

***STRATEGIC PLANNING AND
SERVICE DELIVERY
COMMITTEE***

August 12, 2009

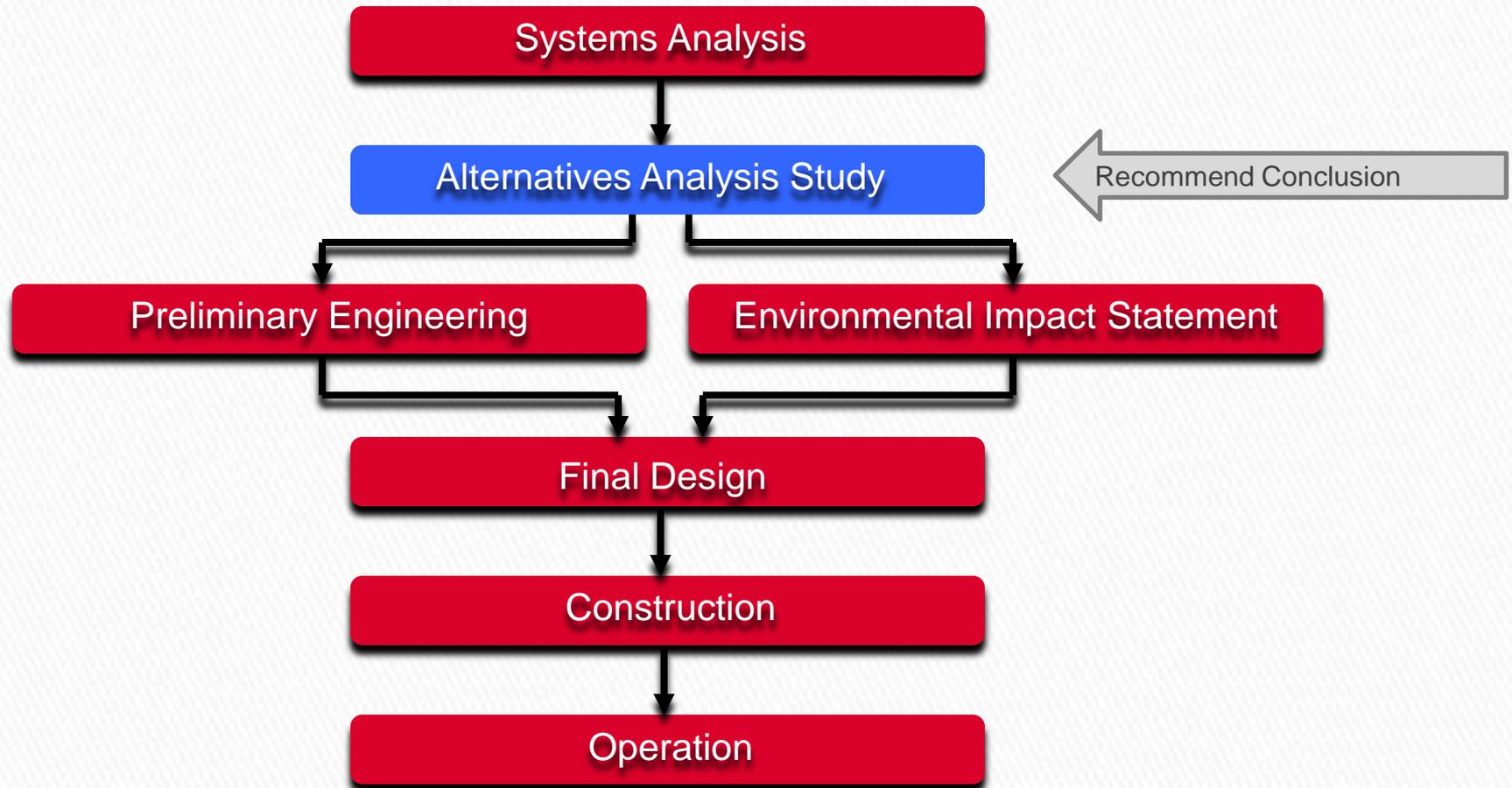


CHICAGO TRANSIT AUTHORITY



***Red, Orange & Yellow
Extensions Alternatives
Analysis Studies
Recommending adoption of
locally preferred alternatives***

New Starts Process



Schedule

- Adoption of Locally Preferred Alternative ends the Alternatives Analysis study and identifies project to advance
- NEPA scoping to begin in ***Fall 2009***
- Submit application to enter Preliminary Engineering in ***Spring 2010***

Next Steps

- Environmental Impact Statements (EIS) will require additional funding to complete work beyond Scoping phase this fall
- Federal funding requested for Preliminary Engineering (PE)
 - **Red: \$34 million**
 - **Orange: \$13 million**
 - **Yellow: \$10 million**
- Full federal & state construction funding commitment not required until after completion of EIS & PE project phases, and subsequent FTA approvals

Red Line Extension



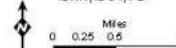
CTA Red Line Extension Alternative Analysis Study Study Area

Legend

- CTA Stations
- CTA Red Line
- CTA Bus Route
- Pace Bus Route
- Metra Stations
- Metra Rail
- Freight Rail
- ▭ Ancillary Municipality
- ▭ Park
- ▭ Golf Course
- ▭ Educational Institution



