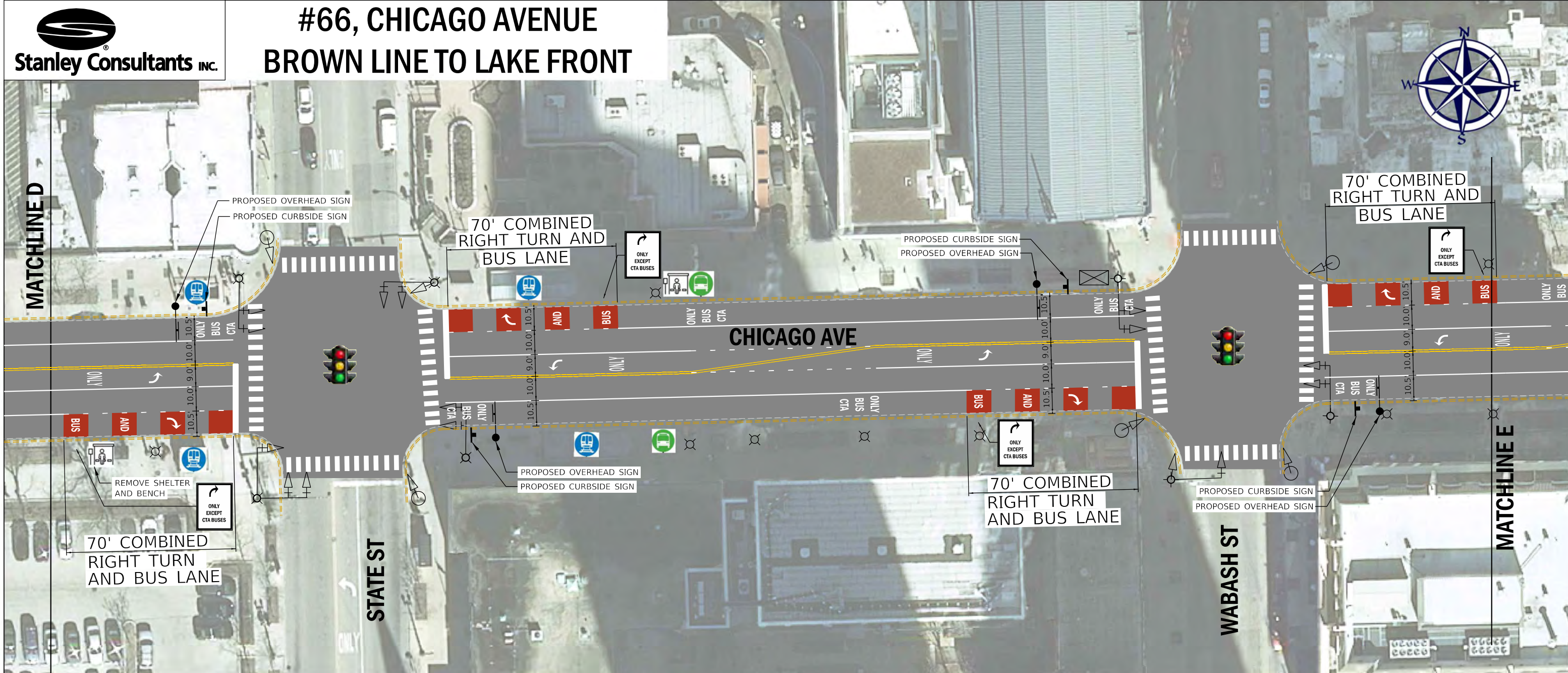
- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-4

