

# COMMUNITY INPUT & FREQUENTLY ASKED QUESTIONS

## OUTREACH METHODS

The public outreach process began in January, after the selection process identified Oakton Street as the preferred location for a station (see Station 3: Station Spacing Overview). A project website—[www.DesPlainesOaktonMetraStation.com](http://www.DesPlainesOaktonMetraStation.com)—was created to house information about the study. A Facebook page was created and targeted to those living within a five mile radius of the proposed station to help spread the word to area residents. An information sheet was disseminated to city council members and interested stakeholders. Flyers were hung around Des Plaines, including area Metra Stations, with information about the open house and the community ridership survey. Through these platforms, a number of key questions have emerged, which are addressed in the following exhibits. Comments received through the website and Facebook page include the following:

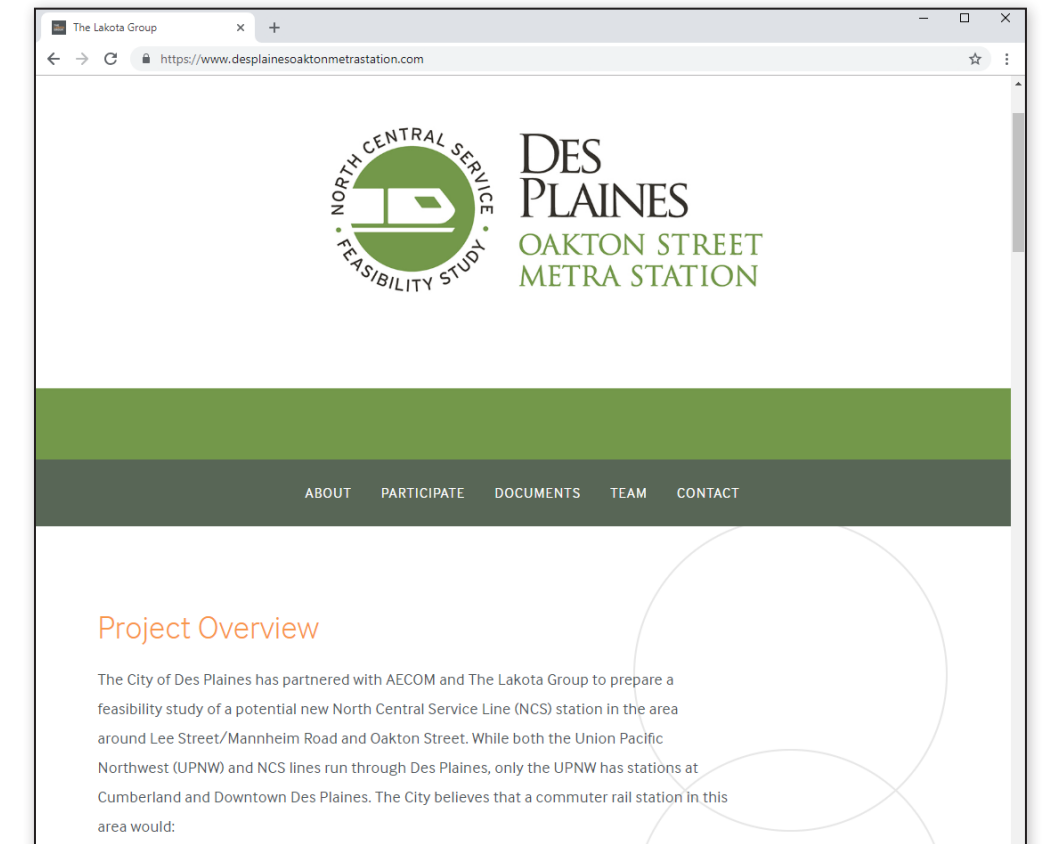
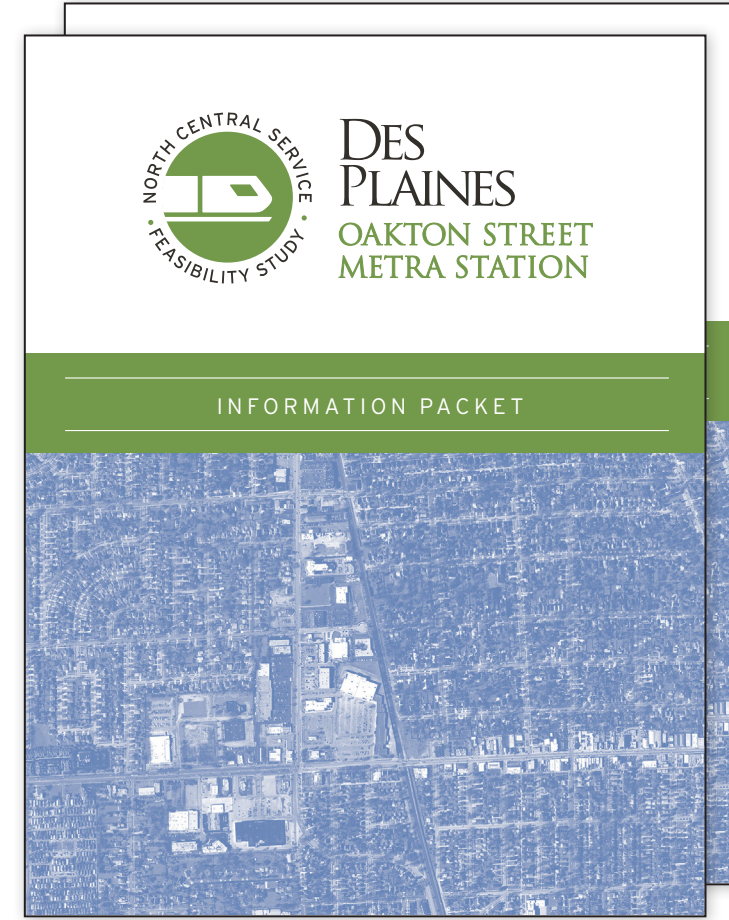
*"This would be a win-win for all. The Blue line is convenient but takes an hour to get to The loop. World class airports need to be connected to the city they are in."*

