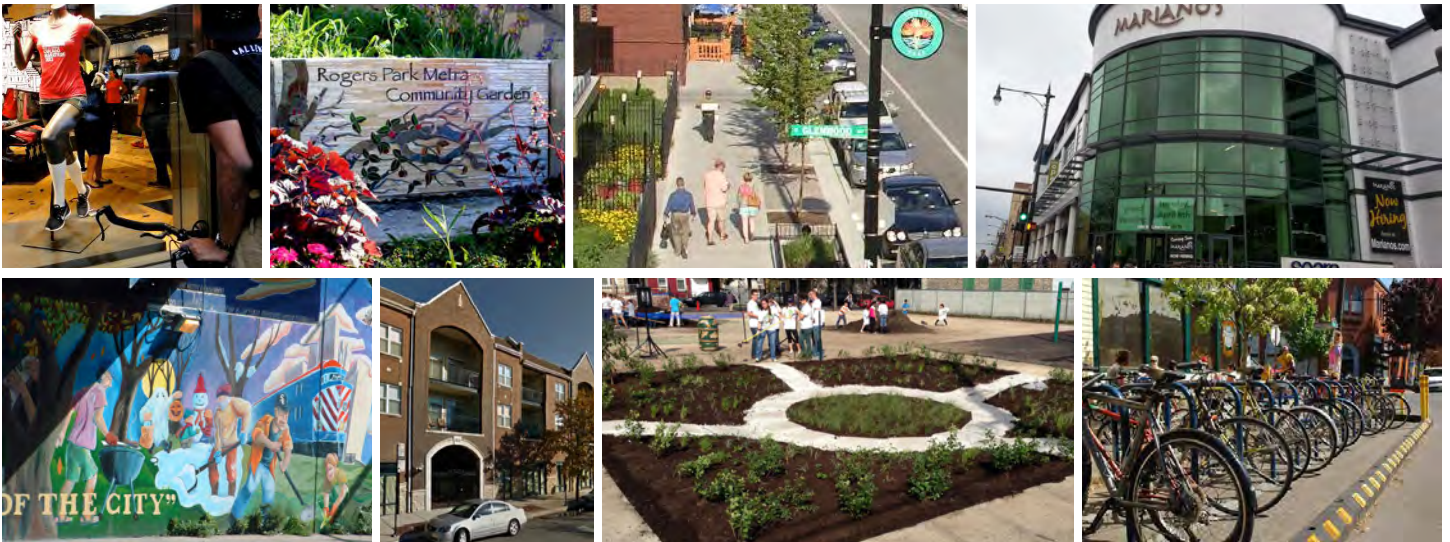


CITY OF CHICAGO & METRA STATION TYPOLOGY STUDY



ADOPTED BY THE CHICAGO PLAN COMMISSION - OCTOBER 16, 2014
Metra Ridership 2014 Count Supplement - Updated on November 20, 2014



PREPARED BY:
Teska Associates, Inc. // Fish Transportation Group // OKW Architects

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STEERING COMMITTEE

Benet Haller	City of Chicago (DPD)
Daniel Klaiber	City of Chicago (DPD)
Brenda McGruder	CDOT
Heather Tabbert	RTA
David Kralik	Metra
Kristen Andersen	Metra
Noe Gallardo	Metra
Jennifer Henry	CTA
Scott Goldstein	Teska Associates, Inc.
Todd Vanadilok	Teska Associates, Inc.
Brittany Bagent	Teska Associates, Inc.
Cindy Fish	Fish Transportation Group
Michael Breclaw	OKW Architects
Vatsal Desai	OKW Architects

THIS DOCUMENT WAS PREPARED BY THE CONSULTANT TEAM OF:

Teska Associates, Inc. :: Fish Transportation Group :: OKW Architects



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INTRODUCTION

With 77 existing and 2 planned Metra stations in the City of Chicago, how can the benefits of these stations support residents, businesses, and commuters? In 2013 the City of Chicago, Metra, and the RTA set out to develop “typologies” that will help guide development around stations and improve station areas to benefit Metra users. These typologies are based on a similar study called the CTA Station Area Typology Study and Transit Friendly Development Guide, which was completed in 2009.

The goals of the Metra Station Typology Study, which are provided to the right, focus on the design, improvement, and accessibility of the Metra stations that serve Chicago’s neighborhoods, commercial districts, and employment centers. By achieving these goals, intended outcomes include encouraging increased Metra ridership, enhancing safe and efficient connectivity to the rail stations, and providing the City with a blueprint for how new development and community improvements should be appropriately scaled to encourage transit use and fit the context and character of each neighborhood. As a result, use of this document in discussions with developers is encouraged.

Working together with Metra, CTA, RTA, CDOT, and a team of consultants, the City built upon the seven typologies identified in the CTA study and added two new typologies to create a set of nine typologies for the Metra station areas in Chicago, as summarized below. From the Loop and neighborhood-focused station areas to identifiable business districts and employment centers, each typology is tailored to fit the distinct characteristics of the area around the Metra station.

METRA STATION AREA TYPOLOGIES

- DC** DOWNTOWN CORE
- MC** MAJOR ACTIVITY CENTER
- LC** LOCAL ACTIVITY CENTER
- DN** DENSE URBAN NEIGHBORHOOD
- UN** URBAN NEIGHBORHOOD
- LN** LOW DENSITY NEIGHBORHOOD
- SD** SERVICE EMPLOYMENT DISTRICT
- MD** MANUFACTURING EMPLOYMENT DISTRICT
- RI** MIXED RESIDENTIAL/INDUSTRIAL NEIGHBORHOOD

GOALS

- 1:** Incorporate transit-friendly design of new development around Metra stations
- 2:** Guide improvements to station areas over time, such as pedestrian crossings, lighting, wayfinding, and parking
- 3:** Improve the accessibility and use of Metra in the City of Chicago

NOTE: LN and RI are the two new typologies developed for the Metra Station Area Typology Study. The other seven typologies are consistent with the CTA Station Area Typology Study completed in 2009.

DC	<p>DOWNTOWN CORE Located in the Loop and adjacent high density areas, Metra service generates highest ridership counts in the system within the City of Chicago. Land uses are primarily employment-generating uses within the central business district, with a mix of retail and residential. Residential primarily in high-rise buildings. Superior access to CTA rail and bus.</p>	<p>25,504 AVERAGE WEEKDAY AM BOARDINGS</p>	
MC	<p>MAJOR ACTIVITY CENTER An MC is a major node of activity generally located outside of the downtown core. Metra ridership at the MCs varies, but all station areas are served by CTA rail and bus. They typically have a balanced mix of residential, commercial, and employment-generating uses, with residential development typically provided in mid- to high-rise buildings.</p>	<p>532 AVERAGE WEEKDAY AM BOARDINGS</p>	
LC	<p>LOCAL ACTIVITY CENTER An LC is primarily characterized by the Metra station being the central focus of a built-up and identifiable neighborhood. An LC typically has the highest density and greatest mix of uses around the station. Infill development and adaptive reuse present opportunities to enhance the vitality of the LC.</p>	<p>754 AVERAGE WEEKDAY AM BOARDINGS</p>	
DN	<p>DENSE URBAN NEIGHBORHOOD A DN serves Chicago neighborhoods with a high concentration of development and a high level of riders who walk to the station. While all stations have access to CTA bus, only Rogers Park has nearby CTA rail access. Land use is composed of a mix of commercial development near the stations surrounded by residential development.</p>	<p>468 AVERAGE WEEKDAY AM BOARDINGS</p>	
UN	<p>URBAN NEIGHBORHOOD A UN serves an established neighborhood, but ridership varies in intensity and about half of riders walk, bike or take transit to the station. Land use is primarily residential, but many UNs have commercial districts. UN stations generally have CTA or Pace buses with only a few having CTA rail stations nearby.</p>	<p>239 AVERAGE WEEKDAY AM BOARDINGS</p>	
LN	<p>LOW DENSITY NEIGHBORHOOD An LN is predominantly residential in nature with modest Metra ridership. LN is one of two new typologies that has been created for Metra stations. With more than three-quarters of the land use devoted to residential, an LN has a strong residential character with minimal retail and employment uses located around the station areas.</p>	<p>150 AVERAGE WEEKDAY AM BOARDINGS</p>	
SD	<p>SERVICE EMPLOYMENT DISTRICT An SD is typically identified by a major service use with high employment, such as a university or airport. Two of the four SD stations are located next to major universities: Chicago State University and the University of Chicago. The other two serve O'Hare Airport, which is a major multimodal transportation hub with access to various employers.</p>	<p>176 AVERAGE WEEKDAY AM BOARDINGS</p>	
MD	<p>MANUFACTURING EMPLOYMENT DISTRICT An MD is generally characterized by a significant amount of manufacturing land uses. Over one-quarter of the total land use is devoted to industrial, warehouse, or wholesale trading. Another quarter are for railways and freight use. Residential uses still comprise less than one-third, which contributes to about half of all commuters accessing the MD stations.</p>	<p>325 AVERAGE WEEKDAY AM BOARDINGS</p>	
RI	<p>MIXED RESIDENTIAL/INDUSTRIAL NEIGHBORHOOD An RI is an area in which the Metra station serves both residential and industrial uses. The train tracks often separate these uses which have evolved over time.</p>	<p>229 AVERAGE WEEKDAY AM BOARDINGS</p>	

This study formulated the nine typologies based on the CTA typologies and analyses of a variety of data, including: land use; zoning; density; neighborhood character; Metra ridership data, frequency of service, and fare zones; commuter parking; access to CTA bus and rail; walkability and bikeability scores; nearby employers and business districts; local institutions; and opportunities for development and station area improvements.

The three maps on pages 6-8 illustrate the typology designated for each of the 77 existing and 2 planned Metra stations in the City of Chicago. These maps also depict the typologies for the CTA rail stations, which enables comparison of the Metra and CTA typologies.

Overall, the Urban Neighborhood (UN) typology is the most common designation, applicable to 29 of the 79 total stations in Chicago. Second and third most common are Mixed Residential/Industrial Neighborhood (RI) and Local Activity Center (LC) with 12 and 11 stations, respectively.

LEARNING FROM THE COMMUNITY

In addition to data analyses, the study was guided by feedback obtained from meetings and conversations with various stakeholders, including Aldermen, residents, and a Steering Committee comprised of City, CDOT, and transit agency staff. A series of three public meetings were conducted in March and April 2014. Additional public feedback was garnered from the project website:

www.chicagometratypologies.com

TOD vs TFD

Transit oriented development (TOD) is generally defined as development that is oriented towards and integrated with a nearby transit facility, such as a rail station or bus line. TOD is typically perceived as a means to improve access to the transit facility by building up the station area as a compact, mixed use district that is intended to encourage increased transit ridership.

The City’s multi-pronged transit network – comprised of Metra commuter rail, CTA rail and bus, and Pace bus – already makes Chicago transit oriented. As a result, the City has generally adopted the term “transit friendly development” (TFD) to more closely align with the planning and design approaches that help facilitate development that take advantage of access to Chicago’s transit system.

TFD focuses on multimodal connectivity, appropriately scaled development, and station area improvements that create better access to transit facilities and encourage greater transit ridership. The case studies in this document illustrate ways to support TFD around Chicago’s Metra stations.



CREDIT: TESKA ASSOCIATES, INC.

BRIEF HISTORY OF COMMUTER RAIL IN CHICAGO

The Chicago commuter rail system is deeply rooted in the City’s history, starting with the introduction of the first local passenger railroad line in 1856 extending six miles between the city center and Hyde Park, which was an independent township at that time. Over the next few decades, horse omnibus lines, streetcars, and horsecars continued to build up the City’s demand for more expedited modes and routes for transport, particularly as the City and region steadily expanded. It wasn’t until the 1880s when infrastructure for commuter train service emerged, with railroads emanating in multiple directions from the City into the growing metropolitan area.

Over time the commuter rail system continued to modernize and expand, with the radial pattern of commuter rail lines mostly preserved today to form the foundation of the present Metra system. The creation of the initial elevated railway (the EI) and street railway systems took place in the late 19th to early 20th century. In 1947 Chicago’s original elevated lines, buses, and streetcars were consolidated into the CTA. By 1963 the CTA began its expansion to the City’s two airports and the inner ring suburbs like Skokie, Evanston, and Oak Park.

While Metra’s eleven commuter rail lines extend to the far north, west, and south suburbs, almost one-third (77 of 241) of the existing Metra stations are located within the City of Chicago. This rail system enables residents, employees, and visitors to not only commute out into the metropolitan area, but also travel within city limits between various destinations across Chicago.

Metra passenger service on the BNSF Railway line and three Union Pacific lines is operated by employees of these railroads under terms specified by purchase of service agreements with Metra, while the remaining lines are operated directly by Metra employees. Metra operates service on two lines -- the Heritage Corridor and North Central Service -- via trackage rights agreements with Canadian National and on the SouthWest Service via a trackage lease agreement with Norfolk Southern. Metra also operates on four Metra-owned lines: the Milwaukee District-North, Milwaukee District-West, Metra Electric District, and Rock Island District. The Northern Indiana Commuter Transportation District



(NICTD), which provides commuter rail service from Chicago to South Bend, Indiana, operates part of its South Shore commuter rail service on Metra’s Electric District line.

METRA CONNECTIVITY TO CTA & PACE

The connectivity between Metra and other CTA and Pace transit facilities is extremely important to ensure residents, workers, students, and visitors can efficiently navigate through Chicago via train or bus. On average, about 10% of commuters using Metra within the City utilize the EI or bus via CTA or Pace to access the Metra station. This percentage can be as high as 45% for the Western Avenue station on the BNSF line, which is located in a prominent manufacturing district. In addition, many stations in the Loop and transportation hubs such as the Clybourn, Jefferson Park, and O’Hare Transfer stations rely heavily on CTA and Pace connectivity.

While only certain Metra stations are located within walking distance (1/2-mile radius) of a CTA El station, all 79 existing and planned Metra stations in Chicago are served by at least one bus line within walking distance. Some stations are served by multiple bus lines, providing more links to various neighborhoods and greater opportunities for transit connectivity between bus and rail.

This capacity for people to connect from CTA and Pace to any one of the Metra stations within the City reinforces the notion that Chicago is already highly transit oriented. This study promotes strategies that will enable the City of Chicago -- from neighborhood residents and aldermanic wards on up to City departments and sister agencies -- to further enhance the transit friendliness of Chicago's neighborhoods through collaborative efforts in development, design, and community improvements.

USERS' GUIDE TO CREATING TRANSIT FRIENDLY STATION AREAS

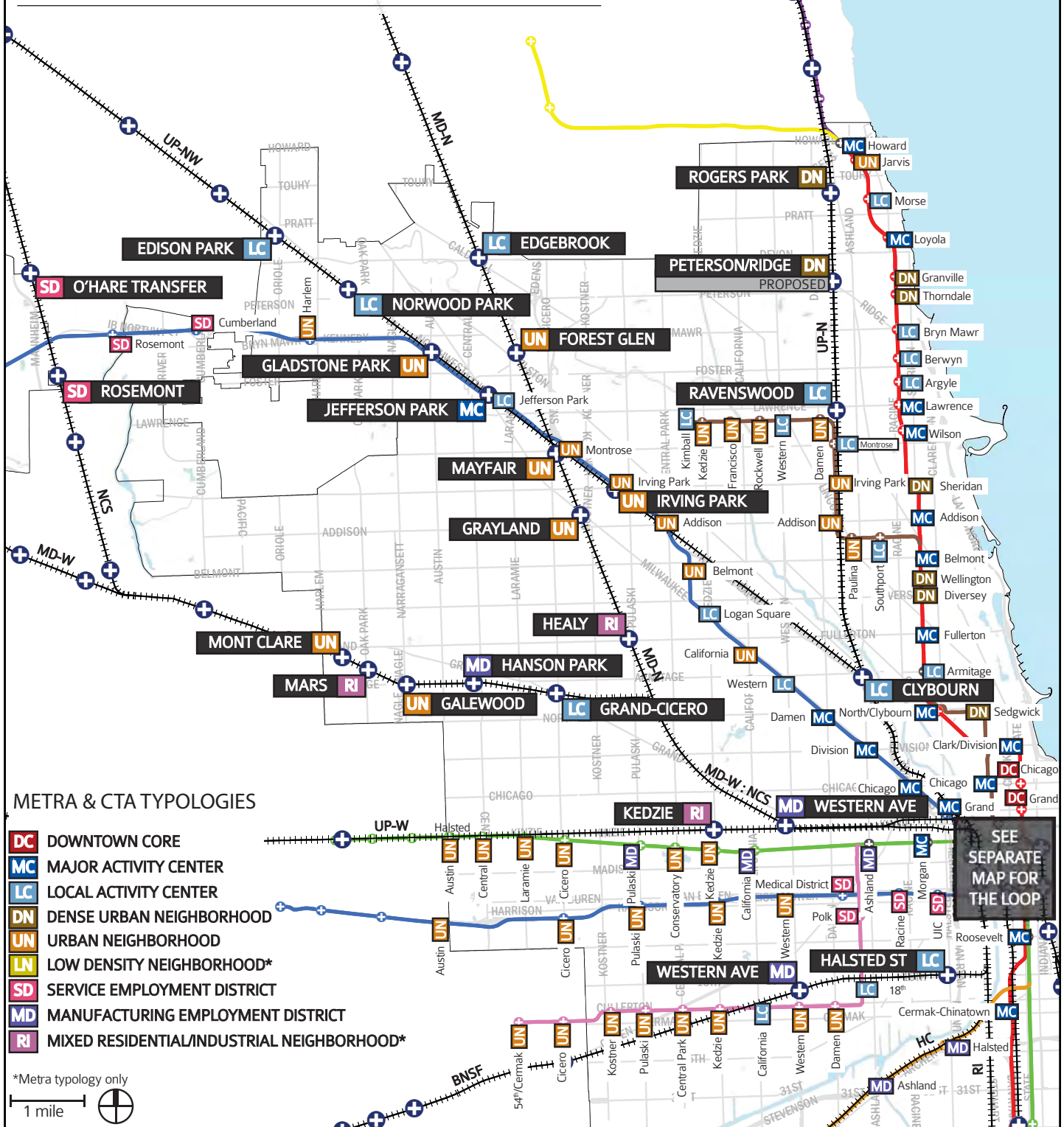
This guidebook provides an illustrative case study for each of the typologies (other than the Downtown Core) to demonstrate characteristics of each typology and ways to enhance the user experience around the station area. Whether commuters are arriving by bike, seeking a parking space, or walking from their home down the street, the case studies illustrate different ways to improve how people approach and relate to the Metra station. These case studies are found on pages 11-27.

Improved safety, such as lighting and sidewalks, better signage, and more convenient access and parking were some of the most common suggestions that arose in conversations with aldermen and residents. Better signage and general upkeep of station houses were also deemed highly important. To complement the case studies, a set of images on pages 28-29 depicts examples of many of the recommended improvements shown in the case studies. Pages 30-36 provide a users guide of strategies and resources that local organizations, elected officials, and property owners can utilize to take steps to make their properties and station areas more transit friendly.



