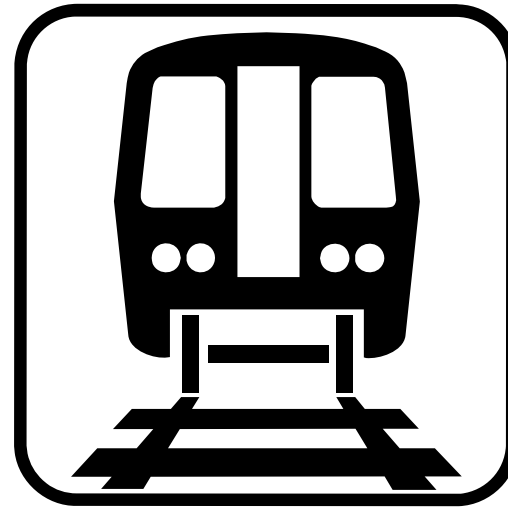


Monthly Ridership Report

September 2014



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Ridership Analysis and Reporting

11/3/2014

Table of Contents

| | |
|---|-----|
| How to read this report..... | i |
| Monthly notes..... | ii |
| Executive Summary..... | iii |
| | |
| Monthly Summary..... | 1 |
| Bus Ridership by Route..... | 2 |
| Rail Ridership by Entrance..... | 7 |
| Average Weekday Cross-Platform Transfers..... | 23 |

How to read this report

Introduction

This report shows how many customers used the combined CTA bus and rail systems for the year. Ridership statistics are given on a system-wide and route/station-level basis.

Ridership is primarily counted as *boardings*, that is, customers boarding a transit vehicle (bus or rail). On the rail system, there is a distinction between station *entries* and total rides, or *boardings*. The official totals on the Monthly Summary report show the total number of *boardings* made to CTA vehicles.

How are customers counted?

Rail

On the rail system, a customer is counted as an *entry* each time he or she passes through a turnstile to enter a station. In the “Rail Entries” section of the report, customers are not counted when they make a free “cross-platform” transfer from one rail line to another, since they don’t pass through a turnstile.

Some CTA stations serve more than one line. The “Rail Entries” report does not show the number of customers boarding each line at such stations, simply the total number of customers who entered the station. For example, even though Howard station is reported as part of the Red Line, customers also enter at Howard to ride the Purple and Yellow Lines. The “Rail Boardings by Line” section shows a statistically valid estimate of the actual number of boardings onto each line.

Bus

Boardings are recorded using the bus farebox and farecard reader. In the uncommon situation when there is an operating error with the farebox and Planning Analytics cannot determine on which route a given trip’s boardings should be allocated, these boardings are tallied as Route 0. These are not included in the Ridership by Route section of the report, however they are included in the monthly bus system totals.

How do I compare this year to last year? What is a “Calendar Adjustment”?

When comparing one year to another, it is best to use the weekday, Saturday, and Sunday averages rather than the monthly totals. The monthly totals are affected by the number of weekdays, Saturdays, and Sundays in the month, which can vary from year to year. For example, May 2005 and 2006 had the following breakdown of days:

| | 2005 | 2006 |
|------------------|------|------|
| Weekdays | 21 | 22 |
| Saturdays | 4 | 4 |
| Sundays/Holidays | 6 | 5 |

As weekdays typically have much higher ridership than Sundays, May 2006 would report higher monthly ridership than May 2005, all else equal. Averaging circumvents this problem.

However, for the purposes of month-to-month and year-over-year comparisons, the report also includes a “Calendar Adjusted” monthly total of bus, rail, and system ridership. This is calculated by applying a normalization factor to a given month’s total ridership figures to correct any discrepancies in the number of weekdays, Saturdays, and Sundays, thereby making one month of data comparable to another.

Note that New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day are considered as “Sundays” for the purposes of ridership reporting. All other holidays are reported as the type of day they fall on.

Monthly Notes – September 2014

The following changes in CTA service over the past year have a potential impact on this month's ridership figures.

Systemwide Service Impacts

Station Closures

Rail stations can be closed occasionally for construction. The closures can result in what appears to be very dramatic increases or decreases (e.g. > 20%) in average daily rail ridership on a year-over-year basis both for the station being closed and potentially for nearby stations as well. **When service is suspended or rerouted on the rail system, service is maintained by a bus shuttle connecting the closed or bypassed rail stations. Riders on this shuttle are tallied in the "Bus Ridership by Route" section as Route #1001 Shuttle/Special Event Route.**

Bus Service Impacts

Bus Service Reroutes

Construction-related reroutes on #60 Blue Island/26th, & #7 Harrison (Jun 18-Sep 30), #51 51st (June 30-Dec 30), #52 Kedzie (June 30 – Dec 30), #52A (June 30 – Dec 30), #36 Broadway (Aug 2-Oct 25), #39 Pershing, & #62 Archer (Jul 29-Sep 30), #75 74th-75th Sep 2-Oct 31), #8 Halsted, #63 63rd, #79 79th (Sep 2-Dec 30), #81 Lawrence (Sep 1-Oct 17), #169 69th UPS Express (Sep 2-Dec 30), #N9 Ashland (Owl), #95W West 95th, #108 Halsted, & #112 Vincennes/111th (Sep 8-Sep 26), #26 South Shore Express, & #100 Jeffery Manor Express (Sep 2-Nov 17), , #49 Western, #49B North Western, #78 Montrose, #94 South California (Sep 6 & 29-Oct 13), , #47 47th (Sep 29-Oct 13)

Reroutes on certain routes near events during the Chicago Half Marathon and 5K event (Sep 7), & the Mexican Independence Day Parade (Sep 14)

Rail Service Impacts

Temporary Service Suspensions and Reroutes

Due to ongoing construction activity to maintain and modernize the CTA rail system, some lines experience periodic day, night, & weekend closures or reroutes.

| Line/Location | Dates Affected | Detail |
|--|----------------|--|
| Green Line/51 st | Sep 2-5, 8-19 | Southbound Bypass 51 st station. |
| Green Line/ Roosevelt-35 th | Sep 6 & 27 | No trains between Roosevelt and 35 th . Bus substitution available. |
| Blue Line/California | Sep 4-Oct 16 | No trains between Western and Logan Square. Bus substitution available. |

New Entrance Opened at Clark/Division Station

On June 30, 2014, the new entrance to Clark/Division Red Line Subway Station from LaSalle Blvd opened to the public. The new 8000-foot mezzanine entrance is equipped two elevators—one between the entrance and the mezzanine and another connecting the mezzanine to the platform. Clark St entrance closed temporarily on June 30th for reconstruction.

Executive Summary – September 2014

System Overview

September 2014 rail ridership rose 3.5 percent and bus ridership decreased by 8.4 percent, with total ridership for the month declining a modest 3.3 percent compared with September 2013. Year-to-date ridership has decreased 3.3 percent, affected by record cold and snow in the first two months of 2014. Rail ridership continues to grow and exceed record levels, and has increased 4.6 percent for the year through Sept. 30. Year-to-date bus ridership has declined 9.3 percent.

Rail

Rail ridership increased 3.5 percent this month compared with a year ago, and the year-to-date rail ridership has increased 4.6 percent. Weekday ridership increased 3.6 percent and weekend ridership was up 3 percent. Total Red Line ridership continued to show growth in September compared with a year ago, when the Red Line South branch was closed for five months last year for reconstruction. Ridership on the Red Line South is nearing 2012 ridership levels as riders return to the Red Line South.

Rail ridership's year-to-date levels continue to exceed the levels seen in 2012, which was a 50-year high, as the CTA continues to make major reinvestments in stations and track infrastructure and as population in some neighborhoods next to rail lines continue to grow.

Bus

Bus ridership declined 8.4 percent in September, narrowing decreases that have been seen in previous months. Bus ridership posted an 8.8 percent decline in weekday ridership and 6.8 percent decline on weekends. September's bus ridership was the lowest year-over-year decline in the last three months.

Most of the change in September was due to last year's temporary increase in bus ridership, which was a result of the five-month Red Line South Reconstruction Project, which shut down the rail branch and resulted in more customers taking bus transportation. Free bus shuttle rides, discounted fares on regular service, and supplemental bus services were all offered during construction.

Monthly Summary

Calendar Operating Days


| Day Type | Last Year | This Year |
|-----------|-----------|-----------|
| Weekdays | 20 | 21 |
| Saturdays | 4 | 4 |
| Sundays | 6 | 5 |

When analyzing monthly ridership trends, it is important to account for the possibility that the same month may have a different number of weekdays, Saturdays, and Sundays each year. Monthly ridership statistics are provided below as both 'actual total' and 'calendar adjusted total', the latter being a normalized figure that facilitates year-to-year and month-to-month comparisons.


| Monthly System Totals | Monthly Total (actual) | | | Monthly Total (Cal. Adj.) | | | Year-to-date Total (actual) | | | Year-to-date Total (Cal. Adj.) | | |
|-----------------------|------------------------|-------------------|--------------|---------------------------|-------------------|--------------|-----------------------------|--------------------|--------------|--------------------------------|--------------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Bus | 26,104,377 | 24,434,847 | -8.4% | 26,410,781 | 24,179,340 | -8.4% | 228,218,319 | 207,048,673 | -9.3% | 228,564,939 | 207,300,150 | -9.3% |
| Rail | 19,971,044 | 21,104,077 | 3.5% | 20,190,357 | 20,897,947 | 3.5% | 170,564,788 | 178,530,293 | 4.6% | 170,779,991 | 178,712,465 | 4.6% |
| System Total | 46,075,421 | 45,538,924 | -3.3% | 46,601,138 | 45,077,287 | -3.3% | 398,783,107 | 385,578,966 | -3.3% | 399,344,930 | 386,012,615 | -3.3% |

| System Daily Averages | Average Weekday | | | Average Saturday | | | Average Sunday | | |
|--|------------------|------------------|--------------|------------------|------------------|--------------|----------------|----------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Bus Boardings | 1,043,518 | 951,311 | -8.8% | 632,993 | 584,410 | -7.7% | 450,342 | 423,936 | -5.9% |
| Rail (Total Boardings) | 785,444 | 813,977 | 3.6% | 512,001 | 521,927 | 1.9% | 369,028 | 384,573 | 4.2% |
| <i>Rail (Station Entries)</i> | 631,462 | 669,383 | | 402,257 | 422,237 | | 293,798 | 312,133 | |
| <i>Rail (Cross-Platform Transfers)</i> | 153,982 | 144,593 | | 109,744 | 99,690 | | 75,230 | 72,440 | |
| System (Total Boardings) | 1,828,961 | 1,765,287 | -3.5% | 1,144,994 | 1,106,337 | -3.4% | 819,370 | 808,509 | -1.3% |


