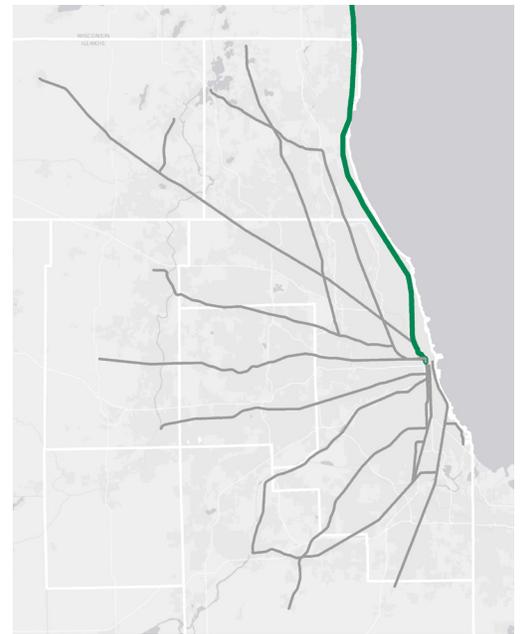




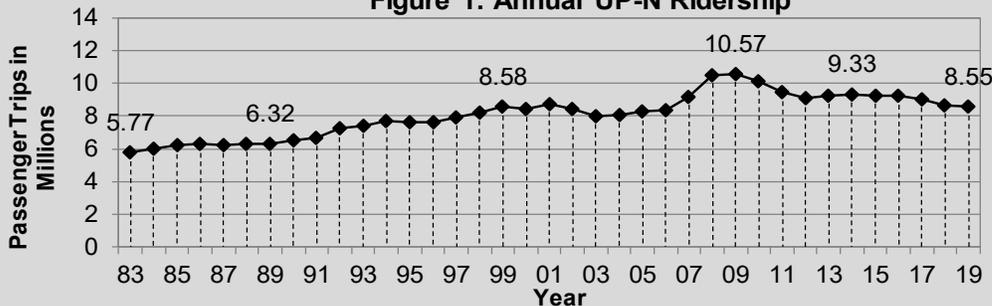
Union Pacific - North Line



Line at a Glance

- › Average Trip Length (2019) : 16.8 miles
- › Average Fare Paid (2019) : \$4.60
- › Number of Stations: 26
- › Route Length: 51.6 Miles
- › Number of Weekday Trains (Dec 2019): 70
- › On-Time Performance (2019): 95.3%
- › 56% of UP-N riders walk or bike to their boarding station.
- › Population growth has been flat along the UP-N since 2010.
- › 18% more people work along the UP-N than did in 2010.

Figure 1: Annual UP-N Ridership



The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.



Schedules as of Dec 2019

- › 25 trains in the AM Peak
- › 12 trains in the Midday
- › 20 trains in the PM Peak
- › 13 trains in the Evening
- › 26 trains on Saturdays
- › 18 trains on Sundays



- › 3rd highest ridership line
- › 66% of riders board between Glencoe and OTC
- › Largest reverse commute market among Metra lines



- › 2nd largest share of male riders (57%)
- › Largest share of high-income riders

Chicago to Kenosha

Table 1: Metra Capital Investment History

	UP-N (\$m)	System (\$m)
Rolling stock	\$214	\$2,978
Track and structure	\$241	\$1,567
Signal, electrical, and communications	\$81	\$1,137
Facilities and equipment	\$22	\$685
Stations and parking	\$135	\$1,120
Acquisitions, extensions, and expansions	\$3	\$603
Support activities	\$27	\$431
TOTAL	\$721	\$8,521
PERCENTAGE	8.5%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: UP-N 2018 Weekday Boardings

Time of Day	Inbound	Outbound
AM Peak	11,815	2,176
Midday	1,616	1,416
PM Peak	2,209	10,614
Evening	485	1,060
TOTAL	16,125	15,266

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

ON COVID-19 AND HOW TO USE THIS DOCUMENT

The information presented in this chapter is representative of Metra's operations prior to the onset of COVID-19, which upended almost every aspect of daily life. While Metra's pre-COVID services may not be replicated in the same manner going forward, the transportation services Metra continues to provide are essential to the vitality of the Chicago region.

