

**Appendix E-2: Neighborhoods and Communities Technical  
Memorandum**



# Ashland Avenue Bus Rapid Transit Project Environmental Assessment

## Memorandum

*Date: August 8, 2013*

*Subject: Neighborhoods and Communities*

*Prepared By: CDM Smith, Inc.*

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## Introduction

The Chicago Transit Authority (CTA), in cooperation with the Chicago Department of Transportation (CDOT), Department of Housing and Economic Development (DHED), and the Federal Transit Authority (FTA), is proposing to implement Bus Rapid Transit (BRT) features and service along Ashland Avenue in Chicago, Illinois. The limits for the Ashland Avenue Bus Rapid Transit (BRT) Project are:

- Irving Park Road on the north to 95th Street on the south (approximately 16.1 miles)

CTA currently operates local bus service within the Ashland Avenue BRT Project limits. The proposed improvements are limited in scope and would be implemented within existing roadway rights-of-way:

- Construction of 35 median BRT stations with shelters and pedestrian boarding areas
- Upgrade of traffic signal systems to include transit signal priority
- Implementation of queue jump lanes and turn restrictions at intersections
- Removal of travel lanes to accommodate a designated bus lane in each direction
- Pavement milling and resurfacing
- Streetscape improvements including medians, landscaping, and ADA-accessibility upgrades

## Purpose

This memorandum describes the socioeconomic characteristics, neighborhoods and community facilities that define the study area and documents potential impacts to neighborhoods and communities.

## **Socioeconomic Characteristics**

For this analysis, a demographic profile representing total populations within a half-mile buffer around the corridor were obtained. Demographic estimates were developed based on data from three primary sources: 2010 Decennial Census (Summary File 1), 2010 American Community Survey (five-year summary), and Chicago Metropolitan Agency for Planning (CMAP) 2009 Travel Demand Model traffic analysis zone (TAZ) data for 2040. A summary of this demographic data within the study area is shown on **Table 1**. Additional detailed data and maps related to the demographics analysis, including comparisons of the corridor to city-wide demographics are located in **Figure 1** through **Figure 10**. For reference, CMAP TAZs and US Census Tracts within a half mile buffer are shown in **Figure 11** and **Figure 12**, respectively.

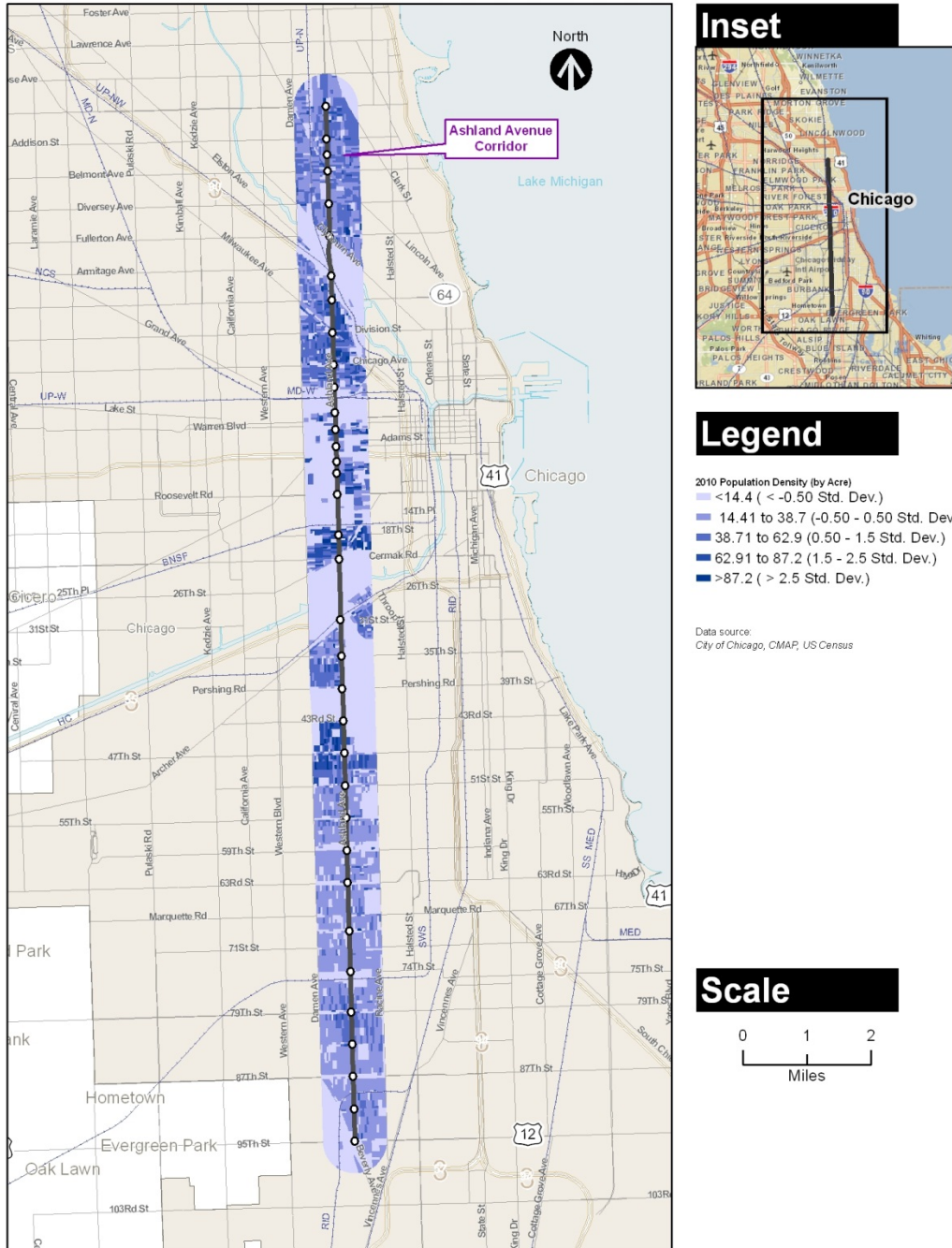
There are currently 232,000 people and over 90,000 households located within a half mile of the Ashland Avenue Corridor, equating to approximately nine percent of the population of the city as a whole. Approximately one in four households within walking distance to the Ashland Avenue corridor do not have access to a vehicle and rely upon transit for their travel needs. While the racial composition of the corridor is predominantly minority (55.7%), minority population densities in the corridor (11.8 people per acre) are somewhat lower than for the city as a whole (12.4 people per acre). Limited English proficiency residents along the corridor make up approximately three percent of the population and are similar to city-wide averages as well. Low-income family densities are also similar (0.8 people per acre) to city-wide low-income densities (0.7 people per acre).

