

TRAVEL DEMAND + IMPACTS SUMMARY

Based on the proposed development scenario outlined in Station 4, the project team ran a series of analyses to estimate the potential use of the proposed Niles Metra Station. Below are the highlights of that analysis.

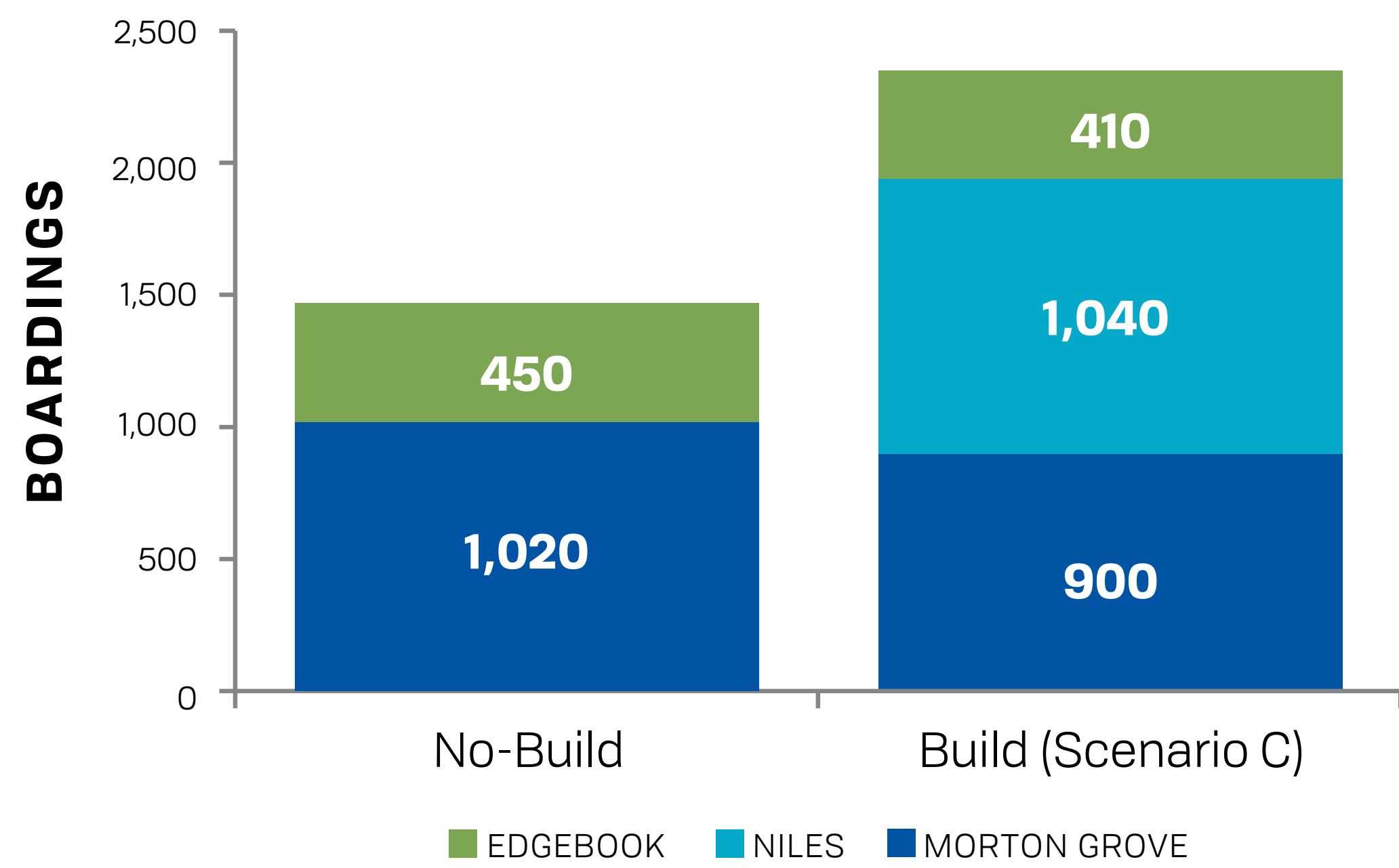
TRAVEL DEMAND

Anticipated 2040 Boardings:
1,040 PER DAY

