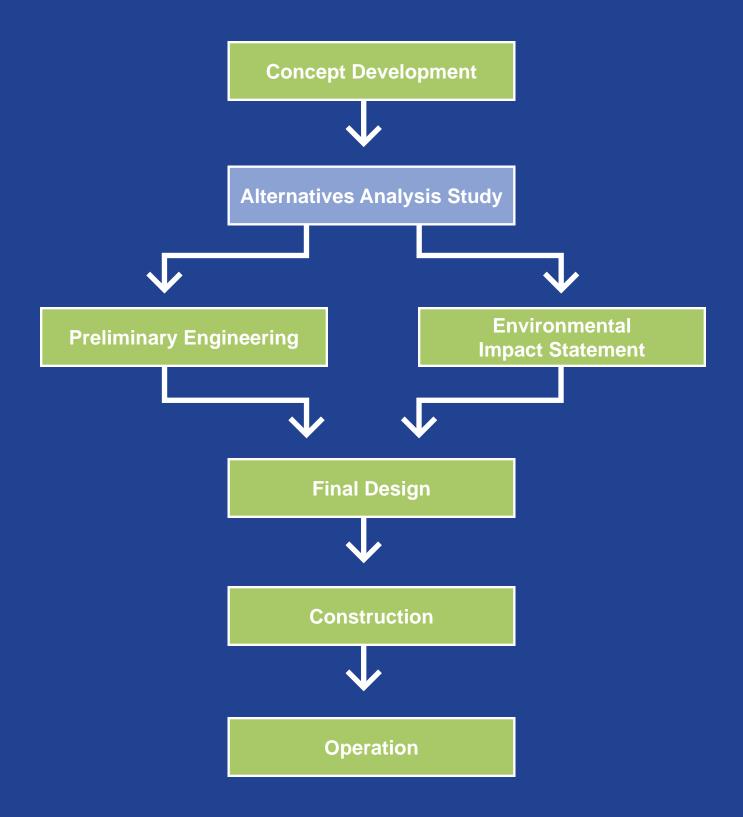
# FTA's New Starts Process

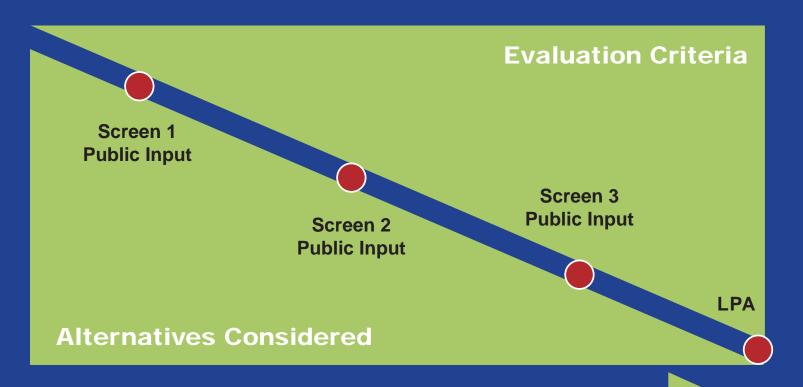






## **Alternative Analysis (AA) Process**

Screen 1, 2 and 3



## **Alternatives Analysis Process**

#### Screen 1

- Reviewed universe of alternatives
  - Eliminated alternatives that were not suitable
  - Three public involvement meetings – May 2006

#### Screen 2

- Detailed definition and comparative evaluation
  - Specific alignments, transit ridership and capital costs
  - Evaluate and identify the strongest alternatives
  - Three public involvement meetings – September 2006

#### Screen 3

- Final definition and evaluation
  - Refine strongest
     alternatives to best
     serve the Purpose and
     Need
  - Present recommended LPA and supporting data to the public and solicit feedback





## **Purpose and Need**

#### Transportation Needs

- Growth in population and employment
- Access to activity and employment centers
- Changing travel patterns (non-Loop destinations)
- Connecting among transit modes
- Increasing transit travel options for residents
- Congestion and lengthening travel times

#### Purpose of Transit Investments

- Increase transit access between neighborhoods
- Improve access to major regional activity centers
- Improve CTA and Metra transfer connections
- Increase regional transit system efficiency
- Leverage existing regional transit infrastructure investments