**Table 1: Ashland Avenue Demographic Profile (Half Mile Buffer)**

Demographic Factor	No-Build
2010 Population	232,051
2010 Population Density (Pop/Acre)	21.5
2040 Population	286,779
2040 Population Density (Pop/Acre)	26.5
2010 Households	90,781
2010 Household Density (Households/Acre)	8.4
2040 Households	108,405
2040 Household Density (Households/Acre)	10.0
2010 Minority	127,550
2010 Minority Density (Minority Pop/Acre)	11.8
2010 Low-Income Families	9,031
2010 Low-Income Families Density (Low-Income Families/Acre)	0.8
2010 Youth	21,518
2010 Youth Density (Youth Pop/Acre)	2.0
2010 Senior	28,031
2010 Senior Density (Senior Pop/Acre)	2.6
2010 Limited English Proficiency [LEP]	6,894
2010 LEP Density (LEP Pop/Acre)	0.6
2010 No Vehicles Available (Households)	22,538
2010 No Vehicles Available Density (No Vehicle Households/Acre)	2.1

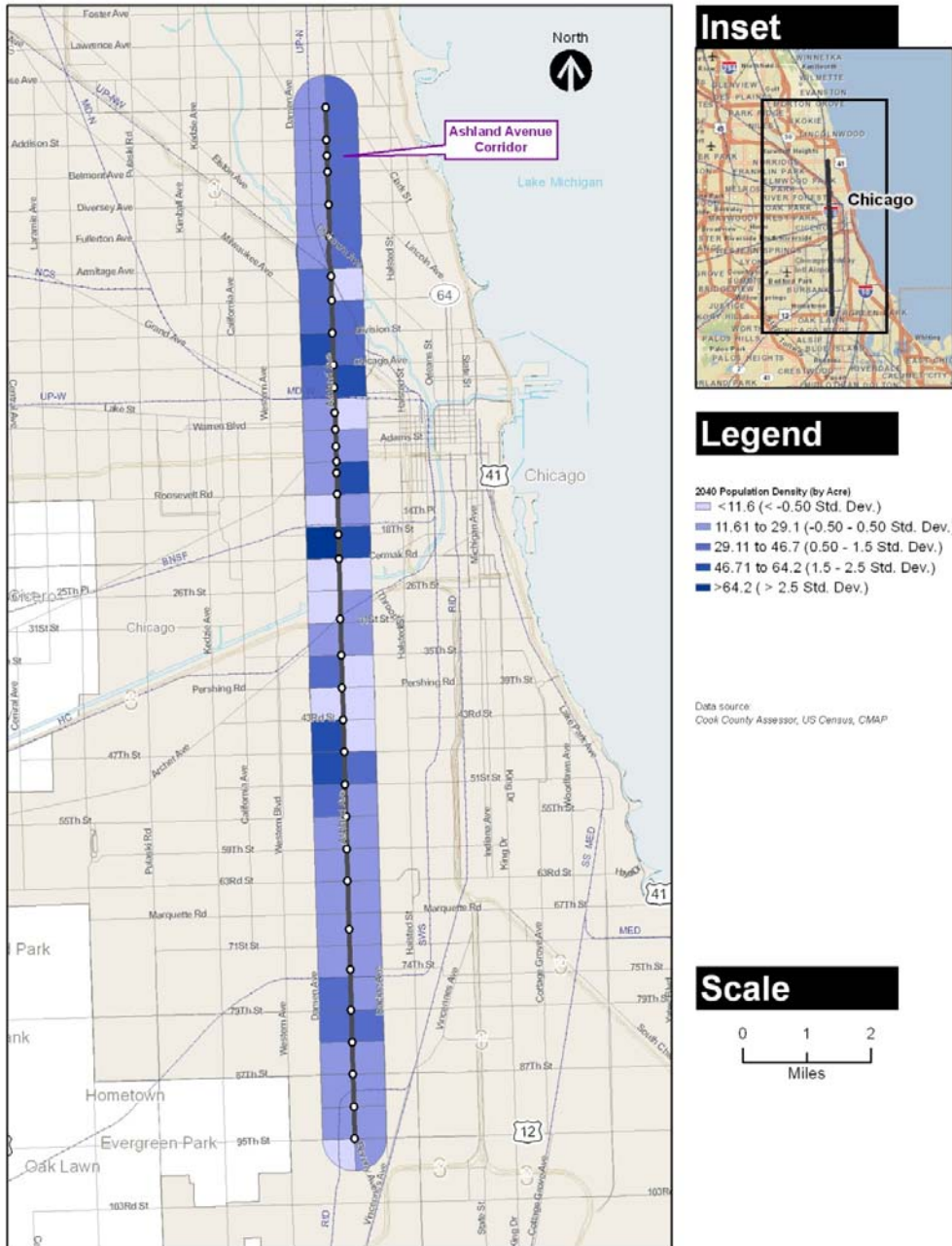
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Figure 1: 2010 Population ( Half Mile Buffer)



Description: 2010 Population divided by acres.  
 Source: 2010 Decennial Census (100% data)  
 Data Table: P1 (Population)  
 Geography: Census Block  
 Universe: Total Population  
 Data source reference: 2010 Decennial Census, Data Table P1 (Population).

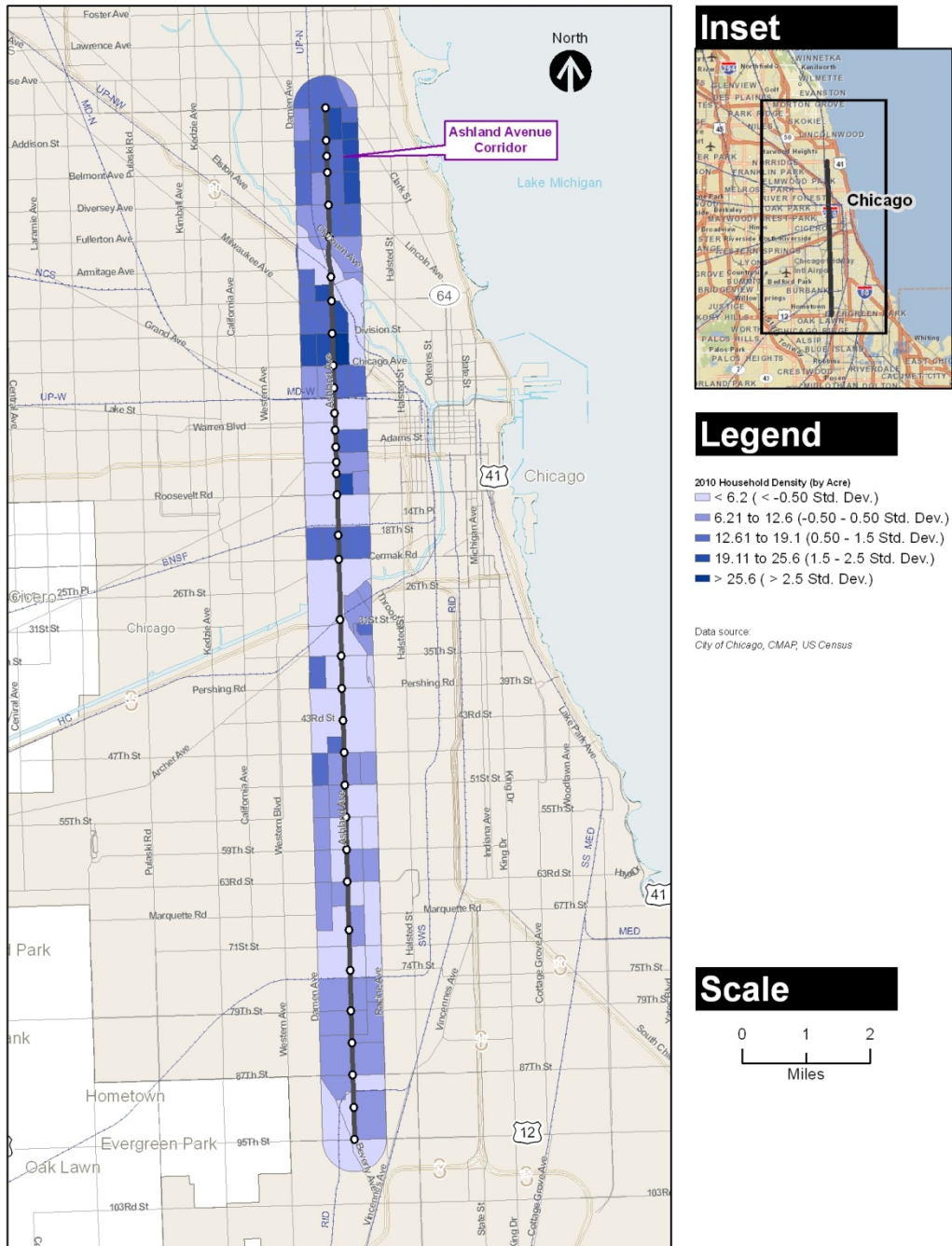
Figure 2: 2040 Population (Half Mile Buffer)



Description: 2040 Population divided by acres.  
 Source: CMAP Model  
 Data source reference: CMAP Model Population.

