

# COMMUNITY SURVEY | RESULTS

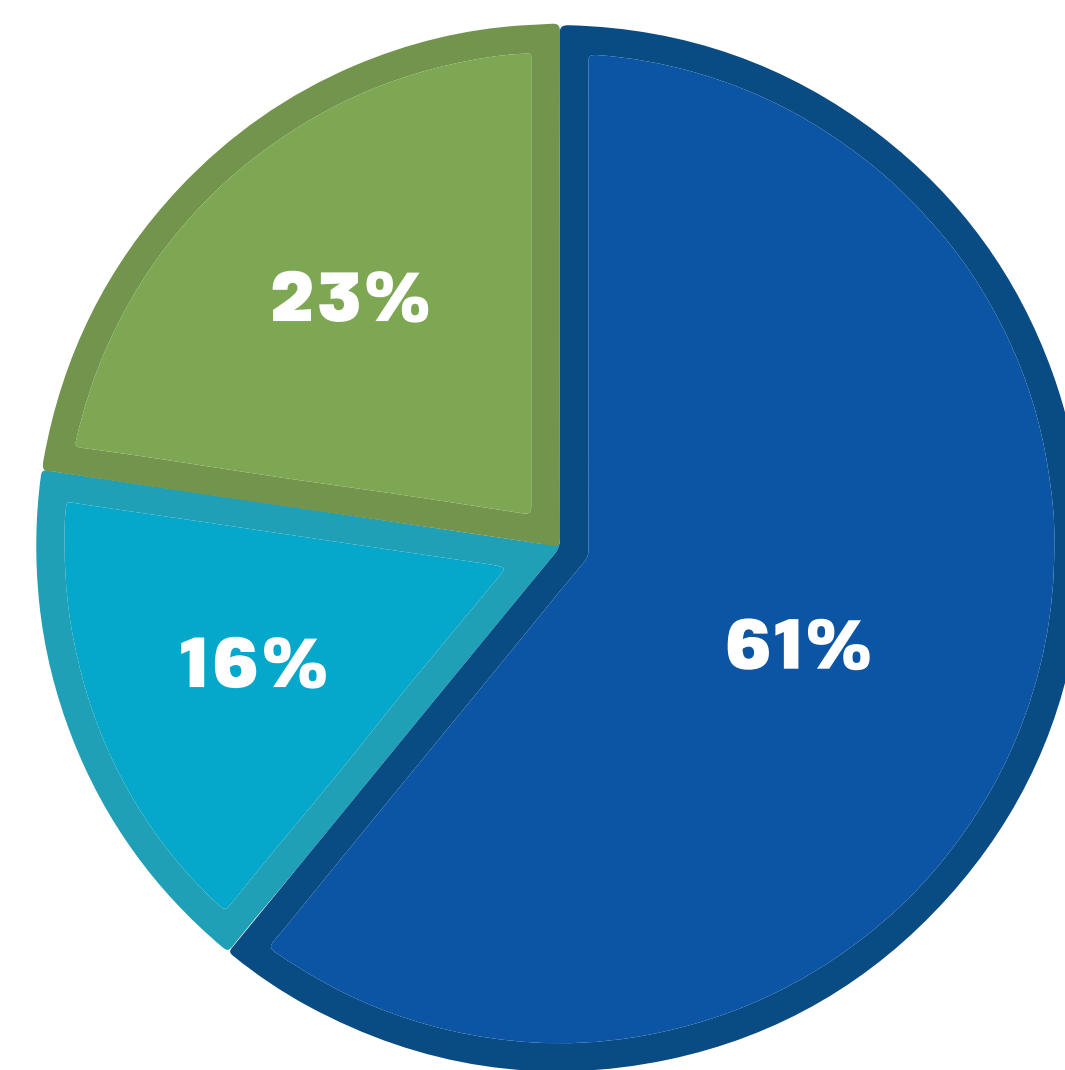
## SURVEY FAST FACTS

The Proposed Niles Metra Station Feasibility Study Survey was opened to the public in May 2018 and closed in October, 2018. In that time, a total of **993 responses were collected**. These responses include:

