Chicago Transit Authority
Circle Line Alternatives Analysis Study

Screen One Public Involvement
Responses to Public Comments and Questions

14 July 2006

Written questions and comments regarding the Circle Line Alternatives Analysis Study were submitted by a variety of individuals and groups from throughout the Chicago region at the study's Screen 1 Public Meetings held on May 2, 3, and 4, 2006. In addition, public comments and questions on Screen 1 were submitted directly to the Chicago Transit Authority (CTA) via e-mail and postal mail through May 31, 2006.

All of the questions and comments have been collected and compiled to provide a comprehensive review of the issues raised along with CTA's responses. Every question, comment, and suggestion, submitted during the public comment period has been compiled in the "Outreach Comment Database" (see separate file). Each question has been recorded verbatim and assigned a number that corresponds with the answers provided in this document, ensuring every question or comment submitted has been reviewed and answered or acknowledged.

Many of the comments received were very similar in nature. As a result, similar comments and their responses have been grouped by topic and "General Comment" heading below to avoid duplication. Questions or comments requiring individual or specific responses are also included below along with unique responses. In order to understand some terms used in the Comments and Responses, it may be necessary to review the original Screen 1 presentation materials which are posted on CTA's Web site www.transitchicago.com.

Index of Topics

1. FTA's Alternatives Analysis Process

General Comment:
Please describe the Federal Transit Administration's (FTA) Alternatives Analysis process and its components.

Pertains to specific comments:
53, 91,123

Response:
Alternatives Analysis has for over 25 years been a key part of FTA's decision-making process for awarding grant funding to support fixed guideway transit projects. Federal law requires that projects seeking grant funding from FTA's "New Starts" program be based upon the results of an alternatives analysis study and subsequent preliminary engineering. Alternatives analysis has also been a part of established transportation planning practice in the United States for several decades. At its core, alternatives analysis is about supporting local decision-making. An effective alternatives analysis answers the questions: What are the transportation problems in a corridor? What are their underlying causes? What are viable options for addressing these problems? What are their costs? What are their benefits?[1]

The Circle Line project is currently conducting its Alternatives Analysis study. The Circle Line Alternatives Analysis study will have three steps or "screens." Screen 1, which has just been completed and presented to the public, has issued preliminary findings regarding corridors, alignments, and vehicle technologies that should be advanced to Screen 2 for further analysis. These findings have determined 3 vehicle technologies, 3 potential corridors and 3 alignments that should be studied further. Screens 2 and 3 will further refine these corridors, technologies and alignments. In each successive screen, the potential locations, vehicles and alignments will be discussed in more detail, costs and ridership will be projected and operational questions considered. Ultimately, this process will result in the selection of a Locally Preferred Alternative (LPA) which, with FTA approval, will subsequently undergo environmental analysis and preliminary engineering.

A detailed description of the formal FTA Alternatives Analysis process is available at the Federal Transit Administration's Web site: http://www.fta.dot.gov/16363_ENG_HTML.htm .

Other Specific Comments on this Topic:

Comments:
84. Who has the final decision-making authority between the 12 remaining alternatives? CTA board?
92. What is the relationship between the CTA Board and the Chicago City Council? Would the Council have to approve any or all of the project?
176. What role does the city government play in this process if at all? If citizens are strongly for or against one of the alternatives, how else do they voice this?

Response:
The Locally Preferred Alternative recommended by CTA staff at the end of the Circle Line study will be presented to the CTA Board for adoption and submission to the Federal Transit Administration. The process for reaching the LPA recommendation involves three successive rounds of screening, each with public involvement components including meetings with elected officials (including Aldermen), stakeholder groups, and the general public. As has been the case in Screen 1, the comments received at each of the public meetings will receive responses and will be taken into account in evaluating the various alternatives and ultimately arriving at the LPA.

[1] "Additional Guidance on Local Initiation of Alternatives Analysis Planning Studies." Federal Transit Authority Web site.

Comments:
105. Has [CTA's consultant team] studied other circle line operations, such as London's Circle Line, to see what effects those circle lines had on central business district commerce, commuting patterns, etc?
217. How have other systems in New York, San Francisco, and in the U.S. Paris, London, and abroad been evaluated as reference points for this project? How serious is the CTA in getting this done?
Response:
The example of circle line performance in other cities has provided guidance to CTA in developing the Circle Line concept for Chicago. World cities with operational or planned circle lines that CTA has studied include: Atlanta, Beijing, Berlin, Boston, Bucharest, Chennai, Copenhagen, Daejeon, Delhi, Glasgow, Kolkata, London, Madrid, Moscow, Nagoya, Osaka, Oslo, Paris, Seoul, Shanghai, Singapore, and Tokyo. The alternatives analysis process is structured to result in the identification of the best method for addressing the identified transit needs in the study area. The consultant team and CTA staff have and will continue to use their understanding of other transit systems, including cities with circle lines, to define the characteristics of the alternatives to be analyzed for meeting these needs.

Comment:
124. Is the most economical solution usually chosen even though another scenario may be more effective?
Response:
The FTA process is structured to determine the most "effective" alternative, as measured by the greatest travel time savings, ridership, and other measurable benefits for the most reasonable cost. The result of this analysis will not necessarily be the least costly option in absolute monetary terms, but rather the one with the greatest benefits for transit in the region for the dollars needed.

Comment:
215. Are there factors like potential needs for further expansion taken into consideration during the process?
Response:
The FTA process requires that projects address a clearly defined purpose and need, and the projects are evaluated based on criteria that address these factors. Further system expansion needs are typically addressed by conducting separate alternatives analysis studies for each project. However, after a Locally Preferred Alternative is chosen and when more detailed engineering work subsequently begins, facilities may be designed in a manner that facilitates anticipated future connections and/or facility expansions.

Comment:
216. What types of companies serve as consultants in the alternatives analysis study? Public Relations?
Response:
Planning and engineering firms with experience in transportation planning and the FTA process are the candidates for this type of consultant work. Most consultant teams that perform alternatives analysis studies also have professional assistance from specialized firms in implementing public outreach events, such as the stakeholder briefings and the public information meetings.

Other Specific Comment Noted on this Topic:
257

2. Relationship of Circle Line to Other Proposed Transit Projects

General Comment:
Are other transit projects being considered by the CTA, and if so, what is the relationship between the Circle Line project and these other projects? Of particular interest are the Red, Orange, and Yellow Line extension projects and the Mid-City Transitway proposal.