*"I've seen no mention of possible effects on already heavily traveled Lee St. It's a fact that many people already avoid Des Plaines due to heavy traffic, confusion caused by one way streets and complex intersections."*

*"How would the fre trucks get around a train stopped in the station. That area isn't like downtown where there inf nite number of crossings to get around."*

*"A nice idea. Drawback is Oakton traffic which is already horrendous especially at rush hour. Need to restore second traffic lane each direction from tracks to River Rd. Provide more off street parking for those businesses benefiting with the existing single lane configuration."*

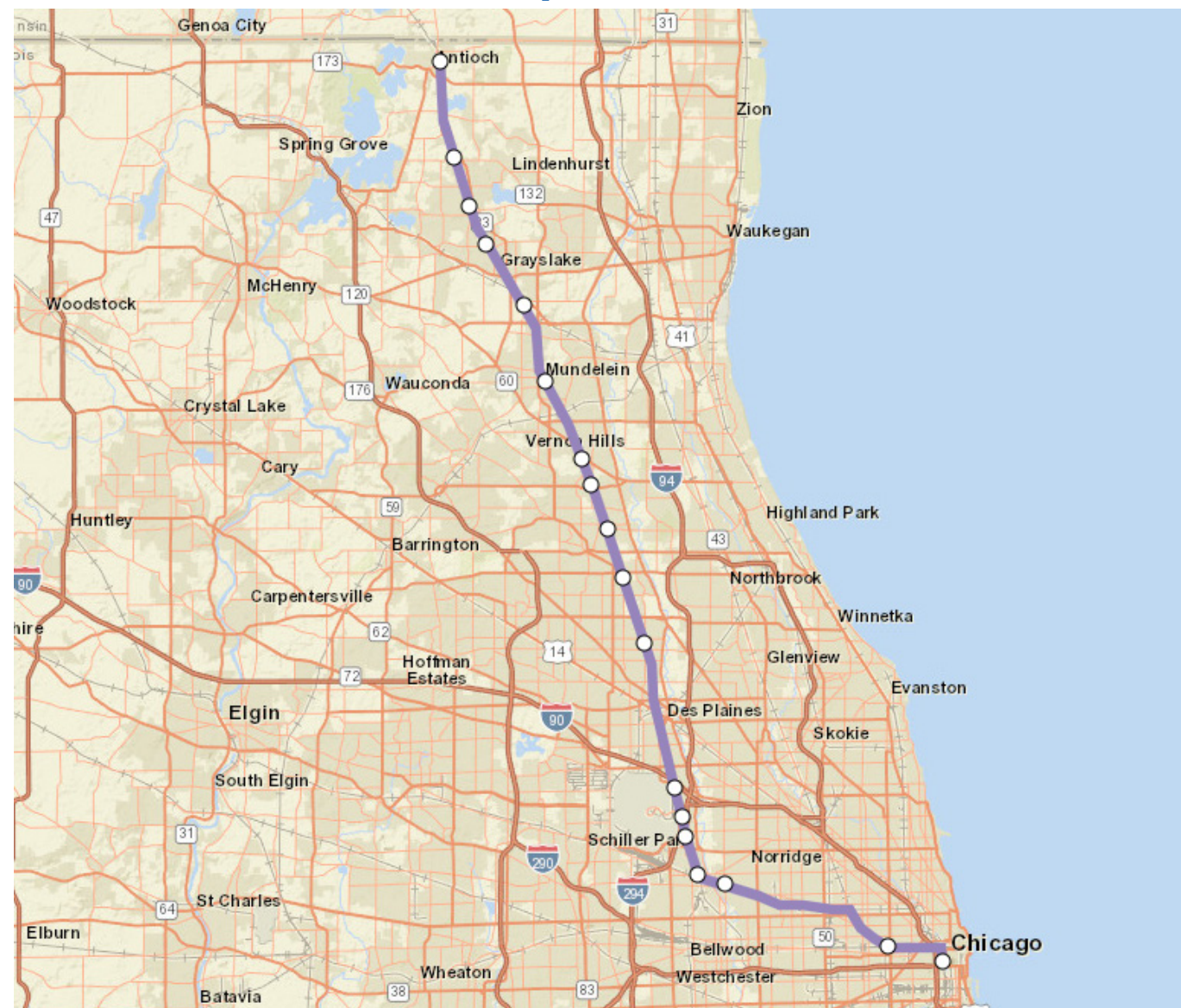
*"It's embarrassing that the City has a commuter train line that goes through town but has no stops. Build a station."*