There are certain elements of Metra's situational and operational environment that are unlikely to change in the short or medium term. These are: the location and capacity of each rail line, the location and physical characteristics of each station, the general characteristics of the communities around each station, Metra's history in each community, and Metra's mission to provide safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois. On the other hand, there are operational and situational factors that are likely to be quite different. These may be: the number of riders, the time and duration of peak travel demand, the public's perception of the relative safety of various transportation modes, the way riders access and depart from stations, and the location preferences of people and businesses.

The challenges posed by the pandemic were significant and likely will result in the emergence of a very different operational environment. Even so, understanding Metra's past performance, pre-COVID service levels, and established community baselines is vital to making informed decisions about the reality that is taking shape. Through this process Metra will continue to achieve Metra's mission, realizing its vision, and pursuing its strategic goals.

In this section

- 1 – Annual Passenger Trips
- 3 – UP-N Overview
- 4 – Station Characteristics
- 5 – Mode of Access and Parking
- 6 – Present and Future Demand
- 7 – Reverse Commute and Non-Downtown Markets
- 8 – Major Capital Projects
- 9 – UP-N Corridor Demographics
- 9 – UP-N Corridor Household Data
- 9 – UP-N Corridor Employment Data
- 10 – ADA Accessibility
- 10 – Major Trip Generators

As part of a regional transportation network, Metra provides safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois.

- Metra's Mission Statement

UP-N OVERVIEW

The UP-N operates on two tracks adjacent to the Union Pacific–Northwest Line between Ogilvie Transportation Center (OTC) and Clybourn Junction (near Armitage and Ashland in Chicago). From Clybourn north to Kenosha (49 miles), the line is double-tracked, which allows trains to simultaneously operate in both directions. All stations on the line are less than two miles from the lakefront and most have been in the same general location for more than a century. Active commercial centers have developed around many stations.

Consequently, the UP-N weekday schedule has had few changes during its history. In 1986, the North Chicago and Abbott Platform Stations were consolidated at North Chicago. In 2007, more peak-period service was added to accommodate ridership increases, especially among those reverse commuting and those boarding at stations in Evanston and Chicago. Between OTC and Waukegan passenger service is frequent—almost hourly or better on weekdays. Service is less frequent north of Waukegan, where much of the line is adjacent to large swaths of open land. There is little freight service on the UP-N, and essentially none over the 27 miles of track between Clybourn and Lake Bluff Stations. Tables 3 and 4 detail the service, station, and ridership characteristics of the UP-N.

Terms Defined

“Peak-Period Service” refers to trains arriving or departing downtown terminals at times when there is the greatest ridership demand. For Metra, the “AM Peak” starts with the first run of the day and lasts until 9:15am. The “PM Peak” starts at 3:30pm and lasts until 6:45pm.

“Reverse Commuting” refers to riders who regularly travel in the opposite direction of most commuters. For Metra riders, this refers to people who are travelling away from the Loop during the AM Peak and toward the Loop during the PM Peak.

