Land Use In Commuter Rail Station Areas:

DISPLAY COPY

This report includes recommendations relating to bicycle and pedestrian access to rail stations. Copies are available from the Northeastern Illinois Planning Commission, 222 South Riverside Plaza, Suite 1800, Chicago, Illinois 60606 312/454-0400

ANALYSIS AND FINAL REPORT

Recommendations For Integrating Commuter Rail Stations With Surrounding Communities

November 1991

northeastern illinois planning commission

Metra

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LAND USE IN COMMUTER RAIL STATION AREAS:

ANALYSIS AND FINAL REPORT

Recommendations for Integrating Commuter Rail Stations with Surrounding Communities

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INTRODUCTION

Description of Report Format and Content

Objective and Purpose of Study

A Metra commuter rail station is a valuable community asset, providing both a physical and a symbolic link to convenient, prompt, and affordable transportation. The intrinsic value of the station is often reflected in surrounding land values. Appropriate land uses in the station environs serve to generate originating ridership from residential areas, and attract ridership with local employment destinations. Convenient retail services, in turn, provide local economic benefits, and attract additional ridership.

In recognition of the potential benefits of commuter rail stations to the local community and their impact on community development, Metra and the Northeastern Illinois Planning Commission (NIPC) have conducted this joint study of commuter rail stations in northeastern Illinois. The dual purpose of this report is to examine selected prototypical Metra stations, and to create a series of land-use and development Guidelines depicting appropriate and functional land-use patterns surrounding stations of different types. These Guidelines have been created to assist local jurisdictions in maximizing the economic development opportunities provided by Metra commuter rail stations.

The Guidelines describe general approaches for local communities, Metra and NIPC to work together toward common goals, and to take full advantage of opportunities that are provided by the presence of a Metra commuter rail station. The suggested land uses are designed to offer alternatives to suit particular existing circumstances, and can be adapted or combined depending upon local objectives. The measure of the present or potential station/community relationship can be described not only by the number of riders served but also by the extent to which it contributes to and benefits the community-at-large. A "successful" station provides both economic and aesthetic benefits to the community, and can easily be a focal point for the community and surrounding land uses.

Color Brochure

A companion color brochure contains a summary description of the Guidelines for Communities, including general "typical" land-use maps for each of six station-area classifications. For more information or assistance in applying the Guidelines, call:

Metra Real Estate and Planning Department at (312) 322-6972, or

NIPC Planning Services Department at (312) 454-0400

Goals and Objectives

Prior to conducting the study, Metra and NIPC developed a set of goals and objectives, in order to better define the purpose and intent of the Guidelines:

GOAL 1: Portray optimal existing station-area land-use configurations, and encourage their incorporation into new developments.

Objectives:

- Identify relationships between current land-use patterns and ridership attraction.
- Promote continued land-use and transportation development coordination which is conducive to increasing ridership.
- Create prototype categories and descriptions for generalized station-area development patterns.
- Identify high-opportunity development or redevelopment areas throughout the system, prioritizing those with immediate potential.

GOAL 2: Provide opportunities for improvements to enhance local businesses near existing station areas, and promote application of techniques at new station areas.

Objectives:

- Promote joint development of stations, parking facilities, and adjacent uses, maximizing investment by private developers.
- Encourage primarily commercial development in immediate station vicinity.
- Provide convenience-retail facilities within or directly adjacent to station, at a level of intensity commensurate with station ridership.
- Maximize pedestrian connectivity with station-area development, promoting shopping convenience.
- Maintain attractive (landscaping, cleanliness) and secure (surveillance, lighting) station areas.

GOAL 3: Promote station-area development which attracts reverse commute ridership, where appropriate.

Objectives:

- Identify contrasts between land-use patterns for destination and origin stations.
- Improve accessibility (feeder buses, pedestrian ways) to employment centers.
- Adjust transit schedules to coordinate with local employment work schedules.

GOAL 4: Integrate convenient station-area access routes with complementary surrounding development configurations.

Objectives:

- Provide efficient access routes and restricted lanes in station areas for all buses and kiss-and-ride vehicles.
- Provide adequate commuter parking with appropriate facilities (surface lots or multi-level structures), commensurate with existing and forecasted demand.
- Provide pedestrian walkways with safe separation from vehicular traffic.
- Provide adequate facilities for bicycle parking and access, where appropriate.

GOAL 5: Emphasize coordination and cooperation between host communities' economic development intentions and rail system requirements.

Objectives:

- Cooperate with local communities in obtaining favorable zoning for development or redevelopment.
- Identify potential local incentives for encouraging desirable developments, such as density bonuses or tax increment financing.
- Avoid unwelcome competition with existing businesses.
- Protect historic resources and potentially sensitive environmental areas.

Station Situations and Surrounding Land Uses

The physical relationship of the stations to their surrounding development will generally prescribe the economic/land-use interactions which can be established, enhanced, or renewed. Metra and NIPC have identified six general classifications of station locations, based upon their particular situation (i.e., the type of area in which the station is located). Each of the six station-area classifications or types engenders an ideal land-use pattern, characterized by specific descriptions and guidelines for recommended categories and intensities of development. The first three classifications incorporate nearly all of the commuter rail station locations existing today. The following brief descriptions of locations and land uses in the station area portray the general differentiations.

EXISTING STATIONS ON THE PRESENT RADIAL RAIL SYSTEM (OR FUTURE STATIONS ON LINE EXTENSIONS)

Stations in High Density Urban Areas are generally located in mature, densely developed areas. These areas are typically found in the City of Chicago or outlying satellite cities.

Stations in Suburban Central Business Districts (CBDs) are located within local suburban commercial business districts. While commercial land uses (including offices, retail, and services) predominate, they are often mixed with residential uses.

Stations in Areas Outside of Suburban CBDs are also located in suburban communities but outside of local business districts, often near municipal boundaries. They frequently serve as relievers to suburban downtown stations, and vary in distance from suburban CBDs.

Stations in Undeveloped or Developing Areas are generally located near outer segments of commuter rail lines. They usually serve as collectors for wide, sparsely developed areas, and are often termed "cornfield" stations in the vernacular.

FUTURE STATIONS ON LINE EXTENSIONS OR NEW ROUTES

Stations in Highway Rights-of-Way will be located within or alongside expressway or major arterial rights-of-way, usually offering access to rail service near major highway intersections. They will serve developments near new suburb-to-suburb rail routes.

Stations in Office/Shopping Complexes will be located at major regional office complexes and shopping centers. They will serve complexes adjacent to new expressway/major arterial or other (converted from existing non-commuter) suburb-to-suburb rail routes.

Prototype Stations

Nine prototype stations were identified for further study. In the selection of prototype stations, care was taken to include diverse types of station areas with a range of market-area populations, numbers of boardings, distance from the Chicago Central Business District (CBD) and other features. The selections were made from a smaller group of about one-quarter of Metra stations which had been part of an earlier mode-of-access survey. This particular factor is considered important because of the perceived relationship between station-area land uses, as well as the extent of the station's market area, and the consequent modes utilized to gain access to the stations.

The stations were classified using the three groupings developed in a previous study (Transit Station Area Development, NIPC 1976). This report provides three prototype examples for each of the three general location classifications most prevalent today, including maps depicting existing surrounding land-use patterns and written descriptions of the station areas. Land uses in the areas surrounding each of these station locations were field-examined, and local government officials were interviewed regarding their station and its interaction with the community. No specific recommendations are made, or intended by implication, in this report with regard to any land-use changes or other alterations at prototype stations.

Guidelines

The final section of this report presents summary Guidelines for communities to review for recommended station-area enhancement, new development, or redevelopment contemplated in their local areas of jurisdiction. General principles extrapolated from the experience of each local community contributed to their creation.

The Guidelines focus on functionally integrating the station into the community. Application of these principles will allow for potential improvement in the interaction between commuters using the station and local commercial services. The emphasis is on the "greater" station area (about two square miles) beyond, and including, the "immediate" station area. Potential peripheral benefits can also result, in terms of station access and aesthetic enhancements to the community and rail-service environments.

PROTOTYPE STATION AREAS

Summary of Land Uses and Rail Services

The nine prototype stations and their surrounding areas are presented on the following pages. Separate sections describing some of the pertinent land-use and rail-service characteristics compiled is presented for each location. Special attention should be paid to factors applicable to other existing situations. For example, the peak-period time frames in which local train arrivals and departures occur can prescribe appropriate local business operating hours that will serve the commuter market. Existing land uses at prototype stations can also be compared with the generic depictions provided in the companion color brochure.

Significant differences exist among the prototype stations, in terms of market-area population and density, and commuter rail utilization, reflecting the variety of station areas studied. The variation among the prototype communities in terms of Metra rail line, distance from the Chicago CBD, and ridership are portrayed in Table I. Comparative statistics for population, housing and labor factors are shown in Table 2. The prototype station locations are portrayed on the regional Metra system map following the tables.

At the end of each three-station section, results of a recent mode-of-access survey are presented (Tables 3, 4, and 5). This summary information offers additional insights as to potential pedestrian utilization of convenience-retail outlets and time frames of rail service access, automobile availability and utilization which contributes to a depiction of the scope and character of the market area, and other factors indicating regularity of utilization of the commuter rail service and local station.

Specific data summaries in the text regarding rail service and access characteristics are compiled from the following sources:

- Numbers of trains serving the station and arrival/departure times compiled from schedules in effect in February 1991
- Pace routes compiled from services in effect in February 1991
- Mode-of-access data excerpted from study conducted in Fall 1989
- Daily boardings taken from Metra bi-annual station passenger count conducted in Fall 1989
- Commuter parking spaces and utilization percentages taken from parking survey conducted in Fall 1990

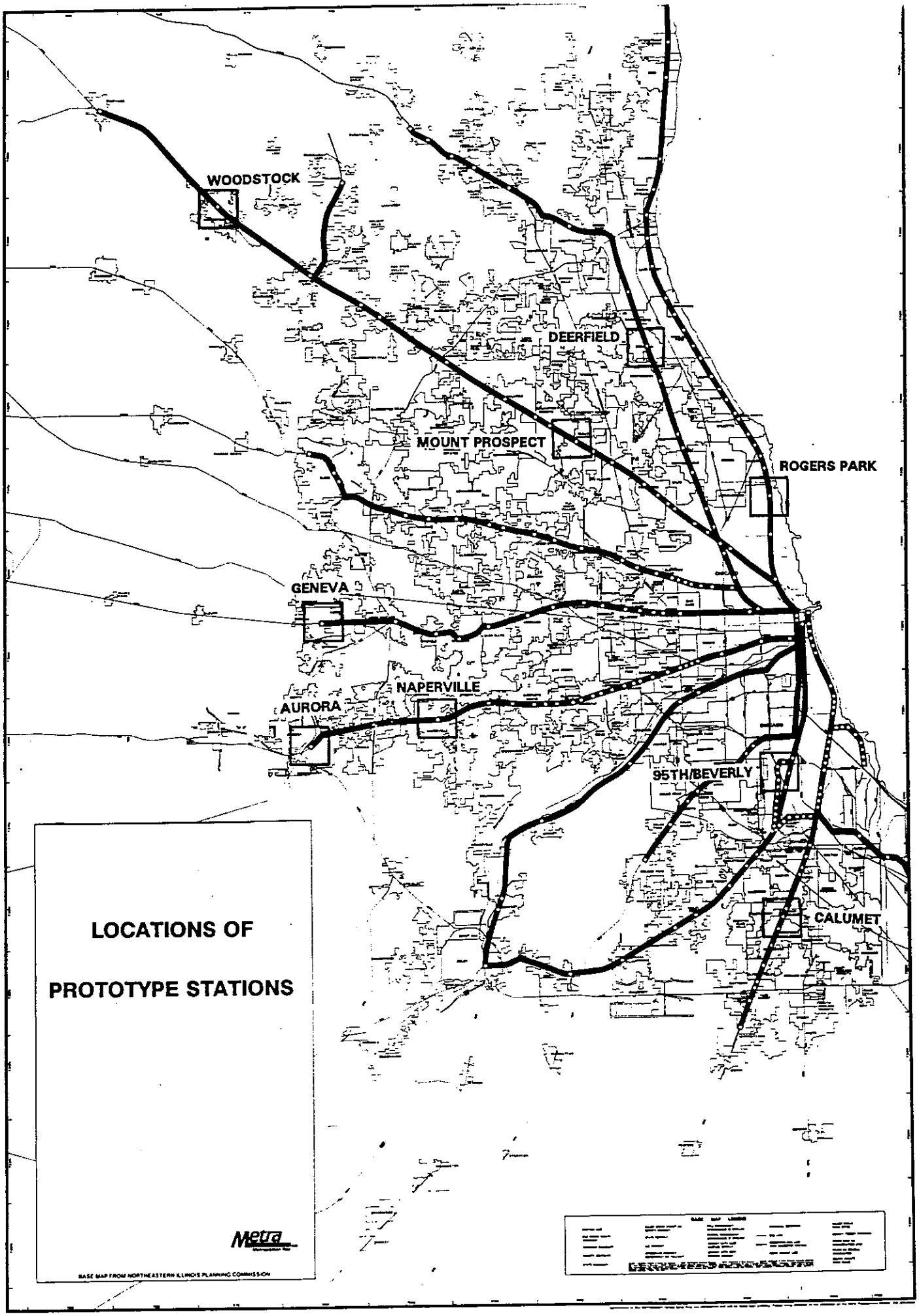

WOODSTOCK
DEERFIELD
MOUNT PROSPECT
ROGERS PARK
GENEVA
NAPERVILLE
AURORA
95TH/BEVERLY
CALUMET
LOCATIONS OF
PROTOTYPE STATIONS
Metra
BASE MAP FROM NORTHEASTERN ILLINOIS PLANNING COMMISSION

TABLE 1 COMMUTER RAIL CHARACTERISTICS			
STATION LOCATIONS	METRA COMMUTER RAIL LINE	DISTANCE TO CBD (RAIL-MILES)	1989 WEEKDAY BOARDINGS
STATIONS IN HIGH DENSITY URBAN AREAS			
AURORA	BURLINGTON NORTHERN	37.5	1,056
ROGERS PARK	C&NW-NORTH LINE	9.4	742
95TH/BEVERLY	METRA ROCK ISLAND	11.7	769
STATIONS IN SUBURBAN CENTRAL BUSINESS DISTRICTS			
DEERFIELD	METRA MILWAUKEE NORTH	24.2	1,528
MOUNT PROSPECT	C&NW-NORTHWEST LINE	20.0	2,147
WOODSTOCK	C&NW-NORTHWEST LINE	51.6	289
STATIONS IN AREAS OUTSIDE OF SUBURBAN BUSINESS DISTRICTS			
CALUMET	METRA ELECTRIC	22.8	1,351
GENEVA	C&NW-WEST LINE	35.5	1,290
NAPERVILLE	BURLINGTON NORTHERN	28.5	3,510

TABLE 2 POPULATION, HOUSING, AND GROWTH INDICATORS				
STATION LOCATIONS	1990 POPULATION	1990 HOUSING UNITS	PERCENT SINGLE FAMILY	HOUSING PERMITS 1980-89
STATIONS IN HIGH DENSITY URBAN AREAS				
AURORA	99,581	35,621	63.1%	6,899
ROGERS PARK	60,378	27,770	5.3%	78
95TH/BEVERLY	22,385	7,921	79.7%	250
STATIONS IN SUBURBAN CENTRAL BUSINESS DISTRICTS				
DEERFIELD	17,327	6,052	91.3%	623
MOUNT PROSPECT	53,170	20,949	63.2%	1,092
WOODSTOCK	14,353	5,541	60.9%	808
STATIONS IN AREAS OUTSIDE OF SUBURBAN BUSINESS DISTRICTS				
CALUMET	1,570	608	61.5%	91
GENEVA	12,617	4,802	84.3%	1,218
NAPERVILLE	85,351	30,906	72.3%	14,943

STATIONS IN HIGH DENSITY URBAN AREAS

AURORA

The Aurora Station is approximately 38 miles southwest of the Chicago Central Business District. This station is located in the City of Aurora in southeastern Kane County, and is the terminal for the Burlington Northern Line. The nearest station alternative is the Route 59 Station in Aurora and Naperville (5.9 miles east).

Aurora is the largest suburban city in northeastern Illinois, and has often been described as a "satellite city" of Chicago. The City has a diverse historical mix of residential, commercial, and industrial developments, and has recently experienced a substantial amount of both new growth and redevelopment. According to the 1990 census, the population of Aurora was 99,581, an increase of more than 22 percent since 1980.

Aurora has a varietal housing supply. The central city, outside of the business district, is characterized by many older homes. Newer single-family homes occur at the edges of the growing city, with several substantial new subdivisions. Multi-family dwellings are found in many areas of the city. Smaller industrial buildings are interspersed, similar to the City of Chicago. Larger industrial facilities are concentrated along the river, especially in the area west of the river and south of the CBD. Both single-family and multi-family homes continue to be built, as indicated by residential building permits issued 1980-1989, of which 57 percent were for single-family and 43 percent for multi-family housing.

Rail Service and Station Access Characteristics

The Aurora Station is served by 23 inbound and 24 outbound trains daily. There are nine morning inbound trains that arrive in Chicago before 9:00 a.m. (including three locals), departing Aurora between 4:52 and 7:40 a.m. Two morning outbound trains arrive in Aurora at 7:32 and 8:50 a.m. There are ten evening outbound trains that depart Chicago between 3:55 and 7:00 p.m. (including three locals), arriving in Aurora between 4:51 and 8:06 p.m. Four evening inbound trains depart Aurora between 4:00 and 6:02 p.m. There are also six inbound and six outbound trains in midday, and four inbound and six outbound trains in the late evening. In 1989, there were 1,056 daily inbound boardings at this station.