## FAQ

### Where does the NCS line go? How does that compare to the UP-NW line that currently serves Des Plaines?

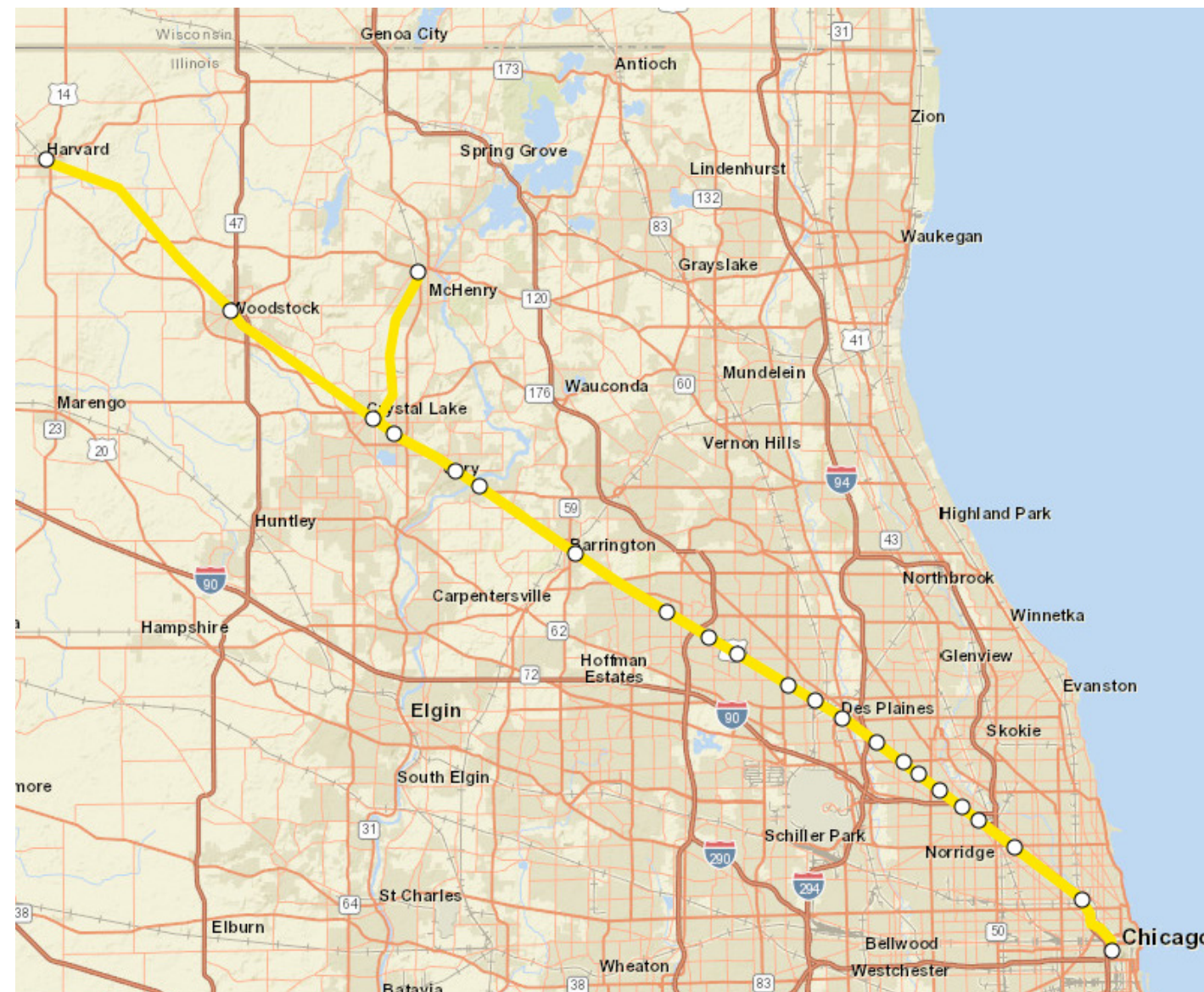
Metra NCS Line Map



The NCS line runs from Antioch to Chicago Union Station, with 18 stations in total. Stations include:

- Antioch
- Lake Villa
- Round Lake Beach
- Washington St (Grayslake)
- Prairie Crossing
- Mundelein
- Vernon Hills
- Prairie View
- Buffalo Grove
- Wheeling
- Prospect Heights
- O'Hare Transfer
- Rosemont
- Schiller Park
- Franklin Park
- River Grove
- Western Avenue
- Chicago Union Station

Metra UP-NW Line Map



The UP-NW line runs from Harvard/McHenry to Chicago Ogilvie Transportation Center, with 23 stations in total. Stations include:

- Harvard
- McHenry
- Woodstock
- Crystal Lake
- Pingree Road
- Cary
- Fox River Grove
- Barrington
- Palatine
- Arlington Heights
- Mt. Prospect
- Cumberland
- Des Plaines
- Dee Road
- Park Ridge
- Edison Park
- Norwood Park
- Gladstone Park
- Jefferson Park
- Irving Park
- Clybourn
- Chicago Ogilvie Transportation Center

The table below outlines how a potential Oakton Street Station on the NCS line would compare to nearby Metra stations on the UP-NW line:

	DES PLAINES	DEE ROAD	OAKTON STREET
