

Federal Transit Administration's  
New Starts Process

# Yellow Line Extension Alternatives Analysis Study

August 2008



# Schedule for Tonight's Meeting

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- **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

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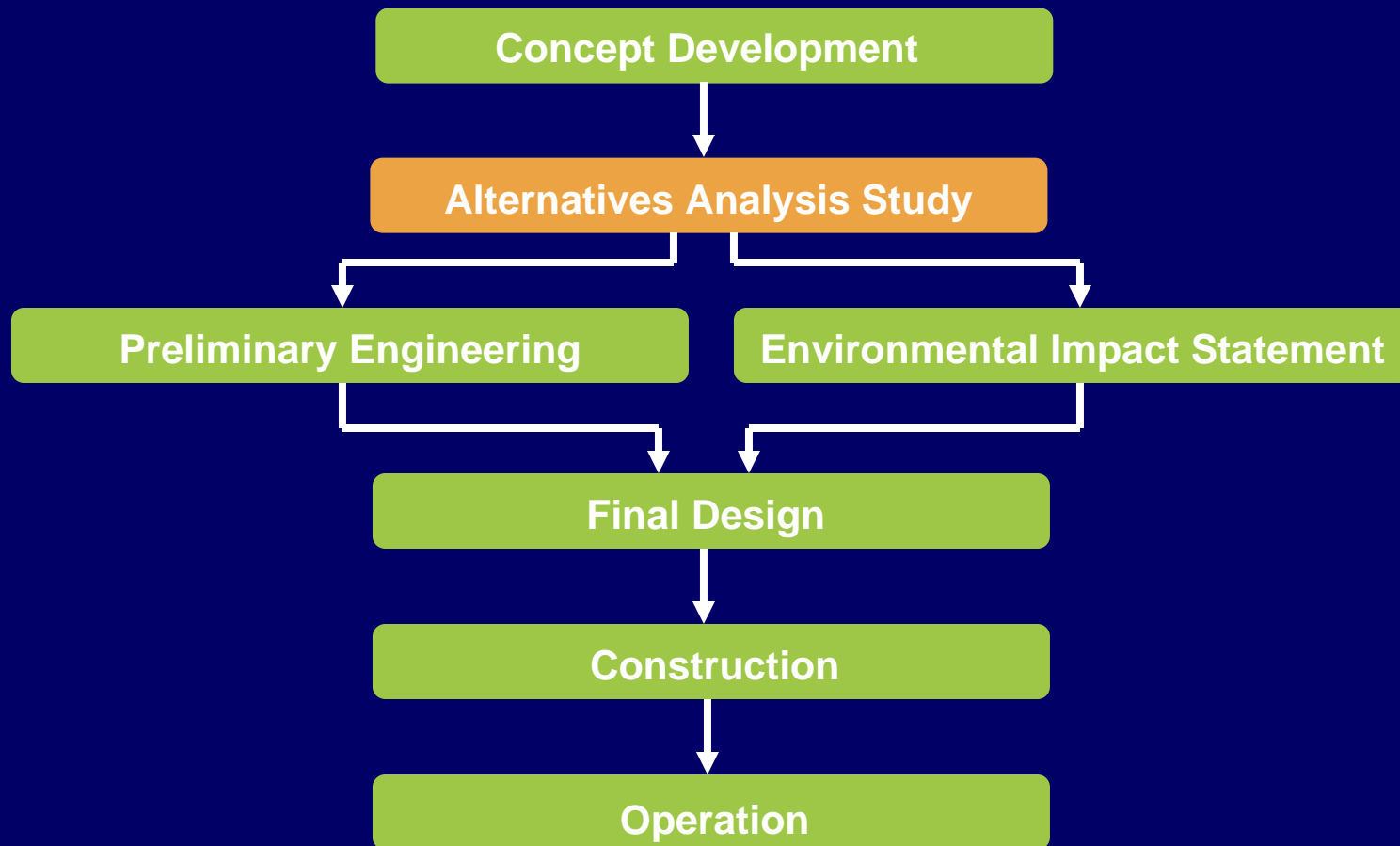
- **Darud Akbar – Moderator**  
– Chicago Transit Authority
- **Jeffrey Busby – Strategic Planning Manager**  
– Chicago Transit Authority
- **Alan Winn – Yellow Line Study Area Manager**  
– Parsons Brinckerhoff

## Outline of the Presentation

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- 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



## **Alternatives Analysis (AA) Studies**

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- **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

Public Involvement

- 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

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- **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

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- 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

