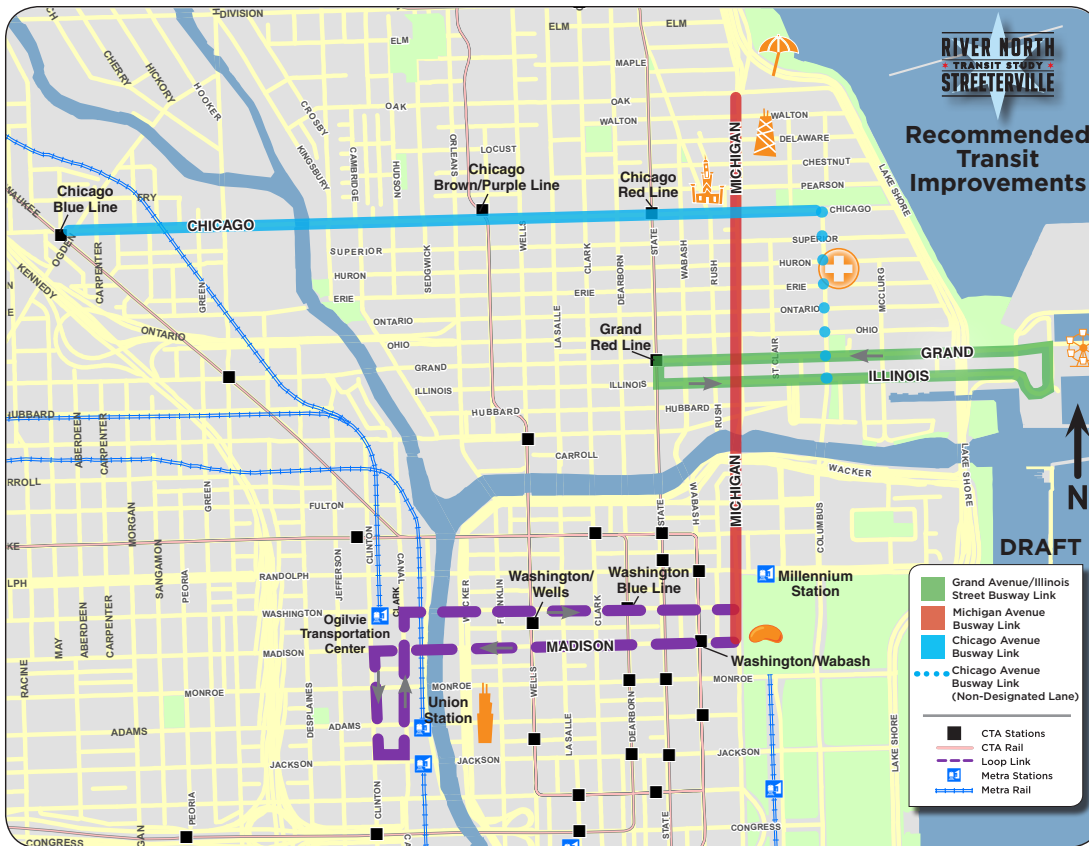


RECOMMENDED TRANSIT IMPROVEMENTS

IMPROVEMENT 3A: MICHIGAN AVE BUSWAY LINK - CURB LANE



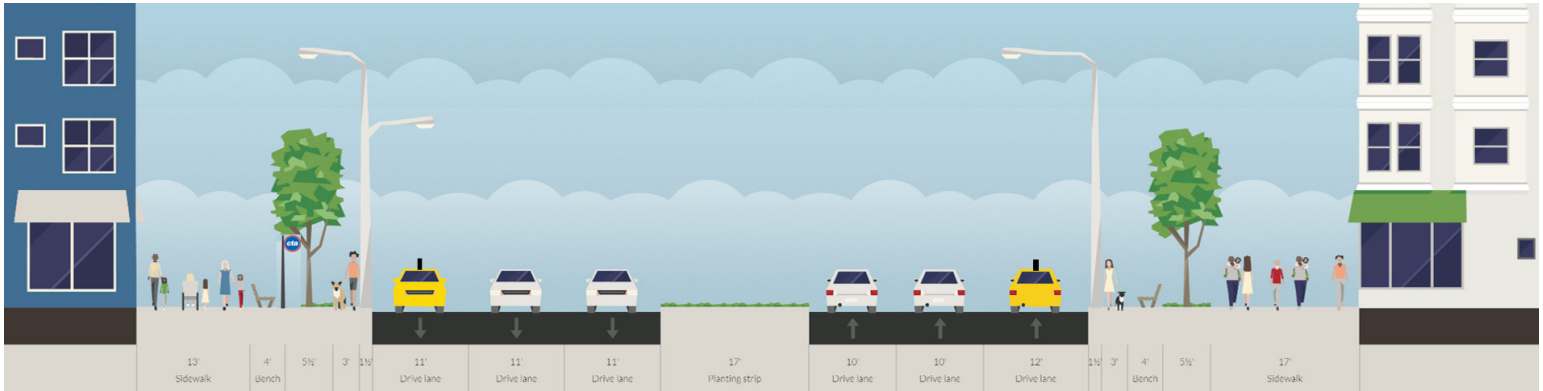
The purpose of the River North-Streeterville (RNS) Transit Study is to recommend transit enhancements that will improve access and mobility between the West Loop and River North and Streeterville neighborhoods. Three main recommended improvements are under consideration. These improvements complement each other and can be completed individually or in combination. Stakeholder input is sought on the proposed improvements.

Please view the back of this handout for additional details on Improvement 3A: Michigan Avenue Busway Link - Curb Lane.

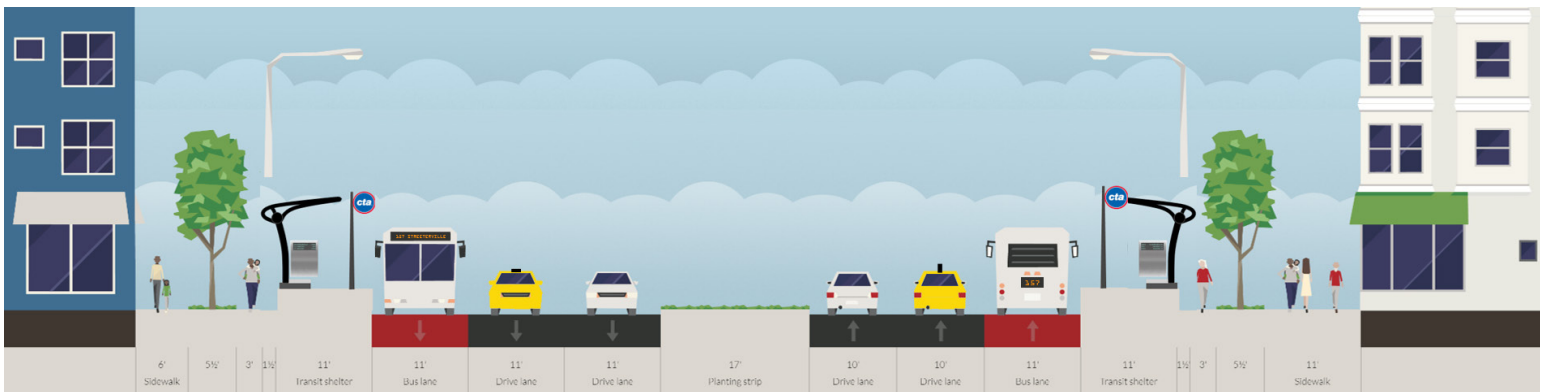
IMPROVEMENT 3A: MICHIGAN AVE BUSWAY LINK - CURB LANE

Michigan Avenue Busway Link – Curb Lane would upgrade transportation on Michigan Avenue from Madison Street to Oak Street with direct connections to Loop Link and the proposed Grand/Illinois and Chicago Avenue Busway Links. The outside curb lanes would be converted to dedicated busways. This would also include enhanced transit passenger boarding platforms and bus prioritization at key intersections.

Michigan Avenue Existing



Michigan Avenue Proposed



Current Transit Connections

CTA Bus Routes:

- #2, #3, #4, #6, #10, #20, #26, #60, #124, #125, #143, #146, #147, #148, #151, #157

Pace Bus Routes

- #850, #851 and #855

CTA L Stations:

- Green, Purple, Brown, Red and Pink Lines (Randolph/Wabash and Madison Wabash)

