I-290/I-88 EXPRESS BUS STUDY

TRAVEL MARKET ANALYSIS

SUMMER 2025

Pace EXPRESS I-290/I-88 Express Bus Study

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THIS STUDY REPRESENTS AN EXCITING OPPORTUNITY TO EXPAND ACCESS TO FAST, RELIABLE TRANSIT FOR RESIDENTS AND WORKERS IN THE WEST SUBURBS. BY EXPLORING EXPRESSWAY BUS SERVICE ALONG THE I-290 AND I-88 CORRIDORS, WE’RE LOOKING AT WAYS TO IMPROVE REGIONAL CONNECTIVITY AND BETTER CONNECT PEOPLE TO JOBS, EDUCATION, AND ESSENTIAL SERVICES.

MELINDA J. METZGER
EXECUTIVE DIRECTOR

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CONTENT

This report was prepared in April 2025 by Epstein for Pace Suburban Bus.

PREFACE

EXECUTIVE SUMMARY

The I-290 Corridor Transit Market Analysis explores regional travel demand and commuting behavior to inform future potential transit service enhancements along the I-88 and I-290 corridors and surrounding communities. Through a layered analytical framework that examines travel from zones, along corridors, and at specific points of access, the study identifies key patterns in how people travel for work, errands, and other purposes. These insights are intended to help Pace and its partners plan for new or improved services that meet evolving mobility needs, support economic access, and enhance regional connectivity.

The analysis draws on several data sources—including the Census Transportation Planning Products (CTPP), and Replica modeled mobility data, to provide a detailed picture of current travel flows and mode choices. Travel is studied not only by where people begin and end their trips, but also by how they interact with the transportation system: which transit lines they use, which intersections or park-n-ride lots they access, and how they combine travel modes. Emphasis is placed on identifying high-demand travel markets, underserved transit corridors, and areas where new service may have the greatest impact—especially for communities facing transportation inequities.

By understanding travel across the I-290 and I-88 corridors from multiple perspectives, the study establishes a foundation for more responsive and equitable transit service planning. The resulting recommendations will support Pace's broader network restructuring efforts and may inform corridor-specific initiatives such as new express routes, enhanced bus stops, or additional coordination opportunities with Metra and CTA services. Ultimately, this plan aims to connect more people to more opportunities through reliable, accessible, and efficient public transportation.

Figure 01: Pace bus at a transit center.

1. What is the purpose of the I-290/I-88 Transit Market Analysis?
The purpose of this study is to understand travel patterns and transit needs along the I-290/I-88 corridor and surrounding areas to inform potential service improvements. By analyzing how people move through the region, the study supports Pace and its partners in identifying high-demand routes, underserved areas, and opportunities for more efficient, equitable, and effective transit service.

2. Why is Pace studying the I-290/I-88 corridor now?
The I-290/I-88 corridor is a critical spine in the regional transportation network, serving thousands of daily commuters. This highway network providing connectivity for commuters is a web of some of the most congested highways in the country. In a 2018 study, the Federal Highway Administration ranked I-290 as the 7th most congested corridor in the country, and I-294 as the 28th. The potential for bus-on-shoulder here is strong, because it could potentially alleviate commute time for bus riders and drivers alike. As travel patterns evolve due to changing work habits, economic shifts, and population trends, Pace is evaluating how to restructure and revitalize its network to better meet current and future demand. This study is part of that broader initiative.

3. What geographic areas does the study include?
The study area encompasses communities along the Eisenhower Expressway (I-290) and the Reagan Memorial Tollway (I-88), extending roughly five miles around these corridors. It includes a wide range of municipalities in Cook and DuPage counties, with connections to downtown Chicago, suburban job centers, and regional transit hubs.

4. How will the study impact my community or commute?
This study will provide detailed implementation recommendations for a new express bus service on I-290 and I-88. Through the use of bus-on-shoulder lanes, this service could bypass congested areas of the interstate, reducing travel times for riders. Commuters will have increased access to destinations within the study area such as jobs, shopping, and medical services, while existing commuters could utilize the service to improve the quality of their commute by avoiding the stress of driving in traffic.

5. What is the relationship between this study and Pace's Network Revitalization project, *ReVision*?
This study supports and aligns with ReVision which is a broader effort to improve the transit system across northeastern Illinois. The I-290/I-88 study area is one of several strategic areas being evaluated for enhanced transit service.

6. How does the study address equity and transportation access?
The study places a strong emphasis on improving access for historically underserved and disinvested communities. Demographic data and travel patterns are used to prioritize service in areas with limited transportation options and higher transit dependence.

7. Will park-n-ride lots be expanded or improved as a result of this study?
The study evaluates how well current park-n-ride facilities are used and identifies locations where new lots or facility upgrades could support better access to transit, particularly for commuters traveling longer distances to I-290/I-88 services.

8. When will new services or improvements be implemented based on the study findings?
Implementation timelines depend on available funding, community input, and agency coordination. Some changes may be incorporated into upcoming phases of Pace's initiative, *ReVision* while others may require further study or funding commitments before moving forward.

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PURPOSE OF THE STUDY
STUDY AREA OVERVIEW
OBJECTIVES OF THE ANALYSIS
PREVIOUS STUDIES & ANALYSES

CHAPTER ONE

INTRODUCTION

THE EXISTING CONDITIONS AND TRAVEL MARKET ANALYSIS ESTABLISHES THE FRAMEWORK FOR THE STUDY, OUTLINING THE PURPOSE, GEOGRAPHIC SCOPE, AND OUTLINING KEY ANALYTICAL OBJECTIVES.

Pace Suburban Bus serves as one of the largest public bus transportation providers in the nation, offering comprehensive transit solutions for suburban communities throughout northeastern Illinois. Established to enhance regional connectivity and mobility, Pace operates an extensive network of fixed-route bus services, demand-response transportation, and specialized community transit programs, significantly contributing to the accessibility and convenience of suburban transit.

Pace plays an essential role within the I-290 and I-88 corridors, operating several high-demand transit routes and services designed to facilitate efficient and reliable connectivity between suburban residential areas and major employment and commercial centers. Through initiatives like the Bus on Shoulder program and partnerships with other regional transportation agencies, Pace actively works to improve transit service reliability and reduce congestion, thus addressing the evolving transportation needs of the corridor's diverse population.

PURPOSE OF THE STUDY

The central purpose of this study is to thoroughly analyze existing transportation and transit conditions within the I-290 and I-88 corridors. The analysis seeks to provide clarity regarding current travel behaviors, modes of transport, infrastructure utilization, and commuter patterns. It identifies specific opportunities to enhance regional connectivity, thereby addressing persistent congestion issues and fostering improved transportation sustainability throughout the study area.

Furthermore, this analysis functions as a critical resource for planners, policymakers, and transit agencies, providing foundational data and insights essential for making informed decisions about future infrastructure investments. Through detailed evaluations of current transit service performance, infrastructure effectiveness, and travel market dynamics, the study will yield targeted recommendations aimed at improving overall transportation efficiency and service quality.

By thoroughly understanding existing conditions, this study will serve as a strategic guide, helping Pace and other municipal, county, regional, and state agencies prioritize projects and optimize resource allocation. It will also address equitable transportation access, ensuring the needs of diverse communities along the study area are considered and integrated into future transit solutions. Ultimately, the analysis aims to deliver outcomes that positively impact residents, commuters, and local economies.

Lastly, this study will play a pivotal role in shaping the long-term transportation vision for the I-290 and I-88 corridors. The insights and recommendations derived from this analysis will help foster sustainable growth, reduce environmental impacts, and enhance quality of life through improved mobility and accessibility, benefiting current and future populations inside the study area.

EXPRESSWAY BUS SERVICE

Expressway bus services in Pace's network are specially designed to quickly connect suburban neighborhoods to major destinations and key transit stations, making travel faster and easier than traditional bus routes. By traveling on expressways and using special lanes like bus-on-shoulder and Flex Lanes, these buses offer shorter trips with fewer stops, making public transportation a convenient alternative to driving.

EXPRESSWAY BUS - CASE STUDY

A case study example of a successful express bus service is Pace Route 755, connecting Plainfield and Bolingbrook to Chicago's West Loop. Since 2011, Pace has been able to utilize the shoulder lanes during periods of congestion and boost ridership more than 700% since the service's launch. Looking at April 2025 data, Route 755 achieved significant post-COVID ridership recovery, with approximately 785 average daily boardings. This ridership underscores the attractiveness and effectiveness of the route, which benefits from dedicated highway lanes and strategically positioned park-and-ride facilities. The consistent high usage of Route 755 demonstrates the potential success that similar express bus enhancements could achieve in corridors such as I-290, offering faster and more reliable transit alternatives for regional commuters.

Figure 02: Pace Expressway Bus Case Study

Pace has successfully partnered with organizations like the Illinois Tollway and the Illinois Department of Transportation (IDOT) to give express buses an advantage over regular traffic. For example, since 2011, Pace buses have been allowed to use highway shoulders on the Stevenson Expressway (I-55) to bypass slow traffic. This initiative started as a demonstration project and proved so effective that, by 2014, Illinois lawmakers made bus-on-shoulder services permanent and expanded it to other highways throughout the region.

Currently, several Pace bus routes benefit from these enhancements, including four routes using the I-55 shoulder, one using the I-94 shoulder, and five routes operating in the Flex Lanes on I-90.

To handle growing ridership, Pace expanded parking facilities along the I-55 corridor and even opened three new park-and-ride lots between 2016 and 2018. These convenient parking areas help commuters easily access express bus services, reducing their need to drive in heavy traffic.

Illinois Tollway refers to shoulder bus lanes as "Flex Lanes", like those on the Jane Addams Memorial Tollway (I-90). Flex Lanes allow buses to bypass traffic jams, significantly improving the commuting experience for passengers. Similar Flex Lanes will soon be added along the Tri-State Tollway (I-294), where Pace is collaborating with regional transportation agencies to plan new services and facilities.

Figure 03: Outdoor gathering at Oak Brook Mall

STUDY
AREA OVERVIEW

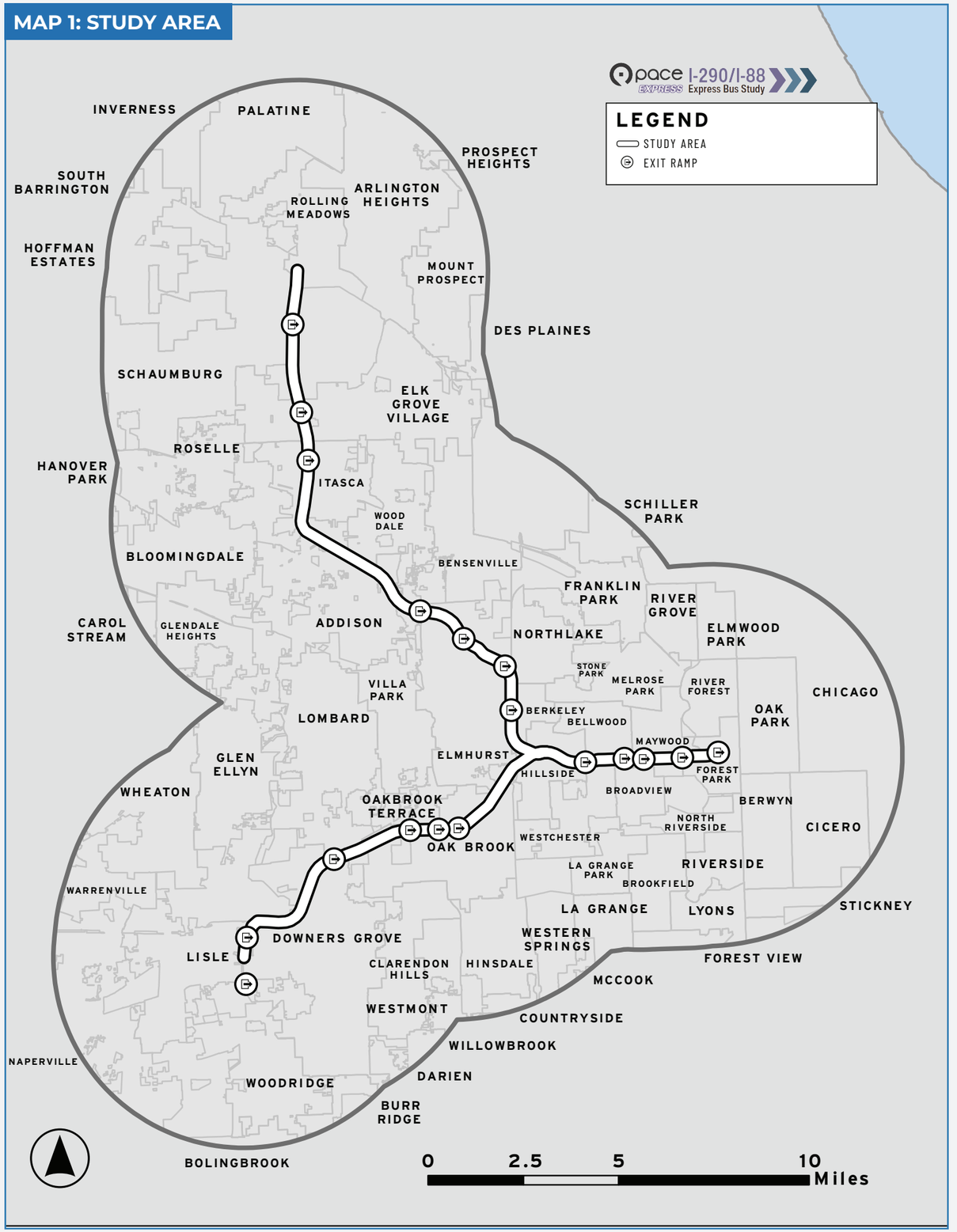
THERE ARE A TOTAL OF 69 MUNICIPALITIES THAT INTERSECT OR ARE WITHIN THE STUDY AREA.

The I-290 and I-88 corridors, central to this study, extends approximately 31.4 miles, and the 5 mile buffer around the corridor a substantial area of roughly 370 square miles of land. This extensive geographic scope integrates a diverse range of communities, municipalities, and economic hubs that significantly contribute to the metropolitan Chicago region's overall economic vitality and social dynamism. The study area features 18 different highway exit ramps, which are critical locations to show potential bus stops or exits throughout the study area.

Approximately 1.88 million residents inhabit the study area, reflecting a rich demographic diversity, including densely populated urban neighborhoods, suburban communities, and commercial districts. This varied demographic composition introduces complexities in transit demands and highlights the need for adaptable, multifaceted transit solutions capable of addressing varying commuter needs effectively.

Key regional economic and employment centers, including Schaumburg's Woodfield area and Oak Brook Center area, act as primary anchors along the study area. These centers generate significant daily commuter traffic, underscoring the study area's critical role in facilitating regional economic activity. The connectivity provided by I-290 and I-88 serves not only local commuters but also significantly impacts broader regional mobility, influencing employment patterns, business operations, and economic development.

MAP 1: STUDY AREA



OBJECTIVES OF THE ANALYSIS

ASSESSMENT OF CURRENT TRANSIT SERVICES

The primary objective of this analysis is to deliver a detailed evaluation of existing transit services within the study area. This involves an extensive review of infrastructure conditions, commuting patterns, and transit service performance metrics. Through this assessment, critical points of congestion, gaps in service coverage, operational challenges, and inadequacies within the transit infrastructure will be clearly identified.

TRAVEL MARKET ANALYSIS AND DEMAND FORECASTING

Another critical objective is the thorough exploration and definition of the transit market within the study area. Utilizing demographic data, economic activity indicators, and regional growth forecasts, this objective aims to accurately predict future transit demand and usage trends. By clearly understanding these evolving needs, transit agencies and planners can strategically plan for transit expansions, allocate resources effectively, and implement services that directly address anticipated demand, thereby ensuring a responsive and adaptive transit system.

IDENTIFICATION OF INFRASTRUCTURE IMPROVEMENTS

A vital part of the study focuses explicitly on identifying and evaluating necessary infrastructure improvements to enhance transit effectiveness. This objective includes assessing the feasibility and potential impact of infrastructure elements such as bus priority lanes, multimodal connection points, expanded park-and-ride facilities, and upgraded pedestrian and bicycle infrastructure. These infrastructure enhancements aim to promote a mode shift from private vehicle reliance toward sustainable public transit options, reducing congestion and contributing to environmental sustainability within the study area.

PROMOTING TRANSIT ACCESS FOR ALL

Ensuring widespread access to transit services, particularly among historically underrepresented communites, is an essential objective of this study, prioritizing the needs of underserved communities and transit-dependent populations. The analysis will specifically address these considerations by identifying barriers to accessibility, recommending transit-oriented developments, and enhancing multimodal connectivity. This effort aims to ensure all community segments benefit from improved transit infrastructure and services, thereby supporting sustainable growth across the entire study area.

Figure 04: Utilizing the I-55 Shoulder Lane

INTEGRATION AND STRATEGIC IMPLEMENTATION

Finally, the analysis includes the objective of developing an integrated approach that aligns transit infrastructure improvements and service enhancements with broader regional planning initiatives. This involves coordinating closely with local governments, transit agencies, community stakeholders, as well as various departments of transportation, and Metropolitan Planning organizations such as CMAP to ensure recommended strategies are feasible, sustainable, and effectively implemented. The goal is to foster collaborative partnerships, ensuring cohesive execution of transit improvements that comprehensively address the transportation needs of the entire region.

PREVIOUS
STUDIES & ANALYSES

I-294 TRAVEL MARKET ANALYSIS (RTA, 2016)
The Regional Transportation Authority (RTA) conducted the I-294 Travel Market Analysis in 2016 to assist the Illinois Tollway in reconstruction planning for the I-294 Central Tri-State corridor. This study performed a comprehensive evaluation of potential transit demand along I-294, utilizing advanced techniques including origin-destination analyses based on Census Longitudinal Origin-Destination Employment Statistics (LODES), Chicago Metropolitan Agency for Planning (CMAP) home-based work trip tables, and the Federal Transit Administration's (FTA) Simplified Trips-on-Project Software (STOPS).

The analysis primarily focused on the feasibility of implementing premium express bus services characterized by high frequencies and long-distance travel capabilities. Results indicated substantial transit potential in southern and central corridor segments, estimating approximately 2,100 new daily transit boardings across 11 potential stations extending from Lincoln Oasis located along I-294 in South Holland, to Pace Northwest Transportation Center. Approximately 46% of projected ridership was anticipated to access stations by walking, 31% via kiss-n-ride or park-n-ride facilities, and 23% through transfers.

Geographically, around 52% of projected boardings were concentrated at stations southward from 75th Street, and approximately 39% were from stations at Grand Avenue and northward. Notably, the stations at 75th Street, 95th Street, and 127th Street in the south, along with Thorndale/Busse (near I-490 at IL-390) and Northwest Transportation Center in the north, demonstrated particularly high ridership potential. The alignment studied had similarities to the current I-290 corridor study, specifically examining portions along I-490, IL-390, and I-290 on the western side of O'Hare, thus providing relevant insights and methodologies for the ongoing analysis.

SOUTH COOK COUNTY MOBILITY STUDY (2018)
Commissioned under the Connecting Cook County initiative, the South Cook County Mobility Study (2018) analyzed various transit improvement scenarios, including express bus services operating in flex lanes along I-294. Employing STOPS, the study estimated ridership for a scenario featuring express bus service at nine strategically located stations between Rosemont Transportation Center and Harvey Transportation Center, including a detour to Oak Brook, with service frequencies every 15 minutes during peak periods.

This scenario projected a significant increase in public transit ridership, forecasting approximately 3,200 new Pace riders and 800 new CTA bus and rail users, offset by an estimated loss of about 400 Metra riders. Financial analyses indicated operating and maintenance costs would surpass revenue, with projected costs at approximately $3.6 million versus revenues around $1.2 million.