**531 PEOPLE** WHO **WORK** IN NILES, SKOKIE, OR THE SURROUNDING AREA

**571 PEOPLE** WHO **LIVE** IN NILES, SKOKIE, OR THE SURROUNDING AREA

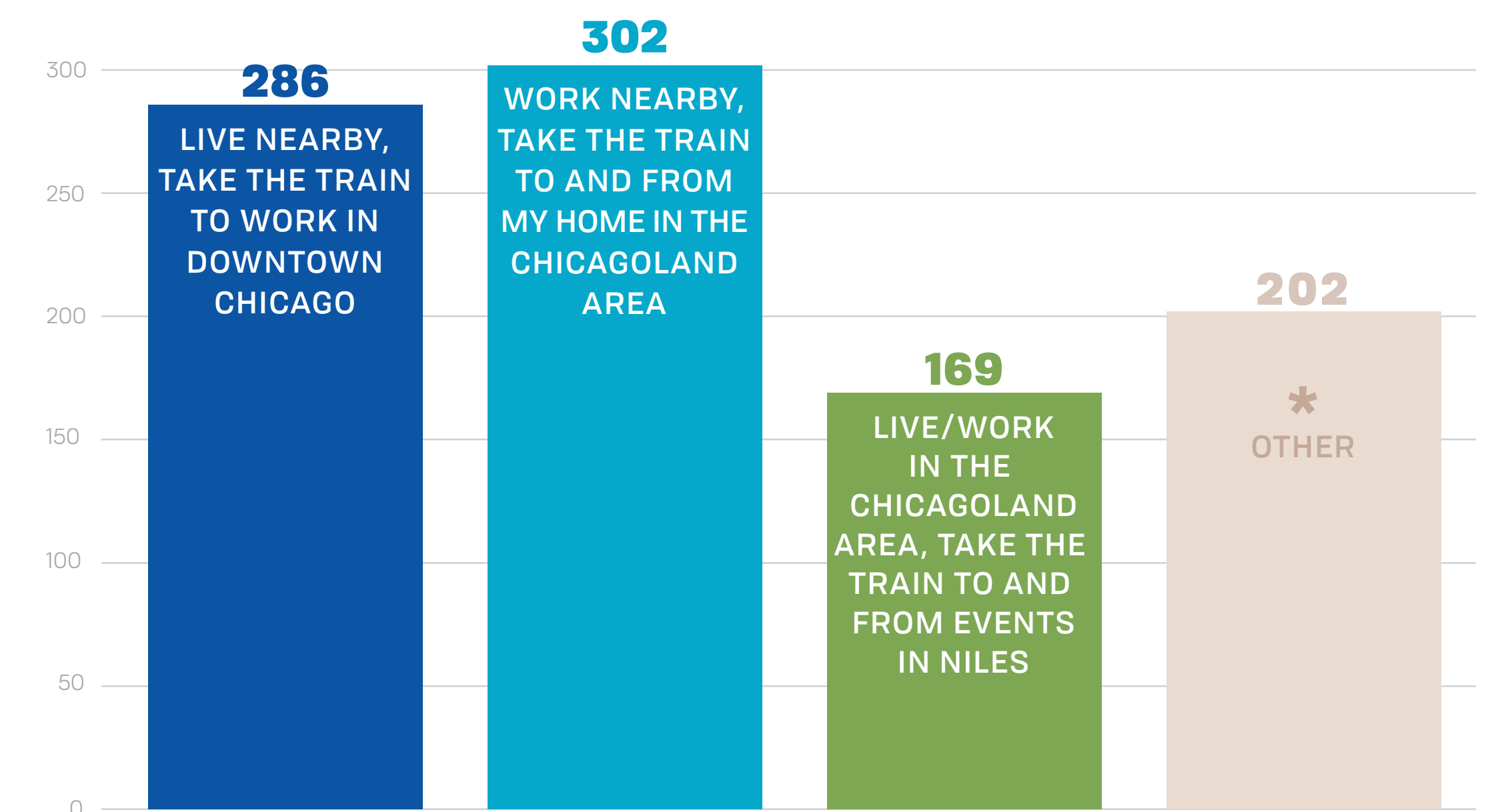
If a new Milwaukee District North Line (MD-N) station were added between Touhy Ave. and Howard St. on Lehigh Ave., how likely would you be to use this station?



■ LIKELY ■ NOT SURE ■ UNLIKELY

**61%**  
ARE LIKELY TO  
USE A STATION  
ADDED IN THIS  
LOCATION

If you were to use a train station at this location, how would you best describe your origin and destination?



