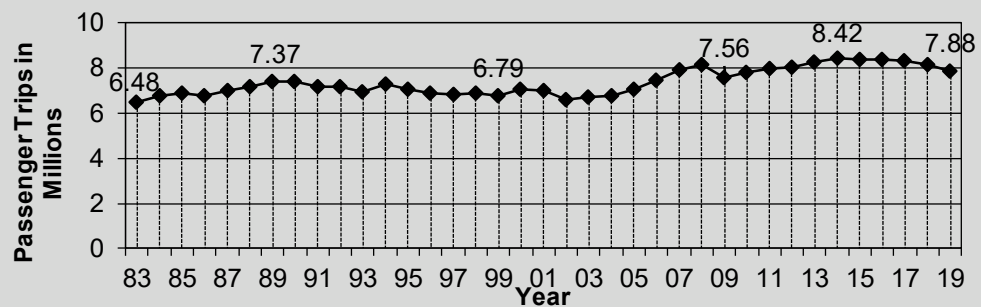


# Union Pacific - West Line

## Line at a Glance

- › Average Trip Length (2019): 22.2 miles
- › Average Fare Paid (2019): \$5.05
- › Number of Stations: 18
- › Route Length: 43.6 miles
- › Number of Weekday Trains (Dec 2019): 59
- › On-Time Performance (2019): 92.3%
- › 54% of UP-W riders drive to their boarding station.
- › 6% more people live along the UP-W than did in 2010.
- › 7% more people work along the UP-W than did in 2010.

**Annual UP-W 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

- › 20 trains in the AM Peak
- › 10 trains in the Midday
- › 16 trains in the PM Peak
- › 13 trains in the Evening
- › 20 trains on Saturdays
- › 18 trains on Sundays



- › 4th highest ridership line
- › Elmhurst and Glen Ellyn are the 4th and 9th busiest outlying stations in the system, respectively



- › 3rd highest rider income in the system
- › Connects to CTA Green Line at Oak Park

# Chicago to Elburn

	UP-W (\$m)	System (\$m)
Rolling stock	\$229	\$2,978
Track and structure	\$97	\$1,567
Signal, electrical, and communications	\$100	\$1,137
Facilities and equipment	\$19	\$685
Stations and parking	\$147	\$1,120
Acquisitions, extensions, and expansions	\$119	\$603
Support activities	\$24	\$431
<b>TOTAL</b>	<b>\$735</b>	<b>\$8,521</b>
<b>PERCENTAGE</b>	<b>8.6%</b>	<b>100.0%</b>

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

Time of Day	Inbound	Outbound
AM Peak	11,957	486
Midday	1,289	1,004
PM Peak	712	10,985
Evening	355	1,247
<b>TOTAL</b>	<b>14,313</b>	<b>13,722</b>

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.

*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-W OVERVIEW

Metra's Union Pacific-West (UP-W) Line extends west from Ogilvie Transportation Center (OTC) in downtown Chicago to the village of Elburn. The line serves portions of Cook, DuPage, and Kane Counties with 18 outlying stations along its 44-mile route (see Figure 1). Like the Union Pacific-North and Union Pacific-Northwest Lines, the UP-W is owned by Union Pacific Railroad (UP) and operated by its employees under a purchase of service agreement with Metra. The three lines are dispatched by UP from Omaha, Nebraska. Metra owns the passenger coaches and locomotives. Daytime storage and servicing of Union Pacific Metra trains takes place at the California Avenue Yard, located on the UP-W Line about three miles west of OTC. This location also functions as a heavy repair facility for bi-level coaches.

## In this section

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

Today, the UP-W Line is the main freight line into Chicago for Union Pacific Railroad, which operates as many as 70 freight trains per day on the line. Despite carrying heavy freight traffic, the UP-W supports a full schedule of commuter service, consisting of 59 passenger trains each weekday. Table 3 details the service, station, and ridership characteristics of the UP-W.

### PRESENT AND FUTURE DEMAND

In 2018, just over 28,000 boardings took place each weekday on the UP-W, with 82% of boardings occurring on peak-period, peak-direction trains. On the UP-W, ridership has increased 21% since 1983. Ridership gains are most significant at stations near the eastern and western ends of the line, while ridership has only grown at three of the 10 stations between Maywood and Wheaton.