Metra Electric District Line

Busway Link Benefits*

- Up to 20% reduction in passenger travel time

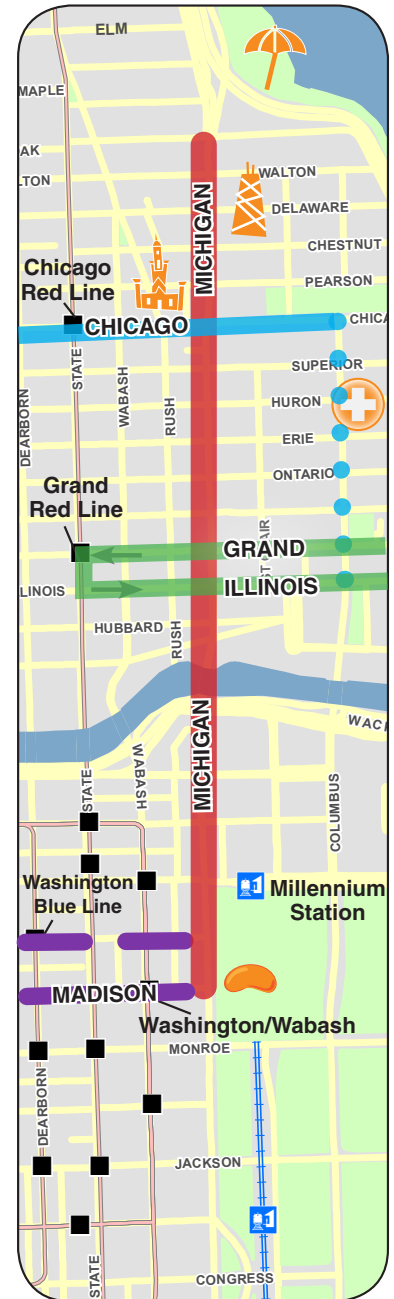
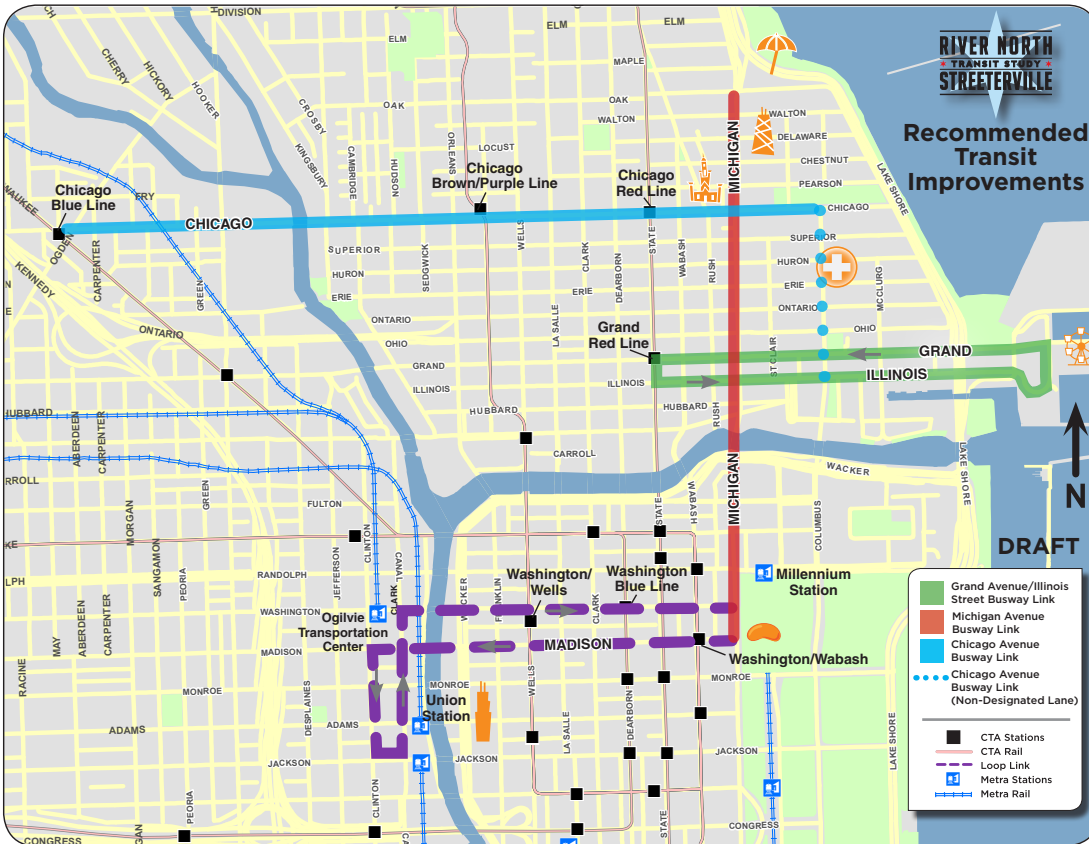
Busway Link Features

