

## WHAT IT DOES

- Allows CTA buses to move through the Loop faster and more reliably.
- Creates safer streets by organizing travel lanes and reducing conflicts between vehicles, CTA buses, bicyclists and pedestrians.
- Connects Chicagoans across the city to their destinations in the Loop more easily than ever.

## HOW IT WORKS

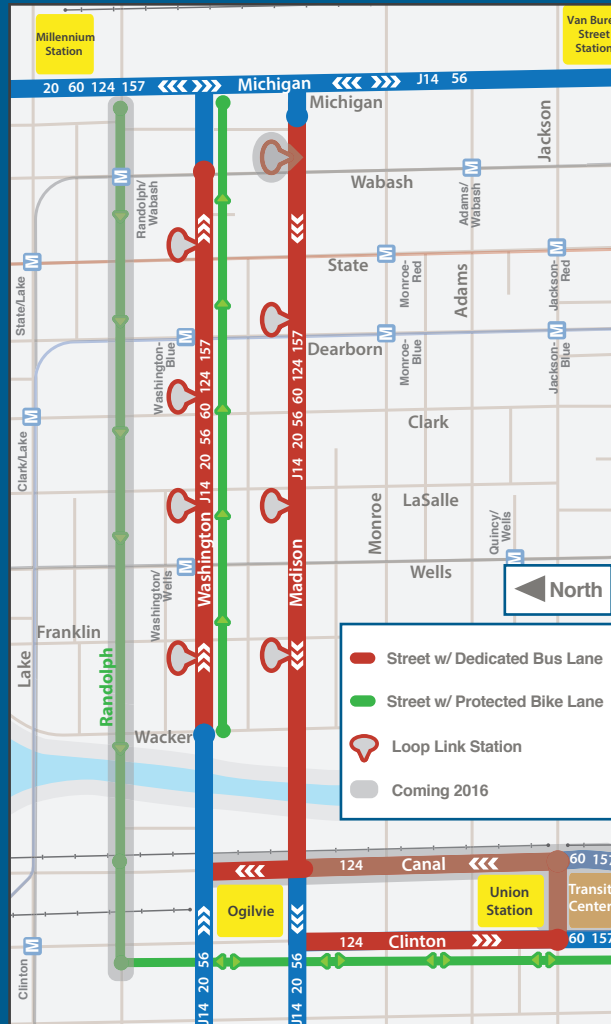
- CTA buses use a dedicated lane, improving traffic flow and reliability.
- Drivers use two dedicated lanes, avoiding bus and bicycle traffic.
- Bicyclists use protected lanes on Washington and Clinton to get to their destinations safely.



**For more information:**

**1-888-YOUR-CTA**

**[transitchicago.com/looplink](http://transitchicago.com/looplink)**  
**[feedback@transitchicago.com](mailto:feedback@transitchicago.com)**



## TRANSIT RIDERS

On December 20, 2015 all CTA buses operating on Washington and Madison Streets through the Loop will begin operating at Loop Link stations (see map and list of routes on back).

The #J14 Jeffery Jump and #124 Navy Pier routes will now use Washington in the eastbound direction.

Stay comfortable and dry in spacious new Loop Link stations featuring bus tracker screens, and more seating and shelter from the elements.

Large stations with raised platforms allow you to board and exit CTA buses more quickly and help your bus move into and out of stops more easily.

Use caution when walking along platforms and stay clear of the platform edge.



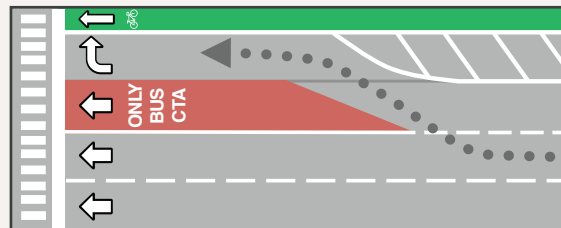
## MOTORISTS

The Loop Link has two dedicated lanes for motorists, separate from CTA bus and bicycle traffic. There are 20 new left and right turn arrows to improve traffic flow.

Follow all traffic signals, including turn arrows.

All alleys and garages remain accessible.

Use designated areas for loading and passenger pick-ups and drop-offs. Stopping in a travel lane slows everyone's commute.



Driving in red CTA bus only lanes is prohibited. To turn right, yield to buses and merge across the bus lane using spaces designated for turning.



Some intersections have new CTA bus-only traffic signals (shown at the left). This gives buses a head start to minimize conflicts with motorists turning right.

## BICYCLISTS

New protected bike lanes are located on Clinton and Washington (Randolph coming in 2016).

Protected intersections on Washington at Franklin and Dearborn make it easier to turn off of the corridor.

Watch for pedestrians accessing transit stations and stop for pedestrians in mid-block crosswalks.

Follow all traffic signals, including new bike signals at many intersections.

## PEDESTRIANS

19 crosswalks have been shortened making it easier to cross the street.

With bus stations removed from sidewalks, Loop Link corridors create more space for walking.

On Washington and Clinton, look for bicyclists when crossing bike lanes.

Where faster meets easier.