Pertains to specific comments:
24, 31, 38, 107, 128, 139, 140, 155, 156, 157, 218, 225, 228, 229, 230, 239, 268, 296

Response:
Every five to six years, the United States Congress enacts legislation that authorizes federal funding for highway, transit, motor carrier, safety, and research programs across the country. This federal support represents the primary source of capital funding for CTA and other transit agencies throughout the U.S. The current legislation, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users), authorizes the federal transit and highway programs through 2009. President Bush signed the act into law while visiting the Chicago region on August 10, 2005.

The SAFETEA-LU legislation authorized CTA to seek federal "New Starts" grant support for five new rail lines or line extensions including: the Circle Line; the Red Line Extension to 130th Street; the Orange Line Extension to Ford City; the Yellow Line Extension to Old Orchard; and the Ogden-Carroll-Navy Pier Transitway. In order to qualify for New Starts funding, CTA is required to perform comprehensive Alternatives Analysis studies for each. Alternatives Analysis Studies for the Circle Line and Ogden projects are currently underway. Alternatives Analysis Studies for the Red, Orange, and Yellow Line projects are to begin later this year. These other studies will follow the same federally mandated process as the Circle Line study, but will address the unique transportation needs of their study areas.

It is not unusual for a large region such as Chicago to seek approval for several major transit initiatives at the same time. In the late 1990s, CTA won New Starts funding approval for both the Cermak (Douglas) Branch reconstruction and the Brown Line capacity expansion project at the same time. Metra has also received New Starts funding for multiple projects at the same time. New York City in 2005 had two multi-billion dollar transit projects approved for New Starts funding.

A key feature of the Federal Transit Administration's Alternatives Analysis process is its ability to measure all transit projects from across the nation by the same set of standards. This process ranks projects based on this measurement and not on where they are located. In this way, the benefits and costs of a project can be objectively measured in comparison to all others. Acknowledging that each project has a unique Purpose and Need, the process allows multiple projects from the same region to be rated highly.

There are also other local transit projects that have been included in regional plans but have not been authorized in federal legislation and have not yet advanced to the Alternatives Analysis phase of development. The Mid City Transitway (MCT) is an example of such a project. MCT is a different project than the Circle Line project. It has a different scope and addresses a different purpose and need. The Federal Transit Administration's Alternatives Analysis process requires that unique projects have definable and manageable study areas/corridors. Circle Line and Mid-City are unique and must be treated as such, just as the region's other transit project proposals are.

The Chicago Department of Transportation is currently studying the conceptual feasibility of transit and other infrastructure investments in the Mid-City corridor. Due to the extent of this 22-mile long corridor (longer than any existing CTA rail branch) and the multimodal nature of the Mid-City project concept, potentially involving highways, city streets, freight railroads, as well as public transit, CDOT is the appropriate entity to lead this effort at this time, and CTA will continue to work with CDOT on transit-related aspects of the project. Because the Circle Line and MCT concepts are distinct and complementary, there may ultimately be a need for both projects. Building the Circle Line would not preclude making future transit infrastructure improvements in the Mid-City corridor.

Other Specific Comment on this Topic:

Comment:
227. Will this line be developed in conjunction with Metra's Star line?
Response:
The concept of Metra's Star Line project is to link various Metra rail lines in the distant suburbs. The Circle Line and Star Line projects are distinct, with different scopes and different purposes and needs. Metra is currently conducting their own unique Alternatives Analysis study for the Star Line project.

Other Specific Comments Noted on this Topic:
9, 46, 76, 86, 97, 98, 154, 188, 219, 224, 226, 231, 275, 278, 293, 301

3. Overall Circle Line Project Schedule and Timeline

General Comment:
What is the timeline of the project? How long will it take from design until operation?

Pertains to specific comments:
25, 60, 109, 110, 179, 189

Response:

The FTA New Start grant program requires conceptual transit project proposals to proceed through a formal process of planning, design, and construction. Upon completion of this process, the project will be ready for operation. The process involves five formal steps: Alternatives Analysis (AA); Environmental Impact Statement (EIS); Preliminary Engineering (PE); Final Design (FD); and Construction. At a minimum, each of these steps typically takes 2-3 years to complete. Initiation of each step is also contingent upon continued availability of federal and local funding, the timing of which will also affect the overall project schedule. For highly complex projects the Final Design and Construction steps will take longer, particularly if construction is implemented in sequential phases rather than all at once.

In the Alternatives Analysis step project purpose and need are identified, alternatives to address the purpose and need are developed and evaluated, comprehensive and on-going public involvement is initiated, and a Locally Preferred Alternative (LPA) is determined. The Circle Line project is currently in the Alternatives Analysis step. The next step is preparation of an Environmental Impact Statement. In this step, potential environmental impacts of the LPA are analyzed; potential environmental, financial and economic impacts of each alternative are identified, environmental mitigation strategies are developed, formal public hearings are conducted to receive input, and a formal Record of Decision is received from the FTA upon successful completion.

The Preliminary Engineering step involves engineering effort to support the EIS (30% design level), development of project phasing and construction staging, and feasibility review of mitigation approaches for construction or operational impacts. In the Final Design step the engineering design started in PE is completed, capital and operating cost estimates are updated and construction drawings are prepared, and a Full Funding Grant Agreement is obtained from the FTA upon successful completion. The Construction step commences when federal and local matching funds are secured.

The current Circle Line Alternatives Analysis study is expected conduct public involvement meetings for Screen 2 later in 2006 and for Screen 3 in 2007. Identification of an LPA and completion of the study is anticipated in 2007.

Other Specific Comments Noted on this Topic:
255

4. Circle Line Study Area

General Comment:
How large is the project study area? How were the boundaries of the study area determined?

Pertains to specific comments:
17, 112, 190, 191, 192, 238

Response:
A key component of the Alternatives Analysis process is specifying a study area of a definite size for the project. The goal is to establish a specific area and to define the transit challenges and opportunities within this particular space, so that potential solutions can be measured against these defined challenges. Keeping the study area focused also helps to avoid confusion between multiple unique transit project proposals within the same city or region. Too large a study area can make it too difficult to determine accurately whether the potential solutions effectively address the identified transportation needs.

