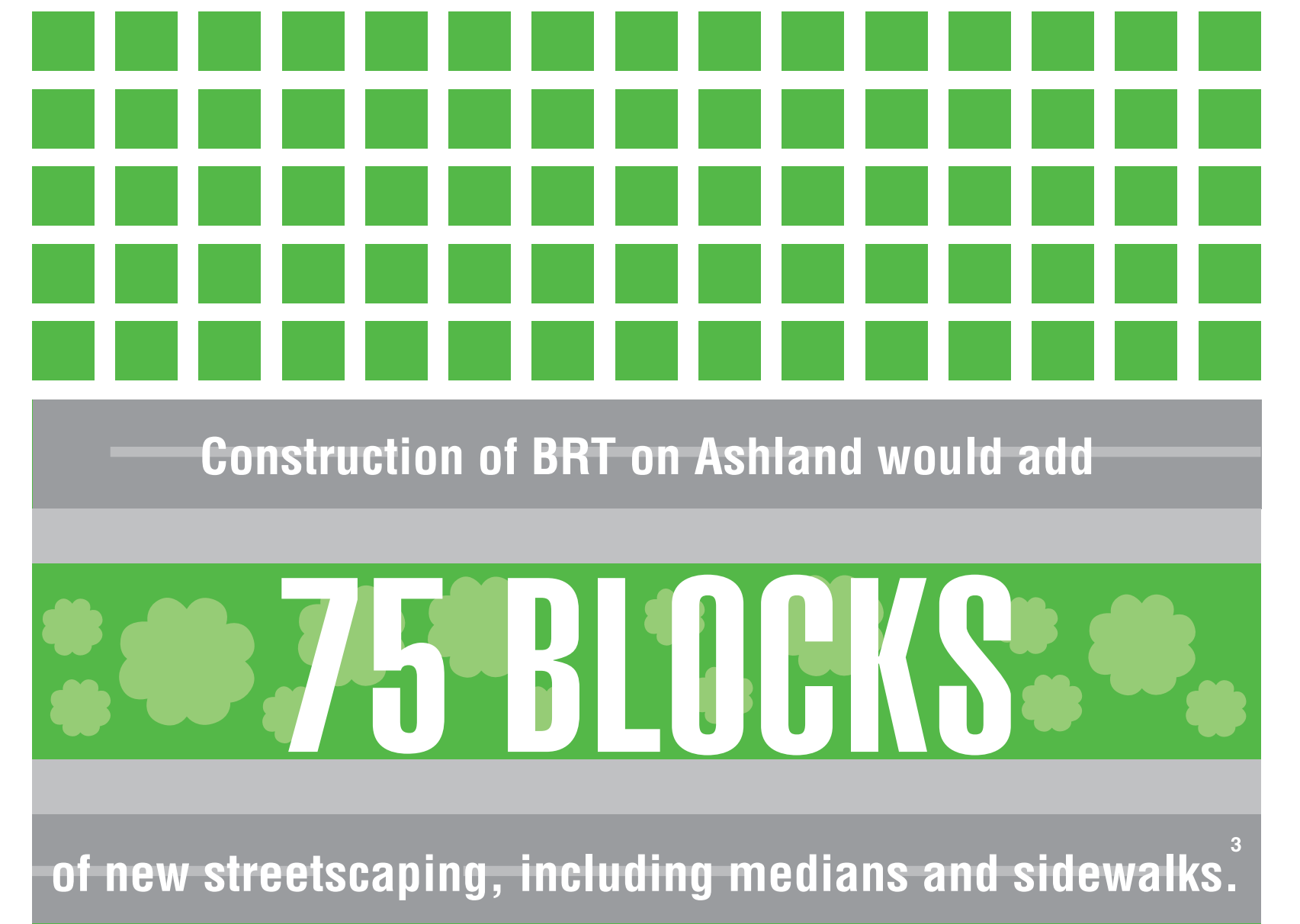