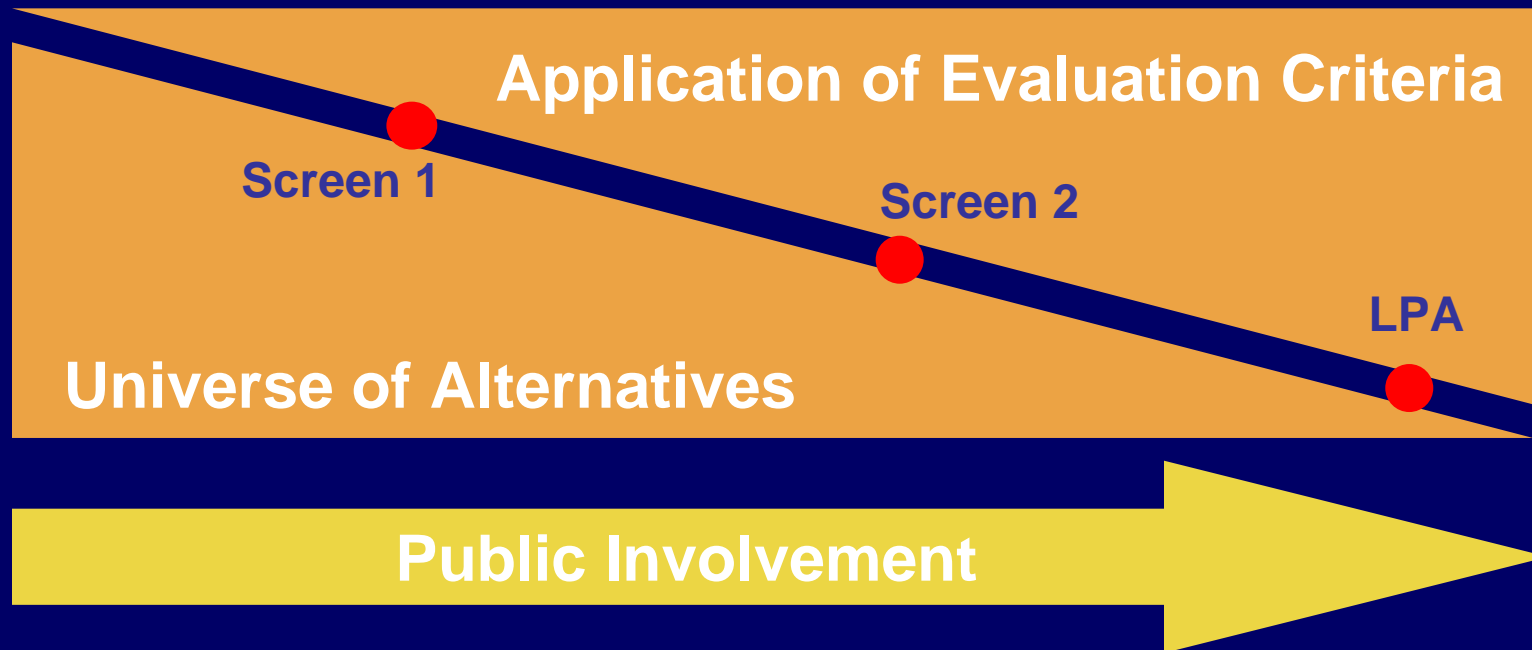
## Opportunity for Improvement

- 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



## FTA Evaluation Process

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

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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

Screen 1

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# 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





