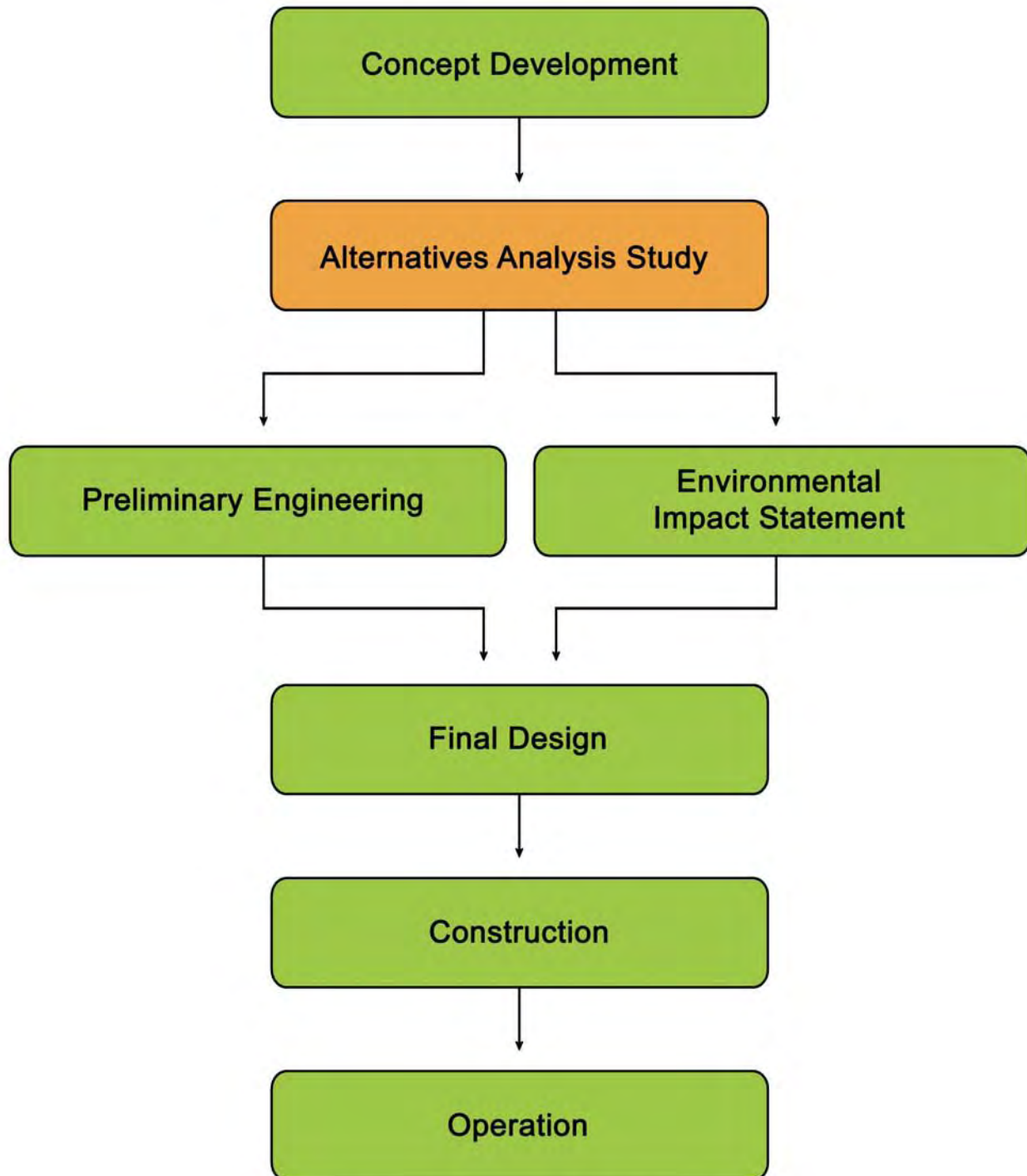


# FTA's New Starts Process



# Purpose and Need

## Transportation Needs

- 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 Dempster Street Yellow Line Terminal
- Improve access to, within, and beyond study area
- Support economic development and job opportunities
- Shorten transit travel times through faster and more direct routings



# Community Participation

Community participation is one of the key components of the alternatives analysis.

