

meet CHICAGO

Chicago Transit Authority (CTA) and
Chicago Department of Transportation (CDOT)

Halsted Street Bus+Bike Lane Pilot

GOAL

- Mitigate delays to route #66 Chicago and route #8 Halsted during Chicago Avenue bridge construction detour
- Safely accommodate bicycle traffic

DURATION

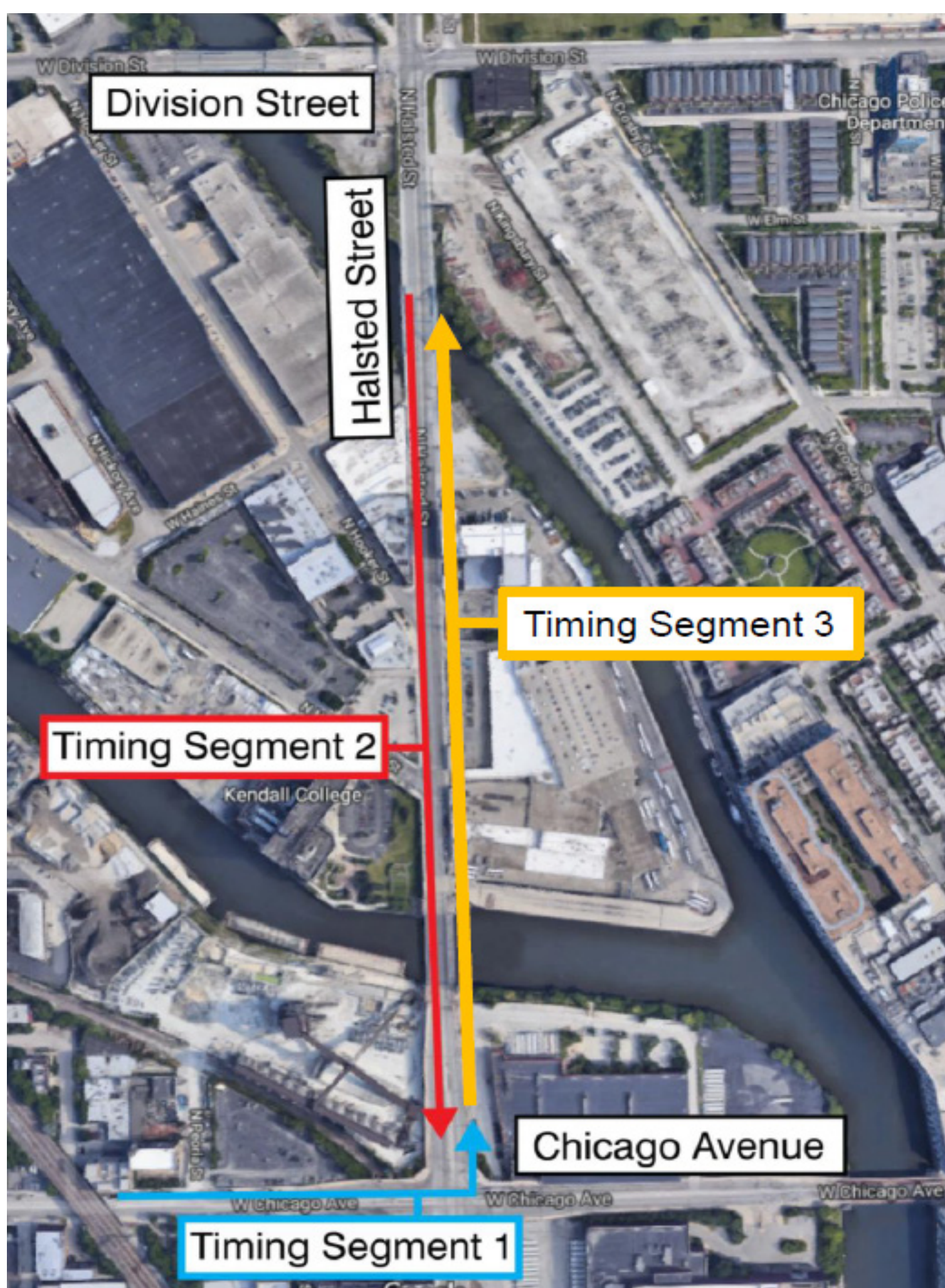
- ~3 months pilot (11/1/18 – 2/11/19)
- Bus+Bike Lane operated 24/7

COMPONENTS

- ~0.5 mile shared Bus + Bike Lane
- Converted parking + bike lane
- Bus-only left turn lane
- Flexible delineators to separate general traffic
- Pavement markings prior to and through area
- Enforcement level varied throughout pilot
- ~\$40K cost covered by CDOT bridge construction contract (in-house costs not included)

RESULTS

- 85% of route #66 and 79% of route #8 customers agreed that the Bus+Bike Lane helped the bus travel faster than traffic
- 81% of operators agreed or strongly agreed that the Bus+Bike Lane helped the bus travel faster than traffic on Halsted
- 77% of cyclists felt safe in Bus+Bike Lane compared to 54% who felt comfortable cycling on Halsted prior to the Bus+Bike Lane installation
- Significantly improved travel times and operations in congested area



Bus Travel Time Benefits

- 1 65% faster** than general traffic
2.3 minutes saved (~0.18 mi)
(Eastbound 8:15 AM – 8:45 AM)
- 2 35% faster** than general traffic
0.8 minutes saved (~0.39 mi)
(Southbound 8:00 AM – 9:00 AM)
- 3 ~50% faster** than general traffic
1.5 minutes saved (~0.36 mi)
(Northbound 5:00 PM – 5:30 PM)