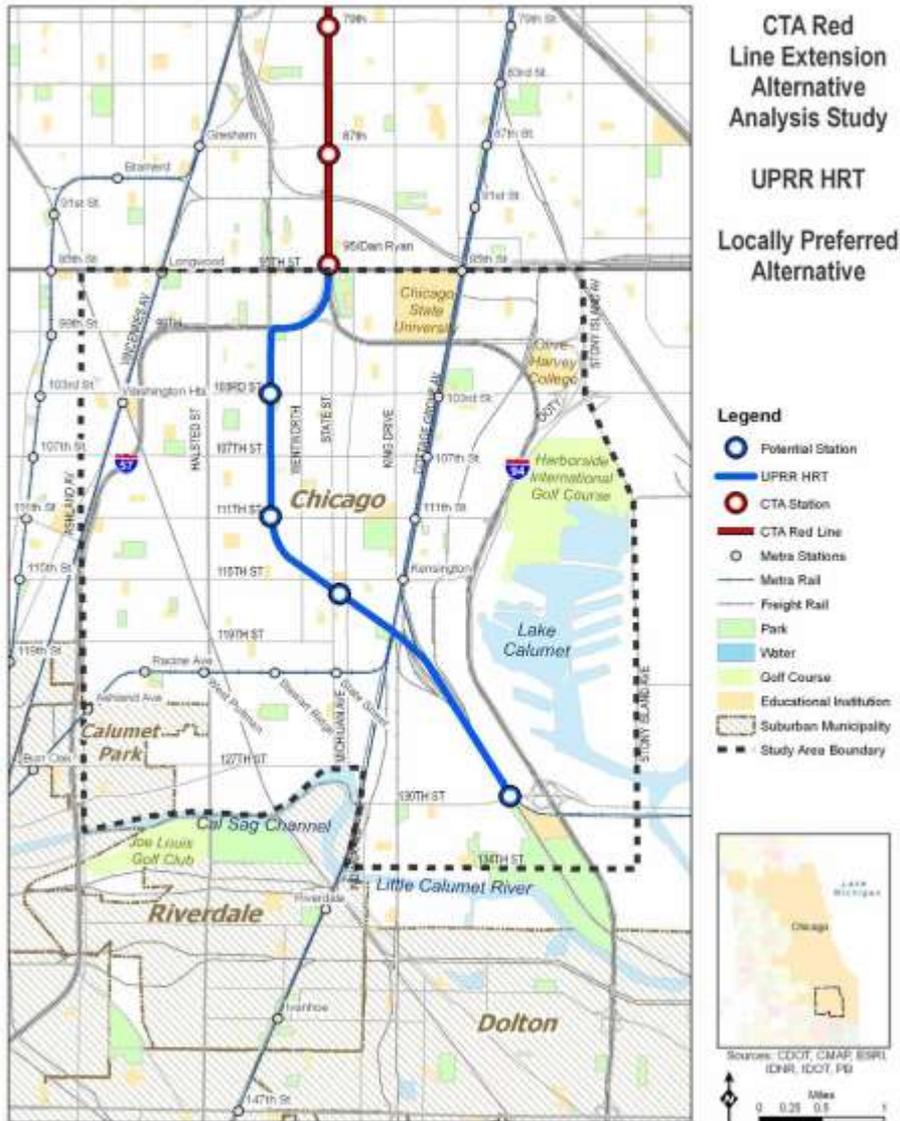
Sources: CDOT, CMAP, ESRI, IDNR, IDOT, PB



Purpose & Need

- Far South Side jobs-housing imbalance results in long commutes
- Access to 95th compromised by surrounding arterials & lack of parking
- Bus, pedestrian and auto arrivals to 95th St exceed design capacity causing delays, safety issues and compromising transit attractiveness
- Congestion will continue to adversely impact study area residents without alternative transportation options

Red Line Extension



Recommended Alternative

- 5.3 new miles of rapid transit
- Four new stations – at 103rd, 111th, 115th, and 130th
- New park and ride lots and bus terminal facilities at each station
- 78 new railcars
- 98th St yard and shop replacement site identified but not included in project cost

Red Line Extension

Estimated Costs and Ridership

Capital Cost (\$YOE)	\$1,200 M
Annual O & M Cost (\$2009)	\$19 M
Average Weekday Ridership (2030)	41,000
Annual Ridership (2030)	13 M