Figure 05: Rock Island Metra train

The study further noted the trade-offs in removing Oakbrook from the service, highlighting reduced ridership but improved travel speeds to other stations.

Rosemont consistently emerged as a highly effective transit hub within the I-294 service scenario, indicating the importance of strategic transfer points in successful transit planning.

PACE IL-390 TOLLWAY CORRIDOR SERVICE STUDY (PACE & ILLINOIS TOLLWAY, 2017)
In 2017, Pace and the Illinois Tollway completed the IL-390 Tollway Corridor Service Study, examining potential transit connections and modal suitability

along the IL-390 corridor. A critical component of this study involved evaluating a potential service restructuring and expansion of Pace Route 895, specifically along the I-294 corridor from Rosemont Transportation Center to the 95th Street station at Chicago Ridge Mall.

The analysis considered several key metrics, including transit propensity determined by geographic and socioeconomic factors, demand overlap with existing services, pedestrian accessibility, and overall travel demand. The proposed restructuring of Route 895 showed strong scores in transit propensity and minimal overlap with existing transit services; however, it ranked lower in travel demand and pedestrian connectivity.

Due to relatively lower projected demand and subsequent ridership, the corridor scored modestly overall in transit service feasibility. Nevertheless, findings from this study highlighted critical elements to address in future transit planning.

PACE COOK DUPAGE AREA RAPID TRANSIT INVESTMENT PLAN (2014)

The Pace Cook DuPage Area Rapid Transit Investment plan was completed and identified strategies to begin integrating Arterial Rapid Transit into western Cook county and DuPage county. Pace identified six traits that exist among established rapid transit programs, frequency of service, legible wayfinding and routing, transit facilities that are accessible from different travel modes, speed of service, span of service, and branding to let riders know they are on a rapid transit route. These six items are important guiding values for expansion of new bus service that is dedicated towards rapid transit, and can be seen in Pace initiatives today such as Pace Pulse.

RTA/PACE I-294 TRI-STATE MARKET & FACILITIES FEASIBILITY STUDY (2020)

The RTA/Pace I-294 Tri-State Market & Facilities Feasibility Study further complements previous analyses by examining transit market potential and associated facilities improvements along the I-294 corridor. This comprehensive evaluation provided critical insights into transit-supportive infrastructure and market dynamics, including origin-destination assessments, demand modeling, and detailed feasibility considerations.

The findings of this study offer valuable benchmarks for developing efficient express bus services and associated transit infrastructure, directly informing methodologies, data collection strategies, and transit market evaluation for the ongoing I-290 Eisenhower Expressway corridor analysis. By reviewing and applying lessons learned from the I-294 feasibility study, planners and transit agencies can better anticipate ridership patterns, infrastructure needs, and strategic opportunities for service enhancement within the I-290 corridor context.

DRIVING INNOVATION (PACE, 2021)

Pace's *Driving Innovation* is a long-range strategic vision plan that outlines the agency's goals and priorities through 2040. The plan focuses on reimagining Pace's services to better meet the region's evolving mobility needs, emphasizing more frequent service, improved reliability, expanded access to jobs, and greater equity across the system. Key initiatives include the expansion of Pulse

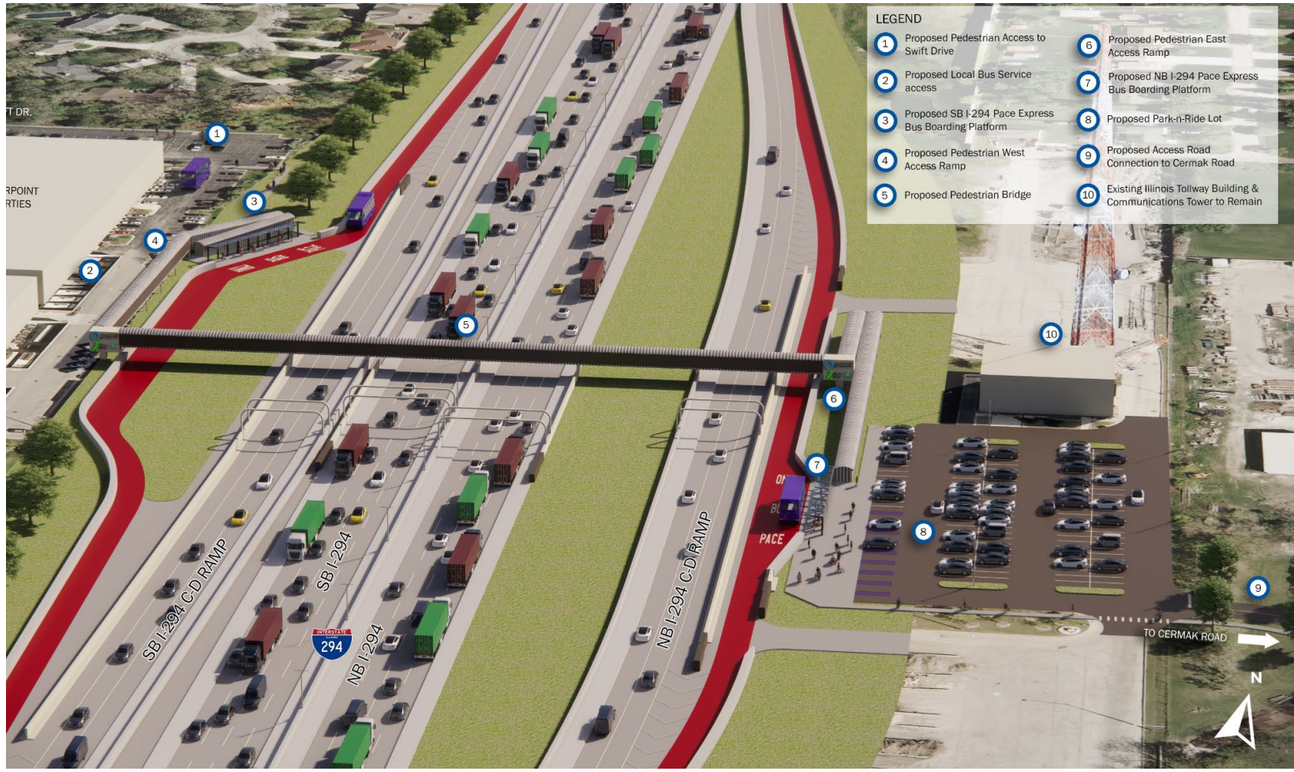


Figure 06: Rendering of the proposed Cermak Road station from the I-294 Market & Facilities Feasibility Study.

rapid transit lines, integration with emerging mobility options, and enhanced coordination with CTA and Metra. Driving Innovation serves as a guiding framework for investment and service decisions that support a more modern, efficient, and rider-focused transit network.

PACE REVISION (PACE, ONGOING)

Pace is currently undergoing a system redesign process titled *ReVision* which is evaluating the entire Pace network for improvements to better align with the *Driving Innovation Strategic Plan*. Further information of the *ReVision* project's impact on this study are discussed in a later chaper.

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POPULATION DENSITY
KEY ACTIVITY CENTERS
EMPLOYMENT CLUSTERS

CHAPTER TWO

DEMOGRAPHIC TRENDS

THIS SECTION EXPLORES DEMOGRAPHIC TRENDS WITHIN THE STUDY AREA, HIGHLIGHTING POPULATION DENSITY, ACTIVITY CENTERS, AND EMPLOYMENT

Demographic factors play a crucial role in shaping transportation needs and influencing transit planning. A clear understanding of the study area's demographic characteristics, including population distribution, residential patterns, and socioeconomic factors, is essential for creating effective and responsive transit solutions.

The study area exhibits a diversity in population composition, including urban communities with high-density residential zones and suburban areas characterized by lower densities but significant residential and commercial developments.

Understanding demographic trends also supports equitable transportation planning by identifying and addressing the needs of underserved and transit-dependent populations within the study area. By examining factors such as income levels, car ownership rates, and transit reliance, the analysis helps pinpoint critical areas requiring enhanced transit services.

POPULATION DENSITY

POPULATION DENSITY IS A MEASURE OF HOW POPULATION IS SPREAD ACROSS AN AREA, EXPRESSED AS POPULATION PER ACRE.

Population density within the study area significantly influences transit demand and service requirements. Approximately 1.88 million residents inhabit the study area, reflecting a varied density profile across urban, suburban, and transitional neighborhoods. Areas closer to Chicago, such as Forest Park and Oak Park, exhibit higher densities with robust demand for reliable transit services. Conversely, suburban areas like Schaumburg and Oak Brook display lower density but concentrated residential clusters that still generate notable transit ridership during peak commuting hours.

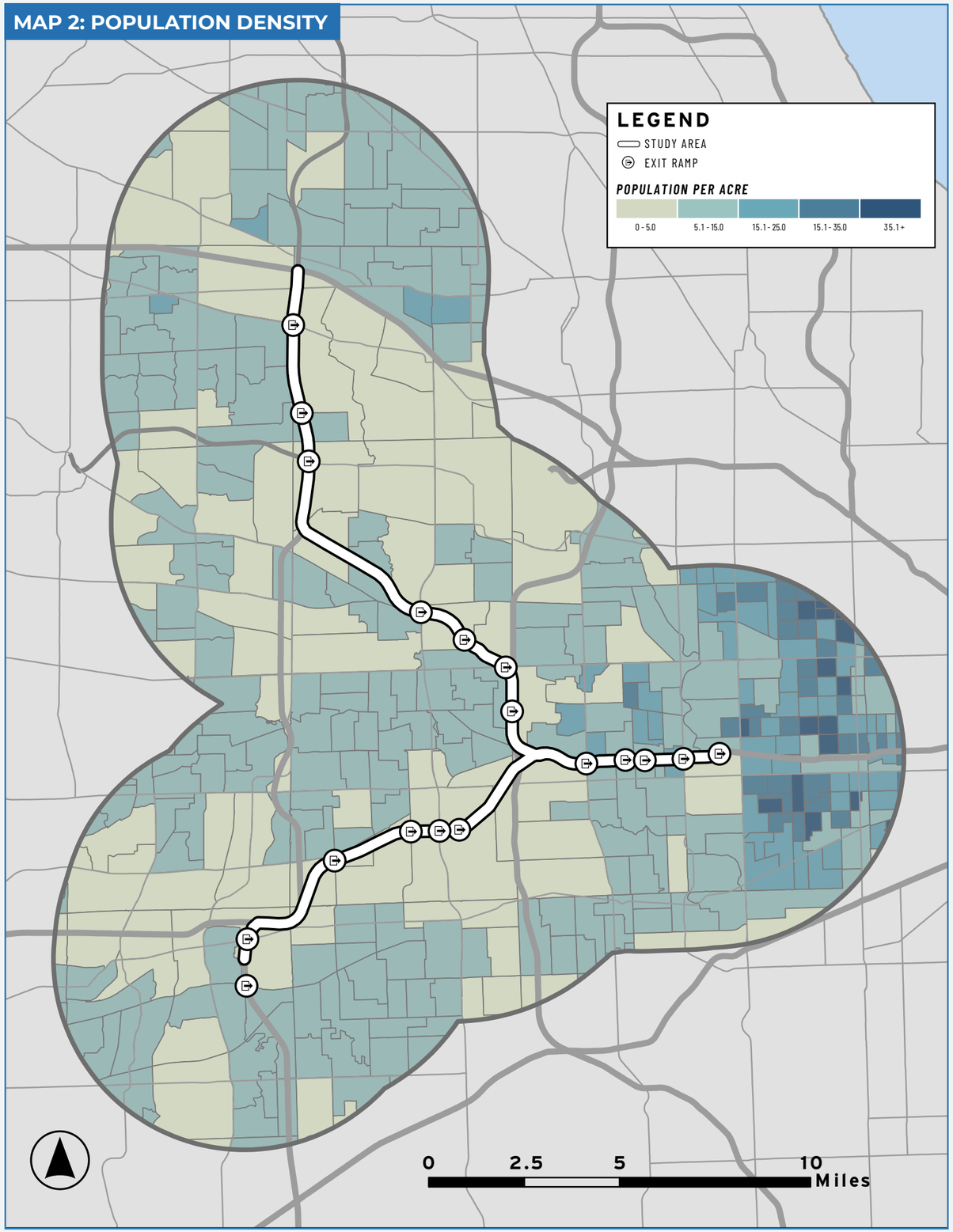
The distribution of population density impacts travel patterns, as densely populated areas typically exhibit higher rates of public transportation usage due to limited parking availability and higher congestion levels. For instance, Forest Park's proximity to the CTA Blue Line significantly enhances transit usage, reducing reliance on private vehicles.

Furthermore, population density trends within the study area are expected to evolve, with urban infill developments increasing densities in certain neighborhoods. These shifts suggest an impending rise in transit demand, particularly in areas experiencing redevelopment or new residential construction.

Additionally, transit-oriented development initiatives within high-density population zones offer substantial opportunities to further bolster public transit usage. By strategically aligning residential developments with transit infrastructure improvements, planners can encourage sustainable commuting behaviors, alleviate congestion, and improve overall transit service efficiency. Areas along the CTA and Metra lines, for instance, present significant potential for such developments.

Lastly, the varying population densities across the study area necessitate a tailored approach to transit planning and service provision. Differentiating service types—ranging from high-frequency local services in densely populated urban areas to express routes connecting suburban nodes—ensures that transit solutions effectively meet diverse commuter needs. Population density thus remains a central factor guiding strategic transit decisions and long-term planning within the study area.

MAP 2: POPULATION DENSITY



STUDY AREA KEY

ACTIVITY CENTERS

ACTIVITY CENTERS ARE LOCATIONS THAT GENERATE HIGH TRIP VOLUME DUE TO PROVIDING UNIQUE OR NECESSARY SERVICES WITHIN THE REGION.

Key activity centers significantly shape travel demand within the study area, with primary destinations including commercial hubs, major employment sites, educational institutions, healthcare facilities, offices, hotels and other retail sites . Prominent centers such as Oakbrook Center and Schaumburg's Woodfield Mall act as major attractors, drawing substantial commuter and visitor traffic daily.

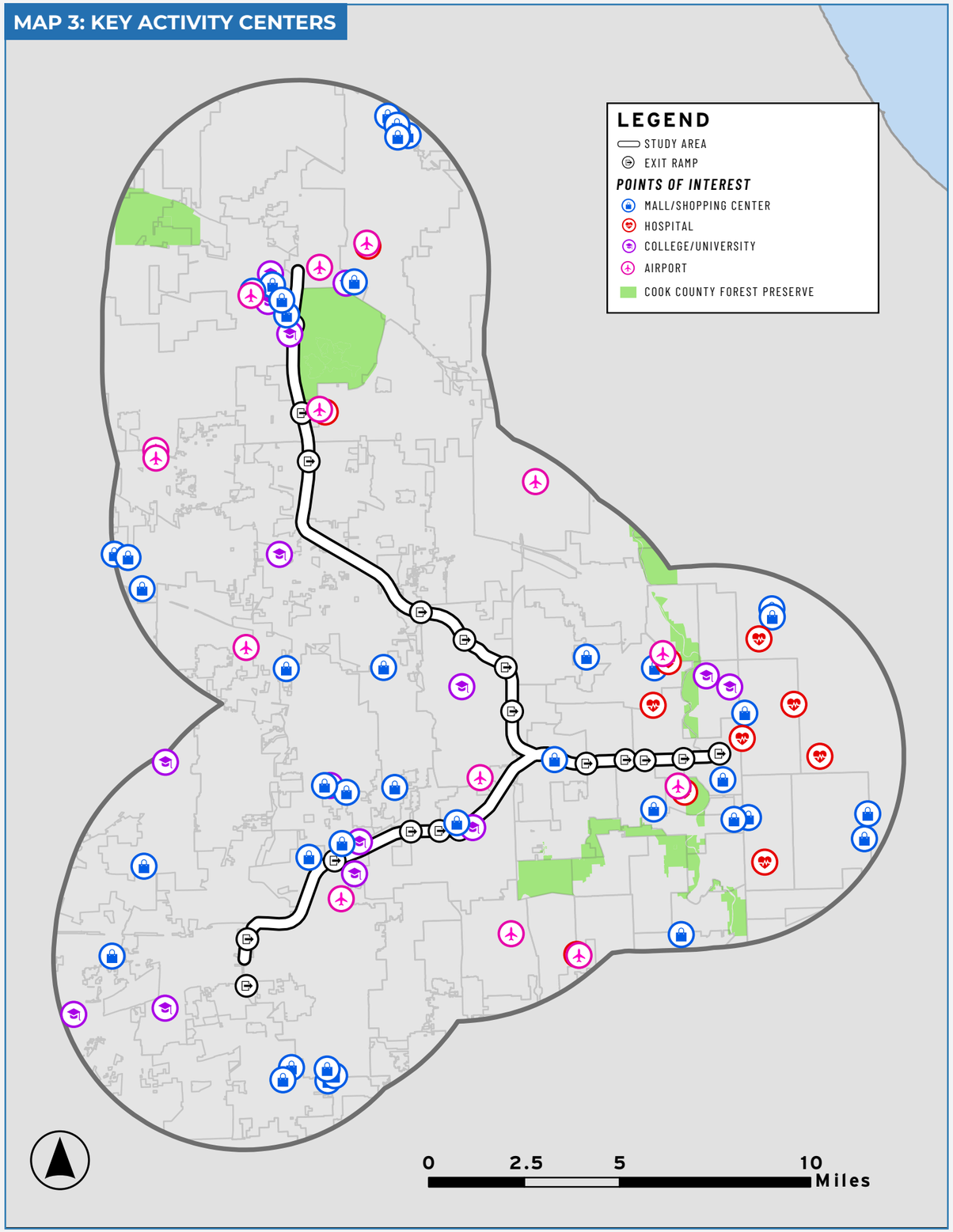
Commercial activity hubs like the Oakbrook Center area not only drive local and regional economies but also generate high levels of transit and vehicular traffic. The Oak Brook Center area alone attracts thousands of visitors daily for shopping, dining, and entertainment, creating consistent and high-volume transit demands.

Similarly, Schaumburg's Woodfield area, another significant activity center within the study area, is characterized by high employment density, extensive retail options, and substantial visitor attraction. Woodfield Mall and surrounding business districts generate significant weekday commuter traffic and weekend visitor volumes, requiring well-coordinated transit solutions to effectively manage congestion and accessibility challenges.

Educational institutions within the study area, such as College of DuPage and multiple school districts, also constitute important activity centers. They generate specific transit demands, particularly during peak morning and afternoon periods, as students and staff commute. Enhancing transit accessibility to these institutions through dedicated routes, multimodal connections, and improved pedestrian infrastructure can substantially reduce peak-hour congestion and improve service reliability.

Healthcare facilities within the study area further intensify transit requirements. Major hospitals and medical centers attract patients, visitors, and employees from across the region, resulting in continuous and diverse transit demands throughout the day. Ensuring reliable and accessible transit services to these facilities is critical, supporting not only patient access but also employee commuting needs.