putting it in the **TOP 20%** of all Metra stations

2040 Average Modeled Boardings by Station

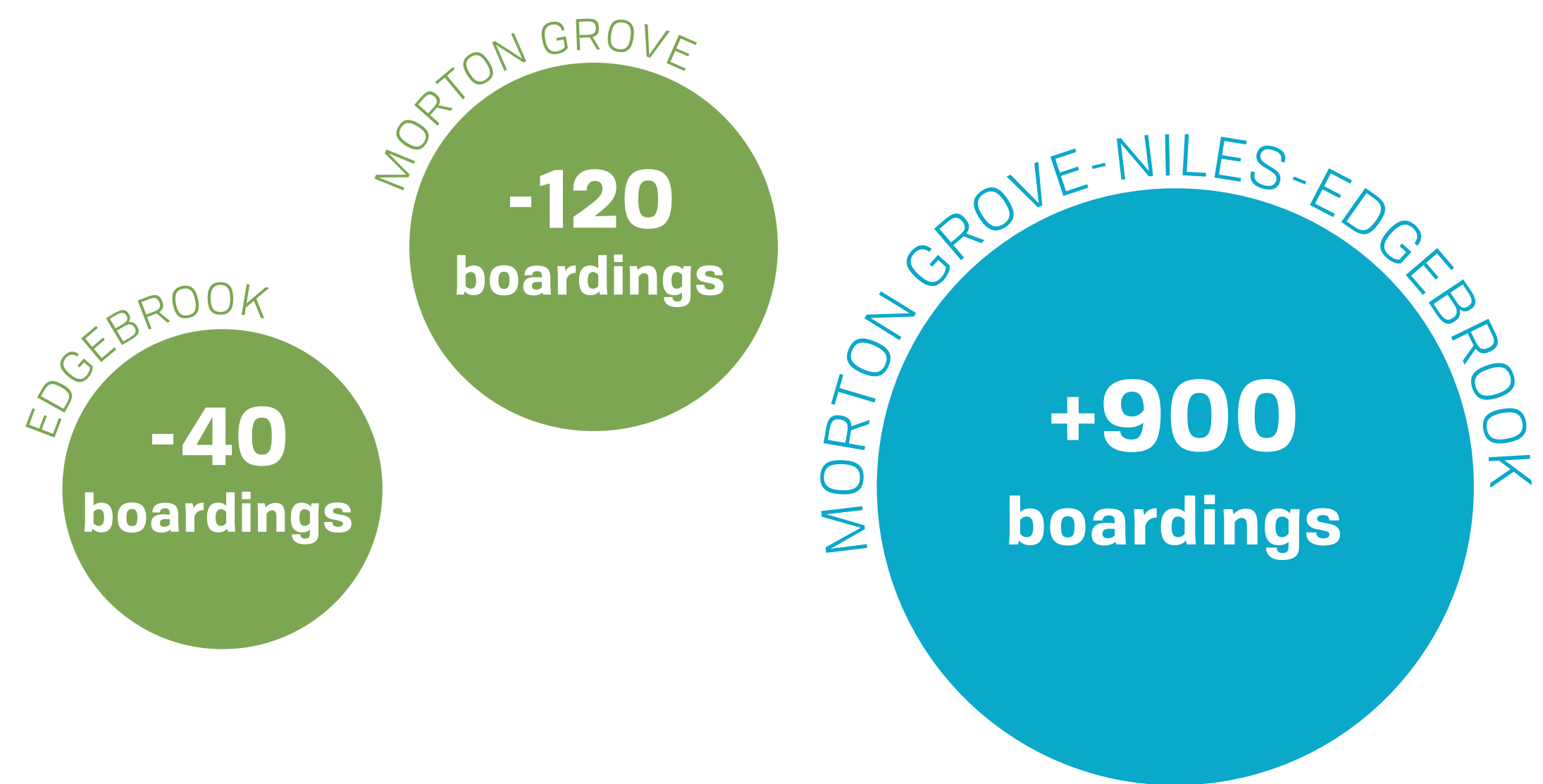
Build versus No-Build



OPERATIONAL IMPACTS

Our analysis looked at potential impacts of a Niles Metra Station on commute times, ridership at other stations, and on Metra, Amtrak and freight systems as a whole. The following summarizes our findings.

