

# Village of Fox River Grove Station Area Planning Study Appendices



Prepared For:  
The Village of Fox River Grove  
Regional Transportation Authority (RTA)

Prepared By:  
Consoer Townsend Envirodyne Engineers, Inc. (CTE)

December, 2003

# **Appendix A: Market Study**



## **TABLE OF CONTENTS**

<b>INTRODUCTION.....</b>	<b>1</b>
<b>SUMMARY &amp; CONCLUSIONS .....</b>	<b>1</b>
<b>DEMOGRAPHIC OVERVIEW .....</b>	<b>3</b>
Overview of Northeastern Illinois .....	3
Overview of the Study Area .....	6
Population Growth.....	6
Household Formation .....	6
Fox River Grove Study Area.....	7
<b>HOUSEHOLD INCOME.....</b>	<b>10</b>
<b>RESIDENTIAL OVERVIEW.....</b>	<b>12</b>
Residential Single Family Sales.....	12
Growth .....	12
Sales .....	12
Single Family Home Sales.....	13
2001 Home Sales.....	13
New Home Permits.....	14
Existing Rental Supply .....	15
1 and 3-Mile Rings .....	15
5-Mile Ring.....	16
Pipeline Projects .....	17
<b>DEMAND AND SUPPLY CONCLUSIONS – APARTMENTS .....</b>	<b>18</b>
<b>DEMAND AND SUPPLY CONCLUSIONS – CONDOMINIUMS .....</b>	<b>20</b>
<b>DEMAND AND SUPPLY CONCLUSIONS – SINGLE FAMILY.....</b>	<b>20</b>
<b>COMPARATIVE ANALYSIS FOR ARLINGTON HEIGHTS, MOUNT PROSPECT AND DES PLAINES .....</b>	<b>21</b>
Arlington Heights.....	22
Mount Prospect.....	23
Des Plaines.....	24
<b>RETAIL OVERVIEW .....</b>	<b>25</b>
General Overview .....	25
Sub-Market Overview.....	26
Hospitality .....	26
Convenience .....	26
Marina Development/Restaurant Row.....	27
Development Economics.....	27
<b>OFFICE / INDUSTRIAL / PUBLIC USE OVERVIEW.....</b>	<b>28</b>
Office Overview.....	28
Industrial Overview.....	28
Public Uses Overview .....	28



**LIST OF FIGURES**

Figure 1 Fox River ..... 1

Figure 2 1990 Population ..... 3

Figure 3 2000 Population ..... 4

Figure 4 Projected 2020 Population..... 5

Figure 5 1, 3, and 5-Mile Rings around Fox River Grove..... 7

Figure 6 Counties and Municipalities in Market Area..... 7

Figure 7 Population & Household Trends – 1-Mile Ring..... 8

Figure 8 Population & Household Trends – 3-Mile Ring..... 8

Figure 9 Population & Household Trends – 5-Mile Ring..... 8

Figure 10 2000 Estimated Household Income ..... 10

Figure 11 Estimated Income Levels..... 10

Figure 12 Average Household Income – Table ..... 11

Figure 13 Average Household Income – Chart ..... 11

Figure 14 Homes Sold June 2000 – March 2002 ..... 12

Figure 15 Single Family Home Sales..... 13

Figure 16 2001 Home Sales..... 13

Figure 17 New Single Family Home Permits..... 14

Figure 18 Existing Rental Supply – 1 & 3-Mile Rings ..... 15

Figure 19 Existing Rental Supply – 5-Mile Ring ..... 16

Figure 20 Pipeline Projects..... 17

Figure 21 Station Area Plan ..... 18

Figure 22 Phase I & II Residential Units ..... 19

Figure 23 Phase III Residential Units..... 20

Figure 24 Multi-Family Residential Units..... 20

Figure 25 Single-Family Residential Unit..... 20

Figure 26 Arlington Heights Station Area..... 22

Figure 27 Population and Household Trends – Arlington Heights..... 22

Figure 28 U.S. Route 14 Average Daily Traffic – IDOT ..... 22

Figure 29 Mount Prospect Station Area..... 23

Figure 30 Population and Household Trends – Mount Prospect..... 23

Figure 31 U.S. Route 14 Average Daily Traffic – IDOT ..... 23

Figure 32 Des Plaines Station Area..... 24

Figure 33 Population and Household Trends – Des Plaines..... 24

Figure 34 U.S. Route 14 Average Daily Traffic – IDOT ..... 24

Figure 35 U.S. Route 14 Façades ..... 25

Figure 36 Crawdaddy Bayou ..... 26



## **INTRODUCTION**

The Village of Fox River Grove is a community of approximately 5,000 residents located forty miles northwest of downtown Chicago, Illinois. It is strategically located along the Union Pacific Railroad / Metra Union Pacific Northwest (UP-NW) Commuter Rail Line at the intersection of U.S. Route 14 and Illinois Route 22. This location provides easy access into McHenry County from both Chicago and Lake County.

## **SUMMARY & CONCLUSIONS**

Discussions with individuals from the real estate development and brokerage communities noted the Fox River as a major asset for the Village. The Village needs to create a niche market, as there are regional shopping centers outside the study area.

**Figure 1 Fox River**

The demographic trends identified herein support a complimentary development scenario that would mutually benefit the RTA and the Village of Fox River Grove. In today's environment there are enough general economic concerns that would encourage caution, and a conservative approach to expectations. Qualitative information gained through interviews with individuals from a selected cross section of the real estate and development community substantially confirmed the quantitative data.



As a result of this market analysis and the conditions that exist today, the following outlines our conclusions and recommendations:

- The Village of Fox River Grove should consider further modification to its Comprehensive Plan to accommodate the preferred development scenario. The development scenario should include:
  - Medium Density, mid-rise residential housing
  - Commercial retail including hospitality and convenience uses
  - Professional and personal service office uses
- The Village of Fox River Grove should consider stimulating development in the immediate study area by being proactive with land acquisition, building demolition and utility relocation to reposition a strategic block for development through a RFP process.
- The Village of Fox River Grove should consider specific modification to its zoning ordinances and permitting / planning process guidelines to facilitate activity in the immediate study area.



## **APPENDIX A MARKET STUDY**

---

- The Village of Fox River Grove should create a joint transportation task force that has representatives from a broad group of interests. The task force members can include, but may not be limited to RTA, Metra, Pace, the Illinois Department of Transportation (IDOT), UP Railroad, McHenry County, business, government, and residents to develop an enhanced traffic circulation and parking pattern in the immediate study area.

These conclusions and recommendations are based upon the outcome of the market study. The Project and CTE Teams analyzed draft redevelopment scenarios. Three conceptual redevelopment plans were developed based on the following five core elements of redevelopment identified by the market analysis:

- Making the proposed new Metra station a focal point of the Village's redevelopment efforts,
- Parking,
- Mixed-use development, including mid-rise residential development,
- Tying the riverfront into the development, and
- Access and circulation improvements.



## **DEMOGRAPHIC OVERVIEW**

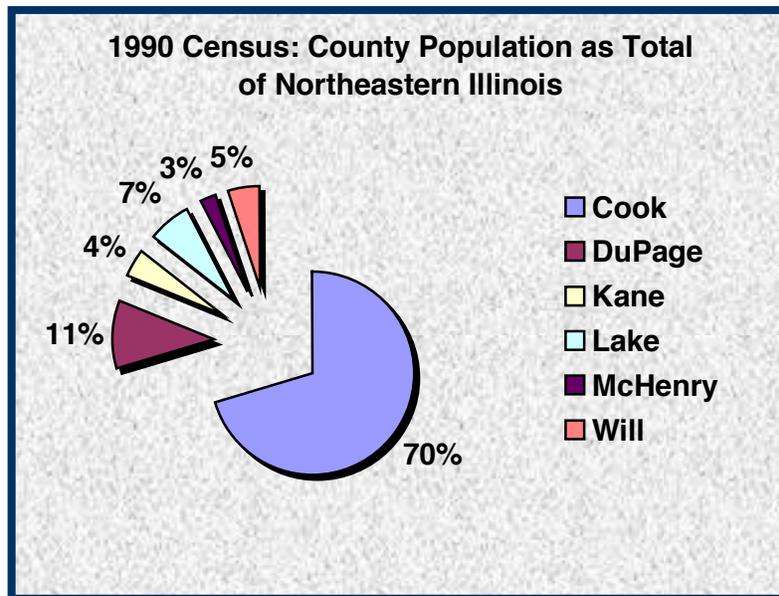
### **Overview of Northeastern Illinois**

The population of the Northeastern Illinois six-county area has seen an 11% growth in from the 1990 to the 2000 census. The Northeastern Illinois Planning Commission (NIPC) is the agency responsible for projecting future population growth for the six-county area. NIPC, in the fall of 2000, projected population growth for 2020 under two scenarios: Scenario 1 – ORD is the existing, improved airports alternative (O’Hare); and Scenario 2 – SSA represents the South Suburban Airport (proposed location of Peotone). Under both scenarios the projected 2020 population for Northeastern Illinois is 12% greater than the 2000 census, however, the distribution of the growth varies depending on the scenario. (Data from the 2000 Census were not available for use in the forecast update process, as the forecasts were done in September 2000, prior to the release of the 2000 Census information. Following publication of data from the 2000 Census, NIPC will generate new forecasts. The new forecasts for the six-county region will have an out-year of 2030.)<sup>1</sup>

Population in McHenry County and the Village of Fox River Grove are projected to increase under both scenarios, although each sees a larger increase under the ORD scenario (McHenry County 34% ORD, 31% SSA; Fox River Grove 51% ORD, 47% SSA). Cook and Lake Counties will also see larger increases under the ORD scenario. Because either airport improvement has an impact where the growth will occur, the 2020 projection is the average of the two alternatives.

The pie charts, [Figure 2](#) and [Figure 3](#) depict the percentage share of each county in 1990, 2000, and the average of the two 2020 projection scenarios is shown in [Figure 4](#).

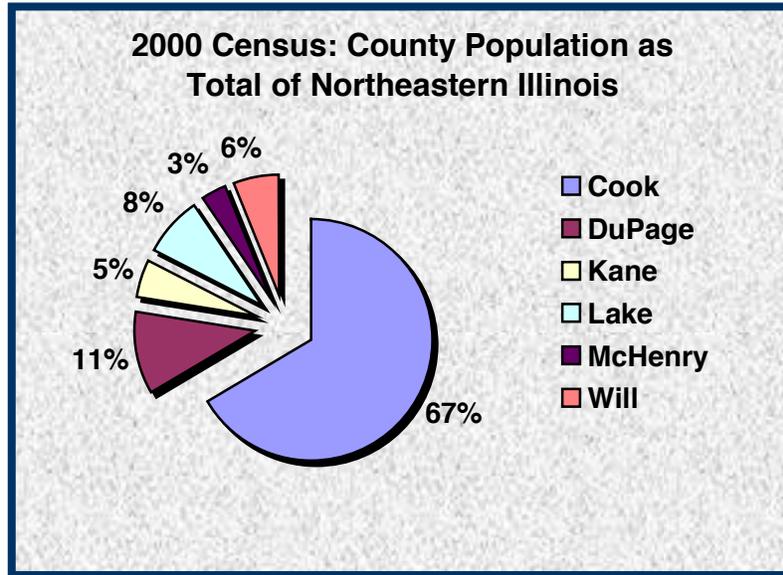
**Figure 2 1990 Population**



<sup>1</sup> <http://www.nipc.cog.il.us/intro1.htm>.



**Figure 3 2000 Population**

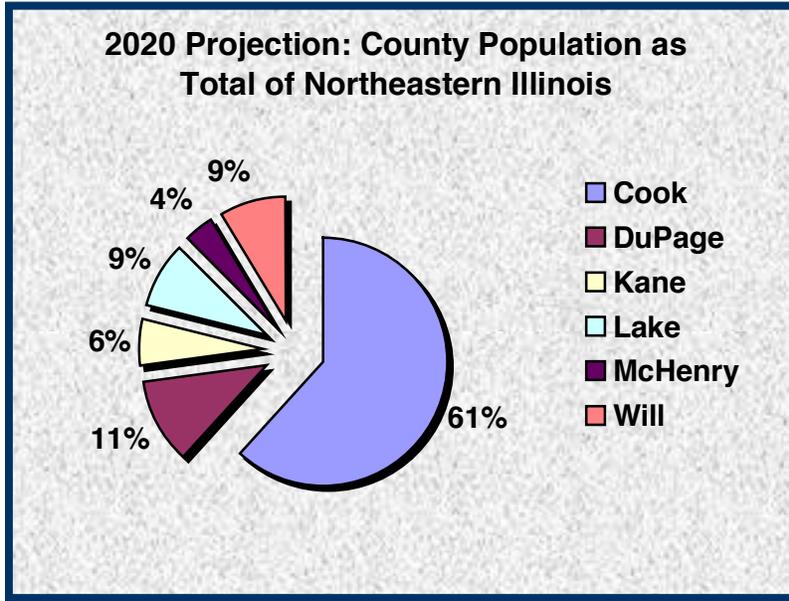


From 1990 to 2000, McHenry County experienced the largest percentage increase of the six-county area, a 42% increase, while Will County experienced a 41% growth. Numerically Cook and Will Counties increased the most. According to the ORD, SSA and average 2020 projection, McHenry County is anticipated to grow on average 32%. Will and Kane Counties are expected to increase population at a higher percentage rate, 55% and 36% respectively.

Cook County, although increasing in population, saw the percentage share decrease in 2000 and further decline in 2020. Lake County experienced approximately a 25% growth in population from 1990 to 2000, and is projected to increase by 23% according to the average 2020 projection.



**Figure 4 Projected 2020 Population**



\*Source: Average of NIPC projections under the ORD and SSA Scenarios.



## **Overview of the Study Area**

### **Population Growth**

Demographic data for Barrington, Barrington Hills, Cary, Arlington Heights, Mount Prospect, and Des Plaines were analyzed for comparative purposes.

- Barrington, Barrington Hills, and Cary statistics were analyzed because of the proximity to Fox River Grove.
- Arlington Heights, Mount Prospect and Des Plaines statistics are included as the Metra stations in these municipalities, and the relation to U.S. Route 14 is similar to the orientation of the station in Fox River Grove.

Total population for each of the jurisdictions analyzed (listed above) has increased, with the exception of Barrington Hills. Of the municipalities, the population of Fox River Grove, in real numbers, is larger than Barrington Hills.

- Fox River Grove reported a total population of nearly 4,900 in 2000. The total population of Fox River Grove increased by over 35% in the 1990-2000 ten-year period; only Cary, with an increase of over 50%, had a larger increase in population. Using the average of the NIPC 2020 projections for the ORD and SSA scenarios, the projected population growth from 2000 to 2020 is the greatest for Fox River Grove at 49%.
- McHenry County, where both Fox River Grove and Cary are located, had the largest increase in population of the Chicagoland six-county area, growing 42%; the population of Will County increased by 41% between 1990 and 2000. The growth of McHenry and Will Counties was substantially greater than that of the other four counties in the region.

### **Household Formation**

Similar to population, the total number of households also increased for all jurisdictions (Barrington Hills, although lost 287 people, gained 15 households). Fox River Grove reported an increase of nearly 400 households. The total number of households for Fox River Grove increased by over 30% from 1990 to 2000. Only Cary, with an increase of over 49%, had a larger increase in households of the municipalities studied. Using the average of the NIPC 2020 projections for the ORD and SSA scenarios, the growth in households from 2000 to 2020 is the greatest for Fox River Grove at 66%.

McHenry County saw a 42% growth in households; Will County increased by 43%. Similar to population, the growth in households of McHenry and Will Counties was substantially greater than that of the other four counties in the region.

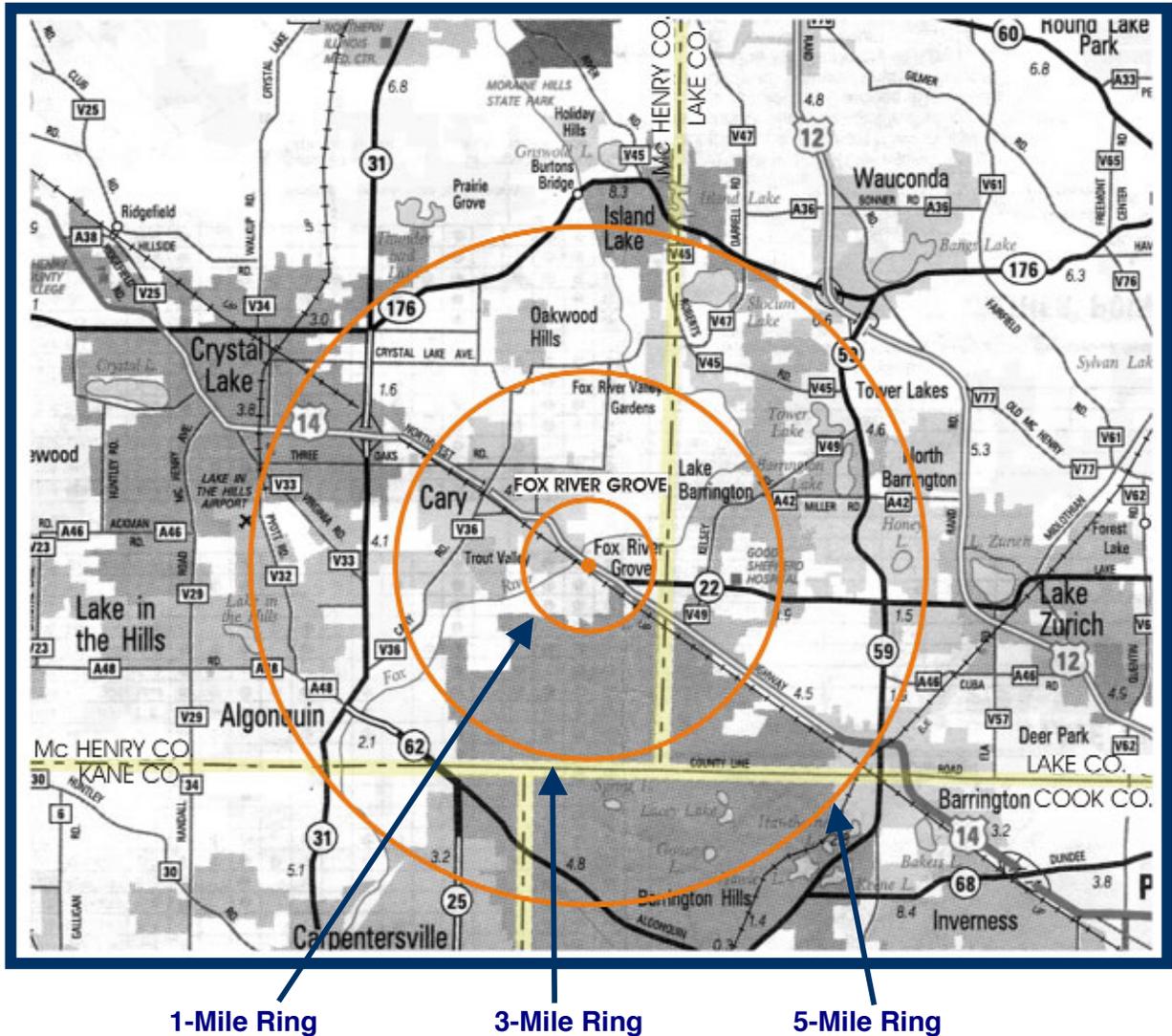
The 2000 average household size for Fox River Grove is higher than the total for Northeastern Illinois (2.73 compared to 2.90). Of the municipalities being analyzed, only Cary has a higher average household size, 3.12.



**Fox River Grove Study Area**

For purposes of this study, the Fox River Grove Metra Station at U.S. Route 14 and Lincoln Avenue is considered the focal point. The market areas are defined as one, three, and five-mile concentric rings from the Metra station. The graphic in Figure 5 illustrates the rings; the table in Figure 6 lists the counties and municipalities that are fully, or are partially contained in the three rings.

**Figure 5 1, 3, and 5-Mile Rings around Fox River Grove**



**Figure 6 Counties and Municipalities in Market Area**

Ring	Counties	Municipalities
1-Mile Ring	McHenry & Lake	Fox River Grove, Cary, and Barrington Hills
3-Mile Ring	McHenry & Lake	Fox River Grove, Cary, Barrington Hills, Trout Valley, and Lake Barrington



## APPENDIX A MARKET STUDY

<b>5-Mile Ring</b>	McHenry, Lake, and Cook	Fox River Grove, Cary, Barrington Hills, Trout Valley, Lake Barrington, Tower Lakes, North Barrington, Carpentersville, Algonquin, Lake in the Hills, Crystal Lake, Prairie Grove, Oakwood Hills, Island Lake, and Port Barrington
--------------------	-------------------------	--

Demographic information for the 1, 3, and 5-mile rings has been provided by Claritas Incorporated, which allows for a precise demographic profile. Claritas has developed models that take census data and convert it to a low-level of geography, termed “ZIP+4”. The ZIP+4 is a postal code assigned by the U.S. Postal Service to facilitate address identification and mail sorting to the level of an office building, one side of a street, specific departments within a firm or a group of post office boxes. Therefore, the level of detail provided is an accurate demographic profile of the study area.

Information on population and number of households from the 1990 and 2000 census, and the 2005 projection for the 1, 3, and 5-mile rings is shown in the tables below. As the tables in [Figure 7](#) through [Figure 9](#) show, the household size over time is fairly constant within each of the three rings over time. However, the household size increases slightly as the ring size grows.

**Figure 7 Population & Household Trends – 1-Mile Ring**

	1990	2000	2005 Projection
<b>Population</b>	5,355	6,700	7,174
<b>Households</b>	1,893	2,386	2,559
<b>Household Size</b>	2.83	2.81	2.80

**Figure 8 Population & Household Trends – 3-Mile Ring**

	1990	2000	2005 Projection
<b>Population</b>	22,349	29,577	32,140
<b>Households</b>	7,606	10,111	10,997
<b>Household Size</b>	2.94	2.93	2.92

**Figure 9 Population & Household Trends – 5-Mile Ring**

	1990	2000	2005 Projection
<b>Population</b>	60,073	78,496	85,006
<b>Households</b>	20,321	26,663	28,926
<b>Household Size</b>	2.96	2.94	2.94

Source: Claritas, Inc. April 26, 2002 Report

Population, as the table shows, increases for each of the rings in each year. The percentage change from 1990 to 2000 was 25%, 32%, and 31% for the 1, 3, and 5-mile rings,



## **APPENDIX A MARKET STUDY**

---

respectively. Similarly, population is projected to increase by 7%, 9%, and 8% for the three rings by 2005.

The number of households increases for each of the rings in each year. The percentage change from 1990 to 2000 was 26%, 33%, and 31% for the 1, 3, and 5-mile rings, respectively. These percentage changes mirror those of population growth. In addition, the number of households is projected to increase by 7% for the 1-mile ring and 9% for the 3 and 5-mile rings by 2005.