MAP 3: KEY ACTIVITY CENTERS



EMPLOYMENT
CLUSTERS

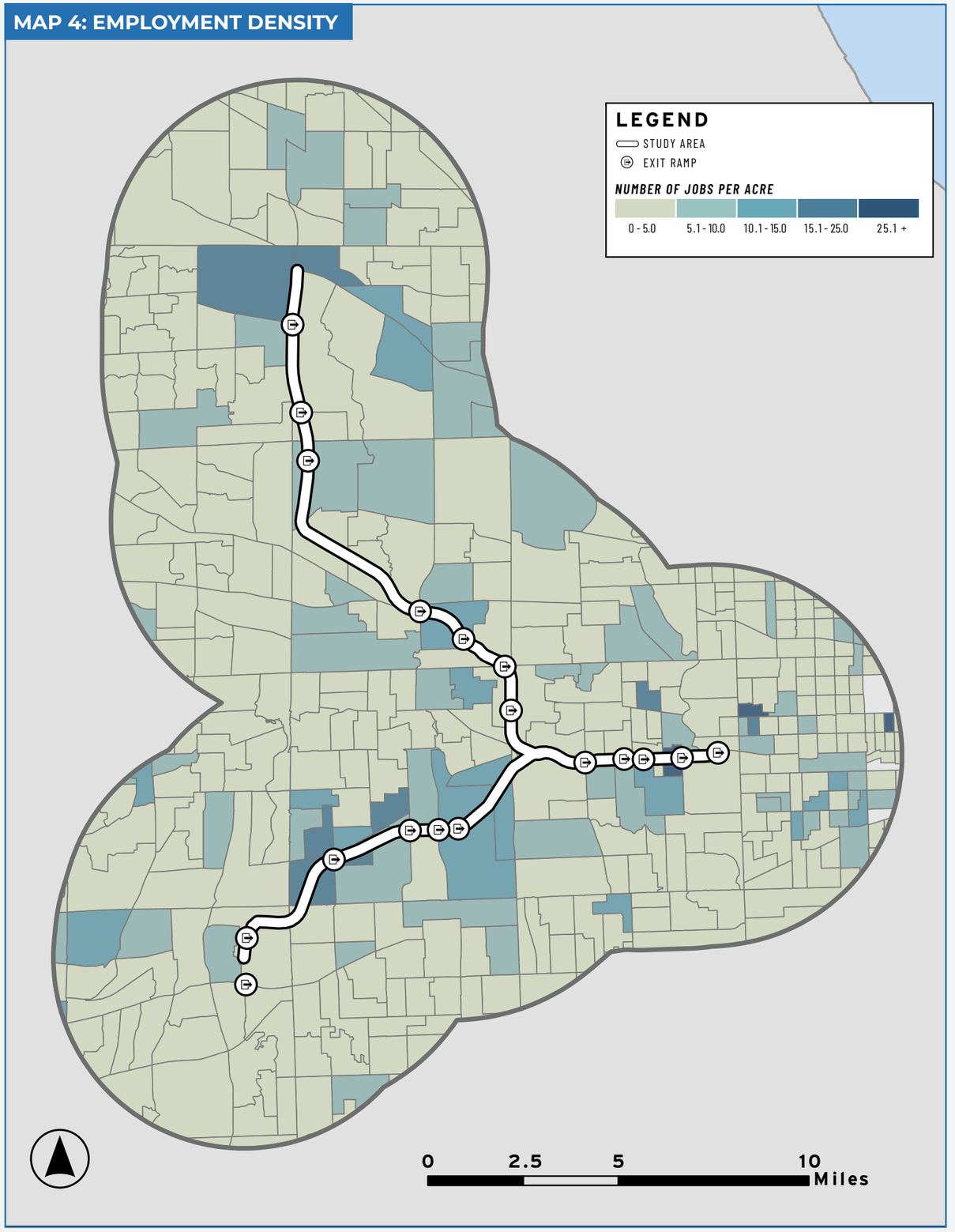
EMPLOYMENT DENSITY IS A MEASURE OF HOW JOBS ARE SPREAD ACROSS AND AREA, EXPRESSED AS JOBS PER ACRE.

Across the study area, locations with lower population density show higher employment density, exhibiting classic suburban style development that separates different land uses. Comparing employment density in Map 4 with land use in Map 5 shows that institutional and commercial land uses provide the greatest density of jobs adjacent to I-290/I-88, while industrial land uses make up employment clusters that are within the study area but further from the interstate corridors.

Locations with the greatest job density are Oak Park's commercial center along Lake Street and the Loyola and VA medical campus south of Maywood. Both areas have high densities of office and medical employment. The Woodfield Mall in Schaumburg and the Yorktown and Oakbrook Centers in the Oakbrook/Downers Grove area also host high employment density for the region due to the large number of commercial and office employment in these locations.

Other employment clusters are scattered throughout the study region, primarily in commercial or industrial areas. Some clusters, such as those in Berwyn/Cicero, are centered around railyards.

MAP 4: EMPLOYMENT DENSITY



LAND USE

LAND USE PATTERNS PLAY A SIGNIFICANT ROLE IN SUPPORTING TRANSIT RIDERSHIP, AS AREAS WITH MIXED-USE CHARACTER AND HIGHER DENSITY CREATE DEMAND AS BOTH TRIP GENERATORS AND TRIP DESTINATIONS.

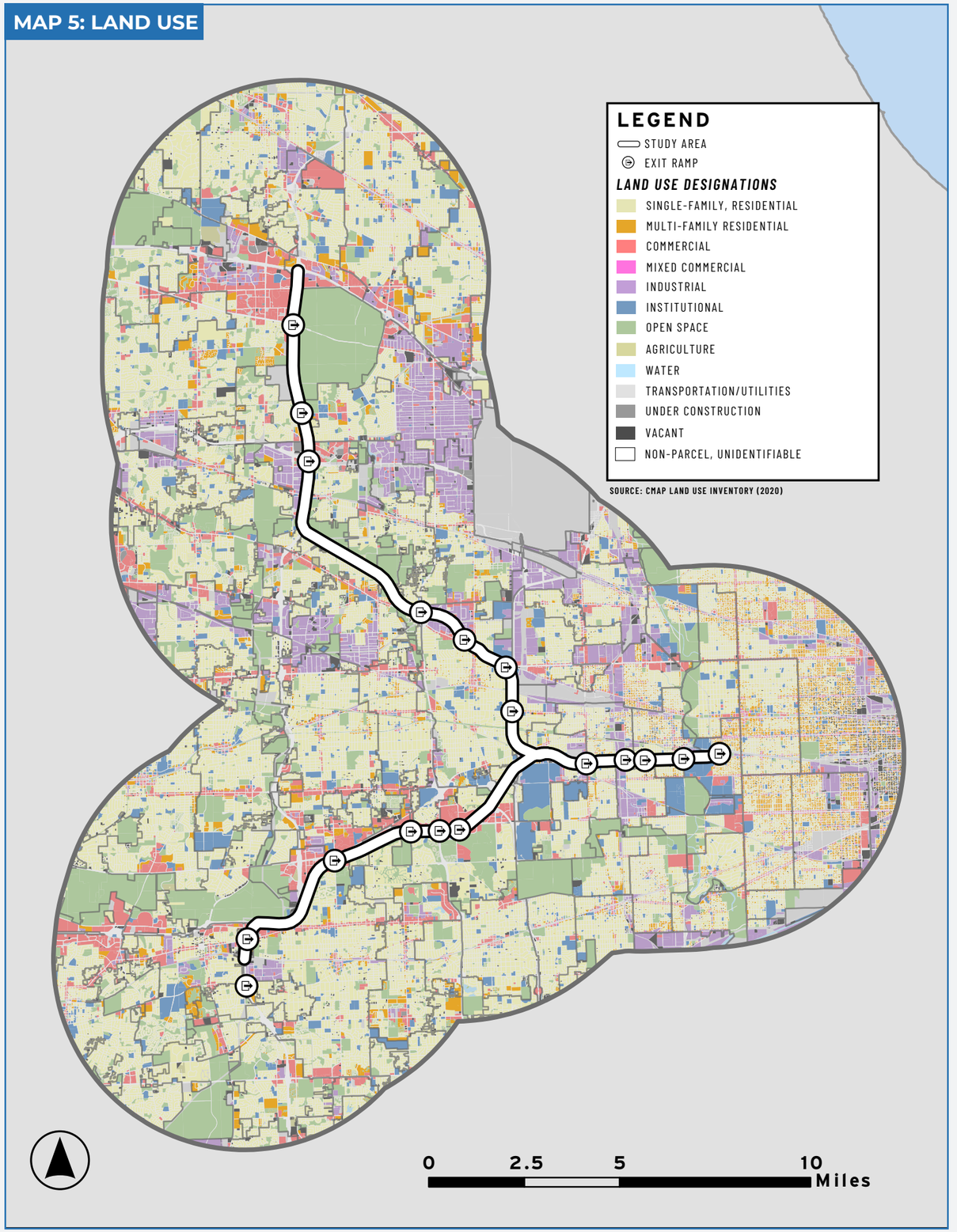
The primary land use within the study area is single family residential, consistent with the suburban style of development of the area. Parks and open space are prominent due to the number of waterways and conservation areas in the region, which lower population density but provide valuable recreation opportunities.

Clusters of commercial and institutional land use occur along the I-290/I-88 corridor, aligning with the locations of greatest job density in Map 4. Industrial zones, especially around the O-Hare Airport, also align with higher job density.

Developed areas around Metra stops and within the eastern portion of the study area - comprised of inner ring suburbs and portions of Chicago - have a greater variety of land uses and greater population density than other portions of the study area. These are also the areas that show the greatest level of transit ridership, as will be discussed in a later chapter. Many of these locations were built before the modern suburban zoning standards became prevalent and separated uses, and they still maintain some mixed-use character.

The Regional Transportation Authority's (RTA) *Transit Friendly Communities Guide* discusses strategies for improving transit ridership through land use changes adjacent to major transportation routes in suburban communities. Many locations along the study area have a foundation of activity centers that could be built upon to enhance transit ridership by increasing housing near commercial and office centers. Schaumburg's *90 North District Master Plan* is an example of this approach, laying out a vision for higher density mixed-use development in the area north of I-90 near Woodfield Mall.

MAP 5: LAND USE



DISCONNECTED & DISINVESTED **AREAS**

DISCONNECTED AND DISINVESTED AREAS ARE COMMUNITIES THAT FACE LIMITED ACCESS TO ECONOMIC OPPORTUNITIES AND ESSENTIAL SERVICES.

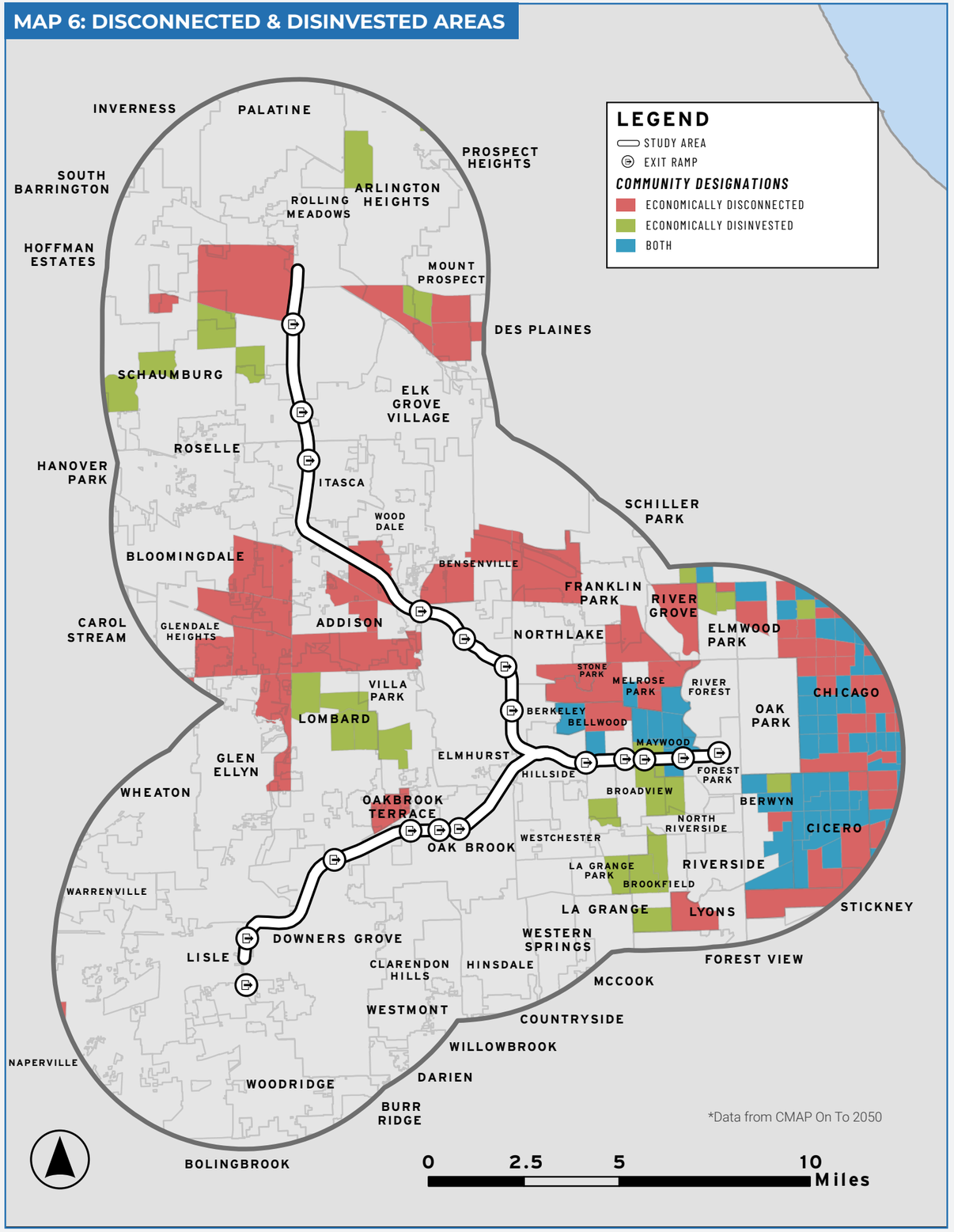
Prioritizing equitable transit access is vital in addressing longstanding disparities that disproportionately affect vulnerable communities. Within the study area, certain census tracts exhibit pronounced socioeconomic vulnerabilities, characterized by limited economic opportunities, lower household incomes, and a higher reliance on public transportation. Residents in these communities often lack access to personal vehicles and rely heavily on transit services for essential daily activities, including employment, healthcare visits, grocery shopping, and accessing educational institutions.

Transit improvements targeting these economically disconnected and disinvested areas directly address barriers to mobility and economic participation. Enhanced public transportation services within these vulnerable communities can significantly increase residents' access to employment opportunities throughout the region, allowing for greater economic inclusion and stability. Such investments also ensure that residents are better connected to healthcare facilities, educational centers, and other critical services that contribute to overall quality of life and community resilience.

Several census tracts within the study area have been specifically identified as economically disconnected or disinvested by the Chicago Metropolitan Agency for Planning (CMAP). Economically disconnected areas are places with high concentrations of low-income residents, minority residents, or residents with limited English proficiency. Economically disinvested areas are places that have experienced a persistent, long-term lack of market investment leading to declining property values, low tax receipts, and shrinking employment.

Ultimately, prioritizing transit enhancements in areas of inequity not only addresses immediate transportation challenges but also supports broader social goals. It fosters inclusive growth, promotes economic development, and enhances community vitality. By intentionally allocating transit investments toward these high-need census tracts, Pace and regional partners can create lasting positive impacts that empower underserved populations and strengthen regional cohesion.

MAP 6: DISCONNECTED & DISINVESTED AREAS



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CHAPTER THREE

EXISTING SERVICE

THIS CHAPTER PROVIDES AN OVERVIEW OF THE EXISTING TRANSIT SERVICES OPERATING WITHIN THE STUDY AREA.

EXISTING PACE BUS SERVICE
METRA AND CTA RAIL CONNECTIONS
PARK-N-RIDE FACILITIES

Understanding the current transit landscape is essential for evaluating future service needs and opportunities. The study area benefits from a robust and interconnected transit network that serves a wide range of users—from daily commuters and students to local residents accessing healthcare, shopping, and other daily needs. By analyzing route alignments, frequencies, ridership trends, and key destinations, we can better understand how the existing system performs and where gaps or inefficiencies may exist.

Pace operates a wide variety of fixed-route and express bus services throughout the study area, including local, commuter-oriented, and inter-suburban routes. These services are often supported by critical infrastructure such as park-n-ride lots and transit centers that extend the reach of transit into lower-density areas. Complementing Pace's services, both CTA and Metra provide high-capacity rail options, offering reliable connections between suburban communities and Chicago's central business district and major employment centers throughout the region.

EXISTING PACE SERVICE

PACE'S SERVICE COVERAGE SPANS APPROXIMATELY 3,500 SQUARE MILES, AN AREA ROUGHLY FIFTEEN TIMES THE SIZE OF CHICAGO.

Pace operates an extensive bus transit network within the I-290 Eisenhower Expressway corridor, with several fixed and express routes, detailed below. All Daily average ridership data comes from Regional Transportation Authority Mapping and Statistics (RTAMS), and is representative of average weekday daily ridership from October of 2024.

ROUTE 208: GOLF ROAD

Provides daily service between Evanston and Schaumburg. Service operates primarily via Golf Road between Davis Street CTA Purple Line/Metra Station and the Pace Northwest Transportation Center. Service on Sundays has a shorter span of service. Key destinations include Evanston Township High School, Westfield Old Orchard, Golf Mill, Oakton College, Metra UP Northwest Line stations (Cumberland and Des Plaines), Pace Headquarters, Continental Towers, Meadows Corporate Center, Centennial Center, Hyatt, Woodfield Mall and Streets of Woodfield.

ROUTE 223: ELK GROVE – ROSEMONT CTA STATION

Provides daily service between Elk Grove Industrial area, United Airlines Reservation Center, and the Rosemont CTA Blue Line Station. Key destinations include the CTA Blue Line Rosemont Station, United Airlines (UAL) Reservation Center, LSG Sky Chefs, Elk Grove Village Industrial Area and Liberty Business Park.

