

Why Build BRT on Western and Ashland?

ENHANCING THESE CORRIDORS WITH BRT CAN BENEFIT MANY PEOPLE

1 IN 4 CHICAGOANS
live within walking distance (1/2 mile)
of the Western or Ashland corridors.

ASHLAND and WESTERN
have the
2nd & 3rd
highest annual CTA bus ridership.

THESE CORRIDORS ARE WELL-SUITED FOR BRT

On **WESTERN**, buses make up less than **1%** of vehicle traffic during the morning rush hour,
but carry **18%** of the people travelling.

On **ASHLAND**, buses make up less than **1%** of the vehicle traffic daily,
but carry **14%** of the people travelling.

Western and Ashland are wide enough to construct BRT.

70 FT
Curb-to-Curb

Constructing BRT will make a more complete street that works better for all users.

BRT CAN GREATLY IMPROVE THE TRANSIT EXPERIENCE ALONG THESE CORRIDORS

Riding BRT would
SAVE
the average commuter
50-65 hours
per year, compared to current buses.

THIS ADDS UP TO
\$650-\$850
for each bus commuter each year or
\$25-\$32
MILLION ANNUALLY
for the corridors' bus commuters combined.

ASHLAND TRIPS

ASHLAND/95TH TO ILLINOIS MEDICAL DISTRICT
With BRT.....48 minutes
Current Transit.....70 minutes

ASHLAND/FULLERTON TO MIDWAY
With BRT.....49 minutes
Current Transit.....64 minutes

Western BRT	Red Line	Ashland BRT
Berwyn 2.0 minutes	Berwyn 2.0 minutes	
Lawrence 3.5 minutes	Lawrence 4.5 minutes	
Irving Park 1.5 minutes	Irving Park 2.5 minutes	Irving Park 2.0 minutes
Addison 5.0 minutes	Addison 4.0 minutes	Addison 5.5 minutes
Fullerton 3.5 minutes	Fullerton 2.5 minutes	Fullerton 4.0 minutes
North 1.5 minutes	North 2.5 minutes	North 2.0 minutes
Division 1.5 minutes	Division 2.5 minutes	Division 2.0 minutes
Chicago 6.5 minutes	Chicago 7.0 minutes	Chicago 7.5 minutes
Roosevelt 8.0 minutes	Roosevelt 6.0 minutes	Roosevelt 9.5 minutes
35th 5.0 minutes	35th 3.0 minutes	35th 5.5 minutes
47th 3.5 minutes	47th 2.5 minutes	47th 4.0 minutes
Garfield 3.5 minutes	Garfield 2.0 minutes	Garfield 4.0 minutes
63rd 6.5 minutes	63rd 5.0 minutes	63rd 7.5 minutes
79th 2.0 minutes	79th 2.0 minutes	79th 4.0 minutes
87th 2.0 minutes	87th 2.0 minutes	87th 4.0 minutes
95th 2.0 minutes	95th 2.0 minutes	95th 4.0 minutes

AVERAGE SPEED 18 MPH (Western BRT), 21 MPH (Red Line), 16 MPH (Ashland BRT)

A TRIP BETWEEN FULLERTON AND 79TH

Red Line.....33 minutes
Current Western #49 bus.....72 minutes
Current Ashland #9 bus.....83 minutes
Western BRT.....40 minutes
Ashland BRT.....46 minutes

WESTERN TRIPS

WESTERN/ADDISON TO ILLINOIS MEDICAL DISTRICT
With BRT.....25 minutes
Current Transit.....43 minutes

WESTERN/63RD TO O'HARE
With BRT.....76 minutes
Current Transit.....99 minutes

1. Sources: CDM Smith Purpose and Need Statement for the Western & Ashland Corridors Bus Rapid Transit (BRT) Project, August 2012; U.S. Census 2010. For purposes of analyzing demographic characteristics, the project study area was defined as Census tracts within a quarter mile of the Western and Ashland Avenue Corridors (bounded by Howard and 95th Streets to the north and south) as well as all tracts between the two Avenues. This area has a population of 677,306, or 25% of Chicago's total population of 2,719,879.

