STRATEGIC PLANNING AND SERVICE DELIVERY COMMITTEE

August 12, 2009
Red, Orange & Yellow
Extensions Alternatives
Analysis Studies
Recommending adoption of locally preferred alternatives
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
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
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
**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

<table>
<thead>
<tr>
<th>Cost and Ridership</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Cost (YOE)</td>
<td>$1,200 M</td>
</tr>
<tr>
<td>Annual O &amp; M Cost ($2009)</td>
<td>$19 M</td>
</tr>
<tr>
<td>Average Weekday Ridership (2030)</td>
<td>41,000</td>
</tr>
<tr>
<td>Annual Ridership (2030)</td>
<td>13 M</td>
</tr>
</tbody>
</table>

Cost and ridership data as of August 2009
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
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
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

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Capital Cost ($YOE)</td>
<td>$490 M</td>
</tr>
<tr>
<td>Annual O &amp; M Cost ($2009)</td>
<td>$4 M</td>
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<tr>
<td>Average Weekday Ridership (2030)</td>
<td>7,200</td>
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<tr>
<td>Annual Ridership (2030)</td>
<td>2.3 M</td>
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Cost and ridership data as of August 2009
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

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
**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

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Cost ($YOE)</td>
<td>$290 M</td>
</tr>
<tr>
<td>Annual O &amp; M Cost ($2009)</td>
<td>$3 M</td>
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<tr>
<td>Average Weekday Ridership (2030)</td>
<td>5,800</td>
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<td>Annual Ridership (2030)</td>
<td>1.8 M</td>
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Cost and ridership data as of August 2009
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
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

Routing change due to closing of Shoreland Residence Hall
Reduce weekday frequency and end service two hours earlier
End service one hour earlier
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
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
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
Previous Routing

- Central
- Sherman
- Noyes
- Foster
- Clark
- Ontanique
- Greenwood
- Chicago

Current Routing

- Central
- Sherman
- Noyes
- Foster
- Clark
- Ontanique
- Greenwood
- Chicago

- 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

#N201 Central/Sherman