# Screen 1 Findings





Bus Rapid Transit (BRT)



Light Rail Transit (LRT)



Heavy Rail Transit (HRT) Mostly Elevated



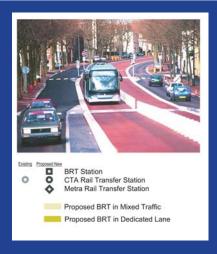
Heavy Rail Transit (HRT) Limited Elevated





# **Screen 2 Findings**

### **Bus Rapid Transit Alternatives Advancing to Screen 3**





Bus Rapid Transit Ashland



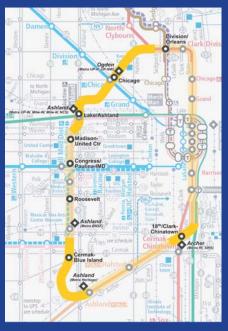
Bus Rapid Transit Ashland-Ogden

#### **Heavy Rail Transit Alternatives Advancing to Screen 3**





Heavy Rail Transit
Ashland



Heavy Rail Transit Ashland-Ogden





# **Community Participation**

- More than 500 people attended Screen 1 and 2 public meetings
- Met with stakeholders and elected officials
- Approximately 550 comments submitted and answered
- Significant media coverage



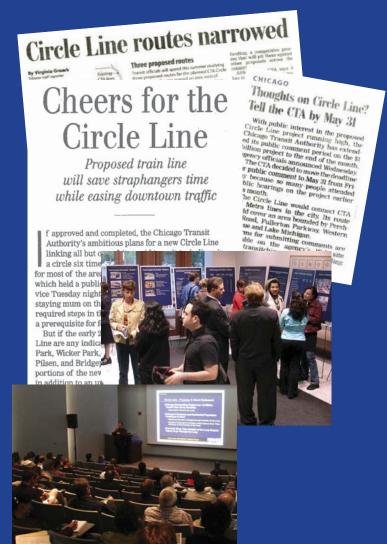














## Screen 3 Expanded Study Area



- Response to public request
- Seeking cost-effective solution to Purpose and Need
- Cicero Bus Rapid Transit & Heavy Rail Transit
- **Modified system routes**
- **Expanded study area** 
  - Extended north to Lawrence
  - Extended south to 79th Street
  - Extended west to Cicero

#### **Chicago Transit Authority** Alternatives Analysis Study Circle Line Project

### Screen 2 Public Involvement Responses to Public Comments and Questions

uestions and comments regarding the Circle Line Alternatives Analysis Study were submitted by a individuals and groups from throughout the Chicago region at the study's Screen 2 Public Meeting leptember 26, 27 and 28, 2006. In addison, public comments and questions on Screen 2 were sub-ticed to the Chicago Transit Authority (CTA) via e-mail and postal mail through October 27, 2006.

ist below shows the index of topics covered in the report, along with the number of comments received for Most of the comments received were regarding the corridors analyzed and other recommended Circle Line in This was followed by an interest in the transit whiches and modes analyzed, as well as the alignments seed. A number of general questions, compliments and complaints also were submitted. Because rents often refer to more than one topic, the numbers associated with each do not equal the total number of sents received.

- rall Circle Line Project Timeline, Purpose, and
- lysis Study (6) Line Study Area (11) Line Study Area (11)

- Funding for Circle Line Construction and Operations (14)
   Project Cost Estimation (17)
   Potential Circle Line Impacts on Existing CTA Services (10)
   Potential Circle Line Connections with Existing





# Screen 3 Alternatives Maps

#### New Cicero Alternatives



**Bus Rapid Transit** 



**Heavy Rail Transit** 

## New Route Alternatives

(Utilizing Ashland/Ogden)



Heavy Rail Transit to Midway



Heavy Rail Transit to Ashland/Archer

# Refined Screen 2 Alternatives

(Lower Cost Alternatives)



