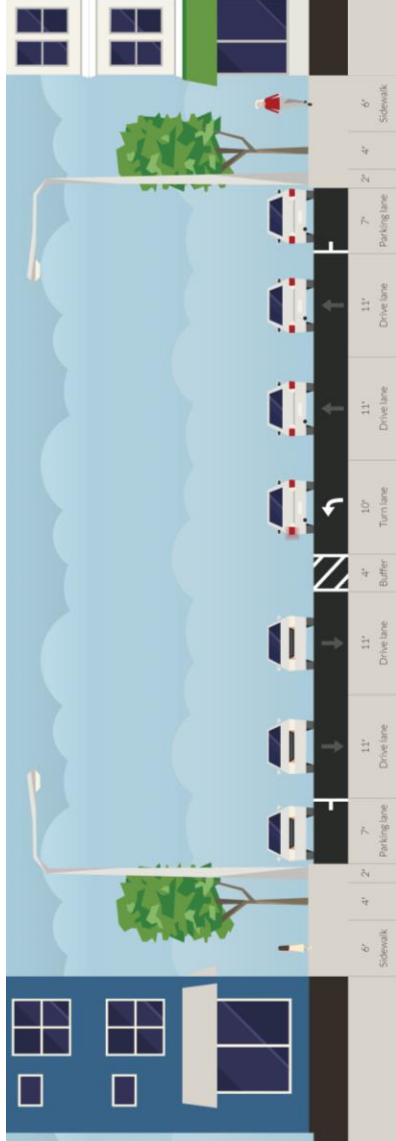


# Roadway Improvement Option #1

## Queue Jumps Throughout the Corridor

- » Travel time savings approximately 5% for Option 1
- » Queue jumps require minimal parking spaces to be repurposed, only at intersections
- » Possible impacts to left turn only lanes in Southern portion of corridor

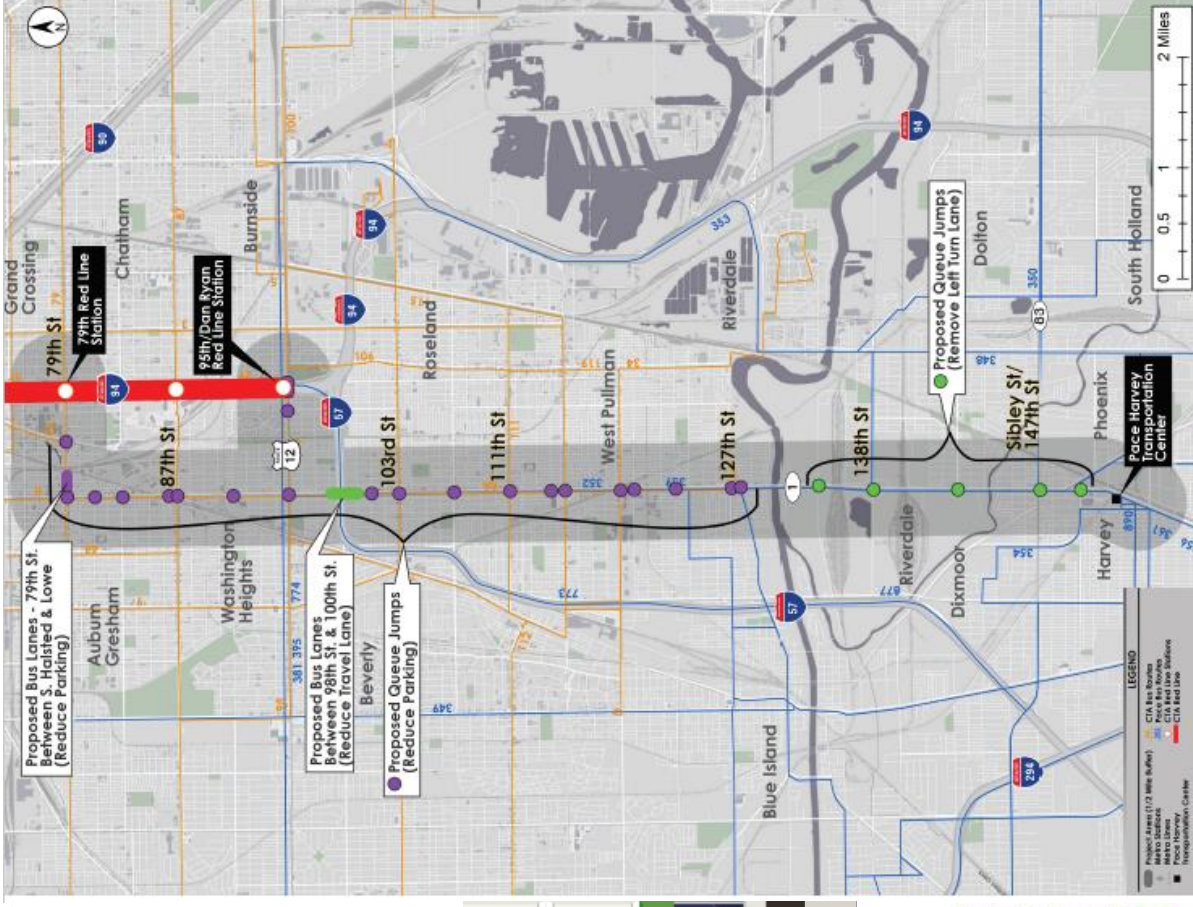
### Before: Typical existing intersection cross section



