

Appendix A-1: Purpose and Need Statement

Due to the large size of the Appendices, they have been removed from this document; however, they are available at CTA's office, upon request.

PURPOSE AND NEED STATEMENT



Western & Ashland Corridors Bus Rapid Transit (BRT) Project

Prepared for



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August 14, 2012

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Section 1 Introduction

The Chicago Transit Authority (CTA), in cooperation with the Federal Transit Administration (FTA), is conducting an Alternatives Analysis (AA) for implementation of bus rapid transit (BRT) service along the primarily north-south corridors of Western Avenue and Ashland Avenue. Implementation of premium transit along these two corridors is planned as part of a citywide BRT network identified as part of the Chicago Metropolitan Agency for Planning (CMAP) 2040 regional long range transportation plan (LRTP) and has evolved through a series of studies, most recently codified in the Metropolitan Planning Council (MPC) 2011 report, Integrating Livability Principles into Transit Planning: An Assessment of Bus Rapid Transit Opportunities in Chicago.

This AA will use Bus Rapid Transit (BRT) as the preferred mode and focus on a multi-tiered evaluation of BRT features within the existing Western and Ashland Avenue Corridors. BRT is being used as the mode choice for this AA because it was identified by previous CTA system planning efforts. The ultimate goal of the AA is to select a Locally Preferred Alternative (LPA) that can move forward through the environmental documentation, design, construction, and operation phases.

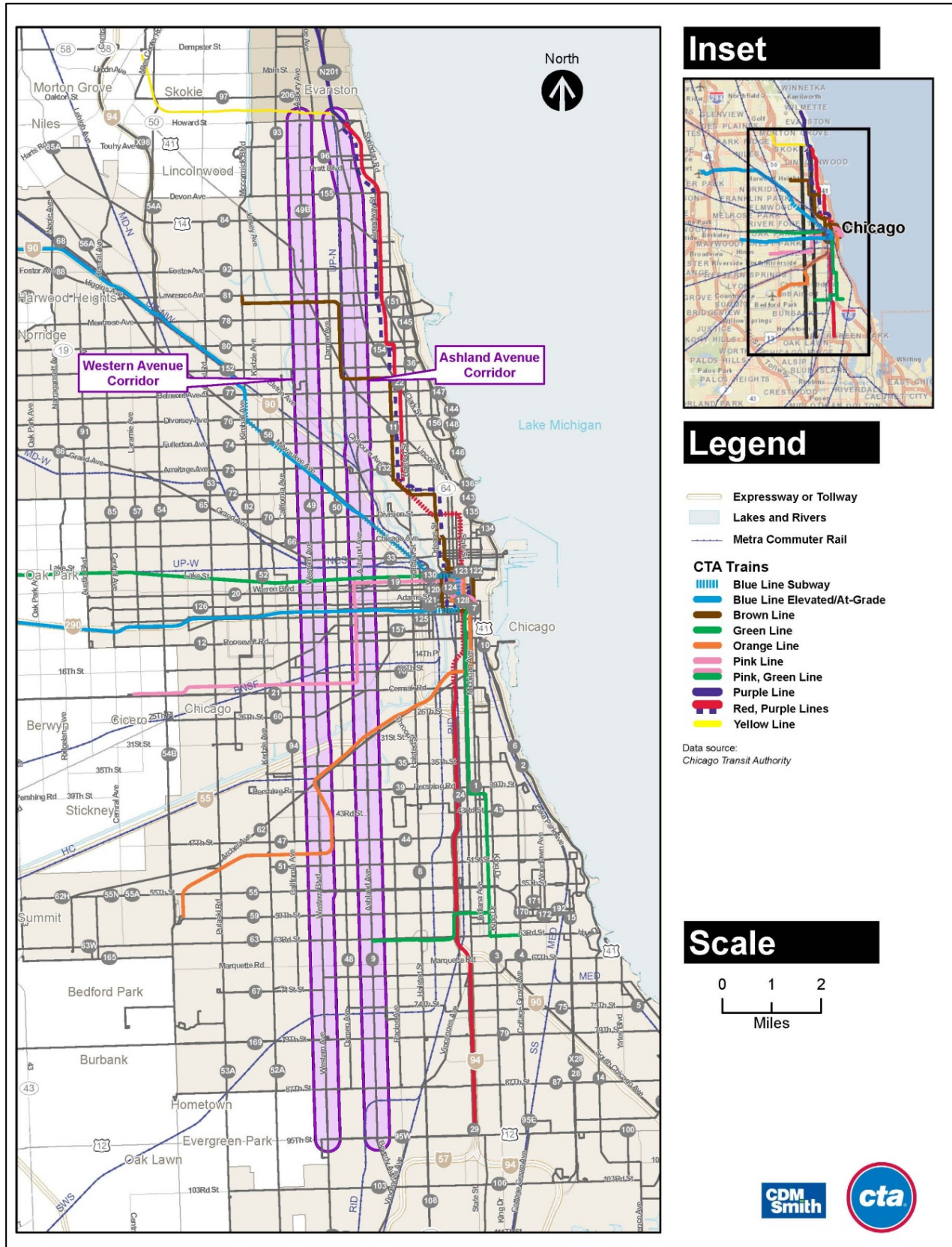
This report documents the Purpose and Need for the project, including information about why transit improvements are needed along these corridors and how recommended improvements will be measured in selecting a LPA. A detailed analysis of the existing conditions included in this purpose and need may be found in the *Western and Ashland Avenues Existing Conditions Report (Appendix A)*. All documentation within this Purpose and Need has been developed using FTA program guidance and in accordance with federal New Starts and Small Starts program regulations.

