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 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, accessible at local public libraries
Alternatives Analysis Process

Screen 1 Process

**Technologies**
- Automated Guideway / Monorail
- Bus Rapid Transit
- Commuter Bus
- Commuter Rail
- Heavy Rail
- High Speed Rail
- Light Rail
- Local Bus
- MagLev
- Personal Rapid Transit
- Streetcar

**Corridors**
- Edens Expressway
- UP Railroad
- Gross Point Road / Skokie Boulevard
- Skokie Boulevard

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

**Universes**
- 178 Combinations Including No-Build and TSM

Yellow Line Extension Alternative Analysis Study
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

Yellow Line Extension
Alternative Analysis Study
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
Corridors Evaluated

Edens Expressway Corridor

UP Railroad Corridor

Gross Point Road / Skokie Corridor

Skokie Boulevard Corridor

Yellow Line Extension
Alternative Analysis Study
Profiles Evaluated

- Elevated
- At Grade
- Trench
- Underground

Yellow Line Extension
Alternative Analysis Study
# Step 1: Technology Evaluation

<table>
<thead>
<tr>
<th>Technology</th>
<th>Does Mode Meet the Measure of Effectiveness?</th>
<th>Advance for Further Screening?</th>
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## Step 2: Technology & Profile Evaluation

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+ Better than other alternatives  ○ Comparable to other alternatives  - Worse than other alternatives
### Step 3: Corridor Evaluation

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<th>Land Use</th>
<th>Neighborhood</th>
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+ Better than other alternatives  ○ Comparable to other alternatives  - Worse than other alternatives
Step 4:
Combined Evaluation

<table>
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<tr>
<th>Technology</th>
<th>Profile</th>
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Preliminary Findings

Heavy Rail Transit

UP Railroad Corridor

Bus Rapid Transit

UP Railroad Corridor

Combined Gross Pt / Skokie Corridor

Yellow Line Extension
Alternative Analysis Study