

**Federal Transit Administration's  
New Starts Process**



**Circle Line  
Alternatives Analysis Study**

May, 2006

## **Schedule for Tonight's Meeting**

- **Structure of the Meeting**
- **Comments and Questions Process**
- **Signer and Translators are Available**



## **Tonight's Speakers**

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- **Darud Akbar – Moderator**
  - Chicago Transit Authority
- **Jeffrey Sriver – Project Manager**
  - Chicago Transit Authority
- **Sheldon Fialkoff – Project Manager**
  - DMJM+HARRIS/CTE

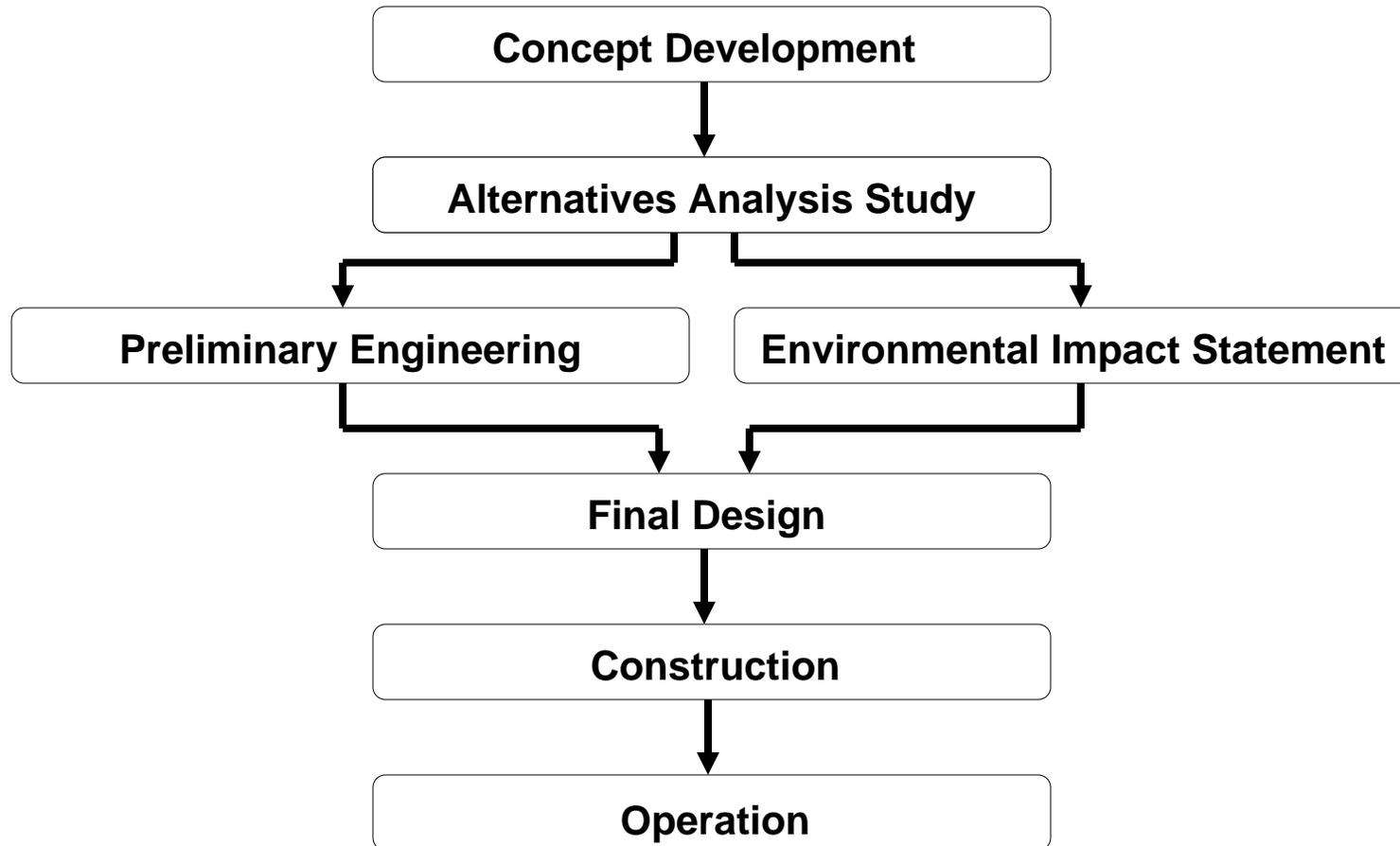


## **Purpose of the Presentation**

- **Describe Federal Transit Administration's (FTA) Required "New Starts" Process**
- **Define an Alternatives Analysis Study**
- **Importance of Public Involvement Process**
- **Discuss Status of Circle Line Study**



# FTA's Required New Starts Process



## **Alternatives Analysis (AA) Study**

- **FTA Requirement for Federal Funding for Transit Expansion (New Starts)**
- **Identifies Transit Opportunities to Ensure All Practical Solutions Are Addressed**
- **Ensures Planning is Consistent with FTA New Starts Process Throughout the Country**
- **Opportunity to Provide Information and Receive Public Input**



## **Alternatives Analysis Study Evaluation Criteria**

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- **Transportation Factors**
  - Such as Ridership, Travel Time and Service
- **Economic Factors**
  - Such as Project Costs and Regional Economic Effects
- **Social Factors**
  - Such as Land Use, Neighborhoods and Cultural Resources
- **Environmental Factors**
  - Such as Noise and Vibration, Archaeological and Historical