The study area for the Circle Line is bordered by Fullerton (2400N), Rockwell Avenue (2600W), Pershing Road (3900S), and Lake Michigan to the east. These boundaries define a compact area with numerous opportunities for improving transit connections and growing transit market share. The area also contains all of CTA's rail rapid transit lines and Metra's commuter rail lines that serve downtown Chicago. The boundaries of the study roughly correspond with the maximum load point for each of these existing CTA and Metra rail lines (the points on each line where the trains are typically the fullest). By creating linkages between the existing transit lines in this area, the maximum number of customers should be served. A key goal of the Circle Line is to provide greater access between and within neighborhoods and activity centers outside the central business district, so that Chicago's rail transit network will no longer require travelers to enter the Loop if that is not their final destination. The size of the study area in relation to the existing transit infrastructure within it addresses this goal.

Other Specific Comments Noted on this Topic:
111,193,284,291

5. Corridors Analyzed

General Comment:
How were the potential corridors determined? Why have some been slated for further study while others have not?

Pertains to specific comments:
5, 28, 29, 32, 96, 99, 195, 198, 271, 277, 294, 295, 296, 297, 303, 305, 306

Response:
In this first screen of the Circle Line Alternatives Analysis study, potential corridors were identified for further study as possible locations for new transit service that achieves the project's goals and objectives. At this stage, these corridors do not represent exact locations of transit lines, but rather represent general routings for potential service.

The six corridors initially identified could all connect numerous CTA and Metra transit lines and, to varying degrees, cut travel times for transit customers. The purpose of the alternatives analysis is to identify a Locally Preferred Alternative, which will define a particular mode, corridor, and alignment within the study area that achieves the goals of the project in the most effective manner.

The preliminary findings of the study's first screen identified three corridors (Ashland, Ashland-Ogden, and Western) to undergo further analysis and evaluation in the second and third screens. The first screen's evaluation process showed that the other corridors did not address the identified purpose and need for the project as well as these three did. That is not to say transit services could not be implemented within the other corridors in the future—but such a service would have to address a different purpose and need. Future phases in the Alternatives Analysis study will identify more specific locations for transit service within these corridors.

Numerous public comments have provided input regarding preferences and reasons for using one corridor routing versus another, including variations, alterations, and additions to the corridors presented at the Screen 1 public meetings. These comments have been noted and will be used in determining the appropriate characteristics of each remaining corridor in Screens 2 and 3 of the study.

Other Specific Comment on this Topic:

Comment:
172. It wasn't clear from the proposed [corridors] whether the line would actually get to Fullerton or only to North and Clybourn. I would like to see the line go at least to Fullerton, possibly Diversey. A better [corridor] would include a Clark St. Subway, thus allowing tourists and neighborhood residents to get to the Zoo or Lincoln Park Conservatory or home much faster than they currently can. Think about it this way: The line would run along either Western or Ashland on the Westside, as you have it aligned but IN THE SOUTH have it run into CERMAK and all the way EAST to Indiana and then NORTH...light or heavy rail could be utilized for the run north...as the line continues NORTH it would run onto or under Columbus and then through Streeterville. With this [corridor] south and east of the loop, not only would it hook up with METRA South Shore, but you would improve the cities ability to get to the Museum Campus and Soldier Field! As the line runs up Columbus it could turn WEST at Chicago and run toward the red line...finally making its turn to the NORTH under Clark St. or LaSalle St. and running up to Fullerton or Diversey where it would again turn WEST and finish off with the [corridor] you have set out in the west. The reason that this [corridor] seems superior is because it allows for better access by RAIL to several communities that only have limited bus service (esp. South Loop and Lincoln Park Zoo areas). If you are going to spend as much money as you are planning on, it would be wise to at least consider this [corridor] since you could use light or heavy rail, and would likely see an increase in revenue generated from the tourist dollars the line would certainly generate. Does this sound do-able to you? I am at least hoping that the people that live in the under-served South Loop and Lincoln Park areas where the line will run would appreciate this [corridor]!

Response:
This suggested routing runs outside the study area in several instances and addresses transit goals beyond the purpose and need of the Circle Line study as set forth in the Screen 1 analysis. This suggested routing also implies creating new transit infrastructure along the entire routing and does not leverage existing transit infrastructure to any significant degree (which is another goal of the proposed project). The Circle Line study must limit itself to its study area boundaries and achieve the identified project goals and objectives.

Other Specific Comments Noted on this Topic:
26, 34, 35, 39, 41, 43, 57, 101, 114, 116, 117, 194, 196, 197, 199, 200, 254, 259, 262, 267, 272, 281, 285, 287, 288, 290, 300

6. Alignments Analyzed

General Comment:
How is it determined which alignment to use: subway, elevated or at street level?

Pertains to specific comments:
3, 4, 201

Response:
Three alignments (or profiles) are possible for any transit service: below ground (subway), above ground (elevated) or at grade (street level). The current CTA system features trains that operate on each of the three alignments at various points within the rail system. Following modern transit industry practice, CTA-compatible heavy rail will only be considered in elevated or underground alignments in the Circle Line analysis (not at street level).[2] Light rail and bus rapid transit will only be considered on street level (at

[2] Although there are sections of CTA's existing Brown, Pink, and Purple heavy rail transit lines that currently operate at grade, this characteristic is due to the design standards that were in place at the time

grade) alignments, because the benefits of lower construction costs for these technologies could not be realized if they were to use an elevated structure or subway alignment like heavy rail.

Other Specific Comments on this Topic:

Comment:
37. What specifically excludes the use of the Damen corridor for a below-grade alignment?
Response:
Although it might indeed be physically possible to build a subway under Damen Avenue, the northern half of Damen within the study area is a narrow, mostly residential street. Due to the narrow width of the street subway construction on Damen would be more disruptive to adjacent properties, especially in terms of utilities and construction staging. Because the Ashland and Western corridors are nearby, and are of a width that is much more favorable to less disruptive subway construction, Damen's negative impacts have been determined to exceed any advantages of that routing and it has been removed from further study.

Comments:
44. I am dubious about any grade-level project because of interference with street traffic where the buses or light rail cross streets. That will irritate drivers.
119. If transportation is at grade: Will it encounter stop lights? Could it be involved in a car crash? Did you take winter climate in to account?
Response:
This is a key feature of grade level transit systems—they do need to coexist with ordinary street traffic and other conditions at street level. As the Alternatives Analysis study proceeds into the screens 2 and 3, the specific potential impacts of Light Rail Transit (LRT) and Bus Rapid Transit (BRT) on street traffic within the study area will be more fully examined. At-grade alignments are subject to traffic control requirements of the street on which they operate. Dedicated lanes for LRT and BRT can increase travel speeds along streets and provide for special signals for transit vehicles at intersections. LRT and BRT technologies have been proven in winter service in cities including Boston, Minneapolis, Toronto, Calgary, Ottawa, and many others.