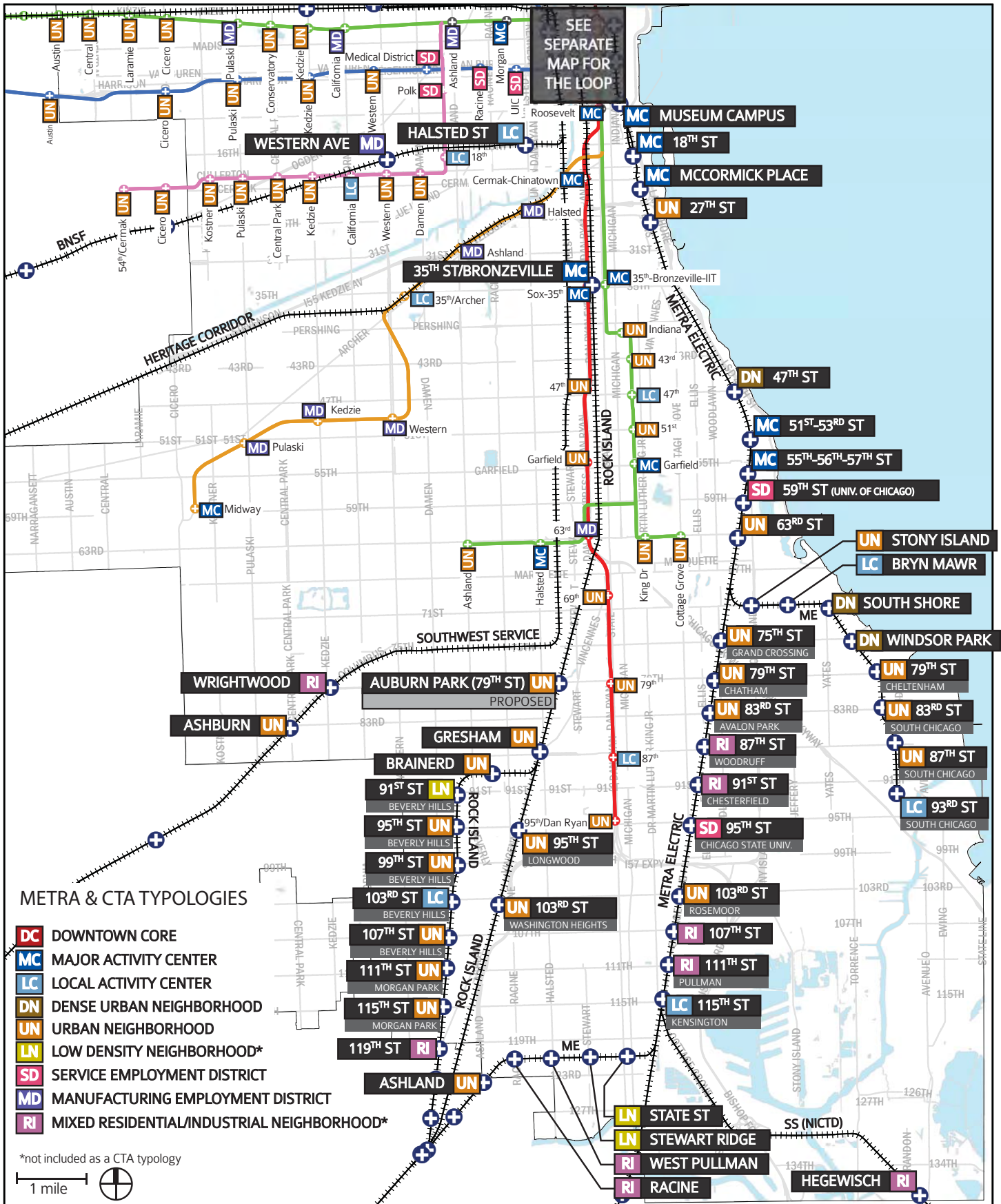
TYPOLOGIES MAP | NORTH SIDE

NOTE: As part of this study, the Jefferson Park Metra Station is designated as a Major Activity Center (MC). However, the Jefferson Park CTA Station was designated as a Local Activity Center (LC) in the 2009 CTA Station Area Typology Study. While this study attempted to maintain consistency between Metra and CTA typologies as best as possible, the MC typology for the Metra station was warranted due to certain factors, including: substantial ridership numbers (16th highest out of 77 total existing City stations); historically increasing ridership; diverse modes of access to the station; and relatively high Walk, Bike, and Transit Scores (compared to City averages).



Map created by Teska Associates, Inc.

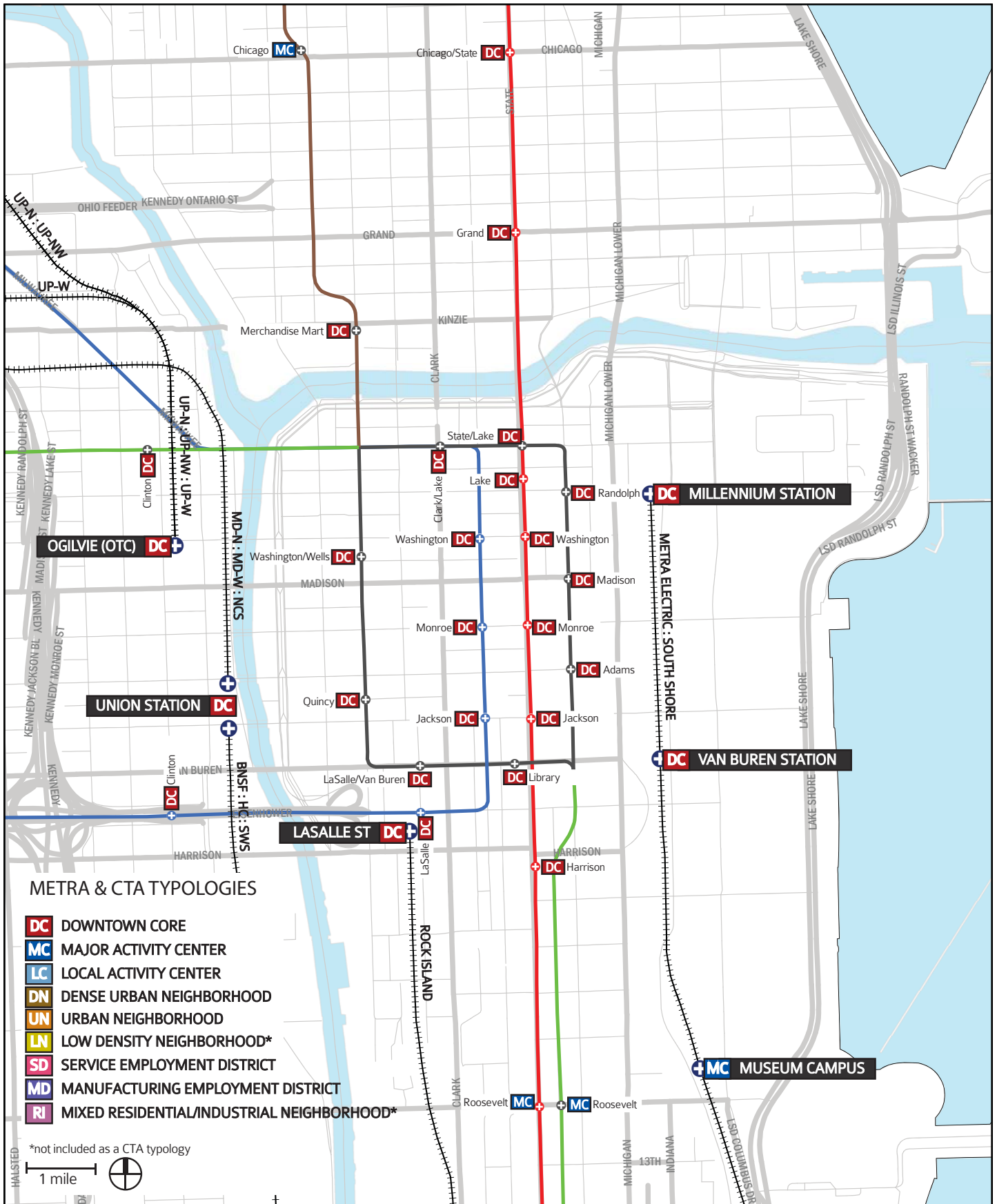
TYPOLOGIES MAP | SOUTH SIDE



Map created by Teska Associates, Inc.



TYPOLOGIES MAP | LOOP



Map created by Teska Associates, Inc.



DC DOWNTOWN CORE

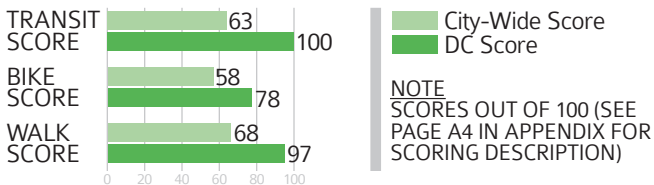
METRA RIDERSHIP

Weekday ridership averages more than 25,000 riders, which is the highest in the system.

CTA ACCESS

All five DC station areas have adequate CTA bus and rail access.

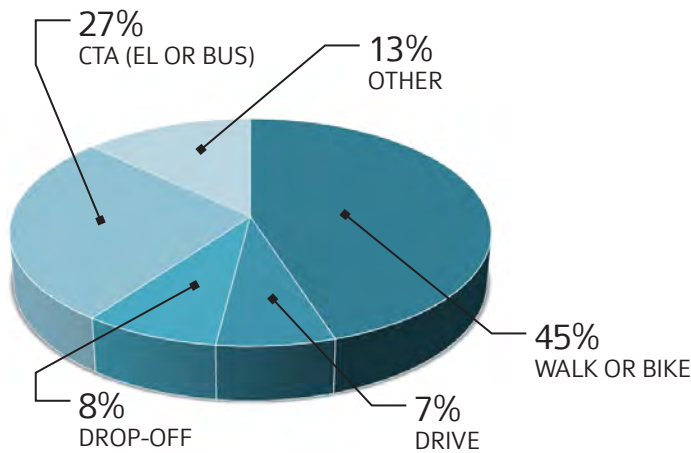
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

None of the DCs have access to commuter parking facilities.

MODE OF ACCESS^A

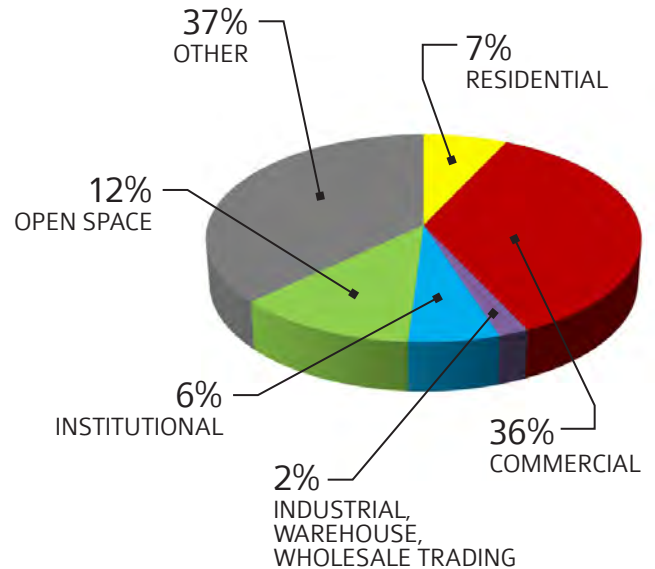


^A Data refer to typology averages within 1/2-mile radius of DC stations.

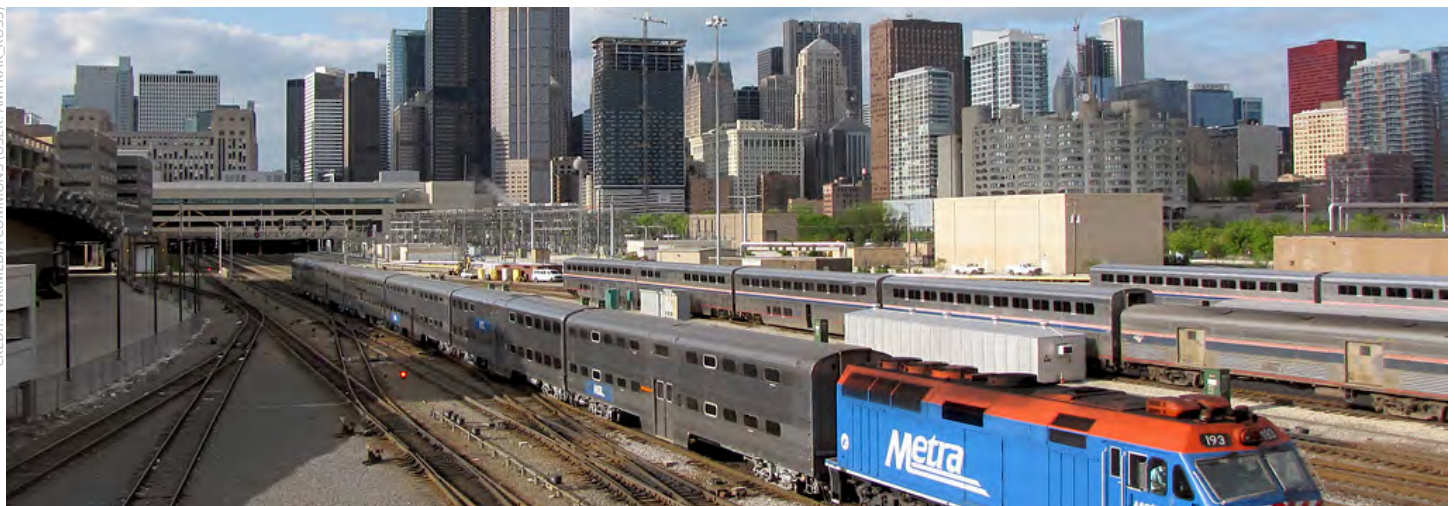
The Downtown Core (DC) is located around the Loop and adjacent to high density areas, with stations generating the highest ridership counts in the system.

Metra weekday ridership averages 25,000+ riders for the five DCs, with all station areas served by CTA rail and bus. A majority of commuters arrive to the DC stations on foot or via CTA. Consistent with the Loop, the average land use makeup of a DC station area is predominantly commercial and service uses, with residential, institutional, and open space components as well. DCs also have the highest walk, bike, and transit scores in the entire system.

LAND USE^A



CREDIT: WIKIMEDIA COMMONS (USER: AMTRAK_RUSS)



MC MAJOR ACTIVITY CENTER

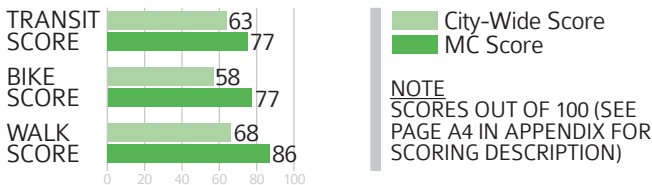
METRA RIDERSHIP

Weekday ridership is a strong attribute of MC. Four of the 7 MC stations attract 490+ riders.

CTA ACCESS

While 3 of the 7 MC stations have nearby CTA rail access, all MCs have strong CTA bus access.

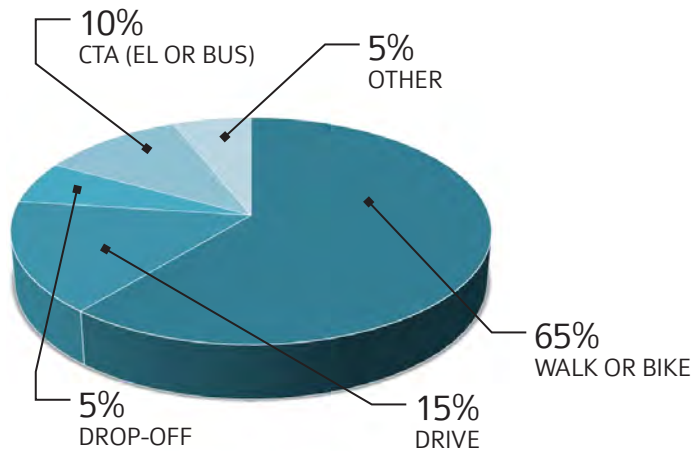
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Two of the 7 MC stations have access to commuter parking, with an average of 95% of available parking spaces being utilized.

MODE OF ACCESS^A

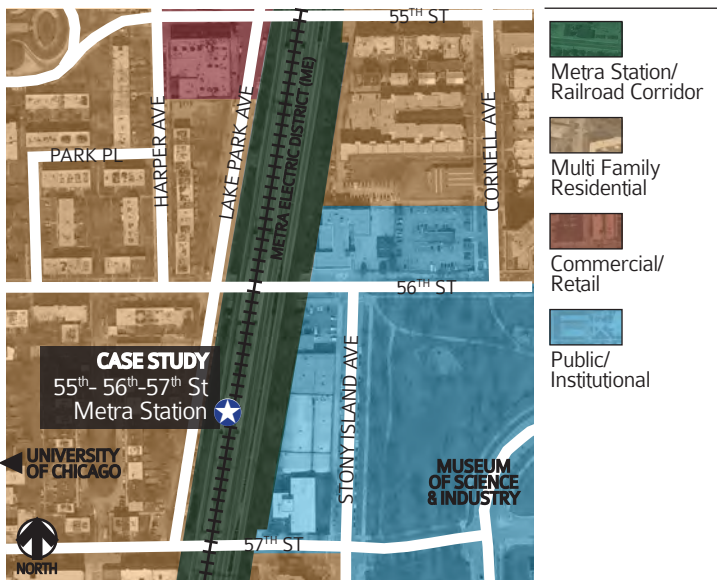
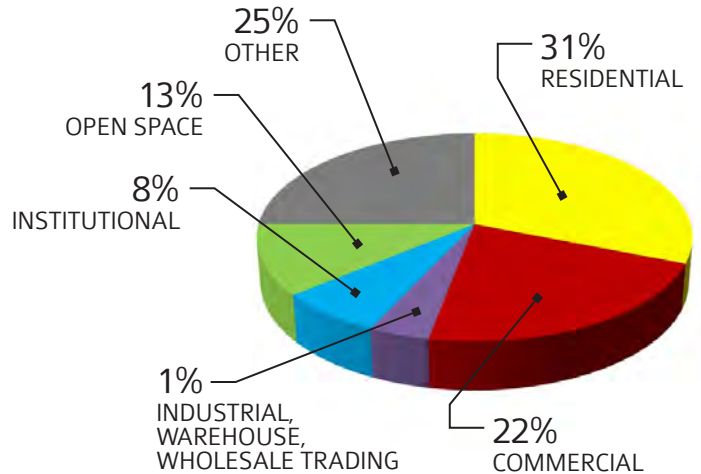


^A Data refer to typology averages within ½-mile radius of MC stations.

A Major Activity Center (MC) is a major node of activity generally located outside of the downtown core.

Metra weekday ridership at the MCs varies, but all station areas are served by CTA rail and bus. They typically have a balanced mix of residential, commercial, and employment-generating uses, with residential development typically provided in mid-to high-rise buildings. Some have major cultural attractions or institutional uses, such as a university, sports facility, convention center, or museum. In addition, the Metra station area at Jefferson Park is one of the City's more prominent transit hubs located beyond the downtown core.

