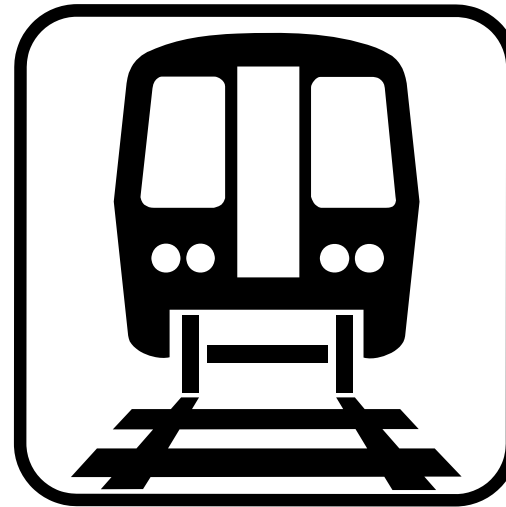


Monthly Ridership Report

November 2010



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How to read this report

Introduction

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

Beginning January 2008, this monthly report has an all-new design and revised layout, streamlining the report generation process. The new report contains both bus and rail ridership in the same report, while previously the two were broken out into separate reports. The new report layout provides the same key ridership statistics as the old reports, ensuring continuity and comparability of ridership data. The format/layout may change slightly over the next few months as the new report design is tweaked.

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

How are customers counted?

Rail

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

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

Bus

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

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

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

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

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

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

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

Monthly Notes – November 2010

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

Systemwide Service Impacts

Service Reductions

Effective Sunday, February 7, 2010, CTA service reductions went into effect. After this date, service operated less frequently on 119 bus routes and 7 rail lines, and hours of service were reduced on 41 bus routes. These 41 routes now start service later in the morning, end service earlier at night, or both. In addition, nine express bus routes with corresponding local service – the X3, X4, X9, X20, X49, X54, X55, X80, and the 53AL – were eliminated. For more information on these service changes, please visit http://www.transitchicago.com/travel_information/service_changes/20100207.aspx.

Slow Zone Removal

Throughout 2009, weekend closures occurred on portions of the Blue Line Subway for track renewal. These closures can potentially result in what appear to be very dramatic increases or decreases (e.g. > 20%) in average daily rail ridership on a year-over-year basis – this occurs due to ridership being suppressed at certain stations because of closures and/or boosted at others due to ridership activity diverted as a result of a nearby/adjacent station closure. **When service is suspended or rerouted on the rail system, service is maintained by a bus shuttle connecting the closed or bypassed rail stations. Riders on this shuttle are tallied in the "Bus Ridership by Route" section as Route #1001 Shuttle/Special Event Route.**

Bus Service Impacts

Bus Service Changes, Effective Monday, May 17, 2010

- #168 UIC-Pilsen Express – Route eliminated due to low ridership.

Rail Service Impacts

Temporary Slow Zones Implemented Along the Orange Line

Effective April 21, 2010 until further notice, the Chicago Transit Authority is advising customers that trains traveling on the Orange Line between Midway and the Loop are operating at 35 mph over much of the route while repairs are made to the signaling system along the rail line.

Temporary Service Suspensions and Reroutes

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

| Line/Location | Dates Affected | Detail |
|---------------|----------------|--|
| Red Line | Nov 12-15 | Southbound Red Line temporarily unable to stop at Jarvis, Morse, & Loyola due to maintenance work. |

New Auxiliary Entrances Opened at Cermak-Chinatown Station

On Friday, June 4, 2010, a new auxiliary entrance opened at the Red Line's Cermak-Chinatown station on Archer Avenue, approximately one block north of the main entrance on Cermak. The new entrance will serve as the primary access point for customers while the main entrance is reconstructed and made accessible.

New Auxiliary Entrances Opened at Merchandise Mart Station

On Saturday, March 6, 2010, the Kinzie Street platform-to-street stairway exits at the Merchandise Mart Brown Line station were fitted with equipment to convert these from exits-only to farecard-only entrances and auxiliary exits.

New Auxiliary Entrances Opened at Belmont and Fullerton

On Tuesday, December 29, 2009, a new auxiliary entrance on the north side of Belmont opened at Belmont station. On Thursday, December 31, 2009, a new auxiliary entrance on the north side of Fullerton opened at the Fullerton station. Concurrently with these openings, both stations also are newly accessible.

Monthly Summary

Calendar Operating Days


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

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


| Monthly System Totals | Monthly Total (actual) | | | Monthly Total (Cal. Adj.) | | | Year-to-date Total (actual) | | | Year-to-date Total (Cal. Adj.) | | |
|-----------------------|------------------------|-------------------|--------------|---------------------------|-------------------|--------------|-----------------------------|--------------------|--------------|--------------------------------|--------------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Bus | 26,240,348 | 25,213,675 | -3.7% | 26,561,490 | 24,940,661 | -6.1% | 294,093,051 | 283,170,018 | -3.7% | 294,677,637 | 283,757,129 | -3.7% |
| Rail | 16,465,014 | 17,539,641 | 4.2% | 16,677,622 | 17,353,689 | 4.1% | 187,302,491 | 195,214,737 | 4.2% | 187,781,171 | 195,599,155 | 4.2% |
| System Total | 42,705,362 | 42,753,316 | -0.6% | 43,239,112 | 42,294,350 | -2.2% | 481,395,542 | 478,384,755 | -0.6% | 482,458,808 | 479,356,284 | -0.6% |

| System Daily Averages | Average Weekday | | | Average Saturday | | | Average Sunday | | |
|--|------------------|------------------|--------------|------------------|------------------|---------------|----------------|----------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Bus Boardings | 1,042,489 | 986,827 | -5.3% | 677,374 | 600,232 | -11.4% | 446,845 | 417,875 | -6.5% |
| Rail (Total Boardings) | 661,164 | 685,107 | 3.6% | 413,662 | 444,509 | 7.5% | 264,513 | 274,872 | 3.9% |
| <i>Rail (Station Entries)</i> | <i>546,327</i> | <i>565,830</i> | | <i>337,106</i> | <i>357,955</i> | | <i>217,599</i> | <i>225,360</i> | |
| <i>Rail (Cross-Platform Transfers)</i> | <i>114,838</i> | <i>119,277</i> | | <i>76,557</i> | <i>86,554</i> | | <i>46,914</i> | <i>49,512</i> | |
| System (Total Boardings) | 1,703,654 | 1,671,934 | -1.9% | 1,091,036 | 1,044,741 | -4.2% | 711,358 | 692,747 | -2.6% |


