

Federal Transit Administration's  
New Starts Process

# Yellow Line Extension Alternatives Analysis Study

April 2009



# 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
- **Art Peterson – Yellow Line Study Area Manager**
  - Parsons Brinckerhoff

# Outline of the Presentation

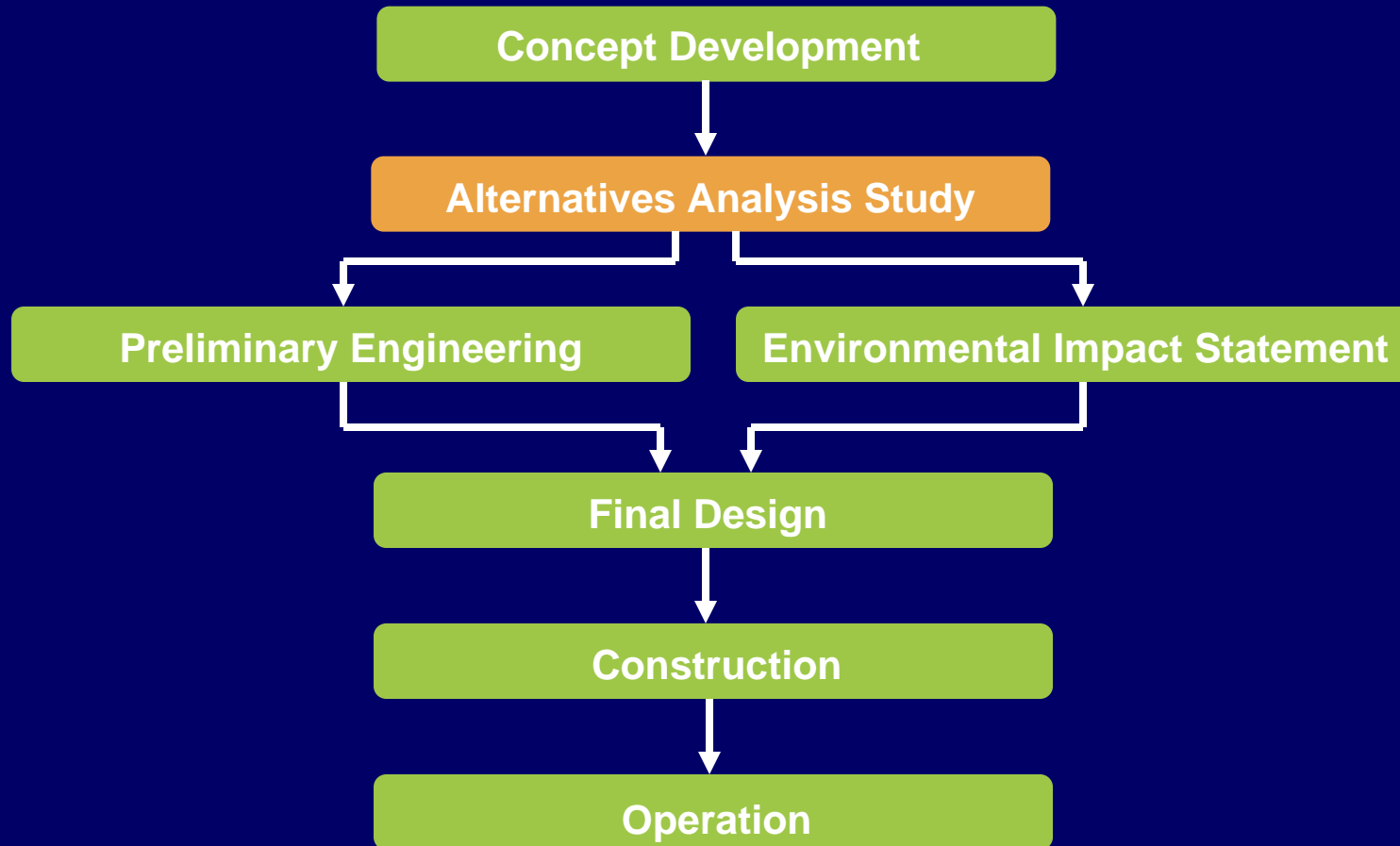
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- **Discuss Status of Yellow Line Extension Alternatives Analysis Study**
  - New Starts Overview
  - Screen 1 Findings
- **Screen 2 Preliminary Findings**
- **Public Involvement Process**