### After: Proposed intersection cross section with queue jump



\*Figures not to scale - For illustration purposes only



**SOUTH HALSTED**

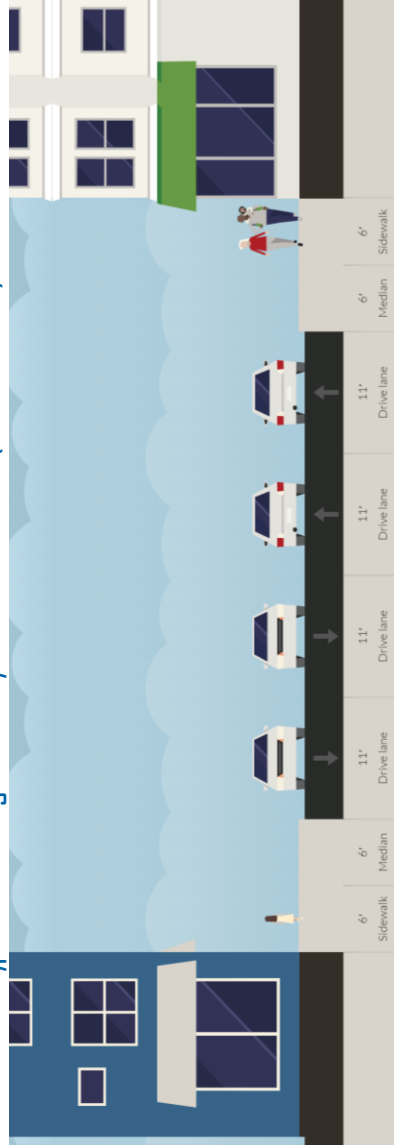
poace PULSE + cta

## Roadway Improvement Option #2

# Queue Jumps With Bus Lanes 129<sup>th</sup> - 154<sup>th</sup>

- » Travel time savings approximately 8% for Option 2
- » Bus lanes between 129<sup>th</sup> and 154<sup>th</sup> would repurpose a travel lane