1.1 Study Area Context

Located approximately 2.5 and 1.5 miles, respectively, west of Chicago’s “Loop” (the central business district), the Western and Ashland Corridors (shown in **Figure 1-1**) span approximately 21 miles in length. Corridor limits extend along both the Western and Ashland Corridors from Howard Street in the north to 95th Street in the south. For study purposes, the Ashland Avenue alignment transitions to Clark Street near Ridge Avenue (approximately 5800 north), and continues along Clark Street to Howard Street, the northern border of Chicago. Demographic characteristics for all Census tracts within a quarter mile of the Western and Ashland Avenue Corridors as well as all tracts between the two Avenues were used to define the study area and information was analyzed based on most recent 2010 U.S. Census data to identify an existing study area demographic profile. This study area boundary was chosen based on assumed reasonable walking distances to the corridor from surrounding residential areas.

STUDY AREA PROFILE	
Population:	677,306
Number Jobs:	187,400
Neighborhoods:	55
Historic Neighborhoods:	10
Wards:	28

Figure 1-1 Study Area



This study area is the location of a large number of residential, employment and activity centers in Chicago as well as home to a large number of transit dependent populations. As the desire for development and more affordable housing options has resulted in greater development outside of Chicago’s “Loop”, residential and other development along the Western and Ashland Corridors has seen rapid growth.

According to U.S. Census data, the Western and Ashland Avenue study area is now home to over 677,000 people (roughly 25 percent of the population in Chicago), over 187,000 jobs, and intersects with 28 of the city’s 50 Aldermanic Wards. While over 50 percent of the land use in the study area is medium to high density residential (including single family, multi-family and mixed use), there are also 28 hospitals and several other health and social services in the study area that make up over 40,000 jobs (approximately 21 percent of total jobs in the corridor).

Most notably, the large Illinois Medical District is located in the central portion of the study area and serves as an economic cluster of health care jobs. Covering 560 acres and employing over 20,000 workers, the Illinois Medical District is the nation’s largest urban medical district and largest college of medicine. The medical district is also the State of Illinois’ largest biotechnology/medical complex and serves as an economic engine in the state, generating \$3.3 billion in economic activity to date.¹ Other notable industries include retail trade (25,710 jobs or 13.7 percent of the total jobs in the corridor) and manufacturing (22,042 jobs or 11.8 percent of the total jobs in the corridor). In addition, the corridors intersect 10 historic neighborhoods whose rich cultural diversity and amenities bring residents and visitors alike to the area for shopping and recreational activities year round.

In addition to these predominant residential, commercial/retail and institutional land uses, industrial uses are also found sporadically throughout the corridor. Two waterways flow through the study area, including the south branch of the Chicago River and the Sanitary and Ship Canal, which connects the Des Plaines River and the Chicago River. Industrial uses flank these waterways, which historically provided water transport that supported industrial activities. Similarly, industrial uses are located along the rail corridors that pass through the study area, including the Union Pacific, BNSF and Heritage Corridors. Over time and due to growth patterns and economic shifts, a number of industrial uses in these areas have now been converted to retail and commercial uses.