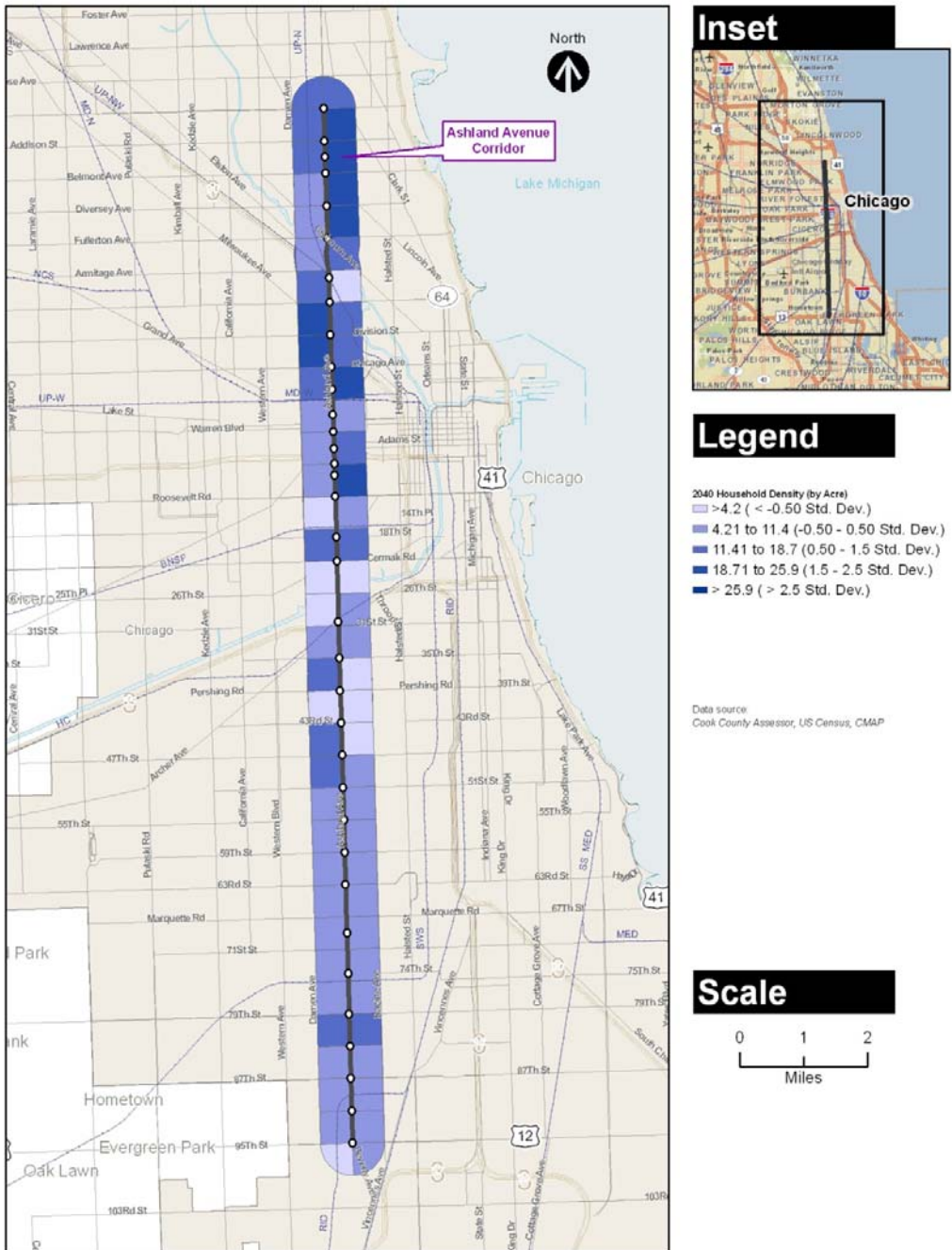
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Figure 3: 2010 Households (Half Mile Buffer)



Description: 2010 Households divided by acres.  
 Source: 2010 Community Survey (5-year estimates)  
 Data Table: B25001 (Housing Units)  
 Geography: Census Block  
 Universe: Total Population  
 Data source reference: 2010 American Community Survey 5-year estimates, Data Table B25001 (Housing Units).

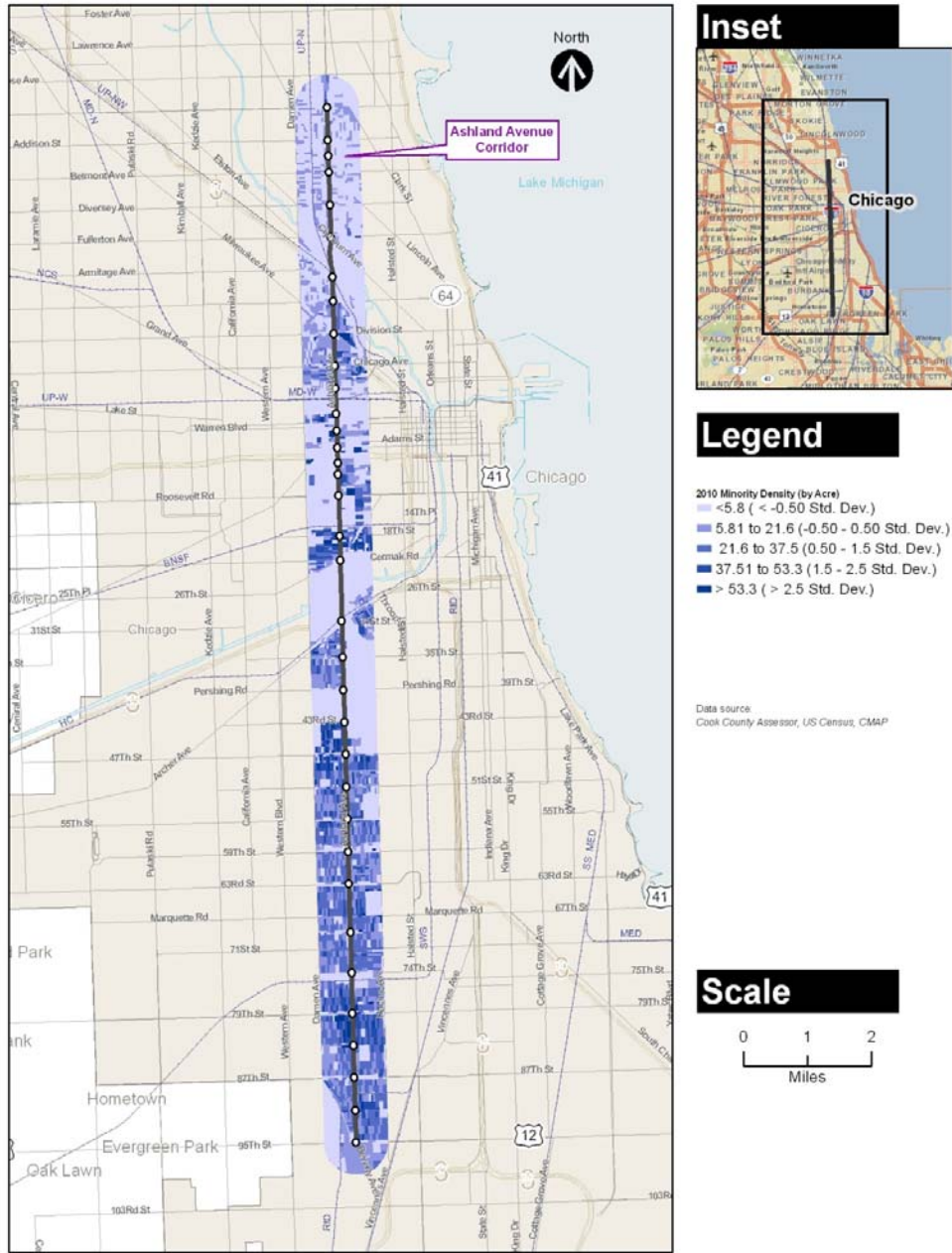
Figure 4: 2040 Households (Half Mile Buffer)



