



RTA/Pace I-294 Tri State Market & Facilities Feasibility Study

Market Analysis Technical Memorandum

Regional Transportation Authority and Pace Suburban Bus



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Abbreviations

ACS	Census American Community Survey
APC	Automated Passenger Counter
CBD	Central Business District
CMAP	Chicago Metropolitan Agency for Planning
CTA	Chicago Transit Authority
CTPP	Census Transportation Planning Products
FTA	Federal Transit Administration
FIPS	Census Federal Information Processing Standard
GTFS	General Transit Feed Specification
HC	Metra Heritage Corridor Line
HH	Households
k	thousand
LAZ	Local Allocation Zone
LODES	Longitudinal Origin-Destination Employment Statistics
MD-W	Metra Milwaukee District West Line
O-D	origin-destination
ORD	O'Hare International Airport
RID	Metra Rock Island District
RTA	Regional Transportation Authority
STOPS	Simplified Trips-on-Project Software
SWS	Metra SouthWest Service Line
TAZ	Traffic Analysis Zone
T.C.	Transportation Center
UP-W	Metra Union Pacific West Line

1. Study Background and Purpose

The Regional Transportation Authority (RTA) / Pace Bus I-294 Tri-State Market & Facilities Feasibility Study (Study) identified and evaluated ways that Pace buses can capitalize on roadway improvements being constructed by the Illinois State Toll Highway Authority (Illinois Tollway) on portions of the I-294 Tri-State Tollway.

The Tri-State Tollway is a north-south roadway in the Chicago region, providing access to major employment centers and O'Hare International Airport. In 2016, Illinois Tollway initiated its Central Tri-State (I-294) Project, which includes the 22-mile segment between Balmoral Avenue and 95th Street ([Central Tri-State Project](#)). This segment carries the heaviest volume of passenger and freight traffic and has twice the amount of congestion delays compared to the entire Tollway system. The Central Tri-State Project will incorporate a number of innovations, including Flex Lanes, which will be available to Pace buses to avoid congestion. Flex Lanes are the left inside shoulder of the roadway; Pace buses are directed to the Lane by the Illinois Tollway's traffic operations center. Pace has identified I-294 as a critical corridor because of its place as a primary travel corridor and the opportunity that Flex Lanes present.

From this study, the agencies identified and evaluated several options that will allow Pace buses to benefit from the Central Tri-State improvements. Pace bus use of the Flex Lanes when traffic is congested will help make service in this corridor a competitive and affordable alternative to driving.

Recommendations from this study include:

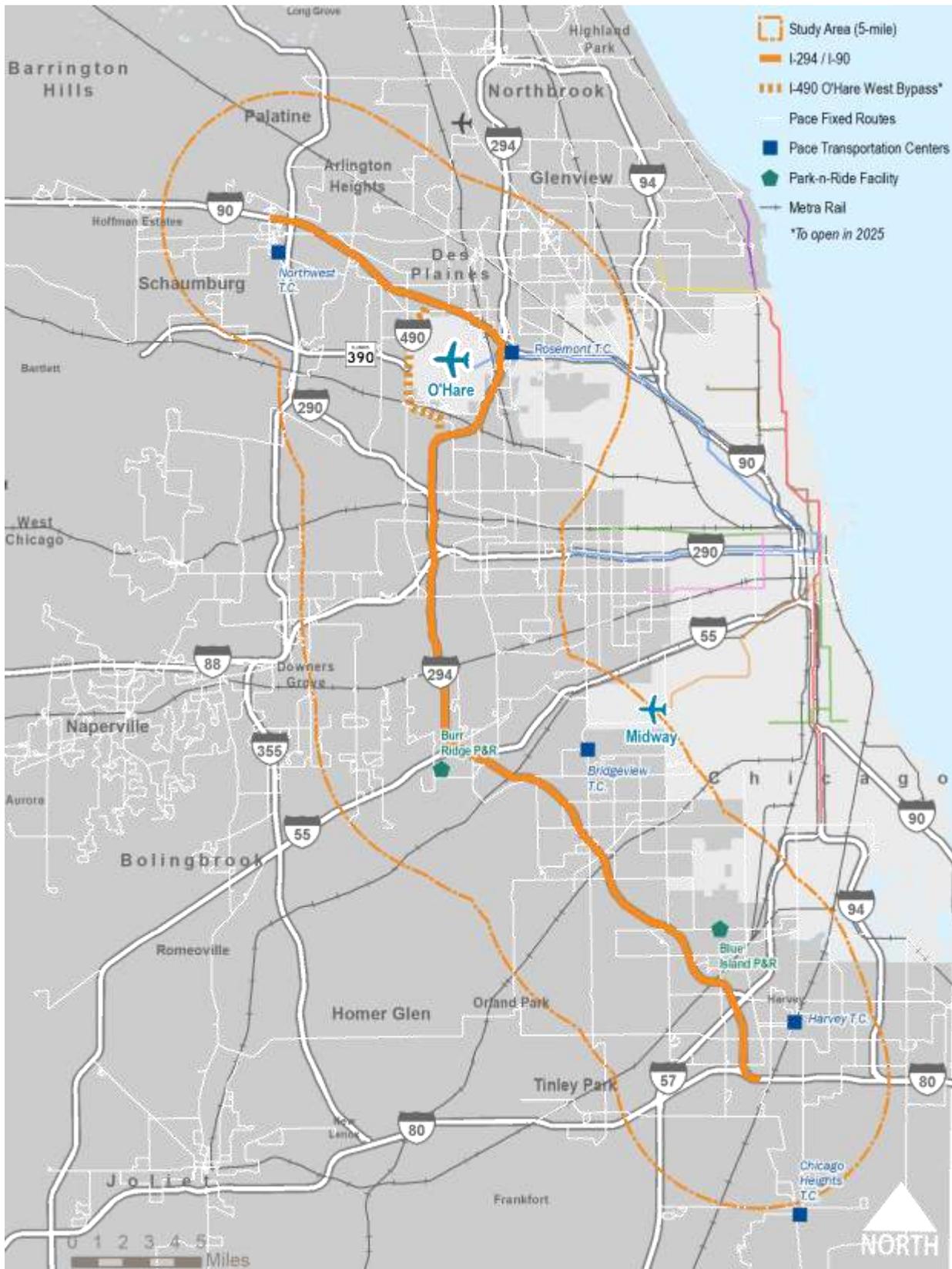
- Pace Express bus service concepts that primarily operate along the I-294 Tri-State Tollway
- Stations, roadways, and other infrastructure needed to support proposed bus services and provide improvements in passenger comfort, bus speeds, travel times, and access to jobs and other transit connections.
- A plan for implementing proposed bus services and associated support infrastructure

These recommendations were derived from a robust market analysis of existing and predicted travel patterns in the study area, computer modeling of concepts, and engineering assessments of potential site locations. Pace and RTA also coordinated with the Tollway throughout the study's development.

1.1 Study Area

As shown in Figure 1-1, the study area covered a 5-mile radius centered along the 48-mile I-294/I-90 corridor between Harvey and Schaumburg. The roadway study alignment also included I-490, which by 2025 will connect the I-90 Jane Addams Memorial Tollway, the IL-390 Elgin-O'Hare expressway, and the I-294 Tri-State Tollway along the west side of O'Hare Airport.

Figure 1-1. Pace I-294 Market & Facilities Feasibility Study Area



1.2 Task Overview

The Study involves five tasks that are listed below, including the relevant sub-tasks for Task 1.

Task 1: Existing Conditions and Travel Market

- 1.1 Transit Service
- 1.2 Traffic Conditions
- 1.3 **Market Analysis**
- 1.4 Identify Most Promising Corridors

Task 2: Conceptual Service Design and Infrastructure

Task 3: Implementation Plan

Task 4: Public Outreach and Marketing

Task 5: Final Report

Task 1 (Existing Conditions and Travel Market) documented current and future demand and transit service in the study corridor. This information provided the foundation to formulate service and infrastructure recommendations in later tasks by understanding current travel markets—both transit and non-transit flows—in the I-294 corridor. This Task 1.3 Technical Memorandum documented the Market Analysis in the Study area. Sections include:

- Analytical Framework, including data sources and geography selection and pairings
- Socioeconomic Trends
- Travel Flows
- Summary of Key Findings and Next Steps

1.3 Relevant Travel Market Assessments

I-294 Travel Market Analysis (RTA, 2016) | To aid the Illinois Tollway during its reconstruction planning for the I-294 Central Tri-State, RTA performed a high-level analysis of the potential transit market demand along the corridor. Techniques included origin-destination analysis using Census Longitudinal Origin-Destination Employment Statistics (LODES) data and Chicago Metropolitan Agency for Planning (CMAP) home-based work trip tables, and the Federal Transit Administration (FTA) Simplified Trips-on-Project Software (STOPS) tool. The study area was similar to this project, though it ran along I-490, IL-390, and I-290 on the western side of O’Hare, rather than the existing alignment along I-294 to I-90.

Analysis focused on markets potentially attracted to a premium express bus service, with high service frequencies and serving longer-distance trips. The origin-destination analysis suggested potential for express bus service in the southern and central portions of the corridor. The STOPS analysis estimated slightly over 2,100 new daily transit trips boarding across 11

potential stations from Lincoln Oasis to Pace Northwest Transportation Center (T.C.), with about 46% walk-access, 31% kiss-n-ride and park-n-ride, and 23% transfers. Roughly 52% of the boardings were potential stations at 75th St. and southward, and about 39% were from Grand Avenue and northward; the remaining 11% were at Ogden & Roosevelt. The most promising individual stations were 75th St., 95th St., and 127th St. in the south, and Thorndale/Busse (i.e., near I-490 @ IL-390) and Northwest T.C. in the north.

South Cook County Mobility Study (Cook County, 2018) | Express bus service operating in flex lanes along I-294 was one of the many transit improvement scenarios examined during this study, commissioned as part of the Connecting Cook County program. The service was analyzed in STOPS to estimate ridership at nine stations between Rosemont T.C. and Harvey T.C. (including a deviation at Oakbrook) at 15-minute peak period headways. Results showed 3,200 new Pace bus riders, 800 new CTA bus/rail riders, and 400 fewer Metra riders. As the study references, this is potentially higher ridership than the existing I-55 express routes. The estimated net O&M costs were projected to exceed net revenues (\$3.6M vs. \$1.2M). The study also noted that removing Oakbrook lowers ridership but increases speed to other stations, though it's difficult to state how much ridership would be lost because the analysis was done in a combined scenario. In all cases, Rosemont emerged as an effective transit hub for the I-294 service.

Pace IL-390 Tollway Corridor Service Study (Pace, Illinois Tollway 2017) | This study assessed connecting corridors and suitable transit modes for the IL-390 corridor. One of the connecting corridors analyzed was I-294—specifically a restructuring and expansion of Pace Route 895 between Rosemont T.C. and 95th St. (currently at Chicago Ridge Mall). This connection scored well on transit propensity (based on geographic and socioeconomic factors) and a lack of overlap with existing services, but comparatively low on travel demand and pedestrian connectivity. Due to the comparatively low levels of demand, it scored low on projected ridership.

2. Analytical Framework

2.1 Data Sources

The primary origin-destination data source in the travel flow analysis for the I-294 Market Study was the Census Transportation Planning Products (CTPP), described in further detail below. These data describe existing travel patterns (with the inclusion of some statistical techniques to introduce noise for privacy reasons). CTPP data is based on American Community Survey¹ (ACS) responses. As it is produced using survey data, the CTPP should reflect accurate home and work locations. This is a notable improvement over the Census Longitudinal Origin-Destination Employment Statistics (LODES) dataset, which experiences a headquartering effect due to its reliance on administrative data, often assigning the workplace location to the central office rather than the worksite.

However, as it is a survey, CTPP is affected by sampling errors at smaller levels of geography and reporting errors due to incomplete survey responses (e.g., workplace locations with insufficient detail to be geocoded). CTPP may also omit some low-frequency origin-destination pairs due to sampling.

The CTPP data is published roughly every five years. The most recent dataset includes the five-year estimates 2012-2016, which were published late 2019 and are used in this analysis. During the course of this study, the COVID-19 pandemic has had a serious impact on commuting behavior, the ultimate results of which are yet to be known. Due to this uncertainty, as well as the fixity of the built environment and transportation infrastructure, analysis is proceeding under the assumption that post-pandemic origin-destination patterns will remain largely similar to historical distributions.

The most commonly used geography in the CTPP is the Census tract as it is a standardized geography that can be easily aggregated and disaggregated using the Census Federal Information Processing Standard (FIPS) crosswalks. However, traffic analysis zone (TAZ) level data is also available and may be used for more detailed analysis. Because this study seeks to differentiate travel flow trends between very detailed corridors (such as the one-mile buffer around bus stops), the more geographically detailed TAZ data were used. For reference, there are just under 794 TAZs in the five-mile radius of the study corridor, and 1,781 TAZs assigned to connecting transit corridors, as will be described in greater detail below.

CTPP provides a number of other useful commuter attributes, including travel mode, and telecommuters can be included or excluded.

¹ ACS is the replacement to the long-form Census and is conducted on an ongoing basis. As it is a survey rather than a census, it covers less than 10 percent of the population, and statistical techniques are used to extrapolate the sample results to the full population. No origin-destination commuting data has been included in the decennial Census since 2000.

2.2 Geographies

Geography Definitions

The market analysis in Sections 3 and 4 generally proceed from a higher-level description of regional trends to more detailed analysis pertaining to particular locations along the study corridor (roughly corresponding to auto-access and transit-access distances). To accommodate this progressively narrowing analytical focus, several different geographic types were used: zone groups, zones, employment clusters, study area polygons, and connecting transit corridors, outlined below.

Regional

Two primary geographies are used in the regional analysis: zones and zone groups, with additional information provided for non-contiguous employment clusters where useful.

Depicted in the right map in Figure 2-1, zones are based on Census-designated county subdivisions (primarily townships), modified in some instances to ensure that the area was contiguous. All of Cook County and DuPage County and the northern part of Will County were included when assembling the zones.

Zone groups are contiguous groupings of zones. There are three zone groups defined along the I-294 Corridor (O'Hare, Central, and South), five for adjacent suburban locations, and one for Chicago, as seen in the left map in Figure 2-1.

Figure 2-1. Zone Groups and Zones

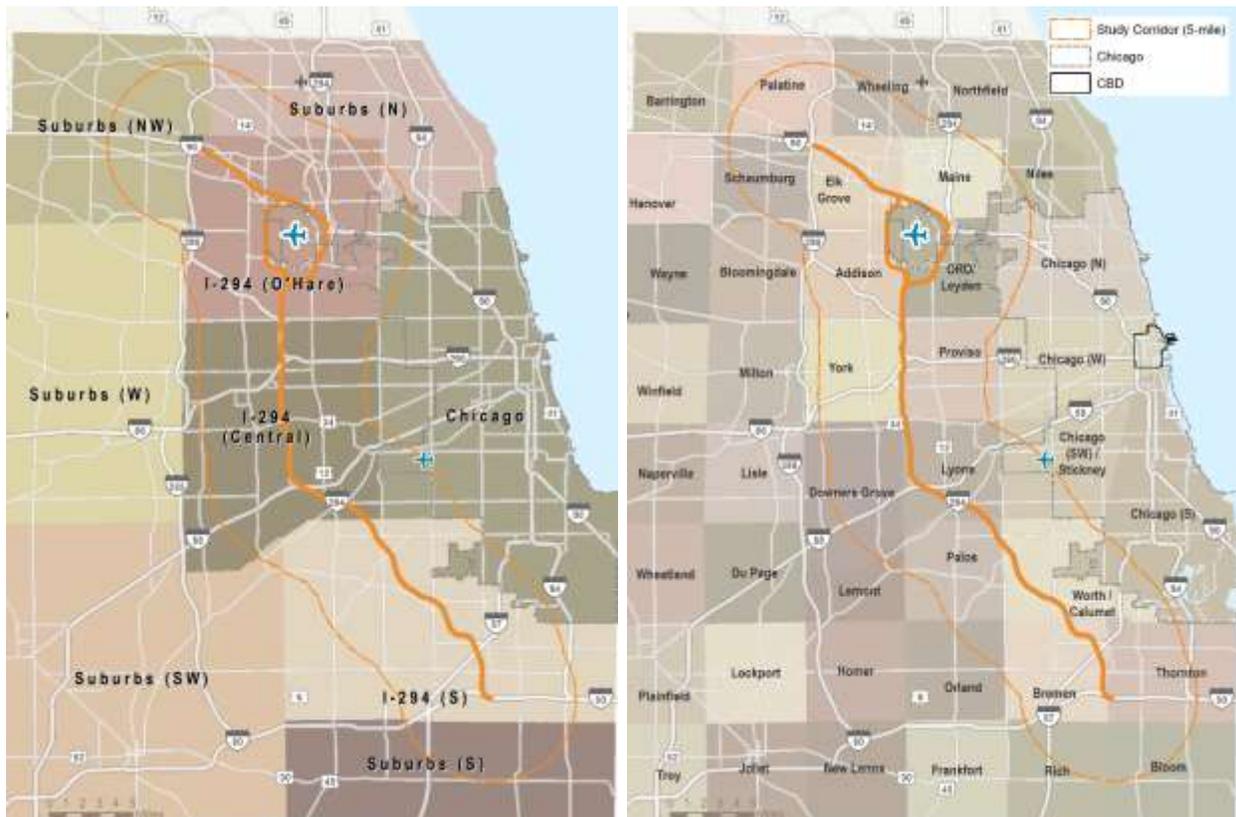
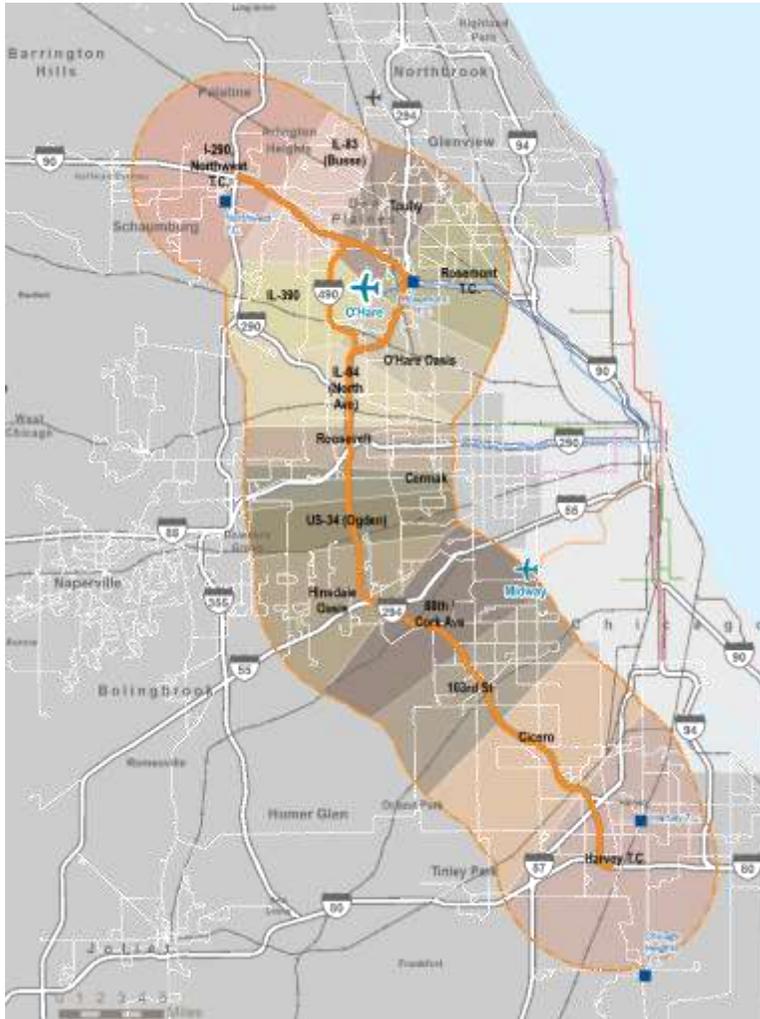


Figure 2-3. I-294 Polygons



The second geography for analysis is the transit connection corridors, of which there are 49. The corridors are listed in Table 2-1 and are simply illustrated in Figure 2-4 (note that the Corridor IDs are not necessarily continuously sequential to allow for corridors to be added as the study progressed, resulting in a final ID value of 81). This geography is used to identify the commuter homes and workplaces that could potentially be connected to the Tri-State service, serving as either the link between the worker's home and the Tri-State service, or between the Tri-State and the workplace.

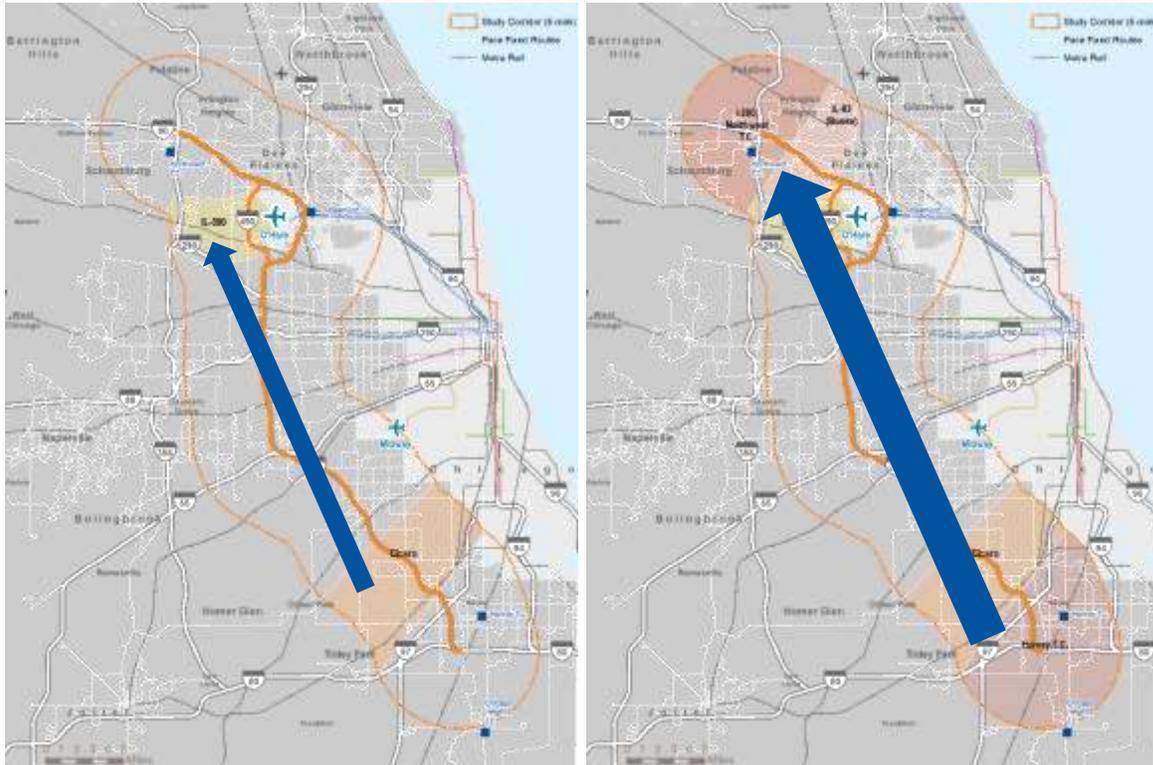
Table 2-1. Transit Connection Corridors

Corridor ID	Corridor Name	Group	Sq. Mile
1	95th St.	Pace Pulse	62
2	Harlem	Pace Pulse	74
3	Roosevelt	Pace Pulse	87
4	Cermak	Pace Pulse	64
5	Cicero	Pace Pulse	70
6	Golf	Pace Pulse	70
7	Halsted	Pace Pulse	63
8	159th St.	Pace Pulse	33

Corridor ID	Corridor Name	Group	Sq. Mile
9	Dempster	Pace Pulse	33
10	Touhy	Pace Pulse	36
11	IL-83	Pace Pulse	89
12	IL-64 (North Avenue)	Pace Pulse	59
13	Mannheim/LaGrange	Pace Pulse	61
14	IL-19	Pace Pulse	61
15	IL-62	Pace Pulse	47
16	Route 395	Pace I-294	23
17	Route 888	Pace I-294	24
18	Route 895	Pace I-294	19
19	Route 890	Pace I-294	24
20	Route 877	Pace I-294	37
21	Route 600	Pace Express	6
22	Route 603	Pace Express	13
23	Route 605	Pace Express	13
24	Route 607	Pace Express	13
25	Route 755	Pace Express	19
26	Route 850	Pace Express	27
27	Route 851	Pace Express	19
28	Route 855	Pace Express	19
29	Route 757	Pace Express	30
30	IL-390	Pace Pulse	23
40	CTA Blue Line (O'Hare)	CTA Rail	38
50	BNSF	Metra	53
51	HC	Metra	22
52	MD-W	Metra	54
53	NCS	Metra	53
54	RID	Metra	50
55	SWS	Metra	35
56	UP-W	Metra	53
71	Route 221	Pace Local	28
72	Route 223	Pace Local	24
74	Route 226	Pace Local	33
75	Route 313	Pace Local	34
76	Route 332	Pace Local	33
77	Route 349	Pace Local	25
78	Route 359	Pace Local	33
79	Route 379	Pace Local	64
80	Route 384, 385	Pace Local	86
81	Route 604	Pace Local	16

**Note: Corridor IDs were generally added/assigned in thematic groupings, which is why there are sometimes gaps to allow for routes to be added as analysis progressed. Corridor 73 was dropped due to an update to the area served by Route 226.*

Figure 2-5. Polygon to Polygon Example



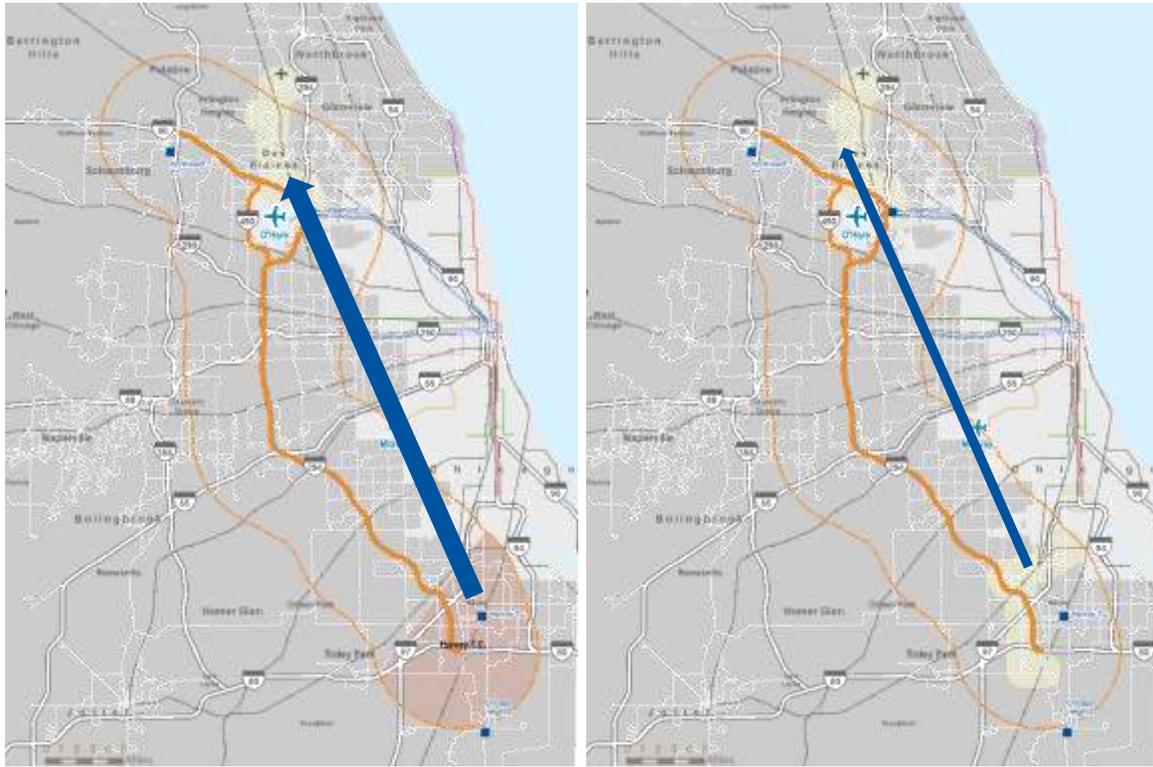
The approach to analyzing the travel flows in the context of the existing transit network is based on the assumption that there are two primary ways of accessing a Tri-State bus service, based on the riders' preferences and the mode of transportation available to them at the start of their trip (i.e., at their place of residence):²

1. An auto-access, Park-n-Ride type service, in which the Pace user either drives to or is dropped off at a facility adjacent to the corridor, boards a bus and travels the line-haul portion of their trip along the Tri-State until reaching their appropriate egress point, and then makes the last-mile connection to their final destination by some other mode of transportation (e.g., walking, biking, catching a connecting bus, ride-hailing, etc.).
2. A non-motorized/transit-access service, in which the Pace user accesses the Tri-State service by traveling to an appropriate transit connection to the service by a non-motorized means (e.g., walking, biking, scootering) before transferring. As in trip type #1, the last-mile connection at the end of the line-haul portion of the trip is typically made by a mode other than private automobile (i.e., non-motorized, transit, or taxi).

Trip type #1 is best captured in the polygon-to-corridor pairing, illustrated in the left map in Figure 2-6, representing trips beginning near the southern end of the study area and ending near Pace Route 221 in the north. Trip type #2 is best captured in the corridor-to-corridor pairing, illustrated in the right map in the same figure, showing the trips originating near Route 359 and ending near Route 221. The summary of these two types of travel flows is included in Section 4.3 on page 57.

² Note that as most riders do not have access to a personal automobile at the destination end of their trip, last-mile connections are generally more geographically limited than first-mile connections due to the higher cost of taxi- and ride-hailing in comparison with non-motorized connections (which are generally shorter distances) or transit connections (which are restricted to existing service coverage).

Figure 2-6. Polygon to Corridor, Corridor to Corridor Examples



3. Socioeconomic Trends

3.1 Study Corridor Socioeconomic Conditions

According to data from the Chicago Metropolitan Agency for Planning (CMAP), there were about 1.95 million people living in households within the 5-mile radius of the Tri-State corridor, and about 1.11 million jobs. This represents roughly a quarter of the total population and jobs in the seven-county CMAP planning area in about 13% (528 square miles) of its area.

CMAP forecasts indicate that by 2050, household population for this area will grow by 19% to roughly 2.31 million, and employment will increase by 17% to 1.30 million jobs.

To look more specifically at different locations along the study corridor, we begin with a high-level analysis, grouping the 15 polygons (described in Section 2.2) so that each group makes up one third of the 528 sq. miles of the study area, as shown in Figure 3-1.

Among these equal thirds, 39% of people live in the northern area, and 31% live in each the central and southern areas. Employment is even more unevenly distributed, with 50% of all jobs in the study area in the northern portion, 32% in the central portion, and 17% in the southern portion. These proportions are expected to remain roughly similar in 2050, though the south is expected to grow slightly more quickly (increasing to 32% of people and 19% of jobs). The exact figures, along with density measures, are provided in Table 3-1.

Figure 3-1. Polygon Groups



Table 3-1. Household Population and Jobs by Polygon Group (2015, 2050)

Polygon Group	HH Pop. (2015)	HH Pop. (2050)	HH Pop / acre (2015)	HH Pop / acre (2050)	Change 2015-2050
North	755,249	869,266	6.4	7.4	15%
Central	595,536	698,645	5.4	6.3	17%
South	596,895	741,351	5.7	7.0	24%

Polygon Group	Jobs (2015)	Jobs (2050)	Jobs / acre (2015)	Jobs / acre (2050)	Change 2015-2050
North	558,445	636,731	4.7	5.4	14%
Central	356,801	412,402	3.2	3.7	16%
South	193,185	247,385	1.8	2.4	28%

Source: CMAP On To 2050. HH Population: household population (i.e., group quarter population not included).

Turning to the individual polygons, the population and employment counts for 2015 and 2050 are provided in Table 3-2 and Table 3-3. In this case, due to the varying size of the polygons, it's important to focus on the density measures—household population per acre and jobs per acre. The location with the highest population density is Rosemont T.C., followed by the polygons immediately south (O'Hare Oasis, IL-64 (North Avenue), Roosevelt), as well as 103rd Street. The largest proportional increases in population are expected to the distant south (Harvey T.C.), followed by IL-390 and Cermak.

Table 3-2. Household Population by Polygon (2015, 2020)

Polygon	HH Pop. (2015)	HH Pop. (2050)	HH Pop / acre (2015)	HH Pop / acre (2050)	Change 2015-2050
01. I-290, Northwest T.C.	214,754	244,445	5.4	6.1	14%
02. IL-83 (Busse)	95,587	110,300	6.2	7.2	15%
03. Touhy	92,737	107,700	5.4	6.3	16%
04. Rosemont T.C.	185,867	211,226	10.6	12.1	14%
05. IL-390	46,990	59,331	3.4	4.3	26%
06. O'Hare Oasis	119,314	136,264	8.6	9.8	14%
07. IL-64 (North Ave)	147,715	170,051	7.6	8.8	15%
08. Roosevelt	86,935	102,352	7.0	8.2	18%
09. Cermak	36,587	46,070	3.6	4.5	26%
10. US-34 (Ogden)	88,944	103,210	7.0	8.1	16%
11. Hinsdale Oasis	117,656	137,758	5.2	6.0	17%
12. 88th / Cork Ave	117,699	139,204	3.6	4.3	18%
13. 103rd St.	154,619	181,927	7.0	8.2	18%
14. Cicero	216,732	260,540	5.9	7.1	20%
15. Harvey T.C.	225,544	298,884	4.8	6.4	33%

Source: CMAP On To 2050.

In terms of existing and future jobs by polygon (Table 3-3), high employment density is seen in the locations around O'Hare Airport (Touhy, Rosemont T.C., IL-390), as well as Cermak further south (driven largely by the Oak Brook employment cluster, medical campus in Hines, and industrial park between Cermak and the CN line). There is a visible trailing off in job density south of Cermak, but this is also the area with higher projected job growth, especially Harvey T.C., 88th / Cork, and Cicero—all expected to have at least 25% more jobs by 2050.

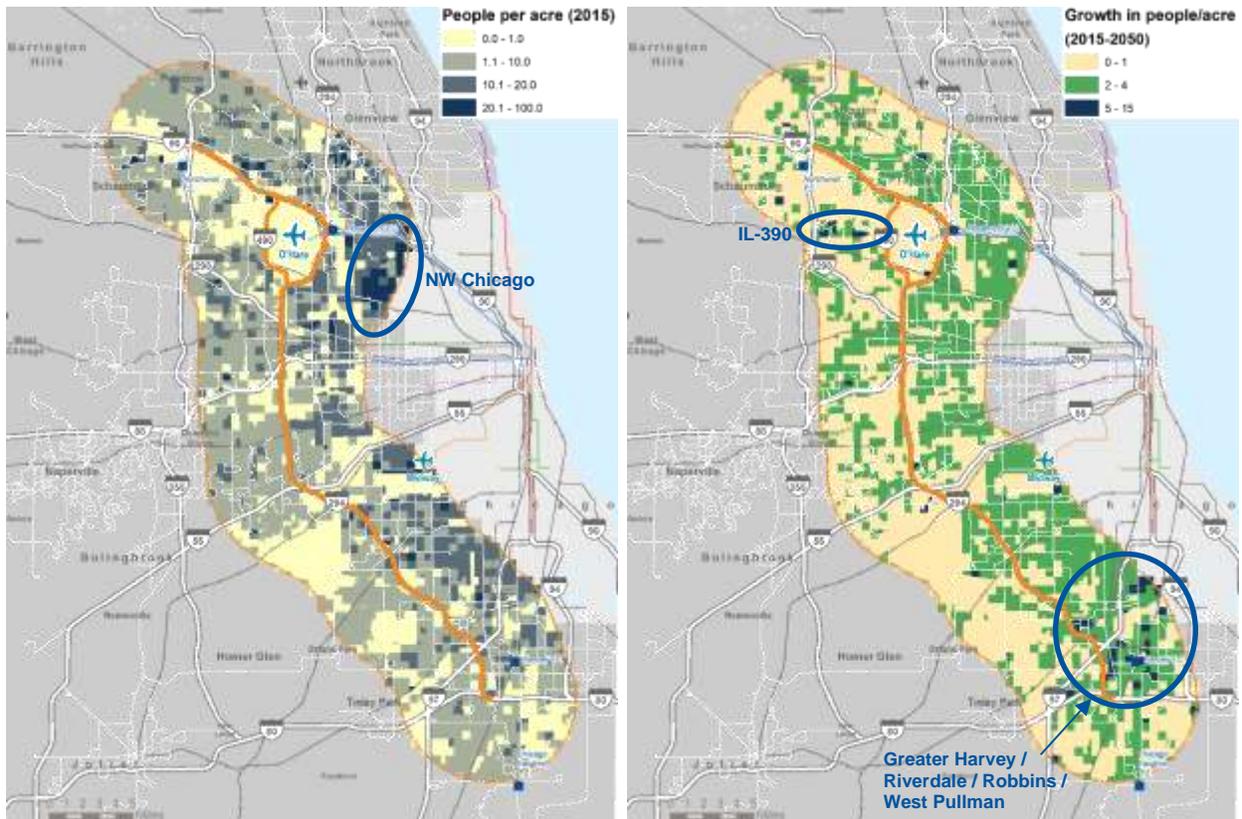
Table 3-3. Employment by Polygon (2015, 2020)

Polygon	Jobs (2015)	Jobs (2050)	Jobs / acre (2015)	Jobs / acre (2050)	Change 2015-2050
01. I-290, Northwest T.C.	159,498	181,262	4.0	4.5	14%
02. IL-83 (Busse)	68,296	81,084	4.4	5.3	19%
03. Touhy	105,854	116,538	6.2	6.8	10%
04. Rosemont T.C.	106,361	118,438	6.1	6.8	11%
05. IL-390	66,507	77,651	4.8	5.7	17%
06. O'Hare Oasis	51,929	61,758	3.7	4.4	19%
07. IL-64 (North Ave)	71,127	82,025	3.7	4.2	15%
08. Roosevelt	47,084	54,294	3.8	4.3	15%
09. Cermak	82,157	88,061	8.0	8.6	7%
10. US-34 (Ogden)	45,792	51,642	3.6	4.0	13%
11. Hinsdale Oasis	53,107	61,862	2.3	2.7	16%
12. 88th / Cork Ave	57,534	74,518	1.8	2.3	30%
13. 103rd St.	61,289	73,322	2.8	3.3	20%
14. Cicero	68,777	87,422	1.9	2.4	27%
15. Harvey T.C.	63,119	86,641	1.4	1.9	37%

Source: CMAP On To 2050.

Finally, the detailed distribution of population and employment is provided in Figure 3-2 and Figure 3-3. The geographies are CMAP-designated Local Allocation Zones (LAZ), which are based on the Public Land Survey System quarter-sections but have been further divided by municipal and community boundaries. The left map in Figure 3-2 illustrates the existing higher population density in areas nearer to Chicago—particularly on the northwest side. The right map shows expected growth in population density, with visible hotspots in the south, east of the Tri-State.

Figure 3-2. Population Density in Study Area (2015-2050)

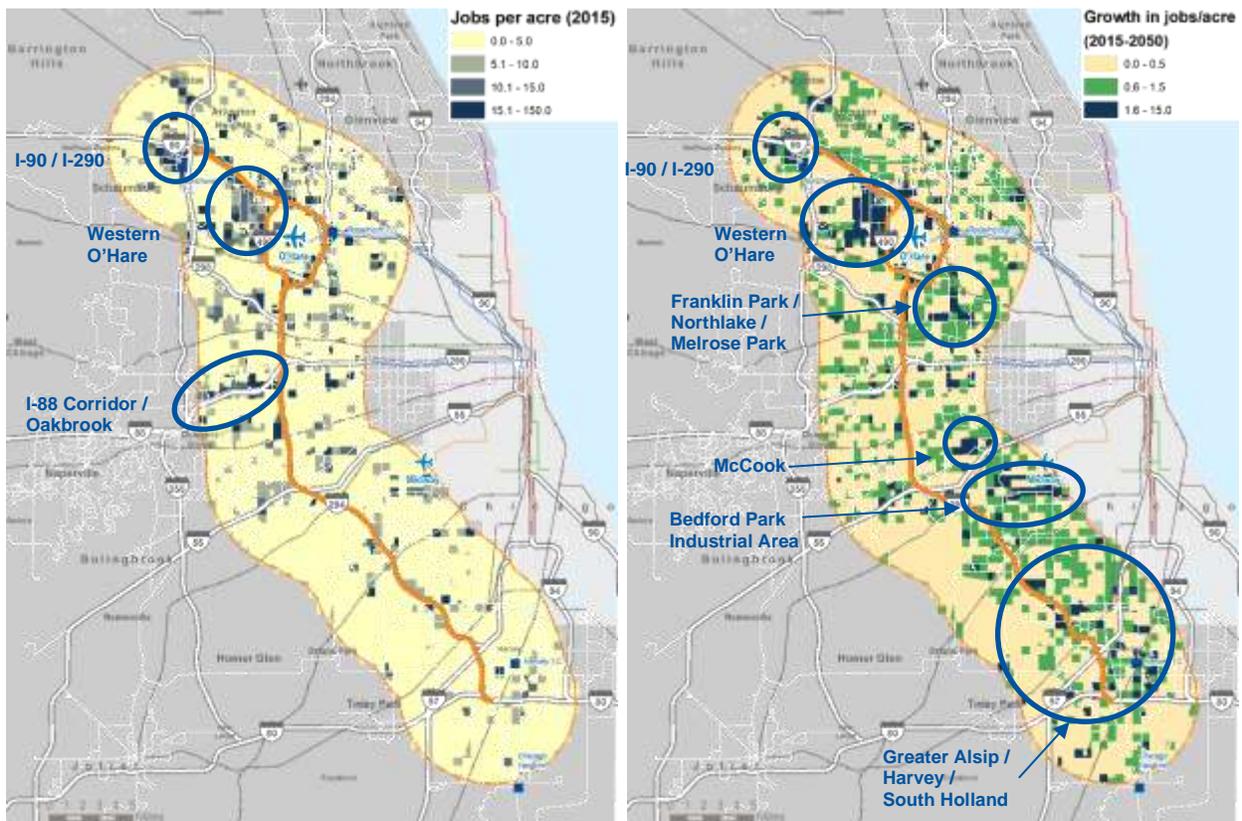


Source: CMAP On To 2050.

Note: Areas of highest density/growth have been circled.

For employment density, existing clusters are generally centered on transportation infrastructure, such as O'Hare and ribbon development along I-88 between Oakbrook and Yorktown Center, as well as other area interstates. Another notable cluster is in Schaumburg at the junction of I-90 and I-290 (Woodfield Mall, Roosevelt University, and surrounding commercial development). Job growth is generally expected to be contiguous with existing clusters (including Bedford Pak Industrial Area, western O'Hare Airport, Schaumburg) and freight-oriented development like the area near rail facilities between O'Hare and North Avenue to the southeast (e.g., Franklin Park Industrial Area, portions of Northlake and Melrose Park) and areas along I-55 on either side of the Tri-State (McCook). Scattered pockets of high growth are also anticipated in the southern portion of the study area (e.g., Alsip, Harvey, South Holland).

Figure 3-3. Employment Density in Study Area (2015-2050)



Source: CMAP On To 2050.

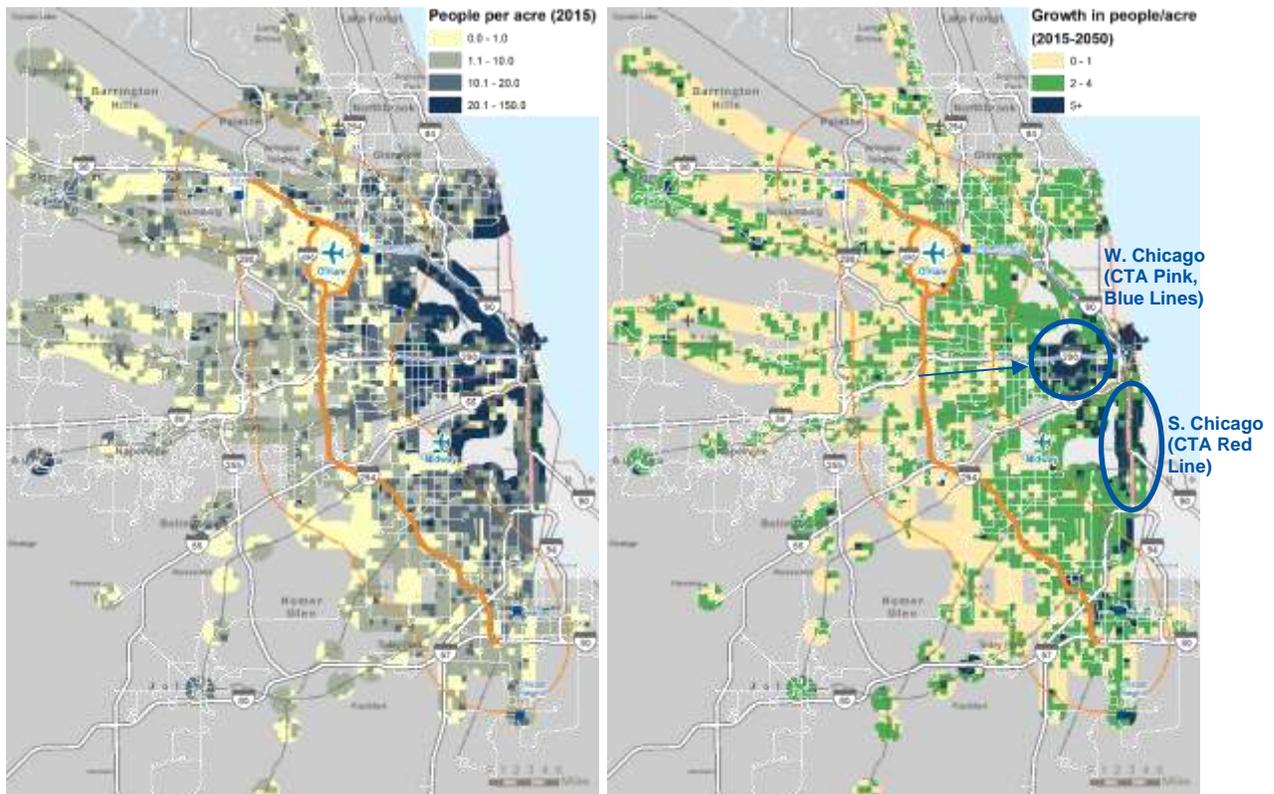
The CMAP socioeconomic forecasts were also analyzed in terms of the 49 transit corridors connecting to I-294. These are illustrated in the maps in Figure 3-4 and Figure 3-5.

The highest density in existing population and jobs are primarily in the connecting corridors that include either downtown connections (such as Metra corridors or Pace I-55 Express buses) or segments transferring to CTA rail line connections. Outside of the central area, there are also notable employment clusters near and west of O'Hare Airport, in Schaumburg near the interchange of I-90 with I-290, and near Oak Brook / Yorktown along I-88, among others.

In terms of growth, the major concentrations of population growth are in central Chicago, west of downtown along the CTA Pink and Blue Lines (connecting to future Pulse Cermak and Roosevelt corridors), along the CTA Red Line south to 95th Street, in Harvey, and near some suburban Metra stations. Employment growth is notable in the Western O'Hare/Elk Grove

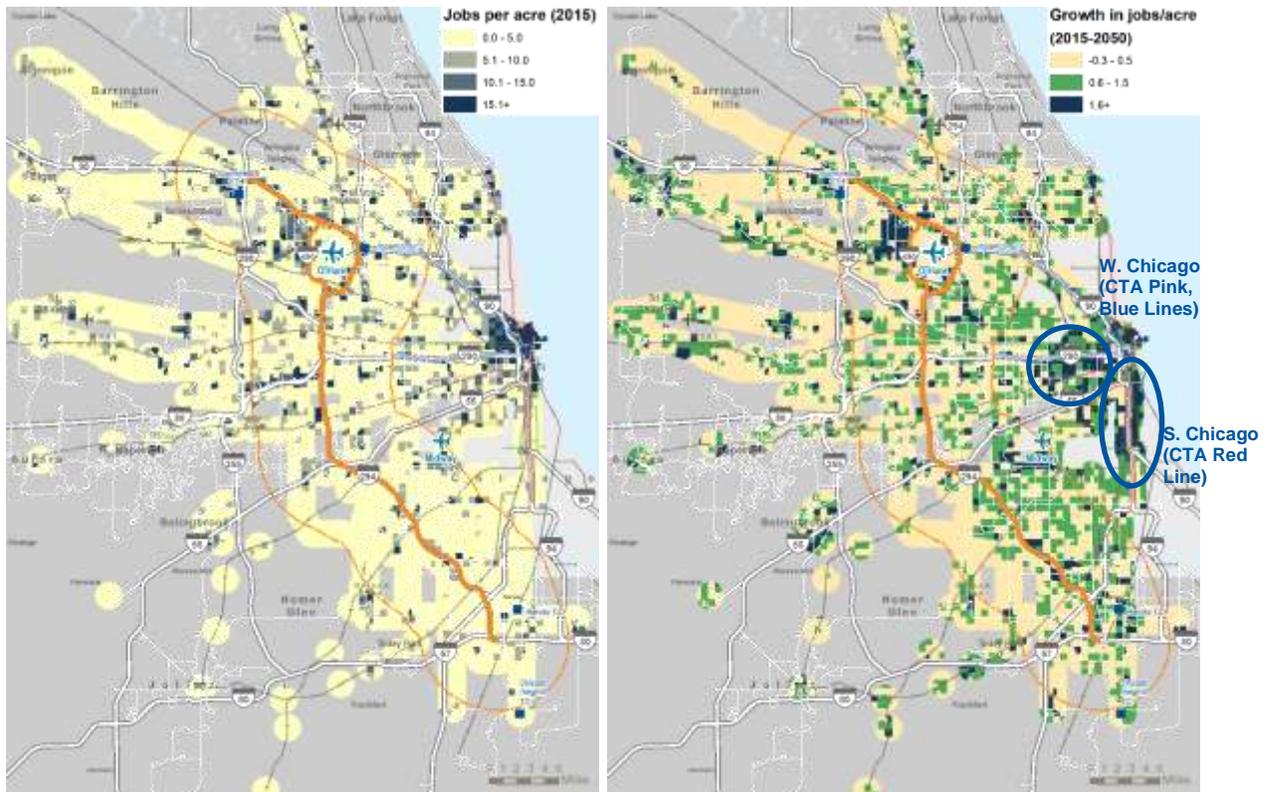
Village Industrial Market, Bedford Park Industrial Area, as well as along the south Red Line, among other locations.

Figure 3-4. Population Density in Connecting Transit Corridors (2015-2050)



Source: CMAP On To 2050.

Figure 3-5. Employment Density in Connecting Transit Corridors (2015-2050)



Source: CMAP On To 2050. Note: Employment clusters previously labeled are excluded for map legibility.

The current and future population and employment were tabulated by corridor segments, and the results were analyzed to identify a subset of corridors near I-294 that score highly (i.e., in the top 10 ranking across the 49 corridors) in terms of either existing population or jobs, or anticipated growth in these areas, or a combination of these metrics. Only corridor segments that have a portion within the five-mile radius were included to mitigate the potential of high central urban densities skewing the results. The results are provided in Table 3-4.

Table 3-4. Socioeconomic Forecasts by Corridor Segment within 5-mile Radius

Corridor	Top Ranking	HH Population (2015)	HH Population (2050)	Pop. per acre (2015)	Growth (2015-2050)	Jobs (2015)	Jobs (2050)	Jobs per acre (2015)	Growth (2015-2050)
Route 223	Jobs and Growth in Jobs	47,422	57,718	3	0.7	118,604	136,631	8	1.2
Route 226	Population	213,968	242,760	10	1.4	128,248	145,902	6	0.9
Route 313	Population	209,570	244,492	10	1.6	111,629	124,431	5	0.6
Route 332	Jobs	87,689	102,860	4	0.7	157,942	170,660	7	0.6
Route 349	Growth in Population	143,043	180,738	9	2.3	30,579	42,429	2	0.7
Route 379	Population	411,808	481,259	11	1.8	150,876	181,239	4	0.8
Route 384, 385	Population, Growth in Population	565,847	665,272	11	1.9	206,608	249,158	4	0.8
Route 600	Jobs	8,836	10,801	2	0.5	56,991	60,284	14	0.8
Route 607	Jobs and Growth in Jobs	18,493	27,131	2	1.1	52,166	59,811	6	0.9
Route 757	Jobs and Growth in Jobs	97,907	116,631	5	1.0	139,289	159,620	7	1.1
Route 855	Growth in Population & Jobs	62,270	77,931	8	1.9	43,178	53,041	5	1.2
Route 888	Jobs	44,498	58,081	3	0.9	128,328	138,001	8	0.6
Route 890	Growth in Population	63,616	94,854	4	2.1	38,864	49,761	3	0.7
Route 895	Jobs and Growth in Jobs	48,274	57,033	4	0.7	103,518	115,365	8	1.0
Cermak	Jobs	191,536	225,231	7	1.2	185,057	202,577	7	0.6
Cicero	Population	435,441	511,727	10	1.8	161,942	192,881	4	0.7
Halsted	Growth in Population	172,705	228,632	7	2.4	42,581	59,819	2	0.7
Harlem	Population	443,584	508,991	9	1.4	173,130	203,315	4	0.6
Roosevelt	Growth in Population & Jobs	428,090	536,702	8	2.0	311,338	361,402	6	0.9
CTA Blue Line	Population, Jobs, and Growth in Jobs	399,426	437,737	18	1.8	238,093	263,811	11	1.2
HC	Growth in Jobs	61,001	77,304	5	1.3	53,538	66,491	4	1.0
MD-W	Population, Growth in Population & Jobs	349,630	410,889	11	1.8	152,050	183,161	5	0.9
BNSF	Population, Growth in Population & Jobs	347,183	415,972	11	2.1	186,240	217,009	6	0.9

Source: CMAP On To 2050.

The full socioeconomic results for all corridors and corridor segments are provided in Table 3-5 on the following pages.

