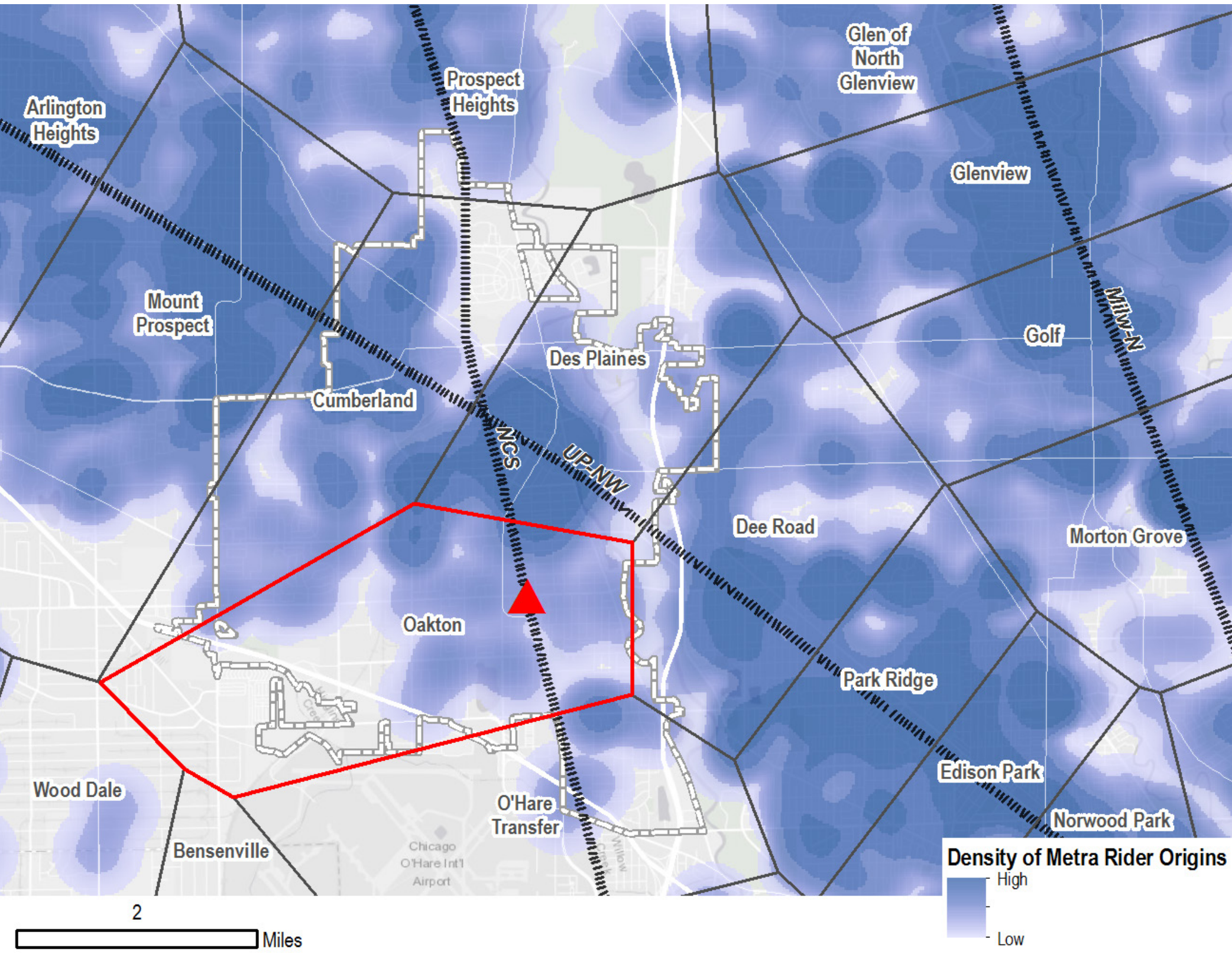


# EXISTING CONDITIONS ANALYSIS

Density of 2016 Metra Rider Origins (0-3 riders per acre)