2. Source: Annual Ridership Report: Calendar Year 2011, Chicago Transit Authority, 2012. Ridership data for #49 Western bus route does not include #49A or #49B. The #79 was the bus with the highest annual CTA bus ridership in 2011, with 10.4 million boardings.

3. Source: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012. Traffic counts are for the intersections at Jackson. Person counts assume average of 1.3 people per car. On Western, the percentage of people travelling that are bus riders is 18% during the morning peak, 12% during the evening peak, and 15% daily. On Ashland, the percentage of people travelling that are bus riders are 14% during the morning peak, 12% during the evening peak, and 14% daily.

4. See Footnote 3.

5. Source: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012. There is some variability in street width along the corridor, but both Ashland and Western Avenues are approximately 70 feet curb-to-curb in most sections.

6. Sources: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012; Google Maps and Directions. Trip times include estimated walk times as appropriate for some segments. "Current transit" includes bus, rail, or both, as appropriate to the current fastest transit option.

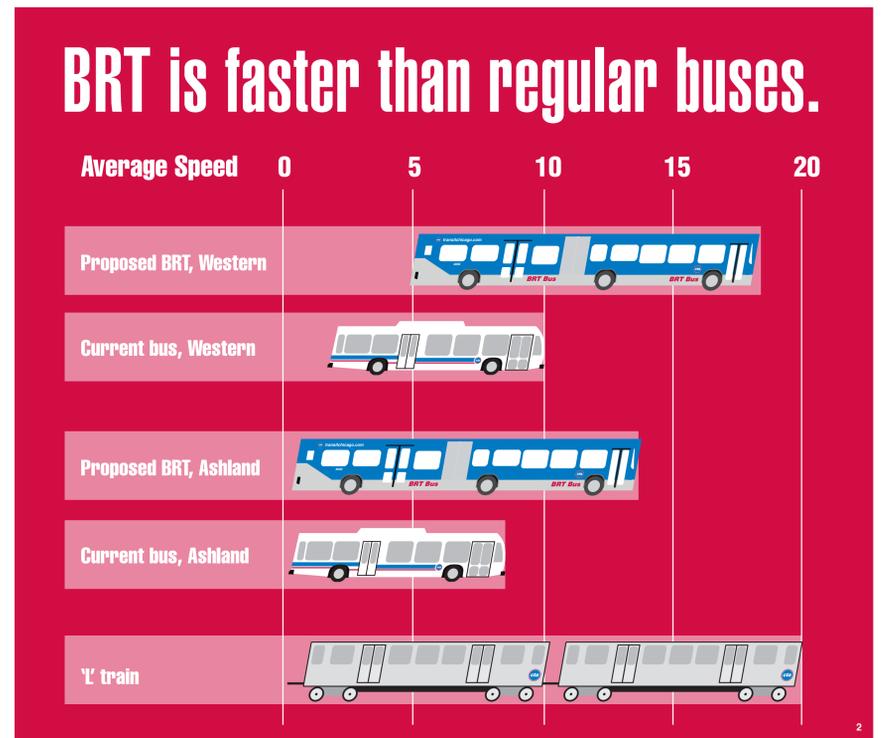
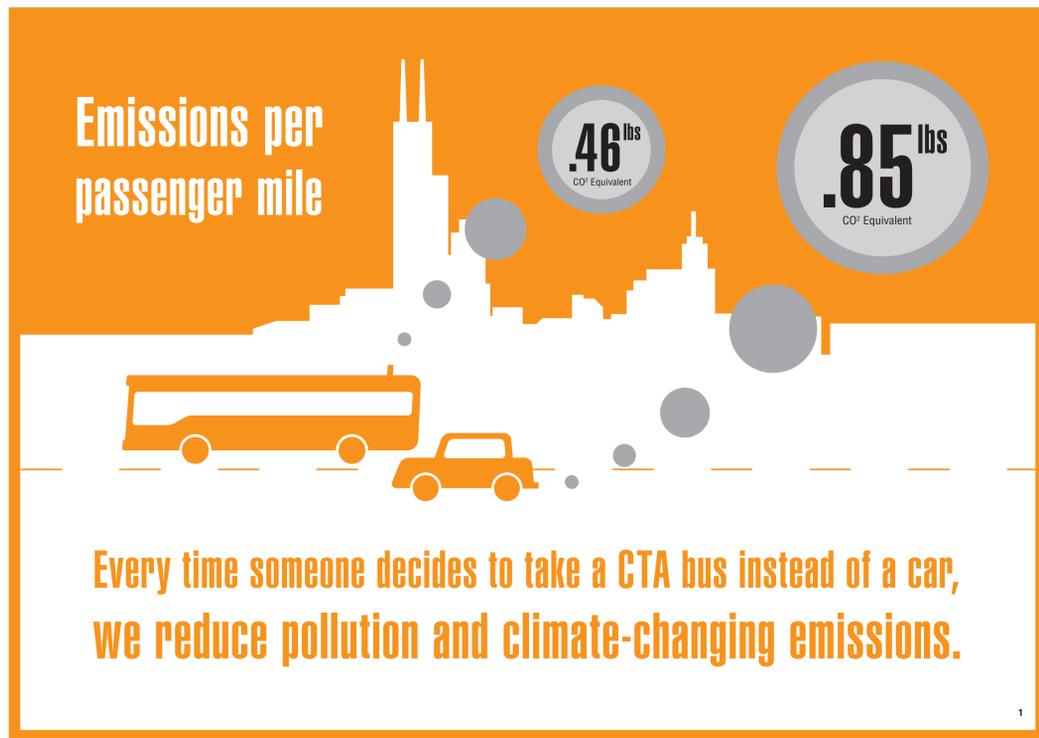
7. See Footnote 6.