# Status of Study



# FTA's Required New Starts Process



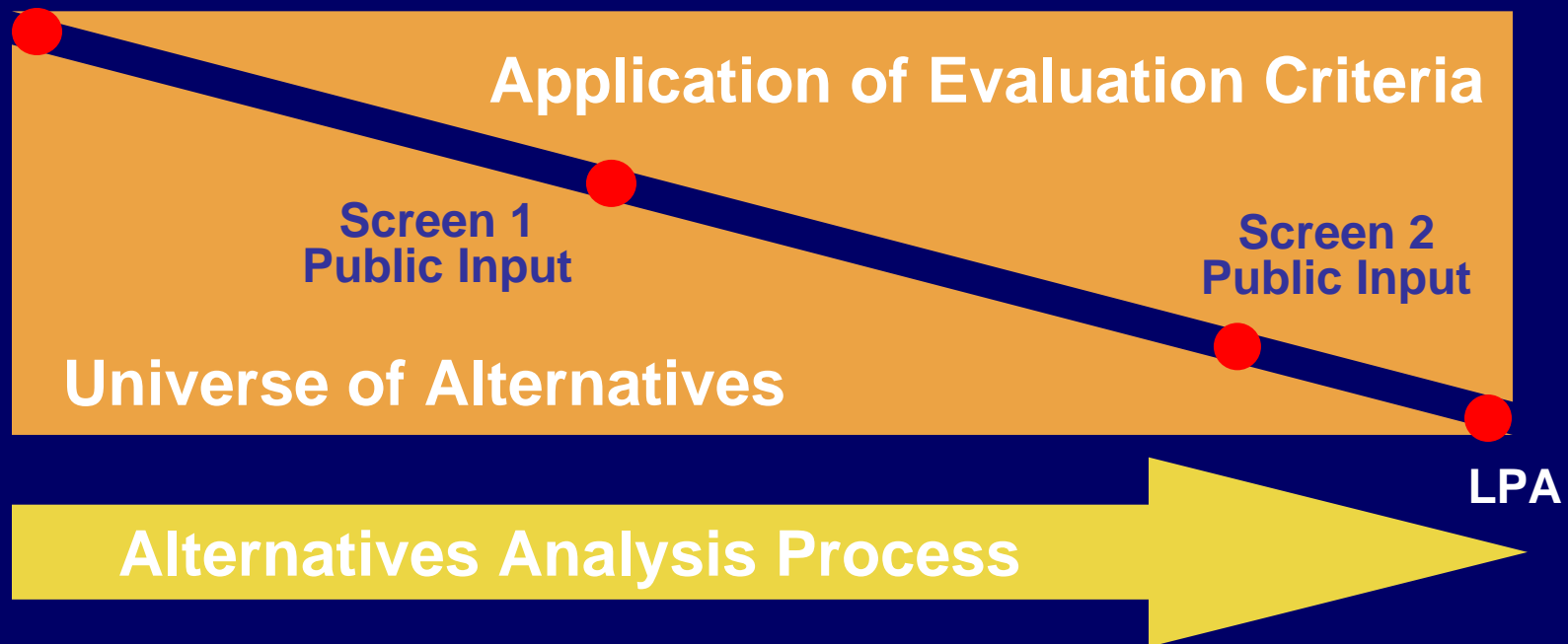
## **Alternatives Analysis (AA) Studies**

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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**

# FTA Evaluation Process

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

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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

## Screen 1 Process

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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 - Profiles