CHICAGO TRANSIT AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES
IMPROVEMENT RECOMMENDATIONS**

#66, CHICAGO AVENUE BROWN LINE TO LAKE FRONT



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

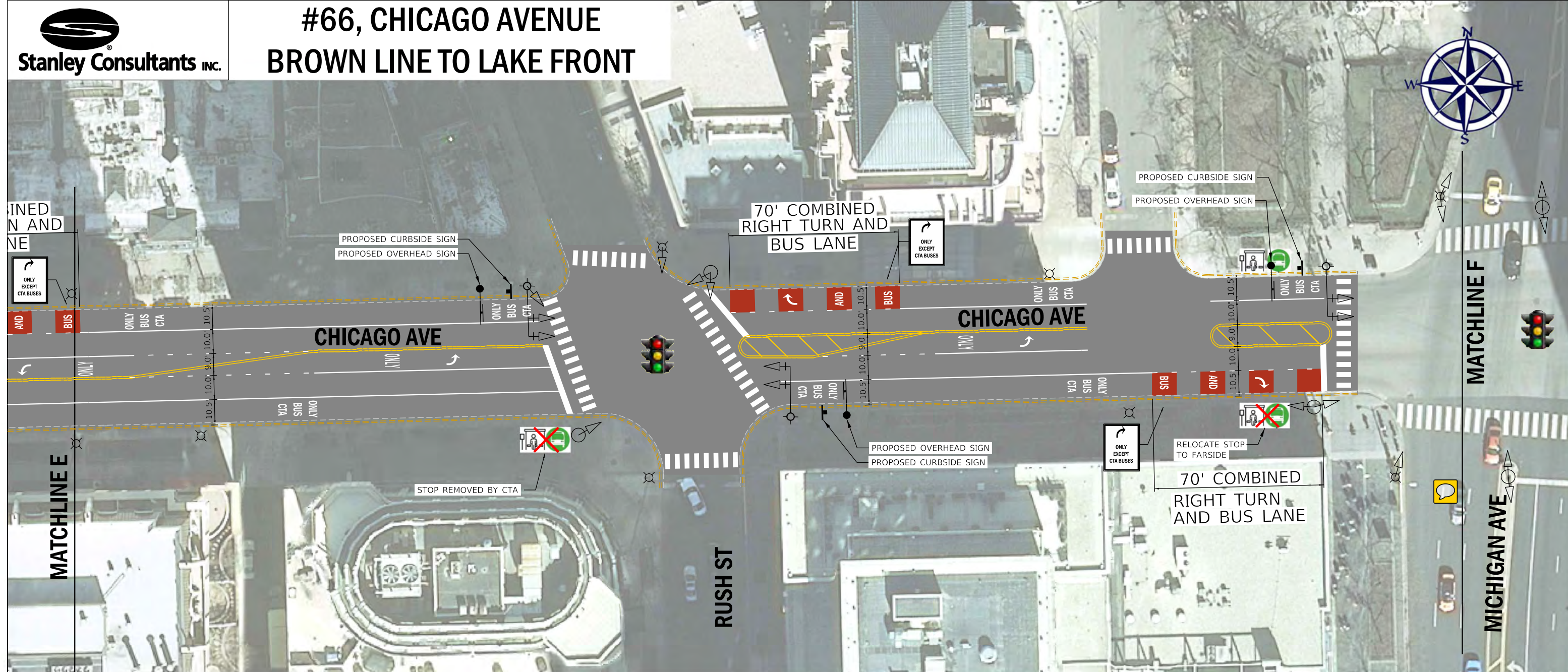
RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-5



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
 - RELOCATE EB STOP TO FARSIDE LOCATION.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-6