Cost and ridership data as of August 2009

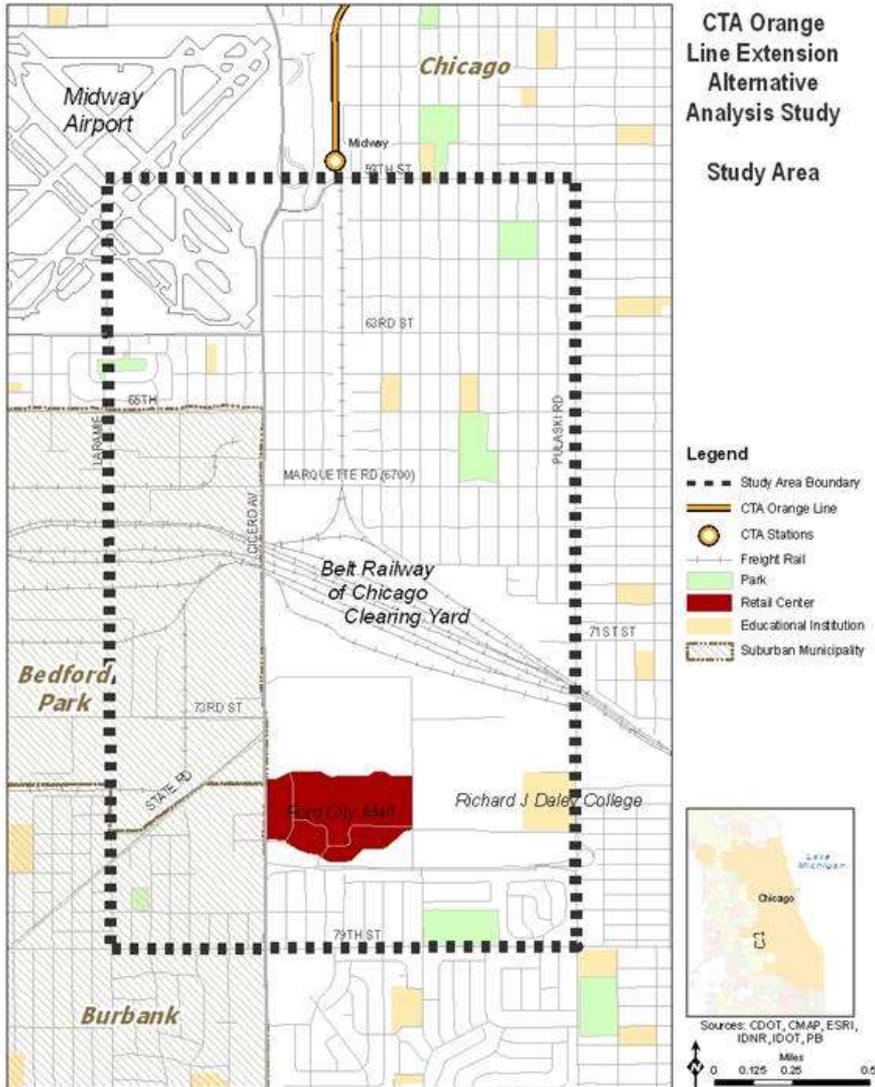


Red Line Extension

Outreach and Public Involvement

- Elected officials
 - **Aldermen, State, & Federal officials notified and briefed**
- Technical Advisory Committee
 - **RTA, CMAP, CDOT, DCD, DZP, Metra, Pace, IDOT, Freight Railroads**
- Project and Community Stakeholders
- Public Meetings
 - **Screen 1 April 2007: 147 attendees, 209 comments**
 - **Screen 2 December 2008: 82 attendees, 131 comments**
 - **Screen 3 June 2009: 111 attendees, 606 comments**

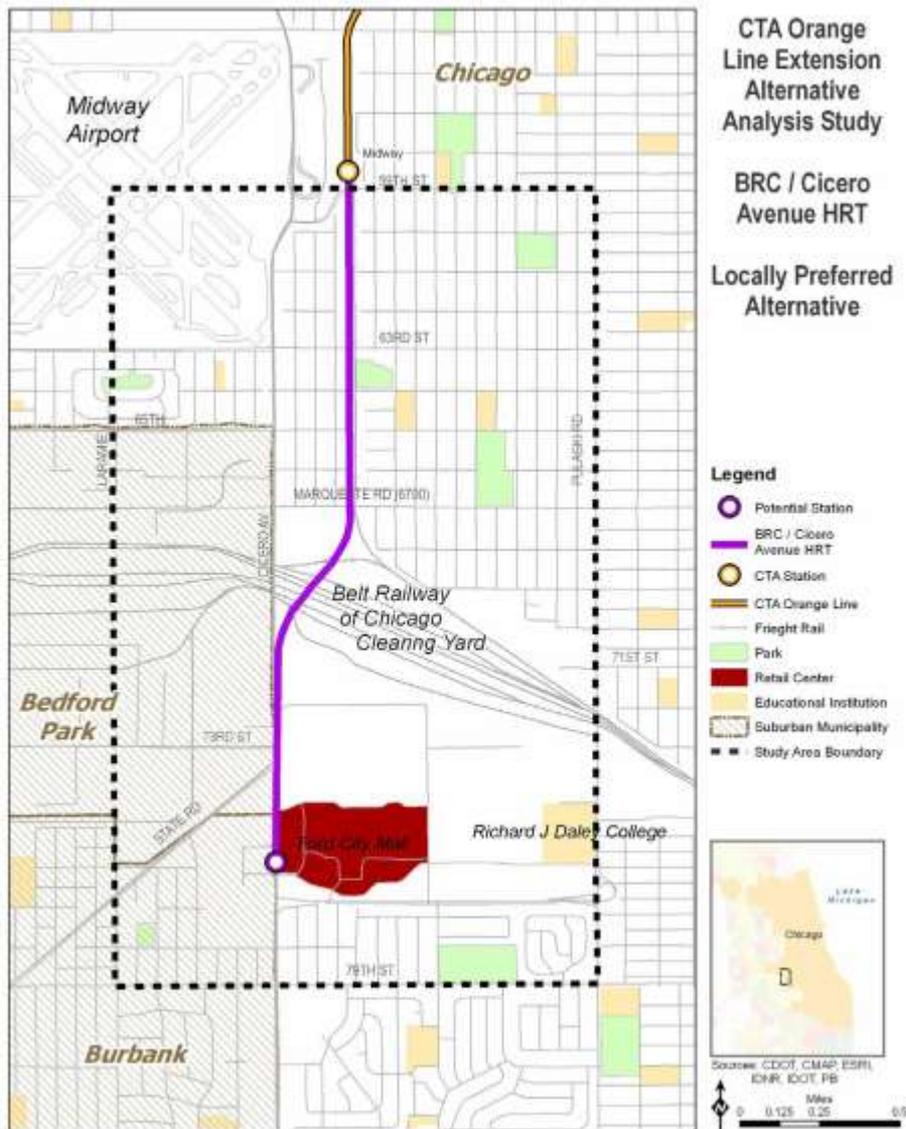
Orange Line Extension



Purpose and Need

- Transit access is compromised due to limited parking availability and congestion approaching station
- Terminal performance compromised due to limited bus bays and parking access, and air passenger and commuter mix
- Alternative needed to constrained road network with high congestion and wide arterial spacing
- Improve transit in growing activity corridor, including reverse commute access to employment and activity centers

Orange Line Extension



Recommended Alternative

- 2.3 new miles of rapid transit
- One new station at approximately 7600 South Cicero Ave
- Provision for future construction of station at 67th St (Marquette Rd)
- New park and ride structure and bus terminal facility
- 20 new railcars

Orange Line Extension

Estimated Costs and Ridership

Capital Cost (\$YOE)	\$490 M
Annual O & M Cost (\$2009)	\$4 M
Average Weekday Ridership (2030)	7,200
Annual Ridership (2030)	2.3 M

