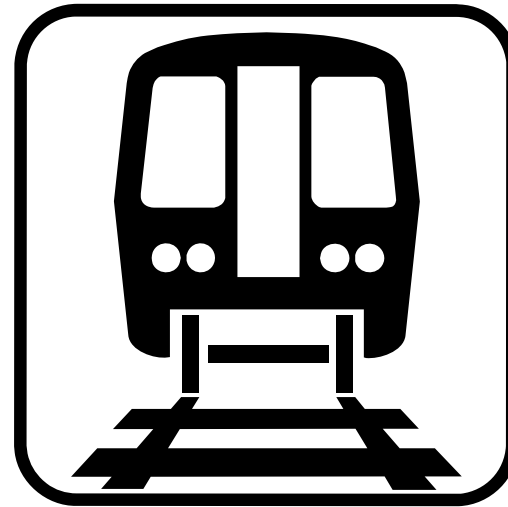


Monthly Ridership Report

March 2020



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Chicago Transit Authority
Ridership Analysis and Reporting

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How to Read This Report

Introduction

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

Ridership is primarily counted as *boardings*, that is, customers boarding a transit vehicle (bus or rail). On the rail system, there is a distinction between station *entries* and total rides, or *boardings*. The official totals on the Annual 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 to do so.

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.

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 it cannot be determined 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 often best to use the weekday, Saturday, and Sunday averages rather than totals. A monthly or annual total is affected by not only the number of weekdays, Saturdays, and Sundays, which can vary somewhat from year to year, but also based on what days of the week certain holidays fall on. For example, April 2016 and 2017 had the following breakdown of days:

| | 2016 | 2017 |
|-----------------|------|------|
| Weekdays | 21 | 20 |
| Saturdays | 5 | 5 |
| Sunday/Holidays | 4 | 5 |

As weekdays typically have much higher ridership than Saturdays, April 2016 would report higher total monthly ridership than April 2017, all else equal. Using averages by day type circumvents this problem.

For the purposes of month-to-month and year-over-year comparisons, the report also includes a “Calendar Adjusted” annual 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 the data comparable.

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, as CTA operates a Sunday schedule on these holidays. All other holidays are reported as the type of day they fall on.

Executive Summary – March 2020

System Overview

Total system ridership decreased 40.7% in March this year compared to last year. Bus decreased by 35.3% and rail decreased by 46.7%. Ridership losses were due to the CoVid-19 Virus Pandemic. For the year, system ridership is down 12.1% with bus down 9.0% and rail down 15.6%.

Large CoVid-19 related losses started around Thursday March 12th and accelerated quickly. By Wednesday, March 19th, daily ridership was down 77% for rail and 61% for bus. The statewide Stay-at-Home order started on Saturday, March 21st and by Monday, March 23rd, rail ridership was down 84% and bus ridership was down 72%. Ridership generally remained at these levels for the duration of the month.

Bus

Bus ridership decreased 35.3% this month compared with March 2019, and was down 71% from March 21st through the end of the month. Bus ridership losses varied, with South Side route groups seeing smaller losses. The Far South bus route group was down 62% and the South Side East-West group was down 59%, following March 21st. The Downtown route group was down 93% and the North Side Lake Shore Drive group was down 87%, following March 21st. The West Side East-West route group fell in the middle, and was down 72%.

Rail

Rail ridership decreased 46.7% compared with a year ago in March, and was down 84% from March 21st through the end of the month. On the South Side, the Dan Ryan branch and Green Line South extension branches were down 61-66%. The downtown subways and Loop stations fell 88-91%. On the North Side, the Red Line-North lost 86% and Brown Line fell 91%. On the West Side, the Pink Line, Blue Line-Forest Park Branch and Green Line-Lake Street branches were each down 74-75%.

Monthly Notes – March 2020

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

Systemwide Service Impacts

Station Closures

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

Bus Service Impacts

Bus Service Reroutes

#6 Jackson Park Exp (Oct 24 2016 until further notice), #126 Jackson (Mar 27, 2020-Mar 25, 2022 or completion), #30 South Chicago, & #N5 South Shore Night Bus & #67 67th-69th-71st (Jul 22 2019-Jun 26 2020 or completion), #53 Pulaski (Mar 30-May 25 or completion) #152 Addison (Mar 16-May 11 or completion), #71 71st/South Shore (Mar 9-Apr 1 or completion), #8 Halsted (Mar 16-Apr 1 or completion), #21 Cermak (Nov 4-Mar 6, 2020 or completion), and #152 Addison (Dec 5-Mar 2, 2020 or completion).

Chicago Department of Public Health Shelter in Place started 03/18/20.

Rail Service Impacts

Temporary Service Suspensions and Reroutes

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

| Line/Location | Dates Affected | Detail |
|-------------------------------------|----------------|---|
| Red Line Reroute to elevated tracks | Mar 18-19 | South bound rerouted to the elevated tracks between Fullerton and Cermak-Chinatown for track maintenance. |
| Loop L Reroutes | Feb 29-Mar 2 | Brown, Green, Orange, & Pink Lines rerouted Downtown: Lake & Wabash Closed. |

Monthly Summary

Calendar Operating Days


| Day Type | Last Year | This Year |
|-----------|-----------|-----------|
| Weekdays | 21 | 22 |
| Saturdays | 5 | 4 |
| Sundays | 5 | 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 | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | Last Yr | Cur Yr | % Chg |
| Bus | 20,267,148 | 13,340,659 | 20,723,636 | 13,398,665 | -35.3% | 55,999,694 | 51,853,161 | 56,374,812 | 51,328,167 | -9.0% |
| Rail | 18,019,169 | 9,794,464 | 18,438,161 | 9,835,062 | -46.7% | 50,444,955 | 43,274,386 | 50,764,992 | 42,835,751 | -15.6% |
| System Total | 38,286,317 | 23,135,123 | 39,161,797 | 23,233,727 | -40.7% | 106,444,649 | 95,127,547 | 107,139,804 | 94,163,918 | -12.1% |

| 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 | 782,626 | 501,158 | -36.0% | 446,538 | 283,391 | -36.5% | 319,862 | 236,322 | -26.1% |
| Rail (Total Boardings) | 699,527 | 373,410 | -46.6% | 396,147 | 189,410 | -52.2% | 269,673 | 164,363 | -39.1% |
| <i>Rail (Station Entries)</i> | <i>574,372</i> | <i>306,601</i> | | <i>319,177</i> | <i>153,225</i> | | <i>217,715</i> | <i>133,233</i> | |
| <i>Rail (Cross-Platform Transfers)</i> | <i>125,156</i> | <i>66,808</i> | | <i>76,970</i> | <i>36,184</i> | | <i>51,958</i> | <i>31,130</i> | |
| System (Total Boardings) | 1,482,154 | 874,568 | -41.0% | 842,684 | 472,801 | -43.9% | 589,534 | 400,685 | -32.0% |


Bus Ridership by Route

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|-----------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 1 Bronzeville/Union Station | 1,764 | 942 | -46.6% | | | | | | | 108,242 | 97,296 | -10.1% |
| 2 Hyde Park Express | 3,445 | 1,875 | -45.6% | | | | | | | 209,618 | 192,685 | -8.1% |
| 3 King Drive | 16,092 | 9,983 | -38.0% | 10,409 | 6,205 | -40.4% | 7,253 | 5,471 | -24.6% | 1,165,776 | 1,067,685 | -8.4% |
| 4 Cottage Grove | 19,422 | 13,581 | -30.1% | 12,351 | 8,762 | -29.1% | 8,804 | 6,884 | -21.8% | 1,414,713 | 1,322,883 | -6.5% |
| 5 South Shore Night Bus | 334 | 348 | 4.2% | 502 | 338 | -32.7% | 273 | 267 | -2.2% | 32,791 | 36,263 | 10.6% |
| 6 Jackson Park Express | 8,734 | 5,455 | -37.6% | 7,546 | 4,376 | -42.0% | 5,814 | 3,851 | -33.8% | 678,767 | 625,011 | -7.9% |
| 7 Harrison | 5,296 | 3,080 | -41.8% | | | | | | | 319,020 | 291,646 | -8.6% |
| 8 Halsted | 21,843 | 13,362 | -38.8% | 11,597 | 7,288 | -37.2% | 8,411 | 5,991 | -28.8% | 1,557,968 | 1,472,170 | -5.5% |
| 8A South Halsted | 2,711 | 1,929 | -28.8% | 1,992 | 1,420 | -28.7% | 1,337 | 1,046 | -21.8% | 198,008 | 186,688 | -5.7% |
| 9 Ashland | 16,457 | 12,428 | -24.5% | 15,446 | 10,917 | -29.3% | 11,175 | 9,050 | -19.0% | 1,311,287 | 1,311,835 | 0.0% |
| X9 Ashland Express | 8,276 | 4,862 | -41.3% | | | | | | | 488,015 | 432,705 | -11.3% |
| 11 Lincoln | 1,515 | 925 | -38.9% | 772 | 522 | -32.3% | 529 | 373 | -29.6% | 105,504 | 97,718 | -7.4% |
| 12 Roosevelt | 12,095 | 8,314 | -31.3% | 7,163 | 4,968 | -30.6% | 5,204 | 4,065 | -21.9% | 874,428 | 821,546 | -6.0% |
| J14 Jeffery Jump | 10,506 | 6,761 | -35.6% | 4,860 | 3,177 | -34.6% | 3,297 | 2,470 | -25.1% | 732,442 | 674,990 | -7.8% |
| 15 Jeffery Local | 7,223 | 4,910 | -32.0% | 4,690 | 3,362 | -28.3% | 3,274 | 2,544 | -22.3% | 531,237 | 483,920 | -8.9% |
| 18 16th/18th | 3,701 | 2,439 | -34.1% | 2,395 | 1,503 | -37.2% | 1,793 | 1,295 | -27.8% | 274,705 | 262,084 | -4.6% |
| 19 United Center Express | 309 | 233 | -24.7% | 212 | | | 224 | 83 | -63.0% | 11,668 | 6,534 | -44.0% |
| 20 Madison | 16,903 | 10,964 | -35.1% | 9,263 | 5,860 | -36.7% | 7,066 | 5,448 | -22.9% | 1,212,306 | 1,105,308 | -8.8% |
| 21 Cermak | 8,634 | 5,701 | -34.0% | 6,761 | 3,893 | -42.4% | 4,563 | 3,053 | -33.1% | 633,390 | 587,170 | -7.3% |
| 22 Clark | 15,993 | 9,782 | -38.8% | 12,523 | 7,269 | -42.0% | 10,111 | 6,569 | -35.0% | 1,247,926 | 1,165,433 | -6.6% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | | |
|-------|---------------------|--------|--------|------------------|--------|-------|----------------|--------|-------|--------------------|-----------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| 24 | Wentworth | 2,783 | 1,590 | -42.9% | | | | | | 158,837 | 141,782 | -10.7% | |
| 26 | South Shore Express | 4,233 | 2,626 | -38.0% | | | | | | 250,834 | 224,623 | -10.4% | |
| 28 | Stony Island | 5,812 | 3,852 | -33.7% | 2,998 | 2,026 | -32.4% | 2,078 | 1,630 | -21.6% | 405,349 | 366,004 | -9.7% |
| 29 | State | 11,036 | 6,508 | -41.0% | 7,586 | 4,273 | -43.7% | 5,270 | 3,712 | -29.6% | 788,540 | 709,332 | -10.0% |
| 30 | South Chicago | 3,097 | 1,913 | -38.2% | 1,786 | 1,197 | -33.0% | 801 | 638 | -20.4% | 214,927 | 187,805 | -12.6% |
| 31 | 31st | 511 | 429 | -16.0% | | | | | | 30,978 | 39,742 | 28.3% | |
| 34 | South Michigan | 4,555 | 3,283 | -27.9% | 2,824 | 1,678 | -40.6% | 2,225 | 1,653 | -25.7% | 336,650 | 314,604 | -6.5% |
| 35 | 31st/35th | 4,667 | 3,015 | -35.4% | 2,431 | 1,595 | -34.4% | 1,727 | 1,335 | -22.7% | 332,460 | 308,890 | -7.1% |
| 36 | Broadway | 12,000 | 7,458 | -37.8% | 11,210 | 6,880 | -38.6% | 9,341 | 6,165 | -34.0% | 966,255 | 883,037 | -8.6% |
| 37 | Sedgwick | 1,542 | 821 | -46.8% | | | | | | 96,008 | 89,599 | -6.7% | |
| 39 | Pershing | 1,877 | 1,282 | -31.7% | 635 | 437 | -31.1% | 426 | 367 | -14.0% | 124,558 | 118,768 | -4.6% |
| 43 | 43rd | 1,384 | 986 | -28.7% | 705 | 499 | -29.3% | 486 | 368 | -24.2% | 97,016 | 89,022 | -8.2% |
| 44 | Wallace-Racine | 3,235 | 2,123 | -34.4% | 1,433 | 939 | -34.5% | 935 | 751 | -19.7% | 219,317 | 202,877 | -7.5% |
| 47 | 47th | 8,933 | 6,667 | -25.4% | 6,068 | 4,488 | -26.0% | 4,316 | 3,598 | -16.6% | 657,326 | 642,450 | -2.3% |
| 48 | South Damen | 972 | 559 | -42.5% | | | | | | 56,497 | 48,534 | -14.1% | |
| 49 | Western | 15,355 | 10,668 | -30.5% | 13,137 | 8,466 | -35.6% | 9,046 | 7,062 | -21.9% | 1,193,374 | 1,130,624 | -5.3% |
| 49B | North Western | 5,173 | 3,395 | -34.4% | 3,356 | 2,138 | -36.3% | 2,518 | 1,979 | -21.4% | 378,171 | 350,747 | -7.3% |
| X49 | Western Express | 6,709 | 3,918 | -41.6% | | | | | | 391,720 | 348,406 | -11.1% | |
| 50 | Damen | 10,110 | 5,865 | -42.0% | 5,110 | 2,680 | -47.5% | 3,476 | 2,232 | -35.8% | 696,684 | 648,384 | -6.9% |
| 51 | 51st | 1,300 | 887 | -31.8% | 761 | 507 | -33.3% | 568 | 418 | -26.4% | 93,326 | 87,561 | -6.2% |
| 52 | Kedzie/California | 12,200 | 8,097 | -33.6% | 7,007 | 4,707 | -32.8% | 4,689 | 3,642 | -22.3% | 859,962 | 801,175 | -6.8% |
| 52A | South Kedzie | 3,924 | 2,729 | -30.5% | 1,816 | 1,119 | -38.4% | 1,246 | 1,008 | -19.1% | 267,210 | 256,775 | -3.9% |