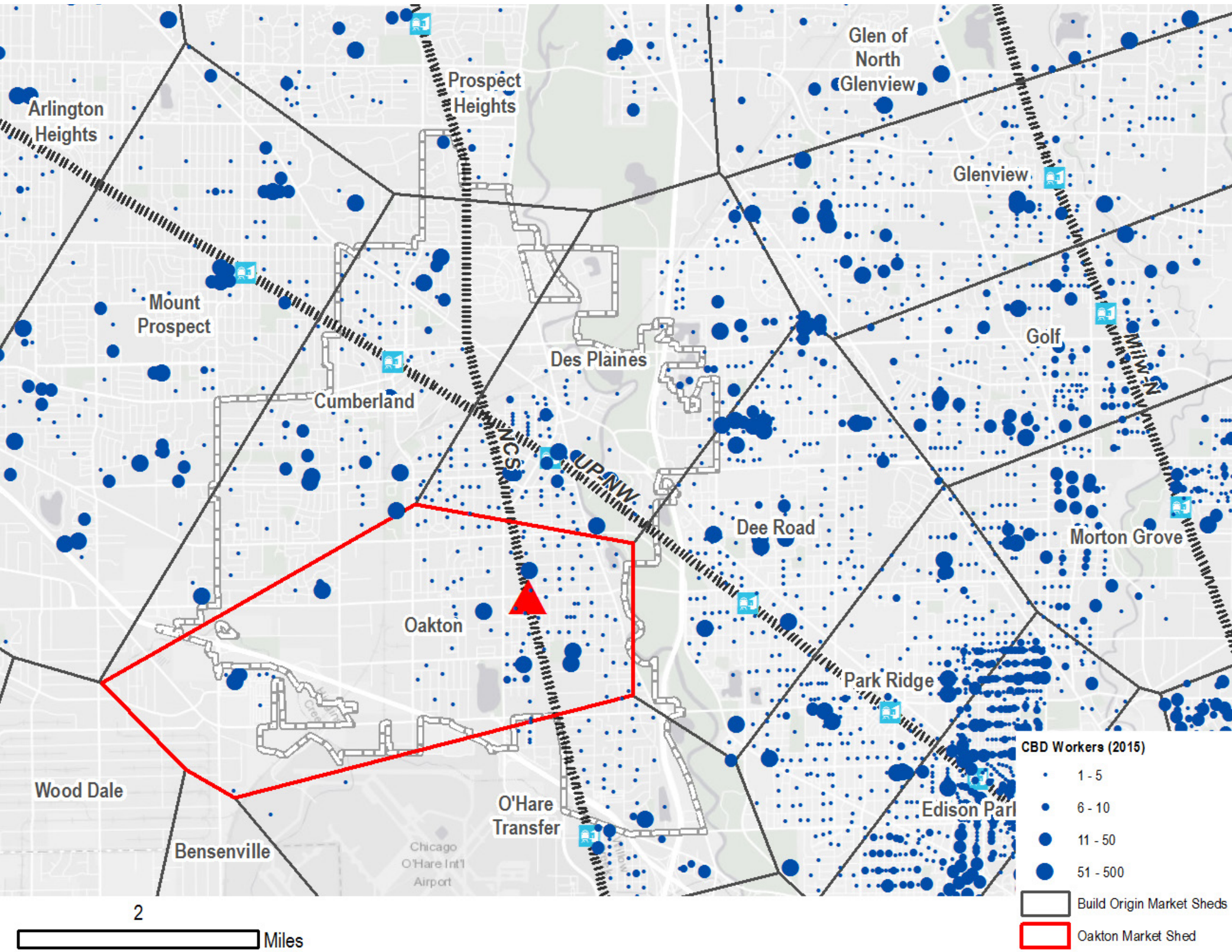
## OAKTON STREET MARKET SHED

A key part of the analysis to estimate demand for the proposed Des Plaines NCS station is to define the area that residents would be drawn from, representing a catchment area for originating riders of the station. The Des Plaines NCS station origin market shed (highlighted in red in the map to the left) was based on the unique area that is nearest to the Des Plaines NCS station site in relation to other Metra stations.

## Rider Origin

Based on 2016 data from Metra, 148 originating riders (“origins”) are currently located within the proposed Des Plaines NCS station market shed. Most currently use a UP-NW station: 66 percent board at the Des Plaines Station and 16 percent board at the Cumberland Station. A heat map of the origins for the potential Des Plaines NCS station and nearby stations is depicted to the left, indicating that many of the existing riders within the Des Plaines NCS market shed are in the immediate proximity of the potential site at Oakton Street.