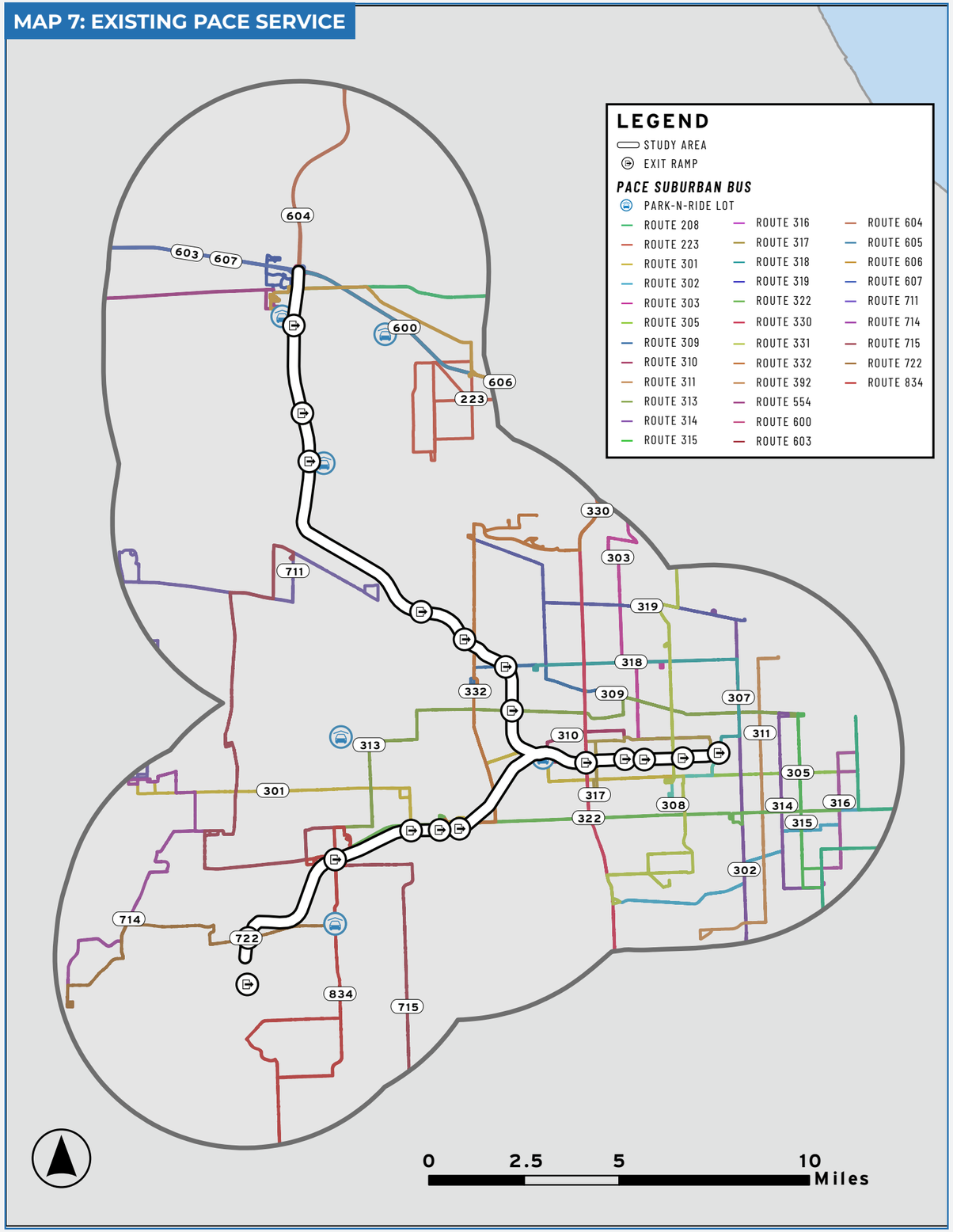
ROUTE 301: ROOSEVELT ROAD

Provides weekday service between the CTA Blue Line Forest Park Transit Center and the Metra UP-West Line Wheaton Station. Certain weekday rush hour trips serve the DuPage County Judicial Center. Key destinations include the CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Hines V.A. Hospital, Proviso West High School, Pace Park-n-Ride Hillside, Elmhurst Memorial Hospital - Main Campus, Oakbrook Center, the Metra UP-West Line Wheaton Station and the DuPage County Judicial Center.

ROUTE 302: OGDEN – STANLEY

Provides weekday and Saturday service between Cermak/Cicero in Cicero and La Grange/Hillgrove in La Grange. Key destinations include the CTA Pink Line Cicero Station, Morton East High School, MacNeal Hospital and the Amtrak/Metra BNSF Line La Grange Road Station.

MAP 7: EXISTING PACE SERVICE



ROUTE 303: FOREST PARK – ROSEMONT
Provides weekday service between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Rosemont Station. Saturday and Sunday service operates between the CTA Blue Line Forest Park Transit Center and North Ave./9th Ave. in Melrose Park. Key destinations include CTA Blue Line Forest Park Transit Center, Proviso East High School, Metra UP-West Line Melrose Park Station, Metra MD-West Line Franklin Park Station (weekdays only), East Leyden High School (weekdays only) and the CTA Blue Line Rosemont Station (weekdays only).

ROUTE 305: EAST ROOSEVELT ROAD
Provides daily service between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Cicero Station in Chicago. Key destinations include the CTA Blue Line Forest Park Transit Center, Forest Park Plaza, CTA Blue Line Cicero Station.

ROUTE 307: HARLEM
Provides daily service between BNSF Line Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station and the Metra MD-West Line Elmwood Park Station. This corridor is planned as a future Pace Pulse route. Key destinations include Metra BNSF Railway Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Rush Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Metra MD-West Line, Elmwood Park Station, Elmwood Park City Hall, Bridgeview Transit Center.

ROUTE 308: MEDICAL CENTER
Provides daily service between the CTA Blue Line Forest Park Transit Center and the Loyola/Hines medical complex in Maywood. Key destinations include CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Loyola Hospital and Hines Hospital.

ROUTE 309: LAKE STREET
Provides daily service between the CTA Green Line Austin Station in Chicago and the Metra UP-West Line Elmhurst Station. Key destinations include the CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, and the Metra UP-West Line Elmhurst Station.

ROUTE 310: MADISON STREET – HILLSIDE
Provides daily service between the CTA Blue Line Forest Park Transit Center and Harrison/Wolf in Hillside. Key destinations include the CTA Blue Line Forest Park Transit Center, Proviso East High School, Proviso West High School, and West Point Shopping Center.

ROUTE 311: OAK PARK AVENUE
Provides daily service between North/Narragansett in Chicago and 47th/Lawndale in Lyons. Key destinations include MacNeal Hospital, the Metra BNSF Line Berwyn Station, the CTA Blue Line Oak Park Station and the CTA Green Line Oak Park Station.

ROUTE 313: ST. CHARLES ROAD
Provides daily service between the CTA Green Line Austin Station in Chicago and Branding/Finley in Downers Grove. Key destinations include the CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, Eastgate Center and Yorktown Center.

ROUTE 314: RIDGELAND AVENUE
Provides weekday and Saturday service between Lake/Cuyler in Oak Park and Morton College in Cicero. Key destinations include Morton College, the Metra BNSF Line LaVergne Station, Fenwick High School, the CTA Green Line Ridgeland Station, and Oak Park and River Forest High School.

ROUTE 315: AUSTIN BOULEVARD
Provides daily service between the CTA Green Line Austin Station in Chicago and Central/38th in Cicero. Key destinations include the CTA Green Line Austin Station, the CTA Blue Line Austin Station, Morton East High School ,and Morton College.

ROUTE 316: LARAMIE AVENUE
Provides weekday and Saturday service between the CTA Blue Line Cicero Station in Chicago and Morton College in Cicero. Key destinations include the CTA Blue Line Cicero Station, the CTA Pink Line 54th/Cermak Station, and Morton College.

ROUTE 317: WESTCHESTER
Provides daily service between the CTA Blue Line Forest Park Transit Center and Balmoral/Canterbury in Westchester. Key destinations include the CTA Blue Line Forest Park Transit Center, Proviso East High School as well as the communities of Westchester, Bellwood, Maywood, River Forest, and Forest Park.

ROUTE 318: WEST NORTH AVENUE
Provides daily service between the CTA Blue Line Forest Park Transit Center and North/Wolf in Northlake. Key destinations include the CTA Blue Line Forest Park Transit Center, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Concordia University, Dominican University, Gottlieb Hospital, Kindred Hospital, and Northlake Commons.

ROUTE 319: GRAND AVENUE
Provides weekday and Saturday service between Wolf/North in Northlake and Grand/Nordica in Chicago. Certain weekday rush hour trips serve the Metra MD-West Line Bensenville Metra Station. Additionally, certain weekday rush hour trips operate between Wolf/North in Northlake and the Metra MD-West Line Bensenville Metra Station, Northlake Commons and Grand/Nordica.

ROUTE 322: CERMAK ROAD – 22ND STREET
Provides daily service between the CTA Pink Line 54th/Cermak Station in Cicero and Yorktown Center in Lombard. This corridor is planned as a future Pace Pulse route. Key destinations include the CTA Pink Line 54th/ Cermak Station, Morton West High School, North Riverside Park Mall, Broadview Village Square Shopping Center, Immaculate Heart of Mary High School, St. Joseph High School, Oakbrook Center, and Yorktown Center.

ROUTE 330: MANNHEIM – LAGRANGE ROADS
Provides daily service between the O'Hare Multi-Modal Facility (MMF) in Chicago and Archer Ave./Harlem Ave. in Summit. Key destinations include O'Hare Multi-Modal Facility (MMF), Rosemont CTA Blue Line Station, Metra North Central Service Rosemont Station, Donald E. Stephens Convention Center, Rosemont Theater, Amtrak/Metra BNSF Line La Grange Road Station, Countryside Plaza, and the Quarry Shopping Center.

ROUTE 331: CUMBERLAND – 5TH AVENUE
Provides weekday service between the CTA Blue Line Cumberland Station in Chicago and alternating southern terminals at the Brookfield Village Hall and the La Grange Amtrak/Metra Station. Provides Saturday and Sunday service between the CTA Blue Line Cumberland Station in Chicago and the Brookfield Village Hall. Key destinations include the CTA Blue Line Cumberland Station, Triton College, Gottlieb Memorial Hospital, Hines Hospital, Loyola Hospital, Brookfield Zoo, the Metra BNSF Line Brookfield Station, Riverside-Brookfield High School, and the Amtrak/Metra BNSF Line La Grange Road Station.

ROUTE 332: RIVER ROAD – YORK ROAD
Provides weekday service between the CTA Blue Line Rosemont Station and Oakbrook Center in Oak Brook. Saturday and Sunday service operates between the CTA Blue Line Rosemont Station and Delta Cargo in the south cargo area of O'Hare International Airport. Key destinations include the CTA Blue Line Rosemont Station, AMC O'Hare/P & D Center, Metra MD-West Line Bensenville Station (weekdays only), Metra UP-West Line Elmhurst Station (weekdays only), Elmhurst Memorial Hospital - Main Campus (weekdays only) and Oakbrook Center (weekdays only).

ROUTE 392: UPS HODGKINS LIMITED
Provides weekday service between Cicero/Lake (CTA Green Line) in Chicago and UPS Hodgkins. Route serves the CTA Green Line Cicero Station, CTA Blue Line Cicero Station, CTA Pink Line Cicero Station, Morton College, and UPS Hodgkins. Key destinations include the CTA Green Line Cicero Station, CTA Blue Line Cicero Station, CTA Pink Line Cicero Station, Morton College and UPS Hodgkins.

ROUTE 554: ELGIN – WOODFIELD
Provides weekday and Saturday service between the Pace Elgin Transportation Center, Elgin Metra Station, Hanover Park Metra and Schaumburg (Woodfield Mall and Northwest Transportation Center). Key destinations include Towne Place West, Metra MD/West Line Hanover Park Station, the Irving Park Commercial Corridor in Streamwood/ Hanover Park, St. Alexius Medical Center, Woodfield Mall, and the Pace Northwest Transportation Center. The route also connects with Pace Hoffman Estates On Demand for local service in Hoffman Estates.

ROUTE 594 ON DEMAND: ARLINGTON HEIGHTS - ROLLING MEADOWS
Provides Weekday On Demand services to the Arlington Heights - Rolling Meadows area, roughly bounded by Euclid Avenue, Arlington Heights Road, 1-90/Golf Road, and Highway 53.

ROUTE 600: ROSEMONT – SCHAUMBURG EXPRESS
This route provides bidirectional express service via the Jane Addams Memorial Tollway (I-90) between Pace Northwest Transportation Center in Schaumburg and the Rosemont Transit Center where commuters can connect to other Pace bus routes serving surrounding communities and to the CTA Blue Line for access to O'Hare and Chicago.

ROUTE 603: ELGIN TRANSPORTATION CENTER – ROSEMONT EXPRESS
This route provides express, bidirectional weekday and Saturday service between the Pace Elgin Transportation Center and the Rosemont Transit Center via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd.

ROUTE 604: WHEELING-SCHAUMBURG
This route provides weekday and Saturday service between Dundee Road in Wheeling and the Pace Northwest Transportation Center in Schaumburg. Key destinations include the Pace Northwest Transportation Center, Deer Grove Crossing, Park Place, and Buffalo Grove High School

ROUTE 605: I-90/RANDALL ROAD STATION – ROSEMONT EXPRESS
Route 605 provides express, bidirectional weekday and Saturday service between Pace I-90/Randall Rd. Station and Rosemont Transit Center via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station and the Jane Addams Memorial Tollway (I-90).

ROUTE 606: ROSEMONT-SCHAUMBURG LIMITED
Provides daily service between the Rosemont CTA Station and Woodfield Corporate Center, serving Woodfield Mall and business and commercial areas in Schaumburg, Arlington Heights, Rolling Meadows and Mt. Prospect. Key destinations include United Airlines, Pace HQ, Illinois Department of Employment Security, Hyatt Regency Schaumburg Complex, and the Pace Northwest Transportation Center. Operates via the Jane Addams Memorial Tollway (I-90) between River Road and Elmhurst Road. The route also connects with Arlington Heights-Rolling Meadows On Demand for local service in Arlington Heights and Rolling Meadows.

ROUTE 607 I-90/RANDALL ROAD STATION - SCHAUMBURG EXPRESS
This route provides express, bidirectional weekday and Saturday service between Pace I-90/Randall Rd. Station and the Pace Northwest Transportation Center in Schaumburg via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station and the Jane Addams Memorial Tollway (I-90). Key destinations include Pace I-90/Randall Rd. Station, Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station, and Pace Northwest Transportation Center.

ROUTE 697 NORTHWEST TRANSPORTATION CENTER - HARPER COLLEGE
Provides weekday service from Pace's Northwest Transportation Center in Schaumburg to Harper College in Palatine. Key destinations include Pace's Northwest Transportation Center, Woodfield Mall, Woodfield Village Green, Costco, Renaissance Schaumburg Hotel, Schaumburg Convention Center, Zurich Insurance, and Harper College.

ROUTE 711 WHEATON - ADDISON
Provides weekday service between the Metra UP-West Line Wheaton Station and the Lincoln/Lake in Addison. Key destinations include the Metra UP-West Line Wheaton Station, Main Street Plaza, Mona Kea Medical Park, St. Charles Square, Autumn Ridge, Carol Stream Industrial Park, Greenway Apartments, Klein Creek, Stratford Square Mall, High Grove Business Park, Addison Walmart, and Friendship Plaza.

ROUTE 714 COLLEGE OF DUPAGE - NAPERVILLE - WHEATON CONNECTOR
Provides weekday service between Naperville and Wheaton with direct service to the College of DuPage. Key destinations include Metra stations at Wheaton, College Avenue, and Naperville, Wheaton College, Ogden Mall and Downtown Naperville.

ROUTE 715 CENTRAL DUPAGE
Provides weekday service between the Addison Walmart and Brookhaven Plaza in Darien. Certain weekday rush hour trips serve Argonne National Laboratory. Key destinations include the Addison Walmart, DeVry, Universal Technical Institute, Glen Oaks Hospital, the Metra UP - West Line Glen Ellyn Station, College of DuPage, Finley Square, Yorktown Center, Midwestern University, the Metra BNSF Line Westmont Station, and Brookhaven Plaza.

722 OGDEN AVENUE
This route provides weekday and Saturday service between the Metra BNSF Railway Naperville Station and Yorktown Center in Lombard, operating via Ogden Avenue and Warrenville Road. Key destinations include Naperville, Ogden Mall, Navistar, Arboretum Lakes, Lisle, Downers Grove, Good Samaritan Hospital, and Lombard.

ROUTE 834 JOLIET - DOWNERS GROVE

Provides weekday and Saturday service from the Joliet central business district and Metra Station to Finley/Branding. Key destinations include Lewis University, Good Samaritan Hospital, Romeoville, Lockport, Bolingbrook, Will County Courthouse, and Downers Grove. Certain trips connect with Metra's BNSF service at the Main St. Station in Downers Grove.

ROUTE 905 SCHAUMBURG TROLLEY

Daily service is available from Memorial Day through Labor Day and from the day after Thanksgiving through January 1. Weekend-only (Fri-Sun) service is available during other times of year. Provides free service between Schaumburg Renaissance Hotel and Convention Center, Roosevelt University Schaumburg Campus, IKEA, Hyatt Regency, Woodfield Village Green, Woodfield Mall, Dicks Sporting Goods, Streets of Woodfield, AMC Theatre, and Northwest Transportation Center.

Figure 07: Pace Bus Average Weekday Daily Ridership. RTAMS, October 2024

ROUTE		DAILY RIDERSHIP	KEY DESTINATIONS
208	**Golf Road**	1,431	Evanston Township High School, Westfield Old Orchard, Golf Mill, Oakton College, Metra UP Northwest Line stations (Cumberland and Des Plaines), Pace Headquarters, Continental Towers, Meadows Corporate Center, Centennial Center, Hyatt, Woodfield Mall and Streets of Woodfield.
223	**Elk Grove – Rosemont CTA Station**	1,361	CTA Blue Line Rosemont Station, United Airlines (UAL) Reservation Center, LSG Sky Chefs, Elk Grove Village Industrial Area and Liberty Business ParkCenter.
301	**Roosevelt Road**	1,103	CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Hines V.A. Hospital, Proviso West High School, Pace Park-n-Ride Hillside, Elmhurst Memorial Hospital - Main Campus, Oakbrook Center, the Metra UP-West Line Wheaton Station and the DuPage County Judicial Center.
302	**Ogden – Stanley**	213	CTA Pink Line Cicero Station, Morton East High School, MacNeal Hospital and the Amtrak/Metra BNSF Line La Grange Road Station.
303	**Forest Park – Rosemont**	846	CTA Blue Line Forest Park Transit Center, Proviso East High School, Metra UP-West Line Melrose Park Station, Metra MD-West Line Franklin Park Station (weekdays only), East Leyden High School (weekdays only) and the CTA Blue Line Rosemont Station (weekdays only).
305	**East Roosevelt Road**	488	CTA Blue Line Forest Park Transit Center, Forest Park Plaza, CTA Blue Line Cicero Station.
307	**Harlem**	2,417	Metra BNSF Railway Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Rush Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Metra MD-West Line, Elmwood Park Station, Elmwood Park City Hall, Bridgeview Transit Center.
308	**Medical Center**	380	CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Loyola Hospital and Hines Hospital.
309	**Lake Street**	554	CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, and the Metra UP-West Line Elmhurst Station.

310	**Madison Street – Hillside**	228	CTA Blue Line Forest Park Transit Center, Proviso East High School, Proviso West High School, and West Point Shopping Center.Shopping Center.
311	**Oak Park Avenue**	505	MacNeal Hospital, the Metra BNSF Line Berwyn Station, the CTA Blue Line Oak Park Station and the CTA Green Line Oak Park Station.
313	**St. Charles Road**	781	CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, Eastgate Center and Yorktown Center.
314	**Ridgeland Avenue**	258	Morton College, the Metra BNSF Line LaVergne Station, Fenwick High School, the CTA Green Line Ridgeland Station and Oak Park River Forest High School.
315	**Austin Boulevard**	480	CTA Green Line Austin Station, the CTA Blue Line Austin Station, Morton East High School and Morton College.
316	**Laramie Avenue**	505	CTA Blue Line Cicero Station, the CTA Pink Line 54th/Cermak Station and Morton College.
317	**Westchester**	334	CTA Blue Line Forest Park Transit Center, Proviso East High School as well as the communities of Westchester, Bellwood, Maywood, River Forest and Forest Park.
318	**West North Avenue**	2,346	CTA Blue Line Forest Park Transit Center, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Concordia University, Dominican University, Gottlieb Hospital, Kindred Hospital and Northlake Commons.
319	**Grand Avenue**	445	Certain weekday rush hour trips serve the Metra MD-West Line Bensenville Metra Station. Additionally, certain weekday rush hour trips operate between Wolf/North in Northlake and the Metra MD-West Line Bensenville Metra Station, Northlake Commons and Grand/Nordica.
322	**Cermak Road – 22nd Street**	2,020	CTA Pink Line 54th/Cermak Station, Morton West High School, North Riverside Park Mall, Broadview Village Square Shopping Center, Immaculate Heart of Mary High School, St. Joseph High School, Oakbrook Center and Yorktown Center.