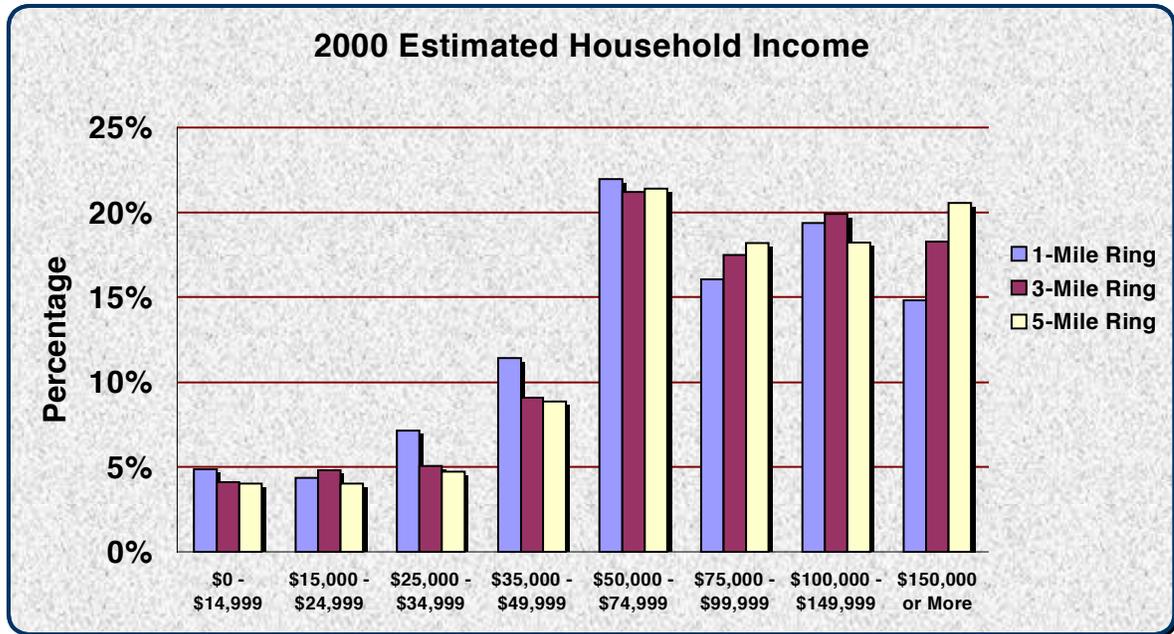
Population growth, household size, and formation are indicators of housing demand. The demand for housing will remain the same as today, as the data shows that both population and the number of households are growing at the same rate. The choice in housing options should also be considered, or the lack of choice which may skew demand in a particular market.



## HOUSEHOLD INCOME

The chart in Figure 10 depicts the range of 2000 estimated household income levels by category for the 1, 3, and 5-mile rings. The Claritas report was run before the U.S. Census Bureau released information on income; therefore, the income data is considered to be estimated values.

**Figure 10 2000 Estimated Household Income**



\*Source: Claritas, Inc. April 26, 2002 Report

The 2000 estimated income levels is shown in Figure 11, and includes average and median household income, and per capita income.

**Figure 11 Estimated Income Levels**

	1-Mile Ring	3-Mile Ring	5-Mile Ring
<b>Average HH Income</b>	\$94,647	\$109,567	\$119,474
<b>Median HH Income</b>	\$75,456	\$83,159	\$84,575
<b>Per Capita Income</b>	\$33,705	\$37,491	\$40,637

\*Source: Claritas, Inc. April 26, 2002 Report

The average household income level is expected to grow by 23% for the 1 and 3-mile rings and 25% for the 5-mile ring over the next five years. The table in Figure 12 shows the growth in average household income, Figure 13 shows the data graphically.



## APPENDIX A MARKET STUDY

The average household income for the 1-mile ring rose by 74% from 1990 to 2000 and is anticipated to increase by another 23% by 2005.

The average household income for the 3-mile ring rose by 68% from 1990 to 2000 and is anticipated to increase by another 23% by 2005.

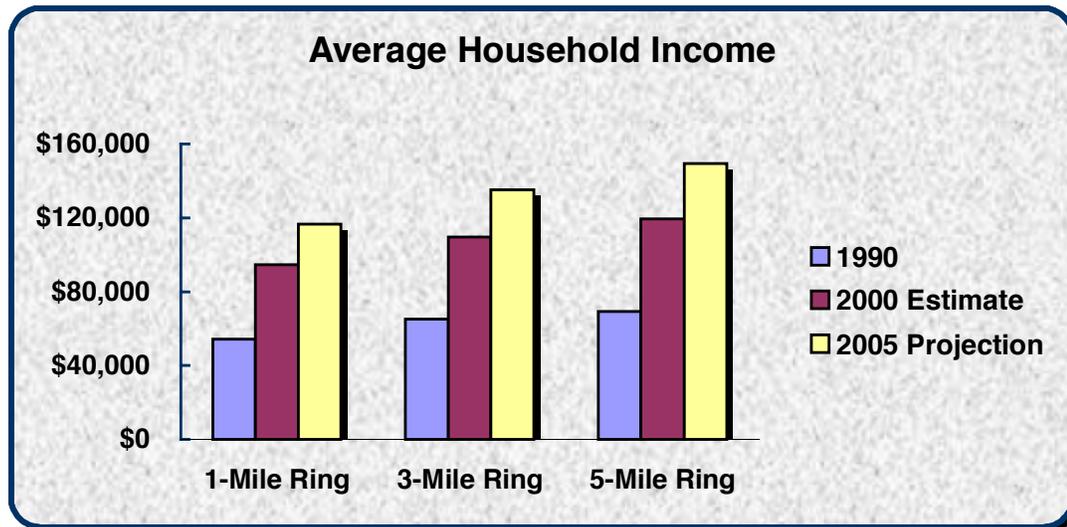
The average household income for the 5-mile ring rose by 72% from 1990 to 2000 and is anticipated to increase by another 25% by 2005.

**Figure 12 Average Household Income – Table**

	1-Mile Ring	3-Mile Ring	5-Mile Ring
<b>For 1990</b>	\$54,361	\$65,254	\$69,481
<b>2000 Estimate</b>	\$94,647	\$109,567	\$119,474
<b>Projection for 2005</b>	\$116,747	\$135,160	\$149,351

\*Source: Claritas, Inc. April 26, 2002 Report

**Figure 13 Average Household Income – Chart**



\*Source: Claritas, Inc. April 26, 2002 Report



## RESIDENTIAL OVERVIEW

### Residential Single Family Sales

#### Growth

According to NIPC demographic information, Fox River Grove had a total of 1,734 housing units in 2000. Of these units 1,406 were owner-occupied units. This was an increase of 347 units, or a 33% increase in owner-occupied units since 1990. Annualized, this is 35 units or 3.3% per year.

McHenry County had a total of 92,908 housing units in 2000. Of these units 74,391 were owner occupied. This was a 24,102 unit or a 48% increase in owner-occupied units since 1990. Annualized, this is 2,410 units or 4.8% per year.

#### Sales

According to the *Chicago Tribune Online Edition*, the Fox River Grove area had 200 homes sell from June 1, 2000 through March 1, 2002 as depicted in [Figure 14](#). This equates to 9.5 homes per month or 114 homes per year. The range of sale prices during this period is great; as evidenced by the lower valued transaction in June 2001 (\$49,900) to the highest value realized in April 2001 (\$1,140,000). The average sales price in this time frame is approximately \$243,000.

**Figure 14 Homes Sold June 2000 – March 2002**



\*Source: Chicago Tribune.



**Single Family Home Sales**

**Figure 15 Single Family Home Sales**

	<b>January – February 2002</b>	<b>Year 2001</b>	<b>June – December 2000</b>
<b>Less than \$100,000</b>		5	5
<b>\$100,000 - \$149,999</b>	1	29	11
<b>\$150,000 - \$199,999</b>	3	42	4
<b>\$200,000 - \$249,999</b>		24	2
<b>\$250,000 - \$299,999</b>	1	18	7
<b>\$300,000 - \$349,999</b>		6	3
<b>\$350,000 - \$399,999</b>		9	3
<b>\$400,000 - \$449,999</b>		1	
<b>\$450,000 - \$499,999</b>		4	4
<b>\$500,000 +</b>	2	13	3
<b>Total</b>	<b>7</b>	<b>151</b>	<b>42</b>

\*Source: Chicago Tribune.

In 2001, the Fox River Grove area recorded 151 homes sold. The average sales price was \$246,000. Of the 151 units 95, or 63%, sold in the price range of \$100,000 - \$249,000 as shown in the tables in [Figure 15](#) and [Figure 16](#).

**2001 Home Sales**

**Figure 16 2001 Home Sales**

	<b>Year 2001</b>
<b>Less than \$100,000</b>	5
<b>\$100,000 - \$149,00</b>	29
<b>\$150,000 - \$199,999</b>	42
<b>\$200,000 - \$249,999</b>	24
<b>\$250,000 - \$299,999</b>	18
<b>\$300,000 - \$349,999</b>	6
<b>\$350,000 - \$399,999</b>	9
<b>\$400,000 – \$449,999</b>	1
<b>\$450,000 - \$499,999</b>	4
<b>\$500,000 +</b>	13
<b>Total</b>	<b>151</b>

\*Source: Chicago Tribune.



**New Home Permits**

**Figure 17 New Single Family Home Permits**

<b>New Single Family Dwelling Units Calendar Years 1987 – July 2002</b>	
<b>Calendar Year</b>	<b>Dwelling Units</b>
1987	58
1988	59
1989	21
1990	39
1991	38
1992	148
1993	18
1994	8
1995	26
1996	24
1997	23
1998	19
1999	28
2000	42
2001	38
2002	18
<b>Total</b>	<b>607</b>

\*Source: Chicago Tribune.

As the data shows in [Figure 17](#), over the past 15½ years there is an average of just over 3 new permits per month, or an average of approximately 39 per year.



**Existing Rental Supply**

The tables in Figure 18 and Figure 19 show the existing rental supply in the 1, 3, and 5-mile rings. The tables show the complex name and address, number of units, occupancy level, and apartment size and price. Only rental properties where information could be obtained are listed in the tables, therefore other rental properties exist in the study area.

**1 and 3-Mile Rings**

**Figure 18 Existing Rental Supply – 1 & 3-Mile Rings**

<b>Municipality</b>	<b>Complex Name &amp; Address</b>	<b>Number of Units &amp; Occupancy Level</b>	<b>Other</b>
<b>Fox River Grove</b>	Beachway Apartments 114 Beachway Road (815) 477-5300	12 Units 95% occupancy	1 br \$725 2 br \$810
	300 Northwest Highway (847) 577-0400	4 Units 100% occupancy	1 br \$650
	306 Northwest Highway (847) 516-8437	4 Units 100% occupancy	Studio \$400 2 br \$650
	415 Lincoln Avenue (847) 516-2583	6 Units 90% occupancy	1 br \$635 2 br \$745
	419 Lincoln Avenue (847) 577-0400	5 Units 100% occupancy	1 br \$650 2 br \$750
	421 Lincoln Avenue (847) 577-0400	8 Units 100% occupancy	1 br \$650 2 br \$750
	300 Lincoln Avenue (847) 584-7479	6 Units 70 % occupancy	1 br \$665 2 br \$800
<b>Cary</b>	Oak Knoll Apartments 200 N. 2 <sup>nd</sup> Street (847) 639-0568	150 Units	1br/1ba \$824 2br/1ba \$959 800-900 sq ft
	Oak Knoll Apartments 401 N. 1 <sup>st</sup> Street (847) 639-2590	150 Units	1br/1ba \$824 2br/1ba \$959 800-900 sq ft
<b>Total:</b>		<b>345 Units</b>	



**5-Mile Ring**

**Figure 19 Existing Rental Supply – 5-Mile Ring**

<b>Municipality</b>	<b>Complex Name &amp; Address</b>	<b>Number of Units &amp; Occupancy Level</b>	<b>Other</b>
<b>Carpentersville</b>	Elm Apartments 60 Elm Avenue (847) 428-1927	9 Units	8 Units \$670 1 remodeled Unit \$720
	Fox View Apartments 3 Oxford Road (847) 428-7771	373 Units 96% occupancy	2br & 3br/1ba Section 8 income based rent level
	Maple Ridge Apartments 525 Maple Avenue (847) 428-8363	128 Units 100% occupancy	1br/1ba \$550 2br/1ba \$645
	Meadowdale Apartments 303 L. W. Besinger Drive (847) 428-6404	N/A	1 & 2br/1ba \$642-\$757
	Spring Grove Apartments 170 Golfview Lane (847) 428-2791	108 Units 60% occupancy	1 & 2br/1ba \$525-\$710
<b>Crystal Lake</b>	Buckingham Court Apartments 460 Buckingham Drive (815) 477-2004	68 Units 97% occupancy	1,2, 3br/1, 2 ba \$760-\$1,025
	Briarwood West Apartments 1470 Briarwood Circuit (815) 459-7788 (815) 455-6200	1 <sup>st</sup> property 66 units 2 <sup>nd</sup> property 50 units 100% occupancy	Section 8 income based rent level
	Camelot Apartments 951 Golf Course Road (815) 455-7250	N/A	1-3br/1-2ba \$790-\$1,045 800-1,150 sq ft
<b>Crystal Lake</b>	Darlington Court Apartments 560 Darlington Lane (815) 455-0540	235 Units 88% occupancy	1-2br/1-2ba \$765-\$880



## APPENDIX A MARKET STUDY

Municipality	Complex Name & Address	Number of Units & Occupancy Level	Other
	Skyridge Club 1395 Skyridge Drive (815) 455-9100	364 Units 85% occupancy	1-2br/1-2ba \$885-\$1,290 631-1,000 sq ft
	Randall Hill at the Villages 1637 Carlemont Drive (815) 479-0800	196 Units 87% occupancy	1-2br/1-2ba \$875-\$1,490 767-1,164 sq ft
	Villager Apartments 77 S. Williams Street (815) 459-7788	116 Units 100% occupancy	1br/1ba units 2 & 3br Townhomes Subsidized
<b>Lake in the Hills</b>	Prairie Point Apartments 1300 Cunat Court (847) 854-8107	106 Units	Studio, 1br/1ba, 2br/1ba & 2br/2ba \$820 - \$1,210 625-1,275 sq ft
<b>Total:</b>		<b>848 Units</b>	

### Pipeline Projects

The table in [Figure 20](#) shows the pipeline projects in the 1, 3, and 5-mile rings. Only information that could be obtained is listed in the table, and all happen to be in the 5-mile ring. Other pipeline projects probably exist in the study area.

**Figure 20 Pipeline Projects**

Municipality	Complex Name & Address	Number of Units & Number Built	Other
<b>Crystal Lake</b>	Walnut Glen Townhomes	46 Units None Built	
	Park Place Townhomes	178 Units 38 Built	
<b>Lake in the Hills</b>	Coventry Townhomes Haligus Road	176 Units	Anticipated construction Fall 2003
	Boulder Ridge Golf Course Duplexes (extension, high-end)	242 Units	
<b>Total:</b>		<b>642 Units</b>	



## DEMAND AND SUPPLY CONCLUSIONS – APARTMENTS

The Station Area Plan is shown in Figure 21. More information on how it was developed can be found in Station Area Planning Study Report, Chapter 7, Concept Plans.

**Figure 21 Station Area Plan**



The plan identifies a total of 237 multi-family residential units in Buildings C through L. To transition in the proposed development a potential phasing plan has been developed and is highlighted in the following tables. There are 138 proposed apartment units highlighted in Figure 22, and 99 proposed condominium units shown in Figure 23.



**Figure 22 Phase I & II Residential Units**

<b>Phase</b>	<b>Building</b>	<b>Number of Units</b>	<b>Size / Unit</b>
<b>Phase I (South of U.S. Route 14)</b>	Building G	24 Units	1,500 sq ft
	Building H	20 Units	1,400 sq ft
	Building J	16 Units	1,500 sq ft
<b>Total Phase I:</b>		<b>60 Units</b>	
<b>Phase II (North of U.S. Route 14)</b>	Building C	28 Units	1,200 sq ft
	Building E	26 Units	1,500 sq ft
	Building F	24 Units	1,200 sq ft
<b>Total Phase II:</b>		<b>78 Units</b>	
<b>Total:</b>		<b>138 Units</b>	

The multi-family units shown can be in the form of apartment or townhouse development. In the 1 and 3-mile ring there are 345 apartment units, with an average occupancy rate of 94 percent. In the 5-mile ring, there are 1,819 apartment units with a 90 percent occupancy rate. Again, not all occupancy rates are known, therefore the information here indicates the average of the known rates. In the overall study area, there are 2,164 units with an average occupancy rate of 92 percent.

Given the existing occupancy rate level, an additional 138 units would likely be absorbed into the market. As discussed earlier, population growth, household size, and formation are indicators of housing demand. The demand for housing will remain the same as today, as the data shows that both population and the number of households are growing at the same rate. Fox River Grove is a constrained geographic area, and the only way to continue meeting current absorption rates is to have higher densities, or to grow vertically. It is understood that the Village may choose only to have owner-occupied housing, not rental apartments.

The 138 proposed units range in size between 1,200 and 1,500 square feet. These proposed units would be larger than most of the existing market units shown in Figures 18 and 19 (again, information on square footage is not known for all complexes). In addition, the plan includes one and a half to over two parking spaces per unit. The proposed buildings are mixed-use with space for a range of convenience, hospitality and support retail development. Phase I includes 44,100 square feet of retail space, and Phase II includes 62,100 square feet of retail space (including an 11,000 foot community/youth center). Again, this would be a mix of convenience, hospitality and support retail development, as discussed in the Retail Overview section of this document.



**DEMAND AND SUPPLY CONCLUSIONS – CONDOMINIUMS**

**Figure 23 Phase III Residential Units**

<b>Phase</b>	<b>Building</b>	<b>Number of Units</b>	<b>Size / Unit</b>
<b>Phase III</b>	Building K	45 Units	1,600 sq ft
	Building L	54 Units	1,600 sq ft
<b>Total Phase III:</b>		<b>99 Units</b>	

**Figure 24 Multi-Family Residential Units**

The Station Area Plan identifies for future development, 99 condominium units at 1,600 square feet per unit with one and a half parking spaces per unit. As can be seen from the table in Figure 20 depicting the pipeline projects, these two buildings are much smaller developments than those in the pipeline. With the demographic trends and the land constraints in Fox River Grove, it is reasonable to assume over time the absorption of these units.



**DEMAND AND SUPPLY CONCLUSIONS – SINGLE FAMILY**

Single-family housing was not considered as part of the Station Area Plan for redevelopment. Past and projected demographic trends show that the demand for housing will remain the same as today, as the data shows that both population and the number of households are growing at the same rate. Fox River Grove is a constrained geographic area, and the only way to continue meeting current absorption rates is to have higher densities, or to grow vertically.



**Figure 25 Single-Family Residential Unit**



## **COMPARATIVE ANALYSIS FOR ARLINGTON HEIGHTS, MOUNT PROSPECT AND DES PLAINES**

Arlington Heights, Mount Prospect, and Des Plaines were selected as municipalities for a comparative analysis. The Metra stations in these municipalities, and the relation to U.S. Route 14, are similar to the orientation of the station in Fox River Grove. A discussion of population, households, and household size for 1990, 2000, and the 2020 NIPC projection (the average of the ORD and SSA scenarios) for each of these municipalities follows.

Although the station orientation is similar to that of Fox River Grove, the traffic profile in these three municipalities is very different than the traffic profile of Fox River Grove. The tables in [Figure 28](#), [Figure 31](#), and [Figure 34](#) show the average daily traffic counts for both vehicular and truck traffic. These counts were done by the Illinois Department of Transportation (IDOT). The individual tables show the traffic counts for the municipality along with the Fox River Grove counts. The percentage difference is also shown.



**Arlington Heights**

Arlington Heights has gone through a transformation from a declining downtown to a thriving downtown through the infusion of tax increment financing (TIF) dollars and public investment. Along with that, Arlington Heights has gone through tremendous population growth, an increase of 170% from 1960, and now the population is leveling out. Between 1990 and 2000, Arlington Heights saw an increase of slightly less than 1%. The NIPC 2020 projections under both the ORD and SSA scenarios show Arlington Heights growing the same percentage rate, or 5.3%, an increase of approximately 4,000 people. The table in Figure 27 shows that the household size has decreased between 1990 and 2000 and is projected to remain at the same level in 2020. The data indicates that the demand for housing would remain constant.



**Figure 26 Arlington Heights Station Area**

**Figure 27 Population and Household Trends – Arlington Heights**

	<b>1990</b>	<b>2000</b>	<b>2020 Average Projection</b>
<b>Population</b>	75,460	76,031	80,069
<b>Households</b>	28,810	30,763	32,535
<b>Household Size</b>	2.62	2.47	2.46

\*Source: 1990 and 2000 Census; NIPC 2020 Projection, average of ORD and SSA Scenarios

The table in Figure 28 depicts the IDOT traffic counts for both Arlington Heights and Fox River Grove.

**Figure 28 U.S. Route 14 Average Daily Traffic – IDOT**

<b>Municipality</b>	<b>Average Daily Traffic - 2001</b>	<b>Average Daily Truck Traffic - 2001</b>
<b>Arlington Heights</b>	16,500	800
<b>Fox River Grove</b>	30,900	4,300
<b>% Difference</b>	87.3%	437.5%

\*Source: IDOT website: <http://www.dot.state.il.us/public.html>



**Mount Prospect**

Between 1990 and 2000, Mount Prospect saw a population increase of 6%. The NIPC 2020 projections under both the ORD and SSA scenarios show Mount Prospect decreasing in population at a rate of 2.5%, or a loss of approximately 1,400 people. The table in Figure 30 shows that the household size has remained constant between 1990 and 2000 and is projected to decrease in 2020. Since the number of households is projected to increase it is reasonable to assume that there would be an increase in housing demand.



**Figure 29 Mount Prospect Station Area**

**Figure 30 Population and Household Trends – Mount Prospect**

	<b>1990</b>	<b>2000</b>	<b>2020 Average Projection</b>
<b>Population</b>	53,170	56,265	54,839
<b>Households</b>	20,281	21,585	23,019
<b>Household Size</b>	2.62	2.61	2.38

\*Source: 1990 and 2000 Census; NIPC 2020 Projection, average of ORD and SSA Scenarios

The table in Figure 31 depicts the IDOT traffic counts for both Mount Prospect and Fox River Grove.