CBD Workers per Acre (2015)



NCS Market Shed Riders by Station of Use

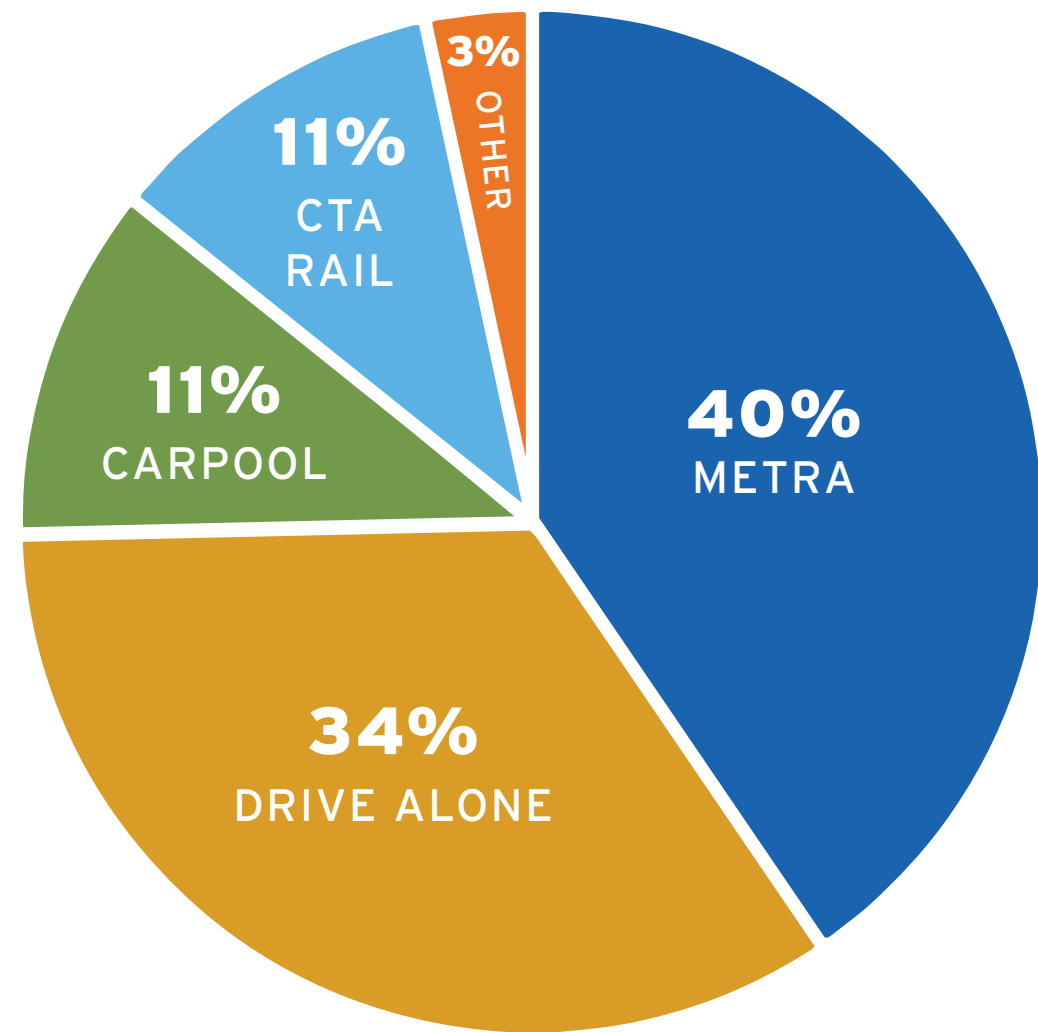
| BOARDING STATION | RAIL LINE | WEIGHTED ORIGINS | % OF TOTAL |
|------------------|-----------|------------------|------------|
| Des Plaines      | UP-NW     | 98               | 66%        |
| Cumberland       | UP-NW     | 24               | 16%        |
| O'Hare Transfer  | NCS       | 16               | 11%        |
| Dee Road         | UP-NW     | 4                | 3%         |
| Other            |           | 6                | 4%         |
| TOTAL            |           | 148              | 100%       |

Based on analysis of 2015 Census LEHD origin-destination data, there are just over 900 Chicago central business district (CBD) workers living within the potential Des Plaines NCS origin market shed – an important metric since the downtown work commute is Metra’s primary market. The distribution and density of these workers is shown in the map to the left.