Cost and ridership data as of August 2009

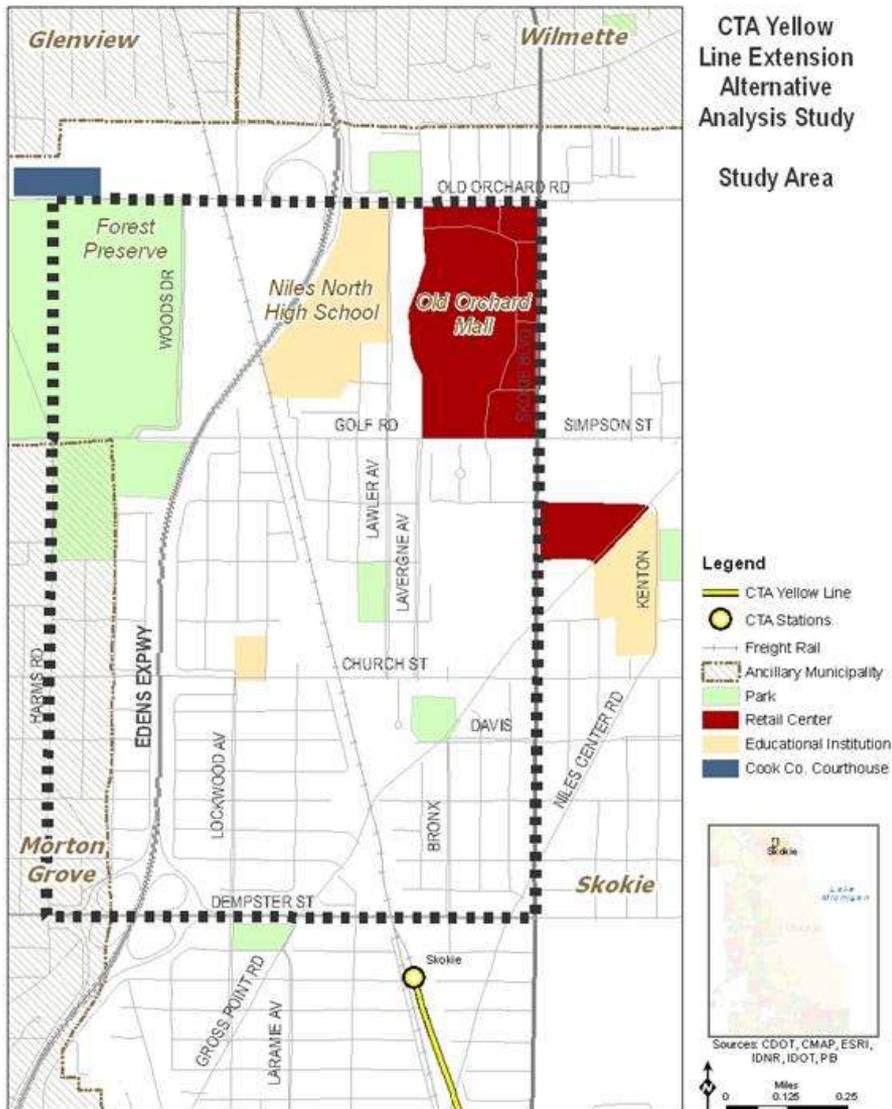


Orange Line Extension

Outreach and Public Involvement

- Elected officials
 - **Aldermen, Suburban Mayors, State, & Federal officials notified & briefed**
- Technical Advisory Committee
 - **RTA, CMAP, CDOT, DCD, DZP, Metra, Pace, IDOT, Freight Railroads**
- Project and Community Stakeholders
- Public Meetings
 - **Screen 1 August 2008: 101 attendees, 108 comments**
 - **Screen 2 April 2009: 50 attendees, 50 comments**

Yellow Line Extension



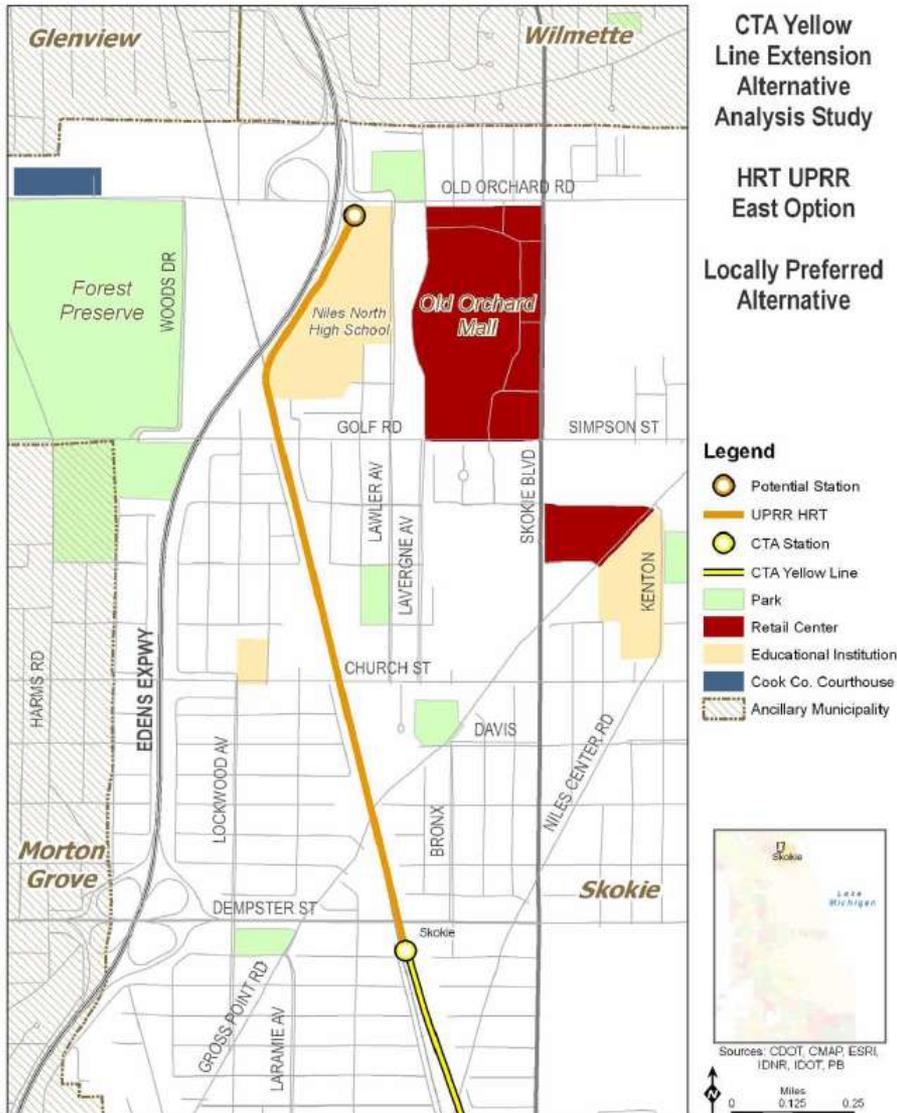
CTA Yellow Line Extension Alternative Analysis Study

