Existing Conditions and Corridor Identification

TECHNICAL MEMORANDUM

Pulse Harlem Line

September 2026

PULSE pace Connecting Communities HNTB

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1 Introduction

1.1 Pulse: Pace's Arterial Bus Rapid Transit Program

Through Pace's strategic vision plan, *Driving Innovation*, the agency is committed to advancing the Pulse arterial bus rapid transit program. The Pulse program mission is to provide fast, frequent, and reliable bus service on heavily traveled corridors in northeastern Illinois. The Pulse program enhances the transit experience by offering high-quality service and amenities to passengers, and includes the following features:

- Frequency of every 15 minutes or better at most hours, seven days per week;
- Limited stops and bus priority features through innovations such as transit signal priority (TSP)[1] that make service more reliable and direct;
- Pulse-branded buses with Wi-Fi and interior digital information screens; and
- Modern, easy-to-identify stations with improved ADA accessibility, heated shelters designed with community expression, pavement snowmelt systems, benches, bike racks, trash receptacles, real-time bus arrival information, and near-level boarding platforms to make it easier to get on and off the bus.

Pace has implemented two Pulse Lines, including service along Milwaukee Avenue in 2019 and service along Dempster Street in 2023. Three more Pulse Lines, on Halsted Street, 95th Street, and Cermak Road/22nd Street, are in various stages of planning and design and are expected to enter service in 2028-2031. The Pulse Harlem Line will be Pace's sixth Pulse Line when it opens for service.

1.2 Project Background

The Harlem Avenue corridor was originally identified as a potential location for rapid transit service as part of Pace's previous strategic plan, *Vision 2020*, in 2001, and reaffirmed as one of six near-term priority Pulse corridors in *Driving Innovation* (2021). The corridor has been studied in various capacities over the last few decades, culminating with the joint Pace and Regional Transportation Authority (RTA) *Central Harlem Avenue Corridor Study* (2018), providing a tailored analysis and set of recommendations for potential Pulse service along Harlem Avenue. This *Existing Conditions and Corridor Identification Technical Memorandum* builds upon previous efforts to review transit markets and related built environment components to understand the current needs in the corridor. It also will develop initial alignment and station recommendations to support upcoming Project Definition technical work and coordination activities. Upon its

[1] TSP is being implemented in a separate program from Pulse but is prioritizing current and future Pulse corridors.

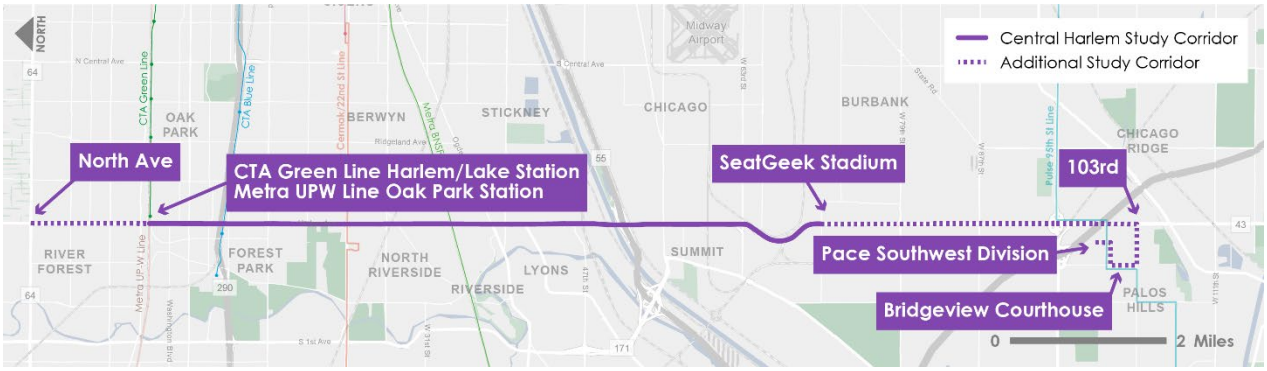
completion, the Pulse Harlem Line Project Definition Study will identify corridor extents, station locations, and relevant service recommendations, along with conceptual station design, related infrastructure, and bus priority potential for the corridor. The study will also establish a basis for National Environmental Policy Act (NEPA) documentation, design, and engineering activities that will be conducted in future phases.

1.3 Project Study Corridor

This Existing Conditions report studied a corridor of approximately 15 miles, mostly along Harlem Avenue. The Central Harlem Avenue Corridor Study examined the area from North Avenue to 71st Street; however, to further explore existing service markets and connections to future Pulse services, the corridor was extended on both the northern and southern ends for this report. The northern extent mirrors Pace Route 307's alignment to Grand Avenue, and the southern extent was extended to 103rd Street to explore additional markets and connections with the future Pulse 95th Street Line.

The study corridor is located entirely within Cook County and intersects 18 municipalities: Chicago, Elmwood Park, River Forest, Oak Park, Forest Park, Berwyn, North Riverside, Riverside, Stickney, Lyons, Forest View, Summit, Bedford Park, Bridgeview, Burbank, Oak Lawn, Palos Hills, and Chicago Ridge. The Illinois Department of Transportation (IDOT) has jurisdiction over most of the roadway in the corridor. An overview map of the corridor is provided in **Figure 1-1**. The corridor is mostly served by Pace Routes 307 and 386, with Pace Route 318 and Chicago Transit Authority (CTA) Route 90 operating north of Madison St and the CTA Green Line Harlem/Lake Station, respectively. The corridor also includes several major public transit access and transfer points, including the CTA Green and Blue Lines, Metra Union Pacific West (UPW) and BNSF Lines, and future Pulse Lines along North Avenue, Cermak/22nd Street, and 95th Street. When analyzing land use, demographics, and travel patterns, a half-mile buffer around the corridor was studied.

FIGURE 1-1. STUDY CORRIDOR EXTENTS



2 Summary of Key Findings

This section summarizes the key findings documented throughout this technical memorandum. Additional details, methodologies, and sources are provided in the sections that follow. These findings are intended to facilitate further discussion with Pace and relevant stakeholders in later phases of the study, and to support the development of the Pulse Harlem Line Project Definition Study Report.

2.1 Planning Review

A review of 20 planning studies was conducted to understand relevant planning work that will align the Pulse Harlem Line Project Definition Study with communities' visions and goals for transportation and land use. The corridor has been extensively studied in the past with an abundance of recommendations for improved transit service and transit-supportive infrastructure. The plan review included documents created by Pace and partner agencies like the RTA and Cook County Department of Transportation and Highways, Cook County, as well as municipalities along the corridor. Special attention was paid to plan goals related to transit, pedestrian access, land use, and redevelopments due to their potential influence on the future Pulse Harlem Line. In addition, Pace is currently undergoing a fixed route bus network restructuring study entitled *ReVision*, which will likely include changes to underlying and connecting local services.

Ten "Key" plans were summarized in more detail due to their more relevant infrastructure, land development, and policy recommendations. These plans include the most recent corridor transit planning efforts and recent local studies that may have the most potential to affect the success of the Pulse Harlem Line investment based on their impact on the safety and convenience of transit users accessing Pulse stations. Previous rapid transit recommendations for the Harlem Avenue and North Avenue corridors were developed in the Central Harlem Avenue Corridor Study (combined effort between the RTA and Pace) and Pace's North Avenue Corridor Plan.

These efforts highlight the need to provide and improve transit service along these corridors. They collectively provide service recommendations including initial alignment, station locations, and frequencies for rapid transit service.

2.2 Corridor Overview

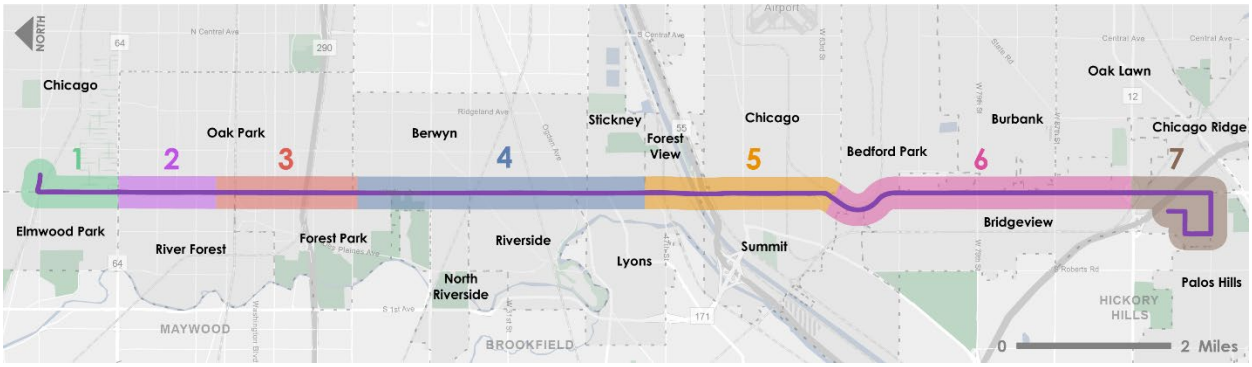
The study corridor extends approximately 15 miles along Harlem Avenue from the bus turnaround at Grand Avenue and Nordica Avenue in Chicago to 103rd Street and Pace Southwest Division in Bridgeview. Roughly one half mile around the corridor was included in the study area.

The study area ranges from dense mixed-use areas to major industrial and intermodal centers. It also includes several major public transit access and transfer points, including the CTA Green and Blue Lines, Metra UPW and BNSF Lines, and the future Pulse Cermak/22nd Street and 95th Street Lines. Major destinations and trip generators include these transfer points, as well as Fenwick High School, Concordia University, downtown Oak Park, Morton West High School, North Riverside Park Mall, SeatGeek Stadium, and the Bridgeview Courthouse. Connecting bus service to Midway Airport may also be a major ridership generator, especially with future planned service increases.

The corridor was divided into seven segments based on changes in built environment, roadway characteristics, and jurisdictional or physical boundaries.

- Segment 1: Grand Avenue to North Avenue.
- Segment 2: North Avenue to Quick Avenue/Ontario Street.
- Segment 3: Quick Avenue/Ontario Street to Roosevelt Road.
- Segment 4: Roosevelt Road to 46th/47th Street.
- Segment 5: 46th/47th Street to 63rd Place.
- Segment 6: 63rd Place to 95th Street.
- Segment 7: 95th Street to 103rd Street.

FIGURE 2-1. HARLEM SEGMENT MAP



Overall, the land use in the study area is supportive of transit. The largest portion of land use is residential single-family at 39% of total land area. The second largest portion of land use is transportation, communication, and utilities at 14%, followed by industrial at 11% of total land area. On the northern end of the study area, higher portions of land use dedicated to multifamily residential and mixed-use commercial create the strongest conditions for transit usage. In the middle and southern portions of the study

area, the industrial and commercial areas can also be supportive of transit usage with the high number of jobs and shoppers typically linked to those land uses.

Roadway conditions, configurations, and design vary along the corridor. The northern end generally has narrower right-of-way, lower annual average daily traffic, and lower speed limits than the southern end. Sidewalks are largely present throughout. Speed limits on the northern end are typically 30 or 35 miles per hour (mph), while the majority of the southern portion is 40 mph. **The northern end of the corridor has a more transit-supportive and pedestrian-friendly environment due to lower speeds and narrower roadways; however, these conditions limit the feasibility of some bus priority treatments and station designs. The southern end will likely have more space for station infrastructure and features such as bus lanes and queue jumps.**

2.3 Transit Market Analysis

The study area encompasses approximately 26 square miles, 158,000 residents, and 77,000 jobs. The study area is diverse and varies in demographic and socioeconomic composition throughout the portions of numerous municipalities it encompasses.

Population density in the study area is concentrated north of I-55, which represents 68% of the population despite representing only 44% of the land area. Population density drops significantly south of I-55 from more than 20 people per acre to about seven people per acre or less. Household density, like population density, is greatest in the northern portion and decreases south of I-55. However, the number of people per household is slightly greater in the southern portion of the study area than in the northern portion (2.6 people per household versus 2.3 people per household).

The average job density is 4.6 jobs per acre with the largest employment categories being Retail Trade, Manufacturing, and Accommodation / Food Services. These industries generally require workers to travel to a physical job site and therefore typically generate consistent travel demand. The southern end (Segments 6 and 7) represents 42% of all jobs in the study area, despite having the lowest population density of all the segments.

Forty-nine percent of households in the study area are zero-to-one-vehicle households (i.e., car-light households). Segment 3 (Oak Park, Forest Park, and River Forest) has the highest percentage of zero-to-one-vehicle households representing 67% of total households.

By 2050, the study area is projected to add nearly 20,000 residents and more than 11,000 jobs. More than half of both population and employment growth is expected south of I-55.

A review of travel patterns shows the study area has high trip volumes throughout the day with additional weekday peaks that mostly reflect traditional commuting patterns.

Most weekday trips occur between 5 a.m. to 7 p.m., with weekday trips peaking at 7 a.m. and 3 p.m. Weekend trips are consistent from 1 p.m. to 7 p.m., peaking at 7 p.m.

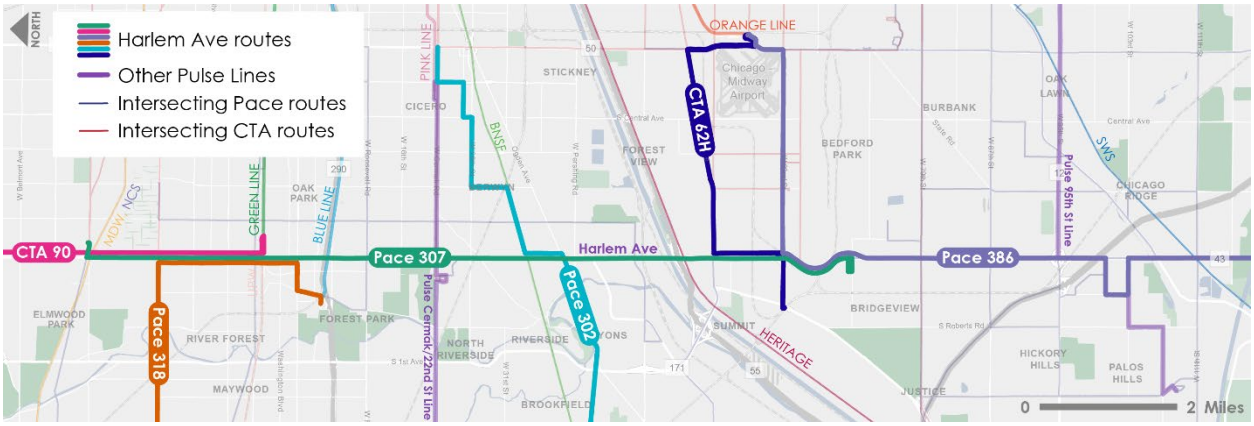
On a typical weekday, there are 1.3 million trips in the study area, concentrated around Harlem Avenue and Lake Street (Downtown Oak Park, River Forest Town Center, Metra UPW Line Oak Park Station, and CTA Green Line Harlem/Lake Station) and Harlem Avenue and Cermak Road (North Riverside Park Mall, Morton West High School, commercial corridor on Cermak). **About 35% of these trips are internal (both starting and ending in the study area), which suggests significant daily travel between industrial areas in Bridgeview and Bedford Park, Oak Park and River Forest / Elmwood Park, and the North Riverside Park Mall (and surrounding commercial areas) to Oak Park / River Forest / Elmwood Park.** External trips (trips that only begin or end in the study area) are prevalent but more dispersed, generally concentrated adjacent to commercial areas, medical institutions, and larger activity centers such as Midway Airport or downtown Chicago.

To assess the connection between North Avenue and study area corridor for future Pulse service needs and relevant context to Pace's *ReVision* study, additional analysis was performed comparing the study area to block groups along North Avenue (between Harlem Avenue and I-294). **Travel patterns indicate limited demand for connections between North Avenue and the study area.** There are only 23,000 trips between the North Avenue block groups and the study area on a given weekday, which accounts for approximately 5% of total trips.

2.4 Transit Service Assessment

Four core routes currently operate on Harlem Avenue in various segments: Pace Routes 307, 318, and 386 and CTA Route 90. Route 307 operates for approximately 11 miles along Harlem Avenue between the CTA Grand/Nordica Terminal in Chicago and the Bridgeview Transit Center in Bridgeview. On weekdays, an additional short-turn pattern operates between the CTA Green Line Harlem/Lake Station and the Bridgeview Transit Center. Pace Routes 318, 386, and CTA Route 90 operate on several shared segments along the corridor with Route 307. Pace Route 302 and CTA Route 62H also briefly run along the corridor. **Figure 2-2** shows the extents of these routes.

FIGURE 2-2. STUDY AREA SERVICE OVERVIEW



Route 307 operates for most of the corridor and was the primary route evaluated. With the short-turn, route 307 runs every 15 minutes between the CTA Green Line Harlem/Lake Station and the Bridgeview Transit Center on weekdays. On Saturdays, route 307 headways are 20 minutes between the CTA Grand/Nordica terminal and the Bridgeview Transit Center, and on Sundays, 30 minutes. **Route 307's running times vary significantly throughout the day due to congestion and delay in the corridor, increasing up to 40% during peak periods.**

Average weekday ridership on Route 307 has increased steadily since 2022. October 2025 ridership was heavily concentrated between North Avenue and Ogden Avenue, representing nearly 70% of the route's total activity. Ridership peaks during midday and into the P.M. Peak between 11 a.m. and 5 p.m. with approximately 40-60 boardings per trip, **suggesting the need to maintain frequent service throughout the day and not just during peak periods.** Two segments, Grand Avenue to North Avenue and 63rd Street to the Bridgeview Transit Center, have noticeably lower ratios of ridership activity per 1,000 residents and jobs. **This gap may indicate areas where there is opportunity to increase ridership capture.**

The most common transfers that riders make to and from Route 307 are to CTA rail stations, with transfers to the Green Line and Blue Line making up more than 50% of the top five transfers. After CTA Route 90, the bus routes with the largest numbers of transfers to and from Route 307 operate along Cermak Road (Route 322 and Route 21), **indicating that the Harlem Avenue and Cermak Road intersection is an important bus transfer point.** Many riders also transfer to CTA Route 74, which terminates at the CTA Grand/Nordica terminal.

For fall 2025, Route 307 had an overall average weekday on-time performance (OTP)[2] of 57%. The lowest average weekday OTP occurred during the A.M. Peak, Midday, and

[2] On-time performance is defined as 5 minutes or less later and 1 minute or less earlier than scheduled arrival time.

P.M. Peak periods, with OTP ranging from 45% to 56%. **Traffic congestion and multiple at-grade railroad crossings contribute to the lower OTP throughout the day.** The largest decreases in OTP are observed at Archer Avenue, Ogden Avenue, Cermak Road, and the CTA Green Line Harlem/Lake Station, OTP decreased 8% or more at each timepoint.

Pace Routes 318, 386, and CTA Route 90 operate on several shared segments along the corridor with Route 307 and boost the effective frequency of service along Harlem. From Grand Avenue to North Avenue, Pace Route 307 and CTA Route 90 operate with an effective frequency of 10 minutes; between North Avenue and the CTA Green Line Harlem/Lake Station, Pace Routes 307, 318, and CTA Route 90 have an effective frequency of seven minutes. Between the CTA Green Line Harlem/Lake Station and Madison Street, Routes 307 and 318 have an effective frequency of nine minutes. Pace Route 386 provides additional service south off 63rd Street, operating at a 30-minute frequency through the remainder of the corridor until it turns at 100th Place to serve the Bridgeview Courthouse.

Route 307 carries most of the weekday ridership south of the CTA Green Line Harlem/Lake Station (about two-thirds), but north of the station, the majority is generated from CTA Route 90 and Pace Route 318. **This pattern suggests that the CTA Green Line Harlem/Lake Station functions as a major transfer point, with comparatively fewer riders making longer trips through this area.** Route 386 only overlaps with Route 307 for eight blocks between 63rd Street and 71st Street but still has between 29% and 33% of total activity in the corridor.

For both southbound and northbound weekday travel, **corridor throughput (the measure of the number of riders onboard vehicles) is highest between North Avenue and Madison Street** where Pace Routes 307, 318, and CTA Route 90 collectively operate. **This segment represents the strongest existing transit market in the corridor.**

For a rough approximation of transit mode share relative to non-transit vehicle traffic, bus throughput (the measure of the number of riders onboard vehicles) was compared to Annual Average Daily Traffic (AADT). To do this comparison, AADT was converted to persons using an assumed vehicle occupancy rate of 1.2 persons per vehicle. **The corridor segment with the highest AADT is between Archer Avenue and 59th Street (50,400); in this segment, only 2% of total passenger volume comes from bus passengers.** Bi-directional bus throughput is highest within the segment between Division Street and Chicago Avenue: 2,573 or 7% of total passenger volume. The segment of the corridor where overall throughput (bus and vehicle passengers) is highest is between North Avenue and Division Street, where bus passengers represent 8% of total passenger volume.

Timepoint running time data from Route 307 from the CTA Grand/Nordica Terminal to 63rd Street and Route 386 from 63rd Street to the Bridgeview Courthouse were

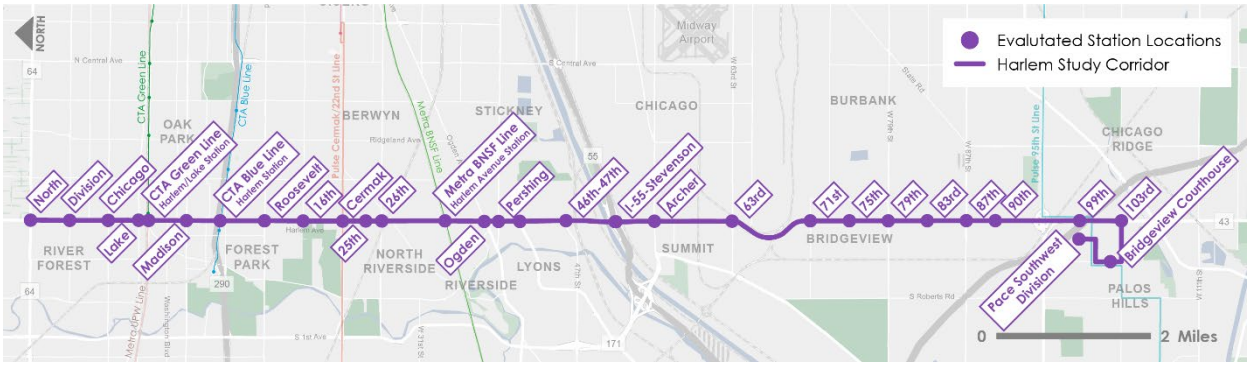
aggregated to further understand collective travel times of the services that operate through the larger corridor. The average weekday southbound running time for the corridor during the P.M. Peak period is 82 minutes, compared to the Night run time of 62 minutes. **Trips during the P.M. Peak period are generally 20 minutes longer, representing about a 32% increase in running time.** Northbound running time reflects a similar discrepancy of P.M. Peak service with 78 minutes. Travel takes about 20 minutes longer than the 58-minute travel times during the Night time period, a 34% increase compared to the P.M. Peak. These trends are similar on Saturdays where P.M. Peak travel requires 10-15% additional running time; however, travel on Sundays appears to be more consistent across the day.

A review of running times from Pace's automatic vehicle location (AVL) data for Routes 307 and 386 was conducted to better understand collective travel times of the services that operate through the corridor. The areas that experience the biggest difference between P.M. Peak and Night running times are between the CTA Green Line Harlem/Lake Station and Ogden Avenue, where the average Night running times are more than 10 minutes faster than P.M. Peak running times in both directions. **This segment represents the corridor's highest-priority location for future speed and reliability improvements.**

2.5 Potential Station Evaluations

High-level station location evaluations were conducted for 30 preliminary sites along the Harlem Avenue corridor. Based on factors such as existing ridership, right-of-way availability, jurisdictions, transit connections, pedestrian access, station spacing, and previous studies, 30 potential station locations along the Harlem Avenue corridor were identified. Additionally, a closer examination of the existing right of way, current stop locations, and potential ridership generators was conducted and sites for Pulse infrastructure were identified for each station location.

FIGURE 2-3. POTENTIAL PULSE STATIONS

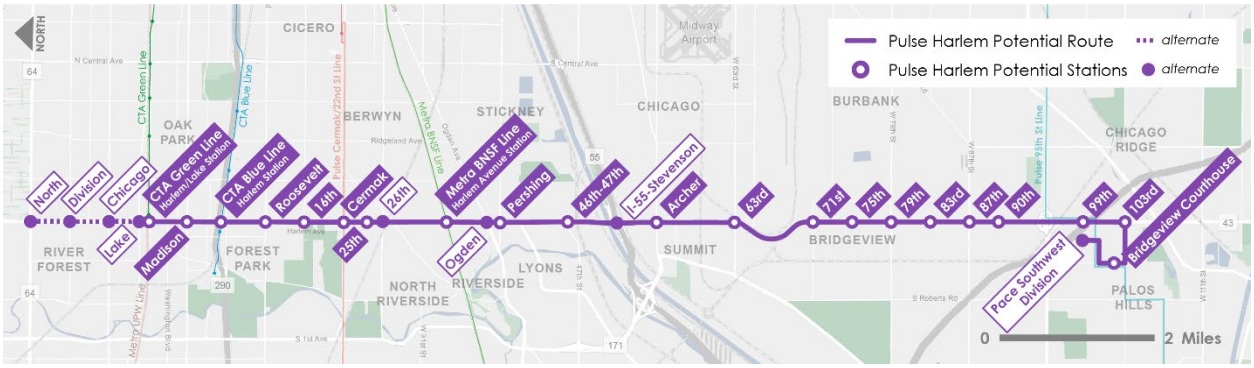


2.6 Corridor Identification

The recommended Pulse Harlem Line corridor extents are from North Avenue to 103rd Street, continuing to 76th Avenue, 100th Place, and Industrial Drive to Pace Southwest Division. These extents were selected based on the corridor's strongest combination of transit demand, ridership activity, transfer connectivity, future growth potential, and operational feasibility identified throughout this memorandum. The corridor extent is approximately 14 miles and generally aligns with existing Route 307 (North Avenue to 71st Street) and Route 386 (71st Street to 103rd Street).

A total of 28 station locations are recommended for further evaluation. The recommended station network captures approximately 85% to 89% of existing Route 307 and Route 386 corridor ridership.

FIGURE 2-4. RECOMMENDED CORRIDOR AND STATIONS



Pace's bus network restructuring study, *ReVision*, and future coordination with the CTA may impact the operational needs of the corridor related to routing and frequency of underlying and connecting local service.

The corridor limits are intended as a guideline for subsequent elements of the Project Definition Study and may be refined based on public outreach, service planning, and infrastructure considerations. Specific routing and alignment of the Pulse Harlem Line will be determined later in the process.

3 Planning Review

To understand existing conditions and future priorities within the corridor, several planning studies completed between 2008 and 2026 were reviewed. These plans cover a wide range of topics including corridor studies, grade crossings, comprehensive plans, active transportation plans, and transit plans from Pace and partner agencies like the Cook County Department of Transportation and Highways (DoTH) and the RTA. Guidance and information from these past planning efforts help inform Pace of related planning efforts and regional visions anticipated for the corridor. All of the reviewed plans are shown in **Table 3-1**, with ten of them identified as "Key" plans.

The key plans have infrastructure, development, and policy recommendations that may affect the success of the Pulse Harlem Line investment based on their impact on the safety and convenience of transit users accessing Pulse stations. Recommendations regarding multi-modal infrastructure improvements and network connectivity for multi-modal users are particularly impactful. Findings from the key plans are described in **Section 3.1**. Additional relevant details from the remaining plans are provided in a consolidated matrix available under separate cover.

Pace is currently undergoing a fixed route bus network restructuring study entitled *ReVision*. While the study is not expected to make recommendations about the Pulse program or the Pulse Harlem Line, it will likely include changes in the routing and frequency of underlying and connecting local service. These results may affect the extent, station location, and service plan recommendations of the Pulse Harlem Line during future phases.

TABLE 3-1. PLANNING STUDY REVIEW PLANS

Planning Document	Year
Berwyn-Riverside Railroad Grade Crossing Planning and Environmental Linkages (PEL) Study	Ongoing*
Village of North Riverside Comprehensive Plan	2026*
City of Berwyn Americans with Disabilities Act Transition Plan for Public Sidewalks	2026
Pace I-55 and Harlem Avenue (IL-43) In-line Bus Transit Station	2025*
CMAP Congestion Management Strategy Guidebook	2025
Cook County Transit Plan	2023*
IDOT Vulnerable Road User (VRU) Safety Assessment	2023
Village of Riverside TOD Zoning Code Update	2023
RTA/Pace I-294 Tri-State Market & Facilities Feasibility Study: Summary Report	2022*
CTA Better Streets for Buses	2022
Village of Summit Housing Action Plan	2022
Driving Innovation: The Pace Strategic Vision Plan	2021*
Village of Bedford Park Last Mile Mobility Action Plan	2020
Village of River Forest Comprehensive Plan	2019
Central Harlem Avenue Corridor Study	2018*
North Avenue Corridor Plan	2017*
Cook County Long Range Transportation Plan	2016
Envision Oak Park	2014*
Village of Forest Park Comprehensive Plan	2014
City of Berwyn Comprehensive Plan	2012
Village of Forest Park Active Transportation Plan	2011*
City of Berwyn Active Transportation Plan	2011
City of Berwyn Transit Oriented Development (TOD) Study	2008

** Denotes key plan*

3.1 Key Study Review Findings

The following section summarizes the key plans and highlights findings most relevant to the Pulse Harlem Line. Collectively, the reviewed plans identify recurring themes throughout the corridor, including improved transit service, enhanced pedestrian access, safer crossings of major roadways and rail facilities, support for transit-supportive development, and stronger multimodal connections. These themes generally align with the goals of the Pulse Harlem Line and provide a supportive planning framework for future project development.

3.1.1 Central Harlem Avenue Corridor Study (2018)

The *Central Harlem Avenue Corridor Study* was a collective effort between Pace and the RTA and included robust stakeholder engagement. The study established an evaluation framework for 18 potential Pulse station locations along Harlem Avenue using factors such as transit competitiveness, destination access, and station spacing. Transit competitiveness is determined by the demographic/land use, walkability/bikeability, and transit access of the station area. The coverage of destinations factors population, employment, and existing transit ridership. Transit access scores the distance of existing stations from the north and south, gaps that may occur with removal of a station, and existing CTA or Pace service that intersects with the stop and any planned transit service. Overall, the study found that, "strongly performing stations are concentrated towards the north end of the corridor, and none are located south of Ogden Avenue."

Improving bus speed and reliability through TSP remains a key objective of the Pulse program. A review of transit speed performance found that bus trips along the corridor typically take 40% to 50% longer than comparable automobile trips. From the transit speed analysis, underperforming segments include:

- Ogden to Cermak (northbound during both peaks, southbound in the p.m.)
- Lake to North (southbound in the a.m.)
- Cermak to South (northbound during both peaks, southbound in the p.m.)
- South to Lake (northbound in the p.m., southbound during both peaks)

The plan also includes seven methods to improve access to the potential Pace Pulse stations. **Figure 3-1** identifies which methods are best suited to enhance access to transit at each of the 18 candidate locations along Harlem Avenue. All candidate stations are recommended to receive high visibility crosswalk and pedestrian signal treatments.

FIGURE 3-1. CENTRAL HARLEM AVENUE ROUTE IMPROVEMENT TOOLS

Station Areas	Improvement Tools						
	1. Use high visibility crosswalks	2. Use enhanced pedestrian signals	3. Create curb extensions	4. Create pedestrian refuge islands	5. Consolidate closely-spaced driveways	6. Provide high-quality sidewalk	7. Establish candidate Pulse stations
North	✓	✓		✓			✓
Division	✓	✓	✓		✓		✓
Chicago	✓	✓	✓		✓		✓
Circle/South	✓	✓					✓
Madison	✓	✓	✓		✓		✓
Eisenhower	✓	✓					✓
Roosevelt	✓	✓			✓		✓
16th	✓	✓		✓			✓
Cermak	✓	✓		✓		✓	✓
26th	✓	✓				✓	✓
Metra BNSF	✓	✓	✓				✓
Ogden	✓	✓	✓		✓		✓
41st	✓	✓	✓	✓	✓	✓	✓
47th	✓	✓	✓			✓	✓
Stevenson	✓	✓					✓
Archer	✓	✓		✓			✓
63rd	✓	✓		✓	✓	✓	✓
71st	✓	✓		✓		✓	✓

Source: Central Harlem Avenue Corridor Study

A profile was created for each of the 18-candidate station areas and includes Pace Pulse station candidate sites, potential redevelopments, recommended enhancements, previously planned changes, current bus routes, and current or planned bicycle/multi-use infrastructure.

The access to bicycle infrastructure (existing and planned) analysis revealed that six of the candidate station areas would connect with existing or planned bicycle facilities at 71st Street, Stevenson Expressway, 46th/47th Street, Metra BNSF Line, Eisenhower Expressway, and Division Street.

A real estate market analysis identified existing demographics and land use along the Harlem Avenue corridor, as well as monitoring redevelopment and future development and their transit implications.

The study developed station area typologies based primarily on Pace's *Transit Supportive Guidelines.* By combining with guidance from Pace and Metra, the plan developed new typologies from Major Activity Center to Low Density Neighborhood to categorize the station locations of the Harlem Avenue corridor, in preparation for the Pulse Harlem Line.

The results of this study have informed this report's recommendations.

3.1.2 North Avenue Corridor Plan (2017)

The study included extensive public engagement through surveys and community events and developed six corridor typologies to guide streetscape and redevelopment improvements along North Avenue. The *North Avenue Corridor Plan* included 10 candidate station locations: Wolf Road, Mannheim Road, Hawthorne Avenue, 25th Avenue, 19th Avenue / Broadway Avenue, George Street, 5th Avenue, Riverwoods / Forest Preserve, 76th / Lathrop Avenue, and Harlem Avenue. These locations were selected based on existing transit ridership and pedestrian activity. **Figure 3-2** denotes the number of residents and employees within a half-mile radius, a 10-minute bike ride, and a 30-minute drive of the candidate station locations.

FIGURE 3-2. NORTH AVENUE CANDIDATE STATION MARKET DATA

MARKET DATA	WOLF RD	MANNHEIM RD	HAWTHORNE	25TH AVE	19TH AVE	GEORGE ST	5TH AVE	RIVERWOODS	LATHROP AVE/ 76TH AVE	HARLEM AVE
Residents: Half Mile Radius	3,702	5,571	3,686	4,073	6,734	4,595	1,945	2,150	6,236	6,139
Employees: Half Mile Radius	1,896	1,942	3,719	3,928	3,382	3,210	1,481	675	2,706	2,957
Residents: 10-Minute Bike Ride	30,746	47,944	44,293	50,254	43,609	39,035	44,495	41,118	36,583	53,187
Employees: 10- Minute Bike Ride	20,785	22,354	22,360	26,953	23,004	20,728	23,872	19,162	11,045	16,576
Residents: 30-Minute Drive Time	4,369,604	4,216,619	4,070,122	4,072,580	4,088,326	4,096,100	4,250,600	4,177,270	3,857,630	3,912,491

Source: © 2014 Experian, Inc. All Rights Reserved, Alteryx, Inc.

Source: North Avenue Corridor Plan

Profiles were created for each candidate station, including sidewalk improvements, curb consolidations, redevelopment opportunities, candidate station locations, proposed bicycle accommodations, proposed pedestrian refuge islands, and signal improvements.

The plan identified implementation action items for municipalities, such as River Forest and Oak Park, along North Avenue in the study area.

3.1.3 Berwyn-Riverside Railroad Grade Crossing Planning and Environmental Linkages (PEL) Study (ongoing)

A Chicago Metropolitan Agency for Planning (CMAP) led study is underway on a series of at-grade rail crossings in Riverside and Berwyn along the BNSF railway. The potential consolidation of the Harlem Avenue, Berwyn, and LaVergne stations to minimize conflicts with at-grade rail crossings was discussed at a Community Advisory Group (CAG) meeting on January 28, 2026. Survey respondents also supported ideas of an overpass or underpass at Harlem Avenue. Draft alternatives were released for initial public comment in fall of 2026 and potential impacts from this study should be monitored for future implementation of the Pulse Harlem Line.

3.1.4 Village of North Riverside Comprehensive Plan (2026)

The *Village of North Riverside Comprehensive Plan* discussed opportunity sites in the village that are optimal for redevelopment. The Pace Pulse Harlem Line is identified as a key connection to the redeveloping North Riverside Park Mall site. The plan highlights the success of the Pace Pulse Milwaukee Line serving the Golf Mill Shopping Center in Niles.

3.1.5 Pace I-55 and Harlem Avenue (IL-43) In-line Bus Transit Station (2025)

This plan outlined alternatives for an in-line bus station at the junction of I-55 and Harlem Avenue. A new station at Harlem Avenue along I-55 would connect the surrounding communities with express bus service to Chicago. The plan discussed two alternatives. The first is dependent on the replacement of the Harlem Avenue bridge with two 11-foot travel lanes. The second, preferred, alternative included managed lanes by IDOT and included 12-foot travel lanes. Both alternatives include ADA-compliant pedestrian access and circulation improvements from Harlem Avenue into the in-line station. Both concepts recommend specific locations for Pulse station sites on the bridge deck that would allow convenient, accessible transfers between Pulse and the I-55 express service.

3.1.6 Cook County Transit Plan (2023)

The *Cook County Transit Plan* commits to support the Pace Pulse Program "through funding and/or partnering with Pace for planning, design, and/or construction phases;" especially to advance projects that intend to shift bus stops from near-side to far-side and support regional TSP. The plan highlights resilient transit ridership on routes that receive transit priority and limited stop treatments by stating that Pace's shoulder running express service has "demonstrated ridership growth benefits and eliminates congestion."

3.1.7 Driving Innovation: The Pace Strategic Vision Plan (2021)

Driving Innovation states the intent of Pace to respond to areas of high demand with the installation of Pace Pulse service along densely developed urban corridors. Pulse service along Harlem Avenue, from approximately North Avenue to 95th Street, was identified as a near-term priority of Pace. The plan also identified an opportunity to study an inline bus station on the I-55 Stevenson Expressway at Harlem Avenue.

3.1.8 RTA/Pace I-294 Tri-State Market & Facilities Feasibility Study: Summary Report (2022)

The plan identified and evaluated ways that Pace buses could capitalize on roadway improvements being constructed by the Illinois State Toll Highway Authority (Illinois Tollway) on portions of the I-294 Tri-State Tollway. This resulted in a network of seven express routes that operate via the planned flex lanes along I-294. Chicago

Ridge/103rd/Harlem Avenue was identified as one of three priority inline station locations. The study noted redevelopment potential near the intersection, including future mixed-use development opportunities and a potential park-and-ride facility. These concepts could create opportunities for integration with future Pulse service.

3.1.9 Envision Oak Park (2014)

The plan highlights the importance of connecting cultural and artistic destinations to transit in Oak Park, especially by increasing access to open space and businesses to transit. The goal of the *Envision Oak Park* plan is to raise awareness for transit use by marketing how to use transit in businesses and destinations near stops and stations. The plan also discussed the complexity of the Eisenhower Expressway through the community and encourages extension of transit service. Residents of Oak Park seek "the modernization of transit facilities to safely accommodate users of all modes and all abilities by ensuring that transit stations and stops meet or exceed ADA guidance and easily transfer from transit to walking or bicycling."

3.1.10 Village of Forest Park Active Transportation Plan (2011)

The *Village of Forest Park Active Transportation Plan* calls out that "the majority of residents live within one-quarter of a mile from transit, and no resident resides greater than three-eighths of a mile from the nearest transit stop or station." Harlem Avenue is one of three major north-south connections in Forest Park (along with Circle Avenue and Des Plaines Avenue), connecting the CTA Blue Line Harlem (Forest Park Branch) Station with downtown Oak Park. These throughfares, although connections, pose "major challenges for pedestrians, bicyclists, and transit users due to difficult crossings, bridge overpasses, and narrow sidewalks". Harlem Avenue and the I-290 on and off ramps were cited specifically for narrow sidewalks and therefore, the lack of ADA accessibility. While the plan does not recommend Harlem Avenue for bike facilities, it does recommend pedestrian improvements, as well as bus stop visibility, posting route maps and timetables at stops, enhancing amenities at stops, increasing service frequency, and bike parking at stops and stations to encourage ridership.

4 Corridor Overview

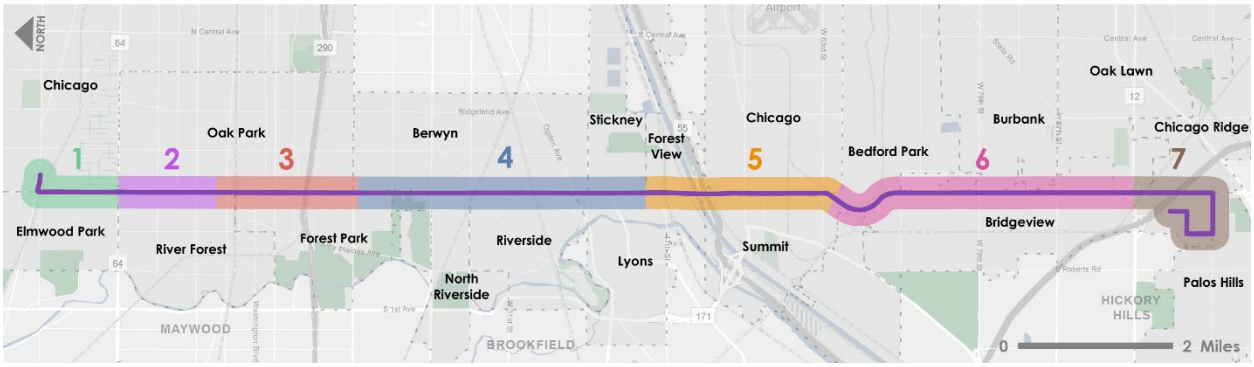
The study corridor extends approximately 15 miles along Harlem Avenue from Grand Avenue to 103rd Street before continuing to the planned Bridgeview Courthouse station (for the Pulse 95th Street Line) and potentially continuing to Pace's Southwest Division garage. The corridor is primarily served by three Pace bus routes (307, 318, and 386) and one CTA bus route (90).

When analyzing land use, demographics, and travel patterns, an approximately half-mile area around the corridor was evaluated. This study area is highly varied, ranging from dense, mixed-use urban environments to major industrial and intermodal centers. It also includes several major public transit access and transfer points, including the CTA Green and Blue Lines, Metra UPW and BNSF Lines, and the future Pulse Cermak/22nd Street and 95th Street Lines. Additional major destinations within the corridor include Fenwick High School, Concordia University, downtown Oak Park, Morton West High School, North Riverside Park Mall, SeatGeek Stadium, and the Bridgeview Courthouse. Connecting bus service to Midway Airport may also be a major ridership generator, especially with future planned service increases.

4.1 Corridor Segment Definition

By examining land uses, built environment characteristics, and natural and artificial barriers, seven study area segments were identified to break down analyses across the study corridor. **Figure 4-1** provides an overview of the seven identified segments, presented from north to south.

FIGURE 4-1. HARLEM AVENUE CORRIDOR SEGMENTS



4.1.1 Segment 1 (Grand Avenue to North Avenue)

This segment of Harlem Avenue serves as the border between Chicago and Elmwood Park. Land use consists primarily of dense residential neighborhoods, mixed-use development, and small-scale commercial corridors. Harlem Avenue is mostly two lanes (one through lane each direction) with parallel parking on one or both sides. Sidewalks line the entire segment, often with greenways. Driveway access is generally limited, with most properties, outside of commercial properties, served by alleys. Harlem Avenue widens to four lanes approaching North Avenue. Major redevelopment is underway on both corners of the north side of Harlem Avenue and North Avenue, including an urgent care/outpatient center, small shopping center, and large multifamily development.

FIGURE 4-2. SEGMENT 1 PROFILE EXAMPLE, PALMER STREET TO DICKENS AVENUE



4.1.2 Segment 2 (North Avenue to Quick Avenue / Ontario Street)

South of North Avenue, Harlem Avenue enters Oak Park (east side) and River Forest (west side). This segment maintains a dense street grid with mixed-use development, commercial activity, and a mix of single-family and multifamily housing. Harlem Avenue maintains four lanes throughout this segment despite having roughly the same right-of-way (ROW) width as Segment 1: this is achieved by having mostly no street parking and narrower sidewalks. Driveway access increases throughout this segment, particularly near major intersections. Fenwick High School and Concordia University abut Harlem Avenue in this segment, and Dominican University is about three-quarters of a mile west.

FIGURE 4-3. SEGMENT 2 PROFILE EXAMPLE, CHICAGO AVENUE TO ERIE STREET



4.1.3 Segment 3 (Quick Avenue / Ontario Street to Roosevelt Road)

Segment 3 includes downtown Oak Park, a major employment, housing, and transit hub anchored by the CTA Green Line and Metra UPW stations. Forest Park, which is on the west side of Harlem Avenue south of the CTA Green Line Harlem/Lake Station, also contains dense commercial and housing uses, although typically has more surface parking. Downtown Forest Park, with numerous restaurants, bars, and small shops, lines Madison Street to the west. The corridor becomes more residential as it approaches I-290, with a mix of small lot single family and multifamily. The I-290 and CTA Blue Line crossing area experiences congestion and constrained pedestrian facilities but serves as a major transit transfer location. A linear park flanks Harlem Avenue on the east side from Harrison/Garfield to Roosevelt, with mostly residential on the west side. Harlem maintains four lanes with no street parking throughout this segment, with dedicated turn lanes at some intersections.

FIGURE 4-4. SEGMENT 3 PROFILE EXAMPLE, LAKE STREET TO FRANKLIN STREET / PLEASANT STREET



4.1.4 Segment 4 (Roosevelt Road to 46th/47th Street)

From Roosevelt Road to Cermak Road, Segment 4 maintains a similar character to the previous sections, with dense single family, multifamily, and small format commercial lining Harlem Avenue. Around Cermak Road, the corridor shifts from predominantly residential uses to a major regional commercial district anchored by North Riverside Park Mall, large-format retail, restaurants, and Morton West High School athletic facilities and stadium. Harlem Avenue expands to six lanes through much of this area and will provide a future connection to the Pulse Cermak/22nd Street Line.

South of 26th Street, Harlem Avenue narrows back down to four lanes through Berwyn, Riverside, Stickney, and Lyons, and returns to primarily serving single and multifamily residential, with small format commercial interspersed. Increased commercial activity and pedestrian-oriented development occur near the Metra BNSF Harlem Avenue Station. From 41st Street to 46th Street, Harlem Avenue is flanked by the Ottawa Trail Woods on the west side.

FIGURE 4-5. SEGMENT 4 PROFILE EXAMPLE, 21ST STREET TO 25TH STREET



4.1.5 Segment 5 (46th/47th Street to 63rd Place)

South of the Ottawa Trail Woods, Harlem Avenue becomes a long bridge deck that extends over the south branch of the Chicago River and I-55 (Stevenson Expressway), passing a large oil and gas distribution center that borders the river. The road widens and becomes six or more lanes through the Archer Avenue intersection before narrowing back down to four lanes. This area generally forms the boundary between Summit and Chicago. It typically has smaller commercial setback with surface parking and small lot single family just off the corridor.

Crossing the railroad tracks between 59th and 60th, industrial uses become the dominant land use, although small lot single family remains in pockets off the corridor. Approaching 63rd, the road again widens to six lanes and there is a noticeable increase in truck traffic serving the numerous surrounding industrial uses.

FIGURE 4-6. SEGMENT 5 PROFILE EXAMPLE, ARCHER AVENUE TO 56TH STREET



4.1.6 Segment 6 (63rd Place to 95th Street)

At 63rd Place, Harlem Avenue curves around the industrial area surrounding two major rail yards and enters Bridgeview and Bedford Park. SeatGeek Stadium, on the west side of the corridor in this area, is a major regional activity center that hosts sporting events, concerts, and festivals and includes the Bridgeview Transit Center on an adjacent property. South of 71st Street, the corridor transitions to a mix of residential neighborhoods and commercial strip development. Approaching 95th Street, industrial uses are interspersed with residential and commercial. There is also a large mobile home community just south of 87th Street.

FIGURE 4-7. SEGMENT 6 PROFILE EXAMPLE, 72ND STREET TO 73RD PLACE



4.1.7 Segment 7 (95th Street to 103rd Street)

The southern end of the corridor includes the 95th Street/Harlem Avenue interchange, industrial and commercial development near I-294, the Bridgeview Courthouse, and Pace's Southwest Division garage. The area is characterized by lower-density development, large industrial sites, and regional commercial uses. The corridor also provides potential connections to future regional transit services associated with I-294 and the Pulse 95th Street Line. South of I-294, the corridor becomes largely industrial with some big-box retail (e.g., Walmart) and is also surrounded by single family and townhome housing along 103rd Street. The areas along 76th Avenue and Industrial Drive are oriented towards the Cook County Circuit Court (Bridgeview Courthouse) and mostly industrial uses as it reaches Pace's Southwest Division garage.

FIGURE 4-8. SEGMENT 7 PROFILE EXAMPLE, 99TH STREET TO 103RD STREET



4.2 Built Environment Overview

4.2.1 Land Use

Land use is a key driver of transit demand. Compact residential development and destinations that attract workers, shoppers, students, and visitors tend to support higher transit demand. Furthermore, a greater mix of land uses can result in higher transit usage, as these areas tend to have a mix of both trip origins and destinations. CMAP maintains a land use inventory for the seven counties in northeastern Illinois. Land use data from 2020 showing the breakdown of land uses within a half mile of each of the seven segments is shown in **Table 4-1**, with a map show in **Figure 4-10**.

TABLE 4-1. LAND USE BREAKDOWN BY SEGMENT

Land Use Types	Study Area	Segment 1	2	3	4	5	6	7
Total (acres)	**9,890**	789	625	879	2,222	1,592	2,482	1,300
Commercial	**10%**	12%	4%	11%	15%	4%	9%	16%
Industrial	**11%**	3%	-	3%	2%	18%	18%	18%
Institution	**7%**	5%	13%	6%	14%	4%	4%	6%
Open Space	**8%**	2%	5%	5%	17%	8%	5%	4%
Residential, Multifamily	**8%**	15%	9%	22%	7%	4%	3%	7%
Residential, Single-Family	**39%**	58%	69%	40%	42%	28%	34%	29%
Transportation, Communication, and Utilities	**14%**	5%	0.3%	12%	3%	26%	22%	16%
Vacant	**3%**	0.7%	0.3%	0.4%	0.3%	3%	7%	3%
Water	**1%**	-	-	-	0.6%	5%	-	0.6%

Source: CMAP Land Use Inventory (2020)

The largest portion of land use along the corridor is residential single-family at 39% of total land area. The second largest portion of land use is transportation, communication, and utilities at 14%, followed by industrial at 11% of total land area.

The northern end of the study area (Segments 1-3) is predominantly a mix of residential single-family, residential multifamily, and commercial land uses. This portion of the corridor has more land use dedicated to multifamily residential uses than any other area of the corridor, with multifamily land uses ranging from 9% - 22% of total land use in Segments 1, 2, and 3, compared to only 8% on the overall corridor.

The middle of the study area (Segments 4 and 5) has larger areas of land dedicated to a single use, such as several expansive cemeteries, the large industrial sites along the Chicago Sanitary and Ship Canal, and large commercial complexes such as North Riverside Park Mall. There is also a mix of single-family and multifamily residential land use in this area.

The southern end of the study area (Segments 6 and 7) is largely a mix of residential single-family, transportation, communication, and utilities, and industrial land uses. This

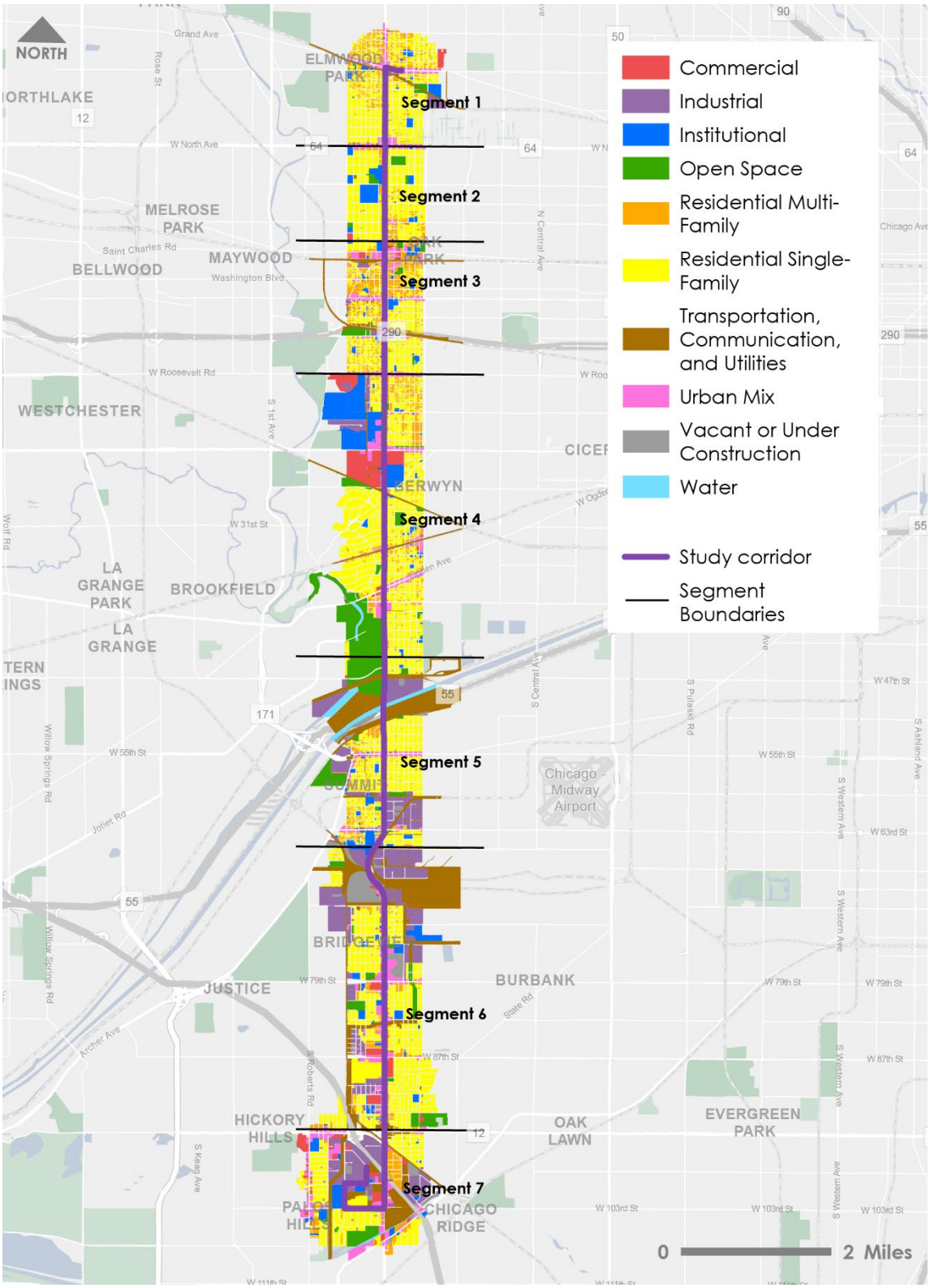
area has lower portions of multifamily residential than other parts of the corridor, with multifamily land use rates being 3% in Segment 6 and 7% in Segment 7. Segment 6 has the highest portion of vacant land at 7% of total land use. This high rate is largely due to SeatGeek Stadium, located near Harlem Avenue and 71st Street, being categorized as vacant in the CMAP land use inventory, though the stadium itself is no longer vacant and hosted more than 40 games and events in 2026.

FIGURE 4-9. SEATGEEK STADIUM IN BRIDGEVIEW



Overall, land use patterns along the corridor are generally supportive of transit. On the northern end of the corridor, the high portions of land use dedicated to multifamily residential and mixed-use commercial create the strongest conditions for transit usage. In the middle and southern portions of the corridor, the industrial and commercial areas can also be supportive of transit usage with the high number of jobs typically linked to those land uses.

FIGURE 4-10. CORRIDOR LAND USE

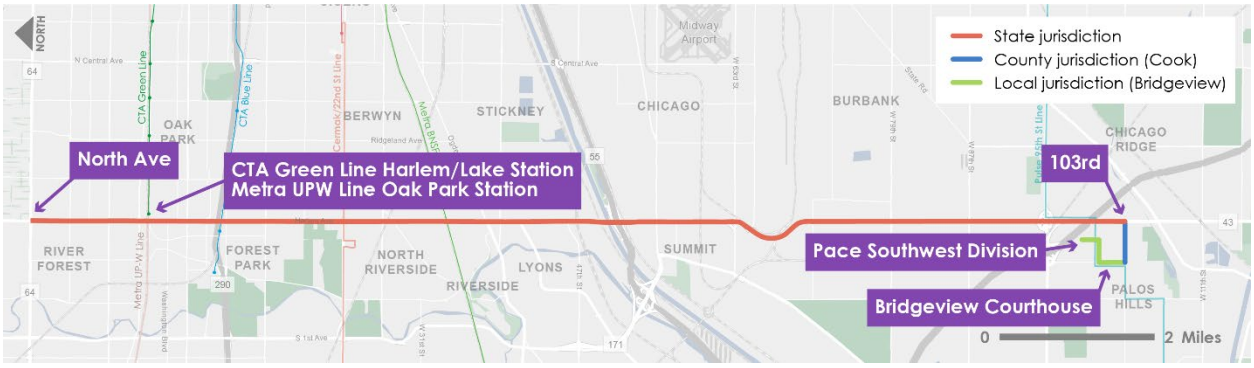


Source: CMAP Land Use Inventory, 2020

4.2.2 Roadway Characteristics

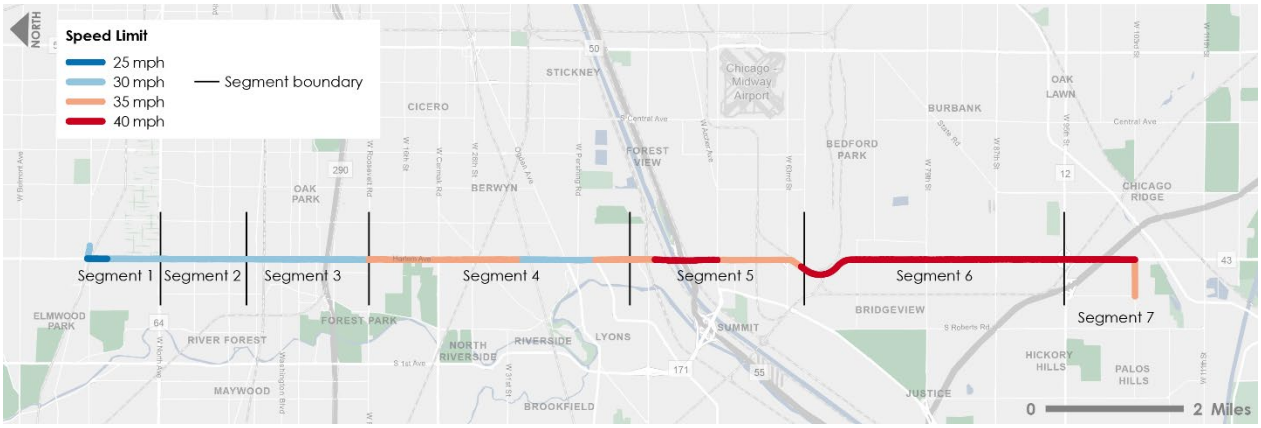
Harlem Avenue is the main roadway of the study corridor, which is under IDOT's jurisdiction for the entirety of the studied length. At 103rd Street on the south end, the corridor turns west along 103rd Street, a Cook County road. It continues northward along 76th Street, which is a local jurisdiction road maintained by the Village of Bridgeview. Different routings to Pace Southwest Division will be explored during project definition, but will likely follow 100th Place and Industrial Drive, which are also under Bridgeview's jurisdiction. **Figure 4-11** displays a map of the roadway jurisdictions of the study corridor.

FIGURE 4-11. CORRIDOR ROADWAY JURISDICTION



The roadway characteristics and design vary across the corridor. The northern end generally has narrower ROW, lower annual average daily traffic (AADT), and lower speed limits than the southern end. On the northern end, the speed limit varies from 30 – 35 mph, while the majority of the southern portion has a 40 mph speed limit. **Figure 4-12** shows the specific speed limits and **Table 4-2** displays additional roadway characteristics along the corridor, including changes to the roadway and lane configurations, AADT, and availability of on street parking and sidewalks.

FIGURE 4-12. CORRIDOR SPEED LIMITS



Source: IDOT, Google Maps

TABLE 4-2. CORRIDOR ROADWAY CHARACTERISTICS

Road Section	Road/Lane Configuration	Annual Average Daily Traffic	Speed Limit	On-Street Parking	Sidewalks
Segment 1*					
Grand to Fullerton	4 through lanes	19,000	25	No parking	Both sides
Fullerton to Cortland	2 – 3 through lanes	19,000	25 – 30	Parallel parking on one or both sides	Both sides
Cortland to North	4 through lanes (2 through lanes from Bloomingdale to Wabansia)	19,000	30	Mix of no parking and parallel parking on east side	Both sides
Segment 2					
North to Division	4 through lanes, left and right turn lanes present at major intersections	27,900	30	No parking	Both sides
Division to Ontario	4 through lanes, left turn lanes present at major intersections	30,500 – 33,800	30	No parking	Both sides
Segment 3					
Ontario to Circle	4 through lanes, left turn lanes and right turn lanes present at select major intersections	33,800-34,900	30	No parking	Both sides
Circle to Randolph	4 through lanes	33,800	30	No parking	Both sides
Randolph to Roosevelt	4 through lanes, left turn lanes and right turn lanes present at select major intersections	30,400 – 33,700	30	No parking	Both sides

Road Section	Road/Lane Configuration	Annual Average Daily Traffic	Speed Limit	On-Street Parking	Sidewalks
Segment 4					
Roosevelt to 18th Street	4 through lanes, left turn lanes and right turn lanes present at select major intersections	30,100 – 32,100	35	No parking	Both sides
18th Street to 21st Street	5 through lanes, left turn lane at 18th Street	30,100	35	No parking	Both sides
21st Street to 26th Street	6 – 7 through lanes, left turn lanes at select major intersections	28,600 – 30,100	35	No parking	Both sides
26th Street to 46th Street	4 through lanes, left turn lanes and right turn lanes present at select major intersections	23,300 – 38,400	30 – 35	Mix of no parking, parallel parking on one side and parallel parking on both sides	Sidewalks on both sides until 41st Street, east side sidewalks only from 41st to 46th
Segment 5					
46th Street to Portage Trail	4 through lanes, left turn lane at 46th Street	34,200	35	No parking	Sidewalks on both sides with gaps at above-grade railroad tracks
Portage Trail to 59th Street	5 – 6 through lanes, with 1 – 2 left turn lanes and right turn lanes present at select major intersections	34,200 – 42,600	35 – 40	No parking	Both sides
59th Street to 61st Street	4 through lanes, left turn lanes at select major intersections	37,900	35	No parking	Both sides

Road Section	Road/Lane Configuration	Annual Average Daily Traffic	Speed Limit	On-Street Parking	Sidewalks
61st Street to 65th Street	5 – 6 through lanes, left turn lanes and right turn lanes at select major intersections	37,900 – 39,400	35	No parking	Both sides
Segment 6					
65th Street to 79th Street	4 through lanes, left turn lanes and right turn lanes present at select major intersections	31,700 – 39,400	40	No parking	Both sides
79th Street to 80th Street	6 through lanes, 1-2 left turn lanes at 79th Street	30,400	40	No parking	Both sides
80th Street to 98th Street	4 through lanes, left turn lanes and right turn lanes present at select major intersections	30,400 – 38,700	40	No parking	Both sides
Segment 7					
98th Street to 99th Street	6 through lanes, right turn lane north of 98th Street	35,900	40	No parking	Both sides
99th Street to 103rd Street	4 through lanes, left turn lanes at major intersections	35,900 – 39,900	40	No parking	Both sides

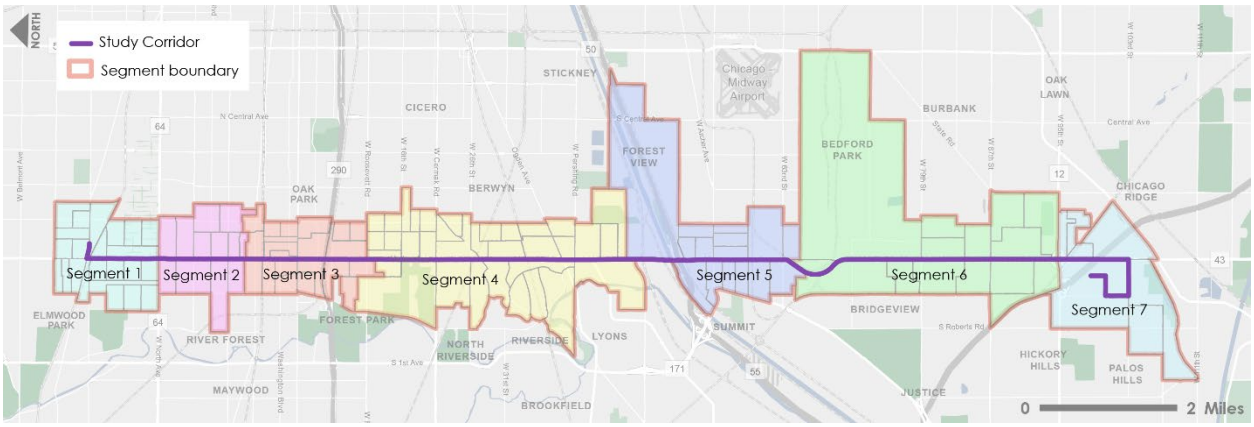
**Note: row breaks are based on changes in road geometry; segment divisions are approximate.*
Source: IDOT, Google Maps

Overall, the corridor presents two distinct operating environments. The northern half is characterized by higher densities, lower roadway speeds, and stronger pedestrian conditions, while the southern half offers wider roadways, higher traffic volumes, and greater potential opportunities for transit priority treatments. These differences will influence future station design, bus priority concepts, and operating strategies.

5 Transit Market Analysis

The corridor study area spans numerous municipalities and contains a wide range of demographic and socioeconomic characteristics. To better understand the potential transit market, an analysis was conducted utilizing US Census block groups within approximately one-half mile of the identified segments in **Section 4.1**, as shown in **Figure 5-1**. The demographic study area encompasses approximately 26 square miles, 158,000 residents, and 77,000 jobs.

FIGURE 5-1. DEMOGRAPHIC STUDY AREA BLOCK GROUPS



5.1 Demographic Analysis

To understand where there is potential for transit demand in the study area, an analysis of representative demographic and socioeconomic characteristics was performed. Higher concentrations of residents, households, and jobs generally indicate stronger potential transit demand. The following data was reviewed due to their relationship to potential transit usage:

- Total population
- Total households
- Race and ethnicity
- Low-income households, defined as households living below 150% of the federal poverty level
- Zero-vehicle households
- Zero-to-one-Vehicle Households
- Total jobs
- Total activity (Population + Jobs)

Each characteristic was analyzed for the block groups within each segment and for the block groups within the study area as shown in **Table 5-1**. The following summaries describe each characteristic, and associated maps are provided in **Figure 5-2** to **Figure 5-9**.

TABLE 5-1. STUDY AREA DEMOGRAPHICS

	Study Area	Segment						
		1	2	3	4	5	6	7
Area (Acres)	**16,571**	1,307	1,078	1,253	3,574	2,582	4,968	1,809
Total Activity (Population + Jobs)	**234,620**	30,049	15,026	44,365	55,027	25,656	46,341	18,156
Total Activity per Acre	**14.2**	23.0	13.9	35.4	15.4	9.9	9.3	10.0
% of corridor	**100%**	13%	6%	19%	23%	11%	20%	8%
Total Population	**157,775**	25,731	12,414	27,041	41,337	18,973	21,593	10,686
Total Population per Acre	**9.5**	19.7	11.5	21.6	11.6	7.4	4.4	5.9
% of corridor	**100%**	16%	8%	17%	26%	12%	14%	7%
People of Color (POC)[3]	**80,828**	14,392	3,678	11,436	25,803	12,868	9,543	3,108
POC Population %	**51%**	56%	30%	42%	62%	68%	44%	29%
Additional POC Breakdown								
Hispanic or Latino	**56,266**	11,372	1,168	2,291	20,905	11,753	7,082	1,695
% of POC total	**70%**	79%	32%	20%	81%	91%	74%	55%
Black (non-Hispanic)	**12,526**	1,625	1,172	5,350	2,409	304	1,260	406
% of POC total	**15%**	11%	32%	47%	9%	2%	13%	13%
Asian (non-Hispanic)	**6,000**	687	721	1,861	1,158	437	641	495
% of POC total	**7%**	5%	20%	16%	4%	3%	7%	16%
Native American / Indigenous (non-Hispanic)	**1,777**	323	12	179	679	256	311	17
% of POC total	**2%**	2%	0%	2%	3%	2%	3%	1%
Native Hawaiian / Pacific Islander (non-Hispanic)	**30**	14	16	-	-	-	-	-
% of POC total	<0.1%	<0.1%	<0.1%	-	-	-	-	-
Other Non-Hispanic	**4,229**	371	589	1,755	652	118	249	495
% of POC total	**5%**	3%	16%	15%	3%	1%	3%	16%
Low-Income Population[4]	**27,554**	3,523	807	4,400	7,067	4,303	5,093	2,361
Low-Income Population per Acre	**1.7**	2.7	0.8	3.5	2.0	1.7	1.0	1.3
Low-Income Population %	**17%**	14%	7%	16%	17%	23%	24%	22%
Households	**67,354**	10,913	5,134	14,538	17,011	7,544	8,039	4,175
People per Household	**2.3**	2.4	2.4	1.9	2.4	2.5	2.7	2.6
Households per Acre	**4.1**	8.4	4.8	11.6	4.8	2.9	1.6	2.3
% of corridor	**100%**	16%	8%	22%	25%	11%	12%	6%

[3] Defined as those identifying as any ethnicity other than white (non-Hispanic)
[4] Defined as households with household incomes less than 150% of the federal poverty level (FPL)

	Study Area	Segment						
		1	2	3	4	5	6	7
Zero-Vehicle Households	**6,592**	1,228	344	1,852	1,570	560	675	363
Zero-Vehicle Households per Acre	**0.4**	0.9	0.3	1.5	0.4	0.2	0.1	0.2
Zero-Vehicle Household %	**10%**	11%	7%	13%	9%	7%	8%	9%
One-Vehicle Households	**26,561**	3,917	1,883	7,932	6,295	2,561	2,464	1,509
One-Vehicle Households per Acre	**1.6**	3.0	1.8	6.3	1.8	1.0	0.5	0.8
One-Vehicle Household %	**39%**	36%	37%	55%	37%	34%	31%	36%
Zero-to-One-Vehicle Households	**33,153**	5,145	2,227	9,784	7,865	3,121	3,139	1,872
Zero-to-One-Vehicle Households per Acre	**2.0**	3.9	2.1	7.8	2.2	1.2	0.6	1.0
Zero-to-One-Vehicle Household %	**49%**	47%	43%	67%	46%	41%	39%	45%
Jobs	**76,845**	4,318	2,612	17,324	13,690	6,683	24,748	7,470
Jobs per Acre	**4.6**	3.3	2.4	13.8	3.8	2.6	5.0	4.1
% of corridor	**100%**	6%	3%	23%	18%	9%	32%	10%

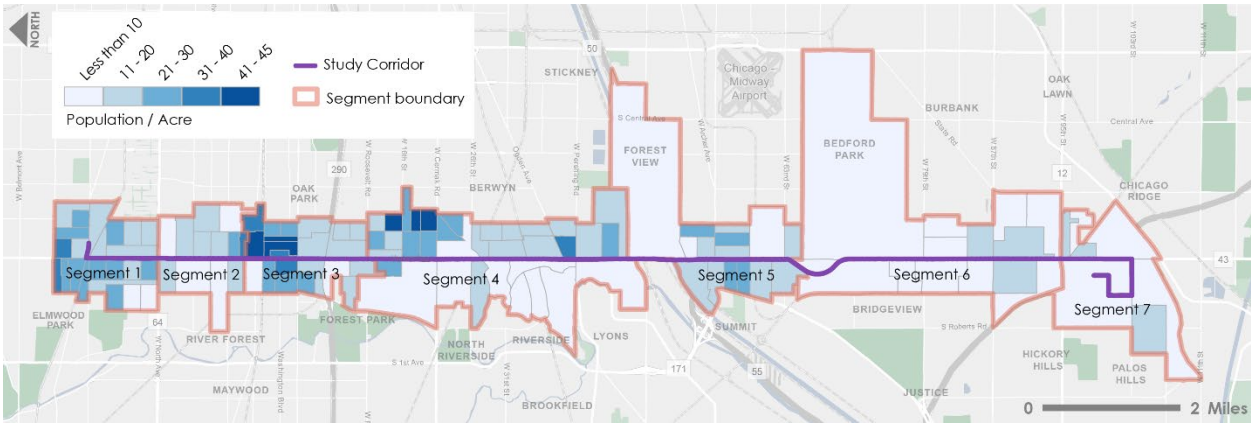
Source: 2020-2024 American Community Survey, 2023 Longitudinal Employer-Household Dynamics

5.1.1 Population

The population density is higher in the northern half of the study area than the southern half. Segments north of I-55 contain 68% of the study area population while accounting for only 44% of the land area. Segment 3, located in Oak Park, Forest Park, and River Forest, has the highest population density, at 21.6 people per acre. Segment 1, located in Elmwood Park and the Austin and Montclare community areas in Chicago, has the second highest population density at 19.7 people per acre.

South of I-55 the population density is much lower. The densest area south of I-55 is located in Summit and in the Garfield Ridge community area in Chicago, with densities ranging from 11 – 30 people per acre. Some density is also found in the area surrounding Harlem Avenue and West 87th Street, with densities ranging from 11 – 20 people per acre. The Metropolitan Planning Council (MPC) and other transit researchers consider 10,000 people per square mile (or 15.6 people per acre) to be generally supportive of high frequency bus service.

FIGURE 5-2. POPULATION DENSITY



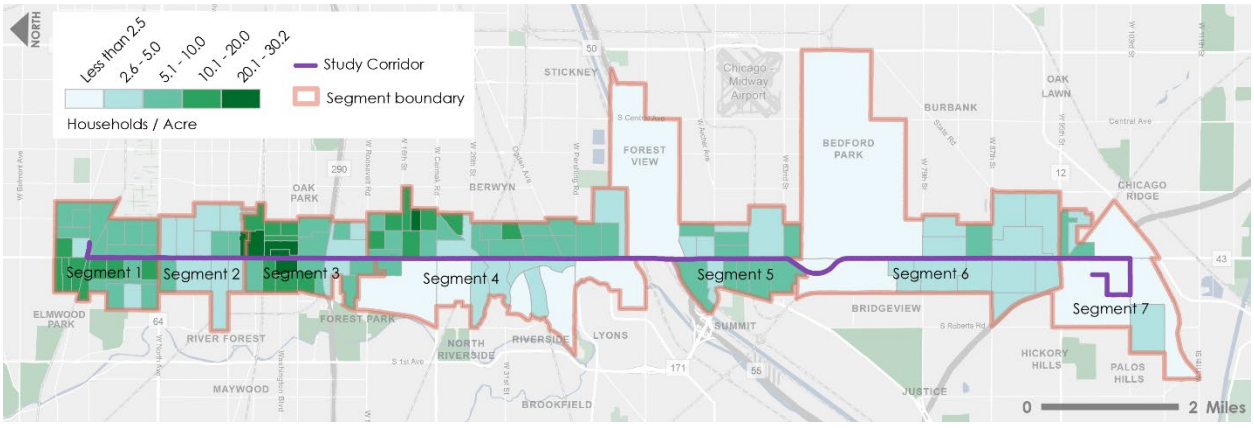
Source: 2020-2024 American Community Survey

5.1.2 Households

Household density (households per acre) was also assessed to understand the impact on future transit demand. Throughout the corridor there is an average of 4.1 households per acre. Household density, like population density, is greatest on the northern portion of the corridor, with Segment 3 and Segment 1 again representing the highest density, with 11.6 and 8.4 households per acre, respectively. Household density decreases throughout the central and southern portions of the corridor. Segment 6 has the lowest household density, at only 1.6 households per acre.

Although household density declines south of I-55, average household size increases slightly. The average number of people per household across Segment 5, Segment 6, and Segment 7 is 2.6 people per household, whereas the average number of people per household across Segments 1 through 4 is 2.3 people per household.

FIGURE 5-3. HOUSEHOLD DENSITY



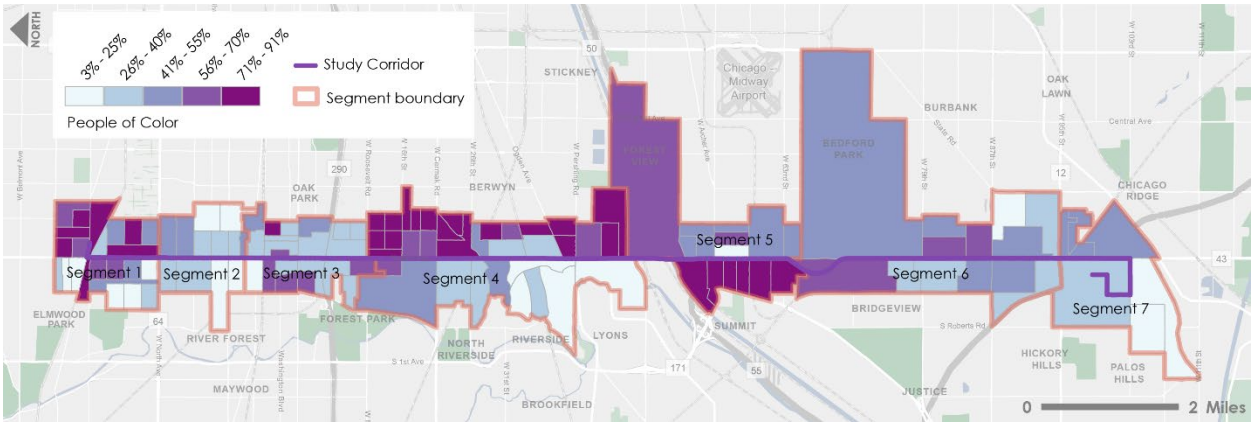
Source: 2020-2024 American Community Survey

5.1.3 People of Color Population

National research indicates that people of color (POC)[5] use public transit at higher rates than white non-Hispanic populations.[6] Across the study area, POC make up 51% of the population, with the highest concentrations in Chicago, Berwyn, Stickney, and Summit. The lowest percentages of POC are in River Forest, Riverside, and Palos Hills.

[5] For this study, POC was defined as anyone that did not identify as white, non-Hispanic on the American Community Survey (ACS).
[6] Austin, Algernon, "To Move Is to Thrive: Public Transit and Economic Opportunity for People of Color," *Demos.org*, 2017: https://www.demos.org/sites/default/files/publications/Public%20Transit.pdf

FIGURE 5-4. PEOPLE OF COLOR POPULATION PERCENTAGE



Source: 2020-2024 American Community Survey

5.1.4 Low-Income Population

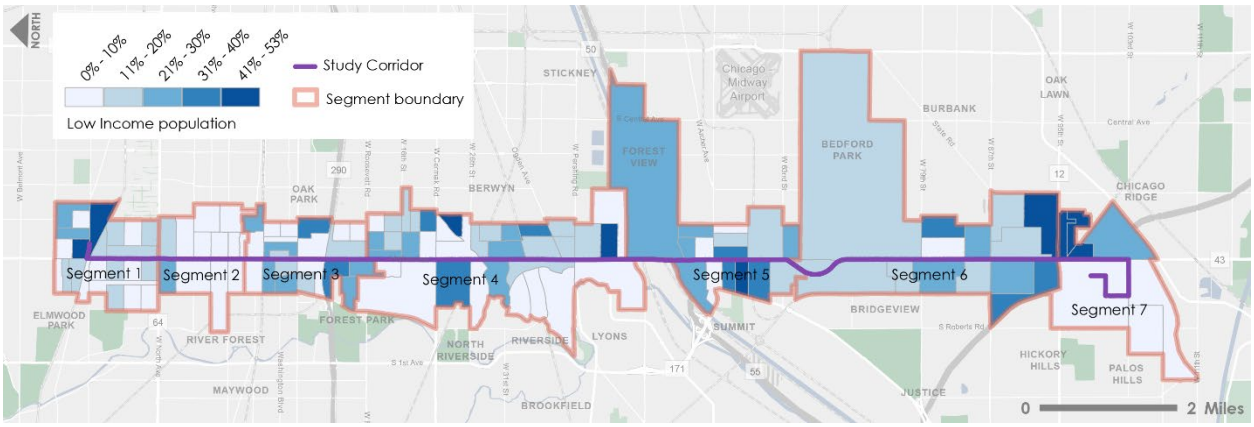
Low income was defined as having a household income less than 150% of the federal poverty level (FPL). Greater percentages of low-income people can indicate areas with greater transit dependency. The southern portion of the corridor has the highest percentages of low-income individuals. Segments 5, 6, and 7 have the highest percentages of low-income people, and all have greater than 20% low-income people. These three segments account for 43% of the corridor's low-income population but only 33% of its total population.

There is a cluster in Segments 6 and 7, located in Oak Lawn and Chicago Ridge, where multiple block groups have low-income populations exceeding 41% of the total population. This concentration suggests elevated potential transit demand near Harlem Avenue and 95th Street.

Segment 2, located in River Forest and Oak Park, has the lowest percentage of low-income individuals, at only 7% of the population.

Segments 3 and 1 have the highest density per acre of low-income people (at 3.5 people per acre and 2.7 people per acre respectively). While these areas have lower percentages of low-income people compared to the southern end of the corridor, this density indicates that there are substantial low-income households that could benefit from improved transit service.

FIGURE 5-5. LOW-INCOME POPULATION PERCENTAGE

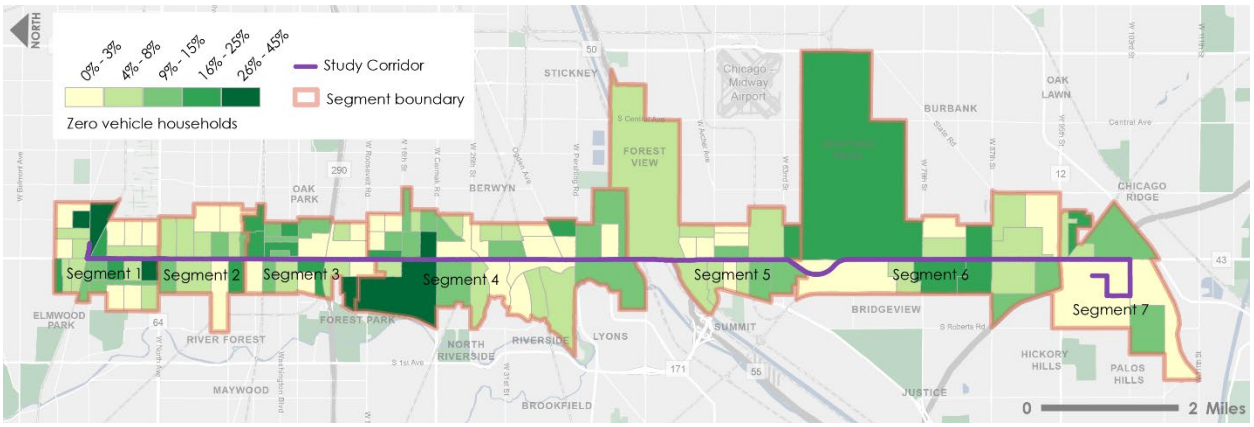


Source: 2020-2024 American Community Survey

5.1.5 Zero-and-One-Vehicle Households

Access to vehicles is often a correlated factor to transit ridership. Households that do not have a vehicle are more likely to use non-auto modes of transportation, including transit, walking, and biking. Across the corridor, there are approximately 6,500 zero-vehicle households, representing 10% of all households along the corridor. Segment 3 and Segment 1 have the highest rates of zero-vehicle households, with 13% and 11% of households having zero vehicles, respectively. The remaining segments have between 7% and 9% of households with zero vehicles.

