## Schedule for Tonight’s Meeting

- **Structure of the meeting**
- **Questions and answers process**
  - Submit your comments in writing on comment cards
  - Similar comments submitted tonight will be answered in groups to maximize questions answered in time allowed
  - All comments will be addressed and posted on CTA’s Web site – www.transitchicago.com
  - An interpreter for the hearing impaired and a translator for the Spanish speaking community are available
    - Levante la mano si usted requiere traducción en español
Public Involvement Meeting Schedule

CTA OPEN HOUSE

Circle Line Alternatives Analysis Study

The Chicago Transit Authority invites the public to a presentation of a recommended locally preferred alternative for CTA’s proposed Circle Line.

Open Houses are scheduled as follows:

**Tuesday, September 29, 2009**
6:00 – 8:00 p.m.  
(presentation will begin at 6:15 p.m.)

**University of Illinois at Chicago (UIC)**
Molecular Biology Research Building
900 South Ashland Avenue  
(Marshfield entrance)
Chicago, Illinois

**Wednesday, September 30, 2009**
6:00 – 8:00 p.m.  
(presentation will begin at 6:15 p.m.)

**Bucktown / Wicker Park**
Chicago Public Library
Second Floor Community Room
1701 North Milwaukee Avenue
Chicago, Illinois

**Thursday, October 1, 2009**
6:00 – 8:00 p.m.  
(presentation will begin at 6:15 p.m.)

**Benito Juarez**
Community Academy
2150 South Laflin Street
Chicago, Illinois

All venues are accessible to people with disabilities.

www.transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891)

Transit Information: 836-7000 from any local area code
## Tonight’s Speakers

- **Darud Akbar** – Moderator  
  - Chicago Transit Authority
- **Jeffrey Busby** – Strategic Planning Manager  
  - Chicago Transit Authority
- **Jim Czarnecky** – Project Manager  
  - AECOM
Outline of the Presentation

• Status of the alternatives analysis study
  – New Starts overview
  – Review evaluation process

• Screen 3 preliminary findings
  – Expansion of the study area
  – Completing the alternatives analysis study
  – CTA recommended locally preferred alternative

• Public involvement process
Status of the Study
FTA’s Required New Starts Process

- Concept Development
- Alternatives Analysis Study
  - Preliminary Engineering
  - Environmental Impact Statement
  - Final Design
  - Construction
  - Operation

Circle Line Alternatives Analysis Study
Alternatives Analysis (AA) Studies

- Requirement for federal funding for transit expansion (FTA New Starts Grant Program)
- Identifies transit opportunities and ensures all practical solutions are considered
- Ensures planning is consistent among all new starts projects
- Opportunity to provide information and receive public input
- Identify recommended locally preferred alternative (LPA)
Progressively fewer alternatives are studied with additional evaluation criteria until a recommended locally preferred alternative (LPA) is identified.
**Purpose and Need**

- Riders must now travel through Loop to get to most destinations
  - Access to neighborhoods
  - Regional job centers
  - Civic and educational institutions
  - Transit between suburbs and City

- Connect existing CTA and Metra systems
Evaluation Process - Detail

- **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
Screen 1 & 2 Public Involvement Process

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

• Based upon public input…
  – Numerous comments submitted to examine alternatives outside of original study area
  – Expanded study area
    • Extended north to Lawrence
    • Extended south to 79th Street
    • Extended west to Cicero
Screen 3 Analysis
Screen 3
Expanded Study Area

• Response to public request
• Seeking cost-effective solution to Purpose and Need
• Cicero Bus Rapid Transit and Heavy Rail Transit
• Modified rail routings
Expanded Study Area Alternatives

- Cicero Bus Rapid Transit
  - Kimball/Lawrence to Jefferson Park
  - Jefferson Park to Midway
  - Midway to 87th/Dan Ryan

- Cicero Heavy Rail Transit
  - Jefferson Park to Midway to 87th using existing freight corridor
  - Kimball to Jefferson Park (Brown Line extension elevated or underground along Lawrence)
New Routes

- Northside to Midway and to Ashland/Archer
  - Serves new travel markets
  - Does not use Red Line Subway in the Central Area
  - Does not serve downtown
Refined Alternatives

- Lower Cost Full Circle Alternatives
  - Profile options with various elevated segments
  - Serves downtown with full circumferential service
Circle Line Alternatives Analysis Study

**Evaluation Criteria**

**Alternatives Considered**

**Traditional Alternatives Evaluation Process**

**Screen III Analysis**

**Recommended Locally Preferred Alternative**

**Recommended for Further Development in Long Range Plan**

**Phased LPA**

- Circle Line Vision – Future Green, Red, Brown Connection
- BRT – Chicago
- BRT – Western
- BRT – Ashland
- BRT – 79th
- BRT – Cermak to McCormick
- HRT Midway to Pink Line Connection
- Brown Line Extension
- HRT West Loop
- LRT 95th 85th