## **Alternatives Analysis Process – Key Steps**

- **Define Purpose and Need Statement**
- **Identify Goals and Objectives**
- **Identify all Possible Transportation Alternatives Called the “Universe of Alternatives”**
- **Evaluate Viability of Possible Alternatives Through a Screening Procedure**
- **Identify Locally Preferred Alternative**



## **Public Involvement Process**

- **Key Component of the Alternatives Analysis Study**
- **Opportunity to Provide Information and Receive Public Input**
  - **Your Comments are Needed to Complete this Screening Process**
- **Audiences include**
  - **Elected Officials, Community and Civic Organizations, General Public, City and State Agencies**
- **Continuing Public Involvement/Input**
  - **Meetings Announced Through Public Notices and Advertisements**
  - **Project Updates on the CTA Web Site - [www.transitchicago.com](http://www.transitchicago.com), Which is Accessible at Local Public Libraries**



# Status of Study



## **Circle Line - Purpose & Need Statement**

- **Chicago Metropolitan Region has 1.8 Million Transit Trips Every Weekday**
  - Many Start or End in the Loop
- **Chicago's Business and Residential Population Continues to Grow**
  - Significant Growth in Neighborhoods Outside of the Loop
  - Growth is Expected to Continue, Which Means More Trips Will Start or End Outside of the Loop
- **Currently Many Trips Outside of the Loop Require Riders to go Through the Loop**



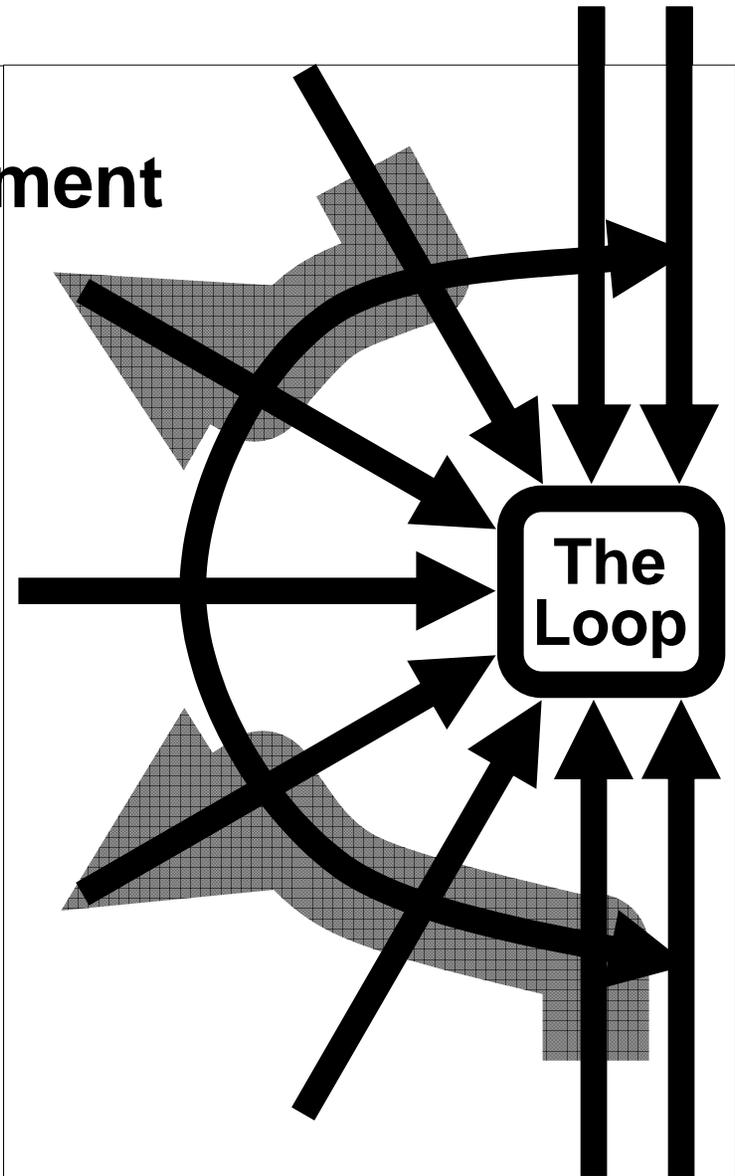
## **Circle Line - Goals & Objectives**

- **Improve Travel Time by Creating Better Connections**
  - **More Direct Routes**
  - **Avoid Having to go Through the Loop to Get to Destinations Outside of the Loop**
- **Improve Transit Access Within and Between Neighborhoods Outside of the Loop**
- **Connect Existing CTA and Metra Systems Outside of the Loop to Create Better Access to Activity Centers**



