

# I-290/I-88 EXPRESS BUS STUDY

service design plan

Summer 2025



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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

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

# 1

## CHAPTER ONE

# STUDY BACKGROUND & PURPOSE

**The central purpose of this study is to thoroughly analyze existing transportation and transit conditions within the I-290 and I-88 corridors and to determine a route, terminals, and potential locations for bus-on-shoulder service along the corridors.**

The purpose of this report is to develop and analyze potential routes, stops, and transfers along the project corridor. The report will build off the Transportation Market Analysis and provide more in-depth analysis into current travel trends and potential for transit demand along the project corridor. The results will help determine which routes and stops should be implemented in the short-term and long-term.

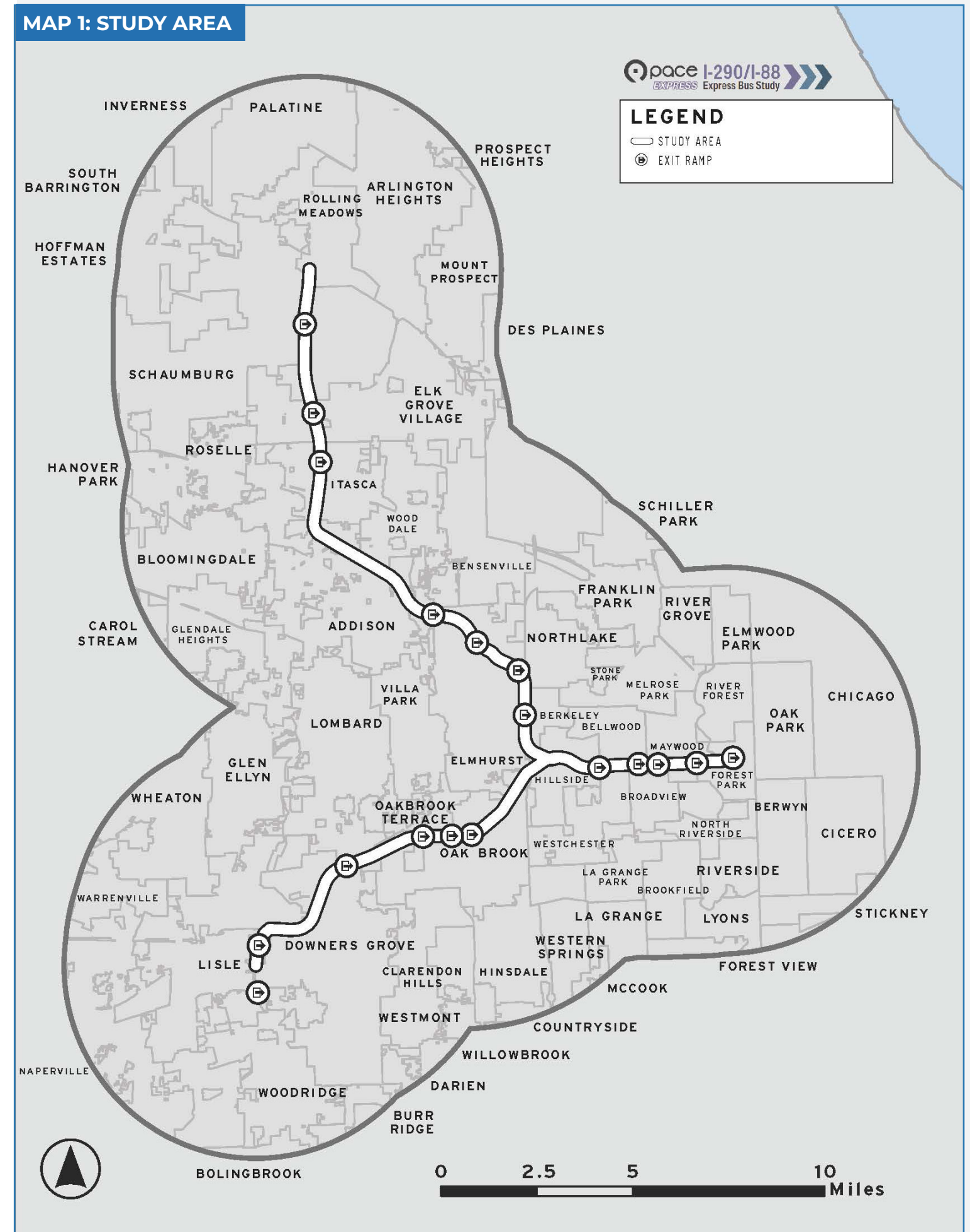


Figure 01: Forest Park Transportation Center

## study area overview

The I-290 and I-88 corridors, central to this study, extend approximately 31.4 miles, and including the 5-mile buffer around the corridor, is 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. Within the study area, there are also popular destinations that consistently have high boarding/alighting numbers. These destinations include Woodfield Mall, Oak Brook Center, Northwest Transportation Center, CTA Forest Park Blue Line Transit Center, Loyola Medical Center, and many others. This mix of shopping centers, hospitals, educational institutions, and transportation facilities are destinations that riders consistently want to have faster, safer, and easier access to.

### MAP 1: STUDY AREA



# 2

CHAPTER TWO

## **INTEGRATION WITH PLANNED SERVICES**



integration with  
**planned services**

Pace is underway with several studies that would add or modify service routes within the study area. Any recommended express bus services within this study were informed by the review of the following:

**Pulse Cermak Line Project**

The Pulse Cermak Line Project is a planned Pace Pulse route which will provide service for riders between Yorktown Center and the CTA Pink Line Station at 54th/Cermak. The project includes recommendations for several potential stations to be located within the I-290 study area. These potential stations are located at Yorktown Center, Oak Brook Place, Oakbrook Center, and McDonald Drive. The service is expected to launch in 2031.

**ReVision**

ReVision is Pace’s strategic plan to restructure their bus network. Pace’s goal is to modernize the agency’s service to match the needs of the region. Pace released three network concepts in 2024, which they are currently evaluating. The concepts are based on the possibility of different levels of funding and the primary goals of the restructure. Pace Plus 50 – Ridership and Pace Plus 50 – Coverage are two separate concepts that focus on either increasing ridership or coverage respectively. The goal of the Pace Plus 50 concepts is to increase service by over 50% of pre-COVID levels. Either of the Pace Plus 50 concepts would cost \$150 million annually. The third concept is Pace Plus 10 – Limited Investment. This concept assumes less funding and would increase service by 10%, returning Pace to pre-COVID service levels.

**I-294 Central Tri-State Project**

The Central Tri-State Tollway (I-294) is currently being reconstructed and widened from Balmoral Avenue to 95th Street. The project includes Flex Lanes that will be made available to Pace buses. The project is currently under construction and is expected to be completed in 2027.

Fig. 1 Pulse Cermak Line

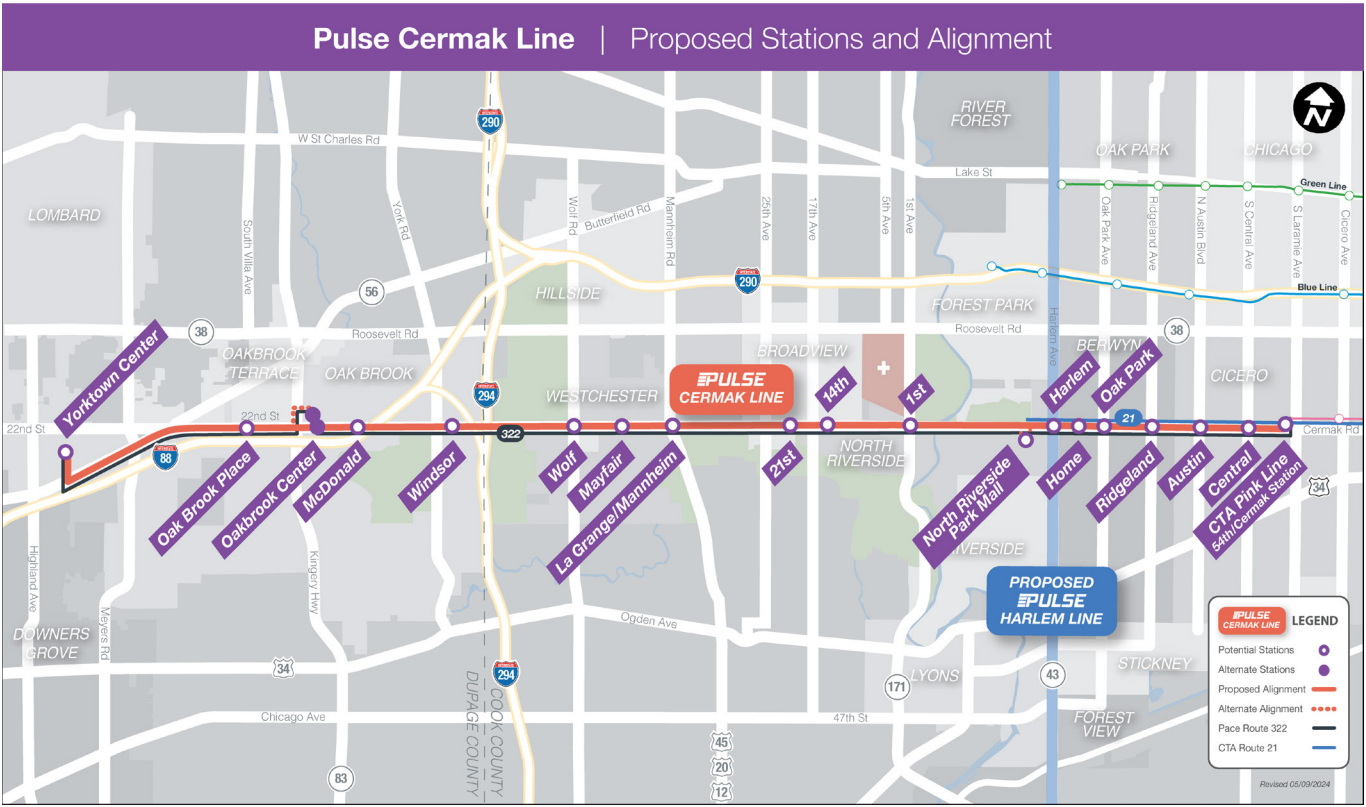
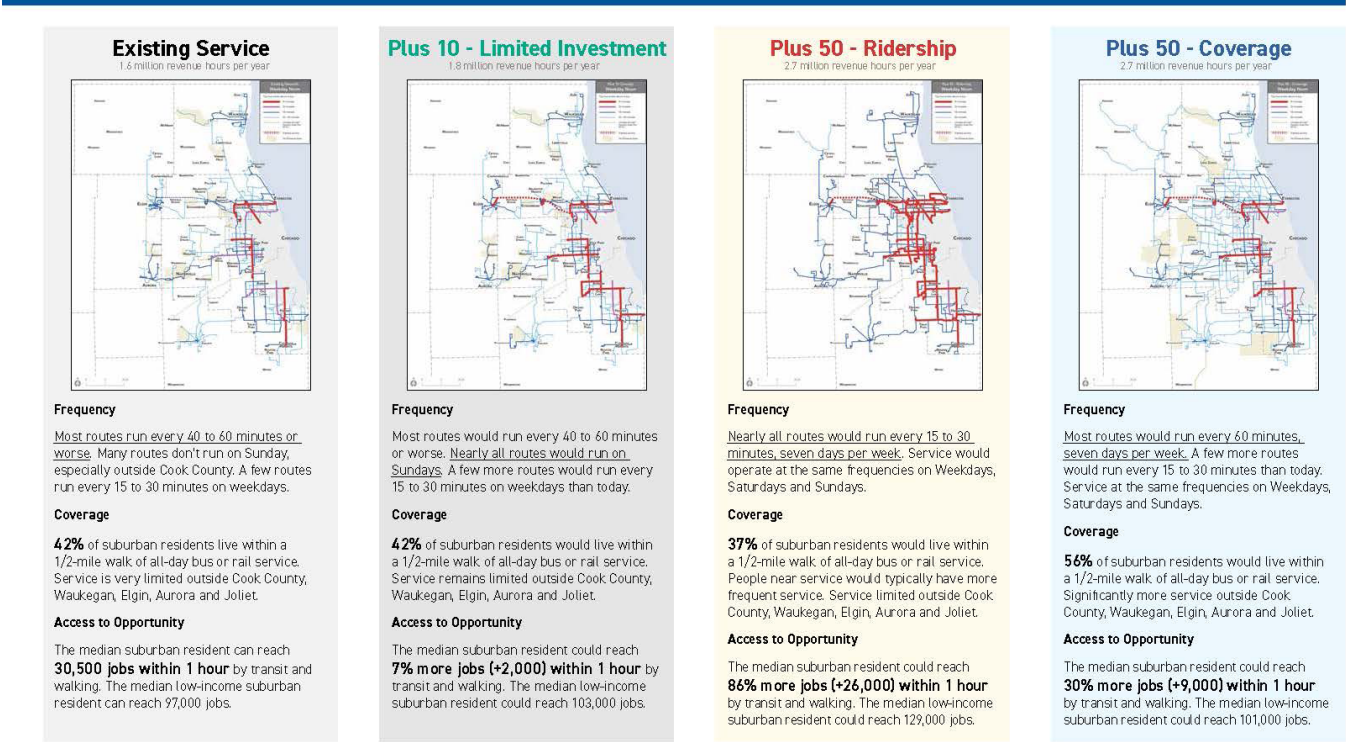


Fig. 2 Pace ReVision

**Snapshot: Existing Service vs. Future Network Concepts**



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

In response to the I-294 Central Tri-State Project, RTA and Pace conducted a feasibility study to analyze how Pace buses could capitalize on the project. The study looked into creating Pace bus routes that would operate on at least a portion of I-294 Flex Lanes. The study identified eight potential terminals for a bus service and 13 different route alignments to connect the terminals. Additionally, the project identified three different locations along the corridor where new transit stations could be constructed. This study overlaps with the I-290/I-88 Express Bus Study along I-88, at the Northwest Transportation Center, and at Oakbrook Center.

Pace Northwest Transportation Center Improvement Project

Pace is currently using Rebuild Illinois funding to improve the Northwest Transportation Center which sees over 1,000 daily boardings. This renovation will improve ADA accessibility and enhance rider volume at this vital transit center. Other improvements include an upgraded waiting area with restrooms for passengers and operators, a larger drop-off area, real-time bus tracking information, and expanded sidewalks.

Joint I-290 Blue Line Modernization Project

CMAP is leading conversations between IDOT and the CTA to plan for comprehensive, mutlimodal modernization improvements along the I-290 corridor from the western suburbs into downtown Chicago and the Forest Park branch of the CTA Blue Line. Proposed alternatives include tolled HOV lanes that could be made available to Pace buses for express service. The Mannheim Road to Forest Park Transit Center section of the study area overlaps with the proposed HOV lane improvements. Stations recommended through this study will not prevent future investments that may occur along this corridor.