**Figure 31 U.S. Route 14 Average Daily Traffic – IDOT**

<b>Municipality</b>	<b>Average Daily Traffic – 2001</b>	<b>Average Daily Truck Traffic - 2001</b>
<b>Mount Prospect</b>	15,000	850
<b>Fox River Grove</b>	30,900	4,300
<b>% Difference</b>	106.0%	405.9%

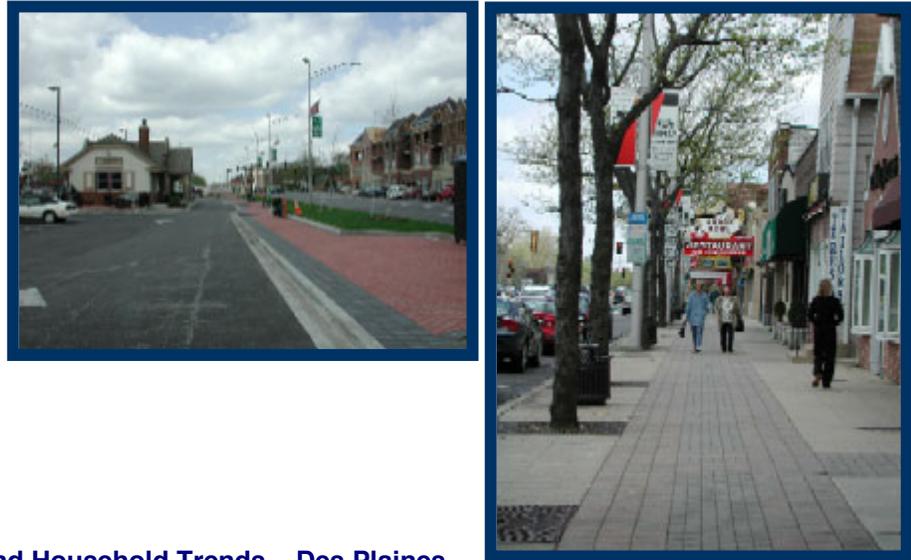
\*Source: IDOT website: <http://www.dot.state.il.us/tpublic.html>



**Des Plaines**

Between 1990 and 2000, Des Plaines experienced a 10% population growth. The NIPC 2020 projections under both the ORD and SSA scenarios show Des Plaines growing at the same percentage rate, or 1.4%, an increase of approximately 850 people. The table shows that the household size has decreased between 1990 and 2000 and is projected to continue to decrease in 2020. The data indicates that there would be an increase in housing demand.

**Figure 32 Downtown Des Plaines**



**Figure 33 Population and Household Trends – Des Plaines**

	1990	2000	2020 Average Projection
<b>Population</b>	53,223	58,720	59,570
<b>Households</b>	19,990	22,362	24,126
<b>Household Size</b>	2.66	2.63	2.47

\*Source: 1990 and 2000 Census; NIPC 2020 Projection, average of ORD and SSA Scenarios

The table in **Figure 34** depicts the IDOT traffic counts for both Des Plaines and Fox River Grove.

**Figure 34 U.S. Route 14 Average Daily Traffic – IDOT**

Municipality	Average Daily Traffic – 2001	Average Daily Truck Traffic - 2001
<b>Des Plaines</b>	14,000	750
<b>Fox River Grove</b>	30,900	4,300
<b>% Difference</b>	120.7%	473.3%

\*Source: IDOT website: <http://www.dot.state.il.us/public.html>



## **RETAIL OVERVIEW**

### **General Overview**

Population growth and household income projections during the period 2000-2020 appear to justify market potential for a limited amount of convenience, hospitality and support retail development. According to the Claritas report, the average household income for the 5-mile ring rose by 72% from 1990 to 2000 and is anticipated to increase another 25% by 2005.

**Figure 35 U.S. Route 14 Façades**



It is expected that the current trend of superstore and major consumer product retailers locating on the outer points of the 5-mile ring will continue and investment in the immediate planning area would be best served in the areas mentioned above. This is expected for the following reasons:

- Support retail such as coffee shops, dry cleaning, pharmacy, bank, convenience, etc. would be most complimentary to commuting consumers, thereby enhancing the perception of the Fox River Grove Metra Station for RTA and Metra.
- Consumer behavior patterns have been established, and buyers are conditioned to these locations.
- Property availability within the study area is limited and does not lend itself to larger retail establishments due to configuration, depth, and parking constraints.
- Economic conditions in the retail business segment are driving retailers to be extremely selective about revenue growth strategy. Emphasis is being placed on increasing sales volume in existing store locations, while focusing on "A" sites for any new store expansion. Conditions in the Fox River Grove study area including parcel size and configuration, lack of front door parking, circulation constraints and contiguous uses would dictate, at best, a "B" or "C" classification by retailers. "A" sites require large sites and are big box, high-end national retailers, e.g. Sears and Kohl's. "B" or "C" sites require less area and offer support retail attracting local tenants, e.g. local bakery or gift shop.
- Both developers and national retailers have indicated that current economic conditions have caused a much more conservative growth strategy.



### **Sub-Market Overview**

There are two general categories of sub-markets that appear to be most feasible for the immediate study area:

#### **Hospitality**

##### **Restaurant/Bar**

The current supply of higher-end, sit-down restaurants is very limited in the immediate study area. Quantitatively, population growth and household income would justify an increase in the supply of this hospitality type. There was a unanimous consensus among those interviewed confirming this analysis. Some national firms have already evaluated the demographic projections and expressed an interest in Fox River Grove accordingly. There are several moderate-level sit down restaurants in the study area including Villa Blue, Hernandez’s, New China, and Crawdaddy Bayou. In addition, Café Salsa is a trendy up-scale establishment.

##### **Fast Food**

There appears to be adequate demographic support for additional fast food retail in the immediate study area. McDonald’s and Subway are both located in Eastgate Center, the only national retailers in the Village.

##### **Bed & Breakfast**

The amenity of Fox River provides a unique opportunity to draw overnight stays, with little or no existing supply in the immediate study area.

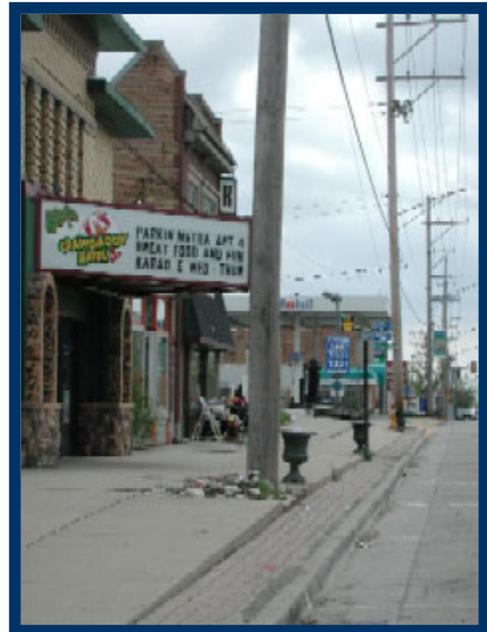
#### **Convenience**

There are a number of retail opportunities that would be supported in the immediate study area. These would include, but not be limited to the following:

- |               |                    |
|---------------|--------------------|
| Dry Cleaner   | Coffee Shop        |
| Beauty/Barber | Candy Store        |
| Pharmacy      | Specialty Hardware |
| Gift Shop     | Book Store         |
| Flower Shop   | Movie/Video Store  |
| Bank          | Boutique Shops     |

There are some of the convenience-type retail shops listed above in the study area.

**Figure 36 Crawdaddy Bayou**





## APPENDIX A MARKET STUDY

---

The total square footage of proposed mixed-use retail shown in the Station Area Plan, [Figure 21](#) in Phase I is 44,100 square feet and 62,100 square feet in Phase II (including a proposed 11,000 square foot community/youth center). The proposed buildings are mixed-use with space for a range of convenience, hospitality and support retail development.

### Marina Development/Restaurant Row

The Station Area Plan, [Figure 21](#), proposes riverfront development between North River Road and the Fox River north of U.S. Route 14. The purpose of this area is to create development along the riverfront in Fox River Grove which is a unique and important asset to the community. Restaurants and other forms of entertainment can aid in anchoring the Marina, particularly non-chain venues or “one of a kind” opportunities. In addition, a Restaurant Row is proposed along U.S. Route 14 from Opatrny Drive to North River Road. This proposed development is intended to create a restaurant corridor to link the Downtown Business District to the River. The total proposed space for the marina and restaurant row development shown in the Station Area Plan is 33,500 square feet.

Details regarding the recommendations for building size, placement, landscaping, access and parking can be found in Appendix B, Design Guidelines.

### Development Economics

This section of the Market Study provides an order-of-magnitude discussion of cost for retail development. Data below was obtained through both market research and confirmed through developer interviews.

Rents for conventional retail space are currently in the range of \$10-15.00 per square foot. Convenience store rents appear to run slightly higher in the \$17-20.00 per square foot range, triple net (triple net is the requirement for the lessee to pay for its share of the property's taxes, insurance and operating expenses). Outlot pad sales currently carry values of approximately \$12-15.00 per square foot. Corner locations with parking can command up to \$18-22.00 per square foot.

Development costs in the region currently average \$2.00 per square foot for site development, \$11.00 per square foot for building shell and \$20-25.00 per square foot for tenant build-out.



## **OFFICE / INDUSTRIAL / PUBLIC USE OVERVIEW**

### **Office Overview**

According to the Northeastern Illinois Planning Commission, employment projections vary significantly for the period 1990 – 2020, based on the disposition of airport expansion. As of 1990, just over 65,000 workers were employed in McHenry County, with only 817 employed in Fox River Grove. The growth rate by 2020, assuming the existing, improved airport alternative (O'Hare) is over 74%, while the growth rate assuming a south suburban alternative – proposed location of Peotone is under 46%. As a percent of the total county employment numbers, Fox River Grove remains a constant 1% in this calculation.

Given the marginal demographic support and nature of the market, office development in the immediate study area should be very limited to specific, professional and personal services uses, including insurance, legal, accounting, banking, etc.

### **Industrial Overview**

Several factors, in addition to the employment projections mentioned above, argue against considering additional industrial uses in the immediate study area:

- U.S. Route 14, in its current condition, has five times the truck traffic of comparative communities south and east of Fox River Grove. Adding industrial uses would worsen this traffic situation.
- There are no major highway routes for industrial expansion/relocation in the immediate vicinity. This would be viewed as a negative in the site selection process of the developers.
- The nature of development that the Village is seeking runs contrary to that found in the industrial use category. Therefore, industrial use is not shown in the Station Area Plan, [Figure 21](#).

### **Public Uses Overview**

Green space, parks, trails and community facilities could enhance economic development activity, however, costs will have to be considered and, possibly, accommodated by the development community in some form. A key component of the Station Area Plan, [Figure 21](#), is the Village Green. The purpose of this area is to provide open space around the Fox River Grove Metra Station/Town Center for civic uses, a potential pedestrian underpass, bike paths, walking paths, landscaping, and passive recreation and gathering areas.

The Village Green/Open Space as proposed in the Station Area Plan would be located on either side of U.S. Route 14, with the Fox River Grove Metra Station at its center. This would create a central greenway to link the northern and southern portions of the Fox River Grove Downtown Business District (DBD). More detail regarding the Village Green can be found in the Design Guidelines, Appendix B.



## **APPENDIX A MARKET STUDY**

---

Development of this area directly north of the station and north of U.S. Route 14 would include a pedestrian underpass and a terraced central green space. On the south of U.S. Route 14, the pedestrian underpass would emerge on to a level Green. It is recommended that the Greens north and south of U.S. Route 14 have a minimum width of one hundred and twenty (120) feet and have a direct pedestrian connection to the Fox River Grove Metra Station Entrance from the pedestrian underpass below. Landscaped open space would be located within the two Greens.

The Village of Fox River Grove has two fire stations, one on each side of U.S. Route 14. The proposed Future Road shown in the Station Area Plan, [Figure 21](#), may impact the fire station on the south side of U.S. Route 14 which will need to be addressed in further phases of the redevelopment process.

# **Appendix B: Design Guidelines**



# **Village of Fox River Grove Design Guidelines**

## **TABLE OF CONTENTS**

<b>INTRODUCTION .....</b>	<b>1</b>
<b>GENERAL REQUIREMENTS .....</b>	<b>2</b>
<b>URBAN GUIDELINES AREA A – MIXED-USE DEVELOPMENT.....</b>	<b>5</b>
Building Sub Areas .....	5
Building Use .....	7
Building Placement.....	7
Building Height .....	8
Parking .....	8
<b>URBAN GUIDELINES AREA B – VILLAGE GREEN AND OPEN SPACE .....</b>	<b>9</b>
General.....	9
Location and Character .....	10
Parking .....	10
Landscaping Character .....	11
Potential Pedestrian Underpass.....	11
<b>URBAN GUIDELINES AREA C – METRA COMMUTER PARKING AREA.....</b>	<b>12</b>
General.....	12
Location.....	13
Access.....	13
Dimensions.....	14
<b>URBAN GUIDELINES AREA D – CONDOMINIUM DEVELOPMENT .....</b>	<b>14</b>
General.....	14
Location.....	15
Access.....	15
Building Placement.....	15
Building Height .....	16
<b>URBAN GUIDELINES AREA E – RIVERFRONT/ RESTAURANT ROW .....</b>	<b>17</b>
Building Sub Areas .....	17
General.....	18
Access.....	18
Building Placement.....	18
Building Height .....	19
<b>ARCHITECTURAL GUIDELINES .....</b>	<b>20</b>
Acceptable Materials .....	20
Acceptable Forms.....	20
Parking Structures.....	21
Pedestrian Underpasses .....	22



## APPENDIX B DESIGN GUIDELINES

---

<b>LANDSCAPE GUIDELINES .....</b>	<b>22</b>
Village Green and Open Areas.....	22
Streetscape .....	23
Parking .....	24

### TABLE OF FIGURES

Figure 1 Fox River Grove Station Area Plan .....	3
Figure 2 Land Use .....	4
Figure 3 Open Space .....	4
Figure 4 Pedestrian / Bikeway Network.....	4
Figure 5 Traffic / Parking Network .....	4
Figure 6 Area A Mixed-Use Development .....	5
Figure 7 Mixed-Use Development Building Use .....	6
Figure 8 Mixed-Use Development Building Placement .....	7
Figure 9 Area B Town Center / Village Green .....	8
Figure 10 Village Green Parking.....	9
Figure 11 Village Green Landscaping .....	10
Figure 12 Area C Metra Commuter Parking Area.....	11
Figure 13 Area D Condominium Development.....	13
Figure 14 Condominium Building Placement.....	14
Figure 15 Condominium Building Height .....	15
Figure 16 Area E Riverfront / Restaurant Row .....	16
Figure 17 Restaurant Row Building Placement.....	18
Figure 18 Marina/Restaurant Row Building Height.....	18



### INTRODUCTION

This study provides a vision for the future redevelopment of Downtown Fox River Grove and makes recommendations for achieving that goal. These guidelines provide direction for site and building design within Downtown Fox River Grove. These guidelines represent the aspirations of the Village of Fox River Grove for the development of a Station Area / Downtown Business District (DBD) on the land adjacent to the Fox River Grove Metra Station. They are to be used as guidelines by the Village in evaluating the proposed redevelopment. Likewise, they provide the potential developers with a guide to the type of development desired by the community. The Design Guidelines establish the foundation from which diverse development projects may contribute to the identity of Downtown Fox River Grove.

The primary objectives of these guidelines are as follows:

- Provide the aesthetic parameters to maintain a “small town character” while incorporating mixed-use development (small retail shops, convenience services, townhouses, condominiums) into the DBD.
- Promote “small town character” to achieve an architectural identity for the DBD with consistent architecture and landscape design.
- Provide guidelines for streetscape / landscape improvements.
- Provide guidance for the design of usable public green space to further develop a civic core.
- Provide guidance for the design of pedestrian and vehicular networks which will link development, public spaces and transportation nodes within the proposed DBD and with the existing surrounding neighborhoods and uses.
- Provide guidance for the design of improved landscaped commuter parking within the DBD which could be utilized as shared-parking during off-peak hours and weekends.

The guidelines may be modified by the Village to best serve their tastes and needs. Additionally, if during the course of using these guidelines it becomes obvious that they are in some way unworkable or present an undue burden to potential developers in the judgement of the Village, they should be modified accordingly.

The scope of these guidelines primarily encompass the proposed Station Area Plan and include the Downtown Business District (DBD) roughly bounded by the Fox River to the west, Lucille Avenue to the east, the intersection of Algonquin Road and Lincoln Avenue to the south and Opatrny Drive to the north. These parameters may be expanded or contracted as seen fit by the Village.

The scope of these guidelines encompasses some property already developed. Future improvements to these properties, like façade treatments and signage, shall conform to these guidelines as closely as can be reasonably expected.



### GENERAL REQUIREMENTS

These Design Guidelines are composed of the following:

- Station Area Plan for Fox River Grove, [Figure 1](#)
- Urban Guidelines that describe building placement, height, parking and other issues relating to the definition of public space. Urban Guidelines are divided into five (5) areas:
  - Mixed-Use Development
  - Town Center/Village Green
  - Metra Commuter Parking Area
  - Condominium Development
  - Riverfront/Restaurant Row
- Architectural Guidelines that describe building/structure forms and materials.
- Landscape Guidelines that recommend landscape requirements and arrangements.

Development could conform to the following conceptual development diagrams:

- Land Use, [Figure 2](#)
- Open Space, [Figure 3](#)
- Pedestrian/Bikeway Network, [Figure 4](#)
- Traffic/Parking Network, [Figure 5](#)

Development shall conform to the Village of Fox River Grove's Zoning Ordinances, subdivision standards and building codes. However, special regulations governing this redevelopment area will, in some instances, be desirable and are recommended.

Building service areas shall be located so as not to be seen from major street frontages and/or usable public spaces. Given space constraints, particular attention will need to be paid to the species selected throughout the landscape plan to achieve the clearances desired and ensure adequate soil volumes for healthy growth.



## APPENDIX B DESIGN GUIDELINES

Figure 1 Fox River Grove Station Area Plan





# APPENDIX B DESIGN GUIDELINES

## Conceptual Development Diagrams

Figure 2 Land Use

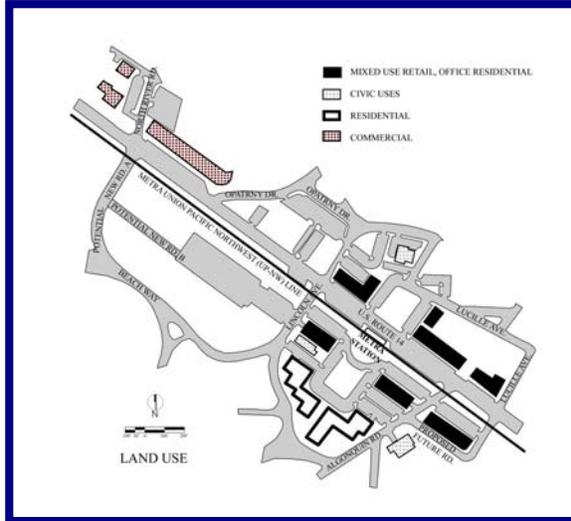


Figure 3 Open Space

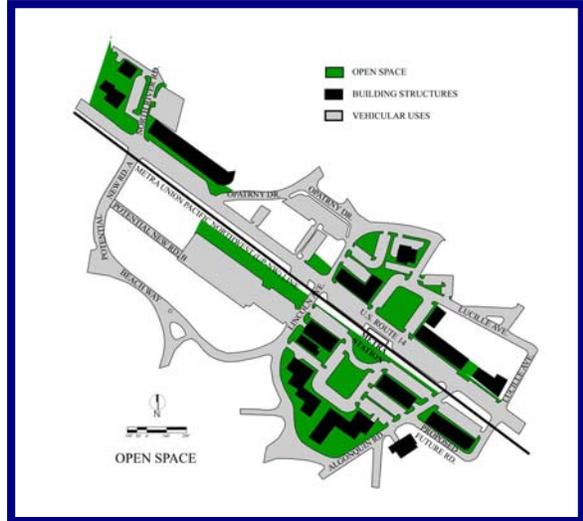


Figure 4 Pedestrian/Bikeway Network

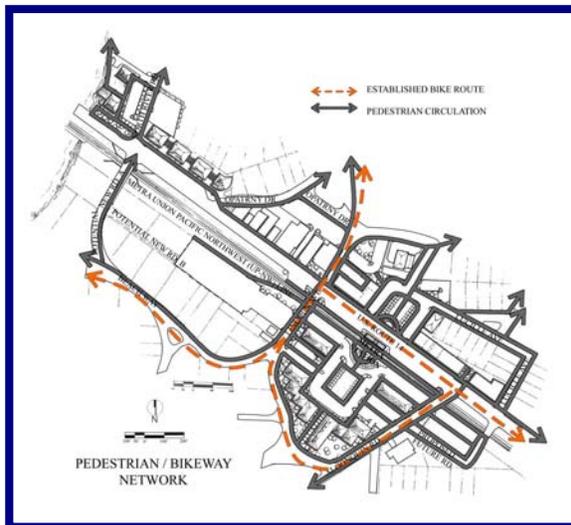


Figure 5 Traffic/Parking Network

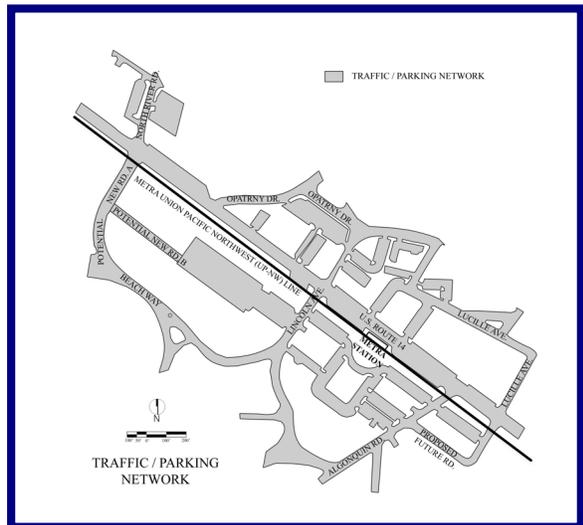
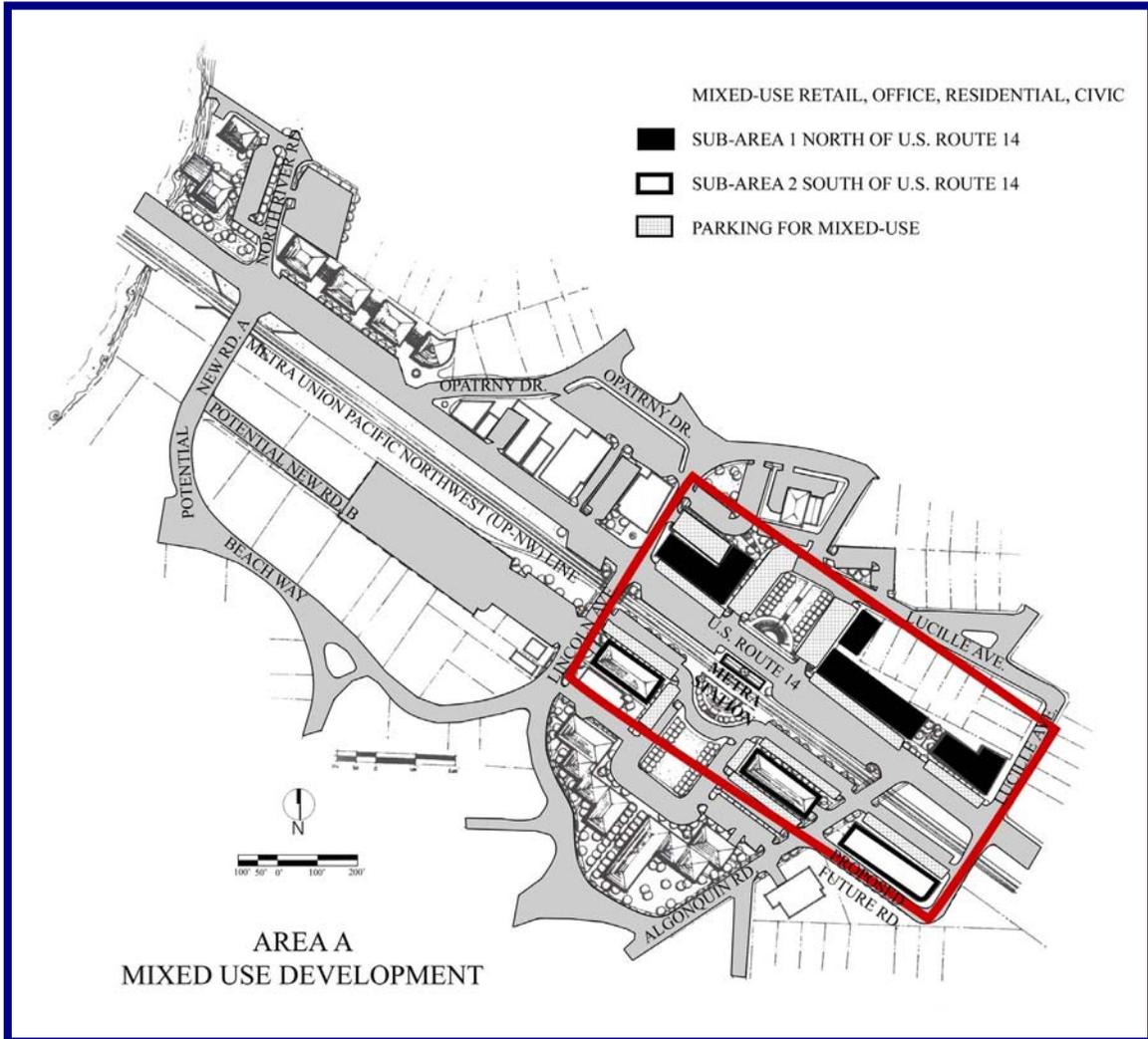




Figure 6 Area A: Mixed-Use Development



## URBAN GUIDELINES AREA A – MIXED-USE DEVELOPMENT

### Building Sub Areas

The mixed-use development is comprised of two sub areas: Sub Area 1, the area north of U.S. Route 14 and Sub Area 2, the area south of U.S. Route 14.