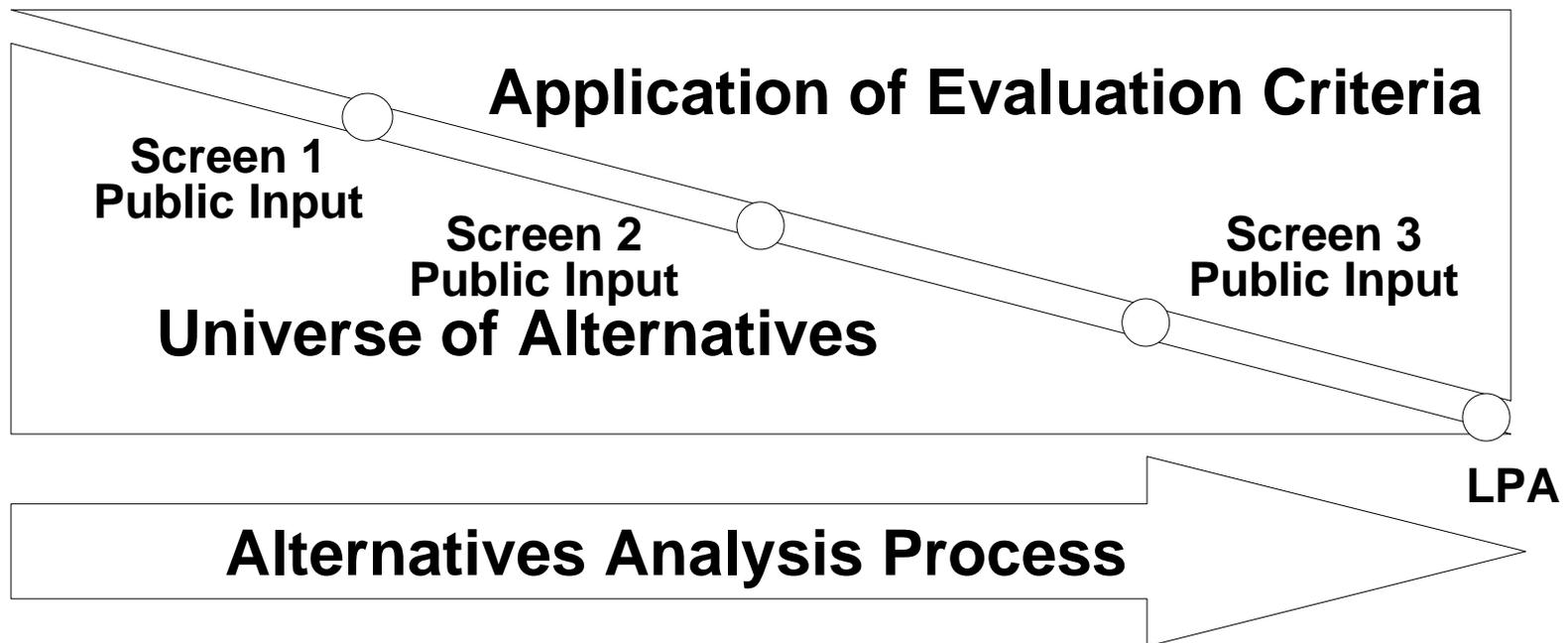
## Opportunity for Improvement

- **Riders Travel Through Loop to Get to Most Destinations**
  - Access to Neighborhoods
  - Regional Job Centers
  - Civic and Educational Institutions
  - Transit Between Suburbs and City



# FTA Evaluation Process

As the AA study progresses and the evaluation criteria are applied, options within the Universe of Alternatives are eliminated until, at the end of the process, there is a Locally Preferred Alternative (LPA).



## Evaluation Process - Detail

- **Screen 1 – Review Universe of Alternatives**
  - Eliminate Alternatives that are Not Viable
  - Technology, Corridor and Alignment
- **Screen 2 – More Detailed Definition**
  - Further Definition of Remaining Alternatives
  - Define Specific Alignments, Transit Ridership, Capital Costs, Neighborhood Resources Along the Alignment
  - Evaluate and Reduce Number of Surviving Alternatives
- **Screen 3 – Final Definition**
  - Refine Remaining Alignments to Improve Level of Detail
  - Develop FTA Required “User Benefits” to Identify Locally Preferred Alternative(s)



## **Circle Line - Universe of Alternatives**

- **Required FTA Procedure**
- **Identifies all Potential Technologies and Alternatives that May Address the Goals and Objectives**
- **Defines the Limits of the Study Scope to the Study Area**
- **Includes No-Build and Baseline Alternatives**