The station area is also known as the Transportation Center, with a central pulse-point for all local Pace buses located directly adjacent to the commuter rail station. Some thirteen City of Aurora fixed-routes, with Pace route numbers from #521 to #533, begin and end here. This is also the terminus for Pace route #801, which runs north to Elgin. Peak-period schedules allow for bus access to the station, though none are necessarily timed to meet specific trains. There are no additional feeder-bus routes to the station.

A large commuter parking facility (730 spaces) is located immediately adjacent to the station. In the 1990 parking survey, 573 of them (78.5 percent) were being utilized. Several short-term parking spaces are also provided for local midday access to the Center. The 1989 mode-of-access survey indicated that 72 percent of the persons boarding at this station drove alone and parked at the station, with 93 percent overall coming by auto. Only four percent took a bus, and two percent walked to the station.

Station Area and Surrounding Land Uses

The Aurora Station was relocated to its present site near the Fox River in the north central part of Aurora about five years ago. It is a terminal, stub-end station, situated beside the main line. The property is owned by the Burlington Northern railroad and leased to the City. The two buildings (the station itself and the adjacent roundhouse) were unoccupied for many years and required major rehabilitation. The roundhouse, which is connected to the station, is still undergoing restoration, and will become a factory outlet center. The station itself has been completed in a functional and attractive manner, with several concessions such as a snack bar and a film processing shop.

The area immediately north of the downtown, along North Broadway (Route 25), is an old industrial area which is slated for redevelopment. Part of the area has already been cleared. It is located west of the main line of the BN, which runs on an embankment diagonally through the city from northeast to southwest. The rail embankment separates largely residential uses to the east from the old industrial area along the Fox River. A new post office north of the commuter parking lot and the Transportation Center itself anchor the redevelopment effort. A comprehensive plan revision, which will include planned unit developments, is in progress for this area. The City is encouraging high-rise multi-family residential uses along North Broadway and the Fox River, which will alter the generally rundown character of the area. The first project, near Indian Trail Road at the northern end of the strip between Broadway and the river, has already been approved.

Historically a rather typical, older, industrial-oriented river town, the downtown business district has undergone significant revitalization over the last several years. Several Aurora downtown buildings have undergone facelifts and refurbishing. Some new construction is also evident. Rezoning has been a vital component of the downtown revival that is underway. At the present time, the station area and the central business district are spatially (and visually) separated by a distance of several blocks. If not for its "urban area" location, this station might otherwise be classified as "outside the suburban CBD".

The Transportation Center and the outlet mall should further stimulate the interaction of convenience-retail services and the rail commuter market. The City is considering several approaches to providing linkages, such as a river walk, which could provide a stronger physical link between the two types of uses.

Land Use and Station Utilization/Access

The Aurora commuter rail station, as a terminus, is an important collection point for inbound rail trips from a vast marketshed to the west in Kane County. Similar to Geneva in this respect, some rail commuters drive long distances to the terminal, including from points outside of the six-county region. This is reflected in the large percentage of auto trips used to access the station, and the substantial necessary parking provisions. Access by bus appears to be limited by a lack of coordinated scheduling, although the market for the commuter bus riders is largely undetermined.

Present station-area land uses preclude much pedestrian access, since the station area lies outside of the business district and is separated from most existing residential origins. The station is in a redevelopment zone in transition from industrial to residential. Increased pedestrian traffic will likely occur following establishment of the proposed residential developments and physical links to the business district.

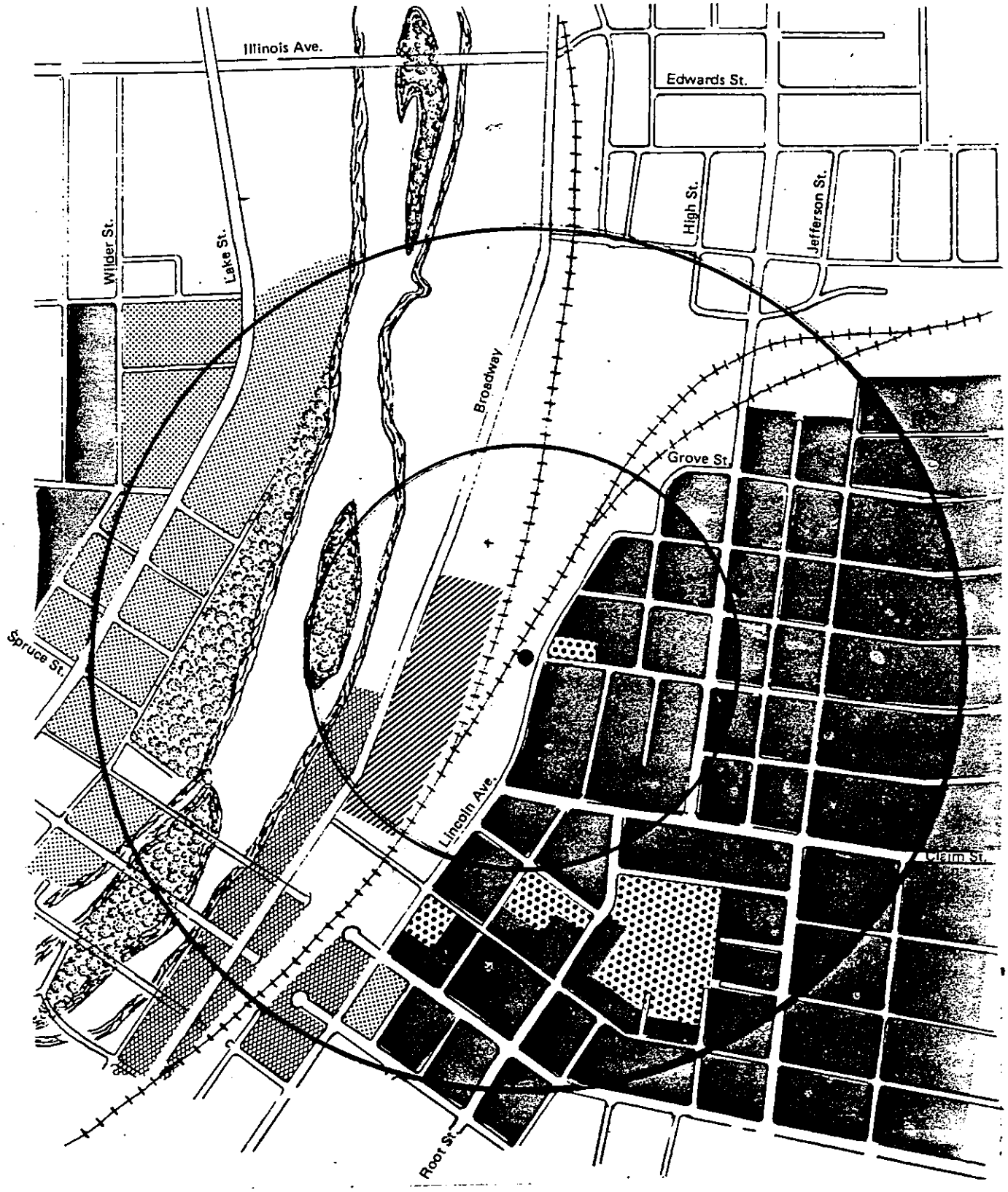
The station is viewed by City officials as a potential stimulus for the redevelopment in the north-central part of Aurora. City officials also believe that the area could become a major tourist attraction. It also has good potential as a reverse-commute destination point for local employment and access to the downtown retail and entertainment facilities, as well as nearby historical and recreational features.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Attractive, well-maintained station with amenities for commuters
- Focal point, as terminal location, for rail commuters from large area
- Location in a major city with a significant labor force
- Part of a growing community with redevelopment potential

GENERALIZED LAND USE — AURORA STATION AREA



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- PARKS/OPEN SPACE
- LIGHT INDUSTRIAL (OR HEAVY)
- COMMERCIAL (MIXED RETAIL)
- OFFICE
- INSTITUTIONAL (GOV'T., SCHOOL, CHURCH, HOSPITAL)
- COMMUTER STATION & PARKING

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

NORTH

ROGERS PARK

The Rogers Park Station is approximately 10 miles north of the Chicago Central Business District. This station is located in the Rogers Park community area on the northeast side of Chicago, on the North Line of the Chicago and NorthWestern. The nearest station alternatives are the Main Street (Evanston) Station (1.6 miles north) and the Ravenswood Station (2.9 miles south).

In 1990, the population of the Rogers Park community area was 60,378, an increase of nearly nine percent since 1980. This contrasts with 1988 City of Chicago estimates, which indicated that census tracts in the "vicinity" of the station (western portions of community area), had a population of 41,817, or a seven-percent loss since 1980. (Census tract breakdowns are not yet available for 1990.) Multi-family housing is predominant, mostly in low-rise structures. The 1990 census indicated that nearly 95 percent of all housing units were multi-family. There has been little new residential construction in recent years.

The Rogers Park community has very active commercial areas, including one nearly adjacent to the station. There are also several manufacturing districts. Most of the commercial and manufacturing activity is located along particular arterial streets, with some separation from residential areas. The number of jobs increased by 82 percent between 1980 and 1986 to a total of 11,700.

Rail Service and Station Access Characteristics

The Rogers Park Station is served by 22 inbound and 21 outbound trains daily. There are seven morning inbound trains that arrive in Chicago before 9:00 a.m., departing Rogers Park between 5:54 and 8:40 a.m. Four morning outbound trains arrive in Rogers Park between 6:53 and 8:52 a.m. There are five evening outbound trains that depart Chicago between 4:00 and 7:00 p.m., arriving in Rogers Park between 4:53 and 6:52 p.m. Three evening inbound trains depart Rogers Park between 4:05 and 6:05 p.m. There are also six inbound and six outbound trains in midday, and six inbound and six outbound trains in the late evening. In 1989, there were 742 daily boardings at this station (614 inbound and 128 outbound). There were also 111 inbound alightings, an unusually high number, likely relating to local employment opportunities.

There are two Chicago Transit Authority (CTA) bus routes that provide scheduled service to the station. The #22 Clark Street stops one block east of the station, and the #96 Lunt Avenue stops adjacent to the station. There are 149 parking spaces on streets near the station (no lots). In the 1990 parking survey, 103 of them (69.1 percent) were being utilized. The 1989 mode-of-access survey indicated that 33 percent of the persons boarding at this station drove alone, and 45 percent overall came by auto. A very large 49 percent of the passengers walked to the station, while only three percent took a bus.

Station Area and Surrounding Land Uses

The Rogers Park Station, which opened in 1872, preceded the opening of the Howard Street rapid transit terminal by 36 years. The CTA rapid transit line parallels (to the east) the C&NW North Line, and in some places the two lines are only a short distance apart. Both serve a long-established sector of the City which has historically relied heavily on public transportation. Today, the City views the commuter station as a stabilizing factor in the Rogers Park community area. The commuter station, platforms, shelters, and stairways have recently undergone complete rehabilitation.

Land uses in the vicinity of the station are mixed. There are numerous residential areas within a short walk of the station. West of the railroad right-of-way the land uses are predominantly residential, both north and south of Lunt Avenue. The residential area is characterized by a mixture of older single-family and low-rise (three- to four-story) multi-family housing. Most of the housing is reasonably well-maintained. Over the years, there has been a great deal of planning and development activity in the community, which has helped to maintain overall neighborhood quality.

Ravenswood Avenue is parallel immediately east of the railroad embankment. Several buildings on Ravenswood have commercial uses on the first floor and apartments on the second and third floors. Light industrial uses are interspersed along Ravenswood as well. A new commercial building is under construction at the southeast corner of Ravenswood and Lunt Avenues. There is a large industrial district south of Pratt Avenue, west of the railroad embankment, and a few industrial buildings along Rogers Avenue to the north.

Clark Street, a major diagonal arterial street one block east of the station, is primarily commercial and historically very active. Sheridan Road is located about five blocks east of Clark Street, consisting of high-density residential areas with some commercial development. Land uses between Sheridan and Clark are largely residential, though several of the east-west streets in this area have mixed residential and commercial uses. There are lakefront parks east of Sheridan Road, several scattered smaller parks and playgrounds, and a large park and golf course located at the southwest boundary of the study area.

Land Use and Station Utilization/Access

The Rogers Park commuter rail station has the highest percentage of station access by pedestrians (among the prototypes), nearly half of all commuters using this station. This is a direct result of the higher residential densities, including multi-family housing, found in Rogers Park and other similar urban environments. As in Beverly, the concentrated residential areas allow a substantial amount of commuter origins to be located within convenient walking distance of the station. Pedestrian traffic facilitates utilization of nearby commercial areas. The Clark Street business district likely provides services to some commuters, though it presumably functions mostly as a neighborhood shopping district.

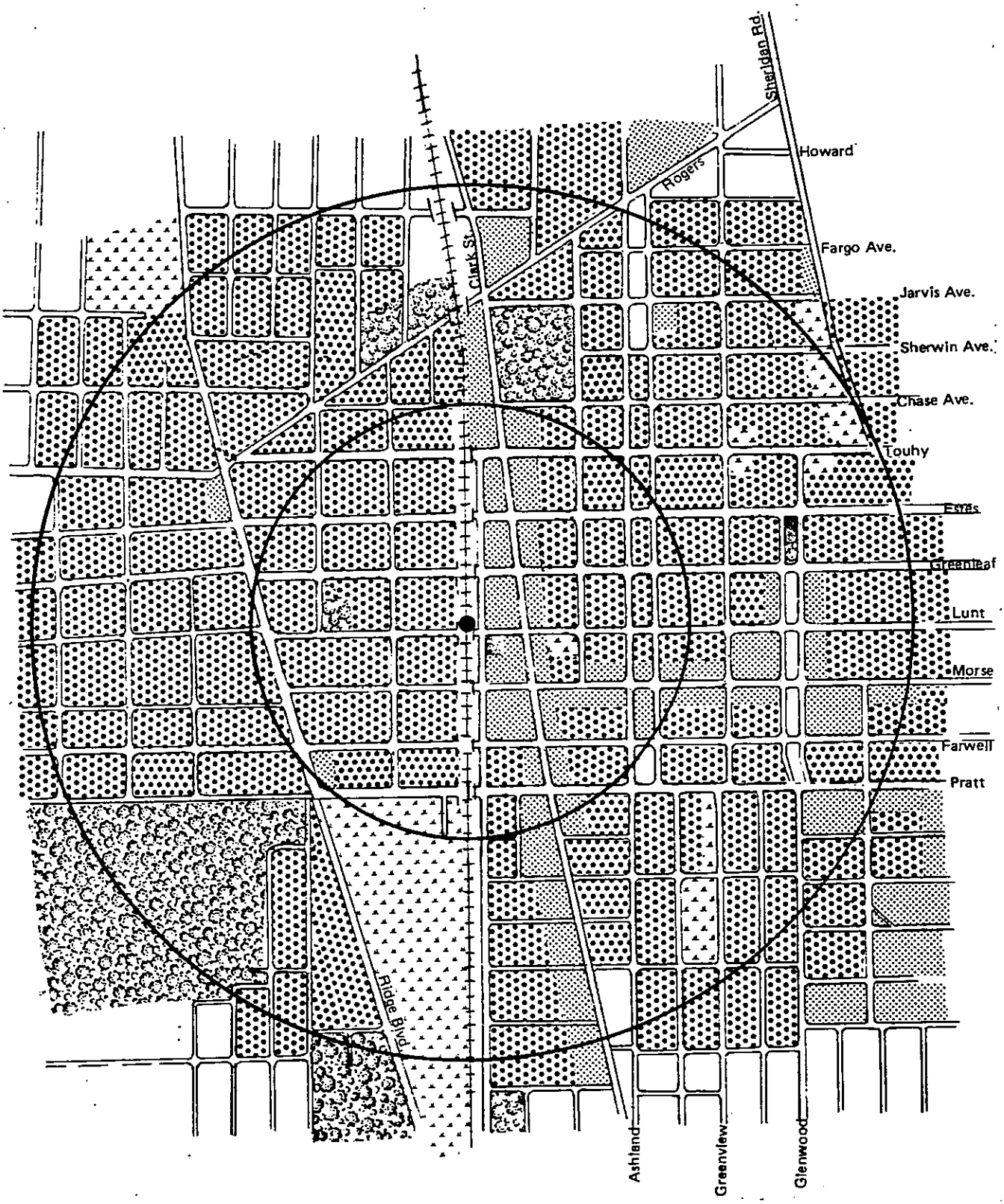
Access to the station by auto, and the consequent need for extensive parking facilities, is greatly reduced by the pedestrian environment. The marketshed for the station is more localized, as at most City of Chicago urban locations, providing a contrast with urban environments in so-called "satellite cities", such as Aurora. Nevertheless, most of the other half of station access is still by auto, with relatively little utilization of CTA bus services. The percentage of auto access at the urban prototype locations in Rogers Park and Beverly are the lowest found in the study.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Location in an area with a mixture of higher-density housing
- Stable neighborhood community
- Convenient pedestrian access to station
- Employment opportunities in the area for reverse commuting

GENERALIZED LAND USE - ROGERS PARK STATION AREA



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- OFFICE
- INSTITUTIONAL (GOV'T., SCHOOL, CHURCH, HOSPITAL)
- COMMUTER STATION & PARKING

NORTH

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

95TH STREET/BEVERLY

The 95th Street/Beverly Station is approximately 12 miles south of the Chicago Central Business District. This station is located in the Beverly community area on the southwest side of Chicago, on the Suburban Line of the Metra Rock Island District. The nearest station alternatives are the 99th Street/Beverly Station (0.6 miles south) and the 91st Street/Beverly Station (0.4 miles north).