\* OTHER RESPONSES INCLUDED:

- LIVE/WORK NEARBY, WOULD TAKE THE TRAIN DOWNTOWN FOR EVENTS
- WOULD TAKE THE TRAIN DOWNTOWN TO CONNECT TO AMTRAK/CTA
- WOULDN'T TAKE THE TRAIN

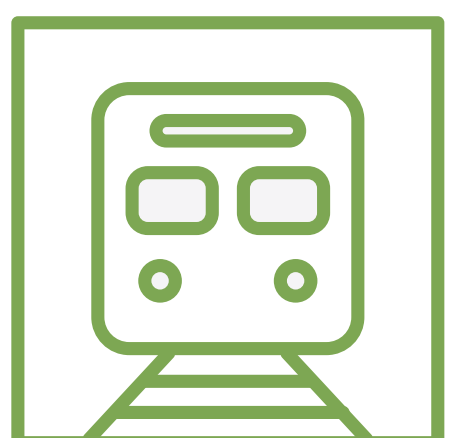


WHILE  
**93%**

OF RESPONDENTS  
INDICATED THEY DO  
NOT CURRENTLY RIDE  
THE NILES FREE BUS

**59%**

INDICATED THAT THEY WOULD  
BE LIKELY TO RIDE A FREE  
BUS SHUTTLE TO/FROM THE  
STATION IF IT WERE AN OPTION



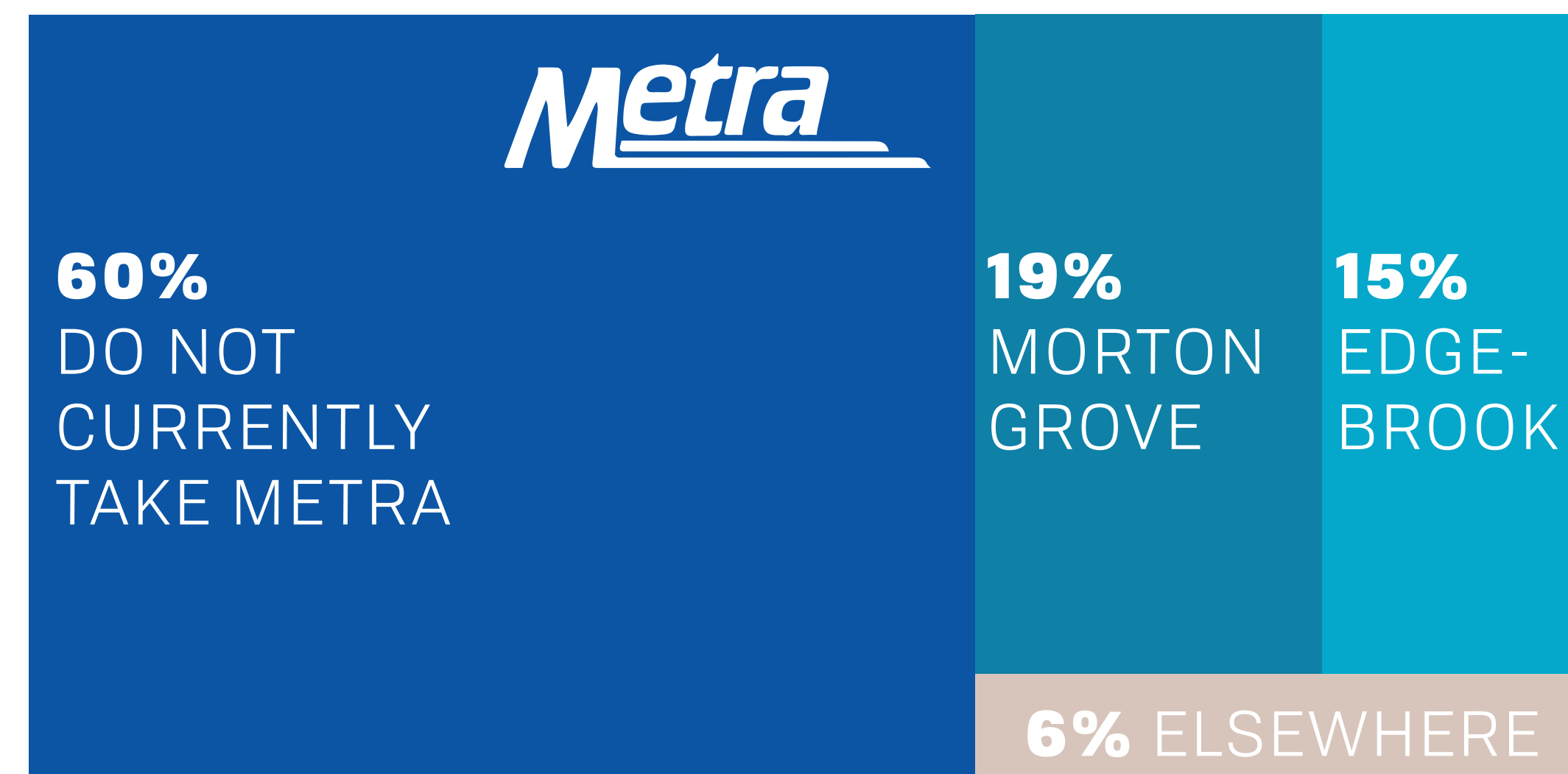
**NILES  
METRA  
STATION**  
Feasibility  
Study