#### Sub Area 1 – Station Area North of U.S. Route 14

This area includes buildings along the north side of U.S. Route 14 and buildings facing the Village Green. Development of this area is intended for mixed-use (civic, service, office, retail, and residential) development and a Community/Youth Center.

It is recommended that the main entrance for all buildings face U.S. Route 14. with main entrances from the parking area between the UP-NW Line and the



## **APPENDIX B DESIGN GUIDELINES**

---

building. Secondary entrances to these buildings could be located facing adjacent parking areas on the south side of the buildings.



## APPENDIX B DESIGN GUIDELINES

### Sub Area 2 – Station Area South of U.S. Route 14

Development of this area is intended for mixed-use (service, office, retail, and residential) development.

It is recommended that the main entrance for all buildings face U.S. Route 14. Secondary entrances to these buildings could be located on the southwest side of the building.

### Building Use

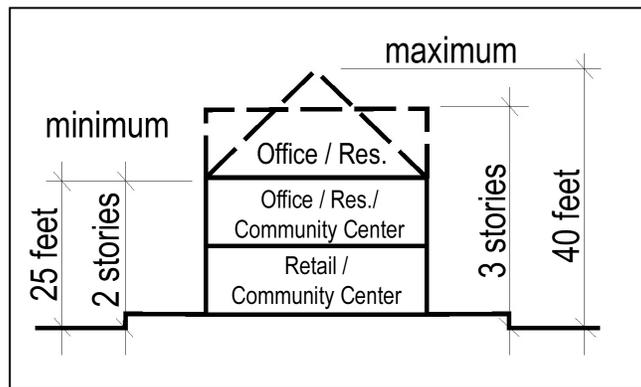
The building use for Area A is shown in Figure 7.

Mixed-use: retail, commercial, and professional office on first floors or community/youth center.

Residential and professional office on second floors or community/youth center.

Residential and professional office on third floors.

Figure 7 Mixed-Use Development Building Use



### Building Placement

The building placement for buildings in Area A is shown in Figure 6.

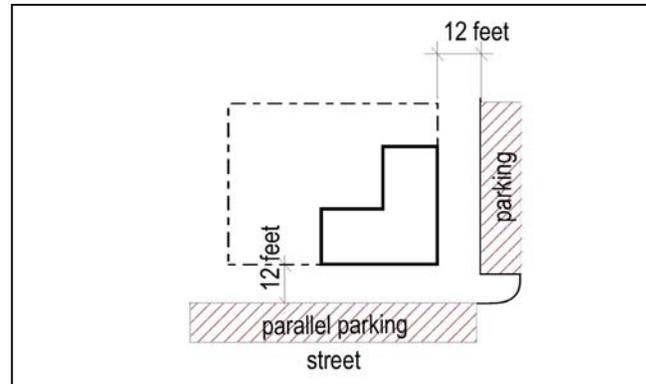
Buildings could be placed on lots within dashed areas. Building fronts should abut the sidewalk.

Setbacks will be measured from the curb at street frontages and from property lines elsewhere.

The setbacks illustrated in the Design Guidelines are not currently reflected in the existing Fox River Grove Zoning Ordinance. It is recommended that the area encompassed in the Design Guidelines conform to the setbacks herein illustrated.



Figure 8 Mixed-Use Development Building Placement



### Building Height

Dimensional heights vary in accordance with Village of Fox River Grove Zoning Ordinance Article IV General Regulations Section K. Story heights are based on twelve (12) feet maximum floor to floor. Maximum building height is forty (40) feet. Minimum building height is twenty-five (25) feet, as shown in Figure 7.

Building height measured relative to grade on Village Green side.

### Parking

Parking and associated circulation roads could be located in shaded areas as shown in Figure 6.

Parking and road dimensions as per Fox River Grove Zoning Ordinance Article IX.

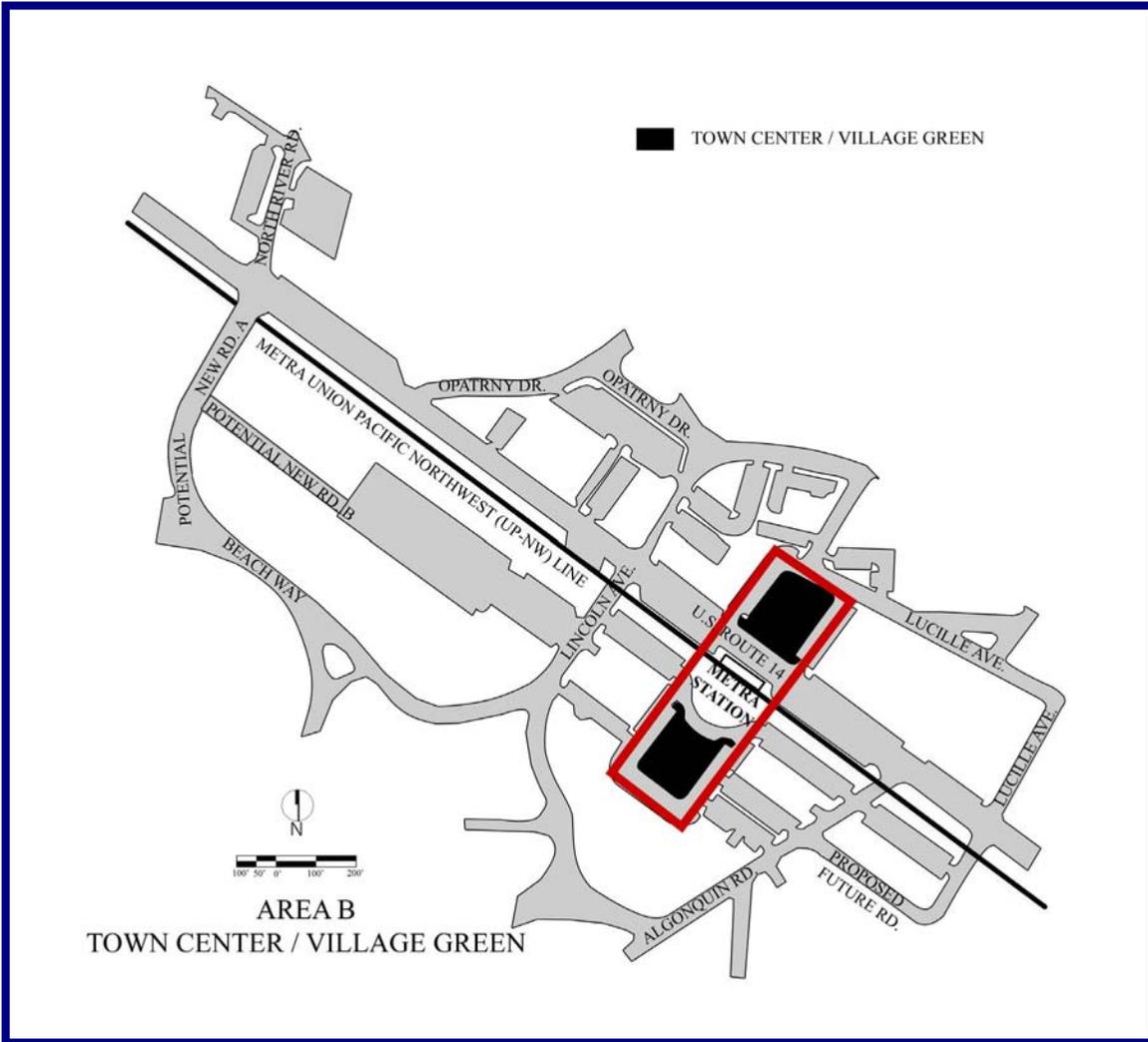
Shared off-peak parking will be provided for the DBD and residential users.

Designated Metra parking could be shared for alternative uses on weekends such as Village events and commercial/retail use.

A proposed "Future Road" would connect Lucille Avenue, which is north of U.S. Route 14, to Algonquin Road, which is south of U.S. Route 14. This would allow a continuous circle around the downtown portion of the Village and will help to improve access and circulation.



**Figure 9 Area B: Town Center / Village Green**



## **URBAN GUIDELINES AREA B – VILLAGE GREEN AND OPEN SPACE**

### **General**

The purpose of this area is to provide open space around the Fox River Grove Metra Station/Town Center for civic uses, a potential pedestrian underpass, bike paths, walks, vegetation, and passive recreation and gathering areas.



**Location and Character**

The Village Green/Open Space as proposed in the Station Area Plan will be located on either side of U.S. Route 14 directly across from the Fox River Grove Metra Station creating a central greenway linking the northern and southern portions of the Fox River Grove DBD. Development of this area directly north of the station and north of U.S. Route 14 would include a pedestrian underpass and a terraced central green space. It is recommended that the Greens north and south of U.S. Route 14 have a minimum width of one hundred and twenty (120) feet and shall have a direct pedestrian connection to the Fox River Grove Metra Station from the underpass below. Landscaped open space could be located within the two Village Greens.

**Parking**

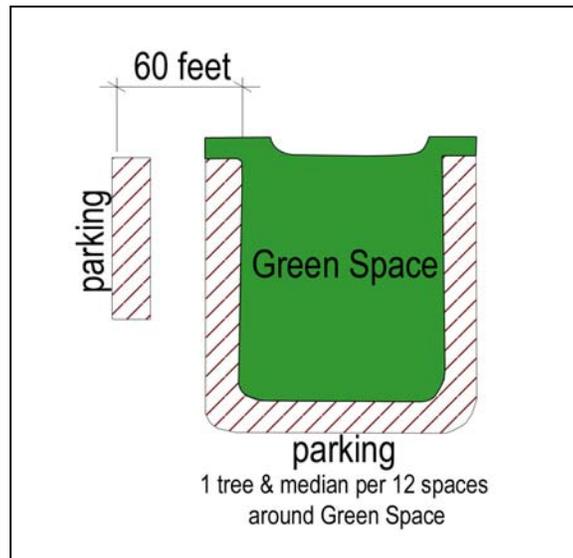
Parking could be provided around the periphery of the Village Green space in the area surrounding the center green spaces.

For every twelve parking stalls one tree will be planted.

Parking could be located in the hatched areas shown in Figure 10.

Shared off-peak and weekend parking could be provided for the DBD and residential users.

**Figure 10 Village Green Parking**

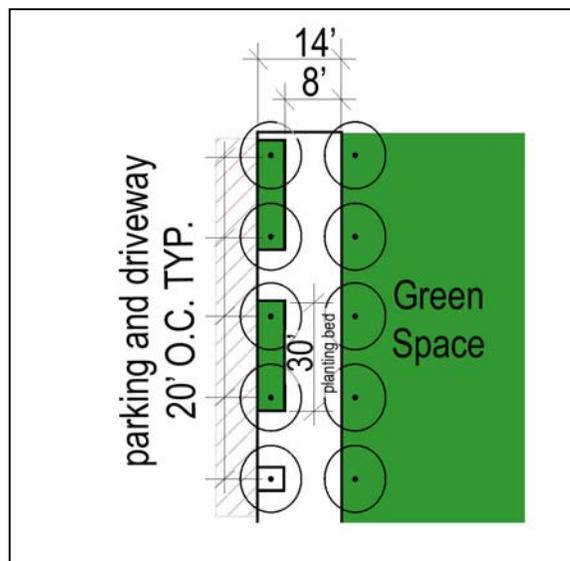




### Landscaping Character

The green open area will provide a character reminiscent of a town center and civic gathering place. It should signify the center of the Fox River Grove DBD and harmonize with the small town character theme. Trees should be planted twenty (20) feet on center along the periphery of the green space and parking area around the green space. Trees should be planted in planting beds or tree grates. An eight (8) foot walkway should be provided between the green space and the planting bed adjacent to the parking area. The planting bed adjacent to the parking area shall be six (6) feet in width, see Figure 11 for details.

**Figure 11 Village Green Landscaping**

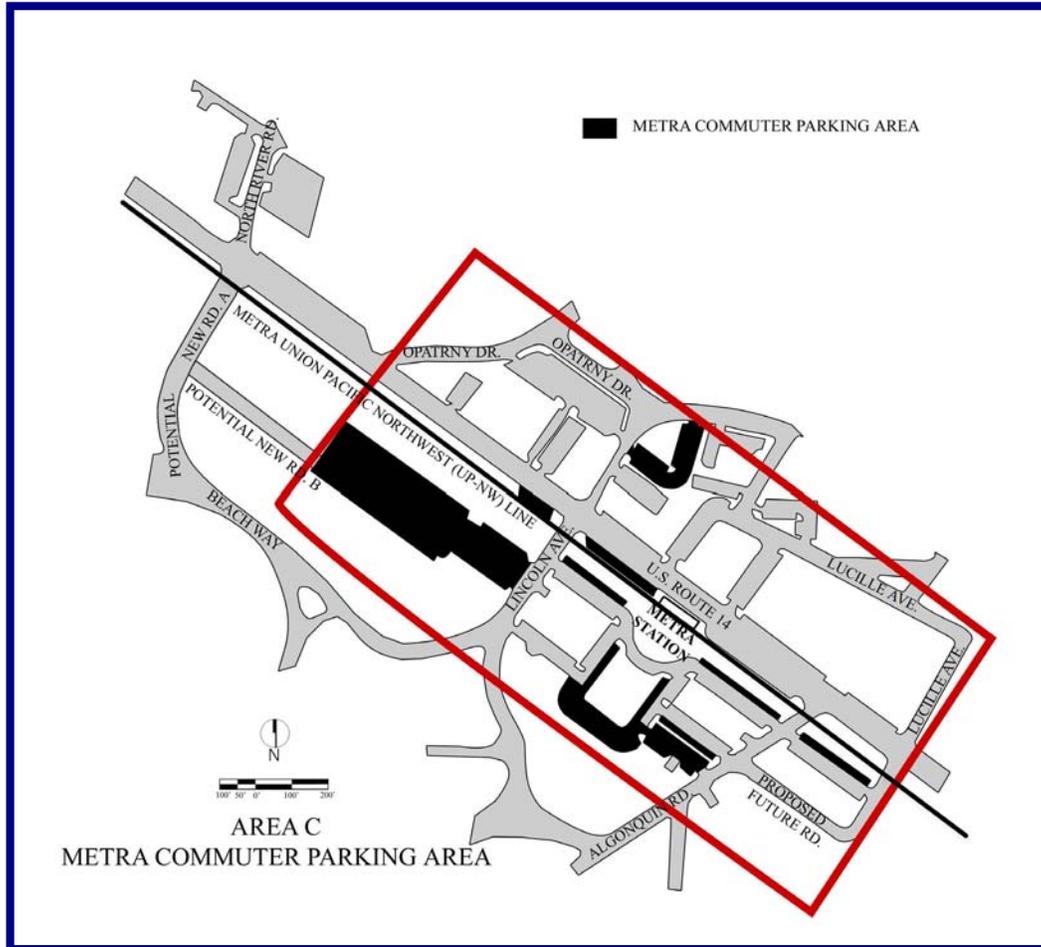


### Potential Pedestrian Underpass

Both Village Greens could offer direct pedestrian paths and linkages to the Fox River Grove Metra Station and each other via an accessible pedestrian underpass.



**Figure 12 Area C: Metra Commuter Parking Area**



## **URBAN GUIDELINES AREA C – METRA COMMUTER PARKING AREA**

### **General**

The purpose of this area is to provide for day-to-day transit commuter parking for the Fox River Grove Metra Station. Shared off-peak parking will be provided for the Fox River Grove DBD and residential users. Metra commuter parking is unique in that it is used mostly during the morning and daytime hours, with users generally pulling-in/out once per day. In the evenings and on weekends, significant amounts of the Metra parking would be available for Village events and commercial/retail use.



### Location

Commuter parking should be located in close proximity to the Fox River Grove Metra Station and platforms, and offer convenient pedestrian connections between the facilities. The existing Metra commuter parking lot along the south side of U.S. Route 14, east of Lincoln Avenue, would be expanded. The existing commuter lot along the south side of U.S. Route 14, west of Lincoln Avenue, would remain. The two proposed commuter parking lots southeast and southwest of the station would be located along the tracks between Lincoln Avenue and Algonquin Road in front of mixed-use Buildings J and H. However, 75 commuter parking spaces from the 100-space commuter lot #2 would be relocated to other lots due to proposed Building J. Parking for commuters would be provided around the Village Green south of the Fox River Grove Metra Station and east of the Village Green behind Building H. There would be an expansion of the existing 198-space commuter lot south of the Metra UP-NW tracks and west of Lincoln Avenue. This area would include the area that is currently in front of the church. A new parking lot would also be located north of U.S. Route 14 off of Lincoln Avenue to provide additional parking for commuters. The proposed "Future Road" and development of Building G would provide an additional area for Metra commuter parking. The proposed commuter parking areas are shown in Figure 12.

A proposed parking structure could provide additional Metra commuter parking in the future. The proposed three-story structure would replace the existing 198-space commuter parking lot south of the Metra UP-NW tracks and west of Lincoln Avenue with a total of 576 spaces, or 378 new structured spaces for both Metra and commercial and residential uses. This structure would not be built until demand warranted and there is a public/private funding arrangement. Metra has often provided funding for additional new commuter spaces, but Metra does not assist in financing the replacement of historical and/or functional commuter parking spaces. With regards to the proposed parking structure, the Village would need many public and private partners involved to help fund construction.

### Access

Parking along the south side of U.S. Route 14 could be accessed from the eastbound traffic lane on U.S. Route 14. The parking area adjacent to the station and further south of the station (south of the Metra UP-NW Line) around the Village Green (and east of the Village Green) could be accessed by motorists from the east and west via Lincoln Avenue or Algonquin Road. The proposed expanded parking lot west of Lincoln Avenue could be accessed from Lincoln Avenue. The parking lot north of U.S. Route 14 could also be accessed from Lincoln Avenue or Opatrny Drive. The proposed new 56-space parking lot (28 commuter parking spaces) just north of Building G and south of the Metra UP-NW tracks would be accessed via Algonquin Road and the proposed new Future Road that could connect to Lucille Avenue, north of U.S. Route 14. Proposed access to/from the proposed future parking structure could be from both Lincoln Avenue (as that is how the existing commuter surface lot is accessed), and off of U.S. Route 14 with Potential New Roads A and B. The Village would need many public and private partners involved to help fund these proposed new roads. Or, direct pedestrian and bicycle access from the station, parking, and residential areas to the station, Downtown Business District, and the proposed Village Green also could be provided to help provide additional improved access in those areas.