In 1990, the population of the Beverly community area was 22,385, a decrease of four percent since 1980, although with regard to the station area this may be slightly misleading. The station's "sphere of influence" includes part of Washington Heights to the east and the Village of Evergreen Park to the west. According to 1988 City of Chicago estimates, the population in census tracts within one-half mile of the station (including portions of Washington Heights) was 38,007, an increase of two percent since 1980. (Census tract breakdowns are not yet available for 1990.) Beverly is primarily a single-family residential area, characterized by a high degree of home ownership. The 1990 census indicated that nearly 80 percent of all housing units were single-family, quite different from Rogers Park. The Beverly Area Planning Association has made a major contribution to the effort of successfully maintaining community standards.

Rail Service and Station Access Characteristics

The 95th/Beverly Station is served by 21 inbound and 20 outbound trains daily. There are ten morning inbound trains that arrive in Chicago before 9:00 a.m., departing the 95th/Beverly Station between 5:38 and 8:29 a.m. One morning outbound train arrives at 95th/Beverly at 8:54 a.m. There are eight evening outbound trains that depart Chicago between 4:00 and 7:00 p.m., arriving at 95th/Beverly between 4:40 and 7:00 p.m. One evening inbound train departs 95th/Beverly at 3:59 p.m. There are also seven inbound and seven outbound trains in midday, and three inbound and four outbound trains in the late evening. In 1989, there were 760 daily inbound boardings (and nine outbound) at this station.

There is one CTA bus route that provides scheduled service to the station, and another stops nearby. The #95W West 95th stops adjacent to the station, and the #9 Ashland Avenue stops three blocks east of the station. The #381 Pace fixed-route also serves the station. The 1989 mode-of-access survey indicated that four percent of the 95th/Beverly commuters used CTA bus service to get to the station, and a significantly larger 19 percent used Pace bus service. The survey also showed that 24 percent of the commuters boarding at this station drove alone, and 45 percent overall came by auto. A comparatively large 30 percent of the passengers walked to the station. In the 1990 parking survey, 98 commuter parking spaces were available, in one parking lot along the tracks and on nearby streets, with 84 (85.7 percent) of them being utilized.

Station Area and Surrounding Land Uses

The 95th Street/Beverly Station is on the relatively short route-segment known as the Suburban Line, which branches off the Main Line in Blue Island and rejoins it about five miles to the north. The Main Line of the Metra Rock Island District is a few blocks to the east. The Beverly community area is served by several closely spaced stations, generally one-half mile apart, creating rather small market or ridership source areas around each of them.

The 95th Street thoroughfare is a major east-west arterial street on the South Side. Land uses on 95th Street are generally commercial, including a mix of retail, office and service businesses. The part of 95th Street closest to the station has several convenience stores and services, such as coffee shops, a barber shop and dry cleaners, that are patronized by commuters. In fact, there are some 140 small businesses between Ashland and Western Avenues along 95th Street, a distance of about one mile. There are also commercial uses on both sides of Ashland, which is about three blocks east of the station. The Evergreen Plaza shopping mall is located about one mile west of the station.

Other than the commercial locations described, the balance of the Beverly community area is generally residential. Most of the residential uses are single-family. The only fairly large multi-family section in the Beverly area is located east of Ashland between 89th Street and 91st Street, about a mile northeast of the station. This area, however, is more likely within the market area of the Brainerd or 91st/Beverly Stations. There are a few other multi-family buildings scattered throughout many of the single-family districts.

Open space is located within slightly more than a mile of the station (the Beverly Country Club and the Evergreen Golf Club), and numerous smaller parks are scattered throughout the Beverly area. There is an elementary school and park within two blocks of the station.

The Ridge Historic District, which is located in the Beverly/Morgan Park community areas, is the largest urban historic district in the United States. It contains more than 3,000 buildings holding National Register historic status. Five of the stations on this line (91st, 99th, and 107th in Beverly, 111th and 115th in Morgan Park) are listed in the Ridge Historic District, although 95th Street is not among them.

Land Use and Station Utilization/Access

The 95th/Beverly commuter rail station has the second highest percentage of pedestrian access of the nine prototype stations. Similar to Rogers Park, this is a higher-density residential area, with the lower percentage of pedestrians a consequence of mostly single-family homes in Beverly. Access to and interaction with the 95th Street commercial district is likely similar to the situation on Clark Street, although at 95th some of the businesses are adjacent to the station, attracting the commuter market more directly.

The significant percentage of bus access is presumably a result of the substantial housing densities and the convenient fixed-route service along a major arterial. A large proportion probably comes from the west, as both the 95th Street/Longwood (Rock Island) Station and the Dan Ryan CTA rapid transit terminal are within two miles to the east.

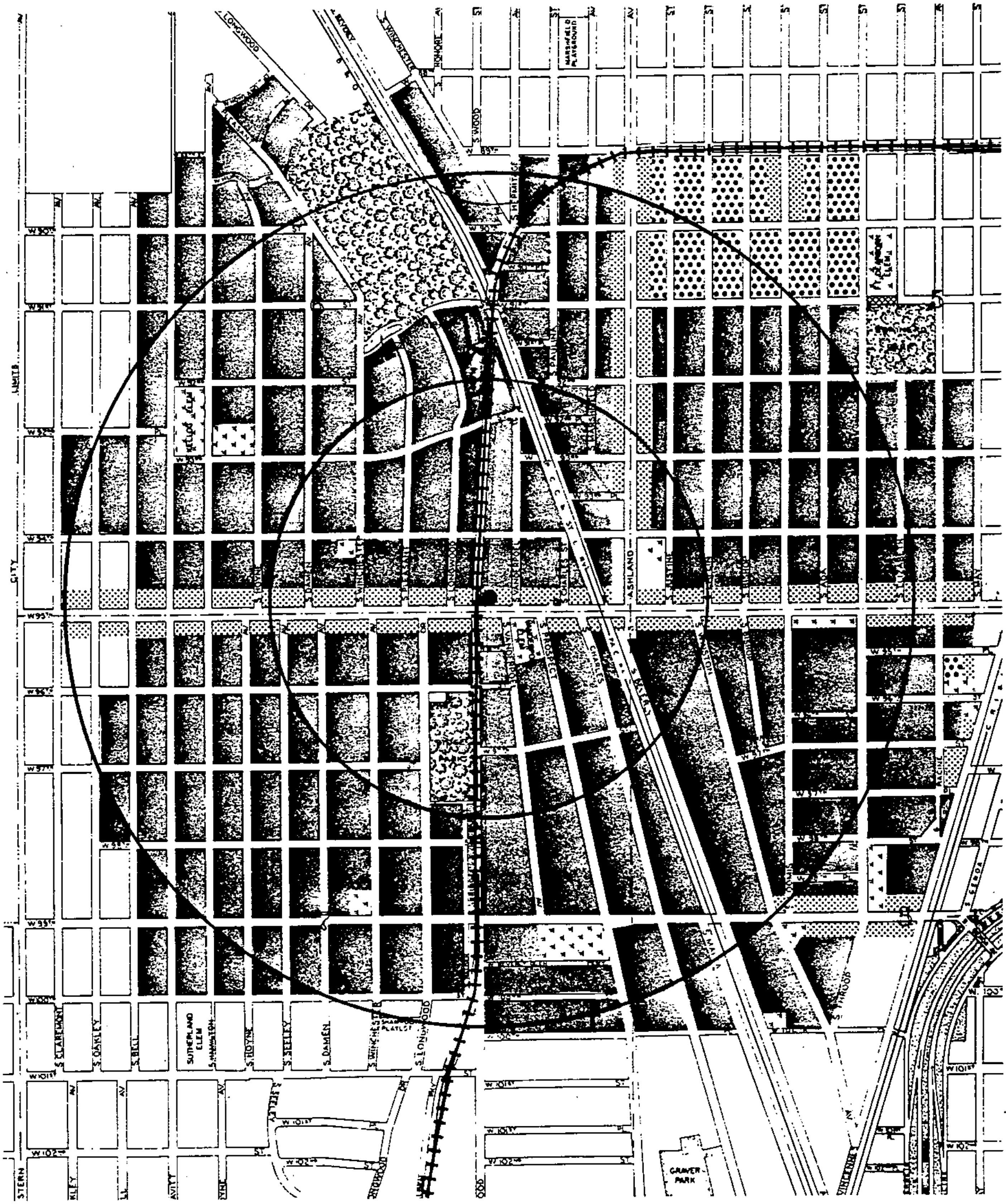
The percentage of auto access is identical to Rogers Park, although larger in number. Again, with the pedestrian environment in Beverly, parking needs are thereby reduced. The marketshed is rather small because of the close station spacing, as noted above. Both auto and bus access trips come from origins within the Norfolk Southern commuter marketshed to the west, including the Oak Lawn Station at 95th Street, because of the full-service train frequency offered on the Rock Island District.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Neighborhood with stable population and good housing opportunities
- Large percentage of workers employed in the Chicago CBD
- Stores and services conveniently located near the station
- Good multi-modal access (walk, drive, or bus)

GENERALIZED LAND USE — 95TH STREET STATION AREA



- SINGLE FAMILY RESIDENTIAL
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- COMMUTER STATION & PARKING

NORTH

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

TABLE 3A: STATIONS IN HIGH DENSITY URBAN AREAS Mode-of-Access Survey -- Modal-Choice Data						
DATA CATEGORY	AURORA		ROGERS PARK		95th/BEVERLY	
Morning Peak (Inbound) Commuter Boardings	857		547		701	
Surveys Returned and % of Commuters Surveyed	391	46%	159	29%	241	34%
STATION ACCESS MODE						
Carpool Driver	15	* 4%	3	2%	10	4%
Carpool Passenger	13	3%	2	1%	9	4%
Got Dropped Off (Kiss-and-Ride)	54	14%	13	8%	32	13%
CARPOOL/KISS-AND-RIDE SUBTOTAL	82	21%	18	11%	51	21%
Drove Alone (Park-and-Ride)	281	72%	53	33%	57	24%
AUTO ACCESS TOTAL	363	93%	71	45%	108	45%
Pace Bus	12	3%	0	0%	45	19%
CTA Bus	0	0%	4	3%	9	4%
Private Shuttle/Local Community Bus	3	1%	0	0%	0	0%
BUS ACCESS TOTAL	15	4%	4	3%	54	22%
Bicycle	1	<1%	1	1%	0	0%
Motorcycle, Taxi, or Rapid Transit	2	1%	2	1%	4	2%
"OTHER MODES" ACCESS TOTAL	3	1%	3	2%	4	2%
WALKED ACCESS TOTAL	7	2%	78	49%	72	30%

* Percentage of survey responses
NOTE: Percentages do not always total to 100% due to rounding; REFUSED TO or NO ANSWER responses excluded

TABLE 3B STATIONS IN HIGH DENSITY URBAN AREAS Mode-of-Access Survey – Behavioral Data						
DATA CATEGORY	AURORA		ROGERS PARK		95th/BEVERLY	
Number of Morning-Peak Trains Surveyed	10		6		10	
TRAIN DEPARTURE TIMES						
Before 6:00 a.m.	21	* 5%	8	5%	5	2%
Between 6:00 and 6:30 a.m.	85	22%	0	0%	29	12%
Between 6:30 and 7:00 a.m.	137	35%	21	13%	25	10%
Between 7:00 and 7:30 a.m.	83	21%	38	24%	67	28%
Between 7:30 and 8:00 a.m.	53	14%	33	21%	78	32%
After 8:00 a.m.	0	0%	54	34%	21	9%
FARE PAYMENT METHOD						
One-Way	19	5%	4	3%	17	7%
10-Ride	50	13%	41	26%	44	18%
Weekly	19	5%	2	1%	3	1%
Monthly	292	75%	111	70%	173	72%
VEHICLES PER HOUSEHOLD						
0	7	2%	16	10%	9	4%
1	77	20%	85	53%	102	42%
2	205	52%	47	30%	91	38%
3	65	17%	4	3%	23	10%
>4	31	8%	3	2%	12	5%
VEHICLE AVAILABLE FOR TRIP						
Yes	342	87%	112	70%	167	69%
No	39	10%	44	28%	64	27%
CLOSEST STATION (TO HOME)						
Yes	368	94%	150	94%	167	69%
No	23	6%	9	6%	71	29%
WALKING DISTANCE FROM HOME, PARKING SPOT, OR BUS STOP **						
0-1 Blocks	231	59%	13	8%	18	7%
2-4 Blocks	17	4%	44	28%	56	23%
5-7 Blocks	0	0%	19	12%	19	8%
8 or more Blocks	7	2%	5	3%	6	2%

* Percentage of survey responses
** Includes pedestrians coming from parking lots/bus stops; therefore, figures do not equal WALKED ACCESS TOTAL shown in previous table
NOTE: Percentages do not always total to 100% due to rounding; REFUSED TO or NO ANSWER responses excluded

STATIONS IN SUBURBAN CENTRAL BUSINESS DISTRICTS

DEERFIELD

The Deerfield Station is approximately 24 miles north of the Chicago Central Business District. This station is located in the Village of Deerfield in southeastern Lake County, on the North Line of the Metra Milwaukee District. The nearest station alternatives are the Lake Forest Station (3.8 miles north) and the Northbrook Station (3.1 miles south).

Deerfield is primarily a community of single-family homes, as indicated by census data showing that over 91 percent of the units are single-family. There are, however, some apartments and townhouses. According to the 1990 census, the population was 17,327, only one-half of one percent less than in 1980. Despite that fact, there were 622 residential building permits (451 single-family and 171 multi-family) issued by the Village between 1980 and 1989. The number of households in the Village continues to grow, with the stable population presumably due to decreases in family size (similar to Mount Prospect). Furthermore, the number of jobs increased by 73.6 percent to a total of 11,682 jobs in 1989, with the principal increases in the retail, finance and service sectors.

Rail Service and Station Access Characteristics

The Deerfield Station is served by 24 inbound and 26 outbound trains daily. There are ten morning inbound trains that arrive in Chicago before 9:00 a.m. (including three locals), departing Deerfield between 5:28 and 8:09 a.m. Four morning outbound trains arrive in Deerfield between 7:20 and 8:20 a.m. There are ten evening outbound trains that depart Chicago between 4:00 and 7:00 p.m. (including three locals), arriving in Deerfield between 5:00 and 7:30 p.m. Five evening inbound trains depart Deerfield between 4:18 and 6:48 p.m. There are also seven inbound and eight outbound trains in midday, and two inbound and four outbound trains in the late evening. In 1989, there were 1,528 daily boardings at this station (1,498 inbound and 30 outbound).

There are three Pace routes that provide service to the Deerfield Station. The #214 Pace fixed-route, which runs from Evanston to Northbrook Court, is extended in the peak-period along Lake-Cook Road and to the station. It thereby also serves as a reverse-commuter access route to the Wilmot Road and Lake-Cook Road office districts. The #471 Pace fixed-route provides all day service between the Highland Park (C&NW North Line) and Deerfield Stations, with stops along the route. The #691 Pace feeder-route serves the station from the Buffalo Grove park-and-ride facility on Busch Parkway.

Commuter parking virtually surrounds the station, with several parking lots provided. In the 1990 parking survey, 686 commuter parking spaces were available, with 597 of them (87.0 percent) being utilized. The 1989 mode-of-access survey indicated that 56 percent of the commuters boarding at this station drove alone, and 73 percent overall came by auto. Seven percent took a bus, and 19 percent walked to the station.

Station Area and Surrounding Land Uses

The Deerfield Station was built in 1918 and restored by the Village in 1976. The station entrance was incorporated into the ongoing streetscape program, which will define the limits of the Deerfield central business district. The station is located on the north side of Deerfield Road, which is the major east-west access road. Waukegan Road, located about two blocks east of the station, is the major north-south arterial access road.

A substantial portion of the Village's multi-family housing is within walking distance of the station, but even this is fairly low density. West of the station, land uses are predominantly residential. There are townhouses and two-family homes for a block or two on the north side of Deerfield Road, with single-family homes beyond to the north and west. Along the south side of Deerfield Road, medium-density apartments buildings extend west for at least a quarter-mile. Further west, and to the south, there are mostly single-family residences.

To the east of the station, on the north side of Deerfield Road, there is a mixture of commuter parking, institutional and commercial uses, and open space, including a large park and playground. There are several institutional uses that front on the west side of Waukegan Road, including the Village Hall, Police Station, Township Offices, and Public Library. North of this area, there is a small section of multi-family housing, with single-family housing further north. On the east side of Waukegan Road there is a substantial commercial area for about two blocks in either direction. North of the commercial uses there is some multi-family housing, with single-family housing again further north.

The land-use pattern along the south side of Deerfield Road, both east and west of Waukegan Road, is similar to that on the north side. The southwest corner of Deerfield Road and Waukegan Road has become a public plaza. A small shopping center lies to the south of the commercial frontages on Deerfield Road. The Village has also purchased parcels at the southeast corner of Deerfield Road and Waukegan Road for proposed redevelopment. Though at present Village officials believe that there is little interaction between commuters and the business district, the new developments may alter the relationship of the area to the station.

Land Use and Station Utilization/Access

The Deerfield commuter rail station marketshed extends into several other suburbs to the west, reflected in the fairly high percentage of auto access via convenient east-west roadways. This is primarily due to those suburbs being similar in character to Deerfield, regarding commuter origins, but lacking direct commuter rail service themselves. Similar to Mount Prospect, the resulting situation is typical of many suburban station locations attracting rail users from outside of the community.