Fig. 3 I-294 Central Tri-State Project

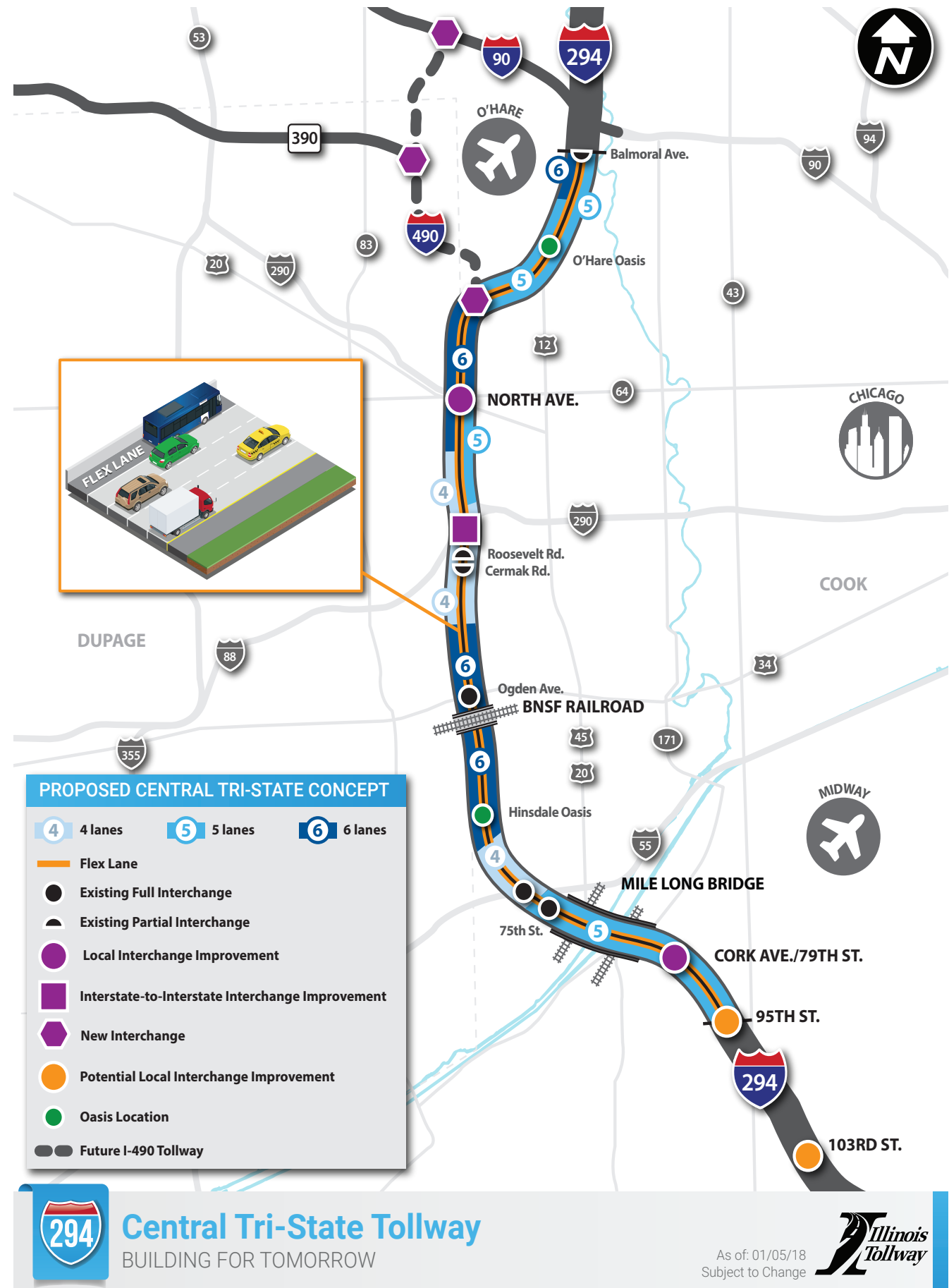




Fig. 4 RTA/Pace I-294 Tri-State Market and Facilities Feasibility Study

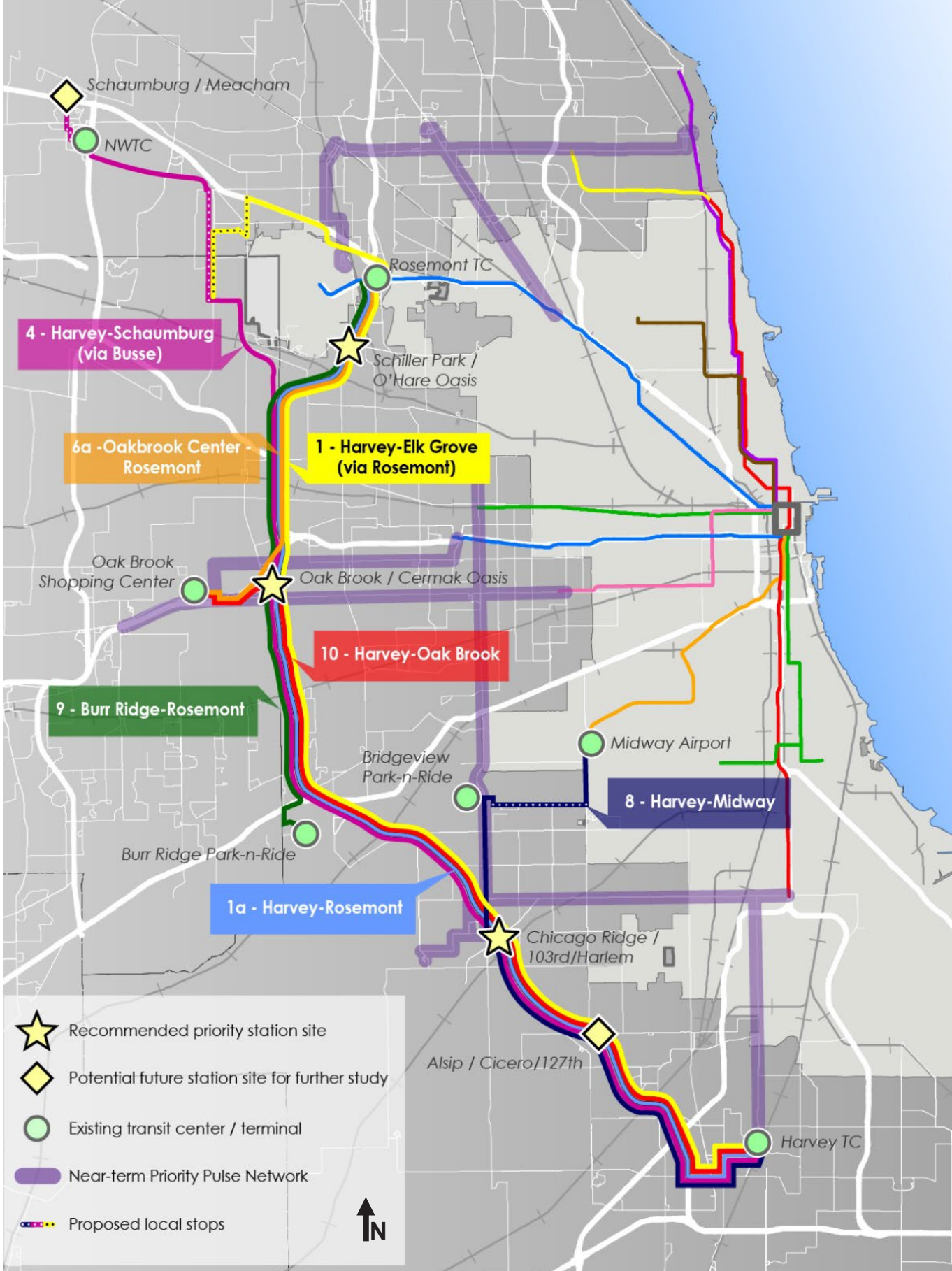


Fig. 5 Pace Northwest Transportation Center (NWTC) Improvement Project





# 3

CHAPTER THREE

## **SERVICE DESIGN**

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.

Pace has successfully partnered with organizations like the Illinois Tollway and 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.

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.

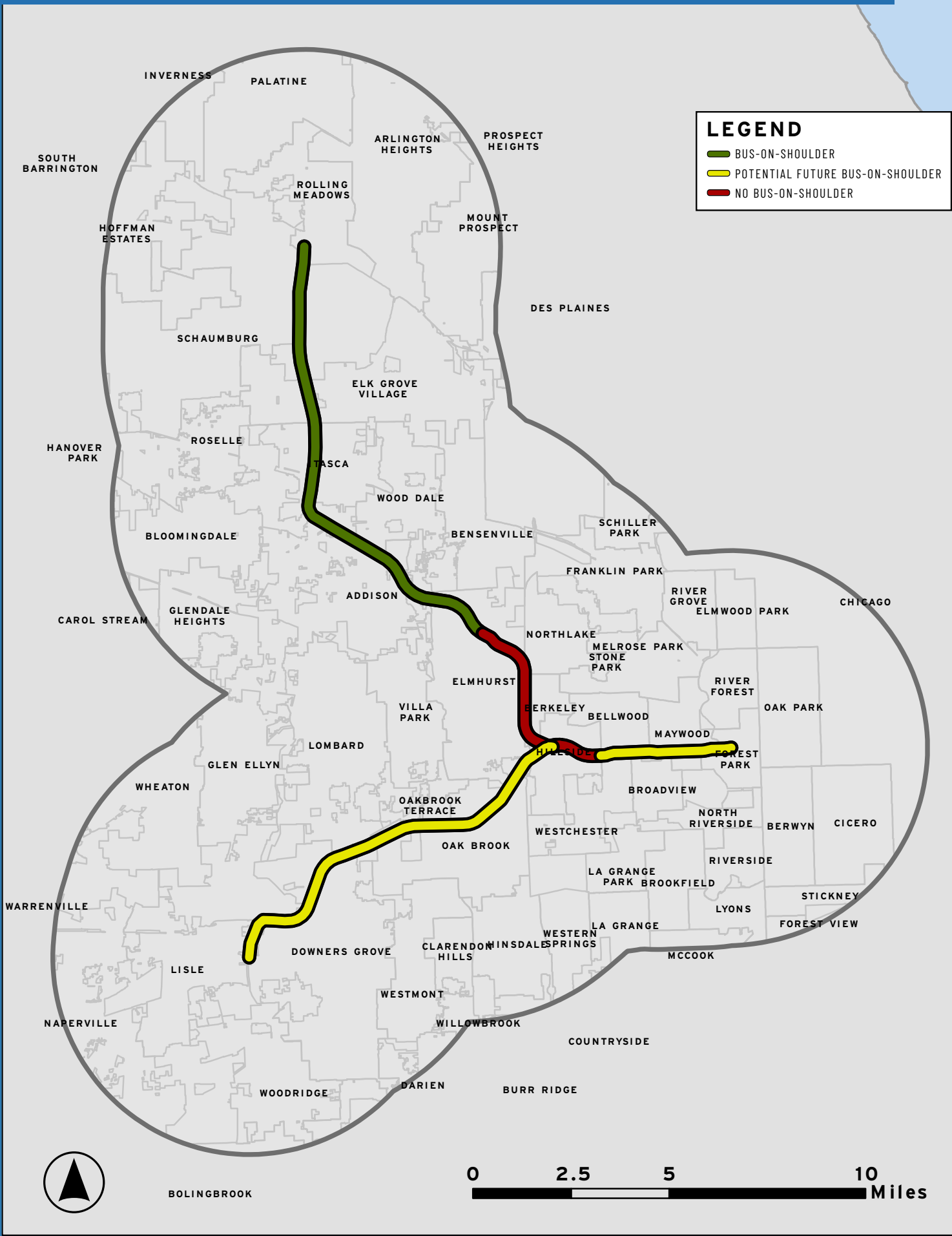
Illinois Tollway refers to shoulder bus lanes as “Flex Lanes”, like those on the Jane Addams Memorial Tollway (I-90). Flex Lanes allow buses to bypass traffic jams, significantly improving the commuting experience for passengers. Similar Flex Lanes will soon be added along the Tri-State Tollway (I-294),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

I-290

The service on I-290 would utilize the inside shoulders of the expressway. Currently, buses can only travel on the shoulders from Northwest Transportation Center to York Street. From York Street to Mannheim Road, the buses will not be able to travel on the shoulder. On these sections, buses will need to travel with traffic.

While buses cannot currently travel on the shoulder between Mannheim Road and Forest Park Transit Center, as well as on I-88, future improvements may make it possible.

MAP 2: BUS-ON-SHOULDER FEASIBILITY



## SERVICE SELECTION APPROACH

The service design approach was to develop potential routes based on selected terminals along the project corridor. The first step identified six potential terminals based on general origin-destination data compiled in the Travel Market Analysis. Eight alignments were then developed involving the terminals. Four additional station locations were selected based on travel within the project area, population density, and employment density. The terminals, routes, and stations were then analyzed to determine which options would be the most deserving of express bus service.

### Replica Analysis Parameters

The Replica data platform is the analysis foundation for this project as directed by Pace. Replica collects anonymized data from a variety of sources to build large scale travel models that are updated twice a year. The model used for this analysis was based on Spring 2024 travel data. Analysis was performed on trips starting and/or ending within the study area, a subset of the study area, or the Chicago CBD. The CBD was made up of portions of downtown Chicago, University of Illinois Chicago (UIC) and the Illinois Medical District (IMD). For each analysis, filters were applied to exclude the following:

- Freight, bike, or pedestrian trips
- Trips shorter than 15 minutes

The study area was also 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 a portion of downtown Chicago, UIC's campus, and the IMD.

### Trip Pair Analysis

Replica defines a trip origin as the starting point of a trip made for any purpose. Replica then assigns a trip reason, such as a work commute, going shopping, or returning home. The destination is then defined as the end point of that trip.

For each of the four zones, the top three (3) census tracts for trip origin volume were identified. This resulted in 12 top origin tracts for the study area.

Each origin tract was analyzed to determine its top three (3) destination census tracts based on trip volume. This resulted in a total of 36 trip pairs for the study area, which were further analyzed to calculate the following:

- Trip volume
- Trip mode
- Trip purpose
- Trip length (distance and time)

### CBD Analysis

Because the Chicago CBD, UIC, and IMD area is not within the study area but represents a primary destination for a large volume of trips from the study area, it received its own dedicated travel analysis. Setting the Chicago CBD as the destination, Replica was used to identify the six (6) top origin census





to several locations, including Elgin, Schaumburg, Franklin Park, and Elmwood Park, as well as several locations in Chicago, such as Grand Avenue/Cicero Avenue, Western Avenue, and Union Station. Irving Park Road does not currently offer any Pace connections.

**Lisle**

Lisle would offer riders access to BNSF Metra route at Lisle Metra Station. Lisle currently does not offer transfer service to Pace Bus Routes. The nearest bust route is #722, which runs along US 34 north of the Metra station.

**Yorktown Center**

Yorktown Center currently offers service to six Pace bus routes, #313, #322, #715, #722, #834. The bus stop is located at the northern entrance to the mall, off of Yorktown Shopping Center.

**Oakbrook Center**

Oakbrook Center offers Pace service to three different lines, #301, #322, #332. The bus stop is located outside of the entrance to Macy's, on the southwest corner of the mall.

**Forest Park Transit Center**

Located at the end of the CTA Blue Line in Forest Park, this multi-modal transit center connects riders to seven Pace bus routes, #301, #303, #305, #308, #310, #317, and #318. The center also offers paid parking spaces and

access to Zipcar.

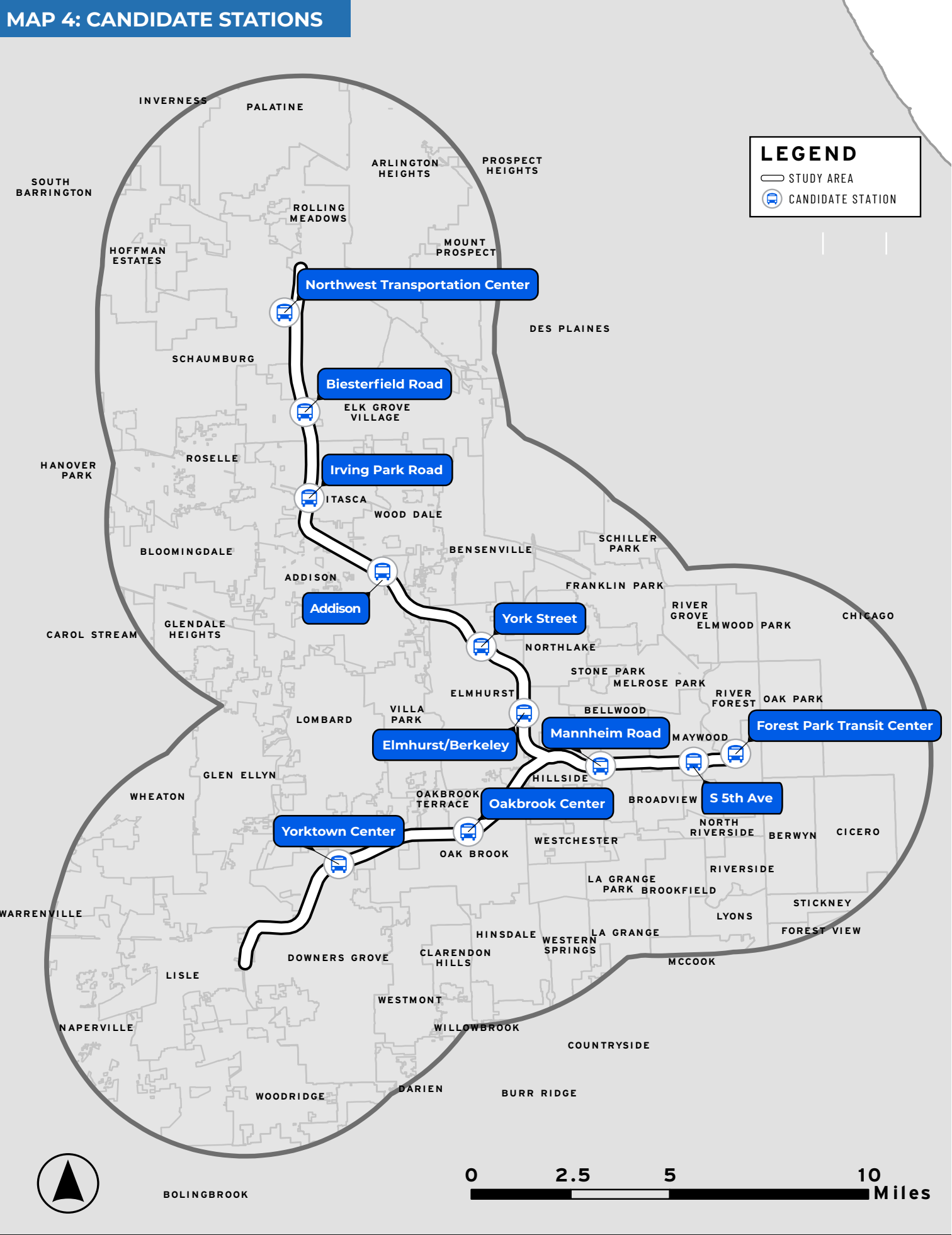
**Alternative Service Alignments**

A matrix was created to complete an initial evaluation of the potential terminals and the different possible alignments (described starting on page 26) between the terminals. Due to the nature of the terminals and alignments, directionality does not matter. Because of this, the gray squares in the matrix do not factor into the analysis, since they have already been analyzed in the other squares. The blue squares indicate alignments that will be further analyzed. Any alignments not selected for further analysis will have the reason for elimination in their square. Even though O'Hare has significant demand as a regional transportation hub, it is located outside the study area and is an unlikely destination for users of the I-290 express bus. Therefore, it has been eliminated from analysis. Table 1 displays the alignments that connect to each terminal that was were continued forward for further analysis.