At the three westernmost stations built before 2005 (Winfield, West Chicago, and Geneva) boardings increased 78% between 1983 and 2018, which reflects the population and employment growth that has taken place in this area. Ridership tripled in the same time period at the Oak Park and River Forest Stations, an example of the significant ridership growth that has been experienced at many of Metra's stations close to the CBD. Overall passenger ridership on the UP-W totaled 7.88 million trips in 2019.

Currently, approximately 8,200 parking spaces serve UP-W riders. According

### 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-W LINE

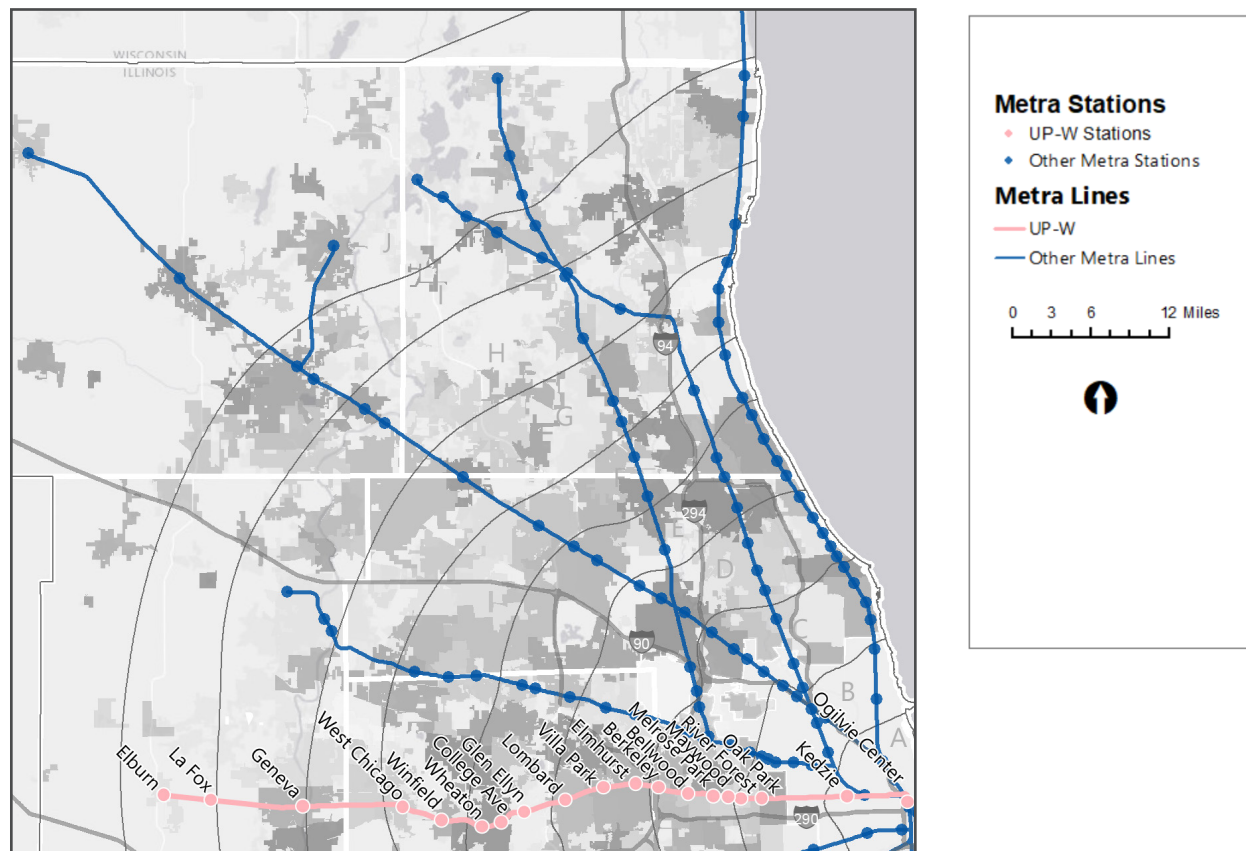



TABLE 3: UP-W STATION CHARACTERISTICS

Station		Fare Zone	Mile Post	Responsibility and Maintenance			Boardings				Weekday trains serving each station as of Dec 2019
				Platform	Depot	Parking	1983	2006	2016	2018	
Ogilvie Trans. Center	●	A	0.0	Multiple	Multiple	n/a	13,737	11,743	16,395	13,119	59
Kedzie		A	3.6	UPRR	UPRR	n/a	42	22	52	41	22
Oak Park	●	B	8.5	UPRR	Multiple	Muni	344	1,025	905	991	50
River Forest		B	9.7	UPRR	Multiple	Muni	127	367	438	448	45
Maywood	○	C	10.5	UPRR	Multiple	Muni	87	97	82	87	27
Melrose Park	○	C	11.3	UPRR	UPRR	Muni	101	100	87	86	30
Bellwood	○	C	12.6	UPRR	UPRR	Multiple	248	215	148	145	38
Berkeley	●	C	14.3	UPRR	UPRR	Multiple	201	176	140	145	38
Elmhurst	●	D	15.7	UPRR	UPRR	Multiple	1,521	1,833	2,344	2,540	55
Villa Park	●	D	17.8	UPRR	Multiple	Multiple	1,289	835	828	870	44
Lombard	●	D	19.9	UPRR	Multiple	Muni	1,418	1,281	1,343	1,502	46
Glen Ellyn	●	E	22.4	UPRR	Muni	Muni	1,971	1,537	1,734	1,929	49
College Ave.	●	E	23.8	UPRR	Multiple	Muni	838	952	918	1,059	46
Wheaton	●	E	25.0	UPRR	Multiple	Muni	1,770	1,661	1,577	1,618	49
Winfield	●	F	27.5	UPRR	Multiple	Muni	341	503	507	496	45
West Chicago	●	F	29.8	UPRR	Multiple	Multiple	371	588	527	586	49
Geneva	●	H	35.3	UPRR	Multiple	Multiple	872	1,562	1,708	1,742	48
La Fox <sup>2</sup>	●	I	40.9	UPRR	UPRR	Multiple	-	261	276	295	44
Elburn <sup>2</sup>	●	I	43.6	UPRR	Multiple	Multiple	-	255	307	336	43
<b>TOTAL UP-W</b>							<b>22,310</b>	<b>25,013</b>	<b>27,372</b>	<b>28,035</b>	<b>59</b>