FIGURE 2: METRA STATIONS ON THE UP-N LINE

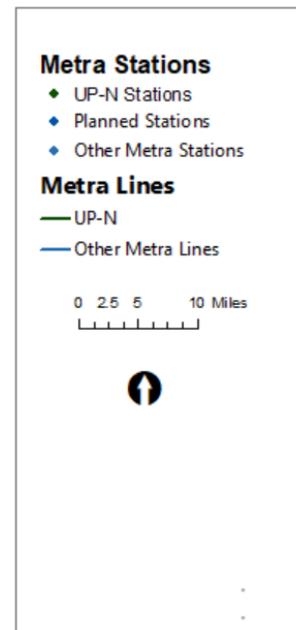


TABLE 3: UP-N STATION CHARACTERISTICS

Station ¹	Accessibility ²	Fare Zone	Mile Post	Responsibility and Maintenance			Boardings				Weekday trains serving each station (Dec 2019)
				Platform	Depot	Parking	1983 ³	2006 ⁴	2014 ⁴	2018 ⁴	
Ogilvie Trans. Center	●	A	0.0	Multiple	Multiple	n/a	8,437	10,935	10,833	12,412	70
Clybourn		A	2.9	UPRR	UPRR	Muni	110	703	906	835	66
Ravenswood		B	6.5	Multiple	Multiple	n/a	307	2,042	2,363	2,630	60
Rogers Park	●	B	9.4	UPRR	UPRR	Muni	464	1,270	1,498	1,393	57
Main St./Evanston	●	C	11.0	UPRR	UPRR	UPRR	481	958	1,093	1,130	55
Davis St./Evanston	●	C	12.0	UPRR	UPRR	Muni	565	1,967	2,070	1,876	66
Central St./Evanston	●	C	13.3	UPRR	Multiple	Muni	771	1,355	1,197	1,346	61
Wilmette	●	C	14.4	UPRR	Multiple	Muni	1,175	1,519	1,120	1,653	59
Kenilworth	●	D	15.2	UPRR	Muni	Muni	444	447	305	501	52
Indian Hill		D	15.8	UPRR	UPRR	Muni	356	393	201	387	51
Winnetka	●	D	16.6	UPRR	Multiple	Muni	673	601	485	754	61
Hubbard Woods		D	17.7	UPRR	Multiple	Muni	511	402	245	396	46
Glencoe	●	D	19.2	UPRR	Multiple	Multiple	748	749	457	732	52
Braeside	○	E	20.5	UPRR	Multiple	Muni	301	361	373	410	51
Ravinia	●	E	21.5	UPRR	Multiple	Muni	366	348	238	326	49
Highland Park	●	E	23.0	UPRR	Multiple	Multiple	970	1,173	875	1,005	58
Highwood	●	E	24.5	UPRR	Multiple	Multiple	230	318	314	242	44
Ft. Sheridan	●	F	25.7	UPRR	Multiple	Multiple	311	310	266	259	47
Lake Forest	●	F	28.3	UPRR	Muni	Muni	644	784	727	747	51
Lake Bluff	●	G	30.2	UPRR	Multiple	Muni	307	547	626	647	51
Great Lakes	●	G	32.0	Metra	Multiple	Metra	76	322	264	262	46
North Chicago	●	G	33.7	UPRR	Multiple	Muni	175	206	232	170	50
Waukegan	●	H	35.9	UPRR	Multiple	Multiple	553	1,169	910	764	53
Zion	●	I	42.1	UPRR	Multiple	Multiple	81	164	155	110	18
Winthrop Harbor	●	I	44.5	UPRR	Multiple	Muni	21	80	70	59	18
Kenosha	●	K	51.5	UPRR	Muni	Muni	142	461	358	345	18
TOTAL UP-N							19,219	29,584	28,181	31,391	70

¹ Ravinia Park station is not shown; this station is open during Ravinia Festival's summer outdoor concert season only.

² Accessibility information is displayed using a three dot system. A complete dot means the station is fully accessible. No dot means that the station is inaccessible. A hollow dot means the station is partially accessible. Customers who use wheelchairs at partially accessible stations will be able to access train platforms from the street. However, ramps, ticket windows, buildings and shelters may not fully conform to ADA guidelines.

³ Metra 1983 Boarding/Alighting Counts. Total includes 14 boardings from Abbott Platform Station, which closed in 1986.

⁴ Metra, "Commuter Rail System Station Boarding/Alighting Counts," Fall 2006, Spring 2014, and Fall 2018.

Note: The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrail.com.