- Twelve dedicated boarding platforms
- Queue jumps give buses priority at busy intersections, including Washington, Randolph, Lake, Water, Wacker, Ontario, Erie, Huron, Superior, Pearson, Chestnut, Delaware and Walton
- No additional passenger capacity

* These are theoretical values and do not take into account limiting factors on Michigan Avenue that will likely neutralize time and cost savings.

RECOMMENDED TRANSIT IMPROVEMENTS

IMPROVEMENT 3B: MICHIGAN AVE BUSWAY LINK - MEDIAN LANE



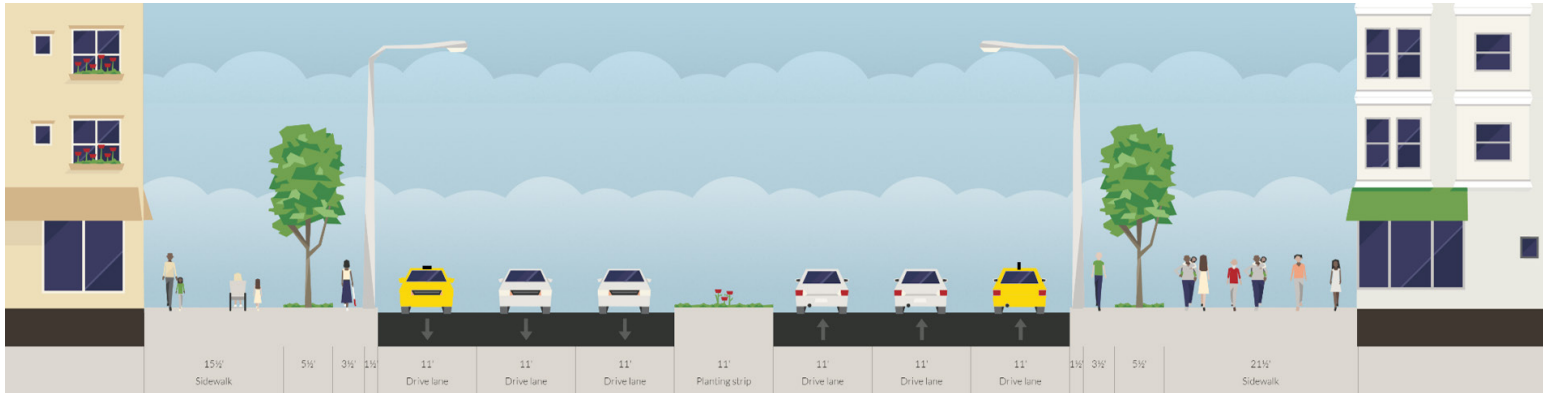
The purpose of the River North-Streeterville (RNS) Transit Study is to recommend transit enhancements that will improve access and mobility between the West Loop and River North and Streeterville neighborhoods. Three main recommended improvements are under consideration. These improvements complement each other and can be completed individually or in combination. Stakeholder input is sought on the proposed improvements.

Please view the back of this handout for additional details on Improvement 3B: Michigan Avenue Busway Link - Median Lane.