# COMMUNITY SURVEY | RESULTS

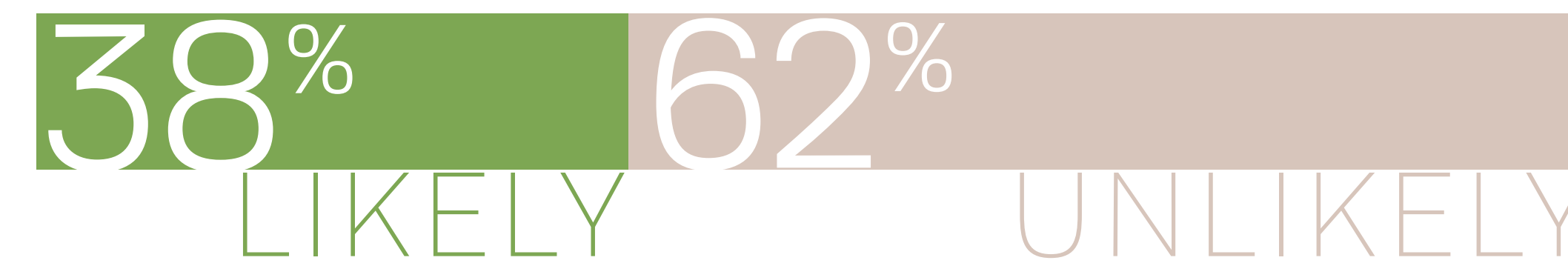
If a station were added at this location, how are you likely to access the station?



Do you currently take Metra?  
If yes, which station do you use?