Comment:
80. Would the tunnels be bored [mined from underground] or a cut-cover [dug from the surface down] method?
Response:
Tunnel construction methods for underground alignments will be determined based on the depth of the alignment and on soils conditions. If a tunnel alignment is ultimately chosen for this project, construction methods would be examined in great detail as part of the "Preliminary Engineering" step, which follows the Alternatives Analysis. Typically in major modern urban subway construction, stations are more likely to be constructed by cut and cover methods, while the tunnel tubes in which the tracks are laid between stations are more likely to be bored using machines that operate exclusively underground.

Comment:
81. Would a light rail ever run underground or elevated like the Boston T or Toronto TTC?
Response:
The cost of elevated and/or underground alignments are usually independent of the technologies used on them. Thus LRT in a subway or on an elevated structure would cost roughly the same as heavy rail on the same alignment. Since compatibility with existing CTA operations is a significant extra advantage to using heavy rail vehicle technology on elevated or underground alignments, the study has eliminated from further consideration LRT and BRT on elevated or underground alignments.

Comment:

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these lines were built nearly 100 years ago. Modern design practice for newly-built heavy rail transit lines calls for complete grade separation to promote faster and more reliable service for transit customers.

173. I recently attended one of the community outreach meetings and I had some questions regarding the proposed route. Is the new circle line going to be constructed underground or elevated? If it is going to be constructed elevated, what type of elevated structure is it going to be? Is the structure going to be concrete pillar(s) with a steel trestle? The street can be more aesthetically pleasing than multiple pillars straddling the road (Canal street). Also, will the CTA be considering a bored tunnel design over a cut-cover tunnel? The bored tunnel design would reduce the impact of shutting down some of the busier roads in Chicago (Ashland or Western). This would also reduce the utilities and business impacts as the road is torn up for the cut and cover operation.

Response:
The engineering suggestions made here are noted, but are outside of the decisions to be made as a part of the Alternatives Analysis. In conformance with the Federal process, detailed engineering specifications will be considered during the Preliminary Engineering and Environmental Impact Statement stage, after a Locally Preferred Alternative has been selected in the Alternatives Analysis.

Comment:
203. How will a subway be built if you live directly above the path?

Response:
Subway construction methods depend on the depth of the alignment and the composition of supporting soils. Decisions on routing will ultimately be influenced by the presence or absence of existing structures above the alignments.

Other Specific Comments Noted on this Topic:
36, 50, 56, 106, 118, 202, 206, 269, 279

7. Transit Vehicles/Modes Analyzed

Specific Comments on this Topic:

Comment:
45. I totally support the idea of a Circle Line and have imagined something like it since I started riding on the CTA in the 1980s. I hate the idea of bus technology. Buses don't get you out of traffic, are slow, take too long to board and exit, and are unreliable and waiting for them exposes one to the weather and crime.

Response:
All transit vehicle technologies, whether rail, bus or other, have unique attributes and features. The Circle Line Alternatives Analysis Study is examining which vehicles would best address the transportation needs within the study area. Initial consideration was given to the suitability and applicability of the technologies. Suitability focused on operating characteristics and impacts on communities and traffic, as well as integrating them into existing CTA networks. Applicability focused on reliability and whether the technology has been proven in North American revenue service. Of the initial 11 technologies considered in the first screen, preliminary findings have determined that three transit vehicle technologies—Bus Rapid Transit, Light Rail Transit, and Heavy Rail Transit—may be appropriate for addressing the identified purpose and need for the project. These three technologies will be studied further in Screens 2 and 3 for use within the study area.

Comment:
13. Have you considered switching from oil to electric powered buses as one of your alternatives?

Response:
The “Local Bus” technology (today’s ordinary CTA buses) is included in the federally required “No-Build” and “Baseline” alternatives with which the potential preferred alternatives will be compared. The operating characteristics of the Local Bus technology do not significantly change depending upon their type of fuel or propulsion systems, so the merits of any such changes would be considered independently of the Circle Line study process.

Comment:
14. Why wasn't a pedway that includes a moving sidewalk explored as an option?
Response:
Pedways and moving sidewalks are not considered mass transit vehicular technologies, but rather systems for moving people within or between related buildings. Pedways and moving sidewalks may ultimately be considered as appropriate features within some stations among the alternatives, but they would not be appropriate as stand-alone alternatives.

Comment:
15. Why can't bullet trains share either the tunnels (double tunnels) or elevated line (double line) to lower the cost?
Response:
High-speed rail (sometimes called bullet train technology) is not a compatible shared use with an urban transit system such as the Circle Line due to differences in track geometry design standards. An urban train or bus can handle much tighter curves and steeper slopes than an inter-city high-speed train.

Comment:
16. Why would you use another type of vehicle other than existing trains? If switched the systems could not interchange.
Response:
The compatibility and interchangeability benefits of heavy rail vehicles (CTA's current rail vehicle technology) is an important criterion—one of many—for measuring the effectiveness of the Screen 1 alternatives that will be further evaluated in Screens 2 and 3.

Comment:
19. Why don't you use new materials and technologies so the money used for the research and development are used to share costs on this project?
Response:
The suitability criterion in Screen 1 requires that vehicle technologies be proven in revenue service. Research and development costs for new transit systems is not part of the official federal cost-effectiveness calculation for FTA New Starts projects.

Comment:
33. At this point which route and mode of transportation would provide the most efficient service as it would affect CTA riders within the study area?
Response:
The answer to this question should be the result of the entire Alternatives Analysis study. The Locally Preferred Alternative should ultimately reflect this determination.

Comments:
54. Can buses be used temporarily till rail is built?
65. The local bus option may not save travel time. Can't additional routes be added using current buses or current routes be re-routed?
Response:
Local bus will continue to be an important part of CTA service in any case and is represented in the "No-Build" and "Baseline" alternatives with which the potential preferred alternatives will be compared. Local bus service will be a part of all alternatives and also a part of any potential opportunities for "phasing in" the full Locally Preferred Alternative for Circle Line service.

