CAMBRIDGE SYSTEMATICS

Skokie Swift North Shore Corridor Travel Market Analysis

final

report

prepared for

City of Evanston

in association with

Village of Skokie
Regional Transportation Authority

prepared by

Cambridge Systematics, Inc.

in association with

Valerie S. Kretchmer & Associates, Inc.
Bernadette Schleis & Associates, Inc.

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Foreword

The Skokie Swift North Shore Travel Market Analysis is being carried out by the City of Evanston and the Village of Skokie, in partnership with the Regional Transportation Authority (RTA). The study is being guided by advisory committees that include representatives of the Chicago Transit Authority (CTA), Metra commuter rail service, Pace suburban bus service, the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), the Northwest Municipal Conference, the Lake County Municipal League, the City of Chicago Department of Transportation (CDOT), the Transportation Management Association (TMA) of Lake-Cook, the Evanston Chamber of Commerce, the Skokie Chamber of Commerce, the Network for Evanston's Future, Westfield Shoppingtown Old Orchard, and citizen representatives of Evanston and Skokie. This study is taking place as several of these agencies evaluate alternative approaches to transportation, mobility, and economic development issues in the North Shore area.

Executive Summary

The CTA Yellow Line Skokie Swift service represents the last major addition to the regional transportation system in the North Shore area, initiated in 1964 on the former Chicago North Shore & Milwaukee Railway Skokie Valley Route between Dempster Street in Skokie and Howard Street in Chicago. On several occasions since that time, state, regional, and local agencies have studied the physical feasibility and cost of various alternatives for extending the Skokie Swift, as well as potential intermediate station locations.

From a regional planning perspective, expansion of the Skokie Swift has gained some support and recognition. Proposals to extend the Skokie Swift have emerged in most of the regional transportation plans adopted in the last 30 years. The Chicago Transit Authority (CTA) currently is conducting an alternatives analysis of potential extension options to determine whether the project could qualify for competitive New Starts program funding from the Federal Transit Administration (FTA) and enter the preliminary engineering phase.

At the same time, both the Village of Skokie and the City of Evanston have expressed interest in new intermediate stations located within their communities to improve local access to the regional transit network and complement local economic development efforts. The Village of Skokie completed a study in 2003 that led to approval of Federal funding for design and construction of a new station at Oakton Street in downtown Skokie. The City of Evanston also requested planning assistance to explore the market feasibility of new stations on the Evanston portion of the Skokie Swift. Intermediate stations will change the function and accessibility of the Skokie Swift. Additional analysis is required to firmly establish the market potential of the intermediate stations in Evanston and the proposed new Oakton Street station in Skokie. Given the interrelated nature of these two questions and the proposed extension to Old Orchard, the Regional Transportation Authority (RTA) recommended combining these initiatives into a corridor-level travel market analysis of the North Shore area.

■ Study Approach

The objectives of the Skokie Swift North Shore Corridor Travel Market Analysis are to describe the Corridor's existing and projected demographics, development patterns, transportation facilities, services and usage; identify the major travel markets that play a key role in impacting corridor travel patterns; evaluate how well the existing corridor transportation system serves current and projected travel needs; define mobility problems most critical to address within the Corridor; assess the extent to which an expanded Skokie Swift service would address these travel needs; and compare the relative performance of

one or more new station locations for the CTA Skokie Swift Yellow Line service in south Evanston from a market perspective.

The Skokie Swift North Shore Corridor (the "Corridor") is located along Lake Michigan in northeastern Cook County and extreme southeastern Lake County. The Corridor is bounded by the Lake-Cook Road area in the north, the Lake Michigan shoreline in the east, Bryn Mawr Avenue in the City of Chicago in the south, and approximately Metra's Milwaukee District North commuter rail line in the west. Demographic information and travel patterns were evaluated at increasingly finer levels of geographic detail, from the county level to 14 Corridor districts to individual traffic analysis zones (TAZ) approximately one square mile in area. The boundaries of the Corridor and the 14 districts are shown in Figure ES.1.

■ Population, Employment, Land Use, and Demographics

The Corridor has nearly 530,000 residents, which is about 6.5 percent of the total population of the six-county northeastern Illinois region. The Chicago Metropolitan Agency for Planning (CMAP) projects that the Corridor will experience an overall modest growth in population between 2000 and 2030 (about 27,500 new residents or 5.2 percent). As shown in Figure ES.2, the southern third of the Corridor is expected to grow by more than 18,500 residents, or about two-thirds of the Corridor total. Parts of southwestern Skokie and southern Morton Grove are expected to show a growth of over 25 percent in the 30-year period. In contrast, population in areas such as northern Morton Grove, northwestern Skokie, eastern Glenview and Winnetka, is expected to decline, dropping between 1 and 6 percent.

Approximately 300,000 jobs are concentrated in the Corridor, comprising about 6.7 percent of the six-county region. CMAP projects that the Corridor will experience a modest employment growth between 2000 and 2030 (about 20,000 new jobs or 6.7 percent). The predominant land use in all districts is residential and the employment in the Corridor is mostly service-related. As shown in Figure ES.2, the greatest employment growth in the Corridor is projected in the northern portions of the corridor, generally in the Northbrook area and along Lake-Cook Road, where about three-fourths of the job growth is expected to occur.

Land use in most of the Corridor is primarily residential, particularly in the areas along Lake Michigan. Considering only developable land, the Corridor has approximately double the proportion of land in residential use as the six-county region as a whole.

Automobile ownership is high overall with the exception of districts closer to the City of Chicago and in the vicinity of Northwestern University, where on average, about 25 percent of the residents do not own an automobile and therefore have a greater reliance on public transportation.

Figure ES.1 Skokie Swift North Shore Corridor

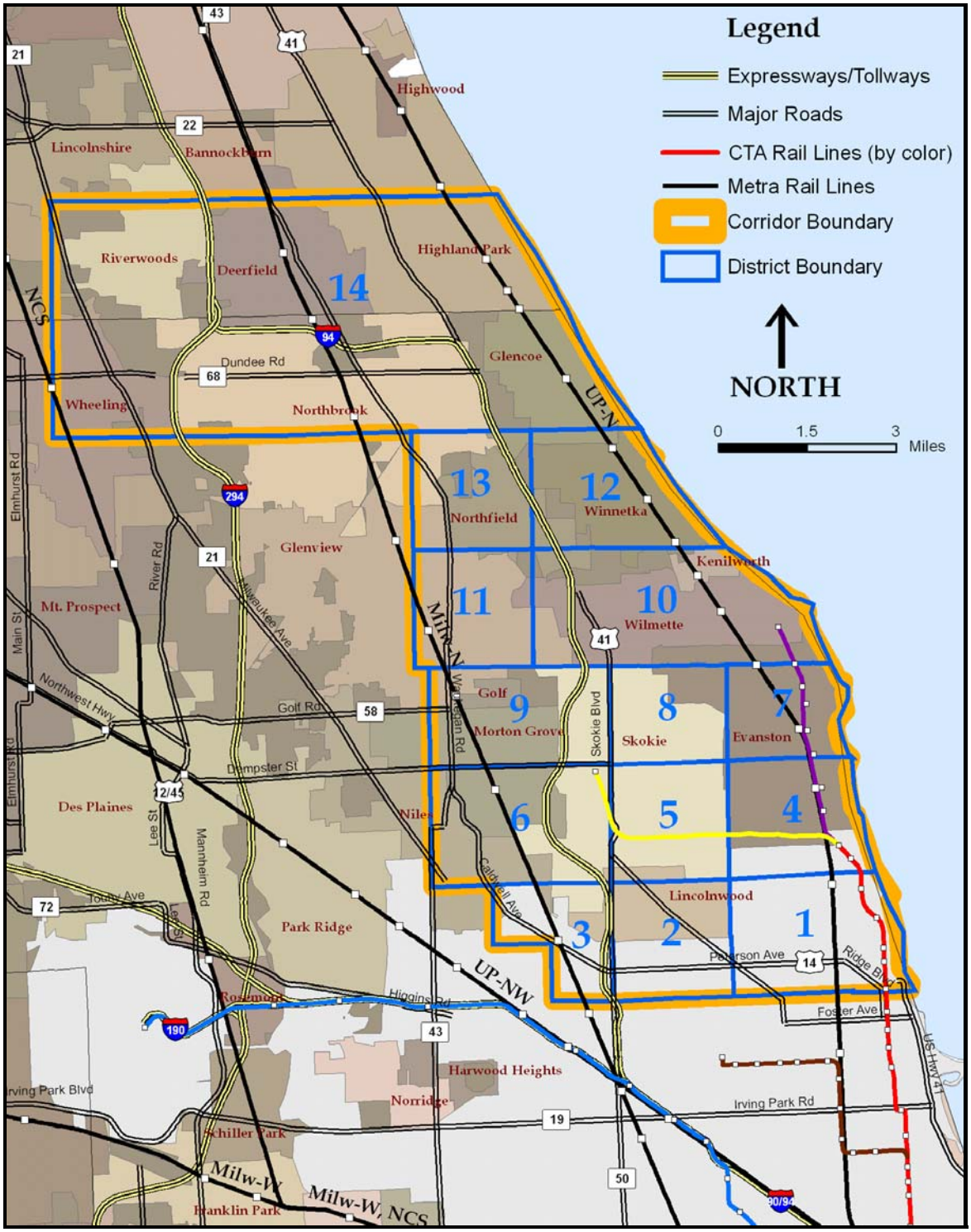
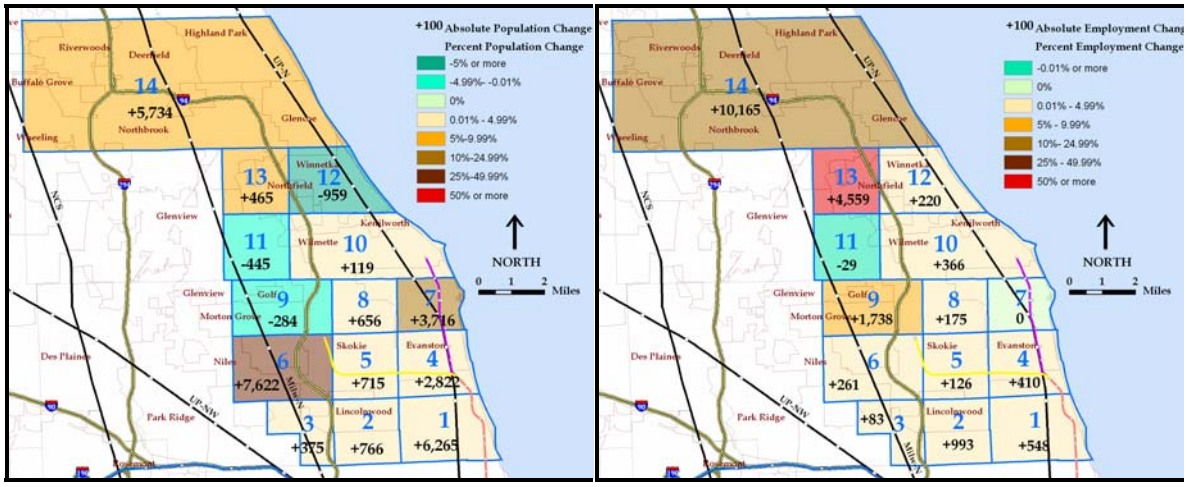


Figure ES.2 Projected Population and Employment Growth
2000 to 2030



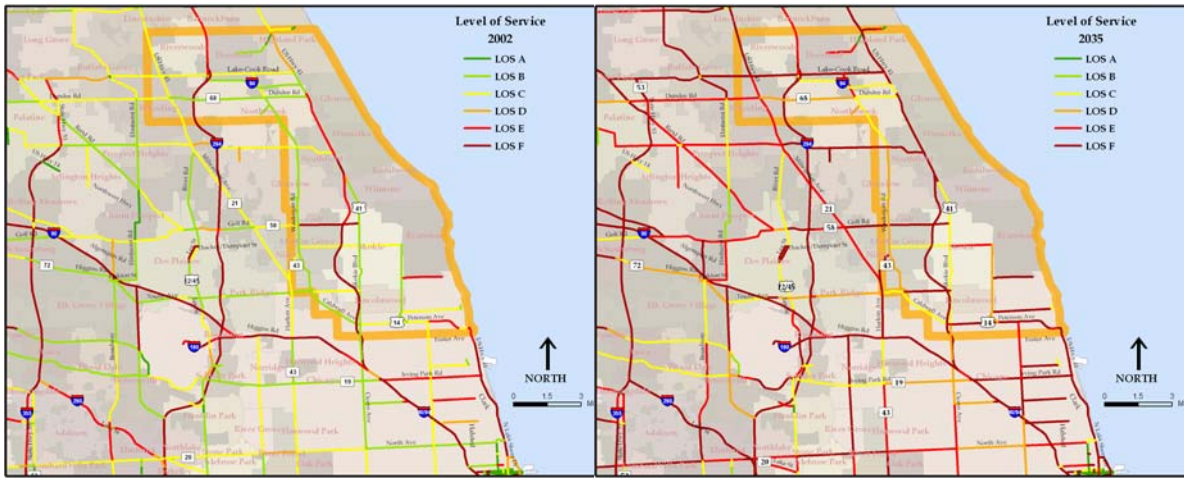
Source: CMAP.

■ Existing Transportation Network

The Corridor is served by an extensive multimodal transportation network. The transportation system offers a combination of expressways, tollways, and arterial streets that are supplemented by extensive networks of bus, rapid transit, and commuter rail services. The level of service offered by each highway and transit mode and the intermodal nature of the transportation system varies across the different districts in the corridor.

As is common in other metropolitan areas, interstate highways either radiate from or bypass the city center. The arterial highways, however, are more closely spaced to a grid network, with diagonals radiating from Chicago. As shown in Figure ES.3, congestion conditions on many key roadways in the Corridor are expected to worsen over time. Congestion is measured by Level of Service (LOS), a letter grade indicator of the relationship between a highway facility's traffic volume and its capacity which ranges from LOS A (freeflow traffic conditions) to LOS F (gridlock).

Figure ES.3 Highway Level of Service
2002 and 2035



Source: Federal Highway Administration, Freight Analysis Framework 2.

The transit network is composed of both rail and bus modes. Rail service within the corridor is provided by two agencies – CTA and Metra. CTA operates the rapid transit system, which predominantly serves the City of Chicago and surrounding suburbs, including Evanston, Skokie, and Wilmette. Metra operates the commuter rail system which primarily accommodates trips from Cook County and surrounding counties to downtown Chicago. Bus service within the Corridor also is provided by two agencies – CTA and Pace. CTA operates bus routes almost strictly in the southern portion of the corridor, while Pace provides bus service throughout the corridor. Pace also provides paratransit service to persons with disabilities within a three-quarter-mile buffer of regular fixed bus routes and vanpool services for other specialized transportation markets. Three dial-a-ride services also are available for elderly and/or disabled residents.

There is a predominance of Metra service in the northern portions of the Corridor particularly during rush hours, while there is a predominance of CTA service in the southeastern portion of the Corridor. CTA and Metra maintain quite different operations in order to serve their distinctive travel markets. Pace, whose services connect with both of the rail services, provides a vital link with CTA and Metra, and also is the primary provider of intersuburban transit services.

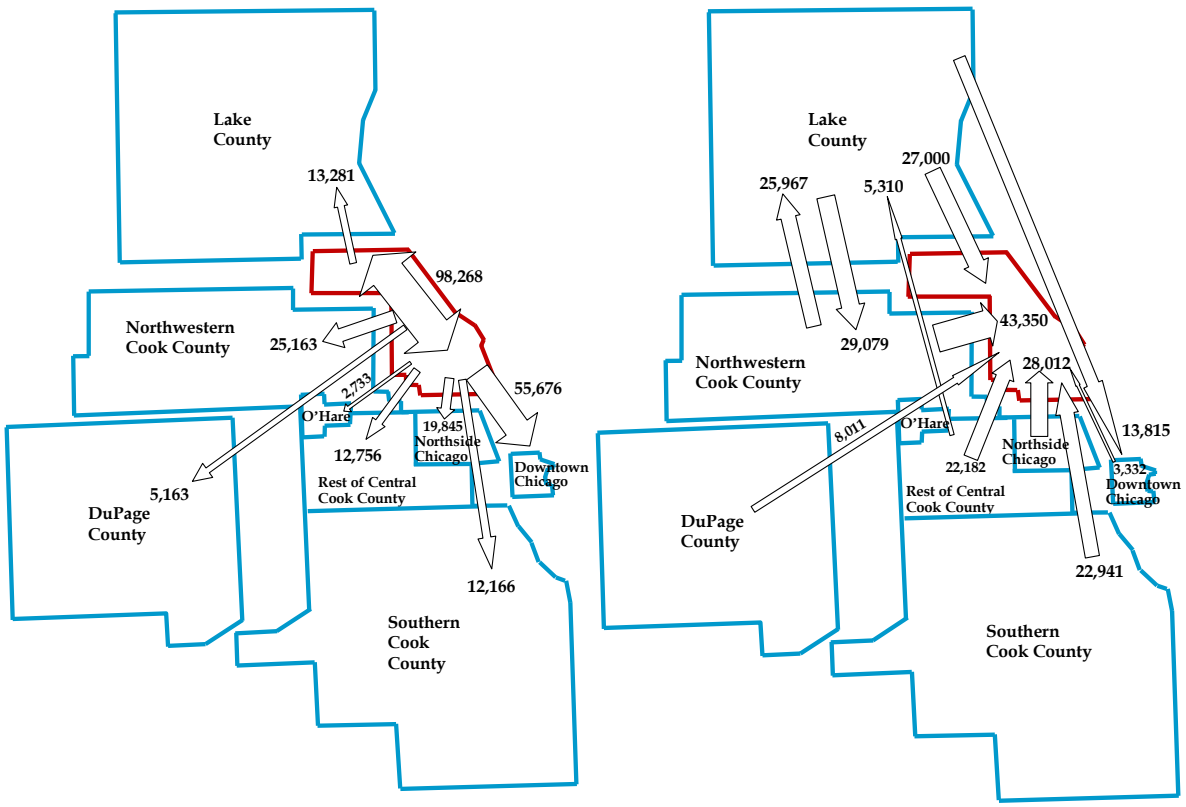
The major capital improvement projects included in the 2030 Regional Transportation Plan that are most likely to have impacts in the Corridor include the expansion of the CTA Yellow Line, widening of the Tri-State Tollway (I-294/I-94), and improvements to the Metra Milwaukee District North (MD-N) Line.

■ Travel Patterns

Cook County is the principal attractor and generator of work trips by far in the metropolitan area, drawing a significant number of work trips from each of the six counties. Cook County draws more work trips from each county than it sends to each county. With the growth of employment destinations in the western suburbs, DuPage County emerged as a net importer of work trips in the 1990 Census. Similar patterns appear to be emerging more recently in Lake County, which attracted more work trips in 2000 than it sent to other counties. Lake County employment is expected to grow by more than 30 percent between 2000 and 2030.

Approximately 40 percent of the nearly 250,000 daily work trips that originate in the Corridor stay within the Corridor. As shown in Figure ES.4, nearly 25 percent of the work trips that originate in the Corridor are destined to downtown Chicago. Although Lake County currently is the destination for only about 5 percent of the Corridor's work trips, this travel pattern is expected to grow with increasing employment to the north. A similar volume of travel, about 13,000 daily work trips, passes through the Corridor en route from Lake County to downtown Chicago.

Figure ES.4 Major Travel Patterns to, from, and through the Corridor



The Corridor attracts approximately as many daily work trips as it sends to other places, approximately 260,000 trips. About 17 percent of trips are from northwestern Cook County, and are largely destined to the Lake-Cook Road area. About 11 percent of trips are from the North Side of Chicago. About 10 percent of work trips to the Corridor originate in Lake County.

The northeastern part of Chicago (District 1) is the biggest generator of work trips in the Corridor, with more than 70,000 trips. Southern Evanston (District 4) follows with about half as many trips. In part because of its large size in comparison to other districts, the Lake-Cook Road area (District 14) had disproportionately large flows of work and nonwork trips, with more than 37,000 work trips originating there and more than 70,000 work trips ending there. Southwestern Skokie and southern Morton Grove (District 6) and downtown Evanston and the vicinity of Northwestern University (District 7) each attract about 30,000 work trips. With a large share of trips from relatively nearby areas, Northwestern University was found to have a significant impact on local travel patterns.

For nonwork travel, trips are generally shorter and more numerous than work trips. More than two-thirds of the over 1.1 million work trips that begin or end in the Corridor stay in the Corridor. Flows within districts emerged as significant movements.

The northeastern part of Chicago (District 1) is the biggest attractor of nonwork trips within the Corridor, with more than 145,000 trips. Southwestern Skokie and southern Morton Grove (District 6), northern Evanston, including downtown Evanston and Northwestern University (District 7), and southern Evanston (District 4) all attracted between 85,000 and 95,000 nonwork trips, with the majority from elsewhere in the Corridor.

The northeastern part of Chicago (District 1) also emerges as the strongest market after District 14 for nonwork trips, with over 200,000 produced and 145,000 attracted. Evanston (District 4 and District 7) and Skokie (District 6) also appear as strong nonwork trip markets.

Five key markets were selected for more detailed analysis of local travel patterns. These include:

Market 1 – North-South Travel between the Chicago North Side and Evanston;

Market 2 – East-West Travel between Evanston and Skokie;

Market 3 – North-South Travel from northeastern Chicago and Evanston to Lake-Cook Road;

Market 4 – Lake-Cook Road Area Travel; and

Market 5 – North-South Travel from the southern part of the Corridor to downtown Chicago.

■ Market Evaluation

Eight submarkets representing major travel patterns in the five markets were selected for evaluation of the performance of key elements of the transportation system. The submarkets include:

- **Loyola-Northwestern.** This movement between the Edgewater area in Chicago and central Evanston has a strong share of trips on public transportation as a result of a variety of high-quality direct rail and extensive bus transit options. Though the travel distance between origin and destination is short, it reveals much about the services available for a northern city-to-suburb commute along the lakefront. Evanston's strong employment market and Chicago's densely developed residential areas contribute to the regional significance of this movement. The importance of the CTA Howard terminal as a transit hub also is apparent in reviewing this origin-destination pair.

- **Uptown**. This movement between the area around Loyola University and the Uptown neighborhood in Chicago also enjoys relatively high transit mode share, with nearly half of its trips on public transportation. Congestion conditions are expected to worsen over time on one key roadway serving this submarket, U.S. 41. This submarket highlights the transportation options available for a typical short commute in northeastern Chicago and the importance of the CTA Red Line in serving the densely developed lakefront neighborhoods.

- **Skokie Industry.** This diagonal movement between western Rogers Park in Chicago and the industrial area of southeastern Skokie can use many combinations of east-west and north-south streets to traverse the grid, providing both highway and transit users with some flexibility to avoid congestion. The travel demand models were somewhat inconsistent in their results, but showed a general trend of worsening congestion over time. Although there is a strong grid network of bus routes serving this submarket, a transfer would be required for most transit trips. In part because of this need for transfers, transit was somewhat less attractive than the other submarkets in this part of the Corridor. The transit share of this submarket could be enhanced by the presence of an infill station along the CTA Yellow Line, serving the industrial employment centers in and around the destination TAZ.

- **Yellow Brick Road.** This movement between the Edgewater area in Chicago and the Old Orchard area in Skokie currently has about 80 percent of commuters driving alone. Greater congestion is expected over time on both I 94 and U.S. 41, increasing drive times. Although a strong grid network of east-west and north-south bus routes exists, the lack of a direct transit option suppresses transit mode share in this submarket. An extension of the CTA Yellow Line to Old Orchard may be part of a solution to improving mobility options in this submarket. The CTA Howard terminal again serves as a key transportation hub allowing a wide variety of rail-bus and bus-bus transfer options.

- **Lake-Cook Journey.** Although there are only about 100 work trips on this movement between southeastern Evanston and the Lake-Cook Road area, that the magnitude is so great given the long distance of this commute underscores the attraction of the Lake-Cook Road area as a regional employment center. Nearly 90 percent of commuters currently drive alone and are expected to experience greater congestion over time on several of the key north-south highway facilities serving this submarket, including I-94, Skokie Boulevard, and Green Bay Road. Although an expanded Yellow Line could play a role in addressing the mobility needs in this submarket, increased reverse commute service on the Metra UP-North Line could provide potentially superior travel times and reliability. A combination of more frequent northbound service in the morning, more frequent southbound service in the afternoon, and timed transfers with bus shuttle services in the Lake-Cook Road corridor could be attractive to motorists experiencing chronic congestion in this submarket.

- **Nature Drive.** This movement between Buffalo Grove and Northbrook is representative of major intersuburban commuter patterns to the Lake-Cook Road area. According to the 2000 Census, every commuter drives alone. Transit options are limited and increased congestion is expected on some of the highway facilities serving this submarket. Most significant is the anticipated congestion on Lake-Cook Road, one of the principal connectors for both eastbound and westbound trips within the greater market.

- **Corporate Campus Short-Haul.** This movement between Wheeling and Deerfield also is representative of major commuter patterns in the Lake-Cook Road area. While there are multiple arterial options for many trips, congestion on Lake-Cook Road is already significant during peak periods, and increasing congestion may be difficult to avoid as this area continues to grow. Drive alone and carpool trips make up the vast majority of movements in this submarket. As with the Nature Drive submarket, congestion along Lake-Cook Road, coupled with limited transit service, will likely lead to greatly increased travel times.

- **Lakefront Commute.** This traditional commute along the eastern side of Chicago represents a large commuter trend. Combined with significant parking costs in downtown Chicago, the importance of the CTA Red Line and Lake Shore Drive express bus services in serving this market is apparent from the large transit share (70 percent). Congestion is anticipated to worsen along key north-south highways, including Lake Shore Drive/U.S. 41, increasing travel times for automobile users and those traveling on existing express bus routes. Increased congestion will likely boost the competitive advantage of transit options that offer physical separation from automobile traffic, such as CTA rapid transit or potentially buses operating in dedicated lanes.

Evaluation of these submarkets provides insights into general mobility problems for travel in and around the Corridor, as well as potential solutions to improve mobility to and from the major activity centers associated with the Corridor. Given the generally limited ability to add significant highway capacity on the most congested facilities, potential solutions focus on transit options that improve alternatives to automobile travel. Mobility problems and potential solutions include:

- **Downtown Chicago and North Side: North-to-south all-purpose travel from the southern part of the Corridor.** Densely developed lakefront neighborhoods, congested conditions on Lake Shore Drive, and high parking costs in downtown Chicago create conditions for successful transit services between Evanston and Chicago. Adequate rail capacity and service reliability are critical to maintaining transit as an attractive mobility alternative in this regionally significant travel market.

- **Lake-Cook Road Area: South-to-north commutes from Chicago and Evanston.** Congested conditions on I-94 and increasing employment concentrations along Lake-Cook Road are expected to result in substantially increased delays for commuters traveling to this suburban employment center. Increased reverse commute service on the Metra Union Pacific North Line, along with improved transit connections between the Braeside rail station and major employers, represents one of the most potentially effective solutions to this growing mobility problem.

- **Downtown Evanston: All-purpose travel from Chicago, Evanston, Skokie, and Wilmette.** Downtown Evanston and Northwestern University emerged as one of the major concentrations of activity in the Corridor. Maintaining good access from the areas where its trips mainly originate, particularly within Evanston and in the northeastern part of Chicago, is critical as residents and jobs continue to concentrate in this area. CTA Purple Line service, expanded Yellow Line service, and high-performance bus routes on major arterials, such as Golf Road and Dempster Street, could support this objective. Because so many of the trips are short-distance, providing high-quality circulation within and around this growing activity center also is an important consideration.

- **Old Orchard Area: All-purpose travel from Chicago, Evanston, Skokie, and Wilmette.** Although its magnitude is somewhat lower than downtown Evanston, the Old Orchard area increasingly functions as a major concentration of activity. Improving access from the areas where its trips mainly originate, particularly elsewhere in Skokie and Evanston and in the northeastern part of Chicago, could enhance Old Orchard as an activity center. Extension of the Yellow Line, combined with high-performance bus routes on major arterials, such as Golf Road and Skokie Boulevard/Cicero Avenue, could support this objective and help to reduce congestion growth on I-94.

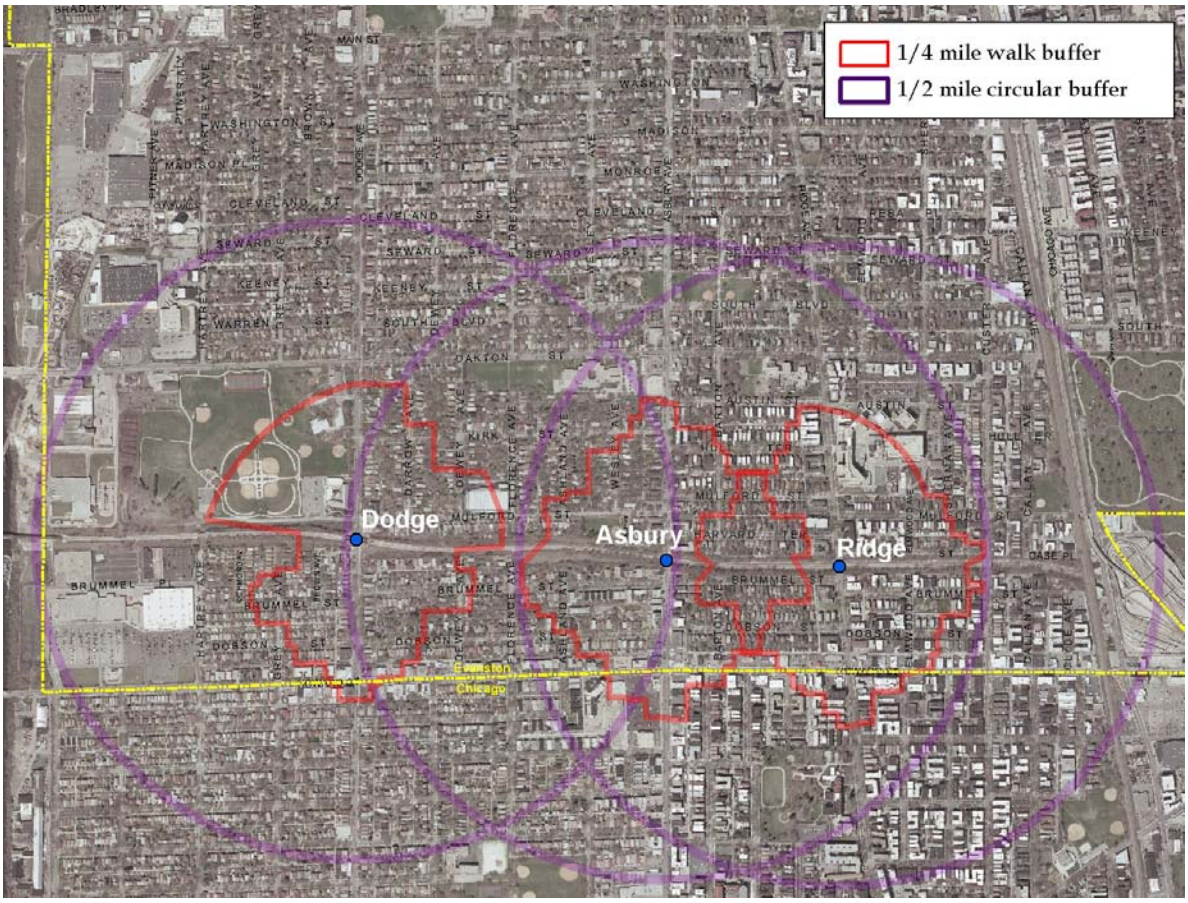
- **Lake-Cook Road Area: All-purpose travel from surrounding areas.** While not as concentrated as the downtown Evanston or Old Orchard areas, the Lake-Cook Road area emerged as a major employment center and attractor of nonwork trips. The area also is expected to grow significantly over the next 30 years. Travelers on Lake-Cook Road are expected to experience deteriorating traffic conditions over time. Providing effective transit options, including flex-route or demand-responsive services, and encouraging transit-supportive land use strategies, such as the enhancement of activity nodes, could help to manage the area's growth.

■ Station Alternatives

The CTA Yellow Line serves two of the major travel markets identified in the study, including East-West Travel between Rogers Park, Evanston, and Skokie and North-South Travel from the southern part of the Corridor to Downtown Chicago. Although its share of all Corridor travel would remain relatively small, a new station in south Evanston could significantly expand the market served by the Yellow Line. Depending on location, a new station could expand the total number of work trips served by the Yellow Line by 25 to 45 percent and attract up to 1,000 riders per day, potentially more if the Yellow Line offered direct service to downtown Chicago. However, various evaluation criteria suggest conflicting choices for the most desirable station location.

Three potential station locations were selected for evaluation at Dodge, Asbury, and Ridge, corresponding to stations that previously existed and were served by local "L" service. Depending on the type of analysis, the study area was defined as a quarter-mile walk distance or a half-mile circular radius around these points, as shown in Figure ES.5.

Figure ES.5 Potential Station Locations



The three station alternatives were compared using a range of methods to evaluate the viability of each location with respect to the others. Station areas were reviewed in terms of the relative activity levels, physical design considerations, multimodal access, community development considerations, and local preference. Level of activity was measured by trip ends, population and employment, and the presence of large employers and attractions. Physical design considerations include station spacing and track conformity to CTA station design standards. Multimodal access considerations include opportunities for connections with bus services and availability of vacant land for potential commuter parking. Community development considerations include consistency with local plans and availability of nearby developable land with transit-oriented development potential. Local preference includes the results of a resident survey and consistency with community values and local character. Table ES.1 shows a comparison of the three locations.

From a perspective of size of market served or potential ridership, the Ridge or Asbury station locations perform best. However, if effective pedestrian connections can be made from the Dodge station to the Howard/Hartrey shopping center, this sizable traffic generator could add to the market potential of a Dodge station.

From a perspective of track geometry, all of the station locations appear to be potentially feasible. However, the Asbury station location presents the fewest constraints, followed closely by Ridge. Track geometry would present relatively few challenges at the Dodge station location if the station were built on the east side of Dodge Avenue, although this could diminish the attractiveness of any pedestrian connection to the Howard/Hartrey shopping center. Furthermore, the close proximity of Ridge Avenue station to the Howard terminal raises concerns about station spacing on the high-speed shuttle Yellow Line service.

From a perspective of multimodal access, the Dodge station location is best. It offers connections to three bus routes and the potential for commuter parking. The Asbury and Ridge station locations each offer direct connections to one or two bus routes, respectively, and no opportunities for commuter parking without land acquisition.

From a perspective of opportunities for development or redevelopment, the Dodge station location again leads with more than 16 acres of nearby land with potential for transit-oriented development and parts of one TIF district. However, much of this land is located in the Howard/Hartrey shopping center area, which is located far enough away to present challenges for pedestrian access.

From a perspective of community preferences, the resident survey provided no clear direction and a station in each location is considered to be consistent with community values and character.

Accordingly, no single station location is identified for exclusive evaluation in the next phase of project development. It is recommended that the relative costs of constructing a station at one or more of the locations be evaluated in an engineering feasibility study. The relative benefit/cost relationships that result from that study are likely to provide clearer direction on a preferred station location.

Table ES.1 Station Location Comparison Matrix

Evaluation Criteria	Dodge	Asbury	Ridge
Activity Level Served			
Population[a] (2000)	6,418	10,794	11,116
Employment[a] (2000)	3,313	3,171	2,916
Trip Ends within Walking Distance[b]	6,675	11,239	23,029
Presence of Major Employers[c]	4 major employers (840 jobs)	1 major employer (825 jobs)	1 major employer (825 jobs)
Presence of Large Attractions[a]	Howard/Hartrey Shopping District Oakton/Hartrey Shopping District Howard/Western Shopping District (22,818 weekday trip ends)	Howard/Western Shopping District (2,790 weekday trip ends)	Howard/Western Shopping District (2,790 weekday trip ends)
Design Considerations			
Distance from Howard Station	1.44 miles	0.95 miles	0.68 miles
Distance from Oakton Station	3.48 miles	3.97 miles	4.24 miles
Consistency with CTA Grade Standards	Acceptable	Acceptable	Acceptable
Consistency with CTA Curve Standards	Acceptable	Acceptable	Acceptable

Notes:

[a] Within one-half-mile circular buffer.

[b] Weekday trip ends within one-quarter-mile walk distance buffer.

[c] Employers with 100 or more jobs within one-half-mile circular buffer.

Table ES.1 Station Location Comparison Matrix (continued)

Evaluation Criteria	Dodge	Asbury	Ridge
Access			
Connecting Bus Services	3	1	2
Land for Potential Commuter Parking	Yes	No	No
Community Development			
Nearby Developable Land with TOD Potential[d]	16.4 acres	2.1 acres	1.1 acres
Consistency with Local Plans	Includes Howard-Hartrey TIF District 3 Includes portion of Howard Street Corridor commercial development area	Includes portion of Howard Street Corridor commercial development area	Includes portion of Howard Street Corridor commercial development area
Local Preference			
Residents' Stated Preference	34% "will use"	41 % "will use"	36% "will use"
Consistent with Community Values and Character	Yes	Yes	Yes

Notes:

[d] Within one-half-mile circular buffer.

1.0 Introduction

The City of Evanston and the Village of Skokie are undertaking the Skokie Swift North Shore Corridor Travel Market Analysis as the first step in a systematic approach to multi-modal corridor planning in the North Shore area. The goals of the travel market analysis are:

- To develop a clear understanding of corridor travel patterns (including patterns with origins and destinations along the Skokie Swift) and mobility issues;
- To determine the most viable intermediate station locations and extension options for the Skokie Swift from a market perspective; and
- To assess the extent to which such improvements could address corridor mobility needs.

The Chicago Transit Authority (CTA) Yellow Line (Skokie Swift) service represents the last major addition to the regional transportation system in the North Shore area, initiated in 1964 on the former Chicago North Shore and Milwaukee Railway Skokie Valley Route between Dempster Street in Skokie and Howard Street in Chicago. On several occasions since that time, state, regional, and local agencies have studied the physical feasibility and cost of various alternatives for extending the Skokie Swift, as well as potential intermediate station locations.

From a regional planning perspective, expansion of the Skokie Swift has gained some support and recognition. Proposals to extend the Skokie Swift have emerged in most of the regional transportation plans adopted in the last 30 years. Extension of the line to Old Orchard is listed among the major capital project recommendations in the current 2030 Regional Transportation Plan adopted by the Chicago Area Transportation Study (CATS), now a part of the Chicago Metropolitan Agency for Planning (CMAP), in October 2003. The extension has been authorized for preliminary engineering in the Safe Accountable Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005. The CTA currently is conducting an alternatives analysis of potential extension options to determine whether the project could qualify for competitive New Starts program funding from the Federal Transit Administration (FTA) and enter the preliminary engineering phase.

At the same time, both the Village of Skokie and the City of Evanston have expressed interest in new intermediate stations located within their communities to improve local access to the regional transit network and complement local economic development efforts. The Village of Skokie completed a study through the Regional Transportation Authority's (RTA's) Regional Technical Assistance Program (RTAP) to investigate the physical feasibility of adding a new intermediate station along the existing line within the

village limits as well as potential extension of the line to the Old Orchard. The study led to approval of Federal funding for design and construction of the Oakton Street station.

The *Evanston Comprehensive General Plan* adopted by the Evanston city council in May 2000 reveals the importance of mass transportation as a community value. One of the Plan's stated policy goals is that Evanston will be: "A community that offers safe, affordable, and easily accessible alternatives to the automobile." Among the specific policies and actions enumerated in the Plan to achieve these goals are to:

- Promote public transportation ridership as an alternative to automobile use, focusing attention on new strategies for getting residents to suburban employment locations via mass transit."

- At the regional level, join long-term planning discussions to include potential initiatives to expand regional rapid transit links, including the extension of the CTA Yellow Line west to O'Hare Airport and north to other commercial/employment centers.

- Pursue proactive rather than reactive communication with public transportation agencies to influence policy decisions that affect Evanston riders as well as the overall efficiency of a regional mass transit system.

The Plan specifically recommends that creation of infill stations be considered as part of any extension of the Yellow Line. Locally, several groups, including the Interreligious Sustainability Circle and Evanston Transportation Futures, strongly support expanding public transportation and are advocating intermediate stations along the Evanston portion of the Skokie Swift.

In mid-2003, the City of Evanston requested planning assistance through RTAP to explore the market feasibility of new stations on the Evanston portion of Skokie Swift (east of McCormick Boulevard). The project was approved by the RTA Board of Directors as part of the 2004 RTAP. This would represent a return to the local "L" service that was operated on the line from 1925 to 1948 by the Chicago Rapid Transit Company. Seven intermediate stations existed during that period, including three in Evanston at Dodge Avenue, Asbury Avenue, and Ridge Avenue.

Intermediate stations will change the function and accessibility of the Skokie Swift. Additional analysis is required to firmly establish the market potential of the intermediate stations in Evanston and the proposed new Oakton Street station in Skokie. Given the interrelated nature of these two questions and the proposed extension of the line to Old Orchard Road, the RTA recommended combining the initiative into a corridor-level travel market analysis of the North Shore area. The City of Evanston and the Village of Skokie have agreed to cooperate in this effort, and to invite the participation of twelve additional communities in the North Shore area.

In addition, since fall of 2005, a working group led by state Senator Susan Garrett (29th district) and composed of the Transportation Management Association of Lake-Cook, employers, communities, and legislators has been working to address reverse commute issues to the northern suburbs – focusing on Metra service and connections to Pace buses.

1.1 Study Objectives

The travel market analysis of the Skokie Swift North Shore Corridor (the "Corridor") has the following objectives:

- To define, characterize, and quantify the Corridor's existing and projected demographics, development patterns, transportation facilities, services, and usage;
- To identify and assess by magnitude and mode share, the major travel markets that play a key role in impacting corridor travel patterns;
- To evaluate the ability of the existing corridor transportation system to efficiently and effectively serve current and projected travel needs;
- To define mobility problems and transportation system deficiencies most critical to address within the Corridor;
- To identify one or more potential new station locations for the CTA Yellow Line (Skokie Swift) service that could effectively serve these travel needs; and
- To describe the extent to which an expanded Skokie Swift service would address these travel needs.

The *Skokie Swift North Shore Corridor Travel Market Analysis: Final Report* presents a comprehensive and cohesive picture of travel patterns, mobility issues, and system deficiencies impacting the Corridor. Corridor travel markets, travel patterns, mobility problems, and the characteristics of potential mobility improvements are identified.

1.2 Study Area

The Skokie Swift North Shore Corridor (the "Corridor") is located along Lake Michigan in northeastern Cook County and extreme southeastern Lake County. The Corridor is bounded by the Lake-Cook Road area in the north (including an area about two-miles north of Lake-Cook Road in Lake County), the Lake Michigan shoreline in the east, Bryn Mawr Avenue in the City of Chicago in the south, and approximately Metra's Milwaukee District North commuter rail line in the west (including some areas just west of the line).

Because travel patterns can be understood at a range of levels of geographic detail, the following convention will be used to refer to different levels of geography throughout the text:

- **Region –** Six-county Chicago metropolitan area;
- **Corridor –** Skokie Swift North Shore Corridor study area described above;
- **Districts –** Divisions of the Corridor described below; and
- **Zones –** Traffic analysis zones, as defined by CMAP.

The boundary and relative location of the Corridor within the six-county region are shown in Figure 1.1.

To identify and assess major travel patterns in this market analysis, the Corridor was divided into 14 districts and surrounding parts of the Chicago metropolitan region were divided into 19 districts. To allow for more detailed analysis of some areas on the fringe of the study area, the 14 districts include some areas north of Lake-Cook Road and west of the Metra Milwaukee District North line. Together, these 33 districts comprise the six-county region covered by the market analysis.

Districts within the Corridor are labeled from 1 to 14. Cook County districts outside the Corridor are designated from 101 to 111. DuPage County is designated as District 200. Kane County is designated as District 300. Districts in Lake County are designated from 401 to 404. Will and McHenry Counties are designated as District 500 and District 600, respectively.

The CATS Z95 Traffic Analysis Zone (TAZ) system, developed for the CMAP regional travel demand model, is used as the basis for defining the districts. The majority of TAZs in the study area have a size of approximately one square-mile and follow township section boundaries. All individual districts are formed by aggregating whole TAZs. This structure allows us to readily extract and process data on travel patterns, land use, and socioeconomic attributes.

Definition of district boundaries and relative locations of each district within the North Shore Corridor are featured in Table 1.1.

Figure 1.1 The North Shore Corridor within the Region

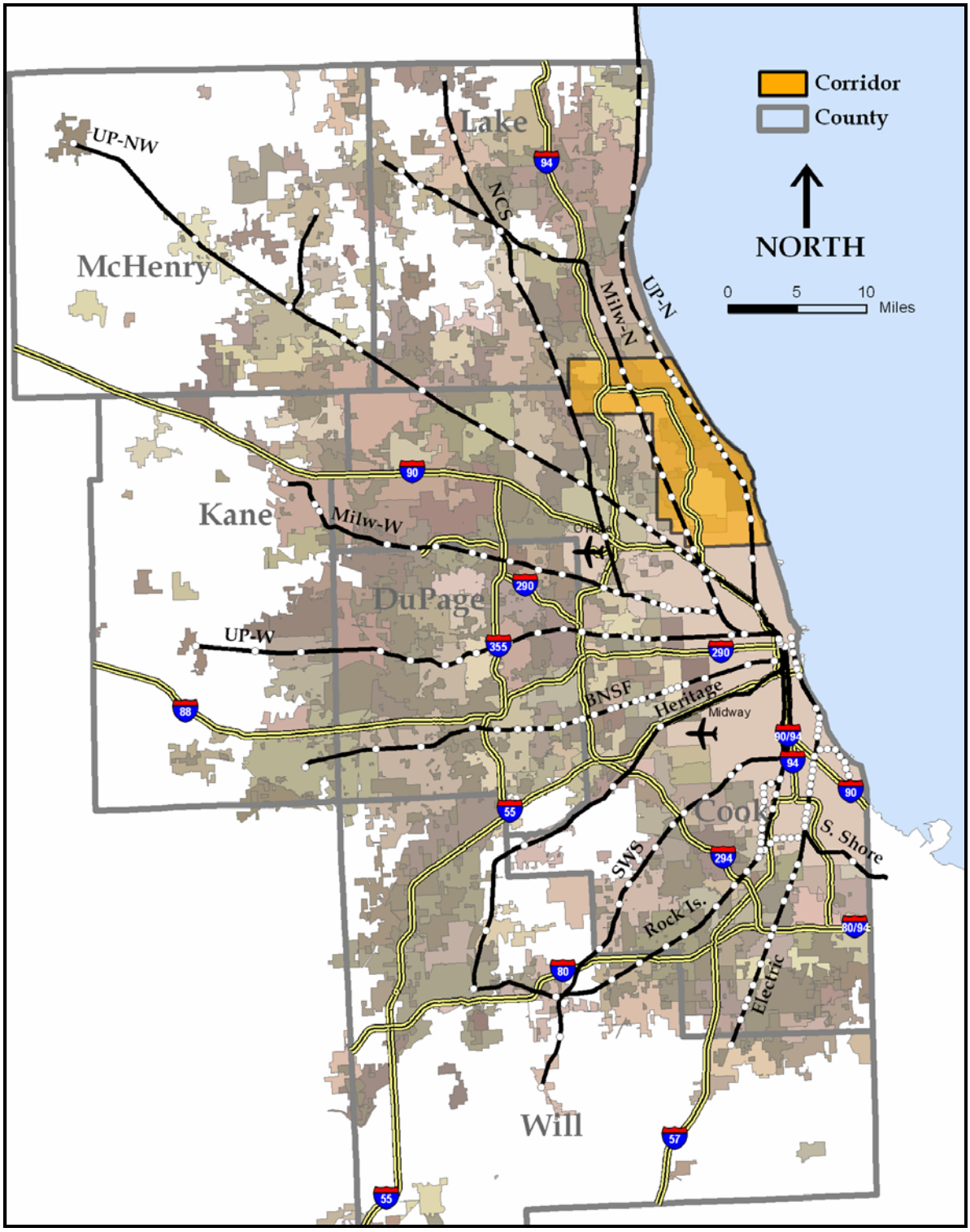


Table 1.1 District Definitions for the North Shore Corridor Study

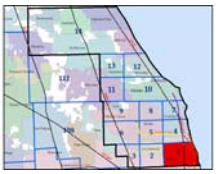
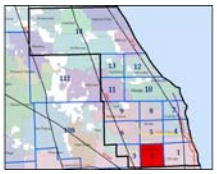
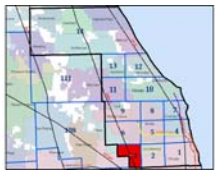
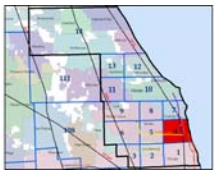
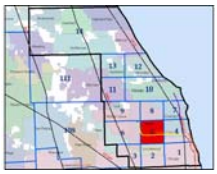
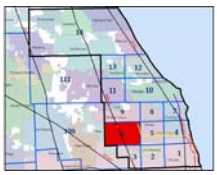
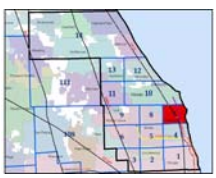
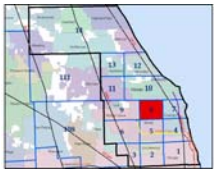
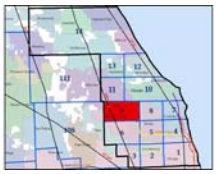
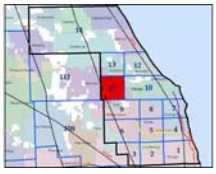
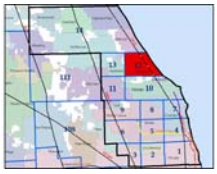
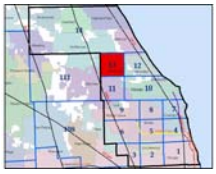
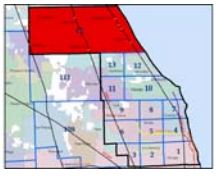
Map	District	General Description	Boundaries
	District 1	The northeast portion of the City of Chicago (Rogers Park and West Ridge community areas)	Touhy Avenue on the north, Lake Michigan on the east, Bryn Mawr Avenue on the south, and Kedzie Avenue on the west
	District 2	Lincolnwood (including North Park and Forest Glen community areas of Chicago)	Touhy Avenue, Kedzie Avenue, Bryn Mawr Avenue, and Cicero Avenue
	District 3	The north-northwestern portion of the City of Chicago	Touhy Avenue, Cicero Avenue, Bryn Mawr Avenue, and the TAZ boundaries west of the Metra MD-N line (corresponding to Nagle and Central Avenues further south)
	District 4	Southern Evanston	Dempster Street, Lake Michigan, Touhy Avenue, and Kedzie Avenue (approximately McCormick Boulevard)
	District 5	Southeastern Skokie	Dempster Street, Kedzie/McCormick, Touhy Avenue, and Cicero Avenue
	District 6	Southwestern Skokie and southern Morton Grove	Dempster Street, Cicero Avenue, Touhy Avenue, and Harlem Avenue
	District 7	Northern Evanston	Central Street, Lake Michigan, Dempster Street, and Kedzie/McCormick

Table 1.1 District Definitions for the North Shore Corridor Study (continued)

Map	District	General Description	Boundaries
	District 8	Northeastern Skokie	Central Street, Kedzie/McCormick, Dempster Street, and Cicero Avenue
	District 9	Northern Morton Grove and Northwestern Skokie	Central Street, Cicero Avenue, Dempster Street, and Harlem Avenue
	District 10	Wilmette	Winnetka Road, Lake Michigan, Central Avenue, and Harms Road
	District 11	Eastern Glenview	Winnetka Road, Harms Road, Central Avenue and the western boundaries of TAZs closest to Harlem Avenue north of Central Avenue
	District 12	Winnetka	Area around Willow Road bounded by the TAZ boundary corresponding to Jackson Avenue/Voltz Road in Glencoe, Lake Michigan, Winnetka Road, and the northern extension of the eastern boundary of District 11
	District 13	Northfield	Area around Willow Road bounded by the TAZ boundary corresponding to Voltz Road in Northbrook, the northern extension of the eastern boundary of District 11, Winnetka Road, and the northern extension of the western boundary of District 11
	District 14	The Lake-Cook Road employment area	Area around Lake-Cook Road bounded by TAZ boundaries associated with Aptakisic and Berkeley Roads, Lake Michigan, TAZ boundaries associated with Hintz and Voltz Roads, and TAZ boundaries just west of Milwaukee Avenue

Districts in Cook County but outside the Corridor include:

- **District 101 (southern Cook County) –** Covering the area within Cook County that is south of 95th Street;
- **District 102 (generally the Chicago South Side) –** Covering the area bounded by Cermak Road, Lake Michigan, 95th Street, and the Cook-DuPage County line;
- **District 103 (generally the Chicago West Side and near western suburbs) –** Covering the area bounded by North Avenue, Ashland Avenue, Cermak Road, and the Cook-DuPage County line;
- **District 104 (generally downtown Chicago) –** Covering the area bounded by North Avenue, Ashland Avenue, Cermak Road, and Lake Michigan. This area corresponds to the greater central business district (CBD) defined by CMAP;
- **District 105 (generally the Chicago Northwest Side and near northwest suburbs south of the Kennedy Expressway) –** Covering the area bounded by Bryn Mawr Avenue, Cicero Avenue, North Avenue, the Cook-DuPage County line, Lawrence Avenue, and River Road;
- **District 106 (generally the Chicago North Side) –** Covering the area bounded by Bryn Mawr Avenue, Lake Michigan, North Avenue, and Cicero Avenue;
- **District 107 (generally the O'Hare/Rosemont area) –** Covering the area bounded by Touhy Avenue, Mannheim Road, Devon Avenue, River Road, Lawrence Avenue, Mannheim Road, Irving Park Road, and the Cook-DuPage County line;
- **District 108 (generally the near northwest suburbs north of the Kennedy Expressway) –** Covering the area bounded by Central Avenue, Harlem Avenue, the TAZ boundaries immediately west of the Metra Milwaukee District-North line (corresponding to Nagle and Central Avenues further south), Bryn Mawr Avenue, and the eastern and northern boundaries of District 107;
- **District 109 (generally the western portion of northwestern Cook County) –** Covering the area bounded by the Lake-Cook County line, TAZ boundaries just west of Roselle Road, the DuPage-Cook County line, and the Kane-Cook County line;
- **District 110 (generally the central portion of northwestern Cook County) –** Covering the area bounded by the Lake-Cook County line, TAZ boundaries associated with Mount Prospect and Wheeling Roads, the DuPage-Cook County line, and TAZ boundaries just west of Roselle Road; and
- **District 111 (generally the eastern portion of northwestern Cook County) –** Covering the area bounded by Central Avenue, TAZ boundaries associated with Mount Prospect and Wheeling Roads, Hintz Road, and the western boundaries of Districts 11 and 13 near Waukegan Road.

Districts Outside Cook County:

- **District 200 (DuPage County) –** Covering all of DuPage County;
- **District 300 (Kane County) –** Covering entire Kane County;
- **District 401 (generally southeastern Lake County) –** Covering the area bounded by TAZ boundaries associated with Illinois Route 60, Lake Michigan, TAZ boundaries associated with Aptakisic and Berkeley Roads, and TAZ boundaries associated with St. Mary's Road;
- **District 402 (generally southwestern Lake County) –** Covering the area bounded by TAZ boundaries associated with Illinois Route 60, TAZ boundaries associated with St. Mary's Road, the Cook-Lake County line, and the Lake-McHenry County line;
- **District 403 (generally northwestern Lake County) –** Covering the area bounded by the Illinois-Wisconsin state line, TAZ boundaries associated with Hanlon Road in Waukegan, and Riverside Drive in Gurnee, TAZ boundaries associated with Illinois Route 60, and the Lake-McHenry County line;
- **District 404 (generally northeastern Lake County) –** Covering the area bounded by Illinois-Wisconsin state line, Lake Michigan, TAZ boundaries associated with Illinois Route 60, and TAZ boundaries associated with Hanlon Road in Waukegan and Riverside Drive in Gurnee;
- **District 500 (McHenry County) –** Covering all of McHenry County; and
- **District 600 (Will County) –** Covering entire Will County.

Figure 1.2 features a map of the districts in the Corridor. Figure 1.3 features a map of the districts in the surrounding areas.

1.3 Study Approach

The Skokie Swift North Shore Corridor Travel Market Analysis is conducted in six technical tasks. Each of these key tasks is described in more detail below.

Task 1: Conduct Community Involvement Process – The objective of this task is to brief stakeholders and the public on alternatives for improvements to the Skokie Swift Line and to obtain information on transportation needs to inform potential service changes. The task includes a series of meetings by a Corridor Advisory Committee focusing on technical issues associated with the corridor-level market analysis, a Local Advisory Committee focusing on the definition and assessment of alternatives for enhancements to the CTA Yellow Line, and two public forums to gain the perspective of current and potential riders of an expanded Yellow Line.

Figure 1.2 Districts in the Corridor

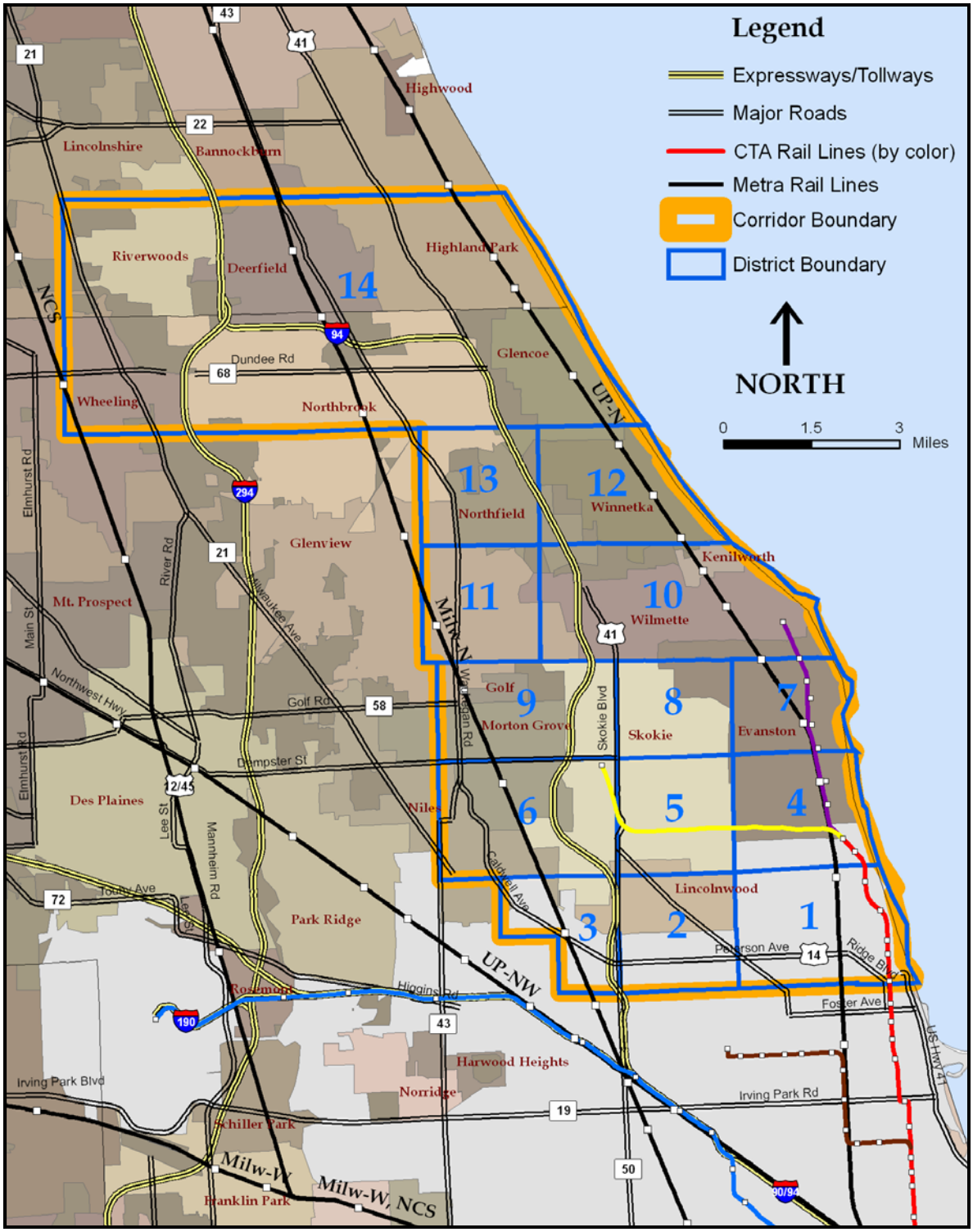
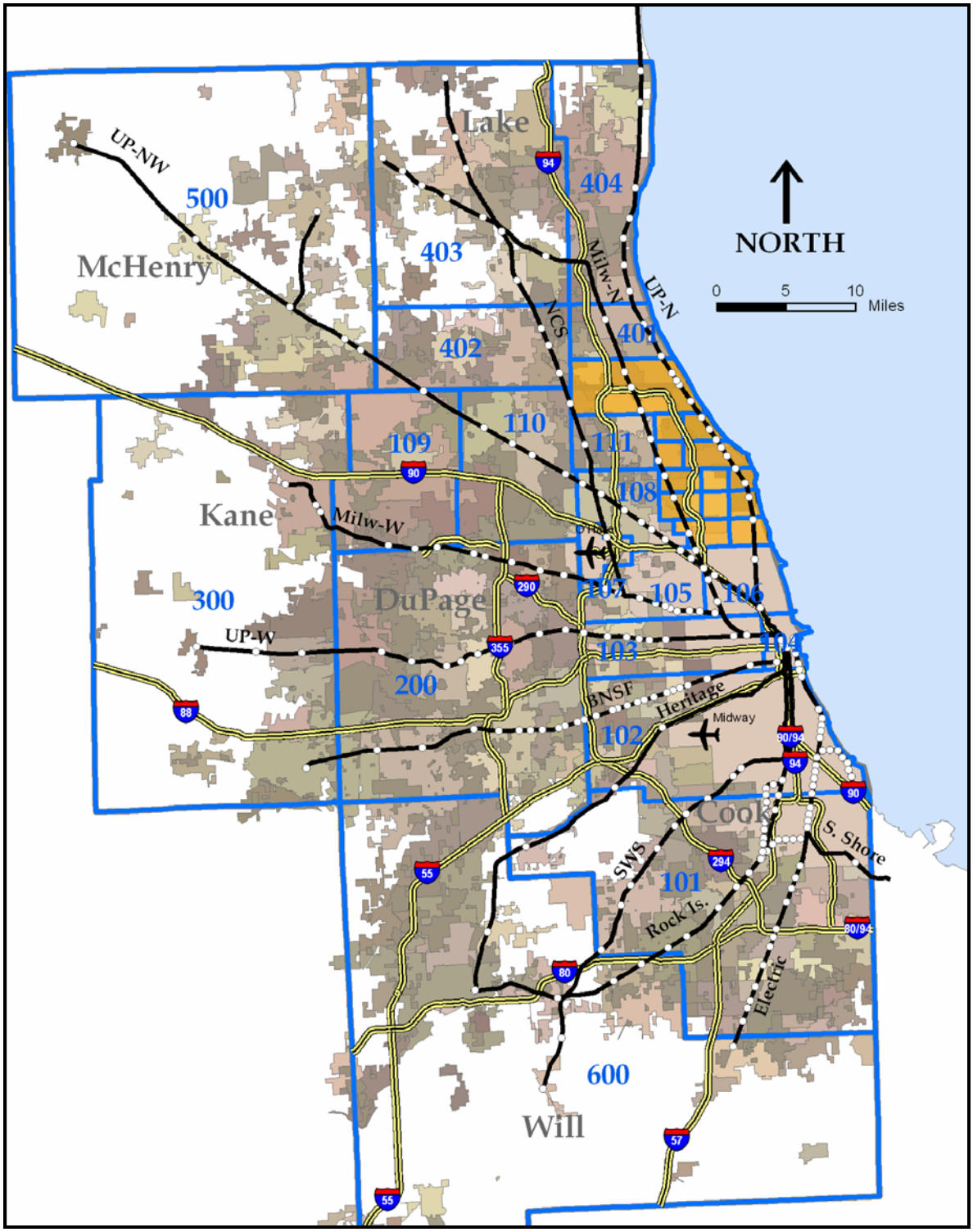


Figure 1.3 Districts in the Region



Task 2: Establish Goals, Objectives, and Evaluation Methods – The objective of this task is to define goals and objectives for the Yellow Line expansion and related performance measures.

Task 3: Assess Corridor Travel Patterns – The objective of this task is to provide a picture of the travel conditions in the Corridor, including travel patterns in the study area, the existing highway and transit network, and the level of service offered by different modes serving the Corridor. This task synthesizes quantitative statistics and data from a number of sources, including:

- Population, employment, and land use data from the Northeastern Illinois Planning Commission (NIPC), now a part of CMAP;
- Journey-to-Work data from the 2000 U.S. Census;
- Base-year 2000 estimates for nonwork travel patterns and 2030 travel forecasts, and volume-capacity estimates obtained from the Chicago area regional travel demand model developed and maintained by CMAP;
- Survey data such as the recent Metra on-board surveys of commuter rail riders;
- Weekday ridership data for CTA and Pace from the RTA's Regional Transportation Asset Management System (RTAMS);
- Ridership data by rail line, station, and time of day collected by Metra and CTA and total bus route ridership information from CTA and Pace;
- Data on interagency transfers among CTA, Metra, and Pace as summarized in RTA's Regional Transit Coordination Plan;
- Data on traffic volumes, travel times, and vehicle speeds at selected locations within the Principal Arterial System (PAS) collected and maintained by the Illinois DOT;
- Data on current and projected traffic volumes, highway capacity, and level of service for expressways, tollways, and major arterial streets from the Freight Analysis Framework Version 2 (FAF2) database developed by the Federal Highway Administration (FHWA); and
- The list of highway and transit projects included in the Regional Transportation Plan (RTP) developed by CMAP.