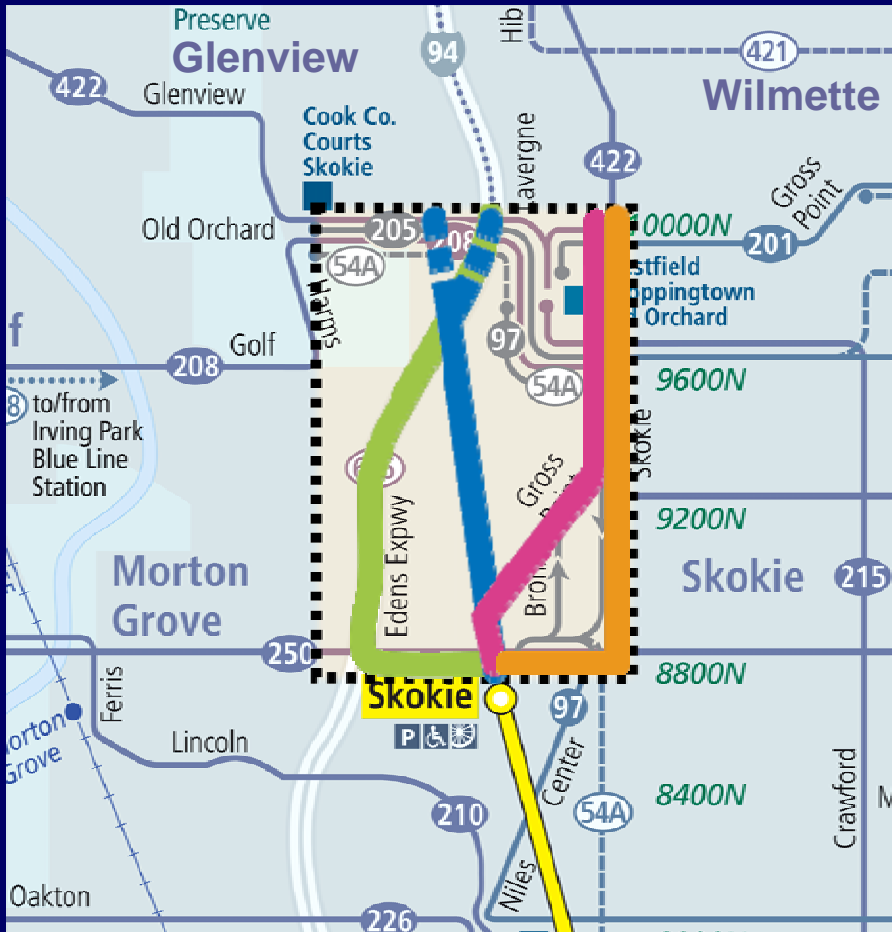
**PROFILES**

Elevated	
At-Grade	
Trench	
Underground	



# Screen 1

## Corridors Considered in the AA Study



- Edens Expressway
- Union Pacific Railroad
- Gross Point Road / Skokie Boulevard
- Skokie Boulevard



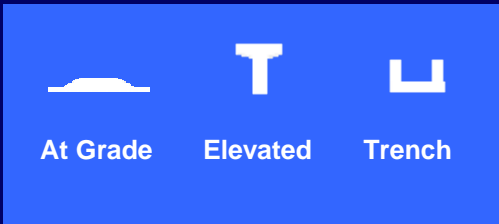
# Screen 1

## Screen 1 Evaluation Process Preliminary Findings

### Heavy Rail Transit



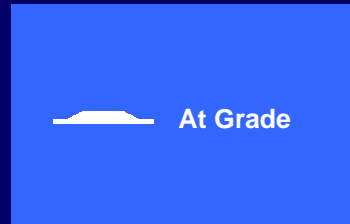
UP Railroad Corridor



### Bus Rapid Transit



UP Railroad Corridor



Combined Gross Point Road /  
Skokie Boulevard Corridor



## Screen 1 Public Involvement Process

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- **Public Meeting on August 26, 2008 at National-Louis University**
- **More than 50 people attended the public meeting**
- **Met with stakeholders and elected officials**
- **138 comments submitted and answered**

