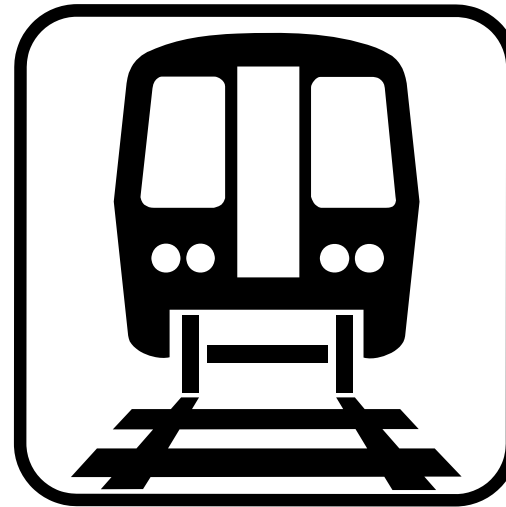


Monthly Ridership Report

February 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 – February 2010

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

Systemwide Service Impacts

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.

Bus Service Impacts

Bus Service Changes, Effective Sunday September 6, 2009

- **#18 16th/18th** – Additional midday weekday service.
- **#53A South Pulaski** – Extended weekend service hours, more frequent weekend service.
- **#67 67th/69th/71st** – Route extended to serve Ford City Mall.
- **#157 Streeterville/Taylor** – Previous routes #157 Streeterville and #38 Ogden/Taylor combined into single route.
- **#171 U of Chicago/Hyde Park** – Routing change, service ends earlier in evening.
- **#172 U of Chicago/Kenwood** – Service ends earlier in evening.
- **#173 U of Chicago/Lakeview Express** – Route eliminated; parallel service remains.
- **#174 U of Chicago/Garfield Stations** – Route eliminated; parallel service remains.
- **#200 Main Shuttle** – Route eliminated due to low ridership.

Experimental Bus Service Changes, Effective Monday, March 23, 2009

- **#X49 Western Express, #X55 Garfield Express, and #X80 Irving Park Express** - The experimental express service enhancements will change the ratio of express to local service along the three test corridors – more express buses will be running along these routes.

Slow Zone Removal

Construction to eliminate slow zones on the rail system necessitates periodic weekend closure of portion of rail lines to give construction crews unimpeded access to perform their work. In July 2008, service was suspended on the Blue Line for approximately 3 weeks between the O'Hare and Rosemont stations for construction, in addition to periodic weekend closures of portions of the Blue Line between downtown and O'Hare throughout 2008 and 2009. Throughout 2009, weekend closures have occurred on portions of the Blue Line Subway for track renewal. Additionally, construction work to eliminate slow zones in the State Street Subway section of the Red Line necessitated rerouting of the Red Line to the elevated tracks between Fullerton and Cermak/Chinatown on various weekends throughout 2008 and 2009. **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.**

Rail Service Impacts

Ongoing Construction Projects

Throughout 2008 and 2009, slow zone removal and track renewal work on the Red Line and Blue Line have required periodic nightly and weekend closures of one or more stations. These closures can potentially result in what appear to be very dramatic increases or decreases (e.g. > 20%) in average daily 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.

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 had new elevators put into service, making them newly accessible.

New Auxiliary Entrance Opened at Harlem (Forest Park) Station

On Saturday, September 26, 2009, the auxiliary exit at Circle Avenue was converted to a farecard-only auxiliary entrance.

Wellington Station Reopened

The Wellington (Brown & Purple Lines) station reopened on July 30, 2009. The station had closed on March 30, 2008 for reconstruction.

Paulina Station Reopened

The Paulina (Brown Line) station reopened on April 3, 2009. The station had closed on March 30, 2008 for reconstruction.

Renovated Entrances at Howard Station Open

The newly renovated south entrance to the Howard Red Line station opened to customers Monday, June 9, 2008, named “Howard (Main Entrance)” in this ridership report. The newly renovated auxiliary entrance at 1649 West Howard, the site of the previous main station entrance, reopened to customers on Friday, March 20, 2009.

Monthly Summary

Calendar Operating Days

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


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 | 25,042,064 | 24,104,688 | 25,265,654 | 24,319,909 | -3.7% | 50,073,742 | 49,179,736 | 50,323,855 | 50,023,401 | -0.6% |
| Rail | 15,035,685 | 15,447,243 | 15,169,932 | 15,585,165 | 2.7% | 30,290,148 | 30,819,512 | 30,468,346 | 31,387,258 | 3.0% |
| System Total | 40,077,749 | 39,551,931 | 40,435,586 | 39,905,074 | -1.3% | 80,363,890 | 79,999,248 | 80,792,201 | 81,410,659 | 0.8% |


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 | 1,028,660 | 993,829 | -3.4% | 662,836 | 621,813 | -6.2% | 454,381 | 435,213 | -4.2% |
| Rail (Total Boardings) | 629,974 | 644,029 | 2.2% | 363,600 | 373,060 | 2.6% | 245,451 | 268,608 | 9.4% |
| <i>Rail (Station Entries)</i> | <i>524,672</i> | <i>534,508</i> | | <i>297,642</i> | <i>305,361</i> | | <i>202,936</i> | <i>220,713</i> | |
| <i>Rail (Cross-Platform Transfers)</i> | <i>105,302</i> | <i>109,521</i> | | <i>65,958</i> | <i>67,699</i> | | <i>42,515</i> | <i>47,895</i> | |
| System (Total Boardings) | 1,658,634 | 1,637,858 | -1.3% | 1,026,436 | 994,872 | -3.1% | 699,831 | 703,821 | 0.6% |


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 | 3,031 | 3,008 | -0.8% | | | | | | | 123,960 | 119,865 | -3.3% |
| 2 Hyde Park Express | 2,461 | 2,539 | 3.1% | | | | | | | 94,476 | 100,356 | 6.2% |
| 3 King Drive | 21,333 | 22,409 | 5.0% | 18,274 | 16,648 | -8.9% | 11,373 | 10,521 | -7.5% | 1,048,844 | 1,069,666 | 2.0% |
| 4 Cottage Grove | 22,441 | 23,472 | 4.6% | 17,187 | 16,785 | -2.3% | 12,468 | 11,568 | -7.2% | 1,126,258 | 1,159,150 | 2.9% |
| 5 South Shore Night Bus | 398 | 438 | 10.0% | 475 | 493 | 3.7% | 612 | 450 | -26.5% | 25,137 | 26,415 | 5.1% |
| 6 Jackson Park Express | 11,108 | 10,863 | -2.2% | 10,508 | 9,609 | -8.6% | 6,840 | 6,527 | -4.6% | 580,145 | 563,283 | -2.9% |
| 7 Harrison | 8,106 | 7,586 | -6.4% | | | | | | | 318,176 | 309,435 | -2.7% |
| 8 Halsted | 24,443 | 25,156 | 2.9% | 16,541 | 15,139 | -8.5% | 12,092 | 11,327 | -6.3% | 1,199,647 | 1,231,450 | 2.7% |
| 8A South Halsted | 4,134 | 3,824 | -7.5% | 3,692 | 3,001 | -18.7% | 2,400 | 1,969 | -18.0% | 212,029 | 201,819 | -4.8% |
| 9 Ashland | 21,294 | 28,067 | 31.8% | 25,090 | 22,135 | -11.8% | 18,141 | 16,488 | -9.1% | 1,205,030 | 1,312,969 | 9.0% |
| 10 Museum of S & I | | | | 608 | 589 | -3.1% | 299 | 519 | 73.4% | 10,152 | 9,430 | -7.1% |
| 11 Lincoln/Sedgwick | 6,003 | 5,372 | -10.5% | 2,335 | 2,074 | -11.2% | 1,744 | 1,480 | -15.2% | 274,073 | 252,478 | -7.9% |
| 12 Roosevelt | 14,034 | 14,364 | 2.4% | 9,434 | 10,049 | 6.5% | 7,541 | 7,617 | 1.0% | 686,111 | 728,939 | 6.2% |
| 14 Jeffery Express | 13,453 | 13,051 | -3.0% | 6,680 | 6,046 | -9.5% | 3,509 | 3,393 | -3.3% | 621,793 | 603,793 | -2.9% |
| 15 Jeffery Local | 8,634 | 8,158 | -5.5% | 5,483 | 5,645 | 2.9% | 4,669 | 4,297 | -8.0% | 425,931 | 424,850 | -0.3% |
| 17 Westchester | 457 | 482 | 5.4% | | | | | | | 18,857 | 18,438 | -2.2% |
| 18 16th/18th | 1,995 | 3,162 | 58.5% | 1,413 | 1,856 | 31.3% | 1,186 | 1,751 | 47.6% | 100,480 | 156,329 | 55.6% |
| 19 United Center Express | 411 | 427 | 4.0% | 315 | 368 | 16.7% | 289 | 37 | -87.0% | 6,631 | 8,356 | 26.0% |
| 20 Madison | 21,720 | 22,860 | 5.2% | 15,788 | 14,209 | -10.0% | 10,270 | 9,428 | -8.2% | 1,077,329 | 1,085,222 | 0.7% |
| 21 Cermak | 9,051 | 9,365 | 3.5% | 8,984 | 8,624 | -4.0% | 6,340 | 6,092 | -3.9% | 463,981 | 479,778 | 3.4% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|--------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 22 Clark | 23,480 | 23,026 | -1.9% | 18,579 | 18,379 | -1.1% | 13,795 | 13,575 | -1.6% | 1,201,827 | 1,224,445 | 1.9% |
| 24 Wentworth | 3,625 | 3,386 | -6.6% | | | | | | | 143,200 | 137,416 | -4.0% |
| 26 South Shore Express | 2,475 | 2,804 | 13.3% | | | | | | | 97,712 | 108,706 | 11.3% |
| 28 Stony Island | 5,661 | 5,659 | 0.0% | 5,282 | 4,806 | -9.0% | 3,380 | 3,124 | -7.6% | 295,222 | 295,986 | 0.3% |
| X28 Stony Island Express | 4,481 | 4,211 | -6.0% | | | | | | | 174,613 | 171,298 | -1.9% |
| 29 State | 14,211 | 13,718 | -3.5% | 11,306 | 9,849 | -12.9% | 7,524 | 7,128 | -5.3% | 716,639 | 699,014 | -2.5% |
| 30 South Chicago | 3,610 | 3,497 | -3.1% | 1,951 | 1,876 | -3.9% | 750 | 683 | -8.9% | 163,410 | 160,178 | -2.0% |
| 33 Mag Mile Express | 639 | 640 | 0.0% | | | | | | | 25,943 | 25,858 | -0.3% |
| 34 South Michigan | 6,571 | 6,297 | -4.2% | 5,102 | 4,659 | -8.7% | 3,971 | 3,329 | -16.2% | 331,373 | 327,128 | -1.3% |
| 35 35th | 5,417 | 5,129 | -5.3% | 3,002 | 3,292 | 9.7% | 1,964 | 2,129 | 8.4% | 257,014 | 253,835 | -1.2% |
| 36 Broadway | 17,380 | 16,916 | -2.7% | 17,440 | 16,976 | -2.7% | 13,068 | 12,959 | -0.8% | 943,041 | 958,684 | 1.7% |
| 39 Pershing | 2,021 | 2,013 | -0.4% | | | | | | | 80,549 | 81,069 | 0.6% |
| 43 43rd | 1,828 | 1,870 | 2.3% | 788 | 726 | -7.9% | 491 | 533 | 8.5% | 83,436 | 84,770 | 1.6% |
| 44 Wallace-Racine | 6,599 | 5,586 | -15.3% | 3,092 | 2,439 | -21.1% | 1,964 | 1,539 | -21.6% | 301,026 | 264,954 | -12.0% |
| 47 47th | 11,326 | 11,218 | -1.0% | 8,485 | 8,568 | 1.0% | 5,925 | 5,725 | -3.4% | 563,265 | 566,595 | 0.6% |
| 48 South Damen | 1,175 | 1,150 | -2.1% | | | | | | | 46,649 | 45,417 | -2.6% |
| 49 Western | 18,696 | 23,971 | 28.2% | 21,361 | 19,531 | -8.6% | 14,437 | 13,737 | -4.9% | 1,056,495 | 1,074,666 | 1.7% |
| 49A South Western | 603 | 656 | 8.9% | | | | | | | 24,218 | 24,156 | -0.3% |
| 49B North Western | 5,371 | 5,139 | -4.3% | 3,565 | 3,569 | 0.1% | 2,738 | 2,320 | -15.2% | 264,553 | 259,767 | -1.8% |
| 50 Damen | 9,162 | 9,315 | 1.7% | 5,528 | 4,966 | -10.2% | 3,851 | 3,415 | -11.3% | 442,835 | 452,345 | 2.1% |
| 51 51st | 2,499 | 2,258 | -9.6% | 1,502 | 1,457 | -3.0% | 1,172 | 1,019 | -13.1% | 122,598 | 112,101 | -8.6% |
| 52 Kedzie/California | 13,647 | 13,643 | 0.0% | 9,468 | 8,940 | -5.6% | 6,439 | 6,105 | -5.2% | 671,518 | 679,248 | 1.2% |
| 52A South Kedzie | 4,871 | 4,562 | -6.3% | 2,010 | 2,048 | 1.9% | 1,348 | 1,312 | -2.7% | 221,112 | 211,944 | -4.1% |