Bus Ridership by Route

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|--------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|-------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 1 Indiana/Hyde Park | 2,900 | 2,933 | 1.1% | | | | | | | 696,516 | 671,759 | -3.6% |
| 2 Hyde Park Express | 2,405 | 2,586 | 7.5% | | | | | | | 548,873 | 599,551 | 9.2% |
| 3 King Drive | 21,425 | 22,042 | 2.9% | 17,187 | 14,813 | -13.8% | 10,396 | 9,617 | -7.5% | 6,290,923 | 6,497,311 | 3.3% |
| 4 Cottage Grove | 23,274 | 24,449 | 5.1% | 16,783 | 15,570 | -7.2% | 11,366 | 10,881 | -4.3% | 6,699,247 | 6,918,749 | 3.3% |
| 5 South Shore Night Bus | 405 | 506 | 24.9% | 508 | 642 | 26.3% | 564 | 633 | 12.3% | 159,510 | 175,902 | 10.3% |
| 6 Jackson Park Express | 11,335 | 11,136 | -1.8% | 11,235 | 10,230 | -8.9% | 6,608 | 6,580 | -0.4% | 3,601,684 | 3,519,232 | -2.3% |
| 7 Harrison | 8,214 | 7,613 | -7.3% | | | | | | | 1,722,361 | 1,623,235 | -5.8% |
| 8 Halsted | 25,920 | 23,370 | -9.8% | 15,826 | 13,227 | -16.4% | 11,235 | 9,569 | -14.8% | 6,891,235 | 6,489,684 | -5.8% |
| 8A South Halsted | 4,317 | 4,194 | -2.8% | 3,495 | 2,839 | -18.8% | 2,386 | 1,988 | -16.7% | 1,221,275 | 1,208,707 | -1.0% |
| 9 Ashland | 20,759 | 30,678 | 47.8% | 23,784 | 21,492 | -9.6% | 16,929 | 15,054 | -11.1% | 6,929,155 | 8,781,029 | 26.7% |
| 10 Museum of S & I | 367 | 438 | 19.5% | 757 | 948 | 25.1% | 445 | 532 | 19.4% | 235,603 | 213,358 | -9.4% |
| 11 Lincoln/Sedgwick | 5,573 | 5,443 | -2.3% | 2,171 | 2,035 | -6.2% | 1,423 | 1,407 | -1.1% | 1,524,006 | 1,443,004 | -5.3% |
| 12 Roosevelt | 15,216 | 15,484 | 1.8% | 10,497 | 9,896 | -5.7% | 7,982 | 7,571 | -5.2% | 4,184,084 | 4,295,131 | 2.7% |
| 14 Jeffery Express | 13,940 | 12,351 | -11.4% | 7,063 | 6,276 | -11.1% | 3,403 | 3,495 | 2.7% | 3,666,520 | 3,481,984 | -5.0% |
| 15 Jeffery Local | 8,491 | 8,685 | 2.3% | 5,713 | 5,182 | -9.3% | 4,780 | 4,186 | -12.4% | 2,476,262 | 2,419,420 | -2.3% |
| 17 Westchester | 495 | 555 | 12.1% | | | | | | | 110,285 | 118,893 | 7.8% |
| 18 16th/18th | 3,197 | 3,439 | 7.6% | 1,905 | 2,207 | 15.8% | 1,515 | 1,786 | 17.9% | 655,912 | 925,068 | 41.0% |
| 19 United Center Express | 491 | 408 | -16.9% | 395 | 585 | 48.1% | 264 | 434 | 64.2% | 26,495 | 37,382 | 41.1% |
| 20 Madison | 21,239 | 21,007 | -1.1% | 15,164 | 12,479 | -17.7% | 9,818 | 8,900 | -9.3% | 6,091,698 | 6,224,615 | 2.2% |
| 21 Cermak | 9,755 | 9,463 | -3.0% | 9,005 | 8,192 | -9.0% | 5,250 | 5,074 | -3.4% | 2,872,036 | 2,875,649 | 0.1% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|--------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 22 Clark | 23,153 | 21,207 | -8.4% | 19,792 | 17,921 | -9.5% | 12,806 | 12,490 | -2.5% | 7,111,799 | 6,825,964 | -4.0% |
| 24 Wentworth | 3,651 | 3,516 | -3.7% | | | | | | | 818,625 | 785,309 | -4.1% |
| 26 South Shore Express | 2,711 | 2,931 | 8.1% | | | | | | | 597,258 | 655,162 | 9.7% |
| 28 Stony Island | 5,813 | 5,504 | -5.3% | 5,409 | 4,212 | -22.1% | 3,287 | 2,784 | -15.3% | 1,696,291 | 1,651,960 | -2.6% |
| X28 Stony Island Express | 4,417 | 4,350 | -1.5% | | | | | | | 1,006,078 | 991,676 | -1.4% |
| 29 State | 14,260 | 13,861 | -2.8% | 11,767 | 10,001 | -15.0% | 7,389 | 6,934 | -6.2% | 4,417,955 | 4,265,394 | -3.5% |
| 30 South Chicago | 3,658 | 3,740 | 2.2% | 2,150 | 2,004 | -6.8% | 749 | 746 | -0.4% | 947,858 | 961,450 | 1.4% |
| 33 Mag Mile Express | 629 | 657 | 4.4% | | | | | | | 147,047 | 152,778 | 3.9% |
| 34 South Michigan | 6,333 | 5,943 | -6.2% | 5,089 | 4,658 | -8.5% | 3,634 | 3,327 | -8.4% | 1,890,241 | 1,802,591 | -4.6% |
| 35 35th | 5,505 | 5,127 | -6.9% | 3,457 | 2,898 | -16.2% | 2,151 | 1,987 | -7.6% | 1,539,156 | 1,482,710 | -3.7% |
| 36 Broadway | 17,491 | 16,519 | -5.6% | 17,295 | 15,951 | -7.8% | 12,726 | 11,665 | -8.3% | 5,531,019 | 5,358,321 | -3.1% |
| 39 Pershing | 2,090 | 2,136 | 2.2% | | | | | | | 472,451 | 484,844 | 2.6% |
| 43 43rd | 2,074 | 2,155 | 3.9% | 903 | 945 | 4.7% | 463 | 587 | 26.9% | 493,882 | 554,375 | 12.2% |
| 44 Wallace-Racine | 6,040 | 5,231 | -13.4% | 2,821 | 2,171 | -23.0% | 1,641 | 1,458 | -11.1% | 1,602,411 | 1,392,131 | -13.1% |
| 47 47th | 11,880 | 11,284 | -5.0% | 8,558 | 8,327 | -2.7% | 5,680 | 5,518 | -2.9% | 3,383,862 | 3,353,173 | -0.9% |
| 48 South Damen | 1,105 | 1,220 | 10.4% | | | | | | | 250,785 | 271,756 | 8.4% |
| 49 Western | 15,688 | 28,217 | 79.9% | 22,152 | 19,147 | -13.6% | 14,718 | 13,435 | -8.7% | 5,641,567 | 7,888,224 | 39.8% |
| 49A South Western | 583 | 585 | 0.4% | | | | | | | 133,488 | 150,114 | 12.5% |
| 49B North Western | 5,690 | 5,531 | -2.8% | 3,792 | 3,633 | -4.2% | 2,728 | 2,703 | -0.9% | 1,614,855 | 1,595,101 | -1.2% |
| 50 Damen | 9,823 | 9,959 | 1.4% | 5,642 | 5,297 | -6.1% | 3,361 | 3,315 | -1.4% | 2,585,712 | 2,648,967 | 2.4% |
| 51 51st | 2,518 | 2,263 | -10.2% | 1,745 | 1,312 | -24.8% | 1,136 | 988 | -13.1% | 679,604 | 645,921 | -5.0% |
| 52 Kedzie/California | 14,513 | 13,463 | -7.2% | 9,815 | 8,504 | -13.4% | 6,575 | 5,797 | -11.8% | 4,044,300 | 3,928,277 | -2.9% |
| 52A South Kedzie | 4,895 | 4,848 | -1.0% | 2,204 | 2,212 | 0.3% | 1,311 | 1,346 | 2.6% | 1,292,693 | 1,296,693 | 0.3% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 53 Pulaski | 22,435 | 21,773 | -3.0% | 15,777 | 14,222 | -9.9% | 10,726 | 9,833 | -8.3% | 6,354,973 | 6,380,504 | 0.4% |
| 53A South Pulaski | 8,176 | 8,815 | 7.8% | 4,050 | 3,611 | -10.8% | 2,147 | 2,209 | 2.9% | 2,048,604 | 2,237,382 | 9.2% |
| 54 Cicero | 8,781 | 12,840 | 46.2% | 11,144 | 9,455 | -15.2% | 7,066 | 6,725 | -4.8% | 2,931,383 | 3,773,119 | 28.7% |
| 54A North Cicero/Skokie Blvd. | 1,031 | 1,032 | 0.0% | | | | | | | 230,273 | 232,954 | 1.2% |
| 54B South Cicero | 3,661 | 3,998 | 9.2% | 4,578 | 3,631 | -20.7% | 2,614 | 2,130 | -18.5% | 1,185,060 | 1,227,321 | 3.6% |
| 55 Garfield | 8,665 | 13,599 | 56.9% | 10,459 | 9,378 | -10.3% | 7,247 | 7,047 | -2.8% | 3,092,012 | 3,917,187 | 26.7% |
| 55A 55th/Austin | 247 | 227 | -8.2% | | | | | | | 53,747 | 52,284 | -2.7% |
| 55N 55th/Narragansett | 707 | 616 | -12.9% | 166 | 148 | -11.0% | | | | 160,514 | 159,585 | -0.6% |
| 56 Milwaukee | 12,802 | 11,099 | -13.3% | 9,235 | 7,236 | -21.6% | 5,993 | 4,905 | -18.1% | 3,848,879 | 3,332,489 | -13.4% |
| 56A North Milwaukee | 868 | 891 | 2.6% | | | | | | | 192,487 | 179,512 | -6.7% |
| 57 Laramie | 3,362 | 3,169 | -5.7% | 1,621 | 1,366 | -15.7% | 859 | 799 | -7.0% | 839,938 | 867,930 | 3.3% |
| 59 59th/61st | 3,725 | 3,976 | 6.7% | 1,958 | 1,867 | -4.6% | | | | 968,546 | 978,078 | 1.0% |
| 60 Blue Island/26th | 14,045 | 12,853 | -8.5% | 9,001 | 7,283 | -19.1% | 6,317 | 5,435 | -14.0% | 3,919,824 | 3,640,161 | -7.1% |
| 62 Archer | 13,942 | 12,449 | -10.7% | 8,741 | 7,272 | -16.8% | 5,505 | 5,401 | -1.9% | 3,864,170 | 3,542,684 | -8.3% |
| 62H Archer/Harlem | 1,563 | 1,353 | -13.4% | 524 | 596 | 13.9% | | | | 359,923 | 342,409 | -4.9% |
| 63 63rd | 23,051 | 20,762 | -9.9% | 16,594 | 13,880 | -16.4% | 12,138 | 10,815 | -10.9% | 6,563,390 | 6,220,210 | -5.2% |
| 63W West 63rd | 2,060 | 1,559 | -24.3% | 823 | 780 | -5.1% | 525 | 536 | 2.1% | 548,052 | 462,532 | -15.6% |
| 64 Foster-Canfield | 173 | 181 | 4.7% | | | | | | | 42,303 | 46,131 | 9.0% |
| 65 Grand | 7,829 | 7,943 | 1.5% | 4,966 | 4,624 | -6.9% | 2,572 | 2,617 | 1.8% | 2,151,389 | 2,334,080 | 8.5% |
| 66 Chicago | 24,989 | 24,355 | -2.5% | 17,160 | 16,689 | -2.7% | 11,255 | 10,773 | -4.3% | 7,096,317 | 7,268,997 | 2.4% |
| 67 67th-69th-71st | 15,360 | 15,003 | -2.3% | 11,241 | 10,105 | -10.1% | 8,170 | 7,740 | -5.3% | 4,184,018 | 4,287,873 | 2.5% |
| 68 Northwest Highway | 1,629 | 1,196 | -26.6% | 812 | 569 | -29.9% | 428 | 372 | -13.0% | 428,455 | 372,381 | -13.1% |
| 69 Cumberland/East River | 587 | 480 | -18.2% | | | | | | | 114,069 | 112,087 | -1.7% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|---------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 70 Division | 11,210 | 10,305 | -8.1% | 7,772 | 6,312 | -18.8% | 5,275 | 4,316 | -18.2% | 3,149,355 | 2,985,405 | -5.2% |
| 71 71st/South Shore | 11,422 | 10,468 | -8.4% | 9,593 | 7,992 | -16.7% | 6,987 | 5,975 | -14.5% | 3,399,383 | 3,179,966 | -6.5% |
| 72 North | 17,353 | 15,830 | -8.8% | 14,250 | 12,555 | -11.9% | 9,186 | 8,305 | -9.6% | 5,157,429 | 4,928,504 | -4.4% |
| 73 Armitage | 6,171 | 6,023 | -2.4% | 3,169 | 2,901 | -8.5% | 1,827 | 1,801 | -1.5% | 1,627,991 | 1,652,092 | 1.5% |
| 74 Fullerton | 12,662 | 12,632 | -0.2% | 9,665 | 9,056 | -6.3% | 6,297 | 6,346 | 0.8% | 3,678,784 | 3,762,688 | 2.3% |
| 75 74th-75th | 8,876 | 8,597 | -3.1% | 6,593 | 5,775 | -12.4% | 4,286 | 4,191 | -2.2% | 2,446,081 | 2,461,821 | 0.6% |
| 76 Diversey | 11,954 | 11,782 | -1.4% | 8,023 | 7,422 | -7.5% | 5,132 | 4,554 | -11.3% | 3,351,288 | 3,342,571 | -0.3% |
| 77 Belmont | 21,984 | 22,387 | 1.8% | 15,915 | 15,099 | -5.1% | 10,603 | 10,502 | -1.0% | 6,417,909 | 6,533,987 | 1.8% |
| 78 Montrose | 9,164 | 8,750 | -4.5% | 5,472 | 5,382 | -1.6% | 3,791 | 3,542 | -6.6% | 2,535,656 | 2,451,223 | -3.3% |
| 79 79th | 34,741 | 32,683 | -5.9% | 25,896 | 24,309 | -6.1% | 16,626 | 17,667 | 6.3% | 10,065,230 | 9,641,799 | -4.2% |
| 80 Irving Park | 7,597 | 14,869 | 95.7% | 9,405 | 9,945 | 5.7% | 6,100 | 7,505 | 23.0% | 2,839,982 | 4,206,831 | 48.1% |
| 81 Lawrence | 14,288 | 14,105 | -1.3% | 11,016 | 10,540 | -4.3% | 8,055 | 7,922 | -1.6% | 4,350,595 | 4,238,863 | -2.6% |
| 81W West Lawrence | 1,946 | 1,572 | -19.2% | 1,180 | 974 | -17.5% | 599 | 626 | 4.5% | 528,344 | 467,345 | -11.5% |
| 82 Kimball-Homan | 19,879 | 19,537 | -1.7% | 12,544 | 11,424 | -8.9% | 8,386 | 8,395 | 0.1% | 5,404,041 | 5,447,231 | 0.8% |
| 84 Peterson | 4,762 | 4,597 | -3.5% | 2,805 | 2,238 | -20.2% | 1,583 | 1,441 | -9.0% | 1,297,671 | 1,259,362 | -3.0% |
| 85 Central | 13,472 | 11,745 | -12.8% | 8,755 | 7,340 | -16.2% | 5,799 | 5,336 | -8.0% | 3,687,417 | 3,424,614 | -7.1% |
| 85A North Central | 954 | 935 | -2.0% | 436 | 381 | -12.6% | | | | 240,297 | 237,117 | -1.3% |
| 86 Narragansett/Ridgeland | 2,759 | 2,840 | 2.9% | | | | | | | 562,134 | 594,393 | 5.7% |
| 87 87th | 17,667 | 16,357 | -7.4% | 12,138 | 10,432 | -14.1% | 7,684 | 6,712 | -12.6% | 4,975,816 | 4,802,391 | -3.5% |
| 88 Higgins | 1,640 | 1,379 | -15.9% | 826 | 577 | -30.1% | 490 | 435 | -11.2% | 414,614 | 364,285 | -12.1% |
| 90 Harlem | 5,633 | 5,296 | -6.0% | 4,384 | 4,040 | -7.8% | 2,720 | 2,463 | -9.4% | 1,563,447 | 1,554,576 | -0.6% |
| 90N North Harlem | 406 | 443 | 9.2% | 161 | 126 | -21.6% | | | | 92,259 | 107,199 | 16.2% |
| 91 Austin | 9,046 | 8,225 | -9.1% | 5,224 | 4,524 | -13.4% | 3,225 | 3,054 | -5.3% | 2,417,876 | 2,291,833 | -5.2% |