330	**Mannheim – LaGrange Roads**	1,337	O'Hare Multi-Modal Facility (MMF), Rosemont CTA Blue Line Station, Metra North Central Service Rosemont Station, Donald E. Stephens Convention Center, Rosemont Theater, Amtrak/Metra BNSF Line La Grange Road Station, Countryside Plaza and the Quarry Shopping Center.
331	**Cumberland – 5th Avenue**	1,003	Serves the CTA Blue Line Cumberland Station, Triton College, Gottlieb Memorial Hospital, Hines Hospital, Loyola Hospital, Brookfield Zoo, the Metra BNSF Line Brookfield Station, Riverside-Brookfield High School and the Amtrak/Metra BNSF Line La Grange Road Station.
332	**River Road – York Road**	378	CTA Blue Line Rosemont Station, AMC O'Hare/P & D Center, Metra MD-West Line Bensenville Station (weekdays only), Metra UP-West Line Elmhurst Station (weekdays only), Elmhurst Memorial Hospital - Main Campus (weekdays only) and Oakbrook Center (weekdays only).
392	**UPS Hodgkins Limited**	98	CTA Green Line Cicero Station, CTA Blue Line Cicero Station, CTA Pink Line Cicero Station, Morton College and UPS Hodgkins.
554	**Elgin – Woodfield**	384	Towne Place West, Metra MD/West Line Hanover Park Station, the Irving Park Commercial Corridor in Streamwood/Hanover Park, St. Alexius Medical Center, Woodfield Mall, and the Pace Northwest Transportation Center.
594	**Arlinton Heights/Rolling Meadows**	27	Pace On Demand offers reservation-based, shared-ride service throughout the Arlington Heights - Rolling Meadows area, roughly bounded by Euclid Avenue, Arlington Heights Road, I-90/Golf Road, and Highway 53.
600	**Rosemont – Schaumburg Express**	274	Northwest Transportation Center and the CTA Blue Line Rosemont Station.
603	**Elgin Transportation Center - Rosemont Express**	169	Elgin Transportation Center and the CTA Blue Line Rosemont Station.
604	**Wheeling - Schaumburg**	187	Pace Northwest Transportation Center, Deer Grove Crossing, Park Place and Buffalo Grove High School.
605	**I-90/Randall Rd. Station - Rosemonnt Express**	174	Pace I-90/Randall Rd.Station, Rosemont Transit Center via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station.

606	**Rosemont - Schaumburg Limited**	1,032	United Airlines, Pace HQ, Illinois Department of Employment Security, Hyatt Regency Schaumburg Complex, and the Pace Northwest Transportation Center. Operates via the Jane Addams Memorial Tollway (I-90) between River Road and Elmhurst Road.
607	**I-90/Randall Rd. Station - Schaumburg Express**	120	Pace I-90/Randall Rd. Station, Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station, Pace Northwest Transportation Center.
697	**Northwest Transportation Center - Harper College**	84	Pace Northwest Transportation Center, Woodfield Mall, Woodfield Village Green, Costco, Renaissance Schaumburg Hotel, Schaumburg Convention Center, Zurich Insurance and Harper College.
711	**Wheaton - Addison**	176	Metra UP-West Line Wheaton Station, Main Street Plaza, Mona Kea Medical Park, St. Charles Square, Autumn Ridge, Carol Stream Industrial Park, Greenway Apartments, Klein Creek, Stratford Square Mall, High Grove Business Park, Addison Walmart and Friendship Plaza.
714	**College of DuPage - Naperville - Wheaton Connector**	177	Metra stations at Wheaton, College Avenue, and Naperville, Wheaton College, Ogden Mall and Downtown Naperville.
715	**Central DuPage**	287	Addison Walmart, DeVry, Universal Technical Institute, Glen Oaks Hospital, the Metra UP - West Line Glen Ellyn Station, College of DuPage, Finley Square, Yorktown Center, Midwestern University, the Metra BNSF Line Westmont Station, Brookhaven Plaza, and Argonne National Laboratory (weekday rush hour only).
722	**Ogden Avenue**	154	Naperville, Ogden Mall, Navistar, Arboretum Lakes, Lisle, Downers Grove, Good Samaritan Hospital, and Lombard.
834	**Joliet - Downers Grove**	321	Lewis University, Good Samaritan Hospital, Romeoville, Lockport, Bolingbrook, Will County Courthouse, and Downers Grove.
905	**Schaumburg Trolley**	91	Schaumburg Renaissance Hotel and Convention Center, Roosevelt University Schaumburg Campus, IKEA, Hyatt Regency, Woodfield Village Green, Woodfield Mall, Dicks Sporting Goods, Streets of Woodfield, AMC Theatre, and Northwest Transportation Center.

EXISTING METRA & CTA **SERVICE**

The transit coverage within the study area is extensive, providing robust regional connectivity through multiple Metra lines, specifically the BNSF, Union Pacific West (UP-W), Union Pacific Northwest (UP-NW), Milwaukee District West (MD-W), and North Central Service (NCS). These lines link suburban communities to downtown Chicago, each serving key municipalities and important regional centers. The busiest line, the BNSF, for instance, connects key study area hubs including Berwyn, Riverside, Brookfield, La Grange, Hinsdale, and Downers Grove, and ranks highest in overall ridership.

Complementing the Metra lines, CTA's rail network significantly enhances local connectivity within the study area, notably through the Blue, Green, and Pink lines. The Blue line offers direct connections from Forest Park through Oak Park and Cicero, linking commuters to major employment centers such as downtown Chicago and O'Hare Airport. Meanwhile, the Green Line provides local access between Harlem and Central Avenues, serving densely populated communities like Oak Park and Austin. The Pink Line, with its terminus at 54th/Cermak, connects neighborhoods west of Chicago with direct access to downtown.

Each Metra station within the area exhibits distinct ridership patterns and amenities. Stations like Downers Grove Main Street (BNSF), Arlington Heights (UP-NW), and Elmhurst (UP-W) record some of the highest ridership volumes, reflecting their strategic locations and robust park-and-ride facilities. Accessibility at these stations is also noteworthy, with most locations in the study area offering either full or partial ADA compliance.

CTA stations similarly display varied characteristics, with major stations including Forest Park on the Blue Line and Harlem-Lake on the Green Line serving as critical hubs for daily commuters. Several stations also provide direct access to parking facilities, further encouraging multi-modal commuting.

Transit availability is depicted on map 8, which illustrates Metra and CTA station locations and route alignments, with an underlay of CMAP's "Transit Availability Index." The index measures availability within subzones and analyzes distance to stops, service frequency, sidewalk inventory, and other connections. These values are then averaged to create the index.

MAP 8: ALL EXISTING SERVICE

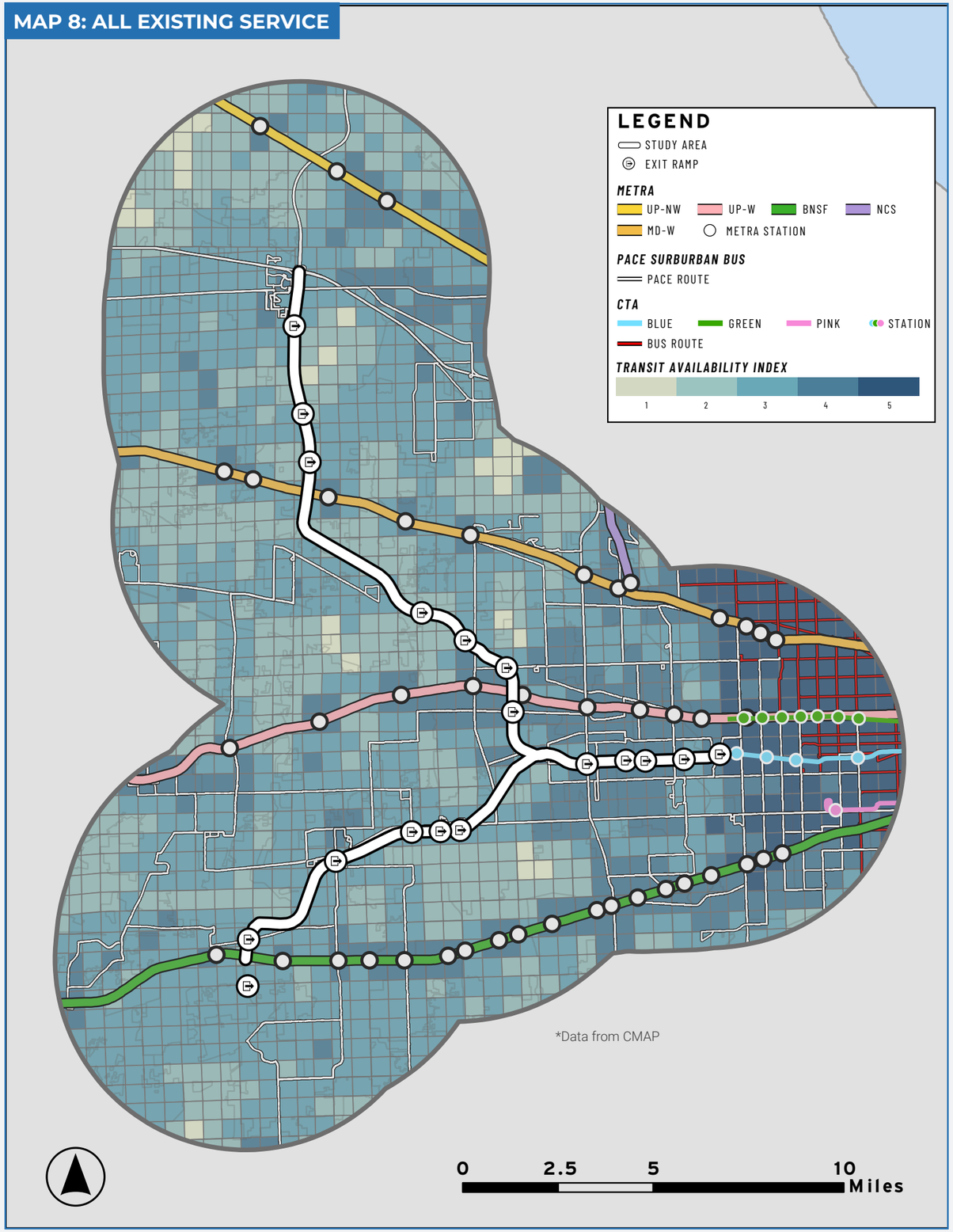


Figure 08: CTA L Train Average Weekday Daily Ridership. RTAMS, October 2024

CTA STATIONS IN THE SERVICE AREA

The CTA stations listed serve the Green, Blue, and Pink lines, providing critical transit connections across the study area. These stations link communities such as Oak Park, Austin, Cicero, and Forest Park to downtown Chicago and beyond via rapid transit. Several stations—such as Forest Park (Blue Line) and 54th/Cermak (Pink Line)—are fully ADA accessible, serving as major transfer points and park-and-ride hubs.

LINE	STATION	DAILY RIDERSHIP
Blue Line	**Austin-Congress**	723
	Cicero-Congress	613
	Oak Park-Congress	647
	Harlem-Congress	418
	Forest Park	1,283
Green Line	**Oak Park-Lake**	864
	Austin-Lake	1,036
	Cicero-Lake	787
	Ridgeland	778
	Laramie	726
	Central-Lake	1,322
	Harlem-Lake	2,197
Pink Line	**54th/Cermak**	1,780

METRA STATIONS IN THE SERVICE AREA

The Metra stations in the study area span multiple lines, including the BNSF, Union Pacific West (UP-W), Milwaukee District West (MD-W), and Union Pacific Northwest (UP-NW). These stations connect a range of suburban communities—from Berwyn and Brookfield to Itasca and Arlington Heights—to downtown Chicago, supporting reverse commuting and regional access to employment centers. Accessibility varies across the stations, with several—such as Downers Grove Main Street, Elmhurst, and Franklin Park—equipped with ADA-compliant facilities. These stations play a vital role in regional connectivity and complement Pace bus services and CTA rail lines within the study area.

CONTINUED IMPORTANCE OF THE RAIL NETWORK

Both CTA and Metra continue to serve as an important connection for the western suburbs for access between suburbs and into Chicago. CTA routes see higher volume of riders due to the greater population density of their service area compared to Metra. For Metra ridership, the BNSF line sees the highest weekday volume at roughtly 7,500 trips. Metra's Systemwide Network Plan is currently evaluating more oppurtunites to add more frequent service throughout the day to meet changing travel markets. Each trip taken by transit reduces traffic congestion, pollution, and wear and tear on road infrastructure.

Figure 09: Metra 2018 Daily Ridership by Station, RTAMS

LINE	STATION	MUNICIPALITY	DAILY RIDERSHIP
BNSF	**Berwyn**	Berwyn	732
	LaGrange Road	LaGrange	1,468
	Brookfield	Brookfield	607
	Congress Park	Brookfield	250
	Hinsdale	Hinsdale	1,168
	Clarendon Hills	Clarendon Hills	808
	Downers Grove Main	Downers Grove	2,473
UP-W	**Elmhurst**	Elmhurst	2,313
	Villa Park	Villa Park	841
	Maywood	Maywood	81
	Melrose Park	Melrose Park	103
	Bellwood	Bellwood	165
MD-W	**Franklin Park**	Franklin Park	399
	Wood Dale	Wood Dale	608
	Itasca	Itasca	564
UP-NW	**Arlington Heights**	Arlington Heights	2,349

PARK-N-RIDE
FACILITIES

Figure 10: Pace Express Bus at the I-90/Barrington Road Inline Station

Park-n-ride lots are designated parking facilities where commuters can park their personal vehicles and transfer to public transportation for the remainder of their journey. These lots are strategically located to intercept automobile traffic before it enters more congested urban areas, thereby encouraging the use of transit for longer or more traffic-prone segments of a commute.

In the context of Pace and the broader Chicago-area transit network, park-n-ride lots serve as critical access points to high-frequency bus routes, express services, and rail stations. They allow residents who may not live within walking distance of transit to drive a short distance, park, and continue their trip using public transportation. Many of these lots are located near major roadways or transit hubs, offering amenities like shelters, lighting, and sometimes even real-time service information to enhance the user experience.

Within the study area, several park-n-ride facilities support Pace bus operations and broader regional transit connectivity. Three of these are owned and operated by Pace: the Northwest Point - Elk Grove Park-n-Ride, the Hillside Park-n-Ride, and the Northwest Transportation Center. These facilities are well-integrated with Pace routes that serve key corridors such as I-290, I-294, and regional employment centers,

PARK-N-RIDE SUCCESS - SWIFTLY SUPPORTING WORK AND PLAY

A 2018 Pace bus ride along with a local reporter introduced rider Barbara Hopkins to "a whole new world" of using public transit to travel safely, comfortably, easily, and affordably to and from Chicago. Hopkins introduced friends and neighbors to the Bus-on-Shoulder service offered from the Romeoville Park-n-Ride, creating a small network of new riders.
Pace contracted architectural and engineering services to expand the Bolingbrook Old Chicago Park-n-Ride, a key hub for the Bus-on-Shoulder Express service
that Hopkins rides. At the time, the service along the I-55 corridor has seen a 7.7% year over-year increase in ridership from 2017-2018, and expanded parking supports transit from communities in southwest suburban Will and DuPage counties.

making them essential components of the area's transit infrastructure. They also help reduce the burden on local road networks and parking availability at final destinations by intercepting drivers earlier in their trip.

In addition to Pace-owned lots, the study area also includes several park-n-ride locations at privately owned or shared-use sites. While not owned by Pace, these locations still function as de facto park-n-ride access points for transit riders and are important for maintaining regional accessibility.

Figure 11: Park-and-Ride lots

NAME	PACE-OWNED
Northwest Point - Elk Grove Park-n-Ride	Yes
Hillside Park-n-Ride	Yes
Northwest Transportation Center	Yes

PACE'S NETWORK REVITALIZATION VISION

Pace has embarked on a comprehensive Network Revitalization and System Restructuring Initiative, *ReVision*, aimed at enhancing the efficiency, effectiveness, and accessibility of bus transit services across northeastern Illinois. This initiative strategically evaluates existing transit routes, service frequencies, and operational patterns to better align with current and projected transit demands. By optimizing resource allocation, the restructuring effort seeks to improve service reliability, reduce travel times, and increase ridership satisfaction. However, sustainable funding is needed to support this effort.

A significant component of this initiative involves identifying essential corridors and opportunities for transit enhancements, including new or expanded express bus services, Bus-on-Shoulder/Flex Lane operations, and enhanced integration with regional rail networks.

The proposed I-290/I-88 transit corridor represents a crucial overlay within Pace's broader restructuring framework. It integrates with numerous route and service proposals currently under consideration or in development by Pace.

This project will focus proposed stop locations where the study area intersect with Pace's redesigned routes. Ensuring that new infrastructure investments associated with expressway bus-on-shoulder service will be useful to the broader system over the next decades is vital. Otherwise, the anticipated benefits of the new infrastructure investments may never be fully realized.

4

CHAPTER FOUR

ANALYTICAL FRAMEWORK

DATA SOURCES AND METHODOLOGY GEOGRAPHIC ANALYSIS

THIS CHAPTER OUTLINES THE FRAMEWORK THAT GUIDED THE EVALUATION OF TRAVEL MARKETS, ACCESS, AND POTENTIAL SERVICE IMPROVEMENTS.

The approach combines multiple geographic layers to assess travel behavior, service access, and ridership potential across the region. Beginning with a regional view, the study utilized modified Census-defined zones and broader zone groups to analyze commuting patterns in Cook, DuPage, and northern Will Counties. Employment clusters from CMAP's ON TO 2050 plan were also incorporated to identify key job centers and evaluate their role in regional transit demand.

At the corridor level, the study area was divided into polygons representing potential auto-access zones and transit corridors reflecting current and planned transit routes. These geographies were paired in various ways—polygon-to-polygon, polygon-to-corridor, and corridor-to-corridor—to represent different user types and access modes, such as park-n-ride users or local transit riders. This layered structure allowed for detailed analysis of travel flows and connection points, forming the foundation for targeted service improvements that align with user needs and commuting patterns.

DATA
SOURCES

The primary dataset used for analyzing travel flows in the I-290 and I-88 study was Replica, a mobility analytics platform that provides modeled travel behavior data based on anonymized location information from mobile devices, GPS data, land use, and transportation networks. Replica offers a near real-time snapshot of how people move throughout a region, capturing trip purpose, time of day, mode of travel, and demographic characteristics. Due to the broad collection methods, Replica is able to provide detailed travel information down to the census block group level, though increased specificity in the data querry reduces the projected accuracy of the modeled travel patterns.

Replica's 2024 Thursday travel model was utilized for this study.

GEOGRAPHIC
DEFINTIONS

The I-290/I-88 Market Analysis uses a multi-layered geographic framework to understand existing travel patterns and identify opportunities for improved transit service. To structure this analysis, three primary geographic units were defined: Zones, Corridors, and Points. These geographies reflect different scales and modes of travel and are used to assess how people currently move through the region and where enhanced transit services—such as express bus or bus-on-shoulder routes—could be most effective.

Zones represent larger geographic areas that align closely with Census-designated boundaries, often modified township or municipal borders. These zones were designed to capture broad regional travel flows and commuting patterns between neighborhoods, municipalities, and major employment centers. In this study, zone-based analysis helped to quantify origin-destination volumes across the study area and identify key trip generators, such as major job clusters, colleges, and retail hubs.

Corridors represent the road corridors at a variety of scales, ranging from interstates to local collectors. Viewing travel patterns along corridors helps to

Figure 12: Downtown Oak Park

determine which routes people take between destinations as well as identify locations where people may transfer between modes, such as from a Pace bus to a CTA L line, or by driving to a Metra park-and-ride lot to access a train.

Points represent census tracts, or small groups of adjacent census tracts in this analysis. Where further detail is required, analysis on the census tract level offers additional insights into locations that serve as primary trip generators for a zone.

STUDY AREA
ZONES

The study area was divided into four zones by looking for natural breaks between density clusters in the population and employment density maps.