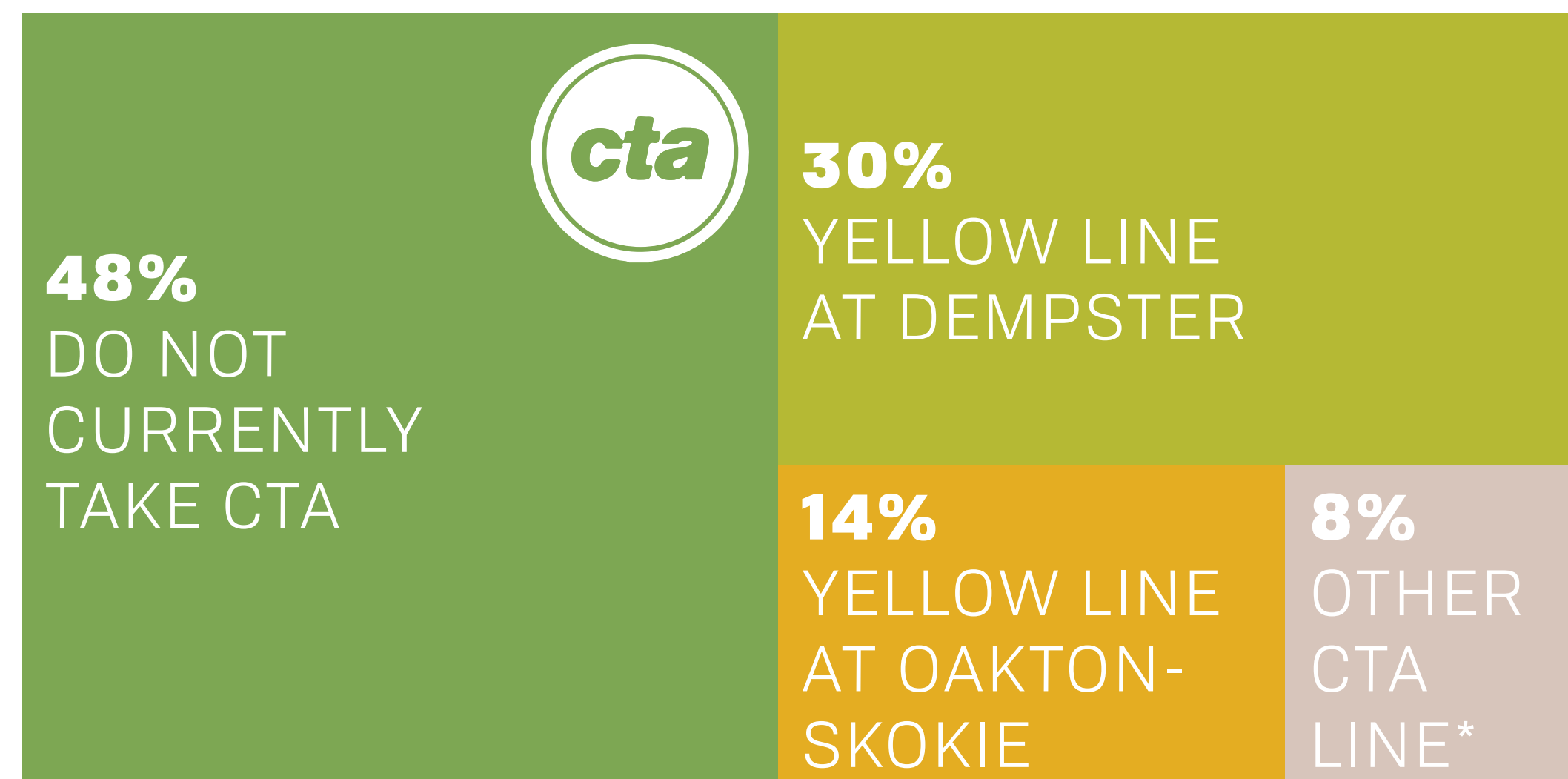
How likely would you be to ride a bike to the proposed Metra station if there were a bike route/bike lane leading to the station?



Of those who indicated they are likely to use a station at this location, the percentage of likely bikers increases to 48%.



Do you currently take CTA?  
If yes, which station do you use?



\* OTHER RESPONSES INCLUDED: BLUE LINE, RED LINE, BROWN LINE, AND CTA BUS

## ADDITIONAL COMMENTS

We've received many messages through the project website. We're listening! Below is a small sampling of some of the messages we've received:

*"Not sure how I feel, need to see proposed location and the changes and the effects it would have on traffic."*

*"I used to ride Metra from the Morton Grove station. I would like to but Metra makes it very difficult for me. There is limited parking! This is the main issue."*

*"I strongly support a new Metra Milwaukee District North Line commuter station erected near Touhy Avenue. We have many people in the Shure building who need that option and will create revenue for Metra as well. If I had this option, I would totally take the train in to work."*

*"I would hope the traffic signal would be programmed to behave the same as Lehigh and Devon to give Lehigh the "green" when the train is in the station."*

*"Howard and Touhy are already overcrowded especially when trains pass to/from Dempster and Devon. Several freight trains also use the same tracks and often stop which totally blocks traffic."*