Screen 1

## Technologies Reviewed



**Automated Guideway/Monorail**

Screen 1

## Technologies Reviewed



**Bus Rapid Transit**

# Technologies Reviewed



Commuter Bus



Screen 1

## Technologies Reviewed



Commuter Rail

Screen 1

## Technologies Reviewed



**Heavy Rail Transit**

Yellow Line Extension Alternatives Analysis Study



Screen 1

## Technologies Reviewed



High Speed Rail

Screen 1

## Technologies Reviewed



Light Rail Transit

Screen 1

## Technologies Reviewed



Local Bus



Screen 1

## Technologies Reviewed



MagLev

Screen 1

## Technologies Reviewed



**Personal Rapid Transit**

Screen 1

## Technologies Reviewed



Streetcar

# Corridors and Profiles Evaluated



# Universe of Corridors and Profiles Considered

## CORRIDORS

Edens Expressway

UP Railroad

Gross Point Road /  
Skokie Boulevard

Skokie Boulevard

## PROFILES

At-Grade



Elevated



Trench



Underground



# Study Area



# Edens Expressway Corridor



# Union Pacific Railroad Corridor





Screen 1

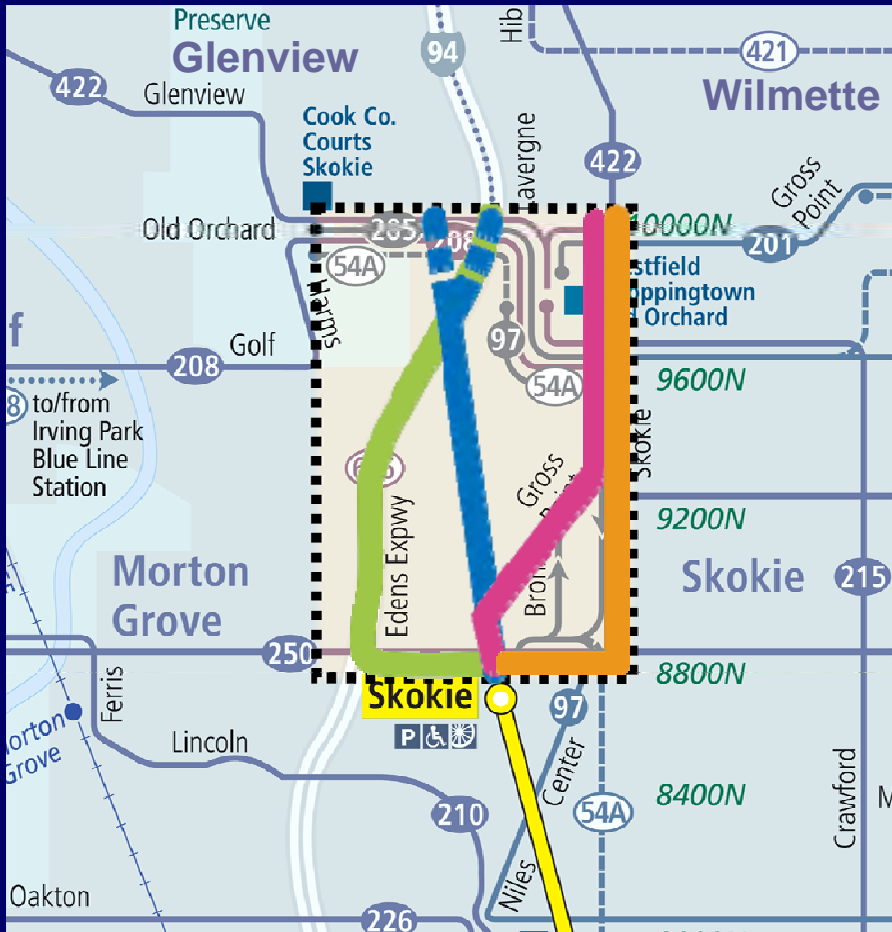
# Gross Point Road / Skokie Boulevard Corridor



# Skokie Boulevard Corridor



# 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

Edens  
UP Railroad  
Gross Point / Skokie  
Skokie

&

Profiles

At-Grade  
Elevated  
Trench  
Underground

=

Universe

178  
Combinations  
Including  
No-Build  
and  
TSM

\* Not all Technologies Can be Applied to Each Alignment



# Screen 1 Evaluation

# Screen 1 Evaluation Criteria

| <b>Technologies</b>   | <b>Corridors &amp; Profiles</b>          | <b>Technologies and Corridors</b>   |
|---|--|---|
| Speed<br>Station Spacing<br>Customer Capacity<br>Proven Reliability | Social Factors<br>Transportation Factors | Effects on Neighborhoods<br>Physical Constraints<br>Operational Constraints<br>Opportunities to Access Other Transit Services |



## Screen 1

# 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

# 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



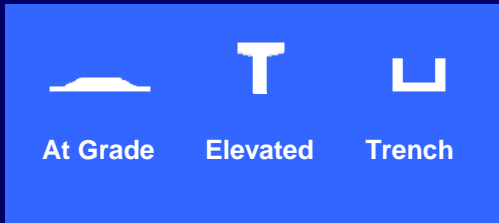
# Screen 1

## Screen 1 Evaluation Process Preliminary Findings

### Heavy Rail Transit



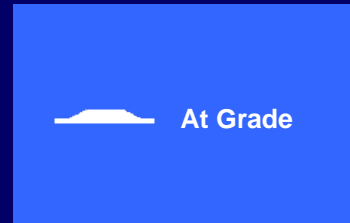
UP Railroad Corridor



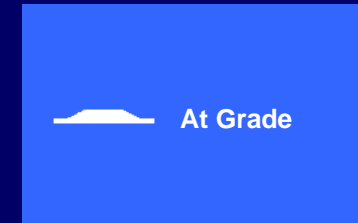
### Bus Rapid Transit



UP Railroad Corridor



Combined Gross Point Road /  
Skokie Boulevard Corridor



# Screen 1

## 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

\* Not all Technologies Can be Applied to Each Alignment

# Next Steps



## Next Steps

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- 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](http://www.transitchicago.com)

## Questions and Comments

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- 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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