 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 |
| 53 Pulaski | 21,886 | 21,504 | -1.7% | 14,839 | 14,966 | 0.9% | 10,384 | 10,460 | 0.7% | 1,079,054 | 1,089,544 | 1.0% |
| 53A South Pulaski | 7,669 | 8,003 | 4.4% | 3,391 | 3,397 | 0.2% | 1,747 | 2,309 | 32.2% | 342,147 | 356,212 | 4.1% |
| 54 Cicero | 8,858 | 11,705 | 32.1% | 10,336 | 10,155 | -1.7% | 6,568 | 7,358 | 12.0% | 493,043 | 542,733 | 10.1% |
| 54A North Cicero/Skokie Blvd. | 972 | 949 | -2.4% | | | | | | | 38,808 | 37,290 | -3.9% |
| 54B South Cicero | 3,486 | 3,666 | 5.2% | 4,612 | 3,604 | -21.9% | 2,745 | 2,364 | -13.9% | 195,947 | 185,488 | -5.3% |
| 55 Garfield | 11,270 | 12,087 | 7.3% | 10,422 | 9,437 | -9.5% | 7,542 | 7,065 | -6.3% | 600,606 | 556,885 | -7.3% |
| 55A 55th/Austin | 232 | 207 | -10.8% | | | | | | | 9,403 | 8,591 | -8.6% |
| 55N 55th/Narragansett | 689 | 647 | -6.1% | 140 | 166 | 18.8% | | | | 27,846 | 28,244 | 1.4% |
| 56 Milwaukee | 13,374 | 12,249 | -8.4% | 8,496 | 7,719 | -9.2% | 5,807 | 5,201 | -10.4% | 650,734 | 610,264 | -6.2% |
| 56A North Milwaukee | 860 | 739 | -14.1% | | | | | | | 34,419 | 31,178 | -9.4% |
| 57 Laramie | 3,152 | 3,280 | 4.1% | 1,600 | 1,479 | -7.6% | 867 | 810 | -6.6% | 147,029 | 155,132 | 5.5% |
| 59 59th/61st | 3,874 | 3,647 | -5.9% | 2,044 | 1,903 | -6.9% | | | | 172,379 | 162,767 | -5.6% |
| 60 Blue Island/26th | 13,806 | 13,417 | -2.8% | 7,936 | 7,382 | -7.0% | 5,947 | 5,453 | -8.3% | 658,215 | 648,300 | -1.5% |
| 62 Archer | 13,707 | 12,463 | -9.1% | 8,288 | 7,686 | -7.3% | 5,510 | 5,382 | -2.3% | 653,320 | 617,271 | -5.5% |
| 62H Archer/Harlem | 1,358 | 1,387 | 2.2% | 478 | 510 | 6.8% | | | | 58,090 | 59,679 | 2.7% |
| 63 63rd | 23,029 | 21,959 | -4.6% | 16,969 | 15,668 | -7.7% | 12,912 | 12,069 | -6.5% | 1,158,646 | 1,137,945 | -1.8% |
| 63W West 63rd | 1,955 | 1,699 | -13.1% | 798 | 706 | -11.4% | 572 | 517 | -9.6% | 88,670 | 80,969 | -8.7% |
| 64 Foster-Canfield | 171 | 224 | 31.3% | | | | | | | 6,893 | 7,341 | 6.5% |
| 65 Grand | 6,595 | 7,580 | 14.9% | 3,949 | 4,348 | 10.1% | 2,304 | 2,685 | 16.6% | 318,301 | 360,704 | 13.3% |
| 66 Chicago | 22,975 | 24,756 | 7.8% | 15,975 | 16,012 | 0.2% | 10,679 | 11,546 | 8.1% | 1,153,869 | 1,251,674 | 8.5% |
| 67 67th-69th-71st | 14,618 | 14,802 | 1.3% | 10,782 | 10,769 | -0.1% | 7,581 | 8,075 | 6.5% | 729,552 | 759,870 | 4.2% |
| 68 Northwest Highway | 1,680 | 1,546 | -8.0% | 730 | 533 | -27.0% | 341 | 472 | 38.1% | 78,025 | 72,035 | -7.7% |
| 69 Cumberland/East River | 547 | 554 | 1.3% | | | | | | | 21,409 | 22,308 | 4.2% |

 Note: all bus routes are accessible


| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|---------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|--------|--------------------|-----------|-------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 70 Division | 10,991 | 10,547 | -4.0% | 7,356 | 6,998 | -4.9% | 5,342 | 4,739 | -11.3% | 547,321 | 535,498 | -2.2% |
| 71 71st/South Shore | 11,726 | 10,824 | -7.7% | 9,844 | 8,428 | -14.4% | 7,041 | 6,161 | -12.5% | 602,549 | 573,768 | -4.8% |
| 72 North | 16,543 | 16,238 | -1.8% | 13,619 | 12,901 | -5.3% | 9,889 | 8,871 | -10.3% | 855,836 | 842,547 | -1.6% |
| 73 Armitage | 6,023 | 5,993 | -0.5% | 2,886 | 2,780 | -3.7% | 1,742 | 1,738 | -0.3% | 280,446 | 280,225 | -0.1% |
| 74 Fullerton | 12,116 | 12,562 | 3.7% | 9,396 | 9,306 | -1.0% | 6,461 | 6,661 | 3.1% | 613,265 | 634,437 | 3.5% |
| 75 74th-75th | 8,548 | 8,324 | -2.6% | 6,571 | 6,192 | -5.8% | 4,791 | 4,536 | -5.3% | 429,908 | 430,709 | 0.2% |
| 76 Diversey | 11,210 | 11,326 | 1.0% | 7,744 | 7,512 | -3.0% | 5,059 | 4,785 | -5.4% | 553,473 | 566,610 | 2.4% |
| 77 Belmont | 21,970 | 21,681 | -1.3% | 15,391 | 15,010 | -2.5% | 10,996 | 10,839 | -1.4% | 1,106,293 | 1,090,529 | -1.4% |
| 78 Montrose | 9,197 | 8,846 | -3.8% | 5,753 | 5,437 | -5.5% | 3,905 | 3,659 | -6.3% | 435,087 | 424,229 | -2.5% |
| 79 79th | 35,922 | 33,275 | -7.4% | 29,351 | 25,583 | -12.8% | 19,500 | 18,454 | -5.4% | 1,815,130 | 1,707,802 | -5.9% |
| 80 Irving Park | 11,239 | 12,926 | 15.0% | 9,186 | 9,867 | 7.4% | 6,440 | 7,504 | 16.5% | 583,123 | 538,451 | -7.7% |
| 81 Lawrence | 14,060 | 13,690 | -2.6% | 10,883 | 10,414 | -4.3% | 8,001 | 7,692 | -3.9% | 724,257 | 709,141 | -2.1% |
| 81W West Lawrence | 1,809 | 1,593 | -12.0% | 956 | 960 | 0.4% | 711 | 734 | 3.2% | 86,501 | 79,811 | -7.7% |
| 82 Kimball-Homan | 19,001 | 19,139 | 0.7% | 11,738 | 11,950 | 1.8% | 8,588 | 8,370 | -2.5% | 928,293 | 940,972 | 1.4% |
| 84 Peterson | 4,496 | 4,315 | -4.0% | 2,820 | 2,623 | -7.0% | 1,665 | 1,578 | -5.2% | 218,156 | 210,020 | -3.7% |
| 85 Central | 12,857 | 12,078 | -6.1% | 8,662 | 7,602 | -12.2% | 6,271 | 5,483 | -12.6% | 639,171 | 610,724 | -4.5% |
| 85A North Central | 927 | 858 | -7.5% | 407 | 378 | -7.0% | | | | 41,096 | 37,579 | -8.6% |
| 86 Narragansett/Ridgeland | 2,595 | 2,645 | 1.9% | | | | | | | 98,870 | 101,111 | 2.3% |
| 87 87th | 17,939 | 17,347 | -3.3% | 11,397 | 11,450 | 0.5% | 7,132 | 7,435 | 4.2% | 859,221 | 859,771 | 0.1% |
| 88 Higgins | 1,557 | 1,413 | -9.3% | 631 | 542 | -14.1% | 501 | 444 | -11.5% | 70,089 | 69,641 | -0.6% |
| 90 Harlem | 5,002 | 4,985 | -0.3% | 4,050 | 4,037 | -0.3% | 2,746 | 2,528 | -7.9% | 252,997 | 255,979 | 1.2% |
| 90N North Harlem | 352 | 418 | 18.8% | 106 | 163 | 54.2% | | | | 14,575 | 17,072 | 17.1% |
| 91 Austin | 8,891 | 8,046 | -9.5% | 4,916 | 4,481 | -8.8% | 3,080 | 2,778 | -9.8% | 421,044 | 386,852 | -8.1% |