LAND USE^A

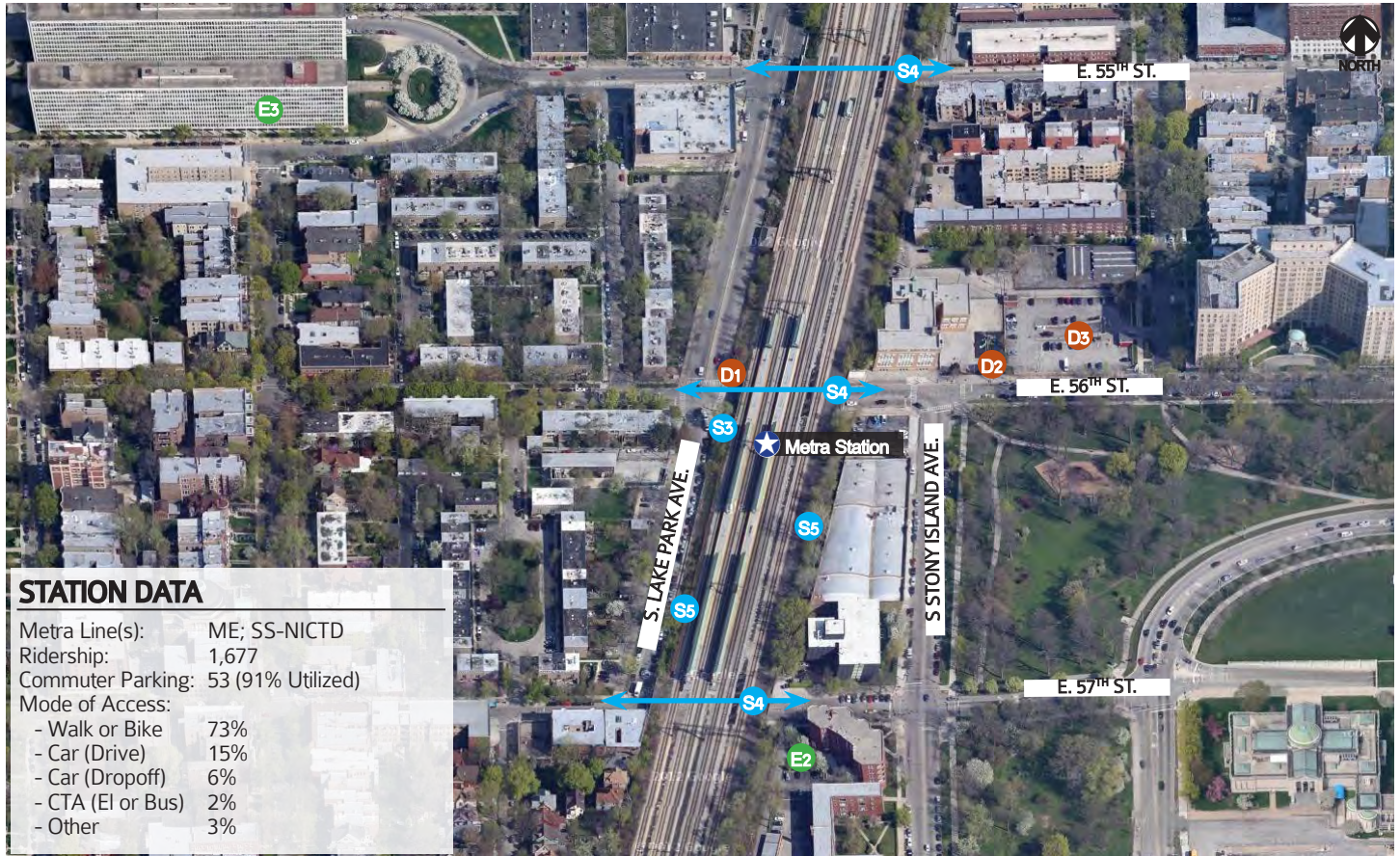


CASE STUDY 55th-56th-57th Street

The 55th-56th-57th Street Metra Station, serving Hyde Park, the University of Chicago, and the Museum of Science and Industry, is at the center of a large built-up neighborhood with a mix of land uses, from high rise residential to large retailers and university-related buildings. The station is located above a viaduct with a small retail space at ground level. With 1,500+ riders per day, the station is one of the most heavily used stations -- ranking 8th of all 77 existing Metra stations within the City of Chicago -- in a neighborhood setting. The pedestrian environment, signage, and linkages to nearby amenities are important aspects of this station area.

MC MAJOR ACTIVITY CENTER

CASE STUDY: 55th-56th-57th Street



STATION DATA

Metra Line(s):	ME; SS-NICTD
Ridership:	1,677
Commuter Parking:	53 (91% Utilized)
Mode of Access:	
- Walk or Bike	73%
- Car (Drive)	15%
- Car (Dropoff)	6%
- CTA (El or Bus)	2%
- Other	3%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Locate designated kiss 'n ride area
- T3** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Improve lighting and paving under viaduct
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character support pedestrian friendly streets
- E2** Parking area away from street maintains a pedestrian friendly streetscape
- E3** Multi-family housing or mixed use development in immediate vicinity of station

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Improve pedestrian circulation to nearby commercial and institutional anchors
- D3** Encourage greater levels of housing in immediate vicinity of station



Eastward view of Metra station from 56th St

^B See pages 31-33 for additional details.

LC LOCAL ACTIVITY CENTER

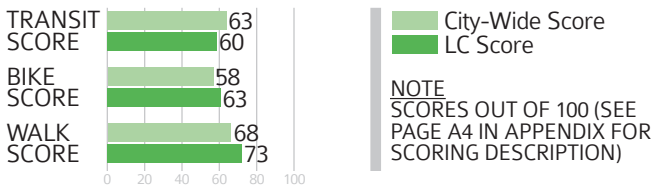
METRA RIDERSHIP

Weekday ridership is a strong attribute of LC. Seven of the 11 LC stations attract 500+ riders.

CTA ACCESS

Each LC is defined by a Metra station as its focal point with strong CTA bus access.

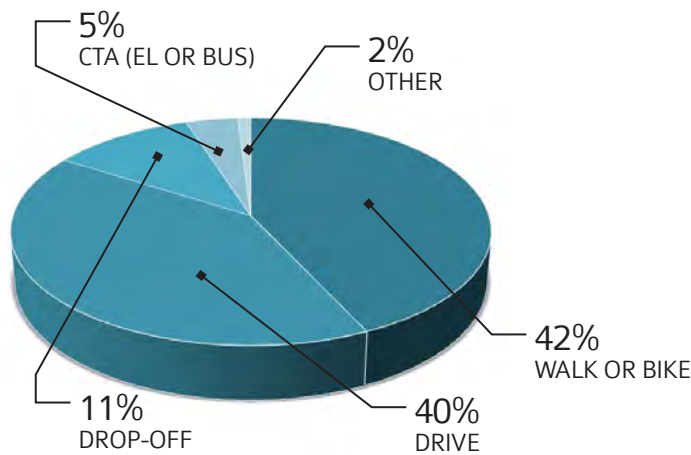
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Seven of the 11 LC stations have access to commuter parking, with an average of 67% of available parking spaces being utilized.

MODE OF ACCESS^A

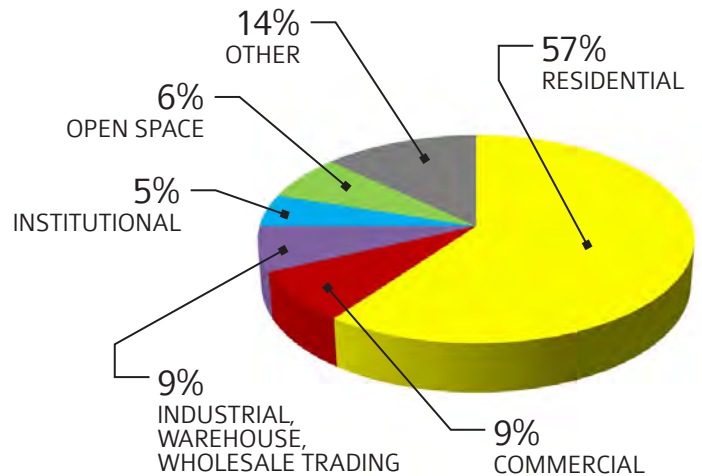


^A Data refer to typology averages within 1/2-mile radius of LC stations.

A Local Activity Center (LC) is primarily characterized by the Metra station being the central focus of a built-up and identifiable neighborhood.

An LC is primarily built up with the highest density and greatest mix of uses around the station. Residential also varies with single- and multi-family uses. Infill development and adaptive reuse present opportunities to enhance the vitality of the LC. Redevelopment opportunities, as well as enhanced connectivity and amenities for pedestrians and bicyclists, will help attract Metra riders. The Metra station will continue to be the central focus of the LC, while also maintaining the pedestrian scale of the surrounding area and providing opportunities for local shopping, dining, and employment.

LAND USE^A



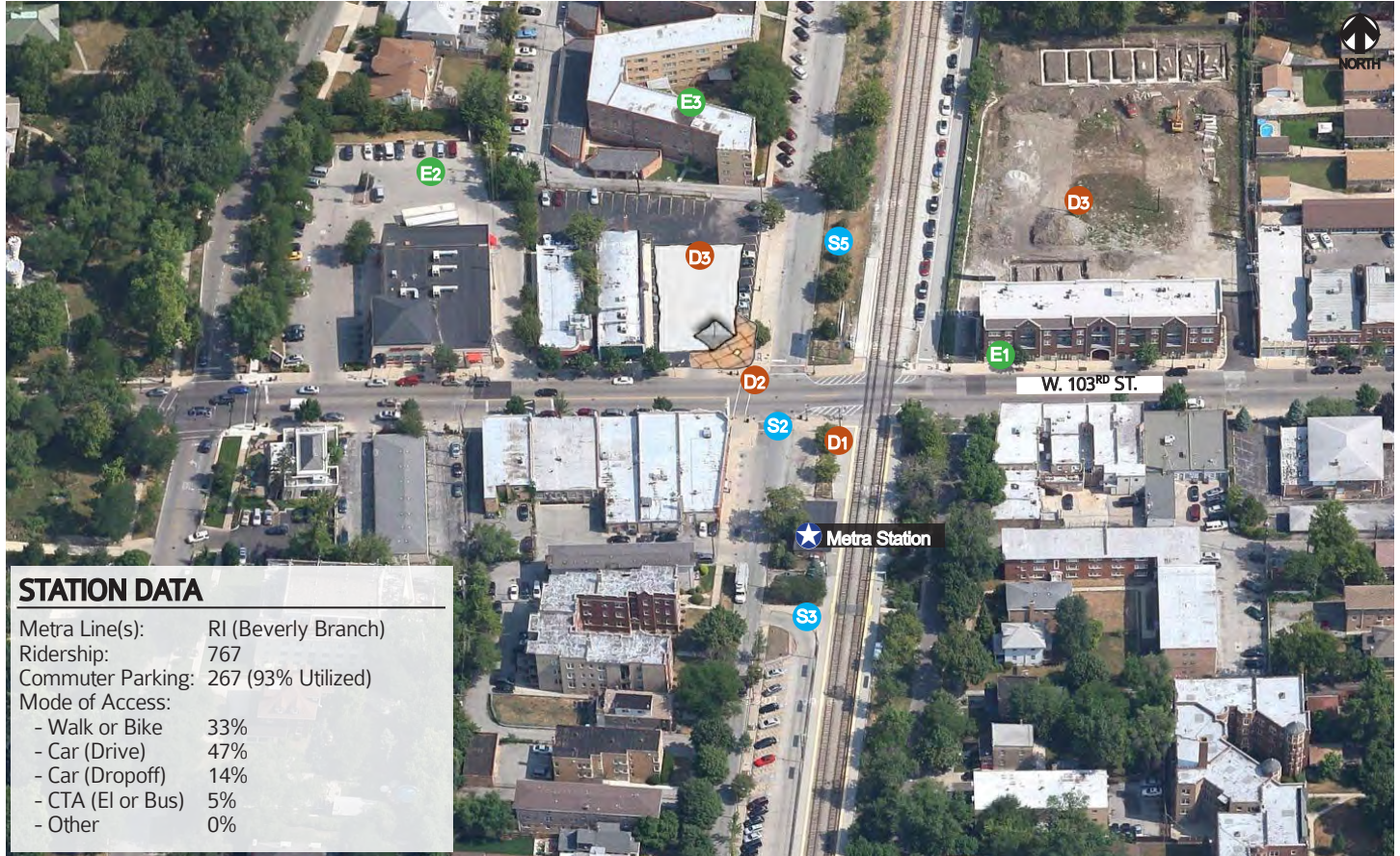
CASE STUDY

103rd Street (Beverly Hills)

The 103rd Street Metra Station is the focal point of the portion of the Beverly Hills community along the 103rd Street corridor. The corridor is presently defined by a strong streetwall of businesses and mixed use buildings that create a pedestrian-oriented streetscape that leads to the Metra station. While recent mixed use and residential development have appeared on the north side of 103rd Street across from the station, opportunities exist for infill development and adaptive reuse of a former funeral parlor. As outlined in the case study on the next page, a mix of transit, streetscape, and site improvements are intended to build upon the existing transit friendly elements for this LC.

LC LOCAL ACTIVITY CENTER

CASE STUDY: 103rd Street (Beverly Hills)



STATION DATA

Metra Line(s):	RI (Beverly Branch)
Ridership:	767
Commuter Parking:	267 (93% Utilized)
Mode of Access:	
- Walk or Bike	33%
- Car (Drive)	47%
- Car (Dropoff)	14%
- CTA (El or Bus)	5%
- Other	0%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Locate designated kiss 'n ride area
- T3** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets
- E2** Parking area away from street maintains a pedestrian friendly streetscape
- E3** Multi-family housing or mixed use development in immediate vicinity of station

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Improve pedestrian circulation to nearby commercial and institutional anchors
- D3** Encourage greater levels of housing in immediate vicinity of station



Southward view of Metra station from 103rd St

^B See pages 31-33 for additional details.

DN DENSE URBAN NEIGHBORHOOD

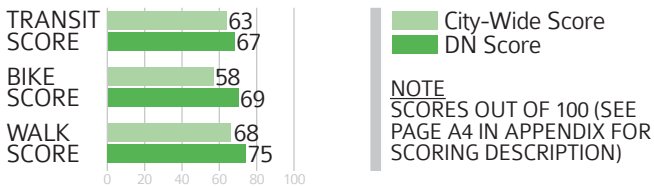
METRA RIDERSHIP

Weekday ridership for DN is moderate, averaging 468 riders. Rogers Park attracts 1,498 riders.

CTA ACCESS

Each DN has adequate CTA bus access, with only Rogers Park having nearby CTA rail.

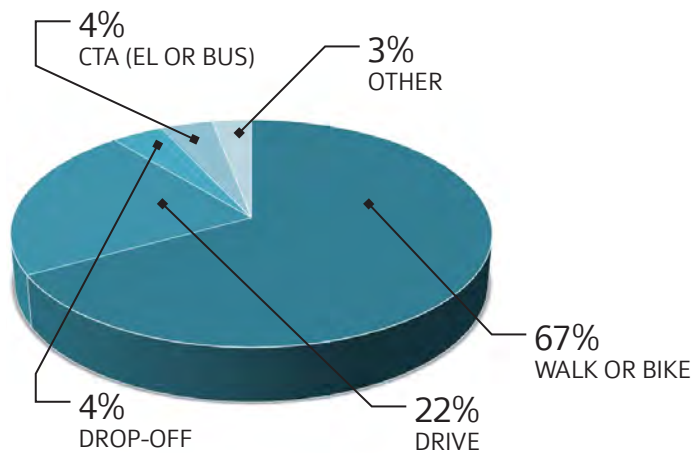
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Three-fourths of existing DN stations have access to commuter parking, with an average of 80% of available parking spaces being utilized.

MODE OF ACCESS^A

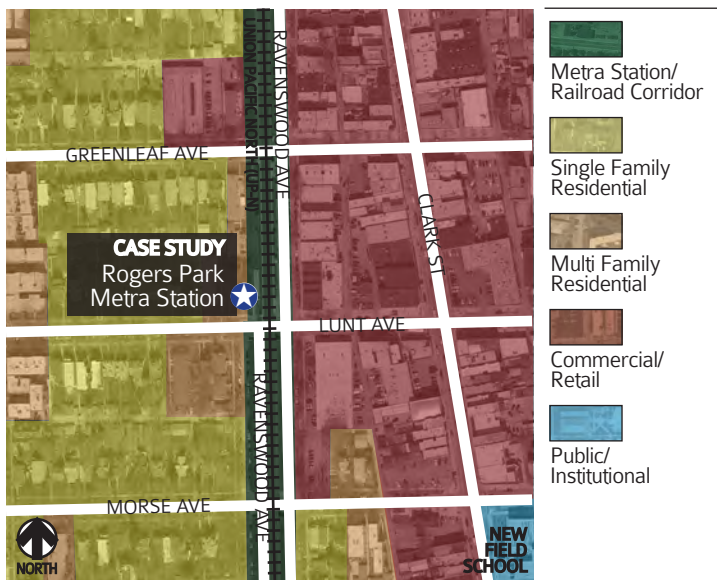
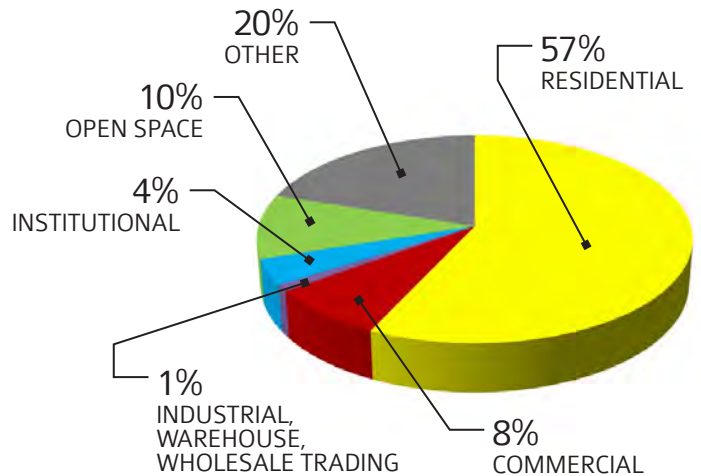


^A Data refer to typology averages within 1/2-mile radius of DN stations.

A Dense Urban Neighborhood (DN) serve Chicago neighborhoods with a high concentration of development.

Four existing Metra stations are designated as DN, with the proposed Peterson/Ridge station being the fifth. While all stations have access to CTA bus, only Rogers Park has nearby CTA rail access. The Metra station is not the focal point of a DN like it is for most LCs, despite their similar land use characteristics. For example, the Rogers Park station sits west of the bustling Clark Street corridor. Land use is composed of a mix of commercial development near the stations, surrounded by residential development. Residential uses may include mid-to-high-density buildings, although some areas may be primarily composed of single-family two- and three-flats on small lots located near the station.

LAND USE^A



CASE STUDY Rogers Park

The Rogers Park Metra Station serves a vibrant neighborhood with a strong mix of uses, smaller industrial buildings near the railroad tracks to the east, and a major commercial corridor one block to the east. On the west side, most of the neighborhood is residential. With over 1,100 riders per day, the station ranks 11th of all 77 existing Metra stations within the City of Chicago. In addition to having 137 available parking spaces that have a 90% utilization rate, nearly three-quarters of riders access the station by walking. The station serves both residents and employees who live and work nearby in the neighborhood.