TABLE 4: 2019 MODE OF ACCESS AND 2018 COMMUTER PARKING AT UP-N METRA STATIONS

Station Name	Mode of Access (2019)					Station Parking (2019)		
	Walk/Bike	Drive ²	Dropped Off ³	Transit	Other	Capacity	Effective Use ⁴	Observed Use ⁵
Ogilvie Trans. Center ¹	47%	4%	8%	30%	11%	0	n/a	n/a
Clybourn ⁶	53%	7%	12%	19%	9%	29	79%	79%
Ravenswood	76%	5%	9%	7%	3%	0	n/a	n/a
Rogers Park	70%	17%	8%	3%	1%	143	81%	81%
Main St./Evanston	73%	18%	7%	1%	0%	89	85%	85%
Davis St./Evanston	63%	18%	11%	7%	1%	65	100%	100%
Central St./Evanston	63%	24%	10%	2%	1%	325	94%	71%
Wilmette	41%	41%	15%	1%	1%	397	98%	98%
Kenilworth	72%	20%	8%	0%	1%	103	100%	71%
Indian Hill	70%	26%	4%	0%	0%	99	100%	95%
Winnetka	47%	35%	17%	1%	0%	258	97%	87%
Hubbard Woods	75%	16%	8%	0%	1%	167	100%	63%
Glencoe	38%	45%	16%	0%	0%	426	100%	77%
Braeside	36%	49%	14%	0%	1%	147	85%	85%
Ravinia	60%	31%	8%	1%	0%	78	100%	63%
Highland Park	29%	56%	13%	1%	0%	570	66%	64%
Highwood	58%	14%	22%	5%	1%	128	51%	51%
Ft. Sheridan	22%	48%	27%	1%	2%	362	38%	35%
Lake Forest	27%	51%	20%	1%	1%	796	83%	79%
Lake Bluff	30%	48%	22%	1%	0%	233	87%	56%
Great Lakes	13%	38%	38%	8%	3%	152	35%	35%
North Chicago	39%	31%	19%	6%	6%	52	24%	24%
Waukegan	9%	45%	32%	8%	5%	447	46%	46%
Zion	14%	59%	22%	0%	5%	102	46%	46%
Winthrop Harbor	7%	58%	35%	0%	0%	61	28%	28%
Kenosha	17%	43%	34%	0%	7%	409	72%	57%
TOTAL UP-N⁷	56%	26%	13%	3%	2%	5,609	74%	65%
SYSTEM TOTAL	26%	54%	16%	4%	1%			

¹ Includes riders boarding on all Metra lines departing from station

² Includes carpool drivers

³ Includes carpool passengers

⁴ Effective use: all sold permit spaces are assumed to be used, even if unoccupied during parking survey

⁵ Observed use: spaces physically occupied during parking survey

⁶ Parking area at this station serves UP-N and UP-NW Lines

⁷ Line total does not include downtown terminal

Sources: Metra, Origin-Destination Survey, Fall 2019; Metra Station and Parking Capacity and Use Survey, 2019

The data included in this document predates the onset of COVID-19, which has greatly impacted Metra’s riders and operations. This information is presented to inform the public about Metra’s historic and recent operational environment but may not be illustrative of Metra’s current or future operations. For the latest information, visit Metra’s Operations and Ridership Data webpage at metrarail.com.

PRESENT AND FUTURE DEMAND

In 2018, nearly 32,000 boardings took place each weekday on the UP-N, with 71% of boardings occurring on peak-period, peak-direction trains. At UP-N stations, ridership has increased 64% since 1983 but has fallen off recent ridership highs (see Table 1). Growth has been most dramatic at stations on Chicago's north side and in Evanston, where boardings increased an average of 255% since 1983. Figure 4 shows the origins of UP-N riders who board at stations outside of Chicago's Central Business District (CBD). Overall passenger trips on the UP-N totaled 8.55 million in 2019.

Approximately 5,400 parking spaces serve UP-N riders, as shown in Table 4. According to parking counts conducted in 2018, the effective rate of parking space utilization at all stations on the line averages 77%. At 11 stations (all in Cook County), effective parking utilization exceeds 85%. This indicates a demand for increased parking on the Cook County portion of the line, since Metra considers lots over 85% occupied to be approaching full capacity.