Task 3 also includes a set of surveys of current and potential riders of the CTA Yellow Line to augment the insights gained from the above data sources. Surveys focus on residents of southern Evanston and Rogers Park, users of the Yellow Line, users of CTA and Pace bus routes between Howard Street and Old Orchard, employees in the Old Orchard area, and employees of St. Francis Hospital in southern Evanston.

Task 4: Analyze Existing and Future Conditions – The objective of this task is to provide a picture of the socioeconomic conditions in the Corridor, including a socioeconomic profile of residents, land use composition, the existing demand for highway facilities and transit services, and forecasts of future demand for transportation.

Task 5: Identify Expansion Alternatives – The objective of this task is to define alternatives for the potential Yellow Line expansion that address identified Corridor travel patterns. Potential alternatives could include one or more additional stations in South Evanston. As this study was being conducted, the CTA initiated a detailed Alternatives Analysis (AA) study of a Yellow Line extension to the Old Orchard area. Accordingly, it was decided not to assess potential extension alternatives as a part of this market analysis study.

Task 6: Develop Preliminary Ridership Projections – The objective of this task is to prepare sketch-planning level ridership forecasts for each expansion alternative.

1.4 Content of Report

This report is organized into six sections that address each of the study objectives. In Section 2.0 we examine the factors that determine *who uses the transportation system*. We examine the observed historical changes in both population and employment in the Corridor and summarize the expected growth patterns. The analysis of the demographic characteristics of the area's population relies on the 2000 Census. These data are used to identify any important changes in demographics that influence, and could therefore help explain, changes in travel patterns.

In Section 3.0, we present *the existing and planned transportation system* in the Corridor from a multimodal perspective. We start by discussing the existing highways and major arterials. We then focus on transit, including the commuter rail, rapid transit, fixed bus routes, paratransit, and vanpool services available in the Corridor. The discussion then concludes with the 2030 Regional Transportation Plan and highlights both the committed and recommended major capital transit and highway projects that are located in the Corridor or are likely to affect Corridor travel.

Section 4.0 focuses on *how people travel to and from different areas in the Corridor*. We start our analysis with county-to-county travel patterns obtained from the U.S. Census. The analysis of the observed historical growth in travel patterns at a county level between 1970 and 2000 helps put the observed travel patterns in perspective. The focus then shifts to travel patterns to and from individual districts within the Corridor to quantify the 2000 travel patterns at a finer level of geographic detail. Finally, travel between specific origin-destination pairs is evaluated at the zone level in selected travel markets.

In Section 5.0 we present how the different components of the multimodal network are being used, how they perform now, and how they are expected to perform in the future. For representative transportation elements serving each travel market selected for more

detailed analysis, we use traffic data collected in different locations to discuss the observed volumes of highway traffic and the extent of highway congestion. In examining the transit system, Metra, CTA, and Pace data on ridership and service characteristics are analyzed to provide a profile of commuter rail, rapid transit, and bus transit level of service and ridership. There also is a discussion of interagency transfers. Finally, using the outputs from the socioeconomic forecasts and the regional travel model for the forecast year 2030, we evaluate the effects of future travel patterns on the level of service provided by each transportation element.

In Section 6.0 we discuss the *implications on the CTA Yellow Line* of the market analysis findings. This section assesses the potential role of the Yellow Line in addressing some of the identified mobility problems. The goals and objectives of the Yellow Line expansion, potential expansion alternatives, and a comparison of those alternatives are presented.

2.0 Population, Employment, Land Use, and Demographics

This section examines the factors that affect the demand for transportation and help determine *who uses the transportation system* in different parts of the Corridor. Section 2.1 and Section 2.2 examine the observed historical changes in both population and employment in the Corridor and summarize the expected growth patterns. Section 2.3 documents the employment by industry sector in each district in the Corridor. Land use patterns are analyzed and presented in Section 2.4 followed by a demographic profile of Corridor residents in Section 2.5. The analysis of the observed land use patterns in different areas of the Corridor and the demographic characteristics of the area's population relies on the 2000 Census, while the population and employment projections are those of the Chicago Metropolitan Agency for Planning (CMAP).

2.1 Trends in Population

In 2000, the total population in the six-county Chicago metropolitan area (the "Region") exceeded 8 million (Figure 2.1). A total of 1.1 million new residents have been added in the Region since 1970 with over 800,000 of those new residents added since 1990 (Table 2.1).

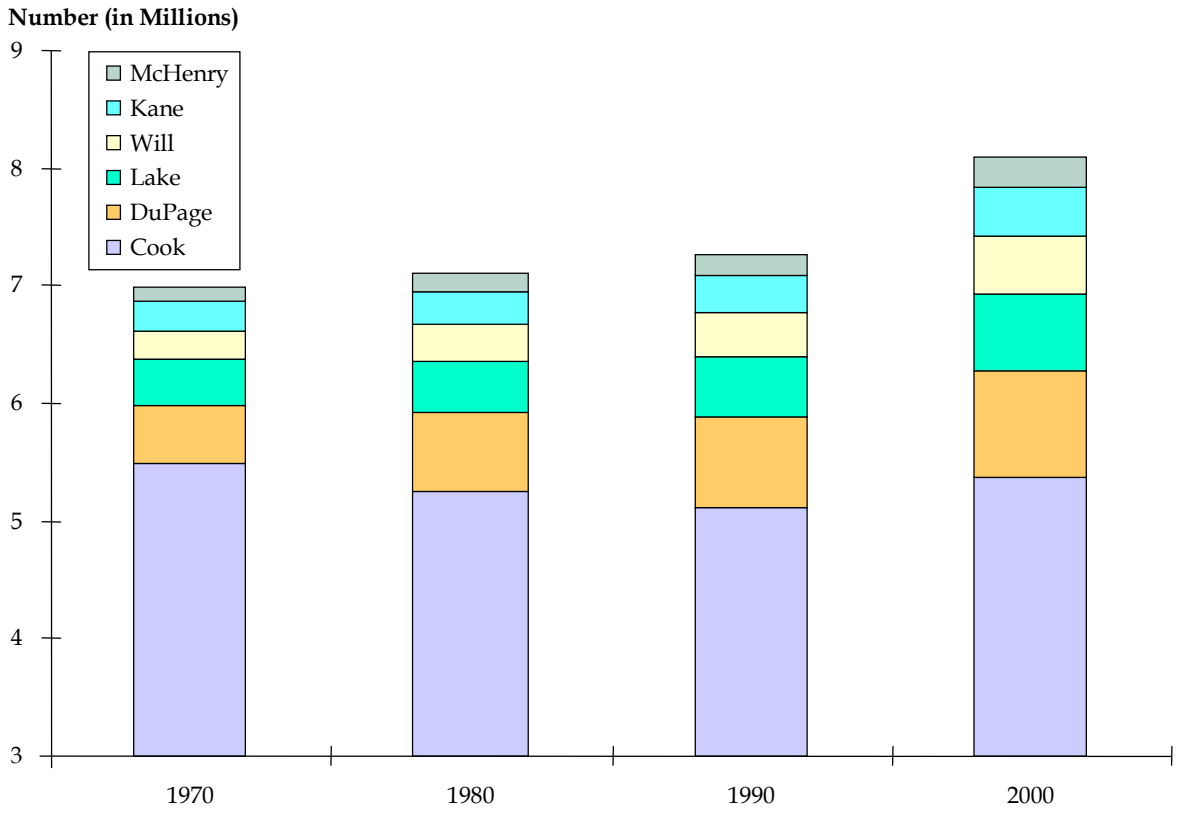
Cook County, the most populous county in the Region and the State with more than five million residents, has fluctuated in population since 1970 (Table 2.1). Between 1970 and 1990, Cook County's population experienced a decline of about 400,000 people. According to the 2000 Census, Cook County's population has almost fully recovered from those declines within the past decade.

Lake County has experienced continuous growth since 1970 and its population of over 380,000 in 1970 has increased to just fewer than 645,000 in 2000. With a high-growth rate of nearly 25 percent, the population of Lake County has increased dramatically over the past decade.

DuPage County's 1970 population of 490,000 has almost doubled to more than 900,000 in 2000. Despite its continuing growth, population growth in DuPage has slowed somewhat to 15 percent for this past decade. Although it is not immediately adjacent to the Corridor, the travel patterns of residents of DuPage County are expected to have at least some impact on the North Shore Corridor.

More detailed population data provided by the Census were used to assess the population within the Corridor. Approximately 530,000 people reside within the 14 analysis districts in the Corridor. This corresponds to roughly 6.5 percent of the six-county region's total population.

Figure 2.1 County-Level Historical Population Trends



Source: U.S. Census.

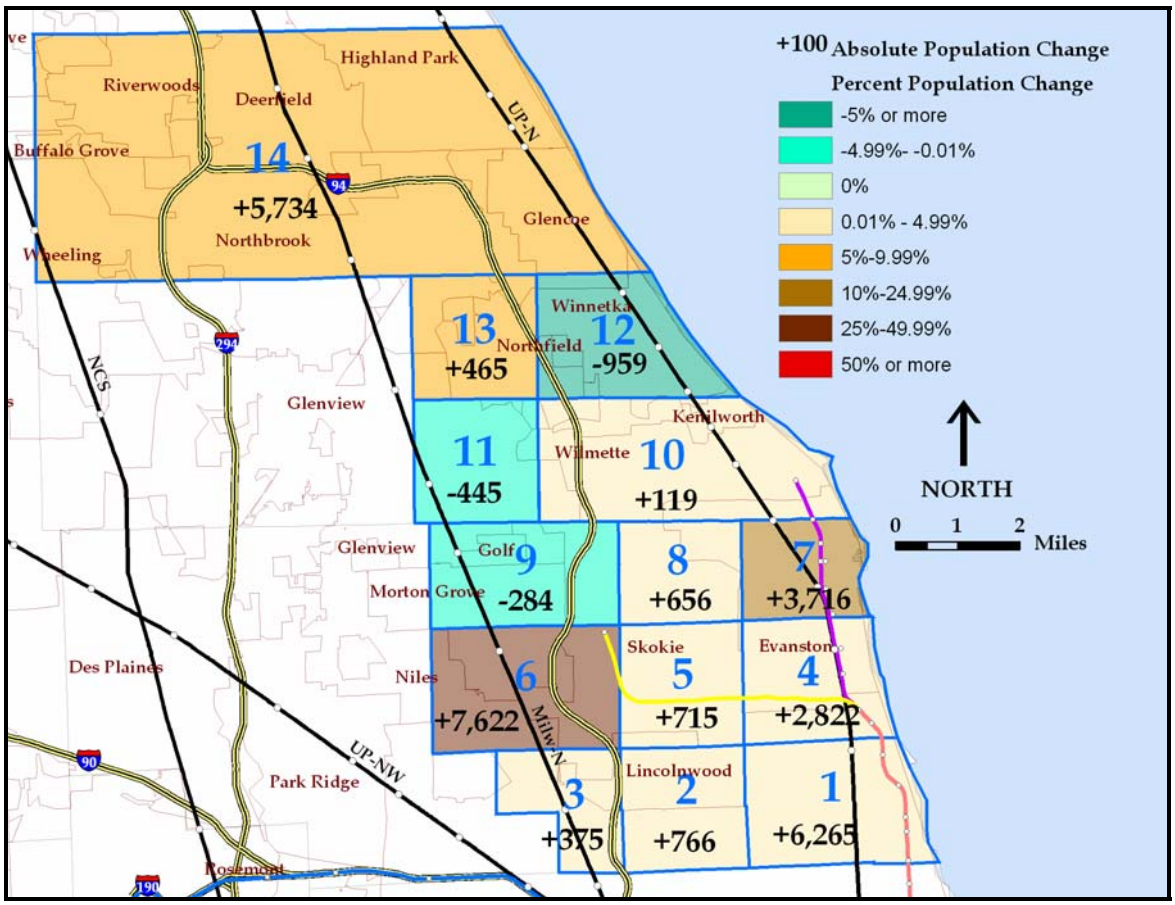
Table 2.1 County-Level Historical Population Trends

	1970	1980	1990	2000	Percent Change 1970-1980	Percent Change 1980-1990	Percent Change 1990-2000	Compounded Annual Growth Rate 1970-2000
Cook	5,492,369	5,253,655	5,105,067	5,376,741	-4.3%	-2.8%	5.3%	-0.069%
DuPage	491,882	658,835	781,666	904,161	33.9%	18.6%	15.7%	2.050%
Kane	251,005	278,405	317,471	404,119	10.9%	14%	27.3%	1.600%
Lake	382,638	440,372	516,418	644,356	15.1%	17.3%	24.8%	1.752%
McHenry	111,555	147,897	183,241	260,077	32.6%	23.9%	41.9%	2.862%
Will	249,498	324,460	357,313	202,266	30.0%	10.1%	40.6%	2.360%
Total	**6,978,947**	**7,103,624**	**7,261,176**	**8,091,720**	**1.8%**	**2.2%**	**11.4%**	**0.494%**

Source: U.S. Census.

Figure 2.2 shows the Corridor's projected population growth in relative and in absolute terms. The analysis districts are shaded according to the percentage of forecasted growth or decline between 2000 and 2030. The numbers included within the figure represent the absolute growth or decline forecasted for each district.

Figure 2.2 Corridor Forecasted Growth in Population between 2000 and 2030



Source: CMAP.

Between 2000 and 2030, CMAP forecasts that the entire six-county region will grow by 24 percent in population (Table 2.2). The Corridor itself is expected to experience a lower population growth rate of 5.2 percent over the next 30 years. However, there are important differences in population growth across various districts in the Corridor. The southern end of the Corridor, including the northern portion of Chicago, southern Evanston, and parts of southwestern Skokie and southern Morton Grove, is expected to grow by more than 18,500 residents. Parts of southwestern Skokie and southern Morton Grove, included in District 6, are expected to show a growth rate of over 25 percent in the 30-year period.

Table 2.2 Corridor Predicted Population Trends

Description	2000 Population	2030 Population	Percent Change (2000-2030)
Corridor Districts			
1	147,791	154,056	4.2%
2	25,698	26,464	3.0%
3	12,666	13,041	3.0%
4	64,523	67,345	4.4%
5	24,094	24,809	3.0%
6	28,335	35,957	26.9%
7	31,257	34,973	11.9%
8	21,406	22,062	3.1%
9	19,429	19,145	-1.5%
10	40,080	40,199	0.3%
11	11,502	11,057	-3.9%
12	14,830	13,871	-6.5%
13	6,371	6,836	7.3%
14	81,824	87,558	7.0%
Subtotal	**529,806**	**557,373**	**5.2%**
Counties			
Cook	5,376,746	5,938,246	10.4%
DuPage	904,159	1,002,325	10.9%
Lake	644,357	844,315	31.0%
McHenry	260,077	449,823	73.0%
Will	502,266	1,107,777	120.6%
Kane	404,119	692,351	71.3%
Six-County Region	**8,091,725**	**10,034,838**	**24.0%**
CBD			
Chicago	42,690	86,031	101.5%

Source: CMAP.

In contrast, population in Districts 9, 11, and 12, comprising areas of northern Morton Grove, northwestern Skokie, eastern Glenview, and Winnetka, is expected to decline, dropping between one and six percent. It also is important to note that significant growth has been forecast for districts outside the Corridor, especially parts of Lake County and the Chicago downtown core. These changes will affect the amount of travel generated in the Corridor and the travel patterns discussed later.

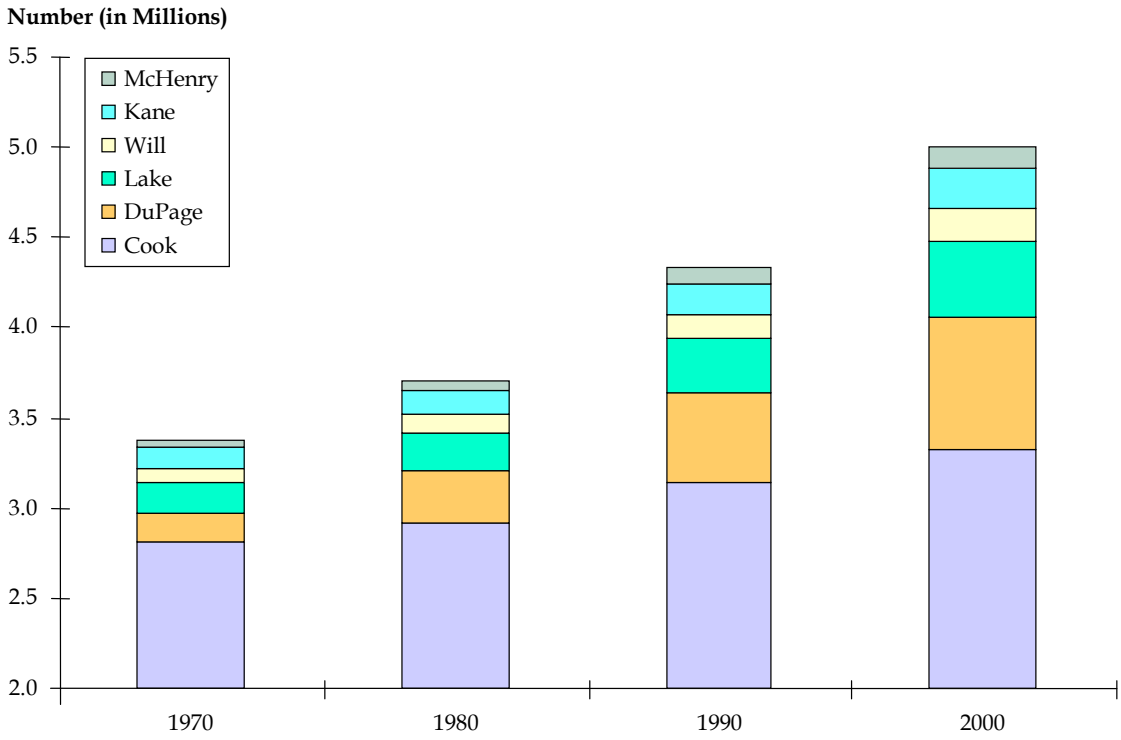
2.2 Trends in Employment

As seen in Figure 2.3, historical data indicate that job growth in the six-county region has been very robust between 1970 and 2000, surpassing the Region's rate of population growth. Regional employment in 2000 was approximately five million (Table 2.3). As expected, Cook County, in which Chicago is located, contains over 65 percent of the Region's employment with Chicago containing about 54 percent of Cook County jobs and suburban Cook County accounting for the rest. Overall, about one-third of the Region's five million jobs are in Chicago, and another one-third are in suburban Cook County.

The growth rate in employment in Cook County has been steady in the three decades since 1970, with observed growth rates ranging between 3.7 and 7.6 percent per decade representing a modest rate of growth (Table 2.3). However, during this period, the actual employment numbers increased by more than 500,000 in the county.

DuPage County had extremely high employment growth between 1970 and 1990 at a rate of nearly 80 percent, which elevated DuPage County to the second highest rank in the Region. Employment grew by another 43 percent between 1990 and 2000 resulting in employment levels of over 700,000.

Figure 2.3 County-Level Historical Employment Trends



Source: Woods and Poole.

Note: Woods and Poole data is used to create trends in employment at the County level of detail. Due to discrepancies between Woods and Poole and CMAP estimates, comparison between data sources is not recommended. Analysis and discussion of 2000 employment estimates and 2030 forecasts are based on CMAP data only.

Lake County, the third largest county in terms of employment, has demonstrated aggressive growth since 1970 (Table 2.3). The county employment has increased 150 percent over 30 years from 166,000 to nearly 420,000 jobs. Just in the last decade, employment in Lake County has grown by 120,660 jobs, reflecting a 40 percent growth rate since 1990 (Table 2.3).

Robust patterns of employment growth were observed in the remaining three counties although the total employment figures are lower. Employment in Will and McHenry Counties grew by more than 40 percent in the last decade while Kane County saw employment grow by almost 30 percent in the same time period.

Employment-levels also were analyzed for each of the 14 Corridor districts based on data provided by CMAP. According to these estimates, 6.7 percent of the six-county region's total employment is concentrated in the Corridor.

Table 2.3 County-Level Historical Employment Trends

					Percent Change			Compounded Annual Growth Rate
	1970	1980	1990	2000	1970-1980	1980-1990	1990-2000	1970-2000
Cook	2,809,253	2,913,487	3,135,360	3,327,731	3.7%	7.6%	6.1%	0.566%
DuPage	158,829	289,472	509,442	726,573	82.3%	76.0%	42.6%	5.199%
Kane	166,939	211,198	298,929	419,589	26.5%	41.5%	40.4%	3.120%
Lake	88,480	102,310	125,010	182,930	15.6%	22.2%	46.3%	2.451%
McHenry	110,042	133,617	175,498	226,706	21.4%	31.3%	29.2%	2.439%
Will	42,260	56,762	83,773	118,749	34.3%	47.6%	41.8%	3.504%
Total	**3,375,803**	**3,706,846**	**4,328,012**	**5,002,278**	**9.8%**	**16.8%**	**15.6%**	**1.319%**

Source: Woods and Poole.

The employment forecasts at an analysis district level underscore the potential for strong continuing growth in employment in the Corridor over the next 30 years. The overall job growth in the Corridor is projected to be seven percent, which is higher than the average historical trend, but lower than the projected growth for Cook County. Districts at the northern edge of the Corridor, near the Lake-Cook Road area, are projected to see the highest employment growth with nearly 15,000 new jobs in the next 30 years (Table 2.4 and Figure 2.4).

Twelve of the 14 districts show increases in employment. District 13 (generally Northfield) shows the greatest forecasted increase in employment for the year 2030, at nearly 65 percent. Much of the Corridor consists of primarily residential areas, where not much employment growth is expected. District 7 (generally northern Evanston) shows unchanged employment numbers for the year 2030 from 2000, although there is a shift from retail to nonretail employment. District 11 (generally eastern Glenview) shows a negligible decrease in employment.

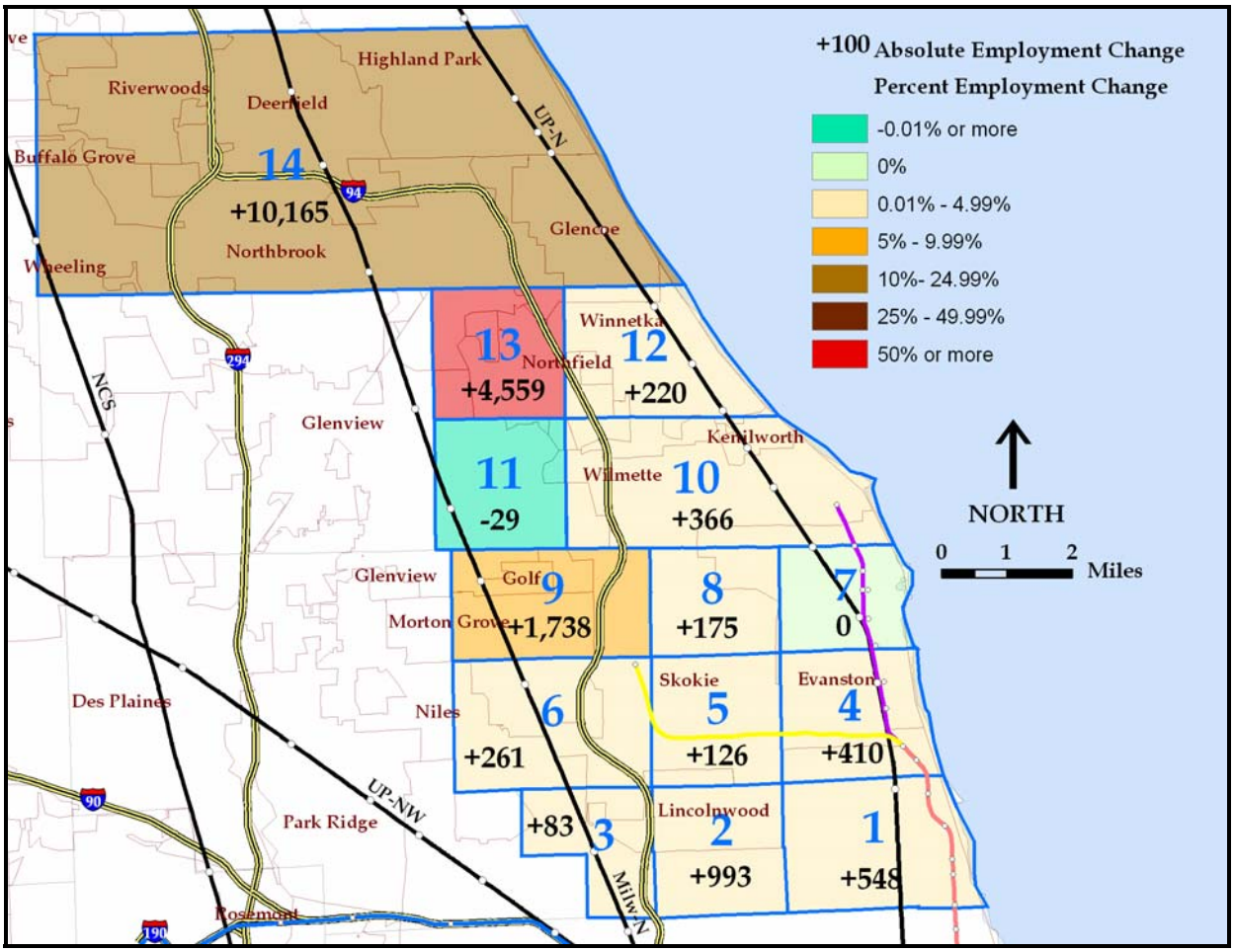
As with population growth, major employment growth also is forecasted for surrounding districts to the north and to the west of the Corridor. This forecasted growth in employment will likely affect future travel patterns in the Corridor that are discussed later.

Table 2.4 Corridor Projected Employment Trends

Description	2000 Population	2030 Population	Percent Change (2000-2030)
Corridor Districts			
1	25,806	26,354	2.1%
2	20,170	21,163	4.9%
3	6,105	6,188	1.4%
4	14,404	14,814	2.8%
5	11,829	11,955	1.1%
6	39,854	40,115	0.7%
7	24,907	24,907	0.0%
8	6,079	6,254	2.9%
9	20,119	21,857	8.6%
10	15,549	15,915	2.4%
11	5,736	5,707	-0.5%
12	6,400	6,620	3.4%
13	7,214	11,773	63.2%
14	87,609	97,774	11.6%
Subtotal	**291,781**	**311,396**	**6.7%**
Counties			
Cook	2,844,228	3,318,234	16.7%
DuPage	649,986	830,394	27.8%
Lake	352,584	461,487	30.9%
McHenry	105,120	167,765	59.6%
Will	165,561	443,370	167.8%
Kane	206,105	342,684	66.3%
Six-County Region	**4,323,587**	**5,563,935**	**28.7%**
CBD			
Chicago	588,933	675,678	14.7%

Source: CMAP.

Figure 2.4 Corridor Forecasted Growth in Employment between 2000 and 2030



Source: CMAP.

As shown in Table 2.5, the total employment density of most analysis districts in the Corridor ranges from approximately 1,500 to 5,000 jobs per square-mile. An exception is District 12 (generally Winnetka), which has a relatively low density of employment at 1,262 jobs per square-mile. This reflects the relatively large amount of residential area in the district and low proportion of commercial and industrial area. District 7, which includes downtown Evanston and Northwestern University, has a high-employment density of nearly 8,000 jobs per square-mile with high levels of service-industry jobs.

Table 2.5 Total Employment Density in 2000

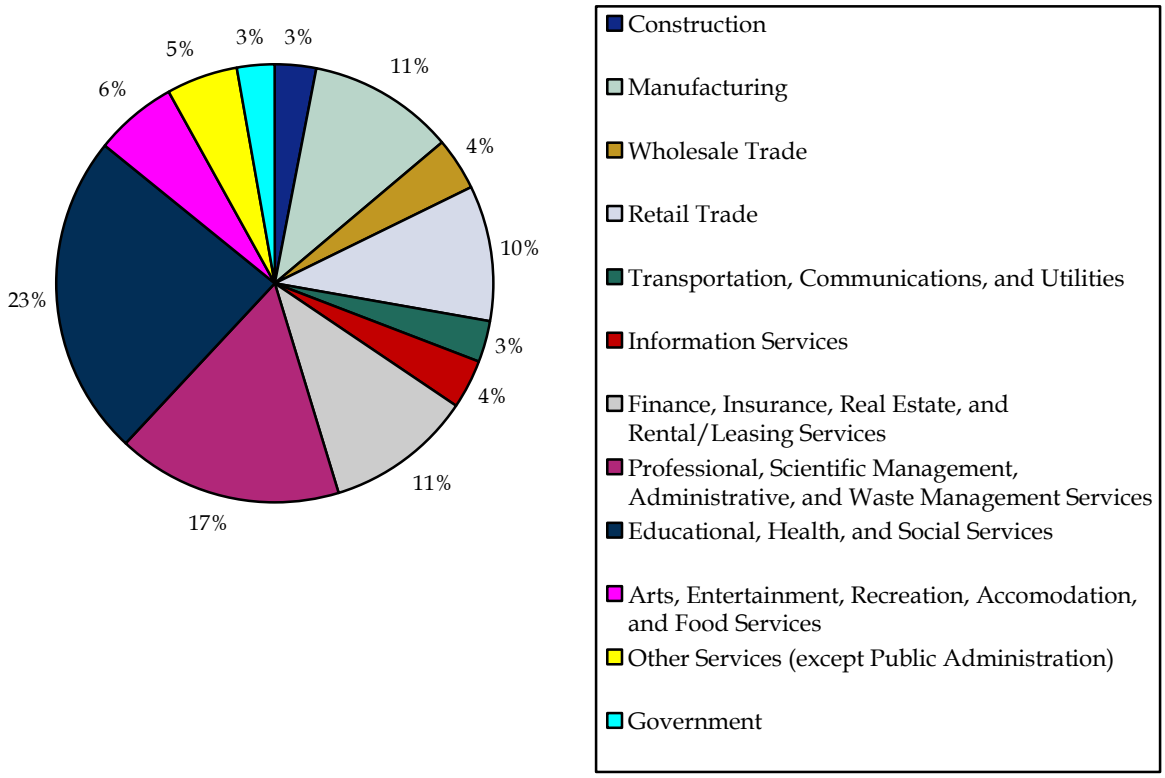
District	Area (Square Miles)	Total Employment	Employment Density
1	5.64	25,806	4,576
2	4.00	20,170	5,043
3	3.07	6,105	1,989
4	4.47	14,404	3,222
5	3.99	11,829	2,965
6	6.07	39,854	6,566
7	3.13	24,907	7,958
8	3.27	6,079	1,859
9	5.12	20,119	3,929
10	8.79	15,549	1,769
11	4.00	5,736	1,434
12	5.07	6,400	1,262
13	4.06	7,214	1,777
14	34.83	87,609	2,515
Chicago CBD	11.14	97,460	8,749
Total	**106.65**	**389,241**	**3,650**

Source: CMAP.

2.3 Employment Type

As seen in Figure 2.5, employment in the Corridor reflects primarily service-oriented jobs, with nearly 55 percent of the Corridor's jobs being service-related (including information service, Finance, Insurance, Real Estate, and Rental and Leasing services). The manufacturing sector makes up approximately 11 percent of the jobs. Transportation, communications and utilities (TCU) makes up about 3 percent of all jobs. Government-related jobs are estimated to make up 3 percent.

Figure 2.5 Corridor Employment by Industry Sector in 2000



Source: U.S. Census, 2000.

Notes: Government: Includes Public Administration and Armed Forces.
Manufacturing Includes: Manufacturing, Agriculture, Forestry, Fishing, Hunting, and Mining.

Table 2.6 illustrates in more detail the composition of employment within each analysis district. Because of the prevalence of residential areas in the Corridor, there is minimal transportation, warehousing, utilities, or construction employment, which typically occurs in industrial areas. Most of the districts are very similar to downtown Chicago in terms of their employment composition, with the dominant sector being service-related jobs.

Table 2.6 Corridor Employment by Industry Sector and District in 2000

Employment Sector	Region	Districts														
		CBD	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Construction	407,092 7.3%	2,056 3.9%	95 7.0%	449 2.4%	440 3.1%	777 4.3%	352 1.5%	559 2.3%	225 3.6%	224 2.3%	325 4.2%	432 3.5%	223 3.1%	213 3.1%	80 6.0%	1,165 5.1%
Manufacturing	1,148,988 11.8%	7,036 11.2%	155 10.2%	1,289 9.4%	643 14.1%	3,097 14.8%	1,589 7.4%	1,917 9.9%	1,074 15.1%	965 8.5%	1,369 12.1%	1,564 6.9%	642 11.5%	419 11.4%	300 11.9%	4,252 15.2%
Wholesale Trade	313,033 11.1%	2,981 4.3%	64 4.0%	498 2.5%	249 5.4%	809 5.8%	607 1.0%	754 3.9%	144 3.7%	385 2.9%	335 5.1%	545 3.4%	272 5.4%	211 5.9%	140 3.3%	2,203 3.6%
Retail Trade	782,826 1.5%	5,994 10.1%	145 7.3%	1,169 8.9%	459 13.5%	2,935 13.0%	1,525 6.8%	1,674 8.6%	995 15.9%	840 8.2%	1,435 10.4%	1,515 6.9%	572 13.1%	425 10.4%	340 10.9%	3,879 9.6%
Transportation, Warehousing, and Utilities	449,710 6.9%	3,042 4.2%	20 3.6%	484 3.8%	229 3.7%	1,254 3.2%	419 2.6%	414 2.6%	384 4.1%	254 1.8%	373 1.4%	335 1.4%	76 2.7%	86 1.9%	70 8.8%	708 8.2%
Information	251,449 10.3%	4,345 3.3%	90 2.9%	385 4.4%	180 2.9%	1,434 3.3%	323 6.0%	430 4.2%	875 2.9%	415 3.9%	266 2.8%	718 3.2%	151 2.4%	194 3.3%	63 3.0%	1,243 2.6%
Finance, Insurance, Real Estate, and Rental and Leasing	668,552 16.4%	12,728 10.4%	135 9.7%	1,200 8.5%	610 7.7%	2,790 8.0%	865 7.4%	1,028 10.1%	1,080 9.5%	985 14.3%	859 13.4%	2,650 21.3%	714 16.0%	1,304 12.6%	415 9.1%	4,674 7.9%
Professional, Scientific Management, Administration, and Waste Management Services	915,529 16.4%	19,617 11.6%	215 14.6%	1,335 15.8%	920 9.9%	5,210 12.1%	1,120 16.6%	1,564 17.4%	2,405 10.8%	1,700 21.9%	978 18.3%	4,045 26.0%	974 11.7%	1,589 19.9%	305 9.2%	7,390 10.1%
Educational, Health, and Social Services	1,323,072 15.3%	15,972 23.9%	200 21.4%	2,750 27.3%	1,345 24.7%	8,975 19.6%	2,790 36.4%	2,525 26.9%	5,285 20.5%	2,630 25.1%	1,849 18.8%	4,645 17.2%	1,004 20.2%	1,050 20.0%	525 21.6%	7,449 19.5%
Arts, Entertainment, Recreation, Accommodation, and Food Services	508,716 5.7%	6,698 7.1%	75 5.4%	819 8.2%	340 5.7%	2,705 6.8%	645 5.4%	875 6.0%	790 5.9%	585 4.9%	532 5.9%	897 4.4%	314 7.3%	268 5.5%	190 6.3%	2,041 7.6%
Other Services (except Public Administration)	340,981 5.7%	3,731 5.0%	75 4.8%	579 6.0%	304 6.3%	1,980 6.3%	715 5.9%	820 5.1%	860 5.3%	495 4.3%	478 5.0%	803 4.0%	267 6.0%	246 4.0%	155 4.9%	1,496 5.3%
Government	281,716 3.1%	3,312 4.9%	40 9.0%	569 2.9%	569 3.0%	964 2.7%	338 2.8%	355 3.1%	414 2.7%	300 1.8%	241 2.0%	334 1.8%	118 0.7%	111 1.8%	18 5.0%	667 5.2%

Source: U.S. Census, 2000.

Note: Government: Includes Public Administration and Armed Forces.
Manufacturing Includes: Manufacturing, Agriculture, Forestry, Fishing, Hunting, and Mining.

All the districts show a high percentage of educational, health, and social service jobs. District 7 (generally northern Evanston), which includes Northwestern University, has nearly 80 percent service-related jobs. Similarly, District 4 (generally southern Evanston), which includes St. Francis Hospital, has about 73 percent service-related jobs. Districts 5 and 6, which include southeastern and southwestern Skokie, are almost identical in the mix of employment they offer. Service and retail employment combined comprise approximately 70 percent of the total in each of these districts. District 1 (generally the northern parts of Chicago), has higher construction-related employment than anywhere else in the Corridor. District 9 (generally northern Morton Grove and northwestern Skokie) contains a relatively small fraction of the Corridor's employment and has just 18 percent of employment in the education, health, and social service, one of the lowest percentages among the corridor districts. District 5 (generally southeastern Skokie) has similar employment characteristics to District 9, but with a higher proportion of service employment and a lower proportion of manufacturing.

2.4 Land Use

The Region's most recent comprehensive land use inventory was conducted by CMAP in 2001 based on aerial photography. Some significant land use changes have occurred since this data was developed. For example, the former Glenview Naval Air Station on the western edge of the Corridor, which has since been redeveloped, was classified as vacant at the time. Table 2.7 summarizes the various land uses for each of the 14 analysis districts in the Corridor, the six-county region as a whole, and the Chicago central business district (CBD).

The predominant land use in all districts is residential, with the greatest proportion of residential use found in Districts 4, 8, and 10, which represent the areas surrounding central Evanston and Northwestern University. Districts closer to Lake Michigan generally have higher proportions of residential land use. Overall, the Corridor has approximately double the proportion of land in residential use as the Region, when undevelopable land is excluded. Residential land use represents an even greater proportion of Corridor land use when only developable land is considered. Table 2.8 summarizes the same data as Table 2.7, but only for developable land (excluding open space and water).

District 6 (generally southwestern Skokie and southern Morton Grove) has the greatest portion of manufacturing and industrial land use, composing 26 percent of its developable acreage.

Due largely to forest preserves, Districts 3, 9, 11, 12, and 14 have the greatest proportion of water and open space, at nearly 30 percent (Table 2.7). District 13 has the greatest proportion of potentially developable vacant, agricultural, and wetland areas, at 16 percent. This district is forecasted to experience significant residential and employment growth, suggesting that some of the new development could take place on the existing open spaces.

While open space is scattered throughout the Corridor, larger contiguous areas of open space are more common in the northern districts.

The proportion of residential land use is affected by the large amount of water/wetlands, vacant land, and open space in districts in which forest preserves are present, such as Districts 3, 9, 11, 12, and 14. If these land uses were excluded from the calculation, then residential land use would represent an even larger portion of all land. Table 2.8 summarizes the same data as Table 2.7, but only for the developable land (excluding open space, wetlands, and water).

Table 2.7 2001 Corridor Land Use Breakdown by District

		Percent						
Corridor District	**Total Area (Square Miles)**	**Residential**	**Manufacturing/ Industrial**	**Commercial**	**Institutional**	**TCU**	**Open Space and Water**	**Vacant, Agricultural, Wetland**
Region	3,753.23	29%	4%	4%	3%	3%	14%	43%
Chicago CBD	11.14	20%	12%	24%	9%	16%	12%	7%
Corridor	95.51	56%	4%	9%	5%	3%	20%	3%
District 1	5.64	63%	2%	12%	15%	0%	8%	0%
District 2	4.00	58%	9%	11%	5%	2%	14%	1%
District 3	3.07	54%	3%	7%	2%	6%	28%	0%
District 4	4.47	67%	2%	12%	8%	1%	9%	0%
District 5	3.99	55%	13%	8%	1%	8%	13%	1%
District 6	6.07	41%	23%	13%	8%	3%	12%	1%
District 7	3.13	54%	1%	11%	20%	2%	12%	0%
District 8	3.27	72%	0%	7%	13%	0%	7%	0%
District 9	5.12	46%	3%	14%	3%	4%	29%	1%
District 10	8.79	72%	0%	5%	6%	2%	14%	1%
District 11	4.00	59%	1%	8%	3%	1%	25%	3%
District 12	5.07	63%	0%	3%	3%	3%	28%	0%
District 13	4.06	50%	0%	7%	8%	2%	17%	16%
District 14	34.83	51%	4%	9%	3%	3%	27%	4%

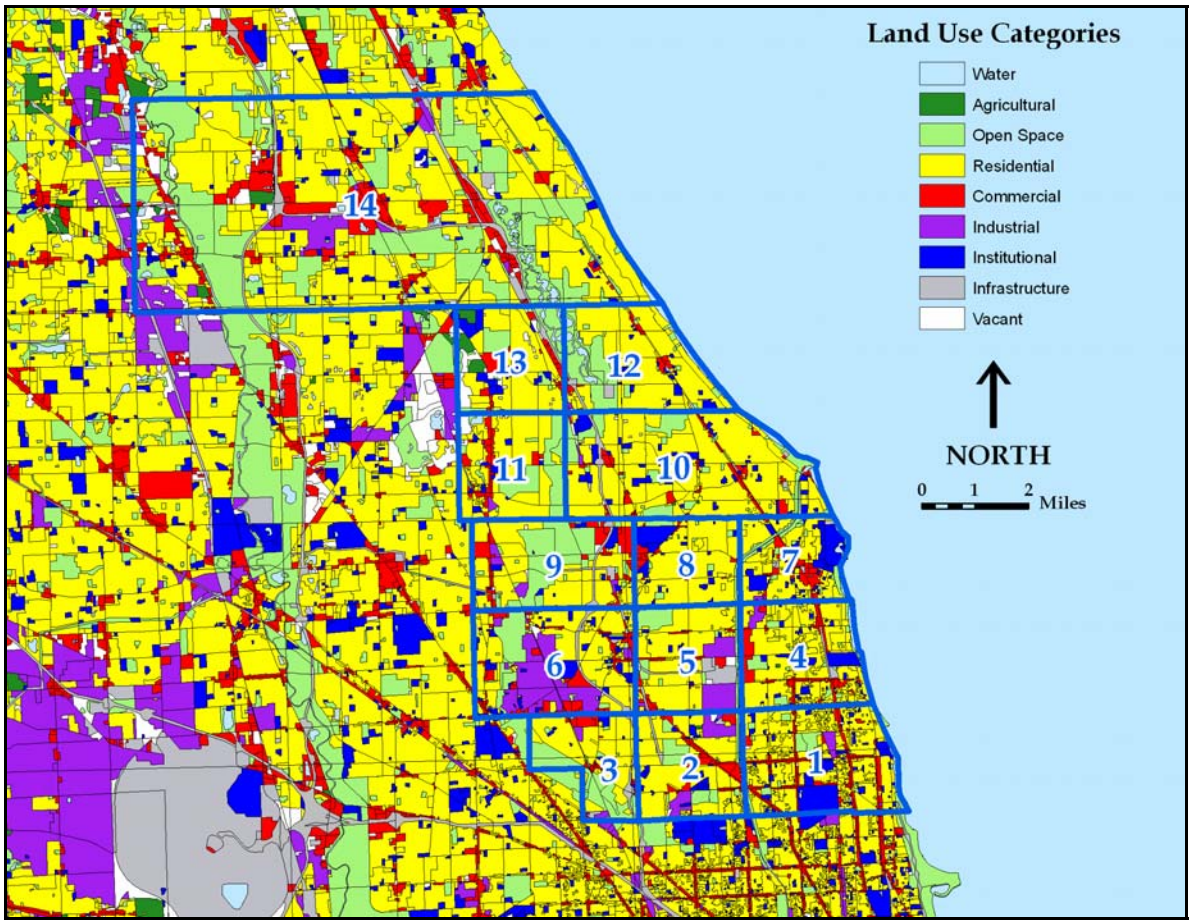
Source: CMAP.

Table 2.8 2001 Corridor Land Use Breakdown by District
Developable Land Only

		Percent					
Corridor District	**Developable Area (Square Miles)**	**Residential**	**Manufacturing/ Industrial**	**Commercial**	**Institutional**	**TCU**	**Vacant, Agricultural, Wetland**
Region	3,130.62	35%	5%	5%	4%	3%	48%
Chicago CBD	9.79	22%	14%	28%	10%	19%	7%
Corridor	76.10	70%	1%	11%	7%	4%	3%
District 1	5.16	68%	2%	13%	16%	0%	0%
District 2	3.43	68%	10%	13%	5%	2%	1%
District 3	2.21	76%	3%	9%	3%	8%	0%
District 4	4.06	74%	2%	14%	8%	2%	0%
District 5	3.48	63%	15%	9%	2%	9%	1%
District 6	5.37	46%	26%	15%	9%	4%	1%
District 7	2.74	62%	1%	13%	23%	2%	0%
District 8	3.03	78%	0%	8%	14%	0%	0%
District 9	3.62	65%	4%	20%	4%	6%	1%
District 10	7.57	83%	0%	6%	7%	2%	1%
District 11	3.00	79%	1%	11%	4%	1%	4%
District 12	3.66	87%	0%	4%	5%	4%	0%
District 13	3.31	61%	0%	9%	10%	2%	18%
District 14	25.45	70%	5%	12%	3%	5%	5%

Source: CMAP.

Figure 2.6 Corridor Land Use Patterns in 2001



Source: CMAP.

2.5 Demographics

This section presents a demographic sketch of the Corridor and its constituent analysis districts. The intent is to uncover possible differences in demographics that may be critical in helping to understand how the demand for transportation facilities varies across the Corridor.

2.5.1 Corridor Demographic Profile

According to the 2000 U.S. Census, the Corridor includes 529,806 residents in 202,709 households, and extends over an area of 95.5 square miles with an average population density of just over 5,500 persons per square-mile (Table 2.9). Of the residents in the Corridor, 266,194 individuals are employed. The split between genders slightly favors females in the Corridor, with 51 percent of the population being female.

Approximately three-fifths of the population (64 percent) is non-Hispanic White. Asians constitute the next largest segment (12 percent), followed by Hispanics of all origins (11 percent) and African Americans with 10 percent. Other races constitute the remaining 3 percent of the population. The racial composition of the Corridor is generally similar to the six-county region; however, significant differences exist in the composition of minority population when the Corridor is compared to the Region. Asians constitute the largest minority in the Corridor (12 percent) while only 5 percent of the six-county population is Asian.

Twenty-one percent of the population in the Corridor is under 16 years old. Teenagers and young adults in the 16- to 24-year age group constitute 12 percent of the population, while people in the 25- to 34-year age group constitute 13 percent of the population. Thirty percent of the individuals in the Corridor are between 35 and 54 years old, while senior citizens (age 65 years and above) constitute 15 percent of the total population. The age composition of the Corridor is similar to that of the six-county region. Since children and seniors represent over one-third of the Corridor population, it is important to recognize the unique transportation needs of these segments in future studies.

A typical household in the Corridor has 2.61 people and 1.31 workers. Auto availability is similar to the rest of the Region, with 84 percent of all households in the Corridor owning at least one vehicle. Thirty-eight percent of these households own one vehicle and 34 percent own two vehicles. The remaining 11 percent of the households own three or more vehicles.

Table 2.9 Demographic Characteristics of the Corridor and Region

		Region (Six-County)	Corridor
Total Area (Square Miles)		3,750	95.5
Total Population		8,089,343	529,806
Population Density (Persons per Square-Mile)		2,157	5,547
Workers		3,937,571	266,194
Sex	Male	49%	49%
	Female	51%	51%
Race	White	57%	64%
	Hispanic- Origin	17%	11%
	African-American	19%	10%
	Asian	5%	12%
	Other	2%	3%
Age	Under 16	24%	21%
	16-24	12%	12%
	25-34	16%	13%
	35-44	17%	16%
	45-54	13%	14%
	55-64	8%	9%
	65 and above	11%	15%
Households		2,906,814	202,709
Mean Household Size		2.78	2.61
Workers Per Household		1.35	1.31
Autos Per Household	0	14%	16%
	1	36%	38%
	2	36%	34%
	3	10%	8%
	4+	4%	3%

Source: U.S. Census, 2000.

2.5.2 Demographic Profiles of Corridor Districts

A comparison of demographic profiles of the 14 districts was conducted to help understand the different mobility requirements across the Corridor. Table 2.10 summarizes key demographics for each of the 14 districts. District 1 (generally the northeast portion of Chicago), is the most populous with 147,791 residents, followed by District 14 (generally the Lake-Cook Road area) with 81,824 residents. District 13 (generally Northfield) and

District 11 (generally eastern Glenview) are the least populous districts in the Corridor with 6,371 and 11,502 residents, respectively.

Table 2.10 Demographic Profile by Districts

		District						
		1	2	3	4	5	6	7
Total Area (Square-Mile)		5.64	4.00	3.07	4.47	3.99	6.07	3.13
Developed/Developable Area		5.16	3.43	2.21	4.06	3.48	5.37	2.74
Total Population		147,791	25,698	12,666	64,523	24,094	28,335	31,257
Total Population (Percent of Corridor Population)		28%	5%	2%	12%	5%	5%	6%
Total Population Density (Persons/Square-Mile)		26,204	6,425	4,126	14,435	6,039	4,668	9,986
Population Density (Persons/Square-Mile Developed Acre)		28,642	7,492	5,731	15,892	6,924	5,277	11,408
Workers (Percent of Corridor Workers)		29%	5%	2%	13%	4%	5%	5%
Sex	Male	50%	48%	49%	48%	48%	47%	47%
	Female	50%	52%	51%	52%	52%	53%	53%
Race	White	43%	67%	86%	46%	61%	71%	59%
	Hispanic	21%	8%	5%	15%	7%	5%	5%
	African American	15%	1%	0%	29%	4%	2%	23%
	Asian	16%	21%	7%	5%	25%	20%	9%
	Other	5%	3%	2%	5%	4%	2%	3%
Age	Under 16	19%	20%	21%	21%	20%	16%	13%
	16-24	14%	8%	8%	11%	9%	9%	31%
	25-34	19%	10%	8%	19%	10%	10%	17%
	35-44	16%	14%	15%	17%	16%	15%	11%
	45-54	12%	14%	16%	13%	15%	14%	9%
	55-64	6%	10%	11%	7%	10%	10%	6%
	65 and above	10%	21%	18%	9%	17%	24%	10%
Households		59,584	9,543	4,761	26,058	8,394	11,037	11,517
Mean Household Size		2.48	2.69	2.66	2.48	2.87	2.57	2.71
Workers Per Household		1.29	1.29	1.30	1.34	1.40	1.26	1.17
Autos Per Household	0	31%	13%	4%	21%	6%	11%	22%
	1	46%	34%	33%	49%	37%	41%	48%
	2	18%	40%	47%	25%	39%	34%	24%
	3	3%	10%	12%	4%	14%	11%	4%
	4+	1%	3%	4%	1%	4%	3%	2%

Source: U.S. Census, 2000.

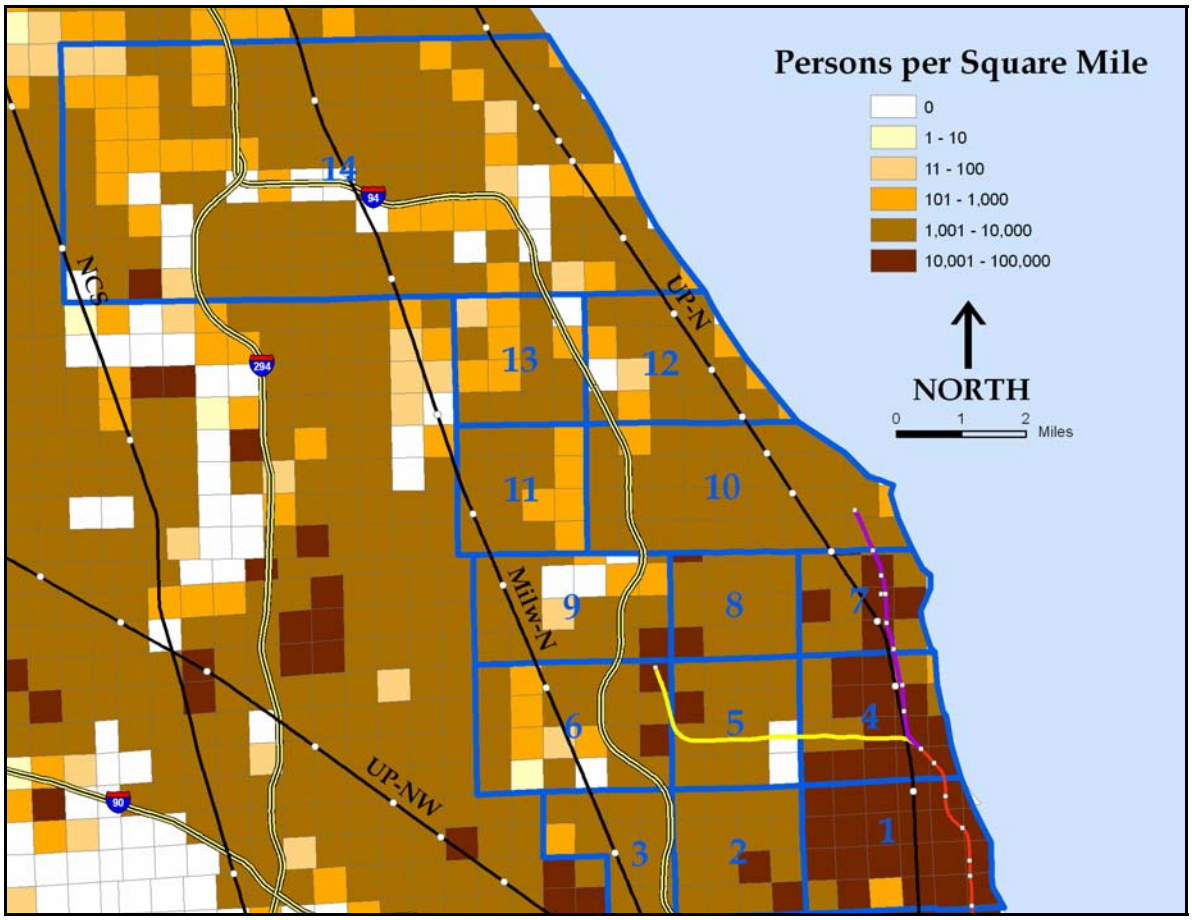
Table 2.10 District Demographic Profile (continued)

		District						
		8	**9**	**10**	**11**	**12**	**13**	**14**
Total Area (Square-Mile)		3.27	5.12	8.79	4.00	5.07	4.06	34.83
Developed/Developable Area		3.03	3.62	7.57	3.00	3.66	3.31	25.45
Total Population		21,406	19,429	40,080	11,502	14,830	6,371	81,824
Total Population (Percent of Corridor Population)		4%	4%	8%	2%	3%	1%	15%
Total Population Density (Persons/Square-Mile)		6,546	3,795	4,560	2,876	2,925	1,569	2,349
Population Density (Persons/Square-Mile Developed Area)		7,065	5,367	5,295	3,834	4,052	1,925	3,215
Workers (Percent of Corridor Workers)		4%	4%	8%	2%	3%	1%	16%
Sex	Male	48%	47%	48%	47%	48%	47%	49%
	Female	52%	53%	52%	53%	52%	53%	51%
Race	White	76%	71%	89%	93%	95%	81%	88%
	Hispanic	4%	5%	2%	3%	1%	12%	6%
	African American	6%	2%	0%	0%	0%	1%	1%
	Asian	11%	20%	7%	3%	3%	6%	5%
	Other	3%	2%	1%	2%	1%	1%	1%
Age	Under 16	22%	19%	26%	22%	29%	23%	24%
	16-24	9%	8%	6%	5%	6%	6%	7%
	25-34	7%	9%	6%	6%	5%	9%	8%
	35-44	14%	15%	16%	16%	17%	15%	16%
	45-54	16%	14%	17%	15%	16%	15%	16%
	55-64	10%	10%	10%	8%	10%	12%	11%
	65 and above	19%	21%	16%	25%	14%	17%	15%
Households		7,667	7,388	14,715	4,689	5,161	2,400	29,795
Mean Household Size		2.79	2.63	2.72	2.45	2.87	2.65	2.75
Workers Per Household		1.35	1.26	1.37	1.17	1.33	1.26	1.39
Autos Per Household	0	7%	10%	4%	5%	2%	1%	3%
	1	32%	35%	31%	33%	28%	33%	26%
	2	49%	41%	52%	49%	55%	52%	55%
	3	10%	11%	11%	11%	13%	12%	13%
	4+	2%	3%	3%	3%	3%	2%	4%

Source: U.S. Census, 2000.

Figure 2.7 shows the population density at a higher level of detail using the more comparable quarter-section geography (half-mile by half-mile squares based on township sections).

Figure 2.7 Population Density by Quarter Section

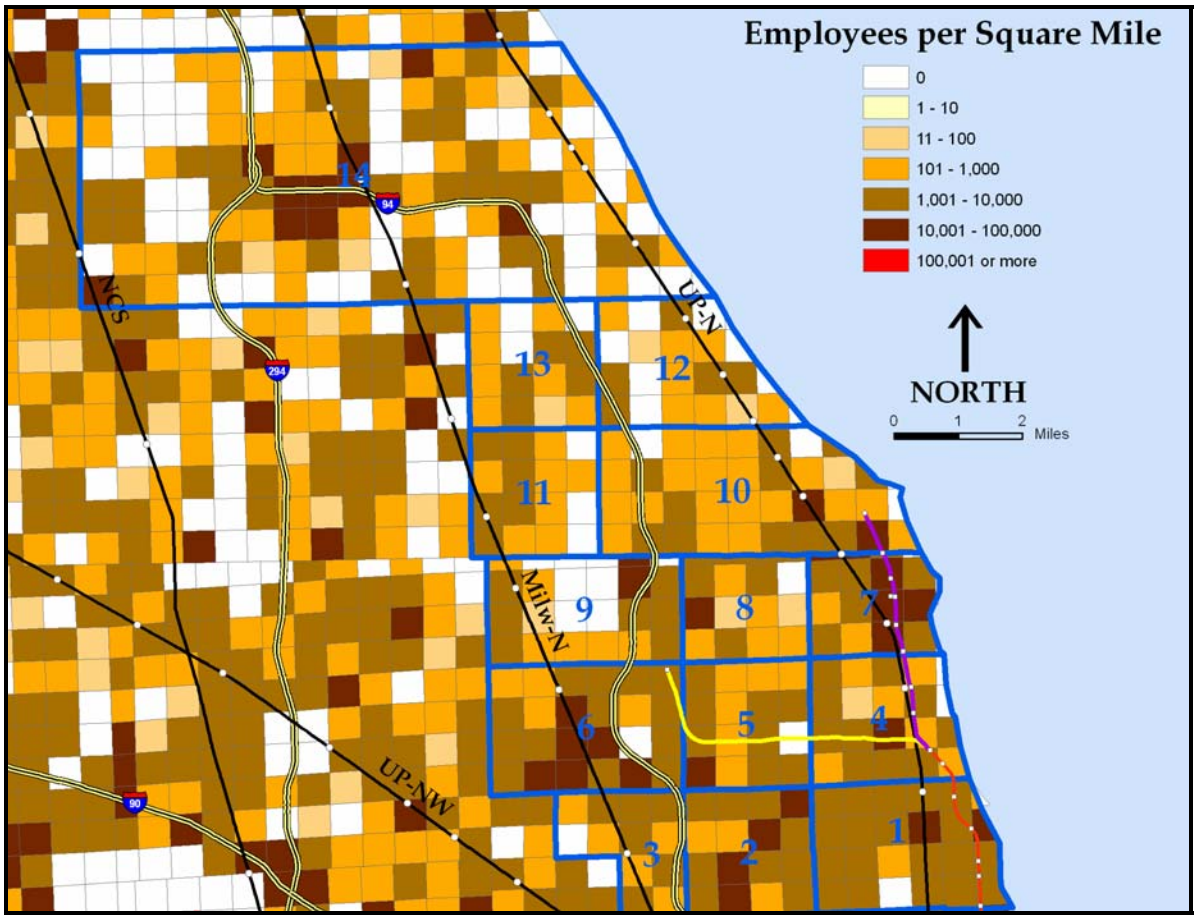


Source: U.S. Census, 2000.

The population densities in districts located in Cook County are generally higher than those in other counties, ranging from lows of around 1,570 persons per square-mile in District 13 (generally Northfield) to highs of about 26,000 persons per square-mile in District 1 (generally the northeastern portion of Chicago). District 1, apart from being the most densely populated district, also is the most populous district in the Corridor (Table 2.10 and Figure 2.7).

The employment statistics shown in Table 2.5 suggest that District 14 (generally the Lake-Cook Road area) has the largest number of workers in the Corridor, followed by District 6. Figure 2.8 further highlights the relative employment densities in the Corridor.

Figure 2.8 Employment Density by Quarter Section



Source: U.S. Census, 2000.

Table 2.10 and Figure 2.9 show the racial diversity of the Corridor population. Districts in the northern portion of the Corridor are predominantly non-Hispanic White with 81 to 95 percent of the district population compared to 43 percent and 67 percent for the south-eastern portion of the Corridor. Districts 1, 4, and 7, located in the southeastern portion of the Corridor, have a larger fraction of African-American population (Figure 2.9). Moving north and west in the Corridor, there is very little representation of the African-American population, with percentages below 1 percent for the northern-most districts.

District 1, located in the City of Chicago, has a diverse racial mix, with nearly 60 percent of the population being nonwhite. This district has the highest percentage of Hispanics. The category "All Other",(i.e. 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race), increases in areas closer to Chicago. Districts 2, 5, 6, and 9 have the largest concentrations of Asians (20 percent or more) of all districts in the Corridor.

Figure 2.9 Racial Profile by District

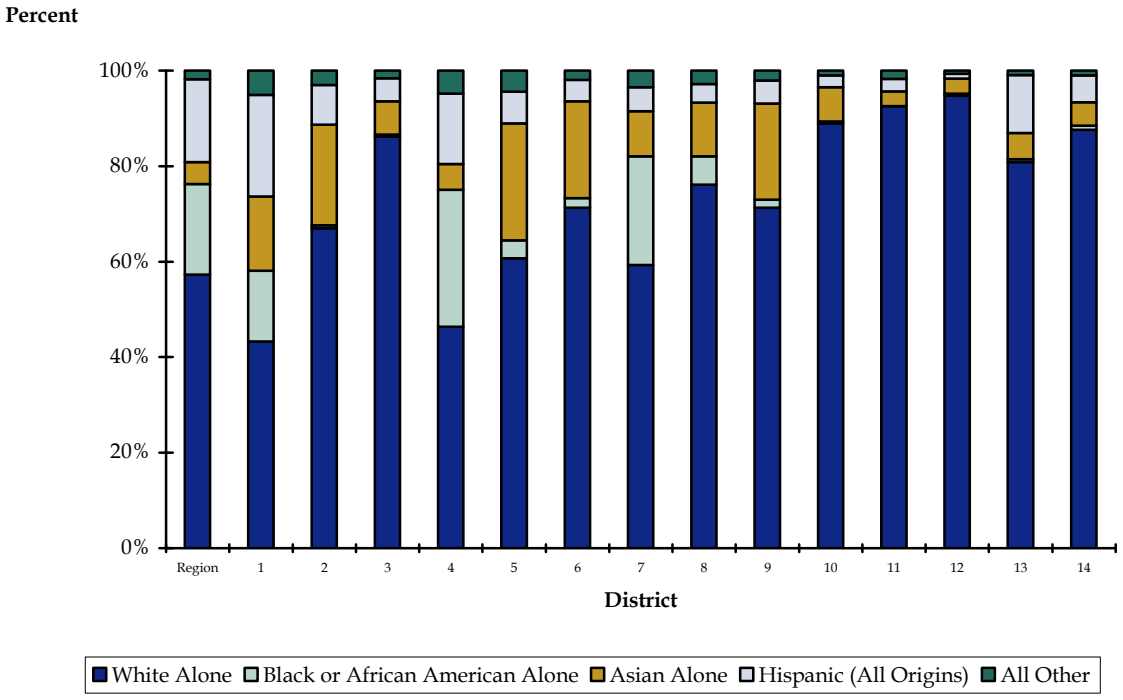
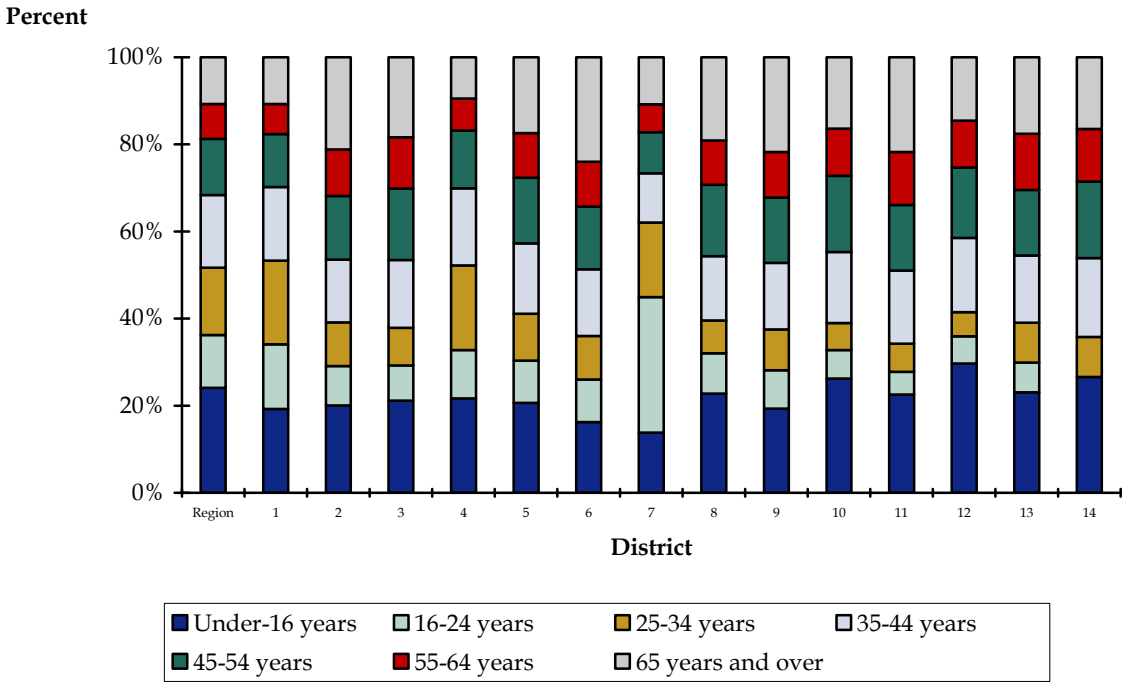


Figure 2.10 Age Distribution by District



Source: U.S. Census, 2000.