Impact of Niles Station on Current MD-N Ridership



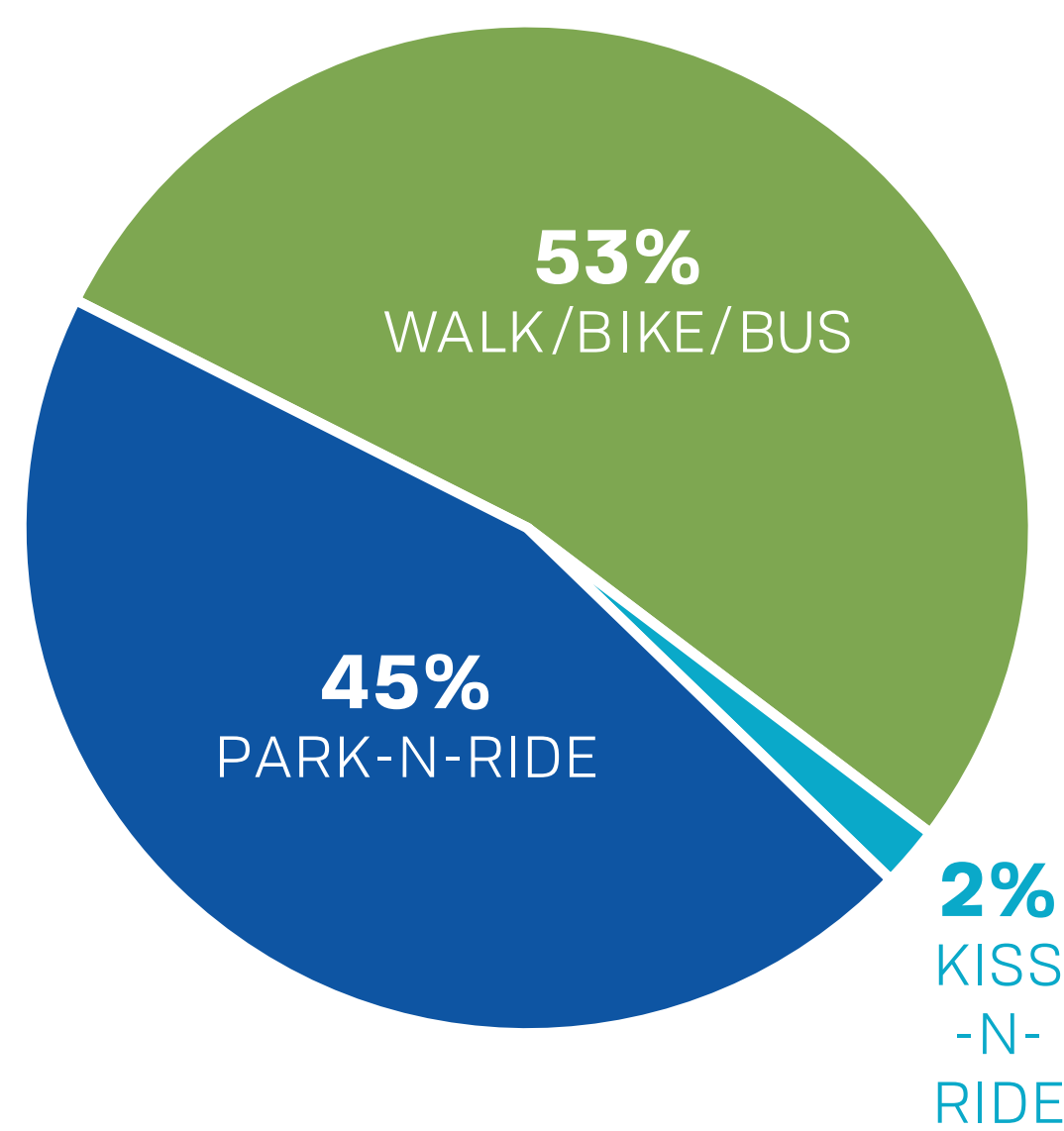
NEGLIGIBLE

impacts on Metra, Amtrak, CTA Yellow Line, or Freight Service

ADDITIONAL CONSIDERATIONS

Transit Oriented Development or TOD encompasses the creation of compact, walkable, pedestrian oriented residential and mixed use development centered around transit. This type of living arrangement can reduce driving by up to 85%.

Analysis indicates that based on the TOD designs envisioned for the Touhy Triangle, 550 out of the 1,040 anticipated riders in 2040 would walk, bike, or take a bus to the proposed station.



The following proposed schedule was developed with the goal of providing regular service for Niles riders and maximizing the number of suburban riders who could use the Niles station, as well as of limiting travel time increases and avoiding disruption of express service.

Proposed Schedule

MD-N Weekday Trains by Service Period

Service Period*	INBOUND		OUTBOUND		Total	
	MD-N	Niles	MD-N	Niles	MD-N	Niles
AM Peak	12	6	5	5	17	11
Midday	7	7	6	6	13	13
PM Peak	6	4	13	6	19	10
Evening	6	6	6	6	12	12
Total	31	23	30	23	61	46

*SERVICE PERIODS (based on downtown terminal time):
AM Peak Start of service to 9:15 AM **Midday** 9:16 AM to 3:29 PM **PM Peak** 3:30 PM to 6:45 PM **Evening** 6:45 PM to end of service

SITE IMPACTS SUMMARY

TRAFFIC