DN DENSE URBAN NEIGHBORHOOD

CASE STUDY: Rogers Park



STATION DATA

Metra Line(s):	UP-N
Ridership:	1,498
Commuter Parking:	137 (90% Utilized)
Mode of Access:	
- Walk or Bike	60%
- Car (Drive)	24%
- Car (Dropoff)	11%
- CTA (El or Bus)	5%
- Other	1%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Locate designated kiss 'n ride area
- T3** Improve bike parking availability

STREETScape ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements
- S7** Provide station area streetscape elements like decorative lighting and banners
- S8** Improve lighting & paving under viaduct

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets
- E2** Parking area away from street maintains a pedestrian friendly streetscape
- E3** Multi-family housing or mixed use development in immediate vicinity of station

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Improve pedestrian circulation to nearby commercial and institutional anchors
- D3** Encourage greater levels of housing in immediate vicinity of station



Westward view of Metra station from W. Lunt Ave

^B See pages 31-33 for additional details.

UN URBAN NEIGHBORHOOD

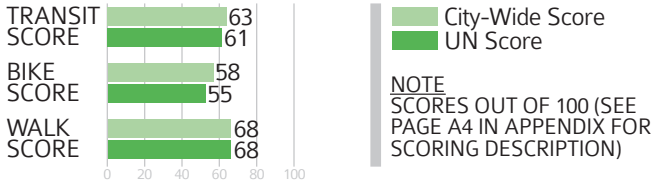
METRA RIDERSHIP

Weekday ridership is moderate with an average of 239 riders. Three of the existing 28 UN stations attract 500+ riders.

CTA ACCESS

While only a few UN stations have CTA rail access, all have CTA or Pace bus access.

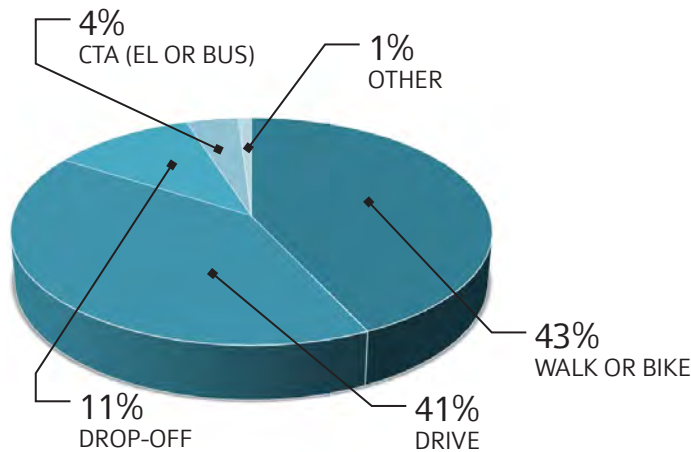
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Twenty-three of 28 existing UN stations have access to commuter parking, which average a 49% utilization rate of available spaces.

MODE OF ACCESS^A

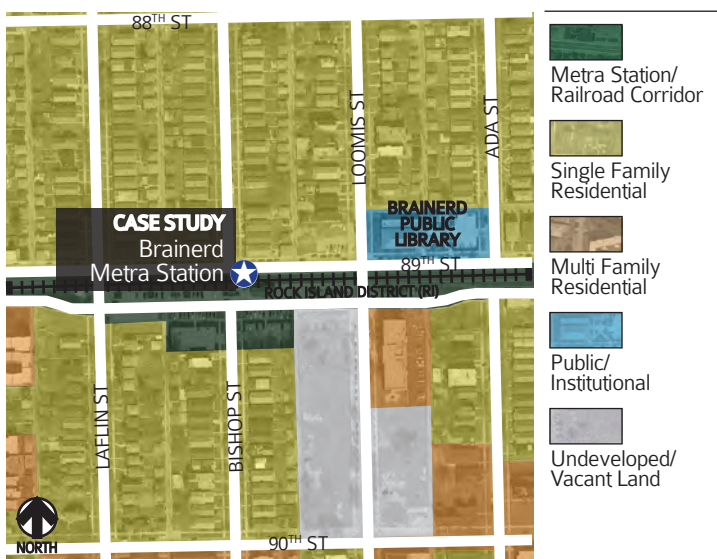
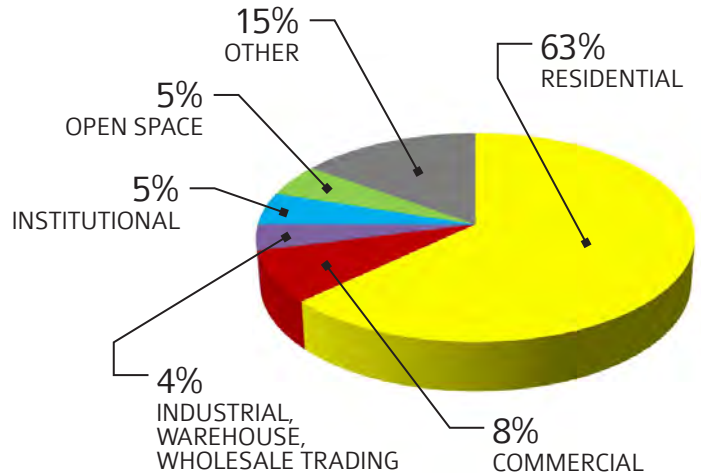


^A Data refer to typology averages within 1/2-mile radius of UN stations.

An Urban Neighborhood (UN) serves an established neighborhood, but ridership varies in intensity.

The UN typology designation is applied to 28 existing Metra stations, with the proposed Auburn Park (79th Street) station bringing the total up to 29. Of all nine Metra typologies, the UN designation is applied to the most stations in the City of Chicago (29 out of 79). A UN neighborhood is generally served by CTA or Pace bus, with only a few UNs having CTA rail stations nearby. Land use is primarily residential, but many UNs have commercial districts. About half of riders either walk, bike, or take transit to Metra and the other half drive to the station. Density around a UN station is moderate, then tapers off away from the station, generally to low-density residential.

LAND USE^A

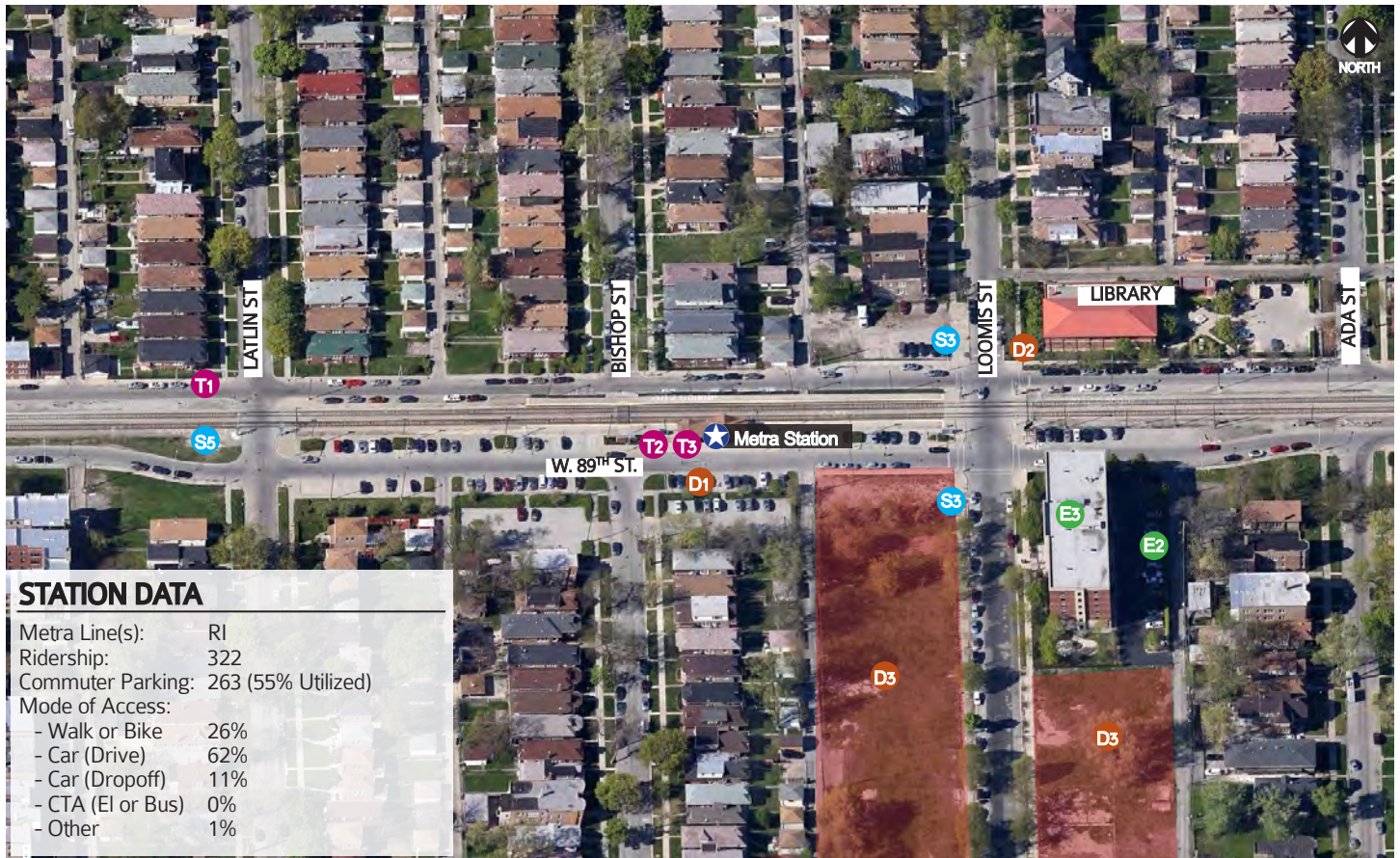


CASE STUDY Brainerd

The Brainerd Metra Station serves a primarily residential area on both sides of the railroad tracks, which run east-west through the neighborhood at surface level. A large senior building was recently built south of the tracks, and additional vacant land could be developed for residential or commercial purposes. Parking lots around the station area make it convenient to drive to the station, but the area is also generally pedestrian-friendly. Additional landscaping and pedestrian improvements could make the station area more attractive to Metra users.

UN URBAN NEIGHBORHOOD

CASE STUDY: Brainerd



STATION DATA

Metra Line(s):	RI
Ridership:	322
Commuter Parking:	263 (55% Utilized)
Mode of Access:	
- Walk or Bike	26%
- Car (Drive)	62%
- Car (Dropoff)	11%
- CTA (El or Bus)	0%
- Other	1%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Locate designated kiss 'n ride area
- T3** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets
- E2** Parking area away from street maintains a pedestrian friendly streetscape
- E3** Multi-family housing or mixed use development in immediate vicinity of station

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Improve pedestrian circulation to nearby commercial and institutional anchors
- D3** Encourage greater levels of housing in immediate vicinity of station



Eastward view of Metra station from 89th St

^B See pages 31-33 for additional details.

UN URBAN NEIGHBORHOOD

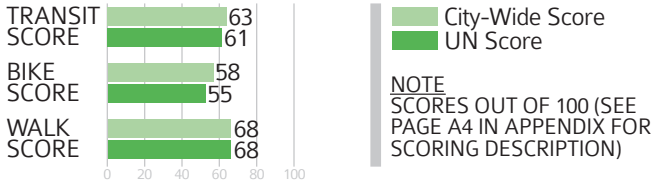
METRA RIDERSHIP

Weekday ridership is moderate with an average of 239 riders. Three of the existing 28 UN stations attract 500+ riders.

CTA ACCESS

While only a few UN stations have CTA rail access, all have CTA or Pace bus access.

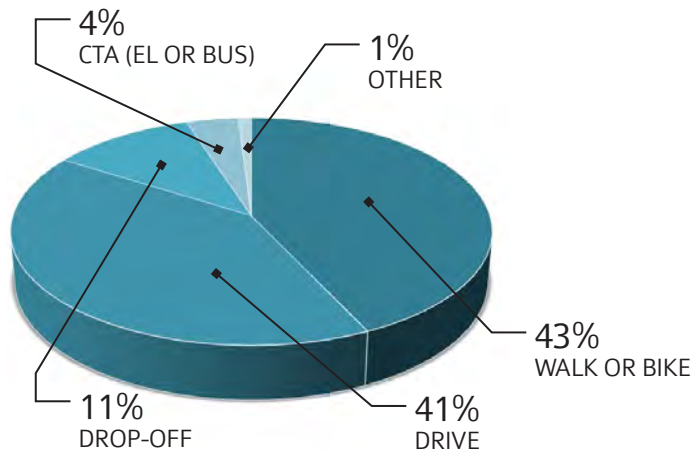
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Twenty-three of 28 existing UN stations have access to commuter parking, which average a 49% utilization rate of available spaces.

MODE OF ACCESS^A

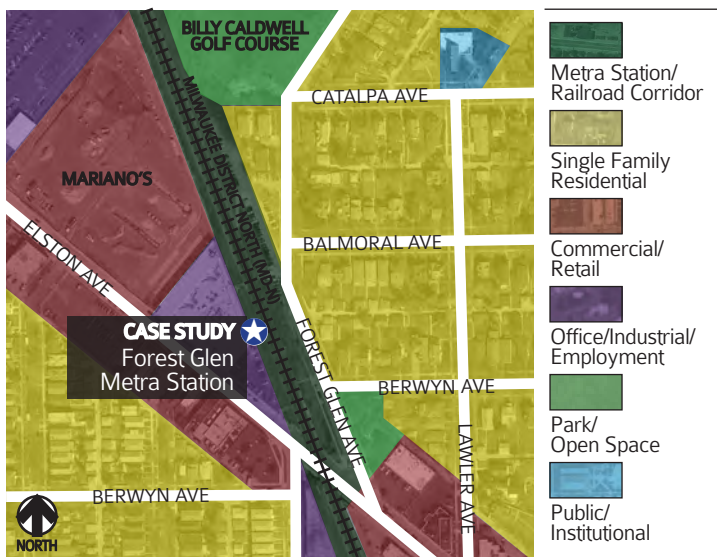
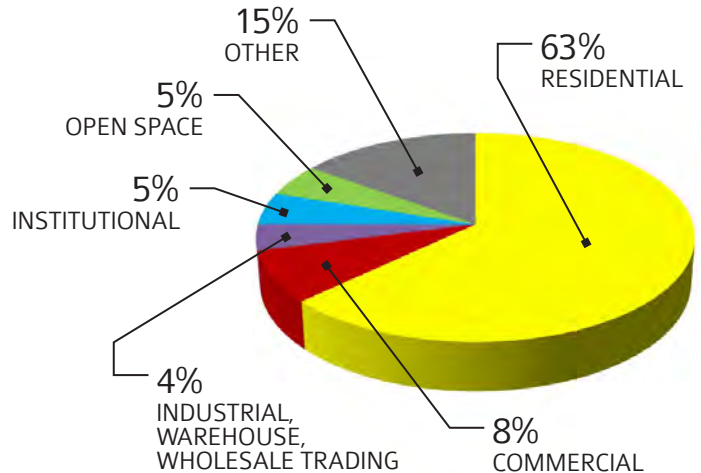


^A Data refer to typology averages within ½-mile radius of UN stations.

An Urban Neighborhood (UN) serves an established neighborhood, but ridership varies in intensity.

The UN typology designation is applied to 28 existing Metra stations, with the proposed Auburn Park (79th Street) station bringing the total up to 29. Of all nine Metra typologies, the UN designation is applied to the most stations in the City of Chicago (29 out of 79). A UN neighborhood is generally served by CTA or Pace bus, with only a few UNs having CTA rail stations nearby. Land use is primarily residential, but many UNs have commercial districts. About half of riders either walk, bike, or take transit to Metra and the other half drive to the station. Density around a UN station is moderate, then tapers off away from the station, generally to low-density residential.

LAND USE^A



CASE STUDY Forest Glen

The Forest Glen Metra Station serves a residential neighborhood east and south of the station and a commercial district along N. Elston Avenue west of the station. A new grocery store that recently opened on Elston will be a major retail anchor for the area. Just north of the station, Forest Glen Woods is owned by the Cook County Forest Preserve District. The station serves both riders walking to the station from nearby homes, as well as passengers who drive to the station who either park or are dropped off. While the station is generally favorable to pedestrians and bikes, modest improvements could make the area more pedestrian- and bike-friendly.

UN URBAN NEIGHBORHOOD

CASE STUDY: Forest Glen



STATION DATA

Metra Line(s):	MD-N
Ridership:	351
Commuter Parking:	100 (66% Utilized)
Mode of Access:	
- Walk or Bike	29%
- Car (Drive)	53%
- Car (Dropoff)	15%
- CTA (El or Bus)	3%
- Other	0%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Provide wayfinding signage to station entry
- T3** Locate designated kiss 'n ride area
- T4** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Improve pedestrian circulation to nearby commercial and institutional anchors



Eastward View of Station from Forest Glen Ave

^B See pages 31-33 for additional details.

LN LOW DENSITY NEIGHBORHOOD

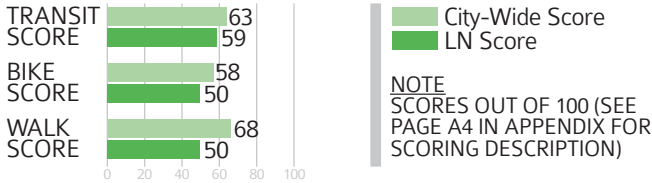
METRA RIDERSHIP

Two of the 3 LN stations attract an average of 46 riders on weekdays. The third station at 91st Street (Beverly Hills) attracts 359 riders.

CTA ACCESS

None of the LNs have nearby CTA rail access, but all three have CTA or Pace bus access.

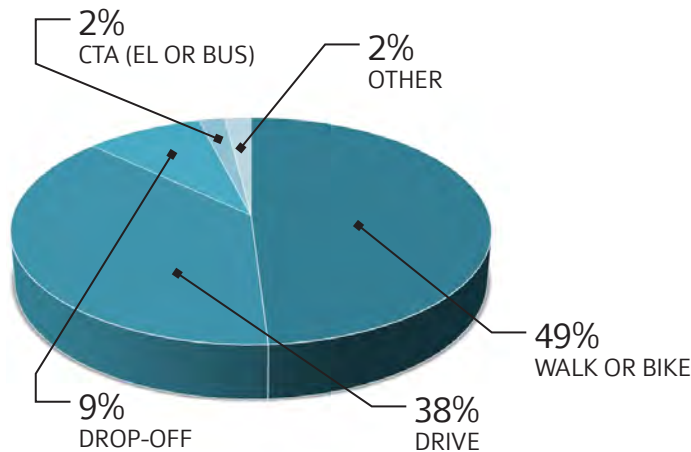
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Only one of the three LNs has access to commuter parking. The 91st Street (Beverly Hills) Station has 189 parking spaces with a 64% utilization rate.