Table 2.10 and Figure 2.10 indicate that residents under 16 years old form the single largest age group in many of the districts of the Corridor, especially in the north. District 12 (generally Winnetka) has the largest share of people younger than 16 years old with 30 percent.

The percentage of people between 16 and 24 years old is generally in the range of about 10 percent to 15 percent, except in District 7 (generally northern Evanston). District 7 has over 30 percent of people in this age group, owing to the presence of Northwestern University.

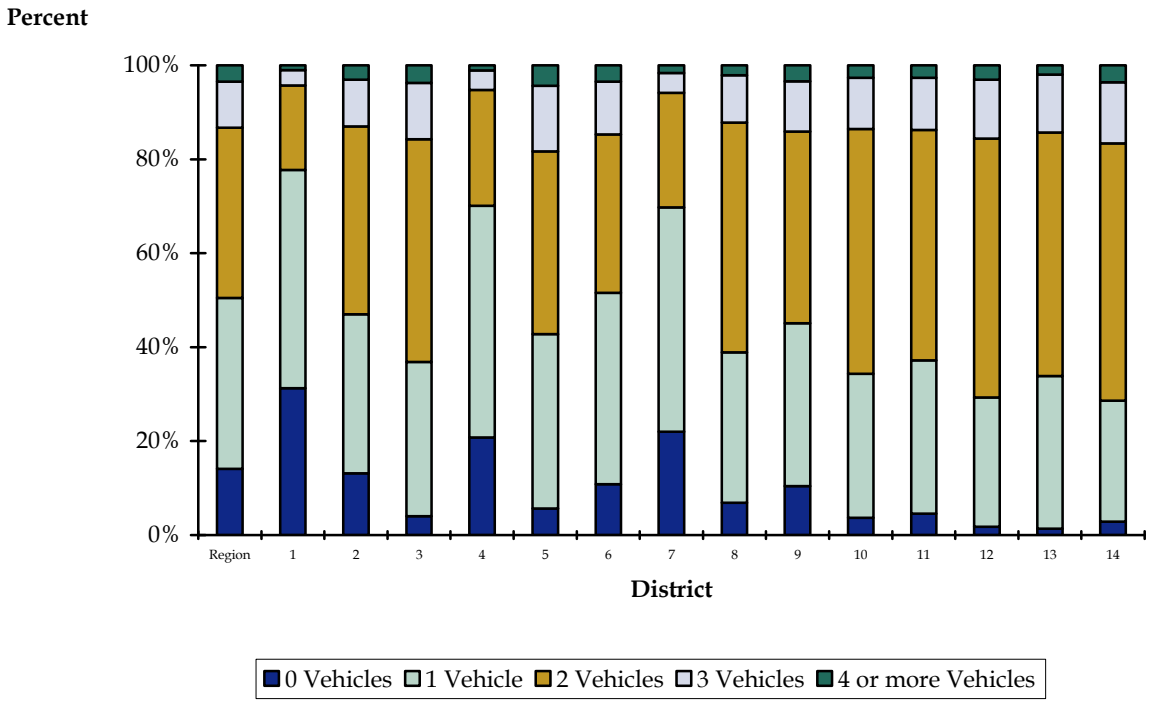
All the districts in general have a large percentage of population between 25 and 64 years of age, corresponding roughly to the commuting segment of the population. District 1 (generally the northeast portion of Chicago) and District 7 (generally northern Evanston) have the largest percentage of people in this commuting segment, at about 70 percent each.

Districts 2, 6, 9, and 11 comprising parts of Chicago, Glenview, Lincolnwood, and Morton Grove, have the largest percentages of senior citizens at 21, 24, 21, and 25 percent respectively. District 4 (generally southern Evanston) has the lowest percentage of senior citizens aged 65 and above, at 10 percent. Overall, the percentage of senior citizens in the Corridor averages about 15 percent.

Figure 2.11 shows the generally high levels of household vehicle ownership by district. Although the percent of zero-car households is generally very low, it is high in districts closer to the City of Chicago, reaching a high of 31 percent in the southeastern corner of the Corridor, i.e., District 1 (generally the northeast portion of Chicago). This pattern underscores a potential impediment to mobility among these households and their greater reliance on public transportation. In contrast, more than 60 percent of the households in the northern sections of the Corridor have two or more cars per household.

Table 2.11 shows the distribution of the working population in each district by occupation category. Office and Administrative Support forms the single largest occupation category in the Corridor at 14 percent, followed by Sales and Related occupations at 12.8 percent and Management occupations at 12.1 percent. Reflecting the presence of Northwestern University, District 7 has a high percentage of Education, Training, and Library Occupation (12 percent) and a low percentage of sales-related jobs. Another area with relatively high-employment density, District 6 in southwestern Skokie and southern Morton Grove, has above-average concentrations of Office and Administrative Support employees, and below-average Management Occupation workers.

Figure 2.11 Auto Ownership by District



Source: U.S. Census, 2000.

Table 2.11 Occupation by District

Occupation	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Management Occupations	8%	13%	14%	10%	10%	9%	12%	14%	10%	20%	21%	23%	16%	17%
Farmers and Farm Managers	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Business and Financial Operations Specialists	5%	5%	6%	6%	6%	6%	6%	8%	5%	8%	10%	12%	4%	8%
Computer and Mathematical Occupations	3%	3%	3%	4%	4%	3%	5%	5%	5%	4%	3%	2%	3%	3%
Architecture and Engineering Occupations	1%	3%	2%	2%	3%	3%	1%	2%	3%	3%	2%	1%	1%	2%
Life, Physical, and Social Science Occupations	1%	2%	2%	2%	1%	1%	6%	3%	2%	3%	1%	2%	0%	2%
Community and Social Service Occupations	2%	2%	2%	3%	1%	2%	3%	2%	1%	2%	1%	2%	1%	1%
Legal Occupations	1%	3%	4%	2%	1%	1%	3%	5%	1%	7%	5%	9%	5%	5%
Healthcare Support Occupations	2%	0%	1%	2%	2%	2%	1%	1%	2%	0%	1%	0%	1%	0%

Table 2.11 Occupation by District (continued)

Occupation	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Healthcare Support Occupations	2%	0%	1%	2%	2%	2%	1%	1%	2%	0%	1%	0%	1%	0%
Protective Service Occupations	2%	2%	5%	1%	2%	1%	2%	1%	1%	0%	0%	0%	1%	1%
Food Preparation and Serving-Related Occupations	8%	3%	2%	4%	3%	3%	3%	2%	3%	2%	3%	1%	4%	2%
Building and Grounds Cleaning and Maintenance Operations	4%	1%	1%	3%	2%	2%	2%	1%	1%	1%	1%	0%	2%	1%
Personal Care and Service Occupations	3%	2%	2%	3%	3%	3%	3%	2%	3%	1%	2%	2%	3%	2%
Sales and Related Occupations	10%	14%	11%	11%	14%	14%	7%	13%	16%	15%	16%	18%	19%	17%
Office and Administrative Support Occupations	15%	14%	14%	15%	15%	18%	15%	12%	18%	8%	11%	7%	11%	12%
Farming, Fishing, and Forestry Occupations	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Construction and Excavation Occupations	3%	3%	5%	2%	2%	3%	1%	1%	2%	1%	1%	2%	2%	2%
Installation, Maintenance, and Repair Occupations	2%	2%	2%	2%	3%	3%	2%	1%	3%	1%	1%	0%	1%	1%
Production Occupations	7%	5%	4%	5%	8%	8%	3%	3%	7%	1%	1%	0%	4%	3%
Transportation and Material Moving Occupations	7%	4%	2%	4%	3%	3%	2%	2%	2%	1%	0%	0%	2%	2%
Armed Forces	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Source: U.S. Census, 2000.

2.6 Summary and Conclusions

The Skokie Swift North Shore Corridor has nearly 530,000 residents, which is about 6.5 percent of the total population of the six-county region. CMAP projects that the Corridor will experience an overall modest growth in population (5.2 percent over the next 30 years) between 2000 and 2030. The southern one-third of the Corridor is expected to grow by more than 18,500 residents, or about two-thirds of the corridor total. Parts of southwestern Skokie and southern Morton Grove are expected to show a growth of over 25 percent in the 30-year period. In contrast, population in areas such as northern Morton Grove, northwestern Skokie, eastern Glenview and Winnetka, is expected to decline, dropping between 1 and 6 percent.

Approximately 300,000 jobs are concentrated in the Corridor, comprising about 6.7 percent of the six-county region. CMAP projects that the Corridor will experience a modest employment growth between 2000 and 2030 (about 20,000 jobs or 6.7 percent). The predominant land use in all districts is residential and the employment in the Corridor is mostly service-related. The greatest employment growth in the Corridor is projected in the northern portions of the corridor, generally in the Northbrook area and along Lake-Cook Road, where about three-fourths of the job growth is expected to occur.

Land use in most of the Corridor is primarily residential, particularly in the areas along Lake Michigan. Considering only developable land, the Corridor has approximately double the proportion of land in residential use as the Region as a whole.

In terms of demographics, the Corridor consists of approximately 200,000 households, with a mean household size of 2.61. Almost 270,000 residents of the Corridor are employed, comprising roughly 50 percent of the population. Nearly 35 percent of the Corridor's residents are outside working age (either under 16 years old or over 65 years old). This is the lowest in the areas around Northwestern University in the City of Evanston, where these age groups make up about 25 percent of the population. The working-age population also is very high in the northeastern part of Chicago (nearly 70 percent between 16 and 64 years old).

White individuals constitute 64 percent of the population in the Corridor. Asians form the next largest racial segment at 12 percent, followed by African-Americans at 10 percent. The racial profile of the Corridor varies across the 14 analysis districts. The Asian population is concentrated in the southwest portions of the corridor, representing as much as 25 percent of the population. The African-American population is concentrated in the southern and eastern portions of the Corridor, including Evanston and Chicago, representing as much as 29 percent of the population.

Automobile ownership is high overall with the exception of districts closer to the City of Chicago and in the vicinity of Northwestern University, where on average, about 25 percent of the residents do not own an automobile and therefore have a greater reliance on public transportation.

The results presented in this section point to the economic and demographic diversity of the Corridor. This diversity translates to implicit differences in the travel behavior of people from different parts of the Corridor. Mobility-related recommendations for the Corridor will benefit from an in-depth understanding of these differences.

3.0 Existing and Planned Transportation Network

This section discusses *what constitutes the existing and planned transportation system* in the Corridor by adopting a multimodal perspective. For purposes of presentation and discussion, the transportation network is presented by mode, making references across modes to stress the intermodal nature of services where available. A qualitative and quantitative description of the existing highway system in the study area is presented first in Section 3.1.

Section 3.2 focuses on rail service highlighting Metra's two commuter rail lines and CTA's three rapid transit lines serving the Corridor. Section 3.3 focuses on bus network, discussing CTA's bus service in the southern part of the Corridor, Pace's bus service elsewhere in the Corridor, and the connections between the two bus networks.

Section 3.4 provides an overview of the Corridor's range of specialized transportation services. These services include paratransit, Dial-a-Ride services, and vanpool services. Section 3.5 summarizes the broad recommendations of the CATS 2030 Regional Transportation Plan and highlights major capital projects located in the Corridor or that are likely to affect Corridor travel.

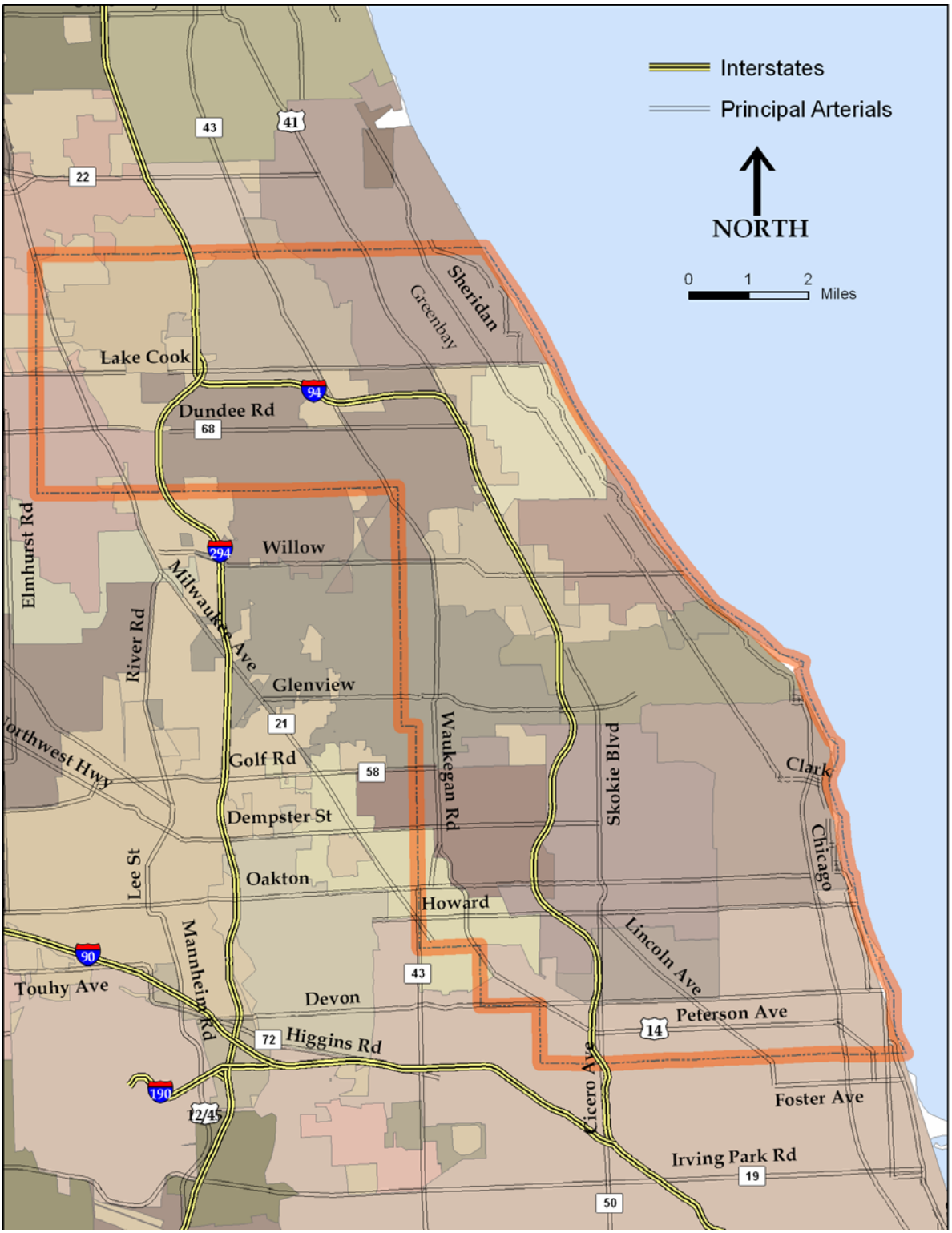
3.1 Interstate Highway and Major Arterial Highway System

The Corridor is served by a variety of expressways, tollways, and arterial streets. These roadways comprise the Principal Arterial System (PAS) and are the main focus of the highway transportation system for this study. The following section discusses several of the key highway and arterial facilities in the Corridor (Figure 3.1).

3.1.1 Highways

The interstate system provides access to, through, and around the City of Chicago and its suburbs. Typical of larger cities, the Chicago interstate system is comprised of routes that either radiate out from or bypass the city center.

Figure 3.1 Corridor Highways and Arterials



There are three key highway facilities in a north-south direction: 1) I-94/Edens Expressway; 2) U.S. 41 (Skokie Boulevard/Lincoln Avenue); and 3) U.S. 43 (Waukegan Road). The Edens Expressway and U.S. 41 are part of the region's radial highway system oriented toward downtown Chicago.

The Edens Expressway (I-94) is the major north-south route through the Corridor, and provides a critical link to/from downtown Chicago via the Kennedy Expressway (I-90/94). At the north end of the Corridor near Lake-Cook Road, I-94 becomes a toll highway – the Edens Spur – taking an east-west direction where it connects to the Tri-State Tollway (I-294) by-pass around Chicago. The Tri-State Tollway (I-294) continues due south parallel to I-94 but west of the Corridor, providing a connection to O'Hare Airport and interchanges with I-90 (Kennedy Expressway/Northwest Tollway) and I-290 (Eisenhower Expressway). The Edens Expressway and Tri-State Tollway carry the heaviest passenger and freight loads in the Corridor.

U.S. 41 (Skokie Boulevard) parallels the Edens Expressway and is actually routed on I-94 for about five miles between Lake Avenue and Lake-Cook Road. U.S. 41 offers an alternative route for north-south travel south of Lake Avenue with lower traffic volumes and greater access, but with many traffic signals. It is a primary connection between the northern suburbs of Wilmette and Skokie and Chicago. Near the southern end of the Corridor, U.S. 41 takes an east-west direction, and then continues south through Chicago along Lake Michigan as Lake Shore Drive.

IL-43 (Waukegan Road) runs north-south along the western edge of the Corridor. It can serve as an alternate north-south route to both I-94 and I-294 for local traffic, and connects Northbrook, Glenview, Morton Grove, and Niles to northwest Chicago and the Kennedy Expressway.

3.1.2 Arterial Highways

A **regional arterial system** also serves automobile, bus, and truck travel in the Corridor (Figure 3.1). It provides connections to the highway and transit system. The arterial system forms a strong grid network in the southern portion of the Corridor comprising the far north side of Chicago, Lincolnwood, Evanston, and Skokie, but starts to dissolve further north.

Figure 3.1 presents the arterial roads that comprise the Primary Arterial System (PAS).

The east-west arterials within the Corridor include from north to south:

- Lake-Cook Road;
- IL-68 (Dundee Road);
- Willow Road;
- Lake Avenue;

- Glenview Road;
- IL-58 (Golf Road);
- Oakton Street;
- Howard Street;
- Touhy Avenue;
- Devon Avenue; and
- U.S. 14 (Peterson Avenue/Caldwell).

The north-south arterials within the Corridor include from east to west:

- Clark Street/Chicago Avenue/Sheridan Road;
- Ridge Avenue/Green Bay Road;
- U.S. 41 (Skokie Boulevard/Lincoln Avenue); and
- IL-43 (Waukegan Road/Harlem Avenue).

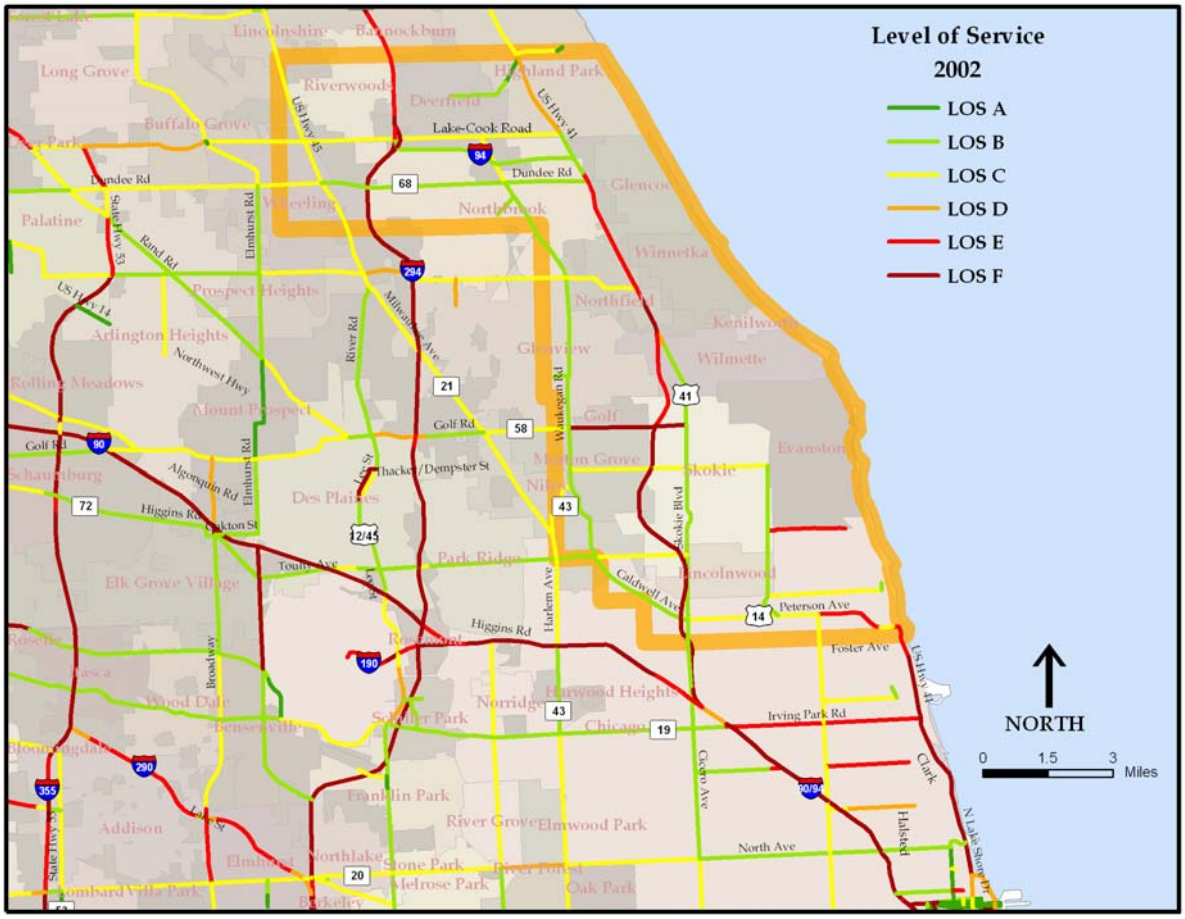
3.1.3 Highway Level of Service

The Federal Highway Administration's (FHWA's) Freight Analysis Framework 2 (FAF2) network, a comprehensive nationwide system of roadways, provides current and forecasted level of service (LOS) data for major highway facilities throughout the United States. The FAF2 data provides an alternative source of LOS information to the CMAP regional travel demand model.

LOS is used to measure the operational conditions within a traffic stream and the motorist's perception of these conditions. The Highway Capacity Manual divides quality of service into six letter grades, with A being the best (i.e., free-flow speeds with minimal delays) and F being the worst (severe congestion and long delays). LOS C or better is generally considered good, while LOS E or worse is generally considered poor. LOS grades are calculated based on volume-to-capacity (V/C) ratios. The FAF calculates V/C ratios based on a national model of automobile and truck traffic flows and current highway capacity.

Figure 3.2 shows LOS in 2005. Based on existing traffic volumes and capacity, there are several key roadways in the Corridor that are operating at LOS E or worse, including I-94 and I-294. Generally, east-west roadways show less congestion. There are a few north-south facilities that operate at LOS C or better, including Milwaukee Avenue, Waukegan Road, and Skokie Boulevard/Cicero Avenue.

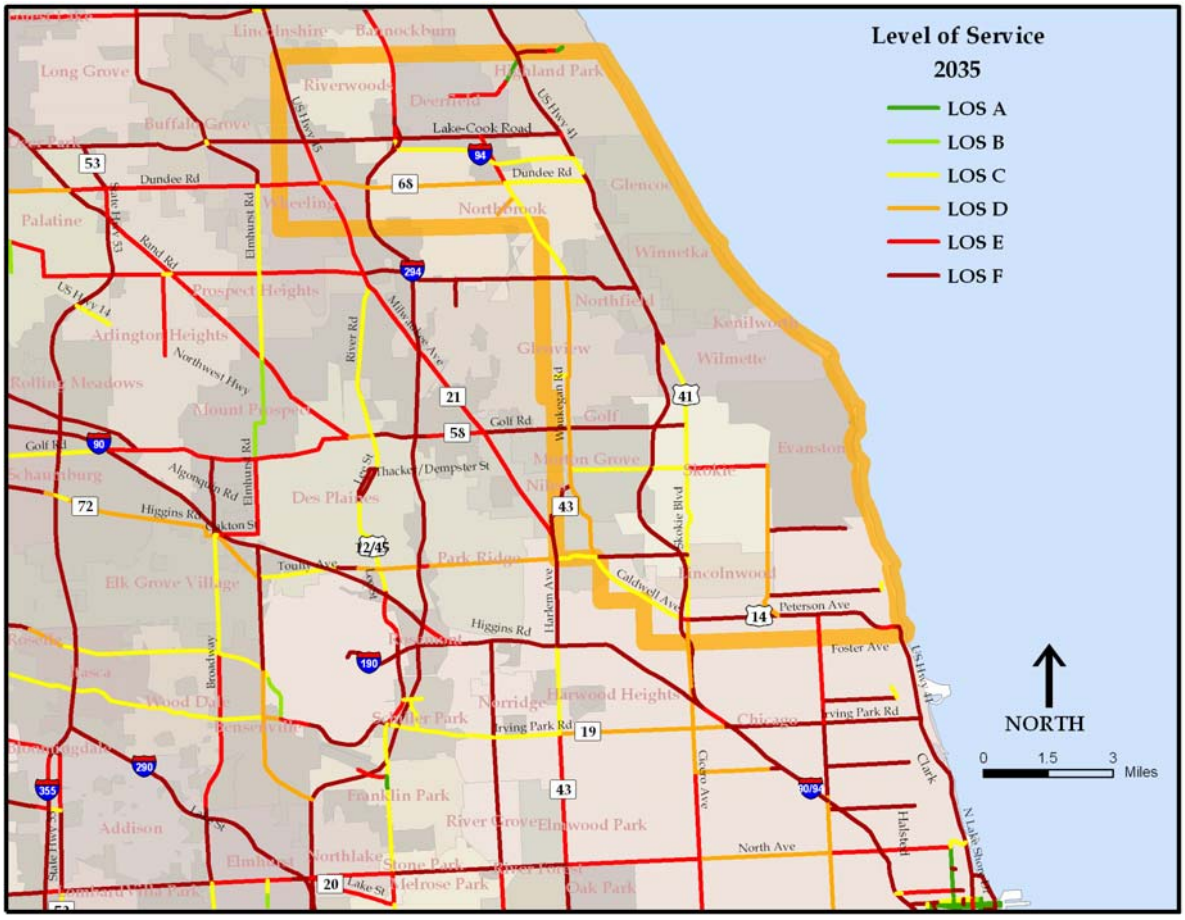
Figure 3.2 2002 Highway Level of Service



Source: FHWA Freight Analysis Framework 2.

Figure 3.3 shows forecasted LOS for 2035. Based on predicted automobile and freight traffic patterns, the region is projected to go from bad to worse. A large percentage of the roadways in the Corridor are forecasted to operate at LOS F, with service levels that could impose substantial delays at times.

Figure 3.3 2035 Highway Level of Service



Source: FHWA Freight Analysis Framework 2.

3.2 Rail Service in the Corridor

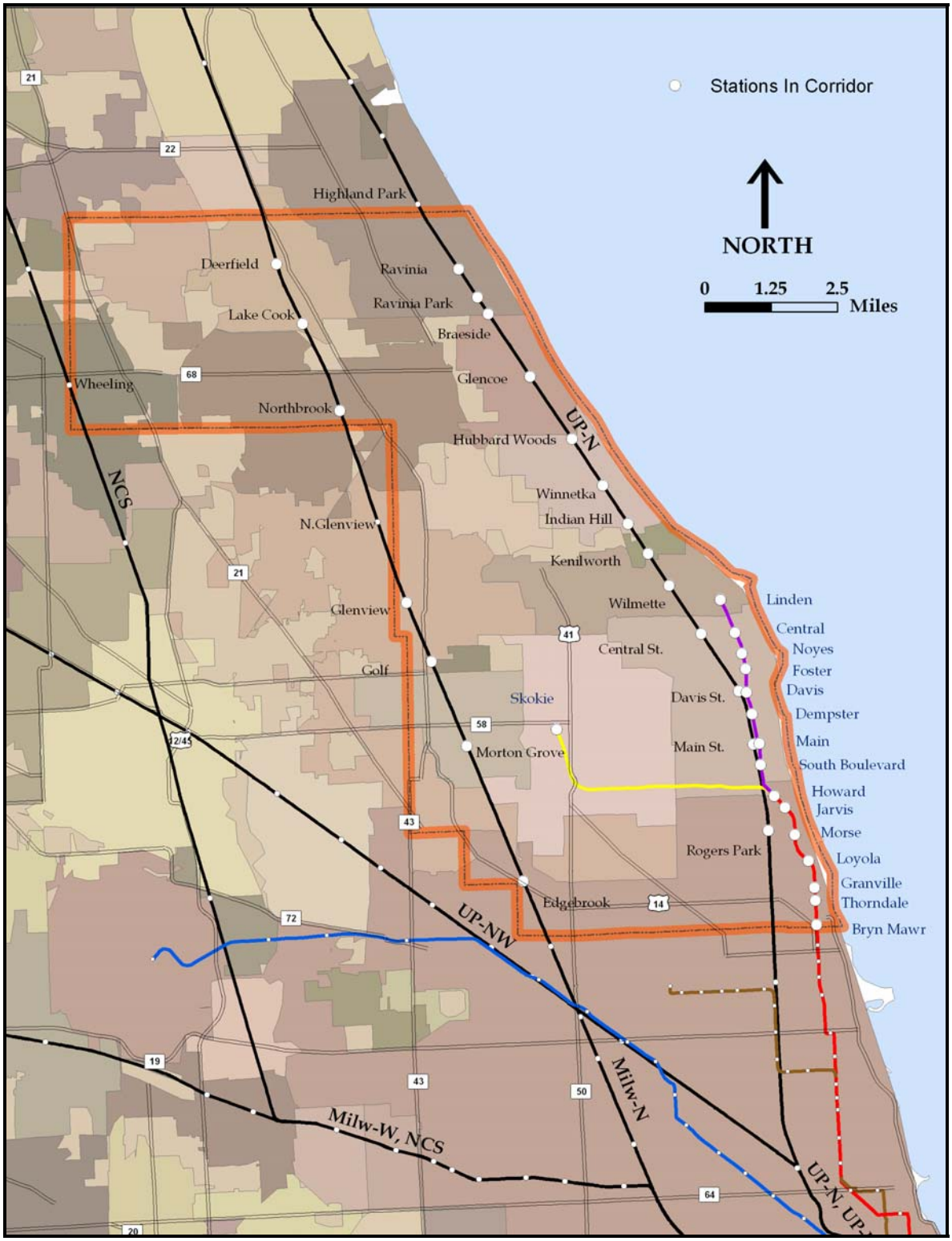
Rail service within the Corridor is provided by two operators – Metra and CTA. Metra operates the commuter rail system, which provides long-haul commuter service from the suburbs to the downtown Chicago business district. CTA's rapid transit system provides rail service for areas in the southeastern portion of the Corridor and also to downtown Chicago. Metra operates two commuter rail lines through the Corridor, while CTA operates three rapid transit lines. An overview of each of these rail services is presented in the following subsections.

3.2.1 Commuter Rail Service

The Metra commuter rail lines that serve the Corridor include the Union Pacific North (UP-N) and Milwaukee District North (MD-N) Lines. As shown in Figure 3.4, the MD-N runs roughly north-south through the far western portion of the Corridor. The UP-N parallels Lake Michigan's shoreline through the eastern portion of the Corridor. The North Central Service Line touches the western edge of the Corridor, but has no stations within the Corridor and has a relatively little role in Corridor mobility.

Like all other Metra commuter rail lines, the UP-N and MD-N are oriented toward downtown Chicago and function primarily to move suburban workers to and from job locations in downtown Chicago Monday through Friday. Train schedules are designed to optimize travel times between the suburbs and downtown Chicago in the morning, and the reverse direction in the evening. Other trip types, such as trips between suburban communities (intermediate trips) and reverse commute trips from Chicago to the suburbs during the morning peak also are served but within the context of Metra's peak direction schedule.

Figure 3.4 Corridor Commuter Rail and Rapid Transit Service



For each rail line, commuter service is a function of ridership demand, the physical plant, including track and signals, freight train operations, equipment availability, and track time and space in the downtown Chicago terminal (the UP-N Line terminates at Ogilvie Transportation Center while the MD-N Line terminates at Union Station). Weekday train service and schedules for full service lines feature a combination of express and local trains during the a.m. and p.m. peak hours, with local trains running during off-peak hours (midday and evening). Express trains can reduce travel time substantially between downtown and more distant points, compared to local trains. Metra defines a.m. peak operations as trains that arrive to or depart from downtown between start of service and 9:15 a.m., while p.m. peak operations refer to trains that arrive at or depart from downtown between 3:30 p.m. and 6:45 p.m. Table 3.1 summarizes the frequency and distribution of service on each line serving the Corridor.

Table 3.1 Corridor Commuter Trains per Day by Metra Line

	Weekday Service		Suburb to Chicago CBD Commute		Reverse Commute		Weekend Service	
Metra Line	Southbound Trains	Northbound Trains	Southbound Morning Peak Trains (Start to 9:15 a.m.)	Northbound Afternoon Peak Trains (3:30 p.m. to 6:45 p.m.)	Northbound Morning Peak Trains (Start to 9:15 a.m.)	Southbound Afternoon Peak Trains (3:30 p.m. to 6:45 p.m.)	Saturday Trains in Both Directions	Sunday Trains in Both Directions
UP-N	35	35	16	15	9	7	22	16
MD-N	30	30	12	13	5	6	20	18

Source: Metra On-Line Schedules, www.metrarail.com.
Note: Weekend service excludes special Ravinia trains.

The UP-N Service

In 2002, the UP-N Line averaged 26,278 weekday trips (13,195 inbound and 13,083 outbound), or 9 percent of Metra's total weekday passengers for all lines. Eighty-four percent of these trips occur during the a.m. and p.m. peak periods spanning eight hours.

Nearly half of the UP-N Line's 27 stations are located within the Corridor. The stations of Rogers Park, Main Street, Davis Street, Central Street, Wilmette, Hubbard Woods, Kenilworth, Indian Hill, Winnetka, Glencoe, Braeside, Ravinia Park, and Ravinia are within the Corridor. Highland Park lies just north of the Corridor. Ravenswood is about one-half mile south of the Corridor.

Travel times to downtown Chicago from the furthest north station on the line (Kenosha, Wisconsin) are about 90 minutes for an express train and 96 minutes for a local. From Highland Park, the travel times are about 46 minutes for an express train and 51 minutes for a local. From Davis Street Station in Evanston, travel times to downtown Chicago's Ogilvie Transportation Center are about 23 minutes for an express train and 26 minutes for a local train.

Figure 3.5 shows the UP-N weekday service profile for the southbound commute during the a.m. peak period.

Figure 3.6 shows the UP-N weekday service profile for the northbound reverse direction during the a.m. peak period.

As shown in Figure 3.7, the UP-N Line has significant park-and-ride facilities (300 or more parking spaces) at Central Street in Evanston, Wilmette, Glencoe, Highland Park, Fort Sheridan, and Waukegan, with Lake Forest offering the most parking capacity at 741 spaces. However, most stations in the Corridor have fewer than 200 parking spaces. The average rate of parking utilization among all UP-N stations is close to 81 percent, indicating that the facilities are well utilized.

The MD-N Service

In 2002, the MD-N Line averaged 21,640 weekday trips (10,978 inbound and 10,662 outbound), or about 8 percent of Metra's total weekday passengers for all lines. Eighty-two percent of these trips occur during the a.m. and p.m. peak periods spanning eight hours.

Seven of the MD-N Line's twenty stations are located within the Corridor. The Corridor contains the stations of Edgebrook, Morton Grove, Golf, Glenview, Northbrook, Lake-Cook Road, and Deerfield. The Forest Glen station lies just to the south of the Corridor and the North Glenview station falls just west of the Corridor's western border.

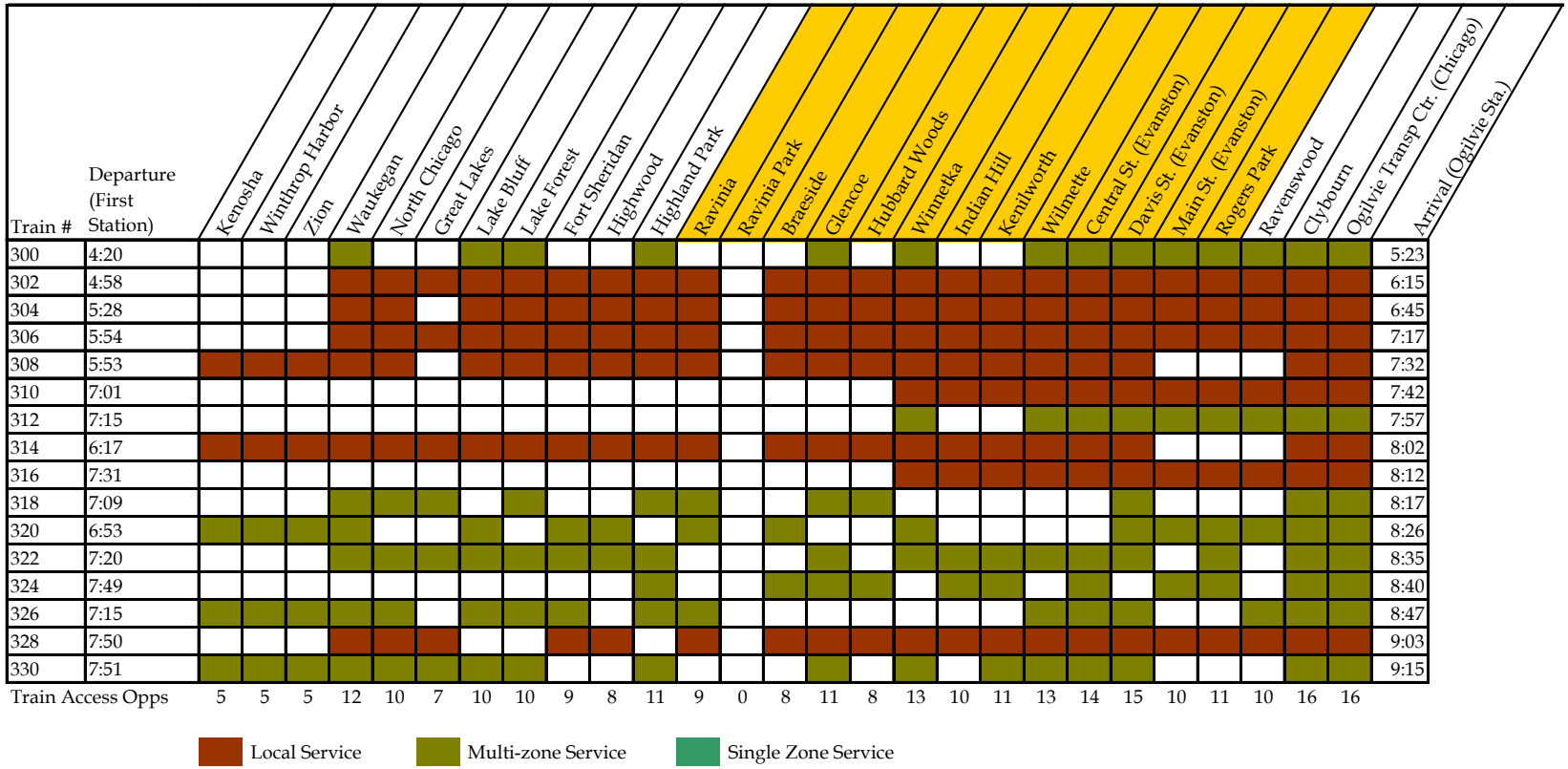
Travel times to downtown Chicago from the furthest north station on the line (Fox Lake) are about 84 minutes for an express train and 93 minutes for a local. From Lake Forest, the travel times are about 55 minutes for an express train and 59 minutes for a local. From Morton Grove, travel times to downtown Chicago's Union Station are about 28 minutes for an express train and 33 minutes for a local train.

Figure 3.8 shows the MD-N weekday service profile for the southbound commute during the a.m. peak period. Both Libertyville and Morton Grove serve as breakpoints.

Figure 3.9 shows the MD-N weekday service profile for the northbound reverse direction during the a.m. peak period.

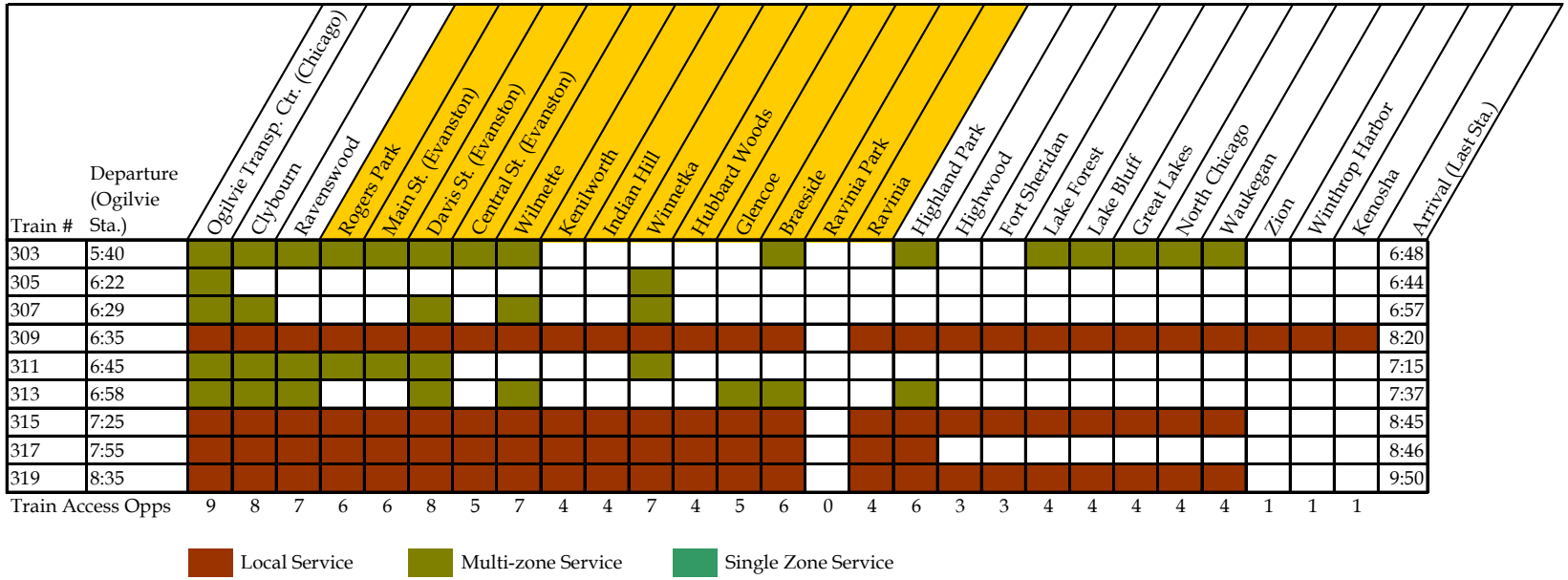
Figure 3.10 highlights the provision and utilization of park-and-ride facilities on the MD-N Line. Significant park-and-ride facilities are located at Fox Lake and between the stations of Round Lake and Glenview. The average rate of parking utilization among all MD-N stations is about 86 percent, indicating that the facilities are very well-utilized.

Figure 3.5 UP-N Weekday Southbound A.M. Peak Service Profile



Source: Metra On-Line Schedules, www.metrarail.com.

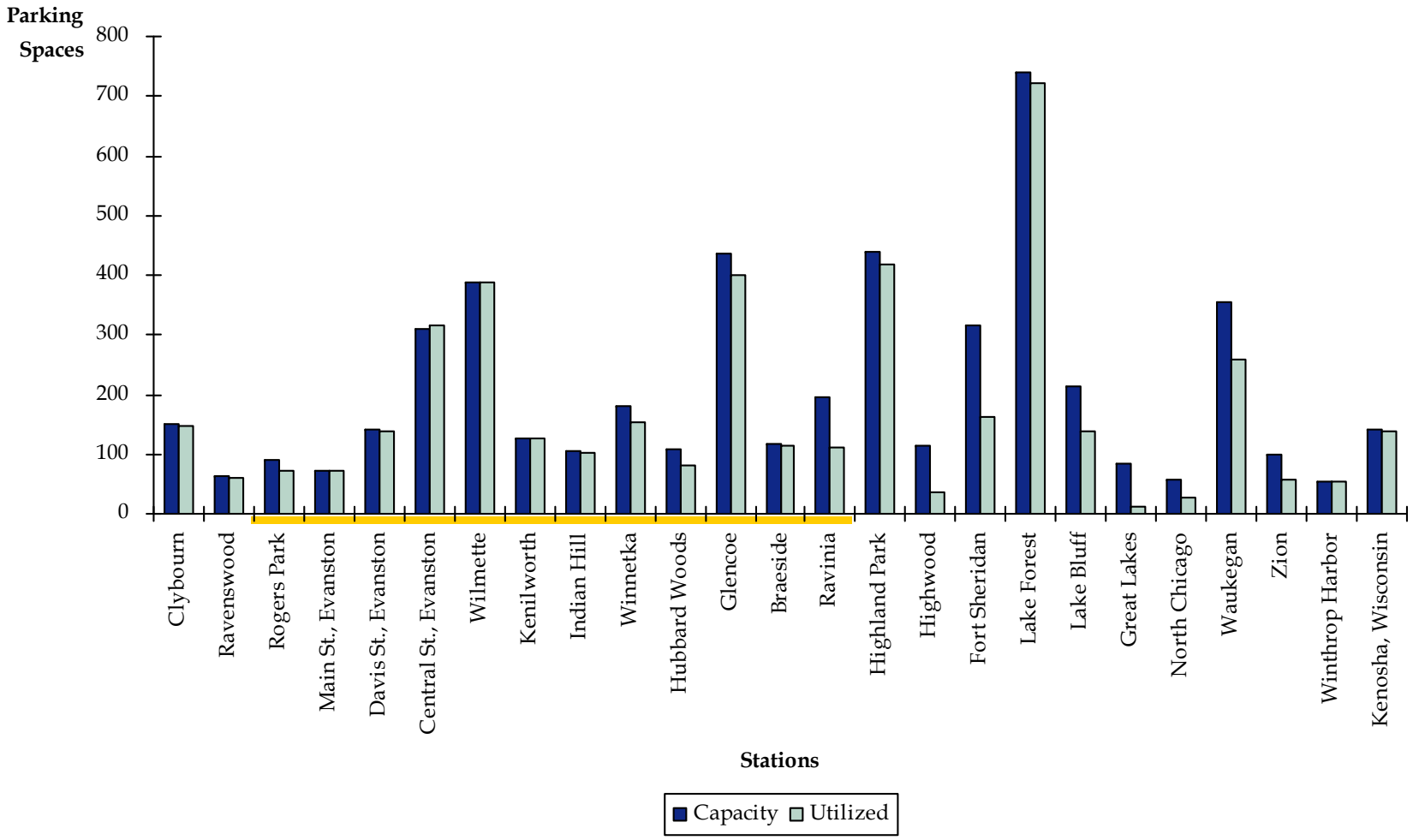
Figure 3.6 UP-N Weekday Northbound A.M. Peak Service Profile



Schedule effective: 4-1/07

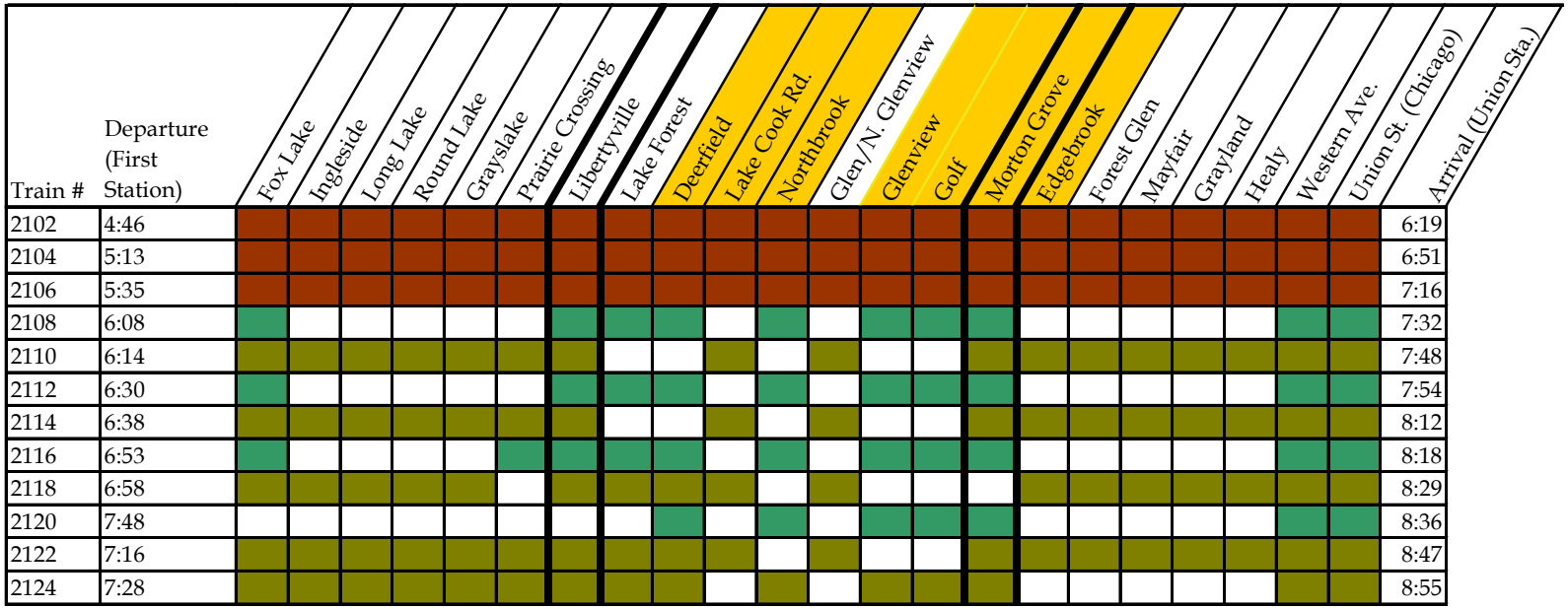
Source: Metra On-Line Schedules, www.metrarail.com.

Figure 3.7 UP-N Station Parking Capacity and Utilization



Source: Metra 2003 Parking Capacity and Utilization Survey.

Figure 3.8 MD-N Weekday Southbound A.M. Peak Service Profile



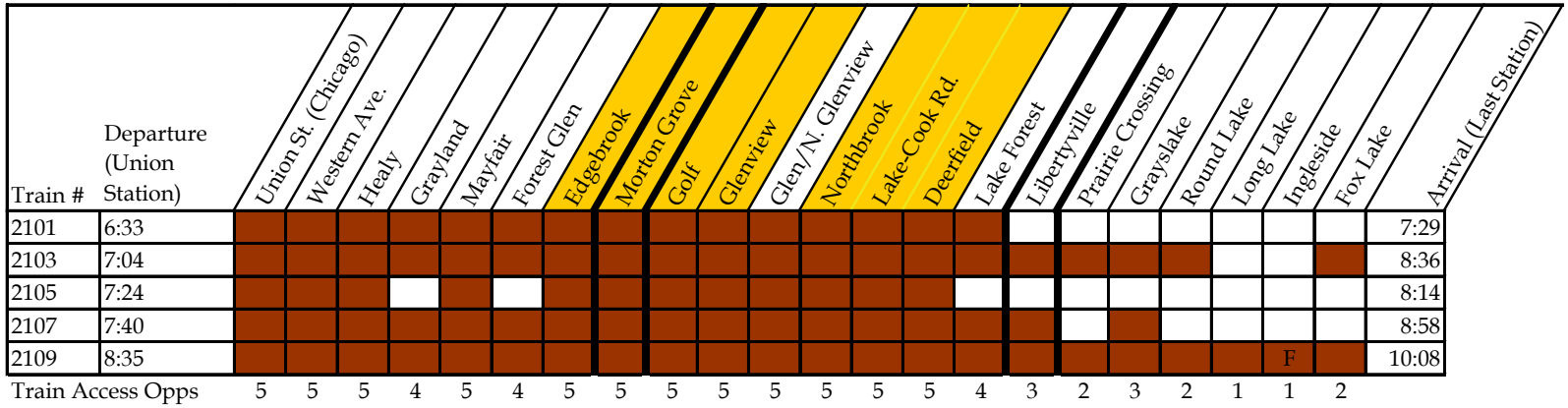
F= Flag stop. Train will stop to discharge passenger if notice given to conductor and will pick up passengers on station platform if visible to engineers. Otherwise, the train will not stop at station.

Local Service Multi-zone Service Single Zone Service

Schedule effective 12/11/06

Source: Metra On-Line Schedules, www.metrarail.com.

Figure 3.9 MD-N Weekday Northbound A.M. Peak Service Profile



Train #	Departure (Union Station)	Union St. (Chicago)	Western Ave.	Healy	Grayland	Mayfair	Forest Glen	Edgebrook	Morton Grove	Golf	Glenview	Glen/N. Glenview	Northbrook	Lake-Cook Rd.	Deerfield	Lake Forest	Libertyville	Prairie Crossing	Grayslake	Round Lake	Long Lake	Ingleside	Fox Lake	Arrival (Last Station)
2101	6:33	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■								7:29
2103	7:04	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			■	8:36
2105	7:24	■	■	■		■		■	■	■	■	■	■	■	■									8:14
2107	7:40	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■						8:58
2109	8:35	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	F	■		10:08
Train Access Opps		5	5	5	4	5	4	5	5	5	5	5	5	5	5	4	3	2	3	2	1	1	2	

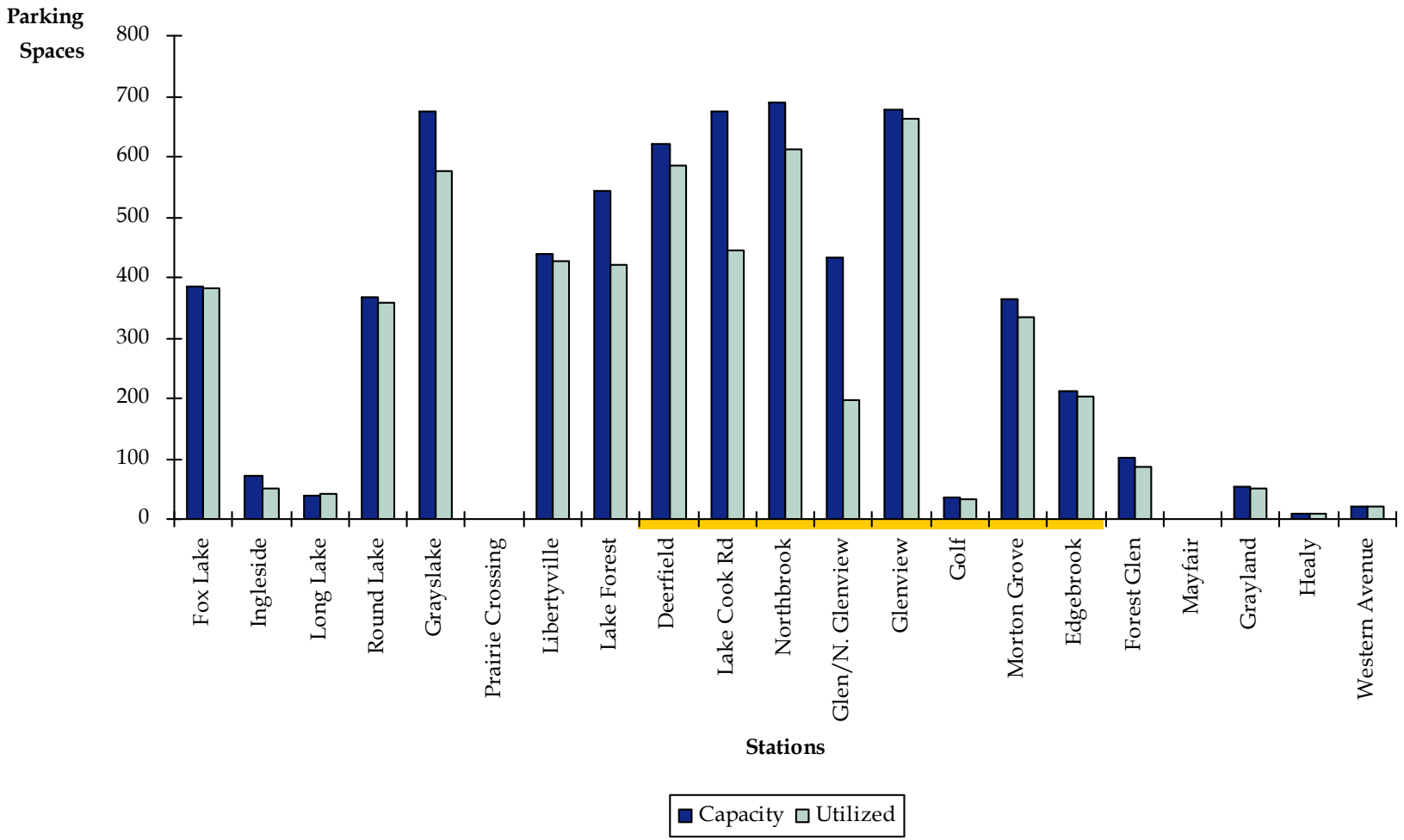
F= Flag stop. Train will stop to discharge passenger if notice given to conductor and will pick up passengers on station platform if visible to engineers. Otherwise, the train will not stop at station.

■ Local Service ■ Multi-zone Service ■ Single Zone Service

Schedule effective: 12/11/06

Source: Metra On-Line Schedules, www.metrarail.com.

Figure 3.10 MD-N Station Parking Capacity and Utilization



Source: Metra 2003 Parking Capacity and Utilization Survey.

Note: Data unavailable for Prairie Crossing, which opened in 2004.

3.2.2 Rapid Transit Service

Three Chicago Transit Authority (CTA) rapid transit routes extend into the Corridor. These are the Red Line, the Purple Line, and the Yellow Line, as shown in Figure 3.2. In total, there are 16 rapid transit stations located within the Corridor – 7 Red Line stations, 8 Purple Line stations, and 1 Yellow Line station.

The Red Line's North Main Branch runs between Howard station and Grand station near downtown Chicago. The remainder of the Red Line enters Chicago's Loop and then extends as far south as the 95th/Dan Ryan station. The Purple Line primarily serves Evanston, running from Linden in the north to Howard in the south. The Purple Line operates express trains into the Loop during a.m. and p.m. peak periods. The Yellow Line serves Skokie, running between Skokie station at 5005 Dempster Street and Howard station. Howard station is a convergence point, offering transfer opportunities between all three CTA rapid transit lines that serve the Corridor.

Park-and-ride lots are located at the terminal of each CTA rapid transit line. The Red Line's North Main Branch offers park-and-ride services at Howard with 592 spaces. The Purple Line offers 328 spaces at Linden. The Yellow Line has 441 spaces at Skokie station.

The Red Line's North Main Branch is in operation seven days a week around the clock. The scheduled travel time from Howard to the Loop is 33 minutes. On weekdays, the Red Line maintains peak hour headways of under 5 minutes. Saturday and Sunday headways range from 8 to 15 minutes.

The Purple Line operates between Linden and Howard seven days a week, but only offers express trains into the Chicago Loop on weekdays. Scheduled travel time from Linden to Howard is 16 minutes and scheduled travel time from Howard to the Loop is 27 minutes. On weekdays, the Purple Line operates about 21 hours a day (from 4:30 a.m. to 1:20 a.m.) and maintains peak headways averaging about 9 minutes. The Purple Line offers express trains to and from the Chicago Loop during peak periods (approximately 5:30 a.m. to 10:00 a.m. and 2:30 p.m. to 7:00 p.m.). Saturday service between Linden and Howard starts at 5:10 a.m. and ends at 2:08 a.m. on Sunday. Average headways on Saturday are 10 minutes. Sunday service starts at 6:05 a.m. and ends at about 1:00 a.m. on Monday. Average headways on Sundays are about 11 minutes.

The Yellow Line operates only on weekdays for approximately 17 hours a day (from 5:00 a.m. to 10:00 p.m.). Scheduled travel time between Skokie and Howard is eight minutes with average peak headways of seven minutes.

Table 3.2 shows service characteristics of the three rapid transit branches within the Corridor. Ridership data is from July 2006. The Red Line carries the bulk of the passengers, averaging more than 27,000 entries on a weekday within the corridor (Howard to Bryn Mawr). The Purple Line averages close to 10,000 entries, while the Yellow Line carries about 2,400 passengers between the Skokie and Howard stations.

Table 3.2 Corridor Rapid Transit Service and Ridership

Rapid Transit Branch	Service Availability				Operating Hours per Weekday	Average Headways	2006 Average Weekday Entries
	Peak	Midday	Evening	Weekend			
Red (North Main)	●	●	●	●	24	5-8 minutes	27,051
Purple	●	●	●	●	21	9-15 minutes	9,659
Yellow	●	●	●		17	7-18 minutes	2,395

Unlike Metra commuter rail service, the rapid transit service schedule provides a balanced inbound and outbound service during peak periods. This reflects the different travel markets served by the Metra and the CTA, the different development patterns in which each functions (suburban versus urban development), and the different operational constraints of each service. Table 3.3 presents the number of CTA trains that are in operation for different time periods through the week by direction.

Table 3.3 Corridor Rapid Transit Level of Service

Rapid Transit Branch	Weekday Service		Traditional Commute		Reverse Commute		Weekend Service	
	Inbound Trains	Outbound Trains	Inbound A.M. Peak Trains (7:00 a.m. to 9:00 a.m.)	Outbound P.M. Peak Trains (4:00 p.m. to 6:00 p.m.)	Outbound A.M. Peak Trains (7:00 a.m. to 9:00 a.m.)	Inbound P.M. Peak Trains (4:00 p.m. to 6:00 p.m.)	Saturday Trains in Both Directions	Sunday Trains in Both Directions
Red (North Main)	222	222	24	24	24	24	361	318
Purple (All trains)	114	121	11	13	15	13	219	192
Purple (Trains to Downtown)	46	46	11	13	10	13	0	0
Yellow	94	95	14	14	14	14	0	0

Source: CTA On-Line Rapid Transit Train Schedules, www.transitchicago.com.

3.3 Bus Service in the Corridor

Bus service in the Corridor is provided by CTA and Pace. Pace serves the entire Corridor, while CTA bus service is confined to the southern portion of the Corridor. Physical and fare coordination between the two operations at major transfer points, such as the Howard Street terminal in Chicago and the Davis Street station in downtown Evanston, allows for enhanced connectivity between the services. Both services provide connections to the commuter rail and rapid transit networks at these locations and other points in the Corridor. The following section presents the range of bus services available within the Corridor.

3.3.1 CTA Bus Service

Twenty-four CTA bus routes serve the Corridor. As shown in Figure 3.11, the CTA serves only the southern portion of the Corridor, generally extending no further north than Central Street in Evanston and no further west than the Edens Expressway (I-94). There is a greater concentration of routes in the more densely populated eastern portion of the Corridor. CTA bus services primarily accommodate destinations in Chicago, intermediate destinations, and connections to the CTA's Purple, Yellow, and Red Lines. CTA bus services include both local and express options to downtown Chicago, local circulators, and shuttles. Express routes include Route 147 (Outer Drive Express) from the Howard terminal to downtown Chicago along Lake Shore Drive. Local services include Route 22 on Clark Street between the same endpoints, and Route 36 on Broadway and Route 151 on Sheridan Road between Devon Avenue and downtown. Circulator services operate primarily in Evanston and include Route 200 (Main Shuttle) and Route 206 (Evanston Circulator).

Table 3.4 exhibits key service characteristics for all 24 routes that serve the Corridor and indicates which routes operate during different weekday and weekend periods. Most routes in the Corridor offer peak, midday, evening, and weekend services. Relatively short headways are common during peak periods. The highest ridership levels are found on Route 22 (Clark), with a weekday average of 19,153, Route 53 (Pulaski), with an average of 18,926, and Route 82 (Kimball/Homan), with an average of 16,286. These routes connect the Corridor with Chicago, traveling along densely populated arterial corridors.