Table 3-5. Socioeconomic Forecasts by Corridor (and Corridor Segment)

Corridor (and Corridor Segment)	HH Population (2015)	HH Population (2050)	Pop. per acre (2015)	Pop. per acre (2050)	Growth (2015-2050)	Jobs (2015)	Jobs (2050)	Jobs per acre (2015)	Jobs per acre (2050)	Growth (2015-2050)
95th St.	491,278	620,099	13	16	3.3	699,935	778,118	18	20	2.0
95th St. (east)	138,979	159,913	11	12	1.6	44,068	53,075	3	4	0.7
95th St. (west)	28,133	34,822	6	7	1.3	13,412	16,490	3	3	0.6
95th St. (west to Mannheim - LaGrange)	26,791	31,820	6	7	1.1	10,176	12,608	2	3	0.5
Red Line (South) (Line)	219,925	289,249	16	21	5.0	56,653	77,684	4	6	1.5
Red Line (CBD)	77,451	104,295	35	47	12.2	575,627	618,261	262	281	19.4
Harlem	443,584	508,991	9	11	1.4	173,130	203,315	4	4	0.6
Harlem Ave (central)	201,423	230,533	11	12	1.5	76,306	91,225	4	5	0.8
Harlem Ave (north)	192,872	219,558	11	13	1.5	70,126	81,187	4	5	0.6
Harlem Ave (south)	49,289	58,900	4	5	0.9	26,698	30,903	2	3	0.4
Roosevelt	511,653	648,912	9	12	2.5	894,931	988,084	16	18	1.7
Roosevelt Road (east)	64,173	74,657	8	9	1.2	44,044	49,629	5	6	0.7
Roosevelt Road (west)	14,663	18,188	4	5	1.0	43,975	47,321	12	13	0.9
Blue Line (Forest Park) (Line)	221,638	284,798	17	22	4.9	133,184	159,708	10	13	2.1
Blue Line (Forest Park) (CBD)	83,563	112,210	36	48	12.2	583,593	626,682	248	267	18.3
Roosevelt Road (83 to Randall)	127,616	159,059	5	6	1.1	90,135	104,744	3	4	0.5
Cermak	525,709	647,411	13	16	3.0	918,666	1,006,911	23	25	2.2
Cermak (east)	140,336	160,245	12	14	1.7	54,474	62,884	5	5	0.7
Cermak (T-S to Yorktown)	19,731	26,569	3	4	1.0	82,431	87,718	12	13	0.8
Pink Line (Line)	251,135	311,286	22	28	5.4	149,423	176,915	13	16	2.5
Pink Line (CBD)	83,038	110,893	35	47	11.9	584,187	627,419	249	267	18.4
Cermak (west extension)	31,469	38,418	4	4	0.8	48,151	51,974	5	6	0.4
Cicero	528,407	636,648	12	14	2.4	770,850	850,263	17	19	1.8
Cicero Ave	145,725	170,587	8	9	1.4	67,455	79,706	4	4	0.7
Orange Line (Line)	256,995	297,606	20	23	3.1	83,449	97,935	6	7	1.1
Orange Line (CBD)	92,966	124,921	34	46	11.7	608,907	657,383	222	240	17.7
Cicero Ave (south extension)	32,721	43,534	3	4	1.0	11,039	15,240	1	1	0.4
Golf	336,439	390,322	8	9	1.2	190,102	217,323	4	5	0.6
Golf Road (east)	187,856	216,888	9	11	1.4	98,761	110,207	5	5	0.6
Golf Road (west extension)	148,583	173,434	6	7	1.0	91,341	107,116	4	4	0.7
Halsted	470,080	622,176	12	16	3.8	674,861	755,764	17	19	2.0
Halsted (95th to Harvey)	119,036	151,532	10	13	2.7	12,245	21,059	1	2	0.7
Halsted (south extension)	53,669	77,099	5	7	2.0	30,337	38,761	3	3	0.7
Red Line (South) (Line)	219,925	289,249	16	21	5.0	56,653	77,684	4	6	1.5
Red Line (CBD)	77,451	104,295	35	47	12.2	575,627	618,261	262	281	19.4
159th St.	109,365	139,561	5	7	1.4	46,693	57,444	2	3	0.5
159th St. (west)	65,049	76,245	5	6	0.9	23,879	28,439	2	2	0.4
159th St. (east)	44,316	63,316	5	7	2.1	22,814	29,005	3	3	0.7

Corridor (and Corridor Segment)	HH Population (2015)	HH Population (2050)	Pop. per acre (2015)	Pop. per acre (2050)	Growth (2015-2050)	Jobs (2015)	Jobs (2050)	Jobs per acre (2015)	Jobs per acre (2050)	Growth (2015-2050)
Dempster	191,042	218,764	9	11	1.4	122,063	136,235	6	7	0.7
Dempster (Tri-State)	13,538	16,027	3	4	0.6	26,350	30,706	7	8	1.1
Dempster (northwest of T-S)	177,504	202,737	11	12	1.5	95,713	105,529	6	6	0.6
Touhy	211,018	237,494	9	10	1.2	142,416	163,069	6	7	0.9
Touhy Ave (east of T-S)	192,307	216,239	12	13	1.5	104,213	117,409	6	7	0.8
Touhy Ave (West)	18,711	21,255	3	3	0.4	38,203	45,661	6	7	1.2
IL-83	240,947	299,035	4	5	1.0	190,259	223,486	3	4	0.6
IL Hwy. 83 (north of T-S)	28,923	33,015	10	11	1.4	8,035	10,003	3	3	0.7
IL Hwy. 83 (O'Hare)	21,308	27,158	3	4	0.8	54,910	65,241	7	9	1.4
IL Hwy. 83 (55 to 290)	92,201	108,878	5	6	0.9	88,887	98,203	5	5	0.5
IL Hwy. 83 (55 to Halsted)	98,516	129,985	4	5	1.2	38,428	50,038	1	2	0.4
IL-64	199,048	236,034	5	6	1.0	127,102	148,228	3	4	0.6
IL Hwy 64 - North Ave (East)	72,266	82,499	8	10	1.2	36,409	43,638	4	5	0.8
IL Hwy 64 - North Ave (west to Randall)	126,782	153,535	4	5	0.9	90,692	104,590	3	4	0.5
Mannheim/LaGrange	192,671	229,795	5	6	1.0	133,533	154,613	3	4	0.5
Mannheim/LaGrange (T-S)	41,823	49,768	5	6	0.9	56,586	63,476	7	7	0.8
Mannheim/LaGrange (O'Hare to 55)	109,782	129,734	7	8	1.3	50,877	60,355	3	4	0.6
Mannheim/LaGrange (I-55 to 159th)	41,066	50,293	3	4	0.6	26,071	30,781	2	2	0.3
IL-19	238,156	284,974	6	7	1.2	106,114	128,160	3	3	0.6
IL Hwy 19 (east of T-S)	56,425	64,045	9	11	1.3	22,037	25,671	4	4	0.6
IL Hwy 19 (T-S to 59)	109,316	129,964	5	6	0.9	63,638	75,712	3	3	0.5
IL Hwy 19 (59 to Elgin)	72,415	90,964	7	9	1.7	20,439	26,778	2	3	0.6
IL-62	107,497	127,806	4	4	0.7	80,860	95,426	3	3	0.5
IL Hwy 62 (T-S)	45,922	54,182	6	8	1.2	47,968	55,478	7	8	1.0
IL Hwy 62 (T-S to IL 68)	21,938	25,986	2	3	0.4	24,374	28,860	2	3	0.5
IL Hwy 62 (IL-68 to Algonquin)	39,636	47,638	3	4	0.6	8,518	11,088	1	1	0.2
Route 395	134,092	155,390	9	11	1.5	50,306	59,833	3	4	0.7
Route 395 (95th)	129,642	149,143	11	12	1.6	40,476	48,703	3	4	0.7
Route 395 (west)	4,450	6,247	2	3	0.8	9,831	11,130	4	5	0.5
Route 888	44,498	58,081	3	4	0.9	128,328	138,001	8	9	0.6
Route 888 (south)	7,068	9,214	4	5	1.1	4,230	5,050	2	3	0.4
Route 888 (west)	37,430	48,867	3	4	0.9	124,097	132,951	9	10	0.7
Route 895	48,274	57,033	4	5	0.7	103,518	115,365	8	9	1.0
Route 895 (south)	17,004	19,873	8	10	1.4	7,931	9,532	4	5	0.8
Route 895 (Rosemont)	9,303	10,621	3	3	0.4	29,321	30,629	9	10	0.4
Route 895 (north)	21,967	26,539	3	4	0.6	66,266	75,204	9	11	1.3
Route 890	63,616	94,854	4	6	2.1	38,864	49,761	3	3	0.7
Route 890 (south)	59,166	88,607	5	7	2.3	29,033	38,631	2	3	0.8
Route 890 (north)	4,450	6,247	2	3	0.8	9,831	11,130	4	5	0.5

Corridor (and Corridor Segment)	HH Population (2015)	HH Population (2050)	Pop. per acre (2015)	Pop. per acre (2050)	Growth (2015-2050)	Jobs (2015)	Jobs (2050)	Jobs per acre (2015)	Jobs per acre (2050)	Growth (2015-2050)
Route 877	104,963	140,515	4	6	1.5	149,212	165,966	6	7	0.7
Route 877 (south)	69,496	94,325	6	8	2.1	29,563	38,043	3	3	0.7
Route 877 (west)	35,467	46,190	3	4	0.9	119,650	127,924	10	11	0.7
Route 600	8,836	10,801	2	3	0.5	56,991	60,284	14	15	0.8
Route 600 (NW T.C.)	2,974	4,097	1	2	0.6	29,595	31,708	15	16	1.1
Route 600 (Rosemont T.C.)	5,862	6,704	3	3	0.4	27,396	28,576	14	14	0.6
Route 603	44,709	54,805	6	7	1.2	47,962	53,190	6	7	0.6
Route 603 (Rosemont T.C.)	5,862	6,704	3	3	0.4	27,396	28,576	14	14	0.6
Route 603 (west)	38,847	48,101	6	8	1.5	20,566	24,614	3	4	0.7
Route 605	21,518	29,897	3	4	1.0	50,341	57,083	6	7	0.8
Route 605 (Rosemont T.C.)	5,862	6,704	3	3	0.4	27,396	28,576	14	14	0.6
Route 605 (west)	15,657	23,193	3	4	1.2	22,944	28,507	4	5	0.9
Route 607	18,493	27,131	2	3	1.1	52,166	59,811	6	7	0.9
Route 607 (NW T.C.)	2,836	3,938	1	2	0.5	29,222	31,304	15	16	1.0
Route 607 (west)	15,657	23,193	3	4	1.2	22,944	28,507	4	5	0.9
Route 755	143,288	192,443	12	16	4.1	553,241	613,449	46	51	5.0
Route 755 (west)	29,345	39,195	5	6	1.6	20,586	26,202	3	4	0.9
Route 755 (east)	78,045	100,349	17	22	4.8	98,133	116,244	21	25	3.9
Route 755 (CBD)	35,897	52,899	28	42	13.5	434,522	471,003	345	374	28.9
Route 850	206,167	263,435	13	16	3.6	670,981	729,207	42	45	3.6
Route 850 (west)	45,947	62,292	4	6	1.5	27,763	36,039	3	3	0.8
Route 850 (east)	44,498	52,692	20	24	3.8	27,602	32,462	13	15	2.2
Route 850 (CBD)	115,723	148,451	40	51	11.3	615,616	660,706	212	228	15.5
Route 851	184,225	234,225	16	21	4.4	663,682	719,335	58	63	4.9
Route 851 (west)	24,006	33,085	4	5	1.4	20,466	26,169	3	4	0.9
Route 851 (east)	44,498	52,692	20	24	3.8	27,602	32,462	13	15	2.2
Route 851 (CBD)	115,722	148,449	40	51	11.3	615,614	660,704	212	228	15.5
Route 855	177,993	226,382	16	20	4.4	658,794	713,747	59	64	4.9
Route 855 (west)	9,700	14,827	2	4	1.3	9,173	11,533	2	3	0.6
Route 855 (east)	52,571	63,104	13	15	2.5	34,005	41,509	8	10	1.8
Route 855 (CBD)	115,723	148,451	40	51	11.3	615,616	660,706	212	228	15.5
Route 757	97,907	116,631	5	6	1.0	139,289	159,620	7	8	1.1
Route 757 (east)	42,376	48,457	13	14	1.8	21,079	23,166	6	7	0.6
Route 757 (w. O'Hare)	20,878	25,552	3	4	0.7	38,631	46,126	6	7	1.2
Route 757 (T-S west)	34,654	42,622	4	5	0.9	79,579	90,328	9	10	1.2
IL-390	53,143	67,021	4	5	0.9	69,843	82,555	5	6	0.9
IL Hwy 390 (T-S)	1,052	1,520	0	1	0.2	15,107	18,058	6	7	1.2
IL Hwy 390 (west)	52,092	65,501	4	5	1.1	54,736	64,497	4	5	0.8

Corridor (and Corridor Segment)	HH Population (2015)	HH Population (2050)	Pop. per acre (2015)	Pop. per acre (2050)	Growth (2015-2050)	Jobs (2015)	Jobs (2050)	Jobs per acre (2015)	Jobs per acre (2050)	Growth (2015-2050)
CTA Blue Line	483,896	551,467	20	23	2.8	820,022	888,690	34	37	2.8
Blue Line (O'Hare) (Rosemont T.C.)	6,035	7,096	2	3	0.4	25,871	27,141	10	10	0.5
Blue Line (O'Hare) (Line)	393,390	430,641	24	26	2.2	172,339	195,644	10	12	1.4
Blue Line (O'Hare) (ORD)	0	0	0	0	0.0	39,884	41,026	17	17	0.5
Blue Line (O'Hare) (CBD)	84,470	113,730	35	48	12.3	581,929	624,880	244	262	18.0
BNSF	389,067	477,227	11	14	2.6	660,066	728,402	19	21	2.0
BNSF (west)	120,937	141,965	7	8	1.2	70,788	79,804	4	5	0.5
BNSF (east)	226,246	274,007	14	17	3.0	115,451	137,204	7	9	1.4
BNSF (CBD)	41,884	61,255	29	42	13.2	473,826	511,394	324	349	25.7
HC	102,940	138,641	7	10	2.5	527,526	578,099	37	41	3.6
HC (west)	37,528	47,248	4	5	1.0	13,257	17,028	1	2	0.4
HC (east)	23,473	30,056	9	12	2.6	40,281	49,462	16	19	3.6
HC (CBD)	41,939	61,337	29	42	13.2	473,988	511,608	323	349	25.7
MD-W	391,587	472,254	11	14	2.3	626,094	694,845	18	20	2.0
MD-W (west)	115,874	143,371	6	7	1.4	51,532	65,145	3	3	0.7
MD-W (east)	233,756	267,518	17	20	2.5	100,518	118,016	7	9	1.3
MD-W (CBD)	41,957	61,365	29	42	13.2	474,044	511,684	323	349	25.7
NCS	239,643	303,110	7	9	1.9	621,974	685,764	18	20	1.9
NCS (north)	97,630	120,316	5	6	1.0	47,146	57,452	2	3	0.5
NCS (T-S)	16,131	19,136	3	4	0.6	32,210	35,780	7	8	0.8
NCS (east)	83,974	102,376	14	17	3.0	68,655	80,951	11	13	2.0
NCS (CBD)	41,908	61,282	29	42	13.2	473,964	511,581	324	350	25.7
RID	303,656	385,112	10	12	2.6	548,700	607,494	17	19	1.8
RID (west)	80,614	104,873	5	7	1.5	26,356	35,468	2	2	0.6
RID (east)	182,177	220,892	12	15	2.6	47,391	59,759	3	4	0.8
RID (CBD)	40,865	59,347	27	39	12.1	474,953	512,267	312	337	24.5
SWS	170,911	221,691	8	10	2.2	555,160	610,679	25	27	2.5
SWS (west)	42,921	59,264	3	4	1.2	22,747	28,505	2	2	0.4
SWS (east)	86,115	101,196	12	14	2.1	58,470	70,615	8	10	1.7
SWS (CBD)	41,876	61,231	29	42	13.2	473,943	511,558	324	350	25.7
UP-W	300,211	377,607	9	11	2.3	608,619	671,791	18	20	1.9
UP-W (west)	117,451	142,609	5	7	1.2	56,341	65,827	3	3	0.4
UP-W (east)	140,842	173,697	13	16	3.0	78,305	94,374	7	9	1.5
UP-W (CBD)	41,918	61,301	29	42	13.2	473,972	511,591	324	349	25.7
Route 221	94,660	111,011	5	6	0.9	96,119	108,527	5	6	0.7
Route 221 (T-S)	30,371	35,447	4	5	0.7	56,823	63,174	8	9	0.9
Route 221 (north)	64,289	75,564	6	7	1.1	39,296	45,353	4	4	0.6
Route 223	47,422	57,718	3	4	0.7	118,604	136,631	8	9	1.2
Route 223 (T-S)	40,192	47,383	4	5	0.7	79,162	89,876	8	9	1.0
Route 223 (south)	7,229	10,335	1	2	0.6	39,442	46,755	8	9	1.5

Corridor (and Corridor Segment)	HH Population (2015)	HH Population (2050)	Pop. per acre (2015)	Pop. per acre (2050)	Growth (2015-2050)	Jobs (2015)	Jobs (2050)	Jobs per acre (2015)	Jobs per acre (2050)	Growth (2015-2050)
Route 226	213,968	242,760	10	12	1.4	128,248	145,902	6	7	0.9
Route 226 (T-S)	18,982	22,693	5	6	0.9	30,096	35,191	7	9	1.2
Route 226 (east)	194,986	220,067	12	13	1.5	98,153	110,712	6	7	0.8
Route 313	209,570	244,492	10	11	1.6	111,629	124,431	5	6	0.6
Route 313 (east)	150,278	170,395	14	15	1.8	42,105	48,567	4	4	0.6
Route 313 (west)	59,293	74,098	6	7	1.4	69,524	75,864	7	7	0.6
Route 332	87,689	102,860	4	5	0.7	157,942	170,660	7	8	0.6
Route 332 (O'Hare)	31,448	37,197	3	4	0.6	79,657	85,164	8	9	0.6
Route 332 (south)	56,241	65,663	5	6	0.8	78,285	85,495	7	7	0.6
Route 349	143,043	180,738	9	11	2.3	30,579	42,429	2	3	0.7
Route 349 (south)	34,544	53,033	6	10	3.4	8,437	13,345	2	2	0.9
Route 349 (north)	108,498	127,706	10	12	1.8	22,142	29,083	2	3	0.6
Route 359	145,334	186,235	7	9	2.0	31,277	44,011	1	2	0.6
Route 359 (east)	94,064	121,686	8	11	2.5	15,524	23,708	1	2	0.7
Route 359 (west)	51,270	64,549	5	7	1.4	15,752	20,303	2	2	0.5
Route 379	504,774	606,180	12	15	2.5	759,783	838,621	19	21	1.9
Route 379 (north)	99,763	116,035	9	10	1.5	43,423	53,404	4	5	0.9
Route 379 (south)	55,050	67,618	4	5	0.9	24,005	29,899	2	2	0.4
Orange Line (Line)	256,995	297,606	20	23	3.1	83,449	97,935	6	7	1.1
Orange Line (CBD)	92,966	124,921	34	46	11.7	608,907	657,383	222	240	17.7
Route 384-385	658,813	790,194	12	14	2.4	815,516	906,540	15	17	1.7
Route 384-385 (east)	263,119	311,954	9	10	1.6	106,018	129,659	3	4	0.8
Route 384-385 (west)	45,733	55,713	6	7	1.2	17,142	21,564	2	3	0.6
Orange Line (Line)	256,995	297,606	20	23	3.1	83,449	97,935	6	7	1.1
Orange Line (CBD)	92,966	124,921	34	46	11.7	608,907	657,383	222	240	17.7
Route 604	81,426	90,898	8	9	0.9	60,753	67,859	6	6	0.7
Route 604 (NW T.C.)	4,729	6,198	2	2	0.5	38,458	42,360	14	16	1.5
Route 604 (North)	76,697	84,701	10	11	1.0	22,295	25,500	3	3	0.4

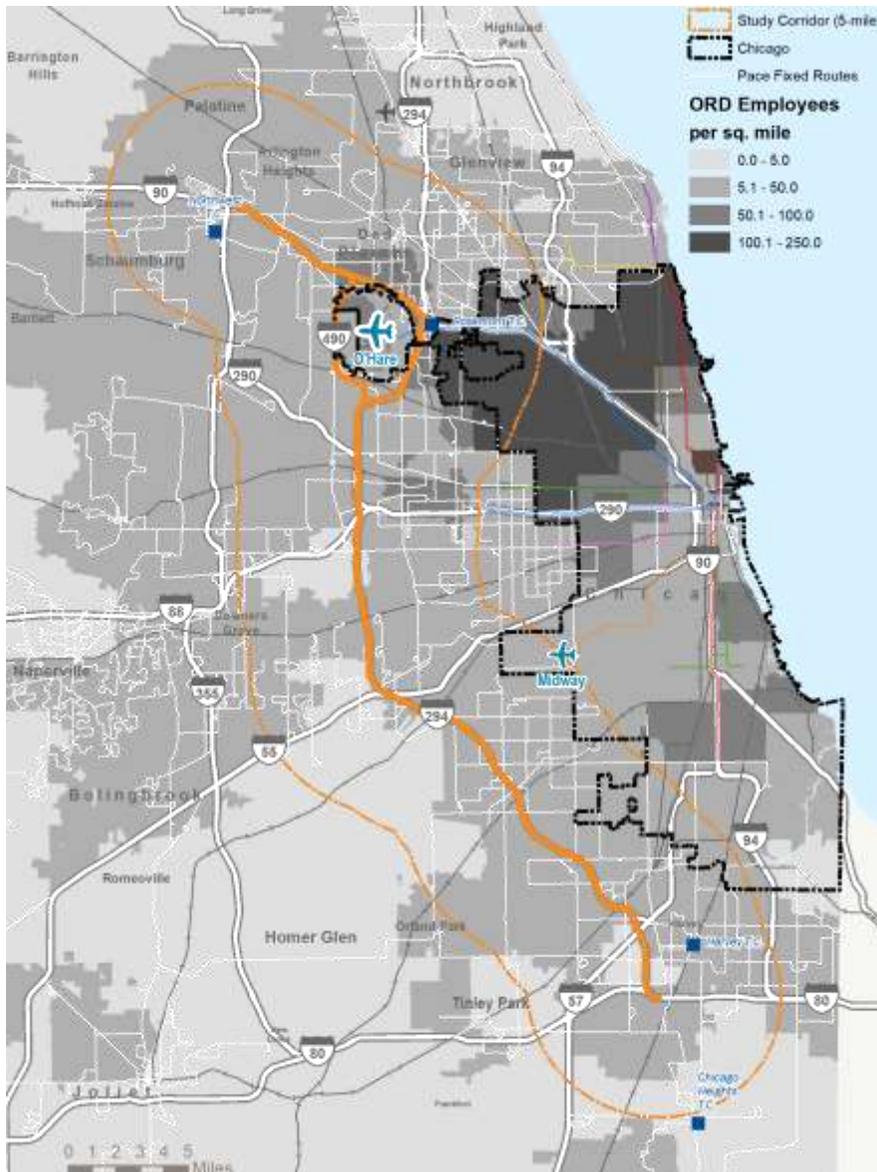
Source: CMAP On To 2050.

3.2 Airport Employment

A survey conducted by the Chicago Department of Aviation in 2018 provides information regarding the home location of all badged O'Hare Airport (ORD) employees. Analyzing the origins of this large group of commuters may be helpful in identifying ways to better connect area workers to the airport.

Approximately 13,050 (33%) of the roughly 40,000 ORD workers who participated in the survey live within the five-mile I-294 study area. Of these, about 8,600 (66%) live in the northern portion of the study area, 2,650 (20%) live in the central, and 1,800 (14%) live in the south. The spatial distribution of these workers is shown in Figure 3-6, and the tabulated totals by study area polygon is provided in Table 3-6. By far, the largest share live close to the airport in northwest Chicago and environs.

Figure 3-6. ORD Employee Density by ZIP



Data source: Chicago Department of Aviation. Data summarized at ZIP code level.

Table 3-6. ORD Employees by Home Polygon Location

Study Area Polygon	ORD Employees	% of Study Area ORD Workers	% of Regional ORD Workers
01. I-290 / NW T.C.	1,349	10%	3%
02. IL-83 (Busse)	885	7%	2%
03. Touhy	1,103	8%	3%
04. Rosemont T.C.	2,842	22%	7%
05. IL-390	654	5%	2%
06. O'Hare Oasis	1,765	14%	4%
07. IL-64 (North Ave)	922	7%	2%
08. Roosevelt	610	5%	2%
09. Cermak	183	1%	0%
10. US-34 (Ogden)	235	2%	1%
11. Hinsdale Oasis	268	2%	1%
12. 88th (Cork)	425	3%	1%
13. 103rd St.	520	4%	1%
14. Cicero	641	5%	2%
15. Harvey T.C.	640	5%	2%
Total	13,042	100%	33%

Data source: Chicago Department of Aviation. Data summarized at ZIP code level and prorated by acreage.

Approximately 24,000 (60%) of ORD employees live within one mile of one of the identified transit connection corridors for I-294 (after prorating ZIP totals by acreage). Some of this is self-selection, as a job at ORD is more attractive if you live near a convenient transit service. The greatest share live along the CTA Blue Line, which provides direct transit access to the airport. The next most common corridors are Harlem, Metra Milwaukee District West (MD-W), and Roosevelt.

- Most of Harlem's ORD workers reside in the north segment (2,240), near O'Hare and bisecting the Blue Line at Harlem Station near the airport. Central segment has 850 and South 130 ORD workers.
- Most of Roosevelt corridor's ORD workers live along the CTA connection of the Blue Line Forest Park Branch (1,320, versus 520 along the Pulse corridor).
- About 2,450 ORD workers live near the MD-W to the east of I-294, and 610 live near stations to the west.

Thus, expanding direct transit access to other locations would benefit existing ORD workers. Using the previous corridor analysis work, the following Pace services have potential for connecting southern Cook County workers to the airport:

- Future Pulse 95th Street Line 1,950 (incl. 1,250 on Red Line)
- Future Pulse Cicero Line 1,600 (incl. 990 on Orange Line)
- Route 359 (Robbins / South Kedzie) 440
- Route 379 (Midway – Orland Park) 1,540 (incl. 990 on Orange Line)
- Route 384-385 (Narr. – Ridgeland, 87th-111th-127th) 1,970 (incl. 990 on Orange Line)
- Route 395³ (95th/Dan Ryan CTA – UPS Hodgkins) 530

³ Route 395 is a privately funded route and service changes would need to be coordinated with UPS.

The employee counts across all connecting transit corridors is provided in Table 3-7.

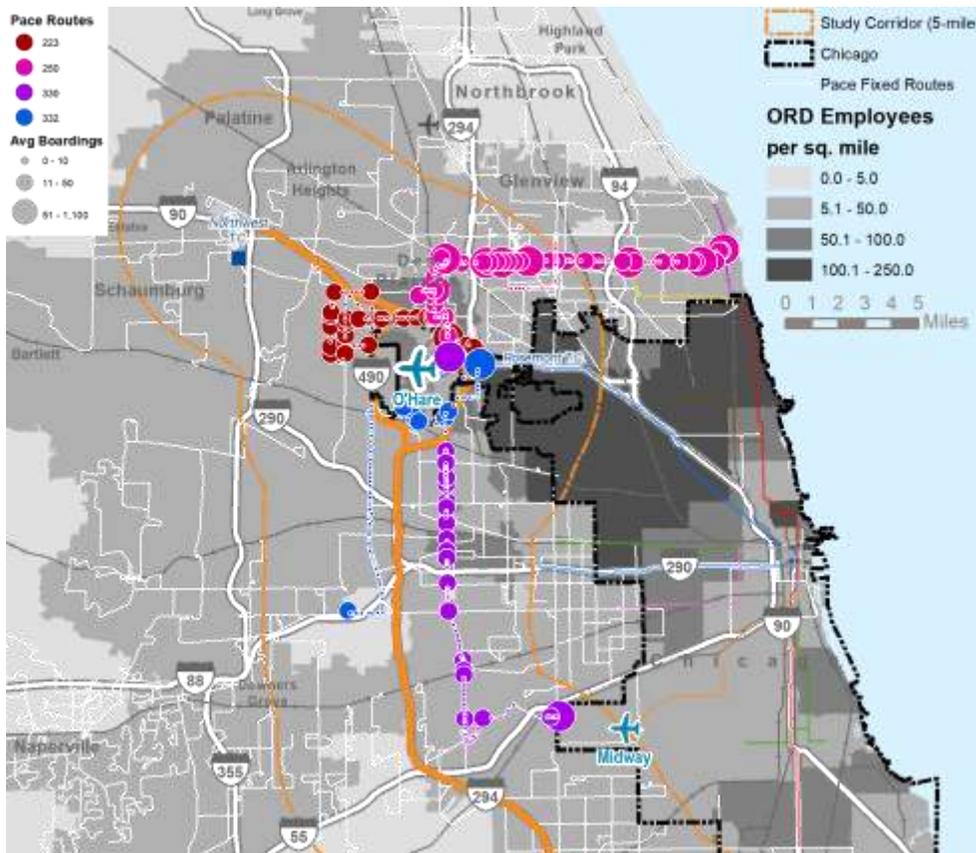
Table 3-7. ORD Employees by Transit Corridor

Transit Corridor	ORD Employees	% Across All Corridors	Transit Corridor	ORD Employees	% Across All Corridors
95th St.	1,955	8%	Route 221	1,377	6%
Harlem	3,233	13%	Route 223	1,156	5%
Roosevelt	2,461	10%	Route 226	1,554	6%
Cermak	1,862	8%	Route 313	1,223	5%
Cicero	1,598	7%	Route 332	1,320	6%
Golf	1,704	7%	Route 349	519	2%
Halsted	1,753	7%	Route 359	442	2%
159th St.	238	1%	Route 379	1,541	6%
Dempster	1,157	5%	Route 384, 385	1,967	8%
Touhy	1,871	8%	Route 395	530	2%
IL-83	1,130	5%	Route 600	354	1%
IL-64	1,262	5%	Route 603	400	2%
Mannheim/LaGrange	1,583	7%	Route 604	268	1%
IL-19	2,408	10%	Route 605	384	2%
IL-62	642	3%	Route 607	149	1%
IL-390	570	2%	Route 755	523	2%
CTA Blue Line	4,523	19%	Route 757	801	3%
BNSF	1,067	4%	Route 850	583	2%
HC	235	1%	Route 851	531	2%
MD-W	3,060	13%	Route 855	536	2%
NCS	1,645	7%	Route 877	313	1%
RID	975	4%	Route 888	195	1%
SWS	525	2%	Route 890	121	1%
UP-W	1,386	6%	Route 895	695	3%

Data source: Chicago Department of Aviation. Data summarized at ZIP code level and prorated by acreage. Figures cannot be summed due to overlapping routes.

According to the 2018 *Chicago O'Hare International Airport Traffic Study*, four key Pace services were identified as serving airport workers based on their boarding and alighting patterns (i.e., two peaks, one at 6:00am and another at 2:00pm, corresponding with shift changes). Those Routes include 223 (Elk Grove Rosemont CTA), 250 (Dempster), 330 (Mannheim LaGrange), and 332 (River Road – York Road). As shown in Figure 3-7, these routes primarily connect nearby workers with the airport. About 5,800 ORD workers live in ZIP codes along these routes. After the ZIP codes and those along the CTA Blue Line O'Hare Branch, there are a remaining 25,800 ORD workers in the Chicago metro region.

Figure 3-7. Average Daily Boardings along Pace Routes serving O'Hare



Source: Pace APC, Chicago Department of Aviation. Note that not all boardings are traveling to ORD.

4. Travel Flows

Due to its geographic location, the I-294 study area plays an interesting role in the region's transportation network. I-294 provides direct connections between various developed inner suburbs, one of the major employment and transportation centers of the City of Chicago (O'Hare Airport), and growing nodes of the Chicago region's freight network, among other important locations. Additionally, as a roughly circumferential route in an urban environment historically dominated by radial connections from central Chicago to the surrounding suburbs, it offers the opportunity to connect not only the immediately adjacent origins and destinations, but also locations along the major interstate and transit corridors that bisect its length.

Given the wide range of potential uses and service patterns for a bus service operating along I-294, it is necessary to divide this analysis into several subsections, each investigating a potential travel pattern and service type. The following subsections generally proceed from a higher-level description of regional trends to more detailed analysis pertaining to particular locations along the study corridor (roughly corresponding to auto-access and transit-access distances and routings). As mentioned previously, several different geographic types were used to accommodate this progressively narrowing analytical focus: zone groups, zones, employment clusters, study area polygons, and connecting transit corridors.

An overview of the general content of this travel flows analysis is provided below to orient the reader.

4.1 Regional Travel Patterns

- Trips between Zone Groups
- Trips to/from Zones Adjacent to I-294
- Trips from Origin Zones to Employment Clusters

4.2 Commuter Flows Near Study Corridor

- Commuter Origins & Destinations within 5-mile Radius
- Northbound vs. Southbound Travel
- Densities of Commuter Residences and Worksites along the Corridor
- Trips to CBD

4.3 Trips from I-294 to External Destinations using Transit Connections

- Potential Park-n-Ride Market (from origin polygons to destination transit corridors)
- Trips to Prioritized Pace Connection Corridors
- Trips to Pace CTA Connector Corridors and CTA Rail

4.4 Trips using I-294's Transit Connections between External Origins & Destinations

- Potential Transit Access Market (from origin transit corridor to destination transit corridor)
- Targeted Commuter Market based on Transit Travel Time Screening (GTFS)
- Trips to/from Prioritized Pace Connection Corridors
- Trips to/from Pace CTA Connector Corridors and CTA Rail
- Trips to/from Metra Connections

4.1 Regional Travel Patterns

This subsection provides an overview of regional travel patterns, not necessarily tied to the study area, in order to provide context for the subsequent analysis.

Zone Group to Zone Group

Commuters

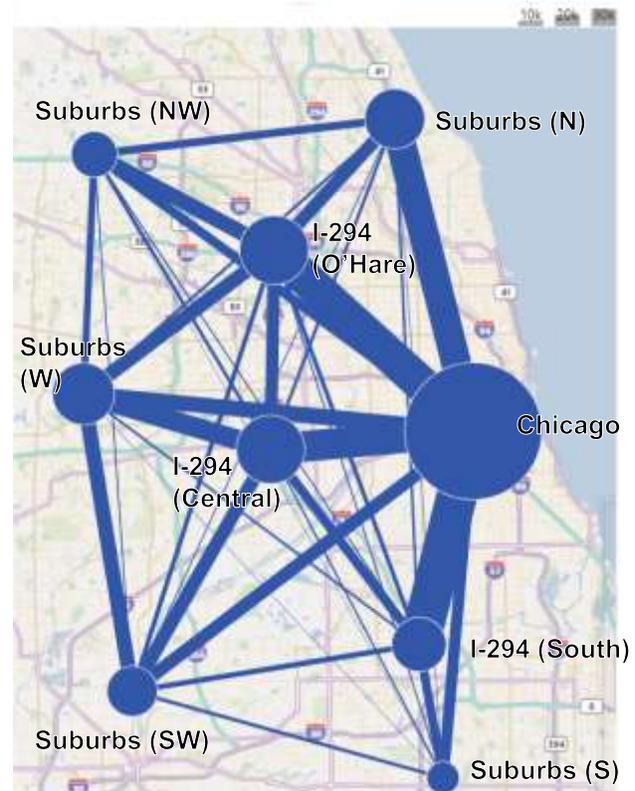
To begin with, commuter flows were analyzed at the highest geographic level—the zone groups defined by grouping county subdivisions in Cook, DuPage, and the northern half of Will Counties (see Subsection 2.2 on page 6 for a map of the defined areas). These flows are illustrated in Figure 4-1, with the thickness of the line signifying the number of commuters traveling between zone groups, and the size of the circle representing the number of commuters working in that zone group.

About 25% of commuters live in one of the zone groups along I-294 (8% in O'Hare, 9% in Central, and 9% in South). These proportions change slightly at the work end, with 11% traveling to I-294 (O'Hare) zone group, 10% to I-294 (Central), and 6% traveling to work in I-294 (South). In raw figures, about 605,000 commuters live in the three I-294 zone groups, and 656,000 work there. About 326,000 (54%) of the commuters living in these three zone groups also work in one of the three I-294 zone groups. Detailed figures are provided in Table 4-1, rounded to the nearest hundred for legibility.

Looking at each of the I-294 zone groups individually and focusing on trips outside the zone group, the following trends can be noted:

- Commuters residing in the I-294 (O'Hare) zone group primarily travel to Chicago and Suburbs (N), 23% and 13% respectively.
- Commuters living in I-294 (Central) travel primarily to Chicago (25%), Suburbs (W) (10%), and I-294 (O'Hare) (10%).
- Commuters living in I-294 (South) travel to Chicago (34%) and I-294 (Central) (8%).

Figure 4-1. Zone Group Commuter Flows



Source: CTPP (2012-2016). Trips occurring within a single zone group are not shown on this map.

Table 4-1. Commuters by Home and Work Zone Group

		Work Zone Group									Total
		I-294 (O'Hare)	I-294 (Central)	I-294 (South)	Chicago	Suburbs (N)	Suburbs (NW)	Suburbs (W)	Suburbs (SW)	Suburbs (S)	
Home Zone Group	I-294 (O'Hare)	78,400	15,200	2,200	42,700	23,000	9,000	10,400	1,100	500	182,400
	I-294 (Central)	21,800	94,800	6,400	54,200	5,300	4,200	20,700	4,500	900	212,800
	I-294 (South)	7,400	16,700	82,700	70,900	4,500	2,600	4,100	9,100	11,400	209,400
	Chicago	62,700	50,700	32,000	767,100	52,100	12,800	13,400	8,100	4,700	1,003,800
	Suburbs (N)	19,700	4,300	1,600	47,500	81,000	7,700	2,300	600	300	165,500
	Suburbs (NW)	27,300	6,000	1,200	16,700	14,200	53,600	10,500	600	300	130,300
	Suburbs (W)	25,100	35,400	1,800	27,800	5,000	12,000	112,900	7,300	500	227,900
	Suburbs (SW)	8,000	23,900	8,800	22,900	2,100	2,300	26,100	93,100	5,800	192,900
	Suburbs (S)	2,600	3,300	15,600	20,000	1,200	800	1,100	4,600	23,800	73,100
Total		253,200	250,200	152,300	1,069,900	188,400	105,100	201,600	128,800	48,200	2,397,600

Source: CTPP (2012-2016).

At the work end of the trip (again excluding commuters traveling within a single zone group):

- Commuters working in I-294 (O'Hare) primarily come from Chicago at 25%, Suburbs (NW) at 11%, Suburbs (W) at 10%, and I-294 (Central) at 9%.
- For I-294 (Central), the proportional origins are Chicago at 20%, Suburbs (W) at 14%, Suburbs (SW) at 10%, and I-294 (South) at 7%.
- Many more commuters live and work locally in I-294 (South): 54%, versus 38% in I-294 (Central) and 31% in I-294 (O'Hare). Otherwise, the primary origins are Chicago at 21% and Suburbs (S) at 10%.

Total Trips

Data on total trips by trip purposes were gathered from Replica and analyzed in a similar manner to the commuter data from the CTPP in terms of zones and zone groups.

According to Replica, across the nine defined zone groups in Cook, DuPage, and northern Will Counties, there were an estimated 19.6 million total trips on a typical weekday in the period December 2018 to February 2019, including passenger, commercial, and pass-through traffic. Among these, 14.8 million trips are identified as non-commercial, non-pass-through trips, with travel mode information available. Replica also identifies that 2.6 million (or about 18% of local non-commercial trips) were trips to work, which is about 220,000 more than in the 2.4 million in the CTPP data (which are 5-year estimates between 2012 and 2016).⁴ Assuming a single annualized growth rate to compare the two datasets (between mid-2014 and the beginning of 2019), this is a 2% annual growth in work trips. While this was a period of economic expansion nationwide, it's worth noting that the Chicago metro region lost population and jobs over this time interval, making such a rate of increase less likely—though still potentially possible, given the uneven geographic distribution of jobs. Additionally, if we assume that the commuters in the CTPP data are making commutes 90% of the year (as a proxy for missed work due to holidays, sick leave, business trips, etc.), the average weekday work trips would be 2.16 million according to CTPP, making the necessary rate of growth even larger to meet the 2019 Replica estimate.

A final complication of comparing the two datasets is that the Replica data account for trip-chaining, so the work trips are not necessarily home-based work trips, but rather the trip from an intermediate location (such as a daycare facility or coffee shop) to work; which, while useful in describing actual travel behavior, is less pertinent in identifying home-to-work travel flows. We

⁴ For context, other big data sources analyzed by the project team for the Chicago region have indicated that typically closer to 20% of trips are work-related, which would correlate to about 10% home-origin work trips.

highlight these irregularities as a reminder that these modeled total trip volumes and trip purpose data should not necessarily be taken at face value, though they remain useful.

More non-work trips tend to be local in nature (e.g., running errands, picking children up from school, visiting restaurants), so it is not surprising that 51% of total trips with at least one leg in an I-294 zone group both start and stop in the same zone group. The high levels of trips within a single zone group are illustrated in the matrix in Table 4-2. Otherwise, the table highlights the large volume of trips between I-294 zone groups and Chicago, as well as adjacent suburban zone groups.

Information about the transit trips by zone group is provided in Table 4-3, highlighting the importance of Chicago origins and destinations for transit, but also the large number of transit commuters between the I-294 (O'Hare) and I-294 (Central) zone groups, and between the north suburbs and Chicago.

Table 4-2. Total Trips by Zone Group Origin and Destination

		Destination Zone Group									Total
		I-294 (O'Hare)	I-294 (Central)	I-294 (South)	Chicago	Suburbs (N)	Suburbs (NW)	Suburbs (W)	Suburbs (SW)	Suburbs (S)	
Origin Zone Group	I-294 (O'Hare)	803,100	86,900	10,600	179,100	108,300	63,100	58,000	6,500	2,800	1,318,400
	I-294 (Central)	85,500	915,300	41,100	195,300	12,700	10,900	111,900	40,200	6,200	1,419,100
	I-294 (South)	8,400	39,500	968,100	208,100	4,600	1,000	3,900	28,400	85,500	1,347,500
	Chicago	191,300	192,100	208,700	5,246,000	160,100	28,500	48,600	31,500	29,500	6,136,200
	Suburbs (N)	111,700	13,100	4,900	157,000	760,400	48,200	10,300	2,000	1,300	1,109,100
	Suburbs (NW)	56,200	15,300	3,100	24,100	42,200	500,700	52,900	2,500	700	697,400
	Suburbs (W)	60,100	110,200	6,500	39,800	8,100	54,800	912,400	69,300	1,400	1,262,700
	Suburbs (SW)	7,500	46,900	32,700	39,900	1,900	2,100	69,700	873,400	20,800	1,094,900
	Suburbs (S)	2,400	5,400	86,100	33,100	1,100	300	500	15,300	315,600	459,900
Total		1,326,200	1,424,900	1,361,900	6,122,400	1,099,400	709,500	1,268,100	1,069,100	463,800	14.8M

Source: Replica (2018-2019).

Table 4-3. Transit Trips by Zone Group Origin and Destination

		Destination Zone Group									Total
		I-294 (O'Hare)	I-294 (Central)	I-294 (South)	Chicago	Suburbs (N)	Suburbs (NW)	Suburbs (W)	Suburbs (SW)	Suburbs (S)	
Origin Zone Group	I-294 (O'Hare)	1,956	29,967	1,190	18,794	677	385	3,043	403	118	56,533
	I-294 (Central)	14,389	2,237	651	22,390	3,032	1,114	1,123	209	106	45,251
	I-294 (South)	630	1,235	14,176	13,773	346	115	214	451	1,354	32,294
	Chicago	23,517	20,379	15,272	744,664	26,520	3,107	4,630	2,319	2,112	842,520
	Suburbs (N)	2,943	779	362	25,819	20,518	947	256	79	56	51,759
	Suburbs (NW)	1,193	407	126	2,982	848	4,750	612	55	32	11,005
	Suburbs (W)	1,127	3,041	214	4,354	252	592	11,869	445	27	21,921
	Suburbs (SW)	213	340	377	1,661	31	34	269	3,630	237	6,792
	Suburbs (S)	147	134	1,340	2,061	71	18	27	253	3,773	7,824
Total		46,115	58,519	33,708	836,498	52,295	11,062	22,043	7,844	7,815	1,075,899

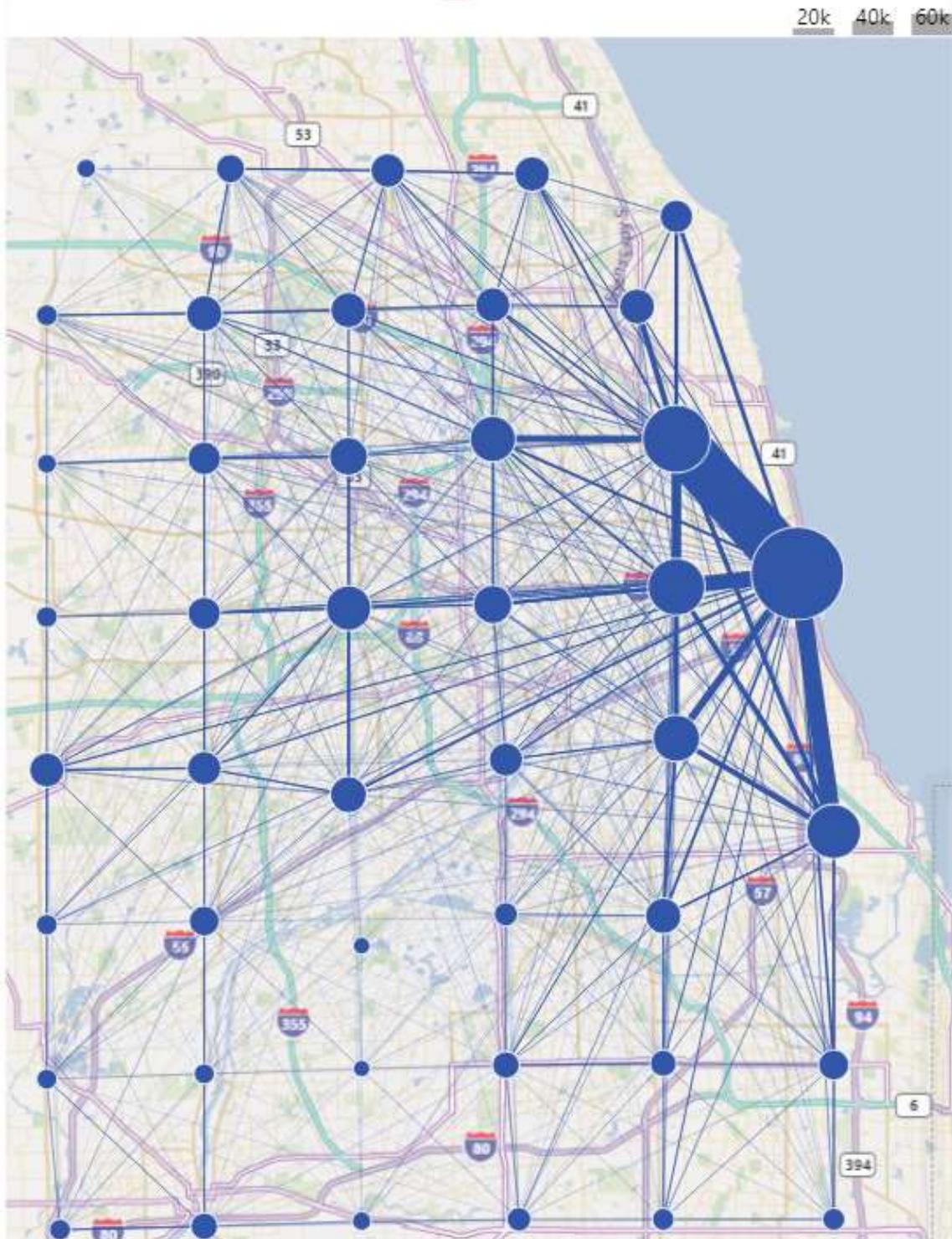
Source: Replica (2018-2019).

Zone to Zone

Adding another layer of geographic detail, the underlying zones making up each zone group were analyzed in terms of CTPP home and work location, as well as the employment clusters of interest (see Figure 2-1 and Figure 2-2 in Subsection 2.2 on page 6 for boundary definitions).

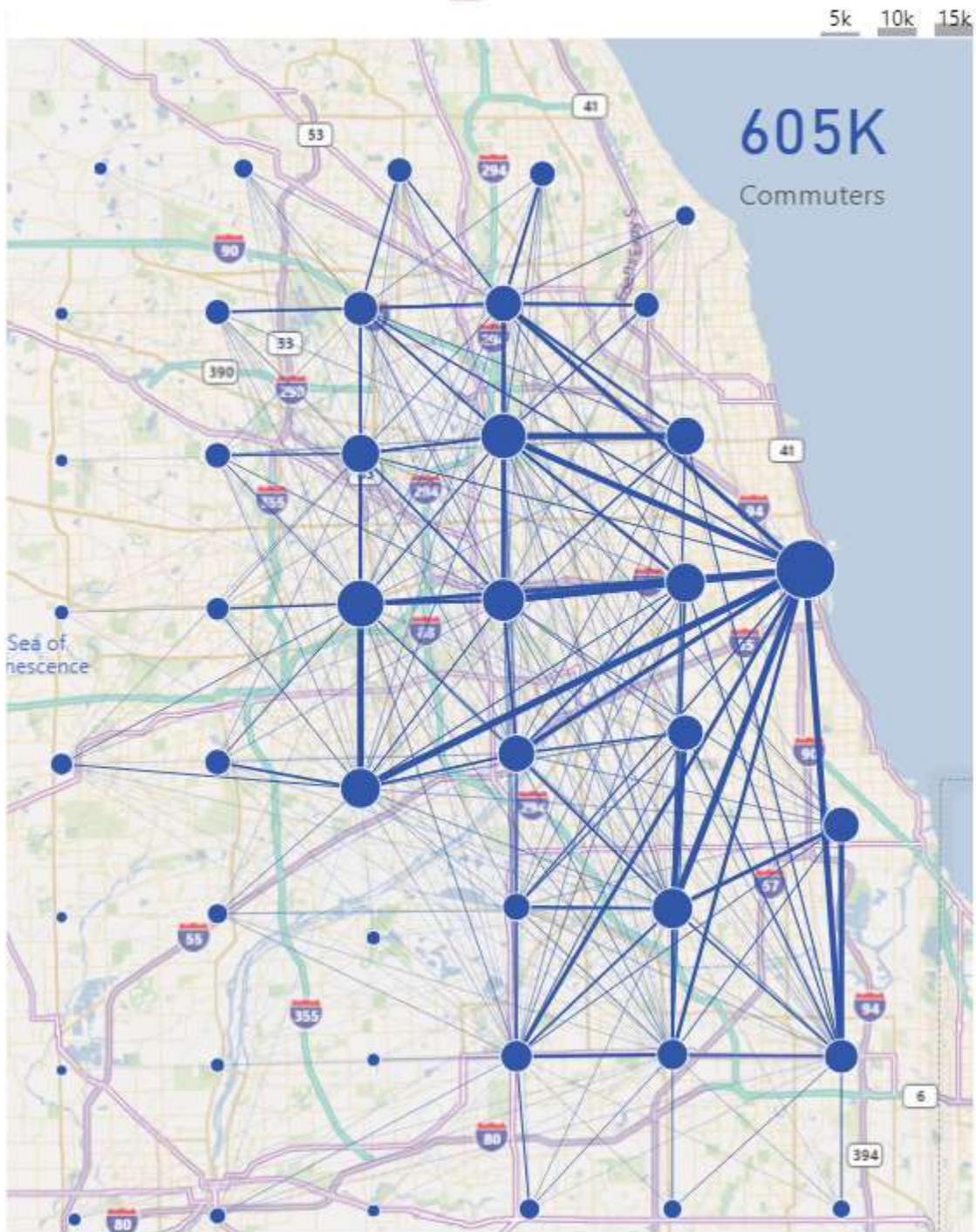
The commuter flows between all zones are illustrated in Figure 4-2, with the width of the line signifying the number of commuters traveling between the origin and destination, and the size of the circle representing the number of workers at the destination zone. Figure 4-3 shows the commuter flows for workers residing in one of the zones along I-294, and Figure 4-4 show the flows for workers working in one of the same zones.

Figure 4-2. Zone to Zone Commuter Flows (Cook, DuPage, North Will Counties)



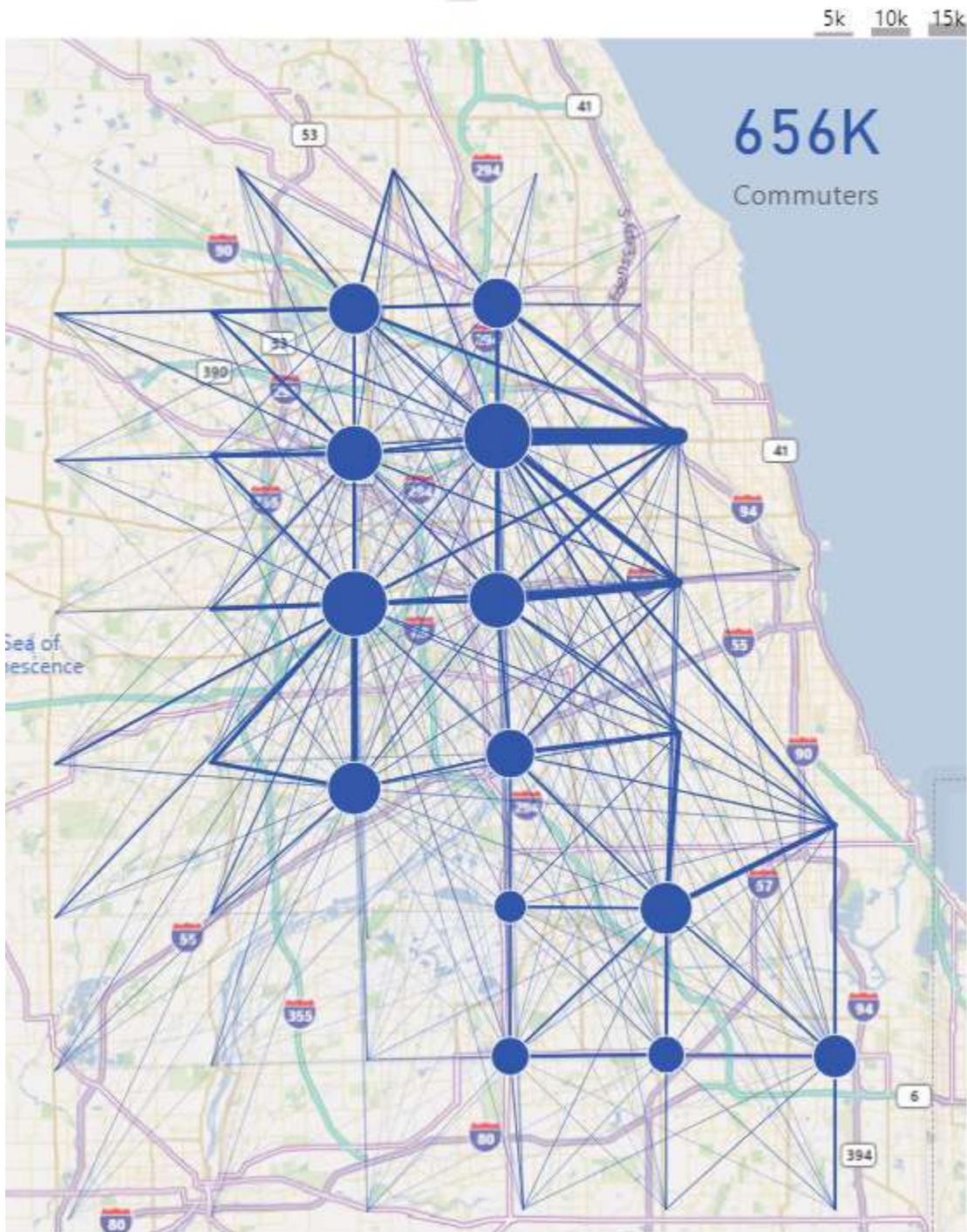
Source: CTPP (2012-2016).

Figure 4-3. Zone-to-Zone flows for All I-294 Zone Residents (destinations circled)



Source: CTPP (2012-2016).

