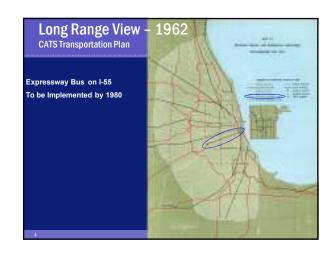
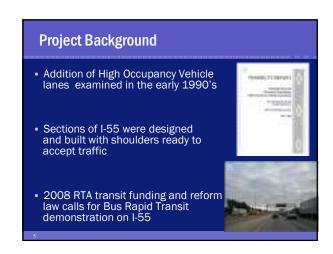
I-55 Bus on Shoulder Demonstration RTA / Pace / IDOT Presented to MPO Policy Committee March 10, 2011 Presented by William Lenski Regional Transportation Authority

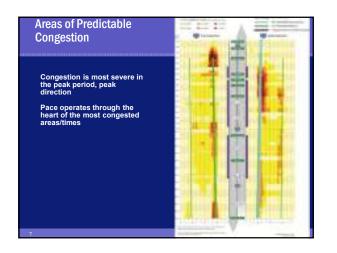










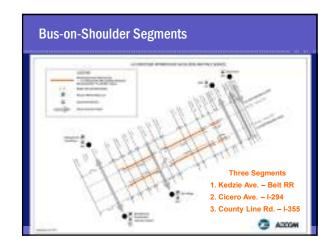


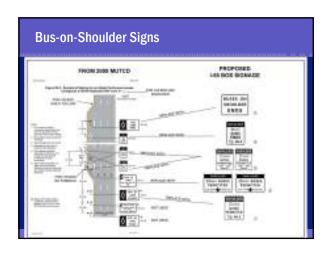
Purpose of the I-55 BOS Demonstration

- Test highway shoulder option ability to improve transit service quality
- Test ability to maintain normal shoulder functions and overall traffic safety with transit as a permitted use
- Test new strategy to increase capacity of the existing transportation system

Expected Benefits of BOS Operations

- Reduced variability of travel time
- Travel time savings
- Increase average travel speed







Current Status

- Phase I engineering complete
- Design approval received from IDOT
- BOS capital improvements will be added to IDOT's upcoming I-55 resurfacing projects
- \$900,000 estimated cost
- CMAQ funded

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What's Next?

- Amend Illinois Vehicle Code
- Complete master project agreement
- Develop public education and media outreach campaign
- Complete resurfacing projects including installation of BOS improvements
- Bus driver training and testing under realistic conditions
- Begin BOS operations November 2011

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Long Range View - 2010

GO TO 2040 Regional Mobility Recommendations and Actions

- Invest Strategically in Transportation
 - Strategic enhancements and modernization
 - Managed lanes and multi-modal corridors
- Increase Commitment to Public Transit
 - Focus investment on maintenance and modernization
 - Adopt best practices
 - Include transit components as part of major highway projects

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I-55 Bus on Shoulder Demonstration RTA / Pace / IDOT

presented to MPO Policy Committee

March 10, 2011

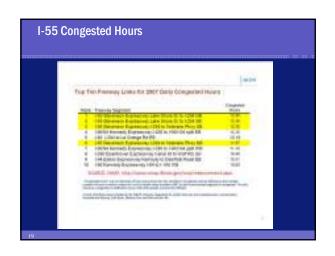
William Lenski

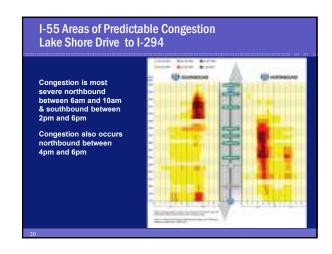
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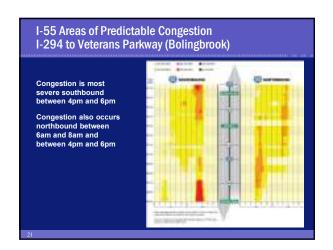


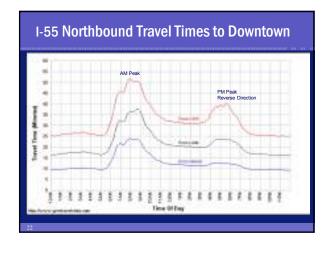
12

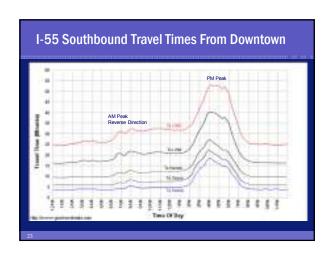
BOS in North America







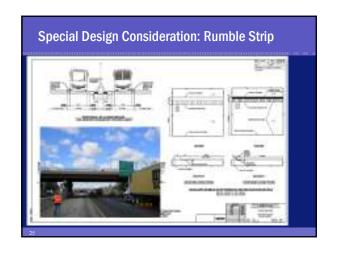




Interstate 55

- Three travel lanes in each direction, with inside and outside shoulders
- Closed median west of Harlem, open median east of Harlem
- Shoulder width varies significantly, but is generally at least 12 feet
- Many closely spaced interchanges

2









BOS Demonstration Parameters Shoulder functions maintained Added feature of routes 855 and 755 Minimum width = 12 ft. Minimum usable segment = 1 mile Maximum speed = 35 mph Maximum speed differential = 15 mph Peak-period, peak-direction

