

Screen 2, Step 3 - Bus Rapid Transit Alternatives



Existing Proposed New

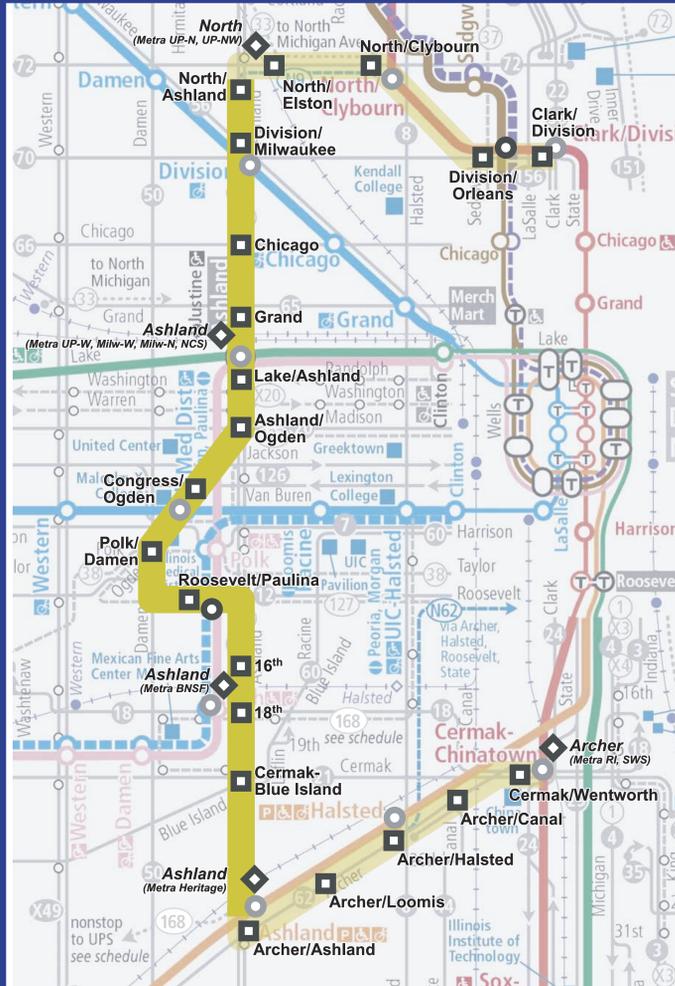


BRT Station
 CTA Rail Transfer Station
 Metra Rail Transfer Station

Proposed BRT in Mixed Traffic

Proposed BRT in Dedicated Lane

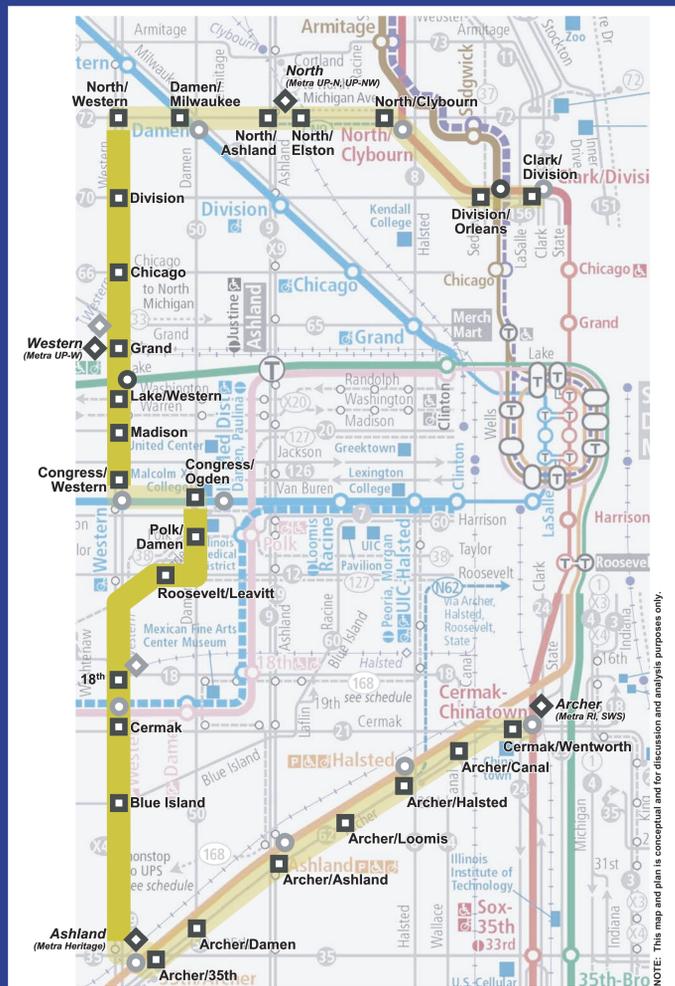
Ashland



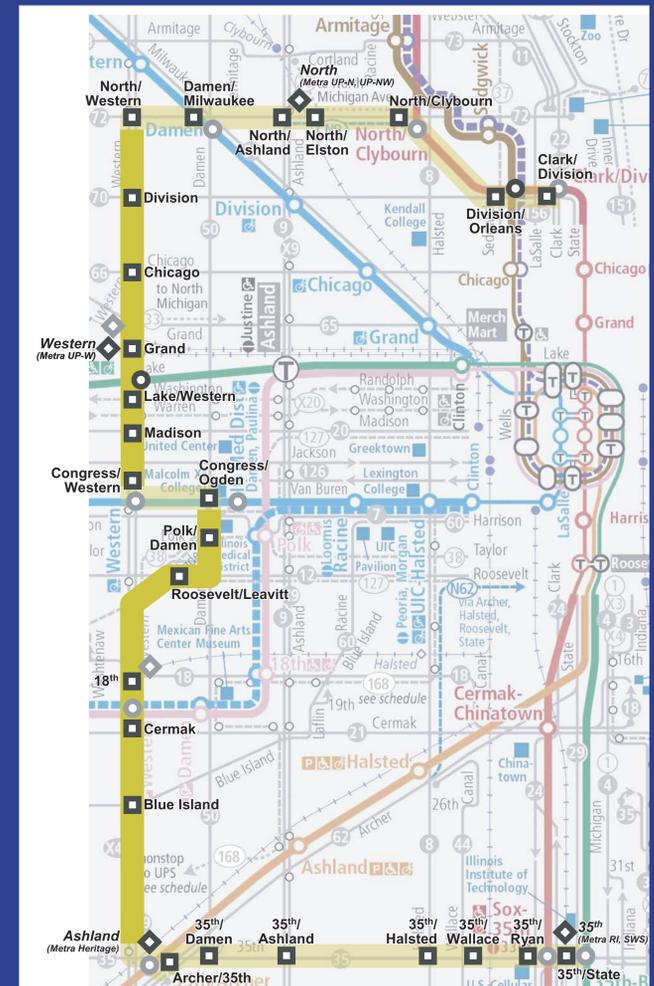
Ashland-Ogden



Western



Western-35th



Screen 2, Step 3 – Bus Rapid Transit Evaluation

Criteria	BRT Alternatives			
	Ashland	Ashland - Ogden	Western	Western - 35th
Route Miles of Proposed New Service	9.7	8.9	13.1	12.9
Route Miles of BRT Dedicated Lane	5.7	5.8	6.7	6.67
Number of Proposed New BRT/Circle Line Station/Stops	20	20	25	25
Number of Proposed New Metra Stations	5	5	4	5
Project Cost and FTA Criteria				
Capital Cost - Percent Difference from Average - Without Right-of-Way	-2%	-7%	2%	7%
Operating Cost - Percent Difference from Average	-12%	-17%	12%	17%
Ridership - Percent Difference from Average	-1%	11%	-2%	-8%
Cost/Boarding - Percent Difference from Average	-4%	-19%	5%	1%
Project Cost and FTA Criteria Summation	0	+	-	-
RESULTS	Advance	Advance	Do Not Advance	Do Not Advance

