

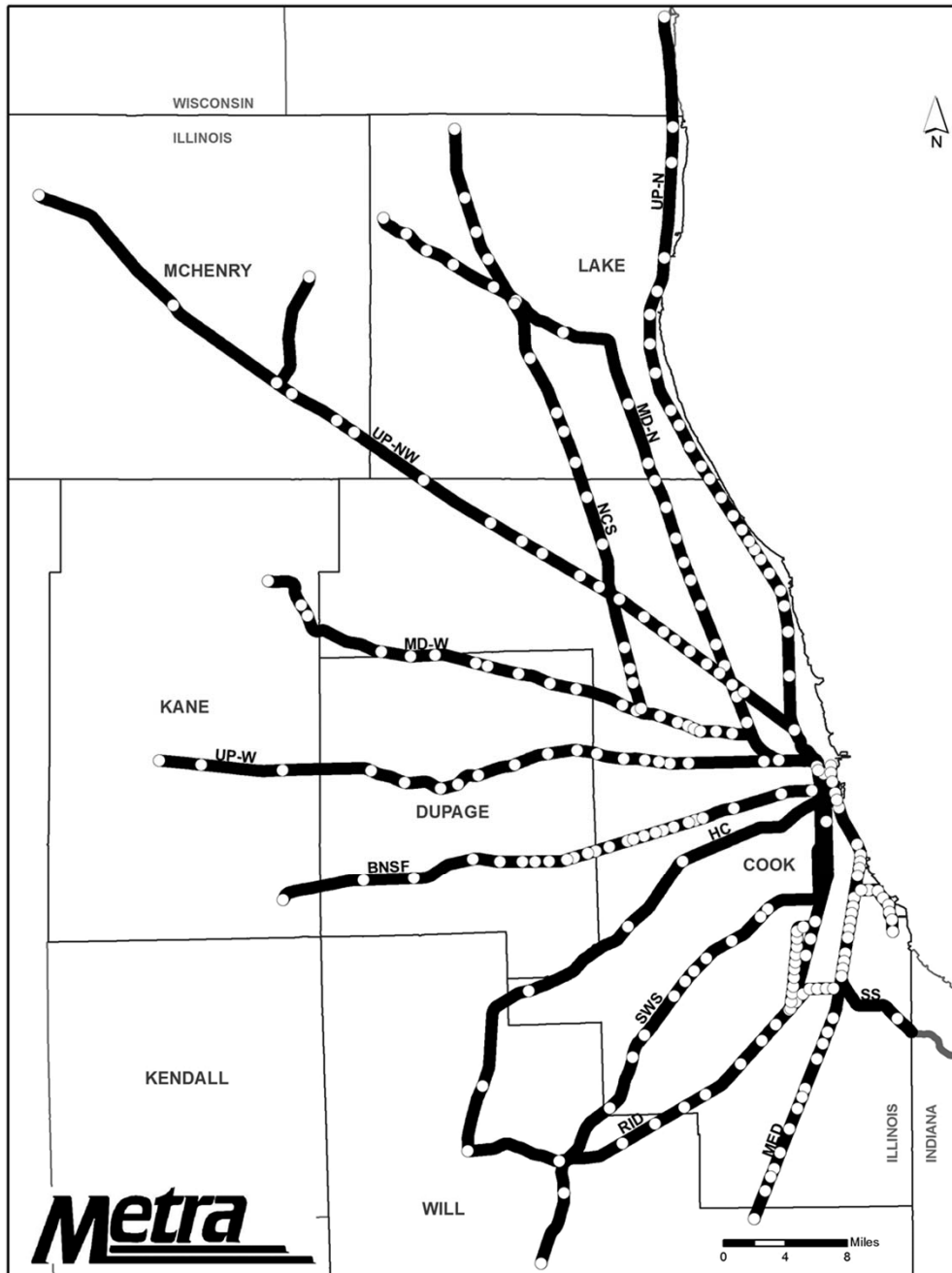
Commuter Rail System Station Boarding/Alighting Count



TRAIN-BY-TRAIN DETAIL Spring 2014

Division of Strategic Capital Planning

December 2014



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Spring 2014 Commuter Rail System Weekday Station Boarding/Alighting Count TRAIN-BY-TRAIN DETAIL

This report summarizes results of the Metra station passenger boarding/alighting count taken during the spring of 2014, and is intended as a companion to the separate train count summary results report. Detailed below are the

- Count methodology,
- Report organization, and
- List of tables.