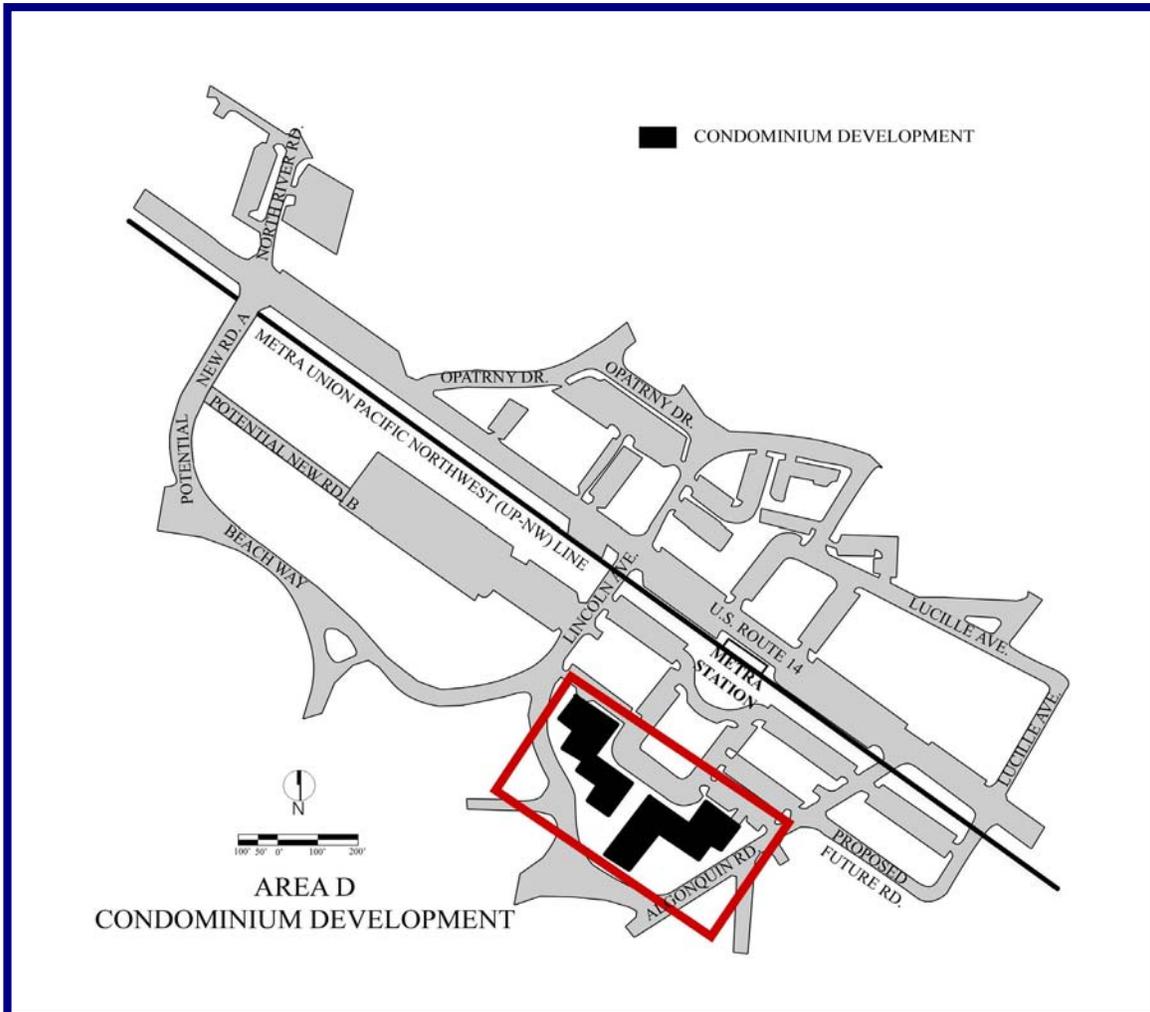


**Dimensions**

It is recommended that parking spaces be eight and a half (8.5) feet by eighteen (18) feet in dimension with a twenty-two (22) foot aisle for ninety-degree parking. Eight and a half foot spaces also work well with twenty-four (24) foot aisles. The majority of Metra parking lot users will be pulling-in/-out once per day.

It is recommended that parallel parking spaces be nine (9) feet by twenty (20) feet in dimension with a twenty-two (22) foot aisle as opposed to the nine (9) foot by twenty-one (21) foot dimension shown in the Fox River Grove Zoning Ordinance Article IX. Shared off-peak and weekend parking would be provided for the DBD and residential users.

**Figure 13 Area D: Condominium Development**



**URBAN GUIDELINES AREA D – CONDOMINIUM DEVELOPMENT**

**General**

The purpose of this area is to create new owner-occupied residential property in the Fox River Grove Downtown Business District. It is recommended that condominiums be



## APPENDIX B DESIGN GUIDELINES

three stories high with underground parking and adjacent landscape within the required setbacks.

### Location

These Condominiums are proposed south of the Fox River Grove Metra Station along Algonquin Road and Lincoln Avenue.

### Access

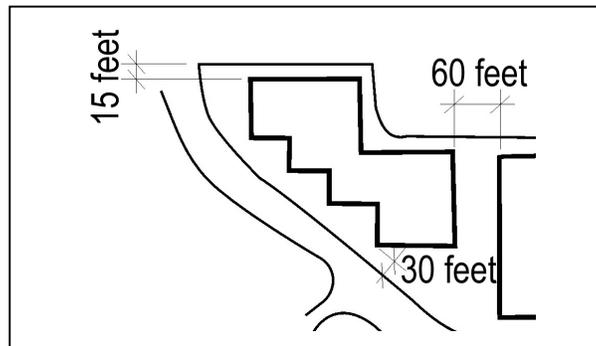
The condominium parking garages would be accessible from the internal drives off of Algonquin Road and Lincoln Avenue. Pedestrian access would be provided between the proposed condominiums from/to the station area developments from/to the existing residential neighborhood.

### Building Placement

Buildings could be placed on lots within shaded areas (see Figure 13). It is recommended that building fronts shall face onto Algonquin Road and Lincoln Avenue. Additional entrances could be included facing the Village Green space.

It is recommended that buildings shall be set back fifteen (15) feet from Algonquin Road and thirty (30) feet from Lincoln Avenue and the existing residential area with landscaping and buffering required between the building and the adjacent residential streets. To provide pedestrian access and a greenway to the Village Green, buildings could be placed at a minimum distance of sixty (60) feet apart in the center of the site. It is recommended that buildings shall be set back fifteen (15) feet from the parking and driveway areas as shown in Figure 14.

**Figure 14 Condominium Building Placement**

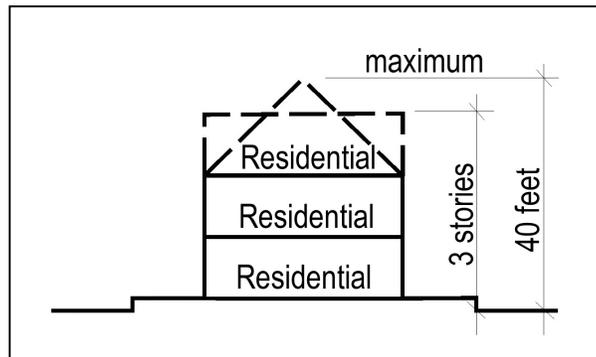




**Building Height**

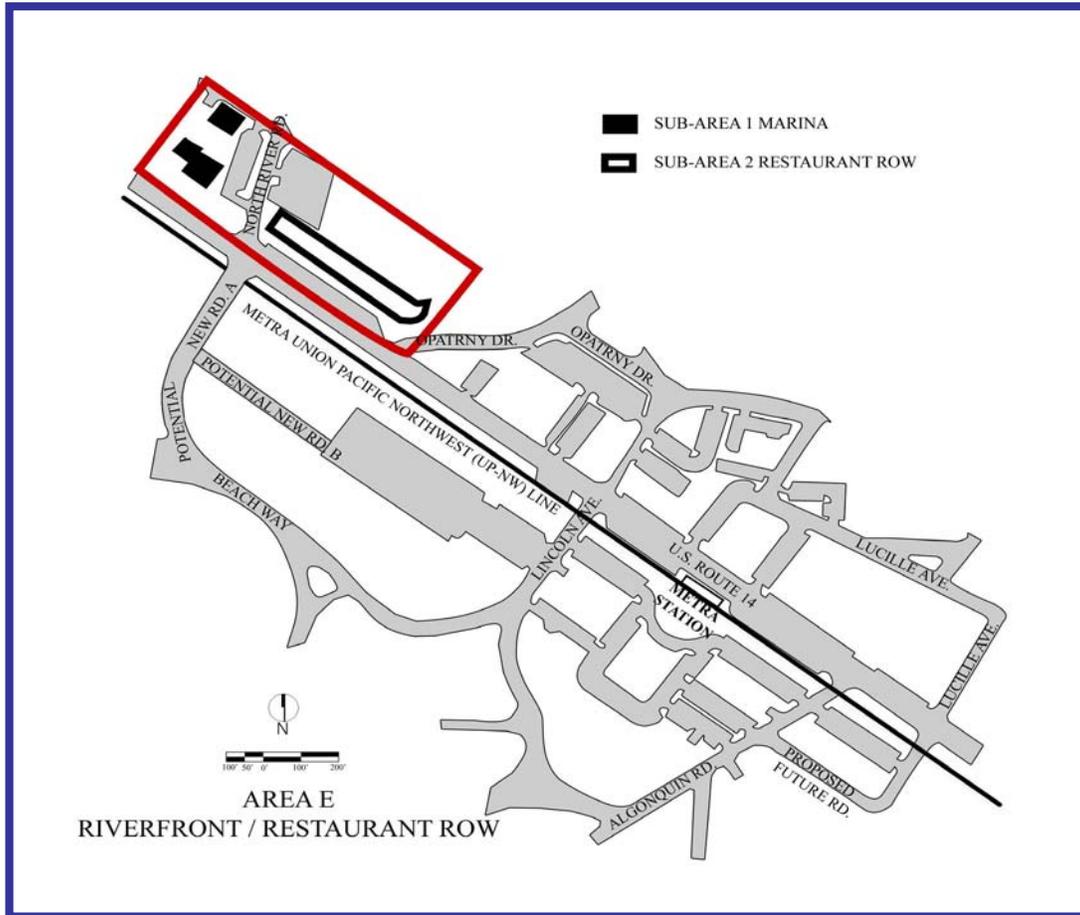
Building Height is measured relative to grade on Lincoln Avenue. The Condominiums could be three stories high and building height could vary in any building to create a variety of building forms as shown in Figure 15.

**Figure 15 Condominium Building Height**





**Figure 16 Area E: Riverfront / Restaurant Row**



## **URBAN GUIDELINES AREA E – RIVERFRONT/ RESTAURANT ROW**

### **Building Sub Areas**

The Riverfront/Restaurant Row development is comprised of two sub areas: Sub Area 1, the marina development and Sub Area 2, the restaurant row.

#### **Sub Area 1 – Marina Development**

Riverfront development is between North River Road and the Fox River north of U.S. Route 14.

It is recommended that buildings along the River shall face onto the River. The main entrance for all buildings along the Fox River could be from North River Road.



## APPENDIX B DESIGN GUIDELINES

---

### **Sub Area 2 – Restaurant Row**

Development of this area is proposed along U.S. Route 14 from Opatrny Drive to North River Road. Development is intended to create a restaurant corridor to link the Fox River Grove DBD to the Fox River.

### **General**

The purpose of this area is to create development along the riverfront in Fox River Grove which is a unique and important asset to the community. Restaurants and other forms of entertainment can aid in anchoring the Marina, particularly non-chain venues or “one of a kind” opportunities.

### **Access**

U.S. Route 14 provides easy access to Area E. The proposed Restaurant Row would be adjacent to Route 14 between Opatrny Drive and North River Road with parking for 43 cars between the restaurants and a landscape buffer. Shared parking (195 spaces between Lincoln Avenue and Opatrny Drive) could also be available from adjacent businesses to the east during evenings and weekends. The proposed Marina Development is located on the west side of North River Road and includes its own 43-space parking lot. On the east side of North River Road is a proposed 56-space lot, which could be used by both the marina and restaurants. In addition, the proposed parking structure for both commuters and commercial and residential uses on the south side of Route 14 could be accessed via both Lincoln Avenue and from U.S. Route 14 with Potential New Roads A and B. The construction of these roads and the proposed parking structure would require both public and private funding sources.

### **Building Placement**

#### **Sub Area 1 – Marina Development**

Buildings could be placed in accordance with Fox River Grove Zoning Ordinance.

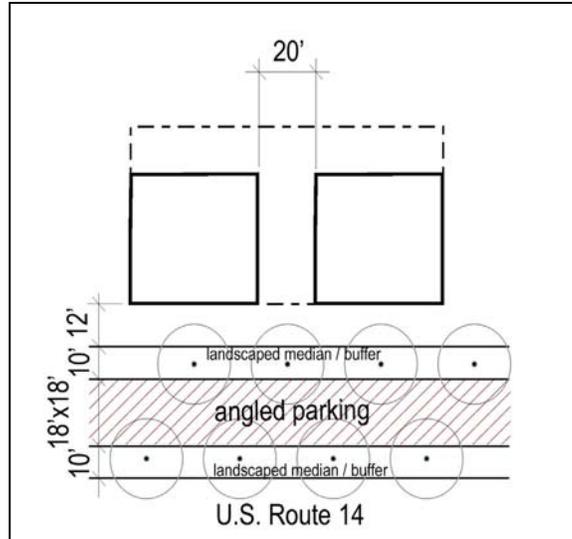
#### **Sub Area 2 – Restaurant Row**

Buildings could be placed on lots within the highlighted areas shown in Figure 16. It is recommended that the main entrance for all buildings shall face a landscaped pedestrian walkway which buffers the restaurants from the parking area and U.S. Route 14 as shown in Figure 17.

Buildings could be spaced to provide additional landscaping or outdoor dining opportunities between restaurants, see Figure 17.



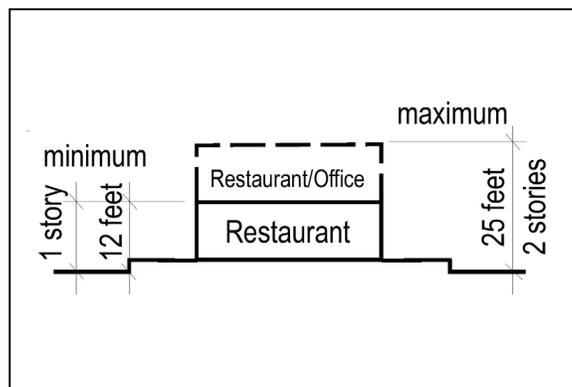
**Figure 17 Restaurant Row Building Placement**



**Building Height**

It is recommended that the buildings along U.S. Route 14 and buildings along the Fox River do not exceed two (2) stories in height as shown in Figure 18.

**Figure 18 Marina/Restaurant Row Building Height**





### ARCHITECTURAL GUIDELINES

\* It is important to note the following architectural guidelines are an example from which the Village can draw to best suit their needs.

#### Acceptable Materials

##### Walls

- Face Brick: standard or modular size
- Stone: cut or squared
- Wood Siding
- Wood or Vinyl Trim

##### Doors & Windows

- Wood, Aluminum or Vinyl/Aluminum Clad
- Clear Glazing

##### Roofs

- Architectural Quality material designated by Village (i.e. slate or cedar shingles) on all buildings fronting the Village Green
- Material designated by Village (i.e. wood or asphalt shingles) elsewhere
- All rooftop materials to be fire retardant

##### Other Elements

- Screen wall and chimney materials shall match dominant wall material
- Visible mechanical openings shall be covered with ornamental metal
- Handrails shall be made of metal, no members larger than 2" square

#### Acceptable Forms

##### Walls

- Masonry Coursing: running bond, soldier, rowlock, herringbone
- Wood Siding above eave line only
- Wood Siding to be clapboard or shiplap type
- Wood Trim to finish flush with shingles and siding
- Siding Exposure to be three and a half (3.5) inches to six (6) inches
- Vary elevations and horizontal datum lines
- Materials to be used in horizontal bands



### Doors & Windows

- Window proportions to be vertical or square
- Not more than six windows in series in a single opening
- Total Glazed Area above the first floor shall not exceed thirty percent of the façade area

### Roofs

- At least fifty percent of all visible rooflines shall be pitched
- Roof pitch (except for shed dormers): 9/12 minimum, 14/12 maximum
- Roof pitch for shed dormers: 4/12 minimum
- Pitched roof surfaces to be broken by wall surfaces, such as gables or dormers at least every fifty (50) feet
- Gables and Hips shall be symmetrically pitched
- A parapet shall enclose flat roofs-minimum height: four (4) feet

### Other Elements

Protruding Bays shall project no more than three (3) feet from the wall.

### Parking Structures

- The proposed 3-story parking structure should reflect the desired architectural character of Fox River Grove.
- Break horizontal openings to establish a rhythm and scale relative to the façade at a minimum of every ten (10) feet.
- Structure should not be intrusive on the skyline by exceeding the height of surrounding buildings.
- Maximize the use of a below grade parking structure and work with existing slopes to minimize the visual impacts of a multi-level structure. For example, a parking structure could have multiple floors below the street level of Lincoln Avenue.
- The proposed parking structure shall have an enhanced exterior finish such as architectural pre-cast concrete, masonry construction or a combination of both.
- A twenty (20) foot minimum setback should be provided on all sides of the parking structure.
- Required Buffers: Complete vegetative and fence screening to two-thirds (2/3) of height of structure within the set back areas.
- Planter boxes placed on a minimum of two-thirds (2/3) of exterior openings.



### Pedestrian Underpasses

- Pedestrian underpass will be ADA accessible. If stairs are designed, an elevator could provide access between the Fox River Grove Metra Station and the pedestrian underpass.
- Twenty-five (25) foot minimum width for underpass and ten (10) foot minimum internal height for underpass.
- Maximize the internal height of the underpass where feasible. In the event that the internal width of the underpass is greater than twenty-five (25) feet high, the height of underpass to the width and length of the underpass shall be at a ratio of 1:3:8.
- Exterior enhancement to underpass walls shall consist of quality architectural materials such as architectural pre cast concrete, brick, tile, etc.
- Architectural enhancement to interior walls could include materials such as tile or architectural pre cast.
- Provide ornamental lighting within underpass to provide a safe and aesthetically pleasing environment.
- Provide skylight in the median located above the underpass to allow natural light to enter the underpass.
- Structure should reflect the desired architectural character of Fox River Grove.

### LANDSCAPE GUIDELINES

\* Additional to Landscape Standards of the Fox River Grove Zoning Ordinance.

#### Village Green and Open Areas

- Trees shall be planted along all paths within open areas.
- Trees shall be salt tolerant species.
- Trees shall be a minimum of three (3) inch caliper.
- The Village shall coordinate seating, trash receptacles and bike racks. Refer to existing Library for site furniture options.
- Areas shall be provided for defined planting beds.
- It is recommended that at least thirty percent of walkway and paving shall be specialty paving (i.e. brick or concrete pavers, stone pavers, or textured/stone



## APPENDIX B DESIGN GUIDELINES

---

aggregate concrete paving). It should be noted, this is considered an “upgrade” to transit amenities by Metra and may need outside funding.

- Ornamental lighting shall be provided throughout the Village Green Spaces and open areas. Lighting could include accessories for banners and hanging planters.
- Other site amenities shall be at the discretion of the landscape architect and Village staff.
- A common landscape element palette (benches, trash receptacles, lighting, paving, gateway element materials, etc.) shall be selected by the landscape architect and Village staff to be used consistently throughout the new redevelopment.
- Other site amenities shall be at the discretion of the landscape architect and Village staff. A double row (Allee) of shade trees shall be planted no more than twenty (20) feet apart and twenty (20) feet on center along the east and west edges of the greens.
- Other site amenities shall be at the discretion of the landscape architect and Village staff.
- All design should include a twelve month maintenance plan, specifications and a budget estimate to be submitted and reviewed by the Village of Fox River Grove.

### Streetscape

- All internal roadways and drives with abutting sidewalks shall have deciduous shade trees planted. One tree per every twenty-five (25) linear feet.
- Trees shall be planted in a five (5) foot by twenty (20) foot parkway with a five (5) foot walk/break wherever possible. If a parkway is not feasible and the sidewalk is less than twelve (12) feet wide, trees shall be planted in the sidewalk and a tree grate shall be provided.
- Tree spacing shall be altered to accommodate constraints:
  - Intersection sightlines per IDOT standards.
  - Alleys and Drives per IDOT standards.
  - Fire hydrants and manholes shall be a minimum of five (5) feet from the centerline of the tree to the centerline of the object.
  - Utilities such as light poles shall be a minimum of twelve (12) feet from the centerline of the tree to the centerline of the object.
  - B-boxes, traffic control devices, etc. shall be a minimum of five (5) feet from the centerline of the tree to the centerline of the object.



## APPENDIX B DESIGN GUIDELINES

---

- All parkways shall have a six (6) inch curb. A twelve (12) inch high ornamental metal fence on top of the curb is optional.
- Parkway trees shall be a minimum of four (4) inch caliper.
- Parkway trees shall be salt tolerant.
- Roadway and ornamental pedestrian lighting shall be provided in coordination with all other streetscape elements. Maintain maximum spacing of one (1) pedestrian light per one hundred (100) linear feet.
- Median in U.S. Route 14 should be a minimum eight (8) feet wide when feasible.
- All designs should include a twelve month maintenance plan, specifications and a budget estimate to be submitted and reviewed by the Village of Fox River Grove.

### Parking

- All parking areas shall provide internal planting areas.
- Internal planting area shall have one (1) tree per every 180 square feet of required landscape area.
- Internal planting island shall be spaced no further than 180 feet apart. Evergreen trees and bushes should not be planted within five feet of the back of a curb in order to minimize damage to roots by salt mixed with winter snow, as recommended per Metra's Project Manual for the Design of Surface Commuter Parking lots.
- Five (5) foot wide screening area shall be provided for all parking areas facing public roadway. Landscaped screening area shall not be counted toward required internal planting area.
- Trees within the screening area along the entire periphery of the parking areas shall be placed at rate of one (1) per twenty-five (25) linear feet and three (3) inches in caliper minimum size. Trees planted as screening shall not be counted toward required internal planting trees.
- Continuous screening hedge, maintained between thirty (30) and forty-eight (48) inches in height shall be provided along the area facing a public roadway. Any shrubs and hedges abutting Metra tracks should not exceed (30) inches in height at maturity or be maintained at that height.
- Use of spreading canopy trees is encouraged to increase shade and reduce the "urban heat island".



## **APPENDIX B DESIGN GUIDELINES**

---

- The use of porous or permeable paving materials for overflow parking and other low use areas are encouraged.
- All design should include a twelve month maintenance plan, specifications and a budget estimate to be submitted and reviewed by the Village of Fox River Grove.
- Landscaping around the Fox River Grove Metra Station shall relate to the Metra's Project Manual for the Design of Surface Commuter Parking Lots and coordinate functions to prevent conflict with daily activity such as operations, lights, and snow removal operations.
- The location and type of plants should not interfere with vehicular and/or pedestrian visibility. Mature plant size should be considered so as not to restrict safe sight distances at entrances/exits and at vehicular-pedestrian intersections. Shrubs and hedges should not exceed thirty (30) inches at maturity, or be maintained at that height. Shade trees should be branched no lower than seven (7) feet at time of installation. This will increase a sense of security for users and provide easier surveillance of the area. Interference with trains and required setbacks must be considered.