Figure 3.11 Corridor CTA and Pace Bus Service

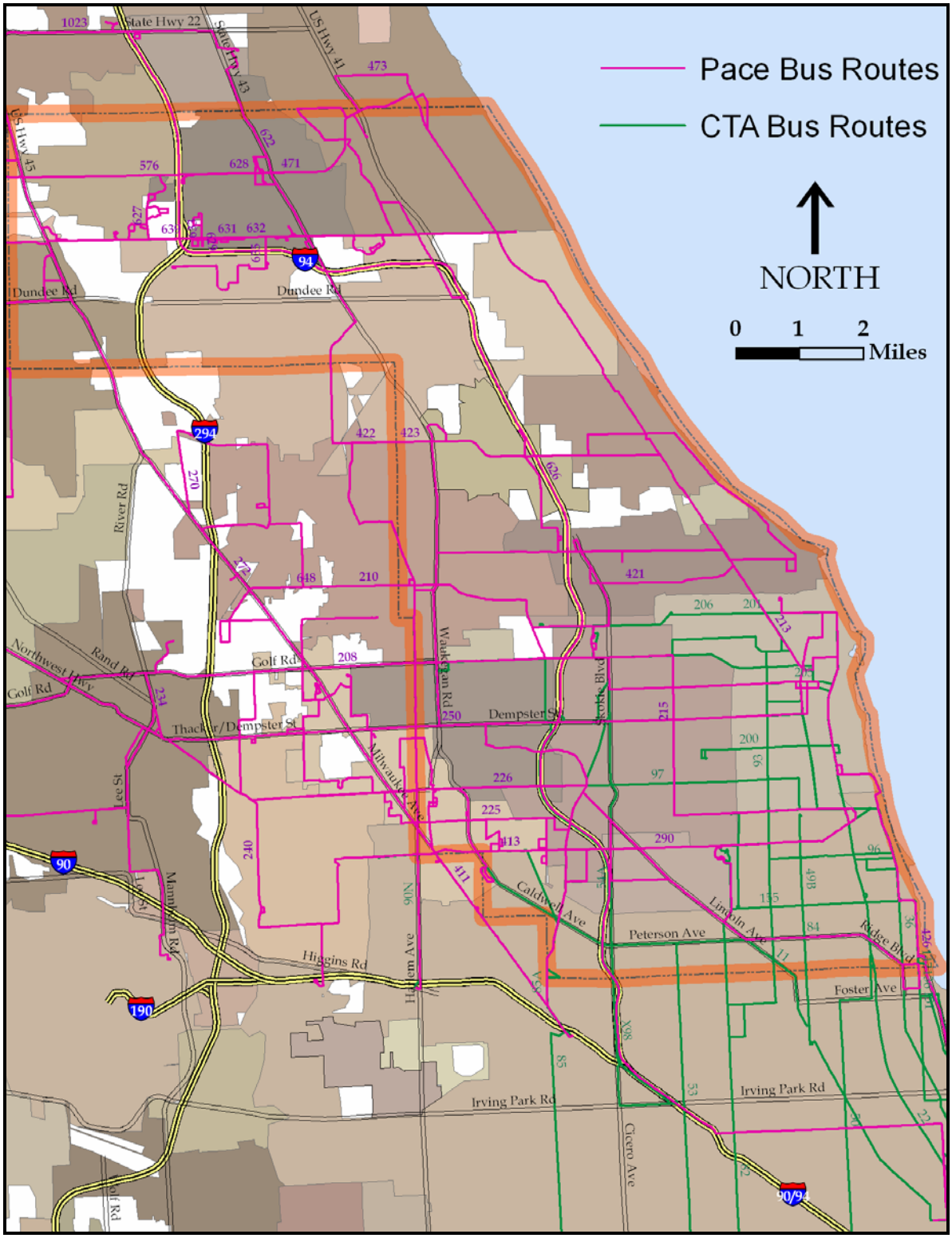


Table 3.4 Corridor CTA Bus Service and Ridership

Route		Service Availability				Operating Hours per Day	Headways (Minutes)	2006 Average Weekday Ridership
		Peak	Midday	Evening	Weekend			
11	Lincoln	●	●	●	●	16	12-20	3,009
22	Clark	●	●	●	●	24	6-20	19,153
36	Broadway	●	●	●	●	21	6-20	14,447
49B	North Western	●	●	●	●	20	8-20	4,769
50	Damen	●	●	●	●	19	10-20	7,687
53	Pulaski	●	●	●	●	24	6-30	18,926
54A	North Cicero/Skokie Boulevard	●				10	20	1,182
82	Kimball/Homan	●	●	●	●	22	5-20	16,286
84	Peterson	●	●	●	●	17	10-30	4,153
85	Central	●	●	●	●	22	6-30	11,737
85A	North Central	●	●	●	●	20	15-20	1,064
90N	North Harlem	●	●	●		19	15-30	455
93	North California	●	●	●	●	17	9-20	2,945
96	Lunt	●	●			14	15-20	1,057
97	Skokie	●	●	●	●	18	15-30	3,473
X98	Avon Express	●	●	●		3	6 trips	380
136	Sheridan/Lasalle Express	●		●		8	6-10	1,892
147	Outer Drive Express	●	●	●	●	21	5-20	12,761
151	Sheridan	●	●	●	●	24	3-30	20,556
155	Devon	●	●	●	●	20	7-20	6,322
200	Main Shuttle	●				7	15-30	71
201	Central/Ridge	●	●		●	17	15-20	1,427
205	Chicago/Golf	●	●	●		13	10-20	1,041
206	Evanston Circulator	●				7	10-15	497

Source: CTA On-Line Bus Schedules and Ridership Statistics, www.transitchicago.com.

3.2.2 Pace Suburban Bus Service

A total of 34 Pace bus routes operate in or through the Corridor. As shown in Figure 3.11, suburban bus service in the Corridor is widespread. Pace suburban bus service in the Corridor is heavily focused on connecting riders with the commuter rail and rapid transit network, with 82 percent of the routes in the Corridor operating as either a connector to CTA rapid transit stations (16 of 34) or a feeder to Metra stations (12 of 34). The remaining routes are divided among the intracommunity (3), suburban link (2), and subscription designations (1). The range of Pace services in the Corridor includes:

- CTA connector routes, which provide connectivity to either the CTA Rapid Transit Service or make extensive connections to CTA bus routes;
- Express routes, which operate, at least in part, on expressways and tollways to suburban employment centers;
- Intracommunity routes, which focus on providing local circulation and in some cases provide minor extensions beyond the community;
- Suburban links, which provide service between different communities beyond the CTA connector service area;
- Metra feeder/distributor routes, which provide connections to Metra rail stations during rush hour; and
- Subscription bus services that transport subscribers to designated employment centers.

The ability of suburban bus service to attract passengers depends in part on service availability and frequency. Table 3.5 exhibits key service characteristics for all 34 routes that serve the Corridor and indicates which routes operate during different weekday and weekend periods. All Corridor routes provide weekday service. Weekend service is available on 14 routes. Headways vary significantly by time of day and route. The shortest headways are around 10 minutes and generally occur during the a.m. and p.m. peak periods. Few routes have headways longer than 60 minutes.

The highest ridership levels are found on Route 290 (Touhy Avenue), with a weekday average of 4,085 boardings, Route 270 (Milwaukee Avenue), with a weekday average of 3,036, Route 250 (Dempster Street), with an average of 2,841, and Route 208 (Golf Road), with a weekday average of 2,351 boardings. These routes generally have long service spans and short headways, reflecting the importance of their travel markets. Feeder routes to Metra stations are scheduled to coincide with the arrival of Metra trains, giving them longer headways and lower ridership, as they generally operate only within a.m. and p.m. peak periods.

Table 3.5 Corridor Pace Bus Service and Ridership

Route		Service Availability				Operating Hours per Day	Headways (Minutes)	2006 Average Weekday Ridership	Service Type (C=Connector, E=Express, I=Intracommunity, L=Suburban Link, F=Feeder, S=Subscription)
		Peak	Midday	Evening	Weekend				
208	Golf Road	●	●	●	●	17	25-35	2,351	C
210	Lincoln Avenue	●	●			13	30-60	390	C
213	Green Bay Road	●	●	●	●	13	15-30	1,261	C
215	Crawford-Howard	●	●	●	●	19	20	1,422	C
225	Central-Howard	●				6	30	181	C
226	Oakton	●	●			13	15-30	697	C
234	Wheeling-Des Plaines	●	●		●	13	30-60	426	L
240	Dee Road	●	●		●	13	25-60	675	C
250	Dempster Street	●	●	●	●	19	20-30	2,841	C
270	Milwaukee Ave	●	●	●	●	15	15-20	3,036	C
272	Golf Mill/Westfield Shoppingtown Hawthorn	●	●	●	●	16	30-40	762	C
290	Touhy Avenue	●	●	●	●	20	20-45	4,085	C
411	Niles Local Service	●	●	●	●	14	30	N/A	I
413	Niles South End Special	●	●	●	●	9	45-75	N/A	I
421	Wilmette Avenue	●	●	●		12	30	367	C
422	Linden CTA/Glenview/ Northbrook Court	●	●	●	●	16	40-60	862	C
423	Linden CTA/The Glen/Harlem CTA	●	●	●	●	14	15-30	1,277	C
426	Northwestern University Evanston/Chicago	●	●	●	●	11	20-60	635	C
471	Highland Park – Deerfield	●	●		●	12	10-30	287	L
473	Highland Park – Northbrook Court	●	●		●	12	40-60	188	L
576	Deerfield – Buffalo Grove/ Lincolnshire	●				4	50	N/A	F
622	Deerfield Station Shuttle Bug #12	●				3	50	78	F
626	Skokie Valley Limited	●				7	20-25	432	E
627	Discover – Takeda Shuttle Bug	●				4	25-40	N/A	F
628	Braeside Station Shuttle Bug #8	●				6	50-60	90	F
629	Braeside Station Shuttle Bug #9	●				4	60	50	F
631	Lake Cook Road Shuttle Bug #1	●				4	25-30	297	F
632	Lake Cook Road Shuttle Bug #2	●				4	25-30	158	F
633	Lake Cook Road Shuttle Bug #3	●				4	25-30	163	F
634	Lake Cook Road Shuttle Bug #4	●				4	25-30	107	F
635	Lake Cook Road Shuttle Bug #5	●				5	25-30	161	F
639	Lake Cook Road Shuttle Bug #7	●				5	50-60	46	F
648	Glenview Metra – AON	●				5	25-30	49	F
1023	Chicago/Lincolnshire	●				3	2 trips	6	S

Source: Pace.

3.4 Specialized Transportation Services

In addition to fixed route transit, several specialized transit services are available for travel in the Corridor. These services include paratransit, Dial-a-Ride, and vanpool. Each of these services is discussed in turn below.

As mandated by the Americans with Disability Act (ADA), Pace provides paratransit service to persons with disabilities within a three-quarter mile buffer of regular fixed bus routes. The service hours of the ADA paratransit services match the service hours of the regular fixed bus routes.

In addition to ADA paratransit, three Dial-a-Ride services are provided in the Corridor.[1] Dial-a-Ride services provide point-to-point transportation between any two locations in a designated area. Unlike ADA paratransit, Dial-a-Ride services typically are not associated with fixed bus routes. Furthermore, service characteristics such as service hours, coverage area, and eligibility requirements are determined by the local agency (typically a township or municipality) that sponsors the program. In general, Dial-a-Ride services are provided only to elderly and/or disabled residents. Dial-a-Ride services in the Corridor include the following:

- City of Chicago Mobility Direct (Chicago Taxicabs);
- City of Chicago Taxi Access Program (Chicago Taxicabs); and
- Village of Skokie Star Program (operated by MV Transportation – Stone Park).

Vanpool service is another transit option for residents of the Corridor. Pace provides several types of vanpools under its Vanpool Incentive Program.[2] These include traditional vanpools, which serve employees who work at the same place; employer shuttles, which transport workers between transit and worksites; Metra feeders, which transport residents between their homes and Metra stations; ADvAntage vans, which are used by social service organizations to provide service to persons with disabilities; nonemergency medical vans, which medical facilities use for nonemergency medical-related purposes; and municipal vanpools, which municipalities use to provide transportation services to their communities as needed.

[1] Dial-a-Ride information was found on the following Pace web site, which was accessed on April 24, 2007: http://www.pacebus.com/sub/paratransit/sd_dial_a_ride.asp.

[2] Vanpool information was found on the following Pace web site, which was accessed on April 24, 2007: http://www.pacebus.com/sub/vanpool/default.asp.

3.5 Planned Transportation Network

3.5.1 2030 Regional Transportation Network

Until recently, the Chicago Area Transportation Study (CATS) has been the metropolitan planning organization for northeastern Illinois and the organization responsible for developing and maintaining the region's five-year Transportation Improvement Program (TIP) and for preparing and periodically updating the region's long-range transportation plan. In 2006, CATS and the Northeastern Illinois Planning Commission (NIPC) were combined to form the Chicago Metropolitan Agency for Planning (CMAP), which now is responsible for regional transportation and land use planning in northeastern Illinois.

The 2030 Regional Transportation Plan (RTP) was adopted in October 2003 and provides public policy guidance for the continued development of a safe and efficient surface transportation system in northeastern Illinois. Recommendations within the RTP consist of regional transportation strategies, strategic regional systems, and major capital projects.

The RTP recommends over 50 major new capital projects, not all of which can be accomplished with anticipated funding. Therefore, choices will have to be made about which projects move forward.

Between 2004 and 2030, an estimated $61 billion is expected to be available to the region to maintain and improve the transportation system – highways and transit. Of that amount, an estimated $47 billion is needed to maintain the existing transportation system. The RTP recommends a total of $5 billion be allocated for improvements to the strategic regional systems, leaving $9 billion for expanding the highway and transit networks. However, the major new highway and transit capital projects recommended in the RTP have an estimated cost of about $20 billion.

Table 3.6 indicates which of the nine committed RTP projects are most likely to affect travel through and within the Corridor and each project's year of expected completion. Committed projects are funded projects that have been programmed in the region's current TIP. Committed transit projects also have received FTA New Starts approval. Several projects already have been completed. Only one of the nine committed projects are likely to affect travel in the Corridor.

Table 3.6 2030 RTP Committed Major Capital Projects

Project	Within Corridor	Likely to Affect Corridor Travel	Expected Completion Date
Transit			
Blue Line Douglas Branch Rehabilitation	No	No	Completed (2005)
Union Pacific West Elburn Extension	No	No	Completed (2005)
Brown Line Rehabilitation	No	No	2008
North Central Service Upgrade (Phase I)	No	**Yes**	Completed (2005)
Southwest Service Manhattan Extension	No	No	Completed (2005)
Highway			
O'Hare Collector/Distributor	No	No	2012
I-90/94 Reconstruction	No	No	2007
I-80/94 from I-294 to U.S. 41	No	No	2007
I-55 Naperville/Weber Road	No	No	2012

Source: 2030 Regional Transportation Plan.

The balance of the recommended major capital projects require additional planning and/or funding prior to implementation, although their inclusion in the RTP makes them eligible for Federal funding. Table 3.7 lists these future projects, indicating their location with respect to the Corridor and the likelihood of each to impact Corridor travel.

The share of committed and recommended projects within the RTP that are in or affecting travel within the Corridor is relatively small. Areas with higher population and employment growth trends, such as DuPage County, receive more attention in the RTP. Within the Corridor, however, travel patterns are likely to be affected by improvements to rapid transit such as the Mid-City Transitway, the Circle Line, and the Yellow Line Enhancements and Extension. Commuter rail projects impacting the Corridor include the North Central Service Upgrade and the Milwaukee District-North Improvements and Extensions. Highway projects affecting Corridor travel are limited to the I-294/I-94 (Tri-State Tollway) Improvements, which will add capacity to this important link between the northern suburbs and O'Hare and parts of Cook County.

Table 3.7 2030 RTP Major Capital Recommendations

Project	Within Corridor?	Likely to Affect Corridor Travel?
Transit		
Union Pacific West Improvements	No	No
O'Hare and Midway Airport Express Rapid Transit	No	No
Blue Line West Extension	No	No
Ogden Avenue Transitway	No	No
West Loop Transportation Center	No	No
Burlington Northern Santa Fe Extension	No	No
Central Area Bus Rapid Transit System	No	No
Circle Line	No	**Yes**
Green Line Enhancements	No	No
Orange Line Extension	No	No
Yellow Line Enhancements and Extension	**Yes**	**Yes**
Red Line Extension	No	No
Heritage Corridor Improvements	No	No
Rock Island Improvements and Extensions	No	No
Southwest Service Improvements and Extensions	No	No
Metra Electric Improvements and Extensions	No	No
Milwaukee District-West Improvements and Extension	No	No
Cermak Road Bus Rapid Transit	No	No
DuPage "J" Line Bus Rapid Transit	No	No
Inner Circumferential Rail Service	No	No
Suburban Transit Access Route (STAR) Line	No	No
North Central Service Improvements (Full Service)	No	**Yes**
Mid-City Transitway	No	**Yes**
Milwaukee District-North Improvement and Extension	**Yes**	**Yes**
Union Pacific Northwest Improvements and Extensions	No	No
South East Commuter Rail Service	No	No
Highway		
I-88 (East-West Tollway) Lane Addition	No	No
I-290 High-Occupancy Vehicle (HOV) Lanes	No	No
I-90 (Northwest Tollway) Improvements Lane Addition	No	No
I-294/I-94 (Tri-State Tollway)	**Yes**	**Yes**
Elgin-O'Hare Expressway completion and West O'Hare Bypass	No	No
Elgin O'Hare Expressway Lane Addition	No	No
I-355 Extension	No	No
I-57 Lane addition	No	No
IL-394 Lane Addition and Upgrade	No	No
Richmond-Waukegan Corridor Expansion	No	No
Central Lake County Corridor	No	No
South Suburban Corridor	No	No
I-57/IL-394 Corridor	No	No
Illiana Corridor	No	No
Prairie Parkway	No	No
I-80 Lane Addition	No	No
I-55 (Weber Road-U.S. 6) Lane Addition	No	No

Source: 2030 Regional Transportation Plan.

Finally, in addition to the capital projects, the 2030 RTP recommends the following strategies to maximize the region's arterial system capacity and to enhance transit service throughout the region, including the Corridor:

- Discouraging access permits for individual driveways and entrances in favor of providing consolidated entrances or frontage roads;
- Limited introduction of new traffic signals;
- Regionwide traffic signal priority systems for transit service;
- Safe and comfortable accommodation for pedestrian and bicycle travel;
- Additional service on existing bus routes and rail lines, particularly oriented toward off-peak and reverse-commute travel;
- Additional transfer capacity and improved coordination points with high demand;
- Additional park-and-ride facilities to encourage increased transit use;
- New bus and paratransit services that provide public transit service to currently unserved areas;
- Bus routes with limited stops that run longer distances;
- Community circulators that allow an alternative to short auto trips; and
- Short rail extensions and additional sidings to improve the efficiency of existing rail operations.

3.6 Summary and Conclusions

The Skokie Swift North Shore Corridor is served by a multimodal transportation network. The transportation system offers a combination of expressways, tollways, and arterial networks that are supplemented by extensive networks of bus, rapid transit, and commuter rail services. The level of service offered by each highway and transit mode and the intermodal nature of the transportation system varies across the different districts in the Corridor.

As is common in other metropolitan areas, interstate highways either radiate from or bypass the city center. The arterial highways, however, are more closely spaced to a grid network, with diagonals radiating from Chicago.

The transit network is composed of both rail and bus modes. Rail service within the Corridor is provided by two agencies – CTA and Metra. CTA operates the rapid transit system, which predominantly serves the City of Chicago and surrounding suburbs, including Evanston, Skokie, and Wilmette. Metra operates the commuter rail system which primarily accommodates trips from Cook County and surrounding counties to downtown Chicago. Bus service within the Corridor is also provided by two agencies – CTA and Pace. CTA operates bus routes almost strictly in the southern portion of the Corridor, while Pace provides bus service throughout the Corridor. Pace also provides paratransit service to persons with disabilities within a three-quarter mile buffer of regular fixed bus routes and vanpool services for other specialized transportation markets. Three Dial-a-Ride services are also available for elderly and/or disabled residents.

There is a predominance of Metra service in the northern portions of the Corridor particularly during rush hours, while there is a predominance of CTA service in the southeastern portion of the Corridor. CTA and Metra maintain quite different operations in order to serve their distinctive travel markets. Pace, whose services connect with both of the rail services, provides a vital link with CTA and Metra, and is also the primary provider of intersuburban transit services.

The major capital improvement projects included in the 2030 Regional Transportation Plan that are most likely to have impacts in the Corridor include the expansion of the CTA Yellow Line, widening of the Tri-State Tollway (I-294/I-94), and improvements to the Metra Milwaukee District North line.

4.0 Corridor Travel Patterns

Section 4.0 focuses on *how people travel to and from different areas in the Corridor*. Travel patterns in the Region are diverse, with work and nonwork travel playing a vital role in defining travel patterns. Work-related travel is a substantial portion of all travel undertaken in the Corridor and requires special consideration, as most of this travel occurs around peak travel periods.

In our analysis of work travel patterns, we first examine the evolution of work-related travel at a county level of detail in Section 4.1. The analysis helps establish the overall context of growth in travel in the Region and Corridor. We examine the Journey-to-Work patterns from the 2000 Census[1] and discuss the observed patterns of growth to and from different counties dating back to 1970.

For further insights, Journey-to-Work travel patterns in the Corridor are discussed in more detail at the district level in Section 4.2. Travel origins, travel destinations, and origin-destination travel patterns have been examined.

Nonwork travel also plays a major role in daily urban travel. A significant portion of these trips occur during peak periods, adding load to the transportation system. Section 4.3 presents the analysis of nonwork travel both at the county and the district level of detail for the year 2000 using the CMAP regional travel demand model trip tables.

4.1 Work Travel Patterns at a County Level

This section examines the patterns of work-related traffic that originates in each county and the distribution of this work-related traffic to each of the six counties in the Region. The section concludes with a discussion of county-to-county travel patterns reflected in the 2000 Journey-to-Work database from the U.S. Census. In Section 4.2, the level of detail increases by focusing on district-level origin-destination travel patterns, growth, and trends for work trips.

[1] Bureau of the U.S. Census Year 2000 Census Transportation Planning Package (CTPP) Journey-to-Work (JTW) Part III travel pattern data by Census traffic analysis zone. Released May 2004. The data includes one-way origin-destination work trip flows (from residence to workplace location), modal shares, and travel time information for more than 6,200 zones in the six-county region.

The discussion of county-to-county work travel patterns includes the six-county region that covers Cook, DuPage, Lake, McHenry, Kane, and Will Counties[2] and then focuses on district-level movements within the Corridor.

4.1.1 Origins of Work Travel at County Level

Population is a major determinant of the total number of work trips that are generated. The total population in the six-county region has increased from almost seven million in 1970 to just over eight million in 2000. The population of Cook County has remained more or less stable and the increase in the regional population can be attributed to the surrounding "collar counties" (Table 2.1). For example, Lake County grew by about 70 percent in 30 years.

This increase in population has fueled a consistent increase in the number of commuters who live in each of the five collar counties. The Census data on resident commuters presented in Table 2.1[3] serve as a good indicator of the size of the journey-to-work travel market that originates in each county. The data provides insights on:

- The total number of work trips originating in each county;
- Historical growth patterns of work travel since 1970; and
- Key differences in the observed growth patterns across counties.

Table 4.1 shows that the size of the workforce living in Cook County and the corresponding flow of resident commuters originating their travel in Cook County has increased steadily although the population in Cook County has fluctuated somewhat between 1970 and 2000. Cook County has the highest number of resident commuters in the Region, with over 2.3 million workers in the year 2000.

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[2] The analysis presented in this section uses the data made available in the report titled *Chicago Area Commuting Patterns: Emerging Trends*, (Sööt, DiJohn, and Christopher, March 2003).

[3] It is important to note that the size of the workforce as reflected in the number of resident commuters (county residents who travel to work) is calculated by the U.S. Census differently than the Woods and Poole employment numbers presented in Section 2.0 of this report. This difference is attributed to the different methodologies by which each of these sources collect their information. Woods and Poole employment numbers reflect the number of jobs available in an area whereas Census data count the number of workers who travel to work to and from an individual county.

Table 4.1 Size of Workforce Living in Each County

	1970	1980	1990	2000	Percent Change 1970-1980	Percent Change 1980-1990	Percent Change 1990-2000	Compounded Annual Growth Rate 1970-2000
Cook	2,213,808	2,280,850	2,369,624	2,371,161	3.0%	3.9%	0.1%	0.23%
DuPage	197,276	334,960	425,284	469,373	69.8%	27.0%	10.4%	2.93%
Kane	103,935	128,790	157,482	192,862	23.9%	22.3%	22.5%	2.08%
Lake	165,674	211,473	270,244	317,442	27.6%	27.8%	17.5%	2.19%
McHenry	44,605	67,907	93,876	133,257	52.2%	38.2%	42.0%	3.72%
Will	92,223	135,358	170,245	241,887	46.8%	25.8%	42.1%	3.27%
Total	**2,817,521**	**3,159,338**	**3,486,755**	**3,725,982**	**12.1%**	**10.4%**	**6.9%**	**0.94%**

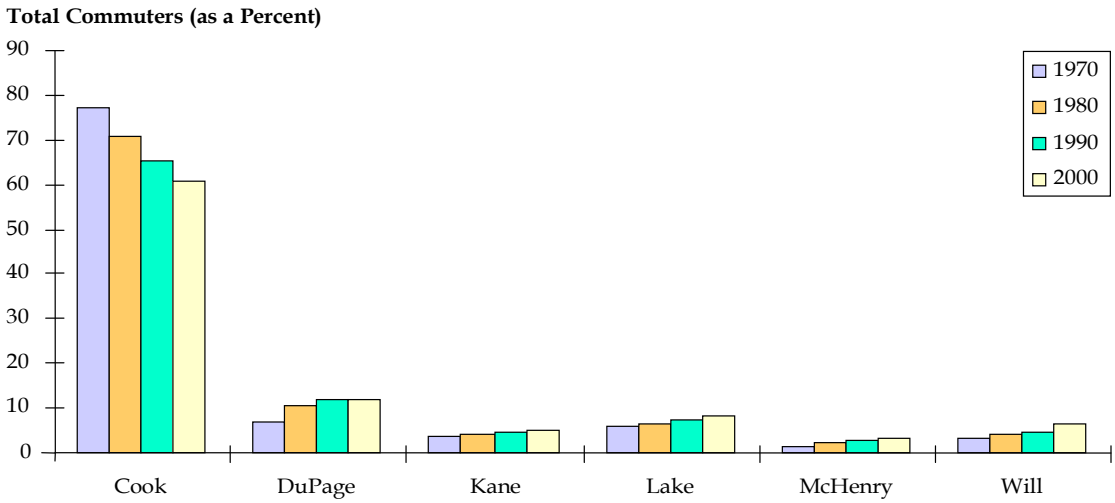
Source: U.S. Census.

DuPage County has the second largest workforce after Cook County, with more than 450,000 resident workers in 2000. The number of commuters also has increased significantly over the past 30 years in DuPage County. Similarly, Lake County has had a steady growth in workforce. There were over 300,000 workers residing in Lake County in the year 2000. In the most recent decade of 1990-2000, approximately 50,000 more individuals began commuting from Lake County.

Despite the deceleration in the growth of the workforce living in Cook County, the magnitude of the Cook County workforce and the considerable likelihood of continued growth in Lake County are most likely to affect the Corridor.

As illustrated in Figure 4.1, the distribution of work trip origins by county shows the increasing importance of DuPage County and other collar counties, such as Lake County and Will County, as trip generators. The share of work trips with DuPage County as the origin has almost doubled from 7 percent of the Region's work trips in 1970 to 13 percent in 2000. Similarly, the share of work trips that originate in Lake County increased by more than half from 6 percent in 1970 to 9 percent in 2000. Although it still represents the majority of the Region's work trip origins, the share of work trips that originate in Cook County has been declining over time. Cook County now accounts for 64 percent of the total work trips generated in the Region, down from 79 percent in 1970. Although growth of work trip origins in the other three counties has been high, their share of total work trip-making in the Region has grown by a relatively small percentage.

Figure 4.1 Origins of Work Trips by County



Source: U.S. Census.

4.1.2 Destinations of Work Travel at County Level

A second dimension of work-related travel is the growth in the number of commuters with destinations in each county. Table 4.2 summarizes the total number of work trips destined to each county, which represents the relative attraction of each county for work trips in the Region. The major comparisons that are made include:

- Historical growth patterns dating back to 1970;
- Key differences in the observed growth patterns across counties; and
- Counties that have emerged as key destinations in absolute and percentage terms.

As shown in Table 4.2, Cook County attracts the greatest number of commuters (about 2.5 million). Approximately 530,000 commuters are attracted to DuPage, 325,000 to Lake, 175,000 to Kane, 160,000 to Will, and 100,000 to McHenry County.

Table 4.2 Number of Commuters Attracted (Destined) to Each County

					Percent Change			Compounded Annual Growth Rate
	1970	1980	1990	2000	1970-1980	1980-1990	1990-2000	1970-2000
Cook	2,304,771	2,456,007	2,572,353	2,554,118	6.6%	4.7%	-0.7%	0.34%
DuPage	141,661	267,977	433,250	534,551	89.2%	61.7%	23.4%	4.53%
Kane	102,027	120,858	143,761	175,350	18.5%	19.0%	22.0%	1.82%
Lake	150,873	179,187	245,165	326,167	18.8%	36.8%	33.0%	2.60%
McHenry	33,259	49,703	64,998	96,642	49.4%	30.8%	48.7%	3.62%
Will	74,150	92,460	110,231	160,833	24.7%	19.2%	45.9%	2.61%
Total	**2,806,741**	**3,166,192**	**3,569,758**	**3,847,661**	**12.8%**	**12.7%**	**7.8%**	**1.06%**

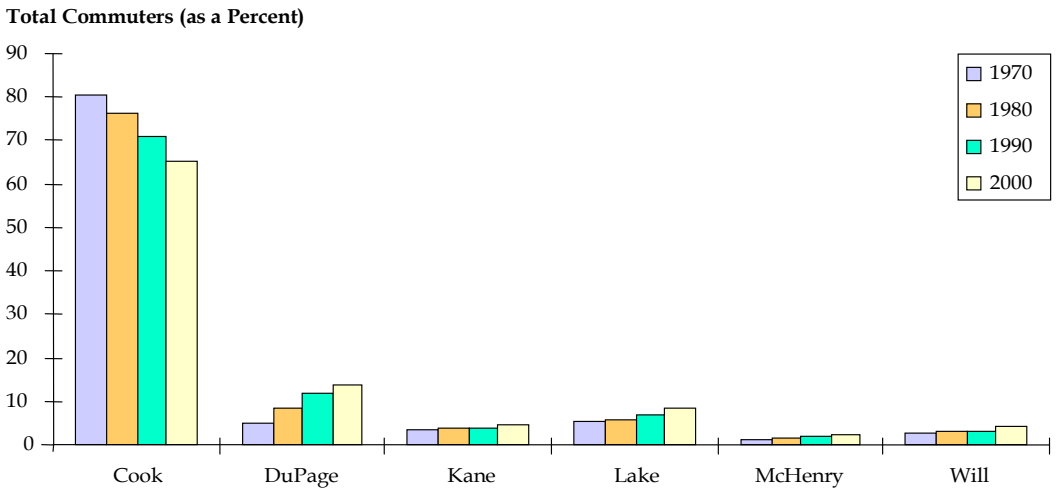
Source: U.S. Census.

Between 1970 and 2000, Cook County has experienced a modest increase of 11 percent in the number of commuters attracted to the county. However, the greatest percentage increase by far has been in DuPage County where number of commuter destinations more than tripled. Very high historical rates of growth also are observed in Lake County (more than doubling) along with other collar counties.

DuPage County also has seen the highest absolute growth in attracting additional commuters over the last 30 years. Almost 400,000 new commuters have been added to DuPage County destinations while there have been about 250,000 new work trips destined to Cook County. Lake County also experienced a significant growth with over 175,000 new commuter destinations.

As illustrated in Figure 4.2, the distribution of work trip destinations by county shows the increasing importance of DuPage County and other collar counties, such as Lake County and Will County, as trip attractors. Work trips with DuPage County as the destination have almost tripled since 1970, growing from 5 percent of the Region's work trips in 1970 to 14 percent in 2000. The share of regional work trips destined to Cook County, however, has decreased from 82 percent to 66 percent. The share of the regional work trip destinations for Lake County has grown from 5 to 9 percent from 1970 to 2000. The remaining counties had limited growth of about 1 to 2 percent within the same period.

Figure 4.2 Destinations of Work Trips by County



Source: U.S. Census.

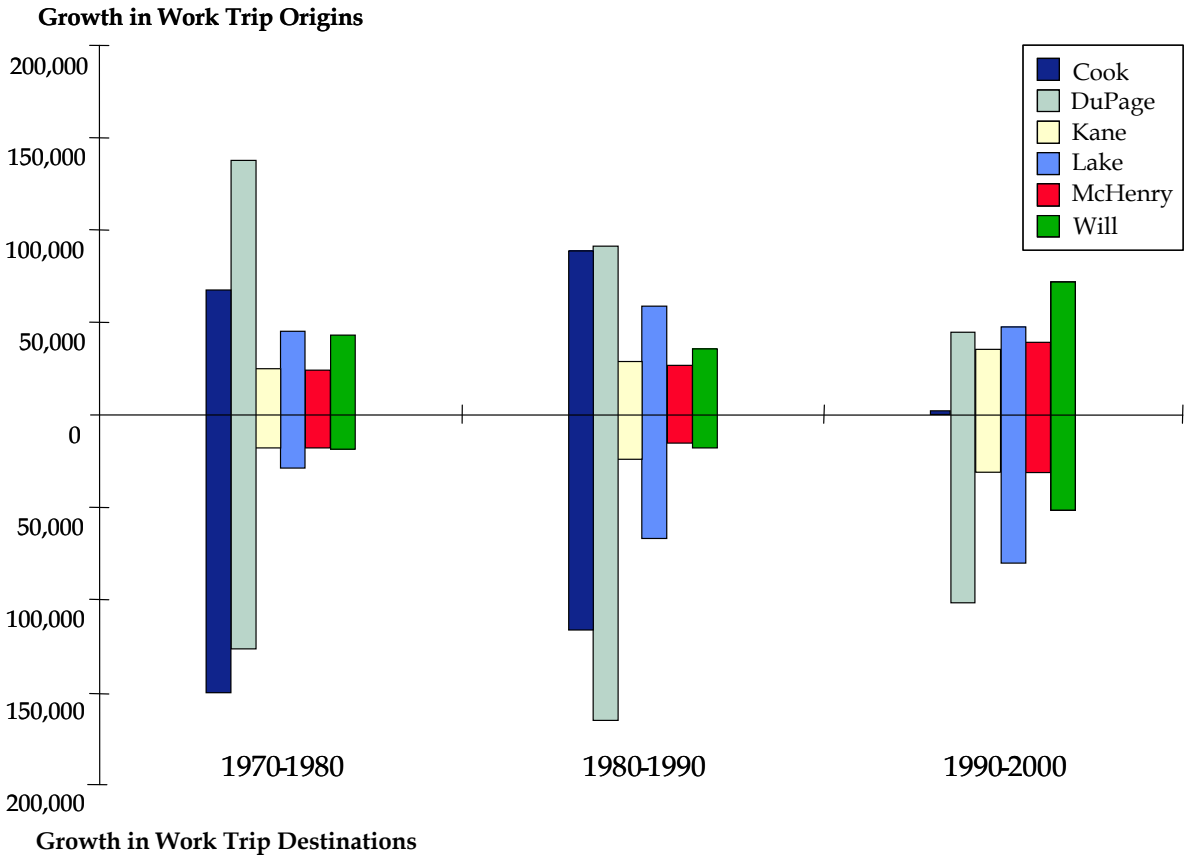
As a comparison of information in Table 4.1 and Table 4.2, Figure 4.3 shows the relative increases in both the origins and destinations of commuters for each county during the past three decades. For each decade, the top portion of the graph shows the increase in the number of work trips originating in each county. The bottom portion of the graph shows the increase in the number of work trips with destinations in each county. A comparison between the top and bottom portions of Figure 4.3 shows whether the growth in work trips generated in and attracted to each county are balanced.

During 1970-1980 period, Cook County had a net growth in work trip destinations with a an approximate margin of 85,000. In the next decade, growth was more balanced and the gap between growth in work trip destinations and origins narrowed down to 27,000 trips. During 1990-2000 growth in work trip origins outpaced growth in destinations mainly due to relocation of work places to collar counties. The difference between growth in work trip origins and destinations was nearly 20,000.

DuPage County had a balanced growth in work trip origins and destinations while growth in origins was higher by more than 11,000 trips during the years between 1970 and 1980. Starting from 1980s, growth in work trip destinations surpassed the growth in work trip origins reaching a net growth of work trip destinations of 75,000 trips by the year 1990. During the 1990-2000 decade, growth of work trip destinations continued to exceed growth in work trip origins in relatively slower pace in DuPage County where there were 57,000 more work trip destinations than work trip origins.

Lake County had a similar pattern of growth in work trip origins and destinations in relatively smaller scale. In the 1970-1980 decade growth in origins was 17,500 trips higher than growth in destinations. In the next decade, there was a balanced growth in population and employment in Lake County where growth in work destinations was greater than growth in work trip origins by 7,000 trips. During 1990-2000 period, growth in work trip destinations topped growth in work trip origins by nearly 34,000 trips.

Figure 4.3 Growth of Work Trip Origins and Destinations by County



Source: U.S. Census.

Table 4.3 shows that Cook County and DuPage County are "net importers" of commuters, reflecting the fact that more commuters are destined to these counties than originate there. This has been historically the case in Cook County, but this pattern is relatively new for DuPage County. The number of work trips destined to DuPage County narrowly exceeded the number of work trips generated for the first time in 1990. This trend has continued in the 1990-2000 decade. In 2000, the number of work trips with destinations in DuPage County (534,000 trips) clearly exceeded the number of work trips generated there (469,000). Since 1970, Lake County appeared as an exporter of commuters until 2000, when for the first time, the number of workers traveling to Lake County exceeded the number of resident Lake County workers by a small margin. This can be seen as an indicator of emergence of similar patterns that DuPage County experienced in the 1990-2000 decade. The table shows the absolute magnitude of imbalance between work trip origins and destinations for each decade.

Table 4.3 Imbalance between Work Trip Destinations and Origins

	Difference between Destinations in Each County and Origins from the Same County			
	1970	**1980**	**1990**	**2000**
Cook	90,963	175,157	202,729	182,957
DuPage	-55,615	-66,983	7,966	65,178
Kane	-1,908	-7,932	-13,721	-17,512
Lake	-14,801	-32,286	-25,079	8,725
McHenry	-11,346	-18,204	-28,878	-36,615
Will	-18,073	-42,898	-60,014	-81,054

Source: U.S. Census.

4.1.3 County-to-County Work Travel Flows

After establishing the observed growth in the origins and destinations of work trips, this section focuses on the observed county-to-county work travel patterns (Table 4.4). The category "Others" in Table 4.4 refers to areas outside of the six-county region that attract work trips from or contribute work trips to the six counties.

Cook County is the principal attractor and generator of work trips by far in the metropolitan area, drawing a significant number of work trips from each of the six counties. Cook County draws more work trips from each county than it sends to each county. With the exception of intracounty trips, the largest work trip flow is between Cook and DuPage Counties at approximately 150,000 one-way work trips in each direction.

DuPage County is the second most important work trip generator, accounting for 13 percent of the Region's work trip origins (Figure 4.1). Out of a total of 469,300 work trips generated in DuPage County in 2000, 278,000 remained within DuPage (59 percent), 152,000 went to destinations in Cook County (32 percent), and 16,500 went to Kane County (Table 4.4).

DuPage also is the second most significant county in the Region for work trip destinations, attracting 14 percent of all work trips in the Region (Figure 4.2). From a total of 534,500 trips destined to DuPage in 2000, 278,000 (52 percent) come from within DuPage County, 146,000 (27 percent) from Cook, 34,000 from Kane, and 43,500 from Will County (Table 4.4).

Similar patterns also are valid for Lake County on a smaller scale. Lake County is the third highest county in generating work trips with 8 percent of the Region's work trips. About two-thirds of the total work trips remained within the county (212,450 trips), while about 83,500 trips were destined to Cook County alone.

Table 4.4 County-to-County Work Travel Flow Patterns

Place of Residence		Place of Work							
		Cook	DuPage	Kane	Lake	McHenry	Will	Others	Total
Cook	2000	2,077,798	146,135	18,345	64,253	5,182	24,432	35,016	**2,371,161**
	1990	2,147,598	116,776	16,107	39,641	3,283	15,806	30,413	**2,369,624**
	1980	2,150,111	60,197	8,389	19,760	1,506	9,441	31,446	**2,280,850**
	1970	2,105,178	32,624	9,056	18,624	951	4,299	43,076	**2,213,808**
DuPage	2000	152,433	277,934	16,539	5,377	884	9,197	7,009	**469,373**
	1990	155,655	244,898	10,805	3,655	566	4,092	5,613	**425,284**
	1980	142,824	178,473	6,705	1,270	353	1,835	3,500	**334,960**
	1970	90,663	97,226	3,670	960	76	1,092	3,589	**197,276**
Kane	2000	34,361	34,318	107,807	3,012	5,056	1,840	6,468	**192,862**
	1990	28,017	24,325	94,614	1,548	3,193	1,018	4,767	**157,482**
	1980	19,952	11,649	90,702	832	2,118	437	3,100	**128,790**
	1970	14,956	5,505	76,982	1,532	803	294	3,863	**103,935**
Lake	2000	83,502	6,967	1,383	212,450	5,866	389	6,885	**317,442**
	1990	82,767	5,771	1,423	171,535	3,514	425	4,809	**270,244**
	1980	57,067	1,834	328	145,550	2,346	48	4,300	**211,473**
	1970	37,180	1,040	891	121,183	1,345	72	3,963	**165,674**
McHenry	2000	31,337	4,650	8,877	16,731	68,108	343	3,211	**133,257**
	1990	24,599	2,899	5,196	10,942	47,757	161	2,322	**93,876**
	1980	16,078	1,147	3,007	5,797	40,354	24	1,500	**67,907**
	1970	9,192	469	1,785	3,366	28,076	41	1,676	**44,605**
Will	2000	76,574	43,498	3,432	1,128	158	107,456	9,641	**241,887**
	1990	55,224	26,333	2,361	613	50	78,614	7,050	**170,245**
	1980	40,975	12,177	1,627	78	26	75,175	5,300	**135,358**
	1970	20,273	3,533	1,133	247	7	63,957	3,073	**92,223**
Others	2000	98,113	21,049	18,967	23,216	11,388	17,176	N/A	**189,909**
	1990	78,493	12,248	13,255	17,231	6,635	10,115	N/A	**137,977**
	1980	29,000	2,500	10,100	5,900	3,000	5,500	N/A	**56,000**
	1970	27,329	1,264	8,510	4,961	2,001	4,395	N/A	**48,460**
Total	2000	**2,554,118**	**534,551**	**175,350**	**326,167**	**96,642**	**160,833**	**68,230**	**3,915,891**
	1990	**2,572,353**	**433,250**	**143,761**	**245,165**	**64,998**	**110,231**	**54,974**	**3,624,732**
	1980	**2,456,007**	**267,977**	**120,858**	**179,187**	**49,703**	**92,460**	**49,146**	**3,215,338**
	1970	**2,304,771**	**141,661**	**102,027**	**150,873**	**33,259**	**74,150**	**59,240**	**2,865,981**

Source: *Chicago Area Commuting Patterns: Emerging Trends*, (Sööt, DiJohn, and Christopher, March 2003).

Lake County also is the third highest work trip attractor. There were more than 325,000 trips attracted to Lake County according to 2000 Census. While the majority of these trips remained within Lake County, about 65,000 (20 percent) workers from Cook County and over 16,000 (5 percent) workers from McHenry County traveled to Lake County.

These figures reflect the growing importance of DuPage not only as a trip generator, but also as an employment center and trip attractor, and the potential of Lake County becoming one.

In the light of the figures and patterns described above, the following contribute to the traffic observed in the Corridor:

- The traditional suburb-to-CBD travel from north suburban Cook County and Lake County to the City of Chicago and the CBD;
- The reverse commute flows from the City of Chicago to the northern suburbs; and
- The increase in intersuburban work trips from Cook County to Lake County.

4.2 Work Travel Patterns at the Corridor Level

The next step in the analysis focuses on the Corridor in greater detail using the 33 analysis districts in the Region as shown in Figure 1.3. These analysis districts include the 14 districts of the Corridor, and 19 surrounding districts in the remainder of Cook County and the collar counties.

This section presents summaries of these travel flow patterns at increasingly finer levels of detail to better understand the bigger picture of travel flows within the Corridor, travel into and out of the Corridor, and travel through the Corridor. The travel patterns are derived from the 2000 Census Journey-to-Work data.[4] These highly detailed data are summarized at increasingly finer levels of detail in the following sections to explore key travel patterns. The coarsest level of detail at which we have summarized the data is by district group. Details about each district group are given below:

- Districts 1 to 14 representing the Corridor;
- District 104 corresponding to downtown Chicago;
- District 106 representing the North Side of Chicago;

[4] U.S. Bureau of the Census. 2000 Census Transportation Planning Package Part III – Journey to Work (JTW) data. Available at the Census TAZ level of detail (more than 6,200 zones in the six-county region).

- District 107 corresponding to O'Hare International Airport and its immediate vicinity;
- Districts 108-111 representing northwestern Cook County;
- Districts 103 and 105 representing the remainder of central Cook County;
- Districts 101 and 102 representing the South Side of Chicago and southern Cook County;
- District 200 corresponding to DuPage County;
- Districts 401-404 representing Lake County (except for the area along Lake-Cook Road included in the Corridor); and
- Districts 300, 500, and 600 corresponding to Kane, McHenry, and Will Counties.

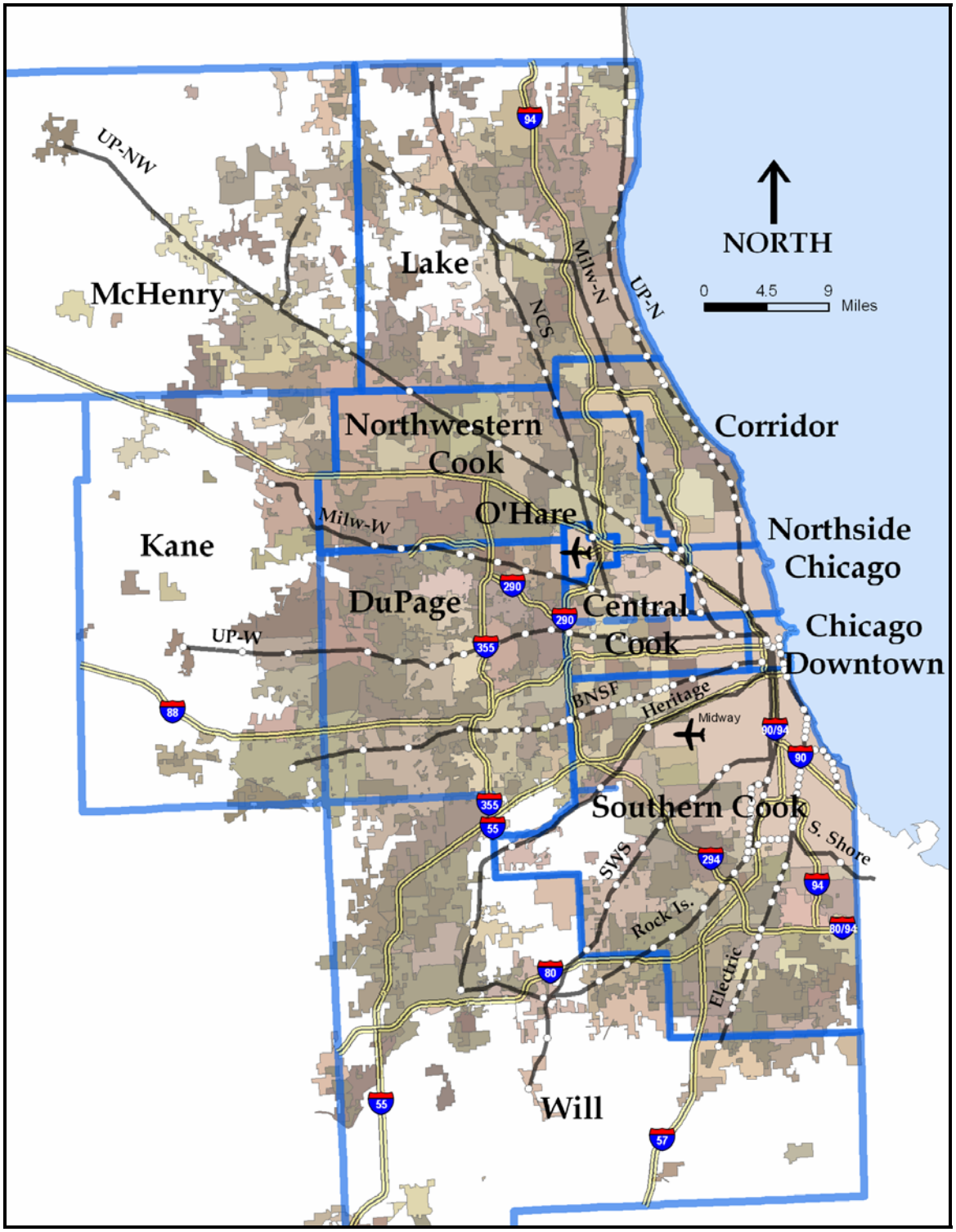
4.2.1 Work Travel between District Groups

Table 4.5 summarizes the work travel flow patterns between groups of analysis districts in the Region. Detailed flows between individual districts are provided in Table 4.6. There are more than 3.6 million work trips that have both origins and destinations within the Region.

An examination of the work travel flows **from** districts in the Corridor suggests the following key patterns (Table 4.5 and Figure 4.5):

- About 40 percent of the nearly 250,000 work trips (246,341 trips) that originate in the Corridor stay within the Corridor (98,268 trips), suggesting that more trips leave the Corridor than travel to relatively nearby destinations within the Corridor.
- Nearly 46 percent of all work trips that originate in the Corridor are headed to Northwestern and Western Cook County and downtown Chicago, implying that trips to the City and Cook County are among the key travel markets:
  - 55,676 work trips to Downtown Chicago (23 percent);
  - 19,845 work trips to the North Side of Chicago (8 percent);
  - 25,163 work trips to Northwestern Cook County (10 percent); and
  - 12,756 work trips to Central Cook County (5 percent).
- The flow to the north of the Corridor to Lake County (except the Lake-Cook Road area in District 14) is 13,281 work trips, just above 5 percent of the total, and the flow to DuPage County is even lower.

Figure 4.4 Groups of Districts in the Region



An examination of work travel flows **to** districts in the Corridor suggests the following key patterns (Table 4.5 and Figure 4.6):

- Areas within Cook County generate the highest number of work trips headed to the Corridor with approximately 120,000 trips (46 percent). The origins of those trips are as follows:
  - 28,012 work trips from the North Side of Chicago (24 percent);
  - 22,182 work trips from the remainder of Central Cook County (18 percent);
  - 43,350 from Northwestern Cook County (36 percent); and
  - 22,941 from Southern Cook County (19 percent).
- A smaller but significant flow of 27,000 work trips (10 percent) originated from north of the Corridor but had destinations within the Corridor.
- The 13,815 work trips that originate from north of the Corridor in Lake County and are destined to downtown Chicago are likely to utilize the transportation infrastructure in the Corridor. The magnitude of this through travel is about one-quarter of the size of the flow starting from the Corridor and traveling to downtown Chicago (55,676 work trips).
- There are relatively few reverse commute trips from downtown Chicago to the Corridor (3,332 work trips).

The travel patterns between the Corridor and various parts of the rest of Cook County were examined next in greater detail. The key findings about travel from Cook County to the Corridor include:

- Of the almost 120,000 work trips that have origins in the remainder of Cook County and destinations within the Corridor, 28,012 work trips (23 percent) have origins in District 106 (generally the Chicago North Side), 17,110 work trips (14 percent) have origins in District 110 (generally the central portion of northwestern Cook County spanning Arlington Heights, Palatine, Mount Prospect, Rolling Meadows, Elk Grove Village, and portions of Schaumburg).
- District 102 (generally the Chicago South Side and western Cook County suburbs between Cermak Road and 95th Street) has 14,607 work trips (12 percent) destined to the Corridor.
- There were similar shares of trip origins for work trips destined to the Corridor from District 108 (generally the near northwest suburbs north of the Kennedy Expressway) and District 105 (generally the Chicago Northwest Side and northwest suburbs south of the Kennedy Expressway), about 12 percent and 11 percent, respectively.

Table 4.5 Work Travel Flow Patterns between Groups of Districts

	To Workplace District												
From Residence District	**Corridor (1-14)**	**CBD (104)**	**North Side Chicago (106)**	**O'Hare International (107)**	**Northwestern Cook (108-111)**	**Rest of Central Cook (103, 105)**	**Southern Cook (101-102)**	**DuPage County (200)**	**Kane County (300)**	**Lake County (401-404)**	**McHenry County (500)**	**Will County (600)**	**Total**
Corridor (1-14)	98,268	55,676	19,845	2,733	25,163	12,756	12,166	5,163	745	13,281	234	312	246,341
CBD (104)	3,332	53,328	4,570	1,083	4,312	7,085	7,762	2,632	370	1,092	89	232	85,888
Northside Chicago (106)	28,012	123,176	70,804	6,527	25,015	28,240	21,296	11,437	1,416	6,138	365	712	323,138
O'Hare International (107)	80	181	100	755	739	339	75	143	7	43	12	17	2,492
Northwestern Cook (108-111)	43,350	35,052	11,795	9,622	199,336	22,052	14,723	38,636	10,608	25,957	3,228	1,425	415,786
Rest of Central Cook (103, 105)	22,182	73,472	27,995	10,509	41,143	120,085	41,051	35,766	2,059	5,310	616	1,504	381,691
Southern Cook (101-102)	22,941	186,501	25,635	9,028	42,907	74,657	454,073	52,892	3,171	4,848	643	20,270	897,568
DuPage County (200)	8,011	41,031	4,463	5,379	43,917	26,518	24,251	277,774	16,539	4,237	884	9,196	462,202
Kane County (300)	1,595	5,262	919	1,352	19,610	3,007	2,824	34,318	107,725	2,803	5,056	1,840	186,310
Lake County (401-404)	27,000	13,815	2,744	1,995	29,079	4,560	3,569	6,427	1,351	194,306	5,861	349	291,055
McHenry County (500)	2,708	4,572	1,087	1,219	19,073	1,823	1,586	4,650	8,877	15,999	68,045	343	129,982
Will County (600)	1,941	15,497	1,702	1,431	6,524	6,680	42,948	43,497	3,432	976	158	107,346	232,133
Total	259,420	607,562	171,659	51,633	456,819	307,804	626,325	513,334	156,300	274,989	85,191	143,547	3,654,584

Source: U.S. Census.

Figure 4.5 Overview of Travel Flows Within and From the Corridor

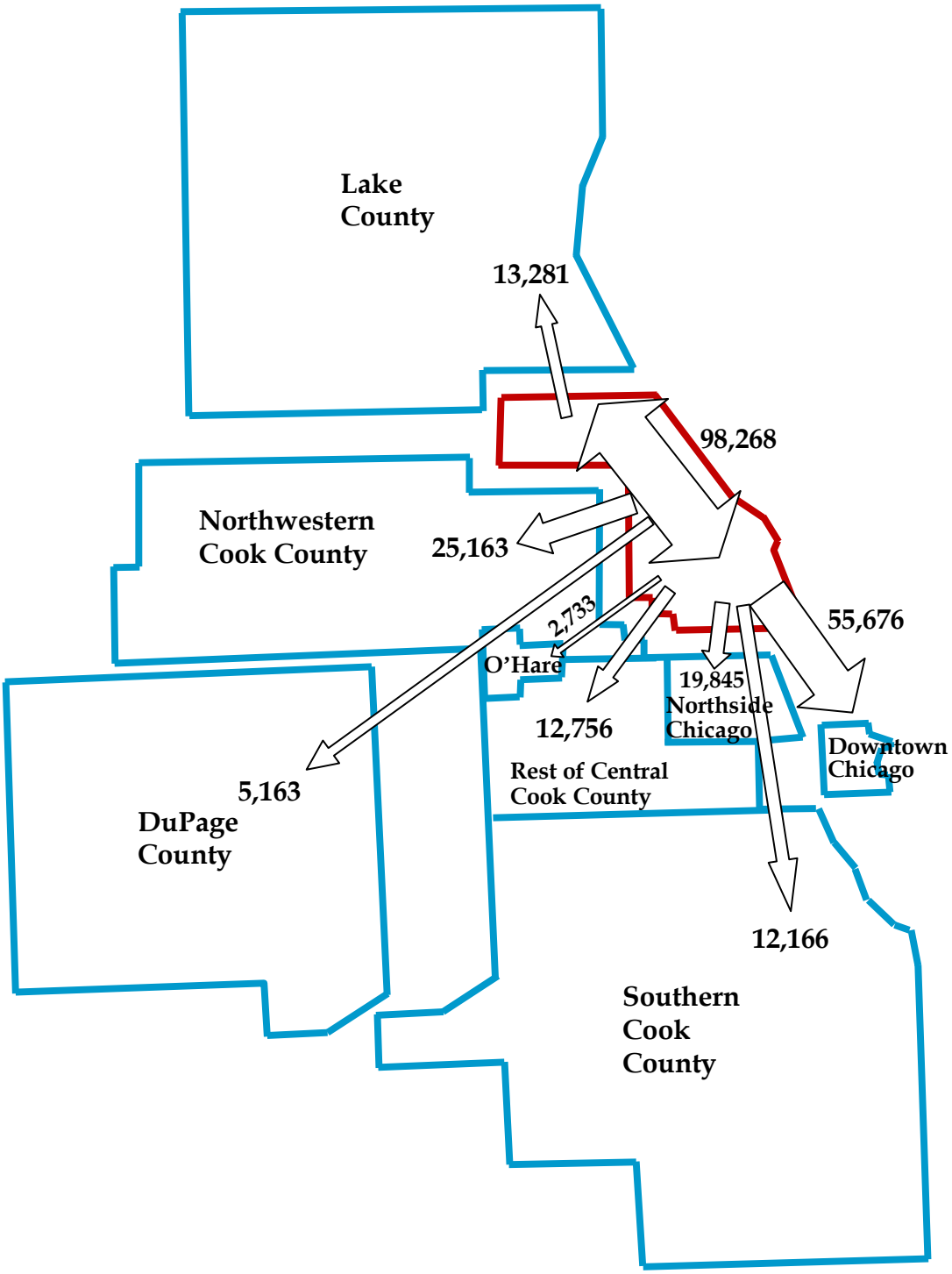
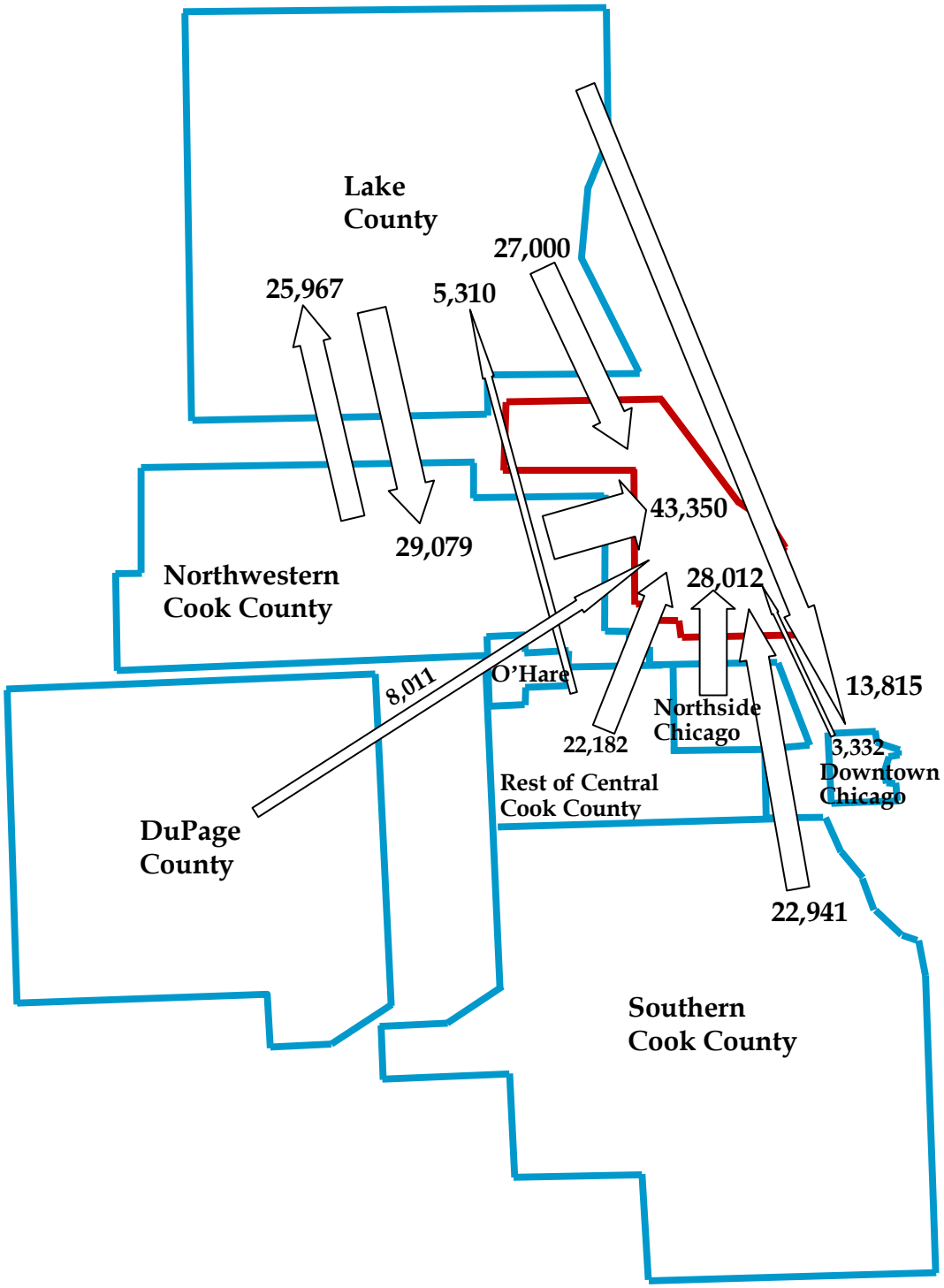


Figure 4.6 Overview of External and "Through" Travel Flows



The key findings about travel from the Corridor to Cook County include:

- The Corridor generates 55,676 work trips to Downtown Chicago and 72,663 work trips to the remainder of Cook County.

- Of these 72,663 work trips that originate in the Corridor and are destined to the remainder of Cook County, 19,845 (27 percent) are destined to District 106 (generally the Chicago North Side).

- Other popular destinations are Districts 110 (generally the central portion of northwestern Cook County) with 9,355 trips (13 percent); District 102 (generally the Chicago South Side) with 8,468 trips (12 percent); District 108 (generally the near northwest suburbs north of the Kennedy Expressway) with 8,381 (12 percent); and District 103 (generally the Chicago West Side and near western suburbs) with 7,868 (11 percent) trips.

4.2.2 Work Travel at District Level

In this section, we focus more closely on each of the 14 districts in the Corridor. The analysis of travel to/from each of the districts focuses on:

- The magnitude of work travel generated in and attracted to each district;

- The origins of work travel to each district as reflected in the district-to-district travel flows; and

- Significance of district-to-district flows relative to the Yellow Line and other CTA rail lines in the Corridor.

Table 4.6 District-to-District Work Travel Flows within the Region

Residence Districts		Workplace Districts: CORRIDOR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	Southern Cook 101	102	Central Cook 103	CBD 104	105	106	O'Hare 107	Northwestern Cook 108	109	110	111	DuPage County 200	Kane County 300	Lake County 401	402	403	404	McHenry County 500	Will County 600	TOTAL
CORRIDOR	1	9,301	1,583	319	1,866	1,032	1,531	2,578	414	727	452	187	128	151	1,291	1,186	3,432	2,942	21,270	1,596	9,206	953	1,777	334	2,047	745	1,204	273	323	529	328	555	44	93	70,397
	2	628	1,302	122	149	283	400	130	90	248	53	7	14	29	176	218	609	446	2,503	504	1,549	186	481	81	434	138	236	66	58	62	93	83	6	37	11,420
	3	93	165	479	62	92	283	89	39	96	74	36	19	16	127	136	295	359	1,482	367	753	120	399	66	181	123	161	5	16	39	15	58	-	-	6,245
	4	1,171	452	65	4,154	636	816	3,891	572	654	610	165	214	137	1,233	501	1,090	1,181	7,316	395	2,441	337	844	145	962	769	525	47	275	228	223	484	53	15	32,602
	5	427	371	56	407	1,138	810	539	233	527	239	26	78	84	430	211	380	406	1,343	343	1,008	137	622	56	509	249	279	6	96	75	79	76	-	23	11,263
	6	312	339	201	243	346	2,081	362	249	609	108	86	106	67	581	217	453	540	1,441	367	1,022	217	740	32	803	350	353	86	82	174	29	203	30	32	12,861
	7	231	40	17	477	169	257	6,197	147	271	431	32	211	99	570	186	246	261	2,804	150	466	92	443	54	427	252	190	36	206	102	82	218	7	11	15,381
	8	206	175	63	277	252	350	785	1,122	410	241	89	83	18	408	169	327	256	2,065	184	496	91	276	49	339	205	243	12	152	102	64	149	25	4	9,686
	9	161	201	62	143	323	693	274	274	1,070	187	119	46	101	571	127	245	238	1,168	159	546	82	607	113	472	349	226	10	106	108	55	130	20	-	8,985
	10	170	169	43	210	173	273	1,246	192	350	2,917	208	552	167	751	205	467	353	4,785	181	966	113	420	91	520	458	264	26	188	144	118	323	9	-	17,051
	11	45	31	13	34	29	93	87	29	85	148	773	95	76	246	58	69	112	916	71	120	41	196	39	141	374	99	5	59	26	57	131	-	20	4,319
	12	27	29	13	11	31	56	335	23	51	129	76	1,091	84	501	44	96	68	2,113	58	158	31	165	28	128	132	216	26	96	100	37	108	-	4	6,065
	13	10	9	5	-	17	45	75	-	49	82	82	176	283	241	50	74	66	434	14	77	8	102	8	165	124	86	26	73	38	73	42	-	-	2,534
	14	188	296	99	253	230	366	533	335	478	480	230	428	395	10,682	390	685	640	6,037	499	1,038	325	1,310	144	2,228	1,918	1,081	122	2,411	1,310	720	1,570	40	73	37,533
Southern Cook	101	962	544	192	586	394	1,061	1,002	235	410	447	170	180	215	1,936	166,673	70,024	16,935	70,543	4,790	8,439	3,422	4,118	2,255	8,853	1,637	20,571	1,288	284	546	287	553	271	15,353	405,177
	102	2,429	1,018	436	1,007	707	2,216	1,471	311	813	620	297	206	244	2,834	36,481	180,896	41,977	115,957	10,956	17,196	5,606	6,392	3,392	13,585	2,675	32,321	1,883	587	795	873	923	373	4,917	492,391
Central Cook	103	1,257	904	219	618	491	1,426	888	105	453	354	206	194	124	1,516	5,860	22,430	58,141	46,902	12,353	12,114	4,283	4,534	1,808	9,464	1,414	22,477	1,047	298	659	404	448	320	1,005	214,716
CBD	104	453	163	31	304	89	428	547	128	284	89	101	55	11	649	2,074	5,688	5,746	53,328	1,339	4,570	1,083	1,222	393	2,121	577	2,632	370	281	458	147	206	89	232	85,888
Central Cook	105	1,361	1,367	514	533	1,083	3,052	583	368	998	605	305	205	146	2,307	4,024	8,738	13,675	26,570	35,916	15,881	6,226	9,435	1,476	10,419	2,592	13,289	1,012	473	1,274	874	880	296	499	166,976
	106	4,762	2,884	602	1,778	2,180	3,827	3,221	607	1,537	969	357	558	378	4,352	5,860	15,436	16,375	123,176	11,865	70,804	6,527	8,229	1,931	11,909	2,947	11,437	1,416	1,523	1,855	1,055	1,705	365	712	323,138
O'Hare	107	-	-	19	-	-	20	8	-	23	-	-	-	-	10	12	63	87	181	252	100	755	435	32	234	38	143	7	-	32	11	-	12	17	2,492
Northwestern Cook	108	900	817	366	563	842	3,500	936	547	1,338	563	583	259	231	2,603	1,527	2,972	3,167	11,210	4,740	4,984	2,627	20,777	863	8,288	3,308	4,136	413	505	1,187	628	946	210	346	86,880
	109	163	138	36	133	226	513	222	149	265	113	104	70	87	1,440	1,212	1,808	1,817	6,245	2,234	1,618	2,104	3,167	20,936	25,499	1,695	14,529	7,499	412	2,215	863	577	1,477	519	100,086
	110	528	495	168	270	654	2,190	886	400	864	581	516	424	405	8,730	2,559	3,423	3,250	14,006	4,743	3,693	4,306	11,205	6,703	76,918	7,378	18,468	2,545	2,229	7,574	3,458	2,211	1,466	498	193,743
	111	359	295	51	204	172	876	563	169	528	522	758	333	270	3,433	461	761	985	3,592	1,117	1,500	585	2,742	375	3,687	5,796	1,502	151	730	995	528	900	75	62	35,076
DuPage County	200	483	440	80	238	316	1,706	529	230	553	214	210	104	267	2,641	6,680	17,572	16,985	41,031	9,533	4,463	5,379	6,246	7,837	27,337	2,498	277,774	16,539	612	1,700	1,037	888	884	9,196	462,202
Kane County	300	97	109	12	35	40	313	83	73	94	39	60	15	56	569	1,001	1,823	1,804	5,262	1,203	919	1,352	1,394	7,606	9,830	780	34,318	107,725	227	1,494	630	452	5,056	1,840	186,310
Lake County	401	53	77	40	11	59	145	175	71	162	147	13	99	160	2,641	112	260	233	2,559	251	427	118	342	110	563	375	311	26	4,504	849	771	2,057	22	-	17,743
	402	100	113	22	94	205	492	204	141	405	167	177	102	191	4,310	521	557	591	4,191	717	836	679	1,717	1,553	7,870	2,077	2,604	579	2,480	13,307	4,626	2,484	1,011	73	55,195
	403	143	238	71	163	297	1,015	458	222	364	341	214	157	296	6,950	510	838	872	4,740	963	964	957	1,651	1,153	5,425	3,012	2,616	596	6,060	12,111	47,112	19,747	4,039	156	124,450
	404	61	85	32	76	111	219	300	111	104	219	108	166	133	3,770	324	447	445	2,325	488	517	241	667	176	1,283	1,106	896	150	5,037	4,751	13,586	54,824	789	120	93,667
McHenry County	500	48	92	24	48	62	325	102	49	125	39	29	43	53	1,669	754	832	819	4,572	1,004	1,087	1,219	1,815	4,565	11,234	1,459	4,650	8,877	1,380	6,182	6,126	2,311	68,045	343	129,982
Will County	600	128	148	18	102	73	361	151	47	177	70	42	47	67	510	28,721	14,227	4,870	15,497	1,810	1,702	1,431	1,403	1,073	3,591	457	43,497	3,432	151	419	204	202	158	107,346	232,133
TOTAL		27,257	15,089	4,489	15,049	12,752	31,739	29,451	7,682	15,122	12,250	6,366	6,458	5,040	70,676	269,063	357,262	196,642	607,562	111,162	171,659	51,633	95,871	65,476	247,465	48,007	513,334	156,300	31,915	61,439	85,192	96,444	85,191	143,547	3,654,584

Source: Census Bureau and Cambridge Systematics.

