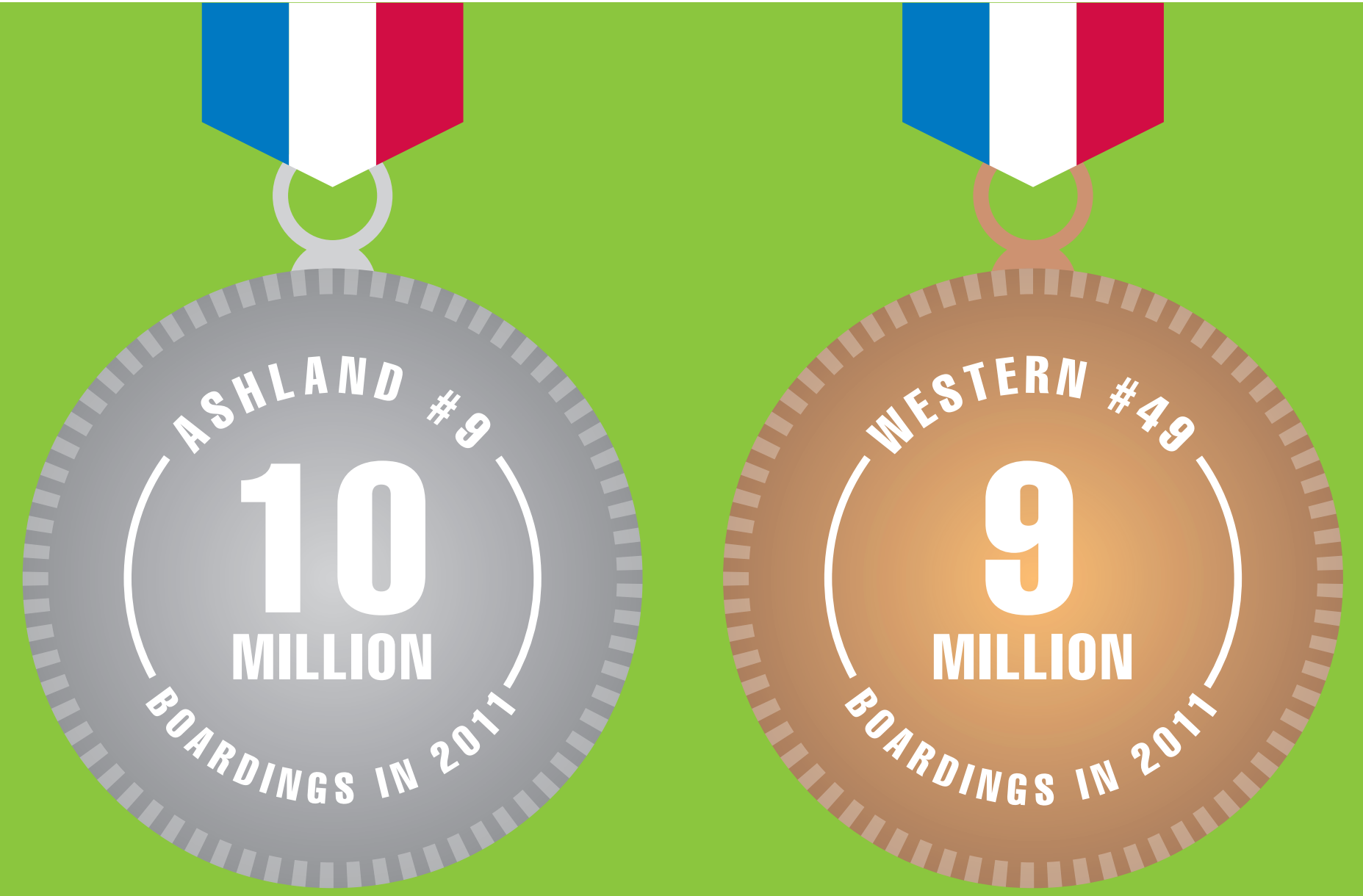


# Why Build BRT on Western and Ashland?

## ENHANCING THESE CORRIDORS WITH BRT CAN BENEFIT MANY PEOPLE

