

Existing Station Condition Report

Metra Clybourn Station Feasibility Planning Study

IDOT PTB 214/Item 52 IDOT Job No. P-99-007-25

November 2025



PREPARED BY:

RailPros
Quandel
Jacobs
RM Chin
Atlas Engineering
Epstein

Location: Clybourn Metra Station

2001 N. Ashland Ave., Chicago, IL 60622

Elliot Ramos
IDOT Bureau of Railroads
Bureau Chief of Passenger Rail Corridor Management
elliot.ramos@illinois.gov

TABLE OF CONTENTS

- 1. Introduction 1**
 - 1.1 Overview and Background..... 1
- 2. Metra Clybourn Station Service, Performance and Facilities..... 1**
 - 2.1 Metra Boarding and Usage Statistics 2
 - 2.2 Station Schedule 4
 - 2.3 Metra Passenger Clybourn Station Arrival and Departure Patterns 7
 - 2.4 Metra On-Time Performance 7
- 3. Neighborhood Demographics and Growth Projections..... 9**
 - 3.1 Zoning and Land Use..... 9
 - 3.2 Zone Classifications 9
 - 3.3 Demographic – US Census..... 10
- 4. Station Condition and Access 11**
 - 4.1 Overview 11
 - 4.2 Station and Platform Condition 12
 - 4.3 Pedestrian Access 12
 - 4.4 Transit Connections and Existing Potentially Affected Transit Services 14
 - 4.5 Bike Parking and Access 16
 - 4.6 Parking and Vehicle Access..... 17
 - 4.7 ADA Accessibility..... 19
- 5. Railroad Facilities 20**
 - 5.1 Overview 20
 - 5.2 Track Configuration and Metra Train Operations 21
 - 5.3 Signal Configuration 23
 - 5.4 Freight Operations 24

Table of Figures

Figure 1: Location Map	1
Figure 2 - RTAMS UPN-N and UP-NW Trips – April 2025.....	3
Figure 3-Metra Report 2025- UP-N and UP-NW Passenger Trips - April 2025	3
Figure 4 – Metra Ridership Recovery – April 2025.....	3
Figure 5 - City of Chicago Zoning Classifications	9
Figure 6 - Population by Age and Sex	10
Figure 7-Pedestrian Access Points	12
Figure 8-Signalized Crosswalks	13
Figure 9-Pedestrian Route Analysis.....	14
Figure 10-CTA Route Map	14
Figure 11-Bus Stops and Routes.....	15
Figure 12-CDOT Bike Network map	16
Figure 13-Bike Rack and Capacity	17
Figure 14 - Clybourn Station Parking Lot Map	18
Figure 15-Road Congestion Metra Clybourn Station	18
Figure 16-Clybourn Station ADA Signage/Wayfinding	19
Figure 17-Pedestrian Crossings and Curbs	19
Figure 18-Metra Clybourn Station Operations Study Area.....	20
Figure 19-Metra Clybourn Station Operations Summary-Total Number of Trains Per Day	21
Figure 20: Clybourn Station Track Configuration.....	22
Figure 21: CP and Signal Layout, Northwest JCT. - CP Wood ST.....	23

Tables

Table 1-Metra Clybourn Station Boardings -1983-2024	2
Table 2-Metra Clybourn Station Weekday Schedule	4
Table 3-Metra Clybourn Station Saturday Schedule	5
Table 4-Metra Clybourn Station Sunday/Holiday Schedule *	6
Table 5-Metra O&D Survey Historical 2019(Boardings)	7
Table 6-Metra On Time Performance UP-N & UP-NW	8

ATTACHMENTS

- Attachment A – Current Schedule – October 23, 2025
- Attachment B - Metra O&D Survey Historical 2019
- Attachment C – Metra On-Time Performance June 2025
- Attachment D – 606 Bloomingdale Trail
- Attachment E – Base Photo Exhibit

1. INTRODUCTION

1.1 Overview and Background

The Illinois Department of Transportation is conducting a feasibility study to investigate for possible relocation of the existing station, located at North Ashland Avenue and West Armitage Avenue to a nearby site that can accommodate modern commuter and potential intercity rail operations. The project area would focus on the Ashland/Armitage/Elston corridor, with attention to surrounding neighborhoods (Bucktown, Lincoln Park, Wicker Park) and the North Branch Industrial Corridor, which is undergoing transformation into a mixed-use, higher-density district.

The Clybourn Metra Station, located at Ashland and Armitage Avenues, was constructed in 1900 and remains one of Metra's busiest non-downtown stations, serving both the Union Pacific North (UP-N) and Northwest lines (UP-NW). Despite its high ridership and strategic location near rapidly growing neighborhoods such as Bucktown, Lincoln Park, and Wicker Park, the station has received minimal investment over the decades and no longer meets modern standards for accessibility, safety, or capacity. The station lacks ADA compliance, adequate passenger amenities, and the platform length required to accommodate standard 10-car trains. With the surrounding North Branch Industrial Corridor undergoing redevelopment into a mixed-use district, the current facility is viewed as insufficient to support future ridership growth and evolving multimodal transportation needs.

2. Metra Clybourn Station Service, Performance and Facilities

The existing Clybourn Metra station is located near the Ashland, Clybourn and Armitage intersection and near the Interstate 90/94 Expressway on the near north side of the city of Chicago. It services both the Metra UP-North and UP-Northwest lines.

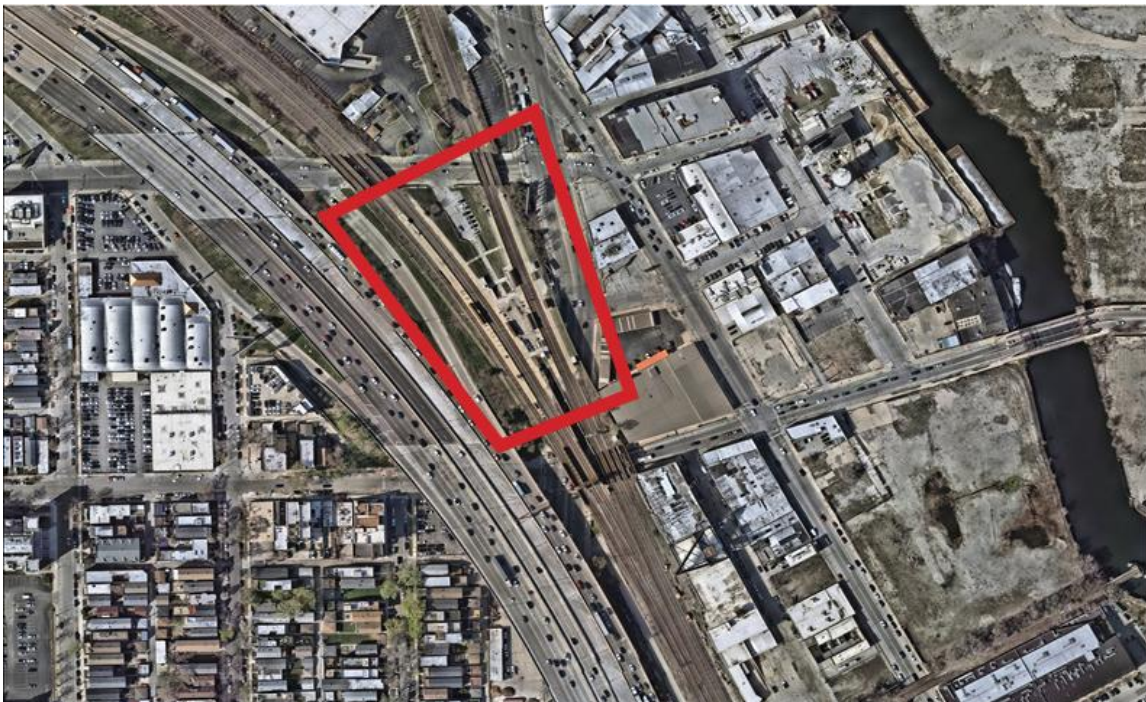


Figure 1: Location Map

2.1 Metra Boarding and Usage Statistics

In June 2025, Metra provided the below ridership data for stations on both the UP-N and UP-NW lines including Clybourn. For the Fall of 2024, on Tuesdays – Thursdays, the Clybourn station shows 626 station boardings daily on the UP-NW and 782 daily on the UP-N.

Station Boardings Over Time																
* Fall 2024 is estimated using Ventra app and ticket sales data for Tuesdays-Thursdays in September 2024. This methodology is under review and may be refined, resulting in revised values in the future.																
** Station temporarily closed for reconstruction.																
Line	Station	Spring 1983	Spring 1985	Fall 1987	Fall 1989	Fall 1991	Fall 1993	Fall 1995	Fall 1997	Fall 1999	Fall 2002	Fall 2006	Spring 2014	Fall 2016	Fall 2018	Fall 2024*
UPNW	Edison Park	383	328	360	425	402	544	518	541	547	593	536	646	694	752	589
UPNW	Norwood Park	218	195	170	244	239	307	320	273	329	269	289	350	359	365	351
UPNW	Gladstone Park	81	81	67	94	97	138	119	111	129	124	103	169	195	180	123
UPNW	Jefferson Park	441	434	537	548	583	736	740	706	719	749	786	599	656	510	454
UPNW	Irving Park	175	196	225	248	257	407	414	376	408	451	495	474	443	439	349
UPNW	Clybourn	272	261	305	466	408	486	575	460	531	529	769	693	857	839	626
UPNW	Ogilvie Transportation Ctr.	13,737	13,517	15,037	15,778	15,809	16,516	15,954	15,253	15,603	14,542	14,886	15,938	16,395	16,969	10,536
	Total UPNW	29,909	29,574	32,990	34,690	34,446	36,532	35,574	34,205	35,030	33,272	34,227	35,982	36,937	20,054	22,957
UPN	Rogers Park	464	511	611	742	881	924	877	977	1,072	973	1,176	1,498	1,389	1,393	803
UPN	Peterson/Ridge	---	---	---	---	---	---	---	---	---	---	---	---	---	---	498
UPN	Ravenswood	307	353	511	562	663	747	878	914	1,246	1,455	1,940	2,363	2,721	2,630	1,747
UPN	Clybourn	110	124	181	221	268	368	424	419	479	491	697	906	974	835	782
UPN	Ogilvie Transportation Ctr.	8,437	8,899	10,113	10,216	10,792	10,689	10,455	10,714	11,209	10,595	10,935	10,833	12,566	12,412	8,709
	Total UPN	19,233	20,540	23,063	23,649	25,213	25,026	25,007	25,475	26,996	26,278	28,277	28,181	31,987	17,270	21,037
UPN, UPNW, UPW	Ogilvie Transportation Ctr.	32,943	33,259	37,522	38,730	39,145	39,963	39,708	38,737	39,195	36,731	37,564	39,552	42,412	42,500	27,256
UPN, UPNW	Clybourn	382	385	486	687	676	854	999	879	1,010	1,020	1,466	1,599	1,831	1,674	1,408

Table 1-Metra Clybourn Station Boardings -1983-2024

Source: Metra Planning and Programming, 2024

According to RTAMS¹, the UP-N carried 461,200 passenger trips in April 2025 and UP-NW carried 506,581 passenger trips that same month.

April ▾

Stations ▾	2025 ▾	2024 ▾	2023 ▾	2022 ▾	2021 ▾	2020 ▾	2019 ▾	2018 ▾	2017 ▾	2016 ▾
Union Pacific North Line	461,200	407,635	310,473	241,532	104,989	28,093	709,161	696,671	713,239	739,121
Union Pacific Northwest Line	506,581	430,355	348,750	246,761	107,579	21,933	856,117	847,490	871,474	888,570

Figure 2 - RTAMS UPN-N and UP-NW Trips – April 2025

From the April 2025 Metra Board report², the UP-N line carried 461,000 passenger trips in 2025, and the UP-NW line carried 507,000 passenger trips during the month, matching the RTAMS data.

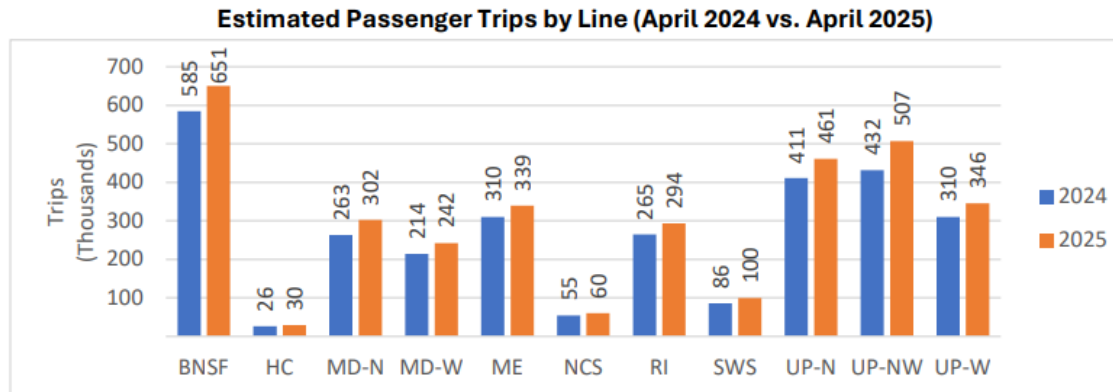


Figure 3-Metra Report 2025- UP-N and UP-NW Passenger Trips - April 2025

The latest ridership numbers indicate that the UP-N and UP-NW lines combined are operating approximately 75% of volume on weekdays when compared to 2019 and approximately 5% above passenger ridership from 2019 on weekends.

Ridership Recovery by Line & Service Period (Apr 2025 as a percentage of Apr 2019)

Line	Peak	Rev Peak	Midday	Evening	Weekday	Saturday	Sunday
BNSF	56%	67%	91%	69%	61%	102%	120%
HC	58%	-	-	-	55%	-	-
MD-N	63%	48%	72%	54%	61%	85%	91%
MD-W	50%	58%	78%	63%	54%	73%	78%
ME	38%	137%	90%	80%	52%	136%	164%
NCS	45%	45%	119%	-	49%	-	-
RI	45%	119%	108%	70%	52%	98%	104%
SWS	49%	77%	61%	31%	49%	-	-
UP-N	71%	92%	133%	118%	84%	110%	103%
UP-NW	61%	70%	103%	65%	67%	105%	106%
UP-W	65%	76%	92%	59%	68%	76%	76%
Total	56%	79%	96%	70%	62%	100%	105%

Figure 4 – Metra Ridership Recovery – April 2025

¹ [Regional Transportation Authority Mapping and Statistics (RTAMS)]

2.2 Station Schedule

The current train schedule for the UP-N and UP-NW lines at Clybourn can be found below in Table 2 – Weekday; Table 3 Saturday; Table 4 Sunday/Holiday. The follow schedules for the UP-N line and UP-NW Line are effective as of October 23, 2025. For the full line schedules see **Attachment A-Current Schedules**.

Table 2-Metra Clybourn Station Weekday Schedule

UP – N Weekday				UP-NW Weekday			
Inbound		Outbound		Inbound		Outbound	
Train Number	Scheduled Arrival	Train Number	Scheduled Arrival	Train Number	Scheduled Arrival	Train Number	Scheduled Arrival
300	5:14	303	5:40	602	5:31	603	5:08
302	6:14	305	6:10	603	6:01	605	5:43
390	6:44	307	6:40	606	6:31	607	6:08
304	7:14	309	6:48	610	6:35	609	6:13
306	7:29	391	7:10	614	---	611	6:43
308	7:46	311	7:40	612	7:02	613	7:08
310	7:59	313	8:10	616	7:05	615	7:13
312	8:16	315	8:40	620	---	617	7:43
392	8:24	319	9:40	622	---	619	8:43
314	8:29	321	10:10	624	7:35	621	9:43
316	8:46	323	10:40	618	7:37	623	10:43
318	8:59	327	11:40	628	---	625	11:43
320	9:16	331	12:40	626	8:02	627	12:43
322	9:29	335	1:40	630	8:05	629	1:43
324	9:46	337	2:10	634	---	631	2:43
326	10:39	339	2:40	636	8:35	633	3:30
330	11:39	341	3:10	632	8:37	635	3:43
334	12:39	343	3:40	638	9:01	637	3:53
338	1:39	345	3:48	640	9:18	639	4:13
342	2:39	347	4:10	642	9:59	641	---
346	3:39	349	4:18	644	10:59	643	4:30
394	4:02	351	4:40	646	11:59	645	4:43
348	4:16	353	4:48	648	12:59	647	---
396	4:46	393	4:58	650	1:59	649	5:00
398	5:02	355	5:10	652	2:59	653	---
354	5:39	357	5:18	654	3:59	651	5:15
358	6:09	359	5:40	656	4:59	655	---
360	6:39	361	5:48	658	5:37	657	5:30
362	7:09	363	6:10	660	5:48	659	5:43

UP-N Weekday – Inbound		UP-N Weekday – Outbound		UP-NW Weekday - Inbound		UP-NW Weekday Outbound	
366	7:39	365	6:40	662	6:37	661	6:00
368	8:39	367	7:40	664	6:59	663	6:13
370	9:39	369	8:40	666	7:18	665	6:30
372	10:39	371	9:40	668	7:59	667	6:43
374	11:39	373	10:40	670	8:18	669	7:43
376	12:39 AM	375	11:40	672	8:59	671	8:43
---	---	377	12:40 AM	674	9:59	673	9:43
Indicates Afternoon				676	10:59	675	10:43
				678	11:59	677	11:43
				680	12:59 AM	601	12:43 AM
				Indicates Afternoon			

Table 3-Metra Clybourn Station Saturday Schedule

UP-N Saturday				UP-NW Saturday			
Inbound		Outbound		Inbound		Outbound	
Train Number	Scheduled Arrival	Train Number	Scheduled Arrival	Train Number	Scheduled Arrival	Train Number	Scheduled Arrival
800	5:39	803	6:40	700	7:26	701	8:38
802	6:39	805	7:40	702	8:12	705	10:38
804	7:39	807	8:40	704	9:12	709	12:38
806	8:39	811	10:40	706	---	711	1:38
808	9:39	813	11:40	708	10:22	713	2:38
810	10:39	815	12:40	710	11:12	715	---
812	11:39	819	2:40	712	12:12	717	3:38
814	1:39	821	3:40	714	1:12	719	4:38
818	3:39	823	4:40	716	2:12	721	---
820	4:39	825	5:40	718	3:12	723	5:48
822	5:39	827	6:40	720	4:12	725	6:38
824	6:39	829	7:40	722	5:12	727	7:38
828	8:39	833	9:40	724	6:12	729	8:38
830	9:39	835	11:10	726	7:12	731	9:38
834	11:39	301	12:40 AM	730	9:12	733	10:38
Indicates Afternoon				732	10:12	735	11:38
				734	11:12	601	12:38 AM
				Indicates Afternoon			

Table 4-Metra Clybourn Station Sunday/Holiday Schedule *

UP-N Sunday			
Inbound		Outbound	
Train Number	Scheduled Arrival	Train Number	Scheduled Arrival
800	5:39	803	6:40
802	6:39	805	7:40
804	7:39	807	8:40
806	8:39	811	10:40
808	9:39	813	11:40
810	10:39	815	12:40
812	11:39	819	2:40
814	1:39	821	3:40
818	3:39	823	4:40
820	4:39	825	5:40
822	5:39	827	6:40
824	6:39	829	7:40
828	8:39	833	9:40
830	9:39	835	11:10
834	11:39	301	12:40 AM
Indicates Afternoon			

UP-NW Sunday			
Inbound		Outbound	
Train Number	Scheduled Arrival	Train Number	Scheduled Arrival
702	8:12	703	9:38
706	---	705	10:38
7088	10:22	7099	12:38
710	11:12	7133	2:38
712	12:12	7199	4:38
7166	2:12	721	---
720	4:12	7233	5:48
7244	6:12	725	6:38
728	8:12	729	8:38
732	10:12	735	11:38
---	---	601	12:38 AM
Indicates Afternoon			

* On UP-N Line Outbound Ravinia Park (RAV1) operates for Saturday and Sunday evening events (concerts) only. Departs Ogilvie at 5:30 pm/Arrives at Clybourn at 5:43 pm and Ravinia Park at 6:25 pm. Trains may be subject to minor delays.

2.3 Metra Passenger Clybourn Station Arrival and Departure Patterns

Establishing a historical baseline of existing conditions on ridership access to and from the Clybourn Stations, Metra conducted an Origin-Destination Survey in 2019. Riders were asked to supply the following information items, among others:

- Boarding and alighting stations
- Boarding station modes of access
- Alighting station modes of egress

Every weekday train that was in operation from start-of-service (4:00 AM) till noon arrival in downtown Chicago, or noon departure from downtown Chicago, was surveyed, on a Monday, Tuesday, Wednesday, or Thursday, with designation of boardings at the Station and mode of transportation.

Table 5-Metra O&D Survey Historical 2019(Boardings)

Line	Walk	Drive Alone	Carpool Driver	Carpool Pssngr.	Drop Off	CTA bus	Rapid Transit	Other Metra	Taxi	Ride Share	Divvy & Bike	Other
UP NW	39%	11%	0%	0%	7%	20%	1%	1%	1%	9%	9%	2%
UP North Line	41%	7%	0%	0%	11%	13%	0%	6%	0%	8%	13%	0%
Avg. of 241 Stations	24%	52%	2%	2%	14%	3%³	1%	0%	0%	1%	2%	0%

Source: Metra OD Survey 2019 ⁴

The Clybourn Station, located in a walkable area of Chicago and good transit connectivity, when compared against the 241 stations Metra stations systemwide in Table 5, the station has a higher average percentage of ridership accessing the station by walking, riding CTA buses and use of Divvy or bicycle. **Attachment B - Metra O&D Survey Historical 2019**

2.4 Metra On-Time Performance

Metra publishes on-time performance and delays in monthly reports **Attachment C – Metra On-Time Performance June 2025** with an annual roll-up. The same information is summarized on *Metra Performance Measures*⁵ for the month of June 2025 Metra reported on eleven rail lines.

- On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule.
- Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late.
- “Extra” trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event

³ Pace Bus is 1%

⁴ Mode-of-Access by Boarding Station; AM both directions 04/06/2020 Spring 2019 Origin-Destination Survey

⁵ <https://metra.com/performance-measures>

schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers.

- Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

In review of the Metra commuter service lines, Clybourn Station with Union Pacific-North and Union Pacific NW the on-time performances are summarized below in **Table 6 – Metra On Time Performance**.

Table 6-Metra On Time Performance UP-N & UP-NW

Service Line	Saturday	Sunday	Weekday	Total
UP N	94.4%	90.4%	92.3%	92.4%
UP NW	97.8%	98.1%	96.0%	96.0%
All Metra Service Lines (11)	95.9%	94.5%	94.9%	94.9%

Source: Metra On-Time Performance 2025

3. Neighborhood Demographics and Growth Projections

3.1 Zoning and Land Use

The majority of the land is zoned M3 and M1 at the station location and surrounding properties **Figure 5 - City of Chicago Zoning Classifications**. There are substantial Zoning District Overlay and Planned Unit Development areas to the immediate east and south of the Station, which encompasses the development commonly referred to “Lincoln Yards” with Sterling Bay as the primary developer. There is Walsh Park to the southwest, with the current terminus of Bloomingdale Trail, part of the 606-park system.

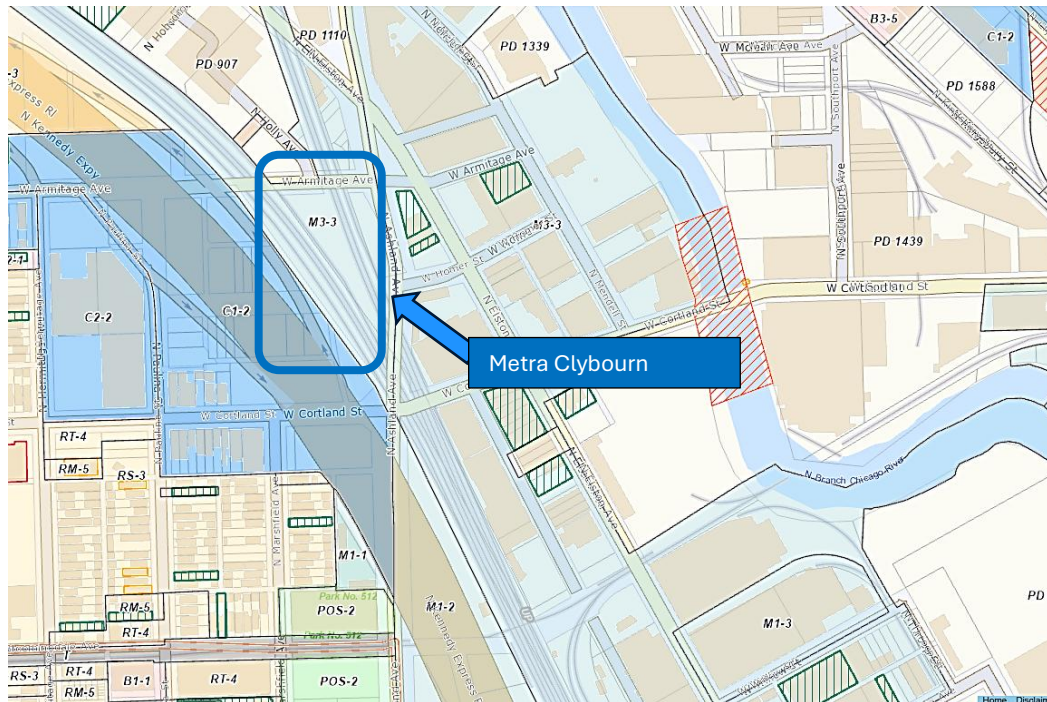


Figure 5 - City of Chicago Zoning Classifications

3.2 Zone Classifications

M3-3 (Existing Station Area): *M3 – Heavy Industrial* district is to accommodate high-impact manufacturing and industrial uses, including extractive and waste-related uses. M3-3 relates to bulk and density designations within the zone.

M1-2 (South Existing Station Area): *M1 – Limited Manufacturing/Business Park* district is to accommodate low-impact manufacturing, wholesaling, and warehousing and distribution activities that occur within enclosed buildings. The district is intended to promote high-quality new development and reuse of older industrial buildings. M1-2 relates to bulk and density designations within the zone.

C1-2 (West): *C1 – Neighborhood Commercial* district is to accommodate a broad range of small-scale, business, service, and commercial uses. C1-2 relates to bulk and density designations within the zone.

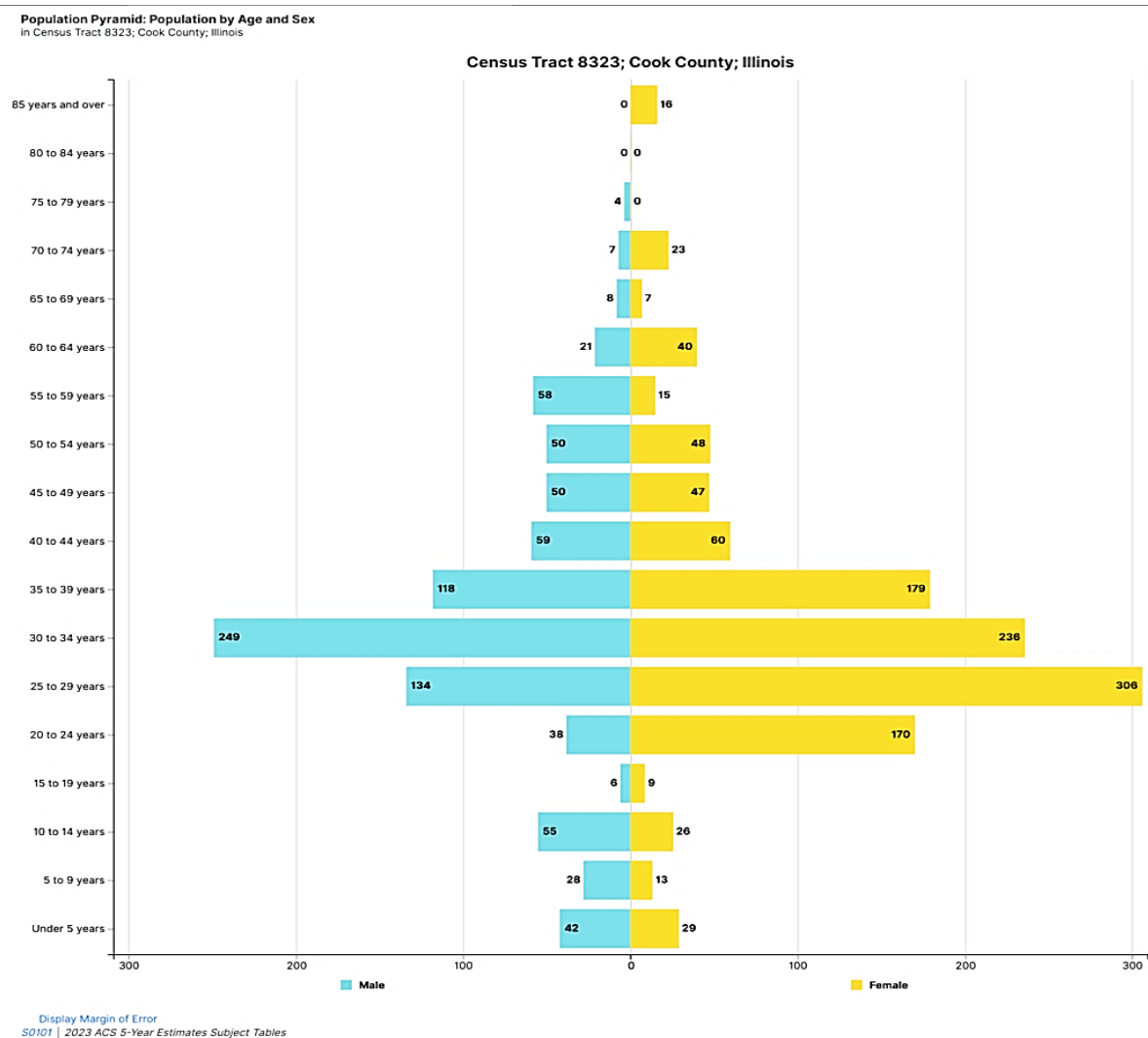
PS1439 (East): *Waterway Residential-Business Planned Development Number 1439* – the "Planned Development" or "PD" is known as “Lincoln Yards North” and allows for a variety of mixed uses, including commercial retail, office, light-manufacturing, open space, and affordable housing.

POS-2 (Southwest): *POS – Parks and Open Space* zoning district is intended to preserve, protect and enhance lands set aside for public open space, public parks, and public beaches. Such areas and facilities provide cultural and recreation opportunities, preserve natural and scenic areas, protect sensitive natural resource areas, and offer refuge from the built, urban environment. Dash 2 specifically refers to a Neighborhood Park, Mini-Park, or Playlot.

3.3 Demographic – US Census

The station area is within Census Tract 8323⁶ with a population of 2,151 according to the 2023 Census. According to the 5-year estimates of the 2023 American Community Survey, the area has a median household income of \$131,212, employment rate of 84.7 percent, and education level is 82.3% bachelor’s degree or higher in the community. The community has a higher percentage of 20- to 35-year-old, see **Figure 6 - Population by Age and Sex.**

Figure 6 - Population by Age and Sex



⁶ US Census Bureau P1; S1501: H1; S1901: DP03

4. STATION CONDITION AND ACCESS

4.1 Overview

The Clybourn Metra Station was constructed in 1900 and with its dense neighborhood and business community is one of the busier stations in the Metra system outside of the downtown core stations.

Deficiencies at the station, based on a June 16, 2025, site visit, are:

- No ADA / disability access and no ability to create complete access
- Limited capacity due to length of existing platforms
- No restrooms or indoor waiting areas
- No dedicated “drop off” locations for taxis or ride shares
- Limited car parking
- Limited bike facilities

Clybourn station is located at the confluence of the Metra UP-N and UP-NW commuter rail lines. The station is bounded to the north by Armitage Avenue, to the south by Cortland Street, to the east by Ashland Avenue, and to the west by the Kennedy Expressway.

The station consists of four platforms that allow service to all five tracks. There are two ways to enter the station and access the platforms. One entry point is along Armitage Avenue to the north, where staircases and underpasses allow access to the platforms from the small parking lot in the center. The second entry point is Ashland Avenue, which provides access to the south via three staircases up to the platform. None of the station’s platforms are ADA accessible due to the requirement to climb stairs to access the platforms.

