



## Ashland Avenue Bus Rapid Transit (BRT) Project

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 an approximately 16.1-mile long bus rapid transit (BRT) service along Ashland Avenue. The Ashland Avenue BRT Project is proposed to introduce a new and much needed cross-town, north-south transit way approximately 1.5 miles west of downtown Chicago, Illinois and would extend from Irving Park Road in the north to 95th Street in the south (see **Figure 1**).

New BRT articulated buses, which would provide enhanced passenger capacity and operate with clean diesel technology (i.e., diesel particulate filters), are proposed to operate approximately every 5 to 15 minutes along the existing right-of-way in center-running, dedicated bus lanes for the majority of the alignment. Local bus service would continue to operate along the corridor, with BRT service added to increase mobility and enhance transit options. One vehicle travel lane in each direction would be repaved and striped as dedicated bus lanes to accommodate the BRT service. Median BRT stations with enhanced pedestrian amenities are proposed at 35 intersections along the corridor, roughly every 1/2-mile and at all CTA 'L' stations. New landscaped medians would be constructed between stations where none currently exist.

Transit signal priority (TSP) improvements at all signalized intersections are also proposed in combination with the BRT service to allow more efficient traffic movements and longer green times and queue jumps to allow buses to bypass traffic at intersections. This TSP and BRT service is being proposed to decrease bus travel times by as much as 83 percent and enhance reliability on CTA's highest ridership bus route.

The following proposed improvements would be implemented within existing roadway right-of-way, and include the following:

- Construction of median BRT stations with shelters and pedestrian boarding areas
- Upgrade of traffic signal systems to include TSP
- Implementation of queue jump lanes and turn restrictions at certain intersections
- Removal of travel to accommodate a designated bus lane in each direction
- Streetscape improvements including medians, landscaping, and Americans with Disabilities Act (ADA)-accessibility upgrades

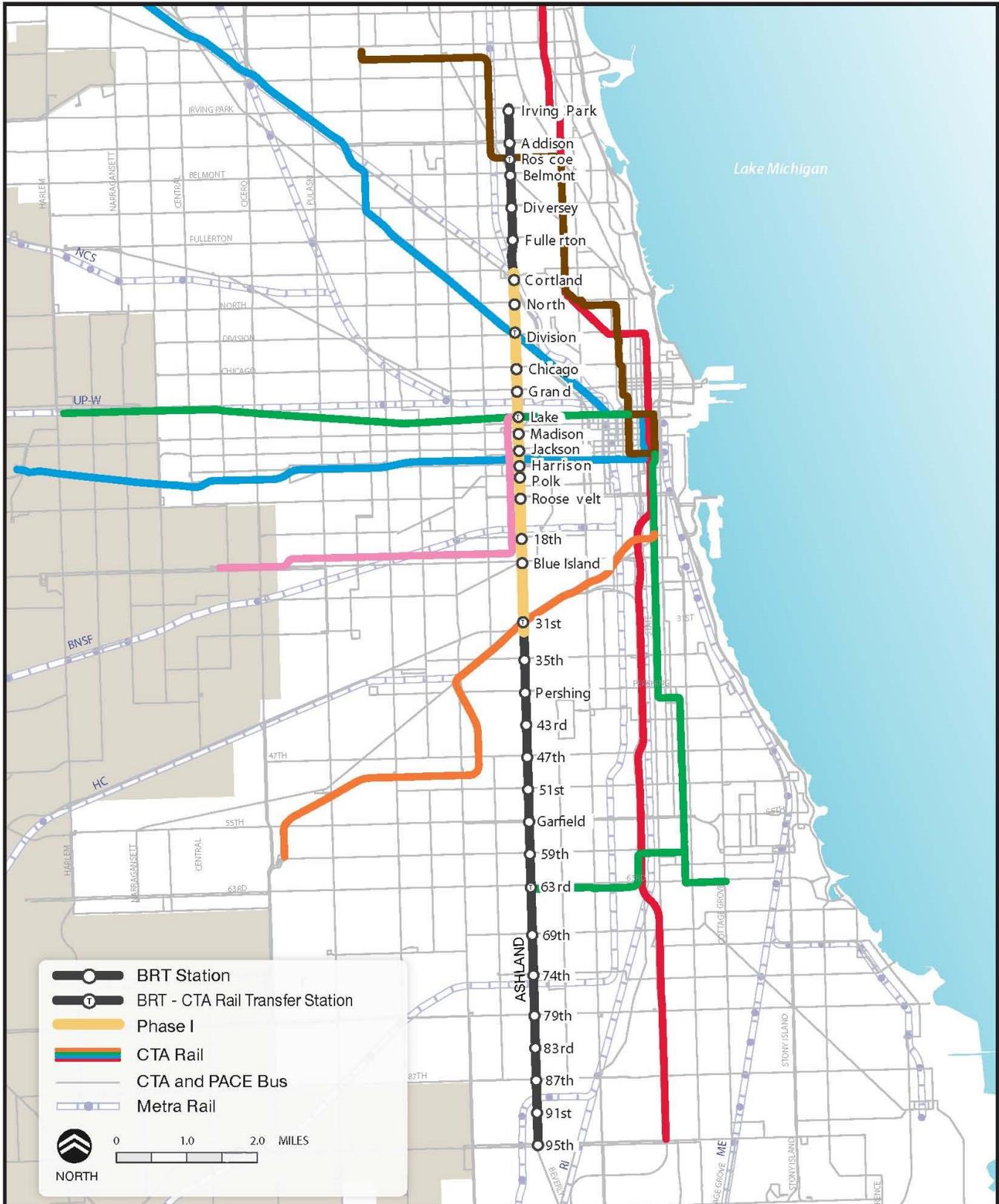
These improvements in the corridor are proposed to serve residents and commuters alike by providing more efficient access to major activity generators within the project area, such as the Illinois Medical District (one of the largest concentrations of jobs in the region) and improving regional transit access to the number of CTA 'L' stations, Metra commuter rails stations, and bus routes intersecting or adjacent to the corridor.