**Table 1. Potential Terminals**

|   | Forest Park<br>Blue Line<br>Station | Oak Brook<br>Center | Yorktown<br>Center | Lisle Metra<br>Station | Itasca<br>Metra<br>Station | Northwest<br>Transportation<br>Center |
|---|-------------------------------------|---------------------|--------------------|------------------------|----------------------------|---------------------------------------|
| Forest Park Transit<br>Center           |                                     |                     |                    |                        |                            |                                       |
| Oak Park Center                         | 1,2                                 |                     |                    |                        |                            |                                       |
| Yorktown Center                         | 1                                   | Short<br>Distance   |                    |                        |                            |                                       |
| Lisle                                   | Limited<br>Demand                   | Limited<br>Demand   | Limited<br>Demand  |                        |                            |                                       |
| Irving Park Road                        | 3                                   | 5                   | 5,7                | Limited<br>Demand      |                            |                                       |
| Northwest<br>Transportatrimon<br>Center | 3,4                                 | 5,6                 | 5,7,8              | Limited<br>Demand      | Short<br>Distance          |                                       |

MAP 4: CANDIDATE STATIONS



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alignments, stations, and  
**transfer opportunities**

## ALIGNMENT 1: YORKTOWN CENTER TO FOREST PARK TRANSIT CENTER

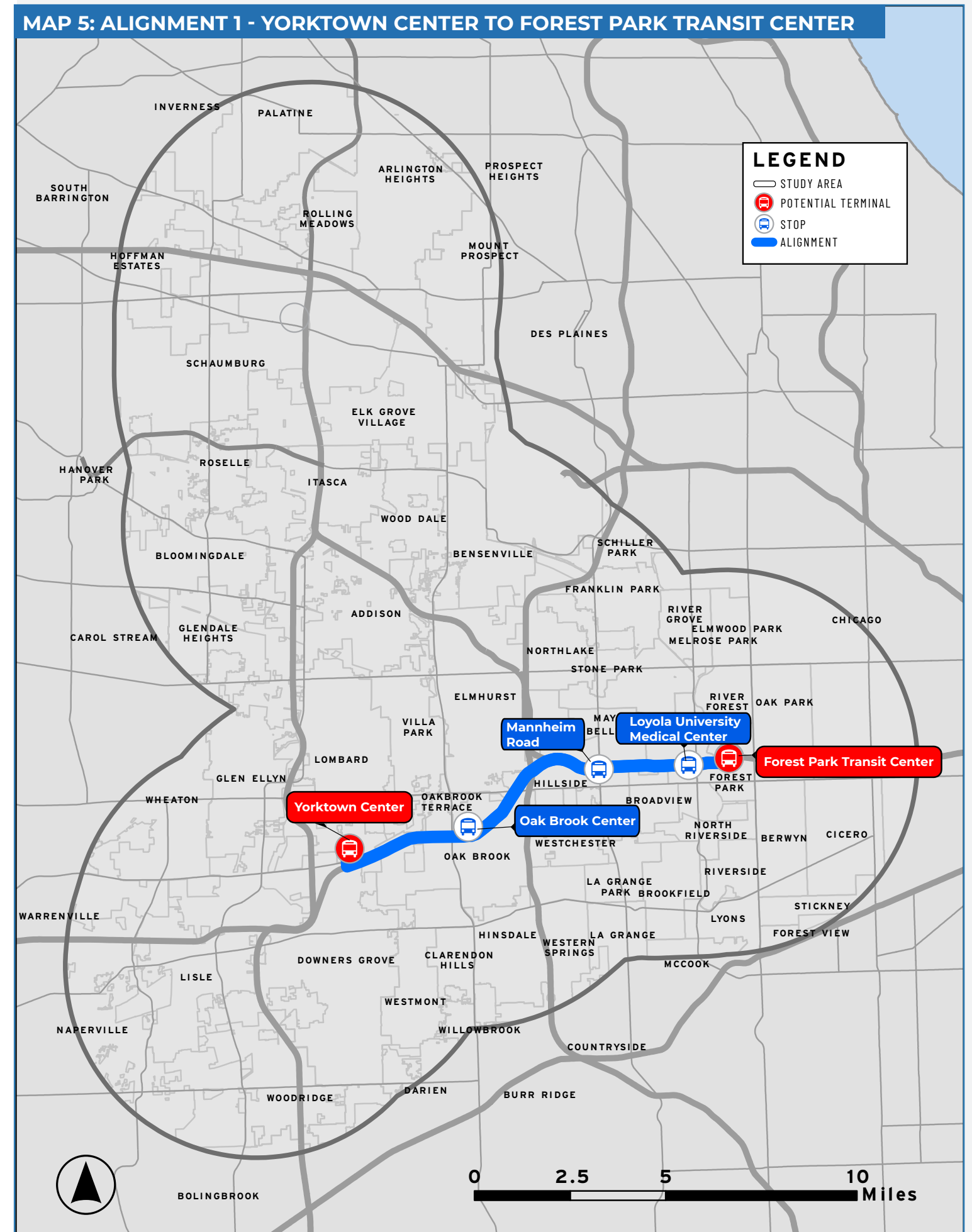
## Route

This alternative alignment assumes that the bus service would operate between Yorktown Center and Forest Park Transit Center along I-88 and I-290 to Forest Park Transit Center. Service would travel to I-88 from the Yorktown Center parking lot via Highland Avenue. The bus would then travel along I-88 until it merges with I-290, where it would continue until Forest Park Transit Center via Des Plaines Avenue.

### Stations and Transfers

Depending on where the terminals are located, the existing bus stops located at Yorktown Center and Forest Park Blue Line could be used for the service. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Yorktown Center: Pace routes, #313, #322, #715, #722, and #834.
- Oak Brook Center: Pace routes #301, #322, and #332.
- Mannheim Road: Pace routes #317 and #330.
- Loyola Medical Center: Pace route #331.
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318.



**ALIGNMENT 2: OAKBROOK CENTER TO FOREST PARK TRANSIT CENTER**

**Route**

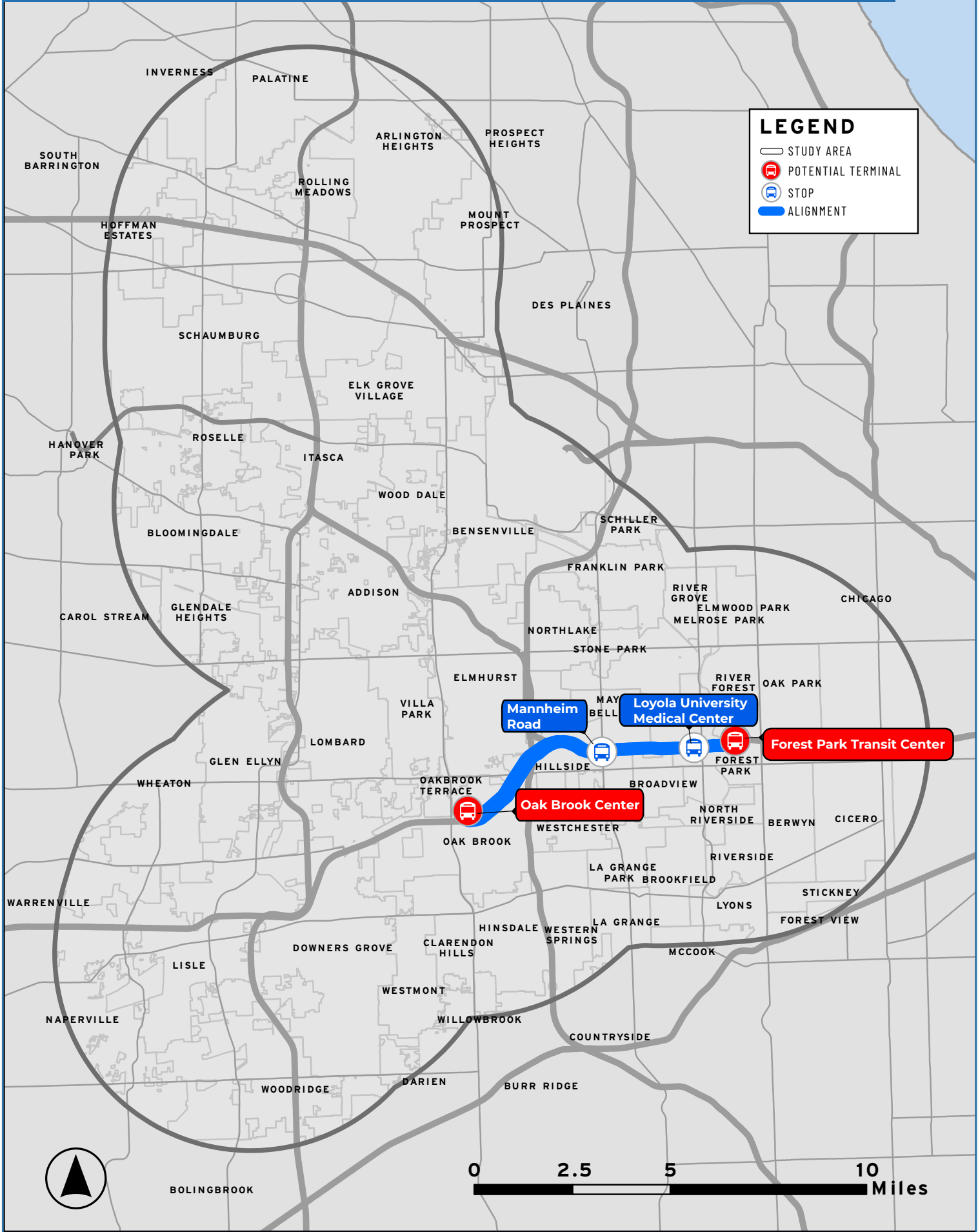
This alternative alignment assumes that the bus service would operate between Oakbrook Center and Forest Park Transit Center along I-88 and I-290 to Forest Park Transit Center. Service would travel to I-88 from Oakbrook Center parking lot via Kingery Highway. The bus would then travel along I-88 until it merges with I-290, where it would continue until Forest Park Transit Center via Des Plaines Avenue.

**Stations and Transfers**

The existing bus stops at Oakbrook Center and Forest Park Blue Line would be used for this service. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Oak Brook Center: Pace routes #301, #322, and #332.
- Mannheim Road: Pace routes #317 and #330.
- Loyola Medical Center: Pace route #331.
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318.

**MAP 6: ALIGNMENT 2 - OAKBROOK CENTER TO FOREST PARK TRANSIT CENTER**



ALIGNMENT 3: IRVING PARK ROAD TO FOREST PARK TRANSIT CENTER

Route

This alternative alignment assumes that the bus service would operate along I-290 between the Itasca Metra Station and Forest Park Transit Center. Bus service would travel to I-290 from a station located west of the Itasca Metra Station. Service would operate south and then continue onto I-290 traveling east until Forest Park Transit Center via Des Plaines Avenue.

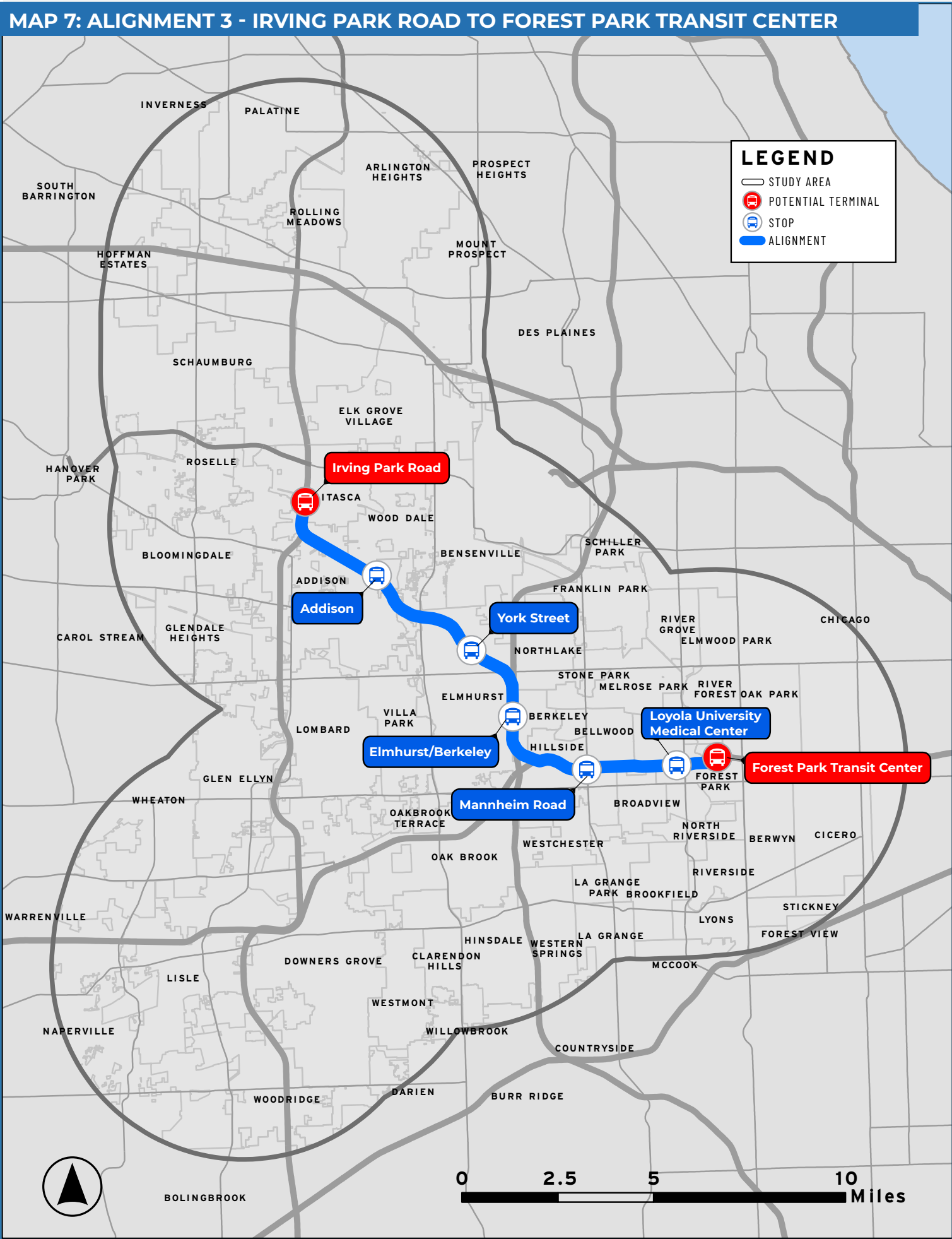
Stations and Transfers

The existing bus stop at Forest Park Transit Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Irving Park Road: Metra MD-W line.
- Addison Road: No transit connections.
- York Street: Pace route #332.
- Elmhurst/Berkeley: Metra UP-W line.
- Mannheim Road: Pace routes #317 and #330.
- Loyola Medical Center: Pace route #331.
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318.

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.





ALIGNMENT 4: NORTHWEST TRANSPORTATION CENTER TO FOREST PARK TRANSIT CENTER

Route

This alternative alignment assumes that the bus service would operate along I-290 between Northwest Transportation Center and Forest Park Transit Center. Bus service would travel to I-290 from Northwest Transportation Center via Martingale Road and Higgins Road. Service would operate south and then continue onto I-290 traveling east until Forest Park Transit Center via Des Plaines Avenue.

Stations and Transfers

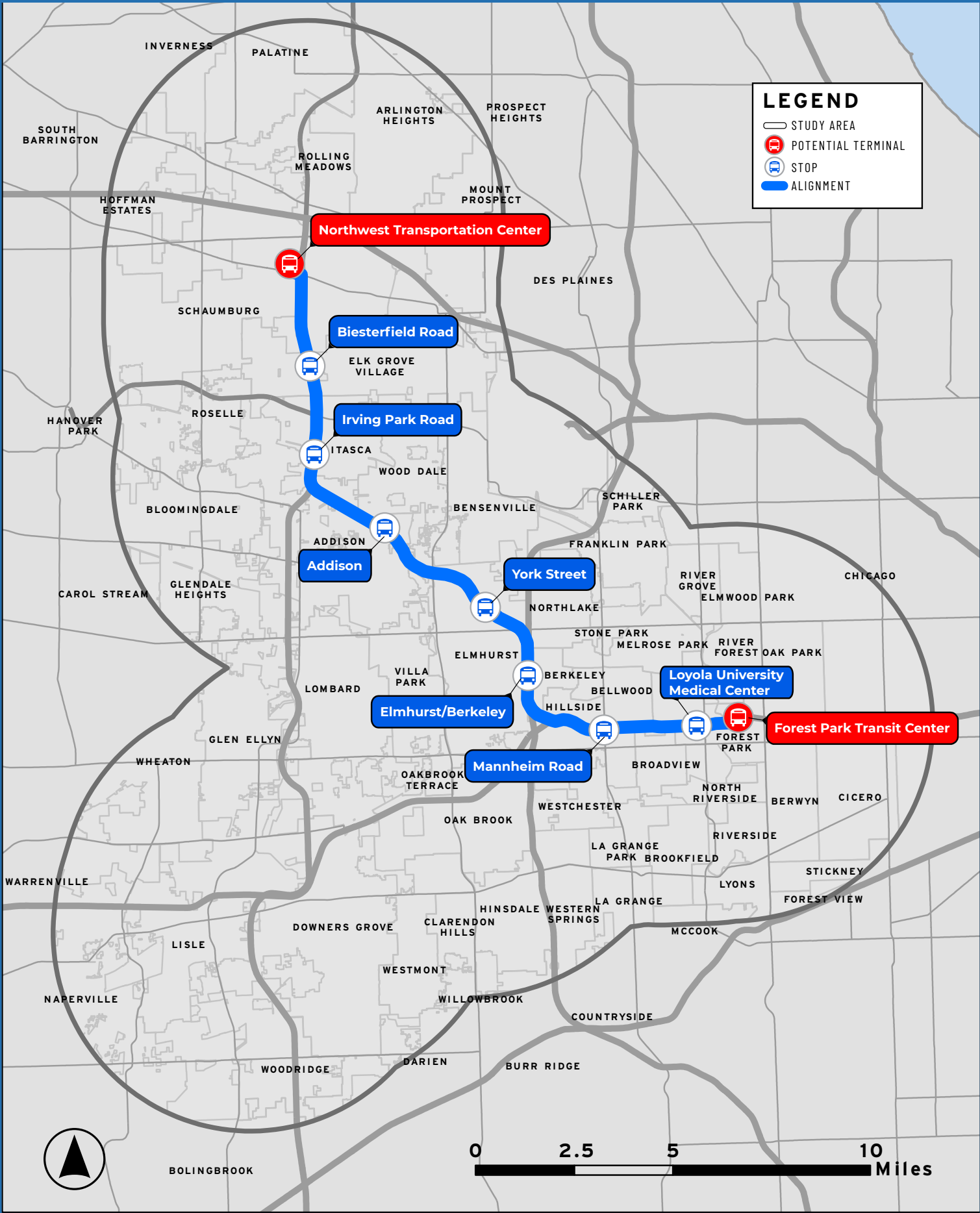
The existing bus stops at Northwest Transportation Center and Forest Park Transit Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Northwest Transportation Center: Pace routes #208, #236, #554, #600, #604, #606, #607, #905, and Pace Dial-a-Ride.
- Biesterfield Road: No transit connections.
- Irving Park Road: Metra MD-W line.
- Addison Road: No transit connections.
- York Street: Pace route #332.
- Elmhurst/Berkeley: Metra UP-W line.
- Mannheim Road: Pace routes #317 and #330.
- Loyola Medical Center: Pace route #331.
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318.

**ALTERNATIVE ROUTES**

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 8: ALIGNMENT 4 - NORTHWEST TRANSPORTATION CENTER TO FOREST PARK TRANSIT CENTER



Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

- Irving Park Road: Metra MD-W line.
- Addison Road: No transit connections.
- York Street: Pace route #332.
- Elmhurst/Berkeley: Metra UP-W line.
- Oak Brook Center: Pace routes #301, #322, and #332.



Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

- Northwest Transportation Center: Pace routes #208, #236, #554, #600, #604, #606, #607, #905, and Pace Dial-a-Ride.
- Biesterfield Road: No transit connections.
- Irving Park Road: Metra MD-W line.
- Addison Road: No transit connections.
- York Street: Pace route #332.
- Elmhurst/Berkeley: Metra UP-W line.
- Oak Brook Center: Pace routes #301, #322, and #332.