 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 | 18,224 | 12,701 | -30.3% | 11,156 | 8,019 | -28.1% | 8,125 | 6,290 | -22.6% | 1,317,015 | 1,228,337 | -6.7% |
| 53A South Pulaski | 7,620 | 4,596 | -39.7% | 3,065 | 1,839 | -40.0% | 1,837 | 1,435 | -21.9% | 490,795 | 446,541 | -9.0% |
| 54 Cicero | 9,606 | 7,290 | -24.1% | 6,768 | 4,694 | -30.6% | 4,679 | 3,945 | -15.7% | 713,486 | 686,329 | -3.8% |
| 54A North Cicero/Skokie Blvd. | 684 | 413 | -39.6% | | | | | | | 40,706 | 36,059 | -11.4% |
| 54B South Cicero | 2,602 | 1,857 | -28.6% | 1,965 | 1,288 | -34.4% | 1,264 | 941 | -25.6% | 190,378 | 176,500 | -7.3% |
| 55 Garfield | 8,919 | 6,043 | -32.2% | 5,937 | 3,876 | -34.7% | 4,547 | 3,386 | -25.5% | 664,926 | 618,747 | -6.9% |
| 55A 55th/Austin | 304 | 147 | -51.6% | | | | | | | 18,193 | 14,132 | -22.3% |
| 55N 55th/Narragansett | 543 | 367 | -32.5% | 173 | 165 | -5.0% | | | | 34,645 | 35,542 | 2.6% |
| 56 Milwaukee | 8,495 | 5,277 | -37.9% | 4,398 | 2,636 | -40.1% | 3,095 | 2,322 | -25.0% | 606,538 | 577,762 | -4.7% |
| 57 Laramie | 2,473 | 1,698 | -31.3% | 860 | 730 | -15.2% | 597 | 509 | -14.8% | 163,187 | 157,354 | -3.6% |
| 59 59th/61st | 3,214 | 2,093 | -34.9% | 1,611 | 1,117 | -30.6% | | | | 207,821 | 188,292 | -9.4% |
| 60 Blue Island/26th | 11,191 | 6,868 | -38.6% | 5,114 | 3,192 | -37.6% | 3,953 | 2,726 | -31.0% | 771,627 | 733,206 | -5.0% |
| 62 Archer | 10,000 | 6,110 | -38.9% | 5,831 | 3,638 | -37.6% | 4,433 | 3,006 | -32.2% | 707,974 | 656,982 | -7.2% |
| 62H Archer/Harlem | 888 | 692 | -22.0% | 392 | 409 | 4.3% | | | | 56,386 | 63,099 | 11.9% |
| 63 63rd | 14,886 | 10,680 | -28.3% | 9,676 | 7,078 | -26.8% | 7,155 | 6,173 | -13.7% | 1,099,341 | 1,038,818 | -5.5% |
| 63W West 63rd | 1,382 | 919 | -33.5% | 645 | 409 | -36.5% | 517 | 552 | 6.8% | 99,337 | 91,891 | -7.5% |
| 65 Grand | 8,267 | 4,710 | -43.0% | 4,138 | 2,205 | -46.7% | 2,954 | 1,878 | -36.4% | 575,114 | 521,432 | -9.3% |
| 66 Chicago | 21,812 | 13,278 | -39.1% | 13,121 | 7,618 | -41.9% | 9,338 | 6,238 | -33.2% | 1,566,681 | 1,431,776 | -8.6% |
| 67 67th-69th-71st | 9,515 | 6,756 | -29.0% | 6,441 | 4,420 | -31.4% | 4,574 | 3,830 | -16.3% | 699,231 | 657,442 | -6.0% |
| 68 Northwest Highway | 1,173 | 743 | -36.7% | 443 | 305 | -31.2% | 275 | 236 | -14.1% | 76,451 | 77,194 | 1.0% |
| 70 Division | 8,459 | 5,338 | -36.9% | 4,740 | 3,090 | -34.8% | 3,685 | 2,637 | -28.4% | 612,098 | 552,978 | -9.7% |
| 71 71st/South Shore | 8,738 | 5,803 | -33.6% | 6,221 | 4,169 | -33.0% | 4,568 | 3,492 | -23.6% | 656,642 | 568,112 | -13.5% |

 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 |
| 72 North | 13,569 | 8,883 | -34.5% | 10,196 | 6,139 | -39.8% | 7,204 | 5,228 | -27.4% | 1,023,981 | 939,088 | -8.3% |
| 73 Armitage | 5,511 | 3,264 | -40.8% | 2,479 | 1,438 | -42.0% | 1,902 | 1,335 | -29.8% | 375,391 | 348,054 | -7.3% |
| 74 Fullerton | 11,385 | 7,274 | -36.1% | 7,717 | 4,640 | -39.9% | 5,438 | 3,708 | -31.8% | 846,128 | 781,963 | -7.6% |
| 75 74th-75th | 6,653 | 4,853 | -27.1% | 4,578 | 3,351 | -26.8% | 3,194 | 2,799 | -12.4% | 495,901 | 473,416 | -4.5% |
| 76 Diversey | 11,306 | 6,851 | -39.4% | 6,549 | 3,676 | -43.9% | 4,132 | 2,986 | -27.7% | 803,722 | 738,704 | -8.1% |
| 77 Belmont | 19,331 | 11,681 | -39.6% | 11,056 | 6,808 | -38.4% | 7,876 | 5,648 | -28.3% | 1,404,859 | 1,260,964 | -10.2% |
| 78 Montrose | 7,633 | 4,536 | -40.6% | 4,371 | 2,440 | -44.2% | 3,133 | 2,094 | -33.2% | 539,388 | 478,647 | -11.3% |
| 79 79th | 22,981 | 16,956 | -26.2% | 16,034 | 11,832 | -26.2% | 12,295 | 10,217 | -16.9% | 1,746,670 | 1,643,694 | -5.9% |
| 80 Irving Park | 10,520 | 6,254 | -40.6% | 6,495 | 3,847 | -40.8% | 4,687 | 3,385 | -27.8% | 764,031 | 683,373 | -10.6% |
| 81 Lawrence | 10,769 | 7,312 | -32.1% | 7,991 | 5,029 | -37.1% | 6,199 | 4,374 | -29.4% | 822,976 | 755,508 | -8.2% |
| 81W West Lawrence | 1,613 | 951 | -41.1% | 653 | 374 | -42.7% | 441 | 329 | -25.3% | 109,933 | 96,594 | -12.1% |
| 82 Kimball-Homan | 16,757 | 10,785 | -35.6% | 9,207 | 5,985 | -35.0% | 6,591 | 5,178 | -21.4% | 1,195,864 | 1,121,340 | -6.2% |
| 84 Peterson | 3,822 | 2,134 | -44.2% | 1,763 | 995 | -43.6% | 1,172 | 807 | -31.2% | 256,367 | 219,029 | -14.6% |
| 85 Central | 8,913 | 6,371 | -28.5% | 5,490 | 3,897 | -29.0% | 3,947 | 3,293 | -16.6% | 645,885 | 614,971 | -4.8% |
| 85A North Central | 655 | 460 | -29.8% | 318 | 167 | -47.3% | | | | 42,265 | 40,945 | -3.1% |
| 86 Narragansett/Ridgeland | 2,630 | 1,440 | -45.2% | | | | | | | 147,678 | 131,737 | -10.8% |
| 87 87th | 10,922 | 7,828 | -28.3% | 6,907 | 5,084 | -26.4% | 5,183 | 4,366 | -15.8% | 805,217 | 749,561 | -6.9% |
| 88 Higgins | 1,167 | 668 | -42.8% | 455 | 321 | -29.4% | 340 | 280 | -17.7% | 81,087 | 72,078 | -11.1% |
| 90 Harlem | 4,078 | 2,553 | -37.4% | 2,670 | 1,568 | -41.3% | 1,712 | 1,324 | -22.7% | 288,445 | 258,721 | -10.3% |
| 91 Austin | 6,235 | 4,052 | -35.0% | 3,051 | 2,089 | -31.5% | 2,089 | 1,536 | -26.5% | 436,684 | 394,089 | -9.8% |
| 92 Foster | 6,187 | 3,810 | -38.4% | 3,398 | 2,046 | -39.8% | 2,409 | 1,676 | -30.4% | 436,103 | 391,741 | -10.2% |
| 93 California/Dodge | 3,471 | 2,174 | -37.4% | 1,501 | 909 | -39.4% | | | | 221,077 | 204,321 | -7.6% |