 Note: all bus routes are accessible

| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-------------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 92 Foster | 8,543 | 7,645 | -10.5% | 4,248 | 3,910 | -8.0% | 3,119 | 2,993 | -4.0% | 2,259,391 | 2,130,623 | -5.7% |
| 93 California/Dodge | 3,718 | 3,576 | -3.8% | 2,073 | 1,536 | -25.9% | | | | 893,311 | 875,512 | -2.0% |
| 94 South California | 10,818 | 10,558 | -2.4% | 5,599 | 5,035 | -10.1% | 3,667 | 3,295 | -10.2% | 2,948,792 | 2,844,637 | -3.5% |
| 95E 93rd-95th | 5,664 | 4,797 | -15.3% | 3,814 | 2,891 | -24.2% | 2,661 | 2,435 | -8.5% | 1,564,137 | 1,435,639 | -8.2% |
| 95W West 95th | 5,478 | 4,815 | -12.1% | 5,145 | 4,121 | -19.9% | 2,989 | 2,564 | -14.2% | 1,670,649 | 1,494,231 | -10.6% |
| 96 Lunt | 992 | 998 | 0.6% | | | | | | | 224,629 | 217,618 | -3.1% |
| 97 Skokie | 4,388 | 3,999 | -8.9% | 3,062 | 2,646 | -13.6% | 1,696 | 1,738 | 2.5% | 1,162,484 | 1,167,148 | 0.4% |
| X98 Avon Express | 215 | 200 | -7.3% | 33 | 21 | -35.5% | | 37 | | 66,072 | 59,566 | -9.8% |
| 100 Jeffery Manor Express | 1,090 | 985 | -9.6% | | | | | | | 217,225 | 217,875 | 0.3% |
| 103 West 103rd | 3,932 | 3,483 | -11.4% | 1,798 | 1,832 | 1.9% | 1,340 | 1,373 | 2.4% | 1,030,836 | 982,250 | -4.7% |
| 106 East 103rd | 2,521 | 2,278 | -9.6% | 767 | 739 | -3.7% | 399 | 372 | -6.7% | 580,418 | 570,345 | -1.7% |
| 108 Halsted/95th | 2,530 | 2,362 | -6.6% | | | | | | | 594,513 | 525,281 | -11.6% |
| 111 Pullman/111th/115th | 7,045 | 6,407 | -9.1% | 4,175 | 3,724 | -10.8% | 3,009 | 2,820 | -6.3% | 1,994,452 | 1,829,427 | -8.3% |
| 112 Vincennes/111th | 3,486 | 3,044 | -12.7% | 1,694 | 1,368 | -19.2% | 1,078 | 1,013 | -6.0% | 919,074 | 843,406 | -8.2% |
| 119 Michigan/119th | 6,757 | 6,511 | -3.6% | 4,924 | 4,352 | -11.6% | 3,599 | 3,248 | -9.7% | 1,931,746 | 1,842,919 | -4.6% |
| 120 Ogilvie/Wacker Express | 1,341 | 952 | -29.0% | | | | | | | 328,064 | 231,318 | -29.5% |
| 121 Union/Wacker Express | 1,306 | 1,123 | -13.9% | | | | | | | 343,077 | 281,865 | -17.8% |
| 122 Illinois Center/Ogilvie Express | 725 | 539 | -25.6% | | | | | | | 188,100 | 142,436 | -24.3% |
| 123 Illinois Center/Union Express | 673 | 539 | -20.0% | | | | | | | 165,137 | 140,511 | -14.9% |
| 124 Navy Pier | 1,260 | 868 | -31.1% | 1,423 | 1,125 | -20.9% | 701 | 646 | -7.9% | 480,108 | 446,651 | -7.0% |
| 125 Water Tower Express | 2,089 | 2,026 | -3.0% | | | | | | | 498,953 | 483,361 | -3.1% |
| 126 Jackson | 9,207 | 7,943 | -13.7% | 4,819 | 3,619 | -24.9% | 3,143 | 2,534 | -19.4% | 2,466,057 | 2,174,725 | -11.8% |
| 128 Soldier Field Express | | | | | | | 1,233 | 1,651 | 33.9% | 10,604 | 12,189 | 15.0% |

 Note: all bus routes are accessible

| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|----------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 129 West Loop/South Loop | 1,022 | 1,238 | 21.1% | | | | | | | 235,505 | 257,157 | 9.2% |
| 130 Museum Campus | | | | | | | | | | 118,123 | 130,878 | 10.8% |
| 132 Goose Island Express | 314 | 309 | -1.8% | | | | | | | 73,860 | 72,612 | -1.7% |
| 134 Stockton/LaSalle Express | 2,678 | 2,805 | 4.8% | | | | | | | 640,288 | 647,736 | 1.2% |
| 135 Clarendon/LaSalle Express | 3,699 | 3,589 | -3.0% | | | | | | | 896,173 | 842,172 | -6.0% |
| 136 Sheridan/LaSalle Express | 2,188 | 2,031 | -7.2% | | | | | | | 532,639 | 506,889 | -4.8% |
| 143 Stockton/Michigan Express | 1,258 | 1,312 | 4.3% | | | | | | | 295,729 | 299,910 | 1.4% |
| 144 Marine/Michigan Express | 1,157 | 1,153 | -0.4% | | | | | | | 277,040 | 268,463 | -3.1% |
| 145 Wilson/Michigan Express | 6,933 | 6,713 | -3.2% | 4,700 | 4,237 | -9.8% | 2,511 | 3,187 | 26.9% | 2,015,592 | 1,932,252 | -4.1% |
| 146 Inner Drive/Michigan Express | 10,260 | 9,434 | -8.0% | 9,271 | 8,081 | -12.8% | 7,674 | 6,456 | -15.9% | 3,365,386 | 3,093,495 | -8.1% |
| 147 Outer Drive Express | 15,758 | 15,048 | -4.5% | 12,766 | 11,087 | -13.2% | 7,859 | 7,470 | -4.9% | 4,736,771 | 4,460,087 | -5.8% |
| 148 Clarendon/Michigan Express | 2,097 | 2,216 | 5.7% | | | | | | | 472,002 | 510,510 | 8.2% |
| 151 Sheridan | 20,647 | 20,758 | 0.5% | 17,867 | 17,167 | -3.9% | 12,066 | 12,318 | 2.1% | 6,714,057 | 6,553,014 | -2.4% |
| 152 Addison | 10,048 | 9,933 | -1.2% | 5,437 | 5,183 | -4.7% | 3,040 | 3,387 | 11.4% | 2,865,801 | 2,790,147 | -2.6% |
| 154 Wrigley Field Express | | | | | 889 | | | | | 79,257 | 63,520 | -19.9% |
| 155 Devon | 7,609 | 7,375 | -3.1% | 7,130 | 6,472 | -9.2% | 5,359 | 5,231 | -2.4% | 2,343,498 | 2,352,113 | 0.4% |
| 156 LaSalle | 8,784 | 8,333 | -5.1% | | | | | | | 2,233,136 | 2,027,798 | -9.2% |
| 157 Streeterville/Taylor | 5,849 | 6,336 | 8.3% | | | | | | | 731,805 | 1,272,455 | 73.9% |
| 165 West 65th | 88 | 57 | -35.9% | | | | | | | 18,444 | 15,039 | -18.5% |
| 168 UIC-Pilsen Express | 51 | | | 30 | | | | | | 11,830 | 4,710 | -60.2% |
| 169 69th-UPS Express | 358 | 388 | 8.5% | 60 | 46 | -23.6% | | | | 89,887 | 83,944 | -6.6% |
| 170 U. of Chicago/Midway | 401 | 315 | -21.3% | | | | | | | 80,411 | 93,004 | 15.7% |
| 171 U. of Chicago/Hyde Park | 1,305 | 2,588 | 98.3% | 370 | 523 | 41.3% | 527 | 489 | -7.2% | 551,867 | 365,723 | -33.7% |

 Note: all bus routes are accessible

| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|------------------------------------|-----------------|--------|-------|------------------|--------|--------|----------------|--------|--------|--------------------|---------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 172 U. of Chicago/Kenwood | 1,915 | 2,823 | 47.4% | 629 | 466 | -25.8% | 430 | 353 | -17.8% | 415,321 | 519,068 | 25.0% |
| 192 U. of Chicago Hospitals Expres | 740 | 858 | 15.9% | | | | | | | 157,004 | 187,939 | 19.7% |
| 201 Central/Ridge | 2,097 | 2,200 | 4.9% | 965 | 1,075 | 11.4% | 44 | 68 | 53.0% | 479,890 | 545,328 | 13.6% |
| 205 Chicago/Golf | 1,062 | 1,079 | 1.6% | | | | | | | 239,455 | 239,786 | 0.1% |
| 206 Evanston Circulator | 869 | 853 | -1.9% | | | | | | | 176,913 | 168,029 | -5.0% |
| 1001 Shuttle/Special Event Route | 700 | | | 12,933 | | | 9,988 | 192 | -98.1% | 867,439 | 3,006 | -99.7% |

Rail Entries by Line/Station/Entrance

♿ indicates station/entrance is accessible

| | | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|------------------------------|------------------------|-------------------------------------|-----------------|--------|-------|------------------|--------|-------|----------------|--------|--------|----------------------|-----------|--------|
| | | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Red Line - North Side | | | | | | | | | | | | | | |
| ♿ | Howard | Red, Yellow, Purple, Purple Express | | | | | | | | | | | | |
| ♿ | Howard (Main Entrance) | | 3,551 | 3,469 | -2.3% | 2,354 | 2,439 | 3.6% | 1,607 | 1,558 | -3.1% | 1,234,638 | 1,014,113 | -17.9% |
| | Howard (North) | | 2,554 | 2,911 | 14.0% | 2,039 | 2,186 | 7.2% | 1,430 | 1,550 | 8.4% | 523,886 | 824,413 | 57.4% |
| | Station Total | | 6,105 | 6,380 | 4.5% | 4,393 | 4,625 | 5.3% | 3,037 | 3,108 | 2.3% | 1,758,524 | 1,838,526 | 4.5% |
| | Jarvis | Red Line | 1,474 | 1,433 | -2.8% | 1,198 | 1,145 | -4.4% | 843 | 806 | -4.4% | 456,234 | 447,987 | -1.8% |
| | Morse | Red Line | | | | | | | | | | | | |
| | Morse (Main Entrance) | | 2,876 | 2,933 | 2.0% | 2,135 | 2,230 | 4.5% | 1,516 | 1,571 | 3.6% | 880,112 | 888,238 | 0.9% |
| | Morse (Lunt) | | 1,324 | 1,345 | 1.6% | 949 | 954 | 0.5% | 692 | 680 | -1.8% | 379,369 | 384,898 | 1.5% |
| | Station Total | | 4,200 | 4,278 | 1.9% | 3,084 | 3,184 | 3.2% | 2,208 | 2,251 | 1.9% | 1,259,481 | 1,273,136 | 1.1% |
| ♿ | Loyola | Red Line | 5,609 | 5,675 | 1.2% | 4,689 | 4,229 | -9.8% | 2,895 | 2,575 | -11.0% | 1,540,545 | 1,603,545 | 4.1% |
| ♿ | Granville | Red Line | 3,819 | 4,005 | 4.9% | 3,105 | 3,767 | 21.3% | 2,113 | 2,333 | 10.4% | 1,083,070 | 1,154,092 | 6.6% |
| | Thorndale | Red Line | 2,809 | 2,930 | 4.3% | 1,776 | 2,026 | 14.1% | 1,358 | 1,394 | 2.6% | 816,083 | 829,332 | 1.6% |
| | Bryn Mawr | Red Line | 4,593 | 4,812 | 4.8% | 3,072 | 3,437 | 11.9% | 2,214 | 2,271 | 2.6% | 1,339,618 | 1,393,319 | 4.0% |
| | Berwyn | Red Line | 3,305 | 3,362 | 1.7% | 2,771 | 2,586 | -6.7% | 1,843 | 1,773 | -3.8% | 989,380 | 1,014,516 | 2.5% |
| | Argyle | Red Line | 2,582 | 2,647 | 2.5% | 2,068 | 2,203 | 6.5% | 1,474 | 1,516 | 2.9% | 786,447 | 808,472 | 2.8% |
| | Lawrence | Red Line | 3,440 | 3,361 | -2.3% | 2,877 | 2,591 | -9.9% | 1,912 | 1,868 | -2.3% | 991,814 | 1,020,289 | 2.9% |
| | Wilson | Red Line | | | | | | | | | | | | |
| | Wilson (Main Entrance) | | 2,410 | 2,756 | 14.3% | 1,848 | 2,182 | 18.1% | 1,304 | 1,305 | 0.1% | 711,195 | 753,680 | 6.0% |
| | Wilson (South) | | 3,706 | 3,895 | 5.1% | 1,994 | 2,110 | 5.8% | 1,160 | 1,329 | 14.6% | 937,305 | 1,023,250 | 9.2% |
| | Station Total | | 6,116 | 6,651 | 8.7% | 3,842 | 4,292 | 11.7% | 2,464 | 2,634 | 6.9% | 1,648,500 | 1,776,930 | 7.8% |
| | Sheridan | Red Line | 4,937 | 5,178 | 4.9% | 3,609 | 4,129 | 14.4% | 2,366 | 2,534 | 7.1% | 1,460,093 | 1,511,062 | 3.5% |