Bus Ridership by Route

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-----------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 1 Bronzeville/Union Station | 2,280 | 2,018 | -11.5% | | | | | | | 423,937 | 381,140 | -10.1% |
| 2 Hyde Park Express | 3,063 | 3,270 | 6.8% | | | | | | | 588,430 | 603,747 | 2.6% |
| 3 King Drive | 23,536 | 21,125 | -10.2% | 15,117 | 13,904 | -8.0% | 10,153 | 9,672 | -4.7% | 5,213,658 | 4,573,604 | -12.3% |
| 4 Cottage Grove | 26,102 | 23,003 | -11.9% | 16,567 | 15,041 | -9.2% | 11,615 | 11,341 | -2.4% | 5,654,349 | 4,973,717 | -12.0% |
| 5 South Shore Night Bus | 372 | 494 | 32.8% | 498 | 550 | 10.5% | 484 | 466 | -3.7% | 127,181 | 127,572 | 0.3% |
| 6 Jackson Park Express | 12,471 | 11,115 | -10.9% | 11,124 | 10,144 | -8.8% | 8,057 | 7,488 | -7.1% | 3,022,895 | 2,745,326 | -9.2% |
| 7 Harrison | 8,072 | 6,605 | -18.2% | | | | | | | 1,288,255 | 1,103,133 | -14.4% |
| 8 Halsted | 25,744 | 24,111 | -6.3% | 14,734 | 13,401 | -9.0% | 9,968 | 9,494 | -4.8% | 5,442,173 | 5,052,089 | -7.2% |
| 8A South Halsted | 6,888 | 3,784 | -45.1% | 4,182 | 2,577 | -38.4% | 2,673 | 1,887 | -29.4% | 1,137,084 | 780,839 | -31.3% |
| 9 Ashland | 33,331 | 29,066 | -12.8% | 22,758 | 21,007 | -7.7% | 17,121 | 15,336 | -10.4% | 7,536,008 | 6,497,032 | -13.8% |
| 10 Museum of S & I | | | | 651 | 657 | 0.8% | 679 | 581 | -14.5% | 139,641 | 120,863 | -13.4% |
| 11 Lincoln | 1,658 | 1,737 | 4.8% | 1,008 | 1,074 | 6.6% | 749 | 768 | 2.6% | 376,496 | 371,157 | -1.4% |
| 12 Roosevelt | 15,917 | 15,647 | -1.7% | 9,592 | 9,263 | -3.4% | 7,444 | 7,497 | 0.7% | 3,570,801 | 3,304,946 | -7.4% |
| J14 Jeffery Jump | 14,908 | 12,757 | -14.4% | 7,930 | 6,454 | -18.6% | 4,278 | 4,003 | -6.4% | 2,963,722 | 2,652,137 | -10.5% |
| 15 Jeffery Local | 8,574 | 8,170 | -4.7% | 5,190 | 5,208 | 0.4% | 4,273 | 4,285 | 0.3% | 1,970,097 | 1,787,883 | -9.2% |
| 18 16th/18th | 4,282 | 4,386 | 2.5% | 2,646 | 2,745 | 3.7% | 2,262 | 2,317 | 2.4% | 931,498 | 922,041 | -1.0% |
| 19 United Center Express | 253 | 221 | -12.5% | 322 | 149 | -53.7% | 105 | 80 | -23.3% | 34,232 | 24,117 | -29.5% |
| 20 Madison | 20,777 | 19,750 | -4.9% | 11,337 | 10,934 | -3.6% | 8,546 | 8,287 | -3.0% | 4,611,033 | 4,358,348 | -5.5% |
| 21 Cermak | 9,124 | 9,558 | 4.8% | 7,787 | 7,829 | 0.5% | 4,879 | 4,876 | -0.1% | 2,267,177 | 2,180,280 | -3.8% |
| 22 Clark | 20,657 | 19,400 | -6.1% | 18,270 | 15,213 | -16.7% | 12,980 | 11,533 | -11.2% | 5,416,259 | 4,855,218 | -10.4% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | | |
|-------|---------------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| 24 | Wentworth | 4,562 | 3,375 | -26.0% | | | | | | 751,956 | 574,462 | -23.6% | |
| 26 | South Shore Express | 3,832 | 3,394 | -11.4% | | | | | | 661,620 | 613,401 | -7.3% | |
| 28 | Stony Island | 8,677 | 8,014 | -7.6% | 3,829 | 3,803 | -0.7% | 2,729 | 2,708 | -0.8% | 1,774,223 | 1,628,311 | -8.2% |
| 29 | State | 18,721 | 14,012 | -25.2% | 13,313 | 10,542 | -20.8% | 9,065 | 7,493 | -17.3% | 3,952,704 | 3,289,973 | -16.8% |
| 30 | South Chicago | 3,636 | 3,952 | 8.7% | 1,914 | 2,076 | 8.5% | 745 | 844 | 13.2% | 747,223 | 723,522 | -3.2% |
| 34 | South Michigan | 5,974 | 5,690 | -4.8% | 4,021 | 3,614 | -10.1% | 2,826 | 2,917 | 3.2% | 1,353,597 | 1,228,670 | -9.2% |
| 35 | 31st/35th | 5,404 | 6,050 | 11.9% | 3,298 | 3,374 | 2.3% | 1,978 | 2,609 | 31.9% | 1,186,843 | 1,241,619 | 4.6% |
| 36 | Broadway | 14,817 | 13,409 | -9.5% | 15,040 | 13,758 | -8.5% | 11,471 | 10,683 | -6.9% | 4,085,205 | 3,674,879 | -10.0% |
| 37 | Sedgwick | 1,644 | 1,692 | 3.0% | | | | | | 329,136 | 312,785 | -5.0% | |
| 39 | Pershing | 2,063 | 2,012 | -2.5% | | | | | | 377,404 | 376,868 | -0.1% | |
| 43 | 43rd | 1,895 | 2,017 | 6.5% | 808 | 992 | 22.7% | 532 | 590 | 11.0% | 389,430 | 392,820 | 0.9% |
| 44 | Wallace-Racine | 5,430 | 4,588 | -15.5% | 2,268 | 1,951 | -14.0% | 1,476 | 1,316 | -10.8% | 1,047,270 | 894,219 | -14.6% |
| 47 | 47th | 10,250 | 10,865 | 6.0% | 6,765 | 7,984 | 18.0% | 5,018 | 5,501 | 9.6% | 2,478,358 | 2,384,905 | -3.8% |
| 48 | South Damen | 1,488 | 1,353 | -9.1% | | | | | | 248,905 | 213,321 | -14.3% | |
| 49 | Western | 29,427 | 26,758 | -9.1% | 18,888 | 17,745 | -6.1% | 13,656 | 12,712 | -6.9% | 6,559,240 | 5,782,516 | -11.8% |
| 49B | North Western | 5,918 | 5,858 | -1.0% | 3,922 | 3,725 | -5.0% | 3,138 | 3,005 | -4.2% | 1,382,648 | 1,291,157 | -6.6% |
| 50 | Damen | 11,760 | 11,108 | -5.5% | 6,695 | 5,792 | -13.5% | 4,409 | 4,246 | -3.7% | 2,522,638 | 2,328,407 | -7.7% |
| 51 | 51st | 1,828 | 1,700 | -7.0% | 1,091 | 1,032 | -5.3% | 716 | 750 | 4.9% | 424,170 | 385,308 | -9.2% |
| 52 | Kedzie/California | 14,017 | 12,814 | -8.6% | 9,597 | 8,690 | -9.5% | 6,536 | 6,025 | -7.8% | 3,120,476 | 2,850,900 | -8.6% |
| 52A | South Kedzie | 5,307 | 4,906 | -7.5% | 2,537 | 2,415 | -4.8% | 1,410 | 1,484 | 5.2% | 1,085,076 | 973,906 | -10.2% |
| 53 | Pulaski | 22,971 | 21,970 | -4.4% | 14,756 | 13,535 | -8.3% | 10,316 | 10,109 | -2.0% | 5,038,311 | 4,684,506 | -7.0% |
| 53A | South Pulaski | 10,375 | 9,554 | -7.9% | 4,354 | 4,328 | -0.6% | 2,220 | 2,356 | 6.1% | 1,891,946 | 1,698,615 | -10.2% |
| 54 | Cicero | 12,662 | 12,889 | 1.8% | 9,172 | 9,522 | 3.8% | 6,588 | 6,987 | 6.0% | 2,906,540 | 2,783,795 | -4.2% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 54A North Cicero/Skokie Blvd. | 1,110 | 971 | -12.5% | | | | | | | 195,387 | 172,904 | -11.5% |
| 54B South Cicero | 3,678 | 3,613 | -1.8% | 3,084 | 3,102 | 0.6% | 1,988 | 2,126 | 7.0% | 894,886 | 827,614 | -7.5% |
| 55 Garfield | 13,157 | 12,358 | -6.1% | 8,608 | 8,483 | -1.5% | 6,708 | 6,746 | 0.6% | 2,959,231 | 2,716,856 | -8.2% |
| 55A 55th/Austin | 227 | 355 | 56.1% | | | | | | | 48,448 | 55,585 | 14.7% |
| 55N 55th/Narragansett | 715 | 598 | -16.4% | 176 | 221 | 25.3% | | | | 121,796 | 112,344 | -7.8% |
| 56 Milwaukee | 10,278 | 12,002 | 16.8% | 6,088 | 7,169 | 17.7% | 3,991 | 5,057 | 26.7% | 2,419,058 | 2,319,237 | -4.1% |
| 57 Laramie | 3,850 | 5,319 | 38.2% | 1,629 | 2,636 | 61.8% | 960 | 1,952 | 103.5% | 692,685 | 1,062,432 | 53.4% |
| 59 59th/61st | 3,592 | 4,216 | 17.4% | 1,597 | 2,196 | 37.6% | | | | 763,301 | 815,849 | 6.9% |
| 60 Blue Island/26th | 12,674 | 11,229 | -11.4% | 7,268 | 6,232 | -14.3% | 5,210 | 4,389 | -15.8% | 2,673,420 | 2,408,214 | -9.9% |
| 62 Archer | 13,040 | 11,389 | -12.7% | 8,028 | 6,497 | -19.1% | 6,225 | 5,111 | -17.9% | 2,846,467 | 2,450,201 | -13.9% |
| 62H Archer/Harlem | 1,225 | 1,053 | -14.1% | 554 | 465 | -16.0% | | | | 254,488 | 190,713 | -25.1% |
| 63 63rd | 19,030 | 20,069 | 5.5% | 11,517 | 12,834 | 11.4% | 8,657 | 9,516 | 9.9% | 4,377,876 | 4,235,109 | -3.3% |
| 63W West 63rd | 1,566 | 1,515 | -3.3% | 726 | 707 | -2.6% | 609 | 485 | -20.3% | 332,578 | 302,039 | -9.2% |
| 65 Grand | 8,867 | 8,782 | -1.0% | 5,676 | 5,384 | -5.2% | 3,694 | 3,557 | -3.7% | 2,009,644 | 1,919,066 | -4.5% |
| 66 Chicago | 27,085 | 24,974 | -7.8% | 17,191 | 16,226 | -5.6% | 12,117 | 11,636 | -4.0% | 6,336,784 | 5,725,872 | -9.6% |
| 67 67th-69th-71st | 12,972 | 13,975 | 7.7% | 8,126 | 9,668 | 19.0% | 6,032 | 7,577 | 25.6% | 3,087,699 | 3,004,157 | -2.7% |
| 68 Northwest Highway | 1,660 | 1,461 | -12.0% | 644 | 598 | -7.2% | 428 | 407 | -4.8% | 326,600 | 273,871 | -16.1% |
| 70 Division | 10,764 | 10,067 | -6.5% | 7,204 | 6,603 | -8.3% | 5,334 | 5,190 | -2.7% | 2,337,573 | 2,181,010 | -6.7% |
| 71 71st/South Shore | 9,201 | 9,428 | 2.5% | 6,456 | 6,788 | 5.1% | 5,051 | 5,464 | 8.2% | 2,180,816 | 2,107,937 | -3.3% |
| 72 North | 17,081 | 16,569 | -3.0% | 13,805 | 14,261 | 3.3% | 9,293 | 10,250 | 10.3% | 4,104,394 | 3,946,248 | -3.9% |
| 73 Armitage | 6,443 | 5,258 | -18.4% | 3,284 | 1,976 | -39.8% | 2,196 | 1,343 | -38.8% | 1,410,991 | 986,465 | -30.1% |
| 74 Fullerton | 14,852 | 13,657 | -8.1% | 9,830 | 10,196 | 3.7% | 6,972 | 7,161 | 2.7% | 3,296,241 | 3,133,081 | -4.9% |
| 75 74th-75th | 7,398 | 8,206 | 10.9% | 4,712 | 5,776 | 22.6% | 3,442 | 4,347 | 26.3% | 1,764,907 | 1,832,543 | 3.8% |