ALTERNATIVE  
ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

ALIGNMENT 7: IRVING PARK ROAD TO YORKTOWN CENTER

Route

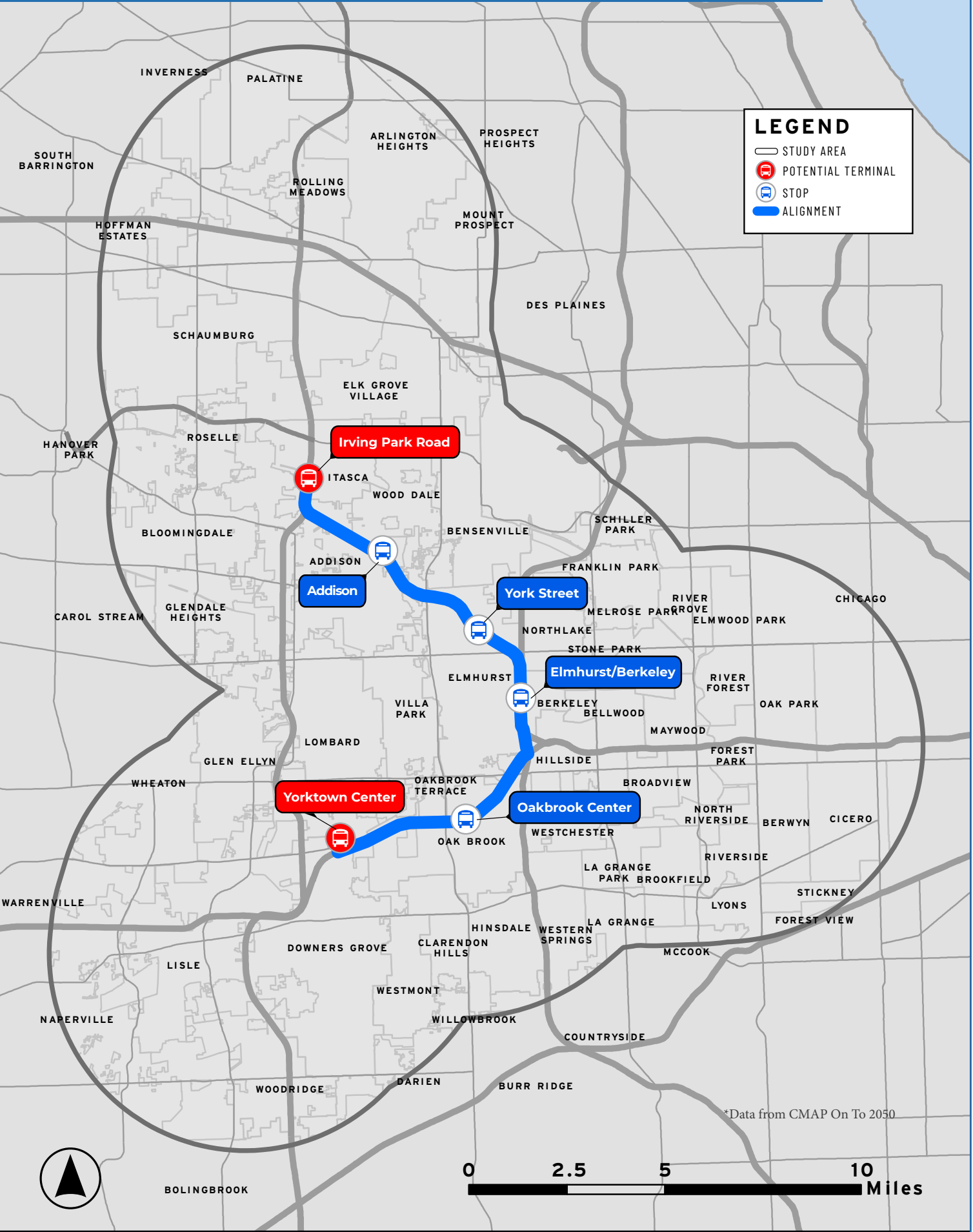
This alternative alignment assumes that the bus service would operate between the northern branch of I-290 and I-88, from Irving Park Road to Yorktown Center. Bus service would travel to I-290 from a station located on Irving Park Road, west of the Itasca Metra Station. Service would operate south before it merges with I-88 and continues southwest to Yorktown Center parking lot via Highland Avenue.

Stations and Transfers

The existing bus stops at Oakbrook Center and Yorktown Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Irving Park Road: Metra MD-W line.
- Addison Road: No transit connections.
- York Street: Pace route #332.
- Berkeley Metra Station: Metra UP-W line.
- Yorktown Center: Pace routes, #313, #322, #715, #722, and #834.
- Oak Brook Center: Pace routes #301, #322, and #332.

MAP 11: ALIGNMENT 7 - IRVING PARK ROAD TO YORKTOWN CENTER



ALTERNATIVE  
ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

ALIGNMENT 8: NORTHWEST TRANSPORTATION CENTER TO YORKTOWN CENTER

Route

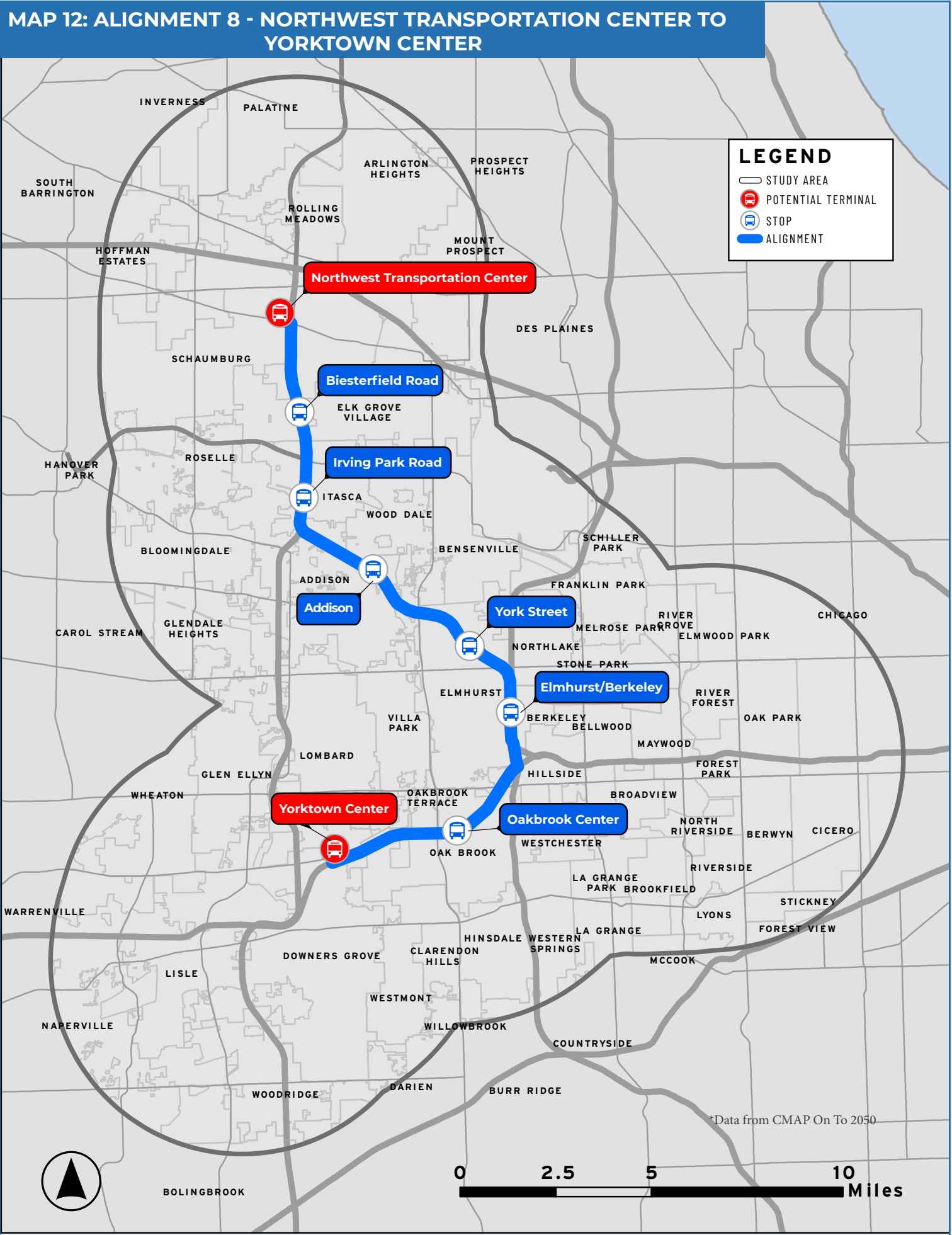
This alternative alignment assumes that the bus service would operate between the northern branch of I-290 and I-88, from Northwest Transportation Center to Yorktown Center. Bus service would travel to I-290 from Northwest Transportation Center via Martingale Road and Higgins Road. Service would operate south before it merges with I-88 and continues southwest to Yorktown Center parking lot via Highland Avenue.

Stations and Transfers

The existing bus stops at Northwest Transportation Center, Oakbrook Center, and Yorktown Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Northwest Transportation Center: Pace routes #208, #236, #554, #600, #604, #606, #607, #905, and Pace Dial-a-Ride.
- Biesterfield Road: No transit connections.
- Irving Park Road: Metra MD-W line.
- Addison Road: No transit connections.
- York Street: Pace route #332.
- Berkeley/Elmhurst: Metra UP-W line.
- Yorktown Center: Pace routes, #313, #322, #715, #722, and #834.
- Oak Brook Center: Pace routes #301, #322, and #332.

MAP 12: ALIGNMENT 8 - NORTHWEST TRANSPORTATION CENTER TO YORKTOWN CENTER



# 4

CHAPTER FOUR

## **SERVICE EVALUATION**

service evaluation

# travel demand modeling methodology

**Potential Ridership Estimates**

Once potential station locations were identified, Replica was used to analyze travel patterns from the five mile buffer around each station (origin) to the “transit shed” for the service area. Map 11 shows this transit shed, which includes the ½ mile buffer around each potential station and the ½ mile buffer for all connecting transit services.

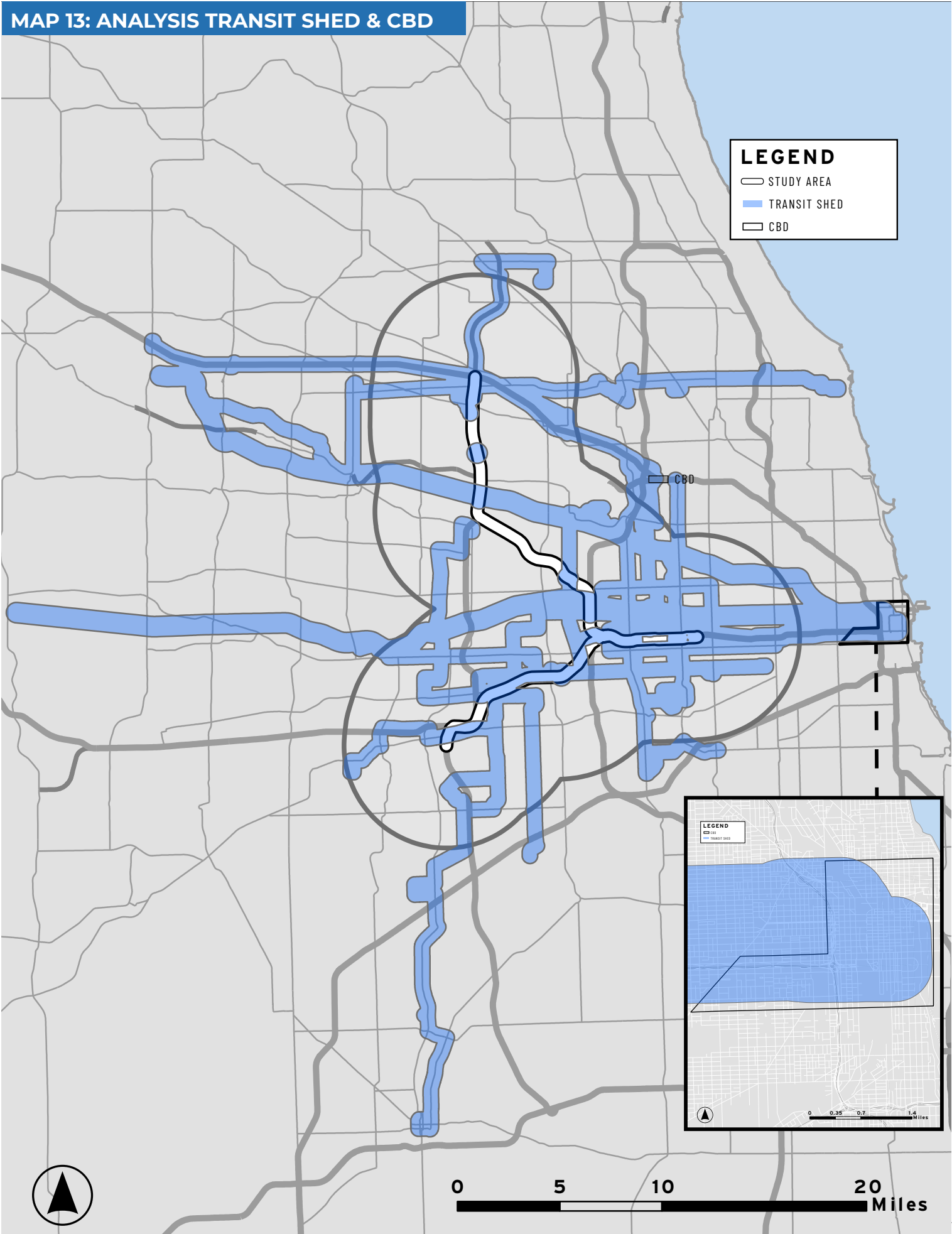
This methodology recognizes that people may be willing to drive to a park & ride location at their boarding station, but will either walk to their final destination or connect to another transit service at their alighting station. It is generally assumed that the maximum distance people are willing to walk from transit to their final destination is ½ mile, thus the ½ mile buffer on the transit shed. The transit shed also captures almost the entirety of the CBD. Because of this, only trips to the transit shed will be calculated.

Total trip numbers for each potential station location will be calculated. It is assumed that people will not be using the service to travel within the five mile buffer. Trips taking place within buffers will be subtracted from the total trips to the transit sheds.

Additionally, it is assumed that travelers from the Forest Park Transit Center who are traveling to the CBD will not be using the service either. The number of trips from the Forest Park Transit Center five mile buffer to the CBD will be subtracted from the total trips originating at the transit center.

To estimate the number of trips that could be replaced by transit through a new express service, the calculated transit mode share from Replica will be recorded, and CMAP’s estimate of transit mode share growth due to new express service of 0.17% will be added. This addition helps capture the latent demand for transit trips that are not captured in current travel data because the transit service does not yet exist.

MAP 13: ANALYSIS TRANSIT SHED & CBD





The analysis process included the following steps:

1. Calculate overall trips from each station’s five mile buffer to the transit shed
2. Calculate overall trips within station’s five mile buffer
3. Subtract trips to transit shed and trips within buffer from each other
4. Subtract trips from Forest Park’s five mile buffer to CBD
5. Assume 0.17% of trips will switch to using the new service once implemented
6. Calculate estimated ridership based on the assumed 0.17% transit mode share

These estimates were projected to 2050 based on regional growth estimates. As an internal check of whether the ridership estimates are reasonable, calculated ridership was compared to ridership numbers for the previous corridor services of Routes 747 and 757.

Ridership will also be projected out to the 2050 planning horizon. Using CMAP’s 2050 population growth estimates, it will be assumed that trip numbers will grow at the same rate as population. 2050 ridership estimates will be calculated by:

1. Calculating the average population growth for the study area based on CMAP’s growth estimates for the counties that overlap the study area
2. Multiply estimated trips by the population growth rate to determine 2050 ridership estimates

**Results**

The analysis results indicate stations in the southeastern portion of the study area have the highest estimated new ridership when trips originate at these stations. Loyola University Medical Center and Mannheim Road have estimated new ridership of 205 and 201 trips per day.

The estimated new ridership at Forest Park Transit Center is 103, which is lower than other evaluated stations. This is likely because most travel from the Forest Park is oriented into Chicago, with fewer people making the “reverse commute” to the western suburbs. While the estimated ridership for Forest Park Transit Center as an origin for a rider is lower, the station is a necessary component of future service as both a destination and as a connection into Chicago.

Stations towards the northern end of the study area also have lower expected ridership compared to other stations in the study area. Northwest Transportation Center has an estimated new ridership of 97, while Biesterfield Road and Itasca Metra Station have estimated new ridership of 130 and 136 respectively. This portion of the study area has fewer transit connections compared to the southern portion of the study area, which contributes to the lower estimated ridership of the northern stations..

**Evaluation and Screening**

Among the proposed alignments, Alignment 4 has the highest expected new ridership of 1,245, followed by Alignment 8 and Alignment 3 at 1,045 and 1,018 respectively.

Alignments 5 and 2 have the lowest estimated new ridership at 684 and 683 respectively.

However, estimated new ridership for alignments is affected by the number of stations in each alternative. Alignments with a higher number of stations will have higher estimated new ridership, while alignments with lower estimated ridership have the lowest number of stations.

When accounting for average estimated new riders per station, alignments with a lower number of stations have a higher average. Alignments 2 and 5, while they have the lowest overall estimated new ridership, they have the highest average per station, due to the lower number of stations.