Study Area

Purpose and Need

- Growing reverse commute market not well-served by existing network
- Leverage existing, underutilized transit system
- Support Village of Skokie transit-oriented development initiatives
- Continued growth in study area arterial and expressway congestion will adversely impact study area trips without transport alternatives

Yellow Line Extension



Recommended Alternative

- 1.6 new route miles of rapid transit
- One new station at Old Orchard Road
- New park and ride lot (including replacement of existing parking at Niles North High School) and bus terminal facility
- 4 new railcars

Yellow Line Extension

Estimated Costs and Ridership

Capital Cost (\$YOE)	\$290 M
Annual O & M Cost (\$2009)	\$3 M
Average Weekday Ridership (2030)	5,800
Annual Ridership (2030)	1.8 M

Cost and ridership data as of August 2009



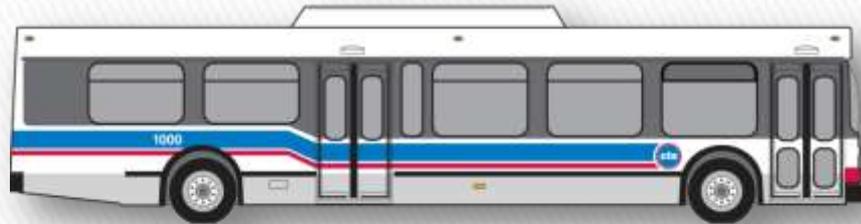
Yellow Line Extension

Outreach and Public Involvement

- Elected officials
 - **Suburban Mayors, State, & Federal officials notified & briefed**
- Technical Advisory Committee
 - **RTA, CMAP, Village of Skokie, Metra, Pace, IDOT, Cook County, ComEd**
- Project and Community Stakeholders
- Public Meetings
 - **Screen 1 August 2008: 51 attendees, 138 comments**
 - **Screen 2 April 2009: 62 attendees, 103 comments**

The logo for the Chicago Transit Authority (CTA), featuring the lowercase letters "cta" in white on a black circular background. The logo is positioned on the left side of the slide, within a vertical bar that has a red top section and a blue bottom section.

cta



***University of Chicago
Bus Routes
Recommending 180-day
Experiment and Elimination of
Two Routes***

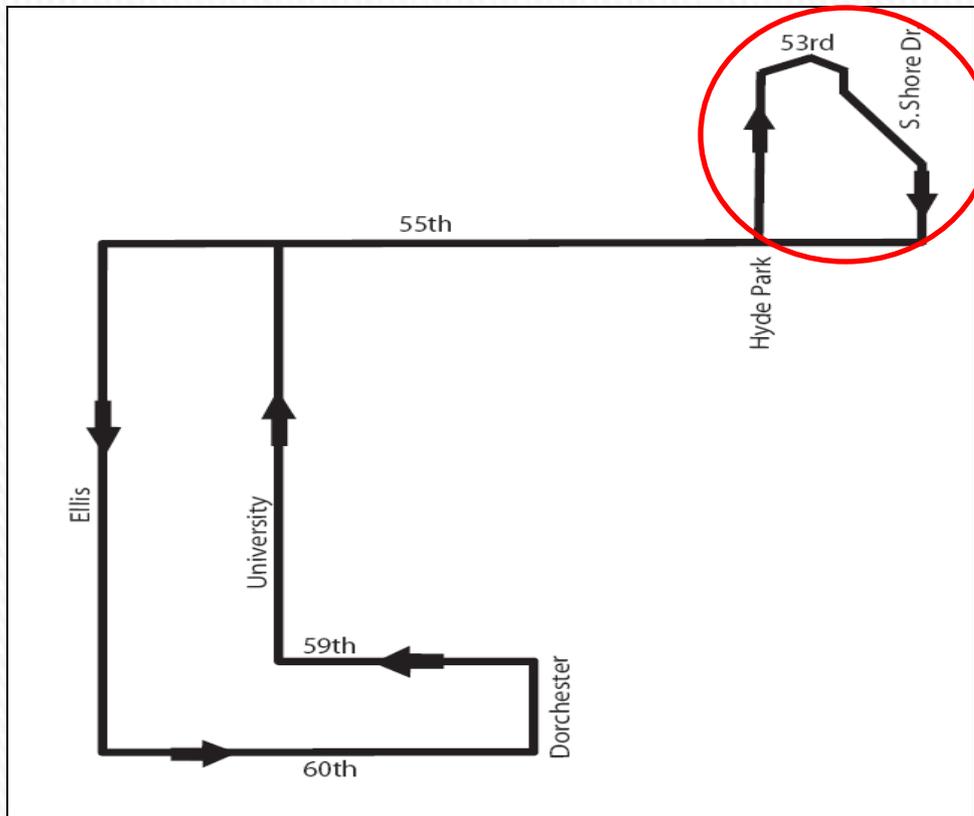
University of Chicago - Bus Service

- **Two ordinances – experiment on 2 routes and elimination of 2 routes**
 - **Recommending 180-day experiment on 2 bus routes**
 - #171 U of C – Hyde Park
 - #172 U of C – Kenwood
 - **Recommended for elimination**
- Public hearing held July 30, 2009**
- #173 U of C – Lakeview Express
 - #174 U of C – Garfield Stations
- **Service subsidized through an agreement between CTA and the University of Chicago**