# Screen 2 Analysis





## Screen 2 Process

- **Step 1 – Alternatives Definition**
  - Conceptual Alignment Refinement
  - Operating Plans
- **Step 2 – Detailed Evaluation**
  - Physical Constraints
  - Social & Economic Factors
  - Environmental Factors
  - Transportation Factors
  - Capital Cost Comparison
  - Operating and Maintenance (O&M) Cost Comparison
  - Ridership Potential

## Alternatives Definition

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- **No Build Alternative**
- **Transportation System Management (TSM) Alternative**
  - Gross Point Rd./Skokie Blvd. Bus Rapid Transit (BRT) combined with TSM Alternative
- **Bus Rapid Transit (BRT) via UPRR at-grade**
- **Heavy Rail Transit (HRT) Extension via UPRR elevated and trench**
  - At-Grade not recommended

# Study Area



## Screen 2

# No Build Alternative



- Existing CTA heavy rail transit service terminating at the Dempster station
- Existing CTA and Pace bus service

## Screen 2

# TSM Alternative

- Gross Point Rd./ Skokie Blvd. BRT redefined to be part of TSM Alternative
- Express bus between CTA Dempster station and Old Orchard Shopping Center and Cook Co. Courthouse
  - No exclusive lanes
  - Transit signal priority



## Screen 2

# BRT Alternative – UPRR

- New BRT station on north side of Dempster St.
- Two-lane exclusive BRT roadway
- Traffic signals with transit signal priority at cross-streets
- BRT station at UPRR and Old Orchard Rd.
- Continues to Old Orchard Shopping Center in mixed traffic



## Screen 2

# HRT Alternative – UPRR

- Single-track operation
- Elevated or trench profile with new Dempster station
- West Option remains on UPRR with new station south of Old Orchard Rd.
- East Option goes on the east side of the Edens Expressway with new station south of Old Orchard Rd.