 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 |
| 92 Foster | 8,431 | 7,877 | -6.6% | 4,260 | 4,006 | -6.0% | 2,870 | 3,030 | 5.6% | 392,874 | 381,512 | -2.9% |
| 93 California/Dodge | 3,333 | 3,378 | 1.4% | 1,769 | 1,639 | -7.3% | | | | 148,814 | 151,127 | 1.6% |
| 94 South California | 10,342 | 9,838 | -4.9% | 5,286 | 4,920 | -6.9% | 3,610 | 3,422 | -5.2% | 488,705 | 477,814 | -2.2% |
| 95E 93rd-95th | 5,749 | 5,195 | -9.6% | 3,925 | 3,326 | -15.3% | 2,526 | 2,499 | -1.1% | 275,052 | 261,072 | -5.1% |
| 95W West 95th | 5,712 | 5,112 | -10.5% | 5,519 | 4,644 | -15.9% | 3,605 | 3,045 | -15.5% | 297,130 | 269,406 | -9.3% |
| 96 Lunt | 963 | 917 | -4.8% | | | | | | | 37,858 | 37,392 | -1.2% |
| 97 Skokie | 3,794 | 4,007 | 5.6% | 2,520 | 2,577 | 2.3% | 1,631 | 1,694 | 3.8% | 185,132 | 195,478 | 5.6% |
| X98 Avon Express | 227 | 343 | 51.3% | 22 | 51 | 128.7% | | | | 11,401 | 12,612 | 10.6% |
| 100 Jeffery Manor Express | 972 | 968 | -0.4% | | | | | | | 37,484 | 40,511 | 8.1% |
| 103 West 103rd | 3,999 | 3,727 | -6.8% | 2,062 | 1,808 | -12.3% | 1,394 | 1,291 | -7.4% | 186,525 | 179,412 | -3.8% |
| 106 East 103rd | 2,612 | 2,552 | -2.3% | 762 | 889 | 16.6% | 415 | 351 | -15.5% | 109,419 | 107,462 | -1.8% |
| 108 Halsted/95th | 2,857 | 2,267 | -20.7% | | | | | | | 114,831 | 93,751 | -18.4% |
| 111 Pullman/111th/115th | 7,288 | 6,748 | -7.4% | 4,484 | 4,153 | -7.4% | 3,470 | 2,821 | -18.7% | 354,153 | 336,481 | -5.0% |
| 112 Vincennes/111th | 3,506 | 3,184 | -9.2% | 1,668 | 1,398 | -16.2% | 1,175 | 1,049 | -10.7% | 163,181 | 151,888 | -6.9% |
| 119 Michigan/119th | 6,875 | 6,211 | -9.7% | 5,123 | 4,786 | -6.6% | 3,218 | 3,612 | 12.2% | 337,851 | 328,117 | -2.9% |
| 120 Ogilvie/Wacker Express | 1,587 | 1,182 | -25.6% | | | | | | | 65,189 | 55,500 | -14.9% |
| 121 Union/Wacker Express | 1,634 | 1,367 | -16.3% | | | | | | | 68,296 | 54,373 | -20.4% |
| 122 Illinois Center/Ogilvie Express | 916 | 757 | -17.4% | | | | | | | 38,374 | 33,789 | -11.9% |
| 123 Illinois Center/Union Express | 790 | 649 | -17.8% | | | | | | | 32,215 | 26,971 | -16.3% |
| 124 Navy Pier | 1,225 | 1,011 | -17.4% | 856 | 866 | 1.2% | 456 | 545 | 19.7% | 59,366 | 56,981 | -4.0% |
| 125 Water Tower Express | 2,261 | 2,120 | -6.2% | | | | | | | 93,285 | 88,310 | -5.3% |
| 126 Jackson | 9,608 | 8,366 | -12.9% | 4,400 | 3,814 | -13.3% | 3,001 | 2,597 | -13.5% | 438,997 | 401,584 | -8.5% |
| 129 West Loop/South Loop | 1,070 | 1,093 | 2.1% | | | | | | | 43,043 | 43,943 | 2.1% |

 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 |
| 130 Museum Campus | 1,780 | 1,884 | 5.8% | 3,096 | 2,978 | -3.8% | 2,265 | 1,760 | -22.3% | 21,403 | 20,782 | -2.9% |
| 132 Goose Island Express | 342 | 357 | 4.6% | | | | | | | 13,419 | 13,691 | 2.0% |
| 134 Stockton/LaSalle Express | 2,828 | 2,802 | -0.9% | | | | | | | 117,782 | 114,324 | -2.9% |
| 135 Clarendon/LaSalle Express | 3,971 | 3,666 | -7.7% | | | | | | | 161,970 | 148,040 | -8.6% |
| 136 Sheridan/LaSalle Express | 2,268 | 2,211 | -2.5% | | | | | | | 93,796 | 86,207 | -8.1% |
| 143 Stockton/Michigan Express | 1,239 | 1,279 | 3.3% | | | | | | | 49,526 | 50,497 | 2.0% |
| 144 Marine/Michigan Express | 1,212 | 1,109 | -8.5% | | | | | | | 49,020 | 44,076 | -10.1% |
| 145 Wilson/Michigan Express | 6,997 | 6,619 | -5.4% | 5,015 | 4,501 | -10.2% | 2,910 | 2,634 | -9.5% | 350,230 | 329,601 | -5.9% |
| 146 Inner Drive/Michigan Express | 9,630 | 9,252 | -3.9% | 8,572 | 8,160 | -4.8% | 6,347 | 5,989 | -5.6% | 503,961 | 505,296 | 0.3% |
| 147 Outer Drive Express | 15,529 | 14,517 | -6.5% | 12,284 | 11,229 | -8.6% | 7,550 | 7,366 | -2.4% | 774,491 | 735,240 | -5.1% |
| 148 Clarendon/Michigan Express | 2,056 | 2,216 | 7.8% | | | | | | | 83,128 | 86,143 | 3.6% |
| 151 Sheridan | 21,016 | 19,842 | -5.6% | 17,072 | 15,667 | -8.2% | 12,645 | 11,838 | -6.4% | 1,097,114 | 1,021,725 | -6.9% |
| 152 Addison | 10,229 | 9,482 | -7.3% | 5,263 | 4,589 | -12.8% | 3,166 | 3,053 | -3.5% | 484,992 | 457,342 | -5.7% |
| 155 Devon | 7,383 | 7,500 | 1.6% | 6,298 | 6,211 | -1.4% | 5,052 | 4,959 | -1.8% | 389,117 | 397,143 | 2.1% |
| 156 LaSalle | 10,070 | 8,962 | -11.0% | | | | | | | 415,140 | 366,317 | -11.8% |
| 157 Streeterville/Taylor | 2,230 | 6,036 | 170.7% | | | | | | | 90,165 | 234,399 | 160.0% |
| 165 West 65th | 95 | 72 | -23.7% | | | | | | | 3,726 | 2,944 | -21.0% |
| 168 UIC-Pilsen Express | 53 | 53 | -0.7% | | | | | | | 2,195 | 2,016 | -8.2% |
| 169 69th-UPS Express | 374 | 318 | -15.0% | 33 | 25 | -23.3% | | | | 16,422 | 13,269 | -19.2% |
| 170 U. of Chicago/Midway | 373 | 631 | 69.2% | | | | | | | 15,424 | 19,780 | 28.2% |
| 171 U. of Chicago/Hyde Park | 3,281 | 1,923 | -41.4% | 1,552 | 546 | -64.8% | 888 | 630 | -29.0% | 161,432 | 87,747 | -45.6% |
| 172 U. of Chicago/Kenwood | 2,339 | 2,884 | 23.3% | 1,334 | 875 | -34.4% | 759 | 763 | 0.6% | 108,659 | 120,394 | 10.8% |
| 192 U. of Chicago Hospitals Expres | 618 | 785 | 27.0% | | | | | | | 24,749 | 33,519 | 35.4% |

 Note: all bus routes are accessible

| Route | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Rides | | |
|----------------------------------|-----------------|--------|--------|------------------|--------|--------|----------------|--------|-------|--------------------|--------|--------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 201 Central/Ridge | 1,854 | 2,237 | 20.6% | 935 | 962 | 2.9% | 51 | 58 | 13.4% | 81,825 | 97,019 | 18.6% |
| 205 Chicago/Golf | 1,005 | 1,030 | 2.4% | | | | | | | 40,264 | 40,984 | 1.8% |
| 206 Evanston Circulator | 958 | 875 | -8.7% | | | | | | | 36,569 | 33,660 | -8.0% |
| 1001 Shuttle/Special Event Route | 242 | 2 | -99.1% | 371 | 10 | -97.2% | 46 | | | 990 | 481 | -51.4% |

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) | | 5,636 | 3,412 | -39.5% | 3,900 | 2,102 | -46.1% | 2,825 | 1,564 | -44.6% | 284,774 | 168,162 | -40.9% |
| | Howard (North) | | 0 | 2,661 | | 0 | 1,939 | | 0 | 1,460 | | 0 | 133,141 | |
| | Station Total | | 5,636 | 6,073 | 7.8% | 3,900 | 4,041 | 3.6% | 2,825 | 3,024 | 7.0% | 284,774 | 301,303 | 5.8% |
| | Jarvis | Red Line | 1,457 | 1,468 | 0.8% | 1,164 | 1,164 | 0.0% | 883 | 896 | 1.4% | 77,408 | 75,759 | -2.1% |
| | Morse | Red Line | | | | | | | | | | | | |
| | Morse (Main Entrance) | | 2,828 | 2,817 | -0.4% | 2,206 | 2,161 | -2.1% | 1,614 | 1,662 | 3.0% | 147,938 | 144,043 | -2.6% |
| | Morse (Lunt) | | 1,324 | 1,372 | 3.6% | 1,008 | 964 | -4.3% | 727 | 779 | 7.1% | 66,705 | 67,335 | 0.9% |
| | Station Total | | 4,152 | 4,189 | 0.9% | 3,214 | 3,125 | -2.8% | 2,341 | 2,441 | 4.3% | 214,643 | 211,378 | -1.5% |
| ♿ | Loyola | Red Line | 5,276 | 5,590 | 6.0% | 4,107 | 4,492 | 9.4% | 2,791 | 3,090 | 10.7% | 262,598 | 269,280 | 2.5% |
| ♿ | Granville | Red Line | 3,568 | 3,837 | 7.5% | 3,147 | 3,255 | 3.4% | 2,160 | 2,291 | 6.1% | 183,711 | 192,109 | 4.6% |
| | Thorndale | Red Line | 2,828 | 2,830 | 0.0% | 1,959 | 1,938 | -1.1% | 1,430 | 1,476 | 3.2% | 143,401 | 140,823 | -1.8% |
| | Bryn Mawr | Red Line | 4,518 | 4,634 | 2.6% | 3,077 | 3,198 | 3.9% | 2,233 | 2,339 | 4.8% | 226,209 | 230,269 | 1.8% |
| | Berwyn | Red Line | 3,277 | 3,339 | 1.9% | 2,473 | 2,412 | -2.5% | 1,833 | 1,934 | 5.5% | 168,228 | 168,901 | 0.4% |
| | Argyle | Red Line | 2,559 | 2,623 | 2.5% | 2,053 | 2,133 | 3.9% | 1,519 | 1,531 | 0.8% | 133,666 | 135,157 | 1.1% |
| | Lawrence | Red Line | 3,127 | 3,237 | 3.5% | 2,505 | 2,562 | 2.3% | 1,796 | 1,870 | 4.1% | 161,684 | 165,541 | 2.4% |
| | Wilson | Red Line | | | | | | | | | | | | |
| | Wilson (Main Entrance) | | 2,271 | 2,432 | 7.1% | 1,771 | 1,754 | -1.0% | 1,171 | 1,159 | -1.0% | 118,390 | 123,083 | 4.0% |
| | Wilson (South) | | 3,662 | 3,914 | 6.9% | 1,980 | 2,198 | 11.0% | 1,130 | 1,234 | 9.2% | 161,227 | 171,035 | 6.1% |
| | Station Total | | 5,933 | 6,346 | 7.0% | 3,751 | 3,952 | 5.4% | 2,301 | 2,393 | 4.0% | 279,617 | 294,118 | 5.2% |
| | Sheridan | Red Line | 4,736 | 4,980 | 5.1% | 3,212 | 3,413 | 6.3% | 2,245 | 2,451 | 9.2% | 237,129 | 246,506 | 4.0% |