Many have voiced concerns regarding the impact the station would have on area traffic. A level of service analysis was conducted to study how additional traffic of those going to and from the station would impact traffic on Howard St, Touhy Ave, and Lehigh Ave. **This analysis showed that overall, these roadways would see very little additional traffic due to the Niles Station.** Minimal mitigation efforts would be necessary to remedy the impacts of this traffic; however a full operational analysis will be needed to draw this conclusion in certainty. It should be noted that these numbers relate only to forecasted users of the station—the impacts associated with development that could be planned with, or occur from, the station has not factored into this analysis.

Additional research was conducted looking at additional gate downtime associated with the potential Niles Station. The following tables outline our findings.

Estimated Gate Downtime Comparison

AM Peak: 7-7:59am	AT TOUHY	AT HOWARD
Existing Trains Without Niles Station		
Total Gate Downtime	6.75 min	6.75 min
% of Total Gate Downtime	11.3% of hour	11.3% of hour
Trains Including Niles Station		
Total Gate Downtime	7.58 min	8 min
% of Total Gate Downtime	12.6% of hour	13.3% of hour

PM Peak: 5-5:59am	AT TOUHY	AT HOWARD
Existing Trains Without Niles Station		
Total Gate Downtime	7.5 min	7.5 min
% of Total Gate Downtime	12.5% of hour	12.5% of hour
Trains Including Niles Station		
Total Gate Downtime	8.33 min	8.75 min
% of Total Gate Downtime	13.9% of hour	14.6% of hour

This increase in gate downtime is comparatively small, though to quantify the increase in queue length for the two roadways would require a more detailed operational analysis at each crossing that would consider signal timing and turning movement counts at each crossing.

