Purpose and Need

Transportation Needs

- Significant bus and passenger congestion at 95th Street Red Line Station
- Lengthy bus trips to access 95th Street Red Line Station
- Far South Area residents experience 20% longer commute than rest of City
- Traffic congestion is expected to grow along with study area population and employment

Opportunity for Improvement

- Extend rapid transit service south from 95th Street Red Line Station
- Improve access to, within, and beyond study area
- Stimulate economic development and job opportunities
- Shorten transit travel times through faster and more direct routings
Community Participation

Community participation is one of the key components of the alternatives analysis.

Community Outreach

- General Public
- Elected and Appointed Officials
- Community and Civic Organizations
- Faith-Based Organizations
- City and State Agencies

Ongoing Public Involvement/Input

- Meetings announced through public notices and advertisements
- Project updates on the CTA web site: www.transitchicago.com, accessible at local public libraries
Alternatives Analysis Process

Universe of Alternatives → Application of Evaluation Criteria → Locally Preferred Alternative

Screen 1
Public Input

Screen 2
Public Input

Screen 3
Public Input

Technologies
Automated Guideway / Monorail
Bus Rapid Transit
Commuter Bus
Commuter Rail
Heavy Rail
High Speed Rail
Light Rail
Local Bus
MagLev
Personal Rapid Transit
Streetcar

Corridors
I-57 Expressway
Halsted Street
UP Railroad
Wentworth Avenue
State Street
Michigan Avenue
King Drive
Cottage Grove / Metra Electric
I-94 Bishop Ford Freeway

Profiles
- Elevated
- At-Grade
- Trench
- Underground

Universe
398 Combinations Including No-Build and Baseline

Red Line Extension Alternative Analysis Study

CTA
Technologies Evaluated

Automated Guideway/Monorail
- Service Area: Airports, theme parks, circulators, ½ to 5 miles
- Typical Speeds: 15 to 30 mph
- Station Spacing: ½ to 2 miles

Bus Rapid Transit
- Service Area: Urban and suburban uses, 1 to 10 miles or more
- Typical Speeds: 15 to 25 mph
- Station Spacing: ¼ to 1 mile

Commuter Bus
- Service Area: Suburbs to city, 15 to 100 miles
- Typical Speeds: 30 to 50 mph
- Station Spacing: 3 to 7 miles, or at end points

Commuter Rail
- Service Area: Suburbs to city, 15 to 100 miles
- Typical Speeds: 30 to 50 mph
- Station Spacing: 3 to 7 miles

Red Line Extension Alternative Analysis Study

CTA
Technologies Evaluated

**Heavy Rail**
- Service Area: Urban uses and loadings, 1 to 10 miles or more
- Typical Speeds: 25 to 40 mph
- Station Spacing: ¼ mile downtown, up to 2 miles in neighborhoods

---

**High Speed Rail**
- Service Area: Intercity, 150 to 300 miles
- Typical Speeds: 110 to 186 mph
- Station Spacing: 20 to 50 miles

---

**Light Rail**
- Service Area: Urban or suburban uses, 1 to 10 miles or more
- Typical Speeds: 15 to 25 mph
- Station Spacing: ¼ to 1 mile

---

**Local Bus**
- Service Area: Urban and suburban uses, ½ to 5 miles
- Typical Speeds: 10 mph
- Station Spacing: 2 to 4 blocks
Technologies Evaluated

MagLev
- Service Area: Intercity, 100 to 300 miles
- Typical speeds: 250 to 340 mph
- Station Spacing: 20 to 50 miles

Personal Rapid Transit
- Service Area: Small area networks or campuses, 1 to 5 miles
- Typical Speeds: 15 mph
- Station Spacing: ¼ to 1 mile

Streetcar
- Service Area: Urban and suburban streets, ½ to 6 miles
- Typical Speeds: 10 mph
- Station Spacing: 2 to 4 blocks
Corridors Evaluated

I-57 Expressway Corridor

Halsted Street Corridor

UP Railroad Corridor

Red Line Extension
Alternative Analysis Study
Corridors Evaluated

Wentworth Avenue Corridor

State Street Corridor

Michigan Avenue Corridor

Red Line Extension Alternative Analysis Study
Profiles Evaluated

- Elevated
- At Grade
- Trench
- Underground

Red Line Extension Alternative Analysis Study
## Step 1: Technology Evaluation

<table>
<thead>
<tr>
<th>Technology</th>
<th>Does Mode Meet the Measure of Effectiveness?</th>
<th>Advance for Further Screening?</th>
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● Yes  
X No

**Red Line Extension**

*Alternative Analysis Study*
## Step 2: Technology & Profile Evaluation

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<th>Profile</th>
<th>Air Quality</th>
<th>System Capacity</th>
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+ Better than other alternatives  O Comparable to other alternatives  - Worse than other alternatives
## Step 3: Corridor Evaluation

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<thead>
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<th>Land Use</th>
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<th>Transit Usage</th>
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+ Better than other alternatives  ○ Comparable to other alternatives  - Worse than other alternatives
## Step 4: Combined Evaluation

<table>
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<tr>
<th>Technology</th>
<th>Profile</th>
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</table>
Preliminary Findings

Bus Rapid Transit

Halsted Street Corridor

Michigan Avenue Corridor

At Grade

Heavy Rail Transit

Halsted Street Corridor

UP Railroad Corridor

Michigan Avenue Corridor

Elevated

Underground

Trench

Elevated

Underground