# Universe of Alternatives Considered in the Circle Line's AA Study

## TECHNOLOGIES

**Automated Guideway/Monorail**

**Bus Rapid Transit**

**Commuter Bus**

**Commuter Rail**

**Heavy Rail Rapid Transit**

**High Speed Rail**

**Light Rail Transit**

**Local Bus**

**MagLev**

**Personal Rapid Transit**

**Streetcar**



Study Status

## Technologies Reviewed as Part of the Circle Line AA Study



**Automated Guideway/Monorail**

Circle Line Alternatives Analysis Study



Study Status

# Technologies Reviewed as Part of the Circle Line AA Study



**Bus Rapid Transit**

Circle Line Alternatives Analysis Study



Study Status

# Technologies Reviewed as Part of the Circle Line AA Study



**Commuter Bus**

Circle Line Alternatives Analysis Study



Study Status

# Technologies Reviewed as Part of the Circle Line AA Study



**Commuter Rail**

Circle Line Alternatives Analysis Study



Study Status

# Technologies Reviewed as Part of the Circle Line AA Study



**Heavy Rail Transit**

Circle Line Alternatives Analysis Study



# Technologies Reviewed as Part of the Circle Line AA Study



**High Speed Rail**



Study Status

# Technologies Reviewed as Part of the Circle Line AA Study



## Light Rail Transit

Circle Line Alternatives Analysis Study



Study Status

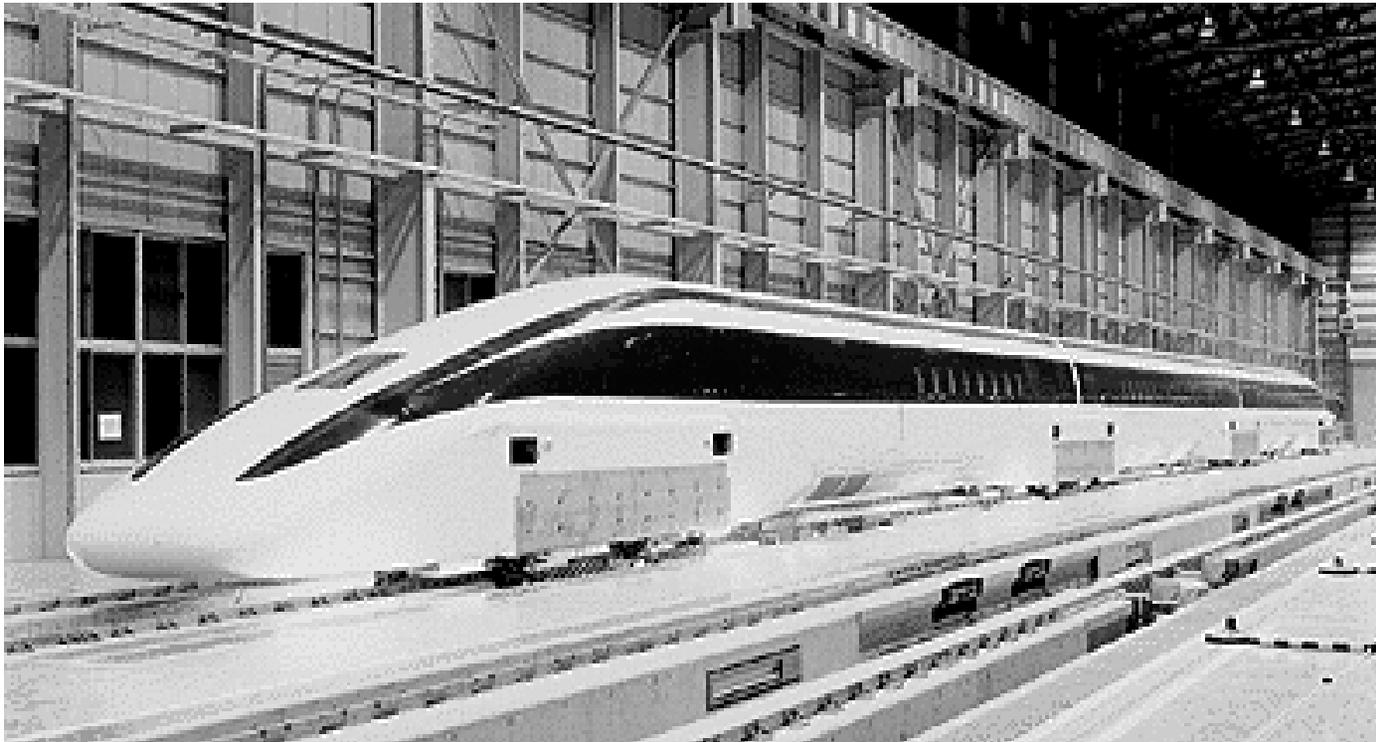
# Technologies Reviewed as Part of the Circle Line AA Study