 Note: all bus routes are accessible

| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|---------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 76 Diversey | 13,024 | 12,730 | -2.3% | 7,982 | 7,944 | -0.5% | 5,116 | 5,054 | -1.2% | 2,928,776 | 2,797,233 | -4.5% |
| 77 Belmont | 24,395 | 23,485 | -3.7% | 16,245 | 15,451 | -4.9% | 11,225 | 11,050 | -1.6% | 5,573,267 | 5,226,227 | -6.2% |
| 78 Montrose | 10,402 | 9,392 | -9.7% | 5,943 | 5,420 | -8.8% | 3,867 | 3,851 | -0.4% | 2,176,150 | 2,034,109 | -6.5% |
| 79 79th | 28,468 | 28,361 | -0.4% | 19,033 | 19,587 | 2.9% | 13,874 | 15,368 | 10.8% | 6,752,923 | 6,231,820 | -7.7% |
| 80 Irving Park | 14,311 | 13,619 | -4.8% | 9,649 | 9,535 | -1.2% | 7,073 | 7,014 | -0.8% | 3,366,186 | 3,127,588 | -7.1% |
| 81 Lawrence | 13,542 | 12,902 | -4.7% | 10,170 | 9,876 | -2.9% | 8,155 | 7,722 | -5.3% | 3,283,047 | 3,083,169 | -6.1% |
| 81W West Lawrence | 1,726 | 1,837 | 6.5% | 1,085 | 1,241 | 14.4% | 731 | 724 | -1.0% | 405,304 | 387,380 | -4.4% |
| 82 Kimball-Homan | 22,196 | 20,944 | -5.6% | 12,415 | 12,425 | 0.1% | 8,718 | 8,650 | -0.8% | 4,579,883 | 4,314,754 | -5.8% |
| 84 Peterson | 4,604 | 4,406 | -4.3% | 2,418 | 2,177 | -10.0% | 1,489 | 1,519 | 2.0% | 952,079 | 889,222 | -6.6% |
| 85 Central | 12,355 | 11,202 | -9.3% | 7,161 | 6,938 | -3.1% | 5,127 | 5,003 | -2.4% | 2,683,761 | 2,463,710 | -8.2% |
| 85A North Central | 927 | 986 | 6.3% | 528 | 364 | -31.0% | | | | 195,909 | 181,104 | -7.6% |
| 86 Narragansett/Ridgeland | 3,858 | 3,586 | -7.0% | | | | | | | 570,067 | 481,784 | -15.5% |
| 87 87th | 14,857 | 14,158 | -4.7% | 9,251 | 9,657 | 4.4% | 6,554 | 7,071 | 7.9% | 3,354,415 | 3,063,776 | -8.7% |
| 88 Higgins | 1,418 | 1,343 | -5.3% | 590 | 664 | 12.4% | 449 | 454 | 1.2% | 306,042 | 287,588 | -6.0% |
| 90 Harlem | 5,790 | 5,395 | -6.8% | 4,133 | 3,871 | -6.3% | 2,552 | 2,791 | 9.4% | 1,251,118 | 1,197,012 | -4.3% |
| 91 Austin | 8,377 | 7,869 | -6.1% | 4,531 | 4,562 | 0.7% | 2,892 | 3,021 | 4.5% | 1,718,779 | 1,629,063 | -5.2% |
| 92 Foster | 7,621 | 7,677 | 0.7% | 4,074 | 4,258 | 4.5% | 2,919 | 3,032 | 3.9% | 1,659,329 | 1,597,132 | -3.7% |
| 93 California/Dodge | 4,036 | 3,870 | -4.1% | 1,760 | 1,711 | -2.7% | | | | 771,538 | 708,286 | -8.2% |
| 94 South California | 11,128 | 10,313 | -7.3% | 5,845 | 5,302 | -9.3% | 4,283 | 3,972 | -7.3% | 2,352,624 | 2,122,791 | -9.8% |
| 95E 93rd-95th | 4,871 | 4,307 | -11.6% | 2,853 | 2,628 | -7.9% | 2,328 | 2,047 | -12.1% | 1,064,948 | 907,517 | -14.8% |
| 95W West 95th | 2,709 | 2,605 | -3.9% | 2,218 | 2,278 | 2.7% | 1,961 | 1,985 | 1.2% | 723,898 | 612,732 | -15.4% |
| 96 Lunt | 809 | 900 | 11.3% | | | | | | | 163,023 | 150,149 | -7.9% |
| 97 Skokie | 3,690 | 3,386 | -8.2% | 2,530 | 2,342 | -7.5% | 1,784 | 1,524 | -14.6% | 894,234 | 758,038 | -15.2% |

 Note: all bus routes are accessible





| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-----------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|---------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| X98 Avon Express | 20 | 19 | -3.9% | | | | | | | 12,909 | 3,222 | -75.0% |
| 100 Jeffery Manor Express | 837 | 733 | -12.5% | | | | | | | 153,155 | 130,299 | -14.9% |
| 103 West 103rd | 3,297 | 3,101 | -5.9% | 1,356 | 1,469 | 8.3% | 1,139 | 1,220 | 7.1% | 674,266 | 599,189 | -11.1% |
| 106 East 103rd | 2,614 | 2,309 | -11.6% | 721 | 712 | -1.3% | 301 | 270 | -10.1% | 424,608 | 385,043 | -9.3% |
| 108 Halsted/95th | 1,898 | 1,553 | -18.2% | | | | | | | 326,212 | 247,450 | -24.1% |
| 111 111th/King Drive | 4,165 | 4,366 | 4.8% | 2,169 | 2,431 | 12.1% | 1,661 | 1,895 | 14.1% | 819,675 | 865,992 | 5.7% |
| 111A Pullman Shuttle | 33 | 185 | 464.4% | 23 | 189 | 734.6% | 30 | 141 | 362.4% | 490 | 42,814 | 3639.8% |
| 112 Vincennes/111th | 2,773 | 2,740 | -1.2% | 1,249 | 1,223 | -2.0% | 787 | 844 | 7.2% | 587,165 | 504,377 | -14.1% |
| 115 Pullman/115th | 3,518 | 4,594 | 30.6% | 1,879 | 2,612 | 39.0% | 1,585 | 2,004 | 26.4% | 822,306 | 922,095 | 12.1% |
| 119 Michigan/119th | 5,142 | 5,068 | -1.4% | 3,275 | 4,025 | 22.9% | 2,527 | 2,873 | 13.7% | 1,223,373 | 1,153,775 | -5.7% |
| 120 Ogilvie/Streeterville Express | 1,013 | 1,003 | -1.0% | | | | | | | 210,333 | 205,094 | -2.5% |
| 121 Union/Streeterville Express | 1,525 | 1,403 | -8.0% | | | | | | | 289,681 | 285,306 | -1.5% |
| 124 Navy Pier | 1,008 | 1,129 | 12.0% | 1,412 | 1,384 | -2.0% | 809 | 759 | -6.2% | 339,143 | 301,436 | -11.1% |
| 125 Water Tower Express | 1,591 | 1,460 | -8.3% | | | | | | | 325,250 | 291,908 | -10.3% |
| 126 Jackson | 7,853 | 7,220 | -8.1% | 3,511 | 3,575 | 1.8% | 2,555 | 2,496 | -2.3% | 1,575,294 | 1,414,864 | -10.2% |
| 128 Soldier Field Express | | | | | | | 1,288 | 134 | -89.6% | 5,299 | 2,012 | -62.0% |
| 132 Goose Island Express | 335 | 302 | -9.7% | | | | | | | 70,921 | 59,715 | -15.8% |
| 134 Stockton/LaSalle Express | 3,513 | 3,542 | 0.8% | | | | | | | 674,778 | 642,798 | -4.7% |
| 135 Clarendon/LaSalle Express | 3,938 | 3,756 | -4.6% | | | | | | | 753,467 | 693,779 | -7.9% |
| 136 Sheridan/LaSalle Express | 2,282 | 2,130 | -6.7% | | | | | | | 446,095 | 388,684 | -12.9% |
| 143 Stockton/Michigan Express | 2,011 | 1,929 | -4.1% | | | | | | | 363,043 | 357,606 | -1.5% |
| 146 Inner Drive/Michigan Express | 14,857 | 14,270 | -4.0% | 13,124 | 12,156 | -7.4% | 9,984 | 9,426 | -5.6% | 3,843,816 | 3,563,013 | -7.3% |
| 147 Outer Drive Express | 14,581 | 14,231 | -2.4% | 11,648 | 11,626 | -0.2% | 7,878 | 7,569 | -3.9% | 3,664,437 | 3,343,841 | -8.7% |

 Note: all bus routes are accessible










| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-------------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 148 Clarendon/Michigan Express | 2,413 | 2,437 | 1.0% | | | | | | | 457,135 | 446,463 | -2.3% |
| 151 Sheridan | 18,561 | 17,801 | -4.1% | 18,323 | 16,576 | -9.5% | 13,425 | 12,558 | -6.5% | 5,143,975 | 4,550,211 | -11.5% |
| 152 Addison | 11,448 | 11,305 | -1.2% | 5,598 | 5,786 | 3.4% | 3,765 | 4,052 | 7.6% | 2,359,937 | 2,208,608 | -6.4% |
| 155 Devon | 7,595 | 7,813 | 2.9% | 6,125 | 6,471 | 5.6% | 4,607 | 4,477 | -2.8% | 1,772,424 | 1,756,045 | -0.9% |
| 156 LaSalle | 8,482 | 8,035 | -5.3% | | | | | | | 1,639,834 | 1,557,870 | -5.0% |
| 157 Streeterville/Taylor | 6,650 | 6,920 | 4.1% | | | | | | | 1,102,717 | 1,095,775 | -0.6% |
| 165 West 65th | 80 | 128 | 59.6% | | | | | | | 16,920 | 21,177 | 25.2% |
| 169 69th-UPS Express | 180 | 243 | 34.7% | 22 | 30 | 36.9% | | | | 46,908 | 41,572 | -11.4% |
| 170 U. of Chicago/Midway | 392 | 264 | -32.8% | | | | | | | 66,266 | 62,659 | -5.4% |
| 171 U. of Chicago/Hyde Park | 1,078 | 737 | -31.7% | 236 | 180 | -23.7% | 271 | 153 | -43.6% | 275,858 | 237,791 | -13.8% |
| 172 U. of Chicago/Kenwood | 1,662 | 1,440 | -13.3% | 338 | 227 | -32.9% | 261 | 190 | -27.2% | 395,536 | 362,691 | -8.3% |
| 192 U. of Chicago Hospitals Express | 920 | 869 | -5.5% | | | | | | | 186,824 | 167,544 | -10.3% |
| 201 Central/Ridge | 1,841 | 1,863 | 1.2% | 1,007 | 1,273 | 26.3% | | | | 421,286 | 393,585 | -6.6% |
| 205 Chicago/Golf | 959 | 926 | -3.4% | | | | | | | 180,152 | 162,833 | -9.6% |
| 206 Evanston Circulator | 1,032 | 952 | -7.7% | | | | | | | 148,844 | 126,366 | -15.1% |