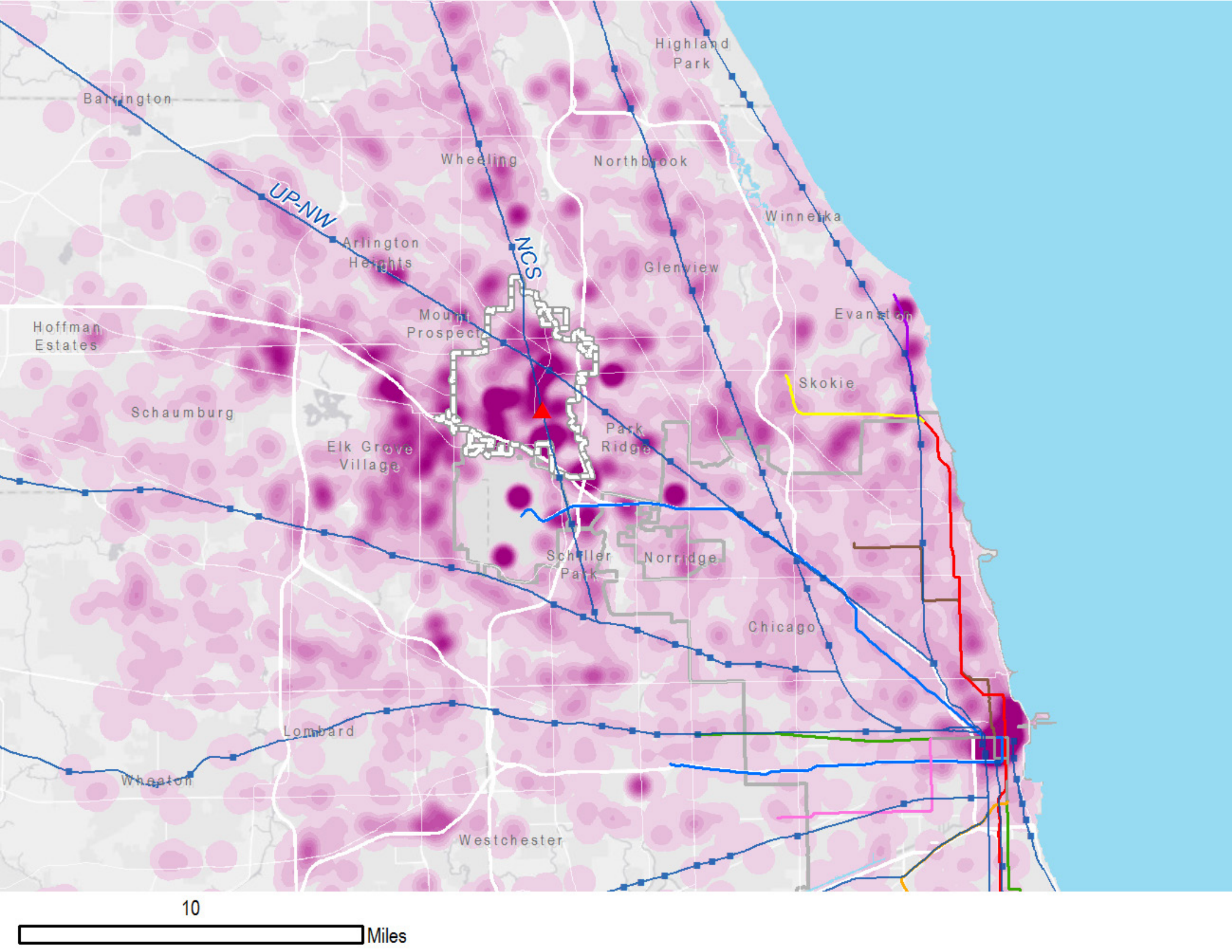
When evaluating the commuter flows between the origin market shed and the primary destination for area commuters (i.e., downtown Chicago), it is also useful to consider the reported travel mode. According to the census data of CBD commuters living in the Des Plaines NCS origin shed, 40% commute by Metra, 45% by driving or carpooling, and 11% by CTA rail.

As the census survey instrument does not allow for multi-modal trips, it is not possible to identify when, for example, a bus is used to access a commuter rail station, or CTA rail is used to complete a line-haul bus trip.

Downtown Chicago Workers Residing in Oakton Street Market Shed By Mode



Work Site Density of Oakton Station Origin Shed Residents



## Rider Destination

The map to the left illustrates the density of work locations of people living within the Oakton station origin shed to understand work trips outside of the typical downtown commute. Among the 10,125 workers living in the Oakton shed and working within the Chicago metropolitan area, the greatest densities are in downtown Chicago, Des Plaines, and Elk Grove Village.