♿ 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 |
| ♿ Addison | Red Line | 5,662 | 5,860 | 3.5% | 5,276 | 5,182 | -1.8% | 3,558 | 4,197 | 18.0% | 304,846 | 309,116 | 1.4% |
| ♿ Belmont | Red, Brown, Purple Express | | | | | | | | | | | | |
| ♿ Belmont (Main Entrance) | | 11,612 | 7,896 | -32.0% | 9,740 | 7,233 | -25.7% | 6,582 | 5,340 | -18.9% | 603,365 | 434,392 | -28.0% |
| Belmont (North) | | | 2,826 | | | 2,224 | | | 1,639 | | | 126,302 | |
| Station Total | | 11,612 | 10,722 | -7.7% | 9,740 | 9,457 | -2.9% | 6,582 | 6,979 | 6.0% | 603,365 | 560,694 | -7.1% |
| ♿ Fullerton | Red, Brown, Purple Express | | | | | | | | | | | | |
| ♿ Fullerton (Main Entrance) | | 12,311 | 11,612 | -5.7% | 7,866 | 7,299 | -7.2% | 5,365 | 5,492 | 2.4% | 609,045 | 582,030 | -4.4% |
| Fullerton (North) | | | 1,719 | | | 1,174 | | | 912 | | | 74,251 | |
| Station Total | | 12,311 | 13,331 | 8.3% | 7,866 | 8,473 | 7.7% | 5,365 | 6,404 | 19.4% | 609,045 | 656,281 | 7.8% |
| North/Clybourn | Red Line | 4,024 | 4,278 | 6.3% | 3,450 | 3,786 | 9.7% | 2,555 | 2,844 | 11.3% | 217,230 | 228,334 | 5.1% |
| Clark/Division | Red Line | 6,782 | 7,116 | 4.9% | 5,384 | 5,986 | 11.2% | 4,056 | 4,487 | 10.6% | 352,331 | 366,918 | 4.1% |
| ♿ Chicago | Red Line | 12,065 | 13,111 | 8.7% | 10,494 | 11,651 | 11.0% | 6,819 | 8,114 | 19.0% | 638,177 | 676,613 | 6.0% |
| Grand | Red Line | 8,163 | 7,269 | -11.0% | 8,187 | 8,187 | 0.0% | 5,541 | 6,163 | 11.2% | 451,744 | 409,444 | -9.4% |
| Red Line - North Side Total | | 107,686 | 110,833 | 2.9% | 84,959 | 88,407 | 4.1% | 58,833 | 64,924 | 10.4% | 5,549,806 | 5,638,544 | 1.6% |
| Red Line - State Street Subway | | | | | | | | | | | | | |
| ♿ Lake | Red Line | | | | | | | | | | | | |
| Lake-Randolph | | 9,655 | 9,839 | 1.9% | 5,205 | 5,790 | 11.2% | 3,369 | 4,008 | 19.0% | 457,995 | 465,053 | 1.5% |
| ♿ Randolph-Washington (North) | | 4,965 | 6,785 | 36.7% | 2,742 | 3,792 | 38.3% | 1,570 | 2,336 | 48.8% | 240,914 | 322,264 | 33.8% |
| Station Total | | 14,620 | 16,624 | 13.7% | 7,947 | 9,582 | 20.6% | 4,939 | 6,344 | 28.4% | 698,909 | 787,317 | 12.6% |
| Monroe | Red Line | | | | | | | | | | | | |
| Madison-Monroe | | 5,321 | 5,285 | -0.7% | 2,343 | 2,370 | 1.2% | 1,344 | 1,436 | 6.9% | 246,017 | 236,234 | -4.0% |
| Monroe-Adams | | 3,753 | 3,927 | 4.6% | 1,687 | 1,750 | 3.7% | 1,001 | 1,052 | 5.1% | 173,962 | 176,989 | 1.7% |
| Station Total | | 9,074 | 9,212 | 1.5% | 4,030 | 4,120 | 2.2% | 2,345 | 2,488 | 6.1% | 419,979 | 413,223 | -1.6% |
| ♿ 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 | 5,074 | 5,147 | 1.4% | 1,718 | 1,862 | 8.4% | 1,070 | 1,115 | 4.2% | 229,437 | 227,192 | -1.0% |
| ♿ Jackson-Van Buren | 6,845 | 7,500 | 9.6% | 2,541 | 2,754 | 8.4% | 1,572 | 1,821 | 15.8% | 305,837 | 331,962 | 8.5% |
| Station Total | 11,919 | 12,647 | 6.1% | 4,259 | 4,616 | 8.4% | 2,642 | 2,936 | 11.1% | 535,274 | 559,154 | 4.5% |
| Harrison | Red Line | | | | | | | | | | | |
| Harrison (Main Entrance) | 3,597 | 2,947 | -18.1% | 2,625 | 2,162 | -17.6% | 1,744 | 1,291 | -25.9% | 164,772 | 125,142 | -24.1% |
| Harrison (Polk) | 449 | 1,383 | 207.7% | 554 | 1,258 | 127.3% | 228 | 856 | 275.9% | 12,110 | 65,952 | 444.6% |
| Station Total | 4,046 | 4,330 | 7.0% | 3,179 | 3,420 | 7.6% | 1,972 | 2,147 | 8.9% | 176,882 | 191,094 | 8.0% |
| ♿ Roosevelt | Red, Orange & Green Lines | | | | | | | | | | | |
| ♿ Roosevelt (Main Entrance) | 6,428 | 6,561 | 2.1% | 4,967 | 5,108 | 2.8% | 3,549 | 3,905 | 10.0% | 315,939 | 329,346 | 4.2% |
| ♿ Roosevelt (State) | 2,768 | 3,147 | 13.7% | 2,044 | 2,520 | 23.3% | 1,551 | 2,010 | 29.7% | 139,002 | 158,567 | 14.1% |
| Station Total | 9,196 | 9,708 | 5.6% | 7,011 | 7,628 | 8.8% | 5,100 | 5,915 | 16.0% | 454,941 | 487,913 | 7.2% |
| Red Line - State Street Subway Total | 48,855 | 52,521 | 7.5% | 26,426 | 29,366 | 11.1% | 16,998 | 19,830 | 16.7% | 2,285,985 | 2,438,701 | 6.7% |
| Red Line - Dan Ryan | | | | | | | | | | | | |
| Cermak-Chinatown | Red Line | | | | | | | | | | | |
| ♿ Sox-35th | Red Line | | | | | | | | | | | |
| ♿ Sox-35th (Main Entrance) | 3,017 | 3,289 | 9.0% | 2,042 | 2,511 | 23.0% | 1,561 | 1,801 | 15.4% | 147,985 | 164,802 | 11.4% |
| Sox-35th (33rd) | 731 | 821 | 12.2% | 585 | 635 | 8.5% | 367 | 438 | 19.3% | 33,689 | 39,828 | 18.2% |
| Station Total | 3,748 | 4,110 | 9.7% | 2,627 | 3,146 | 19.8% | 1,928 | 2,239 | 16.1% | 181,674 | 204,630 | 12.6% |
| ♿ 47th | Red Line | | | | | | | | | | | |
| Garfield | Red Line | | | | | | | | | | | |
| 63rd | Red Line | | | | | | | | | | | |
| ♿ 69th | Red Line | | | | | | | | | | | |
| ♿ 79th | Red Line | | | | | | | | | | | |
| ♿ 79th (Main Entrance) | 1,531 | 1,670 | 9.1% | 975 | 1,011 | 3.6% | 768 | 793 | 3.3% | 78,306 | 82,253 | 5.0% |





♿ 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 | |
| 79th (Platform) | 6,199 | 6,049 | -2.4% | 5,062 | 4,856 | -4.1% | 3,589 | 3,607 | 0.5% | 317,183 | 313,200 | -1.3% | |
| Station Total | 7,730 | 7,719 | -0.1% | 6,037 | 5,867 | -2.8% | 4,357 | 4,400 | 1.0% | 395,489 | 395,453 | 0.0% | |
| 87th | Red Line | 4,938 | 4,980 | 0.8% | 3,834 | 3,773 | -1.6% | 2,538 | 2,813 | 10.8% | 247,564 | 251,220 | 1.5% |
| ♿ 95th | Red Line | 13,039 | 12,742 | -2.3% | 8,241 | 7,816 | -5.2% | 5,877 | 5,921 | 0.7% | 636,346 | 627,892 | -1.3% |
| Red Line - Dan Ryan Total | | 48,989 | 49,295 | 0.6% | 36,752 | 36,725 | -0.1% | 26,787 | 28,428 | 6.1% | 2,466,801 | 2,503,267 | 1.5% |
| Purple Line - Evanston | | | | | | | | | | | | | |
| ♿ Linden | Purple & Purple Express | 867 | 867 | 0.0% | 452 | 386 | -14.7% | 298 | 265 | -11.1% | 42,041 | 40,751 | -3.1% |
| Central | Purple & Purple Express | 869 | 835 | -3.9% | 387 | 314 | -18.7% | 325 | 309 | -4.9% | 42,570 | 39,736 | -6.7% |
| Noyes | Purple & Purple Express | 779 | 754 | -3.2% | 530 | 551 | 4.0% | 280 | 321 | 14.6% | 37,941 | 37,177 | -2.0% |
| Foster | Purple & Purple Express | 838 | 834 | -0.5% | 512 | 522 | 1.9% | 340 | 353 | 3.8% | 39,839 | 40,603 | 1.9% |
| ♿ Davis | Purple & Purple Express | 3,801 | 3,725 | -2.0% | 3,201 | 3,035 | -5.2% | 1,949 | 1,997 | 2.5% | 198,043 | 191,263 | -3.4% |
| Dempster | Purple & Purple Express | 803 | 779 | -3.0% | 621 | 575 | -7.5% | 470 | 455 | -3.1% | 41,596 | 39,838 | -4.2% |
| Main | Purple & Purple Express | 1,214 | 1,157 | -4.7% | 847 | 792 | -6.5% | 530 | 527 | -0.6% | 60,204 | 57,577 | -4.4% |
| South Boulevard | Purple & Purple Express | 755 | 759 | 0.5% | 377 | 420 | 11.6% | 241 | 272 | 13.1% | 36,438 | 35,983 | -1.2% |
| Purple Line - Evanston Total | | 9,926 | 9,710 | -2.2% | 6,927 | 6,595 | -4.8% | 4,433 | 4,499 | 1.5% | 498,672 | 482,928 | -3.2% |
| Yellow Line | | | | | | | | | | | | | |
| ♿ Skokie | Yellow Line | 2,302 | 2,339 | 1.6% | 793 | 876 | 10.6% | 409 | 619 | 51.5% | 102,421 | 104,935 | 2.5% |
| Yellow Line Total | | 2,302 | 2,339 | 1.6% | 793 | 876 | 10.5% | 409 | 619 | 51.3% | 102,421 | 104,935 | 2.5% |
| Blue Line - O'Hare | | | | | | | | | | | | | |
| ♿ O'Hare Airport | Blue Line | 7,312 | 7,231 | -1.1% | 5,662 | 5,662 | 0.0% | 6,291 | 6,286 | -0.1% | 410,992 | 404,875 | -1.5% |
| ♿ Rosemont | Blue Line | 3,959 | 3,799 | -4.0% | 1,696 | 1,723 | 1.6% | 1,212 | 1,192 | -1.7% | 185,201 | 174,762 | -5.6% |
| ♿ Cumberland | Blue Line | 4,382 | 4,160 | -5.1% | 1,721 | 1,703 | -1.1% | 1,173 | 1,214 | 3.5% | 203,221 | 188,589 | -7.2% |
| ♿ Harlem | Blue Line | 2,507 | 2,570 | 2.5% | 1,014 | 1,049 | 3.5% | 704 | 682 | -3.1% | 115,015 | 117,389 | 2.1% |