 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 |
| 94 South California | 7,951 | 5,476 | -31.1% | 3,702 | 2,523 | -31.8% | 2,698 | 2,209 | -18.1% | 549,950 | 536,798 | -2.4% |
| 95 95th | 5,488 | 3,767 | -31.4% | 3,420 | 2,524 | -26.2% | 2,598 | 2,114 | -18.6% | 394,561 | 363,462 | -7.9% |
| 96 Lunt | 776 | 489 | -36.9% | | | | | | | 46,998 | 43,864 | -6.7% |
| 97 Skokie | 2,853 | 1,713 | -40.0% | 1,912 | 1,024 | -46.4% | 1,307 | 879 | -32.7% | 207,530 | 180,431 | -13.1% |
| X98 Avon Express | 13 | 7 | -46.4% | | | | | | | 799 | 445 | -44.3% |
| 100 Jeffery Manor Express | 500 | 355 | -29.0% | | | | | | | 28,767 | 28,745 | -0.1% |
| 103 West 103rd | 1,935 | 1,367 | -29.3% | 1,041 | 749 | -28.1% | 795 | 636 | -20.1% | 140,324 | 133,421 | -4.9% |
| 106 East 103rd | 1,333 | 837 | -37.2% | 415 | 296 | -28.8% | 246 | 240 | -2.2% | 89,373 | 78,747 | -11.9% |
| 108 Halsted/95th | 1,052 | 668 | -36.5% | | | | | | | 61,442 | 54,492 | -11.3% |
| 111 111th/King Drive | 3,214 | 2,023 | -37.1% | 1,487 | 1,168 | -21.5% | 1,189 | 1,039 | -12.7% | 226,522 | 193,033 | -14.8% |
| 111A Pullman Shuttle | 166 | 178 | 7.1% | 131 | 147 | 12.7% | 117 | 132 | 12.2% | 12,940 | 17,191 | 32.8% |
| 112 Vincennes/111th | 1,946 | 1,252 | -35.7% | 804 | 597 | -25.8% | 552 | 401 | -27.4% | 129,958 | 120,232 | -7.5% |
| 115 Pullman/115th | 2,841 | 2,032 | -28.5% | 1,668 | 1,067 | -36.0% | 1,213 | 964 | -20.6% | 210,515 | 195,282 | -7.2% |
| 119 Michigan/119th | 4,004 | 2,869 | -28.4% | 2,862 | 2,023 | -29.3% | 2,021 | 1,653 | -18.2% | 296,344 | 276,856 | -6.6% |
| 120 Ogilvie/Streeterville Express | 830 | 368 | -55.7% | | | | | | | 53,884 | 41,029 | -23.9% |
| 121 Union/Streeterville Express | 1,154 | 482 | -58.2% | | | | | | | 71,082 | 54,402 | -23.5% |
| 124 Navy Pier | 1,050 | 481 | -54.2% | 972 | 373 | -61.6% | 503 | 327 | -34.9% | 74,281 | 65,233 | -12.2% |
| 125 Water Tower Express | 1,180 | 684 | -42.0% | | | | | | | 72,429 | 78,877 | 8.9% |
| 126 Jackson | 5,016 | 3,338 | -33.5% | 2,245 | 1,697 | -24.4% | 1,715 | 1,373 | -19.9% | 349,158 | 341,631 | -2.2% |
| 134 Stockton/LaSalle Express | 2,931 | 1,369 | -53.3% | | | | | | | 175,158 | 157,385 | -10.1% |
| 135 Clarendon/LaSalle Express | 3,600 | 1,508 | -58.1% | | | | | | | 210,013 | 171,710 | -18.2% |
| 136 Sheridan/LaSalle Express | 1,939 | 912 | -53.0% | | | | | | | 114,776 | 99,206 | -13.6% |

 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 |
| 143 Stockton/Michigan Express | 1,785 | 901 | -49.5% | | | | | | | 108,336 | 96,199 | -11.2% |
| 146 Inner Drive/Michigan Express | 12,686 | 6,775 | -46.6% | 8,881 | 4,081 | -54.1% | 6,977 | 3,939 | -43.5% | 933,424 | 826,427 | -11.5% |
| 147 Outer Drive Express | 11,370 | 6,777 | -40.4% | 8,524 | 4,590 | -46.1% | 6,312 | 4,085 | -35.3% | 848,969 | 784,272 | -7.6% |
| 148 Clarendon/Michigan Express | 2,427 | 1,279 | -47.3% | | | | | | | 146,229 | 128,596 | -12.1% |
| 151 Sheridan | 14,396 | 8,073 | -43.9% | 11,876 | 5,844 | -50.8% | 8,407 | 5,311 | -36.8% | 1,092,664 | 977,671 | -10.5% |
| 152 Addison | 9,758 | 5,486 | -43.8% | 3,766 | 2,047 | -45.7% | 2,388 | 1,572 | -34.2% | 651,708 | 591,056 | -9.3% |
| 155 Devon | 6,184 | 4,192 | -32.2% | 4,689 | 3,020 | -35.6% | 3,518 | 2,615 | -25.7% | 468,600 | 444,421 | -5.2% |
| 156 LaSalle | 6,693 | 3,315 | -50.5% | | | | | | | 413,252 | 364,258 | -11.9% |
| 157 Streeter/Taylor | 6,179 | 3,256 | -47.3% | | | | | | | 372,160 | 334,783 | -10.0% |
| 165 West 65th | 196 | 120 | -39.0% | | | | | | | 11,901 | 8,402 | -29.4% |
| 169 69th-UPS Express | 149 | 36 | -75.6% | 18 | 2 | -88.5% | | | | 9,096 | 3,350 | -63.2% |
| 171 U. of Chicago/Hyde Park | 1,151 | 550 | -52.2% | 265 | 136 | -48.6% | 185 | 108 | -41.8% | 88,090 | 62,814 | -28.7% |
| 172 U. of Chicago/Kenwood | 1,775 | 1,326 | -25.3% | 596 | 293 | -50.9% | 427 | 396 | -7.3% | 142,725 | 151,751 | 6.3% |
| 192 U. of Chicago Hospitals Express | 792 | 362 | -54.3% | | | | | | | 49,763 | 37,800 | -24.0% |
| 201 Central/Ridge | 2,325 | 1,539 | -33.8% | 1,129 | 773 | -31.5% | | | | 160,603 | 170,002 | 5.9% |
| 206 Evanston Circulator | 602 | 342 | -43.2% | | | | | | | 38,024 | 34,684 | -8.8% |

Rail Entries by Line/Station/Entrance









 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|--|--|--------|--------|------------------|--------|--------|----------------|--------|--------|----------------------|---------|---------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| Red Line - North Side | | | | | | | | | | | | | |
|  Howard | <i>Red, Yellow, Purple, Purple Express</i> | | | | | | | | | | | | |
|  Howard (Main Entrance) | 2,387 | 1,534 | -35.7% | 1,489 | 929 | -37.7% | 1,072 | 816 | -23.9% | 178,841 | 162,401 | -9.2% | |
| Howard (North) | 2,802 | 1,674 | -40.2% | 1,868 | 1,056 | -43.5% | 1,443 | 928 | -35.7% | 211,581 | 175,970 | -16.8% | |
| Station Total | 5,189 | 3,208 | -38.2% | 3,357 | 1,985 | -40.9% | 2,515 | 1,744 | -30.7% | 390,422 | 338,371 | -13.3% | |
| Jarvis | <i>Red Line</i> | 1,449 | 842 | -41.9% | 1,146 | 647 | -43.5% | 854 | 582 | -31.8% | 113,593 | 98,527 | -13.3% |
| Morse | <i>Red Line</i> | | | | | | | | | | | | |
| Morse (Main Entrance) | | 2,792 | 1,614 | -42.2% | 2,070 | 1,137 | -45.1% | 1,471 | 969 | -34.1% | 215,091 | 185,315 | -13.8% |
| Morse (Lunt) | | 1,515 | 812 | -46.4% | 1,020 | 479 | -53.1% | 800 | 450 | -43.8% | 116,909 | 98,211 | -16.0% |
| Station Total | | 4,307 | 2,426 | -43.7% | 3,090 | 1,616 | -47.7% | 2,271 | 1,419 | -37.5% | 332,000 | 283,526 | -14.6% |
|  Loyola | <i>Red Line</i> | | | | | | | | | | | | |
|  Loyola | | 5,175 | 2,545 | -50.8% | 4,310 | 1,809 | -58.0% | 2,803 | 1,598 | -43.0% | 399,734 | 350,328 | -12.4% |
| Station Total | | 5,175 | 2,545 | -50.8% | 4,310 | 1,809 | -58.0% | 2,803 | 1,598 | -43.0% | 399,734 | 350,328 | -12.4% |
|  Granville | <i>Red Line</i> | 3,865 | 1,919 | -50.3% | 3,036 | 1,244 | -59.0% | 2,065 | 1,039 | -49.7% | 297,854 | 217,778 | -26.9% |
| Thorndale | <i>Red Line</i> | 3,016 | 1,552 | -48.5% | 1,880 | 875 | -53.4% | 1,405 | 733 | -47.9% | 224,491 | 168,132 | -25.1% |
| Bryn Mawr | <i>Red Line</i> | 4,500 | 2,386 | -47.0% | 2,904 | 1,418 | -51.2% | 2,077 | 1,171 | -43.7% | 339,223 | 258,372 | -23.8% |
| Berwyn | <i>Red Line</i> | 3,209 | 1,731 | -46.1% | 2,192 | 1,161 | -47.0% | 1,618 | 1,018 | -37.1% | 243,004 | 220,057 | -9.4% |
| Argyle | <i>Red Line</i> | 2,943 | 1,621 | -44.9% | 2,336 | 1,189 | -49.1% | 1,727 | 1,028 | -40.5% | 230,526 | 199,593 | -13.4% |
| Lawrence | <i>Red Line</i> | 3,007 | 1,543 | -48.7% | 2,269 | 1,130 | -50.2% | 1,645 | 1,028 | -37.5% | 232,823 | 189,516 | -18.6% |
| Wilson | <i>Red Line</i> | | | | | | | | | | | | |
| Wilson (North) | | 798 | 415 | -48.0% | 480 | 239 | -50.2% | 333 | 209 | -37.3% | 57,004 | 49,390 | -13.4% |
|  Wilson (South) | | 3,711 | 2,124 | -42.8% | 2,070 | 1,185 | -42.8% | 1,265 | 907 | -28.3% | 263,409 | 227,697 | -13.6% |

