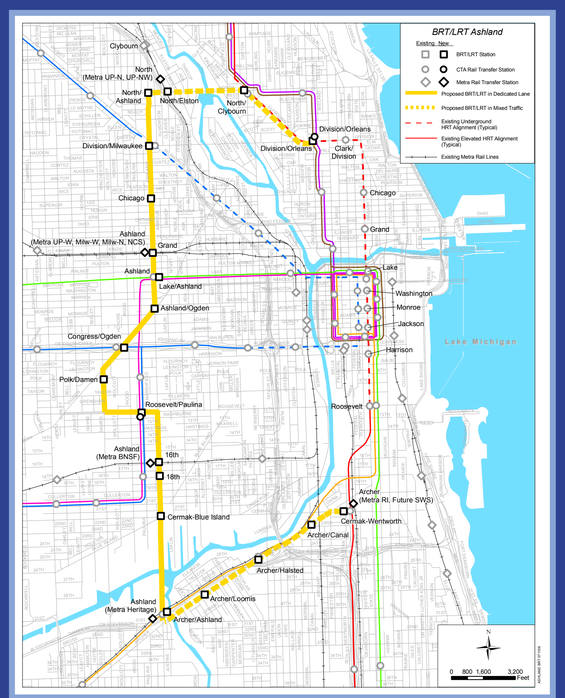
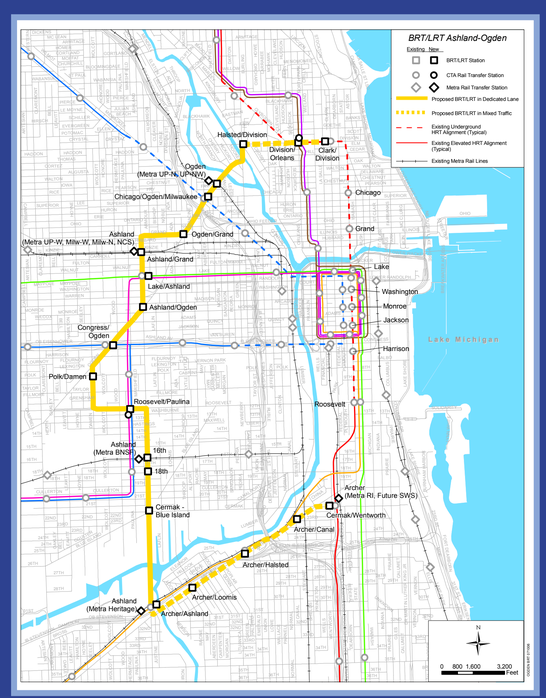
Circle Line Alternatives Analysis Study

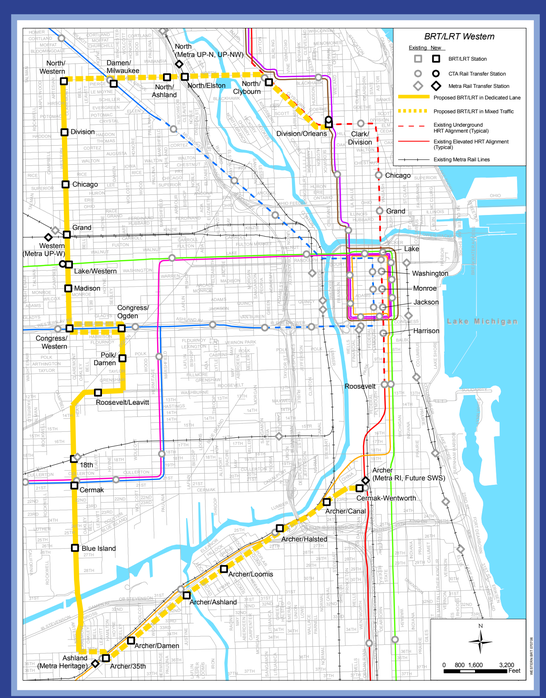
Screen 2, Step 2 - Alternatives Evaluated