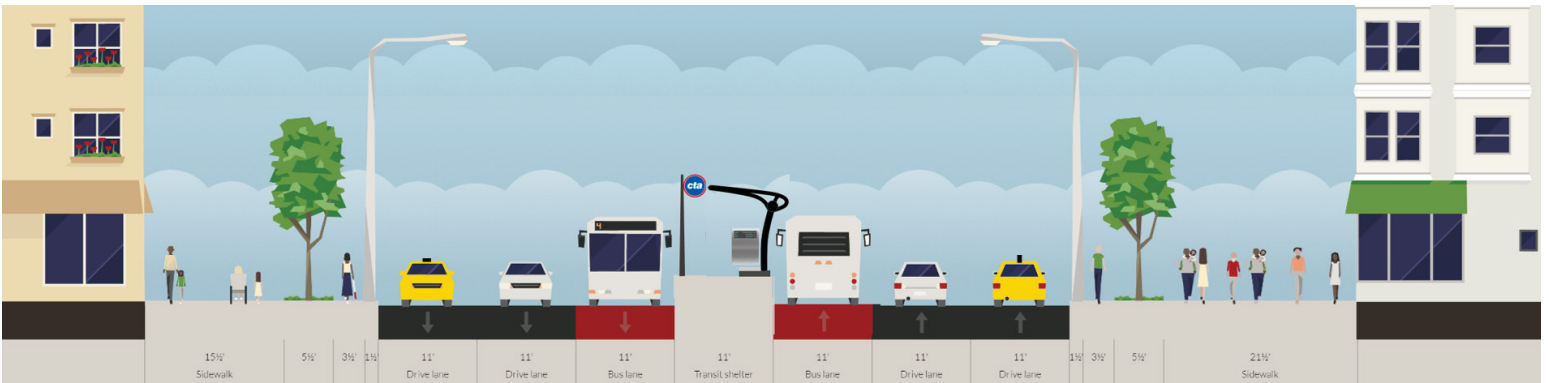
IMPROVEMENT 3B: MICHIGAN AVE BUSWAY LINK - MEDIAN LANE

Michigan Avenue Busway Link – Median Lane would upgrade transportation on Michigan Avenue from Madison Street to Oak Street with direct connections to Loop Link and the proposed Grand/Illinois and Chicago Avenue Busway Links. The inside lane in each direction would be converted to dedicated busways. Passengers would use the median to access boarding platforms. This would also include enhanced transit passenger boarding platforms and bus prioritization at key intersections.

Michigan Avenue Existing



Michigan Avenue Proposed



Current Transit Connections

CTA Bus Routes:

- #2, #3, #4, #6, #10, #20, #26, #60, #124, #125, #143, #146, #147, #148, #151, #157

Pace Bus Routes

- #850, #851 and #855

CTA L Stations:

- Green, Purple, Brown, Red and Pink Lines (Randolph/Wabash and Madison Wabash)