“It is one of 44 stations identified by Metra without ADA access in its “South, West and North System Map for Customers with Disabilities.” Of these 44 stations, Clybourn has the second highest ridership.”⁷

The station features a small parking lot between the diverging UP-N and UP-NW lines. This parking lot has space for 10-12 vehicles, so it is not attractive as a park-n-ride lot. In general, vehicle access is poor. The parking lot is too small to accommodate a turn-around lane, and peak hour traffic frequently backs up to the driveway entrance as vehicles attempt to enter the Kennedy Expressway. This is further exacerbated by the complex intersection of Elston Avenue, Armitage Avenue, and Ashland Avenue directly to the east of the station.

The station has connections to several bus routes. CTA route 73 runs past the station on Cortland Street, and CTA Routes 9 and X9 run past the station on Ashland Avenue. Access to the station from the bus stops is not ideal. Both bus stops are located at the southwest corner of the station, and entry requires crossing the intersection to access the stairs on Ashland Avenue.



⁷ Clybourn Reimagined – Metropolitan Planning Council/Resolute public affairs.

4.2 Station and Platform Condition

The station has four platforms to serve both inbound and outbound train traffic on the UP-N and UP-NW lines. The two center platforms effectively create one large median platform, and they have been connected with an area of gravel paving. The station does not have a dedicated station house. Instead, the platforms each have smaller wooden shelters that provide a small amount of protection from the



elements. Newer shelters, resembling modern bus shelters, have been added to the median platforms but not the outer platforms. None of these shelters are heated or climate controlled in any way which can make waiting at the station for extended periods of time uncomfortable. Benches are sparse, and other rider amenities are lacking.

Operationally, the station is too small to serve the trainsets Metra currently runs on the UP-N and UP-NW Lines. This results in several cars ending up outside of the station unable to open their doors. This increases dwell times and overall passenger frustration as unexpected passengers are required to rush to an open door.

Signage is another issue at the station. Within the actual station, wayfinding signs are adequate and clear, but signs outside of the station are covered in graffiti which can make it difficult to determine what staircase to climb to arrive at the correct platform. The stairwells at the southern end also lack any signage in braille, making the station difficult to access for riders with vision impairment who may be transferring from nearby CTA bus stops. The median platform has one modern arrivals/departures board while the outer platforms have older LED style information boards. The station does have a functional PA system which announces train arrivals and other important service announcements.

4.3 Pedestrian Access

The complex intersections and proximity to the Kennedy Expressway result in a suboptimal pedestrian experience. This, combined with the aging station, works to create an uninviting, and in some cases dangerous, pedestrian experience. **Figure 7-Pedestrian Access Points** below shows the pedestrian access points to the station.

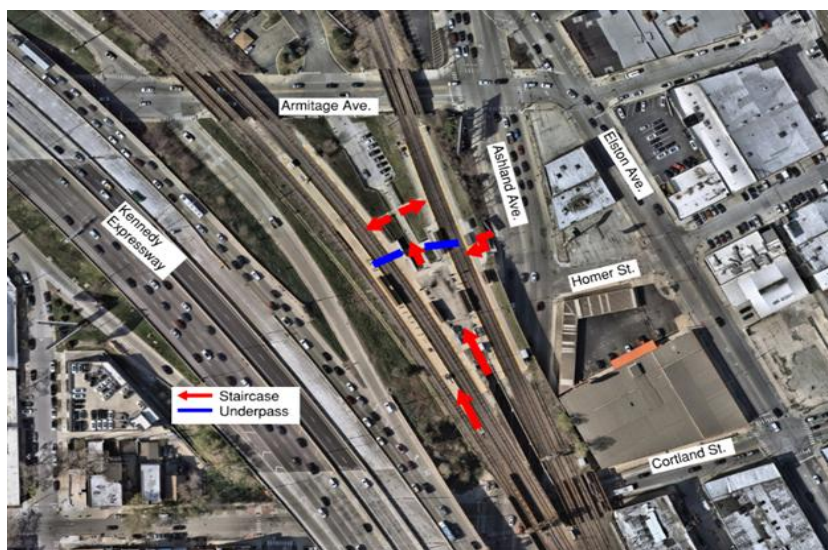


Figure 7-Pedestrian Access Points

Access is provided to the station through a series of stairs and underpasses. These access points are generally in poor condition with spalled concrete and rusting handrails. All 8 access points require climbing stairs which makes this station one of Metra's ADA non-compliant stations.

Looking further away from the station, layout of local roads and the interstate highway provide even more issues for pedestrian access. **Figure 8-Signalized Crosswalks** below shows the location of signalized crosswalks on the streets immediately surrounding the station. The Kennedy expressway creates an east-west barrier that is difficult to cross. This means that any pedestrians looking to access the station must walk along either Cortland Street or Armitage Avenue. To the east of the station, access is limited by the complex intersections created between Ashland Avenue, Elston Avenue, Armitage Avenue, and Homer Street.

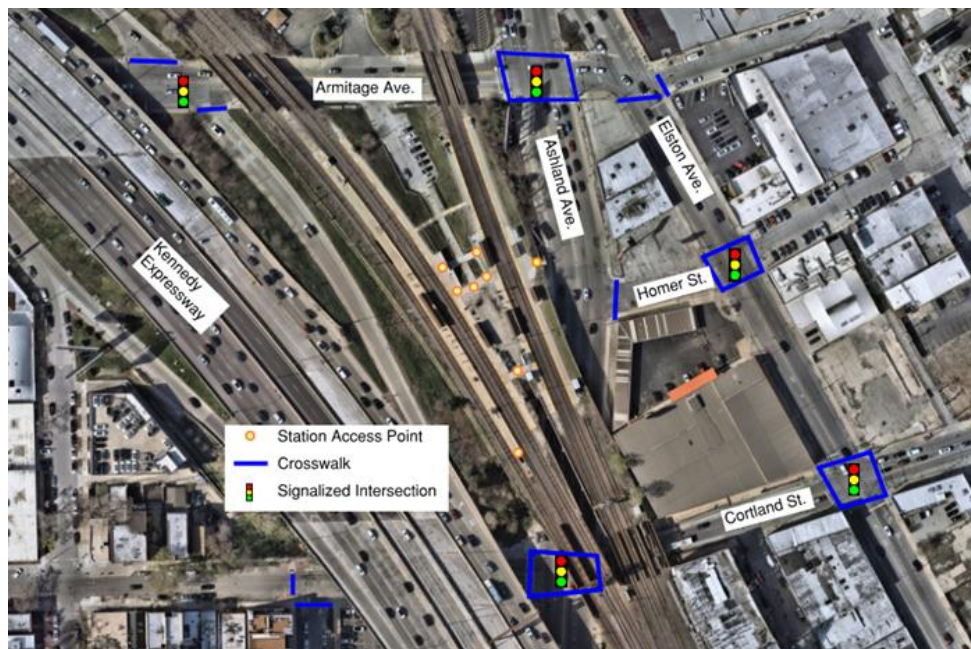


Figure 8-Signalized Crosswalks

These intersections occasionally lack pedestrian signals or crosswalks which can result in longer paths. For example, the intersection of Ashland Avenue and Homer Street is not signalized, a pedestrian would have to walk a significant distance north or south to a crosswalk to be able to access the station. This can be seen on the next page in **Figure 9-Pedestrian Route Analysis**.

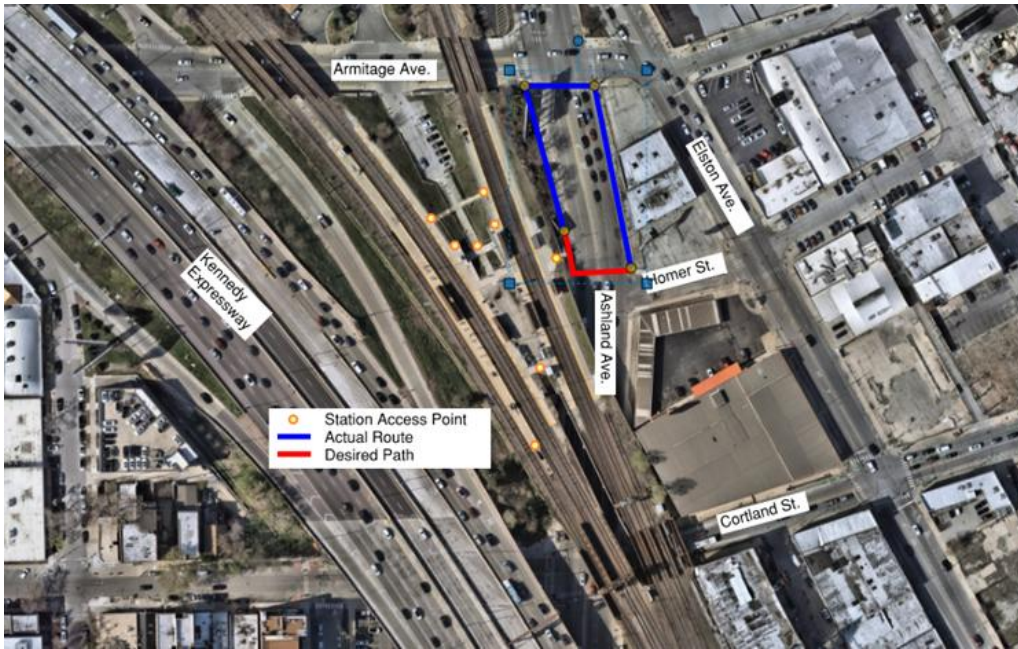


Figure 9-Pedestrian Route Analysis

The pedestrian experience is also adversely impacted by the age and deterioration of the station and its surrounding structures. Accessing the three southern entrances along Ashland Avenue requires walking underneath a large structure which is dimly lit and in poor cosmetic condition. These conditions affect a pedestrian's perceived level of safety. This is even worse for pedestrians coming from the west who must walk underneath the Kennedy Expressway.

4.4 Transit Connections and Existing Potentially Affected Transit Services

Figure 10-CTA Route Map. The station is served by CTA Route 73, Route 9 and X9, the bus stops are concentrated on the southwest corner of the station at the intersection of Cortland Street and Ashland Avenue.

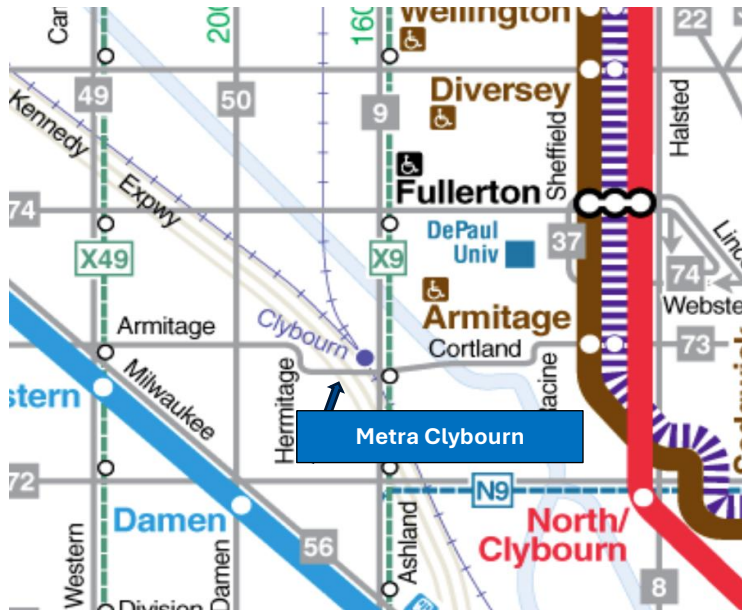


Figure 10-CTA Route Map

CTA Route 73 is an east-west route that operates out of the Chicago Avenue bus garage running from Grand/Latrobe to Clark/North. This route primarily runs along Armitage Avenue, but it does run along Cortland Street near the Clybourn Metra Station. This route provides connections to the Western Blue Line Station, Clybourn Metra Station, and the Armitage Purple/Brown Line Station.

CTA Route 9, and its express route X9, is a north-south route that operates out of the 74th Street garage running from the Ravenswood Metra station to Vincennes/104th during weekday peak hours. During off-peak hours, the route ends at Ashland/95th instead. The route does have overnight service, but this service terminates at North/Clark and does not service the Clybourn Metra station. During weekday service, this route provides connections to the UP-N line at the Ravenswood Metra Station, UP-N and UP-NW lines at the Clybourn Metra Station, the Division Blue Line Station, the Ashland Green and Pink Line Station, the Ashland Orange Line Station, the Ashland/63rd Green Line Station. The X9 route is an express version of the 9 route, operating only during weekday peak hours, which makes fewer stops and follows a slightly different route changing the available connections. The X9 offers connections to the Sheridan Red Line station, Clybourn Metra Station, Division Blue Line Station, Ashland Green and Pink Line Station, Ashland Orange Line Station, and Ashland/63rd Green Line Station.

The bus stops are located at the intersection of Ashland Avenue and Courtland Street, shown on **Figure 11-Bus Stops and Routes**. All stops have shelters except the Westbound 73 stop which does not. The shelters are standard CTA Bus shelters with a route map and bench.



Figure 11-Bus Stops and Routes

4.5 Bike Parking and Access

The station is well situated in terms of existing bike infrastructure, but it lacks a protected entrance and exit to/from the Metra Clybourn Station, see **Figure 12-CDOT Bike Network map**. Courtland Street is marked as a neighborhood greenway between Damen Avenue and Ashland Avenue where it transitions to a protected bike lane between Ashland Avenue and the river.

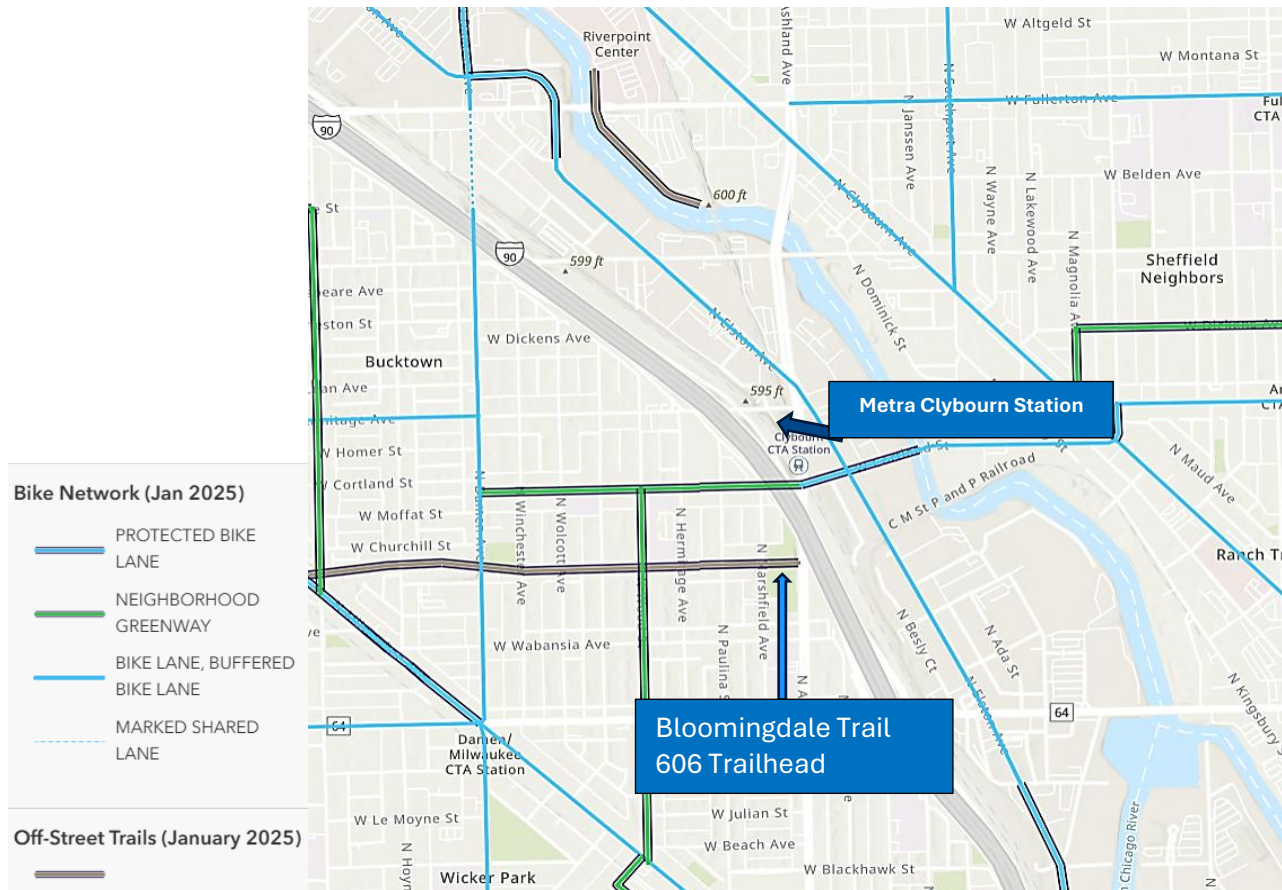


Figure 12-CDOT Bike Network map

The station is also located near the Bloomingdale Trail, part of the 606 park system. The Bloomingdale Trail, is a pedestrian, bicycle and ADA accessible 2.7 mile long trail on a former elevated rail track corridor, running east to west from Ashland Avenue to Ridgeland Avenue. The trail connects several different parks and has access points spaced every few blocks along its length. See **Attachment D - 606 Trail and Optional Trail Extension** for a full map of the trail. The trail currently ends at Ashland Avenue, but an extension to Elston Avenue is currently in the preliminary design phase.

Bike parking is provided by a sheltered parking structure just south of the parking lot and smaller racks under the bridge on Ashland Avenue, see **Figure 13-Bike Rack and Capacity** . The bike rack under the bridge consists of four u-shaped bike racks for a total capacity of eight bikes. There are an additional three u-shaped racks along Ashland Avenue which provide parking capacity for a total of six bikes. There are two Divvy bike stations near the station, one on the northwest corner of Cortland Street and Elston Avenue, and one at the end of the Bloomingdale Trail on Ashland Avenue. These two Divvy bike stations provide parking for a total of 46 Divvy bikes.

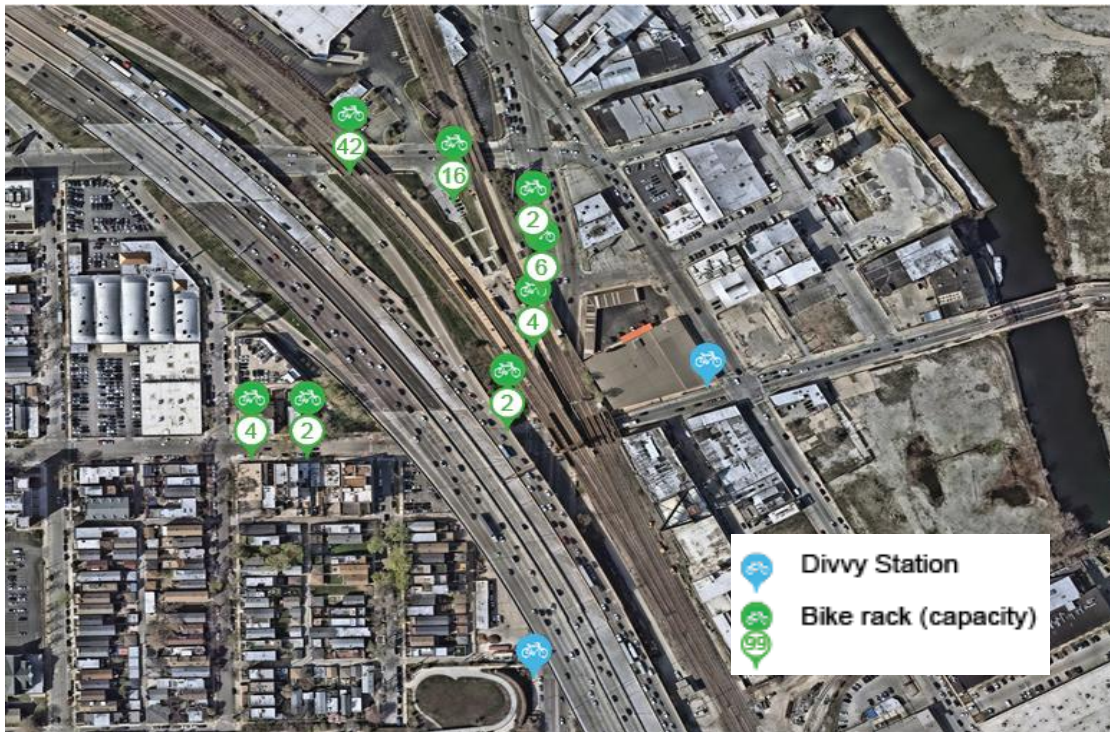


Figure 13-Bike Rack and Capacity

4.6 Parking and Vehicle Access

Access to the site for vehicles is limited. The station has one access point to the north of Armitage Avenue which leads to the station's only dedicated parking lot **Figure 14 - Clybourn Station Parking Lot Map**. The parking lot does not have enough space to serve as both a vehicle turnaround and a parking lot, which reduces its usefulness. The Metra Clybourn Station Parking Lot Map, found on Metra's website, lists 29 total commuter parking spots around the station. Only 10 of these spaces are located within the station, the other 19 spaces are on-street parking spaces located near the station. These on-street parking spaces are not dedicated to Metra commuter parking, and they tend to be occupied by people visiting nearby businesses. It is important to note, even with a large percentage of the daily ridership comes via bicycle, bus or walks, there are still over 626 station boardings daily on the UP-NW and 782 daily on the UP-N **Table 1 – Metra Daily Ridership**.

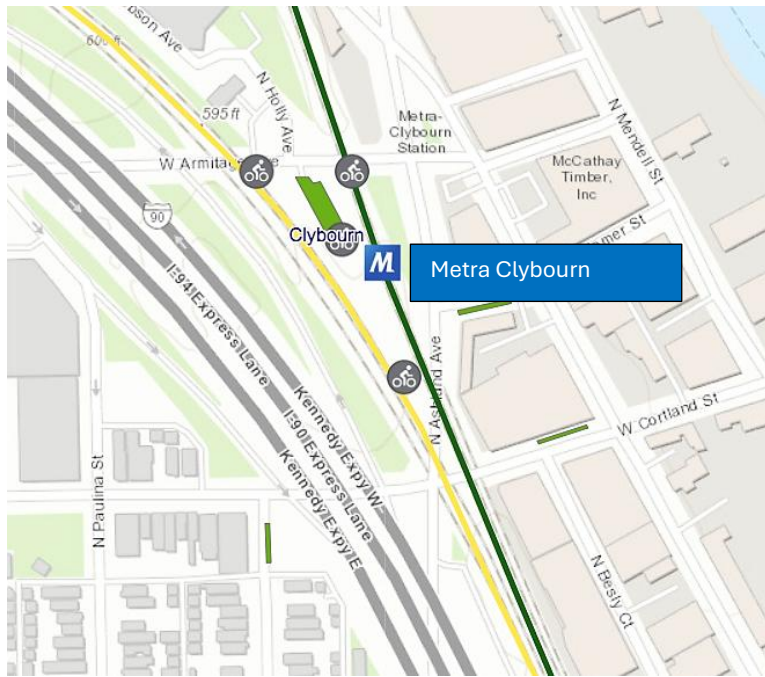


Figure 14 - Clybourn Station Parking Lot Map

Taxis and rideshare vehicles do not have a designated drop off location. The parking lot is the closest, but it is not a particularly attractive option. The lack of a proper turnaround lane in the lot means that exiting while cars are parked in the parking spaces requires multi-point turns to turn around. This results in taxis and rideshare vehicles stopping on Ashland Avenue south of Armitage Avenue to drop off passengers. This often impedes the flow of traffic or put pedestrians or riders in an unsafe position.

Another issue regarding vehicle access to the current station is the congestion at the intersections near the station **Figure 15-Road Congestion Metra Clybourn Station** . Armitage Avenue has a ramp to the Kennedy Expressway that regularly backs up during peak hours. This backup tends to extend to the complex intersection to the east. It is not uncommon during peak hours to see gridlocked traffic with vehicles blocking the intersection and lowering its capacity.



Figure 15-Road Congestion Metra Clybourn Station

4.7 ADA Accessibility

Clybourn is currently listed as not ADA compliant according to the Metra ADA Riders Guide July 2024. The station requires climbing stairs to reach all four platforms. Space constraints mean that bringing the station into compliance with ADA requirements would be a difficult undertaking in its current location.

Another ADA compliance issue facing the station is the lack of ADA compliant signage near the stairways on Ashland Avenue **Figure 16-Clybourn Station ADA Signage/Wayfinding**. These stairways are the closest entrances to the station if coming by bus, but currently there is no way to determine what platform the stairwells lead to without sight.



Figure 16-Clybourn Station ADA Signage/Wayfinding

Detectable warning strips and curb ramps outside of the station are also in various states of repair. Several diagonal curb ramps are present, and few pedestrian crossing signals are considered accessible pedestrian signals (APS) **Figure 17-Pedestrian Crossings and Curbs**.



Figure 17-Pedestrian Crossings and Curbs

5. RAILROAD FACILITIES

5.1 Overview

Figure 18-Metra Clybourn Station Operations Study Area shows the Metra Clybourn Station is located roughly two miles north of Northwest Junction. Northwest Junction is where all trains entering and leaving Ogilvie Transportation Center (OTC) converge. The proximity of Clybourn Station to OTC makes the two stations operationally tied, meaning that changes at one location directly impact the other.

The Clybourn Station is bound by Control Point Clybourn (CP CY) at milepost 2.5 (MP 2.5) to the south, where the Kenosha Subdivision branches off from the Harvard Subdivision, and CP Wood Street (MP 2.9) to the north. Union Pacific Railroad (UP) owns both subdivisions and they are part of the Chicago Division. The three tracks making up the UP-Northwest Line are part of the Harvard Subdivision, and the two tracks making up the UP-North Line are part of the Kenosha Subdivision. The two subdivisions share similar mileposts, with the Harvard Subdivision listing CP CY at 2.5 and the Kenosha Subdivision listing it at 2.37, a difference of 0.13 miles.

Clybourn Station is the closest stop to OTC and provides a link for commuters between the greater Chicagoland area and the Lincoln Park and Bucktown neighborhoods. There are two control points between Clybourn Station and Northwest Junction: CPY Erie (MP 0.78) and CP CY.

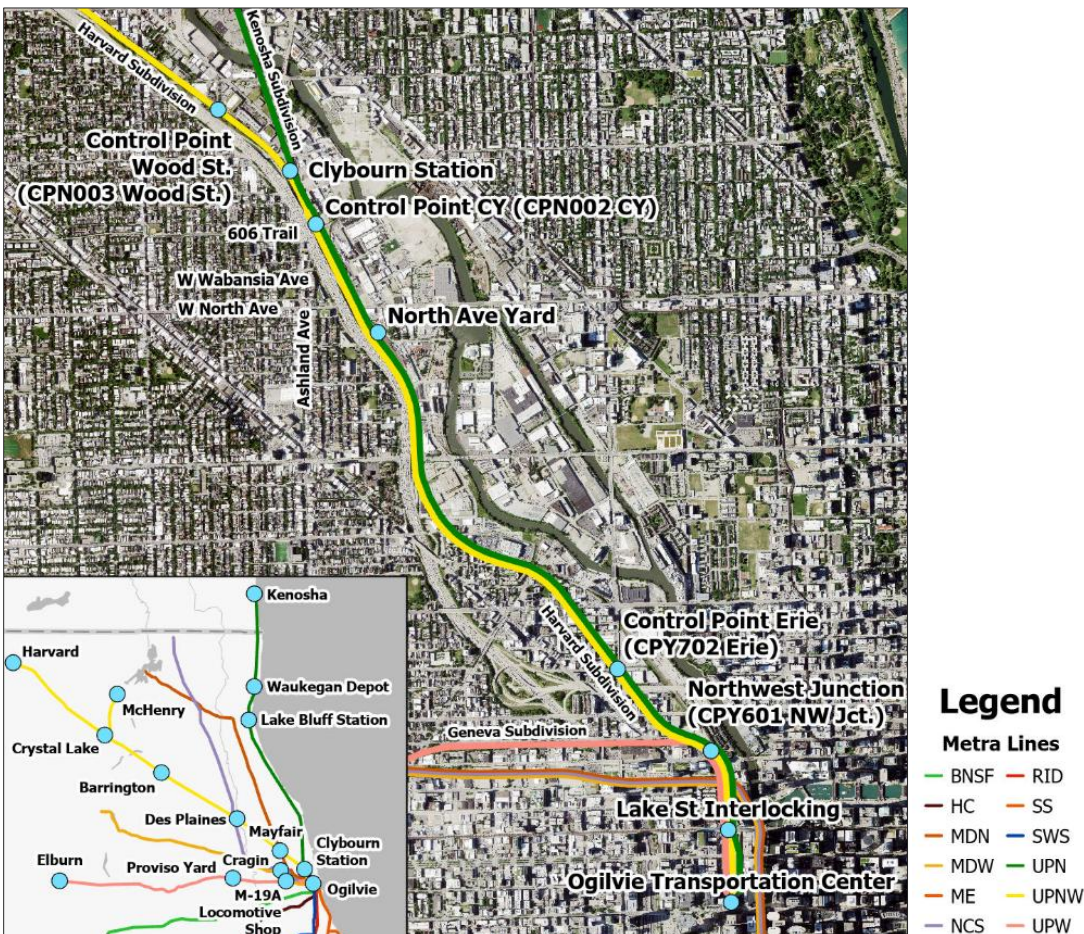


Figure 18-Metra Clybourn Station Operations Study Area

Error! Reference source not found. shows daily Metra train volumes in the Clybourn Station area per schedules effective August 4 -September 19, 2025; with four trains per weekday eliminated from the normal UP-NW line schedule.

Based on the schedule in effect in August 2025, Metra operated 826 trains per week through the study area, including 770 trains that stop at the Clybourn Station. It is important to note that this May 2025 data is a combination of temporary construction schedules and pilot schedules. These May 2025 schedules differ from the full-service schedule for each line that generally include a higher number of trains. The operation of the Metra commuter service on the UP Railroad is governed by the Purchase of Service Agreement between Metra and UP.

Day and Direction	Metra UP Northwest Line	Metra UP North Line
	Total # of Trains	Total # of Trains
	(Trains that Stop at Clybourn)	(Trains that Stop at Clybourn)
Weekday Inbound		35 (35)
Weekday Outbound	34 (33)	36 (36)
Saturday Inbound	17 (16)	13 (11)
Saturday Outbound	17 (15)	14 (12)
Sunday/Holiday Inbound	10 (9)	9 (8)
Sunday/Holiday Outbound	11(10)	10(9)

Figure 19-Metra Clybourn Station Operations Summary-Total Number of Trains Per Day

5.2 Track Configuration and Metra Train Operations

Clybourn Station, and the adjacent CP CY, were designed to enable Metra UP-North and UP-Northwest line trains to stop at Clybourn without delaying other Metra trains on either line. The Clybourn Station tracks are numbered from west to east with Harvard Subdivision tracks 1, 2, and 3 curving west, and Kenosha Subdivision tracks 1 and 2 curving north. **Figure 20: Clybourn Station Track Configuration** shows the Clybourn Station track layout.



Figure 20: Clybourn Station Track Configuration

Metra trains operate on all Clybourn Station Tracks, UP-Northwest Line (Harvard Subdivision) trains operate as follows:

- Twelve outbound afternoon rush hour express trains from Chicago, marked with an “x” in front of the departure time shown in the current schedule (**Attachment A - Current Schedule**), normally use Track 2 between CP CY and Barrington (or Des Plaines). Other outbound trains normally use Track 1.
- Eight inbound morning rush hour express trains to Chicago displaying an “x” in front of the departure time shown in the current schedule normally use Track 2 between Barrington (or Des Plaines) and CP CY. All other inbound trains normally use Track 2 to Barrington and Track 3 east of Barrington.
- Train operations may differ from this pattern during periods of trackwork or other irregular operations.
- Not all trains stop at Clybourn Station.
- Many trains are longer than the platform at Clybourn Station and passengers must board and detrain only from those train doors that open on the platform.

