

# VISIONING | EXERCISE

## What do you see as the main benefit of a station at this location?

Using the sticker provided, mark which of the following benefits of a new station you see as the most important to consider. If there are benefits not listed, please use a permanent marker to write in additional benefits.

ACCESS TO DOWNTOWN

ASSOCIATED REVITALIZATION OF TOUHY TRIANGLE

ACCESS TO LOCAL BUSINESSES

REDUCE DEPENDENCE ON VEHICLES

REDUCE CONGESTION AT NEARBY STATIONS

OTHER BENEFITS



## What is your main concern associated with a station at this location?

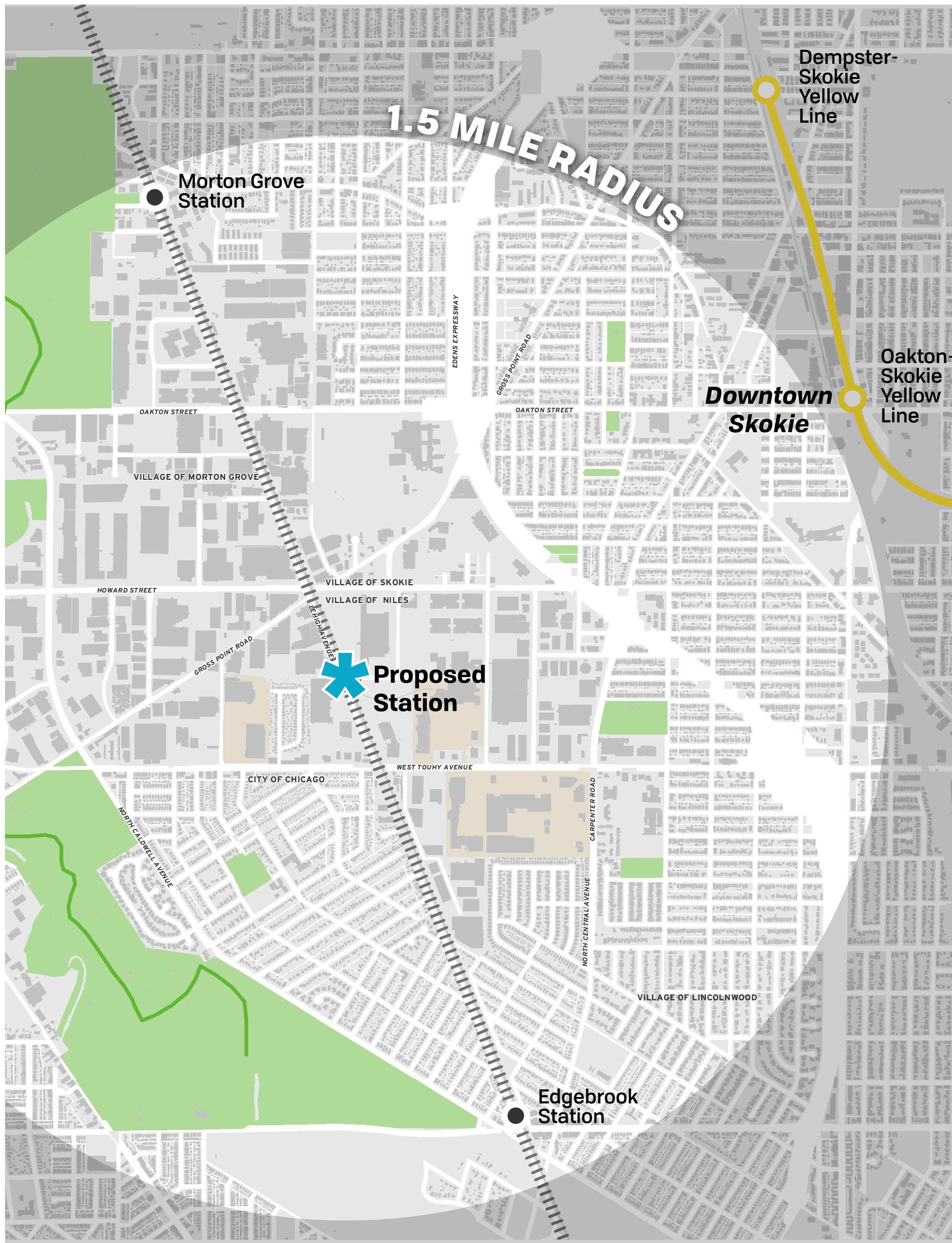
Using the sticker provided, mark which of the following concerns of a new station you see as the most important to consider. If there are concerns not listed, please use a permanent marker to write in additional concerns.