FIGURE 5-6. ZERO-VEHICLE HOUSEHOLD PERCENTAGE

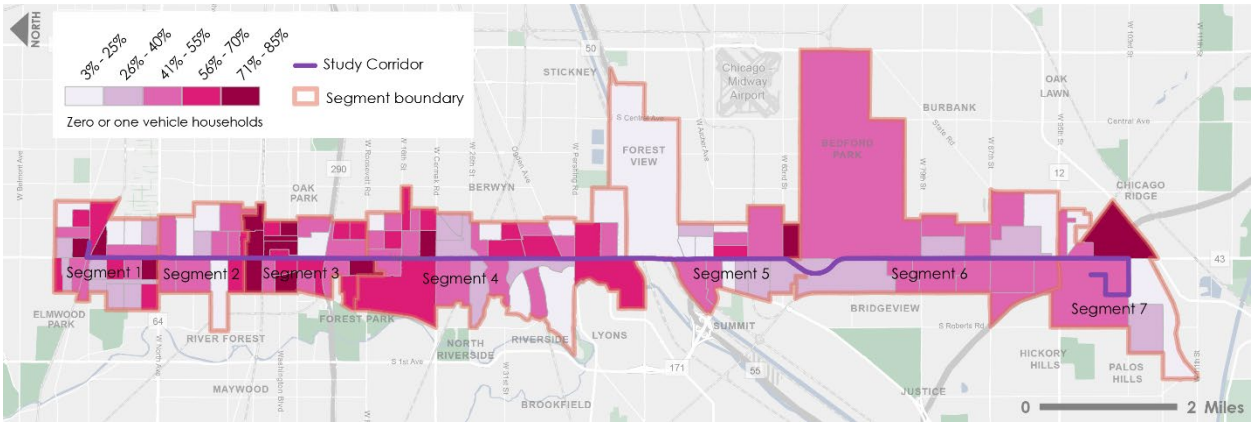


Source: 2020-2024 American Community Survey

Car-light households are defined as households that have zero or one vehicle. Car-light households are generally more likely to rely on transit and other non-auto travel modes. There are approximately 33,200 zero-to-one-vehicle households across the corridor, which is equal to 49% of the corridor. Segment 3 has by far the greatest rate and greatest number of zero-to-one-vehicle households, where 67% of households are car-light. Segment 3 is located in Oak Park, Forest Park, and River Forest, and has access to numerous rail transit options: the CTA Blue and Green Lines and the Metra UPW Line.

Strong rail access and high residential density contributes to lower automobile dependence in this area. The southern segments generally have lower percentages of car-light households (40% to 45%) but are still significant.

FIGURE 5-7. ZERO-TO-ONE-VEHICLE HOUSEHOLD PERCENTAGE



Source: 2020-2024 American Community Survey

5.1.6 Jobs

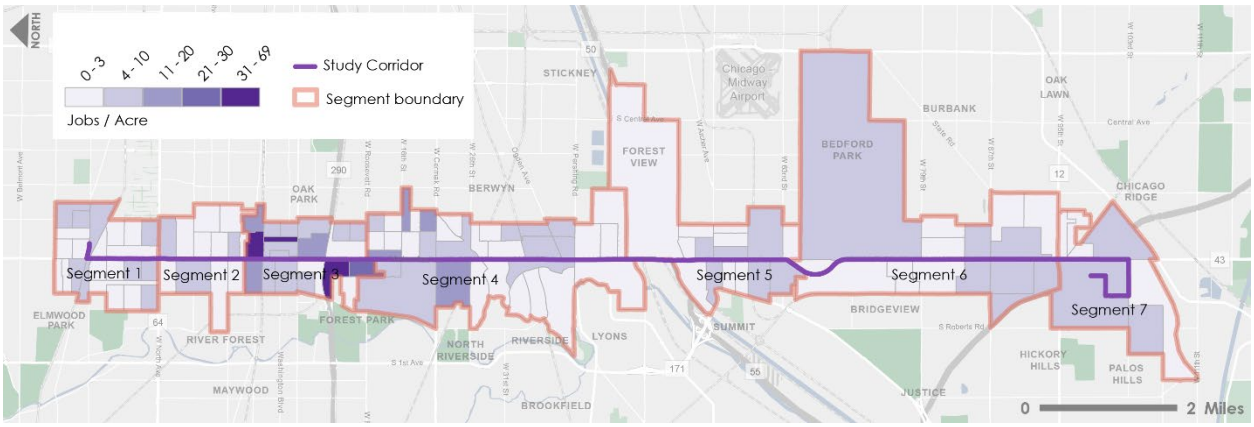
In addition to analyzing demographics, it is also important to understand job density along the corridor, as employment can also drive transit demand. Across the corridor the average job density is 4.6 jobs per acre, as shown in **Table 5-2**. The largest employment categories across the corridor are retail trade, manufacturing, and accommodation/food services. These industries generally require employees to travel to a physical workplace, generating consistent travel demand.

Segment 3 has the highest job density, with 13.8 jobs per acre, representing 23% of all jobs along the corridor. The largest employment categories in Segment 3 are health care/social assistance, manufacturing, accommodation/food services, and retail trade.

Segments 6 and 7 have the next highest job densities, with 5.0 and 4.1 jobs per acre respectively. Despite relatively low population densities, Segments 6 and 7 contain 42% of corridor jobs. The largest employment categories in Segments 6 and 7 are manufacturing, transportation / warehousing, and wholesale trade.

Segment 2 has the lowest job density, with only 2.4 jobs per acre, representing 3% of all jobs along the corridor.

FIGURE 5-8. JOB DENSITY



Source: 2023 Longitudinal Employer-Household Dynamics

TABLE 5-2. JOB CLASSIFICATION BY SEGMENT

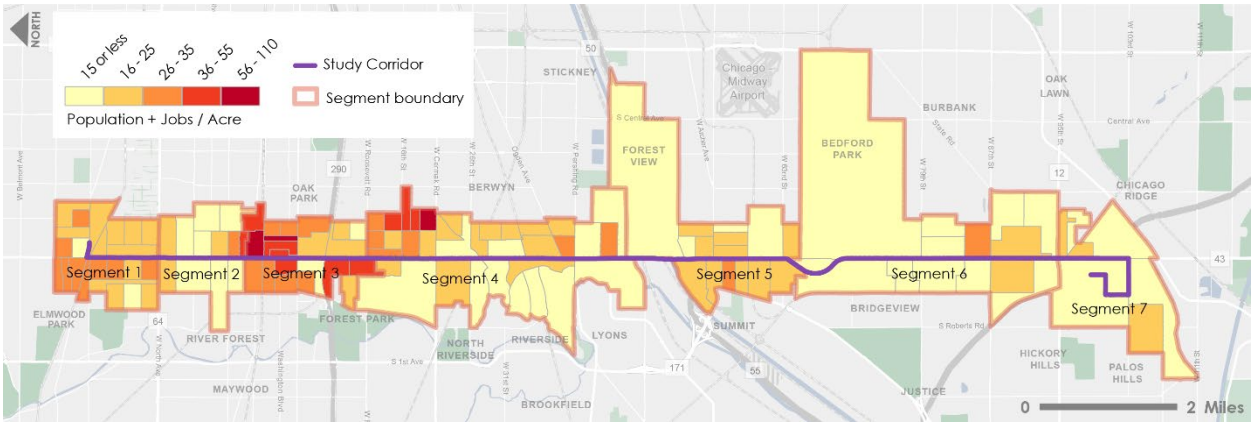
	Study Area	Segment 1	2	3	4	5	6	7
Area (Acres)	**16,571**	1,307	1,078	1,253	3,574	2,582	4,968	1,809
Total Jobs	**76,845**	4,318	2,612	17,324	13,690	6,683	24,748	7,470
Jobs per Acre	**4.6**	3.3	2.4	13.8	3.8	2.6	5.0	4.1
Total Jobs %	**100%**	6%	3%	23%	18%	9%	32%	10%
Jobs Classifications								
Agriculture	**474**	-	-	468	-	-	6	-
Mining/Extraction Service	**2**	-	-	-	-	-	1	1
Utilities	**3**	1	-	-	-	-	2	-
Construction	**2,823**	141	29	285	215	157	1,277	719
Manufacturing	**11,122**	341	24	2,783	187	1,694	5,325	768
Wholesale Trade	**3,447**	63	19	152	199	507	2,217	290
Retail Trade	**11,880**	1,051	67	2,078	4,552	198	2,955	979
Transportation/Warehousing	**7,814**	103	31	38	163	1,597	4,757	1,125
Information	**581**	10	35	280	101	3	138	14
Finance/Insurance	**1,552**	228	170	208	182	101	425	238
Real Estate	**807**	77	30	170	72	106	49	303
Professional/ Technical Services	**2,986**	219	138	1,447	344	144	474	220
Management Services	**139**	61	16	-	3	53	-	6
Administrative Support & Waste / Remediation Services	**6,490**	288	346	846	2,862	160	1,510	478
Educational Services	**5,591**	48	771	1,590	891	553	1,689	49
Health Care / Social Assistance	**7,963**	788	475	3,488	918	229	586	1,479
Arts, Entertainment, and Recreation	**991**	28	83	306	215	48	293	18
Accommodation / Food Services	**8,740**	739	210	2,504	2,127	594	2,042	524
Other Services	**2,806**	132	167	614	506	336	848	203
Public Administration	**634**	-	1	67	153	203	154	56

Source: 2023 Longitudinal Employer-Household Dynamics

5.1.7 Activity

Activity is defined as the total number of jobs plus the total population in an area. Both the number of jobs and the number of people are important for transit assessments as they both can generate trips. Total activity density is greatest on the northern end of the corridor, in Segments 1 through 4, with the highest activity density seen in Segment 3. While the southern end of the corridor has lower activity density, it still has pockets of higher activity density, such as directly south of I-55 and at the intersection of Harlem Avenue and West 87th Street.

FIGURE 5-9. ACTIVITY DENSITY



Source: 2020-2024 American Community Survey, 2023 Longitudinal Employer-Household Dynamics

5.2 Population and Employment Projections

The CMAP long range regional transportation plan, *ON TO 2050*, prepared population and employment projections for the seven-county region. These projections extend to the year 2050 and consider migration patterns, birth rates, death rates, and other socioeconomic trends. **Table 5-3** details CMAP population and employment projections for each segment of the corridor from 2020 – 2050. **Figure 5-10** shows CMAP's 2050 population projections and **Figure 5-11** illustrates CMAP's 2050 employment projections.

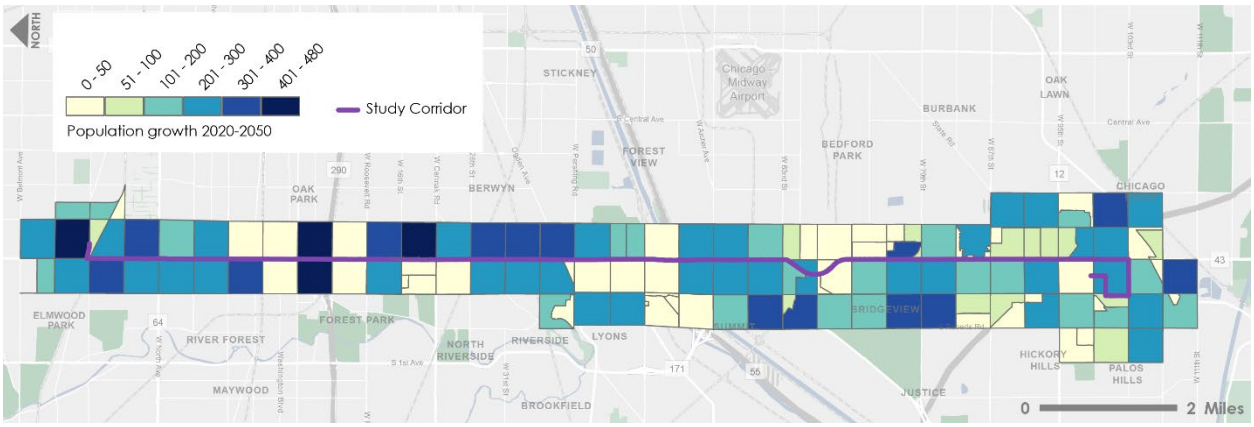
TABLE 5-3. POPULATION AND EMPLOYMENT PROJECTIONS

	Study Area	Segment 1	2	3	4	5	6	7
Projected Population Growth (2020 - 2050)	**19,765**	2,550	1,297	991	4,122	2,285	5,426	3,093
% of Corridor	**100%**	13%	7%	5%	21%	12%	27%	16%
Projected Employment Growth (2020 - 2050)	**11,106**	862	639	540	2,308	1,397	3,861	1,497
% of Corridor	**100%**	8%	6%	5%	21%	13%	35%	13%

Source: CMAP ON TO 2050

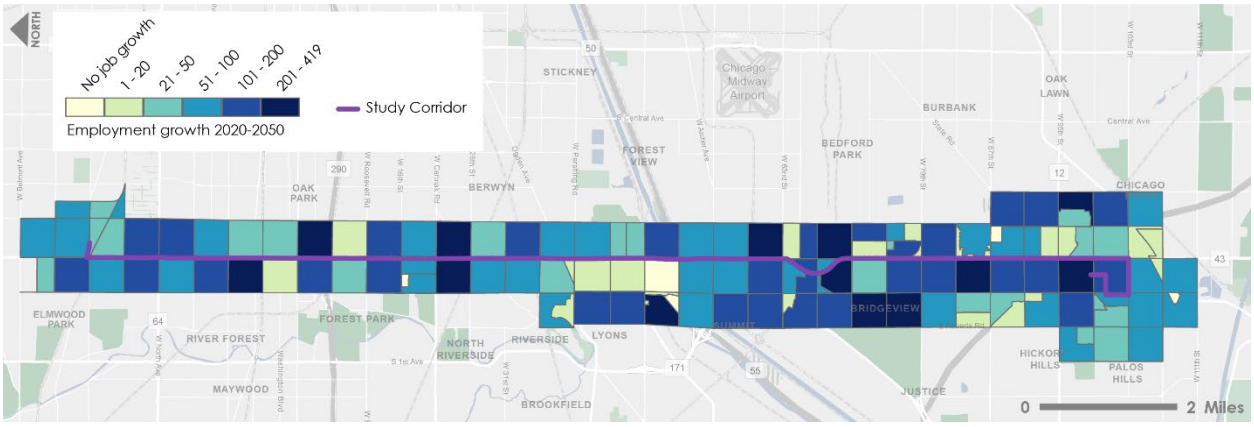
The corridor is projected to add more than 11,000 jobs and almost 20,000 residents by 2050. The largest population growth and largest employment growth are both projected in Segment 6, located in Burbank, Bedford Park, and Bridgeview. Segment 6 is expected to add almost 3,900 new jobs and grow by more than 5,400 people by 2050.

FIGURE 5-10. CMAP ON TO 2050 POPULATION PROJECTIONS



Source: CMAP ON TO 2050

FIGURE 5-11. CMAP ON TO 2050 EMPLOYMENT PROJECTIONS



Source: CMAP ON TO 2050

5.3 Corridor and Key Travel Patterns

5.3.1 Analysis Overview

The following analysis reviews key travel patterns in the study area. Travel patterns were identified using Replica, an analytics platform that interprets mobile location data (including location-based services (LBS) data, vehicle in-dash GPS data, and point-of-interest (POI) data) to represent the number and location of all daily trips taken in a specific study area. This analysis reflects a typical weekday in spring 2025, which is the most recent Replica dataset available at the time of this report. Travel patterns in this

section are summarized based on the segments and associated block groups previously shown in **Figure 5-1**.

5.3.2 Analysis Assumptions and Methodology

For the purposes of this analysis, origins and destinations (i.e., trip ends) are each considered as individual "trips". The number of trip ends in each block group can be used to identify activity centers (areas with high volumes of travel). The dataset for this analysis only includes trips traveling to, from, and within the corridor. The data in the figures and tables in this section have been filtered to represent all trips, internal trips or external trips, as described in the **Table 5-4** below.

TABLE 5-4. REPLICA ANALYSIS DEFINITION OVERVIEW

Summary Type	Description
All Trips	Map/table represents the total number of trip ends that begin or end within the corridor.
Internal Trips	Map/table represents the total number of trip ends that begin and end in the study area.
External Trips	Map/table represents the total number of trip ends traveling outside of the corridor but begin or end in the study area.

Other assumptions include:

- The number of trips in external block groups is much lower than the trips in the corridor block groups, because their comprehensive trips (i.e., they are only included if they interact with the corridor) are not included in the dataset. For this reason, the symbology in external trip maps is adjusted once internal trips are filtered out, in order to better portray activity centers outside of the corridor. However, it is important to note that these trips are much lower in magnitude.
- This analysis focuses on weekday travel, which has higher volumes of trips and is a key driver of transit demand. There is also a strong level of weekend trips and associated maps have been included in **Appendix A** as a reference.
- To account for the difference in block group sizes, the maps included in this section represent trip density (trips per square mile) rather than the total number of trips.

5.3.3 Corridor Trip Characteristics

Approximately 1.3 million trips are associated with the study area on a typical weekday. Weekend travel is slightly lower, with 1.26 million trips. Around 35% of all weekday corridor trips are internal, meaning they begin and end in the study area. The northern portion of the corridor generally has higher trip densities than the southern portion. Segment 3 has the highest trip densities across the corridor, followed by Segments 4, 1,

and 2. **Figure 5-12** illustrates weekday internal trip activity density within the corridor. Activity centers are labeled in the figure and described in **Table 5-5**.

FIGURE 5-12. TRIPS PER SQUARE MILE (INTERNAL TRIPS, WEEKDAY, CORRIDOR BLOCK GROUPS)

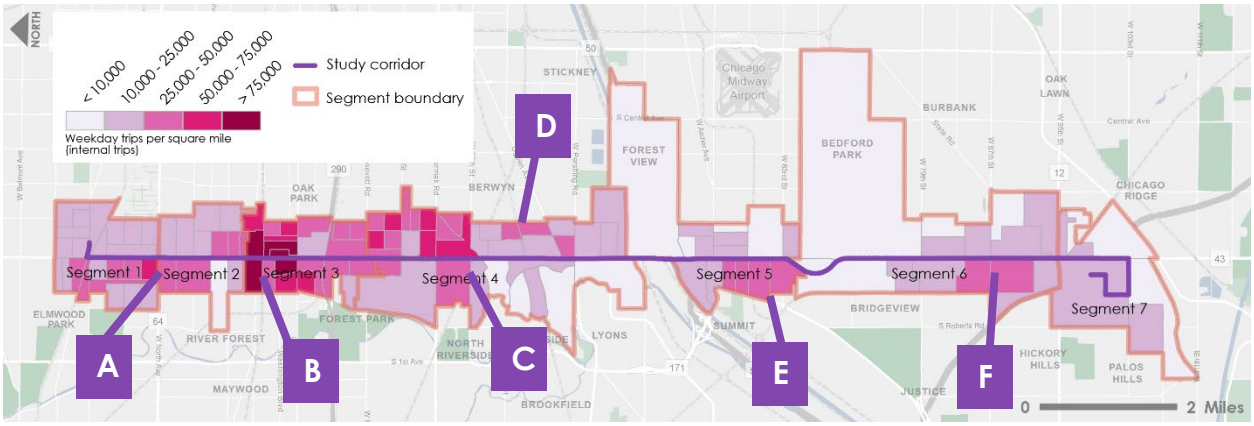


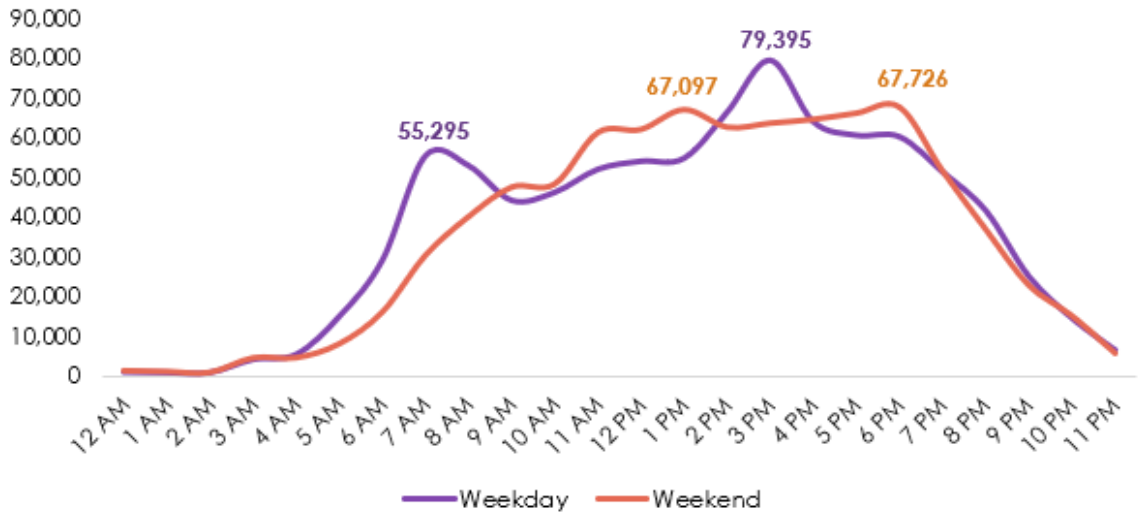
TABLE 5-5. INTERNAL CORRIDOR TRIP ACTIVITY CENTERS

Activity Center	Intersection	Description
A	**Harlem & North**	Cameo Towers Condominium, North Tower Plaza (Strip Mall)
B	**Harlem & Lake**	Downtown Oak Park, River Forest Town Center, Metra UPW Line Oak Park Station, CTA Green Line Harlem/Lake Station
C	**Harlem & Cermak**	North Riverside Park Mall, Morton West High School, commercial corridor on Cermak
D	**Oak Park Ave & Windsor**	Metra BNSF Line Harlem Avenue Station, commercial areas and corridors
E	**Harlem & W 59th**	Manufacturing / Industrial facilities, Argo Community High School
F	**Harlem & 87th**	Bridgeview commercial area, industrial facilities

5.3.3.1 Trips by Time of Day

Most trips along the corridor occur between the hours of 5 a.m. to 7 p.m., and time patterns vary by weekday and weekend. On a typical weekday, corridor trips peak at 7 a.m. and 3 p.m. and align with traditional weekday commuting patterns. On a typical weekend, the number of trips climbs gradually throughout the day, peaking at 7 p.m. but are mostly constant from 1 p.m. to 7 p.m..

FIGURE 5-13. WEEKDAY AND WEEKEND NUMBER OF TRIPS BY TIME OF DAY (REPLICA SPRING 2025)



5.3.3.2 Round Trip Length

The length of trips to and from the corridor are long, with an average trip distance of 12.5 miles. Corridor round trips are significantly longer than overall round trips taken in Chicago and Cook County, which average 3.4 miles and 5.0 miles, respectively. Round trip distances vary along corridor segments, with Segment 2 seeing the longest trips (15.3 miles) and Segment 4 seeing the shortest trips (10.2 miles). **Table 5-6** shows the average distance of trips that begin and end in each segment of the corridor.

TABLE 5-6. AVERAGE ROUND TRIP DISTANCE BY SEGMENT

Trip Distance (Miles)			
Segment	**All Round Trips**	**Round Trips to Segment**	**Round Trips from Segment**
1	10.1	10.0	10.1
2	15.3	15.4	15.2
3	14.3	13.6	14.9
4	10.2	9.9	10.6
5	12.6	13.1	12.2
6	12.9	13.0	12.7
7	11.8	11.8	11.9
Average	**12.5**	**12.4**	**12.5**

5.3.3.3 External Trips

Figure 5-14 illustrates densities for trips taken to, from, or within the corridor. The corridor block groups have much higher densities than surrounding areas due to the nature of the data source (i.e., includes only trips that directly interact with the corridor), but travel to several areas outside of the corridor are prevalent. These locations help

illustrate where people are traveling to or from when only one portion of their trip interacts with the corridor and are further defined in **Table 5-7**. External trips are geographically dispersed and generally concentrated around major activity centers such as medical campuses, commercial districts, Midway Airport, and downtown Chicago.

FIGURE 5-14. TRIPS PER SQUARE MILE (ALL TRIPS, WEEKDAY)

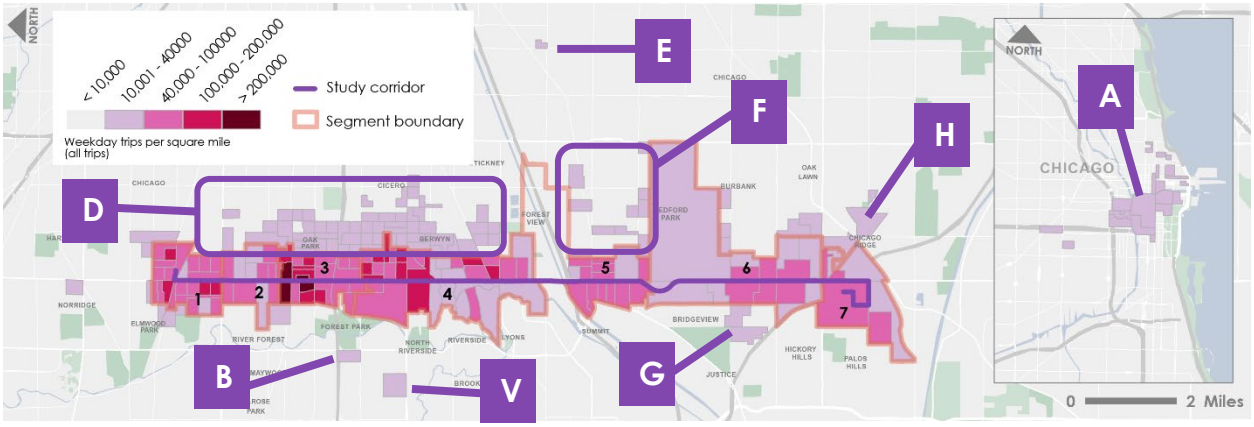


TABLE 5-7. EXTERNAL CORRIDOR TRIP ACTIVITY CENTERS

Activity Center	Intersection	Description
A	**Chicago Loop**	Chicago Loop
B	**Roosevelt & 171 (S. 1st Avenue)**	Loyola University Medical Center, Hines VA Hospital
C	**Cermak & S 17th Avenue**	Broadview Village Square
D	**Ridgeland from Erie to Pershing**	Metra BNSF Line LaVergne Station, commercial areas, industrial and rail areas in Cicero, IL
E	**Kedzie & 45th**	Shopping centers, industrial sites
F	**55th from Narragansett to Laramie**	Midway Airport, Airport Parking Lots
G	**79th and S Roberts Road**	Industrial sites, Warehouses
H	**Ridgeland and Birmingham**	Warehouses, Harold L. Richards High School, Stony Creek Golf Course

5.3.4 Corridor Travel Patterns

5.3.4.1 Travel Flows by Segment

Table 5-8 presents the number of origins, destinations, and total trips by corridor segment. Segment 4 has the most travel activity with about 330,000 total trips, followed by Segments 3 and 6, each with around 260,000 total trips. Segment 2 has the least amount of activity with less than 80,000 total trips.

TABLE 5-8. ORIGINS, DESTINATIONS, AND TOTAL TRIPS BY SEGMENT

Segment	Origin	Destination	Total Trips
1	73,242	73,637	146,879
2	39,771	39,841	79,612
3	128,968	130,450	259,418
4	167,288	167,675	334,963
5	60,286	60,538	120,824
6	128,831	127,737	256,568
7	52,805	52,698	105,503
Total	**651,191**	**652,576**	**1,303,767**

Around 35% of all corridor trips are internal (i.e., begin and end in the study area). About a quarter of these internal trips (22%) occur in Segment 4. Segments 3 and 6 account for the next largest proportions of internal study area trips – 16% and 14% respectively. Additionally, Segments 3 and 4 have the largest volume of travel between segments, with about 12,000 trips between them. Weekday segment travel patterns are shown in **Table 5-9** and **Table 5-10**.

TABLE 5-9. WEEKDAY SEGMENT TRAVEL PATTERNS (REPLICA SPRING 2025)

		Destination						
		1	2	3	4	5	6	7
Origin	1	18,381						
	2	4,740	9,225					
	3	3,038	11,369	37,845				
	4	1,132	1,673	11,821	50,903			
	5	339	93	530	3,531	14,701		
	6	132	78	437	1,541	4,836	32,452	
	7	22	23	71	272	702	9,624	11,132

TABLE 5-10. PERCENTAGE OF WEEKDAY TRIPS BETWEEN SEGMENTS (REPLICA SPRING 2025)

		Destination						
		1	2	3	4	5	6	7
Origin	1	8%						
	2	2%	4%					
	3	1%	5%	16%				
	4	<0.1%	1%	5%	22%			
	5	<0.1%	<0.1%	<0.1%	2%	6%		
	6	<0.1%	<0.1%	<0.1%	1%	2%	14%	
	7	<0.1%	<0.1%	<0.1%	<0.1%	<0.1%	4%	5%

Weekend travel follows a similar pattern, where Segments 4, 3, and 6 make up the largest number of trips, as shown in **Table 5-11** and **Table 5-12**.

TABLE 5-11. WEEKEND SEGMENT TRAVEL PATTERNS (REPLICA SPRING 2025)

		Destination						
		1	2	3	4	5	6	7
Origin	1	19,416						
	2	4,437	6,991					
	3	3,550	10,880	38,814				
	4	1,155	1,337	11,690	50,284			
	5	315	97	634	3,411	12,526		
	6	138	159	385	1,326	3,864	31,950	
	7	60	11	54	323	644	8,204	9,858

TABLE 5-12. PERCENTAGE OF WEEKEND SEGMENT TRAVEL (REPLICA SPRING 2025)

		Destination						
		1	2	3	4	5	6	7
Origin	1	9%						
	2	2%	3%					
	3	2%	5%	17%				
	4	1%	1%	5%	23%			
	5	<0.1%	<0.1%	<0.1%	2%	6%		
	6	<0.1%	<0.1%	<0.1%	1%	2%	14%	
	7	<0.1%	<0.1%	<0.1%	<0.1%	<0.1%	4%	4%

5.3.4.2 Key Segment Travel Patterns

Table 5-13 illustrates the number of trips taken outside the corridor, within the segment, and to other segments. As shown below, most corridor trips involved interactions with external block groups, accounting for 65% of total trips. Trips within each segment accounted for 27% of total trips, while trips to other corridor segments totaled 9% of total trips.

TABLE 5-13. NUMBER OF TRIPS OUTSIDE CORRIDOR, WITHIN SEGMENT, AND TO OTHER SEGMENTS

Segment	Trips Outside of Corridor	Trips within Segment	Trips with Other Corridor Segments	Total Trips
1	100,714	36,762	9,132	146,608
2	43,186	18,450	17,952	79,588
3	156,462	75,690	27,718	259,870
4	213,187	101,806	19,854	334,847
5	81,391	29,402	10,022	120,815
6	175,016	64,904	16,884	256,804
7	72,525	22,264	10,446	105,235
Total	**842,481**	**349,278**	**112,008**	**1,303,767**
%	**65%**	**27%**	**9%**	**100%**

5.3.4.3 Top Travel Pairs

Figure 5-15 highlights the largest volume of trips (i.e., trip pairs or travel flows) that begin and end within the corridor. The strongest travel flows generally occur either between the corridor's major commercial centers and nearby residential areas or between the industrial concentrations in the southern portion of the corridor. The trip pairs with the highest volumes are between Segments 6 and 7, particularly between industrial areas in Bridgeview and the industrial area south of the Bedford Park Yard (note: this may be attributed to truck traffic in these areas). This industrial area also has strong connections to Segment 5. Additionally, there is significant overlapping travel between Segments 2, 3, and 4.

FIGURE 5-15. TOP TRIP PAIRS (INTERNAL TRIPS, WEEKDAY)

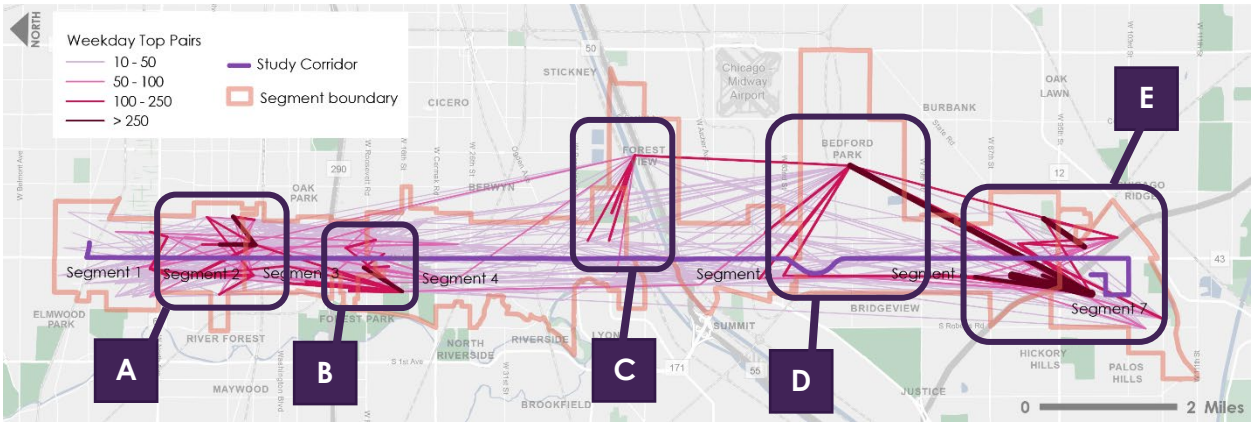


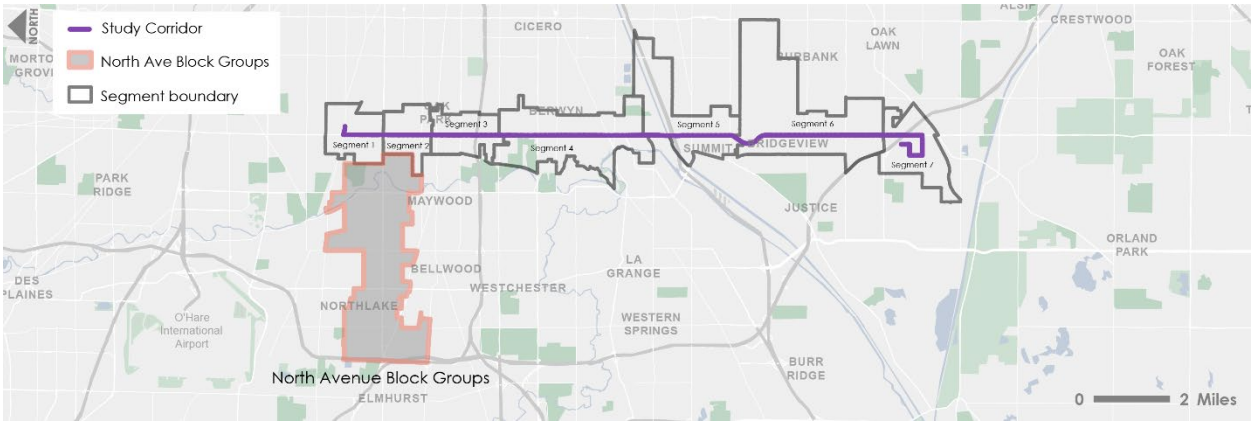
TABLE 5-14. TOP INTERNAL CORRIDOR TRIP PAIRS

Activity Center	Travel Pattern
A	Oak Park <–> River Forest – Elmwood Park
B	North Riverside Park Mall <-> Oak Park, River Forest, Elmwood Park
C	Central Stickney Industrial Area <-> Lyons/Ottawa Woods, Stickney
D	Industrial area south of Bedford Park Yard <-> Summit, Central Stickney, Bridgeview, Palos Hills
E	Industrial areas in Bridgeview <-> Industrial areas in Bedford Park

5.3.5 North Avenue Analysis

An additional travel pattern analysis was completed for block groups along North Avenue, running approximately four miles west from the northern portion of the study area. The purpose of this analysis is to assess the connection between North Avenue and the study area corridor for future Pulse service needs and relevant context to Pace's *ReVision* study. The North Avenue block groups included in this analysis are shown in **Figure 5-16**, along with the study area segments for context.

FIGURE 5-16. NORTH AVENUE CORRIDOR ANALYSIS BLOCK GROUPS



5.3.5.1 Overview of North Avenue Trips

As shown in **Table 5-15**, on a typical weekday, there are around 440,000 trips on the North Avenue corridor. Similar to the study area, about one third of trips are internal, meaning that they travel within the North Avenue corridor, while two thirds of trips travel elsewhere.

TABLE 5-15. NORTH AVENUE CORRIDOR TRIPS

North Avenue Block Groups	Total Trips	External Trips	Internal Trips
Number of Trips	443,555	314,669	128,886
Percent of Total Trips	100%	71%	29%

Figure 5-17 illustrates trip density along the North Avenue corridor for all weekday trips. The majority of trips along the North Avenue corridor tend to remain within those block groups or to the immediately surrounding areas to the north and south. Overall, there are limited volumes of trips that cross between the North Avenue corridor and the study area. **Table 5-16** identifies the top activity centers along the North Avenue corridor.

FIGURE 5-17. NORTH AVENUE TRIP DENSITY (WEEKDAY, ALL TRIPS)

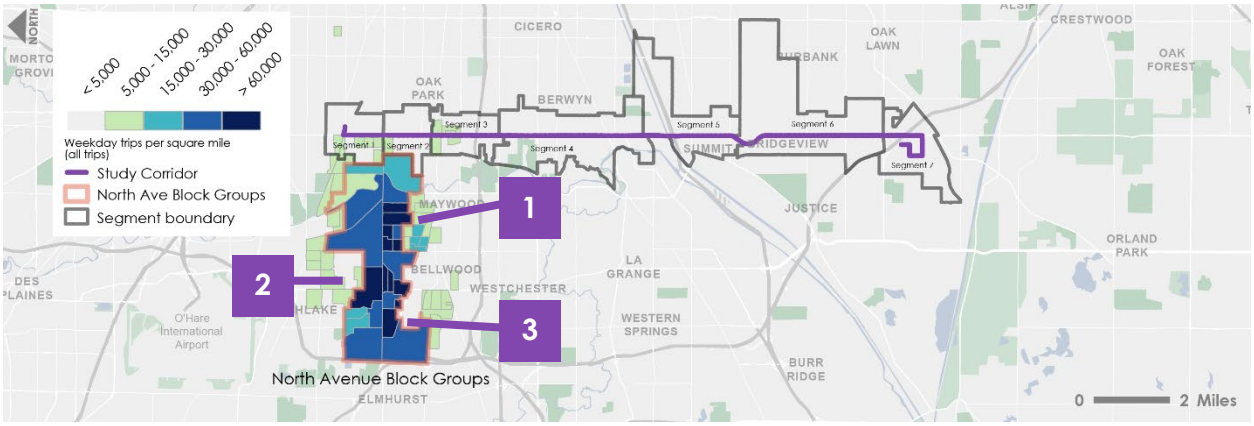


TABLE 5-16. NORTH AVENUE CORRIDOR ACTIVITY CENTERS

#	Intersection (approx.)	Description
1	**North & 14th**	Winston Plaza (Shopping Center), commercial area, warehouses
2	**North & Mannheim**	Logistics and warehouses
3	**North & Wolf**	Shopping centers, warehouses, Union Pacific Railroad

5.3.5.2 Trips Between North Avenue Corridor and the Study Area

Travel between the North Avenue corridor and the study area is limited, accounting for only about 5% of the total North Avenue corridor trips. The strongest connection is on the northern portion of the study area. As shown in **Figure 5-18**, the volume of activities between the North Avenue corridor and the study area drops off significantly south of Segment 4 (Ogden Avenue) and I-55.

TABLE 5-17. NUMBER OF TRIPS BETWEEN NORTH AVENUE CORRIDOR AND THE STUDY AREA

North Avenue Block Groups	Total Trips	Total Trips To / From Harlem Corridor
Number of Trips	443,555	23,354
Percent of Total Trips	100%	5%

FIGURE 5-18. TRIPS BETWEEN NORTH AVENUE CORRIDOR AND STUDY AREA (WEEKDAY)

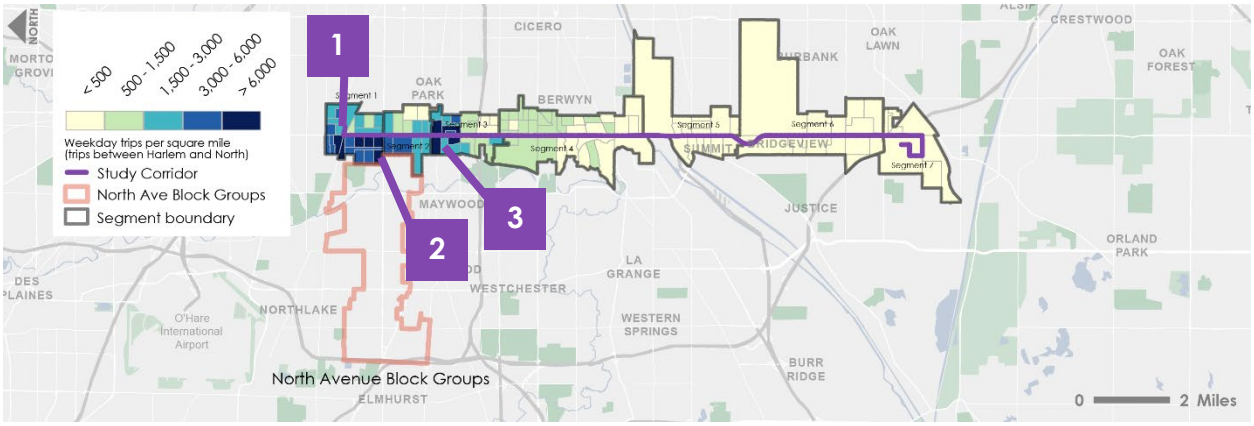


TABLE 5-18. ACTIVITY CENTERS BETWEEN NORTH AVENUE AND STUDY AREA CORRIDORS

#	Intersection (approx.)	Description
1	**Harlem & Grand**	Metra MDW Line Elmwood Park Station, downtown Elmwood Park, commercial areas
2	**Harlem & North**	Cameo Towers Condominium, North Tower Plaza (strip mall), commercial areas
3	**Harlem & Lake**	Downtown Oak Park, River Forest Town Center, Metra UPW Line Oak Park Station, CTA Green Line Harlem/Lake Station

6 Transit Service Assessment

6.1 Corridor Service Overview

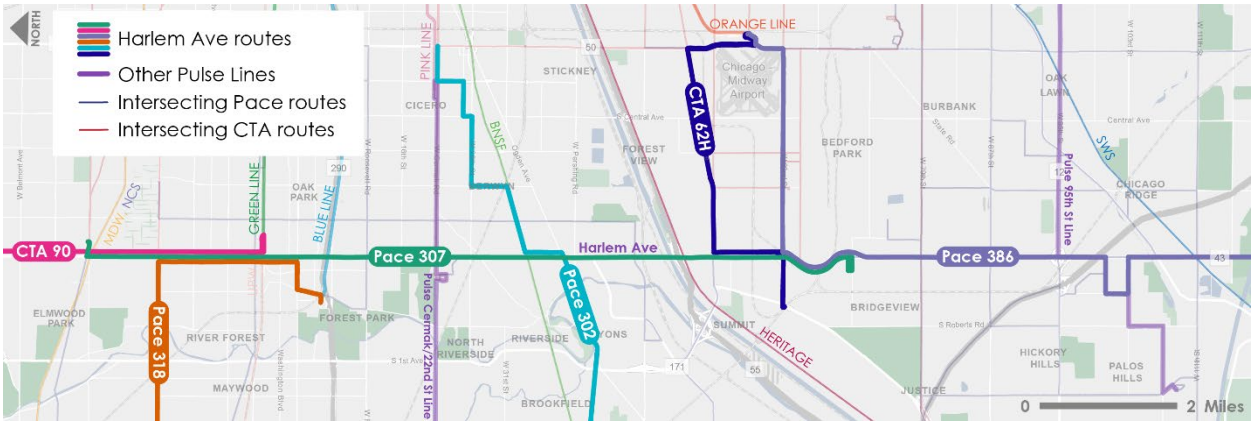
Four core routes operate directly on Harlem Avenue within the study area corridor including Pace Routes 307, 318, and 386 and CTA Route 90. Pace Route 307 is the primary bus route throughout the corridor and operates between the CTA Grand/Nordica Terminal and the Bridgeview Transit Center (near SeatGeek Stadium). Additionally, Pace Route 318 and CTA Route 90 operate on the northern portion of the corridor, while Route 386 operates on the southern portion of the corridor. Route 318 provides service along North Avenue and interacts with the corridor between North Avenue and Madison Street. CTA Route 90 operates on Harlem Avenue north of the corridor and interacts with other services between Grand Avenue and the CTA Green Line Harlem/Lake Station (South Boulevard). Route 386 operates on 63rd Street and Harlem Avenue, overlapping with Route 307 between 63rd Street and 71st Street and providing service through the southern extent of the corridor near 103rd Street. These core routes contain several major public transit access and transfer points including connections to the CTA Green and Blue Lines, Metra UPW and BNSF Lines, and future Pulse Lines on North Avenue, Cermak/22nd Street, and 95th Street.

Additionally, Pace Route 302 and CTA Route 62H also briefly operate on Harlem Avenue. Route 302 operates on the corridor for a half mile between Stanley Avenue (i.e., Metra BNSF Line) and Ogden Avenue. Route 62H operates on the corridor for approximately one mile between Archer Avenue and 63rd Street. In addition to these corridor services, 22 other routes, listed below, operate through or adjacent to Harlem Avenue. An overview map of transit service in the study area is shown in **Figure 6-1**.

- Route 305 - East Roosevelt Road
- Route 309 - Lake Street
- Route 311 - Oak Park Avenue
- Route 313 - St. Charles Road
- Route 319 - Grand Avenue
- Route 322 - Cermak Road - 22nd Street
- Route 330 - Mannheim - LaGrange Roads
- Route 379 - Midway - Orland Park
- Route 381 - 95th Street
- Route 384 - Narragansett - Ridgeland
- Route 385 - 87th-111th-127th
- Route 386 - South Harlem

- Route 390 - Midway CTA - UPS Hodgkins
- Route 395 - 95th/Dan Ryan CTA - UPS Hodgkins Limited
- CTA Route 21 - Cermak
- CTA Route 62 - Archer
- CTA Route 63W - West 63rd
- CTA Route 65 - Grand
- CTA Route 72 - North
- CTA Route 74 - Fullerton
- CTA Route 165 - West 65th
- CTA Route 169 - 69th/UPS Express

FIGURE 6-1. STUDY AREA SERVICE OVERVIEW



Route 307 is the primary service expected to support the Pulse Harlem Line as underlying local service along with potentially Route 386 (or equivalent) south of 71st Street. Recommendations for Pulse and underlying local service are not included in this technical memorandum but are intended to be addressed in later stages of the Project Definition Study. Additionally, Pace's ongoing network restructuring project *ReVision* is anticipated to dictate future service changes in and intersecting the corridor. Recommendations from *ReVision* and their impact on service along Harlem Avenue will be incorporated into the Project Definition Study as *ReVision* is finalized.

6.2 Core Route Operating Overview and Trends

The following section provides an overview of service and operating characteristics and historical ridership trends for the four core routes operating directly on Harlem Avenue, including Pace Routes 307, 318, and 386 and CTA Route 90. More detailed analysis for Route 307 is provided in **Section 6.4**.

6.2.1 Corridor Operations Overview

Transit service in the corridor is complex due to various overlapping segments, service patterns, and frequency changes. Pace Routes 307, 318, and CTA Route 90 operate mostly at 15-minute peak frequencies on weekdays with variations of 20- and 30-minute peak frequencies on weekends. Route 386 currently operates every 30 minutes on weekdays and every 60 minutes on weekends. **Table 6-1** displays frequencies and spans of service by day type for each route.

TABLE 6-1. CORE ROUTE OPERATING CHARACTERISTICS

	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
	Peak Frequency (minutes)			Spans of Service		
Route 307	15	20	30	4:53 a.m. to 12:02 a.m.	5:33 a.m. to 12:10 a.m.	5:59 a.m. to 10:58 p.m.
Route 318	15	20	20	4:32 a.m. to 1:10 a.m.	5:02 a.m. to 12:49 a.m.	5:33 a.m. to 12:49 a.m.
Route 386	30	60	60	4:28 a.m. to 8:06 p.m.	5:56 a.m. to 7:57 p.m.	7:20 a.m. to 7:33 p.m.
Route 90	15*	20	20	4:20 a.m. to 11:47 p.m.	4:30 a.m. to 10:34 p.m.	6:20 a.m. to 10:01 p.m.

Source: Pace fall 2025, CTA fall 2025, GTFS
**Route 90 provides select peak hour trips at 12- to 15-minute frequencies. This was generalized to 15 minutes for simplicity.*

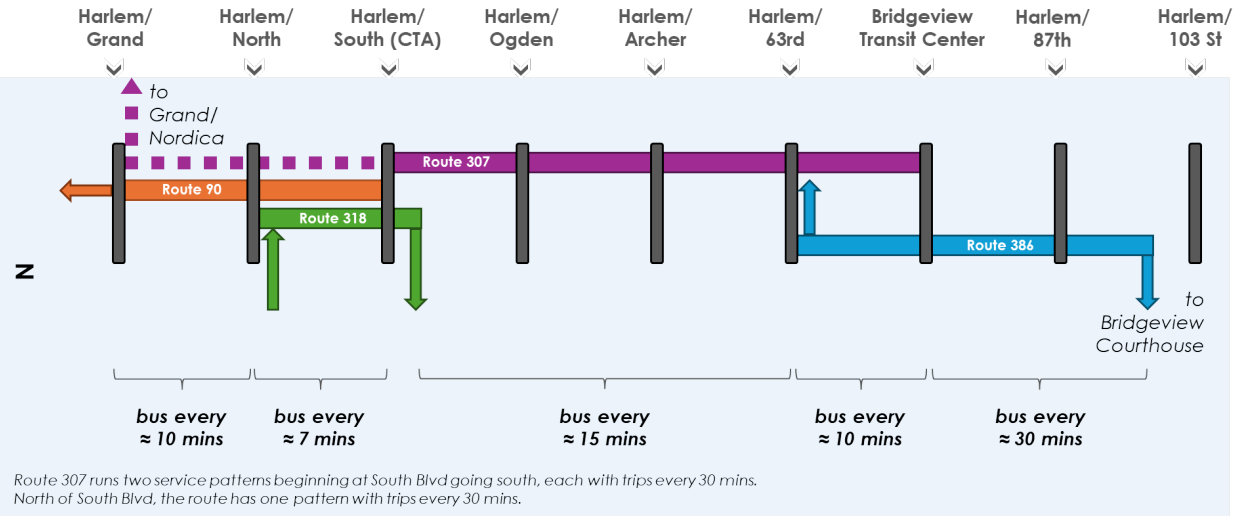
Route 307 notably has a weekday peak frequency of 15 minutes; however, it operates a short-turn service pattern that runs between CTA Green Line Harlem/Lake Station and the southern terminus of the route. Route 307's frequency north of the CTA Green Line Harlem/Lake Station to the CTA Grand/Nordica Terminal is 30 minutes on weekdays but is supplemented by overlapping service from Pace Route 318 and CTA Route 90. This overlap of routes often creates transit rich areas with "effective frequencies"[7] in segments much greater than individual routes. Additional details on effective peak frequencies by day type throughout the corridor are provided and further illustrated below.

On weekdays, between Grand Avenue and North Avenue, Pace route 307 and CTA Route 90 operate with an effective frequency of 10 minutes. Pace Route 318 provides service along the corridor beginning at North Avenue. Between North Avenue and the CTA Green Line Harlem/Lake Station, Pace Routes 307, 318, and CTA Route 90 have an effective frequency of seven minutes. CTA Route 90 terminates at the CTA Green Line Harlem/Lake Station. Beginning at the CTA Green Line Harlem/Lake Station, Pace Route 307 operates an additional service pattern on weekdays, doubling its frequency to 15 minutes as it travels farther south. Between the CTA Green Line Harlem/Lake Station and

[7] Effective frequencies are defined as the number of total transit trips per hour a rider would experience in a segment with overlapping service. It is calculated by dividing 60 by the total number of trips provided by direction in a shared segment and is expressed in minutes.

Madison Street, where Pace Route 318 turns off the corridor, Pace Routes 307 and 318 have an effective frequency of nine minutes. Between Madison Street and 63rd Street, Route 307 has an effective frequency of 15 minutes. At 63rd Street, Route 386 turns onto the corridor and with Route 307 provides an effective frequency of 10 minutes until the Bridgeview Transit Center (i.e., 71st Street) where Route 307 ends. Route 386 operates at a 30-minute frequency through the remainder of the corridor until it turns at 100th Place to serve the Bridgeview Courthouse. These weekday effective frequencies are further visualized in **Figure 6-2**.[8]

FIGURE 6-2. CORRIDOR WEEKDAY SERVICE SCHEMATIC



Route 307 runs two service patterns beginning at South Blvd going south, each with trips every 30 mins. North of South Blvd, the route has one pattern with trips every 30 mins.

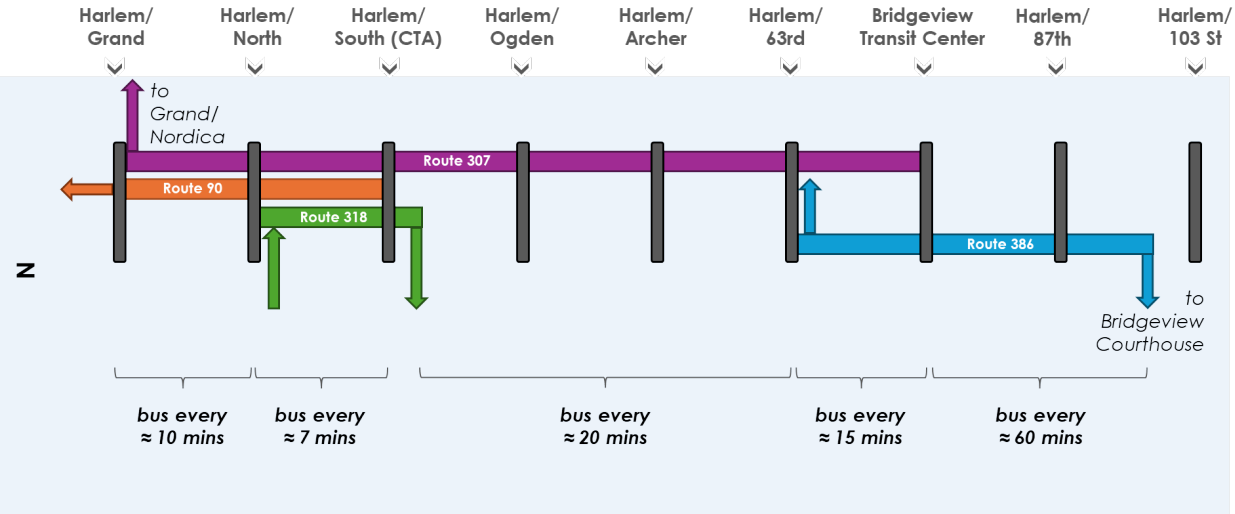
Source: Pace fall 2025, CTA fall 2025, GTFS

On Saturdays, between Grand Avenue and North Avenue, Pace Route 307 and CTA Route 90 operate with an effective frequency of 10 minutes. Between North Avenue and the CTA Green Line Harlem/Lake Station, Pace Routes 307, 318, and CTA Route 90 have an effective frequency of seven minutes. Unlike weekdays, Pace Route 307 only operates one service pattern across the entire route at 20-minute frequencies for most of the day. Between the CTA Green Line Harlem/Lake Station and Madison Street, where Pace Route 318 turns off the corridor, Pace Routes 307 and 318 have an effective frequency of 10 minutes. Between Madison Street and 63rd Street, Route 307 has a frequency of 20 minutes. At 63rd Street, Routes 386 and 307 provide an effective frequency of 15 minutes until the Bridgeview Transit Center (i.e., 71st Street) where Route 307 ends. Route 386 operates at a 60-minute frequency through the remainder of the

[8] Route 302 and CTA Route 62H are not depicted in the weekday effective frequency chart due to their limited service/impact on the corridor. Route 302 operates on the corridor for a half mile between Stanley Avenue (i.e., Metra BNSF Line) and Ogden Avenue every 45 minutes. Route 62H operates on the corridor for approximately one mile between Archer Avenue and 63rd Street every 20- to 30-minutes.

corridor until it turns at 100th Place to serve the Bridgeview Courthouse. These Saturday effective frequencies are further visualized in **Figure 6-3**.[9]

FIGURE 6-3. CORRIDOR SATURDAY SERVICE SCHEMATIC



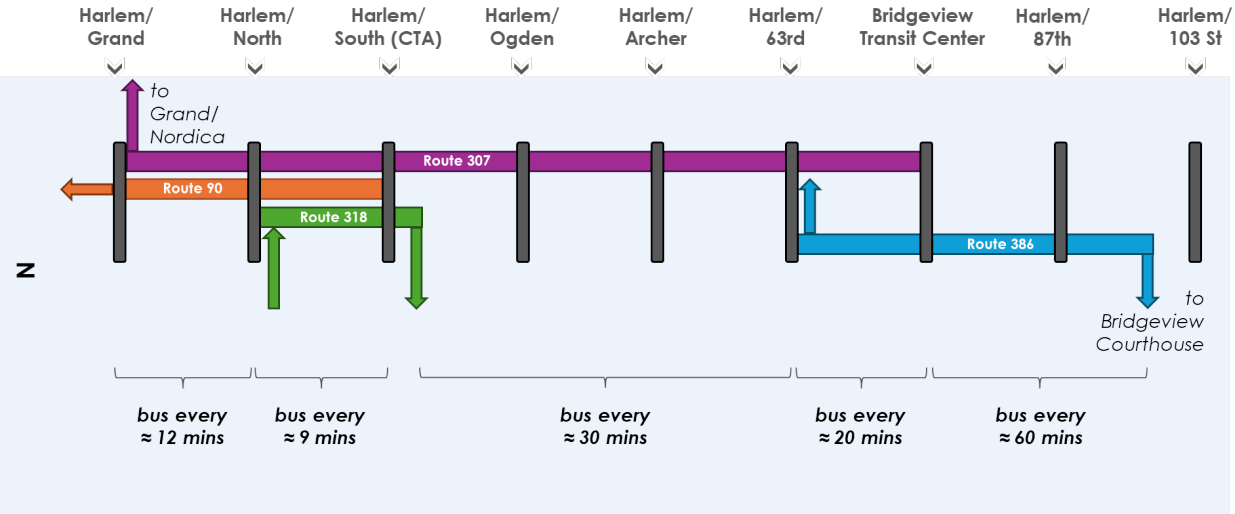
Source: Pace fall 2025, CTA fall 2025, GTFS

On Sundays, service operates similarly to Saturday with effective frequency reductions due to Route 307 reducing to 30-minute frequencies. Between Grand Avenue and North Avenue, Pace Route 307 and CTA Route 90 operate with an effective frequency of 12 minutes. Between North Avenue and the CTA Green Line Harlem/Lake Station, Pace Routes 307, 318, and CTA Route 90have an effective frequency of nine minutes. Between the CTA Green Line Harlem/Lake Station and Madison Street, where Pace Route 318 turns off the corridor, Pace Routes 307 and 318 have an effective frequency of 15 minutes. Between Madison Street and 63rd Street, Route 307 has a frequency of 30 minutes. At 63rd Street, Routes 386 and 307 provide an effective frequency of 20 minutes until the Bridgeview Transit Center (i.e., 71st Street) where Route 307 ends. Route 386 operates at a 60-minute frequency through the remainder of the corridor until it turns at 100th Place to serve the Bridgeview Courthouse. These Sunday effective frequencies are further visualized in **Figure 6-4**.[10]

[9] Route 302 and CTA Route 62H are not depicted in the Saturday effective frequency chart due to their limited service/impact on the corridor. Route 302 operates on the corridor for a half mile between Stanley Avenue (i.e., Metra BNSF Line) and Ogden Avenue every 45 minutes. Route 62H operates on the corridor for approximately one mile between Archer Avenue and 63rd Street every 25- to 30-minutes.

[10] Route 302 and CTA Route 62H do not operate on Sundays.

FIGURE 6-4. CORRIDOR SUNDAY SERVICE SCHEMATIC



Source: Pace fall 2025, CTA fall 2025, GTFS

6.3 Historical Ridership Trends

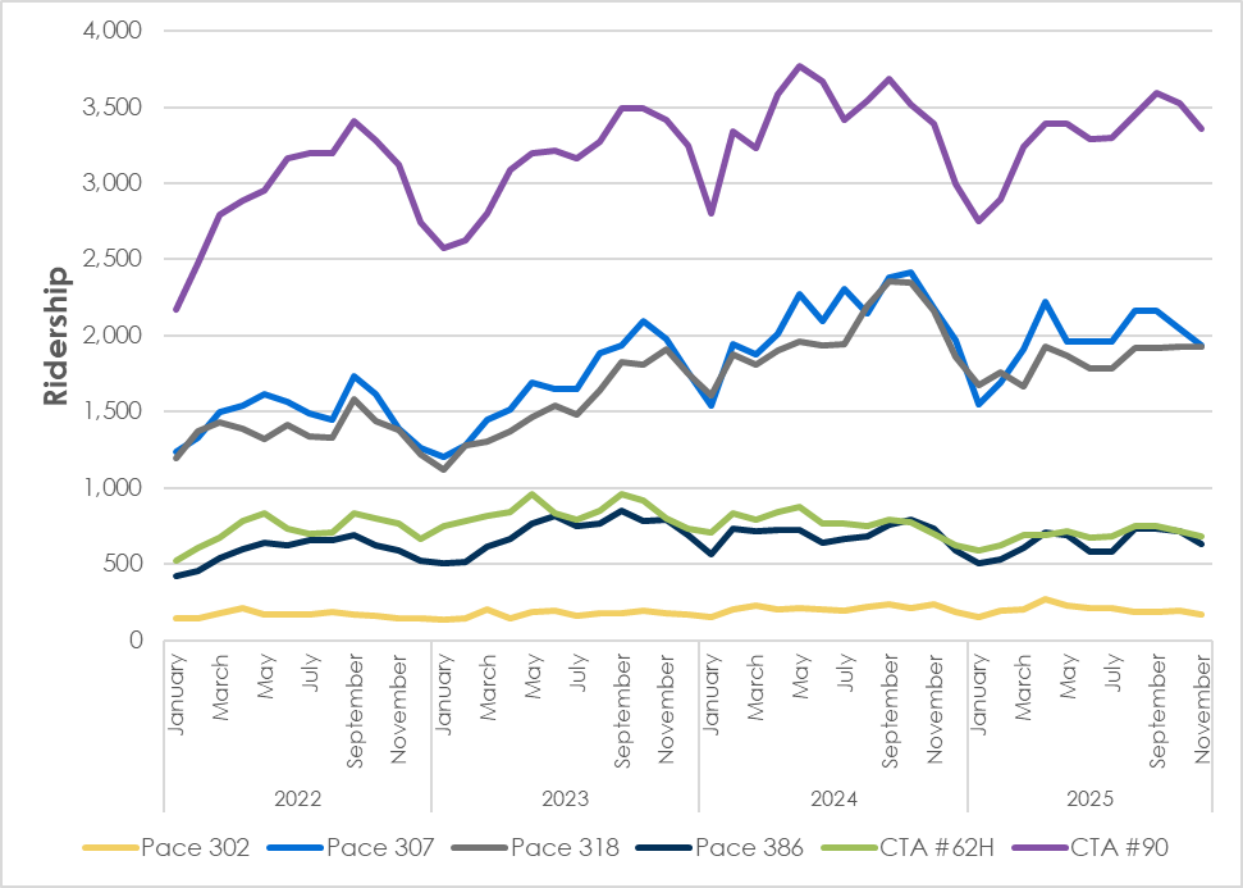
Historical ridership trends for the core corridor routes, as well as Pace Route 302 and CTA Route 62H, were reviewed to assess current and previous ridership trends over the past several years. **Figure 6-5** displays average weekday boardings by month from January 2022 to November 2025.[11] Ridership is analyzed at the route-level and includes boardings that occur outside of the study area. Notable observations are listed below:

- Ridership is generally at its highest in the fall with noticeable dips during Winter months.
- CTA Route 90 carries the highest ridership of the core routes, consistently exceeding the next highest routes (Routes 307 and 318) by more than 1,000 average daily boardings.
- Ridership on Pace Routes 307, 318, and CTA Route 90 have experienced similar ridership growth since 2022. Ridership on these routes peaked in fall 2024 and appears to be slightly lower in 2025.
- Routes 386 and 62H did not follow the same growth trends and had their highest ridership in 2023 and have declined over the past two years.
- Route 302 ridership has been near or less than 200 average daily boardings over the past three years. It does not appear to seasonally fluctuate.

[11] RTAMS data utilized for this analysis is based on farebox datasets. Total ridership may vary for other specific route analysis in other sections of this technical memorandum as it is based on APC datasets.

As Route 307 is the primary service operating in the corridor, a more detailed route-specific performance assessment was conducted and is described below in **Section 6.4**.

FIGURE 6-5. CORRIDOR SERVICE AVERAGE WEEKDAY RIDERSHIP TRENDS



Source: RTAMS

6.4 Route 307 Performance Assessment

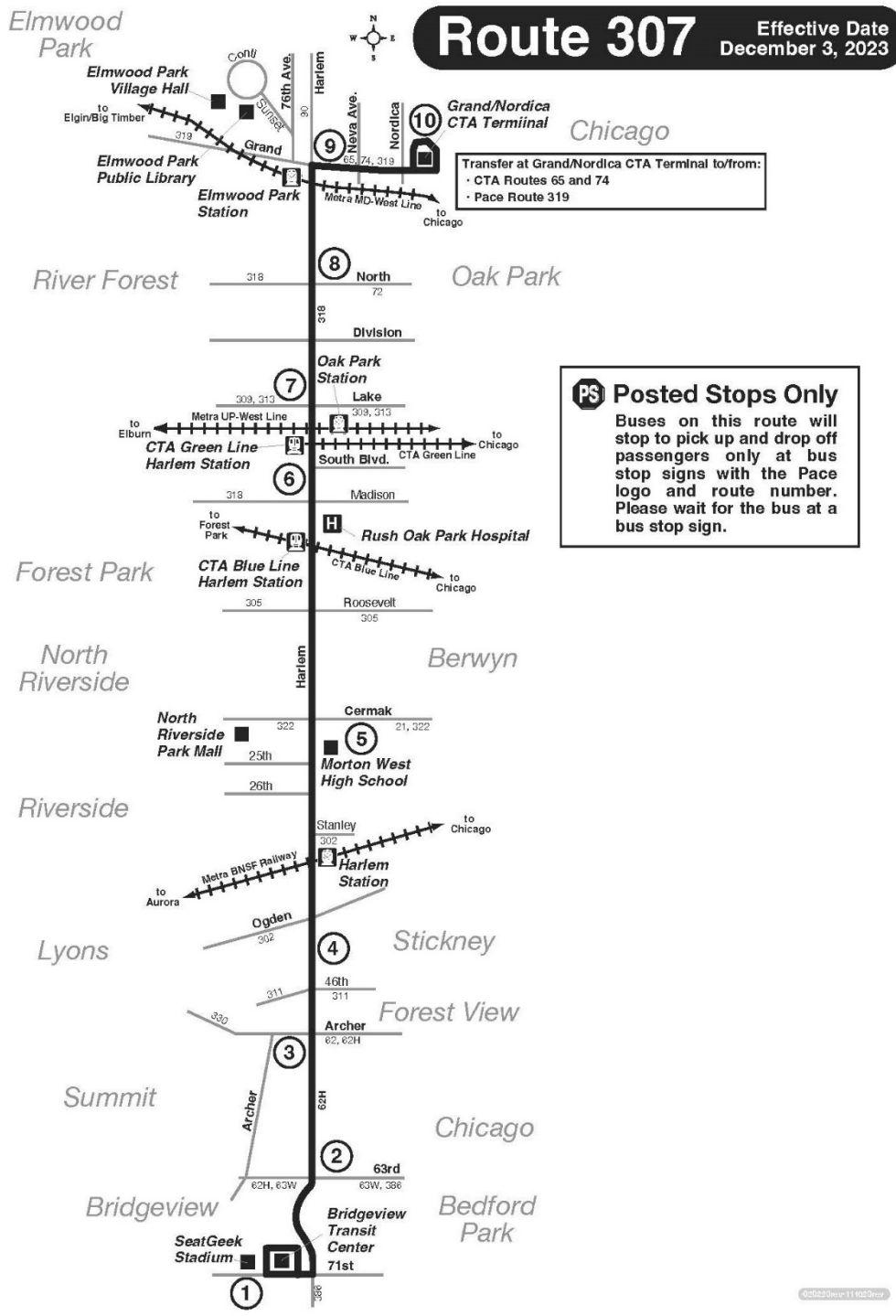
The following provides a performance assessment of Route 307, the primary service operating in the corridor, including a service overview, specific ridership analysis, review of on-time performance, and transfer assessment.

6.4.1 Service Overview

Route 307, shown in **Figure 6-6,** provides service for approximately 11 miles along Harlem Avenue between the CTA Grand/Nordica Terminal (along Grand Avenue) in Chicago and the Bridgeview Transit Center (i.e., SeatGeek Stadium, 71st Street) in Bridgeview. The route connects several municipalities, including Chicago, Elmwood Park, River Forest, Oak Park, Forest Park, Berwyn, North Riverside, Riverside, Stickney, Lyons, Forest View, Summit, Bedford Park, and Bridgeview. In addition to the Bridgeview Transit Center, Route 307 provides key connections to the CTA Green Line Harlem/Lake

Station, the Metra UPW Line Oak Park Station, the CTA Blue Line Harlem (Forest Park Branch) Station, and the Metra BNSF Line Harlem Avenue station.

FIGURE 6-6. ROUTE 307 SERVICE



Source: Pace

Typically, Route 307 operates between the CTA Grand/Nordica Terminal and the Bridgeview Transit Center. On weekdays, an additional short-turn pattern operates between the CTA Green Line Harlem/Lake Station and the Bridgeview Transit Center. Service from the CTA Grand/Nordica Terminal operates approximately every 30 minutes; however, the short-turn trips increase effective frequency to every 15 minutes between the CTA Green Line Harlem/Lake station and the Bridgeview Transit Center. On Saturdays, service operates every 20 minutes between the CTA Grand/Nordica Terminal and the Bridgeview Transit Center, while on Sundays, service operates every 30 minutes. Additional operating characteristics including span of service, running times, trips, and peak vehicle requirements are provided in **Table 6-2**. The differences in running times by time period is noteworthy as significant congestion and delay in the corridor warrants an increase in running time of up to 40% during peak congestion periods. Scheduled running times by time point are shown in **Table 6-3**.

TABLE 6-2. ROUTE 307 OPERATING CHARACTERISTICS

Route 307 Operating Characteristics						
		Weekday	**Saturday**	**Sunday**	**Weekday One-Way Trips**	**Peak Vehicle Requirement**
Span		4:53 a.m. - 12:02 a.m.	5:33 a.m. - 12:10 a.m.	5:59 a.m. to 10:58 p.m.	131	9 Buses
Frequency by Time of Day					**Round Trip Maximum Weekday Running Times***	
Early A.M. (start – 6 a.m.)	Grand/Nordica to Bridgeview	40 min	-	-	92 min	
	Harlem/Lake to Bridgeview	30 min	-	-	64 min	
A.M. Peak (6 – 9 a.m.)	Grand/Nordica to Bridgeview	30 min	20 min	36 min	114 min	
	Harlem/Lake to Bridgeview	30 min	-	-	80 min	
Midday (9 a.m. – 3 p.m.)	Grand/Nordica to Bridgeview	30 min	20 min	30 min	123 min	
	Harlem/Lake to Bridgeview	30 min	-	-	86 min	
P.M. Peak (3 – 6 p.m.)	Grand/Nordica to Bridgeview	30 min	20 min	30 min	129 min	
	Harlem/Lake to Bridgeview	30 min	-	-	89 min	
Evening (6 – 9 p.m.)	Grand/Nordica to Bridgeview	30 min	26 min	36 min	118 min	
	Harlem/Lake to Bridgeview	30 min	-	-	82 min	
Night (9 p.m. - end)	Grand/Nordica to Bridgeview	40 min	65 min	60 min	94 min	
	Harlem/Lake to Bridgeview	-	-	-	-	

**Note: Maximum running times are calculated based on maximum directional running times by time period. They do not specifically represent existing trip pairs.*
Source: Pace fall 2025, GTFS

TABLE 6-3. ROUTE 307 SCHEDULED MAXIMUM WEEKDAY RUNNING TIME BY TIME POINT

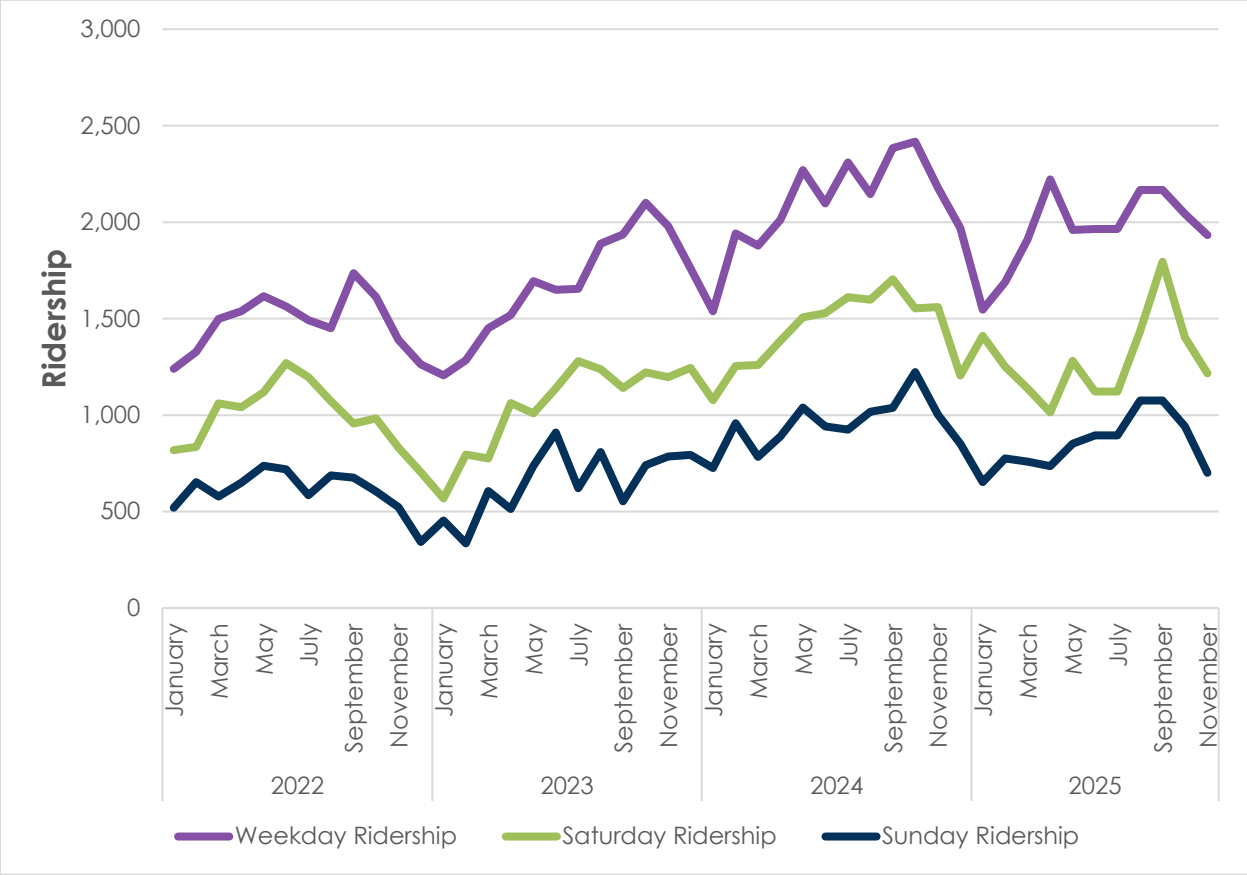
Southbound									
From Grand Ave & Nordica Ave >*	Harlem Ave & Grand Ave	Harlem Ave & North Ave	Harlem Ave & South Blvd (CTA)	Harlem Ave & Cermak Rd	Harlem Ave & Ogden Ave	Harlem Ave & Archer Ave	Harlem Ave & 63rd St	Bridgeview Transit Center	Total
Early A.M. (start – 6 a.m.)	2 min	5 min	6 min	10 min	9 min	7 min	4 min	3 min	**46 min**
A.M. Peak (6 - 9 a.m.)	2 min	6 min	8 min	14 min	9 min	8 min	5 min	4 min	**56 min**
Midday (9 a.m. – 3 p.m.)	3 min	5 min	8 min	16 min	12 min	8 min	5 min	4 min	**61 min**
P.M. Peak (3 – 6 p.m.)	4 min	5 min	9 min	18 min	12 min	9 min	5 min	4 min	**66 min**
Evening (6 – 9 p.m.)	3 min	5 min	7 min	15 min	12 min	8 min	4 min	4 min	**58 min**
Night (9 p.m. - end)	2 min	4 min	7 min	12 min	8 min	8 min	3 min	3 min	**47 min**
Northbound									
From Bridgeview Transit Center >*	Harlem Ave & 63rd St	Harlem Ave & Archer Ave	Harlem Ave & Ogden Ave	Harlem Ave & Cermak Rd	Harlem Ave & South Blvd (CTA)	Harlem Ave & North Ave	Harlem Ave & Grand Ave	Grand Ave & Nordica Ave	Total
Early A.M. (start – 6 a.m.)	3 min	3min	9 min	7 min	11 min	-	-	-	**33 min**
A.M. Peak (6 – 9 a.m.)	5 min	4 min	11 min	11 min	14 min	7 min	7 min	2 min	**61 min**
Midday (9 a.m. – 3 p.m.)	5 min	4 min	10 min	11 min	13 min	8 min	8 min	2 min	**61 min**
P.M. Peak (3 – 6 p.m.)	5 min	5 min	10 min	11 min	15 min	8 min	8 min	2 min	**64 min**
Evening (6 – 9 p.m.)	5 min	5 min	10 min	11 min	15 min	8 min	8 min	2 min	**64 min**
Night (9 p.m. - end)	3 min	3 min	9 min	8 min	11 min	7 min	5 min	1 min	**47 min**

**Note: Includes travel time from previous time point.*
Source: Pace fall 2025, GTFS

Average daily ridership on Route 307 has largely been increasing since 2022, as shown in **Figure 6-7**. Across all days of the week, ridership is generally highest in September or October, and decreases in the Winter months, before increasing again in the Spring. In fall 2022, weekday ridership averaged more than 1,700 daily boardings and peaked in fall 2024 with more than 2,400 daily boardings. In fall 2025, ridership was slightly less than

the previous year, averaging approximately daily 2,150 boardings, but has still experienced a more than 25% increase in ridership since 2022. This is also about 72% of 2019 average daily ridership in October, higher than Pace's systemwide recovery, about 67%. Saturday and Sunday ridership have followed similar trends as weekday service, with Saturday ridership totaling 66% and Sunday ridership totaling 42% of weekday ridership on average. Measured as recovery from 2019, weekend travel is about 78% of prepandemic levels. Overall, ridership rebounded after 2022 and grew through 2024, but recent data suggest this growth may be slowing or beginning to level off.

FIGURE 6-7. ROUTE 307 SERVICE AVERAGE RIDERSHIP TRENDS BY DAY



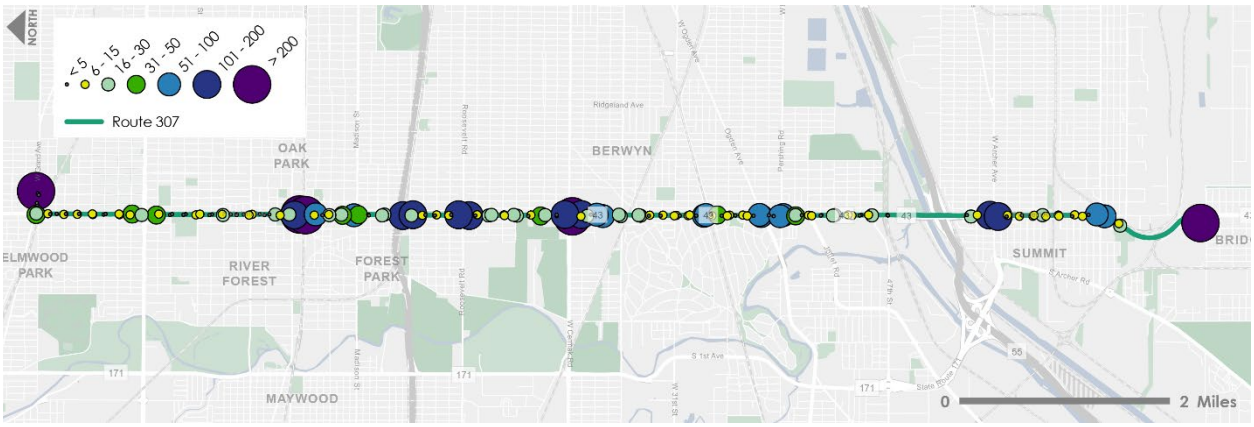
Source: RTAMS

6.4.2 Segment and Stop-Level Ridership

In October 2025, Route 307 averaged 4,989 total activity (combination of boardings and alightings) on weekdays, 3,373 on Saturdays, and 2,342 on Sundays. Additional analysis of Route 307 ridership was conducted at the segment level (based on existing time points) and stop level to further investigate current ridership patterns. **Figure 6-8** displays Route 307 average weekday total activity. Additional ridership and key performance indicators by segment are displayed in **Table 6-4**.

The average 4,989 weekday boardings and alightings for Route 307 were heavily concentrated between North Avenue and Ogden Avenue, representing nearly 70% of the route's total activity. The segment between the route's northern terminus and North Avenue represents 9% of total activity, and the segment between Ogden Avenue and the route's southern terminus represents 22% of total activity.

FIGURE 6-8. ROUTE 307 STOP-LEVEL AVERAGE WEEKDAY TOTAL ACTIVITY



Source: Pace October 2025, APC

TABLE 6-4. ROUTE 307 SEGMENT-LEVEL KEY PERFORMANCE INDICATORS

	Grand/ Nordica to Harlem/ Grand	Harlem/ Grand to Harlem/ North	Harlem/ North to Harlem/ South (CTA)	Harlem/ South (CTA) to Harlem/ Cermak	Harlem/ Cermak to Harlem/ Ogden	Harlem/ Ogden to Harlem/ Archer	Harlem/ Archer to Harlem/ 63rd	Harlem/ 63rd to Bridgeview Transit Center	Route 307
Study Area Pop (1/2 mile)	9,378	16,353	17,924	36,708	16,880	15,372	9,572	7,557	**129,744**
Study Area Jobs *(1/2 mile)*	1,524	2,794	9,648	16,107	6,641	4,275	2,717	19,581	**63,287**
Study Area Pop + Jobs *(1/2 mile)*	10,902	19,147	27,572	52,815	23,521	19,647	12,289	27,138	**193,031**
Average Weekday Ridership Activity	288	154	998	1,599	829	538	269	315	**4,989**
Ridership %	6%	3%	20%	32%	17%	11%	5%	6%	**100%**
Ridership per Mile	654	73	326	318	225	123	135	164	**221**
Ridership per Trip	4.2	2.3	14.7	12.2	6.3	4.1	2.1	2.4	**38.1**
Ridership per 1k Pop + Jobs	26.4	8.0	36.2	30.3	35.2	27.4	21.9	11.6	**25.8**

Source: Pace October 2025, APC, ACS 2024 5-year estimates, 2023 LEHD data

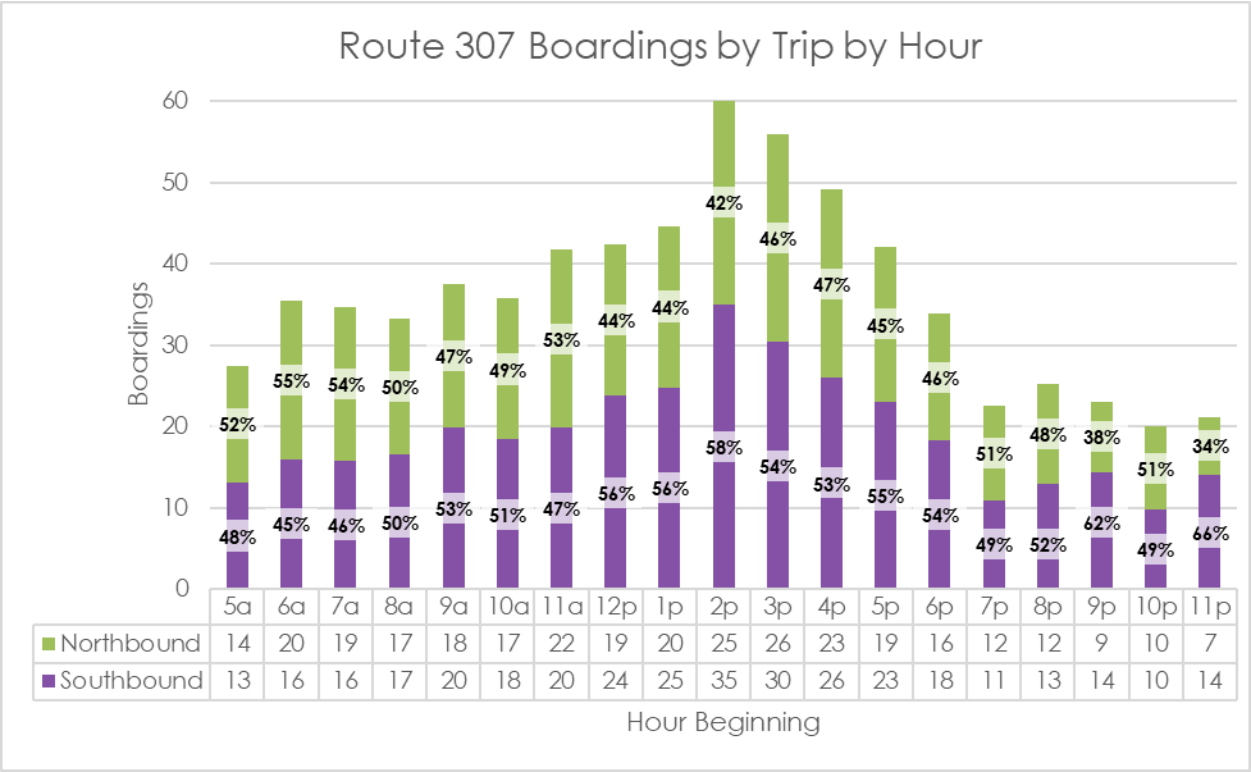
Within the North Avenue to Ogden Avenue segment, ridership activity has the following breakdown:

- 20% - North Avenue to CTA Green Line Harlem/Lake Station
- 32% - CTA Green Line Harlem/Lake Station to Cermak Road
- 17% - Cermak Road to Ogden Avenue

Route 307 had an average of 221 boardings and alightings per revenue mile, 38 boardings and alightings per trip, and 26 boardings and alightings per 1,000 residents and jobs. Total ridership activity per 1,000 residents and jobs is similar for most of the corridor. Two segments, Grand Avenue to North Avenue and 63rd Street to the Bridgeview Transit Center, have noticeably lower ratios of ridership activity per 1,000 residents and jobs. This gap may indicate areas where there is opportunity to increase ridership capture.