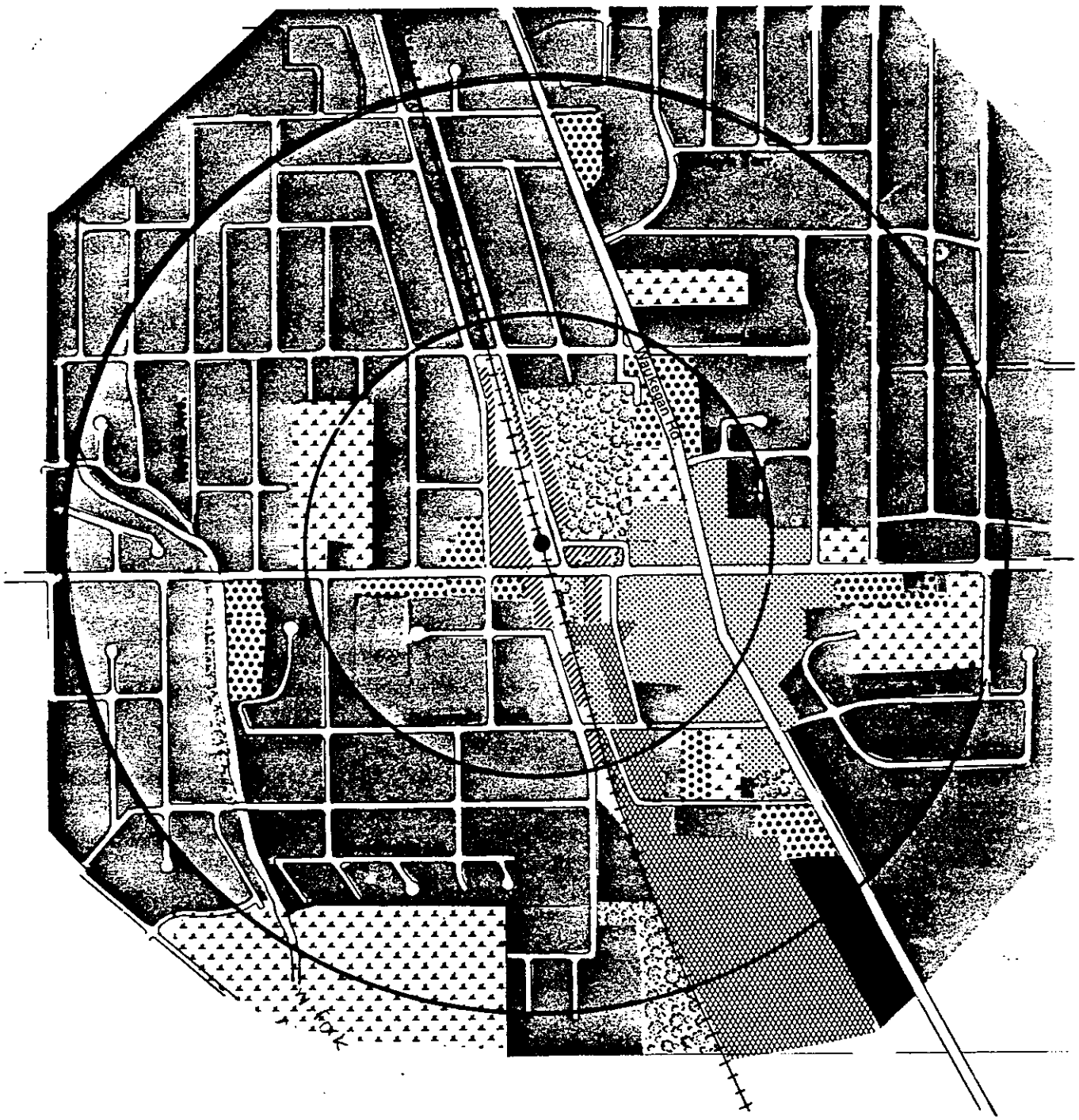
In the more immediate area, within the Village, the substantial percentage of access by pedestrians is a result of the central station location amid fairly dense, by suburban standards, residential areas. Such situations are found in most suburban CBD station locations, with residents of the older, original sections of the community deliberately locating themselves for convenient walking access to the rail service. The nearby occurrence of multi-family housing accentuates pedestrian origins. Access by bus is small but significant, facilitated by several bus routes from different directions. The single route from the west has some effect on reducing the influx of autos to the station.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Station integrated into the business district through streetscape program
- Convenient auto access and good feeder-bus service to the station
- Large number of commuter parking spaces, relative to village population
- Residential areas (including some multi-family) within walking distance

GENERALIZED LAND USE — DEERFIELD STATION AREA



- SINGLE FAMILY RESIDENTIAL
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NORTH

MOUNT PROSPECT

The Mount Prospect Station is approximately 20 miles northwest of the Chicago Central Business District. This station is located in the Village of Mount Prospect in northwestern Cook County, on the Northwest Line of the Chicago and NorthWestern. The nearest station alternatives are the Arlington Heights Station (2.8 miles west) and the Cumberland Station (1.4 miles east).

Mount Prospect is a large, progressive community that is reaching its limit for new development, except through redevelopment. There is a modest level of current construction, and active plans for business district redevelopment. Although the Village is primarily a residential community, with single-family homes the principal housing type, there are substantial amounts of commercial and light industrial land uses as well.

In 1990, the census population was 53,170, an increase of one percent since 1980. The increase in the number of households in the Village, along with the stable population, is presumably due to decreases in family size (similar to Deerfield). There has been considerable growth in all sectors since 1980, and 1,092 residential building permits were issued between 1980 and 1989 (47 percent for single-family homes and 53 percent for multi-family housing). Furthermore, the number of local jobs increased to 13,324 in 1989, an increase of about two percent since 1980.

Rail Service and Station Access Characteristics

The Mount Prospect Station is served by 23 inbound and 26 outbound trains daily. There are ten morning inbound trains that arrive in Chicago before 9:00 a.m. (including five locals), departing Mount Prospect between 5:28 and 8:18 a.m. Four morning outbound trains arrive in Mount Prospect between 6:35 and 8:10 a.m. There are nine evening outbound trains that depart Chicago between 4:00 and 7:00 p.m. (including four locals), arriving in Mount Prospect between 4:55 and 7:02 p.m. Three evening inbound trains depart Mount Prospect between 4:37 and 6:37 p.m. There are also seven inbound and seven outbound trains in midday, and three inbound and six outbound trains in the late evening. In 1989, there were 2,147 daily boardings (2,088 inbound and 59 outbound).

Bus service to the station is provided by one fixed-route which stops near the commuter station. Service on the #234 Pace route, which runs between Des Plaines and Wheeling, provides several convenient connections with the trains. Commuter parking is located east and west of the station, alongside the tracks on the north side and in several nearby parking lots on the south side. In the 1990 parking survey, 868 commuter parking spaces were available, with 730 of them (84.1 percent) being utilized. The 1989 mode-of-access survey indicated that 47 percent of the commuters boarding at this station drove alone, and 72 percent overall came by auto. Six percent took a bus, and 19 percent walked to the station.

Station Area and Surrounding Land Uses

The station was built in 1929 and rehabilitated in 1986 as part of the Village business district facade improvement program, which was financed jointly by the Village and Metra. The downtown station location in Mount Prospect is classic, with the station a focal point for the surrounding commercial areas. It is located near the intersection of Northwest Highway and Main Street (Elmhurst Road), the major east-west and north-south access roads. The Village has taken over the maintenance of the station area and has landscaped large parts of the right-of-way with the cooperation of the railroad and Metra.

Land uses immediately adjacent to the station are primarily commercial business and office. On the south side of the tracks, along parallel Prospect Avenue, there is just one row of businesses extending a few blocks east and west of the station. There are two light-industrial districts adjacent to the tracks near the ends of the commercial uses, both of which are bordered by small multi-family districts. Single-family residential areas are to the south of the commercial and multi-family uses.

The larger portion of the downtown business district is north of the station. On the north side of the tracks, along parallel Northwest Highway, business and office uses extend for a few blocks in both directions from the station. The Village Hall and Public Library are located less than two blocks from the station, to the north along Emerson Street. There is also a new townhouse development of fifty-one units within two blocks of the station. There are no buildings in the business district higher than three stories, but the present height limitations are under discussion. While there is no vacant land in the central area, the Village has identified two potential redevelopment sites, one of which could be a mixed commercial and residential development.

Village officials believe that local merchants benefit little from the commuter market. One approach under discussion that might strengthen local business and commuter ties is to induce some merchant concessions, such as a florist, cleaners, or video store, to locate within the station itself. The type of uses that would require commuters to go back to the station in the evening with, for example, orders placed in the morning and picked up in the evening, would be preferred. This sort of interaction would hopefully stimulate further utilization of business district services by commuters.

Land Use and Station Utilization/Access

The Mount Prospect commuter rail station marketshed extends to the north and south of town. Remarkably similar to Deerfield, the percentages of station access by auto, bus, or walking are nearly identical. The two villages and their neighbors are all similar in character with respect to commuter origins. As noted earlier, the centrally located station, the surrounding commercial areas, and the original residential areas outside of the village core, represent a classic suburban commuter rail station-area situation.

The substantial percentage of pedestrian access is a direct result of the downtown land uses, which have been largely retained though undergoing constant evolution. Recent additions of additional multi-family housing is a reinforcement. As in most station areas, whether urban or suburban, attraction of pedestrians appears to be more a result of residential proximity than available commercial services.

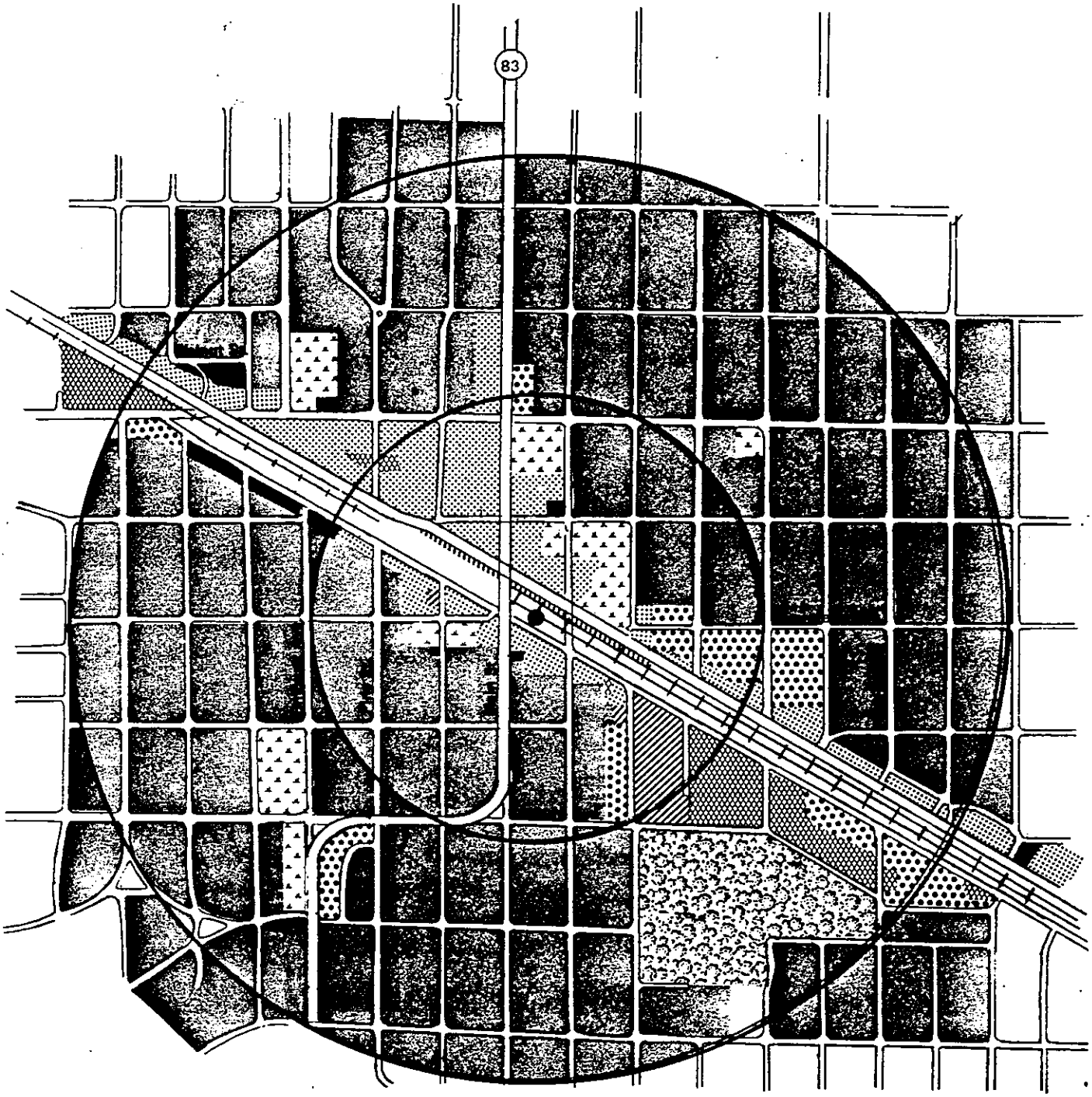
Access by auto is still dominant, with the majority of residential origins being beyond reasonable walking distance. Convenient north-south routes provide access from the southwest and several miles to the north, both within and beyond the Village boundaries. Access by bus is again, as in Deerfield, small but significant.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Progressive community with active development/redevelopment plans
- Historic station and attractive, well-landscaped station area
- Central location with convenient auto access routes
- Residential areas (including some multi-family) within walking distance

GENERALIZED LAND USE — MT. PROSPECT STATION AREA



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- COMMUTER STATION & PARKING

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

NORTH

WOODSTOCK

The Woodstock Station is approximately 52 miles northwest of the Chicago Central Business District. This station is located in the City of Woodstock in central McHenry County, on the Northwest Line of the Chicago and NorthWestern. The nearest station alternatives are the Harvard Station (11.5 miles west) and the Crystal Lake Station (8.4 miles east).

Woodstock is an active, growing community. According to the 1990 census, the population was 14,353, a gain of more than 22 percent since 1980. The City is primarily a community of single-family homes. A special census in 1988 showed an increase of nearly 18 percent in total housing units since 1980. Residential growth has been accompanied by economic growth, and the number of jobs in Woodstock increased to 6,105 in 1989, an increase of 32 percent since 1979.

Woodstock has a number of unique features, and both residents and officials place a high value on historic preservation. The restored Woodstock Opera House and the former courthouse attract visitors from many parts of the region. In addition, about 80 older homes have been restored and are designated as historic structures. City officials provide technical assistance to persons who want to do restoration that maintains the historical integrity of the structure.

Rail Service and Station Access Characteristics

The Woodstock Station is served by 9 inbound and 11 outbound trains daily. There are three morning inbound trains that arrive in Chicago before 9:00 a.m., departing Woodstock between 6:02 and 7:23 a.m. One morning outbound train arrives in Woodstock at 9:03 a.m. There are four evening outbound trains that depart Chicago between 4:00 and 7:00 p.m. (including one local), arriving in Woodstock between 5:50 and 7:48 p.m. Two evening inbound trains depart Woodstock at 4:48 and 5:48 p.m. There are also three inbound and three outbound trains in midday, and one inbound and three outbound trains in the late evening. In 1989, there were 287 daily inbound boardings (and two outbound) at this station.

There are two Pace fixed-routes which serve the station. The #807 Pace route runs between Woodstock and McHenry, and the #808 Pace route runs between Harvard and Crystal Lake. Dial-A-Ride bus service is available from 6:00 a.m. to 7:30 p.m. seven days a week, though few commuters use the service. In the 1990 parking survey, 214 commuter parking spaces were available in lots adjacent to the station, with 178 of them (83.2 percent) being utilized. The 1989 mode-of-access survey indicated that 70 percent of the commuters boarding at this station drove alone, and 86 percent overall came by auto. An additional 12 percent walked to the station, while only one percent took a bus.

Station Area and Surrounding Land Uses

The Woodstock Station was built in 1914, and was renovated by the City in 1983. To keep the City's share of the cost down, contributions were obtained from local merchants and others, and volunteers were enlisted. The City renovated the station waiting room in the eastern half of the building, while the western half was leased to a florist. Occupancy by a retail tenant in the station allows it to remain open throughout the day.

The station is located about two blocks north of Woodstock Square, the center core area of the City. The historic Square has a large park in the center, and is surrounded by retail stores, specialty shops, and restaurants. Many of the buildings have recently undergone renovation, and the City made major improvements to the Square's infrastructure in the mid-1980s. The Woodstock Opera House is located on the south side of the Square, and the City Hall is located about a block southwest of the Square.

Residential uses are generally found more than a quarter-mile from the station. Most of the nearby housing is mixed single- and multi-family. There is one small apartment building near the station. Other residential uses near the station are apartments above the first floor of some buildings, with retail uses on the first floor. In general, multi-family uses are low-density, including townhouses, duplexes, and small apartment buildings. Single-family housing, with a substantial mix of scattered multi-family housing, encircles the business district. Although much of the housing supply is fairly old, a substantial amount of new residential construction is taking place in the City.

There are commercial areas near the station, which is just a block north of the Square. The visual linkage between the two areas might be improved, a fact acknowledged by City officials. Also, the stores on the Square have been unable to agree on what evening during the week they will stay open, reducing the potential for attracting commuters as shoppers. In addition to retail uses near the station, there are several industrial areas located within one-half mile north, northwest and east of the station.

Land Use and Station Utilization/Access

The Woodstock commuter rail station has an extremely large marketshed, encompassing a substantial portion of central and southwestern McHenry County. This is due to the fact that there are no parallel commuter rail lines at this distance from the Chicago CBD. Consequently, access by auto is predominant. Outside of the community, residential origins are dispersed throughout the largely rural environment surrounding Woodstock. For this reason, the situation is quite different from the other two suburban CBD prototypes, which are both closer to the Chicago CBD and surrounded by neighboring communities with contiguous boundaries.

Ridership from Woodstock is relatively small but significant, especially given the low-density rural environs. Access of the station by auto is the predominant method for most commuters from these areas. Access by bus, on the other hand, is minuscule. The "country" bus routes are little used by rail commuters.

