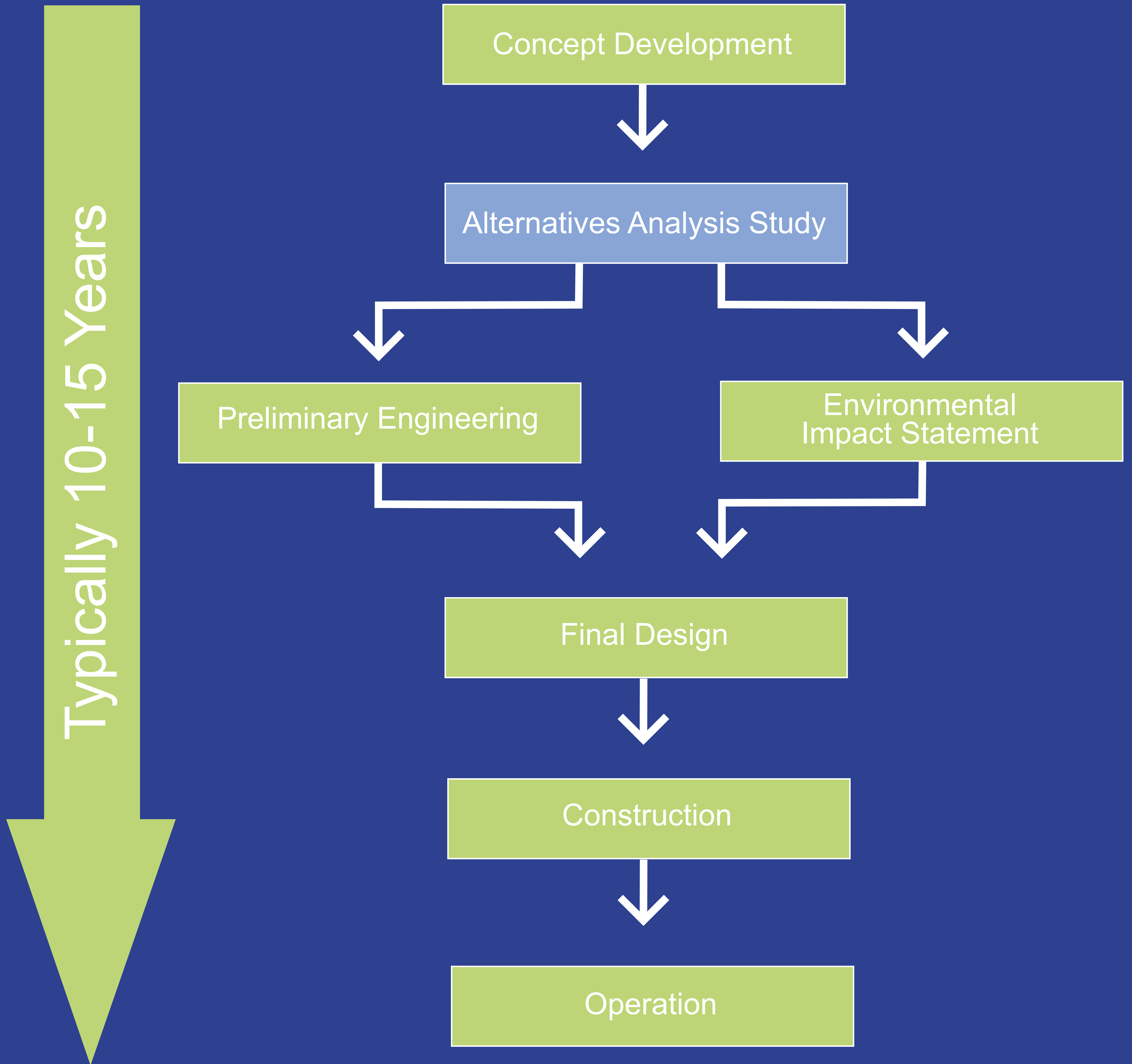