<sup>1</sup> 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.

<sup>2</sup> Stations opened in 2006.

Sources: Metra 1983 Boarding/Alighting Counts. Metra, "Commuter Rail System Station Boarding/Alighting Counts," Fall 2006, Spring 2014, and Fall 2018. Metra, Origin-Destination Survey, Fall 2019

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

Station Name	Mode of Access (2019)					Station Parking (2018)		
	Walk/Bike	Drive <sup>1</sup>	Dropped Off <sup>2</sup>	Transit	Other	Capacity	Effective Use <sup>3</sup>	Observed Use <sup>4</sup>
Ogilvie Trans. Center	47%	4%	8%	30%	11%	0	n/a	n/a
Kedzie	57%	0%	21%	21%	0%	0	n/a	n/a
Oak Park	68%	14%	11%	5%	1%	192	79%	51%
River Forest	54%	36%	10%	0%	0%	191	90%	66%
Maywood	24%	72%	3%	0%	0%	85	36%	36%
Melrose Park	16%	63%	18%	3%	0%	80	93%	73%
Bellwood	15%	69%	15%	0%	0%	194	49%	49%
Berkeley	16%	66%	19%	0%	0%	124	70%	70%
Elmhurst	25%	54%	19%	1%	1%	1,409	93%	91%
Villa Park	22%	62%	16%	0%	1%	492	99%	94%
Lombard	23%	51%	22%	3%	2%	570	97%	89%
Glen Ellyn	31%	43%	24%	1%	1%	682	99%	90%
College Ave.	25%	57%	18%	0%	0%	592	100%	85%
Wheaton	26%	52%	18%	3%	1%	756	80%	77%
Winfield	17%	59%	23%	0%	1%	282	93%	92%
West Chicago	9%	73%	17%	1%	1%	468	77%	64%
Geneva	5%	76%	17%	1%	1%	1,239	96%	84%
La Fox	2%	81%	17%	0%	0%	300	74%	74%
Elburn	4%	75%	17%	2%	3%	592	36%	36%
<b>TOTAL UP-W</b>	<b>25%</b>	<b>54%</b>	<b>18%</b>	<b>1%</b>	<b>1%</b>	<b>8,248</b>	<b>86%</b>	<b>79%</b>
SYSTEM TOTAL	26%	54%	16%	4%	1%			

<sup>1</sup> Includes carpool drivers

<sup>2</sup> Includes carpool passengers

<sup>3</sup> Effective use: all sold permit spaces are assumed to be used, even if unoccupied during parking survey

<sup>4</sup> Observed use: spaces physically occupied during parking survey

<sup>5</sup> Parking area at this station serves UP-N and UP-NW Lines

Sources: Metra, Origin-Destination Survey, Fall 2019; Metra Station and Parking Capacity and Use Survey, 2018

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to parking counts conducted in 2018, the average rate of utilization at all stations on the line is 86%. At nine stations, effective parking utilization exceeds 85%, the threshold used by Metra to determine if a station is in need of additional parking.