Table 2. Estimated Ridership

| Route       | NWTC | Biesterfield Road | Irving Park Road | Addison | York Street | Elmhurst / Berkeley | Yorktown Center | Oakbrook Center | Mannheim Road | Loyola University Medical Center | Forest Park Transit Center | Total | Average per Station |
|-------------|------|-------------------|------------------|---------|-------------|---------------------|-----------------|-----------------|---------------|----------------------------------|----------------------------|-------|---------------------|
| Alignment 1 | X    | X                 | X                | X       | X           | X                   | 156             | 196             | 216           | 215                              | 129                        | 912   | 182                 |
| Alignment 2 | X    | X                 | X                | X       | X           | X                   | X               | 196             | 216           | 215                              | 129                        | 756   | 189                 |
| Alignment 3 | X    | X                 | 157              | 180     | 211         | 208                 | X               | X               | 216           | 215                              | 129                        | 1316  | 188                 |
| Alignment 4 | 115  | 154               | 157              | 180     | 211         | 208                 | X               | X               | 216           | 215                              | 129                        | 1584  | 176                 |
| Alignment 5 | X    | X                 | 157              | 180     | 211         | 208                 | X               | 196             | X             | X                                | X                          | 951   | 190                 |
| Alignment 6 | 115  | 154               | 157              | 180     | 211         | 208                 | X               | 196             | X             | X                                | X                          | 1220  | 174                 |
| Alignment 7 | X    | X                 | 157              | 180     | 211         | 208                 | 156             | 196             | X             | X                                | X                          | 1108  | 185                 |
| Alignment 8 | 115  | 154               | 157              | 180     | 211         | 208                 | 156             | 196             | X             | X                                | X                          | 1376  | 172                 |

Table 3. Estimated 2050 Ridership

| Route       | NWTC | Biesterfield Road | Irving Park Road | Addison | York Street | Elmhurst / Berkeley | Yorktown Center | Oakbrook Center | Mannheim Road | Loyola University Medical Center | Forest Park Transit Center | Total | Average per Station |
|-------------|------|-------------------|------------------|---------|-------------|---------------------|-----------------|-----------------|---------------|----------------------------------|----------------------------|-------|---------------------|
| Alignment 1 | X    | X                 | X                | X       | X           | X                   | 175             | 220             | 243           | 241                              | 144                        | 1023  | 205                 |
| Alignment 2 | X    | X                 | X                | X       | X           | X                   | X               | 220             | 243           | 241                              | 144                        | 848   | 212                 |
| Alignment 3 | X    | X                 | 176              | 202     | 237         | 233                 | X               | X               | 243           | 241                              | 144                        | 1475  | 211                 |
| Alignment 4 | 128  | 172               | 176              | 202     | 237         | 233                 | X               | X               | 243           | 241                              | 144                        | 1776  | 197                 |
| Alignment 5 | X    | X                 | 176              | 202     | 237         | 233                 | X               | 220             | X             | X                                | X                          | 1067  | 213                 |
| Alignment 6 | 128  | 172               | 176              | 202     | 237         | 233                 | X               | 220             | X             | X                                | X                          | 1368  | 195                 |
| Alignment 7 | X    | X                 | 176              | 202     | 237         | 233                 | 175             | 220             | X             | X                                | X                          | 1242  | 207                 |
| Alignment 8 | 128  | 172               | 176              | 202     | 237         | 233                 | 175             | 220             | X             | X                                | X                          | 1543  | 193                 |

When projecting ridership for 2050, the estimated new ridership was increased by 12.1%, the average population growth for Cook County and DuPage County to 2050, estimated by CMAP’s ON TO 2050 (2018). Largest growth occurs on Alignments 4, 8, and 3. While the lowest growth is seen on Alignments 2 and 5. Similar to the 2025 estimated new ridership, the estimated 2050 new ridership is affected by number of stations in each alignment. When broken down by estimated average new riders per station per alignment, the results are similar to the 2025 numbers.

A matrix was created assigning points to each station. The different categories were weighted to reflect the importance of each category to the routes. Because ridership is difficult to accurately project, ridership was weighted lower than other categories in the matrix.

Category weighting was determined through previous analysis in the Travel Market Analysis. Population density, Employment density, and equity were all considered important factors to analyze in the Travel Market Analysis and useful to determine where future stations and route alignment would be most beneficial. While ridership data was calculated, due to the reliability of estimating future ridership, existing origin-destination analysis was considered more important, since it is a more accurate representation of where people are currently beginning and ending their trips.

The matrix used the following categories:

1. Population Density Rank – Census tracts within a half-mile of each station were analyzed to determine points based on density levels:
  - a. Level 1 Density (0-5 people per acre) = 0 points per Census tract
  - b. Level 2 Density (6-15 people per acre) = 1 point per Census tract
  - c. Level 3 Density (16-25 people per acre) = 2 points per Census tract
  - d. Level 4 Density (26-35 people per acre) = 3 points per Census tract
  - e. Level 5 Density (36 people or more per acre) = 4 points per Census tract

Once the population density score was calculated, the alignments were then ranked in order and assigned points based on their rank, with the lowest ranked alignment receiving one point, and the highest ranked alignment receiving eight points. In cases of a tie, the two

alignments split the score - for example, two alignments tied for third rank would both receive 5.5 points, the average of 6 (third place score) and 5 (fourth place score).

2. Employment Density Rank – Census tracts within a half-mile of each station were analyzed to determine points based on density levels:
  - a. Level 1 Density (0-5 workers per acre) = 0 points per Census tract
  - b. Level 2 Density (6-10 workers per acre) = 1 point per Census tract
  - c. Level 3 Density (10-15 workers per acre) = 2 Points per Census tract
  - d. Level 4 Density (16-25 workers per acre) = 3 points per Census tract
  - e. Level 5 Density (26 workers or more per acre) = 4 points per Census tract

Once the employment density score was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

3. Equity Rank – Economically disconnected and Economically Disinvested Census tracts within a half-mile were analyzed to determine points based on equity:
  - a. Economically disconnected = 2 Points per Census tract
  - b. Economically disinvested = 2 Points per Census tract
  - c. Both economically disconnected and economically disinvested = 4 Points per Census tract

Once the equity score was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

4. Estimated Ridership Rank – Once the alignment ridership estimate was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.
5. Estimated Average Ridership per Station Rank – Once the alignment ridership estimate was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

6. Top Origins per Zone – Census tracts within a half-mile of each station were analyzed to determine points based on Top 3 Origins from each zone:
  - a. Top Origin #1 per zone = 3 points per Census tract
  - b. Top Origin #2 per zone = 2 points per Census tract
  - c. Top Origin #3 per zone = 1 point per Census tract
7. Top Origin to CBD – Census tracts within a half-mile of each station were analyzed to determine points based on Top 3 Origins from each zone to the CBD area:
  - a. Top Origin to CBD = 3 points per Census tract
  - b. Forest Park Transfer = 3 points per Census tract
8. Top Destinations per Top Origins – Census tracts within a half-mile of each station were analyzed to determine points based on Top Destinations = 1 point per top destination Census Tract.
9. Connecting Service Quality Rank - Each station was analyzed to determine the number and quality of connecting transit services. Each connecting service was assigned points based on quality:
  - a. Good quality service (headways of 15 minutes or less) = 3 points
  - b. Fair quality service (headways of 15 to 45 minutes) = 2 points
  - c. Poor quality service (headways of more than 45 minutes or limited days of service) = 1 pointOnce the connecting service quality score was calculated for each alignment, the alignments were ranked in order and assigned points using the same method as the population density score.
10. Strength of Travel Alignment – Based on the current demand of travel between locations:
  - a. Strong bi-directional demand: 6 points
  - b. Strong demand in one direction: 3 points
  - c. Weak bi-directional demand: 0 points

Table 4. Station Scoring

| Station                          | Population Density | Employment Density | Equity | Top Origins | Top Origin to CBD | Top Destinations | Connecting Service Quality |
|----------------------------------|--------------------|--------------------|--------|-------------|-------------------|------------------|----------------------------|
| Northwest Transportation Center  | 1                  | 4                  | 2      | 3           | 0                 | 3                | 13                         |
| Biesterfield Road                | 1                  | 0                  | 0      | 0           | 0                 | 0                | 0                          |
| Irving Park Road                 | 0                  | 1                  | 0      | 0           | 0                 | 2                | 1                          |
| Addison                          | 1                  | 0                  | 2      | 0           | 0                 | 0                | 0                          |
| York Street                      | 1                  | 2                  | 0      | 0           | 0                 | 0                | 1                          |
| Elmhurst/Berkeley                | 1                  | 0                  | 0      | 1           | 0                 | 1                | 1                          |
| Yorktown Center                  | 1                  | 6                  | 0      | 0           | 0                 | 0                | 9                          |
| Oakbrook Center                  | 0                  | 2                  | 0      | 3           | 6                 | 0                | 5                          |
| Mannheim Road                    | 1                  | 1                  | 4      | 0           | 0                 | 0                | 4                          |
| Loyola University Medical Center | 2                  | 5                  | 12     | 3           | 0                 | 0                | 2                          |
| Forest Park Transit Center       | 3                  | 1                  | 4      | 0           | 0                 | 1                | 17                         |

Based on this further analysis, each alignment was ranked to determine which alignments should be further pursued, with scores shown in Table 5. The top three alignments were:

- Alignment 4: Northwest Transportation Center to Forest Park Transit Center
- Alignment 1: Yorktown Center to Forest Park Transit Center
- Alignment 8: Northwest Transportation Center to Yorktown Center

These alignments connect the three main transit hubs within the service area. Because Alignment 8 provides a similar connection to the proposed service on I-355, this alignment is not being advanced further.

Table 5. Scoring Matrix

| Route       | Population Density Rank | Employment Density Rank | Equity Rank | Estimated Ridership Rank | Average Ridership per Station Rank | Top Origin Tracts | Top Origin Tracts to CBD | Top Destination Tracts | Connecting Service Quality Rank | Strength of Travel Alignment | Overall Score |
|-------------|-------------------------|-------------------------|-------------|--------------------------|------------------------------------|-------------------|--------------------------|------------------------|---------------------------------|------------------------------|---------------|
| Alignment 4 | 8                       | 6                       | 8           | 8                        | 3                                  | 7                 | 0                        | 7                      | 8                               | 3                            | 58            |
| Alignment 1 | 6                       | 7.5                     | 6           | 2                        | 4                                  | 6                 | 6                        | 1                      | 7                               | 6                            | 51.5          |
| Alignment 8 | 4.5                     | 7.5                     | 3.5         | 7                        | 1                                  | 7                 | 0                        | 6                      | 6                               | 3                            | 45.5          |
| Alignment 2 | 4.5                     | 2.5                     | 6           | 1                        | 7                                  | 6                 | 6                        | 1                      | 5                               | 6                            | 45            |
| Alignment 3 | 7                       | 4                       | 7           | 6                        | 6                                  | 4                 | 0                        | 4                      | 4                               | 3                            | 45            |
| Alignment 6 | 3                       | 2.5                     | 3.5         | 5                        | 2                                  | 7                 | 0                        | 6                      | 3                               | 3                            | 35            |
| Alignment 7 | 2                       | 5                       | 1.5         | 4                        | 5                                  | 4                 | 0                        | 3                      | 2                               | 3                            | 29.5          |
| Alignment 5 | 1                       | 1                       | 1.5         | 3                        | 8                                  | 4                 | 0                        | 3                      | 1                               | 3                            | 25.5          |



# 5

## CHAPTER FIVE **RECOMMENDATIONS**

Based on the scores shown in Table 4, Alignment 4 and Alignment 1 have the strongest ability to meet the study goals of increasing transit access to jobs, improve equity, and encourage mode shift from personal cars to transit by providing transit options for trips people are currently making.

**Alignment 4, from Northwest Transportation Center to Forest Park Transit Center** scored highest, primarily due to the high employment density near Northwest Transportation Center and the high population density around the Forest Park Transit Center. This alignment also supports improved equity due to the number of disadvantaged or disinvested communities near the proposed stations. However, this alignment scored lower for how well it matches existing travel patterns, primarily because there was observed to be limited travel towards the Schaumburg area from the Oakbrook or Forest Park areas. Still, the potential to provide access to the high employment density of Schaumburg for other communities along the I-290 corridor, especially economically disconnected communities like Addison, is a strong benefit of Alignment 4.

**Alignment 1, from Yorktown Center to Forest Park Transit Center** has the second highest score, driven primarily by the current travel patterns showing that large volumes of drivers are currently making trips between these two areas and to destinations in between. Yorktown Center and Oakbrook Center have high employment densities, and the area around the Forest Park Transit Center has some of the highest population density in the study area. Connecting these job centers with population centers has a strong potential to generate transit trips with the addition of service along I-88/I-290. Additionally, the area around Oakbrook Center has one of the highest volumes of people traveling into Chicago from the study area, and providing a convenient connection to the CTA Blue Line may encourage more of these travelers to choose transit instead of driving. For these reasons, Alignment 1 is recommended for implementation.

***Short-Term Implementation Recommendations***

In the short-term, bus service should begin along Alignment 1, operating out of Yorktown Center, Oakbrook Center, and Forest Park Transit Center. The existing infrastructure at each of these locations already exists, and may need only minor improvements, including improved bus boarding areas and active transportation connections/amenities. Because of this, Alignment 1 can operate 3 out of 5 stations without requiring any construction. Additionally, the Pace Pulse Cermak Line will connect to Oakbrook Center, providing more transit connections to an I-290/I-88 express service at this location.

Infill stations for Alignment 1 at Mannheim Road and Loyola University Medical Center also have the potential for short term implementation due to the relatively limited footprint or construction needed to create them. Station design for these locations will be discussed further in the Transit Supportive Infrastructure report.

***Long-Term Implementation***

Though Alignment 4 scored highest, its greatest benefit will be realized after new stations are constructed between Northwest Transportation Center and Forest Park Transit Center. The requirements for coordination with both IDOT and Illinois Tollway Authority in order to construct these stations, plus the potential impacts to interstate traffic, mean the construction of these stations should be considered part of the long-term implementation plan. These include stations at Biesterfield Road, the Itasca Metra Station, Addison Road, York Street, and the Berkeley Metra Station.

Station design for these locations will be discussed further in the Transit Supportive Infrastructure report. It is recommended that at least two of these infill stations be constructed before service begins operation.

A secondary long-term opportunity comes from the potential HOV lanes along I-290 that are proposed as part of the Joint I-290 Blue Line Modernization Project. This project could provide the space needed for infill stations at Mannheim Road and S 5th Ave (connecting to Loyola University Medical District) to replace the stations proposed for short term implementation at these locations.

***Service Frequency***

Express service along I-290/I-88 should match frequencies of existing express service to ensure a consistent user experience across the Pace system. It is suggested that weekday service operate every 15 minutes during rush hour peaks, with daytime and evening service frequencies of every 30-60 minutes. Weekend service is suggested to operate every 60 minutes.

***Bi-directional Service Frequencies***

- Weekday Peak 5:00 a.m. to 9:00 a.m., 4:30 to 7:30 p.m.: 15 minutes
- Weekday Off Peak 9:00 a.m. to 4:30 p.m., 7:30 p.m. to 11:00 p.m.: 30 minutes
- Weekend 6:00 a.m. to 8:00 p.m.: 60 minutes

***Service Span***

- Weekday 5:00 a.m. to 11 p.m. (18 hours)
- Weekend 6:00 a.m. to 8:00 p.m. (14 hours)

## 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.

Appendix

# Replica Analysis

Fig. 6a Destination Origin Analysis

| Top Origin<br>1.1.1   | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|-----------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                       |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| 8046.03<br>(Cook, IL) | 8411.02<br>(DuPage,<br>IL) | 444            | Shop                     | 105           | 23.6%         | Private<br>Auto   | 384           | 86.5%         | -               | -          | -          |
|                       |                            |                | Work                     | 56            | 12.6%         | Auto              | 57            | 12.8%         | -               | -          | -          |
|                       |                            |                | Eat                      | 40            | 9.0%          | Public<br>Transit | -             | -             | -               | -          | -          |
|                       |                            |                | Home                     | 134           | 30.2%         | Taxi/TNC          | 3             | 0.68%         |                 |            |            |
|                       |                            |                | Errands                  | 41            | 9.2%          |                   |               |               |                 |            |            |
|                       |                            |                | Lodging<br>(hotels etc.) | 4             | 0.9%          |                   |               |               |                 |            |            |
|                       |                            |                | Recreation               | 9             | 2.0%          |                   |               |               |                 |            |            |
|                       |                            |                | Other                    | 40            | 9.0%          |                   |               |               |                 |            |            |
|                       |                            |                | Social                   | 15            | 3.4%          |                   |               |               |                 |            |            |
|                       |                            |                |                          |               |               |                   |               |               |                 |            |            |
|                       |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6b Destination Origin Analysis

| Top Origin<br>1.1.2   | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|-----------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                       |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 8046.03<br>(Cook, IL) | 8046.03<br>(Cook, IL)     | 407            | Shop                     | 142           | 34.9%         | Private<br>Auto   | 297           | 73.0%         | 554.0: Elgin -<br>Woodfield         | 4          | 66.7%      |
|                       |                           |                | Work                     | 67            | 16.5%         | Auto              | 104           | 25.6%         | Rosemont -<br>Schaumburg<br>Limited | 1          | 16.7%      |
|                       |                           |                | Eat                      | 49            | 12.0%         | Public<br>Transit | 6             | 1.5%          | Golf Road                           | 1          | 16.7%      |
|                       |                           |                | Home                     | 43            | 10.6%         |                   |               |               |                                     |            |            |
|                       |                           |                | Errands                  | 29            | 7.1%          |                   |               |               |                                     |            |            |
|                       |                           |                | Lodging<br>(hotels etc.) | 27            | 6.6%          |                   |               |               |                                     |            |            |
|                       |                           |                | Recreation               | 26            | 6.4%          |                   |               |               |                                     |            |            |
|                       |                           |                | Other                    | 21            | 5.2%          |                   |               |               |                                     |            |            |
|                       |                           |                | Social                   | 3             | 0.7%          |                   |               |               |                                     |            |            |
|                       |                           |                |                          |               |               |                   |               |               |                                     |            |            |
|                       |                           |                |                          |               |               |                   |               |               |                                     |            |            |