# **Appendix C: Metra Ridership Information**



## **APPENDIX C METRA RIDERSHIP INFORMATION**

---

### **Tables**

- **Union Pacific Northwest Line: Weekday Station Passenger Boardings Over Time**
- **Union Pacific Northwest Line: Fall 2002 Station Boardings/Alightings by Time-of-Day and by Direction**
- **Union Pacific Northwest Line: Weekday Station Passenger Boardings & Alightings – Fall 2002**
- **Station Summary: Union Pacific Northwest Line (Weekday)**
- **Station/Train Passenger Count: UP-Northwest Line Inbound (Weekday)**
- **Station/Train Passenger Count: UP-Northwest Line Outbound (Weekday)**
- **Station Summary: Union Pacific Northwest Line (Saturday)**
- **Station/Train Passenger Count: UP-Northwest Line Inbound (Saturday)**
- **Station/Train Passenger Count: UP-Northwest Line Outbound (Saturday)**
- **Station Summary: Union Pacific Northwest Line (Sunday)**
- **Station/Train Passenger Count: UP-Northwest Line Inbound (Sunday)**
- **Station/Train Passenger Count: UP-Northwest Line Outbound (Sunday)**
- **Union Pacific Northwest Line: Mode-of-Access by Boarding Station: AM both directions (Fall 2002 Origin-Destination Survey)**
- **Union Pacific Northwest Line: Metra Station Parking Statistics**
- **Origin of All Riders Using the Fox River Grove Station**

## Union Pacific Northwest Line: Weekday Station Passenger Boardings Over Time

Station	MP	1983	1985	1987	1989	1991	1993	1995	1997	1999	2002
McHenry (Branch Line)	50.6	101	74	199	115	131	179	162	154	159	140
Harvard	63.1	84	104	112	140	170	181	235	203	222	259
Hartland	56.0	7	--	--	--	--	--	--	--	--	--
Woodstock	51.6	166	183	308	289	327	365	357	314	349	415
Crystal Lake	43.2	907	954	1,084	1,105	1,248	1,316	1,463	1,495	1,501	1,579
Cary	38.6	457	478	516	615	732	853	973	899	951	1,035
<b>Fox River Grove</b>	<b>37.3</b>	<b>209</b>	<b>195</b>	<b>228</b>	<b>321</b>	<b>350</b>	<b>367</b>	<b>359</b>	<b>370</b>	<b>428</b>	<b>449</b>
Barrington	31.9	1,564	1,631	1,945	1,838	1,748	1,859	1,831	1,758	1,745	1,724
Palatine	26.4	1,632	1,586	1,919	2,104	2,010	2,092	1,957	2,092	2,091	1,894
Arlington Park	24.4	1,430	1,479	1,834	1,845	1,829	1,945	1,957	1,980	1,904	1,665
Arlington Heights	22.8	2,764	2,727	2,953	3,179	3,129	3,001	2,833	2,572	2,579	2,496
Mount Prospect	20.0	2,146	2,220	2,253	2,147	2,073	2,055	1,899	1,754	1,804	1,655
Cumberland	18.6	685	567	546	604	537	559	543	520	523	393
Des Plaines	17.1	1,145	1,141	1,159	1,252	1,146	1,237	1,117	1,111	1,148	991
Dee Road	15.0	397	373	432	416	403	489	428	389	438	388
Park Ridge	13.5	908	850	801	917	818	900	820	874	922	932
Edison Park	12.6	383	328	360	425	402	544	518	541	547	593
Norwood Park	11.4	218	195	170	244	239	307	320	273	329	269
Gladstone Park	10.1	81	81	67	94	97	138	119	111	129	124
Jefferson Park	9.1	441	434	537	548	583	736	740	706	719	749
Irving Park	7.0	175	196	225	248	257	407	414	376	408	451
Clybourn	2.9	272	261	305	466	408	486	575	460	531	529
Ogilvie Transportation Center	0.0	13,737	13,517	15,037	15,778	15,809	16,516	15,954	15,253	15,603	14,542
<b>Total UP Northwest</b>		<b>29,909</b>	<b>29,574</b>	<b>32,990</b>	<b>34,690</b>	<b>34,446</b>	<b>36,532</b>	<b>35,574</b>	<b>34,205</b>	<b>35,030</b>	<b>33,272</b>

**Union Pacific Northwest Line: Fall 2002 Station Boardings/Alightings by Time-of-Day and by Direction**

Station	Mile Post	AM PEAK				MIDDAY				PM PEAK				EVENING				
		Inbound		Outbound		Inbound		Outbound		Inbound		Outbound		Inbound		Outbound		
		on	off	on	off	on	off	on	off	on	off	on	off	on	off	on	off	
McHenry (Branch Line)	50.6	140	0	0	0	0	0	0	0	0	0	0	0	122	0	0	0	0
Harvard	63.1	160	0	0	16	68	0	0	44	12	0	0	173	19	0	0	0	30
Woodstock	51.6	258	3	1	13	110	6	4	39	20	1	0	322	21	3	1	1	23
Crystal Lake	43.2	1,214	23	2	90	234	13	13	217	62	6	24	1,077	28	9	2	2	141
Cary	38.6	840	5	0	22	111	7	5	115	59	3	11	765	9	2	0	0	101
<b>Fox River Grove</b>	<b>37.3</b>	<b>357</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>55</b>	<b>4</b>	<b>2</b>	<b>44</b>	<b>21</b>	<b>6</b>	<b>5</b>	<b>302</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>46</b>
Barrington	31.9	1,332	61	16	137	136	12	5	198	118	7	63	1,187	51	5	3	3	128
Palatine	26.8	1,399	35	12	72	245	24	13	217	125	11	62	1,336	29	11	9	9	168
Arlington Park	24.4	1,223	39	5	129	166	13	10	147	147	7	58	1,209	55	3	1	1	144
Arlington Heights	22.8	1,844	81	16	143	277	29	56	222	170	17	79	1,725	45	10	9	9	221
Mount Prospect	20.0	1,317	56	18	54	162	13	12	128	51	14	67	1,191	24	4	4	4	158
Cumberland	18.6	279	54	6	35	51	2	5	27	32	4	18	236	2	2	0	0	25
Des Plaines	17.1	614	115	19	71	113	32	38	72	64	33	111	578	26	11	6	6	101
Dee Road	15.0	306	14	11	20	36	5	1	30	12	6	20	276	1	1	1	1	33
Park Ridge	13.5	660	81	32	25	78	17	17	84	36	27	87	576	10	9	12	55	
Edison Park	12.6	490	13	11	7	46	7	2	55	9	16	18	419	6	3	11	65	
Norwood Park	11.4	215	12	10	4	21	5	5	22	4	18	14	178	0	2	0	21	
Gladstone Park	10.1	115	4	0	0	0	0	0	0	0	0	8	123	0	0	1	4	
Jefferson Park	9.1	352	96	161	5	21	72	59	34	23	103	89	338	3	54	41	40	
Irving Park	7.0	224	31	102	2	34	21	20	13	5	93	55	201	0	28	11	16	
Clybourn	2.9	116	477	146	5	11	37	31	7	8	109	194	97	0	49	23	8	
Ogilvie Transportation Cntr	0.0	0	12,245	286	0	0	1,656	1,417	0	0	497	11,448	0	0	125	1,391	0	
<b>Total UP Northwest</b>		<b>13,455</b>	<b>13,455</b>	<b>857</b>	<b>857</b>	<b>1,975</b>	<b>1,975</b>	<b>1,715</b>	<b>1,715</b>	<b>978</b>	<b>978</b>	<b>12,431</b>	<b>12,431</b>	<b>333</b>	<b>333</b>	<b>1,528</b>	<b>1,528</b>	

## Union Pacific Northwest Line: Weekday Station Passenger Boardings & Alightings -- Fall 2002

Station	Mile Post	Fare Zone	Station Location	Total Passengers Entering & Leaving Stations						Total AM* Boardings	Transfer Passengers**		Outlying Boarding Rank***
				Inbound Trains		Outbound Trains		All Trains			Ons	Offs	
				Ons	Offs	Ons	Offs	Ons	Offs				
McHenry (Branch Line)	50.6	K	McHenry	140	0	0	122	140	122	140		188	
Harvard	63.1	M	McHenry	259	0	0	263	259	263	215		157	
Woodstock	51.6	K	McHenry	409	13	6	397	415	410	345		124	
Crystal Lake	43.2	I	McHenry	1,538	51	41	1,525	1,579	1,576	1,360		18	
Cary	38.6	H	McHenry	1,019	17	16	1,003	1,035	1,020	920		54	
<b>Fox River Grove</b>	<b>37.3</b>	<b>H</b>	<b>McHenry</b>	<b>437</b>	<b>22</b>	<b>12</b>	<b>399</b>	<b>449</b>	<b>421</b>	<b>398</b>		<b>115</b>	
Barrington	31.9	G	Sub Cook	1,637	85	87	1,650	1,724	1,735	1,442		9	
Palatine	26.8	F	Sub Cook	1,798	81	96	1,793	1,894	1,874	1,591		7	
Arlington Park	24.4	E	Sub Cook	1,591	62	74	1,629	1,665	1,691	1,342		11	
Arlington Heights	22.8	E	Sub Cook	2,336	137	160	2,311	2,496	2,448	2,075	60	60	3
Mount Prospect	20.0	D	Sub Cook	1,554	87	101	1,531	1,655	1,618	1,459		11	
Cumberland	18.6	D	Sub Cook	364	62	29	323	393	385	318		132	
Des Plaines	17.1	D	Sub Cook	817	191	174	822	991	1,013	730		61	
Dee Road	15.0	C	Sub Cook	355	26	33	359	388	385	347		135	
Park Ridge	13.5	C	Sub Cook	784	134	148	740	932	874	760		66	
Edison Park	12.6	C	Chicago	551	39	42	546	593	585	536		91	
Norwood Park	11.4	C	Chicago	240	37	29	225	269	262	244		154	
Gladstone Park	10.1	B	Chicago	115	4	9	127	124	131	115		192	
Jefferson Park	9.1	B	Chicago	399	325	350	417	749	742	554		79	
Irving Park	7.0	B	Chicago	263	173	188	232	451	405	362		113	
Clybourn	2.9	A	Chicago	135	672	394	117	529	789	280		57	
Ogilvie Trans. Center	0.0	A	Chicago	0	14,523	14,542	0	14,542	14,523	563			
<b>Total UP Northwest</b>				<b>16,741</b>	<b>16,741</b>	<b>16,531</b>	<b>16,531</b>	<b>33,272</b>	<b>33,272</b>	<b>16,096</b>	<b>60</b>	<b>60</b>	

## Station Summary: Union Pacific Northwest Line

Count Conducted Thursday, November 7, 2002

STATION	MP	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	259	0	0	263	259	263
Woodstock	51.6	409	13	6	397	415	410
McHenry (Branch Line)	50.6	140	0	0	122	140	122
Crystal Lake	43.2	1,538	51	41	1,525	1,579	1,576
Cary	38.6	1,019	17	16	1,003	1,035	1,020
<b>Fox River Grove</b>	<b>37.3</b>	<b>437</b>	<b>22</b>	<b>12</b>	<b>399</b>	<b>449</b>	<b>421</b>
Barrington	31.9	1,637	85	87	1,650	1,724	1,735
Palatine	26.8	1,798	81	96	1,793	1,894	1,874
Arlington Park	24.4	1,591	62	74	1,629	1,665	1,691
<i>Arlington Hts Transfer</i>	22.8	0	0	60	60	60	60
Arlington Heights	22.8	2,336	137	160	2,311	2,496	2,448
Mount Prospect	20.0	1,554	87	101	1,531	1,655	1,618
Cumberland	18.6	364	62	29	323	393	385
Des Plaines	17.1	817	191	174	822	991	1,013
Dee Road	15.0	355	26	33	359	388	385
Park Ridge	13.5	784	134	148	740	932	874
Edison Park	12.6	551	39	42	546	593	585
Norwood Park	11.4	240	37	29	225	269	262
Gladstone Park	10.1	115	4	9	127	124	131
Jefferson Park	9.1	399	325	350	417	749	742
Irving Park	7.0	263	173	188	232	451	405
Clybourn	2.9	135	672	394	117	529	789
Ogilvie Transportation Center	0.0	0	14,523	14,542	0	14,542	14,523
Total		16,741	16,741	16,591	16,591	33,332	33,332
Passenger Miles		414,229		409,833		824,062	
Average Trip Length		24.7		24.7		24.7	

**Station/Train Passenger Count:  
Union Pacific Northwest Line Inbound**

**Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	602		604		606		608		610		612		614		616	
		4:50 AM 6:12 AM	Ons Offs	5:20 AM 6:42 AM	Ons Offs	5:40 AM 7:03 AM	Ons Offs	5:53 AM 7:14 AM	Ons Offs	5:48 AM 7:19 AM	Ons Offs	6:27 AM 7:35 AM	Ons Offs	6:18 AM 7:40 AM	Ons Offs	6:35 AM 7:50 AM	Ons Offs
Harvard	MilePost 63.1									58							
Woodstock	51.6									91	1						
McHenry (Branch Line)	50.6							58									
Crystal Lake	43.2	67		64		76				270	10			60		154	
Cary	38.6	41	0	43	0	47	0			217	0			42	1		
<b>Fox River Grove</b>	<b>37.3</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>0</b>			<b>101</b>	<b>0</b>			<b>26</b>	<b>0</b>		
Barrington	31.9	54	0	54	0	37	1	116	0	210	3	11		35	1		
Palatine	26.8	65	2	70	1	61	2	214	0			60	3	123	8	76	2
Arlington Park	24.4	35	0	56	1	27	1	152	0	147	18	9	6	96	3		
<i>Arlington His Transfer</i>	22.8																
Arlington Heights	22.8	67	1	83	2	69	8	253	2			75	0	119	2	107	5
Mount Prospect	20.0	48	3	72	1	52	11	202	3			66	0	106	18		
Cumberland	18.6	7	0	23	1	18	5	50	27					40	5		
Des Plaines	17.1	19	0	50	4	40	7			88	28	35	3	74	0	18	12
Dee Road	15.0	15	0	17	2	26	1					50	1			59	4
Park Ridge	13.5	22	2	32	5	63	9					84	16	101	8	42	12
Edison Park	12.6	26	1	40	1	39	3					76	4			107	2
Norwood Park	11.4	5	0	21	1	21	1					34	2			64	7
Gladstone Park	10.1	7	1	15	0	21	2					23	0				
Jefferson Park	9.1	10	14	27	13	24	12					61	16			91	8
Irving Park	7.0	9	0	21	8	26	5					31	5			49	1
Clybourn	2.9	11	19	4	50	12	21	2	49	4	56	7	21	2	21	7	25
Ogilvie Trnspr Center	0.0		482		617		588		966		1,070		545		757		696
Total Passengers		525	525	707	707	677	677	1,047	1,047	1,186	1,186	622	622	824	824	774	774
Maximum Load		490		663	663	597	597	1,013	1,013	1,122	1,122	559	559	776	776	714	714
Maximum Load Point																	
Intermediate Passengers		43		90	90	89	89	81	81	116	116	77	77	67	67	78	78
Passenger Miles		13,167		15,906	15,906	14,357	14,357	26,074	26,074	42,305	42,305	9,237	9,237	19,125	19,125	15,306	15,306
Average Trip Length		25.1		22.5	22.5	21.2	21.2	24.9	24.9	35.7	35.7	14.9	14.9	23.2	23.2	19.8	19.8

Blank cells are non-stops.

**Station/Train Passenger Count:  
Union Pacific Northwest Line Inbound**

**Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	618		620		622		624		626		628		630		632	
		7:11 AM 7:55 AM	Ons Offs	6:22 AM 8:00 AM	Ons Offs	6:54 AM 8:15 AM	Ons Offs	7:00 AM 8:24 AM	Ons Offs	7:27 AM 8:30 AM	Ons Offs	7:42 AM 8:35 AM	Ons Offs	7:08 AM 8:40 AM	Ons Offs	7:36 AM 8:51 AM	Ons Offs
Harvard	MilePost 63.1			52										50			
Woodstock	51.6		2	96										71	0		
McHenry (Branch Line)	50.6					57										25	
Crystal Lake	43.2			219	10			108						196	3		
Cary	38.6			146	2	152	0							152	2		
<b>Fox River Grove</b>	<b>37.3</b>			<b>73</b>	<b>6</b>	<b>50</b>	<b>1</b>							<b>57</b>	<b>3</b>		
Barrington	31.9			263	18	210	11	52	18	33				37	8	93	1
Palatine	26.8			344	12			46	3					314	2		
Arlington Park	24.4	354						59	9	54	1			226	0		
<i>Arlington His Transfer</i>	22.8																
Arlington Heights	22.8	447	0					111	55	122	4			345	2		
Mount Prospect	20.0	341	0					91	16	149	3					190	1
Cumberland	18.6							20	1	38	3						
Des Plaines	17.1					110	12	18	20	59	0			77	29		
Dee Road	15.0					70	4			53	1						
Park Ridge	13.5					147	12			120	1						
Edison Park	12.6							84	2							118	0
Norwood Park	11.4							45	0								
Gladstone Park	10.1							41	1								
Jefferson Park	9.1							100	18								
Irving Park	7.0							60	10								
Clybourn	2.9	8	54	5	44	17	24	10	15	6	18	5	28	9	14	3	11
Ogilvie Trnspr Center	0.0		1,096		1,164		749		677		603		983		590		416
Total Passengers		1,150	1,150	1,270	1,270	813	813	845	845	634	634	1,015	1,015	649	649	429	429
Maximum Load			1,142		1,203		756		682		615		1,006		595		424
Maximum Load Point			Clybourn														
Intermediate Passengers			54		106		64		168		31		32		59		13
Passenger Miles			25,516		42,934		21,395		14,251		11,968		25,617		24,692		9,443
Average Trip Length			22.2		33.8		26.3		16.9		18.9		25.2		38.0		22.0

Blank cells are non-stops.

Station/Train Passenger Count:  
Union Pacific Northwest Line Inbound

Thursday, November 7, 2002

Station	Train: Depart: Arrive:	MilePost	634		636		638		640		642		644		646		648	
			7:47 AM	8:58 AM	7:35 AM	9:20 AM	9:00 AM	10:20 AM	9:35 AM	11:20 AM	11:00 AM	12:00 PM	12:00 PM	1:35 PM	3:00 PM	3:20 PM	3:00 PM	4:20 PM
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Harvard		63.1			34				21						13			
Woodstock		51.6			42	1			43	3					25	2		
McHenry (Branch Line)		50.6																
Crystal Lake		43.2			61	5		32	41	7					28	1	18	
Cary		38.6			44	3		18	17	1					13	1	9	1
<b>Fox River Grove</b>		<b>37.3</b>			<b>14</b>	<b>1</b>		<b>7</b>	<b>15</b>	<b>0</b>					<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>
Barrington		31.9	2		30	8		38	24	1					11	1	30	1
Palatine		26.8	26	0	90	13		62	23	2					21	2	37	3
Arlington Park		24.4	8	0	54	5		24	36	3					14	2	34	2
<i>Arlington His Transfer</i>		22.8																
Arlington Heights		22.8	46	0	110	13		65	37	2					19	7	60	4
Mount Prospect		20.0			47	5		50	26	2					8	0	5	5
Cumberland		18.6	11	0	13	0		7	11	1					4	0	1	1
Des Plaines		17.1	26	0	46	8		22	17	3					7	8	29	4
Dee Road		15.0	16	1	11	5		15	4	0					2	0	5	0
Park Ridge		13.5	49	16	31	4		22	12	6					6	0	17	10
Edison Park		12.6			15	1		13	7	1					4	0	2	7
Norwood Park		11.4	25	1	8	1		5	3	0					1	1	2	12
Gladstone Park		10.1	8	0														
Jefferson Park		9.1	39	15	11	16		2	4	13					3	16	3	29
Irving Park		7.0	28	2	21	7		4	3	2					3	4	2	17
Clybourn		2.9	4	7	6	19		0	0	6					3	4	8	16
Ogilvie Trnspr Center		0.0																
			246			573		347	291						147	134		157
Total Passengers			288		688	688		386	344						171	188	269	269
Maximum Load			249		586	586		358	305						151	151	221	221
Maximum Load Point			Clybourn		Clybourn	Clybourn		Jefferson Park	Jefferson Park						Norwood Park	Norwood Park	Edison Park	Edison Park
Intermediate Passengers			42		115	115		39	53						54	54	112	112
Passenger Miles			4,070		17,377	17,377		8,945	9,999						4,393	5,358	5,297	5,297
Average Trip Length			14.1		25.3	25.3		23.2	29.1						25.7	28.5	28.5	19.7

Blank cells are non-stops.

**Station/Train Passenger Count:  
Union Pacific Northwest Line Inbound**

**Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	650		652		654		656		658		660		662	
		4:10 PM 5:30 PM	Ons Offs	4:35 PM 6:20 PM	Ons Offs	6:05 PM 6:57 PM	Ons Offs	5:35 PM 7:20 PM	Ons Offs	8:00 PM 9:20 PM	Ons Offs	8:35 PM 10:20 PM	Ons Offs	11:59 PM 1:10 AM	Ons Offs
Harvard	MilePost 63.1			12				13				6			
Woodstock	51.6			20	1			14	2			7	1		
McHenry (Branch Line)	50.6														
Crystal Lake	43.2	22		22	6			11	5	8		8	4	1	
Cary	38.6	28	2	22	0			1	1	3	0	2	1	3	0
<b>Fox River Grove</b>	<b>37.3</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>4</b>			<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Barrington	31.9	41	2	47	4	32		7	4	4	1	7	0	1	0
Palatine	26.8	43	2	45	6			21	7	2	0	5	2	1	2
Arlington Park	24.4	54	1	59	4	34	1	5	2	5	0	8	0	3	0
<i>Arlington His Transfer</i>	22.8														
Arlington Heights	22.8	60	4	50	9			21	7	7	0	16	2	1	1
Mount Prospect	20.0	23	5	23	4			14	2	4	1	6	1	0	0
Cumberland	18.6	21	1	10	2			1	0	1	0	0	0	2	1
Des Plaines	17.1	25	14	10	15	14	3	4	3	4	2	3	3	1	0
Dee Road	15.0	6	1	1	5			0	1	0	0	1	0		
Park Ridge	13.5	16	10	3	7	4	0	3	2	1	2	2	5		
Edison Park	12.6	7	3	0	6			0	2	4	1	2	0		
Norwood Park	11.4	1	4	1	2			0	1	0	0	0	1		
Gladstone Park	10.1														
Jefferson Park	9.1	18	37	2	37	2	17	0	18	1	8	0	8	0	3
Irving Park	7.0	2	34	1	42	0	8	0	10	0	5	0	5		
Clybourn	2.9	0	51	0	42	0	20	0	17	0	3	0	9		
Ogilvie Trnspr Center	0.0		200		140		37		32		22		29		5
Total Passengers		373	373	336	336	86	86	118	118	45	45	73	73	11	11
Maximum Load			305		278		80		80		37		54		8
Maximum Load Point			Norwood Park		Des Plaines		Jefferson Park		Edison Park		Jefferson Park		Cumberland		Jefferson Park
Intermediate Passengers			173		196		49		86		23		44		6
Passenger Miles			7,564		7,636		1,818		2,554		959		1,635		227
Average Trip Length			20.3		22.7		21.1		21.6		21.3		22.4		20.6

Blank cells are non-stops.