**Local Bus**



# Technologies Reviewed as Part of the Circle Line AA Study



**MagLev**



Study Status

# Technologies Reviewed as Part of the Circle Line AA Study



## Personal Rapid Transit

Circle Line Alternatives Analysis Study



# Technologies Reviewed as Part of the Circle Line AA Study



**Streetcar**

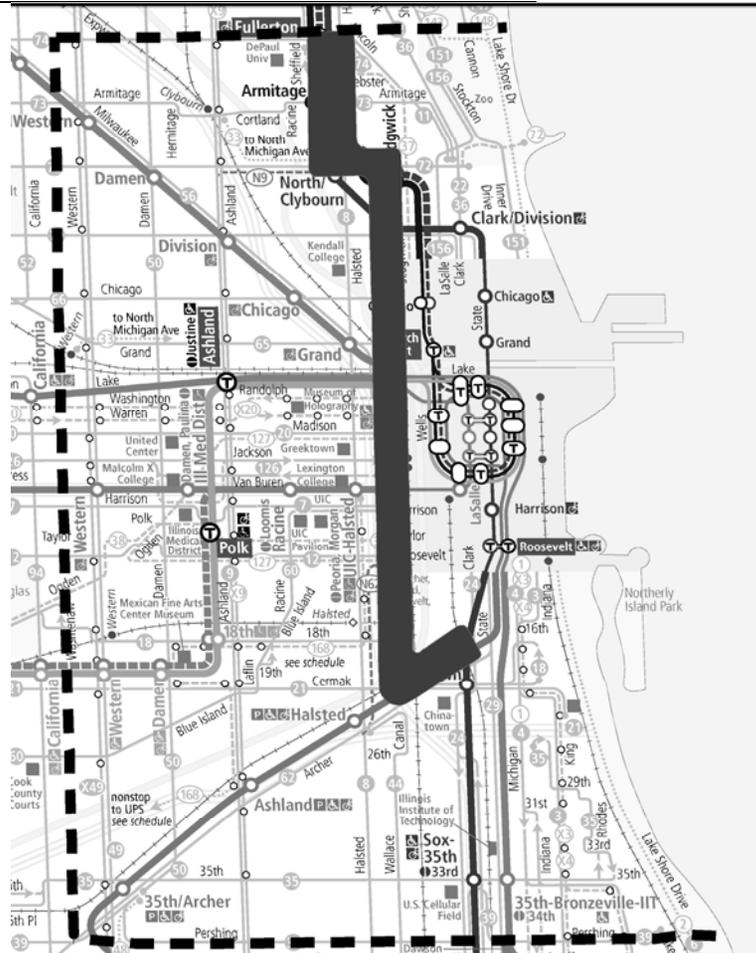


# Corridors Reviewed





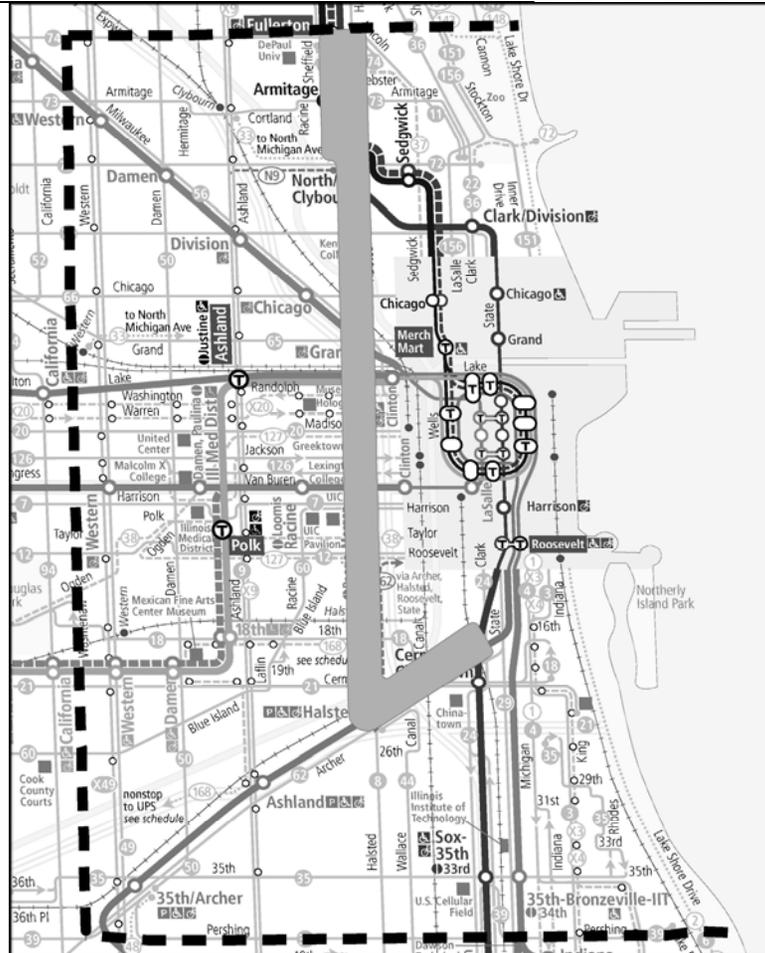
# Corridors Considered in the AA Study



## Canal/Clinton Corridor



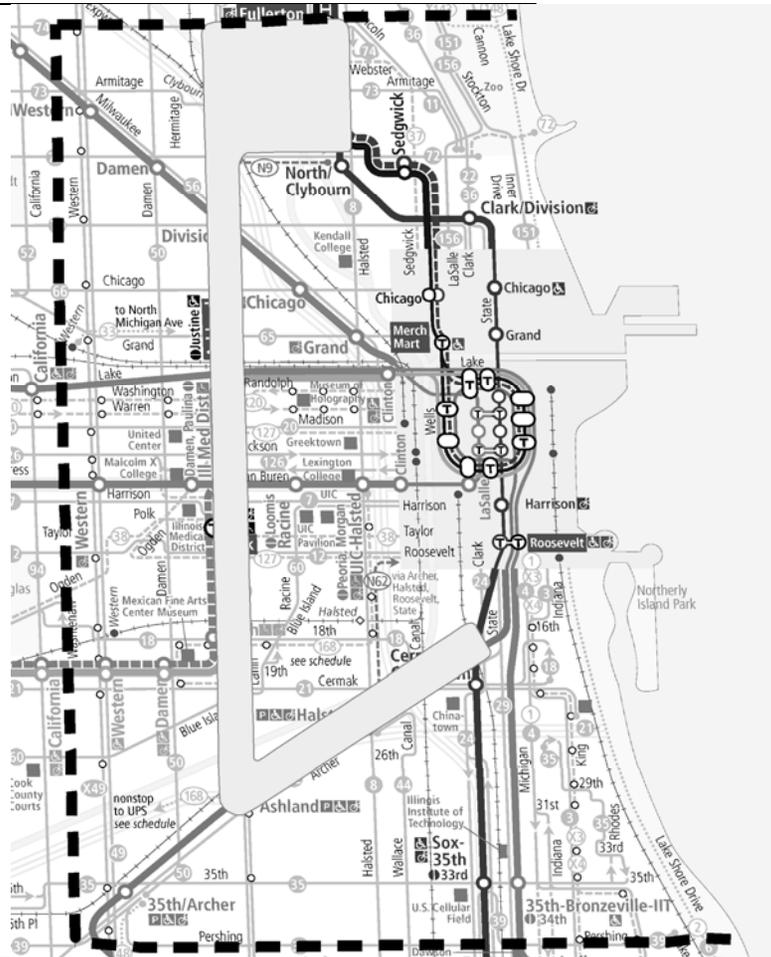
# Corridors Considered in the AA Study



## Halsted Corridor



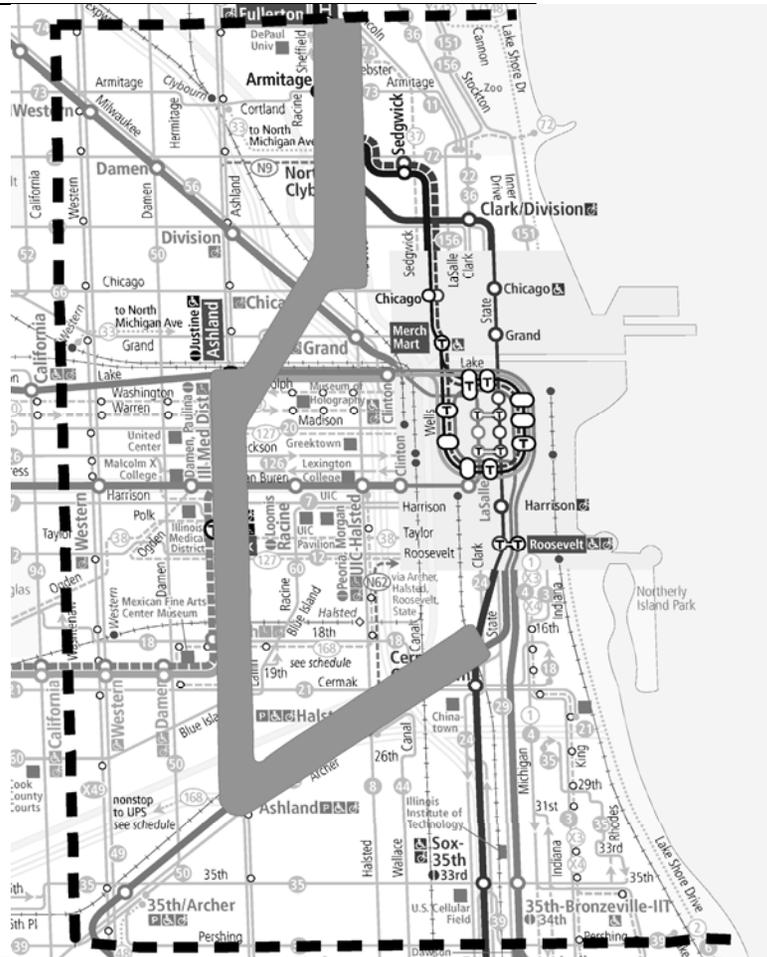
# Corridors Considered in the AA Study



## Ashland Corridor



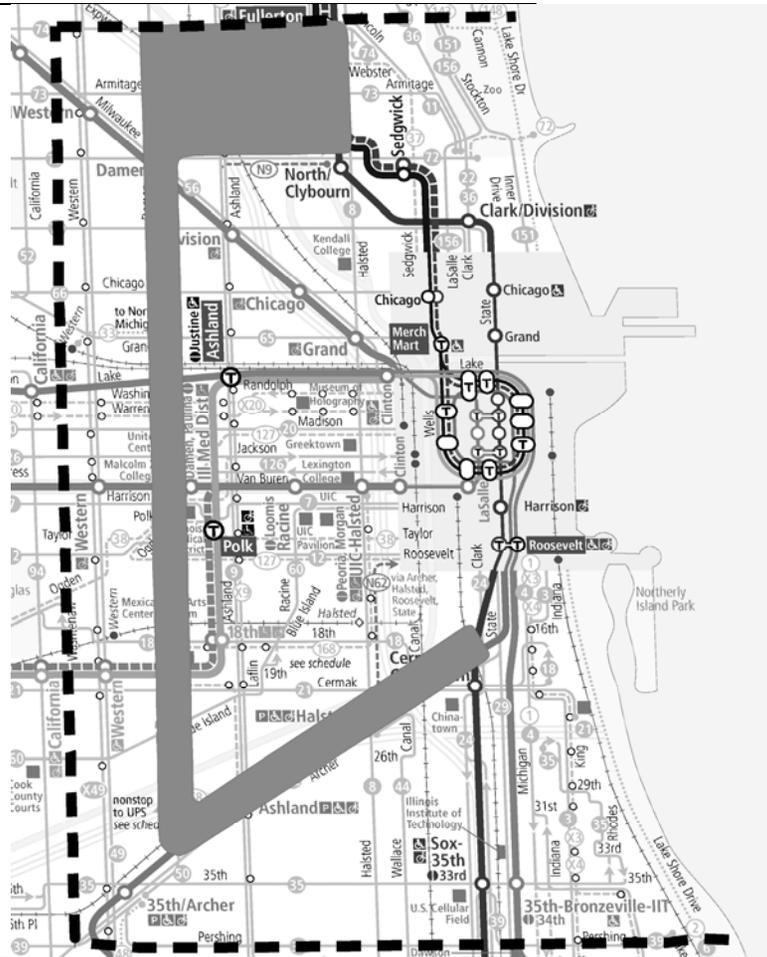
# Corridors Considered in the AA Study



## Ashland/Ogden Corridor



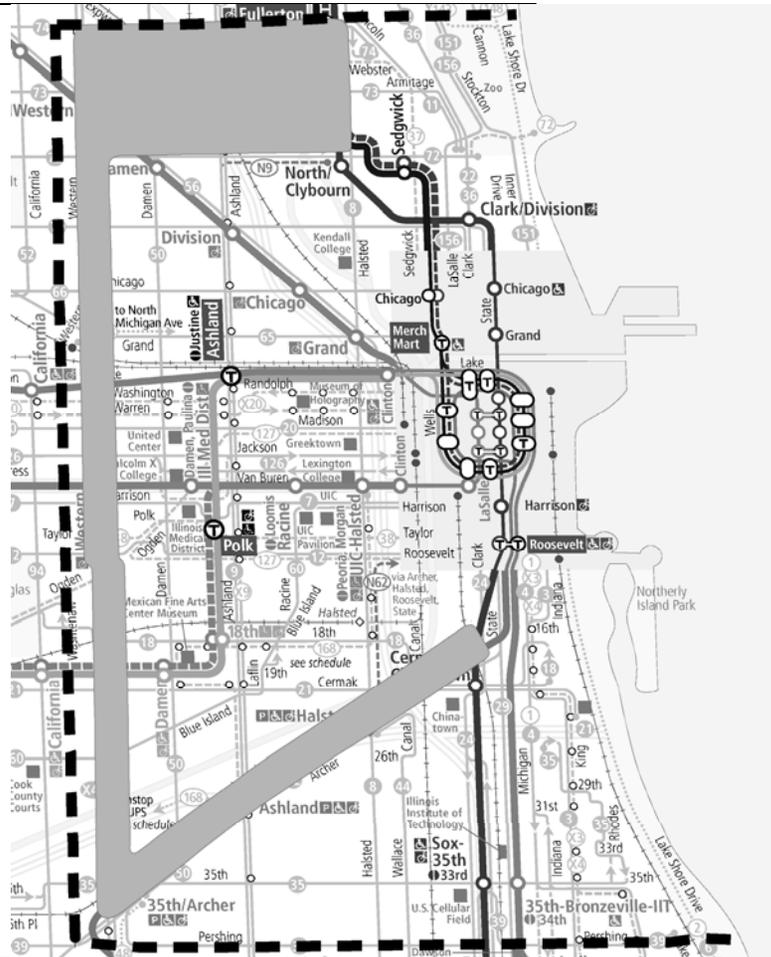
# Corridors Considered in the AA Study



## Damen Corridor



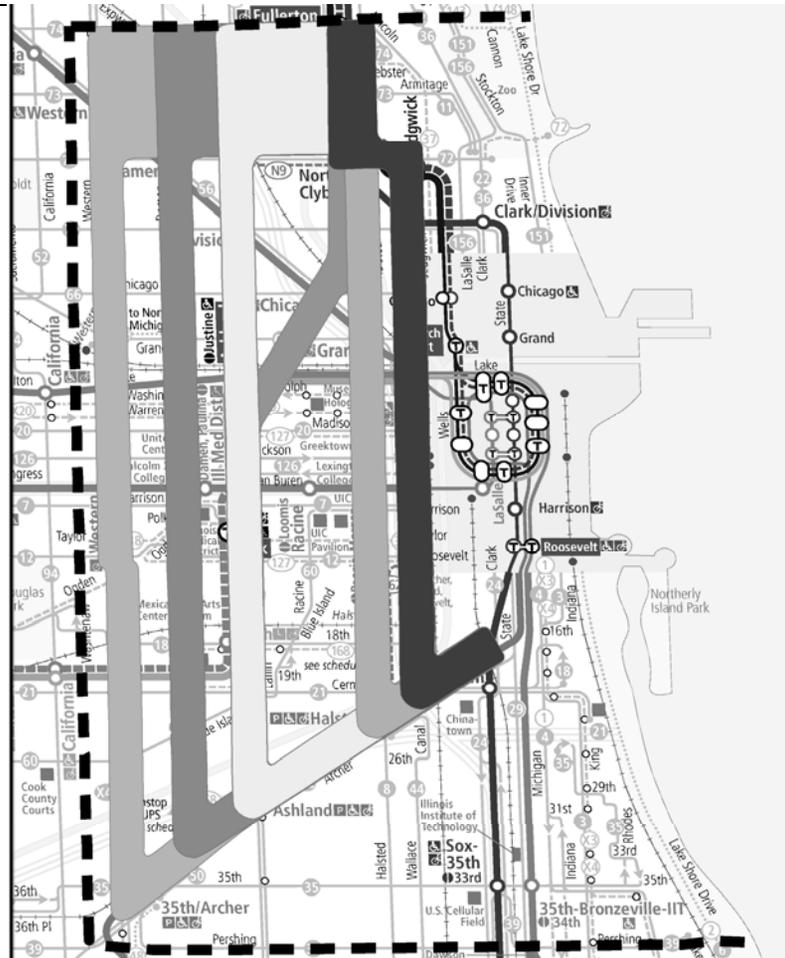
# Corridors Considered in the AA Study



## Western Corridor



# Corridors Considered in the AA Study

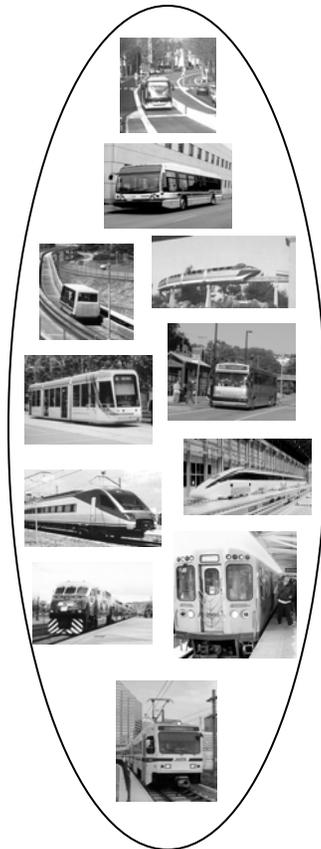


- | Proposed Corridors |                        | CTA Lines |             |
|--------------------|------------------------|-----------|-------------|