Figure 4-4. Zone-to-Zone flows for All I-294 Zone Workers (destinations circled)

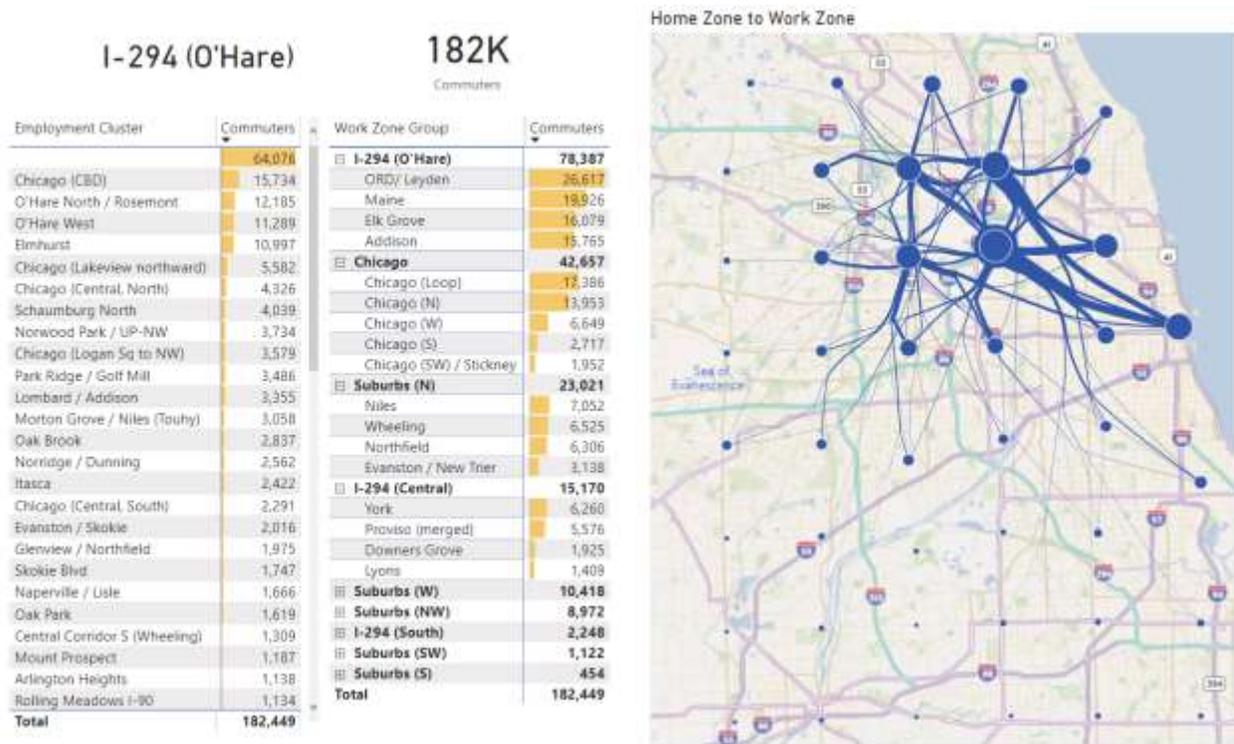


Source: CTPP (2012-2016).

To look at each of the three sections (north, central, and south) of the study corridor individually, beginning with the four zones in the I-294 (O'Hare) zone group (Addison, Elk Grove, Maine, ORD / Leyden), the 182,000 commuters residing here primarily travel to workplaces near O'Hare, in Chicago, the north suburbs, or I-294 (Central), as shown in Figure 4-5. The key employment clusters are shown in rank order in the figure, and a brief summary of employment centers of interest outside of the home zone group follows:

- I-294 (Central)
 - 7,600 in clustered locations, 7,600 outside of clusters
 - Top clusters: Oak Brook (2,800), Elmhurst / Franklin Park (1,500), West of Chicago (1,100), Oak Park (700)
- I-294 (South)
 - 600 in clustered locations, 1,600 outside of clusters
- Chicago CBD: 15,700
- Suburbs (N)
 - 15,500 in clustered locations, 7,500 outside of clusters
 - Top clusters: Morton Grove / Niles (3,100), Evanston / Skokie (2,000), Glenview / Northfield (2,000), Skokie Blvd (1,700), Wheeling (1,300), Mount Prospect (1,200), Arlington Heights (1,100)
- Suburbs (NW)
 - 5,200 in clustered locations, 3,800 outside of clusters
 - Top clusters: Schaumburg North (4,000), Palatine / Rolling Meadows (700)
- Suburbs (W)
 - 4,000 in clustered locations, 6,400 outside of clusters
 - Top clusters: Naperville / Lisle (1,700), Carol Stream (1,100), Itasca (550), Wheaton / Winfield (500)
- Suburbs (S and SW)
 - 200 in Bolingbrook, 1,400 outside of clusters

Figure 4-5. Commuter Flows from I-294 (O'Hare) Zones (destinations circled)

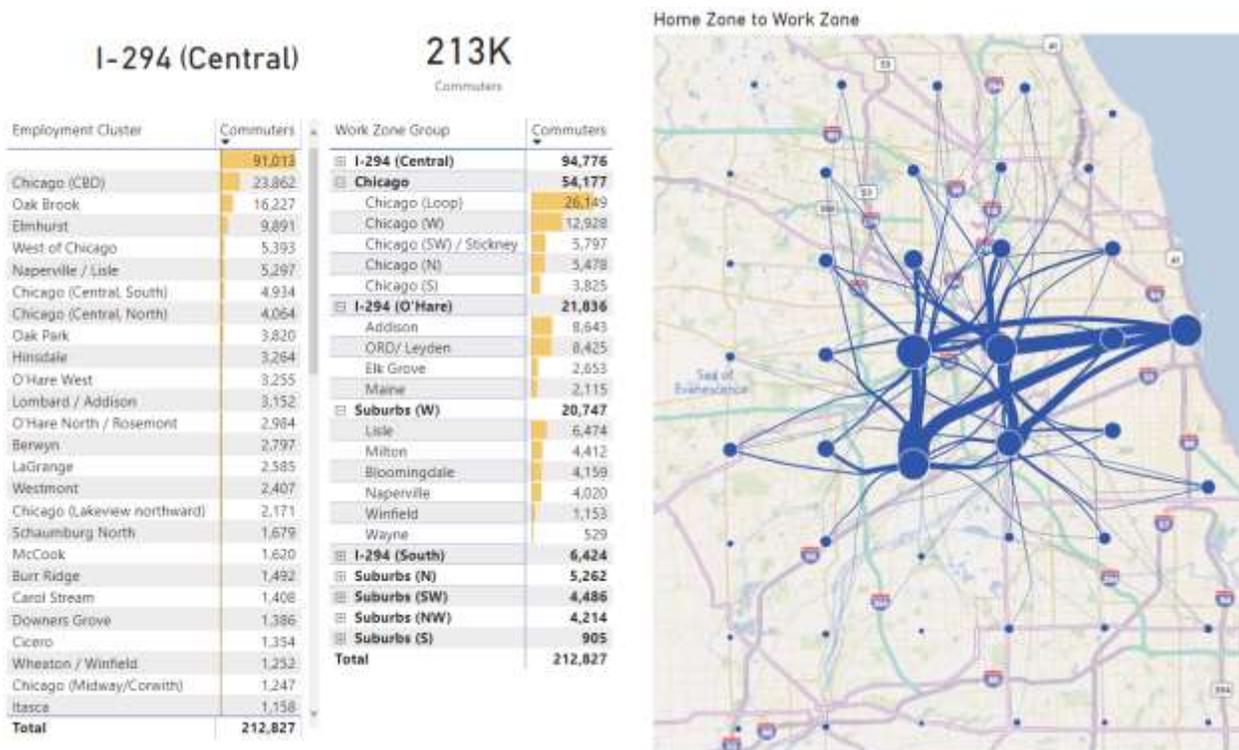


Source: CTPP

Next is the four zones in the I-294 (Central) zone group: Downers Grove, Lyons, Proviso, and York. The 213,000 commuters residing here primarily travel to workplaces nearby along the central Tri-State, in Chicago, near O'Hare, or in the west suburbs, as shown in Figure 4-6. The key employment clusters are shown in rank order in the figure, and a brief summary of employment centers of interest outside of the home zone group follows:

- I-294 (O'Hare)
 - 16,900 in clustered locations, 4,900 outside of clusters
 - Top clusters: Elmhurst / Franklin Park (6,500), O'Hare West (3,300), O'Hare North / Rosemont (3,000), Lombard / Addison (2,550)
- I-294 (South)
 - 2,300 in clustered locations, 4,200 outside of clusters
- Chicago CBD: 23,900
- Suburbs (N and NW)
 - 5,800 in clustered locations, 3,700 outside of clusters
 - Top clusters: Schaumburg North (1,700), Morton Grove / Niles (600) , Glenview / Northfield (600)
- Suburbs (W)
 - 9,000 in clustered locations, 11,700 outside of clusters
 - Top clusters: Naperville / Lisle (5,300), Carol Stream (1,400), Wheaton / Winfield (1,300)
- Suburbs (S and SW)
 - 900 in clustered locations, 4,500 outside of clusters
 - Clusters: Bolingbrook (700), Joliet (200)

Figure 4-6. Commuter Flows from I-294 (Central) Zones (destinations circled)



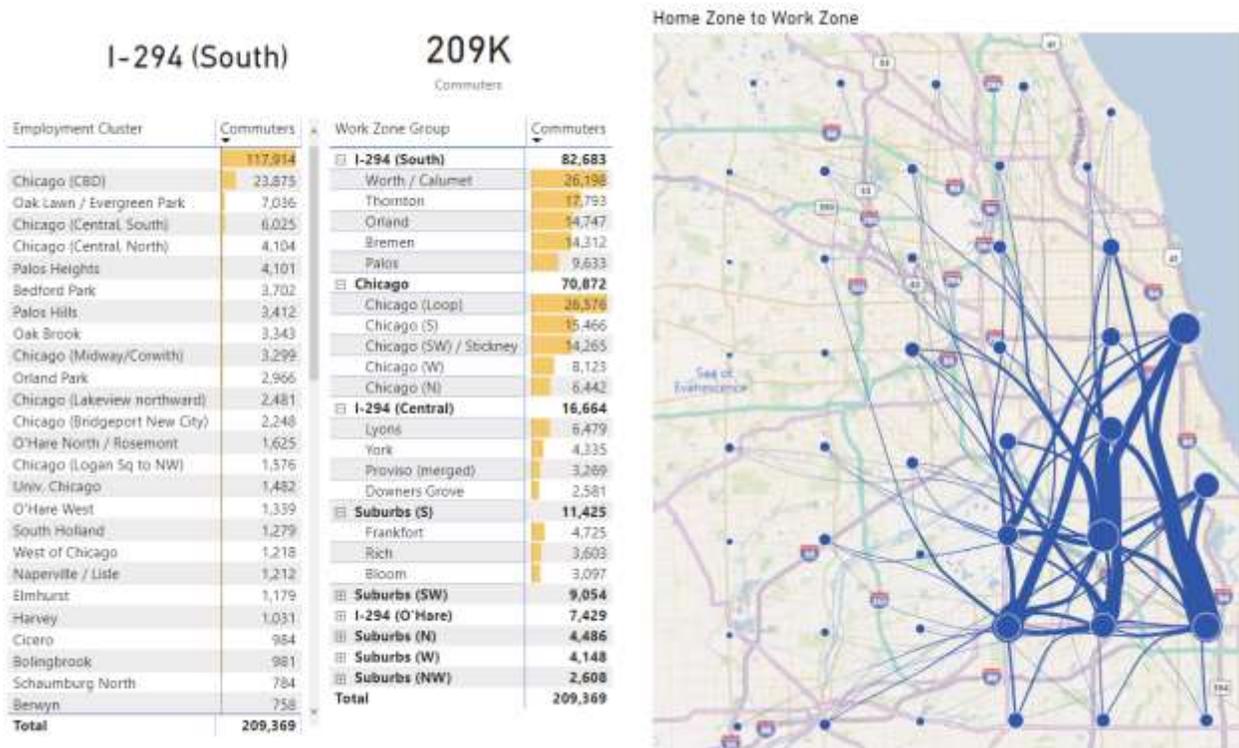
Source: CTPP

Last are the five zones in the I-294 (South) zone group: Bremen, Orland, Palos, Thornton, Worth / Calumet. The 209,000 commuters residing here primarily travel to workplaces nearby along the southern Tri-State, in Chicago, and the central Tri-State, as shown in Figure 4-7. The key employment clusters are shown in rank order in the figure, and a brief summary of employment centers of interest outside of the home zone group follows:

- I-294 (Central)
 - 7,100 in clustered locations, 9,600 outside of clusters
 - Top clusters: Oak Brook (3,300), West of Chicago (1,200), McCook (500)
- I-294 (O'Hare)
 - 5,100 in clustered locations, 2,400 outside of clusters
 - Top clusters: O'Hare North / Rosemont (1,600), O'Hare West (1,300), Elmhurst / Franklin Park (1,000)
- Chicago CBD: 23,900
- Suburbs (S and SW)
 - 1,500 in clustered locations, 19,000 outside of clusters
 - Clusters: Bolingbrook (1,00), Joliet (500)
- Suburbs (W)
 - 1,700 in clustered locations, 2,500 outside of clusters
 - Top clusters: Naperville / Lisle (1,200)

- Suburbs (N and NW)
 - 4,300 in clustered locations, 2,800 outside of clusters
 - Top clusters: Schaumburg North (800), Evanston / Skokie (600) , Glenview / Northfield (400)

Figure 4-7. Commuter Flows from I-294 (South) Zones (destinations circled)

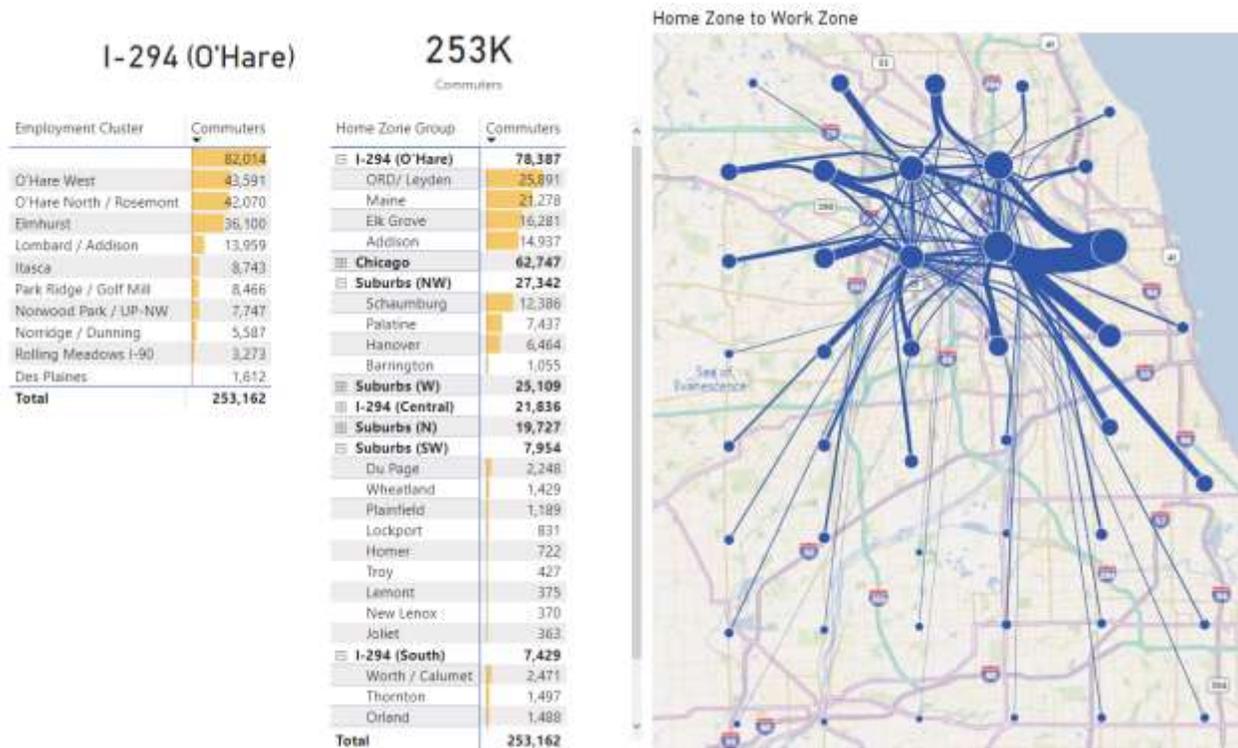


Source: CTPP

Considering the opposite direction (i.e., commuter flows to work location zones along I-294), similar analysis was completed and is shown in Figure 4-8, Figure 4-9, and Figure 4-10. The relevant highlights for zones along I-294 are as follows:

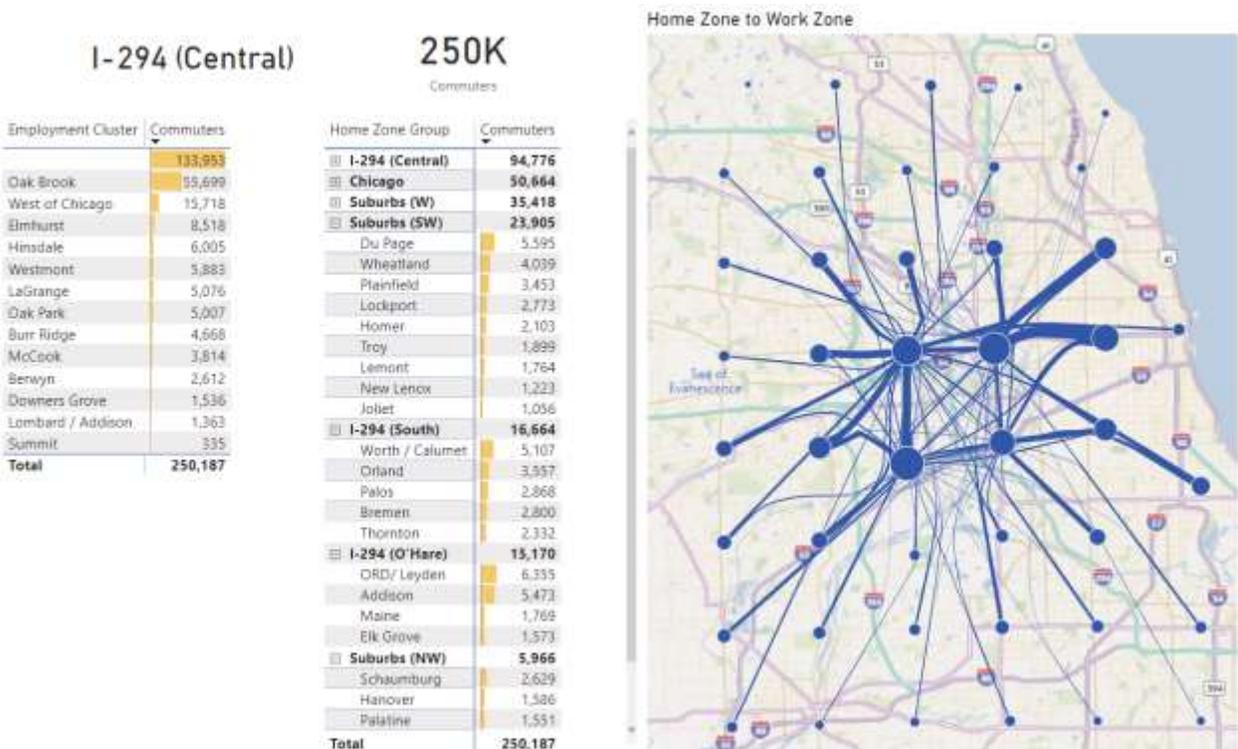
- I-294 (O'Hare) workers come primarily from Chicago, the NW suburbs, W Suburbs (10%), and I-294 Central (9%). Most are traveling to workplaces near O'Hare or the Elmhurst / Franklin Park area.
- I-294 (Central) workers come primarily from Chicago (especially the west, southwest, and north areas), W and SW suburbs.
 - Commuters from I-294 (O'Hare) are traveling mostly to Oak Brook, south Elmhurst, and areas immediately west of Chicago, and number around 5,400, though they are mostly traveling shorter distances from the southern I-294 (O'Hare) townships).
 - About 4,500 commuters travel from I-294 (South) mainly to Oak Brook and areas immediately west of Chicago.
- I-294 (South) workers come mostly from Chicago (about 23,000) and travel to the clusters at Oak Lawn / Evergreen Park, Palos Hills, and Palos Heights.
 - Trips from I-294 (Central) and especially I-294 (O'Hare) are relatively small in size, with no more than 700 traveling to a given employment cluster.

Figure 4-8. Commuter Flows to I-294 (O'Hare) Zones (resident origins circled)



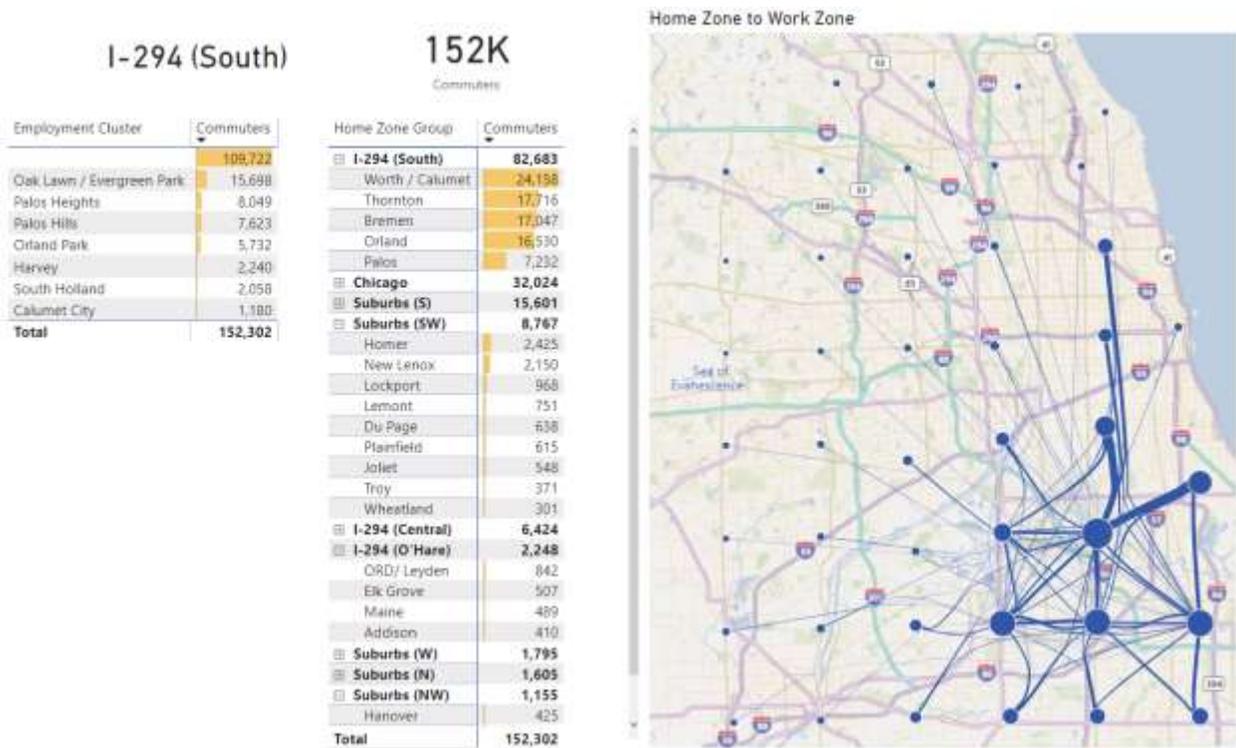
Source: CTPP

Figure 4-9. Commuter Flows to I-294 (Central) Zones (resident origins circled)



Source: CTPP

Figure 4-10. Commuter Flows to I-294 (South) Zones (resident origins circled)



Source: CTPP

As additional information, the same graphics shown above are also produced for each of the zone groups not adjacent to the study corridor in Appendix A in Figure A-1.

A combined matrix of CTPP commuter flows by home zone and work zone group is provided in Table 4-4, as a point of reference across all home zones. The same information is provided for total trips according to Replica data in Table 4-5. The blue figures highlight the top four work/destination zone group locations for each home/origin zone. A full matrix of zone to zone commuter flows is provided in Table 4-5.

As noted in the zone group analysis above and seen in Table 4-4, there is a market of reverse commuters from Chicago to zones along I-294. Excluding the commuters with residential origins in the Loop and in certain origin-destination pairs with reasonable direct existing transit connections (Chicago (N) to I-294 (ORD), Chicago (W) to I-294 (Central), and Chicago (S) to I-294 (South)), there are about 75,000 remaining reverse commuters from Chicago zones to I-294 zones. Approximately 30,000 of these are traveling to I-294 (Central), 26,000 to I-294 (O'Hare), and 18,000 to I-294 (South).

Finally, illustrations of the more detailed individual zone-to-zone commuter flows are supplied for reference in Appendix A in Figure A-2, Figure A-3, and Figure A-4.

Table 4-4. Zone to Zone Group Commuter Matrix (CTPP)

		Work Zone Group									
Home Zone		I-294 (ORD)	I-294 (Cntrl)	I-294 (South)	Chicago	Suburb (N)	Suburb (NW)	Suburb (W)	Suburb (SW)	Suburb (S)	Total
I-294 (O'Hare)	Addison	14,937	5,473	410	4,225	1,513	1,303	5,501	425	40	33,827
	Elk Grove	16,281	1,573	507	5,082	4,959	4,047	1,472	135	42	34,098
	Maine	21,278	1,769	489	11,951	11,406	2,180	1,015	240	155	50,483
	ORD/ Leyden	25,891	6,355	842	21,399	5,143	1,442	2,430	322	217	64,041
I-294 (Central)	Downers Grove	3,692	30,148	1,398	12,813	844	907	7,808	2,213	200	60,023
	Lyons	2,181	16,398	3,369	13,513	1,109	707	1,736	1,103	235	40,351
	Proviso (merged)	9,128	26,123	1,052	19,792	2,047	1,577	3,506	601	264	64,090
	York	6,835	22,107	605	8,059	1,262	1,023	7,697	569	206	48,363
I-294 (South)	Bremen	1,205	2,800	17,047	10,358	1,126	460	740	2,152	3,156	39,044
	Orland	1,488	3,557	16,530	10,176	683	486	1,172	3,279	2,974	40,345
	Palos	768	2,868	7,232	6,634	429	115	485	658	319	19,508
	Thornton	1,497	2,332	17,716	19,913	1,237	712	515	1,000	3,437	48,359
	Worth / Calumet	2,471	5,107	24,158	23,791	1,011	835	1,236	1,965	1,539	62,113
Chicago	Chicago (Loop)	2,336	2,372	785	58,431	2,387	500	785	332	362	68,290
	Chicago (N)	34,181	11,183	4,590	331,917	36,119	6,941	4,429	1,369	996	431,725
	Chicago (S)	6,614	7,364	13,191	153,202	4,494	1,760	1,564	1,724	1,950	191,863
	Chicago (SW)	6,631	11,765	9,882	93,969	3,018	1,482	2,297	2,506	826	132,376
	Chicago (W)	12,985	17,980	3,576	129,622	6,091	2,132	4,372	2,149	613	179,520
Suburbs (N)	Evanston / New Trier	2,199	529	332	16,700	21,299	457	205	63	15	41,799
	Niles	4,354	972	438	13,727	18,040	510	333	268	89	38,731
	Northfield	3,132	682	228	8,272	16,441	895	282	88	69	30,089
	Wheeling	10,042	2,092	607	8,833	25,204	5,837	1,441	131	173	54,360
Suburbs (NW)	Barrington	1,055	200		800	420	2,504	355	20	20	5,374
	Hanover	6,464	1,586	425	4,146	1,979	12,729	4,248	207	29	31,813
	Palatine	7,437	1,551	327	5,447	7,375	16,246	1,631	144	108	40,266
	Schaumburg	12,386	2,629	403	6,349	4,378	22,091	4,268	275	96	52,875
Suburbs (SW)	Du Page	2,248	5,595	638	3,774	297	553	6,271	13,339	417	33,132
	Homer	722	2,103	2,425	2,761	158	211	1,008	5,608	928	15,924
	Joliet	363	1,056	548	1,213	96	89	842	19,059	809	24,075
	Lemont	375	1,764	751	1,542	255	215	479	2,897	45	8,323
	Lockport	831	2,773	968	1,847	196	87	1,802	11,078	461	20,043
	New Lenox	370	1,223	2,150	2,663	268	195	802	6,417	1,796	15,884
	Plainfield	1,189	3,453	615	3,099	230	303	4,462	14,627	652	28,630
	Troy	427	1,899	371	1,190	119	191	1,336	10,589	471	16,593
Wheatland	1,429	4,039	301	4,802	517	496	9,074	9,453	225	30,336	
Suburbs (W)	Bloomington	9,869	5,832	301	3,868	1,796	4,365	20,151	421	70	46,673
	Lisle	3,113	11,566	535	7,643	699	1,204	23,185	3,368	162	51,475

Work Zone Group

Home Zone	I-294 (ORD)	I-294 (Cntrl)	I-294 (South)	Chicago	Suburb (N)	Suburb (NW)	Suburb (W)	Suburb (SW)	Suburb (S)	Total	
Milton	4,683	8,351	368	6,208	738	1,856	26,270	628	77	49,179	
Naperville	2,114	5,480	342	5,966	747	862	20,060	2,356	150	38,077	
Wayne	4,274	2,384	141	2,768	750	3,417	11,780	293	15	25,822	
Winfield	1,056	1,805	108	1,365	260	324	11,489	207	29	16,643	
Suburbs (S)	Bloom	1,043	844	5,811	6,169	346	378	162	861	9,508	25,122
	Frankfort	550	1,638	4,968	4,450	174	207	592	2,695	6,880	22,154
	Rich	1,038	867	4,822	9,406	717	235	317	1,005	7,413	25,820

Source: CTPP (2012-2016). Note that these figures represent one direction of a typical commute.

Table 4-5. Zone to Zone Group Total Trip Matrix (Replica)

Origin Zone	I-294 (ORD)	I-294 (Cntrl)	I-294 (So.)	Chicago	Suburb (N)	Suburb (NW)	Suburb (W)	Suburb (SW)	Suburb (S)	Total	
I-294 (O'Hare)	Addison	140,096	31,638	1,640	15,532	5,411	12,350	33,950	2,282	295	243,194
	Elk Grove	145,367	6,924	1,364	14,493	25,747	29,811	7,426	711	239	232,082
	Maine	211,998	3,751	1,329	33,115	54,473	9,252	2,519	482	483	317,402
	ORD/ Leyden	305,673	44,587	6,296	115,956	22,642	11,657	14,143	2,985	1,813	525,752
	Downers Grove	8,309	225,897	5,709	24,861	1,838	2,168	38,731	18,770	1,066	327,349
I-294 (Central)	Lyons	3,560	161,100	21,401	54,126	1,379	365	3,320	8,365	2,232	255,848
	Proviso (merged)	40,696	271,014	6,966	90,788	5,304	2,712	13,596	3,577	1,484	436,137
	York	32,933	257,296	7,065	25,514	4,207	5,642	56,230	9,503	1,418	399,808
	Bremen	1,030	3,818	188,262	24,053	933	93	385	3,093	24,904	246,571
I-294 (South)	Orland	1,065	6,329	155,856	16,980	379	159	729	13,274	17,844	212,615
	Palos	985	12,395	91,303	17,096	399	67	836	4,552	3,004	130,637
	Thornton	1,899	3,624	262,637	49,930	1,405	366	318	2,185	30,381	352,745
	Worth / Calumet	3,414	13,377	270,015	100,050	1,434	345	1,616	5,305	9,351	404,907
	Chicago (Loop)	24,179	26,058	21,987	752,296	24,317	7,299	16,363	5,674	6,150	884,323
Chicago	Chicago (N)	107,662	26,492	12,227	1,641,140	108,623	12,417	11,042	3,151	2,208	1,924,962
	Chicago (S)	12,521	15,704	98,058	1,184,582	9,282	2,588	3,835	5,072	13,531	1,345,173
	Chicago (SW)	10,837	42,589	59,154	681,492	5,021	1,672	3,724	9,646	4,309	818,444
	Chicago (W)	36,074	81,255	17,316	986,489	12,831	4,476	13,675	7,914	3,281	1,163,311
	Evanston / New Trier	10,037	2,008	1,036	53,341	206,673	1,853	981	266	273	276,468
Suburbs (N)	Niles	31,282	3,504	1,414	65,576	166,898	2,914	1,884	657	334	274,463
	Northfield	25,179	2,841	1,308	24,893	167,223	6,102	2,491	353	340	230,730
	Wheeling	45,234	4,789	1,180	13,222	219,654	37,379	4,949	675	346	327,428

Origin Zone		I-294 (ORD)	I-294 (Cntrl)	I-294 (So.)	Chicago	Suburb (N)	Suburb (NW)	Suburb (W)	Suburb (SW)	Suburb (S)	Total
Suburbs (NW)	Barrington	2,024	619	75	1,032	1,587	27,551	2,023	189	19	35,119
	Hanover	7,511	2,706	310	4,648	2,268	133,133	21,465	578	80	172,699
	Palatine	17,203	4,184	1,076	6,990	27,672	142,419	6,158	799	205	206,706
	Schaumburg	29,415	7,789	1,601	11,402	10,679	197,559	23,216	901	356	282,918
Suburbs (W)	Bloomington	31,585	17,253	690	7,174	3,197	27,819	188,265	2,187	191	278,361
	Lisle	5,943	37,231	2,050	11,296	1,063	3,081	175,002	27,080	503	263,249
	Milton	10,070	31,184	1,345	8,456	1,405	5,360	200,748	4,831	127	263,526
	Naperville	4,504	16,535	1,847	8,852	1,269	3,327	190,949	31,906	525	259,714
	Wayne	6,126	3,867	205	2,119	799	13,375	84,396	1,143	27	112,057
	Winfield	1,873	4,179	398	1,952	349	1,806	72,996	2,164	30	85,747
Suburbs (SW)	Du Page	1,442	14,190	2,538	9,798	285	421	24,102	148,970	1,010	202,756
	Homer	596	2,989	10,873	3,560	87	230	971	48,132	1,980	69,418
	Joliet	573	3,091	3,390	4,041	175	123	2,771	183,836	3,463	201,463
	Lemont	656	5,474	3,649	3,207	205	161	1,883	29,764	248	45,247
	Lockport	1,057	4,995	2,864	4,336	163	78	3,857	110,719	692	128,761
	New Lenox	77	641	6,079	1,831	118	21	337	59,369	10,183	78,656
	Plainfield	1,095	5,821	1,193	5,502	278	173	7,795	118,515	1,235	141,607
	Troy	699	3,627	1,517	3,230	197	143	2,740	88,256	1,590	101,999
	Wheatland	1,275	6,095	584	4,366	380	777	25,256	85,884	424	125,041
Suburbs (S)	Bloom	1,079	1,597	29,501	11,587	390	139	169	1,254	125,029	170,745
	Frankfort	518	2,164	26,399	6,304	147	77	181	12,527	78,545	126,862
	Rich	846	1,634	30,210	15,227	609	35	124	1,564	112,024	162,273

Source: Replica (2018-2019). Average weekday total trips.

Table 4-6. Zone to Zone Commuter Matrix (CTPP)

		Work Zones																														Total																
		I-294 (OHare)				I-294 (Central)				I-294 (South)				Chicago					Suburbs (N)				Suburbs (NW)				Suburbs (W)						Suburbs (SW)					Suburbs (S)										
		Addison	Elk Grove	Maine	ORD/Leyden	Downers Grove	Lyons	Proviso	York	Bremen	Orland	Palos	Thornton	Worth/Calumet	Chicago (Loop)	Chicago (N)	Chicago (S)	Chicago (SW)	Chicago (W)	Evans-ton/N Trier	Niles	North-field	Wheel-ing	Barr-ington	Han-over	Pala-tine	Schaum-burg	Bloom-ing-dale	Lisle	Milton	Naper-ville		Wayne	Winfield	Du Page	Homer	Joliet	Lemont	Lock-port	New Lenox	Plain-field	Troy	Wheat-land	Bloom	Frank-fort	Rich		
Home Zones	I-294 (OHare)	Addison	1,936	608	2,635	800	362	1,103	3,208	45	33	50	133	149	1,861	840	413	260	851	178	336	366	633	89	138	338	738	2,500	796	1,081	541	361	223	144		24	25	104	40	20	44	24	15		25	33,827		
		Elk Grove	2,165		2,737	2,466	248	145	528	652	75	34	54	125	219	2,568	1,348	428	277	461	354	831	1,060	2,714	149	200	962	2,736	774	249	177	243	19	10	35	35	10	25	30			4	4	34	34,098			
		Maine	1,021	3,053		4,047	302	260	553	654	45	69	55	73	247	5,572	3,856	567	552	1,404	1,655	3,757	3,591	2,403	199	80	860	1,041	410	203	154	205	4	39	70		10	25	10	25	10	35	50	20	85	50,483		
		ORD/Leyden	2,821	2,177	3,424		575	642	3,392	1,746	113	168	45	250	266	7,385	7,909	1,309	863	3,933	951	2,128	1,289	775	117	138	372	815	953	404	629	289	49	106	157		22	64	45	10	14	10	113	28	76	64,041		
	I-294 (Central)	Downers Grove	1,859	486	351	996		2,630	1,849	7,392	194	213	279	172	540	8,078	853	801	1,144	1,937	76	177	330	261	112	44	366	385	800	3,254	1,447	1,825	147	335	1,165	34	238	270	154	54	82	103	113	55	86	59	60,023	
		Lyons	496	357	333	985	2,017		2,166	1,926	271	564	685	416	1,433	5,482	1,331	1,065	2,639	2,996	92	256	420	341	42	98	115	452	369	622	231	359	8	147	445	14	96	116	187	44	24	97	80	62	159	14	40,351	
		Proviso	2,617	949	891	4,671	1,501	2,586		4,713	152	120	203	192	385	7,953	2,462	1,515	1,529	6,333	334	589	598	526	123	132	540	782	1,304	803	543	511	142	203	211	25	63	78	119	4	18	63	20	122	67	75	64,090	
		York	3,671	861	540	1,763	2,129	488	2,088		58	133	89	119	206	4,636	832	444	485	1,662	115	301	544	302	99	100	229	595	1,686	1,795	2,191	1,325	232	468	300	25	41	24	32	28	30	49	40	22	119	65	48,363	
	I-294 (South)	Bremen	229	309	197	470	569	859	449	923		3,132	1,117	1,754	3,327	4,432	945	1,881	1,864	1,236	250	324	412	140	25	130	105	200	74	308	94	224	40		523	198	389	119	224	240	119	305	35	691	1,298	1,167	39,044	
		Orland	399	268	308	513	451	1,159	807	1,140	2,002		1,849	1,017	2,946	4,670	994	1,669	1,691	1,152	199	99	230	155	80	20	98	288	295	377	209	237	20	34	756	553	870	340	147	251	64	179	119	340	2,071	563	40,345	
		Palos	117	180	88	383	506	1,224	507	631		553	736		455	1,946	2,191	706	681	2,007	1,049	33	110	178	108	20	35	10	50	104	133	99	94	45	10	170	44	49	118	149	53	25	40	10	48	196	75	19,508
		Thornton	195	340	326	636	387	695	684	566	1,720	569	395		2,146	7,273	1,980	6,402	2,287	1,971	281	355	250	351	65	29	281	337	138	137	55	167		18	102	49	381	125	79	10	34	10	10	1743	361	1,333	48,359	
	Chicago	Worth / Calumet	361	451	467	1,192	668	2,542	822	1,075	2,320	1,594	2,730	1,681		8,010	1,817	4,833	6,416	2,715	157	246	296	312	64	115	209	447	264	450	101	357	64	761	165	276	221	146	113	20	174	89	275	799	465	62,113		
		Chicago (Loop)	513	164	488	1,171	283	313	712	1,064	79	160	25	218	303		3,345	2,915	967	3,617	807	496	790	294	80	50	123	247	30	143	180	318	4	110	35		10	38	49	30	25	45		188	94	80	68,290	
		Chicago (N)	3,736	4,662	6,293	19,490	1,009	1,584	4,665	3,925	455	686	577	1,113	1,759	146,394		12,426	7,359	27,121	10,593	15,401	6,943	3,182	692	631	1,992	3,626	1,271	897	861	971	208	221	496	4	147	199	93	71	69	217	73	517	127	352	431,725	
		Chicago (S)	882	976	1,140	3,616	1,059	2,233	2,496	1,576	1,177	958	972	3,642	6,442	49,931	11,579		12,179	14,434	1,319	1,078	1,080	1,017	124	166	559	911	288	514	246	341	175	771	44	246	113	104	91	35	231	89	791	455	704	191,863		
		Chicago (SW)	1,349	1,229	935	3,118	1,659	5,452	2,675	1,979	650	680	1,837	963	5,752	21,688	8,201	14,564		13,794	577	808	878	755	175	119	483	705	757	549	318	418	94	161	1,424	102	144	168	197	159	94	155	63	337	296	193	132,376	
		Chicago (W)	2,295	1,933	1,627	7,130	1,577	3,302	9,446	3,655	430	340	462	799	1,545	44,269	16,843	7,517	9,309		1,165	1,972	1,907	1,047	184	286	712	950	1,539	1,010	798	733	129	163	1,118	60	140	87	199	54	207	189	95	327	127	159	179,520	
		Suburbs (N)	Evans-ton/New T	249	343	807	800	68	105	171	185	79	34	69	74	76	11,596	2,909	766	159	1,270		2,760	2,465	402	86	44	92	235	64	52	25	64		4	30		15	38	49	30	25	45		188	94	80	68,290
			Niles	245	629	2,139	1,341	62	261	355	294	131	45	35	85	142	4,642	6,121	816	587	1,561	3,523		2,420	872	49	60	161	240	124	72	84	49	4	55	20	4	24	75	10		80		35		54	38,731	
	Northfield		236	509	1,589	798	115	45	249	273	24	19	14	47	124	4,680	2,338	366	396	482	1,560	1,697		1,229	82	69	356	388	44	44	54	90	30	39		24		10	15		29		15	25	30,089			
	Wheeling		1,520	3,559	2,910	2,053	286	245	799	762	59	79	29	205	235	4,698	1,808	856	634	837	882	1,942	5,539		399	127	2,768	2,543	538	284	106	400	69	44	31		75	15	10		135		135	38	54,360			
	Suburbs (NW)	Barrington	180	460	60	355	15	35	15	135						385	260	80	15	60		15	140	265			165	400	565	115	45	45	135					20							20	5,374		
		Hanover	2,039	2,532	702	1,191	285	159	272	870	120	75	8	105	117	2,219	731	220	312	664	90	339	586	964	752		1,340	4,653	2,017	430	351	618	586	246	149		24	4	10			10		19	31,813			
		Palatine	1,423	3,403	1,360	1,251	269	200	314	768	20	38	30	119	120	2,712	1,079	501	335	820	293	424	1,599	5,059	680	313		4,389	843	260	346	98	70	14	59		10	30	45				108	40,266				
		Schaumburg	3,565	4,787	1,586	2,448	411	270	635	1,313	57	49	52	138	107	3,640	1,076	372	444	817	239	728	1,080	2,331	1,998	1,854	2,927		2,215	423	519	488	362	261	123	10	100	10	10	4	18		43	29	24	52,875		
	Suburbs (W)	Bloomington	5,677	1,740	681	1,771	1,109	248	887	3,588	15	50	54	78	104	2,039	584	274	309	662	93	442	478	783	192	730	750	2,693		1,173	3,132	1,125	1,042	797	274		20	29	20	10	15	4	49	20	30	20	46,673	
		Lisle	1,398	498	224	993	4,711	630	1,078	5,147	35	99	88	102	211	5,278	540	427	436	962	87	120	234	258	129	64	317	694	868		2,286	5,588	243	552	1,828	119	207	97	147	135	206	109	520	14	119	29	51,475	
Milton		2,590	848	329	916	1,396	417	816	5,722	33	18	41	117	159	4,667	470	245	231	595	38	108	320	272	171	155	375	1,155	2,465	2,388		2,041	459	1,431	323	25	34	49	69	10	64	10	44	8	49	20	49,179		
Naperville		916	313	170	715	1,438	242	472	3,328	35	55	30	53	169	4,891	296	98	250	431	99	183	337	128	79	120	132	531	592	3,835	1,451		210	724	727	83	227	63	66	54	270	99	667	28	114	8	38,077		
Suburbs (SW)	Wayne	2,144	919	380	831	479	109	352	1,444	24	30	18	49	20	1,602	468	172	73	453	48	102	184	416	327	852	467	1,771	3,628	873	1,613	968		858	125		20	10		10	34	14	80			15	25,822		
	Winfield	655	195	77	129	419	77	152	1,157						800	159	60	91	255	35	43																											

4.2 Commuter Flows Near Study Corridor

Polygon to Polygon

There are nearly 390,000 commuters who both live and work within the five-mile radius of the Tri-State Study corridor.

We begin this examination of study area commuter flows with a higher-level analysis, grouping the 15 polygons (described in Section 2.2) so that each group makes up one third of the 528 square miles of the study area, as shown in Figure 4-11.

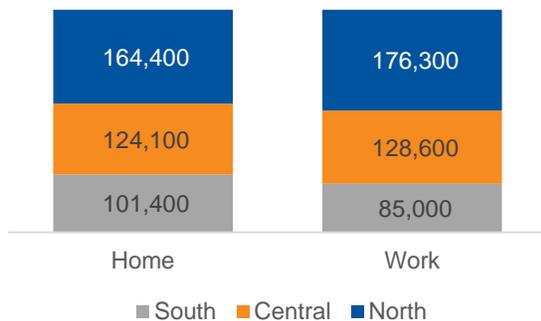
Among these equal thirds in area, 42% of commuters live in the northern third and 45% work there. This counterbalances the fact that 26% of commuters live in the southern third and 22% work there. The central third has an equal proportion of area to commuters (i.e., approximately 33%). See Figure 4-12.

Perhaps unsurprisingly, given the long distances involved, very few people currently commute between the two ends of the corridor. Only 9,700 (2.5%) of all commuters travel from the South to the North, and 3,100 (0.8%) travel from North to South. A combined 79% travel within their polygon group (e.g., North to North), and 18% travel between adjacent groups (Table 4-7).

Figure 4-11. Polygon Groups



Figure 4-12. Commuters by Polygon Group



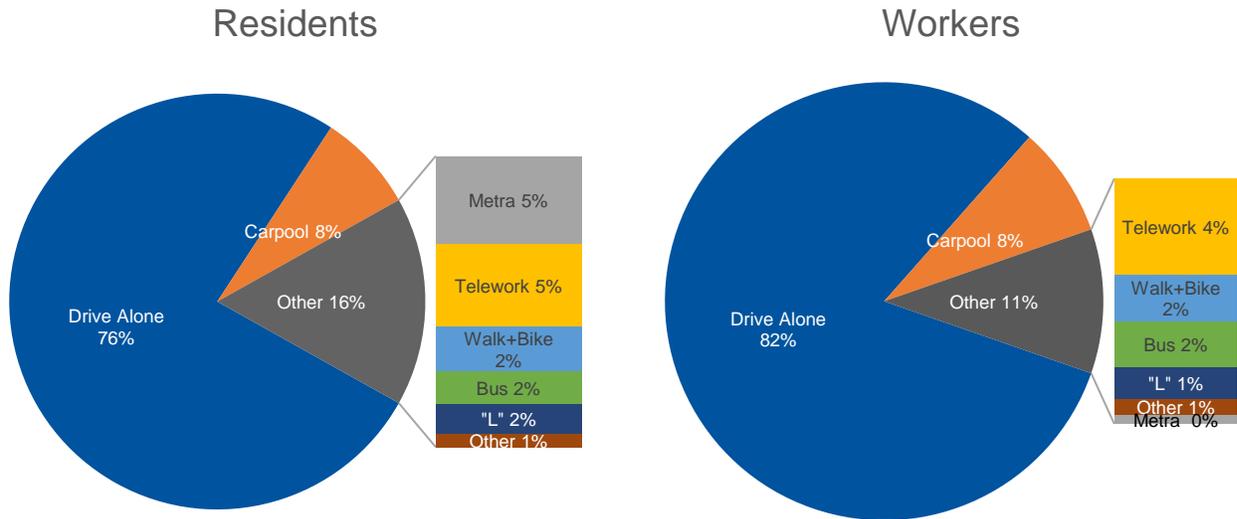
Source: CTPP (2012-2016).

Table 4-7. Commuters by Polygon Group Origin-Destination

	Commuters	Share
North to North	142,700	36.6%
Central to Central	91,200	23.4%
South to South	72,900	18.7%
South to Central	18,700	4.8%
North to Central	18,600	4.8%
Central to North	23,800	6.1%
Central to South	9,000	2.3%
South to North	9,700	2.5%
North to South	3,100	0.8%

In terms of mode of transportation, 76% of study area residents drive alone to work and 8% carpool. Transit makes up a combined 8% of resident commuters, and 5% telework. The remaining residents walk, bike, or use some other mode of transportation. In the case of study area workers, these are weighted more heavily toward drive alone (82%, with a corresponding decrease in transit—specifically Metra and CTA rail). Other proportions remain similar (see Figure 4-13).

Figure 4-13. Commuter Mode Share for Study Area Residents and Workers



Source: CTPP (2012-2016).

There is more variation in mode share when narrowing down to particular origin and destination locations, as shown in Figure 4-14. Drive alone mode share ranges from 73% to 91% among the various flows, though this is primarily because the commuters within a single zone captures the teleworkers and those that can walk to work, correspondingly lowering the drive-alone share. Bus typically captures 1% to 2% of all commuters, with slightly higher numbers for trips originating in the south.

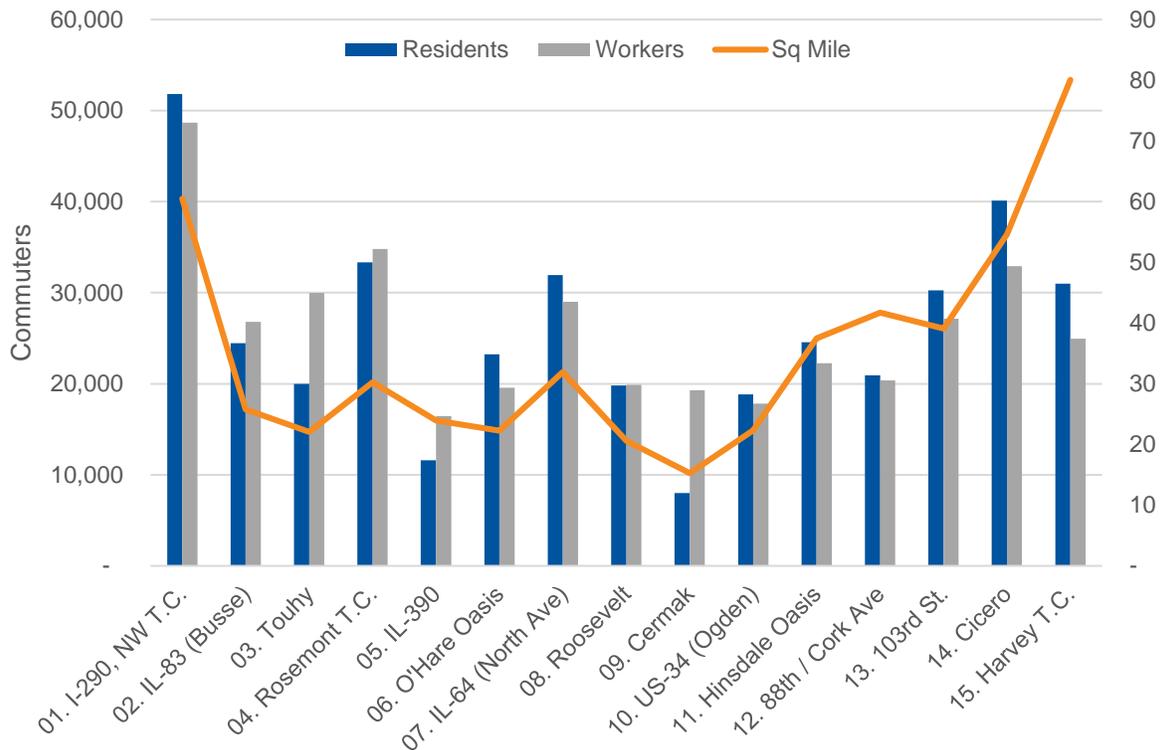
Figure 4-14. Primary Commuter Means of Transportation among Polygon Group O-D pairs

Mode	Within South	South to Central	South to North	Central to South	Within Central	Central to North	North to South	North to Central	Within North
Drive Alone	74%	91%	88%	90%	73%	88%	86%	91%	76%
Telework	12%	0%	0%	0%	14%	0%	0%	0%	10%
Carpool	8%	7%	7%	7%	7%	9%	10%	6%	8%
Walk	3%	0%	1%	0%	4%	1%	1%	1%	3%
Bus	2%	1%	2%	1%	1%	1%	0%	1%	1%

Source: CTPP (2012-2016).

Turning now to the 15 more detailed polygon definitions, the commuter counts by their residence and worksite locations, as well as the polygon area in square miles, are provided in Figure 4-15. The polygons with the highest resident (origin) counts include I-290, Cicero, Rosemont, and IL-64 (North Avenue), and those with the highest worker (destination) counts are nearly the same (I-290, Rosemont, Cicero, and Touhy/Dempster).

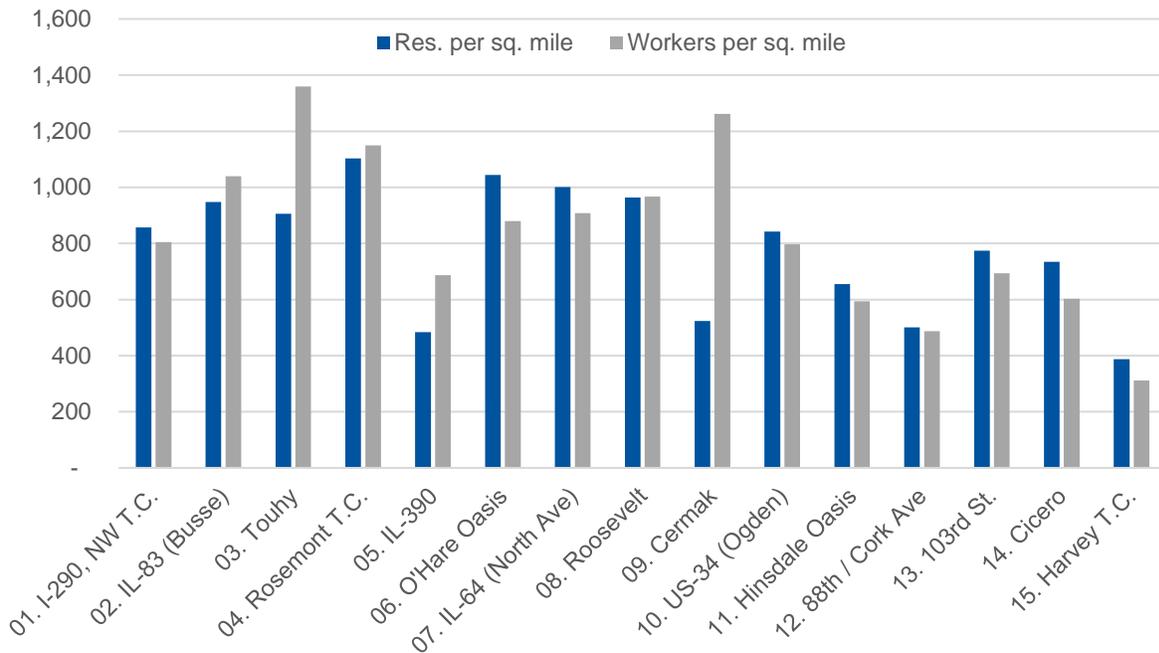
Figure 4-15. Commuters by residential location and workplace location



Source: CTPP (2012-2016).