Fig. 6c Destination Origin Analysis

| Top Origin<br>1.1.3   | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|-----------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                       |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 8046.03<br>(Cook, IL) | 9800 (Cook,<br>IL)        | 282            | Shop                     | 142           | 34.9%         | Private<br>Auto   | 297           | 73.0%         | 554.0: Elgin -<br>Woodfield         | 4          | 66.7%      |
|                       |                           |                | Work                     | 67            | 16.5%         | Auto              | 104           | 25.6%         | Rosemont -<br>Schaumburg<br>Limited | 1          | 16.7%      |
|                       |                           |                | Eat                      | 49            | 12.0%         | Public<br>Transit | 6             | 1.5%          | Golf Road                           | 1          | 16.7%      |
|                       |                           |                | Home                     | 43            | 10.6%         |                   |               |               |                                     |            |            |
|                       |                           |                | Errands                  | 29            | 7.1%          |                   |               |               |                                     |            |            |
|                       |                           |                | Lodging<br>(hotels etc.) | 27            | 6.6%          |                   |               |               |                                     |            |            |
|                       |                           |                | Recreation               | 26            | 6.4%          |                   |               |               |                                     |            |            |
|                       |                           |                | Other                    | 21            | 5.2%          |                   |               |               |                                     |            |            |
|                       |                           |                | Social                   | 3             | 0.7%          |                   |               |               |                                     |            |            |
|                       |                           |                |                          |               |               |                   |               |               |                                     |            |            |
|                       |                           |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6d Destination Origin Analysis

| Top Origin<br>1.2.1 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 7705<br>(Cook, IL)  | 8164.01<br>(Cook, IL)     | 541            | Shop                     | 131           | 24.2%         | Private<br>Auto   | 328           | 60.6%         | 303.0:<br>Forest Park -<br>Rosemont | 3          | 100.0%     |
|                     |                           |                | Work                     | -             | -             | Auto              | 210           | 38.8%         | -                                   | -          | -          |
|                     |                           |                | Eat                      | 187           | 34.6%         | Public<br>Transit | 3             | 0.6%          | -                                   | -          | -          |
|                     |                           |                | Home                     | 5.91          | 32.0%         | Taxi/TNC          | -             | -             |                                     |            |            |
|                     |                           |                | Errands                  | 23            | 4.3%          |                   |               |               |                                     |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 23            | 4.3%          |                   |               |               |                                     |            |            |
|                     |                           |                | Recreation               | 4             | 0.7%          |                   |               |               |                                     |            |            |
|                     |                           |                | School                   | 1             | 0.2%          |                   |               |               |                                     |            |            |
|                     |                           |                | Social                   | 140           | 25.9%         |                   |               |               |                                     |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                     |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                     |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6e Destination Origin Analysis

| Top Origin<br>1.2.2 | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|---------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                     |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| 7705<br>(Cook, IL)  | 8411.02<br>(DuPage,<br>IL) | 233            | Shop                     | -             | -             | Private<br>Auto   | 221           | 94.8%         | -               | -          | -          |
|                     |                            |                | Work                     | 2             | 0.6%          | Auto              | 12            | 5.2%          | -               | -          | -          |
|                     |                            |                | Eat                      | -             | -             | Public<br>Transit | -             | -             | -               | -          | -          |
|                     |                            |                | Home                     | 228           | 97.9%         | Taxi/TNC          | -             | -             |                 |            |            |
|                     |                            |                | Errands                  | -             | -             |                   |               |               |                 |            |            |
|                     |                            |                | Lodging<br>(hotels etc.) | -             | -             |                   |               |               |                 |            |            |
|                     |                            |                | Recreation               | 1             | 0.4%          |                   |               |               |                 |            |            |
|                     |                            |                | Other                    | 2             | 0.9%          |                   |               |               |                 |            |            |
|                     |                            |                | Social                   | -             | -             |                   |               |               |                 |            |            |
|                     |                            |                |                          |               |               |                   |               |               |                 |            |            |
|                     |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6f Destination Origin Analysis

| Top Origin<br>1.2.3 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                                  |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                                    | # of Trips | % of Trips |
| 7705<br>(Cook, IL)  | 8046.03<br>(Cook, IL)     | 177            | Shop                     | 102           | 57.6%         | Private<br>Auto   | 108           | 61.0%         | 223.0: Elk<br>Grove -<br>Rosemont<br>CTA Station | 1          | 100.0%     |
|                     |                           |                | Work                     | 5             | 2.8%          | Auto              | 68            | 38.4%         | -  | -          | -          |
|                     |                           |                | Eat                      | 31            | 17.5%         | Public<br>Transit | 1             | 0.6%          | -  | -          | -          |
|                     |                           |                | Home                     | 3             | 1.7%          | Taxi/TNC          | -             | -             |  |            |            |
|                     |                           |                | Errands                  | 22            | 12.4%         |                   |               |               |  |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 7             | 4.0%          |                   |               |               |  |            |            |
|                     |                           |                | Recreation               | 4             | 2.3%          |                   |               |               |  |            |            |
|                     |                           |                | Other                    | 1             | 0.6%          |                   |               |               |  |            |            |
|                     |                           |                | Social                   | 2             | 1.1%          |                   |               |               |  |            |            |
|                     |                           |                |                          |               |               |                   |               |               |  |            |            |
|                     |                           |                |                          |               |               |                   |               |               |  |            |            |
|                     |                           |                |                          |               |               |                   |               |               |  |            |            |

Fig. 6g Destination Origin Analysis

| Top Origin<br>1.3.1  | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                      |            |            |
|----------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--------------------------------------|------------|------------|
|                      |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                        | # of Trips | % of Trips |
| (7703<br>(Cook, IL)) | 8038 (Cook,<br>IL)        | 252            | Shop                     | 75            | 29.8%         | Private<br>Auto   | 186           | 73.8%         | UP-NW:<br>Union Pacific<br>Northwest | 3          | 100.0%     |
|                      |                           |                | Work                     | -             | -             | Auto              | 63            | 25.0%         | Blue Line                            | 1          | 33.3%      |
|                      |                           |                | Eat                      | 35            | 13.9%         | Public<br>Transit | 3             | 1.2%          | 221.0: Wolf<br>Road                  | 1          | 33.3%      |
|                      |                           |                | Home                     | 9             | 3.6%          | Taxi/TNC          | -             | -             |                                      |            |            |
|                      |                           |                | Errands                  | 24            | 9.5%          |                   |               |               |                                      |            |            |
|                      |                           |                | Lodging<br>(hotels etc.) | 3             | 1.2%          |                   |               |               |                                      |            |            |
|                      |                           |                | Recreation               | 62            | 24.6%         |                   |               |               |                                      |            |            |
|                      |                           |                | Other                    | 17            | 6.8%          |                   |               |               |                                      |            |            |
|                      |                           |                | Social                   | 27            | 10.7%         |                   |               |               |                                      |            |            |
|                      |                           |                |                          |               |               |                   |               |               |                                      |            |            |

Fig. 6h Destination Origin Analysis

| Top Origin<br>1.3.2  | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                                  |            |            |
|----------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--|------------|------------|
|                      |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                                    | # of Trips | % of Trips |
| (7703<br>(Cook, IL)) | 8033 (Cook,<br>IL)        | 163            | Shop                     | 22            | 13.5%         | Private<br>Auto   | 143           | 87.7%         | UP-NW:<br>Union Pacific<br>Northwest             | 2          | 100.0%     |
|                      |                           |                | Work                     | 5             | 3.1%          | Auto              | 18            | 11.0%         | 223.0: Elk<br>Grove -<br>Rosemont<br>CTA Station | 1          | 50.0%      |
|                      |                           |                | Eat                      | 14            | 8.6%          | Public<br>Transit | 2             | 1.2%          | 221.0: Wolf<br>Road                              | 1          | 50.0%      |
|                      |                           |                | Home                     | 3             | 1.8%          | Taxi/TNC          | -             | -             |  |            |            |
|                      |                           |                | Errands                  | 13            | 8.0%          |                   |               |               |  |            |            |
|                      |                           |                | Lodging<br>(hotels etc.) | 3             | 1.8%          |                   |               |               |  |            |            |
|                      |                           |                | Recreation               | 18            | 11.0%         |                   |               |               |  |            |            |
|                      |                           |                | Other                    | 14            | 8.6%          |                   |               |               |  |            |            |
|                      |                           |                | Social                   | 71            | 43.6%         |                   |               |               |  |            |            |
|                      |                           |                |                          |               |               |                   |               |               |  |            |            |

Fig. 6i Destination Origin Analysis

| Top Origin<br>1.3.3  | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|----------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                      |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| (7703<br>(Cook, IL)) | 8046.03<br>(Cook, IL)     | 160            | Shop                     | 94            | 58.8%         | Private<br>Auto   | 121           | 75.6%         | -               | -          | -          |
|                      |                           |                | Work                     | 21            | 13.1%         | Auto              | 39            | 24.4%         | -               | -          | -          |
|                      |                           |                | Eat                      | 23            | 14.4%         | Public<br>Transit | -             | -             | -               | -          | -          |
|                      |                           |                | Home                     | 16            | 10.0%         | Taxi/TNC          | -             | -             |                 |            |            |
|                      |                           |                | Errands                  | 2             | 1.3%          |                   |               |               |                 |            |            |
|                      |                           |                | Lodging<br>(hotels etc.) | 1             | 0.6%          |                   |               |               |                 |            |            |
|                      |                           |                | Recreation               | 3             | 1.9%          |                   |               |               |                 |            |            |
|                      |                           |                | Other                    | -             | -             |                   |               |               |                 |            |            |
|                      |                           |                | Social                   | -             | -             |                   |               |               |                 |            |            |
|                      |                           |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6j Destination Origin Analysis

| Top Origin<br>1.3.3  | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|----------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                      |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| (7703<br>(Cook, IL)) | 8046.03<br>(Cook, IL)     | 160            | Shop                     | 94            | 58.8%         | Private<br>Auto   | 121           | 75.6%         | -               | -          | -          |
|                      |                           |                | Work                     | 21            | 13.1%         | Auto              | 39            | 24.4%         | -               | -          | -          |
|                      |                           |                | Eat                      | 23            | 14.4%         | Public<br>Transit | -             | -             | -               | -          | -          |
|                      |                           |                | Home                     | 16            | 10.0%         | Taxi/TNC          | -             | -             |                 |            |            |
|                      |                           |                | Errands                  | 2             | 1.3%          |                   |               |               |                 |            |            |
|                      |                           |                | Lodging<br>(hotels etc.) | 1             | 0.6%          |                   |               |               |                 |            |            |
|                      |                           |                | Recreation               | 3             | 1.9%          |                   |               |               |                 |            |            |
|                      |                           |                | Other                    | -             | -             |                   |               |               |                 |            |            |
|                      |                           |                | Social                   | -             | -             |                   |               |               |                 |            |            |
|                      |                           |                |                          |               |               |                   |               |               |                 |            |            |



Fig. 6k Destination Origin Analysis

| Top Origin<br>2.1.1 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                                |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                                  | # of Trips | % of Trips |
| 9800<br>(Cook, IL)  | 9800 (Cook,<br>IL)        | 4,330          | Shop                     | 131           | 3.2%          | Private<br>Auto   | 1,310         | 30.4%         | Blue Line                                      | 181        | 94.8%      |
|                     |                           |                | Work                     | 530           | 12.3%         | Auto              | 2,550         | 58.9%         | 223.0 Elk<br>Grove-<br>Rosemont<br>CTA Station | 22         | 11.5%      |
|                     |                           |                | Eat                      | 268           | 6.2%          | Public<br>Transit | 191           | 4.4%          | 330.0:<br>Mannheim<br>- LaGrange<br>Roads      | 8          | 4.2%       |
|                     |                           |                | Home                     | 0             | 0.0%          | Taxi/TNC          | 275           | 6.36%         |  |            |            |
|                     |                           |                | Errands                  | 278           | 6.4%          |                   |               |               |  |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 887           | 20.5%         |                   |               |               |  |            |            |
|                     |                           |                | Recreation               | -             | -             |                   |               |               |  |            |            |
|                     |                           |                | Other                    | 1,940         | 44.9%         |                   |               |               |  |            |            |
|                     |                           |                | Social                   | 256           | 5.9%          |                   |               |               |  |            |            |
|                     |                           |                |                          |               |               |                   |               |               |  |            |            |

Fig. 6l Destination Origin Analysis

| Top Origin<br>2.1.2 | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|---------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                     |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 9800<br>(Cook, IL)  | 8409.01<br>(DuPage,<br>IL) | 2,410          | Shop                     | 410           | 17.0%         | Private<br>Auto   | 849           | 35.3%         | MD-W:<br>Milwaukee<br>West          | 46         | 100.0%     |
|                     |                            |                | Work                     | 6             | 0.2%          | Auto              | 1,410         | 58.6%         | 303.0:<br>Forest Park -<br>Rosemont | 9          | 19.6%      |
|                     |                            |                | Eat                      | 44            | 1.3%          | Public<br>Transit | 46            | 1.9%          | Blue Line                           | 5          | 10.9%      |
|                     |                            |                | Home                     | 13            | 0.5%          | Taxi/TNC          | 100           | 4.16%         |                                     |            |            |
|                     |                            |                | Errands                  | 432           | 18.0%         |                   |               |               |                                     |            |            |
|                     |                            |                | Lodging<br>(hotels etc.) | 671           | 27.9%         |                   |               |               |                                     |            |            |
|                     |                            |                | Recreation               | 120           | 5.0%          |                   |               |               |                                     |            |            |
|                     |                            |                | Other                    | 475           | 19.8%         |                   |               |               |                                     |            |            |
|                     |                            |                | Social                   | 234           | 9.7%          |                   |               |               |                                     |            |            |
|                     |                            |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6m Destination Origin Analysis

| Top Origin<br>2.1.3 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |     |       | Travel Mode       |       |       | Transit Options                                  |   |       |
|---------------------|---------------------------|----------------|--------------------------|-----|-------|-------------------|-------|-------|--|---|-------|
| 9800<br>(Cook, IL)  | 8169 (Cook,<br>IL)        | 2,170          | Shop                     | 338 | 15.6% | Private<br>Auto   | 891   | 41.1% | Blue Line  | 7 | 38.9% |
|                     |                           |                | Work                     | -   | -     | Auto              | 1,210 | 56.0% | 330.0: Mannheim<br>- LaGrange<br>Roads           | 7 | 38.9% |
|                     |                           |                | Eat                      | 215 | 9.9%  | Public<br>Transit | 18    | 0.8%  | 223.0: Elk<br>Grove -<br>Rosemont<br>CTA Station | 6 | 33.3% |
|                     |                           |                | Home                     | 45  | 2.1%  | Taxi/TNC          | 45    | 2.08% |  |   |       |
|                     |                           |                | Errands                  | 347 | 16.0% |                   |       |       |  |   |       |
|                     |                           |                | Lodging<br>(hotels etc.) | 531 | 24.5% |                   |       |       |  |   |       |
|                     |                           |                | Recreation               | 21  | 1.0%  |                   |       |       |  |   |       |
|                     |                           |                | Other                    | -   | -     |                   |       |       |  |   |       |
|                     |                           |                | Social                   | 671 | 31.0% |                   |       |       |  |   |       |
|                     |                           |                |                          |     |       |                   |       |       |  |   |       |

Fig. 6n Destination Origin Analysis

| Top Origin<br>2.2.1          | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                  |            |            |
|------------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|----------------------------------|------------|------------|
| (8401.01<br>(DuPage,<br>IL)) | 8440.02<br>(DuPage,<br>IL) | 492            | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                    | # of Trips | % of Trips |
|                              |                            |                | Shop                     | 106           | 21.5%         | Private<br>Auto   | 367           | 74.6%         | MD-W: Milwaukee<br>West          | 3          | 100.0%     |
|                              |                            |                | Work                     | 4             | 0.8%          | Auto              | 120           | 24.4%         | 309.0: Lake<br>Street            | 1          | 33.3%      |
|                              |                            |                | Eat                      | 109           | 22.2%         | Public<br>Transit | 3             | 0.6%          | 303.0: Forest Park -<br>Rosemont | 1          | 33.3%      |
|                              |                            |                | Home                     | 6             | 1.2%          | Taxi/TNC          | 2             | 0.41%         |                                  |            |            |
|                              |                            |                | Errands                  | 31            | 6.3%          |                   |               |               |                                  |            |            |
|                              |                            |                | Lodging<br>(hotels etc.) | 32            | 6.5%          |                   |               |               |                                  |            |            |
|                              |                            |                | Recreation               | 14            | 2.9%          |                   |               |               |                                  |            |            |
|                              |                            |                | Other                    | -             | -             |                   |               |               |                                  |            |            |
|                              |                            |                | Social                   | 190           | 38.6%         |                   |               |               |                                  |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                                  |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                                  |            |            |