Along with land use factors, a number of economic development districts and initiatives help define the study area setting. The Western and Ashland Corridors intersect with 28 of the City’s 160 Tax Increment Financing (TIF) districts. There are five industrial corridor TIF’s, including Pilsen, North Branch, Western/Ogden, Kinzie, and 79th/Southwest Highway. The remaining TIFs are mixed-use (residential and commercial) and encompass most of the retail-focused streets within the corridor. The Western and Ashland Avenue Corridors also intersect what were the three Empowerment Zones in the City of Chicago – West Side, Pilsen, and Southside. In addition, the corridors intersect with two of the City’s three Enterprise Communities - Englewood and Westside – as well as three of the six state designated enterprise zones in Chicago (Chicago Zones 1, 4 and 6). A number of tax and business incentives are in place through the Illinois Enterprise Zone Program. These enterprise and empowerment zone strategies serve to incentivize economic development in these areas and help shape development over time.

¹ Illinois Medical District Commission. *Facts and Figures*, <http://www.imdc.org/about/facts-figures>, September 2012.

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Section 2 - Problem Definition

In analyzing conditions along the corridors, a number of problems help define the overall need for premium transit service options and these are described in greater detail below. These factors, along with contextual issues in the corridor, such as economic development strategies, help to define the purpose statements for the project, as described in **Section 3**. Identified problems include:

- Regional Growth Patterns Outside of Chicago's "Loop"
- Congestion and a Lack of Competitive Travel Options
- Large Number of Transit Dependent Customers
- Lack of Non-Downtown North/South Fast Transit Alternatives
- Slow Bus Speeds and Frequent Stops
- Unreliable Bus Travel Times
- Street Design Issues No Longer Meet Corridor Needs or Land Use Policy Objectives

2.1 Regional Growth Patterns

CTA operates the nation's second largest public transportation system, a regional transit system that serves the City of Chicago and 40 neighboring communities. Regional transit services are also provided by sister agencies, Metra and PACE, both of which connect with CTA bus and rail in numerous locations. CTA provides 1.64 million rides on an average weekday, accounting for over 80 percent of all transit trips taken in the six-county Chicago metropolitan region. Presently, CTA service is provided by two modes: bus and rail. The CTA rail system was originally designed to serve a traditional commute pattern to connect suburban residences with jobs in the Loop. The rail system serves this market well; however, development patterns over the past few decades have created jobs and activity centers outside of the Loop, including in the Western and Ashland Corridors, which have resulted in a shift of the City's commuting patterns. In addition, bus service performance has not been able to keep pace with this shift. Cost effective investments in premium transit options that maximize existing corridors and support infill and redevelopment efforts are necessary to meet these existing transportation challenges. These investments are also necessary to effectively implement the transportation infrastructure necessary to meet future growth, which is anticipated to bring over 3.2 million residents to Chicago by 2040. CMAP's *GO TO 2040 Plan* identifies four comprehensive strategies for addressing this growth, including a focus on livable communities and regional mobility. The plan calls for prioritizing investments that help to achieve regional objectives and maintain and modernize the existing transportation infrastructure, and identifies public transit and the development of BRT options as key to meeting future growth.

2.2 Congestion and Lack of Competitive Travel Options

Because of the large number of residents (677,306) and jobs (187,414) in the study area and these shifts in regional development and growth, commuting patterns are a source of significant travel demand in the corridors and travel times are slow. Average daily vehicular traffic accounts for as many as 38,900 trips on Western Avenue and as much as 34,100 trips on Ashland Boulevard.

According to 2010 travel time index data (TTI), the increased automobile travel demand along the corridors has resulted in up to 23 percent and 33 percent longer AM travel times and up to 46 percent and 30 percent longer PM travel times in the Western and Ashland Corridors, respectively.

Exacerbating travel demands are a number of bus routes sharing the roadway with vehicular traffic. In 2011, the CTA average weekday bus ridership along Western and Ashland Corridors was 34,855 and 30,816, respectively. The ridership along the corridors represents the second and third highest ridership routes within the entire CTA bus system and first and second highest north-south ridership routes. Travel time runs conducted during the 2010 MPC BRT study indicate that AM peak hour travel speeds are between 43 and 66 percent slower than free flow speed. Compared to automobile travel speeds, buses typically experience between 35 and 55 percent slower travel speeds along the Western and Ashland Avenue Corridors. **Figure 2-1** depicts the average commute time for persons traveling in a personal vehicle versus persons traveling via public transit.