## Community Outreach

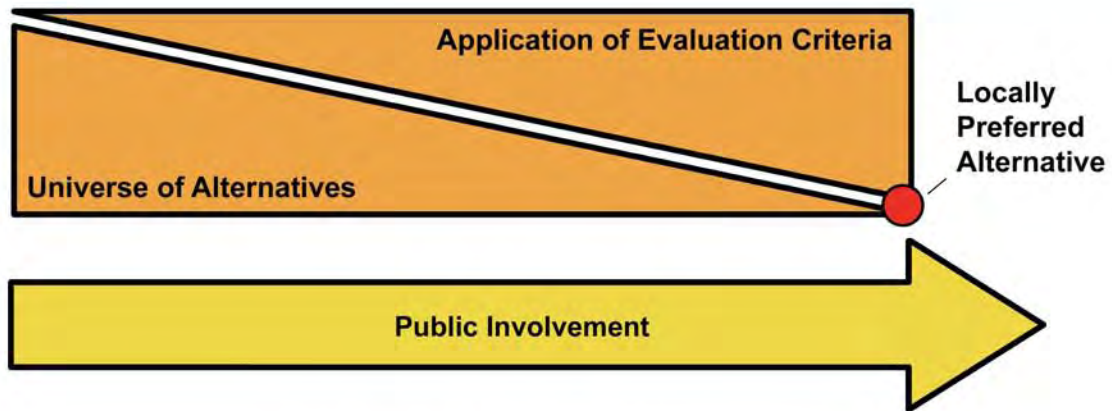
- General Public
- Elected and Appointed Officials
- Community and Civic Organizations
- Local and State Agencies

## Ongoing Public Involvement / Input

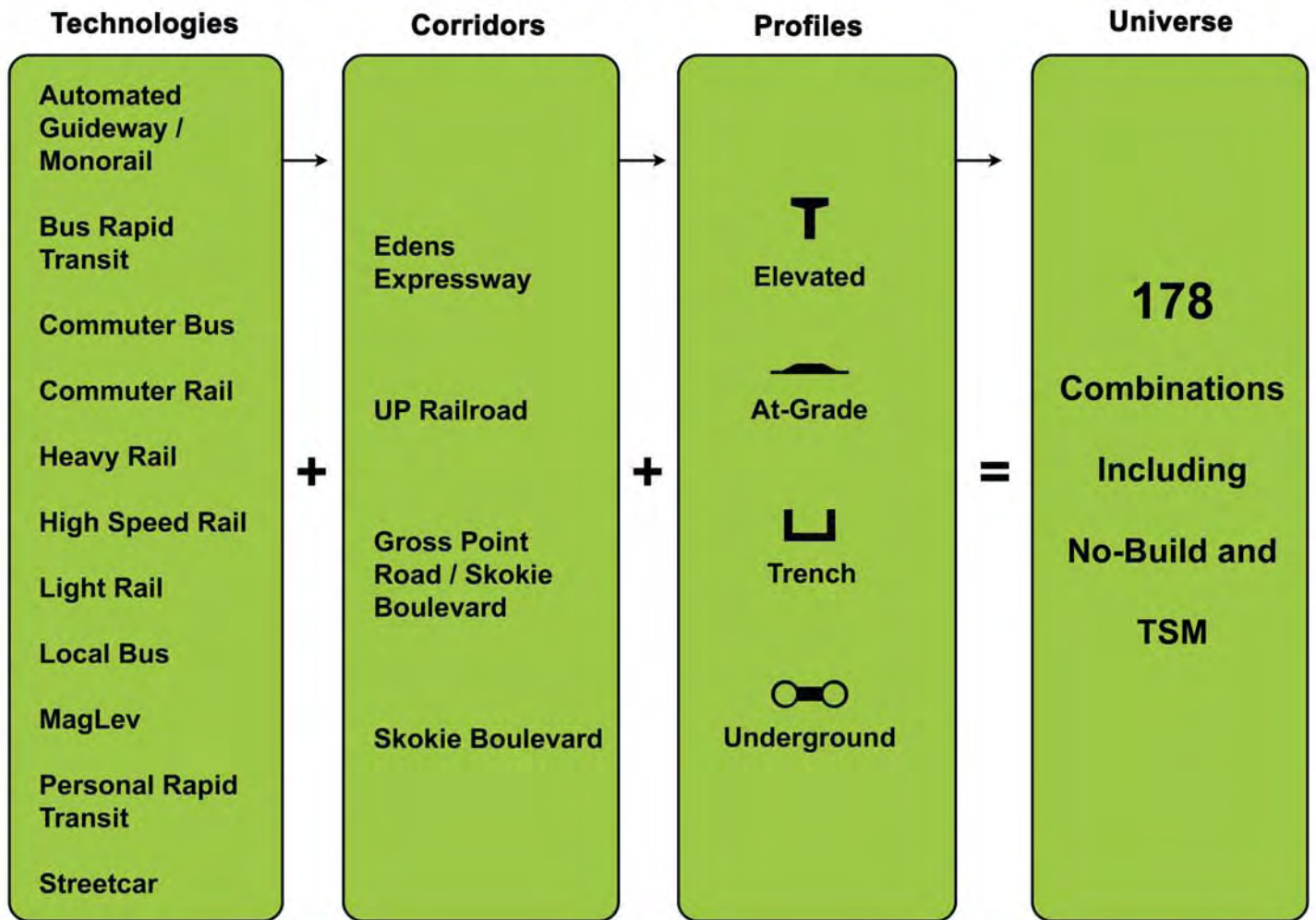
- Meetings announced through public notices and advertisements
- Project updates on the CTA web site:  
[www.transitchicago.com](http://www.transitchicago.com), accessible at local public libraries