Additional ridership performance analysis by trip and direction was conducted to further understand when riders are taking the service. **Figure 6-9** displays Route 307 weekday trip-level ridership by hour by direction. Boardings per trip are relatively evenly distributed between southbound and northbound trips, but southbound trips tend to produce more ridership across more hours of the day (9 a.m. to 6 p.m.). Northbound travel is slightly higher than southbound travel during the early morning and later evening hours. Ridership is strongest between 11 a.m. and 5 p.m., when trips typically carry 40 to 60 passengers. This suggests the need to maintain frequent service throughout the day and not just during peak periods. Ridership during the A.M. Peak (6 a.m. to 9 a.m.) is also productive with approximately 30-40 boardings per trip. Evening hours (7 p.m. and later) are least productive and average less than 25 boardings per trip.

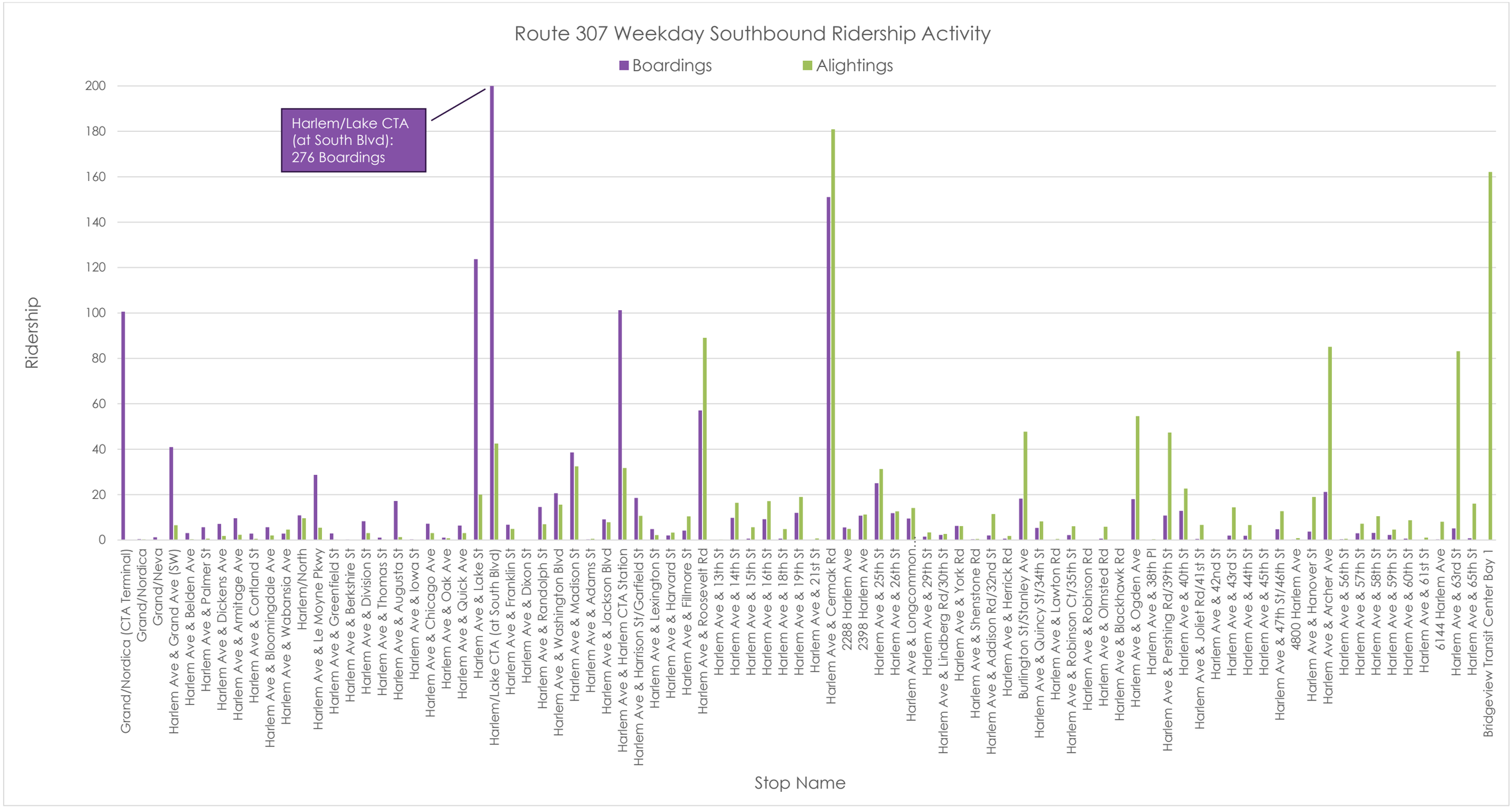
FIGURE 6-9. ROUTE 307 WEEKDAY BOARDINGS PER TRIP PER HOUR



Source: Pace October 2025, APC

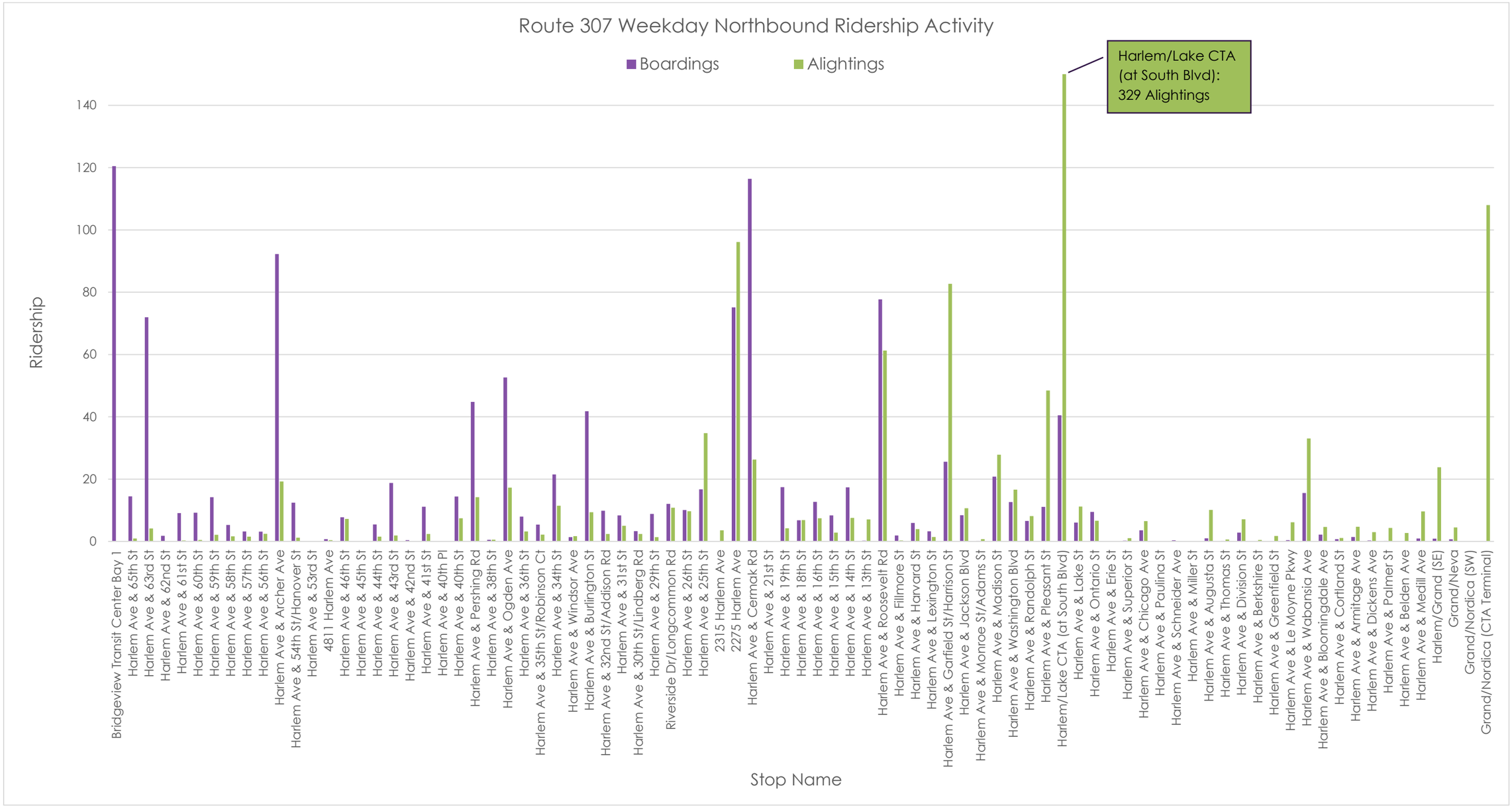
Figure 6-10 through **Figure 6-15** show how total activity is distributed along the route by direction for the average weekday, Saturday, and Sunday in fall 2025. Across day types, the CTA Green Line Harlem/Lake Station had the highest ridership activity for both directions. In general, ridership activity was highest at locations that provide key transit transfer opportunities or at the end of the service line (i.e., Route 307 terminals). On weekdays, more than 50% of total activity occurs near eight key locations including: the CTA Grand/Nordica Terminal, Lake Street, CTA Green Line Harlem/Lake Station, CTA Blue Line Harlem (Forest Park Branch) Station, Roosevelt Road, Cermak Road, Archer Avenue, and the Bridgeview Transit Center. Other ridership activity typically occurs in more dense areas or near commercial centers such as in Oak Park, Forest Park, Berwyn, North Riverside, Summit, Bridgeview, and portions of Chicago. Weekend activity patterns are near identical to the weekday with reduced ridership volumes.

FIGURE 6-10. ROUTE 307 WEEKDAY SOUTHBOUND RIDERSHIP ACTIVITY



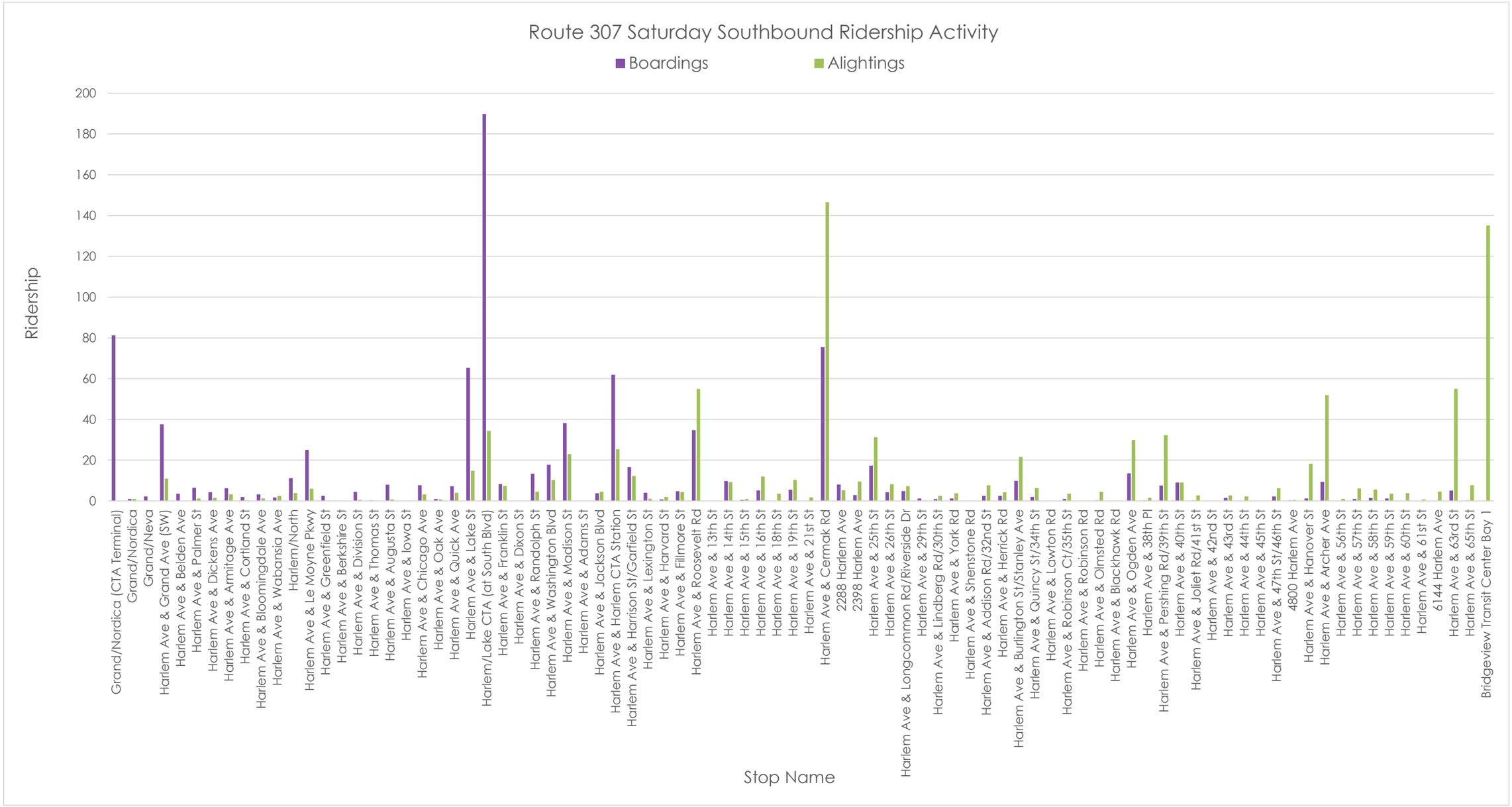
Source: Pace October 2025, APC

FIGURE 6-11. ROUTE 307 WEEKDAY NORTHBOUND RIDERSHIP ACTIVITY



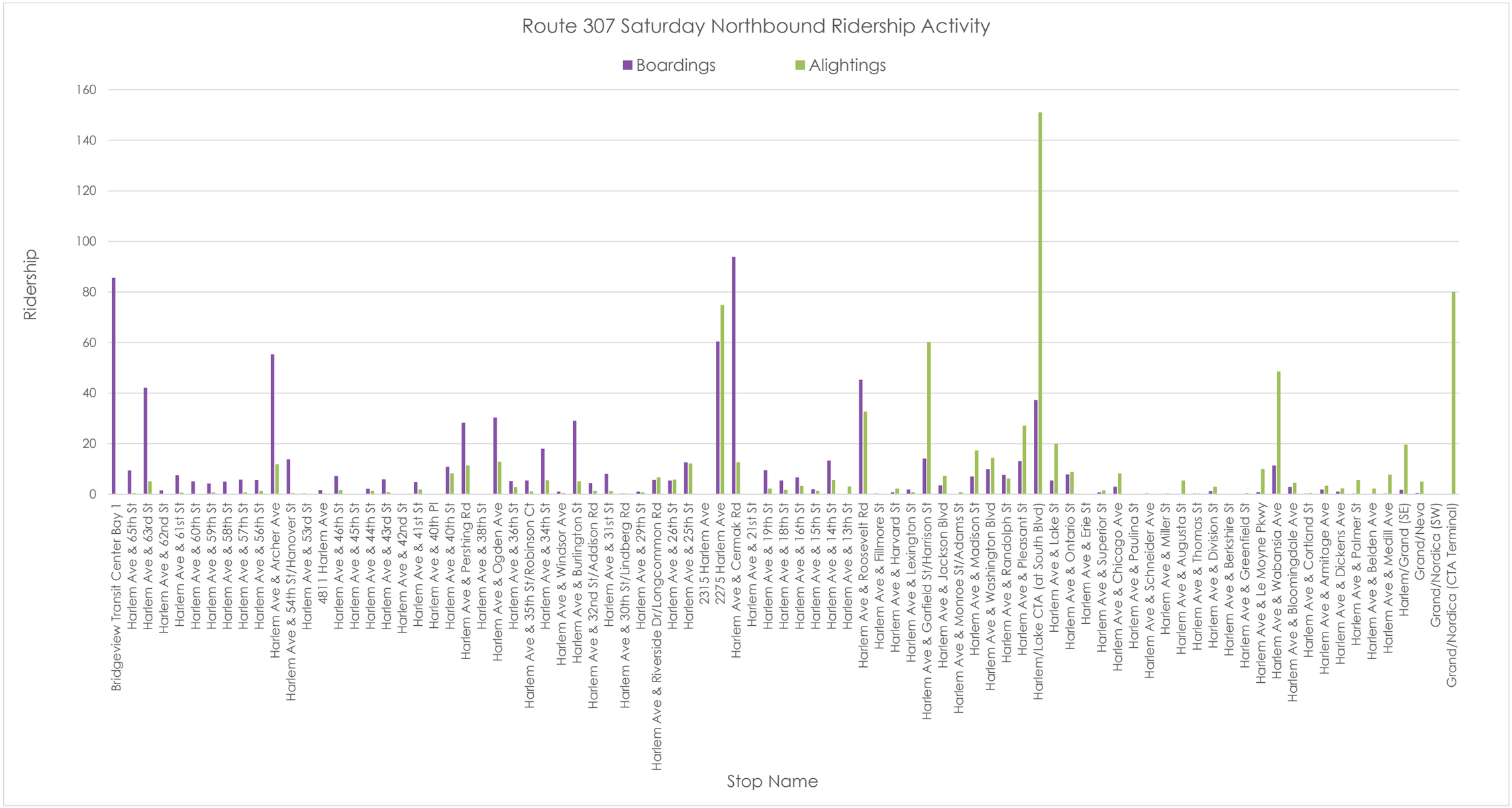
Source: Pace October 2025, APC

FIGURE 6-12. ROUTE 307 SATURDAY SOUTHBOUND RIDERSHIP ACTIVITY



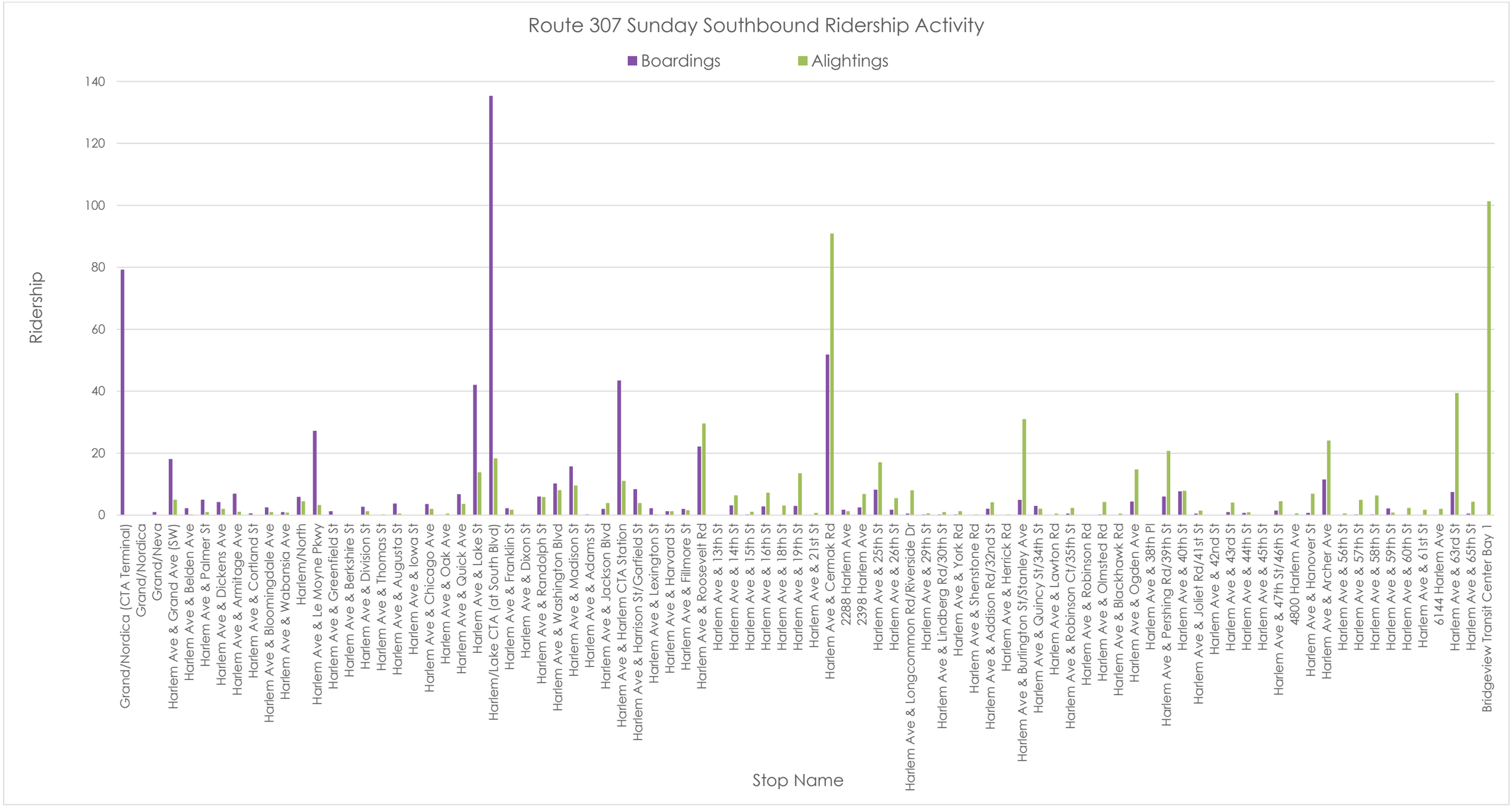
Source: Pace October 2025, APC

FIGURE 6-13. ROUTE 307 SATURDAY NORTHBOUND RIDERSHIP ACTIVITY



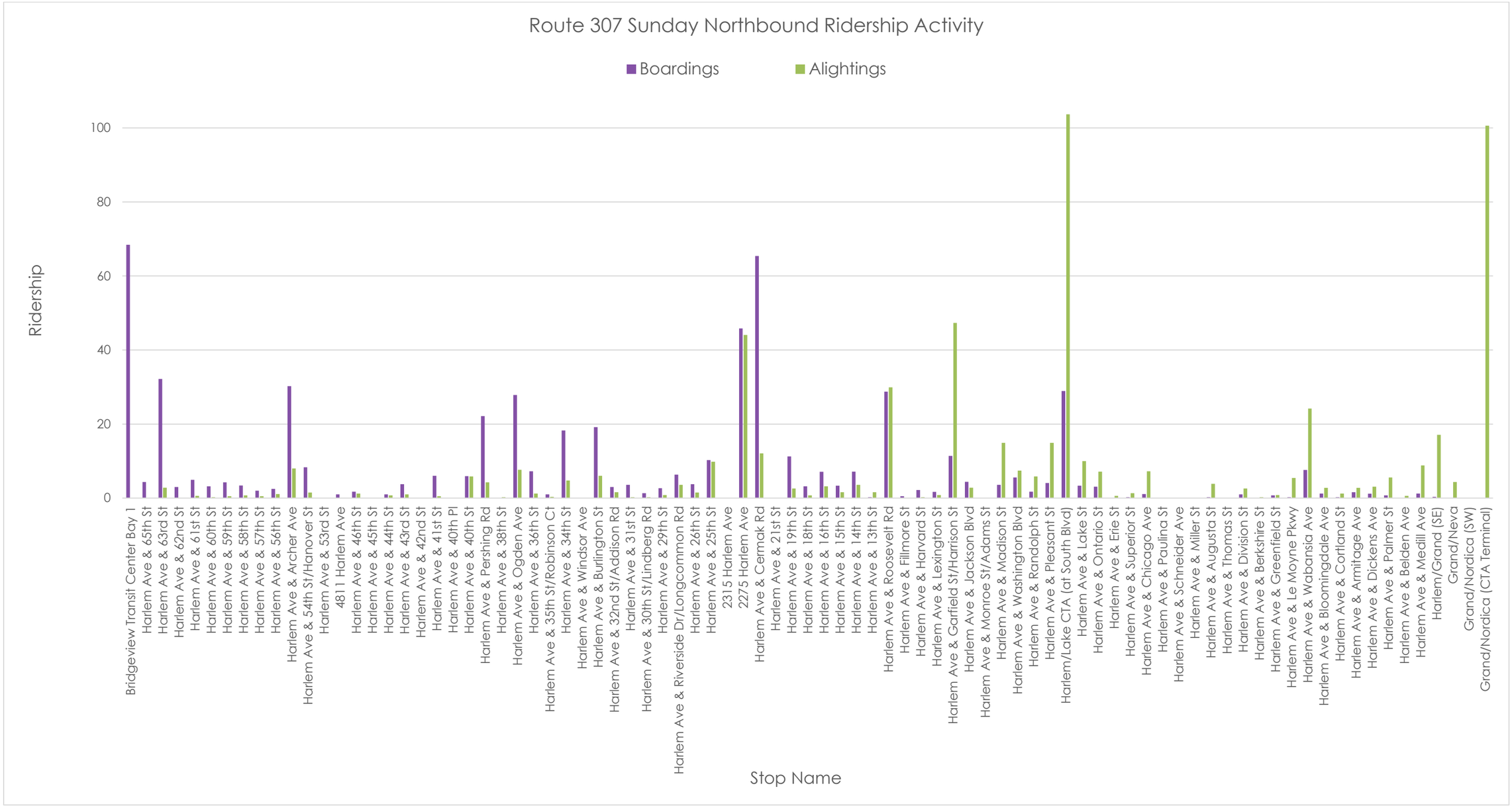
Source: Pace October 2025, APC

FIGURE 6-14. ROUTE 307 SUNDAY SOUTHBOUND RIDERSHIP ACTIVITY



Source: Pace October 2025, APC

FIGURE 6-15. ROUTE 307 SUNDAY NORTHBOUND RIDERSHIP ACTIVITY

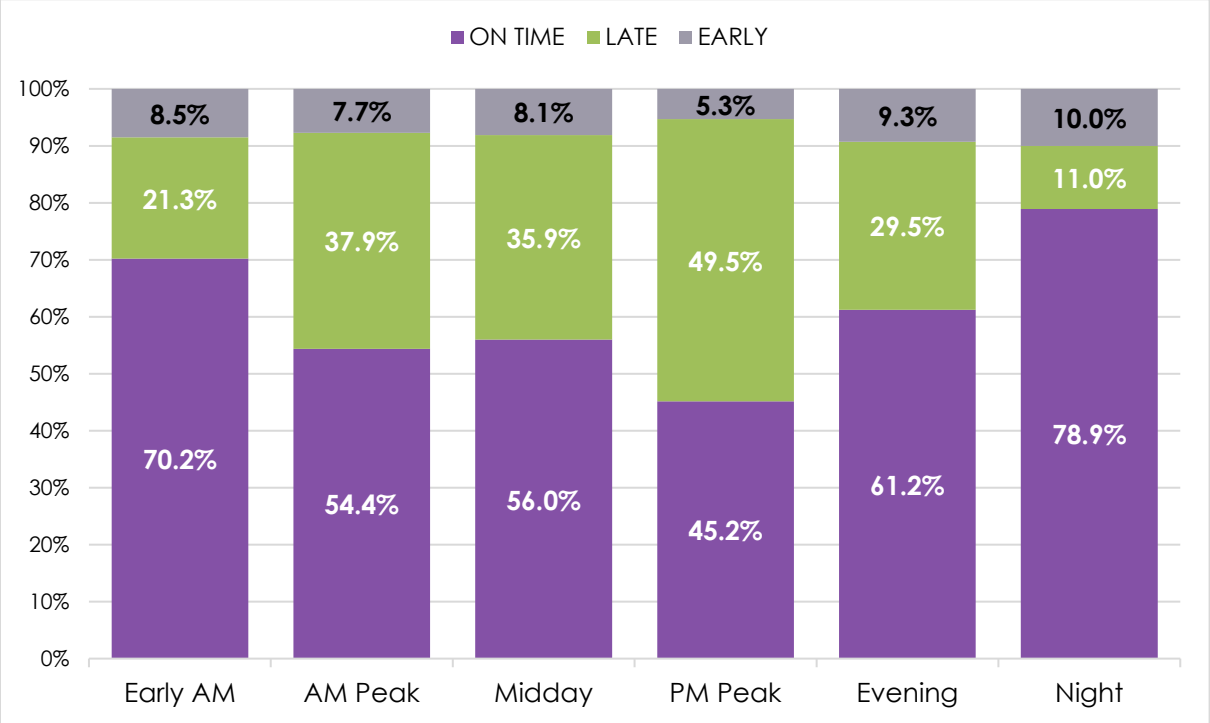


Source: Pace October 2025, APC

6.4.3 On-Time Performance

On-time performance (OTP) for Route 307 was analyzed for fall 2025 service to assess current schedule adherence and determine the adequacy of current running times. Pace defines service as on time if it arrives at a timepoint between one minute early and five minutes late. Trips arriving more than one minute early are classified as early, while those arriving more than five minutes late are classified as late. Route 307 had an overall average weekday OTP of 57%, compared to a 67% OTP systemwide.[12] Approximately 35% of trips were late, and 8% of trips were early. **Figure 6-16** displays OTP on weekdays by time of day. The lowest average weekday OTP occurred during the A.M. Peak, Midday, and P.M. Peak periods, with OTP ranging from 45% to 56%. Traffic congestion and multiple at-grade railroad crossings likely contribute to the lower OTP throughout the day. However, lower OTP in the Early A.M. (70%) and at Night (79%), when congestion and railroad crossing delay is often subdued, suggests that Route 307 schedule may not match current conditions on the corridor and running times may need to be adjusted in the future.

FIGURE 6-16. ROUTE 307 WEEKDAY ON-TIME PERFORMANCE BY TIME PERIOD



Source: Pace fall 2025 AVL

Additional details of calculated weekday OTP percentages by timepoint in both directions are displayed in **Figure 6-17** and **Figure 6-18**. Time period-level observations

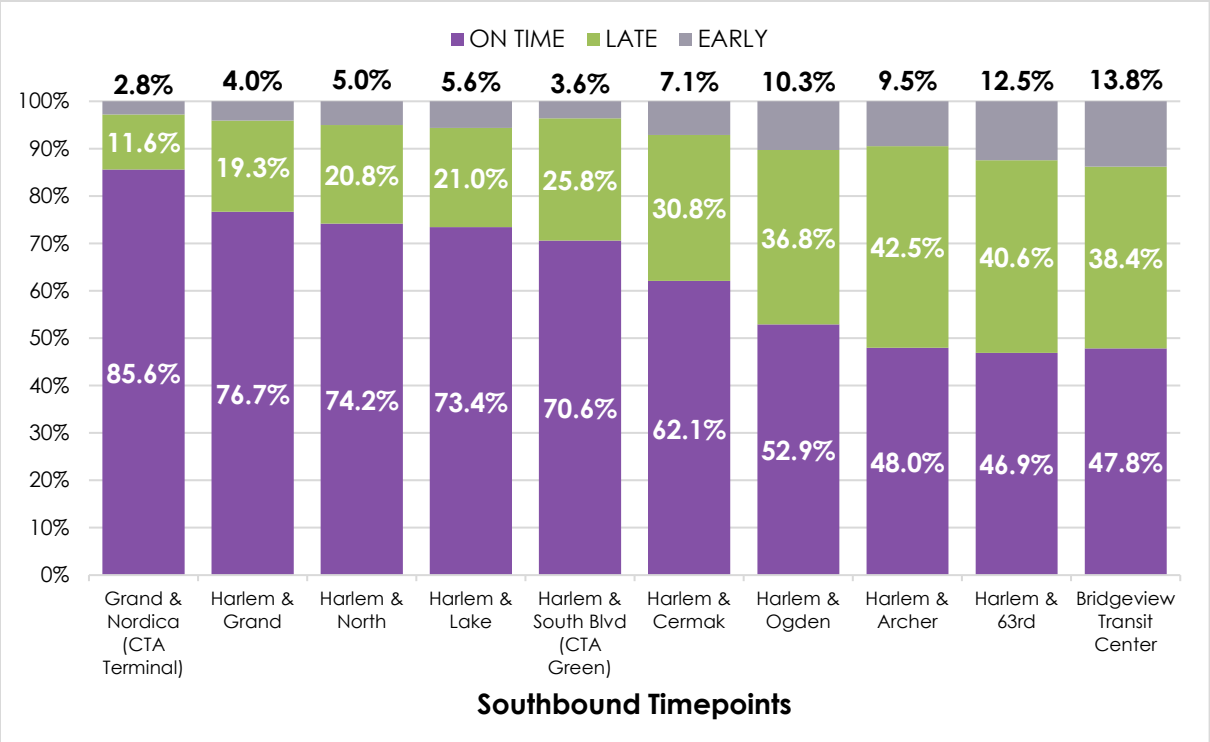
[12] Pace 2026 Operating Budget (pg. 74)

are also discussed below and more detailed specific figures are provided in **Appendix B** for reference.

For southbound trips, weekday OTP ranged from 86% at the CTA Grand/Nordica Terminal to 48% at the Bridgeview Transit Center. OTP continually decreases as the route moves south, including decreases of approximately 10% at Cermak Road and Ogden Road. P.M. Peak and Midday have the lowest OTP of the weekday time periods, with P.M. Peak OTP at 47% and Midday at 60%. This trend of decreasing OTP as the route moves south is observed for every time period on weekdays.

On Saturdays and Sundays, there are a few minor instances at timepoints where OTP recovers slightly as the route moves south, but overall OTP declines as the route progresses. The overall average Saturday OTP is 60%, with 28% of buses arriving late and approximately 13% arriving early. The overall average OTP is highest on Sundays with 64% of buses arriving on time, 27% arriving late, and 9% arriving early.

FIGURE 6-17. ROUTE 307 WEEKDAY SOUTHBOUND ON-TIME PERFORMANCE BY TIMEPOINT



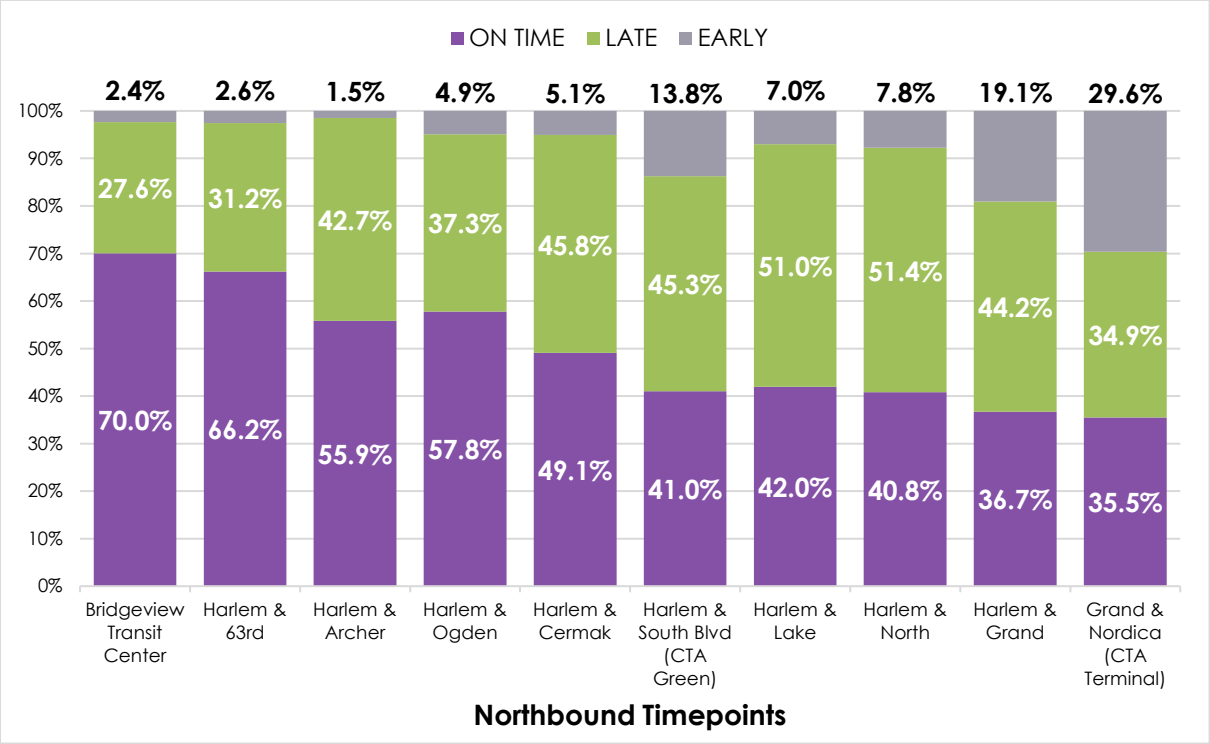
Source: Pace fall 2025 AVL

For northbound trips, weekday OTP is generally lower than southbound service. OTP ranged from 70% at the Bridgeview Transit Center to 36% at the CTA Grand/Nordica Terminal. Northbound trips experience the same issue as southbound trips with OTP decreasing significantly as buses move along the route. The largest decreases in OTP are observed at Archer Avenue, Cermak Road, and South Boulevard, where each timepoint experienced a decrease in OTP of 8% or more.

Weekday peak periods experience the lowest OTP, with 48% of A.M. Peak buses arriving on time and only 43% of P.M. Peak buses arriving on time. Buses operating at Night experienced the highest OTP, at 77%. The trend of OTP decreasing as the route moves north along the corridor was observed throughout all time periods of the day. Only buses running at Night recovered OTP as the route moved north, likely due to reduced congestion and dwell times.

On Saturdays and Sundays, there are a few minor variations at timepoints where OTP recovers slightly as it moves north, but overall OTP declines as the route progresses. The overall average Saturday OTP is 54%, with 32% of buses arriving late and approximately 15% arriving early. The overall average OTP is highest on Sundays with 57% of buses arriving on time, 31% arriving late, and 12% arriving early.

FIGURE 6-18. ROUTE 307 WEEKDAY NORTHBOUND ON-TIME PERFORMANCE BY TIMEPOINT



Source: Pace fall 2025 AVL

Overall, Route 307 experiences persistent reliability challenges throughout the day. Weekday OTP averages only 57%, with the worst performance occurring during the A.M. Peak, Midday, and P.M. Peak periods. Reliability generally declines as buses travel farther along the corridor, indicating cumulative impacts from congestion, railroad crossings, passenger activity, and schedule variability.

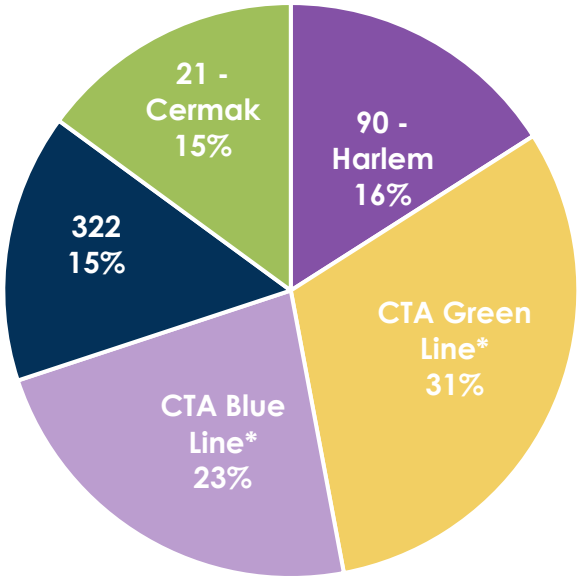
6.4.4 Transfer Analysis

An assessment of transfers to and from Route 307 was conducted with Ventra data for fall 2025 to identify key existing transit connections. **Figure 6-19** shows the top five bus

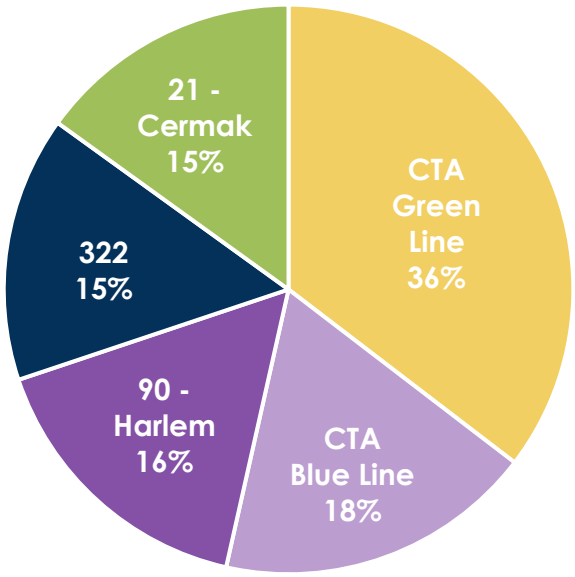
routes or rail lines that riders transfer *to* after alighting from Route 307 as well as the top five routes or lines that people transfer *from* before boarding Route 307.

FIGURE 6-19. ROUTE 307 WEEKDAY TO AND FROM TRANSFERS

Route 307 Fall 2025
Top Five Weekday *To* Transfers
n = 9,783



Route 307 Fall 2025
Top Five Weekday *From* Transfers
n = 9,346



Source: Pace, Ventra October 2025
**For trips that originate on CTA rail lines and transfer to Route 307, only the origin rail access point are provided in Ventra datasets. For this analysis, all CTA Green Line and Blue Line stations were aggregated and assumed to transfer directly to Route 307 at the associated rail stations on Harlem Avenue.*

The most common transfers that riders make when alighting Route 307 are to CTA rail stations, showing that Route 307 provides important connections for people traveling into Chicago. Transfers to the CTA Green Line and Blue Line make up over 50% of the top five *to* transfers. CTA Route 90 has the next largest number of transfers to Pace Route 307. CTA Route 90 extends farther north of the corridor and ends near the CTA Blue Line Harlem (O'Hare Branch) Station, whereas the northern end of Route 307 is the CTA Grand/Nordica Terminal. The two routes overlap between Grand Avenue and the CTA Green Line Harlem/Lake Station, creating multiple transfer locations between the two routes. The remaining routes with the largest numbers of transfers to Route 307 operate along Cermak Road (Route 322 and Route 21), indicating that the Harlem Avenue and Cermak Road intersection is an important bus transfer point. It is also noteworthy that CTA Route 74 and Pace Route 318 are just outside of the top five locations but also continue to have relevant transfer activity. Transfers from the CTA Green Line and Blue Line also make up over 50% of the top five *from* transfers. The

remaining top five transfers from Route 307 are to similar routes as those that transfer to the route including CTA Routes 90, 21, and Pace Route 322.

Overall, these transfer patterns indicate that Route 307 serves both regional rail connections and east-west bus corridors, reinforcing the role of Harlem Avenue as an important north-south transit connector. More than 40% of Route 307 transfer activity (to or from) occurs at transfer locations that account for 5% or more of the total transfers, as shown in **Table 6-5**. The CTA Green Line makes up 9% and the CTA Blue Line accounts for 5% of all Route 307 transfers, making it important to maintain connections to rail service on the corridor.

TABLE 6-5. ROUTE 307 MAJOR TRANSFER CONNECTIONS

Transfer Route/Location	% of total Daily Transfers	Potential Transfer Locations*
CTA Green Line Harlem/Lake	9%	CTA Green Line Harlem/Lake Station
CTA Route 90 - Harlem	7%	Between CTA Green Line Harlem/Lake Station and Harlem & Grand
Route 322 - Cermak Road-22nd St	7%	Harlem & Cermak
CTA Route 21 - Cermak	7%	Harlem & Cermak
Route 318 - West North Avenue	5%	Between Harlem & North and Harlem & Madison
CTA Blue Line Harlem (Forest Park Branch) Station	5%	CTA Blue Line Harlem (Forest Park Branch) Station

**Transfer locations are not exact for Routes 307, 318, or 90 as these routes overlap and Ventra data does not include specific stop locations.*
Source: Pace, Ventra October 2025

Significant connections to Routes CTA 90 and 21 and Pace Routes 322 and 318 are also important to consider for future service, as described below:

- CTA Route 90 provides service on Harlem Avenue, extending north of Grand Avenue compared to Pace Route 307. Riders likely use the service interchangeably between Grand Avenue and the CTA Green Line Harlem/Lake Station. They also may utilize this connection to travel further north of Grand Avenue.
- Pace Route 322 and CTA Route 21 provide service on Cermak Road, which is also a future Pulse Line. Transfers occur at the intersection of Harlem Avenue and Cermak Road and riders may utilize either service to travel towards the 54th/Cermak Pink Line Station (or other areas in Berwyn and Cicero). Riders traveling farther east would transfer to CTA Route 21 and those traveling west would utilize Pace Route 322.

- Pace Route 318 provides service between the Forest Park Blue Line Transit Center and North Avenue and Wolf Road in Northlake, travelling mostly on North Avenue and Harlem Avenue. Riders likely transfer near the North Avenue and Harlem Avenue intersection or can use the services interchangeably between North Avenue and the CTA Green Line Harlem/Lake Station.
- Other noteworthy transfers (approximately 2-3% of total transfers) occur with CTA Routes 62 (at Archer Avenue), 72 (at North Avenue), 74 (at Grand/Nordica CTA Terminal), and Pace Route 386 (between 63rd Street and 71st Street).

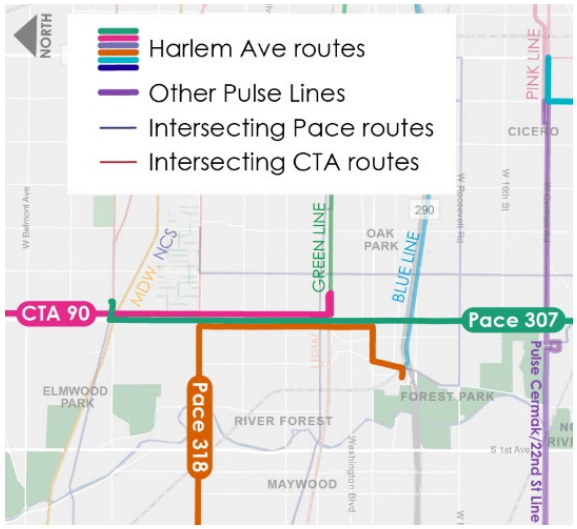
6.5 Other Corridor Analysis

The following section provides additional analysis for the corridor including assessments of ridership for overlapping portions of other core corridor routes (Pace Routes 318, 386, and CTA Route 90), service and ridership between Grand Avenue and Madison Street, corridor throughput analysis, and corridor running times.

6.5.1 Ridership Assessment of Overlapping Service

As described in **Section 6.2.1**, Pace Routes 318, 386, and CTA Route 90 operate on several shared segments along the corridor with Route 307. Additional ridership assessments were conducted for the overlapping segments shown in **Figure 6-20**.

FIGURE 6-20. OVERLAPPING SERVICE SEGMENTS



Pace Routes 307, 318, and CTA Route 90 overlap service in a similar segment on the northern portion of the corridor. All three routes provide service on Harlem Avenue between the CTA Green Line Harlem/Lake Station and North Avenue, with Pace Route 318 extending south to Madison Street (terminating at the Forest Park Blue Line Transit

Center) and CTA Route 90 also extending north beyond Grand Avenue (terminating at the CTA Blue Line Harlem (O'Hare Branch) station. **Table 6-6** illustrates ridership by route and within the overlapping segments with Route 307.

TABLE 6-6. OVERLAPPING SERVICE RIDERSHIP BY DAY

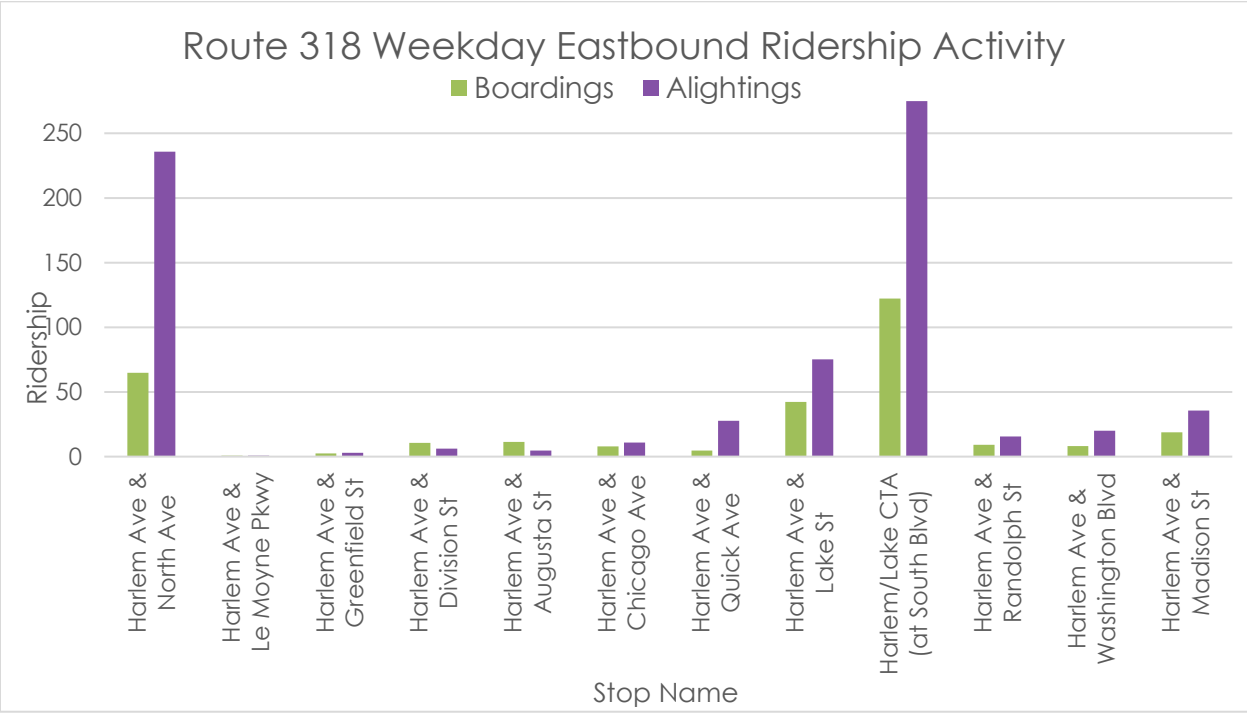
	Weekday			Saturday			Sunday		
Route	**Total Ridership**	**Ridership in Corridor**	**% of Route Ridership**	**Total Ridership**	**Ridership in Corridor**	**% of Route Ridership**	**Total Ridership**	**Ridership in Corridor**	**% of Route Ridership**
318	5,203	2,075	40%	2,951	1,073	36%	2,275	827	36%
386	1,893	589	31%	962	329	34%	496	157	32%
90	7,055	2,327	33%	5,390	1,615	30%	3,855	1,142	30%

Source: Pace/CTA APC, October 2025

Route 318 has the greatest share of its ridership within the corridor, accounting for between 36% and 40% of total activity depending on the day of the week. CTA Route 90's corridor ridership share is slightly less and accounts for between 30% and 33% of total activity. Pace Route 386 provides additional service south off 63rd Street on the corridor with connections to the CTA Orange Line Transit Center, terminating at 183rd Street. Route 386 only overlaps with Route 307 for eight blocks between 63rd Street and 71st Street but still has between 29% and 33% of total activity in the corridor.

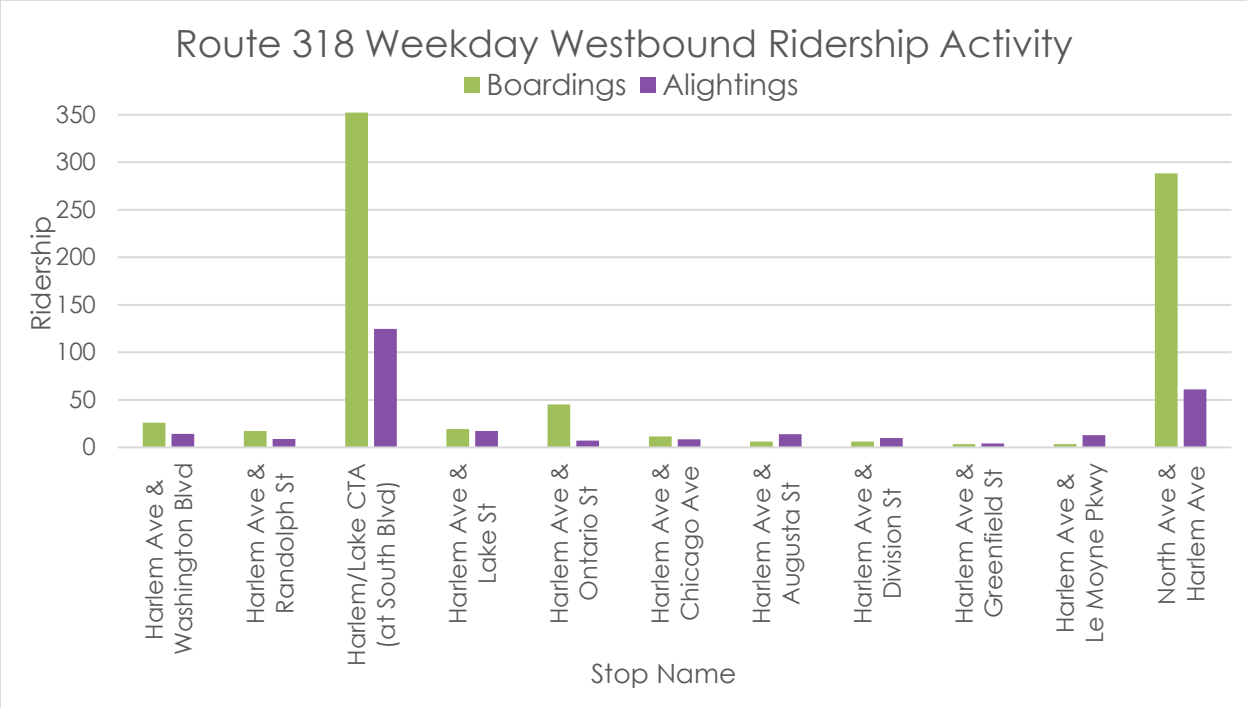
Figure 6-21 to **Figure 6-26** provide additional details on weekday stop-level ridership for Pace Routes 318, 386, and CTA Route 90. Weekend stop-level ridership data for these routes are provided in **Appendix C.** Pace Route 318 and CTA Route 90 share similar high-activity stops in the corridor with a focus on North Avenue and the CTA Green Line Harlem/Lake Station. Additionally, CTA Route 90 has strong ridership at both Grand Avenue and Lake Street. Route 386's ridership in the southern portion of the corridor is more dispersed with higher ridership near key intersections or commercial areas including 63rd Street, 71st Street, 75th Street, 79th Street, 86th Street, 87th Street, Southfield Plaza, 90th Street, and 99th Street.

FIGURE 6-21. ROUTE 318 OVERLAPPING WEEKDAY EASTBOUND RIDERSHIP



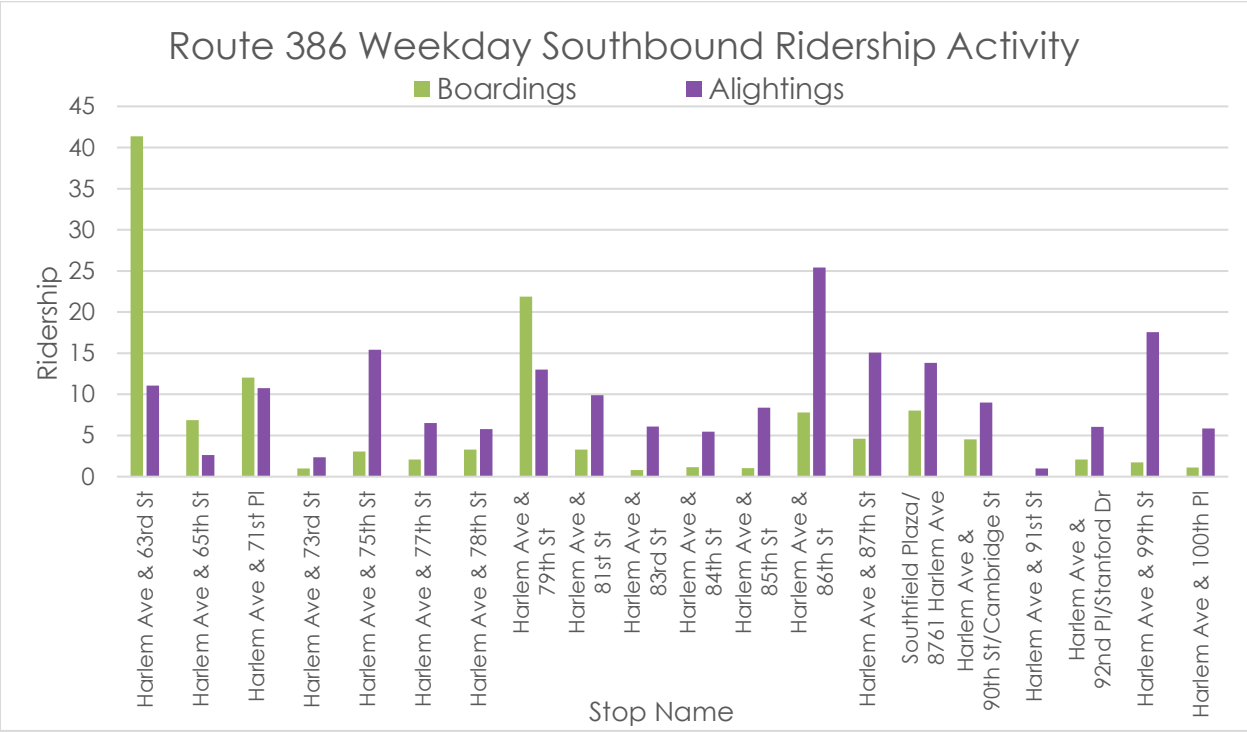
Source: Pace October 2025, APC

FIGURE 6-22. ROUTE 318 OVERLAPPING WEEKDAY WESTBOUND RIDERSHIP



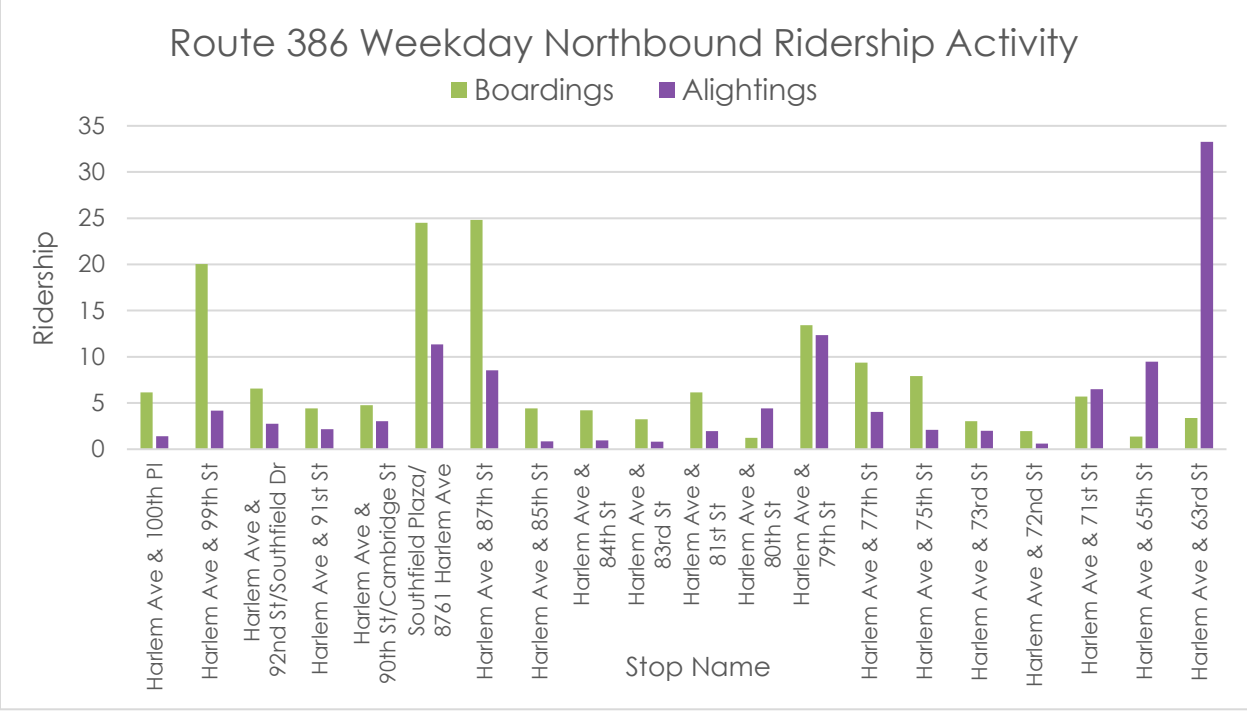
Source: Pace October 2025, APC

FIGURE 6-23. ROUTE 386 OVERLAPPING WEEKDAY SOUTHBOUND RIDERSHIP



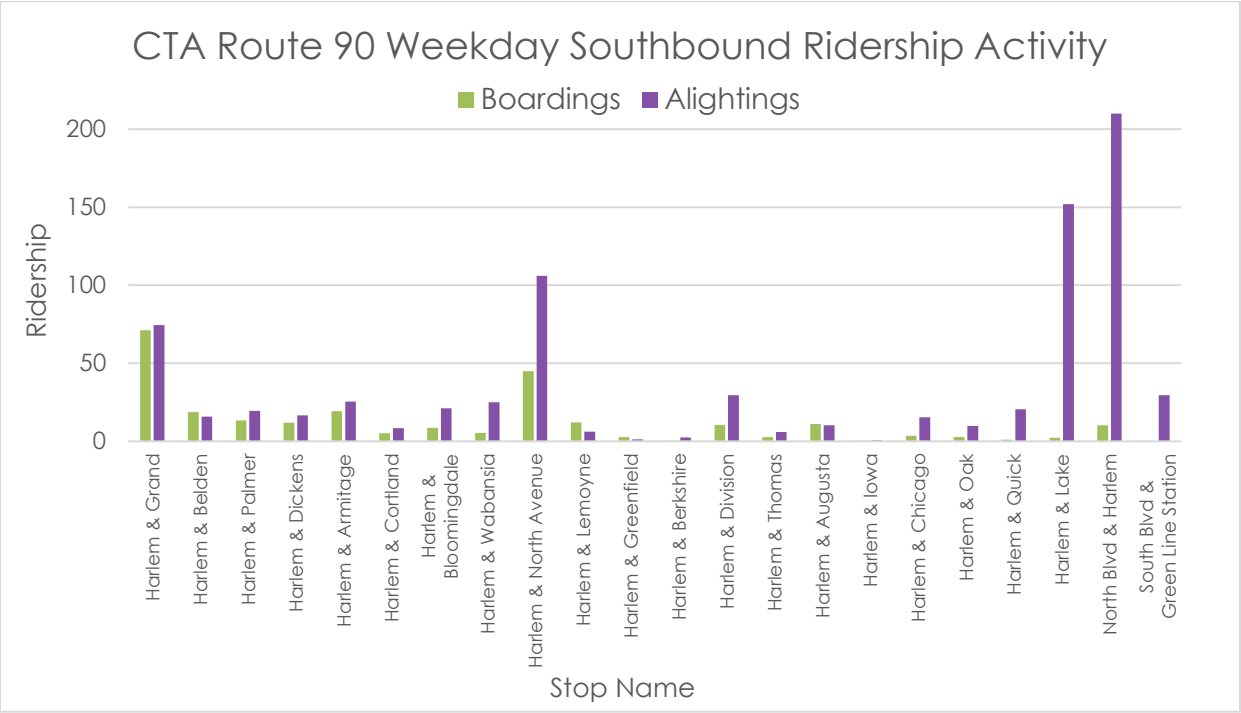
Source: Pace October 2025, APC

FIGURE 6-24. ROUTE 386 OVERLAPPING WEEKDAY NORTHBOUND RIDERSHIP



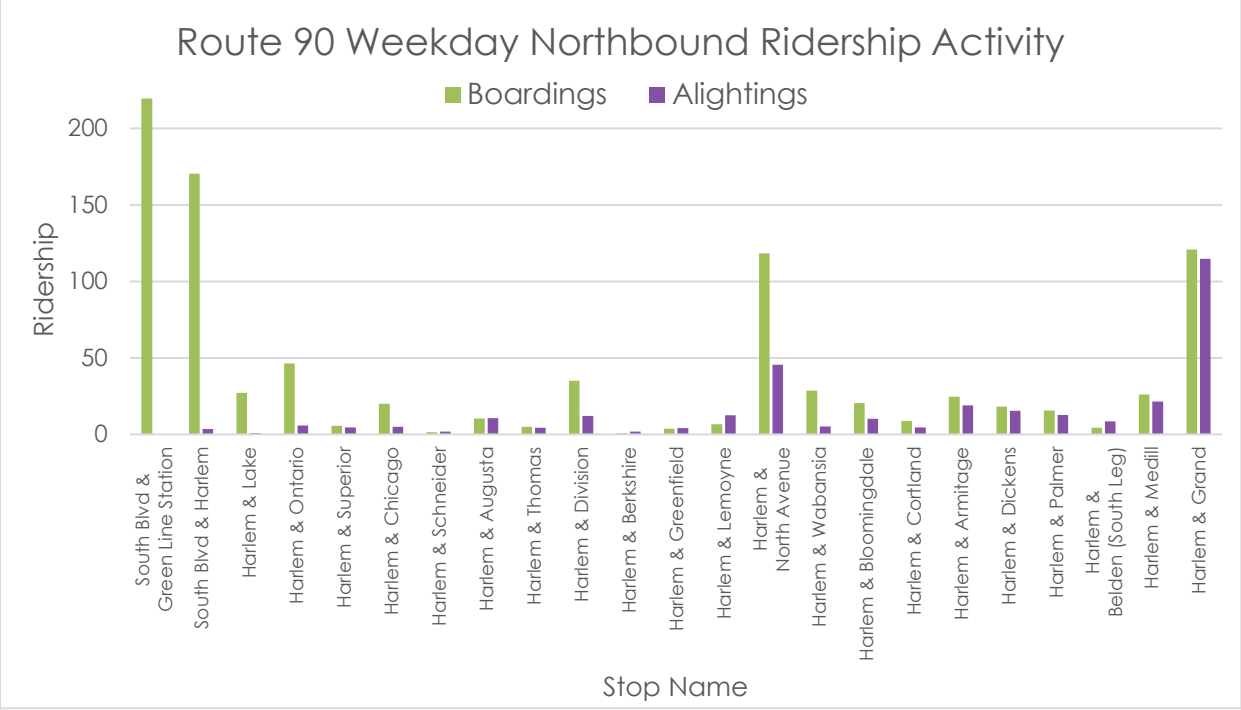
Source: Pace October 2025, APC

FIGURE 6-25. ROUTE 90 OVERLAPPING WEEKDAY SOUTHBOUND RIDERSHIP



Source: CTA October 2025, APC

FIGURE 6-26. ROUTE 90 OVERLAPPING WEEKDAY NORTHBOUND RIDERSHIP



Source: CTA October 2025, APC

6.5.2 Grand Avenue to Madison Street Assessment

This section provides an additional assessment of service and ridership between Grand Avenue and Madison Street including the three shared segments: Grand Avenue to North Avenue, North Avenue to the CTA Green Line Harlem/Lake Station, and the CTA Green Line Harlem/Lake Station to Madison Street. On weekdays, Routes 307 and 90 operate with an effective frequency of 10 minutes. Route 318 provides service along the corridor beginning at North Avenue. Between North Avenue and the CTA Green Line Harlem/Lake Station, Routes 307, 90, and 318 have an effective frequency of seven minutes. Route 90 terminates at the CTA Green Line Harlem/Lake Station. Beginning at the CTA Green Line Harlem/Lake Station, Route 307 operates an additional service pattern on weekdays, doubling its frequency to 15 minutes as it travels farther south. Between the CTA Green Line Harlem/Lake Station and Madison Street, where Route 318 turns off the corridor, Routes 307 and 318 have an effective frequency of nine minutes. **Figure 6-27** displays weekday effective frequencies for this segment. **Section 6.2.1** provides additional details and weekend characteristics of these services.

FIGURE 6-27. GRAND AVENUE TO MADISON STREET WEEKDAY FREQUENCY SCHEMATIC



Route 307 runs two service patterns beginning at South Blvd going south, each with trips every 30 mins. North of South Blvd, the route has one pattern with trips every 30 mins.

Source: Pace fall 2025, CTA fall 2025, GTFS

The following summarizes each route's share of weekday ridership by segment, as shown in **Table 6-7**. A majority of weekday ridership between Grand Avenue and North Avenue is generated from Route 90, representing 83% of the ridership in that segment. Between North Avenue and the CTA Green Line Harlem/Lake Station, more than 70% of ridership can be attributed to Routes 90 and 318. Route 307 has a larger share of ridership south of the CTA Green Line Harlem/Lake Station (almost two thirds). Aggregated weekday stop-level ridership between Grand Avenue and Madison Street is displayed in **Figure 6-28**. The aggregated ridership shows eight locations with stronger trends where ridership exceeds 50 daily riders per stop, including at Grand Avenue, North Avenue, Quick Avenue/Ontario Street, Lake Street, the CTA Green Line

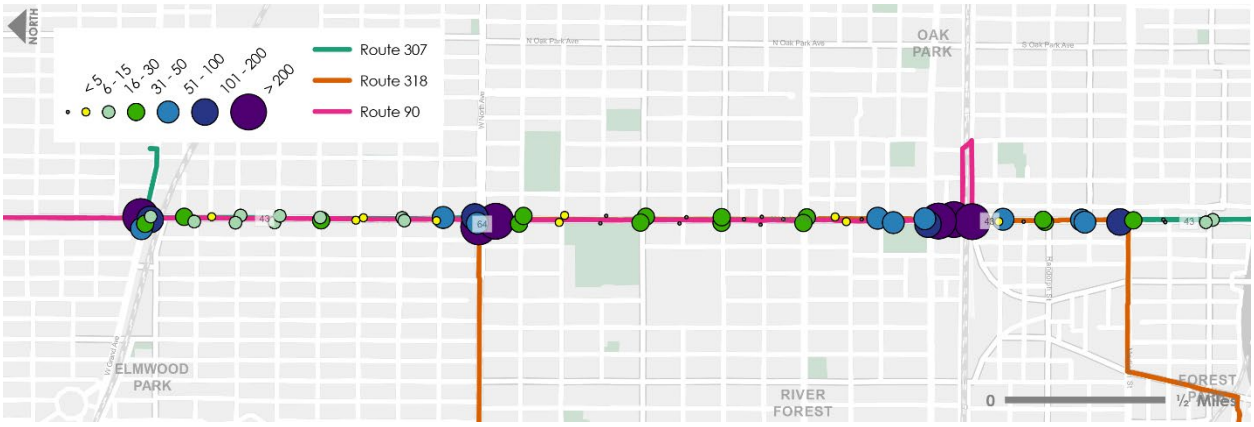
Harlem/Lake Station, Franklin Street, Randolph Street, and Madison Street. Despite very high overall transit activity north of Madison Street, the majority of ridership is distributed among Routes 307, 318, and CTA Route 90 rather than being concentrated on Route 307 alone.

TABLE 6-7. GRAND AVENUE TO MADISON STREET SEGMENT RIDERSHIP BREAKDOWN

Weekday Total Ridership Breakdown				
	Total	**Route 307**	**Route 90**	**Route 318**
Grand Ave to North Ave	927	154 (17%)	773 (83%)	-
North Ave to South Blvd (CTA Green Line Harlem/Lake Station)	3,422	998 (29%)	1,173 (34%)	1,251 (37%)
South Blvd (CTA Green Line Harlem/Lake Station) to Madison St	466	292 (63%)	-	173 (37%)

Source: Pace/CTA October 2025, APC

FIGURE 6-28. GRAND AVENUE TO MADISON STREET WEEKDAY AGGREGATE STOP-LEVEL RIDERSHIP

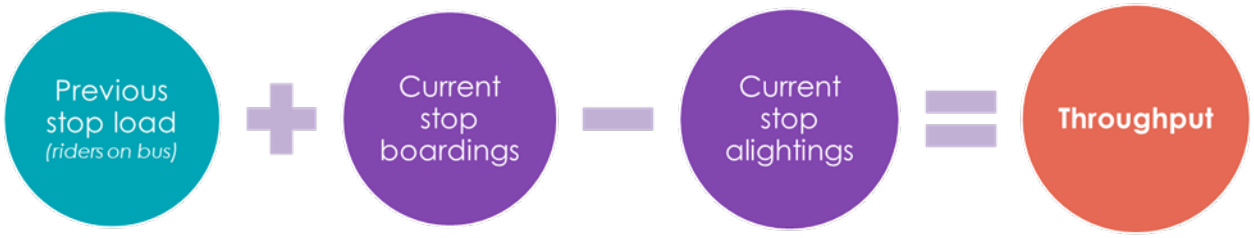


Source: Pace/CTA October 2025, APC(boardings & alightings)

6.5.3 Corridor Throughput Assessment

Throughput for transit is a measure of the number of riders onboard vehicles on a corridor. It is measured at the stop-level and indicates where passenger load is highest for individual routes or a collection of overlapping routes. To calculate throughput, passenger loads and stop-level boardings and alightings are evaluated in sequential order as depicted in **Figure 6-29**.

FIGURE 6-29. TRANSIT THROUGHPUT METHODOLOGY

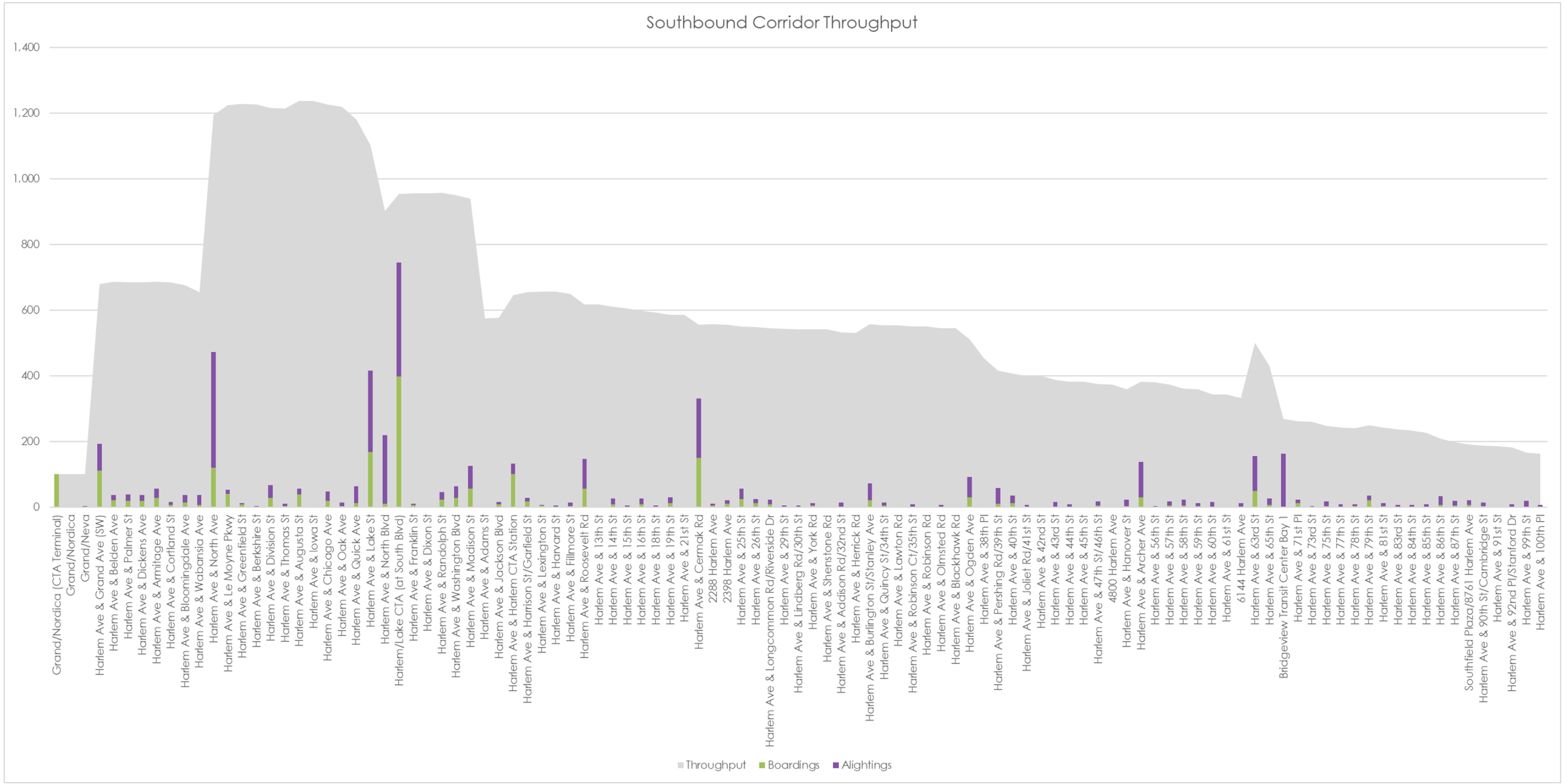


Combining throughput from multiple routes operating along the same roadway provides a full understanding of the total volume of bus passengers traveling through a corridor. Additionally, areas where throughput is highest are often indicators of where future bus priority treatments may be most impactful.

6.5.3.1 Weekday Corridor Throughput

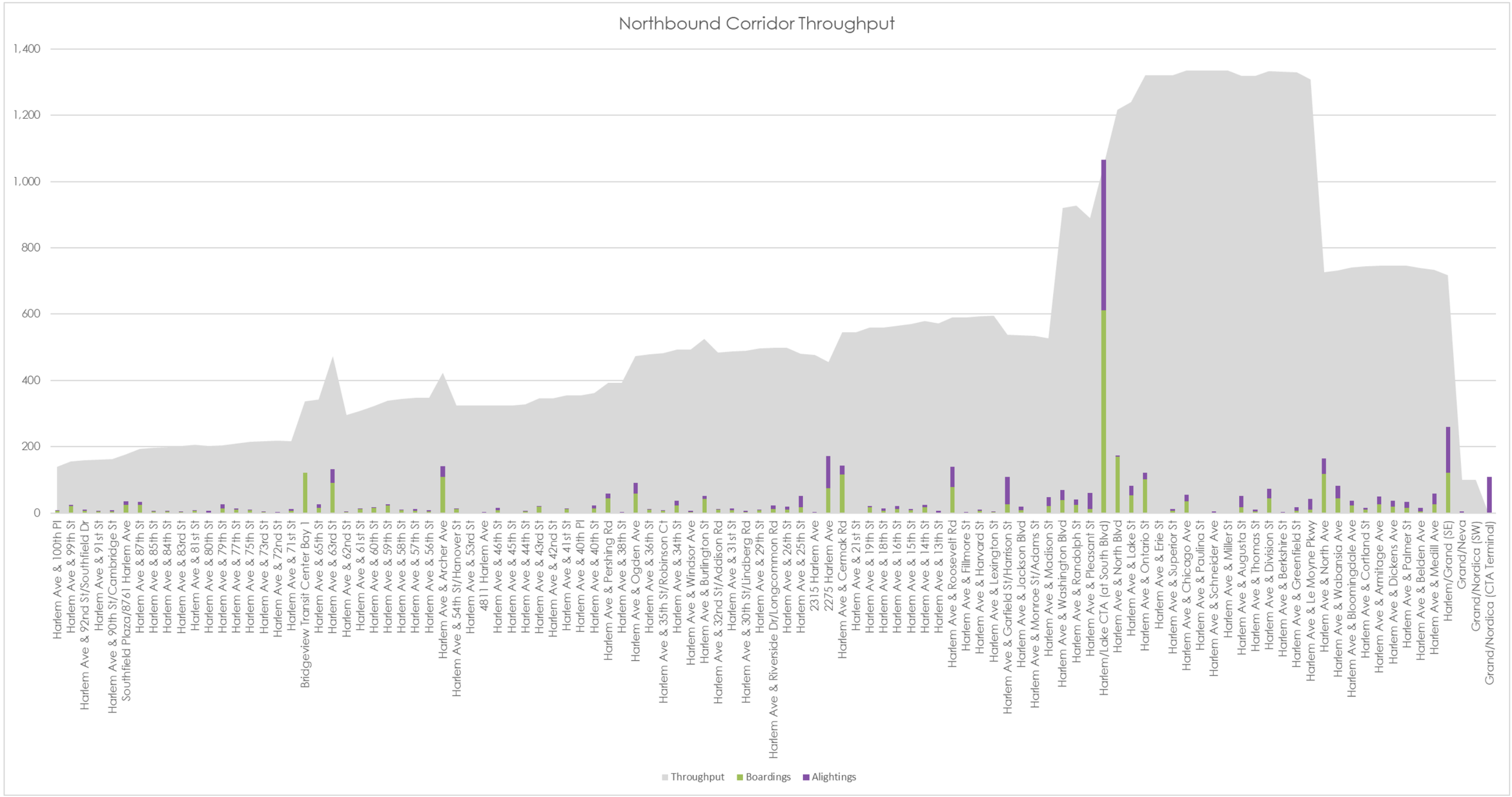
For the study area corridor, throughput metrics were generated based on all bus routes that operate directly on Harlem Avenue including Pace Routes 307, 318, 386, and 302, as well as CTA Routes 90 and 62H. Each of these routes operates along different portions of the corridor, so the combined throughout also reveals which routes see the greatest passenger activity. The corridor's strongest transit market is between North Avenue and Madison Street, where throughput is highest in both directions and multiple routes overlap to provide frequent service. **Figure 6-30** and **Figure 6-31** display weekday throughput across the corridor. Additional details of throughput by route and day type are provided in **Appendix E**.

FIGURE 6-30. WEEKDAY SOUTHBOUND CORRIDOR THROUGHPUT



Source: Pace/CTA October 2025, APC

FIGURE 6-31. WEEKDAY NORTHBOUND CORRIDOR THROUGHPUT



Source: Pace/CTA October 2025, APC

Beginning at Grand Avenue, where Routes 307 and 90 begin to overlap, southbound throughput steadily increases. At North Avenue, when Route 318 merges onto the corridor, throughput increases and reaches its maximum value for southbound service. Throughput in this segment accounts for more than 1,200 riders and remains high until Madison Street. At the following stop, Adams Street, throughput drops by 39% and steadily declines through the southern terminus of the corridor.

There are key stops along the corridor where alightings outweigh boardings and southbound throughput decreases more noticeably, including Roosevelt Road, with 57 boardings and 89 alightings, and at Pershing Road, with 11 boardings and 47 alightings. Routes entering and exiting (or beginning/ending) service along the corridor also noticeably impact southbound throughput. Some locations where this occurs include:

- At North Avenue where Route 318 turns onto the corridor and throughput increases by 82%.
- Adjacent to the CTA Green Line Harlem/Lake Station where Route 90 ends and throughput decreases by 18%.
- At Ogden Avenue where Route 302 turns off the corridor and throughput drops by 11%.
- At 63rd Street where Route 62H turns off the corridor and throughput drops by 14%.
- At the Bridgeview Transit Center where Route 307 ends and throughput drops by 38%.

Beginning at 100th Place, northbound throughput increases gradually until Madison Street. Between Madison Street and the following stop at Washington Boulevard, throughput increases as Route 318 merges onto the corridor. Continuing north, throughput reaches its maximum value for northbound service and accounts for more than 1,300 riders. Northbound throughput remains high until North Avenue where it drops by 44% as Route 318 exits the corridor.