- **Personal Vehicle Commute Time** - The central part of both corridors has commute times ranging from 20 to 35 minutes. On the north end of the corridors, the average commute time increases to 30 to 40 minutes. The south end of both corridors increases to 30 to 60 minutes.
- **Public Transit Commute Time** - The central part of both corridors has commute times ranging from 30 to 40 minutes. The northern end of corridors has mostly 40 to 60 minute commute times. The southern part of the corridors report 40 to over 60 minutes for average commute times.

Despite the large ridership in the corridors, these comparative commute times indicate that public transit does not currently provide a competitive travel option compared with the automobile. To effectively address congestion, efficient premium transit service in the corridor is needed that both provides a competitive commuting option for existing riders and attracts new/additional riders to the system.

2.3 Large Number of Transit Reliant Passengers

A large number of public transit customers living along Western and Ashland Corridors are transit dependent. This core transit market includes customers who use public transportation as a primary travel mode due to age, mobility impairments, economic level, or lack of access to an automobile. Minority populations make up over 63 percent of the total population in the corridor and approximately 21 percent of the population in the corridor is either under 18 or over 65. In addition, almost a quarter of the low-income population in Chicago resides within the study area, and over 45,000 or 25 percent of the population within Chicago that does not have access to a vehicle reside in households within the study area. Demographic data for the study area and compared with Chicago as a whole are provided in **Table 2-1**.