Comment:
62. Would the new heavy rail rapid transit be as noisy as the current one?
Response:
The study will consider various characteristics of modern heavy rail vehicles that retain compatibility with CTA's current rail track, structure, signal and communication systems. Another source of noise in transit systems is the structural system that supports the surface on which the vehicles travel. Modern

structures are generally much quieter than the 100+ year old steel structures on which many CTA trains are currently operated.

Comment:
82. If light rail is chosen would the train sets be the same gauge [distance between the rails] as the heavy rail so that it can be moved around the system?
Response:
Most modern LRT systems are built to standard gauge and are theoretically interoperable on existing CTA track, which is also standard gauge. However, LRT systems generally use overhead wire to supply moving power while heavy rail, such as existing CTA lines, generally use third rail power. For this and other technical reasons (such as the precise dimensions of the rail cars), direct compatibility and interoperability between LRT and CTA's existing heavy rail infrastructure would be difficult to achieve.

Comment:
169. What is the proposed fuel of the new line?
Response:
The LRT and HRT technologies proceeding into Screen 2 are assumed to be powered electrically by off-board power sources and delivered to the trains by overhead wire or third rail. BRT vehicles would have on-board engines. The fuel for BRT vehicles could be ultra low sulfur Diesel or other low emission fuel.

Comment:
207. Can a rail system other than heavy light rail really be feasible technology for the Circle Line project, given that all of the tracks would share at least some track with existing CTA rail lines?
Response:
To the extent that existing CTA rail lines are used as part of a Circle Line alternative, the chosen vehicle technology must be compatible and able to operate interchangeably. If another transit technology is selected, the vehicles would not be able to operate on existing CTA rail lines and customers would have to transfer from the new vehicles to CTA's current vehicles at the stations where the new and existing lines meet. The implications of both scenarios will be analyzed in greater depth during Screens 2 and 3 before arriving at the Locally Preferred Alternative.

Comments:
208. Are multi-mode alternatives (part light-rail, part bus) being considered, or only single-mode solutions?
210. If this is being referred to as the Circle Line, why was bus service looked at? Is this a strictly rail project or multi-modal?
Response:
Multi-mode alternatives will be considered. The service plans for these alternatives will require customers to transfer between modes. The factors will be evaluated to determine their effects on cost and ridership.

Other Specific Comments Noted on this Topic:
12, 42, 58, 120, 121, 122, 209, 211

8. Proposed Circle Line Stations

Specific Comments on this Topic:

Comment:
113. How will station locations be chosen in the study area?
Response:
Prospective station locations will be associated with the alternative alignments in Screen 2 of the study. A major purpose of the Circle Line is to establish connectivity in the transit network, so candidate station sites will primarily (if not exclusively) be at points of interconnection with other CTA rail and bus routes, as well as at crossings with Metra's commuter rail lines.

Comment:
115. Will CTA take away the Ashland [Green Line] stop to build the Ashland/Ogden stop? I hope that the Western & Lake area is looked at as one of the major stops. There will be a new district coming up there.
Response:
At this point in the Alternatives Analysis study, station locations have not been determined. Conceptual station locations will be tested and presented for further comment in the findings of Screen 2 of this study. A recommended corridor, vehicle technology, and alignment will be the product of Screen 3.

Comment:
126. Will the CTA finally add stations between the Western and Ashland, and the Ashland and Clinton stations on the Green Line?
Response:
Additional stations on existing lines are not part of the corridor analysis for the Circle Line alternatives. However, they may be considered as possible components of a "Baseline Alternative" with which the potential preferred alternatives will be compared.

Other Specific Comments Noted on this Topic:
49, 125, 127

9. Proposed Circle Line Operations

General Comment:
What will the Circle Line's [operating] schedule be like? Will it run 24 hours a day? Will it have express trains?

Pertains to specific comments:
79, 108, 130, 184, 220, 302

Response:
At this time, operating hours, frequency, routing and other operational issues have not been set. All of these issues are dependent on the type of vehicle technology used and in what alignment they are used. Until those decisions have been made, operation guidelines cannot be developed. It is expected that any new CTA service will be generally consistent with current CTA operating standards and seek to provide customers with frequent and consistent travel options. The upcoming Screen 2 analysis will include more comprehensive descriptions of alternatives, including the operating characteristics being tested.

Other Specific Comments on this Topic:

Comment:
93. What's meant by "maximum loading point?"
Response:
The maximum loading point on a transit line is that point between two stations where the transit vehicles are typically most full. The uneven pattern of persons getting on compared to persons getting off at any station or stop contributes to the loading of trains, primarily growing inbound towards downtown (or other major destinations) and lessening outbound away from downtown.

Comment:
244. I commute from the S. Cook / E. Will county areas to Belmont/Western on the north side. How will the Circle Line help me?
Response:
If your current travel pattern involves using Metra or CTA rail lines to approach downtown Chicago from the south, the Circle Line should make it easier to transfer between CTA and Metra lines en route to your

destination on the north side (and vice versa). The Circle Line may also provide a more direct, faster, and less crowded connection by traveling around, rather than through, the center downtown Chicago.

Comments:
131. How will the new trackage west of the train entrance to the subway, west of Halsted along the Eisenhower Expressway be utilized?
183. CTA is very focused on rail improvements. Will it expand capacity?
Response:
These questions relate to other ongoing improvements to current CTA rail infrastructure or other parts of the existing CTA rail system and are not within the scope of the Circle Line study.

Other Specific Comments Noted on this Topic:
40, 51, 263, 274, 298

10. Ridership Projections

General Comment:
How many people will ride the Circle Line?

Pertains to specific comments:
47, 48, 83, 186, 187, 223

Response:
As required by the formal FTA process, CTA is working in cooperation with other regional transportation agencies and the region's official Metropolitan Planning Organization, the Chicago Area Transportation Study (CATS) to develop a computer model that can be used to forecast ridership for various alternatives beginning in Screen 2. This computer model is based on other models already used by CATS for other regional transportation planning purposes. Because we are at an early stage in the Alternatives Analysis study, ridership projections have not yet been made at this point.

Preliminary descriptions of alternatives, including corridor, vehicle technology, alignment and operating plans will become the basis for preparing the ridership forecasts. The ridership forecast is a key component used to evaluate the effectiveness of the various alternatives. Developing these projections is a required part of the Alternatives Analysis process and will be finalized in Screen 3 of this study.

Other Specific Comments on this Topic:

Comment:
73. Will interim transit improvements such as express bus service be used to test ridership assumptions used in the Circle Line?
Response:
The alternatives to be tested using the ridership model include Bus Rapid Transit, which is a specialized version of express (limited stop) bus service.

