

RIVER NORTH ★ TRANSIT STUDY ★ STREETERVILLE

The Chicago Department of Transportation (CDOT) is conducting the River North-Streeterville (RNS) Transit Study to improve access and mobility between the West Loop and River

North and Streeterville neighborhoods. The study aims to satisfy this need by utilizing data, analysis, surveys and other information to create and identify potential transit improvements.

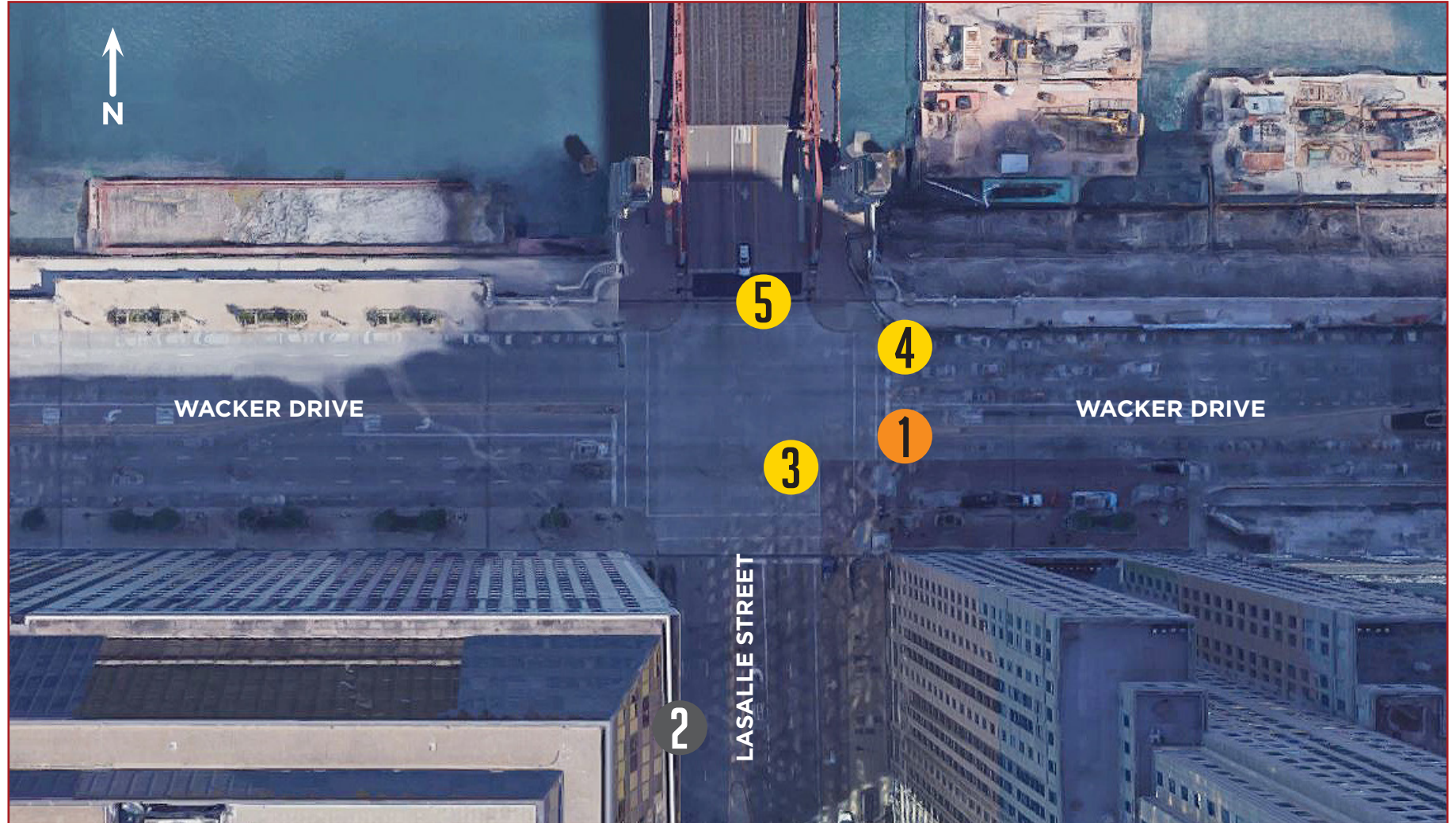
There are a number of issues that result in additional travel delay and other passenger inconveniences on transit routes located along the study corridors and throughout the Loop. Often, there are minor improvements that can be done in the short-term at minimal cost that have a real impact.