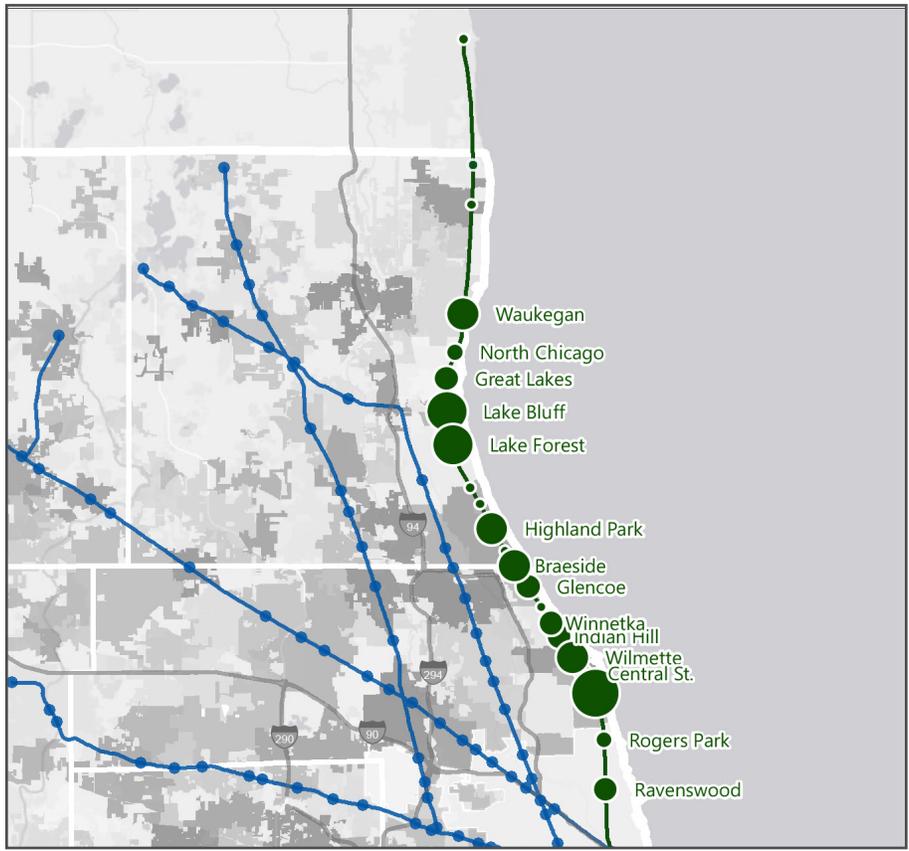
Demographic forecasts anticipate continued growth in population and employment along the UP-N, as shown in Tables 5, 6, and 7, suggesting that demand for commuter rail service in the corridor will continue to rise. The Chicago Metropolitan Agency for Planning (CMAP) forecasts that the

Terms Defined

"Peak-Direction Trains" are those that travel in the direction with the most demand from riders. During the "AM Peak," trains travelling toward the Loop are "Peak-Direction" while trains travelling away from the Loop are "Peak-Direction" during the "PM Peak."

"Effective Parking Utilization" is calculated by assuming that all parking pass holders will need a parking space at the same time. This ensures that there is always a space for those who hold a parking pass.

FIGURE 3: NON-DOWNTOWN DESTINATIONS DURING AM PEAK



Alighting Riders

- 401+
- 251 - 400
- 151 - 250
- 101 - 150
- 51 - 100
- 0 - 50

Metra Lines

- UP-N
- Other Metra Lines

0 2.5 5 10 Miles

Source: Metra 2019 Origin Destination Survey

Note: Only stations with alightings greater than 50 are labeled.

UP-N corridor will attract 89,000 new residents between 2020 and 2050, a 9% increase. Employment growth has been and will be a significant factor stimulating ridership growth within the UP-N Corridor. The number of jobs increased by 18% in the past decade and will grow a further 7% through 2050.

REVERSE-COMMUTE AND NON-DOWNTOWN MARKETS

Although Metra’s primary market has been commuters who follow the traditional suburb-to-Central Business District trip pattern, in recent years Metra has seen a growing demand for city-to-suburb, reverse-commute options (Metra’s primary commuter market is discussed in the Central Business District Market chapter). The UP-N carries a substantial share of Metra’s reverse commuters. Fifteen percent of UP-N boardings during the AM Peak are in the reverse (outbound) direction, the highest percentage of any line in the Metra system and well above the system average of 6.2%. Nearly 85% of these outbound boardings take place at the four stations in Chicago, from OTC to Rogers Park. Ravenswood is Metra’s busiest reverse-commute station outside downtown. During the AM Peak, 688 riders at this station board outbound trains—more than the total number of boardings in either direction at 187 of Metra’s 242 stations.

Dense development along the UP-N in Chicago and the lakefront suburbs to the north, has created heavy demand for travel to outlying UP-N stations. Figure 3 shows the non-downtown destinations for morning commuters on the UP-N. The proximity of stations to residences, employment centers, and cultural attractions makes it possible for many UP-N riders to walk to and from stations at both ends of their trip. In fact, the UP-N Line has the highest walk and bike mode of access of any Metra line, well above the system average (see Table 4).