**Station/Train Passenger Count: Union Pacific Northwest Line Outbound** **Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	MilePost	603		605		607		609		611		613		615	
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Tmspr Center		0.0	31		47		94		58		56		124		153	
Clybourn		2.9	15	1	29	2	52	0	38	1	12	1	5	1	7	1
Irving Park		7.0	16	0	17	0	32	1	32	1	5	0	3	0	5	1
Jefferson Park		9.1	33	0	22	3	44	0	47	0	15	2	8	0	16	3
Gladstone Park		10.1														
Norwood Park		11.4	2	0	5	0			3	1	0	3	2	1	1	4
Edison Park		12.6	2	0	3	0			4	4	2	3	0	2	0	4
Park Ridge		13.5	5	0	7	4	10	10	3	8	7	3	2	4	1	5
Dee Road		15.0	0	1	1	1	2	4	8	10	0	4	0	7	0	3
Des Plaines		17.1	4	1	5	10	6	40	4	17	0	3	6	6	6	12
Cumberland		18.6	1	4	0	11	3	14	2	6	0	0	0	2	2	1
Mount Prospect		20.0	5	16	1	10	3	13	7	8	2	7	0	15	1	17
Arlington Heights		22.8	5	20	5	39	1	55	4	12	1	17	1	19	2	26
<i>Arlington Hts Transfer</i>		22.8														
Arlington Park		24.4	3	32	1	25	0	32	1	31	0	9	0	26	0	17
Palatine		26.8	3	14	3	12	0	22	2	13	4	11	2	24	3	18
Barrington		31.9	2	24		29	0	34	14	34	0	16	1	20	1	21
<b>Fox River Grove</b>		<b>37.3</b>	<b>1</b>	<b>1</b>					<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>
Cary		38.6	0	14			0	2	0	2	0	4	0	8	1	15
Crystal Lake		43.2						20	2	51		19		17	10	24
McHenry (Branch Line)		50.6		0												
Woodstock		51.6							1	13					1	20
Harvard		63.1								16						15
<b>Total Passengers</b>			128	128	146	146	247	247	231	231	105	105	154	154	212	212
<b>Maximum Load</b>			105	121	121	221	221	221	175	175	85	85	140	140	176	176
<b>Maximum Load Point</b>			Des Plaines	Park Ridge	Park Ridge	Jefferson Park	Jefferson Park	Jefferson Park	Norwood Park	Norwood Park	Jefferson Park	Jefferson Park	Norwood Park	Norwood Park	Jefferson Park	Jefferson Park
<b>Intermediate Passengers</b>			97	99	99	153	153	153	173	173	49	49	30	30	59	59
<b>Passenger Miles</b>			2,258	2,492	2,492	4,875	4,875	4,875	5,384	5,384	2,351	2,351	3,736	3,736	5,610	5,610
<b>Average Trip Length</b>			17.6	17.1	17.1	19.7	19.7	19.7	23.3	23.3	22.4	22.4	24.3	24.3	26.5	26.5

Blank cells are non-stops.

**Station/Train Passenger Count: Union Pacific Northwest Line Outbound** **Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	MilePost	617		619		621		623		625		627		629	
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Tmspr Center		0.0	203		307		630		1,000		966		1,049		744	
Clybourn		2.9	3	1	9	2	7	2	20	4	19	7	17	3	14	4
Irving Park		7.0	1	3	5	2	6	7	8	22	13	24				
Jefferson Park		9.1	10	9	8	6	17	16	21	35	19	39				
Gladstone Park		10.1							3	18	3	18				
Norwood Park		11.4	1	5	1	2	0	10	5	20	5	38				
Edison Park		12.6	1	8	0	10	1	31	8	52	5	55				
Park Ridge		13.5	1	25	4	23	9	27	28	43	22	40	14	153		
Dee Road		15.0	0	2	0	1	1	17	3	29	8	34				
Des Plaines		17.1	9	4	9	14	8	36	27	46	34	60	7	105		
Cumberland		18.6	1	6	1	3	1	15	5	18	10	31	0	46		
Mount Prospect		20.0	1	18	3	23	7	55	18	95	19	104	3	136		
Arlington Heights		22.8	2	39	2	41	49	97	21	135	26	158	10	237		
<i>Arlington Hts Transfer</i>		22.8														
Arlington Park		24.4	2	18	4	25	4	61	15	77	8	86	5	127		
Palatine		26.8	3	22	3	58	2	95	13	142	15	110	1	143		
Barrington		31.9	0	29	3	36	0	92	8	97	12	34	4	18	7	324
<b>Fox River Grove</b>		<b>37.3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>25</b>			<b>3</b>	<b>116</b>
Cary		38.6	1	13	1	23	2	56	2	82	4	68			0	240
Crystal Lake		43.2		32	3	39		105	12	152	4	145		142		
McHenry (Branch Line)		50.6														84
Woodstock		51.6			3	19			0	82	0	67				
Harvard		63.1				29				35		50				
<b>Total Passengers</b>			239	239	366	366	744	744	1,217	1,217	1,193	1,193	1,110	1,110	768	768
<b>Maximum Load</b>			205	319	319	635	635	1,016	1,016	978	978	754	1,063	1,063	754	754
<b>Maximum Load Point</b>			Clybourn	Jefferson Park	Jefferson Park	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn	Clybourn
<b>Intermediate Passengers</b>			36	59	59	114	114	217	217	227	227	61	61	61	24	24
<b>Passenger Miles</b>			5,535	10,233	10,233	18,011	18,011	30,970	30,970	28,780	28,780	27,813	25,566	25,566	27,813	27,813
<b>Average Trip Length</b>			23.2	28.0	28.0	24.2	24.2	25.4	25.4	24.1	24.1	23.0	23.0	23.0	23.0	23.0

Blank cells are non-stops.

**Station/Train Passenger Count: Union Pacific Northwest Line Outbound** **Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	MilePost	631		633		635		637		639		641		643	
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Tmspr Center		0.0	316		882		463		445		1,105		717		353	
Clybourn		2.9	10	5	16	8	10	5					26	10	9	9
Irving Park		7.0	21	34					1	44					1	26
Jefferson Park		9.1	19	58					6	73					4	47
Gladstone Park		10.1	2	28					0	45						
Norwood Park		11.4	2	38					0	27						
Edison Park		12.6	5	69					0	75					0	48
Park Ridge		13.5	3	20					4	91					5	76
Dee Road		15.0	5	45					0	33					1	36
Des Plaines		17.1	9	39			21	130	1	29					3	52
Cumberland		18.6					3	50							0	35
Mount Prospect		20.0			10	231	1	46							0	16
Arlington Heights		22.8					6	183					3	337	4	12
<i>Arlington Hts Transfer</i>		22.8														
Arlington Park		24.4			3	172	18	14			1	325	0	83	0	4
Palatine		26.8	0	32	2	204					14	302			0	13
Barrington		31.9		24	2	116	3	27		40			5	177		6
<b>Fox River Grove</b>		<b>37.3</b>					<b>1</b>	<b>36</b>								
Cary		38.6			0	70	0	22					3	109		
Crystal Lake		43.2				114		13			5	295				
McHenry (Branch Line)		50.6												38		
Woodstock		51.6									0	139				
Harvard		63.1										64				
<b>Total Passengers</b>			392	392	915	915	526	526	457	457	1,125	1,125	754	754	380	380
<b>Maximum Load</b>				321	890	468				445	1,105	733				353
<b>Maximum Load Point</b>				Clybourn	Clybourn	Clybourn				Ogilvie	Ogilvie	Clybourn				Ogilvie
<b>Intermediate Passengers</b>				76	33	63				12	20	37				27
<b>Passenger Miles</b>				4,877	25,197	11,044				6,042	39,363	21,095				5,283
<b>Average Trip Length</b>				12.4	27.5	21.0				13.2	35.0	28.0				13.9

Blank cells are non-stops.

**Station/Train Passenger Count: Union Pacific Northwest Line Outbound** **Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	MilePost	645		647		649		651		653		655		657	
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Tmspr Center		0.0	1,005		584		681		357		781		572		303	
Clybourn		2.9	17	12	5	11	10	4	6	9	15	6	4	6	7	2
Irving Park		7.0			8	27			3	24			3	6	4	7
Jefferson Park		9.1			11	49			9	37			10	14	18	11
Gladstone Park		10.1							0	14			1	3	0	0
Norwood Park		11.4			2	36			0	19			0	12	0	3
Edison Park		12.6			0	53			0	67			0	31	4	15
Park Ridge		13.5			9	95			2	58			1	32	3	4
Dee Road		15.0			3	62			0	37			0	16	0	5
Des Plaines		17.1			5	65			4	52			1	45	5	19
Cumberland		18.6			0	42			0	14			0	11	0	4
Mount Prospect		20.0	7	336	1	49			2	9	6	169	1	64	0	29
Arlington Heights		22.8	3	189	3	23	2	248	1	8	0	195	2	87	3	45
<i>Arlington Hts Transfer</i>		22.8			60			60								
Arlington Park		24.4	3	124	0	79			1	8	4	110	1	52	0	35
Palatine		26.8	3	190	1	66			0	13	13	121	0	74	6	42
Barrington		31.9	10	81	0	6	2	154	0	6	10	77	0	45	1	36
<b>Fox River Grove</b>		<b>37.3</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>9</b>
Cary		38.6	1	39	1	15	0	77	0	6	0	37	0	22	0	29
Crystal Lake		43.2	2	34		14		108		3	1	57		61	0	28
McHenry (Branch Line)		50.6														
Woodstock		51.6	0	12							0	22			1	16
Harvard		63.1		5								19				17
<b>Total Passengers</b>			<b>1,051</b>	<b>1,051</b>	<b>693</b>	<b>693</b>	<b>695</b>	<b>695</b>	<b>385</b>	<b>385</b>	<b>830</b>	<b>830</b>	<b>596</b>	<b>596</b>	<b>356</b>	<b>356</b>
<b>Maximum Load</b>				<b>1,010</b>	<b>584</b>	<b>584</b>	<b>687</b>	<b>687</b>	<b>357</b>	<b>357</b>	<b>790</b>	<b>790</b>	<b>572</b>	<b>572</b>	<b>312</b>	<b>312</b>
<b>Maximum Load Point</b>				<b>Clybourn</b>	<b>Ogilvie</b>	<b>Ogilvie</b>	<b>Clybourn</b>	<b>Clybourn</b>	<b>Ogilvie</b>	<b>Ogilvie</b>	<b>Clybourn</b>	<b>Clybourn</b>	<b>Ogilvie</b>	<b>Ogilvie</b>	<b>Jefferson Park</b>	<b>Jefferson Park</b>
<b>Intermediate Passengers</b>				<b>46</b>	<b>109</b>	<b>109</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>28</b>	<b>49</b>	<b>49</b>	<b>24</b>	<b>24</b>	<b>53</b>	<b>53</b>
<b>Passenger Miles</b>				<b>25,901</b>	<b>10,496</b>	<b>10,496</b>	<b>21,087</b>	<b>21,087</b>	<b>5,414</b>	<b>5,414</b>	<b>22,114</b>	<b>22,114</b>	<b>14,131</b>	<b>14,131</b>	<b>9,465</b>	<b>9,465</b>
<b>Average Trip Length</b>				<b>24.6</b>	<b>15.1</b>	<b>15.1</b>	<b>30.3</b>	<b>30.3</b>	<b>14.1</b>	<b>14.1</b>	<b>26.6</b>	<b>26.6</b>	<b>23.7</b>	<b>23.7</b>	<b>26.6</b>	<b>26.6</b>

Blank cells are non-stops.

**Station/Train Passenger Count: Union Pacific Northwest Line Outbound**

**Thursday, November 7, 2002**

Station	Train: Depart: Arrive:	MilePost	659		661		663		601		
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	
Ogilvie Tmspr Center		0.0	267		164			50		35	
Clybourn		2.9	5	0	4	0	0	0	0	3	0
Irving Park		7.0	3	3	0	0	0	0	0	1	0
Jefferson Park		9.1	4	2	6	8	4	0	4	3	1
Gladstone Park		10.1	0	1							
Norwood Park		11.4	0	3	0	3	0	0	0	0	0
Edison Park		12.6	2	10	3	3	1	3	1	1	3
Park Ridge		13.5	0	8	8	5	0	5	0	0	1
Dee Road		15.0	1	5	0	7	0	0	0	0	0
Des Plaines		17.1	0	13	0	18	0	4	0	0	2
Cumberland		18.6	0	5	0	0	0	0	2	0	3
Mount Prospect		20.0	2	38	0	20	1	4	0	0	3
Arlington Heights		22.8	2	47	2	29	0	7	0	0	6
<i>Arlington Hts Transfer</i>		22.8									
Arlington Park		24.4	0	29	0	22	0	4	0	0	2
Palatine		26.8	0	32	0	13	0	4	3	3	3
Barrington		31.9	0	26	1	12	0	5	1	1	4
<b>Fox River Grove</b>		<b>37.3</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
Cary		38.6	0	18	0	25	0	4	0	0	3
Crystal Lake		43.2	2	27		19		3	0	0	3
McHenry (Branch Line)		50.6									
Woodstock		51.6	0	5					0	0	2
Harvard		63.1		9							4
<b>Total Passengers</b>			<b>289</b>	<b>289</b>	<b>188</b>	<b>188</b>	<b>188</b>	<b>52</b>	<b>52</b>	<b>47</b>	<b>47</b>
<b>Maximum Load</b>			<b>274</b>		<b>168</b>		<b>168</b>	<b>50</b>		<b>41</b>	
<b>Maximum Load Point</b>			<b>Jefferson Park</b>		<b>Clybourn</b>		<b>Ogilvie</b>			<b>Jefferson Park</b>	
<b>Intermediate Passengers</b>			<b>22</b>		<b>24</b>		<b>2</b>			<b>12</b>	
<b>Passenger Miles</b>			<b>7,598</b>		<b>4,600</b>		<b>1,215</b>			<b>1,298</b>	
<b>Average Trip Length</b>			<b>26.3</b>		<b>24.5</b>		<b>23.4</b>			<b>27.6</b>	

Blank cells are non-stops.

**Station Summary -- UP Northwest Line**  
**Count Conducted Saturday, October 9, 1999**

**SATURDAY**

STATION	MP	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	177	0	0	194	177	194
Woodstock	51.6	165	4	7	161	172	165
McHenry (Branch Line)	50.6	7	0	0	12	7	12
Crystal Lake	43.2	476	27	26	483	502	510
Cary	38.6	235	16	16	243	251	259
<b>Fox River Grove</b>	<b>37.3</b>	<b>84</b>	<b>8</b>	<b>13</b>	<b>92</b>	<b>97</b>	<b>100</b>
Barrington	31.9	253	22	15	264	268	286
Palatine	26.8	356	19	25	347	381	366
Arlington Park	24.4	263	29	21	274	284	303
Arlington Heights	22.8	334	24	27	343	361	367
Mount Prospect	20.0	208	31	27	223	235	254
Cumberland	18.6	41	14	12	35	53	49
Des Plaines	17.1	128	64	73	123	201	187
Dee Road	15.0	28	8	9	26	37	34
Park Ridge	13.5	67	38	45	71	112	109
Edison Park	12.6	53	27	27	49	80	76
Norwood Park	11.4	20	29	25	13	45	42
Gladstone Park	10.1	0	0	1	2	1	2
Jefferson Park	9.1	38	194	191	47	229	241
Irving Park	7.0	18	107	107	13	125	120
Clybourn	2.9	9	84	114	8	123	92
Ogilvie Transportation Center	0.0	0	2,215	2,242	0	2,242	2,215
Total		2,960	2,960	3,023	3,023	5,983	5,983
Passenger Miles		83,487		85,881		169,367	
Average Trip Length		28.2		28.4		28.3	

# Station/Train Passenger Count -- Union Pacific Northwest Inbound Saturday, October 9, 1999

Station	Train: Depart: Arrive: Mile Post	700 6:20am 7:40am		702 6:21am 8:05am		704 7:00am 8:20am		706 6:59am 8:40am	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1			4				7	
Woodstock	51.6			13	1			12	0
McHenry (Branch Line)	50.6								
Crystal Lake	43.2	22		8	2	5		13	0
Cary	38.6	9	0	8	0	1	0	7	0
<b>Fox River Grove</b>	<b>37.3</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>
Barrington	31.9	11	3	7	0	1	0	11	0
Palatine	26.8	10	4	26	0	2	0	13	2
Arlington Park	24.4	13	0	9	0	3	0	10	1
Arlington Heights	22.8	14	2	25	1	2	0	11	1
Mount Prospect	20.0	20	0	35	1	0	1	11	1
Cumberland	18.6	4	0	7	3	1	0		
Des Plaines	17.1	10	3			0	1	6	2
Dee Road	15.0	3	1			3	0		
Park Ridge	13.5	9	1			0	0	7	2
Edison Park	12.6	5	1			3	0		
Norwood Park	11.4	4	2			2	0		
Gladstone Park	10.1	0	0						
Jefferson Park	9.1	9	7			5	3		
Irving Park	7.0	2	3			2	0		
Clybourn	2.9	1	4	2	1	0	2	1	2
Ogilvie Trnspr Center	0.0		118		139		24		102
Total Passengers		149	149	148	148	31	31	114	114
Maximum Load		Irving Park		Ogilvie		Clybourn		Clybourn	
Maximum Load Point		122		139		26		103	
Intermediate Passengers		31		9		7		12	
Passenger Miles		3,224		4,033		610		3,468	
Average Trip Length		21.6		27.3		19.7		30.4	

Blank cells are non-stops.

Station/Train Passenger Count -- Union Pacific Northwest Inbound Saturday, October 9, 1999

Station	Train: Depart: Arrive: Mile Post	708 7:30am 9:00am		710 7:55am 9:20am		638 9:00am 10:20am		716 10:00am 11:20am	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1			32					
Woodstock	51.6			39	0				
McHenry (Branch Line)	50.6	7							
Crystal Lake	43.2			31	6	65		67	
Cary	38.6			18	1	37	0	27	0
<b>Fox River Grove</b>	<b>37.3</b>			<b>1</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>10</b>	<b>0</b>
Barrington	31.9	3	1	8	1	32	1	34	0
Palatine	26.8	9	0	33	0	35	0	43	0
Arlington Park	24.4	1	0	23	3	29	4	47	0
Arlington Heights	22.8	4	1	18	0	27	3	40	0
Mount Prospect	20.0	5	0	10	7	18	0	28	3
Cumberland	18.6	1	0	1	0	7	1	10	4
Des Plaines	17.1	1	1	4	4	8	3	38	10
Dee Road	15.0	2	0	0	0	4	0	10	1
Park Ridge	13.5	4	0	8	4	6	2	5	4
Edison Park	12.6	1	0	3	0	8	1	20	9
Norwood Park	11.4	1	0	0	0	2	5	7	1
Gladstone Park	10.1	0	0						
Jefferson Park	9.1	1	4	1	9	1	12	9	9
Irving Park	7.0	0	2	0	4	1	5	0	15
Clybourn	2.9	0	0	0	4	0	5	3	11
Ogilvie Trnspr Center	0.0		31		186		251		331
Total Passengers		40	40	230	230	293	293	398	398
Maximum Load		36		202		274		354	
Maximum Load Point		Jefferson Park		Jefferson Park		Norwood Park		Irving Park	
Intermediate Passengers		9		44		42		67	
Passenger Miles		937		7,832		8,388		9,923	
Average Trip Length		23.4		34.1		28.6		24.9	

Blank cells are non-stops.

Station/Train Passenger Count -- Union Pacific Northwest Inbound Saturday, October 9, 1999

Station	SATURDAY Train: Depart: Arrive: Mile Post	718 10:35am 12:20pm		644 12:00pm 1:23pm		646 1:35pm 3:20pm		652 4:35pm 6:20pm	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	69				24		31	
Woodstock	51.6	35	1			32	1	26	0
McHenry (Branch Line)	50.6								
Crystal Lake	43.2	72	11		68	39	7	56	0
Cary	38.6	48	2		20	23	5	25	2
<b>Fox River Grove</b>	<b>37.3</b>	<b>2</b>	<b>0</b>		<b>12</b>	<b>13</b>	<b>4</b>	<b>16</b>	<b>1</b>
Barrington	31.9	27	11		10	22	2	62	1
Palatine	26.8	38	2		40	41	5	39	4
Arlington Park	24.4	38	1		14	26	4	21	11
Arlington Heights	22.8	50	3		35	31	4	61	8
Mount Prospect	20.0	16	2		23	17	4	16	8
Cumberland	18.6	0	0		8	1	1	0	3
Des Plaines	17.1	13	8		14	15	5	13	11
Dee Road	15.0	1	0		3	2	1	0	2
Park Ridge	13.5	8	2		1	4	7	6	9
Edison Park	12.6	7	1		3	2	6	1	4
Norwood Park	11.4	0	2		3	1	4	0	6
Gladstone Park	10.1								
Jefferson Park	9.1	8	23		1	2	33	0	59
Irving Park	7.0	6	9		2	1	12	4	37
Clybourn	2.9	0	3		1	0	12	1	23
Ogilvie Trnspr Center	0.0		357				179		189
Total Passengers		438	438	258	258	296	296	378	378
Maximum Load		380		226		243		318	
Maximum Load Point		Norwood Park		Park Ridge		Park Ridge		Cumberland	
Intermediate Passengers		81		54		117		189	
Passenger Miles		14,391		6,975		8,209		10,631	
Average Trip Length		32.9		27.0		27.7		28.1	

Blank cells are non-stops.

# Station/Train Passenger Count -- Union Pacific Pacific Northwest Inbound

Saturday, October 9, 1999

SATURDAY		Train: Depart: Arrive:	658 8:00pm 9:20pm		660 8:35pm 10:20pm	
Station	Mile Post	Ons	Offs	Ons	Offs	
Harvard	63.1			10		
Woodstock	51.6			8	1	
McHenry (Branch Line)	50.6					
Crystal Lake	43.2	23		7	1	
Cary	38.6	10	3	2	2	
<b>Fox River Grove</b>	<b>37.3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	
Barrington	31.9	16	0	9	2	
Palatine	26.8	14	0	13	1	
Arlington Park	24.4	12	0	17	2	
Arlington Heights	22.8	8	1	8	0	
Mount Prospect	20.0	2	1	7	1	
Cumberland	18.6	1	0	0	0	
Des Plaines	17.1	1	6	5	0	
Dee Road	15.0	0	0	0	2	
Park Ridge	13.5	5	3	4	0	
Edison Park	12.6	0	0	0	4	
Norwood Park	11.4	0	3	0	1	
Gladstone Park	10.1					
Jefferson Park	9.1	0	14	1	14	
Irving Park	7.0	0	4	0	5	
Clybourn	2.9	0	8	0	4	
Ogilvie Trnspr Center	0.0		51		53	
Total Passengers		94	94	93	93	
Maximum Load		DesPlaines		Edison Park		
Maximum Load Point		83		80		
Intermediate Passengers		43		40		
Passenger Miles		2,444		2,422		
Average Trip Length		26.0		26.0		

Blank cells are non-stops.