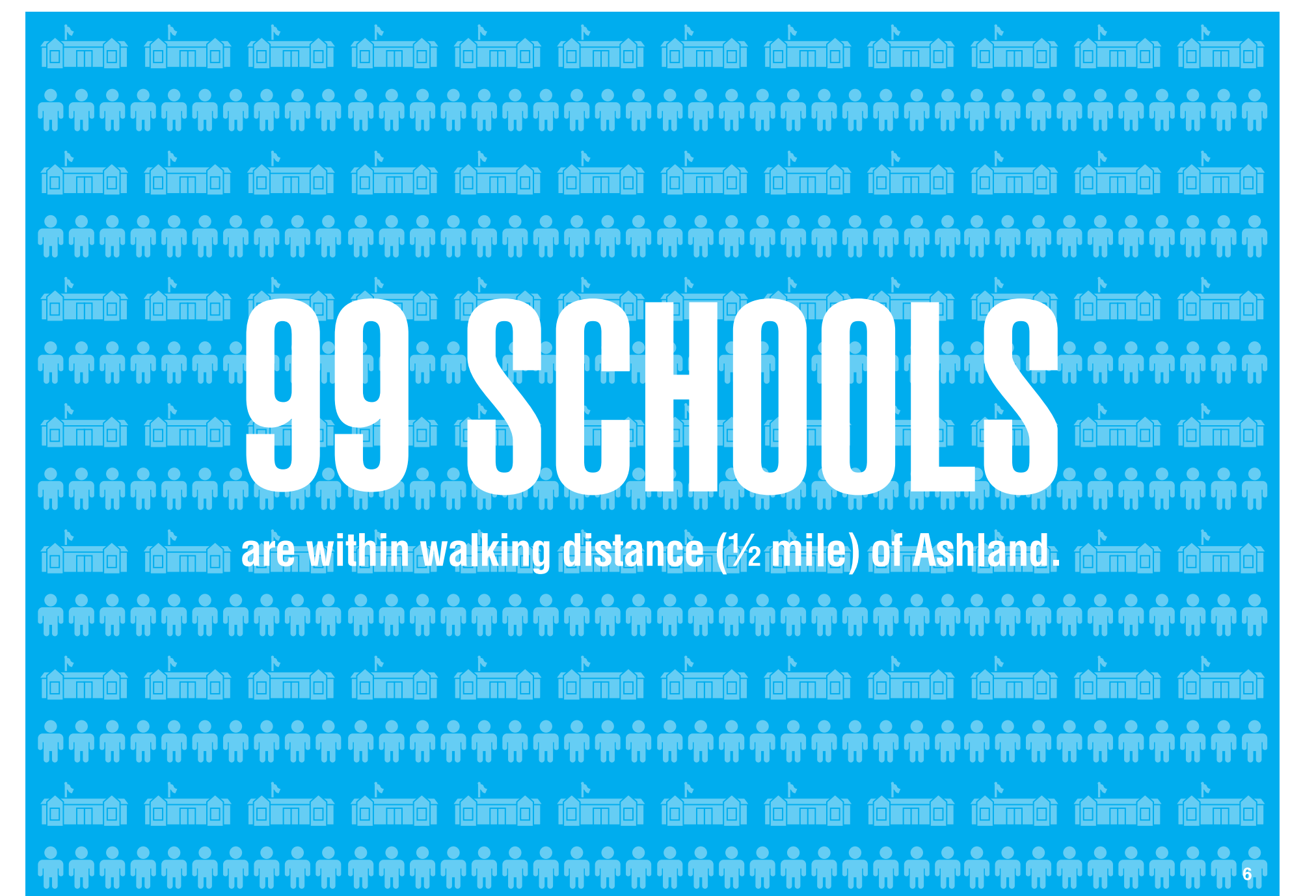
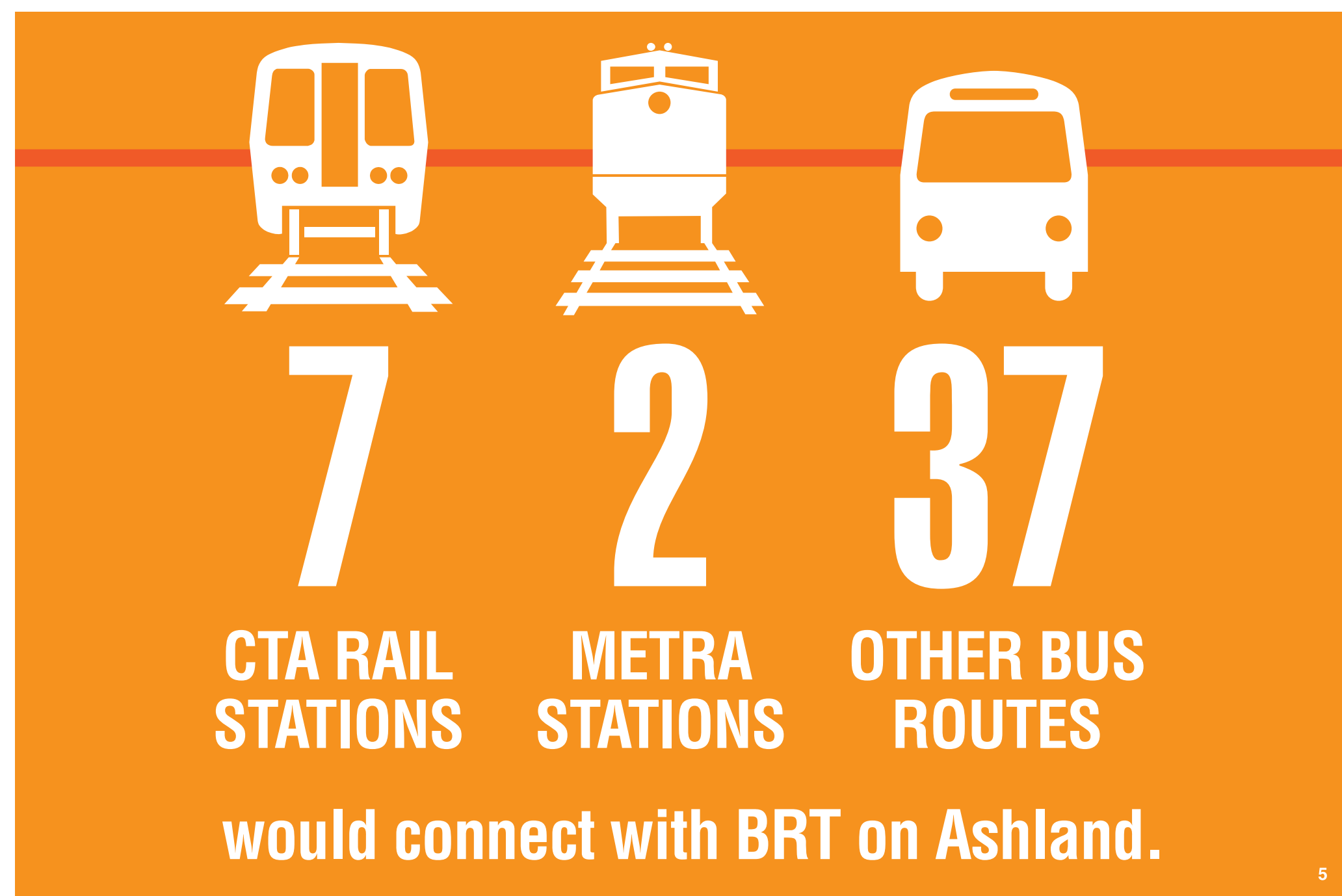
