Schedule for Tonight’s Meeting

• **Structure of the meeting**

• **Questions and answers process**
  - Submit your comments in writing on comment cards
  - Comments and questions will be grouped and answered by topic
  - All comments and questions will be addressed on CTA’s website - [www.transitchicago.com](http://www.transitchicago.com)
  - An interpreter for the hearing impaired and a translator for the Spanish speaking community are available this evening
Screen 2 Public Involvement Process

• Open Houses are scheduled as follows:
  – Wednesday, December 3, 2008
    6 - 8 p.m. (presentation begins at 6:15 p.m.)
    Historic Pullman Visitor Center
    11141 South Cottage Grove
    Chicago, IL
  – Thursday, December 4, 2008
    6 – 8 p.m. (presentation begins at 6:15 p.m.)
    Woodson Regional Chicago Public Library
    9525 South Halsted Street
    Chicago, IL

Facilities are accessible to people with disabilities
Tonight’s Speakers

- Darud Akbar – Moderator
  - Chicago Transit Authority

- Jeffrey Busby – Strategic Planning Manager
  - Chicago Transit Authority

- Ronald Shimizu – Red Line Study Area Manager
  - Parsons Brinckerhoff
Outline of the Presentation

• Discuss Status of Red Line Extension Alternatives Analysis Study
  - New Starts Overview
  - Screen 1 Findings

• Screen 2 Preliminary Findings

• Public Involvement Process
Status of Study
FTA’s Required New Starts Process

1. Concept Development
2. Alternatives Analysis Study
   - Preliminary Engineering
   - Environmental Impact Statement
3. Final Design
4. Construction
5. Operation
Alternatives Analysis (AA) Studies

- FTA Requirement for federal funding for transit expansion (New Starts)
- Identifies transit opportunities and ensures all practical solutions are considered
- Ensures planning is consistent among all New Starts projects throughout the country
- Provides opportunity to gather information and receive public input
- Identifies Locally Preferred Alternative
The Purpose and Need is first defined, the evaluation criteria are applied, and options within the Universe of Alternatives are eliminated until, at the end of the process, there is a Locally Preferred Alternative (LPA).
Purpose and Need

- 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 Times than Rest of City
- Traffic Congestion is Expected to Grow along with Study Area Population and Employment
Screen 1 Process

1. Define the Universe of Alternatives
2. Evaluate all Potential Technologies
3. Evaluate all Potential Alignments (Corridors and Profiles)
4. Evaluate all Potential Combinations of Technological and Alignment Alternatives
5. Advance Strongest Combinations to Screen 2
**Universe of Alternatives - Technologies**

**TECHNOLOGIES**

- Automated Guideway/Monorail
- Bus Rapid Transit
- Commuter Bus
- Commuter Rail
- Heavy Rail Transit
- High Speed Rail
- Light Rail Transit
- Local Bus
- MagLev
- Personal Rapid Transit
- Streetcar
Universe of Alternatives - Corridors

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

Profiles:
- Elevated
- At-Grade
- Trench
- Underground
Screen 1 Evaluation - Findings

Bus Rapid Transit

Halsted Street

Michigan Avenue

At Grade
Screen 1 Evaluation - Findings

Heavy Rail Transit

- Halsted Street: Elevated / Underground
- UP Railroad: Elevated / Trench
- Michigan Avenue: Elevated / Underground
Screen 1 Public Involvement Process

- Two Public Meetings
  - April 10, 2007 at Chicago State University
  - April 11, 2007 at West Pullman Branch Chicago Public Library
- More than 140 people attended public meetings
- Met with stakeholders and elected officials
- Over 200 comments submitted and answered
- Significant media coverage
Screen 2

Analysis
Screen 2 Process

- **Step 1 – Alternatives Definition**
- **Step 2 – Preliminary Evaluation**
  - Physical Constraints (Right-of-Way Requirements)
  - Social & Economic Factors (Demographics and Employment)
  - Environmental Factors (Noise, Visual, Natural and Cultural Resources)
  - Transportation Factors (Travel Time, Transit Connectivity and Traffic)
- **Step 3 – Detailed Evaluation**
  - Capital Cost Comparison
  - Operating and Maintenance (O&M) Cost Comparison
  - Ridership Potential
  - Cost Effectiveness
Step 1 - Alternatives Definition

- Integrated the most suitable technologies, alignments and potential station locations