Federal Transit Administration’s
New Starts Process

Yellow Line Extension
Alternatives Analysis Study

August 2008
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 is available this evening
Tonight’s Speakers

• Darud Akbar – Moderator  
  – Chicago Transit Authority

• Jeffrey Busby – Strategic Planning Manager  
  – Chicago Transit Authority

• Alan Winn – Yellow Line Study Area Manager  
  – Parsons Brinckerhoff
Outline of the Presentation

• Describe Federal Transit Administration’s (FTA) required “New Starts” process
• Define Alternatives Analysis study steps
• Emphasize importance of public involvement process
• Discuss status of Yellow Line Extension Alternatives Analysis Study
FTA’s Required New Starts Process

1. Concept Development
2. Alternatives Analysis Study
3. Preliminary Engineering
4. Environmental Impact Statement
5. Final Design
6. Construction
7. Operation

Yellow Line Extension Alternatives Analysis Study
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
Alternatives Analysis Process – Key Steps

- Define Purpose and Need
- 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
- **Community outreach**
  - General public, elected officials, community and civic organizations, local and state agencies
- **Ongoing public involvement / input**
  - Meetings announced through public notices and advertisements
  - Project updates on the CTA web site - [www.transitchicago.com](http://www.transitchicago.com), accessible at local public libraries
Status of Study
Purpose and Need

- Enhance access to the concentration of institutional, employment and retail activity in the Old Orchard Road area
- Leverage existing transit infrastructure to provide locally oriented rapid transit service
- Support local land use and development goals
- Alleviate traffic congestion due to expected growth in Skokie population and employment
Opportunity for Improvement

- Extend rapid transit service north from Yellow Line terminal at Dempster Street:
  - Improve access to, within, and beyond study area
  - Support economic development and job opportunities
  - Shorten transit travel times through faster and more direct routings
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).
Evaluation Process – Screening Detail

• Screen 1 – Review Universe of Alternatives
  – Eliminate alternatives based on technology, corridor and profile
  – Advance strongest alternatives to Screen 2

• Screen 2 – Detailed Definition and Evaluation
  – Define alignments and operating service plans
  – Evaluate alternatives including transit ridership, capital costs, and neighborhood resources along the alignment

• Locally Preferred Alternative
Screen 1 Process

1. Define the Universe of Alternatives
2. Evaluate all potential technologies
3. Evaluate all potential alignments (corridor routes and profiles)
4. Evaluate all potential combinations of technological and alignment alternatives
5. Advance strongest combinations
Technologies Evaluated
Universe of Alternatives Considered

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
Technologies Reviewed

Automated Guideway/Monorail
Technologies Reviewed

Bus Rapid Transit
Technologies Reviewed

Commuter Bus
Technologies Reviewed

Commuter Rail
Technologies Reviewed

Heavy Rail Transit
Technologies Reviewed

High Speed Rail
Screen 1

Technologies Reviewed

Light Rail Transit
Technologies Reviewed

Local Bus
Technologies Reviewed

MagLev
Technologies Reviewed

Personal Rapid Transit
Technologies Reviewed

Streetcar
Corridors and Profiles Evaluated
### Universe of Corridors and Profiles Considered

<table>
<thead>
<tr>
<th>CORRIDORS</th>
<th>PROFILES</th>
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<tbody>
<tr>
<td>Edens Expressway</td>
<td>At-Grade</td>
</tr>
<tr>
<td>UP Railroad</td>
<td>Elevated</td>
</tr>
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<td>Trench</td>
</tr>
<tr>
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<td>Underground</td>
</tr>
</tbody>
</table>
Edens Expressway Corridor

Yellow Line Extension Alternatives Analysis Study
Union Pacific Railroad Corridor

Yellow Line Extension Alternatives Analysis Study
Gross Point Road / Skokie Boulevard Corridor

Yellow Line Extension Alternatives Analysis Study
Corridors Considered in the AA Study

- Edens Expressway
- Union Pacific Railroad
- Gross Point Road / Skokie Boulevard
- Skokie Boulevard
Universe of Alternatives in the AA Study

Technologies* & Corridors & Profiles & Universe

Edens
UP Railroad
Gross Point / Skokie
Skokie

At-Grade
Elevated
Trench
Underground

178 Combinations
Including
No-Build
and
TSM

* Not all Technologies Can be Applied to Each Alignment

Yellow Line Extension Alternatives Analysis Study
Screen 1 Evaluation
## Screen 1 Evaluation Criteria

<table>
<thead>
<tr>
<th>Technologies</th>
<th>Corridors &amp; Profiles</th>
<th>Technologies and Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>Social Factors</td>
<td>Effects on Neighborhoods</td>
</tr>
<tr>
<td>Station Spacing</td>
<td>Transportation Factors</td>
<td>Physical Constraints</td>
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<tr>
<td>Customer Capacity</td>
<td></td>
<td>Operational Constraints</td>
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<tr>
<td>Proven Reliability</td>
<td></td>
<td>Opportunities to Access Other Transit Services</td>
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</tbody>
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Screen 1 Evaluation Process
Preliminary Findings

- Technologies that meet the criteria of the Screen 1 evaluation process

Bus Rapid Transit

Heavy Rail Transit
Screen 1 Evaluation Process
Preliminary Findings

- Corridors that meet the criteria of the Screen 1 evaluation process

- UP Railroad (UPRR)

- Combined Gross Point Road / Skokie Boulevard
Screen 1 Evaluation Process
Preliminary Findings

**Heavy Rail Transit**
- UP Railroad Corridor

**Bus Rapid Transit**
- UP Railroad Corridor
- Combined Gross Point Road / Skokie Boulevard Corridor

- At Grade
- Elevated
- Trench

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Yellow Line Extension Alternatives Analysis Study
Screen 1 Evaluation Process Preliminary Findings

**Technologies***
- Bus Rapid Transit
- Heavy Rail Rapid Transit

**Corridors**
- UP Railroad
- Combined Gross Point Road / Skokie Boulevard

**Profiles**
- At-Grade
- Elevated
- Trench

**Universe**
- 5 Combinations
  - Including No-Build and TSM

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*Not all Technologies Can be Applied to Each Alignment*
Next Steps
Next Steps

- Incorporate public comments
- Confirm Screen 1 preliminary findings
- Refine the alternatives
- Continue public involvement
  - Sign-in cards will be used to create a contact list to send notices and updates
  - Meetings announced through car cards, customer alerts, local media and contact list
  - Project updates on CTA web site - www.transitchicago.com
Questions and Comments

- CTA representatives are available to answer additional questions.
- Written comments and questions accepted through September 9, 2008 (two weeks from today).

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