Comment:
138. In reference to your ridership review as part of the study. You are looking at renewal relationship and data gathering between CATS, Metra, and PACE; what about the City and CDOT ridership reviews.
Response:
The Chicago region's transportation forecasting model is being enhanced by CATS to comply with the needs of the FTA New Starts process. This process has involved close cooperation between CATS and both CTA and Metra, who will be using the model for Chicago region New Starts Alternatives Analysis studies currently underway or soon to be started. The Chicago Department of Transportation and other regional transportation agencies also work closely with CATS to ensure the accuracy of the model,

although only CTA and Metra are sponsoring New Starts projects that will directly use this particular version of the CATS model.

11. Potential Property Acquisition

General Comment:
Will private property have to be acquired to accommodate construction of the Circle Line?

Pertains to specific comments:
8, 71, 141, 142, 143, 204, 205, 232

Response:
At this stage in the Alternatives Analysis study is too early to determine whether or how much private property would be needed to build the Circle Line. The corridor, alignment, vehicle technology and detailed definitions of alternatives will need to be established before potential property impacts can begin to be assessed. Detailed property impacts cannot be determined at Alternatives Analysis stage, but must await the subsequent Preliminary Engineering and Environmental Impact Statement phases of project development. Public acquisition of private property is governed by strict federal and local processes. Property owners are compensated for their properties based on fair market values and can be provided relocation costs.

Other Specific Comment on this Topic:

Comment:
10. How does the FTA address land within the Armitage-Halsted landmark district?
Response:
The study area includes two historic landmark areas. The Sheffield historic district covers a portion of the northern study area (including parts of Armitage Avenue and Halsted Street). The newly designated Pilsen historic district covers a large area in the southern part of the study area. All of the corridors being considered will cross a part of each historic district. This means that every alternative will be subject to possible conditions, if any, related to the districts. As such, this factor will be equal for all alternatives considered in Screens 2 and 3 and will not be a distinguishing factor among alternatives in the evaluation. Per federal law, historic preservation matters are addressed in detail during the Environmental Impact Statement phase of project development, which follows the Alternatives Analysis.

12. Circle Line Alternatives Analysis Public Involvement Process and Format

General Comment:
How is the general public being informed and involved in the Circle Line Alternatives Analysis process?

Pertains to specific comments:
20, 21, 23, 30, 182, 212, 214, 237, 296, 303

Response:
There will be a total of nine public involvement meetings in the course of the Circle Line Alternatives Analysis study, three each for Screen 1, Screen 2, and Screen 3/LPA. The three meetings for each Screen will be distributed among the northern, central, and southern parts of the study area. The first round of meetings (Screen 1) were held in the first week of May 2006. The May 2 meeting (south) was at the Mexican Fine Arts Museum in Pilsen; the May 3 meeting (north) was at Lincoln Park High School; and the May 4 meeting (central) was at the University of Illinois at Chicago. A total of 187 people signed in for the three Screen 1 public meetings and 302 comments were received.

The next sets of meetings will be held in different locations within the study area when they are scheduled as part of the subsequent screening processes. The first round of meetings were (and all subsequent meetings will be) announced through ads in neighborhood newspapers as well as public alerts on CTA trains and buses, at rail stations, on the CTA website, and distributed to print and broadcast news via a press release.

The format of the meetings included groups of poster boards containing information on each subject area in the study, where individual conversations between the public and project staff could take place. A community presentation provided information in a slideshow format led by the study's project managers. Meeting attendees were requested to submit questions and answers in a written format in order to allow a greater number of questions from a wider range participants to be heard. Many of the written questions were of a similar nature, so the grouping of these into a few representative questions by the moderator allowed time for additional topics to be covered. CTA and the consultant team staff were also available to answer individual questions on a one-on-one basis following the general question and answer period.

These and other detailed questions are being answered individually for the record in the format of this document, which will be made available on the CTA website and through other means.

General Comment:
Why were all questions and comments at the public meetings required to be written down? How will the written questions and comments be incorporated into the Alternatives Analysis Study?

Pertains to specific comments:
22, 55, 95, 151

Response:
The screen 1 public meetings were conducted so as to provide a general overview and to answer general questions about the project, its scope and the Alternatives Analysis study. Written comment / questions cards were provided to all attendees and were made accessible online or by request. By utilizing written questions and comments, CTA ensured that everyone's thoughts were collected and reviewed (rather than only those individuals who might choose to speak publicly at a meeting). In this way, the intent is for everyone to have an equal opportunity to participate in the process. In addition, by reviewing similarly worded questions, presenters were able to address multiple individuals at once and avoid repetition during the public meetings. All of these cards and other written submissions (primarily emails) have been reviewed and will be submitted to the Federal Transit Administration as a part of the official documentation for the Alternatives Analysis study.

Other Specific Comment on this Topic:

Comment:
152. In the future, when giving further proposals, would it be possible to have a more detailed graphic of the actual proposal with more in depth detail available for the public to take with them?
Response:
Screen 1 is the most general of the presentations in the Alternatives Analysis process. The alternatives carried into Screens 2 and 3 are progressively more detailed and will have a deeper level of analysis and evaluation. Presentation materials for the Screen 2 and 3 public information meetings for those screenings will show this detail accordingly.

Other Specific Comments Noted on this Topic:
67, 94, 100, 102, 153, 174, 175, 181, 213

13. Funding of Circle Line Construction and Operations

General Comment:
How will the construction and operation of the Circle Line be funded?

Pertains to specific comments:
52, 59, 63, 69, 70, 90, 133, 137, 180, 240, 241, 242

Response:
The Circle Line will seek approval and funding for construction from the federal government through the Federal Transit Administration's "New Starts" grant program. This program provides funding for major public transit infrastructure projects throughout the U.S. For projects that ultimately receive a "Full Funding Grant Agreement," the federal government provides 50% or more of the project's capital costs. State and local funds comprise the remainder. Other sources may also be used to provide funding for the project, but the federal New Starts grant program is the program most capable of supporting transit projects of this nature. However, securing a New Starts grant is a nationally competitive process.

To secure the federal New Starts funding, matching funds of at least 20% are required from non-federal (i.e., state and local) sources. From 2000 through 2004, the Chicago region's matching funds came from the State of Illinois through the Illinois FIRST legislation. The Illinois FIRST legislation expired on June 30, 2004. Since that time, CTA has been working with the Illinois Legislature to enact a replacement to Illinois FIRST and ensure that all future federal transit funds available to the Chicago region can be utilized.