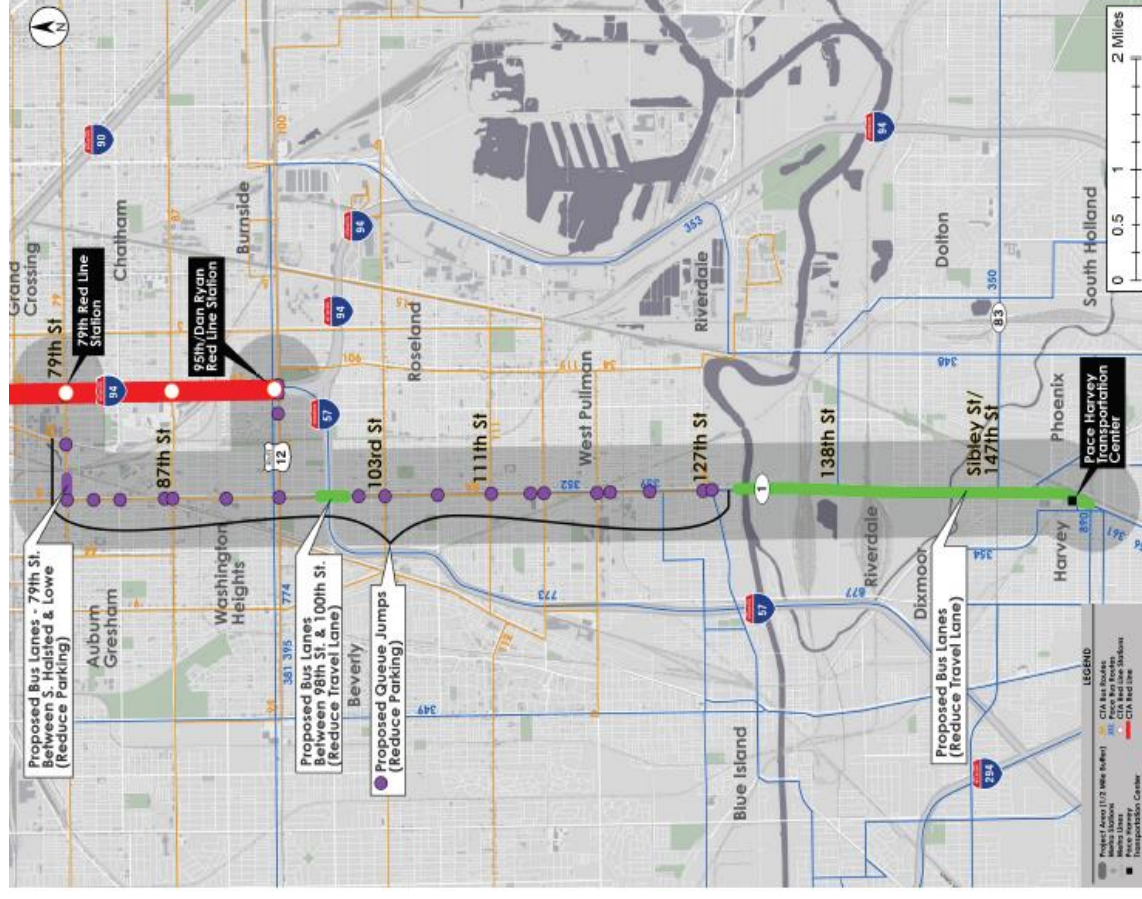
### Before: Typical existing roadway cross section (129<sup>th</sup> to 154<sup>th</sup>)