Fig. 6o Destination Origin Analysis

| Top Origin<br>2.2.2          | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|------------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                              |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| (8401.01<br>(DuPage,<br>IL)) | 8409.11<br>(DuPage,<br>IL) | 478            | Shop                     | 65            | 13.6%         | Private<br>Auto   | 231           | 48.3%         | -               | -          | -          |
|                              |                            |                | Work                     | -             | -             | Auto              | 247           | 51.7%         | -               | -          | -          |
|                              |                            |                | Eat                      | 19            | 4.0%          | Public<br>Transit | -             | -             | -               | -          | -          |
|                              |                            |                | Home                     | 16            | 3.4%          | Taxi/TNC          | -             | -             |                 |            |            |
|                              |                            |                | Errands                  | 65            | 13.6%         |                   |               |               |                 |            |            |
|                              |                            |                | Lodging<br>(hotels etc.) | 42            | 8.8%          |                   |               |               |                 |            |            |
|                              |                            |                | Recreation               | 75            | 15.7%         |                   |               |               |                 |            |            |
|                              |                            |                | Other                    | 41            | 8.6%          |                   |               |               |                 |            |            |
|                              |                            |                | Social                   | 155           | 32.4%         |                   |               |               |                 |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6p Destination Origin Analysis

| Top Origin<br>2.2.3          | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|------------------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                              |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| (8401.01<br>(DuPage,<br>IL)) | 8046.03<br>(Cook, IL)     | 371            | Shop                     | 241           | 65.0%         | Private<br>Auto   | 278           | 74.9%         | 554.0: Elgin -<br>Woodfield | 1          | 100.0%     |
|                              |                           |                | Work                     | 20            | 5.4%          | Auto              | 90            | 24.3%         | MD-W:<br>Milwaukee<br>West  | 1          | 100.0%     |
|                              |                           |                | Eat                      | 46            | 12.4%         | Public<br>Transit | 1             | 0.3%          | -                           | -          | -          |
|                              |                           |                | Home                     | 15            | 4.0%          | Taxi/TNC          | 2             | 0.54%         |                             |            |            |
|                              |                           |                | Errands                  | 12            | 3.2%          |                   |               |               |                             |            |            |
|                              |                           |                | Lodging<br>(hotels etc.) | 10            | 2.7%          |                   |               |               |                             |            |            |
|                              |                           |                | Recreation               | 23            | 6.2%          |                   |               |               |                             |            |            |
|                              |                           |                | Other                    | 2             | 0.5%          |                   |               |               |                             |            |            |
|                              |                           |                | Social                   | 2             | 0.5%          |                   |               |               |                             |            |            |
|                              |                           |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6q Destination Origin Analysis

| Top Origin<br>2.3.1          | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|------------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                              |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| (8409.06<br>(DuPage,<br>IL)) | 8447.01<br>(DuPage,<br>IL) | 308            | Shop                     | 37            | 12.0%         | Private<br>Auto   | 208           | 67.5%         | -               | -          | -          |
|                              |                            |                | Work                     | 2             | 0.6%          | Auto              | 98            | 31.8%         | -               | -          | -          |
|                              |                            |                | Eat                      | 52            | 16.9%         | Public<br>Transit | -             | -             | -               | -          | -          |
|                              |                            |                | Home                     | 13            | 4.2%          | Taxi/TNC          | 2             | 0.65%         |                 |            |            |
|                              |                            |                | Errands                  | 17            | 5.5%          |                   |               |               |                 |            |            |
|                              |                            |                | Lodging<br>(hotels etc.) | 26            | 8.4%          |                   |               |               |                 |            |            |
|                              |                            |                | Recreation               | 13            | 4.2%          |                   |               |               |                 |            |            |
|                              |                            |                | Other                    | -             | -             |                   |               |               |                 |            |            |
|                              |                            |                | Social                   | 148           | 48.1%         |                   |               |               |                 |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6r Destination Origin Analysis

| Top Origin<br>2.3.2          | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|------------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                              |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| (8409.06<br>(DuPage,<br>IL)) | 8442.02<br>(DuPage,<br>IL) | 284            | Shop                     | 55            | 19.4%         | Private<br>Auto   | 132           | 46.5%         | 313.0: St.<br>Charles Rd.   | 1          | 50.0%      |
|                              |                            |                | Work                     | -             | -             | Auto              | 150           | 52.8%         | 301.0:<br>Roosevelt<br>Road | 1          | 50.0%      |
|                              |                            |                | Eat                      | 18            | 6.3%          | Public<br>Transit | 2             | 0.7%          | -                           | -          | -          |
|                              |                            |                | Home                     | 12            | 4.2%          | Taxi/TNC          | -             | -             |                             |            |            |
|                              |                            |                | Errands                  | 15            | 5.3%          |                   |               |               |                             |            |            |
|                              |                            |                | Lodging<br>(hotels etc.) | 3             | 1.1%          |                   |               |               |                             |            |            |
|                              |                            |                | Recreation               | 62            | 21.8%         |                   |               |               |                             |            |            |
|                              |                            |                |                          | 7             | 2.5%          |                   |               |               |                             |            |            |
|                              |                            |                | Social                   | 112           | 39.4%         |                   |               |               |                             |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                             |            |            |



Fig. 6s Destination Origin Analysis

| Top Origin<br>2.3.3          | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|------------------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                              |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| (8409.06<br>(DuPage,<br>IL)) | 8429<br>(DuPage,<br>IL)   | 195            | Shop                     | 63            | 32.3%         | Private<br>Auto   | 169           | 86.7%         | UP-W: Union<br>Pacific West | 1          | 100.0%     |
|                              |                           |                | Work                     | 1             | 0.5%          | Auto              | 25            | 12.8%         | -                           | -          | -          |
|                              |                           |                | Eat                      | 17            | 8.7%          | Public<br>Transit | 1             | 0.5%          | -                           | -          | -          |
|                              |                           |                | Home                     | 5             | 2.6%          | Taxi/TNC          | -             | -             |                             |            |            |
|                              |                           |                | Errands                  | 4             | 2.1%          |                   |               |               |                             |            |            |
|                              |                           |                | Lodging<br>(hotels etc.) | 15            | 7.7%          |                   |               |               |                             |            |            |
|                              |                           |                | Recreation               | 46            | 23.6%         |                   |               |               |                             |            |            |
|                              |                           |                | Other                    | 39            | 20.0%         |                   |               |               |                             |            |            |
|                              |                           |                | Social                   | 3             | 1.5%          |                   |               |               |                             |            |            |
|                              |                           |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6t Destination Origin Analysis

| Top Origin<br>3.1.1          | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                      |            |            |
|------------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--------------------------------------|------------|------------|
|                              |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                        | # of Trips | % of Trips |
| (8446.01<br>(DuPage,<br>IL)) | 8402.01<br>(DuPage,<br>IL) | 930            | Shop                     | 131           | 14.1%         | Private<br>Auto   | 428           | 46.0%         | MD-W:<br>Milwaukee<br>West           | 3          | 100.0%     |
|                              |                            |                | Work                     | 12            | 1.3%          | Auto              | 493           | 53.0%         | 301.0:<br>Roosevelt<br>Road          | 1          | 33.0%      |
|                              |                            |                | Eat                      | 114           | 12.3%         | Public<br>Transit | 3             | 0.3%          | 331.0:<br>Cumberland -<br>5th Avenue | 1          | 33.0%      |
|                              |                            |                | Home                     | 9             | 1.0%          | Taxi/TNC          | -             | -             |                                      |            |            |
|                              |                            |                | Errands                  | 323           | 34.7%         |                   |               |               |                                      |            |            |
|                              |                            |                | Lodging<br>(hotels etc.) | 52            | 5.6%          |                   |               |               |                                      |            |            |
|                              |                            |                | Recreation               | 96            | 10.3%         |                   |               |               |                                      |            |            |
|                              |                            |                | Other                    | 2             | 0.2%          |                   |               |               |                                      |            |            |
|                              |                            |                | Social                   | 191           | 20.5%         |                   |               |               |                                      |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                                      |            |            |

Fig. 6u Destination Origin Analysis

| Top Origin<br>3.1.2          | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|------------------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                              |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| (8446.01<br>(DuPage,<br>IL)) | 8159 (Cook,<br>IL)        | 846            | Shop                     | 160           | 18.9%         | Private<br>Auto   | 657           | 77.7%         | 318.0: West<br>North Avenue | 7          | 100.0%     |
|                              |                           |                | Work                     | 1             | 0.1%          | Auto              | 176           | 20.8%         | 301.0: Roosevelt<br>Road    | 5          | 50.0%      |
|                              |                           |                | Eat                      | 114           | 12.3%         | Public<br>Transit | 10            | 1.2%          | 307.0: Harlem               | 1          | 10.0%      |
|                              |                           |                | Home                     | 40            | 4.7%          | Taxi/TNC          | 1             | 0.36%         |                             |            |            |
|                              |                           |                | Errands                  | 100           | 11.8%         |                   |               |               |                             |            |            |
|                              |                           |                | Lodging<br>(hotels etc.) | 58            | 6.9%          |                   |               |               |                             |            |            |
|                              |                           |                | Recreation               | 17            | 2.0%          |                   |               |               |                             |            |            |
|                              |                           |                | Other                    | 43            | 5.1%          |                   |               |               |                             |            |            |
|                              |                           |                | Social                   | 270           | 31.9%         |                   |               |               |                             |            |            |
|                              |                           |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6v Destination Origin Analysis

| Top Origin<br>3.1.3          | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|------------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                              |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| (8446.01<br>(DuPage,<br>IL)) | 8456.01<br>(DuPage,<br>IL) | 790            | Shop                     | 104           | 13.2%         | Private<br>Auto   | 506           | 64.1%         | 322.0: Cermak Road<br>- 22nd St.    | 7          | 87.5%      |
|                              |                            |                | Work                     | 2             | 0.3%          | Auto              | 274           | 34.7%         | 834.0: Joliet<br>- Downers<br>Grove | 2          | 25.0%      |
|                              |                            |                | Eat                      | 82            | 10.4%         | Public<br>Transit | 8             | 1.0%          | -                                   | -          | -          |
|                              |                            |                | Home                     | 40            | 4.7%          | Taxi/TNC          | 1             | 0.25%         |                                     |            |            |
|                              |                            |                | Errands                  | 58            | 7.3%          |                   |               |               |                                     |            |            |
|                              |                            |                | Lodging<br>(hotels etc.) | 58            | 7.3%          |                   |               |               |                                     |            |            |
|                              |                            |                | Recreation               | -             | -             |                   |               |               |                                     |            |            |
|                              |                            |                | Other                    | 105           | 13.3%         |                   |               |               |                                     |            |            |
|                              |                            |                | Social                   | 347           | 43.9%         |                   |               |               |                                     |            |            |
|                              |                            |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6w Destination Origin Analysis

| Top Origin<br>3.2.1     | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|-------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                         |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| 8429<br>(DuPage,<br>IL) | 8409.11<br>(DuPage,<br>IL) | 262            | Shop                     | 24            | 9.2%          | Private<br>Auto   | 209           | 79.8%         | -               | -          | -          |
|                         |                            |                | Work                     | 6             | 2.3%          | Auto              | 52            | 19.8%         | -               | -          | -          |
|                         |                            |                | Eat                      | 13            | 5.0%          | Public<br>Transit | -             | -             | -               | -          | -          |
|                         |                            |                | Home                     | 41            | 15.6%         | Taxi/TNC          | 1             | 0.38%         |                 |            |            |
|                         |                            |                | Errands                  | 23            | 8.8%          |                   |               |               |                 |            |            |
|                         |                            |                | Lodging<br>(hotels etc.) | 24            | 9.2%          |                   |               |               |                 |            |            |
|                         |                            |                | Recreation               | 41            | 15.6%         |                   |               |               |                 |            |            |
|                         |                            |                | Other                    | 13            | 5.0%          |                   |               |               |                 |            |            |
|                         |                            |                | Social                   | 75            | 28.6%         |                   |               |               |                 |            |            |
|                         |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6x Destination Origin Analysis

| Top Origin<br>3.2.2     | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options          |            |            |
|-------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--------------------------|------------|------------|
|                         |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route            | # of Trips | % of Trips |
| 8429<br>(DuPage,<br>IL) | 8447.01<br>(DuPage,<br>IL) | 217            | Shop                     | 11            | 5.1%          | Private<br>Auto   | 166           | 76.5%         | 715.0: Central<br>DuPage | 2          | 100.0%     |
|                         |                            |                | Work                     | -             | -             | Auto              | 49            | 22.6%         | -                        | -          | -          |
|                         |                            |                | Eat                      | 18            | 8.3%          | Public<br>Transit | 2             | 0.9%          | -                        | -          | -          |
|                         |                            |                | Home                     | 2             | 0.9%          | Taxi/TNC          | -             | -             |                          |            |            |
|                         |                            |                | Errands                  | 48            | 22.1%         |                   |               |               |                          |            |            |
|                         |                            |                | Lodging<br>(hotels etc.) | 17            | 7.8%          |                   |               |               |                          |            |            |
|                         |                            |                | Recreation               | 67            | 30.9%         |                   |               |               |                          |            |            |
|                         |                            |                | Other                    | 11            | 5.1%          |                   |               |               |                          |            |            |
|                         |                            |                | Social                   | 43            | 19.8%         |                   |               |               |                          |            |            |
|                         |                            |                |                          |               |               |                   |               |               |                          |            |            |

Fig. 6y Destination Origin Analysis

| Top Origin<br>3.2.3     | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|-------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                         |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| 8429<br>(DuPage,<br>IL) | 8456.01<br>(DuPage,<br>IL) | 181            | Shop                     | 18            | 9.6%          | Private<br>Auto   | 126           | 69.6%         | -               | -          | -          |
|                         |                            |                | Work                     | -             | -             | Auto              | 55            | 30.4%         | -               | -          | -          |
|                         |                            |                | Eat                      | 20            | 11.0%         | Public<br>Transit | -             | -             | -               | -          | -          |
|                         |                            |                | Home                     | 16            | 8.8%          | Taxi/TNC          | -             | -             |                 |            |            |
|                         |                            |                | Errands                  | 12            | 6.6%          |                   |               |               |                 |            |            |
|                         |                            |                | Lodging<br>(hotels etc.) | 6             | 3.3%          |                   |               |               |                 |            |            |
|                         |                            |                | Recreation               | -             | -             |                   |               |               |                 |            |            |
|                         |                            |                | Other                    | 28            | 15.5%         |                   |               |               |                 |            |            |
|                         |                            |                | Social                   | 81            | 44.8%         |                   |               |               |                 |            |            |
|                         |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6z Destination Origin Analysis

| Top Origin<br>3.3.1        | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|----------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                            |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| 8446.02<br>(DuPage,<br>IL) | 8403.04<br>(DuPage,<br>IL) | 250            | Shop                     | 83            | 33.2%         | Private<br>Auto   | 207           | 82.8%         | 301.0:<br>Roosevelt<br>Road | 1          | 100.0%     |
|                            |                            |                | Work                     | 1             | 0.4%          | Auto              | 40            | 16.0%         | -                           | -          | -          |
|                            |                            |                | Eat                      | 47            | 18.8%         | Public<br>Transit | 1             | 0.4%          | -                           | -          | -          |
|                            |                            |                | Home                     | 24            | 9.6%          | Taxi/TNC          | 2             | 0.80%         |                             |            |            |
|                            |                            |                | Errands                  | 13            | 5.2%          |                   |               |               |                             |            |            |
|                            |                            |                | Lodging<br>(hotels etc.) | 3             | 1.2%          |                   |               |               |                             |            |            |
|                            |                            |                | Recreation               | 65            | 26.0%         |                   |               |               |                             |            |            |
|                            |                            |                | Other                    | -             | -             |                   |               |               |                             |            |            |
|                            |                            |                | Social                   | 13            | 5.2%          |                   |               |               |                             |            |            |
|                            |                            |                |                          |               |               |                   |               |               |                             |            |            |



Fig. 6aa Destination Origin Analysis

| Top Origin<br>3.3.2        | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|----------------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                            |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 8446.02<br>(DuPage,<br>IL) | 8456.01<br>(DuPage,<br>IL) | 241            | Shop                     | 35            | 14.5%         | Private<br>Auto   | 170           | 70.5%         | 322.0:<br>Cermak Road<br>- 22nd St. | 1          | 50.0%      |
|                            |                            |                | Work                     | -             | -             | Auto              | 69            | 28.6%         | 313.0: St.<br>Charles Rd.           | 1          | 50.0%      |
|                            |                            |                | Eat                      | 38            | 15.8%         | Public<br>Transit | 2             | 0.8%          | -                                   | -          | -          |
|                            |                            |                | Home                     | 22            | 9.1%          | Taxi/TNC          | -             | -             |                                     |            |            |
|                            |                            |                | Errands                  | 10            | 4.2%          |                   |               |               |                                     |            |            |
|                            |                            |                | Lodging<br>(hotels etc.) | 3             | 1.2%          |                   |               |               |                                     |            |            |
|                            |                            |                | Recreation               | -             | -             |                   |               |               |                                     |            |            |
|                            |                            |                | Other                    | 26            | 10.8%         |                   |               |               |                                     |            |            |
|                            |                            |                | Social                   | 107           | 44.4%         |                   |               |               |                                     |            |            |
|                            |                            |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6ab Destination Origin Analysis

| Top Origin<br>3.3.3        | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|----------------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                            |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 8446.02<br>(DuPage,<br>IL) | 8114.01<br>(Cook, IL)     | 211            | Shop                     | 38            | 18.0%         | Private<br>Auto   | 169           | 80.1%         | 301.0:<br>Roosevelt<br>Road         | 2          | 66.7%      |
|                            |                           |                | Work                     | -             | -             | Auto              | 39            | 18.5%         | 303.0:<br>Forest Park -<br>Rosemont | 1          | 33.3%      |
|                            |                           |                | Eat                      | 16            | 7.6%          | Public<br>Transit | 3             | 1.4%          | UP-W: Union<br>Pacific West         | 1          | 33.3%      |
|                            |                           |                | Home                     | 10            | 4.7%          | Taxi/TNC          | -             | -             |                                     |            |            |
|                            |                           |                | Errands                  | 16            | 7.6%          |                   |               |               |                                     |            |            |
|                            |                           |                | Lodging<br>(hotels etc.) | 5             | 2.4%          |                   |               |               |                                     |            |            |
|                            |                           |                | Recreation               | 32            | 15.2%         |                   |               |               |                                     |            |            |
|                            |                           |                | Other                    | 24            | 11.2%         |                   |               |               |                                     |            |            |
|                            |                           |                | Social                   | 70            | 33.2%         |                   |               |               |                                     |            |            |
|                            |                           |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6ac Destination Origin Analysis

| Top Origin<br>4.1.1 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| (8179<br>Cook, IL)  | 2516 (Cook,<br>IL)        | 290            | Shop                     | 8             | 2.8%          | Private<br>Auto   | 232           | 80.0%         | Green Line                          | 3          | 75.0%      |
|                     |                           |                | Work                     | 1             | 0.3%          | Auto              | 49            | 16.9%         | 307.0: Harlem                       | 1          | 25.0%      |
|                     |                           |                | Eat                      | 5             | 1.7%          | Public<br>Transit | 5             | 1.7%          | 322.0:<br>Cermak Road<br>- 22nd St. | 1          | 25.0%      |
|                     |                           |                | Home                     | 86            | 29.7%         | Taxi/TNC          | 4             | 1.38%         |                                     |            |            |
|                     |                           |                | Errands                  | 49            | 16.9%         |                   |               |               |                                     |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 8             | 2.8%          |                   |               |               |                                     |            |            |
|                     |                           |                | Recreation               | 23            | 7.9%          |                   |               |               |                                     |            |            |
|                     |                           |                | Other                    | -             | -             |                   |               |               |                                     |            |            |
|                     |                           |                | Social                   | 110           | 37.9%         |                   |               |               |                                     |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6ad Destination Origin Analysis

| Top Origin<br>4.1.2 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| (8179<br>Cook, IL)  | 2508 (Cook,<br>IL)        | 157            | Shop                     | 67            | 43.2%         | Private<br>Auto   | 129           | 83.2%         | 72: North                   | 5          | 71.4%      |
|                     |                           |                | Work                     | 1             | 0.7%          | Auto              | 18            | 11.6%         | 308.0:<br>Medical<br>Center | 4          | 57.1%      |
|                     |                           |                | Eat                      | 10            | 6.5%          | Public<br>Transit | 7             | 4.5%          | 318.0: West<br>North Avenue | 3          | 42.9%      |
|                     |                           |                | Home                     | -             | -             | Taxi/TNC          | 1             | 0.65%         |                             |            |            |
|                     |                           |                | Errands                  | 9             | 5.8%          |                   |               |               |                             |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 1             | 0.6%          |                   |               |               |                             |            |            |
|                     |                           |                | Recreation               | 20            | 12.9%         |                   |               |               |                             |            |            |
|                     |                           |                | Other                    | 11            | 7.1%          |                   |               |               |                             |            |            |
|                     |                           |                | Social                   | 36            | 23.2%         |                   |               |               |                             |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6ae Destination Origin Analysis

| Top Origin<br>4.1.3 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                      |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--------------------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                        | # of Trips | % of Trips |
| (8179<br>Cook, IL)  | 8114.01<br>(Cook, IL)     | 143            | Shop                     | 20            | 14.0%         | Private<br>Auto   | 91            | 63.6%         | 331.0:<br>Cumberland -<br>5th Avenue | 5          | 71.4%      |
|                     |                           |                | Work                     | 1             | 0.7%          | Auto              | 51            | 35.7%         | -                                    | -          | -          |
|                     |                           |                | Eat                      | 12            | 8.4%          | Public<br>Transit | 1             | 0.7%          | -                                    | -          | -          |
|                     |                           |                | Home                     | 16            | 11.2%         | Taxi/TNC          | -             | -             |                                      |            |            |
|                     |                           |                | Errands                  | 5             | 3.5%          |                   |               |               |                                      |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 1             | 0.7%          |                   |               |               |                                      |            |            |
|                     |                           |                | Recreation               | 31            | 21.7%         |                   |               |               |                                      |            |            |
|                     |                           |                | Other                    | 14            | 9.8%          |                   |               |               |                                      |            |            |
|                     |                           |                | Social                   | 43            | 30.1%         |                   |               |               |                                      |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                      |            |            |