Zone 1 covers the northern portion of the study area, with the main activity center being the Woodfield Mall and surrounding office hubs in Schaumburg.

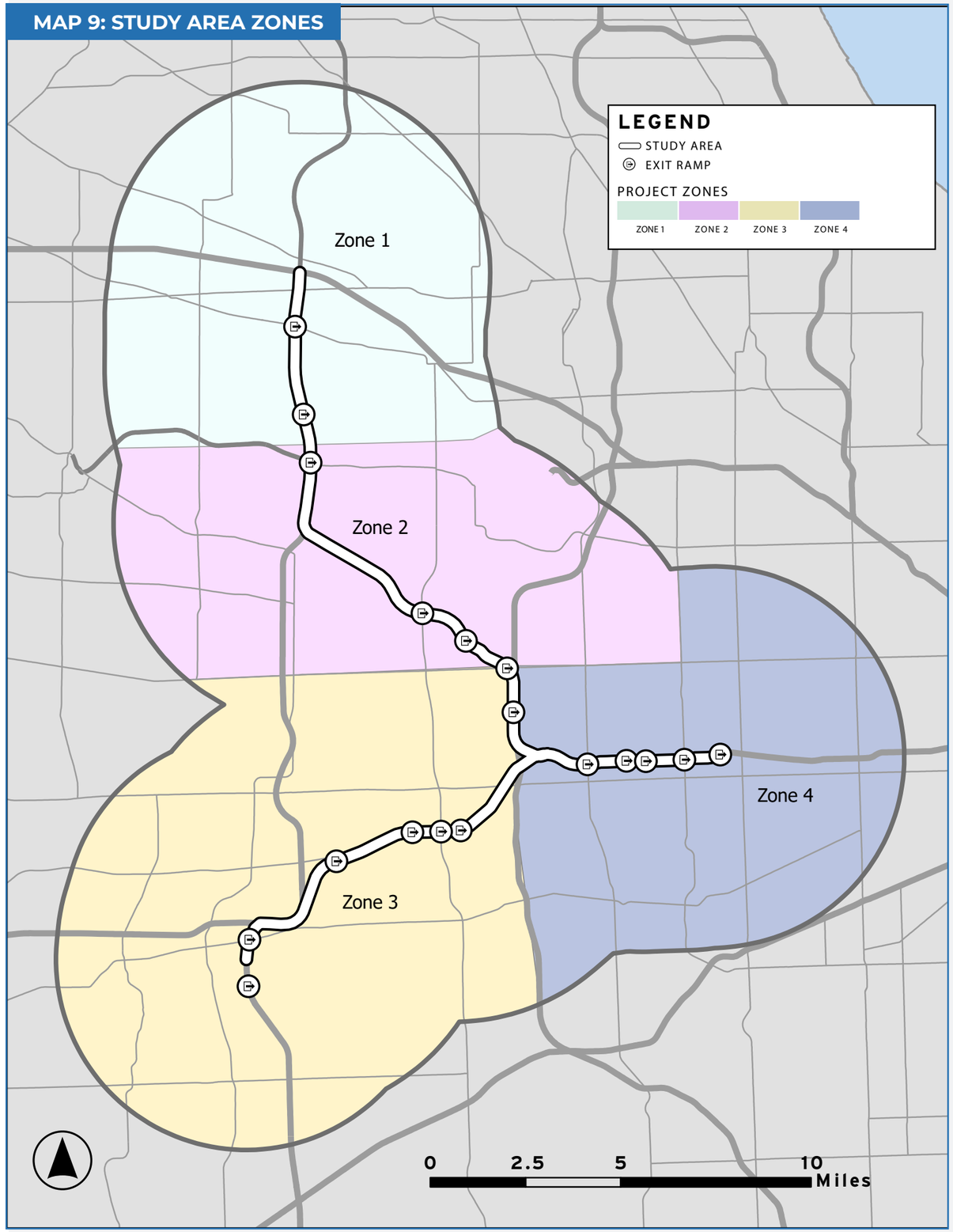
Zone 2 covers the lower density suburbs west of O'Hare where there is a significant amount of industrial development which serves as the zone's primary employment clusters.

Zone 3 covers the southwest portion of the study area based around the Yorktown and Oakbrook centers. These areas are dominated by commercial and office areas which generate significant trips to the zone as the primary activity centers.

Zone 4 covers the eastern portion of the study area, overlapping the higher density inner suburbs such as Oak Park, Berwyn, and Cicero. This zone has the highest population density, along with multiple employment clusters such as Oak Park's commercial center along Lake Street, and the VA and Loyola medical campus in Maywood.

In addition to these zones, travel to Chicago's central business district (CBD) was also analyzed. The CBD area was determined as the portion of downtown Chicago with the greatest job density - the area bordered by Roosevelt Road on the south, Halsted Street on the west, Chicago Avenue on the north, and the lakefront on the east.

MAP 9: STUDY AREA ZONES



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CHAPTER FIVE

TRAVEL DEMAND TRENDS

REGIONAL TRAVEL FLOWS
COMMUTER FLOW PATTERNS
MODE SHARE ANALYSIS

THIS CHAPTER ANALYZES WHERE PEOPLE TRAVEL, HOW THEY COMMUTE, AND WHICH MODES THEY USE.

The purpose of this chapter is to build a comprehensive understanding of travel behavior across the study area using a multi-scalar geographic approach. By evaluating travel patterns at regional, corridor, and local levels, the analysis will identify where demand is concentrated and which travel markets present opportunities for enhanced transit service. These insights will support the development of service recommendations that are responsive to the real-world commuting needs of residents and workers in the study area.

This chapter is structured around three core areas: regional travel patterns, commuter flows, and mode share. Each section breaks down movements between and within defined geographies—such as zones, transit corridors, and key access points—to provide both a broad and granular view of mobility. While full datasets are still being compiled, this structure outlines how future analysis will inform the evaluation of service gaps and potential improvements to Pace and regional transit service along I-290 and I-88.

REGIONAL

TRAVEL FLOW

Regional travel refers to all trips made within a defined metropolitan area, encompassing a wide range of trip purposes beyond commuting, such as shopping, education, healthcare, and recreation. These trips occur across different distances and scales, involving movements between neighborhoods, across cities, and through major transportation corridors. In the context of the I-290 corridor study, understanding regional travel patterns helps planners see the full picture of mobility—who is traveling, where they are going, and how they are getting there—not just for work but for all daily activities. This comprehensive view is essential for designing transit services that meet both peak and off-peak travel needs.

ZONE-TO-ZONE REGIONAL TRAVEL ANALYSIS

A key method for evaluating regional travel is zone-to-zone analysis, which captures the volume of trips between broad geographic units like municipalities, townships, or other Census-based boundaries. This analysis provides a strategic overview of travel demand, allowing planners to identify high-activity areas and major trip generators or attractors. For example, if a large number of trips occur between a residential zone in the western suburbs and an employment-heavy zone near the Medical District, that connection may warrant direct or higher-frequency service. Zone-to-zone data is particularly valuable for long-range planning and service prioritization across subregions.

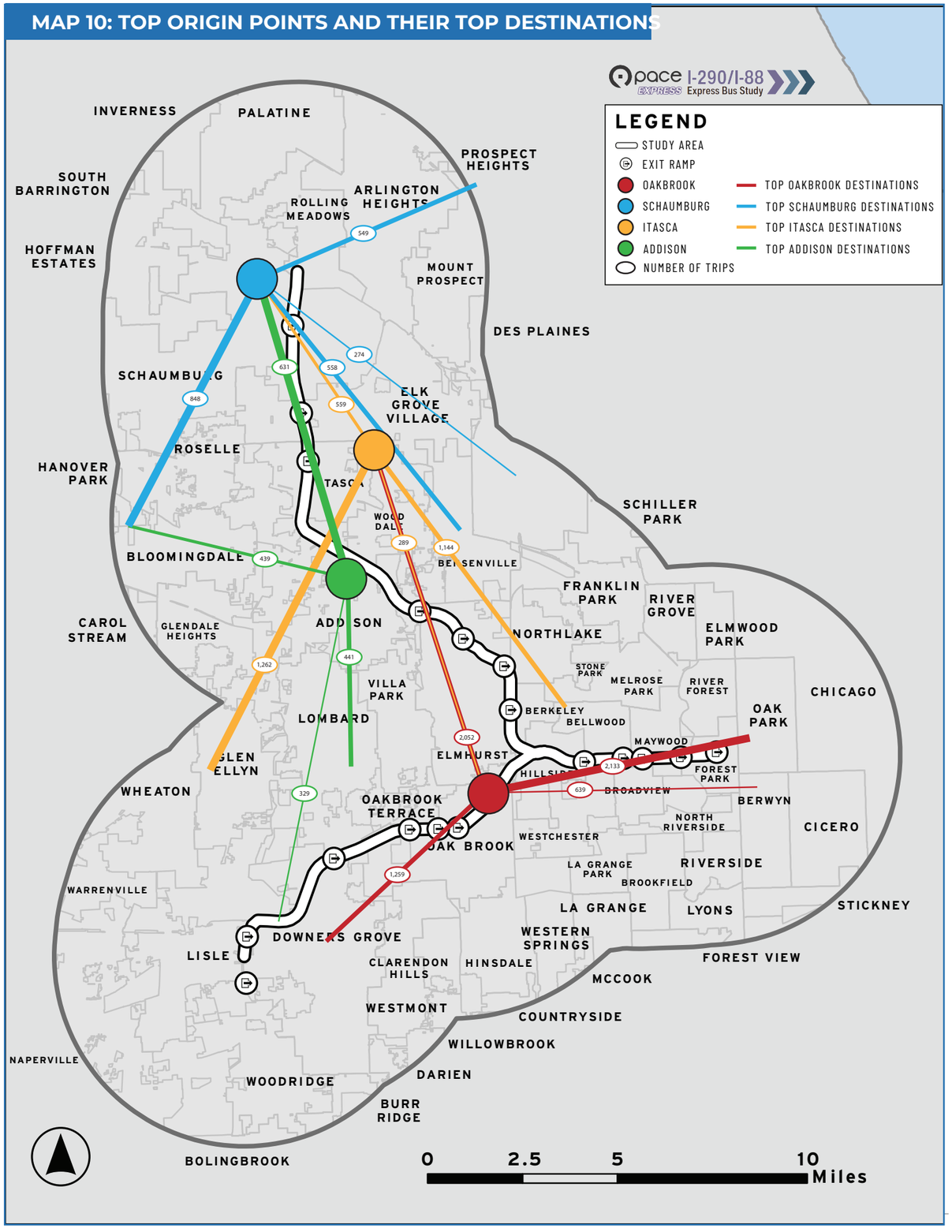
CORRIDOR ANALYSIS

While the zone-to-zone analysis shows where people are traveling from, overlaying this information with corridor volumes allows insights into which routes travelers are taking for these trips. This provides an understanding of traffic flow and how the I-290 service could interact with existing travel patterns.

POINT ANALYSIS

To better understand how people are traveling between zones, the census tracts with the highest number of trip origins into a zone were investigated to better understand travel mode and trip purpose. This targetted analysis is also able to determine which transit routes are currently utilized, allowing decision makers to ultimately determine if a new route will better support these existing riders or attract new ones.

MAP 10: TOP ORIGIN POINTS AND THEIR TOP DESTINATIONS



ZONE-TO-ZONE REGIONAL TRAVEL ANALYSIS

Regional travel flow was investigated by analyzing all trips that originated in the study area and traveled to each of the defined zones. Maps 11-14 on the following pages show the origin census tract of trips that ended within each zone. Figure 13 breaks down travel to each zone by transportation mode and trip purpose.

Map 11 shows the origin points for trips ending in Zone 1, as well as the corridors being used to make these trips. This map showcases that the majority of travel into Zone 1 originated in Zone 1 or Zone 2, with limited travel originating in other portions of the study area. Travel is heaviest along I-290 from the I-355 interchange and the Hwy 72 interchange. This matches with IDOT congestion data which shows this section of I-290 experiences significant congestion. Only 1% of trips that end in Zone 1 utilize transit.

Map 12 shows the origin points for trips ending in Zone 2. As this zone is in the center of the study area and also encompases the census tract with O'Hare Airport, it sees significant travel from all parts of the study area. However, transportation is also spread across a larger number of travel corridors though more than 10,000 trips that end in Zone 2 utilize I-290 for at least a portion of their journey, while only 1% of trips use transit.

Map 13 shows the origin points for trips ending in Zone 3. More north-south travel for these trips occurs on I-355 and Hwy 83 than along I-290, but there is a significant amount of east-west travel that utilizes I-88. A high volume of trips originate in all three of the other zones, but internal Zone 3 travel and travel from Zone 2 make up the majority of trips. Only 1% of trips ending in Zone 3 make use of transit.

Map 14 shows the origin points of trips ending in Zone 4. Not counting trips to Chicago, this Zone has the highest percent of transit trips at 6%. Travel is heaviest along I-290 from the Hwy 83 interchange to the Harlem Avenue exit. The greatest number of trips originate at either O-Hare or the Oakbrook Center area, though regional job clusters such as Elk Grove Village, Melrose Park, and the Loyola University Medical Center south of Maywood also provide a significant portion of trip origins. 40% of travel into Zone 4 are people returning home, either from work, shopping, or entertainment. This is the primary trip purpose for Zone 4 trips, with work and shopping making up under 15% of trips each. This suggests that Zone 4 is a net exporter of workers and shoppers, which explains why regional employment and shopping centers serve as the primary origin points for trips to Zone 4 as those travelers return home.

ANALYSIS METHOD

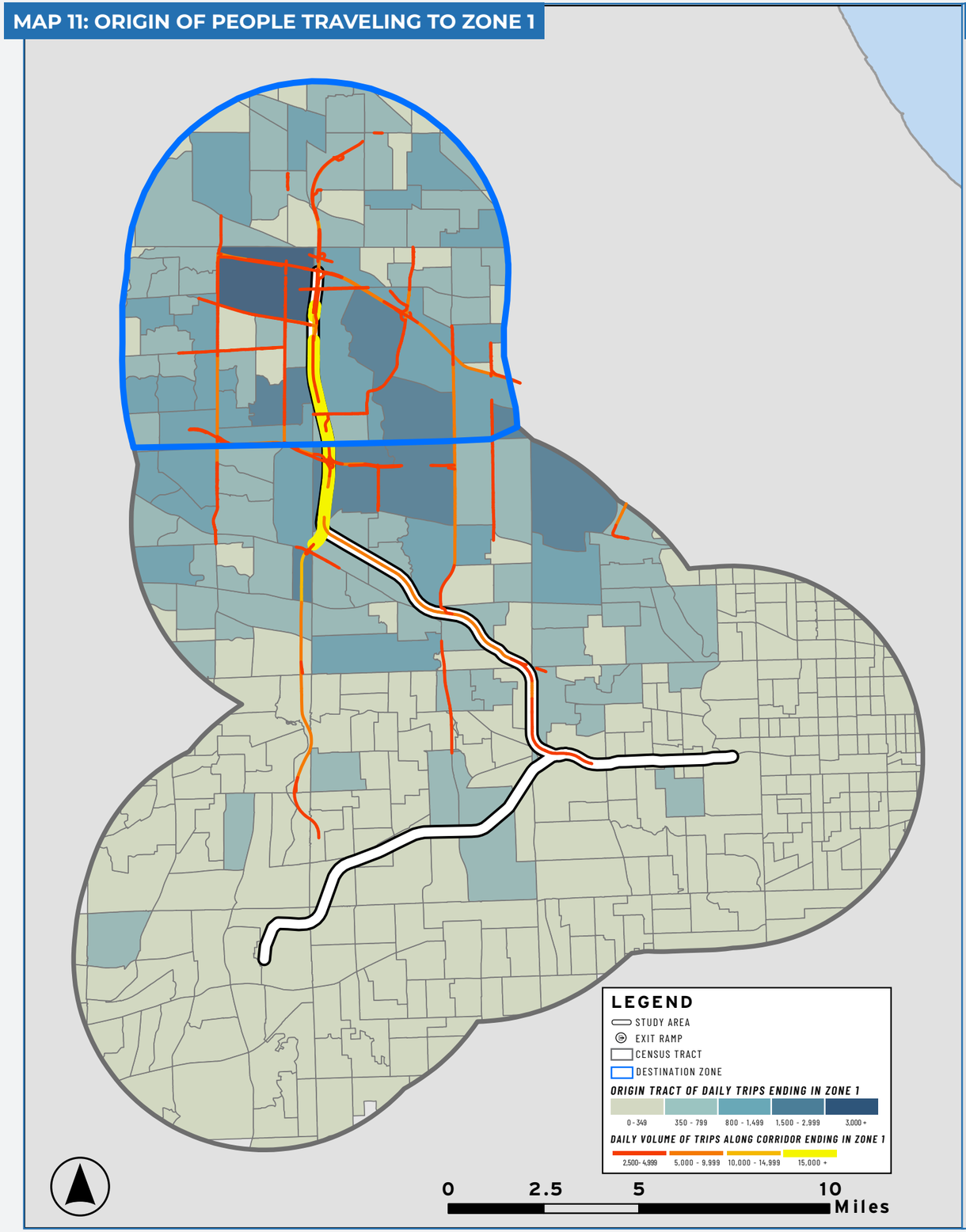
All trips originating in the study area that were greater than 15 minutes in length were analyzed. Freight, biking, and walking trips were removed as these trips are unlikely to be replaced by an interstate express bus. The resulting set of modeled trips was analyzed at a variety of scales to better understand movement between the four zones of the study area, as well as travel into Chicago's central business district .