 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 | |
| Wilson (Sunnyside) | 2,181 | 1,341 | -38.5% | 1,641 | 937 | -42.9% | 1,261 | 841 | -33.3% | 172,780 | 152,952 | -11.5% | |
| Station Total | 6,690 | 3,880 | -42.0% | 4,191 | 2,361 | -43.7% | 2,859 | 1,957 | -31.5% | 493,193 | 430,039 | -12.8% | |
| Sheridan | Red Line | 4,871 | 2,398 | -50.8% | 3,339 | 1,364 | -59.2% | 2,279 | 1,139 | -50.0% | 358,805 | 299,232 | -16.6% |
|  Addison | Red Line | 5,240 | 3,141 | -40.1% | 2,817 | 2,156 | -23.5% | 1,542 | 1,798 | 16.6% | 428,260 | 400,547 | -6.5% |
|  Belmont | Red, Brown, Purple Express | | | | | | | | | | | | |
|  Belmont (Main Entrance) | | 7,574 | 3,768 | -50.2% | 6,323 | 2,583 | -59.1% | 4,392 | 2,380 | -45.8% | 578,199 | 482,397 | -16.6% |
| Belmont (North) | | 4,083 | 1,884 | -53.8% | 3,331 | 1,178 | -64.6% | 2,252 | 1,057 | -53.1% | 306,291 | 252,540 | -17.5% |
| Station Total | | 11,657 | 5,652 | -51.5% | 9,654 | 3,761 | -61.0% | 6,644 | 3,437 | -48.3% | 884,490 | 734,937 | -16.9% |
|  Fullerton | Red, Brown, Purple Express | | | | | | | | | | | | |
|  Fullerton (Main Entrance) | | 8,725 | 5,173 | -40.7% | 5,645 | 2,771 | -50.9% | 3,985 | 2,549 | -36.0% | 702,952 | 659,078 | -6.2% |
| Fullerton (North) | | 2,815 | 1,304 | -53.7% | 1,599 | 623 | -61.0% | 1,000 | 563 | -43.7% | 201,410 | 171,060 | -15.1% |
| Station Total | | 11,540 | 6,477 | -43.9% | 7,244 | 3,394 | -53.1% | 4,985 | 3,112 | -37.6% | 904,362 | 830,138 | -8.2% |
| North/Clybourn | Red Line | 5,283 | 2,725 | -48.4% | 4,201 | 1,912 | -54.5% | 3,066 | 1,727 | -43.7% | 419,220 | 356,111 | -15.1% |
|  Clark/Division | Red Line | | | | | | | | | | | | |
| Clark/Division (Clark) | | 4,656 | 2,384 | -48.8% | 3,863 | 1,783 | -53.9% | 2,793 | 1,571 | -43.8% | 371,207 | 308,167 | -17.0% |
|  Clark/Division (LaSalle) | | 2,687 | 1,418 | -47.2% | 1,608 | 759 | -52.8% | 1,145 | 725 | -36.7% | 196,393 | 171,317 | -12.8% |
| Station Total | | 7,343 | 3,802 | -48.2% | 5,471 | 2,542 | -53.5% | 3,938 | 2,296 | -41.7% | 567,600 | 479,484 | -15.5% |
|  Chicago | Red Line | 13,041 | 6,325 | -51.5% | 10,196 | 4,188 | -58.9% | 6,965 | 3,890 | -44.2% | 1,004,827 | 838,286 | -16.6% |
|  Grand | Red Line | 10,458 | 4,792 | -54.2% | 10,737 | 3,584 | -66.6% | 6,772 | 3,223 | -52.4% | 828,568 | 660,901 | -20.2% |
| Red Line - North Side Total | | 112,783 | 58,965 | -47.7% | 84,370 | 38,336 | -54.6% | 58,030 | 33,939 | -41.5% | 8,692,995 | 7,353,875 | -15.4% |
| Red Line - State Street Subway | | | | | | | | | | | | | |
|  Lake | Red Line | | | | | | | | | | | | |
| Lake-Randolph | | 10,209 | 4,867 | -52.3% | 6,948 | 2,603 | -62.5% | 3,510 | 2,035 | -42.0% | 733,912 | 598,617 | -18.4% |











 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 |
|  Randolph-Washington (North) | 10,400 | 5,016 | -51.8% | 5,426 | 2,360 | -56.5% | 3,638 | 1,955 | -46.3% | 758,067 | 629,685 | -16.9% |
| Station Total | 20,609 | 9,883 | -52.0% | 12,374 | 4,963 | -59.9% | 7,148 | 3,990 | -44.2% | 1,491,979 | 1,228,302 | -17.7% |
| Monroe | <i>Red Line</i> | | | | | | | | | | | |
| <i>Madison-Monroe</i> | 5,478 | 2,544 | -53.6% | 2,447 | 1,145 | -53.2% | 1,611 | 841 | -47.8% | 384,085 | 302,013 | -21.4% |
| <i>Monroe-Adams</i> | 4,460 | 2,031 | -54.5% | 1,342 | 595 | -55.7% | 853 | 402 | -52.9% | 302,782 | 248,204 | -18.0% |
| Station Total | 9,938 | 4,575 | -54.0% | 3,789 | 1,740 | -54.1% | 2,464 | 1,243 | -49.6% | 686,867 | 550,217 | -19.9% |
|  Jackson | <i>Red Line</i> | | | | | | | | | | | |
|  Adams-Jackson | 4,262 | 2,226 | -47.8% | 1,601 | 721 | -55.0% | 995 | 512 | -48.5% | 307,223 | 268,483 | -12.6% |
|  Jackson-Van Buren | 4,565 | 2,317 | -49.2% | 2,135 | 926 | -56.6% | 1,481 | 717 | -51.6% | 330,051 | 275,934 | -16.4% |
| Station Total | 8,827 | 4,543 | -48.5% | 3,736 | 1,647 | -55.9% | 2,476 | 1,229 | -50.4% | 637,274 | 544,417 | -14.6% |
| Harrison | <i>Red Line</i> | | | | | | | | | | | |
| <i>Harrison (Main Entrance)</i> | 2,385 | 1,231 | -48.4% | 1,742 | 744 | -57.3% | 1,216 | 621 | -49.0% | 178,072 | 150,587 | -15.4% |
| <i>Harrison (Polk)</i> | 1,320 | 633 | -52.1% | 1,088 | 463 | -57.4% | 767 | 369 | -51.9% | 102,749 | 82,785 | -19.4% |
| Station Total | 3,705 | 1,864 | -49.7% | 2,830 | 1,207 | -57.3% | 1,983 | 990 | -50.1% | 280,821 | 233,372 | -16.9% |
|  Roosevelt | <i>Red, Orange & Green Lines</i> | | | | | | | | | | | |
|  Roosevelt (Main Entrance) | 6,209 | 3,578 | -42.4% | 5,017 | 2,401 | -52.2% | 3,509 | 2,282 | -34.9% | 478,285 | 430,537 | -10.0% |
|  Roosevelt (State) | 2,269 | 1,381 | -39.1% | 1,724 | 926 | -46.3% | 1,330 | 780 | -41.4% | 175,001 | 154,808 | -11.5% |
| <i>Roosevelt (South)</i> | 1,410 | 823 | -41.6% | 698 | 371 | -46.9% | 511 | 338 | -33.9% | 99,727 | 86,509 | -13.3% |
| Station Total | 9,888 | 5,782 | -41.5% | 7,439 | 3,698 | -50.3% | 5,350 | 3,400 | -36.4% | 753,013 | 671,854 | -10.8% |
| Red Line - State Street Subway Total | 52,967 | 26,647 | -49.7% | 30,168 | 13,255 | -56.1% | 19,421 | 10,852 | -44.1% | 3,849,954 | 3,228,162 | -16.2% |
| Red Line - Dan Ryan | | | | | | | | | | | | |
|  Cermak-Chinatown | <i>Red Line</i> | | | | | | | | | | | |
| <i>Cermak-Chinatown (Cermak)</i> | 2,099 | 1,029 | -51.0% | 2,284 | 819 | -64.1% | 1,617 | 872 | -46.1% | 164,730 | 139,354 | -15.4% |





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 | |
| Cermak-Chinatown (Archer) | 1,452 | 656 | -54.8% | 1,764 | 615 | -65.1% | 1,228 | 609 | -50.4% | 118,884 | 95,979 | -19.3% | |
| Cermak-Chinatown (South) | 283 | 96 | -66.1% | 329 | 69 | -79.0% | 222 | 66 | -70.1% | 20,886 | 12,276 | -41.2% | |
| Station Total | 3,834 | 1,781 | -53.5% | 4,377 | 1,503 | -65.7% | 3,067 | 1,547 | -49.6% | 304,500 | 247,609 | -18.7% | |
| Sox-35th | <i>Red Line</i> | | | | | | | | | | | | |
| Sox-35th (Main Entrance) | 2,944 | 1,757 | -40.3% | 1,846 | 996 | -46.1% | 1,353 | 911 | -32.7% | 214,387 | 192,476 | -10.2% | |
| Sox-35th (33rd) | 785 | 423 | -46.1% | 483 | 229 | -52.6% | 339 | 205 | -39.4% | 57,455 | 51,003 | -11.2% | |
| Station Total | 3,729 | 2,180 | -41.5% | 2,329 | 1,225 | -47.4% | 1,692 | 1,116 | -34.0% | 271,842 | 243,479 | -10.4% | |
| 47th | <i>Red Line</i> | | | | | | | | | | | | |
| Garfield | <i>Red Line</i> | | | | | | | | | | | | |
| 63rd | <i>Red Line</i> | | | | | | | | | | | | |
| 69th | <i>Red Line</i> | | | | | | | | | | | | |
| 79th | <i>Red Line</i> | | | | | | | | | | | | |
| 79th (Main Entrance) | 1,890 | 1,368 | -27.6% | 1,305 | 873 | -33.1% | 1,007 | 763 | -24.2% | 147,305 | 136,886 | -7.1% | |
| 79th (Platform) | 4,043 | 2,761 | -31.7% | 2,787 | 1,866 | -33.1% | 2,202 | 1,586 | -28.0% | 310,135 | 272,681 | -12.1% | |
| Station Total | 5,933 | 4,129 | -30.4% | 4,092 | 2,739 | -33.1% | 3,209 | 2,349 | -26.8% | 457,440 | 409,567 | -10.5% | |
| 87th | <i>Red Line</i> | | | | | | | | | | | | |
| 95/Dan Ryan | <i>Red Line</i> | | | | | | | | | | | | |
| 95th (North) | 8,545 | 4,348 | -49.1% | 4,598 | 2,463 | -46.4% | 3,684 | 2,115 | -42.6% | 424,422 | 420,072 | -1.0% | |
| 95th (South) | 206 | 1,766 | 755.5% | 507 | 1,027 | 102.3% | 248 | 920 | 271.4% | 233,748 | 174,813 | -25.2% | |
| Station Total | 8,751 | 6,114 | -30.1% | 5,105 | 3,490 | -31.6% | 3,932 | 3,035 | -22.8% | 658,170 | 594,885 | -9.6% | |
| Red Line - Dan Ryan Total | 38,512 | 24,938 | -35.2% | 27,384 | 16,250 | -40.7% | 20,393 | 14,236 | -30.2% | 2,940,975 | 2,589,582 | -11.9% | |
| Purple Line - Evanston | | | | | | | | | | | | | |
| Linden | <i>Purple & Purple Express</i> | 821 | 396 | -51.8% | 435 | 175 | -59.7% | 256 | 177 | -31.1% | 58,014 | 49,413 | -14.8% |
| Central | <i>Purple & Purple Express</i> | 712 | 453 | -36.4% | 346 | 232 | -33.0% | 237 | 162 | -31.6% | 52,146 | 47,429 | -9.0% |




