

Western and Ashland Corridors *BRT*



IN PARTNERSHIP WITH



SCHEDULE

Project Start	Winter 2011/12
Phase I Public Open House Meetings	Summer 2012
Complete Phase I (Broad) Planning Study Report	Summer 2012
Conduct Phase II (Detailed) Analysis	Summer/ Early Fall 2012
Phase II Public Open House Meetings	Fall 2012
Present Preferred Alternative to Public	Winter 2012/13
Conduct Detailed Design/ Engineering & Environmental Phases	Winter 2013 through Winter 2014

CORRIDOR FACTS

- BRT travel times would be up to 80% faster on Western and Ashland compared with local buses saving the average rider 50-65 hours per year in commute time.
- Ashland and Western have the 2nd and 3rd highest weekday bus ridership routes in the CTA system. These corridors provide access to about 1 of 4 Chicago residents and 187,000 jobs.
- Buses are currently only 1% of the vehicle mix, but carry 14-18% of the people making trips on Ashland and Western, depending on the time of day.
- Western and Ashland are wide enough to accommodate BRT and pedestrian enhancements. The streets are approximately 70 feet curb-to-curb in most areas.
- Pedestrian space, including sidewalks and stations, would almost double in some alternatives and increase in all alternatives.

PROJECT SUMMARY

Overview | The CTA, in partnership with the Chicago Department of Transportation, Department of Housing & Economic Development, and the Federal Transit Administration, is performing an Alternatives Analysis planning study as a means of exploring options for a variety of Bus Rapid Transit (BRT) features and service on both Western and Ashland Avenues. This planning study includes analyzing the positive and negative impacts of these BRT options. The study area extends approximately 21 miles along Western and Ashland Avenues, from Howard Street on the north to 95th Street on the south.

BRT Definition | Bus Rapid Transit (BRT) is a term applied to a variety of bus service designs that provide for faster, more efficient and more reliable service than an ordinary bus line. Often this is achieved by making improvements to existing street and traffic signal infrastructure.

Alternatives Analysis | An Alternatives Analysis is a study of the potential impacts of the various project options. Each option or "alternative" includes different features and service plans.

To learn more about the project visit:
www.transitchicago.com/westernashlandbrt

PROPOSED BRT CONFIGURATIONS

Center Running BRT

Travel Lane Removal



Typical layout between stations



Typical layout at station

- One travel lane in each direction
- Parking retained on **both sides**
- Left turns **removed**
- Sidewalk at station intersections **bump out**
- Landscaped medians provided

Parking and Median Removal



Typical layout between stations



Typical layout at station

- Two travel lanes in each direction
- Left turns **removed**
- Parking retained on **one side**

Curbside Running BRT



Typical layout between stations



Typical layout at station

- One travel lane in each direction
- Parking retained on **both sides**
- Left turns **retained**
- Sidewalk at station intersections **bump out**
- Landscaped medians provided



Typical layout between stations



Typical layout at station

- Two travel lanes in each direction
- Left turns **retained**
- Parking retained on **one side**

HOW TO STAY INVOLVED

Mail

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Project Web Site www.transitchicago.com/westernashlandbrt

For more information about other BRT projects and events in Chicago: www.brtchicago.com

Project E-mail westernashlandbrt@transitchicago.com

Phone 1-888-YOUR-CTA (1-888-968-7282)

En español Para información en español, llame al (312) 681-2704

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