# STAKEHOLDER INSIGHTS SUMMARY

## KEY TAKEAWAYS

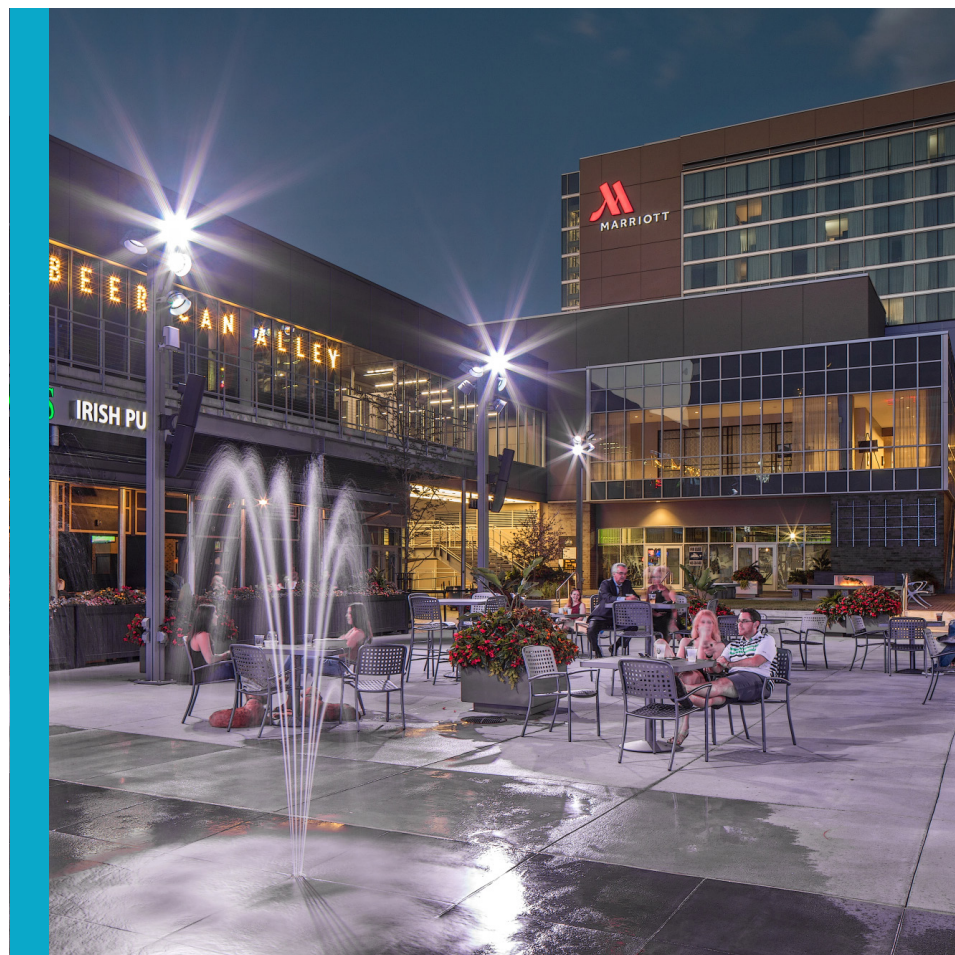
To best understand the needs and concerns of employers in the area, the project team conducted a series of interviews with large employers within a close vicinity of the station. The following is a summary of key themes from those conversations.

### Ability to Recruit Talent



Many of the employers we spoke to expressed challenges associated with recruitment. Employers whose professional workforce is largely millennials noted that many young employees and recruits live in the city and do not want to own a car. The ability to advertise a nearby Metra station would be valuable in employee recruitment and retainment.

### Benefits of Redevelopment



Many stakeholders were eager for elements of the Touhy Triangle plan to come to fruition, and enthusiastic about the train as a catalyst for that development. The potential for an upscale hotel in the Triangle was met with great interest from all of the stakeholders interviewed. Expanded entertainment options that could come with new development, such as bars, restaurants, and programmed open space, were also seen as a benefit to local employers and their employees.

### Variety of Uses for Train



Employees using a nearby Metra Station for their commute was discussed as a key benefit for business owners, but not the only benefit discussed. Business owners expressed interest in using a nearby station to go downtown for company events and client outings. Additionally, a Metra Station would make a visiting Niles businesses more accessible for out of town clients who would prefer to stay in Downtown Chicago.

### Plans to Stay in Niles



Of the local employers we met with, none expressed any intention of leaving Niles, largely due to recent investments made in company facilities. While some businesses indicated that their location in Niles was difficult for recruitment, others noted that much of their skilled workforce lives in the Niles, Skokie, and Morton Grove area, and that their location in Niles is a benefit to those workers.

### Points of Interest Surrounding the Proposed Niles Station



### LAST MILE

Many of the major employers and institutions near the proposed Niles Metra Station are further than a half mile from the station. Providing connections between the station and these sites will be critical — this connection is often referred to as the “last mile”. Strategies for improved connections include:

- » Modifications of existing bus routes, including the Niles Free Bus
- » Improved pedestrian infrastructure and connections
- » Other services, such as employee shuttles, Pace employee vanpools, Uber/Lyft, and other emerging transporation services