There are a few key stops along the corridor where boardings outweigh alightings and northbound throughput increases more noticeably, including at Cermak Road, with 116 boardings and 26 alightings, and at Ontario Street, with 101 boardings and 20 alightings. Routes entering and exiting service along the corridor also noticeably impact southbound throughput This occurs at:

- Bridgeview Transit Center where Route 307 begins service and throughput increases by 56%.

- 63rd Street where Route 62H turns onto the corridor and throughput increases by 38%.
- 62nd Street, where Route 386 has turned off the corridor and throughput drops again by 37%.
- Archer Avenue where Route 62H turns off the corridor and throughput drops by 24%.
- Ogden Avenue where Route 302 turns onto the corridor and throughput increases by 21%.
- Washington Boulevard where Route 318 turns onto the corridor and throughput increases by 75%.

6.5.3.2 Corridor Throughput AADT Comparison

Throughput measures how many transit riders are onboard vehicles at a given point along the corridor. For a rough approximation of transit mode share relative to non-transit vehicle traffic, throughput was compared to Annual Average Daily Traffic (AADT). AADT, defined as the average number of vehicles on a roadway segment on a typical day, was converted to persons using an assumed vehicle occupancy rate of 1.2 persons per vehicle to enable comparison.[13] As publicly available AADT is not a directional metric, throughput was aggregated amongst segments on Harlem Avenue for both directions to provide an accurate comparison. **Table 6-8** and **Table 6-9** provide throughput and AADT comparisons for segments (as defined by AADT breakpoints) along Harlem Avenue.

TABLE 6-8. THROUGHPUT AADT COMPARISON – GRAND AVENUE TO 26TH STREET

Grand Ave to North Ave	North Ave to Division St	Division St to Chicago Ave	Chicago Ave to Lake St	Lake St to Randolph St	Randolph St to Roosevelt Rd	Roosevelt Rd to 16th St	16th St to Cermak Rd	Cermak Rd to 26th St
Bi-Directional AADT Grand Avenue to 26th Street								
22,800	33,480	36,600	40,560	41,880	39,600	38,520	36,120	34,320
Bi-Directional Corridor Throughput Grand Avenue to 26th Street								
1,433	2,558	2,573	2,563	2,342	1,885	1,207	1,162	1,102
AADT to Transit Throughput Ratio								
15.9	13.1	14.2	15.8	17.9	21.0	31.9	31.1	31.1
Percent Transit Passengers of Total Passenger Volume								
6%	8%	7%	6%	6%	5%	3%	3%	3%

Source: Pace October 2025 APC; IDOT/IROADS

[13] AADT is multiplied by 1.2, the USDOT national average people per car factor, to estimate number of people in each vehicle.

TABLE 6-9. THROUGHPUT AADT COMPARISON – 26TH STREET TO 100TH PLACE

26th St to Ogden Ave	Ogden Ave to 43rd St	43rd St to Archer Ave	Archer Ave to 59th St	59th St to 63rd St	63rd St to 71st St	71st St to 79th St	79th St to 87th St	87th St to 99th St	99th St to 100th Pl
Bi-Directional AADT 26th Street to 100th Place									
27,960	34,080	35,160	50,400	45,480	47,280	38,040	36,480	46,440	43,080
Bi-Directional Corridor Throughput 26th Street to 100th Place									
1,083	985	733	805	698	974	479	454	391	322
AADT to Transit Throughput Ratio									
25.8	34.6	48.0	62.6	65.2	48.6	79.4	80.4	118.9	133.6
Percent Transit Passengers of Total Passenger Volume									
4%	3%	2%	2%	2%	2%	1%	1%	1%	1%

Source: Pace October 2025 APC; IDOT/IROADS

The corridor segment with the highest AADT is between Archer Avenue and 59th Street where it reaches 50,400. The maximum bi-directional throughput within this segment of the corridor is 805 at Archer Avenue, resulting in an AADT to throughput ratio of 62.6. This implies that there are 62.6 times as many people in vehicles compared to buses, with only 2% of total passenger volume coming from bus passengers. In the segment that carries the highest volume of people traveling in vehicles, throughput is comparatively lower.

Conversely, bi-directional throughput is highest within the segment between Division Street and Chicago Avenue where it reaches 2,573. AADT in this segment is 36,600, resulting in an AADT to throughput ratio of 14.2, which indicates that there are 14.2 times as many people in vehicles compared to buses, with only 7% of total passenger volume coming from bus passengers. The segment of the corridor where throughput represents the greatest portion of total passenger volume is between North Avenue and Division Street. Within this segment, AADT is 33,480 and maximum throughput is 2,558 at Berkshire Street with a throughput ratio of 13.1, meaning that transit passengers represent 8% of total passenger volume. Between Grand Avenue and Roosevelt Road, the share of transit passengers to total passenger volumes is at its highest ranging from 5% to 8%. The remainder of the corridor carries 1% to 3% of volume on bus service. While buses represent a relatively small share of total roadway passenger volume, transit activity is concentrated in the northern portion of the corridor where bus passenger volumes are highest.

6.5.4 Corridor Running Time Review

A review of running times from Pace's automatic vehicle location (AVL) data for Routes 307 and 386 was conducted to further understand collective travel times of the services that operate through the larger corridor. Timepoint running time data from Route 307 from the CTA Grand/Nordica Terminal to 63rd Street and Route 386 from 63rd Street to

the Bridgeview Courthouse were aggregated. The collective running times by direction are shown in **Table 6-10** and **Table 6-11**, and display average, 15th percentile, and 85th percentile running times by time period.

TABLE 6-10. AGGREGATE CORRIDOR RUNNING TIMES - SOUTHBOUND

Southbound Running Times (minutes)						
	Early A.M. (Start – 6 a.m.)	A.M. Peak (6-9 a.m.)	Midday (9 a.m.-3 p.m.)	P.M. Peak (3-6 p.m.)	Evening (6-9 p.m.)	Night (9 p.m. – End)
Average						
Weekday	56.9	66.2	73.4	82.4	65.3	62.3
Saturday	-	58.6	73.2	72.9	64.1	65.1
Sunday	-	56.7	60.6	65.4	65.9	66.8
15th Percentile						
Weekday	46.4	52.7	56.1	63.4	51.6	50.2
Saturday	-	46.0	55.9	56.5	51.8	55.2
Sunday	-	47.9	48.9	51.5	53.3	53.1
85th Percentile						
Weekday	67.4	78.8	91.0	100.2	78.7	72.6
Saturday	-	69.0	88.6	88.5	76.6	74.3
Sunday	-	64.5	73.7	77.9	77.7	79.6

Source: Pace fall 2025

TABLE 6-11. AGGREGATE CORRIDOR RUNNING TIMES - NORTHBOUND

Northbound Running Times (Minutes)						
	Early A.M. (Start – 6 a.m.)	A.M. Peak (6-9 a.m.)	Midday (9 a.m.-3 p.m.)	P.M. Peak (3-6 p.m.)	Evening (6-9 p.m.)	Night (9 p.m. – End)
Average						
Weekday	55.1	70.8	71.9	78.1	65.2	58.4
Saturday	-	60.5	73.7	73.5	65.6	65.3
Sunday	-	56.9	68.2	68.2	62.3	60.2
15th Percentile						
Weekday	44.9	54.3	54.8	60.3	51.8	46.4
Saturday	-	47.6	57.9	57.8	55.6	53.9
Sunday	-	47.9	54.3	38.8	48.5	48.3
85th Percentile						
Weekday	64.5	85.2	86.9	94.4	77.7	68.8
Saturday	-	69.7	91.0	87.1	76.3	77.0
Sunday	-	65.4	80.1	80.6	71.3	69.7

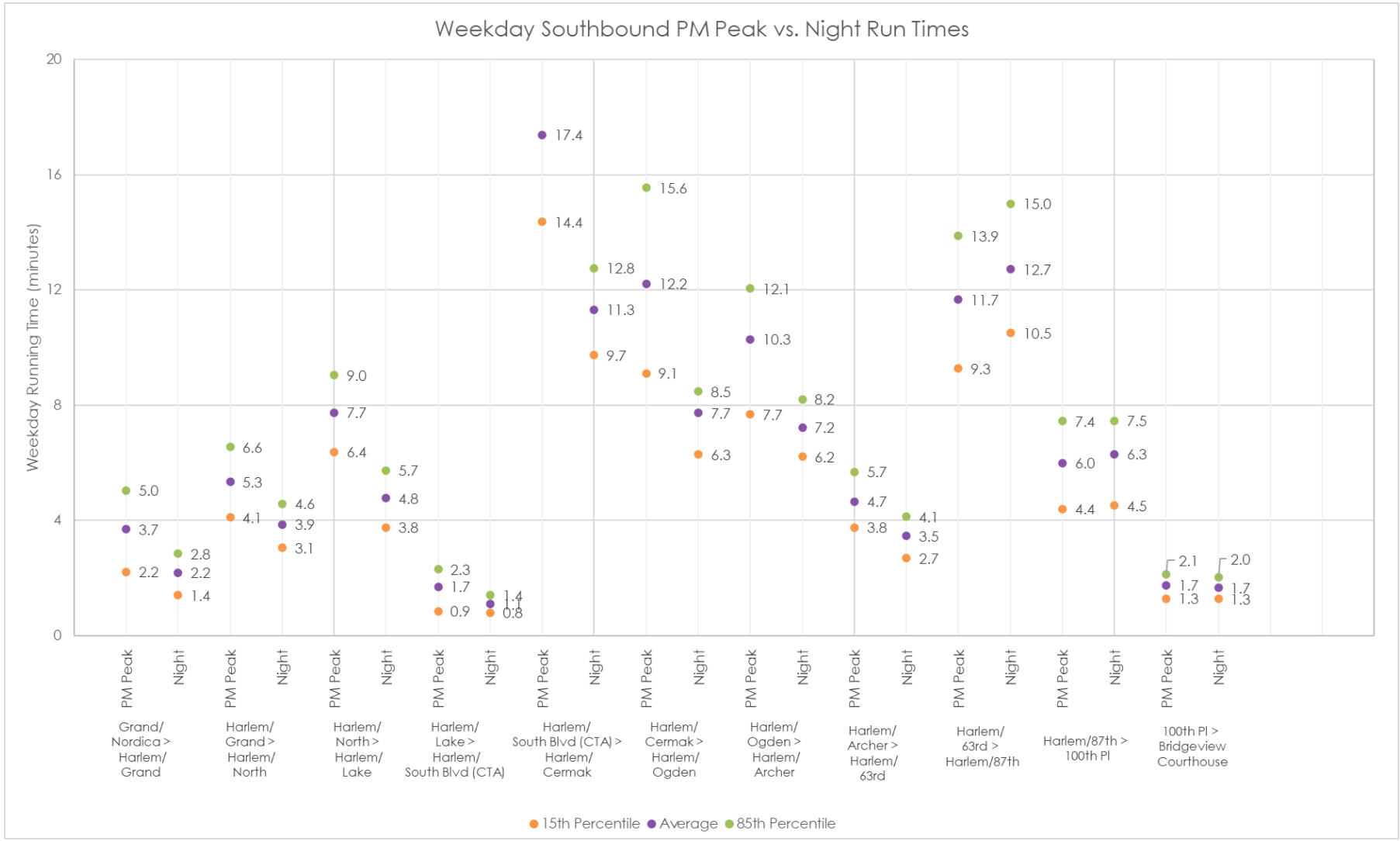
Source: Pace fall 2025 AVL

The P.M. Peak period (3 p.m. to 6 p.m.) is most affected by congestion and delay. Heavy congestion occurs throughout the corridor, along with three at-grade rail crossings that represent a major source of delay for bus service. In contrast, nighttime conditions (9 p.m. and later) typically reflect free-flow or minimally congested traffic, resulting in the fastest travel times. Comparing P.M. Peak and nighttime running times highlights the extent to which congestion and delay affect overall travel times.

The average weekday southbound running time for the corridor during the P.M. Peak period is 82 minutes, compared to the Night run time of 62 minutes. Trips during the P.M. Peak period are generally 20 minutes longer, representing about a 32% increase in running time. Northbound running time reflects a similar discrepancy of P.M. Peak service with 78 minutes. Travel takes about 20 minutes longer than the 58-minute travel times during the Night time period, a 34% increase compared to the P.M. Peak. These trends are similar on Saturdays where P.M. Peak travel requires 10-15% additional running time; however, travel on Sundays appears to be more consistent across the day.

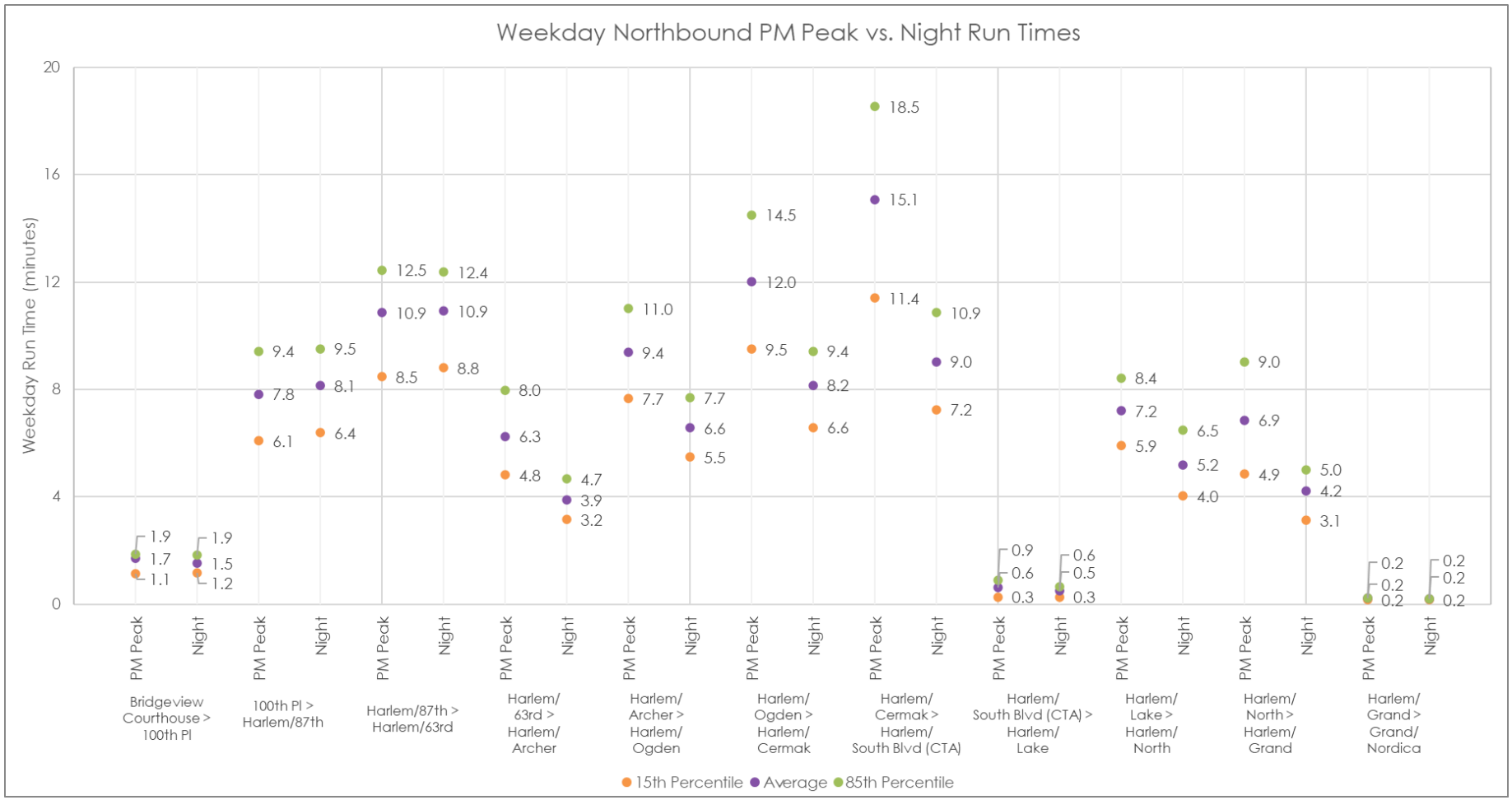
Additional breakdowns of weekday running times by time point are shown in **Figure 6-32** and **Figure 6-33** and can assist in highlighting areas along the corridor where congestion is having the biggest impact on bus service. **Appendix D** includes figures for weekend service.

FIGURE 6-32. CORRIDOR WEEKDAY SOUTHBOUND RUNNING TIME COMPARISON



Source: Pace fall 2025 AVL

FIGURE 6-33. CORRIDOR WEEKDAY NORTHBOUND RUNNING TIME COMPARISON



Source: Pace fall 2025 AVL

Along the corridor, the areas that experience the biggest difference between P.M. Peak and Night running times are between the CTA Green Line Harlem/Lake Station and Ogden Avenue. Between these two points, average Night running times are more than 10 minutes faster than P.M. Peak running times in both directions. The 15th percentile running times represent close to ideal travel conditions, with 85% of trips being slower than the 15th percentile. Similar to average weekday running times, the greatest difference between weekday P.M. Peak and Night running times are between the CTA Green Line Harlem/Lake Station and Ogden Avenue. For both southbound and northbound service, 15th percentile Night running times between the CTA Green Line Harlem/Lake Station and Ogden Avenue were roughly seven minutes faster than P.M. Peak running times.

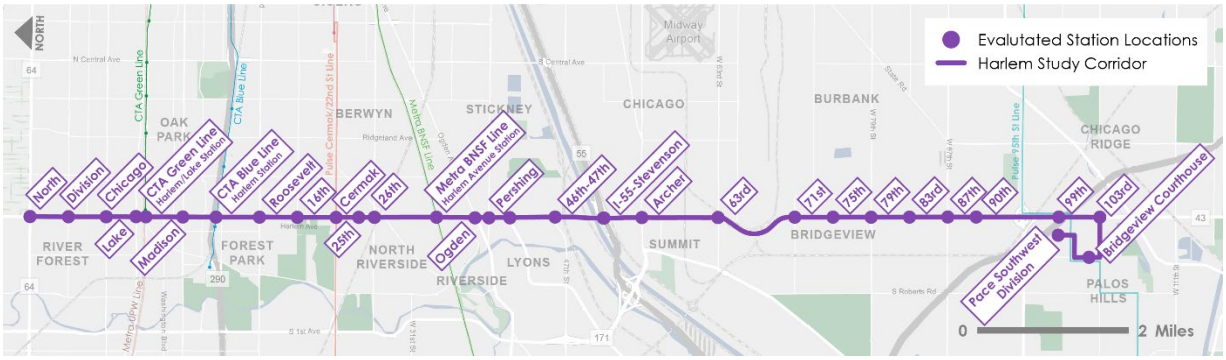
The 85th percentile running times represent more abnormal travel conditions, with only 15% of trips being slower than the 85th percentile. The 85th percentile running times experience the same trend of CTA Green Line Harlem/Lake Station to Ogden Avenue showing the greatest difference between P.M. Peak and Night service. Night running times in both directions are typically 13 to 15 minutes faster through this portion of the corridor than P.M. Peak running times. The trend of running times having the largest variance between the CTA Green Line Harlem/Lake Station and Ogden Avenue across average, 15th percentile, and 85th percentile running times emphasizes this segment of the corridor as the place where there is the most opportunity to improve reliability for passengers.

7 Potential Station Evaluations

High-level station evaluations were conducted for 30 preliminary locations, which are mapped in **Figure 7-1**. Profiles were created for each potential location, providing additional context and initial assessments based on factors such as ridership, ROW availability, jurisdictions, transit connections, pedestrian access, and the considerations of nearside or farside placement by direction. Potential Pulse station infrastructure is suggested for each station location, with alternative sites identified in locations where multiple factors are considered.

In certain high-ridership and important transfer locations, the right of way and surrounding built environment create major constraints in the space available for building typical Pulse infrastructure. In these locations, a standard bus stop sign may be all that is feasible. Despite not adhering to Pulse standards, it is recommended that this option be explored to facilitate convenient passenger access to crucial locations.

FIGURE 7-1. EVALUATED PULSE STATION LOCATIONS





Intersecting streets	North Ave / Harlem Ave
Adjacent Context and Destinations	Medical offices; strip mall/commercial; gas station
Pedestrian access	Existing sidewalks; continental crosswalks on all sides; pedestrian signals on all sides
Transit connections	Pace 307, 318, CTA 72, 90
Recommended Improvements	NB queue jump; reduce turning radii if feasible

Station Site	***Northbound***	***Northbound Alt***	***Southbound***	***Southbound Alt***
Location	Farside, NW corner on North	Nearside, SE corner of North and Harlem	Farside, SW corner	Nearside, SW corner (on North)
Municipality	Elmwood Park	Oak Park	River Forest	River Forest
Existing Ridership*	not available	not available	20	20
Station Template	Standard	Depth constrained	Standard	Depth constrained
Potential Easement	No	Yes	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station	On Harlem Avenue to allow shared station with Harlem Ave buses; 300ft from intersection to allow North Ave buses to make left turn	Conforms to Pulse Standard preference for farside station	If preferred northbound site is chosen, would improve legibility by having stations across the street from one another; depth constrained may avoid easement

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

Division

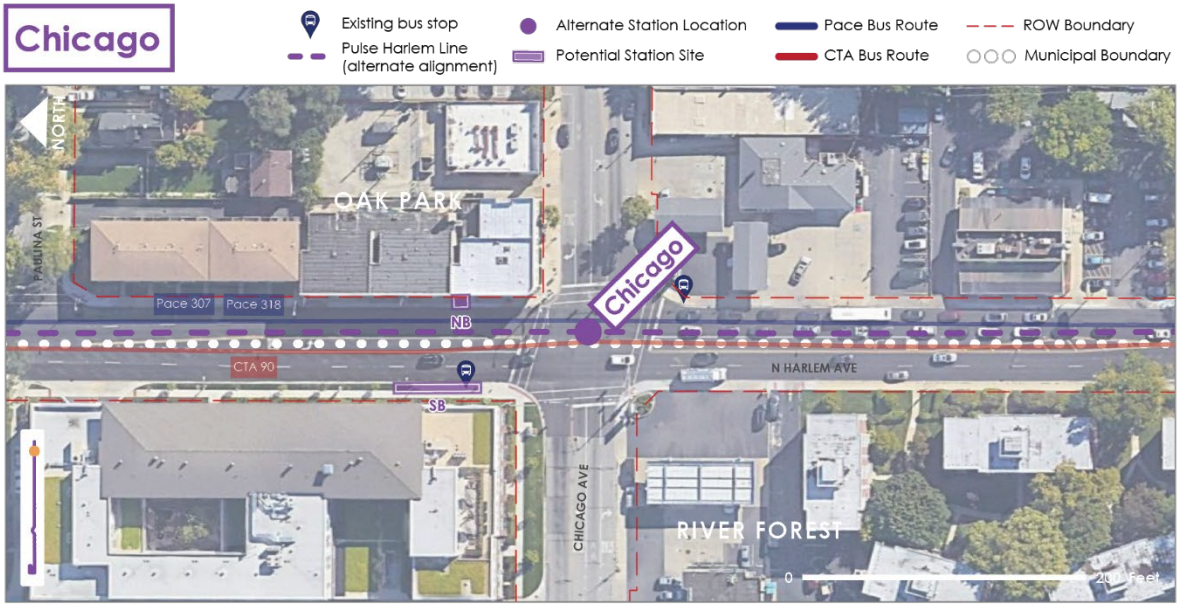


Intersecting streets	Division St / Harlem Ave
Adjacent Context and Destinations	Commercial; autoshop; Fenwick High School; multifamily
Pedestrian access	Existing sidewalks; continental crosswalk on west side; standard, parallel crosswalk on north, south, and east sides; pedestrian signals on all sides
Transit connections	Pace 307, 318, CTA 90
Recommended Improvements	Install high visibility crosswalks; reduce turning radii if feasible

Station Site	*Northbound*	*Southbound*
Location	Farside, NE corner	Farside, SW corner
Municipality	Oak Park	River Forest
Existing Ridership*	10	11
Station Template	Standard	Depth constrained
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station	Conforms to Pulse Standard preference for farside station; depth constrained recommended to avoid easement

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

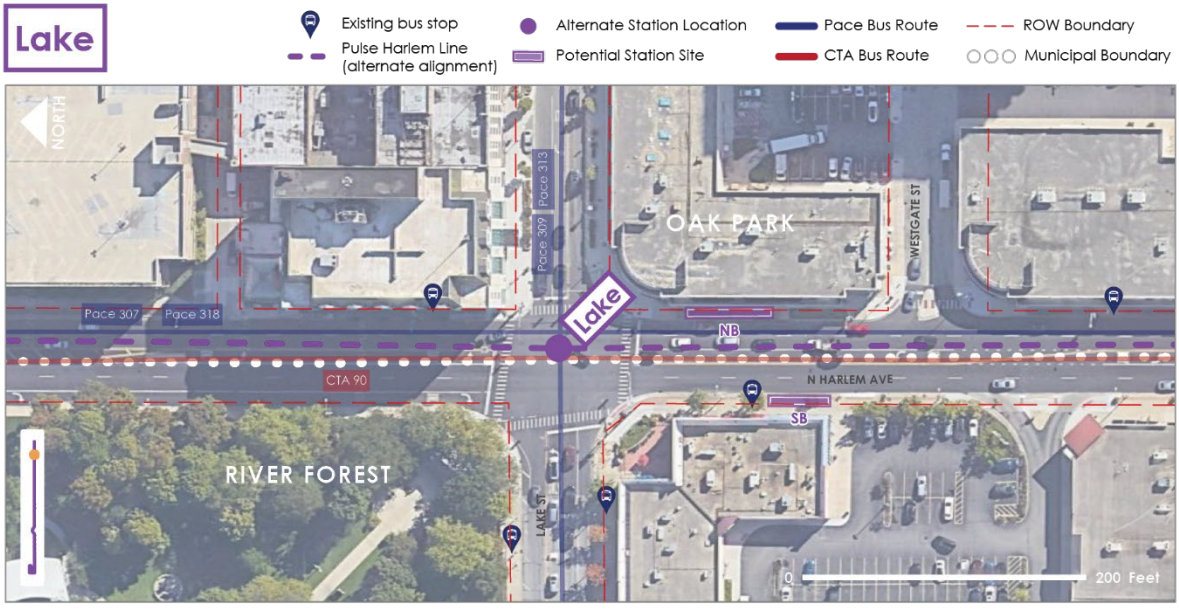
Chicago



Intersecting streets	Chicago Ave / Harlem Ave
Adjacent Context and Destinations	Gas stations; mixed use/multifamily
Pedestrian access	Existing sidewalks; standard, parallel crosswalks on all sides; pedestrian signals on all sides
Transit connections	Pace 307, 318, CTA 90
Recommended Improvements	Install high visibility crosswalks; reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Nearside, NW corner
Municipality	Oak Park	River Forest
Existing Ridership*	10	10
Station Template	Signpost only	Depth constrained
Potential Easement	n/a	No
Site Considerations	Constrained sidewalks and abutting building make station on either side unlikely	Large driveway on farside make station unlikely; depth constrained to potentially avoid easement

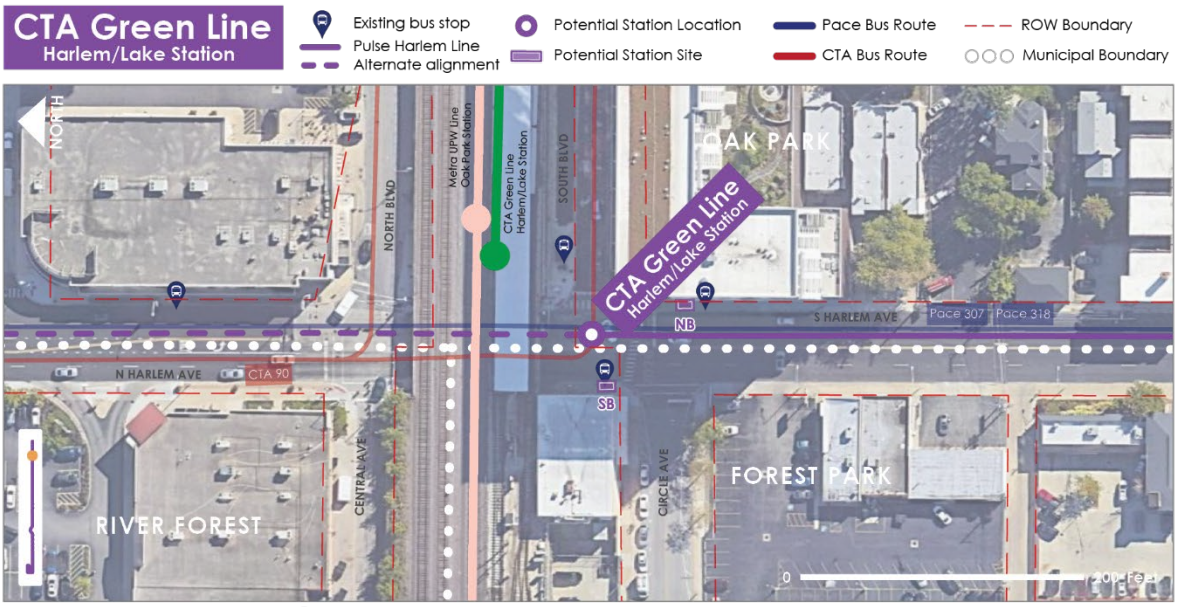
**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*



Intersecting streets	Lake St / Harlem Ave
Adjacent Context and Destinations	Mixed-use, downtown area; park
Pedestrian access	Existing sidewalks; continental crosswalks on all sides; pedestrian signals at all sides
Transit connections	Pace 307, 309, 313, 318, CTA 90
Recommended Improvements	Reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Nearside, SE corner	Farside, SW corner
Municipality	Oak Park	River Forest
Existing Ridership*	17	144
Station Template	Depth constrained	Length and Depth constrained
Potential Easement	Yes	Yes
Site Considerations	Constrained sidewalk and abutting building make farside station unlikely	Conforms to Pulse Standard preference for farside station; driveways and narrow sidewalk will likely require a length and depth constrained station

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

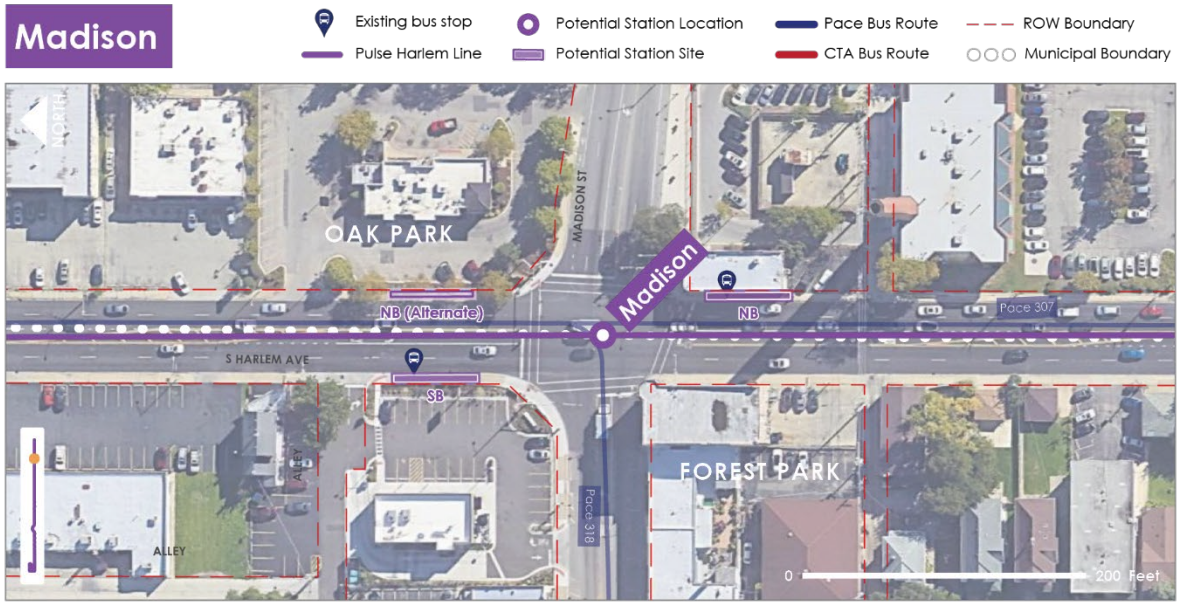


Intersecting streets	South Blvd / Circle Ave / Harlem Ave
Adjacent Context and Destinations	Rail overpass; mixed-use, downtown area; grocery store
Pedestrian access	Existing sidewalks; continental crosswalks with pedestrian signals on south and east sides
Transit connections	CTA Green Line, Metra UP-W Line, Pace 307, 318, CTA 90
Recommended Improvements	None

Station Site	***Northbound***	***Southbound***
Location	Nearside, SE corner of South and Harlem	Nearside, NW corner of Circle and Harlem
Municipality	Oak Park	Forest Park
Existing Ridership*	370	319
Station Template	Signpost only	Signpost only
Potential Easement	n/a	n/a
Site Considerations	Extremely constrained area; Pulse station unlikely within a reasonable distance to CTA station entrance	Extremely constrained area; Pulse station unlikely within a reasonable distance to CTA station entrance

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

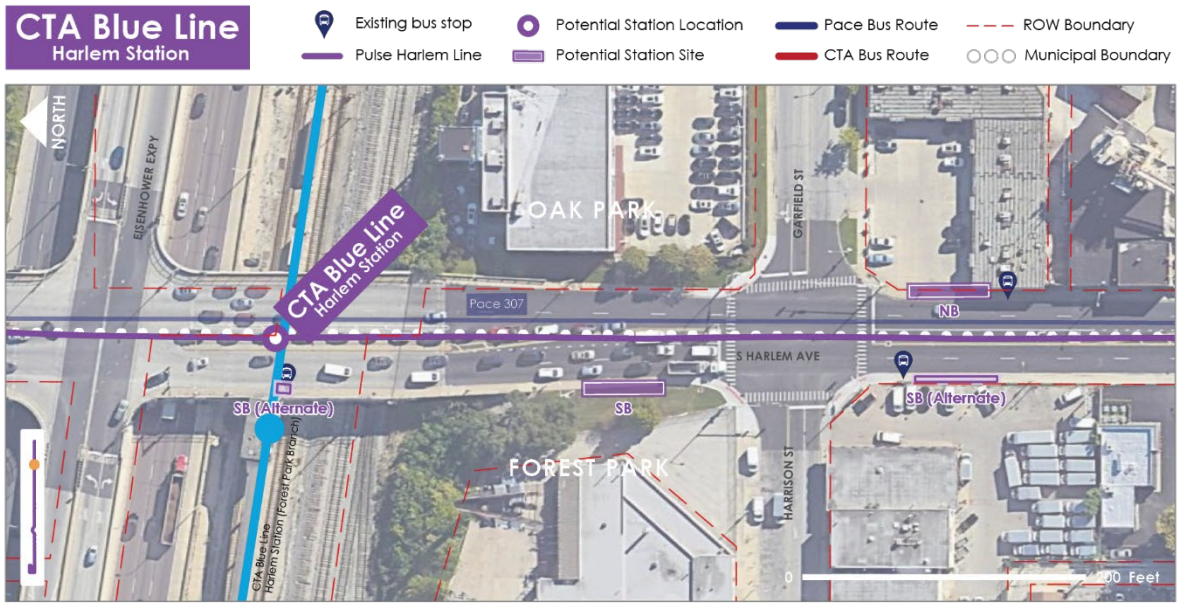
Madison



Intersecting streets	Madison St / Harlem Ave
Adjacent Context and Destinations	Fast food; medical offices; mixed-use buildings
Pedestrian access	Existing sidewalks; standard, parallel crosswalks on all sides; pedestrian signals on all sides
Transit connections	Pace 307, 318
Recommended Improvements	Install high visibility crosswalks; reduce turning radii if feasible

Station Site	***Northbound***	***Northbound Alt***	***Southbound***
Location	Nearside, SE corner	Farside, NE corner	Nearside, NW corner
Municipality	Oak Park	Oak Park	Forest Park
Existing Ridership*	49	49	71
Station Template	Depth constrained	Depth constrained	Depth constrained
Potential Easement	Yes	Yes	Yes
Site Considerations	Ongoing coordination regarding site redevelopment	Abutting landscaping and narrow parking lot may make this site infeasible	Constrained sidewalk and abutting building make farside unlikely

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

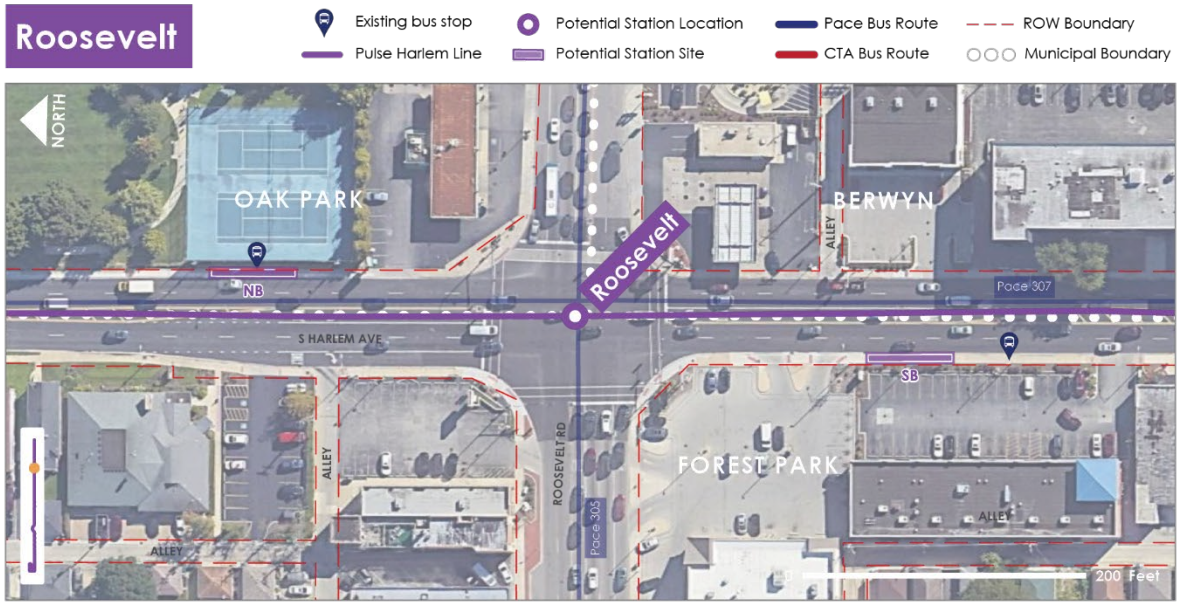


Intersecting streets	I-290 / Harrison St / Garfield St / Harlem Ave
Adjacent Context and Destinations	Highway/railroad overpass; industrial; strip mall
Pedestrian access	(Garfield/Harrison) Existing sidewalks; continental crosswalks; signalized crossings on all sides. (CTA Station headhouse) Narrow sidewalks, no crosswalks across Harlem
Transit connections	CTA Blue Line, Pace 307
Recommended Improvements	Reduce turning radii if feasible (Harrison/Garfield)

Station Site	***Northbound***	***Southbound***	***Southbound Alt 1***	***Southbound Alt 2***
Location	Nearside, SE corner of Harrison/Garfield and Harlem	Nearside, NW corner of Harrison/ Garfield and Harlem	On I-290 overpass, abutting CTA Blue Line headhouse	Farside, SW corner of Harrison/Garfield
Municipality	Oak Park	Forest Park	Forest Park	Forest Park
Existing Ridership*	108	29	133	29
Station Template	Standard	Standard	Signpost only	Depth constrained
Potential Easement	Yes	No	n/a	Yes
Site Considerations	Nearside due to limited ROW/ grade issues on farside; potential redevelopment of adjacent site presents opportunities for standard station	Likely room for a Pulse station at this location; potential grading issues	Pulse station likely not possible, but facilitates easy transfers to CTA Blue Line	Station may better serve local residents

**Ridership from nearest Pace 307/386 stop, fall 2025 (daily boardings and alightings)*

Roosevelt

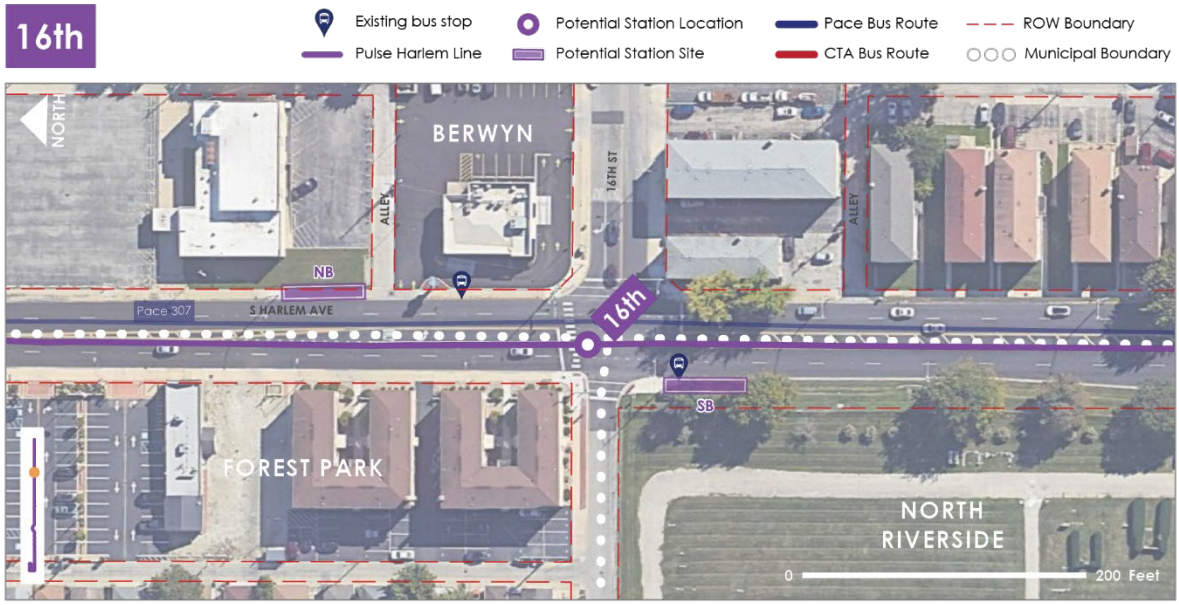


Intersecting streets	Roosevelt Rd / Harlem Ave
Adjacent Context and Destinations	Gas stations; strip mall; commercial; park
Pedestrian access	Existing sidewalks; standard, parallel crosswalks on all sides; signalized crossings on all sides
Transit connections	Pace 305, 307
Recommended Improvements	Reduce turning radii if feasible; install high visibility crosswalks

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner (south of driveways)
Municipality	Oak Park	Forest Park
Existing Ridership*	139	146
Station Template	Depth constrained	Depth constrained
Potential Easement	Yes	No
Site Considerations	Conforms to Pulse Standard preference for farside station; depth constrained recommended because of narrow sidewalk and abutting tennis courts	Conforms to Pulse Standard preference for farside station; depth constrained recommended to avoid easement; south of driveways due to safety preferences

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

16th

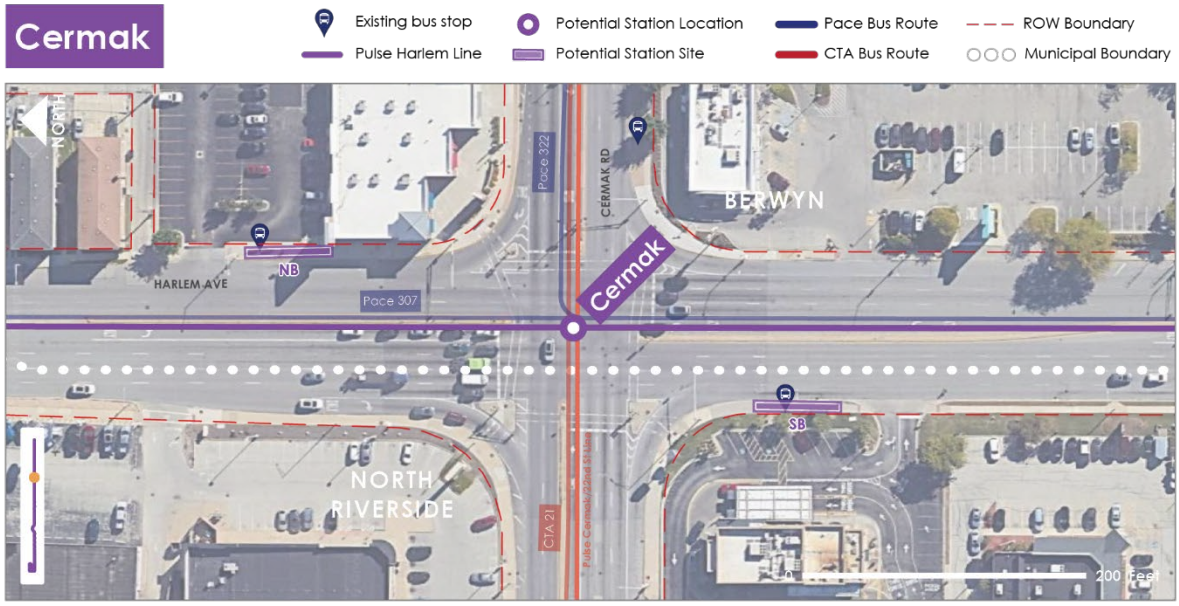


Intersecting streets	16th St / Harlem Ave
Adjacent Context and Destinations	Multifamily housing; fast food; cemetery
Pedestrian access	Sidewalk gap on the western side of Harlem - south of the intersection - existing sidewalk elsewhere; continental crosswalks on the north side; standard parallel crosswalks on west and east side; no crosswalk on south side; signalized crossing on east, west, and north sides
Transit connections	Pace 307
Recommended Improvements	Reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner (north of alley)	Farside, SW corner
Municipality	Berwyn	North Riverside
Existing Ridership*	20	26
Station Template	Standard	Standard
Potential Easement	Yes	No
Site Considerations	Conforms to Pulse Standard preference for farside station; north of alley due to limited space and safety preferences	Conforms to Pulse Standard preference for farside station

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

Cermak

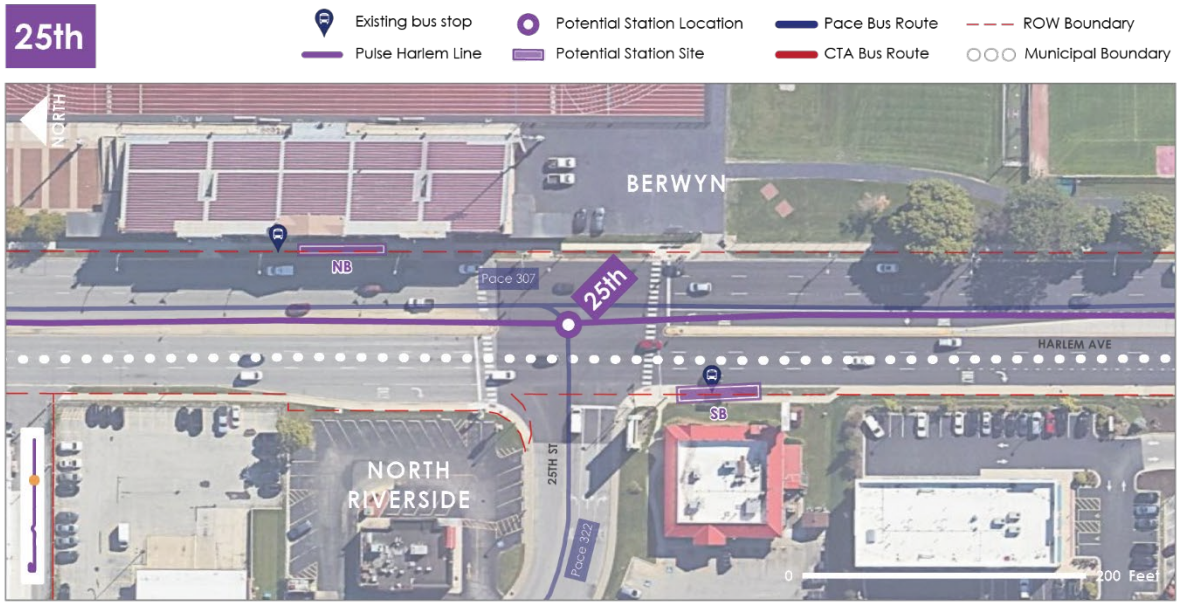


Intersecting streets	Cermak Rd / Harlem Ave
Adjacent Context and Destinations	Large format setback commercial
Pedestrian access	Existing sidewalks; continental sidewalks on all sides; signalized crossings on all sides
Transit connections	Pace 307, 322, CTA 21, future Pulse Cermak/22nd St Line
Recommended Improvements	None

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Berwyn	North Riverside
Existing Ridership*	143	332
Station Template	Depth constrained	Depth constrained
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station; depth constrained may avoid easement	Conforms to Pulse Standard preference for farside station; depth constrained may avoid easement

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

25th



Intersecting streets	25th St / Harlem Ave
Adjacent Context and Destinations	Setback large format commercial; Morton West High School field
Pedestrian access	Existing sidewalks; pedestrian refuge island on the north side; continental crosswalks on the north and south sides; signalized crossings on the north and south sides
Transit connections	Pace 307, 322
Recommended Improvements	SB queue jump

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Berwyn	North Riverside
Existing Ridership*	51	56
Station Template	Depth Constrained	Standard
Potential Easement	Yes	Yes
Site Considerations	Near back of Morton West High School building	Conforms to Pulse Standard preference for farside station

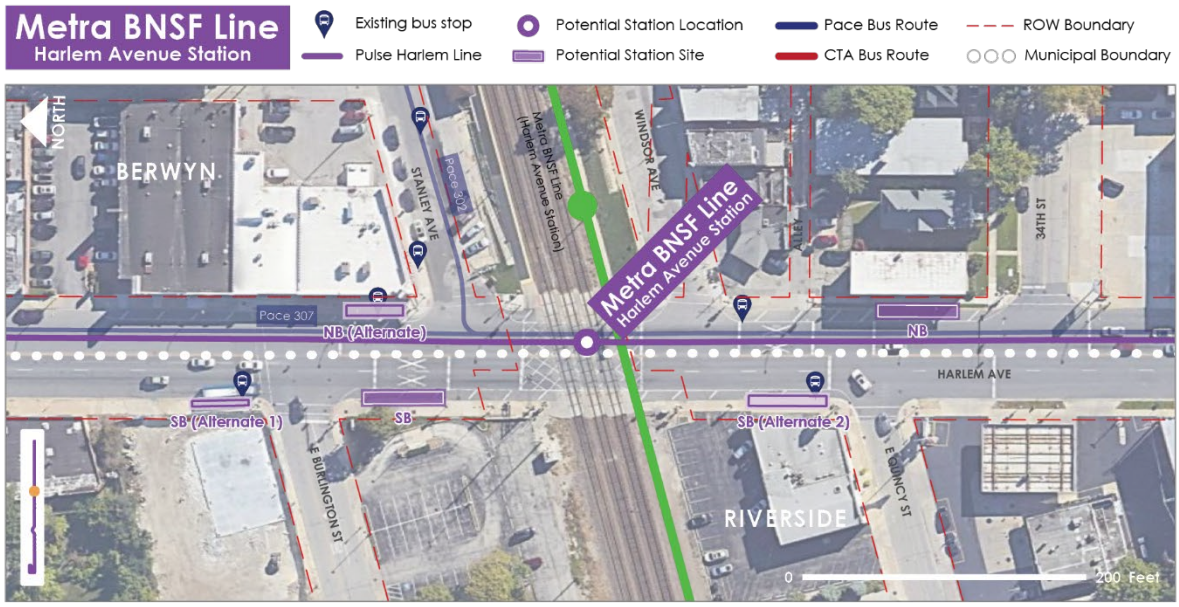
**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*



Intersecting streets	26th St / Harlem Ave
Adjacent Context and Destinations	Setback large format commercial; Morton West High School field
Pedestrian access	Existing sidewalks; continental crosswalks; signalized crossings on all sides
Transit connections	Pace 307
Recommended Improvements	SB queue jump; reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***	***Southbound Alt***
Location	Farside, NE corner	Nearside, NW corner	Farside, SW corner
Municipality	Berwyn	North Riverside	Riverside
Existing Ridership*	20	24	24
Station Template	Length and Depth Constrained	Length and Depth Constrained	Standard
Potential Easement	Yes	Yes	No
Site Considerations	Near fence of Morton West High School field	nearside allows station to be nearer to activity (commercial and high school)	Conforms to Pulse Standard preference for farside station; standard station may not require easement

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

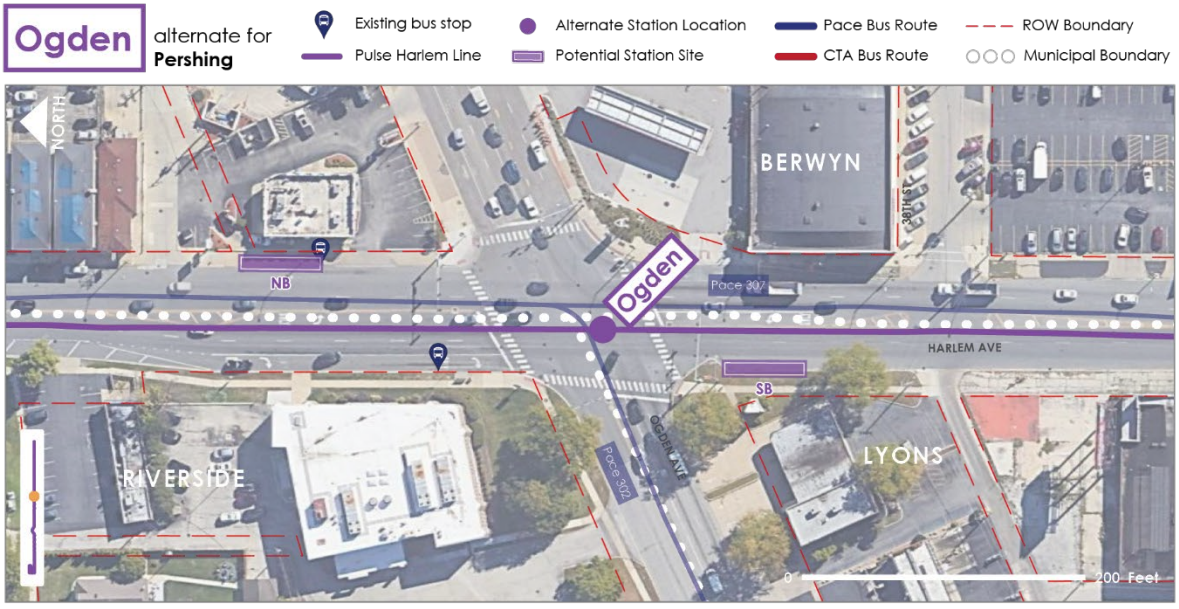


Intersecting streets	Burlington St / Stanley Ave / Windsor Ave / Quincy St / 34th St / Harlem Ave
Adjacent Context and Destinations	At grade Metra station surrounded by mixed used and residential
Pedestrian access	Existing sidewalks; standard, N/S crosswalks in most locations; Harlem pedestrian crossing only at the northside of Burlington
Transit connections	Metra BNSF Line; Pace 302, 307
Recommended Improvements	Bumpouts at most station site options; additional Harlem pedestrian crossings

Station Site	***Northbound***	***Northbound Alt***	***Southbound***	***Southbound Alt 1***	***Southbound Alt 2***
Location	NE corner of 34th and Harlem	NE Corner of Stanley and Harlem	SW corner of Burlington and Harlem	NW corner of Burlington and Harlem	NW corner of Quincy and Harlem
Municipality	Berwyn	Berwyn	Riverside	Riverside	Riverside
Existing Ridership*	51	51	66	66	14
Station Template	Standard	Length constrained	Standard	Length and Depth constrained	Standard
Potential Easement	No	No	No	No	No
Site Considerations	Only feasible location nearside of RR tracks; bumpout possible	Length constrained to fit between intersections; shorter walking distance to Metra station; bumpout possible	Nearside of RR tracks; no marked pedestrian crossing; bumpout possible	Nearer to signalized pedestrian crossing for access to Metra station	Bumpout possible

**Ridership from nearest Pace 307/386 stop, fall 2025 (daily boardings and alightings)*

Ogden alternate for **Pershing**

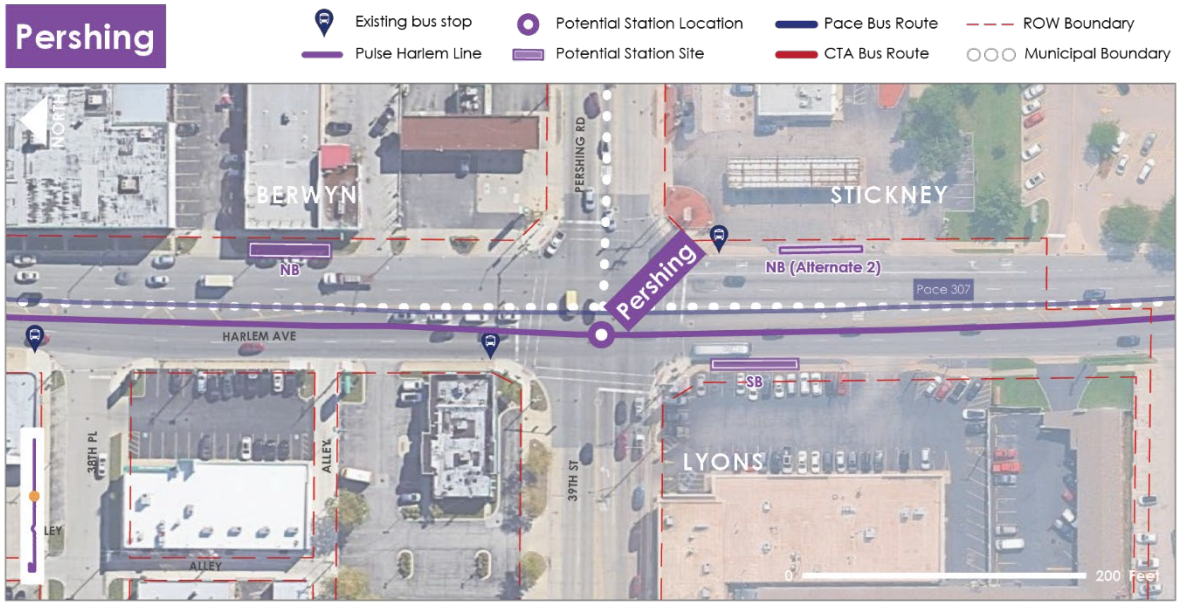


Intersecting streets	Ogden Ave / Harlem Ave
Adjacent Context and Destinations	Medical offices; fast food; gas station; vacant building
Pedestrian access	Existing sidewalks; continental crosswalks; signalized crossings on all sides
Transit connections	Pace 302, 307
Recommended Improvements	Bumpouts at NB and SB station sites; NB and SB queue jumps

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Berwyn	Lyons
Existing Ridership*	70	73
Station Template	Standard	Standard
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station	Conforms to Pulse Standard preference for farside station

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

Pershing

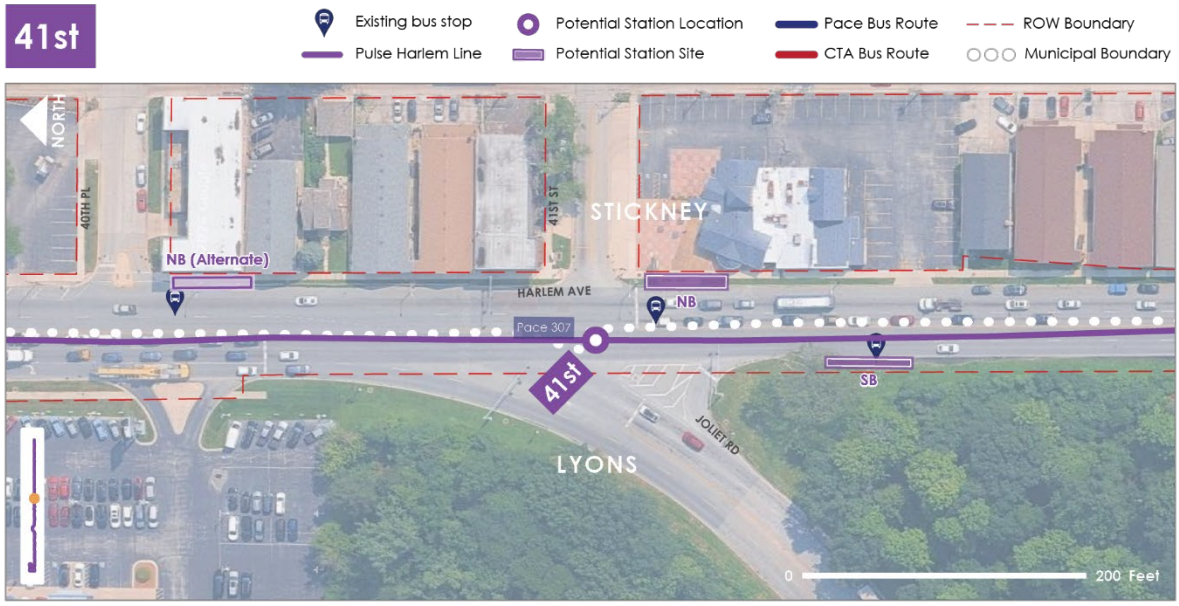


Intersecting streets	Pershing Rd / Harlem Ave
Adjacent Context and Destinations	Strip mall with surface parking; gas station; hotel; grocery stores nearby
Pedestrian access	Existing sidewalks; standard, parallel crosswalks; signalized crossings on all sides
Transit connections	Pace 307
Recommended Improvements	Potential NB queue jump; install high visibility crosswalks

Station Site	***Northbound***	***Northbound Alt***	***Southbound***
Location	Farside, NE corner (north of driveway)	Nearside, SE corner	Farside, SW corner
Municipality	Berwyn	Stickney	Lyons
Existing Ridership*	59	59	58
Station Template	Standard	Depth constrained	Depth constrained
Potential Easement	No	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station; minimizes driveway conflicts	Nearside to avoid driveway safety concerns on the farside	Conforms to Pulse Standard preference for farside station; depth constrained due to narrow sidewalk

**Ridership from nearest Pace 307/386 stop, fall 2025 (daily boardings and alightings)*

41st

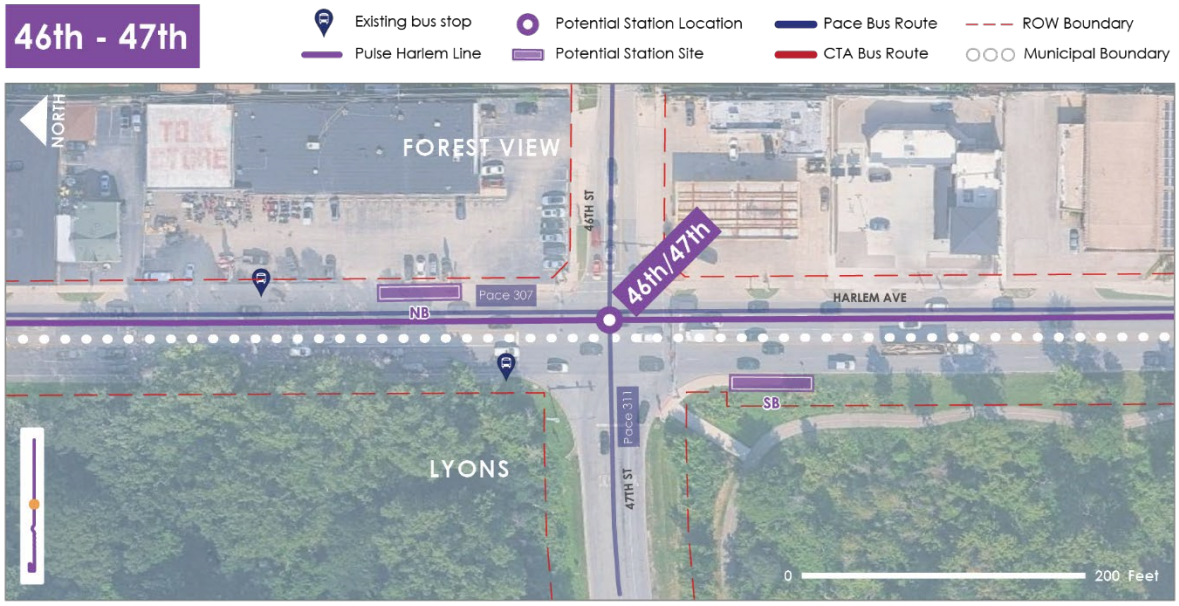


Intersecting streets	41st St / Joliet Rd / 40th Pl / Harlem Ave
Adjacent Context and Destinations	Forest preserve (no pedestrian access); restaurant; multifamily
Pedestrian access	Sidewalks on east side of Harlem only; no pedestrian crossing
Transit connections	Pace 307
Recommended Improvements	Bumpouts (NB station options); add sidewalk (west side) and pedestrian crossing signal

Station Site	*Northbound*	*Northbound Alt*	*Southbound*
Location	Nearside, SE corner of 41st and Harlem	SE corner of 40th Pl and Harlem (farside of Joliet intersection)	Farside, SW corner of Joliet and Harlem
Municipality	Stickney	Stickney	Lyons
Existing Ridership*	14	14	7
Station Template	Standard	Standard	Depth constrained
Potential Easement	No	No	No
Site Considerations	Avoids narrow sidewalk and buildings to lot line on farside; standard likely possible with bumpout	Conforms to Pulse Standard preference for farside station; standard likely possible with bumpout	Depth constrained may avoid easement; no existing sidewalk or crossing

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

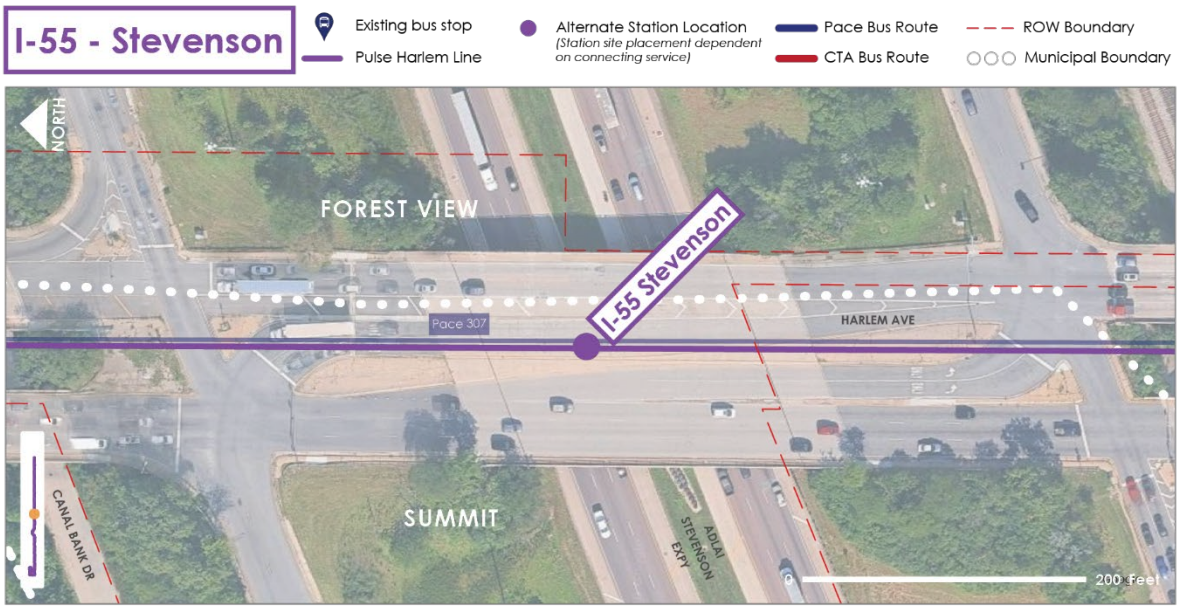
46th - 47th



Intersecting streets	46th St / 47th St / Harlem Ave
Adjacent Context and Destinations	Forest Preserve; gas station; strip mall
Pedestrian access	Existing sidewalks; signalized crossings on south and east sides
Transit connections	Pace 307, 311
Recommended Improvements	Install high visibility crosswalks at existing crossings; reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Forest View	Lyons
Existing Ridership*	15	17
Station Template	Standard	Standard
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station	Conforms to Pulse Standard preference for farside station; connection to Forest Preserve trail

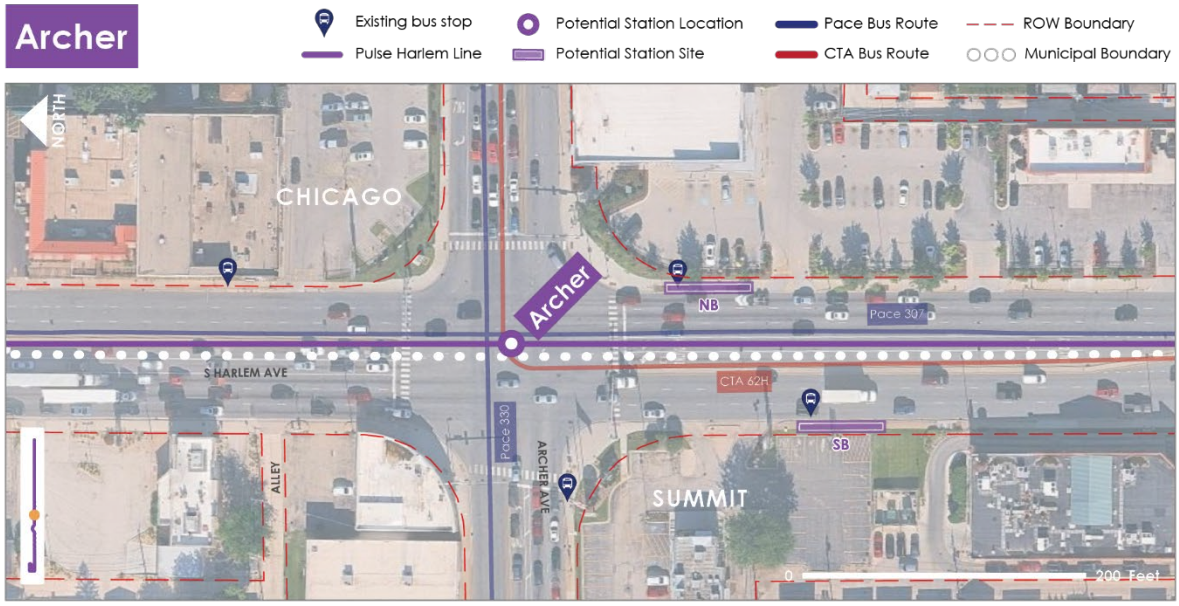
**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*



Intersecting streets	I-55 / Harlem Ave
Adjacent Context and Destinations	Highway overpass
Pedestrian access	Sidewalks; no crossings
Transit connections	Potential future I-55 express service
Recommended Improvements	No station or stop recommended without connecting service.

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

Archer

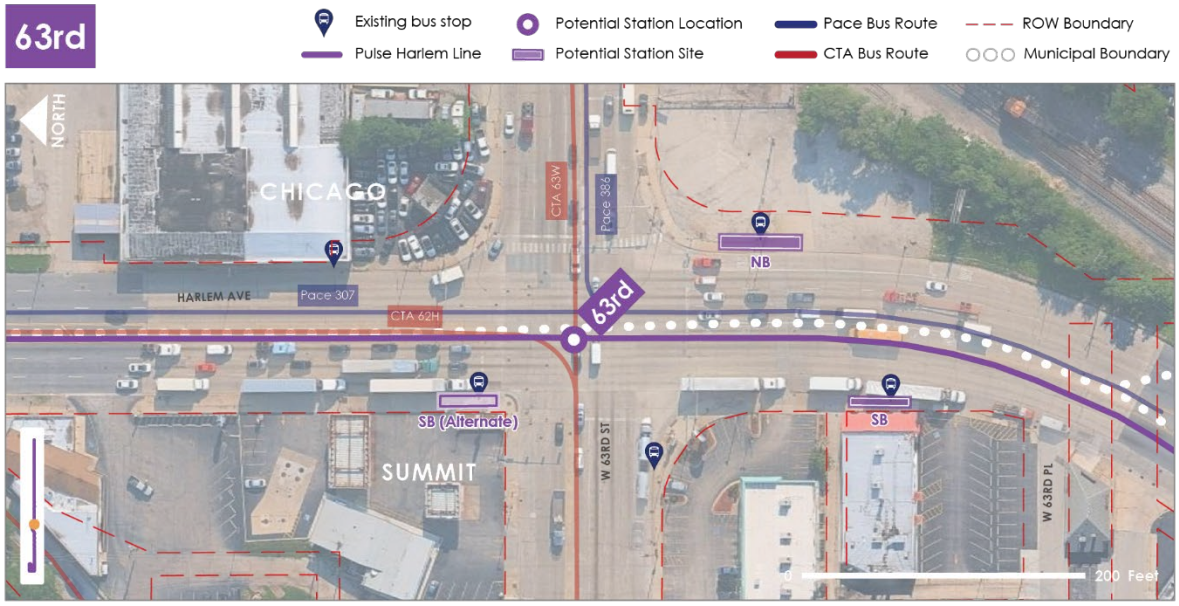


Intersecting streets	Archer Ave / Harlem Ave
Adjacent Context and Destinations	Grocery store; commercial with surface parking
Pedestrian access	Sidewalks on all sides; continental crosswalks on all sides; pedestrian signals on all sides
Transit connections	Pace 307, 330
Recommended Improvements	Reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Nearside, SE corner	Farside, SW corner
Municipality	Chicago	Summit
Existing Ridership*	112	106
Station Template	Depth constrained	Depth constrained
Potential Easement	No	No
Site Considerations	Nearside to avoid constrained site and potential easement on the farside	Conforms to Pulse Standard preference for farside station; depth constrained may avoid potential easement

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

63rd

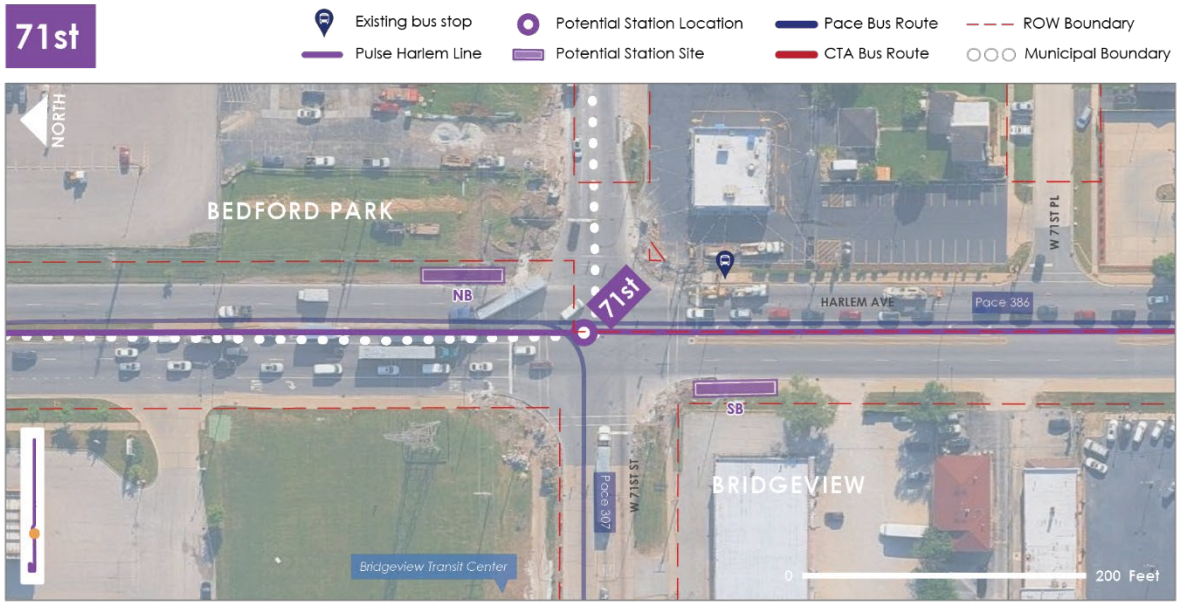


Intersecting streets	63rd St / Harlem Ave
Adjacent Context and Destinations	Used car dealer; gas station; strip mall; vacant lot
Pedestrian access	Sidewalks on all sides; continental crosswalks on the east side with no other crosswalks in the intersection; pedestrian signals on all crossings
Transit connections	Pace 307, 386; CTA 62H, 63W
Recommended Improvements	Additional crosswalks and crossing signals; reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***	***Southbound Alt***
Location	Nearside, SE corner	Farside, SW corner	Nearside, NW corner
Municipality	Chicago	Summit	Summit
Existing Ridership*	113	140	140
Station Template	Standard	Length and Depth Constrained	Length constrained
Potential Easement	No	No	No
Site Considerations	Nearside to avoid highly constrained site on the farside	Conforms to Pulse Standard preference for farside station; length and depth constrained may avoid alley, driveways, and easement. Still very close to building.	Length constrained to avoid driveways

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

71st

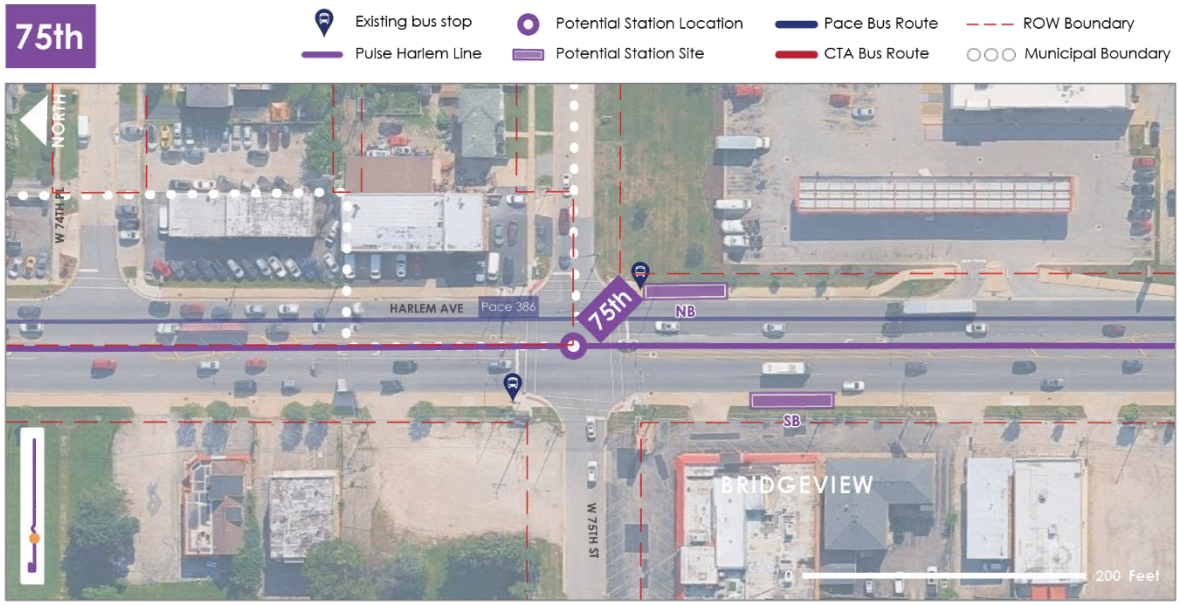


Intersecting streets	71st St / Harlem Ave
Adjacent Context and Destinations	Commercial and industrial; vacant lot; near SeatGeek Stadium
Pedestrian access	Newly installed high visibility crosswalks with pedestrian signals; no sidewalk on NE corner of Harlem
Transit connections	Pace 307, 386
Recommended Improvements	Install sidewalk connection NB station to intersection; reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Bedford Park	Bridgeview
Existing Ridership*	12	23
Station Template	Standard	Standard
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station. 307 terminates at Bridgeview Transit Center, around 500ft away. Pulse using transit center is not recommended.	Conforms to Pulse Standard preference for farside station. 307 terminates at Bridgeview Transit Center, around 500ft away. Pulse using transit center is not recommended.