# Alternatives Analysis Process



## Screen 1 Process



# Technologies Evaluated



## Automated Guideway/Monorail

- Service Area: Airports, theme parks, circulators, ½ to 5 miles
- Typical Speeds: 15 to 30 mph
- Station Spacing: ½ to 2 miles



## Bus Rapid Transit

- Service Area: Urban and suburban uses, 1 to 10 miles or more
- Typical Speeds: 15 to 25 mph
- Station Spacing: ¼ to 1 mile



## Commuter Bus

- Service Area: Suburbs to city, 15 to 100 miles
- Typical Speeds: 30 to 50 mph
- Station Spacing: 3 to 7 miles, or at end points



## Commuter Rail

- Service Area: Suburbs to city, 15 to 100 miles
- Typical Speeds: 30 to 50 mph
- Station Spacing: 3 to 7 miles



# Technologies Evaluated



## Heavy Rail

- Service Area: Urban uses and loadings, 1 to 10 miles or more
- Typical Speeds: 25 to 40 mph
- Station Spacing: ¼ mile downtown, up to 2 miles in neighborhoods



## High Speed Rail

- Service Area: Intercity, 150 to 300 miles
- Typical Speeds: 110 to 186 mph
- Station Spacing: 20 to 50 miles



## Light Rail

- Service Area: Urban or suburban uses, 1 to 10 miles or more
- Typical Speeds: 15 to 25 mph
- Station Spacing: ¼ to 1 mile



## Local Bus

- Service Area: Urban and suburban uses, ½ to 5 miles
- Typical Speeds: 10 mph
- Station Spacing: 2 to 4 blocks



# Technologies Evaluated



## MagLev

- Service Area: Intercity, 100 to 300 miles
- Typical speeds: 250 to 340 mph
- Station Spacing: 20 to 50 miles



## Personal Rapid Transit

- Service Area: Small area networks or campuses, 1 to 5 miles
- Typical Speeds: 15 mph
- Station Spacing: ¼ to 1 mile

