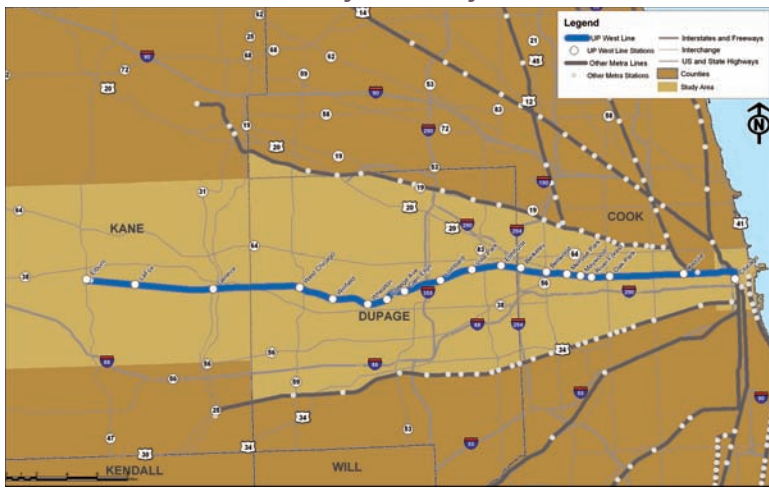


UP-W Alternatives Analysis Study Area



Project Purpose

- Relieve highway congestion
- Ease congestion on parallel Metra lines (BNSF & MD-W)
- Meet mobility needs of growing activity centers
- Serve non-traditional travel markets (reverse-commute & suburb-to-suburb commute)
- Maintain competitive advantage of the study area

Two Feasible Alternatives

- No-Build
- Commuter Rail Improvements to the UP-W Line

No-Build Alternative

- Base against which other alternatives compared
- Includes all existing facilities and services
- Also includes planned and committed transportation projects in Transportation Improvement Program and Regional Transportation Plan
 - Open-road tolling on I-88
 - Cermak Road Bus Rapid Transit (BRT)

Commuter Rail Alternative

- Add new crossovers, upgraded signals, and 3rd track in order to increase service levels
- Provide regional travel time savings with improvements to A-2 interlocking
- Implement additional express service
- Add reverse-commute trains including express
- Attract BNSF riders to UP-W with increased express and service levels

Commuter Rail Alternative Options

Actions	UP-W Full	Mod. Opt. 1	Mod. Opt. 2
Add third track Elmhurst – River Forest	•	•	
Add crossovers Elmhurst – West Chicago	•	•	
Upgrade signals Geneva – OTC	•	•	
Relocate A-2 interlocking	•		•
Increase parking at stations	•	•	
Adjust UP-W service to make use of new capacity	•	•	

Final Screening Summary

Evaluation Criteria	No-Build	UP-W Full	Mod. Opt. 1	Mod. Opt. 2
Improve Mobility	o	+	+	o
Improve Reliability of Existing Service	o	+	+	+
Support Economic Development	o	+	+	+
Support Transit Oriented Land Use	o	+	+	o
Respond to Demands of New Travel Markets	o	+	+	o
Ensure Economic Vitality of Freight Operations	o	+	+	o
Provide a Cost Effective Investment	o	+	+	o
Minimize Negative Impacts on the Human and Natural Environment	o	o	o	o

+ Comparatively Better - Comparatively Worse o Neither Better nor Worse

Key Evaluation Criteria

Evaluation Criteria	UP-W Full	Mod. Opt. 1	Mod. Opt. 2
Increase in Regional Transit Ridership (2030 daily trips)	3,400	2,600	900
Transportation System User Benefits (hours per weekday)	7,800	6,000	1,700
Capital Costs (millions of dollars, 2006)	\$441	\$305	\$136
Anticipated New Starts Rating	Medium	Medium	Medium

All results reflect changes relative to the No-Build Alternative. ALL RIDERSHIP & COST ESTIMATES ARE PRELIMINARY AND SUBJECT TO FURTHER REVISION.

Recommended Locally Preferred Alternative
Commuter Rail Alternative
UP-W Full

- Thank you for your interest in this project! Your participation and comments have been and are important to the success of this project.
- Visit our project website at www.metroconnects.metrotrain.com