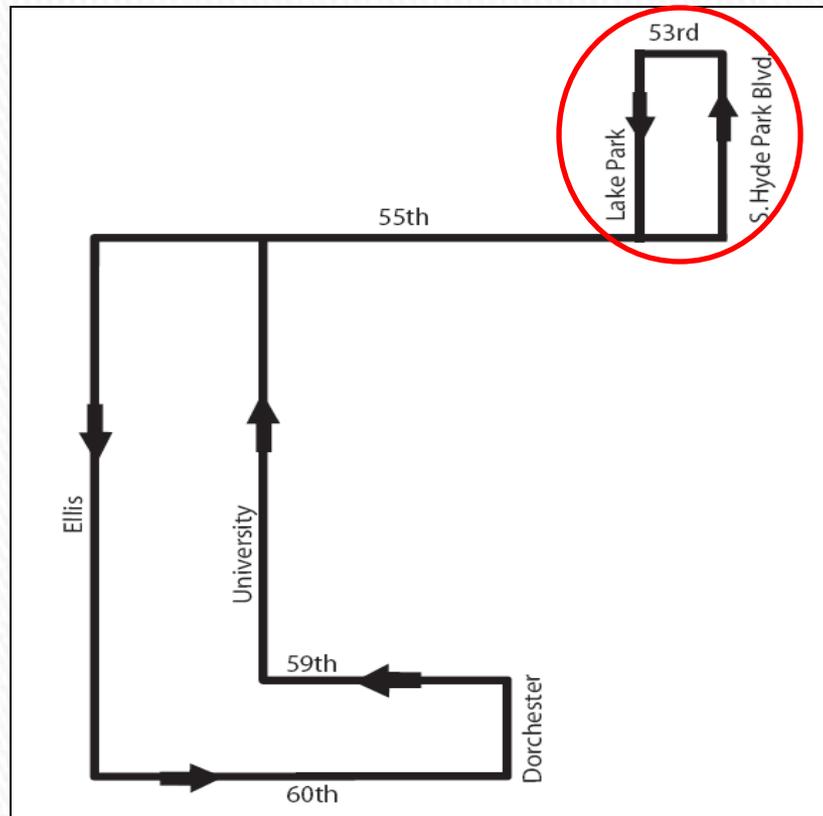


#171 U of C – Hyde Park

Current



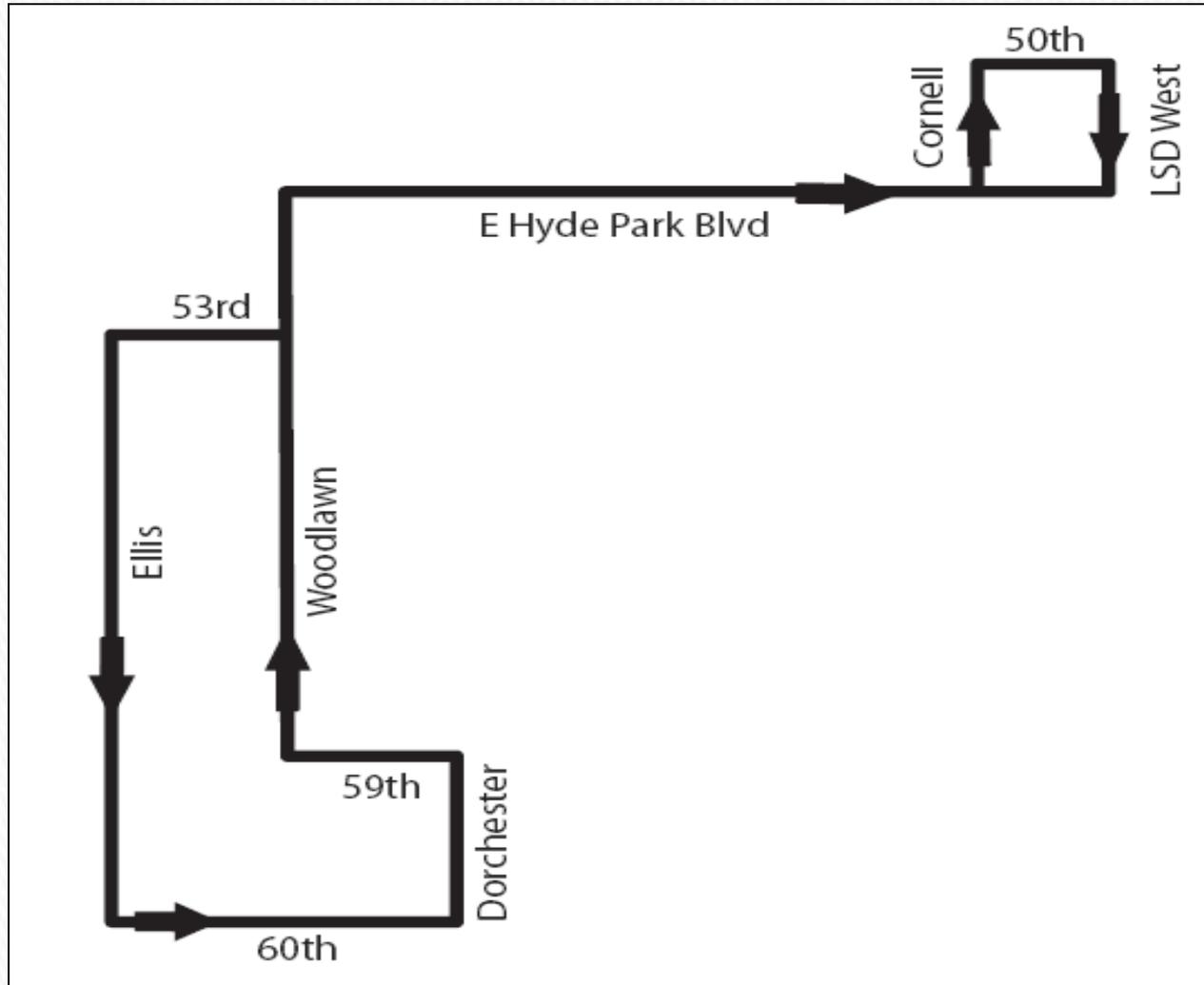
Proposed



- Routing change due to closing of Shoreland Residence Hall
- Reduce weekday frequency and end service two hours earlier