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

75th

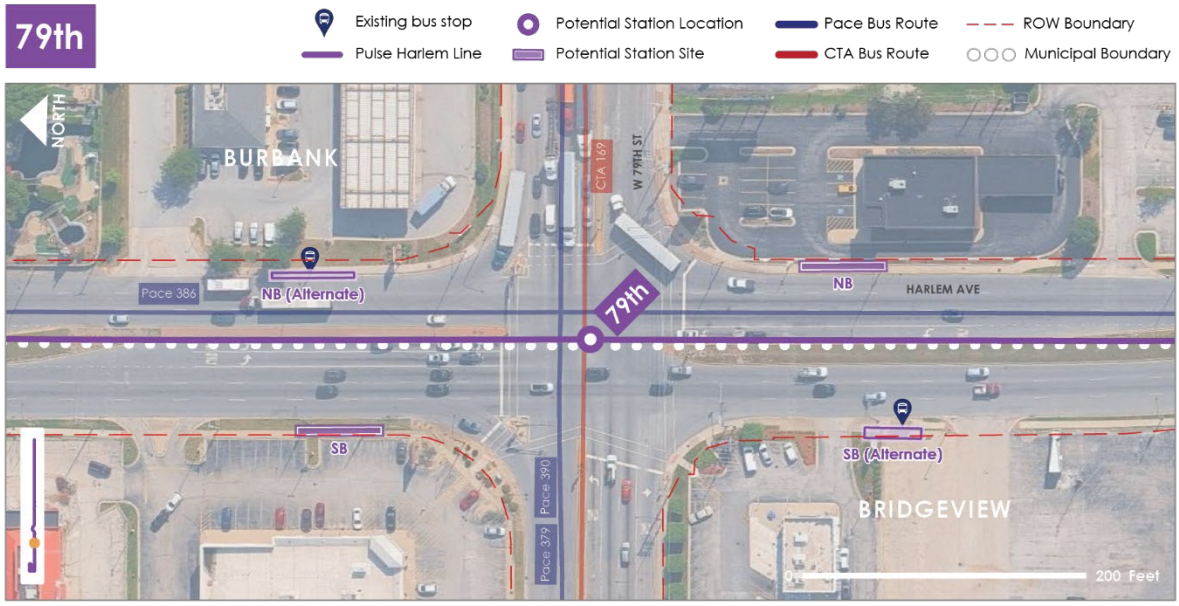


Intersecting streets	75th St / Harlem Ave
Adjacent Context and Destinations	Restaurant; auto repair shops; vacant lots
Pedestrian access	Sidewalks along Harlem Avenue and north of 75th Street west of Harlem Avenue; standard, parallel crosswalks on all sides; pedestrian signals only on the north side to cross Harlem Avenue
Transit connections	Pace 386
Recommended Improvements	Additional crossing signals; reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Nearside, SE corner	Farside, SW corner
Municipality	Bridgeview	Bridgeview
Existing Ridership*	10	18
Station Template	Standard	Standard
Potential Easement	No	No
Site Considerations	Nearside to avoid narrow sidewalk, driveway, and potential easement on the farside.	Conforms to Pulse Standard preference for farside station

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

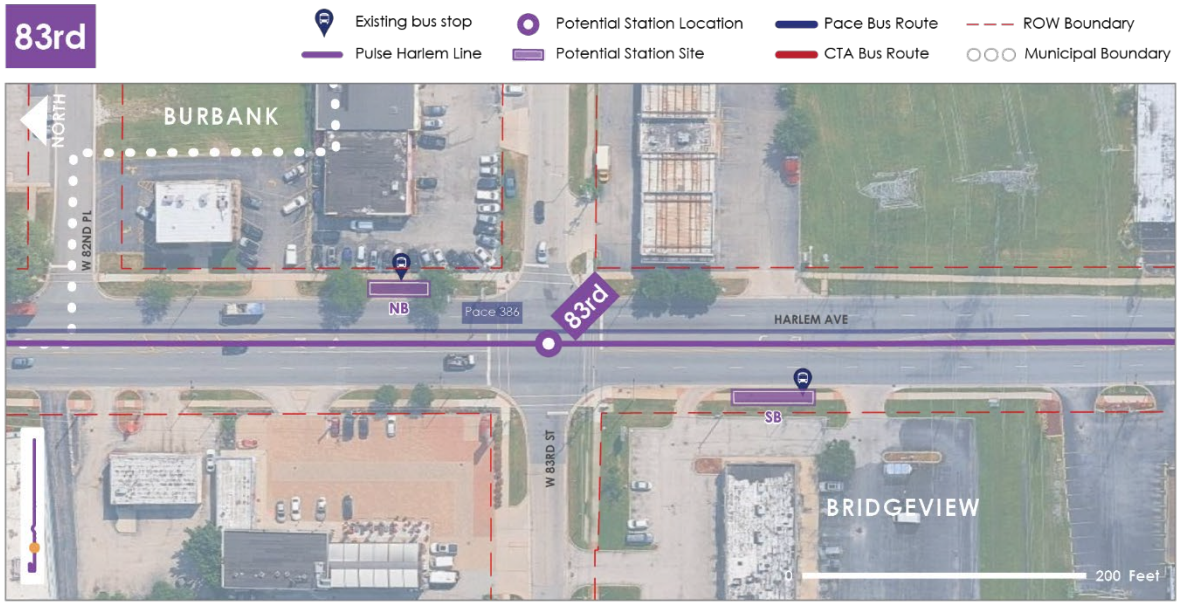
79th



Intersecting streets	79th St / Harlem Ave
Adjacent Context and Destinations	Commercial/strip malls with surface parking; gas station
Pedestrian access	Sidewalks on all sides; continental crosswalks on all sides; pedestrian signals on all crossings; pedestrian refuge islands crossing Harlem Avenue
Transit connections	Pace 379, 386, 390; CTA 169
Recommended Improvements	Reduce turning radii if feasible; straighten crosswalks

Station Site	*Northbound*	*Northbound Alt*	*Southbound*	*Southbound Alt*
Location	Nearside, SE corner	Farside, NE corner	Nearside, NW corner	Farside, SW corner
Municipality	Burbank	Burbank	Bridgeview	Bridgeview
Existing Ridership*	26	26	35	35
Station Template	Depth Constrained	Depth Constrained	Depth Constrained	Length Constrained
Potential Easement	No	Yes	No	No
Site Considerations	Nearside to avoid driveway safety concerns on the farside.	Conforms to Pulse Standard preference for farside station; depth constrained may avoid easement	Avoids potential driveway safety concerns on the farside; depth constrained may avoid easement	Conforms to Pulse Standard preference for farside station; length constrained may avoid driveways

**Ridership from nearest Pace 307/386 stop, fall 2025 (daily boardings and alightings)*

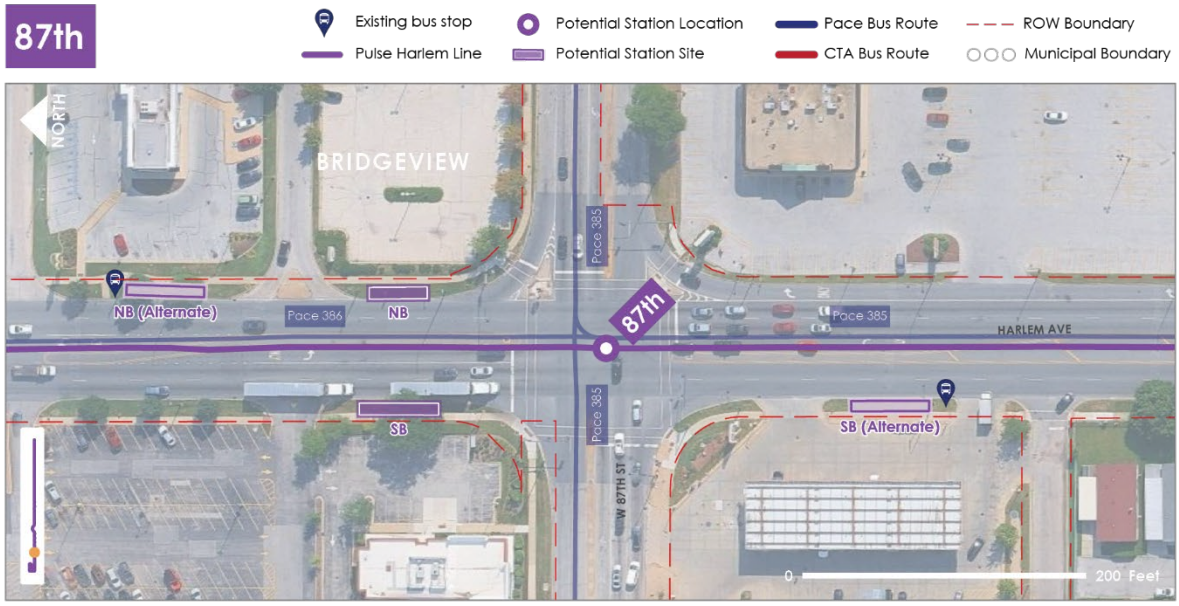


Intersecting streets	83rd St / Harlem Ave
Adjacent Context and Destinations	Commercial/strip malls with surface parking; gas station
Pedestrian access	Sidewalks on all sides (except the NE corner); continental crosswalks on all sides; pedestrian signals on the north side crossing
Transit connections	Pace 386
Recommended Improvements	none

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Bridgeview	Bridgeview
Existing Ridership*	4	7
Station Template	Length Constrained	Standard
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station	Conforms to Pulse Standard preference for farside station

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

87th

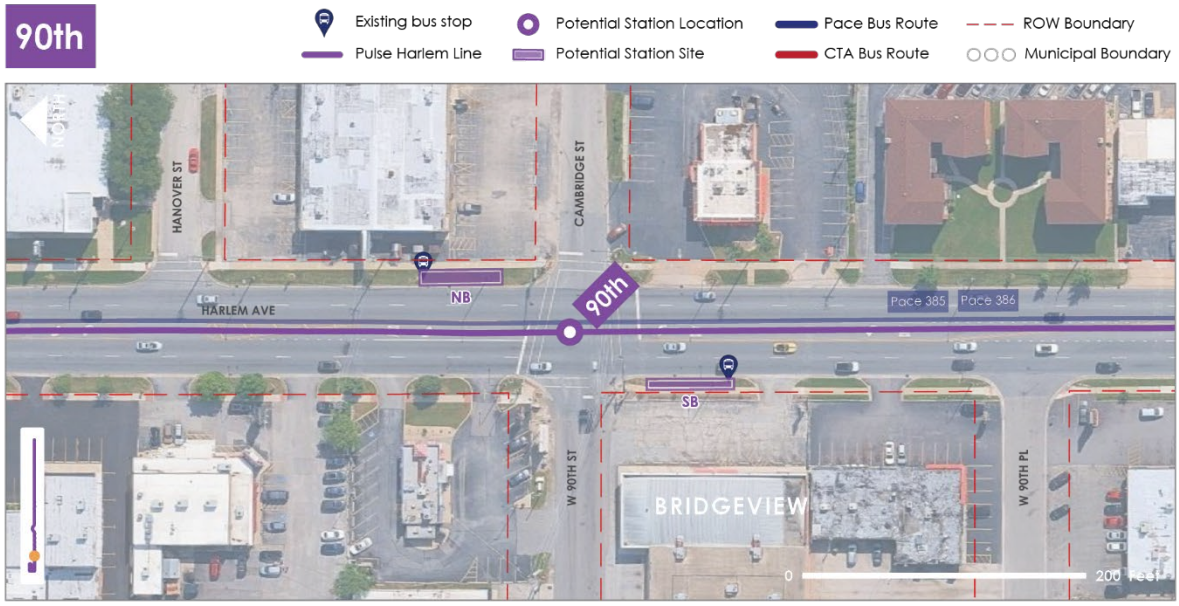


Intersecting streets	87th / Harlem
Adjacent Context and Destinations	Commercial/strip malls with surface parking; gas station
Pedestrian access	Sidewalks on all sides (except for SE corner south of 87th Street); continental crosswalks on all sides pedestrian signals on all crossings
Transit connections	Pace 385, 386
Recommended Improvements	Reduce turning radii if feasible

Station Site	*Northbound*	*Northbound Alt*	*Southbound*	*Southbound Alt*
Location	Farside, NE corner (south of driveway)	Farside, NE Corner (north of driveway)	Nearside, NW Corner	Farside, SW corner
Municipality	Bridgeview	Bridgeview	Bridgeview	Bridgeview
Existing Ridership*	33	33	20	20
Station Template	Length Constrained	Standard	Standard	Standard
Potential Easement	No	No	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station; length constrained due to nearby driveway	Minimizes driveway and right turn safety concerns; farther from intersection	Nearside to avoid driveway conflicts on farside	Conforms to Pulse Standard preference for farside station; potential safety concerns near driveways

**Ridership from nearest Pace 307/386 stop, fall 2025 (daily boardings and alightings)*

90th

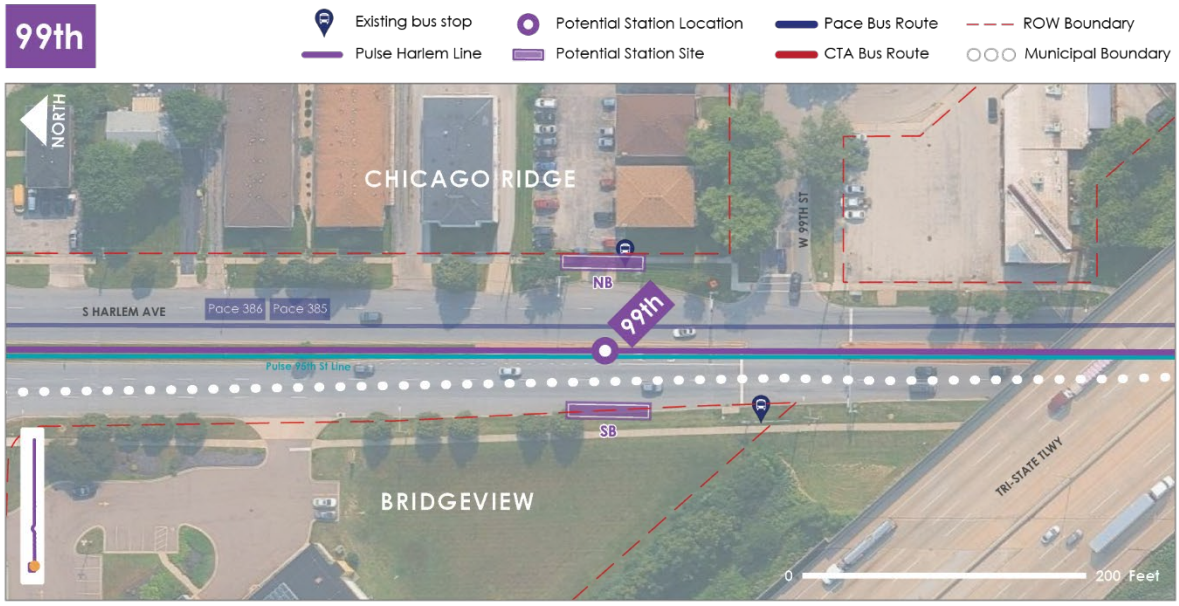


Intersecting streets	90th St / Harlem Ave
Adjacent Context and Destinations	Commercial with surface parking
Pedestrian access	Sidewalks on both sides; continental crosswalks on all sides; pedestrian signals on all crossings
Transit connections	Pace 385, 386
Recommended Improvements	Reduce turning radii if feasible

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Farside, SW corner
Municipality	Bridgeview	Bridgeview
Existing Ridership*	8	14
Station Template	Standard	Depth Constrained
Potential Easement	No	No
Site Considerations	Conforms to Pulse Standard preference for farside station	Conforms to Pulse Standard preference for farside station; depth constrained may avoid easement

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

99th

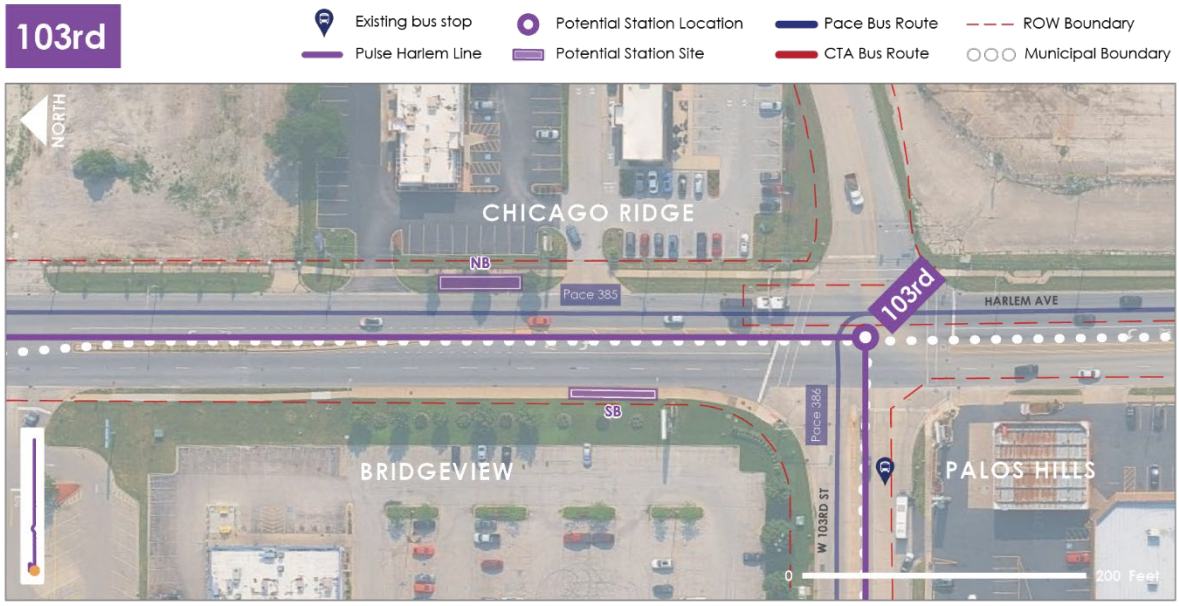


Intersecting streets	99th St / Harlem Ave
Adjacent Context and Destinations	Multifamily housing, small grocer, self-storage; highway overpass
Pedestrian access	Sidewalks on both sides, no marked crossing on Harlem Avenue, no pedestrian signals
Transit connections	Pace 385, 386, future Pulse 95th St Line
Recommended Improvements	High visibility crosswalk and signalized crossing will be installed via upcoming IDOT project

Station Site	***Northbound***	***Southbound***
Location	Farside, NE corner	Nearside, NW Corner
Municipality	Chicago Ridge	Bridgeview
Existing Ridership*	24	19
Station Template	Standard	Standard
Potential Easement	No	Yes
Site Considerations	Will be built as part of Pulse 95th Street Line	Will be built as part of Pulse 95th Street Line

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

103rd



Intersecting streets	103rd St / Harlem Ave
Adjacent Context and Destinations	Large commercial center (with Walmart and Pete's) on west side of Harlem; motel and unimproved lots on east side.
Pedestrian access	Sidewalks on both sides; signalized intersection with marked crossing (no pedestrian signal)
Transit connections	Pace 385, 386
Recommended Improvements	Install/improve pedestrian crossing signal

Station Site	*Northbound*	*Southbound*
Location	Farside, NE corner	Nearside, NW Corner
Municipality	Chicago Ridge	Bridgeview
Existing Ridership*	13	11
Station Template	Standard	Depth Constrained
Potential Easement	No	No
Site Considerations	Bus turns onto Harlem; station placed 200 ft from intersection to allow buses to complete turn.	Bus turns onto 103rd; station on Harlem where sidewalk infrastructure exists

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

Bridgeview Courthouse

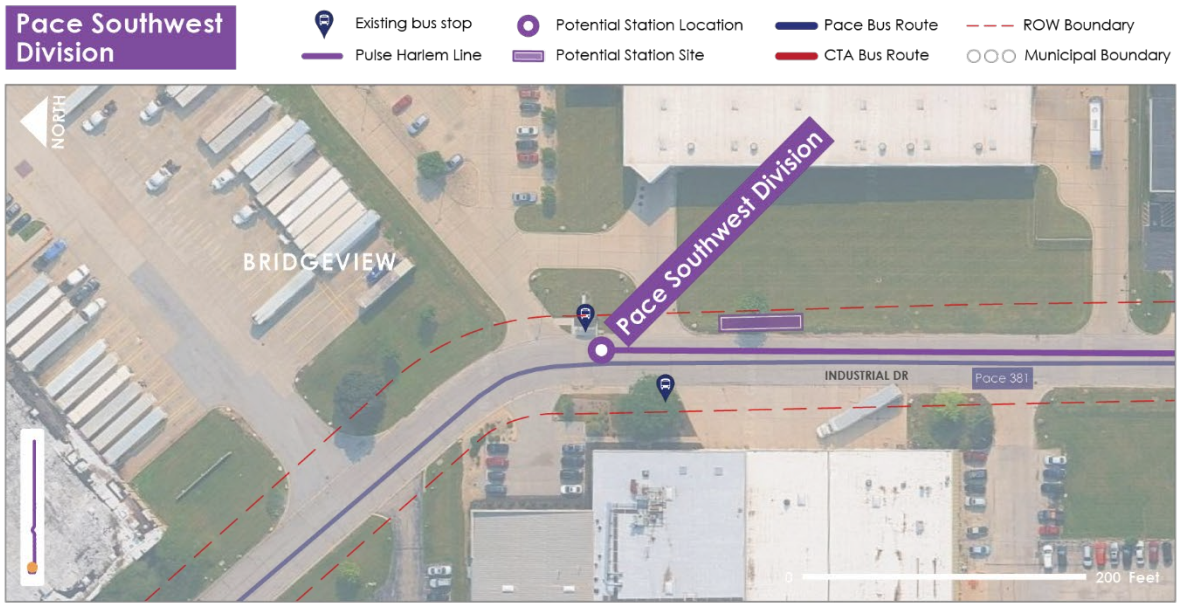


Intersecting streets	76th Ave / Bridgeview Courthouse Entrance
Adjacent Context and Destinations	Large county courthouse; townhome subdivision; open space (floodplain)
Pedestrian access	Sidewalks on both sides; no marked crossing
Transit connections	Pace 386, 381, future Pulse 95th St Line
Recommended Improvements	High visibility crosswalk (unsignalized) is planned as a part of Pulse 95th Street Line

Station Site	***Northbound***	***Southbound***
Location	Nearside, SE corner	Across from courthouse entrance
Municipality	Bridgeview	Bridgeview
Existing Ridership*	25	18
Station Template	Standard	Standard
Potential Easement	No	No
Site Considerations	Will be built as part of Pulse 95th Street Line	Will be built as part of Pulse 95th Street Line

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

Pace Southwest Division



Intersecting streets	Industrial Drive / Pace SW Division entrance
Adjacent Context and Destinations	Industrial
Pedestrian access	No sidewalk or marked crossing
Transit connections	Pace 381
Recommended Improvements	Sidewalk connection to Pace garage

Station Site	***Northbound/Southbound***
Location	Nearside, SE corner
Municipality	Bridgeview
Existing Ridership*	n/a
Station Template	Standard
Potential Easement	No
Site Considerations	Assuming buses will approach station from the south

**Ridership from nearest Pace 307/386 stop, October 2025 total activity (boardings+alightings)*

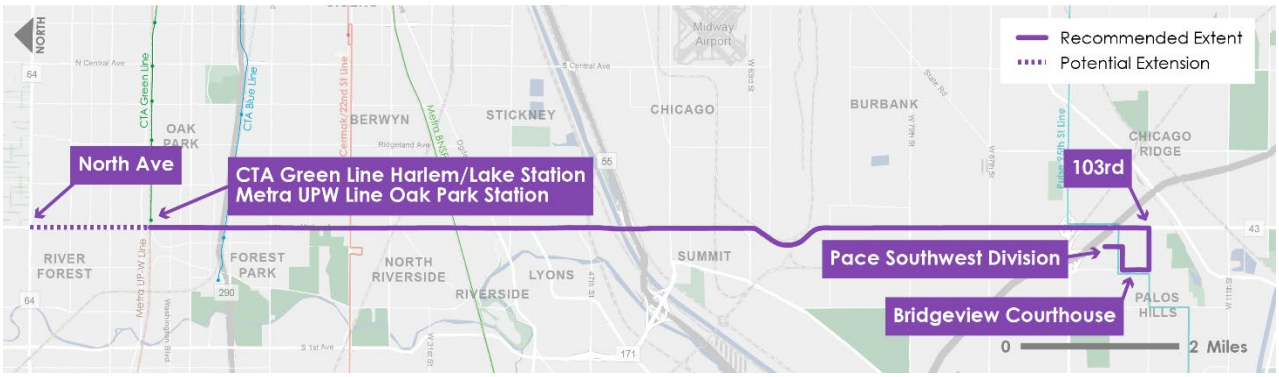
8 Corridor Identification

The following section details the Pulse Harlem Line's recommended corridor extent and station locations to explore as part of the Project Definition Study.

8.1 Corridor Extent

The study area corridor is complex and includes a variety of changing demographics, land uses, built environment characteristics, travel patterns, and transit elements, as described in the previous sections. Pace's bus network restructuring study, *ReVision*, and future coordination with the CTA may impact the operational needs of the corridor related to routing and frequency of underlying and connecting local service. The Pulse Harlem Line operations may also be modified to reflect other service changes throughout the corridor. Based on the market, ridership, and additional service analysis presented in this document, the recommended Pulse Harlem Line corridor extents are from North Avenue to 103rd Street, continuing to 76th Avenue, 100th Place, and Industrial Drive to Pace Southwest Division, with future consideration for the segment between North Avenue and the CTA Green Line Harlem/Lake Station warranting further coordination and study as displayed in **Figure 8-1**.

FIGURE 8-1. PULSE HARLEM LINE RECOMMENDED CORRIDOR EXTENT



This extent allows Pace to continue to identify and coordinate with stakeholders and evaluate service and infrastructure needs as the Project Definition Study progresses. The southern extent of the corridor is anticipated to provide key connections to the Pulse 95th Street Line, increase service levels south of 71st Street, and improve operational capabilities from the Southwest Division Garage. Both North Avenue and the CTA Green Line Harlem/Lake Station function as logical northern termini due to existing service trends, strong transit activity, and transfer opportunities. While transit demand exists north of North Avenue, existing ridership trends, density, duplicative service, and potential reliability and operational issues support the focus of North Avenue as the preferred northern terminus for further study. A final recommended service extent will likely be determined based on upcoming modifications related to *ReVision* and CTA

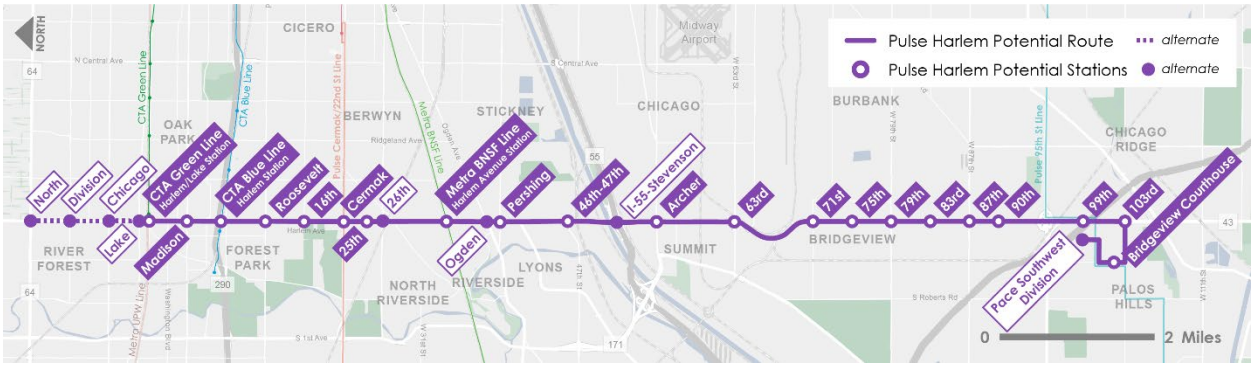
coordination. Additionally, the corridor extent is intended as a guideline for subsequent elements of the Project Definition Study and may be refined based on public outreach, service planning, and infrastructure considerations.

8.2 Corridor Station Locations

The selection of station locations to further explore as part of the Project Definition Study are based on field observations, potential transit demand and connections, infrastructure/property constraints, and the station evaluations shown in **Section 7**. Station locations generally follow the Pulse station spacing standard of one-half mile to one mile apart, with exceptions where analysis justifies alternative spacing.

A total of 28 station locations (defined as a bidirectional station pair, or single terminus, at an intersection or point of interest) are recommended for further evaluation. Locations at 26th Street and 41st Street are not recommended for further evaluation due to lack of nearby activity generators and proximity to other recommended stations. **Table 8-1** lists each location along with the quarter mile ridership capture for weekday riders on Routes 307 and 386. The table also includes designations for alternative station locations (e.g., Ogden Avenue) and considerations for locations that are dependent on alignments or future planning decisions.[14] Anticipated ridership capture of the Pulse Harlem Line stations is likely to be between 85% and 89% of existing Route 307 and 386 ridership. Ridership factors vary based on passenger boarding and alighting patterns and ridership capture may be less if certain stops are not maintained (e.g., Route 386 riders destined for Midway Airport). There is also potential for additional ridership growth south of 71st Street due to an increase in service.

FIGURE 8-2. RECOMMENDED STATIONS



[14] Recommended station locations do not include all locations shown in Section 7. Several stations have been removed or listed as alignment dependent/alternates.

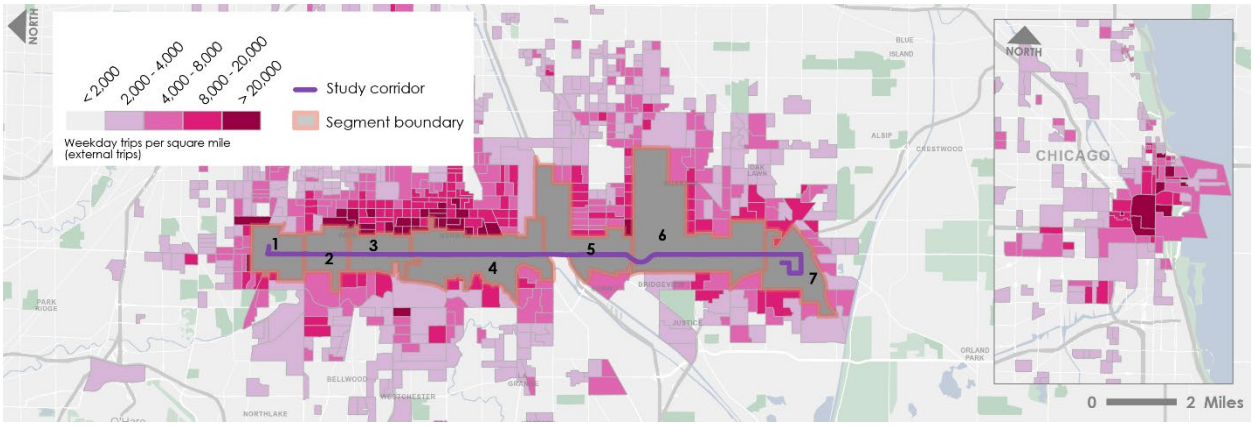
TABLE 8-1. RECOMMENDED STATION LOCATIONS AND WEEKDAY RIDERSHIP CAPTURE

Station Location	307 Ridership Capture (within ¼ mile)	386 Ridership Capture (within ¼ mile)	Total Ridership Capture (within ¼ mile)	Alternative or Additional Site Considerations	Notes
North Avenue	135	-	135	Yes	Alignment dependent
Division Street	55	-	55	Yes	Alignment dependent
Chicago Avenue	39	-	39	Yes	Alignment dependent
Lake Street	947	-	947	Yes	Alignment dependent
CTA Green Line Harlem/Lake Station	967	-	967	-	
Madison Street	204	-	204	-	
CTA Blue Line Harlem (Forest Park Branch) Station	318	-	318	-	
Roosevelt Road	335	-	335	-	
16th Street	138	-	138	-	
Cermak Road	705	-	705	-	
25th Street	358	-	358	-	
Metra BNSF Line Harlem Avenue Station	211	-	211	-	
Ogden Avenue	279	-	279	Yes	Alternative to Pershing
Pershing Road	319	-	319	-	
46th-47th Street	49	-	49	-	
I-55 - Stevenson Expressway	-	-	-	Yes	Pending future I-55 express service
Archer Avenue	272	-	272	-	
63rd Street	215	110	325	-	
71st Street	283	38	321	-	
75th Street	-	36	36	-	Spacing consideration, investigate further
79th Street	-	111	111	-	
83rd Street	-	31	31	-	Spacing consideration, investigate further
87th Street	-	158	158	-	
90th Street	-	88	88	-	
99th Street	-	58	58	-	
103rd Street	-	28	28	-	
Bridgeview Courthouse	-	59	59	-	
Pace Southwest Division	-	-	-	-	
Total Corridor Ridership	**4,988**	**722**	**5,710**		
Ridership Capture - All Proposed Stations					5,102
Capture as % of Total Corridor Ridership					**89%**
Ridership Capture – excluding North, Division, Chicago, Lake, and Ogden					4,855
Capture as % of Total Corridor Ridership					**85%**

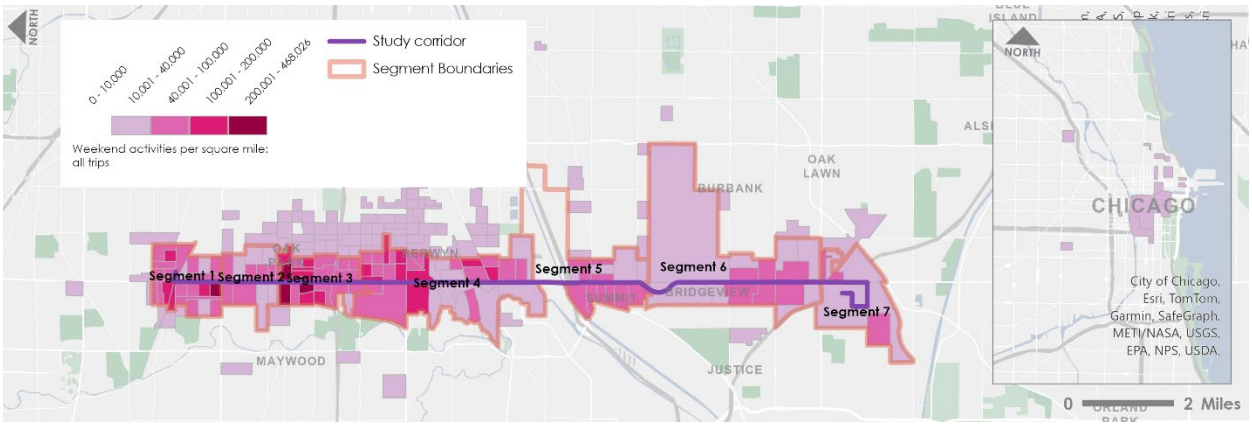
The recommended Pulse Harlem Line corridor reflects the strongest combination of existing transit demand, future growth potential, regional transit connectivity, and operational feasibility identified throughout this memorandum. The corridor provides access to major employment centers, commercial districts, educational institutions, and multiple rail transit connections while addressing existing travel time and reliability challenges on Harlem Avenue. These findings support the advancement of the Project Definition and more detailed evaluation of station design, service planning, and transit priority improvements.

APPENDIX A ADDITIONAL REPLICA ANALYSIS MAPS

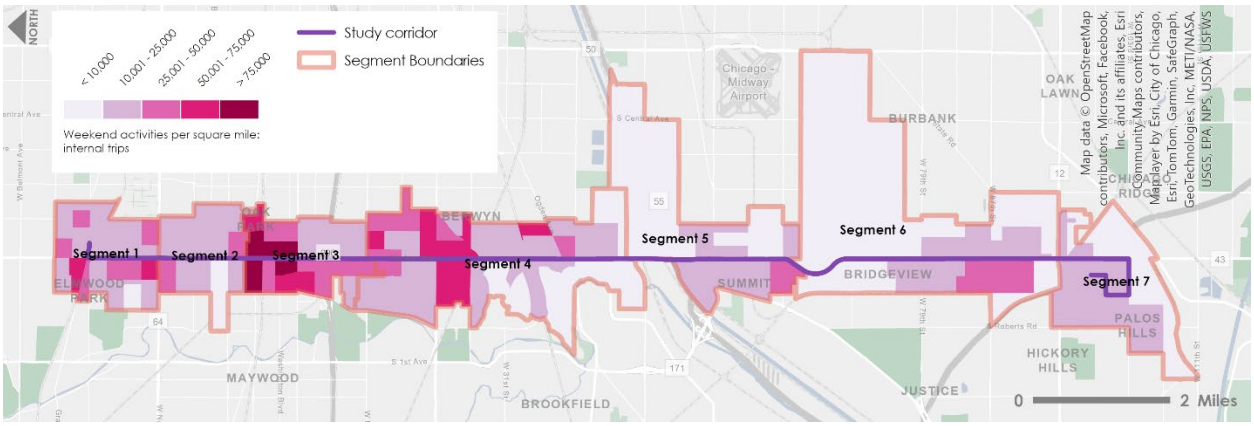
TRIPS PER SQUARE MILE (EXTERNAL TRIPS, WEEKDAY, CORRIDOR BLOCK GROUPS)



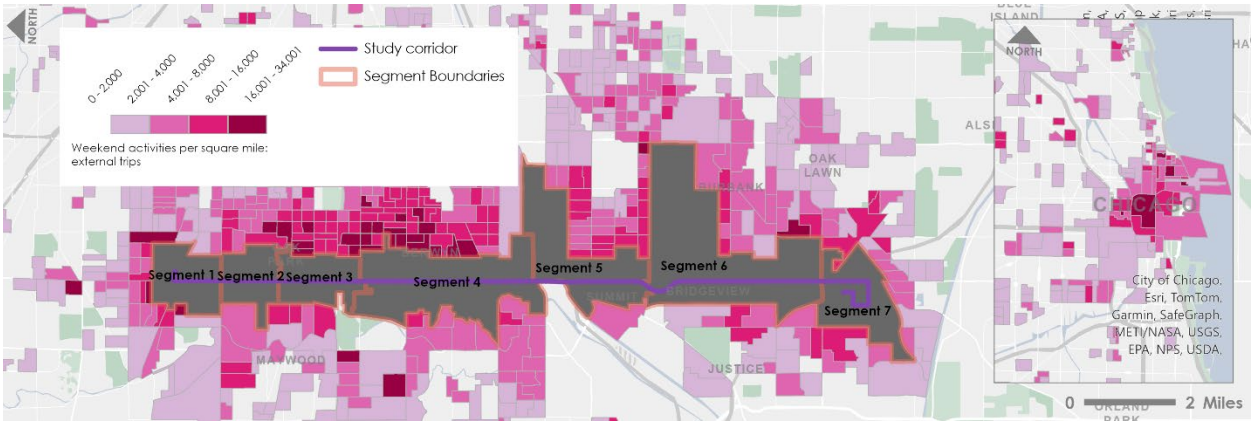
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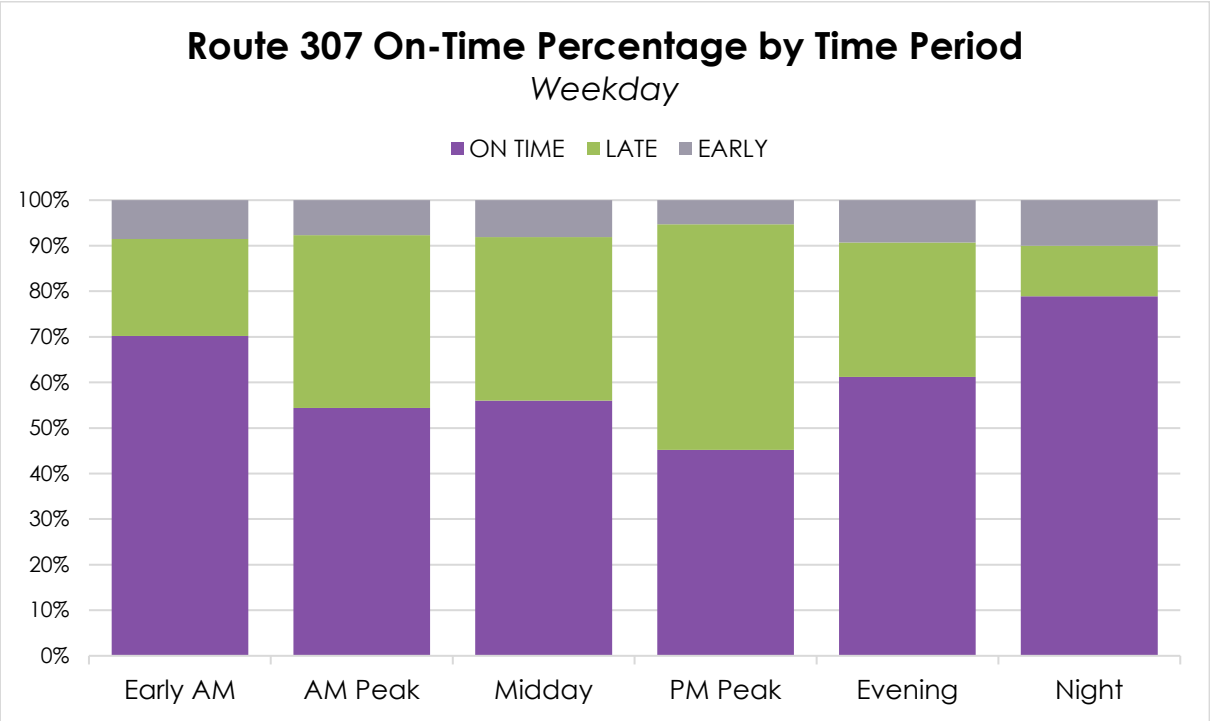
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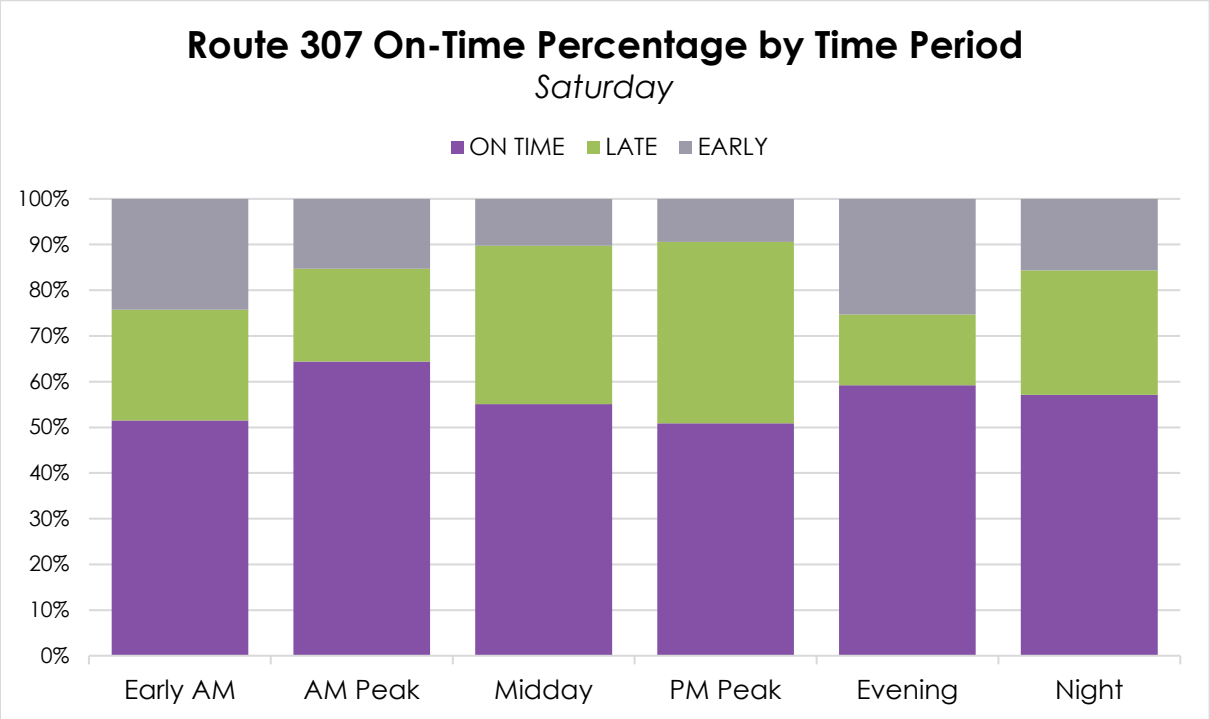


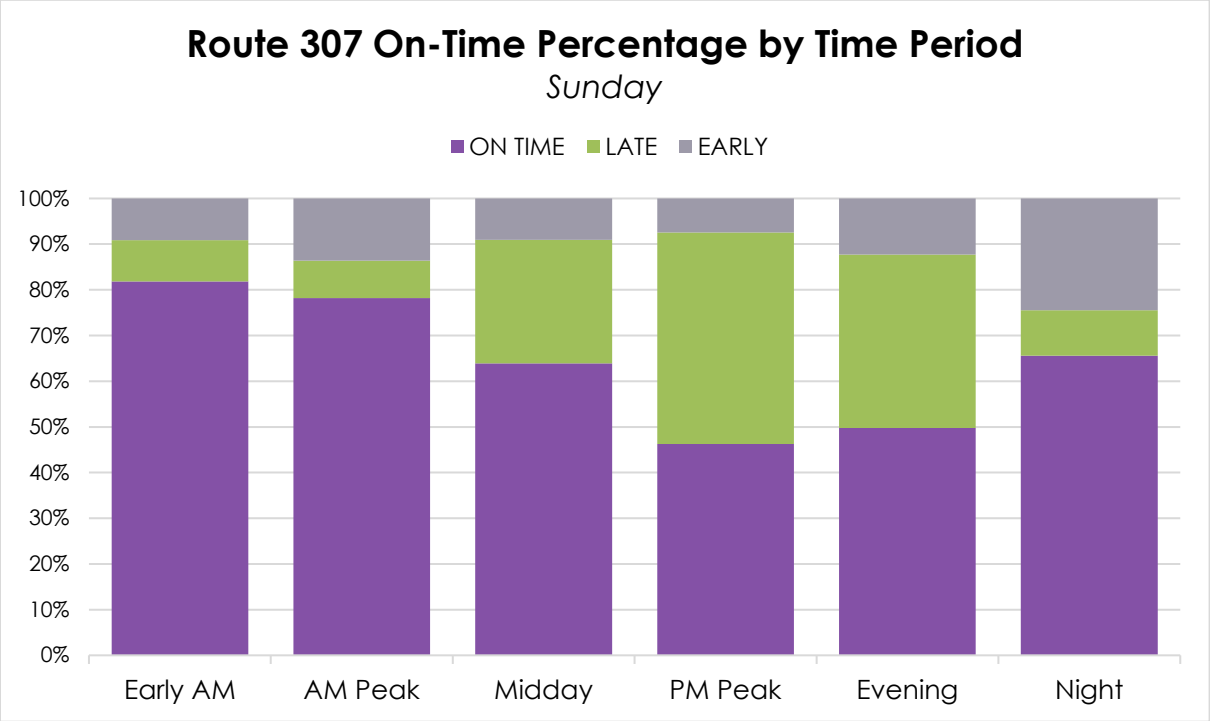
TRIPS PER SQUARE MILE (EXTERNAL TRIPS, WEEKEND, CORRIDOR BLOCK GROUPS)

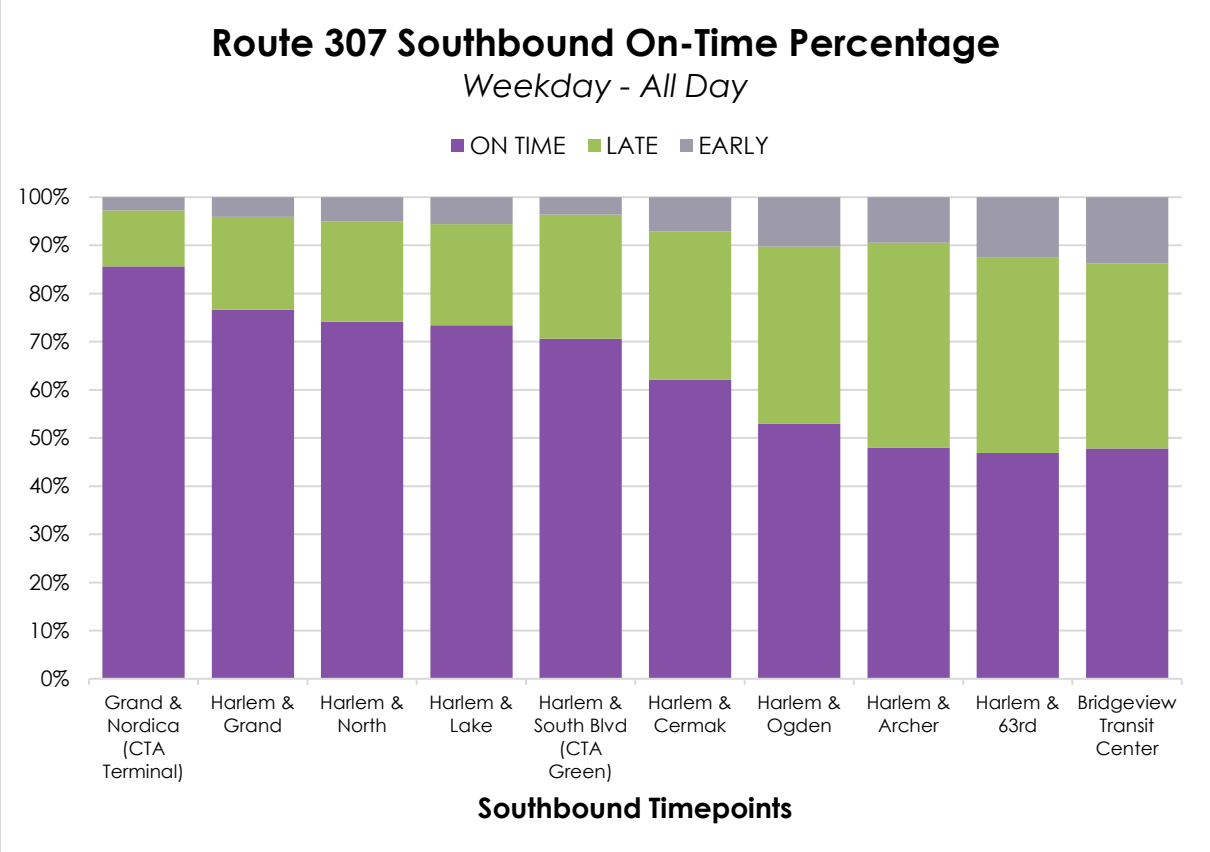


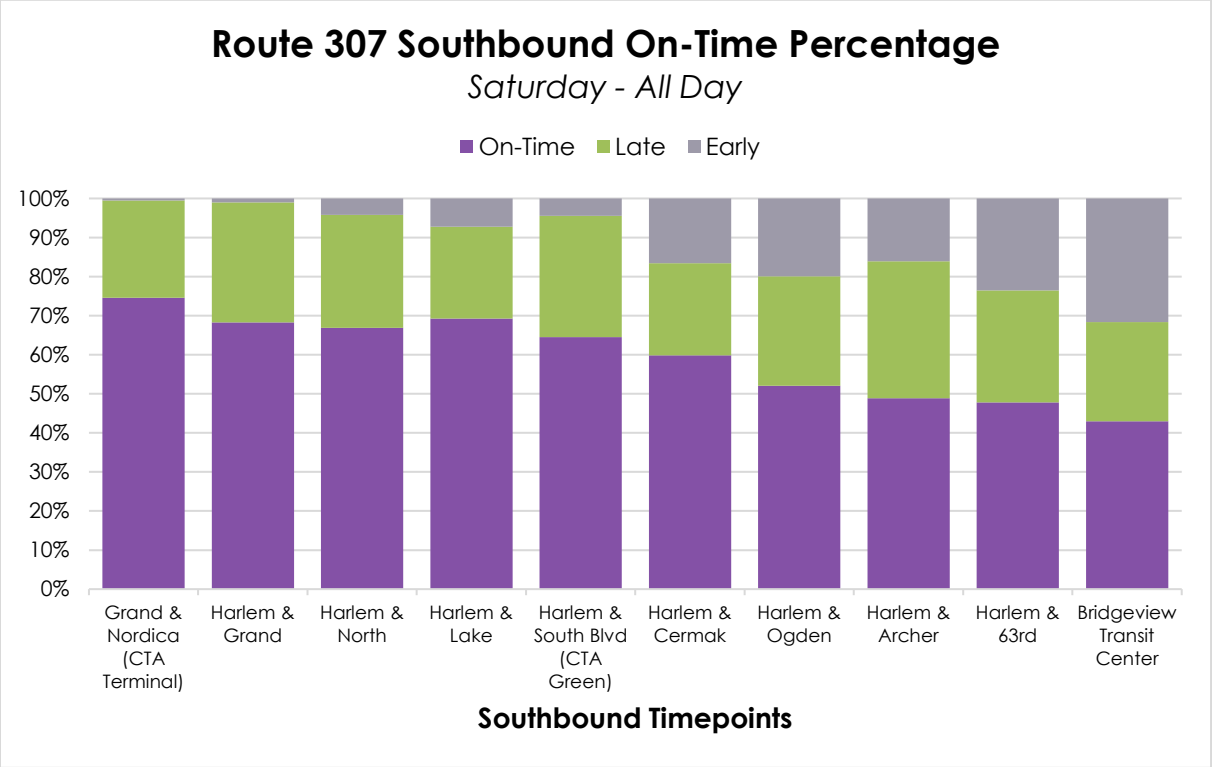
APPENDIX B ADDITIONAL ROUTE 307 OTP BY TIME PERIOD AND DAY OF THE WEEK

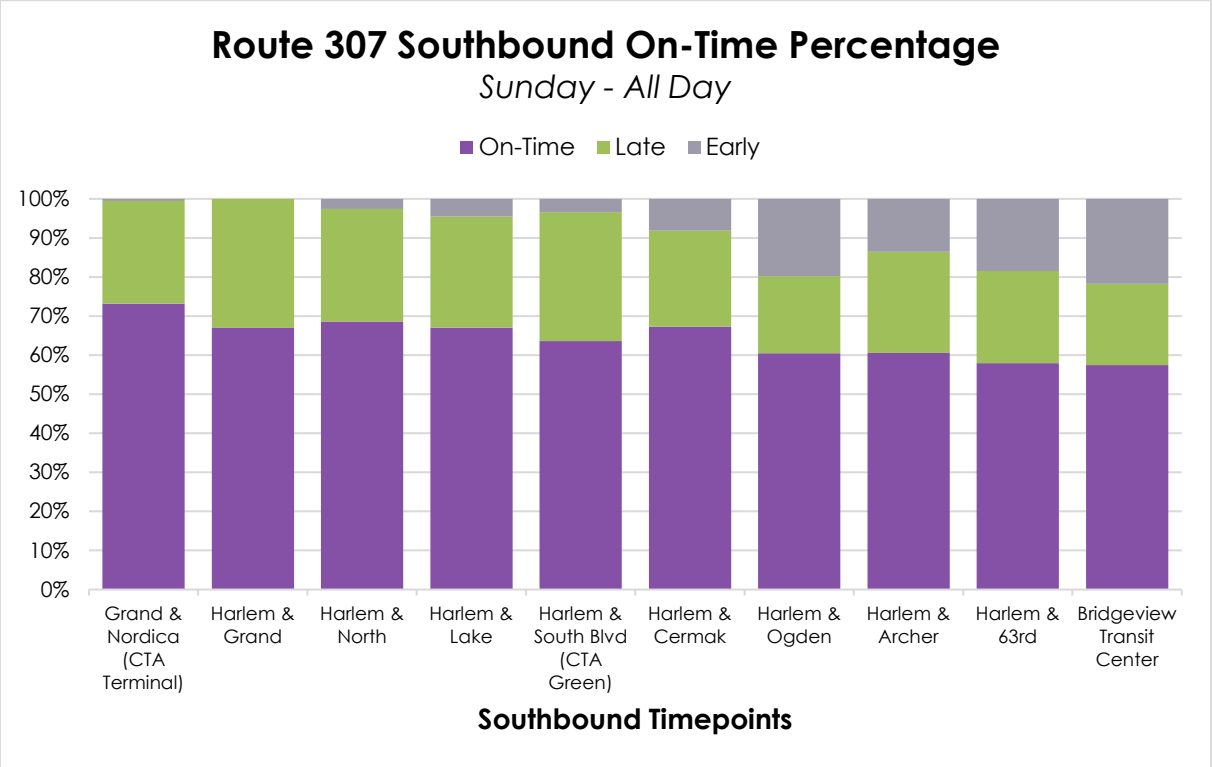

Route 307 On-Time Percentage by Time Period
Weekday
ON TIME
LATE
EARLY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Early AM
AM Peak
Midday
PM Peak
Evening
Night

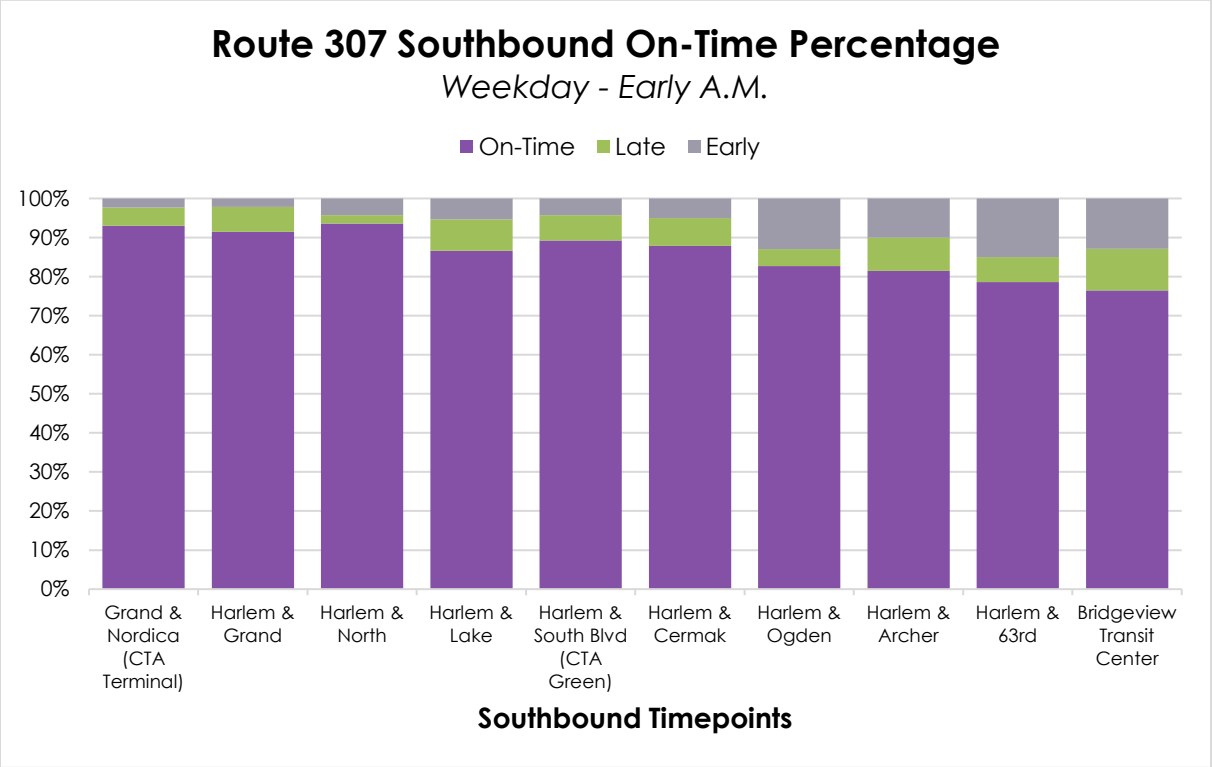

Route 307 On-Time Percentage by Time Period
Saturday
ON TIME
LATE
EARLY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Early AM
AM Peak
Midday
PM Peak
Evening
Night


Route 307 On-Time Percentage by Time Period
Sunday
ON TIME
LATE
EARLY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Early AM
AM Peak
Midday
PM Peak
Evening
Night

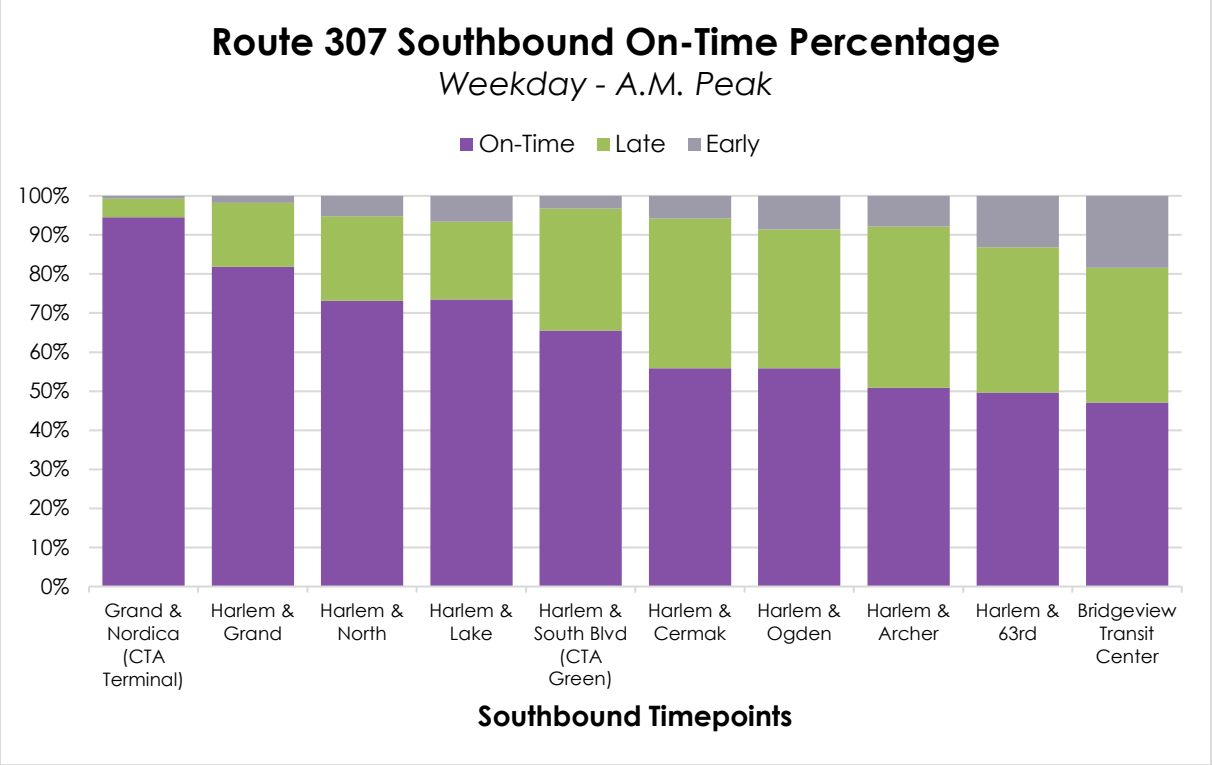

Route 307 Southbound On-Time Percentage
Weekday - All Day
ON TIME
LATE
EARLY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

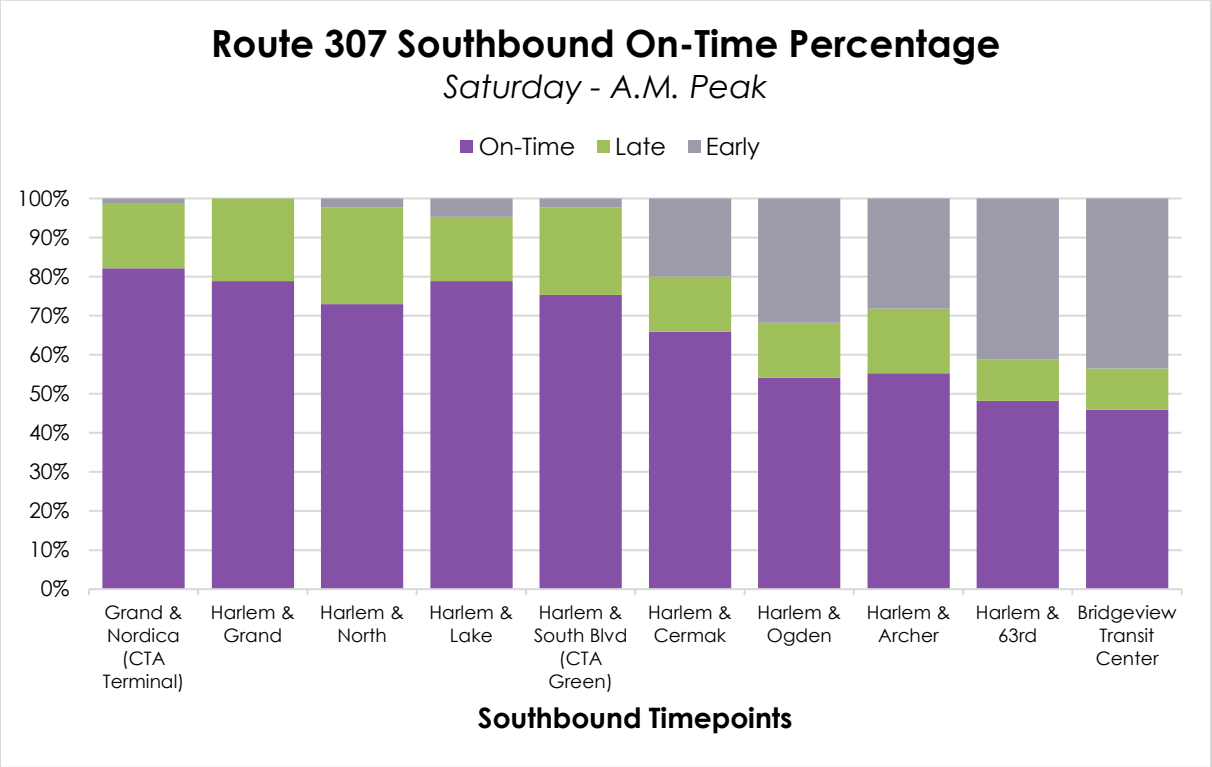

Route 307 Southbound On-Time Percentage
Saturday - All Day
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

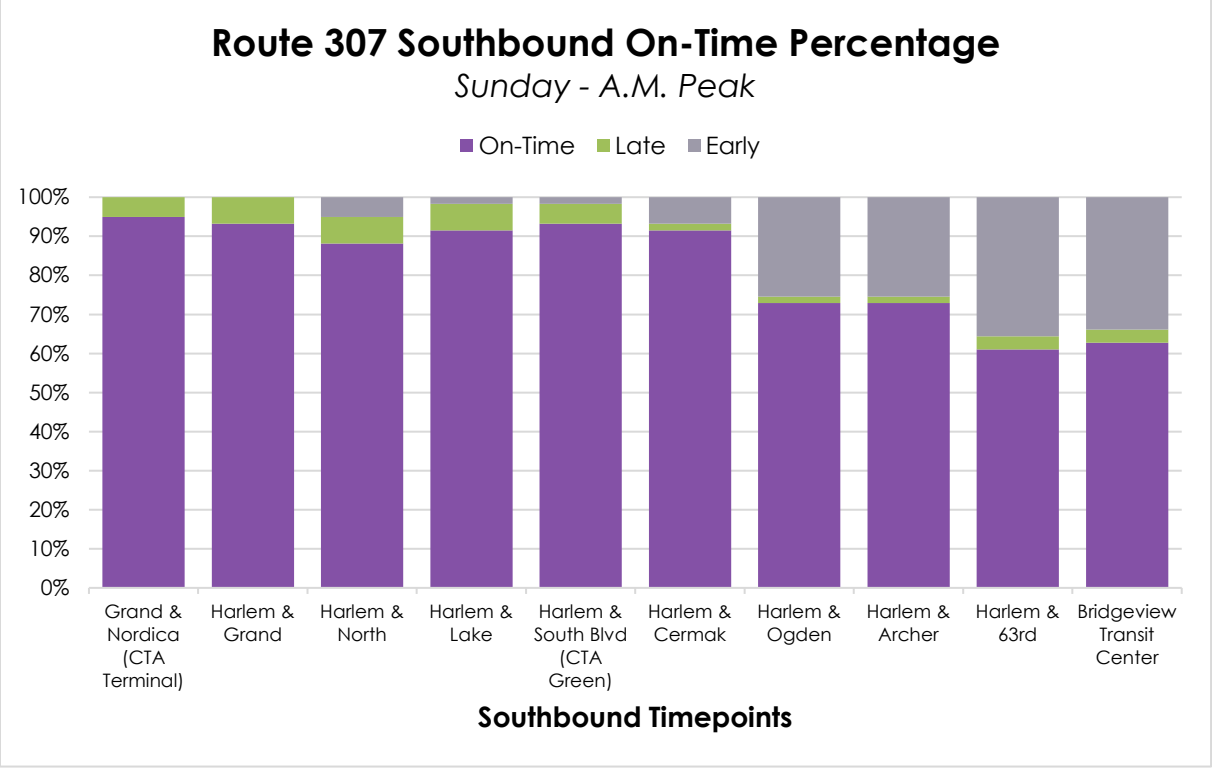

Route 307 Southbound On-Time Percentage
Sunday - All Day
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

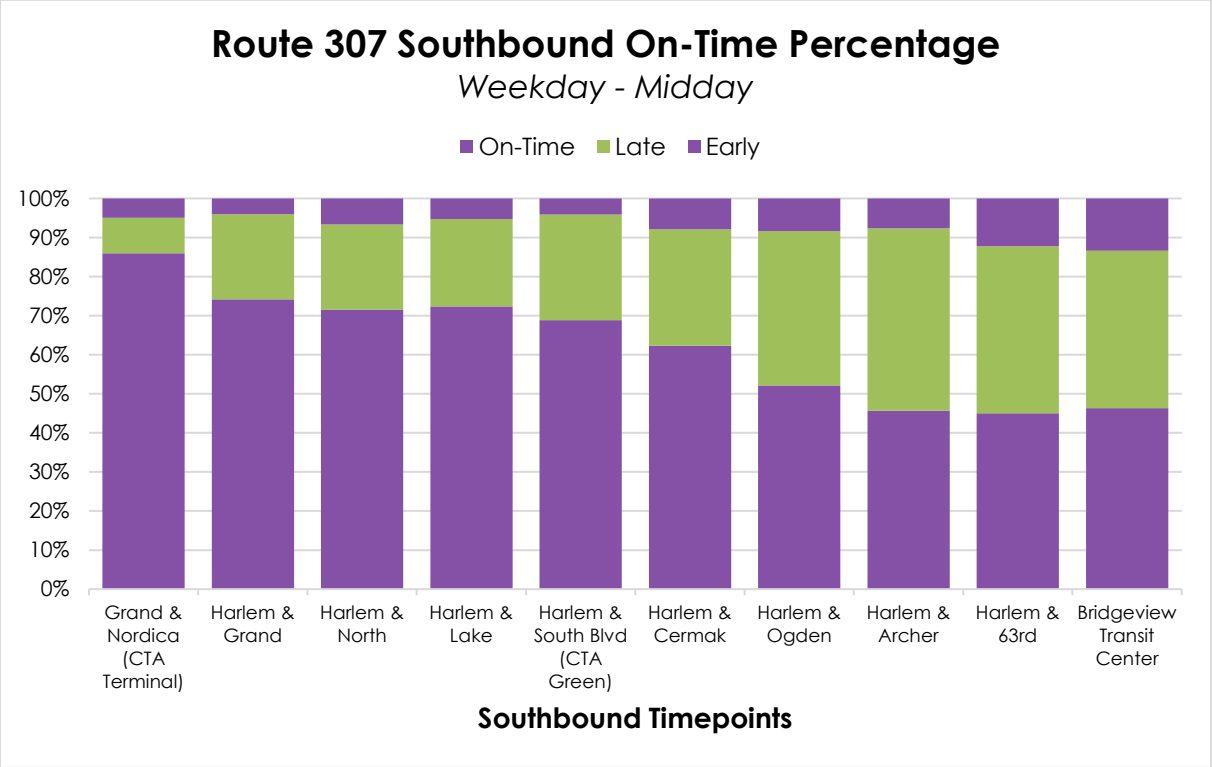


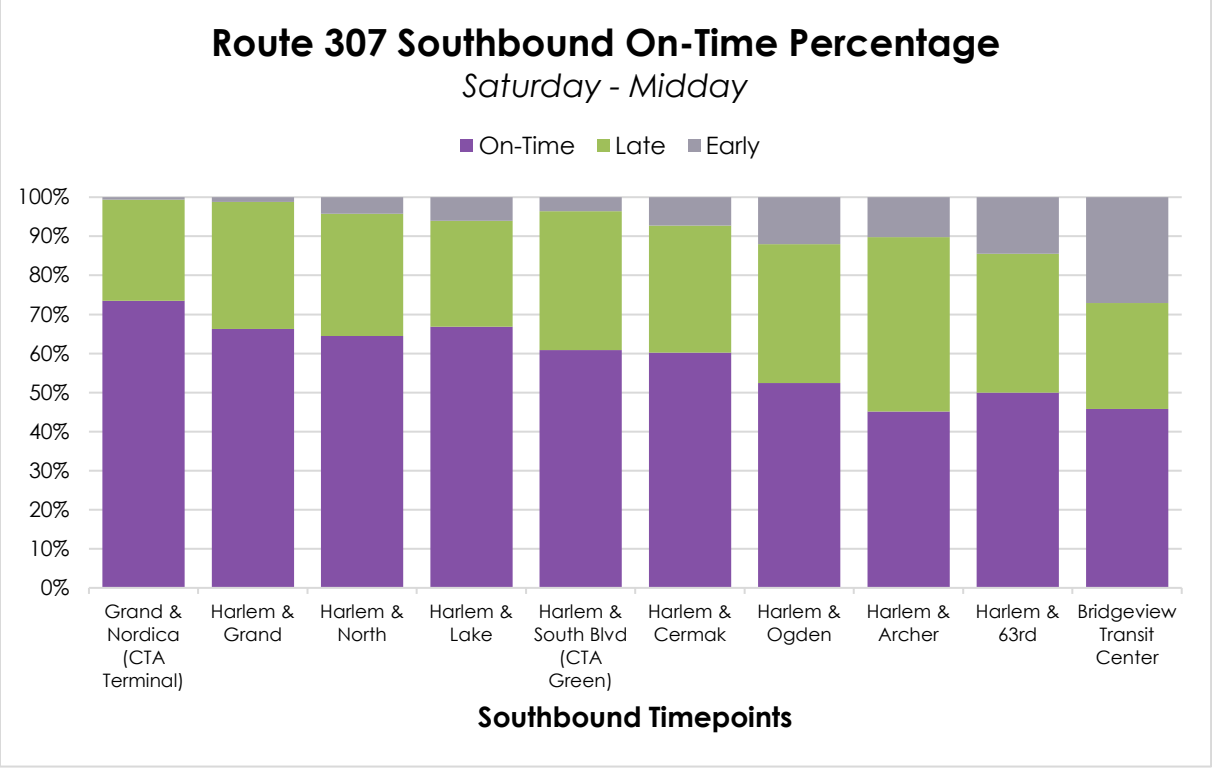
Note: Route 307 does not have any southbound trips before 6:00 a.m. on Saturday or Sunday.

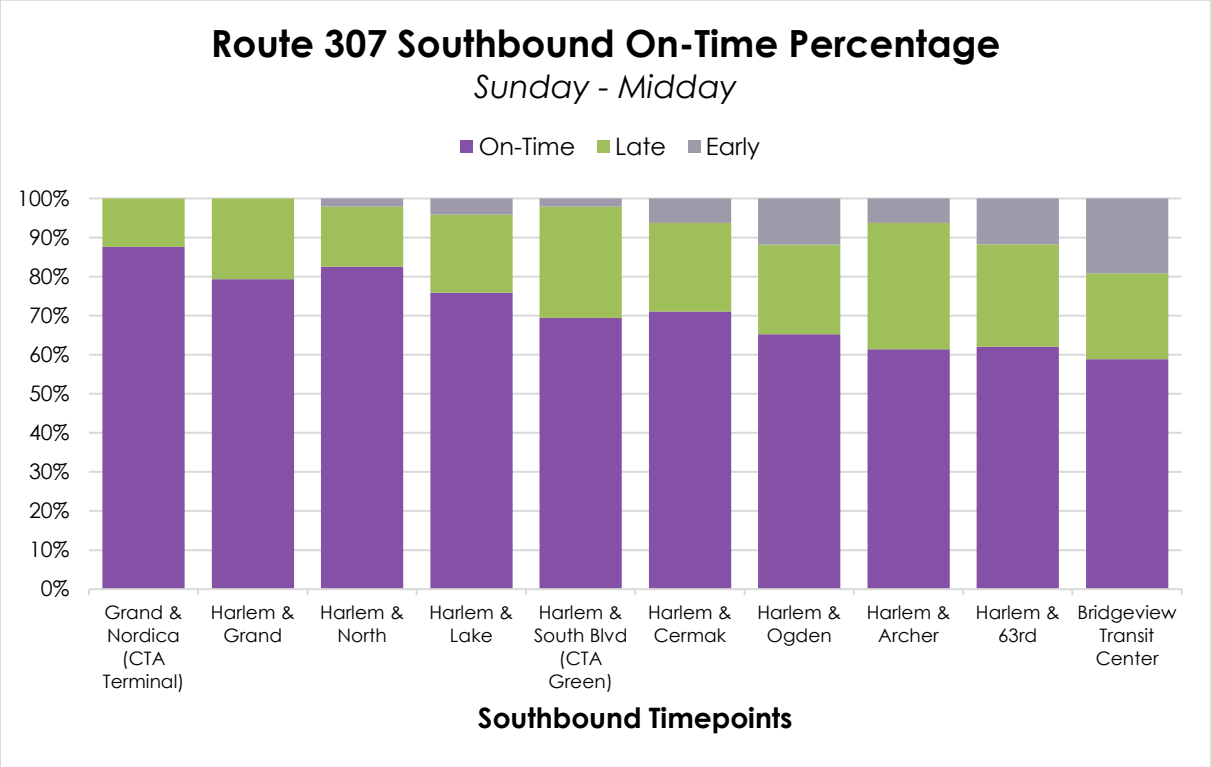


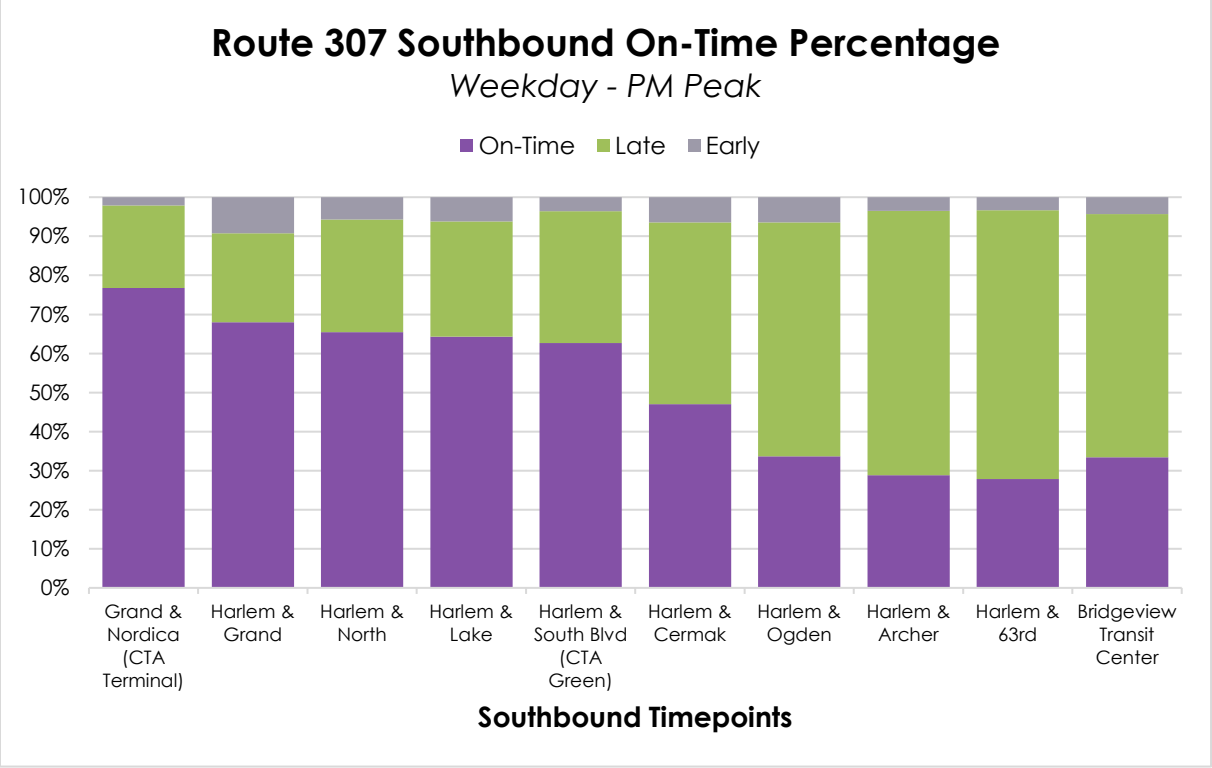

Route 307 Southbound On-Time Percentage
Saturday - A.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

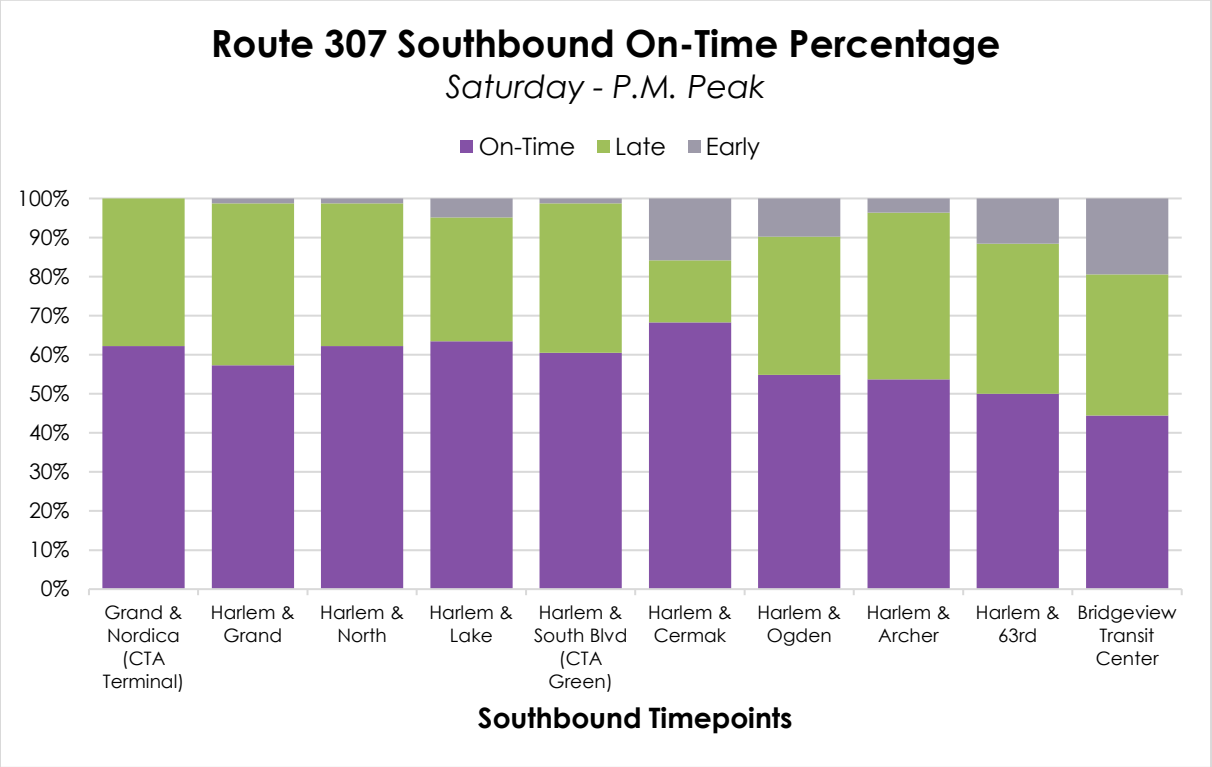

Route 307 Southbound On-Time Percentage
Sunday - A.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

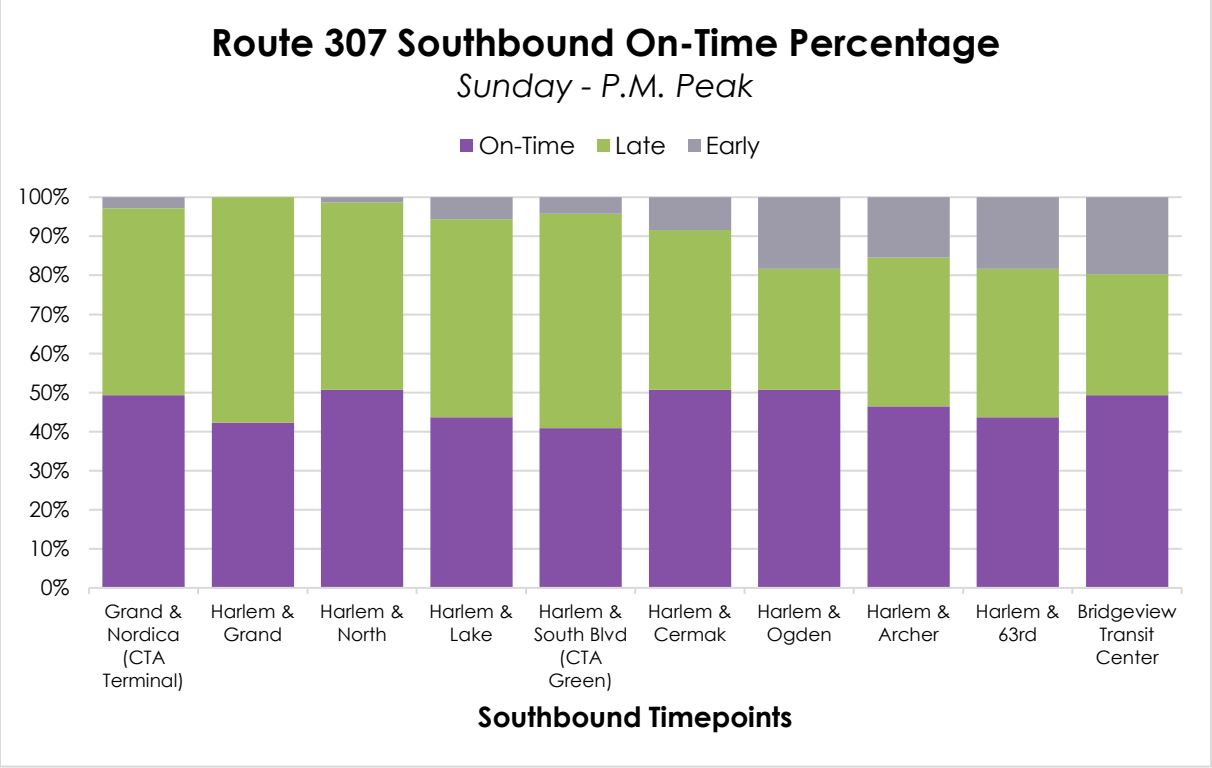

Route 307 Southbound On-Time Percentage
Weekday - Midday
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

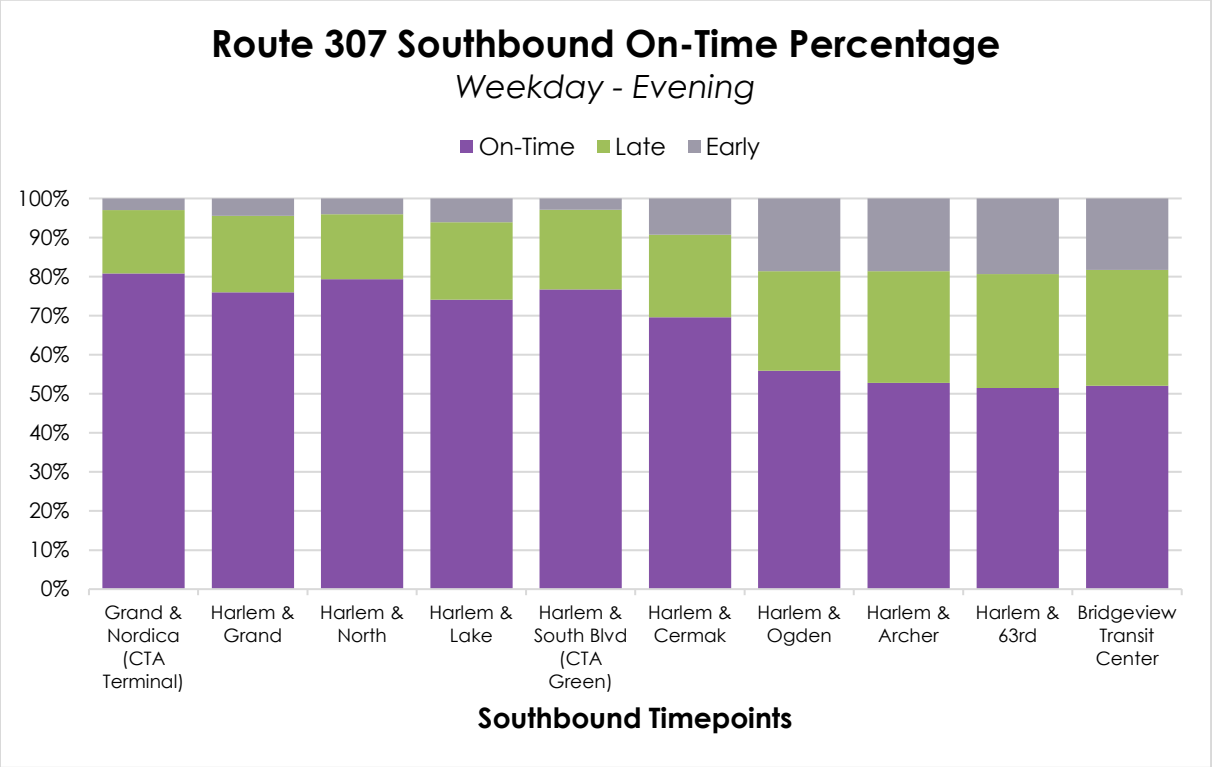

Route 307 Southbound On-Time Percentage
Saturday - Midday
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