A number of indicators suggest that demand for commuter rail service will continue to rise in the UP-W corridor, as shown in Tables 5, 6, and 7. The corridor has been growing rapidly in recent decades, and demographic forecasts anticipate continued growth in population and employment. The Chicago Metropolitan Agency for Planning (CMAP) forecasts that the UP-W corridor will attract nearly 160,000 new residents between 2020 and 2050, a 19% increase. Population growth is expected to be most significant near the outer end of the UP-W corridor in eastern Kane County. Population in Geneva's station marketshed is expected to increase almost 24% from 2020 to 2050 and population in the La Fox and Elburn marketsheds is expected to increase 93% during the same period (see Table 5).

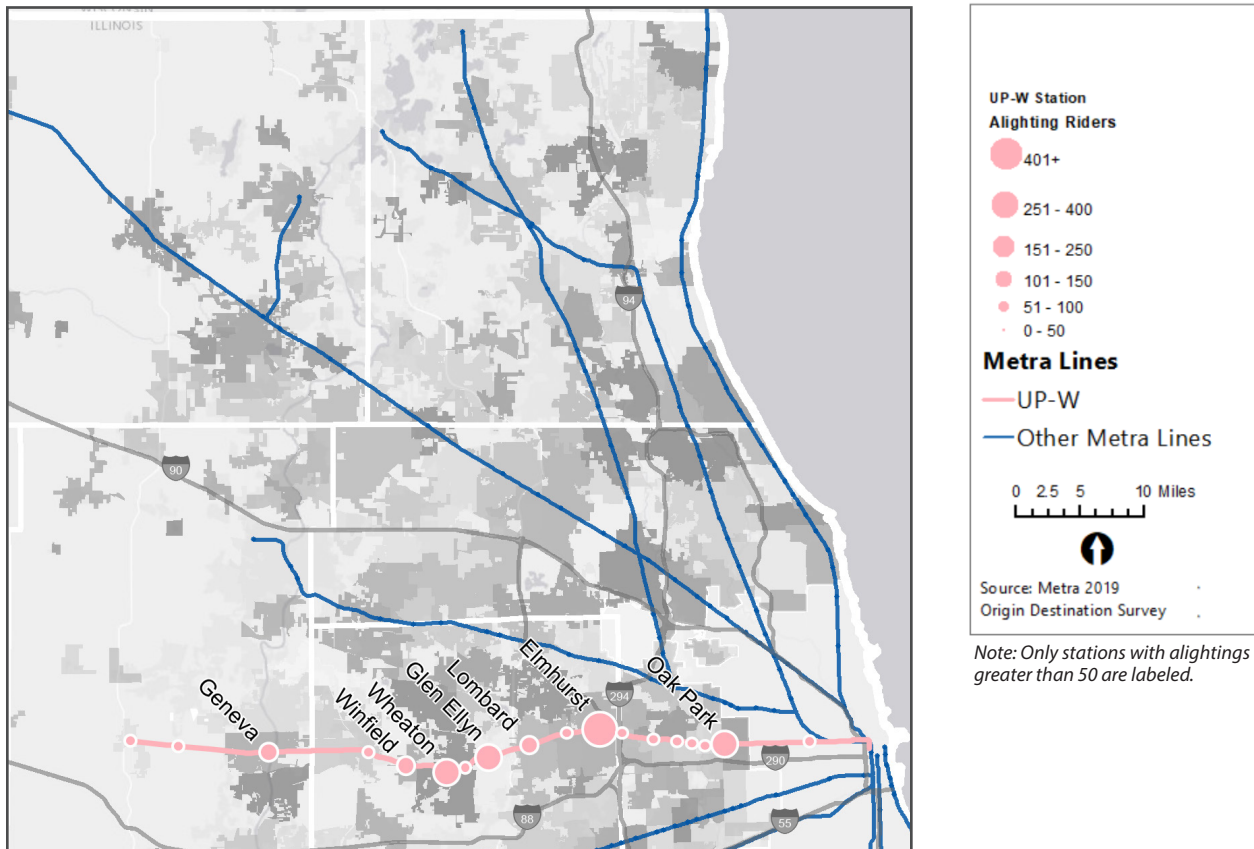
Similarly, the greatest gains in suburban employment on the UP-W corridor, in terms of percentage and absolute numbers, are expected to occur in the marketsheds from Geneva west. CMAP forecasts a 97% increase in employment in the La Fox and Elburn marketsheds.