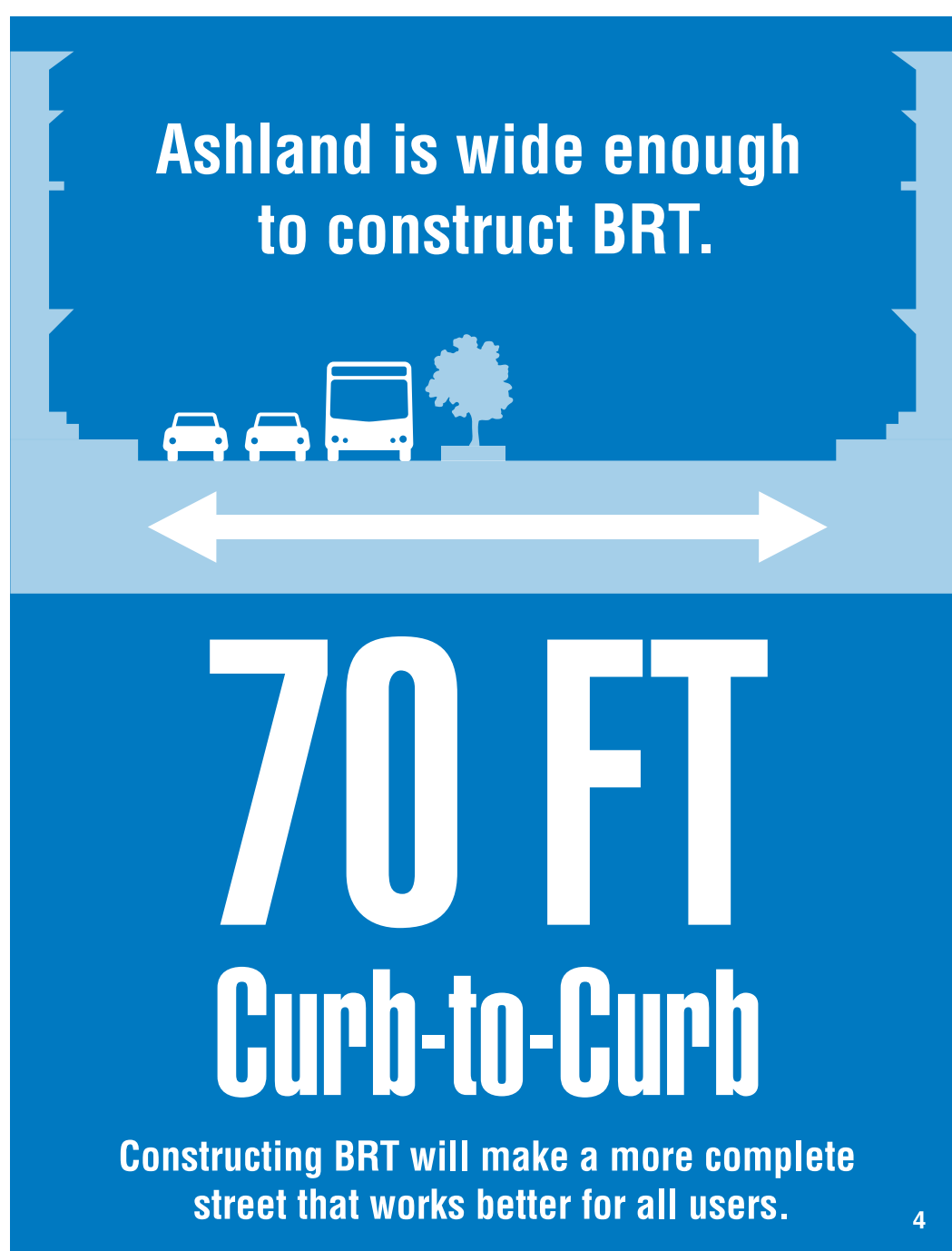