MODE OF ACCESS^A

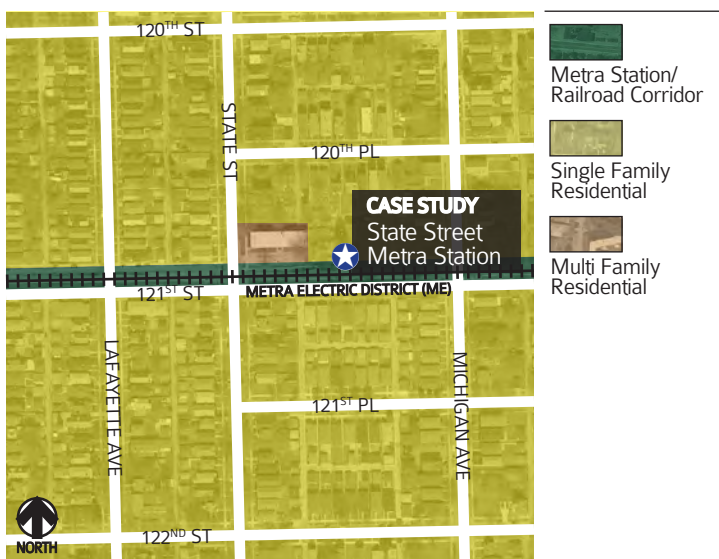
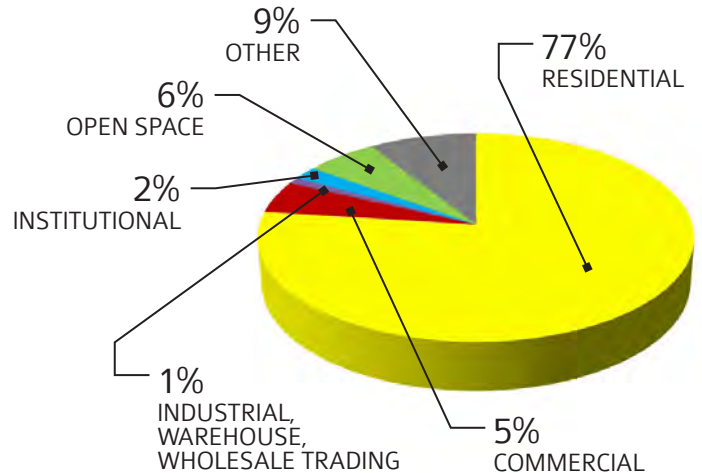


^A Data refer to typology averages within ½-mile radius of LN stations.

A Low Density Neighborhood (LN) is predominantly residential in nature with modest Metra ridership.

LN is one of two new typologies that has been created for Metra stations. With more than three-quarters of the land use devoted to residential, an LN has a strong residential character with minimal retail and employment uses located around the station areas. Metra is often the most visible form of transit, as few station areas have proximate CTA rail, although most are served by CTA or Pace bus. Approximately half of riders walk or bike to the station, with the other half driving or being dropped off at the station. Metra serves to stabilize the LN areas and is a significant amenity for the local housing stock.

LAND USE^A

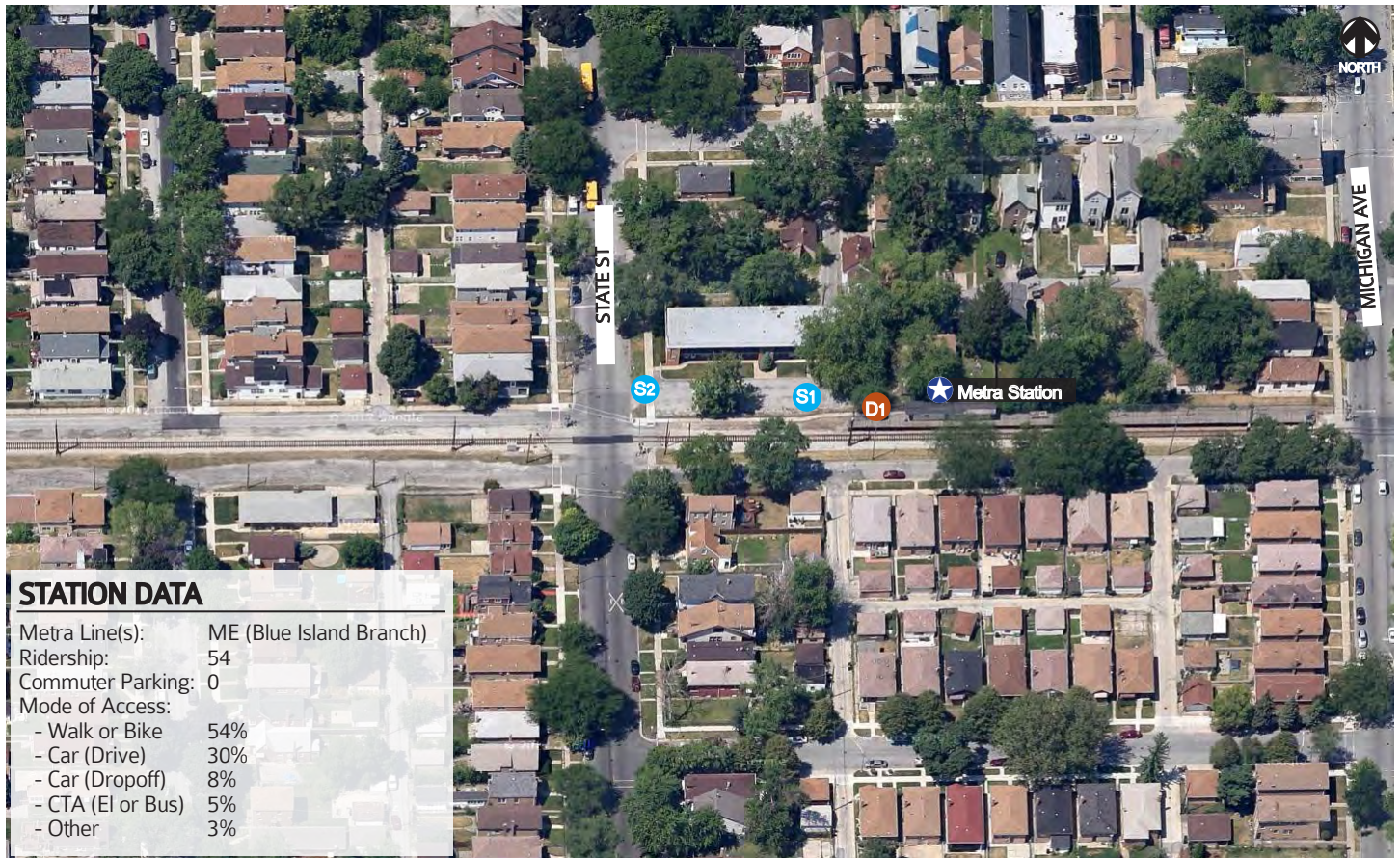


CASE STUDY State Street

The State Street Metra Station, which is located in the West Pullman neighborhood, serves a low density residential base that generally walks to the station. Although some parking is available, none of the parking is designated commuter parking. The station is located on the single-track Blue Island Branch, which is not elevated and has less frequent Metra service than stations on the Main Line of the Metra Electric District. Pedestrian and bike friendliness is due to generally low traffic counts on local streets and the low-density residential nature around the station area.

LN LOW DENSITY NEIGHBORHOOD

CASE STUDY: State Street



STATION DATA

Metra Line(s):	ME (Blue Island Branch)
Ridership:	54
Commuter Parking:	0
Mode of Access:	
- Walk or Bike	54%
- Car (Drive)	30%
- Car (Dropoff)	8%
- CTA (El or Bus)	5%
- Other	3%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Provide wayfinding signage to station entry
- T3** Locate designated kiss 'n ride area
- T4** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets
- E2** Parking area away from street maintains a pedestrian friendly streetscape

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station



Westward view of Metra station from Michigan Ave

^B See pages 31-33 for additional details.

SD SERVICE EMPLOYMENT DISTRICT

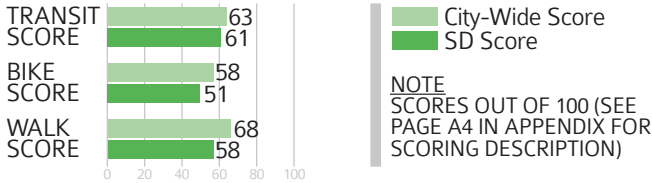
METRA RIDERSHIP

Weekday ridership is moderate with an average of 176 riders. The 59th Street Station at the University of Chicago attracts 484 riders.

CTA ACCESS

All 4 SDs are accessible via CTA or Pace bus; however, none have nearby CTA rail stations.

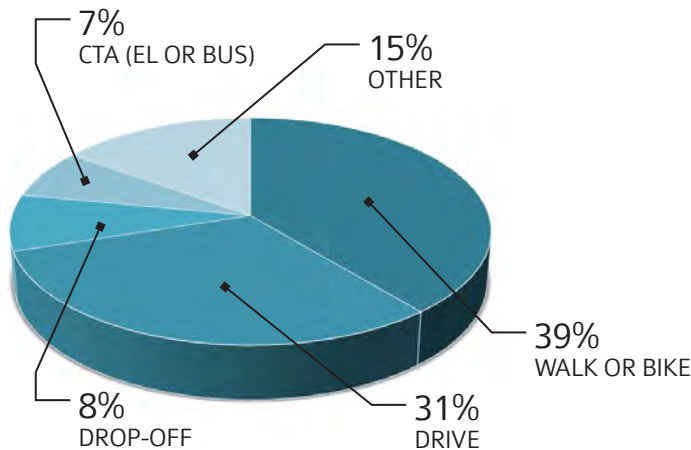
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Two of the 4 SD station areas have access to commuter parking, which average a 71% utilization rate of available spaces.

MODE OF ACCESS^A

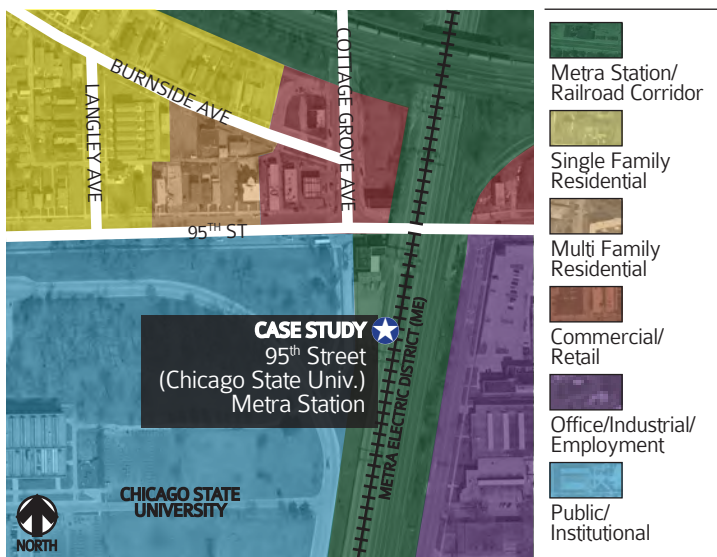
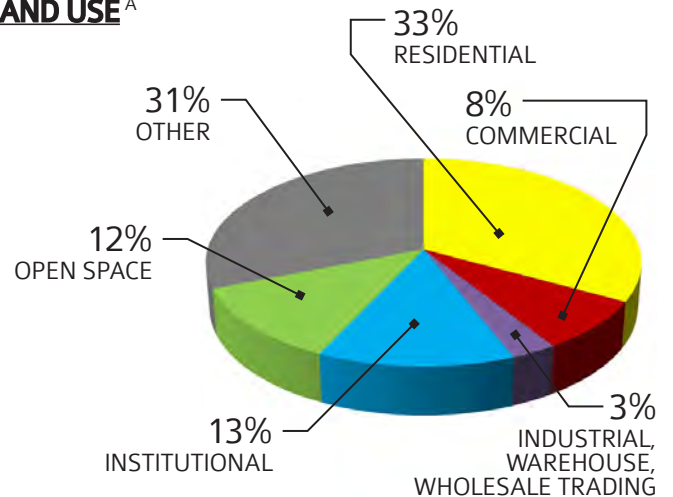


^A Data refer to typology averages within ½-mile radius of SD stations.

A Service Employment District (SD) is typically identified by a major service use with high employment, such as a university or O’Hare Airport.

Two of the four SD stations are located next to major universities: 59th Street next to the University of Chicago and 95th Street adjacent to Chicago State University. The other two serve the O’Hare Airport area, which is a major multimodal transportation hub with access to various employers. An SD also has significantly more riders that view the station as their AM destination, due to employment in the area. Land use distribution is diverse, particularly noting the high percentage of institutional (e.g., schools) and other (e.g., transportation-related) uses. About an even amount of commuters walk or bike to an SD as arrive by car. Another 15% arrive by other means, including employer or university shuttles.

LAND USE^A



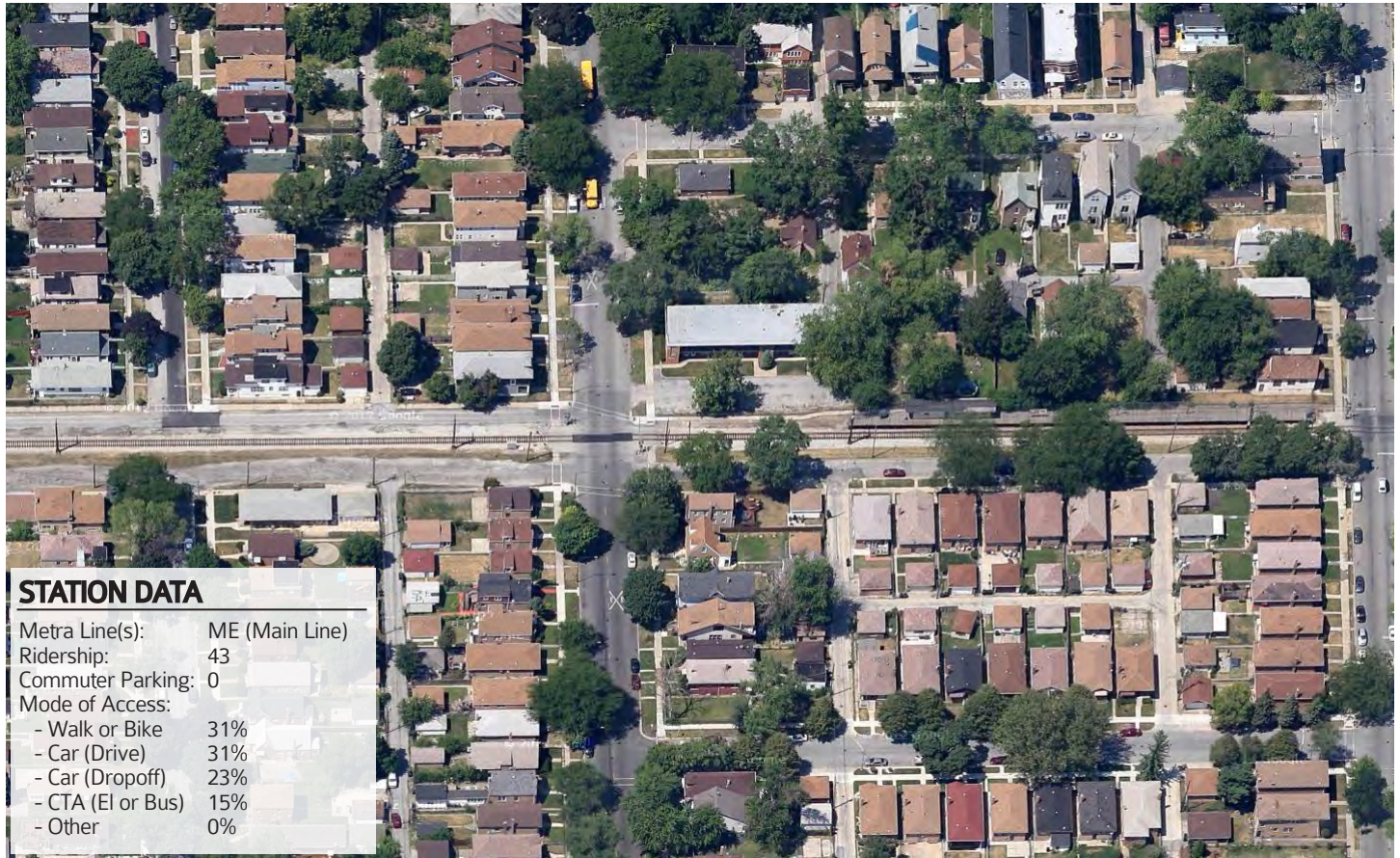
CASE STUDY

95th Street (Chicago State University)

The 95th Street (Chicago State University) Metra Station is located just east of the Chicago State University campus. The CTA 95th Street bus route provides significant connectivity for the campus and Metra station, since the route links to the CTA 95th/ Dan Ryan Red Line Station -- one of the busiest rail stations in the CTA system and a key CTA/Pace bus terminal. While there are preliminary plans to establish additional commuter parking near the campus, the City, Metra, and university will continue to work together on other mutually beneficial projects to encourage ridership and create improved connectivity between the station and the campus.

SD SERVICE EMPLOYMENT DISTRICT

CASE STUDY: 95th Street (Chicago State University)



STATION DATA

Metra Line(s):	ME (Main Line)
Ridership:	43
Commuter Parking:	0
Mode of Access:	
- Walk or Bike	31%
- Car (Drive)	31%
- Car (Dropoff)	23%
- CTA (El or Bus)	15%
- Other	0%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Provide wayfinding signage to station entry
- T3** Locate designated kiss 'n ride area
- T4** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Improve lighting and paving under viaduct
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Pedestrian pathway network into existing campus provides direct link between the university and the Metra station

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Encourage infill development near station
- D3** Encourage commuter parking at proposed new lot



Southward view of Metra station from Cottage Grove Ave

^B See pages 31-33 for additional details.

MD MANUFACTURING EMPLOYMENT DISTRICT

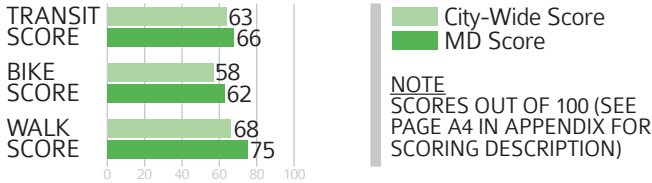
METRA RIDERSHIP

Weekday ridership averages 325 riders. The Western Avenue station along the MD-N, MD-W, and NCS Lines attracts 850+ riders.

CTA ACCESS

Two of the three MD stations have nearby CTA rail access. All three have CTA bus access.

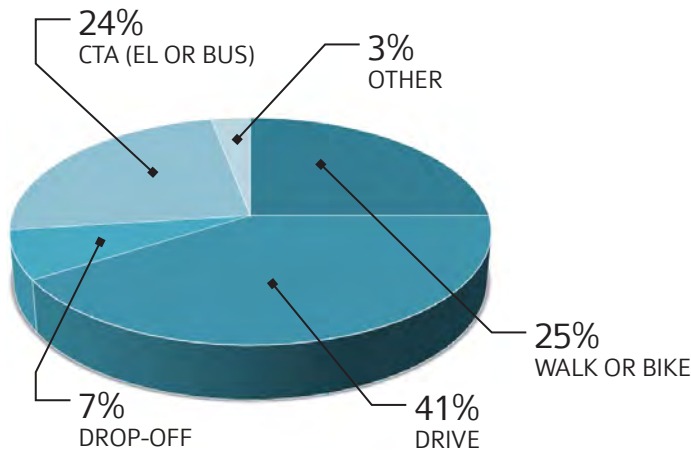
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Two of the three MD stations have access to commuter parking, which average a 94% utilization rate of available spaces.