Screen 2

## BRT/HRT Alternatives – UPRR Section



Gross Point Rd. looking North

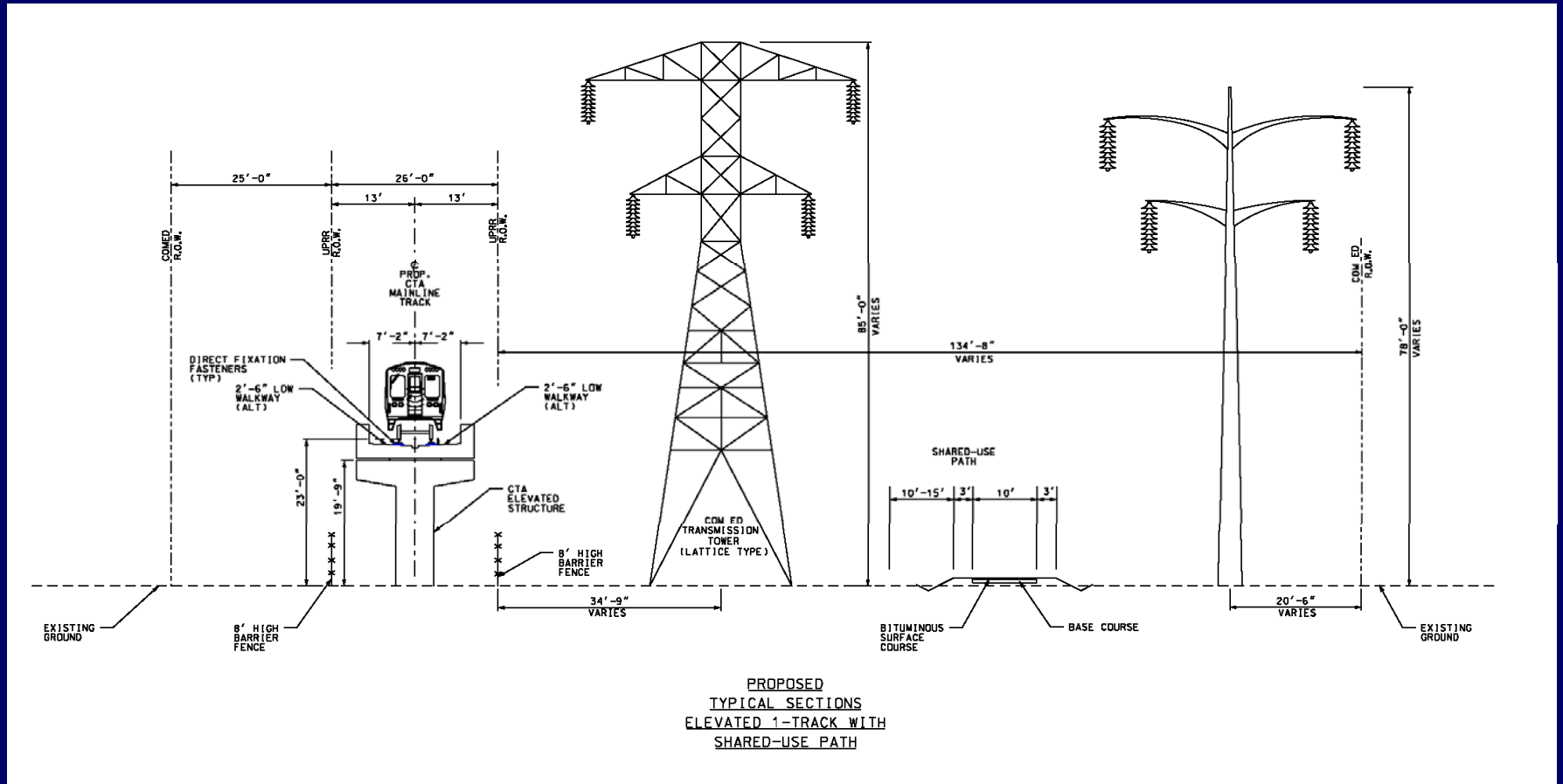


Church St. looking North



# Screen 2

## HRT Elevated Typical Section



# HRT Alternative - Old Orchard Road Station Example



## Step 2 – Detailed Evaluation

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- **Evaluation Factors**
  - **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
  - **Capital Cost**
  - **Operating & Maintenance Cost**
  - **Ridership Potential**

## Screen 2

Factor	TSM	BRT	HRT UPRR			
			West Option		East Option	
			Elevated	Trench	Elevated	Trench
Physical	0	0	0	-	0	-
Social	0	0	0	0	0	0
Economic	0	0	0	0	+	+
Environmental	0	0	-	-	-	-
Transportation	-	-	+	+	+	+
Capital Costs	+	+	-	-	0	-
O&M Costs	0	+	0	0	0	0
Ridership	0	0	+	+	+	+
Summary	0	+1	0	-1	+2	0
LPA Recommend	NO	NO	NO	NO	YES	NO

## Screen 2

Factor	TSM	BRT	HRT UPRR			
			West Option		East Option	
			Elevated	Trench	Elevated	Trench
Physical	0	0	0	-	0	-
Social	0	0	0	0	0	0
Economic	0	0	0	0	+	+
Environmental	0	0	-	-	-	-
Travel Time from Old Orchard Mall to Howard (minutes)	26	16	18	18	11	11
Capital Cost (YOE)	\$40M	\$90M	\$340M	\$420M	\$270M	\$360M
O&M Cost per Year	\$1.6M	\$1.4M	\$1.9M	\$2.1M	\$1.9M	\$2.1M
Ridership per Year	0.4M	0.3M	2M	2M	2M	2M
Summary	0	+1	0	-1	+2	0
LPA Recommend	NO	NO	NO	NO	YES	NO

# Screen 2 Evaluation – Preliminary Findings

- Locally Preferred Alternative Preliminary Recommendation

**UPRR Heavy Rail  
Transit Extension  
East Option  
Elevated**



# Next Steps



## Next Steps

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- Incorporate public comments
- Confirm Screen 2 preliminary findings for LPA and conclude Alternatives Analysis study
- Review findings with FTA
- CTA Board to approve LPA
- Ongoing public involvement
  - Sign-in cards will be used to create a contact list to send notices and updates
  - 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 May 14, 2009 (two weeks from today)

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# FTA's Required New Starts Process