Two locations have been selected as demonstration projects to illustrate how small fixes can have an immediate impact. One of the locations is at Wacker Drive and LaSalle Street. The proposed improvements are provided on this handout.



SHORT-TERM IMPROVEMENTS DEMONSTRATION PROJECT

WACKER DRIVE AT LASALLE STREET



ISSUE AREAS



PEDESTRIAN ACTIVITY

1



PARKING

2



TRAFFIC OPERATIONS

3

4

5

SHORT-TERM IMPROVEMENTS DEMONSTRATION PROJECT

WACKER DRIVE AT LASALLE STREET

NO.	ISSUE	SOLUTION	EXPECTED BENEFIT	COST
1	Large number of pedestrians in east cross-walk cause bus turning delays.	Install dedicated northbound to eastbound right turn arrow to run concurrent with westbound to southbound left turn arrow.	Improve safety for pedestrians and reduce vehicular conflicts for northbound to eastbound right turning vehicles. Better traffic flow for right turning vehicles.	\$7,500
2	Illegally parked vehicles in the southbound direction on LaSalle Street block access to bust stop, resulting in bus delays.	Enforce parking restrictions.	Increase turning radius available for westbound to southbound left turning buses.	Negligible
		Evaluate installing pavement markings to more clearly delineate bus stop. Bus stop pavement markings are subject to further CDOT review and development or revision of CDOT standards.		\$16,000
3	Northbound right turning vehicles from LaSalle Street to Wacker Drive queue back into northbound bus stop.	Improve signal timing offsets on Wacker Drive at Clark Street, LaSalle Street and Wells Street.	Improve eastbound approach delay up to 56% during peak periods.	Negligible
		Evaluate installing pavement markings to more clearly delineate bus stop. Bus stop pavement markings are subject to further CDOT review and development or revision of CDOT standards.	Prevent right-turning vehicles from blocking bus access to stop.	Included with cost above.
4	Long delay for westbound to southbound left turning buses.	Improve signal timing splits on Wacker Drive at Clark Street and Wells Street.	Improve westbound to southbound left turn movement delay up to 26% during peak periods.	Negligible
5	Northbound traffic on LaSalle Street consistently backs up into the intersection.	Improve signal timing splits at LaSalle Street and Wacker Drive.	Improve intersection delay up to 33% during peak periods.	\$5,500
		Evaluate installing "Don't block the box" pavement markings.	Pavement marking will provide additional guidance and information to road users to improve traffic operations.	\$5,500
				TOTAL: \$29,000

Results are based on traffic simulation under optimal conditions. Actual results may vary based on real world conditions associated with dense urban environments. Prior to implementation, further analysis of actual bus operating behavior is recommended.

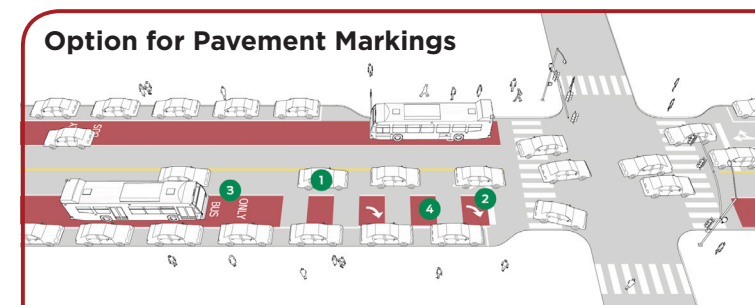
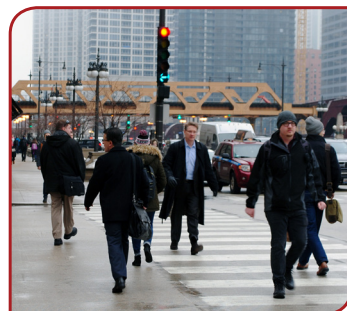


Illustration by: National Association of City Transportation Officials (NACTO)
Actual pavement markings are subject to further CDOT review and development or revision of CDOT standards.