4.2.2.1 Districts as Major Work Trip Generators and Attractors

The total trips generated in each district and attracted to each district are summarized in Table 4.7. The first column shows how many work trips were generated in each district with destinations elsewhere within the six-county region. The second and third columns show how many of these trips were attracted to destinations anywhere within the Corridor.

Districts 1, 4, and 14 emerge as the key generators of work trips in the Corridor. However, the area covered by District 14 is nearly 10 times the area of a typical district in the Corridor. Therefore, in terms of relative density of trips, District 14 may not be considered as a main generator/attractor of trips when compared with other districts and is considered separately. Districts with more than 12,000 trips include:

- District 1 (generally the northeastern part of Chicago) is the biggest generator of work trips in the Corridor. This district generates more than 70,000 work trips, of which 31 percent have a destination within the Corridor.

- District 4 (generally Southern Evanston) is the second highest generator of work trips in the Corridor with a total of more than 32,000 daily work trips. At 46 percent, a higher percentage of these work trips stay within the Corridor.

- District 10 (generally Wilmette) is the third top trip generator with more than 17,000 daily work trips generated. About 43 percent of these work trips stay within the Corridor.

- District 7 (generally northern Evanston) generates more than 15,000 trips of which 59 percent stay within the Corridor, the highest share in the Corridor. Northwestern University is considered to have a substantial role in this strong pattern of local travel.

- District 6 (generally southwestern Skokie and southern Morton Grove) generates more than 12,000 daily work trips. About 44 percent of the trips generated by this district stay within the Corridor.

The last three columns of Table 4.7 show how many work trips are attracted to each district. The first among these columns shows trips attracted from the entire six-county region while the last two columns show how many of these trips are attracted from districts within the Corridor.

The distribution of trips attracted to each district focuses more heavily on six different districts. These six districts account for nearly 71 percent of all trips attracted to the Corridor. District 14 attractions were excluded in the calculation of this statistic (due its larger size relative to other districts in the Corridor) and discussed separately.

Table 4.7 Work Travel Generated in and Attracted to Corridor Districts

	District as an Origin with Destinations in the			District as a Destination with Origins in the		
District	Region	Corridor	Percent Within the Corridor	Region	Corridor	Percent Within the Corridor
1	70,397	21,560	31%	27,257	12,970	48%
2	11,420	3,631	32%	15,089	5,162	34%
3	6,245	1,670	27%	4,489	1,556	35%
4	32,602	14,771	45%	15,049	8,286	55%
5	11,263	5,365	48%	12,752	4,751	37%
6	12,861	5,690	44%	31,739	8,055	25%
7	15,381	9,149	59%	29,451	17,122	58%
8	9,686	4,478	46%	7,682	3,719	48%
9	8,985	4,225	47%	15,122	5,625	37%
10	17,051	7,421	44%	12,250	6,151	50%
11	4,319	1,784	41%	6,366	2,116	33%
12	6,065	2,457	41%	6,458	3,241	50%
13	2,534	1,074	42%	5,040	1,707	34%
14	37,533	14,993	40%	70,676	17,807	25%
Total	246,341	98,268	40%	259,420	98,268	38%

Source: U.S. Census, 2000.

- District 6 (generally southwestern Skokie and southern Morton Grove) is the top attractor of work trips in the Corridor, with nearly 32,000 work trips. Out of these trips, about 25 percent had origins within the Corridor.

- The second top attractor is District 7, which includes downtown Evanston and the vicinity of Northwestern University. This district attracted nearly 30,000 work trips. However, the district had a relatively high share of trips attracted from areas within the Corridor (58 percent). This also confirms the impact of Northwestern University on local travel patterns as noted above.

- The third top attractor is District 1 (generally the northeastern portion of Chicago) which attracted more than 27,000 work trips, while 48 percent had origins within the Corridor.

- The fourth top work trip attractor is District 9 (generally northern Morton Grove and northwestern Skokie). The district attracted more than 15,000 trips, with 37 percent from origins within the Corridor.

- The fifth top work trip attractor is District 2 (generally Lincolnwood). District 2 also attracted about 15,000 work trips, of which 34 percent were made by workers residing in the Corridor.

- The sixth top attractor is District 4 (generally southern Evanston). The district attracted just over 15,000 trips, with 58 percent from origins in the Corridor and more than 4,000 trips that had origins in District 4 itself.

District 14 makes up the northern end of the Corridor and encompasses an area of nearly 35 square miles. The district generates more than 37,000 work trips, of which 40 percent travel to locations within the Corridor. This district attracts more than 70,000 work trips, of which 24 percent travel from origins within the Corridor. An analysis of Table 4.6 indicates that the majority of the trips generated in the district travels within District 14, to District 104 (downtown Chicago), to District 110 (generally the central portion of northwestern Cook County) and to District 111 (generally the eastern portion of northwestern Cook County).

District 14 draws workers heavily from District 110 (generally the central portion of northwestern Cook County), District 14 itself, Districts 403, 402, and 404 (Lake County), District 106 (generally the Chicago North Side), and District 102 (generally the Chicago South Side). District 14, which includes a concentration of corporate offices in the Lake-Cook Road area, is thus a net importer of work trips from elsewhere in the Region (only 15 percent of the workers traveling to District 14 reside within the district).

4.2.2.2 District-to-District Travel Patterns

The next layer of the analysis was a closer examination of the district-to-district work travel patterns within the Corridor. Table 4.6 shows the district-to-district work travel flows as reflected in the 2000 U.S. Census. The following observations summarize some of the key findings for trips generated and attracted within the Corridor:

- Intradistrict work travel flows are quite strong for some of the districts in the Corridor. However, workers working from home also were included in the tabulations. The proportion of intradistrict work flows are highest in District 1 (generally the northeastern portion of Chicago), District 7 (generally northern Evanston), and District 4 (generally southern Evanston).

- The proportion of trips destined to downtown Chicago is the largest of all destinations for all Corridor districts, except for District 6 (generally southwestern Skokie and southern Morton Grove), District 7 (generally northern Evanston), and District 14 (the Lake-Cook Road area).

  - The traditional commute to downtown Chicago represents about 30 percent of all trips from District 12 (generally Winnetka), District 1 (generally the northeastern portion of Chicago), and District 10 (generally Wilmette).

  - The traditional commute represents approximately 15 to 20 percent of all trips from District 3 (generally the north-northwestern portion of the City of Chicago);

District 4 (generally southern Evanston); District 2 (generally Lincolnwood); District 8 (generally northeastern Skokie); District 11 (generally eastern Glenview); District 7 (generally northern Evanston); District 13 (generally Northfield); and District 14 (the Lake-Cook Road area).

  - The traditional commute represents approximately 10 to 15 percent of all trips from District 9 (generally northern Morton Grove and northwestern Skokie), District 5 (generally Southeastern Skokie), and District 6 (generally southwestern Skokie and southern Morton Grove).

- When the movements within the Corridor are considered:

  - Higher levels of activity are observed for District 1 (generally the northeastern portion of Chicago) and District 4 (generally southern Evanston) as trip generators, and District 6 (generally southwestern Skokie and southern Morton Grove); District 7 (generally northern Evanston); District 9 (generally northern Morton Grove and northwestern Skokie); and District 10 (generally Wilmette) as trip attractors; and

  - District 1 (generally the northeastern portion of Chicago) exports the largest number of workers (over 12,000) to other Corridor districts, mainly to District 7 (generally northern Evanston); District 4 (generally southern Evanston); District 2 (generally Lincolnwood); District 6 (generally southwestern Skokie and southern Morton Grove); District 14 (the Lake-Cook Road area); and District 5 (generally southeastern Skokie).

  - District 4 (generally southern Evanston) also exports over 10,000 workers to other districts in the Corridor, mainly to District 7 (generally northern Evanston); District 14 (Lake-Cook Road area); and District 1 (generally the northeastern portion of Chicago).

  - District 7 (generally northern Evanston, including downtown Evanston and Northwestern University) is the only net importer of workers, with nearly 8,000 more work trip destinations than origins. These trips come mainly from District 4 (generally southern Evanston), District 1 (generally the northeastern portion of Chicago), and District 10 (generally Wilmette).

  - District 14 also attracts more than 1,000 workers from District 1 (generally the northeastern portion of Chicago) and District 4 (generally southern Evanston).

- An examination of trip interchanges among districts highlights medium to low levels of work travel flows. Only two district pairs (District 1 to District 7 and District 4 to District 7) exchange more than 2,000 daily work trips. Both of these district pairs involve District 7, underscoring its importance as a net importer of workers. Ten district pairs exchanged 1,000 trips or more. These statistics improve to six and 16 when intradistrict flows are included.

Table 4.8 features the district pairs in the Corridor that have 1,000 or more work trips.

Table 4.8 Corridor District Pairs with More Than 1,000 Work Trips

District of Origin	District of Destination	General Location Description	Work Trips
14	14	Lake-Cook Road Area Internal	10,682
1	1	Northeastern Chicago Internal	9,301
7	7	Northern Evanston Internal	6,197
4	4	Southern Evanston Internal	4,154
4	7	Southern Evanston to Northern Evanston	3,891
10	10	Wilmette Internal	2,917
1	7	Northeastern Chicago to Northern Evanston	2,578
6	6	Southwestern Skokie Internal	2,081
1	4	Northeastern Chicago to Southern Evanston	1,866
1	2	Northeastern Chicago to Lincolnwood	1,583
1	6	Northeastern Chicago to Southwestern Skokie	1,531
2	2	Lincolnwood Internal	1,302
1	14	Northeastern Chicago to Lake-Cook Road Area	1,291
10	7	Wilmette to Northern Evanston	1,246
4	14	Southern Evanston to Lake-Cook Road Area	1,233
4	1	Southern Evanston to Northeastern Chicago	1,171
5	5	Southeastern Skokie Internal	1,138
8	8	Northeastern Skokie Internal	1,122
12	12	Winnetka Internal	1,091
9	9	Northern Morton Grove and Northwestern Skokie Internal	1,070
1	5	Southern Chicago to Southeastern Skokie	1,032

4.3 Nonwork Travel Patterns

Nonwork travel includes trips made for purposes of shopping, personal business, and recreation. These trips may have their origins as residences or other places, such as workplace (e.g., shopping centers). Traditionally, home-based and nonhome-based nonwork travel are estimated and analyzed separately. For practical purposes, we report the sum of these classes of nonwork trips in the discussion below.

Nonwork travel in the Region is studied using outputs from the CMAP regional travel demand model. Model outputs are obtained at the CMAP TAZ level of detail (dividing the Region into approximately 1,600 zones) and are aggregated to either the county or the district level of detail for analysis. Nonwork travel is studied only for the year 2000, as historical patterns cannot be obtained from the model. It also should be noted that the number of trips reported in the model reflects total daily person trips, while JTW trips are one-way trips that originate from place of residence to place of employment.

4.3.1 County-to-County Nonwork Travel

The number of daily nonwork trips in the six-county region exceeds 15 million, including all home-based trips that are not work-bound and nonhome-based trips. Table 4.9 illustrate the magnitude of nonwork travel among district groups. As expected, Cook County is the biggest generator and attractor of all nonwork travel. DuPage County is the next highest generator and attractor of nonwork travel and is the only county in the Region that attracts slightly more nonwork travel than it generates. This shows the attractiveness of DuPage County as a major destination for nonwork travel, in addition to being a major attractor of work-related travel as discussed in Section 4.1.

Intracounty as well as intradistrict group travel is the most dominant pattern observed in the nonwork travel analysis, reflecting residents' desire to travel relatively short distances to fulfill their nonwork needs. The largest intercounty interchange for nonwork trips occurs between Cook and DuPage Counties, where DuPage County attracts more than 370,000 trips and Cook County attracts more than 210,000 trips. The Corridor generates almost the same amount of nonwork trips as all of Lake County. Similar to DuPage County, the Corridor attracts more trips than it generates. More than 70 percent of the trips generated in the Corridor stay within the Corridor. About 24 percent (more than 250,000) of the generated trips are destined to the remainder of Cook County. About 5 percent (nearly 50,000) of the trips from the Corridor were made to Lake County. The Corridor attracted 24 percent of its total attracted trips from the remainder of Cook County and 8 percent from Lake County.

Table 4.9 Nonwork Travel Among District Groups

	DESTINATIONS												
ORIGINS	**Corridor (1 - 14)**	**CBD (104)**	**Northside Chicago (106)**	**O'Hare International (107)**	**Northwestern Cook (108-111)**	**Rest of Central Cook (103, 105)**	**Southern Cook (101-102)**	**DuPage County (200)**	**Kane County (300)**	**Lake County (401-404)**	**McHenry County (500)**	**Will County (600)**	**Total**
Corridor (1-14)	768,888	5,075	89,248	1,246	145,718	15,207	217	111	6	52,303	17	0	1,078,036
CBD (104)	2,865	465,759	63,749	8	191	49,517	60,543	37	0	1	0	0	642,670
Northside Chicago (106)	95,114	123,420	516,665	190	8,810	107,602	6,824	11	0	4	0	0	858,640
O'Hare International (107)	1,352	7	271	48,494	20,896	17,900	54	1,706	1	5	0	0	90,686
Northwestern Cook (108-111)	152,110	66	3,512	45,583	1,414,333	31,573	60	131,568	50,307	43,341	5,519	0	1,877,972
Rest of Central Cook (103, 105)	21,050	44,689	126,930	42,804	54,816	1,064,181	107,160	100,248	0	2	0	12	1,561,892
Southern Cook (101-102)	128	124,540	21,640	18	30	173,983	2,853,509	138,335	0	0	0	119,401	3,431,584
DuPage County (200)	79	23	13	1,806	102,827	60,867	46,912	1,855,764	65,724	18	6	46,818	2,180,857
Kane County (300)	9	0	0	0	91,535	9	13	85,522	699,200	802	26,179	7,371	910,640
Lake County (401-404)	91,632	0	9	41	79,916	44	0	101	1,190	1,054,917	54,386	0	1,282,236
McHenry County (500)	35	0	0	0	11,738	0	0	35	57,850	38,842	435,013	0	543,513
Will County (600)	0	0	0	0	0	19	101,050	69,348	704	0	0	377,448	548,569
Total	1,133,262	763,579	822,037	140,190	1,930,810	1,520,902	3,176,342	2,382,786	874,982	1,190,235	521,120	551,050	15,007,295

Source: CMAP regional travel demand model.

4.3.2 District-to-District Nonwork Travel

Nonwork travel was further analyzed at the district level to better understand travel patterns in the Region. Table 4.10 features the nonwork travel at the district level of detail. Reflecting an apparent preference for relatively short nonwork trips, an analysis of Table 4.10 indicates that the majority of nonwork travel occurs within the districts and the next largest amount of trips take place between districts that are adjacent to each other. Further analysis of nonwork travel is focused on the corridor districts and organized in two different levels:

1. The magnitude of nonwork travel that was generated in and attracted to each district; and

2. The origins of nonwork travel to each of the 14 corridor districts as reflected in the district-to-district travel flows.

4.2.2.3 Districts as Nonwork Travel Generators and Attractors

The total trips generated in each district and attracted to each district are summarized in Table 4.11. The first column shows how many nonwork trips were generated in each district with destinations in the Region. The second and third columns show how many of these trips were attracted to destinations anywhere within the Corridor.

Districts 1, 2, 4, 6, 7, 10, and 14 in the Corridor appear as the key generators of nonwork trips. Because of the large area covered by District 14, it may not be considered as a main generator/attractor of trips when compared with other districts and is treated separately. Districts with more than 50,000 trips include:

- District 1 (generally the northeastern part of Chicago) is the biggest generator of nonwork trips in the Corridor. This district generates more than 200,000 trips, of which 65 percent have a destination within the Corridor.

- District 4 (generally southern Evanston) is the second highest generator of nonwork trips in the Corridor with more than 97,000 trips. A high percentage (90 percent) of these nonwork trips stay within the Corridor.

- District 6 (generally southwestern Skokie and southern Morton Grove) generates more than 79,000 nonwork trips, with more than 60 percent to destinations within the Corridor.

- District 7 (generally northern Evanston) is fourth top trip generator of nonwork trips. This district also generated more than 79,000 trips. About 94 percent stayed within the Corridor, which is a relatively high intracorridor travel share.

- District 10 (generally Wilmette) generated more than 72,000 nonwork trips. About 86 percent stayed within the Corridor.

- District 2 (generally Lincolnwood) generated more than 54,000 nonwork trips. About 71 percent stayed within the Corridor.

Table 4.10 District-to-District Nonwork Travel Flows within the Region

		Destination Districts																																
		CORRIDOR														Southern Cook		Central Cook				O'Hare	Northwestern Cook				DuPage County	Kane County	Lake County				McHenry County	Will County	TOTAL
																			CBD															
Origin Districts		1	2	3	4	5	6	7	8	9	10	11	12	13	14	101	102	103	104	105	106	107	108	109	110	111	200	300	401	402	403	404	500	600	
CORRIDOR	1	57,445	11,458	1,779	30,915	6,891	5,194	9,285	2,502	1,217	2,651	52	186	27	118	1	172	445	4,736	1,684	61,537	33	1,731	-	11	76	3	-	3	-	-	-	-	-	200,152
	2	6,600	6,455	3,181	3,207	5,198	7,303	1,446	2,027	1,813	1,054	71	131	38	168	-	17	231	129	2,901	8,840	59	3,614	-	24	129	2	-	9	-	-	-	-	-	54,647
	3	696	1,197	1,771	431	945	6,067	186	307	1,667	271	272	45	44	145	-	3	80	19	1,858	1,457	107	7,212	-	25	381	4	-	3	-	-	1	-	-	25,194
	4	15,173	2,611	587	20,435	5,574	4,001	23,830	3,742	2,275	7,100	189	889	101	496	-	15	112	112	449	7,521	13	1,742	-	20	161	-	-	26	-	-	1	-	-	97,175
	5	1,728	2,074	1,186	3,064	4,322	8,421	2,857	3,385	4,500	3,383	480	627	234	744	-	1	52	19	790	1,653	26	4,224	-	35	402	2	-	30	1	-	-	-	-	44,240
	6	1,942	2,219	2,290	2,197	3,137	14,494	2,041	2,119	9,192	3,197	2,245	960	674	1,975	-	5	149	36	3,757	2,802	468	19,478	1	502	3,465	27	-	59	6	-	1	-	-	79,438
	7	4,904	1,310	239	8,114	2,370	1,968	31,097	4,461	3,014	12,148	528	2,404	315	1,263	-	1	14	5	220	2,591	5	1,415	-	26	582	2	-	67	2	-	7	-	-	79,072
	8	678	631	217	1,524	1,997	3,169	4,459	3,157	4,600	6,914	1,057	1,754	616	1,749	-	1	14	5	268	608	15	2,707	-	50	1,059	-	-	73	2	-	4	-	-	37,328
	9	600	748	596	943	1,217	6,107	1,743	1,586	7,861	3,378	2,881	1,210	1,014	2,912	-	1	31	7	825	750	90	9,147	1	347	4,044	10	-	142	13	2	4	-	-	48,210
	10	1,344	693	200	2,362	1,428	2,516	7,050	3,205	4,371	14,962	4,681	9,156	2,753	7,709	-	-	13	4	278	1,005	11	3,067	-	139	4,903	-	-	417	16	1	19	-	-	72,303
	11	89	126	136	163	166	1,013	317	261	1,701	1,279	3,466	789	1,577	5,460	-	-	1	1	258	94	28	3,089	1	387	6,026	1	-	255	30	2	15	-	-	26,731
	12	228	145	62	349	222	443	1,024	527	707	3,284	956	4,819	1,959	10,161	-	-	4	1	106	190	3	588	-	84	2,100	-	-	564	35	4	54	-	-	28,619
	13	53	72	65	102	102	381	237	145	495	619	893	834	1,295	7,255	-	-	2	-	106	69	16	880	-	264	3,282	2	-	605	73	10	77	-	-	17,934
	14	156	214	211	370	406	1,640	896	685	2,164	2,771	2,714	4,044	4,101	137,510	-	-	3	1	556	131	372	8,008	180	23,412	26,697	58	6	29,091	13,495	2,403	4,681	17	-	266,993
Southern Cook	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,259,236	152,934	287	287	5	23	-	-	-	-	-	26,962	-	-	-	-	-	-	118,190	1,557,924
	102	105	5	3	9	1	4	-	-	1	-	-	-	-	-	173,456	1,267,883	167,370	124,253	6,321	21,617	18	19	-	11	-	111,373	-	-	-	-	-	-	1,211	1,873,660
Central Cook	103	518	193	65	72	27	95	6	2	13	6	-	2	-	6	324	100,962	410,080	44,083	163,880	84,225	776	615	6	235	5	55,069	-	-	-	-	-	-	12	861,277
CBD	104	2,122	190	64	265	52	110	22	8	17	10	1	3	-	1	586	59,957	47,707	465,759	1,810	63,749	8	189	-	2	-	37	-	-	-	1	-	-	-	642,670
Central Cook	105	1,559	3,606	4,892	400	1,111	6,949	112	226	648	156	91	29	20	246	9	5,865	66,464	606	423,757	42,705	42,028	50,700	16	2,661	578	45,179	-	2	-	-	-	-	-	700,615
	106	48,288	20,406	3,891	8,701	4,226	5,100	2,068	873	637	704	44	86	22	68	20	6,804	41,536	123,420	66,066	516,665	190	8,763	-	3	44	11	-	4	-	-	-	-	-	858,640
O'Hare	107	22	68	151	8	22	408	4	10	89	11	31	-	1	527	-	54	734	7	17,166	271	48,494	16,818	8	2,959	1,111	1,706	1	-	5	-	-	-	-	90,686
Northwestern Cook	108	961	1,946	3,112	852	1,423	15,957	546	817	7,967	1,358	5,145	408	1,131	11,888	-	35	765	65	23,957	3,397	41,274	163,360	109	49,873	31,874	3,158	7	117	338	11	7	-	-	371,858
	109	-	-	-	-	-	-	-	-	-	-	-	-	1	208	-	3	22	-	107	-	11	109	215,020	98,070	99	53,240	47,592	4	6,456	374	-	4,654	-	425,970
	110	11	25	63	10	53	552	19	47	413	149	347	71	156	32,796	-	21	360	-	5,592	36	3,512	31,219	41,133	652,263	29,692	74,880	2,699	960	27,360	2,025	122	860	-	907,446
	111	70	123	207	147	205	1,563	357	349	2,088	1,501	3,622	1,244	2,123	50,079	-	1	9	1	761	79	786	21,511	153	31,573	48,275	290	9	2,328	2,775	226	238	5	-	172,698
DuPage County	200	-	1	4	-	-	16	-	1	3	-	1	-	-	53	5,312	41,600	24,610	23	36,257	13	1,806	2,816	39,956	59,750	305	1,855,764	65,724	-	17	1	-	6	46,818	2,180,857
Kane County	300	-	-	-	-	-	-	-	-	-	-	-	-	-	9	7	6	1	-	8	-	-	7	88,370	3,156	2	85,522	699,200	-	684	118	-	26,179	7,371	910,640
Lake County	401	16	29	21	59	74	226	205	131	333	599	349	786	729	38,490	-	-	-	-	33	9	15	503	38	1,643	3,002	1	-	40,030	8,561	4,823	10,462	42	-	111,209
	402	2	1	1	-	3	22	6	8	32	32	43	48	60	22,571	-	-	-	-	4	-	23	662	9,829	52,415	3,590	95	1,079	10,667	114,394	25,502	3,592	10,149	-	254,830
	403	-	-	-	-	1	2	-	3	5	6	7	12	12	4,334	-	-	-	-	2	-	3	49	1,194	5,651	342	5	111	4,386	64,352	329,697	55,693	43,724	-	509,591
	404	2	3	4	5	7	28	17	15	41	66	41	96	95	21,954	-	-	-	-	5	-	-	78	6	321	593	-	-	34,183	6,668	68,104	273,803	471	-	406,606
McHenry County	500	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-	-	-	-	1	9,515	2,218	4	35	57,850	1	11,790	26,874	177	435,013	-	543,513
Will County	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99,820	1,230	18	-	1	-	-	-	-	-	-	69,348	704	-	-	-	-	-	377,448	548,569
TOTAL		145,312	56,549	24,998	84,704	41,180	93,749	89,830	30,599	57,864	67,609	30,207	30,633	19,098	360,930	1,538,771	1,637,571	761,114	763,579	759,788	822,037	140,190	364,321	405,536	988,130	172,823	2,382,786	874,982	124,026	257,073	460,178	348,958	521,120	551,050	15,007,295

Source: CMAP regional travel demand model.

Table 4.11 Nonwork Travel Generated in and Attracted to Corridor Districts

	District as an Origin with Destinations in the			District as a Destination with Origins in the		
District	Region	Corridor	Percent Within the Corridor	Region	Corridor	Percent Within the Corridor
1	200,152	129,720	65%	145,312	91,636	63%
2	54,647	38,692	71%	56,549	29,953	53%
3	25,194	14,044	56%	24,998	12,520	50%
4	97,175	87,003	90%	84,704	74,176	88%
5	44,240	37,005	84%	41,180	33,975	83%
6	79,438	48,682	61%	93,749	62,717	67%
7	79,072	74,135	94%	89,830	86,468	96%
8	37,328	32,522	87%	30,599	28,109	92%
9	48,210	32,796	68%	57,864	45,577	79%
10	72,303	62,430	86%	67,609	63,011	93%
11	26,731	16,543	62%	30,207	20,485	68%
12	28,619	24,886	87%	30,633	27,848	91%
13	17,934	12,548	70%	19,098	14,748	77%
14	266,993	157,882	59%	360,930	177,665	49%
Total	**1,078,036**	**768,888**	**71%**	**1,133,262**	**768,888**	**68%**

Source: CMAP regional travel demand model.

The last three columns of Table 4.11 show how many nonwork trips were attracted to each district within the Corridor. The first among these three columns shows trips attracted from the entire Region while the last two columns show how many of these trips were attracted from districts within the Corridor.

The attractions to the Corridor are mainly directed to the same seven districts as the generated trips. Due to its disproportional size, District 14 is excluded in the analysis of attractions and discussed separately.

- District 1 (generally northeastern part of Chicago) is the biggest attractor of nonwork trips within the Corridor, with more than 145,000 trips. More than three-fifths (63 percent) of these trips are attracted from the Corridor.

- District 6 (generally southwestern Skokie and southern Morton Grove) is the second top attractor of nonwork trips with nearly 94,000 trips. Nearly 67 percent are attracted from origins located within the Corridor.

- District 7 (generally northern Evanston, including downtown Evanston and Northwestern University), emerged as the third top attractor of nonwork trips. This district attracted nearly 90,000 trips, of which nearly 96 percent are attracted from locations within the Corridor.

- District 4 (generally southern Evanston) is the fourth top attractor with nearly 85,000 trips that were destined to the district. More than seven in eight (88 percent) had origins within the Corridor.

- District 10 (generally Wilmette) appears to be the fifth top attractor of nonwork trips. The district attracted more than 67,000 trips, of which 93 percent originated within the Corridor.

- District 9 (generally northern Morton Grove and northwestern Skokie) and District 2 (generally Lincolnwood) are the next top-ranked districts and each attract more than 50,000 trips. Districts 9 and 2 attracted 79 and 53 percent, respectively, of their trips from locations within the Corridor.

Because of its large size, trips generated from and attracted to District 14 are described separately. The district encompasses an area of 35 square miles. Nearly three-fifths (59 percent) of trips generated in the district remain within the Corridor, while nearly 35 percent (over 92,000 trips) was destined to locations within the neighboring districts; Districts 110 and 111, in Northwestern Cook County, and Districts 401 and 402 in Lake County.

An analysis of Table 4.10 indicates that, within-the-district trips constitutes the largest market for the trips generated in District 14, with more than half (51 percent or more than 137,000 trips) of the trips that are generated in the district destined to locations within the district. Other popular destinations include District 401 (generally southeastern Lake County), District 111 (generally the eastern portion of northwestern Cook County), and District 110 (generally the central portion of northwestern Cook County). Within-the-district travel makes up 38 percent of the trips attracted to the district from all origins within the immediate area. Other popular origins of nonwork trips include District 111, District 401, District 110, and District 402 (generally southwestern Lake County). In general, the patterns of nonwork travel to/from District 14 appear to occur within the vicinity of the District.

4.2.2.4 District-to-District Nonwork Travel Patterns

The next level of analysis is a closer examination of the district-to-district nonwork travel patterns. Table 4.10 shows the district-to-district nonwork travel flows as reflected in the CMAP regional travel demand model. The following summarizes some of the key findings for trips generated and attracted within the Corridor.

- Intradistrict nonwork travel comprises the largest flows. However, for smaller districts there also are considerable flows observed between adjacent districts.

- District 1 (generally the northeastern portion of Chicago) has the largest magnitude of flows to other districts after District 14. As shown in Table 4.11, the district is a net exporter of nonwork trips (over 200,000 generated and 145,000 attracted). The top destinations from District 1 are District 106 (generally the Chicago North Side), District 1, and District 4 (generally northern Evanston), while the same pattern is observed for the attractions as shown in Table 4.10.

- Evanston (District 4 and District 7) and Skokie (District 6) appear as strong nonwork trip generators and attractors.

  - District 7 (generally northern Evanston) is the fourth top nonwork trip generator and third trip attractor. The district is the home of Northwestern University. As observed with work trips, the strongest nonwork market for this district is internal flows. The district interacts with District 1, itself, and District 106.
  - District 6 (generally southwestern Skokie and southern Morton Grove) is the third in nonwork trip generation and second in attraction. The district interacts strongly with District 108 (generally the near northwest suburbs north of the Kennedy Expressway), itself, District 9 (generally northern Morton Grove and northwestern Skokie). Furthermore, Skokie attracts a nearly equal amount of nonwork travel from Districts 1 through 5.
  - District 4 (generally southern Evanston) interacts strongly with the district to the north (around downtown Evanston and Northwestern University) and to the south (around Rogers Park and Loyola University).

- Almost no nonwork travel interaction was observed between the districts within the Corridor and downtown Chicago. Since the source of nonwork travel data is CMAP regional travel forecasts, this observation can be explained by the general behavior of trip distribution models. These models assign larger amount of trips to closer locations (reachable at lower cost in terms of travel time) and larger size of the activity at the destination (i.e., retail, employment, etc.). Due to the presence of substantial amount of service providers within the corridor and considerable magnitude of travel times from the corridor to the CBD, very few nonwork trips were apparently assigned to downtown Chicago.

Table 4.12 features the top 20 Corridor origin-destination combinations with the highest volume of nonwork travel. The results demonstrate the strength of internal flows and substantial exchanges involving Districts 1, 4, 6, 7, 10, 12, and 14.

Table 4.12 Top 20 Corridor District Pairs with Highest Nonwork Trip Flows

District of Origin	District of Destination	Descriptions	Nonwork Trips
14	14	Lake-Cook Road Area Internal	137,510
1	1	Northeastern Chicago Internal	57,445
7	7	Northern Evanston Internal	31,097
1	4	Northeastern Chicago to Southern Evanston	30,915
4	7	Southern Evanston to Northern Evanston	23,830
4	4	Southern Evanston Internal	20,435
4	1	Southern Evanston to Northeastern Chicago	15,173
10	10	Wilmette Internal	14,962
6	6	Southwestern Skokie Internal	14,494
7	10	Northern Evanston to Wilmette	12,148
1	2	Northeastern Chicago to Lincolnwood	11,458
12	14	Winnetka to the Lake-Cook Road Area	10,161
1	7	Northeastern Chicago to Northern Evanston	9,285
6	9	Southwestern Skokie to Northwestern Skokie	9,192
10	12	Wilmette to Winnetka	9,156
5	6	Southeastern Skokie to Southwestern Skokie	8,421
7	4	Northern Evanston to Southern Evanston	8,114
9	9	Northwestern Skokie Internal	7,861
10	14	Wilmette to the Lake-Cook Road Area	7,709
2	6	Lincolnwood to Southwestern Skokie	7,303

4.4 Detailed Analysis of Selected Travel Markets

A more detailed analysis of work and nonwork travel patterns at the TAZ level improves our understanding of the location of key movements within each market, challenges, and opportunities in defining new transportation options in the Corridor, and the potential impact of possible service enhancements to the CTA Yellow Line.

Based on the findings of the analysis of work and nonwork travel patterns within the Region and within the Corridor, several origin-destination patterns emerge as key travel markets. The magnitude of work and nonwork travel flows, relevance to the Yellow Line and nearby transit services, and current trends were taken into consideration in identification of the following key markets.

1. Lake-Cook Road Area Internal – (District 14);
2. Northern Evanston and Southern Evanston – (District 4-District 7);
3. Southern Evanston and Northeastern Chicago – (District 4-District 1);
4. Northern Evanston and Chicago North Side – (District 7-District 106);
5. Southwestern Skokie and Chicago North Side – (District 6-District 106); and
6. Southwestern Skokie and Northwestern Skokie – (District 6-District 9).

Following the Corridor Advisory Committee meeting on December 12, 2006, and comments received from other stakeholders, five district-level travel markets were selected for more detailed analysis. The selected markets were based on the six potential markets identified above and an additional market comprising travel to downtown Chicago, the traditional commuter travel market. These markets, which expand on some of the markets identified above, include:

Market 1 – North-South Travel between the Chicago North Side and Evanston (between Districts 1, 4, 7, and the eastern part of 106);

Market 2 – East-West Travel between Evanston and Skokie (between Districts 1, 4, 6, and 9);

Market 3 – North-South Travel from northeastern Chicago and Evanston to Lake-Cook Road (Districts 1, 4, and 7 to District 14);

Market 4 – Lake-Cook Road Area Travel (within District 14 and between District 14 and some adjacent areas); and

Market 5 – North-South Travel from the southern part of the Corridor to downtown Chicago (Districts 1 through 9 to District 104).

Market-level analysis focused on the movements of workers within each market as reflected in the 2000 Census JTW data. Data were processed at the Census traffic analysis zone (TAZ) level of detail (dividing the six-county region into approximately 6,200 zones) and summaries were produced at the CMAP TAZ level of detail (dividing the Region into approximately 1,600 zones). A correspondence between the two zone systems was created to define the nesting of Census TAZ system into CMAP TAZ system. The abbreviation TAZ and numbers assigned to each zone will refer to the CMAP TAZ system from this point onward.

Trip tables that describe the number of workers traveling from residences in each zone to workplaces in each zone were created. For each market, major generators (origins) and attractors (destinations) of trips were highlighted and a set of prominent origin-destination (O-D) pairs were identified as candidates for evaluation of key transportation elements in Section 5.0.

4.4.1 Market 1 – Chicago North Side and Evanston

Figure 4.7 shows the area selected for Market 1, including the TAZ structure and some of the key transportation elements within the market boundaries. The area consists of Districts 1, 4, 7, and the northeast portion of District 106 that aligns with the other selected districts. The area is bounded by Central Avenue on the north, Lake Michigan on the east, Belmont Avenue on the south, and Kedzie Avenue on the west.

Analysis of travel at the district level in Section 4.2 indicated a substantial amount of trips between the districts within the Chicago North Side and Evanston. Table 4.13 shows the trip table describing the flows of workers between the TAZs in this market. There are 53,475 workers traveling within the boundaries of the market. In general, the attractions and productions are quite balanced across the TAZs, indicating the balanced mix of residential and employment land uses in the area. Figure 4.8 maps the distribution of total number of workers who are traveling to locations within the market by their place of residence and by place of work. The largest flows take place either within each TAZ or between adjacent TAZs.

According to the 2000 Census Transportation Planning Package (CTPP) data, the modal distribution of work trips in the market area was 53 percent auto (drive alone, or carpooling), 18 percent transit, and 29 percent other modes than auto and transit.

The most popular attraction is TAZ 32, including downtown Evanston and Northwestern University, with 9,973 work trip destinations. One-third of the work trips attracted to TAZ 32 were generated in TAZ 32. The other TAZs that interact substantially with TAZ 32 are TAZ 33 (adjacent to TAZ 32), TAZ 34, and TAZ 37, all of which also are located in Evanston.

Figure 4.7 Area of Market 1
Chicago North Side and Evanston

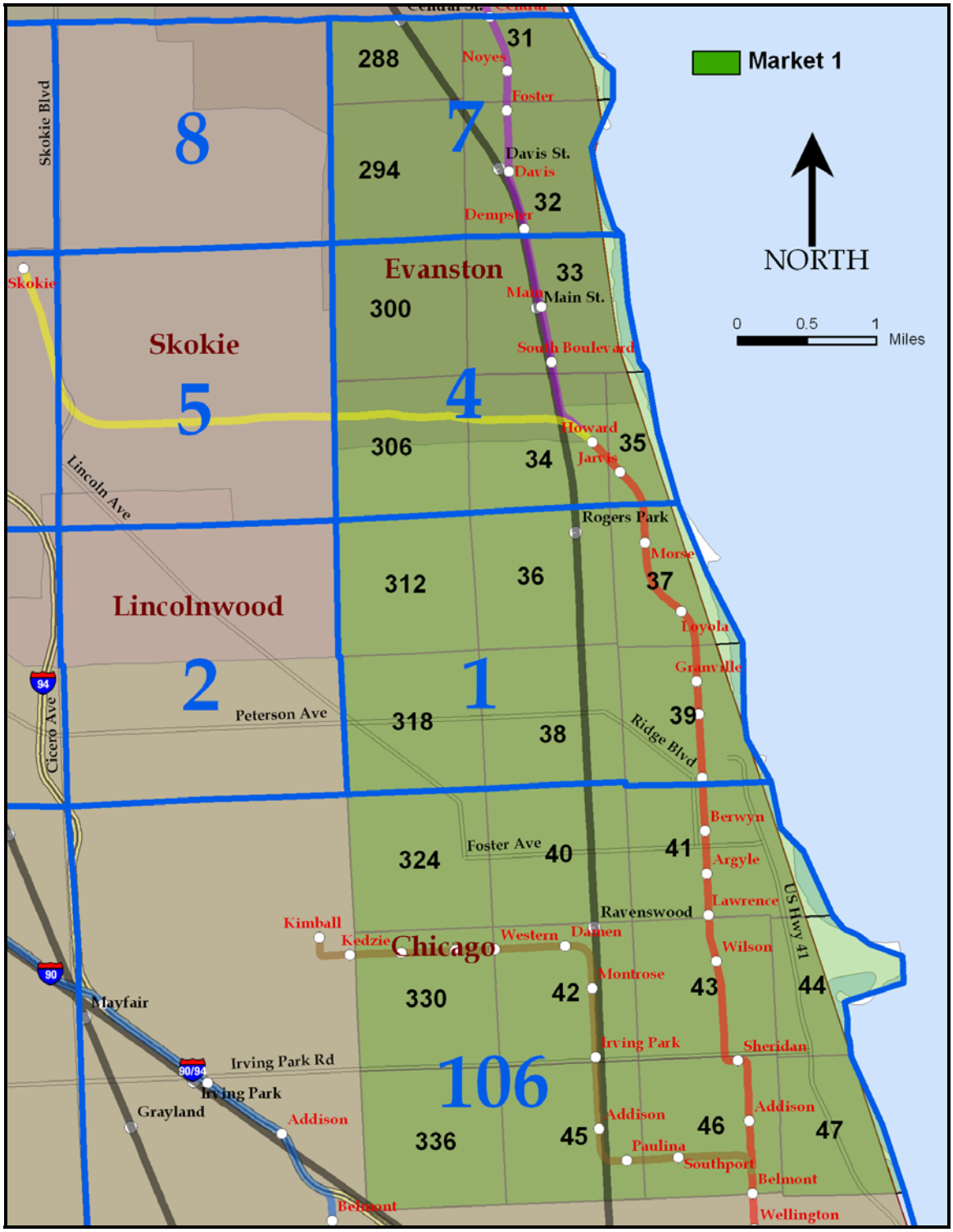
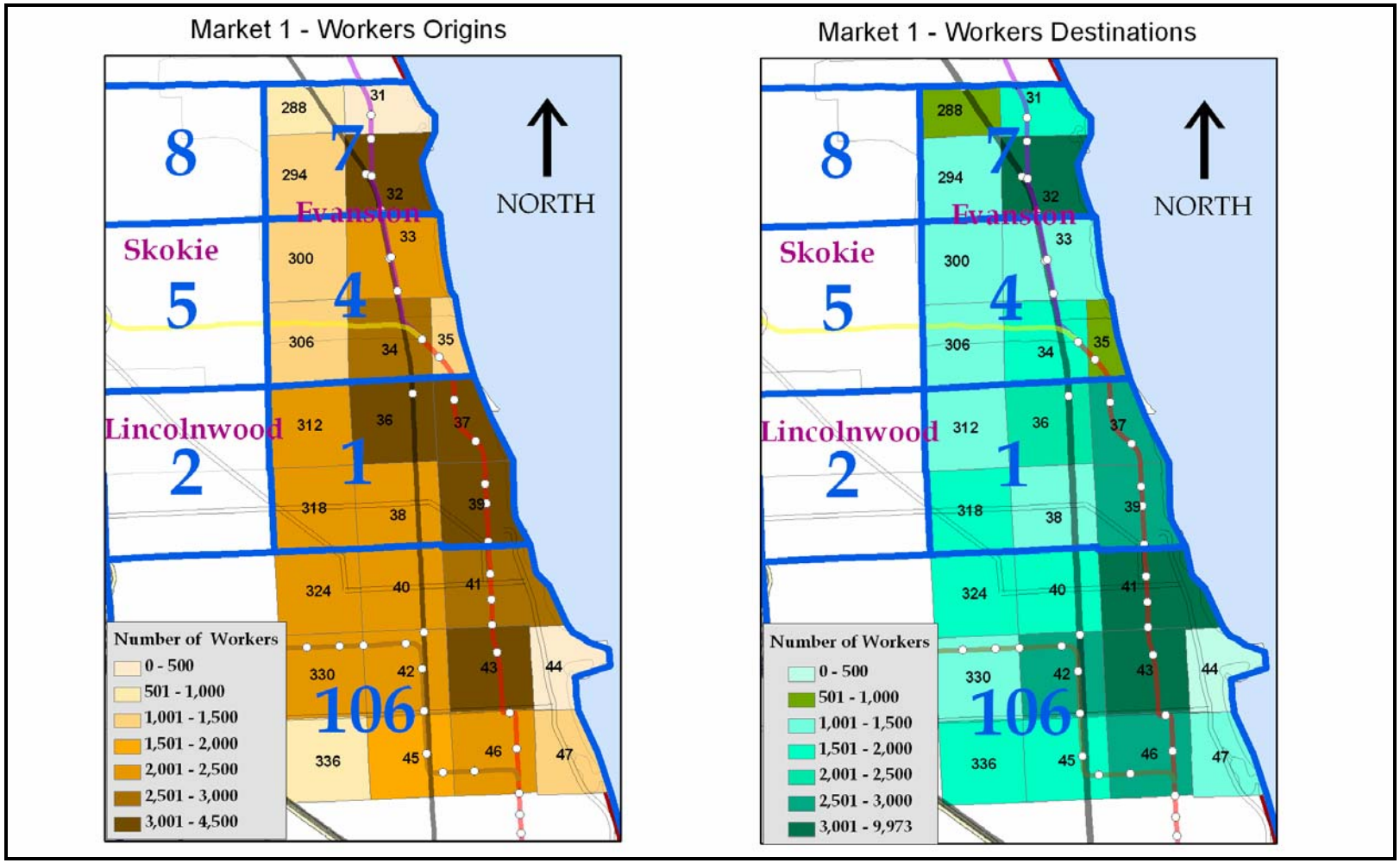


Table 4.13 Work Trips within Market 1

Chicago North Side and Evanston

		DESTINATION DISTRICTS																									
ORIGINS		1						4					7				106										
DISTRICTS	TAZ	36	37	38	39	312	318	33	34	35	300	306	32	31	288	294	40	41	42	43	45	46	47	324	330	336	TOTAL
1	36	704	154	117	203	71	64	55	155	81	114	45	372	114	20	53	48	150	99	171	7	102	10	37	70	71	3,086
	37	198	925	145	191	35	83	79	113	107	43	28	520	158	23	37	46	216	72	168	75	127	68	58	21	65	3,600
	38	201	153	357	105	75	129	37	49	64	22	42	110	23	30	38	94	95	56	89	26	42		89	38	48	2,012
	39	139	372	105	916	89	79	56	82	106	23	40	389	42	24	65	87	446	137	233	72	169	66	103	64	117	4,021
	312	110	53	112	56	404	215	22	70	44	63	128	201	38	12	9	48	76	43	136	21	21	7	78	45	80	2,091
	318	124	56	101	46	205	490	43	61	15	40	40	155	110	24	18	71	105	84	130	32	83	38	178	67	34	2,350
4	33	30	53	23		5	7	376	74		64	38	1,215	139	60	125	16	29	47	50	21	9	9	6			2,397
	34	45	91	29	91	58	106	155	440	67	132	139	585	164	34	95	7	109	47	37	11	79	6	43	37	42	2,649
	35	90	80		48		17	56	63	215	18	18	307	89	22	60	30	88	40	66	25	17	18	12		14	1,393
	300	4	14	13		20	11	84	81	4	212	88	363	188	64	101		9	20	6	7			5			1,294
	306	75	51	19	46	74	71	31	65	7	75	142	215	54	35	17	21	48	13	21			9	35	15	15	1,154
7	32	39	7	28	8	9	13	121	11		31	7	3,211	146	76	113			19		20	9	7		16	8	3,899
	31					7		30			5		192	113	12	15			13					8		6	401
	288		36		4			22	19		9	7	327	136	110	32	4	12	7		7		6				738
	294	14	33	12	17	4	7	58	67		74	37	454	181	66	326	17	11	6	35		6		9	7	7	1,447
106	40	99	41	33	142	20	51	19	27	25	3	43	180	65	8	23	415	191	213	178	48	134	30	164	53	29	2,233
	41	61	79	93	230	26	68	26	47	29	42	44	244	30		9	154	822	142	376	76	167	90	39	40	47	2,981
	42	44	13	18	80	19	48	16	15		6	28	84	25	11		95	150	607	237	179	141	59	6	70	130	2,080
	43	37	70	31	109		29	20	46	19	64	21	227	23	11	30	109	200	198	1,231	50	294	61	92	55	69	3,095
	45	32	50		11	22	11	8	34		7	5	94	22	16	7	19	91	145	58	584	189	22	30	18	197	1,673
	46	46	43	10	89	7	23	15	23	9	30	23	255	24	8	27	54	68	59	174	88	921	83	33	23	47	2,181
	47	19	69	33	11				10				92	34	8		9	111	70	115	45	165	391		9	50	1,241
	324	23	59	50	102	100	184	21	40	17	18	37	68		8	7	98	270	179	113	80	93		604	142	176	2,489
	330	59	23	54	43	19	99	16	24	16	18	38	86	11	6		44	85	296	133	87	109	20	137	438	249	2,109
	336	19	8	8	28			6	8			10	28	7			23	33	34	92	79	65	17	15	39	332	851
TOTAL		2,212	2,533	1,391	2,577	1,268	1,805	1,372	1,623	825	1,113	1,048	9,973	1,937	688	1,207	1,508	3,415	2,645	3,858	1,640	2,941	1,017	1,781	1,267	1,833	53,475

Figure 4.8 Origins and Destinations of Work Trips within Market 1
Chicago North Side and Evanston



Further analysis of JTW flows also indicated that more than 80 percent of those trips destined to TAZ 32 were made by other modes than auto and transit.

Other large work trip generators and attractors are located in the City of Chicago portion of the market area along the CTA Red Line. The work flows among those TAZs is slightly more than 7,500. According to the Census, the mode share for those trips were 35 percent auto, 20 percent transit, and 44 percent other modes. Following the aforementioned criteria, the following TAZ pairs were identified as candidates for further study of key transportation elements.

- TAZ 36 → TAZ 32
- TAZ 37 → TAZ 32
- TAZ 39 → TAZ 32
- TAZ 300 → TAZ 32
- TAZ 39 → TAZ 43

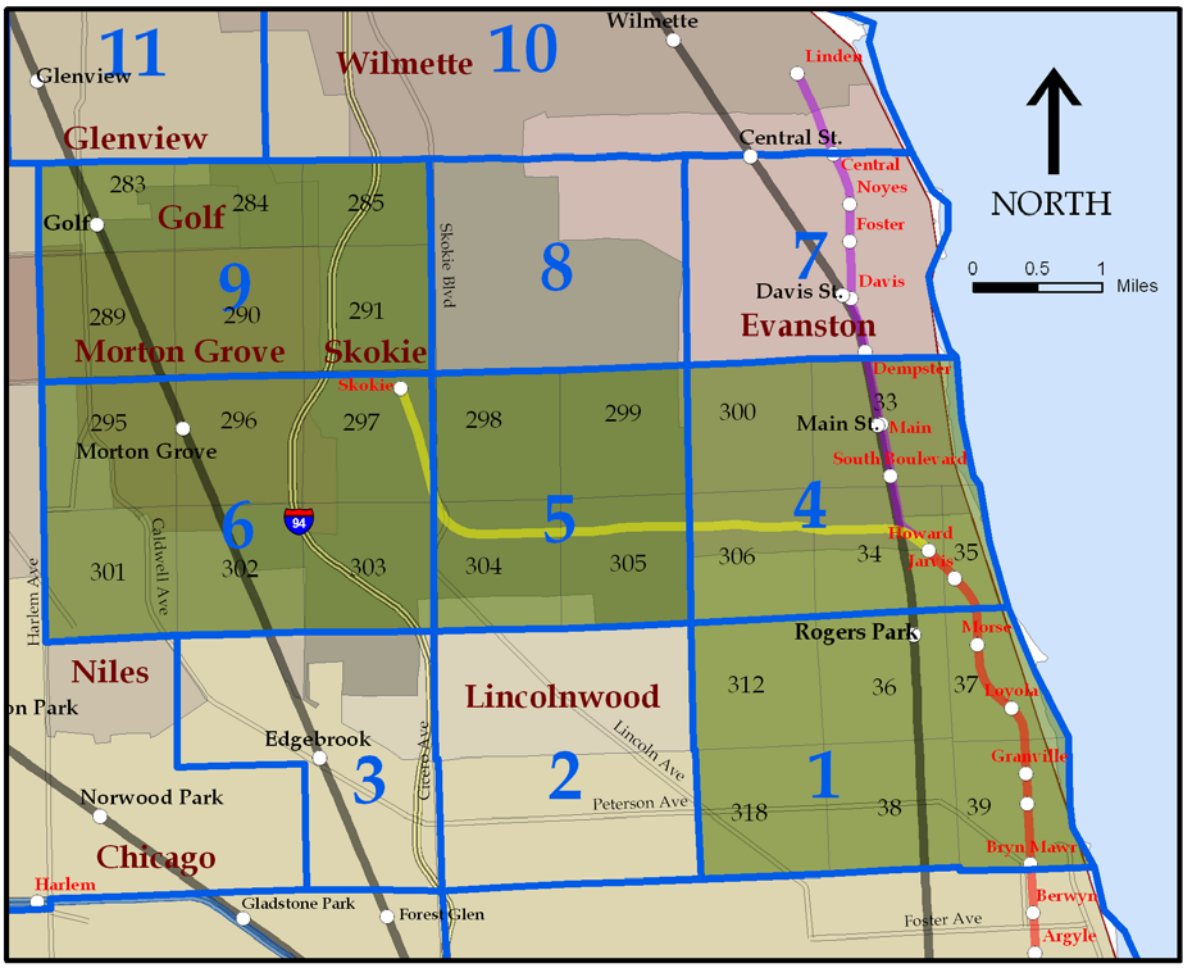
4.4.2 Market 2 – Rogers Park, Evanston, and Skokie

The Rogers Park-Evanston-Skokie travel market mainly consists of trips that are moving in the east-west direction. Figure 4.9 shows the area selected for Market 2, including the TAZ structure and some of the key transportation elements within the market boundaries. The area consist of Districts 1, 4, 5, 6, and 9. The area is generally bounded by Central Avenue on the north, Lake Michigan on the east, Bryn Mawr Avenue on the south, and by Harlem Avenue on the west.

The market has a total of nearly 27,000 workers traveling within its boundaries. The market area has a significant overlap with Market 1 described above. The portion of trips that belong to Market 1 constitutes nearly 50 percent of all work trips within the Market 2. Therefore, no additional O-D pairs between Districts 1 and 4 are considered in this analysis. According to the Census, the mode shares for the market are 68 percent auto, 12 percent transit, and 20 percent other modes.

Table 4.14 shows the worker flows in the market area. In part due to the overlap with travel flows included in Market 1, within-TAZ flows and flows between adjacent TAZs are still prevalent. When flows between Districts 1 and 4 are removed, modal shares in the market are found to be 84 percent auto, 10 percent transit, and 6 percent other modes.

Figure 4.9 Area of Market 2
Rogers Park, Evanston, and Skokie



While the workers by origins and destinations for the areas central to the market area have a similar distribution, TAZ 285 and TAZ 302 appear as prominent work trip attractors from the market. Figure 4.10 illustrates the distribution of workers traveling within the market by their place of residence and place of work.

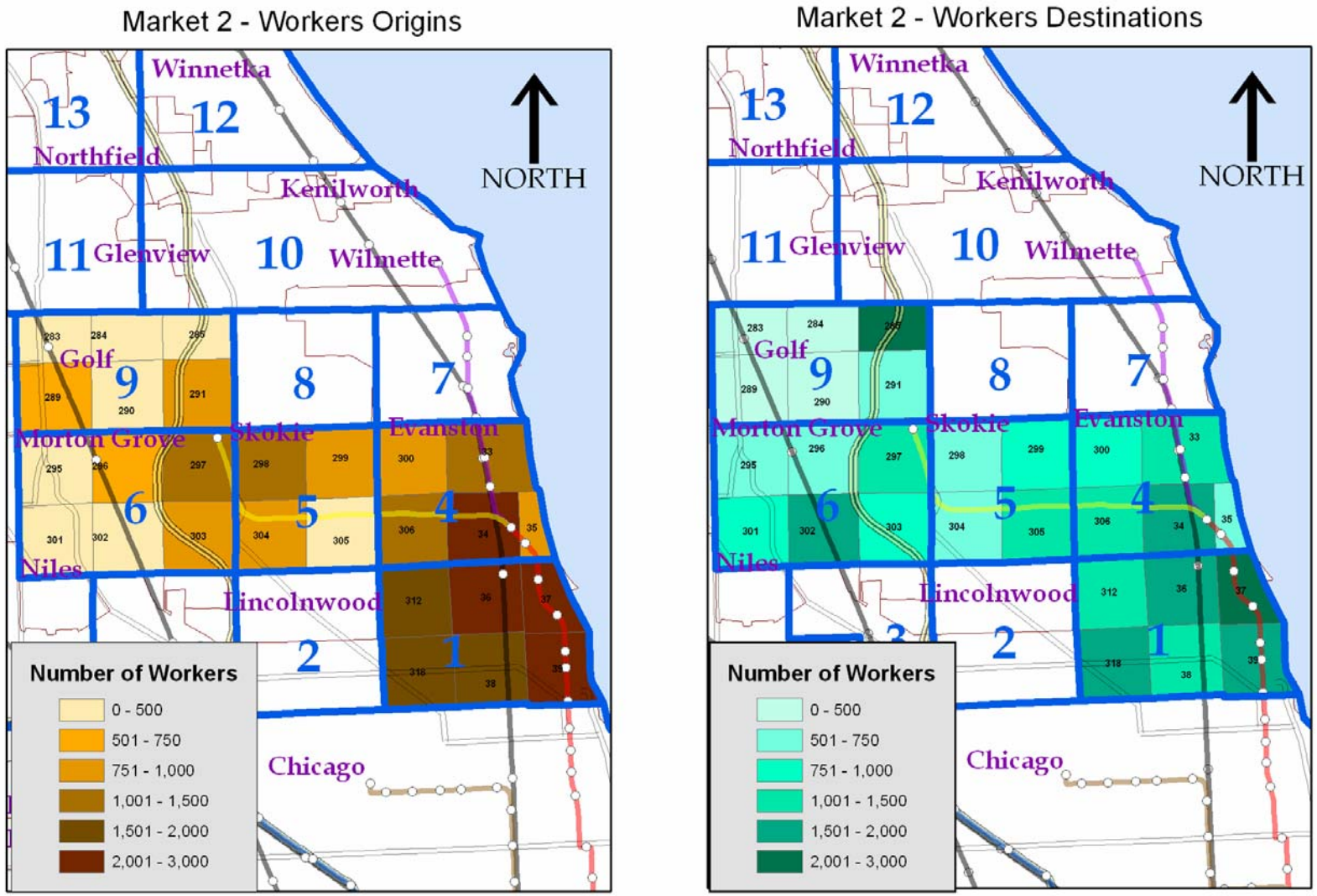
TAZ 285, containing Old Orchard Shopping Center, is the second largest destination in the market with over 2,000 workers. Of those workers, 85 percent were traveling from locations outside District 9, while TAZ 297, TAZ 291, TAZ 33, TAZ 34, and TAZ 304 are the most popular origins for trips destined TAZ 285. Auto is the dominant mode of travel to TAZ 285 with a share of 80 percent, but transit still has a strong share at 19 percent. TAZ 302 is the third largest attractor work trips from the Evanston-Skokie market with more than 1,500 workers are traveling to the zone. The mode shares for those trips have a similar pattern of 84 percent auto and 14 percent transit. While the TAZ attracts workers from other zones relatively evenly, TAZ 36, TAZ 318, and TAZ 295 have the highest frequencies of 167, 155, and 126 work trips, respectively.

Table 4.14 Work Trips within Market 2

Rogers Park, Evanston, and Skokie

		DESTINATION DISTRICTS																											
ORIGINS		1						4					5				6						9						
DISTRICTS	TAZ	36	37	38	39	312	318	33	34	35	300	306	298	299	304	305	295	296	297	301	302	303	283	285	289	290	291	TOTAL
1	36	704	154	117	203	71	64	55	155	81	114	45	25	28	52	163	61	32	54	11	167	20		89	6			2,471
	37	198	925	145	191	35	83	79	113	107	43	28	14	21	54	75	41	7	44	62	52	26		87	21	12	21	2,484
	38	201	153	357	105	75	129	37	49	64	22	42		9	24	47	28	7	28	20	83	29		62	18		13	1,602
	39	139	372	105	916	89	79	56	82	106	23	40	24	26	49	79	23	29		48	82	43	8	109	10		6	2,543
	312	110	53	112	56	404	215	22	70	44	63	128	61	30	25	94	6		16	57	54	99		76	6		29	1,830
	318	124	56	101	46	205	490	43	61	15	40	40	21	17	49	45	26	13	33	56	155	19		109	27	9	9	1,809
4	33	30	53	23		5	7	376	74		64	38	26	30	5		10	17	28	10	111	18	34	120	6		11	1,096
	34	45	91	29	91	58	106	155	440	67	132	139	40	65	35	90	62	23	65	33	95	30	34	123	11		12	2,071
	35	90	80		48		17	56	63	215	18	18	18	37	26	62			34	35	8	10	7	93	10			945
	300	4	14	13		20	11	84	81	4	212	88		59		41	11	8		37	15	5	17	64		6	5	799
	306	75	51	19	46	74	71	31	65	7	75	142	19	14	23	46	20	28	16	13	52	22	10	80			11	1,010
5	298	17	35		16	48	23	27	64		22	19	101	56	40	69	20		126	40	62	68	6	90	13	20	31	1,013
	299	3			44	7	4	7	37		19	42	21	164	12	68	23		81		25	47	13	85	4		48	754
	304	14	27	39	17	14	73		11		13	48	24	70	53	71	39	18	79	8	28	71		122	5	17	21	882
	305	14		16		13	3		20	12	5	61	12	36	6	23	18		8	29	8	12		48	4			348
6	295	6	14		18	10	11		15							11	54	25	12	40	126	10		33	14	7	30	436
	296	7	8	8			12		49			11	6	24	16	13	41	143	66	16	73	35	15	73	13	33	22	684
	297	30	18	16		31	34	16	51		5	29	11	49	30	18	31	49	196	11	81	94		154	16	11	64	1,045
	301		19				24						13	11		6	17	27		76	84			5			20	302
	302								6																			6
	303	13		17		4	12	6	14	2	5	34	46	17	31	44	12	21	82	48	74	203		77	9		13	784
9	283			5	6		3										17		17		7			6	6			67
	285								9				5		18		21		5	8				22			14	102
	289		6		16	12	20	6			8	5	27	24	17	13	28	55	35	29	33	8	17	48	125	6	7	545
	290				12		8	5	4		11	15	5	8	8	55	27	38	22	10	31	22	7	80	4	48	21	441
	291	10	6	16		30	8	10	19	5	37	9	22	41	23	57	18	28	93	54	48	38	6	143	14	11	129	875
TOTAL		1,834	2,135	1,138	1,831	1,205	1,507	1,071	1,552	729	931	1,021	541	836	596	1,190	654	568	1,140	751	1,554	929	174	1,998	342	180	537	26,944

Figure 4.10 Origins and Destinations of Work Trips within Market 2
Rogers Park, Evanston, and Skokie



District 5 imports 75 percent of its workers from other districts. TAZ 305 is the most popular destination in District 5 for the workers in this market. The zone attracts 42 percent of its workers within Market 2 from District 1. According to the Census, mode share for work trips within Market 2 to TAZ 305 is, 83 percent auto, 13 percent transit, and 4 percent other modes.

The travel patterns associated with these zones make up nearly 15 percent of all work trips unique to Market 2. This percentage rises to 75 percent, when intermediate flows, which can be served by transportation facilities that also serve the subject TAZ pairs, are considered. Moreover, all of these flows can be potentially served by the existing Yellow Line Service to a certain extent, if service can be improved by in-fill stations and extension of service. Following the aforementioned criteria, the following TAZ pairs were identified as candidates for further study of key transportation elements:

- TAZ 39 → TAZ 285
- TAZ 39 → TAZ 302
- TAZ 39 → TAZ 305
- TAZ 36 → TAZ 285
- TAZ 36 → TAZ 302
- TAZ 36 → TAZ 305

4.4.3 Market 3 – Northeastern Chicago and Evanston to Lake-Cook Road

This market was selected to analyze travel starting from the Chicago North Side and Evanston area to the Lake-Cook Road area. As shown in the analysis of district-level travel patterns, the market has a potential for significant growth and this analysis provides insights for improving existing transportation options. Figure 4.11 shows the area of the market as well as some key transportation elements. The analysis of JTW data indicates that the market has only 3,100 workers. According to the Census, the mode share for those trips is 90 percent auto, 7 percent transit, and 3 percent other modes.