At the Metra Clybourn Station, UP-North Line (Kenosha Subdivision) trains, including Ravinia Park trains, operate as follows:

- Outbound trains from OTC use Track 1 from CP CY to destination.
- Inbound trains to OTC use Track 2 from the initial station to CP CY.
- Train operations may differ from this pattern during periods of trackwork or other irregular operations.
- Currently on weekends, some trains do not stop at Clybourn Station. However, effective September 15, 2025, the Metra pilot schedules call for all trains in both directions to stop at Clybourn.
- Many trains are longer than the platform at Clybourn Station and passengers must board and detrain only from those train doors that open on the platform.

All tracks between Clybourn Station and OTC were constructed on a series of embankments and bridges, which limits the ability to shift and relocate tracks.

CP Erie and CP CY are not universal control points, meaning that train access to track is limited through the series of crossovers at each CP. Although track access is limited, each CP allows parallel train movements through the control point, allowing two trains to move between main line tracks at the same time.

The special track work at Lake Street interlocking is complex and includes features that allow for significant operational flexibility within a limited distance. These track features include both main line turnouts and double slip switches that have switch heaters for winter operations. Flame type switch heaters have been replaced with hot air blower facilities, except at Lake Street interlocking, where the complex trackwork prevented the installation of blower ducts. Here, flame heaters, manually lit and fueled by natural gas, are used to keep switches operational in sub-freezing temperatures. Experience has shown that in cold temperatures and snowstorms, it may be better to run the flame heaters outside of the rush hours. Constant flames may overheat the switch components and cause the switches to gap and not operate, causing major train delays and service interruptions.

5.3 Signal Configuration

The track chart in **Figure 21: CP and Signal Layout, Northwest JCT. - CP Wood St** identifies the locations of CPs and manual interlockings. Control points are controlled remotely by a train dispatcher or control operator, and manual interlockings are controlled by an operator in the tower at the location. It also shows the signal bridges, cantilever signal installations, and other signal locations that govern the train movements.

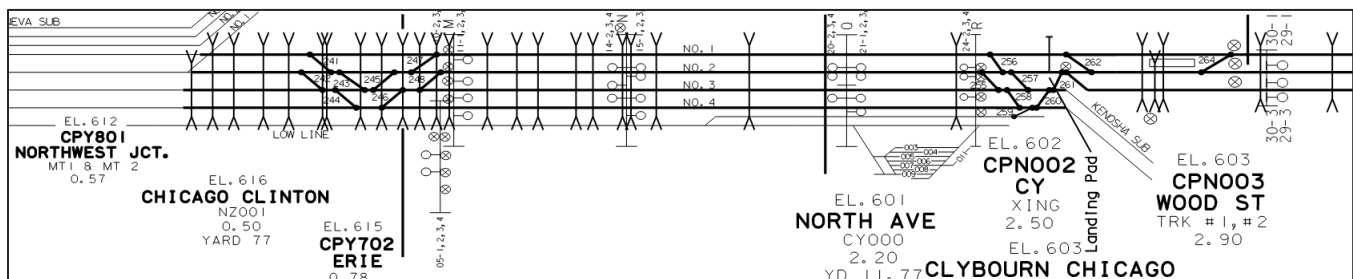


Figure 21: CP and Signal Layout, Northwest JCT. - CP Wood ST

CP CY switches and signals are operated by the train dispatcher. At CP CY, in addition to the tower, there are several large signal cases (bungalows) located on/near the Clybourn Station platform that contain the signal equipment for the signal bridges, track switches, and the outlying crossover at CP Wood Street.

The Stationmaster at OTC, and the Train Director at Lake Street, coordinate the use of OTC station tracks and train/engine movements in and out of OTC on all three Metra routes (UP-North, UP-Northwest, and UP-West).

Each CP has a signal bridge at its outer limits. Trains must not pass these signals and enter the interlocking unless they have a signal indication authorizing the movement. There are typically signal cases near each CP, with smaller cases located nearer to switches and crossovers. The elevated right of way may result in some cases being placed where street level maintainers can reach them via a ladder.

There are no hot box detectors or dragging equipment detectors between Clybourn and OTC.

5.4 Freight Operations

There are currently no known main line freight trains using the Kenosha Subdivision south of Lake Bluff. All industries on the UP-North Line that were formerly served by local freight trains based at North Avenue Yard no longer receive railcars. On the Harvard Subdivision, no known main line freight trains operate east of Mayfair. One known local freight train service a bakery near Cragin⁸ and operates from Proviso Yard via Mayfair. Although freight traffic in the project area is scarce, an occasional locomotive-pulled maintenance of way work train may operate in the area. Self-propelled (hi-rail) maintenance of way work equipment operates every day between OTC and Clybourn Station and beyond.

⁸ Cragin is a railroad “station” which, in this case, is not a passenger station. In other types of mass transit planning, this location would be called a “timepoint.”

Attachment A-

Current Schedules UP-N and UP-NW Metra

Weekday

Saturday

Sundays & Holidays

October 23, 2025

UP-N Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Inbound - Kenosha to Ogilvie (OTC)

ADA	Zone	Kenosha to Ogilvie (OTC)	300	302	390	304	306	308	310	312	392	314	316	318	320	322	324	326	330	334	338	342	346	394	348	396	398	354	358	360	362	366	368	370	372	374				
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
•	4	Kenosha		4:43			6:08		6:38			7:08		7:38		8:08					12:08							4:08				6:08	7:08							
•	4	Winthrop Harbor		4:51			6:16		6:46			7:16		7:46		8:16					12:16							4:16				6:16	7:16							
•	4	Zion		4:55			6:20		6:50			7:20		7:50		8:20					12:20							4:20				6:20	7:20							
•	4	Waukegan	4:05	5:05	5:35	6:05	6:30		7:00			7:30		8:00		8:30		9:30	10:30	11:30	12:30	1:30	2:30	3:00			4:00	4:30	5:00	5:30		6:30	7:30	8:30	9:30	10:30	11:30			
•	4	North Chicago	4:08	5:08	5:38	6:08	6:33		7:03			7:33		8:03		8:33		9:33	10:33	11:33	12:33	1:33	2:33	3:03			4:03	4:33	5:03	5:33		6:33	7:33	8:33	9:33	10:33	11:33			
•	4	Great Lakes	4:12	5:12	5:42	6:12	6:37		7:07			7:37		8:07		8:37		9:37	10:37	11:37	12:37	1:37	2:37	3:07			4:07	4:37	5:07	5:37		6:37	7:37	8:37	9:37	10:37	11:37			
•	4	Lake Bluff	4:16	5:16	5:46	6:16	6:41		7:11			7:41		8:11		8:41		9:41	10:41	11:41	12:41	1:41	2:41	3:11			4:11	4:41	5:11	5:41		6:41	7:41	8:41	9:41	10:41	11:41			
•	4	Lake Forest	4:19	5:19	5:49	6:19	6:44		7:14			7:44		8:14		8:44		9:44	10:44	11:44	12:44	1:44	2:44	3:14			4:14	4:44	5:14	5:44		6:44	7:44	8:44	9:44	10:44	11:44			
•	4	Fort Sheridan	4:23	5:23	5:53	6:23	6:49		7:19			7:49		8:19		8:49		9:49	10:49	11:49	12:49	1:49	2:49	3:19			4:19	4:49	5:19	5:49		6:49	7:49	8:49	9:49	10:49	11:49			
•	4	Highwood	4:26	5:26	5:56	6:26	6:51		7:21			7:51		8:21		8:51		9:51	10:51	11:51	12:51	1:51	2:51	3:21			4:21	4:51	5:21	5:51		6:51	7:51	8:51	9:51	10:51	11:51			
•	4	Highland Park	4:29	5:29	5:59	6:29	6:54	7:01	7:24	7:31		7:54	8:01	8:24	8:31	8:54	9:01	9:54	10:54	11:54	12:54	1:54	2:54	3:24	3:31		4:24	4:54	5:24	5:54	6:24	6:54	7:54	8:54	9:54	10:54	11:54			
•	3	Ravinia	4:32	5:32	6:02	6:32		7:04		7:34			8:04		8:34		9:04	9:57	10:57	11:57	12:57	1:57	2:57		3:34			4:57	5:27	5:57	6:27	6:57	7:57	8:57	9:57	10:57	11:57			
•	3	Ravinia Park																																						
•	3	Braeside	4:35	5:35	6:05	6:35		7:07		7:37			8:07		8:37		9:07	10:00	11:00	12:00	1:00	2:00	3:00		3:37			5:00	5:30	6:00	6:30	7:00	8:00	9:00	10:00	11:00	12:00			
•	3	Glencoe	4:37	5:37	6:07	6:37	6:59	7:09	7:29	7:39		7:59	8:09	8:29	8:39	8:59	9:09	10:02	11:02	12:02	1:02	2:02	3:02	3:29	3:39		4:29	5:02	5:32	6:02	6:32	7:02	8:02	9:02	10:02	11:02	12:02			
•	3	Hubbard Woods	4:40	5:40	6:10	6:40		7:12		7:42			8:12		8:42		9:12	10:05	11:05	12:05	1:05	2:05	3:05		3:42			5:05	5:35	6:05	6:35	7:05	8:05	9:05	10:05	11:05	12:05			
•	3	Winnetka	4:43	5:43	6:13	6:43	7:03	7:15	7:33	7:45	7:53	8:03	8:15	8:33	8:45	9:03	9:15	10:08	11:08	12:08	1:08	2:08	3:08	3:33	3:45	4:15	4:33	5:08	5:38	6:08	6:38	7:08	8:08	9:08	10:08	11:08	12:08			
•	3	Indian Hill	4:45	5:45	6:15	6:45		7:17		7:47	7:55		8:17		8:47		9:17	10:10	11:10	12:10	1:10	2:10	3:10		3:47	4:17		5:10	5:40	6:10	6:40	7:10	8:10	9:10	10:10	11:10	12:10			
•	3	Kenilworth	4:47	5:47	6:17	6:47		7:19		7:49	7:57		8:19		8:49		9:19	10:12	11:12	12:12	1:12	2:12	3:12		3:49	4:19		5:12	5:42	6:12	6:42	7:12	8:12	9:12	10:12	11:12	12:12			
•	2	Wilmette	4:49	5:49	6:19	6:49	7:07	7:21	7:37	7:51	7:59	8:07	8:21	8:37	8:51	9:07	9:21	10:14	11:14	12:14	1:14	2:14	3:14	3:37	3:51	4:21	4:37	5:14	5:44	6:14	6:44	7:14	8:14	9:14	10:14	11:14	12:14			
•	2	Central/Evanston	4:52	5:52	6:22	6:52		7:24		7:54	8:02		8:24		8:54		9:24	10:17	11:17	12:17	1:17	2:17	3:17	3:40	3:54	4:24	4:40	5:17	5:47	6:17	6:47	7:17	8:17	9:17	10:17	11:17	12:17			
•	2	Davis/Evanston	4:55	5:55	6:25	6:55	7:11	7:27	7:41	7:57	8:05	8:11	8:27	8:41	8:57	9:11	9:27	10:20	11:20	12:20	1:20	2:20	3:20	3:43	3:57	4:27	4:43	5:20	5:50	6:20	6:50	7:20	8:20	9:20	10:20	11:20	12:20			
•	2	Main/Evanston	4:57	5:57	6:27	6:57		7:29		7:59	8:07		8:29		8:59		9:29	10:22	11:22	12:22	1:22	2:22	3:22	3:45	3:59	4:29	4:45	5:22	5:52	6:22	6:52	7:22	8:22	9:22	10:22	11:22	12:22			
•	2	Rogers Park	5:00	6:00	6:30	7:00	7:15	7:32	7:45	8:02	8:10	8:15	8:32	8:45	9:02	9:15	9:32	10:25	11:25	12:25	1:25	2:25	3:25	3:48	4:02	4:32	4:48	5:25	5:55	6:25	6:55	7:25	8:25	9:25	10:25	11:25	12:25			
•	2	Peterson/Ridge	5:03	6:03	6:33	7:03	7:18	7:35	7:48	8:05	8:13	8:18	8:35	8:48	9:05	9:18	9:35	10:28	11:28	12:28	1:28	2:28	3:28	3:51	4:05	4:35	4:51	5:28	5:58	6:28	6:58	7:28	8:28	9:28	10:28	11:28	12:28			
•	2	Ravenswood	5:07	6:07	6:37	7:07	7:22	7:39	7:52	8:09	8:17	8:22	8:39	8:52	9:09	9:22	9:39	10:32	11:32	12:32	1:32	2:32	3:32	3:55	4:09	4:39	4:55	5:32	6:02	6:32	7:02	7:32	8:32	9:32	10:32	11:32	12:32			
•	2	Clybourn	5:14	6:14	6:44	7:14	7:29	7:46	7:59	8:16	8:24	8:29	8:46	8:59	9:16	9:29	9:46	10:39	11:39	12:39	1:39	2:39	3:39	4:02	4:16	4:46	5:02	5:39	6:09	6:39	7:09	7:39	8:39	9:39	10:39	11:39	12:39			
•	1	Ogilvie (OTC)	5:25	6:25	6:55	7:25	7:40	7:57	8:10	8:27	8:35	8:40	8:57	9:10	9:27	9:40	9:57	10:50	11:50	12:50	1:50	2:50	3:50	4:13	4:27	4:57	5:13	5:50	6:20	6:50	7:20	7:50	8:50	9:50	10:50	11:50	12:50			

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-N Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Outbound - Ogilvie (OTC) to Kenosha

ADA	Zone	Ogilvie (OTC) to Kenosha	303	305	307	309	391	311	313	315	319	321	323	327	331	335	337	339	341	343	345	347	349	
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
•	1	Ogilvie (OTC)	5:32	6:02	6:32	6:40	7:02	7:32	8:02	8:32	9:32	10:02	10:32	11:32	12:32	1:32	2:02	2:32	3:02	3:32	3:40	4:02	4:10	
	2	Clybourn	5:40	6:10	6:40	6:48	7:10	7:40	8:10	8:40	9:40	10:10	10:40	11:40	12:40	1:40	2:10	2:40	3:10	3:40	3:48	4:10	4:18	
•	2	Ravenswood	5:45	6:15	6:45	6:53	7:15	7:45	8:15	8:45	9:45	10:15	10:45	11:45	12:45	1:45	2:15	2:45	3:15	3:45	3:53	4:15	4:23	
•	2	Peterson/Ridge	5:48	6:18	6:48	6:56	7:18	7:48	8:18	8:48	9:48	10:18	10:48	11:48	12:48	1:48	2:18	2:48	3:18	3:48	3:56	4:18	4:26	
•	2	Rogers Park	5:52	6:22	6:52	7:00	7:22	7:52	8:22	8:52	9:52	10:22	10:52	11:52	12:52	1:52	2:22	2:52	3:22	3:52	4:00	4:22	4:30	
•	2	Main/Evanston	5:55	6:25	6:55	7:03	7:25	7:55	8:25	8:55	9:55	10:25	10:55	11:55	12:55	1:55	2:25		3:25		4:03		4:33	
•	2	Davis/Evanston	5:58	6:28	6:58	7:06	7:28	7:58	8:28	8:58	9:58	10:28	10:58	11:58	12:58	1:58	2:28	2:57	3:28	3:57	4:06	4:27	4:36	
•	2	Central/Evanston	6:01	6:31	7:01	7:09	7:31	8:01	8:31	9:01	10:01	10:31	11:01	12:01	1:01	2:01	2:31		3:31		4:09		4:39	
•	2	Wilmette	6:04	6:34	7:04	7:12	7:34	8:04	8:34	9:04	10:04	10:34	11:04	12:04	1:04	2:04	2:34	3:01	3:34	4:01	4:12	4:31	4:42	
•	3	Kenilworth	6:06	6:36		7:14	7:36	8:06	8:36	9:06	10:06	10:36	11:06	12:06	1:06	2:06	2:36		3:36		4:14		4:44	
	3	Indian Hill	6:08	6:38		7:16	7:38	8:08	8:38	9:08	10:08	10:38	11:08	12:08	1:08	2:08	2:38		3:38		4:16		4:46	
•	3	Winnetka	6:10	6:42	7:08	7:18	7:42	8:10	8:42	9:10	10:10	10:40	11:10	12:10	1:10	2:10	2:40	3:05	3:40	4:05	4:18	4:35	4:48	
	3	Hubbard Woods	6:13			7:21		8:13		9:13	10:13	10:43	11:13	12:13	1:13	2:13	2:43		3:43		4:21		4:51	
•	3	Glencoe	6:16		7:12	7:24		8:16		9:16	10:16	10:46	11:16	12:16	1:16	2:16	2:46	3:09	3:46	4:09	4:24	4:39	4:54	
•	3	Braeside	6:20			7:28		8:20		9:20	10:20	10:50	11:20	12:20	1:20	2:20	2:50		3:50		4:28		4:58	
•	3	Ravinia Park																						
•	3	Ravinia	6:23			7:31		8:23		9:23	10:23	10:53	11:23	12:23	1:23	2:23	2:53		3:53		4:31		5:01	
•	4	Highland Park	6:26		7:17	7:34		8:26		9:26	10:26	10:56	11:26	12:26	1:26	2:26	2:56	3:14	3:56	4:14	4:34	4:44	5:04	
•	4	Highwood	6:29		7:20			8:29		9:29	10:29	10:59	11:29	12:29	1:29	2:29	2:59	3:17		4:17		4:47		
•	4	Fort Sheridan	6:31		7:22			8:31		9:31	10:31	11:01	11:31	12:31	1:31	2:31	3:01	3:19		4:19		4:49		
•	4	Lake Forest	6:35		7:26			8:35		9:35	10:35	11:05	11:35	12:35	1:35	2:35	3:05	3:23		4:23		4:53		
•	4	Lake Bluff	6:39		7:30			8:39		9:39	10:39	11:09	11:39	12:39	1:39	2:39	3:09	3:27		4:27		4:57		
•	4	Great Lakes	6:43		7:34			8:43		9:43	10:43	11:13	11:43	12:43	1:43	2:43	3:13	3:31		4:31		5:01		
•	4	North Chicago	6:48		7:39			8:48		9:48	10:48	11:18	11:48	12:48	1:48	2:48	3:18	3:36		4:36		5:06		
•	4	Waukegan	6:52		7:45			8:54		9:54	10:54	11:22	11:54	12:54	1:54	2:54	3:22	3:42		4:42		5:10		
•	4	Zion	7:01									11:31					3:31					5:19		
•	4	Winthrop Harbor	7:05									11:35					3:35					5:23		
•	4	Kenosha	7:15									11:45					3:45					5:33		
																								

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-N Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Outbound - Ogilvie (OTC) to Kenosha

ADA	Zone	Ogilvie (OTC) to Kenosha	351	353	393	355	357	359	361	363	365	367	369	371	373	375	377
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
•	1	Ogilvie (OTC)	4:32	4:40	4:50	5:02	5:10	5:32	5:40	6:02	6:32	7:32	8:32	9:32	10:32	11:32	12:32
	2	Clybourn	4:40	4:48	4:58	5:10	5:18	5:40	5:48	6:10	6:40	7:40	8:40	9:40	10:40	11:40	12:40
•	2	Ravenswood	4:45	4:53	5:03	5:15	5:23	5:45	5:53	6:15	6:45	7:45	8:45	9:45	10:45	11:45	12:45
•	2	Peterson/Ridge	4:48	4:56	5:06	5:18	5:26	5:48	5:56	6:18	6:48	7:48	8:48	9:48	10:48	11:48	12:48
•	2	Rogers Park	4:52	5:00	5:10	5:22	5:30	5:52	6:00	6:22	6:52	7:52	8:52	9:52	10:52	11:52	12:52
•	2	Main/Evanston		5:03	5:13		5:33		6:03		6:55	7:55	8:55	9:55	10:55	11:55	12:55
•	2	Davis/Evanston	4:57	5:06	5:16	5:27	5:36	5:57	6:06	6:27	6:58	7:58	8:58	9:58	10:58	11:58	12:58
•	2	Central/Evanston		5:09	5:19		5:39		6:09		7:01	8:01	9:01	10:01	11:01	12:01	1:01
•	2	Wilmette	5:01	5:12	5:22	5:31	5:42	6:01	6:12	6:31	7:04	8:04	9:04	10:04	11:04	12:04	1:04
•	3	Kenilworth		5:14	5:24		5:44		6:14		7:06	8:06	9:06	10:06	11:06	12:06	1:06
	3	Indian Hill		5:16	5:26		5:46		6:16		7:08	8:08	9:08	10:08	11:08	12:08	1:08
•	3	Winnetka	5:05	5:18	5:28	5:35	5:48	6:05	6:18	6:35	7:10	8:10	9:10	10:10	11:10	12:10	1:10
	3	Hubbard Woods		5:21			5:51		6:21		7:13	8:13	9:13	10:13	11:13	12:13	1:13
•	3	Glencoe	5:09	5:24		5:39	5:54	6:09	6:24	6:39	7:16	8:16	9:16	10:16	11:16	12:16	1:16
•	3	Braeside		5:28			5:58		6:28		7:20	8:20	9:20	10:20	11:20	12:20	1:20
•	3	Ravinia Park															
•	3	Ravinia		5:31			6:01		6:31		7:23	8:23	9:23	10:23	11:23	12:23	1:23
•	4	Highland Park	5:14	5:34		5:44	6:04	6:14	6:34	6:44	7:26	8:26	9:26	10:26	11:26	12:26	1:26
•	4	Highwood	5:17			5:47		6:17		6:47	7:29	8:29	9:29	10:29	11:29	12:29	1:29
•	4	Fort Sheridan	5:19			5:49		6:19		6:49	7:31	8:31	9:31	10:31	11:31	12:31	1:31
•	4	Lake Forest	5:23			5:53		6:23		6:53	7:35	8:35	9:35	10:35	11:35	12:35	1:35
•	4	Lake Bluff	5:27			5:57		6:27		6:57	7:39	8:39	9:39	10:39	11:39	12:39	1:39
•	4	Great Lakes	5:31			6:01		6:31		7:01	7:43	8:43	9:43	10:43	11:43	12:43	1:43
•	4	North Chicago	5:36			6:06		6:36		7:06	7:48	8:48	9:48	10:48	11:48	12:48	1:48
•	4	Waukegan	5:40			6:10		6:40		7:10	7:54	8:54	9:54	10:54	11:52	12:54	1:54
•	4	Zion	5:49			6:19		6:49		7:19					12:01		
•	4	Winthrop Harbor	5:53			6:23		6:53		7:23					12:05		
•	4	Kenosha	6:03			6:33		7:03		7:33					12:15		

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.

Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

Saturday Inbound - Kenosha to Ogilvie (OTC)

ADA	Zone	Kenosha to Ogilvie (OTC)	800	802	804	806	808	810	812	814	818	820	822	824	828	830	834
			AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
•	4	Kenosha		5:08	6:08	7:08		9:08				3:08		5:08	7:08		10:08
•	4	Winthrop Harbor		5:16	6:16	7:16		9:16				3:16		5:16	7:16		10:16
•	4	Zion		5:20	6:20	7:20		9:20				3:20		5:20	7:20		10:20
•	4	Waukegan	4:30	5:30	6:30	7:30	8:30	9:30	10:30	12:30	2:30	3:30	4:30	5:30	7:30	8:30	10:30
•	4	North Chicago	4:33	5:33	6:33	7:33	8:33	9:33	10:33	12:33	2:33	3:33	4:33	5:33	7:33	8:33	10:33
•	4	Great Lakes	4:37	5:37	6:37	7:37	8:37	9:37	10:37	12:37	2:37	3:37	4:37	5:37	7:37	8:37	10:37
•	4	Lake Bluff	4:41	5:41	6:41	7:41	8:41	9:41	10:41	12:41	2:41	3:41	4:41	5:41	7:41	8:41	10:41
•	4	Lake Forest	4:44	5:44	6:44	7:44	8:44	9:44	10:44	12:44	2:44	3:44	4:44	5:44	7:44	8:44	10:44
•	4	Fort Sheridan	4:48	5:48	6:48	7:48	8:48	9:48	10:48	12:48	2:48	3:48	4:48	5:48	7:48	8:48	10:48
•	4	Highwood	4:51	5:51	6:51	7:51	8:51	9:51	10:51	12:51	2:51	3:51	4:51	5:51	7:51	8:51	10:51
•	4	Highland Park	4:54	5:54	6:54	7:54	8:54	9:54	10:54	12:54	2:54	3:54	4:54	5:54	7:54	8:54	10:54
•	3	Ravinia	4:57	5:57	6:57	7:57	8:57	9:57	10:57	12:57	2:57	3:57	4:57	5:57	7:57	8:57	10:57
•	3	Ravinia Park															
•	3	Braeside	5:00	6:00	7:00	8:00	9:00	10:00	11:00	1:00	3:00	4:00	5:00	6:00	8:00	9:00	11:00
•	3	Glencoe	5:02	6:02	7:02	8:02	9:02	10:02	11:02	1:02	3:02	4:02	5:02	6:02	8:02	9:02	11:02
	3	Hubbard Woods	5:05	6:05	7:05	8:05	9:05	10:05	11:05	1:05	3:05	4:05	5:05	6:05	8:05	9:05	11:05
•	3	Winnetka	5:08	6:08	7:08	8:08	9:08	10:08	11:08	1:08	3:08	4:08	5:08	6:08	8:08	9:08	11:08
	3	Indian Hill	5:10	6:10	7:10	8:10	9:10	10:10	11:10	1:10	3:10	4:10	5:10	6:10	8:10	9:10	11:10
•	3	Kenilworth	5:12	6:12	7:12	8:12	9:12	10:12	11:12	1:12	3:12	4:12	5:12	6:12	8:12	9:12	11:12
•	2	Wilmette	5:14	6:14	7:14	8:14	9:14	10:14	11:14	1:14	3:14	4:14	5:14	6:14	8:14	9:14	11:14
•	2	Central/Evanston	5:17	6:17	7:17	8:17	9:17	10:17	11:17	1:17	3:17	4:17	5:17	6:17	8:17	9:17	11:17
•	2	Davis/Evanston	5:20	6:20	7:20	8:20	9:20	10:20	11:20	1:20	3:20	4:20	5:20	6:20	8:20	9:20	11:20
•	2	Main/Evanston	5:22	6:22	7:22	8:22	9:22	10:22	11:22	1:22	3:22	4:22	5:22	6:22	8:22	9:22	11:22
•	2	Rogers Park	5:25	6:25	7:25	8:25	9:25	10:25	11:25	1:25	3:25	4:25	5:25	6:25	8:25	9:25	11:25
•	2	Peterson/Ridge	5:28	6:28	7:28	8:28	9:28	10:28	11:28	1:28	3:28	4:28	5:28	6:28	8:28	9:28	11:28
•	2	Ravenswood	5:32	6:32	7:32	8:32	9:32	10:32	11:32	1:32	3:32	4:32	5:32	6:32	8:32	9:32	11:32
	2	Clybourn	5:39	6:39	7:39	8:39	9:39	10:39	11:39	1:39	3:39	4:39	5:39	6:39	8:39	9:39	11:39
•	1	Ogilvie (OTC)	5:50	6:50	7:50	8:50	9:50	10:50	11:50	1:50	3:50	4:50	5:50	6:50	8:50	9:50	11:50
																	

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.

Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

Saturday Outbound - Ogilvie (OTC) to Kenosha

ADA	Zone	Ogilvie (OTC) to Kenosha	803	805	807	811	813	815	819	821	823	825	827	829	833	835	301
			AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
•	1	Ogilvie (OTC)	6:32	7:32	8:32	10:32	11:32	12:32	2:32	3:32	4:32	5:32	6:32	7:32	9:32	11:02	12:32
	2	Clybourn	6:40	7:40	8:40	10:40	11:40	12:40	2:40	3:40	4:40	5:40	6:40	7:40	9:40	11:10	12:40
•	2	Ravenswood	6:45	7:45	8:45	10:45	11:45	12:45	2:45	3:45	4:45	5:45	6:45	7:45	9:45	11:15	12:45
•	2	Peterson/Ridge	6:48	7:48	8:48	10:48	11:48	12:48	2:48	3:48	4:48	5:48	6:48	7:48	9:48	11:18	12:48
•	2	Rogers Park	6:52	7:52	8:52	10:52	11:52	12:52	2:52	3:52	4:52	5:52	6:52	7:52	9:52	11:22	12:52
•	2	Main/Evanston	6:55	7:55	8:55	10:55	11:55	12:55	2:55	3:55	4:55	5:55	6:55	7:55	9:55	11:25	12:55
•	2	Davis/Evanston	6:58	7:58	8:58	10:58	11:58	12:58	2:58	3:58	4:58	5:58	6:58	7:58	9:58	11:28	12:58
•	2	Central/Evanston	7:01	8:01	9:01	11:01	12:01	1:01	3:01	4:01	5:01	6:01	7:01	8:01	10:01	11:31	1:01
•	2	Wilmette	7:04	8:04	9:04	11:04	12:04	1:04	3:04	4:04	5:04	6:04	7:04	8:04	10:04	11:34	1:04
•	3	Kenilworth	7:06	8:06	9:06	11:06	12:06	1:06	3:06	4:06	5:06	6:06	7:06	8:06	10:06	11:36	1:06
	3	Indian Hill	7:08	8:08	9:08	11:08	12:08	1:08	3:08	4:08	5:08	6:08	7:08	8:08	10:08	11:38	1:08
•	3	Winnetka	7:10	8:10	9:10	11:10	12:10	1:10	3:10	4:10	5:10	6:10	7:10	8:10	10:10	11:40	1:10
	3	Hubbard Woods	7:13	8:13	9:13	11:13	12:13	1:13	3:13	4:13	5:13	6:13	7:13	8:13	10:13	11:43	1:13
•	3	Glencoe	7:16	8:16	9:16	11:16	12:16	1:16	3:16	4:16	5:16	6:16	7:16	8:16	10:16	11:46	1:16
•	3	Braeside	7:20	8:20	9:20	11:20	12:20	1:20	3:20	4:20	5:20	6:20	7:20	8:20	10:20	11:50	1:20
•	3	Ravinia Park															
•	3	Ravinia	7:23	8:23	9:23	11:23	12:23	1:23	3:23	4:23	5:23	6:23	7:23	8:23	10:23	11:53	1:23
•	4	Highland Park	7:26	8:26	9:26	11:26	12:26	1:26	3:26	4:26	5:26	6:26	7:26	8:26	10:26	11:56	1:26
•	4	Highwood	7:29	8:29	9:29	11:29	12:29	1:29	3:29	4:29	5:29	6:29	7:29	8:29	10:29	11:59	1:29
•	4	Fort Sheridan	7:31	8:31	9:31	11:31	12:31	1:31	3:31	4:31	5:31	6:31	7:31	8:31	10:31	12:01	1:31
•	4	Lake Forest	7:35	8:35	9:35	11:35	12:35	1:35	3:35	4:35	5:35	6:35	7:35	8:35	10:35	12:05	1:35
•	4	Lake Bluff	7:39	8:39	9:39	11:39	12:39	1:39	3:39	4:39	5:39	6:39	7:39	8:39	10:39	12:09	1:39
•	4	Great Lakes	7:43	8:43	9:43	11:43	12:43	1:43	3:43	4:43	5:43	6:43	7:43	8:43	10:43	12:13	1:43
•	4	North Chicago	7:48	8:48	9:48	11:48	12:48	1:48	3:48	4:48	5:48	6:48	7:48	8:48	10:48	12:18	1:48
•	4	Waukegan	7:52	8:54	9:52	11:54	12:54	1:52	3:54	4:52	5:52	6:52	7:54	8:52	10:54	12:24	1:52
•	4	Zion	8:01		10:01			2:01		5:01	6:01	7:01		9:01			2:01
•	4	Winthrop Harbor	8:05		10:05			2:05		5:05	6:05	7:05		9:05			2:05
•	4	Kenosha	8:15		10:15			2:15		5:15	6:15	7:15		9:15			2:15
																	

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.

Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker



Schedule is subject to change, please check metra.com/schedules for updates.