Estimates of the Circle Line capital costs will depend on route and alignment and will be prepared during the second and third Screens. Once the line is built and operational, the funds to operate the system will come from fare revenue as well as local and state funding sources, consistent with the funding mechanisms that support CTA's current bus and rail transit services.

Other Specific Comments on this Topic:

Comment:
64. Should the LPA be local bus what would federal funding be used for?
Response:
Local bus is part of the "No-Build" and "Baseline" alternatives and would not likely be the only aspect of the LPA. If the No Build or Baseline options are chosen, it is unlikely that the project would qualify for federal New Starts grant funding (which is a discretionary funding source). Other funding sources (federal and/or non-federal) might still be available to support Baseline improvements.

Comment:
66. Will this project use TIF funding?
Response:
At this stage in the Alternatives Analysis, the Circle Line is not yet well enough defined to prepare a budget estimate and no local funding sources have yet been identified to potentially contribute to the budget. A financial plan for the Circle Line will be prepared during Screen 3 of the study. Tax Increment Finance funding is one of many potential local funding sources that may be considered at that time.

Comment:
68. Will federal funds be left for any other transit expansion plans [if] the Circle Line is built?
Response:
The FTA New Starts process is meant to provide an objective measure of projects across the U.S. There is no quota on eligible projects for any region. As directed by the Chicago Transit Board, CTA staff are advancing Alternative Analysis studies for four other projects at this time in addition to the Circle Line. It is not unusual for a large region such as Chicago to seek approval for several major transit initiatives at the same time. In the late 1990s, CTA won New Starts funding approval for both the Douglas (Cermak)

Branch reconstruction and the Brown Line capacity expansion project at the same time. CTA's suburban transit partner, Metra, has also received New Starts funding for multiple projects at the same time. New York City in 2005 had two multi-billion dollar transit projects approved for New Starts funding.

Comment:
132. As the Federal Government changes over the years, will the funding change too?
Response:
After the Alternatives Analysis and Draft Environmental Impact Statement are complete, and before construction begins, approved New Starts project sponsors (such as CTA) negotiate a Full Funding Grant Agreement (FFGA) with the federal government. The FFGA specifies the terms of federal participation over the life of the project. This contract provides financial stability for the duration of construction.

Comment:
134. If you are not seeking federal funding for this major capital project, are you still subject to any type of federal requirements or regulations?
Response:
Not seeking or using federal funding removes some but not all federal regulation and oversight. However, some federal regulations as well as state and local regulations (such as environmental documentation) would remain in force.

Comment:
135. If Federal funding is not secured, will there be efforts to raise funds to move forward, or will the project be abandoned?
Response:
The SAFETEA-LU legislation passed by the U.S. Congress in 2005 authorized CTA to seek federal New Starts grant funding for five new rail lines or line extensions including the Circle Line. CTA has had success obtaining New Start grant funding from Congress for previous major capital investments and is committed to working closely with our region's Congressional delegation to obtain optimal federal funding support for the Circle Line project, along with appropriate matching funding from state and local sources.

Comment:
136. With transportation bills prepared every 6 years, each with fierce competition for non-auto forms of transit, would funding for the Circle Line be broken in to two bills, or could full federal funding be sought in just the next bill. Also, would the state of IL be required to match federal funds with 20% ratio.
Response:
A successful Full Funding Grant Agreement addresses the multi-year considerations of a federally funded project. A project's local match can take the form of state and/or local funds as described in the general response to this topic.

Other Specific Comments Noted on this Topic:
6

14. Potential Circle Line Impacts on Existing CTA Services

General Comment:
Will existing CTA services be affected by the Circle Line?

Pertains to specific comments:
145, 146, 147, 148, 233, 234, 235, 246, 292, 296

Response:
CTA continually re-evaluates its existing bus and rail transit services. Routing, scheduling and timing are adjusted regularly to address changing travel market needs and improve customer service. If the Circle Line is approved and constructed, the CTA will consider how the new service will be integrated with existing rail and bus services. This evaluation may suggest the need for new or modified bus and rail

services to best complement the Circle Line service. The nature of potential changes to current CTA services cannot be contemplated until the prospective operating characteristics of the Circle Line are more fully defined in Screens 2 and 3.

Other Specific Comment on this Topic:

Comment:
185. What is CTA doing about bus services, which accounts for 65% of ridership?
Response:
CTA operates local bus services throughout Chicago and surrounding suburbs and will continue to do so under any Circle Line alternative.

15. Potential Circle Line Connections with Regional Transit Services

General Comment:
Will the Circle Line connect with existing CTA and Metra lines? Will I be able to transfer from one service to another?

Pertains to specific comments:
2, 18

Response:
A key goal of the Circle Line is to utilize and integrate existing regional transit infrastructure to the greatest extent possible. CTA's bus and rail lines, Metra's commuter rail lines, and Pace's suburban bus services are interrelated. The Circle Line will be designed to make convenient connections between all transit services with which it intersects. At this stage in the Alternatives Analysis study, specific connection points have not yet been determined. However, the corridors presented in Screen 1 all contemplate strengthening connections between the Circle Line and intersecting CTA rail, CTA bus, Metra rail, and Pace bus services within the study area. These connections will be more fully described and analyzed in Screen 2.

As a part of the Alternatives Analysis process CTA meets regularly with its partners at Metra, Pace, RTA, the Chicago Department of Transportation, the Illinois Department of Transportation, the Cook County Highway Department, and the Chicago Area Transportation Study to promote coordination within the region's transportation network.

Other Specific Comments on this Topic:

Comment:
78. Will these projects improve connections to the north Michigan Avenue – Near North from the commuter railroads?
Response:
Depending upon the corridor and vehicle alignment chosen, the Circle Line has the potential to greatly improve connections between existing CTA and Metra rail lines and the North Michigan Avenue – Near North area. CTA rail and Metra rail customers could have the ability to transfer to the Circle Line service before reaching the Loop or downtown Metra terminal, and then take the Circle Line directly to the Near North area. Opportunities to improve transit connections such as this will be examined in more detail in Screen 2.