| | ♿ indicates station/entrance is accessible | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---------------------------------------|--|-----------------|----------------|-------------|------------------|----------------|--------------|----------------|---------------|-------------|----------------------|-------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| ♿ Addison | Red Line | 5,910 | 6,325 | 7.0% | 5,543 | 9,073 | 63.7% | 4,277 | 4,048 | -5.3% | 2,606,033 | 2,715,215 | 4.2% |
| ♿ Belmont | Red, Brown, Purple Express | | | | | | | | | | | | |
| ♿ Belmont (Main Entrance) | | 10,642 | 8,123 | -23.7% | 9,987 | 7,899 | -20.9% | 6,612 | 4,870 | -26.3% | 3,634,130 | 2,629,262 | -27.7% |
| Belmont (North) | | | 3,481 | | | 3,156 | | | 1,829 | | | 997,237 | |
| Station Total | | 10,642 | 11,604 | 9.0% | 9,987 | 11,055 | 10.7% | 6,612 | 6,699 | 1.3% | 3,634,130 | 3,626,499 | -0.2% |
| ♿ Fullerton | Red, Brown, Purple Express | | | | | | | | | | | | |
| ♿ Fullerton (Main Entrance) | | 12,301 | 10,468 | -14.9% | 8,822 | 7,431 | -15.8% | 5,742 | 4,690 | -18.3% | 3,488,771 | 3,135,115 | -10.1% |
| Fullerton (North) | | | 2,543 | | | 1,798 | | | 1,076 | | | 625,459 | |
| Station Total | | 12,301 | 13,011 | 5.8% | 8,822 | 9,229 | 4.6% | 5,742 | 5,766 | 0.4% | 3,488,771 | 3,760,574 | 7.8% |
| North/Clybourn | Red Line | 4,337 | 4,998 | 15.3% | 4,102 | 4,854 | 18.3% | 2,755 | 2,943 | 6.8% | 1,347,272 | 1,401,886 | 4.1% |
| Clark/Division | Red Line | 7,098 | 7,147 | 0.7% | 6,331 | 6,703 | 5.9% | 4,245 | 4,232 | -0.3% | 2,200,691 | 2,288,732 | 4.0% |
| ♿ Chicago | Red Line | 14,013 | 14,495 | 3.4% | 15,201 | 16,502 | 8.6% | 7,709 | 8,356 | 8.4% | 4,162,652 | 4,463,434 | 7.2% |
| Grand | Red Line | 7,835 | 8,887 | 13.4% | 9,921 | 11,136 | 12.2% | 5,485 | 6,022 | 9.8% | 2,991,021 | 3,010,714 | 0.7% |
| Red Line - North Side Total | | 111,125 | 117,179 | 5.4% | 96,391 | 106,766 | 10.8% | 61,552 | 63,129 | 2.6% | 34,560,359 | 35,938,260 | 4.0% |
| Red Line - State Street Subway | | | | | | | | | | | | | |
| ♿ Lake | Red Line | | | | | | | | | | | | |
| Lake-Randolph | | 10,424 | 10,063 | -3.5% | 6,824 | 7,106 | 4.1% | 4,119 | 3,937 | -4.4% | 2,997,294 | 3,010,370 | 0.4% |
| ♿ Randolph-Washington (North) | | 5,796 | 7,278 | 25.6% | 4,237 | 4,864 | 14.8% | 2,037 | 2,492 | 22.3% | 1,534,497 | 1,885,431 | 22.9% |
| Station Total | | 16,220 | 17,341 | 6.9% | 11,061 | 11,970 | 8.2% | 6,156 | 6,429 | 4.4% | 4,531,791 | 4,895,801 | 8.0% |
| Monroe | Red Line | | | | | | | | | | | | |
| Madison-Monroe | | 5,345 | 5,270 | -1.4% | 2,768 | 2,783 | 0.5% | 1,414 | 1,482 | 4.8% | 1,499,806 | 1,475,489 | -1.6% |
| Monroe-Adams | | 3,901 | 3,875 | -0.7% | 1,845 | 1,996 | 8.2% | 1,055 | 1,077 | 2.1% | 1,148,938 | 1,137,908 | -1.0% |
| Station Total | | 9,246 | 9,145 | -1.1% | 4,613 | 4,779 | 3.6% | 2,469 | 2,559 | 3.6% | 2,648,744 | 2,613,397 | -1.3% |
| ♿ Jackson | Red Line | | | | | | | | | | | | |

♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|---------------------------|-----------------|---------------|-------------|------------------|---------------|-------------|----------------|---------------|--------------|----------------------|-------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| ♿ Adams-Jackson | | 4,937 | 5,002 | 1.3% | 2,146 | 2,284 | 6.4% | 1,249 | 1,284 | 2.8% | 1,376,706 | 1,405,981 | 2.1% |
| ♿ Jackson-Van Buren | | 7,282 | 6,993 | -4.0% | 3,497 | 3,079 | -11.9% | 2,211 | 1,740 | -21.3% | 1,909,868 | 1,918,135 | 0.4% |
| Station Total | | 12,219 | 11,995 | -1.8% | 5,643 | 5,363 | -5.0% | 3,460 | 3,024 | -12.6% | 3,286,574 | 3,324,116 | 1.1% |
| Harrison | Red Line | | | | | | | | | | | | |
| Harrison (Main Entrance) | | 2,861 | 3,167 | 10.7% | 1,997 | 2,600 | 30.2% | 1,191 | 1,281 | 7.6% | 588,585 | 815,428 | 38.5% |
| Harrison (Polk) | | 1,322 | 1,280 | -3.2% | 1,152 | 1,261 | 9.4% | 764 | 662 | -13.4% | 421,578 | 362,852 | -13.9% |
| Station Total | | 4,183 | 4,447 | 6.3% | 3,149 | 3,861 | 22.6% | 1,955 | 1,943 | -0.6% | 1,010,163 | 1,178,280 | 16.6% |
| ♿ Roosevelt | Red, Orange & Green Lines | | | | | | | | | | | | |
| ♿ Roosevelt (Main Entrance) | | 6,944 | 7,089 | 2.1% | 5,483 | 5,579 | 1.7% | 5,413 | 5,004 | -7.5% | 2,114,149 | 2,211,002 | 4.6% |
| ♿ Roosevelt (State) | | 3,023 | 3,370 | 11.5% | 2,340 | 2,856 | 22.0% | 1,872 | 1,941 | 3.7% | 855,576 | 968,265 | 13.2% |
| Station Total | | 9,967 | 10,459 | 4.9% | 7,823 | 8,435 | 7.8% | 7,285 | 6,945 | -4.7% | 2,969,725 | 3,179,267 | 7.1% |
| Red Line - State Street Subway Total | | 51,835 | 53,387 | 3.0% | 32,289 | 34,408 | 6.6% | 21,325 | 20,900 | -2.0% | 14,446,997 | 15,190,861 | 5.1% |
| Red Line - Dan Ryan | | | | | | | | | | | | | |
| Cermak-Chinatown | Red Line | | | | | | | | | | | | |
| Cermak-Chinatown (Cermak) | | 3,479 | 0 | | 3,791 | 0 | | 2,530 | 0 | | 1,138,519 | 505,637 | -55.6% |
| Cermak-Chinatown (Archer) | | | 3,809 | | | 3,971 | | | 2,825 | | | 677,990 | |
| Station Total | | 3,479 | 3,809 | 9.5% | 3,791 | 3,971 | 4.7% | 2,530 | 2,825 | 11.7% | 1,138,519 | 1,183,627 | 4.0% |
| ♿ Sox-35th | Red Line | | | | | | | | | | | | |
| ♿ Sox-35th (Main Entrance) | | 3,378 | 3,681 | 9.0% | 2,434 | 2,489 | 2.3% | 1,623 | 1,763 | 8.6% | 1,250,410 | 1,337,634 | 7.0% |
| Sox-35th (33rd) | | 844 | 928 | 10.0% | 637 | 670 | 5.2% | 410 | 422 | 2.9% | 213,961 | 240,456 | 12.4% |
| Station Total | | 4,222 | 4,609 | 9.2% | 3,071 | 3,159 | 2.9% | 2,033 | 2,185 | 7.5% | 1,464,371 | 1,578,090 | 7.8% |
| ♿ 47th | Red Line | 3,418 | 3,440 | 0.7% | 2,422 | 2,436 | 0.6% | 1,739 | 1,691 | -2.7% | 941,252 | 1,002,657 | 6.5% |
| Garfield | Red Line | 4,166 | 4,132 | -0.8% | 3,354 | 3,236 | -3.5% | 2,145 | 2,095 | -2.3% | 1,227,279 | 1,243,424 | 1.3% |
| 63rd | Red Line | 3,784 | 3,684 | -2.6% | 2,794 | 2,494 | -10.7% | 2,082 | 1,962 | -5.8% | 1,091,149 | 1,095,792 | 0.4% |