Metra Electric District Line

Busway Link Benefits*

- Up to 20-25% reduction in passenger travel time

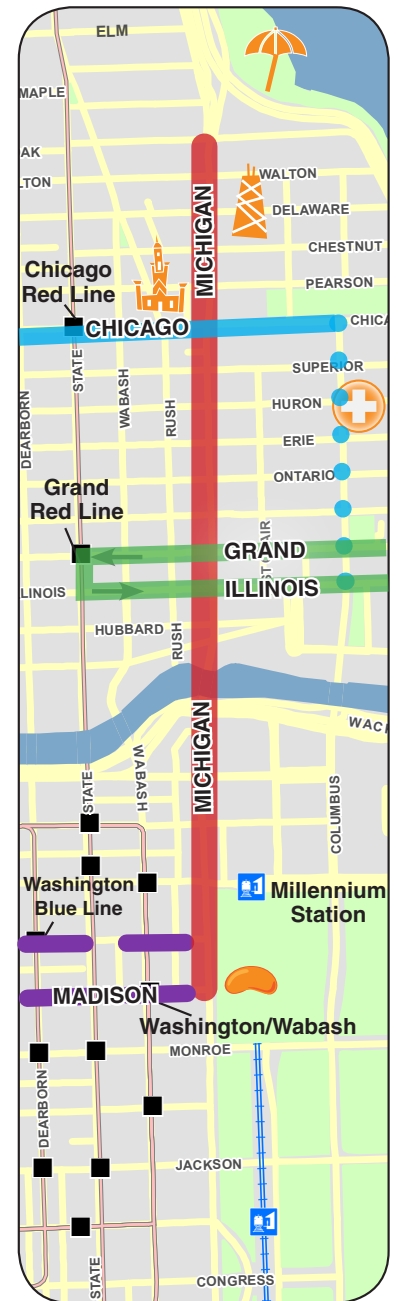
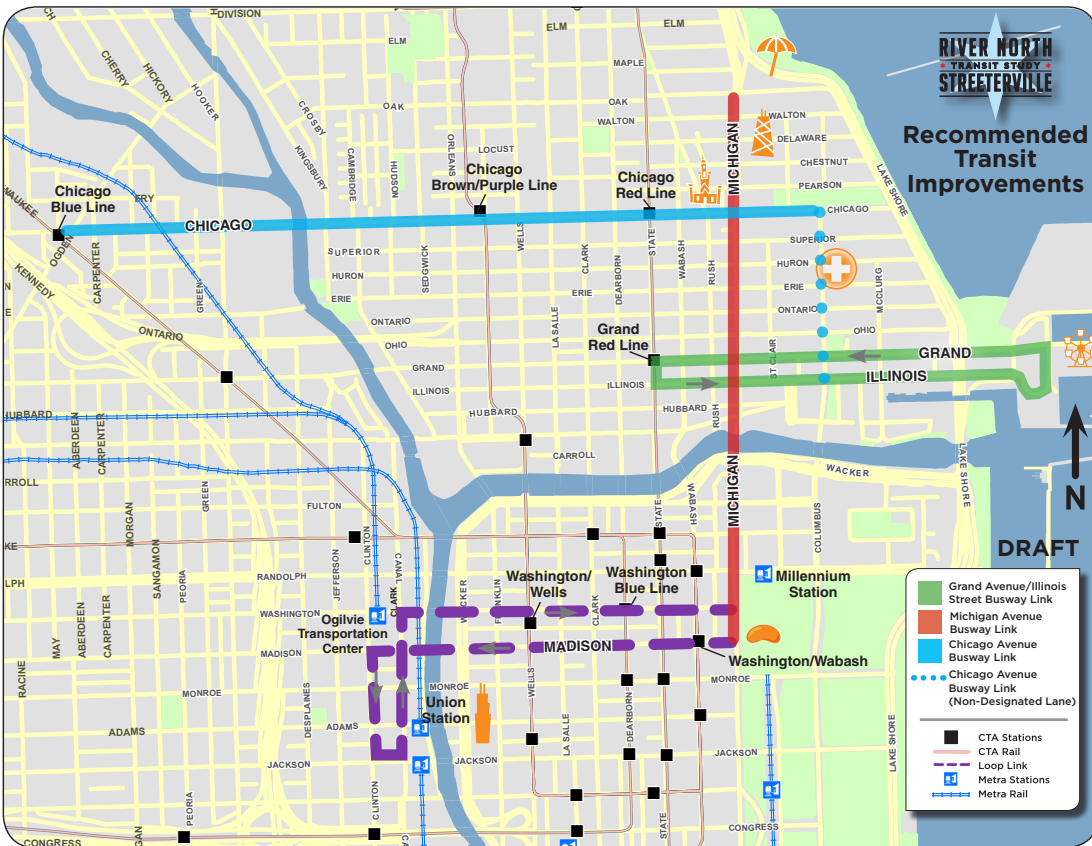
Busway Link Features

- Twelve dedicated boarding platforms
- Queue jumps give buses priority at busy intersections, including Washington, Randolph and Superior
- No additional passenger capacity

* These are theoretical values and do not take into account limiting factors on Michigan Avenue that will likely neutralize time and cost savings.

RECOMMENDED TRANSIT IMPROVEMENTS

IMPROVEMENT 3C: MICHIGAN AVE BUSWAY LINK - LOWER MICHIGAN



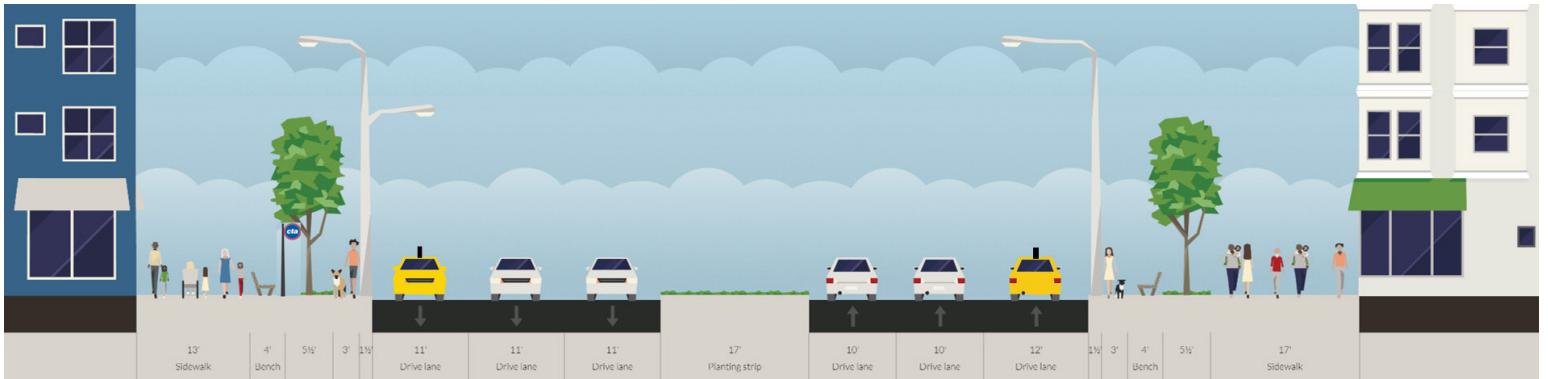
The purpose of the River North-Streeterville (RNS) Transit Study is to recommend transit enhancements that will improve access and mobility between the West Loop and River North and Streeterville neighborhoods. Three main recommended improvements are under consideration. These improvements complement each other and can be completed individually or in combination. Stakeholder input is sought on the proposed improvements.