Rail Entries by Line/Station/Entrance








 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|--|--|--------|-------|------------------|--------|-------|----------------|--------|-------|----------------------|-----------|-----------|-------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| Red Line - North Side | | | | | | | | | | | | | |
|  Howard | <i>Red, Yellow, Purple, Purple Express</i> | | | | | | | | | | | | |
|  Howard (Main Entrance) | 3,268 | 3,207 | -1.9% | 2,130 | 2,287 | 7.4% | 1,549 | 1,681 | 8.6% | 771,608 | 724,369 | -6.1% | |
| Howard (North) | 3,471 | 3,520 | 1.4% | 2,697 | 2,572 | -4.7% | 1,936 | 1,951 | 0.7% | 782,530 | 803,148 | 2.6% | |
| Station Total | 6,739 | 6,727 | -0.2% | 4,827 | 4,859 | 0.7% | 3,485 | 3,632 | 4.2% | 1,554,138 | 1,527,517 | -1.7% | |
| Jarvis | <i>Red Line</i> | 1,749 | 1,816 | 3.8% | 1,543 | 1,510 | -2.2% | 1,168 | 1,186 | 1.6% | 388,345 | 428,297 | 10.3% |
| Morse | <i>Red Line</i> | | | | | | | | | | | | |
| Morse (Main Entrance) | | 3,726 | 3,559 | -4.5% | 3,067 | 2,812 | -8.3% | 2,302 | 2,222 | -3.5% | 846,400 | 863,448 | 2.0% |
| Morse (Lunt) | | 1,226 | 1,794 | 46.3% | 838 | 1,312 | 56.6% | 734 | 998 | 35.9% | 341,957 | 378,594 | 10.7% |
| Station Total | | 4,952 | 5,353 | 8.1% | 3,905 | 4,124 | 5.6% | 3,036 | 3,220 | 6.1% | 1,188,357 | 1,242,042 | 4.5% |
|  Loyola | <i>Red Line</i> | 6,787 | 6,471 | -4.6% | 6,129 | 5,860 | -4.4% | 3,949 | 3,863 | -2.2% | 1,272,507 | 1,359,282 | 6.8% |
|  Granville | <i>Red Line</i> | 4,556 | 4,683 | 2.8% | 4,064 | 4,224 | 3.9% | 2,782 | 2,996 | 7.7% | 974,532 | 1,061,703 | 8.9% |
| Thorndale | <i>Red Line</i> | 3,354 | 3,364 | 0.3% | 2,481 | 2,241 | -9.7% | 1,729 | 1,686 | -2.5% | 696,264 | 740,547 | 6.4% |
| Bryn Mawr | <i>Red Line</i> | 5,292 | 5,216 | -1.4% | 3,968 | 3,768 | -5.0% | 2,865 | 2,841 | -0.8% | 1,216,430 | 1,206,021 | -0.9% |
| Berwyn | <i>Red Line</i> | 3,632 | 3,757 | 3.4% | 2,788 | 3,034 | 8.8% | 2,046 | 2,345 | 14.6% | 765,062 | 879,828 | 15.0% |
| Argyle | <i>Red Line</i> | 3,119 | 3,424 | 9.8% | 2,616 | 2,806 | 7.3% | 1,982 | 2,161 | 9.1% | 720,342 | 806,473 | 12.0% |
| Lawrence | <i>Red Line</i> | 3,541 | 3,762 | 6.2% | 2,823 | 2,999 | 6.3% | 1,914 | 2,128 | 11.2% | 791,945 | 844,382 | 6.6% |
| Wilson | <i>Red Line</i> | | | | | | | | | | | | |
| Wilson (Main Entrance) | | 2,920 | 2,442 | -16.4% | 2,225 | 1,867 | -16.1% | 1,527 | 1,370 | -10.3% | 637,667 | 588,267 | -7.7% |
| Wilson (South) | | 4,365 | 4,655 | 6.6% | 2,624 | 2,720 | 3.7% | 1,573 | 1,840 | 17.0% | 862,182 | 885,177 | 2.7% |
| Station Total | | 7,285 | 7,097 | -2.6% | 4,849 | 4,587 | -5.4% | 3,100 | 3,210 | 3.5% | 1,499,849 | 1,473,444 | -1.8% |
| Sheridan | <i>Red Line</i> | 5,960 | 6,007 | 0.8% | 4,686 | 4,542 | -3.1% | 3,310 | 3,189 | -3.7% | 1,342,451 | 1,372,102 | 2.2% |

 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|----------------------------|-----------------|----------------|-------------|------------------|----------------|-------------|----------------|---------------|-------------|----------------------|-------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  Addison | Red Line | 8,733 | 9,698 | 11.1% | 10,881 | 11,723 | 7.7% | 9,321 | 8,890 | -4.6% | 2,332,117 | 2,321,376 | -0.5% |
|  Belmont | Red, Brown, Purple Express | | | | | | | | | | | | |
|  Belmont (Main Entrance) | | 9,345 | 9,150 | -2.1% | 8,966 | 8,234 | -8.2% | 6,348 | 6,010 | -5.3% | 2,242,801 | 2,274,152 | 1.4% |
| Belmont (North) | | 4,257 | 4,270 | 0.3% | 3,942 | 3,814 | -3.3% | 2,755 | 2,857 | 3.7% | 1,061,160 | 1,052,806 | -0.8% |
| Station Total | | 13,602 | 13,420 | -1.3% | 12,908 | 12,048 | -6.7% | 9,103 | 8,867 | -2.6% | 3,303,961 | 3,326,958 | 0.7% |
|  Fullerton | Red, Brown, Purple Express | | | | | | | | | | | | |
|  Fullerton (Main Entrance) | | 12,486 | 12,032 | -3.6% | 9,325 | 8,570 | -8.1% | 6,127 | 5,975 | -2.5% | 2,584,621 | 2,428,160 | -6.1% |
| Fullerton (North) | | 2,840 | 3,143 | 10.6% | 2,175 | 2,385 | 9.6% | 1,462 | 1,690 | 15.6% | 667,620 | 700,702 | 5.0% |
| Station Total | | 15,326 | 15,175 | -1.0% | 11,500 | 10,955 | -4.7% | 7,589 | 7,665 | 1.0% | 3,252,241 | 3,128,862 | -3.8% |
| North/Clybourn | Red Line | 5,984 | 6,556 | 9.6% | 5,368 | 5,967 | 11.2% | 3,719 | 4,175 | 12.3% | 1,424,181 | 1,515,014 | 6.4% |
| Clark/Division | Red Line | | | | | | | | | | | | |
| Clark/Division (Clark) | | 7,946 | 0 | -99.9% | 7,598 | 7 | -99.9% | 5,440 | 0 | -100.0% | 1,902,856 | 1,294,067 | -32.0% |
| Clark/Division (LaSalle) | | | 7,837 | | | 7,078 | | | 5,394 | | | 671,111 | |
| Station Total | | 7,946 | 7,837 | -1.4% | 7,598 | 7,085 | -6.8% | 5,440 | 5,394 | -0.8% | 1,902,856 | 1,965,178 | 3.3% |
|  Chicago | Red Line | 15,718 | 16,497 | 5.0% | 14,382 | 15,127 | 5.2% | 10,493 | 10,866 | 3.6% | 3,789,919 | 3,901,795 | 3.0% |
|  Grand | Red Line | 11,163 | 11,927 | 6.8% | 12,301 | 12,856 | 4.5% | 9,427 | 9,490 | 0.7% | 2,853,749 | 3,151,574 | 10.4% |
| Red Line - North Side Total | | 135,438 | 138,787 | 2.5% | 119,617 | 120,315 | 0.6% | 86,458 | 87,804 | 1.6% | 31,269,246 | 32,252,395 | 3.1% |
| Red Line - State Street Subway | | | | | | | | | | | | | |
|  Lake | Red Line | | | | | | | | | | | | |
| Lake-Randolph | | 9,997 | 11,709 | 17.1% | 6,766 | 7,648 | 13.0% | 5,089 | 5,410 | 6.3% | 2,388,938 | 2,515,719 | 5.3% |
|  Randolph-Washington (North) | | 8,305 | 10,381 | 25.0% | 5,526 | 6,617 | 19.7% | 4,001 | 4,695 | 17.4% | 1,860,232 | 2,325,711 | 25.0% |
| Station Total | | 18,302 | 22,090 | 20.7% | 12,292 | 14,265 | 16.1% | 9,090 | 10,105 | 11.2% | 4,249,170 | 4,841,430 | 13.9% |
| Monroe | Red Line | | | | | | | | | | | | |








 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------------|---------------|-------------|------------------|---------------|-------------|----------------|---------------|-------------|----------------------|-------------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| <i>Madison-Monroe</i> | 5,804 | 6,674 | 15.0% | 3,272 | 3,280 | 0.2% | 2,254 | 2,298 | 2.0% | 1,324,788 | 1,379,047 | 4.1% |
| <i>Monroe-Adams</i> | 4,904 | 4,986 | 1.7% | 2,220 | 2,068 | -6.9% | 1,630 | 1,441 | -11.6% | 969,918 | 1,009,809 | 4.1% |
| Station Total | 10,708 | 11,660 | 8.9% | 5,492 | 5,348 | -2.6% | 3,884 | 3,739 | -3.7% | 2,294,706 | 2,388,856 | 4.1% |
|  Jackson <i>Red Line</i> | | | | | | | | | | | | |
|  <i>Adams-Jackson</i> | 5,058 | 5,658 | 11.9% | 1,966 | 2,412 | 22.7% | 1,426 | 1,638 | 14.8% | 1,079,629 | 1,120,655 | 3.8% |
|  <i>Jackson-Van Buren</i> | 6,719 | 7,071 | 5.2% | 3,012 | 3,198 | 6.2% | 1,970 | 2,211 | 12.3% | 1,377,311 | 1,399,703 | 1.6% |
| Station Total | 11,777 | 12,729 | 8.1% | 4,978 | 5,610 | 12.7% | 3,396 | 3,849 | 13.3% | 2,456,940 | 2,520,358 | 2.6% |
| Harrison <i>Red Line</i> | | | | | | | | | | | | |
| <i>Harrison (Main Entrance)</i> | 3,229 | 0 | | 2,819 | 5 | -99.8% | 1,748 | 0 | | 688,661 | 499,152 | -27.5% |
| <i>Harrison (Polk)</i> | 1,560 | 5,026 | 222.1% | 1,402 | 4,278 | 205.2% | 877 | 2,923 | 233.4% | 326,995 | 464,788 | 42.1% |
| Station Total | 4,789 | 5,026 | 4.9% | 4,221 | 4,283 | 1.5% | 2,625 | 2,923 | 11.4% | 1,015,656 | 963,940 | -5.1% |
|  Roosevelt <i>Red, Orange & Green Lines</i> | | | | | | | | | | | | |
|  <i>Roosevelt (Main Entrance)</i> | 8,171 | 7,509 | -8.1% | 8,124 | 7,453 | -8.3% | 6,512 | 6,427 | -1.3% | 1,855,655 | 1,867,039 | 0.6% |
|  <i>Roosevelt (State)</i> | 4,380 | 3,239 | -26.0% | 4,019 | 2,729 | -32.1% | 2,953 | 2,111 | -28.5% | 854,026 | 778,821 | -8.8% |
| <i>Roosevelt (South)</i> | 1,552 | 1,188 | -23.4% | 925 | 642 | -30.6% | 705 | 616 | -12.6% | 289,267 | 306,010 | 5.8% |
| Station Total | 14,103 | 11,936 | -15.4% | 13,068 | 10,824 | -17.2% | 10,170 | 9,154 | -10.0% | 2,998,948 | 2,951,870 | -1.6% |
| Red Line - State Street Subway Total | 59,679 | 63,441 | 6.3% | 40,051 | 40,330 | 0.7% | 29,165 | 29,770 | 2.1% | 13,015,420 | 13,666,454 | 5.0% |
| Red Line - Dan Ryan | | | | | | | | | | | | |
|  Cermak-Chinatown <i>Red Line</i> | | | | | | | | | | | | |
| <i>Cermak-Chinatown (Cermak)</i> | | 2,886 | | | 2,885 | | | 2,288 | | 329,167 | 677,952 | 106.0% |
| <i>Cermak-Chinatown (Archer)</i> | | 1,824 | | | 2,202 | | | 1,716 | | 212,397 | 375,108 | 76.6% |
| <i>Cermak-Chinatown (South)</i> | | 213 | | | 190 | | | 185 | | 27,379 | 101,224 | 269.7% |
| Station Total | | 4,923 | | | 5,277 | | | 4,189 | | 568,943 | 1,154,284 | 102.9% |

♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|----------------------------------|-------------------------|-----------------|---------------|-------|------------------|---------------|--------|----------------|---------------|-------|----------------------|-------------------|---------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| ♿ Sox-35th | Red Line | | | | | | | | | | | | |
| ♿ Sox-35th (Main Entrance) | | | 4,671 | | | 4,422 | | | 2,920 | | 453,239 | 1,053,706 | 132.5% |
| Sox-35th (33rd) | | | 1,107 | | | 882 | | | 589 | | 93,509 | 203,482 | 117.6% |
| Station Total | | | 5,778 | | | 5,304 | | | 3,509 | | 546,748 | 1,257,188 | 129.9% |
| ♿ 47th | Red Line | | 3,615 | | | 2,611 | | | 1,975 | | 362,627 | 755,731 | 108.4% |
| Garfield | Red Line | | 4,115 | | | 3,007 | | | 2,195 | | 424,544 | 894,795 | 110.8% |
| 63rd | Red Line | | 4,039 | | | 2,774 | | | 2,242 | | 382,165 | 825,820 | 116.1% |
| ♿ 69th | Red Line | | 6,213 | | | 4,572 | | | 3,498 | | 631,706 | 1,315,816 | 108.3% |
| ♿ 79th | Red Line | | | | | | | | | | | | |
| ♿ 79th (Main Entrance) | | | 2,890 | | | 1,961 | | | 1,456 | | 213,555 | 591,733 | 177.1% |
| 79th (Platform) | | | 5,445 | | | 4,017 | | | 3,230 | | 621,063 | 1,184,027 | 90.6% |
| Station Total | | | 8,335 | | | 5,978 | | | 4,686 | | 834,618 | 1,775,760 | 112.8% |
| 87th | Red Line | | 5,149 | | | 3,804 | | | 2,930 | | 513,567 | 1,107,351 | 115.6% |
| ♿ 95th | Red Line | | 13,091 | | | 8,112 | | | 6,174 | | 1,337,753 | 2,708,314 | 102.5% |
| Red Line - Dan Ryan Total | | | 55,258 | | | 41,439 | | | 31,398 | | 5,602,671 | 11,795,059 | 110.5% |
| Purple Line - Evanston | | | | | | | | | | | | | |
| ♿ Linden | Purple & Purple Express | 953 | 991 | 4.0% | 641 | 749 | 16.8% | 502 | 531 | 5.7% | 221,417 | 225,142 | 1.7% |
| Central | Purple & Purple Express | 863 | 853 | -1.2% | 1,404 | 1,139 | -18.9% | 324 | 300 | -7.6% | 193,453 | 193,381 | 0.0% |
| Noyes | Purple & Purple Express | 735 | 797 | 8.4% | 506 | 511 | 0.9% | 314 | 369 | 17.7% | 183,514 | 193,338 | 5.4% |
| Foster | Purple & Purple Express | 808 | 850 | 5.1% | 574 | 597 | 4.0% | 380 | 438 | 15.1% | 199,815 | 205,802 | 3.0% |
| ♿ Davis | Purple & Purple Express | 3,815 | 3,988 | 4.6% | 2,978 | 3,158 | 6.0% | 1,928 | 2,113 | 9.6% | 929,529 | 946,249 | 1.8% |
| Dempster | Purple & Purple Express | 889 | 936 | 5.2% | 784 | 845 | 7.7% | 553 | 611 | 10.5% | 209,846 | 230,551 | 9.9% |
| Main | Purple & Purple Express | 1,235 | 1,277 | 3.4% | 994 | 1,033 | 3.9% | 609 | 688 | 13.0% | 284,186 | 304,794 | 7.3% |
| South Boulevard | Purple & Purple Express | 844 | 862 | 2.2% | 489 | 520 | 6.1% | 321 | 359 | 11.7% | 187,802 | 196,009 | 4.4% |







 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|--|--------------------|---------------|--------------|------------------|--------------|--------------|----------------|--------------|--------------|----------------------|------------------|----------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| Purple Line - Evanston Total | 10,142 | 10,554 | 4.1% | 8,370 | 8,552 | 2.2% | 4,931 | 5,409 | 9.7% | 2,409,562 | 2,495,266 | 3.6% | |
| Yellow Line | | | | | | | | | | | | | |
|  Dempster-Skokie | <i>Yellow Line</i> | 2,484 | 2,488 | 0.2% | 1,333 | 1,351 | 1.3% | 1,079 | 1,127 | 4.4% | 531,058 | 519,791 | -2.1% |
|  Oakton | <i>Yellow Line</i> | | | | | | | | | | | | |
|  Oakton-Skokie (Oakton) | | 727 | 814 | 12.0% | 354 | 399 | 12.6% | 254 | 277 | 9.3% | 141,041 | 155,531 | 10.3% |
|  Oakton-Skokie (North) | | 368 | 346 | -6.1% | 168 | 185 | 10.2% | 137 | 111 | -18.9% | 69,515 | 68,848 | -1.0% |
| Station Total | | 1,095 | 1,160 | 5.9% | 522 | 584 | 11.9% | 391 | 388 | -0.8% | 210,556 | 224,379 | 6.6% |
| Yellow Line Total | | 3,579 | 3,648 | 1.9% | 1,855 | 1,935 | 4.3% | 1,470 | 1,515 | 3.1% | 741,614 | 744,170 | 0.3% |
| Blue Line - O'Hare | | | | | | | | | | | | | |
|  O'Hare Airport | <i>Blue Line</i> | 10,402 | 10,735 | 3.2% | 8,249 | 9,198 | 11.5% | 10,067 | 10,528 | 4.6% | 2,605,837 | 2,598,528 | -0.3% |
|  Rosemont | <i>Blue Line</i> | 6,804 | 7,162 | 5.3% | 4,516 | 5,081 | 12.5% | 3,490 | 3,708 | 6.2% | 1,404,304 | 1,574,564 | 12.1% |
|  Cumberland | <i>Blue Line</i> | 5,076 | 4,855 | -4.4% | 2,917 | 2,726 | -6.6% | 1,999 | 1,917 | -4.1% | 1,091,109 | 1,044,855 | -4.2% |
|  Harlem | <i>Blue Line</i> | 3,318 | 3,437 | 3.6% | 1,614 | 1,627 | 0.8% | 1,124 | 1,141 | 1.5% | 682,593 | 691,446 | 1.3% |
|  Jefferson Park | <i>Blue Line</i> | 7,420 | 7,424 | 0.1% | 4,040 | 4,079 | 1.0% | 3,165 | 3,089 | -2.4% | 1,575,034 | 1,597,522 | 1.4% |
| Montrose | <i>Blue Line</i> | 2,718 | 2,799 | 3.0% | 1,391 | 1,410 | 1.4% | 992 | 1,057 | 6.6% | 548,378 | 571,663 | 4.2% |
| Irving Park | <i>Blue Line</i> | | | | | | | | | | | | |
| Irving Park (Main Entrance) | | 3,173 | 2,999 | -5.5% | 1,877 | 1,708 | -9.0% | 1,465 | 1,309 | -10.7% | 680,195 | 660,832 | -2.8% |
| Irving Park (Pulaski) | | 1,307 | 1,365 | 4.4% | 668 | 727 | 8.8% | 570 | 577 | 1.2% | 272,801 | 282,476 | 3.5% |
| Irving Park (North) | | 339 | 421 | 24.2% | 215 | 271 | 25.7% | 173 | 186 | 7.3% | 88,975 | 91,399 | 2.7% |
| Station Total | | 4,819 | 4,785 | -0.7% | 2,760 | 2,706 | -2.0% | 2,208 | 2,072 | -6.2% | 1,041,971 | 1,034,707 | -0.7% |
| Addison | <i>Blue Line</i> | 3,219 | 3,269 | 1.6% | 1,620 | 1,708 | 5.4% | 1,209 | 1,199 | -0.9% | 658,844 | 648,830 | -1.5% |
| Belmont | <i>Blue Line</i> | 5,739 | 5,757 | 0.3% | 3,502 | 3,379 | -3.5% | 2,670 | 2,531 | -5.2% | 1,283,029 | 1,261,690 | -1.7% |
|  Logan Square | <i>Blue Line</i> | | | | | | | | | | | | |







 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|------------------------------|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  | Logan Square (Main Entrance) | 5,915 | 6,871 | 16.1% | 3,788 | 4,130 | 9.0% | 2,859 | 2,975 | 4.0% | 1,312,887 | 1,368,698 | 4.3% |
| | Logan Square (Spaulding) | 1,389 | 1,626 | 17.1% | 800 | 851 | 6.4% | 612 | 601 | -1.8% | 329,929 | 342,954 | 3.9% |
| | Station Total | 7,304 | 8,497 | 16.3% | 4,588 | 4,981 | 8.6% | 3,471 | 3,576 | 3.0% | 1,642,816 | 1,711,652 | 4.2% |
| California | Blue Line | 5,333 | 463 | -91.3% | 3,775 | 0 | | 2,781 | 389 | -86.0% | 1,173,277 | 1,016,636 | -13.4% |
|  | Western | | | | | | | | | | | | |
|  | Western | 3,883 | 4,757 | 22.5% | 2,338 | 2,796 | 19.6% | 1,794 | 1,990 | 10.9% | 805,987 | 1,021,590 | 26.8% |
| | Western (West Inbound) | 1,189 | 2,144 | 80.2% | 479 | 933 | 94.8% | 345 | 631 | 82.8% | 279,567 | 295,019 | 5.5% |
| | Western (West Outbound) | 282 | 623 | 121.0% | 251 | 495 | 97.0% | 222 | 368 | 65.2% | 76,472 | 85,530 | 11.8% |
| | Station Total | 5,354 | 7,524 | 40.5% | 3,068 | 4,224 | 37.7% | 2,361 | 2,989 | 26.6% | 1,162,026 | 1,402,139 | 20.7% |
| Damen | Blue Line | 6,988 | 7,022 | 0.5% | 5,641 | 5,612 | -0.5% | 4,314 | 4,141 | -4.0% | 1,643,692 | 1,699,725 | 3.4% |
| Division | Blue Line | 6,454 | 6,505 | 0.8% | 4,472 | 4,227 | -5.5% | 3,357 | 3,041 | -9.4% | 1,425,248 | 1,461,024 | 2.5% |
| Chicago | Blue Line | 4,682 | 4,475 | -4.4% | 2,402 | 2,127 | -11.5% | 1,808 | 1,593 | -11.9% | 1,004,792 | 983,155 | -2.2% |
| Grand | Blue Line | 2,521 | 2,650 | 5.1% | 1,603 | 1,648 | 2.7% | 1,158 | 1,175 | 1.4% | 581,439 | 610,166 | 4.9% |
| Blue Line - O'Hare Total | | 88,151 | 87,359 | -0.9% | 56,158 | 54,733 | -2.5% | 46,174 | 44,146 | -4.4% | 19,524,389 | 19,908,302 | 2.0% |
| Blue Line - Dearborn Subway | | | | | | | | | | | | | |
| Washington | Blue Line | | | | | | | | | | | | |
| | Randolph-Washington | 7,121 | 7,809 | 9.7% | 4,472 | 4,963 | 11.0% | 3,348 | 3,682 | 10.0% | 1,451,194 | 1,786,713 | 23.1% |
| | Washington-Madison | 4,040 | 3,608 | -10.7% | 1,640 | 1,257 | -23.4% | 1,213 | 769 | -36.6% | 835,497 | 764,231 | -8.5% |
| | Station Total | 11,161 | 11,417 | 2.3% | 6,112 | 6,220 | 1.8% | 4,561 | 4,451 | -2.4% | 2,286,691 | 2,550,944 | 11.6% |
| Monroe | Blue Line | | | | | | | | | | | | |
| | Madison-Monroe | 3,724 | 3,793 | 1.9% | 1,256 | 1,291 | 2.8% | 1,038 | 966 | -6.9% | 762,302 | 767,380 | 0.7% |
| | Monroe-Adams | 3,947 | 4,009 | 1.6% | 1,362 | 1,160 | -14.8% | 1,112 | 974 | -12.4% | 818,171 | 825,451 | 0.9% |
| | Station Total | 7,671 | 7,802 | 1.7% | 2,618 | 2,451 | -6.4% | 2,150 | 1,940 | -9.8% | 1,580,473 | 1,592,831 | 0.8% |