Table 4.15 shows the flows of workers in the market. Figure 4.12 illustrates the distribution of workers by their origins and destinations. TAZ 33, TAZ 36, TAZ 39, and TAZ 32 are the zones with highest numbers of workers traveling to District 14. These zones accounted for more than 40 percent of the total trips generated within the market. The most common destinations in District 14 are located along I-94 (TAZ 521, TAZ 524, TAZ 1150, TAZ 520, TAZ 523, TAZ 267, and TAZ 1192), which attracted more than 56 percent of all work trips in the market. Currently, transit service exists to destination TAZ 523, TAZ 524, and TAZ 267.

Figure 4.11 Area of Market 3
Northeastern Chicago and Evanston to Lake-Cook Road

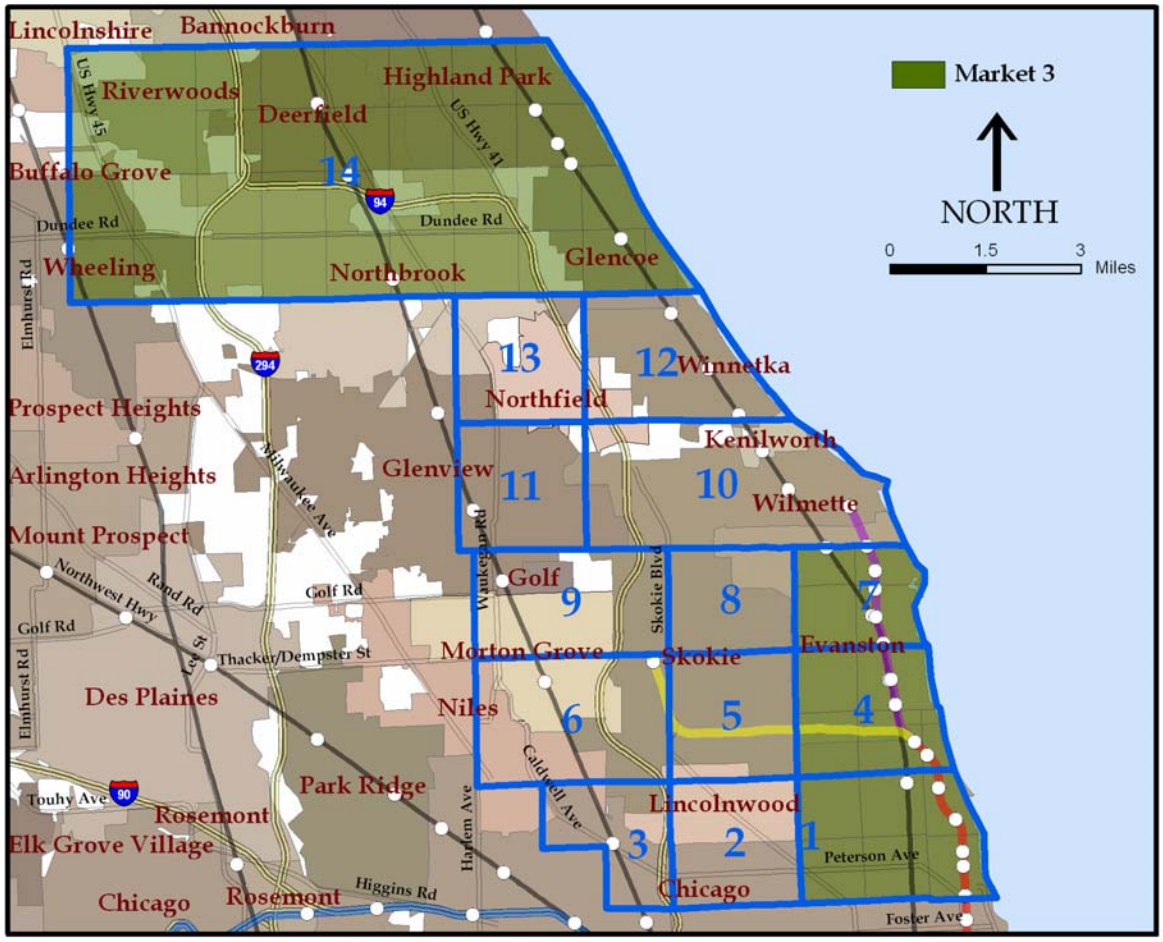
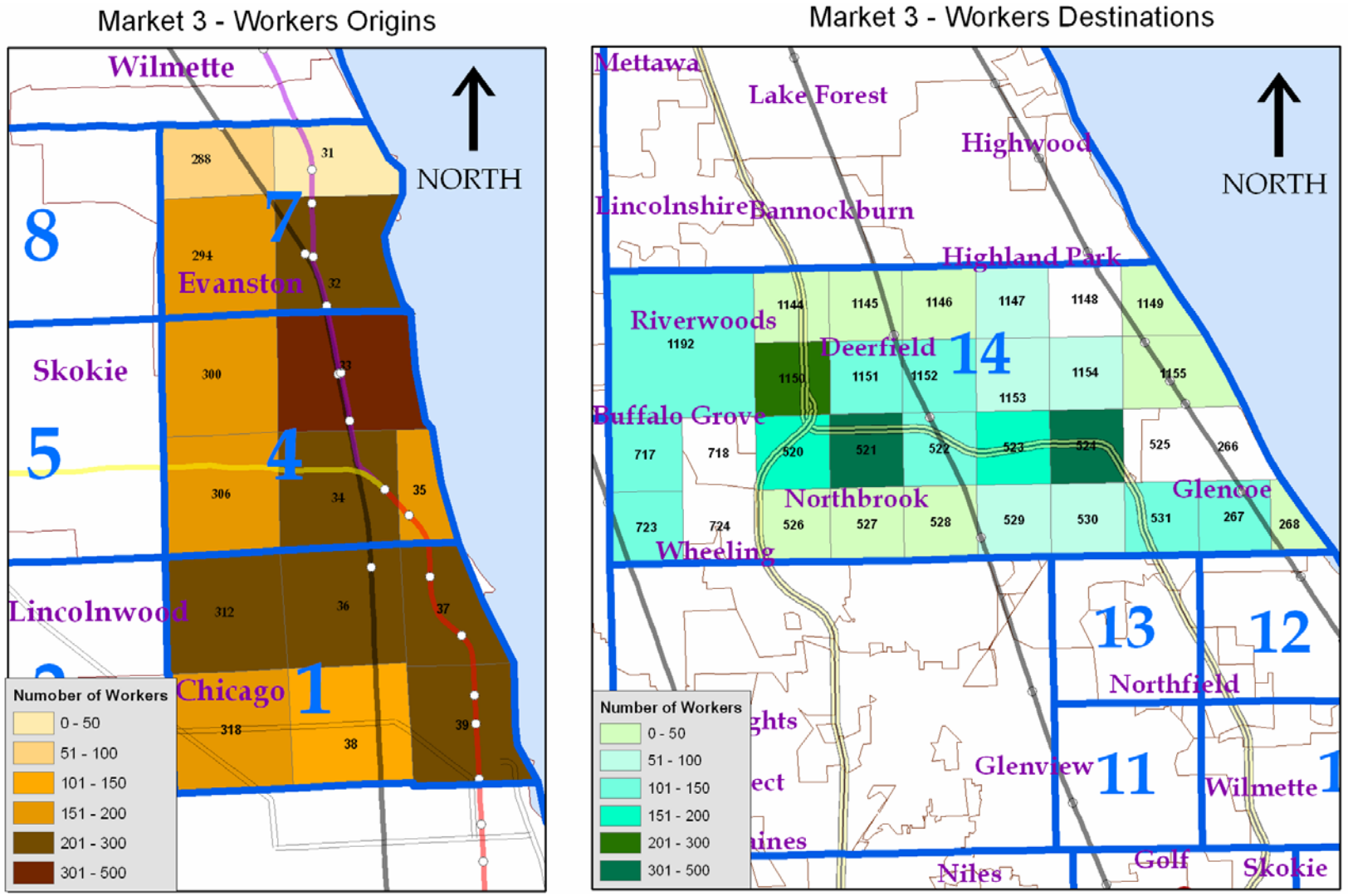


Table 4.15 Work Trips within Market 3

Northeastern Chicago and Evanston to Lake-Cook Road

		DESTINATION DISTRICT																											
ORIGINS		**14**																											
DISTRICTS	TAZ	267	268	520	521	522	523	524	526	527	528	529	530	531	717	723	1144	1145	1146	1147	1149	1150	1151	1152	1153	1154	1155	1192	TOTAL
1	36	10		24	70	16	24	25					8	35				17		6		10		17	12				274
	37	42			21			35	8	10				9	25	7	7					19				14		8	223
	38	10		7	14	19	8		5			6			3	20			3		10	8		8	10	9		7	147
	39			7	24		20	44		6		17	11		20	9					11	40	17	10				24	269
	312	15			32		10	37	17					22	9	22		8	12						12			9	205
	318			29	20	8			10	6				8	25	16		12		14			9					6	173
4	33	8		43	105	8	24	41							14	7					6	85	36	35	6	7		27	473
	34	13		9	48	7	23	29			6	11				12						10		24				13	205
	35			37	38	10		14					18	4							7		12				11	5	166
	300	17	5		23	11	6	26					12	7	5	20				9		10	12	13			6	9	195
	306	5		16	5		15	27		5		6		11	15					7		45	8		13	8		8	194
7	32	15		7	27	15	21	36		7		16	8	9						10	10	21	6	5	7	23		25	273
	282							15						6						10		5		8					44
	288	4			10		20					9	7				6					12		13				5	86
	294	7		4	61	27		11					9	7	10	12						8	8				5		173
TOTAL		146	5	183	498	121	171	340	40	34	6	65	73	118	126	125	13	37	15	56	44	273	108	133	60	61	22	146	3,100

Figure 4.12 Origins and Destinations of Work Trips within Market 3
Northeastern Chicago and Evanston to Lake-Cook Road



The analysis of workers flows as presented in Table 4.15 indicates that the largest amount of interchanges was occurring between TAZ 33 and TAZ 521 in the market, with 105 workers in total. The other flows with more than 50 workers represent internal flows within a zone. The remaining TAZ pairs did not have substantial levels of interchange. However, multiple unique intermediate TAZ pairs can be served by a highway facility or transit service that connects a TAZ pair located further out within the market area. Following the aforementioned criteria, the following TAZ pairs were identified as candidates for further study of key transportation elements:

- TAZ 33 → TAZ 521
- TAZ 33 → TAZ 1150
- TAZ 36 → TAZ 521
- TAZ 36 → TAZ 1150
- TAZ 39 → TAZ 521
- TAZ 39 → TAZ 1150

4.4.4 Market 4 – Lake-Cook Road Area

In the analysis of district-level travel patterns, District 14 appeared as a strong attractor of trips while interacting substantially with the areas surrounding it. While having a significant potential for employment growth, the area currently includes important employment centers, such as Underwriters Laboratories, Northbrook Court, and a number of corporate headquarters and regional offices. In order to analyze the current movements in the vicinity of District 14, a new market area for Lake-Cook Road Area was created by enlarging the existing district boundaries to incorporate the immediate area around the district. As shown in Figure 4.13, the market area is bounded by IL-60 (Kennedy Road) on the north, Lake Michigan on the east, Central Avenue on the south, and a north-south line extended along Wilke Road on the west. The travel market includes flows that originate within the market defined above and that are destined to areas within District 14.

The analysis of the worker flows within the market indicated a market size of more than 23,000 work trips. According to the Census, the modal distribution for work trips in the market was 96 percent auto, 1 percent transit, and 3 percent other modes.

Table 4.16 shows the flows of workers within the market at the TAZ level of detail. Figure 4.14 shows the distribution of number of workers by their place of residence and work.

Figure 4.13 Area of Market 4
Lake-Cook Road Area

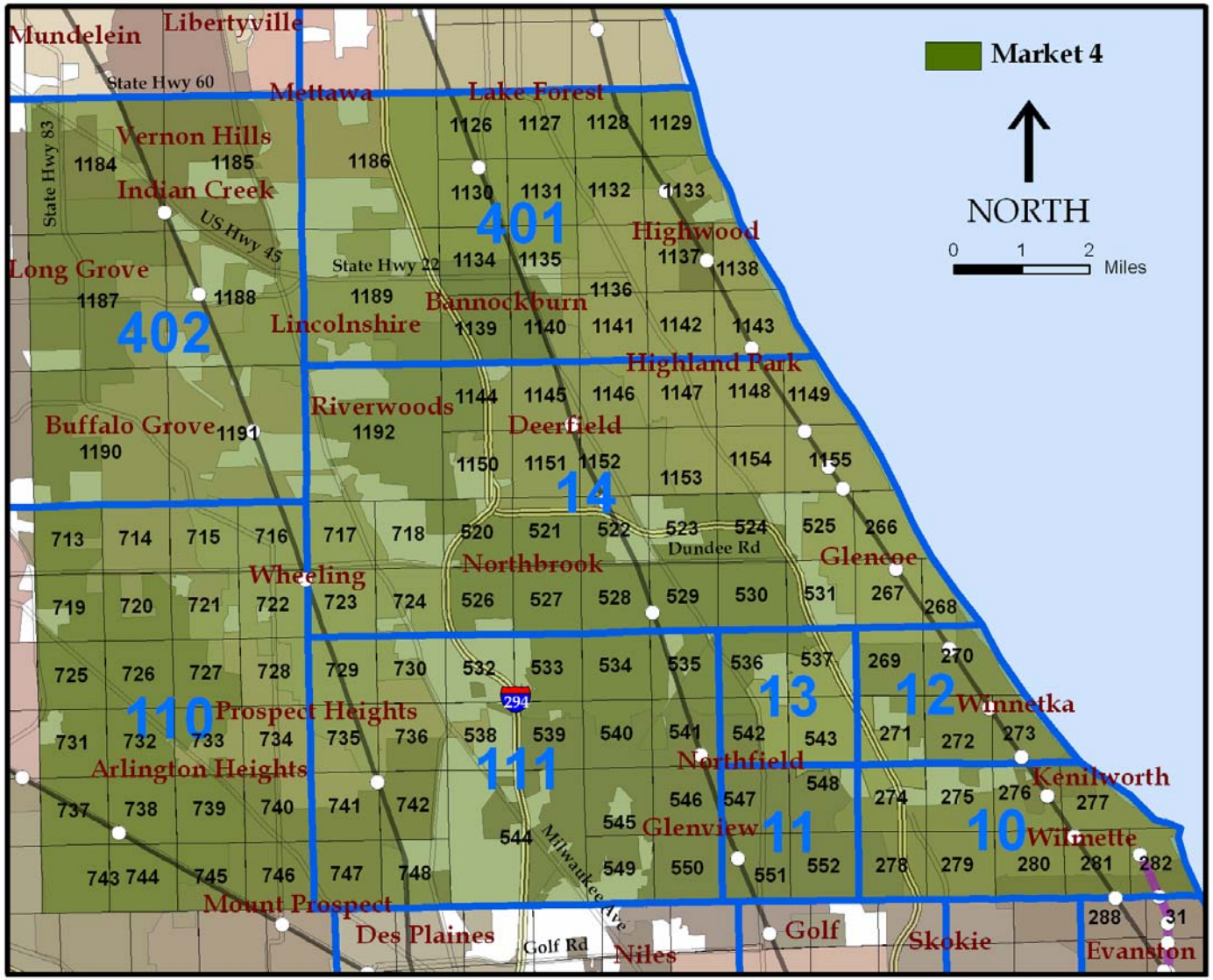


Table 4.16 Work Trips within Market 4

Lake-Cook Road Area

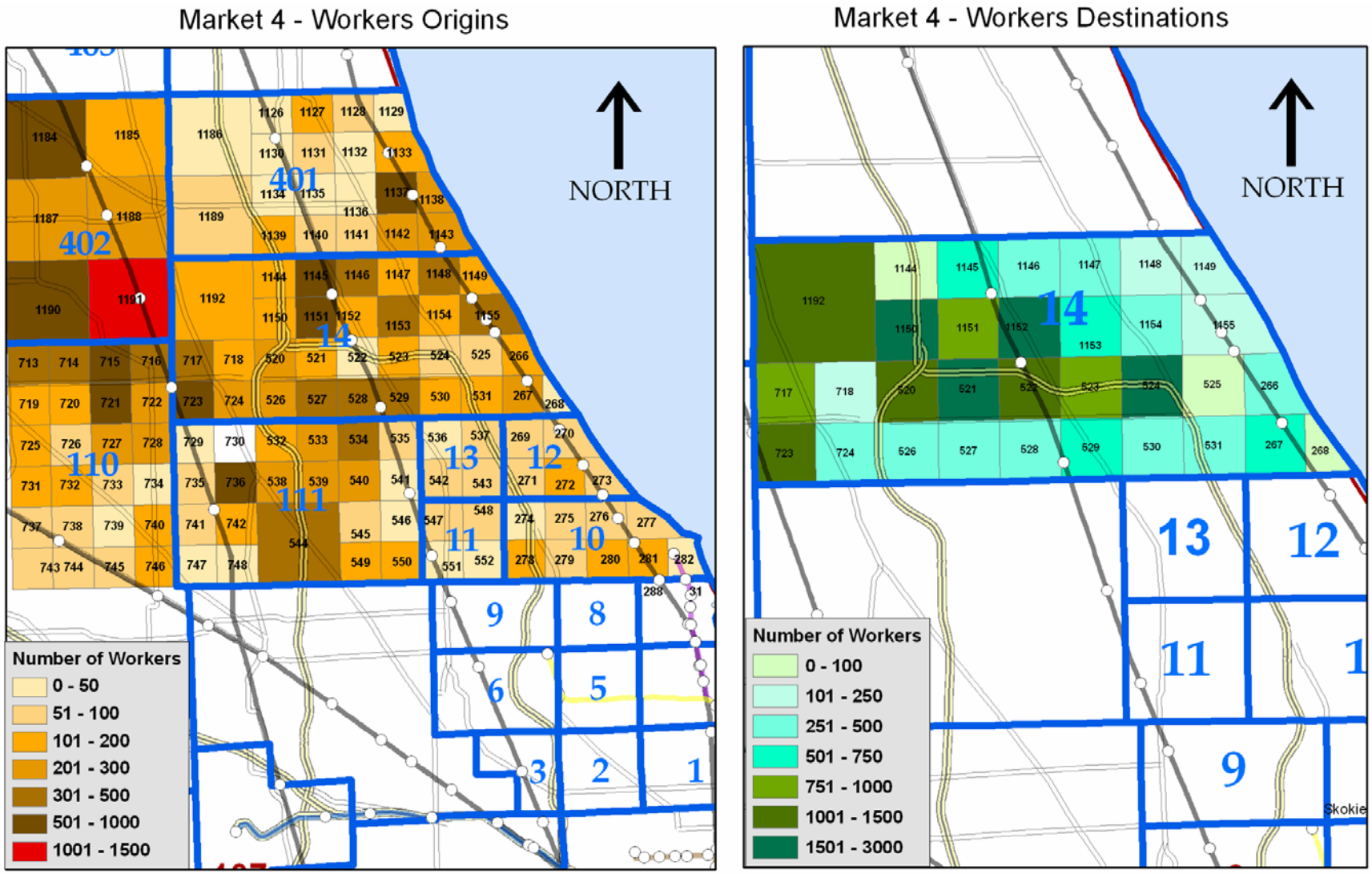
ORIGINS		DESTINATION DISTRICT 14																																
DISTRICT	TAZ	266	267	268	520	521	522	523	524	525	526	527	528	529	530	531	717	718	723	724	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1189	1192	TOTAL
	274					6			7																				6							19
	275	5	11		12	5			21							5										6									65
	276		3			9										4											15			11				9	51
	277	25	6				6	6	12															5			19	4						6	89
10	278	13			13	24	4	17	24					6						9				10			11	6	23					14	174
	279				5			17	21						8												7		5		4			4	71
	280	5	9			33		10	26				4		11	6											6	6							116
	281		15		5	25	14	6	23					5												6	31								130
	282		5		7				6																		12								30
	547		7				5	8	14					8													39		10					7	98
11	548							34	28																5									7	74
	551								16																		9		7	8				5	45
	552		1						20																										29
	269	15	14		9	27			12								9						7				5								98
	270	6	5			27			7							5			4								10		8	19					91
12	271	6	14		12	16		13	3					6															14						84
	272	15	53		6	10	8	6	42					5	6	6													5			9			171
	273	11	5			7		5	19																10										57
	536				7				9													7													23
13	537	5	21			17			7								12																	10	72
	542				7		6		6					8							6						16		19						68
	543	16	9		10				28										9								6								78
	266	51	20						20										6										8						104
	267	15	119			30			27		8																	12	9						220
	268		6	13		9																													28
	520				70	42	4	13	30		11	16	6				6	6				7					26		17					20	274
	521				2	32	7	16	12		9			9		10			2			6	7						4	2					118
	522				7		6																7						6						26
	523		9		14	25	8	39	16					9									10				10		32		9				181
	524					18		8	30						7																			12	75
	525		15						12	32					7																				66
	526		9			32	15	8	37		77		7	29					10				14						31	7					276
	527					128	15	10	17		24	30	8	30	19	8							9	10	7		34	7	8			7		14	385
	528	5	10	7	18	71	15	42	53			10	95	85	12	6								4			12		29	8		7		10	499
	529		9		39	38	39	29	34				29	26		8			14	6							13	18	24	34		8		20	388
	530					8			15		7		16	29	24	10	15					7										6			136
	531				10		37	18	14					9		6				8								8	7	12				9	138
	717	6	8		22	17	27	12	23							8	79	24	72	37							11		10						356
14	718				7	5	12					6		6			19	32	15	9		7					13		12					5	148
	723		8		39	81	52	8	26		69						28		151	25		9	16				40	23	26					38	639
	724				15	14	59	9									15	16	60	26				9			9	37	12						281
	1144		6		7	34		13	18										7		14	6	8			3	10	10	20	10				5	171
	1145	6			18	28	12	11	48	7			6	18	6				4		11	103	69	12	7		46	18	106		4				539
	1146		7		8	50	9	10	46	3		5	5	8	6				5			20	58	4			43	6	65	20	19			7	404
	1147	6				31			26					6	21							8	14	16			12	10	8	10					168
	1148	20	20		6	60	9	21								8			15					15	52	35			9	20		15		22	327
	1149		4			30			41			3				8						10				23	11		6	6		4		12	158
	1150					15			22								6					10					22		29					14	118
	1151	9	46			50	44	18	52		6	24		8	7	9						22	29	6	8		49	61	125	5				23	601
	1152				5	16	9	40		5						16				7		10		14		5	21	8	35						191
	1153	12	7		8	24		32	27					8	8							34		19		19	12	9	24	68	29			25	365
	1154	9			10	16	13		13			7				8							6							16	35				133
	1155	11	24		22	33			90		6			11		9								6	6	23	9		23	28	15	23		7	346
	1189				5	8		3	9													4	14					3			4	4	10	4	68
	1192	4	8		8									8			27			5			8						68	9				10	155

Table 4.16 Work Trips within Market 4 (continued)

Lake-Cook Road Area

		DESTINATION DISTRICT																																
ORIGINS		14																																
DISTRICT	TAZ	266	267	268	520	521	522	523	524	525	526	527	528	529	530	531	717	718	723	724	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1189	1192	TOTAL
110	713		16		14	14	19		26			15				25	27		23	11	10		15				42	28	15					14	314
	714	5	9		22	51	57		26		19	16		9		7			20	6	10		6				40	27	23	11	12			9	385
	715				49	57	32				9	8	14	9	8	12	58	18	69	8		20	15	26			150	40	18					44	664
	716				21	52	22	5			20			7		7	34	9	55			11		8			19	23	6	8	9			24	340
	719					36			7										17			6					6	6	6					20	104
	720				10	25		8	23								38										10	7	19						140
	721				35	62	18	16	47					12		8	53	20	123	4		17	20	7			31	46	9	6				56	590
	722				25	36	8	5	5							5	29		84	13		11		4			21	8							254
	725				13	14	45		9					9					13								23							14	140
	726				4											6			8			6					21	13	20						78
	727				6	30	9		5							10	25		35	17		29					15	13	15			6		18	233
	728		7		8	44	19		16					4			11		48			8		16			37	13						16	247
	731					45	14	11				7					14		18								10			13				18	150
	732		6			30			16		11	9					9		18			6													105
	733				20	9	7						13				7		5								8	20							89
	734				11												8		9								12								40
	737				10		8				10								8								26		8						70
	738				12	27			6								7	6		13		6				7							6	90
	739																						7				12	4	7						30
	740					18										18	10		32					5			6	13							102
	743					11			11													11					7		6					10	56
	744					15	9		11						9						10			13			6	8	10		9				100
	745				6	26												7									13		6					6	64
	746					27							7	12			20		14	9							5	24	4						122
111	532					9		20	42					9	12											9			18		8				127
	533				68	63	29	5	12		13		23	51				8					7				10							9	298
	534				33	47	32	10	34	9		14	34	54	13		7	10	5								48		11	14					375
	535		5		12	6		3	18		6			6		5								8										69
	538	6			25	27	6	20	17		7			26				6		5	6			10			15			11		8		12	207
	539		5		5	41	27	11	27		7	23	11	23	6			15		22	3						19		6					26	277
	540		14		19	40	11	7	94					11	12													16						224
	541							8	27																										42
	544	6			32	56	27	8	50		13			11			7	7	43	9					8		32		35	6				15	365
	545					9		18	19					7								7					8	6	13	4					91
	546						13						6																						19
	549	8	11			69	5		14			5		8					8								5		5		8			15	161
	550		13		6	12		7	13				18	5	13	7			5	6							32		12					8	157
	729																6																		6
	735					16			23																		8	12	7					8	74
	736				16	84	35	17	33		14			34	9		44		205	26		7		6			51	28	17		7	10		12	655
	741				5	20	6							8	5	11	19		7								8							9	98
	742					8		8				19		15					26	9		16					9							18	128
	747					5											8										17		6						36
	748					6																					6	5						7	24
401	1126					9			7																7				7						30
	1127							8	29						20									17			11		29					9	123
	1128					11		7									8	4											16					6	52
	1129				9		9														10						11	5							44
	1130				10		6		22																										38
	1131					5		10	16																		14		23						68
	1132					1			12															6				13						9	41
	1133	9	6		7	6		6	20			5							5					34						5				103
	1134					2										7				2							2							2	15
401	1135		6			18																							6					18	48
	1136	6				7								5										7						8	11				44
	1137	48	19			58	11	54	96	5		1		10		35						15	20	53	8		23	15	15	94	22	12		28	642
	1138	5	13		22	11		5	13											5				45	6	4	28	6	10	17	26	10	7	5	238
	1139						4		3														5					2	131					6	151
	1140				2	7		3	13					3	7			5		14			7				4	2	14	4	2			1	88
	1141				9	24			11				2		7				6				1	10		5	6				7				88
	1142		21			29	6	15	32			15											13	18				16	31		11	8			215
	1143	14			6	5	5	14	63								9			4			15	22	27		53	8	23	9	14			5	296
	1186		2		4	7		7				6											4		2		6	1					2	41
	1189	8			18	59	9	21	46						6	7					5	7	15				20	16	11					28	276
402	1184	8	17		106	66	12	24	36		3	4			7	2	33			7	8	31	10	16		14	89	61	52	9	14			80	709
	1185					10		28								9	8		21				10	7			18				3				114
	1187				13	29		11	15		9			8		9		6		35		13					12	10	10					21	201
	1188				6	26	39		12				11	7		8	11					7					31	22	28	9				7	224
	1190	13			55	94	15	13	52		8	28	9	28	8	18	52	7	47	12			8	8		8	67	66	24	9				94	743
	1191	5	15		76	149	62	70	125		9		6	7	35		86	10	52	29		8		10	10	9	121	74	131	16	44	7		94	1,260
TOTAL		697	965	288	1,783	3,452	1,593	1,488	2,887	586	901	803	858	1,264	849	887	1,581	934	2,134	1,129	1,237	1,657	1,600	1,633	1,303	1,333	3,043	2,074	2,865	1,694	1,491	1,293	1,206	2,320	23,647

Figure 4.14 Origins and Destinations of Work Trips within Market 4
Lake-Cook Road Area



The largest generator of work trips for the market is TAZ 1191, representing northeastern Buffalo Grove, with more than 1,250 workers. Other sizeable generators in which more than 600 market workers reside included TAZ 1190, TAZ 1184, TAZ 736, TAZ 715, and TAZ 723. These zones generated 20 percent of all work trips in the market. The remaining trip generators are distributed fairly uniformly across the market area.

The most popular destinations, in which more than 1,500 market workers work included TAZ 521, TAZ 524, TAZ 1150, and TAZ 1152. These zones attracted more than 50 percent of the total market workers.

The analysis of Table 4.16 indicated that about 68 percent of the cells in the work trip table were empty. For the remaining cells the magnitudes of flows are quite evenly distributed, there are few TAZ pairs (only 15) that have flows greater than 100. It was observed that among those pairs north-south trips were much shorter than those of eastbound trips. Although, the magnitudes of individual flows may seem insignificant, the length and probable alignment of transit routes serving those trips would allow other intermediate TAZ pairs to be served by the same service. In the selection of candidate TAZ pairs for further evaluation, this possibility also was considered for this market. Based on the findings and assumptions described above, the following candidate TAZ pairs were identified for evaluation of key transportation elements.

- TAZ 1190 → TAZ 524
- TAZ 1191 → TAZ 521
- TAZ 1191 → TAZ 524
- TAZ 721 → TAZ 1150
- TAZ 715 → TAZ 1150
- TAZ 1184 → TAZ 520
- TAZ 1184 → TAZ 524

4.4.5 Market 5 – Southern Corridor to Downtown Chicago

The Southern Corridor to Downtown Chicago travel market reflects traditional commute trips that are originating in the area covered by the Districts 1 to 9 and destined to the Chicago CBD (District 104). Figure 4.15 shows the area of Market 5, including the TAZ structure and some of the key transportation elements. The area that contains worker origins is generally bounded by Dempster Street in the north, Lake Michigan in the east, Bryn Mawr Avenue in the south, and Harlem Avenue in the west. The CBD, where all trips are destined in this market, covers the area bounded by North Avenue in the north, Lake Michigan in the east, Cermak Road in the south, and Ashland Avenue in the west. This area corresponds to the greater CBD defined by CMAP.

The market has a total of nearly 42,000 workers traveling within its boundaries. According to the Census, the modal distribution of work trips is 46 percent auto, 52 percent transit, and 2 percent other modes.

Figure 4.15 Area of Market 5
Southern Corridor to Downtown Chicago

Table 4.17 shows the worker flows in the market and Figure 4.16 maps the intensity of workers at their origins and destinations. District-level analysis of work trips also indicated that District 1 has a sizeable portion of work trips destined to CBD. District 1 (generally northeastern Chicago) workers comprise approximately half of the total size of the market, or about 21,000 workers. District 4 (generally southern Evanston) also has an important share of workers traveling to the CBD with nearly 7,500 workers. The other districts that had a concentrated flow towards downtown Chicago include District 7 and District 2. Transit mode share was exceptionally high for District 7, with nearly two-thirds of all workers traveling to the CBD using transit. The other districts where transit was the preferred mode for travel to work included District 4 (60 percent) and District 1 (54 percent). For Districts 5, 2, 6, 3, and 9, auto was the dominant mode of travel, with shares ranging between 69 and 58 percent.

While TAZ-level data indicate that higher levels of worker concentrations can be found in the southeastern section of the Corridor, there are moderate concentrations of workers observed in the TAZs located as far west as I-94.

The higher levels of concentration of destinations were observed in the Loop area (TAZs 71, 75, 76, 77, 81, 82, and 83) as well as northeastern section of the CBD (TAZs 110 and 59). These two groups of TAZs attracted more than half of the total workers in the market, or about 21,000 workers.

The most common origin was TAZ 39 (Edgewater area) with more than 8,500 workers. The distribution of destinations of TAZ 39 workers also follow the general patterns observed in the market.

In general, the dominant flows were observed between the southeastern section of the origin areas to the Loop in Downtown Chicago with strong market shares for transit. The northeastern section of the CBD along North Michigan Avenue also attracts a significant share of workers from the market area.

Based on the analysis of travel patterns at the TAZ level as presented in Table 4.17, the following TAZ combinations were identified as candidates for further study of key transportation elements:

- TAZ 291 → TAZ 75,76,81
- TAZ 308 → TAZ 75,76,81
- TAZ 33 → TAZ 75,76,81
- TAZ 36,37,39 → TAZ 75,76,81

Table 4.17 Work Trips within Market 5

Southern Corridor to Downtown Chicago

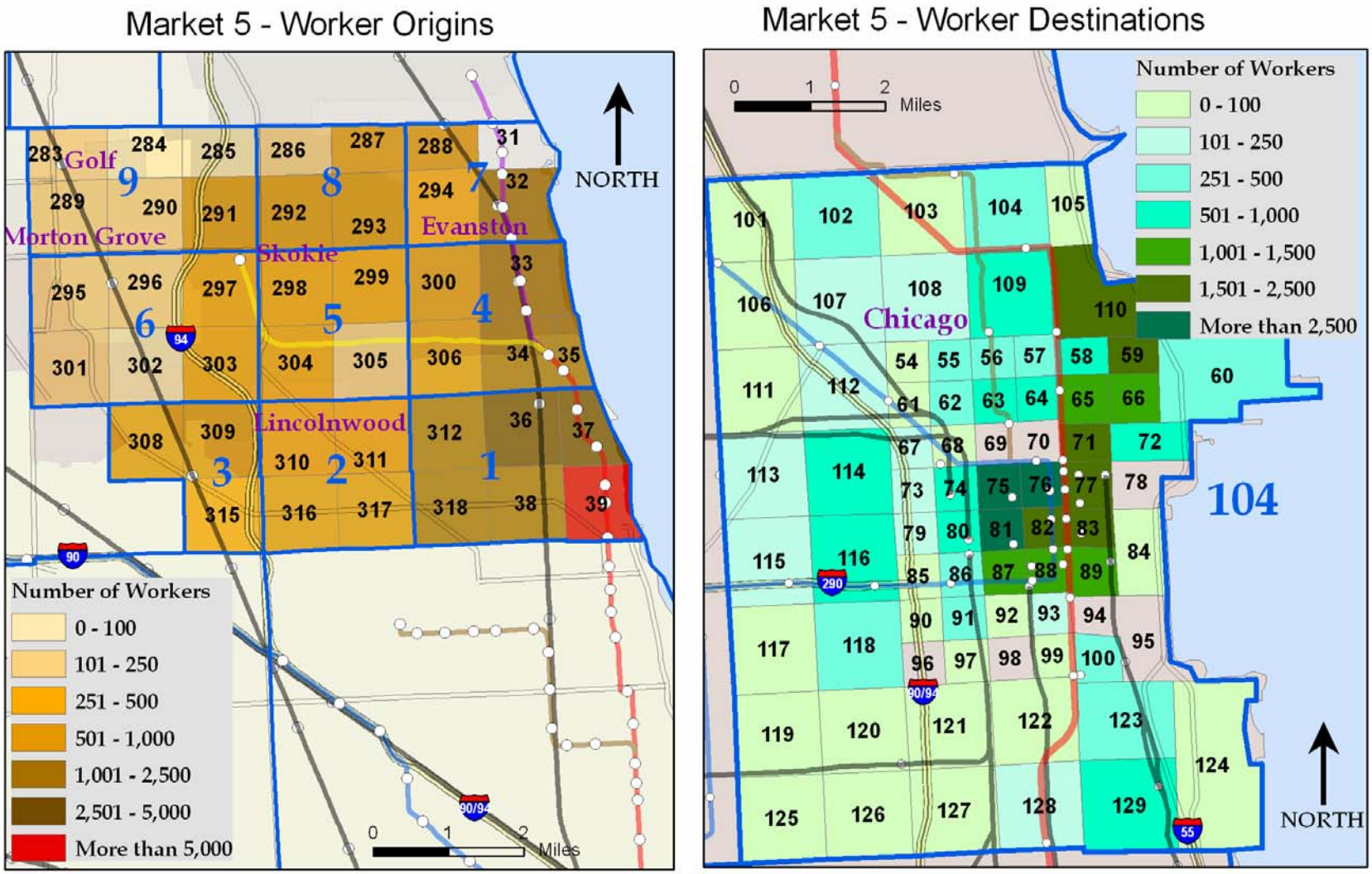
		DESTINATION DISTRICT																																		
ORIGINS		104																																			
DISTRICT	TAZ	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	71	72	73	74	75	76	77	79	80	81	82	83	84	85	86	87	88	89	90	91
1	36	9	27	37	34	42	128	42		6	57	100	119	79	18		111	56	18	67	190	211	79		93	219	132	151		19	36	128	41	50		
	37		61	44	15	34	141	40	15	31	24	35	170	158	8	15	207	61	22	85	244	225	242	16	66	315	228	178	9		13	136	126	129		37
	38		17		15	47	43	28		5	29	43	23	87	10		32	32	8	7	89	105	89		15	89	57	70			11	70	77	38		26
	39		86	145	85	172	460	77		138	166	170	274	258			500	168	4	58	515	487	381	10	159	608	452	385	9	10	73	254	187	318		71
	312		6	6	17		85	9			58	8		49			61	17	10	40	140	114	64		30	125	133	55				47	52	74		22
	318			27	28	33	95	32		28	25	26	29	100	9		74	40		19	162	196	142	16	60	192	63	71		8	9	56	26	83	7	
2	310	8		5	22	12	12	6			13		7	13			7		7	4	54	33	39		6	74	28					10	4			
	311					7	12	7			26		6	16			7	7	3		20	4	20		6	28	6	46			5	16	21	17		
	316		13	5		8	45	8			19		14	30			55		6	26	67	91	80		17	88		11				25	29	28		
	317		18			8	40	34			77	29	35	22			81	15		5	99	54	51	9	12	49	20	49			4	31	13	17		7
3	308					7	19	4			7	7	14	7			11	7		11	47	61	23	7	5	54	35	11				22	7	20		7
	309						28			17	10		19	19			39				47	52	42		23	35	60	58			8	13	5	12		12
	315			5		8	13				4		7	9			19	6	10	21	60	53	15		6	23	31	8				7	7		12	
4	33		45	40		31	127	10		25	47	38	53	74	34		83	33	8	49	210	126	89	28	47	231	193	61		10	14	51	66	98		16
	34		19	31	20	26	60	29	9	13	8	38	39	21		7	67	24	19	11	150	96	96	30	56	154	134	131	21		14	68	48	47		6
	35		12	37		20	53			18	19	73	14	73			107	24			64	54	95		37	190	106	98			9	40	73			11
	300		15	26	12		16			17	10	26	7	14			23	14	6	14	30	11	47		27	56	51	16				18		39	4	5
	306	4	17	6			58	20		8	31	47		26			11	7			65	29	5		7	108	67	41				37	25	64		
5	298		5			21	16				10	6	9	17	5		20	46		10	24	30	7			21	24	20				32	19	24		
	299		10	3		4	61			23	7		8					8	5			29	13		8	70	19	17		9	13	5		8		4
	304				27	6	6	7			6	4	33				7				44		9		8	43	4	3				46	6			8
	305				8		7							5			9				12					17	15	5				15		14		
6	295					6	31				7						5			24		10	7		15	14										
	296					5	12		11		16	7			5		5	10		8	34		14	8		25	26	13				15	5	10		
	297				7		32	5		17	13		29	20							80	14		8		26	12	19				17	26	9	17	9
	301			5										22			12				21	12			14	5	7	5								
	302											5					4						5									6				
	303			14		9	9							18			24				36		9	7		53	27	19			5	61	7	6		
7	32		8				103	7		7	6	7	26	34	12		78	17	6	39	150	110	44		47	159	140	38				30	21	30		8
	282					7	34	15		5	8	6					26	13		15	38	45	57		19	61	53	31					21	9		
	288		14	8		27	63			10			31	66			13			35	64	43	40	7	24	88	65	30			12	21	22	38		
	294		8	10		31	19			18	16	18	6	25			25		8	8		32	68	7		14	47				14	15	7		
8	286				10					16			10			6		4			24	8				23	12						8		5
	287			3		4	40					15	16	9			45	14		18	73	77	53		9	63	65	31			8	18	8	9		
	292		19		8	5	31			4	27	6	20	41	9		22	7	5	23	38	40	13		18	63	26	13			38	20	8	28		6
	293		10	24		5	41	7			16		11	19	5		23	6	16	11	72	31	44		12	80	46	10				40	5			
9	283			2			2				3	1	9	10	3		6				16	9	14		4	53	6					25		2		
	284						2							3																		3				
	285			5										7			8			7												7				
	289				6		10				7			9			8			6	16	21	13	7	8	29	17	7		7		6	8	8		
	290		5				20				6						19		7	24	6	13	7	5		11		13				6	10	5		
	291			4		6	14	10		19	8	6	7	17			22	7			51	29	13	14	69	14	7				37	14	6		16
TOTAL		21	415	492	314	591	1,988	397	35	425	786	721	1,045	1,377	118	28	1,876	643	168	645	2,977	2,592	2,053	178	872	3,602	2,432	1,733	39	63	272	1,453	1,002	1,255	40	276

Table 4.17 Work Trips within Market 5 (continued)

Southern Corridor to Downtown Chicago

DESTINATION DISTRICT																																			
104																																				
92	93	97	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	TOTAL
	15		13	13			6	39	14	9	4		11	283		7	28	117	10	56	12	10		4	20		22	12		16		24	74	3,117
13	22		27	34		20	21	53		36	7		159	325	11	52	15	35	23	79		32			9		21		8		17		80	4,229
	8	8		17	4	9	14	5	14	5	13	3	59	146	5		29	27	24	43		5					33					20	59	1,712
30	38	10	11	74	10	154	39	43	15	10		28	201	526	11	74		81	35	82	11	31	10	8	12	7	49	22		12		5	206	8,524
		16		12	8	4		55					37	32	7	8		54	9	42		31					9	9		10		13	32	1,610
				60	9	6		7			11		40	91		8		17	20	41	16						25					11	61	2,079
							5				11							16	6	6				11			6		7				11	443
			6											14																				300
				9	14			14	8	4			12	8			7	16	38		5	14						12						826
				14		20		8		10	9			30			15	14		18	10	7												934
		5		52					5					23				7	6	6	9	13					29	6					5	559
								6					3					6						14									13	541
				18				15					5				5		10								5							382
8				12		13		34				18		101	10	7	6	31	14	13		14					5			8			27	2,258
				20		6		35	6		6		38	97		8		19	12	22		17					44					17	16	1,855
	7		15	11		9					37	31	51	138				30		49		6		35			10						23	1,679
	8		4	19		13	10	5		7			22	28						30									4	6			12	672
								5					38	34	9		6	5	4	48		6		6			8							852
						6							13	16			11										19			8			14	453
						6			4		7			20						11		16					8							396
				7		13		6				8	6	7			6			19											24			363
								9										8									7							131
						9						7																						135
																																7		236
	9			11		11					5		7	17						15							12	9						456
						6							17							22							8							156
			6																															26
					11			9						30			8	15		6		13					22					14		432
				6			5	10		7			12	28		7		4		28					8		4						28	1,274
														6				11				17												497
				5										23		6						9												764
						7								12		7		8		7														437
															10			6															7	149
														20		14				7		6					12		4					641
				6		16				12				34		12	7					6					7	3						641
	12					8			6			5	5	15		6		12	5	7		5											14	634
						9						2								3														179
																																		8
											5																							39
													4			7		10																214
								6						6	5				6					7										187
	5					18		6			7			31			14		16	15							10	11				18	541
51	124	39	82	400	56	363	100	370	72	100	122	102	740	2,141	68	223	157	549	238	675	63	258	10	85	49	7	375	84	23	60	41	111	699	41,559

Figure 4.16 Origins and Destinations of Work Trips within Market 5
Southern Corridor to Downtown Chicago



4.5 Summary and Conclusions

Cook County is the principal attractor and generator of work trips by far in the metropolitan area, drawing a significant number of work trips from each of the six counties. Cook County draws more work trips from each county than it sends to each county. With the growth of employment destinations in the western suburbs, DuPage County emerged as a net importer of work trips in the 1990 Census. Similar patterns appear to be emerging more recently in Lake County, which attracted more work trips in 2000 than it sent to other counties. As noted in Section 2.2, Lake County employment is expected to grow by more than 30 percent between 2000 and 2030.

Approximately 40 percent of the nearly 250,000 daily work trips that originate in the Corridor stay within the Corridor. Nearly 25 percent of the work trips that originate in the Corridor are destined to downtown Chicago. Although Lake County currently is the destination for only about 5 percent of the Corridor's work trips, this travel pattern is expected to grow with increasing employment to the north. A similar volume of travel, about 13,000 daily work trips, passes through the Corridor en route from Lake County to downtown Chicago.

The Corridor attracts approximately as many trips as it sends to other places, at approximately 260,000 work trips. About 17 percent of trips are from northwestern Cook County, and are largely destined to the Lake-Cook Road area. About 11 percent of trips are from the North Side of Chicago. About 10 percent of work trips to the Corridor originate in Lake County.

The northeastern part of Chicago (District 1) is the biggest generator of work trips in the Corridor, with more than 70,000 trips. Southern Evanston (District 4) follows with about half as many trips. In part because of its large size in comparison to other districts, the Lake-Cook Road area (District 14) had disproportionately large flows of work and nonwork trips, with more than 37,000 trips originating there and more than 70,000 ending there. Southwestern Skokie and southern Morton Grove (District 6) is the top attractor of work trips in the Corridor, with nearly 32,000 work trips. The second top attractor is District 7, which includes downtown Evanston and the vicinity of Northwestern University. This district attracted nearly 30,000 trips, with a large share from areas within the Corridor (58 percent). Northwestern University was found to have a significant impact on local travel patterns.

For nonwork travel, trips are generally shorter and more numerous than work trips. More than two-thirds of the over 1.1 million work trips that begin or end in the Corridor stay in the corridor. Flows within districts emerged as significant movements.

The northeastern part of Chicago (District 1) is the biggest attractor of nonwork trips within the Corridor, with more than 145,000 trips. Southwestern Skokie and southern Morton Grove (District 6), northern Evanston, including downtown Evanston and Northwestern University (District 7), and southern Evanston (District 4) all attracted between 85,000 and 95,000 nonwork trips, with the majority from elsewhere in the Corridor.

The northeastern part of Chicago (District 1) also emerges as the strongest market after District 14 for nonwork trips, with over 200,000 generated and 145,000 attracted. Evanston (District 4 and District 7) and Skokie (District 6) also appear as strong nonwork trip markets.

Five key markets were selected for more detailed analysis of local travel patterns. These include:

Market 1 – North-South Travel between the Chicago North Side and Evanston;

Market 2 – East-West Travel between Evanston and Skokie;

Market 3 – North-South Travel from northeastern Chicago and Evanston to Lake-Cook Road;

Market 4 – Lake-Cook Road Area Travel; and

Market 5 – North-South Travel from the southern part of the Corridor to downtown Chicago.

5.0 Market Evaluation

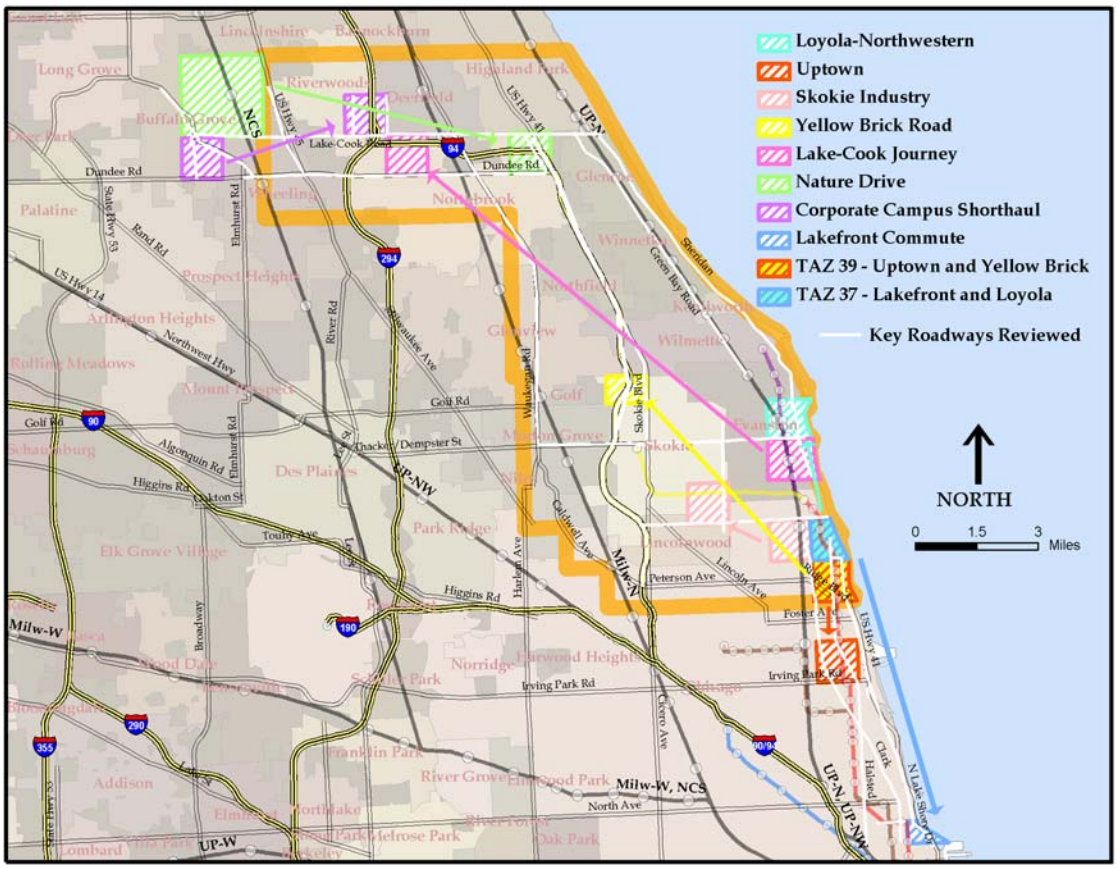
To understand *how the different components of the multimodal network are being used, how they perform now, and how they are expected to perform in the future,* this section evaluates key transportation elements serving major origin-destination pairs identified within each of the five travel markets in Section 4.4. One or two representative TAZ pairs in each market were selected for more detailed analysis, based on length of the trips between the zones (relatively short trips between adjacent zones were avoided) and the magnitude of the flow in both directions relative to the overall market (the largest concentrations of travel activity were preferred). Because so many of the TAZ pairs in the selected markets had relatively similar, low levels of travel, not all TAZ pairs were evaluated. Instead, we focused on longer, representative flows that are served by transportation facilities that also would serve some shorter, intermediate TAZ pairs.

Eight submarkets representing major travel patterns in the five markets were selected for evaluation, as shown in Table 5.1 and Figure 5.1. In each submarket, Census work trip travel information was reviewed to provide some insight on travel time and mode share. Key transportation elements, including highways and transit services that would most likely be used by those traveling between the selected TAZs, were also identified for each submarket. The existing and forecast level of service was reviewed for each highway facility identified as a key transportation element. Likewise, existing service characteristics were described for each transit service.

Table 5.1 North Shore Corridor Submarkets

Market	Submarket	Origin TAZ #	Destination TAZ #	Work Trips	Role of Yellow Line
1	Loyola-Northwestern	37	32	520	None
	Uptown	39	43	233	None
2	Skokie Industry	36	305	163	Some
	Yellow Brick Road	39	285	109	Significant
3	Lake-Cook Journey	33	521	105	Some
4	Nature Drive	1191	524	125	None
	Corporate Campus Short Haul	715	1150	150	None
5	Lakefront Commute	37	110	325	None

Figure 5.1 Selected Submarkets for Evaluation of Key Transportation Elements



For key roadways serving each travel submarket selected for more detailed analysis, three different data sources are analyzed to provide an overview of the physical characteristics of the facility, its current and forecasted level of congestion, and projected change in traffic volumes.

1. Data available from the Illinois Department of Transportation is used to describe the physical configuration of facilities on the Principal Arterial System (PAS), a network of major highways and state routes.

2. Current and forecasted level of service (LOS) data is provided for those facilities included in the Federal Highway Administration's (FHWA) Freight Analysis Framework 2 (FAF2) network, a comprehensive nationwide system of roadways.

3. CMAP's regional travel demand model is used to forecast the change in traffic volumes on all key roadways (not just PAS and FAF2 facilities) in the selected travel submarkets. Some forecasts may not correspond with FAF2 forecasts. Because the regional travel demand model does not provide comparable LOS estimates for individual highway segments, the change in volume from 2005 to 2030 serves as a proxy for change in service quality, with higher future volumes indicating lower future levels of service, assuming no major highway expansion or other changes in capacity.

In examining the transit system, CTA, Metra, and Pace service data are analyzed to provide a profile of commuter rail, rapid transit, and bus transit options. There also is a discussion of intra-agency and interagency transfers.

5.1 Loyola-Northwestern Submarket (TAZ 37 → TAZ 32)

Work trip flows from TAZ 37 to TAZ 32 form the Loyola-Northwestern submarket. This northbound commute is one of the largest work trip flows between nonadjacent zones within Market 1. Based on 2000 Census Transportation Planning Package (CTPP) data, 520 work trips are made from TAZ 37 to TAZ 32 on a typical weekday.

TAZ 37, the origin, is a primarily residential area in the Rogers Park neighborhood of northern Chicago. Loyola University is in the eastern portion of the zone and there are commercial land uses along Broadway Avenue, Sheridan Road, and Clark Street. Its border on the north is Touhy Avenue, on the east is Lake Michigan, on the south is Devon Avenue, and on the west is Ashland Avenue.

TAZ 32, the destination, is dominated by downtown Evanston and Northwestern University. The University has a high-employment density and there is significant service sector employment in Evanston. TAZ 32's border on the north is Foster Street, on the east is Lake Michigan, on the south is Dempster Street, and on the west is roughly Ridge Avenue.

These zones are separated by a distance of about three miles (from center point to center point).

According to the 2000 Census CTPP data, the average travel time between these zones for workers is 37 minutes. The average travel time by mode is as follows: driving alone equals 12 minutes, bus equals 60 minutes, and rail equals 36 minutes. Drive alone is 34 percent of all work trips. Bus trips are 27 percent of all work trips and rail trips also are 27 percent of all work trips. This relatively high transit mode share suggests that existing transit service provides relatively attractive service in this submarket. However, it should be noted that the CTPP is based on regional data samples so these results are offered only as representative of potential travel time and mode share for each submarket.

Key transportation elements connecting these zones include:

- **Local Streets:**
  - Sheridan Road (Devon-Lake Shore Boulevard; and
  - Clark Street/Chicago Avenue (Devon-Foster).
- **CTA Rail:**
  - Red Line (Loyola-Howard); and
  - Purple Line (Howard-Foster).

- **Metra Commuter Rail:**
  - UP-N Line (Rogers Park-Davis).
- **Pace Bus Services:**
  - Route 426 – Northwestern University Evanston/Chicago.
- **CTA Bus Services:**
  - Route 22 – Clark;
  - Route 147 – Outer Drive Express;
  - Route 201 – Central/Ridge; and
  - Route 205 – Chicago/Golf.

Roadways

The primary north-south roadways serving commuters from TAZ 37 to TAZ 32 are Sheridan Road and Clark Street (which becomes Chicago Avenue north of Sheridan Road).

As shown in Table 5.2, the CMAP regional travel demand model indicates an increase in traffic volume for Sheridan Road and no change for Clark Street. LOS data are not available for these roadways.

Table 5.2 Loyola-Northwestern LOS and Volume Change

	Freight Analysis Framework		CMAP Regional Travel Demand Model
Description	LOS 2005	LOS 2035	Percent Change in Volume (2005-2030)
Sheridan Road, Devon to Foster	-	-	+7%
Clark Street, Devon to Foster	-	-	Unchanged

Rail Service

This submarket is served by the CTA Purple and Red Lines. Red Line stations Loyola and Morse are located in TAZ 37. With a transfer to the Purple Line at Howard Terminal, commuters can access TAZ 32 from the Dempster, Davis, or Foster Purple Line stations. Service is frequent with a.m. peak headways of five minutes for the Red Line and eight minutes for the Purple Line in the northbound direction. Fares are $2 for cash-paying customers with no additional cost for the Red Line-Purple Line transfer.

Table 5.3 Loyola-Northwestern Rapid Transit Service

Rapid Transit Branch	Service Availability				Operating Hours per Weekday	Average Headways (Minutes)
	Peak	Midday	Evening	Weekend		
Red (North Main)	●	●	●	●	24	5-8
Purple	●	●	●	●	21	9-15

Source: CTA On-Line Rapid Transit Train Schedules, www.transitchicago.com.

The Metra UP-N Line offers a commuter rail option for commuters from TAZ 37 to TAZ 32. The Rogers Park station, located at the northwest corner of TAZ 37, has six northbound trains pickup during the a.m. peak. Scheduled travel time between Rogers Park and Davis Street station in TAZ 32, downtown Evanston, is six minutes. An adult one-way ticket is $2.15.

Bus Service

Bus services that connect the two zones include Pace Route 426, serving a variety of Evanston destinations and Purple Line transfers. This service operates on a.m. and p.m. peak periods during weekdays only, with average headways of about one hour.

CTA service connecting the submarket includes Routes 147, 201, 205, and 22, though all require a transfer. Route 147 operates along Sheridan Road and connects the eastern portion of TAZ 37 to the Howard Terminal. Route 201 operates along Ridge and Sheridan north of Howard. The western portion of TAZ 37 is served by CTA Route 22 along Clark Street, which also terminates at the Howard Terminal. CTA Route 205 has its southern endpoint at the Howard terminal and moves north through TAZ 32 along Main Street. Its northern terminal is the Cook County Courthouse near Old Orchard Shopping Center. Fares are $2 for cash-paying customers. Transfers from CTA bus-bus and bus-rail are an additional $0.25

Table 5.4 Loyola-Northwestern Bus Service

Route		Service Availability				Operating Hours per Day	Headways (Minutes)
		Peak	Midday	Evening	Weekend		
Pace							
426	Northwestern University Evanston/Chicago	●		●		11	20-60
CTA							
22	Clark	●	●	●	●	24	6-20
147	Outer Drive Express	●	●	●	●	21	5-20
201	Central/Ridge	●	●		●	17	15-20
205	Chicago/Golf	●	●	●		13	10-20

Sources: Pace, CTA On-Line Bus Schedules, www.transitchicago.com.

Summary

This movement between the Edgewater area in Chicago and central Evanston has a strong share of trips on public transportation as a result of a variety of high-quality direct rail and extensive bus transit options. Though the travel distance between origin and destination is short, it reveals much about the services available for a northern city-to-suburb commute along the lakefront. Evanston's strong employment market and Chicago's densely developed residential areas contribute to the regional significance of this movement. The importance of the CTA Howard terminal as a transit hub also is apparent in reviewing this origin-destination pair.

■ 5.2 Uptown Submarket (TAZ 39 → TAZ 43)

Southbound work trip flows from TAZ 39 to TAZ 43 form the Uptown submarket within Market 1. Based on Census data, 233 work trips are made from TAZ 39 to TAZ 43 on a typical weekday.

TAZ 39, the origin, is just south of Loyola University and Rogers Park in northern Chicago. The area is primarily residential with commercial land use along Broadway. It is bounded by Devon Avenue on the north, Sheridan Road on the east, Bryn Mawr Avenue on the south, and Ashland Avenue on the west.

TAZ 43, the destination, has several large employers, most notably a concentration of hospital facilities and schools. It is located in the Uptown neighborhood of northern Chicago. The City College of Chicago-Harry S. Truman College and Graceland Cemetery are both

within TAZ 43. TAZ 43 is bounded by Lawrence Avenue on the north, Marine Drive on the east, Ashland Avenue on the west, and Irving Park on the south.

These zones are separated by a distance of about two miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 21 minutes. The average travel time by mode is as follows: driving alone equals 14 minutes, bus equals 18 minutes, and rail equals 33 minutes. Drive alone is 47 percent of all work trips. Bus trips are 23 percent of all work trips and rail trips are 21 percent of all work trips.

Key transportation facilities connecting these zones include:

- **Highway/Principal Arterial Streets:**
  - Lake Shore Drive/U.S. 41 (Bryn Mawr-Irving Park).
- **Local Streets:**
  - Broadway Avenue (Devon-Irving Park);
  - Clark Street (Devon-Irving Park); and
  - Ashland Avenue (Devon-Irving Park).
- **CTA Rail:**
  - Red Line (Granville-Sheridan).
- **CTA Bus Services:**
  - Route 22 – Clark;
  - Route 36 – Broadway;
  - Route 84 – Peterson;
  - Route 136 – Sheridan/LaSalle Express; and
  - Route 151 – Sheridan.

Roadways

The primary north-south roadway serving commuters from TAZ 39 to TAZ 43 is U.S. 41. Connections to U.S. 41, known as North Lake Shore Drive between TAZ 39 and TAZ 43, are available at Bryn Mawr and Hollywood. U.S. 41 is part of the Principal Arterial System (PAS). North-south local streets connecting the two zones include Broadway Avenue, Clark Street, Ashland Avenue, and Sheridan Road.

Table 5.5 PAS Roadway Characteristics in Uptown

Roadway	End Points	Average AADT (2001)	Number of Lanes	On-Street Parking
U.S. 41/Lake Shore Drive (LSD)	Bryn Mawr-Irving Park	78,975	8	No

Source: IDOT.

As shown in Table 5.6, LOS for U.S. 41, already very poor in 2005, is predicted to get even worse by 2035, as the small stretch of U.S. 41 still operating at LOS E falls to LOS F. Traffic volumes are forecasted to rise by 17 percent on U.S. 41. Ashland Avenue is predicted to also see an increase in traffic volumes, though Broadway is predicted to carry a lower volume of traffic, possibly due to construction of additional capacity on alternate facilities.

Table 5.6 Uptown LOS and Volume Change

	Freight Analysis Framework		CMAP Regional Travel Demand Model
Description	LOS 2005	LOS 2035	Percent Change in Volume (2005-2030)
U.S. 41/LSD, Bryn Mawr to Irving Park	E/F	F	+17%
Broadway, Devon to Irving Park	-	-	-8%
Clark, Devon to Irving Park	-	-	Unchanged
Ashland, Devon to Irving Park	-	-	+7%

Rail Service

This submarket is served by the CTA Red Line. Red Line stations Granville, Thorndale, and Bryn Mawr are located in TAZ 39. Red Line stations Lawrence and Wilson are located within TAZ 43, with Sheridan located just south. Service is frequent with a.m. peak-period headways of three to five minutes in the southbound direction. Fares are $2 for cash-paying customers.

Table 5.7 Uptown Rapid Transit Service

Rapid Transit Branch	Service Availability				Operating Hours per Weekday	Average Headways (Minutes)
	Peak	Midday	Evening	Weekend		
Red (North Main)	●	●	●	●	24	5-8

Source: CTA On-Line Rapid Transit Train Schedules, www.transitchicago.com.

Bus Service

Commuters in this submarket are served by a number of bus transit options along north-south arterials. CTA service in the submarket includes Routes 22, 36, 84, 136, 144, 146, and 151. CTA Route 22 serves the submarket along Clark Street. CTA Route 36 serves the submarket along Broadway. CTA Route 136 runs south on Broadway and then on Marine Drive from Devon to Irving Park. CTA Route 151 runs south on Sheridan. Most of these routes allow for a no-transfer trip between TAZ 39 and TAZ 43 in both directions. Fares are $2 for cash-paying customers. Transfers from CTA bus-bus and bus-rail are an additional $0.25.

Table 5.8 Uptown Bus Service

Route		Service Availability				Operating Hours per Day	Headways (Minutes)
		Peak	Midday	Evening	Weekend		
CTA							
22	Clark	●	●	●	●	24	6-20
36	Broadway	●	●	●	●	21	6-20
84	Peterson	●	●	●	●	17	10-30
136	Sheridan/LaSalle Express	●		●		8	6-10
151	Sheridan	●	●	●	●	24	3-30

Source: CTA On-Line Bus Schedules, www.transitchicago.com.

Summary

This movement between the area around Loyola University and the Uptown neighborhood in Chicago also enjoys relatively high transit mode share, with nearly half of its trips on public transportation. Congestion conditions are expected to worsen over time on one key roadway serving this submarket, U.S. 41. This submarket highlights the transportation options available for a typical short commute in northeastern Chicago and the importance of the CTA Red Line in serving the densely developed lakefront neighborhoods.

■ 5.3 Skokie Industry Submarket (TAZ 36 → TAZ 305)

Westbound work trip flows from TAZ 36 to TAZ 305 form the Skokie Industry submarket within Market 2. This submarket is the first submarket analyzed in which an expanded Yellow Line may aid the mobility of commuters. Based on Census data, 163 work trips are made from TAZ 36 to TAZ 305 on a typical weekday.

TAZ 36, the origin, is the primarily residential western portion of Rogers Park in northern Chicago. One notable landmark is Warren Park. The zone is bounded by Touhy Avenue on the north, Ashland Avenue on the east, Devon Avenue on the south, and Western Avenue on the west.

TAZ 305, the destination, lies almost entirely in southeastern Skokie, just north of the Lincolnwood Town Center, and is dominated by the Metropolitan Water Reclamation District facility, the CTA Skokie Shops railcar maintenance facility, and industrial zones. The industrial land uses within the southern half of the zone are likely attracting the majority of work trips destined to this zone. TAZ 305 is bounded by Oakton Street on the north, McCormick Boulevard on the east, Touhy Avenue on the south, and Crawford Avenue on the west. The Yellow Line passes through this zone.

These zones are separated by a distance of about two miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 18 minutes. The average travel time by mode is as follows: driving alone equals 14 minutes, bus equals 27 minutes. Drive alone and carpool are 81 percent of all work trips. Bus trips are 18 percent of all work trips.