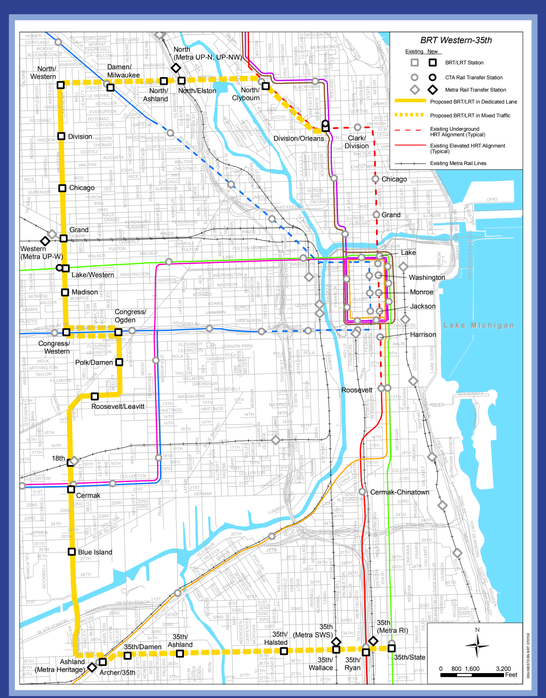
BRT/LRT Ashland



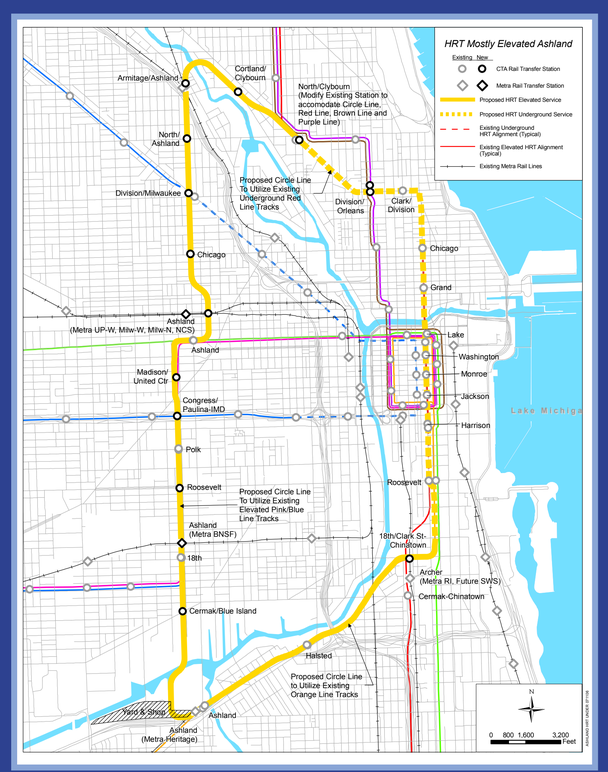
BRT/LRT Ashland-Ogden



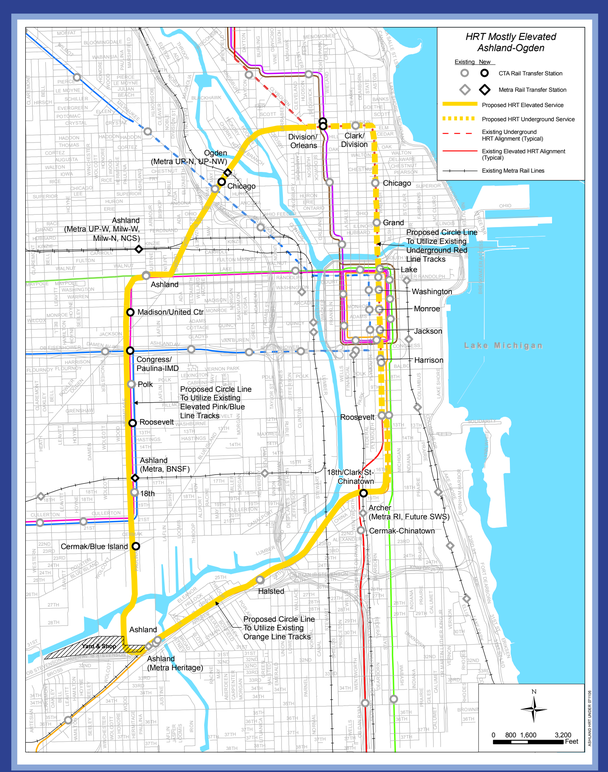
BRT/LRT Western



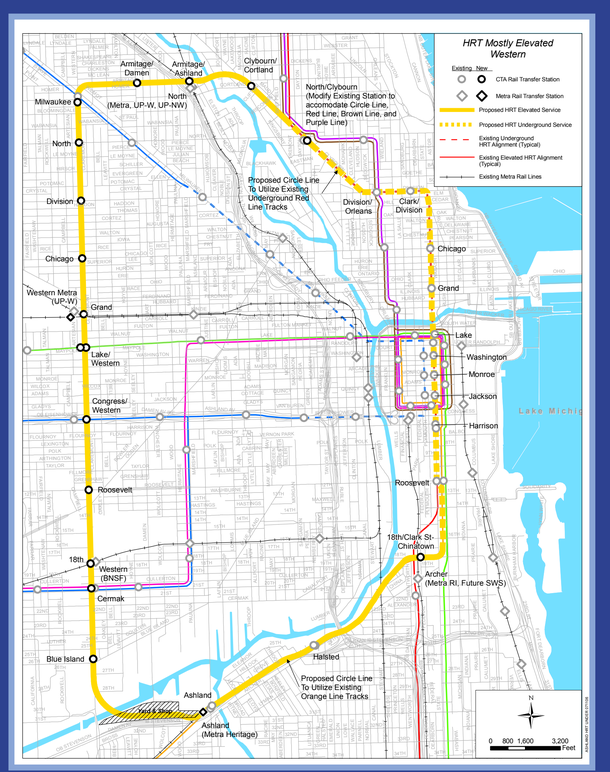
BRT/LRT Western-35th



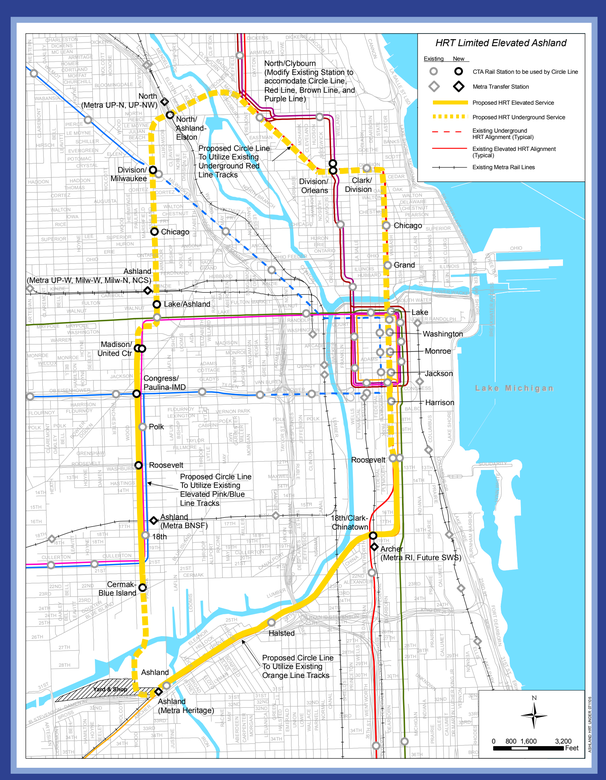
HRT Mostly Elevated Ashland



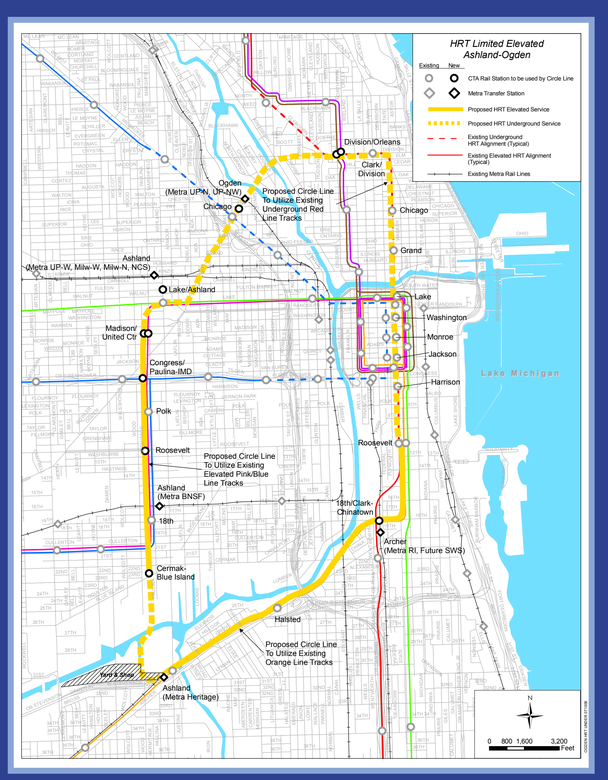
HRT Mostly Elevated Ashland-Ogden



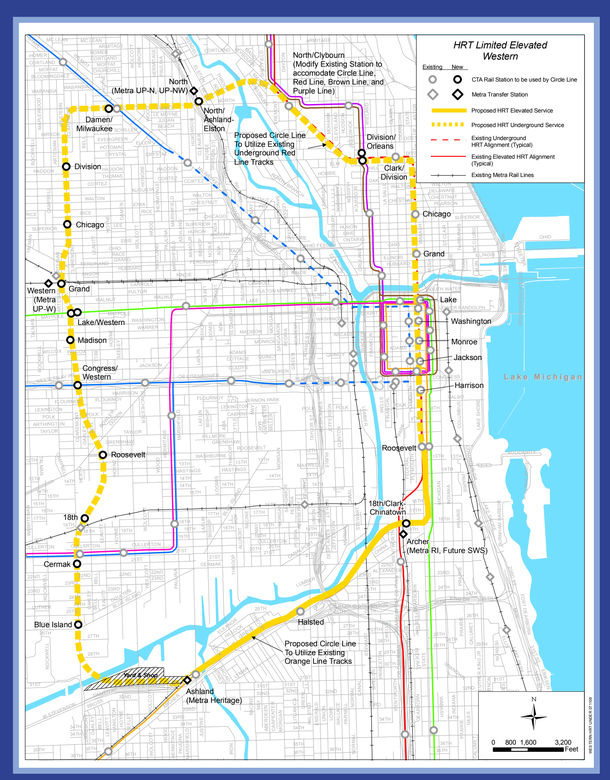
HRT Mostly Elevated Western



HRT Limited Elevated Ashland



HRT Limited Elevated Ashland-Ogden



HRT Limited Elevated Western

DMJM + Harris/CTE Engineers
a Joint Venture

Circle Line Alternatives Analysis Study

Screen 2, Step 2 – Preliminary Evaluation of Medium Capacity Alternatives

Criteria	Bus Rapid Transit Alternatives				Light Rail Transit Alternatives		
	Ashland	Ashland - Ogden	Western	Western - 35th	Ashland	Ashland - Ogden	Western
Route Miles of Proposed New Service	9.7	8.9	13.1	12.9	9.7	8.9	13.1
Route Miles of BRT/LRT Dedicated Lane	5.7	5.8	6.7	6.7	5.7	5.8	6.7