MODE OF ACCESS^A

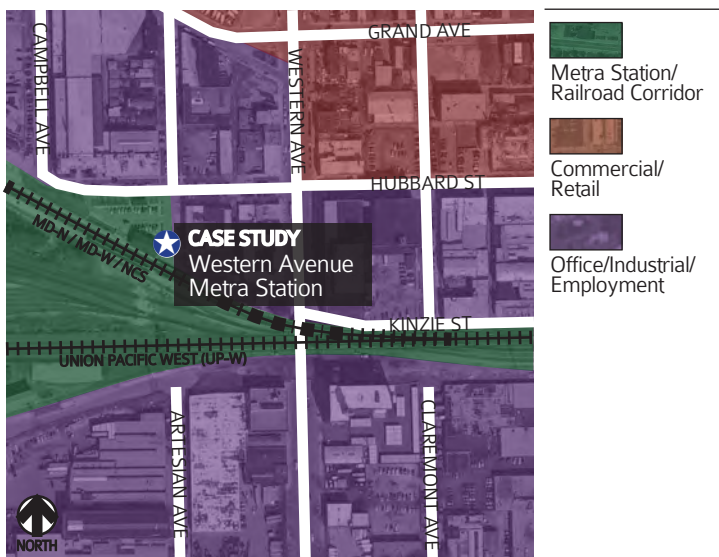
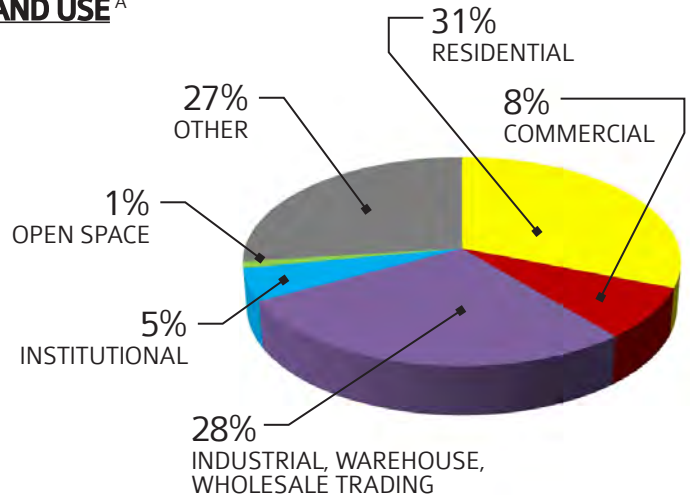


^A Data refer to typology averages within 1/2-mile radius of MD stations.

A Manufacturing Employment District (MD) is generally characterized by a significant amount of manufacturing related land uses.

About 28% of the total land use in a typical MD station area is devoted to industrial, warehouse, or wholesale trading. Another 27% are for other uses, which typically include railways and freight uses relating to manufacturing. Residential uses still comprise a significant amount at 31%, which contributes to a quarter of all commuters accessing the MD stations by walking or biking, and another quarter by CTA rail or bus. Commuters arriving by car utilize almost all available parking spaces. Similar to SD, an MD has significantly more riders than other typologies that view the station as their AM destination, due to employment in the area.

LAND USE^A



CASE STUDY Western Avenue

Serving the Milwaukee District North and West Lines, the Western Avenue Metra Station attracts 800+ daily riders, ranking 14 of 77 existing Metra stations within the City of Chicago. Surrounded by railyards and industrial uses, the station area generates significant employment. Established neighborhoods north of the station enable commuters to access the station conveniently on foot or by bike. The station is accessible via CTA bus, with the CTA California Green Line Station located within a 1/2-mile radius (less than a 1-mile walk/bike ride). Infill development is encouraged to continue building up the proximity of industrial and commercial uses near the station.

MD MANUFACTURING EMPLOYMENT DISTRICT

CASE STUDY: Western Avenue (MD-N, MD-W, NCS)



STATION DATA

Metra Line(s):	MD-N	MD-W	NCS
Ridership:	411	348	92
Commuter Parking:	20 (95% Utilized) - All 3 Lines		
Mode of Access:			
- Walk or Bike	16%	All 3 Lines	
- Car (Drive)	52%		
- Car (Dropoff)	11%		
- CTA (El or Bus)	17%		
- Other	4%		
Mode of Egress:			
- Walk or Bike	28%	All 3 Lines	
- Car (Drive)	4%		
- Car (Pickup)	4%		
- CTA (El or Bus)	58%		
- Other	6%		

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Provide wayfinding signage to station entry
- T3** Locate designated kiss 'n ride area
- T4** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S6** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets
- E2** Parking area away from street maintains a pedestrian friendly streetscape

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Encourage infill development in immediate vicinity of station
- D3** Improve pedestrian circulation to nearby commercial and institutional anchors



Southward view of Metra station from Artesian Ave

^B See pages 31-33 for additional details.

RI MIXED RESIDENTIAL / INDUSTRIAL NEIGHBORHOOD

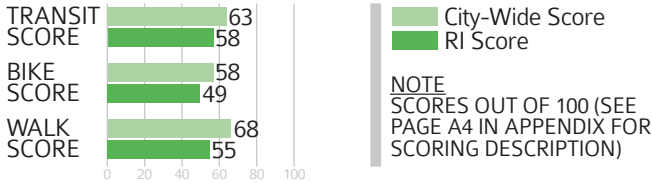
METRA RIDERSHIP

Weekday ridership is moderate with an average of 229 riders. One-quarter of the 12 RI stations have about 300+ riders.

CTA ACCESS

Only one RI station has nearby CTA rail access, but all 12 RIs have CTA or Pace bus access.

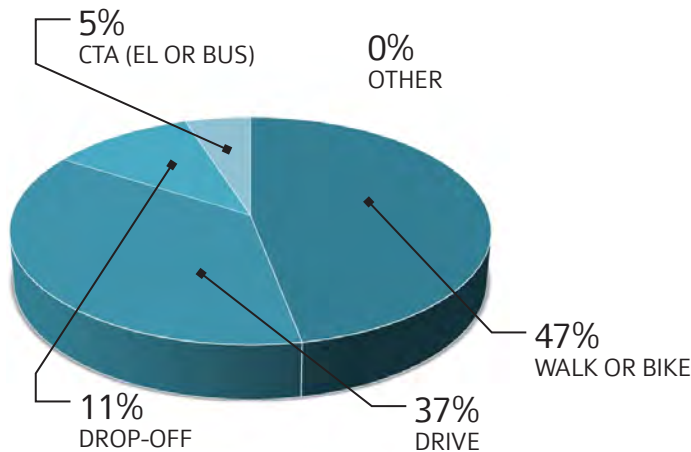
PEDESTRIAN & BICYCLE ACCESS



COMMUTER PARKING

Two-thirds of the RI stations have access to commuter parking, which average a 52% utilization rate of available spaces.

MODE OF ACCESS^A

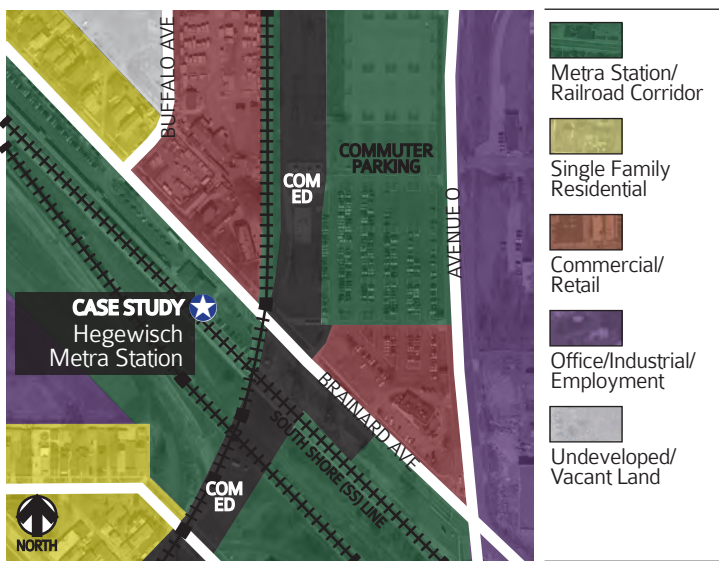
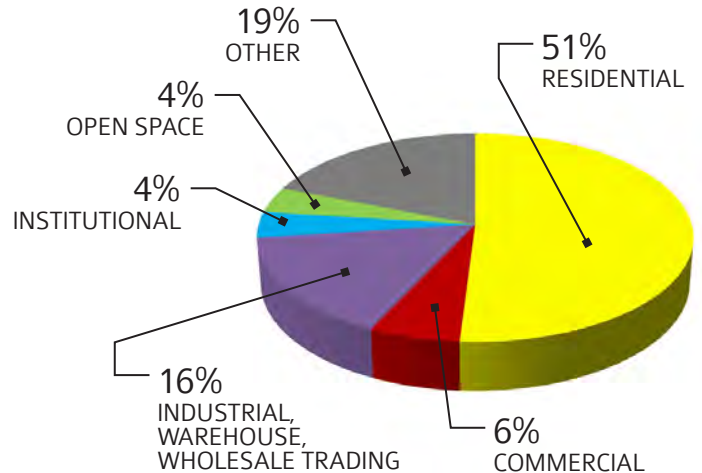


^A Data refer to typology averages within 1/2-mile radius of RI stations.

A Mixed Residential / Industrial Neighborhood (RI) is an area in which the Metra station serves both residential and industrial uses.

RI is one of two new typologies that has been created for Metra stations. While residential use is usually the predominant land use, industrial related uses are also a significant component of the neighborhood. In particular, about 16% is devoted to industrial, warehouse, and wholesale trading, with another 19% covering other uses, which is often railyards or other industrial related uses. The residential aspect plays a major role in the fact that almost half of commuters access RI stations on foot or by bike. The high walk/bike percentage may also be an influential factor on the 52% utilization rate of available commuter parking spaces.

LAND USE^A

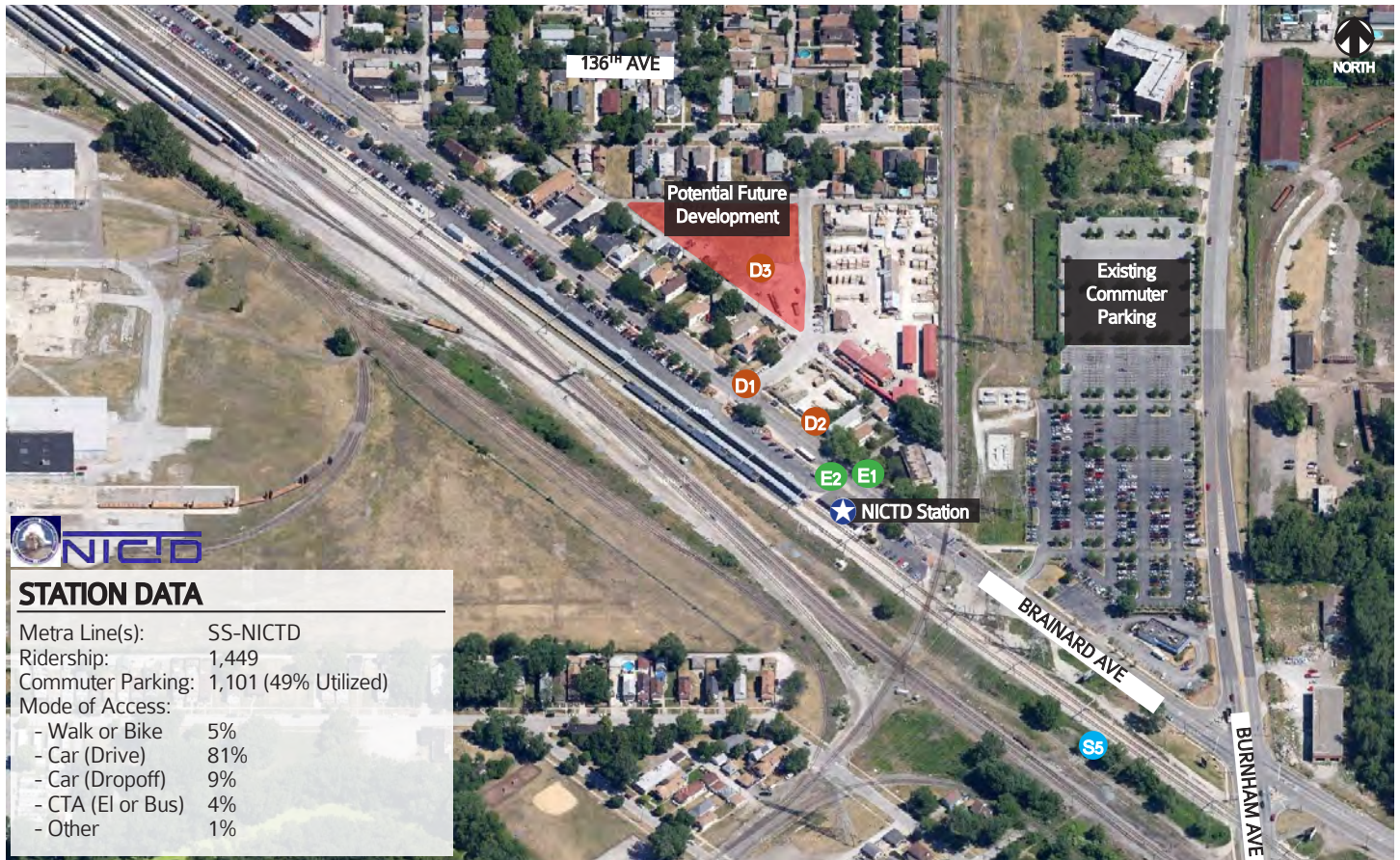


CASE STUDY Hegewisch

The Hegewisch Metra Station, which is located along the South Shore Line managed by NICTD, is a prime example of the RI typology. In particular, major industrial users are located on the eastern and western sections of the 1/2-mile station area, and residential neighborhoods set on the northern and southern sections. Commercial uses are also located near the Metra station and along the Baltimore Avenue corridor. Residential development is encouraged in close proximity to the station. Improvements to pedestrian and bike access and circulation are also recommended.

RI MIXED RESIDENTIAL / INDUSTRIAL NEIGHBORHOOD

CASE STUDY: Hegewisch



STATION DATA	
Metra Line(s):	SS-NICTD
Ridership:	1,449
Commuter Parking:	1,101 (49% Utilized)
Mode of Access:	
- Walk or Bike	5%
- Car (Drive)	81%
- Car (Dropoff)	9%
- CTA (El or Bus)	4%
- Other	1%

TRANSIT ELEMENTS^B

- T1** Provide wayfinding signage to link rail stop and nearby bus stops
- T2** Provide wayfinding signage to station entry
- T3** Locate designated kiss 'n ride area
- T4** Improve bike parking availability

STREETSCAPE ELEMENTS^B

- S1** Enhance paving surfaces
- S2** Provide contrasting color and texture crosswalks
- S3** Provide continuous sidewalk paths to station and platforms that meet ADA standards
- S4** Provide pedestrian scale lighting - campus lights or bollards
- S5** Encourage community stewardship of railroad right-of-way greenway
- S6** Improve street landscape to meet city's landscape ordinance requirements with street trees and parking lot screening
- S7** Provide station area streetscape elements like decorative lighting and banners

EXISTING TRANSIT FRIENDLY ELEMENTS^B

- E1** Consistent architectural massing and character supports pedestrian friendly streets
- E2** High quality station architecture visible to community

DEVELOPMENT / DESIGN OPPORTUNITIES^B

- D1** Encourage recognition and branding of the station
- D2** Improve pedestrian circulation to nearby commercial and institutional anchors
- D3** Encourage residential development in immediate vicinity of station



Southeast view of NICTD station from Brainard Ave

^B See pages 31-33 for additional details.

TRANSIT FRIENDLY DESIGN ELEMENTS

The following set of images depict examples of many of the possible improvements indicated in the case studies to enhance transit, streetscape, design, and development characteristics in Metra station areas. Improvements should be tailored to each individual Metra station area.



WAYFINDING: Provide consolidated wayfinding signage that combines directions to Metra and CTA facilities

KISS 'N RIDE: Provide a designated drop-off/pick-up area that is safe and convenient for commuters

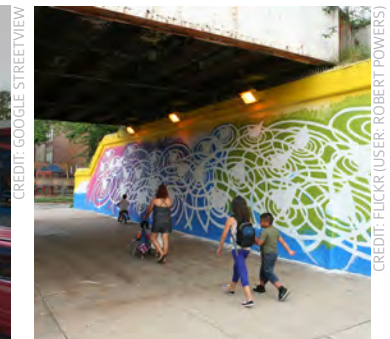


BICYCLE PARKING: Add sheltered bike racks to keep bikes dry and safer next to the Metra station

PAVING: Enhance paving around the station to create distinct character for the Metra station area

CROSSWALKS: Mark safe crossings for pedestrians and bicyclists with textured or painted crosswalks

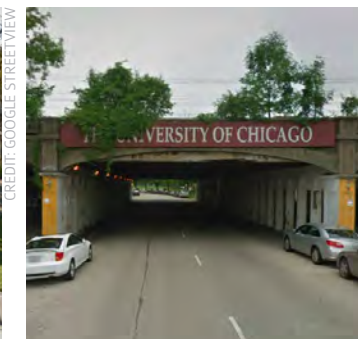
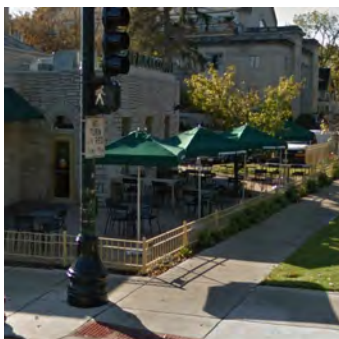
SIDEWALKS: Improve pedestrian accessibility by providing sidewalks to the station house and platform



LIGHTING: Provide pedestrian scale lighting to create a more safe and inviting environment for riders and help enliven the streetscape and station area^c

CAR PARKING: Offer parking near the Metra station for commuters who live beyond typical walking distance

VIADUCTS: Add bright colors, lights, and art work to train viaducts to make them safer and more welcoming



STREET LIFE: Provide uses like a café, storefronts, or park to enliven the streetscape

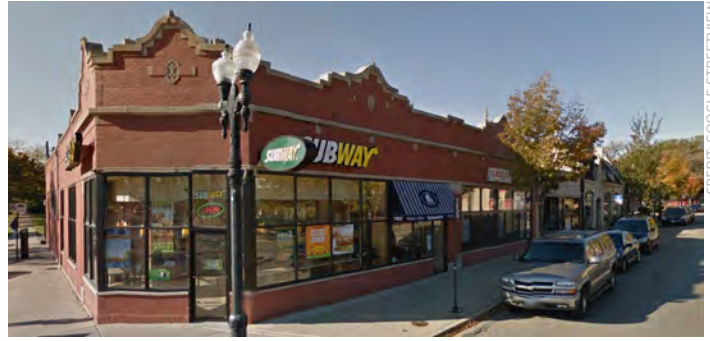
BRANDING: Encourage the branding of station elements to help relate the station to the local neighborhood

COMMUNITY STEWARDSHIP: Encourage community stewardship of green space along the railroad right-of-way to bring unique character and generate local pride to the Metra station area

^c Light bulbs located near tracks and platforms must be fully shielded inside the light fixture's housing to protect train engineers from nighttime glare

TRANSIT FRIENDLY DESIGN ELEMENTS

The following set of images depict examples of development that can help make station areas more transit friendly.