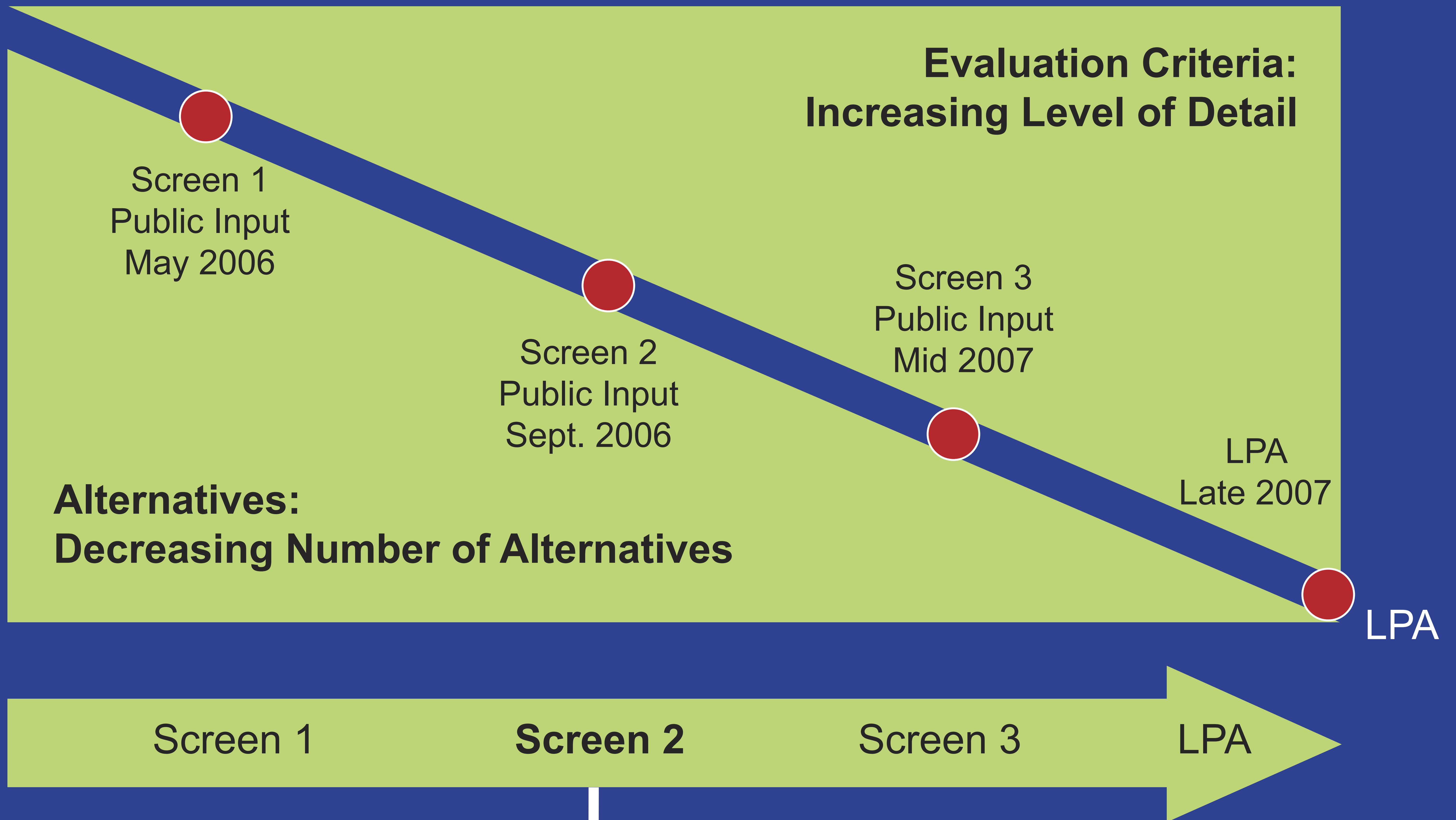