Number of Circle Line Stations/Stops	20	20	25	25	20	20	25
Number of Proposed New Metra Stations	5	5	4	5	5	5	4
SOCIAL FACTORS							
2030 Population	61,400	61,100	73,300	73,100	61,400	61,100	73,300
2030 Employment	54,000	70,900	50,700	47,600	54,000	70,900	50,700
2000 Households	20,800	20,700	23,000	23,200	20,800	20,700	23,000
2000 Percentage (of total) of 0-Car Households	40%	42%	35%	34%	40%	42%	35%
2000 Percentage (of total) of Minority Population	51%	49%	52%	52%	51%	50%	52%
2000 Percentage (of total) of Low Income Households	30%	29%	27%	28%	30%	29%	27%
Local Hospitals	2	3	3	3	3	3	3
Local Schools and Colleges	20	19	19	25	20	19	19
Traffic, Parking, Noise, Dust	O	O	O	O	–	–	–
Support of Alternative	O	O	O	O	O	O	O
Social Factors Summation	+	+	O	O	O	O	–
ECONOMIC							
% Change in Average Value of Housing Units (1990 - 2000)	103%	156%	126%	136%	103%	156%	126%
% of Stations in TIF Districts	90%	100%	88%	88%	90%	100%	88%
Average Retail Locations per Station Area	16	13	13	13	16	13	13