 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  Jackson | Blue Line | | | | | | | | | | | | |
|  Adams-Jackson | | 5,101 | 4,090 | -19.8% | 1,915 | 1,897 | -1.0% | 1,448 | 1,383 | -4.5% | 987,812 | 831,793 | -15.8% |
| Jackson-Van Buren | | 3,946 | 4,615 | 17.0% | 1,950 | 1,785 | -8.5% | 1,440 | 1,422 | -1.3% | 871,476 | 939,285 | 7.8% |
| Station Total | | 9,047 | 8,705 | -3.8% | 3,865 | 3,682 | -4.7% | 2,888 | 2,805 | -2.9% | 1,859,288 | 1,771,078 | -4.7% |
| LaSalle | Blue Line | 3,582 | 3,517 | -1.8% | 1,656 | 1,682 | 1.6% | 1,283 | 1,233 | -3.9% | 669,879 | 673,474 | 0.5% |
| Blue Line - Dearborn Subway Total | | 31,461 | 31,441 | -0.1% | 14,251 | 14,035 | -1.5% | 10,882 | 10,429 | -4.2% | 6,396,331 | 6,588,327 | 3.0% |
| Blue Line - Forest Park | | | | | | | | | | | | | |
| Clinton | Blue Line | 3,500 | 3,888 | 11.1% | 1,555 | 1,577 | 1.4% | 1,406 | 1,513 | 7.6% | 793,529 | 835,306 | 5.3% |
|  UIC-Halsted | Blue Line | | | | | | | | | | | | |
| UIC-Halsted (Main Entrance) | | 2,578 | 4,848 | 88.0% | 1,456 | 2,403 | 65.0% | 977 | 1,367 | 40.0% | 399,766 | 515,147 | 28.9% |
| UIC-Halsted (Peoria) | | 3,530 | 0 | | 862 | 0 | | 544 | 0 | | 555,109 | 535,527 | -3.5% |
|  UIC-Halsted (Morgan) | | 1,229 | 3,181 | 158.7% | 446 | 210 | -52.9% | 315 | 318 | 1.1% | 270,140 | 183,228 | -32.2% |
| Station Total | | 7,337 | 8,029 | 9.4% | 2,764 | 2,613 | -5.5% | 1,836 | 1,685 | -8.2% | 1,225,015 | 1,233,902 | 0.7% |
| Racine | Blue Line | | | | | | | | | | | | |
| Racine (Main Entrance) | | 1,332 | 1,415 | 6.3% | 869 | 1,062 | 22.3% | 540 | 575 | 6.4% | 280,310 | 289,932 | 3.4% |
| Racine (Loomis) | | 1,452 | 1,547 | 6.5% | 674 | 483 | -28.3% | 489 | 423 | -13.5% | 275,148 | 272,284 | -1.0% |
| Station Total | | 2,784 | 2,962 | 6.4% | 1,543 | 1,545 | 0.1% | 1,029 | 998 | -3.0% | 555,458 | 562,216 | 1.2% |
|  Medical Center | Blue Line | | | | | | | | | | | | |
| Medical Center (Ogden) | | 2,330 | 2,291 | -1.7% | 717 | 678 | -5.5% | 466 | 442 | -5.0% | 424,995 | 423,308 | -0.4% |
| Medical Center (Paulina) | | 793 | 776 | -2.1% | 240 | 250 | 4.3% | 175 | 176 | 0.8% | 140,767 | 126,605 | -10.1% |
|  Medical Center (Damen) | | 1,183 | 1,267 | 7.1% | 431 | 524 | 21.5% | 255 | 297 | 16.4% | 221,288 | 234,806 | 6.1% |
| Station Total | | 4,306 | 4,334 | 0.7% | 1,388 | 1,452 | 4.6% | 896 | 915 | 2.1% | 787,050 | 784,719 | -0.3% |
| Western | Blue Line | 1,864 | 2,020 | 8.4% | 1,269 | 1,329 | 4.8% | 931 | 1,013 | 8.8% | 402,356 | 414,797 | 3.1% |












 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|------------------|-----------------|---------------|-------------|------------------|---------------|-------------|----------------|---------------|-------------|----------------------|------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  Kedzie-Homan | <i>Blue Line</i> | | | | | | | | | | | | |
|  Kedzie-Homan (Kedzie) | | 1,168 | 1,269 | 8.6% | 804 | 831 | 3.4% | 605 | 632 | 4.5% | 257,631 | 255,590 | -0.8% |
|  Kedzie-Homan (Homan) | | 1,322 | 1,415 | 7.1% | 781 | 886 | 13.4% | 657 | 736 | 11.9% | 279,695 | 297,283 | 6.3% |
| Station Total | | 2,490 | 2,684 | 7.8% | 1,585 | 1,717 | 8.3% | 1,262 | 1,368 | 8.4% | 537,326 | 552,873 | 2.9% |
| Pulaski | <i>Blue Line</i> | 1,956 | 2,201 | 12.5% | 1,572 | 1,650 | 5.0% | 1,251 | 1,417 | 13.2% | 461,960 | 481,719 | 4.3% |
| Cicero | <i>Blue Line</i> | 1,548 | 1,708 | 10.3% | 959 | 1,191 | 24.2% | 779 | 867 | 11.3% | 332,695 | 354,558 | 6.6% |
| Austin | <i>Blue Line</i> | | | | | | | | | | | | |
| Austin (Main Entrance) | | 1,675 | 1,683 | 0.5% | 999 | 947 | -5.2% | 734 | 682 | -7.1% | 347,547 | 345,809 | -0.5% |
| Austin (Lombard) | | 742 | 688 | -7.2% | 217 | 238 | 9.7% | 148 | 149 | 0.9% | 129,422 | 131,197 | 1.4% |
| Station Total | | 2,417 | 2,371 | -1.9% | 1,216 | 1,185 | -2.5% | 882 | 831 | -5.8% | 476,969 | 477,006 | 0.0% |
| Oak Park | <i>Blue Line</i> | | | | | | | | | | | | |
| Oak Park (Main Entrance) | | 1,478 | 1,493 | 1.0% | 758 | 734 | -3.2% | 471 | 485 | 2.9% | 306,449 | 310,842 | 1.4% |
| Oak Park (East) | | 542 | 556 | 2.7% | 142 | 150 | 5.3% | 101 | 103 | 2.6% | 100,977 | 105,958 | 4.9% |
| Station Total | | 2,020 | 2,049 | 1.4% | 900 | 884 | -1.8% | 572 | 588 | 2.8% | 407,426 | 416,800 | 2.3% |
| Harlem | <i>Blue Line</i> | | | | | | | | | | | | |
| Harlem | | 918 | 963 | 5.0% | 630 | 618 | -1.8% | 460 | 466 | 1.3% | 197,716 | 203,946 | 3.2% |
| Harlem (Circle) | | 267 | 349 | 31.0% | 142 | 143 | 0.8% | 97 | 102 | 4.6% | 59,016 | 67,366 | 14.1% |
| Station Total | | 1,185 | 1,312 | 10.7% | 772 | 761 | -1.4% | 557 | 568 | 2.0% | 256,732 | 271,312 | 5.7% |
|  Forest Park | <i>Blue Line</i> | 4,035 | 4,174 | 3.4% | 2,023 | 2,156 | 6.6% | 1,528 | 1,583 | 3.6% | 875,710 | 870,414 | -0.6% |
| Blue Line - Forest Park Total | | 35,442 | 37,732 | 6.5% | 17,546 | 18,060 | 2.9% | 12,929 | 13,346 | 3.2% | 7,112,226 | 7,255,622 | 2.0% |
| Pink Line | | | | | | | | | | | | | |
|  Polk | <i>Pink Line</i> | 3,729 | 3,749 | 0.6% | 1,062 | 1,054 | -0.7% | 732 | 719 | -1.7% | 706,239 | 720,321 | 2.0% |
|  18th | <i>Pink Line</i> | 2,034 | 2,143 | 5.3% | 1,417 | 1,574 | 11.1% | 1,013 | 1,075 | 6.2% | 442,127 | 472,380 | 6.8% |


 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|------------------|-----------------|--------|--------|------------------|--------|-------|----------------|--------|--------|----------------------|---------|--------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  Damen | <i>Pink Line</i> | | | | | | | | | | | | |
|  Damen | | 1,164 | 1,253 | 7.6% | 746 | 718 | -3.7% | 483 | 492 | 1.9% | 242,901 | 251,514 | 3.5% |
| Damen (Hoyne) | | 453 | 509 | 12.3% | 238 | 301 | 26.7% | 179 | 226 | 26.7% | 95,909 | 106,928 | 11.5% |
| Station Total | | 1,617 | 1,762 | 9.0% | 984 | 1,019 | 3.6% | 662 | 718 | 8.5% | 338,810 | 358,442 | 5.8% |
|  Western | <i>Pink Line</i> | | | | | | | | | | | | |
|  Western | | 1,219 | 1,251 | 2.6% | 767 | 796 | 3.8% | 579 | 606 | 4.7% | 253,139 | 271,620 | 7.3% |
| Western (West) | | 89 | 117 | 31.4% | 49 | 59 | 20.0% | 35 | 42 | 19.1% | 20,147 | 20,022 | -0.6% |
| Station Total | | 1,308 | 1,368 | 4.6% | 816 | 855 | 4.8% | 614 | 648 | 5.5% | 273,286 | 291,642 | 6.7% |
|  California | <i>Pink Line</i> | | | | | | | | | | | | |
|  California | | 1,508 | 1,581 | 4.8% | 933 | 980 | 5.1% | 682 | 688 | 0.8% | 322,728 | 331,310 | 2.7% |
| California (West) | | 86 | 70 | -19.0% | 44 | 47 | 6.7% | 30 | 27 | -10.8% | 18,652 | 14,845 | -20.4% |
| Station Total | | 1,594 | 1,651 | 3.6% | 977 | 1,027 | 5.1% | 712 | 715 | 0.4% | 341,380 | 346,155 | 1.4% |
|  Kedzie | <i>Pink Line</i> | | | | | | | | | | | | |
|  Kedzie | | 1,060 | 999 | -5.7% | 653 | 679 | 3.8% | 512 | 506 | -1.2% | 217,314 | 223,000 | 2.6% |
| Kedzie (East) | | 170 | 213 | 25.3% | 104 | 126 | 20.7% | 68 | 92 | 34.9% | 39,861 | 44,769 | 12.3% |
| Station Total | | 1,230 | 1,212 | -1.5% | 757 | 805 | 6.3% | 580 | 598 | 3.1% | 257,175 | 267,769 | 4.1% |
|  Central Park | <i>Pink Line</i> | | | | | | | | | | | | |
|  Central Park | | 1,292 | 1,249 | -3.4% | 768 | 750 | -2.3% | 614 | 594 | -3.3% | 256,889 | 257,865 | 0.4% |
| Central Park (East) | | 164 | 263 | 60.3% | 103 | 143 | 39.6% | 46 | 107 | 133.1% | 49,022 | 50,631 | 3.3% |
| Station Total | | 1,456 | 1,512 | 3.8% | 871 | 893 | 2.5% | 660 | 701 | 6.2% | 305,911 | 308,496 | 0.8% |
|  Pulaski | <i>Pink Line</i> | 1,317 | 1,400 | 6.3% | 861 | 903 | 4.8% | 649 | 707 | 8.9% | 288,537 | 308,232 | 6.8% |
|  Kostner | <i>Pink Line</i> | | | | | | | | | | | | |
|  Kostner | | 370 | 398 | 7.6% | 192 | 217 | 13.1% | 151 | 160 | 6.1% | 75,221 | 94,169 | 25.2% |