Sunday Inbound - Kenosha to Ogilvie (OTC)

ADA	Zone	Kenosha to Ogilvie (OTC)	800	802	804	806	808	810	812	814	818	820	822	824	828	830	834
			AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
•	4	Kenosha		5:08	6:08	7:08		9:08				3:08		5:08	7:08		10:08
•	4	Winthrop Harbor		5:16	6:16	7:16		9:16				3:16		5:16	7:16		10:16
•	4	Zion		5:20	6:20	7:20		9:20				3:20		5:20	7:20		10:20
•	4	Waukegan	4:30	5:30	6:30	7:30	8:30	9:30	10:30	12:30	2:30	3:30	4:30	5:30	7:30	8:30	10:30
•	4	North Chicago	4:33	5:33	6:33	7:33	8:33	9:33	10:33	12:33	2:33	3:33	4:33	5:33	7:33	8:33	10:33
•	4	Great Lakes	4:37	5:37	6:37	7:37	8:37	9:37	10:37	12:37	2:37	3:37	4:37	5:37	7:37	8:37	10:37
•	4	Lake Bluff	4:41	5:41	6:41	7:41	8:41	9:41	10:41	12:41	2:41	3:41	4:41	5:41	7:41	8:41	10:41
•	4	Lake Forest	4:44	5:44	6:44	7:44	8:44	9:44	10:44	12:44	2:44	3:44	4:44	5:44	7:44	8:44	10:44
•	4	Fort Sheridan	4:48	5:48	6:48	7:48	8:48	9:48	10:48	12:48	2:48	3:48	4:48	5:48	7:48	8:48	10:48
•	4	Highwood	4:51	5:51	6:51	7:51	8:51	9:51	10:51	12:51	2:51	3:51	4:51	5:51	7:51	8:51	10:51
•	4	Highland Park	4:54	5:54	6:54	7:54	8:54	9:54	10:54	12:54	2:54	3:54	4:54	5:54	7:54	8:54	10:54
•	3	Ravinia	4:57	5:57	6:57	7:57	8:57	9:57	10:57	12:57	2:57	3:57	4:57	5:57	7:57	8:57	10:57
•	3	Ravinia Park															
•	3	Braeside	5:00	6:00	7:00	8:00	9:00	10:00	11:00	1:00	3:00	4:00	5:00	6:00	8:00	9:00	11:00
•	3	Glencoe	5:02	6:02	7:02	8:02	9:02	10:02	11:02	1:02	3:02	4:02	5:02	6:02	8:02	9:02	11:02
	3	Hubbard Woods	5:05	6:05	7:05	8:05	9:05	10:05	11:05	1:05	3:05	4:05	5:05	6:05	8:05	9:05	11:05
•	3	Winnetka	5:08	6:08	7:08	8:08	9:08	10:08	11:08	1:08	3:08	4:08	5:08	6:08	8:08	9:08	11:08
	3	Indian Hill	5:10	6:10	7:10	8:10	9:10	10:10	11:10	1:10	3:10	4:10	5:10	6:10	8:10	9:10	11:10
•	3	Kenilworth	5:12	6:12	7:12	8:12	9:12	10:12	11:12	1:12	3:12	4:12	5:12	6:12	8:12	9:12	11:12
•	2	Wilmette	5:14	6:14	7:14	8:14	9:14	10:14	11:14	1:14	3:14	4:14	5:14	6:14	8:14	9:14	11:14
•	2	Central/Evanston	5:17	6:17	7:17	8:17	9:17	10:17	11:17	1:17	3:17	4:17	5:17	6:17	8:17	9:17	11:17
•	2	Davis/Evanston	5:20	6:20	7:20	8:20	9:20	10:20	11:20	1:20	3:20	4:20	5:20	6:20	8:20	9:20	11:20
•	2	Main/Evanston	5:22	6:22	7:22	8:22	9:22	10:22	11:22	1:22	3:22	4:22	5:22	6:22	8:22	9:22	11:22
•	2	Rogers Park	5:25	6:25	7:25	8:25	9:25	10:25	11:25	1:25	3:25	4:25	5:25	6:25	8:25	9:25	11:25
•	2	Peterson/Ridge	5:28	6:28	7:28	8:28	9:28	10:28	11:28	1:28	3:28	4:28	5:28	6:28	8:28	9:28	11:28
•	2	Ravenswood	5:32	6:32	7:32	8:32	9:32	10:32	11:32	1:32	3:32	4:32	5:32	6:32	8:32	9:32	11:32
	2	Clybourn	5:39	6:39	7:39	8:39	9:39	10:39	11:39	1:39	3:39	4:39	5:39	6:39	8:39	9:39	11:39
•	1	Ogilvie (OTC)	5:50	6:50	7:50	8:50	9:50	10:50	11:50	1:50	3:50	4:50	5:50	6:50	8:50	9:50	11:50

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

Sunday Outbound - Ogilvie (OTC) to Kenosha

ADA	Zone	Ogilvie (OTC) to Kenosha	803	805	807	811	813	815	819	821	823	825	827	829	833	835	301
			AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
•	1	Ogilvie (OTC)	6:32	7:32	8:32	10:32	11:32	12:32	2:32	3:32	4:32	5:32	6:32	7:32	9:32	11:02	12:32
	2	Clybourn	6:40	7:40	8:40	10:40	11:40	12:40	2:40	3:40	4:40	5:40	6:40	7:40	9:40	11:10	12:40
•	2	Ravenswood	6:45	7:45	8:45	10:45	11:45	12:45	2:45	3:45	4:45	5:45	6:45	7:45	9:45	11:15	12:45
•	2	Peterson/Ridge	6:48	7:48	8:48	10:48	11:48	12:48	2:48	3:48	4:48	5:48	6:48	7:48	9:48	11:18	12:48
•	2	Rogers Park	6:52	7:52	8:52	10:52	11:52	12:52	2:52	3:52	4:52	5:52	6:52	7:52	9:52	11:22	12:52
•	2	Main/Evanston	6:55	7:55	8:55	10:55	11:55	12:55	2:55	3:55	4:55	5:55	6:55	7:55	9:55	11:25	12:55
•	2	Davis/Evanston	6:58	7:58	8:58	10:58	11:58	12:58	2:58	3:58	4:58	5:58	6:58	7:58	9:58	11:28	12:58
•	2	Central/Evanston	7:01	8:01	9:01	11:01	12:01	1:01	3:01	4:01	5:01	6:01	7:01	8:01	10:01	11:31	1:01
•	2	Wilmette	7:04	8:04	9:04	11:04	12:04	1:04	3:04	4:04	5:04	6:04	7:04	8:04	10:04	11:34	1:04
•	3	Kenilworth	7:06	8:06	9:06	11:06	12:06	1:06	3:06	4:06	5:06	6:06	7:06	8:06	10:06	11:36	1:06
	3	Indian Hill	7:08	8:08	9:08	11:08	12:08	1:08	3:08	4:08	5:08	6:08	7:08	8:08	10:08	11:38	1:08
•	3	Winnetka	7:10	8:10	9:10	11:10	12:10	1:10	3:10	4:10	5:10	6:10	7:10	8:10	10:10	11:40	1:10
	3	Hubbard Woods	7:13	8:13	9:13	11:13	12:13	1:13	3:13	4:13	5:13	6:13	7:13	8:13	10:13	11:43	1:13
•	3	Glencoe	7:16	8:16	9:16	11:16	12:16	1:16	3:16	4:16	5:16	6:16	7:16	8:16	10:16	11:46	1:16
•	3	Braeside	7:20	8:20	9:20	11:20	12:20	1:20	3:20	4:20	5:20	6:20	7:20	8:20	10:20	11:50	1:20
•	3	Ravinia Park															
•	3	Ravinia	7:23	8:23	9:23	11:23	12:23	1:23	3:23	4:23	5:23	6:23	7:23	8:23	10:23	11:53	1:23
•	4	Highland Park	7:26	8:26	9:26	11:26	12:26	1:26	3:26	4:26	5:26	6:26	7:26	8:26	10:26	11:56	1:26
•	4	Highwood	7:29	8:29	9:29	11:29	12:29	1:29	3:29	4:29	5:29	6:29	7:29	8:29	10:29	11:59	1:29
•	4	Fort Sheridan	7:31	8:31	9:31	11:31	12:31	1:31	3:31	4:31	5:31	6:31	7:31	8:31	10:31	12:01	1:31
•	4	Lake Forest	7:35	8:35	9:35	11:35	12:35	1:35	3:35	4:35	5:35	6:35	7:35	8:35	10:35	12:05	1:35
•	4	Lake Bluff	7:39	8:39	9:39	11:39	12:39	1:39	3:39	4:39	5:39	6:39	7:39	8:39	10:39	12:09	1:39
•	4	Great Lakes	7:43	8:43	9:43	11:43	12:43	1:43	3:43	4:43	5:43	6:43	7:43	8:43	10:43	12:13	1:43
•	4	North Chicago	7:48	8:48	9:48	11:48	12:48	1:48	3:48	4:48	5:48	6:48	7:48	8:48	10:48	12:18	1:48
•	4	Waukegan	7:52	8:54	9:52	11:54	12:54	1:52	3:54	4:52	5:52	6:52	7:54	8:52	10:54	12:24	1:52
•	4	Zion	8:01		10:01			2:01		5:01	6:01	7:01		9:01			2:01
•	4	Winthrop Harbor	8:05		10:05			2:05		5:05	6:05	7:05		9:05			2:05
•	4	Kenosha	8:15		10:15			2:15		5:15	6:15	7:15		9:15			2:15
																	

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.

Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-NW Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Inbound - Harvard to Ogilvie (OTC)

ADA	Zone	Harvard to Ogilvie (OTC)	602	604	606	610	614	612	616	620	622	624	618	628	626	630	634	636	632	638	640	642	644	646	648	650
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
•	4	Harvard					5:30				6:00			6:30			7:00				7:50		9:20	10:20		
•	4	McHenry				5:24						6:24						7:24								
•	4	Woodstock					5:43				6:13			6:43			7:13				8:03		9:33	10:33		
•	4	Crystal Lake	4:15	4:45	5:15		5:55	5:45			6:25			6:55	6:45		7:25			7:45	8:15	8:45	9:45	10:45	11:45	
•	4	Pingree Road	4:18	4:48	5:18	5:38	5:58	5:48			6:28	6:38		6:58	6:48		7:28	7:38		7:48	8:18	8:48	9:48	10:48	11:48	
•	4	Cary	4:24	4:54	5:24		6:04	5:54			6:34			7:04	6:54		7:34			7:54	8:24	8:54	9:54	10:54	11:54	
•	4	Fox River Grove	4:27	4:57	5:27		6:07	5:57			6:37			7:07	6:57		7:37			7:57	8:27	8:57	9:57	10:57	11:57	
•	4	Barrington	4:35	5:05	5:35	5:51	6:15	6:05	6:21		6:45	6:51		7:15	7:05	7:21	7:45	7:51		8:05	8:35	9:05	10:05	11:05	12:05	1:05
•	4	Palatine	4:42	5:12	5:42	5:58	6:22	6:12	6:28	6:41	6:52	6:58		7:22	7:12	7:28	7:52	7:58		8:12	8:42	9:12	10:12	11:12	12:12	1:12
•	3	Arlington Park	4:46	5:16	5:46	6:02		6:16	6:32	6:45		7:02			7:16	7:32		8:02		8:16	8:46	9:16	10:16	11:16	12:16	1:16
•	3	Arlington Heights	4:49	5:19	5:49	6:06		6:20	6:36	6:49		7:06			7:20	7:36		8:06		8:19	8:49	9:19	10:19	11:19	12:19	1:19
•	3	Mount Prospect	4:54	5:24	5:54	6:11		6:25	6:41	6:54		7:11			7:25	7:41		8:11		8:24	8:54	9:24	10:24	11:24	12:24	1:24
•	3	Cumberland	4:57	5:27	5:57	6:14		6:28	6:44			7:14			7:28	7:44		8:14		8:27	8:57	9:27	10:27	11:27	12:27	1:27
•	3	Des Plaines	5:01	5:31	6:01	6:18		6:32	6:48			7:18	7:07		7:32	7:48		8:18	8:07	8:31	9:01	9:31	10:31	11:31	12:31	1:31
•	2	Dee Road	5:05	5:35	6:05			6:36					7:11		7:36				8:11	8:35		9:35	10:35	11:35	12:35	1:35
•	2	Park Ridge	5:08	5:38	6:08			6:39					7:14		7:39				8:14	8:38		9:38	10:38	11:38	12:38	1:38
•	2	Edison Park	5:11	5:41	6:11			6:42					7:17		7:42				8:17	8:41		9:41	10:41	11:41	12:41	1:41
•	2	Norwood Park	5:14	5:44	6:14			6:45					7:20		7:45				8:20	8:44		9:44	10:44	11:44	12:44	1:44
•	2	Gladstone Park	5:17	5:47	6:17			6:48					7:23		7:48				8:23	8:47						
•	2	Jefferson Park	5:20	5:50	6:20			6:51					7:26		7:51				8:26	8:50	9:13	9:48	10:48	11:48	12:48	1:48
•	2	Irving Park	5:24	5:54	6:24			6:55					7:30		7:55				8:30	8:54		9:52	10:52	11:52	12:52	1:52
•	2	Clybourn	5:31	6:01	6:31	6:35		7:02	7:05			7:35	7:37		8:02	8:05		8:35	8:37	9:01	9:18	9:59	10:59	11:59	12:59	1:59
•	1	Ogilvie (OTC)	5:42	6:12	6:42	6:46	7:02	7:13	7:16	7:25	7:32	7:46	7:48	8:02	8:13	8:16	8:32	8:46	8:48	9:13	9:29	10:10	11:10	12:10	1:10	2:10

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-NW Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Inbound - Harvard to Ogilvie (OTC)

ADA	Zone	Harvard to Ogilvie (OTC)	652	654	656	658	660	662	664	666	668	670	672	674	676	678	680
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
•	4	Harvard	1:20		3:20		4:20				6:20		7:20		9:20		11:20
•	4	McHenry															
•	4	Woodstock	1:33		3:33		4:33				6:33		7:33		9:33		11:33
•	4	Crystal Lake	1:45	2:45	3:45		4:45		5:45	6:15	6:45	7:15	7:45	8:45	9:45		11:45
•	4	Pingree Road	1:48	2:48	3:48		4:48		5:48	6:18	6:48	7:18	7:48	8:48	9:48		11:48
•	4	Cary	1:54	2:54	3:54		4:54		5:54	6:24	6:54	7:24	7:54	8:54	9:54		11:54
•	4	Fox River Grove	1:57	2:57	3:57		4:57		5:57	6:27	6:57	7:27	7:57	8:57	9:57		11:57
•	4	Barrington	2:05	3:05	4:05		5:05		6:05	6:35	7:05	7:35	8:05	9:05	10:05	11:05	12:05
•	4	Palatine	2:12	3:12	4:12		5:12		6:12	6:42	7:12	7:42	8:12	9:12	10:12	11:12	12:12
•	3	Arlington Park	2:16	3:16	4:16		5:16		6:16	6:46	7:16	7:46	8:16	9:16	10:16	11:16	12:16
•	3	Arlington Heights	2:19	3:19	4:19		5:19		6:19	6:49	7:19	7:49	8:19	9:19	10:19	11:19	12:19
•	3	Mount Prospect	2:24	3:24	4:24		5:24		6:24	6:54	7:24	7:54	8:24	9:24	10:24	11:24	12:24
	3	Cumberland	2:27	3:27	4:27		5:27		6:27	6:57	7:27	7:57	8:27	9:27	10:27	11:27	12:27
•	3	Des Plaines	2:31	3:31	4:31	5:07	5:31	6:07	6:31	7:01	7:31	8:01	8:31	9:31	10:31	11:31	12:31
•	2	Dee Road	2:35	3:35	4:35	5:11		6:11	6:35		7:35		8:35	9:35	10:35	11:35	12:35
•	2	Park Ridge	2:38	3:38	4:38	5:14		6:14	6:38		7:38		8:38	9:38	10:38	11:38	12:38
•	2	Edison Park	2:41	3:41	4:41	5:17		6:17	6:41		7:41		8:41	9:41	10:41	11:41	12:41
•	2	Norwood Park	2:44	3:44	4:44	5:20		6:20	6:44		7:44		8:44	9:44	10:44	11:44	12:44
	2	Gladstone Park				5:23		6:23									
•	2	Jefferson Park	2:48	3:48	4:48	5:26	5:43	6:26	6:48	7:13	7:48	8:13	8:48	9:48	10:48	11:48	12:48
•	2	Irving Park	2:52	3:52	4:52	5:30		6:30	6:52		7:52		8:52	9:52	10:52	11:52	12:52
	2	Clybourn	2:59	3:59	4:59	5:37	5:48	6:37	6:59	7:18	7:59	8:18	8:59	9:59	10:59	11:59	12:59
•	1	Ogilvie (OTC)	3:10	4:10	5:10	5:48	5:59	6:48	7:12	7:29	8:10	8:29	9:10	10:10	11:10	12:10	1:10

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-NW Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Outbound - Ogilvie (OTC) to Harvard

ADA	Zone	Ogilvie (OTC) to Harvard	603	605	607	609	611	613	615	617	619	621	623	625	627	629	631	633	635	637	639	641	643	645	647	649
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
•	1	Ogilvie (OTC)	5:00	5:35	6:00	6:05	6:35	7:00	7:05	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:22	3:35	3:45	4:05	4:15	4:22	4:35	4:45	4:52
	2	Clybourn	5:08	5:43	6:08	6:13	6:43	7:08	7:13	7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:30	3:43	3:53	4:13		4:30	4:43		5:00
•	2	Irving Park		5:48		6:18	6:48		7:18	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48		3:48		4:18			4:48		
•	2	Jefferson Park	5:17	5:53	6:17	6:23	6:53	7:17	7:23	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53		3:53	4:01	4:23			4:53		
•	2	Gladstone Park				6:25			7:25										3:55		4:25			4:55		
•	2	Norwood Park		5:57		6:28	6:57		7:28	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57		3:58		4:28			4:58		
•	2	Edison Park		6:00		6:31	7:00		7:31	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00		4:01		4:31			5:01		
•	2	Park Ridge		6:03		6:34	7:03		7:34	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03		4:04		4:34			5:04		
•	2	Dee Road		6:05		6:36	7:05		7:36	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05		4:06		4:36			5:06		
•	3	Des Plaines	5:29	6:09	6:29	6:40	7:09	7:29	7:40	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	3:50	4:10	4:14	4:40		4:50	5:10		5:20
•	3	Cumberland	5:33	6:12	6:33		7:12	7:33		8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	3:53		4:18			4:53	5:13		5:23
•	3	Mount Prospect	5:37	6:16	6:37		7:16	7:37		8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	3:57		4:23			4:57	5:17		5:27
•	3	Arlington Heights	5:42	6:21	6:42		7:21	7:42		8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:02		4:29			5:02	5:22		5:32
•	3	Arlington Park	5:46	6:25	6:46		7:25	7:46		8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:06		4:33			5:06	5:26		5:36
•	4	Palatine	5:50	6:29	6:50		7:29	7:50		8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:10		4:37		4:50	5:10	5:30	5:20	5:40
•	4	Barrington	5:58	6:37	6:58		7:37	7:58		8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:17		4:45		4:57	5:17	5:38	5:27	5:47
•	4	Fox River Grove	6:06	6:45	7:06		7:45	8:06		8:45	9:45	10:45	11:45		1:45	2:45	3:45			4:53		5:05		5:46	5:35	
•	4	Cary	6:09	6:48	7:09		7:48	8:09		8:48	9:48	10:48	11:48		1:48	2:48	3:48			4:56		5:08		5:49	5:38	
•	4	Pingree Road	6:14	6:53	7:14		7:53	8:14		8:53	9:53	10:53	11:53		1:53	2:53	3:53	4:30		5:02		5:14	5:30	5:54	5:44	
•	4	Crystal Lake	6:21	6:56	7:21		7:56	8:21		8:56	10:00	11:00	11:56		2:00	2:56	4:00			5:05		5:17		6:01	5:47	
•	4	Woodstock		7:06			8:06			9:06			12:06			3:06				5:16		5:28			5:58	
•	4	McHenry																4:50					5:50			
•	4	Harvard		7:25			8:25			9:25			12:25			3:25				5:38		5:50			6:23	



f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-NW Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Weekday Outbound - Ogilvie (OTC) to Harvard

ADA	Zone	Ogilvie (OTC) to Harvard	653	651	655	657	659	661	663	665	667	669	671	673	675	677	601
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
•	1	Ogilvie (OTC)	5:05	5:07	5:15	5:22	5:35	5:52	6:05	6:22	6:35	7:35	8:35	9:35	10:35	11:35	12:35
	2	Clybourn		5:15		5:30	5:43	6:00	6:13	6:30	6:43	7:43	8:43	9:43	10:43	11:43	12:43
•	2	Irving Park		5:20			5:48		6:18		6:48	7:48	8:48	9:48	10:48	11:48	12:48
•	2	Jefferson Park		5:25			5:53	6:07	6:23	6:37	6:53	7:53	8:53	9:53	10:53	11:53	12:53
	2	Gladstone Park		5:27			5:55		6:25		6:55	7:55	8:55	9:55			
•	2	Norwood Park		5:30			5:58		6:28		6:57	7:57	8:57	9:57	10:57	11:57	12:57
•	2	Edison Park		5:33			6:01		6:31		7:00	8:00	9:00	10:00	11:00	12:00	1:00
•	2	Park Ridge		5:36			6:04		6:34		7:03	8:03	9:03	10:03	11:03	12:03	1:03
•	2	Dee Road		5:38			6:06		6:36		7:05	8:05	9:05	10:05	11:05	12:05	1:05
•	3	Des Plaines		5:42			5:50	6:10	6:19	6:40	6:49	7:09	8:09	9:09	10:09	11:09	12:09
	3	Cumberland					5:53	6:13	6:22	6:43	6:52	7:12	8:12	9:12	10:12	11:12	12:12
•	3	Mount Prospect	5:31				5:57	6:17	6:26	6:47	6:56	7:16	8:16	9:16	10:16	11:16	12:16
•	3	Arlington Heights	5:36				6:02	6:22	6:31	6:52	7:01	7:21	8:21	9:21	10:21	11:21	12:21
•	3	Arlington Park	5:40				6:06	6:26	6:35	6:56	7:05	7:25	8:25	9:25	10:25	11:25	12:25
•	4	Palatine	5:47			5:50	6:10	6:31	6:39	7:01	7:09	7:29	8:29	9:29	10:29	11:29	12:29
•	4	Barrington				5:57	6:17		6:46		7:16	7:37	8:37	9:37	10:37	11:37	12:37
•	4	Fox River Grove				6:05			6:54		7:24	7:45	8:45	9:45		11:45	12:45
•	4	Cary				6:08			6:57		7:27	7:48	8:48	9:48		11:48	12:48
•	4	Pingree Road				6:14	6:30		7:03		7:32	7:53	8:53	9:53		11:53	12:53
•	4	Crystal Lake				6:17			7:06		7:35	8:00	9:00	9:56		12:00	1:00
•	4	Woodstock				6:28			7:17		7:45			10:06			2:06
•	4	McHenry					6:50										
•	4	Harvard				6:47			7:36		8:04			10:25			2:25

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-NW Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Saturday Inbound - Harvard to Ogilvie (OTC)

ADA	Zone	Harvard to Ogilvie (OTC)	700	702	704	706	708	710	712	714	716	718	720	722	724	726	730	732	734
			AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
•	4	Harvard		6:35		8:35			10:35	11:35		1:35		3:35		5:35	7:35	8:35	9:35
•	4	McHenry																	
•	4	Woodstock		6:48		8:48			10:48	11:48		1:48		3:48		5:48	7:48	8:48	9:48
•	4	Crystal Lake	6:15	7:00	8:00	9:00		10:00	11:00	12:00		2:00	3:00	4:00	5:00	6:00	8:00	9:00	10:00
•	4	Pingree Road	6:18	7:03	8:03	9:03		10:03	11:03	12:03		2:03	3:03	4:03	5:03	6:03	8:03	9:03	10:03
•	4	Cary	6:23	7:08	8:08	9:08		10:08	11:08	12:08		2:08	3:08	4:08	5:08	6:08	8:08	9:08	10:08
•	4	Fox River Grove	6:26	7:11	8:11	9:11		10:11	11:11	12:11		2:11	3:11	4:11	5:11	6:11	8:11	9:11	10:11
•	4	Barrington	6:33	7:18	8:18	9:18		10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	8:18	9:18	10:18
•	4	Palatine	6:40	7:25	8:25	9:25		10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	8:25	9:25	10:25
•	3	Arlington Park	6:44	7:29	8:29	9:29		10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	8:29	9:29	10:29
•	3	Arlington Heights	6:47	7:32	8:32	9:32	9:42	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	8:32	9:32	10:32
•	3	Mount Prospect	6:52	7:37	8:37		9:47	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	8:37	9:37	10:37
	3	Cumberland	6:55	7:40	8:40		9:50	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	8:40	9:40	10:40
•	3	Des Plaines	6:58	7:44	8:44		9:54	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44	8:44	9:44	10:44
•	2	Dee Road	7:02	7:48	8:48		9:58	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	8:48	9:48	10:48
•	2	Park Ridge	7:05	7:51	8:51		10:01	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:51	8:51	9:51	10:51
•	2	Edison Park	7:08	7:54	8:54		10:04	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	8:54	9:54	10:54
•	2	Norwood Park	7:11	7:57	8:57		10:07	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	8:57	9:57	10:57
	2	Gladstone Park																	
•	2	Jefferson Park	7:15	8:01	9:01		10:11	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	9:01	10:01	11:01
•	2	Irving Park	7:19	8:05	9:05	9:53	10:15	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	9:05	10:05	11:05
	2	Clybourn	7:26	8:12	9:12		10:22	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	9:12	10:12	11:12
•	1	Ogilvie (OTC)	7:37	8:23	9:23	10:09	10:33	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	9:23	10:23	11:23

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor
Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.
Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

Saturday Outbound - Ogilvie (OTC) to Harvard

ADA	Zone	Ogilvie (OTC) to Harvard	701	705	709	711	713	715	717	719	721	723	725	727	729	731	733	735	601
			AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
•	1	Ogilvie (OTC)	8:30	10:30	12:30	1:30	2:30	3:00	3:30	4:30	5:30	5:40	6:30	7:30	8:30	9:30	10:30	11:30	12:30
	2	Clybourn	8:38	10:38	12:38	1:38	2:38		3:38	4:38		5:48	6:38	7:38	8:38	9:38	10:38	11:38	12:38
•	2	Irving Park	8:43	10:43	12:43	1:43	2:43		3:43	4:43		5:53	6:43	7:43	8:43	9:43	10:43	11:43	12:43
•	2	Jefferson Park	8:48	10:48	12:48	1:48	2:48		3:48	4:48		5:58	6:48	7:48	8:48	9:48	10:48	11:48	12:48
	2	Gladstone Park																	
•	2	Norwood Park	8:52	10:52	12:52	1:52	2:52		3:52	4:52		6:02	6:52	7:52	8:52	9:52	10:52	11:52	12:52
•	2	Edison Park	8:55	10:55	12:55	1:55	2:55		3:55	4:55		6:05	6:55	7:55	8:55	9:55	10:55	11:55	12:55
•	2	Park Ridge	8:57	10:57	12:57	1:57	2:57		3:57	4:57		6:07	6:57	7:57	8:57	9:57	10:57	11:57	12:57
•	2	Dee Road	9:00	11:00	1:00	2:00	3:00		4:00	5:00		6:10	7:00	8:00	9:00	10:00	11:00	12:00	1:00
•	3	Des Plaines	9:04	11:04	1:04	2:04	3:04		4:04	5:04		6:14	7:04	8:04	9:04	10:04	11:04	12:04	1:04
	3	Cumberland	9:07	11:07	1:07	2:07	3:07		4:07	5:07		6:17	7:07	8:07	9:07	10:07	11:07	12:07	1:07
•	3	Mount Prospect	9:11	11:11	1:11	2:11	3:11		4:11	5:11		6:21	7:11	8:11	9:11	10:11	11:11	12:11	1:11
•	3	Arlington Heights	9:16	11:16	1:16	2:16	3:16	3:32	4:16	5:16	6:02	6:26	7:16	8:16	9:16	10:16	11:16	12:16	1:16
•	3	Arlington Park	9:20	11:20	1:20	2:20	3:20	3:36	4:20	5:20	6:06	6:30	7:20	8:20	9:20	10:20	11:20	12:20	1:20
•	4	Palatine	9:24	11:24	1:24	2:24	3:24	3:40	4:24	5:24	6:10	6:34	7:24	8:24	9:24	10:24	11:24	12:24	1:24
•	4	Barrington	9:32	11:32	1:32	2:32	3:32	3:48	4:32	5:32	6:18	6:42	7:32	8:40	9:32	10:40	11:32	12:32	1:32
•	4	Fox River Grove	9:40	11:40	1:40	2:40	3:40	3:56	4:40	5:40	6:26	6:50	7:40		9:40		11:40	12:40	1:40
•	4	Cary	9:43	11:43	1:43	2:43	3:43	3:59	4:43	5:43	6:29	6:53	7:43		9:43		11:43	12:43	1:43
•	4	Pingree Road	9:48	11:48	1:48	2:48	3:48	4:04	4:48	5:48	6:34	6:58	7:48		9:48		11:48	12:48	1:48
•	4	Crystal Lake	9:51	11:51	1:51	2:55	3:55	4:15	4:51	5:55	6:37	7:01	7:51		9:51		11:51	12:55	1:51
•	4	Woodstock	10:01	12:01	2:01				5:01		6:47	7:11	8:01		10:01		12:01		2:01
•	4	McHenry																	
•	4	Harvard	10:20	12:20	2:20				5:20		7:07	7:32	8:20		10:20		12:20		2:20
																			

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.

Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

UP-NW Schedule



Schedule is subject to change, please check metra.com/schedules for updates.

Sunday Inbound - Harvard to Ogilvie (OTC)

ADA	Zone	Harvard to Ogilvie (OTC)	702	706	7088	710	712	7166	720	7244	728	732
			AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
•	4	Harvard	6:35	8:35			10:35	12:35		4:35	6:35	8:35
•	4	McHenry										
•	4	Woodstock	6:48	8:48			10:48	12:48		4:48	6:48	8:48
•	4	Crystal Lake	7:00	9:00		10:00	11:00	1:00	3:00	5:00	7:00	9:00
•	4	Pingree Road	7:03	9:03		10:03	11:03	1:03	3:03	5:03	7:03	9:03
•	4	Cary	7:08	9:08		10:08	11:08	1:08	3:08	5:08	7:08	9:08
•	4	Fox River Grove	7:11	9:11		10:11	11:11	1:11	3:11	5:11	7:11	9:11
•	4	Barrington	7:18	9:18		10:18	11:18	1:18	3:18	5:18	7:18	9:18
•	4	Palatine	7:25	9:25		10:25	11:25	1:25	3:25	5:25	7:25	9:25
•	3	Arlington Park	7:29	9:29		10:29	11:29	1:29	3:29	5:29	7:29	9:29
•	3	Arlington Heights	7:32	9:32	9:42	10:32	11:32	1:32	3:32	5:32	7:32	9:32
•	3	Mount Prospect	7:37		9:47	10:37	11:37	1:37	3:37	5:37	7:37	9:37
	3	Cumberland	7:40		9:50	10:40	11:40	1:40	3:40	5:40	7:40	9:40
•	3	Des Plaines	7:44		9:54	10:44	11:44	1:44	3:44	5:44	7:44	9:44
•	2	Dee Road	7:48		9:58	10:48	11:48	1:48	3:48	5:48	7:48	9:48
•	2	Park Ridge	7:51		10:01	10:51	11:51	1:51	3:51	5:51	7:51	9:51
•	2	Edison Park	7:54		10:04	10:54	11:54	1:54	3:54	5:54	7:54	9:54
•	2	Norwood Park	7:57		10:07	10:57	11:57	1:57	3:57	5:57	7:57	9:57
	2	Gladstone Park										
•	2	Jefferson Park	8:01		10:11	11:01	12:01	2:01	4:01	6:01	8:01	10:01
•	2	Irving Park	8:05	9:53	10:15	11:05	12:05	2:05	4:05	6:05	8:05	10:05
	2	Clybourn	8:12		10:22	11:12	12:12	2:12	4:12	6:12	8:12	10:12
•	1	Ogilvie (OTC)	8:23	10:09	10:33	11:23	12:23	2:23	4:23	6:23	8:23	10:23
												

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.

Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker



Schedule is subject to change, please check metra.com/schedules for updates.