♿ indicates station/entrance is accessible

| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---------------------------------|-----------|-----------------|---------------|--------------|------------------|---------------|--------------|----------------|---------------|-------------|----------------------|------------------|--------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| ♿ Jefferson Park | Blue Line | 6,018 | 5,637 | -6.3% | 2,820 | 2,647 | -6.1% | 2,037 | 1,982 | -2.7% | 285,851 | 268,026 | -6.2% |
| Montrose | Blue Line | 1,852 | 1,899 | 2.5% | 763 | 770 | 1.0% | 556 | 560 | 0.7% | 84,641 | 85,035 | 0.5% |
| Irving Park | Blue Line | | | | | | | | | | | | |
| Irving Park (Main Entrance) | | 2,620 | 2,564 | -2.2% | 1,224 | 1,267 | 3.5% | 889 | 866 | -2.6% | 125,785 | 120,781 | -4.0% |
| Irving Park (Pulaski) | | 988 | 972 | -1.7% | 440 | 457 | 3.7% | 362 | 365 | 1.0% | 46,769 | 45,997 | -1.7% |
| Irving Park (North) | | 313 | 332 | 6.2% | 204 | 202 | -1.2% | 142 | 159 | 11.8% | 15,266 | 16,176 | 6.0% |
| Station Total | | 3,921 | 3,868 | -1.4% | 1,868 | 1,926 | 3.1% | 1,393 | 1,390 | -0.2% | 187,820 | 182,954 | -2.6% |
| Addison | Blue Line | 2,369 | 2,319 | -2.1% | 931 | 882 | -5.3% | 659 | 661 | 0.3% | 108,959 | 105,268 | -3.4% |
| Belmont | Blue Line | 4,503 | 4,471 | -0.7% | 2,458 | 2,479 | 0.9% | 1,743 | 1,846 | 5.9% | 217,706 | 214,033 | -1.7% |
| ♿ Logan Square | Blue Line | | | | | | | | | | | | |
| ♿ Logan Square (Main Entrance) | | 4,456 | 4,528 | 1.6% | 2,557 | 2,423 | -5.3% | 1,641 | 1,752 | 6.8% | 214,538 | 214,299 | -0.1% |
| Logan Square (Spaulding) | | 1,183 | 1,241 | 4.9% | 665 | 706 | 6.3% | 440 | 481 | 9.4% | 56,227 | 57,555 | 2.4% |
| Station Total | | 5,639 | 5,769 | 2.3% | 3,222 | 3,129 | -2.9% | 2,081 | 2,233 | 7.3% | 270,765 | 271,854 | 0.4% |
| California | Blue Line | 3,790 | 3,886 | 2.5% | 2,166 | 2,178 | 0.6% | 1,449 | 1,586 | 9.4% | 180,503 | 183,056 | 1.4% |
| ♿ Western | Blue Line | | | | | | | | | | | | |
| ♿ Western | | 2,936 | 2,917 | -0.6% | 1,471 | 1,464 | -0.5% | 1,005 | 1,133 | 12.7% | 140,765 | 138,288 | -1.8% |
| Western (West Inbound) | | 1,098 | 1,132 | 3.0% | 432 | 449 | 4.1% | 239 | 293 | 22.6% | 49,026 | 49,131 | 0.2% |
| Western (West Outbound) | | 196 | 203 | 3.5% | 176 | 184 | 4.8% | 132 | 152 | 15.3% | 10,513 | 10,613 | 1.0% |
| Station Total | | 4,230 | 4,252 | 0.5% | 2,079 | 2,097 | 0.9% | 1,376 | 1,578 | 14.7% | 200,304 | 198,032 | -1.1% |
| Damen | Blue Line | 4,891 | 4,906 | 0.3% | 3,231 | 3,145 | -2.7% | 2,268 | 2,310 | 1.9% | 240,845 | 236,691 | -1.7% |
| Division | Blue Line | 5,116 | 5,175 | 1.1% | 2,671 | 2,566 | -3.9% | 1,743 | 1,891 | 8.5% | 242,893 | 238,561 | -1.8% |
| Chicago | Blue Line | 3,178 | 3,485 | 9.7% | 1,596 | 1,560 | -2.3% | 1,058 | 1,156 | 9.3% | 150,903 | 159,267 | 5.5% |
| Grand | Blue Line | 1,725 | 1,826 | 5.8% | 810 | 867 | 7.1% | 490 | 612 | 25.0% | 80,381 | 84,978 | 5.7% |
| Blue Line - O'Hare Total | | 65,392 | 65,253 | -0.2% | 34,708 | 34,383 | -0.9% | 26,233 | 27,179 | 3.6% | 3,166,000 | 3,113,370 | -1.7% |