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

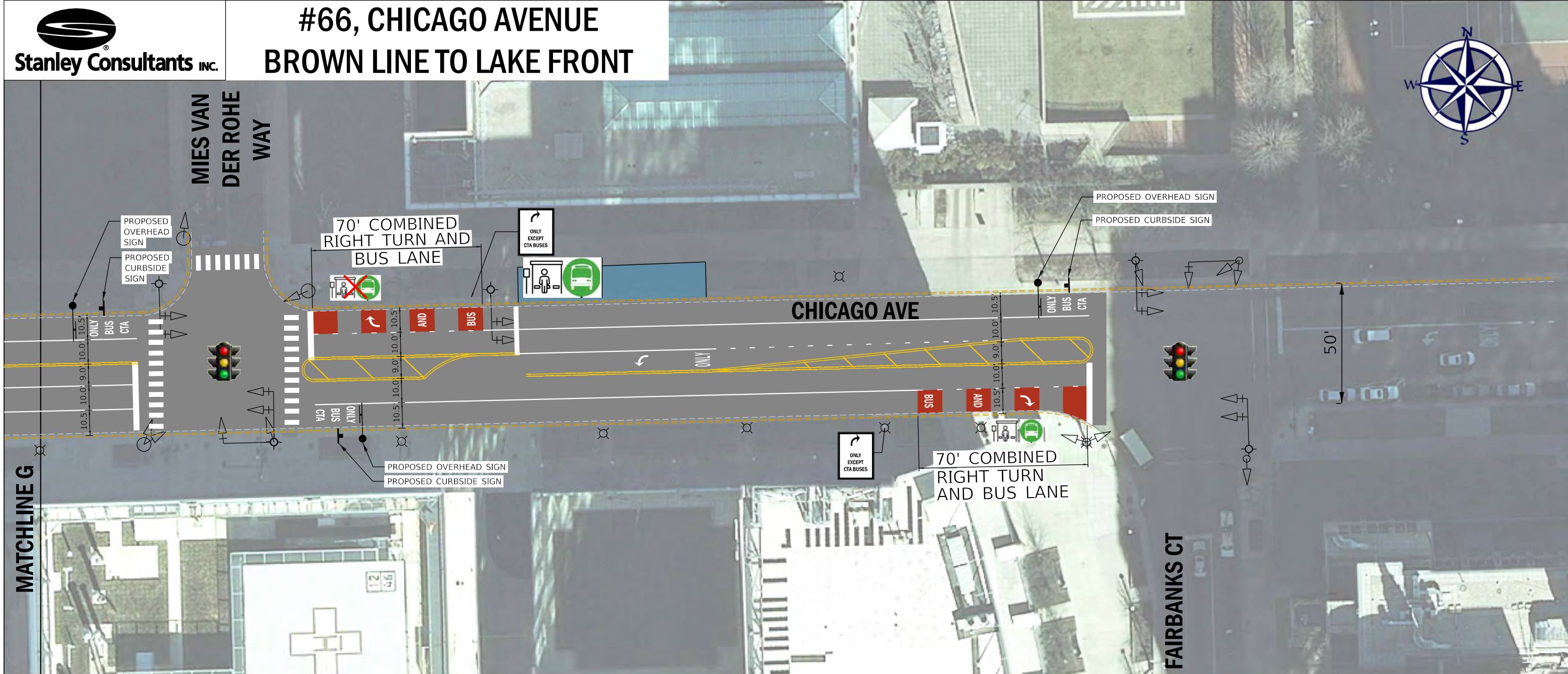
RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
 - RELOCATE LOADING ZONE FOR PROPOSED BUS STOP.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-7



EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

RECOMMENDATIONS:

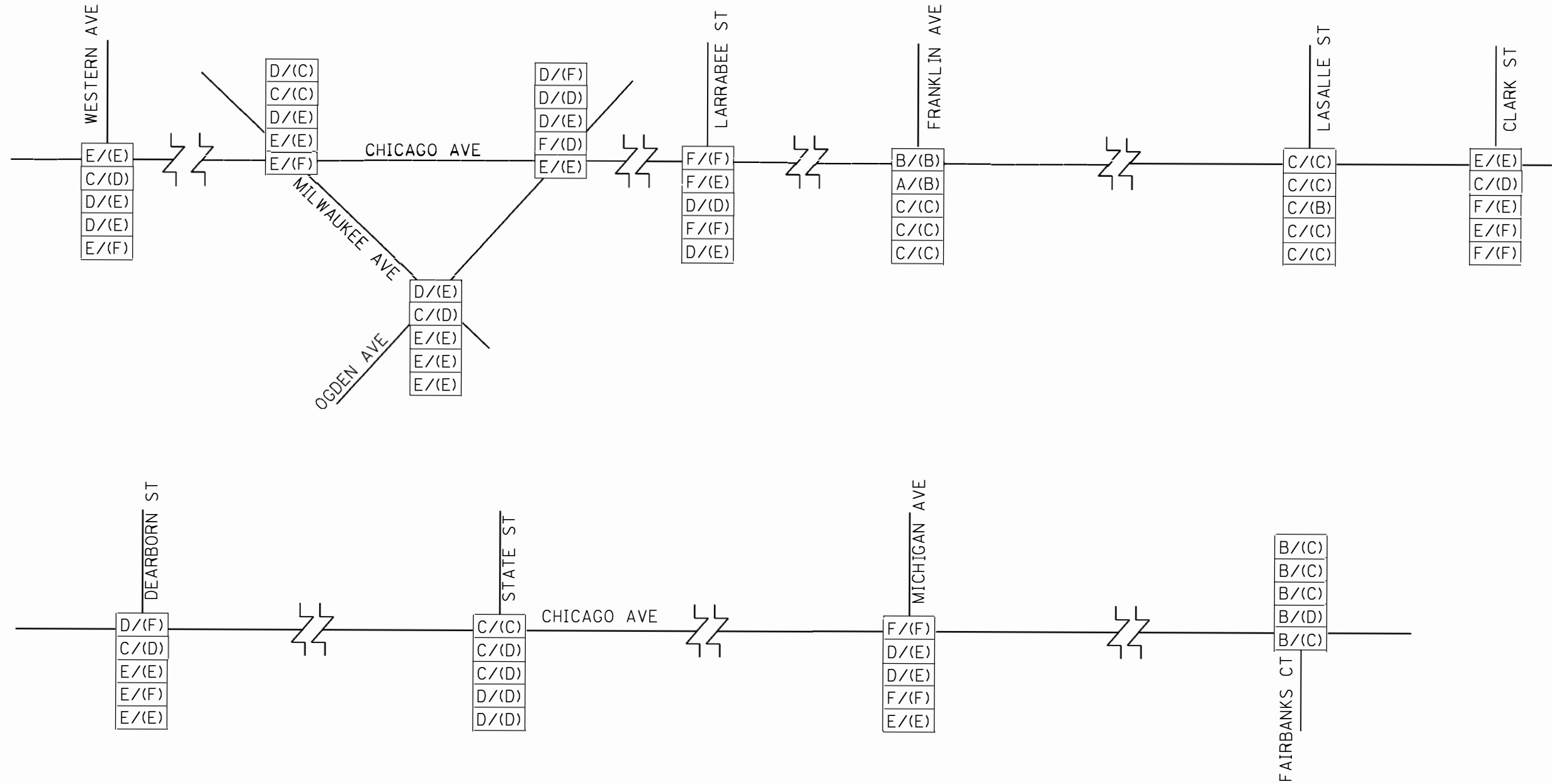
- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
 - PROPOSED EB PEAK HOUR BUS ONLY LANE.
 - PROPOSED WB PEAK HOUR BUS ONLY LANE.
 - PAVEMENT MARKINGS.
 - RELOCATE WB BUS STOP AT MIES VAN DER ROHE WAY.
 - CONSTRUCT BUS PAD AT RELOCATED BUS STOP.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
 - PEAK HOUR BUS LANE SIGN STRUCTURES.
 - RED PAVEMENT MARKINGS.

NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT L-8

EXHIBIT M – LOS Exhibit



LEGEND

- EX VOLUMES, EX GEOMETRY, UNOPTIMIZED - AM LOS/(PM LOS)
- EX VOLUMES, EX GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)
- EX VOLUMES, PR GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)
- 2040 VOLUMES, EX GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)
- 2040 VOLUMES, PR GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)

EXHIBIT M

CHICAGO TRANSIT AUTHORITY
 CHICAGO DEPARTMENT OF TRANSPORTATION
INTERSECTION LEVEL OF SERVICE
CHICAGO AVENUE