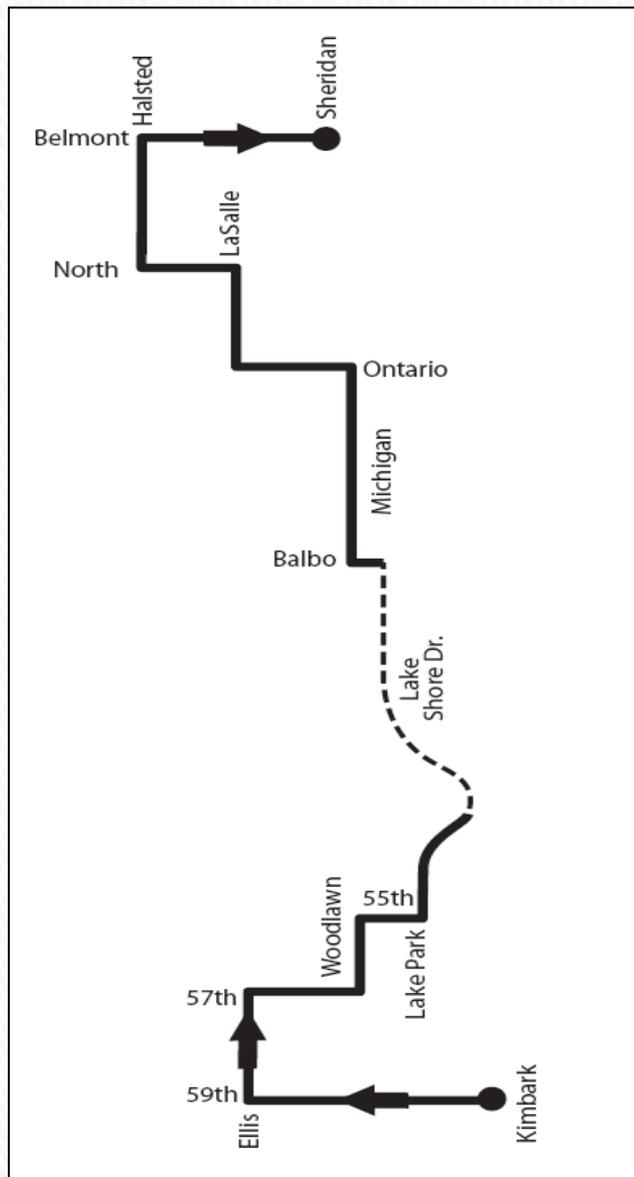
#172 U of C – Kenwood



- End service one hour earlier



#173 U of C – Lakeview Express

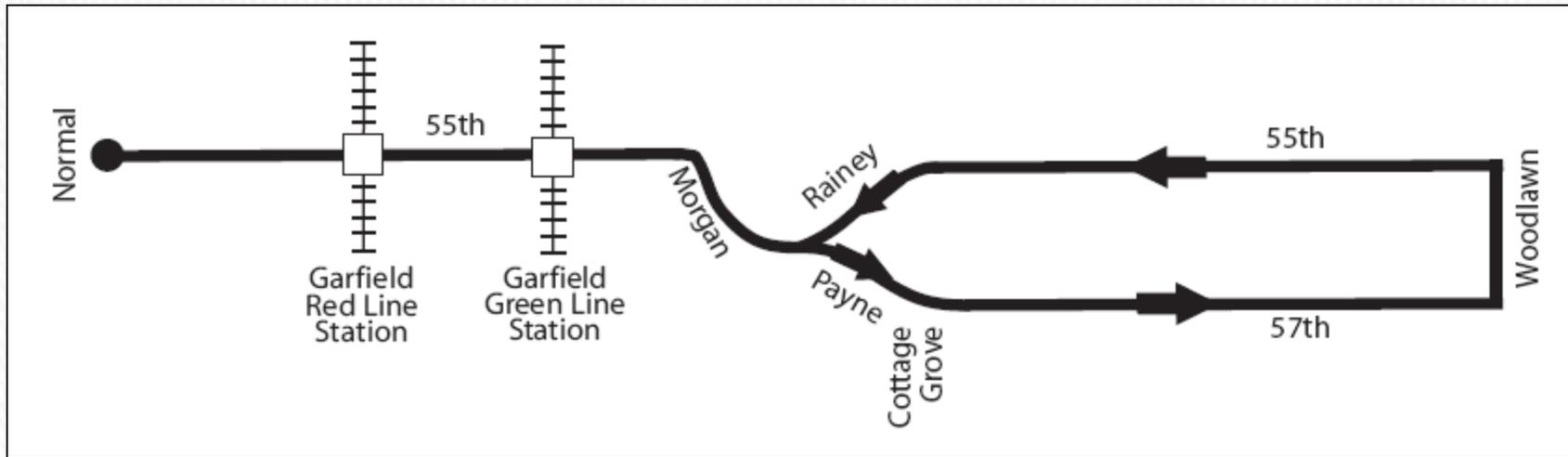


- Ridership is low – 172 passengers per weekday
- Alternative service exists on other bus routes, including the #2 Hyde Park Express, #6 Jackson Park Express, #X28 Stony Island Express and #192 University of Chicago Hospitals Express*
- University requested discontinuance of service
- Public hearing held July 30, 2009 to obtain feedback from the community