Many riders utilize stations in suburban downtowns along the UP-N to reach nearby jobs. For example, at the Davis Street Station in Evanston, which serves the downtown Evanston business district and Northwestern University, approximately 649 riders — or about 40% of the station’s users during the AM Peak—alight rather than board. At the Lake Forest and Braeside stations, bus routes that are part of the Shuttle Bug service connect Metra riders with employers at nearby corporate campuses.

Ravinia Park is an important non-downtown destination on the UP-N and the Ravinia Festival seasonal station, adjacent to the Park’s front gate, is only served during the summer concert season when Metra runs additional trains and offers a special discounted round-trip pass for riders traveling to the venue.

Trends suggest that travel to outlying stations, including reverse-commute travel, will increase on the UP-N corridor. The planned Peterson Ridge Station, mentioned below, will accommodate some of this growth. Significant employment growth is projected by 2050 in marketsheds from Kenilworth to Lake Forest, and in the Zion and Winthrop Harbor marketsheds (see Table

Terms Defined

“Mode of Access” refers to the way that riders travel to a station prior to boarding their train (e.g. on foot, by car, as a member of a carpool). See Table 4 for more detailed information.

“Alighting Riders” are those who get off the train. They are the opposite of a “boarding rider.”

7). Such suburban employment growth, accompanied by an increase in population and households in the city and inner suburbs (as shown in Tables 5 and 6), has been linked to increased demand for reverse-commute travel.

MAJOR CAPITAL PROJECTS ALONG THE UP-N

Since 1985, Metra has invested \$721 million (in year of expenditure dollars) in improvements to the UP-N corridor, as shown in Table 1. Metra has made improvements at nearly all UP-N stations since 1985.

FIGURE 4 ORIGINS OF RIDERS USING NON-CBD UP-N STATIONS



TABLE 5: UP-N CORRIDOR POPULATION

Station	Fare Zone	Area Sq. Mi.	Population in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
Ogilvie Trans. Center, Clybourn	A	12.6	225,536	258,735	266,025	15%	3%
Ravenswood, Rogers Park	B	18.3	377,486	357,564	371,486	-5%	4%
Main St., Davis St., Central St., Wilmette	C	16.4	113,367	108,200	119,336	-5%	10%
Kenilworth, Indian Hill, Winnetka, Hubbard Woods, Glencoe	D	14.2	40,710	41,254	48,723	1%	18%
Braeside, Ravinia, Highland Park, Highwood	E	14.3	32,905	33,240	38,627	1%	16%
Fort Sheridan, Lake Forest	F	11.4	15,773	14,897	17,312	-6%	16%
Lake Bluff, Great Lakes, N. Chicago	G	25.1	66,350	51,895	65,024	-22%	25%
Waukegan	H	26.1	86,140	87,112	102,642	1%	18%
Zion, Winthrop Harbor	I	46.4	55,140	56,419	69,390	2%	23%
Kenosha ¹	J	-	-	-	-	-	-
UP-N TOTAL		184.8	1,013,407	1,009,316	1,098,565	0%	9%
REGION TOTAL		3,748.0	8,523,863	8,672,509	10,354,840	2%	19%

TABLE 6: UP-N CORRIDOR HOUSEHOLDS

Station	Fare Zone	Area Sq. Mi.	Households in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
Ogilvie Trans. Center, Clybourn	A	12.6	120,330	141,017	137,988	17%	-2%
Ravenswood, Rogers Park	B	18.3	171,458	171,661	174,399	0%	2%
Main St., Davis St., Central St., Wilmette	C	16.4	47,706	45,875	52,481	-4%	14%
Kenilworth, Indian Hill, Winnetka, Hubbard Woods, Glencoe	D	14.2	14,240	15,084	19,401	6%	29%
Braeside, Ravinia, Highland Park, Highwood	E	14.3	12,414	13,348	16,750	8%	25%
Fort Sheridan, Lake Forest	F	11.4	5,705	6,090	7,538	7%	24%
Lake Bluff, Great Lakes, N. Chicago	G	25.1	21,796	18,206	23,725	-16%	30%
Waukegan	H	26.1	28,461	29,881	36,212	5%	21%
Zion, Winthrop Harbor	I	46.4	18,945	20,523	26,544	8%	29%
Kenosha ¹	J	-	-	-	-	-	-
UP-N TOTAL		184.8	441,055	461,685	495,038	5%	7%
REGION TOTAL		3,748.0	3,100,987	3,341,064	4,140,227	8%	24%

