Screen 3 Process

- **Step 1 – Alternatives Definition**
  - Conceptual Alignment Refinement
  - Operating Plans

- **Step 2 – Preliminary Evaluation**
  - Physical Constraints
  - Public Support
  - Social/Economic Factors
  - Environmental Factors
  - Transportation Factors
  - Capital Cost Comparison
  - Operating and Maintenance (O&M) Cost Comparison
  - Ridership Potential
  - Cost Effectiveness Index
No Build Alternative

- Existing CTA heavy rail transit service terminating at the 95th Street station
- Existing CTA and Pace bus service
TSM (Bus) Alternative – Halsted Street

- BRT redefined to be part of TSM Alternative
- Express bus between CTA 95th Street station and Halsted/127th Street
  - 95th Street station expansion
  - No separated exclusive lanes
  - Transit signal priority
  - Intermediate stations at 103rd, 111th and 119th
  - Terminal station at 127th
  - Park-and-ride at stations
HRT (Rail) Alternative – Halsted Street

- **95th Street to I-57 & Halsted Street**
  - Median of I-57 Expressway

- **Halsted from I-57 to 127th Street**
  - Elevated above Halsted
  - Intermediate stations at 103rd, 111th and 119th
  - Terminal station at 127th
  - Park-and-ride at stations
Rail Alternative – Halsted Elevated

NB Halsted Street / 103rd Street
TSM (Bus) Alternative - Michigan Avenue

- Express bus between CTA 95th Street station and 130th Street
  - 95th Street station expansion
  - No exclusive lanes
  - Transit signal priority
  - Intermediate stations at 103rd, 111th and 115th
  - Terminal station at 130th
  - Park-and-ride at stations
HRT (Rail) Alternative – UPRR

- **95th Street to I-57 & UPRR**
  - Median of I-57

- **Railroad Section**
  - Elevated adjacent to the UPRR right-of-way
  - At-grade south of 119th to 130th Streets
  - Intermediate stations at 103rd, 111th and 115th
  - Terminal station at 130th
  - Park-and-ride at stations
Step 2 – Detailed Evaluation

- **Evaluation Factors**
  - Physical Constraints
    - Right-of-Way Requirements
  - Public Support
    - Public Meeting Comments
    - Referendum
  - Social/Economic Factors
    - Demographics
    - Employment
  - Environmental Factors
    - Noise, Visual, Natural and Cultural Resources

- **Transportation Factors**
  - Travel Time, Transit Connectivity and Traffic
- **Capital Cost**
- **Operating & Maintenance Cost**
- **Ridership Potential**
- **Cost Effectiveness**
Physical Constraints

- **Freight Railroad & Transit Shared-Use Corridor**
  - Due to recent accidents, the transportation industry is adopting greater separation between freight railroad and transit operations for safety reasons.
  - For the UPRR Rail Alternative, 50-feet separation distance is desired from freight railroad tracks.

- **Right-of-Way Constraints**
  - UPRR needs most of their right-of-way for operational purposes.
  - With additional separation distance, CTA extension will be immediately adjacent (east or west) of the UPRR right-of-way and will require adjacent property acquisition.
UPRR Rail Alternative – Within UPRR ROW

CTA Extension Generally Within UPRR ROW (60’ – 100’ wide)
Screen 3

UPRR Rail Alternative – Beyond UPRR ROW

CTA Extension Beyond UPRR ROW (125’ – 165’ wide)

Adjacent Parcels

Existing UPRR ROW

Red Line Extension Alternatives Analysis Study
Public Support

• 340 comments were received in Screens 1 & 2 -- 99 of those expressed a preference for a particular alternative

• 87% of these comments were in favor of the UPRR Rail alternative and 7% were in favor of the Halsted Rail alternative

• In a November 2004, 38,000 residents in the 9th and 34th wards supported a public referendum for the Red Line Extension along the UPRR Corridor
### Screen 3

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<thead>
<tr>
<th>Factor</th>
<th>Bus Halsted</th>
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<th>Rail Halsted</th>
<th>Rail UPRR</th>
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<td>YES*</td>
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* Subject to cost-effectiveness requirements
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Cost-Effectiveness Evaluation

- FTA has cost-effectiveness thresholds
  - Cost per hour of projected user benefits as measured by travel time savings

- Shorter versions were investigated to see if the cost-effectiveness improved
  - Halsted Rail to 119th St.
  - UPRR Rail to 115th St.

- Initial results indicate up to 23% improvement in cost-effectiveness due to greater proportion of capital and O&M cost savings versus ridership reductions
Screen 3 Evaluation – Preliminary Findings

- Locally Preferred Alternative Preliminary Recommendation

Rail Extension via UPRR*

* Subject to cost-effectiveness requirements
Next Steps
Next Steps

- Incorporate public comments
- Continue railroad discussions and cost-effectiveness evaluation
- Review findings with FTA
- Final recommendation on LPA
- CTA Board to approve LPA
- Ongoing public involvement
  - Sign-in cards will be used to create a contact list to send notices and updates
  - Project updates on CTA web site - www.transitchicago.com
Questions and Comments

- CTA representatives are available to answer additional questions
- Written comments and questions accepted through June 18, 2009

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