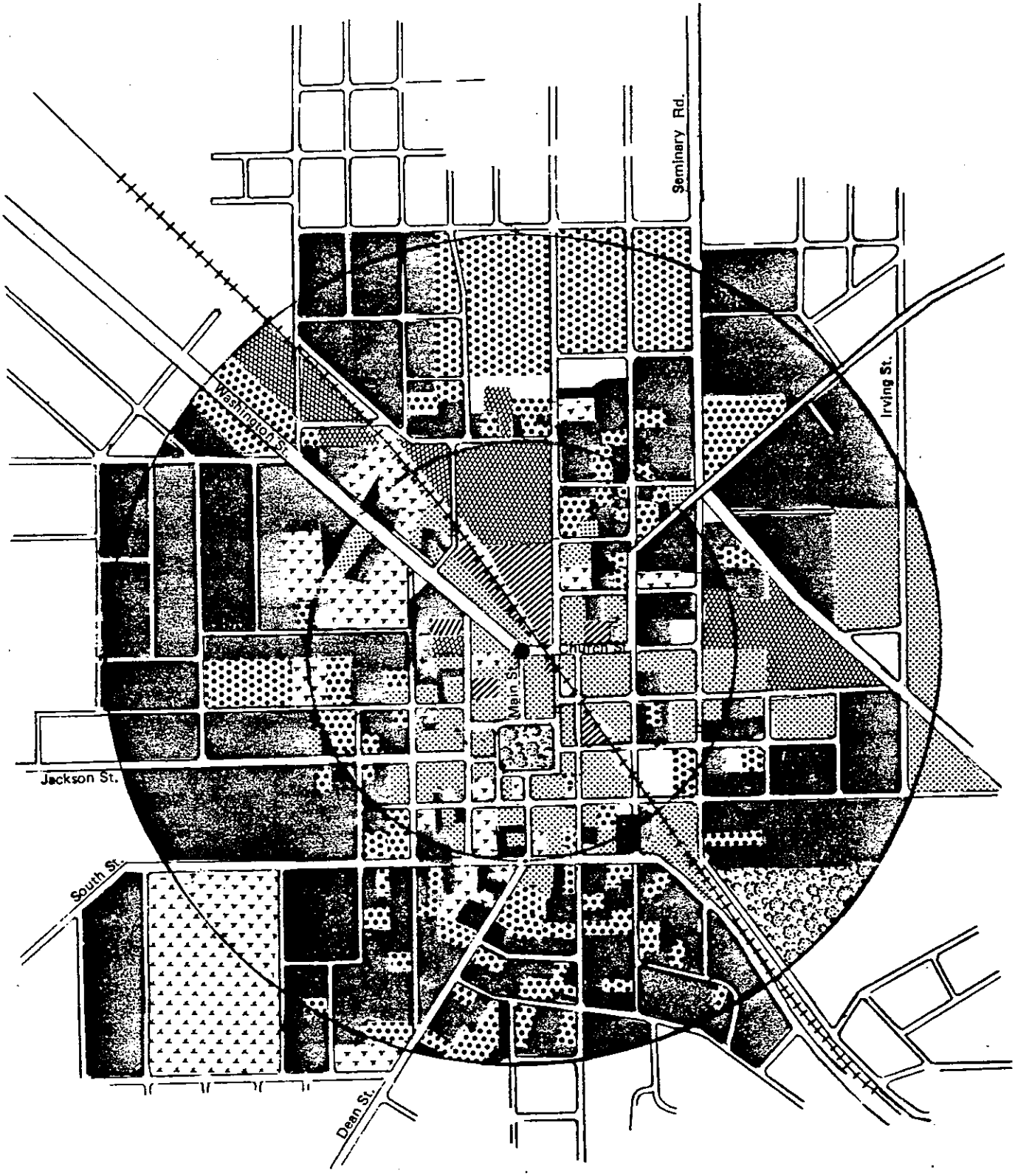
There is still a substantial percentage of pedestrian access to the station. The City itself is compact, with small residential lots and mostly single-family homes which are in fact similar within to the other two Villages in this category. The residential areas surround the unique town square and business district. The concentrated pedestrian environment is conducive to integrating the station with the surrounding business and residential areas.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Active growing community indicated by increases in population and housing
- Community value placed on historic preservation, including the station
- Retail uses in station vicinity, offering services to commuters
- Convenient access to station and ample free parking

GENERALIZED LAND USE — WOODSTOCK STATION



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- COMMERCIAL (MIXED RETAIL)
- OFFICE
- INSTITUTIONAL (GOV'T., SCHOOL, CHURCH, HOSPITAL)
- COMMUTER STATION & PARKING

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

NORTH

TABLE 4A: STATIONS IN SUBURBAN CENTRAL BUSINESS DISTRICTS Mode-of-Access Survey -- Modal-Choice Data						
DATA CATEGORY	DEERFIELD		MT. PROSPECT		WOODSTOCK	
Morning Peak (Inbound) Commuter Boardings	1295		1927		248	
Surveys Returned and % of Commuters Surveyed	626	48%	702	36%	77	31%
STATION ACCESS MODE						
Carpool Driver	12	* 2%	21	3%	1	1%
Carpool Passenger	10	2%	19	3%	3	4%
Got Dropped Off (Kiss-and-Ride)	86	14%	135	19%	8	10%
CARPOOL/KISS-AND-RIDE SUBTOTAL	108	17%	175	25%	12	16%
Drove Alone (Park-and-Ride)	350	56%	333	47%	54	70%
AUTO ACCESS TOTAL	458	73%	508	72%	66	86%
Pace Bus	38	6%	26	4%	1	1%
CTA Bus	1	<1%	1	<1%	0	0%
Private Shuttle/Local Community Bus	2	<1%	13	2%	0	0%
BUS ACCESS TOTAL	41	7%	40	6%	1	1%
Bicycle	7	1%	13	2%	1	1%
Other (Motorcycle, Taxi, Rapid Transit)	1	<1%	2	<1%	0	0%
"OTHER MODES" ACCESS TOTAL	8	1%	15	2%	1	1%
WALKED ACCESS TOTAL	118	19%	131	19%	9	12%

* Percentage of survey responses
NOTE: Percentages do not always total to 100% due to rounding; REFUSED TO or NO ANSWER responses excluded

TABLE 4B STATIONS IN SUBURBAN CENTRAL BUSINESS DISTRICTS Mode-of-Access Survey – Behavioral Data

DATA CATEGORY	DEERFIELD		MT. PROSPECT		WOODSTOCK	
Number of Morning-Peak Trains Surveyed	11		11		4	
TRAIN DEPARTURE TIMES						
Before 6:00 a.m.	54	* 9%	68	10%	25	32%
Between 6:00 and 6:30 a.m.	111	18%	44	6%	0	0%
Between 6:30 and 7:00 a.m.	162	26%	247	35%	30	39%
Between 7:00 and 7:30 a.m.	175	28%	157	22%	20	26%
Between 7:30 and 8:00 a.m.	104	17%	106	15%	1	1%
After 8:00 a.m.	3	<1%	72	10%	0	0%
FARE PAYMENT METHOD						
One-Way	9	1%	17	2%	1	1%
10-Ride	177	28%	128	18%	17	22%
Weekly	7	1%	18	3%	4	5%
Monthly	430	69%	532	76%	55	71%
VEHICLES PER HOUSEHOLD						
0	3	<1%	7	1%	0	0%
1	112	18%	199	28%	18	23%
2	380	61%	353	50%	40	52%
3	99	16%	81	12%	13	17%
>4	22	4%	44	6%	5	6%
VEHICLE AVAILABLE FOR TRIP						
Yes	522	83%	595	85%	68	88%
No	91	15%	85	12%	8	10%
CLOSEST STATION (TO HOME)						
Yes	586	94%	619	88%	75	97%
No	37	6%	79	11%	2	3%
WALKING DISTANCE FROM HOME, PARKING SPOT, OR BUS STOP **						
0-1 Blocks	224	36%	222	32%	2	3%
2-4 Blocks	89	14%	112	16%	5	6%
5-7 Blocks	46	7%	49	7%	4	5%
8 or more Blocks	30	5%	30	4%	0	0%

* Percentage of survey responses
** Includes pedestrians coming from parking lots/bus stops; therefore, figures do not equal WALKED ACCESS TOTAL shown in previous table
NOTE: Percentages do not always total to 100% due to rounding; REFUSED TO or NO ANSWER responses excluded

STATIONS OUTSIDE OF SUBURBAN BUSINESS DISTRICTS

CALUMET

The Calumet Station is approximately 23 miles south of the Chicago Central Business District. This station is located in the Village of East Hazel Crest in southern Cook County, on the Metra Electric Main Line. The nearest station alternatives are the Homewood Station (0.7 miles south) and the Hazel Crest Station (0.5 miles north).

East Hazel Crest is a very small but stable community which is experiencing little change. With the exception of the large railroad freight yard which divides it, and the industrial areas adjacent to the yard, the community is predominantly residential.

According to the 1990 census, the population increased by 15 percent between 1980 and 1990, to a total of 1,570. Although the principal housing type in the Village is single-family, there has been a recent increase in multi-family housing. Of the 91 residential building permits issued since 1980, about 75 percent have been for multi-family units. Local employment is primarily in the industrial sector, with only a few service or retail jobs.

Rail Service and Station Access Characteristics

The Calumet Station is served by 28 inbound and 26 outbound trains daily. There are eleven morning inbound trains that arrive in Chicago before 9:00 a.m. (including three locals), departing the Calumet Station between 4:38 and 8:17 a.m. Three morning outbound trains arrive at Calumet between 6:05 and 8:31 a.m. There are eight evening outbound trains that depart Chicago between 4:00 and 7:00 p.m. (none are locals), arriving at Calumet between 4:50 and 7:17 p.m. Four evening inbound trains depart Calumet between 4:13 and 6:54 p.m. There are also eight inbound and nine outbound trains in midday, and five inbound and six outbound trains in the late evening. In 1989, there were 1,351 daily boardings at this station (1,329 inbound and 22 outbound).

Two Pace bus routes are available in the general area, although apparently neither is designed to directly serve the Calumet Station. The #352 Pace fixed-route runs between Chicago Heights and the 95th Street Dan Ryan rapid transit terminal. This route provides regular service along Park Avenue past the station, although its schedule only advertises service to the Homewood and Harvey Stations. The #454 Pace route provides feeder service from the west along 175th Street, but it is routed to the Homewood Station.

In the 1990 parking survey, 869 commuter parking spaces were available in two large lots located to the west of the station, with 816 of them (93.9 percent) being utilized. The 1989 mode-of-access survey indicated that 76 percent of the commuters boarding at this station drove alone, and 90 percent overall came by auto. An additional six percent walked to the station, while only two percent took a bus.

Station Area and Surrounding Land Uses

The Calumet Station is situated on a wide railroad embankment which serves to isolate the northwestern corner of the Village in which it is located. It was completely rehabilitated about two years ago, with platform replacement and entrance alterations.

The Village of East Hazel Crest is a small suburb with an anomalous small-town atmosphere, compared to its larger neighbors such as Hazel Crest, Harvey, and Homewood. There is actually no central business district in East Hazel Crest. Instead, there are a few small retail uses scattered around the Village. The Calumet Station, a part of the Village only by circumstances of geography, is accessible to residents of several other municipalities because of their proximity to the station.

Land uses in the immediate station area are mixed. There are no retail outlets or services at the station itself, except for newspaper racks. Immediately west of the station there is a small commercial area, generally unrelated to the station or commuters except for the large parking facility. A small residential development lies within Village boundaries to the north. There is commercial development on the west side of Dixie Highway between 175th Street and the Tri-State Tollway, and the Calumet Country Club (in the Village of Homewood) follows to the west. The Ravisloe Country Club is located a short distance south of 175th Street, with single-family residential uses between the two clubs. This provides a large amount of open space in the vicinity of the station.

The Markham freight yard is located to the east of the rail embankment. A large industrial area is located east of the yard, which would probably be expanded should the railroad ever abandon the yard. There is a small commercial section just east of Ashland Avenue. Single-family residential uses are located east of the commercial/industrial area and north of 175th Street. On the south side of 175th Street, where the former Washington Park Race Track was located, multi-family development is now taking place.

Land Use and Station Utilization/Access

The Calumet commuter rail station has little relationship with its host community of East Hazel Crest. Most of the small Village is disassociated, with its location on the other side of the commuter rail service and the large freight yard. The station is actually on the border with the adjacent Village of Homewood. Only a small portion of the community lies adjacent to the station, to the northwest. The small percentage of pedestrian access likely comes from residential uses in this area and from Homewood to the southwest.

The vast majority of the access is by auto, with origins from several communities to the east, west, and southwest. The station is a focal point for auto access to rail service, with surrounding land uses having little or no influence or effect on that fact. Convenient highway access to this location is the predominant factor. Access by bus is very small.

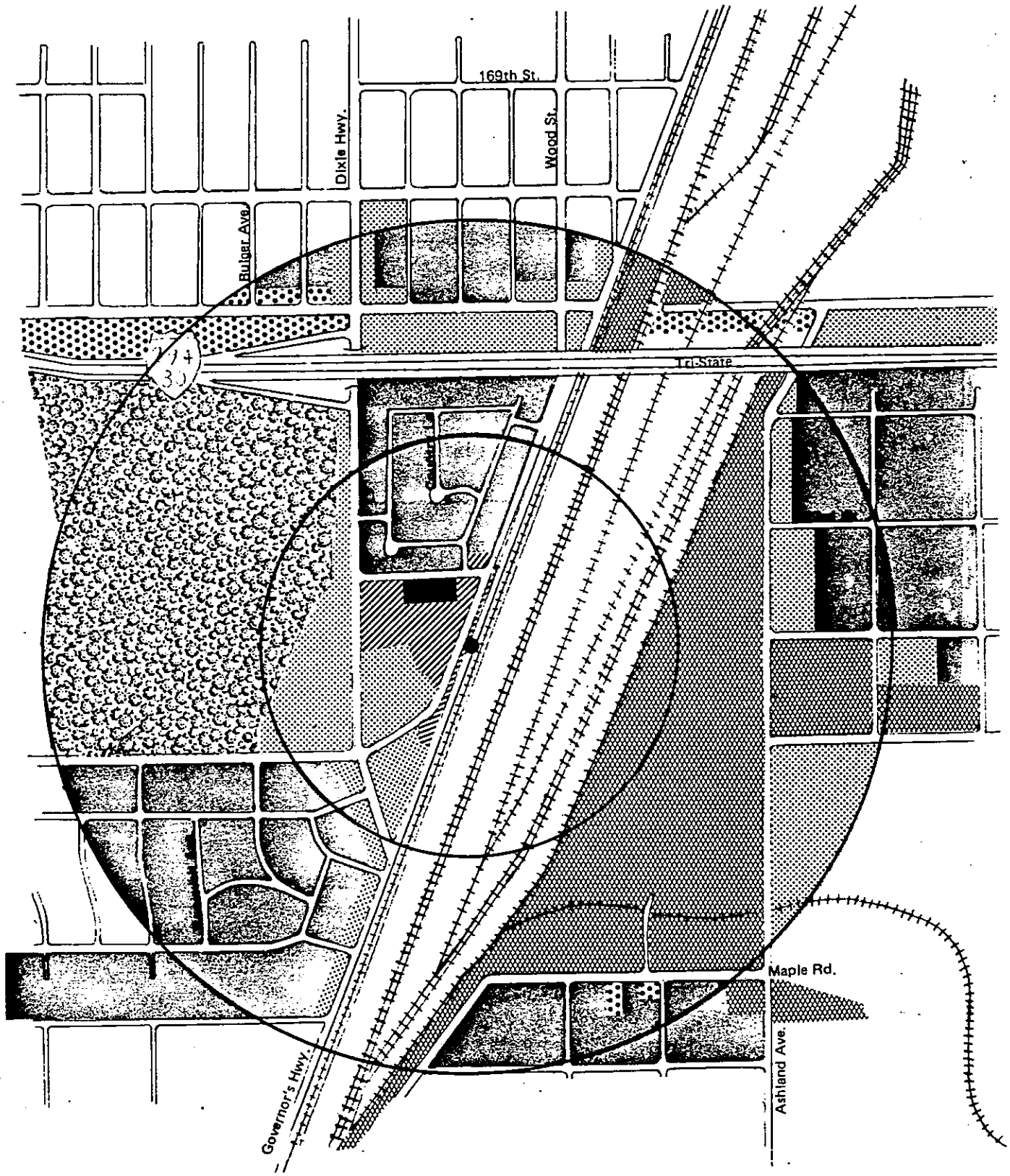
The classification as outside the suburban CBD is particularly noteworthy in the case of Calumet, as the Village of East Hazel Crest actually does not have a downtown business district as such. Except for a few industrial uses, the Village is otherwise residential in character. The physical circumstances of the station location make this particular prototype somewhat unique among the nine that were studied.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Convenient access to the station from many directions
- Large number of commuter parking spaces, relative to village population
- Clean, well-maintained station with frequent train service
- Location in a stable community

GENERALIZED LAND USE—CALUMET STATION AREA



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- PARKS/OPEN SPACE
- LIGHT INDUSTRIAL (OR HEAVY)
- COMMERCIAL (MIXED RETAIL)
- OFFICE
- INSTITUTIONAL (GOV'T., SCHOOL, CHURCH, HOSPITAL)
- COMMUTER STATION & PARKING

NORTH

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

GENEVA

The Geneva Station is approximately 36 miles west of the Chicago Central Business District. This station is located in the City of Geneva in eastern Kane County, and is the terminal for the West Line of the Chicago and NorthWestern. The nearest station alternative is the West Chicago Station (5.2 miles east).