However, given the varying size of the polygons, it may be more useful to compare their density (i.e., residents per square mile and workers per square mile) (Figure 4-16). The areas with the highest density of commuter residents tend to be in the central and northern portions of the corridor, such as Rosemont, O'Hare Oasis, IL-64 (North Avenue), Roosevelt. This is even more true for workplace density, in which case the southernmost third of the corridor (along with IL-390) makes up the lowest densities in the entire corridor.

Figure 4-16. Density of commuters by residence location and workplace location



Source: CTPP (2012-2016).

Looking at the direction of travel, about 46% of commuters (178,000) both start and end within the same polygon. Among the remainder, 121,000 commuters (31%) travel northward and 90,000 (23%) travel southward for work (Figure 4-17).

At an individual corridor level, the inflection point between whether workers commuting outside of the polygon travel either north or south occurs roughly at the O'Hare Oasis. Further details regarding commuting direction from home polygon location are provided in Figure 4-18.

Figure 4-17. Direction of Travel among Study Area Commuters

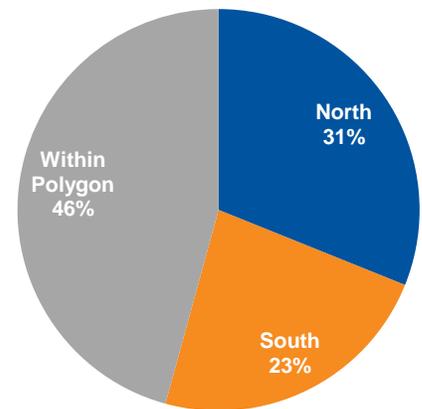
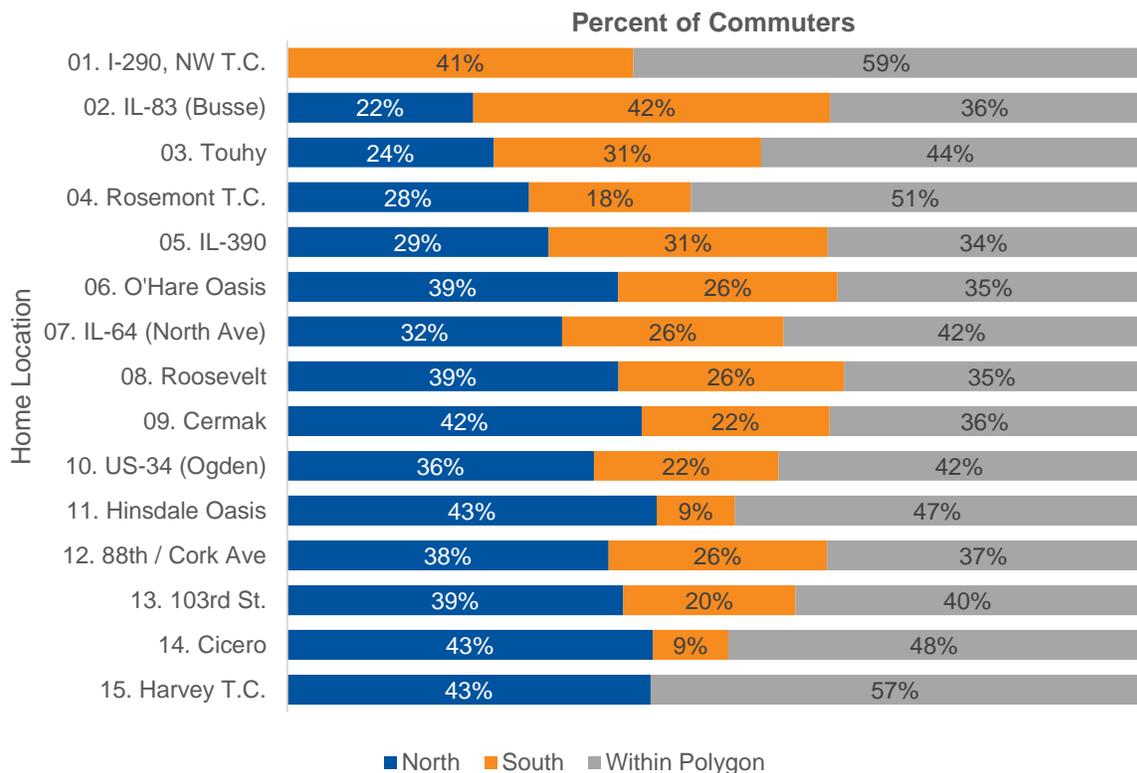
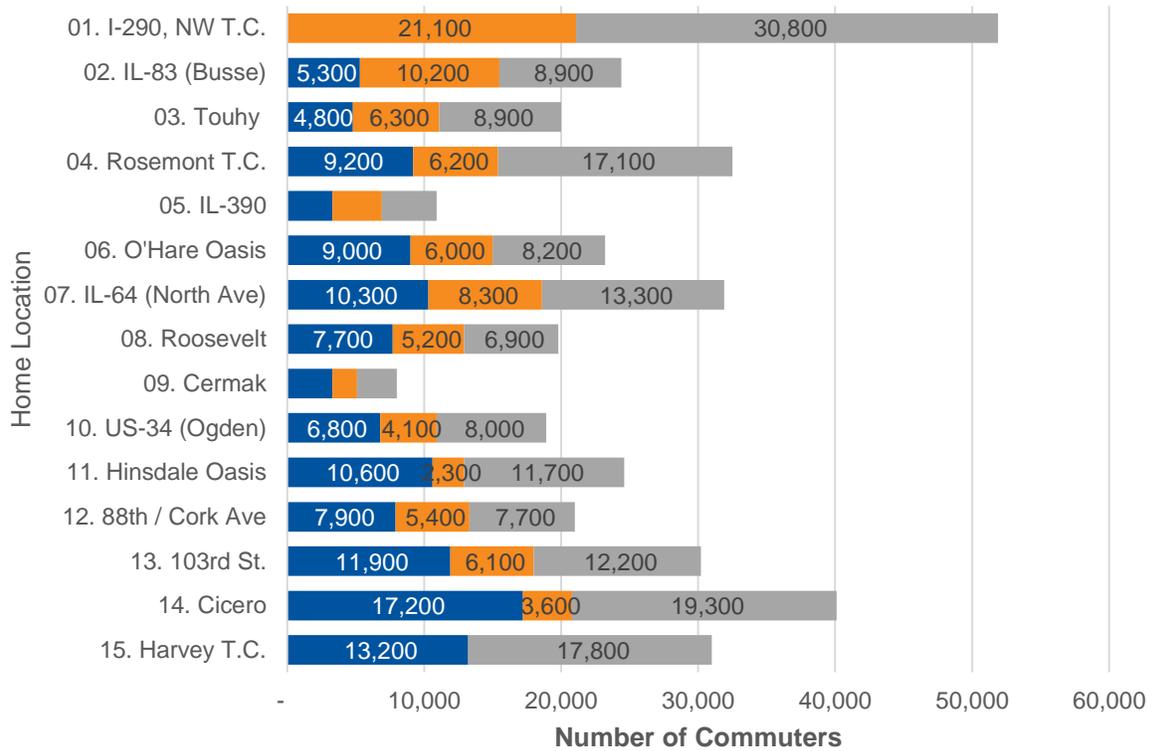


Figure 4-18. Commuting Direction by Home Polygon (Number and Share of Commuters)



Source: CTPP (2012-2016).

The major polygon-to-polygon origin-destination pairs were analyzed in terms of the absolute number of commuters, and then by density of commuters per square mile (to account for varying polygon size).

Filtering to polygon origin-destination pairs with at least 1,000 commuters retains about 84% of the total flows and accounts for 328,000 commuters, as illustrated in Figure 4-19 and Table 4-8. Given the relatively large size of the polygons and the common preference to live near where one works, the top-ranking origin-destination pairs are unsurprisingly those that start and end in the same zone.

Figure 4-19. Polygon O-D Pairs with over 1,000 commuters (Destinations Circled)



Note: Size of circle represents number of commuters at destination.

Table 4-8. Polygon O-D Pairs with over 1,000 commuters

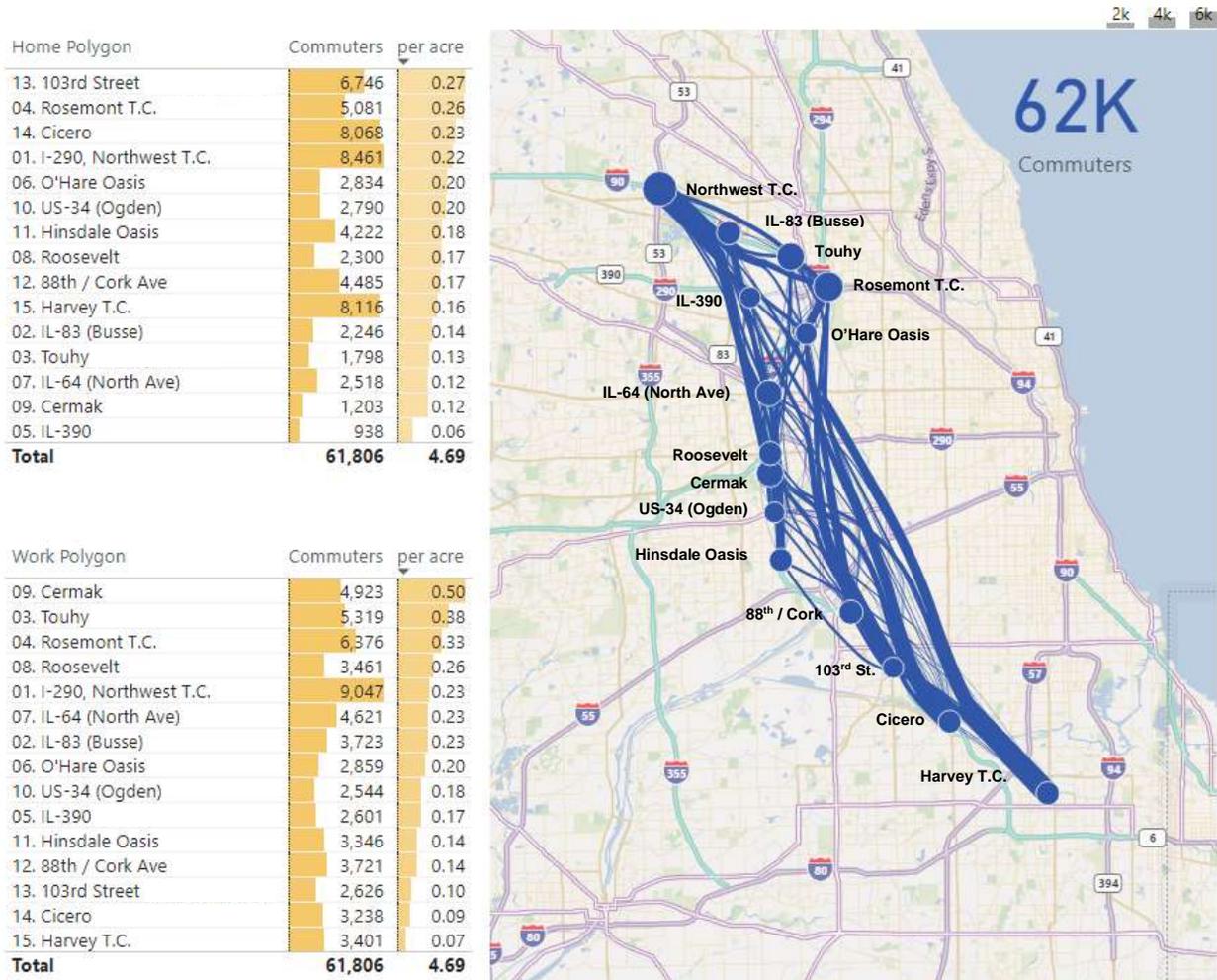
Origin-Destination Pair	Commuters	Origin-Destination Pair	Commuters
Northwest T.C. to Northwest T.C.	30,774	Cicero to 88th / Cork Ave	2,486
Cicero to Cicero	19,348	O'Hare Oasis to Touhy	2,426
Harvey T.C. to Harvey T.C.	17,775	Roosevelt to Cermak	2,417
Rosemont T.C. to Rosemont T.C.	17,094	IL-83 (Busse) to Rosemont T.C.	2,313
IL-64 (North Ave) to IL-64 (North Ave)	13,339	US-34 (Ogden) to Hinsdale Oasis	2,155
103rd St. to 103rd St.	12,223	88th / Cork Ave to Hinsdale Oasis	2,146
Hinsdale Oasis to Hinsdale Oasis	11,655	US-34 (Ogden) to Cermak	2,145
IL-83 (Busse) to IL-83 (Busse)	8,878	Touhy to Northwest T.C.	2,085
Touhy to Touhy	8,871	Rosemont T.C. to IL-83 (Busse)	1,965
O'Hare Oasis to O'Hare Oasis	8,235	Rosemont T.C. to Northwest T.C.	1,919
US-34 (Ogden) to US-34 (Ogden)	7,976	Rosemont T.C. to O'Hare Oasis	1,905
Cicero to 103rd St.	7,773	IL-390 to IL-83 (Busse)	1,625
88th / Cork Ave to 88th / Cork Ave	7,673	IL-83 (Busse) to IL-390	1,611
Roosevelt to Roosevelt	6,878	Northwest T.C. to IL-64 (North Ave)	1,560
Northwest T.C. to IL-83 (Busse)	6,208	Cermak to Roosevelt	1,499
IL-83 (Busse) to Northwest T.C.	5,337	88th / Cork Ave to Cicero	1,490
Rosemont T.C. to Touhy	5,328	IL-64 (North Ave) to Northwest T.C.	1,359
103rd St. to Cicero	4,816	Harvey T.C. to 103rd St.	1,350
Harvey T.C. to Cicero	4,779	IL-64 (North Ave) to Touhy	1,346
103rd St. to 88th / Cork Ave	4,553	IL-390 to IL-64 (North Ave)	1,344
IL-390 to IL-390	3,980	US-34 (Ogden) to Roosevelt	1,333
Northwest T.C. to Touhy	3,655	Harvey T.C. to 88th / Cork Ave	1,332
Cicero to Harvey T.C.	3,556	103rd St. to Harvey T.C.	1,298
O'Hare Oasis to Rosemont T.C.	3,405	Hinsdale Oasis to Roosevelt	1,265
88th / Cork Ave to 103rd St.	3,385	IL-390 to Northwest T.C.	1,243
IL-64 (North Ave) to Roosevelt	3,346	O'Hare Oasis to Northwest T.C.	1,233
Touhy to Rosemont T.C.	3,186	IL-64 (North Ave) to Rosemont T.C.	1,227
Northwest T.C. to IL-390	3,094	103rd St. to Hinsdale Oasis	1,196
Roosevelt to IL-64 (North Ave)	3,087	IL-64 (North Ave) to IL-83 (Busse)	1,176
IL-83 (Busse) to Touhy	3,053	Roosevelt to O'Hare Oasis	1,148
Hinsdale Oasis to US-34 (Ogden)	2,992	Rosemont T.C. to IL-64 (North Ave)	1,141
Cermak to Cermak	2,908	88th / Cork Ave to US-34 (Ogden)	1,111
Hinsdale Oasis to Cermak	2,839	O'Hare Oasis to IL-83 (Busse)	1,107
Touhy to IL-83 (Busse)	2,759	US-34 (Ogden) to 88th / Cork Ave	1,075
IL-64 (North Ave) to Cermak	2,672	Roosevelt to Touhy	1,074
IL-64 (North Ave) to O'Hare Oasis	2,664	O'Hare Oasis to Roosevelt	1,069
O'Hare Oasis to IL-64 (North Ave)	2,592	Roosevelt to US-34 (Ogden)	1,044
Northwest T.C. to Rosemont T.C.	2,584	Northwest T.C. to O'Hare Oasis	1,032
IL-64 (North Ave) to IL-390	2,535	Cicero to Hinsdale Oasis	1,029
		Hinsdale Oasis to IL-64 (North Ave)	1,017

Source: CTPP (2012-2016).

It is reasonable to assume that potential riders of the Tri-State service would be unlikely to use it for short-distance trips because of the limited access to the Tollway and the non-local stop pattern of any bus service that operates along such a facility. For this reason, another illustration has been prepared that excludes commuters who travel less than ten miles for their commute (calculated as airline distances between home and work TAZ centroids) (Figure 4-20). This reduces the number of included commuters to 62,000, or about 16% of the total. In the figures, the home and work polygons are ranked by commuters per polygon acre, and the commuter count is provided as well. The top home locations by density are 103rd Street, Rosemont, Cicero, I-90 / Northwest T.C., O'Hare Oasis, and US-34 Ogden. There are also many commuters originating in the Harvey T.C. polygon, but at a lower density. This suggests that promising origin locations exist along the length of the study corridor.

At the work end of the trip, the top locations are Cermak, Touhy, Rosemont, Roosevelt, and I-290 / Northwest T.C—all focused on the central and northern portion of the I-294 corridor.

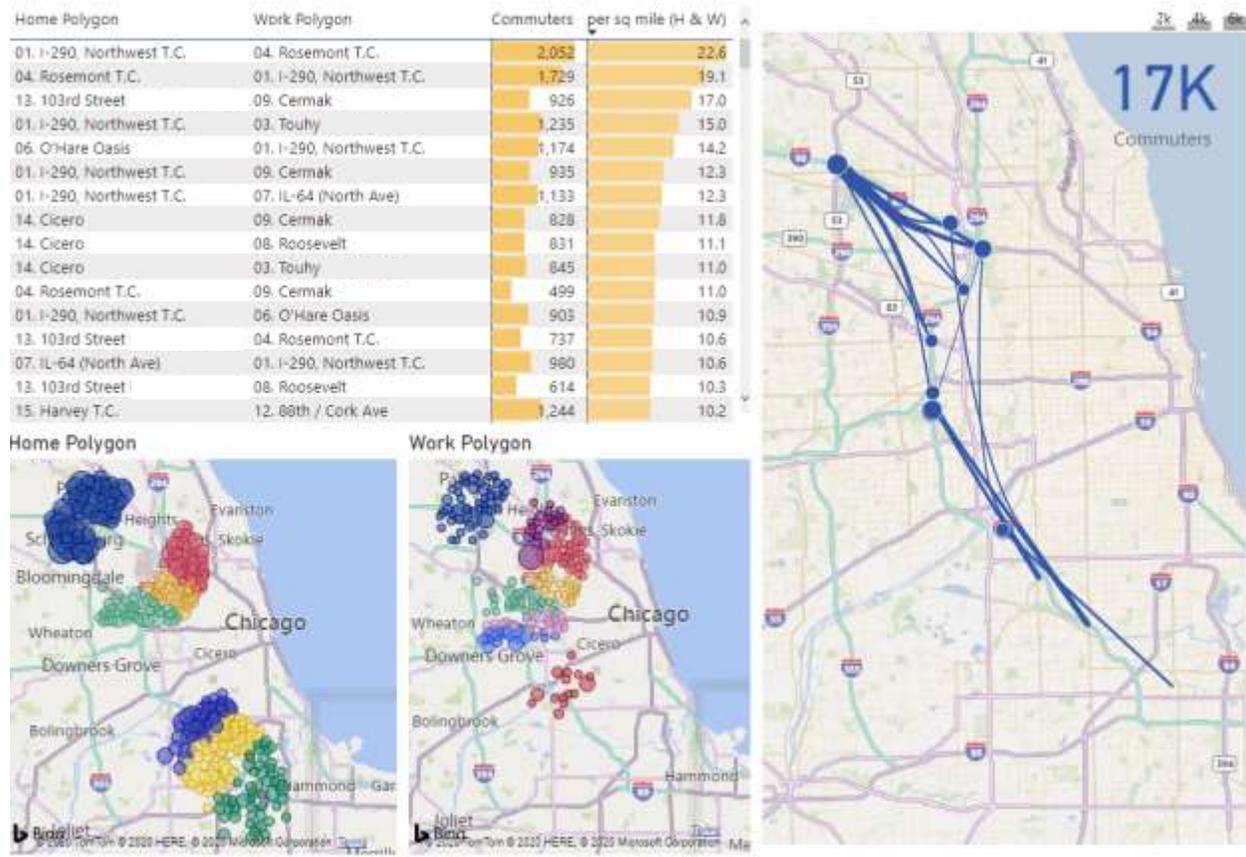
Figure 4-20. Polygon O-D Pairs of Commuters with minimum 10-mile Commute Distance



Source: CTPP (2012-2016).

Filtering these origin-destination pairs to the top ranking commuter flows, Figure 4-21 shows the top flows by numbers of commuters per square mile (including the area of both the origin and destination polygons). The home locations tend to be located at the northern and southern ends of the study corridor, traveling to workplaces between O'Hare Airport and Cermak (i.e., Oak Brook area).

Figure 4-21. Polygon O-D Pairs with 15+ commuters per sq. mi. (excl. adjacent polygons)



Source: CTPP (2012-2016).

Note: only the highest densities of origin-destination commuter flows are shown in the chart.

This analysis reinforces that the fact that the highest-density exchange of commuters occurs in the northern and central sections of the study area, with some key commuter flows from the southern to the central section. However, it is worth noting here that given the importance of first- and last-mile connections in enabling transit use to occur, a potentially better gauge of potential ridership will be the analysis performed in Section 4.3, in which geographies specific to transit-accessible locations are analyzed.

To support the potential need for any future analysis of polygon-to-polygon commuter flows, illustrations of all possible origin-destination pairings, including both straight-line maps and bar charts with the details of the commuters within each workplace polygon are provided in Appendix B, Figure B-5 through Figure B-8.

Trips to CBD

The number of commuters traveling to the Chicago CBD was tabulated for a number of different home geographies. The purpose of this analysis is to shed some light on the potential for an express service to operate on the Tri-State and then either connect to an existing downtown service (e.g., one of the Pace I-55 express services) or to continue downtown as a one-seat ride.

Beginning with the commuters originating from a home polygon within five miles of the Tri-State (Table 4-9), the highest density are generally those that are physically near (i.e., not the ends of the study corridor) and have existing high-quality connections to downtown. For example, the Metra BNSF line traverses the US-34 (Ogden) polygon, Rosemont T.C. is served by the CTA

Blue Line (O'Hare), O'Hare Oasis by Metra MD-W, Roosevelt by the Blue Line (Forest Park), etc.

Table 4-9. CBD Commuters by Home Polygon

Home Polygon	Commuters per sq. mile	Commuters
01. I-290, Northwest T.C.	1.2	6,020
02. IL-83 (Busse)	2.8	2,870
03. Touhy	3.1	2,490
04. Rosemont T.C.	4.8	9,960
05. IL-390	1.2	810
06. O'Hare Oasis	4.4	4,260
07. IL-64 (North Ave)	1.5	3,260
08. Roosevelt	3.5	3,080
09. Cermak	2.9	890
10. US-34 (Ogden)	7.1	6,170
11. Hinsdale Oasis	2.4	5,320
12. 88th / Cork Ave	3.0	4,960
13. 103rd St.	2.8	6,490
14. Cicero	2.4	10,860
15. Harvey T.C.	1.3	9,060

Source: CTPP (2012-2016).

The travel mode breakdown for CBD commuters is provided in Table 4-10, illustrating how common Metra and CTA rail are, though bus (either CTA or Pace) is also quite common near O'Hare Oasis, Harvey T.C., and 88th / Cork.

Table 4-10. CBD Commuters by Home Polygon and Travel Mode

Home Polygon	Drive Alone	Metra Rail	CTA Rail	Carpool	Bus	Other
01. I-290, Northwest T.C.	23%	69%	3%	2%	1%	1%
02. IL-83 (Busse)	31%	56%	8%	4%	1%	0%
03. Touhy	37%	42%	13%	3%	3%	2%
04. Rosemont T.C.	41%	22%	26%	5%	4%	1%
05. IL-390	28%	59%	3%	7%	2%	0%
06. O'Hare Oasis	41%	24%	17%	6%	9%	2%
07. IL-64 (North Ave)	29%	53%	8%	6%	2%	1%
08. Roosevelt	40%	33%	18%	4%	5%	1%
09. Cermak	52%	34%	5%	7%	0%	2%
10. US-34 (Ogden)	21%	73%	3%	1%	1%	1%
11. Hinsdale Oasis	26%	66%	2%	3%	1%	1%
12. 88th / Cork Ave	38%	16%	32%	7%	7%	1%
13. 103rd St.	38%	31%	15%	10%	5%	2%
14. Cicero	35%	47%	9%	4%	4%	1%
15. Harvey T.C.	41%	33%	12%	4%	8%	2%

Source: CTPP (2012-2016). Note: CTPP does not report transit agency; it is assumed that Chicago-area CTPP trips carried out by railroad are done via Metra rail and those carried out by subway, light rail, streetcar are carried out by CTA rail.

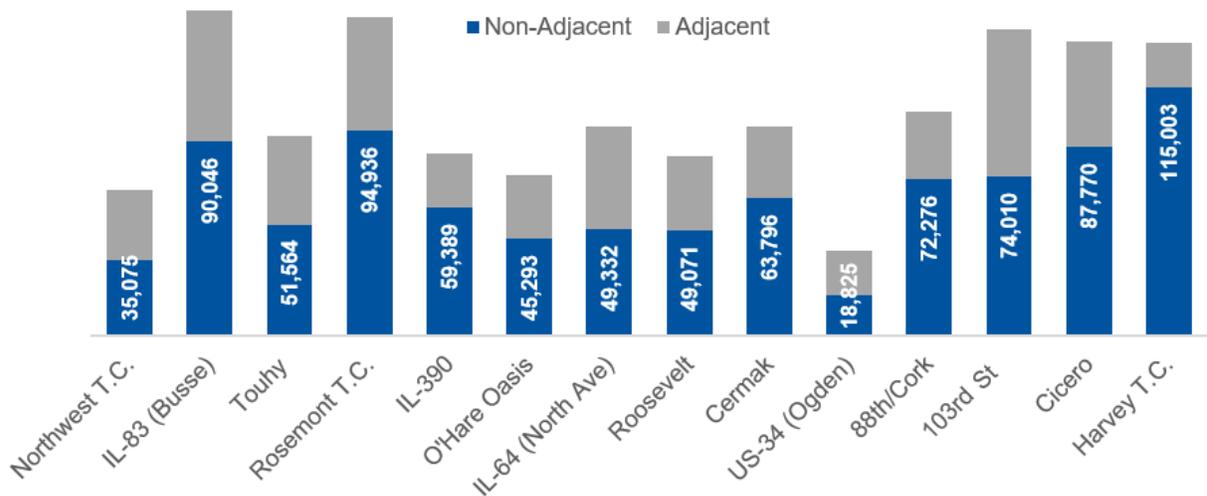
4.3 Transit Connection Commuter Flows: Trips from I-294 using Transit Connections

Park-n-Ride Assessment (Polygon to Corridor)

As discussed in Section 2.2, this analysis is intended to support evaluation of the potential for Park-n-Ride type service on the Tri-State, with the opportunity to connect to transit corridors to reach the commuters' final destination. Given that there are 15 polygons and 49 corridors (divided into 135 segments), documenting the commuter flows across all possible permutations would be too unwieldy to effectively analyze here. For this reason, this report summarizes the corridors by potential access point(s).⁵

The CTPP data were analyzed to determine the number of people traveling between each home polygon and any of the work corridors associated with a given (generalized) access point. To minimize the number of trips unlikely to be taken via Tri-State service, commuters traveling to the CBD were excluded from this analysis (as is most cases there is a more direct existing means for a Park-n-Ride user to reach downtown—by Metra, interstate express bus, or CTA rail; note that subsequent analysis will include CBD workers). Commuters were divided into those traveling to an adjacent or non-adjacent access point (for trip length/circuitry reasons). This results in the high-level figures shown in Figure 4-22, with the blue bars representing the number of commuters traveling from any eligible home polygon to the non-adjacent work corridor access point. According to this analysis, Rosemont T.C., Harvey T.C., IL-83 (Busse), and Cicero show the most promise as a location where Tri-State riders could alight and make transfers to transit connections that would carry them to their final destination. Next is 103rd Street, and 88th / Cork, each with over 70,000 potential commuters.

Figure 4-22. Commuters by Work Corridor Access Point (from any non-adjacent Home Polygon)

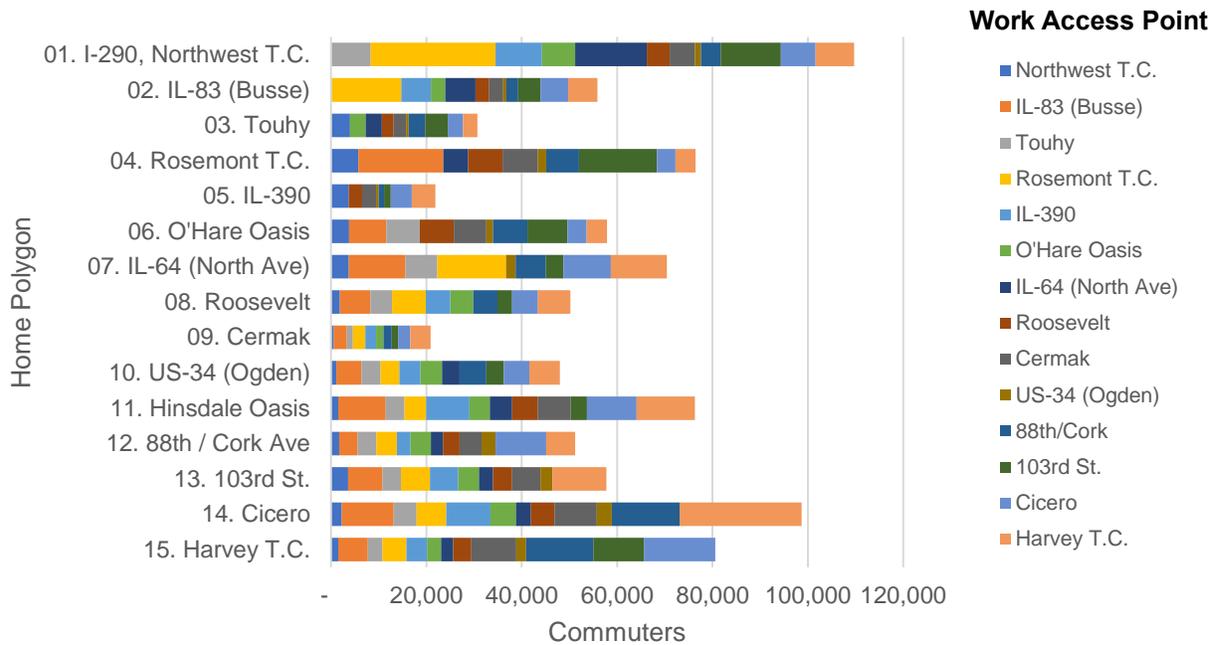


Source: CTPP (2012-2016).

Drilling down into the origin locations for each of the Tri-State alighting/transfer locations, Figure 4-23 and Table 4-11 show the totals for each origin-destination pairing, in graphic and tabular form.

⁵ Some transit corridors are long enough to have more than one potential access point, in which case they are assigned to both, e.g., Pace 888 Homewood-Naperville is assigned to both Harvey T.C. and Cermak.

Figure 4-23. Commuters by Home Polygon and Work Corridor Access Point



Source: CTPP (2012-2016).

Table 4-11. Commuters by Home Polygon and Work Corridor Access Point

Home Polygon	Work Corridor Access Points													
	Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (North Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th/Cork	103rd St.	Cicero	Harvey T.C.
01. I-290, Northwest T.C.	0	0	8,345	26,167	9,770	6,936	14,974	4,865	5,253	1,294	4,105	12,640	7,273	8,039
02. IL-83 (Busse)	0	0	0	14,709	6,246	2,998	6,339	2,846	2,974	667	2,448	4,688	5,826	6,128
03. Touhy	3,979	0	0	0	0	3,290	3,424	2,462	2,557	597	3,412	4,740	3,205	3,027
04. Rosemont T.C.	5,739	17,836	0	0	0	0	5,211	7,212	7,376	1,774	6,840	16,354	3,908	4,172
05. IL-390	3,706	0	0	0	0	0	0	2,851	2,940	498	1,170	1,395	4,381	4,915
06. O'Hare Oasis	3,791	7,797	7,017	0	0	0	0	7,135	6,848	1,382	7,218	8,437	3,956	4,317
07. IL-64 (North Ave)	3,706	11,877	6,734	14,377	0	0	0	0	0	2,040	6,350	3,645	9,943	11,769
08. Roosevelt	1,872	6,398	4,527	7,054	5,155	4,835	0	0	0	0	5,086	3,021	5,423	6,822
09. Cermak	557	2,738	1,325	2,553	2,320	1,506	0	0	0	0	1,762	1,329	2,544	4,243
10. US-34 (Ogden)	1,150	5,227	4,044	3,937	4,377	4,537	3,671	0	0	0	5,603	3,679	5,359	6,387
11. Hinsdale Oasis	1,491	9,993	3,950	4,543	9,074	4,222	4,673	5,418	6,907	0	0	3,430	10,394	12,221
12. 88th / Cork Ave	1,729	3,887	3,890	4,287	2,893	4,281	2,535	3,440	4,658	2,874	0	0	10,621	6,074
13. 103rd St.	3,595	7,229	3,843	6,091	5,930	4,355	2,904	4,056	5,936	2,494	0	0	0	11,338
14. Cicero	2,248	10,857	4,826	6,210	9,268	5,395	3,088	4,950	8,924	3,114	14,247	0	0	25,551
15. Harvey T.C.	1,512	6,207	3,063	5,008	4,356	2,938	2,513	3,836	9,423	2,091	14,035	10,652	14,937	0
Total	35,075	90,046	51,564	94,936	59,389	45,293	49,332	49,071	63,796	18,825	72,276	74,010	87,770	115,003

Source: CTPP (2012-2016).

Note: Home Polygon figures may be summed (as shown in the Total), but Work Corridor Access Point figures may not, as the corridors associated with each access point may overlap, resulting in double-counting.

Due to the comparatively large size and spacing of Cicero and Harvey T.C. polygons/access point, this pair is considered non-adjacent, as the airline distance between the two is similar to other non-adjacent pairs.

A caveat to this analysis is that many of the connecting travel corridors extend great distances from the access points, resulting in some potentially counter-intuitive pairings that should be considered. Additionally, some of the origin-destination pairings are less likely to attract Pace riders because they entail a transfer to another service provider (Metra or CTA) or they are corridors that are in the medium- or long-term Pulse network and thus potential future Pace service is much less certain. Discussion and further details are provided in Appendix C, beginning on page 31.

Table 4-12. Commuters by Home Polygon and Work Corridor Access Point (Prioritized)

		Work Corridor Access Points												
		Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (North Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th/Cork	103rd St.	Cicero
Home Polygon	01. I-290, Northwest T.C.	1,546	1,563	2,759	11,617	150	2,868	2,641	3,523		7,416	2,603	270	1,719
	02. IL-83 (Busse)	185	364	488	3,876	53	776	579	783		3,700	501	193	650
	03. Touhy	276	45	116	3,396	67	452	420	650		3,215	472	218	494
	04. Rosemont T.C.	1,488	748	60	10,232	287	1,639	558	926		9,968	1,191	451	1,017
	05. IL-390	153	198	283	1,273		237	92	381		966	376	69	373
	06. O'Hare Oasis	1,030	622	195	3,724	297	1,168	25	360		3,372	904	267	735
	07. IL-64 (North Ave)	762	548	518	4,328	219	533	33	305		4,213	993	252	512
	08. Roosevelt	780	984	716	4,162	276	689	30	267		3,795	822	226	377
	09. Cermak	397	390	290	1,588	109	393	90	133		1,282	496	117	162
	10. US-34 (Ogden)	879	769	674	7,970	287	758	232	388		7,219	875	253	422
	11. Hinsdale Oasis	1,235	1,025	748	7,889	473	1,583	909	1,168		7,108	1,206	542	599
	12. 88th / Cork Ave	909	1,010	1,059	6,566	339	1,657	740	1,332		4,941	887	303	1,243
	13. 103rd St.	1,588	1,417	1,026	9,888	569	2,424	1,870	2,391		7,993	1,446	188	1,718
	14. Cicero	1,194	1,504	1,521	15,221	367	2,608	1,399	1,921		15,525	1,662	293	1,454
	15. Harvey T.C.	1,334	1,636	1,412	13,264	337	2,179	1,335	1,707		13,459	2,556	625	1,578
Total		13,756	12,823	11,865	104,994	3,830	19,964	10,953	16,235		94,172	16,990	4,267	13,053

Source: CTPP (2012-2016). There are no prioritized corridors assigned as connections to O'Hare Oasis or US-34.

After Rosemont and 88th/Cork, the next most promising access point locations are IL-64 (North Ave), 103rd St., and Cermak, each with over 15,000 viable commuters under these parameters. The same information but normalized for the size of the home polygon area, is provided in Table 4-13, showing the number of commuters per home polygon square mile for the same geographies.

Table 4-13. Commuters per sq. mile by Home Polygon and Work Corridor Access Point (Prioritized)

		Work Corridor Access Points												
		Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (North Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th/Cork	103rd St.	Cicero
Home Polygon	01. I-290, Northwest T.C.	26	46	192	2	47	44	58		123	43	4	28	
	02. IL-83 (Busse)	7	14	19	150	2	30	22	30		143	19	7	25
	03. Touhy	13	2	154	3	21	19	29		146	21	10	22	
	04. Rosemont T.C.	49	25	2	9	54	18	31		330	39	15	34	
	05. IL-390	6	8	12	53		10	4	16		40	16	3	16
	06. O'Hare Oasis	46	28	9	167	13	52	1	16		152	41	12	33
	07. IL-64 (North Ave)	24	17	16	136	7		1	10		132	31	8	16
	08. Roosevelt	38	48	35	202	13	33		13		184	40	11	18
	09. Cermak	26	26	19	104	7	26	6			84	32	8	11
	10. US-34 (Ogden)	39	34	30	357	13	34	10	17		323	39	11	19
	11. Hinsdale Oasis	33	27	20	210	13	42	24	31		190	32	14	16
	12. 88th / Cork Ave	22	24	25	157	8	40	18	32			21	7	30
	13. 103rd St.	41	36	26	253	15	62	48	61		205		5	44
	14. Cicero	22	28	28	279	7	48	26	35		284	30		27
	15. Harvey T.C.	17	20	18	166	4	27	17	21		168	32	8	25
Total		26	24	22	199	7	38	21	31		178	32	8	25

Source: CTPP (2012-2016). There are no prioritized corridors assigned as connections to O'Hare Oasis or US-34.

Among the top five work locations, their commuter density (i.e., the number of commuters per home polygon square mile as a measure of the density of the Park-n-Ride origin market) is re-stated in Table 4-14. The home polygons with above-average densities for the corresponding work corridor access point are highlighted in green.

To investigate the home and origin locations in greater detail, the following figures provide map illustrations of the home and work locations of the identified commuter flows. In each panel of maps, there are two maps showing commuter density (with red areas signifying greater density and blue lower density) and one map showing origin-destination flows. To be specific, the leftmost map shows the home polygon commuter residences, the center map shows the matching

workplaces in the transit corridors connecting to the access point, and the rightmost map shows the flows between home and work, with the home TAZ aggregated to the home polygon (size of circle representing the number of commuters living within the polygon) and the work TAZ left disaggregated within the identified transit connection corridors. Recall that this data subset only includes TAZ pairs at least 10 miles apart in the prioritized transit corridor connections.

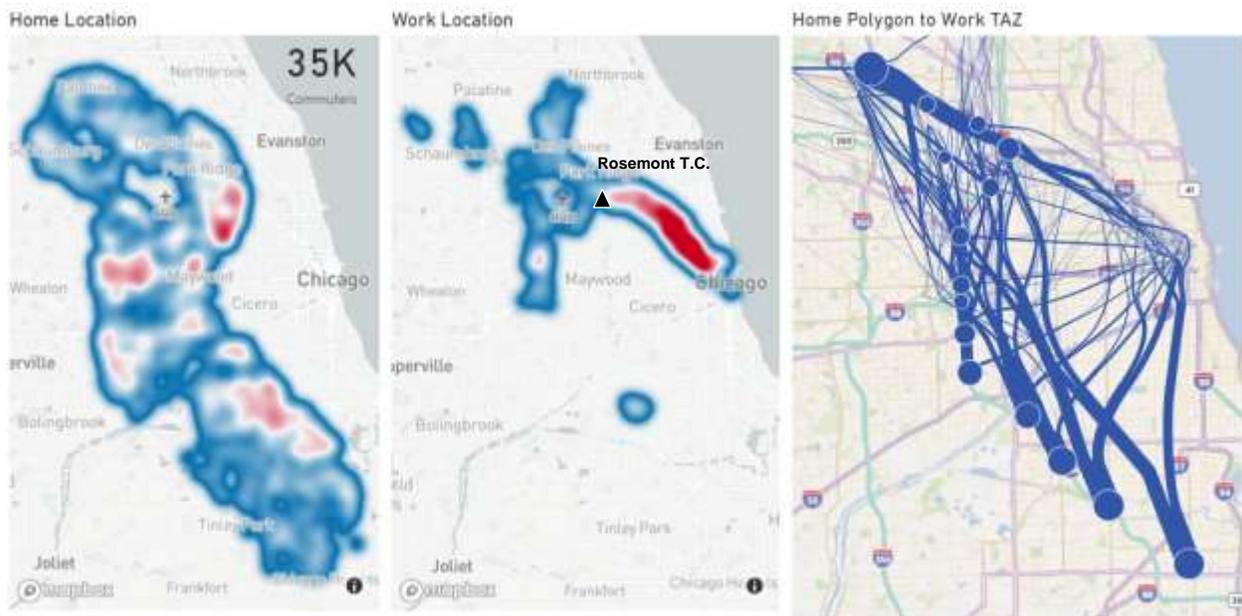
The connecting corridors associated with the Rosemont T.C. access point include those served by Routes 221, 223, 332, 600, 603, 605, 895, and the CTA Blue Line. As shown in Figure 4-25 and mentioned previously, many of the workplace hotspots are along the CTA Blue Line—about 70,000 downtown and 13,000 on the portion of the Blue Line exclusive of Rosemont and O’Hare. To render the map legible, the downtown commuters were excluded; from the flows map we can see that many of the southern Tri-State commuters are still traveling to central portions of Chicago, but a large proportion are traveling to locations nearer to O’Hare as well. Among the full set of commuters (including CBD workers), 51% drive, 31% take Metra, 8.4% take CTA rail, 5.6% carpool, and 3.0% take the bus.

Table 4-14. Commuter Density, with Above Average Density Highlighted

	Work Corridor Access Points				
	Rosemont T.C.	IL-64 (North Ave)	Cermak	88th/Cork	103rd St.Redev.
01. I-290, Northwest T.C.	192	47	58	123	43
02. IL-83 (Busse)	150	30	30	143	19
03. Touhy	154	21	29	146	21
04. Rosemont T.C.		54	31	330	39
05. IL-390	53	10	16	40	16
06. O'Hare Oasis	167	52	16	152	41
07. IL-64 (North Ave)	136		10	132	31
08. Roosevelt	202	33	13	184	40
09. Cermak	104	26		84	32
10. US-34 (Ogden)	357	34	17	323	39
11. Hinsdale Oasis	210	42	31	190	32
12. 88th / Cork Ave	157	40	32		21
13. 103rd St.	253	62	61	205	
14. Cicero	279	48	35	284	30
15. Harvey T.C.	166	27	21	168	32
Total	199	38	31	178	32

Source: CTPP (2012-2016). Commuters per home polygon square mile.

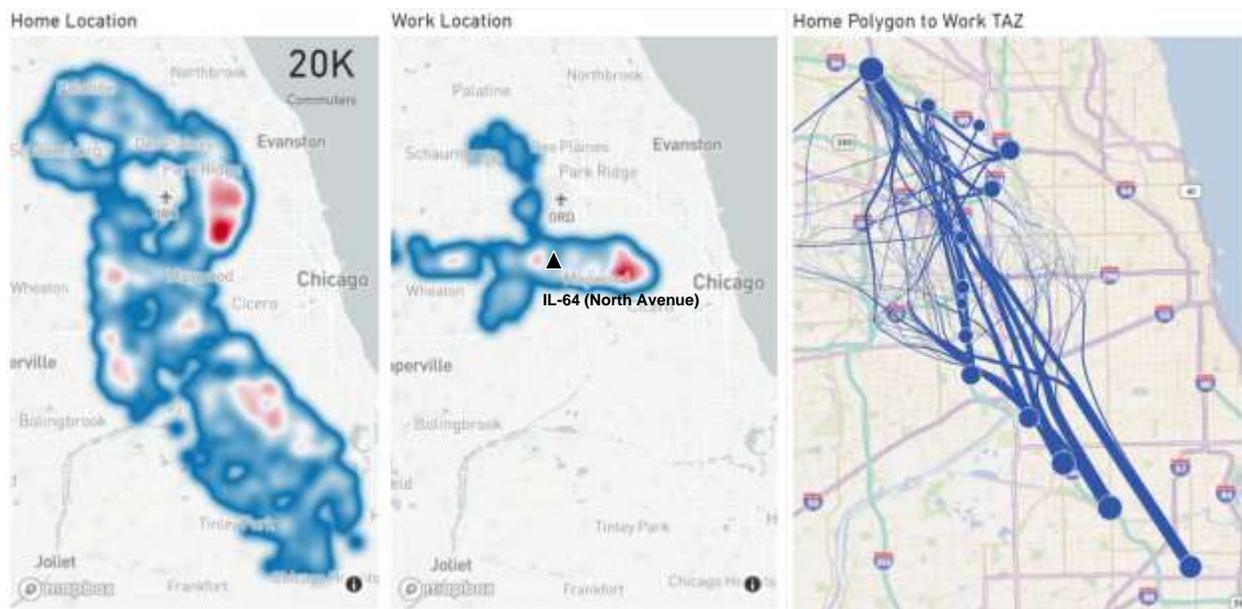
Figure 4-25. Rosemont T.C. Work Access Point Commuter Flows (Prioritized Corridors)



Source: CTPP (2012-2016).

Figure 4-26 shows the commuter flows associated with IL-64 (North Avenue), which includes areas served by Routes 313 and 757, as well as the future Pulse North Avenue corridor. The highest density of work locations is at the easternmost portions of Routes 313 and the future Pulse North Avenue corridor. Among all commuters, 92% drive, 6.9% carpool, and 0.5% take the bus.

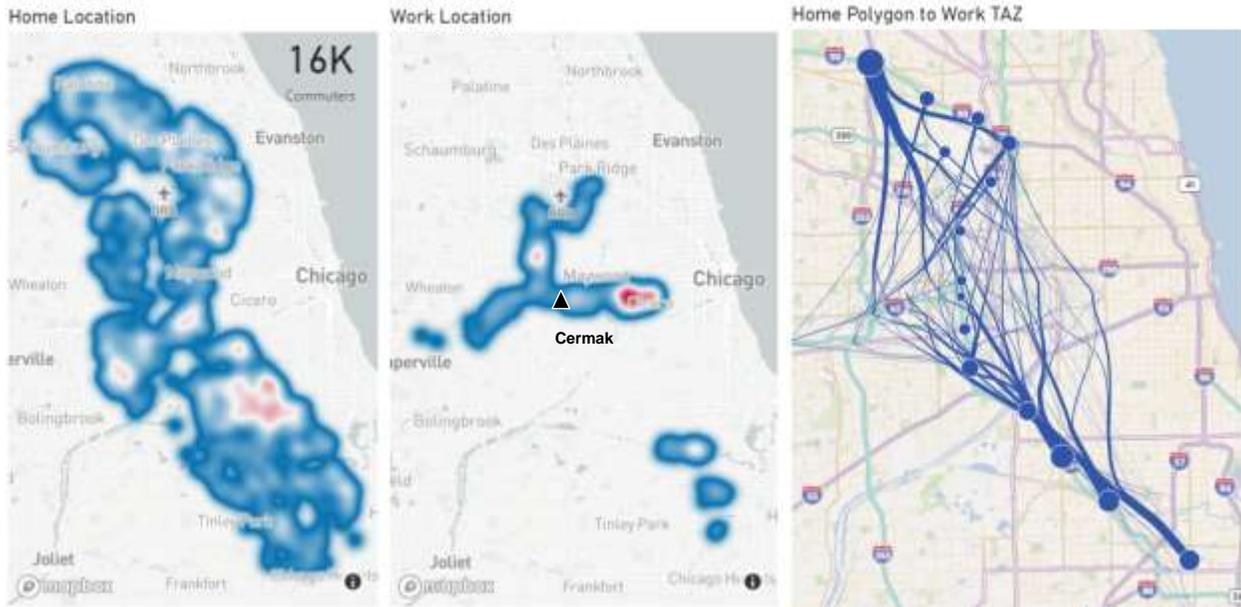
Figure 4-26. IL-64 (North Avenue) Work Access Point Commuter Flows (Prioritized Corridors)



Source: CTPP (2012-2016).

Figure 4-27 shows the commuter flows associated with the Cermak access point, which includes areas served by the future Pulse Cermak line, Routes 332, 877, and 888. The eastern portion of the Cermak corridor has the highest density of workers, along with the southern portion of Route 332 (southwest of O’Hare). Among all commuters, 91% drive, 6.6% carpool, and 1.1% take the bus.

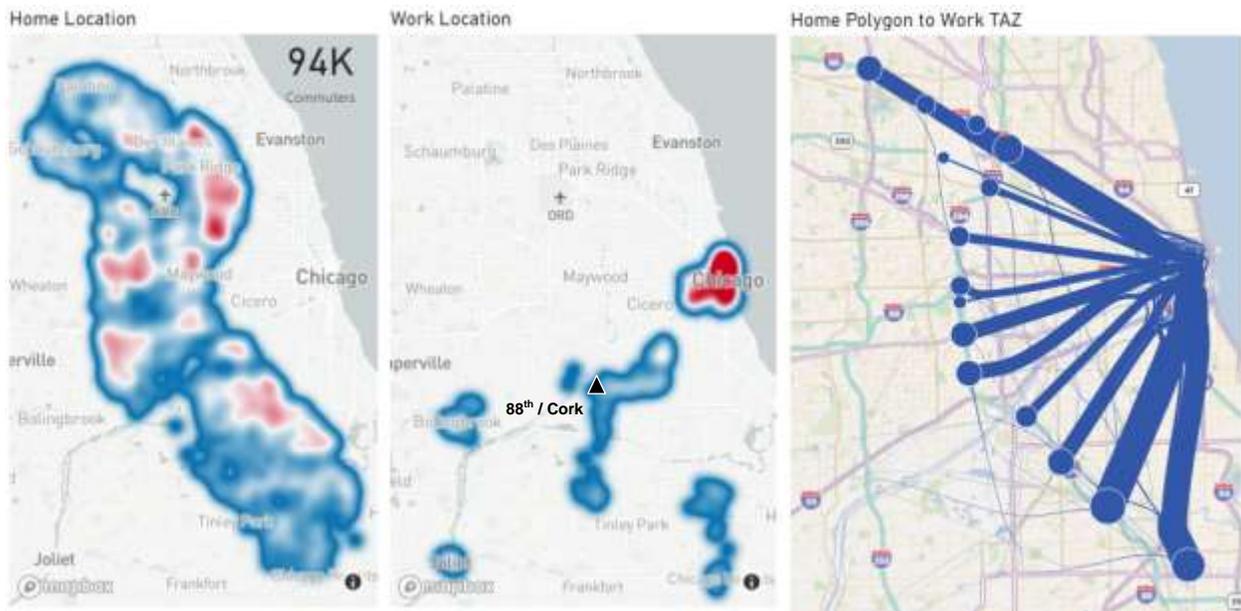
Figure 4-27. Cermak Work Access Point Commuter Flows (Prioritized Corridors)



Source: CTPP (2012-2016).

Figure 4-28 shows the commuter flows associated with 88th/Cork access point, which includes areas served by Routes 379, 395, 755, 850, 851, 855, and 890. As most of these are the express buses operating on I-55, the maps are correspondingly dominated by downtown travel flows. (88,000 of the 94,000 commuters). Outside of downtown, the highest workplace density is along the portion of 379 near Midway Airport. Among all commuters, 45% drive alone, 35% take Metra, 9.6% take CTA rail, 5.6% carpool, and 3.2% take the bus.

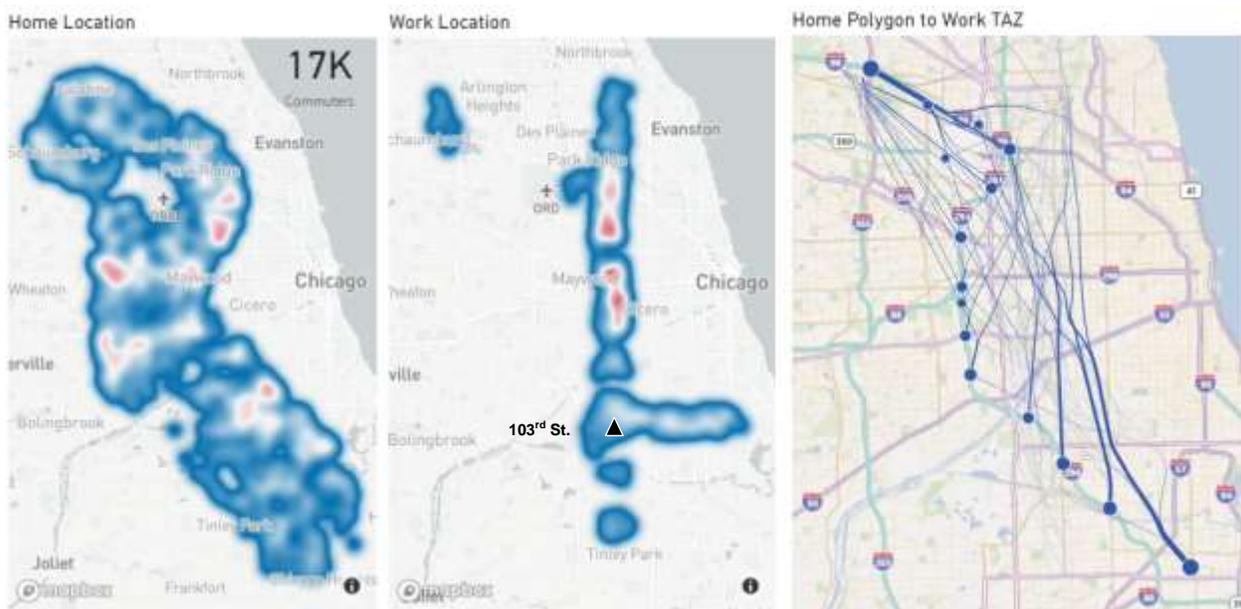
Figure 4-28. 88th/Cork Work Access Point Commuter Flows (Prioritized Corridors)



Source: CTPP (2012-2016).

Figure 4-29 illustrates the commuter flows associated with the 103rd St. access point, which includes areas served by the future Pulse 95th St. line, future Pulse Harlem line, Routes 384, 385, and 395. The highest densities of work locations are along the Central and near northern Harlem corridor. Among these, 89% drive, 6.5% carpool, and 1.6% take the bus.