**Technologies**

- Monorail
- Bus Rapid Transit
- Commuter Bus
- Commuter Rail
- Heavy Rail Transit
- High Speed Rail
- Light Rail Transit
- Local Bus
- MagLev
- Personal Rapid Transit
- Streetcar

**Corridors**

- Canal/Clinton
- Halsted
- Ashland
- Ashland/Ogden
- Damen
- Western

**Alignments**

- At-Grade
- Elevated
- Underground

134 combinations of technologies, corridors and profiles

No-Build

No-Build

No-Build
## Evaluations of Alternatives

<table>
<thead>
<tr>
<th>Criteria</th>
<th>New Cicero Alternatives</th>
<th>New Route Alternatives (Utilizing Ashland/Ogden)</th>
<th>Refined Screen 2 Alternatives (Lower Cost Alternatives)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bus Rapid Transit</td>
<td>Heavy Rail Transit</td>
<td>Rail Transit to Midway</td>
</tr>
<tr>
<td></td>
<td>$230</td>
<td>$4,900</td>
<td>$1,600</td>
</tr>
<tr>
<td>Order of Magnitude Capital Cost</td>
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</tr>
<tr>
<td>(2009 $million)</td>
<td>$15</td>
<td>$50</td>
<td>$37</td>
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<tr>
<td>Annual Operating Cost</td>
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<tr>
<td>(2009 $million)</td>
<td>$10</td>
<td>$36</td>
<td>$33</td>
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<tr>
<td>Annual Project Ridership</td>
<td>5.5</td>
<td>9.1</td>
<td>26.3</td>
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<tr>
<td>(2030-million)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Annual Travel Time Savings</td>
<td>2.7</td>
<td>3.6</td>
<td>5.5</td>
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<tr>
<td>(million hours)</td>
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<tr>
<td>Annual Project Cost Per Hour of</td>
<td>$11</td>
<td>$112</td>
<td>$27</td>
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<tr>
<td>Travel Time Savings (compared to no-build)</td>
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</tr>
<tr>
<td>CTA Recommendations</td>
<td>Not Recommended</td>
<td></td>
<td>Recommended for Long Term Vision and premise of LPA</td>
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<tr>
<td></td>
<td>Potential component of BRT network</td>
<td>High cost relative to estimated ridership</td>
<td>Does not allow for future connections identified in Purpose and Need</td>
</tr>
<tr>
<td></td>
<td>Potential component of BRT network</td>
<td>Provides for future connections identified in Purpose and Need</td>
<td></td>
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</tbody>
</table>
Long Term Vision

• Provides future connections identified in Purpose and Need

• Many alignment alternatives identified for connection between Green/Pink Lines and Red/Brown/Purple Lines

• Selection requires additional environmental analysis and consideration of capacity constraints
Recommended Locally Preferred Alternative

- Connection between Orange and Pink Lines
- New connection stations
- Provides improvements consistent with Long Term Vision
- Can be implemented incrementally
## Benefits of the Agency Recommended LPA

- New rail connection between Pink and Orange Lines
- Improved connectivity for southwest neighborhoods and activity centers
  - Illinois Medical District
  - Midway Airport
  - Chinatown
- Four new stations
- Decreased congestion on elevated Loop structure
- Essential component of the Long Range Vision
## Recommended Locally Preferred Alternative

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Capital Cost (Inflated dollars)*</td>
<td>$1.1 B</td>
</tr>
<tr>
<td>Capital Cost ($2009)</td>
<td>$1.0 B</td>
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<tr>
<td>Operating Cost ($2009)</td>
<td>$22 M</td>
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<tr>
<td>Project Ridership (Year 2030)**</td>
<td>10 M</td>
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</table>

* Inflated to estimated year of expenditure
** To be revised to reflect refined service plan
<table>
<thead>
<tr>
<th>Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Obtain public feedback on results</td>
</tr>
<tr>
<td>• Board approval of recommended locally preferred alternative</td>
</tr>
<tr>
<td>• Update long range plan</td>
</tr>
<tr>
<td>• Develop implementation plan</td>
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</tbody>
</table>
Your Feedback

- Interpreter and translators are available
  - Levante la mano si usted requiere traducción en Español

- Questions and answers process
  - Submit your comments in writing on comment cards
  - Similar comments submitted tonight will be answered in groups to maximize questions answered in time allowed
  - All comments will be addressed and posted on CTA’s Web Site

- Public Involvement
  - Add to Circle Line contact list for final updates
  - Answer and distribute answers to all questions and comments
  - Materials posted on CTA Web site - www.transitchicago.com
Questions and Comments

- CTA representatives are available to answer additional questions.

- Written comments and questions for Screen 3 will be accepted through October 30, 2009:

  Mr. Darud Akbar
  Chicago Transit Authority
  Government and Community Relations
  P.O. Box 7567
  Chicago, IL  60680-7567
  dakbar@transitchicago.com
Federal Transit Administration’s New Starts Process

Circle Line Alternatives Analysis Study