Geneva is primarily a residential community with many historic homes, and is widely known for its antique shops and preservation activities. According to City officials, the principal community goal is to enhance the residential community, but maintaining a viable downtown and attracting additional non-residential uses are also important.

Geneva is also a growing community. The 1990 census showed a population of 12,617, an increase of nearly 28 percent since 1980. Single-family homes represent over 84 percent of the total housing units. Between 1980 and 1989, there were 1,218 residential building permits issued. In addition, the number of jobs in Geneva increased by 16 percent between 1979 and 1989, to a total of 6,431 jobs.

Rail Service and Station Access Characteristics

The Geneva Station is served by 18 inbound and 19 outbound trains daily. There are seven morning inbound trains that arrive in Chicago before 9:00 a.m. (including three locals), departing Geneva between 5:03 and 7:35 a.m. Two morning outbound trains arrive in Geneva at 7:55 and 8:45 a.m. There are six evening outbound trains that depart Chicago between 4:00 and 7:00 p.m. (including three locals), arriving in Geneva between 5:30 and 7:48 p.m. Three evening inbound trains depart Geneva between 4:05 and 6:05 p.m. There are also five inbound and five outbound trains in midday, and three inbound and six outbound trains in the late evening. In 1989, there were 1,290 daily inbound boardings at this station.

The #801 Pace fixed-route, which runs between Aurora and Elgin, provides service to the station. The schedule allows for a few convenient connections to the train service during the peak periods. The recently instituted #921 Pace feeder-route is a remote-parking shuttle service, operating as a demonstration project. Commuters using this service would not have been included in the earlier mode-of-access survey.

Commuter parking virtually surrounds the station, with several parking lots provided. In the 1990 parking survey, 728 commuter parking spaces were available, with 685 of them (94.1 percent) being utilized. The 1989 mode-of-access survey indicated that 65 percent of the commuters boarding at this station drove alone, and 90 percent overall came by auto. An additional six percent walked to the station, while only one percent took a bus.

Station Area and Surrounding Land Uses

The present station was built in 1986 by a private developer who purchased the land from the Chicago and NorthWestern. The building includes a waiting room and space for several stores of the type that are patronized by commuters, such as a video store and dry cleaners. Metra has a condominium interest in the waiting room, while the developer maintains ownership of the stores. The project appears to have been an economic success for the developer, and the City has benefitted by having an attractive new station. Commuter parking is located adjacent to the station on both sides of the tracks.

Land uses in the vicinity of the station are mixed. Although residential uses are predominant, there are also commercial, industrial, and institutional uses nearby. To the north of the station there is a large lumber yard that still has an active rail siding. East of the lumber yard there is a hospital complex. The Geneva City Hall and the County Courthouse are located north of these uses. There is also a small commercial district southeast of the station, and the Kane County government complex is located just south of the commercial uses.

Single-family residential areas are north and west of the immediate station area, in some sectors mixed with structures which have been converted to commercial uses. The downtown business district is several blocks north of the station, oriented to State Street (Roosevelt Road). There is little multi-family housing in Geneva, but there are some small low-density multi-family areas west of the principal commercial uses. South of the immediate station area, single-family residential development is the predominant land use.

Some changes may be in store for the area between the station and the business district. The hospital and the County Courthouse will move to the western fringes of the City in the near future. It is also possible that the lumber yard may consider relocating from its present site, potentially removing a visual separation between the station area and the central business district. These circumstances will offer the City opportunities to better connect the station with the highway-oriented commercial business district. The commercial uses which currently extend along Third Street, south of State Street, will likely provide the basis for the connecting link.

Land Use and Station Utilization/Access

The Geneva commuter rail station, as a terminus, is an important collection point for inbound rail trips from a vast marketshed to the west in Kane County. Similar to Aurora, the station becomes the destination focus for rail commuters from points west, including some origins outside the six-county region. The percentage of auto access to the station is very large and, as a result, substantial parking provisions are necessary. Pedestrian access of the station, as at all stations in this category, is relatively small compared to station locations within suburban CBDs. Access to the station by bus is minuscule.

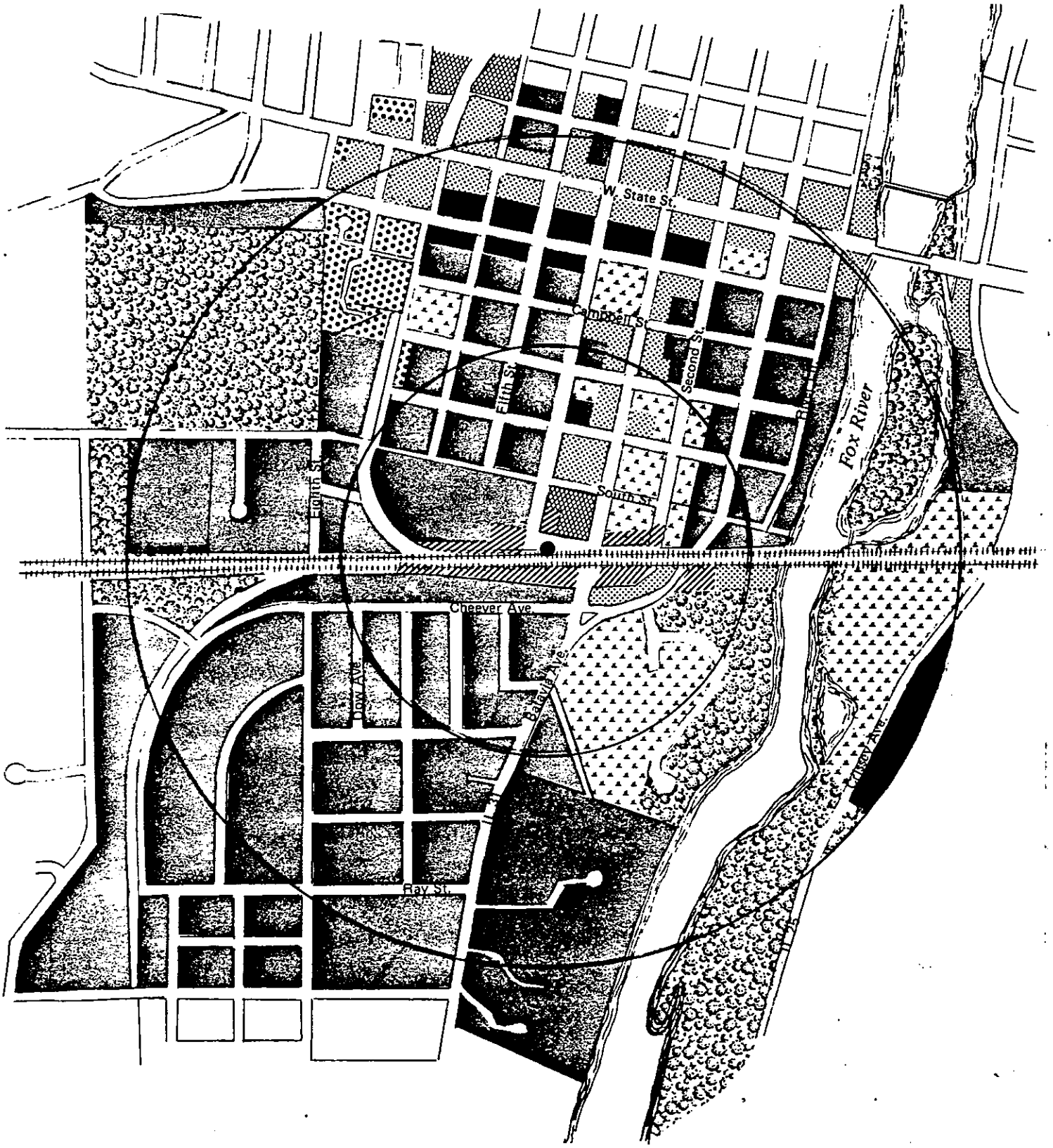
The station is not a part of the business district, which is several blocks to the north. The station itself provides some commercial services for commuters and the local population during midday. However, neither of these factors have a lot to do with commuters' attraction to the station. Non-commercial land uses are largely single-family residential, producing some pedestrian access to the station. City officials view potential station-area redevelopment, and enhanced visual links with the business district along Third Street, as potential for increasing pedestrian access. Like Aurora, they also believe that the commercial area has additional potential as a tourist attraction.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Attractive new station with several convenient services for commuters
- Focal point, as terminal location, for rail commuters from large area
- Growing residential areas in this and neighboring communities
- Significant labor force in Geneva and surrounding communities

GENERALIZED LAND USE — GENEVA STATION AREA



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- PARKS/OPEN SPACE
- LIGHT INDUSTRIAL (OR HEAVY)
- COMMERCIAL (MIXED RETAIL)
- OFFICE
- INSTITUTIONAL (GOV'T., SCHOOL, CHURCH, HOSPITAL)
- COMMUTER STATION & PARKING

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

NORTH

NAPERVILLE

The Naperville Station is approximately 29 miles southwest of the Chicago Central Business District. This station is located in the City of Naperville in southwestern DuPage County, on the Burlington Northern Line. The nearest station alternatives are the Route 59 Station (3.1 miles west) and the Lisle Station (4.0 miles east).

Naperville is one of the fastest growing municipalities in northeastern Illinois. According to the 1990 census, the population of Naperville was 85,351, an increase of 100 percent (i.e., the population has doubled) since 1980. Alongside its neighbor Aurora to the west, Naperville is rapidly expanding, especially with new residential subdivisions. The City's diversity is also being enhanced with new industrial and office developments.

From 1980 to 1988, the number of housing units increased by 14,943 units, an increase of 106 percent. Although there has been a small change in the mix of single-family and multi-family housing, the 1990 census showed that single-family housing still represented over 72 percent of all units. Naperville is also growing economically, and the employment base increased by more than 140 percent (to 33,566 jobs) in the 1980-1988 time period.

Rail Service and Station Access Characteristics

The Naperville Station is served by 24 inbound and 27 outbound trains daily. There are eleven morning inbound trains that arrive in Chicago before 9:00 a.m. (including four locals), departing Naperville between 5:05 and 7:58 a.m. Two morning outbound trains arrive in Naperville at 7:18 and 8:35 a.m. There are thirteen evening outbound trains that depart Chicago between 3:55 and 7:00 p.m. (including four locals), arriving in Naperville between 4:34 and 7:49 p.m. Four evening inbound trains depart Naperville between 4:13 and 6:15 p.m. There are also six inbound and six outbound trains in midday, and four inbound and six outbound trains in the late evening. In 1989, there were 3,510 daily boardings (3,491 inbound and 19 outbound) at this station.

The station is well-served by feeder-bus routes. There are some thirteen Pace feeder-routes from different parts of the City, with Pace route numbers from #676 to #689. There is also one Pace route, #781, serving reverse-commuters who work at Amoco and AT&T offices in Naperville. Two midday-only Pace routes in the City, #787 and #788, provide access with stops at or near the station.

Commuter parking is provided on both sides of the tracks, adjacent to the station. In the 1990 parking survey, 1,264 commuter parking spaces were available, with 1,030 of them (81.5 percent) being utilized. The 1989 mode-of-access survey indicated that 43 percent of the commuters boarding at this station drove alone, and 69 percent overall came by auto. A large 21 percent took a bus to the station, and eight percent walked.

Station Area and Surrounding Land Uses

The Naperville Station was built in 1910, and is maintained by the Village in excellent condition. The station is located just east of Washington Street, which passes beneath the railroad. This is the principal north-south access route. A pedestrian underpass connects the parking on the north side of the tracks with the station on the south side.

Land uses in the vicinity of the station are mixed, with single-family residential uses predominant. To the north of the station, most of the former industrial buildings have been torn down and the area converted to parking. Two of the original structures have been the subject of creative reuse. One building has been converted to an apartment building with commercial uses on the first floor. The other remaining structure is now an office building. To the north of the old industrial district, single-family uses predominate. There is some commercial development along Washington Street.

South of the tracks, there is a small commercial district near the station. The businesses, such as a barber shop and a doughnut shop, cater to commuters. Most of the other uses near the station are single-family residential, with a few two-family buildings and three-flats near the station. The residential areas between the station and the business district, which developed along the West Branch of DuPage River, represent the older, original portions of the City.

There is a large historic district south of the tracks, with homes built in the late 1800s and early 1900s, which have been restored. Any modifications to these homes must be approved by the Historic Sites Commission. North Central College is southeast of the station. There are also two small parks near the station, north and south of the tracks.

City officials indicate that there is virtually no relationship between the station area and the central business district, which is several blocks south of the station. The two areas are essentially considered separate entities, with no visual connection between them. At the present time, there are no plans to improve the linkage between the station and the business district. The Naperville Village Hall is located on the fringe of the business district, about five blocks from the station.

Land Use and Station Utilization/Access

The Naperville commuter rail station is the most heavily used on the Metra system. It provides a destination focus which is entirely separate from the business district. The extremely large ridership levels makes potential auto access for all commuters virtually impossible, since land to provide sufficient parking is unavailable. Consequently, the percentage of auto access is the lowest of the suburban prototype locations.

Resultant access by bus is very high, only slightly exceeded by the 95th/Beverly prototype. Feeder-bus routes, which have developed to meet commuter demand, come from most of the growing residential areas in rapidly expanding Naperville. The large percentage of bus users reflects the inability to accommodate additional autos at this high-demand station.

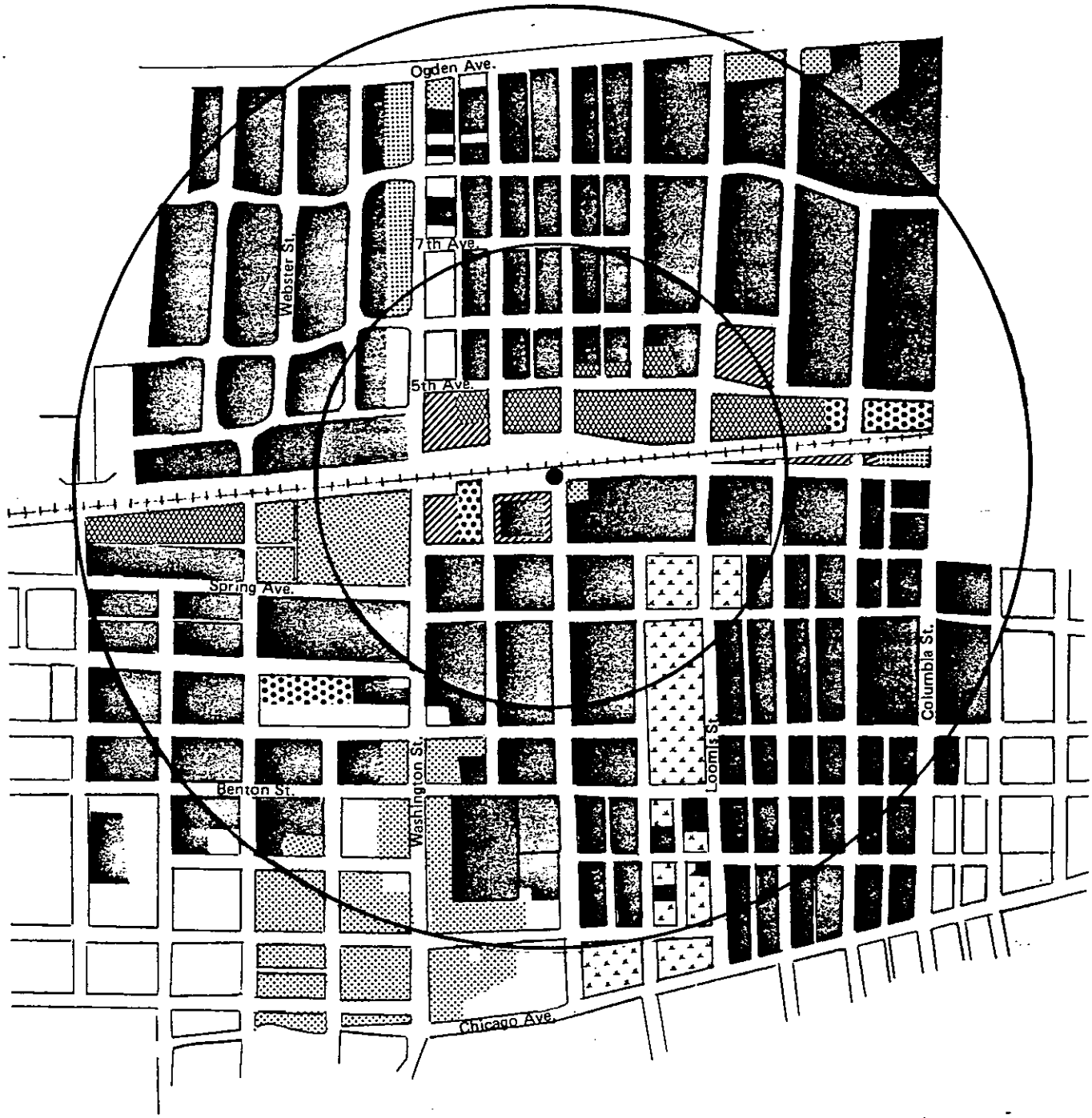
A small percentage of pedestrian access is also present from the surrounding, original residential areas of the City, which are mostly single-family homes. Pedestrian access is also enhanced by the redevelopment of the old factories into mixed-use projects, including both residential and commercial uses. In general, the few commercial land uses adjacent to the station have little influence on attracting commuters to the station.