Figure 4-29. 103rd St. Work Access Point Commuter Flows (Prioritized)



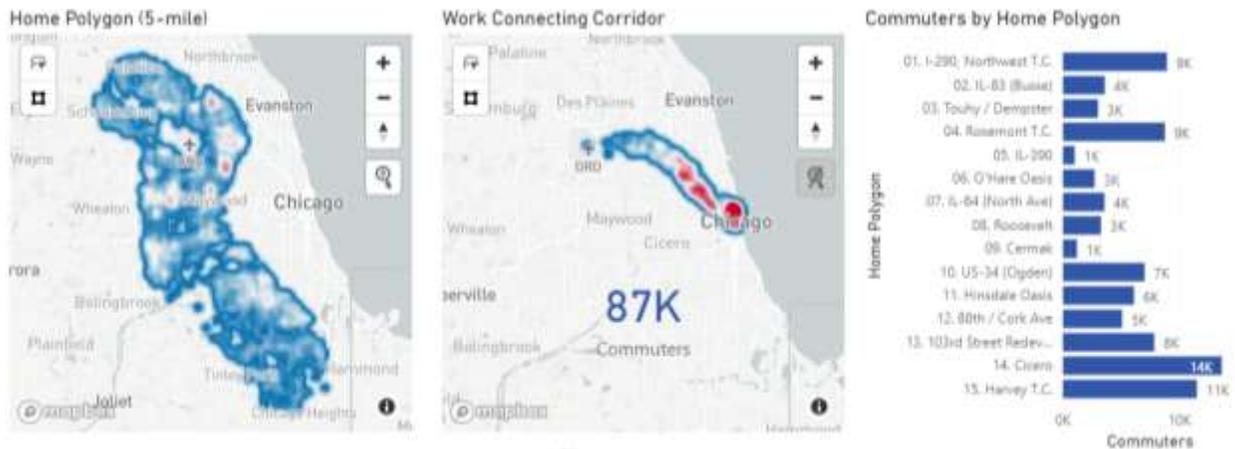
Finally, summary tables of all individual origin-destination pairs (not summarized by access points) are available for reference in Appendix C as Table 5-3 and Table 5-4. They include the prioritized commuter flows (i.e., direct/near-term, at least 10 miles apart) as well as the full set of connecting corridors and the 10-mile filter.

Corridors Connecting with CTA Rail Stations

As Pace ridership data show, making connections to CTA rail assets is often one of the biggest drivers of strong performance in the Pace network. For this reason, this section summarizes the seven corridors that can be used to travel between the I-294 polygons to CTA rail and thence to employment opportunities in central Chicago. Commuter counts between home polygons and CTA connecting corridors (filtered for minimum ten-mile trip distance) are provided, along with heat maps showing relative clustering of home and work location, and the counts by home polygon. The connecting corridors for various access points are provided in Figure 4-30 through Figure 4-35.

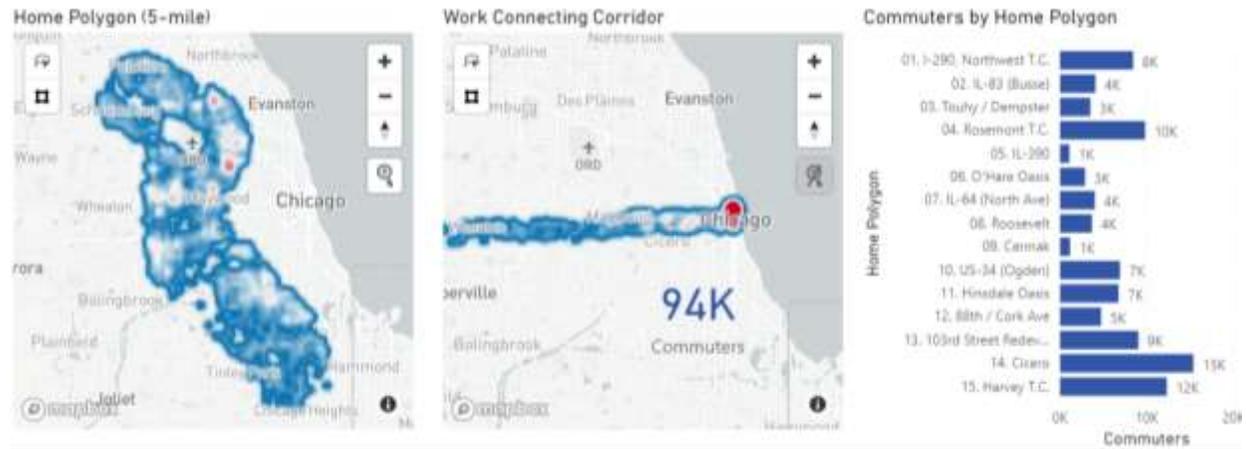
Commuter counts are generally high—between 78,000 and 95,000, with Roosevelt and Cermak topping the list (due likely in part to overlaps in the transit connection corridor with the study area polygons, as well as their central position, drawing riders from northern and southern parts of the study area). However, many of these origins already have more direct means of reaching Chicago employment centers, so further analysis will be needed to determine what share of these would be potential riders of a Tri-State service offering connections to downtown. For example, for Rosemont, excluding home polygons near the access point (who would likely drive directly to Rosemont) as well as the CBD workplaces (who would likely take a more direct Metra or CTA rail trip downtown), the estimated 87,000 commuters drops to 14,000. Similar analysis for Cermak results in a decrease from 95,000 to about 20,000.

Figure 4-30. Polygon to Rosemont Access Point (Blue Line O’Hare Branch Connection)



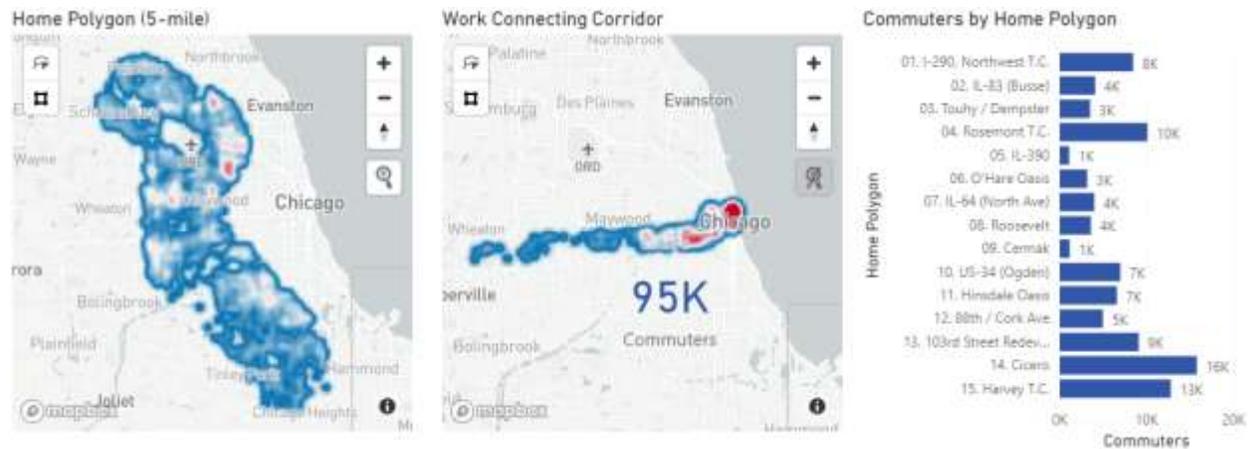
Source: CTPP (2012-2016).

Figure 4-31. Polygon to Roosevelt Access Point (Blue Line Forest Park Branch Connection)



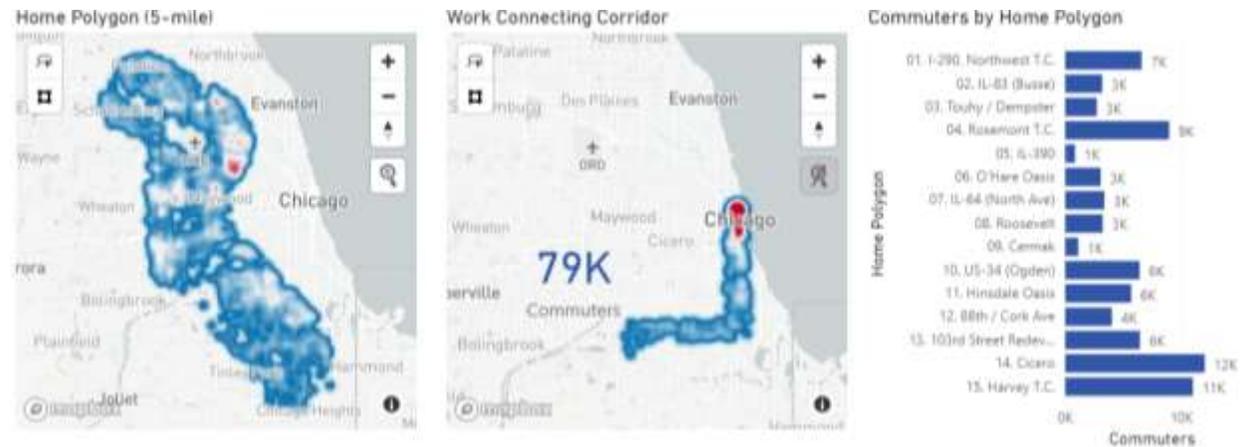
Source: CTPP (2012-2016).

Figure 4-32. Polygon to Cermak Access Point (Pink Line Connection)



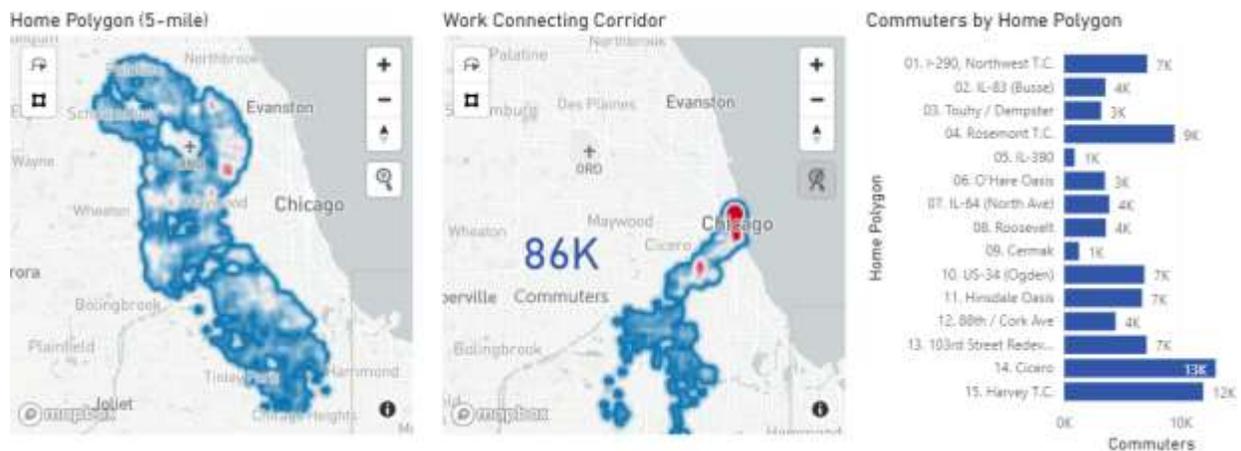
Source: CTPP (2012-2016).

Figure 4-33. Polygon to 103rd St. Access Point (95th St / Red Line Connection)



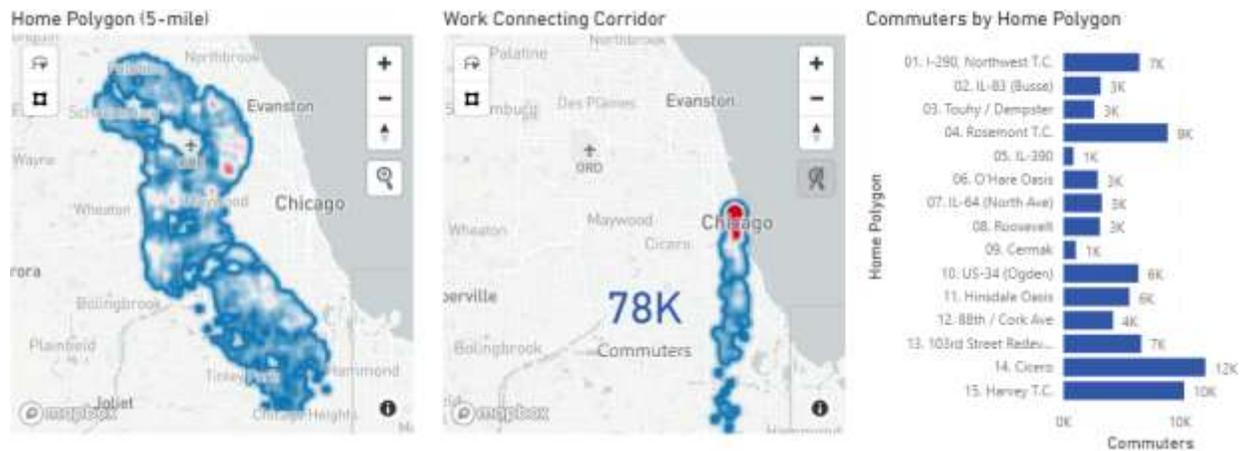
Source: CTPP (2012-2016).

Figure 4-34. Polygon to Multiple Access Points with Potential Orange Line Connection



Source: CTPP (2012-2016).

Figure 4-35. Polygon to Harvey T.C. Access Point (Halsted / Red Line Connection)



Source: CTPP (2012-2016).

4.4 Transit Connection Commuter Flows: Trips between I-294 Transit Connections

Transit-Only Assessment (Corridor to Corridor)

As discussed in Section 2.2, this analysis is intended to support evaluation of the potential for non-auto-access transit service on the Tri-State—namely, the number of potential commuters who both live and work along one of the transit corridors that could connect with the potential Tri-State service. Again, given that there are so many permutations of potential corridor pairings, the analysis begins with a summary that divides the commuter flows into groupings based on the potential access point(s) of the underlying transit connection routes.

The CTPP data were analyzed to determine the number of people traveling between their home within one mile of a connecting transit corridor (i.e., “home corridor”) and their workplace, likewise within one mile of a connecting transit corridor (“work corridor”). Each of the home corridors and work corridors were associated with one or more generalized access point(s). To minimize the trips unlikely to be taken via Tri-State service, commuters traveling less than 10 miles were excluded.

This results in the high-level figures shown in Table 4-15, a matrix of total commuters by home and work access point. Note that the figures should not be summed across access points, because some commuters have transit connections to more than one access point. These results suggest that there are more potential commuters with transit connections from their home to the Tri-State at the following access points: IL-83 (Busse), Touhy, 103rd St., Cicero, and Harvey T.C. The access points for the workplace connections are less concentrated, but consist of Rosemont T.C., Roosevelt, Cermak, 88th / Cork, and Harvey T.C.

Table 4-15. Commuters by Access Point Pair (all corridors)

Home Access Point	Work Access Point													
	Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (N. Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th / Cork	103rd St.	Cicero	Harvey T.C.
Northwest T.C.	4,140	7,029	4,323	15,533	3,540	9,434	10,268	10,285	10,808	6,907	10,103	10,618	10,212	11,252
IL-83 (Busse)	6,932	11,089	5,752	40,191	6,387	25,593	28,895	33,559	34,785	25,103	34,296	31,158	33,270	34,054
Touhy	3,988	6,116	3,014	28,352	3,169	18,871	20,262	25,255	26,849	19,356	27,155	24,830	25,129	25,795
Rosemont T.C.	8,252	15,228	8,787	32,643	7,609	17,264	20,622	21,910	23,675	13,921	22,821	23,130	23,172	26,473
IL-390	2,256	4,399	2,614	15,887	2,248	11,138	12,262	14,268	15,031	11,255	14,676	13,133	13,529	13,922
O'Hare Oasis	7,184	12,069	6,860	24,966	6,717	13,623	18,372	18,105	19,593	12,342	17,262	18,018	18,967	21,616
IL-64 (North Ave)	6,118	10,113	4,589	21,544	4,665	13,085	16,522	16,279	16,318	12,586	15,531	17,145	16,452	18,109
Roosevelt	4,711	9,670	4,935	18,757	4,925	10,400	13,361	13,546	14,450	9,745	12,950	13,562	14,156	16,074
Cermak	4,946	11,003	6,777	20,643	5,765	11,558	13,692	14,507	15,717	9,994	15,267	14,891	15,960	17,852
US-34 (Ogden)	3,157	6,670	3,743	18,101	3,931	11,674	13,691	14,532	14,975	10,848	13,956	13,892	15,185	16,175
88th/Cork	6,232	13,583	8,914	28,897	7,532	17,402	19,697	22,300	24,322	14,543	23,810	22,223	23,049	26,356
103rd St.	6,915	13,525	8,177	41,854	6,878	26,978	30,074	35,864	37,199	24,354	35,491	33,271	33,343	37,544
Cicero	5,834	12,675	9,088	37,487	6,852	24,373	26,399	31,501	32,345	22,197	33,109	29,108	30,000	32,020
Harvey T.C.	5,440	12,691	8,870	43,289	5,992	29,719	30,945	38,279	39,478	28,239	41,103	36,675	35,990	37,990

Source: CTPP (2012-2016). TAZ O-D pairs are 10 miles or more apart.

Prioritized Corridors

These results can be further investigated through the lens of several filters in addition to the 10-mile minimum commuting distance, as shown in the following tables. Table 4-16 provides the number of commuters after excluding connections to Metra, non-direct CTA rail connections, and long-term Pace Pulse line extensions (previously described as prioritized corridors). This highlights the important role that high-quality direct connections between the Tri-State and downtown Chicago (i.e., CTA Blue Line connections at Rosemont T.C. and potentially the I-55 express Pace service at 88th / Cork) can play in connecting large volumes of commuters. The next tier of work access points is IL-64 (North Avenue), Northwest T.C., and 103rd St. Cermak and Roosevelt no longer perform as well, as their attractiveness is driven by the potential to connect to the CTA Blue and Pink Lines. The distribution across home corridors remains roughly the same as under the “all corridors” parameters.

Table 4-16. Commuters by Access Point Pair (prioritized corridors)

Home Access Point	Work Access Point													
	Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (N. Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th / Cork	103rd St.	Cicero	Harvey T.C.
Northwest T.C.	3,631	3,547	3,323	14,581	1,640	0	4,354	2,353	3,382	0	8,294	3,735	541	2,095
IL-83 (Busse)	6,349	5,498	4,124	37,597	1,592	0	8,057	3,962	6,088	0	30,690	5,305	1,617	4,068
Touhy	3,622	2,710	1,952	26,234	740	0	4,202	1,767	3,161	0	25,041	3,689	1,470	3,080
Rosemont T.C.	7,516	6,937	6,514	30,502	2,133	0	8,866	5,121	7,664	0	18,621	7,634	2,009	6,228
IL-390	2,114	1,972	1,882	15,205	443	0	3,354	2,037	3,157	0	12,823	2,518	604	1,889
O'Hare Oasis	6,791	6,191	5,565	23,591	1,782	0	8,442	3,728	6,240	0	14,682	5,870	1,498	4,814
IL-64 (North Ave)	5,605	4,831	3,787	20,652	1,611	0	6,165	2,173	3,454	0	14,011	5,127	935	2,959
Roosevelt	4,339	4,456	4,262	17,905	1,575	0	5,401	2,545	4,248	0	11,376	4,570	1,316	3,650
Cermak	4,649	4,904	5,482	19,599	1,551	0	5,603	3,127	4,790	0	12,838	5,061	1,574	4,009
US-34 (Ogden)	2,986	2,824	3,023	17,667	1,241	0	4,130	2,288	3,288	0	12,612	2,990	1,005	2,342
88th/Cork	5,894	5,948	6,281	27,377	2,031	0	8,381	5,667	8,108	0	19,543	7,491	2,425	7,244
103rd St.	6,479	6,076	5,916	39,947	1,951	0	9,310	5,939	8,543	0	31,599	7,169	1,854	7,679
Cicero	5,499	5,867	6,074	35,744	1,593	0	8,395	5,605	7,477	0	28,483	6,995	1,997	5,750
Harvey T.C.	5,145	5,717	6,084	41,414	1,382	0	7,878	5,599	7,196	0	36,403	7,913	2,051	5,822

Source: CTPP (2012-2016). TAZ O-D pairs are 10 miles or more apart.

Next, it is valuable to consider two situations in which a transit trip using the Tri-State would be unlikely:

- Many of the identified transit corridor connections are currently in the planning stage, or otherwise may have lower-frequency service, making transfers between the potential Tri-State service and the connecting corridors difficult.
- Many commuting trips in various transit corridors could already be completed more directly using an existing Pace, CTA, or Metra connection, and these commuters would be unlikely to use a more indirect Tri-State service.

To address this problem, a screening⁶ was conducted to automate the process of eliminating TAZ origin-destination pairs where commuters would be unlikely to use the potential Tri-State service—specifically where the addition of Pace service along the Tri-State would not yield transit travel time savings, and thus it may be assumed that a more efficient transit connection already serves that market.

After excluding such pairs, one is left with the number of the commuters who would be most likely to take transit-access trips along the Tri-State immediately upon implementation using the existing transit network (as of early 2020). Origin-destination matrices with the same two groupings of corridors (all and prioritized) discussed above but with the GTFS filter applied are provided in Table 4-17 and Table 4-18.

When considering all corridors (Table 4-17), the primary home locations remain generally similar, though IL-83 (Busse), O'Hare Oasis, Cicero and Harvey T.C. become relatively less important—though the latter two remain in the top five home access points, along with 103rd St., 88th / Cork, and Rosemont T.C. At the workplace end of the trip, the top locations become Rosemont T.C., Harvey T.C., IL-83 (Busse), IL-64 (North Ave), and Cicero. Significantly, 88th / Cork drops off because it is not currently served by the I-55 express routes, which do not stop at that location. Roosevelt and Cermak drop slightly, as the anticipated high-frequency Pulse connections are not yet in service.

⁶ This screening used the following steps. A sample GTFS feed was developed for the Tri-State service, making stops at the potential access point locations to allow for transfers to existing transit services. The service was assumed to have headways of 15 minutes and runtimes comparable with existing drive times under minimal congestion conditions. Since the number and locations of the actual stations are as yet unknown, dwell times and deviation times were not included, to err on the side of excluding too few rather than too many origin-destination pairs.

After the GTFS feed was generated, it was added to a network dataset in ArcGIS, together with the existing GTFS feeds for Pace, CTA, and Metra, as well as a streets layer for first-/last-mile pedestrian connections. Two sets of weekday AM peak travel time statistics were generated for all origin-destination TAZ pairs within the Tri-State transit connection corridors—one with the potential future Tri-State service, and one with only the existing transit connections. The minimum travel times for each origin-destination TAZ pair were then compared, and if the travel time with the Tri-State was at least one minute faster, it was included, and otherwise it was excluded.

This analysis is insightful for what may be considered the “immediate” market for potential riders. It is not predicated on potential future expansions of the transit network to make connections between services possible, but rather uses the transit and roadway network as-is (as of early March 2020). However, there are correspondingly a few limitations to the analysis as well. As the GIS Network Analyst tool calculates walk-access transit travel times, park-n-ride markets are not captured. Given that this section is focused on non-auto-access transit, this is not a major disadvantage. Potentially more significantly, the analysis underrepresents the potential for connections to interstate express routes such as those operating along I-55 (Pace 755, 850, 851, 855), as well as the potential future ridership market along the Pace Pulse Network and a future IL-390 transit corridor.

Table 4-17. Commuters with Travel Time Savings, by Access Point Pair (all corridors)

Home Access Point	Work Access Point													
	Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (N. Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th / Cork	103rd St.	Cicero	Harvey T.C.
Northwest T.C.	320	472	214	631	372	291	675	515	553	105	257	312	436	608
IL-83 (Busse)	924	1,363	880	1,926	1,048	925	1,546	1,332	1,534	387	1,219	931	1,506	1,675
Touhy	727	1,241	783	1,356	830	622	1,248	1,013	1,297	309	816	798	1,003	1,495
Rosemont T.C.	820	2,075	674	2,365	1,658	586	1,688	1,935	2,219	263	788	812	1,828	2,674
IL-390	580	772	557	1,311	477	523	725	764	907	293	886	718	905	960
O'Hare Oasis	1,205	1,533	967	1,759	1,058	390	1,323	541	785	230	588	700	1,171	1,660
IL-64 (North Ave)	1,081	1,252	531	1,379	394	286	819	326	378	69	374	1,021	526	585
Roosevelt	924	1,160	522	1,528	418	270	754	260	405	139	428	845	643	786
Cermak	1,064	1,224	892	2,049	571	640	1,070	573	693	314	951	1,195	1,040	1,128
US-34 (Ogden)	658	763	448	878	501	141	522	136	164	0	227	348	606	586
88th/Cork	1,168	1,626	1,258	2,269	1,074	850	1,541	1,129	1,539	380	1,233	1,011	1,338	2,211
103rd St.	1,019	1,748	1,441	2,936	1,291	936	1,585	2,072	2,348	579	1,237	804	1,449	2,708
Cicero	1,057	1,180	1,229	2,270	885	1,114	1,277	1,490	1,649	434	1,705	1,179	1,493	1,832
Harvey T.C.	967	1,143	1,058	2,119	779	988	1,166	1,235	1,427	692	1,773	1,288	1,423	1,758

Source: CTPP (2012-2016). TAZ O-D pairs are 10 miles or more apart.

For the prioritized corridors (Table 4-18), there is comparatively little change because this set of corridors already includes primarily existing Pace routes. Top workplace locations remain at Rosemont T.C. and central portions of the corridor (North Avenue, Roosevelt, and Cermak).

Table 4-18. Commuters with Travel Time Savings, by Access Point Pair (prioritized corridors)

Home Access Point	Work Access Point													
	Northwest T.C.	IL-83 (Busse)	Touhy	Rosemont T.C.	IL-390	O'Hare Oasis	IL-64 (N. Ave)	Roosevelt	Cermak	US-34 (Ogden)	88th / Cork	103rd St.	Cicero	Harvey T.C.
Northwest T.C.	320	281	32	631	150	0	620	421	508	0	71	267	19	221
IL-83 (Busse)	914	698	393	1,922	289	0	1,371	1,079	1,324	0	588	672	194	560
Touhy	702	602	358	1,342	112	0	1,174	844	1,207	0	341	724	232	804
Rosemont T.C.	780	707	335	2,365	261	0	1,574	1,593	2,070	0	434	723	185	1,478
IL-390	570	384	338	1,311	75	0	620	599	742	0	533	504	169	396
O'Hare Oasis	1,180	1,114	779	1,749	197	0	1,319	497	785	0	286	671	192	751
IL-64 (North Ave)	1,071	850	472	1,379	28	0	779	286	344	0	182	991	136	201
Roosevelt	914	813	497	1,528	62	0	680	176	321	0	271	761	169	304
Cermak	1,054	824	772	2,049	113	0	846	299	419	0	589	896	137	283
US-34 (Ogden)	633	644	384	878	163	0	522	136	164	0	154	344	113	89
88th/Cork	1,129	1,010	829	2,224	163	0	1,497	970	1,479	0	629	953	344	1,280
103rd St.	999	884	844	2,936	99	0	1,516	1,787	2,258	0	425	729	98	1,596
Cicero	1,043	624	607	2,270	149	0	1,127	1,216	1,439	0	891	920	294	815
Harvey T.C.	957	596	574	2,119	119	0	976	981	1,177	0	1,070	989	334	807

Source: CTPP (2012-2016). TAZ O-D pairs are 10 miles or more apart.

To place these various subgroups in context with another, Table 4-19 shows the number of commuters by home and work access point location, both for all and prioritized corridors, and for the total commuters as well as the commuters that would see immediate transit travel time savings.

Table 4-19. Comparison of Commuters by Access Point, Corridor Group, Screening

Home Acc. Pt.	Home				Work Acc. Pt.	Work			
	Total		GTFS Screening			Total		GTFS Screening	
	All Corridors	Prioritized Corridors	All Corridors	Prioritized Corridors		All Corridors	Prioritized Corridors	All Corridors	Prioritized Corridors
Northwest T.C.	29,472	29,223	1,412	1,392	Northwest T.C.	39,740	36,860	5,465	5,386
IL-83 (Busse)	71,297	70,408	4,522	4,452	IL-83 (Busse)	71,385	34,957	7,689	4,628
Touhy	48,919	48,436	3,744	3,679	Touhy	41,341	29,987	5,168	3,361
Rosemont T.C.	65,327	64,677	4,942	4,907	Rosemont T.C.	188,401	179,282	10,683	10,634
IL-390	30,799	30,090	2,955	2,885	IL-390	39,055	11,213	5,623	1,154
O'Hare Oasis	51,049	50,301	3,336	3,296	O'Hare Oasis	116,923	0	3,645	0
IL-64 (North Ave)	43,167	42,522	2,570	2,550	IL-64 (North Ave)	134,475	47,584	6,965	6,532
Roosevelt	38,683	38,161	2,512	2,512	Roosevelt	147,806	24,582	5,910	4,937
Cermak	43,308	42,856	3,500	3,500	Cermak	154,645	35,739	6,724	6,171
US-34 (Ogden)	31,920	31,661	1,340	1,340	US-34 (Ogden)	104,501	0	1,494	0
88th/Cork	64,333	63,578	5,272	5,177	88th/Cork	151,932	132,418	5,052	2,377
103rd St.	80,038	79,128	5,885	5,706	103rd St.	145,020	36,523	4,340	3,804
Cicero	73,015	72,174	4,830	4,756	Cicero	149,024	9,389	6,876	895
Harvey T.C.	84,136	83,063	5,031	4,836	Harvey T.C.	162,530	28,349	9,361	4,122

Source: CTPP (2012-2016).

The most intuitive origin-destination pairings are those that are limited to the prioritized corridors. For this reason, detailed information for the access point pairs for prioritized corridors are provided in Appendix D. In these exhibits, the top access points are further disaggregated into their composite corridors with associated commuter counts (all and GTFS travel-time limited). Maps and tabular data are provided for easy cross-reference. The top access points for prioritized corridors include:

- Home
 - IL-83 (Busse)
 - Rosemont T.C.
 - 103rd Street
 - Cicero
 - Harvey T.C.
- Work
 - Northwest T.C.
 - Rosemont T.C.
 - IL-64 (North Avenue)
 - Cermak
 - 88th / Cork
 - 103rd Street

In order to identify top locations pairs without reference to direction (i.e., AM versus PM commute), the origin and destination access points were combined to create bi-directional access point pairs. Ranking the pairings by total commuters, the top access point pairs for all corridors and the prioritized corridors subset are provided in Table 4-20. While these figures cannot be summed due to overlapping geographies across access points, they do visually highlight the most promising access point pairs, with the additional metric of the GTFS travel time screened commuters for immediate-term considerations. The locations that appear most often in this table for both all corridors and prioritized corridors include Rosemont, 88th / Cork, 103rd Street, and Harvey T.C. Locations that feature prominently in one or the other include Cicero and IL-83 (Busse) for all corridors, and Cermak and IL-64 (North Ave) for prioritized corridors.

Table 4-20. Bi-Directional Access Point Pairs Ranked by Total Commuters (Top 50)

Access Point Pair	All Corridors		Access Point Pair	Prioritized Corridors	
	GTFS	Total		GTFS	Total
103rd St. & Harvey T.C.	3,996	74,219	Harvey T.C. & Rosemont T.C.	3,597	47,642
Harvey T.C. & Rosemont T.C.	4,793	69,762	103rd St. & Rosemont T.C.	3,659	47,581
Cicero & Harvey T.C.	3,255	68,010	88th/Cork & Rosemont T.C.	2,658	45,998
88th/Cork & Harvey T.C.	3,984	67,459	IL-83 (Busse) & Rosemont T.C.	2,629	44,534
103rd St. & Rosemont T.C.	3,748	64,984	88th/Cork & Harvey T.C.	2,350	43,647
103rd St. & Cicero	2,628	62,451	103rd St. & 88th/Cork	1,378	39,090
Cicero & Rosemont T.C.	4,098	60,659	Cicero & Rosemont T.C.	2,455	37,753
103rd St. & 88th/Cork	2,248	57,714	88th/Cork & IL-83 (Busse)	1,598	36,638
Cermak & Harvey T.C.	2,555	57,330	Rosemont T.C. & Touhy	1,677	32,748
88th/Cork & Cicero	3,043	56,158	88th/Cork & Touhy	1,170	31,322
IL-83 (Busse) & Rosemont T.C.	4,001	55,419	88th/Cork & Cicero	1,235	30,908
Harvey T.C. & Roosevelt	2,021	54,353	IL-64 (North Ave) & Rosemont T.C.	2,953	29,518
103rd St. & Cermak	3,543	52,090	Cermak & Rosemont T.C.	4,119	27,263
88th/Cork & Rosemont T.C.	3,057	51,718	Roosevelt & Rosemont T.C.	3,121	23,026
Harvey T.C. & O'Hare Oasis	2,648	51,335	IL-64 (North Ave) & 88th/Cork	1,679	22,392
103rd St. & Roosevelt	2,917	49,426	Rosemont T.C. & Northwest T.C.	1,411	22,097
Harvey T.C. & IL-64 (North Ave)	1,751	49,054	88th/Cork & Cermak	2,068	20,946
Cermak & Cicero	2,689	48,305	Rosemont T.C. & IL-390	1,572	17,338
88th/Cork & IL-83 (Busse)	2,845	47,879	Roosevelt & 88th/Cork	1,241	17,043
103rd St. & IL-64 (North Ave)	2,606	47,219	103rd St. & Harvey T.C.	2,585	15,592
Harvey T.C. & IL-83 (Busse)	2,818	46,745	88th/Cork & IL-390	696	14,854
Cicero & IL-83 (Busse)	2,686	45,945	103rd St. & IL-64 (North Ave)	2,507	14,437
Cermak & IL-83 (Busse)	2,758	45,788	88th/Cork & Northwest T.C.	1,200	14,188
Cicero & Roosevelt	2,133	45,657	103rd St. & Cermak	3,154	13,604
103rd St. & O'Hare Oasis	1,636	44,996	IL-64 (North Ave) & IL-83 (Busse)	2,221	12,888
103rd St. & IL-83 (Busse)	2,679	44,683	103rd St. & IL-83 (Busse)	1,556	11,381
Harvey T.C. & US-34 (Ogden)	1,278	44,414	Cermak & Harvey T.C.	1,460	11,205
Cermak & Rosemont T.C.	4,268	44,318	Cermak & IL-83 (Busse)	2,148	10,992
Cicero & O'Hare Oasis	2,285	43,340	Harvey T.C. & IL-64 (North Ave)	1,177	10,837
IL-83 (Busse) & Roosevelt	2,492	43,229	103rd St. & Roosevelt	2,548	10,509
Cicero & IL-64 (North Ave)	1,803	42,851	103rd St. & Northwest T.C.	1,266	10,214
O'Hare Oasis & Rosemont T.C.	2,345	42,230	IL-64 (North Ave) & Northwest T.C.	1,691	9,959
IL-64 (North Ave) & Rosemont T.C.	3,067	42,166	IL-83 (Busse) & Northwest T.C.	1,195	9,896
Roosevelt & Rosemont T.C.	3,463	40,667	Harvey T.C. & IL-83 (Busse)	1,156	9,785
88th/Cork & Cermak	2,490	39,589	Touhy & 103rd St.	1,568	9,605
IL-64 (North Ave) & IL-83 (Busse)	2,798	39,008	Cicero & IL-64 (North Ave)	1,263	9,330
103rd St. & US-34 (Ogden)	927	38,246	Harvey T.C. & Roosevelt	1,285	9,249
IL-83 (Busse) & O'Hare Oasis	2,458	37,662	Touhy & Harvey T.C.	1,378	9,164
Cicero & US-34 (Ogden)	1,040	37,382	IL-64 (North Ave) & Cermak	1,190	9,057
Rosemont T.C. & Touhy	2,030	37,139	Cermak & Cicero	1,576	9,051
88th/Cork & Touhy	2,074	36,069	103rd St. & Cicero	1,018	8,849
Roosevelt & 88th/Cork	1,557	35,250	Touhy & Cermak	1,979	8,643
IL-64 (North Ave) & 88th/Cork	1,915	35,228	IL-83 (Busse) & Roosevelt	1,892	8,418
Touhy & Harvey T.C.	2,553	34,665	Cermak & Northwest T.C.	1,562	8,031
O'Hare Oasis & 88th/Cork	1,438	34,664	Touhy & IL-64 (North Ave)	1,646	7,989
Touhy & Cicero	2,232	34,217	Cicero & Harvey T.C.	1,149	7,801
Touhy & Cermak	2,189	33,626	Roosevelt & IL-64 (North Ave)	966	7,574
Touhy & 103rd St.	2,239	33,007	Touhy & Cicero	839	7,544
US-34 (Ogden) & Rosemont T.C.	1,141	32,022	Cicero & IL-83 (Busse)	818	7,484
US-34 (Ogden) & IL-83 (Busse)	1,150	31,773	Roosevelt & Cermak	620	7,375

Source: CTPP (2012-2016).

Corridors Connecting with CTA Rail Stations

While the non-direct CTA connections have been excluded from the previous analysis due to the difficulties of correcting for potential competing means of access to the CTA rail network, they are summarized here due to the important role that routes that connect to CTA rail play in Pace's network. Table 4-21 tabulates the number of commuters living within one of the connecting corridors of a home access point and working within a potential CTA Rail connection

corridor. Total and non-CBD counts are provided to help isolate non-downtown locations that could be reached more easily by a connection from I-294 to the Pace bus route / CTA rail line, rather than choosing an express service directly to downtown. These worker flows are a minimum ten miles in length.

The connections at Roosevelt and Cermak appear to have the largest number of total commuters (approximately 135,000) as well as non-CBD commuters (38,000). Next is the southern access points connections to the Orange Line (Cicero, 103rd St., 88th / Cork) with 123,000 total and 26,000 non-CBD commuters. Last is the Red Line connections at 103rd St. or Harvey T.C. (about 110,000 total, 14,000 non-CBD). However, as noted earlier, many of these commuter origin-destination pairs are not necessarily valid for I-294 service and connections, as there are faster existing services supporting these commuters. Corridor-to-corridor totals can be referenced in Table 4-22 to identify corridor pairs of interest.

Table 4-21. Commuters by Home Access Point and CTA Rail Connection Corridor

Home Access Point	Work CTA Rail Connection									
	To Roosevelt / Blue Line	(non-CBD)	To Cermak / Pink Line	(non-CBD)	To multiple / Orange Line	(non-CBD)	To 103rd St / Red Line	(non-CBD)	To Harvey / Red Line	(non-CBD)
Northwest T.C.	8,795	2,482	8,755	2,442	7,502	1,189	6,926	693	6,980	747
IL-83 (Busse)	31,684	8,202	31,841	8,359	28,657	5,175	25,856	2,616	25,857	2,617
Touhy	24,581	5,726	25,377	6,522	23,435	4,580	21,307	2,658	21,016	2,367
Rosemont T.C.	19,129	5,913	19,757	6,541	18,165	4,949	16,405	3,430	16,057	3,082
IL-390	13,263	3,561	13,490	3,788	12,049	2,347	10,622	989	10,654	1,021
O'Hare Oasis	15,868	5,263	16,291	5,686	14,352	3,747	12,831	2,332	12,272	1,773
IL-64 (North Ave)	15,186	4,240	14,423	3,477	13,489	2,543	12,560	1,678	12,082	1,200
Roosevelt	12,074	3,785	12,065	3,776	10,776	2,487	9,751	1,531	9,308	1,088
Cermak	12,648	3,931	12,935	4,218	12,187	3,470	10,413	1,775	10,065	1,427
US-34 (Ogden)	13,160	2,693	12,947	2,480	12,341	1,874	11,197	787	11,119	709
88th/Cork	19,749	7,262	20,291	7,804	18,634	6,147	15,381	2,952	15,021	2,592
103rd St.	33,471	9,540	33,488	9,557	28,801	4,870	26,274	2,705	26,689	3,120
Cicero	29,005	9,056	28,704	8,755	25,539	5,590	22,434	2,739	22,164	2,469
Harvey T.C.	36,071	10,495	36,145	10,569	32,813	7,237	29,210	3,904	28,797	3,491
Non-overlapping Total	135,399	37,922	136,399	38,862	123,136	25,659	111,031	14,560	109,644	13,173

Source: CTPP (2012-2016). Note: Totals by home access point cannot be summed due to overlapping connecting corridors. A non-overlapping total has been provided to correct for this issue.

Table 4-22. Prioritized Corridors to CTA Connector Corridor Commuter Totals

Home Access Point	Home Corridor	95th St / Red Line	Roosevelt / Blue Line	Cermak / Pink Line	Cicero / Orange Line	Halsted / Red Line	Pace 379 / Orange Line	Pace 384, 385 / Orange Line
Northwest T.C.	Pace Route 895	1,365	1,824	1,939	1,472	1,348	1,472	88
	Pace Route 600	582	595	645	620	567	620	48
	Pace Route 607	577	627	586	596	587	626	120
	Pace Route 757	1,487	1,789	1,746	1,537	1,523	1,508	228
	Pace Route 604	2,042	2,588	2,582	2,176	2,007	2,190	276
IL-83 (Busse)	Pace Route 757	1,487	1,789	1,746	1,537	1,523	1,508	228
	Pace Route 226	7,107	8,359	8,204	7,584	7,025	7,465	1,236
Touhy	Dempster Corridor	8,094	9,934	9,837	8,575	8,040	8,567	1,116
	Touhy Corridor	6,624	7,176	7,474	6,793	6,526	6,738	1,052
Rosemont T.C.	Pace Route 895	1,365	1,824	1,939	1,472	1,348	1,472	88
	Pace Route 600	582	595	645	620	567	620	48
	Pace Route 603	1,170	1,303	1,229	1,153	1,165	1,183	88
	Pace Route 605	951	962	993	928	946	958	88
	CTA Blue Line	5,618	6,232	6,410	5,277	5,327	5,077	2,752
	Pace Route 221	3,606	4,035	4,321	3,658	3,489	3,695	468
	Pace Route 223	1,321	1,504	1,609	1,434	1,321	1,419	118
	Pace Route 332	4,156	4,768	4,922	4,237	4,086	4,201	534
IL-390	IL-390	1,049	1,634	1,819	1,034	1,014	1,114	120
IL-64 (North Ave)	North Ave. Corridor	4,879	5,984	5,604	4,846	4,758	4,872	778
	Pace Route 757	1,487	1,789	1,746	1,537	1,523	1,508	228
	Pace Route 313	4,765	5,127	5,269	4,629	4,461	4,620	1,242
Roosevelt	Roosevelt Corridor	2,071		2,355	2,105	2,070	1,976	412
	Pace Route 332	4,156		4,922	4,237	4,086	4,201	534
Cermak	Cermak Corridor	1,949	2,134		2,086	1,935	1,842	1,122
	Pace Route 888	1,732	1,889		1,715	1,659	1,720	362
	Pace Route 877	3,735	4,306		3,928	3,672	4,051	606
	Pace Route 332	4,156	4,768		4,237	4,086	4,201	534
88th/Cork	Pace Route 395	8,189	10,871	10,562	8,544	8,303		218
	Pace Route 890	2,228	2,411	2,405	2,232	2,085		594
	Pace Route 755	373	1,008	1,073	538	278		636
	Pace Route 850	1,382	2,867	2,537	1,503	1,064		2,054
	Pace Route 851	963	1,999	1,758	975	655		1,960
	Pace Route 855	702	1,378	1,296	794	433		1,822
	Pace Route 379	4,602	5,910	6,218	5,001	4,784		488
103rd St.	95th St. Corridor		13,319	13,241	10,346	10,147	10,409	64
	Harlem Corridor		15,239	15,695	13,279	13,357	13,224	660
	Pace Route 395		10,871	10,562	8,544	8,303	8,641	109
	Pace Route 895		1,824	1,939	1,472	1,348	1,472	44
	Pace Route 384, 385		15,024	15,378	12,053	11,692	11,964	
Cicero	Cicero Corridor	5,490	7,166	7,118		5,559	6,058	39
	Pace Route 359	6,997	8,582	8,494		6,865	7,472	458
	Pace Route 384-385	11,273	15,024	15,378		11,692	11,964	
Harvey T.C.	Halsted Corridor	7,538	9,238	9,020	7,652		8,218	724
	159th St. Corridor	5,587	5,927	6,367	5,546		5,837	1,634
	Pace Route 888	1,732	1,889	1,830	1,715		1,720	362
	Pace Route 890	2,228	2,411	2,405	2,232		2,434	594
	Pace Route 877	3,735	4,306	4,399	3,928		4,051	606
	Pace Route 349	5,491	7,014	7,114	5,652		5,836	224

Source: CTPP (2012-2016). Corridors may be repeated across access points where there is potential to connect to the Tri-State at more than one location.

Metra Connections

While connections to Metra have been included in the above “all corridors” analysis, they have not been a focus. The primary reason for this is the challenge in serving transfers between commuter rail and bus service operating on a limited access roadway facility. This subsection provides some insight into this topic.

There are two basic ways in which riders could combine Metra use with Pace I-294 service: either by taking Metra from their home location to a station near I-294 and transferring to Pace service to reach their destination (or make a final transfer to local bus), or by connecting from home to the I-294 service and traveling to transfer to a Metra transfer location and continue on Metra to their final destination. For context, over 96% of Metra inbound riders make their morning peak trip to the Chicago CBD, while just 4% stop at an intermediate location, and 6% travel outbound to alight at a non-downtown station (based on Metra’s 2018 Station Boarding/Alighting Count). While 8% of all Metra passengers ride during intermediate / non-peak periods, the morning peak provides a good representation using this data source.

With relatively so few riders taking Metra to any other destination besides downtown Chicago, as well as the difficulty of making last-mile connections to non-downtown stations, it may be a significant challenge to offer Metra connections that would provide a more convenient means of travel than the existing service patterns.

Six Metra lines cross the I-294 study corridor, but only five are within a reasonable transfer distance (RID is excluded). Each line was each assigned to an access point:

- NCS Rosemont T.C.
- MD-W O’Hare Oasis
- UP-W IL-64 (North Ave)
- BNSF US-34 (Ogden)
- HC 88th / Cork
- SWS 103rd St.

The GTFS travel time screening analysis discussed above is useful for identifying what commutes could be served better by I-294 service than existing rail infrastructure. The route pairs with at least 500 potential commuters are summarized below. The maximum commuters between any given home Metra line and a workplace along a transit corridor is just over 1,600.

Metra Line	Pace Route	Name	Ridership
MD-W			
	Route 757	Oak Park - Schaumburg	1,611
	Route 223	Elk Grove – Rosemont	532
UP-W			
	Route 895	95 th St. – Rosemont	900
	Route 757	Oak Park - Schaumburg	748
BNSF			
	Route 757	Oak Park - Schaumburg	1,536
	Route 895	95 th St. – Rosemont	660
	Route 223	Elk Grove – Rosemont	628
SWS			
	Route 332	River Rd – York Rd	1,467
	Route 877	Harvey – Downers Grove	906
	Route 888	Homewood – Naperville	778

From this analysis, MD-W, UP-W, and BNSF are similar in that they show some potential to serve commuters traveling to destinations near O'Hare and Schaumburg. SWS commuters may be able to use the I-294 service to make connections to the O'Hare area as well as Oak Brook. However, none of these commuter flows are especially large, and the challenge of two- or three-seat transit trips suggests that this market may be considered incidental, rather than a target for service planning purposes.

5. Conclusion

5.1 Summary of Findings

Regional Trends

In terms of work travel flows, there are generally two primary markets: local work trips and work trips into the City of Chicago. These markets are already served well, either by local transportation infrastructure or by existing transit services from the suburbs into central Chicago.

The potential I-294 Pace service would serve the next tier of trips, typically between suburban locations, though with opportunities to connect to CTA rail infrastructure into and out of Chicago. Macro analysis shows that the most substantial markets between locations near I-294 are from South to Central, and from Central to North (and to a lesser degree, vice versa). Comparatively few travel in the southerly direction for work, and even fewer traverse the distance required to get from one end of the corridor to the other. There is also opportunity to connect I-294 workers with their home locations in adjacent suburbs to the northwest, west, and southwest (in addition to Chicago reverse commuters).

Employment clusters of interest along the study corridor include O'Hare, Oak Brook, Franklin Park, Schaumburg, Oak Park, Cicero/Berwyn, and McCook.

Study Area Overview

The highest concentrations of population density in the five-mile radius study area are to the east of the I-294 facility, especially along transit rail lines. Likewise, most of the population growth is expected to be near transit rail infrastructure, in addition to the more dispersed population growth that is expected in the southern end of the study area, in Harvey and environs. The areas of high growth correspond with the areas associated with IL-390, Cermak, Cicero, and Harvey.

Employment density is highest near O'Hare (especially to the west), in Schaumburg near the I-90 / I-290 interchange, and along I-88 in Oak Brook west to Yorktown Center. Much of the future growth is expected at the same locations, in addition to near the CSX rail yard in Bedford Park, as well as more dispersed employment growth to the south.

In terms of travel flows, the largest share of trips are short distances, and thus unlikely to be carried out on I-294, and bus typically has an average mode share of 1%-2%. As mentioned above, more travel north than south, with the rough breakpoint at just south of the airport.

Focusing on travelers who commute at least ten miles within the study area, the higher population densities are near the 95th Street / Harlem and 127th Street / Cicero intersections to the south, and in the north, near Rosemont and the I-90 / I-290 interchange. The corresponding workplace densities are near Cermak / Roosevelt, Rosemont / North O'Hare, and the I-90 / I-290 interchange.

Park-n-Ride Markets

Analysis of the potential to connect more dispersed home locations with opportunities to make transit connections to workplaces resulted in the identification of prioritized locations.

Transit connections to workplaces would be facilitated by I-294 facilities at Rosemont T.C. and 88th / Cork (or more accurately, any location that would serve I-55 express trips to downtown Chicago). The next tier of locations would be IL-64 (North Ave), 103rd Street, and Cermak. The corresponding origin locations to gather Park-n-Ride users naturally vary by workplace access point but can be cross-referenced and selected as analysis progresses. Cicero, 103rd Street, and Hinsdale Oasis regularly feature prominently, among others.

Transit-Only Markets

Analysis of direct transfer transit service to/from the I-294 facility resulted in the identification of the following key access point locations at the home and work end of the trip:

- Home
 - IL-83 (Busse)
 - Rosemont T.C.
 - 103rd Street
 - Cicero
 - Harvey T.C.
- Work
 - Northwest T.C.
 - Rosemont T.C.
 - IL-64 (North Avenue)
 - Cermak
 - 88th / Cork
 - 103rd Street

Under the assumption that access/egress facilities will need to be limited in number and ideally serve both purposes (i.e., home and work transfer locations), the top bi-directional access points are:

- Tier One:
 - Rosemont T.C.
 - 88th / Cork
 - 103rd Street
 - Harvey T.C.
- Tier Two:
 - Cermak
 - Cicero
 - IL-64 (North Ave)
 - IL-83 (Busse)

CTA and Metra Connections

It is less likely that Park-n-Ride users would avail themselves of I-294 bus service in order to travel and transfer to CTA and Metra services, given that they have flexibility at the origin of the trip to potentially avoid indirect routing or cross-agency transfers, and could access those services directly.

For transit-only trips, the opportunities to connect to CTA service directly at Rosemont T.C. has been well documented. For other CTA Connector services, the potential for access to the Blue Line (Forest Park) and Pink Line using facilities in the center of the study corridor near Roosevelt/Cermak emerge as high potential in terms of total commuters. Similar is the case of for connections to the Orange Line, presumably from an access point between 88th/Cork and Cicero, as well as Red Line Connection opportunities at 103rd Street or Halsted. Due to the density of high-frequency service in Chicago, the travel flows for the CTA Connector market would bear further investigation at the service planning stage to ensure that they are not more competitively served by existing transit services in the area.

5.2 Next Steps to Identify Service Plan Alternatives

The analysis summarized here will be used to identify service plan alternatives in Task 2. Information, including origin and destination data organized by polygons and travel corridors, will be used to identify specific route alignments that would benefit from using the I-294 flex lanes. The findings from the market analysis will allow the study team to determine the connections most desired by travelers, with service alternatives designed to reflect these connections.

Appendix A | Zone to Zone

The following figures illustrate zone-to-zone commuter flows, per analysis in Section 4.1.