REGIONAL TRAVEL FLOW DETAILS	WORKERS	NONWORKERS
O'HARE	19.2%	80.8%
WOODFIELD MALL	32.4%	67.6%
OAKBROOK CENTER	34.7%	65.3%

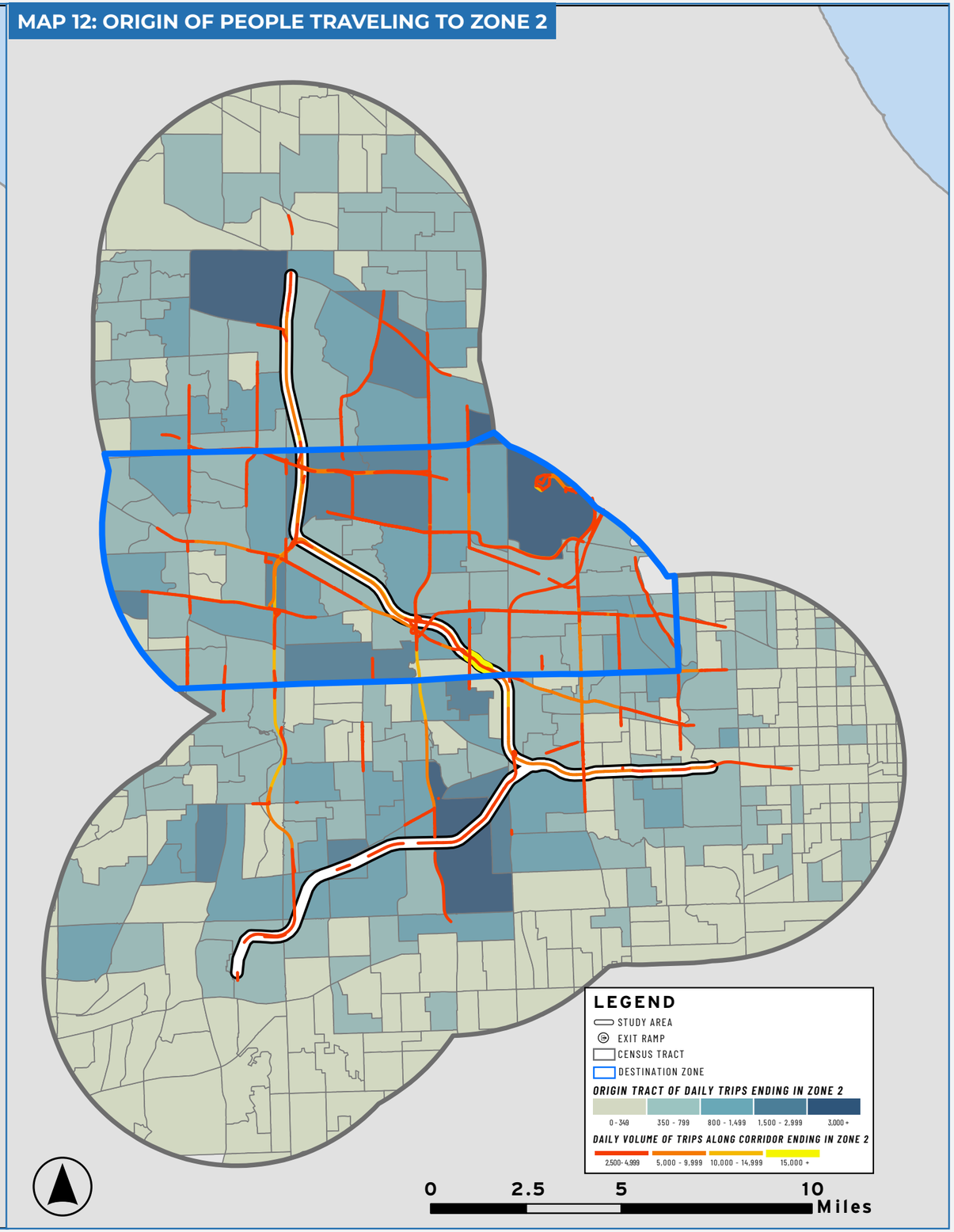
Figure 13: Regional Travel Flow Details

REGIONAL TRAVEL FLOW DETAILS		DESTINATION				
		CHICAGO	ZONE 1	ZONE 2	ZONE 3	ZONE 4
Volume	Daily Trips	75,600	119,000	185,000	225,000	241,000
Transportation Mode	Auto passenger	22.6%	25.5%	32.1%	27.7%	24.0%
	Private auto	45.8%	73.2%	66.4%	71.1%	69.6%
	Public transit	28.8%	1.0%	0.9%	0.9%	6.0%
	Taxi/TNC	2.8%	0.3%	0.7%	0.3%	0.4%
Trip Purpose	Eat	9.0%	8.0%	7.9%	8.6%	9.0%
	Errands	2.0%	3.1%	3.7%	3.8%	3.7%
	Home	8.0%	34.9%	27.1%	34.4%	41.3%
	Lodging (hotels etc.)	0.0%	1.0%	2.1%	1.0%	1.6%
	Other	1.0%	2.6%	6.0%	2.0%	1.9%
	Pass-through traffic	0.0%	0.0%	0.0%	0.0%	0.0%
	Recreation	3/0%	4.1%	3.8%	4.6%	3.5%
	Region departure (airport)	0.0%	0.0%	2.5%	0.0%	0.0%
	School	2.0%	2.0%	3.2%	3.8%	1.5%
	Shop	9.0%	14.2%	14.3%	14.4%	14.6%
	Social	1.0%	5.7%	6.2%	8.4%	8.0%
	Work	67.0%	24.5%	23.1%	19.0%	14.9%

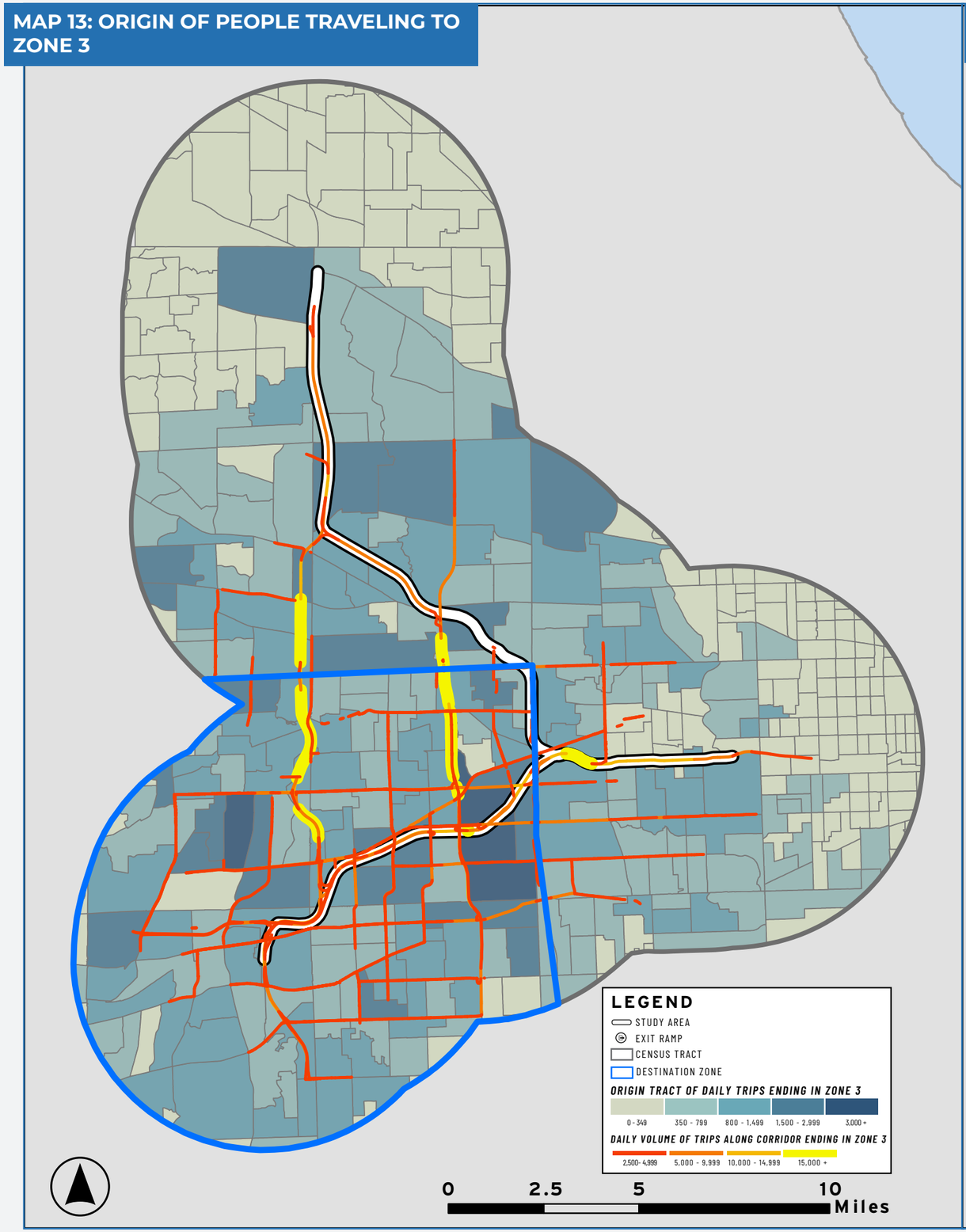
MAP 11: ORIGIN OF PEOPLE TRAVELING TO ZONE 1



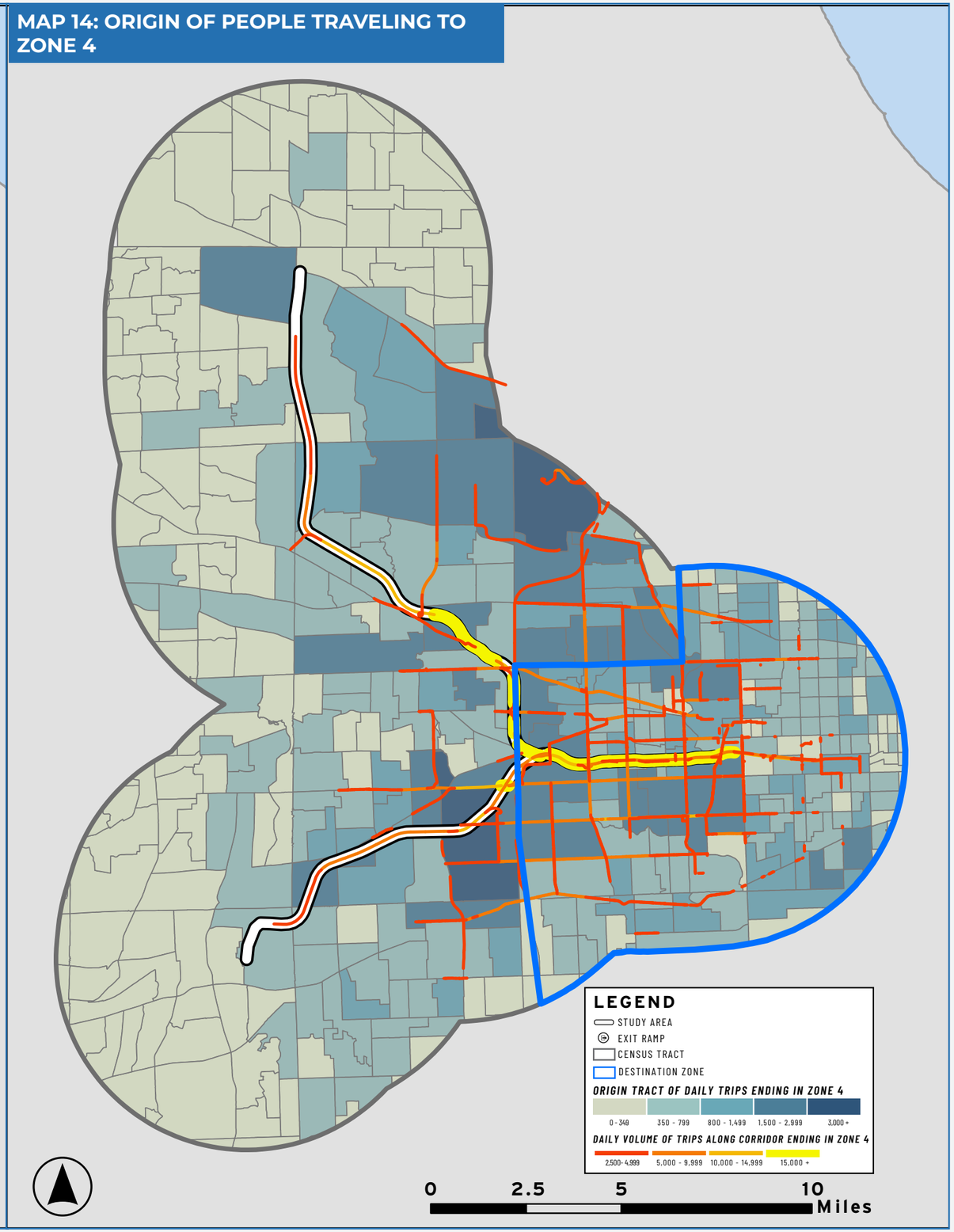
MAP 12: ORIGIN OF PEOPLE TRAVELING TO ZONE 2



MAP 13: ORIGIN OF PEOPLE TRAVELING TO ZONE 3



MAP 14: ORIGIN OF PEOPLE TRAVELING TO ZONE 4



ZONE-TO-ZONE REGIONAL TRAVEL ANALYSIS

As Chicago and its central business district (CBD) remain a key economic driver and job center for the region, travel from the study area into Chicago is important to evaluate. Map 15 shows the number of trips originating in the study area that end in Chicago's CBD. Overlayed are the Metra routes, showing that census tracts with access to a Metra line have greater numbers of trips to Chicago than other parts of the study region.

The greatest volume of trips into Chicago originate from O'Hare from people returning home, likely after a flight. The majority of these trips are taken in a car, with 17% utilizing public transit. The CTA Blue Line is the primary transit option used, accounting for over 97% of these transit trips, with Pace, Metra and CTA bus routes making up the remainder.

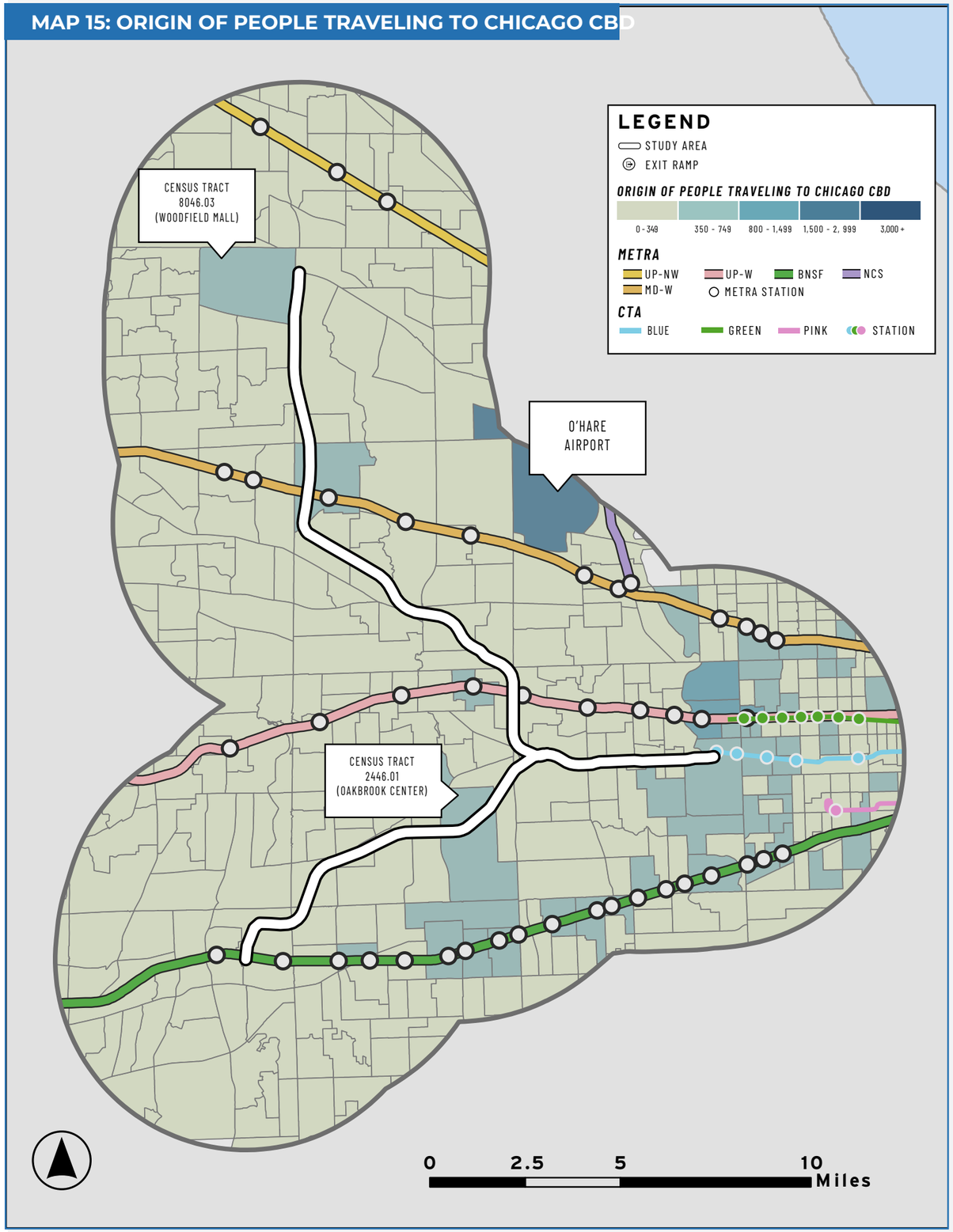
The second highest volume of trips into Chicago originate in River Forest and Oak Park. 62% of these trips are taken for work, with another 20% of trips taken for shopping and dining. The majority of trips are taken by car, though nearly a quarter of trips are taken on public transit. 46% of transit trips are taken on the CTA Green Line, with 35% and 11% of trips taken on the UP-W and MD-W Metra lines respectively.

While most of the areas with a significant share of travel into Chicago are located along a Metra or CTA route, a few notable exceptions stand out. First, census tract 2446.01 in Oakbrook and second, census tract 8046.03 in Schaumburg.

Census tract 2446.01 includes the Oakbrook Center as its primary activity center. Nearly 800 trips a day occur from this area into Chicago. 37% of these trips are people returning home, indicating a significant number of "reverse commuters" who live in Chicago and travel to Oak Brook for work. While driving is the primary travel mode, nearly 11% of trips are taken by transit. Most (75%) utilize the CTA Pink Line for a portion of their trip, and 34% ride the Pace 322 Route, likely to make the connection to the Pink Line. This represents roughly 250 people each day traveling into Chicago's CBD almost exclusivley by transit.

Census tract 8046.03 tells a similar story, though trip volume is only around 400 trips per day. This tract includes Schaumburg's Woodfield Mall and the surrounding offices. 54% of trips are taken to work, with 27% of trips being people returning home. Only 12% of trips are taken by transit, primarily by connecting the the CTA Blue line by Pace Routes 600 and 606, or by driving.

MAP 15: ORIGIN OF PEOPLE TRAVELING TO CHICAGO CBD



ZONE-TO-ZONE REGIONAL TRAVEL ANALYSIS

While travel from the study area into Chicago are important, another area of importance are people traveliing from within a half-mile of the CTA Blue Line into the study area. Map 16 shows the top destinations for people traveling from within a half-mile of the Blue Line. The map shows that destinations closest to the Blue Line see the greatest number of trips from locations within a half-mile of the Blue Line.

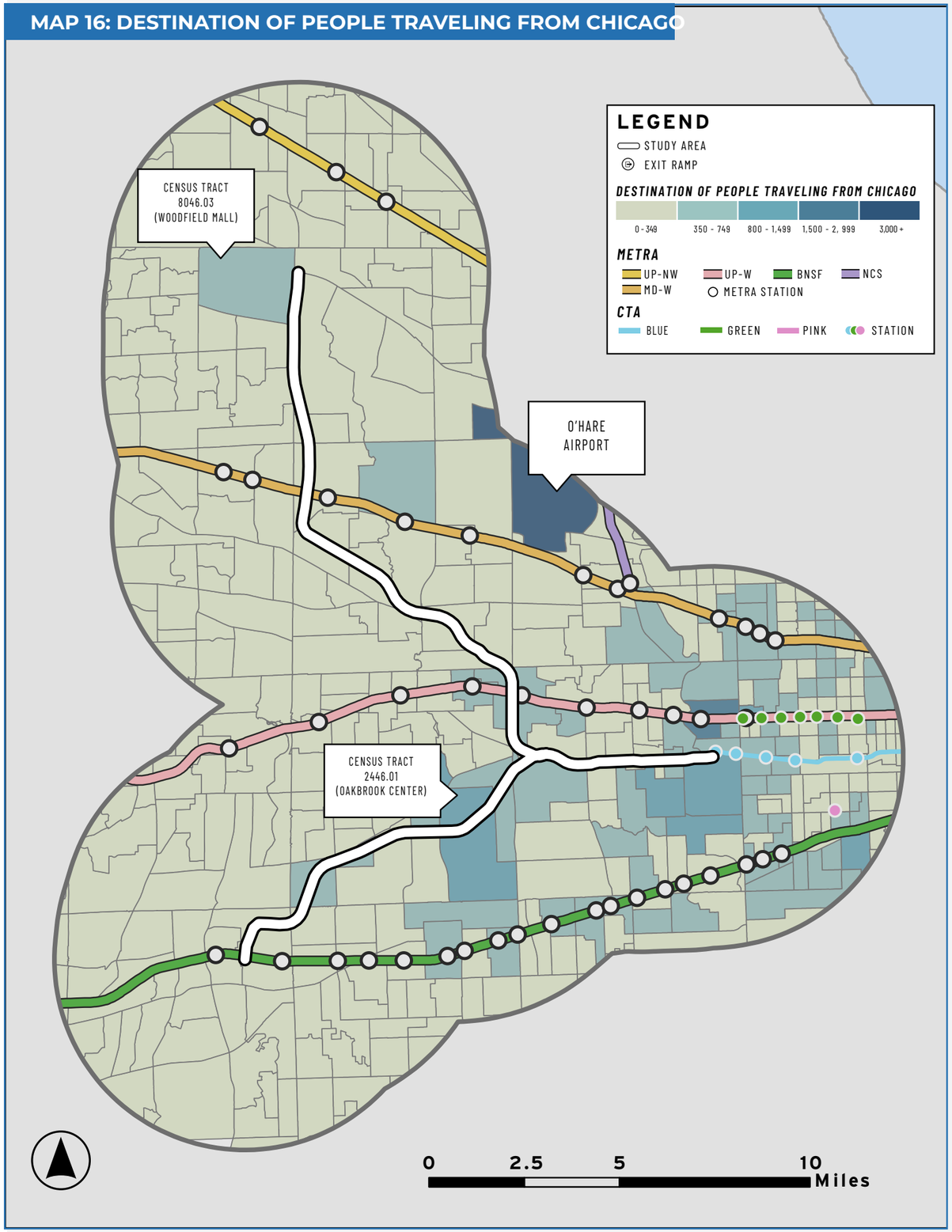
The greatest volume of trips from within a half-mile of the Blue Line into the study area are to O'Hare. 71.1% of trips are done via private automboile either as a driver or a passenger. Meanwhile, 18.6% of trips are done via public transit, however these travellers are most likely travelling the length of the Blue Line through Chicago, and not through the study area to reach the airport.