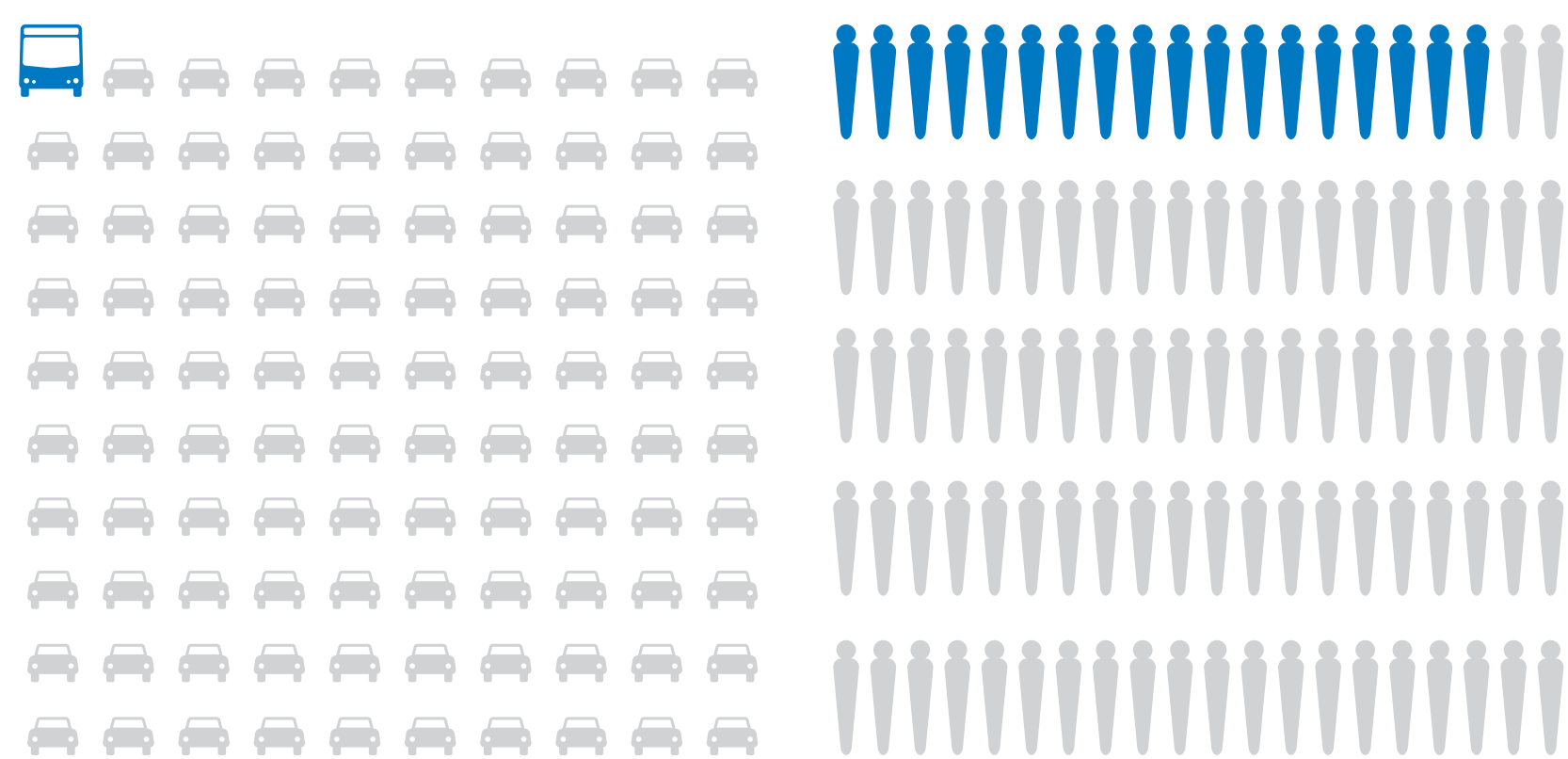
**1 IN 4 CHICAGOANS**  
live within walking distance (½ mile)  
of the Western or Ashland corridors.