STORMWATER IMPACTS

REQUIRED STORMWATER DETENTION

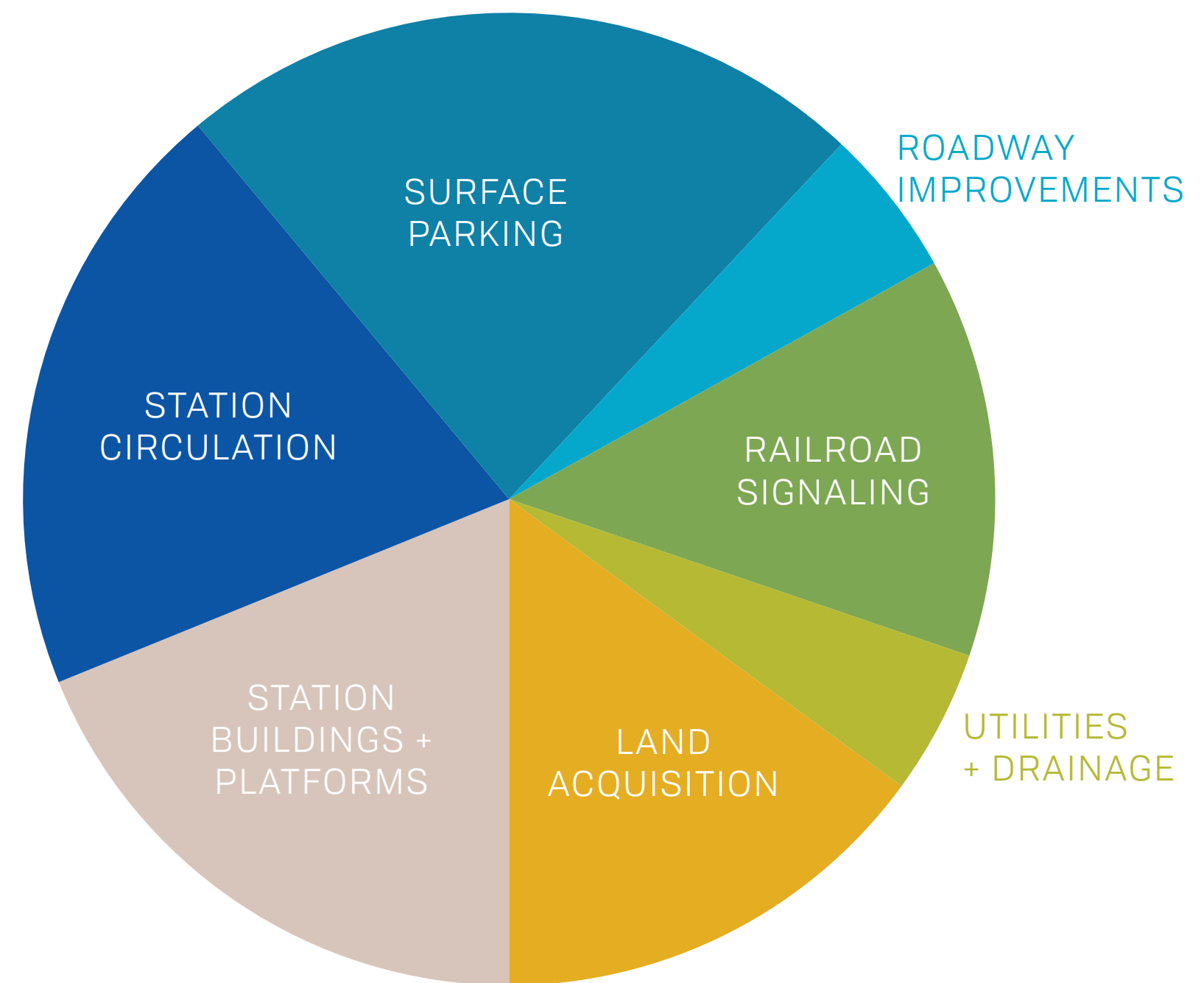
2.5 acre-feet

Detention Can Be Achieved Through

- Grass Area East of Station
- New Ground Detention or Regrading of Existing

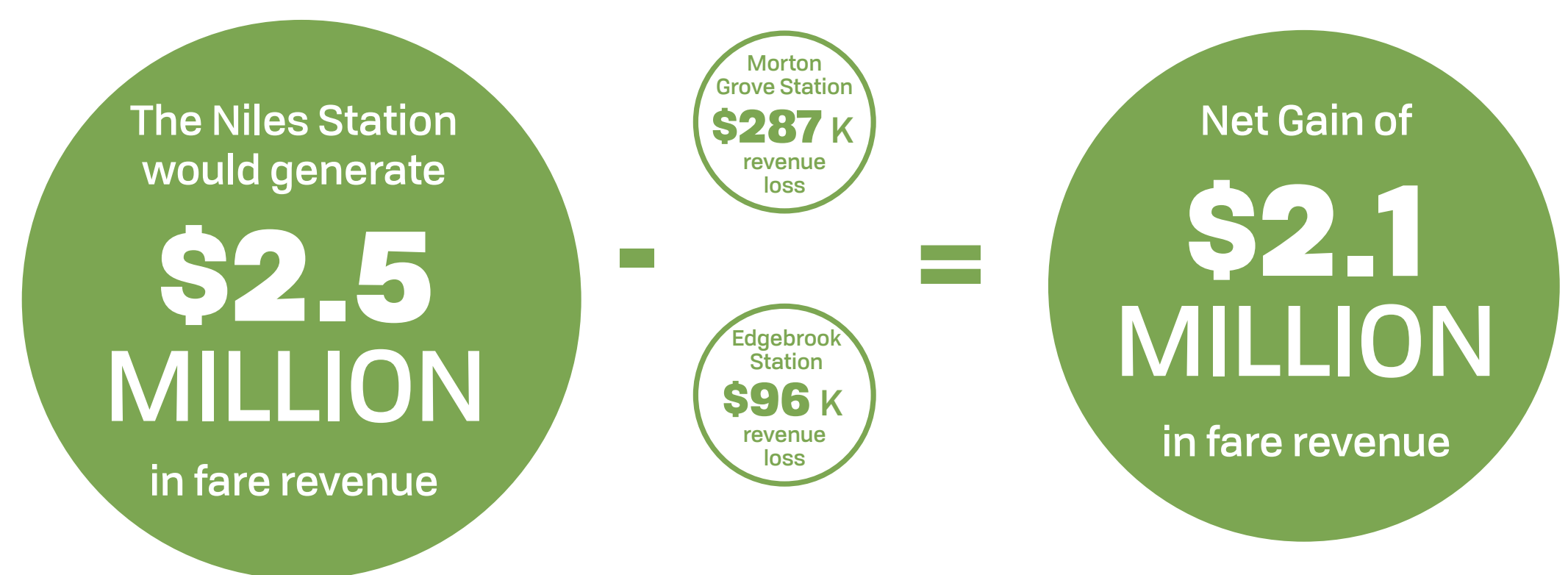
CAPITAL COSTS

Planning level estimates of capital costs to construct the Niles station and associated improvements are shown below. A review of potential funding sources indicates some of these improvements could be be financed through grants, or made jointly with expected adjacent development.



TOTAL CAPITAL COSTS \$30.9 MILLION

FARE REVENUE



The Niles station would generate nearly \$2.5 million in annual fare revenue based on estimated passenger use and 2018 fare levels. Assuming a decline of station boardings at Morton Grove and Edgebrook, the net result will still be a positive revenue of \$2.1 million. This revenue would be seen by Metra and would more than cover the operations and maintenance associated with a new station. Additional revenue from Metra parking and any leased retail or vending space in the station area would go to the Village of Niles.

POTENTIAL FUNDING SOURCES

Congestion Mitigation and Air Quality Improvement Project

Federally-funded program that funds surface transportation improvements designed to improve air quality and mitigate congestion.

Surface Transportation Program

Flexible federal funding for projects to improve conditions on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

Tax Increment Financing (TIF)

A common form of value capture where property tax revenue income from the increase in value from the base year is set aside to fund improvements within the TIF district.

Joint Development

Joint development covers the integrated development of transit and non-transit improvements, commonly in the form of a transit station with coordinated development physically adjacent.