Figure 2-1: Comparative Average Commute Times

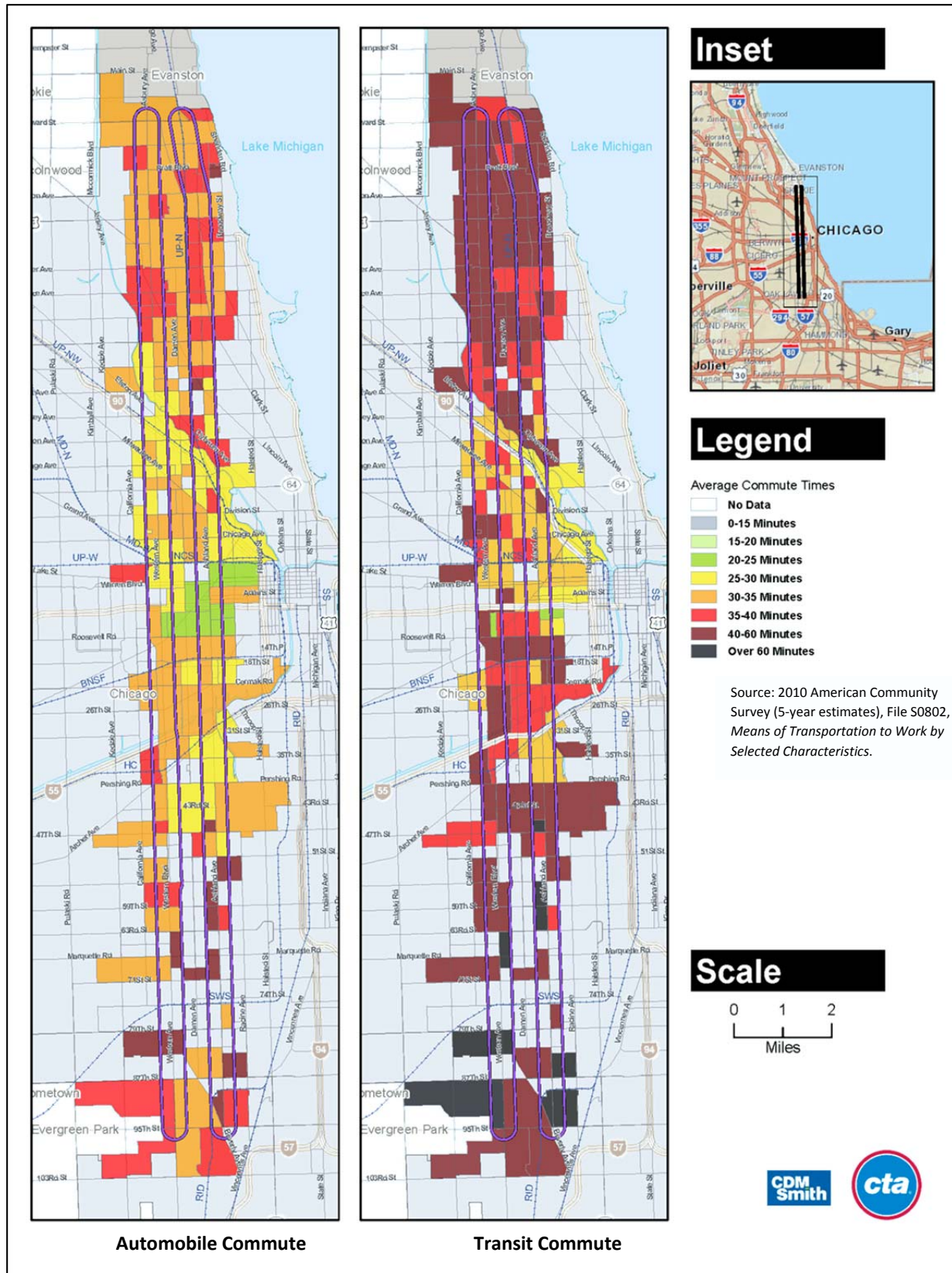


Table 2-1: Demographic Indicators

Indicator	Totals			Density (per Acre)		
	Study Area	Chicago	% of Total	Study Area	Chicago	% Difference (Study Area vs Chicago)
Population	677,306	2,695,598	25.1%	21.2	18.2	+ 3.0
Minority (Non-White)	428,601	1,840,881	23.3%	13.4	12.4	+ 1.0
Low-Income (Families)	23,340	99,968	23.3%	0.7	0.7	--
Youth	61,499	269,666	22.8%	1.9	1.8	+ 0.10
Senior	80,960	396,170	20.4%	2.5	2.7	- 0.2
Limited English Proficiency (Households)	24,592	100,314	24.5%	0.8	0.7	+ 0.10
No Vehicle Available	45,507	183,003	24.9%	1.4	1.2	+0.2

Sources: 2010 Decennial Census (100% data); 2010 American Community Survey (5-year estimates)

Notes: (a) 31,995 acres in study area census tracts; (b) 148,225 acres in City of Chicago census tracts.

2.4 Non-Downtown North/South Connections Lack a Fast Transit Alternative

The CTA rail system was originally designed to serve a traditional commute pattern to connect neighborhoods with jobs in the Loop. The rail system serves this market well, though as mentioned above, development patterns over the past few decades have created jobs and activity centers outside of the Loop, resulting in a shift in the City's commute patterns. Currently, 30 percent of all commute trips begin outside and end inside the Loop, while approximately half of all commute trips have both origins and destinations outside of the Loop². As a result, developing fast north-south connections outside of the Loop is essential to effectively addressing commuter needs in the region.

While bus service currently connects riders in the corridors to 14 rail stations and 64 bus routes, the existing bus service does not provide fast transit options for travel within the corridors or to the number of passengers transferring to other routes to reach their destinations. Based on CTA bus and rail ridership data from September 2011, between approximately 19 and 26 percent of all Western and Ashland Avenue Corridors weekday primary north-south bus riders transfer to/from CTA rail service. Based on CTA bus ridership data from September 2011, between 66 and 75 percent of all Western and Ashland Avenue Corridor weekday primary north-south bus riders transfer to/from other bus routes. Quick and efficient connections within the corridor are needed to facilitate travel throughout the Chicago area.

2.5 Slow Bus Speeds and Frequent Stops

The Western and Ashland Corridors include medium- to high-density developments which affects the speed and flow of vehicles, including buses, due to increased pedestrian foot traffic and activity in the corridors. For much of the latter part of the 20th Century, it is recognized that roadway improvements have been prioritized to optimize automobile traffic while improvements to support pedestrians,

² Chicago Transit Authority. *Circle Line Alternatives Analysis*, 2009.

bicyclists and transit users were often neglected. As a result of these policies, many travelers continue to choose single occupant vehicles over public transit. This increased density and automobile use has led to congested conditions along both corridors over time. However, recent trends suggest that automobile use is on the decline in Chicago and across the nation. According to the U.S. Bureau of Transportation Statistics, annual vehicle miles traveled peaked in 2005 and has been decreasing ever since. Mirroring this trend, annual vehicle miles traveled in Chicago over the last 15 years has also been decreasing, flattening out in the late 1990's to early 2000's to around 8.2 billion vehicle miles and continuing to decline to 7.2 billion vehicle miles in 2011.³ With this trend comes a renewed focus on alternatives to single occupant vehicles.

