# Station Plan: Chicago-Lake Transit Center

<table>
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<th>Station Characteristic</th>
<th>Planned Condition*</th>
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<td><strong>CORE STATION PLAN</strong></td>
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<td>Intersection Location</td>
<td>Chicago-Lake Transit Center</td>
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| Platform location      | Southbound: Farside of transit center driveway  
Farside location on-street prioritizes improved travel times by no longer turning into the Chicago-Lake Transit Center.  
Northbound: Farside of transit center driveway  
Farside at existing stop has adequate platform length available and is preferred to maximize transit signal priority potential. |
| **SURROUNDING CONTEXT** |                     |
| Station spacing        | Southbound: About 0.5 mi to Chicago & 34th Street  
Within guidelines of about half-mile station spacing.  
Northbound: About 0.25 mi to Chicago & 24th Street  
Slightly shorter station spacing than guidelines due to high-ridership segment. |
| Existing ridership within a block, or about 1/8 mile (Fall 2016) | About 1,500 boardings per weekday |
| Platform location compared to existing bus stop | Southbound: Leaves existing off-street stop at Chicago-Lake Transit Center and instead serves Chicago Avenue on street.  
Northbound: At existing stop |
| Connecting service     | Routes 21, 27, 39, and 53 |
| Parking changes        | Southbound: Reduction of about 3-5 parking spaces, due to the relocation and expansion of existing bus stop  
Northbound: No changes |
| **DESIGN CONSIDERATIONS** |                     |
| Curb configuration     | Southbound and Northbound: Bumpout  
Bumpouts will maximize operational efficiency and pedestrian space. |
| Platform length        | Southbound and southbound: 60’ platform  
Platforms will be designed to accommodate a 60’ BRT vehicle. |

*Final conditions to be developed during the engineering/design process.*
### Notes and Discussion

**Other station locations considered: Chicago-Lake Planning Study**

#### Background

- Today, at the Chicago-Lake Transit Center, there are 1,500 average daily weekday Route 5 boardings. This is the highest ridership point on the Route 5, outside of downtown Minneapolis.

- The Chicago-Lake Transit Center serves as a major transfer point for customers traveling on Routes 5, 21, and 53.

- The existing Route 5 southbound stop is located off Chicago Avenue on the transit center driveway entrance to the Midtown Exchange building. This requires southbound Route 5 buses to make multiple turning movements, resulting in about three minutes of travel delay and poor on-time reliability.

- Metro Transit completed a Chicago-Lake planning study to consider alternative platform options to provide a faster and more reliable trip.

- Figure 41 illustrates the location of considered alternative platform locations.

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44 More information at: [https://www.metrotransit.org/d-line-library](https://www.metrotransit.org/d-line-library)
Study process

• Evaluation of travel times, traffic impacts, transfer movements across routes, and pedestrian access

• Interviews with Metro Transit police, operations, and maintenance departments about how the transit facility functions today

• Customer surveys and conversations with neighborhood groups and small businesses

Study recommendation

• The study recommendation locates both the northbound and southbound platforms on the farside of the existing transit center driveway. Three primary considerations of this recommendation include:

  o **Maintaining the ease of existing transfer activity:** It is estimated that about 50-75 percent of existing customers transfer between routes at this location. The proximity of recommended D Line platforms to the transit center prioritizes the continued ease of these transfers.

  o **Positioning with long-term transitway planning:** Recommended D Line platforms are located between the planned B Line rapid bus (Lake Street corridor) and Midtown rail (Midtown Greenway corridor) services.

  o **Minimizing traffic impacts:** Traffic evaluation indicated minimized traffic impacts by locating platform north of congestion at Chicago and Lake, especially in the southbound direction.

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Figure 42: Preliminary Chicago-Lake Transit Center platform concept
Figure 43: Recommended station location – Chicago– Lake Transit Center