Fig. 6af Destination Origin Analysis

| Top Origin<br>4.2.1 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                     |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-------------------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                       | # of Trips | % of Trips |
| 8162<br>(Cook, IL)  | 8144 (Cook,<br>IL)        | 228            | Shop                     | 35            | 15.4%         | Private<br>Auto   | 118           | 51.8%         | 315.0: Austin<br>Boulevard          | 4          | 50.0%      |
|                     |                           |                | Work                     | 1             | 0.4%          | Auto              | 102           | 44.7%         | 305.0: East<br>Roosevelt            | 1          | 12.5%      |
|                     |                           |                | Eat                      | 27            | 11.8%         | Public<br>Transit | 8             | 3.5%          | 322.0:<br>Cermak Road<br>- 22nd St. | 1          | 12.5%      |
|                     |                           |                | Home                     | 8             | 3.5%          | Taxi/TNC          | -             | -             |                                     |            |            |
|                     |                           |                | Errands                  | 67            | 29.4%         |                   |               |               |                                     |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 28            | 12.3%         |                   |               |               |                                     |            |            |
|                     |                           |                | Recreation               | 15            | 6.6%          |                   |               |               |                                     |            |            |
|                     |                           |                | Other                    | 16            | 7.0%          |                   |               |               |                                     |            |            |
|                     |                           |                | Social                   | 30            | 13.2%         |                   |               |               |                                     |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                     |            |            |

Fig. 6ag Destination Origin Analysis

| Top Origin<br>4.2.2 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| 8162<br>(Cook, IL)  | 8145 (Cook,<br>IL)        | 227            | Shop                     | 68            | 30.0%         | Private<br>Auto   | 110           | 48.5%         | 315.0: Austin<br>Boulevard  | 4          | 66.7%      |
|                     |                           |                | Work                     | 1             | 0.4%          | Auto              | 111           | 48.9%         | 309.0: Lake<br>Street       | 3          | 50.0%      |
|                     |                           |                | Eat                      | 72            | 31.7%         | Public<br>Transit | 6             | 2.6%          | 318.0: West<br>North Avenue | 3          | 50.0%      |
|                     |                           |                | Home                     | 6             | 2.6%          | Taxi/TNC          | -             | -             |                             |            |            |
|                     |                           |                | Errands                  | 31            | 13.7%         |                   |               |               |                             |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 12            | 5.3%          |                   |               |               |                             |            |            |
|                     |                           |                | Recreation               | 10            | 4.4%          |                   |               |               |                             |            |            |
|                     |                           |                | Other                    | 26            | 11.5%         |                   |               |               |                             |            |            |
|                     |                           |                | Social                   | 1             | 0.4%          |                   |               |               |                             |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                             |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6ah Destination Origin Analysis

| Top Origin<br>4.2.3 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                    |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|------------------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                      | # of Trips | % of Trips |
| 8162<br>(Cook, IL)  | 8152 (Cook,<br>IL)        | 224            | Shop                     | 76            | 33.9%         | Private<br>Auto   | 133           | 59.4%         | 331.0:<br>Cumberland -<br>5th A... | 1          | 100.0%     |
|                     |                           |                | Work                     | -             | -             | Auto              | 89            | 39.7%         | -                                  | -          | -          |
|                     |                           |                | Eat                      | 35            | 15.6%         | Public<br>Transit | 1             | 0.4%          | -                                  | -          | -          |
|                     |                           |                | Home                     | 8             | 3.6%          | Taxi/TNC          | 1             | 0.40%         |                                    |            |            |
|                     |                           |                | Errands                  | 16            | 7.1%          |                   |               |               |                                    |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 24            | 10.7%         |                   |               |               |                                    |            |            |
|                     |                           |                | Recreation               | 9             | 4.0%          |                   |               |               |                                    |            |            |
|                     |                           |                | Other                    | 26            | 11.6%         |                   |               |               |                                    |            |            |
|                     |                           |                | Social                   | 30            | 13.4%         |                   |               |               |                                    |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                    |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                                    |            |            |



Fig. 6ai Destination Origin Analysis

| Top Origin<br>4.3.1 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options           |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|---------------------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route             | # of Trips | % of Trips |
| 8168<br>(Cook, IL)  | 8135 (Cook,<br>IL)        | 150            | Shop                     | 4             | 2.9%          | Private<br>Auto   | 89            | 65.0%         | 313.0: St.<br>Charles Rd. | 1          | 100.0%     |
|                     |                           |                | Work                     | -             | -             | Auto              | 47            | 34.3%         | -                         | -          | -          |
|                     |                           |                | Eat                      | 3             | 2.2%          | Public<br>Transit | 1             | 0.7%          | -                         | -          | -          |
|                     |                           |                | Home                     | 9             | 6.6%          | Taxi/TNC          | -             | -             |                           |            |            |
|                     |                           |                | Errands                  | 5             | 3.7%          |                   |               |               |                           |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | 19            | 13.9%         |                   |               |               |                           |            |            |
|                     |                           |                | Recreation               | 2             | 1.5%          |                   |               |               |                           |            |            |
|                     |                           |                | Other                    | -             | -             |                   |               |               |                           |            |            |
|                     |                           |                | Social                   | 95            | 69.3%         |                   |               |               |                           |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                           |            |            |

Fig. 6aj Destination Origin Analysis

| Top Origin<br>4.3.2 | Study Area<br>Destination  | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|---------------------|----------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                     |                            |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| 8168<br>(Cook, IL)  | 8402.01<br>(DuPage,<br>IL) | 107            | Shop                     | 32            | 29.9%         | Private<br>Auto   | 27            | 25.2%         | -               | -          | -          |
|                     |                            |                | Work                     | 3             | 2.8%          | Auto              | 80            | 74.8%         | -               | -          | -          |
|                     |                            |                | Eat                      | 12            | 11.2%         | Public<br>Transit | -             | -             | -               | -          | -          |
|                     |                            |                | Home                     | 3             | 2.8%          | Taxi/TNC          | -             | -             |                 |            |            |
|                     |                            |                | Errands                  | 10            | 9.4%          |                   |               |               |                 |            |            |
|                     |                            |                | Lodging<br>(hotels etc.) | -             | -             |                   |               |               |                 |            |            |
|                     |                            |                | Recreation               | 13            | 12.1%         |                   |               |               |                 |            |            |
|                     |                            |                | Other                    | 8             | 7.5%          |                   |               |               |                 |            |            |
|                     |                            |                | Social                   | 26            | 24.3%         |                   |               |               |                 |            |            |
|                     |                            |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6ak Destination Origin Analysis

| Top Origin<br>4.3.3 | Study Area<br>Destination | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|---------------------|---------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
|                     |                           |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
| 8168<br>(Cook, IL)  | 7704 (Cook,<br>IL)        | 91             | Shop                     | 35            | 38.5%         | Private<br>Auto   | 37            | 40.7%         | -               | -          | -          |
|                     |                           |                | Work                     | 19            | 20.9%         | Auto              | 53            | 58.2%         | -               | -          | -          |
|                     |                           |                | Eat                      | 6             | 6.6%          | Public<br>Transit | -             | -             | -               | -          | -          |
|                     |                           |                | Home                     | 6             | 6.6%          | Taxi/TNC          | 1             | 1.10%         |                 |            |            |
|                     |                           |                | Errands                  | 8             | 8.8%          |                   |               |               |                 |            |            |
|                     |                           |                | Lodging<br>(hotels etc.) | -             | -             |                   |               |               |                 |            |            |
|                     |                           |                | Recreation               | 9             | 9.9%          |                   |               |               |                 |            |            |
|                     |                           |                | Other                    | 6             | 6.6%          |                   |               |               |                 |            |            |
|                     |                           |                | Social                   | 2             | 2.2%          |                   |               |               |                 |            |            |
|                     |                           |                |                          |               |               |                   |               |               |                 |            |            |

Fig. 6al Destination Origin Analysis

| Top Origin<br>5.1  | Study Area<br>Destination       | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                                  |            |            |
|--------------------|---------------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|--|------------|------------|
|                    |                                 |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                                    | # of Trips | % of Trips |
| 9800<br>(Cook, IL) | Central<br>Business<br>District | 2,000          | Shop                     | 149           | 9.3%          | Private<br>Auto   | 1,060         | 53.2%         | Blue Line  | 309        | 97.5%      |
|                    |                                 |                | Work                     | 688           | 34.5%         | Auto              | 431           | 21.6%         | 223.0: Elk<br>Grove -<br>Rosemont<br>CTA Station | 7          | 2.2%       |
|                    |                                 |                | Eat                      | 148           | 7.4%          | Public<br>Transit | 317           | 15.9%         | 66: Chicago                                      | 5          | 1.6%       |
|                    |                                 |                | Home                     | 823           | 41.2%         | Taxi/TNC          | 186           | 9.32%         |  |            |            |
|                    |                                 |                | Errands                  | 33            | 1.7%          |                   |               |               |  |            |            |
|                    |                                 |                | Lodging<br>(hotels etc.) | 4             | 0.2%          |                   |               |               |  |            |            |
|                    |                                 |                | Recreation               | 45            | 2.3%          |                   |               |               |  |            |            |
|                    |                                 |                | Other                    | 12            | 0.6%          |                   |               |               |  |            |            |
|                    |                                 |                | Social                   | 23            | 1.2%          |                   |               |               |  |            |            |
|                    |                                 |                |                          |               |               |                   |               |               |  |            |            |

Fig. 6am Destination Origin Analysis

| Top Origin<br>5.2  | Study Area<br>Destination       | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|--------------------|---------------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                    |                                 |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| 8120<br>(Cook, IL) | Central<br>Business<br>District | 1,230          | Shop                     | 57            | 4.6%          | Private<br>Auto   | 549           | 44.7%         | Green Line                  | 132        | 46.6%      |
|                    |                                 |                | Work                     | 902           | 73.4%         | Auto              | 344           | 28.0%         | UP-W: Union<br>Pacific West | 131        | 46.3%      |
|                    |                                 |                | Eat                      | 62            | 5.0%          | Public<br>Transit | 283           | 23.0%         | Blue Line                   | 17         | 6.0%       |
|                    |                                 |                | Home                     | 82            | 6.7%          | Taxi/TNC          | 53            | 4.31%         |                             |            |            |
|                    |                                 |                | Errands                  | 14            | 1.1%          |                   |               |               |                             |            |            |
|                    |                                 |                | Lodging<br>(hotels etc.) | 6             | 0.5%          |                   |               |               |                             |            |            |
|                    |                                 |                | Recreation               | 23            | 1.9%          |                   |               |               |                             |            |            |
|                    |                                 |                | Other                    | 59            | 4.8%          |                   |               |               |                             |            |            |
|                    |                                 |                | Social                   | 6             | 0.5%          |                   |               |               |                             |            |            |
|                    |                                 |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6an Destination Origin Analysis

| Top Origin<br>5.3     | Study Area<br>Destination       | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options             |            |            |
|-----------------------|---------------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------------------|------------|------------|
|                       |                                 |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route               | # of Trips | % of Trips |
| 8123.01<br>(Cook, IL) | Central<br>Business<br>District | 1,059          | Shop                     | 158           | 15.0%         | Private<br>Auto   | 598           | 56.7%         | Green Line                  | 115        | 76.7%      |
|                       |                                 |                | Work                     | 510           | 48.4%         | Auto              | 284           | 26.9%         | UP-W: Union<br>Pacific West | 33         | 22.0%      |
|                       |                                 |                | Eat                      | 119           | 11.3%         | Public<br>Transit | 150           | 14.2%         | 20: Madison                 | 1          | 0.7%       |
|                       |                                 |                | Home                     | 58            | 5.5%          | Taxi/TNC          | 22            | 2.09%         |                             |            |            |
|                       |                                 |                | Errands                  | 63            | 6.0%          |                   |               |               |                             |            |            |
|                       |                                 |                | Lodging<br>(hotels etc.) | 13            | 1.2%          |                   |               |               |                             |            |            |
|                       |                                 |                | Recreation               | 59            | 5.6%          |                   |               |               |                             |            |            |
|                       |                                 |                | Other                    | 45            | 4.3%          |                   |               |               |                             |            |            |
|                       |                                 |                | Social                   | 20            | 1.9%          |                   |               |               |                             |            |            |
|                       |                                 |                |                          |               |               |                   |               |               |                             |            |            |

Fig. 6ao Destination Origin Analysis

| Top Origin<br>5.4  | Study Area<br>Destination       | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                 |            |            |
|--------------------|---------------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|---------------------------------|------------|------------|
|                    |                                 |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                   | # of Trips | % of Trips |
| 8142<br>(Cook, IL) | Central<br>Business<br>District | 994            | Shop                     | 57            | 5.7%          | Private<br>Auto   | 573           | 57.6%         | Pink Line                       | 36         | 41.9%      |
|                    |                                 |                | Work                     | 567           | 57.0%         | Auto              | 305           | 30.7%         | 60: Blue<br>Island/26th         | 22         | 25.6%      |
|                    |                                 |                | Eat                      | 55            | 5.5%          | Public<br>Transit | 86            | 8.7%          | BNSF:<br>Burlington<br>Northern | 20         | 23.2%      |
|                    |                                 |                | Home                     | 125           | 12.6%         | Taxi/TNC          | 30            | 3.02%         |                                 |            |            |
|                    |                                 |                | Errands                  | 25            | 2.5%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Lodging<br>(hotels etc.) | 1             | 0.1%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Recreation               | 23            | 2.3%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Other                    | 2             | 0.2%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Social                   | 6             | 0.6%          |                   |               |               |                                 |            |            |
|                    |                                 |                |                          |               |               |                   |               |               |                                 |            |            |

Fig. 6ap Destination Origin Analysis

| Top Origin<br>5.5  | Study Area<br>Destination       | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options                 |            |            |
|--------------------|---------------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|---------------------------------|------------|------------|
|                    |                                 |                | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route                   | # of Trips | % of Trips |
| 8152<br>(Cook, IL) | Central<br>Business<br>District | 913            | Shop                     | 47            | 5.2%          | Private<br>Auto   | 433           | 47.4%         | BNSF:<br>Burlington<br>Northern | 207        | 82.8%      |
|                    |                                 |                | Work                     | 675           | 73.9%         | Auto              | 217           | 23.8%         | Pink Line                       | 26         | 10.4%      |
|                    |                                 |                | Eat                      | 64            | 7.0%          | Public<br>Transit | 250           | 27.4%         | Green Line                      | 11         | 4.4%       |
|                    |                                 |                | Home                     | 45            | 4.9%          | Taxi/TNC          | 13            | 1.42%         |                                 |            |            |
|                    |                                 |                | Errands                  | 15            | 1.6%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Lodging<br>(hotels etc.) | 2             | 0.2%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Recreation               | 17            | 1.9%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Other                    | 5             | 0.5%          |                   |               |               |                                 |            |            |
|                    |                                 |                | Social                   | 12            | 1.3%          |                   |               |               |                                 |            |            |
|                    |                                 |                |                          |               |               |                   |               |               |                                 |            |            |

Fig. 6a Destination Origin Analysis

| Top Origin<br>5.5  | Study Area<br>Destination       | Trip<br>Volume | Trip Reason              |               |               | Travel Mode       |               |               | Transit Options |            |            |
|--------------------|---------------------------------|----------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|-----------------|------------|------------|
| 8161<br>(Cook, IL) | Central<br>Business<br>District | 903            | Reason                   | # of<br>Trips | % of<br>Trips | Mode              | # of<br>Trips | % of<br>Trips | Transit Route   | # of Trips | % of Trips |
|                    |                                 |                | Shop                     | 133           | 14.7%         | Private<br>Auto   | 548           | 60.7%         | Green Line      | 57         | 41.9%      |
|                    |                                 |                | Work                     | 438           | 48.5%         | Auto              | 210           | 23.3%         | Blue Line       | 30         | 22.1%      |
|                    |                                 |                | Eat                      | 168           | 18.6%         | Public<br>Transit | 136           | 15.1%         | 307.0: Harlem   | 27         | 19.9%      |
|                    |                                 |                | Home                     | 34            | 3.8%          | Taxi/TNC          | 9             | 1.00%         |                 |            |            |
|                    |                                 |                | Errands                  | 28            | 3.1%          |                   |               |               |                 |            |            |
|                    |                                 |                | Lodging<br>(hotels etc.) | 10            | 1.1%          |                   |               |               |                 |            |            |
|                    |                                 |                | Recreation               | 45            | 5.0%          |                   |               |               |                 |            |            |
|                    |                                 |                | Other                    | 4             | 0.5%          |                   |               |               |                 |            |            |
|                    |                                 |                | Social                   | 25            | 2.8%          |                   |               |               |                 |            |            |