Impacts to Revenue of Adjacent Businesses During Construction	O	O	O	O	–	–	–
Potential Right-of-Way Impacts	O	O	O	O	O	O	O
Anticipated Capital Cost by Comparison	+	+	+	+	–	–	–
Economic Summation	+	+	+	+	–	–	–
ENVIRONMENTAL							
Hazmat Sites - Superfund Sites	0	0	0	0	0	0	0
Wetlands	0	0	1	0	0	0	1
Historic Districts	1	1	2	2	1	1	2
Potential Micro Level Pollution	–	–	–	–	+	+	+
Potential Noise and Vibration Impacts	O	O	O	O	O	O	O
Potential Visual Impacts	O	O	O	O	–	–	–
Environmental Summation	O	O	O	O	+	+	+
TRANSPORTATION							
Average Speed (mph)	14.0	14.1	13.9	12.2	14	14	14
End to End Travel Time (min) (LRT assumed to be similar to BRT)	41.5	37.8	56.6	63.6	41	37	56
Number of new Traffic Impediments	90 - 140	90 - 140	100 - 150	100 - 150	90 - 140	90 - 140	100 - 150
Number of Potential Displaced On-Street Parking Spaces	100 - 150	100 - 150	100 - 150	150 - 200	200 - 250	250 - 300	200 - 250
Transportation Summation	O	O	O	O	–	–	–
RESULT	Advance	Advance	Advance	Advance	Do Not Advance	Do Not Advance	Do Not Advance

