

Jeffery Corridor **BRT**



MAY 2011



Project Features

Proposed features of this Bus Rapid Transit (BRT) pilot corridor include:

Dedicated Bus Lanes – The area between 67th and 83rd Streets will be striped and signed for dedicated bus lanes for northbound use in the morning rush (7-9 AM) and southbound use during the evening rush hours (4-6 PM). This is consistent with current parking restrictions and no new parking restrictions are proposed.

High Quality BRT Stations – Standardized ½ mile BRT station spacing will provide new amenities and speed customer travel times. All Route #15 local bus stops will remain at current locations.

- BRT stations are proposed to include: lighted bus shelter with Bus Tracker LED display, BRT branded information kiosk, ADA accessible sidewalk ramps, bike rack, bench or leaning rail, trash receptacle, and landscape planter.
- Commercial Showcase Station at 71st Street is proposed to include unique sidewalk and crosswalk surfaces, large shelter for expanded weather protection, and farecard machine.
- Residential Showcase Station at 100th/Paxton is proposed to include bumpouts and unique sidewalk and crosswalk surfaces.

Transit Signal Priority (TSP) – Traffic signals between 73rd Street and 84th Street will be upgraded to provide an early or extended green light so the bus can get through the intersection more quickly.

Queue Jumps – A queue jump will be provided on northbound Jeffery Boulevard at Anthony Avenue. A queue jump (or bypass lane) allows the bus to advance through an intersection ahead of general traffic with a unique traffic signal.

Vehicle Enhancements – Buses will have unique head signs, lights and/or graphics for branding and identity purposes. They may also be equipped with Bus Tracker information displayed on new LED screens so customers can anticipate transfer and arrival times at key destinations.

Project Goals

- Provide a high quality bus travel experience
- Improve reliability and travel times
- Introduce a number of BRT customer amenities
- Pilot/test multiple high value transit investments
- Establish unique identity to match improvements

Cost and Funding

The CTA and City of Chicago Department of Transportation (CDOT) received \$11 million to implement the Jeffery Corridor BRT through Federal Bus and Bus Facilities (5309) funding that was awarded in July, 2010. In 2007-2008, this project went through an extensive planning process that included public outreach meetings and CTA Board approval to initiate the project and pursue funding.

Timeline

Project Development

2007-2008

Phase I Design & Engineering

SPRING 2011 – FALL 2011

Phase II Final Design*

SUMMER 2011 – FALL 2011

Major Construction

SPRING 2012 – SUMMER 2012

Begin Revenue Service

FALL 2012

* Opportunity for public comments will be available during Phase II Final Design.

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Project Snapshot