Description: 2040 Households divided by acres.  
 Source: CMAP Model  
 Data source reference: CMAP Model Households



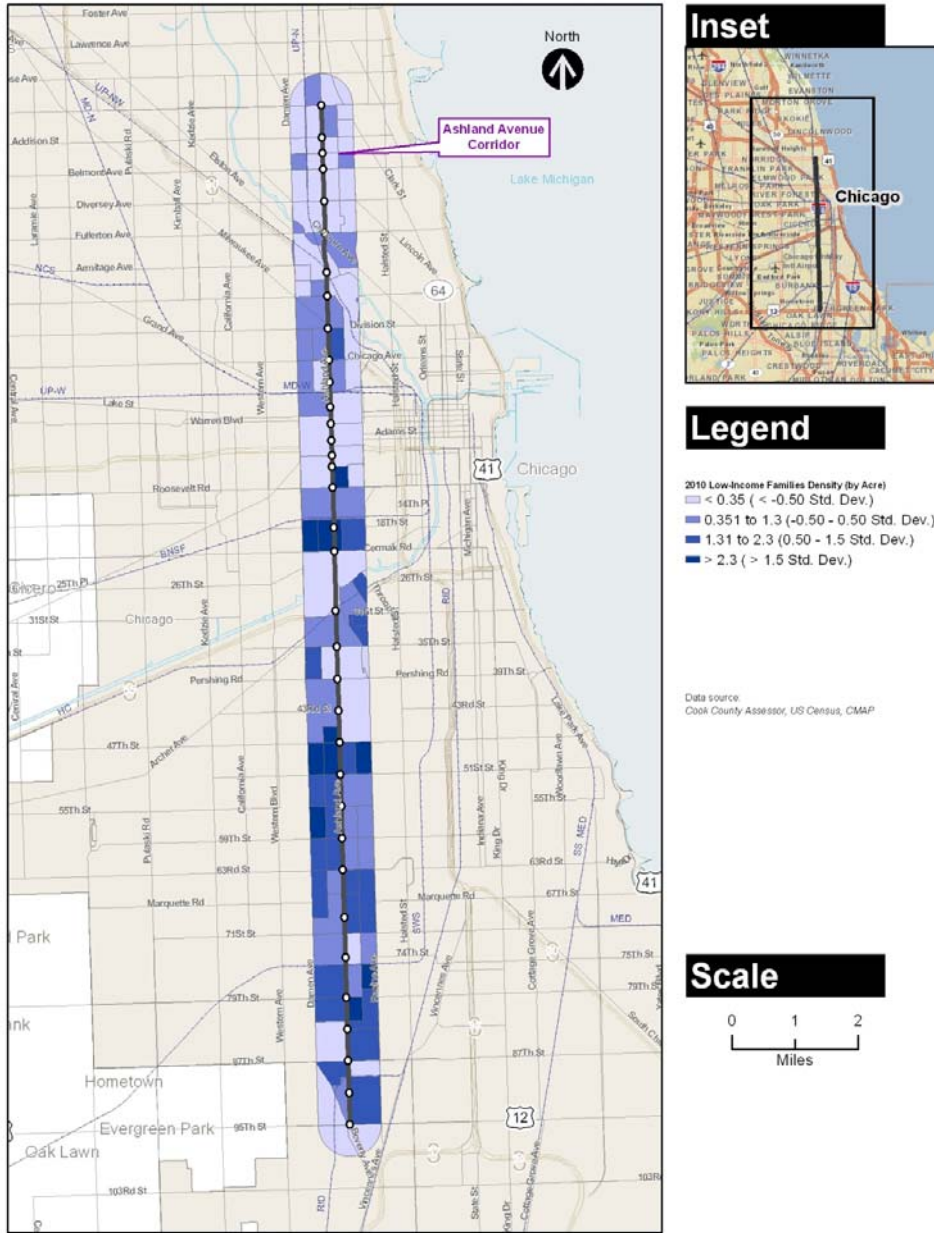
Figure 5: 2010 Minority (Half Mile Buffer)



Description: Total non-white population, including Latino/Hispanic and multiple-race population, divided by acres.  
 Source: 2010 Decennial Census (100% data)  
 Data Table: P5 (Hispanic or Latino origin by race)  
 Geography: Census Block  
 Universe: Total Population  
 Data source reference: 2010 Decennial Census, Data Table P5 (Hispanic or Latino origin by race).

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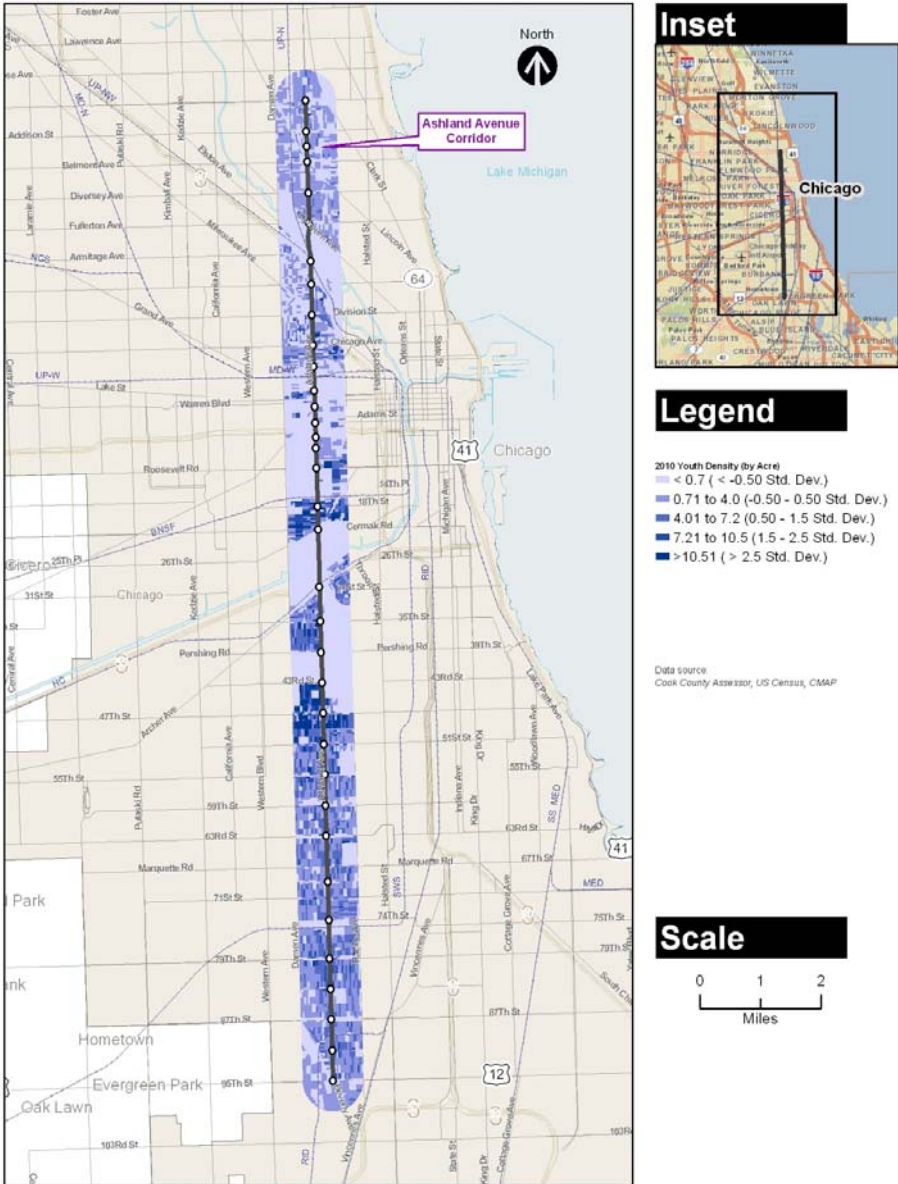
Figure 6: 2010 Low-income Families (Half Mile Buffer)