Existing bus and rail headways along the Western and Ashland Corridors are typically 5 to 30 minutes, depending on the route and time of day, with more frequent service during the peak hours. When express bus service was previously operated in the corridors as an additional overlay service, headways ranged from 15 minutes peak to 20 minutes off-peak. The average weekday bus travel speed along Western and Ashland varies. In some segments, buses travel very slowly, at rates of 9 mph or less, while others meet or approach 15 mph speeds, a desirable goal. Bus service is slow or deficient for a number of reasons: (1) Buses sharing the lane with mixed traffic, (2) Frequent stops, (3) Long dwell times at stops due to slow passenger boarding and on-board fare collection, and (4) Vehicle restrictions when driving in congested traffic. Within the corridors, there are currently 166 northbound and 161 southbound CTA bus stops along Western Avenue and 148 northbound and 148 southbound CTA bus stops along Ashland Avenue (including Clark). The sheer number of stops combined with buses operating in mixed traffic and other factors create these speed issues. Limited stop premium transit service is needed in the corridors to improve these slow operational issues.

2.6 Unreliable Bus Travel Times

The importance of reliable transit service along the Western and Ashland Corridors and for CTA in general is critical to providing the transit customer good, consistent service. Unreliable transit service also results in increased labor and maintenance costs and reduced efficiency. One measure that identifies service reliability is the on-time performance of routes. It is a common measure used in the transit industry and is compared to the posted scheduled time. CTA bus reliability for Route #9 along Ashland and Route #49 along Western is shown in **Table 2-2** for FY 2009, 2010, and 2011. The agency definition of “on-time” performance for the corridors is between one minute early and five minutes late.

Table 2-2 Bus On-Time Performance⁴

Corridor	Route(s)	On-Time Performance		
		2009	2010	2011
Western Avenue	49,49A,49B	79%	76%	75%
Ashland Avenue	9	75%	71%	68%

³ Chicago Department of Transportation. *Safe Streets: A Complete Streets Approach to Designing, Building and Maintaining Chicago's Streets*, September 2012.

⁴ Chicago Transit Authority, 2012.

As shown in **Table 2-2**, the Western corridor, with bus route coverage from Route #49, #49A, and #49B, had better on-time performance in 2011 than the Ashland corridor with bus route coverage from Route #9: 75 percent compared to 68 percent of the trips are on-time. Both corridors have experienced decreasing on-time performance in the past three years.

2.7 Existing Street Design No Longer Meets Corridor Travel Needs or City Transportation and Land Use Objectives

The Western and Ashland Corridors were designed to primarily accommodate residential-based vehicle traffic. Western Avenue is designated a Strategic Regional Arterial (SRA) by the Chicago Metropolitan Agency for Planning (CMAP). SRA's are intended to carry larger volumes of traffic at higher speeds as a complement to the region's expressway system. Efforts are made to preserve the level of service on these roadways through appropriate access and traffic signal locations and spacing.

While there are both sidewalks and bus routes along the Western and Ashland Corridors, the bulk of the travel is automobile based. As primary users of the road, the current design provides for car and truck travel, parking and loading. Transit is required to travel in mixed traffic with cars and trucks, stopping to load and unload passengers. While buses are only one percent of the traffic stream, they carry up to 15 percent of the people traveling in the corridor. This type of design is not designed to accommodate transit riders in the same fashion as people in cars.

Realizing the need to balance the needs of automobile traffic with the mobility needs of people in Chicago, CDOT has recently implemented a Complete Streets Policy through its *Safe Streets: A Complete Streets Approach to Designing, Building and Maintaining Chicago's Streets* Manual. This policy guidance reflects a paradigm shift for all of CDOT's projects and programs to provide greater focus on pedestrian and transit riders and less focus on automobiles. Design criteria under this policy has been developed to support context sensitive and modal priorities and to limit rigid engineering standards that have traditionally limited the ability to develop pedestrian and transit focused solutions.

In addition to this statewide guidance focusing on complete streets and pedestrian centered design, a number of local and regional land use plans within the corridors have been developed over the past decade that focus on redevelopment of the area to reconnect neighborhoods, improve bicycle and pedestrian connectivity, enhance open space and parks, and support economic development efforts including transit oriented development. Several of these City plans, including *Reconnecting Neighborhoods* (2009), the *Milwaukee Avenue Corridor Plan* (2008), and the *Near Northwest Plan* (2002) all identify the need for enhancements to the transit system and transit oriented development as part of the study area future.