Percentages based on deviation from average of BRT alternatives shown

Indicates a Notable Strength by Comparison

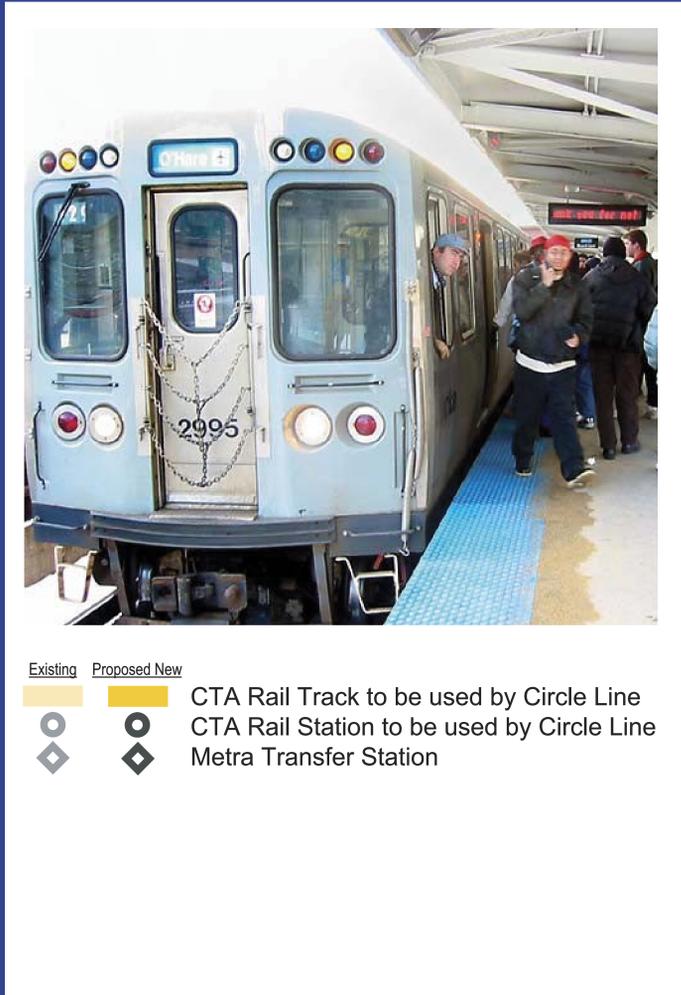
Indicates a Cause for Elimination by Comparison

NOTES:

1. Numbers may not add, due to rounding
2. Ratings are based on a comparison of other alternatives shown
3. Capital and operating cost comparison based on preliminary estimates



Screen 2, Step 3 - Heavy Rail Transit Alternatives



Ashland-Ogden



Ashland



Western



Screen 2, Step 3 – Heavy Rail Transit Evaluation

Criteria	HRT Alternatives		
	Ashland	Ashland - Ogden	Western
Route Miles of Proposed New Service	13.3	12.1	14.9
Route Miles of New HRT Guideway	5.3	4.9	8.2
Number of Circle Line Stations/Stops	24	21	26
Number of Proposed New HRT Stations	12	10	16
Number of Proposed New Metra Stations	5	5	4
Project Cost and FTA Criteria			
Capital Cost - Percent Difference from Average - Without Right-of-Way	-4%	-31%	35%
Operating Cost - Percent Difference from Average	-2%	-11%	13%
Ridership - Percent Difference from Average	6%	-19%	12%
Cost/Boarding - Percent Difference from Average	-8%	-12%	21%
RESULTS	Advance	Advance	Do Not Advance

Percentages based on deviation from average of HRT alternatives shown

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. Capital and operating cost comparison based on preliminary estimates