Description: Number of families under 100% of ratio of income to poverty divided by acres.  
 Source: 2010 American Community Survey (5-year estimates)  
 Data Table: B17026 (ratio of income to poverty level of families in the past 12 months)  
 Geography: Census Tract  
 Universe: Families  
 Data Source Reference: 2010 American Community Survey 5-year estimates, Data Table B17026 (Ratio of income to poverty level of families in the past 12 months).

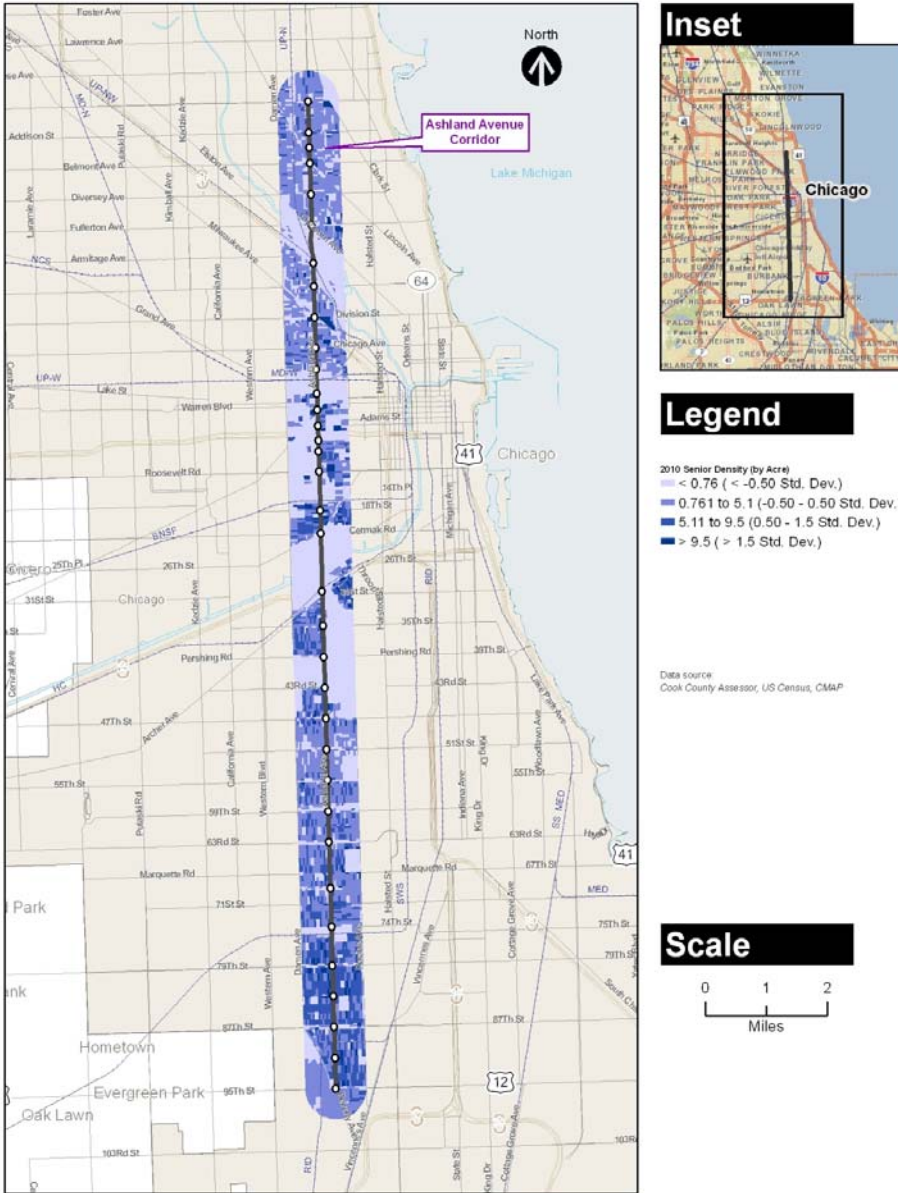
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Figure 7: 2010 Youth (Half Mile Buffer)



Description: Total youth population aged 10 to 17 years divided by acres.  
 Source: 2010 Decennial Census (100% data)  
 Data Table: P12 (Sex by age)  
 Geography: Census Block  
 Universe: Total Population  
 Data source reference: 2010 Decennial Census Data Table P12 (Sex by age).

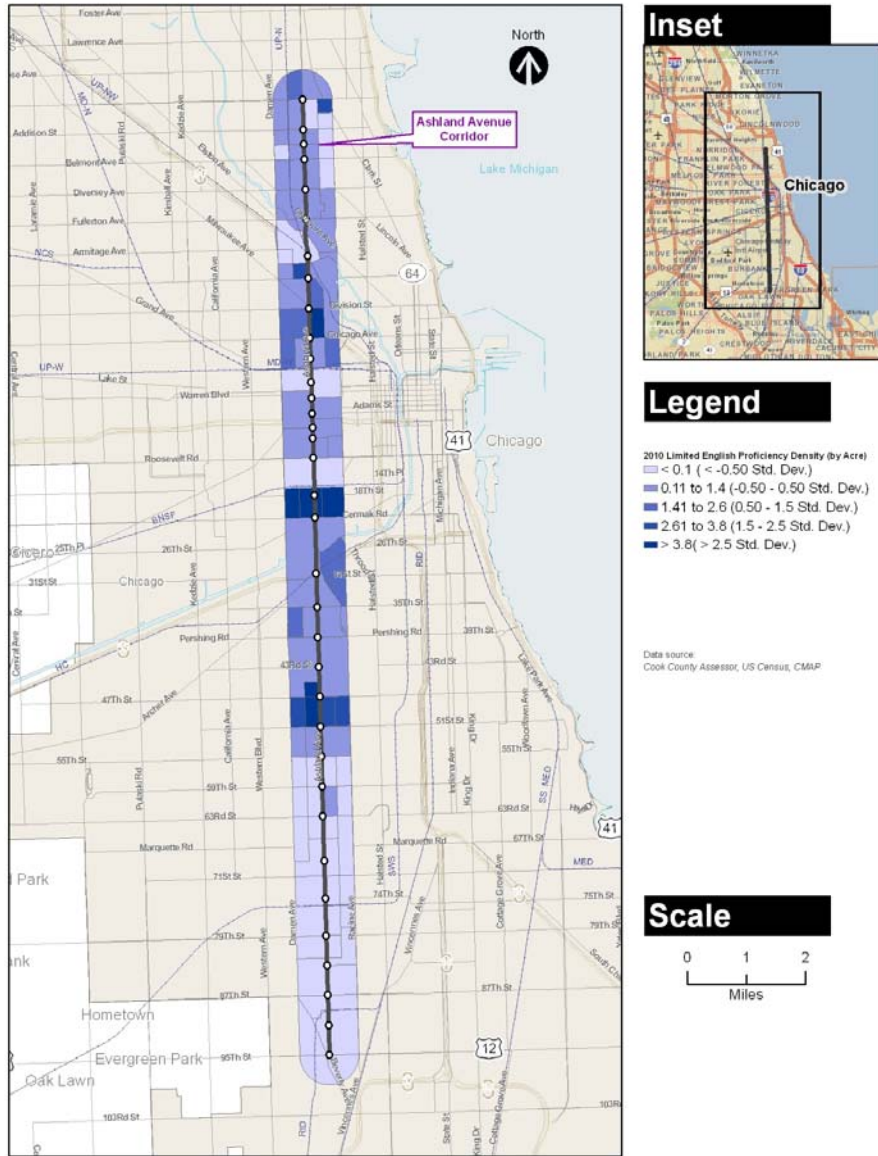
Figure 8: 2010 Seniors (Half Mile Buffer)