Section 3 - Project Purpose and Need

The purpose of the Western and Ashland Corridors BRT Project is to expand connectivity to the region's existing transit system by providing a new high quality, high capacity and cost effective premium transit service that will address the transportation needs of expansive population and employment growth outside of the Central Business District (CBD) and support local and regional land use, transportation and economic development initiatives by improving mobility, transit travel times and reliability, and passenger facilities in these heavily transit reliant corridors.

This project purpose and need has been developed to guide the development of alternatives and as an evaluation measure for comparing alternatives. This purpose and need also helps define the scope of the project and is the foundation of the development of the goals and objectives, discussed in **Section 4**. The following subsections provide further detail on the project purpose and need and were developed based on identifying a series of distinct statements that could help address the defined problems within the corridor (discussed in **Section 2**). These five distinct statements were then combined to form the concise purpose and need statement, and include the following:

- Strengthen the north/south connections to CTA and Metra's transit network outside of the CBD, thus improving regional, neighborhood and job connectivity.
- Provide a high quality transit experience by improving reliability, travel speed, and ease of use
- Provide premium transit solutions that meet city/regional livability and mobility goals.
- Provide premium transit solutions that support transportation, land use and economic development goals.
- Develop premium transit solutions that effectively address both physical and financial constraints.

3.1 Strengthen the North/South Connections to CTA and Metra's Transit Network Outside of the CBD thus Improving Regional, Neighborhood, and Job Connectivity

With a population of 677,306 (approximately 25 percent of the population of the City of Chicago), 187,414 jobs, and approximately 45,500 commuters without access to a vehicle, the Western and Ashland Corridors continue to grow and evolve as new investment and changes in policy have created new opportunities and demands for premium service. While these changes have been occurring, transit ridership on these corridors has increased and reliability has gone down. With over 50 percent of the land use in the corridor residential, the need to bring people to other locations in the corridor, such as the Illinois Medical District, as well as connect to other regional transit service through one of the 14 rail stations or 64 bus routes is a driving force to meet the City and CTA's objectives. In order to achieve long term sustainable growth, providing premium transit service is a key to providing efficient access to jobs, shopping, education, and recreational activities.

3.2 Provide a High Quality Transit Experience by Improving Reliability, Travel Speed and Ease of Use

As the corridors have grown and evolved, transit service levels have been modified to meet these growing demands; however, based on local bus standards for stop spacing, this has resulted in over 600 bus stops in the corridors. Automobile use has created congested conditions along both corridors. Bus travel times through these corridors have slowed due to frequent stops and traffic congestion, decreasing bus reliability in these corridors – on-time performance has continued to decline in the corridors each of the last three years. The latest measures of on-time performance indicate a 75 percent on time performance along Western Avenue (Routes #49, 49A, and 49B) and an on time performance of 68 percent along Ashland Avenue (Route #9). One of the reasons for the decline in on-time performance in this emerging economic development corridor is slow bus speed. In some cases, bus speeds have slowed to 9 miles per hour (mph) in these 30 mph corridors. With residents, businesses, and some very large employers all located within the Western and Ashland Corridors, providing a high quality bus travel experience is essential to bringing in new riders and provide expanded travel options.

3.3 Provide Premium Transit Solutions that Meet City/Regional Livability and Mobility Goals

BRT can go a long way toward meeting the definition of livability as defined in CMAP's *GO TO 2040 Plan* – the region's long-range plan- which reads, "Livable Communities provide safe, reliable, and economical transportation choices and promote equitable and affordable housing to increase mobility and lower the combined costs of housing and transportation. Through better access to jobs, schools, markets, and recreation, livable communities make the region more economically competitive." Many of these principles are the same as those defined by the USDOT, HUD, and the EPA. The plan identifies the need for BRT and prioritizing transit investments that best utilize and modernize the existing transportation infrastructure to meet regional mobility objectives. Providing premium BRT alternatives and establishing cost effective multimodal corridors along the Western and Ashland Corridors will serve to support these regional objectives and strategies.

Implementation of premium BRT service with better regional connectivity and more efficient connections will also provide incentives for more commuters to use public transit in the corridors. As a result, the number of vehicles spending time in congestion would be reduced and the potential for enhancement to air quality will be realized, in line with regional livability goals to manage and conserve resources. Improved access to educational and job opportunities are also expected to result from implementation of BRT service in the corridors, which are expected to further the "human capital" objectives within the regional plan.