### 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



## REVERSE-COMMUTE AND NON-DOWNTOWN MARKETS

Although Metra’s primary market involves commuters who follow the traditional suburb-to-CBD trip pattern, in recent years Metra has seen a demand for city-to-suburb reverse-commute options (Metra’s primary commuter market is discussed in the Central Business District Market chapter). The shift of employment to suburban locations has left many commuters with limited transit accessibility to jobs. Figure 3 shows AM alightings at non-CBD UP-W stations.

Factors that increase reverse-commute trip patterns are the growth of employment in the suburbs as well as the growth of population and households in the city and inner ring suburbs. Significant population and household growth is expected near the CBD and in western UP-W marketsheds, as shown in Tables 5 and 6. In terms of employment, CMAP projects the greatest employment growth to occur in UP-W marketsheds along the western end of the UP-W Line (see Table 7). This forecast suggests that some residents living in between may need to commute to job centers elsewhere in the UP-W corridor.

Boardings on UP-W AM peak-period outbound trains decreased by 14 percent between 2006 and 2016, whereas between 2006 and 2014, this market had been increasing by the same amount. The downward trend in reverse commute between 2014 and 2016 will likely switch back to a positive trend with projected employment growth in suburbs along the UP-W. See Table 6 for a list of major trip generators accessible from the UP-W corridor, including large employers.

## MAJOR CAPITAL PROJECTS ALONG THE UP-W

Since 1985, Metra has invested nearly \$735 million (in year of expenditure dollars) in improvements to the UP-W corridor. Table 1 indicates the amount of investment in different asset categories. This amount includes the extension of the line from Geneva to Elburn, which was completed in 2006. The \$135 million project relieved automobile and train congestion at Geneva and allowed Metra to better serve growing Kane County travel markets.

In 2009, Metra and UP formed a public-private partnership (PPP) to construct a number of capital improvements including the installation of Another Train Warning System (ATWS). These improvements allow commuter and freight traffic to safely operate past a station when a commuter train is stopped there.

In 2014, crews completed projects to improve the connection between UP and Indiana Harbor Belt tracks near UP’s Proviso freight yard in Melrose Park and to extend third main line track adjacent to the yard. These projects included the construction of new Berkeley and Bellwood stations and the addition of pedestrian underpasses at each station. The work was part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a set of 70 projects designed to reduce and remove passenger and freight train congestion in the Chicago area.

### 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.”

ATWS uses audible and visual alerts to warn pedestrians at crossings near stations that a second train—in addition to the one stopped at the station—is approaching or present.

In 2014, UP and Metra shared the cost to add crossovers at Lombard and Wheaton. The new crossovers allow commuter trains to bypass slower-moving freight trains, and minimize delays during track repairs.

### UP-W ACCESSIBILITY IMPROVEMENTS

Most UP-W stations now comply with the accessibility requirements of the Americans with Disabilities Act (ADA), and approximately 98% of UP-W weekday boardings take place at these accessible stations. Metra's station compliance program started with designating seven of the busiest UP-W stations, including OTC in downtown Chicago, as "key stations", all of which