 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 |
| Noyes | <i>Purple & Purple Express</i> | 849 | 432 | -49.1% | 529 | 207 | -60.9% | 324 | 182 | -43.8% | 65,972 | 56,586 | -14.2% |
| Foster | <i>Purple & Purple Express</i> | 751 | 395 | -47.4% | 482 | 219 | -54.6% | 277 | 190 | -31.2% | 57,177 | 49,225 | -13.9% |
|  Davis | <i>Purple & Purple Express</i> | 3,352 | 1,771 | -47.2% | 2,225 | 1,008 | -54.7% | 1,522 | 881 | -42.1% | 254,534 | 218,521 | -14.1% |
| Dempster | <i>Purple & Purple Express</i> | 782 | 420 | -46.3% | 565 | 313 | -44.7% | 432 | 291 | -32.6% | 59,986 | 51,188 | -14.7% |
| Main | <i>Purple & Purple Express</i> | 1,104 | 548 | -50.4% | 729 | 324 | -55.5% | 493 | 281 | -43.0% | 83,339 | 69,358 | -16.8% |
| South Boulevard | <i>Purple & Purple Express</i> | 739 | 424 | -42.6% | 360 | 221 | -38.5% | 249 | 194 | -22.1% | 53,085 | 48,230 | -9.1% |
| Purple Line - Evanston Total | | 9,110 | 4,839 | -46.9% | 5,671 | 2,699 | -52.4% | 3,790 | 2,358 | -37.8% | 684,253 | 589,950 | -13.8% |
| Yellow Line | | | | | | | | | | | | | |
|  Dempster-Skokie | <i>Yellow Line</i> | 1,667 | 871 | -47.7% | 833 | 400 | -52.1% | 576 | 312 | -45.9% | 119,745 | 98,095 | -18.1% |
|  Oakton | <i>Yellow Line</i> | | | | | | | | | | | | |
|  Oakton-Skokie (Oakton) | | 655 | 380 | -42.0% | 278 | 142 | -49.0% | 174 | 115 | -34.0% | 45,338 | 39,712 | -12.4% |
|  Oakton-Skokie (North) | | 241 | 129 | -46.3% | 99 | 54 | -45.8% | 61 | 37 | -39.7% | 16,753 | 14,707 | -12.2% |
| Station Total | | 896 | 509 | -43.2% | 377 | 196 | -48.0% | 235 | 152 | -35.3% | 62,091 | 54,419 | -12.4% |
| Yellow Line Total | | 2,563 | 1,380 | -46.2% | 1,210 | 596 | -50.7% | 811 | 464 | -42.8% | 181,836 | 152,514 | -16.1% |
| Blue Line - O'Hare | | | | | | | | | | | | | |
|  O'Hare Airport | <i>Blue Line</i> | 10,391 | 6,057 | -41.7% | 8,121 | 4,761 | -41.4% | 9,202 | 5,839 | -36.6% | 827,114 | 697,925 | -15.6% |
|  Rosemont | <i>Blue Line</i> | 5,887 | 3,216 | -45.4% | 3,544 | 1,560 | -56.0% | 2,331 | 1,330 | -42.9% | 418,987 | 351,430 | -16.1% |
|  Cumberland | <i>Blue Line</i> | 4,146 | 2,163 | -47.8% | 1,808 | 759 | -58.0% | 1,082 | 654 | -39.6% | 283,341 | 235,926 | -16.7% |
|  Harlem | <i>Blue Line</i> | 2,917 | 1,543 | -47.1% | 1,406 | 609 | -56.7% | 843 | 527 | -37.4% | 201,122 | 164,821 | -18.0% |
|  Jefferson Park | <i>Blue Line</i> | 6,131 | 3,779 | -38.4% | 3,171 | 1,875 | -40.9% | 2,324 | 1,679 | -27.7% | 434,932 | 402,267 | -7.5% |
| Montrose | <i>Blue Line</i> | 2,652 | 1,357 | -48.8% | 1,206 | 627 | -48.0% | 848 | 531 | -37.3% | 185,143 | 150,270 | -18.8% |
| Irving Park | <i>Blue Line</i> | | | | | | | | | | | | |
| Irving Park (Main Entrance) | | 2,590 | 1,427 | -44.9% | 1,381 | 719 | -48.0% | 1,012 | 618 | -39.0% | 184,943 | 155,288 | -16.0% |






 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 |
| Irving Park (Pulaski) | 1,121 | 708 | -36.9% | 579 | 345 | -40.5% | 443 | 303 | -31.6% | 80,168 | 75,938 | -5.3% |
| Irving Park (North) | 474 | 238 | -49.7% | 234 | 115 | -51.1% | 178 | 116 | -35.0% | 33,882 | 28,596 | -15.6% |
| Station Total | 4,185 | 2,373 | -43.3% | 2,194 | 1,179 | -46.3% | 1,633 | 1,037 | -36.5% | 298,993 | 259,822 | -13.1% |
| Addison | <i>Blue Line</i> 2,992 | 1,530 | -48.9% | 1,309 | 558 | -57.3% | 863 | 472 | -45.4% | 202,793 | 172,081 | -15.1% |
| Belmont | <i>Blue Line</i> 4,570 | 2,757 | -39.7% | 902 | 1,382 | 53.2% | 668 | 1,160 | 73.7% | 320,058 | 308,877 | -3.5% |
|  Logan Square | <i>Blue Line</i> | | | | | | | | | | | |
|  Logan Square (Main Entrance) | 5,261 | 2,504 | -52.4% | 3,863 | 1,273 | -67.0% | 2,646 | 1,088 | -58.9% | 380,283 | 303,241 | -20.3% |
| Logan Square (Spaulding) | 2,329 | 1,113 | -52.2% | 1,240 | 515 | -58.5% | 863 | 404 | -53.2% | 168,367 | 135,322 | -19.6% |
| Station Total | 7,590 | 3,617 | -52.3% | 5,103 | 1,788 | -65.0% | 3,509 | 1,492 | -57.5% | 548,650 | 438,563 | -20.1% |
| California | <i>Blue Line</i> 5,646 | 2,794 | -50.5% | 2,996 | 1,386 | -53.7% | 2,064 | 1,094 | -47.0% | 397,091 | 342,152 | -13.8% |
|  Western | <i>Blue Line</i> | | | | | | | | | | | |
|  Western | 3,592 | 1,785 | -50.3% | 1,670 | 778 | -53.5% | 1,174 | 671 | -42.8% | 251,190 | 217,145 | -13.6% |
| Western (West Inbound) | 1,568 | 789 | -49.7% | 565 | 249 | -56.0% | 365 | 171 | -53.2% | 107,872 | 93,591 | -13.2% |
| Western (West Outbound) | 324 | 186 | -42.4% | 252 | 113 | -55.3% | 199 | 117 | -41.3% | 24,254 | 23,003 | -5.2% |
| Station Total | 5,484 | 2,760 | -49.7% | 2,487 | 1,140 | -54.2% | 1,738 | 959 | -44.8% | 383,316 | 333,739 | -12.9% |
| Damen | <i>Blue Line</i> 6,299 | 2,906 | -53.9% | 4,344 | 1,771 | -59.2% | 2,862 | 1,622 | -43.3% | 458,916 | 382,978 | -16.5% |
| Division | <i>Blue Line</i> 6,308 | 2,841 | -55.0% | 3,183 | 1,335 | -58.1% | 2,104 | 1,123 | -46.6% | 443,240 | 344,646 | -22.2% |
| Chicago | <i>Blue Line</i> 4,077 | 1,927 | -52.7% | 1,743 | 756 | -56.7% | 1,218 | 594 | -51.2% | 271,534 | 224,513 | -17.3% |
| Grand | <i>Blue Line</i> 2,774 | 1,323 | -52.3% | 1,535 | 659 | -57.1% | 1,140 | 651 | -42.8% | 201,719 | 162,695 | -19.3% |
| Blue Line - O'Hare Total | 82,049 | 42,943 | -47.7% | 45,052 | 22,145 | -50.8% | 34,429 | 20,764 | -39.7% | 5,876,949 | 4,972,705 | -15.4% |
| Blue Line - Dearborn Subway | | | | | | | | | | | | |
| Washington | <i>Blue Line</i> | | | | | | | | | | | |
| Randolph-Washington | 10,143 | 4,855 | -52.1% | 5,460 | 2,118 | -61.2% | 3,696 | 1,954 | -47.1% | 707,252 | 602,358 | -14.8% |
| Washington-Madison | 3,641 | 1,747 | -52.0% | 1,144 | 525 | -54.1% | 783 | 430 | -45.1% | 241,507 | 195,502 | -19.0% |

 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 | | 13,784 | 6,602 | -52.1% | 6,604 | 2,643 | -60.0% | 4,479 | 2,384 | -46.8% | 948,759 | 797,860 | -15.9% |
| Monroe | <i>Blue Line</i> | | | | | | | | | | | | |
| <i>Madison-Monroe</i> | | 3,675 | 1,808 | -50.8% | 989 | 495 | -49.9% | 659 | 381 | -42.1% | 239,998 | 206,694 | -13.9% |
| <i>Monroe-Adams</i> | | 4,505 | 2,018 | -55.2% | 1,063 | 520 | -51.1% | 823 | 338 | -58.9% | 295,493 | 240,756 | -18.5% |
| Station Total | | 8,180 | 3,826 | -53.2% | 2,052 | 1,015 | -50.5% | 1,482 | 719 | -51.5% | 535,491 | 447,450 | -16.4% |
| Jackson | <i>Blue Line</i> | | | | | | | | | | | | |
|  <i>Adams-Jackson</i> | | 3,162 | 1,670 | -47.2% | 1,427 | 659 | -53.8% | 1,080 | 535 | -50.4% | 219,404 | 187,856 | -14.4% |
| <i>Jackson-Van Buren</i> | | 3,773 | 1,965 | -47.9% | 1,255 | 703 | -44.0% | 832 | 493 | -40.7% | 252,992 | 220,406 | -12.9% |
| Station Total | | 6,935 | 3,635 | -47.6% | 2,682 | 1,362 | -49.2% | 1,912 | 1,028 | -46.2% | 472,396 | 408,262 | -13.6% |
| LaSalle | <i>Blue Line</i> | 3,007 | 1,508 | -49.8% | 1,115 | 524 | -53.0% | 907 | 457 | -49.7% | 203,306 | 171,254 | -15.8% |
| Blue Line - Dearborn Subway Total | | 31,906 | 15,571 | -51.2% | 12,453 | 5,544 | -55.5% | 8,780 | 4,588 | -47.7% | 2,159,952 | 1,824,826 | -15.5% |
| Blue Line - Forest Park | | | | | | | | | | | | | |
| Clinton | <i>Blue Line</i> | 3,346 | 1,881 | -43.8% | 979 | 581 | -40.7% | 873 | 596 | -31.7% | 228,104 | 217,413 | -4.7% |
| JUIC-Halsted | <i>Blue Line</i> | | | | | | | | | | | | |
| <i>JUIC-Halsted (Main Entrance)</i> | | 3,128 | 1,723 | -44.9% | 1,245 | 634 | -49.1% | 837 | 541 | -35.4% | 216,562 | 196,702 | -9.2% |
| <i>JUIC-Halsted (Peoria)</i> | | 1,751 | 946 | -46.0% | 393 | 177 | -55.0% | 220 | 170 | -22.7% | 120,398 | 112,152 | -6.8% |
|  <i>JUIC-Halsted (Morgan)</i> | | 1,388 | 641 | -53.8% | 494 | 174 | -64.8% | 275 | 164 | -40.2% | 95,764 | 75,731 | -20.9% |
| Station Total | | 6,267 | 3,310 | -47.2% | 2,132 | 985 | -53.8% | 1,332 | 875 | -34.3% | 432,724 | 384,585 | -11.1% |
| Racine | <i>Blue Line</i> | | | | | | | | | | | | |
| <i>Racine (Main Entrance)</i> | | 982 | 521 | -47.0% | 515 | 261 | -49.3% | 389 | 206 | -46.9% | 72,636 | 60,483 | -16.7% |
| <i>Racine (Loomis)</i> | | 1,266 | 618 | -51.2% | 434 | 178 | -58.9% | 265 | 157 | -40.7% | 81,823 | 69,680 | -14.8% |
| Station Total | | 2,248 | 1,139 | -49.3% | 949 | 439 | -53.7% | 654 | 363 | -44.5% | 154,459 | 130,163 | -15.7% |
|  Medical Center | <i>Blue Line</i> | | | | | | | | | | | | |












 indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|--|------------------|--------|--------|------------------|--------|--------|----------------|--------|--------|----------------------|---------|---------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| Medical Center (Ogden) | 560 | 320 | -42.9% | 203 | 93 | -54.2% | 155 | 93 | -40.3% | 36,732 | 30,761 | -16.3% | |
| Medical Center (Paulina) | 666 | 404 | -39.3% | 186 | 131 | -29.6% | 158 | 129 | -18.3% | 44,903 | 41,229 | -8.2% | |
|  Medical Center (Damen) | 1,753 | 928 | -47.1% | 636 | 231 | -63.7% | 361 | 233 | -35.5% | 114,624 | 94,436 | -17.6% | |
| Station Total | 2,979 | 1,652 | -44.5% | 1,025 | 455 | -55.6% | 674 | 455 | -32.5% | 196,259 | 166,426 | -15.2% | |
| Western | <i>Blue Line</i> | 1,618 | 966 | -40.3% | 888 | 534 | -39.9% | 645 | 438 | -32.0% | 114,249 | 102,446 | -10.3% |
|  Kedzie-Homan | <i>Blue Line</i> | | | | | | | | | | | | |
|  Kedzie-Homan (Kedzie) | 840 | 611 | -27.3% | 532 | 389 | -26.9% | 391 | 311 | -20.6% | 63,911 | 60,922 | -4.7% | |
|  Kedzie-Homan (Homan) | 895 | 603 | -32.6% | 534 | 391 | -26.9% | 405 | 330 | -18.5% | 66,291 | 61,599 | -7.1% | |
| Station Total | 1,735 | 1,214 | -30.0% | 1,066 | 780 | -26.8% | 796 | 641 | -19.5% | 130,202 | 122,521 | -5.9% | |
| Pulaski | <i>Blue Line</i> | 1,684 | 1,387 | -17.6% | 1,331 | 1,036 | -22.2% | 1,090 | 932 | -14.5% | 136,370 | 129,780 | -4.8% |
| Cicero | <i>Blue Line</i> | 1,254 | 866 | -30.9% | 797 | 549 | -31.1% | 564 | 438 | -22.3% | 94,216 | 82,804 | -12.1% |
| Austin | <i>Blue Line</i> | | | | | | | | | | | | |
| Austin (Main Entrance) | 1,194 | 695 | -41.7% | 556 | 329 | -40.8% | 411 | 290 | -29.4% | 86,126 | 71,384 | -17.1% | |
| Austin (Lombard) | 622 | 300 | -51.7% | 139 | 77 | -44.6% | 98 | 63 | -36.4% | 40,915 | 34,286 | -16.2% | |
| Station Total | 1,816 | 995 | -45.2% | 695 | 406 | -41.6% | 509 | 353 | -30.6% | 127,041 | 105,670 | -16.8% | |
| Oak Park | <i>Blue Line</i> | | | | | | | | | | | | |
| Oak Park (Main Entrance) | 1,234 | 635 | -48.6% | 450 | 203 | -54.9% | 272 | 174 | -36.2% | 84,294 | 68,797 | -18.4% | |
| Oak Park (East) | 535 | 260 | -51.4% | 114 | 44 | -62.0% | 82 | 38 | -53.4% | 34,762 | 29,254 | -15.8% | |
| Station Total | 1,769 | 895 | -49.4% | 564 | 247 | -56.2% | 354 | 212 | -40.1% | 119,056 | 98,051 | -17.6% | |
| Harlem | <i>Blue Line</i> | | | | | | | | | | | | |
| Harlem | 848 | 522 | -38.5% | 465 | 268 | -42.4% | 281 | 185 | -34.3% | 61,599 | 48,363 | -21.5% | |
| Harlem (Circle) | 315 | 157 | -50.3% | 95 | 43 | -55.0% | 54 | 28 | -47.4% | 21,674 | 17,543 | -19.1% | |
| Station Total | 1,163 | 679 | -41.6% | 560 | 311 | -44.5% | 335 | 213 | -36.4% | 83,273 | 65,906 | -20.9% | |
|  Forest Park | <i>Blue Line</i> | 3,083 | 1,863 | -39.6% | 1,374 | 780 | -43.2% | 957 | 697 | -27.2% | 217,585 | 183,673 | -15.6% |















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 |
| Blue Line - Forest Park Total | | 28,962 | 16,847 | -41.8% | 12,360 | 7,103 | -42.5% | 8,783 | 6,213 | -29.3% | 2,033,538 | 1,789,438 | -12.0% |
| Pink Line | | | | | | | | | | | | | |
| Polk | <i>Pink Line</i> | 3,123 | 1,787 | -42.8% | 692 | 414 | -40.2% | 403 | 328 | -18.7% | 204,947 | 187,283 | -8.6% |
| 18th | <i>Pink Line</i> | 1,724 | 984 | -42.9% | 1,112 | 629 | -43.5% | 607 | 479 | -21.1% | 122,033 | 111,509 | -8.6% |
| Damen | <i>Pink Line</i> | | | | | | | | | | | | |
| Damen | | 1,022 | 593 | -42.0% | 560 | 314 | -43.9% | 323 | 244 | -24.5% | 71,075 | 63,707 | -10.4% |
| Damen (Hoyne) | | 492 | 280 | -43.0% | 231 | 121 | -47.6% | 127 | 102 | -19.5% | 34,339 | 31,478 | -8.3% |
| Station Total | | 1,514 | 873 | -42.3% | 791 | 435 | -45.0% | 450 | 346 | -23.1% | 105,414 | 95,185 | -9.7% |
| Western | <i>Pink Line</i> | | | | | | | | | | | | |
| Western | | 967 | 605 | -37.5% | 561 | 362 | -35.5% | 336 | 269 | -19.9% | 68,719 | 62,396 | -9.2% |
| Western (West) | | 108 | 74 | -31.2% | 48 | 31 | -36.2% | 31 | 19 | -39.1% | 7,335 | 7,286 | -0.7% |
| Station Total | | 1,075 | 679 | -36.8% | 609 | 393 | -35.5% | 367 | 288 | -21.5% | 76,054 | 69,682 | -8.4% |
| California | <i>Pink Line</i> | | | | | | | | | | | | |
| California | | 1,217 | 804 | -33.9% | 676 | 400 | -40.8% | 450 | 333 | -26.0% | 87,507 | 82,773 | -5.4% |
| California (West) | | 68 | 41 | -40.1% | 36 | 27 | -23.5% | 17 | 16 | -4.7% | 4,547 | 4,273 | -6.0% |
| Station Total | | 1,285 | 845 | -34.2% | 712 | 427 | -40.0% | 467 | 349 | -25.3% | 92,054 | 87,046 | -5.4% |
| Kedzie | <i>Pink Line</i> | | | | | | | | | | | | |
| Kedzie | | 797 | 493 | -38.2% | 470 | 327 | -30.4% | 318 | 273 | -14.2% | 57,956 | 51,196 | -11.7% |
| Kedzie (East) | | 181 | 103 | -43.3% | 87 | 64 | -26.8% | 45 | 44 | -1.3% | 12,449 | 10,956 | -12.0% |
| Station Total | | 978 | 596 | -39.1% | 557 | 391 | -29.8% | 363 | 317 | -12.7% | 70,405 | 62,152 | -11.7% |
| Central Park | <i>Pink Line</i> | | | | | | | | | | | | |
| Central Park | | 838 | 559 | -33.3% | 496 | 310 | -37.7% | 319 | 286 | -10.4% | 61,529 | 55,987 | -9.0% |
| Central Park (East) | | 241 | 162 | -32.9% | 104 | 66 | -37.0% | 51 | 66 | 30.0% | 16,721 | 16,607 | -0.7% |















 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 | 1,079 | 721 | -33.2% | 600 | 376 | -37.3% | 370 | 352 | -4.9% | 78,250 | 72,594 | -7.2% |
|  Pulaski <i>Pink Line</i> | 988 | 683 | -30.9% | 603 | 398 | -34.1% | 427 | 348 | -18.6% | 73,613 | 68,386 | -7.1% |
|  Kostner <i>Pink Line</i> | 321 | 209 | -35.0% | 192 | 108 | -43.7% | 120 | 96 | -20.3% | 23,488 | 20,070 | -14.6% |
| Kildare <i>Pink Line</i> | 150 | 88 | -41.3% | 80 | 55 | -31.5% | 58 | 44 | -24.4% | 11,013 | 8,932 | -18.9% |
|  Cicero <i>Pink Line</i> | | | | | | | | | | | | |
|  Cicero | 1,117 | 725 | -35.2% | 750 | 477 | -36.4% | 519 | 386 | -25.5% | 82,858 | 73,472 | -11.3% |
| Station Total | 1,117 | 725 | -35.1% | 750 | 477 | -36.4% | 519 | 386 | -25.6% | 82,858 | 73,472 | -11.3% |
|  54th/Cermak <i>Pink Line</i> | | | | | | | | | | | | |
|  54th/Cermak (Main Entrance) | 522 | 359 | -31.2% | 415 | 226 | -45.5% | 246 | 203 | -17.5% | 38,926 | 35,945 | -7.7% |
| 54th/Cermak (54th Ave) | 521 | 321 | -38.5% | 217 | 120 | -44.8% | 149 | 102 | -32.0% | 35,469 | 31,952 | -9.9% |
| 54th/Cermak (Laramie) | 998 | 607 | -39.1% | 440 | 248 | -43.8% | 263 | 184 | -29.9% | 68,673 | 60,289 | -12.2% |
| Station Total | 2,041 | 1,287 | -36.9% | 1,072 | 594 | -44.6% | 658 | 489 | -25.7% | 143,068 | 128,186 | -10.4% |
| Pink Line Total | 15,395 | 9,477 | -38.4% | 7,770 | 4,697 | -39.5% | 4,809 | 3,822 | -20.5% | 1,083,197 | 984,497 | -9.1% |
| Green Line - Lake Street | | | | | | | | | | | | |
|  Harlem <i>Green Line</i> | | | | | | | | | | | | |
| Harlem (Main Entrance) | 1,522 | 915 | -39.9% | 958 | 481 | -49.8% | 601 | 414 | -31.1% | 111,740 | 95,046 | -14.9% |
|  Harlem (Marion) | 1,932 | 1,169 | -39.5% | 1,224 | 597 | -51.3% | 783 | 529 | -32.4% | 141,556 | 128,788 | -9.0% |
| Station Total | 3,454 | 2,084 | -39.7% | 2,182 | 1,078 | -50.6% | 1,384 | 943 | -31.9% | 253,296 | 223,834 | -11.6% |
| Oak Park <i>Green Line</i> | 1,495 | 740 | -50.5% | 736 | 294 | -60.0% | 449 | 238 | -47.0% | 103,234 | 87,001 | -15.7% |
| Ridgeland <i>Green Line</i> | 1,294 | 654 | -49.5% | 532 | 245 | -54.1% | 262 | 163 | -37.9% | 87,658 | 75,524 | -13.8% |
| Austin <i>Green Line</i> | 1,696 | 1,047 | -38.3% | 895 | 535 | -40.3% | 612 | 431 | -29.5% | 123,061 | 108,441 | -11.9% |
|  Central <i>Green Line</i> | 1,823 | 1,337 | -26.7% | 1,111 | 781 | -29.7% | 788 | 666 | -15.5% | 134,516 | 129,161 | -4.0% |
|  Laramie <i>Green Line</i> | 1,109 | 710 | -36.0% | 665 | 426 | -35.9% | 469 | 369 | -21.4% | 80,091 | 69,102 | -13.7% |
|  Cicero <i>Green Line</i> | 1,118 | 825 | -26.2% | 758 | 507 | -33.1% | 551 | 440 | -20.1% | 84,955 | 79,576 | -6.3% |