Census tract 8120.00 has the second highest volume of trips from within a half-mile of the Blue Line. Of the 1,960 trips, 64% of trips are people driving or riding in automobiles, while 31.1% take public transit.

Census tract 8161.00 has the third highest volume of trips from within a half-mile of the Blue Line. Of the 1,160 trips, 79.6% are people driving or riding in automobiles. Just under a quarter of trips, 24.2% are public transit. Commuting home and shopping are the main purpose of these trips, with people likely traveling home from working in downtown Chicago.

Census tract 8446.01 has the highest volume of trips outside of O'Hare and the Blue Line corridor. This tract is located along I-290 and is home to Oakbrook Center and other destinations for working and shopping. Work trips make up the majority of the 1,130 trips at 35.9%, followed by shopping and eating at 26.5% and 13.3% respectively. These trips are mainly completed by automobile, with drivers and passengers making up 87.8% of the trips. Public transit only accounts for 9.5% of trips. The makeup of commuters and shoppers in this area, continue to indicate a higher level of "reverse commuters" in the Oak Brook area.

MAP 16: DESTINATION OF PEOPLE TRAVELING FROM CHICAGO



INTERSTATE
CONGESTION

Both I-290 and I-88 experience significant congestion throughout the study area. While a portion of this congestion can be attributed to construction around the I-88/I-294 interchange that has been ongoing since 2023, other portions of these interstates experience congestion that can't be solely an outcome of construction.

I-290 experiences congestion on the following segments:

- Eastbound between IL-72/Higgins Road and Thorndale Avenue, with the area approaching the Thorndale Avenue exit (Exit 5) experiencing the greatest degree of congestion and reduced travel speeds. This primarily occurs during peak afternoon travel starting around 3pm and lasting until 6pm.
- Eastbound between North Avenue and I-88 (Exit 15) all day from 6am to 8pm, with the evening peak from 2pm to 6pm experiencing average speeds of 10-20pmh
- Eastbound between US-45 (Exit 17) and 1st Avenue (Exit 20) all day from 6am to 8pm, with the morning rush from 6-8am and the evening rush from 4-6pm experiencing the greatest levels of congestion, with average speeds below 10mph during the evening peak.
- Westbound between 1st Avenue (Exit 20) and US-45 (Exit 17) with the greatest congestion occurring between 7-9am and 3-5pm. In the morning, moderate congestion extends further west to the I-88/I-294 interchange, especially from 8-9am

I-88 experiences congestion on the following segments:

- Eastbound approaching the I-294 interchange during both morning and afternoon rush hour.

Figure 14: I-88 Congestion Map. Source: IL Tollway.

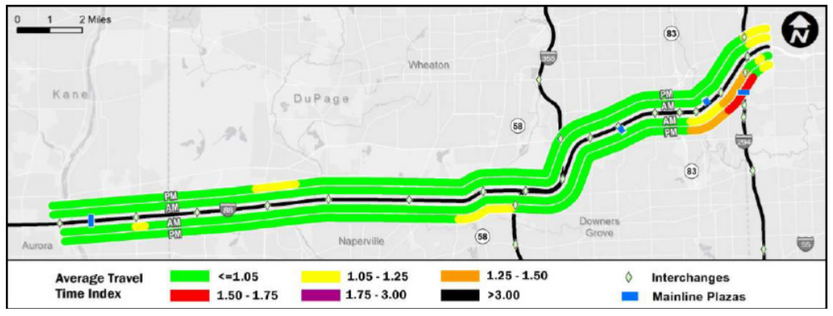
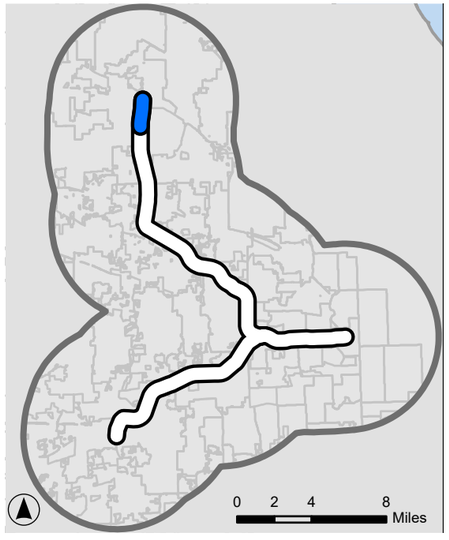
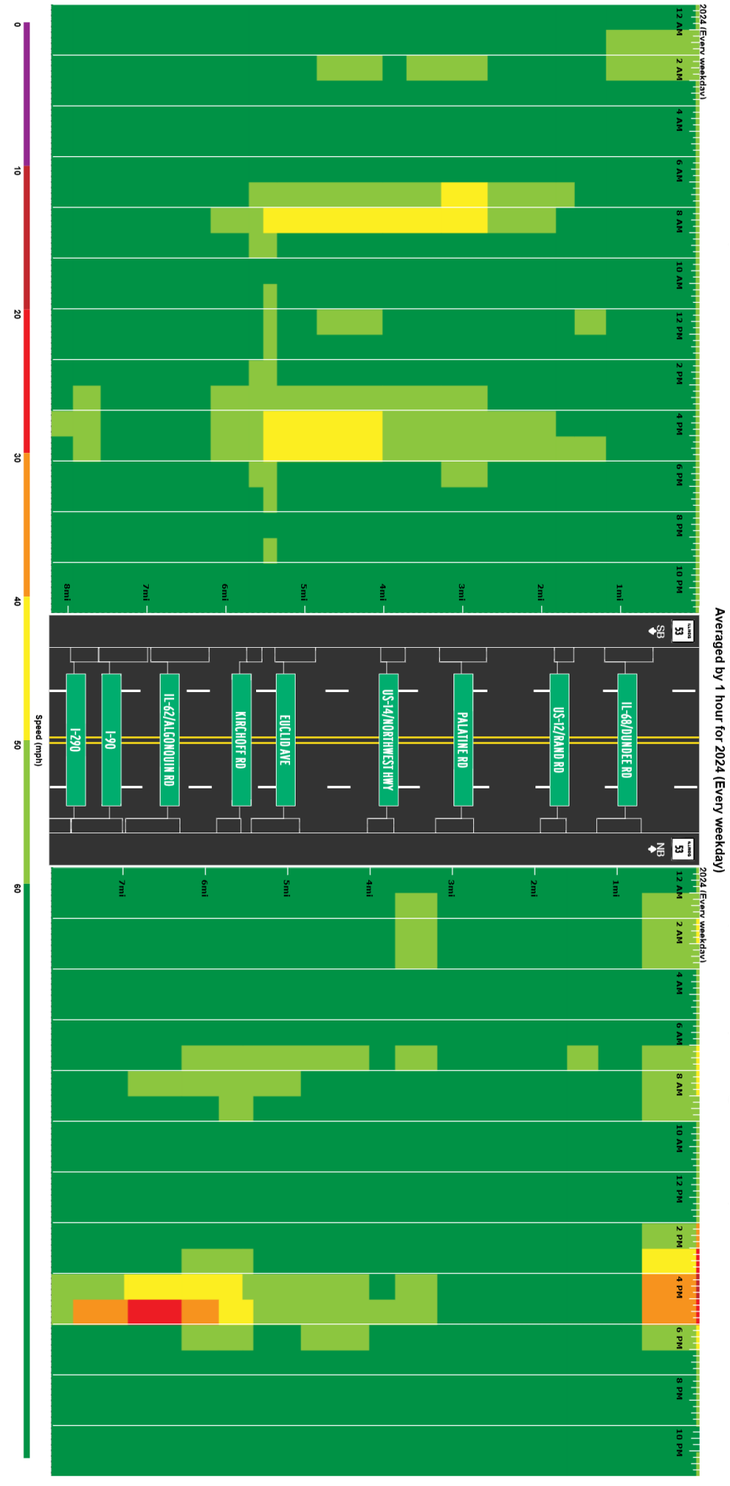
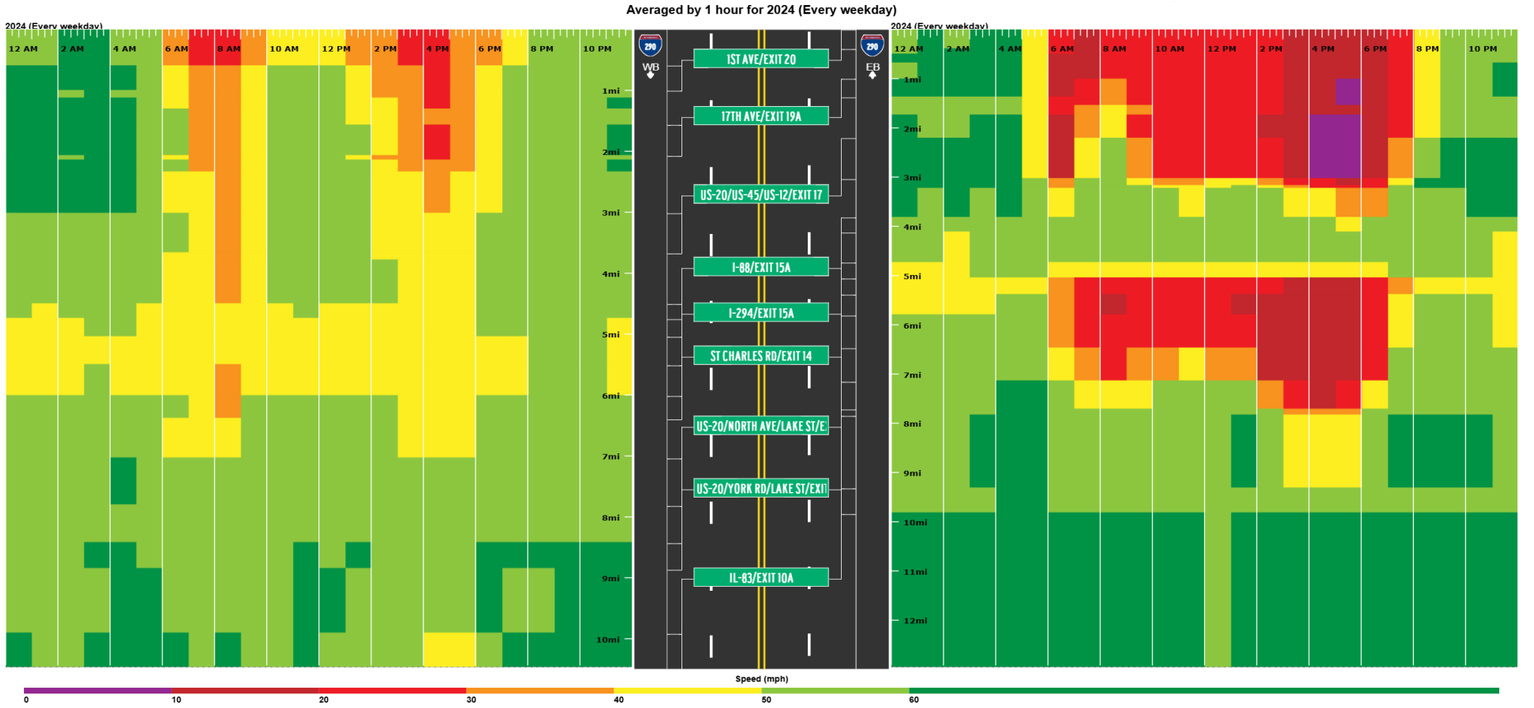


Figure 15: I-290 Congestion Maps. Source: IDOT.







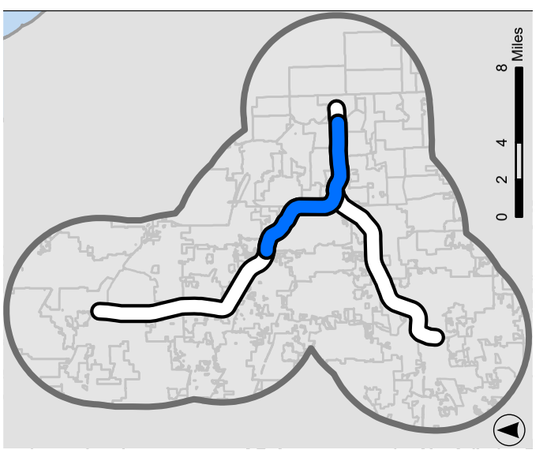


Figure 17: I-290 Congestion Maps. Source: IDOT.

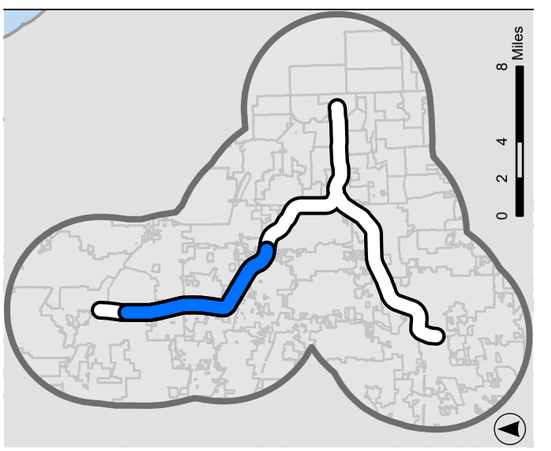


Figure 16: I-290 Congestion Maps. Source: IDOT.

6

CHAPTER SIX

IMPLICATIONS & FINDINGS

SUMMARY OF FINDINGS
PRIMARY TRAVEL PATTERNS
KEY ACTIVITY CENTERS
NEXT STEPS

THIS CHAPTER TRANSLATES THE TRAVEL DATA AND ANALYSIS INTO KEY TAKEAWAYS, IDENTIFYING STRATEGIC OPPORTUNITIES FOR SERVICE IMPROVEMENTS.

The Implications & Findings chapter synthesizes the insights from the regional travel analysis, commuter flows, and mode share patterns to inform the future of transit along the I-290 and I-88 corridors. This section highlights where existing service meets or fails to meet demand, identifies critical gaps in coverage and access, and provides guidance on how Pace and its partners can align transit investments with evolving regional mobility needs. The findings are drawn from multiple geographic perspectives—zones, corridors, and points—and grounded in both current ridership and projected demand.

In addition to highlighting promising markets for new or enhanced service, the chapter also considers broader implications related to equity, first-/last-mile access, interagency coordination, and infrastructure needs. By connecting data with decision-making, this chapter serves as a bridge between the technical analysis and the actionable strategies to be considered in the next phases of planning and implementation.

SUMMARY OF FINDINGS

PRIMARY TRAVEL PATTERNS

The majority of travel is along the I-88 corridor within Zone 3, the area encompassing the suburbs of Downers Grove, Lombard, and Oakbrook, and Zone 4, the area encompassing the suburbs such as Maywood, Forest Park, Oak Park, Berwyn, Cicero, and the western portion of Chicago. Zone 3 and 4 make up around 60% of both trip origins and destinations. According to Replica data, these trips are primarily for the purposes of work or shopping.

Travel north-south along the I-290 corridor is less frequent for trips originating within the study area. Presumably, anyone with access to Woodfield Mall will not find frequent need to visit Oakbrook Center, and vice versa. Travel between Zone 1 and Zone 4 is also more likely to take I-90 than I-290 as the travel distance is shorter and likely faster due to frequent congestion on I-290.

While north-south travel between the ends of the study area is not as frequent, the corridor could still provide beneficial connections for people travelling to Zone 2, the area west of O-Hare, from the other three zones. Even if few travellers are likely to ride the route from end-to-end, trips are still likely within the central segments of the study area to areas of Zone 2 with higher population density such as Addison and Roselle, MD-W Metra line, and areas with higher worker densities within Zone 2 such as Elmhurst and Itasca.

As Chicago remains the economic hub of the region, a large portion of travel from the study area also ends in Chicago's CBD. These trips are primarily for work, and have the highest frequency of utilizing transit. Travel data shows that a portion of commuters are utilizing existing Pace connections to access CTA L service, which is a positive indication that some travelers would utilize a new service on I-290/I-88 to access the Blue Line in Forest Park.

KEY ACTIVITY CENTERS

Oakbrook Center and Woodfield Mall stand out as primary destinations within the study area. O'Hare Airport also generates a high volume of trips both as a trip origin and destination, but as the airport is not adjacent to the I-290 or I-88 corridors, airport trips are unlikely to make use of an I-290/I-88 express bus.

Other activity centers include the VA Hospital and Loyola Medical Center south of Maywood, and the commercial center of Oak Park along Lake Street just west of Halem Avenue.

NEXT STEPS

The travel patterns and activity centers identified through this document will be used to determine potential express stop locations. The initial selection of stops will be analyzed through further travel analysis to identify the locations with the greatest potential for ridership. A priority list of locations for implementation will be created based on stakeholder and public feedback and the opportunity to connect with current and planned Pace service following the *ReVision* process.

PACE SUBURBAN BUS

PACE SUBURBAN BUS IS THE PREMIER PUBLIC TRANSPORTATION PROVIDER SERVING THE SUBURBAN AREAS OF THE CHICAGO METROPOLITAN REGION. IT OPERATES FIXED-ROUTE BUSES, PARATRANSIT SERVICES, AND VANPOOLS.

Pace's service area covers over 3,500 square miles, spanning Cook, DuPage, Kane, Lake, McHenry, and Will counties. It provides more than 100 fixed-route bus services, including local routes, express services, and the Pulse rapid transit network. Pace also offers ADA-compliant paratransit services and various vanpool programs for residents seeking to travel throughout the region. Additionally, it partners with Metra and CTA to facilitate seamless transfers, improving regional mobility for millions of riders annually. In recent years, Pace has expanded its express bus services along major highways, utilizing flex lanes and dedicated bus-on-shoulder programs to reduce travel times. Future plans include further integration with emerging transportation technologies and additional transit-friendly infrastructure projects.