Line	UP-NW	UP-NW	NCS
Distance to Downtown	17.1 miles	15.0 miles	19.2 miles
Metra Fare Zone	D	C	D
Downtown Station	Ogilvie	Ogilvie	Union
<b>Inbound Trains per Weekday</b>			
AM Peak	12	8	5
Midday	6	6	2
PM Peak (reverse)	4	4	2
Evening	5	3	0
<b>Outbound Trains per Weekday</b>			
AM Peak (reverse)	5	5	2
Midday	6	6	2
PM Peak	9	6	4
Evening	6	6	2
<b>Total Trains per Weekday</b>	<b>53</b>	<b>44</b>	<b>19</b>
<b>Travel Time to/from Downtown</b>			
Minimum	24 min	27 min	35 min
Maximum	42 min	37 min	44 min
<b>2016 Weekday Boardings</b>			
	1,142	515	-
<b>Fares to Downtown Chicago</b>			
Monthly	\$181.25	\$159.50	\$181.25
10-Ride	\$59.50	\$52.25	\$59.50
One-way	\$6.25	\$5.50	\$6.25

# COMMUNITY INPUT & FREQUENTLY ASKED QUESTIONS

## FAQ

*What would the impact be on traffic nearby?  
Would this impact the Des Plaines Fire Station service?*

An NCS station on the north side of Oakton Street may have some impact on the amount of time that gates are down at the Oakton Street/NCS-CN grade crossing, which could affect local traffic conditions and emergency vehicle response time reaching locations east of the tracks. However, it is believed that the additional gate downtime will be comparatively short.