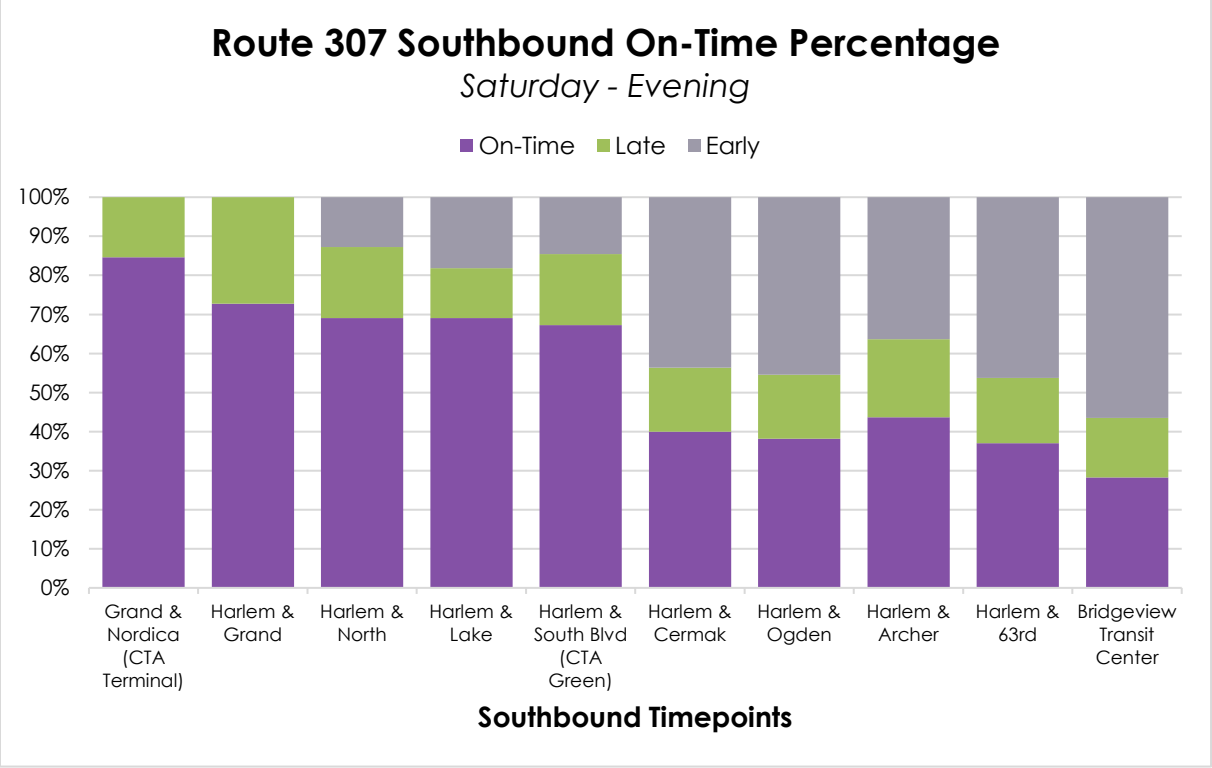

Route 307 Southbound On-Time Percentage
Sunday - Midday
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

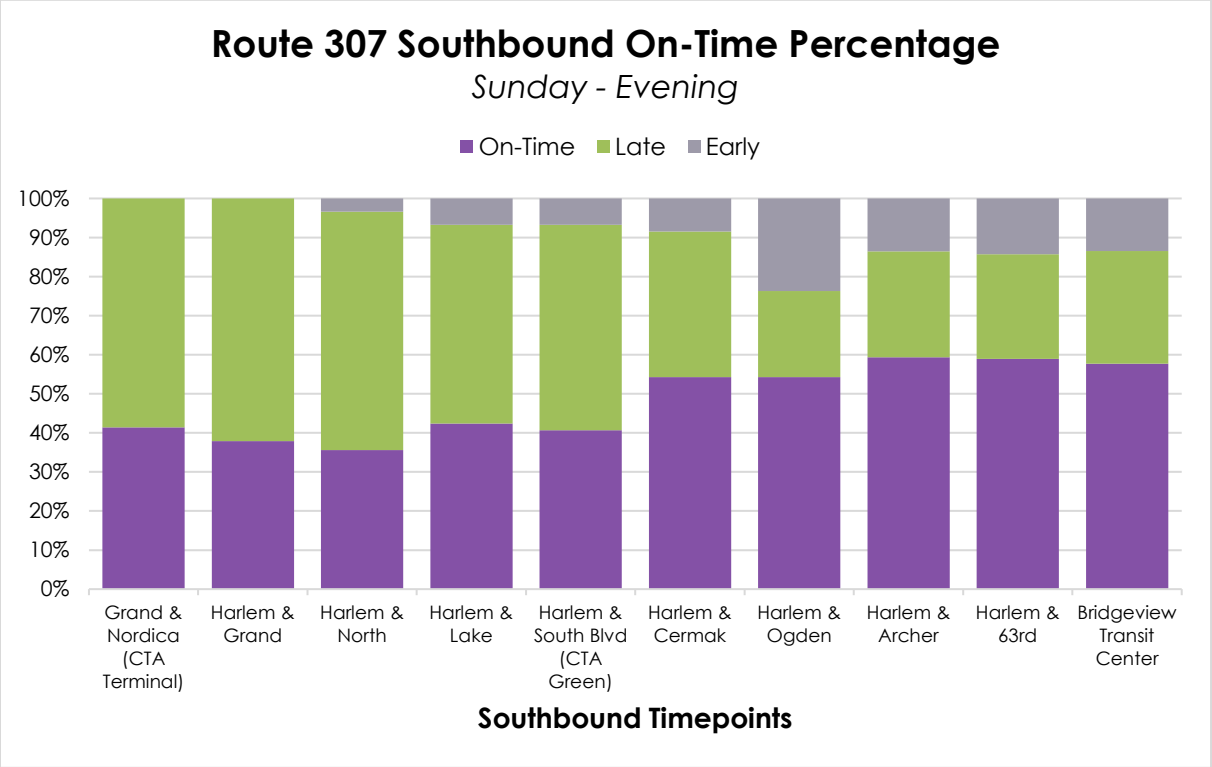

Route 307 Southbound On-Time Percentage
Weekday - PM Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

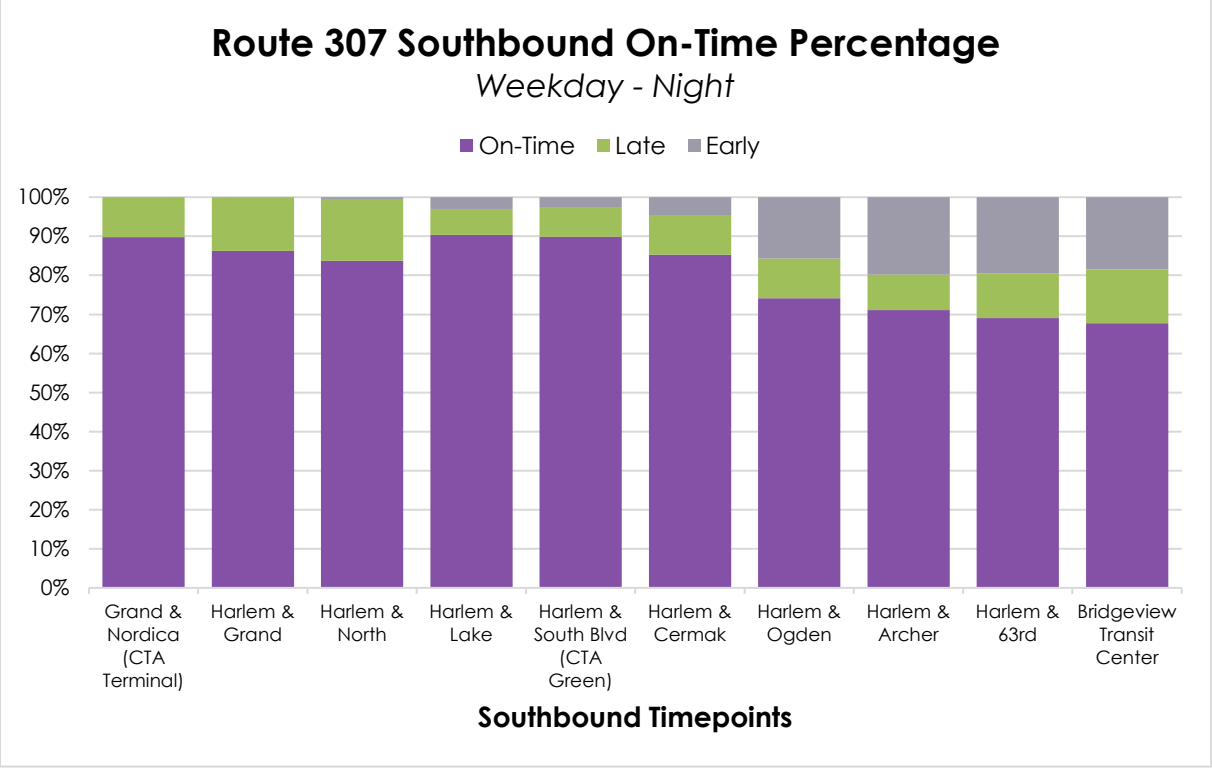

Route 307 Southbound On-Time Percentage
Saturday - P.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

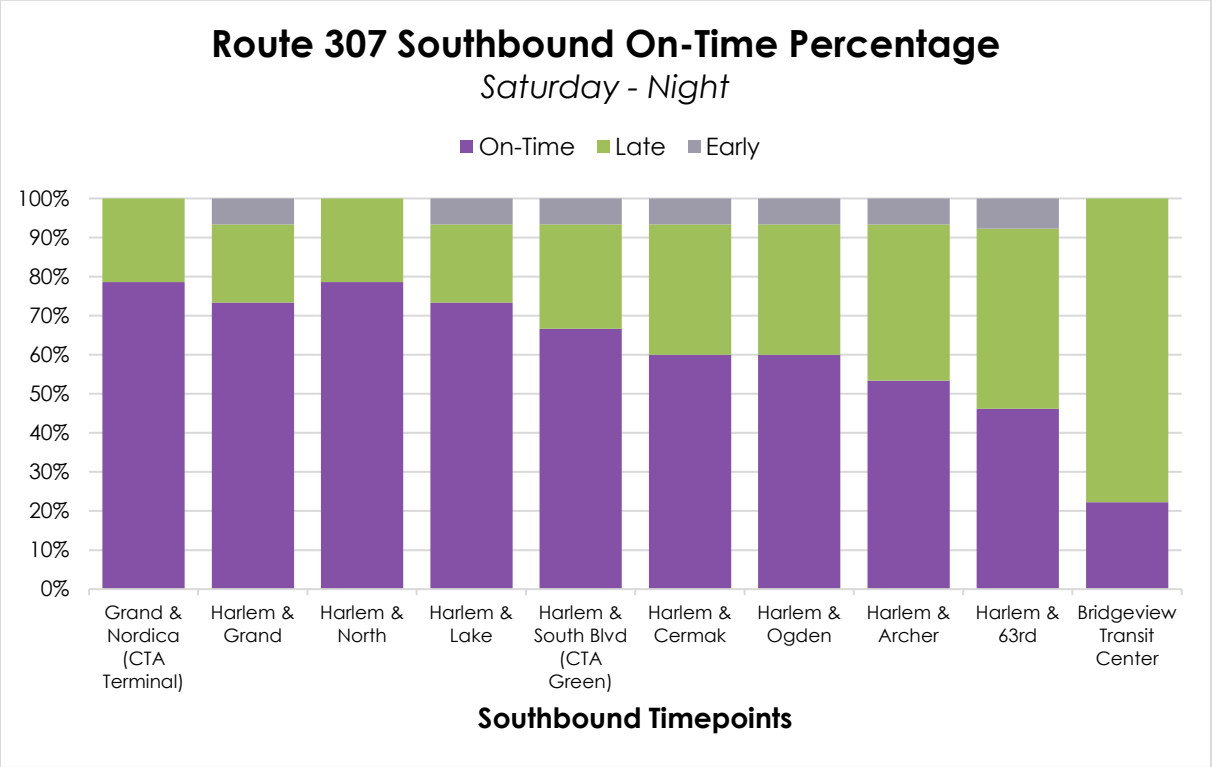

Route 307 Southbound On-Time Percentage
Sunday - P.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

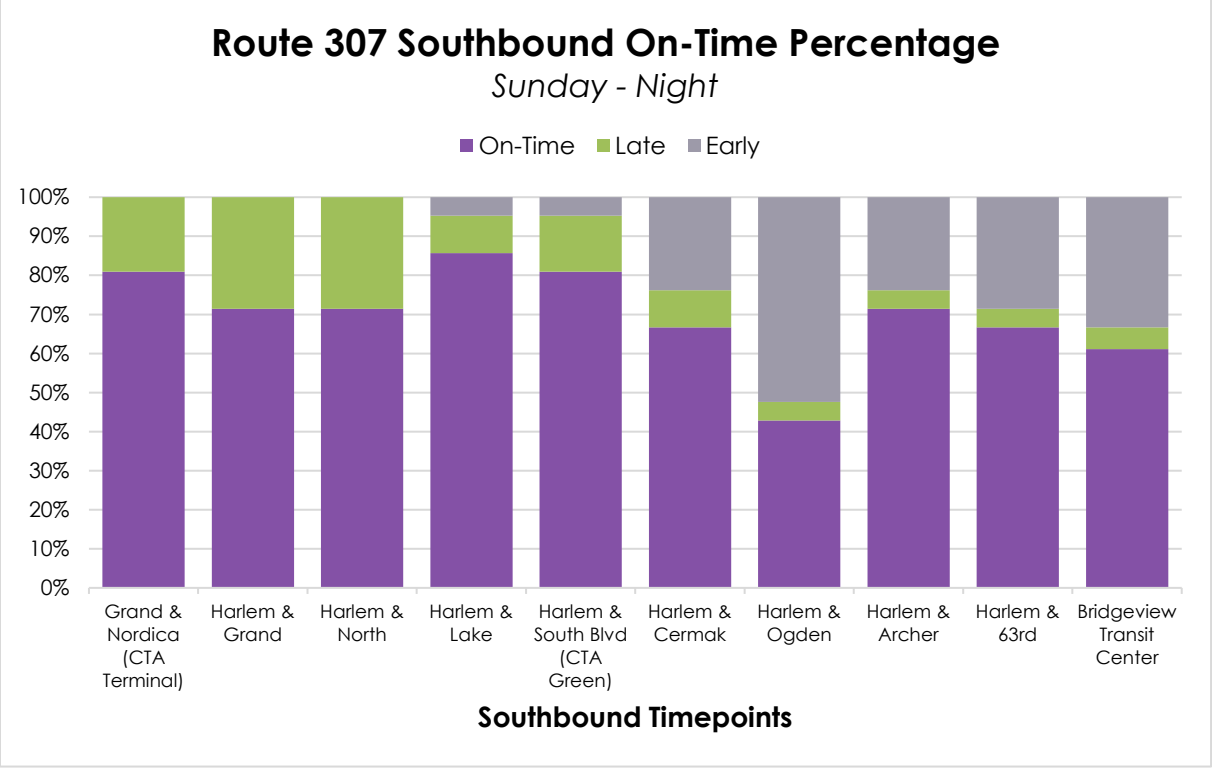

Route 307 Southbound On-Time Percentage
Weekday - Evening
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

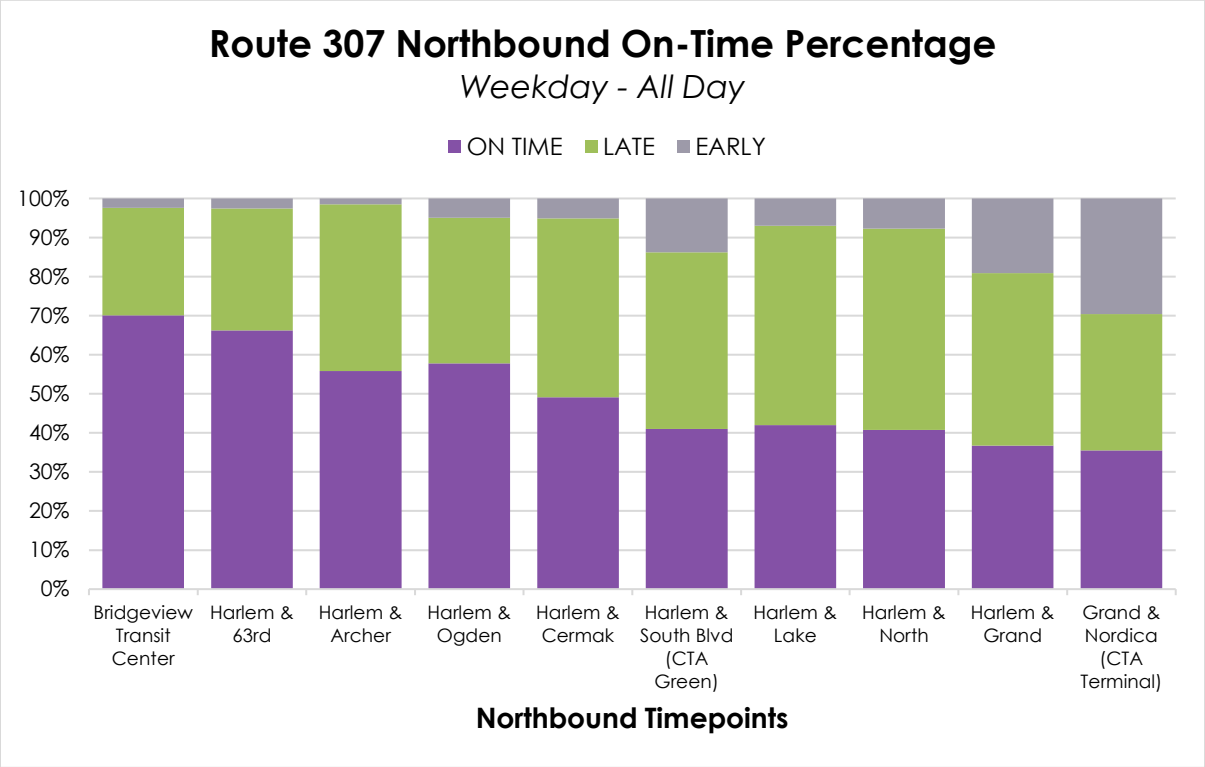

Route 307 Southbound On-Time Percentage
Saturday - Evening
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

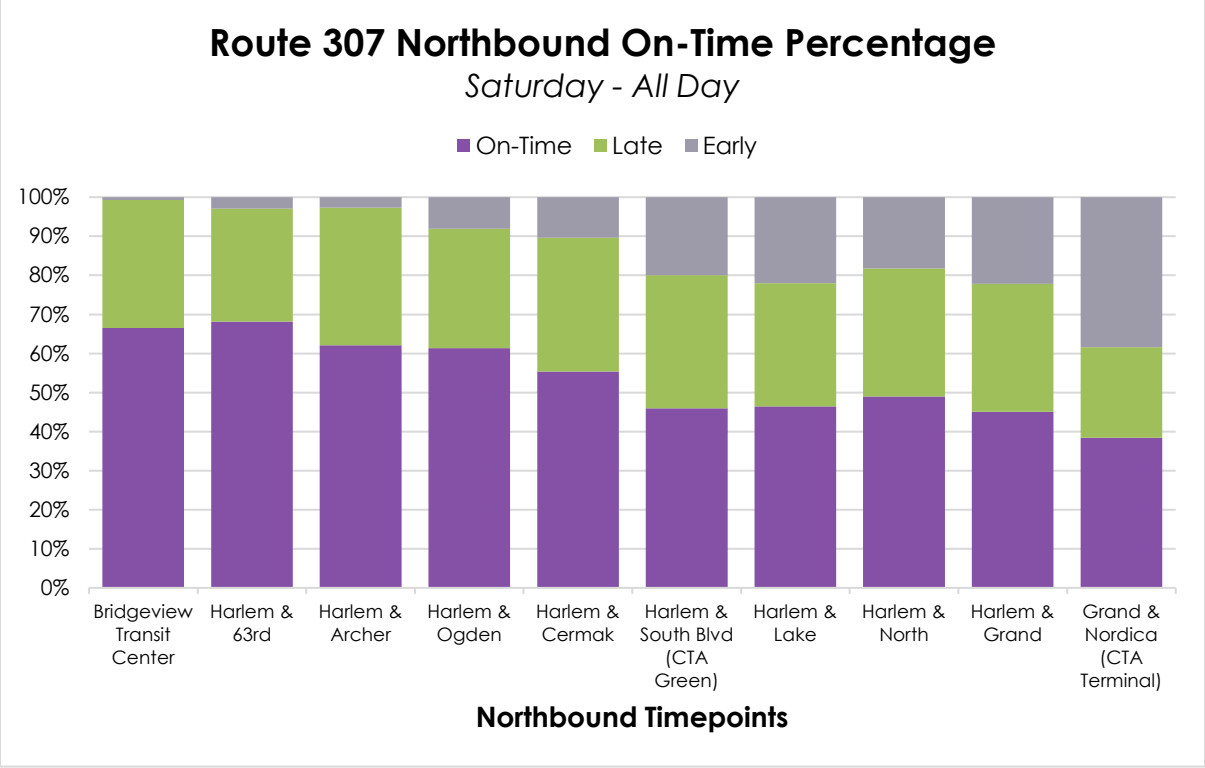

Route 307 Southbound On-Time Percentage
Sunday - Evening
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

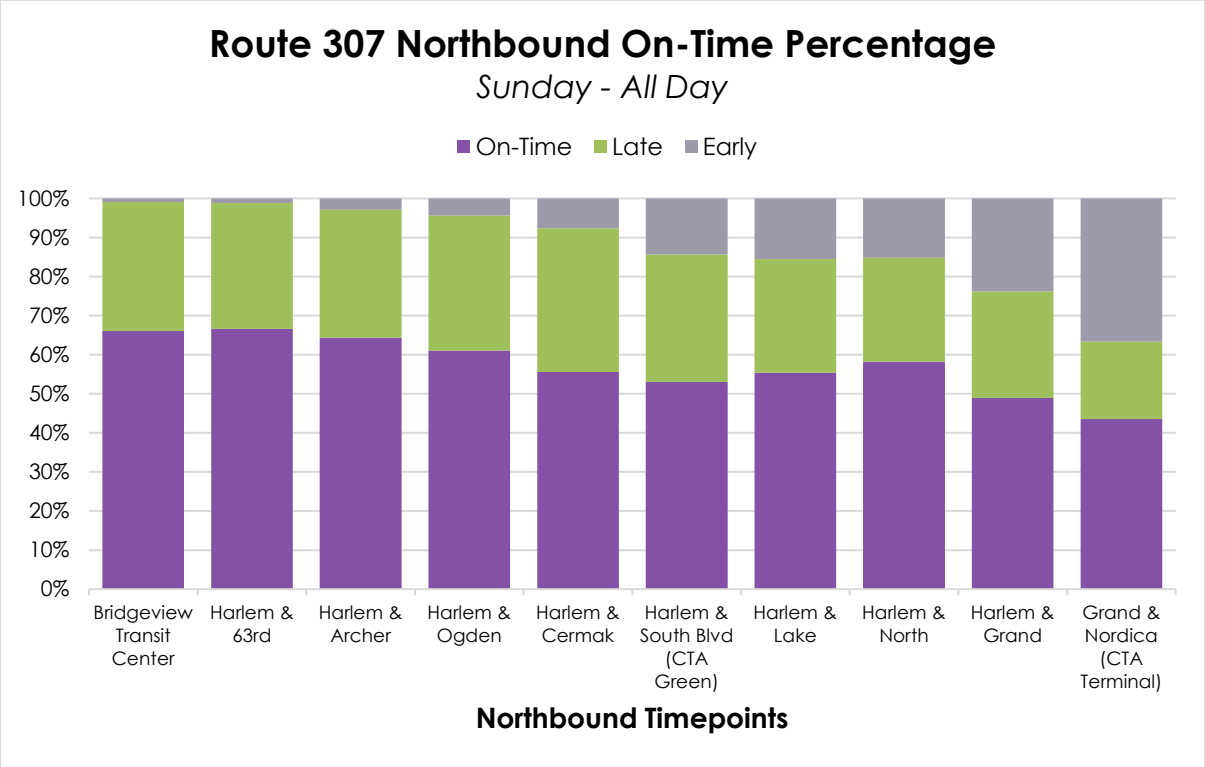

Route 307 Southbound On-Time Percentage
Weekday - Night
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

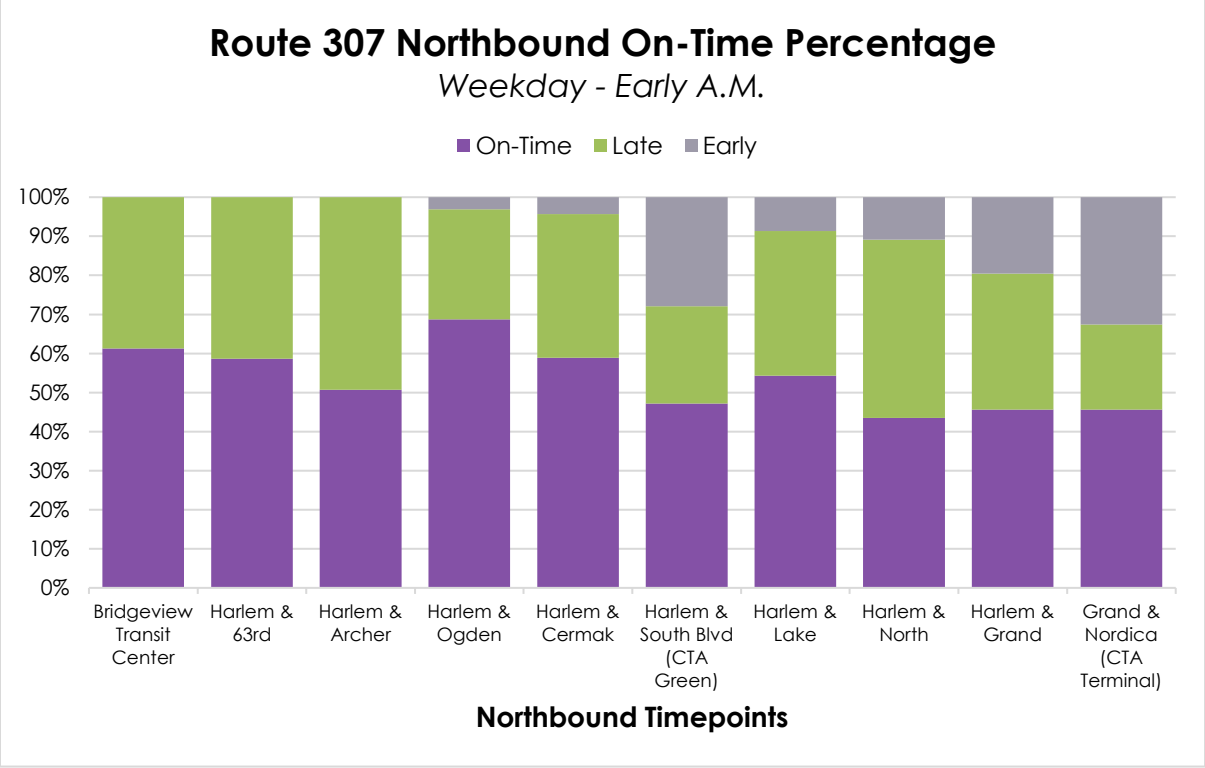

Route 307 Southbound On-Time Percentage
Saturday - Night
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

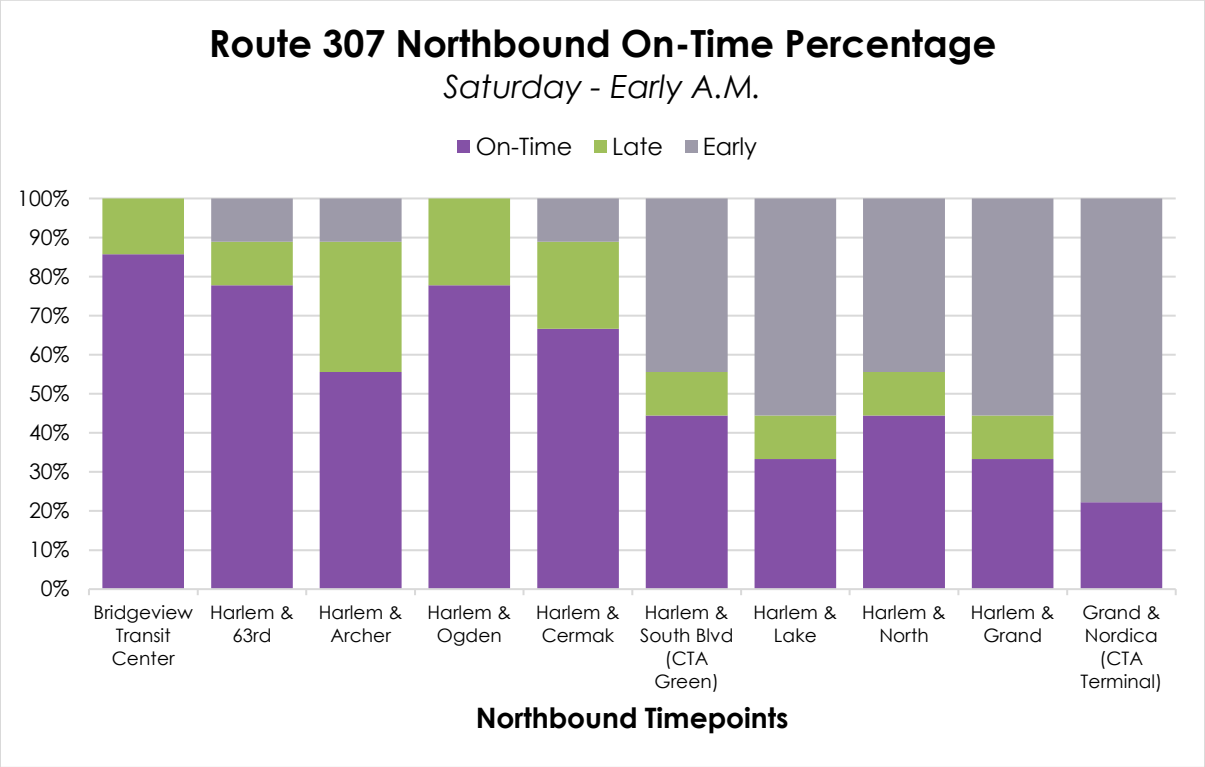

Route 307 Southbound On-Time Percentage
Sunday - Night
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grand & Nordica (CTA Terminal)
Harlem & Grand
Harlem & North
Harlem & Lake
Harlem & South Blvd (CTA Green)
Harlem & Cermak
Harlem & Ogden
Harlem & Archer
Harlem & 63rd
Bridgeview Transit Center
Southbound Timepoints

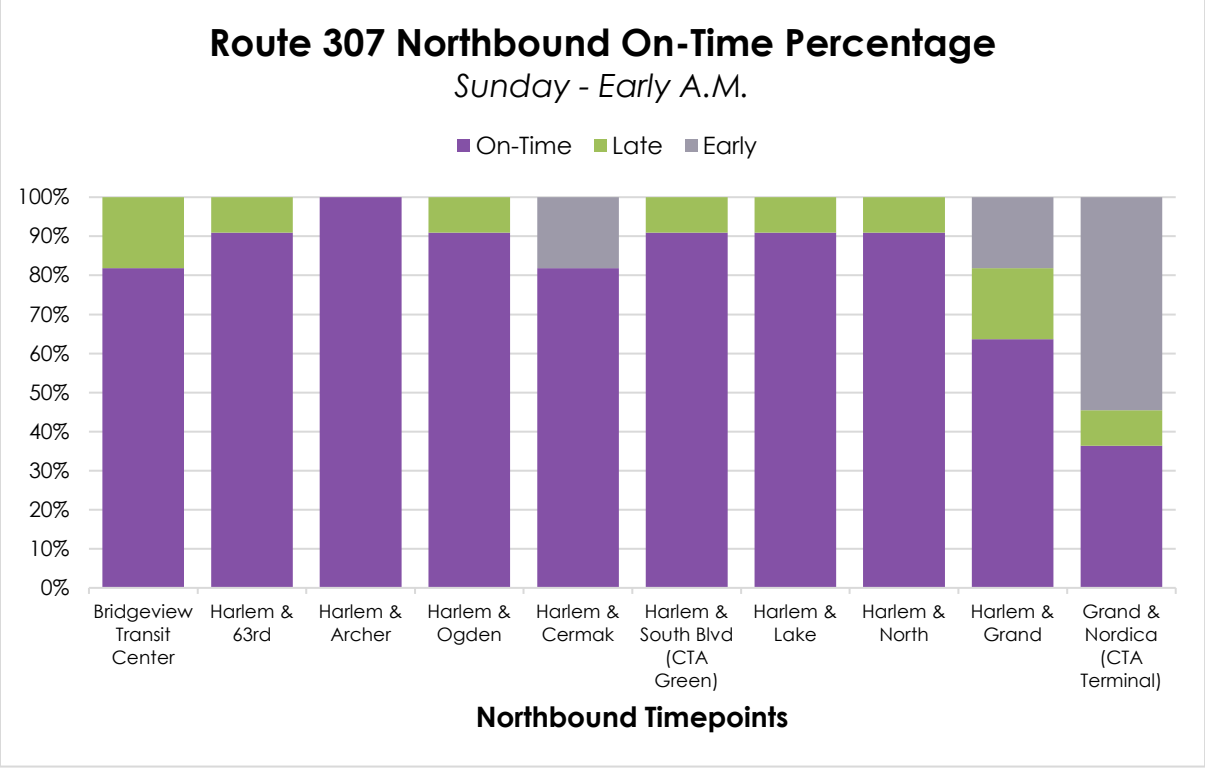

Route 307 Northbound On-Time Percentage
Weekday - All Day
ON TIME
LATE
EARLY
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

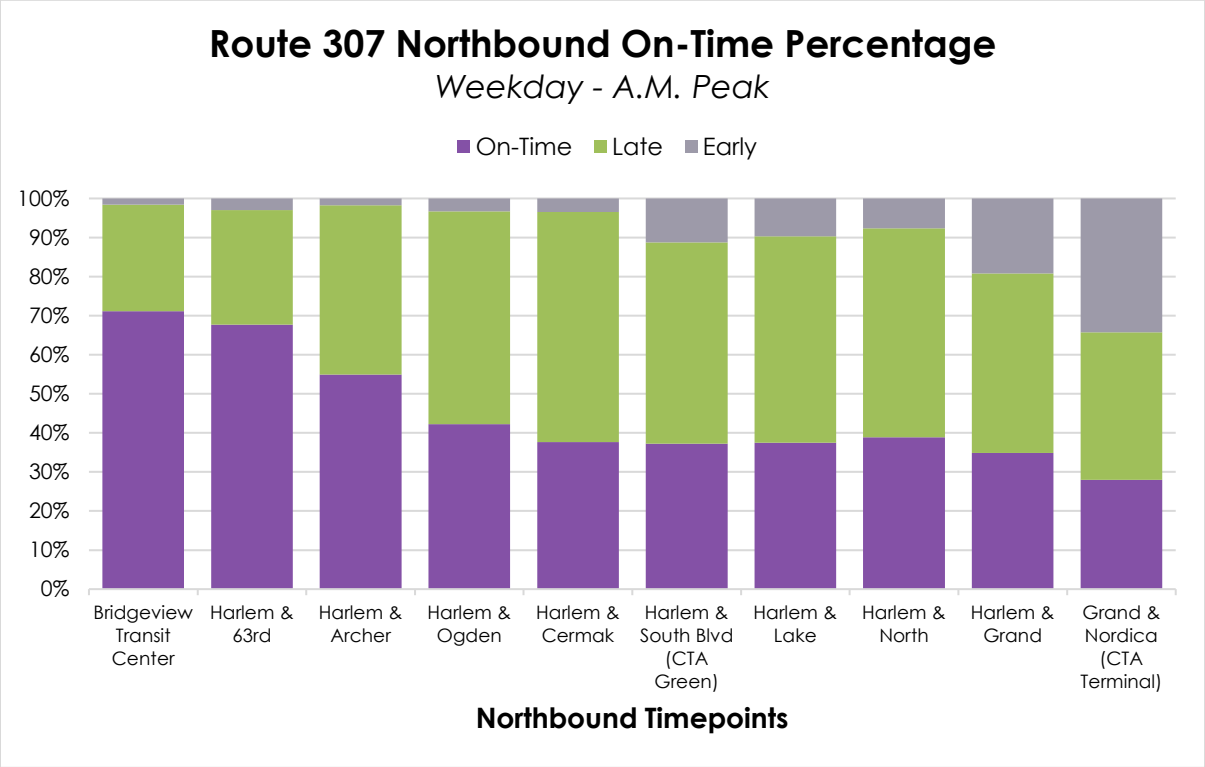

Route 307 Northbound On-Time Percentage
Saturday - All Day
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

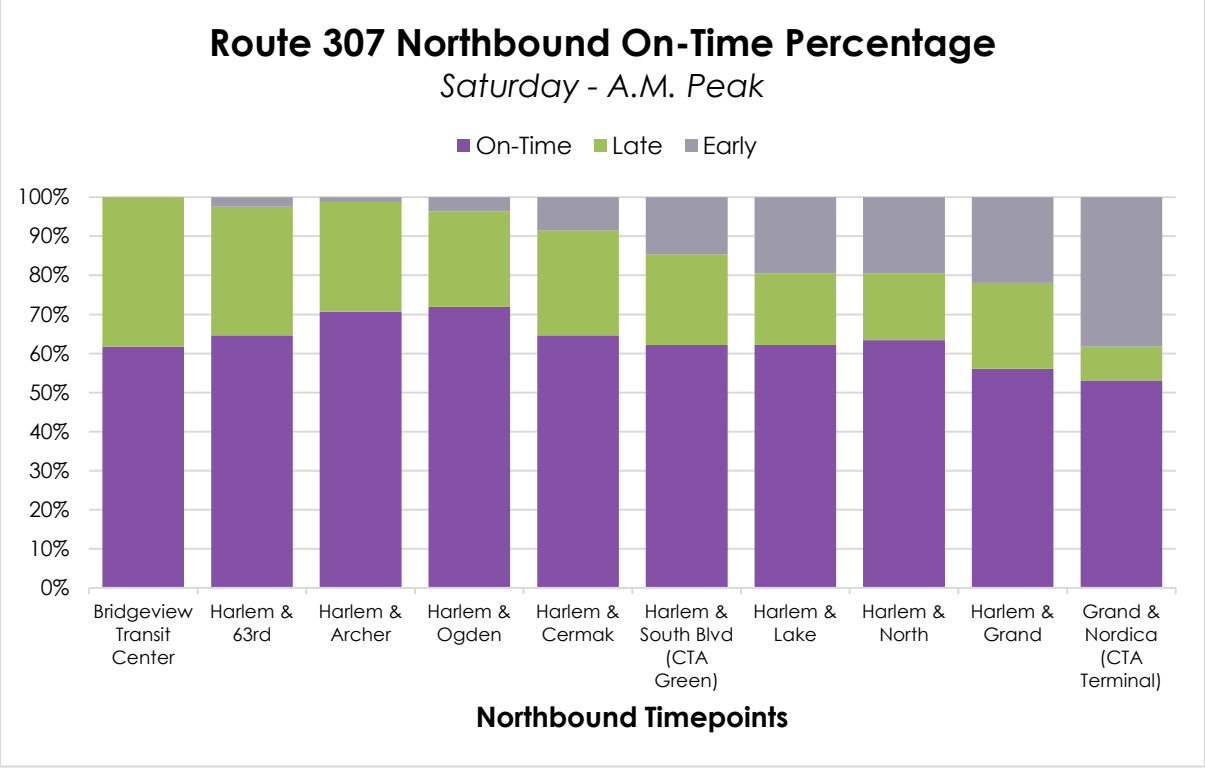

Route 307 Northbound On-Time Percentage
Sunday - All Day
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

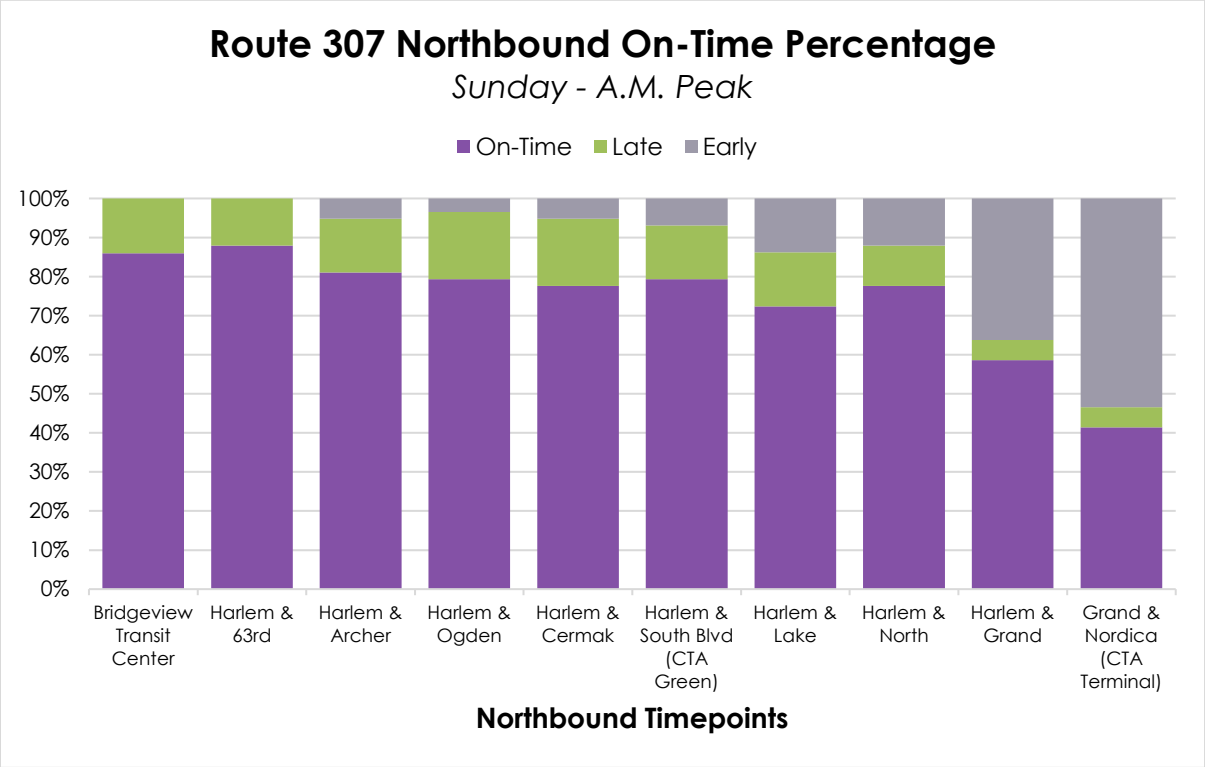

Route 307 Northbound On-Time Percentage
Weekday - Early A.M.
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

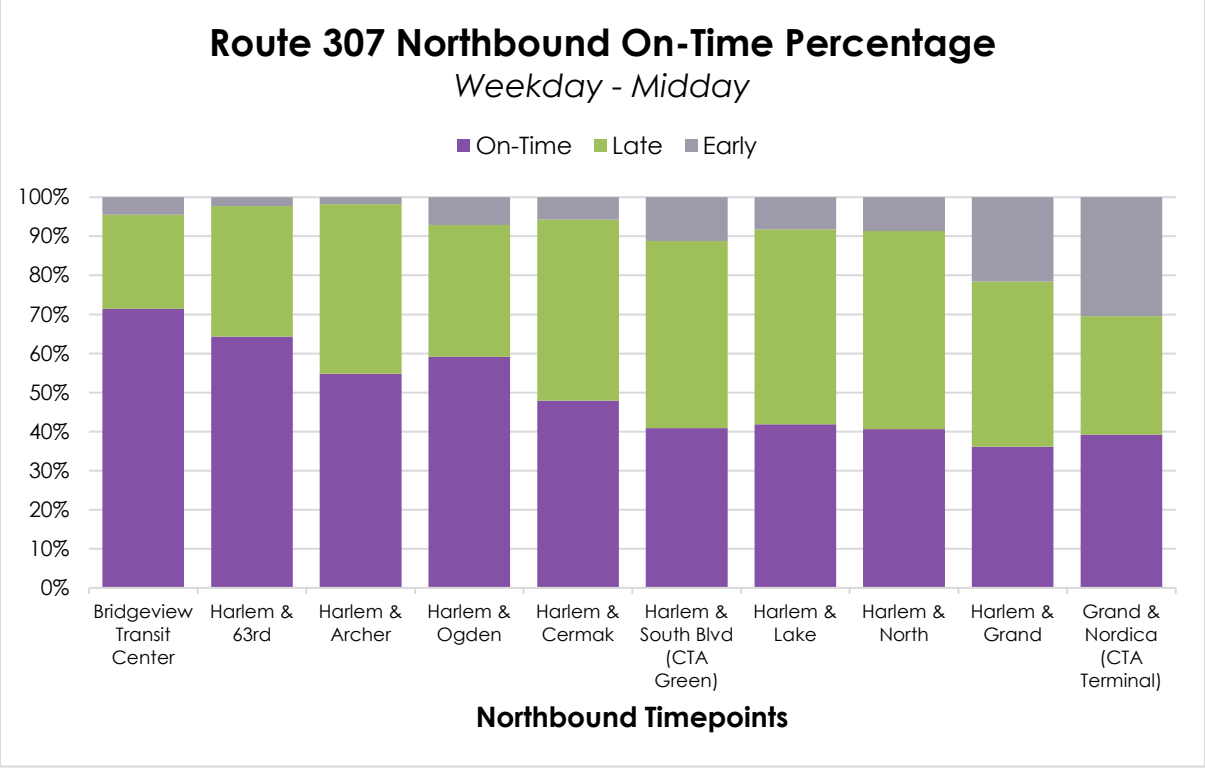

Route 307 Northbound On-Time Percentage
Saturday - Early A.M.
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

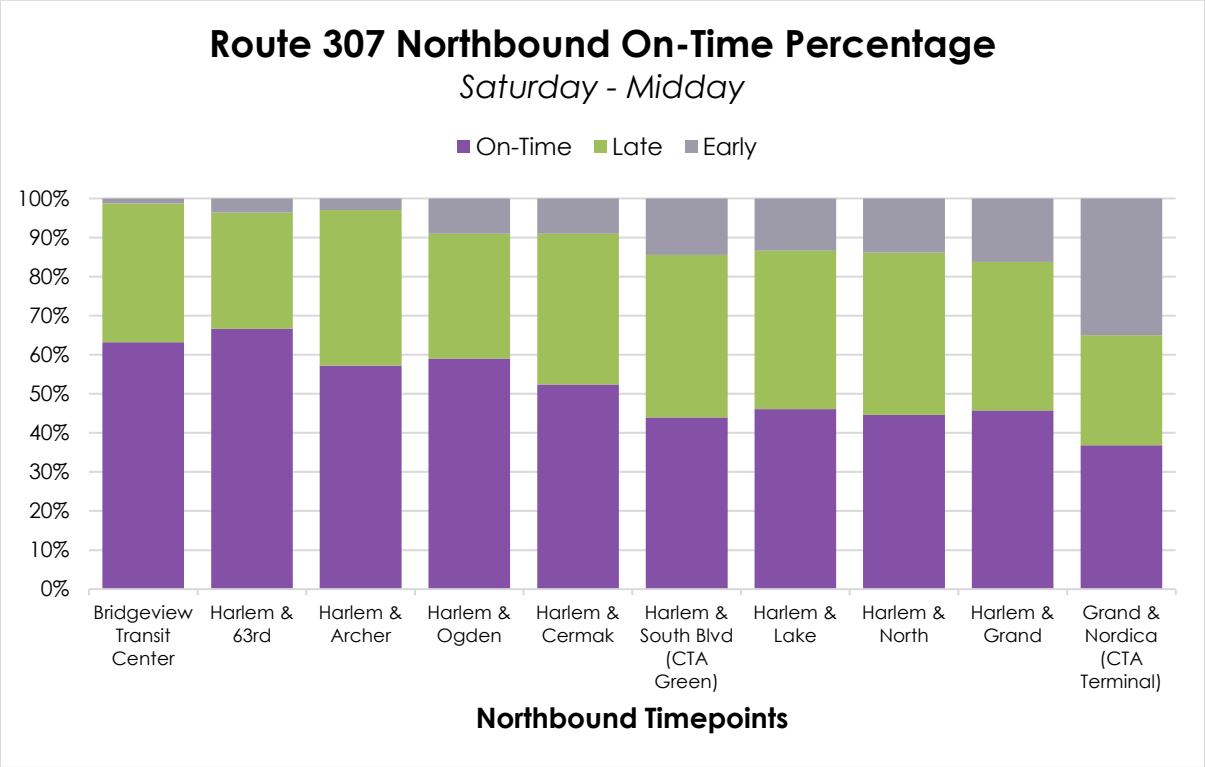

Route 307 Northbound On-Time Percentage
Sunday - Early A.M.
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

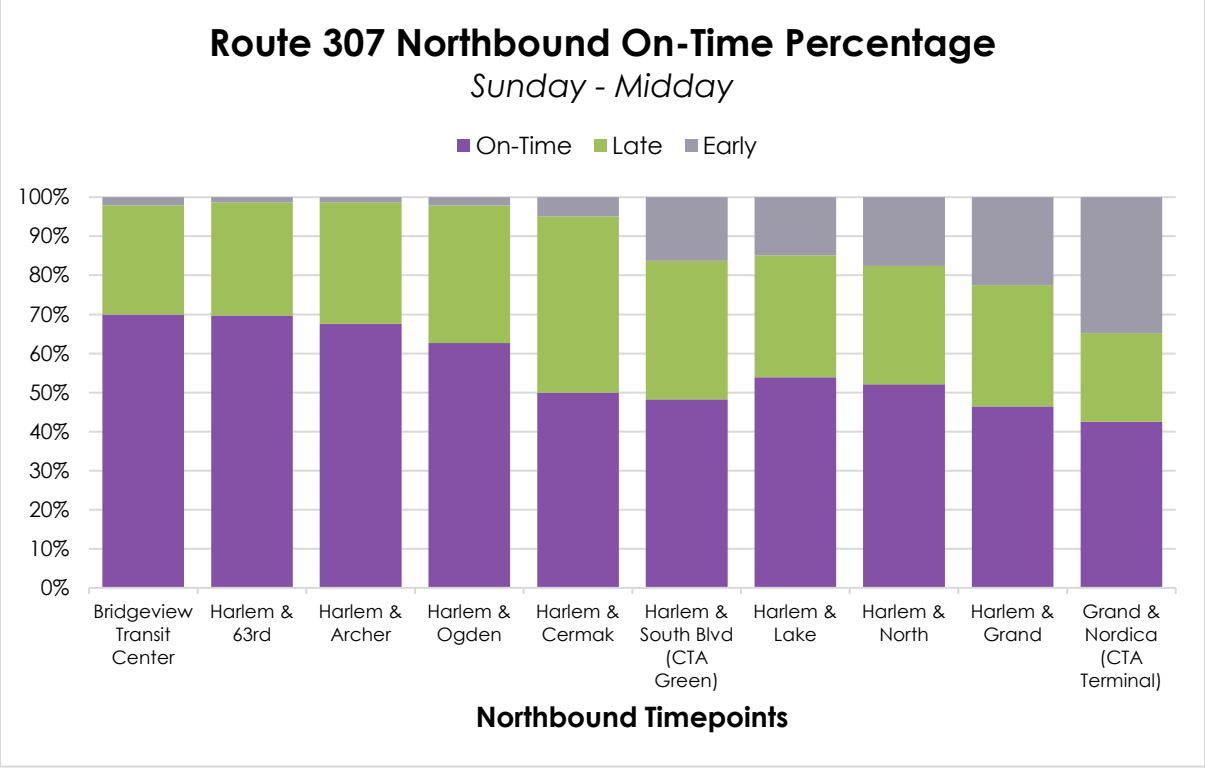

Route 307 Northbound On-Time Percentage
Weekday - A.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

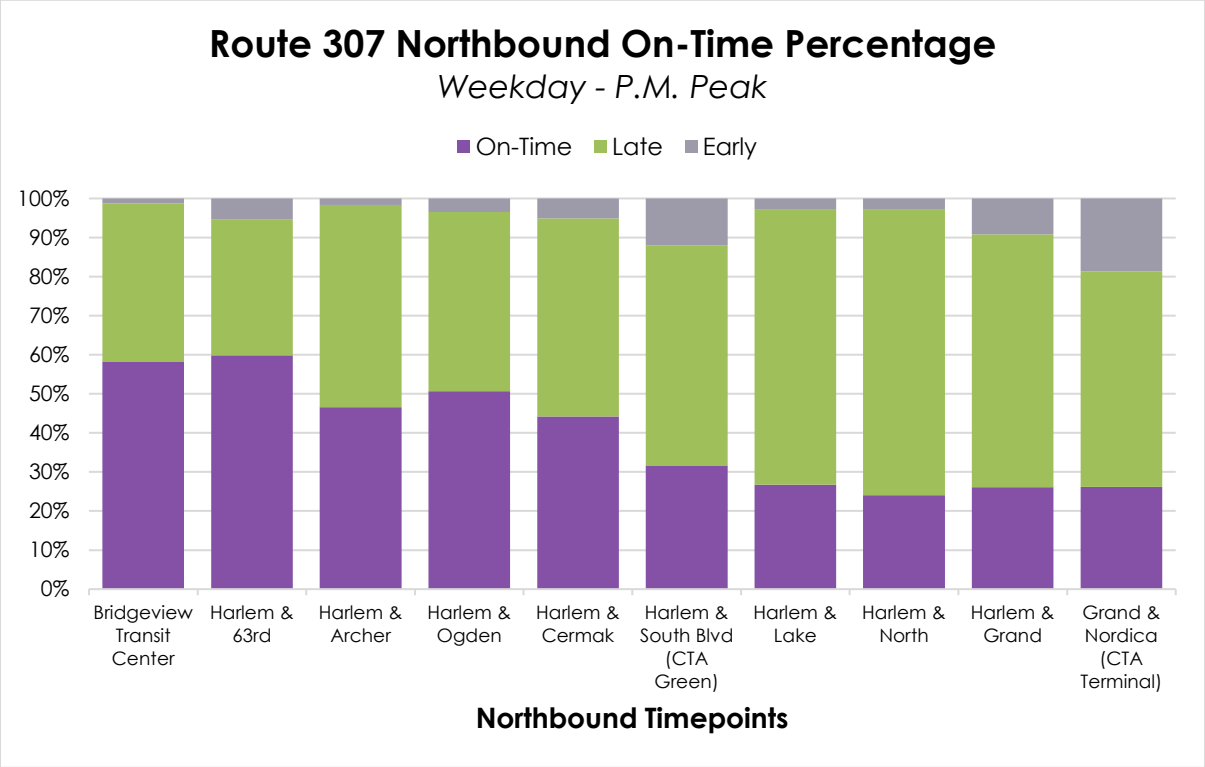

Route 307 Northbound On-Time Percentage
Saturday - A.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

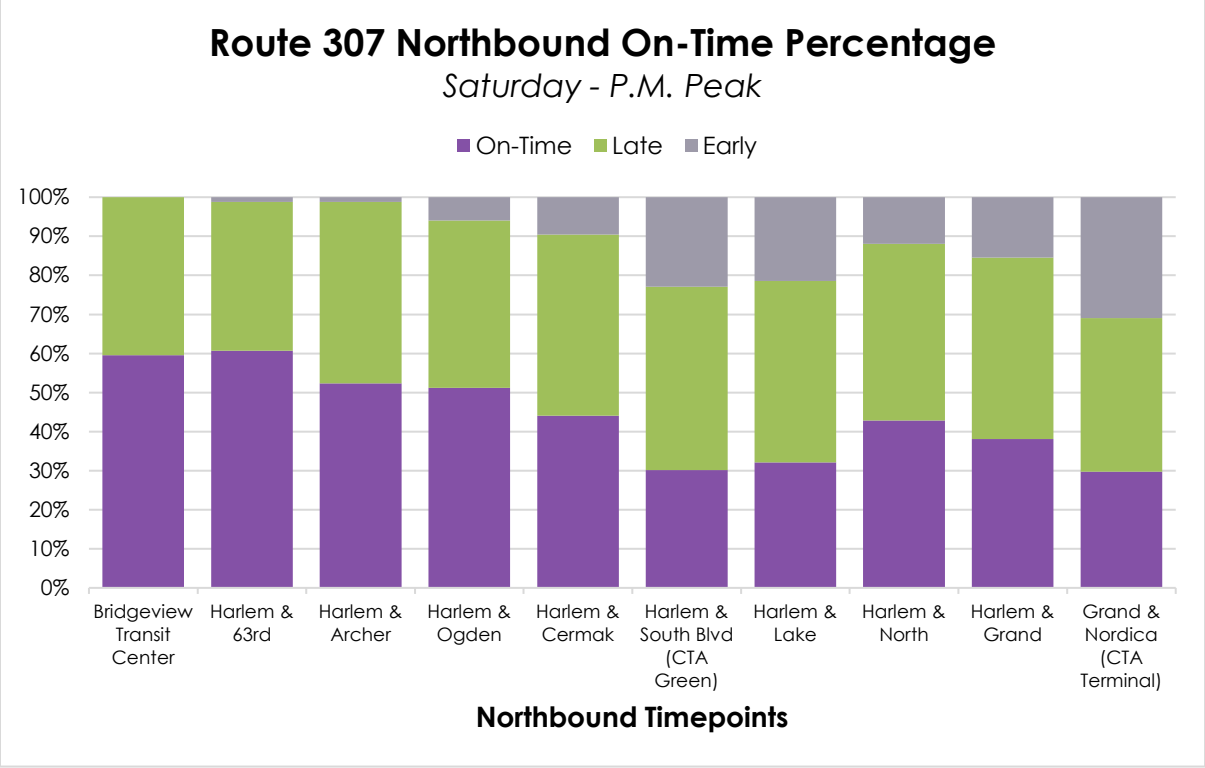

Route 307 Northbound On-Time Percentage
Sunday - A.M. Peak
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

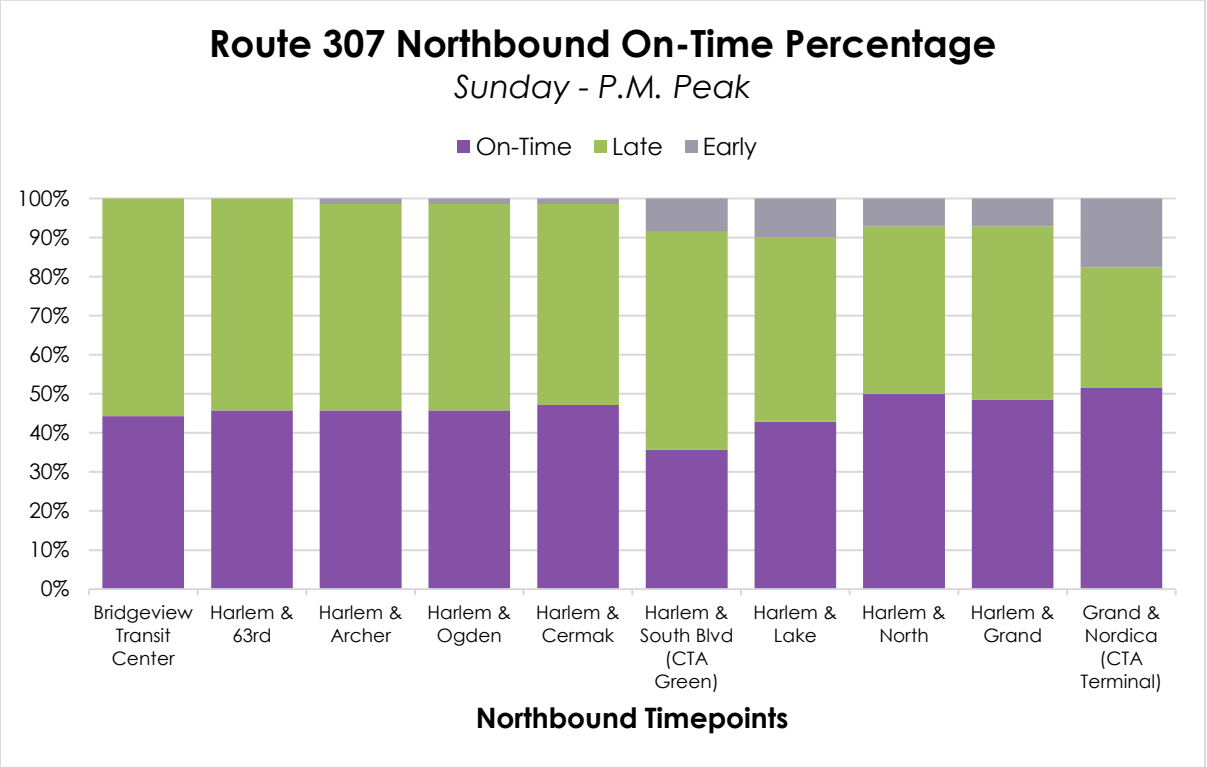

Route 307 Northbound On-Time Percentage
Weekday - Midday
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

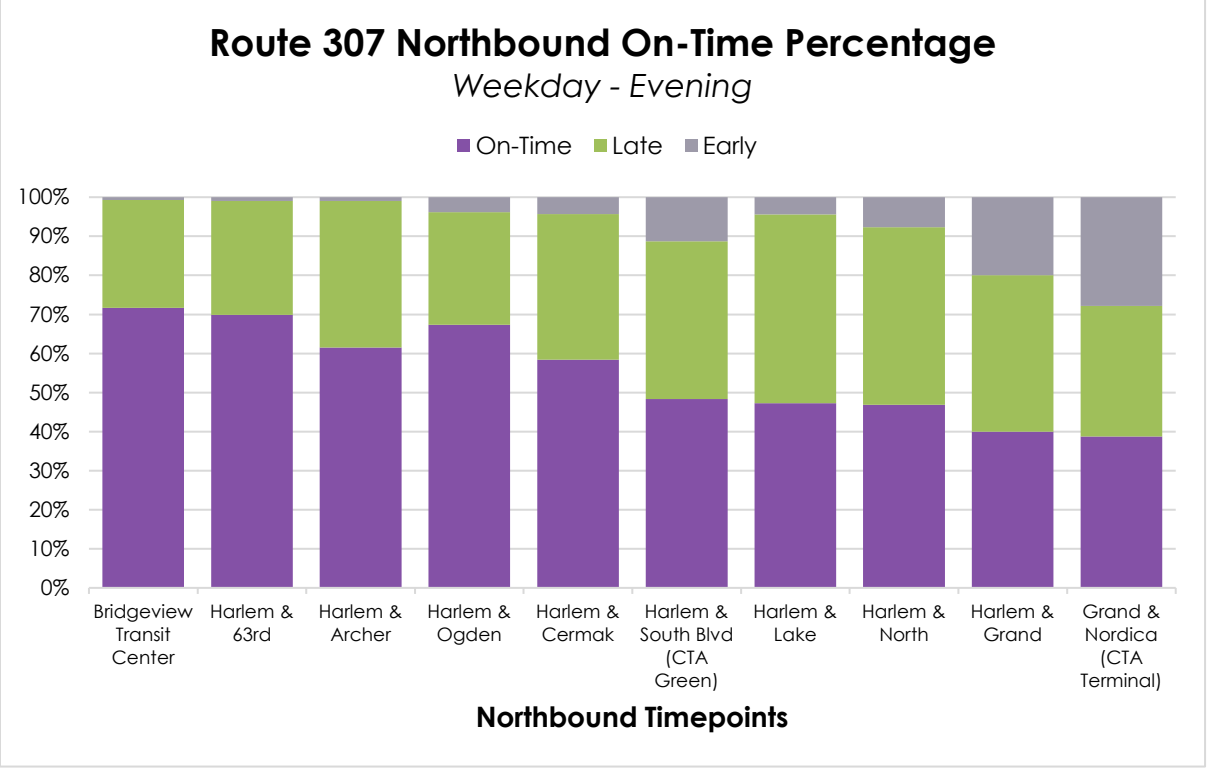

Route 307 Northbound On-Time Percentage
Saturday - Midday
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

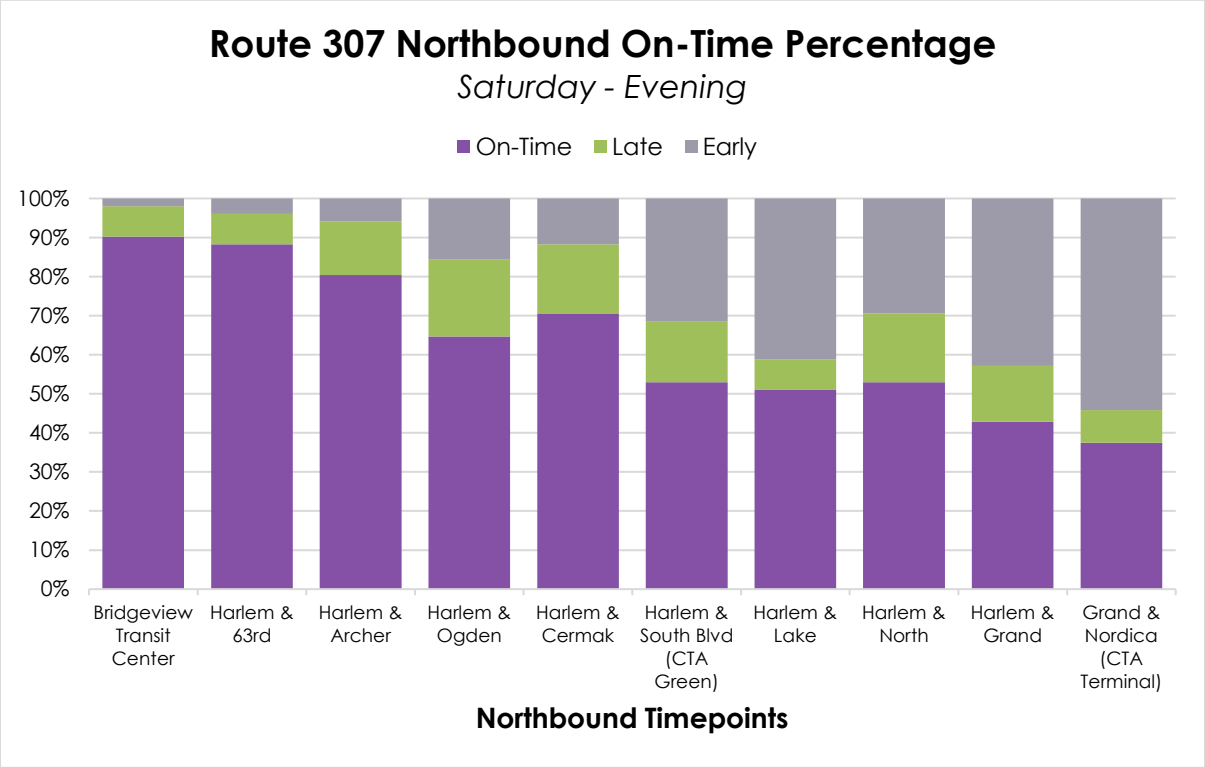

Route 307 Northbound On-Time Percentage
Sunday - Midday
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

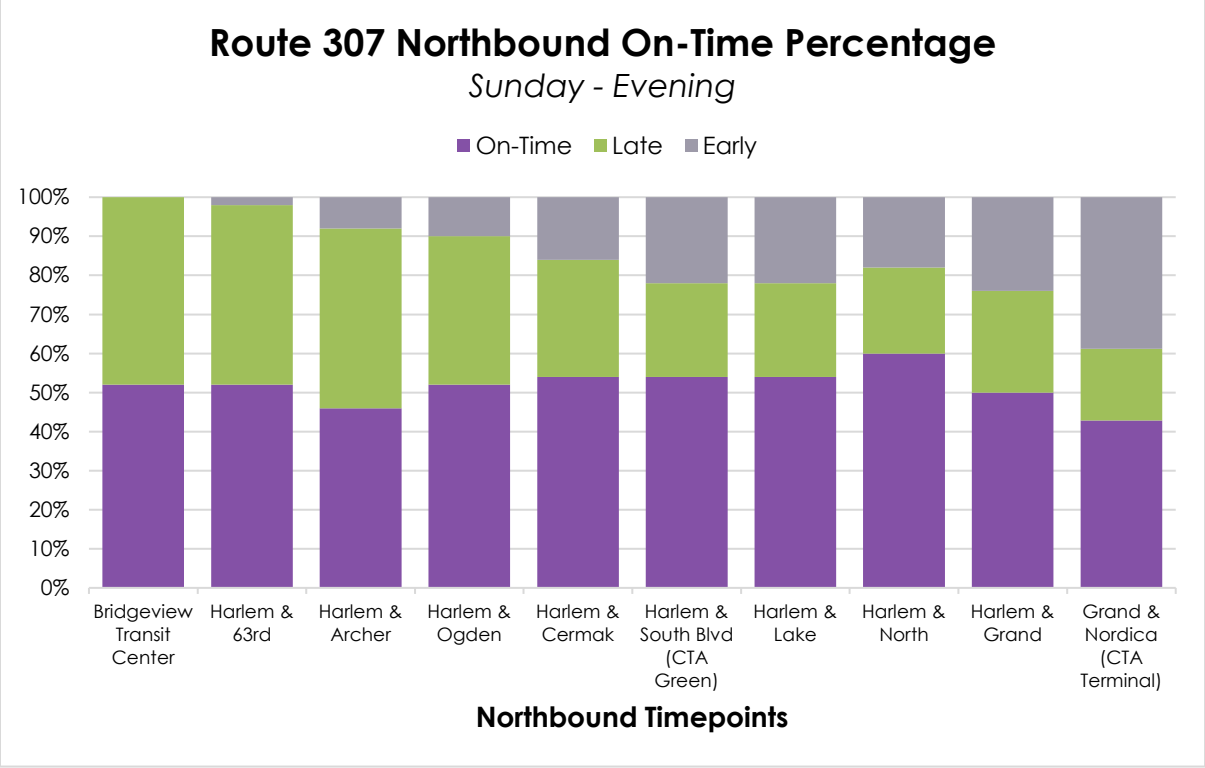

Route 307 Northbound On-Time Percentage
Weekday - P.M. Peak
On-Time
Late
Early
100%
90%
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30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

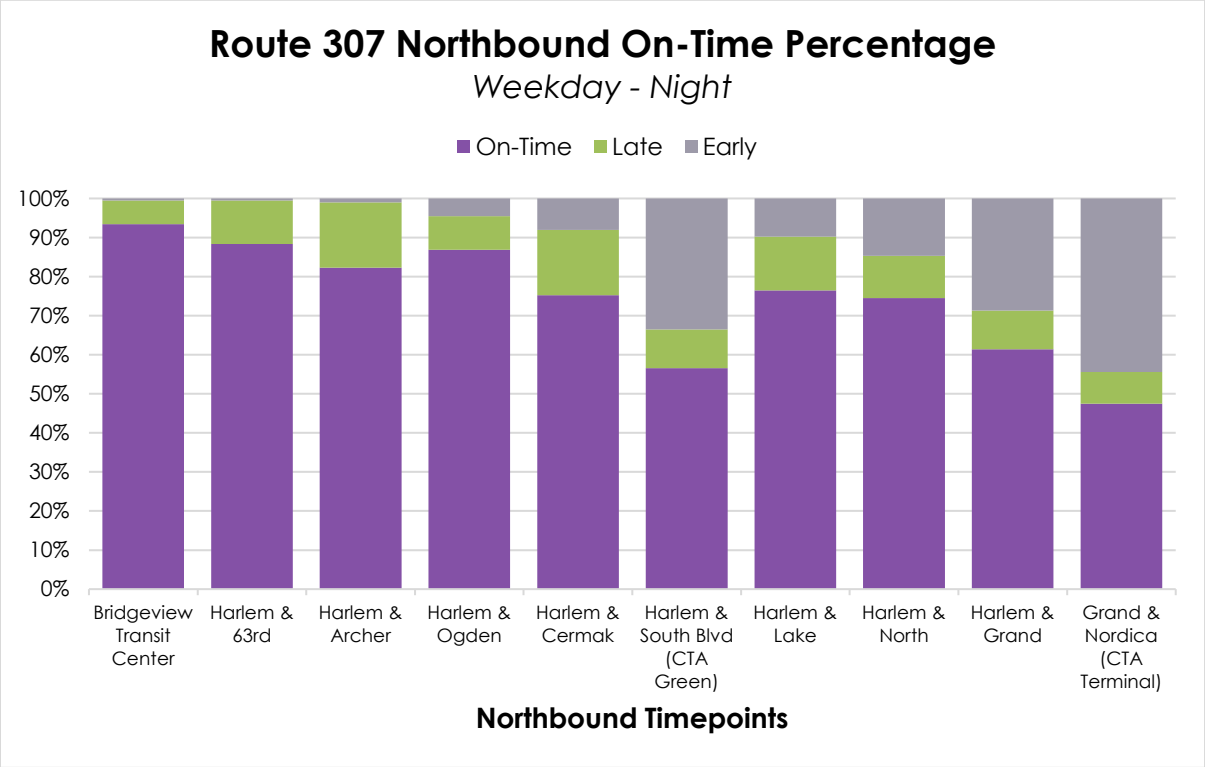

Route 307 Northbound On-Time Percentage
Saturday - P.M. Peak
On-Time
Late
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100%
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Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

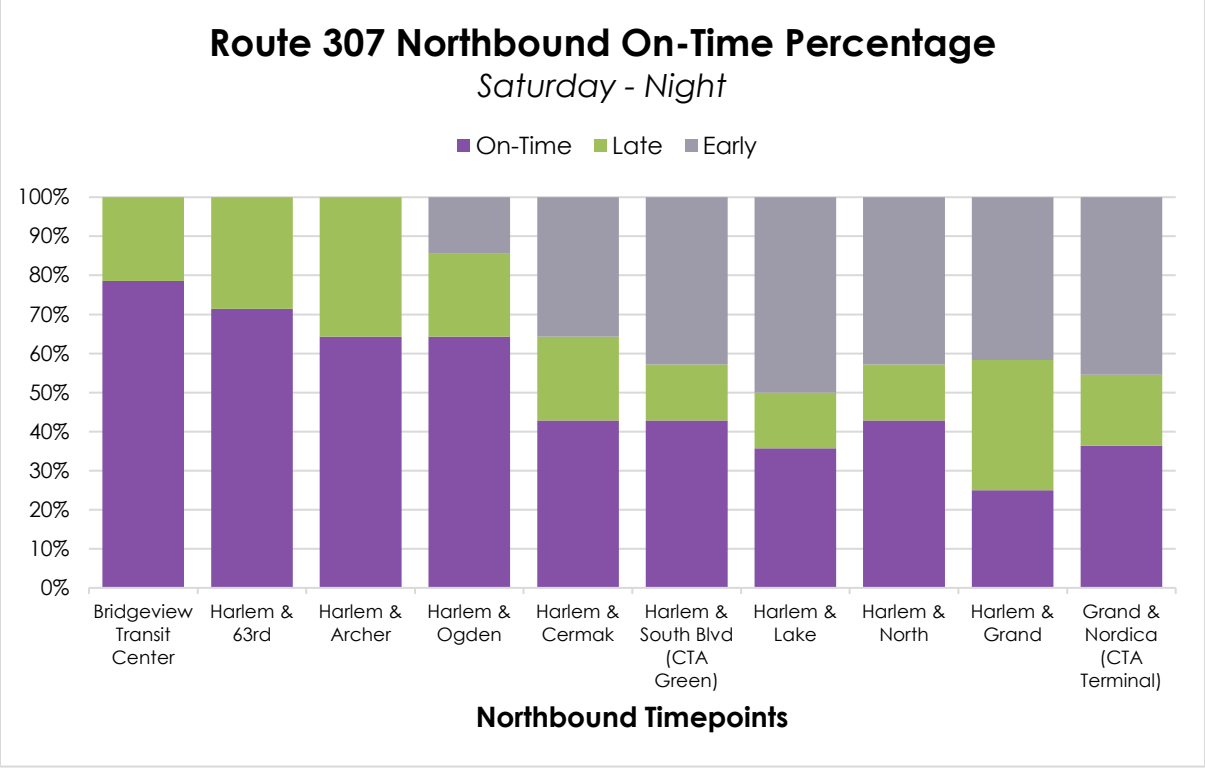

Route 307 Northbound On-Time Percentage
Sunday - P.M. Peak
On-Time
Late
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100%
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Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

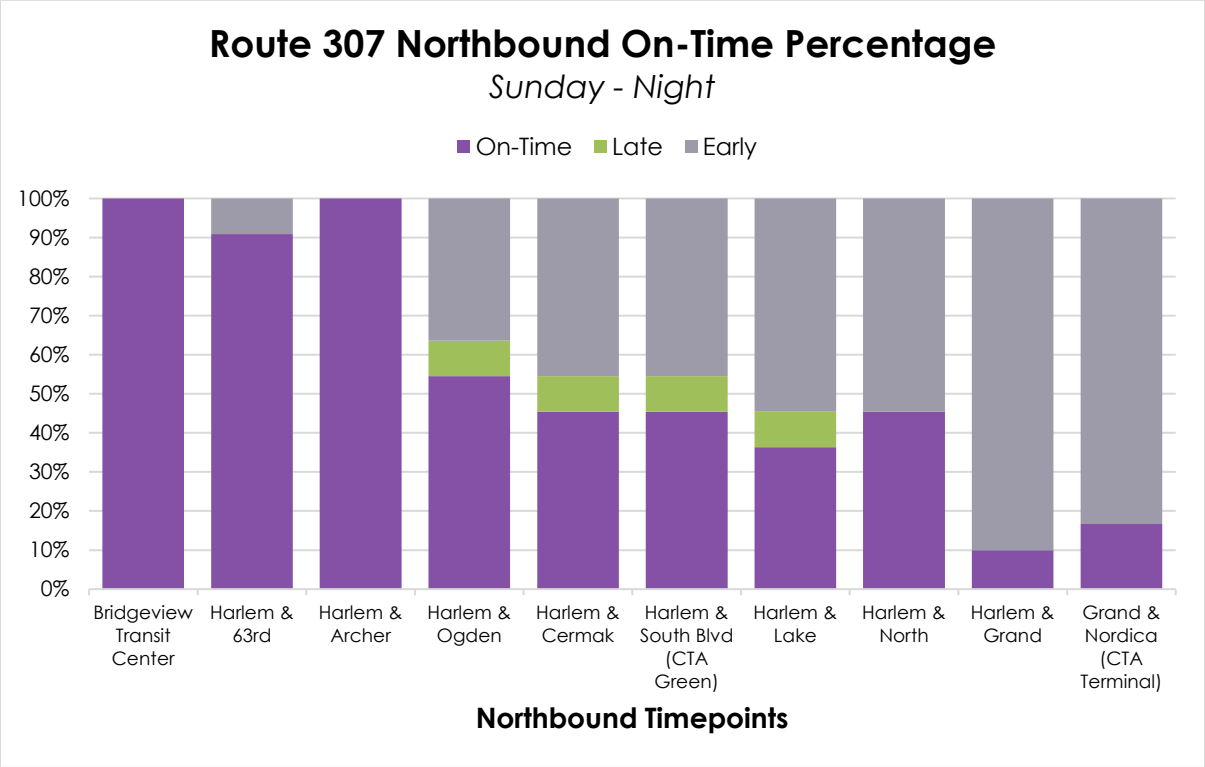

Route 307 Northbound On-Time Percentage
Weekday - Evening
On-Time
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Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints


Route 307 Northbound On-Time Percentage
Saturday - Evening
On-Time
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Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

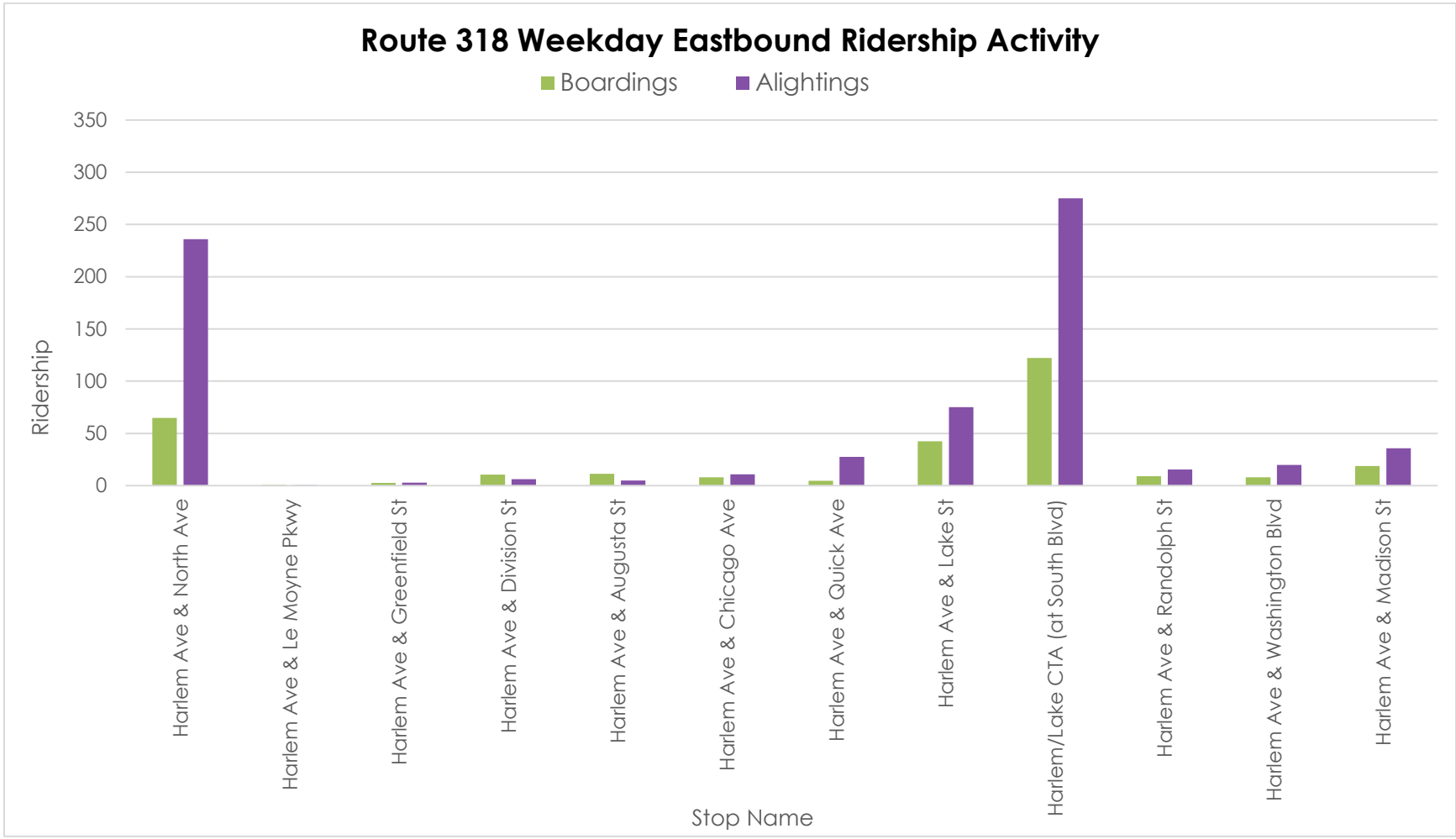

Route 307 Northbound On-Time Percentage
Sunday - Evening
On-Time
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100%
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Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

