

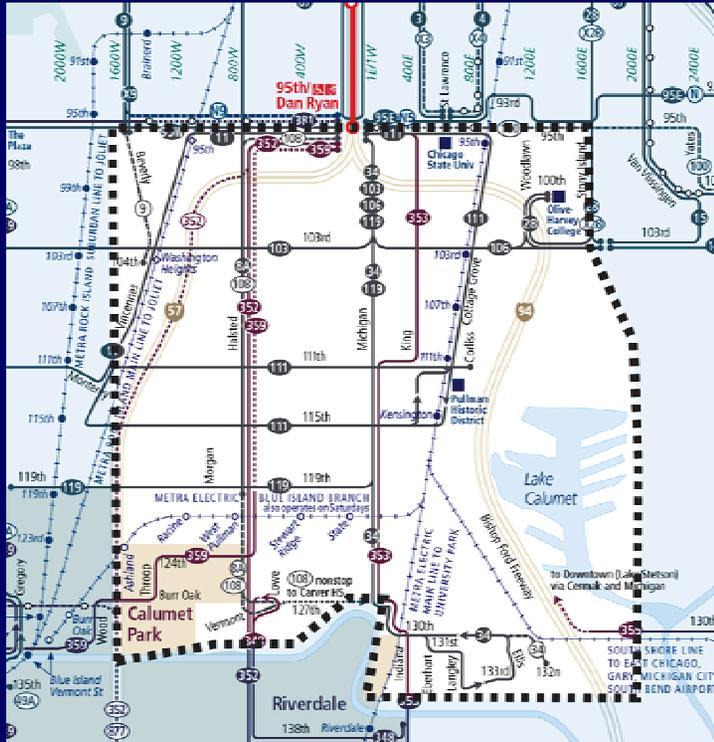
Screen 3 Analysis

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

Screen 3

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

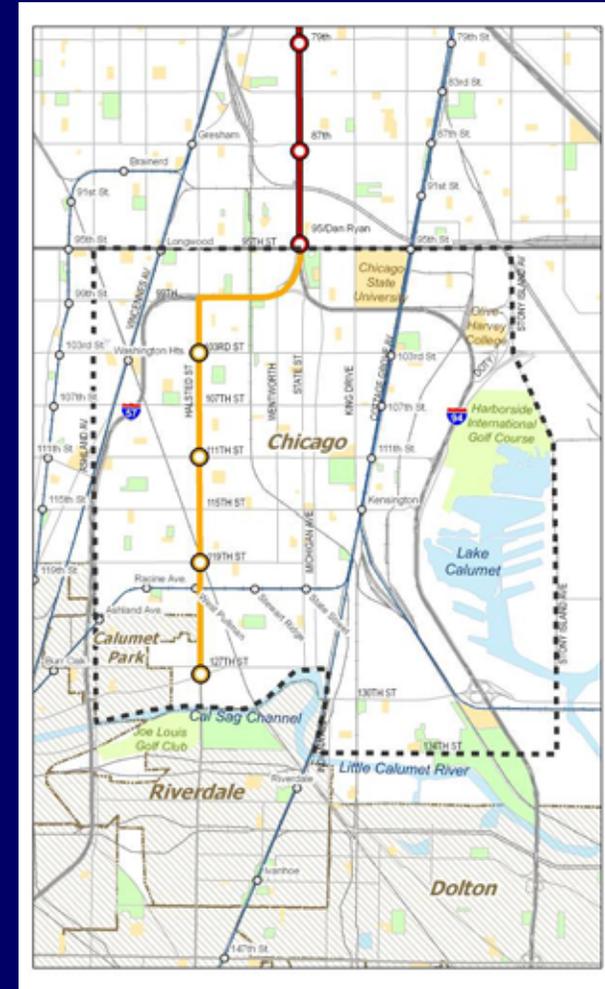
- BRT redefined to be part of TSM Alternative
- Express bus between CTA 95th Street station and Halsted/127th Street
 - 95th Street station expansion
 - No separated exclusive lanes
 - Transit signal priority
 - Intermediate stations at 103rd, 111th and 119th
 - Terminal station at 127th
 - Park-and-ride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