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

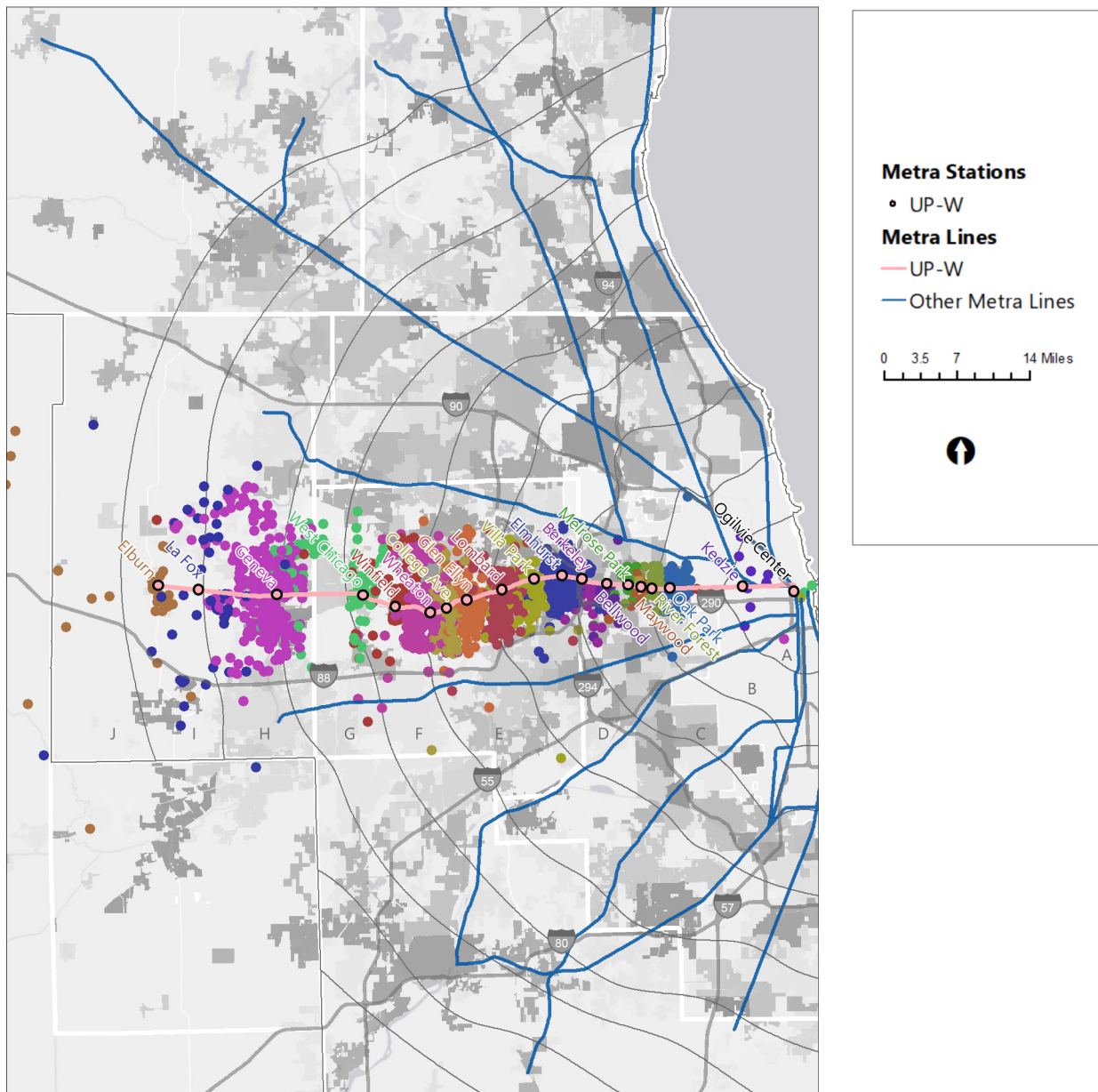




TABLE 5: UP-W CORRIDOR POPULATION

Station	Fare Zone	Area Sq. Mi.	Population in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
Ogilvie Transportation Center, Kedzie	A	8.6	107,904	127,396	150,884	18%	18%
Oak Park, River Forest	B	10.8	101,884	105,121	112,834	3%	7%
Maywood, Melrose Park, Bellwood, Berkeley	C	21.1	108,594	117,296	132,634	8%	13%
Elmhurst, Villa Park, Lombard	D	33.5	126,151	130,711	147,388	4%	13%
Glen Ellyn, College Ave., Wheaton	E	30.9	123,183	128,013	141,702	4%	11%
Winfield, West Chicago	F	47.1	85,124	85,531	99,717	0%	17%
Geneva	H	51.7	96,244	94,640	117,222	-2%	24%
La Fox, Elburn	I	216.0	40,503	48,530	93,839	20%	93%
<b>UP-W TOTAL</b>		<b>418.9</b>	<b>789,587</b>	<b>837,238</b>	<b>996,220</b>	<b>6%</b>	<b>19%</b>
REGION TOTAL		3,748.0	8,523,863	8,672,509	10,354,840	2%	19%