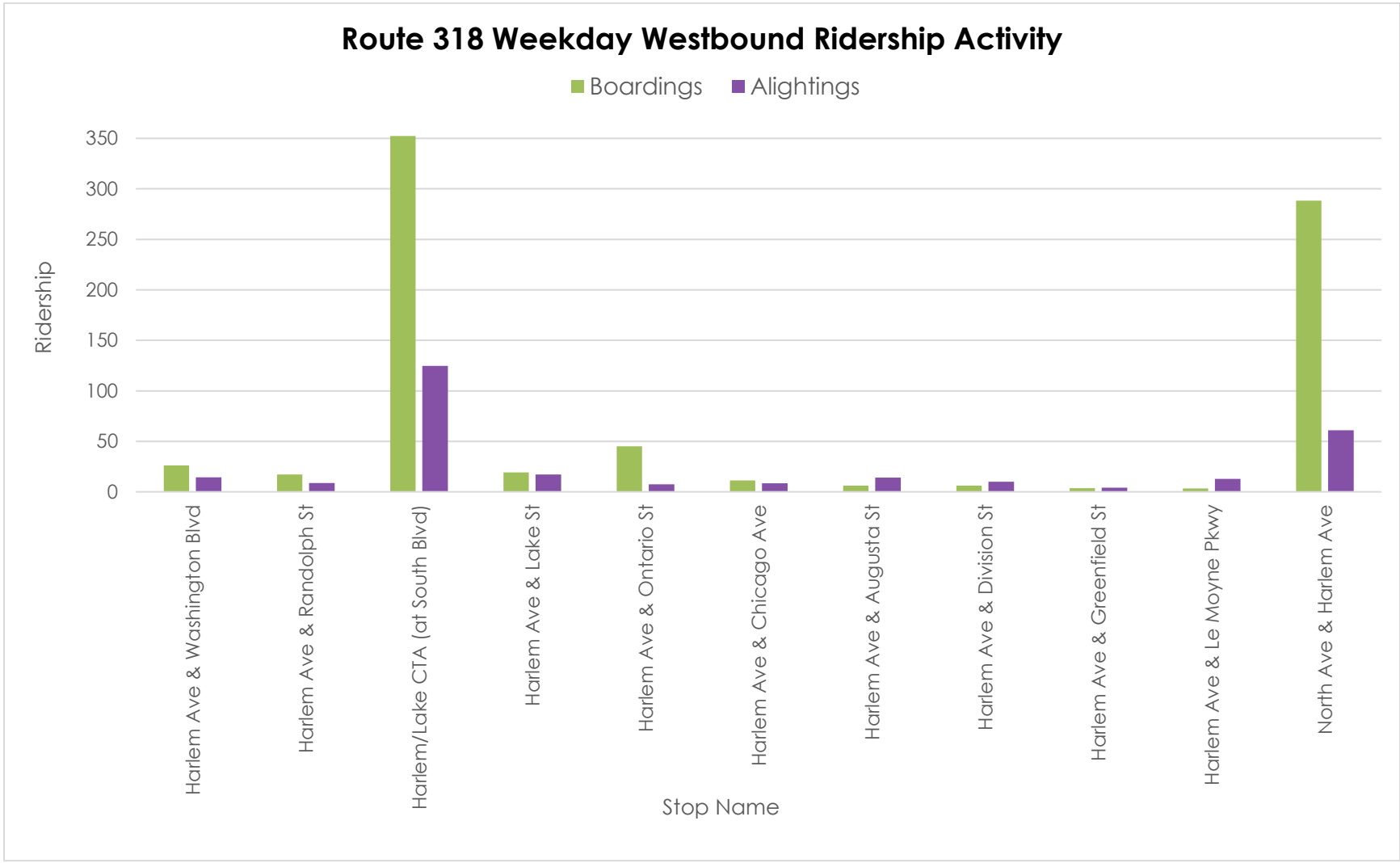

Route 307 Northbound On-Time Percentage
Weekday - Night
On-Time
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Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

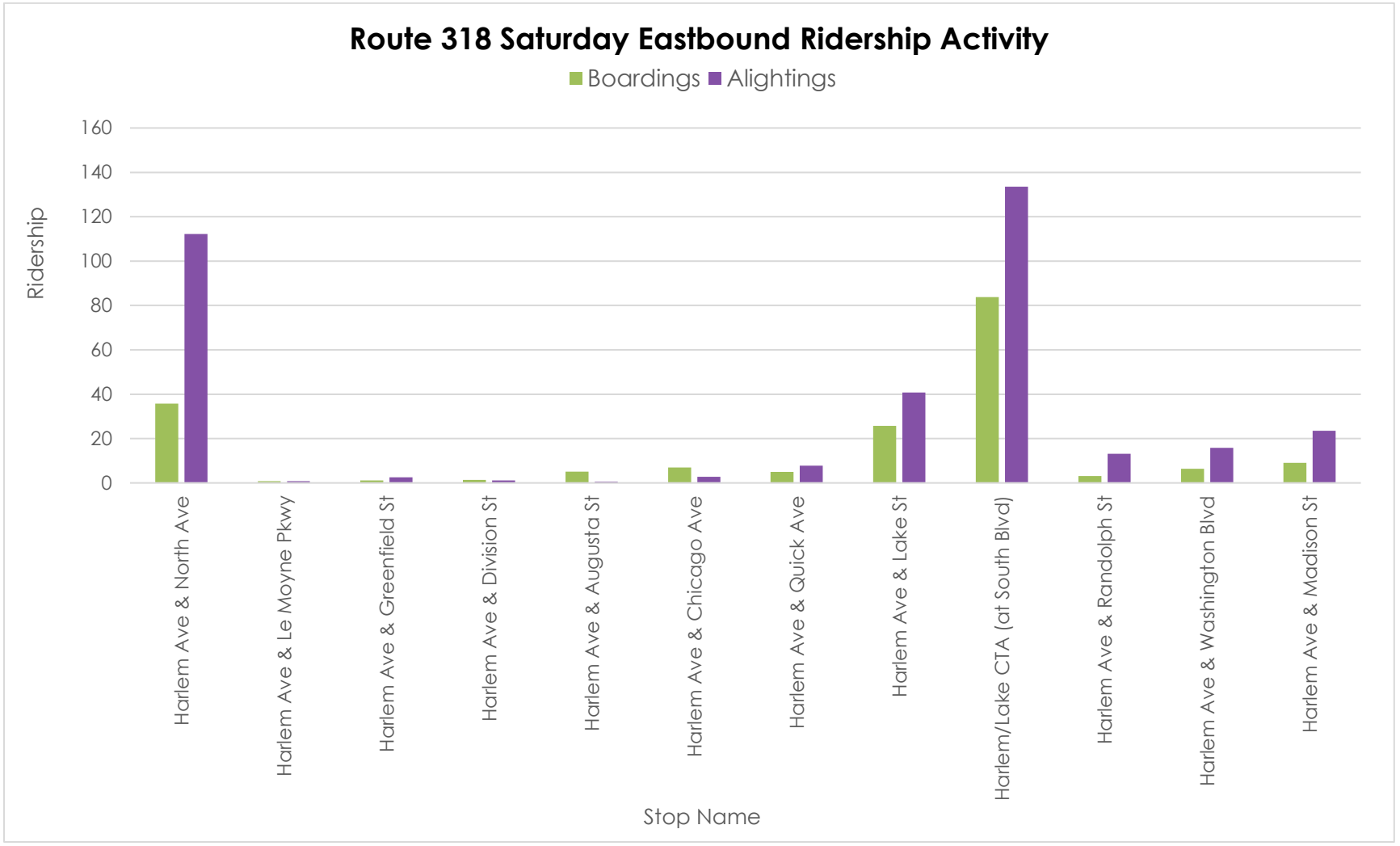

Route 307 Northbound On-Time Percentage
Saturday - Night
On-Time
Late
Early
100%
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40%
30%
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10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

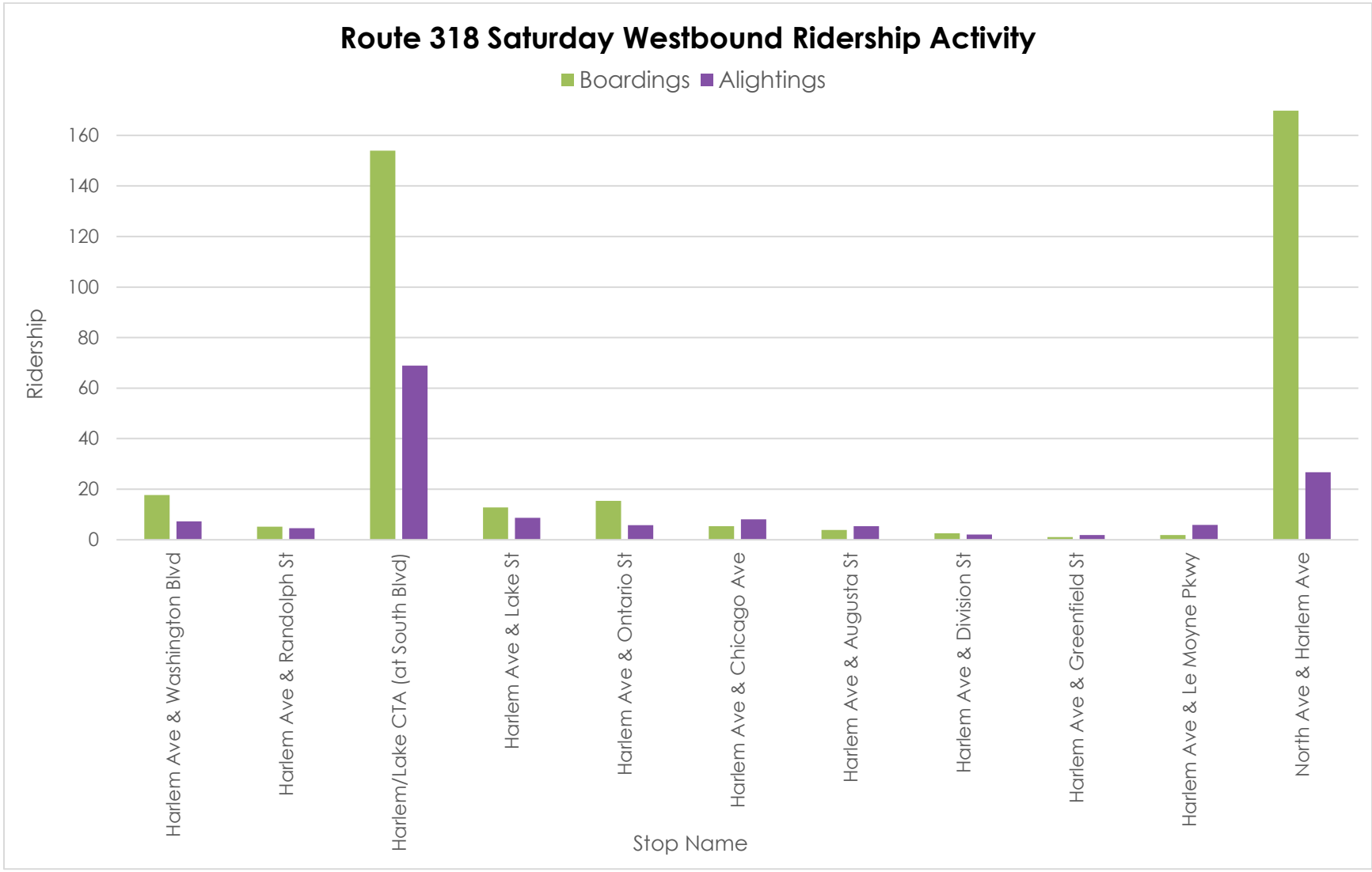

Route 307 Northbound On-Time Percentage
Sunday - Night
On-Time
Late
Early
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bridgeview Transit Center
Harlem & 63rd
Harlem & Archer
Harlem & Ogden
Harlem & Cermak
Harlem & South Blvd (CTA Green)
Harlem & Lake
Harlem & North
Harlem & Grand
Grand & Nordica (CTA Terminal)
Northbound Timepoints

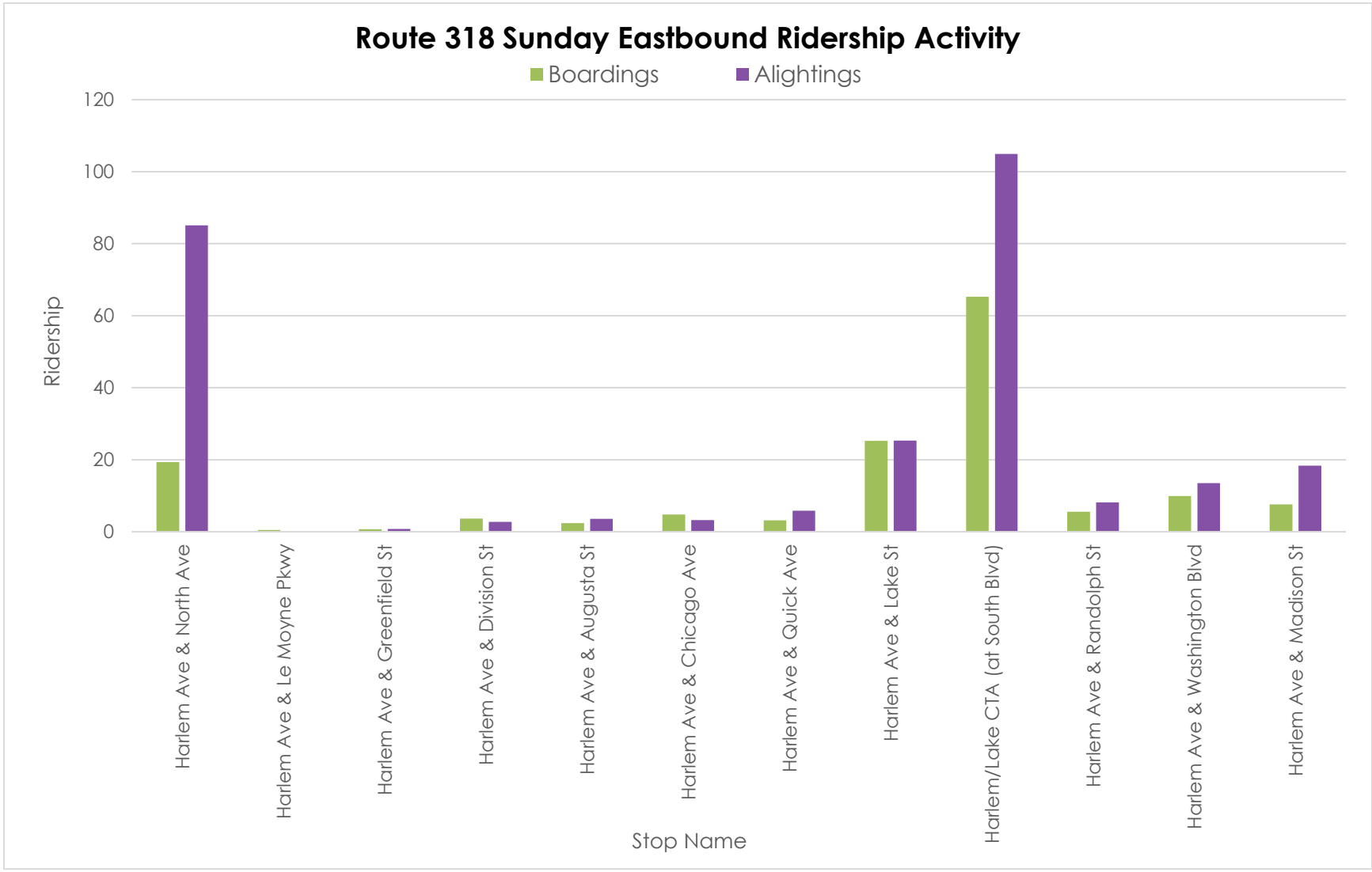
APPENDIX C OTHER CORRIDOR ROUTE RIDERSHIP

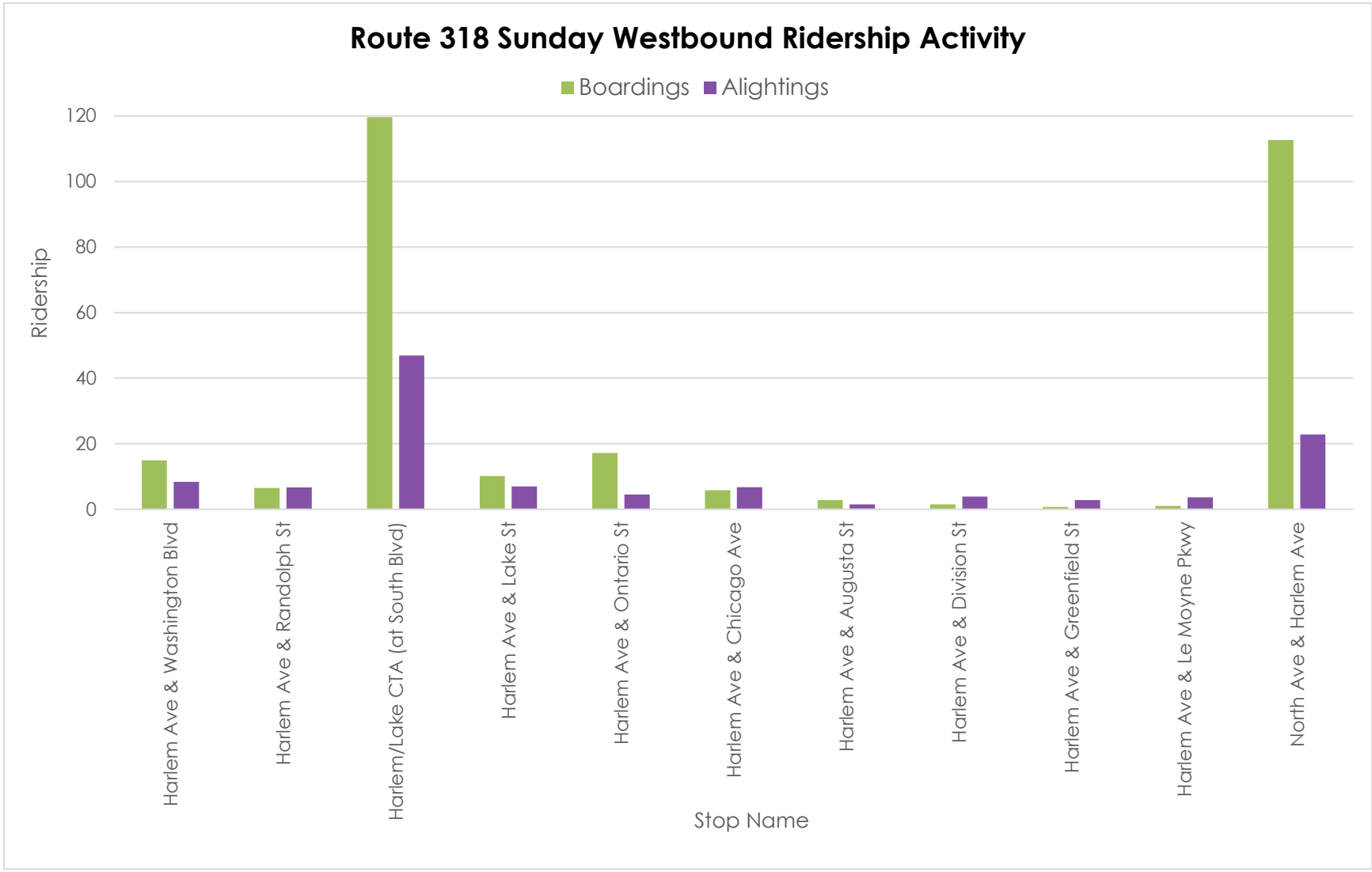

Route 318 Weekday Eastbound Ridership Activity
Boardings
Alightings
350
300
250
200
150
100
50
0
Ridership
Harlem Ave & North Ave
Harlem Ave & Le Moyne Pkwy
Harlem Ave & Greenfield St
Harlem Ave & Division St
Harlem Ave & Augusta St
Harlem Ave & Chicago Ave
Harlem Ave & Quick Ave
Harlem Ave & Lake St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Randolph St
Harlem Ave & Washington Blvd
Harlem Ave & Madison St
Stop Name

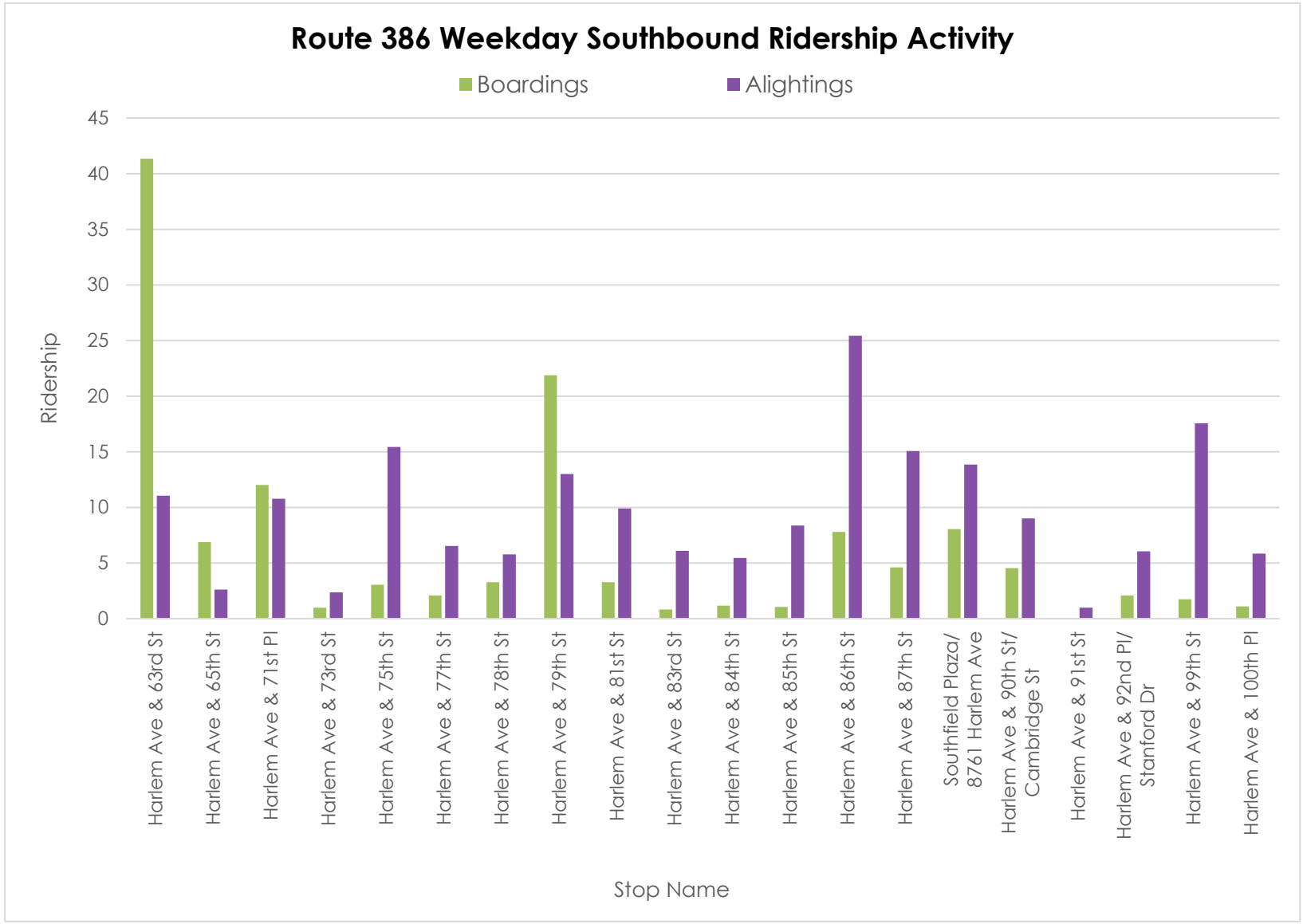

Route 318 Weekday Westbound Ridership Activity
Boardings
Alightings
Ridership
350
300
250
200
150
100
50
0
Harlem Ave & Washington Blvd
Harlem Ave & Randolph St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Lake St
Harlem Ave & Ontario St
Harlem Ave & Chicago Ave
Harlem Ave & Augusta St
Harlem Ave & Division St
Harlem Ave & Greenfield St
Harlem Ave & Le Moyne Pkwy
North Ave & Harlem Ave
Stop Name

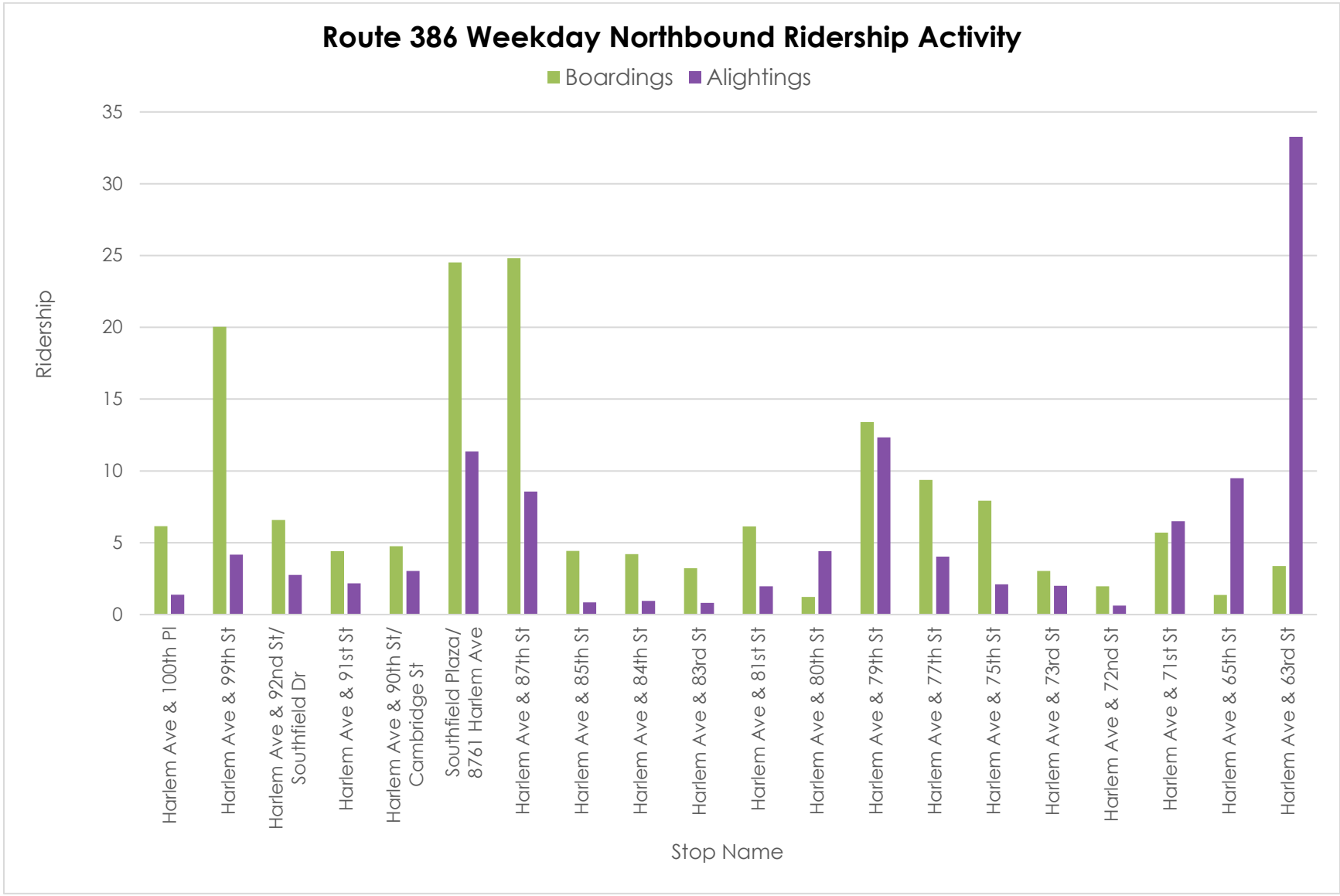

Route 318 Saturday Eastbound Ridership Activity
Boardings
Alightings
Ridership
160
140
120
100
80
60
40
20
0
Harlem Ave & North Ave
Harlem Ave & Le Moyne Pkwy
Harlem Ave & Greenfield St
Harlem Ave & Division St
Harlem Ave & Augusta St
Harlem Ave & Chicago Ave
Harlem Ave & Quick Ave
Harlem Ave & Lake St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Randolph St
Harlem Ave & Washington Blvd
Harlem Ave & Madison St
Stop Name

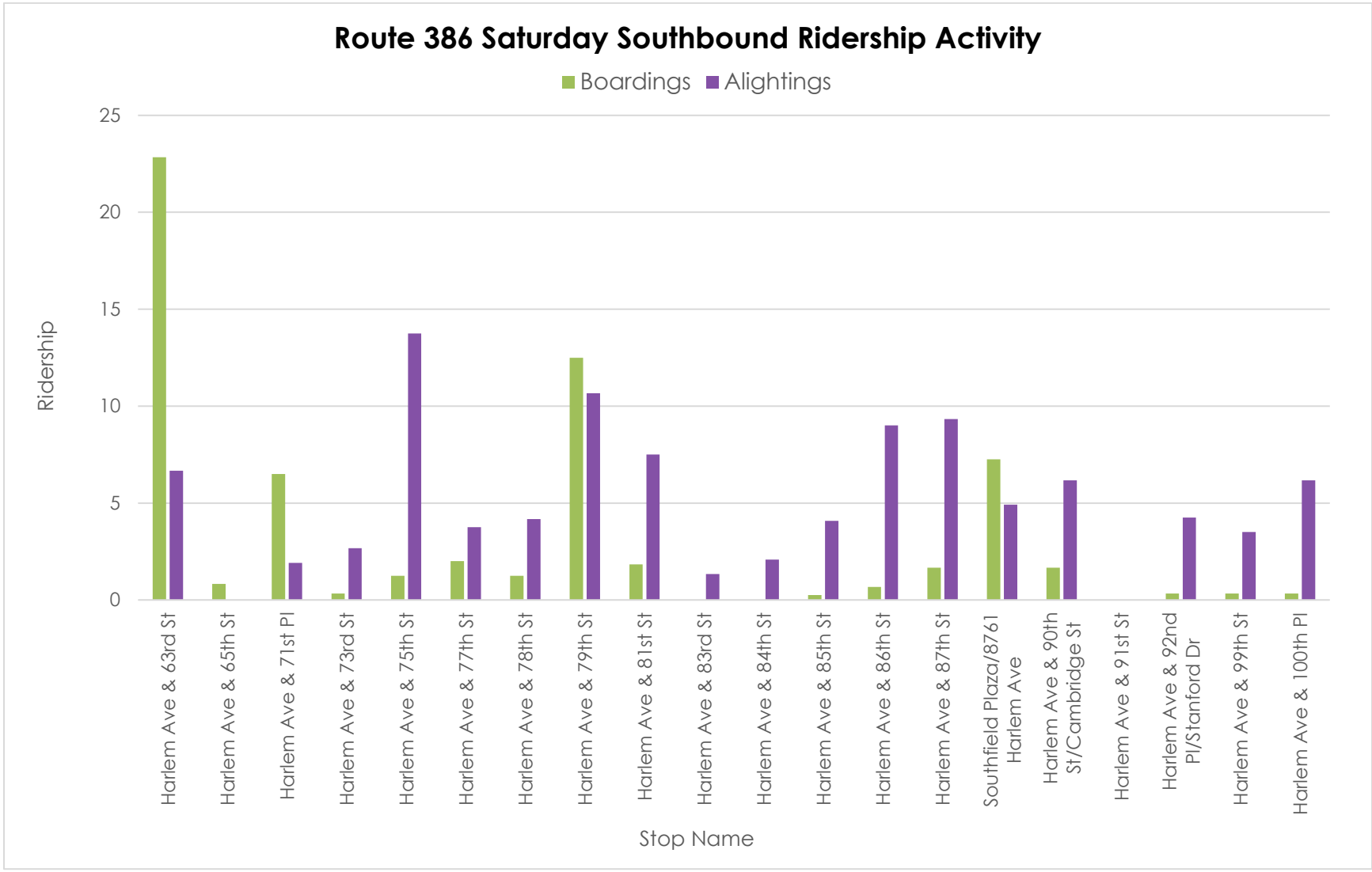

Route 318 Saturday Westbound Ridership Activity
Boardings
Alightings
Ridership
160
140
120
100
80
60
40
20
0
Harlem Ave & Washington Blvd
Harlem Ave & Randolph St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Lake St
Harlem Ave & Ontario St
Harlem Ave & Chicago Ave
Harlem Ave & Augusta St
Harlem Ave & Division St
Harlem Ave & Greenfield St
Harlem Ave & Le Moyne Pkwy
North Ave & Harlem Ave
Stop Name

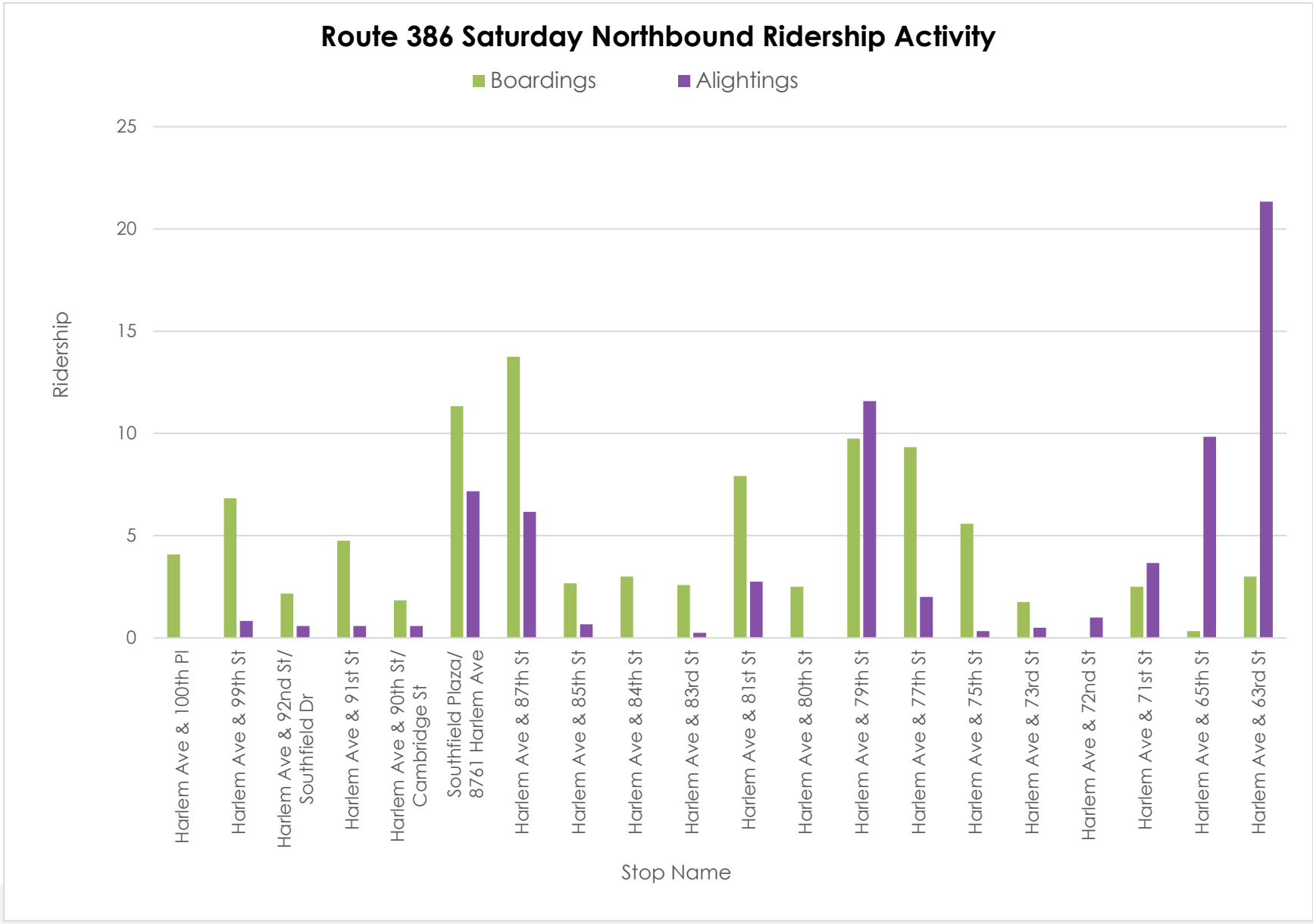

Route 318 Sunday Eastbound Ridership Activity
Boardings
Alightings
120
100
80
60
40
20
0
Ridership
Harlem Ave & North Ave
Harlem Ave & Le Moyne Pkwy
Harlem Ave & Greenfield St
Harlem Ave & Division St
Harlem Ave & Augusta St
Harlem Ave & Chicago Ave
Harlem Ave & Quick Ave
Harlem Ave & Lake St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Randolph St
Harlem Ave & Washington Blvd
Harlem Ave & Madison St
Stop Name

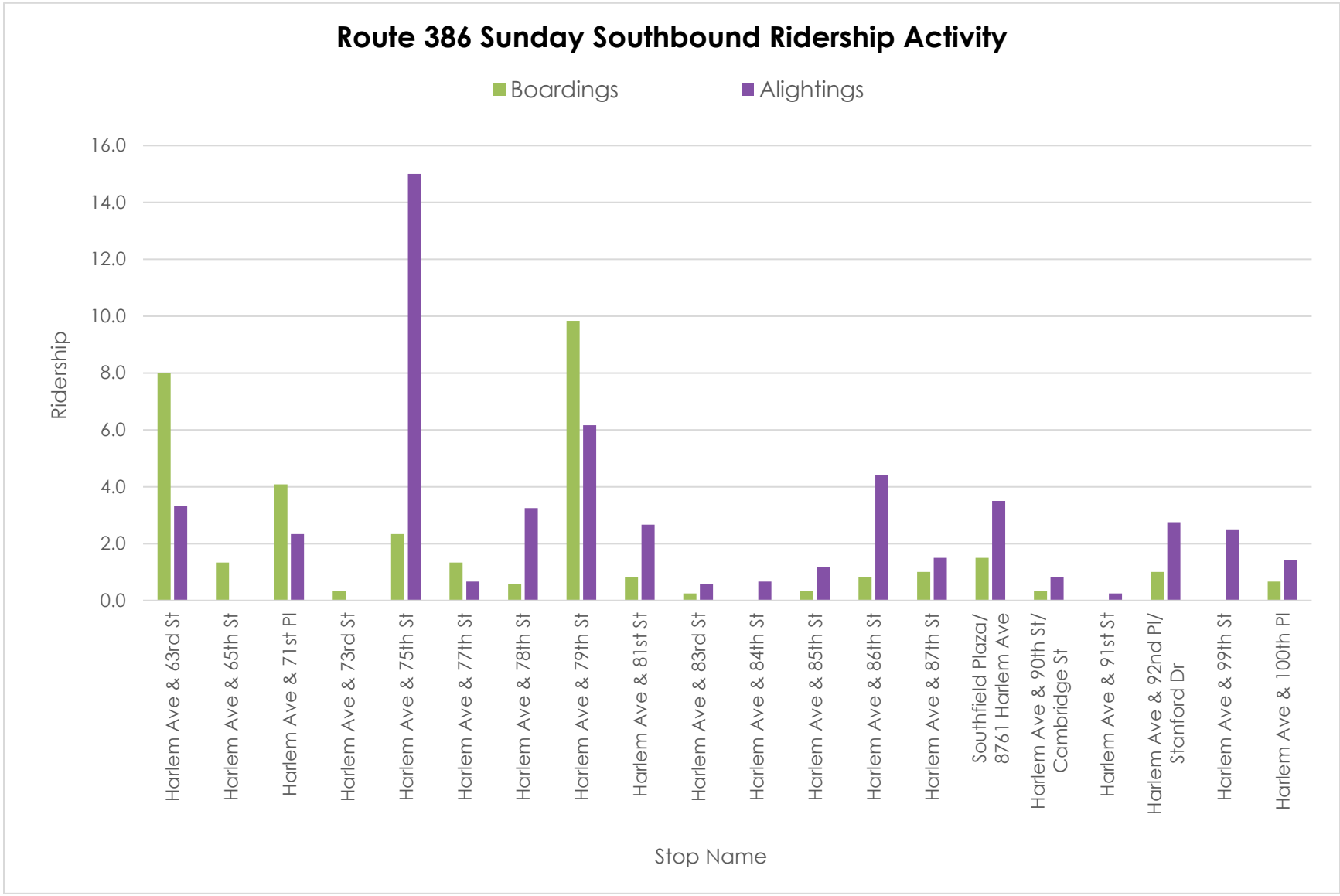

Route 318 Sunday Westbound Ridership Activity
Boardings
Alightings
Ridership
120
100
80
60
40
20
0
Harlem Ave & Washington Blvd
Harlem Ave & Randolph St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Lake St
Harlem Ave & Ontario St
Harlem Ave & Chicago Ave
Harlem Ave & Augusta St
Harlem Ave & Division St
Harlem Ave & Greenfield St
Harlem Ave & Le Moyne Pkwy
North Ave & Harlem Ave
Stop Name

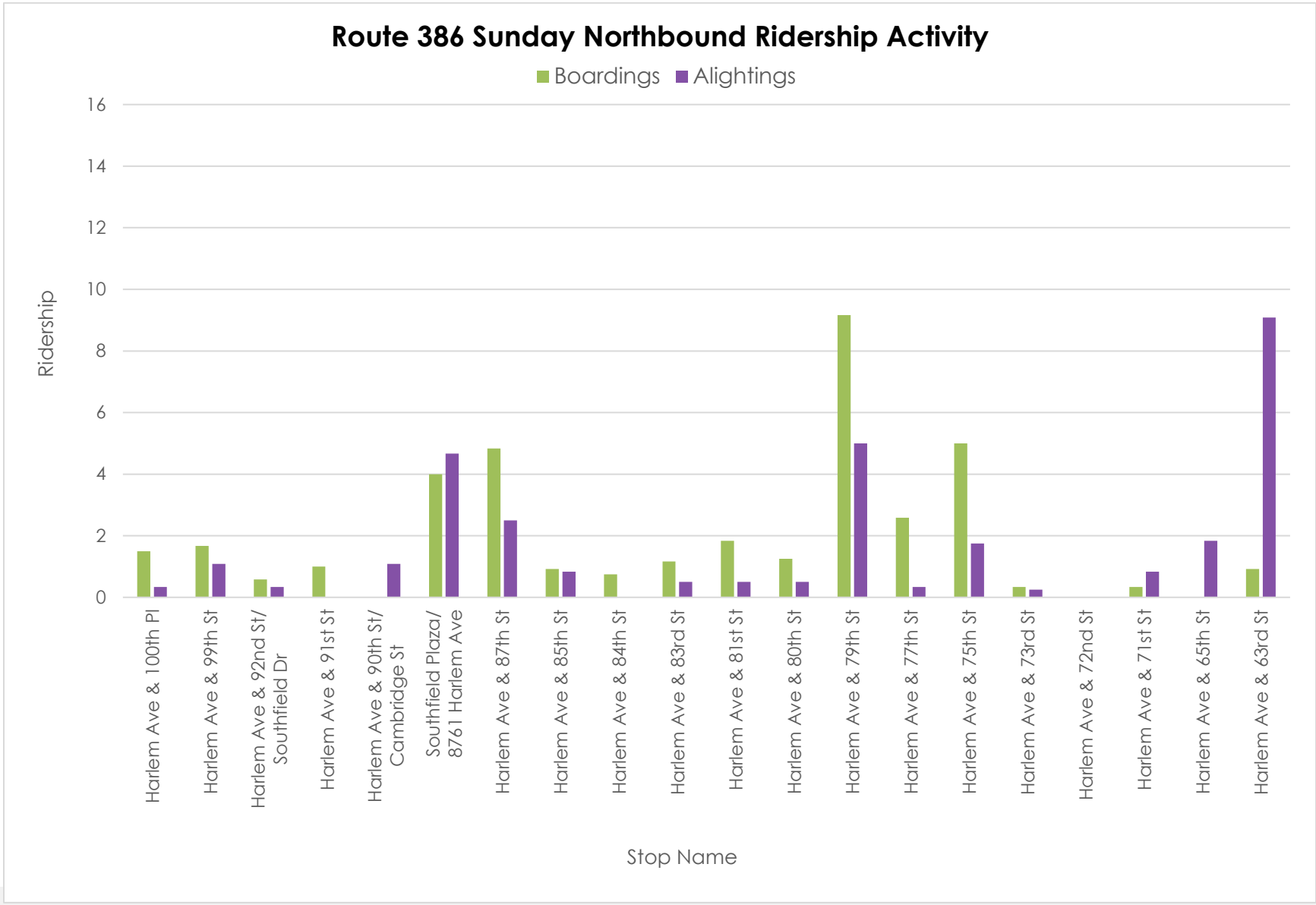

Route 386 Weekday Southbound Ridership Activity
Boardings
Alightings
Ridership
45
40
35
30
25
20
15
10
5
0
Harlem Ave & 63rd St
Harlem Ave & 65th St
Harlem Ave & 71st Pl
Harlem Ave & 73rd St
Harlem Ave & 75th St
Harlem Ave & 77th St
Harlem Ave & 78th St
Harlem Ave & 79th St
Harlem Ave & 81st St
Harlem Ave & 83rd St
Harlem Ave & 84th St
Harlem Ave & 85th St
Harlem Ave & 86th St
Harlem Ave & 87th St
Southfield Plaza/ 8761 Harlem Ave
Harlem Ave & 90th St/ Cambridge St
Harlem Ave & 91st St
Harlem Ave & 92nd Pl/ Stanford Dr
Harlem Ave & 99th St
Harlem Ave & 100th Pl
Stop Name

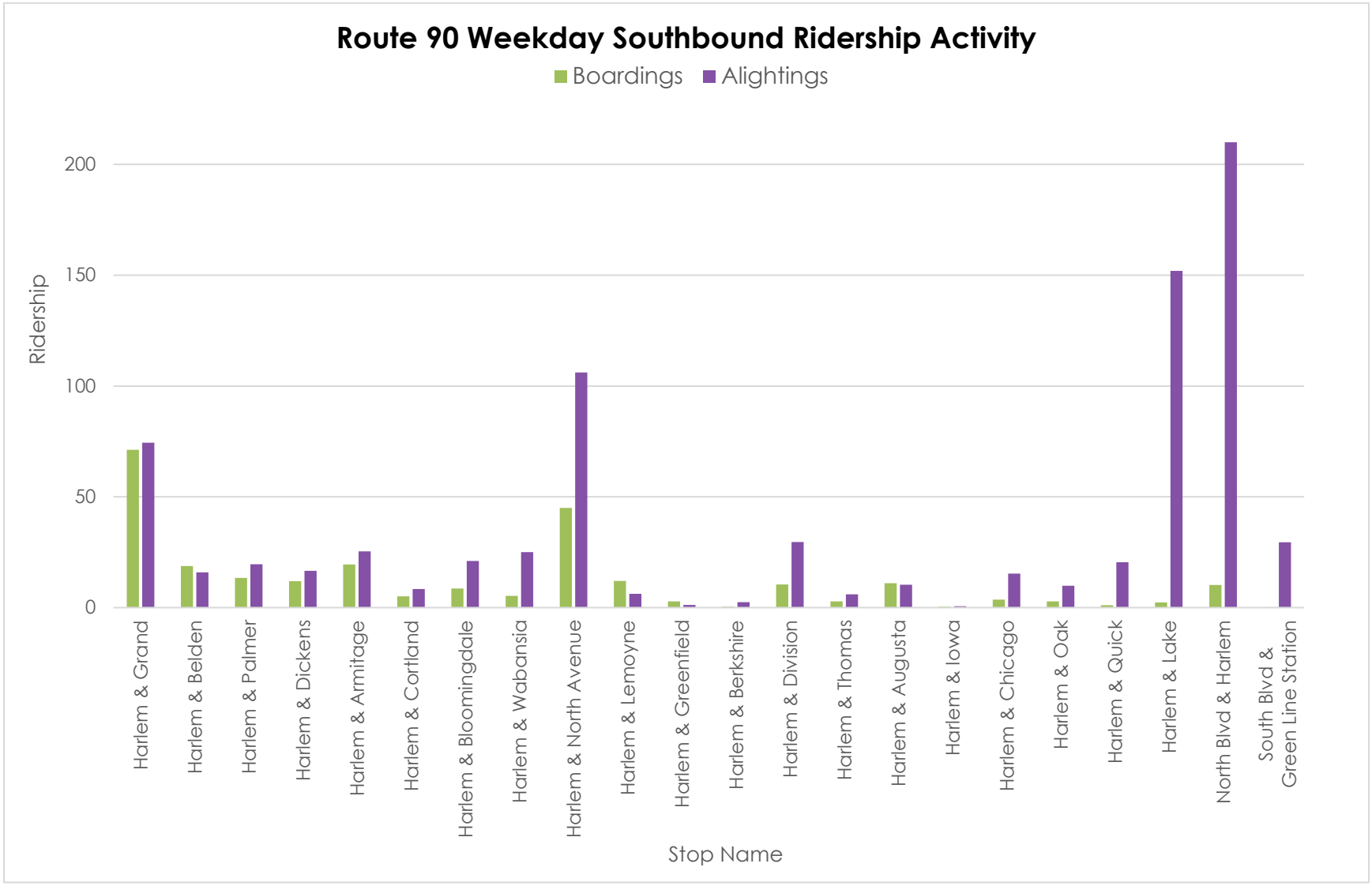

Route 386 Weekday Northbound Ridership Activity
Boardings
Alightings
Ridership
35
30
25
20
15
10
5
0
Harlem Ave & 100th Pl
Harlem Ave & 99th St
Harlem Ave & 92nd St/ Southfield Dr
Harlem Ave & 91st St
Harlem Ave & 90th St/ Cambridge St
Southfield Plaza/ 8761 Harlem Ave
Harlem Ave & 87th St
Harlem Ave & 85th St
Harlem Ave & 84th St
Harlem Ave & 83rd St
Harlem Ave & 81st St
Harlem Ave & 80th St
Harlem Ave & 79th St
Harlem Ave & 77th St
Harlem Ave & 75th St
Harlem Ave & 73rd St
Harlem Ave & 72nd St
Harlem Ave & 71st St
Harlem Ave & 65th St
Harlem Ave & 63rd St
Stop Name

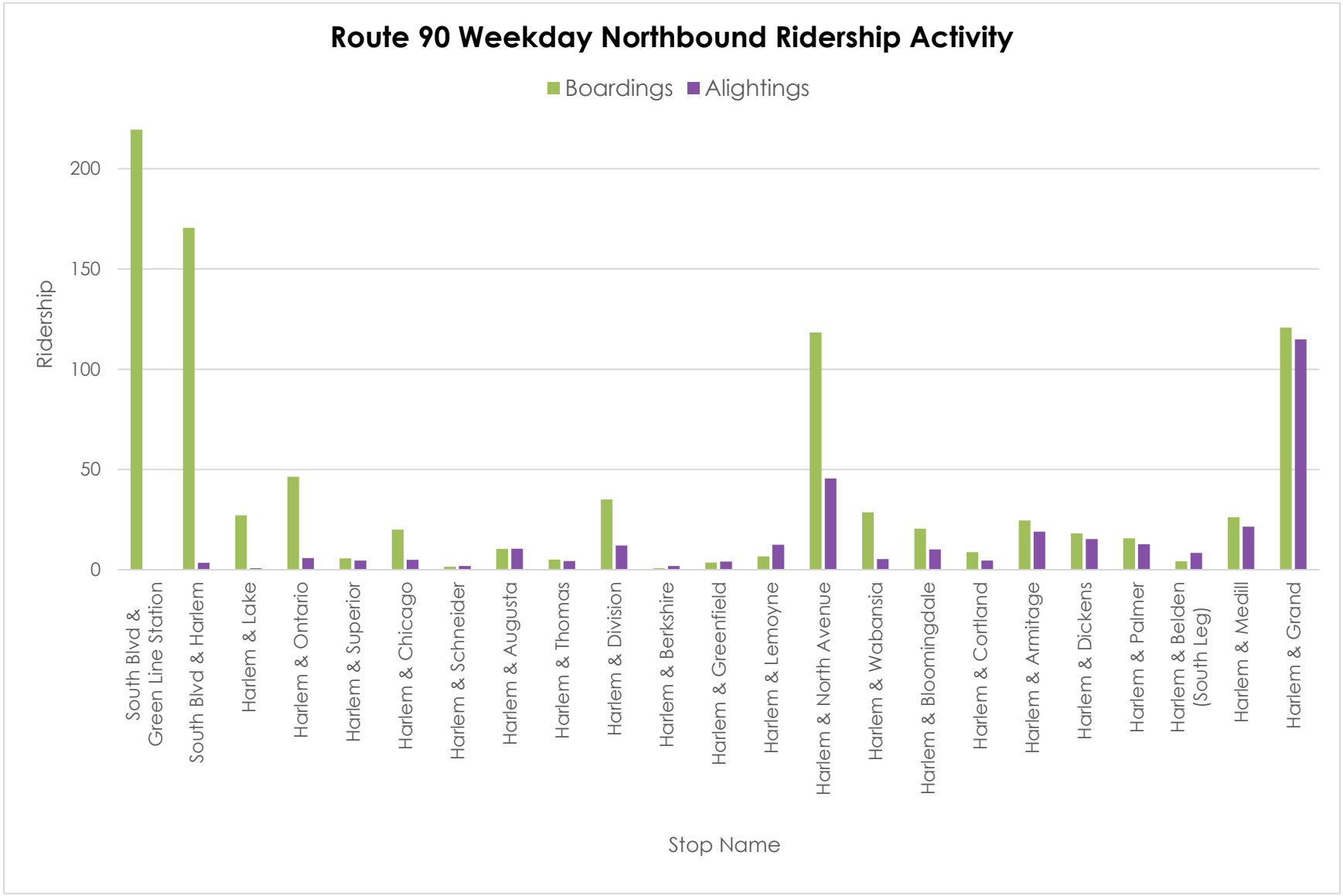

Route 386 Saturday Southbound Ridership Activity
Boardings
Alightings
Ridership
25
20
15
10
5
0
Harlem Ave & 63rd St
Harlem Ave & 65th St
Harlem Ave & 71st Pl
Harlem Ave & 73rd St
Harlem Ave & 75th St
Harlem Ave & 77th St
Harlem Ave & 78th St
Harlem Ave & 79th St
Harlem Ave & 81st St
Harlem Ave & 83rd St
Harlem Ave & 84th St
Harlem Ave & 85th St
Harlem Ave & 86th St
Harlem Ave & 87th St
Southfield Plaza/8761 Harlem Ave
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 91st St
Harlem Ave & 92nd Pl/Stanford Dr
Harlem Ave & 99th St
Harlem Ave & 100th Pl
Stop Name

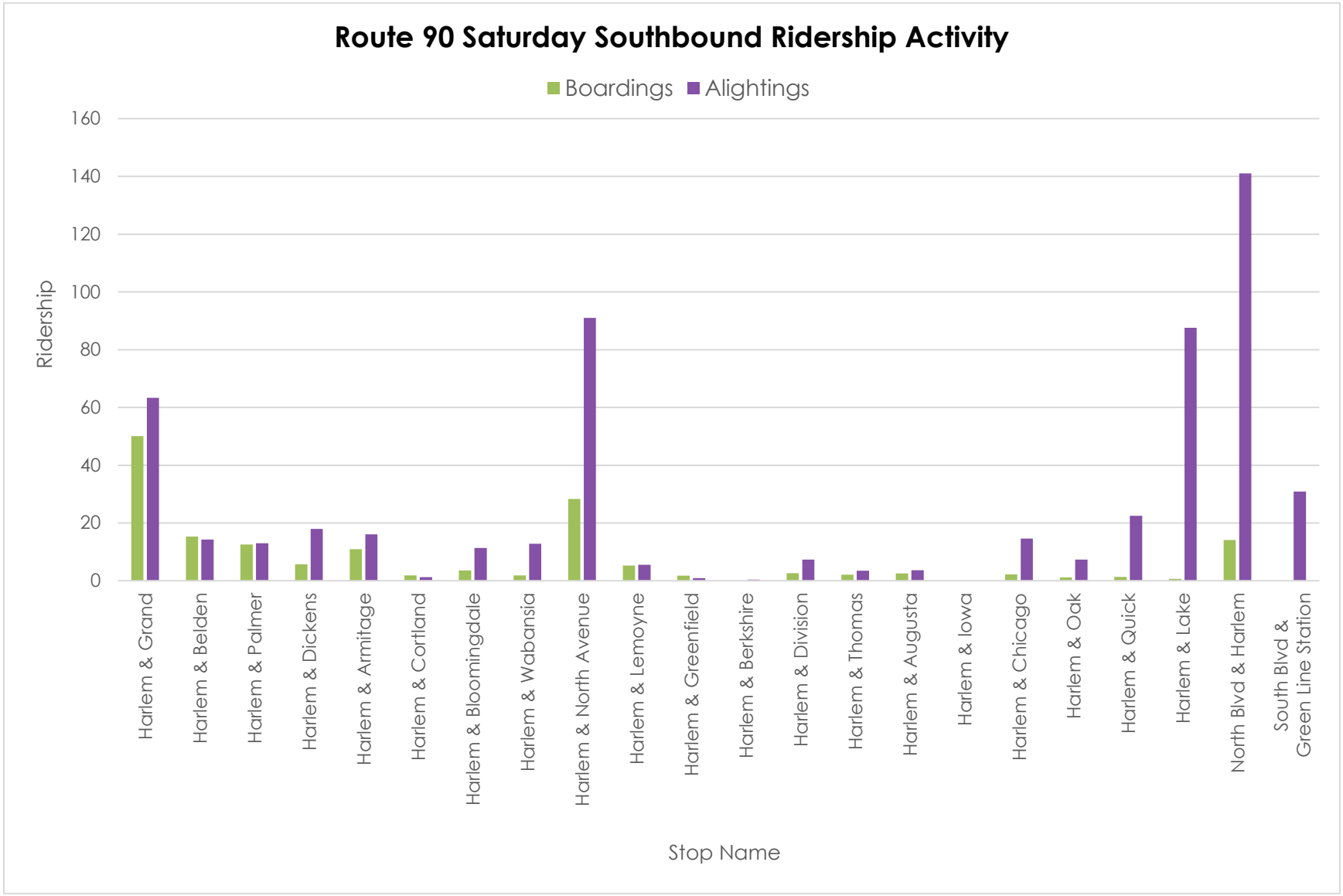

Route 386 Saturday Northbound Ridership Activity
Boardings
Alightings
Ridership
25
20
15
10
5
0
Harlem Ave & 100th Pl
Harlem Ave & 99th St
Harlem Ave & 92nd St/ Southfield Dr
Harlem Ave & 91st St
Harlem Ave & 90th St/ Cambridge St
Southfield Plaza/ 8761 Harlem Ave
Harlem Ave & 87th St
Harlem Ave & 85th St
Harlem Ave & 84th St
Harlem Ave & 83rd St
Harlem Ave & 81st St
Harlem Ave & 80th St
Harlem Ave & 79th St
Harlem Ave & 77th St
Harlem Ave & 75th St
Harlem Ave & 73rd St
Harlem Ave & 72nd St
Harlem Ave & 71st St
Harlem Ave & 65th St
Harlem Ave & 63rd St
Stop Name

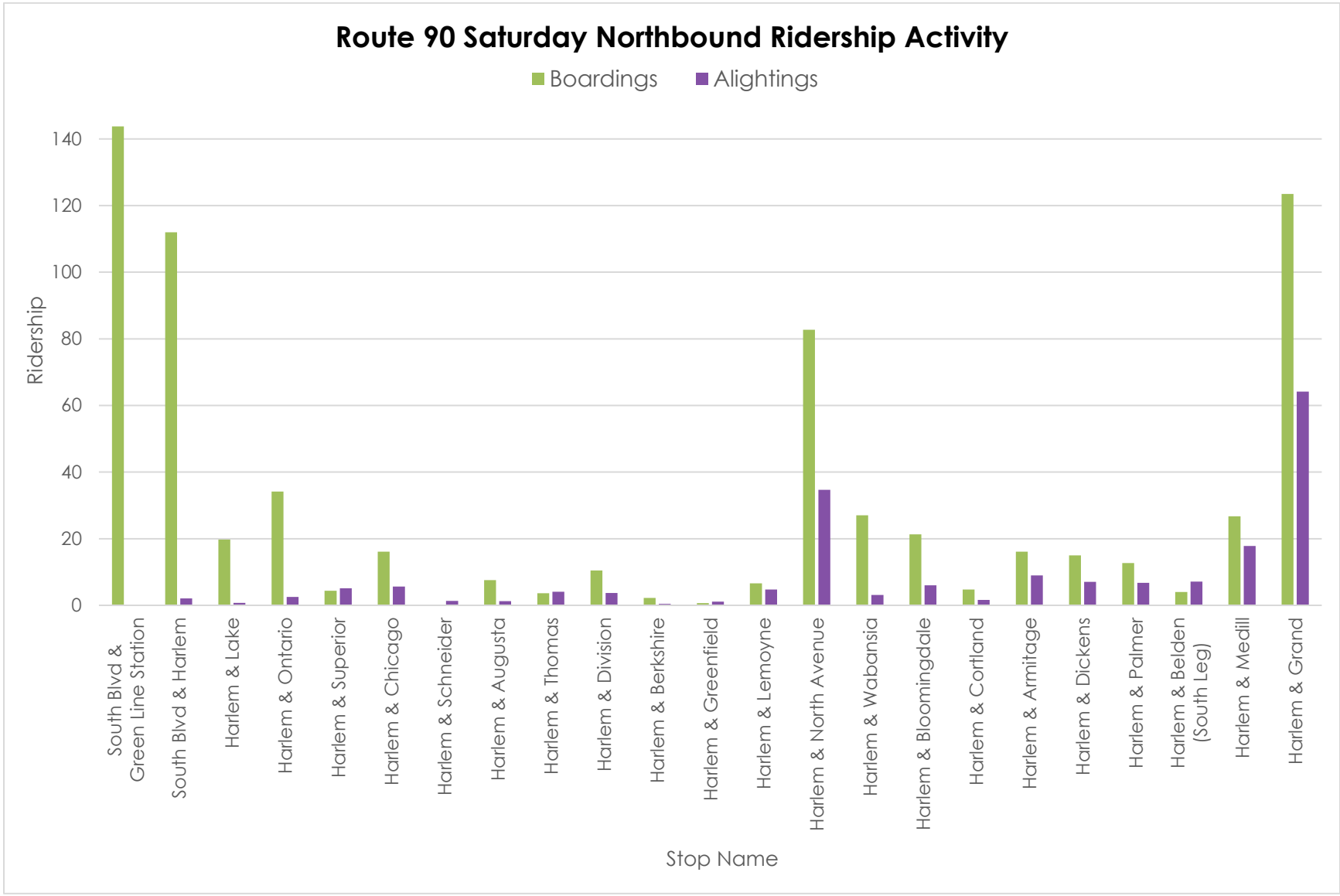

Route 386 Sunday Southbound Ridership Activity
Boardings
Alightings
Ridership
16.0
14.0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
Harlem Ave & 63rd St
Harlem Ave & 65th St
Harlem Ave & 71st Pl
Harlem Ave & 73rd St
Harlem Ave & 75th St
Harlem Ave & 77th St
Harlem Ave & 78th St
Harlem Ave & 79th St
Harlem Ave & 81st St
Harlem Ave & 83rd St
Harlem Ave & 84th St
Harlem Ave & 85th St
Harlem Ave & 86th St
Harlem Ave & 87th St
Southfield Plaza/ 8761 Harlem Ave
Harlem Ave & 90th St/ Cambridge St
Harlem Ave & 91st St
Harlem Ave & 92nd Pl/ Stanford Dr
Harlem Ave & 99th St
Harlem Ave & 100th Pl
Stop Name

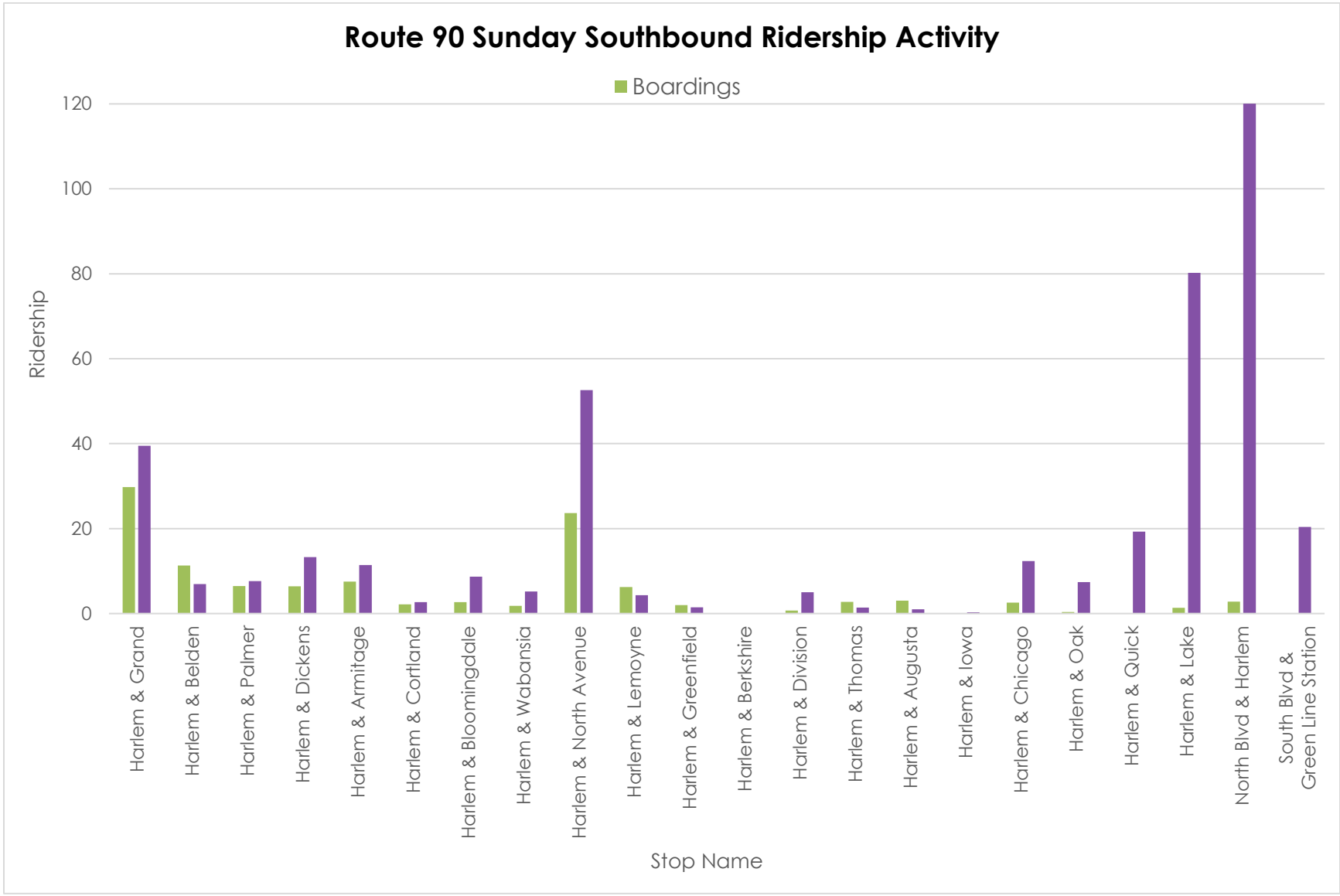

Route 386 Sunday Northbound Ridership Activity
Boardings
Alightings
Ridership
16
14
12
10
8
6
4
2
0
Harlem Ave & 100th Pl
Harlem Ave & 99th St
Harlem Ave & 92nd St/ Southfield Dr
Harlem Ave & 91st St
Harlem Ave & 90th St/ Cambridge St
Southfield Plaza/ 8761 Harlem Ave
Harlem Ave & 87th St
Harlem Ave & 85th St
Harlem Ave & 84th St
Harlem Ave & 83rd St
Harlem Ave & 81st St
Harlem Ave & 80th St
Harlem Ave & 79th St
Harlem Ave & 77th St
Harlem Ave & 75th St
Harlem Ave & 73rd St
Harlem Ave & 72nd St
Harlem Ave & 71st St
Harlem Ave & 65th St
Harlem Ave & 63rd St
Stop Name

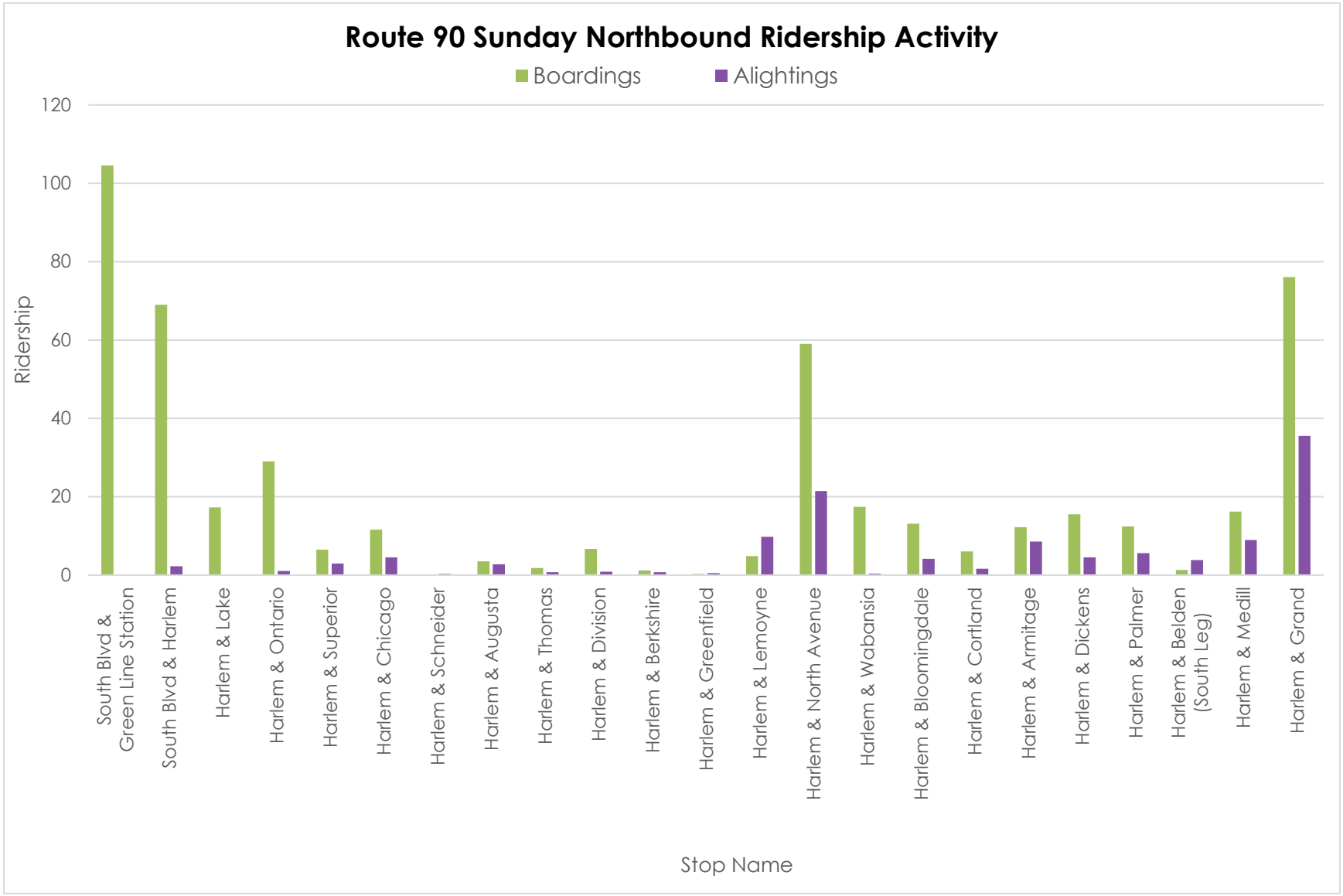

Route 90 Weekday Southbound Ridership Activity
Boardings
Alightings
Ridership
200
150
100
50
0
Harlem & Grand
Harlem & Belden
Harlem & Palmer
Harlem & Dickens
Harlem & Armitage
Harlem & Cortland
Harlem & Bloomingdale
Harlem & Wabansia
Harlem & North Avenue
Harlem & Lemoyne
Harlem & Greenfield
Harlem & Berkshire
Harlem & Division
Harlem & Thomas
Harlem & Augusta
Harlem & Iowa
Harlem & Chicago
Harlem & Oak
Harlem & Quick
Harlem & Lake
North Blvd & Harlem
South Blvd & Green Line Station
Stop Name

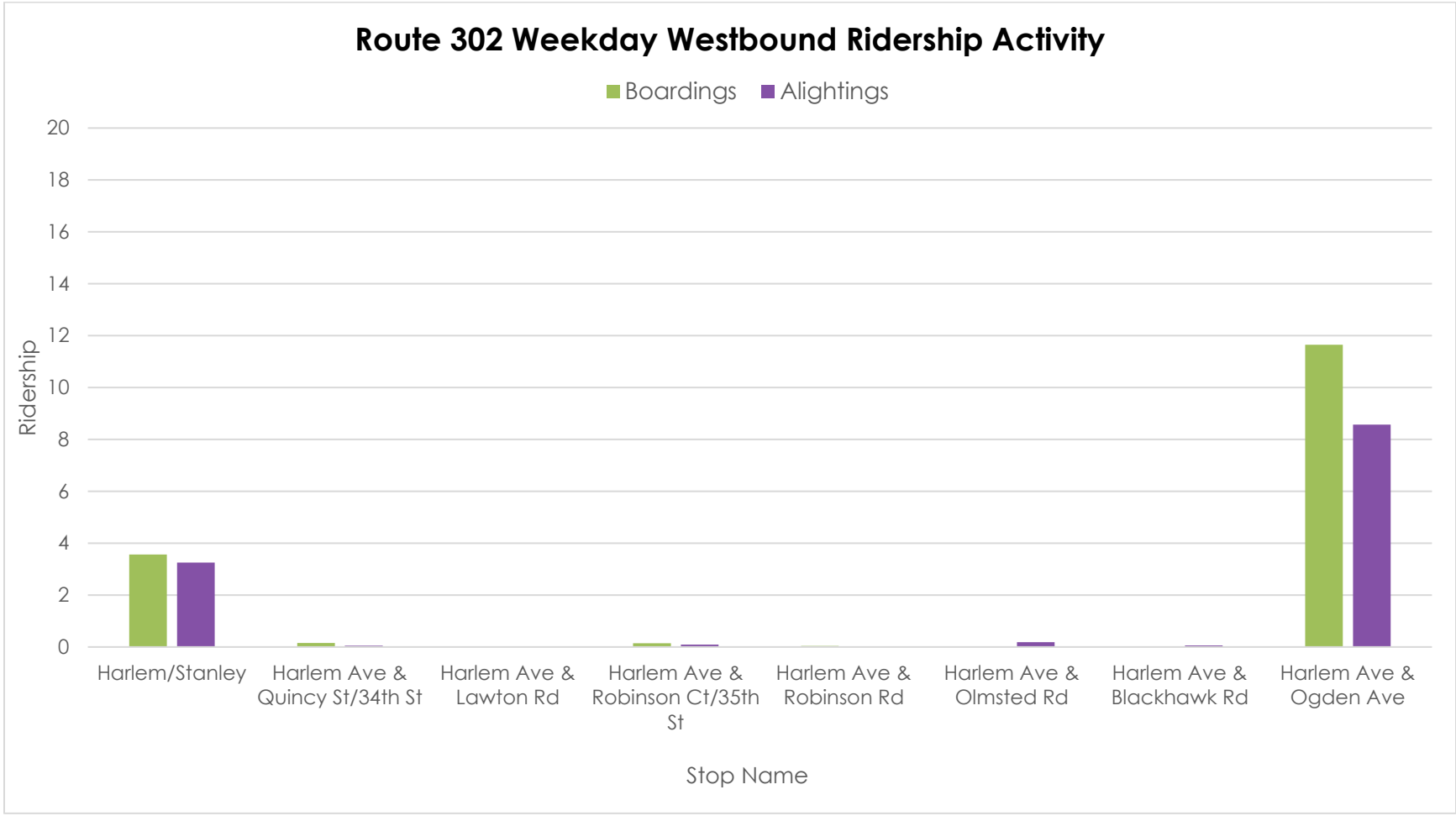

Route 90 Weekday Northbound Ridership Activity
Boardings
Alightings
Ridership
200
150
100
50
0
South Blvd & Green Line Station
South Blvd & Harlem
Harlem & Lake
Harlem & Ontario
Harlem & Superior
Harlem & Chicago
Harlem & Schneider
Harlem & Augusta
Harlem & Thomas
Harlem & Division
Harlem & Berkshire
Harlem & Greenfield
Harlem & Lemoyne
Harlem & North Avenue
Harlem & Wabansia
Harlem & Bloomingdale
Harlem & Cortland
Harlem & Armitage
Harlem & Dickens
Harlem & Palmer
Harlem & Belden (South Leg)
Harlem & Medill
Harlem & Grand
Stop Name

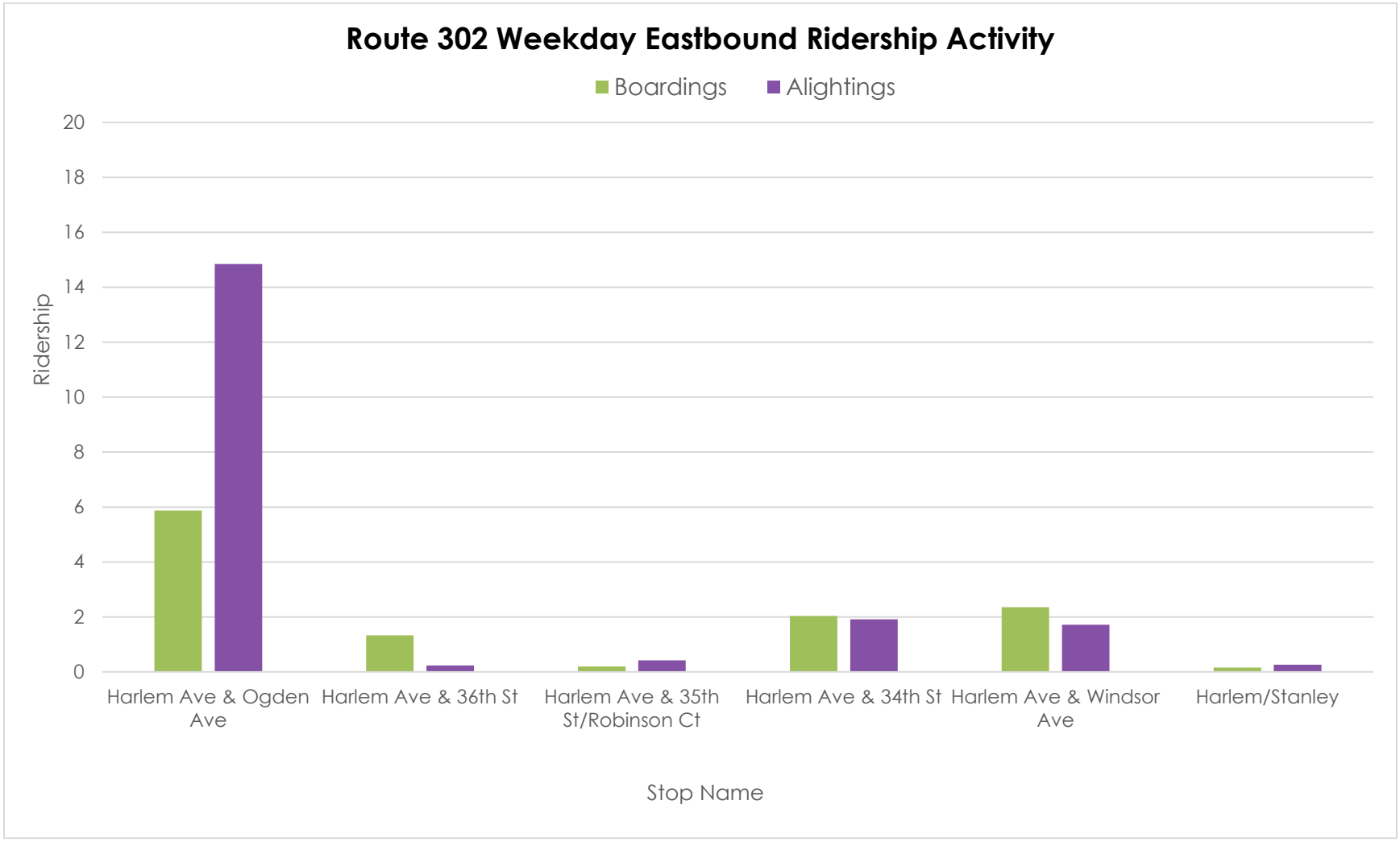

Route 90 Saturday Southbound Ridership Activity
Boardings
Alightings
Ridership
160
140
120
100
80
60
40
20
0
Harlem & Grand
Harlem & Belden
Harlem & Palmer
Harlem & Dickens
Harlem & Armitage
Harlem & Cortland
Harlem & Bloomingdale
Harlem & Wabansia
Harlem & North Avenue
Harlem & Lemoyne
Harlem & Greenfield
Harlem & Berkshire
Harlem & Division
Harlem & Thomas
Harlem & Augusta
Harlem & Iowa
Harlem & Chicago
Harlem & Oak
Harlem & Quick
Harlem & Lake
North Blvd & Harlem
South Blvd & Green Line Station
Stop Name

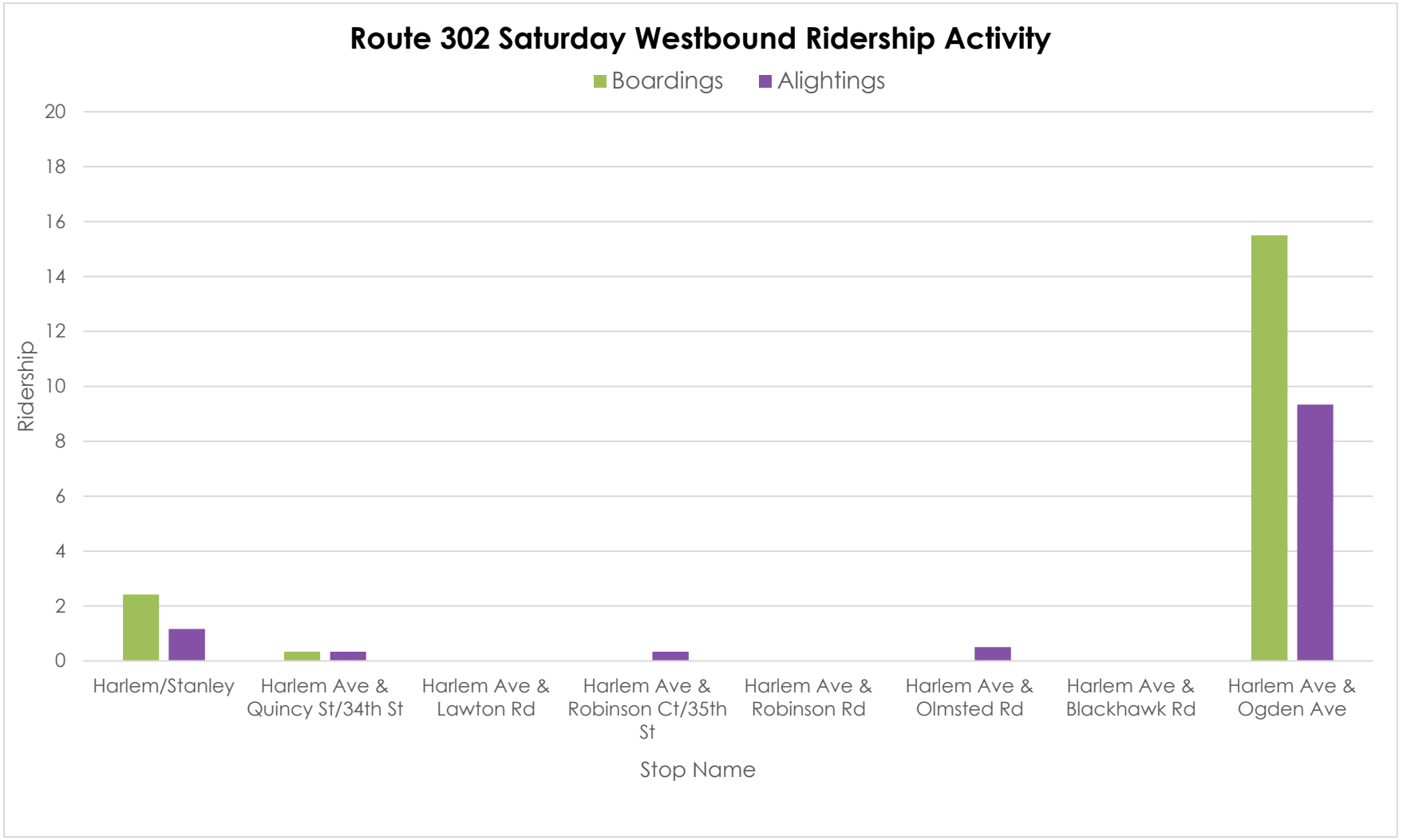

Route 90 Saturday Northbound Ridership Activity
Boardings
Alightings
Ridership
140
120
100
80
60
40
20
0
South Blvd & Green Line Station
South Blvd & Harlem
Harlem & Lake
Harlem & Ontario
Harlem & Superior
Harlem & Chicago
Harlem & Schneider
Harlem & Augusta
Harlem & Thomas
Harlem & Division
Harlem & Berkshire
Harlem & Greenfield
Harlem & Lemoyne
Harlem & North Avenue
Harlem & Wabansia
Harlem & Bloomingdale
Harlem & Cortland
Harlem & Armitage
Harlem & Dickens
Harlem & Palmer
Harlem & Belden (South Leg)
Harlem & Medill
Harlem & Grand
Stop Name