Prototype Highlights

Factors contributing to the station's perceived "success":

- Rapidly growing community with increasing residential opportunities
- Stable station area with residences within walking distance
- Attractive, well-maintained station area
- Convenient feeder-bus services

GENERALIZED LAND USE - NAPERVILLE STATION AREA



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- PARKS/OPEN SPACE
- LIGHT INDUSTRIAL (OR HEAVY)
- COMMERCIAL (MIXED RETAIL)
- OFFICE
- INSTITUTIONAL (GOV'T., SCHOOL, CHURCH, HOSPITAL)
- COMMUTER STATION & PARKING

Inner circle represents ½ mile radius from station; outer circle represents 1 mile radius from station

NORTH

TABLE 5A: STATIONS OUTSIDE OF SUBURBAN BUSINESS DISTRICTS Mode-of-Access Survey -- Modal-Choice Data						
DATA CATEGORY	CALUMET		GENEVA		NAPERVILLE	
Morning Peak (Inbound) Commuter Boardings	1239		1078		3192	
Surveys Returned and % Commuters Surveyed	389	31%	287	27%	870	27%
STATION ACCESS MODE						
Carpool Driver	18	* 5%	15	5%	58	7%
Carpool Passenger	8	2%	11	4%	49	6%
Got Dropped Off (Kiss-and-Ride)	30	8%	46	16%	119	14%
CARPOOL/KISS-AND-RIDE SUBTOTAL	56	14%	72	25%	226	26%
Drove Alone (Park-and-Ride)	294	76%	187	65%	375	43%
AUTO ACCESS TOTAL	350	90%	259	90%	601	69%
Pace Bus	9	2%	3	1%	179	21%
CTA Bus	0	0%	0	0%	1	<1%
Private Shuttle/Local Community Bus	0	0%	0	0%	1	<1%
BUS ACCESS TOTAL	9	2%	3	1%	181	21%
Bicycle	0	0%	6	2%	7	1%
Other (Motorcycle, Taxi, Rapid Transit)	0	0%	0	0%	4	<1%
"OTHER MODES" ACCESS TOTAL	0	0%	6	2%	11	1%
WALKED ACCESS TOTAL	25	6%	18	6%	73	8%

* Percentage of survey responses
NOTE: Percentages do not always total to 100% due to rounding; REFUSED TO or NO ANSWER responses excluded

TABLE 5B STATIONS OUTSIDE OF SUBURBAN BUSINESS DISTRICTS Mode-of-Access Survey -- Behavioral Data						
DATA CATEGORY	CALUMET		GENEVA		NAPERVILLE	
Number of Morning-Peak Trains Surveyed	12		8		12	
TRAIN DEPARTURE TIMES						
Before 6:00 a.m.	8	* 2%	10	3%	69	8%
Between 6:00 and 6:30 a.m.	17	4%	40	14%	19	2%
Between 6:30 and 7:00 a.m.	54	14%	135	47%	442	51%
Between 7:00 and 7:30 a.m.	103	26%	74	26%	151	17%
Between 7:30 and 8:00 a.m.	127	33%	20	7%	163	19%
After 8:00 a.m.	73	19%	0	0%	13	1%
FARE PAYMENT METHOD						
One-Way	11	3%	12	4%	16	2%
10-Ride	41	11%	62	22%	207	24%
Weekly	6	2%	9	3%	17	2%
Monthly	329	85%	200	70%	618	71%
VEHICLES PER HOUSEHOLD						
0	4	1%	3	1%	7	1%
1	103	26%	42	15%	158	18%
2	200	51%	163	57%	515	59%
3	48	12%	52	18%	121	14%
>4	20	5%	19	7%	49	6%
VEHICLE AVAILABLE FOR TRIP						
Yes	350	90%	249	87%	737	85%
No	27	7%	31	11%	109	13%
CLOSEST STATION (TO HOME)						
Yes	189	49%	278	97%	783	90%
No	200	51%	8	3%	81	9%
WALKING DISTANCE FROM HOME, PARKING SPOT, OR BUS STOP **						
0-1 Blocks	160	41%	137	48%	241	28%
2-4 Blocks	125	32%	43	15%	173	20%
5-7 Blocks	9	2%	4	1%	35	4%
8 or more Blocks	6	2%	8	3%	21	2%

* Percentage of survey responses
** Includes pedestrians coming from parking lots/bus stops; therefore, figures do not equal WALKED ACCESS TOTAL shown in previous table
NOTE: Percentages do not always total to 100% due to rounding; REFUSED TO or NO ANSWER responses excluded

GUIDELINES FOR LAND USE IN STATION AREAS

Summary of Potential Strategies

As stated in the Introduction to this report, a Metra commuter rail station is a valuable community asset. The station not only provides access to transportation services, but its presence should enhance the desirability of the community as a place to live and work. The commuter rail station should become, if it is not already, a focal point of the local commercial business district, principally by stimulating increased station-area activity through enhancement and/or redevelopment of existing land uses. Besides being an attraction (origin) point for rail commuters, the station has the potential to become a destination point for local employment and commercial centers as well. The full realization of the station's potential to influence and interact with land uses in the station area will depend upon the efforts and energy of the community.

In the context of this report, it is important to understand the definition of the limits of the "station area". Traditionally, the term has referred to the relatively small area immediately surrounding the station itself, within perhaps a block or so. However, land uses in the station area should be examined, and potential enhancements studied, within three-quarters to one mile (just over two square miles) of the commuter rail station. It is within this greater area that appropriate land uses can foster a useful interactive relationship between the rail service (with access point at the station) and the local community. The key word is interaction, defined as creating economic benefits for the business community by serving the existing commuter rail user market, and attracting rail commuters to use the station and to live, work, or conduct business in the surrounding area.

The companion color brochure produced by Metra and NIPC visually portrays recommended land uses, surrounding the commuter rail station, in order to better utilize the station as a valuable and available resource. Needless to say, changes in the vicinity of the commuter rail station will depend upon community goals and objectives, as well as the actual location of the station. Potential land-use changes around stations in high-density urban areas, for example, will differ from those in many suburban central business districts. For such reasons, the strategies suggested in this report will not be universally applicable, but most local officials will find approaches that are useful in their communities.

The Guidelines suggested in this final chapter have been developed from studies of the prototype station areas and interviews with local officials, as well as the collective approaches to land-use and transportation relationships recommended by Metra and NIPC. They represent a wide range of approaches to station-area enhancement, and are intended to provide a framework within which localities can effectively examine station-area needs and new possibilities. The various aspects which make up the Guidelines are addressed in separate sections on the following pages. Suggested land uses and other techniques can be adapted or combined depending upon local objectives.

INTEGRATING STATION AREAS AND THE COMMUNITY

When the commuter rail station is integrated into the residential and commercial activity of the community, it can become a focus for viable interactive relationships in the vicinity, as well as a potential source of community pride. There are a number of approaches a local government can use to integrate the station into the community and its economic activities. Selected land uses can generate several different types of interrelated development patterns that can stimulate pedestrian activity between the station and the business district. The Guidelines focus on functionally integrating the station into the community, and options can be formulated based upon several key factors.

- **Importance of the Station to the Community**

In some communities that have already recognized the significance of a commuter rail station, relatively minor enhancements to particular aspects can effect improvements to an existing situation. In other communities, where the station is simply "there" and the potential benefits have not been recognized or utilized, the entire situation can and should be examined. Metra and NIPC firmly believe that the integration of local land uses and the commuter rail station (again, representing the service) can bring about a mutually beneficial relationship for the community, its residents, and local businesses.

The obvious first order of business in the station-area land-use review process is a determination, made by each individual community, of the local importance placed on the station and the commuter rail service. Viewpoints should be ascertained from local government officials, residents, businessmen, and commuters alike. The recognition of the station's current and potential role in the life of the community will set the stage for purposeful examination of potential land-use enhancements and reconfigurations.

- **Station Location and Environs**

In general, the land uses that presently exist in the immediate station area have evolved over a long period of time. This is especially true in most urban areas and suburban central business districts, where the coming of the rail service and the location of the station were significant to the existence of the original community. Other stations have been added subsequently, but the general patterns of spontaneous development have remained consistent in most cases. Market forces usually dictated the presence of commercial areas adjacent to the station, in appropriate scales which have evolved as the community has grown. Residential areas were located within convenient walking distance of the commuter rail station, which in earlier times was the primary mode of transportation. Eventually the communities outgrew the immediate station environs, and new commercial areas focused along streets away from commuter rail stations.

In many communities, the station remains a vital part of the immediate station area and surrounding environs. Minor changes or enhancements to land-use mixes and pedestrian traffic patterns may be in order to strengthen the relationship. In many other communities, however, the station simply exists as an access point for rail commuters. Both local governments and businesses do not include it in discussions about, for example, local commercial vitality or connections with adjacent or nearby residential areas. Major physical changes may be in order, including redevelopment, or at the very least the implementation of new physical or "psychological" links between the station, commercial district, and residential areas. In either case, the surrounding areas or "environs" should include the greater station area of two-plus square miles. The pattern of land uses and their relationships to the station location should be reviewed.

- **Adjacent Business Services**

Commuter rail stations are usually within or close to suburban central business districts or neighborhood commercial areas. According to most public officials interviewed for the prototype station land-use survey, rail commuters have a tendency to "head for home" once they are in their cars. It is therefore advantageous to provide local business services in close proximity to the station, located in a manner which makes them both noticeable and convenient. Visual and physical links, such as appropriate signs, pedestrian walkways and other accessories, can assist to effect the desired result of commuter patronage of nearby businesses. Interspersing of commercial areas and commuter parking facilities, which can be shared with local patrons as well, can induce pedestrian traffic through retail areas.

It is also possible to improve psychological links by improving service and creating awareness. For example, if stores in the central business district stay open one or two evenings a week, adequate publicity at the station and in the local press may stimulate activity. It is important for stores to stay open the same evening(s) of the week, rather than acting independently. Extended business hours to serve the commuter-market time frame, which begins earlier and ends later than the local market, are also important.

- **Amenities within the Depot**

The presence of retail shops and services within the station itself not only serves the commuter market, but could also stimulate increased commercial activity for adjacent businesses in the community. Such facilities are aside from the ubiquitous morning coffee-and-roll services inside the depot (or outside on a mobil truck). Small shops or services such as video stores, cleaners or photo shops can be located within depots having the available space or newly constructed to accommodate them. The convenience of morning drop-offs for evening pick-up, or the reverse, can be particularly emphasized. More on the types of facilities is provided in a later section of the Guidelines.

- **Station-Area Aesthetics**

Commuter rail stations should be clean, attractive and convenient for the benefit of commuters and non-commuters alike. In planning for the development, improvement and maintenance of the station and immediate station area, there are several elements that need to be taken into consideration. Features such as attractive landscaping, benches, and lighting can be devised to blend into surrounding environs and be compatible with the character or "decor" of the nearby area. Generally, responsibility for regular maintenance of the station and grounds depends upon ownership and agreements among the municipalities, the railroads, and Metra.

Periodic maintenance, such as painting or parking lot resurfacing, is extremely important and is a major factor in station and community appearance. If the station needs rehabilitation or renovation, the implementation of this work can create an impetus for similar activities in the immediate station area or elsewhere in the community. If the station is a historic structure, its restoration or rehabilitation can stimulate consequent restoration of adjacent historic buildings and perhaps the establishment of a local historic district. Such projects are implicitly a part of later sections of the Guidelines regarding land-use development and strategies for implementation.

- **Station Access**

Many municipalities have successfully managed station-area access through application of a variety of techniques. Without proper planning, station-area access can create problems of varying magnitude. Much depends upon how well the local street pattern around the station is adapted to provide access to the station, the presence or absence of grade crossings, and the actual number of rail commuters using the station. Potential resolution of such problems will depend upon several variables such as the amount of space available, location of parking areas and the possibility of relocation, and constructive enhancements to access routes and related facilities. More on the types of solutions available are provided in a later section of the Guidelines.

GUIDELINES FOR LAND-USE DEVELOPMENT OR REDEVELOPMENT

Local land-use planning is an important element of any community, shaping the character of the community and influencing property tax revenues. Commuter rail stations can be catalysts for achieving local economic development goals, encouraging specific types of station-area improvements, and increasing the local tax base through the stimulation of higher land values. Stations can have a positive impact on potential development or redevelopment, and their presence often represents opportunities for commercial development or higher-density residential uses.

Many municipalities are in the process of reviewing redevelopment options, or are actively pursuing projects, in their central business districts. They should strongly consider commuter rail stations as potential catalysts for change. Even where land-use patterns are well-established, there can be opportunities for redevelopment on scattered vacant parcels, where deteriorated structures are demolished, or through rehabbing, remodeling, or otherwise adding to existing structures. When a station is located in a developing area, or a new station is planned for an area with substantial vacant land, there are opportunities for planning the most advantageous land uses. Larger-scale redevelopment is possible through municipal/developer cooperation to assemble parcels.

The following points provide some suggested approaches to development planning in commuter rail station areas. Some of these approaches are either in the process of being implemented or are being considered by the prototype communities studied.

- **Provide for rail commuters' service and retail needs by creating a Commuter Service Center.**

In many locations, a retail and service facility catering to commuters can be implemented. A Commuter Service Center is essentially a small shopping center, privately developed and maintained. Such centers are particularly appropriate at high-volume ridership stations, outside of suburban CBDs, or in newly developing areas. The commuter rail station itself becomes on integral part or nucleus of the Commuter Service Center, with originating rail commuters providing the market for the stores and shops. Such a center can be particularly advantageous where a large number of commuters come from outside of the immediate station area, and would be integrated with commuter parking facilities.

A Commuter Service Center is not meant to compete with existing businesses. It is primarily intended to serve the commuter market at station locations not associated with commercial districts. Nearby residential areas can provide a supplementary midday market for Commuter Service Center businesses. Smaller versions, with adjunct outlets for existing local businesses, can coexist in more-concentrated commercial environments.

- **Develop Transportation Centers, in appropriate locations, which provide access for fixed-route or feeder buses and bus/rail interchange facilities.**

Transportation Centers are a separate concept from Commuter Service Centers, although in certain specific instances the two can be combined. They serve a strictly transportation-interchange function, allowing intermodal connections between bus routes of all types (Pace, CTA, subscription, or shuttle), or in certain areas connections with CTA rapid transit lines, and commuter rail. The focus in all such circumstances is maximizing public transportation links and connections, in either direction. The Centers function as both attraction and distribution points for commuter rail service.

- **Develop pedestrian links from ground-level stations, which create visual pathways to surrounding commercial, residential, and employment locations.**

It is important to establish pedestrian links or connections between the various components of concentrated station-area environments. The term "visual pathways" embraces a concept greater than the physical presence of sidewalks and related facilities. The physical features are enhanced by a sense of cohesive and intertwined land uses that are totally linked with a series of unbroken and well-signed pedestrian paths. These pathways allow rail commuters to have convenient access to local commercial areas and thereby be encouraged to utilize the stores and services provided. Mixed or surrounding residential areas can attract commuters to live there and walk to the train. Office or factory employment locations within walking distance can attract workers who arrive by train, and might also utilize local retail outlets. The establishment of pedestrian-oriented concentrations of mixed land uses creates an attractive and functional environment. Pedestrian links interrelate with the other points in this section of the Guidelines.

- **Provide functional overhead pedestrian connections, allowing direct access into nearby office buildings or retail centers, in station areas with rail on embankment.**

Overhead pedestrian connections are essentially an extension of the concentrated pedestrian concept, which in areas with commuter rail stations on an embankment allows direct access into adjacent buildings. Pedestrian walkways, which could be covered and weather protected, would reach from track level into the second floor of office buildings and retail centers. An option would exist for second-floor offices and ground-floor retail outlets that serve street pedestrians as well. The adjacent building(s) could also, in some instances, become Commuter Service Centers. Such provisions would attract employees and customers alike to use commuter rail, and reduce auto access to the general area.

- **Revise zoning ordinances to allow a variety of mixed-use developments in or near the central business district.**

Land-use plans and zoning ordinances often place high-density uses close to commuter rail stations, with decreased density as the distance from the station is increased. Areas around commuter rail stations, especially in high-density urban locations or in suburban central business areas, are ideal locations for high-density development, since many stations are located in commercial, industrial, or multi-family residential districts. New high-rise apartment buildings have been constructed near commuter rail stations in some communities, resulting in increased tax revenues for the municipality and convenience for residents. Higher residential development densities increase pedestrian station access and benefit nearby commercial areas.

Whether new buildings are being constructed or existing buildings rehabilitated, mixed-use development can be economically and aesthetically attractive. Former factory buildings, especially those that are multi-story, can be rehabilitated and converted to new uses that fit the present environment and conform to the existing real-estate market. Designs might include a mini-mall with shops, restaurants, or services on the first floor, and apartments or offices above. (Such an occurrence is an example of a land parcel attaining its "highest-and-best use".) Restaurants and hotels near commuter rail stations often blend well in a mixed-use district, providing convenient rail access and services to commuters. Some station areas outside central business districts are also candidates for increased densities, but much depends on the circumstances in the local area.

- **Promote commuter rail as a mode for bringing workers into the area for local employment opportunities, and provide shuttle services to work locations.**

Commuter rail stations are usually considered to be origin points for worktrips to the Chicago CBD, and rightly so. However, the stations can also serve as destination points for so-called reverse commutes, which are opposite the peak-period direction of most commuters, or intermediate commutes, which are worktrips that end at stations along the route but in the peak direction.

Increased attention in local land-use plans to locations of existing and contemplated employment centers can facilitate trips by commuter rail to local jobs. At present, these largely consist of retail or small-office jobs, or local factory employment. It is frequently the case that the labor-force demands of these facilities exceed the locally available number of workers. For this reason, it is important to consider commuter rail availability when planning sites for such facilities. Since the amount of land required for such facilities is often unavailable in high-density urban areas and suburban business districts, they are often located outside of these areas.