 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 |
|  Pulaski | <i>Green Line</i> | | | | | | | | | | | | |
|  Pulaski (Inbound) | | 1,080 | 691 | -36.0% | 712 | 431 | -39.5% | 509 | 351 | -31.0% | 80,878 | 67,219 | -16.9% |
|  Pulaski (Outbound) | | 353 | 219 | -37.9% | 267 | 160 | -40.2% | 204 | 140 | -31.3% | 26,296 | 21,191 | -19.4% |
| Station Total | | 1,433 | 910 | -36.5% | 979 | 591 | -39.6% | 713 | 491 | -31.1% | 107,174 | 88,410 | -17.5% |
|  Conservatory | <i>Green Line</i> | | | | | | | | | | | | |
|  Conservatory Drive Inbound | | 531 | 369 | -30.4% | 422 | 261 | -38.2% | 309 | 233 | -24.4% | 39,814 | 39,156 | -1.7% |
|  Conservatory Drive Outbound | | 147 | 93 | -36.9% | 119 | 77 | -35.4% | 81 | 75 | -7.4% | 9,840 | 9,138 | -7.1% |
| Central Park Inbound | | 137 | 113 | -17.7% | 50 | 69 | 38.1% | 31 | 64 | 102.5% | 8,918 | 11,420 | 28.1% |
| Central Park Outbound | | 59 | 50 | -15.9% | 33 | 37 | 12.9% | 29 | 36 | 24.7% | 4,143 | 4,682 | 13.0% |
| Station Total | | 874 | 625 | -28.5% | 624 | 444 | -28.8% | 450 | 408 | -9.3% | 62,715 | 64,396 | 2.7% |
|  Kedzie | <i>Green Line</i> | 1,377 | 948 | -31.1% | 754 | 522 | -30.8% | 538 | 439 | -18.5% | 99,191 | 91,584 | -7.7% |
|  California | <i>Green Line</i> | 1,019 | 639 | -37.3% | 489 | 313 | -36.1% | 342 | 251 | -26.6% | 71,238 | 62,956 | -11.6% |
|  Ashland | <i>Green & Pink</i> | | | | | | | | | | | | |
|  Ashland (Main Entrance) | | 2,009 | 1,202 | -40.2% | 1,093 | 590 | -46.0% | 690 | 416 | -39.7% | 137,854 | 128,994 | -6.4% |
| Ashland (Justine Inbound) | | 265 | 165 | -37.7% | 107 | 48 | -55.2% | 57 | 30 | -46.9% | 17,500 | 19,062 | 8.9% |
| Ashland (Justine Outbound) | | 178 | 99 | -44.4% | 78 | 41 | -47.9% | 44 | 34 | -23.4% | 11,804 | 10,397 | -11.9% |
| Station Total | | 2,452 | 1,466 | -40.2% | 1,278 | 679 | -46.9% | 791 | 480 | -39.3% | 167,158 | 158,453 | -5.2% |
|  Morgan | <i>Green & Pink</i> | | | | | | | | | | | | |
|  Morgan (Outbound) | | 901 | 532 | -40.9% | 602 | 320 | -46.9% | 600 | 278 | -53.7% | 65,390 | 65,414 | 0.0% |
|  Morgan (Inbound) | | 2,585 | 1,335 | -48.4% | 1,473 | 669 | -54.6% | 673 | 595 | -11.7% | 179,771 | 171,227 | -4.8% |
| Station Total | | 3,486 | 1,867 | -46.4% | 2,075 | 989 | -52.3% | 1,273 | 873 | -31.4% | 245,161 | 236,641 | -3.5% |
|  Clinton | <i>Green & Pink</i> | 4,426 | 2,304 | -47.9% | 1,301 | 562 | -56.8% | 790 | 494 | -37.4% | 294,106 | 266,396 | -9.4% |
| Green Line - Lake Street Total | | 27,056 | 16,156 | -40.3% | 14,379 | 7,966 | -44.6% | 9,412 | 6,686 | -29.0% | 1,913,554 | 1,741,475 | -9.0% |

 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 | | | | | | | | | | | | | | | |
|  | Cermak | Green Line | | | | | | | | | | | | | |
|  | Cermak-McCormick Place (23rd) | 361 | 194 | -46.2% | 178 | 86 | -51.6% | 116 | 72 | -37.5% | 23,629 | 21,011 | -11.1% | | |
|  | Cermak-McCormick Place (Main) | 1,116 | 578 | -48.2% | 1,087 | 287 | -73.6% | 668 | 381 | -42.9% | 80,955 | 71,459 | -11.7% | | |
| | Cermak-McCormick Place (South) | 219 | 105 | -52.2% | 285 | 53 | -81.6% | 150 | 84 | -44.0% | 16,033 | 13,489 | -15.9% | | |
| | Station Total | 1,696 | 877 | -48.3% | 1,550 | 426 | -72.5% | 934 | 537 | -42.5% | 120,617 | 105,959 | -12.2% | | |
|  | 35-Bronzeville-IIT | Green Line | | | | | | | | | | | | | |
|  | 35-Bronzeville-IIT (Main Entrance) | 1,106 | 621 | -43.9% | 461 | 247 | -46.3% | 319 | 225 | -29.6% | 75,234 | 62,322 | -17.2% | | |
| | 35-Bronzeville-IIT (34th) | 574 | 287 | -49.9% | 367 | 160 | -56.4% | 234 | 129 | -45.0% | 40,439 | 35,354 | -12.6% | | |
| | Station Total | 1,680 | 908 | -46.0% | 828 | 407 | -50.8% | 553 | 354 | -36.0% | 115,673 | 97,676 | -15.6% | | |
|  | Indiana | Green Line | | 785 | 452 | -42.4% | 339 | 225 | -33.6% | 278 | 196 | -29.3% | 54,353 | 45,249 | -16.7% |
|  | 43rd | Green Line | | 905 | 598 | -33.9% | 426 | 291 | -31.8% | 306 | 250 | -18.3% | 64,482 | 58,993 | -8.5% |
|  | 47th | Green Line | | 993 | 631 | -36.5% | 577 | 348 | -39.7% | 402 | 310 | -22.9% | 72,676 | 62,539 | -13.9% |
|  | 51st | Green Line | | 910 | 577 | -36.6% | 540 | 342 | -36.6% | 389 | 282 | -27.5% | 67,668 | 57,072 | -15.7% |
|  | Garfield | Green Line | | 986 | 646 | -34.4% | 536 | 326 | -39.2% | 400 | 292 | -26.9% | 66,077 | 65,304 | -1.2% |
| | Green Line - South Elevated Total | 7,955 | 4,689 | -41.1% | 4,796 | 2,365 | -50.7% | 3,262 | 2,221 | -31.9% | 561,546 | 492,792 | -12.2% | | |
| Green Line - East 63rd Branch | | | | | | | | | | | | | | | |
|  | King Drive | Green Line | | 437 | 298 | -32.0% | 266 | 171 | -35.6% | 197 | 160 | -18.6% | 33,235 | 28,147 | -15.3% |
|  | East 63rd-Cottage Grove | Green Line | | 936 | 611 | -34.8% | 524 | 326 | -37.7% | 367 | 274 | -25.4% | 68,265 | 60,264 | -11.7% |
| | Green Line - East 63rd Branch Total | 1,373 | 909 | -33.8% | 790 | 497 | -37.1% | 564 | 434 | -23.0% | 101,500 | 88,411 | -12.9% | | |
| Green Line - Ashland/63rd Branch | | | | | | | | | | | | | | | |
|  | Halsted | Green Line | | 560 | 326 | -41.8% | 270 | 174 | -35.6% | 187 | 142 | -23.8% | 38,563 | 31,691 | -17.8% |
|  | Ashland/63rd | Green Line | | 978 | 629 | -35.7% | 516 | 333 | -35.4% | 369 | 304 | -17.7% | 71,304 | 60,252 | -15.5% |

♿ 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 | |
| Green Line - Ashland/63rd Branch Total | 1,538 | 955 | -37.9% | 786 | 507 | -35.5% | 556 | 446 | -19.8% | 109,867 | 91,943 | -16.3% | |
| Brown Line | | | | | | | | | | | | | |
| ♿ Kimball | <i>Brown Line</i> | 4,006 | 2,226 | -44.4% | 2,492 | 1,265 | -49.3% | 1,565 | 1,039 | -33.6% | 292,973 | 249,338 | -14.9% |
| ♿ Kedzie | <i>Brown Line</i> | | | | | | | | | | | | |
| ♿ Kedzie | | 1,437 | 777 | -45.9% | 1,030 | 494 | -52.1% | 736 | 434 | -41.1% | 107,931 | 90,717 | -15.9% |
| Kedzie (Spaulding) | | 560 | 297 | -46.9% | 326 | 164 | -49.6% | 228 | 138 | -39.6% | 40,098 | 34,421 | -14.2% |
| Station Total | | 1,997 | 1,074 | -46.2% | 1,356 | 658 | -51.5% | 964 | 572 | -40.7% | 148,029 | 125,138 | -15.5% |
| ♿ Francisco | <i>Brown Line</i> | | | | | | | | | | | | |
| ♿ Francisco | | 786 | 349 | -55.6% | 374 | 162 | -56.7% | 257 | 147 | -42.8% | 53,821 | 43,420 | -19.3% |
| Francisco (Sacramento) | | 874 | 459 | -47.5% | 449 | 222 | -50.6% | 297 | 182 | -38.8% | 62,220 | 55,257 | -11.2% |
| Station Total | | 1,660 | 808 | -51.3% | 823 | 384 | -53.3% | 554 | 329 | -40.6% | 116,041 | 98,677 | -15.0% |
| ♿ Rockwell | <i>Brown Line</i> | 1,846 | 890 | -51.8% | 834 | 376 | -54.9% | 557 | 339 | -39.1% | 129,160 | 109,241 | -15.4% |
| ♿ Western | <i>Brown Line</i> | 3,934 | 2,052 | -47.8% | 2,467 | 1,154 | -53.2% | 1,612 | 979 | -39.3% | 289,612 | 247,576 | -14.5% |
| ♿ Damen | <i>Brown Line</i> | 2,904 | 1,366 | -53.0% | 1,457 | 641 | -56.0% | 874 | 463 | -47.0% | 202,549 | 169,345 | -16.4% |
| ♿ Montrose | <i>Brown Line</i> | 2,607 | 1,335 | -48.8% | 1,421 | 646 | -54.5% | 890 | 494 | -44.6% | 187,059 | 162,827 | -13.0% |
| ♿ Irving Park | <i>Brown Line</i> | 3,240 | 1,483 | -54.2% | 1,603 | 671 | -58.2% | 1,001 | 556 | -44.5% | 228,849 | 189,064 | -17.4% |
| ♿ Addison | <i>Brown Line</i> | 2,642 | 1,255 | -52.5% | 1,209 | 503 | -58.4% | 680 | 420 | -38.3% | 177,144 | 151,185 | -14.7% |
| ♿ Paulina | <i>Brown Line</i> | | | | | | | | | | | | |
| ♿ Paulina | | 1,925 | 970 | -49.6% | 1,154 | 509 | -56.0% | 677 | 413 | -38.9% | 138,855 | 119,880 | -13.7% |
| Paulina (East Inbound) | | 727 | 334 | -54.1% | 316 | 130 | -58.9% | 195 | 106 | -45.4% | 49,947 | 43,366 | -13.2% |
| Paulina (East Outbound) | | 149 | 78 | -47.6% | 121 | 61 | -49.3% | 89 | 59 | -33.9% | 11,570 | 10,488 | -9.4% |
| Station Total | | 2,801 | 1,382 | -50.7% | 1,591 | 700 | -56.0% | 961 | 578 | -39.9% | 200,372 | 173,734 | -13.3% |
| ♿ Southport | <i>Brown Line</i> | 3,492 | 1,582 | -54.7% | 2,262 | 827 | -63.4% | 1,461 | 751 | -48.6% | 254,693 | 213,425 | -16.2% |
| ♿ Wellington | <i>Brown & Purple Express</i> | 3,069 | 1,532 | -50.1% | 1,454 | 662 | -54.5% | 832 | 493 | -40.8% | 215,332 | 186,254 | -13.5% |