 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 |
| Blue Line - Dearborn Subway | | | | | | | | | | | | | |
| Washington | Blue Line | | | | | | | | | | | | |
| <i>Randolph-Washington</i> | | 3,130 | 3,948 | 26.1% | 963 | 1,412 | -46.6% | 510 | 885 | 73.6% | 139,170 | 174,495 | 25.4% |
| <i>Washington-Madison</i> | | 3,914 | 3,289 | -16.0% | 1,552 | 1,111 | -28.4% | 860 | 661 | -23.1% | 178,138 | 147,038 | -17.5% |
| Station Total | | 7,044 | 7,237 | 2.7% | 2,515 | 2,523 | 0.3% | 1,370 | 1,546 | 12.8% | 317,308 | 321,533 | 1.3% |
| Monroe | Blue Line | | | | | | | | | | | | |
| <i>Madison-Monroe</i> | | 2,829 | 2,492 | -11.9% | 758 | 651 | -14.1% | 520 | 363 | -30.3% | 122,436 | 103,884 | -15.2% |
| <i>Monroe-Adams</i> | | 3,053 | 3,068 | 0.5% | 875 | 866 | -1.0% | 591 | 609 | 3.0% | 134,677 | 130,221 | -3.3% |
| Station Total | | 5,882 | 5,560 | -5.5% | 1,633 | 1,517 | -7.1% | 1,111 | 972 | -12.5% | 257,113 | 234,105 | -8.9% |
|  Jackson | Blue Line | | | | | | | | | | | | |
|  <i>Adams-Jackson</i> | | 4,463 | 4,316 | -3.3% | 1,459 | 1,331 | -8.8% | 917 | 910 | -0.7% | 197,359 | 187,839 | -4.8% |
| <i>Jackson-Van Buren</i> | | 3,165 | 3,136 | -0.9% | 1,279 | 1,160 | -9.2% | 843 | 786 | -6.8% | 138,001 | 134,894 | -2.3% |
| Station Total | | 7,628 | 7,452 | -2.3% | 2,738 | 2,491 | -9.0% | 1,760 | 1,696 | -3.6% | 335,360 | 322,733 | -3.8% |
| LaSalle | Blue Line | 3,003 | 2,844 | -5.3% | 1,081 | 828 | -23.4% | 700 | 604 | -13.8% | 127,079 | 117,282 | -7.7% |
| Blue Line - Dearborn Subway Total | | 23,557 | 23,093 | -2.0% | 7,967 | 7,359 | -7.6% | 4,941 | 4,818 | -2.5% | 1,036,860 | 995,653 | -4.0% |
| Blue Line - Forest Park | | | | | | | | | | | | | |
| Clinton | Blue Line | 2,778 | 2,868 | 3.2% | 947 | 945 | -0.2% | 852 | 801 | -5.9% | 129,205 | 128,892 | -0.2% |
|  UIC-Halsted | Blue Line | | | | | | | | | | | | |
| <i>UIC-Halsted (Main Entrance)</i> | | 1,578 | 1,524 | -3.4% | 1,049 | 1,029 | -1.9% | 690 | 679 | -1.5% | 75,004 | 72,635 | -3.2% |
| <i>UIC-Halsted (Peoria)</i> | | 2,874 | 3,050 | 6.1% | 452 | 507 | 12.1% | 284 | 269 | -5.1% | 110,136 | 114,807 | 4.2% |
|  <i>UIC-Halsted (Morgan)</i> | | 1,366 | 1,227 | -10.2% | 380 | 278 | -26.8% | 244 | 168 | -31.2% | 55,100 | 48,360 | -12.2% |
| Station Total | | 5,818 | 5,801 | -0.3% | 1,881 | 1,814 | -3.6% | 1,218 | 1,116 | -8.4% | 240,240 | 235,802 | -1.8% |
| Racine | Blue Line | | | | | | | | | | | | |
| <i>Racine (Main Entrance)</i> | | 944 | 977 | 3.5% | 569 | 486 | -14.5% | 349 | 371 | 6.4% | 48,228 | 47,287 | -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 |
| Racine (Loomis) | 1,226 | 1,196 | -2.5% | 383 | 349 | -8.9% | 260 | 255 | -1.6% | 56,440 | 53,490 | -5.2% |
| Station Total | 2,170 | 2,173 | 0.1% | 952 | 835 | -12.3% | 609 | 626 | 2.8% | 104,668 | 100,777 | -3.7% |
|  Medical Center | <i>Blue Line</i> | | | | | | | | | | | |
| Medical Center (Ogden) | 1,741 | 1,923 | 10.5% | 615 | 608 | -1.1% | 330 | 364 | 10.3% | 75,427 | 80,697 | 7.0% |
| Medical Center (Paulina) | 445 | 480 | 7.9% | 108 | 116 | 7.2% | 83 | 92 | 10.2% | 20,003 | 20,759 | 3.8% |
|  Medical Center (Damen) | 607 | 684 | 12.5% | 303 | 312 | 2.9% | 188 | 183 | -2.4% | 28,936 | 31,166 | 7.7% |
| Station Total | 2,793 | 3,087 | 10.5% | 1,026 | 1,036 | 1.0% | 601 | 639 | 6.3% | 124,366 | 132,622 | 6.6% |
| Western | <i>Blue Line</i> | | | | | | | | | | | |
| Western | 1,465 | 1,417 | -3.3% | 886 | 814 | -8.1% | 575 | 591 | 2.8% | 70,918 | 67,487 | -4.8% |
|  Kedzie-Homan | <i>Blue Line</i> | | | | | | | | | | | |
|  Kedzie-Homan (Kedzie) | 791 | 865 | 9.3% | 537 | 491 | -8.5% | 393 | 411 | 4.5% | 39,714 | 41,626 | 4.8% |
|  Kedzie-Homan (Homan) | 904 | 957 | 5.9% | 553 | 560 | 1.2% | 430 | 425 | -1.2% | 44,397 | 46,255 | 4.2% |
| Station Total | 1,695 | 1,822 | 7.5% | 1,090 | 1,051 | -3.6% | 823 | 836 | 1.6% | 84,111 | 87,881 | 4.5% |
| Pulaski | <i>Blue Line</i> | | | | | | | | | | | |
| Pulaski | 1,407 | 1,584 | 12.5% | 1,062 | 1,183 | 11.4% | 810 | 948 | 17.0% | 71,749 | 80,407 | 12.1% |
| Cicero | <i>Blue Line</i> | | | | | | | | | | | |
| Cicero | 1,146 | 1,157 | 1.0% | 769 | 767 | -0.2% | 554 | 601 | 8.4% | 57,264 | 58,216 | 1.7% |
| Austin | <i>Blue Line</i> | | | | | | | | | | | |
| Austin (Main Entrance) | 1,351 | 1,242 | -8.0% | 692 | 679 | -1.8% | 504 | 514 | 2.0% | 64,390 | 59,664 | -7.3% |
| Austin (Lombard) | 516 | 500 | -3.0% | 149 | 131 | -11.9% | 80 | 102 | 28.2% | 22,309 | 21,497 | -3.6% |
| Station Total | 1,867 | 1,742 | -6.7% | 841 | 810 | -3.7% | 584 | 616 | 5.5% | 86,699 | 81,161 | -6.4% |
| Oak Park | <i>Blue Line</i> | | | | | | | | | | | |
| Oak Park (Main Entrance) | 1,215 | 1,182 | -2.7% | 492 | 438 | -11.0% | 298 | 307 | 2.9% | 55,742 | 52,907 | -5.1% |
| Oak Park (East) | 440 | 418 | -5.1% | 112 | 91 | -18.2% | 75 | 64 | -14.7% | 18,932 | 17,973 | -5.1% |
| Station Total | 1,655 | 1,600 | -3.3% | 604 | 529 | -12.4% | 373 | 371 | -0.5% | 74,674 | 70,880 | -5.1% |
| Harlem | <i>Blue Line</i> | | | | | | | | | | | |
| Harlem | 922 | 737 | -20.0% | 521 | 412 | -20.9% | 322 | 287 | -10.8% | 44,325 | 35,394 | -20.1% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|--------------------------------------|-----------------|---------------|---------------|------------------|---------------|---------------|----------------|--------------|--------------|----------------------|------------------|------------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| Harlem (Circle) | | 190 | | | 58 | | | 46 | | | 8,184 | | |
| Station Total | 922 | 927 | 0.5% | 521 | 470 | -9.8% | 322 | 333 | 3.4% | 44,325 | 43,578 | -1.7% | |
| ♿ Forest Park | Blue Line | 3,837 | 3,567 | -7.1% | 1,581 | 1,436 | -9.1% | 1,107 | 1,036 | -6.4% | 176,556 | 162,455 | -8.0% |
| Blue Line - Forest Park Total | | 27,553 | 27,745 | 0.7% | 12,160 | 11,690 | -3.9% | 8,428 | 8,514 | 1.0% | 1,264,775 | 1,250,158 | -1.2% |
| Pink Line | | | | | | | | | | | | | |
| ♿ Polk | Pink Line | 3,294 | 3,315 | 0.7% | 881 | 905 | 2.6% | 526 | 609 | 15.9% | 144,729 | 143,767 | -0.7% |
| ♿ 18th | Pink Line | 1,447 | 1,539 | 6.3% | 975 | 1,007 | 3.3% | 616 | 701 | 13.9% | 70,441 | 74,741 | 6.1% |
| ♿ Damen | Pink Line | | | | | | | | | | | | |
| ♿ Damen | | 822 | 858 | 4.4% | 472 | 478 | 1.3% | 298 | 341 | 14.3% | 38,812 | 40,789 | 5.1% |
| Damen (Hoyne) | | 406 | 401 | -1.4% | 160 | 195 | 21.9% | 141 | 164 | 16.2% | 18,385 | 18,045 | -1.8% |
| Station Total | | 1,228 | 1,259 | 2.5% | 632 | 673 | 6.5% | 439 | 505 | 15.0% | 57,197 | 58,834 | 2.9% |
| ♿ Western | Pink Line | | | | | | | | | | | | |
| ♿ Western | | 881 | 933 | 5.9% | 540 | 577 | 6.8% | 376 | 422 | 12.2% | 42,851 | 45,180 | 5.4% |
| Western (West) | | 85 | 86 | 0.9% | 59 | 66 | 10.5% | 42 | 47 | 13.2% | 4,287 | 4,335 | 1.1% |
| Station Total | | 966 | 1,019 | 5.5% | 599 | 643 | 7.3% | 418 | 469 | 12.2% | 47,138 | 49,515 | 5.0% |
| ♿ California | Pink Line | | | | | | | | | | | | |
| ♿ California | | 1,088 | 1,143 | 5.1% | 541 | 617 | 13.9% | 400 | 457 | 14.3% | 51,404 | 54,482 | 6.0% |
| California (West) | | 71 | 66 | -6.2% | 34 | 39 | 14.7% | 22 | 33 | 54.7% | 3,138 | 3,190 | 1.7% |
| Station Total | | 1,159 | 1,209 | 4.3% | 575 | 656 | 14.1% | 422 | 490 | 16.1% | 54,542 | 57,672 | 5.7% |
| ♿ Kedzie | Pink Line | | | | | | | | | | | | |
| ♿ Kedzie | | 638 | 692 | 8.5% | 426 | 472 | 10.9% | 265 | 335 | 26.1% | 31,967 | 34,267 | 7.2% |
| Kedzie (East) | | 177 | 173 | -2.7% | 110 | 116 | 5.2% | 76 | 70 | -7.9% | 8,132 | 8,045 | -1.1% |
| Station Total | | 815 | 865 | 6.1% | 536 | 588 | 9.7% | 341 | 405 | 18.8% | 40,099 | 42,312 | 5.5% |
| ♿ Central Park | Pink 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 | |
| ♿ | Central Park | 792 | 786 | -0.8% | 474 | 477 | 0.6% | 356 | 385 | 8.2% | 38,881 | 39,593 | 1.8% | |
| | Central Park (East) | 212 | 249 | 17.6% | 110 | 120 | 9.6% | 81 | 99 | 21.9% | 9,877 | 11,427 | 15.7% | |
| | Station Total | 1,004 | 1,035 | 3.1% | 584 | 597 | 2.2% | 437 | 484 | 10.8% | 48,758 | 51,020 | 4.6% | |
| ♿ | Pulaski | Pink Line | 1,002 | 1,054 | 5.2% | 648 | 660 | 2.0% | 466 | 518 | 11.0% | 49,907 | 52,676 | 5.5% |
| ♿ | Kostner | Pink Line | | | | | | | | | | | | |
| ♿ | Kostner | | 251 | 251 | -0.1% | 135 | 107 | -20.4% | 85 | 91 | 6.2% | 11,775 | 12,137 | 3.1% |
| | Kildare | | 155 | 151 | -2.9% | 88 | 84 | -4.0% | 74 | 69 | -6.8% | 7,777 | 7,129 | -8.3% |
| | Station Total | | 406 | 402 | -1.0% | 223 | 191 | -14.3% | 159 | 160 | 0.6% | 19,552 | 19,266 | -1.5% |
| ♿ | Cicero | Pink Line | 1,075 | 1,031 | -4.1% | 887 | 800 | -9.7% | 575 | 676 | 17.6% | 55,178 | 53,505 | -3.0% |
| ♿ | 54th/Cermak | Pink Line | | | | | | | | | | | | |
| ♿ | 54th/Cermak (Main Entrance) | | 580 | 519 | -10.5% | 386 | 320 | -17.2% | 253 | 257 | 1.6% | 28,916 | 26,799 | -7.3% |
| | 54th/Cermak (54th Ave) | | 341 | 336 | -1.4% | 164 | 195 | 18.9% | 122 | 157 | 28.6% | 16,109 | 16,230 | 0.8% |
| | 54th/Cermak (Laramie) | | 950 | 870 | -8.4% | 381 | 399 | 4.7% | 249 | 272 | 9.2% | 42,974 | 40,222 | -6.4% |
| | Station Total | | 1,871 | 1,725 | -7.8% | 931 | 914 | -1.8% | 624 | 686 | 9.9% | 87,999 | 83,251 | -5.4% |
| | Pink Line Total | | 14,267 | 14,453 | 1.3% | 7,471 | 7,634 | 2.2% | 5,023 | 5,703 | 13.5% | 675,540 | 686,559 | 1.6% |
| | Green Line - Lake Street | | | | | | | | | | | | | |
| ♿ | Harlem | Green Line | | | | | | | | | | | | |
| | Harlem (Main Entrance) | | 1,688 | 1,563 | -7.4% | 1,109 | 988 | -11.0% | 633 | 660 | 4.3% | 82,419 | 75,383 | -8.5% |
| ♿ | Harlem (Marion) | | 1,853 | 1,885 | 1.7% | 1,057 | 1,095 | 3.5% | 735 | 779 | 6.0% | 90,305 | 90,495 | 0.2% |
| | Station Total | | 3,541 | 3,448 | -2.6% | 2,166 | 2,083 | -3.8% | 1,368 | 1,439 | 5.2% | 172,724 | 165,878 | -4.0% |
| | Oak Park | Green Line | 1,559 | 1,493 | -4.3% | 712 | 699 | -1.9% | 471 | 507 | 7.6% | 72,807 | 69,397 | -4.7% |
| | Ridgeland | Green Line | 1,335 | 1,297 | -2.9% | 484 | 473 | -2.3% | 311 | 294 | -5.5% | 60,803 | 58,151 | -4.4% |
| | Austin | Green Line | 2,081 | 1,968 | -5.4% | 1,121 | 1,052 | -6.1% | 749 | 741 | -1.1% | 98,618 | 93,838 | -4.8% |
| ♿ | Central | Green Line | 2,394 | 2,393 | 0.0% | 1,576 | 1,502 | -4.7% | 1,083 | 1,145 | 5.7% | 119,220 | 118,947 | -0.2% |