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

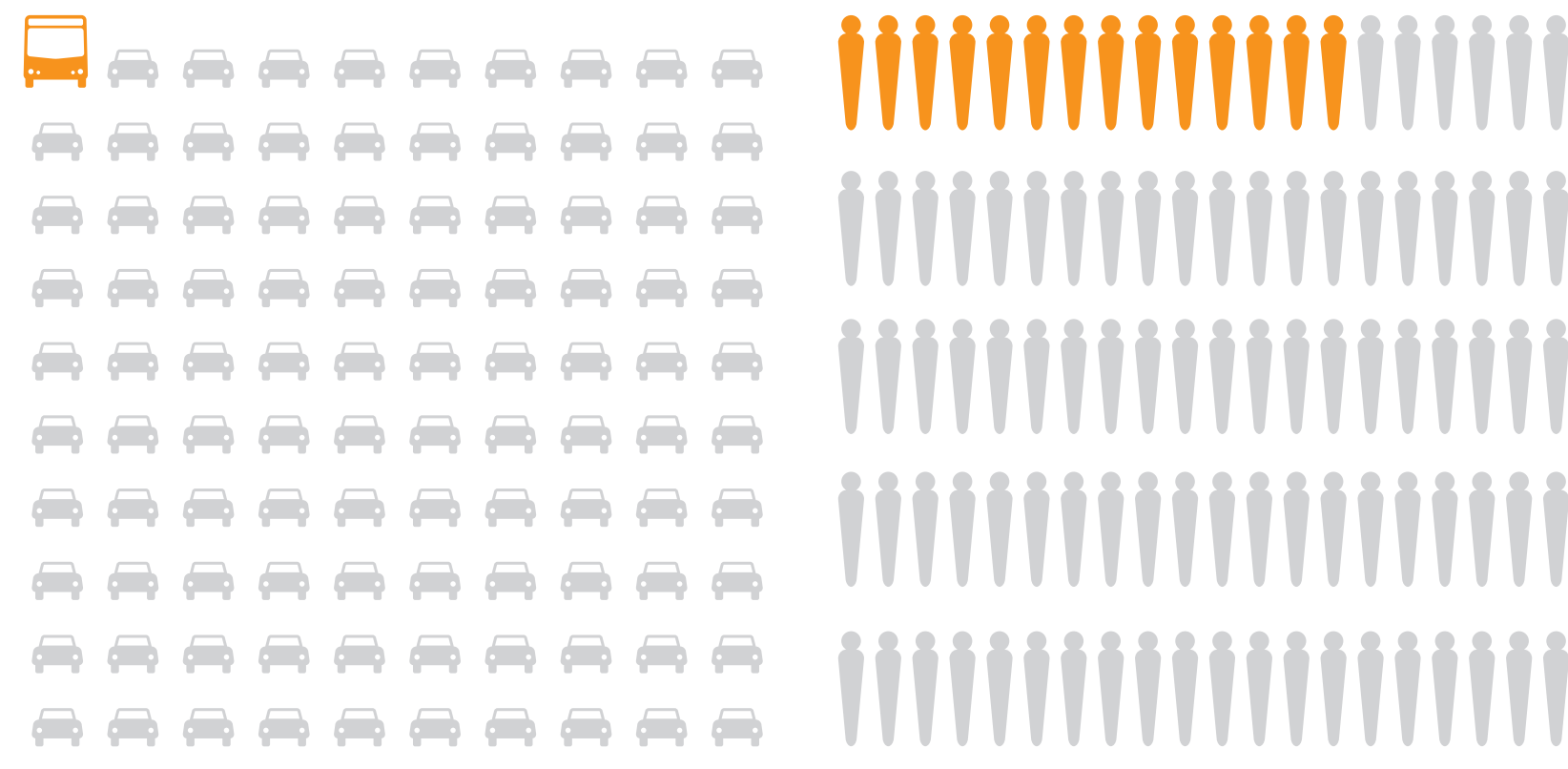


## THESE CORRIDORS ARE WELL-SUITED FOR BRT

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.

