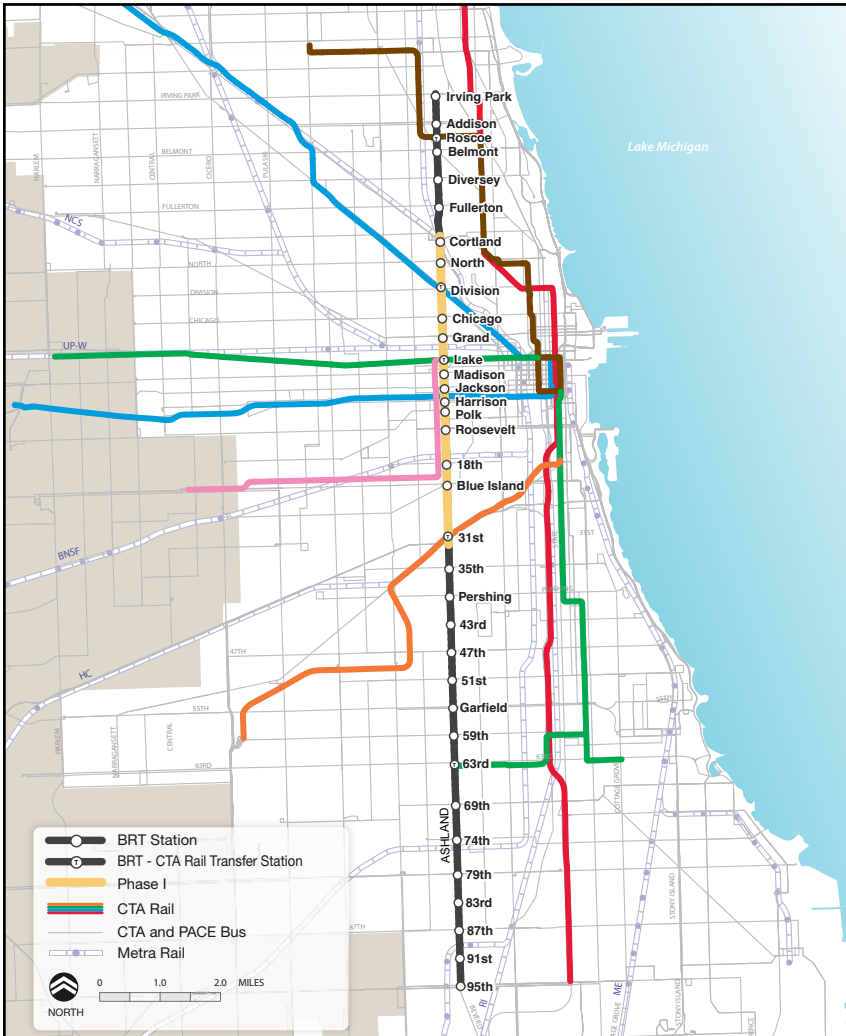


Ashland BRT



SCHEDULE

Project Start	Winter 2012
Environmental Analysis & Conceptual Engineering	Spring 2013 – Fall 2013
Public Engagement	Spring 2013 – Summer 2013
Final Design*	Fall 2013 – Spring 2014

*Contingent upon available funding.

WHY ASHLAND?

- **Demand:** Ashland Avenue has the highest bus ridership of all CTA routes with 10 million boardings in 2012, more than 31,000 per weekday
- **Access to Jobs:** Provides access to nearly 133,800 jobs, including large employment centers such as the Illinois Medical District
- **Popular Destinations:** Serves UIC, Malcolm X College, United Center, and 99 grammar/high schools
- **Connections to Transit Network:** Provides access to seven CTA 'L' stations, two Metra stations, and 37 bus routes
- **Need:** Provides much-needed non-downtown, north-south connection
- **Residents:** 1 in 4 households located within walking distance of Ashland Avenue do not have a car
- **Speed/Time:** Up to 83% increase in bus speeds
- **Width:** At 70-foot curb-to-curb, road is wide enough to construct BRT
- **Safety:** Improved lighting, ADA ramps, center station platform to provide pedestrian refuge when crossing, and fewer left-hand turn lanes, which are a major cause of vehicle accidents
- **Reliability:** 50% more reliable than the local bus