Key transportation facilities serving these zones include:

- **Highway/Principal Arterial Streets:**
  - McCormick Boulevard (Devon-Oakton).
- **Local Streets:**
  - Touhy Avenue (Ashland-Crawford);
  - Howard Street (Clark-Crawford);
  - Oakton Street (Clark-Crawford);
  - Ridge Boulevard (Devon-Oakton);
  - Clark Street (Devon-Howard); and
  - Western Avenue (Devon-Howard).

- **CTA Rail:**
  - Yellow Line.
- **Pace Bus Services:**
  - Route 215 – Crawford-Howard; and
  - Route 290 – Touhy.
- **CTA Bus Services:**
  - Route 11 – Lincoln;
  - Route 22 – Clark;
  - Route 49B – North Western;
  - Route 96 – Lunt;
  - Route 97 – Skokie; and
  - Route 155 – Devon.

Roadways

The grid-based arterial street network provides a number of route options for this sub-market, combining east-west movements with north-south movements. The primary east-west roadways serving commuters from TAZ 36 to TAZ 305 are Touhy Avenue and Howard Street. Ridge Boulevard and Clark Street offer connections to these streets. The primary north-south roadways serving the submarket are Ashland Avenue, Western Avenue, and McCormick Boulevard.

Table 5.9 PAS Roadway Characteristics in Skokie Industry

Roadway	End Points	Average AADT (2001)	Number of Lanes	On-Street Parking
McCormick Boulevard	Devon-Oakton	25,900	4	No

Source: IDOT.

As shown in Table 5.10, LOS is predicted to worsen on both Howard and McCormick Boulevard, with McCormick jumping from LOS B (reasonably free flow) to LOS D (declining speeds). Traffic volumes are fairly stable within these key submarket roadways aside from growth on McCormick and on the short length of Western Avenue connecting this submarket.

Table 5.10 Skokie Industry LOS and Volume Change

Description	Freight Analysis Framework LOS 2005	Freight Analysis Framework LOS 2035	CMAP Regional Travel Demand Model Percent Change in Volume (2005-2030)
McCormick Boulevard, Devon to Oakton	B	D	+4%
Touhy Avenue, Ashland to Crawford	-	-	Unchanged
Howard Street, Clark to Crawford	E	F	Unchanged
Oakton Street, Clark to Crawford	-	-	Unchanged
Ridge Boulevard, Devon to Oakton	-	-	-2%
Clark Street, Devon to Howard	-	-	Unchanged
Western Avenue, Devon to Howard	-	-	+8%

Rail Service

Rail facilities currently do not serve this submarket. However, there may be opportunities to serve this area with a new Evanston station on the Yellow Line. Sites within the destination TAZ are under consideration and are discussed in greater depth in Section 6.0.

Bus Service

The submarket area has plentiful bus service operating on the connecting north-south and east-west arterial grid system. The northwestern direction of travel, however, necessitates at least one transfer for most trips, with the exception of potential trips with both an origin and a destination along Touhy Avenue.

Bus services that connect the submarket include Pace Route 215, operating along Howard and Crawford, and Pace Route 290, operating along Touhy Avenue. The adult fare is $1.50 for either bus.

CTA services connecting the submarket include Routes 11, 22, 49B, 96, 97, and 155. CTA Route 11 operates along Lincoln Avenue but shifts to Kedzie Avenue for a north-south segment between Touhy Avenue and Howard Street. CTA Route 22 operates along Clark Street to the Howard Red Line terminal. CTA Route 49B operates on Western Avenue between Leland Avenue and Howard Street. CTA Route 96 operates primarily on Lunt Avenue, connecting TAZ 36 to the Lincolnwood Town Center just south of TAZ 305. CTA Route 97 provides east-west service on Oakton Street past TAZ 305 to Skokie Boulevard. CTA Route 155 operates along Devon Avenue from Sheridan Road to Kedzie Avenue. Fares are $2 for cash-paying customers. Transfers from CTA bus-bus and bus-rail are an additional $0.25.

Table 5.11 Skokie Industry Bus Service

Route		Service Availability				Operating Hours per Day	Headways (Minutes)
		Peak	Midday	Evening	Weekend		
Pace							
215	Crawford-Howard	●	●	●	●	19	20
290	Touhy Avenue	●	●	●	●	20	20-45
CTA							
11	Lincoln	●	●	●	●	16	12-20
22	Clark	●	●	●	●	24	6-20
49B	North Western	●	●	●	●	20	8-20
96	Lunt	●	●			14	15-20
97	Skokie	●	●	●	●	18	15-30
155	Devon	●	●	●	●	20	7-20

Sources: Pace, CTA On-Line Bus Schedules, www.transitchicago.com.

Summary

This diagonal movement between western Rogers Park in Chicago and the industrial area of southeastern Skokie can use many combinations of east-west and north-south streets to traverse the grid, providing both highway and transit users with some flexibility to avoid congestion. The travel demand models were somewhat inconsistent in their results, but showed a general trend of worsening congestion over time. Although there is a strong grid network of bus routes serving this submarket, a transfer would be required for most transit trips. In part because of this need for transfers, transit was somewhat less attractive than the other submarkets in this part of the Corridor. The transit share of this submarket could be enhanced by the presence of an infill station along the CTA Yellow Line, serving the industrial employment centers in and around the destination TAZ.

5.4 Yellow Brick Road Submarket (TAZ 39 → TAZ 285)

Northbound work trip flows from TAZ 39 to TAZ 285 form the Yellow Brick Road submarket within Market 2. Based on Census data, 109 work trips are made from TAZ 39 to TAZ 285 on a typical weekday.

TAZ 39, the origin for this submarket as well as the Uptown submarket, is just south of Loyola University and Rogers Park in northern Chicago. The area is primarily residential with commercial land use along Broadway. It is bounded by Devon Avenue on the north,

Sheridan Road on the east, Bryn Mawr Avenue on the south, and Ashland Avenue on the west. Trips originating from this TAZ also form the Uptown submarket (see Section 5.2).

TAZ 285, the destination, is located on the northwestern edge of Skokie and is dominated by Westfield Shopping Town-Old Orchard and related commercial and parking uses. Another notable landmark is Niles Township High School North. It is bounded by Central Street on the north, Skokie Boulevard on the east, Golf Road on the south, and roughly Harms Road on the west.

These zones are separated by a distance of about seven miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 46 minutes. The average travel time by mode is as follows: driving alone equals 42 minutes, bus equals 75 minutes, and rail equals 60 minutes. Drive alone is 82 percent of all work trips. Bus trips are 8 percent of all work trips and rail trips are 10 percent of all work trips.

Key transportation facilities connecting these zones include:

- **Highway/Principal Arterial Streets:**
  - I-94 (Peterson-Old Orchard);
  - U.S. 41 (Peterson-Old Orchard);
  - McCormick Boulevard (Peterson-Dempster);
  - Ridge/Peterson Avenue (Sheridan-I-94); and
  - Dempster Street (McCormick-U.S. 41).
- **Local Streets:**
  - Touhy Avenue (Sheridan-I-94);
  - Golf Road (Chicago-U.S. 41); and
  - Clark Street (Bryn Mawr-Golf).
- **CTA Rail:**
  - Red Line (Bryn Mawr-Howard); and
  - Yellow Line (Howard-Skokie).
- **Pace Bus Services:**
  - Route 210 – Lincoln Avenue;
  - Route 215 – Crawford-Howard; and
  - Route 426 – Northwestern University Evanston/Chicago.
- **CTA Bus Services:**
  - Route 54A – North Cicero/Skokie;
  - Route 84 – Peterson;

- Route 97 – Skokie;
- Route 147 – Outer Drive Express;
- Route 151 – Sheridan;
- Route 201 – Central/Ridge; and
- Route 205 – Chicago/Golf.

Roadways

The generally grid-based highway and arterial street network provides a number of route options for this submarket, combining east-west movements with north-south movements. The major north-south roadways connecting these zones are I-94 and U.S. 41 (also called Lincoln Avenue and Skokie Boulevard in some places). McCormick Boulevard also offers a north-south connection between Peterson Avenue and Dempster Street. Dempster Street connects McCormick to I-94 and U.S. 41.

Several local streets offer connections between these zones. Clark Street offers connections to several east-west arterial roadways such as Peterson Avenue, Touhy Avenue, and Golf Road. For a trip of this length, many commuters would probably access I-94 or U.S. 41, rather than use local/arterial streets to move through Evanston and Skokie.

Table 5.12 PAS Roadway Characteristics in Yellow Brick Road

Roadway	End Points	Average AADT (2001)	Number of Lanes	On-Street Parking
I-94	Peterson-Old Orchard	161,972	6	No
U.S. 41	Peterson-Old Orchard	23,176	4	Some
McCormick Boulevard	Peterson-Dempster	25,900	4	No
Ridge/Peterson Avenue	Sheridan-I-94	36,271	4	No
Dempster Street	McCormick-U.S. 41	34,646	4	Some

Source: IDOT.

As shown in Table 5.13, LOS is consistently forecasted to worsen on these key roadways. The smaller roadways serving the submarket show little change in traffic volumes. I-94 is forecasted to have the largest percentage change in volume, coupled with a decline in LOS. The decline in LOS of alternative northern route U.S. 41 makes an increase in drive times likely for this submarket, potentially increasing the attractiveness of transit alternatives, such as an expanded Yellow Line.

Table 5.13 Yellow Brick Road LOS and Volume Change

Description	Freight Analysis Framework LOS 2005	Freight Analysis Framework LOS 2035	CMAP Regional Travel Demand Model Percent Change in Volume (2005-2030)
I-94, Peterson to Old Orchard	E/F	F	+7%
U.S. 41, Peterson to Old Orchard	B	C	Unchanged
McCormick, Peterson to Dempster	B	D	+3%
Ridge/Peterson, Sheridan to I-94	-	-	+4%
Dempster, McCormick to U.S. 41	D	E	Unchanged
Touhy, Sheridan to I-94	-	-	+1%
Golf, Chicago to U.S. 41	-	-	Unchanged
Clark, Bryn Mawr to Golf	-	-	Unchanged

Rail Service

This submarket is served by the CTA Red and Yellow Lines. Red Line stations Granville, Thorndale, and Bryn Mawr are located in TAZ 39. With a transfer to the Yellow Line at the Howard terminal, commuters can take rail service as far north as Dempster Street. Bus connections are then available to TAZ 285. Fares for the rail portion of the trip are $2 for cash-paying customers with no additional cost for the Red Line-Yellow Line transfer. An extension of Yellow Line service to the Westfield Shoppingtown Old Orchard could significantly improve the speed and reliability of the transit option in this submarket by making the transfer to bus service unnecessary.

Table 5.14 Yellow Brick Road Rapid Transit Service

Rapid Transit Branch	Service Availability: Peak	Midday	Evening	Weekend	Operating Hours per Weekday	Average Headways (Minutes)
Red (North Main)	●	●	●	●	24	5-8
Yellow	●	●	●		17	7-18

Source: CTA On-Line Rapid Transit Train Schedules, www.transitchicago.com.

Bus Service

Bus service options in this submarket are abundant, though transfers are required to complete the trip between origin and destination. The grid-based bus network typically requires a combination of east-west and north-south routes to complete this diagonal trip. The most direct bus routes to the destination originate at Howard Terminal, allowing for a variety of bus-bus and rail-bus transfers.

Bus services that connect the two zones include Pace Routes 210, 215, and 426. Pace Route 210 operates along Lincoln Avenue (U.S. 41), allowing for a transfer to the CTA Route 54A at Cicero and Touhy, which connects with TAZ 285. Pace Route 215 provides service to TAZ 285 from the Howard terminal. Pace Route 426 runs north from TAZ 39 along Sheridan Road to Dempster Street. All routes are $1.50 except for Route 426, which is $3.

CTA service offers two major single transfer options with a variety of different routes to accommodate. CTA Route 84 operates along Peterson and connects to CTA Route 54A, which runs north on Skokie Boulevard/Cicero and connects with the Skokie Yellow Line terminal and TAZ 285. CTA Route 147 operates along Sheridan Road and connects the eastern portion of TAZ 39 to the Howard terminal. From the Howard terminal, CTA Routes 97, 201, and 205 run to the Old Orchard Shopping Center and TAZ 285. Fares are $2 for cash-paying customers. Transfers from CTA bus-bus are an additional $0.25.

Table 5.15 Yellow Brick Road Bus Service

Route		Service Availability				Operating Hours per Day	Headways (Minutes)
		Peak	Midday	Evening	Weekend		
Pace							
210	Lincoln Avenue	●	●			13	30-60
215	Crawford-Howard	●	●	●	●	19	20
426	Northwestern University Evanston/Chicago	●		●		11	20-60
626	Skokie Valley Limited	●				7	20-25
1023	Chicago/Lincolnshire	●				3	2 trips
CTA							
54A	North Cicero/Skokie Boulevard	●				10	20
84	Peterson	●	●	●	●	17	10-30
97	Skokie	●	●	●	●	18	15-30
147	Outer Drive Express	●	●	●	●	21	5-20
151	Sheridan	●	●	●	●	24	3-30
201	Central/Ridge	●	●		●	17	15-20
205	Chicago/Golf	●	●	●		13	10-20

Sources: Pace, CTA On-Line Bus Schedules, www.transitchicago.com.

Summary

This movement between the Edgewater area in Chicago and the Old Orchard area in Skokie currently has about 80 percent of commuters driving alone. Greater congestion is expected over time on both I-94 and U.S. 41, increasing drive times. Although a strong grid network of east-west and north-south bus routes exists, the lack of a direct transit option suppresses transit mode share in this submarket. An extension of the CTA Yellow Line to Old Orchard may be part of a solution to improving mobility options in this sub-market. The CTA Howard terminal again serves as a key transportation hub allowing a wide variety of rail-bus and bus-bus transfer options.

■ 5.5 Lake-Cook Journey Submarket (TAZ 33 → TAZ 521)

Northbound work trip flows from TAZ 33 to TAZ 521 form the Lake-Cook Journey sub-market. This commute represents the largest work trip flow with origins and destinations in Market 3. Based on Census data, 105 work trips are made from TAZ 33 to TAZ 521 on a typical weekday.

TAZ 33, the origin, is a primarily residential area of eastern Evanston. There are commercial uses along Chicago Avenue. It is bounded by Dempster Street on the north, Lake Michigan on the east, Oakton Street on the south, and Asbury Avenue on the west.

TAZ 521, the destination, falls primarily within Northbrook and is dominated by commercial land uses. One major employer within this industrial region is OMEDA Communications, Inc., with over 140 employees. There is a residential neighborhood in the eastern part of the zone surrounding Greenfield Park and commercial land uses along Dundee Road. The zone is bounded by Lake-Cook Road on the north, Pfingsten Road on the east, Dundee Road on the south, and roughly Laburnum Drive on the west.

The zones are separated by roughly 12 miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 38 minutes. The average travel time for driving alone is 37 minutes and for carpooling is 45 minutes. Drive alone is 89 percent of all work trips. Carpooling is the remaining 11 percent. There are no bus or rail trips between the two zones.

Key transportation facilities connecting these zones include:

- **Highways/Principal Arterial Streets:**
  - I-94 (Dempster-Lake-Cook);
  - U.S. 41 (Dempster-I-94);
  - Waukegan Road (Dempster-Lake-Cook);
  - Dempster Street (McCormick-Waukegan);
  - Dundee (I-94-Laburnum); and
  - Lake-Cook Road (I-94-Wilmot).
- **Local Streets:**
  - Sheridan Road (Oakton-Lake-Cook Road); and
  - Green Bay Road (Central-Lake-Cook Road).
- **CTA Rail:**
  - Purple Line (Linden-Howard); and
  - Yellow Line (Howard-Skokie).
- **Metra Commuter Rail:**
  - UP-N Line (Davis-Braeside).
- **Pace Bus Services:**
  - Route 208 – Golf Road;
  - Route 213 – Green Bay Road;

- Route 422 – Linden CTA/Glenview/Northbrook Court;
- Route 626 – Skokie Valley Limited;
- Route 629 – Braeside Station Shuttle Bug 9; and
- Route 635 – Shuttle Bug 5.

Roadways

I-94 is the primary connector between these two zones. This major expressway is supplemented by a strong generally grid-based network of arterial streets. U.S. 41 runs north-south for the southern half of the commute. Dempster Street offers an east-west connection between TAZ 33 and I-94, U.S. 41, and Waukegan Road, which also serves as a north-south connector. For the northern portion of the trip, Lake-Cook Road and Dundee Road are the primary east-west connectors. These roadways are all part of the PAS. Other key north-south roadways include Sheridan Road and Green Bay Road.

Table 5.16 PAS Roadway Characteristics in Lake-Cook Journey

Roadway	End Points	Average AADT (2001)	Number of Lanes	On-Street Parking
I-94	Dempster-Lake-Cook	138,998	6	No
U.S. 41	Dempster-I-94	23,900	4	Some
Waukegan Road	Dempster-Lake-Cook	27,521	4	No
Dempster Street	McCormick-Waukegan	35,936	4	Some
Dundee Road	I-94-Laburnum	30,613	4	No
Lake-Cook Road	I-94-Wilmot	39,714	4-6	No

Source: IDOT.

As shown in Table 5.17, LOS conditions within the submarket are forecasted to deteriorate on every facility for which the data are available. The poor LOS conditions on I-94 are likely to have the largest impact on travel times within the submarket, particularly given the projected 10 percent increase in traffic volume from CMAP's regional travel demand model. Alternate northbound option Waukegan Road also is forecasted to decline, particularly near Dempster. Dempster, the primary east-west roadway facilitating connection to I-94 from the origin, is forecasted to have some poor conditions on the eastern portion, near McCormick. Lake-Cook Road shows the worst decline in LOS within the submarket, though it only operates as a short link near the destination. In general, the decline of roadways within the submarket is significant and likely to add travel time to this already long journey.

Table 5.17 Lake-Cook Journey LOS and Volume Change

Description	Freight Analysis Framework LOS 2005	Freight Analysis Framework LOS 2035	CMAP Regional Travel Demand Model Percent Change in Volume (2005-2030)
I-94, Dempster to Lake-Cook	E/F	F	+10%
U.S. 41, Dempster to I-94	B	C	+6%
Waukegan Road, Dempster to Lake-Cook	B	C/D	Unchanged
Dempster Street, McCormick to Waukegan	C	C/E	+4%
Dundee, I-94 to Laburnum	B	C/D	Unchanged
Lake-Cook Road, I-94 to Wilmot	C	F	+11%
Sheridan, Oakton to Lake-Cook	-	-	-7%
Green Bay, Central to Lake-Cook	-	-	+7%

Rail Service

A portion of this submarket is served by the CTA Purple and Yellow Lines, though trips involving rail service typically require multiple transfers. These lines do offer limited opportunities for linked trips, bringing commuters to transfer locations for Pace bus routes that serve TAZ 521. Purple Line stations at Dempster, Main, and South Boulevard are within TAZ 33. Commuters can travel north to Linden and transfer to Pace Route 422. Another option is traveling to Davis on the Purple Line, transferring to Pace Route 213, and later transferring to Pace Route 422. Fares for the rail portion of any trip are $1.75 with no additional cost for the Purple Line-Yellow Line transfer.

Table 5.18 Lake-Cook Journey Rapid Transit Service

Rapid Transit Branch	Service Availability: Peak	Midday	Evening	Weekend	Operating Hours per Weekday	Average Headways (Minutes)
Purple	●	●	●	●	21	9-15
Yellow	●	●	●		17	7-18

Source: CTA On-Line Rapid Transit Train Schedules, www.transitchicago.com.

The Metra UP-N Line offers a commuter rail option for commuters from TAZ 33. From the Davis Street station, located at the center of TAZ 33, there are six northbound trains that stop in Braeside during the morning peak period. An adult one-way ticket is $3.05

and the trip generally takes about 25 minutes. From Braeside, transfers to Pace Route 629 are available.

Bus Service

Bus service is limited within this submarket. Multiple transfers are required for almost all trips, making for long linked trips, particularly given the long headways of most of the Pace services within this suburb-to-suburb submarket.

Bus services that connect the two zones include Pace Routes 208, 213, 422, 626, and 629. Pace Route 208 connects the Davis Street Purple Line and Metra stations to the northeastern corner of TAZ 521. Pace Route 213 operates between the Davis Street Purple Line and Metra stations and Northbrook Court, at which point a transfer to Pace Routes 422 is possible. Pace Route 422 operates from the Purple Line Linden station to the intersection of Lake Avenue and Skokie Boulevard on the northeastern corner of TAZ 521. Pace Route 626 operates from the Skokie Swift Yellow Line station to TAZ 521. Pace Route 629 operates between the Braeside Metra station on the UP-N Line TAZ 521. Pace Route 635, available by transfer from Pace Route 626, serves locations within TAZ 521. The fares on Pace Route 629 and 635 are $1 for an adult. All other routes are $1.50.

Table 5.19 Lake-Cook Journey Bus Service

Route		Service Availability				Operating Hours per Day	Headways (Minutes)
		Peak	Midday	Evening	Weekend		
Pace							
208	Golf Road	●	●	●	●	17	25-35
213	Green Bay Road	●	●	●	●	13	15-30
422	Linden CTA/Glenview/ Northbrook Court	●	●	●	●	16	40-60
626	Skokie Valley Limited	●				7	20-25
629	Braeside Station Shuttle Bug 9	●				4	60
635	Shuttle Bug 5	●				4	30

Source: Pace.

Summary

Although there are only about 100 work trips on this movement between southeastern Evanston and the Lake-Cook Road area, that the magnitude is so great given the long distance of this commute underscores the attraction of the Lake-Cook Road area as a regional employment center. Nearly 90 percent of commuters currently drive alone and are expected to experience greater congestion over time on several of the key north-south highway facilities serving this submarket, including I-94, Skokie Boulevard, and Green

Bay Road. Although an expanded Yellow Line could play a role in addressing the mobility needs in this submarket, increased reverse commute service on the Metra UP-North Line could provide potentially superior travel times and reliability. A combination of more frequent northbound service in the morning, more frequent southbound service in the afternoon, and timed transfers with bus shuttle services in the Lake-Cook Road corridor could be attractive to motorists experiencing chronic congestion in this submarket.

5.6 Nature Drive Submarket (TAZ 1191 → TAZ 524)

Eastbound work trip flows from TAZ 1191 to TAZ 524 form the Nature Drive submarket. Based on Census data, 125 work trips are made from TAZ 1191 to TAZ 524 on a typical weekday.

TAZ 1191, the origin, has a mixture of residential and industrial land uses in Buffalo Grove. In the southwest corner are the Buffalo Grove Shopping Center and the Buffalo Grove Town Center. It is bounded by Aptakisic Road on the north, roughly U.S. 45 on the east, Lake-Cook Road on the south, and Buffalo Grove Road on the west.

TAZ 524, the destination, is in Northbrook. There is significant commercial development along Revere Drive. The Green Acres Country Club is in the southwestern portion of the zone. TAZ 524 includes the Village Square of Northbrook. It is bounded by Lake-Cook Road on the north, roughly I-94 on the east, Dundee Road on the south, and Lee Road on the west.

These zones are separated by a distance of about eight miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 24 minutes. All trips between the two zones are drive alone.

Key transportation facilities connecting these zones include:

- **Highways/Principal Arterial Streets:**
  - Lake-Cook Road (Buffalo Grove-Skokie Valley);
  - Dundee Road (IL-68) (Elmhurst-Skokie Valley); and
  - Milwaukee Avenue (IL-21) (Deerfield-Dundee).
- **Local Streets:**
  - McHenry Road (Deerfield-Dundee); and
  - Skokie Boulevard (Lake-Cook-Dundee).

Roadways

The primary roadways serving commuters from TAZ 1191 to TAZ 524 are Lake-Cook Road, Dundee Road, and Milwaukee Avenue. Local streets connecting these roadways in this area include McHenry Road and Skokie Boulevard.

Table 5.20 PAS Roadway Characteristics in Nature Drive

Roadway	End Points	Average AADT (2002)	Number of Lanes	On-Street Parking
Lake-Cook Road	Buffalo Grove-Skokie Valley	39,664	4	No
Dundee Road	Elmhurst-Skokie Valley	33,855	4	No
Milwaukee Avenue	Deerfield-Dundee	29,900	4	No

Source: IDOT.

As shown in Table 5.21, there is a general decline in LOS within this north suburban submarket. Travel times on Lake-Cook Road, forecasted to fall from LOS C to LOS F, are likely to greatly increase for this submarket. Dundee offers little relief, predicted to operate in a range from LOS C in the east to LOS E in the west. Milwaukee Avenue between Deerfield and Dundee is predicted to have the largest increase in traffic volume with 20 percent. Other key facility traffic volumes are forecasted to be relatively stable, aside from a roughly 5 percent growth in Lake-Cook Road traffic.

Table 5.21 Nature Drive LOS and Volume Change

	Freight Analysis Framework		CMAP Regional Travel Demand Model
Description	LOS 2005	LOS 2035	Percent Change in Volume (2005-2030)
Lake-Cook Road, Buffalo Grove to Skokie Valley	C	F	+5%
Dundee Road, Elmhurst to Skokie Valley	B/C	C/D/E	Unchanged
Milwaukee Avenue, Deerfield to Dundee	D	E/F	+20%
McHenry Road, Deerfield to Dundee	D	F	-2%
Skokie Boulevard, Lake-Cook to Dundee	-	-	+3%

Bus Service

Bus services that connect the two zones include Pace Route 626 and Route 628 along Lake-Cook Road, though neither offer a.m. peak-period service in the eastbound direction. This lack of direct bus service is representative of many other TAZ pairs in this intersuburban market.

Summary

This movement between Buffalo Grove and Northbrook is representative of major inter-suburban commuter patterns to the Lake-Cook Road area. According to the 2000 Census, every commuter drives alone. Transit options are limited and increased congestion is expected on some of the highway facilities serving this submarket. Most significant is the anticipated congestion on Lake-Cook Road, one of the principal highway options for both eastbound and westbound trips within the greater market.

5.7 Corporate Campus Short-Haul Submarket (TAZ 715 → TAZ 1150)

Eastbound work trip flows from TAZ 715 to TAZ 1150 form the Corporate Campus Short-Haul submarket. Based on Census data, 150 work trips are made from TAZ 1191 to TAZ 524 on a typical weekday.

TAZ 715, the origin, is a primarily residential area in Wheeling. It is bounded by Lake-Cook Road on the north, approximately the midpoint line between to Northgate Parkway and Raupp Boulevard on the east, Dundee Road on the south, and Raupp Boulevard on the west.

TAZ 1150, the destination, is in West Deerfield Township and the Deerfield neighborhoods of Clavinia and Parkway North. The zone is almost entirely commercial land uses. It is bounded by Deerfield Road on the north, Wilmot Road on the east, Lake-Cook Road on the south, and slightly beyond Saunders Road on the west.

These zones are separated by a distance of about four miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 22 minutes. The average travel time for driving alone is 12 minutes, carpooling is 18 minutes, and rail trips average 65 minutes. Drive alone is 71 percent of all work trips. Carpool trips are 18 percent of all work trips and rail trips are about 4 percent.

Key transportation facilities connecting these zones include:

- **Highways/Principal Arterial Streets:**
  - Lake-Cook Road (Buffalo Grove-Wilmot); and
  - Dundee Road (IL-68) (Elmhurst-Laburnham Drive).
- **Local Streets:**
  - Buffalo Grove Road (Dundee-Lake-Cook);
  - Saunders Road (Lake-Cook-Deerfield); and
  - Wilmot Road (Lake-Cook-Deerfield).

Roadways

The only Principal Arterial System highway connecting these zones is Lake-Cook Road. Commuter access to the Tri-State Tollway is unlikely given the short nature of this trip. North-south roadways serving the connection include Buffalo Grove Road, Saunders Road, and Wilmot Road.

Table 5.22 PAS Roadway Characteristics in Corporate Campus Short Haul

Roadway	End Points	Average AADT (2002)	Number of Lanes	On-Street Parking
Lake-Cook Road	Buffalo Grove-Wilmot	40,189	4	No

Source: IDOT.

As shown in Table 5.23, Lake-Cook Road is forecasted to see a significant decline in LOS, moving from LOS D (declining speeds) to LOS F (gridlock conditions), though only a modest increase in volume is predicted by CMAP's regional travel demand model. The only significant eastbound alternative, Dundee Road, also is forecasted to see a decline in LOS. Volumes are predicted to decrease on the short stretches of north-south roadways serving the eastbound trip. In general, the declining performance of Lake-Cook Road indicates that longer drive times are inevitable within this submarket, given the lack of availability of alternative travel modes.

Table 5.23 Corporate Campus Short-Haul Volume-to-Capacity Ratios

Description	Freight Analysis Framework LOS 2005	Freight Analysis Framework LOS 2035	CMAP Regional Travel Demand Model Percent Change in Volume (2005-2030)
Lake-Cook Road, Buffalo Grove to Wilmot	D	F	+3%
Dundee Road, Elmhurst to Laburnum Drive	B/C	D/E	Unchanged
Buffalo Grove Road, Dundee to Lake-Cook	-	-	Unchanged
Saunders Road, Lake-Cook to Deerfield	-	-	-7%
Wilmot Road, Lake-Cook to Deerfield	-	-	-16%

Bus Service

There are no a.m. peak-period bus service connections within this submarket. This lack of direct bus service is representative of many other TAZ pairs in this intersuburban market.

Summary

This movement between Wheeling and Deerfield also is representative of major commuter patterns in the Lake-Cook Road area. While there are multiple arterial options for many trips, congestion on Lake-Cook Road is already significant during peak periods, and increasing congestion may be difficult to avoid as this area continues to grow. Drive alone and carpool trips make up the vast majority of movements in this submarket. As with the Nature Drive submarket, congestion along Lake-Cook Road, coupled with limited transit service, will likely lead to greatly increased travel times.

■ 5.8 Lakefront Commute Submarket (TAZ 37 → TAZ 110)

Work trip flows from TAZ 37 to TAZ 110 form the Lakefront Commute submarket. Based on Census data, 325 work trips are made from TAZ 37 to TAZ 110 on a typical weekday, making it one of the largest movements between TAZs within Market 5.

TAZ 37, the origin, is a primarily residential area in the Rogers Park neighborhood of northern Chicago. Loyola University is in the eastern portion of the zone and there are commercial land uses along Broadway Avenue, Sheridan Road, and Clark Street. Its border on the north is Touhy Avenue, on the east is Lake Michigan, on the south is Devon Avenue, and on the west is Ashland Avenue. Trips originating from this TAZ also form the Northwestern-Loyola submarket (see Section 5.1).

TAZ 110, the destination, is on the northeastern edge of downtown Chicago adjacent to Lake Michigan. The eastern portion of the area includes high-value residential units, primarily in high-rise condominiums. The central and western portions of the TAZ are dominated by business and commercial land uses, including landmarks such as the John Hancock Center. The northern portion of the Michigan Avenue shopping district, also known as the Magnificent Mile, is located in this TAZ. Other major commercial uses include Water Tower Place, the 900 North Michigan Shops complex, and a variety of hotels. Additional landmarks such as Northwestern University's Downtown Campus, Loyola University's Downtown Campus, the Museum of Contemporary Art, and Lake Shore Park lie within the TAZ, which is bounded by Lake Michigan on the east, State Street on the west, Division Street on the north, and Chicago Avenue on the south.

These zones are separated by a distance of about five miles (from center point to center point).

According to the Census, the average travel time between these zones for workers is 38 minutes. The average travel time for driving alone is 27 minutes, bus trips is 40 minutes, and rail trips average 38 minutes. Drive alone is 22 percent of all work trips. Bus trips are 43 percent of all work trips and rail trips are 27 percent, making transit mode share very strong in this submarket.

Key transportation facilities connecting these zones include:

- **Highways/Principal Arterial Streets:**
  - U.S. 41/Lake Shore Drive (Sheridan-Chicago).
- **Local Streets:**
  - Clark Street (Pratt Boulevard-Chicago);
  - Marine Drive/Broadway Avenue/Halstead Street (U.S. 41-Chicago); and
  - Division Street (Halstead-Lake Shore Drive).
- **CTA Rail:**
  - Red Line (Loyola-Chicago).
- **Pace Bus Services:**
  - Route 426 – Northwestern University Evanston/Chicago.
- **CTA Bus Services:**
  - Route 146 – Inner Drive/Michigan Express;
  - Route 147 – Outer Drive Express; and
  - Route 151 – Sheridan.

Roadways

The major Principal Arterial connecting these zones is U.S. 41/Lake Shore Drive. Two additional north-south connectors are Marine Drive/Broadway Avenue/Halstead Street and Clark Street. While there are several alternative north-south connectors, these roadways are the most likely to facilitate automobile transportation within the submarket. The only east-west connector considered for this primarily north-to-south submarket is the segment of Division Street between Halsted Street and Lake Shore Drive.

Table 5.24 PAS Roadway Characteristics in Lakefront Commute

Roadway	End Points	Average AADT (2001)	Number of Lanes	On-Street Parking
U.S. 41/LSD	Sheridan-Chicago	126,588	8	No

Source: IDOT.

As shown in Table 5.25, U.S. 41/Lake Shore Drive, already operating at a poor LOS, is projected to worsen. This is supported by the CMAP regional travel demand model's prediction of an increase of 10 percent in traffic volume. Traffic volumes on the remaining north-south arterials connecting the submarket are predicted to remain fairly constant. In general, car trips within this submarket are heavily dependent on the performance of U.S. 41, so it is likely that, barring significant capacity expansion, car trips may experience a decline in their mode share, given the wide variety of convenient transit options available.

Table 5.25 Lakefront Commute LOS and Volume Change

	Freight Analysis Framework		CMAP Regional Travel Demand Model
Description	LOS 2005	LOS 2035	Percent Change in Volume (2005-2030)
U.S. 41, Sheridan to Chicago	E/F	F	+10%
Clark Street, Pratt to Chicago	-	-	+4%
Marine/Broadway/Halsted, U.S. 41 to Chicago	-	-	+4%
Division Street, Halsted to Lake Shore Drive	-	-	-2%

Rail Service

This submarket is served by the CTA Red Line. Red Line stations Loyola and Morse are located in TAZ 37. Service is frequent with three- to five-minute headways for southbound trips. Destination stations include Clark/Division and Chicago. Fares are $2 for cash-paying customers.

Table 5.26 Lakefront Commute Rapid Transit Service

Rapid Transit Branch	Service Availability				Operating Hours per Weekday	Average Headways (Minutes)
	Peak	Midday	Evening	Weekend		
Red (North Main)	●	●	●	●	24	5-8

Source: CTA On-Line Rapid Transit Train Schedules, www.transitchicago.com.

Bus Service

Bus service is excellent within this submarket, operating primarily as Lake Shore Drive express service.

Pace's Route 426 and CTA Routes 146, 147, and 151 offer a fast and convenient one-seat ride to the destination, with all but Route 151 operating as a limited stop express on Lake Shore Drive. The convenience of these services contribute to the high levels of bus ridership within this submarket, particularly on Route 147, which has an average weekday ridership of almost 13,000. The adult fare for Pace's Premium Service is $3. The CTA fare for adults is $2. However, these express bus services also are subject to the same deteriorating conditions on Lake Shore Drive that are likely to affect automobile commutes.

Table 5.27 Lakefront Commute Bus Service

Route		Service Availability				Operating Hours per Day	Headways (Minutes)
		Peak	Midday	Evening	Weekend		
Pace							
426	Northwestern University Evanston/Chicago	●		●		11	20-60
CTA							
146	Inner Drive/Michigan Express	●	●	●	●	21	10-15
147	Outer Drive Express	●	●	●	●	21	5-20
151	Sheridan	●	●	●	●	24	3-30

Sources: Pace, CTA On-Line Bus Schedules, www.transitchicago.com.

Summary

This traditional commute along the eastern side of Chicago represents a large commuter trend. Combined with significant parking costs in downtown Chicago, the importance of the CTA Red Line and Lake Shore Drive express bus services in serving this market is apparent from the large transit share (70 percent). Congestion is anticipated to worsen along key north-south highways, including Lake Shore Drive/U.S. 41, increasing travel times for automobile users and those traveling on existing express bus routes. Increased congestion will likely boost the competitive advantage of transit options that offer physical separation from automobile traffic, such as CTA rapid transit or potentially buses operating in dedicated lanes.

■ 5.9 Summary and Conclusions

Eight submarkets representing trips from a single TAZ to another TAZ were selected from the five markets evaluated in detail in Section 4.4. These submarkets are representative of major travel patterns in each of the markets. The magnitude of each travel pattern ranged from about 100 work trips to more than 500 trips, although in combination with similar trips between adjacent TAZs, the magnitudes of the general travel patterns represented by these selected TAZ pairs are more significant.

Evaluation of these submarkets provides insights into general mobility problems for travel in and around the Corridor, as well as potential solutions to improve mobility to and from the major activity centers associated with the Corridor. Given the generally limited ability to add significant highway capacity on the most congested facilities, potential solutions

focus on transit options that improve alternatives to automobile travel. Mobility problems and potential solutions include:

- **Downtown Chicago and North Side: North-to-south all-purpose travel from the southern part of the Corridor.** Densely developed lakefront neighborhoods, congested conditions on Lake Shore Drive, and high parking costs in downtown Chicago create conditions for successful transit services between Evanston and Chicago. Adequate rail capacity and service reliability are critical to maintaining transit as an attractive mobility alternative in this regionally significant travel market.

- **Lake-Cook Road Area: South-to-north commutes from Chicago and Evanston.** Congested conditions on I-94 and increasing employment concentrations along Lake-Cook Road are expected to result in substantially increased delays for commuters traveling to this suburban employment center. Increased reverse commute service on the Metra Union Pacific North Line, along with improved transit connections between the Braeside rail station and major employers, represents one of the most potentially effective solutions to this growing mobility problem.

- **Downtown Evanston: All-purpose travel from Chicago, Evanston, Skokie, and Wilmette.** Downtown Evanston and Northwestern University emerged as one of the major concentrations of activity in the Corridor. Maintaining good access from the areas where its trips mainly originate, particularly within Evanston and in the northeastern part of Chicago, is critical as residents and jobs continue to concentrate in this area. CTA Purple Line service, expanded Yellow Line service, and high-performance bus routes on major arterials, such as Golf Road and Dempster Street, could support this objective. Because so many of the trips are short distance, providing high-quality circulation within and around this growing activity center also is an important consideration.

- **Old Orchard Area: All-purpose travel from Chicago, Evanston, Skokie, and Wilmette.** Although its magnitude is somewhat lower than downtown Evanston, the Old Orchard area increasingly functions as a major concentration of activity. Improving access from the areas where its trips mainly originate, particularly elsewhere in Skokie and Evanston and in the northeastern part of Chicago, could enhance Old Orchard as an activity center. Extension of the Yellow Line, combined with high performance bus routes on major arterials, such as Golf Road and Skokie Boulevard/Cicero Avenue, could support this objective and help to reduce congestion growth on I-94.

- **Lake-Cook Road Area: All-purpose travel from surrounding areas.** While not as concentrated as the downtown Evanston or Old Orchard areas, the Lake-Cook Road area emerged as a major employment center and attractor of nonwork trips. The area also is expected to grow significantly over the next 30 years. Travelers on Lake-Cook Road are expected to experience deteriorating traffic conditions over time. Providing effective transit options, including flex-route or demand-responsive services, and encouraging transit-supportive land use strategies, such as the enhancement of activity nodes, could help to manage the area's growth.

6.0 Station Alternatives

This section discusses the *implications on the CTA Yellow Line* of the market analysis findings, with particular emphasis on the potential market feasibility of one or more new infill stations along the CTA Yellow Line in southern Evanston. Section 6.1 provides some historical background on the Yellow Line and identifies three potential station locations in southern Evanston that are candidates for one or more potential new infill stations. Given the concurrent work of the CTA on the Alternatives Analysis of Yellow Line extension options to the Old Orchard area, it was decided during the course of this study not to assess potential extension alternatives as a part of this market analysis study. Section 6.2 assesses the potential role of the Yellow Line in addressing some of the mobility problems identified in Section 5.0 and explores potential ridership levels based on comparisons with similar stations in the CTA rapid transit system. Section 6.3 presents a comparison of alternative station locations in southern Evanston based on activity level served, design standards, transit access, community development, and local preference. The assessment is intended to form the foundation for a more detailed engineering study to evaluate the physical feasibility and potential cost of a new station at one or more locations in southern Evanston. The summary and conclusions of the assessment of potential station locations is presented in Section 6.4.

6.1 Yellow Line Background

The Chicago, North Shore, and Milwaukee Railroad Skokie Valley Route was constructed in the 1920s from Chicago to Lake Bluff as a high speed bypass of its main line in what is now the Metra Union Pacific North Line corridor. As an interurban line, it made relatively few stops, including Howard and Dempster. The Chicago Rapid Transit Company, which operated the "L" system before the formation of the CTA, provided local service on a portion of this route to stations at Dodge Avenue, Asbury Avenue, and Ridge Avenue in Evanston until the late 1940s. In 1963, the North Shore line ceased all service with the abandonment of the Skokie Valley route, and the CTA took over the line from Howard Street in Chicago to Dempster Street in Skokie. Skokie Swift service began on April 20, 1964 as a two-year "demonstration project" to show that mass transit could be adapted to serve the growing suburbs. This rapid transit shuttle service was one of the first mass transit projects with cooperative support between the Federal government, a mass transit agency, and local government (Skokie).

Skokie Swift rail service was coordinated with local bus and "L" routes. A "Park-and-Ride" lot with 555 spaces, to operate with a fee, was constructed at the Skokie Terminal. The plan also included a "Kiss-and-Ride" location where transit riders could be dropped off and picked up by car. These features were designed to offer a competitive alternative to expressways for traditional and reverse commute travel. The station's close proximity to the Edens Expressway supported this objective. Space was also provided for a bus turnaround for both CTA buses and those of suburban carriers.

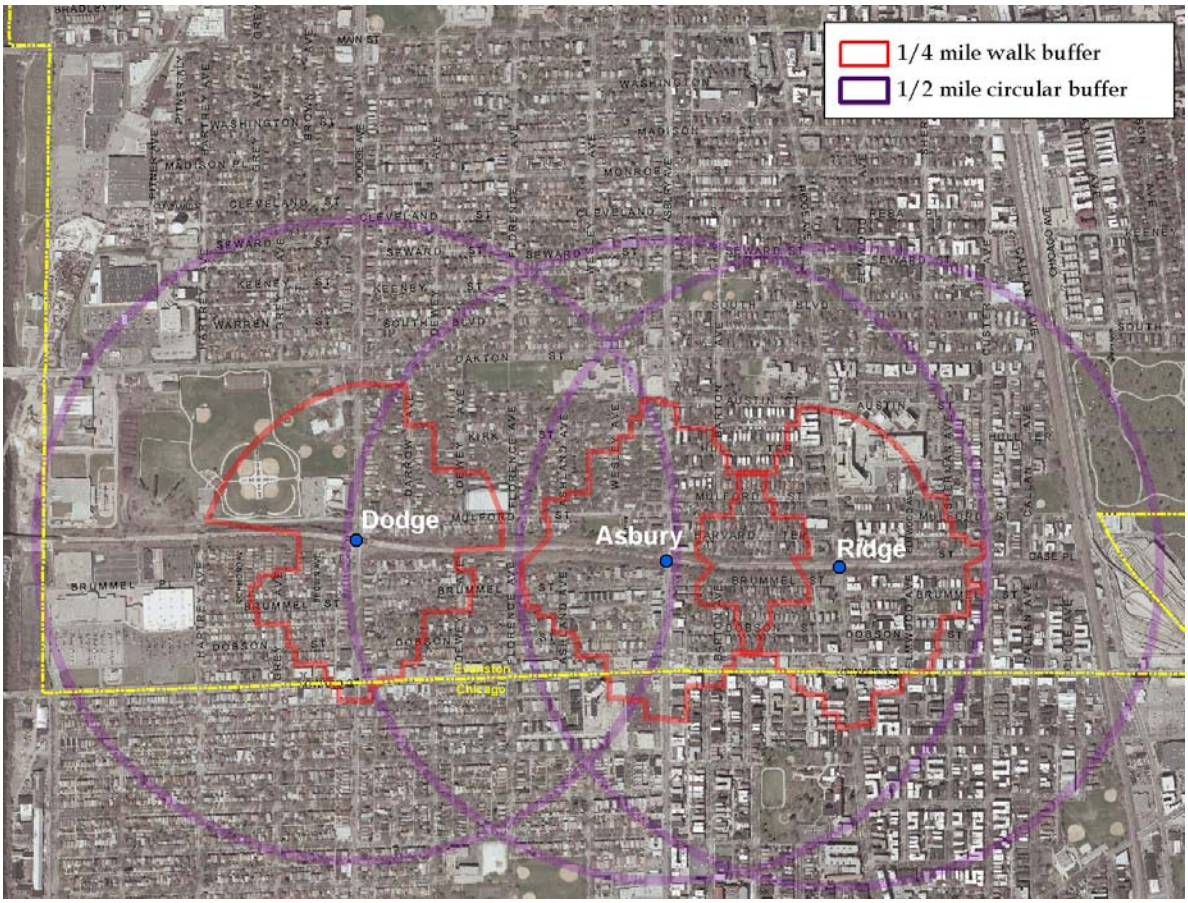
On opening day, 3,939 people rode on the Skokie Swift, and by the end of 1967 daily ridership had risen to 7,500. In its first year of operation the Skokie Swift carried nearly five times the anticipated number of passengers. At the end of its two-year experimental period in 1966, the route was absorbed into the regular CTA system and its operation continued uninterrupted.[1]

Three potential station locations were selected for evaluation at Dodge, Asbury, and Ridge, corresponding to stations that previously existed and were served by local "L" service. Each location is at the intersection of an arterial street and the Yellow Line, providing access between the area road network and the rail station. For the purposes of station area analysis, the station locations were assumed to be at the intersection of the centerline of the cross streets (Dodge, Asbury, and Ridge) and the Yellow Line tracks in southern Evanston. Depending on the type of analysis, the study area was defined as a quarter-mile walk distance or a half-mile circular radius around these points, as shown in Figure 6.1. A quarter-mile corresponds to approximately a five-minute walk for most people, and is the distance within which most transit users walk from their origins or to their destinations. A half-mile is considered to be the distance beyond which relatively few people walk to or from transit and thus serves as a reasonable outer boundary of the market shed for walk access to a transit station.[2]

[1] Based on Yellow Line history prepared by Chicago-L.org. Available at http://www.chicago-l.org/operations/lines/yellow.html.

[2] Ewing, Reid. *Transportation and Land Use Innovations.* 1997.

Figure 6.1 Potential Station Locations



6.2 Potential Market for an Expanded Yellow Line

The potential market for one or more new stations on the Yellow Line in southern Evanston was evaluated using two approaches. First, the number of additional work trips that could be potentially served by the addition of a new station at each location was estimated using Census data. Second, a comparison was made with the ridership of similar stations on the CTA rapid transit system to identify a range of potential ridership levels at each station.

6.2.1 Work Trips Potentially Served

The Yellow Line lies at the southern end of the Corridor and connects CTA services to the City of Chicago with Pace services to the northern suburbs and the Lake-Cook Road area. Currently, the Yellow Line consists of two stations at Howard Street in Chicago and Dempster Street in Skokie.

This section presents a comparison of the size of the travel market potentially served by the existing CTA Yellow Line, the line with the addition of a new infill station at Oakton Street in downtown Skokie (currently in design), and the line with each of the three selected potential infill station locations in southern Evanston.

The approach compares the number of work trips whose origins and destinations are within one-half mile of the Yellow Line and selected connecting transit services. Year 2000 Census Journey-to-Work data at the Census TAZ level of detail is the primary data source. The estimated market sizes provided in this section do not reflect any form of ridership estimate, rather they constitute a means of assessing the relative potential commuter market served by each station location in the absence of more detailed travel demand forecasting, as is being conducted in the CTA Yellow Line Alternatives Analysis.

A half-mile radius circular buffer around the Howard and Dempster stations is assumed to represent walk access and egress to/from the existing Yellow Line. In order to incorporate the major opportunities to connect with other transit services, a composite transit coverage area was created by merging the areas served by the Yellow Line and the other transit services.

The CTA rapid transit service coverage consisted of a continuous half-mile linear buffer around the CTA Red Line and Purple Line alignments and a partial coverage, generally east of Western Avenue, around the Blue Line, Green Line, and Orange Line. These areas represent the places that can be reached directly via the Red Line and Purple Line, as well as some other locations near downtown Chicago that can be reached via a rail-to-rail transfer in the Loop. The suburban bus portion of the composite transit coverage included a half-mile linear buffer around Pace Routes 208, 250, and 626 (excluding the express portion of the route on the Edens Expressway). Suburban rail coverage consisted of half-mile radius circular buffers around stations on the Metra Union Pacific North Line. Figure 6.2 shows the composite buffer area that the CTA Yellow Line was considered to potentially serve.

Market size is defined as the number workers residing in the area around Yellow Line stations and traveling to locations around Yellow Line stations or the areas around the selected connecting transit services, or vice versa, as reflected in the U.S. Census Journey-to-Work data. Work trips that are starting from and/or are destined to TAZs that are partially covered by the buffers are prorated based on the percentage of area covered. For each infill station alternative, the incremental number of work trips served by adding the new station to the existing Yellow Line stations at Howard and Dempster reflects the relative potential impact of the station on the Yellow Line market served.

Table 6.2 shows the number of workers traveling by auto, transit, and other modes for each potential station configuration. The modal distribution also was based on the estimates provided by the 2000 Census data and shows how those workers currently are traveling to work. It should be noted that transit users are not necessarily current riders on the Yellow Line. Transit users in the Census are workers traveling to or from the Dempster or Howard station areas who use transit for at least some portion of their work trip.

Figure 6.2 Composite Area Potentially Served by the CTA Yellow Line

Table 6.1 Work Trips Potentially Served by Existing Stations

		Existing Modal Distribution		
	Total	**Auto**	**Transit**	**Other**
Dempster-Howard	9,135	54.8%	34.3%	10.8%

Source: U.S. Census, 2000.

The market size of the existing Yellow Line Service indicates a potential of serving a total of more than 9,100 daily one-way work trips of which, approximately one-third is currently using available transit options including Yellow Line and other transit services serving the area depicted in Figure 6.2. This result suggest that, Yellow Line has the potential to serve about two percent of the more than 400,000 daily work trips that have origins and/or destinations in the Corridor.

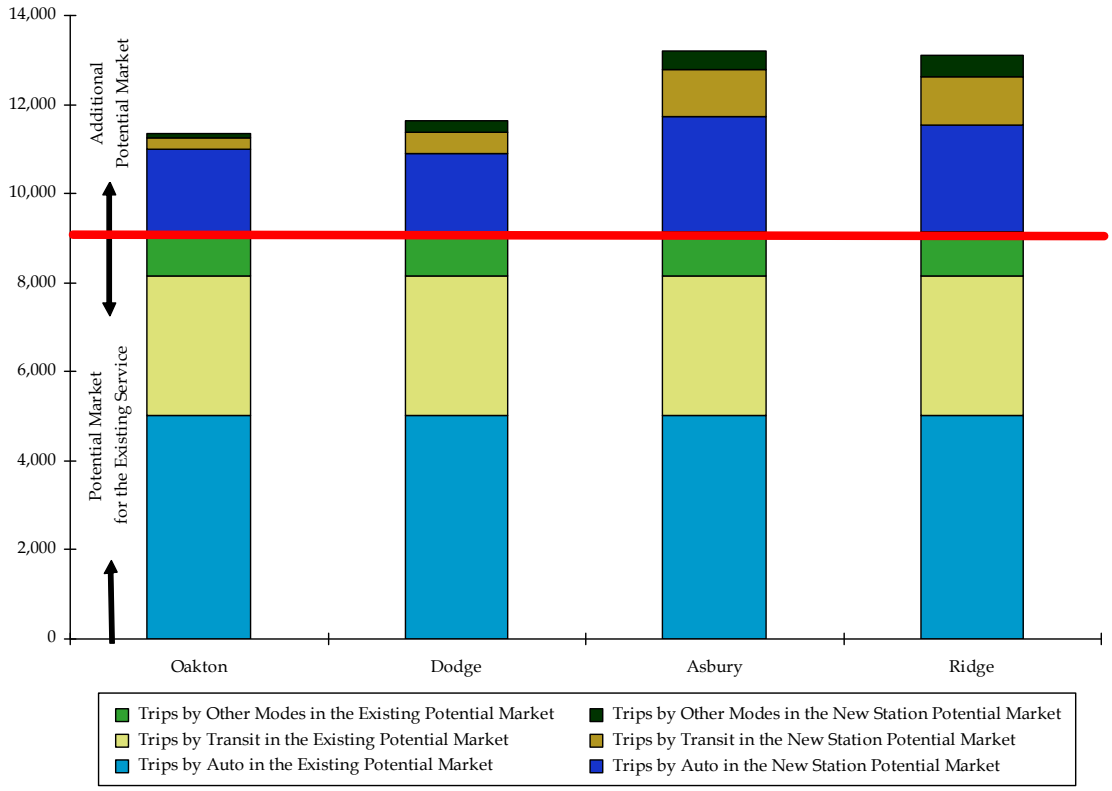
Table 6.2 illustrates the incremental number workers added to the market size by each new station individually. Each estimate per station is independent from each other and reflects the unique potential of each station location. For example, the Oakton station is shown to potentially serve up to 2,200 additional work trips. Of these, approximately 12 percent currently are using transit, presumably in part on bus services available near downtown Skokie. New transit riders would thus come from the approximately 88 percent of work trips that currently are not using transit in this market. Figure 6.3 provides graphical representations of the same data as Table 6.2.

Table 6.2 Comparative Additional Work Trips Potentially Served by New Stations

		Existing Modal Distribution		
	Total	**Auto**	**Transit**	**Other**
Oakton	2,200	84.3%	12.3%	3.4%
Dodge	2,487	70.7%	19.6%	9.7%
Asbury	4,077	63.5%	25.9%	10.6%
Ridge	3,965	60.7%	27.5%	11.8%

Source: U.S. Census, 2000.

Figure 6.3 Additional Work Trips Potentially Served by New Stations



According to the work trip travel patterns recorded in the 2000 Census data, new stations at Ridge Avenue or Asbury Avenue appear to have the greatest potential to serve commuters. Each could serve nearly 4,000 additional daily work trips, of which nearly one-quarter already are using public transportation. Based on the travel patterns identified in Section 4.0, including the presence of substantial movements in Market 5, these stations would likely serve the traditional commute market to the City of Chicago.

6.2.2 Peer Station Ridership

Potential ridership estimates were developed based on consideration of seven peer stations throughout the CTA rail system that present similar characteristics to the potential Yellow Line stations, including travel time to downtown Chicago, land use, park-and-ride, and bus connections.

Stations throughout the system were screened for comparison based on similar travel time to downtown Chicago and a similar local environment to that of the station alternatives. Scheduled travel times to downtown Chicago were derived from the RTA Trip Planner for a trip conducted at 8:00 a.m. to the Clark/Lake CTA station. In all but two cases (the Oak Park and Harlem stops on the Green Line), travel times to downtown exceed 30 minutes. The peer stations considered and the criteria used for comparison are shown in Table 6.3.

Table 6.3 Candidate Peer Stations and Yellow Line Station Alternatives

	Yellow			Purple		Brown			Green – Harlem	
	Dodge	**Asbury**	**Ridge**	**Dempster**	**Main**	**Kedzie**	**Rockwell**	**Western**	**Oak Park**	**Harlem**
Time to CBD (minutes)	29-36	30-41	31-42	36	33	33	31	30	22	21
Population (one-half mile)	6,418	11,936	14,766	9,247	10,776	26,151	17,698	15,903	25,123	10,521
Employment (one-half mile)	3,313	3,732	3,764	8,047	1,623	2,544	3,887	4,177	7,243	4,385
Park-and-Ride	Yes					Yes				
Park-and-Ride Spaces						50				
Connecting Bus Routes	3	1	2	1	2	1	1	5	3	8
Land Use										
Residential	67%	76%	73%	70%	81%	69%	68%	72%	77%	69%
Commercial	18%	9%	10%	20%	10%	17%	17%	18%	9%	12%
Industrial	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%
Institutional	4%	11%	10%	7%	4%	6%	5%	4%	8%	9%
Open Space	10%	3%	3%	3%	2%	3%	7%	4%	2%	5%
Daily Ridership January 2007				704	1,128	1,875	1,635	3,183	1,440	1,687

Fourteen candidate peer stations and the three potential new stations were evaluated for 2000 population and employment within a half-mile radius. The land use breakdown in station areas from CMAP also was compared. Additionally, stations were reviewed for park-and-ride availability, number of parking spaces, and bus connections. A subset of the candidate stations was selected for comparison of ridership.

Seven stations with similar percentages of land in residential and commercial use that did not have large park-and-ride facilities were selected for comparison with the potential Yellow Line stations. In the Dodge Avenue station area, 18 percent of land is in commercial use, and 76 percent of land is in residential use. Four peer stations were selected to develop ridership estimates for Dodge (Dempster, Kedzie, Rockwell, and Western). Because Asbury and Ridge have very similar percentages of residential and commercial land use (9 and 10 percent commercial and 76 and 73 percent residential, respectively), the same three stations were used for comparison (Main, Oak Park, and Harlem).

January 2007 data on CTA average daily boardings for peer stations were used to develop a range of ridership estimates for each of the station alternatives. To generate a ridership estimate for the each alternative, peer station ridership was adjusted based on the ratio of population and employment compared to that of the new Yellow Line station. For example, the Dempster station, with daily ridership of 704, was used as a peer for comparison with the Dodge station. Because combined population and employment in the Dempster station area is 1.8 times that of Dodge, the ridership estimate for Dodge was adjusted proportionately to reflect the lower Dodge population and employment, resulting in an average daily ridership estimate of approximately 400.

In two cases, ridership estimates were further adjusted due to a large number of connecting bus routes. For the Asbury and Ridge comparisons, Harlem was one of the peer stations. Because Harlem is a terminal station with eight connecting bus routes, the estimated ridership for the potential Yellow Line stations was reduced by approximately 30 percent to adjust for fewer anticipated connecting buses at Asbury or Ridge stations. Finally, an adjustment to all three ridership forecast ranges was made to account for the fact that that the peer stations all offer a one-seat ride downtown and have a greater downtown orientation, versus a two-seat ride to downtown Chicago for the potential Yellow Line stations. Ridership estimates were reduced an additional 40 percent. If direct Yellow Line service to downtown Chicago were ever introduced, ridership could exceed the ranges shown.

Based on daily adjusted ridership levels associated with each of the peer stations, a range of potential ridership levels was developed for each potential Yellow Line station location. Table 6.4 shows the ranges of potential daily ridership developed for each station location, based on this comparison with peer stations. However, it should be noted that this peer comparison approach does not allow for the explicit consideration of travel patterns, transportation networks, and mode choice that would be possible with a regional travel demand model. The use of a regional travel demand model to develop ridership forecasts was considered to be outside the scope of this study.

Table 6.4 Potential Station Ridership Based on Peer Comparison

	Daily Ridership Estimate Range	
	Low	**High**
Dodge	250	950
Asbury	400	850
Ridge	500	1,000

6.3 Comparison Approach

The three Yellow Line station alternatives were compared using a range of methods to evaluate the viability of each station with respect to the others. Evaluation criteria were defined in the identification of goals and objectives for the Yellow Line expansion in Task 2. The goals are to:

- Identify station areas with the greatest market potential in terms of anticipated total boardings. This would entail consideration of residents in the vicinity of a station location who would be accessing the entire CTA rail system via a new interim stop as well as riders who would exit the Yellow Line at that station to get to a work or shopping destination; and

- Identify station areas with land use that facilitates station access, has potential for transit oriented development, and has good proximity to major attractions.

Accordingly, station areas were reviewed in terms of the relative activity levels, physical design considerations, multimodal access, community development considerations, and local preference. Level of activity was measured by trip ends, population and employment, and the presence of large employers and attractions. Physical design considerations include station spacing and track conformity to CTA station design standards. Multimodal access considerations include opportunities for connections with bus services and availability of vacant land for potential commuter parking. Community development considerations include consistency with local plans and availability of nearby developable land with transit-oriented development potential. Local preference includes the results of a resident survey and consistency with community values and local character.

6.3.1 Activity Level Served

Population and Employment

The population and employment within a half-mile circular buffer around each station was compared. The source of the data was the 2000 Census. In the case of the Ridge station alternative, population and employment in areas which overlapped with South Boulevard station's and Howard station's service areas (also determined by a half-mile buffer) were reduced to reflect shared service. The Asbury station alternative's population and employment values also were reduced in overlapping areas.

Trip Ends within Walking Distance

To compare the potential activity that each potential station location could serve, total weekday trip ends were calculated within a five-minute walk of the station, simulated through the use of a buffer extending one-quarter mile along sidewalks around each station location. This statistic combines the effects of population and employment into a single measure. For this analysis, trips associated with each parcel were estimated using industry-standard trip generation rates developed by the Institute of Transportation Engineers (ITE).[3] These rates are based on correlations between observed trip volumes and land use characteristics for a large number of locations throughout the United States and are widely used in traffic engineering applications.

Trip ends are a measure of the total weekday trips produced by or attracted to the land uses in an area. It was assumed that any residential origin or commercial destination within a quarter-mile (1,320-foot) walk distance of the Yellow Line would consider the Yellow Line as a viable transportation option. Available walking routes are determined by the presence of sidewalks and, in a few cases, driveways and paths that allow access to adjacent buildings. As shown in Figure 6.1, the resulting analysis area is thus an irregularly shaped group of parcels that can be reached within approximately a five-minute walk of the station. Because these walk buffers do not overlap with those of the Howard or South Boulevard stations, no adjustments were necessary to compensate for shared market sheds. However, the trip ends in the area common to the Ridge and Asbury stations were split between the stations.

Based on City of Evanston land use data as well as field observation, each parcel of land within the quarter-mile walk buffer was assigned an ITE Trip Generation Code. They assign a specific type of land use, such as a city park or a drive-through bank, a value for the number of trip ends expected to be associated with the land use. These values are dependent on the input of an additional factor, typically square feet of gross floor area or number of employees in commercial land uses, and number of dwelling units in residential land uses. This process represents a much higher level of geographic detail than

[3] Institute of Transportation Engineers. *Trip Generation, 6th Edition.* ITE: Washington, D.C., 1997.

typical travel demand model-based ridership projections, and is suitable for a comparison of local transit station alternatives.

The results of the total weekday trip ends analysis show that the Ridge station location has the largest potential ridership with 23,029 trip ends in the area. It should be noted, however, that the close proximity of the Howard Street terminal was not given a major role in this comparison and could potentially offset a portion of the Ridge Avenue station's trip ends. The Ridge Avenue station's trip ends were heavily influenced by the presence of St. Francis Hospital, significant multifamily housing in the neighborhood, particularly along Ridge Avenue, and commercial properties along Howard Street.

The Asbury station location fell in the middle of the alternatives with 11,239 trip ends in the area. Large contributors to the Asbury station's trips ends include commercial land uses along Howard Street and some multifamily housing to the north and to the southwest of the proposed station location. Only the northernmost structures within the Howard/Western Shopping District (discussed in "Presence of Large Attractions" below) were included in the walk buffer.

The proposed Dodge station location had the lowest value for potential ridership with 6,675 trip ends in the area. Few of the commercial land uses along Howard Street were included in the walk buffer and much of the area is single-family housing, generally a low contributor to trip ends. Major contributors include Dawes Elementary School and the Levy Center. The Howard/Hartrey Shopping District (discussed in "Presence of Large Attractions" below) falls just beyond the proposed station location's quarter-mile walk buffer. If this shopping center could be effectively served by improved pedestrian connections and refined placement of station entrances, it could reasonably add some portion of its 11,855 daily trip ends to the Dodge station's market.

Presence of Major Employers

Work trips are a significant contributor to ridership. In addition to creating stable concentrations of ridership, major employers can represent opportunities for transit marketing and promotion of transit as a travel mode. For the purposes of comparing station alternatives, employers with 100 or more full- and part-time employees located within a one-half mile circular buffer of each location were considered. Any trip ends associated with these employers that are within the quarter-mile walk buffer, such as St. Francis Hospital near the Ridge station location, is also included in the trip ends analysis described above.

The Dodge station location has the highest number of major employers with four, and the highest number of total employment by major employers with 840 jobs. Major employers for all three station alternatives are summarized in Table 6.5.

Table 6.5 Major Employers within South Evanston

Company	Address	Employees	Dodge	Asbury	Ridge
St. Francis Hospital	355 Ridge Avenue	1,649		●	●
Target	2209 Howard Street	265	●		
Jewel	2485 Howard Street	260	●		
Home Depot	2301 Oakton Street	200	●		
Best Buy	2301 Howard Street	115	●		
Pace North Shore Division	2330 Oakton Street	100			

Source: City of Evanston, 2007.

The presence of St. Francis Hospital is the overwhelming contributor to the total employment by large employers in the Asbury and Ridge station locations. As St. Francis falls within the South Boulevard service area, however, the value for employment is reduced by half to account for the shared nature of transit service to St. Francis. Both the Asbury and Ridge station alternatives have 825 jobs from large employers within the half-mile service area.

Presence of Major Attractions

There are three major attractions that are within one-half mile of the potential station locations, but are outside the quarter-mile walk buffers used in the trip ends analysis. The attractions are all shopping centers, primarily dominated by "big-box" retailers. These attractions tend to draw trips from a wider area than smaller retailers and tend to be auto-oriented in nature. These shopping centers can be major weekend attractions, something not considered in the analysis of weekday trip ends previously discussed.

When major attractions within a half-mile buffer are compared (using the same ITE Trip Generation methodology as above to predict trip ends), the Dodge station alternative sees the largest rise in potential market served. All three major attractions are within the half-mile buffer of the Dodge station alternative, adding a total of 22,818 potential trip ends. Both the Asbury and Dodge station alternatives add only the Howard/Western Shopping District for an additional 2,790 trip ends. Major attractions are summarized in Table 6.6.

Table 6.6 Major Attractions in Station Area

Company	Estimated Trip Ends	Dodge	Asbury	Ridge
Howard/Hartrey Shopping District	11,855	●		
Oakton/Hartrey Shopping District	8,173	●		
Howard/Western Shopping District	2,790	●	●	●

6.3.2 Design Considerations

Distance from Nearest Stations

A new station would ideally contribute to desirable station spacing along the Yellow Line. Station spacing on the Purple Line in Evanston averages approximately one half-mile. Station spacing on the Metra Union Pacific North Line in Evanston averages approximately 1.2 miles. Given the large distance between Howard and the future Oakton station in Skokie, as well as the Yellow Line's higher-speed shuttle operation, it may be desirable to maintain higher station spacing of one mile or more.