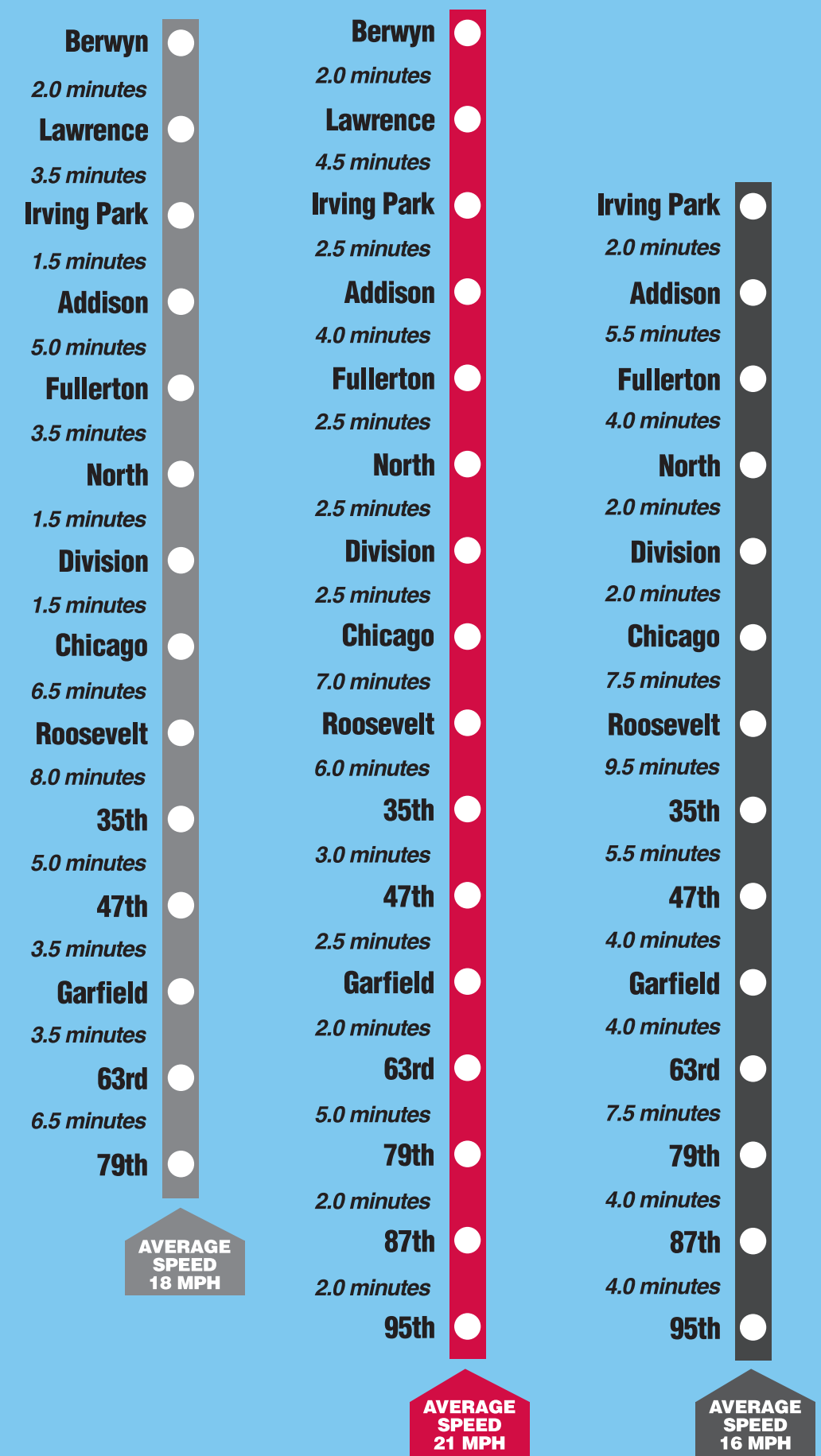
# ASHLAND TRIPS

**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**



## 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**

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

**FOOTNOTES**

<sup>1</sup> Source: 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 of the area between the two avenues. This area has a population of 677,306, or 25% of Chicago's total population of 2,719,879.