Figure A-1. Zone to Zone Commuter Flows, summarized by Home Zone Group (CTPP)

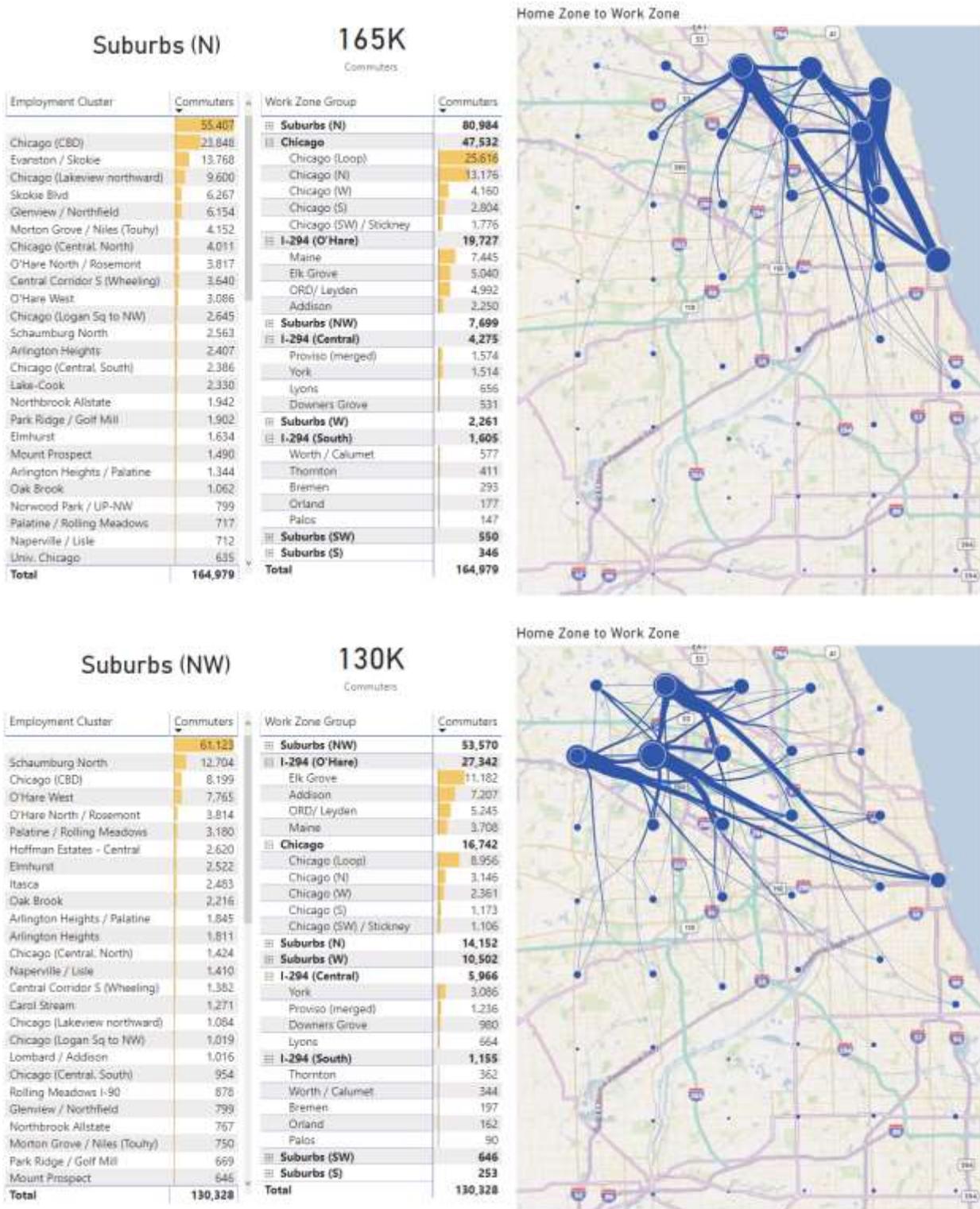
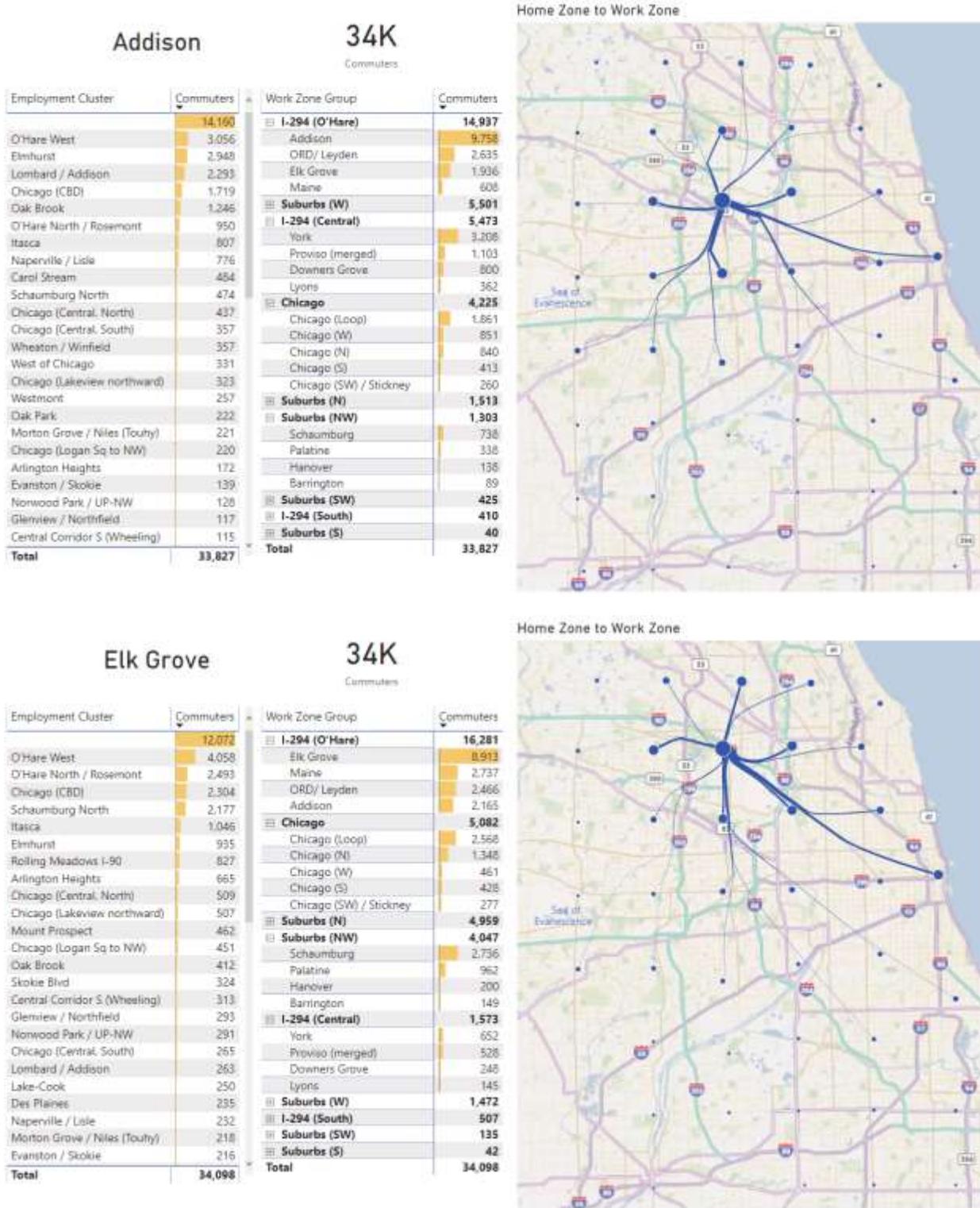


Figure A-2. Zone to Zone Commuter Flows, Individual Zones in I-294 (O'Hare) (CTPP)



Home Zone to Work Zone

Home Zone to Work Zone

Maine

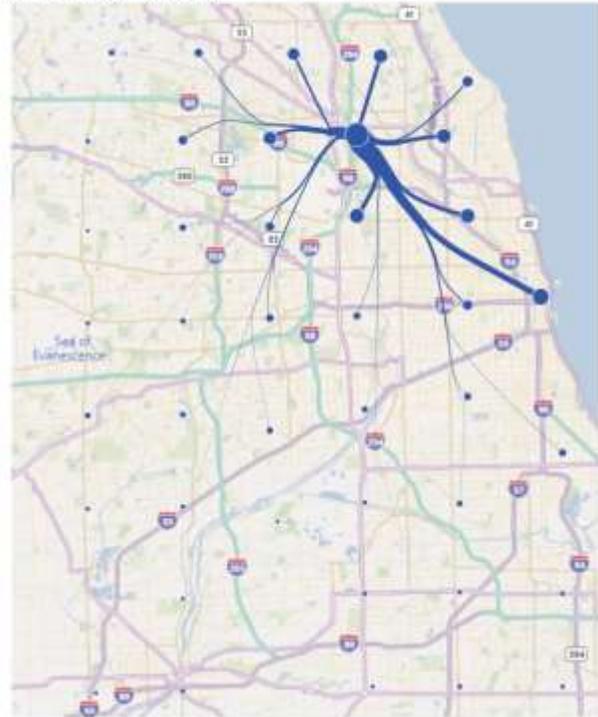
Employment Cluster	Commuters
Maine	16,744
Chicago (CBD)	4,997
O'Hare North / Rosemont	4,375
Park Ridge / Golf Mill	2,741
O'Hare West	2,083
Chicago (Lakeview northward)	2,021
Morton Grove / Niles (Touhy)	1,586
Norwood Park / UP-NW	1,583
Elmhurst	1,223
Glenview / Northfield	1,193
Chicago (Central, North)	1,097
Evanston / Skokie	1,053
Skokie Blvd	977
Schaumburg North	858
Chicago (Logan Sq to NW)	857
Des Plaines	656
Central Corridor S (Wheeling)	654
Chicago (Central, South)	630
Mount Prospect	529
Palatine / Rolling Meadows	362
Naperville / Lisle	330
Norridge / Dunning	329
Oak Brook	315
Northbrook Altstate	286
Itasca	248
Total	50,483

50K

Commuters

Work Zone Group	Commuters
I-294 (O'Hare)	21,278
Maine	13,157
ORD/ Leyden	4,047
Elk Grove	3,053
Addison	1,021
Chicago	11,951
Chicago (Loop)	5,572
Chicago (N)	3,856
Chicago (W)	1,404
Chicago (S)	567
Chicago (SW) / Stickney	552
Suburbs (N)	11,406
Suburbs (NW)	2,180
Schaumburg	1,041
Palatine	860
Barrington	199
Hanover	80
I-294 (Central)	1,769
York	654
Proviso (merged)	553
Downers Grove	302
Lyons	260
Suburbs (W)	1,015
I-294 (South)	489
Suburbs (SW)	240
Suburbs (S)	155
Total	50,483

Home Zone to Work Zone



ORD/ Leyden

Employment Cluster	Commuters
ORD/ Leyden	21,406
Chicago (CBD)	6,714
Elmhurst	5,892
O'Hare North / Rosemont	4,367
Chicago (Lakeview northward)	2,731
Chicago (Central, North)	2,283
O'Hare West	2,092
Chicago (Logan Sq to NW)	2,051
Norridge / Dunning	1,991
Norwood Park / UP-NW	1,732
Oak Park	1,155
Chicago (Central, South)	1,039
Morton Grove / Niles (Touhy)	1,033
Oak Brook	864
Lombard / Addison	664
Evanston / Skokie	608
Chicago (Grand/Cicero)	579
Park Ridge / Golf Mill	552
Schaumburg North	530
West of Chicago	410
Skokie Blvd	391
Chicago (Bridgeport New City)	386
Glenview / Northfield	372
Cicero	328
Naperville / Lisle	328
Total	64,041

64K

Commuters

Work Zone Group	Commuters
I-294 (O'Hare)	25,801
ORD/ Leyden	17,469
Maine	3,424
Addison	2,821
Elk Grove	2,177
Chicago	21,399
Chicago (N)	7,909
Chicago (Loop)	7,385
Chicago (W)	3,933
Chicago (S)	1,309
Chicago (SW) / Stickney	863
I-294 (Central)	6,355
Proviso (merged)	3,392
York	1,746
Lyons	642
Downers Grove	575
Suburbs (N)	5,143
Suburbs (W)	2,430
Suburbs (NW)	1,442
Schaumburg	815
Palatine	372
Hanover	138
Barrington	117
I-294 (South)	842
Suburbs (SW)	322
Suburbs (S)	217
Total	64,041

Home Zone to Work Zone

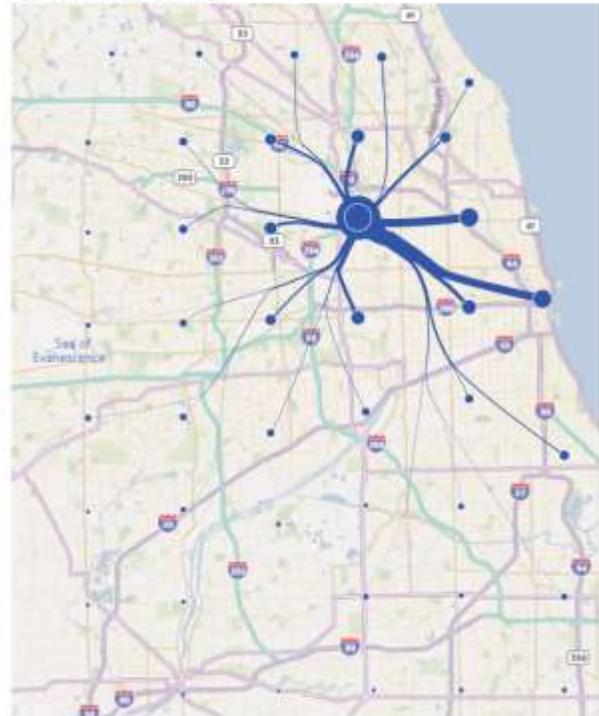
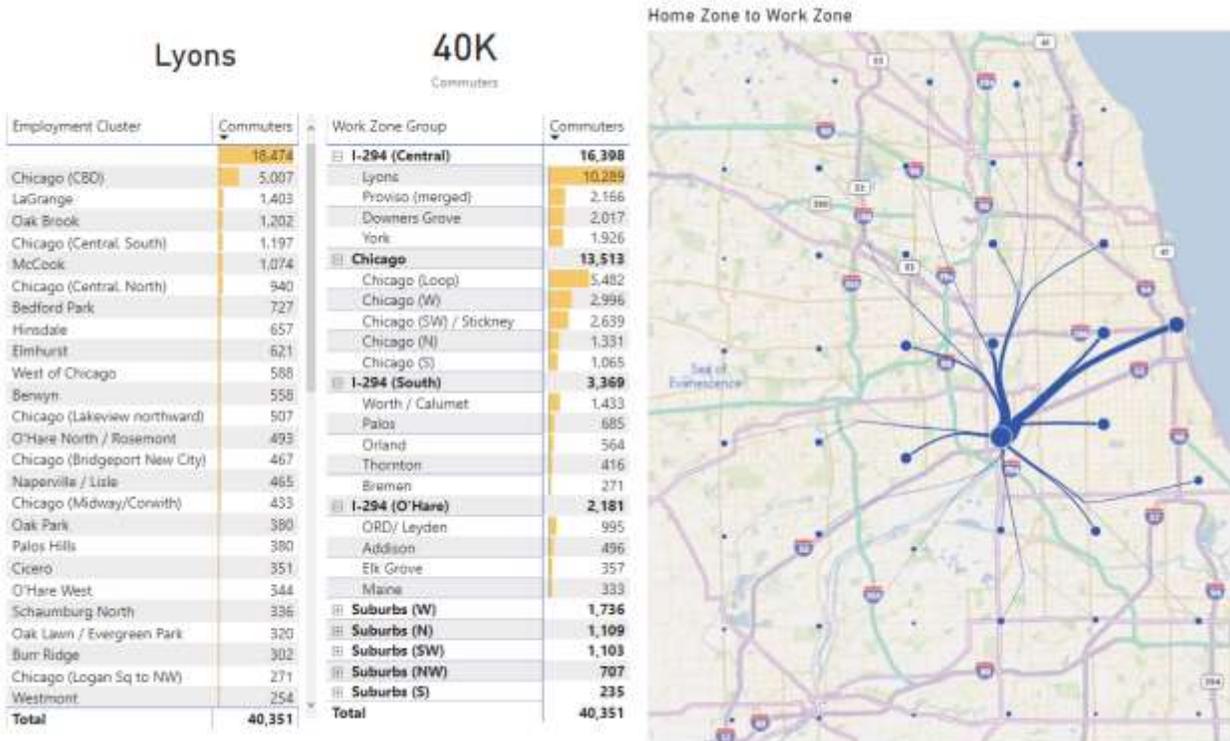
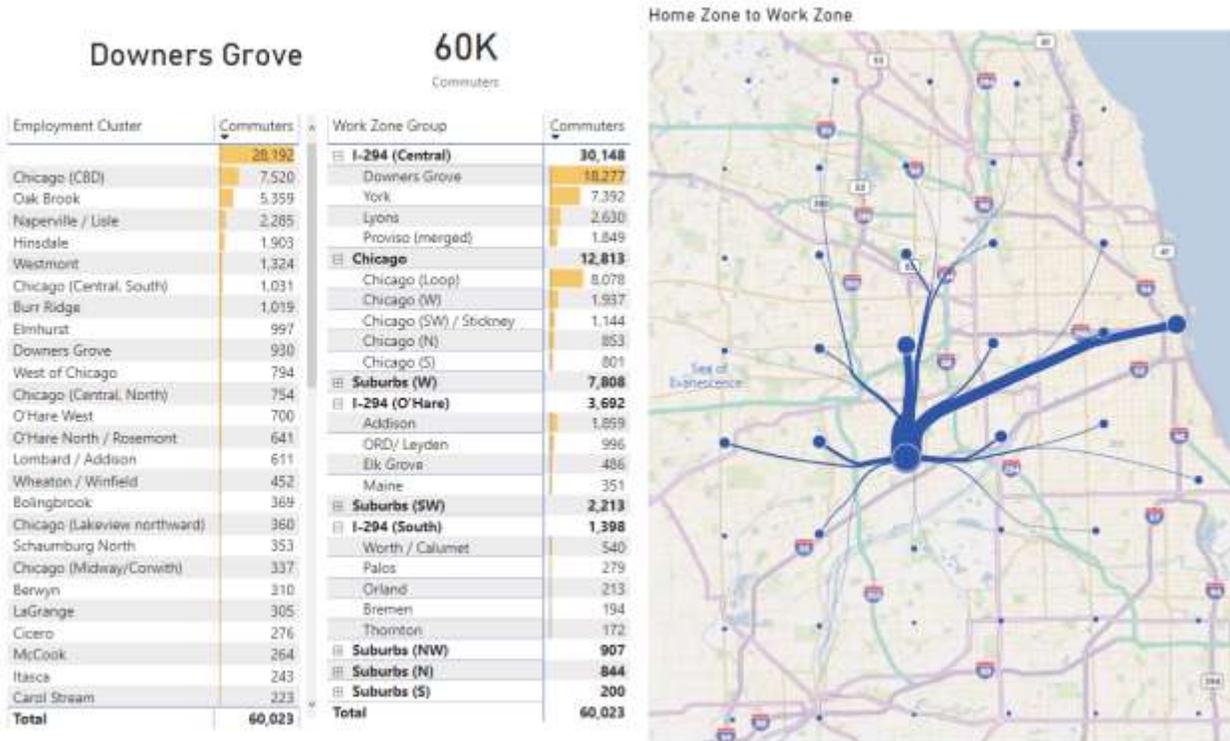


Figure A-3. Zone to Zone Commuter Flows, Individual Zones in I-294 (Central) (CTPP)



Proviso (merged)

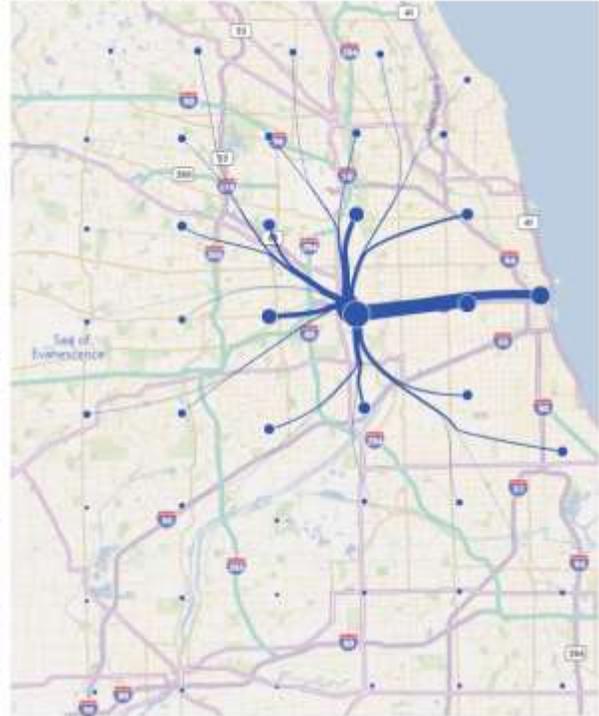
64K

Commuters

Employment Cluster	Commuters
Chicago (CBD)	7,175
Elmhurst	4,830
West of Chicago	3,332
Oak Park	2,776
Oak Brook	2,661
Chicago (Central, South)	2,047
Berwyn	1,681
Chicago (Central, North)	1,620
O'Hare West	1,223
O'Hare North / Rosemont	1,083
Chicago (Lakeview northward)	926
LaGrange	774
Lombard / Addison	721
Naperville / Listle	704
Chicago (Logan Sq to NW)	551
Schaumburg North	515
Cicero	466
Westmont	429
Carol Stream	422
Univ. Chicago	406
Morton Grove / Niles (Touhy)	397
Itasca	385
Chicago (Bridgeport New City)	372
Hinsdale	341
Chicago (Midway/Corwith)	326
Total	64,090

Work Zone Group	Commuters
I-294 (Central)	26,123
Proviso (merged)	17,213
York	4,713
Lyons	2,596
Downers Grove	1,501
Chicago	19,792
Chicago (Loop)	7,953
Chicago (W)	6,333
Chicago (N)	2,462
Chicago (SW) / Stickney	1,529
Chicago (S)	1,515
I-294 (O'Hare)	9,128
ORD/ Leyden	4,671
Addison	2,617
Elk Grove	949
Maine	891
Suburbs (W)	3,506
Suburbs (N)	2,047
Suburbs (NW)	1,577
I-294 (South)	1,052
Worth / Calumet	365
Palos	203
Thornton	192
Bremen	152
Orland	120
Suburbs (SW)	601
Suburbs (S)	264
Total	64,090

Home Zone to Work Zone



York

48K

Commuters

Employment Cluster	Commuters
Oak Brook	7,005
Chicago (CBD)	4,160
Elmhurst	3,443
Naperville / Listle	1,843
Lombard / Addison	1,654
O'Hare West	988
O'Hare North / Rosemont	767
Chicago (Central, North)	750
West of Chicago	679
Carol Stream	676
Chicago (Central, South)	659
Wheaton / Winfield	520
Oak Park	480
Schaumburg North	475
Itasca	450
Westmont	400
Chicago (Lakeview northward)	378
Hinsdale	363
Cicero	261
Berwyn	248
Downers Grove	201
Chicago (Midway/Corwith)	151
Bolingbrook	144
Chicago (Logan Sq to NW)	140
Glenview / Northfield	126
Total	48,363

Work Zone Group	Commuters
I-294 (Central)	22,107
York	17,402
Downers Grove	2,129
Proviso (merged)	2,088
Lyons	488
Chicago	8,059
Chicago (Loop)	4,636
Chicago (W)	1,662
Chicago (N)	832
Chicago (SW) / Stickney	495
Chicago (S)	444
Suburbs (W)	7,697
I-294 (O'Hare)	6,835
Addison	3,671
ORD/ Leyden	1,763
Elk Grove	861
Maine	540
Suburbs (N)	1,262
Suburbs (NW)	1,023
I-294 (South)	605
Worth / Calumet	206
Orland	133
Thornton	119
Palos	89
Bremen	58
Suburbs (SW)	569
Suburbs (S)	206
Total	48,363

Home Zone to Work Zone

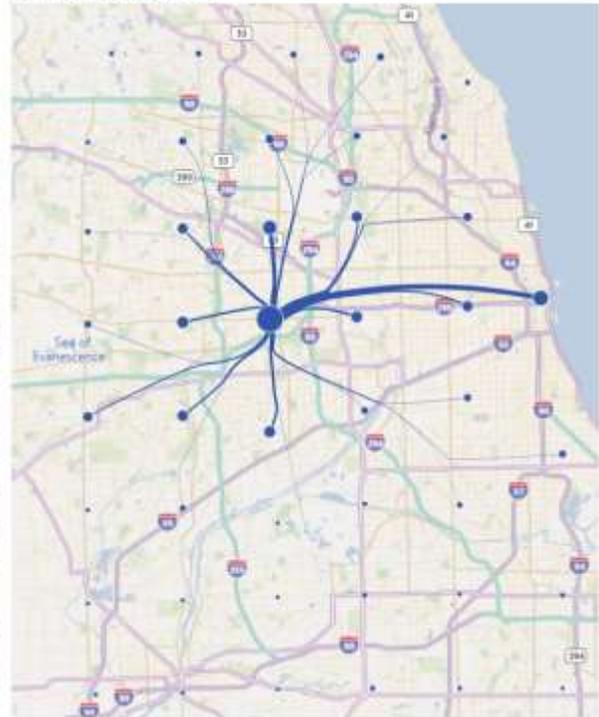
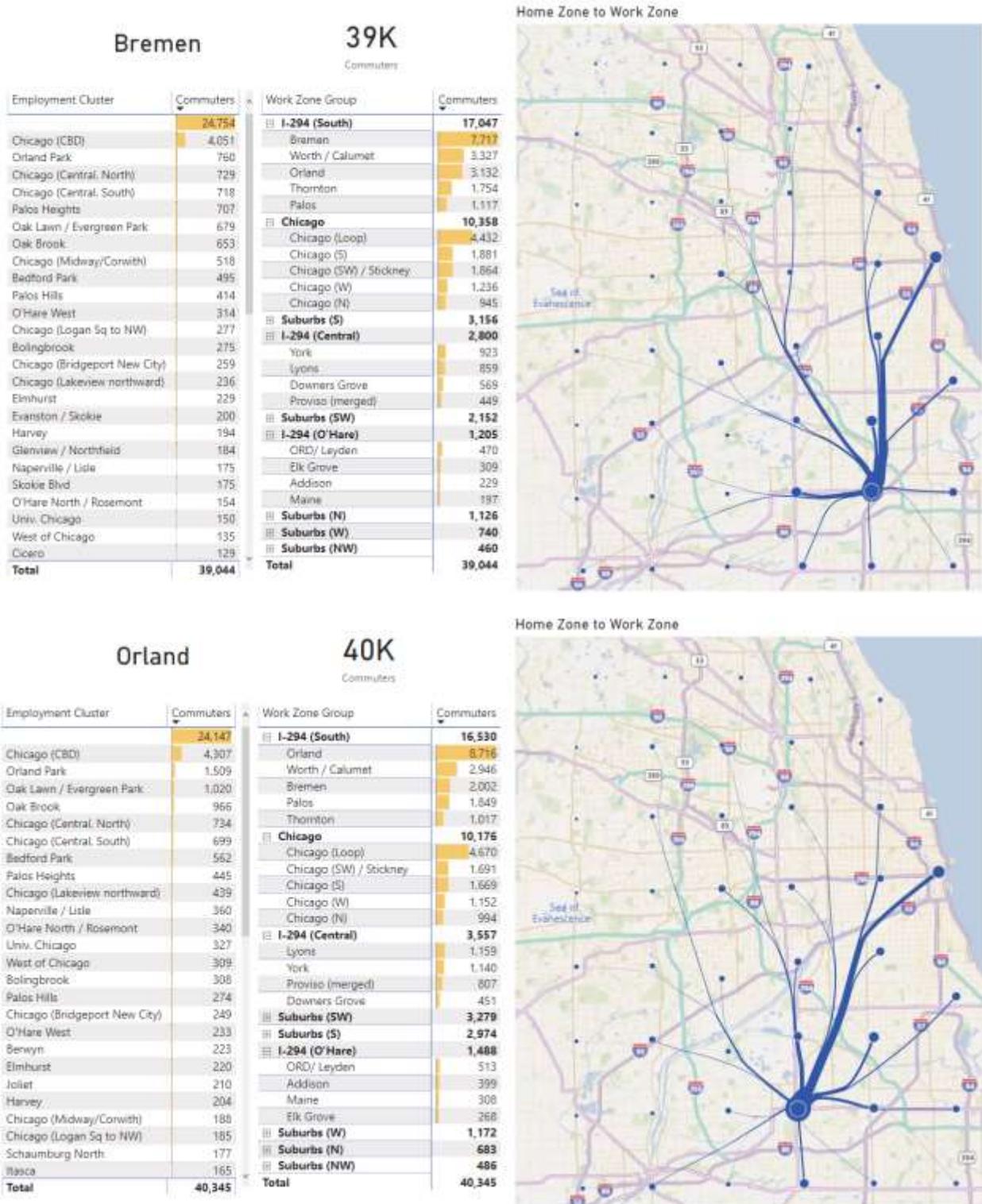


Figure A-4. Zone to Zone Commuter Flows, Individual Zones in I-294 (South) (CTPP)



Home Zone to Work Zone

Palos

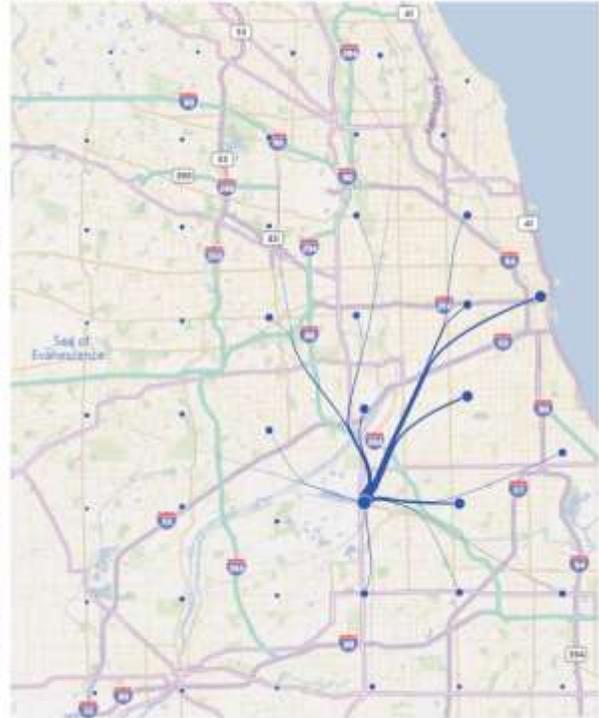
Employment Cluster	Commuters
Chicago (CBD)	10,568
Palos Hills	676
Oak Lawn / Evergreen Park	625
Chicago (Central South)	583
Oak Brook	541
Bedford Park	533
Chicago (Midway/Conwith)	407
Chicago (Lakeview northward)	335
Chicago (Central North)	288
West of Chicago	268
Palos Heights	216
Cicero	178
Elmhurst	175
O'Hare North / Rosemont	175
Chicago (Logan Sq to NW)	143
Berwyn	140
McCook	135
Chicago (Bridgeport New City)	129
Orland Park	123
O'Hare West	114
Naperville / Lisle	104
Univ. Chicago	90
Westmont	85
LaGrange	75
Skokie Blvd	75
Total	19,508

20K

Commuters

Work Zone Group	Commuters
I-294 (South)	7,232
Palos	3,542
Worth / Calumet	1,946
Orland	736
Bremen	553
Thornton	455
Chicago	6,634
Chicago (Loop)	2,191
Chicago (SW) / Stickney	2,007
Chicago (W)	1,049
Chicago (N)	706
Chicago (S)	681
I-294 (Central)	2,868
Lyons	1,224
York	631
Proviso (merged)	507
Downers Grove	506
I-294 (O'Hare)	768
ORD/ Leyden	383
Elk Grove	180
Addison	117
Maine	88
Suburbs (SW)	658
Suburbs (W)	485
Suburbs (N)	429
Suburbs (S)	319
Suburbs (NW)	115
Total	19,508

Home Zone to Work Zone



Thornton

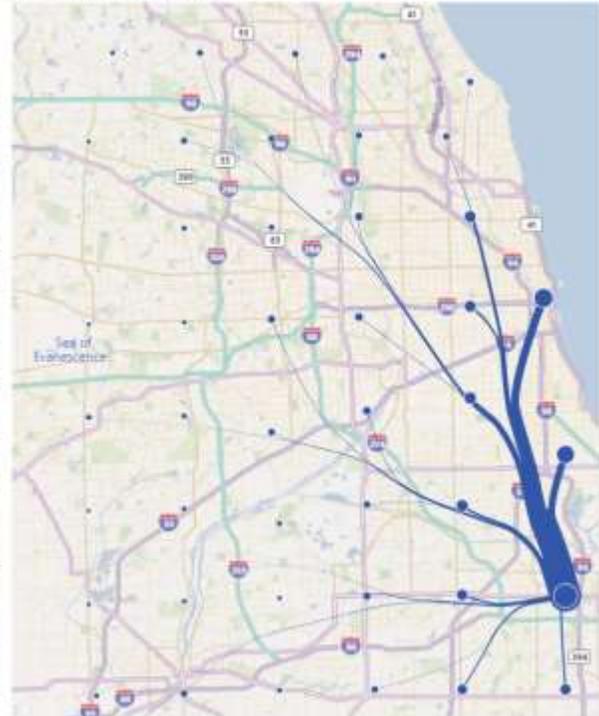
Employment Cluster	Commuters
Chicago (CBD)	27,630
Chicago (Central South)	6,540
South Holland	2,127
Chicago (Central North)	1,032
Chicago (Lakeview northward)	962
Chicago (Bridgeport New City)	832
Chicago (Midway/Conwith)	764
Chicago (Logan Sq to NW)	743
Palos Heights	647
Univ. Chicago	635
Calumet City	632
Harvey	632
Oak Brook	487
Chicago (Logan Sq to NW)	467
Bedford Park	460
Oak Lawn / Evergreen Park	422
O'Hare North / Rosemont	375
West of Chicago	315
O'Hare West	265
Evansville / Skokie	250
Naperville / Lisle	217
Orland Park	215
Oak Park	195
Schaumburg North	153
Elmhurst	149
Palos Hills	140
Palos Hills	122
Total	48,359

48K

Commuters

Work Zone Group	Commuters
Chicago	19,913
Chicago (Loop)	7,273
Chicago (S)	6,402
Chicago (SW) / Stickney	2,287
Chicago (N)	1,980
Chicago (W)	1,971
I-294 (South)	17,716
Thornton	12,886
Worth / Calumet	2,146
Bremen	1,720
Orland	569
Palos	395
Suburbs (S)	3,437
I-294 (Central)	2,332
Lyons	695
Proviso (merged)	684
York	566
Downers Grove	387
I-294 (O'Hare)	1,497
ORD/ Leyden	636
Elk Grove	340
Maine	326
Addison	195
Suburbs (N)	1,237
Suburbs (SW)	1,000
Suburbs (NW)	712
Suburbs (W)	515
Total	48,359

Home Zone to Work Zone



Worth / Calumet

62K

Commuters

Employment Cluster	Commuters
	30,817
Chicago (CBD)	7,054
Oak Lawn / Evergreen Park	4,337
Palos Heights	2,086
Palos Hills	1,926
Chicago (Central South)	1,898
Bedford Park	1,690
Chicago (Midway/Corwith)	1,443
Chicago (Central North)	1,371
Chicago (Bridgeport New City)	947
Oak Brook	716
O'Hare North / Rosemont	641
Chicago (Lakeview northward)	639
Chicago (Logan Sq to NW)	511
Cicero	474
O'Hare West	428
Elmhurst	415
Orland Park	379
Bolingbrook	373
Naperville / Lisle	358
Schaumburg North	333
Univ. Chicago	280
West of Chicago	241
McCook	192
Chicago (Grand/Cicero)	188
Hinsdale	187
Total	62,113

Work Zone Group	Commuters
I-294 (South)	24,158
Worth / Calumet	15,833
Palos	2,730
Bremen	2,320
Thornton	1,681
Orland	1,594
Chicago	23,791
Chicago (Loop)	8,010
Chicago (SW) / Stickney	6,416
Chicago (S)	4,833
Chicago (W)	2,715
Chicago (N)	1,817
I-294 (Central)	5,107
Lyons	2,542
York	1,075
Proviso (merged)	822
Downers Grove	668
I-294 (O'Hare)	2,471
ORD/ Leyden	1,192
Maine	467
Elk Grove	451
Addison	361
Suburbs (SW)	1,965
Suburbs (S)	1,539
Suburbs (W)	1,236
Suburbs (N)	1,011
Suburbs (NW)	835
Total	62,113

Home Zone to Work Zone

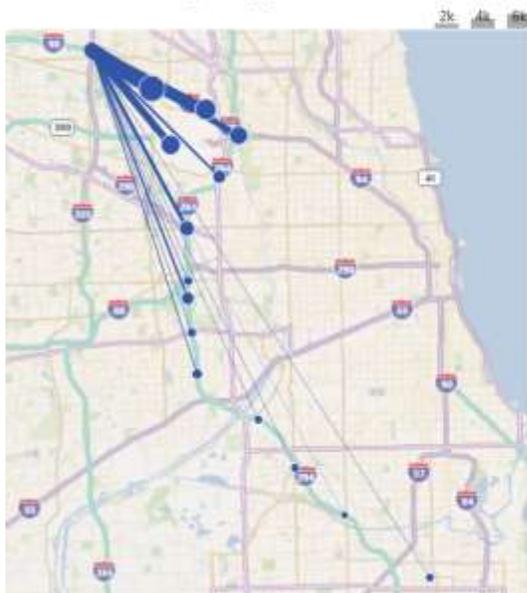


Appendix B | Polygon to Polygon

The following pages illustrate the total commuter flows between polygons along the I-294 study corridor. No filters have been used to isolate travelers more likely to use a potential I-294 bus service.

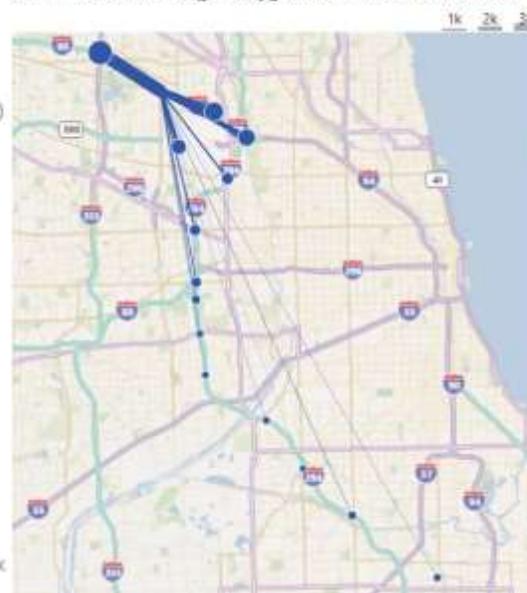
Figure B-5. Polygon Flows (Home Corridors 1-4) (CTPP)

Commuters from Origin Polygon to Destinations (Circled)



01. I-290, Northwe...

Commuters from Origin Polygon to Destinations (Circled)



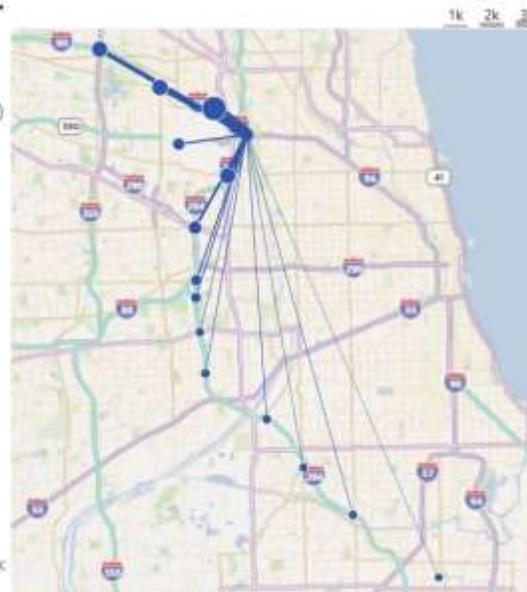
02. IL-83 (Busse)

Commuters from Origin Polygon to Destinations (Circled)



03. Touhy / Dempst...

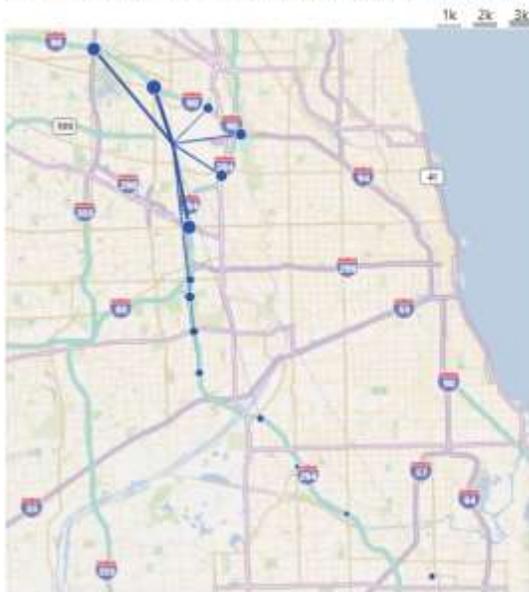
Commuters from Origin Polygon to Destinations (Circled)



04. Rosemont T.C.

Figure B-6. Polygon Flows (Home Corridors 5-8) (CTPP)

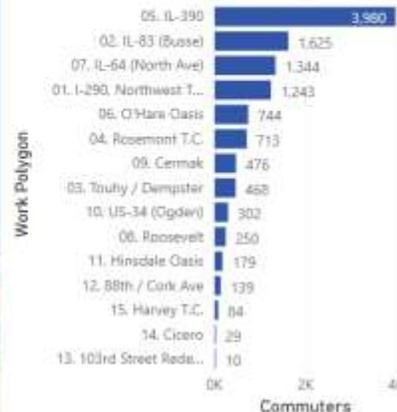
Commuters from Origin Polygon to Destinations (Circled)



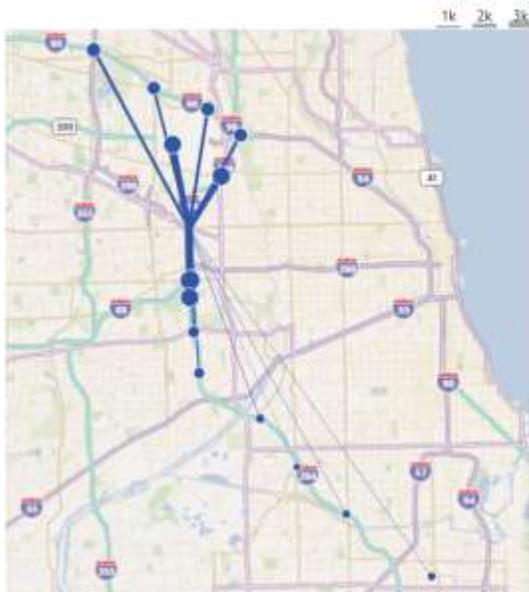
05. IL-390

12K Commuters 484 Commuters per sq. mi (home)

Commuters by Work Polygon



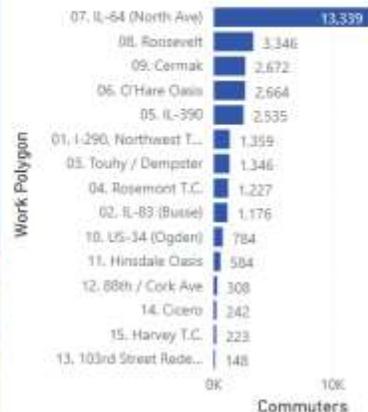
Commuters from Origin Polygon to Destinations (Circled)



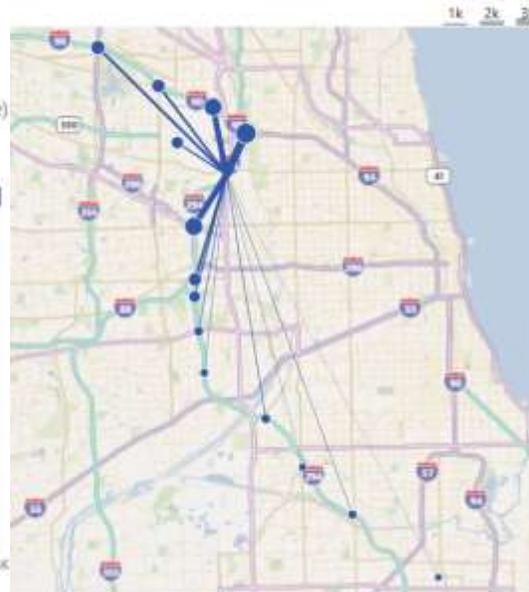
07. IL-64 (North Av...

32K Commuters 1001 Commuters per sq. mi (home)

Commuters by Work Polygon



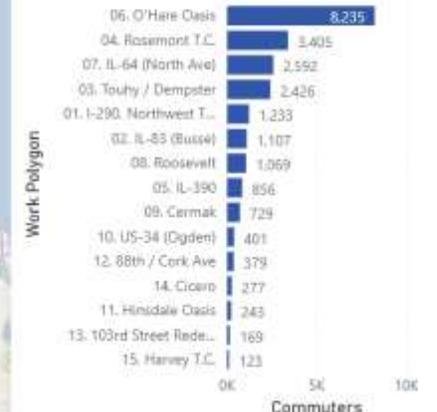
Commuters from Origin Polygon to Destinations (Circled)



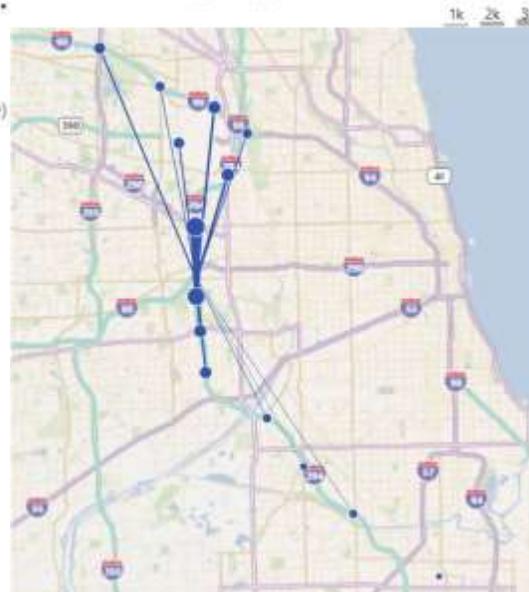
06. O'Hare Oasis

23K Commuters 1044 Commuters per sq. mi (home)

Commuters by Work Polygon



Commuters from Origin Polygon to Destinations (Circled)



08. Roosevelt

20K Commuters 964 Commuters per sq. mi (home)

Commuters by Work Polygon

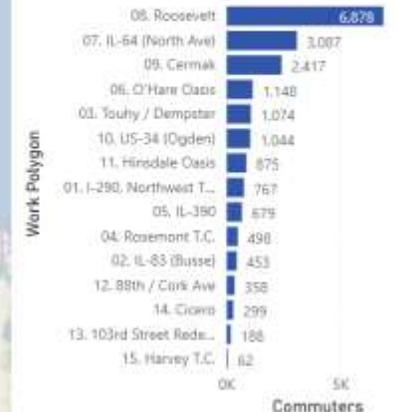
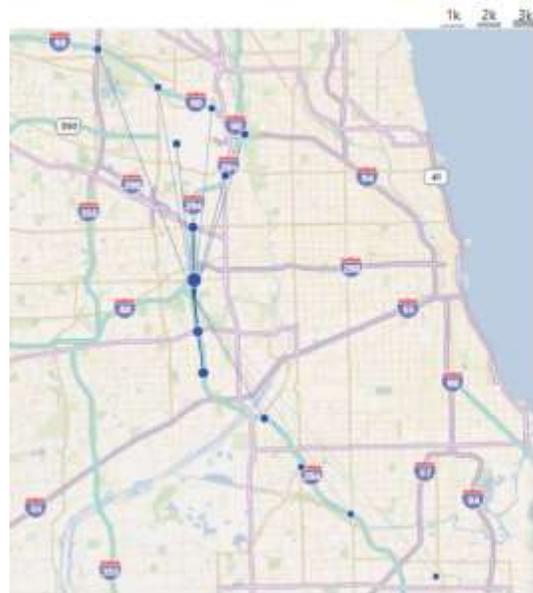
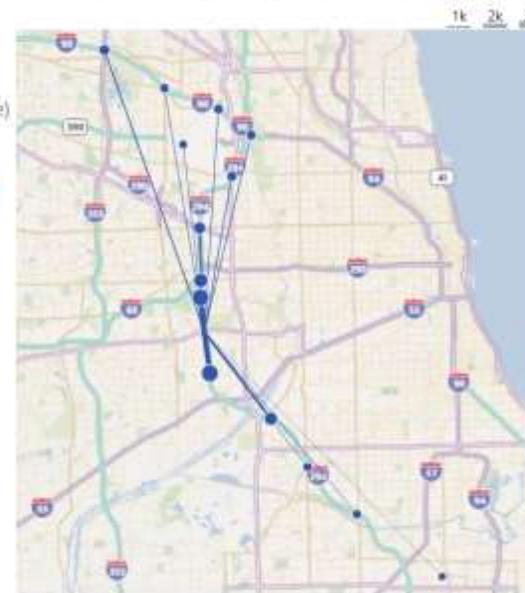


Figure B-7. Polygon Flows (Home Corridors 9-12) (CTPP)

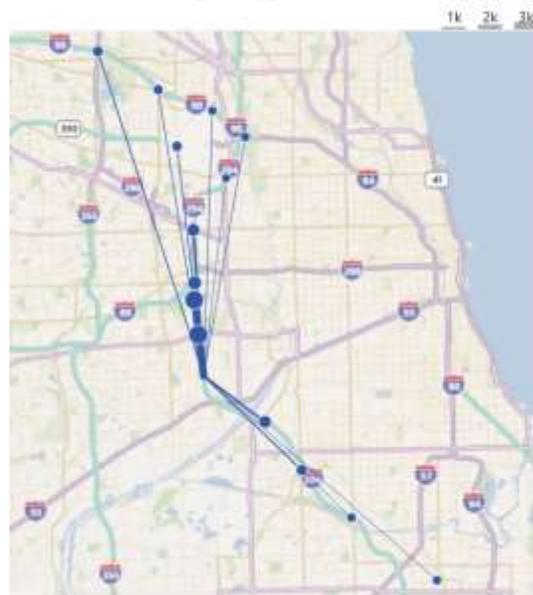
Commuters from Origin Polygon to Destinations (Circled)



Commuters from Origin Polygon to Destinations (Circled)



Commuters from Origin Polygon to Destinations (Circled)



Commuters from Origin Polygon to Destinations (Circled)

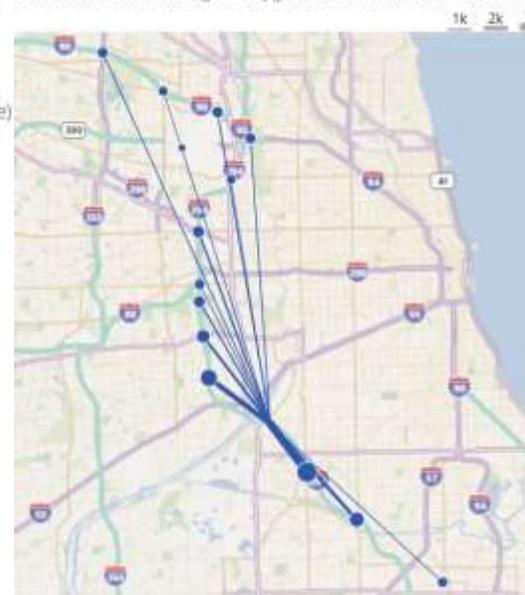
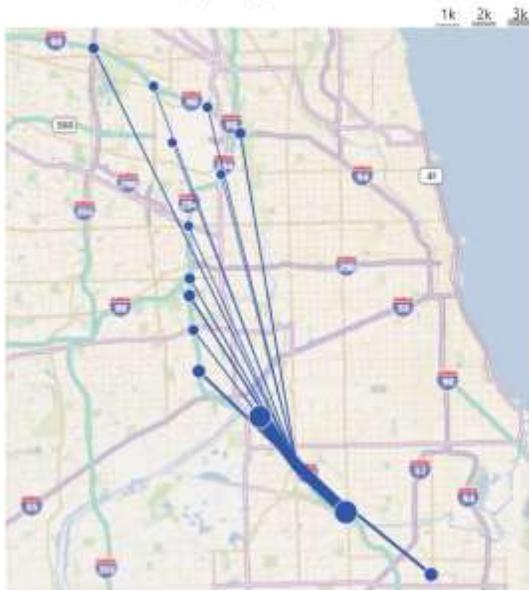


Figure B-8. Polygon Flows (Home Corridors 13-15) (CTPP)

Commuters from Origin Polygon to Destinations (Circled)

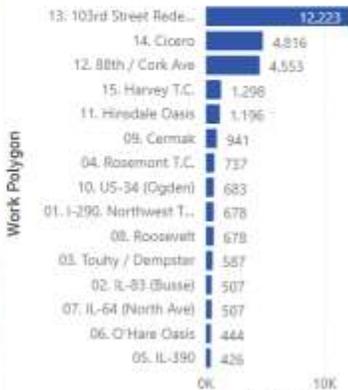


13. 103rd Street Rede...

30K 775

Commuters Commuters per sq. mi (home)

Commuters by Work Polygon

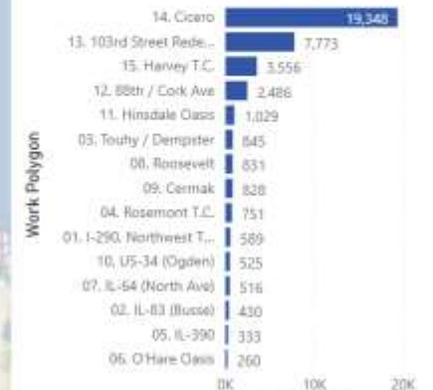


14. Cicero

40K 734

Commuters Commuters per sq. mi (home)

Commuters by Work Polygon



Commuters from Origin Polygon to Destinations (Circled)

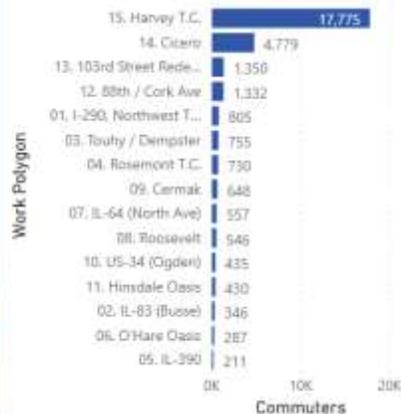


15. Harvey T.C.

31K 387

Commuters Commuters per sq. mi (home)

Commuters by Work Polygon



Appendix C | Polygon to Corridor

This appendix provides additional reference material for the polygon-to-corridor analysis summarized in Section 4.3.

For reference, Table 5-1 identifies the transit corridor segments (all and prioritized subset, as described in Subsection 4.3) that were assigned to each access point, providing a lookup by access point (each row is one access point).

Table 5-2 provides this information in the opposite direction, i.e., a lookup by corridor segment rather than access point.

The total flows between home polygons and each work corridor and segment are provided in in the subsequent tables. The flows with a minimum distance of 10 miles and including all corridors are provided in Table 5-3, while the flows to and from the prioritized corridors are provided in Table 5-4.