# Station/Train Passenger Count -- Union Pacific Northwest Outbound Saturday, October 9, 1999

Station	701 8:30am 10:18am		613 10:50am 11:53am		615 11:30am 1:18pm		617 12:30pm 1:53pm		
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	
<b>SATURDAY</b>	Train: Depart: Arrive:		Mile Post						
Ogilvie Trnspr Center	106		114		71		104		
Clybourn	17	0	15	1	18	0	6	3	
Irving Park	21	1	10	1	10	0	13	0	
Jefferson Park	43	4	29	2	14	6	10	4	
Gladstone Park									
Norwood Park	2	0	4	0	3	0	1	4	
Edison Park	3	0	7	3	1	4	1	2	
Park Ridge	10	6	3	7	5	6	2	4	
Dee Road	0	1	0	1	2	1	1	3	
Des Plaines	7	7	9	19	3	9	2	14	
Cumberland	2	1	0	0	1	2	0	0	
Mount Prospect	6	14	2	18	2	9	1	22	
Arlington Heights	3	37	0	28	2	12	0	21	
Arlington Park	1	12	0	21	0	10	1	17	
Palatine	1	25	1	20	1	9	0	14	
Barrington	1	19	0	19	6	6	0	3	
<b>Fox River Grove</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	
Cary	1	7	3	13	1	7	0	4	
Crystal Lake	1	34		40	9	18		25	
McHenry (Branch Line)									
Woodstock	2	22			0	11			
Harvard		28				34			
<b>Total Passengers</b>		<b>227</b>	<b>227</b>	<b>198</b>	<b>198</b>	<b>149</b>	<b>142</b>	<b>142</b>	
<b>Maximum Load</b>		<b>191</b>		<b>172</b>		<b>110</b>		<b>126</b>	
<b>Maximum Load Point</b>		<b>Park Ridge</b>		<b>Edison Park</b>		<b>Norwood Park</b>		<b>Jefferson Park</b>	
<b>Intermediate Passengers</b>			<b>121</b>	<b>84</b>	<b>78</b>			<b>38</b>	
<b>Passenger Miles</b>			<b>6,550</b>	<b>4,644</b>	<b>4,275</b>			<b>3,224</b>	
<b>Average Trip Length</b>			<b>28.9</b>	<b>23.5</b>	<b>28.7</b>			<b>22.7</b>	

Blank cells are non-stops.

# Station/Train Passenger Count -- Union Pacific Northwest Outbound Saturday, October 9, 1999

Station	Train: Depart: Arrive: Mile Post	707 1:10pm 2:55pm		709 2:30pm 4:18pm		711 3:30pm 4:55pm		713 4:30pm 6:05pm	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Trnspr Center	0.0	101		192		283		347	
Clybourn	2.9	9	0	8	0	10	1	2	2
Irving Park	7.0			12	1	8	4	1	0
Jefferson Park	9.1	15	0	16	4	10	13	21	7
Gladstone Park	10.1					1	2	0	0
Norwood Park	11.4			2	1	9	3	0	2
Edison Park	12.6			7	4	0	5	2	8
Park Ridge	13.5	2	10	1	5	7	6	2	14
Dee Road	15.0	0	2	3	3	2	2	0	2
Des Plaines	17.1	7	9	7	13	13	5	9	15
Cumberland	18.6	0	0	0	7	7	10	0	3
Mount Prospect	20.0	0	9	3	13	2	24	3	32
Arlington Heights	22.8	3	19	11	29	0	16	4	47
Arlington Park	24.4	1	12	1	24	12	34	1	47
Palatine	26.8	0	22	2	35	3	41	2	27
Barrington	31.9	1	7	3	25	2	56	0	30
<b>Fox River Grove</b>	<b>37.3</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>19</b>
Cary	38.6	0	10	1	13	6	36	1	31
Crystal Lake	43.2	0	13	6	43		110	5	54
McHenry (Branch Line)	50.6								
Woodstock	51.6	0	14	0	17				60
Harvard	63.1		9		35				
Total Passengers		140	140	279	279	380	380	400	400
Maximum Load		Jefferson Park 125		Edison Park 227		DesPlaines 302		Jefferson Park 362	
Maximum Load Point		Jefferson Park 39		Edison Park 87		DesPlaines 97		Jefferson Park 53	
Intermediate Passengers		3,954		8,045		10,137		11,704	
Passenger Miles		28.2		28.8		26.7		29.3	
Average Trip Length		28.2		28.8		26.7		29.3	

Blank cells are non-stops.

# Station/Train Passenger Count -- Union Pacific Northwest Outbound Saturday, October 9, 1999

Station	Train: Depart: Arrive: Mile Post	717 5:05pm 6:28pm		641 5:20pm 6:45pm		719 6:30pm 8:18pm		657 8:30pm 10:18pm	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Trnspr Center	0.0	192		94		311		235	
Clybourn	2.9	4	0	5	0	12	0	4	1
Irving Park	7.0	11	1			9	2	9	0
Jefferson Park	9.1	6	0			18	2	4	3
Gladstone Park	10.1							0	0
Norwood Park	11.4	2	0			1	2	0	1
Edison Park	12.6	0	6			2	13	4	3
Park Ridge	13.5	2	7			6	3	4	2
Dee Road	15.0	0	7			0	4	1	0
Des Plaines	17.1	0	15			8	9	5	5
Cumberland	18.6	1	7			1	3	0	2
Mount Prospect	20.0	1	26			3	44	3	7
Arlington Heights	22.8	1	12	1	26	0	42	2	38
Arlington Park	24.4	0	24	1	15	3	17	0	33
Palatine	26.8	4	41			6	53	5	37
Barrington	31.9	1	12	0	18	0	22	1	26
<b>Fox River Grove</b>	<b>37.3</b>	<b>0</b>	<b>10</b>			<b>0</b>	<b>10</b>	<b>2</b>	<b>2</b>
Cary	38.6	0	18	1	31	1	25	0	43
Crystal Lake	43.2		39			4	61	0	38
McHenry (Branch Line)	50.6				12				
Woodstock	51.6					3	10	1	21
Harvard	63.1						66		18
Total Passengers		225	225	102	102	388	388	280	280
Maximum Load		214		99		346		251	
Maximum Load Point		Norwood Park		Clybourn		Jefferson Park		Dee Road	
Intermediate Passengers		33		8		77		45	
Passenger Miles		5,889		3,237		12,363		8,744	
Average Trip Length		26.2		31.7		31.9		31.2	

Blank cells are non-stops.

# Station/Train Passenger Count -- Union Pacific Pacific Northwest Outbound

Saturday, October 9, 1999

SATURDAY		Train: Depart: Arrive:	601 12:30am 2:18am	
Station	Mile Post	Ons	Offs	
Ogilvie Trnspr Center	0.0	92		
Clybourn	2.9	4		0
Irving Park	7.0	3		3
Jefferson Park	9.1	5		2
Gladstone Park	10.1			
Norwood Park	11.4	1		0
Edison Park	12.6	0		1
Park Ridge	13.5	1		1
Dee Road	15.0	0		0
Des Plaines	17.1	3		3
Cumberland	18.6	0		0
Mount Prospect	20.0	1		5
Arlington Heights	22.8	0		16
Arlington Park	24.4	0		8
Palatine	26.8	0		23
Barrington	31.9	0		21
<b>Fox River Grove</b>	<b>37.3</b>	<b>0</b>		<b>7</b>
Cary	38.6	1		5
Crystal Lake	43.2	1		8
McHenry (Branch Line)	50.6			
Woodstock	51.6	1		6
Harvard	63.1			4
Total Passengers		113		113
Maximum Load		100		
Maximum Load Point		Norwood Park		
Intermediate Passengers		21		
Passenger Miles		3,117		
Average Trip Length		27.6		

Blank cells are non-stops.

**Station Summary -- UP Northwest Line**  
**Count Conducted Sunday, October 10, 1999**

**SUNDAY**

STATION	MP	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	197	0	0	188	197	188
Woodstock	51.6	153	2	3	149	156	151
McHenry (Branch Line)	50.6	0	0	0	0	0	0
Crystal Lake	43.2	310	12	15	328	325	340
Cary	38.6	108	8	7	123	115	131
<b>Fox River Grove</b>	<b>37.3</b>	<b>50</b>	<b>15</b>	<b>10</b>	<b>52</b>	<b>60</b>	<b>67</b>
Barrington	31.9	193	10	6	196	199	206
Palatine	26.8	159	19	16	171	175	190
Arlington Park	24.4	143	17	14	157	157	174
Arlington Heights	22.8	171	26	38	191	209	217
Mount Prospect	20.0	121	13	48	137	169	150
Cumberland	18.6	17	5	12	13	29	18
Des Plaines	17.1	49	37	44	51	93	88
Dee Road	15.0	10	8	17	16	27	24
Park Ridge	13.5	18	32	51	21	69	53
Edison Park	12.6	10	20	22	16	32	36
Norwood Park	11.4	5	23	14	2	19	25
Gladstone Park	10.1	0	0	7	2	7	2
Jefferson Park	9.1	24	137	155	18	179	155
Irving Park	7.0	6	86	81	16	87	102
Clybourn	2.9	0	66	69	2	69	68
Ogilvie Transportation Center	0.0	0	1,208	1,220	0	1,220	1,208
Total		1,744	1,744	1,849	1,849	3,593	3,593
Passenger Miles		54,550		55,494		110,044	
Average Trip Length		31.3		30.0		30.6	

Station/Train Passenger Count -- Union Pacific Northwest Inbound Sunday, October 10, 1999

Station	SUNDAY	714 8:35am 10:20am		718 10:35am 12:20pm		720 12:35pm 2:20pm		648 3:00pm 4:20pm	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
	Train: Depart: Arrive:								
	Mile Post								
Harvard	63.1	44		13		43			
Woodstock	51.6	33	0	25	1	21	1		
McHenry (Branch Line)	50.6								
Crystal Lake	43.2	60	1	63	1	75	3	35	
Cary	38.6	39	0	19	0	19	1	6	0
<b>Fox River Grove</b>	<b>37.3</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>0</b>
Barrington	31.9	40	0	59	1	26	1	23	1
Palatine	26.8	40	0	38	2	25	5	14	4
Arlington Park	24.4	29	3	40	0	25	3	10	0
Arlington Heights	22.8	56	7	30	8	22	0	28	1
Mount Prospect	20.0	37	3	28	1	22	0	6	2
Cumberland	18.6	3	1	6	3	6	0	0	0
Des Plaines	17.1	12	5	10	5	7	6	5	3
Dee Road	15.0	1	1	6	0	0	0	0	0
Park Ridge	13.5	4	9	1	6	4	2	3	4
Edison Park	12.6	5	4	0	4	2	0	1	1
Norwood Park	11.4	0	1	3	1	1	11	0	1
Gladstone Park	10.1								
Jefferson Park	9.1	2	23	7	13	7	19	0	17
Irving Park	7.0	0	14	1	7	4	13	1	7
Clybourn	2.9	0	6	0	4	0	9	0	6
Ogilvie Trnspr Center	0.0		333		312		227		90
Total Passengers		411	411	369	369	311	311	137	137
Maximum Load		379		335		267		121	
Maximum Load Point		Dee Road		Park Ridge		Norwood Park		Dee Road	
Intermediate Passengers		78		57		84		47	
Passenger Miles		13,321		11,077		9,933		3,635	
Average Trip Length		32.4		30.0		31.9		26.5	

Blank cells are non-stops.

Station/Train Passenger Count -- Union Pacific Northwest Inbound

Sunday, October 10, 1999

Station	SUNDAY Train: Depart: Arrive: Mile Post	652 4:35pm 6:20pm		722 6:35pm 8:20pm		660 8:35pm 10:20pm	
		Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	40		41		16	
Woodstock	51.6	26	0	27	0	21	0
McHenry (Branch Line)	50.6						
Crystal Lake	43.2	31	4	21	2	25	1
Cary	38.6	6	5	14	1	5	1
<b>Fox River Grove</b>	<b>37.3</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>3</b>
Barrington	31.9	15	5	21	1	9	1
Palatine	26.8	15	4	15	0	12	4
Arlington Park	24.4	22	3	11	0	6	8
Arlington Heights	22.8	16	5	13	4	6	1
Mount Prospect	20.0	16	3	5	2	7	2
Cumberland	18.6	0	1	2	0	0	0
Des Plaines	17.1	13	5	1	12	1	1
Dee Road	15.0	1	3	0	2	2	2
Park Ridge	13.5	5	5	1	2	0	4
Edison Park	12.6	0	7	2	3	0	1
Norwood Park	11.4	1	8	0	1	0	0
Gladstone Park	10.1						
Jefferson Park	9.1	4	21	1	24	3	20
Irving Park	7.0	0	17	0	14	0	14
Clybourn	2.9	0	16	0	16	0	9
Ogilvie Trnspr Center	0.0		106		93		47
Total Passengers		219	219	178	178	119	119
Maximum Load			172		162		92
Maximum Load Point			Dee Road		Des Plaines		Cumberland
Intermediate Passengers			113		85		72
Passenger Miles			6,520		6,379		3,686
Average Trip Length			29.8		35.8		31.0

Blank cells are non-stops.

Station/Train Passenger Count -- Union Pacific Northwest Outbound Sunday, October 10, 1999

Station	SUNDAY Train: Depart: Arrive: Mile Post	705 10:30am 12:18pm		617 12:50pm 1:53pm		709 2:50pm 4:18pm		715 4:50pm 6:18pm	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Trnspr Center	0.0	137		100		163		351	
Clybourn	2.9	12	0	13	0	11	0	10	0
Irving Park	7.0	19	6	16	4	5	3	12	0
Jefferson Park	9.1	25	6	14	2	22	1	27	1
Gladstone Park	10.1							7	2
Norwood Park	11.4	8	0	0	0	0	0	4	2
Edison Park	12.6	5	8	4	0	1	3	0	0
Park Ridge	13.5	15	5	2	3	8	5	5	6
Dee Road	15.0	14	2	0	0	1	2	1	4
Des Plaines	17.1	4	13	1	1	13	12	9	6
Cumberland	18.6	5	2	0	0	2	4	0	2
Mount Prospect	20.0	4	8	2	20	24	20	8	32
Arlington Heights	22.8	10	14	9	23	9	26	2	73
Arlington Park	24.4	9	32	1	16	1	16	2	21
Palatine	26.8	11	31	2	14	2	25	1	50
Barrington	31.9	3	33	1	24	1	17	1	45
<b>Fox River Grove</b>	<b>37.3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>20</b>
Cary	38.6	4	17	0	7	0	33	3	41
Crystal Lake	43.2	4	43		48	3	29	5	85
McHenry (Branch Line)	50.6								
Woodstock	51.6	1	20			0	33	0	33
Harvard	63.1		51				35		28
Total Passengers		295	295	165	165	268	268	451	451
Maximum Load		208		141		200		406	
Maximum Load Point		Dee Road		Edison Park		Mount Prospect		Norwood Park	
Intermediate Passengers		158		65		105		100	
Passenger Miles		8,004		4,288		7,966		13,927	
Average Trip Length		27.1		26.0		29.7		30.9	

Blank cells are non-stops.

Station/Train Passenger Count -- Union Pacific Northwest Outbound Sunday, October 10, 1999

Station	SUNDAY Train: Depart: Arrive: Mile Post	719 6:30pm 8:18pm		657 8:30pm 10:18pm		663 11:30pm 12:53am		601 12:30am 2:18am	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Trnspr Center	0.0	244		168		40		17	
Clybourn	2.9	18	1	3	1	0	0	2	0
Irving Park	7.0	15	0	14	3	0	0	0	0
Jefferson Park	9.1	41	3	23	2	1	2	2	1
Gladstone Park	10.1			0	0				
Norwood Park	11.4	1	0	1	0	0	0	0	0
Edison Park	12.6	8	2	4	1	0	2	0	0
Park Ridge	13.5	13	1	8	0	0	1	0	0
Dee Road	15.0	1	5	0	2	0	0	0	1
Des Plaines	17.1	12	13	4	3	1	1	0	2
Cumberland	18.6	4	2	1	3	0	0	0	0
Mount Prospect	20.0	6	35	2	16	2	5	0	1
Arlington Heights	22.8	1	28	7	14	0	9	0	4
Arlington Park	24.4	0	27	1	42	0	3	0	0
Palatine	26.8	0	27	0	16	0	3	0	5
Barrington	31.9	0	40	0	31	0	5	0	1
<b>Fox River Grove</b>	<b>37.3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Cary	38.6	0	9	0	9	0	7	0	0
Crystal Lake	43.2	1	63	2	51		6	0	3
McHenry (Branch Line)	50.6								
Woodstock	51.6	1	36	1	27			0	0
Harvard	63.1		56		16				2
Total Passengers		366	366	239	239	44	44	21	21
Maximum Load		Park Ridge		Park Ridge		Ogilvie		Jefferson Park	
Maximum Load Point		333		214		40		20	
Intermediate Passengers		122		71		4		4	
Passenger Miles		12,182		7,367		1,156		605	
Average Trip Length		33.3		30.8		26.3		28.8	

Blank cells are non-stops.

**Union Pacific Northwest Line: Mode-of-Access by Boarding Station; AM both directions**

**Fall 2002 Origin-Destination Survey**

Station	Mile Post	2002 AM Boardings	Survey Respsns		Walk	Drove Alone	Drop Off	Carpool Driver	Carpool Psngr	Public Bus	Rapid Transit	Taxi	Private Bus	Boat	Bike	Other Metra	Other	Total
			#	% Brds														
Ogilvie Transp. Center	0.0	1,737	855	49.2%	29%	5%	10%	0%	0%	13%	12%	10%	0%	0%	1%	18%	1%	100%
Clybourn	2.9	648	287	44.3%	26%	31%	19%	1%	1%	12%	2%	0%	0%	0%	3%	5%	0%	100%
Irving Park	7.0	362	116	32.0%	33%	28%	9%	3%	1%	21%	3%	2%	0%	0%	1%	0%	0%	100%
Jefferson Park	9.1	554	228	41.2%	32%	27%	12%	3%	3%	15%	7%	0%	0%	0%	1%	0%	0%	100%
Gladstone Park	10.1	115	43	37.4%	58%	26%	14%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	100%
Norwood Park	11.4	244	117	48.0%	49%	28%	14%	4%	2%	1%	0%	0%	0%	0%	2%	0%	1%	100%
Edison Park	12.6	536	214	39.9%	42%	44%	7%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Park Ridge	13.5	760	285	37.5%	29%	50%	15%	0%	2%	2%	0%	0%	0%	0%	1%	0%	0%	100%
Dee Road	15.0	347	155	44.7%	41%	36%	14%	1%	3%	4%	0%	0%	0%	0%	2%	0%	0%	100%
Des Plaines	17.1	730	294	40.3%	40%	36%	16%	1%	1%	4%	0%	1%	0%	0%	0%	1%	0%	100%
Cumberland	18.6	318	136	42.8%	21%	54%	18%	1%	3%	1%	0%	0%	0%	0%	1%	0%	0%	100%
Mount Prospect	20.0	1,459	655	44.9%	23%	55%	15%	1%	2%	2%	0%	0%	0%	0%	2%	0%	0%	100%
Arlington Heights	22.8	2,075	934	45.0%	23%	52%	16%	2%	2%	1%	0%	0%	1%	0%	1%	0%	0%	100%
Arlington Park	24.4	1,342	595	44.3%	5%	76%	13%	3%	2%	0%	0%	0%	0%	0%	1%	0%	0%	100%
Palatine	26.4	1,591	870	54.7%	9%	70%	13%	3%	2%	1%	0%	0%	0%	0%	1%	0%	0%	100%
Barrington	31.9	1,442	752	52.1%	8%	70%	13%	3%	3%	0%	0%	0%	0%	0%	1%	1%	0%	100%
<b>Fox River Grove</b>	<b>37.3</b>	<b>398</b>	<b>205</b>	<b>51.5%</b>	<b>9%</b>	<b>67%</b>	<b>18%</b>	<b>2%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
Cary	38.6	920	539	58.6%	8%	69%	16%	2%	3%	0%	0%	0%	0%	0%	1%	0%	1%	100%
Crystal Lake	43.2	1,360	809	59.5%	5%	71%	17%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	100%
McHenry	50.6	140	73	52.1%	3%	71%	19%	3%	1%	0%	0%	1%	0%	0%	1%	0%	0%	100%
Woodstock	51.6	345	175	50.7%	14%	67%	15%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	100%
Harvard	63.1	215	162	75.3%	8%	68%	12%	5%	4%	1%	0%	1%	0%	0%	1%	0%	1%	100%
System Totals		132,172	64,508	48.8%	20%	55%	14%	2%	2%	3%	1%	1%	0%	0%	1%	1%	0%	100%
System Totals Weighted by Ridership			132,168		21%	53%	14%	2%	2%	3%	1%	1%	0%	0%	1%	1%	0%	100%

# Union Pacific Northwest Line: Metra Station Parking Statistics

28-Oct-03

Station	Fare Zone	MP	2001 permit			2001 daily			2001 mixed			2001 total			
			Cap	Use	EUse	Cap	Use	Use	Cap	Use	EUse	Cap	Use	EUse	%EUse
Clybourn	A	2.9				91	87					91	87	87	95.6%
Irving Park	B	7.0				129	123					129	123	123	95.3%
Jefferson Park	B	9.1				137	133					137	133	133	97.1%
Gladstone Park	B	10.1				32	28					32	28	28	87.5%
Norwood Park	C	11.4				107	88					107	88	88	82.2%
Edison Park	C	12.6				252	251					252	251	251	99.6%
Park Ridge	C	13.5	264	132	264	291	266					555	398	530	95.5%
Dee Road	C	15.0	66	54	66	59	58					125	112	124	99.2%
Des Plaines	D	17.1	196	132	196			215	147			411	279	343	83.5%
Cumberland	D	18.6				259	232					259	232	232	89.6%
Mount Prospect	D	20.0	50	21	50	631	616	125	125			806	762	791	98.1%
Arlington Heights	E	22.8	400	297	400	954	742					1,354	1,039	1,142	84.3%
Arlington Park	E	24.4	580	557	580	561	507	71	17			1,212	1,081	1,104	91.1%
Palatine	F	26.4	180	150	180	985	973					1,165	1,123	1,153	99.0%
Barrington	G	31.9	268	205	268			643	636			911	841	904	99.2%
<b>Fox River Grove</b>	<b>H</b>	<b>37.3</b>				<b>307</b>	<b>213</b>					<b>307</b>	<b>213</b>	<b>213</b>	<b>69.4%</b>
Cary	H	38.6						606	573			606	573	573	94.6%
Crystal Lake	I	43.2	441	348	441	561	561					1,002	909	1,002	100.0%
McHenry (Branch Line)	K	50.6				109	83					109	83	83	76.1%
Woodstock	K	51.6				424	247					424	247	247	58.3%
Harvard	M	63.1				136	119					136	119	119	87.5%
total			2,445	1,896	2,445	6,025	5,327	1,660	1,498			10,130	8,721	9,270	91.5%

**Origin of All Riders Using the Fox River Grove Station  
(Drive, Walk, Bus, Carpool, Dropoff, Etc.)**

<b>City</b>	<b>Frequency</b>	<b>Percent</b>
Fox River Grove	146	37%
Lake Barrington	54	14%
Algonquin	44	11%
Barrington Hills	31	8%
Cary	17	4%
Island Lake	14	3%
McHenry	10	3%
Crystal Lake	7	2%
Port Barrington	7	2%
Lake Zurich	7	2%
North Barrington	3	1%
Wauconda	3	1%
Other Responses	54	14%
<b>Total</b>	<b>398</b>	<b>100%</b>

Source: Fall 2002 Origin-Destination Survey  
Geocoded addresses are weighted by AM boardings from the 2002 Boarding/Alighting Counts

# **Appendix D: Marketing Brochure**