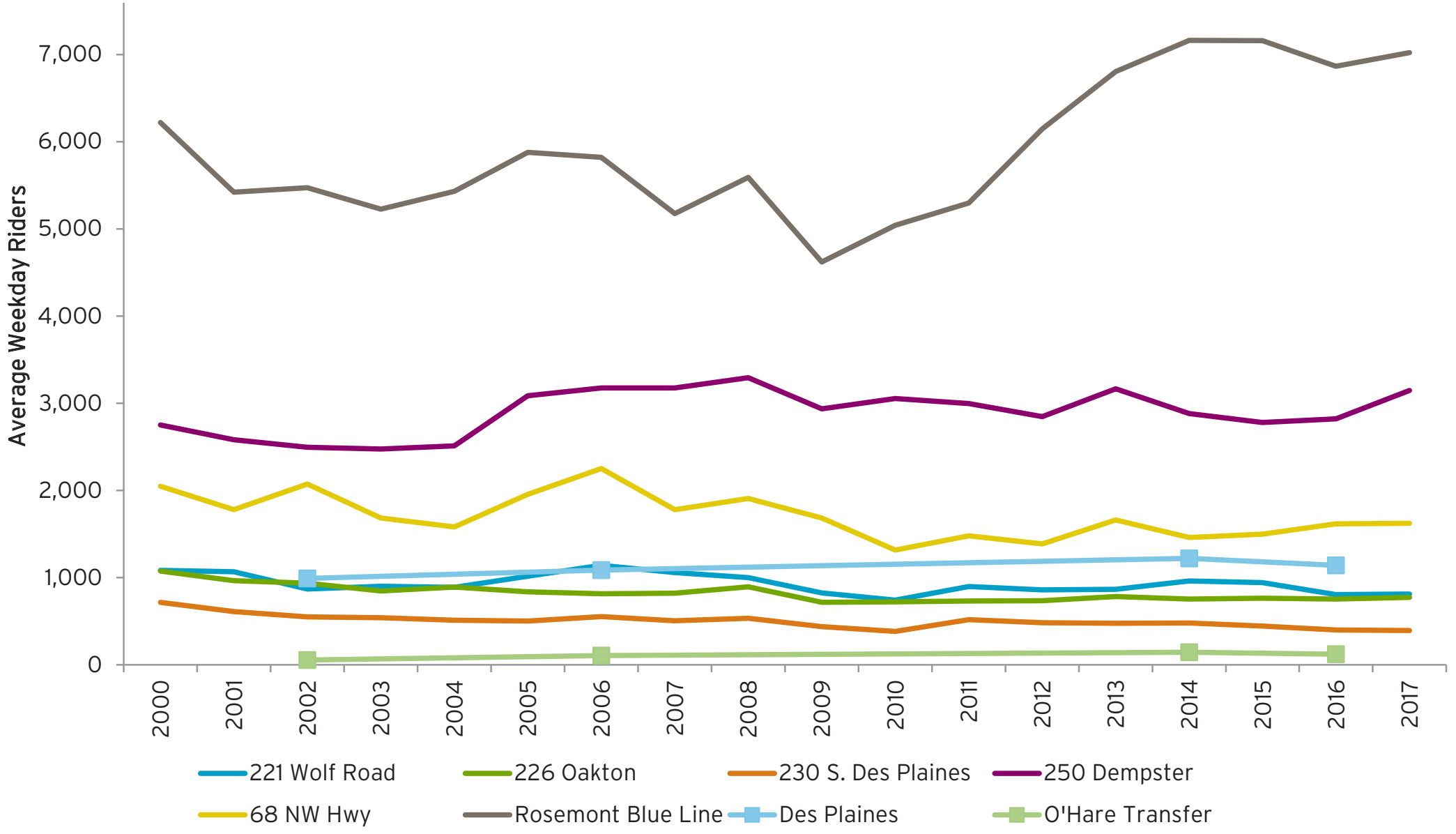
# EXISTING CONDITIONS ANALYSIS

## TRANSIT CONNECTIVITY

Within a short distance of the proposed station location are four Pace bus routes: 221 Wolf Road, 226 Oakton Street, 230 South Des Plaines, 250 Dempster Street. At a farther distance are the CTA Blue Line and Bus Route 68 Northwest Highway. **The map to the right shows the routing of these alternative transit services.** Current Metra service is provided at nearby UP-NW and NCS stations.

