Potential Transitway Alternatives
Typical Section Between Junctions

Existing Typical Section Looking North*

*NLSD between Grand and Montrose Avenues is depicted.

Transitways

Transitways (Options that add dedicated transit space in addition to existing general purpose lanes to improve bus mobility).

Potential transitway alternatives:

- **Option 1** – Transit Advantages at Junctions
- **Option 2** – Bus on Right Shoulder
- **Option 3** – Dedicated Transitway on Left
- **Option 4** – Dedicated Transitway – Off Alignment
Option 1 - Transit Advantages at Junctions

- “Transit Advantages at Junctions” is different from the other transitway alternatives in that it is not a shared or dedicated lane for buses that runs the length of the corridor.

- Transit Advantages are a set of strategies that can be applied at junctions to help give transit an advantage over general traffic.

- The strategies generally include signal treatments and short bus-only bypass lanes.

- These can be applied by themselves or in concert with one of the other transitway alternatives.

Transit Advantages at Junctions

Example at Fullerton Junction

Bus-only Queue-jump Lane

Bus Priority Signal

Traffic Signal with Bus Priority Phase

Lake Shore Drive

Fullerton Pkwy
Transit Advantages at Junctions

• **Benefits**
  - Queue-jump lanes on entrance and exit ramps allow buses to bypass long vehicle queues
  - Ramp meters on entrance ramps create gaps for merging buses
  - Buses receive advance signal phases at junction intersections to bypass congestion

• **Challenges**
  - Buses remain in mixed traffic

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Option 2 - Bus on Right Shoulder

*Proposed Typical Section Looking North Between Junctions*

Corridor Modernization Concept with Bus on Right Shoulder

*NLSD between Grand and Montrose is depicted.*
Bus on Right Shoulder

• Benefits
  o Use of shoulders during congested periods offers improved transit mobility
  o Buses would be able to bypass congestion at speeds approximately 15 mph greater than mainline traffic (up to 35 mph)
  o Shoulders could also be used by disabled vehicles, emergency responders and police vehicles for speed enforcement

• Challenges
  o If traffic along mainline is congested, buses would travel at speeds less than the posted limit (15 to 35 mph)
  o Buses would share the lane with general traffic in sections where weaving zones exist near ramp exits/entrances.
  o Bus travel on shoulder can be encumbered by disabled vehicles
**Option 3 - Dedicated Transitway on Left**

*Proposed Typical Section Looking North Between Junctions*

Corridor Modernization Concept with Dedicated Transitway Left Side

*NLSL between Grand and Montrose is depicted.

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**Dedicated Transitway on Left**

**Benefits**
- Bus travel speeds would be unencumbered by vehicle speeds in adjacent travel lanes
- Bus lanes would be available at all times and would not be affected by disabled or police vehicles
- Bus lanes combined with bus-only queue-jump lanes at junctions would minimize travel times and maximize transit service reliability
- Forward-compatible with future light rail transit option

**Challenges**
- Requires larger transportation footprint and bus-only ramps at junctions
Option 4 - Dedicated Transitway Off Alignment

Proposed Typical Section Looking North Between Junctions*

Corridor Modernization Concept with Dedicated Transitway Off Alignment

*NLSD between Grand and Montrose is depicted.

Dedicated Transitway Off Alignment

- Buses have a separate alignment along the corridor that eliminates the need to enter/exit the Outer Drive.
- Buses have exclusive use of the dedicated lanes.
- Buses can travel 45 mph at all times of day.
- Potential for select stops along the transitway.
Dedicated Transitway Off Alignment

• **Benefits**
  o Allows free-flow bus travel speeds, thereby maximizing transit speed and reliability
  o Potential to provide additional transit service within Lincoln Park or potential streetcar options
  o Forward-compatible with future light rail transit option

• **Challenges**
  o Requires additional bridges and larger transportation footprint