|                    | Clinton Corridor       |           | Pink Line   |
|                    | Halsted Corridor       |           | Yellow Line |
|                    | Ashland Corridor       |           | Brown Line  |
|                    | Damen Corridor         |           | Purple Line |
|                    | Ashland Ogden Corridor |           | Red Line    |
|                    | Western Corridor       |           | Green Line  |
|                    | Study Area Boundary    |           | Blue Line   |
|                    |                        |           | Orange Line |



# Universe of Alternatives in the AA Study

## Technologies\*



**&**

## Corridors

Ashland  
Ashland/Ogden  
Canal/Clinton  
Damen  
Halsted  
Western

**&**

## Alignments

At-Grade  
Elevated  
Underground

**=**

## Universe

134  
Combinations  
Including  
No-Build  
and  
Baseline

\*Not all Technologies Can be Applied to Each Corridor or Alignment



# Screen 1 Evaluation



## Screen 1 Evaluation Criteria

- **Does the Technology meet the study criteria for**
  - **Speed**
  - **Station Spacing**
  - **Customer Capacity**
  - **Proven Reliability**
- **Evaluated Technologies and Corridors Combined**
  - **Effects on Neighborhood**
  - **Physical Constraints**
  - **Operational Constraints**
  - **Maximization of Existing Transit Facilities**



## **Screen 1 Evaluation Process Preliminary Findings**

- **Corridors that Meet the Criteria of the Screen 1 Evaluation Process**
  - Ashland
  - Ashland/Ogden
  - Western
- **Corridors that Do Not Meet the Criteria of the Screen 1 Evaluation Process**
  - Canal/Clinton
  - Damen
  - Halsted



# Screen 1 Evaluation Process Preliminary Findings



**Bus Rapid Transit  
At-Grade**



**Heavy Rail Rapid Transit  
Elevated & Underground**



**Light Rail Rapid Transit  
At-Grade**



# Screen 1 Evaluation Process Preliminary Findings

## Technologies\*



Bus Rapid Transit



Heavy Rail Rapid Transit



Light Rail Transit

**&**

## Corridors

Ashland

Ashland/Ogden

Western

**&**

## Alignments

At-Grade

Elevated

Underground

**=**

## Universe

14

Combinations

Including

No-Build

and

Baseline

\*Not all Technologies Can be Applied to Each Alignment



# Next Steps



## **Next Steps in the AA Study Process**

- **Confirm Initial Evaluation Findings**
  - Incorporate Comments from Public Meetings
- **Refine the Alignments**
- **Continue Public Involvement**
  - Announced Through Car Cards, Customer Alerts, Local Media and Contact List
  - 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](http://www.transitchicago.com)



## **Screen 1 Meeting Schedule**

**Tuesday, May 2, 2006**

**6:00 p.m. – 8:00 p.m.**

**Mexican Fine Arts Museum**

**West Wing Auditorium**

**1852 W. 19<sup>th</sup> Street**

**Chicago, Illinois**

**Wednesday, May 3, 2006**

**6:00 p.m. – 8:00 p.m.**

**Lincoln Park High School**

**2001 N. Orchard Street**

**Room 103**

**Chicago, Illinois**

**Thursday, May 4, 2006**

**6:00 p.m. – 8:00 p.m.**

**University of Illinois at Chicago (UIC)**

**Molecular Biology Research Building**

**900 S. Ashland Ave. (Marshfield entrance)**

**Room 1017**

**Chicago, Illinois**



## **Questions and Comments**

- **CTA Representatives are available to answer additional questions**
- **Written comments and questions accepted through May 19, 2006:**

**Mr. Darud Akbar  
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Government and Community Relations  
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dakbar@transitchicago.com**



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# **Circle Line Alternatives Analysis Study**