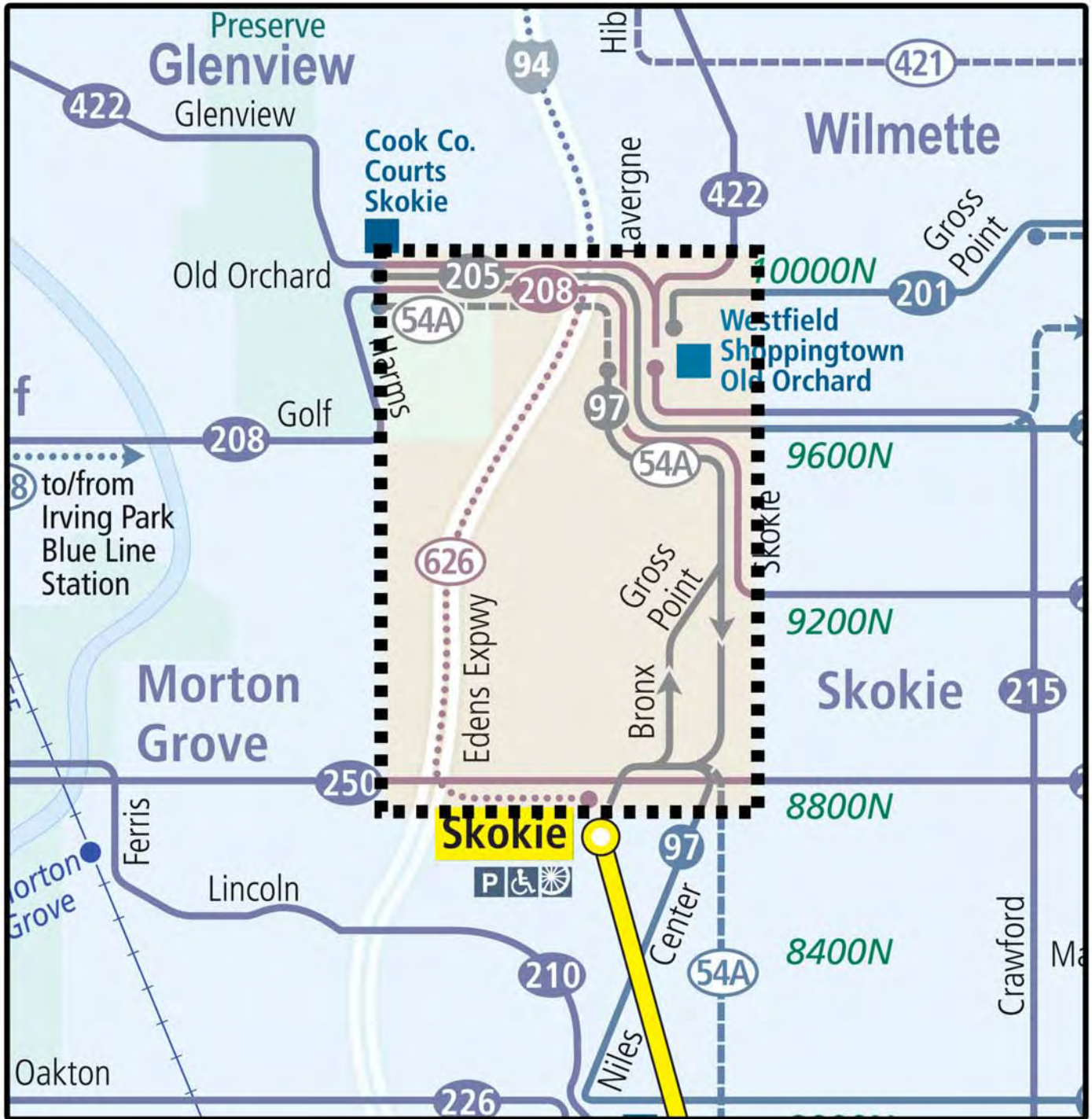


## Streetcar

- Service Area: Urban and suburban streets, ½ to 6 miles
- Typical Speeds: 10 mph
- Station Spacing: 2 to 4 blocks