 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|-------------------------|---------------|-------------|------------------|---------------|-------------|----------------|--------------|-------------|----------------------|------------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| <i>Kildare</i> | 184 | 224 | 21.2% | 113 | 143 | 25.8% | 104 | 124 | 19.6% | 38,289 | 34,822 | -9.1% |
| Station Total | 554 | 622 | 12.3% | 305 | 360 | 18.0% | 255 | 284 | 11.4% | 113,510 | 128,991 | 13.6% |
|  Cicero | <i>Pink Line</i> 1,383 | 1,468 | 6.1% | 992 | 1,034 | 4.2% | 786 | 845 | 7.5% | 321,595 | 334,389 | 4.0% |
|  54th/Cermak | <i>Pink Line</i> | | | | | | | | | | | |
|  54th/Cermak (Main Entrance) | 955 | 839 | -12.2% | 670 | 573 | -14.6% | 489 | 463 | -5.2% | 197,704 | 203,557 | 3.0% |
| 54th/Cermak (54th Ave) | 354 | 500 | 41.0% | 193 | 250 | 29.4% | 155 | 209 | 34.6% | 91,541 | 131,438 | 43.6% |
| 54th/Cermak (Laramie) | 1,017 | 1,178 | 15.9% | 457 | 539 | 17.9% | 326 | 342 | 4.8% | 209,326 | 182,528 | -12.8% |
| Station Total | 2,326 | 2,517 | 8.2% | 1,320 | 1,362 | 3.2% | 970 | 1,014 | 4.5% | 498,571 | 517,523 | 3.8% |
| Pink Line Total | 18,548 | 19,404 | 4.6% | 10,362 | 10,886 | 5.1% | 7,633 | 8,024 | 5.1% | 3,887,141 | 4,054,340 | 4.3% |
| Green Line - Lake Street | | | | | | | | | | | | |
|  Harlem | <i>Green Line</i> | | | | | | | | | | | |
| Harlem (Main Entrance) | 1,918 | 1,885 | -1.7% | 1,247 | 1,218 | -2.3% | 758 | 762 | 0.6% | 394,633 | 405,427 | 2.7% |
|  Harlem (Marion) | 2,372 | 2,420 | 2.0% | 1,561 | 1,636 | 4.8% | 1,121 | 1,165 | 4.0% | 521,399 | 556,041 | 6.6% |
| Station Total | 4,290 | 4,305 | 0.3% | 2,808 | 2,854 | 1.6% | 1,879 | 1,927 | 2.6% | 916,032 | 961,468 | 5.0% |
| Oak Park | <i>Green Line</i> 1,744 | 1,793 | 2.8% | 999 | 1,016 | 1.7% | 709 | 743 | 4.8% | 368,085 | 387,311 | 5.2% |
| Ridgeland | <i>Green Line</i> 1,476 | 1,446 | -2.0% | 640 | 598 | -6.6% | 434 | 387 | -10.7% | 300,251 | 294,039 | -2.1% |
| Austin | <i>Green Line</i> 2,163 | 2,238 | 3.5% | 1,321 | 1,346 | 1.9% | 918 | 994 | 8.3% | 461,625 | 481,719 | 4.4% |
|  Central | <i>Green Line</i> 2,444 | 2,555 | 4.6% | 1,446 | 1,710 | 18.2% | 1,186 | 1,290 | 8.7% | 546,596 | 552,937 | 1.2% |
|  Laramie | <i>Green Line</i> 1,607 | 1,647 | 2.5% | 1,093 | 1,070 | -2.2% | 764 | 842 | 10.3% | 335,565 | 346,761 | 3.3% |
|  Cicero | <i>Green Line</i> 1,559 | 1,860 | 19.3% | 1,122 | 1,301 | 16.0% | 841 | 985 | 17.1% | 337,291 | 376,685 | 11.7% |
|  Pulaski | <i>Green Line</i> | | | | | | | | | | | |
|  Pulaski (Inbound) | 1,489 | 1,603 | 7.6% | 965 | 1,112 | 15.2% | 751 | 796 | 6.1% | 352,946 | 340,366 | -3.6% |
|  Pulaski (Outbound) | 433 | 497 | 14.7% | 325 | 430 | 32.1% | 253 | 317 | 25.3% | 113,244 | 108,773 | -3.9% |
| Station Total | 1,922 | 2,100 | 9.3% | 1,290 | 1,542 | 19.5% | 1,004 | 1,113 | 10.9% | 466,190 | 449,139 | -3.7% |

















 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|--------------|-----------------|---------------|-------------|------------------|---------------|-------------|----------------|---------------|-------------|----------------------|------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  Conservatory | Green Line | | | | | | | | | | | | |
|  Conservatory Drive Inbound | | 677 | 647 | -4.4% | 412 | 412 | 0.1% | 305 | 333 | 9.3% | 141,971 | 143,918 | 1.4% |
|  Conservatory Drive Outbound | | 239 | 214 | -10.7% | 136 | 129 | -5.6% | 116 | 113 | -2.3% | 41,916 | 43,382 | 3.5% |
| Central Park Inbound | | 90 | 235 | 159.4% | 76 | 156 | 105.4% | 64 | 119 | 84.4% | 20,419 | 40,583 | 98.8% |
| Central Park Outbound | | 5 | 0 | | 6 | 0 | | 6 | 0 | | 9,452 | 4,188 | -55.7% |
| Station Total | | 1,011 | 1,096 | 8.4% | 630 | 697 | 10.6% | 491 | 565 | 15.1% | 213,758 | 232,071 | 8.6% |
|  Kedzie | Green Line | 2,055 | 1,911 | -7.0% | 1,397 | 1,155 | -17.4% | 1,105 | 905 | -18.1% | 371,133 | 381,899 | 2.9% |
|  California | Green Line | 1,225 | 1,287 | 5.1% | 754 | 773 | 2.5% | 569 | 644 | 13.2% | 254,817 | 273,160 | 7.2% |
|  Ashland | Green & Pink | | | | | | | | | | | | |
|  Ashland (Main Entrance) | | 2,354 | 2,239 | -4.9% | 1,381 | 1,438 | 4.2% | 1,351 | 1,142 | -15.4% | 522,589 | 500,901 | -4.2% |
| Ashland (Justine Inbound) | | 185 | 269 | 45.0% | 120 | 188 | 56.6% | 64 | 101 | 57.2% | 49,693 | 62,110 | 25.0% |
| Ashland (Justine Outbound) | | 102 | 127 | 24.3% | 54 | 80 | 46.9% | 64 | 62 | -3.5% | 17,924 | 21,368 | 19.2% |
| Station Total | | 2,641 | 2,635 | -0.2% | 1,555 | 1,706 | 9.7% | 1,479 | 1,305 | -11.8% | 590,206 | 584,379 | -1.0% |
|  Morgan | Green & Pink | | | | | | | | | | | | |
|  Morgan (Outbound) | | 516 | 702 | 36.2% | 321 | 417 | 30.1% | 211 | 292 | 38.3% | 109,803 | 131,843 | 20.1% |
|  Morgan (Inbound) | | 1,574 | 1,778 | 13.0% | 901 | 1,067 | 18.3% | 668 | 732 | 9.6% | 335,705 | 394,924 | 17.6% |
| Station Total | | 2,090 | 2,480 | 18.7% | 1,222 | 1,484 | 21.4% | 879 | 1,024 | 16.5% | 445,508 | 526,767 | 18.2% |
|  Clinton | Green & Pink | 4,509 | 4,189 | -7.1% | 1,638 | 1,474 | -10.0% | 1,150 | 1,144 | -0.5% | 955,908 | 894,079 | -6.5% |
| Green Line - Lake Street Total | | 30,736 | 31,542 | 2.6% | 17,915 | 18,726 | 4.5% | 13,408 | 13,868 | 3.4% | 6,562,965 | 6,742,414 | 2.7% |
| Green Line - South Elevated | | | | | | | | | | | | | |
|  35-Bronzeville-IIT | Green Line | | | | | | | | | | | | |
|  35-Bronzeville-IIT (Main Entrance) | | 5,871 | 1,684 | -71.3% | 4,416 | 1,086 | -75.4% | 2,692 | 715 | -73.4% | 767,235 | 363,020 | -52.7% |
| 35-Bronzeville-IIT (34th) | | 907 | 907 | -0.1% | 626 | 684 | 9.2% | 415 | 462 | 11.4% | 211,687 | 166,126 | -21.5% |











 indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|---|-------------------------|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|------------------|------------------|---------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| Station Total | | 6,778 | 2,591 | -61.8% | 5,042 | 1,770 | -64.9% | 3,107 | 1,177 | -62.1% | 978,922 | 529,146 | -45.9% | |
|  | Indiana | Green Line | 1,651 | 1,131 | -31.5% | 1,251 | 576 | -54.0% | 716 | 506 | -29.3% | 277,227 | 238,986 | -13.8% |
|  | 43rd | Green Line | 1,777 | 1,265 | -28.8% | 1,103 | 708 | -35.9% | 827 | 563 | -32.0% | 308,506 | 274,779 | -10.9% |
|  | 47th | Green Line | 2,478 | 1,633 | -34.1% | 1,724 | 1,005 | -41.7% | 1,279 | 761 | -40.5% | 430,921 | 352,146 | -18.3% |
|  | 51st | Green Line | 1,821 | 1,191 | -34.6% | 1,342 | 771 | -42.5% | 1,060 | 662 | -37.5% | 338,230 | 273,757 | -19.1% |
|  | Garfield | Green Line | 16,316 | 1,629 | -90.0% | 10,314 | 956 | -90.7% | 7,711 | 748 | -90.3% | 1,901,687 | 371,881 | -80.4% |
| Green Line - South Elevated Total | | | 30,821 | 9,440 | -69.4% | 20,776 | 5,786 | -72.2% | 14,700 | 4,417 | -70.0% | 4,235,493 | 2,040,695 | -51.8% |
| Green Line - East 63rd Branch | | | | | | | | | | | | | | |
|  | King Drive | Green Line | 1,170 | 724 | -38.1% | 782 | 469 | -40.1% | 624 | 375 | -39.9% | 215,323 | 161,377 | -25.1% |
|  | East 63rd-Cottage Grove | Green Line | 2,459 | 1,488 | -39.5% | 1,545 | 886 | -42.7% | 1,274 | 776 | -39.1% | 435,283 | 335,711 | -22.9% |
| Green Line - East 63rd Branch Total | | | 3,629 | 2,212 | -39.0% | 2,327 | 1,355 | -41.8% | 1,898 | 1,151 | -39.4% | 650,606 | 497,088 | -23.6% |
| Green Line - Ashland/63rd Branch | | | | | | | | | | | | | | |
|  | Halsted | Green Line | 2,708 | 1,004 | -62.9% | 1,625 | 523 | -67.8% | 1,144 | 366 | -68.0% | 367,729 | 204,978 | -44.3% |
|  | Ashland/63rd | Green Line | 3,741 | 1,726 | -53.9% | 2,386 | 1,045 | -56.2% | 1,830 | 807 | -55.9% | 572,105 | 359,930 | -37.1% |
| Green Line - Ashland/63rd Branch Total | | | 6,449 | 2,730 | -57.7% | 4,011 | 1,568 | -60.9% | 2,974 | 1,173 | -60.6% | 939,834 | 564,908 | -39.9% |
| Brown Line | | | | | | | | | | | | | | |
|  | Kimball | Brown Line | 4,563 | 4,658 | 2.1% | 3,008 | 2,961 | -1.6% | 1,984 | 2,000 | 0.8% | 943,648 | 998,214 | 5.8% |
|  | Kedzie | Brown Line | | | | | | | | | | | | |
|  | Kedzie | | 1,770 | 1,612 | -8.9% | 1,393 | 1,274 | -8.5% | 1,009 | 884 | -12.4% | 409,259 | 385,010 | -5.9% |
| | Kedzie (Spaulding) | | 526 | 566 | 7.6% | 351 | 346 | -1.4% | 227 | 256 | 12.9% | 105,363 | 122,084 | 15.9% |
| Station Total | | | 2,296 | 2,178 | -5.1% | 1,744 | 1,620 | -7.1% | 1,236 | 1,140 | -7.8% | 514,622 | 507,094 | -1.5% |
|  | Francisco | Brown Line | | | | | | | | | | | | |
|  | Francisco | | 946 | 846 | -10.5% | 540 | 489 | -9.5% | 337 | 314 | -6.9% | 192,438 | 184,258 | -4.3% |