TABLE 6: UP-W CORRIDOR HOUSEHOLDS

Station	Fare Zone	Area Sq. Mi.	Households in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
Ogilvie Transportation Center, Kedzie	A	8.6	39,059	58,353	67,068	49%	15%
Oak Park, River Forest	B	10.8	41,364	45,484	49,283	10%	8%
Maywood, Melrose Park, Bellwood, Berkeley	C	21.1	35,455	39,768	48,110	12%	21%
Elmhurst, Villa Park, Lombard	D	33.5	47,473	51,457	60,777	8%	18%
Glen Ellyn, College Ave., Wheaton	E	30.9	44,898	48,779	55,908	9%	15%
Winfield, West Chicago	F	47.1	27,123	29,181	35,382	8%	21%
Geneva	H	51.7	34,868	36,998	48,387	6%	31%
La Fox, Elburn	I	216.0	13,477	16,804	37,848	25%	125%
<b>UP-W TOTAL</b>		<b>418.9</b>	<b>283,717</b>	<b>326,824</b>	<b>402,763</b>	<b>15%</b>	<b>23%</b>
REGION TOTAL		3,748.0	3,100,987	3,341,064	4,140,227	8%	24%

TABLE 7: UP-W CORRIDOR EMPLOYMENT

Station	Fare Zone	Area Sq. Mi.	Employment in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
Ogilvie Transportation Center, Kedzie	A	8.6	132,154	189,471	198,481	43%	5%
Oak Park, River Forest	B	10.8	41,870	46,687	50,491	12%	8%
Maywood, Melrose Park, Bellwood, Berkeley	C	21.1	65,373	50,421	57,591	-23%	14%
Elmhurst, Villa Park, Lombard	D	33.5	109,529	108,235	118,999	-1%	10%
Glen Ellyn, College Ave., Wheaton	E	30.9	75,677	61,139	69,634	-19%	14%
Winfield, West Chicago	F	47.1	31,609	37,336	44,068	18%	18%
Geneva	H	51.7	65,782	64,979	75,903	-1%	17%
La Fox, Elburn	I	216.0	11,742	13,083	25,790	11%	97%
<b>UP-W TOTAL</b>		<b>418.9</b>	<b>533,736</b>	<b>571,351</b>	<b>640,957</b>	<b>7%</b>	<b>12%</b>
REGION TOTAL		3,748.0	4,141,355	4,231,961	4,945,892	2%	17%

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were made fully accessible by 2007. Since 1985, Metra has completed access improvements at a number of non-downtown UP-W stations, and 14 outlying stations on the line are fully accessible to riders with disabilities. Metra will bring the remaining stations into full ADA compliance as they are rehabilitated, so that eventually all will be accessible.

### PROPOSED IMPROVEMENTS

Two complementary projects are proposed for the UP-W Line in order to improve reliability of passenger and freight operations.

Metra and UP have each committed \$45 million for the construction of two segments of new third main line track on the UP-W, from River Forest to Melrose Park, and from West Chicago to Geneva. This work is the final piece of the Metra/UP PPP, and will create continuous triple track from Chicago to Elburn and alleviate conflicts between freight and Metra trains. Construction on the River Forest-to-Melrose Park segment began in spring 2018 and will conclude in 2020. Construction for the West Chicago-to-Geneva segment is expected to start in Fall 2020 and continue through 2022.

A second set of improvements are required to work in conjunction with the PPP upgrades to facilitate service expansion on the UP-W. These improvements include grade separating the A-2 crossing and upgrading the signal system from A-2 to River Forest. Adding station parking, lengthening platforms, and purchasing additional rolling stock would allow Metra to accommodate the increased ridership attracted by the service improvements.

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

Generator Type	Name	Comments	Municipality
<b>Colleges and Universities</b>	Concordia University	5,600 students	River Forest
	Dominican University	3,500 students	River Forest
	Elmhurst College	3,400 students	Elmhurst
	National University of Health Sciences	700 students	Lombard
	College of DuPage	Community College; 31,000 students	Glen Ellyn
	IIT - Rice Campus	Satellite campus of IIT	Wheaton
	Wheaton College	2,900 students	Wheaton
<b>Culture and Entertainment</b>	Frank Lloyd Wright Preservation Trust	World's largest collection of Wright structures; Hemingway's birthplace and museum	Oak Park
	DuPage County Fairgrounds	Hosts events throughout the year	Wheaton
	Kane County Fairgrounds	Hosts events throughout the year	Geneva