♿ indicates station/entrance is accessible











| | | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | | |
|---|---------------------------------------|-----------------|---------------|---------------|------------------|---------------|---------------|----------------|--------------|--------------|----------------------|------------------|------------------|-------------|
| | | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | |
| ♿ | Laramie | Green Line | 1,314 | 1,354 | 3.1% | 882 | 853 | -3.2% | 573 | 619 | 8.0% | 64,869 | 67,174 | 3.6% |
| ♿ | Cicero | Green Line | 1,390 | 1,407 | 1.2% | 914 | 923 | 1.0% | 681 | 698 | 2.5% | 68,940 | 70,209 | 1.8% |
| ♿ | Pulaski | Green Line | | | | | | | | | | | | |
| ♿ | Pulaski (Inbound) | | 1,234 | 1,480 | 19.9% | 735 | 935 | 27.3% | 526 | 709 | 34.8% | 58,724 | 73,631 | 25.4% |
| ♿ | Pulaski (Outbound) | | 429 | 443 | 3.4% | 332 | 338 | 1.8% | 243 | 263 | 8.2% | 21,810 | 22,651 | 3.9% |
| | Station Total | | 1,663 | 1,923 | 15.6% | 1,067 | 1,273 | 19.3% | 769 | 972 | 26.4% | 80,534 | 96,282 | 19.6% |
| ♿ | Conservatory | Green Line | | | | | | | | | | | | |
| ♿ | Conservatory Drive Inbound | | 484 | 494 | 2.1% | 374 | 354 | -5.3% | 167 | 215 | 28.8% | 23,112 | 24,156 | 4.5% |
| ♿ | Conservatory Drive Outbound | | 163 | 190 | 16.8% | 169 | 142 | -16.0% | 71 | 103 | 44.4% | 8,382 | 9,889 | 18.0% |
| | Central Park Inbound | | 68 | 78 | 14.3% | 37 | 43 | 17.7% | 31 | 36 | 16.1% | 3,164 | 3,732 | 18.0% |
| | Central Park Outbound | | 37 | 41 | 9.0% | 34 | 29 | -15.6% | 25 | 18 | -30.0% | 2,005 | 2,203 | 9.9% |
| | Station Total | | 752 | 803 | 6.8% | 614 | 568 | -7.5% | 294 | 372 | 26.5% | 36,663 | 39,980 | 9.0% |
| ♿ | Kedzie | Green Line | 1,254 | 1,412 | 12.6% | 810 | 875 | 8.0% | 578 | 638 | 10.4% | 62,649 | 68,950 | 10.1% |
| ♿ | California | Green Line | 1,005 | 1,092 | 8.6% | 539 | 628 | 16.5% | 394 | 457 | 16.0% | 48,513 | 52,392 | 8.0% |
| ♿ | Ashland | Green & Pink | | | | | | | | | | | | |
| ♿ | Ashland (Main Entrance) | | 2,037 | 1,948 | -4.3% | 966 | 917 | -5.1% | 581 | 616 | 5.9% | 93,873 | 91,271 | -2.8% |
| | Ashland (Justine Inbound) | | 228 | 261 | 14.2% | 95 | 98 | 3.2% | 54 | 68 | 25.0% | 10,466 | 11,774 | 12.5% |
| | Ashland (Justine Outbound) | | 85 | 89 | 4.2% | 40 | 41 | 1.3% | 32 | 30 | -8.5% | 4,005 | 3,842 | -4.1% |
| | Station Total | | 2,350 | 2,298 | -2.2% | 1,101 | 1,056 | -4.1% | 667 | 714 | 7.0% | 108,344 | 106,887 | -1.3% |
| ♿ | Clinton | Green & Pink | 4,157 | 4,166 | 0.2% | 1,189 | 1,383 | 16.3% | 860 | 962 | 11.8% | 185,359 | 184,883 | -0.3% |
| | Green Line - Lake Street Total | | 24,795 | 25,054 | 1.0% | 13,175 | 13,368 | 1.5% | 8,798 | 9,558 | 8.6% | 1,180,043 | 1,192,968 | 1.1% |
| | Green Line - South Elevated | | | | | | | | | | | | | |
| ♿ | 35-Bronzeville-IIT | Green Line | | | | | | | | | | | | |
| ♿ | 35-Bronzeville-IIT (Main Entrance) | | 1,304 | 1,266 | -3.0% | 660 | 621 | -5.9% | 386 | 440 | 13.9% | 61,326 | 60,032 | -2.1% |