Count Methodology

This 2014 project involved use of survey personnel positioned at the entranceway of each revenue car, or on station platforms if more efficient. Most trains for a given rail line were counted on a single weekday with the exception of the Electric District, BNSF Railway, Union Pacific-West, and Milwaukee District-North lines, where counts were spread over multiple weekdays. Weekday counts were performed on Tuesdays, Wednesdays, and Thursdays only. Counters recorded the number of passengers boarding and alighting at each station stop on pre-coded forms that were later keyed and computer processed. (The South Shore Line trains of the Northern Indiana Commuter Transportation District were not counted.)

The Spring 2014 Commuter Rail System Weekday Station Boarding/Alighting Count (2014 count) was managed by an outside contractor, who was responsible for recruiting, training, scheduling, and supervising count personnel and for data entry. Analysis was performed by another outside contractor that is familiar with Metra ridership patterns. A detailed examination of the 2014 count by the contractor and Metra staff led to recounts being made on a few trains. Particular attention was given to the Route 59 and Naperville stations on the BNSF line. In this area, ongoing highway construction during

the 2014 count process may have diverted some regular riders away. Future counts will likely confirm or refute this effect.

Overall, the accuracy of the information was judged good for the specific day(s) of each line's count. However, the validity of the counts as being representative of how riders "typically" use the service is somewhat more difficult to gauge. A one-day count, as opposed to averages derived from multiple observations, is more susceptible to random variations due to factors like weather, traffic conditions, day of week, and time of year. For example, the 2014 count was conducted in the spring, during which ridership is consistently lower than during the fall months. Given that no other data source presently exists which breaks passenger use down to the station stop/train level, most users of this report will need to assume that the data is representative of ridership patterns.

Schools throughout northeastern Illinois schedule prolonged breaks in the spring, and the timing of these breaks varies greatly. The survey team mostly succeeded in counting on each Metra line while nearby schools were in session. The readily available posted schedules for the public school districts and the Catholic diocese schools were reviewed. However, the following three lines were counted during the March 31st to April 4th spring break week at the nearby listed public high schools and area grammar schools:

Milw-W (on Tuesday, April 3):

Fenton High School, and grammar schools
Lake Park East & West High Schools, and grammar schools
Leyden East & West High Schools and grammar schools

Milw-N (on Tuesday, April 1) and UP-N (on Wednesday, April 2)

Deerfield High School, and grammar schools
Highland Park High School, and grammar schools
New Trier High School - Northfield & Winnetka, and grammar schools

Organization of Train-By-Train Detail Report

In this tabulations report the passenger boarding and alighting activity (i.e., ons and offs) is organized by rail lines, which are ordered geographically from south to north. Data for each station are displayed by trains, which are ordered chronologically according to downtown station arrival (inbound) and departure (outbound). Data are separated between inbound (even-numbered trains) and outbound (odd-numbered trains). The departure and arrival times are also shown for each train. The day(s) and date(s) of each line count are also noted.

In addition to the train level data presented, station passenger activity is summarized by inbound, outbound, and all trains.

Other explanatory points and qualifications include the following:

- A blank cell represents a station not served by a particular train. Zero represents a station stop where there was no passenger activity reported (i.e., no boardings or alightings).
- Maximum Load Point is the last station on inbound trains with the greatest arriving load, and the first station on outbound trains with the greatest departing load.
- Intermediate Passengers is the sum of riders not traveling to a downtown station inbound or from a downtown station outbound.
- Passenger Miles represents the combined number of miles that all passengers traveled on a given train.
- Average Trip Length is the total number of passenger miles divided by the total number of passengers on a given train.