CREDIT: GOOGLE STREETVIEW

STREETWALL: Bring buildings up to the street to establish a pedestrian friendly environment with storefronts along the sidewalk, visually engaging architecture, and parking at the rear of sides of buildings



CREDIT: ERIC ROJAS

MIXED USES NEAR STATION: Establish a mix of uses near the station to diversify the types of transit users accessing Metra, including residents, students, employees, shoppers, diners/foodies, and visitors/tourists



CREDIT: CDOT

PEDESTRIAN EXPERIENCE: Create a safe, attractive, and engaging pedestrian experience in the Metra station area, utilizing the streetwall concept (above) and providing amenities like landscaping, benches, wayfinding, etc.



CREDIT: DINARINO, ALISA HAUSER

DISPLAY WINDOWS: Encourage permeable building fronts to provide prominent window displays, offer pedestrians more visual interest along the streetscape, and enable interior lights to illuminate the sidewalk



CREDIT: TESKA ASSOCIATES, INC.

PLAZAS & OPEN SPACES: Create open spaces like small parks and plazas within the streetscape that encourage social interaction and activity, whether planned or impromptu



CREDIT: FLECKR (USER: ERIC ALLIX ROGERS)

LANDSCAPING: Integrate landscaping around new development, where appropriate and consistent with the City's landscape ordinance, to soften and add visual appeal to parking areas and other hard surfaces



CREDIT: CHICAGO SUSTAINABLE BACKYARDS PROGRAM

SUSTAINABLE DESIGN: Follow CDOT's Sustainable Urban Infrastructure Guidelines to integrate green elements like bioswales, rain gardens, smog-fighting concrete, solar power bus shelters, permeable pavers, etc.

USERS' GUIDE TO CREATING TRANSIT FRIENDLY STATION AREAS

The following strategies guide is geared towards local organizations, elected officials, and property owners to identify proper steps that they can take to make their properties and station areas more transit friendly. Although the resource guide is not an exhaustive list, it provides a good starting point for finding other resources to address other issues that may arise. A series of strategies is provided on the following pages, with descriptions of the key community partners summarized below (click each agency's logo for contact information).

CDOT: The Chicago Department of Transportation's mission is to keep the city's surface transportation networks and public way safe for users, environmentally sustainable, in a state of good repair and attractive, so that its diverse residents, businesses and guests all enjoy a variety of quality transportation options, regardless of ability or destination.



and Standards is an important resource for making improvements to the station facilities. Metra and other track owners (BNSF, UP, etc.) have close working relationships, and will serve as partners for strategies that impact railroad right-of-way. In many cases, Metra will be a key partner in implementing the strategies.

DPD: The City of Chicago's Department of Planning and Development is responsible for the implementation of zoning and land use planning around the Metra station areas. In addition, DPD oversees economic development and housing elements around the station areas. The City's new TOD ordinance has significant bearing on this typology study. In general, the TOD ordinance provides greater incentives for quality development near transit facilities, particularly providing guidelines relating to elements such as off-street parking, floor area ratio, building height, and minimum lot area. The City's TOD ordinance is available online here: <https://chicago.legistar.com/LegislationDetail.aspx?ID=1459942&GUID=90E80603-73A7-4C07-BEC5-C29BA3F2302A>



CTA & Pace: Improving the area around a Metra station may entail coordination with the CTA and/or Pace to ensure EI and bus facilities are adequately connected to Metra. The coordination of wayfinding signage is also important to ensure transit riders can conveniently navigate between different modes of transit. In addition to its own Station Area Typology Study and Transit Friendly Development Guide, the CTA provides other print resources to guide improvements, such as their Bus Facilities Handbook, Service Standards, and Guidelines for Transit-Supportive Development. Pace has its own set of resources, including its Pace Development Guidelines, Passenger Facility and Park-n-Ride Guidelines, and Arterial Rapid Transit Study.



Aldermen: Community members who are seeking ways to prompt improvements in a Metra station area may often contact the local alderman's office as a starting point. The alderman will know which projects are already in the works, and which ones may need more research and follow up with other agencies. Working together with the alderman is encouraged to provide a direct link to the City and its available resources, as well as tap into the alderman's networks for funding and support resources.



RTA: Having financial oversight of Metra, the CTA, and Pace, the RTA plays an integral role in addressing regional transit planning issues through interagency cooperation, funding programs, transit data, and land use and TOD initiatives. While Metra, the CTA, or Pace will be key in implementing the strategies, RTA involvement is recommended in certain cases where their resources support a project. For example, the RTA will be a strong partner as it continues to roll out its recently designed interagency signage that includes maps, signs, route diagrams, and schedules at transit station areas in Chicago and the metro area.



Metra: As the operator of the commuter rail service, Metra will be a key partner in implementing many of the strategies, particularly coordinating the upkeep of Metra stations, adding wayfinding signage, and providing commuter parking and basic station amenities. Metra's Commuter Rail Station Guidelines

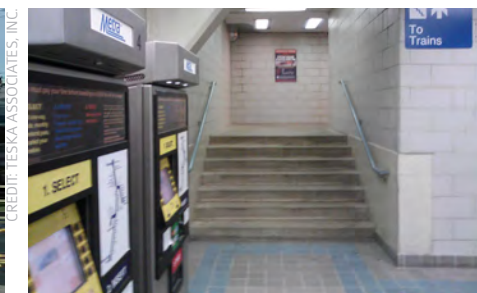


Community Members: Community members also have the capacity to pursue their own initiatives to improve their Metra station areas. Whether working with a local community-based organization or a group of neighbors, small projects like repainting the station house or creating a community garden near the station can add up to substantial impacts.

USERS' GUIDE TO CREATING TRANSIT FRIENDLY STATION AREAS

Local organizations, elected officials, and property owners can utilize the following strategies to make their properties and station areas more transit friendly.

Coordinating partners are highlighted in bold font.



NOTIFY METRA OF STATION CONDITION ISSUES

A well maintained station provides commuters with a safe and attractive space to wait for the train. Maintenance can include a range of activities, such as adding a fresh coat of paint to walls, fixing a leaking roof, providing fresh plants, replacing broken windows, or repairing stairs, doors, and other elements that have fallen into a state of disrepair. Any repairs, additions, or alterations to the Metra station house, platforms, or surroundings involves collaboration with **Metra and other entities (e.g., neighborhood organizations, local planning groups, special service areas, etc.)** who are responsible for the upkeep of these facilities. Station repairs and other projects are prioritized based on immediacy of the need, including safety considerations. To notify Metra of station maintenance needs, email metrarail_feedback@metrarr.com or call (312) 322-6777.

PROVIDE PARKING DESIGNATED FOR METRA RIDERS

While some Metra stations serve dense urban neighborhoods in Chicago in which most users walk to the train, other stations serve a much larger area and would greatly benefit from additional parking spaces. This will require collaboration with **Metra** to assess ridership trends, parking needs, and other factors that will influence the need for parking and amount to provide. When determining the location(s) for parking, it will be important to coordinate with **property owners** for off-street parking facilities (including opportunities for shared parking) and/or with **CDOT** for on-street parking spaces. Parking management will also need to be evaluated to ensure any new parking spaces are properly managed and maintained for the use of commuters.

PROVIDE TRAVEL INFORMATION AT STATIONS

The availability of travel information at Metra stations helps make the commuting experience attractive and convenient. Each Chicago Metra station should provide the following amenities, where possible: at least one large poster sized map of the Metra and CTA system, posted time tables, and list of fares. Pocket-size schedules will be available at staffed stations. These materials empower Metra riders with the information they need to seamlessly navigate the transit system. Collaboration between **Metra, CTA, RTA, and CDOT** will be important to produce these items, maintain their accuracy, and ensure that printed materials at stations are replaced and replenished as needed.

NOTE: See pages A5-A6 in the Appendix for graphics that illustrate the various ownership and maintenance responsibilities that define typical Metra station areas.

USERS' GUIDE TO CREATING TRANSIT FRIENDLY STATION AREAS

Local organizations, elected officials, and property owners can utilize the following strategies to make their properties and station areas more transit friendly.

Coordinating partners are highlighted in bold font.



CREDIT: GOOGLE STREETVIEW

PROVIDE A DESIGNATED KISS 'N RIDE AREA

Some Metra stations have a designated kiss 'n ride area for commuters to be dropped off or picked up via car by a friend, family member, or colleague. Some of these kiss 'n ride areas are specifically designed with a circle drive or pull-out zone from the adjacent street. Similar to providing new parking facilities, the formation of a formal kiss 'n ride area will require collaboration with **Metra** to assess ridership trends and other factors that will influence the need for the kiss 'n ride area. Coordination with **CDOT** may also be needed in cases where the kiss 'n ride area is located along a public street. If the kiss 'n ride area involves private property, then coordination with property owners will be necessary to discuss acquisition or easements. In some cases, a kiss 'n ride is associated with bus connections, which would require coordination with the **CTA or Pace** to provide bus shelters for transfers.

NOTE: See pages A5-A6 in the Appendix for graphics that illustrate the various ownership and maintenance responsibilities that define typical Metra station areas.



CREDIT: FLOKKR (USER: JIM WATKINS)

CREATE SAFE CONNECTIONS FOR PEDESTRIANS

Walking is the second most common mode of access to a Metra station in Chicago after driving. Many homes, businesses, and institutions are located near Metra. Walking to the nearby Metra station is an attractive option for many, but others may wish to walk -- and choose not to -- because the path to the station is not visible or perceived to be unsafe. The pedestrian experience is also important for CTA and Pace riders transferring to Metra. Creating safe connections for pedestrians to and from the Metra station may entail a variety of activities, such as providing more street lights, clearly marking crosswalks, fixing broken sidewalks, linking disconnected sidewalks, providing wayfinding signage, or creating a well lit and inviting environment under a railroad underpass. Safe pedestrian connections must also be designed to be direct and well-defined. **CDOT** has lead responsibility with coordination, as needed, with the **Illinois Commerce Commission (ICC), Metra and other railroad owners, private property owners, Chicago Park District, and Cook County Forest Preserve.**



CREDIT: TESKA ASSOCIATES, INC.

ADD BIKE RACKS, PATHS, AND OTHER AMENITIES FOR BICYCLISTS

Bike travel is increasing in popularity in Chicago and can help extend the reach of public transit. The addition of amenities like bike racks, Divvy bike rental stations, tire pumps, and sheltered bike parking areas should be coordinated with **Metra** and other entities responsible for the upkeep of the station and surroundings. Bike paths -- whether shared on the street or separate off-street -- that lead to and from the Metra station should be coordinated with entities who build and maintain such facilities, such as **CDOT, Chicago Park District, and Cook County Forest Preserve.** Private property owners may also need to get involved, particularly if new or extended paths cross over into their properties and require acquisition or easements. **Active Transportation Alliance** is a non-profit transportation advocacy group who may be another potential partner to pursue.

USERS' GUIDE TO CREATING TRANSIT FRIENDLY STATION AREAS

Local organizations, elected officials, and property owners can utilize the following strategies to make their properties and station areas more transit friendly.

Coordinating partners are highlighted in bold font.



CREDIT: IN BIT'S MOSAICS, INC.

EXPLORE BEAUTIFICATION OF THE RAILROAD RIGHT-OF-WAY

Whether you are a neighborhood group or an individual resident, making improvements within the railroad right-of-way requires a legal agreement with the **owner of the rail line**. Improvements may include landscaping, a community garden, or public art. Permission will be needed from Metra or the freight railroad owner to make any additions or alterations affecting the railroad right-of-way. It will also be important to address insurance and liability issues. **NeighborSpace** often assists with such issues, as they are a non-profit organization that works on behalf of community groups to preserve and sustain gardens and stewardship programs. Note that to ensure appropriate access and visibility near rail lines and grade crossings, there are height and other restrictions on plantings and other items.



CREDIT: TESKA ASSOCIATES, INC.

INTEGRATE WAYFINDING SIGNAGE AROUND THE STATION

In some neighborhoods, the Metra station is highly visible and fairly easy to find, even for a stranger to the area. However, some Metra stations are not as apparent or visible -- such as ones that are elevated on an overpass or are small stations tucked into residential neighborhoods. As a result, wayfinding signage can go a long way to help people find the local Metra station. The provision of wayfinding signage requires coordination with the **RTA, Metra, and CDOT**. In cases where wayfinding signage is meant to link transit users from the El or a bus shelter, then collaboration with the **CTA and Pace** may also be necessary. **Local parks, forest preserves, major employers, and institutions (e.g., schools, universities, museums, etc.)** may also wish to get involved to ensure connectivity to Metra.



CREDIT: PINTEREST (USER: DAYBREAK)

DEVELOP COMMUNITY IDENTITY THROUGH STREETScape DESIGN

One way to make a station area more transit friendly while also celebrating the unique character of the area is to add decorative lighting, banners, murals, and other streetscape amenities (e.g., benches, maps, trash and recycling receptacles, information kiosks, etc.). In addition to creating an inviting and well-lit environment, items like murals, public art, and decorative lighting can mark a special area with a distinct history. Banners enable the local community to brand itself and market local businesses and events. The addition of various streetscape amenities is typically coordinated with a **local business organization, such as a chamber of commerce or special service area (SSA), or a local arts group**. **CDOT and aldermen** may also get involved to provide support and guidelines for design.

NOTE: See pages A5-A6 in the Appendix for graphics that illustrate the various ownership and maintenance responsibilities that define typical Metra station areas.

RAILROAD RIGHT-OF-WAY & STATION AREA OWNERSHIP & MAINTENANCE

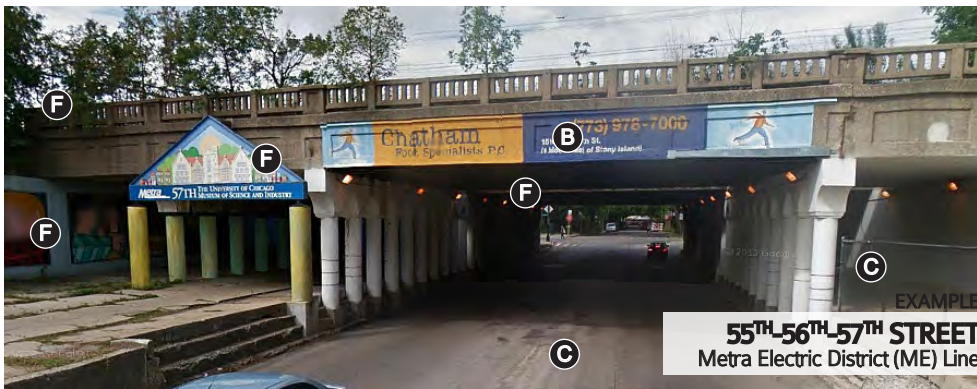
It is important to understand that the various features around a Metra station area are typically owned and maintained by a variety of entities. The graphics below illustrate typical ownership and maintenance patterns along the railroad right-of-way and the station area at tracks and stations within the City of Chicago.

GRAPHICS KEY

- A** Metra or the freight railroad company typically owns and maintains the railroad tracks, signals, and right-of-way.
- B** At stations in the City of Chicago, Metra or the freight railroad company typically owns and maintains the station house, shelters, platforms, lighting, signage, sidewalks, and landscaping on the Metra property. A Metra lessee maintains advertising signage provided at the station house, shelters, and platforms. At some stations, retail space in the station is subleased from Metra. Off-street commuter parking is typically maintained by Metra or its contractor.
- C** The City of Chicago generally maintains roadway/sidewalk infrastructure, including pavement, curbs, curb ramps, sidewalks, sewer system, street lighting, trees/landscaping, on-street parking, and signage within the public right-of-way. However, Metra or the freight railroad may maintain certain sidewalks that are on railroad property leading from the public sidewalk to the station house or platforms.
- D** CTA owns and maintains bus stop signage.
- E** JCDecaux, a private operator for the City of Chicago, maintains bus shelters and advertising signage on the shelters.
- F** Metra or the freight railroad company typically owns and maintains the railroad tracks, signals, and right-of-way. (Note that railroad right-of-way does not always extend to the sidewalk or curb.) Railway viaduct bridge structures are generally maintained by Metra or the freight railroad company, although IDOT, the City of Chicago, or other entities may have jurisdiction over the roadway. The City is responsible for maintenance of painting and lighting at street level under the viaducts. Maintenance of the bridge structure is typically the responsibility of Metra or the freight railroad company.



CREDIT: GOOGLE STREETVIEW



CREDIT: GOOGLE STREETVIEW

Adapted from the City of Chicago's Metra Milwaukee District West Line Transit-Friendly Development Plan (2011)

FINANCING & FUNDING SOURCES

The station area improvements and strategies outlined on the previous pages will need funding support, whether they are provided by public or private agencies, grant programs, or some other source. The financing and funding sources listed below are the most common resources that communities can access for development and improvements around their station areas.

Special Service Area (SSA): An SSA is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality or jurisdiction. This type of district allows local governments to establish such areas without incurring debt or levying a tax on the entire municipality. An SSA can be used to issue bonds in order to pay for services or improvements. The bonds are not a general obligation of the municipality. Under SSA bonds, only the property owners that benefit from the improvements are assessed an additional tax that is used to pay debt service and administrative expenses on the bonds. The SSA tax is collected through the property tax system, and is calculated on the basis of benefit, but is not a part of the Illinois real property tax system.

Tax Increment Financing (TIF): TIF districts are used to help improve a stagnant area that requires significant public infrastructure improvements to attract private investment. Once implemented, a TIF allows public improvement costs to be repaid by the increased property tax revenue that is generated by private development. State law allows TIF funds to be used for planning studies, land acquisition, demolition and site preparation, and public infrastructure.

Integrating Pedestrian & Site Improvements into Planned Developments: A community may require a developer to integrate pedestrian and site improvements into his/her planned development as part of the approval process. This helps facilitate a better development that fits well with the community's intent to create a more transit friendly Metra station area, while also sharing the responsibility of proper site design with the developer and potentially enabling the community to achieve cost savings.

Congestion, Mitigation & Air Quality (CMAQ): CMAQ improvement funding is available via the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). This program is intended to reduce traffic congestion, improve



The 115th Street (Morgan Park) Metra station along the Rock Island (RID) Beverly Branch is planned for renovation.

air quality, improve intersections, and increase and enhance multiple travel options, such as biking and walking. These funds are available locally through the Chicago Metropolitan Agency for Planning (CMAP). A local matching source is typically required.

Illinois Transportation Enhancement Program (ITEP): ITEP, administered by IDOT, is a reimbursement program for local governments applying for federal transportation funding. ITEP provides assistance to help local communities achieve their transportation goals and expand travel choices. The program also supports broader aesthetic, cultural, and environmental aspects of transportation infrastructure.

CMAP Local Technical Assistance (LTA): CMAP provides technical assistance for a variety of planning and transportation needs, including financial resource information related to transportation planning.

RTA Community Planning Program: The Community Planning program provides funding and planning assistance to applicants for implementation and planning projects that benefit the community and the regional transit system. Eligible implementation projects include zoning code updates, TOD developer discussion panels, pedestrian access improvement plans, and other innovative implementation approaches. Eligible planning projects include TOD plans, and corridor, subregional or local access improvement plans.

FINANCING & FUNDING SOURCES

The station area improvements and strategies outlined on the previous pages will need funding support, whether they are provided by public or private agencies, grant programs, or some other source. The financing and funding sources listed below are the most common resources that communities can access for development and improvements around their station areas.

Surface Transportation Program (STP): STP provides flexible funding that is used by states and localities on transit capital projects. The federal share for the program generally is 80%. Each of the region's 11 Councils of Mayors are allocated STP funding on the basis of population. The City of Chicago is the lead agency for programming STP funds for projects within the City.