PROJECT VISION

The CTA, in partnership with the Chicago Department of Transportation, the Department of Housing and Economic Development, and the Federal Transit Administration, performed a year-long planning study to assess options for Bus Rapid Transit (BRT) on both Ashland and Western Avenues. After analysis and input at public open houses, BRT is now planned for 16 miles of Ashland from Irving Park Road to 95th Street, with the first phase now being designed for central Ashland from Cortland Avenue to 31st Street with ongoing public input.

WHAT IS BRT?

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.

PROPOSED BRT CONFIGURATION

BEFORE



AFTER



HOW IT WORKS

BRT offers riders faster, more reliable service and new, amenity-filled stations with enhanced, landscaped medians between stations. Local bus service will remain in addition to the BRT service.

Other features include:

- Dedicated center bus lane in each direction to keep buses out of general traffic during boardings
- Limited stops: every 1/2 mile and at CTA 'L' stations
- Transit Signal Priority intersections and longer green lights to keep traffic moving
- Potential pre-payment for faster boarding, similar to 'L' stations
- Wide doors on left side of new, high-capacity vehicles
- Improved lighting, ADA ramps and real-time travel info
- More than 75 blocks of new streetscaping, including medians and sidewalks
- Parking and loading zones retained on both sides of the street
- One vehicle travel lane eliminated in each direction
- Left-hand turn lanes removed

FACTS AT A GLANCE

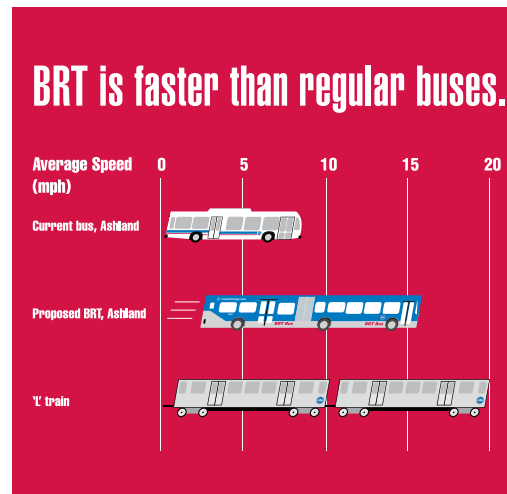
Riding BRT would **SAVE** the average commuter **65 hours** per year, compared to current buses.

THIS ADDS UP TO **\$820** FOR EACH BUS COMMUTER EACH YEAR OR **\$17 MILLION ANNUALLY** for Ashland bus commuters combined.

Ashland is wide enough to construct BRT.

70 FT Curb-to-Curb

Constructing BRT will make a more complete street that works better for all users.



ASHLAND TRIPS

ASHLAND/95TH TO ILLINOIS MEDICAL DISTRICT	
With BRT.....	45 minutes
Current Transit.....	71 minutes
ASHLAND/FULLERTON TO MIDWAY	
With BRT.....	37 minutes
Current Transit.....	58 minutes

1. Sources: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project," 2013; CTA Annual Ridership Report: Calendar Year 2012.
 2. Source: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project," 2013.
 3. Source: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project," 2013.
 4. Sources: CDM Smith "Screen 2 Alternatives Report - Western and Ashland Corridors Bus Rapid Transit (BRT) Project," 2013; Google Maps and Directions.

HOW TO STAY INVOLVED

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 Strategic Planning & Policy, 10th Floor
 Attn: Joe Iacobucci
 567 W. Lake Street
 Chicago, IL 60661-1465

Project Web Site | www.transitchicago.com/ashlandbrt
 For more information about other BRT projects & events in Chicago: www.brтчicago.com
Project E-mail | ashlandbrt@transitchicago.com
Phone | 1-888-YOUR-CTA (1-888-968-7282)
En español | Para información en español, llame al (312) 681-2704