- In several cases, passenger transfer activity has been isolated at particular stations to discriminate between riders entering or leaving stations from passengers changing trains. Transfer activity is most prevalent on the Electric District (at 55th-56th-57th, 59th, 63rd, 67th, and 115th). The counts also isolated the number of passengers transferring between the Electric and Rock Island Lines at Blue Island.

The companion Summary Results report presents station passenger information in a more summarized format and provides results from previous counts.

**Metra Division of Strategic Capital Planning
October 2014**

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Station/Train Passenger Count:
Union Pacific North Line Outbound

Wednesday, April 2, 2014

Station	Mile Post	357		359		361		363		365		367		369		301	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Transportation Center	0.0	633	0	563	0	438	0	285	0	265	0	100	0	34	0	24	0
Clybourn	2.9			23	8	8	3	8	0	9	2	10	0	7	0	1	0
Ravenswood	6.5			9	111	7	52	9	23	10	21	12	7	1	1	0	2
Rogers Park	9.4			2	137	1	55	1	26	3	21	1	4	2	3	0	4
Main St., Evanston	11.0			1	84	3	45	1	32	1	32	0	10	1	5	1	1
Davis St., Evanston	12.0	49	85	9	38	5	59	10	25	12	24	3	14	4	9	0	0
Central St., Evanston	13.3	0	104	0	52	0	38	0	53	2	21	0	18	0	3	0	1
Wilmette	14.4	0	89	0	32	0	48	3	39	9	29	1	14	0	5	1	2
Kenilworth	15.2			0	23	0	8	0	6	1	3	0	2	0	0	0	1
Indian Hill	15.8			1	17	0	8	1	6	1	6	0	5	1	0	0	0
Winnetka	16.6	1	59	0	17	0	8	0	10	0	7	0	6	0	0	0	0
Hubbard Woods	17.7			0	8	1	12	0	10	1	5	2	1	0	0	0	0
Glencoe	19.2	0	63	1	5	3	16	0	7	0	4	2	6	0	1	0	0
Braeside	20.5			0	5	1	10	0	4	1	1	0	5	1	0	1	0
Ravinia	21.5			2	11	0	10	1	2	0	8	0	2	0	1	0	0
Highland Park	23.0	2	75	0	12	3	18	2	12	7	12	0	6	0	1	0	0
Highwood	24.5			0	6	6	13	7	4	0	17	0	10	0	3	0	1
Fort Sheridan	25.7			2	11	0	15	1	15	0	6	0	4	0	1	0	1
Lake Forest	28.3	3	48	2	6	1	14	1	7	2	6	0	3	1	3	0	1
Lake Bluff	30.2	1	42	2	4	0	8	0	7	2	7	0	2	0	0	0	0
Great Lakes	32.0	0	3	1	0	8	8	0	3	0	7	0	0	1	0	0	0
North Chicago	33.7	0	4	0	2	0	3	0	8	0	8	0	0	0	3	0	1
Waukegan	35.9	2	64	0	29	0	34	0	31	1	39	0	12	0	14	1	5
Zion	42.1	0	16							0	8					0	1
Winthrop Harbor	44.5	0	9							0	0					0	0
Kenosha, Wisconsin	51.5	0	30							0	33					0	8
Total Passengers		691	691	618	618	485	485	330	330	327	327	131	131	53	53	29	29
Maximum Load		633		578		443		293		272		115		41		25	
Maximum Load Point		Ogilvie Transp. Ctr		Clybourn		Clybourn		Clybourn		Clybourn		Ravenswood		Clybourn		Clybourn	
Intermediate Passengers		58		55		47		45		62		31		19		5	
Passenger Miles		14,536		7,605		7,150		5,174		6,635		2,111		960		780	
Average Trip Length		21.0		12.3		14.7		15.7		20.3		16.1		18.1		26.9	

Blank cells are non-stops.