| | ♿ indicates station/entrance is accessible | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|-------------------------------------|--|-----------------|---------------|-------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|--------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 69th | Red Line | 5,892 | 5,983 | 1.6% | 4,502 | 4,330 | -3.8% | 3,273 | 3,133 | -4.3% | 1,711,123 | 1,757,999 | 2.7% |
| 79th | Red Line | | | | | | | | | | | | |
| 79th (Main Entrance) | | 1,631 | 1,744 | 6.9% | 1,009 | 1,074 | 6.5% | 787 | 741 | -5.8% | 458,944 | 505,816 | 10.2% |
| 79th (Platform) | | 6,387 | 6,230 | -2.5% | 5,004 | 4,646 | -7.2% | 3,432 | 3,363 | -2.0% | 1,859,013 | 1,860,666 | 0.1% |
| Station Total | | 8,018 | 7,974 | -0.5% | 6,013 | 5,720 | -4.9% | 4,219 | 4,104 | -2.7% | 2,317,957 | 2,366,482 | 2.1% |
| 87th | Red Line | 5,238 | 5,168 | -1.3% | 4,042 | 3,693 | -8.6% | 2,605 | 2,486 | -4.6% | 1,489,395 | 1,526,610 | 2.5% |
| 95th | Red Line | 13,349 | 13,066 | -2.1% | 8,439 | 7,884 | -6.6% | 6,048 | 5,698 | -5.8% | 3,750,811 | 3,723,330 | -0.7% |
| Red Line - Dan Ryan Total | | 51,566 | 51,865 | 0.6% | 38,428 | 36,923 | -3.9% | 26,674 | 26,179 | -1.9% | 15,131,856 | 15,478,011 | 2.3% |
| Purple Line - Evanston | | | | | | | | | | | | | |
| Linden | Purple & Purple Express | 922 | 924 | 0.3% | 619 | 921 | 48.7% | 299 | 295 | -1.1% | 307,341 | 301,468 | -1.9% |
| Central | Purple & Purple Express | 861 | 862 | 0.1% | 1,024 | 1,495 | 45.9% | 235 | 252 | 7.1% | 245,417 | 245,166 | -0.1% |
| Noyes | Purple & Purple Express | 755 | 749 | -0.8% | 533 | 771 | 44.5% | 278 | 295 | 6.0% | 209,473 | 207,711 | -0.8% |
| Foster | Purple & Purple Express | 816 | 850 | 4.1% | 533 | 678 | 27.3% | 310 | 317 | 2.3% | 230,419 | 240,484 | 4.4% |
| Davis | Purple & Purple Express | 3,878 | 3,818 | -1.6% | 3,269 | 3,410 | 4.3% | 1,846 | 1,734 | -6.0% | 1,152,347 | 1,137,460 | -1.3% |
| Dempster | Purple & Purple Express | 793 | 801 | 1.0% | 672 | 743 | 10.6% | 447 | 422 | -5.7% | 245,449 | 243,886 | -0.6% |
| Main | Purple & Purple Express | 1,186 | 1,185 | -0.1% | 911 | 870 | -4.5% | 492 | 462 | -6.1% | 354,879 | 337,255 | -5.0% |
| South Boulevard | Purple & Purple Express | 757 | 794 | 5.0% | 425 | 482 | 13.4% | 285 | 252 | -11.5% | 215,014 | 217,165 | 1.0% |
| Purple Line - Evanston Total | | 9,968 | 9,983 | 0.2% | 7,986 | 9,370 | 17.3% | 4,192 | 4,029 | -3.9% | 2,960,339 | 2,930,595 | -1.0% |
| Yellow Line | | | | | | | | | | | | | |
| Skokie | Yellow Line | 2,521 | 2,548 | 1.1% | 1,091 | 1,384 | 26.9% | 683 | 709 | 3.8% | 691,089 | 726,277 | 5.1% |
| Yellow Line Total | | 2,521 | 2,548 | 1.1% | 1,091 | 1,384 | 26.9% | 683 | 709 | 3.8% | 691,089 | 726,277 | 5.1% |
| Blue Line - O'Hare | | | | | | | | | | | | | |
| O'Hare Airport | Blue Line | 8,388 | 9,165 | 9.3% | 7,101 | 7,830 | 10.3% | 7,943 | 8,741 | 10.0% | 2,759,637 | 2,877,674 | 4.3% |

♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|------------------------------|-----------|-----------------|--------|-------|------------------|--------|-------|----------------|--------|-------|----------------------|-----------|-------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| ♿ Rosemont | Blue Line | 4,184 | 4,491 | 7.3% | 2,271 | 2,556 | 12.6% | 1,299 | 1,494 | 15.0% | 1,218,445 | 1,279,184 | 5.0% |
| ♿ Cumberland | Blue Line | 4,426 | 4,484 | 1.3% | 2,451 | 2,538 | 3.5% | 1,382 | 1,550 | 12.2% | 1,288,405 | 1,298,059 | 0.7% |
| ♿ Harlem | Blue Line | 2,758 | 2,850 | 3.4% | 1,316 | 1,338 | 1.7% | 754 | 808 | 7.1% | 709,765 | 751,616 | 5.9% |
| ♿ Jefferson Park | Blue Line | 6,039 | 6,190 | 2.5% | 3,097 | 3,211 | 3.7% | 2,194 | 2,252 | 2.7% | 1,687,099 | 1,669,659 | -1.0% |
| Montrose | Blue Line | 1,987 | 2,133 | 7.3% | 881 | 982 | 11.4% | 646 | 698 | 8.1% | 517,321 | 559,031 | 8.1% |
| Irving Park | Blue Line | | | | | | | | | | | | |
| Irving Park (Main Entrance) | | 2,696 | 2,722 | 0.9% | 1,401 | 1,410 | 0.6% | 903 | 1,008 | 11.7% | 740,200 | 764,029 | 3.2% |
| Irving Park (Pulaski) | | 993 | 1,039 | 4.6% | 499 | 527 | 5.6% | 385 | 409 | 6.4% | 271,541 | 284,867 | 4.9% |
| Irving Park (North) | | 326 | 317 | -3.0% | 212 | 215 | 1.4% | 168 | 153 | -9.3% | 93,367 | 94,560 | 1.3% |
| Station Total | | 4,015 | 4,078 | 1.6% | 2,112 | 2,152 | 1.9% | 1,456 | 1,570 | 7.8% | 1,105,108 | 1,143,456 | 3.5% |
| Addison | Blue Line | 2,460 | 2,509 | 2.0% | 1,061 | 1,200 | 13.1% | 728 | 809 | 11.1% | 683,832 | 697,161 | 1.9% |
| Belmont | Blue Line | 4,568 | 4,814 | 5.4% | 2,629 | 2,861 | 8.9% | 1,881 | 2,076 | 10.3% | 1,249,819 | 1,328,283 | 6.3% |
| ♿ Logan Square | Blue Line | | | | | | | | | | | | |
| Logan Square (Main Entrance) | | 4,543 | 4,831 | 6.3% | 2,514 | 2,867 | 14.0% | 1,676 | 1,808 | 7.9% | 1,234,408 | 1,329,178 | 7.7% |
| Logan Square (Spaulding) | | 1,179 | 1,198 | 1.6% | 654 | 727 | 11.2% | 433 | 483 | 11.4% | 303,110 | 328,774 | 8.5% |
| Station Total | | 5,722 | 6,029 | 5.4% | 3,168 | 3,594 | 13.4% | 2,109 | 2,291 | 8.6% | 1,537,518 | 1,657,952 | 7.8% |
| California | Blue Line | 3,874 | 4,184 | 8.0% | 2,278 | 2,430 | 6.7% | 1,507 | 1,613 | 7.0% | 1,034,077 | 1,141,718 | 10.4% |
| ♿ Western | Blue Line | | | | | | | | | | | | |
| Western | | 3,049 | 3,032 | -0.5% | 1,627 | 1,613 | -0.8% | 1,158 | 1,170 | 1.0% | 816,852 | 852,309 | 4.3% |
| Western (West Inbound) | | 1,041 | 1,111 | 6.6% | 397 | 475 | 19.7% | 228 | 275 | 20.7% | 261,595 | 289,889 | 10.8% |
| Western (West Outbound) | | 180 | 271 | 50.2% | 154 | 230 | 49.7% | 115 | 163 | 42.3% | 57,785 | 74,437 | 28.8% |
| Station Total | | 4,270 | 4,414 | 3.4% | 2,178 | 2,318 | 6.4% | 1,501 | 1,608 | 7.1% | 1,136,232 | 1,216,635 | 7.1% |
| Damen | Blue Line | 4,927 | 5,453 | 10.7% | 3,361 | 3,855 | 14.7% | 2,168 | 2,421 | 11.6% | 1,359,686 | 1,570,605 | 15.5% |
| Division | Blue Line | 5,000 | 5,428 | 8.6% | 2,543 | 2,872 | 12.9% | 1,754 | 1,902 | 8.4% | 1,295,257 | 1,460,467 | 12.8% |

♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Chicago | Blue Line | 3,414 | 3,738 | 9.5% | 1,614 | 1,831 | 13.4% | 1,110 | 1,240 | 11.7% | 870,400 | 986,336 | 13.3% |
| Grand | Blue Line | 1,823 | 2,022 | 10.9% | 1,012 | 1,031 | 1.9% | 610 | 718 | 17.8% | 474,692 | 549,569 | 15.8% |
| Blue Line - O'Hare Total | | 67,855 | 71,982 | 6.1% | 39,073 | 42,599 | 9.0% | 29,042 | 31,791 | 9.5% | 18,927,293 | 20,187,405 | 6.7% |
| Blue Line - Dearborn Subway | | | | | | | | | | | | | |
| Washington | Blue Line | | | | | | | | | | | | |
| <i>Randolph-Washington</i> | | 3,450 | 4,805 | 39.3% | 1,591 | 2,621 | 64.7% | 582 | 1,449 | 148.9% | 827,914 | 1,177,916 | 42.3% |
| <i>Washington-Madison</i> | | 3,625 | 3,567 | -1.6% | 1,191 | 1,591 | 33.6% | 454 | 903 | 99.0% | 978,925 | 943,875 | -3.6% |
| Station Total | | 7,075 | 8,372 | 18.3% | 2,782 | 4,212 | 51.4% | 1,036 | 2,352 | 127.0% | 1,806,839 | 2,121,791 | 17.4% |
| Monroe | Blue Line | | | | | | | | | | | | |
| <i>Madison-Monroe</i> | | 2,597 | 2,745 | 5.7% | 532 | 888 | 67.1% | 263 | 498 | 89.1% | 697,588 | 669,250 | -4.1% |
| <i>Monroe-Adams</i> | | 2,990 | 3,298 | 10.3% | 657 | 1,148 | 74.8% | 399 | 784 | 96.3% | 769,063 | 850,333 | 10.6% |
| Station Total | | 5,587 | 6,043 | 8.2% | 1,189 | 2,036 | 71.2% | 662 | 1,282 | 93.7% | 1,466,651 | 1,519,583 | 3.6% |
| ♿ Jackson | Blue Line | | | | | | | | | | | | |
| ♿ <i>Adams-Jackson</i> | | 4,305 | 4,208 | -2.3% | 1,061 | 1,515 | 42.7% | 607 | 1,003 | 65.4% | 1,165,146 | 1,165,266 | 0.0% |
| <i>Jackson-Van Buren</i> | | 3,217 | 3,769 | 17.2% | 1,004 | 1,610 | 60.3% | 554 | 979 | 76.8% | 812,135 | 914,699 | 12.6% |
| Station Total | | 7,522 | 7,977 | 6.0% | 2,065 | 3,125 | 51.3% | 1,161 | 1,982 | 70.7% | 1,977,281 | 2,079,965 | 5.2% |
| LaSalle | Blue Line | 2,817 | 2,995 | 6.3% | 605 | 1,103 | 82.4% | 368 | 743 | 102.0% | 690,467 | 719,860 | 4.3% |
| Blue Line - Dearborn Subway Total | | 23,001 | 25,387 | 10.4% | 6,641 | 10,476 | 57.7% | 3,227 | 6,359 | 97.1% | 5,941,238 | 6,441,199 | 8.4% |
| Blue Line - Forest Park | | | | | | | | | | | | | |
| Clinton | Blue Line | 2,680 | 3,061 | 14.2% | 695 | 1,282 | 84.4% | 598 | 1,097 | 83.5% | 719,185 | 791,918 | 10.1% |
| ♿ UIC-Halsted | Blue Line | | | | | | | | | | | | |
| <i>UIC-Halsted (Main Entrance)</i> | | 1,611 | 1,682 | 4.4% | 866 | 1,143 | 32.1% | 539 | 723 | 34.2% | 424,560 | 441,915 | 4.1% |
| <i>UIC-Halsted (Peoria)</i> | | 2,967 | 3,360 | 13.2% | 364 | 676 | 85.7% | 184 | 414 | 124.9% | 566,239 | 629,376 | 11.2% |
| ♿ <i>UIC-Halsted (Morgan)</i> | | 1,227 | 1,676 | 36.6% | 251 | 560 | 123.1% | 143 | 293 | 104.7% | 274,025 | 304,060 | 11.0% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|-----------------------------------|------------------|--------|-------|------------------|--------|-------|----------------|--------|--------|----------------------|-----------|-------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Station Total | 5,805 | 6,718 | 15.7% | 1,481 | 2,379 | 60.6% | 866 | 1,430 | 65.1% | 1,264,824 | 1,375,351 | 8.7% |
| Racine | <i>Blue Line</i> | | | | | | | | | | | |
| <i>Racine (Main Entrance)</i> | 1,002 | 1,077 | 7.5% | 545 | 1,025 | 88.2% | 267 | 599 | 124.6% | 277,978 | 297,744 | 7.1% |
| <i>Racine (Loomis)</i> | 1,201 | 1,229 | 2.3% | 349 | 487 | 39.5% | 173 | 298 | 72.4% | 288,269 | 295,907 | 2.6% |
| Station Total | 2,203 | 2,306 | 4.7% | 894 | 1,512 | 69.1% | 440 | 897 | 103.9% | 566,247 | 593,651 | 4.8% |
| ♿ Medical Center | <i>Blue Line</i> | | | | | | | | | | | |
| <i>Medical Center (Ogden)</i> | 1,908 | 2,146 | 12.5% | 589 | 597 | 1.5% | 350 | 401 | 14.7% | 459,302 | 507,533 | 10.5% |
| <i>Medical Center (Paulina)</i> | 441 | 514 | 16.6% | 112 | 139 | 23.6% | 90 | 118 | 30.7% | 114,397 | 128,568 | 12.4% |
| ♿ <i>Medical Center (Damen)</i> | 710 | 833 | 17.4% | 278 | 354 | 27.1% | 193 | 241 | 25.1% | 176,078 | 202,077 | 14.8% |
| Station Total | 3,059 | 3,493 | 14.2% | 979 | 1,090 | 11.3% | 633 | 760 | 20.1% | 749,777 | 838,178 | 11.8% |
| Western | <i>Blue Line</i> | | | | | | | | | | | |
| ♿ <i>Western</i> | 1,499 | 1,601 | 6.8% | 823 | 1,007 | 22.3% | 582 | 677 | 16.4% | 403,392 | 439,195 | 8.9% |
| ♿ Kedzie-Homan | <i>Blue Line</i> | | | | | | | | | | | |
| ♿ <i>Kedzie-Homan (Kedzie)</i> | 858 | 1,004 | 17.0% | 486 | 606 | 24.9% | 360 | 456 | 26.6% | 234,393 | 266,269 | 13.6% |
| ♿ <i>Kedzie-Homan (Homan)</i> | 953 | 1,071 | 12.4% | 548 | 670 | 22.3% | 417 | 545 | 30.7% | 265,897 | 296,273 | 11.4% |
| Station Total | 1,811 | 2,075 | 14.6% | 1,034 | 1,276 | 23.4% | 777 | 1,001 | 28.8% | 500,290 | 562,542 | 12.4% |
| Pulaski | <i>Blue Line</i> | | | | | | | | | | | |
| ♿ <i>Pulaski</i> | 1,585 | 1,812 | 14.3% | 1,144 | 1,306 | 14.1% | 878 | 1,056 | 20.3% | 440,760 | 526,297 | 19.4% |
| Cicero | <i>Blue Line</i> | | | | | | | | | | | |
| ♿ <i>Cicero</i> | 1,243 | 1,375 | 10.6% | 799 | 902 | 12.9% | 578 | 667 | 15.3% | 344,546 | 375,180 | 8.9% |
| Austin | <i>Blue Line</i> | | | | | | | | | | | |
| ♿ <i>Austin (Main Entrance)</i> | 1,347 | 1,474 | 9.4% | 713 | 783 | 9.9% | 508 | 543 | 7.0% | 382,051 | 401,259 | 5.0% |
| ♿ <i>Austin (Lombard)</i> | 512 | 544 | 6.2% | 143 | 178 | 24.1% | 88 | 105 | 19.1% | 133,225 | 136,672 | 2.6% |
| Station Total | 1,859 | 2,018 | 8.6% | 856 | 961 | 12.3% | 596 | 648 | 8.7% | 515,276 | 537,931 | 4.4% |
| Oak Park | <i>Blue Line</i> | | | | | | | | | | | |
| ♿ <i>Oak Park (Main Entrance)</i> | 1,205 | 1,293 | 7.3% | 506 | 600 | 18.5% | 309 | 364 | 17.7% | 339,072 | 350,671 | 3.4% |
| ♿ <i>Oak Park (East)</i> | 414 | 436 | 5.3% | 109 | 120 | 10.1% | 66 | 67 | 1.2% | 107,685 | 110,566 | 2.7% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--------------------------------------|------------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|------------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Station Total | 1,619 | 1,729 | 6.8% | 615 | 720 | 17.1% | 375 | 431 | 14.9% | 446,757 | 461,237 | 3.2% |
| Harlem | <i>Blue Line</i> | | | | | | | | | | | |
| <i>Harlem</i> | 802 | 838 | 4.5% | 445 | 506 | 13.7% | 287 | 335 | 16.9% | 257,926 | 233,319 | -9.5% |
| <i>Harlem (Circle)</i> | 176 | 209 | 18.7% | 60 | 60 | -0.8% | 35 | 40 | 16.5% | 8,244 | 54,571 | 561.9% |
| Station Total | 978 | 1,047 | 7.1% | 505 | 566 | 12.1% | 322 | 375 | 16.5% | 266,170 | 287,890 | 8.2% |
| ♿ Forest Park | <i>Blue Line</i> | | | | | | | | | | | |
| | 3,783 | 3,829 | 1.2% | 1,739 | 1,859 | 6.9% | 1,132 | 1,235 | 9.0% | 1,068,926 | 1,060,284 | -0.8% |
| Blue Line - Forest Park Total | 28,124 | 31,064 | 10.5% | 11,564 | 14,860 | 28.5% | 7,777 | 10,274 | 32.1% | 7,286,150 | 7,849,654 | 7.7% |
| Pink Line | | | | | | | | | | | | |
| ♿ Polk | <i>Pink Line</i> | | | | | | | | | | | |
| | 3,440 | 3,302 | -4.0% | 1,097 | 869 | -20.8% | 633 | 559 | -11.6% | 843,676 | 834,195 | -1.1% |
| ♿ 18th | <i>Pink Line</i> | | | | | | | | | | | |
| | 1,576 | 1,648 | 4.6% | 1,112 | 1,176 | 5.8% | 704 | 697 | -0.9% | 445,943 | 465,791 | 4.5% |
| ♿ Damen | <i>Pink Line</i> | | | | | | | | | | | |
| ♿ <i>Damen</i> | 933 | 881 | -5.6% | 588 | 590 | 0.3% | 325 | 340 | 4.8% | 246,634 | 252,030 | 2.2% |
| <i>Damen (Hoyne)</i> | 392 | 389 | -0.5% | 205 | 200 | -2.4% | 143 | 147 | 2.8% | 106,196 | 105,451 | -0.7% |
| Station Total | 1,325 | 1,270 | -4.2% | 793 | 790 | -0.4% | 468 | 487 | 4.1% | 352,830 | 357,481 | 1.3% |
| ♿ Western | <i>Pink Line</i> | | | | | | | | | | | |
| ♿ <i>Western</i> | 972 | 965 | -0.7% | 625 | 644 | 3.1% | 412 | 422 | 2.4% | 262,471 | 278,143 | 6.0% |
| <i>Western (West)</i> | 86 | 94 | 8.9% | 66 | 56 | -14.8% | 43 | 47 | 9.8% | 24,795 | 24,494 | -1.2% |
| Station Total | 1,058 | 1,059 | 0.1% | 691 | 700 | 1.3% | 455 | 469 | 3.1% | 287,266 | 302,637 | 5.4% |
| ♿ California | <i>Pink Line</i> | | | | | | | | | | | |
| ♿ <i>California</i> | 1,153 | 1,248 | 8.2% | 649 | 683 | 5.4% | 439 | 457 | 4.2% | 314,422 | 339,632 | 8.0% |
| <i>California (West)</i> | 77 | 74 | -4.0% | 42 | 40 | -4.2% | 27 | 23 | -13.9% | 18,856 | 20,280 | 7.6% |
| Station Total | 1,230 | 1,322 | 7.5% | 691 | 723 | 4.6% | 466 | 480 | 3.0% | 333,278 | 359,912 | 8.0% |
| ♿ Kedzie | <i>Pink Line</i> | | | | | | | | | | | |
| ♿ <i>Kedzie</i> | 731 | 747 | 2.1% | 480 | 513 | 6.9% | 333 | 323 | -3.1% | 201,528 | 214,855 | 6.6% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---------------------------------|-----------------|---------------|-------------|------------------|--------------|--------------|----------------|--------------|--------------|----------------------|------------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| <i>Kedzie (East)</i> | 188 | 192 | 2.2% | 99 | 103 | 4.0% | 69 | 74 | 7.2% | 47,428 | 50,350 | 6.2% |
| Station Total | 919 | 939 | 2.2% | 579 | 616 | 6.4% | 402 | 397 | -1.2% | 248,956 | 265,205 | 6.5% |
| ♿ Central Park <i>Pink Line</i> | | | | | | | | | | | | |
| ♿ Central Park | 850 | 848 | -0.3% | 523 | 485 | -7.3% | 367 | 356 | -3.1% | 235,217 | 241,677 | 2.7% |
| Central Park (East) | 242 | 243 | 0.6% | 124 | 126 | 1.0% | 95 | 85 | -10.6% | 62,653 | 69,857 | 11.5% |
| Station Total | 1,092 | 1,091 | -0.1% | 647 | 611 | -5.6% | 462 | 441 | -4.5% | 297,870 | 311,534 | 4.6% |
| ♿ Pulaski <i>Pink Line</i> | 1,122 | 1,139 | 1.5% | 724 | 708 | -2.2% | 501 | 481 | -4.1% | 300,914 | 322,574 | 7.2% |
| ♿ Kostner <i>Pink Line</i> | | | | | | | | | | | | |
| ♿ Kostner | 278 | 282 | 1.5% | 147 | 130 | -11.4% | 96 | 94 | -2.5% | 73,311 | 74,852 | 2.1% |
| Kildare | 146 | 164 | 12.8% | 100 | 104 | 3.7% | 74 | 79 | 6.5% | 44,692 | 44,745 | 0.1% |
| Station Total | 424 | 446 | 5.2% | 247 | 234 | -5.3% | 170 | 173 | 1.8% | 118,003 | 119,597 | 1.4% |
| ♿ Cicero <i>Pink Line</i> | 1,135 | 1,181 | 4.1% | 956 | 924 | -3.3% | 609 | 625 | 2.7% | 339,196 | 347,881 | 2.6% |
| ♿ 54th/Cermak <i>Pink Line</i> | | | | | | | | | | | | |
| ♿ 54th/Cermak (Main Entrance) | 632 | 583 | -7.9% | 478 | 446 | -6.7% | 283 | 282 | -0.3% | 194,967 | 185,081 | -5.1% |
| 54th/Cermak (54th Ave) | 365 | 350 | -4.0% | 199 | 200 | 0.3% | 145 | 155 | 7.4% | 98,622 | 100,891 | 2.3% |
| 54th/Cermak (Laramie) | 924 | 943 | 2.2% | 441 | 421 | -4.5% | 270 | 261 | -3.5% | 247,748 | 246,275 | -0.6% |
| Station Total | 1,921 | 1,876 | -2.3% | 1,118 | 1,067 | -4.6% | 698 | 698 | 0.0% | 541,337 | 532,247 | -1.7% |
| Pink Line Total | 15,242 | 15,273 | 0.2% | 8,655 | 8,418 | -2.7% | 5,568 | 5,507 | -1.1% | 4,109,269 | 4,219,054 | 2.7% |
| Green Line - Lake Street | | | | | | | | | | | | |
| ♿ Harlem <i>Green Line</i> | | | | | | | | | | | | |
| Harlem (Main Entrance) | 1,675 | 1,628 | -2.8% | 1,137 | 996 | -12.4% | 629 | 597 | -5.0% | 494,837 | 472,344 | -4.5% |
| ♿ Harlem (Marion) | 1,979 | 2,052 | 3.7% | 1,306 | 1,367 | 4.7% | 820 | 823 | 0.4% | 561,648 | 590,383 | 5.1% |
| Station Total | 3,654 | 3,680 | 0.7% | 2,443 | 2,363 | -3.3% | 1,449 | 1,420 | -2.0% | 1,056,485 | 1,062,727 | 0.6% |
| Oak Park <i>Green Line</i> | 1,559 | 1,521 | -2.5% | 909 | 911 | 0.2% | 577 | 521 | -9.8% | 464,754 | 452,474 | -2.6% |

♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---------------------------------------|--------------|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|--------------|--------------|----------------------|------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Ridgeland | Green Line | 1,341 | 1,322 | -1.4% | 570 | 530 | -7.0% | 322 | 314 | -2.6% | 370,452 | 365,315 | -1.4% |
| Austin | Green Line | 2,104 | 2,007 | -4.6% | 1,185 | 1,047 | -11.6% | 750 | 692 | -7.7% | 591,158 | 572,847 | -3.1% |
| ♿ Central | Green Line | 2,530 | 2,424 | -4.2% | 1,640 | 1,417 | -13.6% | 1,164 | 1,034 | -11.1% | 706,876 | 705,173 | -0.2% |
| ♿ Laramie | Green Line | 1,390 | 1,458 | 4.9% | 910 | 859 | -5.6% | 615 | 592 | -3.8% | 390,874 | 413,596 | 5.8% |
| ♿ Cicero | Green Line | 1,497 | 1,495 | -0.2% | 1,054 | 954 | -9.4% | 767 | 708 | -7.7% | 427,256 | 426,452 | -0.2% |
| ♿ Pulaski | Green Line | | | | | | | | | | | | |
| ♿ Pulaski (Inbound) | | 1,528 | 1,563 | 2.3% | 1,010 | 931 | -7.9% | 662 | 663 | 0.2% | 394,636 | 457,217 | 15.9% |
| ♿ Pulaski (Outbound) | | 495 | 483 | -2.5% | 361 | 321 | -11.2% | 265 | 254 | -4.4% | 135,245 | 141,829 | 4.9% |
| Station Total | | 2,023 | 2,046 | 1.1% | 1,371 | 1,252 | -8.7% | 927 | 917 | -1.1% | 529,881 | 599,046 | 13.1% |
| ♿ Conservatory | Green Line | | | | | | | | | | | | |
| ♿ Conservatory Drive Inbound | | 543 | 561 | 3.3% | 355 | 331 | -6.7% | 230 | 207 | -10.0% | 159,341 | 169,670 | 6.5% |
| ♿ Conservatory Drive Outbound | | 218 | 224 | 2.5% | 142 | 129 | -9.7% | 94 | 92 | -2.2% | 53,712 | 62,093 | 15.6% |
| Central Park Inbound | | 90 | 72 | -19.0% | 69 | 44 | -36.1% | 41 | 37 | -8.0% | 22,611 | 24,926 | 10.2% |
| Central Park Outbound | | 47 | 33 | -30.3% | 39 | 29 | -25.5% | 25 | 22 | -13.9% | 12,519 | 12,835 | 2.5% |
| Station Total | | 898 | 890 | -0.9% | 605 | 533 | -11.9% | 390 | 358 | -8.2% | 248,183 | 269,524 | 8.6% |
| ♿ Kedzie | Green Line | 1,443 | 1,466 | 1.5% | 927 | 817 | -11.8% | 639 | 610 | -4.5% | 386,763 | 412,418 | 6.6% |
| ♿ California | Green Line | 1,121 | 1,127 | 0.5% | 677 | 574 | -15.3% | 438 | 402 | -8.2% | 303,754 | 322,622 | 6.2% |
| ♿ Ashland | Green & Pink | | | | | | | | | | | | |
| ♿ Ashland (Main Entrance) | | 2,186 | 2,094 | -4.2% | 1,099 | 1,025 | -6.7% | 684 | 650 | -5.0% | 596,190 | 586,350 | -1.7% |
| Ashland (Justine Inbound) | | 264 | 275 | 4.5% | 126 | 120 | -4.6% | 56 | 50 | -11.7% | 67,950 | 77,017 | 13.3% |
| Ashland (Justine Outbound) | | 91 | 86 | -5.2% | 48 | 47 | -3.1% | 29 | 23 | -20.7% | 26,286 | 23,797 | -9.5% |
| Station Total | | 2,541 | 2,455 | -3.4% | 1,273 | 1,192 | -6.4% | 769 | 723 | -6.0% | 690,426 | 687,164 | -0.5% |
| ♿ Clinton | Green & Pink | 4,148 | 4,259 | 2.7% | 1,479 | 1,516 | 2.5% | 1,010 | 961 | -4.8% | 1,096,625 | 1,116,235 | 1.8% |
| Green Line - Lake Street Total | | 26,249 | 26,150 | -0.4% | 15,043 | 13,965 | -7.2% | 9,817 | 9,252 | -5.8% | 7,263,487 | 7,405,593 | 2.0% |

♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|------------|-----------------|--------------|--------------|------------------|--------------|---------------|----------------|--------------|--------------|----------------------|------------------|--------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Green Line - South Elevated | | | | | | | | | | | | | |
| ♿ 35-Bronzeville-IIT | Green Line | | | | | | | | | | | | |
| ♿ 35-Bronzeville-IIT (Main Entrance) | | 1,392 | 1,305 | -6.2% | 653 | 636 | -2.5% | 426 | 430 | 0.9% | 399,382 | 390,957 | -2.1% |
| 35-Bronzeville-IIT (34th) | | 781 | 788 | 0.9% | 649 | 535 | -17.5% | 359 | 358 | -0.1% | 193,758 | 200,017 | 3.2% |
| Station Total | | 2,173 | 2,093 | -3.7% | 1,302 | 1,171 | -10.1% | 785 | 788 | 0.4% | 593,140 | 590,974 | -0.4% |
| ♿ Indiana | Green Line | 909 | 910 | 0.2% | 430 | 413 | -4.0% | 355 | 344 | -3.1% | 239,586 | 250,313 | 4.5% |
| ♿ 43rd | Green Line | 1,001 | 1,014 | 1.2% | 582 | 572 | -1.8% | 396 | 398 | 0.4% | 273,900 | 288,218 | 5.2% |
| ♿ 47th | Green Line | 1,356 | 1,291 | -4.8% | 885 | 811 | -8.4% | 572 | 545 | -4.8% | 383,538 | 379,387 | -1.1% |
| ♿ 51st | Green Line | 1,078 | 1,115 | 3.5% | 648 | 648 | 0.1% | 445 | 424 | -4.7% | 312,942 | 317,892 | 1.6% |
| ♿ Garfield | Green Line | 1,332 | 1,323 | -0.7% | 853 | 796 | -6.7% | 582 | 564 | -3.1% | 393,382 | 380,247 | -3.3% |
| Green Line - South Elevated Total | | 7,849 | 7,746 | -1.3% | 4,700 | 4,411 | -6.1% | 3,135 | 3,063 | -2.3% | 2,196,488 | 2,207,031 | 0.5% |
| Green Line - East 63rd Branch | | | | | | | | | | | | | |
| ♿ King Drive | Green Line | 608 | 586 | -3.7% | 399 | 395 | -1.0% | 282 | 269 | -4.8% | 170,101 | 171,198 | 0.6% |
| ♿ East 63rd-Cottage Grove | Green Line | 1,287 | 1,241 | -3.6% | 799 | 739 | -7.5% | 547 | 492 | -10.0% | 352,620 | 358,319 | 1.6% |
| Green Line - East 63rd Branch Total | | 1,895 | 1,827 | -3.6% | 1,198 | 1,134 | -5.3% | 829 | 761 | -8.2% | 522,721 | 529,517 | 1.3% |
| Green Line - Ashland/63rd Branch | | | | | | | | | | | | | |
| ♿ Halsted | Green Line | 962 | 894 | -7.1% | 525 | 471 | -10.3% | 357 | 342 | -4.1% | 241,876 | 250,136 | 3.4% |
| ♿ Ashland/63rd | Green Line | 1,510 | 1,474 | -2.3% | 975 | 877 | -10.0% | 731 | 694 | -5.1% | 447,195 | 435,295 | -2.7% |
| Green Line - Ashland/63rd Branch Total | | 2,472 | 2,368 | -4.2% | 1,500 | 1,348 | -10.1% | 1,088 | 1,036 | -4.8% | 689,071 | 685,431 | -0.5% |
| Brown Line | | | | | | | | | | | | | |
| ♿ Kimball | Brown Line | 3,891 | 4,081 | 4.9% | 2,646 | 2,714 | 2.6% | 1,559 | 1,540 | -1.2% | 1,091,379 | 1,134,493 | 4.0% |
| ♿ Kedzie | Brown Line | | | | | | | | | | | | |
| ♿ Kedzie | | 1,416 | 1,433 | 1.2% | 1,108 | 1,120 | 1.1% | 694 | 584 | -15.8% | 419,353 | 431,392 | 2.9% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------------|--------|-------|------------------|--------|-------|----------------|--------|--------|----------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| <i>Kedzie (Spaulding)</i> | 402 | 392 | -2.6% | 227 | 225 | -0.8% | 153 | 122 | -20.1% | 106,289 | 115,220 | 8.4% |
| Station Total | 1,818 | 1,825 | 0.4% | 1,335 | 1,345 | 0.7% | 847 | 706 | -16.6% | 525,642 | 546,612 | 4.0% |
| ♿ Francisco <i>Brown Line</i> | | | | | | | | | | | | |
| ♿ <i>Francisco</i> | 738 | 745 | 1.0% | 426 | 424 | -0.4% | 230 | 209 | -9.0% | 201,601 | 216,603 | 7.4% |
| <i>Francisco (Sacramento)</i> | 587 | 618 | 5.4% | 339 | 343 | 1.1% | 199 | 209 | 5.2% | 158,905 | 167,584 | 5.5% |
| Station Total | 1,325 | 1,363 | 2.9% | 765 | 767 | 0.3% | 429 | 418 | -2.6% | 360,506 | 384,187 | 6.6% |
| ♿ Rockwell <i>Brown Line</i> | 1,605 | 1,607 | 0.1% | 872 | 882 | 1.2% | 492 | 474 | -3.7% | 442,933 | 454,892 | 2.7% |
| ♿ Western <i>Brown Line</i> | 3,600 | 3,753 | 4.2% | 2,571 | 2,681 | 4.3% | 1,493 | 1,629 | 9.1% | 1,069,937 | 1,106,833 | 3.4% |
| ♿ Damen <i>Brown Line</i> | 2,008 | 2,167 | 7.9% | 1,273 | 1,294 | 1.6% | 722 | 730 | 1.2% | 522,308 | 598,172 | 14.5% |
| ♿ Montrose <i>Brown Line</i> | 2,310 | 2,377 | 2.9% | 1,408 | 1,491 | 6.0% | 783 | 827 | 5.6% | 640,938 | 661,221 | 3.2% |
| ♿ Irving Park <i>Brown Line</i> | 2,419 | 2,634 | 8.9% | 1,534 | 1,548 | 1.0% | 829 | 854 | 3.0% | 637,531 | 730,332 | 14.6% |
| ♿ Addison <i>Brown Line</i> | 2,221 | 2,258 | 1.7% | 1,237 | 1,197 | -3.2% | 650 | 625 | -3.8% | 676,874 | 623,176 | -7.9% |
| ♿ Paulina <i>Brown Line</i> | | | | | | | | | | | | |
| ♿ <i>Paulina</i> | 1,711 | 1,723 | 0.7% | 1,290 | 1,226 | -4.9% | 669 | 618 | -7.6% | 344,371 | 500,803 | 45.4% |
| <i>Paulina (East Inbound)</i> | 472 | 505 | 6.9% | 205 | 227 | 10.7% | 114 | 135 | 19.3% | 81,051 | 138,475 | 70.8% |
| <i>Paulina (East Outbound)</i> | 89 | 101 | 13.4% | 76 | 74 | -2.0% | 57 | 62 | 9.8% | 17,278 | 31,783 | 84.0% |
| Station Total | 2,272 | 2,329 | 2.5% | 1,571 | 1,527 | -2.8% | 840 | 815 | -3.0% | 442,700 | 671,061 | 51.6% |
| ♿ Southport <i>Brown Line</i> | 2,791 | 2,797 | 0.2% | 1,752 | 1,841 | 5.1% | 1,050 | 949 | -9.6% | 851,033 | 831,725 | -2.3% |
| ♿ Wellington <i>Brown & Purple Express</i> | 2,181 | 2,558 | 17.3% | 1,012 | 1,335 | 31.9% | 596 | 726 | 21.8% | 213,205 | 679,603 | 218.8% |
| ♿ Diversey <i>Brown & Purple Express</i> | 4,777 | 4,975 | 4.2% | 2,674 | 2,993 | 11.9% | 1,510 | 1,734 | 14.9% | 1,470,344 | 1,394,869 | -5.1% |
| ♿ Armitage <i>Brown & Purple Express</i> | 3,825 | 3,968 | 3.7% | 2,077 | 2,093 | 0.7% | 1,089 | 1,097 | 0.7% | 1,081,257 | 1,085,261 | 0.4% |
| ♿ Sedgwick <i>Brown & Purple Express</i> | 3,350 | 3,541 | 5.7% | 2,136 | 2,229 | 4.4% | 1,344 | 1,386 | 3.1% | 987,166 | 1,050,511 | 6.4% |
| ♿ Chicago <i>Brown & Purple Express</i> | | | | | | | | | | | | |
| ♿ <i>Chicago Outbound</i> | 1,733 | 2,095 | 20.9% | 1,276 | 1,301 | 2.0% | 644 | 734 | 14.1% | 481,844 | 561,011 | 16.4% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| ♿ Chicago Inbound | 1,622 | 1,810 | 11.6% | 836 | 758 | -9.3% | 485 | 448 | -7.6% | 425,868 | 470,912 | 10.6% |
| Chicago (Superior) Outbound | 1,040 | 1,123 | 8.0% | 565 | 532 | -5.7% | 263 | 254 | -3.5% | 300,169 | 303,939 | 1.3% |
| Chicago (Superior) Inbound | 794 | 839 | 5.7% | 211 | 200 | -5.2% | 99 | 105 | 5.5% | 209,010 | 210,287 | 0.6% |
| Station Total | 5,189 | 5,867 | 13.1% | 2,888 | 2,791 | -3.4% | 1,491 | 1,541 | 3.4% | 1,416,891 | 1,546,149 | 9.1% |
| ♿ Merchandise Mart <i>Brown & Purple Express</i> | | | | | | | | | | | | |
| ♿ Merchandise Mart (Main Entrance) | 5,906 | 4,839 | -18.1% | 1,578 | 1,038 | -34.2% | 617 | 364 | -41.0% | 1,503,938 | 1,302,142 | -13.4% |
| Merchandise Mart (Kinzie Outbnd) | | 1,026 | | | 501 | | | 274 | | | 191,967 | |
| Merchandise Mart (Kinzie Inbnd) | | 310 | | | 183 | | | 101 | | | 69,048 | |
| Station Total | 5,906 | 6,175 | 4.6% | 1,578 | 1,722 | 9.1% | 617 | 739 | 19.8% | 1,503,938 | 1,563,157 | 3.9% |
| Brown Line Total | 51,488 | 54,275 | 5.4% | 29,329 | 30,450 | 3.8% | 16,341 | 16,790 | 2.7% | 13,934,582 | 15,062,254 | 8.1% |
| Orange Line | | | | | | | | | | | | |
| ♿ Midway Airport <i>Orange Line</i> | 8,504 | 8,224 | -3.3% | 4,916 | 4,689 | -4.6% | 4,131 | 3,860 | -6.6% | 2,487,763 | 2,415,935 | -2.9% |
| ♿ Pulaski <i>Orange Line</i> | 4,936 | 4,885 | -1.0% | 2,223 | 2,165 | -2.6% | 1,222 | 1,203 | -1.5% | 1,288,223 | 1,292,965 | 0.4% |
| ♿ Kedzie <i>Orange Line</i> | 3,078 | 3,072 | -0.2% | 1,610 | 1,590 | -1.3% | 940 | 940 | 0.0% | 834,066 | 831,058 | -0.4% |
| ♿ Western <i>Orange Line</i> | 3,347 | 3,329 | -0.5% | 1,681 | 1,652 | -1.8% | 1,032 | 978 | -5.1% | 910,253 | 908,851 | -0.2% |
| ♿ 35th/Archer <i>Orange Line</i> | 2,750 | 2,746 | -0.1% | 1,399 | 1,331 | -4.9% | 790 | 791 | 0.2% | 729,917 | 735,095 | 0.7% |
| ♿ Ashland <i>Orange Line</i> | 1,529 | 1,473 | -3.7% | 840 | 765 | -8.9% | 551 | 527 | -4.3% | 416,741 | 421,363 | 1.1% |
| ♿ Halsted <i>Orange Line</i> | 2,662 | 2,517 | -5.4% | 1,254 | 1,146 | -8.6% | 758 | 729 | -3.9% | 686,018 | 670,809 | -2.2% |
| Orange Line Total | 26,806 | 26,246 | -2.1% | 13,923 | 13,338 | -4.2% | 9,424 | 9,028 | -4.2% | 7,352,981 | 7,276,076 | -1.0% |
| Loop | | | | | | | | | | | | |
| ♿ Washington/Wells <i>Brown, Orange, Pink, Purple Express</i> | 6,578 | 6,691 | 1.7% | 1,518 | 1,286 | -15.3% | 886 | 807 | -8.9% | 1,726,732 | 1,666,097 | -3.5% |
| Quincy/Wells <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| Quincy/Wells (inner) | 4,391 | 4,634 | 5.5% | 647 | 797 | 23.1% | 456 | 593 | 30.3% | 1,155,588 | 1,140,269 | -1.3% |
| Quincy/Wells (outer) | 2,514 | 2,555 | 1.6% | 1,092 | 929 | -15.0% | 909 | 829 | -8.8% | 746,162 | 711,470 | -4.6% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|--|-----------------|---------------|-------------|------------------|---------------|--------------|----------------|---------------|--------------|----------------------|-------------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Station Total | 6,905 | 7,189 | 4.1% | 1,739 | 1,726 | -0.7% | 1,365 | 1,422 | 4.2% | 1,901,750 | 1,851,739 | -2.6% |
| LaSalle/Van Buren <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>LaSalle/Van Buren (inner)</i> | 1,484 | 1,388 | -6.4% | 188 | 224 | 19.3% | 137 | 141 | 3.1% | 363,673 | 351,258 | -3.4% |
| <i>LaSalle/Van Buren (outer)</i> | 1,561 | 1,452 | -7.0% | 304 | 285 | -6.5% | 216 | 166 | -22.9% | 410,008 | 381,738 | -6.9% |
| Station Total | 3,045 | 2,840 | -6.7% | 492 | 509 | 3.5% | 353 | 307 | -13.0% | 773,681 | 732,996 | -5.3% |
| ♿ Library <i>Brown, Orange, Pink, Purple Express</i> | 4,360 | 4,509 | 3.4% | 2,222 | 2,293 | 3.2% | 1,374 | 1,363 | -0.8% | 1,165,882 | 1,172,356 | 0.6% |
| Adams/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | 7,642 | 7,418 | -2.9% | 3,243 | 3,093 | -4.6% | 1,938 | 1,719 | -11.3% | 2,189,267 | 2,091,393 | -4.5% |
| Madison/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | 5,674 | 5,979 | 5.4% | 3,165 | 3,055 | -3.5% | 1,513 | 1,567 | 3.5% | 1,581,329 | 1,674,837 | 5.9% |
| Randolph/Wabash <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>Randolph/Wabash (inner)</i> | 3,388 | 3,494 | 3.2% | 2,203 | 2,181 | -1.0% | 1,125 | 1,154 | 2.6% | 972,318 | 971,296 | -0.1% |
| <i>Randolph/Wabash (outer)</i> | 3,378 | 3,436 | 1.7% | 1,898 | 1,886 | -0.6% | 867 | 985 | 13.6% | 961,286 | 948,984 | -1.3% |
| Station Total | 6,766 | 6,930 | 2.4% | 4,101 | 4,067 | -0.8% | 1,992 | 2,139 | 7.4% | 1,933,604 | 1,920,280 | -0.7% |
| State/Lake <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>State/Lake (inner)</i> | 3,759 | 3,671 | -2.3% | 2,804 | 2,514 | -10.3% | 1,560 | 1,421 | -8.9% | 1,063,105 | 1,052,018 | -1.0% |
| <i>State/Lake (outer)</i> | 5,503 | 5,493 | -0.2% | 3,117 | 3,462 | 11.1% | 1,736 | 1,938 | 11.6% | 1,554,745 | 1,590,518 | 2.3% |
| Station Total | 9,262 | 9,164 | -1.1% | 5,921 | 5,976 | 0.9% | 3,296 | 3,359 | 1.9% | 2,617,850 | 2,642,536 | 0.9% |
| ♿ Clark/Lake <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>Clark/Lake (Wells)</i> | 1,744 | 1,903 | 9.1% | 252 | 329 | 30.7% | 124 | 175 | 40.8% | 425,128 | 454,021 | 6.8% |
| <i>Clark/Lake (Thompson Center)</i> | 8,702 | 8,242 | -5.3% | 3,781 | 2,852 | -24.6% | 2,302 | 1,782 | -22.6% | 2,316,523 | 2,258,385 | -2.5% |
| <i>Clark/Lake (203 N. LaSalle)</i> | 7,663 | 7,689 | 0.3% | 2,887 | 2,949 | 2.1% | 1,794 | 1,920 | 7.0% | 1,964,211 | 2,072,731 | 5.5% |
| Station Total | 18,109 | 17,834 | -1.5% | 6,920 | 6,130 | -11.4% | 4,220 | 3,877 | -8.1% | 4,705,862 | 4,785,137 | 1.7% |
| Loop Total | 68,341 | 68,554 | 0.3% | 29,321 | 28,135 | -4.0% | 16,937 | 16,560 | -2.2% | 18,595,957 | 18,537,371 | -0.3% |

Average Rail Daily Boardings by Line

| Line | Average Weekday | | | Average Saturday | | | Average Sunday | | |
|---------------------|-----------------|----------------|-------------|------------------|----------------|-------------|----------------|----------------|-------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| Blue | 146,067 | 158,917 | 8.8% | 73,064 | 86,206 | 18.0% | 52,713 | 59,676 | 13.2% |
| Brown | 91,723 | 96,819 | 5.6% | 57,219 | 59,074 | 3.2% | 31,607 | 33,930 | 7.3% |
| Green | 62,925 | 64,141 | 1.9% | 36,589 | 34,892 | -4.6% | 24,310 | 23,571 | -3.0% |
| Orange | 53,187 | 52,978 | -0.4% | 28,093 | 27,452 | -2.3% | 19,530 | 17,478 | -10.5% |
| Pink | 28,463 | 29,073 | 2.1% | 15,275 | 15,068 | -1.4% | 10,084 | 9,919 | -1.6% |
| Purple | 37,404 | 39,272 | 5.0% | 14,345 | 17,186 | 19.8% | 7,602 | 7,533 | -0.9% |
| Red | 236,439 | 238,797 | 1.0% | 186,931 | 201,907 | 8.0% | 117,273 | 121,336 | 3.5% |
| Yellow | 4,955 | 5,111 | 3.2% | 2,147 | 2,725 | 26.9% | 1,394 | 1,429 | 2.5% |
| System Total | 661,164 | 685,107 | 3.6% | 413,662 | 444,509 | 7.5% | 264,513 | 274,872 | 3.9% |

Average Weekday Cross-Platform Transfers

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

| Location | Transfers | % of total |
|-------------------------|----------------|------------|
| Belmont/Fullerton | 33,329 | 27.9% |
| Clark/Lake | 24,889 | 20.9% |
| Jackson (Red/Blue) | 20,839 | 17.5% |
| Roosevelt | 13,811 | 11.6% |
| Howard | 12,804 | 10.7% |
| Loop (not Clark/Lake) | 10,680 | 9.0% |
| West Side (Green/Pink) | 2,871 | 2.4% |
| Garfield-South Elevated | 54 | 0.0% |
| System Total | 119,277 | |