Sunday Outbound - Ogilvie (OTC) to Harvard

ADA	Zone	Ogilvie (OTC) to Harvard	703	705	7099	7133	7199	721	7233	725	729	735	601
			AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM
•	1	Ogilvie (OTC)	9:30	10:30	12:30	2:30	4:30	5:30	5:40	6:30	8:30	11:30	12:30
	2	Clybourn	9:38	10:38	12:38	2:38	4:38		5:48	6:38	8:38	11:38	12:38
•	2	Irving Park	9:43	10:43	12:43	2:43	4:43		5:53	6:43	8:43	11:43	12:43
•	2	Jefferson Park	9:48	10:48	12:48	2:48	4:48		5:58	6:48	8:48	11:48	12:48
	2	Gladstone Park											
•	2	Norwood Park	9:52	10:52	12:52	2:52	4:52		6:02	6:52	8:52	11:52	12:52
•	2	Edison Park	9:55	10:55	12:55	2:55	4:55		6:05	6:55	8:55	11:55	12:55
•	2	Park Ridge	9:57	10:57	12:57	2:57	4:57		6:07	6:57	8:57	11:57	12:57
•	2	Dee Road	10:00	11:00	1:00	3:00	5:00		6:10	7:00	9:00	12:00	1:00
•	3	Des Plaines	10:04	11:04	1:04	3:04	5:04		6:14	7:04	9:04	12:04	1:04
	3	Cumberland	10:07	11:07	1:07	3:07	5:07		6:17	7:07	9:07	12:07	1:07
•	3	Mount Prospect	10:11	11:11	1:11	3:11	5:11		6:21	7:11	9:11	12:11	1:11
•	3	Arlington Heights	10:16	11:16	1:16	3:16	5:16	6:02	6:26	7:16	9:16	12:16	1:16
•	3	Arlington Park	10:20	11:20	1:20	3:20	5:20	6:06	6:30	7:20	9:20	12:20	1:20
•	4	Palatine	10:24	11:24	1:24	3:24	5:24	6:10	6:34	7:24	9:24	12:24	1:24
•	4	Barrington	10:32	11:32	1:32	3:32	5:32	6:18	6:42	7:32	9:32	12:32	1:32
•	4	Fox River Grove	10:40	11:40	1:40	3:40	5:40	6:26	6:50	7:40	9:40	12:40	1:40
•	4	Cary	10:43	11:43	1:43	3:43	5:43	6:29	6:53	7:43	9:43	12:43	1:43
•	4	Pingree Road	10:48	11:48	1:48	3:48	5:48	6:34	6:58	7:48	9:48	12:48	1:48
•	4	Crystal Lake	10:51	11:51	1:55	3:51	5:51	6:37	7:05	7:51	9:51	12:55	1:51
•	4	Woodstock	11:01	12:01		4:01	6:01	6:47		8:01	10:01		2:01
•	4	McHenry											
•	4	Harvard	11:20	12:20		4:20	6:20	7:07		8:20	10:20		2:20

f - Flag Stop
fd - Flag Discharge



Stops to discharge passengers on notice to conductor and to pick up passengers on station platform visible to engineers.
Stops to discharge passengers on notice to conductor

Due to midday maintenance, trains with this logo displayed underneath may be delayed up to the number of minutes denoted. To check if a construction project might impact your trip, please visit metra.com/constructionnotices.
Bicycles and scooters are allowed on all trains on a first-come, first-served basis, but customers with disabilities have priority in the ADA spaces. Please check metra.com/bikes for more information.



Schedules



Fares



Metra Tracker

Attachment B:
Metra O&D Survey Historical 2019

2019 Origin-Destination Survey



All Trains Until Noon 2019 Modes of Station Access and Egress Tabulations

All data weighted to the 2018 Station Boarding/Alighting Count

2019 Modes of Station Access and Egress Tabulations – Introduction

This report contains the two most commonly used data tabulations from Metra’s Spring 2019 Origin-Destination Survey:

- All Trains Until Noon – Boarding Station Mode of Access (Question 6)
- All Trains Until Noon – Alighting Station Mode of Egress (Question 12)

Riders were surveyed about their trips on all weekday morning trains on all of Metra’s lines:

Elec-ML	Metra Electric – main line	Milw-W	Milwaukee West
Elec-SC	Metra Electric – South Chicago branch	UP-NW	Union Pacific Northwest – main line
Elec-BI	Metra Electric – Blue Island branch	UP-NW/	Union Pacific Northwest –
RI-Main	Rock Island – main line	McHenry	McHenry branch
RI-Branch	Rock Island – Beverly branch	Milw-N	Milwaukee North
SWS	SouthWest Service	NCS	North Central Service
Heritage	Heritage Corridor	UP-N	Union Pacific North
BNSF	BNSF Railway	SS	South Shore (only Hegewisch station;
UP-W	Union Pacific West		Northern Indiana Commuter Transportation District)

Riders were asked to supply the following information items, among others:

- Boarding and alighting stations
- Boarding station modes of access
- Alighting station modes of egress.

Every weekday train that was in operation from start-of-service (4:00 AM) till noon arrival in downtown Chicago, or noon departure from downtown Chicago, was surveyed, on a Monday, Tuesday, Wednesday, or Thursday. This included the early-morning Electric District Blue Island and South Chicago shuttle trains, and South Shore riders between the Hegewisch station and other parts of Chicago. A very small number of passengers riding outside the intended time period also completed questionnaires. Each survey was intentionally conducted in the spring following Metra’s Station Boarding/Alighting Count conducted the previous fall. The survey tabulations incorporate data weights based on the count results. The count also shows that, overall, 50% of the riders on the surveyed weekday morning trains returned a completed questionnaire with mode data – an exceptional cooperation rate.

A close reader of these two tabulations will note that they do not each have exactly the same totals of responses. These totals vary slightly because a few survey respondents did not answer all of the questions, leaving some of them blank. This does not affect the validity of the percentages in these tabulations. Also, for certain stations in each table, as specifically indicated, the data sample was too small to be considered statistically valid.

Consistent with other Metra documents, including Metra's annual *Budget and Program Books*, the following two station pairs appear in these tables as two separate stations:

Station	Line/branch
Joliet	Rock Island - main line
Joliet	Heritage Corridor
Clybourn	Union Pacific Northwest line
Clybourn	Union Pacific North line

Mode-of-Access by Boarding Station; AM both directions										04/06/2020										Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																													
Sta					Valid Survey *		Car-			Car-						Ride-			Pri-										
Code	Station Name	Line	Mile Post	Fare Zone	A.M. Brdgs	%Brdgs	Total	Walk	Drive Alone	pool Driver	pool Psngr	Drop Off	Pace Bus	Cta Bus	Rapid Transit	Other Metra	Taxi	Share	Bus	Divvy	Bike	Other							
Downtown Stations																													
5000	Millennium	Elec-ML	0.0	A	767	25%	195	61%	3%	1%	0%	2%	2%	12%	14%	3%	2%	1%	1%	1%	0%	1%							
5008	Van Buren St.	Elec-ML	0.8	A	112	26%	29	62%	7%	0%	0%	0%	3%	10%	7%	3%	7%	0%	0%	0%	0%	0%							
5014	Museum Campus/11th Street	Elec-ML	1.4	A	71	35%	25	76%	0%	0%	0%	8%	0%	8%	0%	4%	0%	0%	0%	0%	4%	0%							
6000	LaSalle St.	RI-Main	0.0	A	285	45%	127	39%	6%	0%	0%	4%	1%	10%	21%	2%	6%	9%	0%	0%	2%	1%							
8000	Union Station	SWS/Heritage/B NSF/Milw-W/Milw-N/NCS	0.0	A	2,135	45%	958	40%	4%	0%	1%	8%	0%	14%	8%	6%	4%	11%	0%	1%	1%	1%							
13000	Ogilvie Center	UP-N/UP-NW/UP-W	0.0	A	1,790	51%	910	44%	3%	0%	1%	7%	0%	12%	9%	9%	4%	7%	0%	0%	2%	0%							
Electric District																													
1091	Stony Island	Elec-SC	9.1	B	87	33%	29	59%	31%	0%	0%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%							
1097	Bryn Mawr	Elec-SC	9.7	B	55	29%	16	81%	13%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
1103	South Shore	Elec-SC	10.3	B	97	67%	65	80%	12%	2%	2%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%							
1109	Windsor Park	Elec-SC	10.9	B	59	47%	28	86%	7%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
1115	Cheltenham, 79th St.	Elec-SC	11.5	B	37	38%	14	71%	7%	0%	0%	14%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%							
1120	83rd St.	Elec-SC	12.0	B	57	37%	21	67%	24%	0%	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%							
1125	87th St.	Elec-SC	12.5	B	95	31%	29	41%	41%	3%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	7%							
1130	South Chicago, 93rd St.	Elec-SC	13.2	B	417	55%	230	11%	60%	5%	5%	17%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%							
4156	State Street	Elec-BI	15.6	D	33	30%	10	70%	20%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%							
4160	Stewart Ridge	Elec-BI	16.0	D	18	50%	9	56%	11%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
4167	West Pullman	Elec-BI	16.7	D	12	42%	5	60%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
4170	Racine Ave.	Elec-BI	17.0	D	24	50%	12	17%	67%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
4179	Ashland Ave.	Elec-BI	17.9	D	94	55%	52	44%	38%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
4184	Burr Oak	Elec-BI	18.4	D	86	71%	61	28%	52%	2%	2%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
4189	Blue Island	Elec-BI	18.9	D	186	52%	97	18%	60%	3%	2%	10%	1%	0%	0%	5%	0%	0%	0%	0%	1%	0%							
5022	18th St.	Elec-ML	2.2	A	15	53%	8	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5027	McCormick Place	Elec-ML	2.7	A	26	31%	8	63%	25%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%							
5032	27th St.	Elec ML	3.2	A				Zero Alightings in Count and/or Survey Data																					
5059	47th St., Kenwood	Elec-ML	5.9	B	79	25%	20	90%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5065	53rd St., Hyde Park	Elec-ML	6.5	B	427	22%	92	86%	8%	0%	0%	1%	0%	0%	0%	1%	0%	0%	2%	1%	1%	0%							
5070	55th-56th-57th St.	Elec-ML	7.0	B	512	25%	130	78%	14%	1%	0%	2%	0%	3%	0%	2%	0%	0%	0%	0%	0%	1%							
5074	59th St., Univ. of Chicago	Elec-ML	7.4	B	188	22%	41	46%	39%	0%	0%	5%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%							
5079	63rd Street	Elec-ML	7.9	B	109	28%	31	45%	52%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5093	75th St., Grand Crossing	Elec-ML	9.3	B	12	25%	3	0%	33%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	33%							
5100	79th St., Chatham	Elec-ML	10.0	B	42	43%	18	56%	22%	6%	0%	11%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%							
5104	83rd St., Avalon Park	Elec-ML	10.4	C	45	47%	21	38%	33%	0%	0%	29%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5109	87th St., Woodruff	Elec-ML	10.9	C	46	43%	20	30%	65%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5114	91st St., Chesterfield	Elec-ML	11.4	C	18	39%	7	57%	14%	0%	0%	29%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5120	95th St., Chicago State Univ.	Elec-ML	12.0	C	16	44%	7	43%	14%	0%	0%	29%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%							
5130	103rd St., Rosemoor	Elec-ML	13.0	C	26	46%	12	83%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5135	107th Street	Elec-ML	13.5	C	22	73%	16	56%	38%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
5140	111th St., Pullman	Elec-ML	14.0	C	24	38%	9	56%	11%	0%	0%	22%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%							
5145	Kensington, 115th St.	Elec-ML	14.5	C	999	31%	307	11%	66%	2%	1%	11%	0%	2%	0%	6%	0%	0%	0%	0%	0%	0%							
5173	Riverdale	Elec-ML	17.3	D	124	47%	58	29%	53%	3%	2%	10%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%							

Mode-of-Access by Boarding Station; AM both directions										04/06/2020										Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																													
Sta Code	Station Name	Line	Mile Post	Fare Zone	A.M. Brdgs	Valid Survey * Responses		Drive		Car- pool	Car- pool	Drop	Pace	Cta			Rapid	Other	Ride- Share		Private Bus	Divvy	Bike	Other					
						%Brdgs	Total	Walk	Alone	Driver	Psngr	Off	Bus	Bus	Transit	Metra	Taxi	Share	Bus										
5182	Ivanhoe	Elec-ML	18.2	D	471	36%	170	19%	57%	4%	2%	16%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%					
5190	147th St.	Elec-ML	19.0	D	770	38%	290	2%	74%	2%	1%	17%	3%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
5200	Harvey	Elec-ML	20.0	D	416	42%	174	4%	74%	1%	1%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
5223	Hazel Crest	Elec-ML	22.3	E	233	48%	111	7%	71%	1%	2%	13%	1%	0%	0%	0%	0%	0%	4%	0%	0%	0%	2%	0%					
5228	Calumet	Elec-ML	22.8	E	1,036	44%	452	3%	79%	2%	3%	10%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%					
5235	Homewood	Elec-ML	23.5	E	1,087	46%	497	18%	48%	3%	3%	25%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%					
5249	Flossmoor	Elec-ML	24.9	E	802	44%	352	30%	39%	2%	2%	23%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%					
5266	Olympia Fields	Elec-ML	26.6	F	645	40%	258	3%	81%	0%	2%	13%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
5276	211th St.	Elec-ML	27.6	F	478	49%	234	5%	67%	2%	4%	17%	3%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%					
5282	Matteson	Elec-ML	28.2	F	535	40%	216	11%	76%	0%	1%	10%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
5293	Richton Park	Elec-ML	29.3	F	968	53%	513	14%	64%	1%	1%	17%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
5315	University Park	Elec-ML	31.5	G	711	60%	424	3%	80%	4%	4%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
Rock Island District																													
6031	35th Street / Bronzeville	RI-Main	3.1	B	36	44%	16	19%	19%	0%	0%	19%	0%	6%	25%	0%	0%	6%	0%	0%	0%	6%	0%	0%					
6098	Gresham	RI-Main	9.8	B	301	34%	103	15%	70%	1%	1%	8%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
6109	Longwood	RI-Main	10.9	C	61	33%	20	40%	40%	0%	0%	10%	0%	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%					
6120	Washington Hts.	RI-Main	12.0	C	101	30%	30	23%	60%	3%	3%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
6157	Vermont St.	RI-Main	15.7	D	520	40%	207	15%	66%	0%	0%	15%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
6172	Robbins	RI-Main	17.2	D	54	39%	21	24%	43%	0%	0%	29%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%					
6184	Midlothian	RI-Main	18.4	D	883	39%	343	12%	68%	3%	1%	15%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
6204	Oak Forest	RI-Main	20.4	E	1,052	40%	418	7%	72%	2%	2%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
6235	Tinley Park	RI-Main	23.5	E	858	53%	456	14%	66%	1%	2%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
6251	80th Ave.	RI-Main	25.1	E	1,997	52%	1,037	5%	77%	3%	2%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
6275	Hickory Creek	RI-Main	27.5	F	1,028	47%	483	4%	82%	3%	4%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
6296	Mokena	RI-Main	29.6	F	537	53%	287	8%	69%	2%	2%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
6340	New Lenox	RI-Main	34.0	G	998	56%	561	3%	83%	2%	2%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
6402	Joliet	RI-Main	40.0	H	596	62%	372	6%	67%	2%	3%	16%	4%	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%	0%					
7106	Brainerd	RI-Branch	10.6	C	254	37%	94	20%	63%	0%	1%	14%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
7113	91st St., Beverly Hills	RI-Branch	11.3	C	359	45%	160	43%	43%	1%	1%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
7117	95th St., Beverly Hills	RI-Branch	11.7	C	415	41%	171	40%	35%	1%	2%	18%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
7123	99th St., Beverly Hills	RI-Branch	12.3	C	630	52%	328	38%	38%	2%	4%	16%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%					
7128	103rd St., Beverly Hills	RI-Branch	12.8	C	699	56%	388	39%	45%	1%	1%	10%	1%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
7133	107th St., Beverly Hills	RI-Branch	13.3	C	382	59%	226	41%	45%	2%	1%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
7138	111th St., Morgan Park	RI-Branch	13.8	C	525	62%	326	27%	49%	2%	3%	13%	0%	5%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%					
7143	115th St., Morgan Park	RI-Branch	14.3	C	129	64%	83	31%	47%	4%	0%	17%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
7148	119th St.	RI-Branch	14.8	C	249	61%	153	19%	63%	1%	2%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
7152	123rd St.	RI-Branch	15.2	D	46	48%	22	82%	0%	0%	0%	14%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
7158	Prairie St.	RI-Branch	15.8	D	27	22%	6	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
SouthWest Service																													
8112	Wrightwood	SWS	11.9	C	239	38%	92	13%	67%	1%	3%	11%	0%	3%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
8126	Ashburn	SWS	12.6	C	224	33%	75	32%	49%	4%	4%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
8152	Oak Lawn	SWS	15.2	D	1,136	38%	433	16%	67%	1%	2%	11%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%					
8168	Chicago Ridge	SWS	16.8	D	360	35%	125	31%	44%	1%	1%	22%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%					

Mode-of-Access by Boarding Station; AM both directions										04/06/2020										Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																													
					Valid Survey *					Car-pool									Private										
Sta		Mile	Fare	A.M.	Responses			Drive	Car-pool	Car-pool	Drop	Pace		Cta	Rapid	Other		Ride-	Pri-										
Code	Station Name	Line	Post	Zone	Brdgs	%Brdgs	Total	Walk	Alone	Driver	Psngr	Off	Bus	Bus	Transit	Metra	Taxi	Share	Bus	Divvy	Bike	Other							
8182	Worth	SWS	18.2	D	386	51%	195	11%	76%	1%	1%	10%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%							
8192	Palos Heights	SWS	19.2	D	219	53%	115	2%	81%	3%	2%	12%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
8203	Palos Park	SWS	20.3	E	412	50%	204	7%	72%	2%	1%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
8236	Orland Park, 143rd St.	SWS	23.6	E	553	53%	295	16%	66%	1%	2%	14%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
8248	Orland Park, 153rd St.	SWS	25.2	E	527	51%	267	5%	78%	1%	1%	14%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
8289	Orland Park, 179th St.	SWS	28.9	F	198	39%	78	17%	51%	5%	5%	21%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
8358	Laraway Rd.	SWS	35.8	H	19	32%	6	0%	67%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
8408	Manhattan	SWS	40.8	I	19	68%	13	8%	69%	0%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
Heritage Corridor																													
9119	Summit	Heritage	11.9	C	99	25%	25	24%	68%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
9175	Willow Springs	Heritage	17.5	D	148	36%	53	19%	66%	2%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
9253	Lemont	Heritage	25.3	E	455	47%	212	9%	72%	3%	4%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
9293	Romeoville	Heritage	29.3	F	148	81%	120	1%	83%	2%	2%	13%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
9329	Lockport	Heritage	32.9	G	344	58%	201	4%	73%	2%	1%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
9372	Joliet	Heritage	37.2	H	220	56%	124	1%	85%	2%	2%	8%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
BNSF Railway																													
10018	Halsted St.	BNSF	1.8	A	32	13%	4	25%	0%	0%	0%	0%	0%	25%	0%	0%	0%	25%	0%	0%	25%	0%							
10038	Western Ave.	BNSF	3.8	A	36	33%	12	42%	8%	0%	0%	0%	0%	17%	8%	0%	0%	0%	0%	0%	25%	0%							
10070	Cicero	BNSF	7.0	B	102	25%	25	12%	44%	0%	0%	8%	0%	36%	0%	0%	0%	0%	0%	0%	0%	0%							
10091	LaVergne	BNSF	9.1	B	173	21%	36	42%	36%	3%	3%	14%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%							
10096	Berwyn	BNSF	9.6	B	537	27%	143	41%	43%	1%	1%	9%	1%	0%	0%	0%	0%	0%	1%	0%	1%	1%							
10101	Harlem Ave.	BNSF	10.1	B	431	36%	157	64%	22%	2%	1%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
10111	Riverside	BNSF	11.1	C	453	29%	132	49%	23%	2%	3%	19%	0%	0%	0%	0%	0%	0%	0%	4%	1%	1%							
10118	Zoo Stop	BNSF	11.8	C	109	44%	48	88%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							
10123	Brookfield	BNSF	12.3	C	484	47%	228	43%	32%	2%	3%	17%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%							
10131	Congress Park	BNSF	13.1	C	368	40%	147	51%	35%	3%	2%	8%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
10138	LaGrange Rd.	BNSF	13.8	C	1,315	34%	448	40%	29%	2%	2%	19%	2%	0%	0%	0%	0%	1%	0%	0%	4%	0%							
10142	Stone Ave.	BNSF	14.2	C	916	45%	411	44%	32%	2%	3%	15%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%							
10155	Western Springs	BNSF	15.5	D	1,068	47%	503	39%	32%	2%	2%	18%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%							
10164	Highlands	BNSF	16.4	D	201	43%	87	45%	44%	1%	1%	7%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
10169	Hinsdale	BNSF	16.9	D	1,011	42%	421	29%	35%	2%	2%	26%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%							
10178	West Hinsdale	BNSF	17.8	D	301	56%	169	47%	37%	4%	1%	9%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%							
10183	Clarendon Hills	BNSF	18.3	D	744	52%	385	39%	35%	1%	1%	17%	4%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
10195	Westmont	BNSF	19.5	D	992	50%	494	18%	48%	2%	2%	19%	10%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
10204	Fairview Ave.	BNSF	20.4	E	373	55%	205	40%	48%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
10212	Main St.	BNSF	21.2	E	2,292	34%	790	23%	46%	2%	1%	17%	6%	0%	0%	0%	0%	0%	0%	0%	3%	0%							
10226	Belmont	BNSF	22.6	E	1,267	43%	543	8%	71%	2%	2%	13%	3%	0%	0%	0%	0%	1%	0%	0%	1%	0%							
10245	Lisle	BNSF	24.5	E	1,595	46%	729	13%	55%	2%	1%	18%	9%	0%	0%	0%	0%	1%	0%	0%	1%	0%							
10285	Naperville	BNSF	28.5	F	3,684	39%	1,428	11%	50%	2%	3%	18%	12%	0%	0%	0%	0%	1%	0%	0%	2%	1%							
10316	Route 59	BNSF	31.6	G	6,097	34%	2,088	6%	76%	2%	2%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
10380	Aurora	BNSF	37.5	H	1,636	44%	726	3%	74%	1%	1%	16%	3%	0%	0%	0%	0%	1%	0%	0%	0%	0%							

Mode-of-Access by Boarding Station; AM both directions										04/06/2020										Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																													
					Valid Survey *		Car-pool			Car-pool Drop			Pace			Cta Rapid Other			Ride-Private										
Sta		Mile	Fare	A.M.	Responses		Drive	Car-pool	Car-pool	Drop	Pace		Cta	Rapid	Other		Ride-	Private											
Code	Station Name	Line	Post	Zone	Brdgs	%Brdgs	Total	Walk	Alone	Driver	Psngr	Off	Bus	Bus	Transit	Metra	Taxi	Share	Bus	Divvy	Bike	Other							
Union Pacific-West Line																													
11036	Kedzie	UP-W	3.6	A	31	45%	14	29%	0%	0%	0%	21%	0%	21%	0%	0%	0%	0%	0%	0%	29%	0%							
11085	Oak Park	UP-W	8.5	B	830	23%	194	63%	14%	1%	1%	11%	1%	3%	1%	0%	0%	1%	0%	0%	5%	1%							
11097	River Forest	UP-W	9.7	B	437	31%	135	53%	32%	4%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
11105	Maywood	UP-W	10.5	C	79	37%	29	24%	66%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
11113	Melrose Park	UP-W	11.3	C	77	49%	38	16%	63%	0%	0%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
11126	Bellwood	UP-W	12.6	C	134	54%	72	15%	69%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
11143	Berkeley	UP-W	14.3	C	137	47%	64	13%	63%	3%	3%	16%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%							
11157	Elmhurst	UP-W	15.7	D	2,203	33%	722	22%	52%	2%	3%	16%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%							
11178	Villa Park	UP-W	17.8	D	786	34%	264	21%	60%	2%	3%	12%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
11199	Lombard	UP-W	19.9	D	1,383	37%	505	22%	49%	2%	3%	18%	3%	0%	0%	0%	0%	1%	0%	0%	1%	0%							
11224	Glen Ellyn	UP-W	22.4	E	1,713	38%	658	29%	41%	2%	2%	22%	1%	0%	0%	0%	0%	0%	0%	2%	1%								
11238	College Ave.	UP-W	23.8	E	966	47%	454	23%	52%	4%	3%	15%	0%	0%	0%	0%	0%	0%	0%	2%	0%								
11250	Wheaton	UP-W	25.0	E	1,417	46%	658	24%	50%	2%	2%	16%	3%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
11275	Winfield	UP-W	27.5	F	427	64%	272	14%	57%	2%	1%	21%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%							
11300	West Chicago	UP-W	29.8	F	515	56%	290	7%	72%	1%	2%	14%	1%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
11355	Geneva	UP-W	35.5	H	1,561	58%	912	4%	74%	2%	2%	15%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%							
11409	La Fox	UP-W	40.9	I	278	58%	162	2%	80%	1%	2%	14%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
11436	Elburn	UP-W	43.6	I	254	78%	199	4%	70%	5%	5%	12%	2%	0%	0%	0%	2%	1%	0%	0%	1%	0%							
Milwaukee District-West Line																													
12029	Western Ave.	Milw-W/Milw-N/NCS	2.9	A	467	29%	135	21%	37%	1%	1%	10%	0%	13%	1%	0%	1%	5%	0%	1%	8%	0%							
12065	Grand/Cicero	Milw-W	6.5	B	59	46%	27	48%	22%	0%	4%	22%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%							
12077	Hanson Park	Milw-W	7.7	B	52	63%	33	21%	64%	3%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%							
12086	Galewood	Milw-W	8.6	B	222	43%	96	27%	52%	3%	3%	10%	0%	1%	0%	0%	0%	1%	0%	0%	2%	0%							
12091	Mars	Milw-W	9.1	B	139	55%	76	41%	49%	0%	1%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%							
12095	Mont Clare	Milw-W	9.5	B	284	44%	124	34%	54%	0%	0%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%	0%							
12102	Elmwood Park	Milw-W	10.2	C	345	55%	190	41%	39%	2%	2%	14%	0%	2%	0%	0%	0%	1%	0%	0%	1%	0%							
12114	River Grove	Milw-W/NCS	11.4	C	303	24%	74	30%	53%	1%	0%	14%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%							
12132	Franklin Park	Milw-W	13.2	C	312	36%	112	18%	65%	3%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
12140	Mannheim	Milw-W	14.0	C	35	3%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
12172	Bensenville	Milw-W	17.2	D	337	25%	85	36%	46%	0%	0%	12%	2%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
12191	Wood Dale	Milw-W	19.1	D	496	36%	178	8%	72%	3%	2%	10%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%							
12210	Itasca	Milw-W	21.1	E	473	34%	160	14%	68%	2%	2%	8%	4%	0%	0%	0%	0%	1%	0%	0%	1%	0%							
12230	Medinah	Milw-W	23.0	E	384	43%	164	3%	80%	4%	1%	12%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
12239	Roselle	Milw-W	23.9	E	1,321	40%	524	9%	70%	2%	2%	16%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
12265	Schaumburg	Milw-W	26.5	F	1,460	47%	686	5%	75%	2%	2%	13%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
12284	Hanover Park	Milw-W	28.4	F	1,138	50%	567	5%	72%	2%	3%	16%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%							
12301	Bartlett	Milw-W	30.1	F	900	50%	448	11%	63%	2%	2%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
12360	National St.	Milw-W	36.0	H	508	59%	298	3%	81%	1%	1%	13%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%							
12366	Elgin	Milw-W	36.6	H	324	58%	188	11%	60%	2%	4%	16%	4%	0%	0%	1%	0%	0%	1%	0%	2%	1%							
12398	Big Timber	Milw-W	39.8	H	613	58%	358	3%	78%	2%	3%	11%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%							

Mode-of-Access by Boarding Station; AM both directions										04/06/2020										Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																													
					Valid Survey *		Car-pool			Car-pool Drop			Pace			Cta Rapid Other			Ride-Private										
Sta		Mile	Fare	A.M.	Responses			Drive	Car-pool		Drop	Pace		Rapid	Other		Ride-	Private											
Code	Station Name	Line	Post	Zone	Bridgs	%Bridgs	Total	Walk	Alone	Driver	Psngr	Off	Bus	Bus	Transit	Metra	Taxi	Share	Bus	Divvy	Bike	Other							
Union Pacific-Northwest Line																													
13029	Clybourn	UP-NW	2.9	A	383	32%	121	39%	11%	0%		0%	7%	0%	20%	1%	1%	1%	9%	0%	2%	7%	2%						
13070	Irving Park	UP-NW	7.0	B	332	20%	67	52%	7%	1%		0%	15%	0%	12%	4%	0%	0%	3%	0%	0%	4%	0%						
13091	Jefferson Park	UP-NW	9.1	B	399	17%	68	34%	29%	0%		0%	4%	1%	18%	12%	0%	0%	0%	0%	0%	0%	1%						
13101	Gladstone Park	UP-NW	10.1	B	173	20%	34	68%	29%	0%		0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
13114	Norwood Park	UP-NW	11.4	C	327	20%	65	35%	38%	2%		3%	17%	0%	2%	0%	0%	0%	0%	0%	0%	3%	0%						
13126	Edison Park	UP-NW	12.6	C	688	19%	129	50%	36%	2%		1%	6%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%						
13135	Park Ridge	UP-NW	13.5	C	1,027	26%	262	40%	39%	3%		2%	14%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
13150	Dee Road	UP-NW	15.0	C	550	27%	151	31%	49%	1%		2%	13%	2%	0%	0%	0%	0%	0%	0%	1%	1%							
13171	Des Plaines	UP-NW	17.1	D	889	31%	274	53%	29%	1%		2%	10%	2%	0%	0%	0%	0%	0%	0%	2%	0%							
13186	Cumberland	UP-NW	18.6	D	388	27%	106	25%	52%	3%		2%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%							
13200	Mount Prospect	UP-NW	20.0	D	1,638	35%	579	25%	49%	1%		3%	16%	2%	0%	0%	0%	0%	1%	0%	0%	2%	0%						
13228	Arlington Hghts.	UP-NW	22.8	E	2,118	40%	850	23%	50%	1%		2%	19%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
13244	Arlington Park	UP-NW	24.4	E	1,479	44%	648	5%	70%	4%		4%	15%	0%	0%	0%	0%	1%	0%	0%	1%	0%							
13268	Palatine	UP-NW	26.4	F	2,163	39%	854	14%	65%	1%		2%	15%	0%	0%	0%	0%	1%	0%	0%	2%	0%							
13319	Barrington	UP-NW	31.9	G	1,502	40%	607	12%	68%	2%		1%	15%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
13373	Fox River Grove	UP-NW	37.3	H	399	39%	157	10%	74%	1%		0%	14%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
13386	Cary	UP-NW	38.6	H	766	48%	368	10%	70%	1%		2%	17%	0%	0%	0%	0%	0%	0%	0%	1%	0%							
13417	Pingree Rd.	UP-NW	41.7	I	607	62%	374	7%	79%	1%		2%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
13432	Crystal Lake	UP-NW	43.2	I	929	53%	496	5%	73%	2%		1%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
13516	Woodstock	UP-NW	51.6	K	230	66%	152	16%	61%	3%		1%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%							
13631	Harvard	UP-NW	63.1	M	211	82%	172	12%	52%	8%		11%	15%	0%	0%	0%	0%	1%	1%	0%	1%	1%							
14506	McHenry	UP-NW/McHenry	50.6	K	85	80%	68	1%	79%	0%		1%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
Milwaukee District-North Line																													
15064	Healy	Milw-N	6.4	B	273	26%	72	47%	15%	0%		0%	15%	0%	13%	0%	0%	1%	6%	0%	0%	3%	0%						
15082	Grayland	Milw-N	8.2	B	323	33%	107	54%	33%	0%		1%	5%	0%	6%	0%	0%	0%	0%	0%	2%	0%							
15090	Mayfair	Milw-N	9.0	B	249	34%	84	33%	12%	1%		1%	10%	0%	8%	24%	0%	0%	7%	0%	0%	4%	0%						
15102	Forest Glen	Milw-N	10.2	C	340	29%	100	37%	51%	0%		0%	6%	0%	3%	0%	0%	1%	0%	0%	0%	1%	1%						
15116	Edgebrook	Milw-N	11.6	C	551	34%	189	35%	43%	1%		1%	12%	0%	6%	0%	0%	0%	1%	0%	0%	1%	0%						
15143	Morton Grove	Milw-N	14.3	C	846	27%	231	17%	58%	2%		3%	17%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%						
15162	Golf	Milw-N	16.2	D	303	20%	62	40%	23%	2%		2%	24%	3%	0%	0%	0%	0%	5%	0%	0%	2%	0%						
15174	Glenview	Milw-N	17.4	D	1,209	28%	342	23%	54%	1%		1%	14%	1%	0%	0%	0%	0%	1%	0%	0%	4%	0%						
15188	Glen/N. Glenview	Milw-N	18.8	D	866	43%	369	9%	76%	2%		3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%						
15211	Northbrook	Milw-N	21.1	E	1,059	37%	388	15%	68%	2%		3%	11%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%						
15230	Lake Cook	Milw-N	23.0	E	469	55%	259	8%	75%	3%		2%	7%	3%	0%	0%	0%	0%	2%	0%	0%	0%	0%						
15242	Deerfield	Milw-N	24.2	E	788	49%	386	13%	66%	2%		2%	12%	1%	0%	0%	0%	0%	1%	0%	0%	1%	1%						
15280	Lake Forest	Milw-N	28.4	F	416	53%	219	8%	66%	4%		2%	15%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%						
15355	Libertyville	Milw-N	35.5	H	626	47%	292	11%	61%	1%		0%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%						
15392	Prairie Crossing	Milw-N	39.2	H	330	58%	192	3%	73%	4%		2%	17%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%						
15410	Grayslake	Milw-N	41.0	I	415	51%	210	10%	68%	2%		2%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
15440	Round Lake	Milw-N	44.0	I	332	69%	230	5%	62%	2%		2%	27%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%						
15460	Long Lake	Milw-N	46.0	J	83	72%	60	10%	65%	3%		3%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
15478	Ingleside	Milw-N	47.8	J	55	71%	39	18%	64%	0%		3%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
15495	Fox Lake	Milw-N	49.5	J	276	74%	205	5%	70%	3%		3%	15%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%						