Census Block data from the 2010 shows that the population within a half-mile of Western and Ashland Avenues (the area bounded by the Howard and 95th Streets, and between the Western and Eastern Avenues on the East) is 616,058, or 23% 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 is 14% during the morning peak; 13% 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.

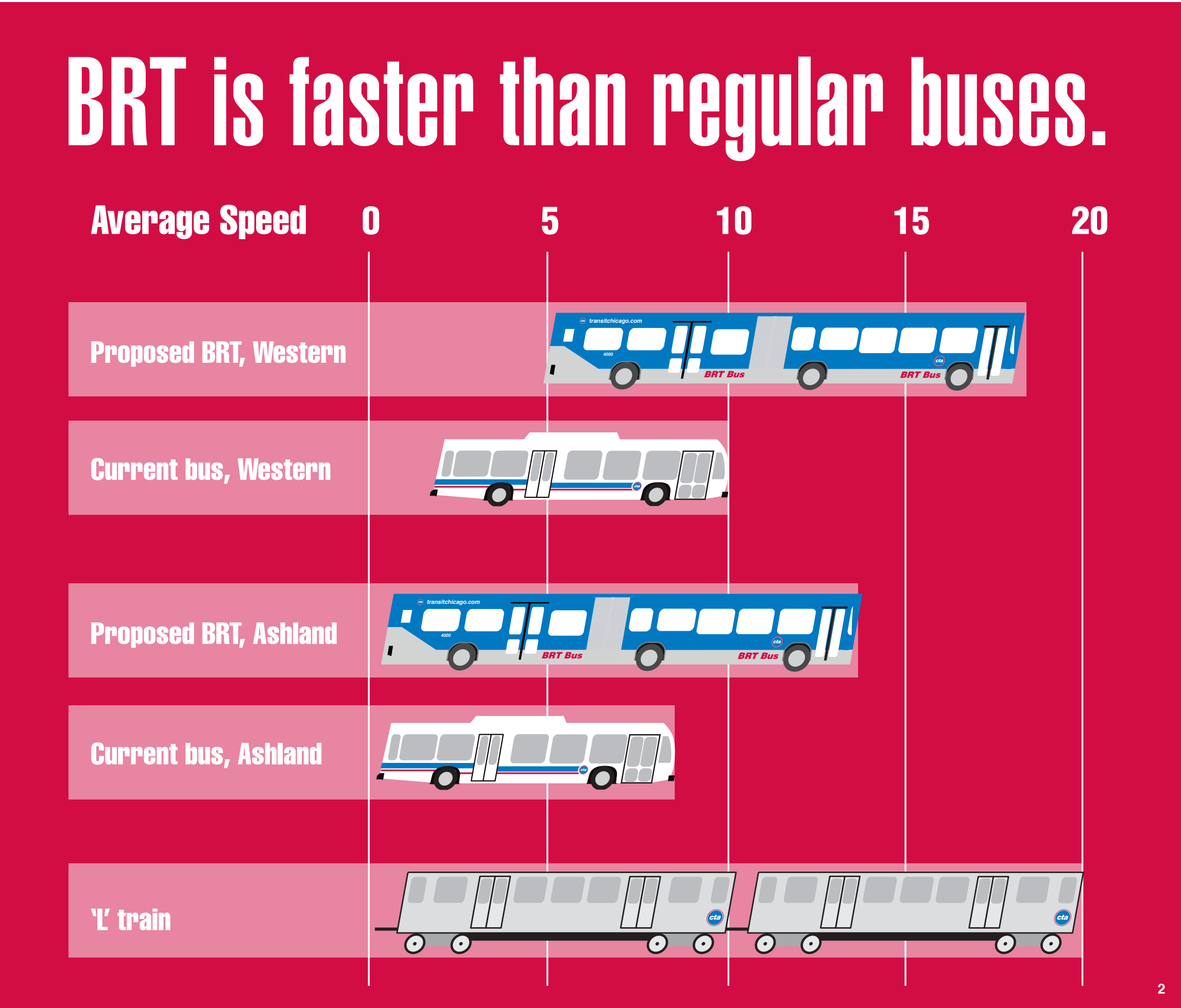