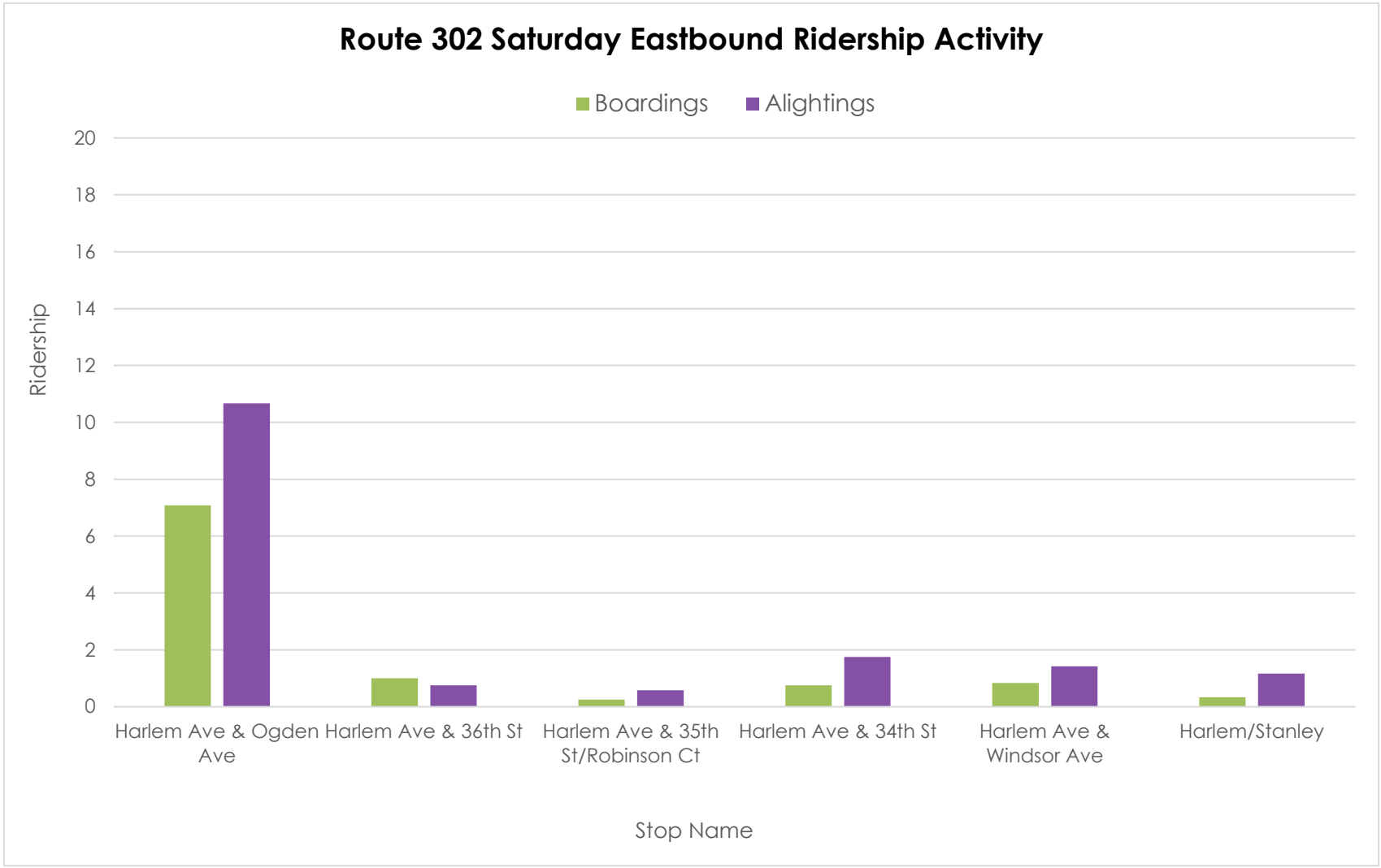

Route 90 Sunday Southbound Ridership Activity
Boardings
120
100
80
60
40
20
0
Ridership
Harlem & Grand
Harlem & Belden
Harlem & Palmer
Harlem & Dickens
Harlem & Armitage
Harlem & Cortland
Harlem & Bloomingdale
Harlem & Wabansia
Harlem & North Avenue
Harlem & Lemoyne
Harlem & Greenfield
Harlem & Berkshire
Harlem & Division
Harlem & Thomas
Harlem & Augusta
Harlem & Iowa
Harlem & Chicago
Harlem & Oak
Harlem & Quick
Harlem & Lake
North Blvd & Harlem
South Blvd & Green Line Station
Stop Name

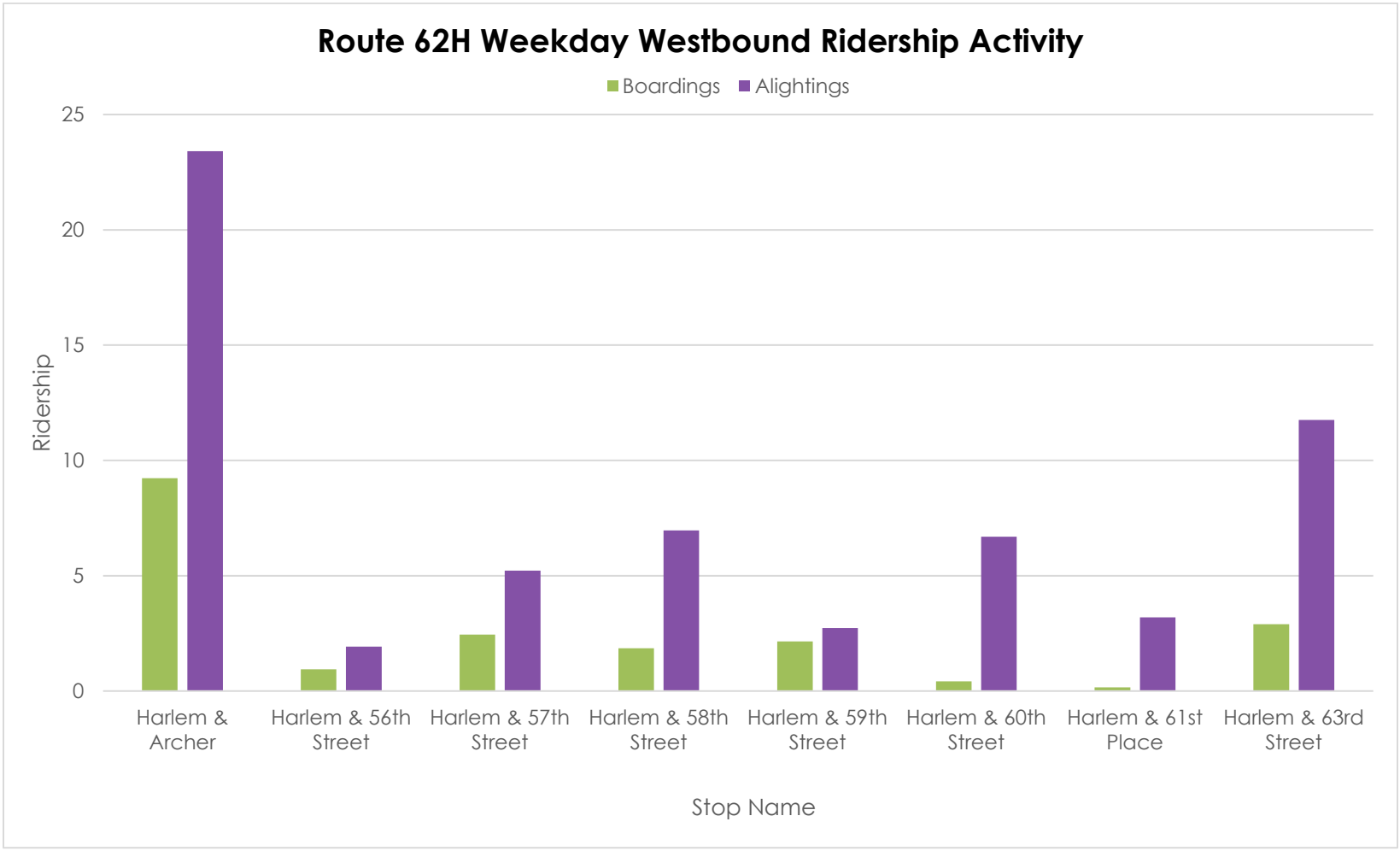

Route 90 Sunday Northbound Ridership Activity
Boardings
Alightings
Ridership
120
100
80
60
40
20
0
South Blvd & Green Line Station
South Blvd & Harlem
Harlem & Lake
Harlem & Ontario
Harlem & Superior
Harlem & Chicago
Harlem & Schneider
Harlem & Augusta
Harlem & Thomas
Harlem & Division
Harlem & Berkshire
Harlem & Greenfield
Harlem & Lemoyne
Harlem & North Avenue
Harlem & Wabansia
Harlem & Bloomingdale
Harlem & Cortland
Harlem & Armitage
Harlem & Dickens
Harlem & Palmer
Harlem & Belden (South Leg)
Harlem & Medill
Harlem & Grand
Stop Name

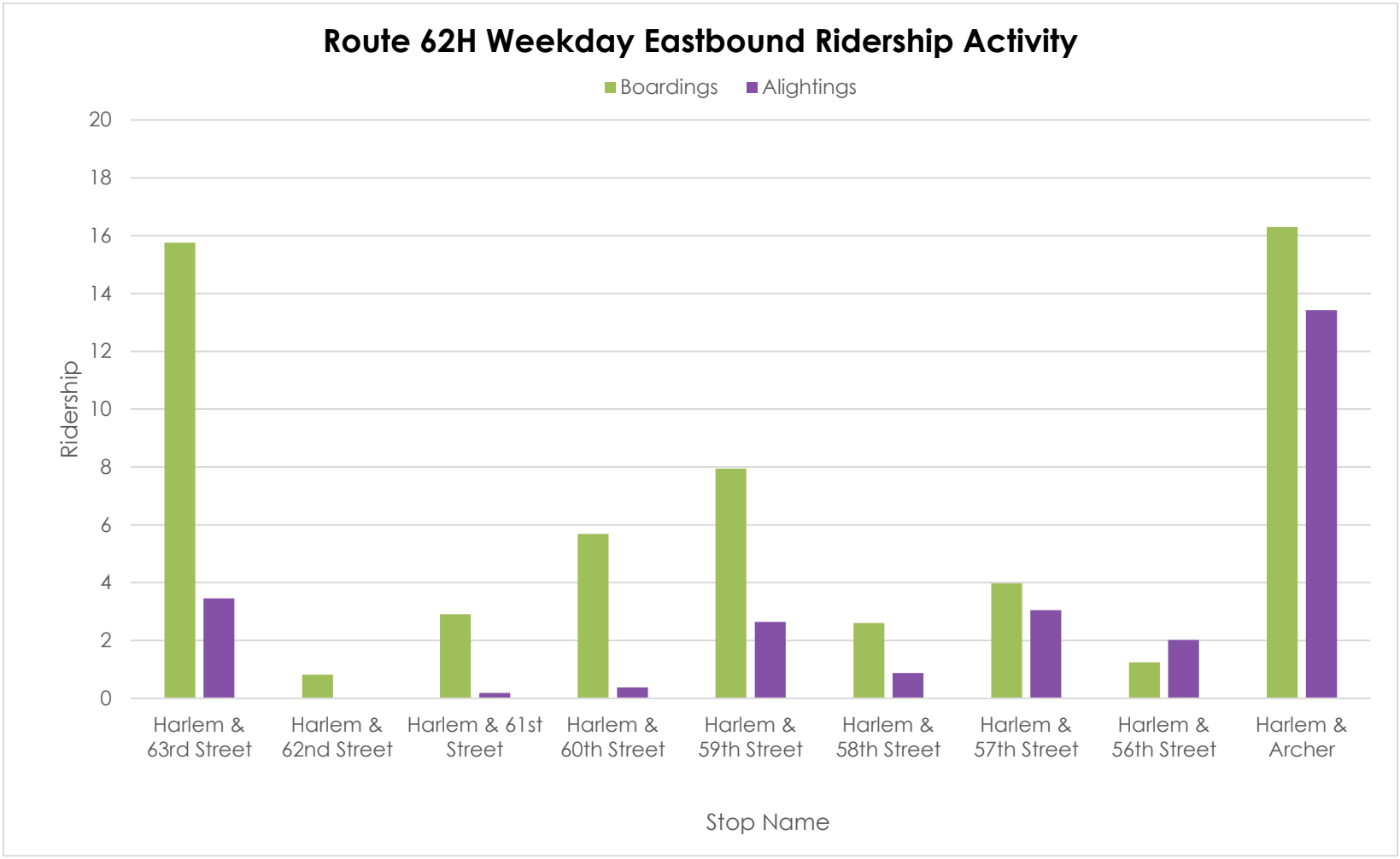

Route 302 Weekday Westbound Ridership Activity
Boardings
Alightings
Ridership
20
18
16
14
12
10
8
6
4
2
0
Harlem/Stanley
Harlem Ave & Quincy St/34th St
Harlem Ave & Lawton Rd
Harlem Ave & Robinson Ct/35th St
Harlem Ave & Robinson Rd
Harlem Ave & Olmsted Rd
Harlem Ave & Blackhawk Rd
Harlem Ave & Ogden Ave
Stop Name

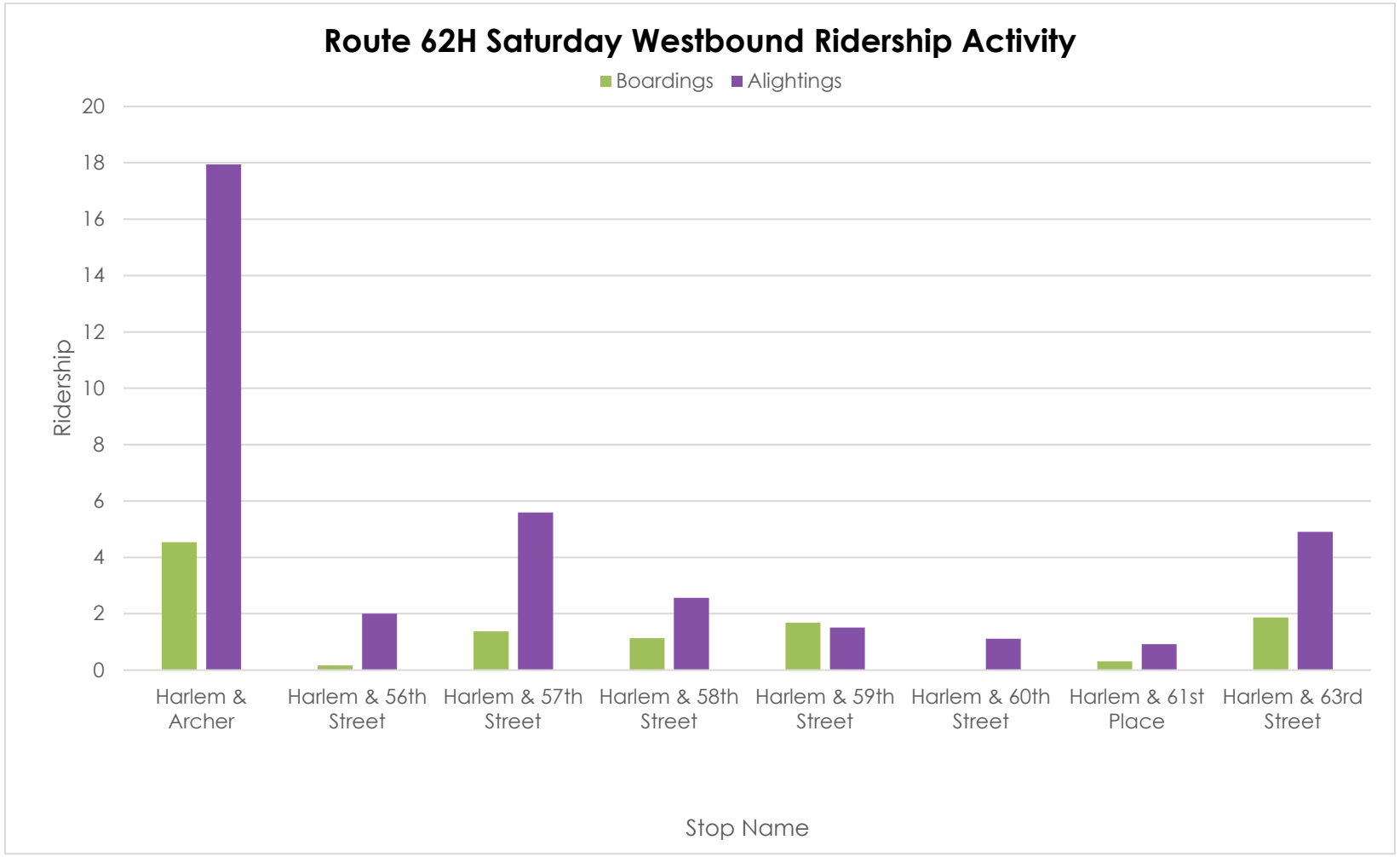

Route 302 Weekday Eastbound Ridership Activity
Boardings
Alightings
Ridership
20
18
16
14
12
10
8
6
4
2
0
Harlem Ave & Ogden Ave
Harlem Ave & 36th St
Harlem Ave & 35th St/Robinson Ct
Harlem Ave & 34th St
Harlem Ave & Windsor Ave
Harlem/Stanley
Stop Name

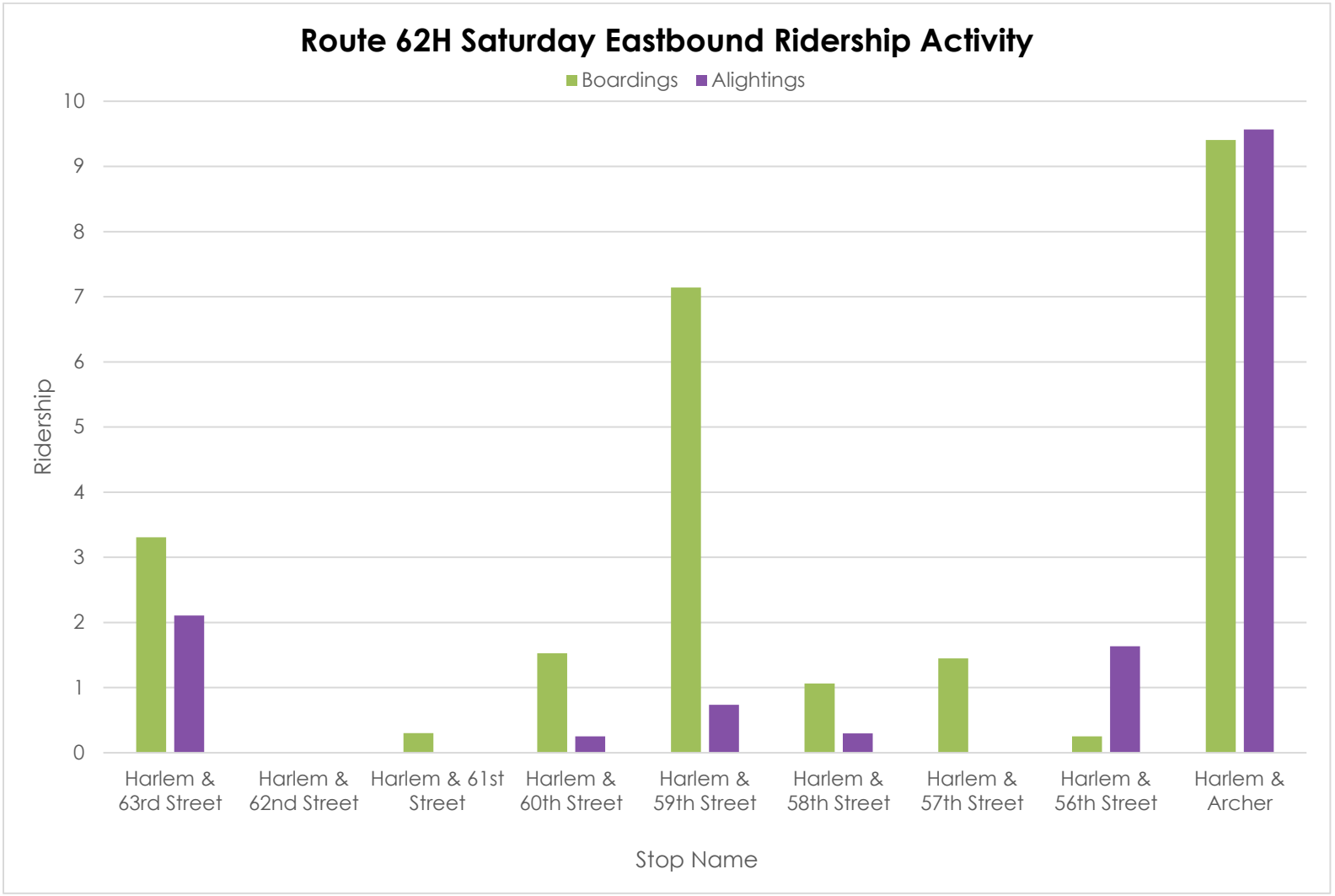

Route 302 Saturday Westbound Ridership Activity
Boardings
Alightings
20
18
16
14
12
10
8
6
4
2
0
Ridership
Harlem/Stanley
Harlem Ave & Quincy St/34th St
Harlem Ave & Lawton Rd
Harlem Ave & Robinson Ct/35th St
Harlem Ave & Robinson Rd
Harlem Ave & Olmsted Rd
Harlem Ave & Blackhawk Rd
Harlem Ave & Ogden Ave
Stop Name


Route 302 Saturday Eastbound Ridership Activity
Boardings
Alightings
20
18
16
14
12
10
8
6
4
2
0
Ridership
Harlem Ave & Ogden Ave
Harlem Ave & 36th St
Harlem Ave & 35th St/Robinson Ct
Harlem Ave & 34th St
Harlem Ave & Windsor Ave
Harlem/Stanley
Stop Name

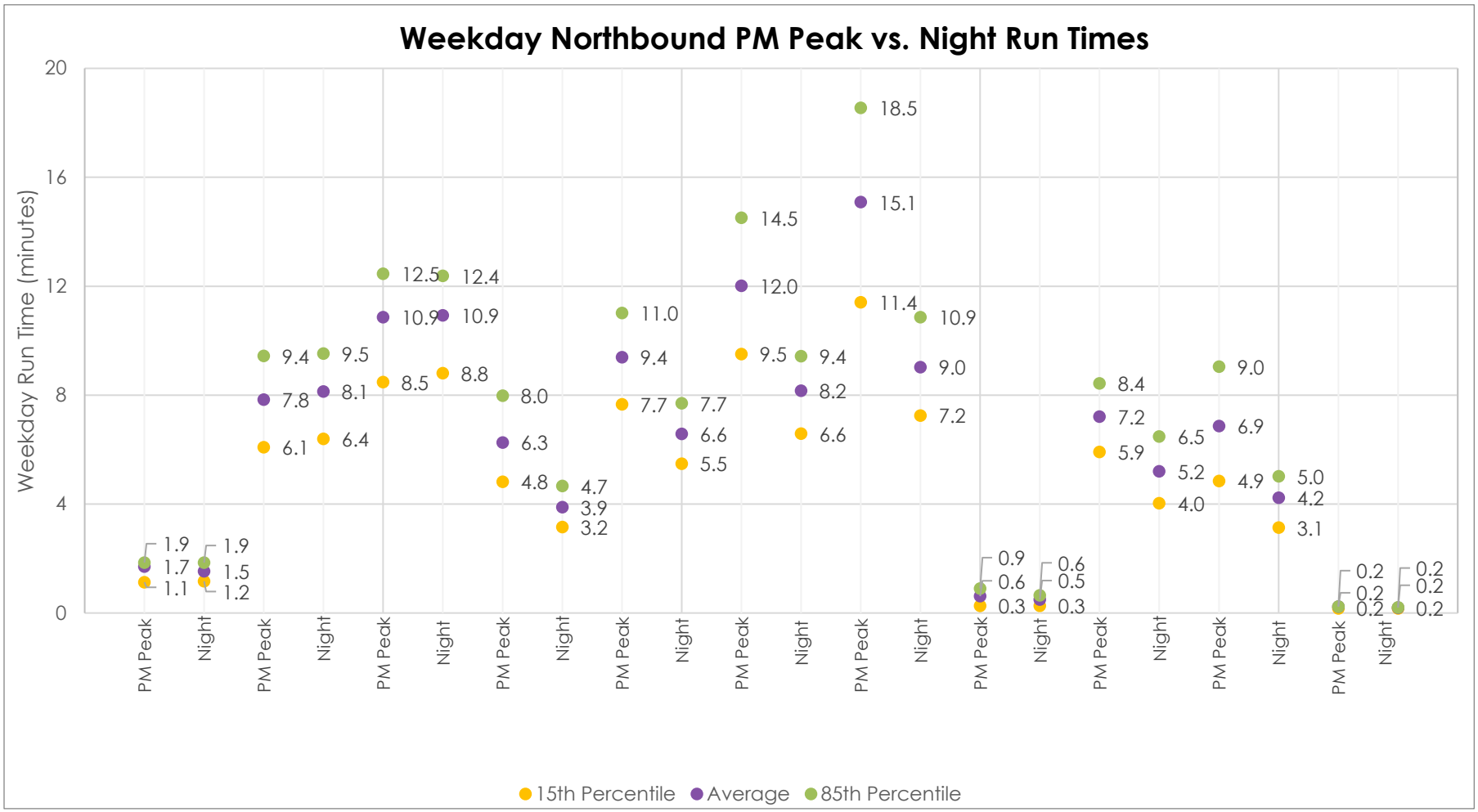

Route 62H Weekday Westbound Ridership Activity
Boardings
Alightings
25
20
15
10
5
0
Ridership
Harlem & Archer
Harlem & 56th Street
Harlem & 57th Street
Harlem & 58th Street
Harlem & 59th Street
Harlem & 60th Street
Harlem & 61st Place
Harlem & 63rd Street
Stop Name

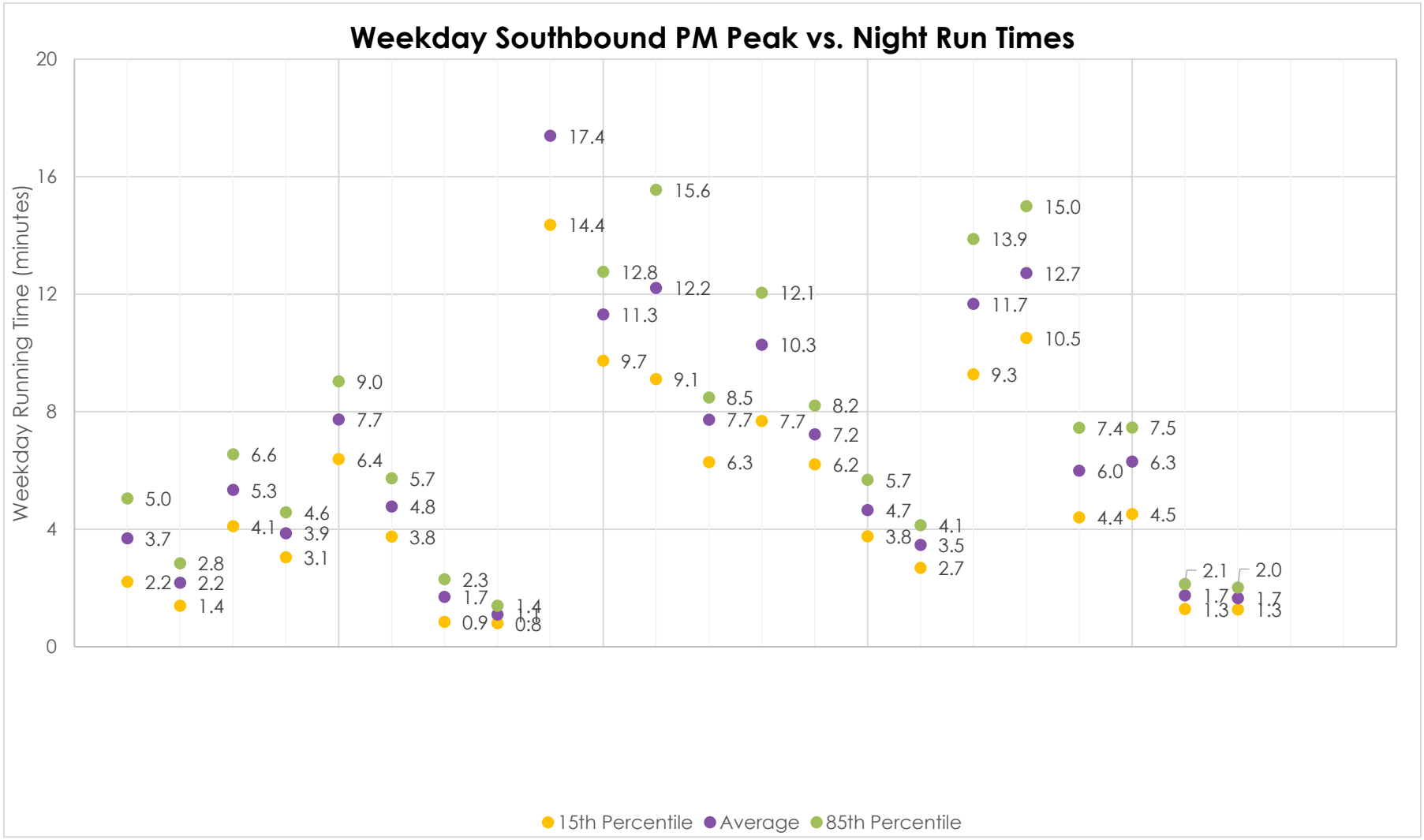

Route 62H Weekday Eastbound Ridership Activity
Boardings
Alightings
20
18
16
14
12
10
8
6
4
2
0
Ridership
Harlem & 63rd Street
Harlem & 62nd Street
Harlem & 61st Street
Harlem & 60th Street
Harlem & 59th Street
Harlem & 58th Street
Harlem & 57th Street
Harlem & 56th Street
Harlem & Archer
Stop Name

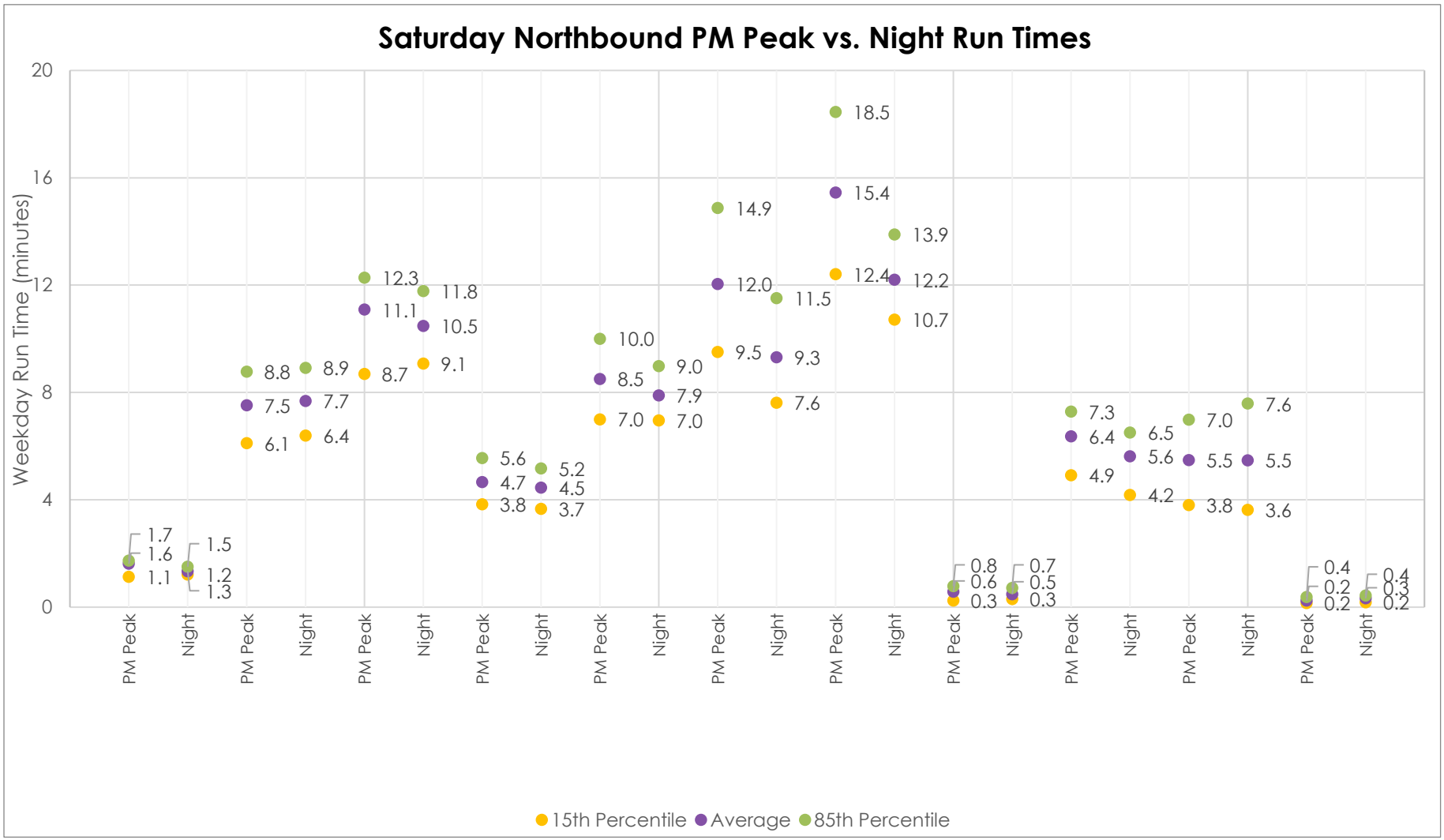

Route 62H Saturday Westbound Ridership Activity
Boardings
Alightings
Ridership
20
18
16
14
12
10
8
6
4
2
0
Harlem & Archer
Harlem & 56th Street
Harlem & 57th Street
Harlem & 58th Street
Harlem & 59th Street
Harlem & 60th Street
Harlem & 61st Place
Harlem & 63rd Street
Stop Name

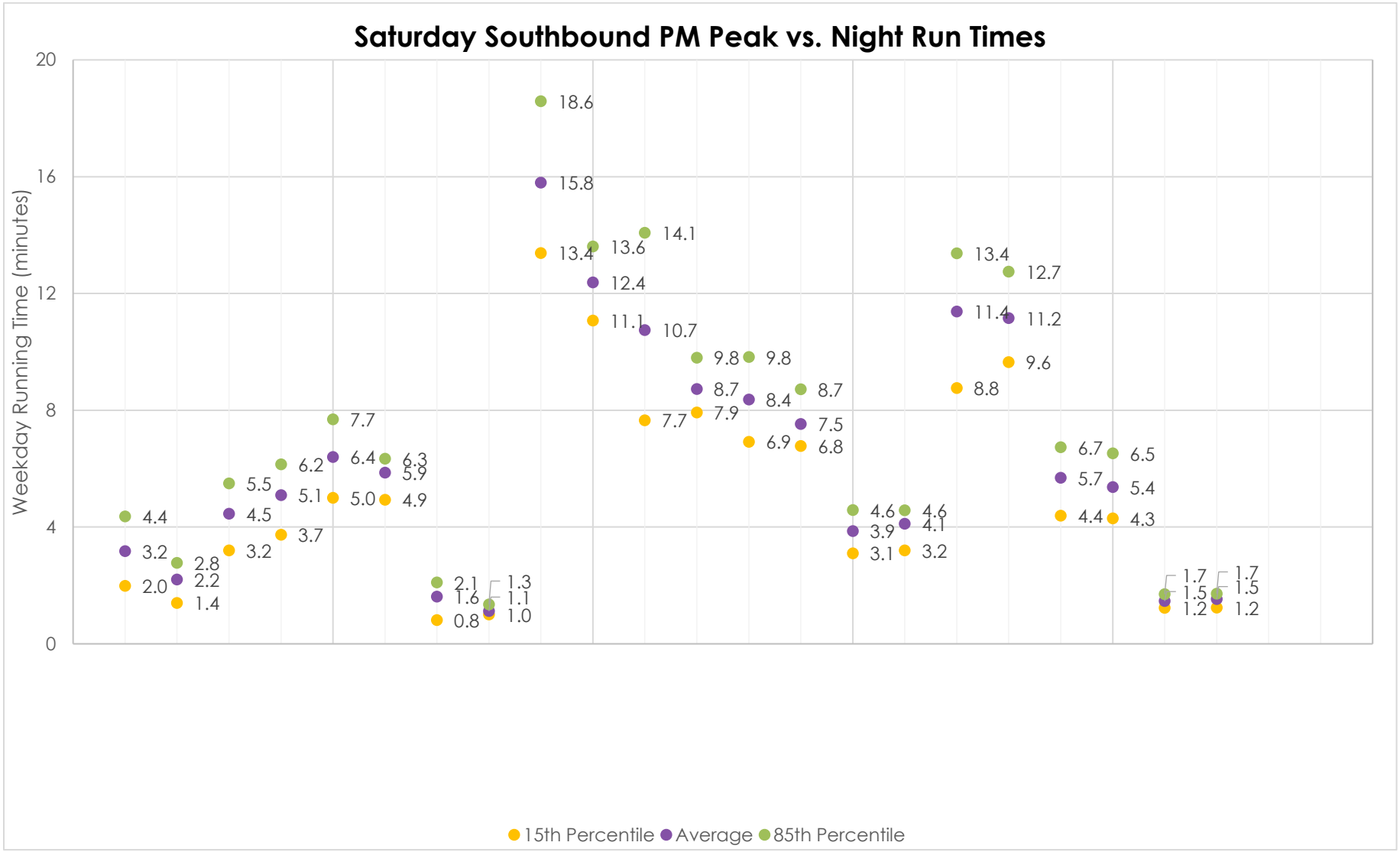

Route 62H Saturday Eastbound Ridership Activity
Boardings
Alightings
Ridership
10
9
8
7
6
5
4
3
2
1
0
Harlem & 63rd Street
Harlem & 62nd Street
Harlem & 61st Street
Harlem & 60th Street
Harlem & 59th Street
Harlem & 58th Street
Harlem & 57th Street
Harlem & 56th Street
Harlem & Archer
Stop Name

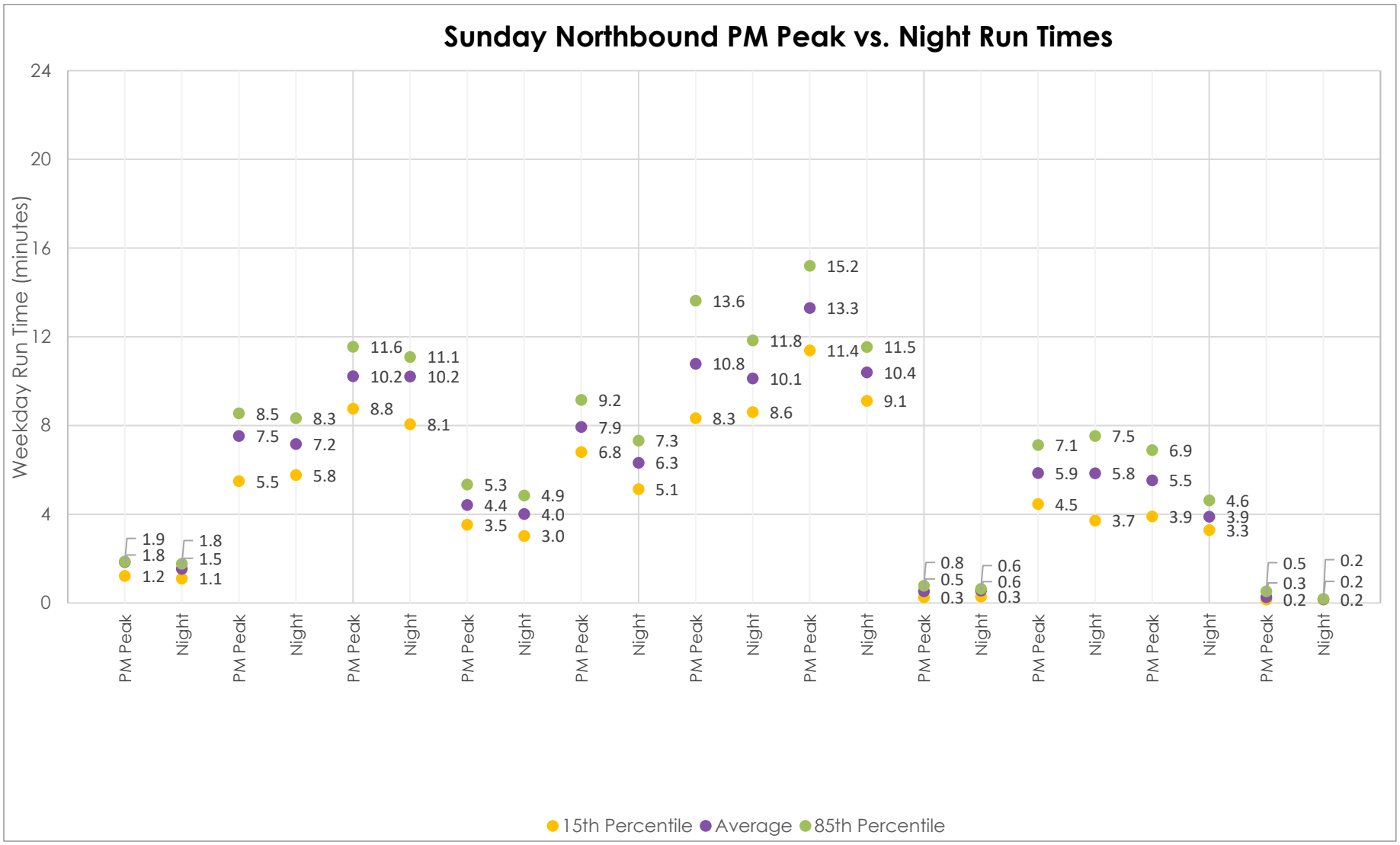
APPENDIX D CORRIDOR RUNNING TIMES, ROUTES 307 AND 386

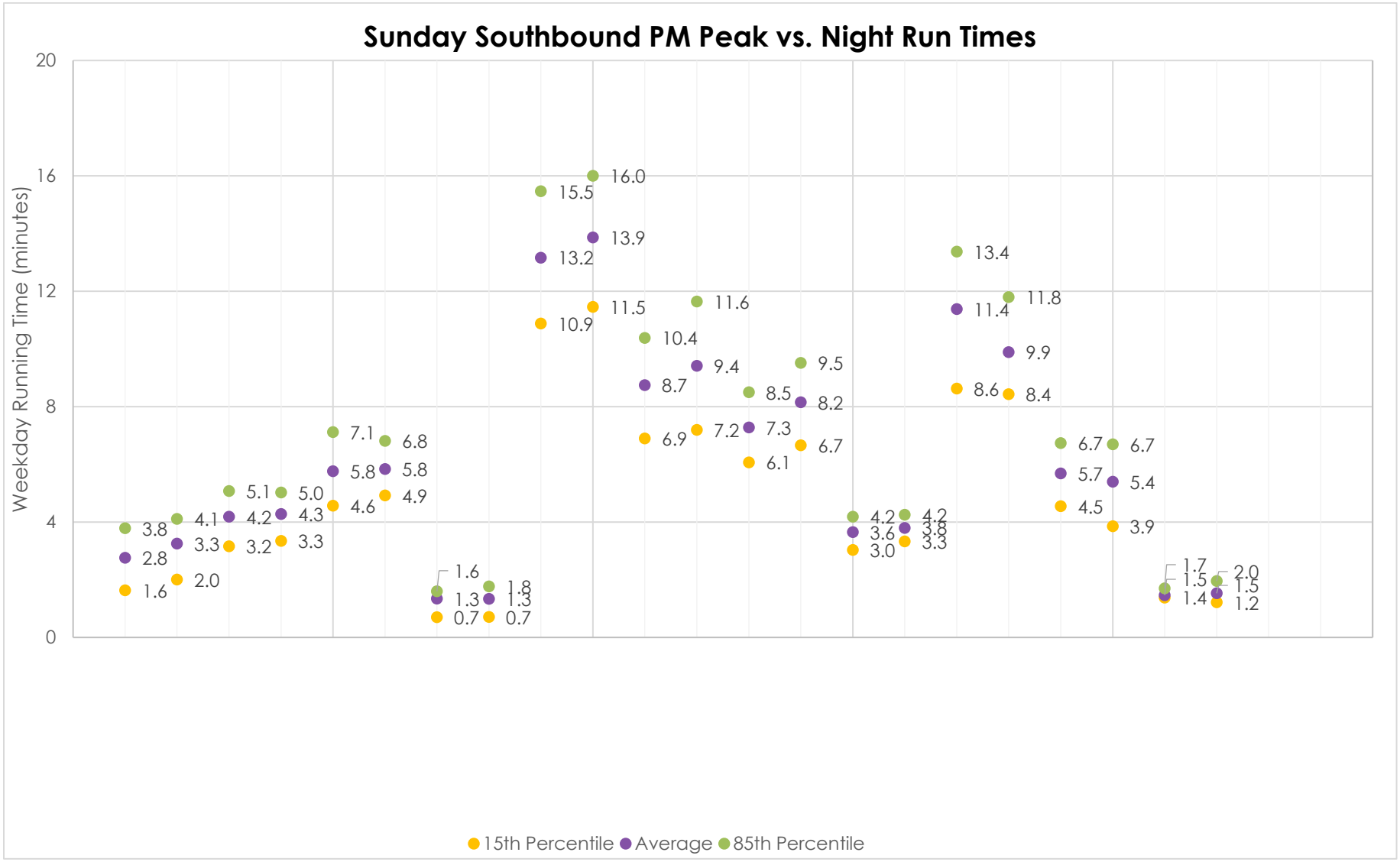

Weekday Northbound PM Peak vs. Night Run Times
Weekday Run Time (minutes)
20
16
12
8
4
0
PM Peak
Night
1.9 1.7 1.1
1.9 1.5 1.2
9.4 7.8 6.1
9.5 8.1 6.4
12.5 10.9 8.5
12.4 10.9 8.8
8.0 6.3 4.8
4.7 3.9 3.2
11.0 9.4 7.7
7.7 6.6 5.5
14.5 12.0 9.5
9.4 8.2 6.6
18.5 15.1 11.4
10.9 9.0 7.2
0.9 0.6 0.3
0.6 0.5 0.3
8.4 7.2 5.9
6.5 5.2 4.0
9.0 6.9 4.9
5.0 4.2 3.1
0.2 0.2 0.2
0.2 0.2 0.2
15th Percentile
Average
85th Percentile


Weekday Southbound PM Peak vs. Night Run Times
Weekday Running Time (minutes)
20
16
12
8
4
0
5.0
3.7
2.8
2.2
2.2
1.4
6.6
5.3
4.6
4.1
3.9
3.1
9.0
7.7
6.4
5.7
4.8
3.8
2.3
1.7
1.4
0.9
0.8
17.4
15.6
14.4
12.8
12.2
11.3
9.7
9.1
12.1
10.3
8.5
7.7
7.7
8.2
7.2
6.2
5.7
4.7
4.1
3.8
3.5
2.7
15.0
13.9
12.7
11.7
10.5
9.3
7.4
7.5
6.0
6.3
4.4
4.5
2.1
2.0
1.7
1.7
1.3
1.3
15th Percentile
Average
85th Percentile

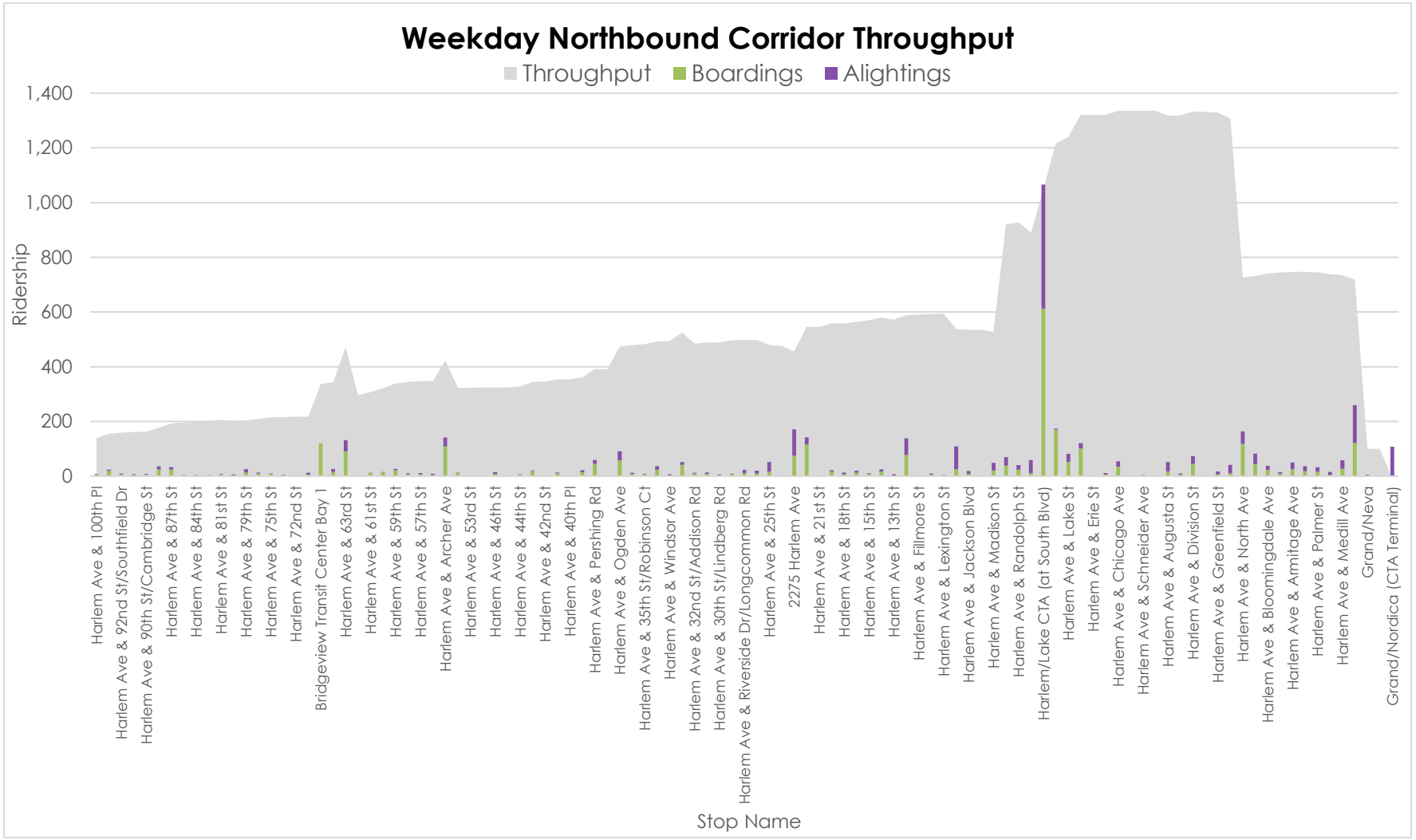

Saturday Northbound PM Peak vs. Night Run Times
Weekday Run Time (minutes)
20
16
12
8
4
0
PM Peak
Night
1.7
1.6
1.1
1.5
1.2
1.3
8.8
8.9
7.5
7.7
6.1
6.4
12.3
11.8
11.1
10.5
8.7
9.1
5.6
5.2
4.7
4.5
3.8
3.7
10.0
9.0
8.5
7.9
7.0
7.0
14.9
12.0
11.5
9.5
9.3
7.6
18.5
15.4
13.9
12.4
12.2
10.7
0.8
0.7
0.6
0.5
0.3
0.3
7.3
6.5
7.0
7.6
6.4
5.6
5.5
5.5
4.9
4.2
3.8
3.6
0.4
0.4
0.2
0.3
0.2
0.2
15th Percentile
Average
85th Percentile

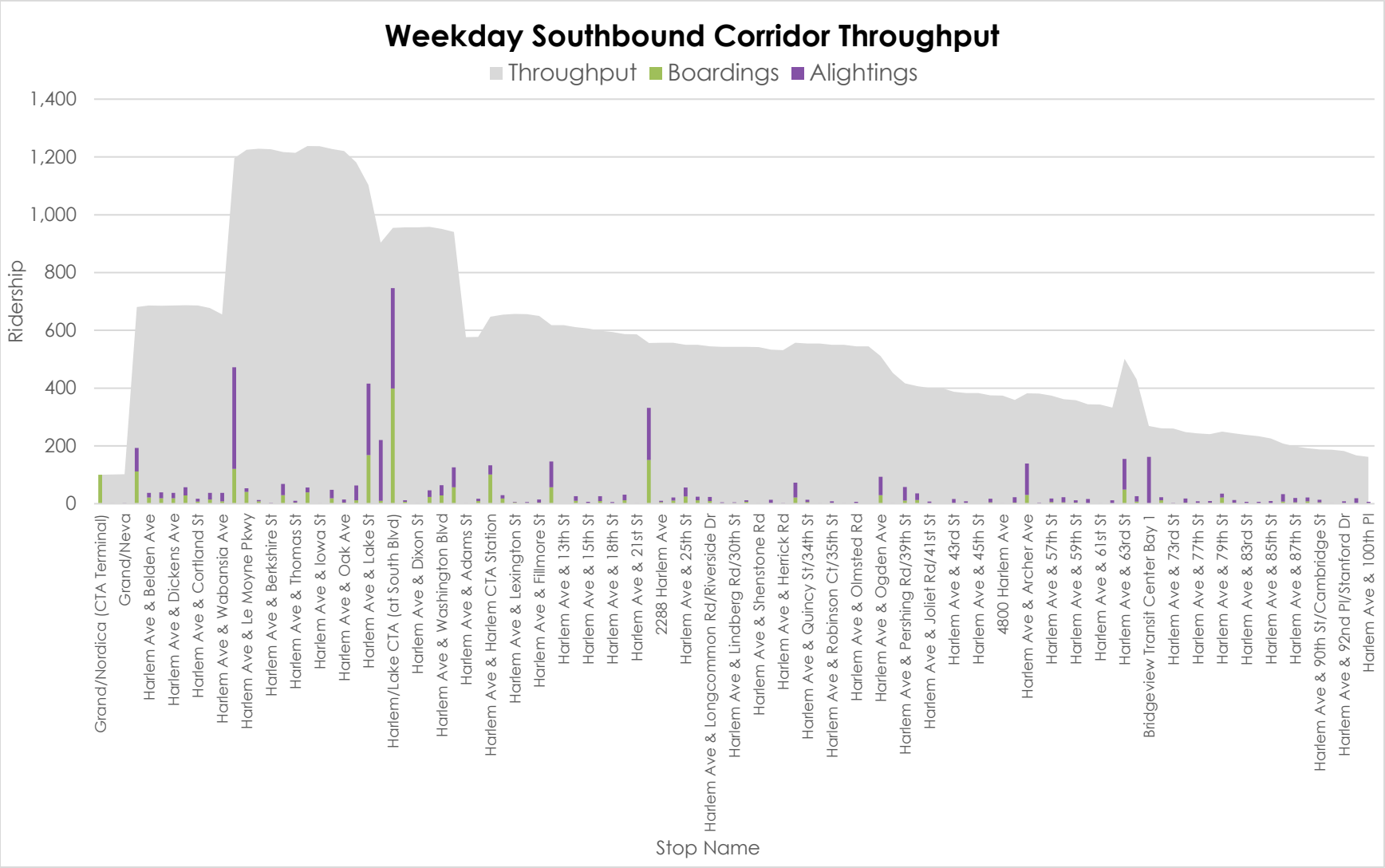

Saturday Southbound PM Peak vs. Night Run Times
Weekday Running Time (minutes)
20
16
12
8
4
0
4.4
3.2
2.0
2.8
2.2
1.4
5.5
4.5
3.2
6.2
5.1
3.7
7.7
6.4
5.0
6.3
5.9
4.9
2.1
1.6
0.8
1.3
1.1
1.0
18.6
15.8
13.4
13.6
12.4
14.1
11.1
10.7
9.8
9.8
8.7
8.4
7.7
7.9
8.7
7.5
6.9
6.8
4.6
3.9
3.1
4.6
4.1
3.2
13.4
11.4
8.8
12.7
11.2
9.6
6.7
5.7
4.4
6.5
5.4
4.3
1.7
1.5
1.2
1.7
1.5
1.2
15th Percentile
Average
85th Percentile

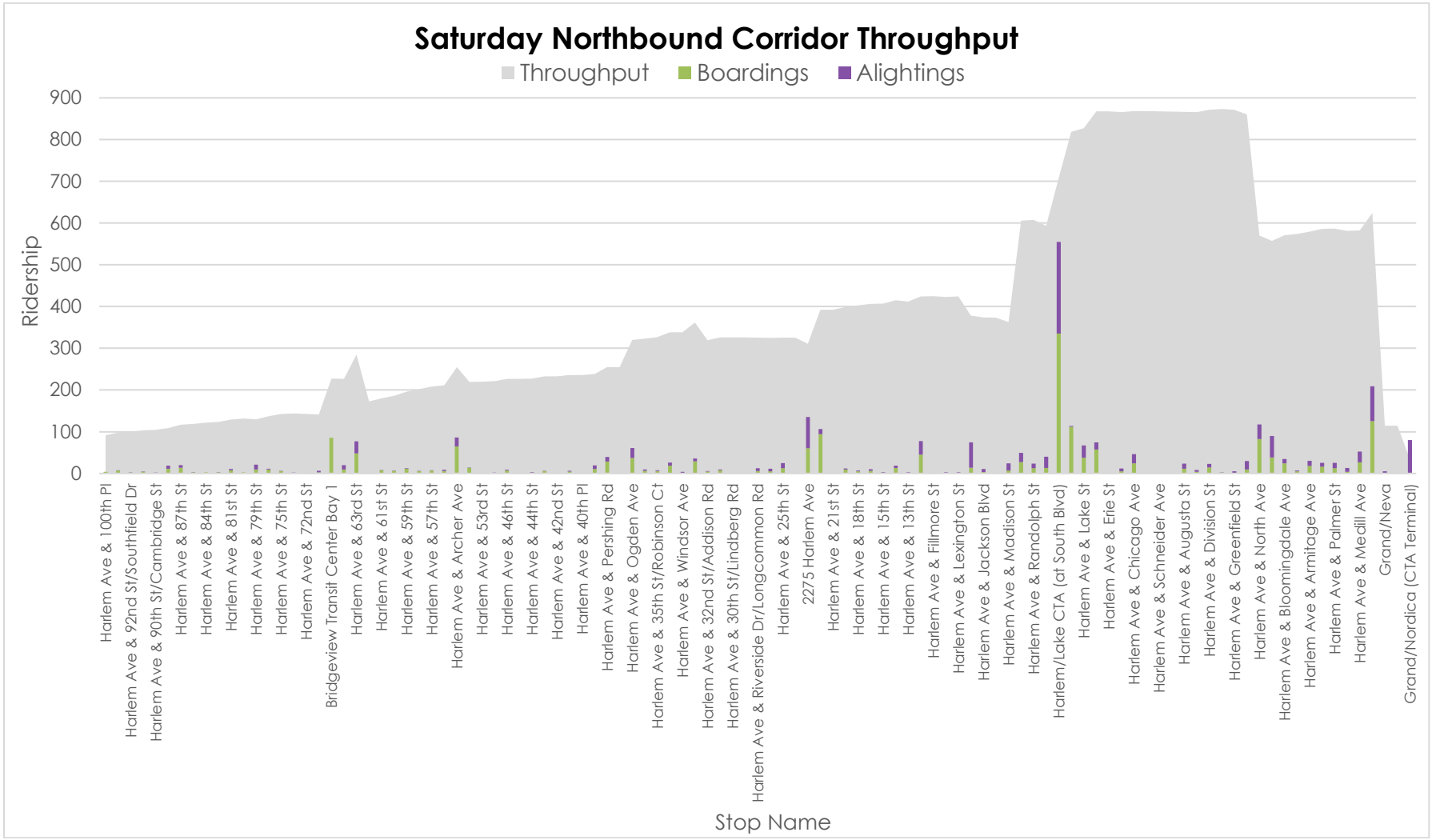

Sunday Northbound PM Peak vs. Night Run Times
Weekday Run Time (minutes)
24
20
16
12
8
4
0
PM Peak
Night
1.9
1.8
1.2
1.8
1.5
1.1
8.5
7.5
5.5
8.3
7.2
5.8
11.6
10.2
8.8
11.1
10.2
8.1
5.3
4.4
3.5
4.9
4.0
3.0
9.2
7.9
6.8
7.3
6.3
5.1
13.6
10.8
8.3
11.8
10.1
8.6
15.2
13.3
11.4
11.5
10.4
9.1
0.8
0.5
0.3
0.6
0.6
0.3
7.1
5.9
4.5
7.5
5.8
3.7
6.9
5.5
3.9
4.6
3.9
3.3
0.5
0.3
0.2
0.2
0.2
0.2
15th Percentile
Average
85th Percentile

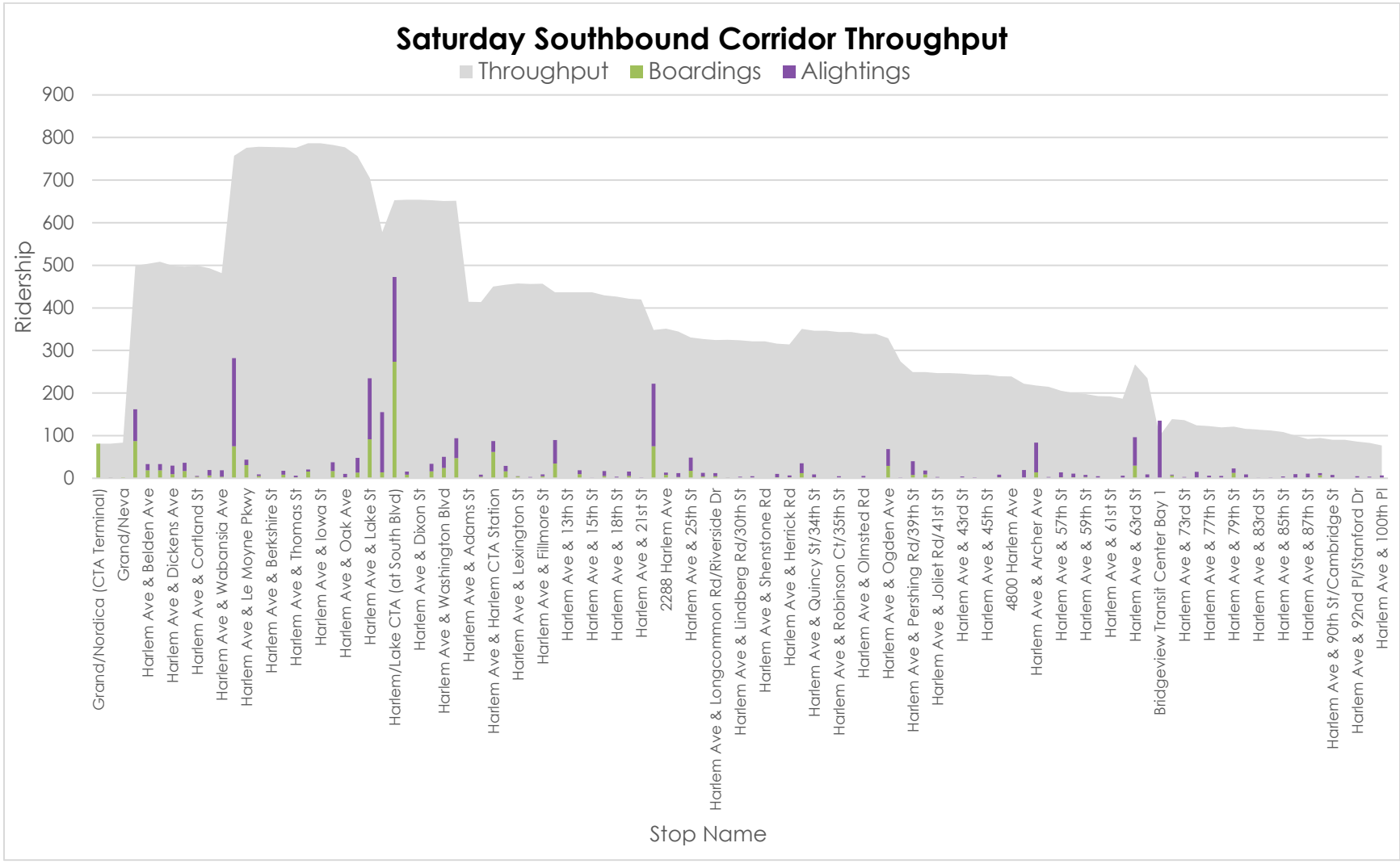

Sunday Southbound PM Peak vs. Night Run Times
Weekday Running Time (minutes)
20
16
12
8
4
0
3.8
4.1
5.1
5.0
7.1
6.8
2.8
3.3
4.2
4.3
5.8
5.8
1.6
2.0
3.2
3.3
4.6
4.9
1.6
1.8
1.3
1.3
0.7
0.7
15.5
16.0
13.2
13.9
10.9
11.5
11.6
10.4
9.4
9.5
8.7
8.5
8.2
6.9
7.2
7.3
6.7
6.1
4.2
4.2
3.6
3.8
3.0
3.3
13.4
11.8
11.4
9.9
8.6
8.4
6.7
6.7
5.7
5.4
4.5
3.9
1.7
1.5
2.0
1.5
1.4
1.2
15th Percentile
Average
85th Percentile

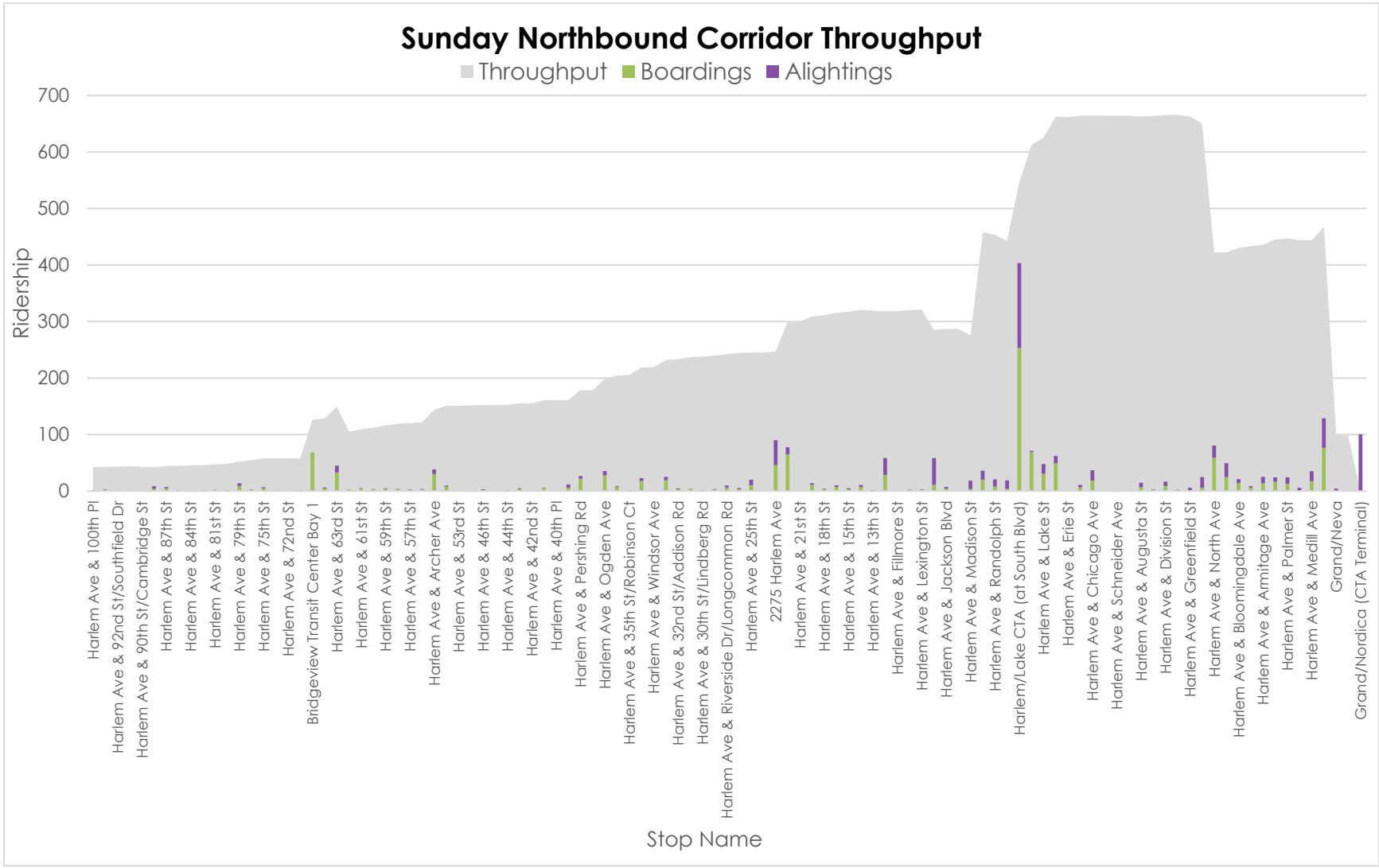
APPENDIX E **CORRIDOR THROUGHPUT**

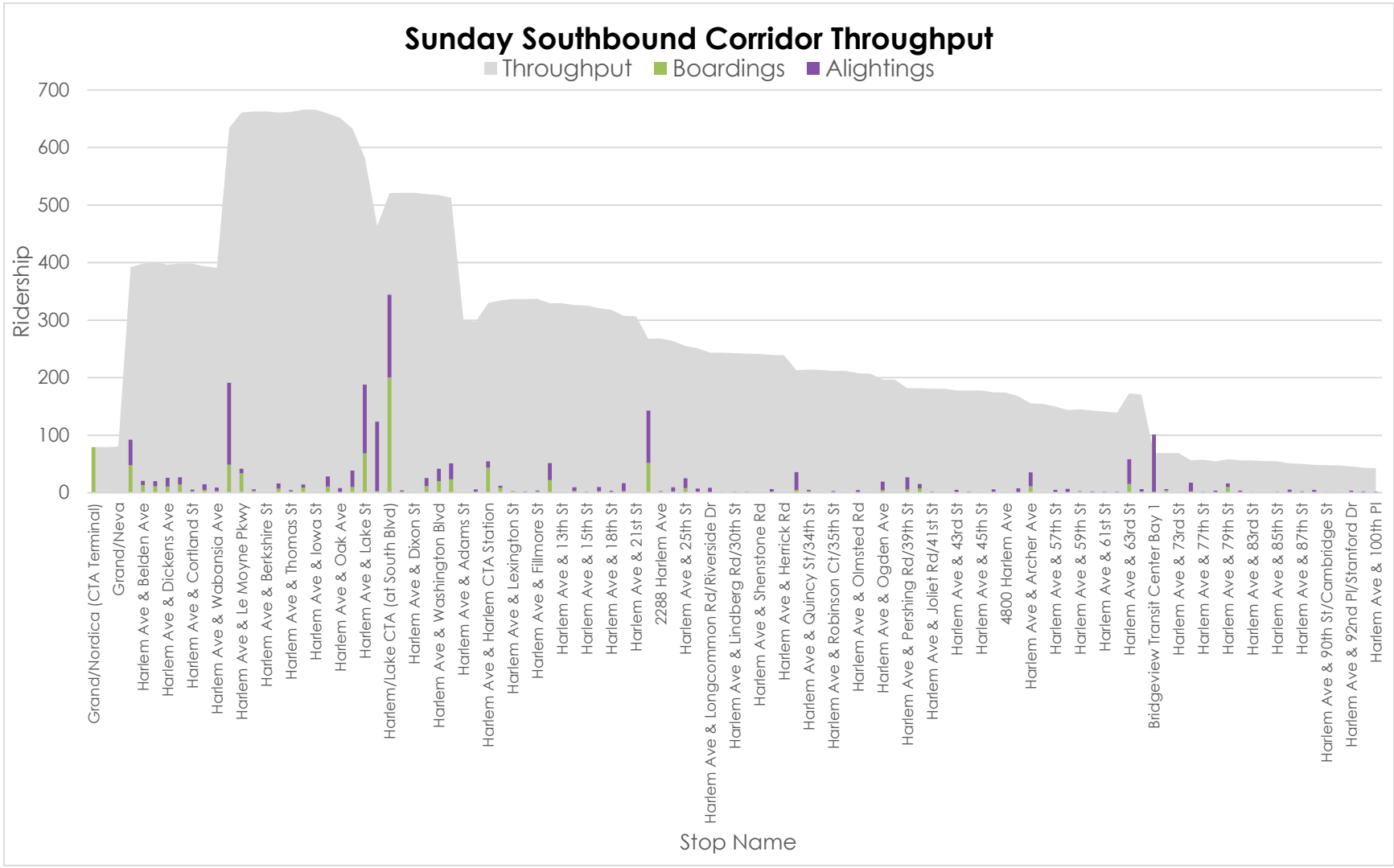

Weekday Northbound Corridor Throughput
Throughput
Boardings
Alightings
Ridership
1,400
1,200
1,000
800
600
400
200
0
Harlem Ave & 100th Pl
Harlem Ave & 92nd St/Southfield Dr
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 87th St
Harlem Ave & 84th St
Harlem Ave & 81st St
Harlem Ave & 79th St
Harlem Ave & 75th St
Harlem Ave & 72nd St
Bridgeview Transit Center Bay 1
Harlem Ave & 63rd St
Harlem Ave & 61st St
Harlem Ave & 59th St
Harlem Ave & 57th St
Harlem Ave & Archer Ave
Harlem Ave & 53rd St
Harlem Ave & 46th St
Harlem Ave & 44th St
Harlem Ave & 42nd St
Harlem Ave & 40th Pl
Harlem Ave & Pershing Rd
Harlem Ave & Ogden Ave
Harlem Ave & 35th St/Robinson Ct
Harlem Ave & Windsor Ave
Harlem Ave & 32nd St/Addison Rd
Harlem Ave & 30th St/Lindberg Rd
Harlem Ave & Riverside Dr/Longcommon Rd
Harlem Ave & 25th St
2275 Harlem Ave
Harlem Ave & 21st St
Harlem Ave & 18th St
Harlem Ave & 15th St
Harlem Ave & 13th St
Harlem Ave & Fillmore St
Harlem Ave & Lexington St
Harlem Ave & Jackson Blvd
Harlem Ave & Madison St
Harlem Ave & Randolph St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Lake St
Harlem Ave & Erie St
Harlem Ave & Chicago Ave
Harlem Ave & Schneider Ave
Harlem Ave & Augusta St
Harlem Ave & Division St
Harlem Ave & Greenfield St
Harlem Ave & North Ave
Harlem Ave & Bloomingdale Ave
Harlem Ave & Armitage Ave
Harlem Ave & Palmer St
Harlem Ave & Medill Ave
Grand/Neva
Grand/Nordica (CTA Terminal)
Stop Name


Weekday Southbound Corridor Throughput
Throughput
Boardings
Alightings
Ridership
1,400
1,200
1,000
800
600
400
200
0
Grand/Nordica (CTA Terminal)
Grand/Neva
Harlem Ave & Belden Ave
Harlem Ave & Dickens Ave
Harlem Ave & Cortland St
Harlem Ave & Wabansia Ave
Harlem Ave & Le Moyne Pkwy
Harlem Ave & Berkshire St
Harlem Ave & Thomas St
Harlem Ave & Iowa St
Harlem Ave & Oak Ave
Harlem Ave & Lake St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Dixon St
Harlem Ave & Washington Blvd
Harlem Ave & Adams St
Harlem Ave & Harlem CTA Station
Harlem Ave & Lexington St
Harlem Ave & Fillmore St
Harlem Ave & 13th St
Harlem Ave & 15th St
Harlem Ave & 18th St
Harlem Ave & 21st St
2288 Harlem Ave
Harlem Ave & 25th St
Harlem Ave & Longcommon Rd/Riverside Dr
Harlem Ave & Lindberg Rd/30th St
Harlem Ave & Shenstone Rd
Harlem Ave & Herrick Rd
Harlem Ave & Quincy St/34th St
Harlem Ave & Robinson Ct/35th St
Harlem Ave & Olmsted Rd
Harlem Ave & Ogden Ave
Harlem Ave & Pershing Rd/39th St
Harlem Ave & Joliet Rd/41st St
Harlem Ave & 43rd St
Harlem Ave & 45th St
4800 Harlem Ave
Harlem Ave & Archer Ave
Harlem Ave & 57th St
Harlem Ave & 59th St
Harlem Ave & 61st St
Harlem Ave & 63rd St
Bridgeview Transit Center Bay 1
Harlem Ave & 73rd St
Harlem Ave & 77th St
Harlem Ave & 79th St
Harlem Ave & 83rd St
Harlem Ave & 85th St
Harlem Ave & 87th St
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 92nd Pl/Stanford Dr
Harlem Ave & 100th Pl
Stop Name


Saturday Northbound Corridor Throughput
Throughput
Boardings
Alightings
Ridership
900
800
700
600
500
400
300
200
100
0
Harlem Ave & 100th Pl
Harlem Ave & 92nd St/Southfield Dr
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 87th St
Harlem Ave & 84th St
Harlem Ave & 81st St
Harlem Ave & 79th St
Harlem Ave & 75th St
Harlem Ave & 72nd St
Bridgeview Transit Center Bay 1
Harlem Ave & 63rd St
Harlem Ave & 61st St
Harlem Ave & 59th St
Harlem Ave & 57th St
Harlem Ave & Archer Ave
Harlem Ave & 53rd St
Harlem Ave & 46th St
Harlem Ave & 44th St
Harlem Ave & 42nd St
Harlem Ave & 40th Pl
Harlem Ave & Pershing Rd
Harlem Ave & Ogden Ave
Harlem Ave & 35th St/Robinson Ct
Harlem Ave & Windsor Ave
Harlem Ave & 32nd St/Addison Rd
Harlem Ave & 30th St/Lindberg Rd
Harlem Ave & Riverside Dr/Longcommon Rd
Harlem Ave & 25th St
2275 Harlem Ave
Harlem Ave & 21st St
Harlem Ave & 18th St
Harlem Ave & 15th St
Harlem Ave & 13th St
Harlem Ave & Fillmore St
Harlem Ave & Lexington St
Harlem Ave & Jackson Blvd
Harlem Ave & Madison St
Harlem Ave & Randolph St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Lake St
Harlem Ave & Erie St
Harlem Ave & Chicago Ave
Harlem Ave & Schneider Ave
Harlem Ave & Augusta St
Harlem Ave & Division St
Harlem Ave & Greenfield St
Harlem Ave & North Ave
Harlem Ave & Bloomingdale Ave
Harlem Ave & Armitage Ave
Harlem Ave & Palmer St
Harlem Ave & Medill Ave
Grand/Neva
Grand/Nordica (CTA Terminal)
Stop Name


Saturday Southbound Corridor Throughput
Throughput
Boardings
Alightings
Ridership
900
800
700
600
500
400
300
200
100
0
Grand/Nordica (CTA Terminal)
Grand/Neva
Harlem Ave & Belden Ave
Harlem Ave & Dickens Ave
Harlem Ave & Cortland St
Harlem Ave & Wabansia Ave
Harlem Ave & Le Moyne Pkwy
Harlem Ave & Berkshire St
Harlem Ave & Thomas St
Harlem Ave & Iowa St
Harlem Ave & Oak Ave
Harlem Ave & Lake St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Dixon St
Harlem Ave & Washington Blvd
Harlem Ave & Adams St
Harlem Ave & Harlem CTA Station
Harlem Ave & Lexington St
Harlem Ave & Fillmore St
Harlem Ave & 13th St
Harlem Ave & 15th St
Harlem Ave & 18th St
Harlem Ave & 21st St
2288 Harlem Ave
Harlem Ave & 25th St
Harlem Ave & Longcommon Rd/Riverside Dr
Harlem Ave & Lindberg Rd/30th St
Harlem Ave & Shenstone Rd
Harlem Ave & Herrick Rd
Harlem Ave & Quincy St/34th St
Harlem Ave & Robinson Ct/35th St
Harlem Ave & Olmsted Rd
Harlem Ave & Ogden Ave
Harlem Ave & Pershing Rd/39th St
Harlem Ave & Joliet Rd/41st St
Harlem Ave & 43rd St
Harlem Ave & 45th St
4800 Harlem Ave
Harlem Ave & Archer Ave
Harlem Ave & 57th St
Harlem Ave & 59th St
Harlem Ave & 61st St
Harlem Ave & 63rd St
Bridgeview Transit Center Bay 1
Harlem Ave & 73rd St
Harlem Ave & 77th St
Harlem Ave & 79th St
Harlem Ave & 83rd St
Harlem Ave & 85th St
Harlem Ave & 87th St
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 92nd Pl/Stanford Dr
Harlem Ave & 100th Pl
Stop Name


Sunday Northbound Corridor Throughput
Throughput
Boardings
Alightings
Ridership
700
600
500
400
300
200
100
0
Harlem Ave & 100th Pl
Harlem Ave & 92nd St/Southfield Dr
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 87th St
Harlem Ave & 84th St
Harlem Ave & 81st St
Harlem Ave & 79th St
Harlem Ave & 75th St
Harlem Ave & 72nd St
Bridgeview Transit Center Bay 1
Harlem Ave & 63rd St
Harlem Ave & 61st St
Harlem Ave & 59th St
Harlem Ave & 57th St
Harlem Ave & Archer Ave
Harlem Ave & 53rd St
Harlem Ave & 46th St
Harlem Ave & 44th St
Harlem Ave & 42nd St
Harlem Ave & 40th Pl
Harlem Ave & Pershing Rd
Harlem Ave & Ogden Ave
Harlem Ave & 35th St/Robinson Ct
Harlem Ave & Windsor Ave
Harlem Ave & 32nd St/Addison Rd
Harlem Ave & 30th St/Lindberg Rd
Harlem Ave & Riverside Dr/Longcommon Rd
Harlem Ave & 25th St
2275 Harlem Ave
Harlem Ave & 21st St
Harlem Ave & 18th St
Harlem Ave & 15th St
Harlem Ave & 13th St
Harlem Ave & Fillmore St
Harlem Ave & Lexington St
Harlem Ave & Jackson Blvd
Harlem Ave & Madison St
Harlem Ave & Randolph St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Lake St
Harlem Ave & Erie St
Harlem Ave & Chicago Ave
Harlem Ave & Schneider Ave
Harlem Ave & Augusta St
Harlem Ave & Division St
Harlem Ave & Greenfield St
Harlem Ave & North Ave
Harlem Ave & Bloomingdale Ave
Harlem Ave & Armitage Ave
Harlem Ave & Palmer St
Harlem Ave & Medill Ave
Grand/Neva
Grand/Nordica (CTA Terminal)
Stop Name


Sunday Southbound Corridor Throughput
Throughput
Boardings
Alightings
Ridership
700
600
500
400
300
200
100
0
Grand/Nordica (CTA Terminal)
Grand/Neva
Harlem Ave & Belden Ave
Harlem Ave & Dickens Ave
Harlem Ave & Cortland St
Harlem Ave & Wabansia Ave
Harlem Ave & Le Moyne Pkwy
Harlem Ave & Berkshire St
Harlem Ave & Thomas St
Harlem Ave & Iowa St
Harlem Ave & Oak Ave
Harlem Ave & Lake St
Harlem/Lake CTA (at South Blvd)
Harlem Ave & Dixon St
Harlem Ave & Washington Blvd
Harlem Ave & Adams St
Harlem Ave & Harlem CTA Station
Harlem Ave & Lexington St
Harlem Ave & Fillmore St
Harlem Ave & 13th St
Harlem Ave & 15th St
Harlem Ave & 18th St
Harlem Ave & 21st St
2288 Harlem Ave
Harlem Ave & 25th St
Harlem Ave & Longcommon Rd/Riverside Dr
Harlem Ave & Lindberg Rd/30th St
Harlem Ave & Shenstone Rd
Harlem Ave & Herrick Rd
Harlem Ave & Quincy St/34th St
Harlem Ave & Robinson Ct/35th St
Harlem Ave & Olmsted Rd
Harlem Ave & Ogden Ave
Harlem Ave & Pershing Rd/39th St
Harlem Ave & Joliet Rd/41st St
Harlem Ave & 43rd St
Harlem Ave & 45th St
4800 Harlem Ave
Harlem Ave & Archer Ave
Harlem Ave & 57th St
Harlem Ave & 59th St
Harlem Ave & 61st St
Harlem Ave & 63rd St
Bridgeview Transit Center Bay 1
Harlem Ave & 73rd St
Harlem Ave & 77th St
Harlem Ave & 79th St
Harlem Ave & 83rd St
Harlem Ave & 85th St
Harlem Ave & 87th St
Harlem Ave & 90th St/Cambridge St
Harlem Ave & 92nd Pl/Stanford Dr
Harlem Ave & 100th Pl
Stop Name