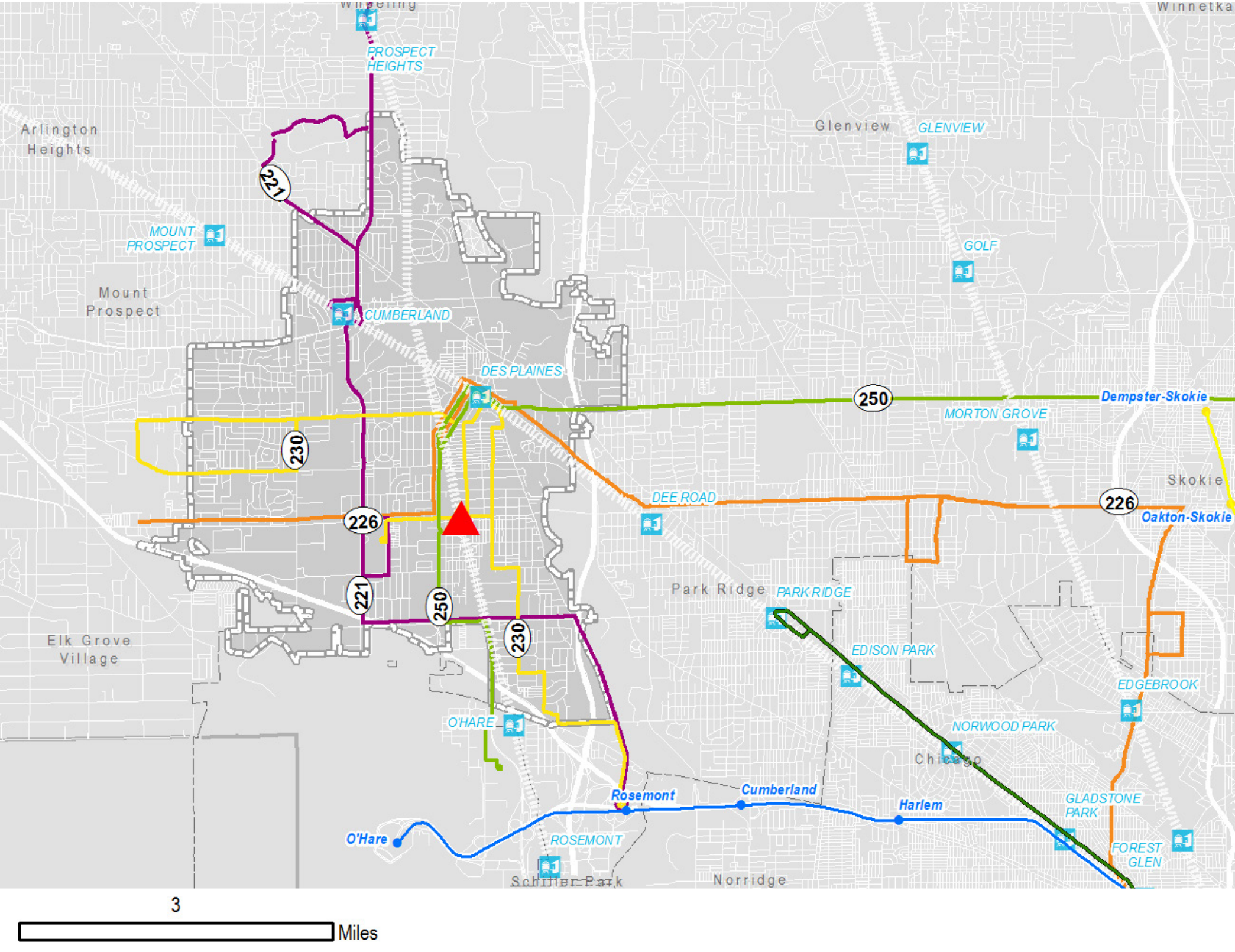
The boarding history across nearby transit service is provided in the figure below. Most bus and rail ridership has held steady over time, but ridership at the Rosemont Blue Line station has risen dramatically since 2009, after a declining trend from 2000 until that point. It is likely that the growth in ridership is due in part to the large-scale commercial development that has taken place in the area in recent years, such as the Fashion Outlets, which opened in 2013, as well as various entertainment venues.