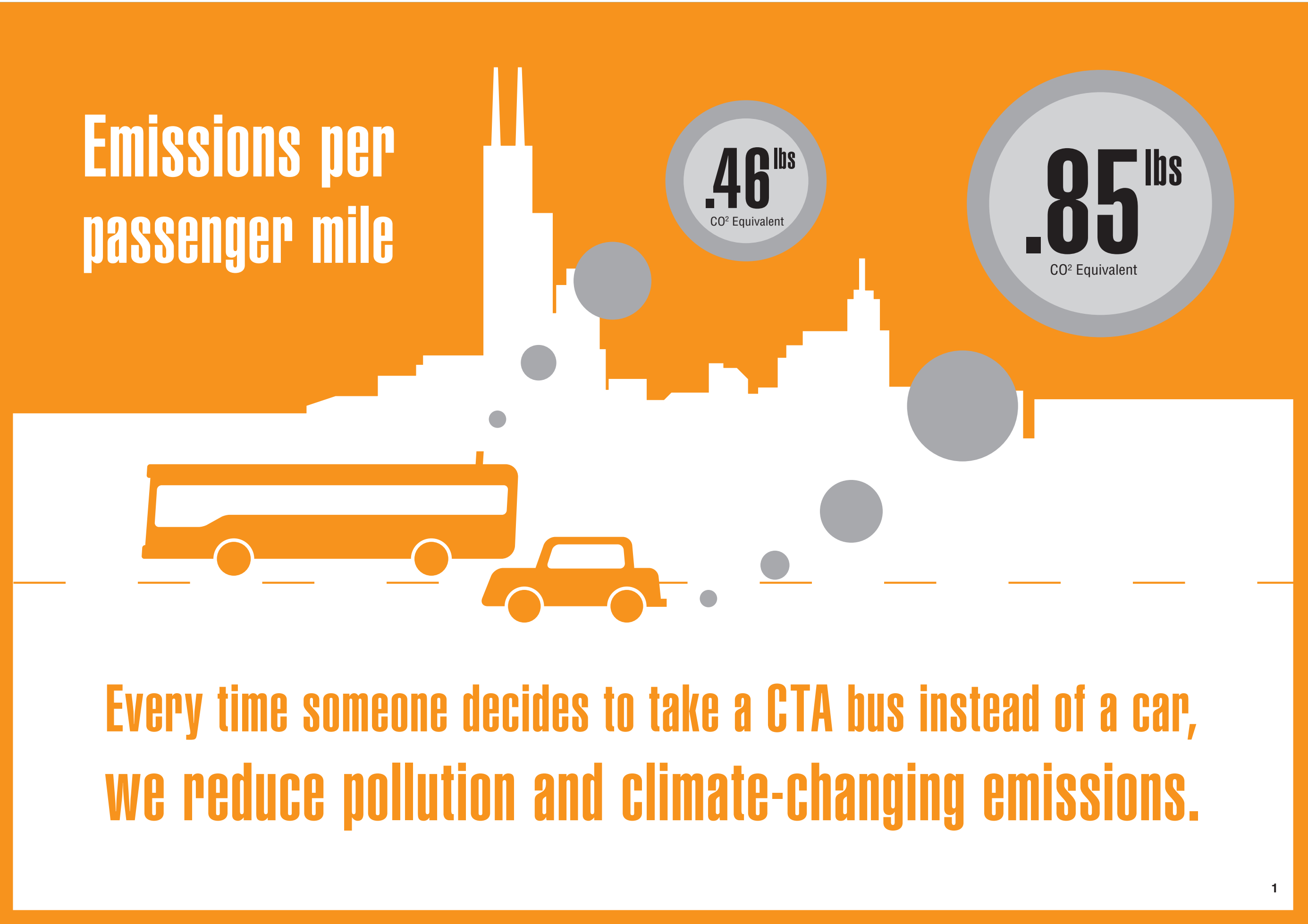
8. Sources: CDM Smith Western and Ashland BRT Alternatives Analysis, 2012; GoRoo trip times; CTA scheduling information.  
Red Line times reflect 2010 speeds, before slow zones along the Dan Ryan worsened and therefore more accurately reflect the Red Line speeds after the upcoming construction on the 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, 15.6 – 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.