### After: Proposed roadway cross section with dedicated bus lane (129<sup>th</sup> to 154<sup>th</sup>)



\*figures not to scale - for illustration purposes only



**SOUTH HALSTED**

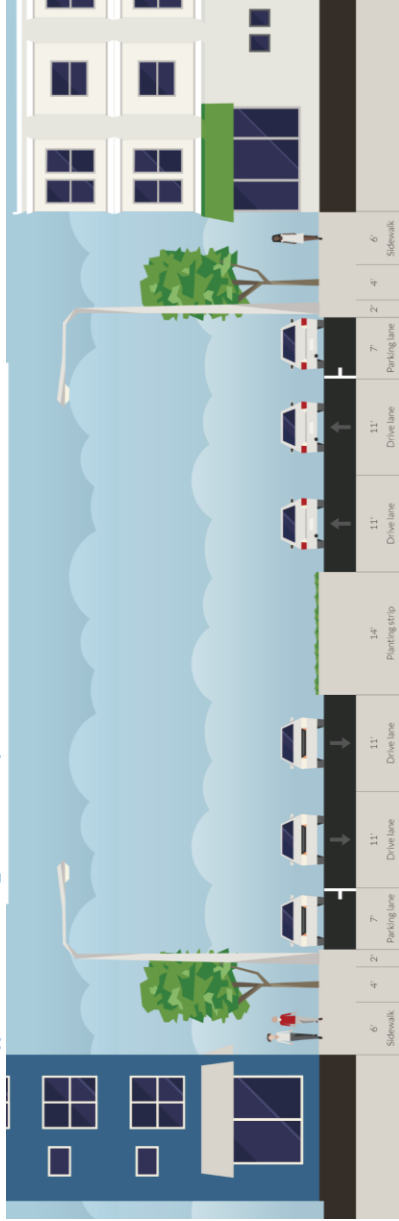
PODCE EPULEE + CIA

# Roadway Improvement Option #3

## Queue Jumps With Bus Lanes 98<sup>th</sup> - 154<sup>th</sup>

- » Travel time savings approximately 10% for Option 3
- » Bus lanes between 129<sup>th</sup> and 154<sup>th</sup> would repurpose a travel lane
- » Bus lanes between 98<sup>th</sup> and 129<sup>th</sup> would repurpose on-street parking
- » Bus lane may require sidewalk and/or parkway narrowing and/or narrowing of medians, which may impact street trees. These impacts will be carefully evaluated and minimized wherever possible

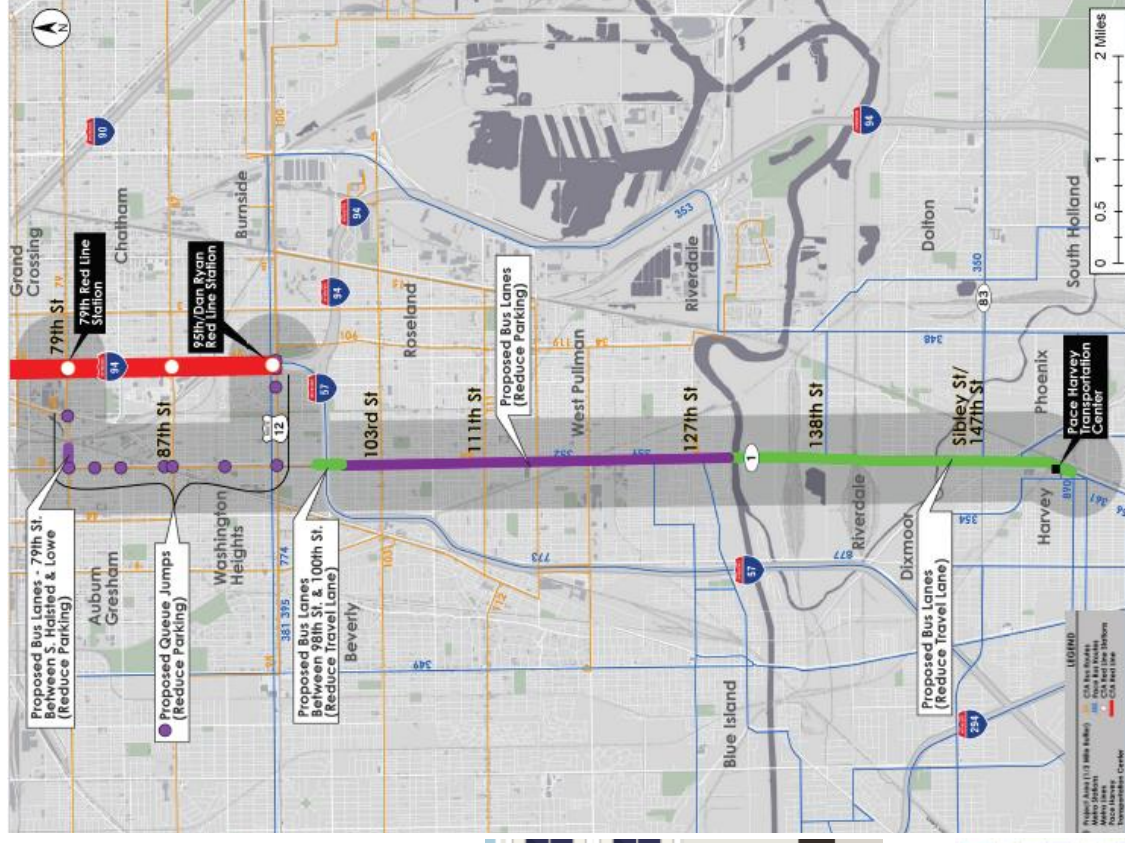
### Before: Typical existing roadway cross section (98<sup>th</sup> to 129<sup>th</sup>)



### After: Proposed roadway cross section with dedicated bus lane (98<sup>th</sup> to 129<sup>th</sup>)



\*Figures not to scale - For illustration purposes only



**SOUTH HALSTED**

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