Transportation Alternatives Program (TAP): As part of the Moving Ahead for Progress in the 21st Century Act (MAP-21) from the Federal Highway Administration, TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Each state has its own TAP funding.

Illinois Pedestrian & Bicycle Safety (PBS) Program Grant: This grant is designed to aid public agencies in funding cost effective projects that will improve pedestrian and bicycle safety through education and enforcement. Applicants for this grant can apply for one or more of three grant categories: (1) enforcement efforts; (2) educational efforts, which can include pedestrian and bicycle master plans, distribution of education materials, walk and bike promotional programs, and distribution of protective equipment; and (3) research and training.

Transportation, Community And System Preservation Pilot Program (TCSP): The TCSP Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify sector-based initiatives to improve such relationships. Planning grants may fund projects to improve walking, biking, and transit systems, or develop new types of transportation



A covered bicycle shelter with racks was added to the Clybourn Metra station along the UP-N and UP-NW Lines.

financing. Implementation grants may include grants for activities to implement TOD plans.

Illinois Department of Natural Resources (DNR): Illinois DNR offers multiple programs relating to recreation:

(1) The Illinois Bicycle Path Grant is a reimbursement program for multiple bike path development activities, including land acquisition, path development/renovation, and the development of support facilities for the path.

(2) The Recreational Trails Program funds land acquisition, trail construction, and trail renovation for recreational paths/trails that can be used by multiple users.

(3) Open Space Lands Acquisition and Development (OSLAD) Program assists local government agencies in the acquisition and development of land for public parks and open space. This program has been used to fund bicycle/multi-use trail development. The OSLAD program is state financed and grants of up to 50% may be obtained. Acquisition grants are limited to \$750,000 and park development grants are limited to \$400,000.

Illinois Department of Commerce & Economic Opportunity (DCEO): DCEO provides multiple grants and loans to local government for economic and community development purposes, including: affordable, low interest financing for public infrastructure

FINANCING & FUNDING SOURCES

The station area improvements and strategies outlined on the previous pages will need funding support, whether they are provided by public or private agencies, grant programs, or some other source. The financing and funding sources listed below are the most common resources that communities can access for development and improvements around their station areas.

improvements for economic development purposes; participation loans for community and economic development corporations to serve small businesses; and Illinois Bureau of Tourism grants to market local attractions to increase hotel/motel tax revenues.

TIGER Grants: TIGER (Transportation Investment Generating Economic Recovery) grants invest in road, rail, transit, and port projects to preserve and create jobs, promote economic recovery, invest in transportation infrastructure to provide long-term economic benefits, and assist those areas most affected by the economic downturn. Projects can include highway or bridge rehabilitation, interchange reconstruction, road realignments, public transportation projects (including projects in the New Starts or Small Starts programs), passenger rail projects, and freight rail projects. In urban areas, awards must be between \$10 million and \$200 million. No more than 25% of total funds may be awarded to projects in a single state. Grants are available for up to 80% of project cost with higher priority given to those projects with greater local funding share. The U.S. Department of Transportation has administered over \$4.1 billion in TIGER planning grants over six rounds of funding since 2009.

Illinois Green Infrastructure Grant: Under this program, grants are available to implement green infrastructure for stormwater management. There are three program categories: combined sewer overflow rehabilitation, stormwater retention and infiltration, and green infrastructure small projects.

USEPA Brownfields Program: The USEPA provides technical and financial assistance for brownfields



Improvements to the Ravenswood Metra station along the UP-N Line includes upgraded platforms and tracks and a new station building.

activities, supporting revitalization efforts through environmental assessments, cleanup, and job training. Several grant types are available, including area-wide planning programs, assessment grants, and cleanup grants:

- (1) Area-wide Planning Pilot Program provides a flexible grant that can include financial and/or staff assistance for developing area-wide brownfields plans, identifying next steps, and resources needed for implementation. Awards are limited to \$175,000.
- (2) Assessment grants provide funding for brownfields inventories, planning, environmental assessments, cleanup planning, and community outreach. Grants limited to \$200,000 per assessment or total grant funding \$400,000.
- (3) Cleanup grants provide direct funding for cleanup activities at specific brownfield sites. Grants are limited to \$200,000 per site with 20% local match.

APPENDIX

KEY CHARACTERISTICS OF METRA STATIONS BY LINE

BNSF Railway (BNSF) Line	A2
Heritage Corridor (HC) Line	A2
Metra Electric District (ME) Line	A2
Milwaukee District North (MD-N) Line	A3
Milwaukee District West (MD-W) Line	A3
North Central Service (NCS) Line	A3
Rock Island District (RI) Line	A3
South Shore (SS) Line - NICTD	A3
SouthWest Service (SWS) Line	A4
Union Pacific North (UP-N) Line	A4
Union Pacific Northwest (UP-NW) Line	A4
Union Pacific West (UP-W) Line	A4

STATION	TYPOLOGY	^ WEEKDAY RIDERSHIP		^ MODE OF ACCESS					COMMUTER PARKING		ACCESSIBILITY SCORES ^		
		2006 DATA	2014 DATA	WALK/BIKE	DRIVE ALONE	DROP OFF	EL/ BUS	OTHER	TOTAL SPACES	PARKING UTILIZATION	WALK	BIKE	TRANSIT
City-Wide Averages :: All Metra Lines serving the City of Chicago													
City-Wide Average	-	^c 385	^c 359	47%	30%	8%	10%	5%	143	64%	68	58	63
BNSF Railway (BNSF) Line													
Union Station	DC	26,547	26,007	30%	6%	8%	34%	22%	-	-	94	83	100
Halsted	LC	70	92	93%	7%	0%	0%	0%	-	-	78	87	64
Western Avenue	MD	110	78	37%	9%	5%	45%	5%	-	-	71	67	65
Heritage Corridor (HC) Line													
Union Station	DC	1,421	1,188	30%	6%	8%	34%	22%	-	-	94	83	100
Metra Electric District (ME) Line													
Millennium Station	DC	13,152	10,353	53%	10%	4%	27%	7%	-	-	95	84	100
Van Buren Station	DC	4,671	3,422	59%	8%	8%	16%	8%	-	-	97	70	100
Museum Campus	MC	443	429	59%	9%	3%	30%	0%	-	-	95	82	100
18 th Street	MC	29	41	100%	0%	0%	0%	0%	-	-	91	89	80
McCormick Place	MC	137	92	40%	30%	0%	0%	30%	-	-	80	75	70
27 th Street	UN	105	46	83%	0%	17%	0%	0%	-	-	62	69	61
47 th Street	DN	113	94	56%	28%	0%	11%	6%	-	-	69	77	60
51 st -53 rd Street	MC	571	496	88%	5%	3%	2%	1%	-	-	92	85	65
55 th -56 th -57 th Street	MC	1,591	1,677	73%	15%	6%	2%	3%	53	91%	89	83	66
59 th Street (Univ. of Chicago)	SD	517	484	38%	44%	7%	0%	11%	126	96%	83	75	68
63 rd Street	UN	261	154	53%	34%	9%	4%	0%	-	-	66	57	71
Stony Island	UN	197	161	52%	39%	8%	2%	0%	-	-	74	56	66
Bryn Mawr	LC	184	88	55%	29%	11%	5%	0%	-	-	78	60	67
South Shore	DN	278	179	73%	20%	4%	1%	1%	9	100%	77	73	66
Windsor Park	DN	192	100	80%	18%	3%	0%	0%	27	22%	69	59	66
79 th Street (Cheltenham)	UN	114	79	69%	12%	14%	5%	0%	73	11%	57	54	65
83 rd Street (South Chicago)	UN	217	113	50%	40%	7%	0%	3%	33	91%	63	56	64
87 th Street (South Chicago)	UN	189	117	42%	44%	12%	2%	0%	40	65%	63	50	61
93 rd Street (South Chicago)	LC	974	652	9%	69%	19%	3%	0%	701	36%	71	60	63
75 th Street (Grand Crossing)	UN	52	15	67%	17%	17%	0%	0%	-	-	74	66	65
79 th Street (Chatham)	UN	119	57	57%	25%	6%	12%	0%	27	11%	80	53	64
83 rd Street (Avalon Park)	UN	103	50	77%	11%	11%	0%	0%	15	40%	74	57	60
87 th Street (Woodruff)	RI	64	56	40%	50%	10%	0%	0%	15	53%	66	50	60
91 st Street (Chesterfield)	RI	66	26	95%	5%	0%	0%	0%	-	-	57	48	59
95 th Street (Chicago State Univ.)	SD	49	43	31%	31%	23%	15%	0%	-	-	49	43	67
103 rd Street (Rosemoor)	UN	70	43	57%	29%	11%	0%	3%	38	5%	58	48	60
107 th Street	RI	34	31	92%	8%	0%	0%	0%	-	-	37	40	57
111 th Street (Pullman)	RI	27	19	69%	23%	8%	0%	0%	-	-	51	47	59
115 th Street (Kensington)	LC	1,577	1,081	12%	68%	14%	2%	5%	402	90%	49	44	58
State Street	LN	85	54	54%	8%	8%	5%	3%	-	-	43	41	56
Stewart Ridge	LN	61	37	63%	7%	7%	0%	0%	-	-	46	43	61
West Pullman	RI	24	21	75%	13%	13%	13%	0%	27	0%	57	64	61
Racine	RI	53	33	45%	18%	18%	0%	0%	29	24%	62	38	60
Ashland	UN	165	98	38%	6%	6%	1%	2%	90	52%	65	-	-

^A Ridership is based on 2006 and 2014 data; data for the South Shore Line based on 2006 data only.

^B Mode of access data is based on 2006 data only; percentages do not add up to 100%.

^C The City-wide average weekday ridership of 392 excludes the five DC stations, due to their significantly higher ridership counts, which heavily skews the average. The average weekday ridership increases to 3,311 when taking the DC stations into account.

^D The Walk, Bike, and Transit Scores are based on an algorithm that measures the walk, bike, or transit friendliness of a place (see page A4 for details).

STATION	TYPOLOGY	^ WEEKDAY RIDERSHIP		^ MODE OF ACCESS					COMMUTER PARKING		ACCESSIBILITY SCORES ^		
		2006 DATA	2014 DATA	WALK/BIKE	DRIVE ALONE	DROP OFF	EL/ BUS	OTHER	TOTAL SPACES	PARKING UTILIZATION	WALK	BIKE	TRANSIT
City-Wide Averages :: All Metra Lines serving the City of Chicago													
City-Wide Average	-	^c 385	^c 359	47%	30%	8%	10%	5%	143	64%	68	58	63
Milwaukee District North (MD-N) Line													
Union Station	DC	9,776	9,870	30%	6%	8%	34%	22%	-	-	94	83	100
Western Avenue	MD	435	411	16%	52%	11%	17%	4%	20	95%	83	71	72
Healy	RI	342	322	35%	25%	10%	29%	1%	13	85%	71	60	58
Grayland	UN	318	314	43%	34%	10%	13%	0%	21	95%	78	60	69
Mayfair	UN	317	340	30%	26%	13%	32%	0%	-	-	88	60	69
Forest Glen	UN	331	351	29%	53%	15%	3%	0%	100	66%	63	63	68
Edgebrook	LC	544	504	31%	45%	17%	8%	0%	182	87%	68	61	46
Milwaukee District West (MD-W) Line													
Union Station	DC	10,144	10,011	30%	6%	8%	34%	22%	-	-	94	83	100
Western Avenue	MD	372	348	16%	52%	11%	17%	4%	20	95%	83	71	72
Grand/Cicero	LC	72	106	-	-	-	-	-	-	-	72	47	61
Hanson Park	MD	54	46	22%	63%	4%	11%	0%	29	93%	72	47	62
Galewood	UN	265	260	25%	54%	18%	4%	0%	131	44%	65	55	60
Mars	RI	110	115	53%	34%	14%	0%	0%	64	56%	57	43	58
Mont Clare	UN	361	291	41%	48%	9%	1%	0%	197	36%	72	46	62
North Central Service (NCS) Line													
Union Station	DC	2,173	2,799	30%	6%	8%	34%	22%	-	-	94	83	100
Western Avenue	MD	35	92	16%	52%	11%	17%	4%	20	95%	83	71	72
Rosemont	SD	23	33	50%	50%	0%	0%	0%	100	40%	55	-	-
O'Hare Transfer	SD	106	144	38%	0%	0%	13%	50%	-	-	46	34	48
Rock Island District (RI) Line													
LaSalle Street Station	DC	17,026	13,239	47%	7%	8%	28%	9%	-	-	100	67	100
35 th Street/Bronzeville	MC	-	249	-	-	-	-	-	-	-	68	61	78
Auburn Park [PROPOSED]	UN	-	-	-	-	-	-	-	-	-	69	50	60
Gresham	UN	537	395	15%	69%	11%	3%	1%	305	42%	65	50	55
Brainerd	UN	448	322	26%	62%	11%	0%	1%	263	55%	66	48	59
91 st Street (Beverly Hills)	LN	437	359	31%	55%	13%	0%	1%	189	64%	62	65	60
95 th Street (Beverly Hills)	UN	604	527	34%	37%	18%	9%	1%	187	44%	77	60	58
95 th Street (Longwood)	UN	147	85	25%	70%	4%	0%	2%	104	51%	62	48	66
99 th Street (Beverly Hills)	UN	679	621	39%	44%	16%	1%	0%	99	100%	71	54	58
103 rd Street (Beverly Hills)	LC	931	767	33%	47%	14%	5%	0%	267	93%	75	55	51
103 rd Street (Washington Hts)	UN	219	168	9%	78%	11%	2%	0%	267	30%	51	52	59
107 th Street (Beverly Hills)	UN	617	413	41%	49%	10%	0%	0%	331	47%	57	51	46
111 th Street (Morgan Park)	UN	820	601	23%	60%	11%	4%	0%	388	44%	68	54	50
115 th Street (Morgan Park)	UN	279	173	38%	53%	9%	0%	1%	105	54%	62	48	51
119 th Street	RI	326	327	19%	75%	6%	0%	1%	245	49%	60	45	-
South Shore (SS) Line - NICTD													
Millennium Station	DC	5,095	2014	53%	10%	4%	27%	7%	-	-	95	84	100
Van Buren Station	DC	1,439	ridership	59%	8%	8%	16%	8%	-	-	97	70	100
Museum Campus	MC	140	data not	59%	9%	3%	30%	0%	-	-	95	82	100
McCormick Place	MC	0	available	40%	30%	0%	0%	30%	-	-	80	75	70
55 th -56 th -57 th Street	MC	0	for South	73%	15%	6%	2%	3%	53	91%	89	83	66
63 rd Street	UN	9	Shore	53%	34%	9%	4%	0%	-	-	66	57	71
Hegewisch	RI	1,449	(SS) Line	5%	81%	9%	4%	1%	1,101	49%	40	48	47
			- NICTD										



STATION	TYPOLOGY	^ WEEKDAY RIDERSHIP		^ MODE OF ACCESS					COMMUTER PARKING		ACCESSIBILITY SCORES ^			
		2006 DATA	2014 DATA	WALK/BIKE	DRIVE ALONE	DROP OFF	EL/ BUS	OTHER	TOTAL SPACES	PARKING UTILIZATION	WALK	BIKE	TRANSIT	
City-Wide Averages :: All Metra Lines serving the City of Chicago														
City-Wide Average		-	^c 385	^c 359	47%	30%	8%	10%	5%	143	64%	68	58	63
SouthWest Service (SWS) Line														
Union Station	DC	4,327	4,477	30%	6%	8%	34%	22%	-	-	94	83	100	
Wrightwood	RI	296	294	22%	60%	17%	2%	0%	179	74%	49	43	52	
Ashburn	UN	321	255	31%	55%	14%	0%	0%	136	60%	66	42	45	
Union Pacific North (UP-N) Line														
Ogilvie Transportation Center	DC	10,935	10,833	34%	5%	10%	27%	23%	-	-	98	86	100	
Clybourn	LC	697	906	36%	26%	15%	16%	8%	32	88%	82	80	69	
Ravenswood	LC	1,940	2,363	59%	27%	4%	9%	2%	-	-	88	90	71	
Peterson/Ridge [PROPOSED]	DN	-	-	-	-	-	-	-	-	-	80	62	67	
Rogers Park	DN	1,176	1,498	60%	24%	11%	5%	1%	137	90%	82	72	78	
Union Pacific Northwest (UP-NW) Line														
Ogilvie Transportation Center	DC	14,886	15,938	34%	1%	10%	27%	23%	-	-	98	86	100	
Clybourn	LC	769	693	36%	26%	15%	16%	8%	32	88%	82	80	69	
Irving Park	UN	495	474	49%	24%	9%	18%	1%	89	90%	89	61	72	
Jefferson Park	MC	786	599	28%	29%	16%	27%	0%	123	98%	85	67	79	
Gladstone Park	UN	103	169	55%	27%	15%	3%	0%	34	100%	69	61	55	
Norwood Park	LC	289	350	48%	35%	15%	1%	2%	100	79%	71	52	54	
Edison Park	LC	536	646	49%	45%	6%	0%	0%	260	63%	71	52	51	
Union Pacific West (UP-W) Line														
Ogilvie Transportation Center	DC	11,743	12,781	34%	1%	10%	27%	23%	-	-	98	86	100	
Kedzie	RI	22	56	16%	8%	33%	8%	0%	-	-	57	59	71	

Walk Score

Walk Score 87
 Walk Score measures the walkability of any address using a patent-pending system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5 minute walk (.25 miles) are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30 minute walk.

Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. Data sources include Google, Education.com, Open Street Map, the U.S. Census, Localeze, and places added by the Walk Score user community.

Walk Score®	Description
90-100	Walker's Paradise Daily errands do not require a car.
70-89	Very Walkable Most errands can be accomplished on foot.
50-69	Somewhat Walkable Some errands can be accomplished on foot.
25-49	Car-Dependent Most errands require a car.
0-24	Car-Dependent Almost all errands require a car.

Bike Score

Bike Score 68
 Bike Score measures whether an area is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike commuters.

These component scores are based on data from city governments, the USGS, OpenStreetMap, and the U.S. Census.

Read the [detailed Bike Score methodology](#).

Bike Score	Description
90-100	Biker's Paradise Daily errands can be accomplished on a bike.
70-89	Very Bikeable Biking is convenient for most trips.
50-69	Bikeable Some bike infrastructure.
0-49	Somewhat Bikeable Minimal bike infrastructure.

Transit Score

Transit Score 57
 Transit Score is a measure of how well a location is served by public transit. Transit Score is based on data released in a standard format by public transit agencies.

To calculate a Transit Score, we assign a "usefulness" value to nearby transit routes based on the frequency, type of route (rail, bus, etc.), and distance to the nearest stop on the route. The "usefulness" of all nearby routes is summed and normalized to a score between 0 - 100.

[View a map](#) of where we provide Transit Score — or for a full Transit Score geek out, [read the detailed Transit Score methodology](#).

Transit Score®	Description
90-100	Rider's Paradise World-class public transportation.
70-89	Excellent Transit Transit is convenient for most trips.
50-69	Good Transit Many nearby public transportation options.
25-49	Some Transit A few nearby public transportation options.
0-24	Minimal Transit It is possible to get on a bus.

Source: Walk Score ® (www.walkscore.com); the algorithm used to calculate scores is a patent-pending system