The first phase of this BRT project would be implemented along 5.4 miles of the corridor, from Cortland Avenue to 31st Street. Outside of the Phase 1 limits, the BRT service will stop curbside at the BRT station locations for the remainder of the 16.1-mile corridor.



# Ashland Avenue Bus Rapid Transit (BRT) Project

## Figure 1: Project Location Map



## Ross Patronsky

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**From:** Iacobucci, Joseph <JIacobucci@transitchicago.com>  
**Sent:** Wednesday, June 12, 2013 5:03 PM  
**To:** Ross Patronsky  
**Cc:** Gismondi, Donald; Connelly, Michael; O'Malley, Kevin; Patricia Berry  
**Subject:** RE: Air Quality Consultation for Ashland Avenue Bus Rapid Transit Project

No problem. Here are the remaining data needs:

- Number of additional vehicles will be put in service at the peak level (net of any reductions in regular service)  
**We are assuming a net increase of 24 buses.**
- Number of stops that will be added (this was covered in the material you sent)  
**35 new BRT stations (current local bus already serves these locations).**
- Span of service  
**No change.**
- Change in vehicle hours of service (again, net of any reduction in regular service)  
**664 additional vehicle hours/day.**
- Maximum expected number of vehicles at layover points (including vehicles in existing Ashland service) and dwell time.
  - **104<sup>th</sup>/Vincennes**
    - **4 buses (currently 2 buses)**
    - **Average dwell time per bus: 17 minutes 40 seconds**
  - **95<sup>th</sup>/Beverly**
    - **4 buses (currently 2 buses)**
    - **Average dwell time per bus: 10 minutes 29 seconds**
  - **Clark/Belle Plaine**
    - **6 buses (currently 3 buses)**
    - **Average dwell time per bus: 15 minutes 12 seconds**

Please let me know if you have any questions or need additional information.

Joe

### Joe Iacobucci

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 *please consider the environment before printing this email*

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**From:** Ross Patronsky [<mailto:RPatronsky@cmap.illinois.gov>]  
**Sent:** Wednesday, June 12, 2013 10:32 AM  
**To:** Iacobucci, Joseph  
**Cc:** Gismondi, Donald; Connelly, Michael; O'Malley, Kevin; Patricia Berry  
**Subject:** RE: Air Quality Consultation for Ashland Avenue Bus Rapid Transit Project

Thanks for the write-up. I've reviewed it, and talked with US EPA staff about what information is needed to make a decision on whether a hot-spot analysis is required.

By way of background, you can find the criteria for determining whether a project is one of air quality concern in section 2.2 (pages 6-7) of the [Quantitative Hot Spot Guidance](#).

Based on the criteria there, the information needed for a decision would be:

- Number of additional vehicles will be put in service at the peak level (net of any reductions in regular service)
- Number of stops that will be added (this was covered in the material you sent)
- Span of service
- Change in vehicle hours of service (again, net of any reduction in regular service)
- Maximum expected number of vehicles at layover points (including vehicles in existing Ashland service) and dwell time

Our materials for the June 20 Consultation meeting will be posted on Thursday; any information you can get me before then will be helpful. (Neatness and graphics are not key here – just the numbers, please). Thanks.

Ross Patronsky  
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**From:** Iacobucci, Joseph [<mailto:JIacobucci@transitchicago.com>]  
**Sent:** Tuesday, June 04, 2013 12:25 PM  
**To:** Ross Patronsky  
**Cc:** Gismondi, Donald; Connelly, Michael; O'Malley, Kevin  
**Subject:** Air Quality Consultation for Ashland Avenue Bus Rapid Transit Project

Hello Ross,

As you are aware, the CTA is proposing the Ashland Avenue Bus Rapid Transit Project, which is currently in the environmental and conceptual design phase. Our consultant, CDM Smith, recently contacted you regarding a Tier II Consultation for this project and determination if this would be a "project of air quality concern." We appreciate your guidance and are following up with the next appropriate step to move forward with this process.

Per your request, attached is the project description so that this project can be discussed at June 20<sup>th</sup> Consultation meeting. Please let me know if you have any questions or any additional information is required.

Thanks,

Joe

**Joe Iacobucci**  
Manager  
Strategic Planning and Policy  
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