8. Sources: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012; GoRoo trip times; CTA scheduling information. Red Line times reflect 2010 speeds, before slow zones along the Dan Ryan worsened, and therefore more accurately reflect the Red Line speeds after the upcoming construction on the south Red Line to eliminate those slow zones. The Red Line times reflect the fastest times during a day, rush hour and midday can often be longer due to dwell times.

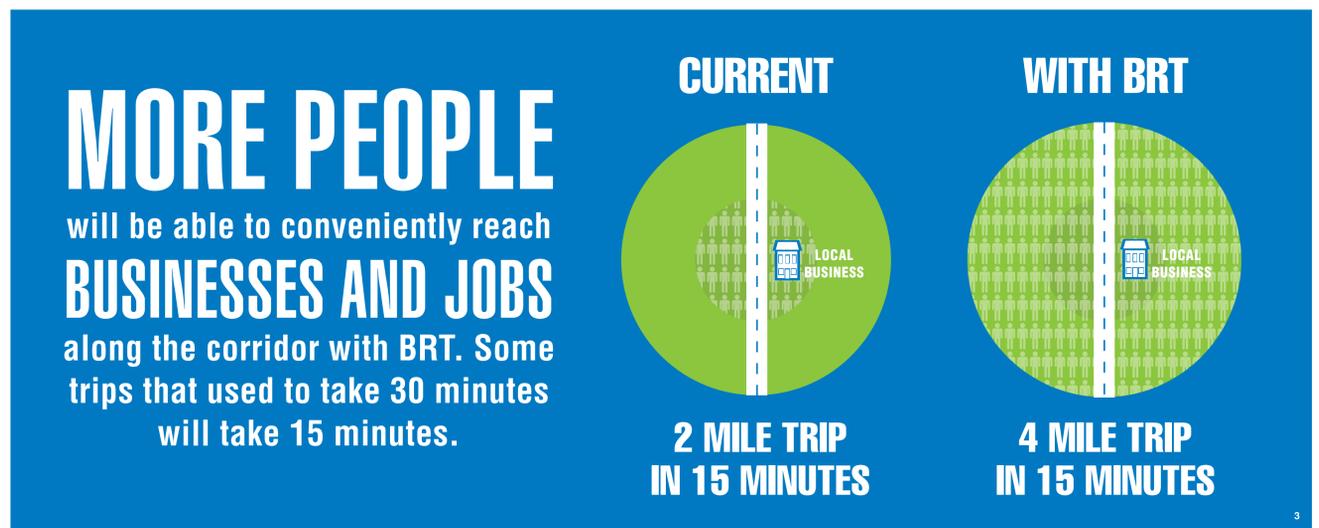
9. Sources: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012; Annual Ridership Report: Calendar Year 2011, Chicago Transit Authority, 2012. Ranges represent projections for the different alternatives presented. Calculations utilize average trip lengths (2.5 miles for Ashland, 2.9 miles for Western), current bus speeds (8.7 MPH for Ashland, 10.1 for Western), projected speeds for BRT (13.5 - 15.9 MPH for Ashland, 15.5 - 18.4 MPH for Western, depending on alternative) average hourly wage for the area (\$12.98 per hour); assumes average commuter makes 500 trips per year.