Description: Total senior population aged 60 and older divided by acres.  
Source: 2010 Decennial Census (100% data)  
Data Table: P12 (Sex by age)  
Geography: Census Block  
Universe: Total Population  
Data source reference: 2010 Decennial Census Data Table P12 (Sex by age).

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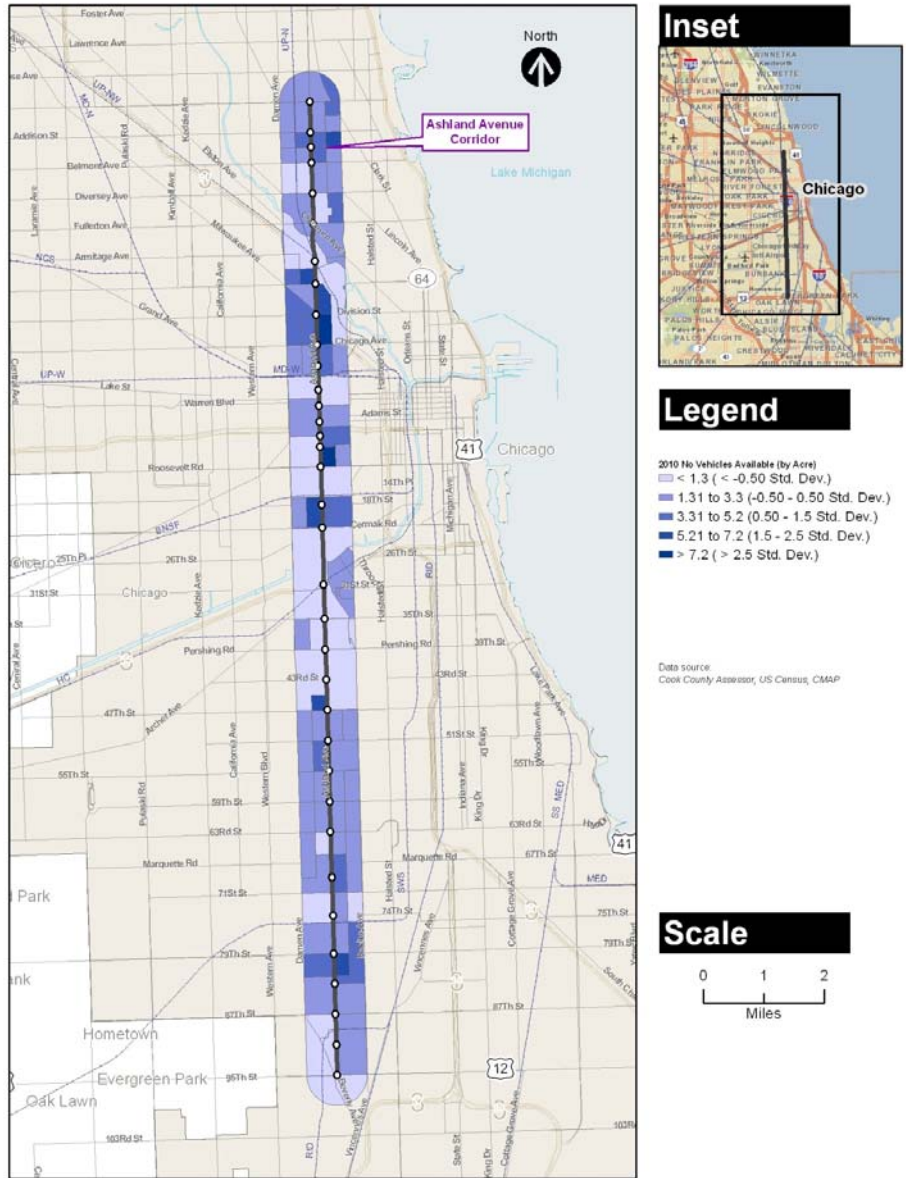
Figure 9: 2010 Limited English Proficiency (Half Mile Buffer)



Description: Number of households in which no one in the house over the age of 14 is able to speak English proficiently divided by acres.  
 Source: 2010 American Community Survey (5-year estimates)  
 Data Table: B16001 (Household language by households in which no one 14 and over speaks English only or speaks a language other than English at home and speaks English "very well")  
 Geography: Census Tract  
 Universe: Households  
 Data Source Reference: 2010 American Community Survey 5-year estimates, Data Table B16001 (Household language by households in which no one 14 and over speaks English only or speaks a language other than English at home and speaks English "very well").

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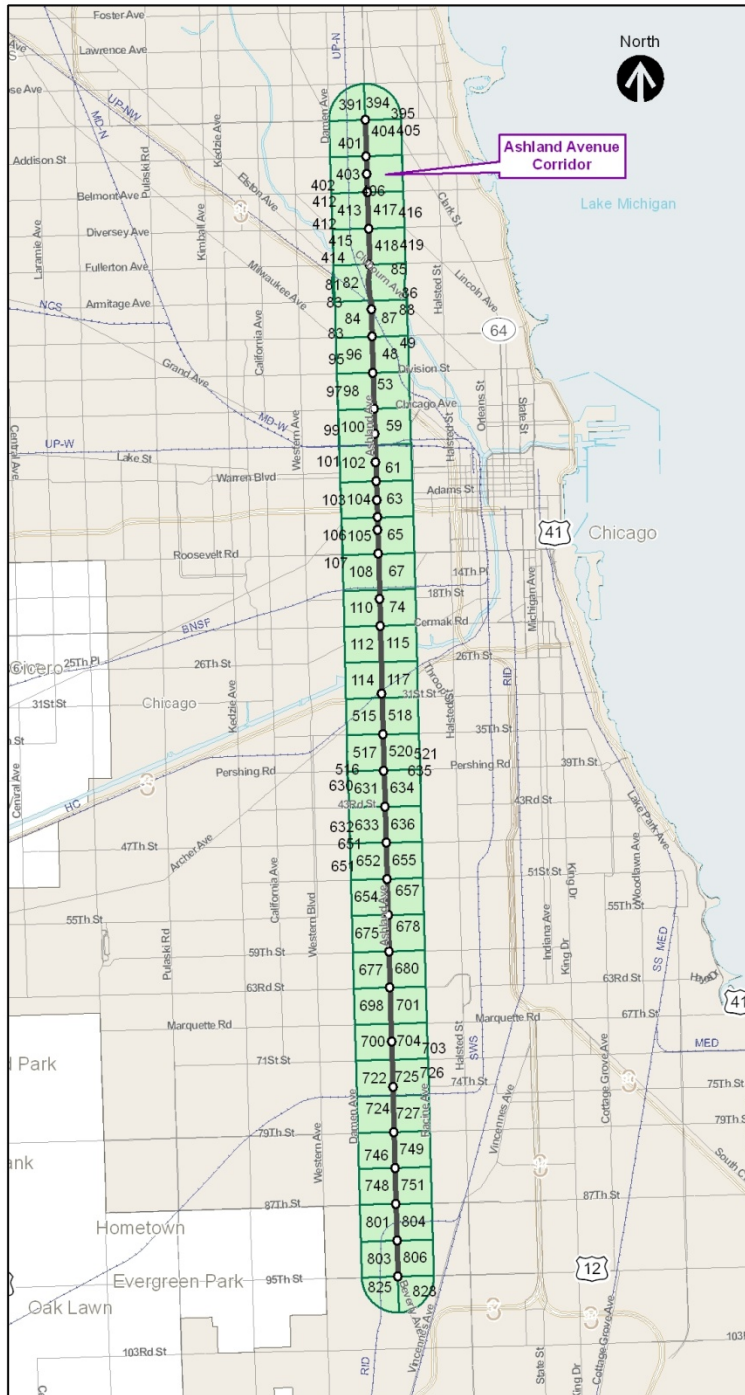
Figure 10: 2010 No Vehicle Available (Half Mile Buffer)