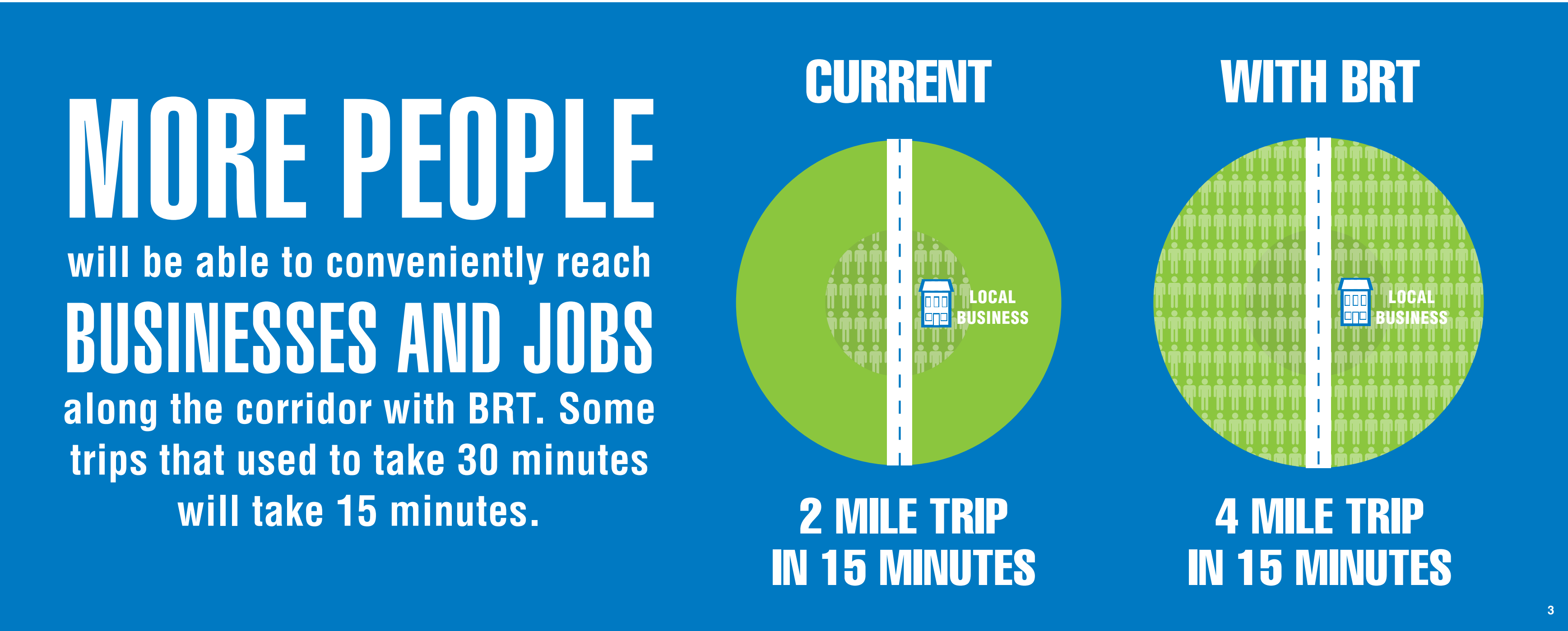
10. Same as 8



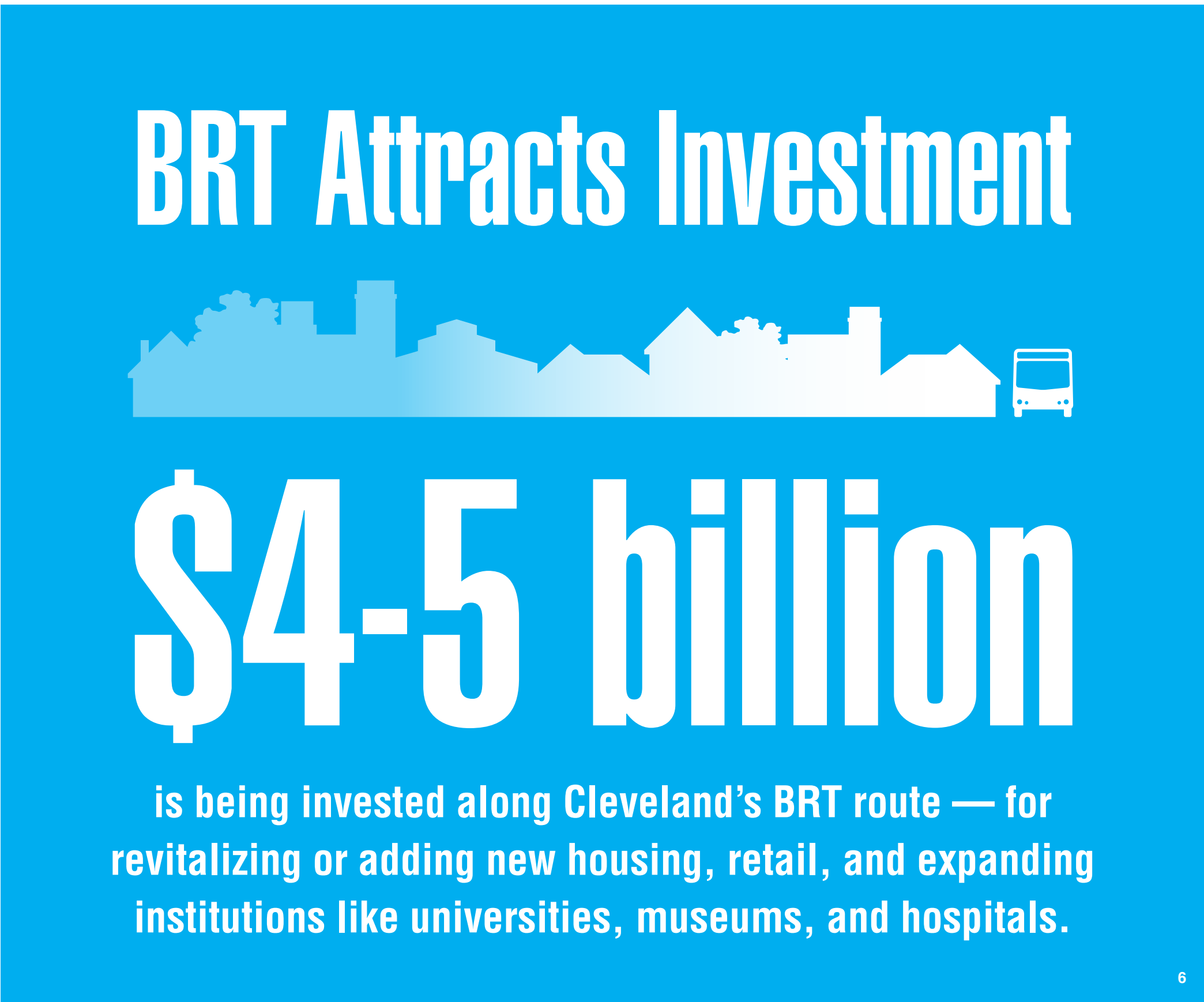
# How Will BRT Benefit My Community?



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



## BRT CAN BE BUILT QUICKLY AND AFFORDABLY<sup>4</sup>



FOOTNOTES

1. Source: Paying for Public Transportation: the Optimal, the Actual, and the Possible, Justin David Arnes, 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. Sources: 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.