♿ indicates station/entrance is accessible

| | Average Weekday | | | Average Saturday | | | Average Sunday | | | Year-to-date Entries | | |
|---|-----------------|--------------|--------------|------------------|--------------|--------------|----------------|--------------|--------------|----------------------|----------------|--------------|
| | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg | Last Yr | Cur Yr | % Chg |
| 35-Bronzeville-IIT (34th) | 770 | 753 | -2.2% | 675 | 632 | -6.4% | 376 | 374 | -0.5% | 33,171 | 35,372 | 6.6% |
| Station Total | 2,074 | 2,019 | -2.7% | 1,335 | 1,253 | -6.1% | 762 | 814 | 6.8% | 94,497 | 95,404 | 1.0% |
| ♿ Indiana <i>Green Line</i> | 828 | 865 | 4.5% | 390 | 387 | -0.8% | 303 | 329 | 8.7% | 38,996 | 40,739 | 4.5% |
| ♿ 43rd <i>Green Line</i> | 905 | 980 | 8.4% | 490 | 548 | 12.0% | 344 | 381 | 10.8% | 43,216 | 46,919 | 8.6% |
| ♿ 47th <i>Green Line</i> | 1,312 | 1,324 | 0.9% | 904 | 913 | 1.1% | 563 | 585 | 3.9% | 63,902 | 64,541 | 1.0% |
| ♿ 51st <i>Green Line</i> | 1,008 | 1,067 | 5.8% | 688 | 649 | -5.8% | 401 | 443 | 10.4% | 49,886 | 51,592 | 3.4% |
| ♿ Garfield <i>Green Line</i> | 1,298 | 1,215 | -6.4% | 858 | 770 | -10.2% | 556 | 536 | -3.6% | 63,676 | 59,727 | -6.2% |
| Green Line - South Elevated Total | 7,425 | 7,470 | 0.6% | 4,665 | 4,520 | -3.1% | 2,929 | 3,088 | 5.4% | 354,173 | 358,922 | 1.3% |
| Green Line - East 63rd Branch | | | | | | | | | | | | |
| ♿ King Drive <i>Green Line</i> | 571 | 571 | -0.1% | 364 | 367 | 1.0% | 268 | 288 | 7.5% | 28,402 | 28,475 | 0.3% |
| ♿ East 63rd-Cottage Grove <i>Green Line</i> | 1,139 | 1,196 | 5.0% | 692 | 715 | 3.3% | 508 | 517 | 1.9% | 56,607 | 58,798 | 3.9% |
| Green Line - East 63rd Branch Total | 1,710 | 1,767 | 3.3% | 1,056 | 1,082 | 2.5% | 776 | 805 | 3.7% | 85,009 | 87,273 | 2.7% |
| Green Line - Ashland/63rd Branch | | | | | | | | | | | | |
| ♿ Halsted <i>Green Line</i> | 852 | 907 | 6.5% | 483 | 482 | -0.2% | 324 | 331 | 2.0% | 40,132 | 42,400 | 5.7% |
| ♿ Ashland/63rd <i>Green Line</i> | 1,534 | 1,476 | -3.8% | 962 | 915 | -4.9% | 706 | 684 | -3.2% | 75,683 | 72,299 | -4.5% |
| Green Line - Ashland/63rd Branch Total | 2,386 | 2,383 | -0.1% | 1,445 | 1,397 | -3.3% | 1,030 | 1,015 | -1.5% | 115,815 | 114,699 | -1.0% |
| Brown Line | | | | | | | | | | | | |
| ♿ Kimball <i>Brown Line</i> | 3,647 | 3,800 | 4.2% | 2,324 | 2,366 | 1.8% | 1,447 | 1,585 | 9.5% | 178,006 | 184,877 | 3.9% |
| ♿ Kedzie <i>Brown Line</i> | | | | | | | | | | | | |
| <i>Kedzie</i> | 1,339 | 1,373 | 2.5% | 1,009 | 1,016 | 0.7% | 683 | 696 | 1.8% | 69,206 | 69,804 | 0.9% |
| <i>Kedzie (Spaulding)</i> | 350 | 384 | 9.7% | 197 | 233 | 18.6% | 131 | 138 | 5.2% | 16,795 | 18,311 | 9.0% |
| Station Total | 1,689 | 1,757 | 4.0% | 1,206 | 1,249 | 3.6% | 814 | 834 | 2.5% | 86,001 | 88,115 | 2.5% |
| ♿ Francisco <i>Brown 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 |
| ♿ Francisco | 671 | 724 | 8.0% | 326 | 342 | 5.1% | 197 | 222 | 12.4% | 31,539 | 33,639 | 6.7% |
| Francisco (Sacramento) | 547 | 563 | 2.9% | 308 | 323 | 4.7% | 198 | 226 | 14.2% | 26,443 | 28,304 | 7.0% |
| Station Total | 1,218 | 1,287 | 5.7% | 634 | 665 | 4.9% | 395 | 448 | 13.4% | 57,982 | 61,943 | 6.8% |
| ♿ Rockwell <i>Brown Line</i> | 1,585 | 1,623 | 2.4% | 799 | 857 | 7.2% | 482 | 547 | 13.5% | 74,816 | 76,919 | 2.8% |
| ♿ Western <i>Brown Line</i> | 3,484 | 3,596 | 3.2% | 2,271 | 2,556 | 12.5% | 1,427 | 1,661 | 16.4% | 172,777 | 178,787 | 3.5% |
| ♿ Damen <i>Brown Line</i> | 1,606 | 2,023 | 25.9% | 1,002 | 1,200 | 19.8% | 606 | 788 | 30.1% | 76,459 | 97,865 | 28.0% |
| ♿ Montrose <i>Brown Line</i> | 2,176 | 2,313 | 6.3% | 1,308 | 1,353 | 3.4% | 788 | 883 | 12.1% | 106,198 | 110,996 | 4.5% |
| ♿ Irving Park <i>Brown Line</i> | 1,935 | 2,422 | 25.2% | 1,129 | 1,390 | 23.2% | 666 | 941 | 41.2% | 91,343 | 117,008 | 28.1% |
| ♿ Addison <i>Brown Line</i> | 2,950 | 2,253 | -23.6% | 1,528 | 1,133 | -25.8% | 891 | 751 | -15.8% | 139,508 | 105,260 | -24.5% |
| ♿ Paulina <i>Brown Line</i> | | | | | | | | | | | | |
| ♿ Paulina | 0 | 1,644 | | 0 | 1,028 | | 0 | 680 | | 0 | 81,241 | |
| Paulina (East Inbound) | | 540 | | | 257 | | | 172 | | | 24,953 | |
| Paulina (East Outbound) | | 131 | | | 109 | | | 93 | | | 6,696 | |
| Station Total | 0 | 2,315 | | 0 | 1,394 | | 0 | 945 | | 0 | 112,890 | |
| ♿ Southport <i>Brown Line</i> | 3,045 | 2,889 | -5.1% | 1,830 | 1,713 | -6.4% | 1,157 | 1,183 | 2.2% | 148,748 | 138,713 | -6.7% |
| Wellington <i>Brown & Purple Express</i> | 0 | 2,323 | | 0 | 1,121 | | 0 | 718 | | 0 | 107,859 | |
| ♿ Diversey <i>Brown & Purple Express</i> | 5,220 | 4,764 | -8.7% | 2,860 | 2,814 | -1.6% | 1,833 | 1,872 | 2.1% | 250,050 | 231,012 | -7.6% |
| ♿ Armitage <i>Brown & Purple Express</i> | 3,822 | 3,848 | 0.7% | 2,004 | 1,965 | -1.9% | 1,205 | 1,241 | 2.9% | 182,011 | 181,790 | -0.1% |
| ♿ Sedgwick <i>Brown & Purple Express</i> | 3,119 | 3,303 | 5.9% | 1,946 | 2,014 | 3.5% | 1,302 | 1,475 | 13.2% | 152,017 | 161,795 | 6.4% |
| ♿ Chicago <i>Brown & Purple Express</i> | | | | | | | | | | | | |
| ♿ Chicago Outbound | 1,504 | 1,776 | 18.1% | 1,036 | 1,077 | 3.9% | 650 | 747 | 14.9% | 72,140 | 86,641 | 20.1% |
| ♿ Chicago Inbound | 1,489 | 1,620 | 8.8% | 791 | 881 | 11.5% | 441 | 525 | 19.0% | 68,300 | 76,692 | 12.3% |
| Chicago (Superior) Outbound | 1,078 | 1,078 | 0.0% | 497 | 450 | -9.3% | 267 | 296 | 10.6% | 50,365 | 49,571 | -1.6% |
| Chicago (Superior) Inbound | 854 | 831 | -2.7% | 222 | 214 | -3.6% | 128 | 115 | -10.0% | 37,487 | 35,862 | -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 |
| Station Total | 4,925 | 5,305 | 7.7% | 2,546 | 2,622 | 3.0% | 1,486 | 1,683 | 13.3% | 228,292 | 248,766 | 9.0% |
|  Merchandise Mart <i>Brown & Purple Express</i> | | | | | | | | | | | | |
|  Merchandise Mart (Main Entrance) | 5,912 | 6,082 | 2.9% | 1,479 | 1,440 | -2.7% | 670 | 693 | 3.4% | 253,667 | 259,456 | 2.3% |
| Merchandise Mart (Kinzie Outbnd) | | 0 | | | 0 | | | 0 | | | 0 | |
| Merchandise Mart (Kinzie Inbnd) | | 0 | | | 0 | | | 0 | | | 0 | |
| Station Total | 5,912 | 6,082 | 2.9% | 1,479 | 1,440 | -2.6% | 670 | 693 | 3.4% | 253,667 | 259,456 | 2.3% |
| Brown Line Total | 46,333 | 51,903 | 12.0% | 24,866 | 27,852 | 12.0% | 15,169 | 18,248 | 20.3% | 2,197,875 | 2,464,051 | 12.1% |
| Orange Line | | | | | | | | | | | | |
|  Midway Airport <i>Orange Line</i> | 7,938 | 7,684 | -3.2% | 3,418 | 3,238 | -5.3% | 2,978 | 2,942 | -1.2% | 372,160 | 362,046 | -2.7% |
|  Pulaski <i>Orange Line</i> | 4,782 | 4,586 | -4.1% | 1,785 | 1,791 | 0.3% | 1,069 | 1,165 | 8.9% | 214,767 | 207,421 | -3.4% |
|  Kedzie <i>Orange Line</i> | 2,964 | 2,867 | -3.3% | 1,463 | 1,455 | -0.5% | 892 | 937 | 5.1% | 137,570 | 133,194 | -3.2% |
|  Western <i>Orange Line</i> | 3,231 | 3,147 | -2.6% | 1,438 | 1,443 | 0.4% | 930 | 997 | 7.2% | 149,732 | 145,668 | -2.7% |
|  35th/Archer <i>Orange Line</i> | 2,586 | 2,518 | -2.6% | 1,111 | 1,157 | 4.2% | 695 | 767 | 10.2% | 117,764 | 115,691 | -1.8% |
|  Ashland <i>Orange Line</i> | 1,424 | 1,473 | 3.5% | 726 | 760 | 4.7% | 538 | 560 | 4.0% | 67,656 | 69,130 | 2.2% |
|  Halsted <i>Orange Line</i> | 2,536 | 2,516 | -0.8% | 1,144 | 1,074 | -6.1% | 750 | 736 | -2.0% | 116,300 | 113,955 | -2.0% |
| Orange Line Total | 25,461 | 24,791 | -2.6% | 11,085 | 10,918 | -1.5% | 7,852 | 8,104 | 3.2% | 1,175,949 | 1,147,105 | -2.5% |
| Loop | | | | | | | | | | | | |
|  Washington/Wells <i>Brown, Orange, Pink, Purple Express</i> | 6,875 | 6,530 | -5.0% | 1,210 | 1,201 | -0.7% | 712 | 740 | 4.0% | 296,239 | 279,448 | -5.7% |
| Quincy/Wells <i>Brown, Orange, Pink, Purple Express</i> | | | | | | | | | | | | |
| Quincy/Wells (inner) | 4,470 | 4,381 | -2.0% | 632 | 540 | -14.5% | 405 | 408 | 0.7% | 189,582 | 185,944 | -1.9% |
| Quincy/Wells (outer) | 2,809 | 2,602 | -7.4% | 878 | 924 | 5.2% | 812 | 853 | 5.0% | 131,186 | 119,639 | -8.8% |
| Station Total | 7,279 | 6,983 | -4.1% | 1,510 | 1,464 | -3.0% | 1,217 | 1,261 | 3.6% | 320,768 | 305,583 | -4.7% |
| LaSalle/Van Buren <i>Brown, Orange, Pink, Purple Express</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 |
| LaSalle/Van Buren (inner) | 1,489 | 1,471 | -1.2% | 192 | 164 | -14.5% | 120 | 119 | -0.6% | 63,025 | 61,669 | -2.2% |
| LaSalle/Van Buren (outer) | 1,728 | 1,599 | -7.4% | 290 | 291 | 0.3% | 182 | 220 | 20.7% | 75,886 | 69,133 | -8.9% |
| Station Total | 3,217 | 3,070 | -4.6% | 482 | 455 | -5.6% | 302 | 339 | 12.3% | 138,911 | 130,802 | -5.8% |
| ♿ Library <i>Brown, Orange, Pink, Purple Express</i> | 4,301 | 4,145 | -3.6% | 1,898 | 1,857 | -2.2% | 1,222 | 1,265 | 3.5% | 187,906 | 183,572 | -2.3% |
| Adams/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | 7,852 | 7,558 | -3.7% | 3,294 | 3,093 | -6.1% | 1,913 | 1,862 | -2.6% | 342,714 | 332,337 | -3.0% |
| Madison/Wabash <i>Brown, Orange, Pink, Purple Express, Green</i> | 5,222 | 5,465 | 4.7% | 2,440 | 2,755 | 12.9% | 1,316 | 1,464 | 11.2% | 236,463 | 250,141 | 5.8% |
| Randolph/Wabash <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>Randolph/Wabash (inner)</i> | 3,457 | 3,212 | -7.1% | 1,686 | 1,596 | -5.3% | 954 | 1,035 | 8.5% | 159,030 | 147,572 | -7.2% |
| <i>Randolph/Wabash (outer)</i> | 3,463 | 3,192 | -7.8% | 1,586 | 1,573 | -0.8% | 821 | 916 | 11.5% | 158,172 | 148,618 | -6.0% |
| Station Total | 6,920 | 6,404 | -7.5% | 3,272 | 3,169 | -3.1% | 1,775 | 1,951 | 9.9% | 317,202 | 296,190 | -6.6% |
| State/Lake <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>State/Lake (inner)</i> | 3,488 | 3,377 | -3.2% | 1,842 | 1,761 | -4.4% | 1,285 | 1,368 | 6.5% | 159,125 | 155,228 | -2.4% |
| <i>State/Lake (outer)</i> | 5,294 | 5,226 | -1.3% | 2,810 | 2,787 | -0.8% | 1,592 | 1,784 | 12.0% | 243,335 | 244,554 | 0.5% |
| Station Total | 8,782 | 8,603 | -2.0% | 4,652 | 4,548 | -2.2% | 2,877 | 3,152 | 9.6% | 402,460 | 399,782 | -0.7% |
| ♿ Clark/Lake <i>Brown, Orange, Pink, Purple</i> | | | | | | | | | | | | |
| <i>Clark/Lake (Wells)</i> | 1,825 | 1,799 | -1.4% | 297 | 263 | -11.4% | 167 | 160 | -4.2% | 77,981 | 75,142 | -3.6% |
| ♿ <i>Clark/Lake (Thompson Center)</i> | 8,494 | 8,034 | -5.4% | 2,137 | 2,235 | 4.6% | 1,404 | 1,609 | 14.6% | 371,730 | 355,325 | -4.4% |
| ♿ <i>Clark/Lake (203 N. LaSalle)</i> | 7,268 | 7,320 | 0.7% | 2,029 | 2,170 | 7.0% | 1,420 | 1,609 | 13.3% | 318,267 | 320,540 | 0.7% |
| Station Total | 17,587 | 17,153 | -2.5% | 4,463 | 4,668 | 4.6% | 2,991 | 3,378 | 12.9% | 767,978 | 751,007 | -2.2% |
| Loop Total | 68,035 | 65,911 | -3.1% | 23,221 | 23,210 | 0.0% | 14,325 | 15,412 | 7.6% | 3,010,641 | 2,928,862 | -2.7% |

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 | 142,016 | 142,383 | 0.3% | 68,311 | 67,226 | -1.6% | 49,288 | 51,114 | 3.7% |
| Brown | 87,635 | 93,225 | 6.4% | 49,220 | 53,352 | 8.4% | 30,025 | 34,877 | 16.2% |
| Green | 59,938 | 60,453 | 0.9% | 32,773 | 32,730 | -0.1% | 21,905 | 23,436 | 7.0% |
| Orange | 50,417 | 48,960 | -2.9% | 22,142 | 22,078 | -0.3% | 15,524 | 16,508 | 6.3% |
| Pink | 26,964 | 27,606 | 2.4% | 12,933 | 13,384 | 3.5% | 8,883 | 10,230 | 15.2% |
| Purple | 36,980 | 37,746 | 2.1% | 12,372 | 11,862 | -4.1% | 7,918 | 8,132 | 2.7% |
| Red | 221,447 | 228,877 | 3.4% | 164,294 | 170,678 | 3.9% | 111,069 | 123,035 | 10.8% |
| Yellow | 4,576 | 4,778 | 4.4% | 1,555 | 1,750 | 12.5% | 839 | 1,276 | 52.1% |
| System Total | 629,974 | 644,029 | 2.2% | 363,600 | 373,060 | 2.6% | 245,451 | 268,608 | 9.4% |

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 | 30,908 | 28.2% |
| Clark/Lake | 22,665 | 20.7% |
| Jackson (Red/Blue) | 18,374 | 16.8% |
| Roosevelt | 12,601 | 11.5% |
| Howard | 12,048 | 11.0% |
| Loop (not Clark/Lake) | 10,127 | 9.2% |
| West Side (Green/Pink) | 2,754 | 2.5% |
| Garfield-South Elevated | 44 | 0.0% |
| System Total | 109,521 | |