Mode-of-Access by Boarding Station; AM both directions										04/06/2020		Spring 2019 Origin-Destination Survey											
Station Percent of Survey Responses																							
					Valid Survey *		Car-pool			Car-pool Drop Pace						Private							
Sta		Mile	Fare	A.M.			Drive						Cta	Rapid	Other		Ride-	Private					
Code	Station Name	Line	Post	Zone	Brdgs	%Brdgs	Total	Walk	Alone	Driver	Psngr	Off	Bus	Bus	Transit	Metra	Taxi	Share	Bus	Divvy	Bike	Other	
North Central Service																							
16130	Belmont Ave.	NCS	13.0	C	17	35%	6	0%	33%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	
16148	Schiller Park	NCS	14.8	C	33	27%	9	11%	56%	0%	11%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16156	Rosemont	NCS	15.6	D	8	63%	5	0%	80%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16171	O'Hare	NCS	17.1	D	20	45%	9	22%	33%	0%	0%	33%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16240	Prospect Hghts.	NCS	24.0	E	278	27%	74	4%	68%	1%	3%	16%	0%	0%	0%	0%	0%	5%	0%	0%	3%	0%	
16272	Wheeling	NCS	27.2	F	314	24%	74	3%	62%	1%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	
16295	Buffalo Grove	NCS	29.5	F	623	31%	195	8%	71%	1%	1%	18%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	
16316	Prairie View	NCS	31.6	G	397	32%	127	29%	51%	5%	1%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16330	Vernon Hills	NCS	33.0	G	383	42%	160	14%	63%	3%	1%	16%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	
16369	Mundelein	NCS	36.9	H	249	60%	150	4%	65%	2%	1%	26%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	
16407	Prairie Crossing	NCS	40.7	H	78	58%	45	4%	73%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16439	Grayslake	NCS	43.9	I	73	74%	54	2%	59%	2%	2%	30%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	
16459	Round Lake Beach	NCS	45.9	J	100	70%	70	3%	61%	1%	3%	26%	1%	0%	0%	0%	1%	3%	0%	0%	0%	0%	
16482	Lake Villa	NCS	48.2	J	122	84%	103	5%	71%	0%	0%	23%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16528	Antioch	NCS	52.8	K	174	112%	195	7%	69%	2%	2%	21%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	
Union Pacific-North Line																							
17029	Clybourn	UP-N	2.9	A	574	38%	219	41%	7%	0%	0%	11%	0%	13%	0%	6%	0%	8%	0%	3%	10%	0%	
17065	Ravenswood	UP-N	6.5	B	2,407	24%	578	70%	5%	0%	1%	8%	0%	5%	2%	0%	1%	2%	0%	2%	4%	0%	
17094	Rogers Park	UP-N	9.4	B	1,265	26%	335	66%	17%	1%	1%	6%	0%	3%	0%	0%	0%	1%	0%	1%	3%	0%	
17110	Main St.	UP-N	11.0	C	1,025	36%	373	69%	17%	1%	1%	7%	0%	0%	1%	0%	0%	0%	0%	0%	3%	0%	
17120	Davis St.	UP-N	12.0	C	1,101	28%	303	60%	17%	2%	2%	9%	3%	1%	3%	0%	0%	1%	0%	0%	3%	0%	
17133	Central St.	UP-N	13.3	C	1,238	35%	430	56%	23%	1%	1%	9%	0%	2%	0%	0%	0%	0%	0%	0%	7%	1%	
17144	Wilmette	UP-N	14.4	C	1,430	37%	525	37%	39%	2%	2%	14%	1%	0%	0%	0%	0%	1%	0%	0%	4%	1%	
17152	Kenilworth	UP-N	15.2	D	455	39%	178	64%	17%	2%	1%	7%	0%	0%	0%	0%	0%	0%	0%	0%	8%	1%	
17158	Indian Hill	UP-N	15.8	D	266	44%	117	70%	25%	1%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
17166	Winnetka	UP-N	16.6	D	602	46%	275	44%	33%	1%	1%	17%	1%	0%	0%	0%	0%	0%	0%	0%	4%	0%	
17177	Hubbard Woods	UP-N	17.7	D	334	49%	165	71%	15%	1%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	4%	1%	
17192	Glencoe	UP-N	19.2	D	606	39%	239	35%	42%	3%	3%	14%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
17205	Braeside	UP-N	20.5	E	215	63%	136	35%	48%	1%	2%	12%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	
17215	Ravinia	UP-N	21.5	E	288	35%	100	59%	31%	0%	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	
17230	Highland Park	UP-N	23.0	E	690	45%	312	27%	54%	1%	2%	11%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
17245	Highwood	UP-N	24.5	E	164	48%	78	54%	14%	0%	0%	22%	5%	0%	0%	0%	0%	0%	0%	0%	4%	1%	
17257	Fort Sheridan	UP-N	25.7	F	204	60%	123	22%	46%	2%	2%	24%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
17283	Lake Forest	UP-N	28.3	F	397	46%	181	24%	48%	4%	2%	19%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%	
17302	Lake Bluff	UP-N	30.2	G	271	63%	171	25%	43%	5%	1%	21%	1%	0%	0%	0%	0%	0%	0%	0%	5%	0%	
17322	Great Lakes	UP-N	32.0	G	88	44%	39	13%	36%	3%	3%	36%	5%	0%	0%	3%	0%	0%	3%	0%	0%	0%	
17332	North Chicago	UP-N	33.7	G	77	47%	36	39%	31%	0%	0%	19%	6%	0%	0%	0%	3%	3%	0%	0%	0%	0%	
17359	Waukegan	UP-N	35.9	H	479	67%	321	9%	41%	4%	6%	26%	8%	0%	0%	0%	2%	2%	0%	0%	0%	1%	
17421	Zion	UP-N	42.1	I	99	64%	63	14%	56%	3%	3%	19%	0%	0%	0%	0%	2%	3%	0%	0%	0%	0%	
17445	Winthrop Harbor	UP-N	44.5	I	55	78%	43	7%	56%	2%	7%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
17516	Kenosha	UP-N	51.5	K	306	65%	200	15%	37%	6%	7%	27%	0%	0%	0%	0%	0%	3%	0%	0%	2%	5%	

Mode-of-Access by Boarding Station; AM both directions										04/06/2020		Spring 2019 Origin-Destination Survey											
Station Percent of Survey Responses																							
Sta		Mile	Fare	A.M.	Valid Survey *			Drive	Car-	Car-			Cta	Rapid	Other		Ride-	Pri-					
Code	Station Name	Line	Post	Zone	Brdgs	%Brdgs	Total	Walk	Alone	Driver	Psngr	Off	Bus	Bus	Transit	Metra	Taxi	Share	Bus	Divvy	Bike	Other	
241 Stations																							
Survey Totals					130,056	42%	54,344																
Totals/Averages Weighted by Ridership					130,056	100%	130,056	24%	52%	2%	2%	14%	1%	1%	1%	0%	0%	1%	0%	0%	2%	0%	
Auto occupancy rate per car parked systemwide										1.04													
South Shore																							
3190	Hegewisch	SS	9.0	B	0	N/A	155	5%	68%	3%	3%	11%	8%	3%	0%	0%	0%	0%	0%	0%	1%		
Spring 2019 Origin-Destination Survey w/ inbound & outbound, AM peak & AM off-peak, on-board																							
* The number of valid responses and how they compare to the number of boardings are provided as an indicator to the validity of the sample for each station.																							

S:\STRATEGIC CAPITAL PLANNING\PLANNERS\Performance & Data\Sandbox\Sasha\Sasha(non-gis)\Projects\Surveys\2019_Origin_Destination_Survey\Data_Extracts\Mode_of_access_and_egress\MOA\2019_MOA_special.xlsx\Mode_of_Access

Mode-of-Egress by Alighting Station; AM both directions																							04/06/2020 Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																																
Sta	Mile	Fare	A.M.	Valid Survey Responses *		Rapid			Cta	Pace	Pri-		Ride-			Pick	Drive	Car-	Car-	Other												
Code	Station Name	Line	Post	Zone	Altngs	%Altngs	Total	Walk	Transit	Bus	Bus	Bus	Taxi	Share	Bike	Divvy	Up	Alone	pool Driver	pool Psngr	Metra	Other										
Downtown Stations																																
5000	Millennium	Elec-ML	0.0	A	7,556	44%	3,287	84%	5%	7%	0%	1%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%										
5008	Van Buren St.	Elec-ML	0.8	A	3,210	37%	1,201	84%	5%	6%	0%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%										
5014	Museum Campus/11th Street	Elec-ML	1.4	A	339	33%	113	70%	5%	21%	0%	0%	0%	0%	1%	1%	0%	1%	0%	0%	1%	0%										
6000	LaSalle St.	RI-Main	0.0	A	12,248	44%	5,386	81%	9%	2%	0%	3%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%										
8000	Union Station	SWS/Heritage/ BNSF/Milw- W/Milw- N/NCS	0.0	A	52,133	40%	20,669	81%	1%	6%	0%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%										
13000	Ogilvie Center	UP-N/UP- NW/UP-W	0.0	A	40,442	38%	15,290	83%	2%	5%	0%	5%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%										
Electric District																																
1091	Stony Island	Elec-SC	9.1	B	6	33%	2	50%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
1097	Bryn Mawr	Elec-SC	9.7	B	5	80%	4	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
1103	South Shore	Elec-SC	10.3	B	6	100%	6	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
1109	Windsor Park	Elec-SC	10.9	B	2	50%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
1115	Cheltenham, 79th St.	Elec SC	11.5	B	Zero Alightings in Count and/or Survey Data																											
1120	83rd St.	Elec-SC	12.0	B	7	114%	8	88%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%										
1125	87th St.	Elec-SC	12.5	B	5	40%	2	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
1130	South Chicago, 93rd St.	Elec-SC	13.0	B	22	45%	10	80%	0%	10%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%										
4156	State Street	Elec-BI	15.6	D	1	200%	2	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
4160	Stewart Ridge	Elec-BI	16.0	D	2	50%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
4167	West Pullman	Elec BI	16.7	D	Zero Alightings in Count and/or Survey Data																											
4170	Racine Ave.	Elec BI	17.0	D	Zero Alightings in Count and/or Survey Data																											
4179	Ashland Ave.	Elec-BI	17.9	D	1	400%	4	75%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
4184	Burr Oak	Elec-BI	18.9	D	3	100%	3	67%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%										
4189	Blue Island	Elec BI	18.9	D	Zero Alightings in Count and/or Survey Data																											
5022	18th St.	Elec-ML	2.2	A	6	83%	5	80%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%										
5027	McCormick Place	Elec-ML	2.7	A	102	45%	46	89%	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	2%	2%										
5032	27th St.	Elec-ML	3.2	A	4	25%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5059	47th St., Kenwood	Elec-ML	5.9	B	20	30%	6	83%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5065	53rd St., Hyde Park	Elec-ML	6.5	B	207	27%	55	91%	0%	2%	0%	0%	0%	4%	0%	0%	2%	0%	0%	0%	2%	0%										
5070	55th-56th-57th St.	Elec-ML	7.0	B	314	29%	92	70%	0%	4%	1%	16%	0%	0%	0%	1%	1%	3%	0%	0%	1%	2%										
5074	59th St., Univ. of Chicago	Elec-ML	7.4	B	684	30%	202	73%	1%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5079	63rd Street	Elec-ML	7.9	B	46	20%	9	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5093	75th St., Grand Crossing	Elec-ML	9.3	B	4	50%	2	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5100	79th St., Chatham	Elec-ML	10.0	B	7	14%	1	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5104	83rd St., Avalon Park	Elec-ML	10.4	C	1	300%	3	67%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%										
5109	87th St., Woodruff	Elec-ML	10.9	C	6	50%	3	33%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	33%	0%										
5114	91st St., Chesterfield	Elec-ML	11.4	C	1	100%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5120	95th St., Chicago State Univ.	Elec-ML	12.0	C	5	60%	3	67%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5130	103rd St., Rosemoor	Elec-ML	13.0	C	6	67%	4	75%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5135	107th Street	Elec-ML	13.5	C	1	100%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										

Mode-of-Egress by Alighting Station; AM both directions																								04/06/2020 Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																																	
					Valid Survey Responses *		Rapid			Pri- vate			Ride-			Pick		Car- pool		Car- pool		Other											
Sta		Mile	Fare	A.M.	%Altngs	Total	Walk	Transit	Cta	Pace	Bus	Taxi	Share	Bike	Divvy	Up	Alone	Driver	Psngr	Metra	Other												
Code	Station Name	Line	Post	Zone	Altngs																												
5140	111th St., Pullman	Elec-ML	14.0	C	11	45%	5	80%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5145	Kensington, 115th St.	Elec-ML	14.5	C	205	17%	35	63%	0%	14%	0%	3%	3%	0%	0%	0%	9%	9%	0%	0%	0%	0%	0%										
5173	Riverdale	Elec-ML	17.3	D	5	40%	2	50%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5182	Ivanhoe	Elec-ML	18.2	D	19	74%	14	71%	0%	0%	7%	7%	7%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%										
5190	147th St.	Elec-ML	19.0	D	22	77%	17	59%	0%	0%	6%	0%	0%	6%	0%	0%	18%	12%	0%	0%	0%	0%	0%										
5200	Harvey	Elec-ML	20.0	D	39	41%	16	63%	0%	0%	25%	0%	0%	0%	0%	0%	6%	6%	0%	0%	0%	0%	0%										
5223	Hazel Crest	Elec-ML	22.3	E	9	67%	6	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
5228	Calumet	Elec-ML	22.8	E	15	113%	17	76%	0%	0%	12%	0%	0%	6%	0%	0%	0%	6%	0%	0%	0%	0%	0%										
5235	Homewood	Elec-ML	23.5	E	55	45%	25	60%	0%	0%	8%	4%	4%	12%	0%	0%	8%	4%	0%	0%	0%	0%	0%										
5249	Flossmoor	Elec-ML	24.9	E	17	112%	19	74%	0%	0%	11%	0%	0%	0%	0%	0%	11%	5%	0%	0%	0%	0%	0%										
5266	Olympia Fields	Elec-ML	26.6	F	23	83%	19	68%	0%	0%	16%	0%	0%	5%	0%	0%	5%	5%	0%	0%	0%	0%	0%										
5276	211th St.	Elec-ML	27.6	F	50	30%	15	47%	0%	0%	20%	0%	7%	0%	0%	0%	13%	7%	0%	7%	0%	0%	0%										
5282	Matteson	Elec-ML	28.2	F	11	145%	16	75%	0%	0%	6%	0%	6%	0%	0%	0%	6%	6%	0%	0%	0%	0%	0%										
5293	Richton Park	Elec-ML	29.3	F	65	40%	26	69%	0%	0%	8%	0%	4%	4%	0%	0%	12%	4%	0%	0%	0%	0%	0%										
5315	University Park	Elec-ML	31.5	G	63	33%	21	29%	0%	0%	14%	19%	5%	10%	5%	0%	14%	0%	0%	5%	0%	0%	0%										
Rock Island District																																	
6031	35th Street / Bronzeville	RI-Main	9.8	B	244	41%	100	51%	39%	6%	0%	0%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%										
6098	Gresham	RI-Main	9.8	B	8	150%	12	75%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%										
6109	Longwood	RI-Main	10.9	C	4	100%	4	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
6120	Washington Hts.	RI-Main	12.0	C	5	200%	10	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
6157	Vermont St.	RI-Main	15.7	D	91	54%	49	55%	0%	0%	8%	2%	0%	2%	0%	0%	6%	4%	0%	0%	22%	0%	0%										
6172	Robbins	RI-Main	17.2	D	30	17%	5	80%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%										
6184	Midlothian	RI-Main	18.4	D	25	92%	23	65%	0%	0%	9%	4%	0%	4%	0%	0%	4%	13%	0%	0%	0%	0%	0%										
6204	Oak Forest	RI-Main	20.4	E	36	119%	43	67%	0%	0%	12%	0%	5%	2%	0%	0%	7%	5%	2%	0%	0%	0%	0%										
6235	Tinley Park	RI-Main	23.5	E	20	205%	41	63%	0%	0%	17%	2%	5%	2%	0%	0%	2%	7%	0%	0%	0%	0%	0%										
6251	80th Ave.	RI-Main	25.1	E	46	161%	74	69%	0%	0%	8%	0%	1%	3%	1%	0%	4%	11%	0%	0%	1%	1%	0%										
6275	Hickory Creek	RI-Main	27.5	F	31	174%	54	74%	0%	0%	7%	2%	0%	4%	2%	0%	7%	2%	0%	2%	0%	0%	0%										
6296	Mokena	RI-Main	29.6	F	16	150%	24	79%	0%	0%	4%	0%	0%	0%	0%	0%	4%	13%	0%	0%	0%	0%	0%										
6340	New Lenox	RI-Main	34.0	G	29	97%	28	61%	0%	0%	4%	0%	4%	4%	4%	0%	18%	7%	0%	0%	0%	0%	0%										
6402	Joliet	RI-Main	40.2	H	100	61%	61	48%	0%	0%	16%	2%	3%	3%	0%	0%	20%	5%	0%	3%	0%	0%	0%										
7106	Brainerd	RI-Branch	10.6	C	8	200%	16	88%	0%	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
7113	91st St., Beverly Hills	RI-Branch	11.3	C	3	400%	12	83%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%										
7117	95th St., Beverly Hills	RI-Branch	11.7	C	16	144%	23	70%	0%	13%	0%	4%	0%	4%	0%	0%	4%	4%	0%	0%	0%	0%	0%										
7123	99th St., Beverly Hills	RI-Branch	12.3	C	12	142%	17	76%	0%	6%	0%	0%	0%	6%	0%	0%	12%	0%	0%	0%	0%	0%	0%										
7128	103rd St., Beverly Hills	RI-Branch	12.8	C	17	165%	28	61%	0%	14%	0%	4%	4%	0%	0%	0%	7%	11%	0%	0%	0%	0%	0%										
7133	107th St., Beverly Hills	RI-Branch	13.3	C	9	222%	20	75%	0%	5%	0%	0%	0%	0%	0%	0%	15%	5%	0%	0%	0%	0%	0%										
7138	111th St., Morgan Park	RI-Branch	13.8	C	16	138%	22	73%	0%	18%	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%										
7143	115th St., Morgan Park	RI-Branch	14.3	C	1	600%	6	83%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
7148	119th St.	RI-Branch	14.8	C	4	475%	19	89%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
7152	123rd St.	RI-Branch	15.2	D	2	50%	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
7158	Prairie St.	RI-Branch	15.8	D	1	100%	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%										

Mode-of-Egress by Alighting Station; AM both directions																							
04/06/2020 Spring 2019 Origin-Destination Survey																							
Station Percent of Survey Responses																							
Sta	Mile	Fare	A.M.	Valid Survey			Rapid			Cta	Pri-			Ride-			Car-			Car-			
Code	Station Name	Line	Post	Zone	Altngs	%Altngs	Total	Walk	Transit	Bus	Pace	Bus	Bus	Taxi	Share	Bike	Divvy	Pick	Drive	Car-	Car-	Other	
																		Up	Alone	pool	pool	Other	
SouthWest Service																							
8112	Wrightwood	SWS	11.2	C	20	50%	10	40%	0%	0%	0%	20%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%	
8126	Ashburn	SWS	12.6	C		Zero Alightings in Count and/or Survey Data																	
8152	Oak Lawn	SWS	15.2	D	26	88%	23	52%	0%	13%	9%	0%	0%	4%	0%	0%	0%	0%	17%	0%	4%	0%	0%
8168	Chicago Ridge	SWS	16.8	D	4	75%	3	67%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	
8182	Worth	SWS	18.2	D	10	110%	11	64%	0%	0%	18%	0%	0%	9%	0%	0%	0%	0%	9%	0%	0%	0%	
8192	Palos Heights	SWS	19.2	D	2	300%	6	50%	0%	0%	0%	17%	17%	0%	0%	0%	17%	0%	0%	0%	0%	0%	
8203	Palos Park	SWS	20.3	E	7	71%	5	60%	0%	0%	0%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	
8236	Orland Park, 143rd St.	SWS	23.6	E	9	178%	16	56%	0%	0%	19%	6%	6%	6%	0%	0%	0%	6%	0%	0%	0%	0%	
8248	Orland Park, 153rd St.	SWS	24.8	E	14	79%	11	64%	0%	0%	18%	9%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	
8289	Orland Park, 179th St.	SWS	28.9	F	7	86%	6	17%	0%	0%	17%	0%	0%	0%	0%	0%	0%	33%	33%	0%	0%	0%	
8358	Laraway Rd.	SWS	35.8	H		Zero Alightings in Count and/or Survey Data																	
8408	Manhattan	SWS	40.8	I		Zero Alightings in Count and/or Survey Data																	
Heritage Corridor																							
9119	Summit	Heritage	11.9	C	4	25%	1	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
9175	Willow Springs	Heritage	17.5	D		Zero Alightings in Count and/or Survey Data																	
9253	Lemont	Heritage	25.3	E		Zero Alightings in Count and/or Survey Data																	
9329	Lockport	Heritage	32.9	G		Zero Alightings in Count and/or Survey Data																	
9372	Joliet	Heritage	37.2	G		Zero Alightings in Count and/or Survey Data																	
BNSF Railway																							
10018	Halsted St.	BNSF	1.8	A	66	33%	22	86%	0%	9%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	
10038	Western Ave.	BNSF	3.8	A	23	78%	18	39%	11%	39%	0%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	
10070	Cicero	BNSF	7.0	B	18	50%	9	11%	0%	33%	11%	0%	11%	11%	0%	0%	11%	11%	0%	0%	0%	0%	
10091	LaVergne	BNSF	9.1	B	2	100%	2	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10096	Berwyn	BNSF	9.6	B	29	45%	13	77%	0%	0%	8%	0%	0%	0%	0%	0%	0%	8%	0%	8%	0%	0%	
10101	Harlem Ave.	BNSF	10.1	B	10	40%	4	25%	0%	0%	50%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	
10111	Riverside	BNSF	11.1	C	81	7%	6	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10118	Zoo Stop	BNSF	11.8	C	8	25%	2	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10123	Brookfield	BNSF	12.3	C	27	74%	20	35%	0%	0%	55%	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	
10131	Congress Park	BNSF	13.1	C	2	450%	9	67%	0%	0%	22%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10138	LaGrange Rd.	BNSF	13.8	C	58	59%	34	68%	0%	0%	12%	0%	6%	6%	0%	0%	0%	3%	6%	0%	0%	0%	
10142	Stone Ave.	BNSF	14.2	C	12	142%	17	71%	0%	0%	6%	18%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	
10155	Western Springs	BNSF	15.5	D	25	52%	13	85%	0%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10164	Highlands	BNSF	16.4	D	1	500%	5	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10169	Hinsdale	BNSF	16.9	D	84	58%	49	45%	0%	0%	12%	4%	0%	22%	2%	0%	6%	8%	0%	0%	0%	0%	
10178	West Hinsdale	BNSF	17.8	D	1	700%	7	86%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10183	Clarendon Hills	BNSF	18.3	D	31	52%	16	81%	0%	0%	0%	6%	0%	0%	0%	0%	0%	6%	6%	0%	0%	0%	
10195	Westmont	BNSF	19.5	D	38	87%	33	58%	0%	0%	6%	0%	0%	12%	6%	0%	6%	6%	0%	3%	0%	3%	
10204	Fairview Ave.	BNSF	20.4	E	20	55%	11	73%	0%	0%	0%	0%	9%	0%	0%	0%	18%	0%	0%	0%	0%	0%	
10212	Main St.	BNSF	21.2	E	188	37%	70	47%	0%	0%	16%	9%	3%	7%	0%	0%	10%	6%	0%	0%	0%	3%	
10226	Belmont	BNSF	22.6	E	87	51%	44	45%	0%	0%	18%	7%	0%	7%	9%	0%	9%	2%	0%	0%	0%	2%	
10245	Lisle	BNSF	24.5	E	131	50%	66	32%	0%	0%	29%	17%	0%	8%	2%	0%	9%	2%	0%	2%	2%	0%	

Mode-of-Egress by Alighting Station; AM both directions																								04/06/2020 Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																																	
					Valid Survey Responses *					Pri- vate						Car- pool			Car- pool			Other											
Sta Code	Station Name	Line	Mile Post	Fare Zone	A.M. Altngs	%Altngs	Total	Walk	Transit	Cta Bus	Pace Bus	Bus	Taxi	Ride- Share	Bike	Divvy	Pick Up	Drive Alone	Driver	Psngr	Metra	Other											
10285	Naperville	BNSF	28.5	F	187	58%	108	49%	0%	0%	8%	1%	4%	12%	4%	0%	10%	9%	0%	3%	0%	0%											
10316	Route 59	BNSF	31.6	G	148	77%	114	41%	0%	0%	17%	6%	5%	6%	4%	0%	10%	7%	2%	2%	1%	0%											
10380	Aurora	BNSF	38.0	H	120	49%	59	34%	0%	0%	14%	3%	5%	10%	2%	0%	19%	8%	2%	0%	3%	0%											
Union Pacific-West Line																																	
11036	Kedzie	UP-W	3.6	A	12	50%	6	50%	17%	0%	0%	0%	0%	17%	0%	0%	0%	17%	0%	0%	0%	0%	0%										
11085	Oak Park	UP-W	8.5	B	142	44%	63	48%	14%	6%	5%	3%	3%	6%	5%	0%	5%	0%	0%	3%	0%	2%											
11097	River Forest	UP-W	9.7	B	6	150%	9	78%	0%	0%	11%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	0%											
11105	Maywood	UP-W	10.5	C	5	120%	6	33%	0%	0%	17%	17%	0%	0%	17%	0%	17%	0%	0%	0%	0%	0%											
11113	Melrose Park	UP-W	11.3	C	7	43%	3	33%	0%	0%	33%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%											
11126	Bellwood	UP-W	12.6	C	6	217%	13	54%	0%	0%	23%	0%	0%	0%	8%	0%	8%	8%	0%	0%	0%	0%											
11143	Berkeley	UP-W	14.3	C	10	60%	6	50%	0%	0%	17%	0%	0%	0%	17%	0%	0%	17%	0%	0%	0%	0%											
11157	Elmhurst	UP-W	15.7	D	200	60%	119	53%	0%	0%	3%	21%	2%	7%	2%	0%	6%	6%	0%	0%	0%	2%											
11178	Villa Park	UP-W	17.8	D	41	29%	12	50%	0%	0%	0%	0%	0%	8%	0%	0%	17%	25%	0%	0%	0%	0%											
11199	Lombard	UP-W	19.9	D	62	63%	39	72%	0%	0%	0%	0%	3%	3%	0%	0%	15%	8%	0%	0%	0%	0%											
11224	Glen Ellyn	UP-W	22.4	E	131	44%	57	56%	0%	0%	23%	0%	0%	2%	0%	0%	12%	5%	0%	2%	0%	0%											
11238	College Ave.	UP-W	23.8	E	41	51%	21	62%	0%	0%	14%	0%	0%	5%	0%	0%	5%	14%	0%	0%	0%	0%											
11250	Wheaton	UP-W	25.0	E	121	53%	64	53%	0%	0%	20%	3%	2%	2%	9%	0%	5%	5%	0%	0%	0%	2%											
11275	Winfield	UP-W	27.5	F	54	37%	20	65%	0%	0%	5%	0%	0%	10%	0%	0%	5%	10%	0%	0%	0%	5%											
11300	West Chicago	UP-W	30.0	F	42	74%	31	23%	0%	0%	6%	19%	0%	10%	26%	0%	0%	10%	0%	6%	0%	0%											
11355	Geneva	UP-W	35.5	H	77	53%	41	32%	0%	0%	27%	0%	7%	10%	2%	0%	7%	15%	0%	0%	0%	0%											
11409	La Fox	UP-W	40.9	I	3	200%	6	50%	0%	0%	0%	17%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%											
11436	Elburn	UP-W	43.6	I	27	104%	28	14%	0%	0%	4%	0%	18%	0%	0%	0%	21%	36%	4%	4%	0%	0%											
Milwaukee District-West Line																																	
12029	Western Ave.	Milw-W/Milw-N/NCS	2.9	A	339	39%	133	50%	0%	20%	4%	5%	2%	7%	4%	2%	6%	1%	0%	1%	1%	0%											
12065	Grand/Cicero	Milw-W	5.9	B	18	56%	10	30%	0%	30%	10%	0%	0%	0%	10%	0%	0%	10%	0%	10%	0%	0%											
12077	Hanson Park	Milw-W	7.7	B	3	167%	5	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%											
12086	Galewood	Milw-W	8.6	B	14	79%	11	36%	0%	18%	27%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%	0%											
12091	Mars	Milw-W	9.1	B	3	167%	5	60%	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%											
12095	Mont Clare	Milw-W	9.5	B	12	33%	4	75%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%											
12102	Elmwood Park	Milw-W	10.2	C	18	50%	9	56%	0%	0%	22%	11%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%											
12114	River Grove	Milw-W/NCS	11.4	C	17	88%	15	33%	0%	7%	47%	0%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%											
12132	Franklin Park	Milw-W	13.2	C	44	32%	14	64%	0%	0%	7%	0%	0%	0%	0%	0%	21%	0%	0%	0%	7%	0%											
12140	Mannheim	Milw-W	14.0	C	7	14%	1	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%											
12172	Bensenville	Milw-W	17.2	D	63	35%	22	55%	0%	0%	5%	0%	0%	5%	5%	0%	14%	18%	0%	0%	0%	0%											
12191	Wood Dale	Milw-W	19.1	D	68	47%	32	41%	0%	0%	3%	9%	3%	6%	9%	0%	19%	9%	0%	0%	0%	0%											
12210	Itasca	Milw-W	21.0	E	62	34%	21	48%	0%	0%	24%	0%	5%	10%	5%	0%	5%	5%	0%	0%	0%	0%											
12230	Medinah	Milw-W	23.0	E	27	63%	17	59%	0%	0%	12%	0%	0%	6%	0%	0%	12%	0%	0%	0%	0%	12%											
12239	Roselle	Milw-W	23.9	E	68	46%	31	52%	0%	0%	10%	0%	3%	6%	0%	0%	16%	10%	3%	0%	0%	0%											
12265	Schaumburg	Milw-W	26.5	F	44	59%	26	50%	0%	0%	4%	0%	0%	4%	4%	0%	19%	19%	0%	0%	0%	0%											
12284	Hanover Park	Milw-W	28.4	F	71	34%	24	63%	0%	0%	0%	0%	0%	4%	4%	0%	13%	13%	0%	4%	0%	0%											
12301	Bartlett	Milw-W	30.1	F	43	49%	21	67%	0%	0%	10%	0%	0%	0%	5%	0%	5%	10%	0%	5%	0%	0%											
12360	National St.	Milw-W	36.0	H	35	37%	13	38%	0%	0%	8%	8%	15%	15%	0%	0%	8%	8%	0%	0%	0%	0%											