3.4 Provide Premium Transit Solutions that Support Transportation, Land Use and Economic Development Goals

While there are both sidewalks and existing high ridership bus routes along the Western and Ashland Corridors, a large number of trips are still automobile-based, with annual average daily traffic volumes of approximately 37,000 and 34,000 vehicles per day, respectively. As primary users of the road, the current design provides for car and truck travel, parking and loading. Transit is required to travel in mixed traffic with cars and trucks, stopping often to load and unload passengers. While buses are only one percent of the existing traffic stream, they carry up to 15 percent of the people traveling in the

corridor. Recent evidence suggests declining automobile use over the last 15 years in Chicago and as such, there is a need for public transportation to play an enhanced role in meeting regional mobility demands. Thus, any change in road design must be considered in light of the primary design purpose and potential impact it will have on the needs of *all* users. With demands for increased capacity in the corridor, all design options need to be vetted and weighed by planning and engineering professionals, residents, businesses in the corridor and the general public. The outcome of such an effort will help ensure a realistic and feasible balance of design and engineering concerns and needs.

The study area intersects with 28 of the City's 160 Tax Increment Financing (TIF) districts, three Empowerment Zones, and three Enterprise Communities that incentivize economic development in these areas and help shape development over time. In addition, a number of recent land use plans call for enhancements to public transit, bicycle and pedestrian facilities, open space and parks and transit oriented development (TOD) within specific sections of the Corridors. With the Illinois Medical District located in the central portion of the Corridors and providing over 21 percent of the jobs within the Corridors, solutions should be prioritized to support land use and economic development plans by providing greater access and mobility to these existing and planned resources and facilities.

3.5 Develop Premium Transit Solutions that Effectively Addresses Both Physical and Financial Constraints

Solutions are only feasible if they adequately and honestly address both physical and financial constraints. In a corridor as large as this, there are a number of opportunities and potential constraints. Physical constraints can include factors such as right of way and intersection spacing, while financial constraints can include such factors as operating and capital costs as well as a number of unknown variables. Solutions need to account for these physical and financial constraints. CMAP long range plans call for prioritizing investments that best utilize and modernize existing transportation infrastructure and support economic innovation while increasing the commitment to public transit. Solutions should therefore maximize existing facilities and corridors like Western and Ashland Avenues while providing increased connectivity and mobility.

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Section 4 - Goals and Objectives

Five purpose statements have been developed to guide the alternatives evaluation process. Using these five statements, a set of goals and objectives have been developed below (**Table 4-1**) to provide a comparative analysis of alternatives for this project. The project purpose and goals and objectives were established by the project team. These will be presented through the stakeholder outreach process for comment. More detailed descriptions of the quantitative and qualitative criteria for each of these goals and objectives are provided in **Appendix B**, and will be utilized throughout this AA.

Table 4-1 Project Purpose, Goals and Objectives

Purpose		Goals and Objectives
1	Strengthen the non-downtown north-south connections to CTA and Metra’s rail network while improving regional, neighborhood and job connectivity.	Expand Premium Transit Network
		Integrate Local Bus Service with Premium Service
		Design interconnectivity with CTA rail, Metra and bus service
		Improve Pedestrian Access
2	Provide a high quality bus travel experience by improving reliability, travel speeds and ease of use.	Improve Transit Speed
		Improve Reliability
		Improve Ride Quality
		Improve Waiting and Boarding Experience
		Improve Pedestrian Safety
3	Provide a BRT alternative in order to meet city/regional livability and economic goals.	Improve Pedestrian Experience
		Enhance Integration with Adjacent Land Uses
		Enhance Streetscape
4	Balance road design with current and future demand for increased capacity along the corridors.	Enhance Street Identity
		Meets Design Standards
		Use Existing Curb-to-Curb Street Width
		Design For Future Expansion Flexibility
		Enforce bus lane restrictions
		Minimize Impacts to On-Street Parking and Loading
5	Develop premium transit solutions that effectively address physical and financial constraints.	Minimize Implementation Time
		Minimize Capital Expense Costs
		Minimize Bus Operating Costs
		Minimize Roadway Maintenance Costs
		Use a Unique, Specialized Dedicated Fleet
		Minimize Construction Duration & Intensity

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