Why Build BRT on Ashland?

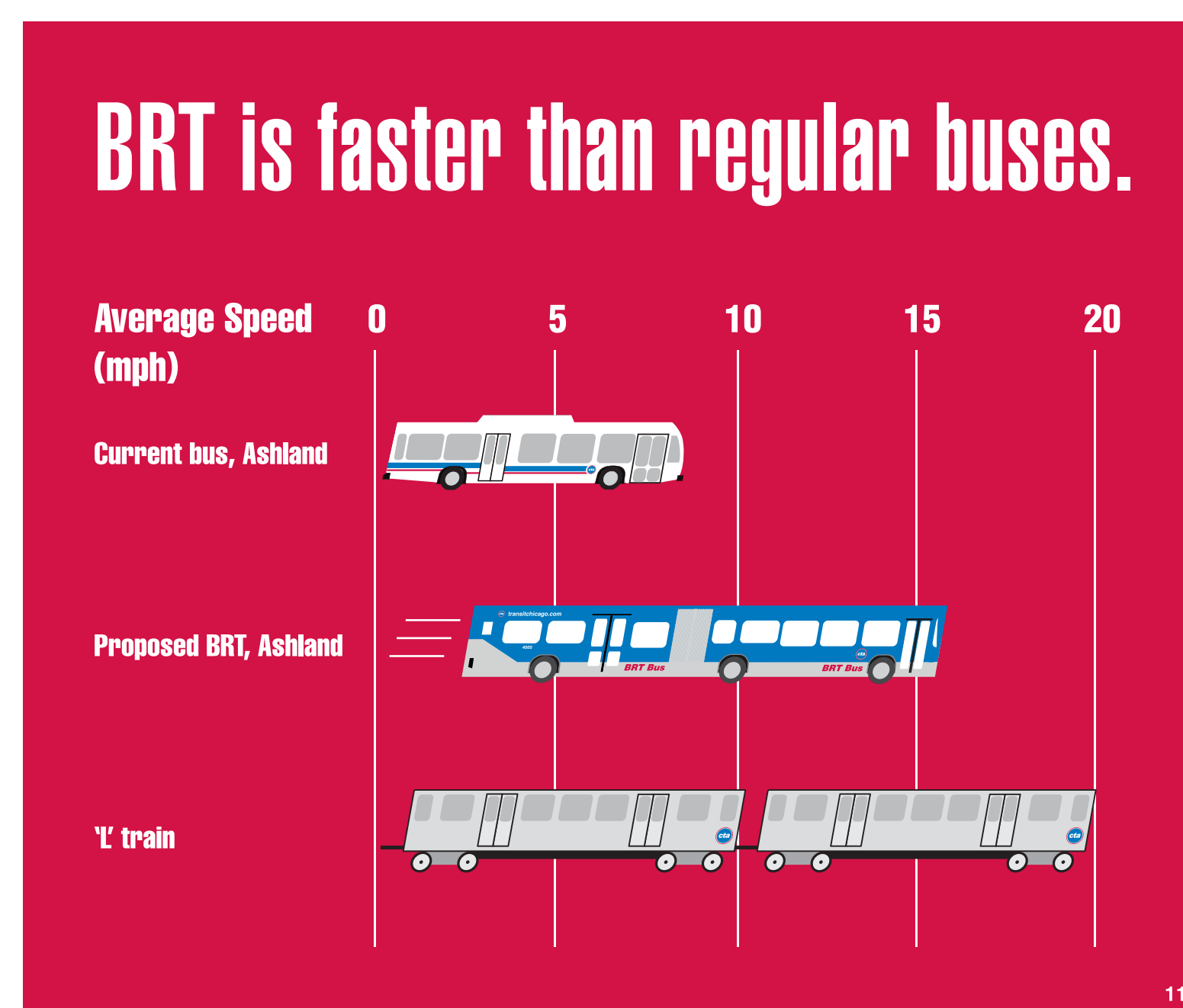