Mode-of-Egress by Alighting Station; AM both directions																								04/06/2020 Spring 2019 Origin-Destination Survey									
Station Percent of Survey Responses																																	
Sta Code	Station Name	Line	Mile Post	Fare Zone	A.M. Altns	Valid Survey Responses *		Rapid			Cta Bus	Pri- vate			Ride- Share			Pick Up	Drive Alone	Car- pool Driver	Car- pool Psngr	Other Metra	Other										
						%Altns	Total	Walk	Transit	Bus		Bus	Taxi	Share	Bike	Divvy																	
12366	Elgin	Milw-W	36.6	H	57	40%	23	30%	0%	0%	48%	0%	0%	0%	0%	0%	13%	4%	0%	4%	0%	0%											
12398	Big Timber	Milw-W	39.8	H	50	50%	25	24%	0%	0%	16%	0%	0%	0%	4%	8%	28%	12%	0%	8%	0%	0%											
Union Pacific-Northwest Line																																	
13029	Clybourn	UP-NW	2.9	A	382	37%	143	59%	1%	15%	1%	3%	3%	8%	1%	2%	3%	0%	0%	1%	3%	1%											
13070	Irving Park	UP-NW	7.0	B	114	33%	38	26%	3%	18%	0%	8%	0%	16%	0%	0%	5%	8%	3%	8%	0%	5%											
13091	Jefferson Park	UP-NW	9.1	B	89	46%	41	17%	24%	37%	12%	0%	2%	0%	2%	0%	5%	0%	0%	0%	0%	0%											
13101	Gladstone Park	UP-NW	10.1	B	6	33%	2	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%											
13114	Norwood Park	UP-NW	11.4	C	17	53%	9	33%	0%	11%	0%	0%	11%	0%	0%	0%	22%	11%	0%	11%	0%	0%											
13126	Edison Park	UP-NW	12.6	C	25	32%	8	75%	0%	0%	13%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%											
13135	Park Ridge	UP-NW	13.5	C	82	54%	44	73%	0%	0%	5%	2%	0%	0%	2%	0%	9%	9%	0%	0%	0%	0%											
13150	Dee Road	UP-NW	15.0	C	25	36%	9	56%	0%	0%	11%	0%	0%	0%	0%	0%	0%	22%	0%	0%	0%	11%											
13171	Des Plaines	UP-NW	17.1	D	232	43%	99	26%	0%	0%	35%	10%	2%	4%	3%	0%	4%	11%	1%	1%	1%	1%											
13186	Cumberland	UP-NW	18.6	D	37	41%	15	27%	0%	0%	13%	40%	0%	0%	0%	0%	0%	7%	0%	13%	0%	0%											
13200	Mount Prospect	UP-NW	20.0	D	132	45%	60	28%	0%	0%	23%	5%	0%	5%	3%	0%	8%	22%	3%	2%	0%	0%											
13228	Arlington Hghts.	UP-NW	22.8	E	186	44%	81	51%	0%	0%	7%	6%	0%	9%	4%	0%	9%	11%	1%	1%	0%	1%											
13244	Arlington Park	UP-NW	24.4	E	200	57%	113	23%	0%	0%	10%	44%	0%	6%	0%	0%	5%	5%	3%	4%	0%	0%											
13268	Palatine	UP-NW	26.8	F	170	38%	64	31%	0%	0%	2%	5%	6%	19%	3%	0%	14%	19%	2%	0%	0%	0%											
13319	Barrington	UP-NW	31.9	G	133	63%	84	46%	0%	0%	1%	21%	0%	1%	0%	0%	12%	13%	1%	4%	0%	0%											
13373	Fox River Grove	UP-NW	37.3	H	20	60%	12	50%	0%	0%	0%	0%	0%	8%	0%	0%	17%	8%	0%	8%	0%	8%											
13386	Cary	UP-NW	38.6	H	41	61%	25	40%	0%	0%	0%	12%	0%	0%	4%	0%	12%	28%	0%	4%	0%	0%											
13417	Pingree Rd.	UP-NW	41.7	I	39	49%	19	32%	0%	0%	5%	0%	0%	0%	0%	0%	16%	47%	0%	0%	0%	0%											
13432	Crystal Lake	UP-NW	43.2	I	97	46%	45	33%	0%	0%	7%	2%	4%	4%	0%	0%	22%	20%	0%	2%	0%	4%											
13516	Woodstock	UP-NW	51.6	K	39	41%	16	31%	0%	0%	0%	0%	0%	19%	6%	0%	13%	13%	13%	6%	0%	0%											
13631	Harvard	UP-NW	63.1	M	24	25%	6	17%	0%	0%	0%	17%	0%	0%	0%	0%	50%	17%	0%	0%	0%	0%											
14506	McHenry	UP-NW/McHenry	50.6	K	5	180%	9	44%	0%	0%	22%	11%	0%	0%	0%	0%	11%	11%	0%	0%	0%	0%											
Milwaukee District-North Line																																	
15064	Healy	Milw-N	6.4	B	24	96%	23	61%	0%	13%	9%	13%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%											
15082	Grayland	Milw-N	8.2	B	18	44%	8	75%	0%	13%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%											
15090	Mayfair	Milw-N	9.0	B	18	56%	10	40%	10%	20%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%											
15102	Forest Glen	Milw-N	10.2	C	19	53%	10	50%	0%	40%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%											
15116	Edgebrook	Milw-N	11.6	C	31	32%	10	50%	0%	30%	10%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%											
15143	Morton Grove	Milw-N	14.3	C	84	48%	40	43%	0%	3%	5%	20%	3%	5%	0%	0%	10%	8%	0%	5%	0%	0%											
15162	Golf	Milw-N	16.2	D	40	48%	19	79%	0%	0%	5%	0%	0%	0%	0%	0%	11%	0%	0%	0%	5%	0%											
15174	Glenview	Milw-N	17.4	D	114	45%	51	71%	0%	0%	14%	4%	2%	2%	0%	0%	4%	0%	0%	4%	0%	0%											
15188	Glen/N. Glenview	Milw-N	18.8	D	253	49%	124	35%	0%	0%	24%	25%	0%	4%	2%	0%	2%	4%	1%	2%	0%	0%											
15211	Northbrook	Milw-N	21.1	E	125	51%	64	41%	0%	0%	2%	16%	5%	6%	2%	0%	17%	13%	0%	0%	0%	0%											
15230	Lake Cook	Milw-N	23.0	E	573	54%	309	21%	0%	0%	63%	2%	1%	6%	1%	0%	2%	3%	0%	0%	0%	0%											
15242	Deerfield	Milw-N	24.2	E	208	42%	88	23%	0%	0%	18%	28%	5%	9%	3%	0%	8%	2%	1%	1%	1%	0%											
15280	Lake Forest	Milw-N	28.0	F	207	54%	111	7%	0%	0%	0%	68%	5%	6%	1%	0%	9%	4%	0%	1%	0%	0%											
15355	Libertyville	Milw-N	35.5	H	82	46%	38	26%	0%	0%	5%	11%	3%	11%	0%	0%	26%	13%	0%	5%	0%	0%											
15392	Prairie Crossing	Milw-N	39.2	H	33	30%	10	20%	0%	0%	0%	60%	0%	0%	0%	0%	10%	10%	0%	0%	0%	0%											
15410	Grayslake	Milw-N	41.0	I	23	22%	5	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	40%	0%	20%	0%	0%											

Mode-of-Egress by Alighting Station; AM both directions 04/06/2020 Spring 2019 Origin-Destination Survey																						
Station Percent of Survey Responses																						
					Valid Survey Responses *					Pri- vate						Car- pool			Car- pool Other			
Sta		Mile	Fare	A.M.																		
Code	Station Name	Line	Post	Zone	Altngs	%Altngs	Total	Walk	Transit	Cta	Pace	Bus	Taxi	Share	Bike	Divvy	Pick	Drive	Car-	Car-	Other	
15440	Round Lake	Milw-N	44.0	I	19	37%	7	43%	0%	0%	0%	14%	0%	0%	0%	0%	14%	14%	0%	0%	14%	
15460	Long Lake	Milw-N	46.0	J	2	50%	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
15478	Ingleside	Milw-N	47.8	J		Zero Alightings in Count and/or Survey Data																
15495	Fox Lake	Milw-N	49.5	J	10	90%	9	22%	0%	0%	22%	0%	11%	11%	0%	0%	22%	11%	0%	0%	0%	
North Central Service																						
16130	Belmont Ave.	NCS	13.0	C	8	63%	5	60%	0%	0%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	
16148	Schiller Park	NCS	14.8	C	10	100%	10	60%	0%	0%	0%	10%	0%	0%	0%	0%	10%	20%	0%	0%	0%	
16156	Rosemont	NCS	15.6	D	14	79%	11	64%	0%	0%	0%	0%	0%	0%	0%	0%	18%	18%	0%	0%	0%	
16171	O'Hare	NCS	17.1	D	93	54%	50	20%	2%	0%	8%	52%	0%	6%	0%	0%	2%	2%	0%	2%	6%	
16240	Prospect Hghts.	NCS	24.0	E	17	76%	13	23%	0%	0%	23%	0%	0%	15%	8%	0%	23%	0%	0%	8%	0%	
16272	Wheeling	NCS	27.2	F	23	91%	21	62%	0%	0%	0%	0%	5%	5%	5%	0%	14%	10%	0%	0%	0%	
16295	Buffalo Grove	NCS	29.5	F	64	58%	37	54%	0%	0%	5%	24%	0%	3%	0%	0%	11%	3%	0%	0%	0%	
16316	Prairie View	NCS	31.6	G	20	30%	6	83%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	
16330	Vernon Hills	NCS	33.0	G	16	100%	16	19%	0%	0%	6%	19%	6%	19%	0%	0%	13%	13%	0%	0%	6%	
16369	Mundelein	NCS	36.9	H	26	54%	14	29%	0%	0%	0%	29%	0%	7%	7%	0%	21%	7%	0%	0%	0%	
16407	Prairie Crossing	NCS	40.7	H	22	64%	14	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16439	Grayslake	NCS	43.9	I	5	40%	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	50%	0%	
16459	Round Lake Beach	NCS	45.9	J	1	400%	4	75%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16482	Lake Villa	NCS	48.2	J	4	200%	8	25%	0%	0%	0%	13%	0%	0%	0%	0%	13%	50%	0%	0%	0%	
16528	Antioch	NCS	52.8	K	4	150%	6	33%	0%	0%	17%	17%	17%	0%	0%	0%	0%	0%	0%	17%	0%	
Union Pacific-North Line																						
17029	Clybourn	UP-N	3.0	A	212	30%	64	58%	2%	19%	0%	3%	2%	6%	2%	3%	2%	0%	0%	3%	2%	
17065	Ravenswood	UP-N	6.5	B	149	56%	83	69%	5%	10%	2%	1%	1%	5%	1%	1%	2%	1%	0%	0%	1%	
17094	Rogers Park	UP-N	9.4	B	70	31%	22	82%	0%	9%	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%	
17110	Main St.	UP-N	11.0	C	42	76%	32	88%	6%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
17120	Davis St.	UP-N	12.0	C	724	43%	313	85%	5%	3%	2%	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%	
17133	Central St.	UP-N	13.3	C	86	41%	35	77%	3%	3%	0%	3%	0%	3%	3%	3%	6%	0%	0%	0%	0%	
17144	Wilmette	UP-N	14.4	C	164	40%	66	38%	2%	2%	33%	9%	0%	5%	3%	0%	3%	5%	0%	2%	0%	
17152	Kenilworth	UP-N	15.2	D	29	52%	15	73%	0%	0%	7%	0%	0%	0%	7%	0%	0%	13%	0%	0%	0%	
17158	Indian Hill	UP-N	15.8	D	147	21%	31	97%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
17166	Winnetka	UP-N	16.6	D	110	52%	57	68%	0%	0%	5%	12%	2%	0%	0%	0%	9%	2%	0%	0%	2%	
17177	Hubbard Woods	UP-N	17.7	D	35	49%	17	71%	0%	0%	12%	0%	6%	0%	6%	0%	0%	0%	0%	6%	0%	
17192	Glencoe	UP-N	19.2	D	102	55%	56	59%	0%	0%	4%	11%	0%	13%	4%	0%	2%	4%	0%	5%	0%	
17205	Braeside	UP-N	20.5	E	158	49%	77	18%	0%	0%	36%	22%	0%	4%	1%	0%	1%	4%	4%	9%	0%	
17215	Ravinia	UP-N	21.5	E	15	53%	8	75%	0%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	13%	
17230	Highland Park	UP-N	23.0	E	248	49%	121	69%	0%	0%	11%	6%	1%	2%	2%	0%	3%	4%	2%	2%	0%	
17245	Highwood	UP-N	24.5	E	40	48%	19	74%	0%	0%	11%	0%	5%	11%	0%	0%	0%	0%	0%	0%	0%	
17257	Fort Sheridan	UP-N	25.7	F	40	28%	11	36%	0%	0%	9%	0%	0%	0%	18%	0%	27%	9%	0%	0%	0%	
17283	Lake Forest	UP-N	28.3	F	302	40%	122	28%	0%	0%	1%	57%	2%	4%	1%	0%	2%	0%	1%	5%	0%	
17302	Lake Bluff	UP-N	30.2	G	333	48%	159	6%	0%	0%	1%	87%	0%	1%	1%	0%	2%	1%	0%	1%	1%	
17322	Great Lakes	UP-N	32.2	G	130	48%	63	37%	0%	0%	3%	54%	0%	0%	2%	0%	2%	3%	0%	0%	0%	
17332	North Chicago	UP-N	33.2	G	89	70%	62	40%	0%	0%	2%	44%	3%	3%	0%	0%	8%	0%	0%	0%	0%	

Mode-of-Egress by Alighting Station; AM both directions																							04/07/2020 Spring 2019 Origin-Destination Survey					
											Station Percent of Survey Responses																	
Sta			Mile	Fare	A.M.	Valid Survey Responses *					Pri-						Car-			Car-								
Code	Station Name	Line	Post	Zone	Altngs	%Altngs	Total	Walk	Transit	Cta	Pace	vate	Taxi	Ride-	Bike	Divvy	Pick	Drive	Car-	Car-	Other							
17359	Waukegan	UP-N	35.9	H	164	42%	69	29%	0%	0%	25%	1%	6%	9%	4%	0%	17%	3%	1%	1%	1%							
17421	Zion	UP-N	42.1	I	9	56%	5	20%	0%	0%	20%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
17445	Winthrop Harbor	UP-N	44.5	I		Zero Alightings in Count and/or Survey Data																						
17516	Kenosha	UP-N	51.6	K	14	121%	17	29%	0%	0%	0%	6%	0%	0%	6%	0%	24%	12%	0%	0%	0%	24%						
240 Stations																												
Survey Totals					130,052	41%	52,853																					
Totals/Averages Weighted by Ridership					130,052	100%	130,052	79%	3%	5%	1%	6%	2%	1%	0%	0%	1%	1%	0%	0%	0%	1%						
Auto occupancy rate per car parked systemwide								1.22																				
Spring 2019 Origin-Destination Survey w/ inbound & outbound, AM peak & AM off-peak, on-board																												
* The number of valid responses and how they compare to the number of boardings are provided as an indicator to the validity of the sample for each station.																												
S:\STRATEGIC CAPITAL PLANNING\PLANNERS\Performance & Data\Sandbox\Sasha\Sasha(non-gis)\Projects\Surveys\2019_Origin_Destination_Survey\Data_Extracts\Mode_of_access_and_egress\MOE\2019_MOE_special.xlsx]Mode_of_Egress																												

Attachment C:
Metra On-Time Performance June 2025

On-Time Performance

June 2025



On-Time Performance June 2025

This report presents an analysis of June 2025 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2016.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, and November 1, 2021, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

Reporting Calculations for Temporary Schedules and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

Alternate Service Schedules due to the Coronavirus (COVID-19) Pandemic

On Monday, March 23, 2020, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased Saturday service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2.

On January 11, 2021, Metra added two weekday MD-N trains and four weekday MD-W trains, and on February 1 added 10 weekday RI trains. Metra added four weekday BNSF and MD-N trains and two NCS trains on April 12. Metra added four weekday ME trains on May 10, four Saturday ME trains on May 15 and four Sunday ME trains on May 16. On May 29 Metra restored Saturday service on the BNSF, MD-N, MD-W, RI, UP-N, UP-NW, and UP-W lines, resulting in an increase of 46 Saturday revenue trains systemwide.

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. Schedule adjustments on September 13 resulted two fewer weekday trains on both the UP-N and UP-W. A schedule adjustment on November 15 resulted in eight fewer weekday BNSF trains.

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains.

On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through

October 14 Metra added six Saturday HC trains for a promotion. Metra added one Sunday RI train on November 27. Metra added six Saturday and 12 Sunday BNSF trains the first weekend in May 2024 and added one weekday UP-N train on May 20, 2024. Metra added two weekday MD-N trains on June 3. From August 12 through 30, Metra added 30 weekday trains, 32 Saturday trains, and 32 Sunday trains for the Democratic National Convention. From September 7 through October 12 Metra added six Saturday HC trains for a promotion.

Under these pilot and alternate schedules Metra operated 665 regularly scheduled revenue trains each weekday in June, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 275 regularly scheduled revenue trains each Saturday in June, which is one percent more than the 273 Saturday trains Metra operated pre-pandemic. Metra operated 202 regularly scheduled revenue trains each Sunday in June, which is 12 percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated one percent fewer total revenue trains in June 2025 than in June 2019, 95 percent more total revenue trains than in June 2020, 47 percent more total revenue trains than in June 2021, 10 percent more total revenue trains than in June 2022, one percent fewer total revenue trains than in June 2023, and two percent more total revenue trains than in June 2024.

Metra has developed a set of service restoration principles to guide schedule design as service is added back. These principles will help Metra meet the needs of riders as travel demand approaches a new normal. Metra will continue to monitor ridership and will add service back incrementally throughout the system to stay ahead of the ridership growth curve and ensure that adequate service is in place to provide social distancing and encourage ridership.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
June 2025**

	Weekdays									Weekends						Total			
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time	
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time				
BNSF	924	36	96.1%	987	51	94.8%	1,911	87	95.4%	144	4	97.2%	180	22	87.8%	2,235	113	94.9%	
ME-ML	525	0	100.0%	882	6	99.3%	1,407	6	99.6%	168	0	100.0%	120	1	99.2%	1,695	7	99.6%	
ME-BI	168	0	100.0%	294	4	98.6%	462	4	99.1%	32	2	93.8%				494	6	98.8%	
ME-SC	<u>231</u>	<u>0</u>	100.0%	<u>651</u>	<u>3</u>	99.5%	<u>882</u>	<u>3</u>	99.7%	<u>128</u>	<u>10</u>	92.2%	<u>100</u>	--	<u>4</u>	96.0%	<u>1,110</u>	<u>17</u>	98.5%
Subtotal	924	0	100.0%	1,827	13	99.3%	2,751	13	99.5%	328	12	96.3%	220	5	97.7%	3,299	30	99.1%	
HC	126	6	95.2%		--		126	6	95.2%		--			--		126	6	95.2%	
MD-N	441	33	92.5%	693	50	92.8%	1,134	83	92.7%	80	3	96.3%	90	3	96.7%	1,304	89	93.2%	
MD-W	<u>462</u>	<u>18</u>	96.1%	<u>630</u>	<u>20</u>	96.8%	<u>1,092</u>	<u>38</u>	96.5%	<u>96</u>	<u>4</u>	95.8%	<u>90</u>	<u>8</u>	91.1%	<u>1,278</u>	<u>50</u>	96.1%	
Subtotal	903	51	94.4%	1,323	70	94.7%	2,226	121	94.6%	176	7	96.0%	180	11	93.9%	2,582	139	94.6%	
NCS	168	41	75.6%	126	18	85.7%	294	59	79.9%		--			--		294	59	79.9%	
RI	630	26	95.9%	1,050	20	98.1%	1,680	46	97.3%	132	3	97.7%	145	3	97.9%	1,957	52	97.3%	
SWS	252	32	87.3%	378	28	92.6%	630	60	90.5%		--			--		630	60	90.5%	
UP-N	525	52	90.1%	960	62	93.5%	1,485	114	92.3%	108	6	94.4%	94	9	90.4%	1,687	129	92.4%	
UP-NW	735	38	94.8%	903	28	96.9%	1,638	66	96.0%	136	3	97.8%	105	2	98.1%	1,879	71	96.2%	
UP-W	<u>546</u>	<u>68</u>	87.5%	<u>672</u>	<u>76</u>	88.7%	<u>1,218</u>	<u>144</u>	88.2%	<u>80</u>	<u>10</u>	87.5%	<u>92</u>	<u>4</u>	95.7%	<u>1,390</u>	<u>158</u>	88.6%	
Subtotal	1,806	158	91.3%	2,535	166	93.5%	4,341	324	92.5%	324	19	94.1%	291	15	94.8%	4,956	358	92.8%	
System	5,733	350	93.9%	8,226	366	95.6%	13,959	716	94.9%	1,104	45	95.9%	1,016	56	94.5%	16,079	817	94.9%	

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (07/21/2025) version from TOPS.

Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - June 2025

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	5,588	226	96.0%	5,969	272	95.4%	11,557	498	95.7%	942	58	93.8%	1,008	54	94.6%	13,507	610	95.5%
ME-ML	3,175	36	98.9%	5,334	54	99.0%	8,509	90	98.9%	1,056	12	98.9%	672	5	99.3%	10,237	107	99.0%
ME-BI	1,016	15	98.5%	1,778	22	98.8%	2,794	37	98.7%	192	2	99.0%				2,986	39	98.7%
ME-SC	<u>1,397</u>	<u>12</u>	99.1%	<u>3,937</u>	<u>34</u>	99.1%	<u>5,334</u>	<u>46</u>	99.1%	<u>808</u>	<u>19</u>	97.6%	<u>560</u>	--	<u>5</u>	<u>6,702</u>	<u>70</u>	99.0%
Subtotal	5,588	63	98.9%	11,049	110	99.0%	16,637	173	99.0%	2,056	33	98.4%	1,232	10	99.2%	19,925	216	98.9%
HC	762	67	91.2%	--			762	67	91.2%	--			--			762	67	91.2%
MD-N	2,667	241	91.0%	4,191	314	92.5%	6,858	555	91.9%	530	33	93.8%	504	32	93.7%	7,892	620	92.1%
MD-W	<u>2,794</u>	<u>175</u>	93.7%	<u>3,810</u>	<u>143</u>	96.2%	<u>6,604</u>	<u>318</u>	95.2%	<u>630</u>	<u>8</u>	98.7%	<u>504</u>	<u>21</u>	95.8%	<u>7,738</u>	<u>347</u>	95.5%
Subtotal	5,461	416	92.4%	8,001	457	94.3%	13,462	873	93.5%	1,160	41	96.5%	1,008	53	94.7%	15,630	967	93.8%
NCS	1,016	237	76.7%	762	164	78.5%	1,778	401	77.4%	--			--			1,778	401	77.4%
RI	3,867	130	96.6%	6,293	116	98.2%	10,160	246	97.6%	866	22	97.5%	812	13	98.4%	11,838	281	97.6%
SWS	1,524	148	90.3%	2,286	174	92.4%	3,810	322	91.5%	--			--			3,810	322	91.5%
UP-N	3,175	140	95.6%	5,836	185	96.8%	9,011	325	96.4%	682	17	97.5%	508	22	95.7%	10,201	364	96.4%
UP-NW	4,445	273	93.9%	5,461	170	96.9%	9,906	443	95.5%	887	40	95.5%	588	18	96.9%	11,381	501	95.6%
UP-W	<u>3,301</u>	<u>323</u>	90.2%	<u>4,065</u>	<u>377</u>	90.7%	<u>7,366</u>	<u>700</u>	90.5%	<u>526</u>	<u>40</u>	92.4%	<u>506</u>	<u>20</u>	96.0%	<u>8,398</u>	<u>760</u>	91.0%
Subtotal	10,921	736	93.3%	15,362	732	95.2%	26,283	1,468	94.4%	2,095	97	95.4%	1,602	60	96.3%	29,980	1,625	94.6%
System	34,727	2,023	94.2%	49,722	2,025	95.9%	84,449	4,048	95.2%	7,119	251	96.5%	5,662	190	96.6%	97,230	4,489	95.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (07/21/2025) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
BNSF	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.4%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.5%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.2%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.2%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5	94.4	96.3	94.5	94.2	97.4	98.5	94.7	97.0%	96.5%
	2025	95.6	95.4	94.3	95.5	97.1	94.9							95.5%	95.5%
	2020-2024 average	97.1	96.5	97.7	97.3	97.2	96.1	96.5	95.9	96.2	97.4	97.6	97.6	97.0%	96.9%
ME	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.4%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.9%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	96.2%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9	94.5	97.9	97.7	96.0	99.6	98.8	98.4%	97.9%
	2025	98.8	99.4	98.7	98.9	98.7	99.1							98.9%	98.9%
	2020-2024 average	98.4	97.3	98.2	97.8	96.8	97.6	96.3	97.6	97.9	97.4	97.2	98.4	97.7%	97.6%
HC	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.6%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	86.5%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	92.1%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7	87.9	78.0	90.3	88.7	94.2	91.8	90.6%	89.5%
	2025	84.8	95.8	88.9	90.2	92.9	95.2							91.2%	91.2%
	2020-2024 average	90.8	87.7	89.0	93.7	87.4	86.7	88.7	83.3	87.5	88.4	92.6	91.8	89.4%	89.0%
MD-N	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.7%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.3%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	92.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	92.1%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5	94.2	91.8	94.7	93.8	94.6	94.3	95.2	92.3%	93.2%
	2025	90.7	91.4	93.3	90.2	94.0	93.2							92.1%	92.1%
	2020-2024 average	91.5	93.0	95.6	94.4	91.4	92.3	90.7	93.1	94.1	92.9	92.2	92.3	93.0%	92.8%
MD-W	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.4%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.0%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.5%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	95.4%	95.0%
	2024	88.9	96.2	96.0	95.8	95.3	96.4	95.9	94.2	95.4	97.1	97.0	93.2	94.7%	95.1%
	2025	92.6	95.4	96.2	95.7	97.2	96.1							95.5%	95.5%
	2020-2024 average	93.4	92.8	96.1	96.0	93.6	95.2	93.8	94.7	95.0	95.8	95.8	93.8	94.5%	94.7%
NCS	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.2%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	88.6%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.7%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	91.4%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3	80.7	89.3	89.6	84.3	63.7	90.0	84.3	86.0%	85.3%
	2025	79.5	72.9	80.6	76.3	75.2	79.9							77.4%	77.4%
	2020-2024 average	90.0	87.7	93.5	92.1	89.2	88.5	85.8	90.1	89.9	84.8	90.8	91.1	90.3%	89.6%

Table 2 (continued): On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
RI	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	94.9%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.8%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.6%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	96.1%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9	97.3	98.4	98.0	99.0	97.1	96.8%	97.2%
	2025	96.6	98.8	98.0	97.7	97.4	97.3							97.6%	97.6%
	2020-2024 average	95.5	94.5	97.1	97.7	96.8	95.0	95.2	95.2	96.2	95.3	96.6	97.1	96.1%	96.0%
SWS	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	96.1%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.7%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.9%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	93.7%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7	88.5	92.6	88.2	88.6	88.7	93.2	89.8%	89.9%
	2025	93.6	93.5	91.3	88.2	92.4	90.5							91.5%	91.5%
	2020-2024 average	92.3	92.7	95.0	93.6	91.3	90.5	89.2	90.2	90.0	89.8	91.4	92.7	92.7%	91.7%
UP-N	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	97.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.3%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	96.5%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3	94.9	97.1	95.6	96.3	96.2	95.3	97.2	96.7%	96.5%
	2025	97.0	98.7	96.8	96.3	97.5	92.4							96.4%	96.4%
	2020-2024 average	97.3	96.9	97.4	97.3	96.1	96.4	95.6	95.3	96.7	95.2	96.4	97.3	96.9%	96.5%
UP-NW	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.9%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	96.1%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.8%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	93.3%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0	96.6	95.3	93.7	95.3	94.8	94.9%	94.9%
	2025	94.4	95.3	95.5	97.6	94.6	96.2							95.6%	95.6%
	2020-2024 average	94.1	94.6	96.9	95.6	95.0	93.9	93.6	95.0	96.2	93.9	94.4	94.9	95.0%	94.9%
UP-W	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	91.8%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.1%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	93.1%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0	89.4	82.8	87.8	93.5	86.4	91.4	90.2	91.5%	90.1%
	2025	88.6	92.7	93.4	92.4	90.2	88.6							91.0%	91.0%
	2020-2024 average	92.4	92.5	95.0	94.8	92.4	91.4	88.6	89.9	93.2	90.0	91.3	91.9	93.1%	91.9%
System excluding South Shore	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.6%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.7%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.7%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	95.0%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9	93.5	94.8	95.3	94.3	96.5	95.3	95.4%	95.2%
	2025	94.7	95.9	95.6	95.4	95.8	94.9							95.4%	95.4%
	2020-2024 average	95.4	95.0	96.9	96.5	95.2	95.0	94.1	94.8	95.8	94.9	95.5	95.9	95.7%	95.4%

Delays data for most recent month is final (07/21/2025) version from TOPS.