Screen 3

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



Screen 3

Rail Alternative – Halsted Elevated



NB Halsted Street / 103rd Street

Red Line Extension Alternatives Analysis Study



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



Screen 3

Rail Alternative – UPRR Elevated



103rd Street Station

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**

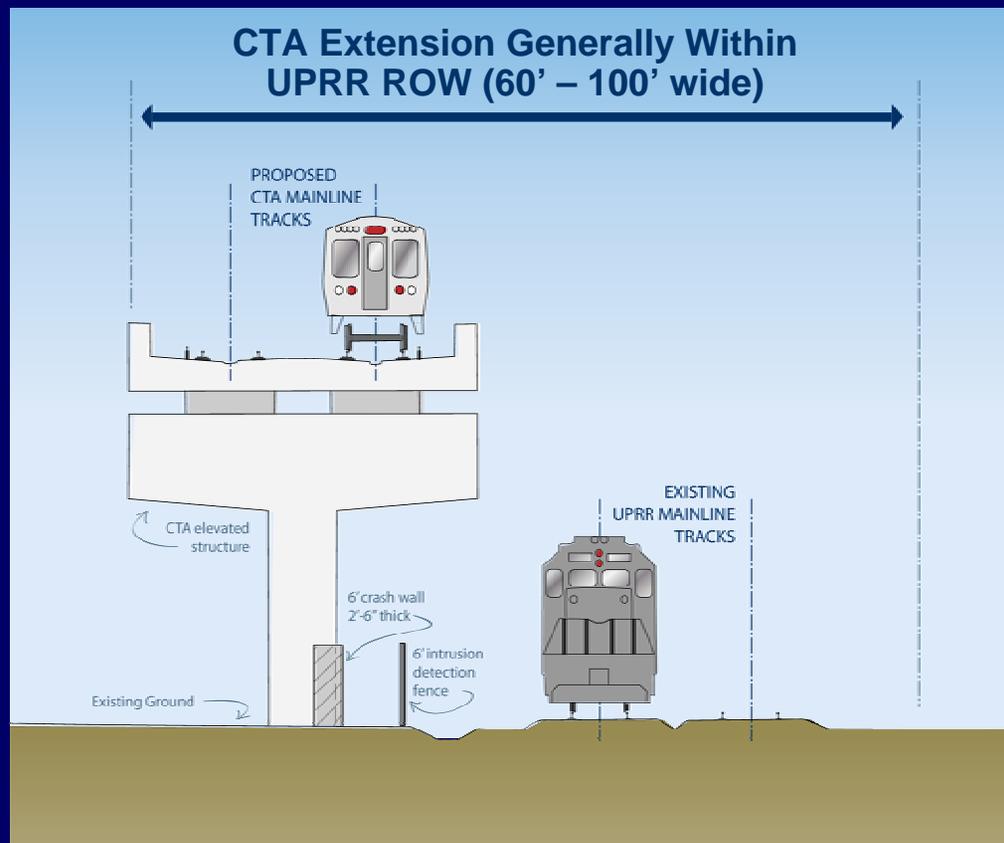
- **Ridership Potential**

- **Cost Effectiveness**

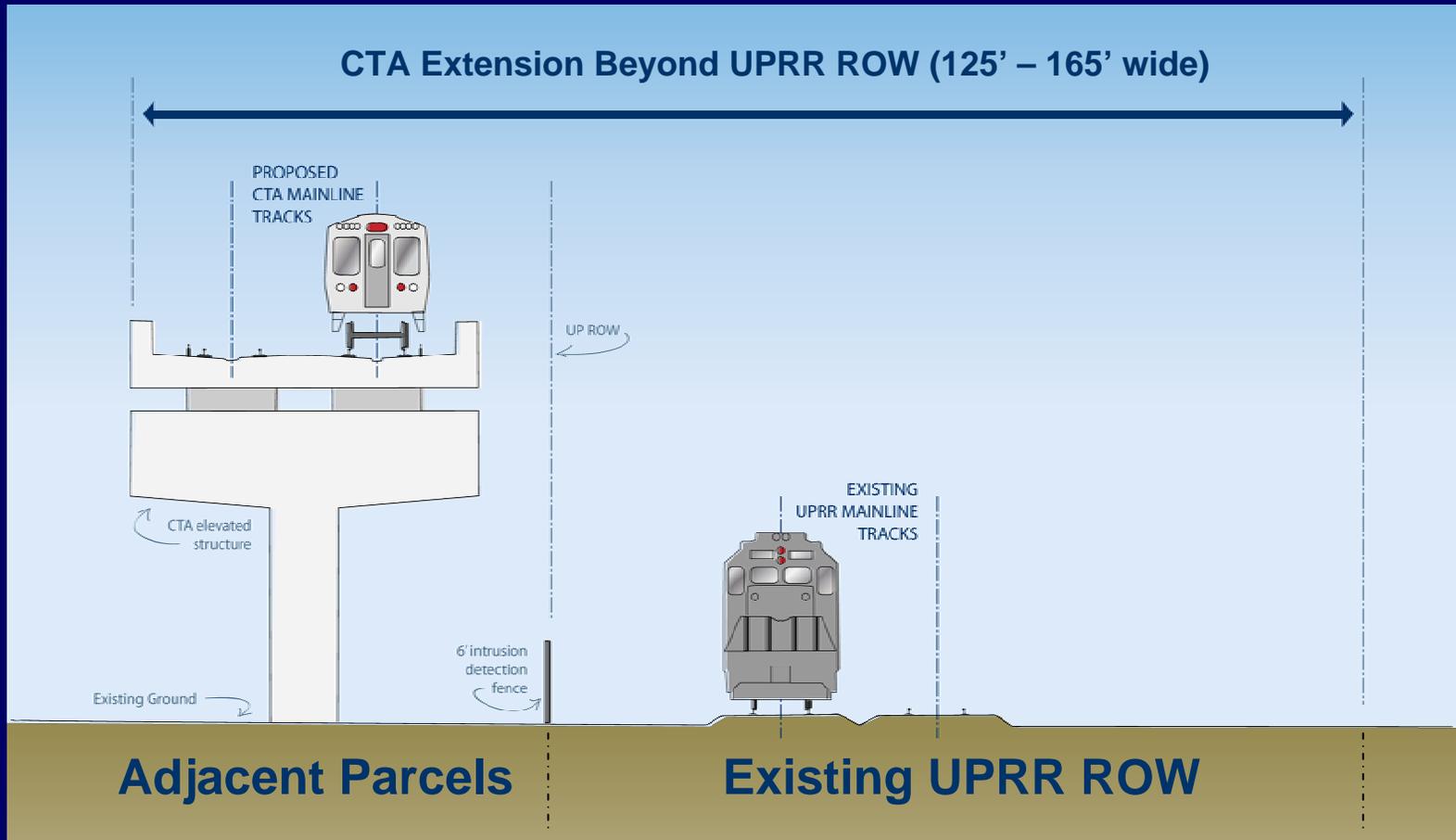
Physical Constraints

- **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-foot 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



UPRR Rail Alternative – Beyond UPRR ROW



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

Factor	Bus Halsted	Bus Michigan	Rail Halsted	Rail UPRR
Physical	0	0	0	-
Public Support	0	0	0	+
Social/Economic	0	0	0	0
Environmental	0	0	0	0
Transportation	-	-	+	+
Capital Costs	+	+	0	0
O&M Costs	+	+	0	0
Ridership	0	0	+	+
Summary	+1	+1	+2	+2
LPA Recommend	NO	NO	YES	YES*

* Subject to cost-effectiveness requirements

Screen 3

Factor	Bus Halsted	Bus Michigan	Rail Halsted	Rail UPRR
Physical	0	0	0	-
Public Support	0	0	0	+
Social/Economic	0	0	0	0
Environmental	0	0	0	0
Travel Time From 130 th or Vermont Streets to Jackson & State (min.)	47	52	39	39
Capital Costs (YOE)	\$230 M	\$210 M	\$1,100 M	\$1,100 M
O&M Costs (annual)	\$1.2 M	\$3.1 M	\$20.5 M	\$24.1 M
Ridership (annual)	2.5 M	0.9 M	11.6 M	12.7 M
Summary	+1	+1	+2	+2
LPA Recommend	NO	NO	YES	YES*

* Subject to cost-effectiveness requirements



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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