



# Potential Transitway Alternatives

## Typical Section Between Junctions

**Existing Typical Section Looking North\***



Existing Roadway Width

\*NLSD between Grand and Montrose Avenues is depicted.








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## 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*








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## 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.

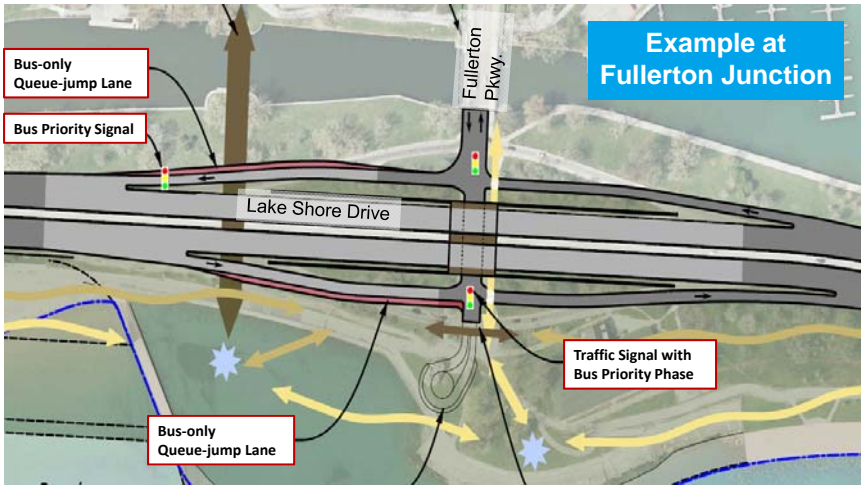









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## Transit Advantages at Junctions

Example at Fullerton Junction










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## S 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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## S 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.








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## Bus on Right Shoulder

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







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## Bus on Right Shoulder


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

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**Option 3 - Dedicated Transitway on Left**

*Proposed Typical Section Looking North  
Between Junctions\**



Corridor Modernization Concept with  
Dedicated Transitway Left Side





\*NLSD 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

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## 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.








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## 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.



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## Dedicated Transitway Off Alignment

- **Benefits**

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

- **Challenges**

- Requires additional bridges and larger transportation footprint