10. Same as 8.

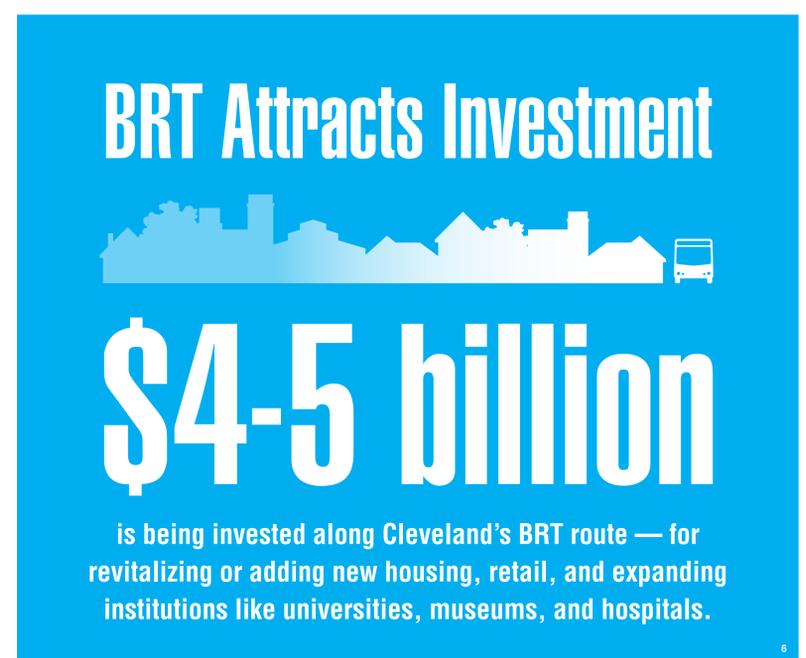
How Will BRT Benefit My Community?



BRT CAN INCREASE THE APPEAL, CAPACITY AND ECONOMIC COMPETITIVENESS OF A CORRIDOR



BRT CAN BE BUILT QUICKLY AND AFFORDABLY



1. Source: Paying for Public Transportation: the Optimal, the Actual, and the Possible, Justin David Antos, Masters Thesis for the Massachusetts Institute of Technology, June 2007. Chapter 5: "Measuring the Energy and Air Emissions Benefits of Transit."

2. Source: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012.

3. Source: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012; Google Maps and Directions. Examples of 4 mile trips that are currently 30 minutes that could be 15 minutes with BRT speeds: Western & Roosevelt to Western & Fullerton; Western & Roosevelt to Western & 47th St.

4. GAO-12-811, "Bus Rapid Transit Projects Improve Transit Service and Can Contribute to Economic Development," Report to the Committee on Banking, Housing, and Urban Affairs, U.S. Senate, U.S. Government Accountability Office, July 2012.

5. Source: "Select Bus Service M15 on First and Second Avenues," Progress Report, New York City Department of Transportation and MTA New York City Transit. Select Bus Service on 1st/2nd Avenues in Manhattan included a number of pedestrian-oriented streetscape treatments, and approximately a year later they found there had been a 21% reduction in traffic injuries in sections where full treatments were used.

6. See Footnote 4