# Study Area



**Yellow Line Extension  
Alternative Analysis Study**





# Corridors Evaluated



**Edens Expressway Corridor**



**UP Railroad Corridor**



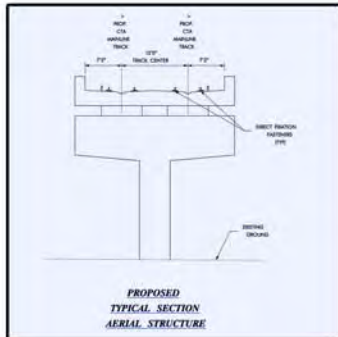
**Gross Point Road / Skokie Corridor**



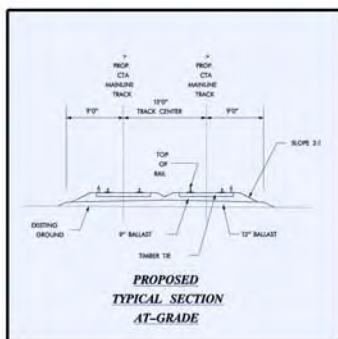
**Skokie Boulevard Corridor**



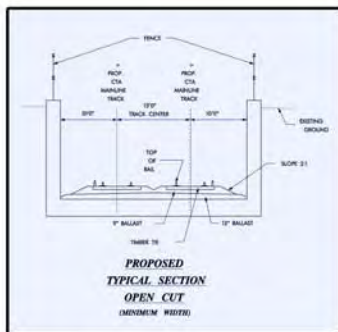
# Profiles Evaluated



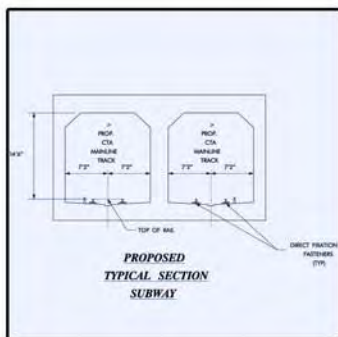
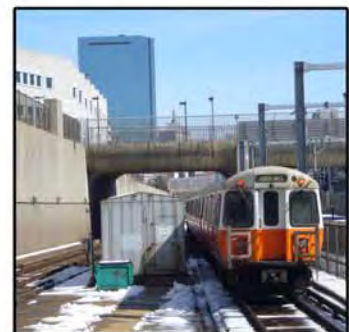
**T**  
Elevated



**—**  
At Grade



**U**  
Trench



**⊕**  
Underground



# Step 1: Technology Evaluation





Technology	Does Mode Meet the Measure of Effectiveness?				Advance for Further Screening?
	Length of Commute	Typical Station Spacing	Operating Speed	System Applicability	
Automated Guideway	●	●	●	●	YES
Bus Rapid Transit	●	●	●	●	YES
Commuter Bus	X	X	●	●	NO
Commuter Rail	X	X	X	X	NO
Heavy Rail Rapid Transit	●	●	●	●	YES
High Speed Rail	X	X	X	X	NO
Light Rail Transit	●	●	●	●	YES
Local Bus	●	X	X	●	NO
MagLev	X	X	X	X	NO
Personal Rapid Transit	●	●	●	X	NO
Streetcar	●	X	X	●	NO

● Yes    X No



Step 2:





# Technology & Profile Evaluation

Technology	Profile	Air Quality	System Capacity	Travel Time	Compatibility	Traffic	Project Cost	Advance for Further Screening?
<b>Automated Guideway Transit</b> 	Elevated	○	○	○	-	+	○	NO
	Trench	○	○	○	-	○	○	NO
	Underground	○	○	○	-	+	-	NO
<b>Bus Rapid Transit</b> 	Elevated	○	○	○	○	+	○	YES
	At-Grade	○	○	○	+	○	+	YES
	Trench	○	○	○	○	○	○	NO
	Underground	○	○	○	○	+	-	NO
<b>Heavy Rail Transit</b> 	Elevated	○	+	+	○	+	○	YES
	At-Grade	○	+	+	○	-	+	YES
	Trench	○	+	+	○	○	○	YES
	Underground	○	+	+	○	+	-	YES
<b>Light Rail Transit</b> 	Elevated	○	○	○	-	+	○	NO
	At-Grade	○	○	-	-	-	+	NO
	Trench	○	○	○	-	○	○	NO
	Underground	○	○	○	-	+	-	NO

+ Better than other alternatives   
 ○ Comparable to other alternatives   
 - Worse than other alternatives



# Step 3: Corridor Evaluation



Criteria \ Corridor	Land Use	Neighborhood	Under-served Population	Transit Usage	Accessibility	Advance for Further Screening?
<b>Edens Expressway</b> 	○	-	○	-	-	NO
<b>Union Pacific Railroad</b> 	+	○	○	+	+	YES
<b>Gross Point Rd / Skokie Boulevard</b> 	+	+	○	+	○	YES
<b>Skokie Boulevard</b> 	+	+	○	+	○	YES

+ Better than other alternatives    ○ Comparable to other alternatives    - Worse than other alternatives



Step 4:

# Combined Evaluation

Technology	Profile	Recommended to Advance for Detailed Evaluation	
		Combined Gross Point Road / Skokie Boulevard	Union Pacific Railroad
<b>Bus Rapid Transit</b> 	Elevated	NO	NO
	At-Grade	YES	YES
<b>Heavy Rail Transit</b> 	Elevated	NO	YES
	Trench	NO	YES
	Underground	NO	NO
	At Grade	NO	YES



# Preliminary Findings

## Heavy Rail Transit



UP Railroad Corridor



## Bus Rapid Transit



UP Railroad Corridor



Combined Gross Pt / Skokie Corridor