Please view the back of this handout for additional details on Improvement 3C: Michigan Avenue Busway Link - Lower Michigan

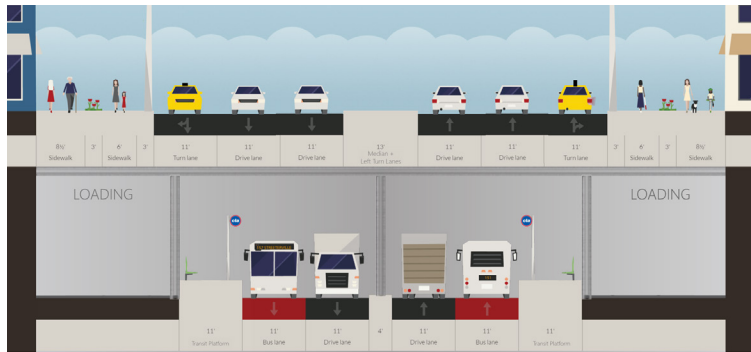
IMPROVEMENT 3C: MICHIGAN AVE BUSWAY LINK - LOWER MICHIGAN

Michigan Avenue Busway Link - Lower Michigan would upgrade transportation on Michigan Avenue from Madison Street to Oak Street with direct connections to Loop Link and the proposed Grand/Illinois and Chicago Avenue Busway Links. The inside lane in each direction would be converted to a dedicated busway from Washington Street to Lake Street. The busway would transition to Lower Michigan, converting the outside lane in each direction from Lake Street to Grand Avenue. The busway would continue to Oak Street on a new, bus-only underground roadway. This would also include enhanced transit passenger boarding platforms and bus prioritization at key intersections.

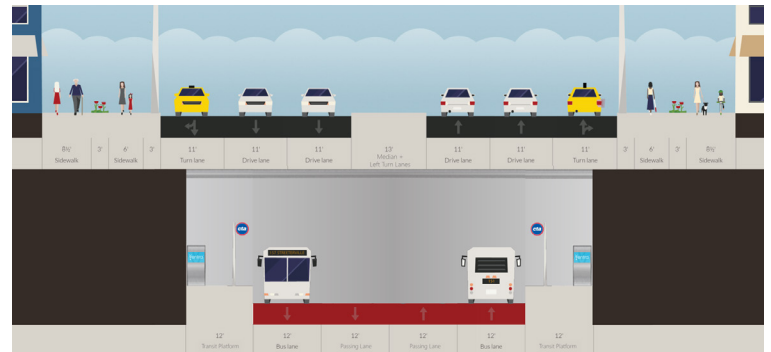
Michigan Avenue Existing



Michigan Avenue Proposed - Lake Street to Grand Avenue



Michigan Avenue Proposed - Grand Avenue to Oak Street



Current Transit Connections

CTA Bus Routes:

- #2, #3, #4, #6, #10, #20, #26, #60, #124, #125, #143, #146, #147, #148, #151, #157

Pace Bus Routes

#850, #851 and #855

CTA L Stations:

- Green, Purple, Brown, Red and Pink Lines (Randolph/Wabash and Madison Wabash)

Metra Electric District Line

Busway Link Benefits

- Up to 50-55% reduction in passenger travel time
- Provides additional capacity for up to 5,130 more passengers during peak periods

Busway Link Features

- Twelve dedicated boarding platforms
- Queue jumps give buses priority at busy intersections, including Washington, Randolph and Lake