TABLE 7: UP-N CORRIDOR EMPLOYMENT

Station	Fare Zone	Area Sq. Mi.	Employment in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
Ogilvie Trans. Center, Clybourn	A	12.6	189,748	274,098	280,712	44%	2%
Ravenswood, Rogers Park	B	18.3	94,381	94,964	100,518	1%	6%
Main St., Davis St., Central St., Wilmette	C	16.4	59,666	74,148	79,287	24%	7%
Kenilworth, Indian Hill, Winnetka, Hubbard Woods, Glencoe	D	14.2	19,028	18,336	21,236	-4%	16%
Braeside, Ravinia, Highland Park, Highwood	E	14.3	33,055	28,942	31,534	-12%	9%
Fort Sheridan, Lake Forest	F	11.4	14,694	11,699	12,899	-20%	10%
Lake Bluff, Great Lakes, N. Chicago	G	25.1	38,472	44,970	51,982	17%	16%
Waukegan	H	26.1	34,501	27,178	34,134	-21%	26%
Zion, Winthrop Harbor	I	46.4	11,111	11,339	15,086	2%	33%
Kenosha ¹	J	-	-	-	-	-	-
UP-N TOTAL		184.8	494,656	585,674	627,388	18%	7%
REGION TOTAL		3,748.0	4,141,355	4,231,961	4,945,892	2%	17%

¹ Station is not located in Illinois and marketshed data is not available

Currently, a major project to replace 22 aging UP-N bridges is underway, funded in part by an American Recovery and Reinvestment Act (ARRA) award. These bridges, on Chicago’s north side, are more than a century old and can no longer be economically repaired and maintained. As part of the project, the Ravenswood Station—the busiest outlying station on the UP-N Line—is being reconstructed, expanded, and made accessible to riders with disabilities. Construction is taking place in stages. During the first stage (2010–2020), the bridges carrying UP-N tracks over 11 streets, from Balmoral to Grace, are being rebuilt, and the Ravenswood station is being replaced. A phased approach is necessary to keep two tracks in operation throughout the project (to maintain regular UP-N service). First, the bridges and the portion of the Ravenswood station on the west/outbound side of the right-of-way were replaced. Work on the bridges and station on the opposite side started in 2017. An intermediate stage was completed in 2019, three bridges at the south end of the project area underwent construction including two rehabilitations and one fill-in. In the second stage, bridges over 11 additional streets, from Cornelia to Fullerton, will be replaced. Metra will soon begin the design process for this final stage.

A new station on the UP-N Line at Peterson Avenue, between the Edgewater and West Ridge neighborhoods in the city of Chicago, has been designed and construction is slated for 2020 - 2021.

UP-N ACCESSIBILITY IMPROVEMENTS

Most UP-N stations now comply with the accessibility requirements of the Americans with Disabilities Act (ADA), and approximately 86% of UP-N weekday boardings take place at these accessible stations. Metra’s station compliance program started with designating eight of the busiest UP-N stations, including OTC in downtown Chicago, as “key stations”, all of which were made fully accessible by 2004. Since 1985, Metra has completed access improvements at a number of non-downtown UP-N stations, and 20 outlying UP-N stations are fully accessible to riders with disabilities. Metra will bring the remaining stations into full ADA compliance as they are rehabilitated. A summary of station accessibility information is available in Table 3.

TABLE 8: MAJOR TRIP GENERATORS ACCESSIBLE ALONG THE UP-N CORRIDOR

Generator Type	Name	Comments	Municipality
Colleges and Universities	Loyola University Chicago	Main residential campus in Rogers Park	Chicago
	Northwestern University	Main residential campus	Evanston
Culture and Entertainment	Wrigley Field	Chicago Cubs' historic ballpark; cap. 41,000	Chicago
	Chicago Botanic Garden	> 1M visitors/year	Glencoe
	Ravinia Festival	Outdoor concert venue	Highland Park
	Six Flags Great America	Theme park with rides, shows, and other attractions	Gurnee
	Illinois Beach State Park		Zion
Government	Downtown Kenosha Museums	Civil War Museum, Dinosaur Discovery Museum, Kenosha Public Museum	Kenosha, WI
	Naval Station Great Lakes	Home of US Navy boot camp; 40K recruits/year	North Chicago