

*Announcing . . .*

**Chicago's First  
Exclusive Transit Lane**

•  
*Tentatively Effective  
Monday, June 25, 1956*

•  
**In Washington Street  
from  
Wacker Drive to Michigan Avenue**

*Issued Jointly By*  
**CITY OF CHICAGO  
CHICAGO PARK DISTRICT  
CHICAGO STREET TRAFFIC COMMISSION  
and  
CHICAGO TRANSIT AUTHORITY**

## **Chicago's First Exclusive Transit Lane**

Chicago's first exclusive lane for transit buses will tentatively begin operating experimentally Monday, June 25, in east-bound Washington Street, between Wacker Drive and Michigan Avenue in the city's central business district.

Time saving of at least two minutes per bus, a total of three vehicle-hours for 90 buses in the peak hour, are anticipated. Travel time per bus for the six block trip is expected to be cut from the present average of 407 seconds to only 275 seconds.

If these expectations are realized, or approximately so, exclusive transit lanes undoubtedly will be considered for other streets in downtown Chicago.

### **Project Sponsored Jointly By Public Agencies**

This experimental project is sponsored jointly by the Chicago Street Traffic Commission, the City of Chicago, the Chicago Park District and Chicago Transit Authority. It is a united endeavor to speed vehicular traffic flow and generally to improve street traffic conditions in the central business district.

Establishment of the exclusive transit lane in Washington Street was suggested more than two years ago. Since that time the proposal has been intensively discussed, studied and surveyed, and records of the surveys have been analyzed.

### **May Be Extended To Other Streets**

On the basis of these analyses, it is expected that the experiment will be successful and that, after a reasonable trial and adjustment period, the exclusive lane for transit buses will become a permanent part of traffic control measures for Washington Street, and probably other streets in the Loop.

## **Operating Features Of Exclusive Transit Lane**

Here's how the project will operate during the experimental period:

1. In a typical block the center lane will be reserved exclusively for buses of the five CTA routes (Washington, Route No. 131; Madison, Route No. 20; Milwaukee, Route No. 56; Ohio-Depots, Route No. 157, and Monroe Parking Lot, Route No. 148) now using Washington Street.
2. All other vehicular traffic, private automobiles and trucks, will use the four remaining lanes, two on each side of the transit lane.
3. Temporary pavement markings and signs will designate the exclusive transit lane and transit riders' boarding and alighting zones. The latter will be at the near side of intersecting streets.

**NOTE: Please enter and leave transit lane at intersections.**

4. There will be three transit riders' boarding and alighting zones near-side at each intersection. In a typical block, Zone No. 1 (nearest the intersection) will be assigned to Washington and Ohio-Depot buses; Zone No. 2 to Milwaukee and Monroe Parking Lot buses, and Zone No. 3 to Madison buses.
5. Madison and Milwaukee buses, which now turn south in State Street to go west in Madison, will continue to Michigan Avenue to loop for their westbound trips, making direct connections with CTA services operating in Michigan Avenue.
6. Existing concrete safety islands, which are not suitably located for operation of the exclusive transit lane, will be removed.

At State Street, north-bound Sheridan Local, Express and Outer Drive buses and Addison Local and Express buses will enter the exclusive transit lane, making their normal stops between State Street and Michigan Avenue.

Washington buses (Route No. 131) will turn north from the transit lane at Wabash Avenue for their west bound trips, and the Monroe Parking Lot buses (Route No. 148) will turn south from the transit lane into Wabash Avenue.

Madison and Milwaukee buses, whose operation is being extended eastward to Michigan Avenue, will make their last stop in Washington Street near-side at Wabash Avenue and their first west-bound stop in Madison Street mid-way between Michigan Avenue and Wabash Avenue.

To speed the flow of traffic southbound in Michigan Avenue, there will be no CTA bus stops along the west side of Michigan Avenue between Washington Street and Madison Street. Walking transfers between Madison and Milwaukee buses, and buses operating north and south in Michigan Avenue will be permitted at Madison Street.

### ***Guard Rails and Splash Shields Planned For Permanent Platforms***

For the permanent installation, engineers of the sponsoring agencies plan permanent pavement markings to designate the exclusive transit lane. Platforms would be installed at the passenger boarding and alighting zones. These platforms would be equipped with guard rails and splash shields. Cost of these facilities for the six block stretch is estimated at \$25,000.