Location in less-densely developed areas increases the importance of obtaining suitable sites and locating employment-related facilities that are within a reasonable walking distance of the commuter rail station, or at least where they can be served by connecting or shuttle buses. In urban areas or suburban CBDs, many of these job locations are within reasonable walking distance from the commuter rail station. Employees coming to work by rail serve both to reduce local-area auto trips and enhance the pedestrian environment of the immediate station-area concentration, and also provide potential customers for the local retail sector.

Existing employment locations should be reviewed, and rail/pedestrian trips encouraged, often by providing simple amenities such as sidewalks, landscaping, and well-marked pedestrian routes. For more distant employment centers, shuttle buses or rerouting of fixed- or feeder-route bus services can enlarge the potential destination zone. New employment centers, such as office buildings or industrial parks, can be appropriately located to make pedestrian or shuttle-bus access convenient.

IMPLEMENTATION STRATEGIES

In order to determine the current relationship between the commuter rail station and the community, and identify potential alterations to improve that relationship, an evaluation is necessary and therefore recommended. The process should begin with an evaluation of the goals and objectives of community station-area planning, followed by a survey of general land uses and existing structures. A checklist can be developed which may include items such as condition of existing structures, appropriateness of land uses to the area, and immediate station-area facilities and amenities. In addition, local surveys can be conducted on community needs, and observations compiled on commuter shopping and travel patterns. When these findings have been analyzed and desired changes identified, general strategies can be formulated with time frames for implementation.

In many cases, the preparation of an overall Station-Area Plan can be a useful step toward realizing the potential enhancements to the greater station area and local land-use patterns. A Station-Area Plan does not need to be an elaborate document. Most communities have zoning ordinances and land-use plans, adopted as part of their basic planning functions. In addition, many communities have central business district plans, which may or may not include plans for the immediate commuter rail station area. The Plan can be a segment or an overlay of the local land-use plan and zoning-district maps.

During the planning process, it is often desirable to involve an advisory committee with representation from property owners and the Chamber of Commerce. Local objectives should be formally defined, and reflect a consensus of the community. Assistance in identifying the most effective approaches can also be obtained from Metra, NIPC, and other public officials or agencies. Once a Plan for the station area has been formulated, input correlated, and potential actions identified, implementation strategies must be found. Workable strategies will differ from place to place, depending on community resources, citizen interest, and business involvement. However, there are several available alternatives which might be employed for redevelopment or new development.

- **Adopt zoning regulations that will achieve the community's purpose and create a favorable development climate.**

Communities should consider rezoning in areas where higher densities or mixed uses may be desirable, particularly near the commuter rail station. Since zoning designations effectively define the types of uses that exist or can be implemented, a general reexamination of zoning to achieve desired land-use patterns in the greater station area may be in order. Where higher-density uses are permitted, the land becomes more valuable and the resulting uses will usually generate increased property tax revenues. The Station-Area Plan can guide zoning or rezoning efforts.

A change in zoning or land-use regulations to allow mixed uses would not necessarily involve a zoning ordinance change, but may still require a public hearing as specified in the local ordinance. This provides property owners in the district with an opportunity to express their views on the desirability of mixed uses. Although existing uses can have a long amortization period, favorable zoning may stimulate purchase offers from developers who would like to develop or redevelop individual properties.

- **Provide public funds for infrastructure-improvement projects which will stimulate private business investment.**

Private developers may invest in projects that are consistent with local goals, obviously when the benefits to their business are also present. One way to accomplish this is to offer infrastructure incentives to attract developers, such as free sewer and water connections, or new sidewalks, streetlights, and signs that relate the project to the station and the commuter market. In this manner, developers can be persuaded to provide a station-related development for the benefit of the community that might otherwise be of little interest or even financially infeasible for them.

Rather than a joint venture, this is an incentive-based method of attracting developers to a community-benefit project. In a way, it is the opposite of assessment of impact fees for providing infrastructure to a development project that is almost exclusively for the individual developer's benefit. Redevelopment or rehabilitation of undesirable or unsuitable properties in the station area, according to community specifications, is the result. Public funds can also be used for a business-district facade improvement program, which could include the commuter rail station, as an infrastructure contribution.

- **Obtain private investment to accomplish local goals by soliciting development proposals for specific parcels.**

Where land-use reconfiguration or changes are desired, communities can assemble parcels, purchasing the land as it becomes available and allocating it for the type of development desired. Following assembly, or in some cases even while the process is underway, requests for proposals (RFPs) can be issued. RFPs solicit proposals from private developers for development or redevelopment of particular properties, and can be used on any scale of conceptual project from single parcels to massive redevelopment efforts. The RFP process enables local communities to be specific about what types of development are desired, where they will be located, and how they will fit into the station-integration plan. Metra can participate as an advisor on the RFP prior to issuance, enabling the community to choose a proposal that meets mutually defined criteria that considers the commuter rail station and its position in the community.

- **Form a public/private partnership in which the community, Metra, and a private investor participate in a project.**

This investment partnership concept is generally referred to as joint development. In this case, a public/private partnership is formed, in which the community, Metra and a private investor participate in a joint-venture project. This approach is one of several alternative financing approaches to "stretch" available public funding. This particular method is becoming increasingly prevalent in the commuter rail industry, where limited public funds preclude implementation of necessary or desirable improvements to stations and station areas, and is one favored by Metra.

A Commuter Service Center is a perfect example of such a development project. For instance, a private developer could opt to construct or renovate a building to house a retail center, with Metra contributing service-related improvements such as platforms and a waiting room, and the community contributing infrastructure such as street and sidewalk improvements, as outlined in an earlier point.

- **Enlist help from local volunteer groups for small-scale amenity programs, especially for beautification of the immediate station area.**

Volunteers can make a significant contribution to local projects, such as beautifying the station and the surrounding area. Community-service organizations can be enlisted to perform painting, wood-refinishing, and other decorating tasks that are not of a major rehabilitative nature. Gardening clubs can be enlisted to plant and maintain flowerbeds. Such programs, which can be developed for many different groups, not only conserve scarce public funds but also increase public awareness of the intrinsic value of the station.

- **Respect existing community assets such as historic sites, parks, and natural areas in the planning process.**

No redevelopment plans to integrate the station into the commercial and other activities of the community should be done at the expense of positive community assets. Parks and other natural areas, and structures of historic significance, should be identified and excluded from potential alteration. With thoughtful planning, they can be blended usefully into the designed station/community integration program.

GUIDELINES FOR PARKING AND ACCESS

Historically, most rail stations have been placed in, or have spurred development of, community downtowns. This is especially true in high-density urban areas and suburban CBDs, where a substantial number of commuter rail stations are situated. In any case, regardless of location, the commuter stations usually have served as the focus for intense surrounding commercial, residential, and often employment-related land uses. A frequent side effect of such nearby development, and required commuter parking facilities, is increased automobile traffic.

Parking for rail commuters is a proven necessity, and normally it is desirable to provide it near the station. As the Guidelines for land use and development in other sections of this report portray, however, there is some flexibility in the location of parking relative to adjacent land uses. Appropriate locations for concentrations of commuter parking in six station-area classifications or scenarios are graphically depicted in the color brochure.

At the same time, although automobile traffic generated by commuters accessing parking facilities is often seen as having a negative effect in the station area, there are opportunities to alleviate the relatively short-lived congestion. There are several alternatives available to address the combined automobile traffic and parking needs in the station area generated by rail commuters, residents, and local businesses.

- **Promote use of shared or joint-use parking for originating commuters, shopping patrons, or office/retail employees.**

In most station areas, parking facilities are designated for the use of rail commuters, local business patrons, or employees, exclusive of one another. This separation is designed to avoid conflict among the different groups, and prevent any one of them from using all available parking to the detriment of another. While usually successful from a protective standpoint, it is also inefficient by necessitating excess parking capacity for each group of potential users to accommodate extra demand. Metra, for example, considers a usage at 85 percent of capacity to indicate the need for parking expansion.

Shared parking is a concept which serves both the commuter service and commercial or employment districts in the local community. It allows parking facilities to be used for more than one purpose, usually in different time periods. For example, commuter parking spaces which are unoccupied after the morning peak period can be made available for secondary use by local business patrons. There is also an opportunity to utilize certain parking facilities primarily for commuters on weekdays, and to use the same facilities for local businesses in the evenings or weekends. Different land uses have their own peak periods of parking demand, which are often the opposite of commuter parking demand.

Retail uses, for instance, could design parking for the weekday, while additional spaces necessary on weekends would be provided by unused commuter spaces. Restaurants could use the commuter parking lots in the evening and on weekends. Cinema parking is generally low on weekdays when commuter use is high, and patronage peaks when commuter lots are empty in the evenings and on weekends. Office employee parking would generally conflict, with an all-day weekday demand similar to rail commuters needs, although a jointly built lot shared by both is possible. There are, in fact, many potential variations. Thoughtful consideration of creative alternatives can reduce the need for single-use parking lots that each include excess capacity.

- **Consider multi-level commuter parking structures, particularly to retain or reallocate land for more productive uses.**

Available parking is a virtual requirement for commuter rail users in most station areas, and expansion efforts where necessary continue to be studied and implemented. Communities should consider the option of building multi-level parking structures in appropriate locations in certain types of station areas. The parking structures can be multi-purpose, with separate levels allocated to commuters, local shopping patrons, employees of nearby businesses, or even local residents. The separation of potential users can be supplemented or replaced by shared-parking concepts as well. An important benefit to the community can be gained by consolidating commuter and other parking onto smaller land parcels in structures. The remaining parcels will be free for development of other station-related land uses, assisting the station-integration process.

- **Institute traffic mitigation techniques such as one-way streets, turn lanes, or traffic signals.**

There are many conditions that can lead to traffic congestion in commuter rail station areas, where station-access traffic is concentrated for short periods of time. Various techniques are available to mitigate the negative effects on traffic movements in the station area during the peak periods of commuter rail travel. Traffic studies may be needed to evaluate the potential effectiveness of traffic-flow alterations in individual cases.

One potential problem is turning movements, especially left turns. When possible, left turn lanes should be provided where needed for station ingress. If left turns block intersections near the station during peak hours, they can be prohibited during certain hours of the day. If there is a significant amount of traffic congestion around the station, a one-way street pattern may improve traffic flow during peak as well as non-peak hours. It is possible, of course, that instituting a one-way street pattern will also necessitate changing the station-area access patterns.

If the station is located at or near a signalized intersection where problems occur because of station ingress or egress, the signal timing can be adjusted to give timing preference to the direction with the heaviest traffic, such as to station ingress in the morning and egress in the evening. At heavily utilized stations, new signals may need to be installed. In other cases, appropriately located stop signs in conjunction with one-way traffic flows can accommodate the commuter traffic. The potential effect of changes in the area of the commuter parking lots on traffic flows in the street network of the greater station area must also be taken into consideration.

- **Provide sufficient access facilities for fixed-route or feeder buses and taxis; include separated paths for buses and cars using kiss-and-ride areas, and loading zones that do not block other vehicles.**

There are often conflicts of movement among buses, kiss-and-ride (passenger drop-off) automobiles, and automobiles of commuters entering or leaving the parking facilities. To the extent possible, separation of the different types of vehicles on the station site is recommended. Loading and unloading of buses or kiss-and-ride vehicles on streets adjacent to the station can disrupt traffic flow, and should be avoided.

Parking lot access driveways that are segregated from those used by either buses or kiss-and-ride automobiles are essential. Separate bus lanes, allowing access as close to the station as possible, should also be provided. This applies to both feeder buses and those on regularly scheduled fixed routes. The latter can either terminate or be routed through the immediate station area. A sheltered waiting area is also desirable where buses load and unload. Similarly, automobiles dropping off commuters may block traffic and make it difficult for other commuters to reach parking areas. A separate lane for kiss-and-ride access that is segregated from buses and through traffic should be designated.

- **Encourage bicycle use by commuters by providing bicycle storage facilities; provide separate and continuous access routes for bicycles within a two- to four-mile radius.**

Bicycle racks or storage lockers should be provided at commuter rail stations to encourage bicycle use as an alternative to driving. The demand for bicycle parking capacity provided will vary considerably among stations, depending in part on station location and type of station area. Adequate facilities should be provided to meet the demand. Bicycle racks or storage lockers should be placed for convenient access and minimum conflict with vehicular traffic.

Bikeways separated from automobile traffic are important safety features in the immediate station area. Most important in the station-area land-use context is the provision of continuous access routes to the station. Such routes should be provided from several directions in the greater station area, depending upon the particular land uses present. The routes should also extend beyond the station area from two to four miles, depending upon the extent of the market area and the demand exhibited by rail commuters.

- **Provide safe and separate routes for pedestrians to and from residential areas, commuter parking lots, and nearby commercial areas or employment locations; make certain that pedestrian access is continuous within a one-mile radius.**

Pedestrian activity is an important aspect of most, if not all, of the station-area types. A prominent goal of the suggested station-area land-use patterns, especially in some cases, is the creation of convenient pedestrian movements that generate increased economic activity in commercial areas. Equally important is pedestrian access of the commuter rail station, both as a focus of the station area and with a goal of reducing auto trips to the station by commuters. In addition, pedestrian access from the station to employment locations will encourage trips into the station area by commuter rail. The routes should extend throughout the station area for at least a mile, to and from all potential rail commuter origins or destinations.

Like bikeways, pedestrian routes separated from automobile traffic are important safety features in the immediate station area. Pedestrian traffic in the immediate station area includes persons entering the site from other locations as well as those walking from parking lots to the station and platforms. Safe separated routes, such as sidewalks or other walkways, should be provided. When pedestrians must cross parking lots or driveways in front of moving vehicles, striped crosswalks should be provided for some measure of protection. If there are large numbers of pedestrians who must cross into or out of the station area against heavy traffic, the installation of a push-button traffic signal will provide additional protection.

GUIDELINES FOR BASIC SERVICE AMENITIES

An attractive station area with conveniences for both commuters and non-commuters can be a tangible community asset with local economic benefits as well. Of particular importance to rail patrons is the location of commuter-oriented convenience-retail services. Certain types of retail amenities that serve this special market can also cater to nearby local residents. Therefore, an appropriate number of conveniently placed short-term parking spaces are recommended in certain station-area locations.

The convenience-retail services can often be blended into adjacent or nearby commercial business districts. The facilities provided will vary in scope or scale, depending upon both the size of the community and the extent of the station's market area. Some of the retail and service outlets can be provided within the depot or a Commuter Service Center, while others can be available from nearby stores and shops. Special features to attract the commuter market would include same-day services and coordinated, extended business hours throughout the commuter-service district.

There are, of course, numerous goods and services that can be provided in the business district. For the rail commuter market especially, a more specific variety of basic amenities are designed to accommodate the morning and evening peak periods when relatively fast and convenient service is desirable. Several that have proven successful (or would be expected to) in the immediate station area are described below.

- **Newsstands**

  Perhaps the most common facilities found at commuter rail stations, newsstands will offer items such as newspapers, magazines, books, and assorted sundries.

- **Restaurants/coffee shops**

  Restaurants or coffee shops will range in size depending on the station ridership and station-area population. The smallest will offer coffee and pastries for the morning commuter rush. The largest will provide full-service sit-down restaurants with dinner menus catering to rail commuters.

- **Fast-food outlets**

  Such facilities will generally differ from local (and likely independent) restaurants by offering franchises to well-known fast-food chains. Take-out (for the train) breakfasts and take-home dinners are featured.

- **Photo-finishing shops**

  Photo shops will offer, for example, same-day developing services which could be dropped off in the morning (even without shop being open) by work-bound commuters for pick-up in the evening.

- **Video rental stores**

  Similar to photo shops but operating on a reverse schedule, video stores will offer rentals for pick-up by home-bound commuters, allowing next-morning drop-off in a return box or slot (again without store necessarily being open).

- **Flower shops**

  Flower shops will offer flowers of various types for convenient pick-up by either work-bound or home-bound commuters, as well as orders for delivery. Greeting cards and small gifts can also be provided.

- **Dry-cleaning stores**

  Dry-cleaning stores will offer a convenient morning drop-off location for same-day cleaning and laundry services (with the plant in many cases off-site) for pick-up by home-bound commuters.

- **Barber shops/hair salons**

  Hair-cutting and styling facilities will offer early-morning or evening appointments in a convenient location that provides a service to the rail commuter market.

- **Convenience-retail stores**

  Convenience-retail stores will offer a variety of items, providing goods for rail commuters and nearby local residents as well (hence the provision of short-term parking spaces in certain locations). The actual size and scope of such stores will vary, depending on the overall market. Some can be a part of a Commuter Service Center or station-oriented mini-shopping centers.

- **Banking/ATM facilities**

  So-called "cash machines" will offer a convenient location for commuters to conduct banking transactions and obtain cash withdrawals at any hour of the day.

- **Automotive services**

  Car-care centers will offer a variety of one-day services, such as oil changes and tune-ups, with a convenient location for drop-off in the morning and pick-up in the evening by rail commuters.

- **Day-care centers**

  Day-care centers will offer conveniently located all-day care facilities for children of working mothers or parents using the commuter rail service.

A FINAL WORD

This report has presented case studies of activities in several prototype communities related to station-area development. From these experiences, potential strategies for station area enhancement have been extrapolated. Results of previous studies and the current research demonstrate the importance of rail-service availability to local viability. Municipalities included in the present study recognize that the presence of a commuter rail station makes their community a more desirable location, and that the facility contributes to the achievement of economic goals. In addition, it can enhance the quality-of-life for residents by providing convenience and an attractive environment.

This information will provide local governments throughout northeastern Illinois with the ability to recognize the potential benefits of a commuter rail station in their community. Strategies for addressing opportunities in appropriate land uses have been outlined. However, to achieve the maximum benefits from a commuter rail station, localities need to take advantage of the many opportunities potentially available. Metra and NIPC are ready and willing to assist in the planning and implementation of commuter rail station area designs and development projects.

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