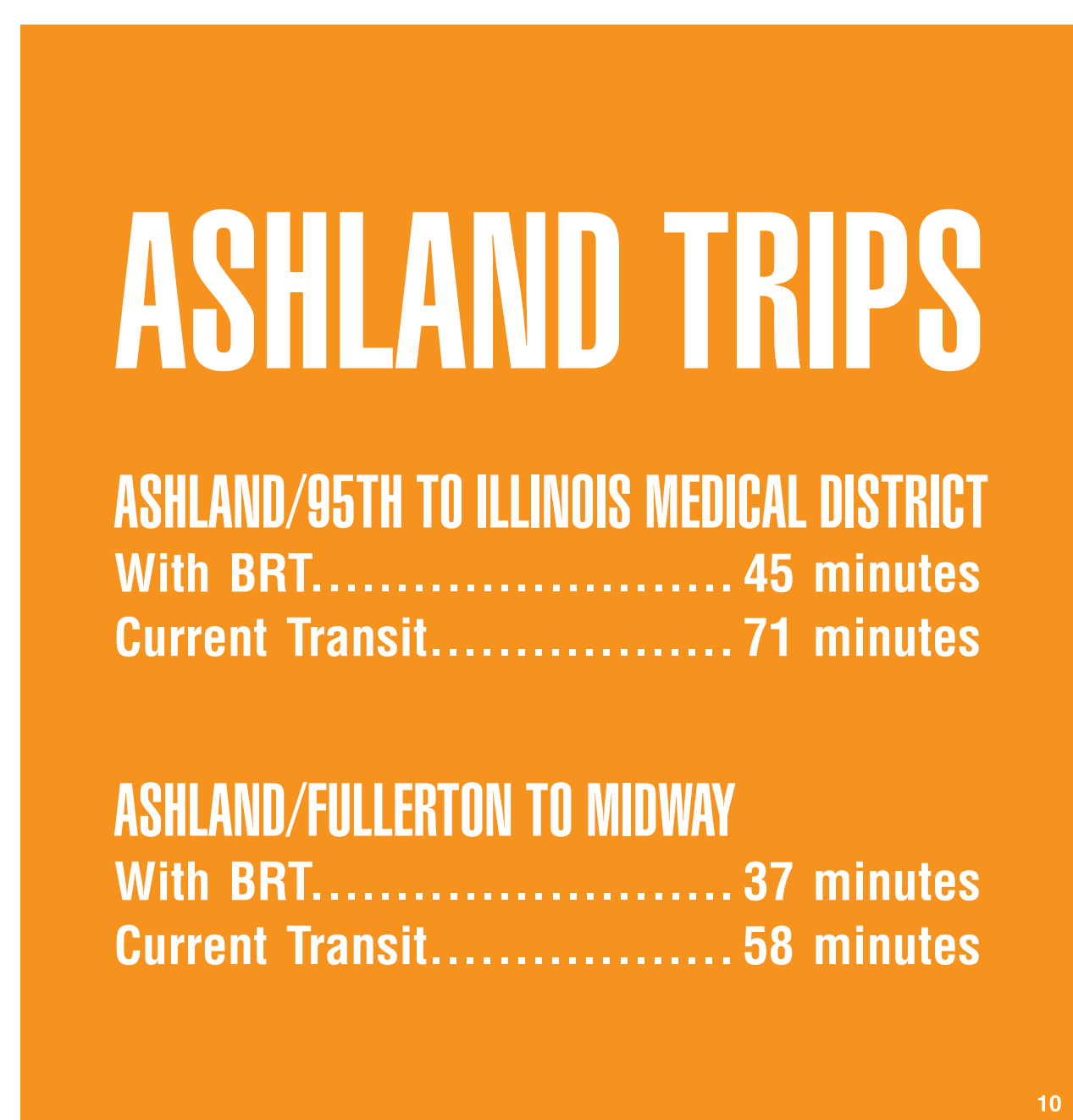
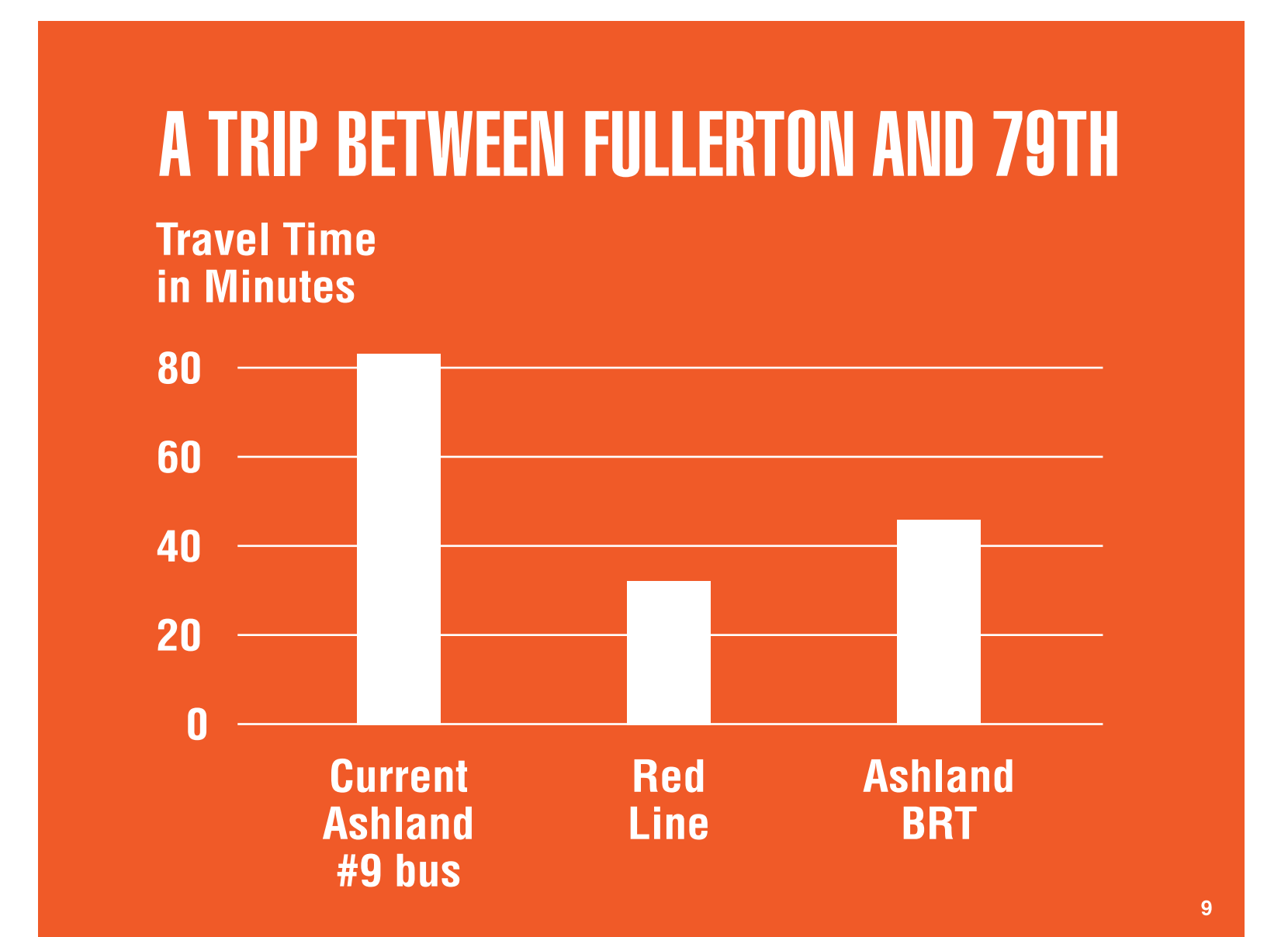
ENHANCING THIS CORRIDOR WITH BRT CAN BENEFIT MANY PEOPLE