SHORT-TERM IMPROVEMENTS DEMONSTRATION PROJECT

WACKER DRIVE AT MICHIGAN AVENUE

RIVER NORTH ★ TRANSIT STUDY ★ STREETERVILLE

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Two locations have been selected as demonstration projects to illustrate how small fixes can have an immediate impact. One of the locations is at Wacker Drive and Michigan Avenue. The proposed improvements are provided on this handout.



ISSUE AREAS



PEDESTRIAN ACTIVITY

- 1
- 2
- 3



TRUCK LOADING

- 4



TAXIS/RIDESHARE

- 5



CTA BUS STOPS & SCHEDULES

- 6



NON-CTA BUSES

- 7



TRAFFIC OPERATIONS

- 8
- 9
- 10



SHORT-TERM IMPROVEMENTS DEMONSTRATION PROJECT

WACKER DRIVE AT MICHIGAN AVENUE

NO.	ISSUE	SOLUTION	EXPECTED BENEFIT	COST
1	Large number of pedestrians in west crosswalk cause bus turning delays.	End pedestrian phase for west crosswalk early.	Improve safety for pedestrians in west crosswalk.	Negligible
2	Large volume of pedestrians in east crosswalk cause delay for northbound to eastbound right turning buses.	End pedestrian phase for east crosswalk early.	Improve safety for pedestrians in east crosswalk and improve capacity for northbound to eastbound turning buses.	Negligible
3	Pedestrians linger in crosswalks, impeding motor vehicle flow.	Install pedestrian countdown timers in all directions.	Reduce vehicular conflicts and associated delay by directing pedestrians to cross only at designated times.	\$21,000
4	Illegal truck loading on south curb.	Evaluate installing pavement markings to more clearly delineate bus stop. Bus stop pavement markings are subject to further CDOT review and development or revision of CDOT standards.	Reduce bus delay associated with blocked bus stop.	\$6,250
		Enforce parking restrictions at proposed eastbound farside bus stop.		Negligible
5	Frequent hotel pick-ups/drop-offs block bus stop.	Move bus stop to the far side of Michigan Avenue.	Reduce bus delay associated with blocked bus stop.	\$7,500
6	Buses arriving at bus stop back up into intersection.	Combine bus stops on Wacker Drive at Michigan Avenue and Wabash Avenue into a single, midblock location.	Reduce delay at intersection associated with backed up buses.	\$7,500
7	Tour buses staging blocks bus flow and access to bus stops.	Relocate staging area to alternate location to reduce pressure on current location.	Reduce conflict between tour buses and CTA buses, and improve traffic operations.	TBD
8	Large volume of right turning vehicles cause bus turning delays.	Install dedicated southbound to westbound right turn arrow to run concurrent with eastbound to northbound left turn arrow.	Reduce southbound to westbound right turn movement delay up to 74% during peak periods.	\$7,500
9	Bus stop pavement marking faded.	Evaluate installing pavement markings to more clearly delineate bus stop. Bus stop pavement markings are subject to further CDOT review and development or revision of CDOT standards.	Pavement marking will provide additional guidance and information to road users to improve traffic operations.	\$9,000
10	Vehicles back up into intersection, especially during peak periods.	Evaluate installing "Don't block the box" pavement markings.	Pavement marking will provide additional guidance and information to road users to improve traffic operations.	\$5,000

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TOTAL: \$77,250