Table 5-1. Access Points by Corridor Segments Assigned

	Corridor Segments (All)	Corridor Segments (Prioritized)
Northwest T.C.	IL Hwy 62 (T-S), IL Hwy 62 (T-S to IL 68), IL Hwy 62 (IL-68 to Algonquin), Route 895 (south), Route 895 (Rosemont), Route 895 (north), Route 600 (NW T.C), Route 600 (Rosemont T.C), Route 607 (NW T.C.), Route 607 (west), Route 757 (east), Route 757 (w. O'Hare), Route 757 (T-S west), Route 604 (NW T.C.), Route 604 (North)	Route 895 (south), Route 895 (Rosemont), Route 895 (north), Route 600 (NW T.C), Route 600 (Rosemont T.C), Route 607 (NW T.C.), Route 607 (west), Route 757 (east), Route 757 (w. O'Hare), Route 757 (T-S west), Route 604 (NW T.C.), Route 604 (North)
IL-83 (Busse)	Golf Road (east), Golf Road (west extension), IL Hwy. 83 (north of T-S), IL Hwy. 83 (O'Hare), IL Hwy. 83 (55 to 290), IL Hwy. 83 (55 to Halsted), Route 757 (east), Route 757 (w. O'Hare), Route 757 (T-S west), Route 226 (T-S), Route 226 (east), Route 226 (T-S), Route 226 (east)	Route 757 (east), Route 757 (w. O'Hare), Route 757 (T-S west), Route 226 (T-S), Route 226 (east), Route 226 (T-S), Route 226 (east)
Touhy	Dempster (Tri-State), Dempster (northwest of T-S), Touhy Ave (east of T-S), Touhy Ave (West), Mannheim/LaGrange (T-S), Mannheim/LaGrange (O'Hare to 55), Mannheim/LaGrange (I-55 to 159th)	Dempster (Tri-State), Dempster (northwest of T-S), Touhy Ave (east of T-S), Touhy Ave (West)
Rosemont T.C.	Route 895 (south), Route 895 (Rosemont), Route 895 (north), Route 600 (NW T.C), Route 603 (Rosemont T.C), Route 600 (Rosemont T.C), Route 603 (west), Route 605 (Rosemont T.C.), Route 605 (west), Blue Line (O'Hare) (Rosemont T.C.), Blue Line (O'Hare) (Line), Blue Line (O'Hare) (ORD), Blue Line (O'Hare) (CBD), NCS (north), NCS (T-S), NCS (east), NCS (CBD), Route 221 (T-S), Route 221 (north), Route 223 (T-S), Route 223 (south), Route 332 (O'Hare), Route 332 (south)	Route 895 (south), Route 895 (Rosemont), Route 895 (north), Route 600 (NW T.C), Route 603 (Rosemont T.C), Route 600 (Rosemont T.C), Route 603 (west), Route 605 (Rosemont T.C.), Route 605 (west), Blue Line (O'Hare) (Rosemont T.C.), Blue Line (O'Hare) (Line), Blue Line (O'Hare) (ORD), Blue Line (O'Hare) (CBD), Route 221 (T-S), Route 221 (north), Route 223 (T-S), Route 223 (south), Route 332 (O'Hare), Route 332 (south)
IL-390	IL Hwy. 83 (north of T-S), IL Hwy. 83 (O'Hare), IL Hwy. 83 (55 to 290), IL Hwy. 83 (55 to Halsted), IL Hwy 390 (T-S), IL Hwy 390 (west)	IL Hwy 390 (T-S), IL Hwy 390 (west)

	Corridor Segments (All)	Corridor Segments (Prioritized)
O'Hare Oasis	Mannheim/LaGrange (T-S), Mannheim/LaGrange (I-55 to 159th), Mannheim/LaGrange (O'Hare to 55), IL Hwy 19 (east of T-S), IL Hwy 19 (T-S to 59), IL Hwy 19 (59 to Elgin), MD-W (west), MD-W (east), MD-W (CBD)	
IL-64 (North Ave)	IL Hwy 64 - North Ave (East), IL Hwy 64 - North Ave (west to Randall), Route 757 (east), Route 757 (w. O'Hare), Route 757 (T-S west), UP-W (west), UP-W (east), UP-W (CBD), Route 313 (east), Route 313 (west)	IL Hwy 64 - North Ave (East), IL Hwy 64 - North Ave (west to Randall), Route 757 (east), Route 757 (w. O'Hare), Route 757 (T-S west), Route 313 (east), Route 313 (west)
Roosevelt	Roosevelt Road (east), Roosevelt Road (west), Blue Line (Forest Park) (Line), Blue Line (Forest Park) (CBD), Roosevelt Road (83 to Randall), Route 332 (O'Hare), Route 332 (south)	Roosevelt Road (east), Roosevelt Road (west), Route 332 (O'Hare), Route 332 (south)
Cermak	Cermak (east), Cermak (T-S to Yorktown), Pink Line (Line), Pink Line (CBD), Cermak (west extension), Route 888 (south), Route 877 (south), Route 888 (west), Route 877 (west), Route 332 (O'Hare), Route 332 (south)	Cermak (east), Cermak (T-S to Yorktown), Route 888 (south), Route 877 (south), Route 888 (west), Route 877 (west), Route 332 (O'Hare), Route 332 (south)
US-34 (Ogden)	BNSF (west), BNSF (east), BNSF (CBD)	
88th/Cork	Mannheim/LaGrange (T-S), Mannheim/LaGrange (O'Hare to 55), Mannheim/LaGrange (I-55 to 159th), Route 395 (95th), Route 395 (west), Route 890 (south), Route 890 (north), Route 755 (west), Route 755 (east), Route 755 (CBD), Route 850 (east), Route 850 (west), Route 850 (CBD), Route 851 (east), Route 851 (west), Route 851 (CBD), Route 855 (west), Route 855 (east), Route 855 (CBD), HC (west), HC (east), HC (CBD), Route 379 (north), Orange Line (Line), Route 379 (south), Orange Line (CBD)	Route 395 (95th), Route 395 (west), Route 890 (south), Route 890 (north), Route 755 (west), Route 755 (east), Route 755 (CBD), Route 850 (east), Route 850 (west), Route 850 (CBD), Route 851 (east), Route 851 (west), Route 851 (CBD), Route 855 (west), Route 855 (east), Route 855 (CBD), Route 379 (north), Route 379 (south)
103rd St	95th St. (east), 95th St. (west), 95th St. (west to MannLaGr), Red Line (South) (Line), Red Line (CBD), Harlem Ave (central), Harlem Ave (north), Harlem Ave (south), Route 395 (95th), Route 395 (west), Route 895 (south), Route 895 (Rosemont), Route 895 (north), SWS (west), SWS (east), SWS (CBD), Route 384-385 (east), Route 384-385 (west), Orange Line (Line), Orange Line (CBD)	95th St. (east), 95th St. (west), 95th St. (west to MannLaGr), Harlem Ave (central), Harlem Ave (north), Harlem Ave (south), Route 395 (95th), Route 395 (west), Route 895 (south), Route 895 (Rosemont), Route 895 (north), Route 384-385 (east), Route 384-385 (west)
Cicero	Cicero Ave, Orange Line (Line), Orange Line (CBD), Cicero Ave (south extension), IL Hwy. 83 (north of T-S), IL Hwy. 83 (O'Hare), IL Hwy. 83 (55 to 290), IL Hwy. 83 (55 to Halsted), Route 359 (east), Route 359 (west), Route 384-385 (west), Route 384-385 (east), Orange Line (Line), Orange Line (CBD)	Cicero Ave, Route 359 (east), Route 359 (west), Route 384-385 (west), Route 384-385 (east)
Harvey T.C.	Halsted (95th to Harvey), Halsted (south extension), Red Line (South) (Line), Red Line (CBD), 159th St. (west), 159th St. (east), IL Hwy. 83 (north of T-S), IL Hwy. 83 (O'Hare), IL Hwy. 83 (55 to 290), IL Hwy. 83 (55 to Halsted), Route 888 (south), Route 888 (west), Route 890 (south), Route 890 (north), Route 877 (south), Route 877 (west), Route 349 (south), Route 349 (north)	Halsted (95th to Harvey), Halsted (south extension), 159th St. (west), 159th St. (east), Route 888 (south), Route 888 (west), Route 890 (south), Route 890 (north), Route 877 (south), Route 877 (west), Route 349 (south), Route 349 (north)

Table 5-2. Corridor Segments by Access Point (All and Prioritized)

CorrSegID	Segment	Access Points (All)	Access Points (Prioritized)	CTA Rail (except O'Hare)	Pulse (Not Direct, Near-Term Connect.)	Metra
01a	95th St. (east)	103rd St	103rd St			
01b	95th St. (west)	103rd St	103rd St			
01c	95th St. (west to MannLaGr)	103rd St	103rd St			
01d	Red Line (South) (Line)	103rd St		Exclude		
01e	Red Line (CBD)	103rd St		Exclude		
02a	Harlem Ave (central)	103rd St	103rd St			
02b	Harlem Ave (north)	103rd St	103rd St			
02c	Harlem Ave (south)	103rd St	103rd St			
03a	Roosevelt Road (east)	Roosevelt	Roosevelt			
03b	Roosevelt Road (west)	Roosevelt	Roosevelt			
03c	Blue Line (Forest Park) (Line)	Roosevelt		Exclude		
03d	Blue Line (Forest Park) (CBD)	Roosevelt		Exclude		
03e	Roosevelt Road (83 to Randall)	Roosevelt			Exclude	
04a	Cermak (east)	Cermak	Cermak			
04b	Cermak (T-S to Yorktown)	Cermak	Cermak			
04c	Pink Line (Line)	Cermak		Exclude		
04d	Pink Line (CBD)	Cermak		Exclude		
04e	Cermak (west extension)	Cermak			Exclude	
05a	Cicero Ave	Cicero	Cicero			
05b	Orange Line (Line)	Cicero		Exclude		
05c	Orange Line (CBD)	Cicero		Exclude		
05d	Cicero Ave (south extension)	Cicero			Exclude	
06a	Golf Road (east)	IL-83 (Busse)			Exclude	
06b	Golf Road (west extension)	IL-83 (Busse)			Exclude	
07a	Halsted (95th to Harvey)	Harvey T.C.	Harvey T.C.			
07b	Halsted (south extension)	Harvey T.C.	Harvey T.C.			
07c	Red Line (South) (Line)	Harvey T.C.		Exclude		
07d	Red Line (CBD)	Harvey T.C.		Exclude		
08a	159th St. (west)	Harvey T.C.	Harvey T.C.			
08b	159th St. (east)	Harvey T.C.	Harvey T.C.			
09a	Dempster (Tri-State)	Touhy	Touhy			

CorrSegID	Segment	Access Points (All)	Access Points (Prioritized)	CTA Rail (except O'Hare)	Pulse (Not Direct, Near-Term Connect.)	Metra
09b	Dempster (northwest of T-S)	Touhy	Touhy			
10a	Touhy Ave (east of T-S)	Touhy	Touhy			
10b	Touhy Ave (West)	Touhy	Touhy			
11a	IL Hwy. 83 (north of T-S)	IL-83 (Busse), IL-390, Cicero, Harvey T.C.			Exclude	
11b	IL Hwy. 83 (O'Hare)	IL-83 (Busse), IL-390, Cicero, Harvey T.C.			Exclude	
11c	IL Hwy. 83 (55 to 290)	IL-83 (Busse), IL-390, Cicero, Harvey T.C.			Exclude	
11d	IL Hwy. 83 (55 to Halsted)	IL-83 (Busse), IL-390, Cicero, Harvey T.C.			Exclude	
12a	IL Hwy 64 - North Ave (East)	IL-64 (North Ave)	IL-64 (North Ave)			
12b	IL Hwy 64 - North Ave (west to Randall)	IL-64 (North Ave)	IL-64 (North Ave)			
13a	Mannheim/LaGrange (T-S)	Touhy, O'Hare Oasis, 88th/Cork			Exclude	
13b	Mannheim/LaGrange (O'Hare to 55)	Touhy, O'Hare Oasis, 88th/Cork			Exclude	
13c	Mannheim/LaGrange (I-55 to 159th)	Touhy, O'Hare Oasis, 88th/Cork			Exclude	
14a	IL Hwy 19 (east of T-S)	O'Hare Oasis			Exclude	
14b	IL Hwy 19 (T-S to 59)	O'Hare Oasis			Exclude	
14c	IL Hwy 19 (59 to Elgin)	O'Hare Oasis			Exclude	
15a	IL Hwy 62 (T-S)	Northwest T.C.			Exclude	
15b	IL Hwy 62 (T-S to IL 68)	Northwest T.C.			Exclude	
15c	IL Hwy 62 (IL-68 to Algonquin)	Northwest T.C.			Exclude	
16a	Route 395 (95th)	103rd St, 88th/Cork	103rd St, 88th/Cork			
16b	Route 395 (west)	103rd St, 88th/Cork	103rd St, 88th/Cork			
17a	Route 888 (south)	Harvey T.C., Cermak	Harvey T.C., Cermak			
17b	Route 888 (west)	Harvey T.C., Cermak	Harvey T.C., Cermak			
18a	Route 895 (south)	103rd St, Rosemont T.C., Northwest T.C.	103rd St, Rosemont T.C., Northwest T.C.			
18b	Route 895 (Rosemont)	103rd St, Rosemont T.C., Northwest T.C.	103rd St, Rosemont T.C., Northwest T.C.			
18c	Route 895 (north)	103rd St, Rosemont T.C., Northwest T.C.	103rd St, Rosemont T.C., Northwest T.C.			
19a	Route 890 (south)	Harvey T.C., 88th/Cork	Harvey T.C., 88th/Cork			
19b	Route 890 (north)	Harvey T.C., 88th/Cork	Harvey T.C., 88th/Cork			
20a	Route 877 (south)	Harvey T.C., Cermak	Harvey T.C., Cermak			

CorrSegID	Segment	Access Points (All)	Access Points (Prioritized)	CTA Rail (except O'Hare)	Pulse (Not Direct, Near-Term Connect.)	Metra
20b	Route 877 (west)	Harvey T.C., Cermak	Harvey T.C., Cermak			
21a	Route 600 (NW T.C)	Northwest T.C., Rosemont T.C.	Northwest T.C., Rosemont T.C.			
21b	Route 600 (Rosemont T.C)	Northwest T.C., Rosemont T.C.	Northwest T.C., Rosemont T.C.			
22a	Route 603 (Rosemont T.C)	Rosemont T.C.	Rosemont T.C.			
22b	Route 603 (west)	Rosemont T.C.	Rosemont T.C.			
23a	Route 605 (Rosemont T.C.)	Rosemont T.C.	Rosemont T.C.			
23b	Route 605 (west)	Rosemont T.C.	Rosemont T.C.			
24a	Route 607 (NW T.C.)	Northwest T.C.	Northwest T.C.			
24b	Route 607 (west)	Northwest T.C.	Northwest T.C.			
25a	Route 755 (west)	88th/Cork, I-55	88th/Cork, I-55			
25b	Route 755 (east)	88th/Cork, I-55	88th/Cork, I-55			
25c	Route 755 (CBD)	88th/Cork, I-55	88th/Cork, I-55			
26a	Route 850 (west)	88th/Cork, I-55	88th/Cork, I-55			
26b	Route 850 (east)	88th/Cork, I-55	88th/Cork, I-55			
26c	Route 850 (CBD)	88th/Cork, I-55	88th/Cork, I-55			
27a	Route 851 (west)	88th/Cork, I-55	88th/Cork, I-55			
27b	Route 851 (east)	88th/Cork, I-55	88th/Cork, I-55			
27c	Route 851 (CBD)	88th/Cork, I-55	88th/Cork, I-55			
28a	Route 855 (west)	88th/Cork, I-55	88th/Cork, I-55			
28b	Route 855 (east)	88th/Cork, I-55	88th/Cork, I-55			
28c	Route 855 (CBD)	88th/Cork, I-55	88th/Cork, I-55			
29a	Route 757 (east)	IL-64 (North Ave), IL-83 (Busse), Northwest T.C.	IL-64 (North Ave), IL-83 (Busse), Northwest T.C.			
29b	Route 757 (w. O'Hare)	IL-64 (North Ave), IL-83 (Busse), Northwest T.C.	IL-64 (North Ave), IL-83 (Busse), Northwest T.C.			
29c	Route 757 (T-S west)	IL-64 (North Ave), IL-83 (Busse), Northwest T.C.	IL-64 (North Ave), IL-83 (Busse), Northwest T.C.			
30a	IL Hwy 390 (T-S)	IL-390	IL-390			
30b	IL Hwy 390 (west)	IL-390	IL-390			
40a	Blue Line (O'Hare) (Rosemont T.C.)	Rosemont T.C.	Rosemont T.C.			
40b	Blue Line (O'Hare) (Line)	Rosemont T.C.	Rosemont T.C.			
40c	Blue Line (O'Hare) (ORD)	Rosemont T.C.	Rosemont T.C.			
40d	Blue Line (O'Hare) (CBD)	Rosemont T.C.	Rosemont T.C.			
50a	BNSF (west)	US-34 (Ogden)				Exclude

CorrSegID	Segment	Access Points (All)	Access Points (Prioritized)	CTA Rail (except O'Hare)	Pulse (Not Direct, Near-Term Connect.)	Metra
50b	BNSF (east)	US-34 (Ogden)				Exclude
50c	BNSF (CBD)	US-34 (Ogden)				Exclude
51a	HC (west)	88th/Cork				Exclude
51b	HC (east)	88th/Cork				Exclude
51c	HC (CBD)	88th/Cork				Exclude
52a	MD-W (west)	O'Hare Oasis				Exclude
52b	MD-W (east)	O'Hare Oasis				Exclude
52c	MD-W (CBD)	O'Hare Oasis				Exclude
53a	NCS (north)	Rosemont T.C.				Exclude
53b	NCS (T-S)	Rosemont T.C.				Exclude
53c	NCS (east)	Rosemont T.C.				Exclude
53d	NCS (CBD)	Rosemont T.C.				Exclude
54a	RID (west)	none				Exclude
54b	RID (east)	none				Exclude
54c	RID (CBD)	none				Exclude
55a	SWS (west)	103rd St				Exclude
55b	SWS (east)	103rd St				Exclude
55c	SWS (CBD)	103rd St				Exclude
56a	UP-W (west)	IL-64 (North Ave)				Exclude
56b	UP-W (east)	IL-64 (North Ave)				Exclude
56c	UP-W (CBD)	IL-64 (North Ave)				Exclude
71a	Route 221 (T-S)	Rosemont T.C.	Rosemont T.C.			
71b	Route 221 (north)	Rosemont T.C.	Rosemont T.C.			
72a	Route 223 (T-S)	Rosemont T.C.	Rosemont T.C.			
72b	Route 223 (south)	Rosemont T.C.	Rosemont T.C.			
73a	Route 226 (T-S)	IL-83 (Busse)	IL-83 (Busse)			
73b	Route 226 (east)	IL-83 (Busse)	IL-83 (Busse)			
74a	Route 226 (T-S)	IL-83 (Busse)	IL-83 (Busse)			
74b	Route 226 (east)	IL-83 (Busse)	IL-83 (Busse)			
75a	Route 313 (east)	IL-64 (North Ave)	IL-64 (North Ave)			
75b	Route 313 (west)	IL-64 (North Ave)	IL-64 (North Ave)			
76a	Route 332 (O'Hare)	Rosemont T.C., Cermak, Roosevelt	Rosemont T.C., Cermak, Roosevelt			

CorrSegID	Segment	Access Points (All)	Access Points (Prioritized)	CTA Rail (except O'Hare)	Pulse (Not Direct, Near-Term Connect.)	Metra
76b	Route 332 (south)	Rosemont T.C., Cermak, Roosevelt	Rosemont T.C., Cermak, Roosevelt			
77a	Route 349 (south)	Harvey T.C.	Harvey T.C.			
77b	Route 349 (north)	Harvey T.C.	Harvey T.C.			
78a	Route 359 (east)	Cicero	Cicero			
78b	Route 359 (west)	Cicero	Cicero			
79a	Route 379 (north)	88th/Cork	88th/Cork			
79b	Route 379 (south)	88th/Cork	88th/Cork			
79c	Orange Line (Line)	88th/Cork		Exclude		
79d	Orange Line (CBD)	88th/Cork		Exclude		
80a	Route 384-385 (east)	103rd St, Cicero	103rd St, Cicero			
80b	Route 384-385 (west)	103rd St, Cicero	103rd St, Cicero			
80c	Orange Line (Line)	103rd St, Cicero		Exclude		
80d	Orange Line (CBD)	103rd St, Cicero		Exclude		
81a	Route 604 (NW T.C.)	Northwest T.C.	Northwest T.C.			
81b	Route 604 (North)	Northwest T.C.	Northwest T.C.			

Table 5-3. Polygon to Corridor Flows (minimum distance 10 miles, all corridors)

Work Corridor and Segment	Home Polygon															Total
	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	
159th St.	109	138	54	177	25	187	138	91	129	143	235	476	508	134	159	2,703
159th St. (east)	74	84	30	93	25	94	54	20	54	64	138	241	313	89		1,373
159th St. (west)	35	54	24	84		93	84	71	75	79	97	235	195	45	159	1,330
95th St.	6,580	3,189	2,721	8,960	850	3,064	3,371	3,230	1,120	6,402	5,684	4,016	6,433	12,020	11,000	78,640
95th St. (east)	191	57	109	192	40	134	90	143	83	93	221	35	20	45	467	1,920
95th St. (west to MannLaGr)															110	110
95th St. (west)	30	20	39	30	10	35	99	29	25	10	10			20	109	466
Red Line (CBD)	5,960	2,813	2,404	8,010	725	2,393	2,953	2,862	886	6,056	5,171	3,642	6,093	10,695	8,905	69,568
Red Line (South) (Line)	399	299	169	728	75	502	229	196	126	243	282	339	320	1,260	1,409	6,576
Cermak	8,446	4,084	3,497	10,095	1,091	3,162	3,976	3,583	1,149	6,976	6,576	4,965	9,090	15,774	12,784	95,248
Cermak (east)	304	273	195	121	88		65		4	10	261	20	452	473	459	2,725
Cermak (T-S to Yorktown)	816	204	137	377	118	87					25	328	844	694	603	4,233
Cermak (west extension)	406	151	129	172	54	249	40	80		28	4	156	238	198	72	1,977
Pink Line (CBD)	6,009	2,858	2,449	8,068	740	2,444	2,982	2,892	886	6,109	5,194	3,746	6,208	10,798	8,930	70,313
Pink Line (Line)	911	598	587	1,357	91	382	889	611	259	829	1,092	715	1,348	3,611	2,720	16,000
Cicero	6,852	3,292	2,993	9,111	853	3,037	3,575	3,292	1,141	6,637	6,250	4,267	6,917	12,614	10,620	81,451
Cicero Ave	172	128	144	342	24	169	193	163	117	190	383	84	10	249	592	2,960
Cicero Ave (south extension)	30	15		14	15	4		14		15	84	14	178	105	4	492
Orange Line (CBD)	6,176	2,911	2,541	8,155	744	2,513	3,080	2,910	886	6,182	5,326	3,811	6,355	10,976	9,118	71,684
Orange Line (Line)	474	238	308	600	70	351	302	205	138	250	457	358	374	1,284	906	6,315
Dempster	1,744	166	112	40	129	157	335	351	185	472	391	563	530	936	774	6,885
Dempster (northwest of T-S)	1,066	166	112	40	129	157	335	272	132	250	230	297	175	533	494	4,388
Dempster (Tri-State)	678							79	53	222	161	266	355	403	280	2,497
Golf	932	351	388	1,041	234	1,084	917	601	259	598	600	475	787	892	953	10,112
Golf Road (east)	797	272	179	70	119	213	370	238	107	280	232	236	337	527	379	4,356
Golf Road (west extension)	135	79	209	971	115	871	547	363	152	318	368	239	450	365	574	5,756
Halsted	6,526	3,185	2,638	8,954	849	2,933	3,291	3,123	1,056	6,433	5,654	4,252	6,670	12,186	10,367	78,117
Halsted (95th to Harvey)	74	10	50	102		10	85	45	4	94	99	115	94	4	53	839
Halsted (south extension)	93	63	15	114	49	28	24	20	40	40	102	156	163	227		1,134
Red Line (CBD)	5,960	2,813	2,404	8,010	725	2,393	2,953	2,862	886	6,056	5,171	3,642	6,093	10,695	8,905	69,568
Red Line (South) (Line)	399	299	169	728	75	502	229	196	126	243	282	339	320	1,260	1,409	6,576
Harlem	1,604	434	224	377	326	232	446	365	226	299	449	528	822	1,069	1,350	8,751
Harlem Ave (central)	335	83	186	247	70	129	109	47	73	40	207	100	418	493	616	3,153
Harlem Ave (north)	1,221	273		30	256	49	272	239	113	221	174	303	374	576	589	4,690
Harlem Ave (south)	48	78	38	100	54	65	79	40	38	68	125	30		145		908
IL-19	891	204	66	316	115	179	289	243	68	350	542	532	736	554	357	5,442
IL Hwy 19 (59 to Elgin)	166	35	30	10	60	4	42	10	4		39	10		15	4	429
IL Hwy 19 (east of T-S)	322	135			40		10	10	20	74	80	149	183	161	48	1,232
IL Hwy 19 (T-S to 59)	403	34	36	306	15	175	237	223	44	276	423	373	553	378	305	3,781
IL-390	150	53	67	287		297	219	276	109	287	473	339	569	367	337	3,830
IL Hwy 390 (T-S)	95								10	90	83	54	74	50	102	558
IL Hwy 390 (west)	55	53	67	287		297	219	276	99	197	390	285	495	317	235	3,272

Home Polygon

Work Corridor and Segment	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	Total
IL-62	188	20	123	647	30	378	281	294	75	205	253	166	389	307	200	3,556
IL Hwy 62 (IL-68 to Algonquin)	188	10	24	48	20						15	10		15		330
IL Hwy 62 (T-S to IL 68)		10	99	182	10	14	113	62	4	66	98	68	49	85	33	893
IL Hwy 62 (T-S)				417		364	168	232	71	139	140	88	340	207	167	2,333
IL-64	1,717	470	199	509	177	349	238	127	97	171	720	689	597	681	610	7,351
IL Hwy 64 - North Ave (east)	673	249	60	4	20		15	45	55	44	174	244	343	495	383	2,804
IL Hwy 64 - North Ave (west)	1,044	221	139	505	157	349	223	82	42	127	546	445	254	186	227	4,547
IL-83	1,298	466	475	954	138	524	177	347	180	579	1,001	759	1,282	1,410	1,348	10,938
IL Hwy. 83 (55 to 290)	1,089	362	440	648	128	164	73				282	360	716	939	681	5,882
IL Hwy. 83 (55 to Halsted)	114	104	35	147	10	150	70	159	63	217	159	83			248	1,559
IL Hwy. 83 (north of T-S)				20		60	24	24		40	18	4	132		48	370
IL Hwy. 83 (O'Hare)	95			139		150	10	164	117	322	542	312	434	471	371	3,127
Mannheim/LaGrange	1,664	228	182	299	59	94	69	86	114	284	566	577	898	1,176	1,520	7,816
Mannheim/LaGrange (I-55 to 159th)	54	40	20	34		69	49	42	65	82	290	85	165	144	504	1,643
Mannheim/LaGrange (O'Hare to 55)	479	178	162	265	59	25	20				60	139	231	641	680	2,939
Mannheim/LaGrange (T-S)	1,131	10						44	49	202	216	353	502	391	336	3,234
Roosevelt	8,426	4,086	3,497	9,798	1,079	2,892	4,015	3,671	1,144	6,903	6,739	4,732	9,029	15,356	12,308	93,675
Blue Line (Forest Park) (CBD)	6,052	2,858	2,477	8,078	740	2,474	3,002	2,892	886	6,139	5,228	3,811	6,228	10,833	8,984	70,682
Blue Line (Forest Park) (Line)	761	518	573	1,012	87	158	760	572	203	655	981	488	1,220	3,046	2,209	13,243
Roosevelt Road (83 to Randall)	670	151	127	271	160	235	224	207	40	109	274	269	354	470	238	3,799
Roosevelt Road (east)	379	390	176	106	4		29		15		231	10	650	709	619	3,318
Roosevelt Road (west)	564	169	144	331	88	25					25	154	577	298	258	2,633
Touhy	1,251	322	4	20	154	38	183	434	113	330	449	650	648	805	765	6,166
Touhy Ave (east of T-S)	1,251	322	4		154	28	183	331	45	181	204	426	410	602	575	4,716
Touhy Ave (West)				20		10		103	68	149	245	224	238	203	190	1,450
Route 221	1,415			148	39	271	247	329	211	470	575	540	546	703	550	6,044
Route 221 (north)	397			148	39	271	243	230	128	170	249	219	141	252	200	2,687
Route 221 (T-S)	1,018						4	99	83	300	326	321	405	451	350	3,357
Route 223	1,088			149		165	24	335	210	597	841	632	929	901	795	6,666
Route 223 (south)	70			14		40		75	113	233	460	278	361	312	314	2,270
Route 223 (T-S)	1,018			135		125	24	260	97	364	381	354	568	589	481	4,396
Route 226	1,286	330			198	63	283	471	144	192	284	476	478	702	838	5,745
Route 226 (east)	1,213	330			198	48	273	368	126	133	193	348	275	573	653	4,731
Route 226 (T-S)	73					15	10	103	18	59	91	128	203	129	185	1,014
Route 313	1,288	421	313	466	60	245	49	40	85	14	301	640	1,142	1,300	1,036	7,400
Route 313 (east)	430	182	140	53	30		39	40	85	14	252	204	503	529	488	2,989
Route 313 (west)	858	239	173	413	30	245	10				49	436	639	771	548	4,411
Route 332	2,218	179	229	418	88		4	30	75	232	678	695	1,161	640	696	7,343
Route 332 (O'Hare)	1,181	10					4	30	75	232	382	275	479	294	290	3,252
Route 332 (south)	1,037	169	229	418	88						296	420	682	346	406	4,091
Route 349	137	58	44	103	40	213	68	24	55	158	236	203	104	8	365	1,816
Route 349 (north)	89	48	44	74	40	163	48	14	15	93	158	105	20	4	365	1,280
Route 349 (south)	48	10		29		50	20	10	40	65	78	98	84	4		536

Home Polygon

Work Corridor and Segment	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	Total
Route 359	98	65	74	129	45	98	79	83	15	82	159	263	178	44	33	1,445
Route 359 (east)	55	25	74	20		59	29	35		53	104	120			33	607
Route 359 (west)	43	40		109	45	39	50	48	15	29	55	143	178	44		838
Route 379	6,864	3,293	2,937	9,119	843	3,189	3,536	3,251	1,093	6,587	6,280	4,189	6,874	12,818	11,461	82,334
Orange Line (CBD)	6,176	2,911	2,541	8,155	744	2,513	3,080	2,910	886	6,182	5,326	3,811	6,355	10,976	9,118	71,684
Orange Line (Line)	474	238	308	590	70	351	302	205	138	250	437	358	374	1,284	906	6,285
Route 379 (north)	154	114	68	330	29	246	105	79	14	73	207			454	938	2,811
Route 379 (south)	60	30	20	44		79	49	57	55	82	310	20	145	104	499	1,554
Route 384-385	6,941	3,391	3,135	9,233	838	3,325	3,713	3,435	1,202	6,711	6,223	4,332	6,729	12,579	11,185	82,972
Orange Line (CBD)	6,176	2,911	2,541	8,155	744	2,513	3,080	2,910	886	6,182	5,326	3,811	6,355	10,976	9,118	71,684
Orange Line (Line)	474	238	308	590	70	351	302	205	138	250	437	358	374	1,284	906	6,285
Route 384-385 (east)	246	177	247	434	14	386	232	291	143	259	446	163		299	865	4,202
Route 384-385 (west)	45	65	39	54	10	75	99	29	35	20	14			20	296	801
Route 395	161	57	144	221	55	164	109	143	83	93	221	35	20	90	718	2,314
Route 395 (95th)	146	57	109	192	40	134	90	133	83	93	221	35	20	45	457	1,855
Route 395 (west)	15		35	29	15	30	19	10						45	261	459
Route 600	743		15	322		235	132	237	137	391	359	235	449	457	432	4,144
Route 600 (NW T.C.)			15	322		235	128	207	62	219	144	93	206	226	239	2,096
Route 600 (Rosemont T.C.)	743						4	30	75	172	215	142	243	231	193	2,048
Route 603	878	38		67	70	24	96	58	90	182	289	202	253	251	261	2,759
Route 603 (Rosemont T.C.)	743						4	30	75	172	215	142	243	231	193	2,048
Route 603 (west)	135	38		67	70	24	92	28	15	10	74	60	10	20	68	711
Route 604	18	60	102	622	68	345	256	256	70	247	148	173	323	296	308	3,292
Route 604 (North)	18	60	87	300	68	110	128	49	8	28	4	80	117	70	69	1,196
Route 604 (NW T.C.)			15	322		235	128	207	62	219	144	93	206	226	239	2,096
Route 605	1,182	81	30	145	85	43	98	93	90	182	284	202	288	251	267	3,321
Route 605 (Rosemont T.C.)	743						4	30	75	172	215	142	243	231	193	2,048
Route 605 (west)	439	81	30	145	85	43	94	63	15	10	69	60	45	20	74	1,273
Route 607	439	81	45	467	85	278	222	270	77	229	213	153	251	246	313	3,369
Route 607 (NW T.C.)			15	322		235	128	207	62	219	144	93	206	226	239	2,096
Route 607 (west)	439	81	30	145	85	43	94	63	15	10	69	60	45	20	74	1,273
Route 755	5,425	2,538	1,986	6,371	617	1,691	2,969	2,617	845	5,368	4,888	2,823	5,926	11,266	8,731	64,061
Route 755 (CBD)	4,775	2,122	1,587	5,561	534	1,483	2,129	2,131	675	4,732	3,992	2,270	4,963	8,395	6,751	52,100
Route 755 (east)	620	401	399	795	63	188	764	466	170	616	847	468	850	2,573	1,867	11,087
Route 755 (west)	30	15		15	20	20	76	20		20	49	85	113	298	113	874
Route 757	277	34	45	748		574	275	537	246	587	755	538	1,028	802	846	7,292
Route 757 (east)	107	34	30	19			14	15	35	10	108	85	199	87	148	891
Route 757 (T-S west)			15	719		574	261	447	133	333	284	181	532	433	416	4,328
Route 757 (w. O'Hare)	170			10				75	78	244	363	272	297	282	282	2,073
Route 850	6,429	3,052	2,693	8,608	810	2,781	3,234	3,149	1,003	6,353	5,558	4,212	6,682	12,029	9,793	76,386
Route 850 (CBD)	6,252	2,888	2,546	8,351	765	2,548	3,012	3,033	890	6,222	5,385	3,896	6,352	11,123	9,246	72,509
Route 850 (east)	157	149	147	257	25	219	154	68	94	107	139	171	206	658	465	3,016
Route 850 (west)	20	15		20	20	14	68	48	19	24	34	145	124	248	82	861
Route 851	6,429	3,052	2,693	8,608	810	2,777	3,220	3,149	988	6,339	5,548	4,172	6,612	11,960	9,778	76,135

Home Polygon

Work Corridor and Segment	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	Total
Route 851 (CBD)	6,252	2,888	2,546	8,351	765	2,548	3,012	3,033	890	6,222	5,385	3,896	6,352	11,123	9,246	72,509
Route 851 (east)	157	149	147	257	25	219	154	68	94	107	139	171	206	658	465	3,016
Route 851 (west)	20	15			20	10	54	48	4	10	24	105	54	179	67	610
Route 855	6,409	3,037	2,693	8,608	790	2,767	3,170	3,101	984	6,329	5,524	4,067	6,558	11,791	9,711	75,539
Route 855 (CBD)	6,252	2,888	2,546	8,351	765	2,548	3,012	3,033	890	6,222	5,385	3,896	6,352	11,123	9,246	72,509
Route 855 (east)	157	149	147	257	25	219	154	68	94	107	139	171	206	658	465	3,016
Route 855 (west)							4							10		14
Route 877	1,376	395	330	620	243	315	217	217	44	136	254	682	1,256	884	745	7,714
Route 877 (south)	94	40	59	72	53	49	87	89	40	104	221	192	156	14	60	1,330
Route 877 (west)	1,282	355	271	548	190	266	130	128	4	32	33	490	1,100	870	685	6,384
Route 888	1,365	415	263	565	274	311	153	158	14	42	37	444	1,103	969	716	6,829
Route 888 (south)	40			23	49		4	10			4	4	72	10		216
Route 888 (west)	1,325	415	263	542	225	311	149	148	14	42	33	440	1,031	959	716	6,613
Route 890	133	103	35	176	64	68	43	44	40	85	161	231	247	252	261	1,943
Route 890 (north)	15		35	29	15	30	19	10						45	261	459
Route 890 (south)	118	103		147	49	38	24	34	40	85	161	231	247	207		1,484
Route 895	812	10	129	617	538	393	338	190	473	551	324	604	528	584	584	6,091
Route 895 (north)			114	602		518	389	269	91	301	311	158	311	272	362	3,698
Route 895 (Rosemont)	793						4	30	75	172	215	166	293	256	193	2,197
Route 895 (south)	19	10	15	15		20		39	24		25				29	196
CTA Blue Line	8,922	3,586	3,008	8,745	1,001	2,707	3,560	3,256	1,195	7,004	6,096	5,075	7,837	13,623	11,490	87,105
Blue Line (O'Hare) (CBD)	6,009	2,858	2,449	8,098	740	2,444	2,982	2,912	886	6,119	5,204	3,746	6,208	10,798	8,950	70,403
Blue Line (O'Hare) (Line)	1,689	728	559	647	261	263	574	314	185	612	585	879	1,087	2,153	1,917	12,453
Blue Line (O'Hare) (ORD)	431								49	101	92	284	249	416	430	2,052
Blue Line (O'Hare) (Rosemont T.C.)	793						4	30	75	172	215	166	293	256	193	2,197
BNSF	6,578	3,111	2,435	7,573	1,038	2,127	3,535	3,221	1,075	6,058	5,915	3,360	6,844	12,333	9,663	74,866
BNSF (CBD)	5,284	2,444	1,838	6,374	619	1,699	2,446	2,572	743	5,278	4,542	2,705	5,487	9,366	7,572	58,969
BNSF (east)	636	343	458	940	117	141	578	456	190	498	994	433	999	2,345	1,823	10,951
BNSF (west)	658	324	139	259	302	287	511	193	142	282	379	222	358	622	268	4,946
HC	5,456	2,522	1,942	6,510	623	1,826	2,640	2,658	772	5,450	4,719	2,848	5,901	9,938	7,885	61,690
HC (CBD)	5,284	2,444	1,838	6,374	619	1,699	2,446	2,572	743	5,278	4,542	2,705	5,487	9,366	7,572	58,969
HC (east)	142	68	79	121	4	59	147	61	14	123	148	20	171	325	176	1,658
HC (west)	30	10	25	15		68	47	25	15	49	29	123	243	247	137	1,063
MD-W	6,581	2,987	2,210	6,999	858	2,060	2,955	2,924	967	5,812	5,428	3,491	6,649	11,016	8,582	69,519
MD-W (CBD)	5,284	2,444	1,838	6,374	619	1,699	2,446	2,572	743	5,278	4,542	2,705	5,487	9,366	7,572	58,969
MD-W (east)	1,074	454	289	383	165	94	303	154	175	302	527	569	805	1,387	924	7,605
MD-W (west)	223	89	83	242	74	267	206	198	49	232	359	217	357	263	86	2,945
NCS	6,863	2,787	2,486	7,190	786	1,978	2,855	2,914	893	5,798	5,015	3,137	6,397	10,753	8,550	68,402
NCS (CBD)	5,284	2,444	1,838	6,374	619	1,699	2,446	2,572	743	5,278	4,542	2,705	5,487	9,366	7,572	58,969
NCS (east)	409	189	202	383	46	94	289	144	105	292	351	218	437	965	662	4,786
NCS (north)	471	154	446	433	121	185	120	158		45	24	38	147	109	139	2,590
NCS (T-S)	699							40	45	183	98	176	326	313	177	2,057
RID	5,537	2,592	1,983	6,886	679	1,953	2,667	2,762	805	5,549	4,891	3,112	5,954	10,074	8,718	64,162
RID (CBD)	5,350	2,429	1,892	6,343	609	1,743	2,446	2,582	743	5,248	4,591	2,711	5,472	9,379	7,588	59,126

Home Polygon

Work Corridor and Segment	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	Total
RID (east)	142	159	91	414	70	200	75	96	32	182	204	199	69	332	800	3,065
RID (west)	45	4		129		10	146	84	30	119	96	202	413	363	330	1,971
SWS	5,581	2,561	1,972	6,628	623	1,928	2,628	2,747	883	5,482	4,887	2,790	5,787	9,788	8,154	62,439
SWS (CBD)	5,422	2,512	1,902	6,475	623	1,738	2,573	2,633	743	5,401	4,690	2,725	5,658	9,626	7,714	60,435
SWS (east)	112	25	60	139		125	25	45	55	39	103			90	191	1,009
SWS (west)	47	24	10	14		65	30	69	85	42	94	65	129	72	249	995
UP-W	6,378	2,823	2,131	6,678	716	1,820	2,825	2,747	872	5,564	5,128	3,151	6,336	10,243	8,401	65,813
UP-W (CBD)	5,284	2,444	1,838	6,374	619	1,699	2,446	2,572	743	5,278	4,542	2,705	5,487	9,366	7,572	58,969
UP-W (east)	599	301	214	144	34	39	196	91	85	163	344	248	694	779	681	4,612
UP-W (west)	495	78	79	160	63	82	183	84	44	123	242	198	155	98	148	2,232

Source: CTPP (2012-2016).

Table 5-4. Polygon to Corridor Flows (minimum distance 10 miles, prioritized corridors)

Work Corridor and Segment	Home Polygon															Total
	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	
159th St.	109	138	54	177	25	187	138	91	129	143	235	476	508	134	159	2,703
159th St. (east)	74	84	30	93	25	94	54	20	54	64	138	241	313	89		1,373
159th St. (west)	35	54	24	84		93	84	71	75	79	97	235	195	45	159	1,330
95th St.	221	77	148	222	50	169	189	172	108	103	231	35	20	65	686	2,496
95th St. (east)	191	57	109	192	40	134	90	143	83	93	221	35	20	45	467	1,920
95th St. (west to MannLaGr)															110	110
95th St. (west)	30	20	39	30	10	35	99	29	25	10	10			20	109	466
Cermak	1,120	477	332	498	206	87	65		4	10	286	348	1,296	1,167	1,062	6,958
Cermak (east)	304	273	195	121	88		65		4	10	261	20	452	473	459	2,725
Cermak (T-S to Yorktown)	816	204	137	377	118	87					25	328	844	694	603	4,233
Cicero	172	128	144	342	24	169	193	163	117	190	383	84	10	249	592	2,960
Cicero Ave	172	128	144	342	24	169	193	163	117	190	383	84	10	249	592	2,960
Dempster	1,744	166	112	40	129	157	335	351	185	472	391	563	530	936	774	6,885
Dempster (northwest of T-S)	1,066	166	112	40	129	157	335	272	132	250	230	297	175	533	494	4,388
Dempster (Tri-State)	678							79	53	222	161	266	355	403	280	2,497
Halsted	167	73	65	216	49	38	109	65	44	134	201	271	257	231	53	1,973
Halsted (95th to Harvey)	74	10	50	102		10	85	45	4	94	99	115	94	4	53	839
Halsted (south extension)	93	63	15	114	49	28	24	20	40	40	102	156	163	227		1,134
Harlem	1,604	434	224	377	326	232	446	365	226	299	449	528	822	1,069	1,350	8,751
Harlem Ave (central)	335	83	186	247	70	129	109	47	73	40	207	100	418	493	616	3,153
Harlem Ave (north)	1,221	273		30	256	49	272	239	113	221	174	303	374	576	589	4,690
Harlem Ave (south)	48	78	38	100		54	65	79	40	38	68	125	30		145	908
IL-390	150	53	67	287		297	219	276	109	287	473	339	569	367	337	3,830
IL Hwy 390 (T-S)	95								10	90	83	54	74	50	102	558
IL Hwy 390 (west)	55	53	67	287		297	219	276	99	197	390	285	495	317	235	3,272
IL-64	1,717	470	199	509	177	349	238	127	97	171	720	689	597	681	610	7,351
IL Hwy 64 - North Ave (east)	673	249	60	4	20		15	45	55	44	174	244	343	495	383	2,804
IL Hwy 64 - North Ave (west)	1,044	221	139	505	157	349	223	82	42	127	546	445	254	186	227	4,547
Roosevelt	943	559	320	437	92	25	29		15		256	164	1,227	1,007	877	5,951
Roosevelt Road (east)	379	390	176	106	4		29		15		231	10	650	709	619	3,318
Roosevelt Road (west)	564	169	144	331	88	25					25	154	577	298	258	2,633
Touhy	1,251	322	4	20	154	38	183	434	113	330	449	650	648	805	765	6,166
Touhy Ave (east of T-S)	1,251	322	4	20	154	38	183	434	113	330	449	650	648	805	765	6,166
Touhy Ave (West)				20		10		103	68	149	245	224	238	203	190	1,450
Route 221	1,415			148	39	271	247	329	211	470	575	540	546	703	550	6,044
Route 221 (north)	397			148	39	271	243	230	128	170	249	219	141	252	200	2,687
Route 221 (T-S)	1,018						4	99	83	300	326	321	405	451	350	3,357
Route 223	1,088			149		165	24	335	210	597	841	632	929	901	795	6,666
Route 223 (south)	70			14		40		75	113	233	460	278	361	312	314	2,270
Route 223 (T-S)	1,018			135		125	24	260	97	364	381	354	568	589	481	4,396
Route 226	1,286	330			198	63	283	471	144	192	284	476	478	702	838	5,745
Route 226 (east)	1,213	330			198	48	273	368	126	133	193	348	275	573	653	4,731

Home Polygon

Work Corridor and Segment	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	Total
Route 226 (T-S)	73					15	10	103	18	59	91	128	203	129	185	1,014
Route 313	1,288	421	313	466	60	245	49	40	85	14	301	640	1,142	1,300	1,036	7,400
Route 313 (east)	430	182	140	53	30		39	40	85	14	252	204	503	529	488	2,989
Route 313 (west)	858	239	173	413	30	245	10				49	436	639	771	548	4,411
Route 332	2,218	179	229	418	88		4	30	75	232	678	695	1,161	640	696	7,343
Route 332 (O'Hare)	1,181	10					4	30	75	232	382	275	479	294	290	3,252
Route 332 (south)	1,037	169	229	418	88						296	420	682	346	406	4,091
Route 349	137	58	44	103	40	213	68	24	55	158	236	203	104	8	365	1,816
Route 349 (north)	89	48	44	74	40	163	48	14	15	93	158	105	20	4	365	1,280
Route 349 (south)	48	10		29		50	20	10	40	65	78	98	84	4		536
Route 359	98	65	74	129	45	98	79	83	15	82	159	263	178	44	33	1,445
Route 359 (east)	55	25	74	20		59	29	35		53	104	120			33	607
Route 359 (west)	43	40		109	45	39	50	48	15	29	55	143	178	44		838
Route 379	214	144	88	374	29	325	154	136	69	155	517	20	145	558	1,437	4,365
Route 379 (north)	154	114	68	330	29	246	105	79	14	73	207			454	938	2,811
Route 379 (south)	60	30	20	44		79	49	57	55	82	310	20	145	104	499	1,554
Route 384-385	281	232	246	484	24	426	331	320	178	234	460	163		319	1,151	4,849
Route 384-385 (east)	236	167	207	430	14	351	232	291	143	214	446	163		299	855	4,048
Route 384-385 (west)	45	65	39	54	10	75	99	29	35	20	14			20	296	801
Route 395	161	57	144	221	55	164	109	143	83	93	221	35	20	90	718	2,314
Route 395 (95th)	146	57	109	192	40	134	90	133	83	93	221	35	20	45	457	1,855
Route 395 (west)	15		35	29	15	30	19	10						45	261	459
Route 600	743		15	322		235	132	237	137	391	359	235	449	457	432	4,144
Route 600 (NW T.C.)			15	322		235	128	207	62	219	144	93	206	226	239	2,096
Route 600 (Rosemont T.C.)	743						4	30	75	172	215	142	243	231	193	2,048
Route 603	878	38		67	70	24	96	58	90	182	289	202	253	251	261	2,759
Route 603 (Rosemont T.C.)	743						4	30	75	172	215	142	243	231	193	2,048
Route 603 (west)	135	38		67	70	24	92	28	15	10	74	60	10	20	68	711
Route 604	18	60	102	622	68	345	256	256	70	247	148	173	323	296	308	3,292
Route 604 (North)	18	60	87	300	68	110	128	49	8	28	4	80	117	70	69	1,196
Route 604 (NW T.C.)			15	322		235	128	207	62	219	144	93	206	226	239	2,096
Route 605	1,182	81	30	145	85	43	98	93	90	182	284	202	288	251	267	3,321
Route 605 (Rosemont T.C.)	743						4	30	75	172	215	142	243	231	193	2,048
Route 605 (west)	439	81	30	145	85	43	94	63	15	10	69	60	45	20	74	1,273
Route 607	439	81	45	467	85	278	222	270	77	229	213	153	251	246	313	3,369
Route 607 (NW T.C.)			15	322		235	128	207	62	219	144	93	206	226	239	2,096
Route 607 (west)	439	81	30	145	85	43	94	63	15	10	69	60	45	20	74	1,273
Route 755	5,425	2,538	1,986	6,371	617	1,691	2,969	2,617	845	5,368	4,888	2,823	5,926	11,266	8,731	64,061
Route 755 (CBD)	4,775	2,122	1,587	5,561	534	1,483	2,129	2,131	675	4,732	3,992	2,270	4,963	8,395	6,751	52,100
Route 755 (east)	620	401	399	795	63	188	764	466	170	616	847	468	850	2,573	1,867	11,087
Route 755 (west)	30	15		15	20	20	76	20		20	49	85	113	298	113	874
Route 757	277	34	45	748		574	275	537	246	587	755	538	1,028	802	846	7,292
Route 757 (east)	107	34	30	19			14	15	35	10	108	85	199	87	148	891
Route 757 (T-S west)			15	719		574	261	447	133	333	284	181	532	433	416	4,328

Home Polygon

Work Corridor and Segment	01. I-290, NW T.C.	02. IL-83 (Busse)	03. Touhy	04. Rosemont T.C.	05. IL-390	06. O'Hare Oasis	07. IL-64 (North Ave)	08. Roosevelt	09. Cermak	10. US-34 (Ogden)	11. Hinsdale Oasis	12. 88th / Cork Ave	13. 103rd St.	14. Cicero	15. Harvey T.C.	Total
Route 757 (w. O'Hare)	170			10				75	78	244	363	272	297	282	282	2,073
Route 850	6,429	3,052	2,693	8,608	810	2,781	3,234	3,149	1,003	6,353	5,558	4,212	6,682	12,029	9,793	76,386
Route 850 (CBD)	6,252	2,888	2,546	8,351	765	2,548	3,012	3,033	890	6,222	5,385	3,896	6,352	11,123	9,246	72,509
Route 850 (east)	157	149	147	257	25	219	154	68	94	107	139	171	206	658	465	3,016
Route 850 (west)	20	15			20	14	68	48	19	24	34	145	124	248	82	861
Route 851	6,429	3,052	2,693	8,608	810	2,777	3,220	3,149	988	6,339	5,548	4,172	6,612	11,960	9,778	76,135
Route 851 (CBD)	6,252	2,888	2,546	8,351	765	2,548	3,012	3,033	890	6,222	5,385	3,896	6,352	11,123	9,246	72,509
Route 851 (east)	157	149	147	257	25	219	154	68	94	107	139	171	206	658	465	3,016
Route 851 (west)	20	15			20	10	54	48	4	10	24	105	54	179	67	610
Route 855	6,409	3,037	2,693	8,608	790	2,767	3,170	3,101	984	6,329	5,524	4,067	6,558	11,791	9,711	75,539
Route 855 (CBD)	6,252	2,888	2,546	8,351	765	2,548	3,012	3,033	890	6,222	5,385	3,896	6,352	11,123	9,246	72,509
Route 855 (east)	157	149	147	257	25	219	154	68	94	107	139	171	206	658	465	3,016
Route 855 (west)							4							10		14
Route 877	1,376	395	330	620	243	315	217	217	44	136	254	682	1,256	884	745	7,714
Route 877 (south)	94	40	59	72	53	49	87	89	40	104	221	192	156	14	60	1,330
Route 877 (west)	1,282	355	271	548	190	266	130	128	4	32	33	490	1,100	870	685	6,384
Route 888	1,365	415	263	565	274	311	153	158	14	42	37	444	1,103	969	716	6,829
Route 888 (south)	40			23	49		4	10			4	4	72	10		216
Route 888 (west)	1,325	415	263	542	225	311	149	148	14	42	33	440	1,031	959	716	6,613
Route 890	133	103	35	176	64	68	43	44	40	85	161	231	247	252	261	1,943
Route 890 (north)	15		35	29	15	30	19	10						45	261	459
Route 890 (south)	118	103		147	49	38	24	34	40	85	161	231	247	207		1,484
Route 895	812	10	129	617		538	393	338	190	473	551	324	604	528	584	6,091
Route 895 (north)			114	602		518	389	269	91	301	311	158	311	272	362	3,698
Route 895 (Rosemont)	793						4	30	75	172	215	166	293	256	193	2,197
Route 895 (south)	19	10	15	15		20		39	24		25				29	196
CTA Blue Line	8,922	3,586	3,008	8,745	1,001	2,707	3,560	3,256	1,195	7,004	6,096	5,075	7,837	13,623	11,490	87,105
Blue Line (O'Hare) (CBD)	6,009	2,858	2,449	8,098	740	2,444	2,982	2,912	886	6,119	5,204	3,746	6,208	10,798	8,950	70,403
Blue Line (O'Hare) (Line)	1,689	728	559	647	261	263	574	314	185	612	585	879	1,087	2,153	1,917	12,453
Blue Line (O'Hare) (ORD)	431								49	101	92	284	249	416	430	2,052
Blue Line (O'Hare) (Rosemont T.C.)	793						4	30	75	172	215	166	293	256	193	2,197

Source: CTPP (2012-2016).

The following exhibits illustrate the findings for the top six work access points (all connections—not only prioritized corridors) in the polygon-to-corridor analysis. These access points each showed over 70,000 potential commuters across all non-adjacent home polygon origin locations. As a reminder, the work access points in this analysis include all possible connections to CTA rail, medium- to long-term future Pace Pulse lines, and Metra. This information is provided for reference, while the prioritized connections are analyzed in greater detail in Section 4.3.

The share of commuters by associated home polygon for each is summarized in Table 5-5, with the green shading reflecting the polygon locations accounting for at least 10% of the trips that could make connections at the associated work corridor access points. So, for example, Rosemont T.C. would pull most of its potential riders from I-290 / Northwest T.C., IL-83 (Busse), and IL-64 (North Ave).

Table 5-5. Share of Commuters by Home Polygon for Top Work Corridor Access Points

		Work Corridor Access Points					
		IL-83 (Busse)	Rosemont T.C.	88th/Cork	103rd St Redev.	Cicero	Harvey T.C.
Home Polygon	01. I-290, Northwest T.C.		28%	6%	17%	8%	7%
	02. IL-83 (Busse)		15%	3%	6%	7%	5%
	03. Touhy			5%	6%	4%	3%
	04. Rosemont T.C.	20%		9%	22%	4%	4%
	05. IL-390	0%		2%	2%	5%	4%
	06. O'Hare Oasis	9%		10%	11%	5%	4%
	07. IL-64 (North Ave)	13%	15%	9%	5%	11%	10%
	08. Roosevelt	7%	7%	7%	4%	6%	6%
	09. Cermak	3%	3%	2%	2%	3%	4%
	10. US-34 (Ogden)	6%	4%	8%	5%	6%	6%
	11. Hinsdale Oasis	11%	5%		5%	12%	11%
	12. 88th / Cork Ave	4%	5%			12%	5%
	13. 103rd St.	8%	6%				10%
	14. Cicero	12%	7%	20%			22%
	15. Harvey T.C.	7%	5%	19%	14%	17%	
Total		90,046	94,936	72,276	74,010	87,770	115,003

To investigate the home and origin locations in greater detail, starting with Harvey T.C., Figure C-9 shows several maps illustrating the home and work locations of the identified commuter flows. In the left two maps, red areas signify greater density of commuters and blue lower density. The leftmost map shows the home polygon commuter residences (density generated from TAZ-level data), the center map shows the transit corridor workplaces associated with the home TAZs, and right map shows the flows between home and work, with the home TAZ aggregated to the home polygon (size of circle representing the number of commuters living within the polygon) and the work location kept disaggregated within the identified transit connection corridors.

The connecting corridors associated with the Harvey T.C. access point include future Pulse Halsted line (with CTA Red Line connection), future Pulse 159th Street line, future Pulse IL-83 line, and Routes 349, 877, 888, and 890. As shown in Figure C-9, many of the workplace hotspots are along the CTA Red Line and the more northerly segments of IL-83—both of which may not necessarily be most easily accessed by the potential Tri-State service, depending on the commuters' home location.