♿ 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 | |
| ♿ | Diversey | <i>Brown & Purple Express</i> | 5,489 | 2,722 | -50.4% | 2,977 | 1,251 | -58.0% | 1,749 | 1,007 | -42.4% | 393,578 | 340,538 | -13.5% |
| ♿ | Armitage | <i>Brown & Purple Express</i> | 4,219 | 1,980 | -53.1% | 2,306 | 927 | -59.8% | 1,470 | 792 | -46.1% | 298,929 | 254,879 | -14.7% |
| ♿ | Sedgwick | <i>Brown & Purple Express</i> | 3,557 | 1,821 | -48.8% | 2,048 | 932 | -54.5% | 1,435 | 868 | -39.5% | 257,034 | 224,633 | -12.6% |
| ♿ | Chicago | <i>Brown & Purple Express</i> | | | | | | | | | | | | |
| ♿ | Chicago Outbound | | 1,856 | 928 | -50.0% | 1,083 | 465 | -57.1% | 669 | 411 | -38.6% | 135,464 | 111,692 | -17.5% |
| ♿ | Chicago Inbound | | 2,045 | 1,081 | -47.1% | 879 | 393 | -55.3% | 465 | 259 | -44.2% | 144,520 | 121,918 | -15.6% |
| | Chicago (Superior) Outbound | | 1,658 | 795 | -52.0% | 675 | 260 | -61.5% | 335 | 222 | -33.7% | 111,759 | 98,371 | -12.0% |
| | Chicago (Superior) Inbound | | 1,240 | 589 | -52.5% | 308 | 129 | -58.1% | 181 | 100 | -44.7% | 82,504 | 70,336 | -14.7% |
| | Station Total | | 6,799 | 3,393 | -50.1% | 2,945 | 1,247 | -57.7% | 1,650 | 992 | -39.9% | 474,247 | 402,317 | -15.2% |
| ♿ | Merchandise Mart | <i>Brown & Purple Express</i> | | | | | | | | | | | | |
| ♿ | Merchandise Mart (Main Entrance) | | 5,738 | 2,433 | -57.6% | 867 | 216 | -75.1% | 325 | 118 | -63.6% | 365,627 | 298,273 | -18.4% |
| | Merchandise Mart (Kinzie Outbound) | | 1,900 | 900 | -52.6% | 1,218 | 417 | -65.8% | 620 | 364 | -41.3% | 127,695 | 113,134 | -11.4% |
| | Merchandise Mart (Kinzie Inbound) | | 603 | 308 | -48.9% | 295 | 138 | -53.1% | 203 | 123 | -39.5% | 40,757 | 37,246 | -8.6% |
| | Station Total | | 8,241 | 3,641 | -55.8% | 2,380 | 771 | -67.6% | 1,148 | 605 | -47.3% | 534,079 | 448,653 | -16.0% |
| | Brown Line Total | | 62,503 | 30,542 | -51.1% | 31,625 | 13,615 | -56.9% | 19,403 | 11,277 | -41.9% | 4,399,680 | 3,746,824 | -14.8% |
| | Orange Line | | | | | | | | | | | | | |
| ♿ | Midway Airport | <i>Orange Line</i> | 7,915 | 4,216 | -46.7% | 3,881 | 1,661 | -57.2% | 2,871 | 1,558 | -45.7% | 544,576 | 455,773 | -16.3% |
| ♿ | Pulaski | <i>Orange Line</i> | 4,992 | 2,851 | -42.9% | 2,094 | 1,064 | -49.2% | 1,317 | 876 | -33.5% | 334,343 | 300,908 | -10.0% |
| ♿ | Kedzie | <i>Orange Line</i> | 3,391 | 2,024 | -40.3% | 1,622 | 905 | -44.2% | 1,068 | 725 | -32.1% | 233,152 | 207,012 | -11.2% |
| ♿ | Western | <i>Orange Line</i> | 3,540 | 2,168 | -38.8% | 1,717 | 984 | -42.7% | 1,164 | 790 | -32.2% | 247,420 | 224,316 | -9.3% |
| ♿ | 35th/Archer | <i>Orange Line</i> | 3,000 | 1,628 | -45.7% | 1,410 | 657 | -53.4% | 900 | 553 | -38.5% | 203,661 | 175,861 | -13.7% |
| ♿ | Ashland | <i>Orange Line</i> | 1,531 | 930 | -39.3% | 773 | 482 | -37.7% | 566 | 391 | -31.0% | 107,586 | 97,960 | -8.9% |
| ♿ | Halsted | <i>Orange Line</i> | 2,621 | 1,428 | -45.5% | 1,085 | 548 | -49.5% | 743 | 465 | -37.5% | 179,057 | 157,571 | -12.0% |

♿ 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 | | |
| Orange Line Total | 26,990 | 15,245 | -43.5% | 12,582 | 6,301 | -49.9% | 8,629 | 5,358 | -37.9% | 1,849,795 | 1,619,401 | -12.5% | | |
| Loop | | | | | | | | | | | | | | |
| ♿ Washington/Wells | <i>Brown, Orange, Pink, Purple Express</i> | | 8,165 | 4,134 | -49.4% | 1,315 | 618 | -53.0% | 766 | 539 | -29.6% | 530,186 | 468,779 | -11.6% |
| Quincy/Wells | <i>Brown, Orange, Pink, Purple Express</i> | | | | | | | | | | | | | |
| Quincy/Wells (inner) | | | 5,519 | 2,785 | -49.5% | 641 | 319 | -50.3% | 467 | 264 | -43.5% | 350,016 | 310,931 | -11.2% |
| Quincy/Wells (outer) | | | 2,526 | 1,194 | -52.8% | 793 | 306 | -61.5% | 678 | 317 | -53.2% | 166,530 | 142,952 | -14.2% |
| Station Total | | | 8,045 | 3,979 | -50.5% | 1,434 | 625 | -56.4% | 1,145 | 581 | -49.3% | 516,546 | 453,883 | -12.1% |
| LaSalle/Van Buren | <i>Brown, Orange, Pink, Purple Express</i> | | | | | | | | | | | | | |
| LaSalle/Van Buren (inner) | | | 1,782 | 970 | -45.6% | 195 | 103 | -47.3% | 109 | 91 | -16.3% | 113,470 | 103,659 | -8.6% |
| LaSalle/Van Buren (outer) | | | 1,329 | 646 | -51.4% | 348 | 161 | -53.6% | 205 | 140 | -31.8% | 86,910 | 74,849 | -13.9% |
| Station Total | | | 3,111 | 1,616 | -48.1% | 543 | 264 | -51.4% | 314 | 231 | -26.4% | 200,380 | 178,508 | -10.9% |
| ♿ Harold Washington Library | <i>Brown, Orange, Pink, Purple Express</i> | | 3,575 | 2,012 | -43.7% | 1,822 | 841 | -53.8% | 1,084 | 712 | -34.3% | 246,575 | 224,765 | -8.8% |
| Adams/Wabash | <i>Brown, Orange, Pink, Purple Express, Green</i> | | 6,967 | 3,655 | -47.5% | 3,222 | 1,419 | -56.0% | 1,938 | 990 | -48.9% | 477,840 | 410,944 | -14.0% |
| ♿ Washington/Wabash | <i>Brown, Orange, Pink, Purple Express, Green</i> | | 10,050 | 5,241 | -47.9% | 5,357 | 2,386 | -55.5% | 3,161 | 1,936 | -38.7% | 685,836 | 592,517 | -13.6% |
| State/Lake | <i>Brown, Orange, Pink, Purple Express, Green</i> | | | | | | | | | | | | | |
| State/Lake (inner) | | | 5,312 | 2,735 | -48.5% | 3,358 | 1,308 | -61.0% | 2,020 | 1,165 | -42.3% | 362,890 | 312,011 | -14.0% |
| State/Lake (outer) | | | 6,841 | 3,325 | -51.4% | 3,919 | 1,423 | -63.7% | 1,980 | 1,137 | -42.6% | 469,064 | 403,752 | -13.9% |
| Station Total | | | 12,153 | 6,060 | -50.1% | 7,277 | 2,731 | -62.5% | 4,000 | 2,302 | -42.5% | 831,954 | 715,763 | -14.0% |
| ♿ Clark/Lake | <i>Brown, Orange, Pink, Purple Express, Green, Blue</i> | | | | | | | | | | | | | |
| Clark/Lake (Wells) | | | 4,435 | 1,953 | -56.0% | 717 | 261 | -63.6% | 419 | 224 | -46.6% | 284,156 | 233,804 | -17.7% |
| Clark/Lake (Thompson Center) | | | 8,092 | 3,944 | -51.3% | 2,915 | 1,071 | -63.3% | 1,797 | 923 | -48.7% | 530,387 | 437,085 | -17.6% |
| Clark/Lake (203 N. LaSalle) | | | 8,123 | 3,908 | -51.9% | 3,184 | 1,159 | -63.6% | 2,018 | 1,137 | -43.6% | 544,552 | 461,908 | -15.2% |
| Station Total | | | 20,650 | 9,805 | -52.5% | 6,816 | 2,491 | -63.5% | 4,234 | 2,284 | -46.1% | 1,359,095 | 1,132,797 | -16.7% |

 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 |
| Loop Total | 72,716 | 36,502 | -49.8% | 27,786 | 11,375 | -59.1% | 16,642 | 9,575 | -42.5% | 4,848,412 | 4,177,956 | -13.8% |

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 | 19,256 | 28.8% |
| Clark/Lake | 13,838 | 20.7% |
| Jackson (Red/Blue) | 10,962 | 16.4% |
| Roosevelt | 8,319 | 12.5% |
| Howard | 6,924 | 10.4% |
| Loop (not Clark/Lake) | 5,834 | 8.7% |
| West Side (Green/Pink) | 1,654 | 2.5% |
| Garfield-South Elevated | 21 | 0.0% |
| System Total | 66,808 | |