+ = Positive Rating by Comparison
O = Neutral Rating by Comparison
– = Negative Rating by Comparison

Indicates a Notable Strength by Comparison

Indicates a Cause for Elimination by Comparison

NOTES:

1. Numbers may not add, due to rounding
2. Ratings are based on a comparison of alternatives shown
3. LRT route miles and travel times are assumed to match BRT for the purposes of Screen 2.
4. Demographic data based on TAZ values within a 1/4 mile radius of stations with new service
5. Cultural and environmental resources based on those which appear to be within a 500’ buffer centered on the alignment

Circle Line Alternatives Analysis Study

Screen 2, Step 2 – Preliminary Evaluation of High Capacity Alternatives

Criteria	Heavy Rail Mostly Elevated Alternatives			Heavy Rail Limited Elevated Alternatives		
	Ashland	Ashland - Ogden	Western	Ashland	Ashland - Ogden	Western
Route Miles of Proposed New Service	14.3	12.0	15.4	13.3	12.1	14.9
Route Miles of New HRT Guideway	6.4	4.9	8.6	5.3	4.9	8.2
Number of Circle Line Stations/Stops	27	21	27	24	21	26
Number of Proposed New HRT Stations	12	7	15	12	10	16
Number of Metra Stations	4	4	4	5	5	4
SOCIAL FACTORS						
2030 Population	91,100	73,200	98,100	85,700	69,200	94,300
2030 Employment	207,100	189,300	184,000	201,000	179,000	184,700
2000 Households	33,100	25,700	33,200	31,100	23,500	32,200
2000 Percentage (of total) of 0-Car Households	38%	40%	35%	39%	40%	36%
2000 Percentage (of total) of Minority Population	38%	41%	40%	40%	38%	41%
2000 Percentage (of total) of Low Income Households	21%	21%	20%	22%	21%	21%
Local Hospitals	4	4	2	4	3	1
Local Schools and Colleges	33	30	28	33	29	31
Traffic, Parking, Noise, Dust	–	–	–	O	O	O
Support of Alternative	–	–	–	O	O	O
Social Factors Summation	–	–	–	O	O	O
ECONOMIC						
% Change in Average Value of Housing Units (1990 - 2000)	85%	125%	124%	95%	129%	126%
% of Stations in TIF Districts	82.0%	92%	91%	80%	92%	88%
Average Retail Locations per Station Area	18	13	14	17	14	13
Impacts to Revenue of Adjacent Businesses	–	–	–	O	O	O
Potential Right-of-Way Impacts	O	O	O	O	O	O
Anticipated Capital Cost by Comparison	O	O	O	–	–	–
Economic Summation	O	O	O	–	–	–
ENVIRONMENTAL						
Hazmat Sites - Superfund Sites	0	0	0	0	0	0
Wetlands	0	0	0	0	0	1
Historic Districts	1	1	2	1	1	2
Potential Micro Level Pollution	O	O	O	O	O	O
Potential Noise and Vibration Impacts	–	–	–	+	+	+
Potential Visual Impacts	–	–	–	+	+	+
Environmental Summation	–	–	–	+	+	+
TRANSPORTATION						
Average Speed (mph)	17.5	18.0	18.2	18.1	17.9	18.9
End to End Travel Time (min)	49.0	40.0	50.8	44.0	40.5	47.3
Number of new Traffic Impediments	20 - 40	10 - 30	30 - 50	15 - 35	10 - 30	10 - 30
Number of Potential Displaced On-Street Parking Spaces	50 - 100	20 - 70	0 - 50	20 - 70	20 - 70	0 - 50
Transportation Summation	O	O	O	O	O	O
RESULT	Do Not Advance	Do Not Advance	Do Not Advance	Advance	Advance	Advance

+ = Positive Rating by Comparison
O = Neutral Rating by Comparison
– = Negative Rating by Comparison

Indicates a Notable Strength by Comparison

Indicates a Cause for Elimination by Comparison

NOTES:

1. Numbers may not add, due to rounding
2. Ratings are based on a comparison of other alternatives shown
3. Demographic data based on TAZ values within a 1/4 mile radius of stations with new service
4. Cultural and environmental resources based on those which appear to be within a 500’ buffer centered on the alignment