**Bus Rapid Transit** 



Heavy Rail Transit Ashland/North Ave

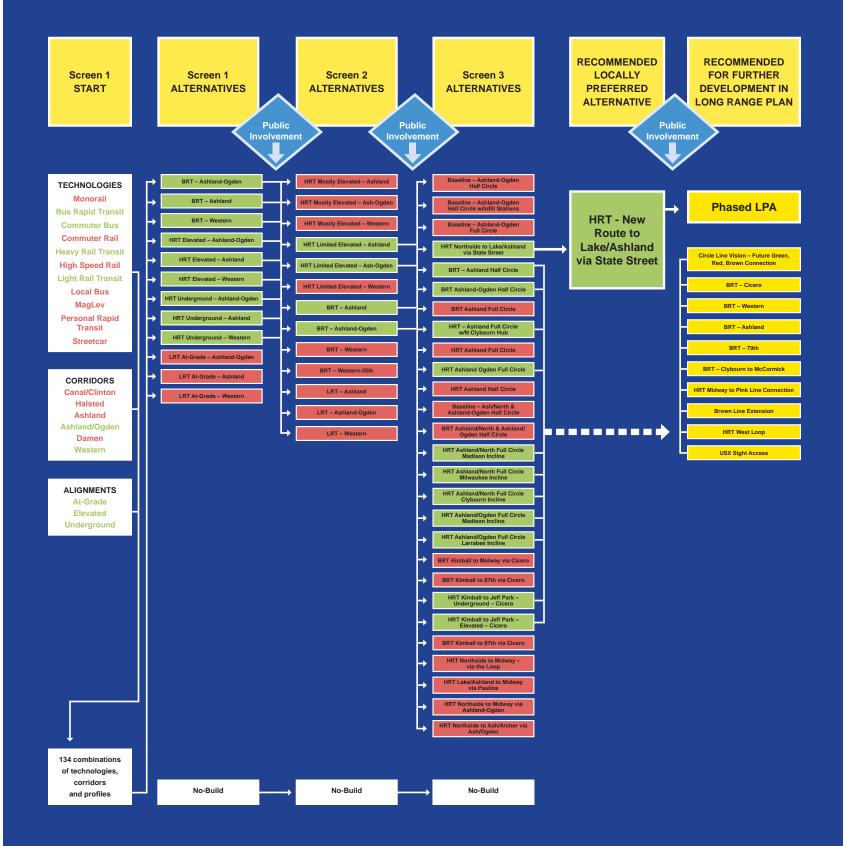


Heavy Rail Transit Ashland/Ogden





## **Alternatives Considered**







# Screen 3 – Step 3 Summary Evaluation Matrix

Criteria	New Cicero Alternatives		New Route Alternatives (Utilizing Ashland/Ogden)		Refined Screen 2 Alternatives (Lower Cost Alternatives)		
	Bus Rapid Transit	Heavy Rail Transit	Heavy Rail Transit to Midway	Heavy Rail Transit to Ashland/ Archer	Bus Rapid Transit	Heavy Rail Transit Ashland/ North Ave	Heavy Rail Transit Ashland/ Ogden
Order of Magnitude Capital Cost (2009 \$million)	\$230	\$4,900	\$1,600	\$1,600	\$320	\$3,200 - \$4,200	\$2,300 - \$3,000
Annual Operating Cost (2009 \$million)	\$15	\$50	\$37	\$28	\$10	\$36	\$33
Annual Project Ridership (2030-million)	5.5	9.1	26.3	22.4	10.5	24.4	25.1
Annual User Benefits (million hours)	2.7	3.6	5.5	4.3	.6	2.6	2.5
Annual Project Cost Per Hour of User Benefits (compared to no-build)	\$11	\$112	\$27	\$33	\$54	\$103 - \$129	\$79 - \$100
CTA Recommendations	Not Recommended					Recommended for Long Term Vision and premise of LPA	
	Potential component of BRT network	High cost relative to estimated ridership	Does not allow for future connections identified in component of Purpose and Need BRT network			Provides for future connections identified in Purpose and Need	





# **Long Term Vision**



- Provides future connections identified in Purpose and Need
- Potential Green, Red, Brown and Purple connections
- Future connections require additional environmental impact analysis





# Recommended Locally Preferred Alternative



Capital Cost (inflated dollars)*	\$1.1 B
Capital Cost (\$2009)	\$1.0 B
Operating Cost (\$2009)	\$22 M
Project Ridership (Year 2030)**	10 M
* Inflated to estimated year of expenditure ** To be revised to reflect refined service plan	