The exercise consists of six circular stickers arranged in two rows. The top row contains three stickers: 'COST OF STATION CONSTRUCTION', 'IMPACTS OF TOUHY TRIANGLE REDEVELOPMENT', and 'LIMITED ACCESS TO THE STATION'. The bottom row contains three stickers: 'IMPACTS ON LOCAL TRAFFIC', 'TOO CLOSE TO OTHER STATIONS', and 'OTHER CONCERNS'. Each sticker is a blue circle with its respective concern written around the top edge in white, uppercase letters. The 'OTHER CONCERNS' sticker is currently empty.





# COMPARATIVE ADVANTAGES



## CONNECTIVITY WITH SKOKIE

Downtown Skokie is within a mile and a half of the proposed Niles Metra Station. Though there is no direct bus route between Downtown Skokie and the proposed station, the Niles station would be approximately a half mile closer than the Morton Grove station, and more direct by bike—about a 10 minute ride.

While the CTA Yellow Line is an option for Skokie residents, travel times from the area to Downtown are significantly shorter via Metra, as shown in the table below. Travel times for Metra from the proposed Niles Station to Downtown range from 25-35 minutes, while travel times from the Oakton-Skokie Yellow Line to Downtown range from 43-55 minutes.

### Comparing Local Travel Times Between Metra and CTA

METRA NILES STATION - UNION STATION	MINIMUM	MAXIMUM	AVERAGE
Inbound	31 min	35 min	<b>33 min</b>
Outbound	25 min	29 min	<b>27 min</b>

CTA RAIL SKOKIE - DOWNTOWN	MINIMUM	MAXIMUM	AVERAGE
Oakton-Skokie to Howard	7 min	7 min	<b>7 min</b>
Transfer	1 min	8 min	<b>5 min</b>
Howard to Monroe (Red or Purple Line)	35 min	40 min	<b>38 min</b>
<b>Total Estimated Travel Time</b>	<b>43 min</b>	<b>55 min</b>	<b>50 min</b>

## CONSTRAINTS AT NEARBY STATIONS

The stations closest to the proposed Niles Metra Station on the MD-N have limited parking capacity and limited room for expansion. Commuter parking at the Morton Grove MD-N station, directly north of the proposed Niles station, is at 94% capacity. Similarly, parking at the Edgebrook MD-N station to the south is at 88% capacity. If a Niles station were to be added, it could help to ease congestion at these stations.

Nearby stations also have limited opportunities for development and thereby increase density surrounding the station. The proposed Niles station has strong redevelopment potential near the station, including the ability to develop parking to meet station area needs.

### Parking Capacity and Use at Nearby MD-N Stations

STATION	PARKING CAPACITY	PARKING USE	% OF PARKING USED
Golf	37	28	<b>76%</b>
Morton Grove	471	441	<b>94%</b>
Edgebrook	199	175	<b>88%</b>
Forest Glen	103	71	<b>69%</b>

## IN CONCLUSION

**A Niles Metra Station would have minor impacts on surrounding traffic and Metra operations**

**With an estimated 1,040 boardings per day by 2040, the station would be in the top 20% of all Metra stations.**

**The station would serve as a destination for up to 3,660 station area workers, as well as an origin for residents of Niles, Skokie, and Chicago, and would provide better access between urban and suburban areas.**

**The area is well poised for new development. Transit oriented development surrounding the station would be compact and walkable, reducing the dependence on driving.**

**A new station could alleviate parking capacity issues at nearby stations.**

**Community survey results show the majority of respondents in favor of the proposed station.**