Weekday Boarding History (Nearby Transit)



SOURCE: Pace and CTA data: RTAMS, average September weekday riders, 2000-2017. Metra boardings history from Metra data.

Nearby Bus Routes of Proposed NCS Des Plaines Station

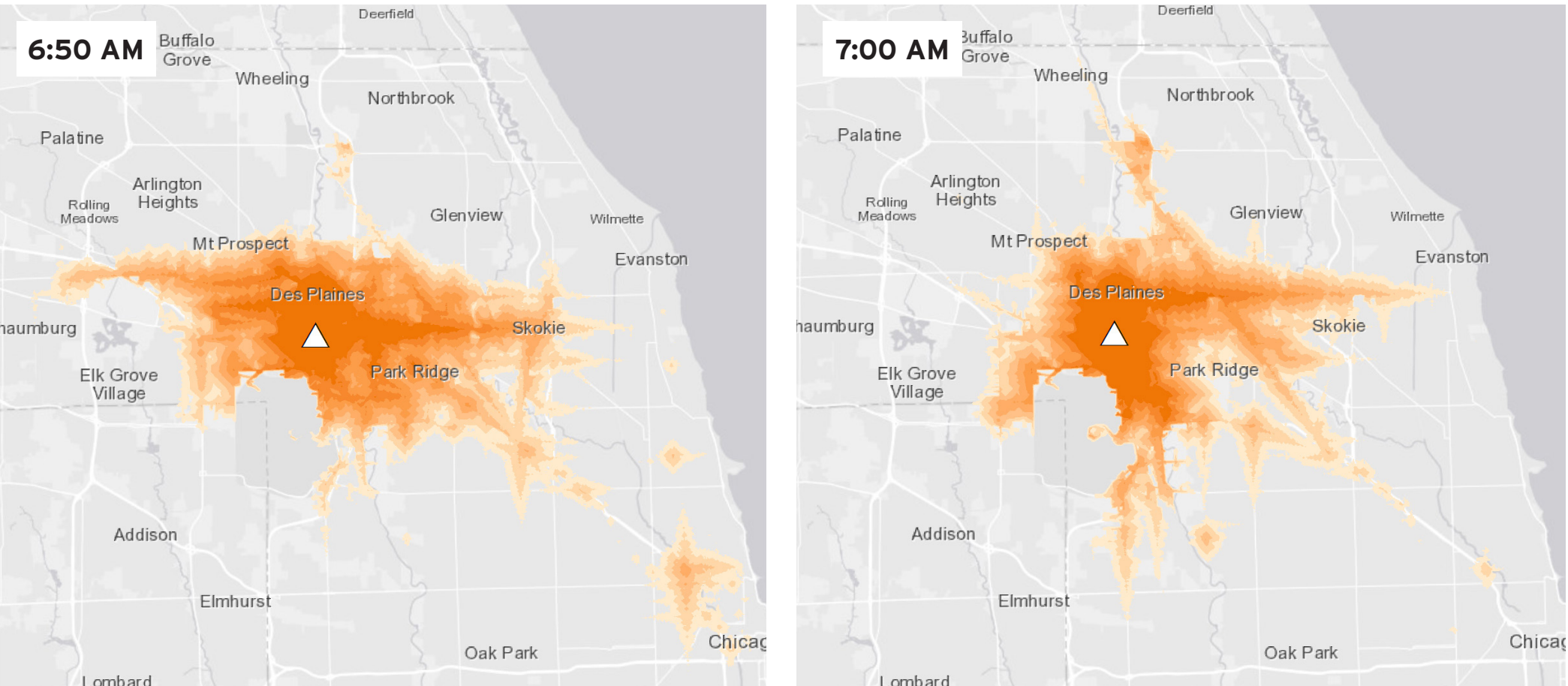


CTA Blue Line Rosemont Station

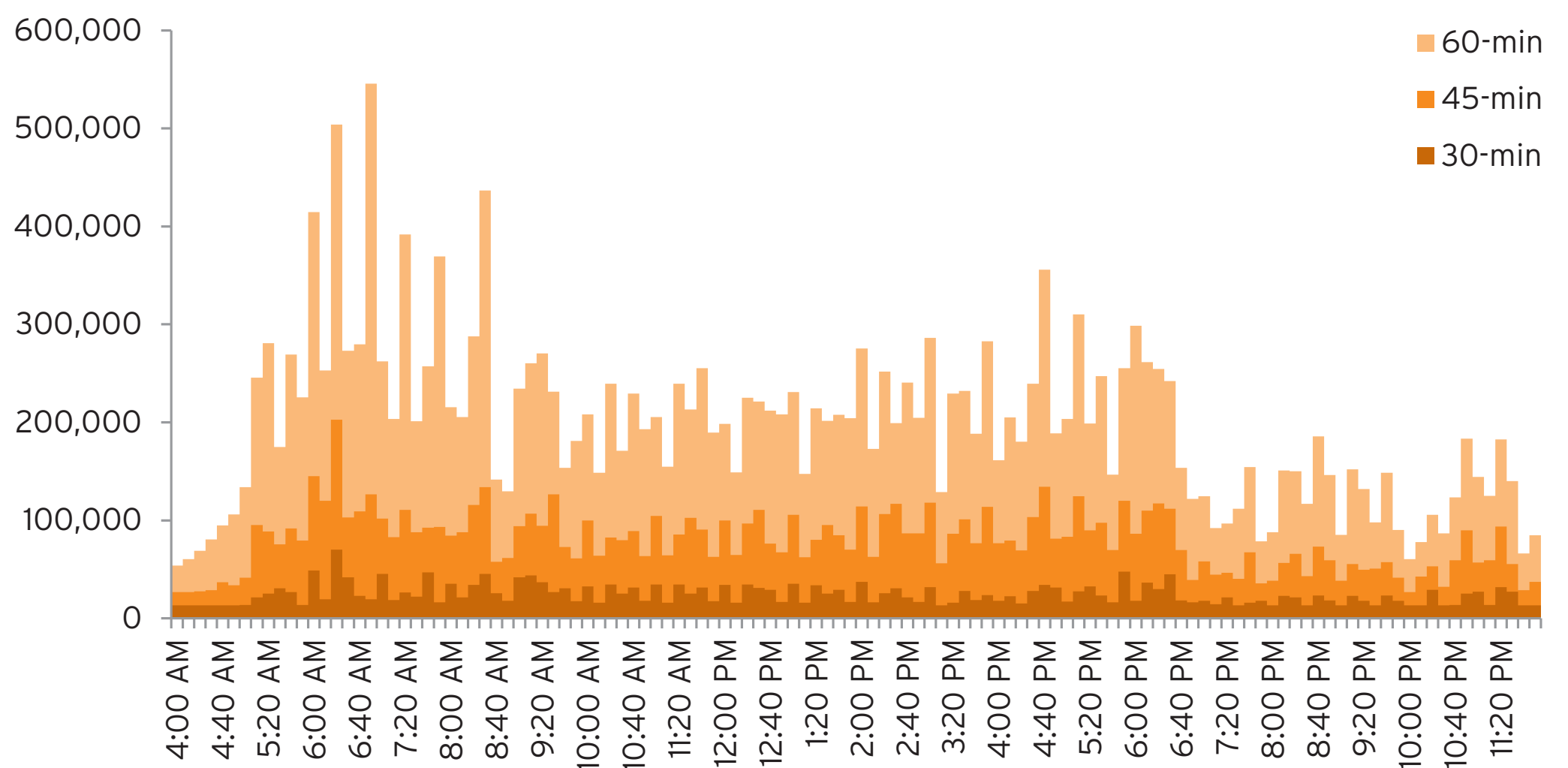
## ACCESS TO JOBS

In order to better understand how the existing transit network serves persons living near the potential Oakton Street station, data for Metra, CTA, and Pace were gathered and a network analysis was performed to determine how many employment destinations could be reached using only currently operating walk-access transit service, including the wait times needed to transfer between routes. As indicated by periodic spikes in job accessibility during the AM peak, **the opportunity to take advantage of Metra service at nearby stations on the NCS and UP-NW dramatically increases the number of jobs accessible.** Currently, for non-vehicular access commuters, Metra stations can only be reached from the Oakton site by taking connecting bus service, which, due to timing, distance, and road congestion-related constraints, limits access to jobs in central Chicago via transit rail. The changing landscape of transit accessibility over the course of an hour (in 10-minute departure time intervals) is illustrated spatially in the maps below.

Current 60-Minute Transit Service Areas from Oakton Site by Peak Departure Times



2015 Jobs Accessible via Current Transit from Oakton Site



SOURCE: Metra, CTA, Pace GTFS data (November 2018)