Description: Number of Households with zero or one vehicles available divided by acres.  
 Source: 2010 American Community Survey (5-year estimates)  
 Data Table: B08201 (Household size by vehicles available)  
 Geography: Census Tract  
 Universe: Households  
 Data Source Reference: 2010 American Community Survey 5-year estimates, Data Table B08201 (Household size by vehicles available).

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Figure 11: CMAP TAZs (Half Mile Buffer)



**Legend**

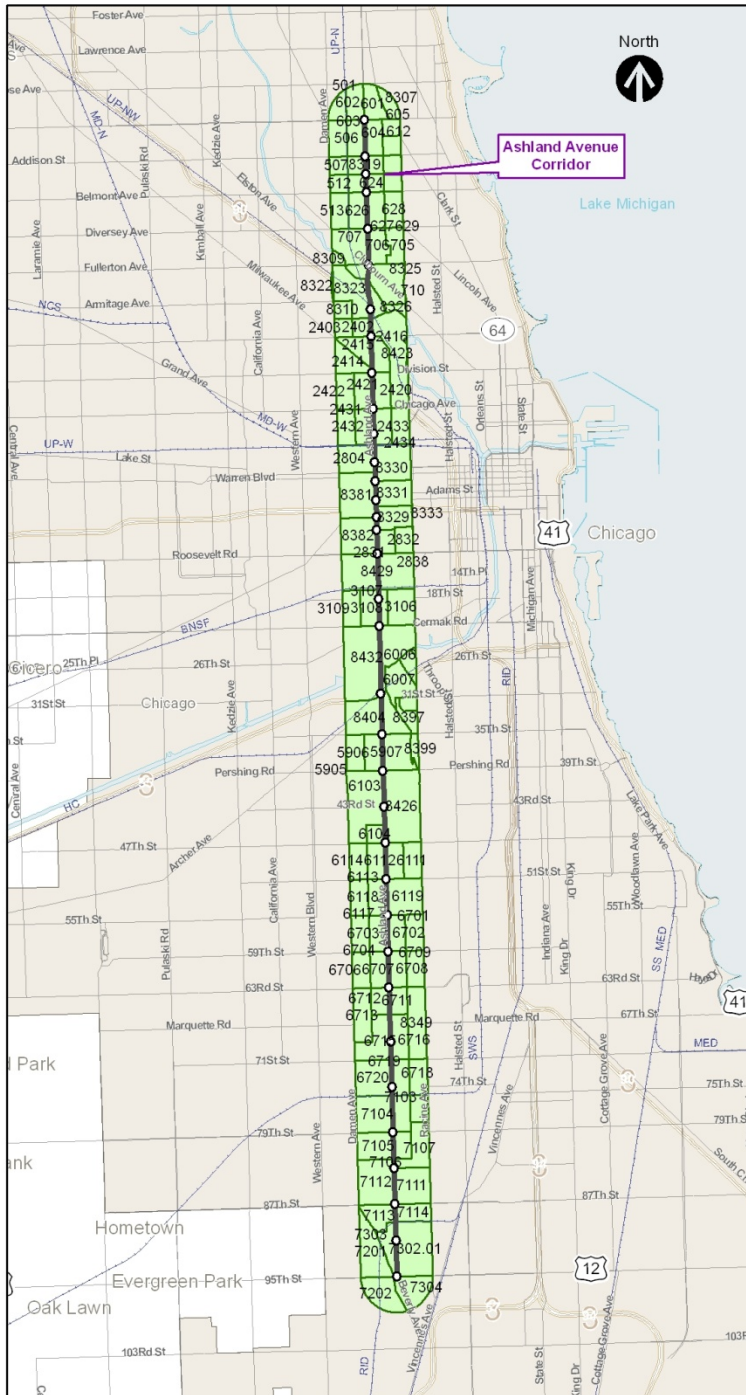
■ CMAP TAZs  
 Data source:  
 City of Chicago, CMAP, US Census

**Scale**



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Figure 12: Census Tracts (Half Mile Buffer)



**Legend**

■ Census Tracts

Data source:  
 City of Chicago, CMAP, US Census

**Scale**





## Neighborhoods and Aldermanic Wards

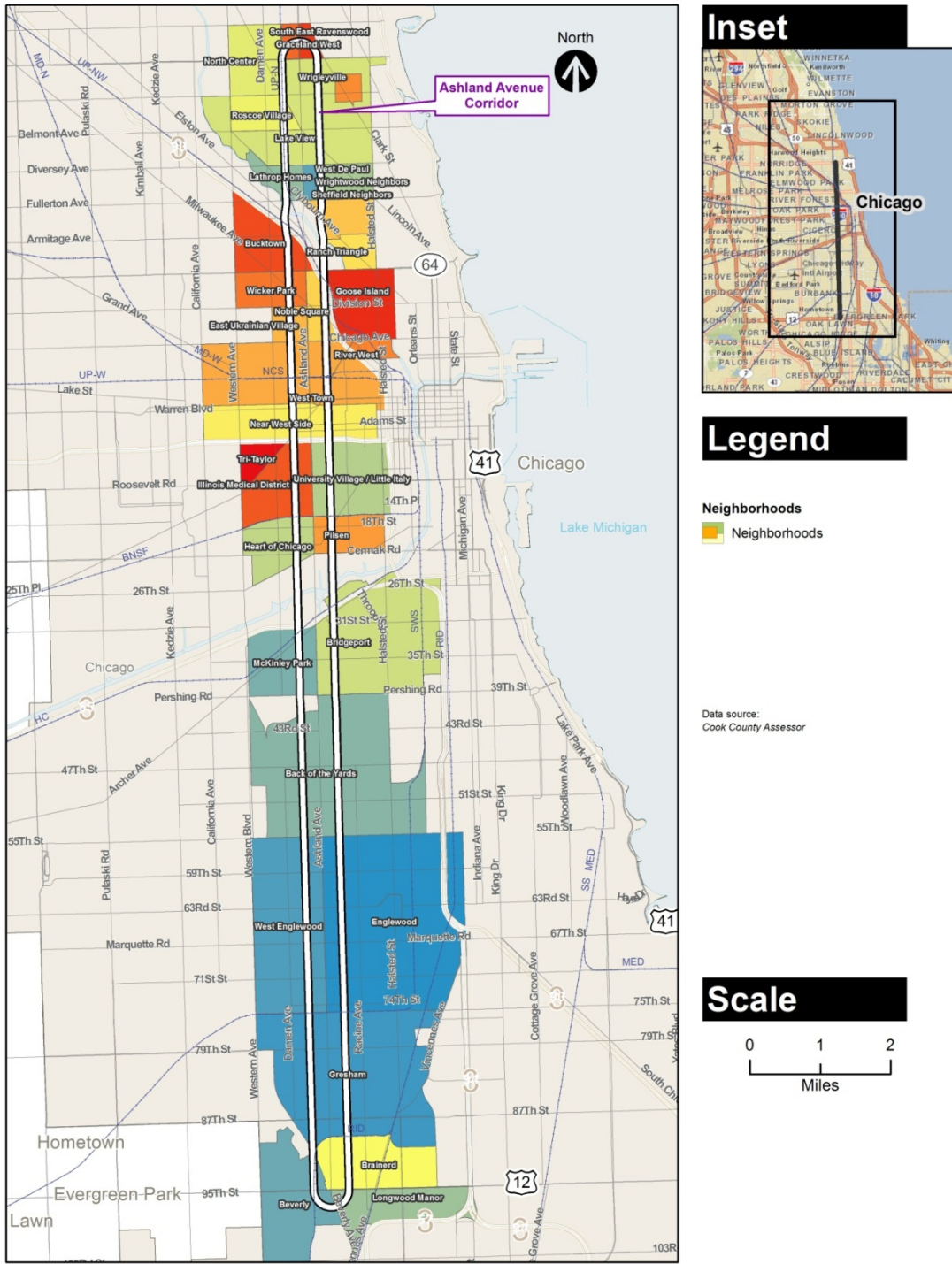
The Ashland Avenue corridor intersects 33 of Chicago's 228 designated neighborhoods, as shown in **Figure 13**. Neighborhoods intersecting the corridor including the following:

- Beverly
- Longwood Manor
- McKinley Park
- West De Paul
- Near West Side
- Noble Square
- Tri-Taylor
- Wrigleyville
- Goose Island
- Graceland West
- Brainerd
- Ranch Triangle
- Bucktown
- Illinois Medical District
- West Englewood
- Gresham
- South East Ravenswood
- Lake View
- Bridgeport
- River West
- Heart of Chicago
- Pilsen
- Lathrop Homes
- University Village / Little Italy
- East Ukrainian Village
- North Center
- Roscoe Village
- Englewood
- Back of the Yards
- West Town
- Wicker Park
- Wrightwood Neighbors
- Sheffield Neighbors

The corridor also intersects 20 of Chicago's 50 Aldermanic Wards, including the following:

- Ward 1 - Joe Moreno
- Ward 2 - Robert Fioretti
- Ward 3 - Pat Dowell
- Ward 11 - James A. Balcer
- Ward 12 - George A. Cardenas
- Ward 15 - Toni Foulkes
- Ward 16 - Joann Thompson
- Ward 17 - Latasha R. Thomas
- Ward 18 - Lona Lane
- Ward 19 - Matthew Oshea
- Ward 20 - Willie Cochran
- Ward 21 - Howard B. Brookins, Jr.
- Ward 25 - Daniel S. Solis
- Ward 26 - Roberto Maldonado
- Ward 27 - Walter Burnett, Jr.
- Ward 32 - Scott Waguespack
- Ward 43 - Michelle Smith
- Ward 44 - Thomas M. Tunney
- Ward 46 - James Cappleman
- Ward 47 - Ameya Pawar

Figure 13: Intersecting Neighborhoods ( HalfMile Buffer)



## Community Facilities

There are also several community facilities located along Ashland Avenue. Schools and hospitals that are located immediately adjacent to the BRT route along Ashland Avenue are listed in **Table 2** and are shown in **Figure 14**. In three cases, these community facilities are located next to a station. In these circumstances, community facilities may be considered when laying out detailed station design.

**Table 2: Hospital and School Locations**

Type	Name	Location	Nearest Station Name	Adjacent to Station*
Hospitals	Rush University Medical Center	1653 W. Congress	Harrison	Yes
Schools	Lake View High School	4015 N. Ashland Avenue	Irving Park	Yes
	Cooper Elementary	1624 W. 19th Street	18 <sup>th</sup>	No
	Wells High School	936 N. Ashland Avenue	Chicago	No
	Burr Elementary	1621 W. Wabansia Avenue	North	Yes
	Montefiore Alt Elementary	1310 S. Ashland Avenue	Roosevelt	No
	Providence Englewood Charter	6515 S. Ashland Avenue	63 <sup>rd</sup>	No
	Hope ES	1628 W. Washington Boulevard	Lake	No

\* Defined as within 250 feet of a station intersection

Police and fire stations located near the corridor are shown in **Table 3** and Police Stations are shown in **Figure 12**. The 7th Precinct Police Station is located within a quarter mile of the corridor at 1400 W 63rd Street. There are also seven fire stations located within a quarter mile of the corridor, five of which are located on Ashland Avenue. The Stations at 5955 Ashland Avenue and 1125 Ashland Avenue are immediately adjacent to proposed BRT station intersections.

**Table 3: Police and Fire Stations**

Type	Name	Location	Nearest BRT Station	Adjacent to Station
Police Station	7th Precinct	1400 W 63rd Street	63rd	No
Fire Stations	E103	25 S Laflin Street	Madison	No
	E116	5955 S Ashland Avenue	59th	Yes
	E121	1724 W 95 <sup>th</sup> Street	95th	No
	E129	8120 S Ashland Avenue	83rd	No
	E30	1125 N Ashland Avenue	Division	Yes
	E39	1618 W 33rd Place (at Ashland Avenue)	35th	No
	E49	4401 S Ashland Avenue	43rd	No

\* Defined as within 250 feet of a station intersection

## Environmental Impacts

### No-Build Alternative

Under the No-Build Alternative, the project would not be constructed and no impacts to neighborhoods or communities would occur.

### Ashland Avenue BRT Project

The proposed improvements would not divide any neighborhoods or otherwise adversely affect community cohesion. BRT facilities would be designed and sited to complement the existing character of the project area neighborhoods. This would include station signage to important points of interest at specific BRT station locations and decorative artwork consistent with community character, and inclusion of these features would be determined during final design with input from community stakeholders and neighborhood elected officials (aldermen). In addition, CTA and CDOT have both established design guidelines that would be incorporated into final design. CDOT's *Complete Streets Chicago Design Guidelines*<sup>1</sup> and CTA's *Transit Friendly Design Guide*<sup>2</sup> would be used to ensure that the design of stations and crossing fit the form and function of adjacent land uses and roadway typologies within the corridor. Mid-block crossings would be provided at specific locations along the corridor to ensure safe pedestrian crossings between signalized intersections. Changes to the physical layout of the existing right-of-way would improve the quality of pedestrian access to the public realm – including public streets, right-of-way, civic buildings, parks and open

<sup>1</sup> Chicago Department of Transportation, Complete Streets Chicago Design Guidelines, 2013.  
<http://www.cityofchicago.org/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf>

<sup>2</sup> Chicago Transit Authority, Transit-Friendly Development Guide: Station Area Typology, 2009.  
<http://www.cityofchicago.org/dam/city/depts/zlup/Planning%20and%20Policy/Publications/Transit%20Friendly%20Development%20Guide/CTA%20Typology%20Study.pdf>

space - and therefore has the potential to enhance community cohesion. Improvements at intersections would also help reduce the dividing effect between neighborhoods that Ashland Avenue currently has in some areas. Designs would be sensitive to emergency access needs in the corridor, and continued coordination through final design would help to ensure no impediments to emergency access points.

Figure 14: Community Facilities