*A transfer to another bus route or rail service will be required to reach Lakeview



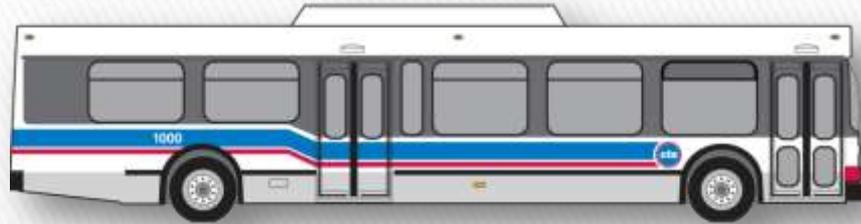
#174 U of C – Garfield Stations



- Ridership is low – 427 passengers per weekday
- Alternative service exists on #55 Garfield and #X55 Garfield Express
- University requested discontinuance of service
- Public hearing held July 30, 2009 to obtain feedback from the community

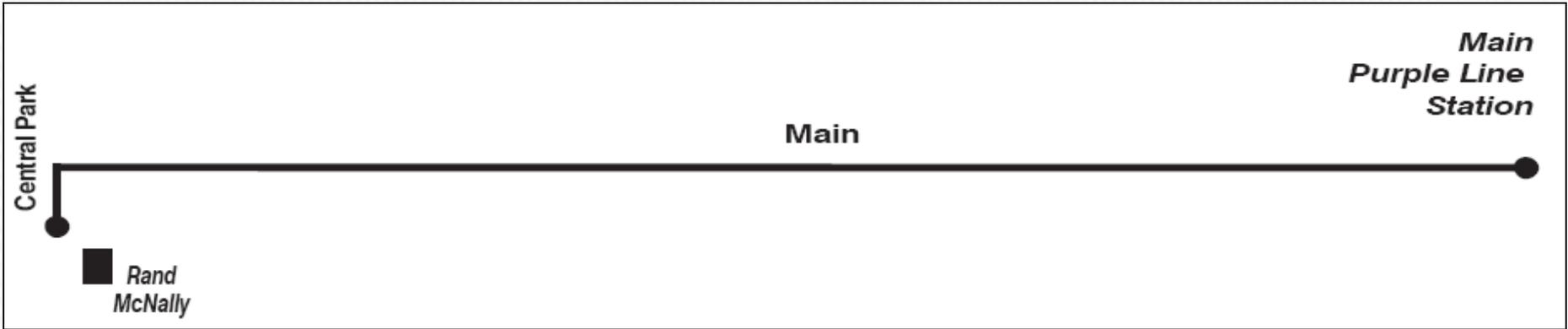
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***Evanston Service
Recommending Elimination of
One Route and Adoption of 180-
day Experiment***

#200 Main Shuttle

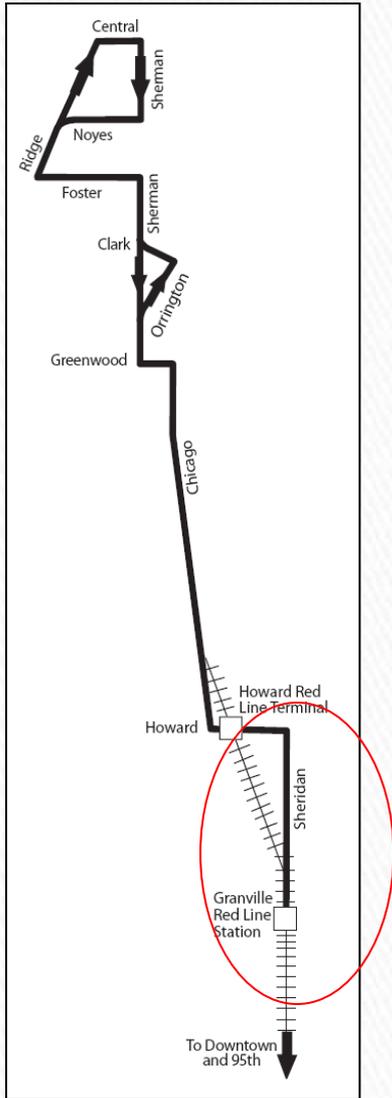


- Recommended for Elimination
- Ridership has decreased - 100 passengers per day
- Alternative service exists on #97 Skokie and #206 Evanston Circulator
- Rand McNally closed January 2009
- Current service has very low productivity
- Public hearing held July 23, 2009 to obtain feedback from the community

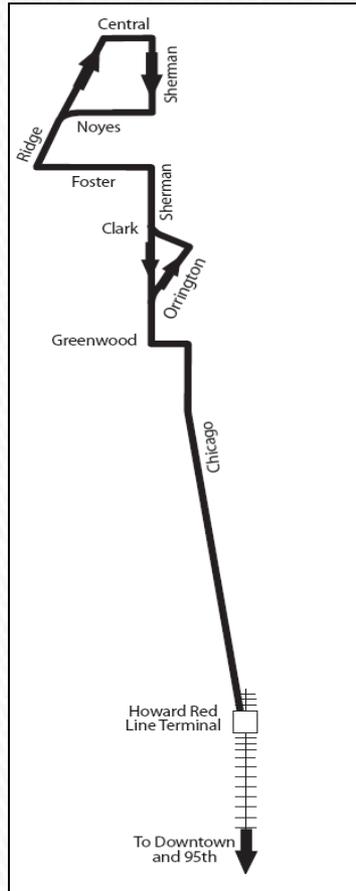


#N201 Central/Sherman

Previous Routing



Current Routing



- Adopt Owl routing to Howard as permanent
- Low ridership on portion of route south of Howard
- Howard is now an accessible station
- Alternative service exists on the Red Line
- Ridership has not decreased since new routing implemented
- Public hearing held July 23, 2009 to obtain feedback from community

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