IT IS WELL-SUITED FOR BRT AND CONNECTS TO MANY DESTINATIONS



BRT CAN GREATLY IMPROVE THE TRANSIT EXPERIENCE ON ASHLAND



1. Source: Annual Ridership Report - Calendar Year 2012, Chicago Transit Authority, 2013.

2. Sources: CDM Smith "Ashland Avenue Bus Rapid Transit Project Draft Environmental Assessment, Prepared for CTA," For United Center capacity, http://en.wikipedia.org/wiki/United_Center, accessed June 4, 2013.

3. Source: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013. Anticipated change to medians for center-lane Ashland BRT is 100% retention of existing raised medians, and construction of 50,949 linear feet of additional raised medians. Assumes 660 feet/block.

4. Source: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013. There is some variability in street width along the corridor, but Ashland Avenue is approximately 70 feet curb-to-curb in most sections.

5. Source: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013.

6. Source: GIS analysis by CTA using City of Chicago Spatial Database, March 2013. Schools include public and private, and include Pre-K, elementary, middle schools, and high schools. Any schools announced as possibly closing by the Chicago Public Schools or the Chicago Archdiocese as of March 25, 2013 were not included in the count.

7. Sources: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013. Current trip times: CTA scheduling information, Red Line times reflect 2010 speeds, before slow zones along the Dan Ryan corridor, 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 be longer due to dwell times.

8. Sources: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013. CTA Annual Ridership Report - Calendar Year 2012. Calculators utilize average Ashland trip length of 2.5 miles, current Ashland bus speed of 8.7 MPH, projected speed for center-lane Ashland BRT of 15.0 MPH, average hourly wage for the area (\$15.25 per hour, from FTA's "Capital Investment Program FY 2013 Annual Report Evaluation and Rating Process"), and assumes average commuter makes 500 trips per year.

9. Trip times are 83 minutes for Current Ashland #9, 33 minutes for Red Line, 46 minutes for Ashland BRT. Sources: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013. Go/No trip times, CTA scheduling information, Red Line times reflect 2010 speeds, before slow zones along the Dan Ryan corridor, 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.

11. Source: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project, Prepared for CTA," 2013.

12. Source: CDM Smith "Ashland Avenue Bus Rapid Transit Project Draft Environmental Assessment, Prepared for CTA."