Comment:
85. With the Circle Line linking CTA to Metra Stations will the fare cards for Metra, PACE and CTA be linked?
Response:
Fare policy for CTA, Metra, and Pace is presently determined by each agency's independent Board of Directors. At present, CTA and Pace have an integrated fare policy and share most fare media. CTA's Chicago Card technology is capable to accommodating a wide range of fare structures.

Comment:
104. Has Metra given any feedback? Is Metra positive about the general concept of all the new CTA/Metra transfer points?
Response:
CTA and Metra staff have communicated frequently regarding the relationship between the Circle Line project and potential connections with Metra lines in the study area. These discussions will continue as the alternatives become more precisely defined in Screen 2 of the study.

Comment:
222. Will the Circle Line be 100% new construction, or a mix between existing lines similar to the Pink line?
Response:
Precise descriptions of possible alignments will be prepared in Screen 2 of the study. It is expected that alternatives will be evaluated that include alignments that use parts of existing lines as well as alignments that do not.

Other Specific Comments Noted on this Topic:
27, 276, 280, 286

16. Potential Circle Line Economic Impact

General Comment:
What will be the economic impact of the Circle Line?

Pertains to specific comments:
7, 150, 296

Response:
An economic analysis for the Circle Line will be conducted later in this study. However, numerous transit studies, including one conducted recently by the U.S. Department of Transportation, have found that for every $1 billion invested in transit projects, 47,500 jobs are created or sustained.[3]

Other Specific Comments on this Topic:

Comment:
144. Who is the Circle Line targeted toward and for what purpose is it being built?
Response:
The Purpose and Need statement for the Circle Line Study identifies a growing travel market for trips to and within neighborhoods on the periphery of Chicago's central area. The Chicago region's current rail transit system is focused almost exclusively on the very center of the region (the Loop area). Many rail trips to or from the periphery of the central area, or trips between neighborhoods entirely outside of the central area, must now travel through the central area (which is usually the most crowded part of the

[3] Testimony of the American Public Transportation Association before the U.S. House of Representatives, Appropriations Committee, subcommittee on Transportation, Treasury and Independent Agencies, March 19, 2004

system) in order to reach their destination. By connecting the radial CTA and Metra transit lines with each other, the Circle Line will reduce transit travel times for many trips and improve transfer opportunities throughout the region.

Comment:
170. Would the Department of Planning engage in planned transit oriented development around the route, and if so, in what areas would be targeted?
Response:
The ability to encourage transit-oriented development is considered an important aspect in the analysis and evaluation of the corridors in Screens 2 and 3. However, there are several transit-supportive concentrations of travel activity already in place along the candidate corridor, such as the Illinois Medical District. In evaluating possible alignments, the FTA New Starts process rules regarding evaluation of transit supportive land use will be followed. In addition, qualitative judgments on suitability of corridors for future transit supportive land uses will be considered.

Comment:
236. What consideration has been put forth W.R.T commercial & retail migration away from the traditional loop as a result of building a Circle Line?
Response:
Rather than encouraging "migration" away from the Loop, the Purpose and Need for this project anticipates that connections within the transit networks of the region will make both the Loop and the selected Circle Line corridor on the periphery of Chicago's central area more accessible and better connected. This relationship is expected to be mutually supportive—adding value and supporting economic growth within the Loop area as well as the neighborhoods beyond.

Other Specific Comment Noted on this Topic:
11

17. General CTA Funding Issues

General Comment:
How can the CTA afford to proceed with new projects, such as the Circle Line, if they are facing a funding crisis?

Pertains to specific comments:
243, 245, 247

Response:
CTA, along with all transit agencies in the United States, receives public funding for both operating expenses and capital expenses.

The operating budget supports CTA's day-to-day operations and helps determine the service frequency and hours CTA can offer on its bus and rail system. Nearly half of CTA's operating budget comes from customer fares and revenue generated from sources such as advertising and concessions. The other half of the operating budget comes from regional sales taxes and matching funds from the State of Illinois. No federal funds are available specifically to cover operating expenses. The Chicago region's current transit operating funding structure is based on geographic boundaries and retail spending—not ridership or service provided. As a result, CTA's share of this public funding has lagged nearly one full percentage point behind inflation for the past two decades. This issue is the core of the well publicized financial crisis facing CTA today.

Meanwhile, CTA's capital funding is provided both by the federal government and State of Illinois and is granted specifically for improvement projects such as rail station renovations, track and structure rehabilitation, bus and rail car purchases, and rail extensions. It is capital funding that is being sought for

the Circle Line and other New Starts projects. This money helps the CTA maintain and improve its service, but federal rules restrict its use for day-to-day operations expenses.

CTA is simultaneously pursuing solutions to its operating funding challenges while also positioning itself (through Alternatives Analysis studies such as this one) to secure capital funding to meet the region's future transit infrastructure needs.

18. General Customer Service Questions/Compliments/Complaints

CTA Customer Service representatives were also in attendance at the public meetings for the Circle Line and were available to answer specific questions on existing CTA services and to take suggestions for improvements to those services. Many questions submitted to the Circle Line study team also covered these topics, which are outside the purview of the study itself. The study team notes these questions and comments and has referred them to the CTA Customer Service for an independent response and filing through CTA's established Customer Service procedures.

Other Specific Comments Noted on this Topic:
61, 74, 75, 77, 103, 129, 149, 159, 160, 161, 162, 163, 164, 166, 167, 168, 177, 221, 248, 249, 250, 251, 252, 253, 256, 260, 261, 264, 266, 273, 277, 282, 283, 296, 307

19. Other

This section contains comments on aspects of public transit that do not fit into the Circle Line study scope or the CTA's customer service department topics. It includes general comments, overall viewpoints, or other observations that can be characterized as public input to the study process. Many comments do not ask a question but rather point out specific views on the subject, which have been noted.

Other Specific Comments on this Topic:

Comment:
87. Why is the highway/transit bill always considered massive?
Response:
The current federal highway/transit bill, with the acronym SAFETEA-LU, provides funding of more than $286 billion for the years 2005-2009, for highway, highway safety and transit programs for the 50 states. While possibly a newspaper cliché, the term "massive" is also an objective description in this case.

Comment:
171. Are we providing better ways to commute or are we more focused on time saving?
Response:
Increased connectivity in the transit network, as stated in the Purpose and Need of the Circle Line study, would be a better way to commute. Travel time savings are one of the criteria that will be used to evaluate the relative usefulness of specific alternatives proposed.

Other Specific Comments Noted on this Topic:
1, 88, 89, 165, 178, 270, 299