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

• Darud Akbar – Moderator
  – Chicago Transit Authority

• Jeffrey Sriver – Project Manager
  – Chicago Transit Authority

• Sheldon Fialkoff – Project Manager
  – DMJM+HARRIS/CTE

Circle Line Alternatives Analysis Study
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

- Concept Development
- Alternatives Analysis Study
  - Preliminary Engineering
  - Environmental Impact Statement
- Final Design
- Construction
- Operation

Circle Line Alternatives Analysis Study
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

• 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, Which is Accessible at Local Public Libraries

Circle Line Alternatives Analysis Study
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

Circle Line Alternatives Analysis Study
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).

Circle Line Alternatives Analysis Study
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

<table>
<thead>
<tr>
<th>TECHNOLOGIES</th>
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</thead>
<tbody>
<tr>
<td>Automated Guideway/Monorail</td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
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<tr>
<td>Commuter Bus</td>
</tr>
<tr>
<td>Commuter Rail</td>
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<tr>
<td>Heavy Rail Rapid Transit</td>
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<tr>
<td>High Speed Rail</td>
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<tr>
<td>Light Rail Transit</td>
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<tr>
<td>Local Bus</td>
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<tr>
<td>MagLev</td>
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<tr>
<td>Personal Rapid Transit</td>
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<tr>
<td>Streetcar</td>
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</tbody>
</table>

Circle Line Alternatives Analysis Study
Technologies Reviewed as Part of the Circle Line AA Study

Automated Guideway/Monorail

Circle Line Alternatives Analysis Study
Technologies Reviewed as Part of the Circle Line AA Study

Bus Rapid Transit

Circle Line Alternatives Analysis Study
Technologies Reviewed as Part of the Circle Line AA Study

Commuter Bus

Circle Line Alternatives Analysis Study
Technologies Reviewed as Part of the Circle Line AA Study

Commuter Rail

Circle Line Alternatives Analysis Study
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

Circle Line Alternatives Analysis Study
<table>
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**Light Rail Transit**

Circle Line Alternatives Analysis Study
Technologies Reviewed as Part of the Circle Line AA Study

Local Bus

Circle Line Alternatives Analysis Study
Technologies Reviewed as Part of the Circle Line AA Study

MagLev

Circle Line Alternatives Analysis Study
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

Circle Line Alternatives Analysis Study
Corridors Reviewed
Corridors Considered in the AA Study

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Canal/Clinton Corridor

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Halsted Corridor

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Ashland Corridor

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Ashland/Ogden Corridor

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Damen Corridor

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Study Status

Western Corridor

Circle Line Alternatives Analysis Study
Corridors Considered in the AA Study

Circle Line Alternatives Analysis Study
Universe of Alternatives in the AA Study

Technologies*
- Ashland
- Ashland/Ogden
- Canal/Clinton
- Damen
- Halsted
- Western

Corridors

Alignments
- At-Grade
- Elevated
- Underground

Universe
- 134 Combinations
- Including No-Build and Baseline

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

Circle Line Alternatives Analysis Study
Screen 1 Evaluation
<table>
<thead>
<tr>
<th>Screen 1 Evaluation Criteria</th>
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</thead>
<tbody>
<tr>
<td>• Does the Technology meet the study criteria for</td>
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<tr>
<td>- Speed</td>
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<tr>
<td>- Station Spacing</td>
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<tr>
<td>- Customer Capacity</td>
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<tr>
<td>- Proven Reliability</td>
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<tr>
<td>• Evaluated Technologies and Corridors Combined</td>
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<tr>
<td>- Effects on Neighborhood</td>
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<tr>
<td>- Physical Constraints</td>
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<tr>
<td>- Operational Constraints</td>
</tr>
<tr>
<td>- Maximization of Existing Transit Facilities</td>
</tr>
<tr>
<td>Study Status</td>
</tr>
<tr>
<td>--------------</td>
</tr>
<tr>
<td>Screen 1 Evaluation Process Preliminary Findings</td>
</tr>
<tr>
<td>• Corridors that Meet the Criteria of the Screen 1 Evaluation Process</td>
</tr>
<tr>
<td>– Ashland</td>
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<tr>
<td>– Ashland/Ogden</td>
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<tr>
<td>– Western</td>
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<tr>
<td>• Corridors that Do Not Meet the Criteria of the Screen 1 Evaluation Process</td>
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<tr>
<td>– Canal/Clinton</td>
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<td>– Damen</td>
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<tr>
<td>– Halsted</td>
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</tbody>
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Circle Line Alternatives Analysis Study
Screen 1 Evaluation Process
Preliminary Findings

Bus Rapid Transit
At-Grade

Heavy Rail Rapid Transit
Elevated & Underground

Light Rail Rapid Transit
At-Grade

Circle Line Alternatives Analysis Study
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
    - Baseline

*Not all Technologies Can be Applied to Each Alignment

Circle Line Alternatives Analysis Study
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
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. 19th 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

Circle Line Alternatives Analysis Study
Questions and Comments

• CTA Representatives are available to answer additional questions

• Written comments and questions accepted through May 19, 2006:

   Mr. Darud Akbar
   Chicago Transit Authority
   Government and Community Relations
   P.O. Box 7567
   Chicago, IL  60680-7567
   dakbar@transitchicago.com

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Federal Transit Administration’s
New Starts Process

Circle Line
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