While the technical analysis of these impacts is not complete, we believe the following factors are likely:

- **INBOUND TRAINS STOPPING AT THE OAKTON STATION (9 PER DAY)** will cause gates to come down as they approach the station. Given that the train will load north of the crossing, gates will come up after the train stops to board/alight passengers. After the train leaves the station, gates would again come down as the train passes through the crossing. The typical time for a train to activate the gates to come down, traverse the crossing, and reactivate the gates to the up position is an estimated 45 seconds. **The additional downtime associated with stopping at the station is an estimated 25 seconds.** Over the nine inbound trains for the day, this accumulates 3.75 of additional gate downtime a day.
- **OUTBOUND TRAINS STOPPING AT THE OAKTON STATION (10 PER DAY)** would also impact gate downtimes, since trains will travel slower through the crossing before stopping at the Oakton Street Station. The impact is estimated as a 25-second increase from current conditions - a total of 4.17 minutes per day that gates would be down.

Given the approximate 15 hours of NCS service per weekday, the combined IN and OUT added gate downtime is 7.92 minutes, representing 0.9% added time per day gates would be down.

PRELIMINARY ANALYSIS SUGGESTS  
A STATION AT THIS LOCATION

**WOULD ADD**

**8 minutes of gate downtime**

**PER DAY TOTAL**

### Gate Downtime Analysis

	INBOUND TRAINS	OUTBOUND TRAINS	TOTAL
Hours of Service per Day	11.8 hours	13.3 hours	14.9 hours
Trains per Day	9	10	19
Added Gate Downtime per Train	25 seconds	25 seconds	-
Additional Gate Downtime per Day	3.75	4.17	7.92
% added Downtime per Day	0.5%	0.5%	0.9%

It is important to note that freight trains, which require significantly more time to clear a crossing compared to commuter trains, also use the line. This is based on much longer trains and generally slower speeds. It is believed that there are as many as ten freight trains on this segment of the line daily. These longer, slower trains add an estimated 2.4 minutes of gate downtime per train, resulting in as much as 24 minutes of gate downtime per day.

## FAQ

*Will there be enough parking to accommodate Metra Station riders?*

Different variations of station layouts are being considered by the planning team to maximize parking availability and shared parking opportunities. Parking at this location is considered key to the success of this station, and could be what sets it apart from nearby stations.

SUFFICIENT PARKING CAPACITY

**WOULD BE KEY**

**to the success of this station**

PARKING DEMAND CAN BE CREATIVELY ACCOMMODATED WITHIN THE STATION AREA

### Parking Capacity & Use at Nearby Metra Stations

	CUMBERLAND	DES PLAINES	DEE ROAD
Line	UP-NW	UP-NW	UP-NW
Parking Capacity (spaces)	253	317	172
Parking Use	185	274	168
% Parking Use	73%	86%	98%

The table above outlines the parking capacity and % of parking used at each station. It is clear that parking at nearby Des Plaines and Dee Road UP-NW stations is close to capacity, creating incentives for Metra riders to utilize a potential Oakton Street Station with additional parking capacity.

# COMMUNITY INPUT & FREQUENTLY ASKED QUESTIONS



## COMMUNITY RIDERSHIP SURVEY

---

A survey has been designed to help our team better understand the potential riders of a new Metra station at this location.

Key questions include:

- **How do you currently travel to work or school?**
- **How likely would you be to use a station at this location?**
- **For what purpose would you use a station at this location?**
- **How would you access a station at this location?**

## TAKE THE SURVEY!

---

A hard copy of the survey is available for open house attendees. Alternatively, the online survey can be completed at:  
[surveymonkey.com/r/oaktonmetrastation](https://surveymonkey.com/r/oaktonmetrastation)