FTA's New Starts Process



Alternatives Analysis Process



Bus Rapid Transit



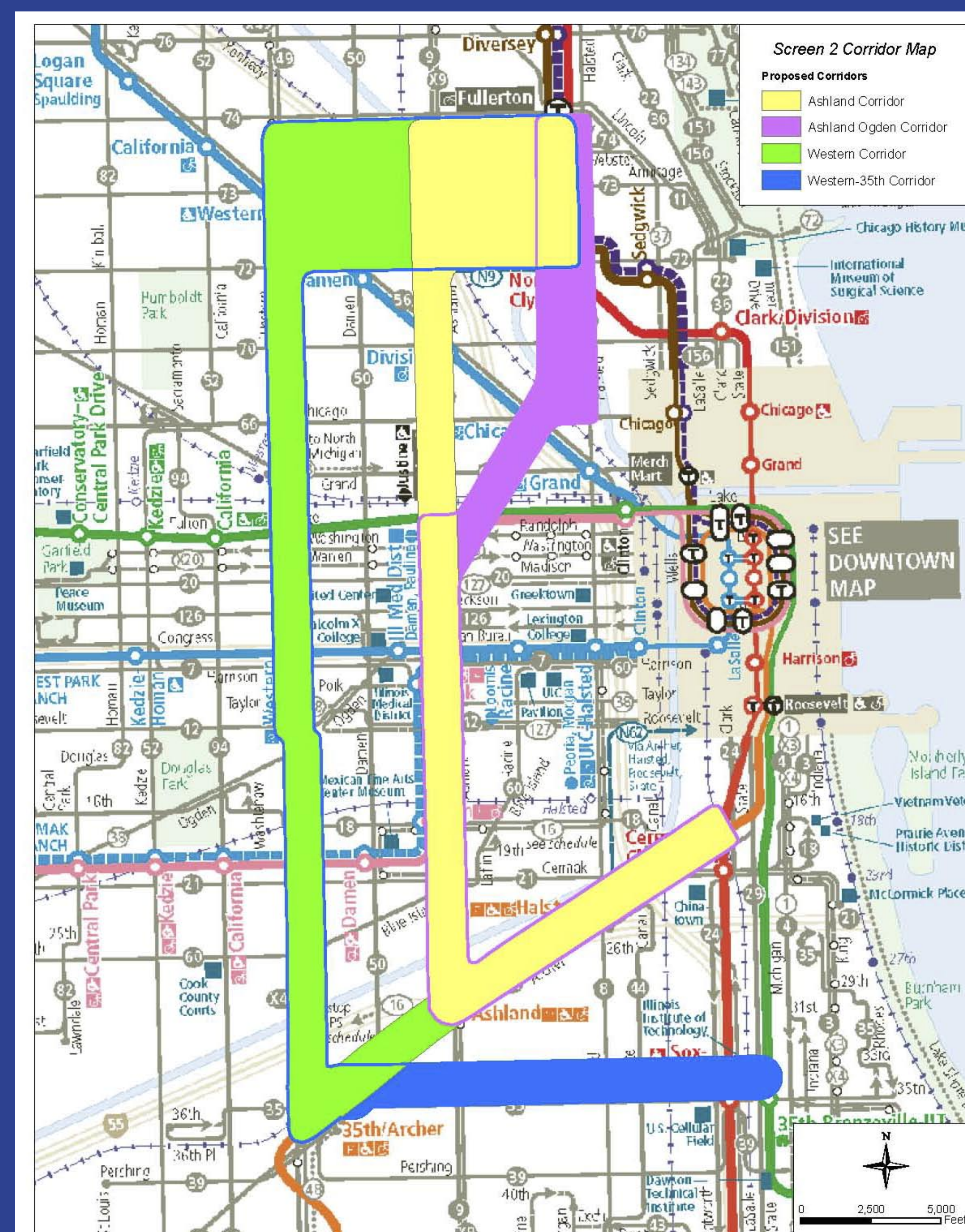
Light Rail Transit



**Heavy Rail Transit
Mostly Elevated**



**Heavy Rail Transit
Limited Elevated**



Community Participation

- **Community Participation is a Key Component of the Alternatives Analysis Study**
 - Elected and Appointed Officials
 - Community and Civic Organizations
 - General Public
 - City and State Agencies



Input steers Circle Line

CTA narrowing corridor choices

By ANITRA ROWE | Staff Writer
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Chicagoans voiced hundreds of questions and concerns about the Chicago Transit Authority's proposed Circle Line in a recent survey.

The public input — collected in three community meetings in May and released in July — will play a major role in the CTA's selection of Circle Line corridors and technology.

The CTA-proposed Circle Line aims to connect commuters to destinations outside of the Loop without requiring them to travel into the Loop for a transfer. The line also could link CTA

rail lines and Metra lines.

CTA says a Circle Line would drastically shorten travel times, particularly between destinations such as O'Hare International Airport, Midway Airport and the United Center. The study area for the Circle Line is bounded by Fullerton on the north, 39th Street on the south,

See **CTA**, page 7



Purpose and Need

- **Transportation Needs**

- Growth in population and employment
- Access to activity and employment centers
- Changing travel patterns (non-Loop destinations)
- Connecting among transit modes
- Increasing transit travel options for residents
- Congestion and lengthening travel times

- **Purpose of Transit Investments**

- Increase transit access between neighborhoods
- Improve access to major regional activity centers
- Improve CTA and Metra transfer connections
- Increase regional transit system efficiency
- Leverage existing regional transit infrastructure investments