 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------------|--------|-------|------------------|--------|--------|----------------|--------|--------|----------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| <i>Francisco (Sacramento)</i> | 738 | 809 | 9.6% | 442 | 452 | 2.2% | 279 | 318 | 14.0% | 164,584 | 171,647 | 4.3% |
| Station Total | 1,684 | 1,655 | -1.7% | 982 | 941 | -4.2% | 616 | 632 | 2.6% | 357,022 | 355,905 | -0.3% |
|  Rockwell <i>Brown Line</i> | 1,951 | 1,941 | -0.5% | 1,123 | 1,059 | -5.7% | 738 | 633 | -14.2% | 422,534 | 438,047 | 3.7% |
|  Western <i>Brown Line</i> | 4,496 | 4,395 | -2.2% | 3,897 | 3,545 | -9.0% | 2,239 | 2,110 | -5.8% | 1,022,510 | 1,043,703 | 2.1% |
|  Damen <i>Brown Line</i> | 2,749 | 2,759 | 0.4% | 1,655 | 1,673 | 1.1% | 1,041 | 1,027 | -1.3% | 592,990 | 611,384 | 3.1% |
|  Montrose <i>Brown Line</i> | 3,022 | 2,907 | -3.8% | 1,903 | 1,788 | -6.0% | 1,201 | 1,095 | -8.8% | 659,345 | 669,233 | 1.5% |
|  Irving Park <i>Brown Line</i> | 3,317 | 3,315 | -0.1% | 1,997 | 1,965 | -1.6% | 1,213 | 1,154 | -4.8% | 724,388 | 754,214 | 4.1% |
|  Addison <i>Brown Line</i> | 2,745 | 2,665 | -2.9% | 1,546 | 1,422 | -8.0% | 896 | 832 | -7.2% | 566,048 | 574,319 | 1.5% |
|  Paulina <i>Brown Line</i> | | | | | | | | | | | | |
|  Paulina | 2,231 | 2,111 | -5.4% | 1,710 | 1,506 | -11.9% | 942 | 912 | -3.2% | 489,885 | 491,172 | 0.3% |
| <i>Paulina (East Inbound)</i> | 603 | 631 | 4.7% | 266 | 292 | 10.0% | 163 | 199 | 22.3% | 134,504 | 147,892 | 10.0% |
| <i>Paulina (East Outbound)</i> | 120 | 115 | -4.7% | 107 | 102 | -4.7% | 80 | 79 | -1.7% | 33,064 | 25,283 | -23.5% |
| Station Total | 2,954 | 2,857 | -3.3% | 2,083 | 1,900 | -8.8% | 1,185 | 1,190 | 0.4% | 657,453 | 664,347 | 1.0% |
|  Southport <i>Brown Line</i> | 3,469 | 3,502 | 0.9% | 2,756 | 2,741 | -0.6% | 1,687 | 1,768 | 4.8% | 783,624 | 807,240 | 3.0% |
|  Wellington <i>Brown & Purple Express</i> | 3,219 | 3,145 | -2.3% | 1,925 | 1,707 | -11.3% | 1,129 | 1,016 | -10.0% | 691,764 | 716,576 | 3.6% |
|  Diversey <i>Brown & Purple Express</i> | 6,107 | 5,898 | -3.4% | 4,117 | 3,782 | -8.1% | 2,528 | 2,452 | -3.0% | 1,358,177 | 1,361,748 | 0.3% |
|  Armitage <i>Brown & Purple Express</i> | 4,719 | 4,679 | -0.8% | 2,764 | 2,683 | -2.9% | 1,716 | 1,702 | -0.8% | 992,414 | 1,000,090 | 0.8% |
|  Sedgwick <i>Brown & Purple Express</i> | 4,238 | 4,129 | -2.6% | 3,521 | 2,687 | -23.7% | 2,119 | 1,873 | -11.6% | 955,742 | 948,643 | -0.7% |
|  Chicago <i>Brown & Purple Express</i> | | | | | | | | | | | | |
|  Chicago Outbound | 2,702 | 2,513 | -7.0% | 1,649 | 1,340 | -18.7% | 1,038 | 880 | -15.2% | 590,075 | 567,599 | -3.8% |
|  Chicago Inbound | 2,129 | 2,395 | 12.5% | 905 | 1,035 | 14.3% | 565 | 600 | 6.3% | 417,689 | 479,935 | 14.9% |
| <i>Chicago (Superior) Outbound</i> | 1,321 | 1,438 | 8.8% | 493 | 459 | -7.0% | 337 | 259 | -23.1% | 301,769 | 315,119 | 4.4% |
| <i>Chicago (Superior) Inbound</i> | 969 | 1,019 | 5.2% | 232 | 210 | -9.4% | 149 | 130 | -12.8% | 183,419 | 201,082 | 9.6% |
| Station Total | 7,121 | 7,365 | 3.4% | 3,279 | 3,044 | -7.2% | 2,089 | 1,869 | -10.5% | 1,492,952 | 1,563,735 | 4.7% |

 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
|  Merchandise Mart <i>Brown & Purple Express</i> | | | | | | | | | | | | |
|  Merchandise Mart (Main Entrance) | 5,257 | 5,339 | 1.5% | 1,044 | 931 | -10.8% | 444 | 447 | 0.8% | 1,006,548 | 1,074,837 | 6.8% |
| Merchandise Mart (Kinzie Outbound) | 1,264 | 1,757 | 39.0% | 671 | 872 | 30.1% | 305 | 601 | 96.9% | 322,636 | 385,313 | 19.4% |
| Merchandise Mart (Kinzie Inbound) | 518 | 568 | 9.6% | 280 | 255 | -8.9% | 196 | 177 | -9.9% | 104,582 | 122,745 | 17.4% |
| Station Total | 7,039 | 7,664 | 8.9% | 1,995 | 2,058 | 3.2% | 945 | 1,225 | 29.6% | 1,433,766 | 1,582,895 | 10.4% |
| Brown Line Total | 65,689 | 65,712 | 0.0% | 40,295 | 37,576 | -6.7% | 24,562 | 23,718 | -3.4% | 14,168,999 | 14,597,387 | 3.0% |
| Orange Line | | | | | | | | | | | | |
|  Midway Airport <i>Orange Line</i> | 9,895 | 9,931 | 0.4% | 5,015 | 5,084 | 1.4% | 4,587 | 4,953 | 8.0% | 2,080,585 | 2,099,226 | 0.9% |
|  Pulaski <i>Orange Line</i> | 5,777 | 5,990 | 3.7% | 2,535 | 2,635 | 3.9% | 1,718 | 1,846 | 7.4% | 1,149,901 | 1,140,863 | -0.8% |
|  Kedzie <i>Orange Line</i> | 3,835 | 2,994 | -21.9% | 2,066 | 1,651 | -20.1% | 1,395 | 1,158 | -17.0% | 778,479 | 723,617 | -7.0% |
|  Western <i>Orange Line</i> | 4,295 | 5,177 | 20.5% | 2,184 | 2,560 | 17.2% | 1,554 | 1,812 | 16.6% | 856,068 | 935,076 | 9.2% |
|  35th/Archer <i>Orange Line</i> | 3,531 | 3,376 | -4.4% | 1,814 | 1,759 | -3.0% | 1,243 | 1,243 | 0.0% | 693,769 | 699,160 | 0.8% |
|  Ashland <i>Orange Line</i> | 1,961 | 1,779 | -9.3% | 1,195 | 982 | -17.8% | 834 | 728 | -12.7% | 396,408 | 371,885 | -6.2% |
|  Halsted <i>Orange Line</i> | 3,663 | 3,358 | -8.3% | 1,741 | 1,497 | -14.0% | 1,196 | 1,093 | -8.6% | 662,688 | 674,971 | 1.9% |
| Orange Line Total | 32,957 | 32,605 | -1.1% | 16,550 | 16,168 | -2.3% | 12,527 | 12,833 | 2.4% | 6,617,898 | 6,644,798 | 0.4% |
| Loop | | | | | | | | | | | | |
|  Washington/Wells <i>Brown, Orange, Pink, Purple Express</i> | 8,058 | 7,799 | -3.2% | 1,547 | 1,405 | -9.2% | 975 | 944 | -3.2% | 1,513,774 | 1,560,777 | 3.1% |
| Quincy/Wells <i>Brown, Orange, Pink, Purple Express</i> | | | | | | | | | | | | |
| Quincy/Wells (inner) | 5,646 | 5,617 | -0.5% | 683 | 867 | 26.9% | 762 | 757 | -0.6% | 1,068,366 | 1,127,444 | 5.5% |
| Quincy/Wells (outer) | 2,796 | 2,705 | -3.3% | 1,401 | 1,095 | -21.9% | 1,052 | 1,003 | -4.6% | 585,751 | 617,186 | 5.4% |
| Station Total | 8,442 | 8,322 | -1.4% | 2,084 | 1,962 | -5.9% | 1,814 | 1,760 | -3.0% | 1,654,117 | 1,744,630 | 5.5% |
| LaSalle/Van Buren <i>Brown, Orange, Pink, Purple Express</i> | | | | | | | | | | | | |
| LaSalle/Van Buren (inner) | 1,777 | 1,612 | -9.2% | 307 | 218 | -29.0% | 231 | 153 | -33.9% | 313,630 | 302,701 | -3.5% |

 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| LaSalle/Van Buren (outer) | 1,304 | 1,370 | 5.0% | 369 | 378 | 2.6% | 206 | 256 | 24.1% | 278,594 | 326,030 | 17.0% |
| Station Total | 3,081 | 2,982 | -3.2% | 676 | 596 | -11.8% | 437 | 409 | -6.4% | 592,224 | 628,731 | 6.2% |
|  Harold Washington Library <i>Brown, Orange, Pink, Purple Express</i> | 4,741 | 4,628 | -2.4% | 2,313 | 2,297 | -0.7% | 1,599 | 1,611 | 0.8% | 944,330 | 929,792 | -1.5% |
| Adams/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | 7,774 | 7,715 | -0.8% | 3,678 | 3,378 | -8.2% | 2,600 | 2,467 | -5.1% | 1,650,654 | 1,614,658 | -2.2% |
| Madison/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | 7,632 | 7,411 | -2.9% | 4,038 | 3,879 | -3.9% | 2,714 | 2,501 | -7.8% | 1,573,271 | 1,596,468 | 1.5% |
| Randolph/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | | | | | | | | | | | | |
| Randolph/Wabash (inner) | 4,006 | 3,959 | -1.2% | 1,992 | 2,190 | 9.9% | 1,710 | 1,670 | -2.3% | 868,926 | 886,148 | 2.0% |
| Randolph/Wabash (outer) | 3,689 | 3,462 | -6.2% | 2,254 | 1,830 | -18.8% | 1,314 | 1,235 | -6.0% | 786,169 | 791,656 | 0.7% |
| Station Total | 7,695 | 7,421 | -3.6% | 4,246 | 4,020 | -5.3% | 3,024 | 2,905 | -3.9% | 1,655,095 | 1,677,804 | 1.4% |
| State/Lake <i>Brown, Orange, Pink, Purple Express, Green</i> | | | | | | | | | | | | |
| State/Lake (inner) | 5,009 | 4,871 | -2.8% | 2,575 | 2,841 | 10.3% | 2,417 | 2,369 | -2.0% | 957,970 | 975,842 | 1.9% |
| State/Lake (outer) | 6,144 | 6,052 | -1.5% | 3,959 | 3,604 | -9.0% | 2,596 | 2,457 | -5.3% | 1,298,743 | 1,340,494 | 3.2% |
| Station Total | 11,153 | 10,923 | -2.1% | 6,534 | 6,445 | -1.4% | 5,013 | 4,826 | -3.7% | 2,256,713 | 2,316,336 | 2.6% |
|  Clark/Lake <i>Brown, Orange, Pink, Purple Express, Green, Blue</i> | | | | | | | | | | | | |
| Clark/Lake (Wells) | 2,437 | 2,824 | 15.9% | 422 | 527 | 24.8% | 267 | 353 | 32.3% | 467,435 | 566,525 | 21.2% |
|  Clark/Lake (Thompson Center) | 8,709 | 8,630 | -0.9% | 2,938 | 2,832 | -3.6% | 2,487 | 2,396 | -3.7% | 1,833,436 | 1,777,316 | -3.1% |
|  Clark/Lake (203 N. LaSalle) | 9,014 | 8,867 | -1.6% | 3,700 | 3,458 | -6.5% | 3,158 | 2,957 | -6.4% | 1,898,968 | 1,838,174 | -3.2% |
| Station Total | 20,160 | 20,321 | 0.8% | 7,060 | 6,817 | -3.4% | 5,912 | 5,706 | -3.5% | 4,199,839 | 4,182,015 | -0.4% |
| Loop Total | 78,736 | 77,522 | -1.5% | 32,176 | 30,799 | -4.3% | 24,088 | 23,129 | -4.0% | 16,040,017 | 16,251,211 | 1.3% |

Average Weekday Cross-Platform Transfers

This table shows the estimated number of unpaid / non-farecard transfers made between lines throughout the rail system on an average weekday.

| Location | Transfers | % of total |
|-------------------------|------------------|-------------------|
| Belmont/Fullerton | 40,361 | 27.9% |
| Clark/Lake | 29,758 | 20.6% |
| Jackson (Red/Blue) | 25,700 | 17.8% |
| Roosevelt | 17,594 | 12.2% |
| Howard | 15,285 | 10.6% |
| Loop (not Clark/Lake) | 12,170 | 8.4% |
| West Side (Green/Pink) | 3,683 | 2.5% |
| Garfield-South Elevated | 41 | 0.0% |
| System Total | 144,593 | |