The Ridge station would be 0.68-mile from Howard and 4.24 miles from Oakton. The Asbury station would be 0.95-mile from Howard. The Dodge station would most closely split the distance with 1.44 miles from Howard and 3.48 miles from Oakton.

Consistency with CTA Standards

The physical feasibility of proposed Yellow Line infill station locations is an important consideration in the selection of a station alternative. Each potential station site was evaluated to determine the extent that existing track configurations conform to current CTA station design criteria, which include:

1. Tracks must be straight for 425 feet at stations;
2. Grade must be level at stations;
3. Center platforms must be at least 24-feet wide;
4. Side platforms must be at least 12-feet wide;
5. Edge of the platform to center of track is 4-feet 7-inches; and
6. Center of track to outside of right-of-way must be 13-feet.

Assessment of how well each potential station location meets these criteria was carried out using CTA track layout plans, aerial imagery, and a contour map provided by the City of Evanston. It should be noted that the effort is designed to serve as a preliminary

assessment of the extent that potential station locations meet these standards and to identify the potential need for changes in track configuration to accommodate a station. However, the precision of the available readings and measurements may not be within the acceptable ranges of engineering practice and should be verified by field investigation in a future phase of study.

When identifying whether a segment of straight track at least 425-feet long exists in a potential station area, both the presence of horizontal curves and crossovers (sections of track that connect two adjoining tracks) were considered using CTA track layout plans. The reported lengths of straight alignments are free of curves and crossovers. Vertical geometry to determine whether the track was level was obtained via a series of readings of elevation using the contour map and the rail alignment from the aerial images.

The rail alignment near Dodge Avenue is on a bridge above street level. A 500-foot straight alignment exists, with 350-feet east of the Dodge Avenue centerline and 150-feet to the west. Just past the western abutment of the Dodge Avenue bridge, track is at an uphill grade of about two percent. This limits the use of the straight segment west of the bridge. The most suitable location for the station would be between the eastern end of the straight alignment and the west abutment of the bridge. Grade on this segment ranges between 0.67 percent and 0.00 with an average of 0.35 percent.

At the Asbury station location, a straight alignment of 750-feet exists. The length of the straight segment west of the centerline of Asbury Avenue extends about 500-feet while east of the centerline, it is 250-feet long. The contour map indicates that the available stretch of straight track lies on a level grade. This long stretch of straight track may allow some flexibility in locating a potential station and would likely permit consideration of attributes other than track geometry.

At the Ridge station location, nearly 1,100-feet of straight track alignment is available, of which 350-feet is located at the east side of the center line of the Ridge Avenue and 750-feet on the west side. On this segment the grade ranges between 0.23 percent and 0.58 percent, with the western side closer to level than the eastern side. The 450-foot segment from the western edge of Ridge Avenue extending west may be the most appropriate location from the standpoint of vertical geometry, as grade ranges between 0.00 percent and 0.35 percent, with an average of 0.25 percent.

Based on the findings presented above, all three locations appear to be potentially feasible. However, the most favorable station location in terms of geometric criteria is Asbury, followed by Ridge. Dodge is the most challenging of the three potential station locations due to the grade.

According to CTA track layout specifications, spacing between tracks at the three potential station locations does not allow for a center platform. The spacing between the centerlines of the tracks is 13-feet 6-inches in the vicinity of the Dodge and Ridge Avenue locations, and 23-feet 3-inches at the Dodge Avenue location. To comply with CTA design standards, side platforms would need to be used at all locations or tracks would need to be realigned.

6.3.3 Access

Connecting Bus Services

Each of the potential station locations is on a major arterial with some bus service, as shown in Figure 6.4 and Table 6.7. Dodge has the most bus service, with three CTA routes passing the potential station location. Ridge is served by two CTA routes. Asbury is served only by the Evanston Circulator (Route 206). The closest Pace service (Route 215) is along Howard Street, which is two and a half to three blocks south of the Yellow Line alignment and does not provide an optimal connection to the station.

Bus routes, however, could be reconfigured in the event a new station is added to provide improved access and service. Some existing routes could be rerouted to provide access to a new station, depending on the final station choice. For example, CTA Route 11 travels from Chicago north to the southwest corner of Evanston at Howard where it terminates in a CTA off-street layover facility. If a station at Dodge Avenue were pursued, this route could be rerouted to terminate and turn around adjacent to the station. CTA Route 49B travels north on Western Avenue from Leland Street in Chicago and terminates at Howard street, a few blocks south of the Yellow Line alignment. This route could be extended into Evanston to serve a new station at Asbury Avenue, although maintaining the rail and bus connections at Howard may be more desirable.

Figure 6.4 Existing Transit Network

Source: Regional Transportation Authority.

Table 6.7 Potential Station Transit Connections

Dodge	Asbury	Ridge
• CTA Route 93 runs from the terminus of the CTA Brown Line at Kimball in Chicago north along Dodge Avenue in Evanston and would connect with a new station. • CTA Route 97 runs between the Howard terminal and Old Orchard, traveling north on Dodge Road and would connect with a new station. • CTA Route 206 (Evanston Circulator) travels through the city from the Howard terminal to Central Street via Dodge/Oakton, passing the location of a potential station. • The only current Pace route in this area is Route 215 along Howard Street. Riders could get off at Dodge Avenue and walk nearly three blocks to a potential station.	• CTA Route 206 (Evanston Circulator) travels through the city from the Howard terminal to Central Street via Asbury/Oakton, passing the location of a potential station. • The only current Pace route in this area is Route 215 along Howard Street. Riders could get off at Asbury Avenue and walk 2.5 blocks to a potential station.	• CTA Bus Route 201 travels from the Howard terminal north on Ridge Avenue to Old Orchard, passing the location of a potential station. • CTA Route 206 (Evanston Circulator) travels through the city from the Howard terminal to Central Street via Ridge Avenue, passing the location of a potential station. • The only current Pace route in this area is Route 215 along Howard Street. Riders could get off at Ridge Avenue and walk 2.5 blocks to a potential station.

Land for Potential Commuter Parking

The ability to provide commuter parking is considered to be favorable, although not necessary, for a transit station location. Of the three potential station locations, only Dodge has a potential commuter parking site adjacent to the proposed station location. The potential site is along Mulford Street adjacent to the Yellow Line embankment. Commuter parking could be provided within the existing street right-of-way along the south edge of James Park.

6.3.4 Community Development

Consistency with Local Plans

The potential station areas were evaluated to determine whether any was located within an area designated for future transit-oriented development or redevelopment as described in the 2000 *Evanston Comprehensive General Plan*. All of the half-mile station areas include a portion of the Howard Street Corridor to the south, where commercial development is encouraged. The half-mile Ridge Avenue station area includes the intersection of Chicago Avenue and Howard Street, which also is targeted for commercial development.

Evanston has four Tax Increment Financing (TIF) districts, which are designed to serve as a catalyst for private development and to help finance infrastructure improvements in those areas. The Howard-Hartrey TIF District 3 falls within the western limits of the half-mile Dodge station area. A Dodge station could be useful for employees of businesses that locate in these TIF districts.

Nearby Developable Land with Transit-Oriented Development Potential

An important consideration for the long-term value of a station alternative is the potential for changing land use. Transit-Oriented Development (TOD) in particular represents a transit-supportive and sustainable land use that can potentially add ridership and value to stations. To compare the potential for future TOD developments, the City of Evanston identified vacant developable parcels of land within south Evanston. A half-mile buffer was applied to the proposed station alternatives to identify which lots could potentially develop transit-supportive land uses for each proposed station location.

The Dodge station location has the largest acreage of nearby developable land with a total of 16.4 acres. Significant contributions to this acreage come from along Oakton Street to the northwest and along Howard Street to the southeast. The Asbury station location also captures some of the Howard parcels and has an overall total of 2.1 acres of nearby developable land. The Ridge station location has the smallest area with 1.1 acres of nearby developable land.

6.3.5 Local Preference

Residents' Stated-preference

A resident survey was conducted by the City of Evanston to determine local preference for station location. A total of 1,720 surveys were distributed to residents near the station alternatives on the Yellow Line alignment in April 2007, and 508 responses were received. Respondents were asked to state whether they "will use" or "won't use" a station at Dodge, Asbury, or Ridge Avenues. As shown in Table 6.8, residents did not show a strong preference for one station over the others, with between 34 and 41 percent of respondents saying that they would use each of the stations. Of the three alternatives, Asbury had the highest level of stated use with 41 percent of respondents indicating that they "will use" a station there and the lowest number stating that they would not use the station (31 percent).

Table 6.8 Residents' Station Preference

	Ridge	Asbury	Dodge
Will Use	36%	41%	34%
Won't Use	36%	31%	36%

Consistency with Community Values and Local Character

Based on meetings with Evanston Community Development staff and Alderman Rainey, in whose ward the station alternatives fall, none of the station locations is considered to be inconsistent with the character of the neighborhoods. Interest in potential new stations has been expressed by residents of all the neighborhoods, including those around Asbury, the most residential of the three potential station areas.

A matrix of all the elements used to compare the stations is shown in Table 6.9.

Table 6.9 Station Location Comparison Matrix

Evaluation Criteria	Dodge	Asbury	Ridge
Activity Level Served			
Population[a] (2000)	6,418	10,794	11,116
Employment[a] (2000)	3,313	3,171	2,916
Trip Ends within Walking Distance[b]	6,675	11,239	23,029
Presence of Major Employers[c]	4 major employers (840 jobs)	1 major employer (825 jobs)	1 major employer (825 jobs)
Presence of Large Attractions[a]	Howard/Hartrey Shopping District Oakton/Hartrey Shopping District Howard/Western Shopping District (22,818 weekday trip ends)	Howard/Western Shopping District (2,790 weekday trip ends)	Howard/Western Shopping District (2,790 weekday trip ends)
Design Considerations			
Distance from Howard Station	1.44 miles	0.95 miles	0.68 miles
Distance from Oakton Station	3.48 miles	3.97 miles	4.24 miles
Consistency with CTA Grade Standards	Acceptable	Acceptable	Acceptable
Consistency with CTA Curve Standards	Acceptable	Acceptable	Acceptable

Notes:

[a] Within one-half-mile circular buffer.

[b] Weekday trip ends within one-quarter-mile walk distance buffer.

[c] Employers with 100 or more jobs within one-half-mile circular buffer.

Table 6.9 Station Location Comparison Matrix (continued)

Evaluation Criteria	Dodge	Asbury	Ridge
Access			
Connecting Bus Services	3	1	2
Land for Potential Commuter Parking	Yes	No	No
Community Development			
Nearby Developable Land with TOD Potential [d]	16.4 acres	2.1 acres	1.1 acres
Consistency with Local Plans	Includes Howard-Hartrey TIF District 3 Includes portion of Howard Street Corridor commercial development area	Includes portion of Howard Street Corridor commercial development area	Includes portion of Howard Street Corridor commercial development area
Local Preference			
Residents' Stated Preference	34% "will use"	41 % "will use"	36% "will use"
Consistent with Community Values and Character	Yes	Yes	Yes

Notes:

[d] Within one-half-mile circular buffer.

6.4 Summary and Conclusions

The CTA Yellow Line serves two of the major travel markets identified in the Section 4.0. Although its share of all Corridor travel would remain relatively small, a new station in south Evanston could significantly expand the market served by the CTA Yellow Line. Depending on location, a new station could expand the total number of work trips served by the Yellow Line by 25 to 45 percent and attract up to 1,000 riders per day, potentially more if the Yellow Line offered direct service to downtown Chicago. However, various evaluation criteria suggest conflicting choices for the most desirable station location.

From a perspective of size of market served or potential ridership, the Ridge or Asbury station locations perform best. However, if effective pedestrian connections can be made from the Dodge station to the Howard/Hartrey shopping center, this sizable traffic generator could add to the market potential of a Dodge station.

From a perspective of track geometry, all of the station locations appear to be potentially feasible. However, the Asbury station location presents the fewest constraints, followed closely by Ridge. Track geometry would present relatively few challenges at the Dodge station location if the station were built on the east side of Dodge Avenue, although this could diminish the attractiveness of any pedestrian connection to the Howard/Hartrey shopping center. Furthermore, the close proximity of Ridge Avenue station to the Howard terminal raises concerns about station spacing on the high speed shuttle operation of the Yellow Line.

From a perspective of multimodal access, the Dodge station location is best. It offers connections to three bus routes and the potential for commuter parking. The Asbury and Ridge station locations each offer direct connections to one or two bus routes, respectively, and no opportunities for commuter parking without land acquisition.

From a perspective of opportunities for development or redevelopment, the Dodge station location again leads with more than 16 acres of nearby land with potential for transit-oriented development and parts of one TIF district. However, much of this land is located in the Howard/Hartrey shopping center area, which is located far enough away to present challenges for pedestrian access.

From a perspective of community preferences, the resident survey provided no clear direction and a station in each location is considered to be consistent with community values and character.

Accordingly, no single station location is identified for exclusive evaluation in the next phase of project development. It is recommended that the relative costs of constructing a station at one or more of the locations be evaluated in an engineering feasibility study. The relative benefit/cost relationships that result from that study are likely to provide clearer direction on a preferred station location.

Appendix A

Yellow Line Survey Results

TABLE OF CONTENTS

I. SUMMARY

A. Purpose of this Assignment

Valerie S. Kretchmer Associates, Inc. (VSKA), under contract to Cambridge Systematics, prepared five surveys to gauge transit rider, resident and employee interest in the proposed extension of the Chicago Transit Authority's (CTA) Yellow Line (Skokie Swift) from its current terminus at Dempster Street to the area near Old Orchard Shopping Center. The surveys were designed to learn more about the travel patterns of current and possible future transit riders, and the likely use of potential new stations along the Yellow Line. The surveys were conducted in October and November of 2006. In total, 763 surveys were completed in the first round. Due to the low response rate of the initial resident survey, a second resident survey was conducted by the City of Evanston in April 2007, with 503 responses received.

The five surveys developed were designed to obtain information about travel patterns of existing and potential users of the Yellow Line.

1. **Residents of North Rogers Park (Chicago) and South Evanston**. Residents within one-half mile of the Yellow Line route were targeted in this survey. Both surveys focused on the commute trip and asked about the level of interest in each of five potential new station locations on the Yellow Line.

2. **Yellow Line Riders.** This survey of existing users of the Yellow Line asked about a range of trip purposes and the level of interest in each of five potential new station locations on the Yellow Line.

3. **Pace route 215 and CTA route 97 Bus Riders**. Riders of these bus routes were chosen because these routes most closely follow the route of the Yellow Line, if it were extended to Old Orchard. Both routes operate between the Howard rapid transit station and Westfield Old Orchard Shopping Center. This survey addressed all trip purposes.

4. **Old Orchard Employees**. Employees in the vicinity of Westfield Old Orchard Shopping Center, including employers west of the Edens Expressway, were surveyed about their commuting patterns, including the hours and days they work, the regularity of their schedule, and their trip origin.

5. **St. Francis Hospital Employees**. This large employment center is located on Ridge Avenue, between Oakton and Howard, just north of the Yellow Line. Employees were surveyed due to the proximity of the hospital to the Yellow Line; however the nearest stop is at Howard Street. The survey addressed work trips, and questions included the

hours and days people work, the regularity of their schedules, their trip origin, and interest in using potential stops at Ridge Avenue and other locations.
The surveys were prepared by Valerie S. Kretchmer Associates, Inc. and reviewed by other members of the consulting team, and members of the Corridor Advisory Committee composed of representatives of Evanston and Skokie, as well as the transit agencies. The surveys were conducted by Bernadette Schleis and Associates (BSA) with assistance from municipal staff in Evanston and Skokie. BSA also tabulated and coded the surveys. VSKA analyzed the survey results and prepared this document that summarizes the five surveys.

The number of surveys collected from each of the six groups and the response rate is shown in the table below.

Survey	**Number of completed surveys**	**Response rate**
South Evanston, North Rogers Park (Chicago) Residents – Round 1	39	5%
South Evanston Residents – Round 2	508	30%
Yellow Line Riders at Dempster Street Station	116	100%
Bus Riders at Howard Street Station	102	100%
Old Orchard Area Employees	488	12%
St. Francis Hospital	18	NA*
TOTAL	**1,271**	

*Surveys were placed in hospital cafeteria. It is unknown how many surveys were taken by employees

B. Summary of Findings

Mode Choice

The majority (55 percent) of the 39 residents who responded to the south Evanston and north Rogers Park survey, who live within ½ mile of the Yellow Line alignment, use transit for their work or school trips. Of the 508 Evanston residents in the second survey, just over one third (36 percent)use transit, and 58 percent drive alone. The vast majority of employees surveyed in the Old Orchard area (74 percent), and St. Francis Hospital employees surveyed (94 percent), who live on the north side of Chicago and north suburbs, drive alone to work.

A high share (80 percent or more) of residents, Old Orchard employees, and St. Francis employees have an auto available for their work or school commute. Just over half of Yellow Line riders (55 percent) have a car available, while relatively few (22 percent) Howard Street bus riders do.

Yellow Line riders are more likely to drive to the Dempster Street station. Riders of bus routes originating at Howard Street are more likely to take a bus or train to reach the Howard Street station.

Station Preference

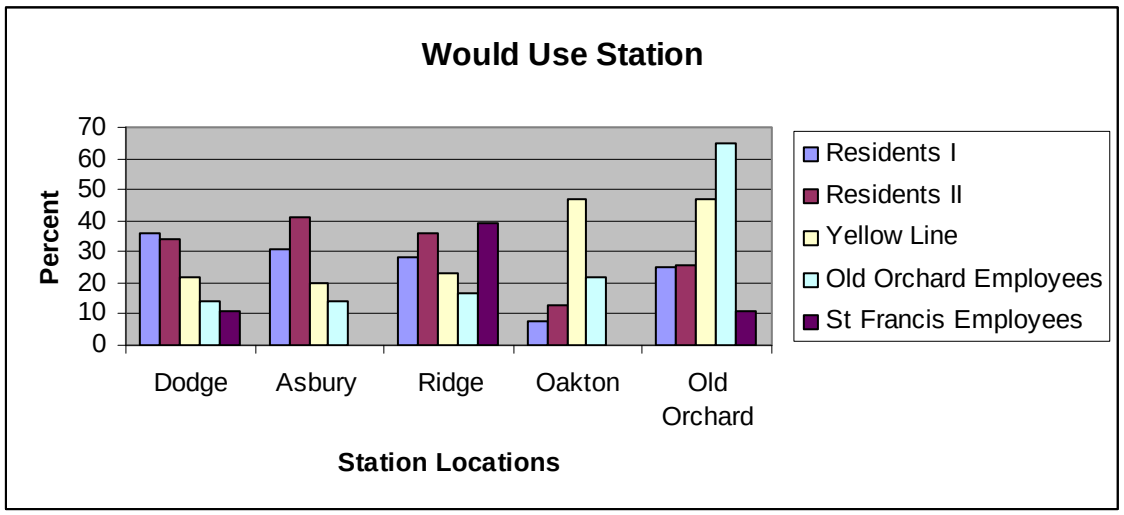
The level of interest in additional stops on the Yellow Line located in Evanston varied among the groups surveyed and among the three locations under consideration (Ridge Avenue, Asbury Avenue, and Dodge Avenue). Between 20 and 23 percent of Yellow Line train riders said they would use each of the Evanston stops. More than a third of St. Francis employees (39 percent) said they would use a stop at Ridge and 11 percent would use one at Dodge. (However, it must be noted that the number completed surveys by St. Francis employees was low, only 18.) Between 14 and 17 percent of Old Orchard employees would use each of the Evanston stops.

Among the 39 Evanston and North Rogers Park residents in the first resident survey, interest in each of the three stations was between 28 and 36 percent. Of the 508 South Evanston residents who responded to the second resident survey, a strong preference was not expressed for any of the three south Evanston stops. Slightly more residents said they "will use" an Asbury station (40.6 percent) than one at Ridge (35.8 percent) or Dodge (34.1 percent).

Almost two thirds of Old Orchard Area employees would use an Old Orchard stop, with over half preferring the west parking lot of the shopping center or west of the Edens Expressway at Old Orchard Road. (This was influenced in part by the larger number of respondents who work west of the Edens Expressway.) Nearly half of Yellow Line riders and one quarter of Evanston residents said they would use an Old Orchard stop. Interest in an Old Orchard stop by St. Francis employees was lower, at 11 percent.

The reliability of the responses to this question for the Howard Bus riders is doubtful as the same very high level of interest (95 percent) was recorded for all five stops.

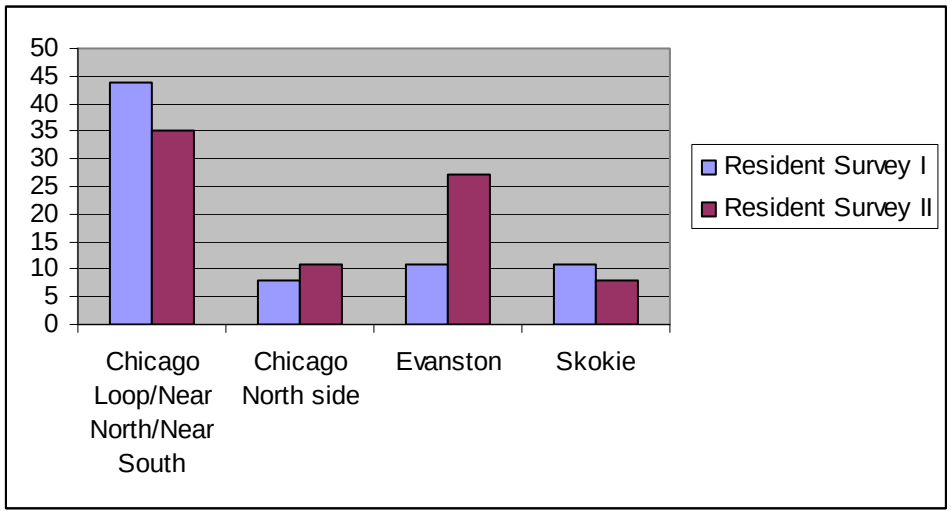
Figure 1. Expected Use of Potential Yellow Line Stations



Destination

Roughly half of the residents surveyed were traveling to a Chicago destination (52 percent in the first survey and 46 percent in the second, larger survey). In the first survey, 11 percent each were destined to Evanston and Skokie. In the second resident survey, 27 percent traveled to destinations in Evanston and eight percent to destinations in Skokie. Nearly all of the Yellow Line riders (92 percent) were destined to Chicago. While Yellow Line riders were surveyed traveling inbound to Chicago and outbound, 80 percent of surveys were completed among those traveling inbound. The majority (84 percent)of Howard Street bus riders were traveling to Skokie and nine percent to Evanston.

Figure 2 Resident Work/School Trip Destinations



The majority of respondents to all of the surveys commute during normal business hours, work five days per week, and have the same schedule every week. However, more than half of the Old Orchard area employees work on one weekend day.

The table on the following page provides a summary of the results of the five surveys.

	Residents I	Residents II	Yellow Line Riders	Howard Bus Riders	Old Orchard Employees	St. Francis Hospital Employees
City of Residence						
Evanston	56%	100%	2%	5%	17%	6%
Skokie	NA	NA	60%	4%	11%	11%
Chicago	44%	NA	7%	90%	56%	50%
Morton Grove	NA	NA	15%	0%	4%	6%
Means of Commuting (work/school)						
Transit	55%	36%	100%	100%	25	6%
Drove Alone	34%	58%	NA	NA	74	94%
Bike/Walk	11%	9%	NA	NA	2	0%
Final Destination						
Chicago Loop/Near North Near South	44%	35%	60	2%	NA	NA
Chicago North Side	8%	11%	32%	3%	NA	NA
Evanston	11%	27%	4%	9%	NA	100%
Skokie	11%	8%	1%	84%	100%	NA
Would use New Yellow Line stop at						
Ridge Avenue	28%	36%	23%	95*	17%	39%
Asbury Ave	31%	41%	20%	95*	14%	0%
Dodge Ave	36%	34%	22%	95*	14%	11%
Oakton/Skokie Blvd	8%	13%	47%	95*	22%	0%
Old Orchard Shopping Center	25%	26	47%	95*	65%	11%
Have Auto Available						
Yes	80	90	55%	22%	81%	94%
No	20	10	45%	78%	19%	6%
Age						
Under 30	5	8%	59%	10%	39%	12%
30-44	32	31%	22%	35%	31%	24%
45-64	47	46%	19%	52%	28%	65%
65+	16	15%	1%	3%	3%	0%

II. RESIDENT SURVEY

Survey Round 1

A. Methodology

The City of Evanston mailed out approximately 800 surveys to residents of south Evanston and north Rogers Park (Chicago) who live within a 1/2 mile of potential new Yellow Line station locations at Ridge, Asbury and Dodge along the existing CTA Yellow Line in Evanston. The 800 addresses were randomly selected by the City's GIS system based on a 10 percent sample size (i.e., 10 percent of all addresses within this area). The North Rogers Park addresses were purchased by the City of Evanston from the Postal Service. A total of 39 surveys were returned – resulting in about a 5 percent return rate. Due to the low return rate, the City conducted a second resident survey.

B. Key Findings

The table below summarizes the key findings from the resident survey. The majority of respondents live in Evanston in zip code 60202 which is south of Dempster Street. More than half commute to school or work using transit, and one third drive alone. Of those using transit, the largest number use the CTA Red Line, followed by the Purple Line, and then bus routes 97 and 215. Sixty-one percent indicated that their final destination is Chicago, with 44 percent traveling to the Loop, Near North, or Near South Sides. Evanston and Skokie each account for 11 percent of the responses. However, residents indicated that they commute to the north, northwest, and west sides of Chicago, Glenview, Deerfield, and Wilmette. Although the majority of respondents said that they commute by transit, 80 percent indicated that they have a car available.

When asked if they would use the Yellow Line if there were intermediate stops between Howard Street and Dempster Street, respondents indicated that they would use stops at Dodge Avenue (36 percent), Asbury Avenue (31 percent), Ridge Avenue (28 percent) and Westfield Old Orchard Shopping Center (25 percent). Those who already commute by transit are far more likely to say they would use stations at these locations than those who do not commute now by transit.

C. Comments

Only a few of the 39 respondents made comments about transit service. Individual comments included compensating commuters for delays during the last two years of construction and the fact that there is no schedule to estimate the arrival of buses at Howard and Ridge.

SOUTH EVANSTON/ROGERS PARK
RESIDENT SURVEY I SUMMARY

	Number	% of Total*
City of Residence		
Evanston	22	56%
Chicago	17	44%
Zip Code		
60645 (West Rogers Park)	12	31%
60202 (South Evanston)	23	59%
Means of Commuting to Work or School		
Transit	21	55%
Drive Alone	13	34%
Bike/Walk	4	11%
Transit Line Used (of Those Using Transit)		
Red Line	8	38%
Purple Line	7	33%
Bus Route 97	6	29%
Bus Route 215	5	24%
Final Destination		
Chicago Loop/Near North/Near South	16	44%
Evanston	4	11%
Skokie	4	11%
Would Use a New Stop on the Yellow Line at:		
Ridge Avenue	10	28%
Asbury Avenue	11	31%
Dodge Avenue	13	36%
Oakton Street and Skokie Boulevard	3	8%
Old Orchard Shopping Center	9	25%
Have Auto Available for Trip		
Yes	28	80%
No	7	20%
Age		
Under 30	2	5%
30-44	12	32%
45-64	18	47%
65+	6	16%

* Percent based on number of responses to each question.

Round 2

A. Methodology

The City of Evanston distributed 1,720 surveys to South Evanston residents via a combination of mail and delivery to multifamily residences in April 2007. A total of 508 responses were received, for a 30 percent response rate.

B. Key Findings

More than one-third (36 percent) of residents use transit for their school or work trips, while more than half drive alone (58 percent) and 9 percent bike or walk. When asked if they "will use" intermediate stops in South Evanston at Dodge, Asbury or Ridge Streets, plans for use of one station was not significantly greater than the others. Slightly more residents said they "will use" an Asbury station (40.6 percent) than one at Ridge (35.8 percent) or Dodge (34.1 percent).

Approximately half of respondents travel to Chicago for their work or school trip. Of those going to Chicago, 64 percent travel to downtown destinations, 15 percent travel to the north side (north of Irving Park Road), and nine percent travel to the near north side. The remaining respondents travel to 30 other municipalities, with one quarter (27 percent) of all respondents traveling to destinations within Evanston and eight percent traveling to Skokie.

Of the 155 respondents that named the transit they use, approximately one quarter use Metra and the rest use the Red and Purple lines. Just three people use the Yellow line in combination with the Red line.

B. Comments

Several respondents commented that if additional stops were available, they would be able to sell a second car or drive less. Many said that if additional stops were available they would use the "el" for non-work trips, especially for going to downtown Chicago. A number of respondents indicated interest in an Old Orchard stop.

Respondents that said they will not use a station expressed concern about a station in a residential neighborhood and effects on property values. Others felt that CTA resources should be used to improve operations of the current system. A few respondents said they were concerned that new stops would increase crime in the area.

SOUTH EVANSTON RESIDENT SURVEY II SUMMARY

	Number	% of Total*
City of Residence		
Evanston	508	100%
Zip Code		
60202 (South Evanston)	508	100%
Means of Commuting to Work or School		
Transit	181	36%
Drive Alone	293	58%
Carpool	25	5%
Bike/Walk	44	9%
Other	18	4%
No work/school	36	7%
Transit Line Used (of Those Using Transit)		
Purple	60	38%
Red/Purple line	40	26%
Metra	35	22%
Red	17	11%
Yellow (with Red line)	3	2%
Final Destination		
Chicago	202	49%
Evanston	110	27%
Skokie	33	8%
Would Use a New Stop on the Yellow Line at:		
Ridge Avenue	182	36%
Asbury Avenue	206	41%
Dodge Avenue	173	34%
Oakton Street and Skokie Boulevard	67	13%
Old Orchard Shopping Center	133	26%
Have Auto Available for Trip		
Yes	382	90%
No	41	10%
Age		
Under 30	39	8%
30-44	155	31%
45-64	234	46%
65+	78	15%

III. YELLOW LINE TRAIN RIDER SURVEY

A. Methodology

A total of 116 surveys were conducted at the Dempster Street station on the Yellow Line in October 2006. Interviewers were at the station and conducted the survey as people waited for their train. Interviews were conducted in one day from 7:00-11:00 a.m. and 2:30-6:00 p.m. The survey was conducted in the morning and evening at the Dempster Street station to capture people traveling in the direction of a traditional and reverse commute. Due to the volume of travelers inbound to Chicago, more than 90 percent of the survey quota was completed with riders traveling in the inbound direction for a traditional commute.

B. Key Findings

The majority of transit riders at the Dempster Street Station live in Skokie with most (43 percent) in the 60077 zip code. A significant number also live in Morton Grove and riders also come from Chicago, Des Plaines, Glenview, Arlington Heights, Deerfield, Mount Prospect, Niles, Northbrook, Vernon Hills and Wilmette. Almost 90 percent of riders started their trip from home. The majority of riders travel downtown, although close to one third of the riders go to destinations on the north side of Chicago.

Just over 40 percent of riders drive alone and park at the Dempster Street Station with a significant 28 percent walking to the station. Of those who need to park a car, 81 percent use the commuter parking lots. Over two thirds of respondents said that it takes them 10 minutes or less to get to the station. Sixty percent of riders make this trip 5 times per week, and 15 percent use the station 6-7 times per week. In addition, almost 70 percent of riders transfer at Howard Street to another train line, with the majority using the Red Line and 41 percent the Purple Line. Only two riders said that they transfer to a bus at Howard Street.

Riders were most likely to use new stations in downtown Skokie at Oakton Street and at Westfield Old Orchard Shopping Center (47 percent each). Approximately 20 to 25 percent indicated that they would use new stations in Evanston. Over 60 percent of riders currently going to downtown Chicago indicated that they would use each of the proposed new stations. Of those who drove alone and parked at Dempster Street, 37 to 40 percent said they would use each of the proposed new stations, although their anticipated mode of access was not defined. Younger riders are more likely to use the proposed intermediate stops than those 45 years or older.

The majority of the transit riders have a car available for their trip. Half said that their trip was for work, while over one third indicated it was for school (many riders get off at stops proximate to Loyola University, DePaul University, and the University of Illinois Chicago). Almost 60 percent of the respondents are under 30 years of age, with an almost even number aged 30-44 and 45-64 years (22 and 19 percent, respectively).

The table below shows the key results.

YELLOW LINE TRAIN RIDER SURVEY SUMMARY

	Number	% of Total*
City of Residence		
Skokie	69	60%
Morton Grove	17	15%
Chicago	8	7%
Glenview	5	4%
Zip Code		
60077 (Skokie)	50	43%
60076 (Skokie)	14	12%
60053 (Morton Grove)	15	13%
Final Destination		
Chicago Loop/Near North/Near South	69	60%
Chicago North Side from Irving Park Road to Howard Street	26	22%
Chicago North Side South of Irving Park	11	10%
Evanston	5	4%
Means of Travel to Dempster Street Station		
Drove Alone and Parked	48	41%
Walked	33	28%
Got Dropped Off	20	17%
Where Parked if Drove Alone		
Commuter Parking Lot	42	81%
On the Street	10	19%
Length of Time to Reach Station		
10 Minutes or Less	77	67%
11-20 Minutes	18	16%
21-30 Minutes	11	10%
Over 30 Minutes	9	8%

YELLOW LINE TRAIN RIDER SURVEY SUMMARY

	Number	% of Total*
Frequency of Trip		
6-7 Times Per Week	17	15%
5 Times Per Week	69	60%
2-4 Times Per Week	14	12%
Once Per Week	5	4%
Use Transit at Howard Street		
Yes	80	69%
No	36	31%
If Using Transit at Howard Street, Which Line		
Red Line	48	60%
Purple Line	33	41%
Blue Line	8	10%
Would Use a New Stop on the Yellow Line at:		
Ridge Avenue	27	23%
Asbury Avenue	23	20%
Dodge Avenue	26	22%
Oakton Street and Skokie Boulevard	54	47%
Old Orchard Shopping Center	54	47%
Have Auto Available for Trip		
Yes	64	55%
No	52	45%
Primary Purpose of Trip		
Work	58	50%
School	40	35%
Personal Business, Recreation, Medical	12	10%
Age		
Under 30	68	59%
30-44	25	22%
45-64	22	19%
65+	1	1%

* Percent based on number of responses to each question.

C. Comments

Approximately 20 percent of the respondents provided comments regarding Yellow Line transit service. Fourteen of the comments were generally negative and related to the need for faster service, delays, slow service in the evening, need for additional stops, need for weekend service, and the poor connection at Howard Street. Others mentioned malfunctioning card machines and the need for lower fares.

On the positive side, several indicated that the Yellow Line is convenient, cheaper than driving, and that it runs on schedule.

A few respondents mentioned the need for more trains on the Purple Line and a direct bus line to Oakton Community College in Skokie.

IV. HOWARD STREET BUS RIDER SURVEY

A. Methodology

A total of 102 surveys were conducted at the bus stop in front of the Howard Street rapid transit station in October 2006. Interviewers were at the bus stop for CTA bus route 97 and Pace route 215 and conducted the survey as people waited for their bus. An equal number of interviews were conducted for CTA bus route 97 and Pace route 215 riders. Interviews were conducted one day from 7:00-11:00 a.m. and from 2:30-6:00 p.m.

B. Key Findings

Almost 80 percent of respondents started their trip at home. Ninety percent were reverse commuters that started their trip in Chicago, with over half on the north side between Irving Park Road and Howard Street. Another 13 percent started in Downtown Chicago. The zip code with the most riders was 60626 (East Rogers Park). Other cities listed include Des Plaines, Evanston and Skokie. Almost 85 percent of respondents indicated that their final destination was in Skokie, with 28 percent going to the Old Orchard area and 26 percent to the industrial area in the vicinity of Oakton Street and McCormick Boulevard.

Over half of the respondents said that they took a CTA train to the Howard Street station before boarding a bus. Another 25 percent walked and 20 percent used a CTA or Pace bus. Those riding Pace route 215 were more likely to walk to this bus stop than those riding CTA bus route 97. Almost 30 percent said that it took them less than 10 minutes to reach the Howard Street bus stop, though 43 percent traveled more than 30 minutes to reach this location. Forty-five percent of bus riders make this trip five times per week, with another 21 percent riding the bus 2-4 times per week. Those riding CTA bus route 97 are far more likely to ride this route 6-7 times per week compared to those riding Pace route 215.

In contrast to the resident and employee surveys, 78 percent of the bus riders do not have a car available for their trip. This figure increases to 91 percent for residents of Chicago. However, CTA bus route 97 riders are far less likely to have a car available than riders of Pace route 215.

Two thirds of respondents said the purpose of this trip was work and very few indicated that they were taking the bus to get to school. Over half of the respondents are 45-64 years old, with another one third between 30 and 44 years of age.

When asked about their likely use of the proposed intermediate stations on the Yellow Line, 95 percent said they would use all of the proposed stations. These results differ from the other surveys and we believe that this question was most likely misinterpreted by the person conducting the survey or the respondent. Thus the results are not usable.

C. Comments

Ten respondents provided additional comments. Sixty percent were miscellaneous positive comments about bus service, such as there are no problems and that service is good. One respondent said that more service is needed and another said that transit improvements are needed but made no specific recommendations.

HOWARD STREET BUS RIDER SURVEY SUMMARY

	Number	% of Total*
City of Trip Origination		
Chicago	92	90%
Skokie	4	4%
Evanston	5	5%
Origin of Trip		
Chicago North of Irving Park Road to Howard Street	53	52%
Chicago North of Downtown to Irving Park Road	9	9%
Chicago Loop, Near North and Near South Sides	13	13%
Chicago South Side	7	7%
Chicago West Side	10	10%
Home Zip Code		
60626 (East Rogers Park)	34	33%
60640 (Edgewater)	6	6%
60613 (Lakeview)	6	6%
Final Destination		
Skokie	86	84%
Evanston	9	9%
Chicago	7	7%
Means of Travel to Howard Street Station		
CTA Train	57	56%
Walked	25	25%
CTA or Pace Bus	20	20%
Length of Time to Reach Station		
10 Minutes or Less	30	29%
11-20 Minutes	22	22%
21-30 Minutes	6	6%
Over 30 Minutes	44	43%
Frequency of Trip		
6-7 Times Per Week	15	15%
5 Times Per Week	46	45%
2-4 Times Per Week	21	21%
Once Per Week	9	9%
Less than Once Per Week	11	11%

HOWARD STREET BUS RIDER SURVEY SUMMARY

	Number	% of Total*
Have Auto Available for Trip		
Yes	23	23%
No	79	78%
Would Use a New Stop on the Yellow Line at:		
Ridge Avenue	95	95%
Asbury Avenue	95	95%
Dodge Avenue	95	95%
Oakton Street and Skokie Boulevard	95	95%
Old Orchard Shopping Center	95	95%
Primary Purpose of Trip		
Work	67	66%
School	3	3%
Going Home	16	16%
Personal Business, Recreation, Medical	8	8%
Age		
Under 30	10	10%
30-44	36	35%
45-64	53	52%
65+	3	3%

* Percent based on number of responses to each question.

V. OLD ORCHARD AREA EMPLOYEES SURVEY

A. Methodology

Village of Skokie staff identified employers located in the vicinity of Westfield Old Orchard Shopping Center. Skokie staff distributed 4,205 surveys to the larger employers in four primary zones in the Old Orchard area:

- Westfield Old Orchard Shopping Center Anchors (4)
- Westfield Old Orchard Shopping Center Non-Anchors (29)
- Old Orchard Road west of the Edens Expressway (21)
- Rush North Shore Medical Center Area north of Golf Road (6)

Employers distributed the surveys with a map requesting that employees respond only if they live within a designated area that includes the City of Chicago and suburbs as far north as Kenilworth and as far west as Niles and Morton Grove. This process helped ensure that people participated only if they lived within a reasonable distance of the transit system and had the possibility of using the Yellow Line.

Skokie staff also collected the completed forms. The distribution of the 488 responses was fairly uneven geographically. Of these, 59 percent were from employees west of the Edens Expressway off of Old Orchard Road. Another 29 percent were from employees at the smaller shops at Old Orchard, and 6 percent were from the two department stores at the shopping center. Five percent of the responses were from employees at Rush North Shore Medical Center.

Participating businesses included Bloomingdale's and Nordstrom, 17 stores and restaurants at Westfield Old Orchard Shopping Center, 18 businesses including the Cook County Circuit Court in the area west of the Edens Expressway on Old Orchard Road, and Rush North Shore Medical Center and the Lieberman Geriatric Health Center near Golf and Gross Point Roads.

B. Key Findings

Employees live in 36 different municipalities, but over half live in the City of Chicago in 35 zip codes. Just over one third of those surveyed live in the Lakeview, Edgewater, Rogers Park, Jefferson Park, and Irving Park neighborhoods on the north and northwest sides of Chicago. Another 17 percent live in Skokie, 11 percent in Evanston and 4 percent in Morton Grove.

Almost three quarters of the respondents drive alone to work. Of the 25 percent using transit, 47 percent ride the Yellow Line now, with 38 percent using the Red Line and 15 percent the Purple Line. Of those who ride a CTA or Pace bus, routes 54A and 97 were used the most (29 percent and 23 percent respectively). Routes 205, 215 and 208 also had more than 10 riders each. Over 80 percent of the respondents have a car available for their commute.

Almost two thirds of the respondents said they would use a new Yellow Line stop at Old Orchard and another 22 percent indicated that they would use a new stop in downtown Skokie at Oakton Street. Seventeen percent said they would use a stop at Ridge Avenue in Evanston, with 14 percent each indicating that they would use stops at Asbury and Dodge Avenues in Evanston.

The vast majority of those who indicated they would use new stops along the Yellow Line are residents of Chicago. It is especially noteworthy that 58 percent of those currently driving to work in the Old Orchard area and 60 percent of those who have a car available for their commute would use a new Yellow Line stop at Old Orchard.

Respondents were also asked how likely they would be to use a new Yellow Line stop at three different locations at or near Old Orchard Shopping Center. Over half of the respondents said they would be likely or very likely to use stops on the west side of the Edens Expressway at Old Orchard Road, and at the west parking lot of Old Orchard Shopping Center. A significantly smaller share, 37 percent, said they would use a stop at the west parking lot of Niles North High School which is east of the Edens Expressway but west of the shopping center.

However, the responses varied considerably based on the employee's location. Over 75 percent of respondents working west of the Edens Expressway are likely to use a stop west of the highway, but employees at Old Orchard Shopping Center and the Rush North Shore Hospital area are far less likely to use a stop here. Similarly, almost 75 percent of the Old Orchard Shopping Center employees would use a new stop in the west parking lot of the center, but only 41 percent of the employees west of the expressway would use a stop there. The Niles North High School parking lot was a less attractive option for all of the respondents regardless of their work location.

The majority of respondents arrive at work between 8:00 and 9:00 a.m. with another 12% starting later in the morning and 21 percent starting before 8:00 a.m. While 41 percent of respondents leave work between 4:30 and 6:00 p.m., 20 percent each leave work in the evening up to 10:00 p.m., and earlier in the afternoon between 3:30 and 4:30 p.m. Just over half work on Saturdays, and 38 percent work on Sundays. More than 60 percent work the same schedule every week.

While over 80 percent of all surveyed have a car available for their commute, the Old Orchard Shopping Center employees were more likely to rely on transit than those working west of the expressway or at Rush North Shore Hospital.

Almost 40 percent of respondents are under 30 years of age; 31 percent are between 30 and 44 years; and another 28 percent are between 45 and 64 years. Only 3 percent of respondents are 65 or older. Interest in a new Yellow Line stop at Old Orchard is highest among respondents under 30 years of age (40 percent), and interest declines for each of the older age groups.

The table on the following page presents the detailed findings.

OLD ORCHARD AREA EMPLOYEES SURVEY SUMMARY

	Number	% of Total*
Distribution by Work Location		
Old Orchard Department Store	30	6%
Old Orchard Mall Store	143	29%
West of the Edens Expressway	290	59%
Rush North Shore Hospital Area	25	5%
City of Residence		
Chicago	268	56%
Skokie	81	17%
Evanston	52	11%
Morton Grove	20	4%
Zip Code (Chicago)		
60613 (Lakeview)	12	3%
60618 (Irving Park)	12	3%
60625 (Albany Park)	15	3%
60626 (East Rogers Park)	23	5%
60630 (Jefferson Park)	15	3%
60640 (Edgewater)	20	4%
60645 (West Rogers Park)	22	5%
60657 (Lakeview)	26	5%
60660 (East Rogers Park/Edgewater)	15	3%
Means of Commuting to Work		
Transit	119	25%
Drive Alone	356	74%
Transit Line Used (of Those Using Transit)*		
Yellow Line	55	47%
Red Line	44	38%
Purple Line	17	15%
Bus Line Used (of Those Using Transit)*		
Route 54A	34	29%
Route 97	27	23%
Route 205	21	18%
Route 215	18	16%
Route 208	10	9%

*Respondents were able to name multiple train lines and bus routes used.

OLD ORCHARD AREA EMPLOYEES SURVEY SUMMARY

	Number	% of Total*
Would Use a New Stop on the Yellow Line at:		
Ridge Avenue	79	17%
Asbury Avenue	62	14%
Dodge Avenue	64	14%
Oakton Street and Skokie Boulevard	101	22%
Old Orchard Area	296	65%
Would Likely or Very Likely Use a New Yellow Line Stop at the Following Old Orchard Locations:		
West Parking Lot of Old Orchard Shopping Center	224	54%
West Parking Lot of Niles North High School	145	37%
West Side of Edens Expressway at Old Orchard Road	236	57%
Work Schedule: Arrive at Work		
Before 8:00 a.m.	94	21%
8:00-9:00 a.m.	249	55%
Morning after 9:00 a.m.	53	12%
Afternoon before 4:00 p.m.	29	6%
4:00-6:00 p.m.	21	5%
After 6:00 p.m. to Midnight	8	2%
Work Schedule: Leave Work		
Midnight to Noon	12	3%
After Noon to 3:30 p.m.	48	11%
After 3:30-4:30 p.m.	88	20%
After 4:30-6:00 p.m.	185	41%
After 6:00-10:00 p.m.	90	20%
After 10:00 p.m. to Midnight	27	6%
Work Schedule: Work Weekends		
Saturday	241	51%
Sunday	179	38%
Work Schedule: Same Every Week		
Yes	292	61%
No	185	39%

OLD ORCHARD AREA EMPLOYEES SURVEY SUMMARY

	Number	% of Total*
Have Auto Available for Commute		
Yes	377	81%
No	91	19%
Age		
Under 30	186	39%
30-44	148	31%
45-64	132	28%
65+	12	3%

* Percent based on number of responses to each question.

C. Comments

More than 100 people had generally positive comments about extending Yellow Line service. Over 20 said that the extension to Old Orchard would be great and convenient. Eleven said that a stop near the Cook County Circuit Court would be helpful. Another 14 said that it would be great for promoting employment in the area, while 9 said it would help Old Orchard Shopping Center's sales. Another eight said it would be a benefit to have the option of transit in bad weather or when their car breaks down.

Ten people specifically mentioned that an Old Orchard stop would be better than the bus and it would cut their commuting time. Eighteen commented that the Yellow Line should have longer hours and run later into the evening, while 23 said the Yellow Line needed to run on the weekends.

VI. ST. FRANCIS HOSPITAL EMPLOYEE SURVEY

A. Methodology

Surveys were distributed to the Human Resources Department at St. Francis Hospital who then gave them to employees who live in the City of Chicago and suburbs as far north as Kenilworth and as far west as Niles and Morton Grove. St. Francis Hospital staff collected the completed surveys. Because only 18 surveys were completed the results may not be representative of the potential ridership among St. Francis employees for new stations on the Yellow Line.

B. Key Findings

Half of the St. Francis employees live in the City of Chicago; however, they are well dispersed throughout the city. Respondents live in seven different Chicago zip codes, but only one, 60645 (West Rogers Park), registered more than one response. Four respondents each live on the North Side of the city between Irving Park Road and Howard Street and on the West Side. Others live in Evanston, Skokie, Morton Grove, Glenview, Wilmette, Wheeling, and Deer Park.

Over 90 percent of respondents drive alone and only one person uses public transit (Red and Purple Line of the CTA). However, 39 percent of the respondents indicated that they would use the Yellow Line if there were a stop at Ridge Avenue.

Most of the respondents report regular work hours, usually arriving between 8:00 and 8:30 a.m. and leaving between 4:30 and 5:30 p.m. Two thirds work the same schedule each week, and approximately one third work on weekends.

Two thirds of the respondents are between 45 and 64 years of age, with 24 percent between 30 and 44 years old.

The table on the following page presents the detailed findings.

C. Comments

Five of the respondents provided comments relative to Yellow Line service. Two felt that a station at Ridge Avenue was a good idea and one mentioned that a stop near McCormick Boulevard, Crawford Avenue, and Skokie Boulevard was needed. One wrote that the Yellow Line now has only two-car trains and wondered if expanded

service would bring longer trains. Another person remarked that a bus on Ridge Avenue from Chicago is needed.

ST. FRANCIS HOSPITAL SURVEY SUMMARY

	Number	% of Total*
City of Residence		
Chicago	9	50%
Skokie	2	11%
Zip Code		
60645 (West Rogers Park)	2	11%
Means of Commuting to Work		
Transit	1	6%
Drive Alone	17	94%
Transit Line Used (of Those Using Transit)		
Red Line	1	100%
Purple Line	1	100%
Would Use a New Stop on the Yellow Line at:		
Ridge Avenue	7	39%
Dodge Avenue	2	11%
Old Orchard Shopping Center	2	11%
Work Schedule: Arrive at Work		
Before 8:00 a.m.	5	31%
8:00-8:30 a.m.	10	63%
Morning after 8:30 a.m.	1	6%
Work Schedule: Leave Work		
3:30 p.m.	2	13%
4:30-5:30 p.m.	13	81%
10:30 p.m.	1	6%
Work Schedule: Work Weekends		
Saturday	6	33%
Sunday	5	28%
Work Schedule: Same Every Week		
Yes	11	65%
No	6	35%

ST. FRANCIS HOSPITAL SURVEY SUMMARY

	Number	% of Total*
Have Auto Available for Commute		
Yes	17	94%
No	1	6%
Age		
Under 30	2	12%
30-44	4	24%
45-64	11	65%
65+	0	0%

* Percent based on number of responses to each question.

Resident Survey

Note: The content of the Round 1 and Round 2 surveys were similar, except for formatting differences. The Round 1 survey is included herein.

A - RESIDENT SURVEY FOR SOUTH EVANSTON / NORTH ROGERS PARK

(1-3)
(4) 1

The City of Evanston and the Village of Skokie are exploring the market feasibility of potential new stations and a line extension of the CTA's Skokie Swift Yellow Line to provide access to activity centers such as St. Francis Hospital, the Skokie central business district and Old Orchard Center. We'd appreciate a few minutes of your time to answer some questions about your commuting patterns. Your answers will help identify the need and best location for potential new stations on the Yellow Line. Please return your survey by *October 31*. If you have any questions about this survey, please contact John Burke at the City of Evanston at (847) 866-2966. Please fold the survey so that the City of Evanston address is showing, tape or staple it closed, and drop it in the mail. Your answers will be strictly confidential.

1. What is the nearest major intersection to your home? (05-07)
_____ and _____
City _____Zip Code _____(08-09)
(10-14)

2. How do you usually commute to work or school? (15-20)
1☐ Transit
Train line(s) and stations_____(21-23)_____(24-26)
Bus route(s) and stops (intersections) _____(27-30)_____(31-34)
2☐ Drive alone (35-38)_____
3☐ Carpool
4☐ Bike/walk
5☐ Other Specify_____ (39-40)
6☐ Do not work or go to school (Go to Question 6)

3. Where is your final work or school destination?
Nearest major intersection_____and _____ (41-43)
City_____ (44-45)

4. Would you use the CTA Yellow Line for all or part of your commute to work or school if there were stops at the following locations?

Ridge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(46)
Asbury Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(47)
Dodge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(48)
Oakton St. and Skokie Blvd. in Skokie	☐ Yes	☐ No	(49)
Old Orchard Shopping Center	☐ Yes	☐ No	(50)

Other Location (specify)_____(51-52)_____ (53-54)
(55-56)_____

5. Do you have an auto available for your commute to work or school? ☐ Yes ☐ No (57)

6. Are you? ☐ Male ☐ Female (58)

7. What is your age?

1☐ Under 18	5☐ 35-39	9☐ 55-59
2☐ 18-24	6☐ 40-44	0☐ 60-64
3☐ 25-29	7☐ 45-49	x☐ 65+
4☐ 30-34	8☐ 50-54	

(59)

8. Please use the space below for any other comments regarding the current service or potential changes in CTA Yellow Line service.

_____(60-62)
_____(63-65)
_____(66-68)
_____(69-71)
_____(72-74)
_____

John Burke
Transportation Director
City of Evanston
2100 Ridge Ave.
Evanston, Illinois 60201-2798

B – TRANSIT RIDER SURVEY FOR CTA YELLOW LINE

(01-03)

Hello. The City of Evanston and the Village of Skokie are exploring the market feasibility of potential new stations and a line extension of the CTA's Skokie Swift Yellow Line to provide access to activity centers such as the Skokie central business district, Old Orchard Center and St. Francis Hospital in Evanston. We'd appreciate a few minutes of your time to answer some questions about your trip today. Your answers will help establish the need and best location for potential new stations on the Yellow Line, and will be strictly confidential.
(04)2

1. Where are you coming from today? [*Read, one answer*]

☐ Home (05)
☐ Work
☐ School
☐ Other: _____ (06)

2. What is the nearest major intersection to your _____? [*Insert previous response]* (07-09)

_____and _____

City_____ Zip Code_____ (10-11)

(12-16)

3. Where is your final destination for this trip today?

Nearest major intersection_____ and _____ (17-19)
City_____ (20-21)

4. How did you get to this train station today? [*read if necessary, one answer]*

1☐ Drove alone and parked [Q-5] 6☐ Shuttle van [Q-6] (22)
2☐ Carpooled [Q-5] 7☐ Taxicab [Q-6] (23)
3☐ Walked[Q-6] 8☐ Got dropped off [Q-6]
4☐ Bicycle[Q-6] 9☐ CTA/Pace bus specify route #_____ [Q-6] (24-26)
5☐ Other Specify_____(Q-6)

5. Where did you park at the station today? [*read*]

1☐ Commuter parking lot (27)
2☐ On the street
3☐ Other Specify_____ (28)

6. How long did you travel to get to this station today? [*read]*

1☐ 0 – 10 minutes 3☐ 21 – 30 minutes (29)
2☐ 11 – 20 minutes 4☐ Over 30 minutes

7. After you get off at Howard St., will you use Pace, CTA or private shuttle services to get to your final destination today? (30)

1☐ Yes
Which train line(s) and stations_____(31-33)_____(34-36)
Which bus route(s) and stops_____(37-40)_____(41-44)
2☐ No (45-48)

8. What is the primary purpose of your trip today? (*read if necessary, one answer*)

1☐ Work/Job 5☐ Personal Business/Medical/Dental (49)
2☐ Business related 6☐ Social/Recreational Activity
3☐ School 7☐ Other, please specify_____ (50)
4☐ Shopping

9. How often do you make this trip? (*read if necessary, one answer*)

1☐ 6-7 times a week
2☐ 5 times per week
3☐ 2-4 times per week
4☐ Once a week or 4 times per month
5☐ 1-3 times per month
6☐ Less than once per month

(51)

10. Would you use the CTA Yellow Line for your trip today if there were stops at the following locations? (*read*)

Ridge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(52)
Asbury Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(53)
Dodge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(54)
Oakton St. and Skokie Blvd. in Skokie	☐ Yes	☐ No	(55)
Old Orchard Shopping Center	☐ Yes	☐ No	(56)

Other Location (specify)_____(57-58)_____(59-60)
(61-62)

11. Do you have an auto available for this trip today? ☐ Yes ☐ No (63)

12. Are you? ☐ Male ☐ Female (64)

13. What is your age?

1☐ Under 18
2☐ 18-24
3☐ 25-29
4☐ 30-34
5☐ 35-39
6☐ 40-44
7☐ 45-49
8☐ 50-54
9☐ 55-59
0☐ 60-64
x☐ 65+

(65)

14. Do you have any other comments regarding the current service or potential changes in CTA Yellow Line service?

_____ (66-68)
_____ (69-71)
_____ (72-74)
_____ (75-77)
_____ (78-80)
_____

15. Date_____/_____ (81-84)

16. Time of day: _____ (85-88)
(89)

C – TRANSIT RIDER, CTA 97 / PACE 215

(01-03)

Hello. The City of Evanston and the Village of Skokie are exploring the market feasibility of potential new stations and a line extension of the CTA's Skokie Swift Yellow Line to provide access to activity centers such as the Skokie central business district, Old Orchard Center and St. Francis Hospital in Evanston. We'd appreciate a few minutes of your time to answer some questions about your trip today. Your answers will help establish the need and best location for potential new stations on the Yellow Line; and will be strictly confidential.
(04)3

1. Where did you begin this trip today?

1☐ Home (05)
2☐ Work
3☐ School
4☐ Other _____ (06)

2. Where is the nearest major intersection to your _____?(*insert response from previous question*)

_____and _____ (07-09)
City_____ Zip code _____ (10-11)
(12-16)

3. Where is your final destination for this trip today?

Nearest major intersection_____ and _____(17-19)
City_____ Zip code _____ (20-21)
(22-26)

4. How did you get to the Howard Street station today? *(read if necessary, one answer*)

1☐ Drove alone and parked 7☐ Shuttle van (27)
2☐ Carpooled 8☐ Taxicab
3☐ Walked 9☐ Got dropped off
4☐ Bicycle 0☐ CTA/Pace bus
5☐ CTA train x☐ Metra train
6☐ Other Specify_____ (28)

5. How long did you travel to get to this station today? (*read*)

1☐ 0 – 10 minutes 3☐ 21 – 30 minutes (29)
2☐ 11 – 20 minutes 4☐ Over 30 minutes

6. After you get off this bus will you use any other transit to get to your final destination? (30)

1☐ Yes
Which train line(s) and stations_____(31-33)_____(34-36)
Which bus route(s) and stops_____(37-40)_____(41-44)
2☐ No (45-48)

7. What is the primary purpose of your trip today? (*read if necessary, one answer*)

1☐ Work/Job 5☐ Personal Business/Medical/Dental (49)
2☐ Business related 6☐ Social/Recreational Activity
3☐ School 7☐ Other, please specify_____ (50)
4☐ Shopping

8. How often do you make this trip?

1☐ 6 – 7 times per week 4☐ Once a week or 4 times per month (51)
2☐ 5 times per week 5☐ 1-3 times per month
3☐ 2-4 times per week 6☐ Less than once per month

9. Would you use the CTA Yellow Line for your trip today if there were stops at the following locations? *(read)*

Ridge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(52)
Asbury Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(53)
Dodge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(54)
Oakton St. and Skokie Blvd. in Skokie	☐ Yes	☐ No	(55)
Old Orchard Shopping Center	☐ Yes	☐ No	(56)

Other Location (specify)_____(57-58)_____(59-60)
(61-62)

10. Do you have an auto available for this trip today? ☐ Yes ☐ No (63)

11. Are you? ☐ Male ☐ Female (64)

12. What is your age?

1☐ Under 18	5☐ 35-39	9☐ 55-59
2☐ 18-24	6☐ 40-44	0☐ 60-64
3☐ 25-29	7☐ 45-49	x☐ 65+
4☐ 30-34	8☐ 50-54	

(65)

13. Do you have any other comments regarding the current service or potential changes in CTA Yellow Line service?

_____(66-68)
_____(69-71)
_____(72-74)
_____(75-77)
_____(78-80)
_____

15. Date_____/_____ (81-84)

16. Time: _____ (85-88)
(89)

17 Bus Route ☐ CTA #97 ☐ Pace #215
(90)

D – EMPLOYEE SURVEY FOR ORCHARD AREA

(01-03)

The City of Evanston and the Village of Skokie are exploring the market feasibility of potential new stations and a line extension of the CTA's Skokie Swift Yellow Line to provide access to the Old Orchard area. We'd appreciate a few minutes of your time to answer some questions about your commuting patterns. Your answers will help identify the need and best locations for potential new stations on the Yellow Line. Please complete this survey and return it to your employer representative by *October 31*. Your answers are very important and will be kept strictly confidential. Thank you for your help. If you have any questions, please contact Steve Marciani at the Village of Skokie at 847.933.8447.

(04)4

1. What is the nearest major intersection to your home?

_____and _____ (05-07)

City_____ Zip Code_____ (08-09)

(10-14)

2. Where in the Old Orchard area do you work?

Nearest cross-streets_____ (15-17)

Employer_____ (18-19)

3. How did you get to work today? (20-25)

1☐ Drive
2☐ Carpool
3☐ Drop off
4☐ Walk/bike
5☐ Transit
6☐ Other specify _____ (26)

4. If you used transit, what trains and or buses did you use?

Train line(s) and stations_____(27-29)_____(30-32)

Bus route(s) and stops (intersections)_____(33-36)_____(37-40)

(41-44)

5. What time do you normally start work?_____ ☐a.m. ☐ p.m. (45-48) (49)

6. What time do you normally leave work?_____ ☐a.m. ☐ p.m. (50-53) (54)

7. Do you work at this location on weekends?

Saturday ☐ Yes ☐ No (55)

Sunday ☐ Yes ☐ No (56)

8. Is your work schedule the same every week? ☐ Yes ☐ No (57)

9. Would you use the CTA Yellow Line for all or part of your commute to work in the Old Orchard area if there were stops at the following locations?

Ridge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(58)
Asbury Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(59)
Dodge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(60)
Oakton St. and Skokie Blvd. in Skokie	☐ Yes	☐ No	(61)
Old Orchard Shopping Center	☐ Yes	☐ No	(62)

Other Location (specify)_____ (63-64)_____ (65-66)

(67-68)_____

10. Three locations have been proposed for the terminal station of the Yellow Line near Old Orchard. Based on your current travel patterns, how likely would you be to use a stop at the following locations (1 is least likely and 5 is most likely)?

West parking lot of Old Orchard Shopping Center	1	2	3	4	5	(69)
West parking Lot of Niles North High School	1	2	3	4	5	(70)
West side of Edens Expressway at Old Orchard Rd.	1	2	3	4	5	(71)

Other Location (specify)_____ (72-73)_____(74-75)
(76-77)_____

11. Do you have an auto available for your commute to work? ☐ Yes ☐ No (78)

12. Are you? ☐ Male ☐ Female (79)

13. What is your age?

1☐ Under 18	5☐ 35-39	9☐ 55-59
2☐ 18-24	6☐ 40-44	0☐ 60-64
3☐ 25-29	7☐ 45-49	x☐ 65+
4☐ 30-34	8☐ 50-54	

(80)

14. Do you have any other comments regarding the current service or potential changes in CTA Yellow Line service?

_____(81-83)

_____(84-86)

_____(87-89)

_____(90-92)

_____(93-95)

For quality control purposes and so we can be sure to obtain responses from a representative group of employees, please tell us your:

Name:_____ Phone:_____

E – EMPLOYEE SURVEY FOR ST. FRANCIS HOSPITAL

(01-03)

The City of Evanston and the Village of Skokie are exploring the market feasibility of potential new stations and a line extension of the CTA's Skokie Swift Yellow Line to provide access to major activity centers such as St. Francis Hospital. We'd appreciate a few minutes of your time to answer some questions about your daily commute to work at St. Francis Hospital. Your answers will help assess the need for a potential new Yellow Line station at Ridge Avenue in Evanston Please complete this survey and return it to your employer representative by *October 31*. Your answers are very important and will be kept strictly confidential. Thank you for your help. If you have any questions, please contact John Burke at the City of Evanston at 847.866.2966.

(04)5

1. What is the nearest major intersection to your home?

_____and_____ (05-07)

City_____Zip Code_____ (08-09)

(10-14)

2. How did you get to work today?

1☐ Drive (15-20)
2☐ Carpool
3☐ Drop off
4☐ Walk/bike
5☐ Transit
6☐ Other specify _____ (21)

3. If you used transit, what trains and or buses did you use?

Train line(s) and stations_____(22-24)_____(25-27)

Bus route(s) and stops (intersections)_____(28-31)_____(32-35)

(36-39)_____

4. What time do you normally start work?_____ ☐a.m. ☐ p.m. (40-43) (44)

5. What time do you normally leave work?_____ ☐a.m. ☐ p.m. (45-48) (49)

6. Do you work at this location on weekends?

Saturday ☐ Yes ☐ No (50)
Sunday ☐ Yes ☐ No (51)

7. Is your work schedule the same every week? ☐ Yes ☐ No (52)

8. Would you use the CTA Yellow Line for all or part of your commute to work at St. Francis Hospital if there were stops at the following locations?

Ridge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(53)
Asbury Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(54)
Dodge Ave. between Howard St. and Oakton St. in Evanston	☐ Yes	☐ No	(55)
Oakton St. and Skokie Blvd. in Skokie	☐ Yes	☐ No	(56)
Old Orchard Shopping Center	☐ Yes	☐ No	(57)

Other Location (specify)_____(58-59)_____(60-61)

(62-63)

9. Do you have an auto available for your commute to work? ☐ Yes ☐ No (64)

10. Are you? ☐ Male ☐ Female (65)

11. What is your age?

1☐	Under 18	5☐	35-39	9☐	55-59	(66)
2☐	18-24	6☐	40-44	0☐	60-64	
3☐	25-29	7☐	45-49	x☐	65+	
4☐	30-34	8☐	50-54			

12. Do you have any other comments regarding the current service or potential changes in CTA Yellow Line service?

_____(67-69)

_____(70-72)

_____(73-75)

_____(76-78)

_____(79-81)

_____

For quality control purposes and so we can be sure to obtain responses from a representative group of employees, please tell us your:

Name: _____ Phone:_____