Figure C-9. Flows to Harvey T.C. Access Point

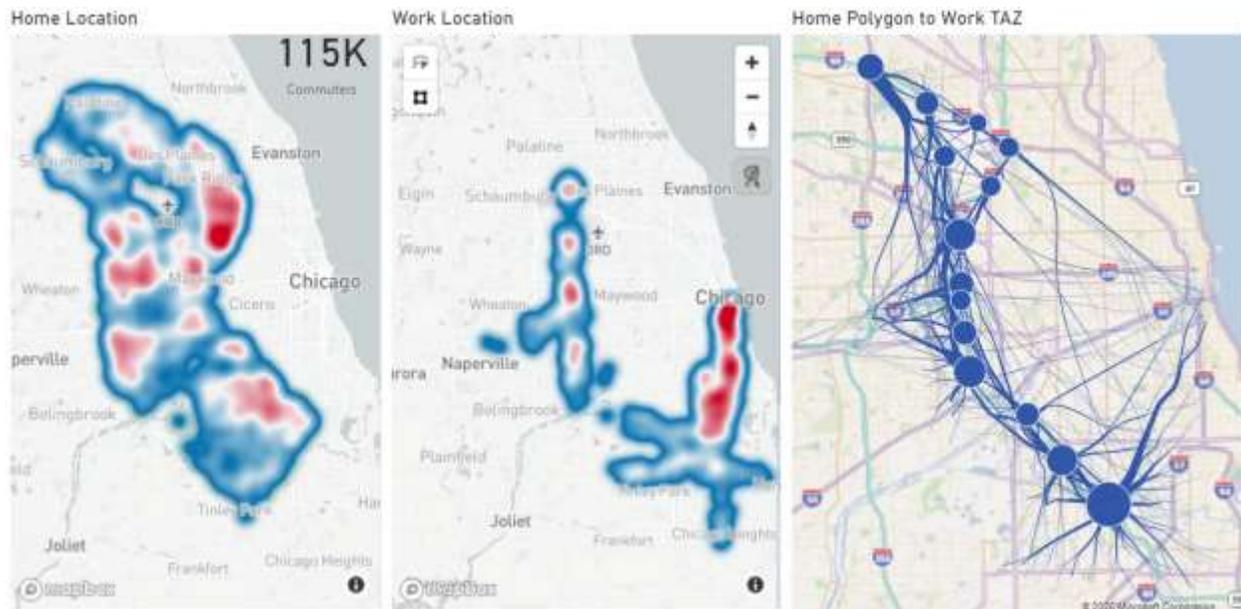
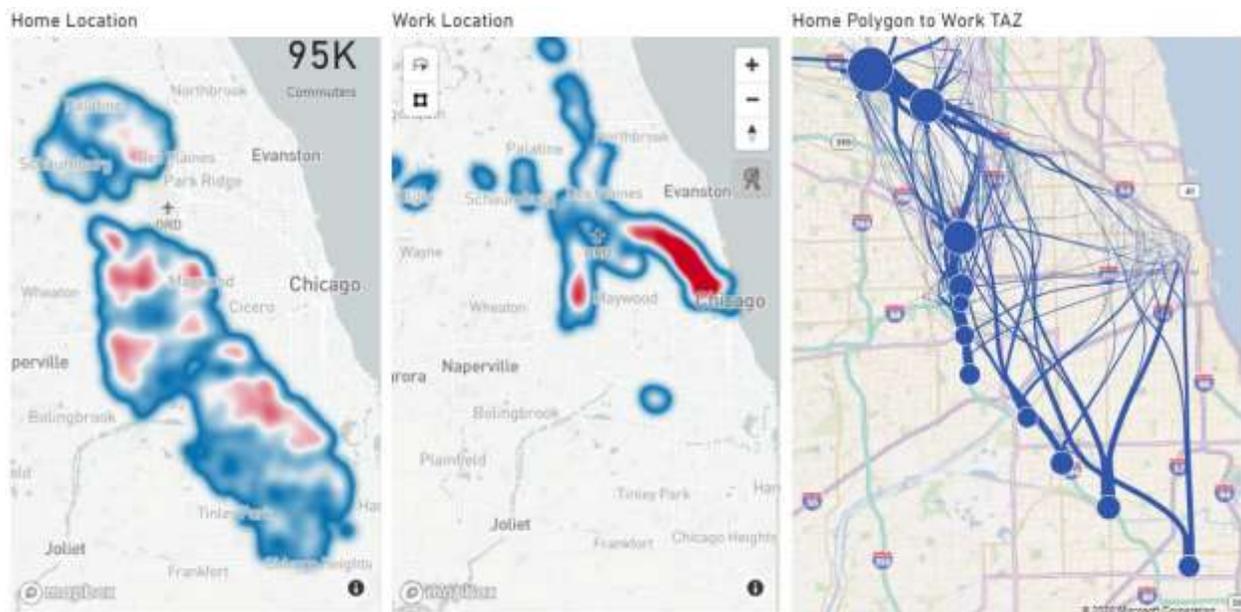


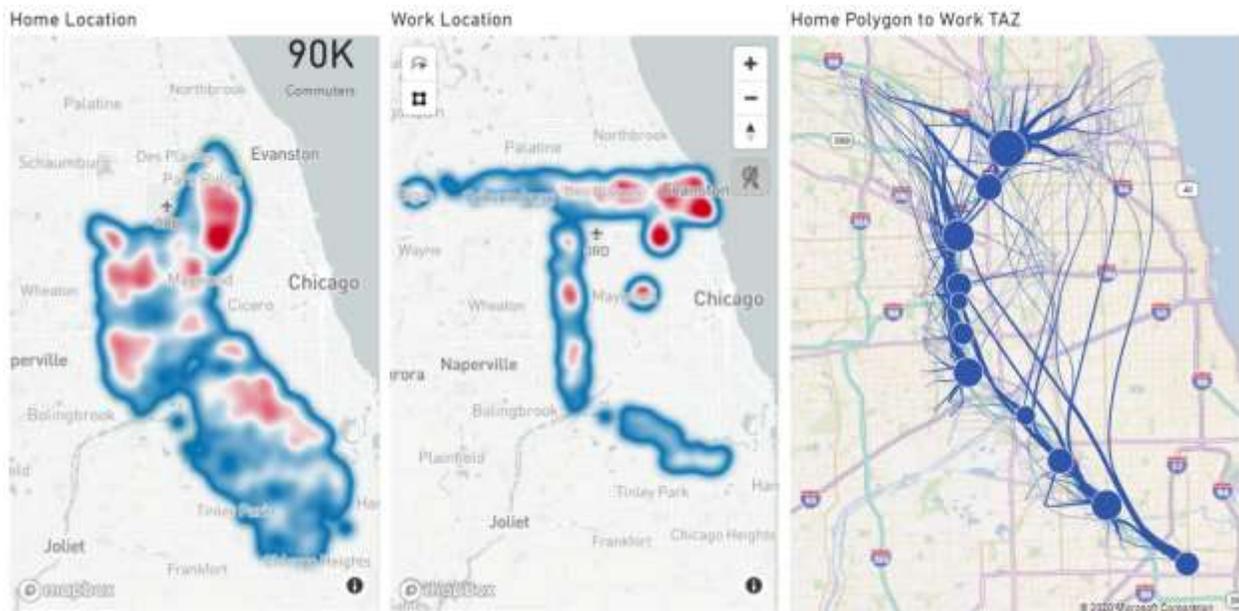
Figure C-10 shows the travel flows to the connecting corridor segments for Rosemont, which include: Routes 221, 223, 332, 600, 603, 605, 895, CTA Blue Line, and Metra NCS. Many of the 95,000 potential commuters work along the potential Blue Line connection at Rosemont, with the density increasing as one moves closer to the CBD.

Figure C-10. Flows to Rosemont Access Point Connections



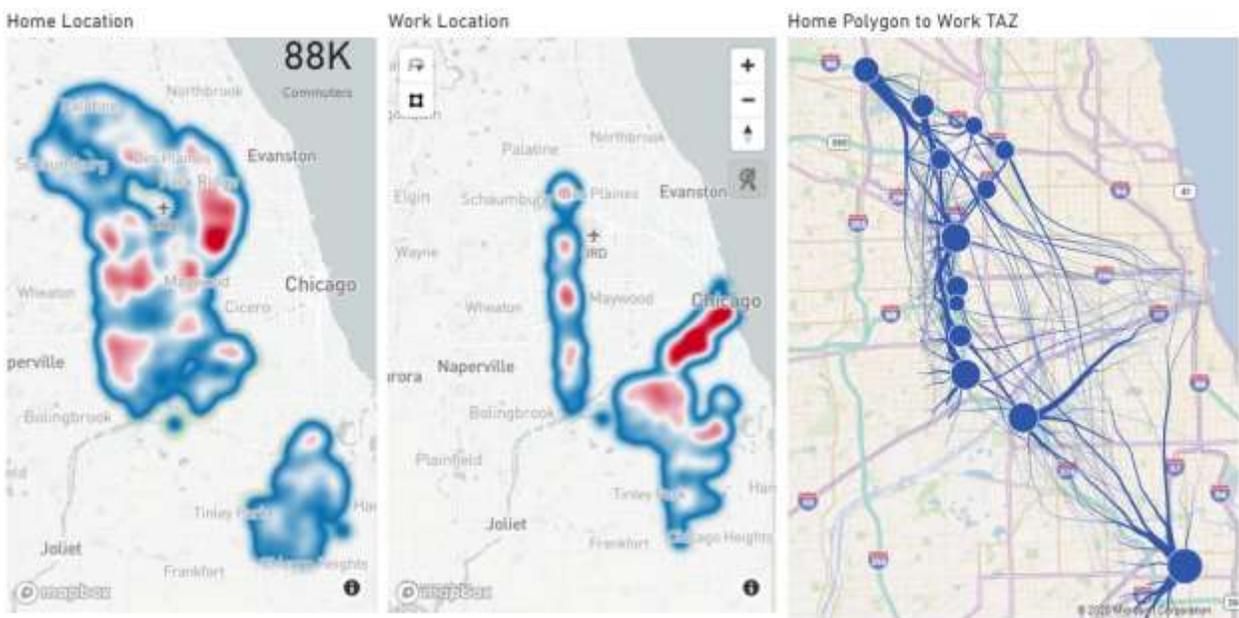
The transit connection corridors for IL-83 (Busse) include future Pulse Golf Road line, future Pulse IL-83 line, Routes 226 and 757. Many of the workplaces are along Route 226 / Golf Road corridor, so the inclusion of Rosemont T.C. home polygon—while not necessarily adjacent—may not be justified, given the potentially more direct means of accessing these corridors from the Rosemont area. See Figure C-11.

Figure C-11. Flows To IL-83 (Busse) Access Point Connections



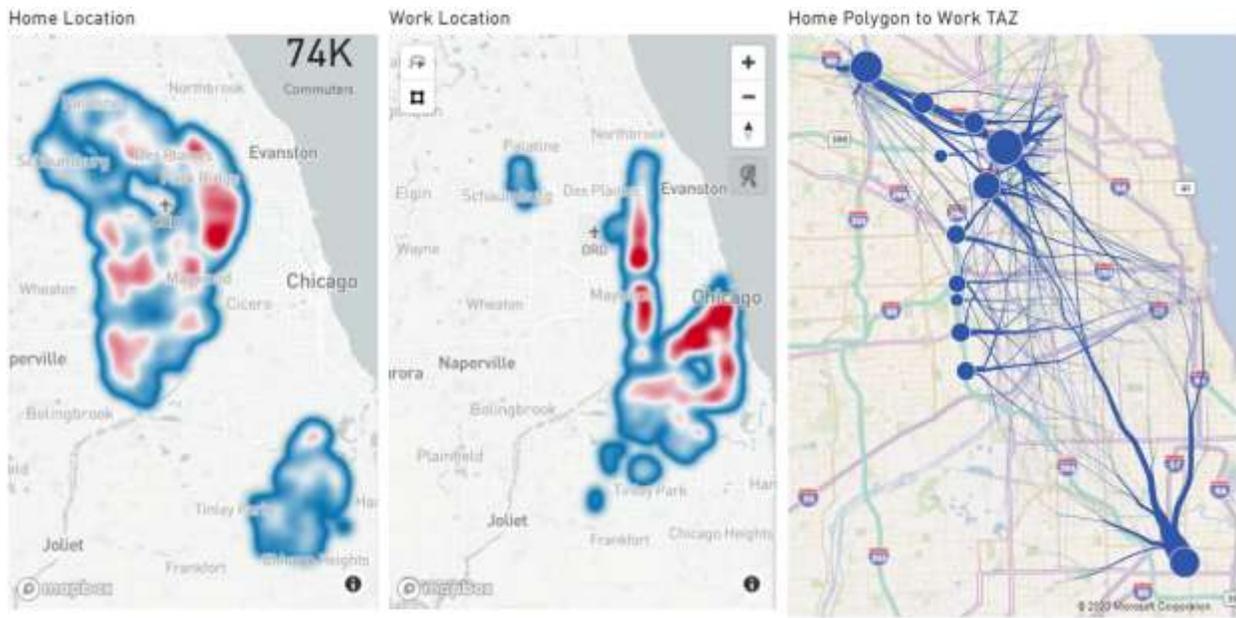
The transit connection corridors for Cicero include future Pulse Cicero line (with CTA Orange Line connection), future Pulse IL-83 line, Route 359, and Route 384 and Route 385 (with CTA Orange Line connection). As shown in Figure C-12, many of the workplace destination clusters are along the Orange Line, and Pulse IL-83 corridor, but there are also many in the area served by Route 384 and Route 385.

Figure C-12. Flows to Cicero Access Point Connections



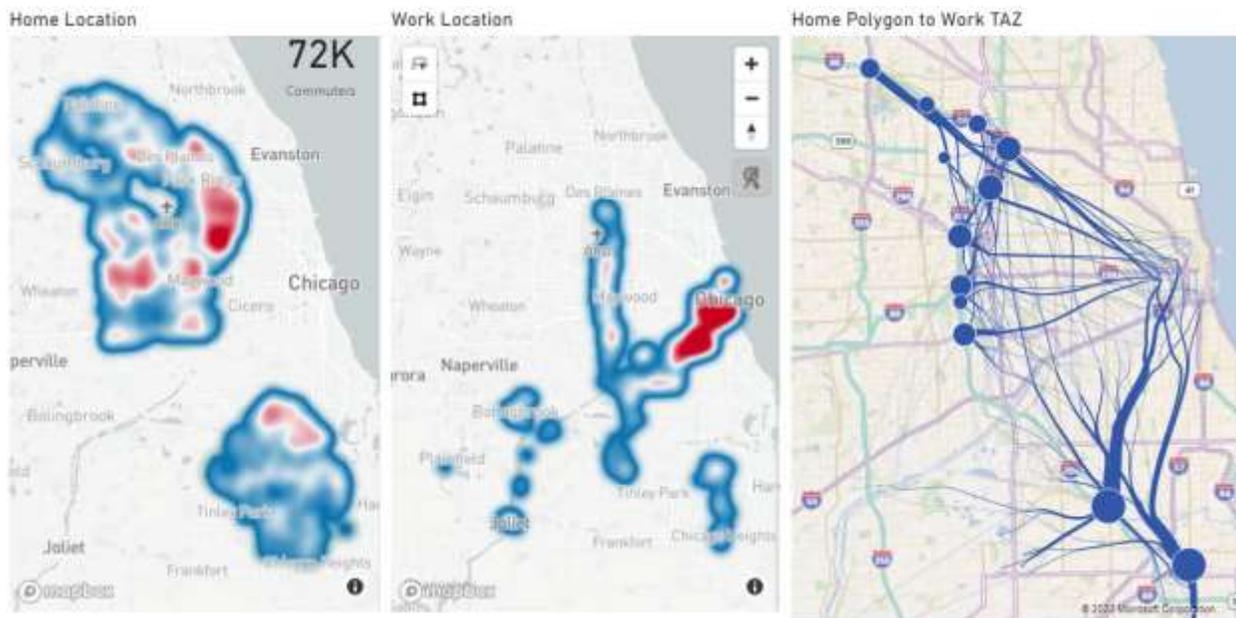
The flows from home polygons to work transit connections at 103rd Street are illustrated in Figure C-13. The transit connections identified for this access point include: Routes 384 and 385 (with CTA Orange Line connection), 395, 895, future Pulse 95th Street line with CTA Red Line connection), future Pulse Harlem line, and Metra SWS. In this case, the future Pulse Harlem corridor as well as the Red Line and Orange line connections to existing Pace routes account for many of the work clusters, in addition to those along 95th Street.

Figure C-13. Flows to 103rd Street Access Point Connections



The transit connections associated with the 88th Street / Cork Ave access point include future Pulse Mannheim - LaGrange line, Routes 379 (with CTA Orange Line connection), 395, 755, 850, 851, 855, 890, and Metra Heritage Corridor. Many of the workplace clusters are along the Orange Line. See Figure C-14.

Figure C-14. Flows to 88th / Cork Ave Access Point Connections



Appendix D | Corridor to Corridor

This appendix provides detailed reference material for the corridor-to-corridor analysis summarized in Section 4.3.

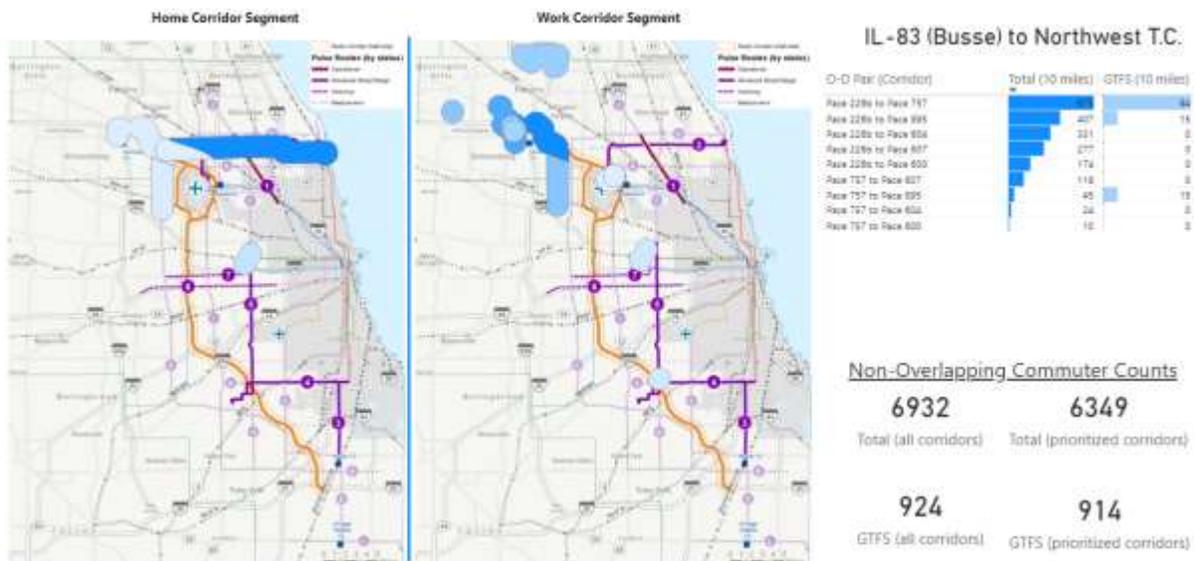
The following pages include illustrations of the volume of commuters traveling between transit corridors associated with the primary access point locations. The corridor origin-destination pairs have been filtered to include only the prioritized corridors, i.e., those that do not involve transfers to Metra or CTA rail (except the Blue Line O’Hare Branch), or long-term Pace Pulse corridors / extensions.

The home and work transit corridor segments are illustrated on the maps, symbolized by the number of commuters (darker blue signifying more commuters). The table at right shows the number of commuters traveling at least 10 miles for each origin-destination corridor pair, both the total and the number screened for travel time savings with Tri-State service under existing transit conditions according to early 2020 GTFS feeds. Note that due to overlapping transit corridors, these commuter counts cannot be summed. To avoid this double-counting problem by using the raw TAZ figures, commuter counts for the access point pair overall are provided just below the table with data bars; these include counts for all versus prioritized corridors, with and without the GTFS travel time screening.

A key to maps by Home Access Point is shown as follows:

IL-83 (Busse)	Figure 5-15
Rosemont	Figure 5-16
103 rd St.	Figure 5-17
Cicero	Figure 5-18
Harvey T.C	Figure 5-19

Figure D-15. Trips from IL-83 Busse Home Access Point





IL-83 (Busse) to Rosemont T.C.

O-D Pair (Corridor)	Total (10 miles)	GTFIS (10 miles)
Pace 226b to CTA Blue Line	1,883	15
Pace 757 to CTA Blue Line	484	40
Pace 226b to Pace 226	407	15
Pace 226b to Pace 395	386	0
Pace 226b to Pace 227	324	10
Pace 226b to Pace 332	179	10
Pace 757 to Pace 223	174	0
Pace 226b to Pace 900	149	0
Pace 226b to Pace 805	122	0
Pace 757 to Pace 221	108	0
Pace 757 to Pace 805	83	0
Pace 226b to Pace 900	70	0
Pace 757 to Pace 805	35	20
Pace 757 to Pace 232	44	16

Non-Overlapping Commuter Counts

40K	38K
Total (all corridors)	Total (prioritized corridors)
1926	1922
GTFIS (all corridors)	GTFIS (prioritized corridors)



IL-83 (Busse) to IL-64 (North Ave)

O-D Pair (Corridor)	Total (10 miles)	GTFIS (10 miles)
Pace 226b to Pace 757	450	94
Pace 226b to I-64	410	102
Pace 226b to Pace 811	273	76
Pace 757 to I-64	140	65

Non-Overlapping Commuter Counts

29K	8057
Total (all corridors)	Total (prioritized corridors)
1546	1371
GTFIS (all corridors)	GTFIS (prioritized corridors)

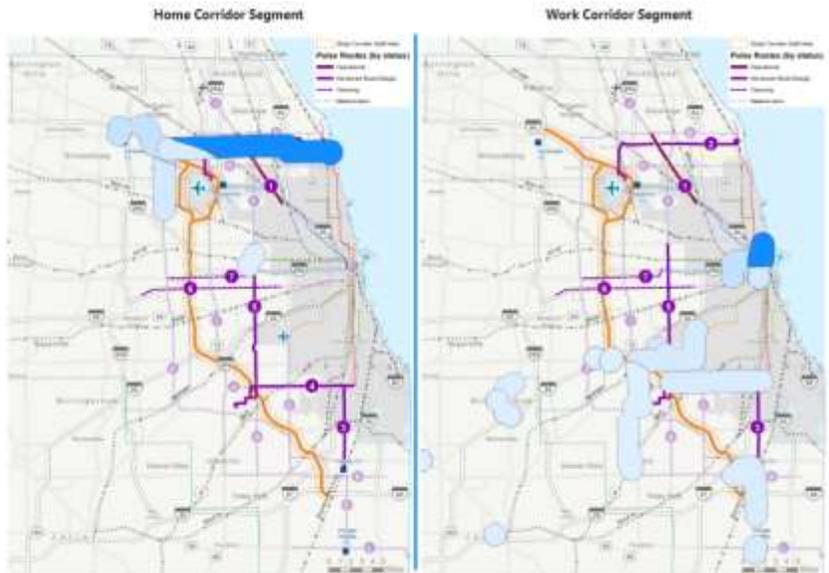


IL-83 (Busse) to Cermak

O-D Pair (Corridor)	Total (10 miles)	GTFIS (10 miles)
Pace 226b to Pace 877	431	158
Pace 226b to Cermak	422	127
Pace 226b to Pace 808	342	10
Pace 757 to Pace 877	324	88
Pace 226b to Pace 332	304	10
Pace 757 to Pace 808	227	45
Pace 757 to Cermak	55	23

Non-Overlapping Commuter Counts

35K	6088
Total (all corridors)	Total (prioritized corridors)
1534	1324
GTFIS (all corridors)	GTFIS (prioritized corridors)

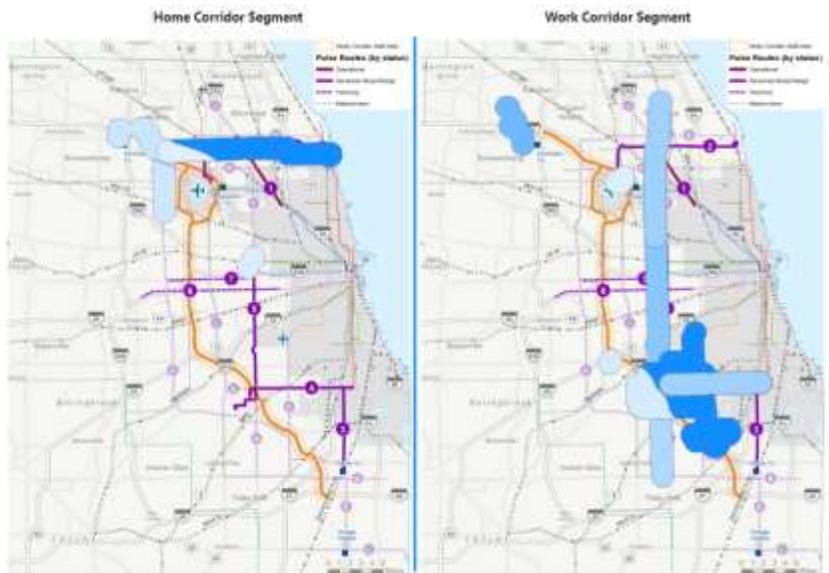


IL-83 (Busse) to 88th/Cork

O-D Pair (Corridor)	Total (30 miles)	GTFS (30 miles)
Pace 228b to Pace 820	15	0
Pace 228b to Pace 881	45	0
Pace 228b to Pace 883	45	0
Pace 228b to Pace 755	212	0
Pace 757 to Pace 850	1,454	33
Pace 757 to Pace 851	1,454	33
Pace 757 to Pace 825	1,390	28
Pace 757 to Pace 720	1,008	22
Pace 228b to Pace 270	227	12
Pace 228b to Pace 395	225	18
Pace 228b to Pace 800	154	0
Pace 757 to Pace 890	85	0
Pace 757 to Pace 270	30	0
Pace 757 to Pace 328	29	0

Non-Overlapping Commuter Counts

34K	31K
Total (all corridors)	Total (prioritized corridors)
1219	588
GTFS (all corridors)	GTFS (prioritized corridors)



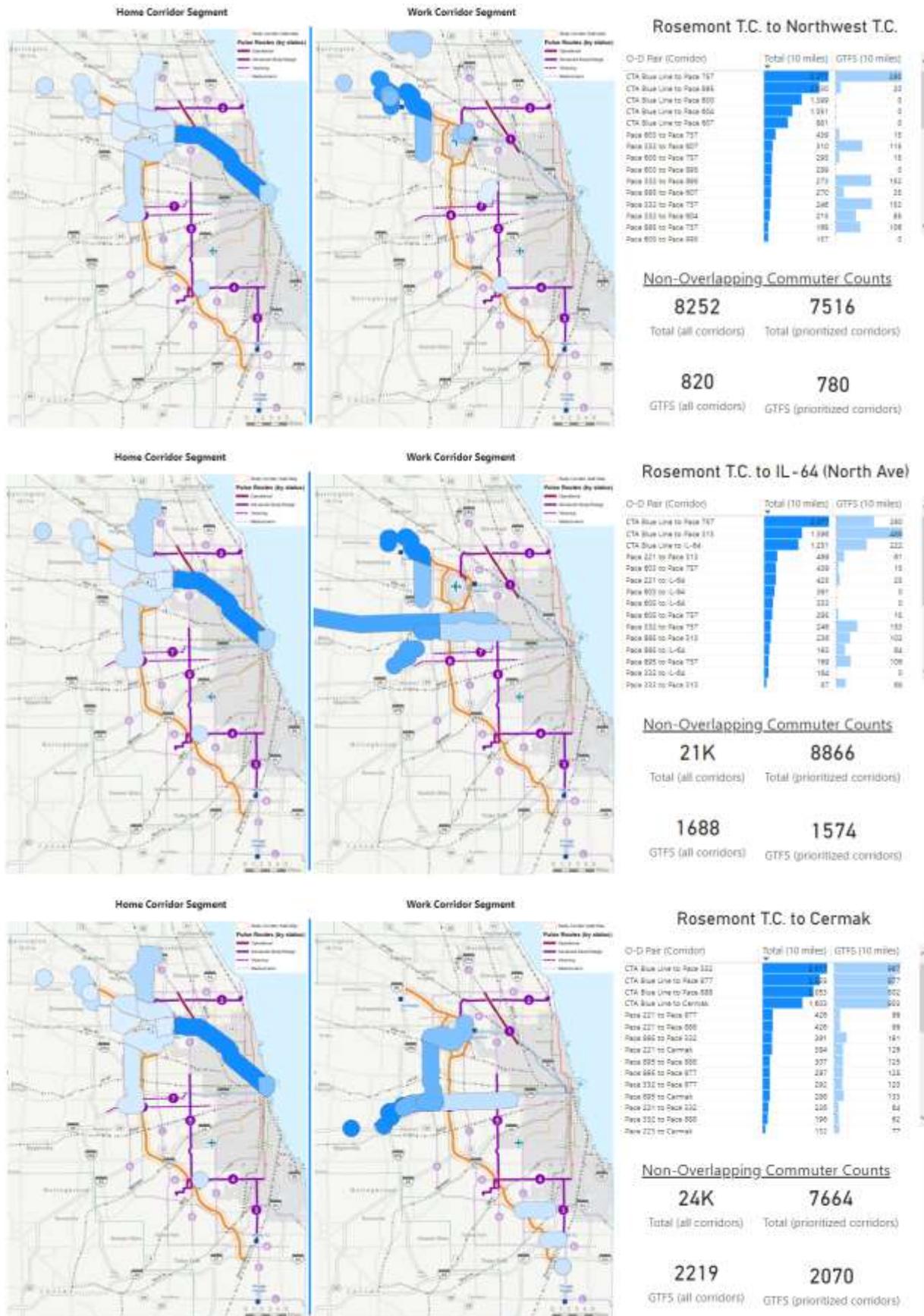
IL-83 (Busse) to 103rd St Redev.

O-D Pair (Corridor)	Total (30 miles)	GTFS (30 miles)
Pace 228b to Pace 384-389	15	24
Pace 228b to Pace 895	407	18
Pace 757 to Hartem	360	65
Pace 228b to Hartem	329	24
Pace 228b to Pace 325	225	19
Pace 228b to 85th St	217	39
Pace 757 to Pace 384-389	114	18
Pace 757 to 85th St	59	0
Pace 757 to Pace 895	45	16
Pace 757 to Pace 883	29	0

Non-Overlapping Commuter Counts

31K	5305
Total (all corridors)	Total (prioritized corridors)
931	672
GTFS (all corridors)	GTFS (prioritized corridors)

Figure D-16. Trips from Rosemont T.C. Home Access Point





Rosemont T.C. to 88th/Cork

O-D Pair (Corridor)	Total (10 miles)	GTFS (10 miles)
CTA Blue Line to Pace 830	4,588	0
CTA Blue Line to Pace 851	4,390	0
Pace 332 to Pace 880	4,390	44
CTA Blue Line to Pace 880	4,390	0
Pace 332 to Pace 881	4,390	44
Pace 332 to Pace 880	4,390	44
Pace 332 to Pace 785	3,900	20
Pace 221 to Pace 880	3,900	0
Pace 221 to Pace 881	3,900	0
Pace 221 to Pace 880	3,900	0
CTA Blue Line to Pace 715	2,840	0
Pace 221 to Pace 715	2,840	0
Pace 895 to Pace 880	1,421	0
Pace 895 to Pace 881	1,421	0
Pace 895 to Pace 880	1,421	0

Non-Overlapping Commuter Counts

23K	19K
Total (all corridors)	Total (prioritized corridors)
788	434
GTFS (all corridors)	GTFS (prioritized corridors)



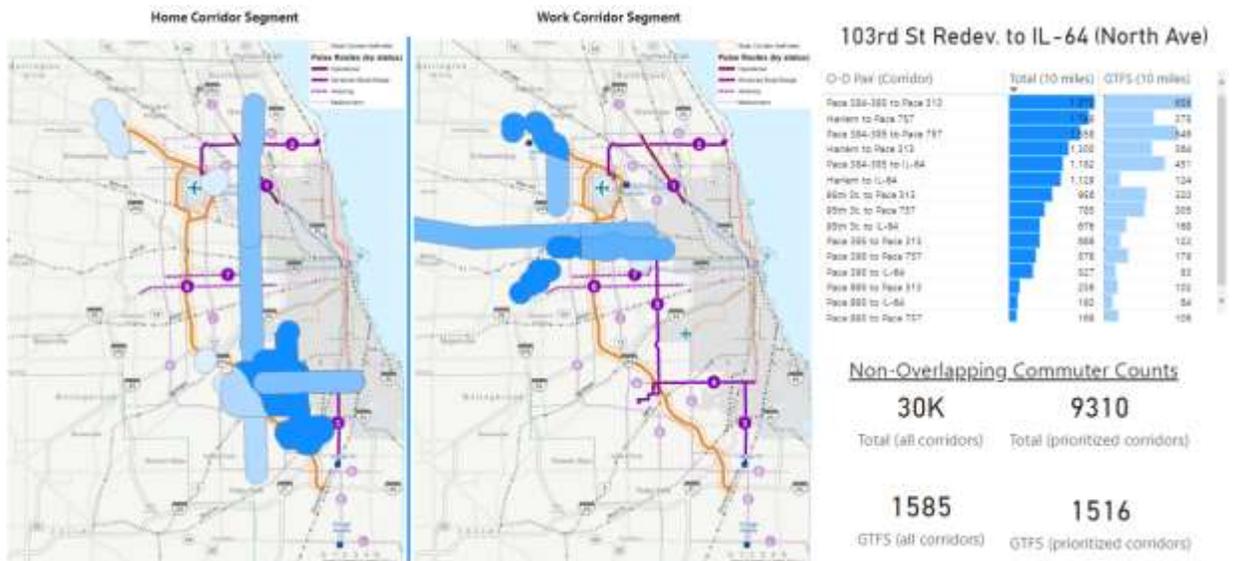
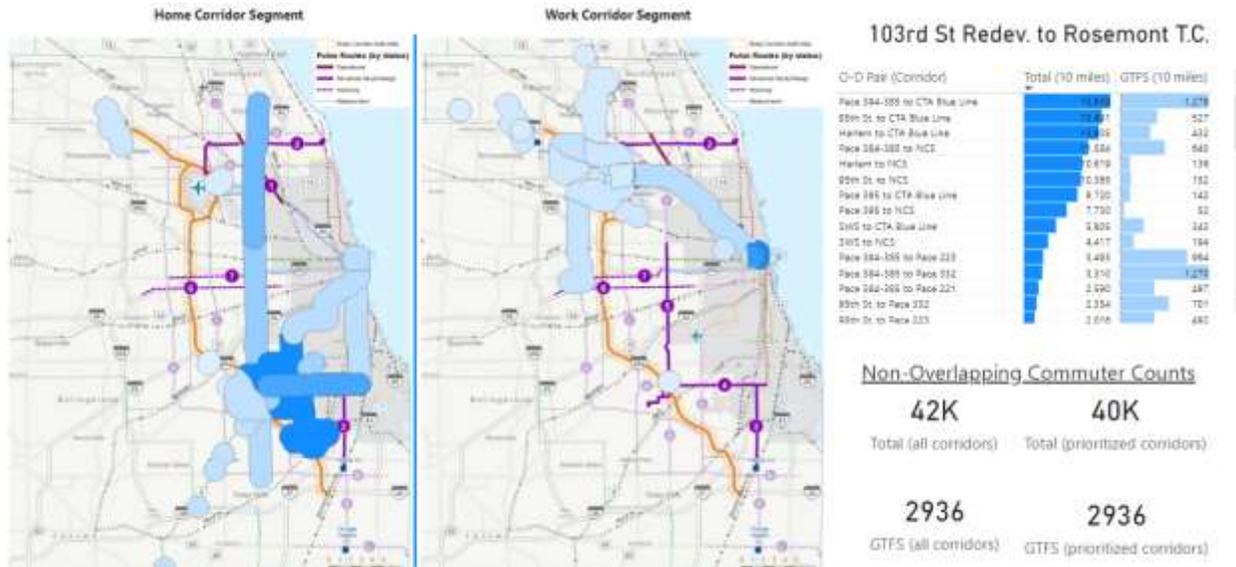
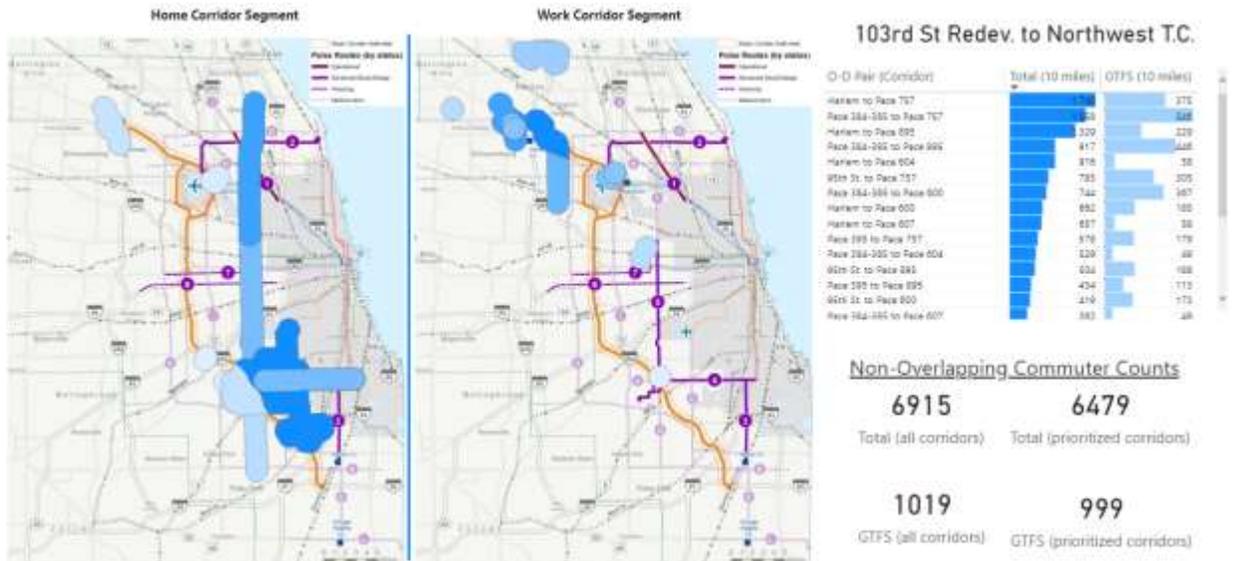
Rosemont T.C. to 103rd St Redev.

O-D Pair (Corridor)	Total (10 miles)	GTFS (10 miles)
CTA Blue Line to Pace 895	1,378	20
CTA Blue Line to Pace 384-385	1,378	189
CTA Blue Line to Harlem	1,345	189
CTA Blue Line to 85th St	813	49
CTA Blue Line to Pace 335	851	49
Pace 332 to Harlem	308	187
Pace 221 to Harlem	300	61
Pace 895 to Harlem	283	39
Pace 803 to Pace 880	289	0
Pace 332 to Pace 880	273	180
Pace 803 to Pace 880	266	25
Pace 332 to Pace 284-285	267	123
Pace 221 to Pace 335	235	40
Pace 221 to Pace 284-285	234	78
Pace 221 to Pace 33	216	0

Non-Overlapping Commuter Counts

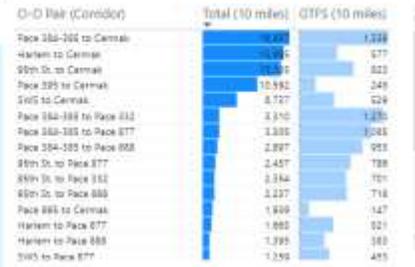
23K	7634
Total (all corridors)	Total (prioritized corridors)
812	723
GTFS (all corridors)	GTFS (prioritized corridors)

Figure D-17. Trips from 103rd St. Home Access Point





103rd St Redev. to Cermak



Non-Overlapping Commuter Counts

37K Total (all corridors)
8543 Total (prioritized corridors)

2348 GTFS (all corridors)
2258 GTFS (prioritized corridors)



103rd St Redev. to 88th/Cork

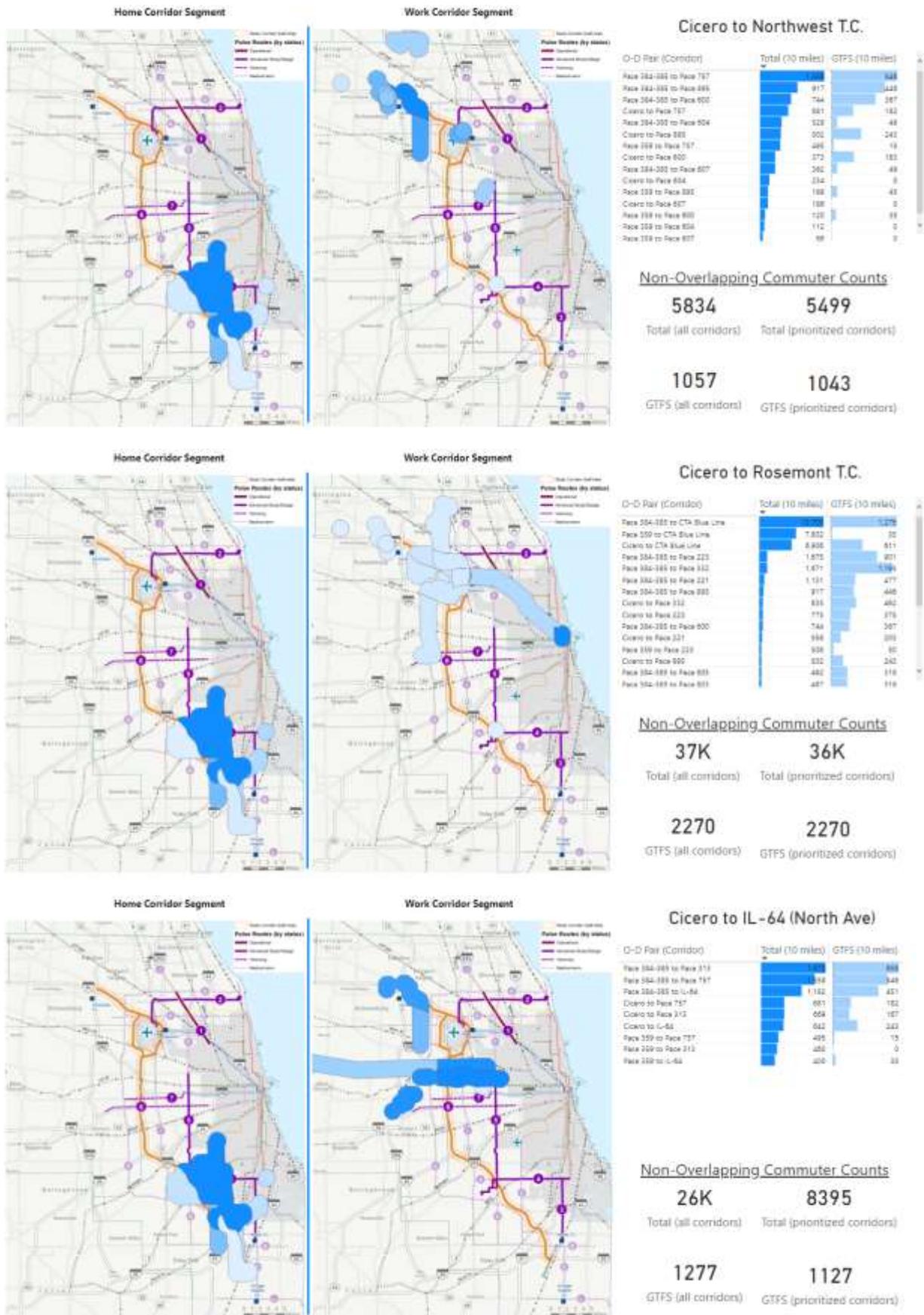


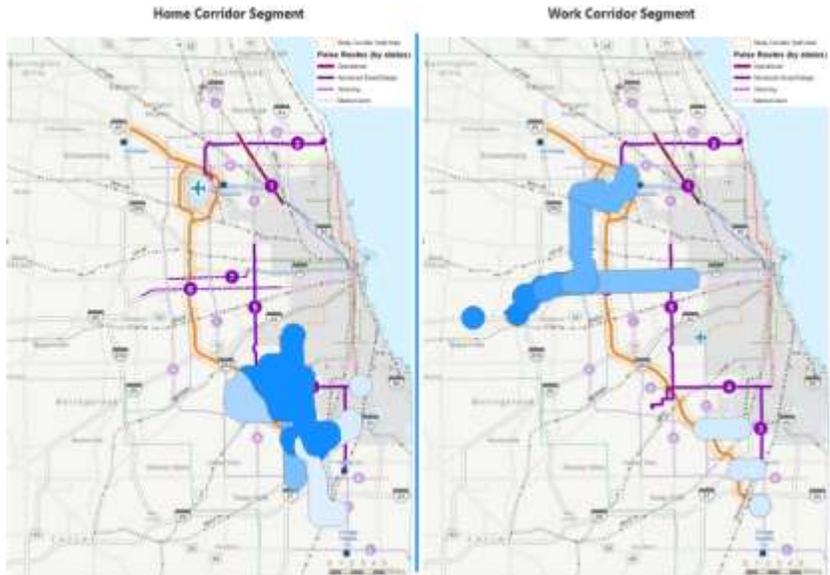
Non-Overlapping Commuter Counts

35K Total (all corridors)
32K Total (prioritized corridors)

1237 GTFS (all corridors)
425 GTFS (prioritized corridors)

Figure D-18. Trips from Cicero Home Access Point

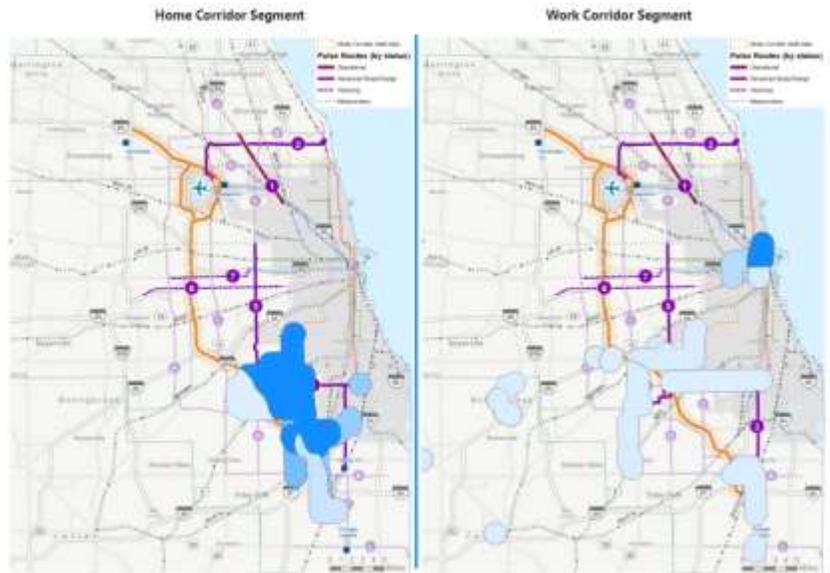




Cicero to Cermak



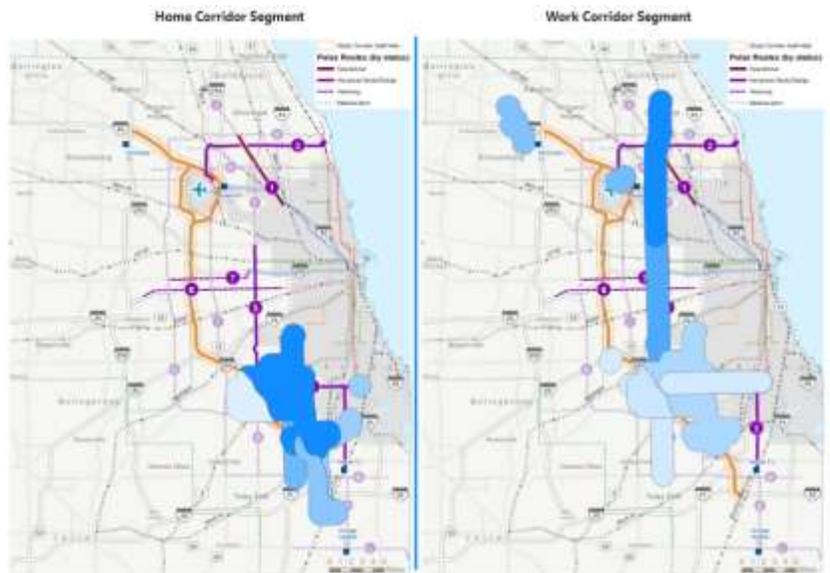
Non-Overlapping Commuter Counts



Cicero to 88th/Cork



Non-Overlapping Commuter Counts



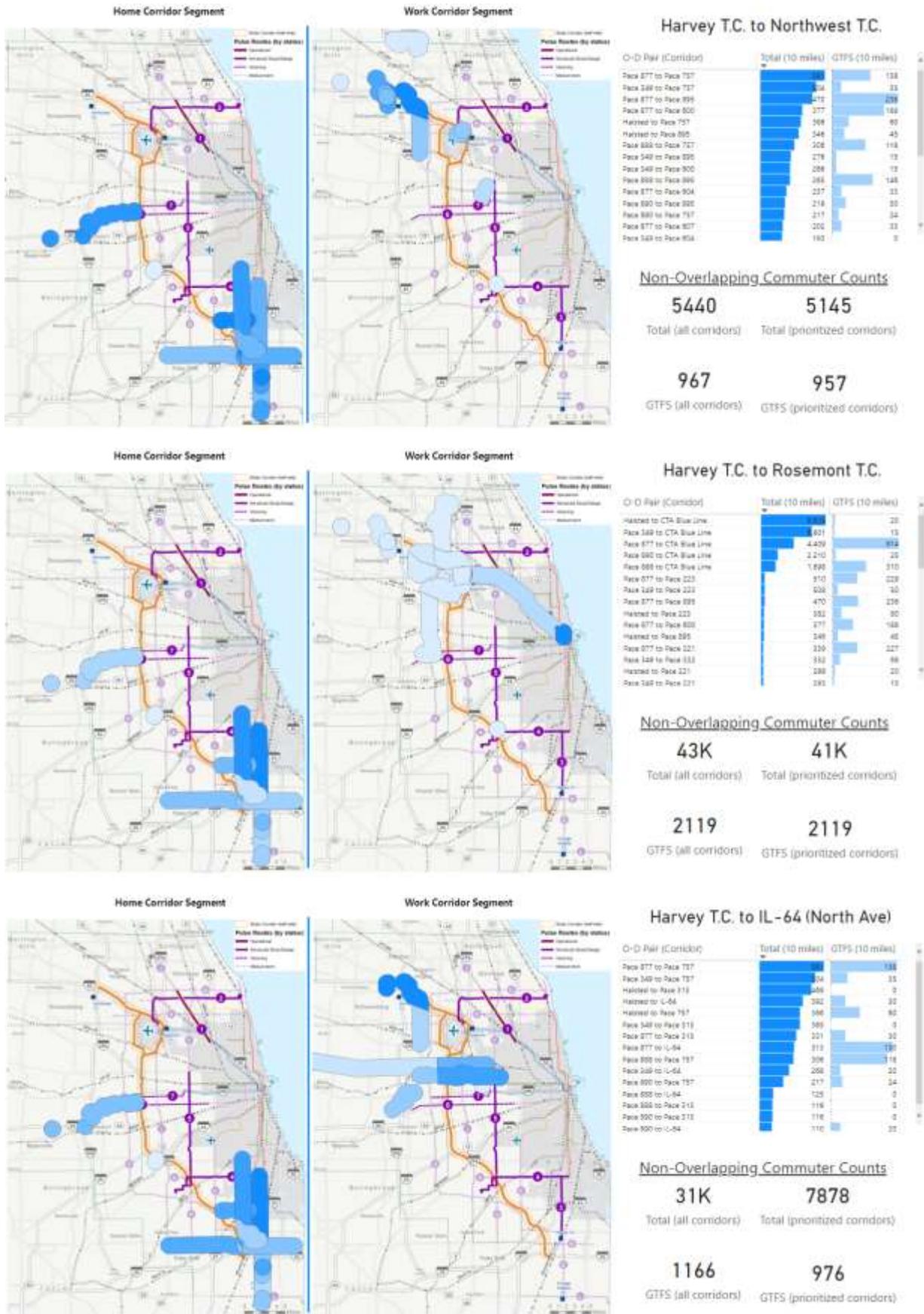
Cicero to 103rd St Redev.

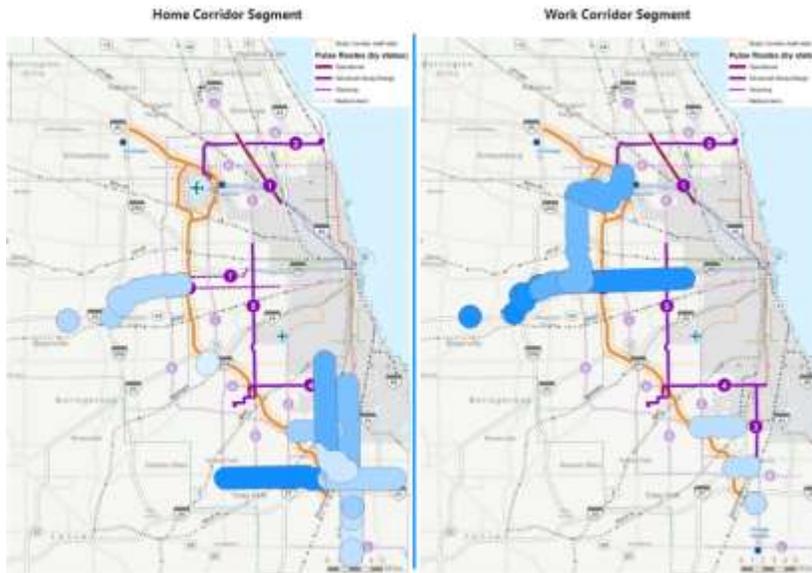


Non-Overlapping Commuter Counts



Figure D-19. Trips from Harvey T.C. Home Access Point





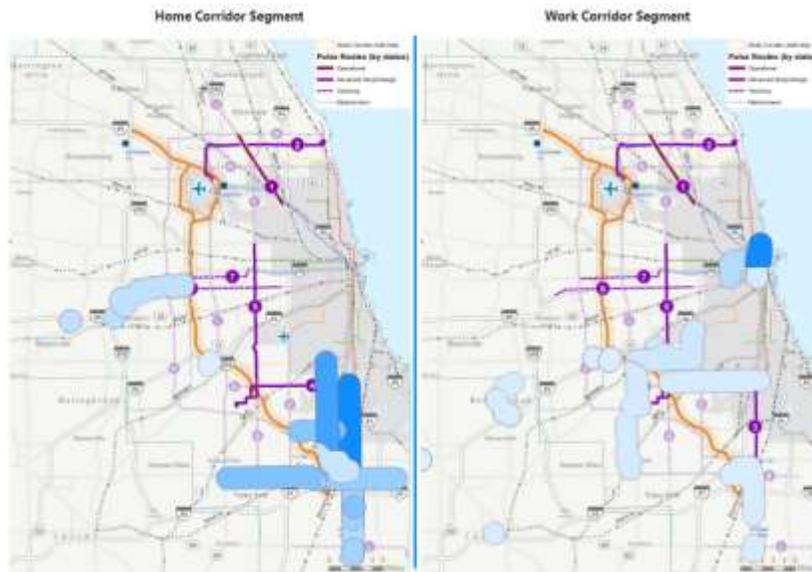
Harvey T.C. to Cermak



Non-Overlapping Commuter Counts

39K **7196**
 Total (all corridors) Total (prioritized corridors)

1427 **1177**
 GTFS (all corridors) GTFS (prioritized corridors)



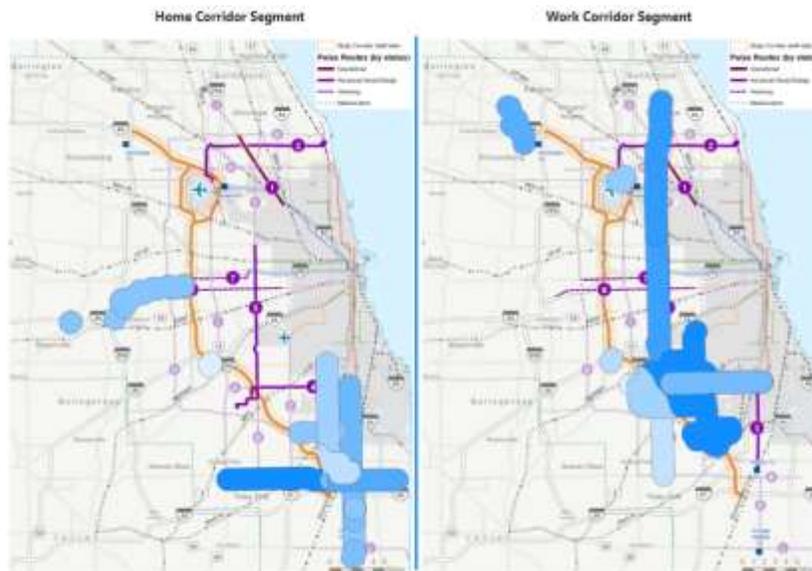
Harvey T.C. to 88th/Cork



Non-Overlapping Commuter Counts

41K **36K**
 Total (all corridors) Total (prioritized corridors)

1773 **1070**
 GTFS (all corridors) GTFS (prioritized corridors)



Harvey T.C. to 103rd St Redev.



Non-Overlapping Commuter Counts

37K **7913**
 Total (all corridors) Total (prioritized corridors)

1288 **989**
 GTFS (all corridors) GTFS (prioritized corridors)

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