'2020-2024 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
June 2025**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1260 81% OT	Thu, Jun 05	13	R	METX 204 would not make track speed
		Fri, Jun 13	0	XDM	Due to vehicle strike (NONFATAL) by Z CHCPLT3 13A at Lagrange. MP-25-00035422 (9840)
		Thu, Jun 19	0	S1	1227 annulled due operations testing exception
		Wed, Jun 25	13	E1	Late flip, equipment swap from A1227 due to MR issues on METX193 TEST DISCHARGE PIPE CRACKED, LEAK AT TEST PORT LOCK
MD-N	2107 62% OT	Fri, Jun 06	7	A	[6] Stop mayfair crass traffic [5] Copying & Complying item 2 @ osterman ave. M.P. 23.92
		Tue, Jun 10	7	VG	[5] Techny Rd- item #1
		Wed, Jun 11	30	KP	[18] A3- Stop signal, police activity [11] Liberty siding- waiting on 2128
		Thu, Jun 12	12	C	[6] CUS- PTC issues - PRE INIT ISSUE CAUSING ISSUES ON FLIP [4] Liberty siding -stop signal [3] CN Crossing- stop signal- slow moving northbound freight
		Fri, Jun 13	7	CC	[7] Northbrook- Foreman Redding was on the wrong channel
		Tue, Jun 17	8	A	Arrived Grayslake @ 09:05. -5" Following train ahead (2205) CUS to A-5; -4" Stop signal Mayfair
		Mon, Jun 23	7	J1	[4] Western Ave- police activity on train ahead [4] Mayfair- Stop signal
		Thu, Jun 26	7	A	[3] CUS- A4- train ahead [5] Mayfair- Stop signal
MD-N	2133 76% OT	Thu, Jun 12	29	D1	[23] Train departed yard late due to other train delays [6] Item 1 mp 11.47 central ave
		Fri, Jun 13	10	E1	[10] Delayed due to 2125 leaving cus late. Running behind 2125,2127 and 2133
		Mon, Jun 23	11	VF	[13] Door issues at Union METX 7442 - NO DEFECTS FOUND
		Fri, Jun 27	18	RN1	[6] Stop Mayfair up train [10] Stop at lake cook LATE 2146 ENGR FLAT TIRE [2] Stoop glen view
		Mon, Jun 30	12	E1	[16] CUS: Waiting on late equipment from yard SECONDARY TO 2131
MD-N	2139 71% OT	Tue, Jun 03	44	E	[10] Mechanical problems,,, NO HORN on Engine #507 stopped at western Ave yard ,, mechanical foreman couldn't find the problem [34] No Horn Rule 5,8,3 Thru crossings [3] ADA CUS TO Glenview - REPLACED HORN MAGNET VALVE LOCO 507
		Thu, Jun 12	12	GM	[6] CUS- Late equipment [9] Central Ave- Item #1
		Tue, Jun 17	18	GX	-18 mins: -5 mins waiting for signal at Mayfair, -7 mins item one at Caldwell.
		Fri, Jun 20	7	GA1	[3] CUS- Late arrival of equipment from the yard
		Thu, Jun 26	34	VF	[17] CUS- Brake issues [16] A-3 - Deerfield- follow 2141 [3] Northbrook- door issues #8535 - NO DEFECT FOUND
		Fri, Jun 27	8	RF	[9] Mayfair- Stop signal, NO REASON
MD-N	2142 76% OT	Mon, Jun 02	18	GX	[18] Stop at Rondout waiting for late Amtrak 8. Then follow traffic to Hazel Av. Item # 1 for all trains. [3] A5 stop traffic
		Fri, Jun 06	6	AM	[3] A5-Cus following traffic
		Thu, Jun 12	13	D1	[9] Round out stop signal waiting for Amtrak number eight [3] Stop signal Lake Street CUS, waiting for 2 outbound trains
		Mon, Jun 23	7	A	[9] Rondout & Lake Forest- All Red- waiting for Amtrack #338 to run around us. [6] @ 11.47mp Central Ave- Item #1 Copying & Complying [3] A2- All Red- waiting for line up
		Thu, Jun 26	9	VF1	[5] Mayfair- All Red- waiting on UP traffic to clear
MD-N	2144 76% OT	Mon, Jun 02	10	CC	[6] Waiting on 2121 to arrive Grayslake [9] Stop signal washing CP Washington 2139 air problems
		Fri, Jun 06	6	AM1	[27] Item 1 at hazel jammed up inbound trains and they held us at Deerfield West on 1main til they passed. Item one was then cancelled but CPCM dispatcher lined us on 1 and had to wait for timeout to x us over.
		Thu, Jun 12	19	D1	Waiting for late Amtrak causing congestion ahead
		Tue, Jun 17	8	GX	[14] Late departure due to late arrival of 2123 [12] A5 to a3 restricted speed [3] Item 1 at central ave
		Wed, Jun 25	12	AM1	: -8 mins item 1 at Caldwell MP 11.5 had to creep up to crossing due to PTC and then walk remainder to flag it. [9] Departure due late flip from 2123 FOLLOWING LATE AMTRAK 7 [2] Glenview loading ADA pssgr traveling to CUS [2] Mayfair had a clear then signal droppedContacted dispatch then signal changed back to clear [3] A5 stop conflicting traffic
MD-W	2244 71% OT	Mon, Jun 02	32	DD	[23] Freight stopped at Schaumburg, waited for 2223 at National st [5] Following freight train from roselle to Bensenville
		Tue, Jun 03	23	E1	[17] Stopped A5 due to 2139 having mechanical problems
		Thu, Jun 05	14	J	[13] Passenger ran across 2225 dove headfirst and crawled underneath our train 2244. Waited for police. To get passenger off train
		Wed, Jun 11	6	A1	-3 mins stop indication at A3 train 2402 ahead, -3 mins stop indication at Canal, CUS had the wrong lineup.
		Thu, Jun 12	6	A1	-6 mins stop indication at B6 waiting and following other trains to CD
MD-W	2402 67% OT	Fri, Jun 20	19	GA1	[15] Made all stops from River Grove to Grand/Cicero by TM Williams. [5] 3 ADA's unloaded at Western Ave.
		Wed, Jun 11	9	A1	[4] 2405 train held at A2 awaiting Outbound Amtrak and UP Train [4] 2405 train was put in emergency at Thacker. Car making a u turn on track
		Thu, Jun 12	6	A	[9] Left Franklin Park at 5:04 due to Franklin Park West Flip
		Fri, Jun 13	8	E1	[7] Due to 2405
		Thu, Jun 19	8	GA1	352 SW CP WASHINGTON FAILED
MD-W	2405 81% OT	Fri, Jun 20	16	GA1	16 Late flip from 2405
		Wed, Jun 25	6	GX1	Late flip of MW2405. Item 1 25th
		Thu, Jun 26	7	G	[6] Stop signal A5 SWITCH FAILURE A2 [1] Stop signalA2
		Fri, Jun 13	11	E1	-11 mins: -7 mins following behind 2225 on 3MT going around 2125 mechanical issues METX 413
		Mon, Jun 16	7	A	[3] A2 cross traffic [4] Red signal cicero west. B12 no answer
		Fri, Jun 20	25	GA	[8] Canal St item1 [7] CP Morgan Stop signal cross traffic
		Wed, Jun 25	6	GX	[2] Red signal A2 [2] Red signal A5 [4] False Item1 25th Ave

**Table 3 (continued): Weekday Trains less than 85% On-Time
June 2025**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	100 71% OT	Mon, Jun 02	7	CD	[3] Speed Restriction on the CN near Trafton. [3] Speed Restriction on the CN near Prospect Heights. [7] Lake Street: waiting for Elgin train. Waiting for outbound train too.
		Mon, Jun 16	9	D	[4] Speed restrictions [4] B12 stop signal REROUTED DUE TO FREIGHT TRAIN
		Wed, Jun 18	8	CD	[5] 3 speed restrictions [3] Red signal Deval
		Wed, Jun 25	14	DD	[9] Stop round lake beach freight train interference A44791 [2] 25 mph 39.10-38.90 [2] 30 mph 27.47-27.26
		Thu, Jun 26	8	CD	[8] Speed restrictions Deval and A3
NCS	108 57% OT	Mon, Jun 30	6	CD	[4] Speed restrictions [2] Deval, red signal
		Mon, Jun 09	6	CD	[3] Tight schedule [2] 25mph 39.1-38.9 [3] 30mph 27.47-27.26
		Tue, Jun 10	7	CD	[3] Tight schedule [2] 25mph 39.1-38.9 [3] 30mph 27.47-27.26 [3] A5-A2 following 2116
		Wed, Jun 11	10	KP1	[3] Tight schedule [3] 25mph 39.1-38.9 [3] 30mph 27.47-27.26 [2] B6 stop signal [3] X-o 2-3 10mph B6
		Fri, Jun 13	7	CD	[3] Tight schedule [2] 25mph 39.1-38.9 [3] 30mph 27.47-27.26 [2] Deval stop signal
		Mon, Jun 16	6	CD	[3] Tight schedule [3] 25mph 39.1-38.9 [3] 30mph 27.47-27.26 [3] B6 xo 2-3 10mph
		Wed, Jun 18	11	CD	[2] 40mph 53.3-53.1 [2] 25mph 39.1-38.9 [3] Tight schedule [3] 30mph 27.47-27.26 [3] B6 2-3 10mph [2] A2 stop signal [2] A2 restricting 2-3
		Mon, Jun 23	11	G	[2] 40mph 53.3-53.1 [2] 25mph 39.1-38.9 [3] 30mph 27.47-27.26 [1] Deval stop signal [3] Tight schedule [3] 2-062 restricting [3] B6 XO 2-3 10mph
		Tue, Jun 24	13	CD	[3] 40mph 53.3-53.1 [2] 25mph 39.1-38.9 [3] 30mph 27.47-27.26 [3] Tight schedule [2] 2-060 restricting [3] B6 XO 2-3 10mph [2] A2 stop signal
		Thu, Jun 26	8	CD	[3] Tight schedule [2] 40mph 53.3-53.1 [4] Lost HEP 511 Grayslake [2] 25mph 39.1-38.9 [2] ADA Vernon Hills [3] 30mph 27.47-27.26 [1] Deval stop signal [3] B6 XO 2-3 10mph
NCS	109 76% OT	Tue, Jun 03	6	A	[8] De Val cross traffic [2] MP 27.26-27.47 30 mph slow order [3] MO 38.9-39.10 25 mph slow order
		Fri, Jun 13	6	E1	[5] A-2 stop cross traffic [6] Gale wood to B-12 slow signals following other trains FROM MDN 2125 MECH ISSUES METX 413 [4] DeVal cross traffic [2] MP 27.26-27.47 30 mph slow order
		Mon, Jun 16	6	K1	[2] Gale wood east. Restricting signal. [5] Galewood to Elmwood Park approach signals following MDW train with 2 automobiles on wrong side of gates at Grand Avenue [2] Elmwood Park to River Grove approach signals following MDW train [2] MP 27.26-27.47 30
		Mon, Jun 23	19	KW	[0] 0 [12] Des Plaines cross traffic waiting on late 116 [2] MP 27.47-27.26 30 mph slow order [3] MP 38.90-39.10 25 mph slow order [6] Entire trip due to hot weather speed restriction on CN GB2929
		Thu, Jun 26	23	RF	[4] A2 stop signal waiting on other trains. [2] A2 crossing over to 3 MT [5] Running on 2MT B12 thru Ohare [19] Deval tower stop signal waiting on UP passenger train to clear.
NCS	113 57% OT	Fri, Jun 06	22	JM	[22] Passenger fell in lavatory. Waiting on paramedics [3] ADA cus to buffalo grove
		Fri, Jun 13	8	E1	[6] Cus. Late arrival of equipment from WACY. Waiting on other trains FROM MDN 2125 MECH ISSUES METX 413 [4] Speed restrictions
		Mon, Jun 16	10	VF	[3] Speed restrictions [10] Car 8544 left side loading door stuck in pocket. Brakeman providing protection. NOTHING FOUND OR REPAIRED
		Wed, Jun 18	7	CD	[2] A5 red signal [2] Cus. Waiting on signal [4] Speed restrictions
		Fri, Jun 20	10	GA1	[4] Late arrival of equipment [5] Following 2233 western ve- Cicero west [4] Speed restrictions
		Mon, Jun 23	21	KW	[20] Moving 15mph less under the normal track speed on the CN due to weather speed restriction GBO # 2929
		Wed, Jun 25	7	AM1	[7] Stop Deval - waiting for UPNW 653 - UPNW 653 was waiting for MDN 2144 - MDN 2144 was waiting for the late Amtrak 7
		Thu, Jun 26	25	KW	[10] Delayed leaving cus due to mechanical issues at wacy [4] Stop Deval [11] Speed restriction due to weather
NCS	115 76% OT	Fri, Jun 27	31	RF	[29] Stopped Deval DISPATCHER STACK ISSUE
		Tue, Jun 10	6	H	[15] Stop short of monte Claire a brakes stuck on loco 88 - MISIDENTIFIED AIR VALVE - SETTINGS ERRONEOUSLY SWAPPED
		Wed, Jun 11	10	RF	[16] Stop Deval. Wait on 3 UP trains 662/664/661
		Mon, Jun 23	7	KW	[5] Hot weather speed restriction [3] TSR at MP. 27.26, also at 38.9, also at 53.1
		Tue, Jun 24	7	CD	[7] Deval stop cross traffic [3] TSR at MP. 27.26,38.9,53.1
NCS	116 52% OT	Thu, Jun 26	7	CD	[5] DeVal crosstraffic [2] MP 27.26-27.47 30 mph slow order [3] MP 38.90-39.10 25 mph slow order
		Mon, Jun 02	12	DD1	3 mins B6 stop signal 5 mins Augusta restricted signal train ahead (2242) 4 mins A3 stopped waiting for train departing coach yard to clear
		Fri, Jun 06	9	AM1	[5] B12 stop signal [7] B6 stop signal
		Wed, Jun 11	9	U	-9 mins: -2 mins late flip from NC105, -5 mins ADA O'Hare to CUS, new hire operating lift had problem getting the flap down, -2 mins all meets on Elgin sub.
		Fri, Jun 13	16	U	[4] ADA wheel chair ohare [3] Slow orders [5] Restricting A/4 following trains 2mt [4] Stop A-3 following Amtrak
		Fri, Jun 20	20	GA1	[5] Speed Restrictions [4] ADA Ohare to CUS [3] Waiting at B12 for signal [7] Waiting at A5 for signal
		Mon, Jun 23	100	E	[11] Antioch late departure resetting PTC account disengaged. Engineer going over CDU. Also late arrival of train 105. [10] Round lake Beach. Stopped account vehicle stuck on track per RTC. [14] Restricted speed from Round Lake beach to next signal Ram. [
		Tue, Jun 24	14	A	[10] B6 waiting on multiple trains [3] Loading Ada at ohare
		Thu, Jun 26	37	RF	[4] CN- All Red- waiting for line up after #2142 cleared [4] CN- Speed Restrictions Enroute. [2] Enroute- slow loading passengers with bikes and luggage [18] Deval- All Red- waiting for UP trains to clear. [2] O'Hare- loaded wheelchair for CUS [3] B12- AI
		Fri, Jun 27	21	CD1	-ARRIVED LATE IN ANTIOCH FROM SPEED RESTRICTIONS ON 105 -Late turn engine 405 A.C. was not working as intended. [2] Ada ohare. [3] Stop A3 train ahead.
		Mon, Jun 30	16	CD	[2] CN- 40mph Speed Restriction @53.3-53.1mp [2] CN- 25mph Speed Restriction @39.1-38.9mp [2] CN- 30mph Speed Restriction @27.47-27.26mp [2] O'Hare- loading wheelchair [2] B12- All Red- waiting for westbound Elgin train to clear [4] B6-All Red- waiting fo

**Table 3 (continued): Weekday Trains less than 85% On-Time
June 2025**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	117	Mon, Jun 23	101	E1	[7] Deval stopped signal waiting for UP passg train to clear. [78] 117 late departure account late arrival of 116 due to Engine Trouble and speed restrictions related to weather conditions also a vehicle stuck on track.
	81% OT	Tue, Jun 24	10	R1	[10] DEval waiting on up trains DUE TO ALLEGED RULES VIOLATION ON UPNW [2] Following another train riding on approaches
		Thu, Jun 26	11	RF1	[4] CUS- late arrival flip from #116 and waiting for engineer to get PTC ready. [2] Clinton St til Morgan St- traveled at a slower speed waiting on PTC to sink in. [2] CN- 30mph speed restriction @27.26-27.47mp [2] CN- 25mph speed restriction @38.9-39.1mp
		Mon, Jun 30	9	CD	[2] Clinton St til Morgan St- traveled at a slower speed waiting for PTC to sink in. [3] B12- All Red- waiting for line up [6] Deval- All Red- waiting for line up after UP traffic cleared. [2] CN- 30mph speed restriction @27.26-27.47mp [2] CN- 25mph speed
RI	303	Tue, Jun 03	6	GX	6" due to broken gate at 95th St.
	81% OT	Wed, Jun 11	20	G	[9] Late departure at LSS due to late arrival of equipment. [8] Single-tracking due to a track circuit between 16th. St. and CP Pershing. Restricting signals from 16th. St. to CP Pershing. DUE TO BAD ORDER TRANSCEIVER CARD [3] Car 7358 exterior door #1 st
		Wed, Jun 18	18	DR1	Delayed account RI703 ahead.
		Fri, Jun 27	6	U	[2] ADA, LSS to Oak Forest (W/C) [3] Waiting on cross traffic at 16th St [2] Waiting on inbound train at midlothian to depart the depot.
SWS	808	Mon, Jun 02	8	GF	[5] Restricted speed from Chicago Ridge to Oak Lawn signal. [2] Waiting on outbound to clear at Ashburn. [1] Red signal at CP Brown.
	62% OT	Tue, Jun 03	12	GA	6" at Harrison due to report of track circuit and plant timing out. 4" at Forest Hill due to freight interference.
		Wed, Jun 04	12	IW1	5" at Ashburn waiting for SW803 DELAYED MEETING 806 BY PASSENGERS WAITING TO COME TO PLATFORM IN RAIN 3" at 21st. St. waiting on SW805. 4" account restrictions due to weather and passenger loading.
		Thu, Jun 05	8	AM	[3] Item 1 at Cicero Ave. [3] Minutes stopped at Polk St. waiting on Metra 1221 to clear. [3] Stopped at Harrison waiting for Metra 1221 to clear.
		Thu, Jun 12	13	D	-13m late, 0845/0832. Delayed 6m CP Ridge due to freight (X857 CSXT5109 68cars 10,722') short on time, 1m at Oak Lawn waiting on the outbound SWS803 and 6m at Belt Jct. due to freight (CSXT M370-12 CSTX733 170 cars 1,062').
		Mon, Jun 16	7	A	Delayed running restricted speed on the Metra runner. Stop signal at Polk St. waiting on Metra 1221 & HCD918 to get by.
		Thu, Jun 26	6	A	[2] Stop Ashburn waiting on the B team outbound train to clear [7] Stopped at Polk waiting on BNSF 1221 line up into CUS
		Mon, Jun 30	6	A	4" at Harrison waiting on Metra BN1221, 2" at Ashburn waiting on SWS803.
SWS	813	Mon, Jun 02	21	G	[19] Flagged by Forest Hill, CP Landers, and CP Ashburn account red signals. [4] Restricted speed at Ashburn, MP 13.4
	71% OT	Wed, Jun 04	9	D	12" at Belt Jct due to cross traffic.
		Mon, Jun 23	9	GX	Delayed due to a broken gate at Cicero.
		Thu, Jun 26	11	G	[1] Cus-cross traffic [14] Forest Hill and Landers: signal issues INSULATED JOINT ISSUE
		Fri, Jun 27	42	CA	[3] Cus-cross traffic [35] Cp 21-bridge malfunction [8] Forest hill to cp Ashburn- signal issues
		Mon, Jun 30	0	XE	Annulled due to HEP issues. METX 194 - VOLTAGE REGULATOR REPLACED
SWS	822	Mon, Jun 02	19	G1	[20] Late departure from 179th. St. due to late arrival of SW813.
	62% OT	Wed, Jun 04	20	D1	Departed late due to late turn from SW813
		Fri, Jun 13	14	A	[3] Late due to Ptc leaving Orlando park [6] Stopped at 518 waiting on outbound train 819 THAT DEPARTED CUS 4M LATE
		Tue, Jun 17	48	GF	43" at CP518 due to power outage.
		Mon, Jun 23	35	D	Departed Orland Park 179th 4m late account late turn from SW813. Held at Chicago Ridge for SW819 due to freight QFTMNSL-121 (NS 4375, BNSF 5796, 86 X 0, 7854') on track 2. Stop indication at Ashburn waiting for SW819 train.
		Thu, Jun 26	10	G1	[10] 179-late departure due to 813
		Fri, Jun 27	55	CA1	[47] 179-late due to 813 [8] Cp518- cross traffic
		Mon, Jun 30	0	E1	Annulled due to HEP issues.
SWS	823	Fri, Jun 13	80	RF	[65] Ns sent 823 down the wrong track. Crew is 3.5 went miles off correct route.
	81% OT	Wed, Jun 18	29	DD	Delayed at CP 518 account freight cross traffic (BC32, NS6701, 64 cars).
		Thu, Jun 26	6	G	[9] Forest hill and landers: signal issues
		Fri, Jun 27	8	CA1	[15] Cus- late departure due to 822
SWS	824	Fri, Jun 13	10	RF	8M NS-CP518, WAITING ON SIGNAL, WRONG LINE UP.
	81% OT	Tue, Jun 17	50	GF1	47" Late departure due to late turn from SW817.
		Wed, Jun 18	24	DD	[25] Red signal at CP 518 account freight cross traffic (BC32, NS6701, 64 cars). [5] Red signal at CP 21. 18th. St. bridge up. NS LINED UP SIGNAL IN ADVANCE OF MOVEMENT, TRAIN LATE TO TAKE LINEUP
		Thu, Jun 26	9	G	8M ASHBURN TO LANDERS, TK.CIRCUIT OUT.
UP-N	312	Tue, Jun 03	8	J	Police activity removing passenger
	67% OT	Tue, Jun 17	8	I	Really heavy passenger loading
		Wed, Jun 18	6	I	HEAVY AND SLOW LOADING MULTIPLE STOPS
		Thu, Jun 19	0	XKD	Train struck debris DISLODGING AIR HOSE METX 140 GLADHAND DAMAGED
		Mon, Jun 23	0	F1	SECONDARY TO 310
		Tue, Jun 24	8	I	HEAVY PASSENGER LOADS
		Wed, Jun 25	6	I	Slow into stations. Form A. Additional passengers.

**Table 3 (continued): Weekday Trains less than 85% On-Time
June 2025**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-N	314 71% OT	Thu, Jun 12	7	I1	[7] Running on M392's signals
		Thu, Jun 19	90	KD1	[2] 30 mph mile post 37.5 to mile post 37.25 [73] Stopped at fort Sheridan at 7:49 on the move at 8:53. 8:53 stopped at highland park. N the move at 9:02 instructions are all stops to cpt.
		Fri, Jun 20	0	XE	METX 157 COOLANT ISSUE - B/O COMPRESSOR, CHANGED OUT
		Mon, Jun 23	60	F1	[55] Equipment breakdown @Lake Sheridan metra 310. Picked up passengers for m310&m306. Train was over packed to check all tickets.
		Tue, Jun 24	11	I	[6] Heavy passenger loading [3] Leaving Rodger's Park riding on metra 392s signals. [4] Speed restriction at mile post 3 to 2.65 at 10 miles per hour!!
		Wed, Jun 25	8	I	[4] Heavy loading per 5 cars (normally 7) [4] Running on signals of trains a head from Davis st to clybourn. [2] 10 mph slow order from mile post 3 to 2.65
UP-N	318 81% OT	Wed, Jun 18	45	K	[45] Late arrival at CPT due to being stopped at MP 9.4, waiting for bridge that was hit by a truck to be inspected. Stopped at 0845 to 0930. Arrived CPT at 0955.
		Thu, Jun 19	52	KD1	CONGESTION/FALLOUT AFTER 312 DEBRIS STRIKE
		Mon, Jun 23	25	F1	SECONDARY TO 310
		Tue, Jun 24	10	CC	[10] Late arrival at CPT due to form A slow order #12214. Train moving at 10MPH. Arrived CPT at 0920.
UP-N	355 67% OT	Mon, Jun 02	57	B	BALLAST TRAIN DELAYS WITH PROCESS, DID NOT CLEAR UP ON TIME CAUSING MULTIPLE DELAYS/ANNULMENTS
		Tue, Jun 10	6	I	[6] Heavy passenger offloading
		Thu, Jun 19	10	I	10 min down due to m353 offloading passengers at Ravinia Park and turn around and head back to Chicago
		Mon, Jun 23	7	C	[8] Multiple 30mph slow orders going northbound on main track 1 BROKEN FROG AT MAIN ST
		Tue, Jun 24	42	ZV	[60] Due to Otc issues with Metx 176.30 mph around Roger's park
		Wed, Jun 25	9	A	[10] Due following signals on m393 THAT WAS 10 MINUTES DOWN AND ARRIVED RAVINIA PARK UNREPORTABLE
UP-N	358 67% OT	Thu, Jun 26	10	CC	[10] Due to 2 30 mph at cybourn and Roger's park. Following signals on metx 393
		Mon, Jun 02	90	B	BALLAST TRAIN DELAYS WITH PROCESS, DID NOT CLEAR UP ON TIME CAUSING MULTIPLE DELAYS/ANNULMENTS
		Wed, Jun 04	7	U	ADA at Lake Bluff & Highland Park
		Tue, Jun 17	7	I	[7] Heavy loading lake bluff, lake forest, and highland park. Ada lift on wrong end of platform.
		Wed, Jun 18	8	I	SLOW LOADING AT HIGHLAND, DAVIS STREET, AND CLYBOURN
		Tue, Jun 24	12	KP1	[6] Departed Waukegan late due to late arrival of equipment [2] Ada lift lake forest [3] Form A slow order mp3.0
		Thu, Jun 26	8	CD	[8] Caught up to m354. Running on Approach signals (M354 was delayed, late turn off M337, which was a late turn off M648 engineer, due to freight mechanical issues @ CN @ Barrington)
		Mon, Jun 30	8	A	[5] Cross traffic at bridge A & heavy passenger loading @ Highland Park (-3)
UP-N	361 81% OT	Mon, Jun 02	0	B1	BALLAST TRAIN DELAYS WITH PROCESS, DID NOT CLEAR UP ON TIME CAUSING MULTIPLE DELAYS/ANNULMENTS
		Tue, Jun 03	13	E1	FALLOUT FROM MECHANICAL ISSUES ON UPN 324 #4 TRACTION MOTOR CUT OUT LOCO 154
		Fri, Jun 20	6	Q1	[7] Train was approximately 25 to 28 minutes delayed coming into Chicago OTC
		Tue, Jun 24	0	XE	Annulled on acct. of M398 on acct. of loading issues on METX129. DEFECTIVE FUEL PUMP - CHANGED OUT FUEL PUMP
UP-N	371 80% OT	Mon, Jun 02	32	B	BALLAST TRAIN DELAYS WITH PROCESS, DID NOT CLEAR UP ON TIME CAUSING MULTIPLE DELAYS/ANNULMENTS
		Wed, Jun 11	23	KP	[25] Due to police activity between kenilworth and winners
		Mon, Jun 23	16	DE	[16] Late departure from OTC an slow orders 30mph northbound LBU54 in emergency at Waukegan
		Wed, Jun 25	36	J	Unruly passenger at Highland Park. Metra Police report MP-25-0037763
UP-NW	660 81% OT	Mon, Jun 02	11	B1	[11] Held at Deval, Mayfair and Lake St
		Thu, Jun 12	11	D1	[10] Held at Mayfair MDN TRAINS OUT OF SLOT DUE TO FREIGHT INTERFERENCE
		Tue, Jun 24	19	R1	[10] Restricted speed waiting on Mchenry train to clear junction [10] Instructed to make all stops instead of express from Desplaines (accommodated M658 passengers, due to a possible rule violation with M658 engineer on M639 train).
		Fri, Jun 27	11	IB	[10] Loading/ unloading LARGE BIKE MOVE BARRINGTON TO CLYBOURN
UP-W	13 81% OT	Tue, Jun 03	23	T	[40] Stopped at River Forest 40 minutes
		Thu, Jun 19	27	G1	[] Stopped at Peck , waiting for other trains to leave the yard, 20 minutes.
		Fri, Jun 20	8	R	[8] Waiting for M30 to leave the yard at Elburn.
		Thu, Jun 26	0	XR	M13 was double headed the trail engine brakes will not set HANDBRAKE FOUND APPLIED
UP-W	15 67% OT	Mon, Jun 02	10	RF	[6] No signal at kedzie. Following # 13
		Tue, Jun 03	45	T	[35] Stopped at oak park due to police activity ahead.
		Fri, Jun 06	12	D	[12] Freight train interference and following #13
		Mon, Jun 16	7	G	[7] Switch problems #67 switch western ave ran track 2 halsted to kedzie also followed Metra 13 all the way to elburn
		Wed, Jun 18	15	D	[12] Freight train interference at kedzie. 15 mph at mp 12.5-13 trk 3 and 30 mph mp 17.7-18.25
		Thu, Jun 19	30	G1	[25] Delay on turn around from #10. Signal suspension at elburn
		Mon, Jun 23	30	G	[30] Signal issues at cpy038
UP-W	28 81% OT	Tue, Jun 03	15	T	[15] Freight train at Bellwood was getting robbed and following other trains that were in front of us.
		Thu, Jun 19	26	G	[26] Signal system suspended at Elburn to Lafox
		Mon, Jun 23	26	G	[30] Signal issues at cpy038
		Thu, Jun 26	26	F1	[26] Late departure out of Elburn yard due to #26 stuck on mainline account of air problems. ADA used at Oak Park made additional 6 min delay.

**Table 3 (continued): Weekday Trains less than 85% On-Time
June 2025**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	32 67% OT	Tue, Jun 03	36	T1	[] Made unscheduled stops
		Tue, Jun 10	8	I	[6] SLOW ORDER BETWEEN WHEATON AND COLLEGE AVE STATION 30 MPH ON TRACK 1. ADA LIFT AT WHEATON STATION. SLOW LOADING OF PASSENGERS AT ELMHURST AND OAK PARK STATIONS. EMPLOYEE STOP AT CAL. AVE. COACH YARD.
		Fri, Jun 13	8	A	[8] Speed Restriction at Mp 24 , waiting for passengers 8 minutes down
		Mon, Jun 16	7	G	[7] No signal at western #61 SWITCH
		Thu, Jun 19	29	G1	[] Delayed From earlier signal issues on Metra 13 .
		Mon, Jun 23	41	G1	[30] Late turn around off of M13 [9] Held at park for freight train
		Thu, Jun 26	25	R1	[25] Late turn from issues on train 13
UP-W	33 81% OT	Tue, Jun 10	6	J	[6] Stopped at OTC had a guy hanging on to the outside of the train on our departure
		Tue, Jun 24	7	CC	[7] Held at Kress for 7 minutes to meet M50 due to the form B
		Fri, Jun 27	6	ZR	[6] Mechanical issue with engine at OTC ENGINEER SELECTED WRONG TRACK
		Mon, Jun 30	10	C	[10] Two speed restriction from Western to Kedzie and MP 12.5 to 13.00 MT 3
UP-W	36 76% OT	Tue, Jun 03	45	T1	[45] Late arrival of 5901 due to earlier delays
		Wed, Jun 04	8	RF	[8] No signal kedzie, halsted or lake st.
		Tue, Jun 17	7	KW	[7] 30 mph speed restriction MP 18.25, stopped to copy heat restriction by dispatcher
		Thu, Jun 19	0	XG	Annulled due to switch issues @ Elburn
		Mon, Jun 23	25	G1	[25] Switch failure at Peck caused massive Delay for most of the morning fleet
UP-W	41 62% OT	Mon, Jun 02	15	D	[15] Following Freight Train Down 15 minutes.
		Mon, Jun 09	8	A	[8] No Signal at Western and Multiple Speed Restrictions 8 minutes down
		Tue, Jun 10	12	RF	held by CN at West Chicago
		Thu, Jun 12	25	D1	[] No signal at kedzie , Freight train interference,
		Fri, Jun 13	17	DM1	[17] No signal at Western CAUSED BY MDN 2125 HAVING MECHANICAL ISSUES, Heavy Passenger Loading and Unloading due to BNSF not operating at Union Station, taking their passengers, 17 minutes down
		Wed, Jun 18	10	I	[] Multiple speed Restrictions 10 minutes down HEAVY PASSENGER LOADING
		Thu, Jun 19	6	C	multiple slow orders
		Mon, Jun 23	8	F	[5] Could get a door light at cpt, 6100 lost power and we had to reset the breaker. - B/O CONTACTOR [2] We had a red hash box at 25th, but it finally cleared up. Had to slow down. [4] 2 employee stop pick ups
UP-W	42 62% OT	Tue, Jun 03	20	T1	[20] Late due to our late departure on M42
		Fri, Jun 06	20	D	[19] Stopped at Kress behind a freight train who was was waiting on Xtraffic at Washington St.
		Tue, Jun 10	6	C	[6] Stopped at Western cross traffic and frog issues on #47 switch
		Thu, Jun 12	8	I	[5] SLOW passenger loading
		Thu, Jun 19	9	I	[9] Heavy passenger loading at all stops.
		Fri, Jun 20	7	U	[6] ADA lift at Wheaton. Heavy passenger loading at all stops due to Cubs game.
		Mon, Jun 23	10	D	[8] Freight train interference at Peck
		Fri, Jun 27	10	C	[10] Restricted speed from 5.6 to 4.6
UP-W	43 76% OT	Mon, Jun 02	16	D	[16] Following Metra 41 westchgo all the way to elburn
		Wed, Jun 04	14	D	[15] Freight train interference at Kedzie.
		Thu, Jun 12	16	D	[23] Freight train interference 9 min at kedzie. Then followed Metra 41 all the way to elburn.
		Fri, Jun 13	13	E1	[13] Delayed at Western Ave 13 mins. Waiting on X traffic CAUSED BY MDN 2125 WITH MECHANICAL ISSUES
		Fri, Jun 27	15	D	[15] Freight train interference stopped at Kress. No signal
UP-W	44 81% OT	Tue, Jun 03	19	D	[] 10 mins down of West Chicago , cross traffic at JB
		Thu, Jun 05	10	D	[10] Freight train interference from Turner to University
		Fri, Jun 06	10	D	[10] Freight train interference at Grace
		Thu, Jun 26	18	KP1	[18] Departed Elburn late because of late arrival on the outbound, slow heavy loads, on the wrong side at Villa Park iElmhurst
UP-W	45 81% OT	Mon, Jun 02	16	H1	[11] Held in at CPT equipment failure. - SECONDARY TO MD-W 2233
		Tue, Jun 03	15	E	[6] PTC issues speedometer METX 121 and PTC not running together causing miss read of speed. - REPLACED B/O AXLE DRIVE
		Wed, Jun 04	18	D1	Following 43
		Thu, Jun 12	13	D1	[4] Following other trains [11] Following other trains.
UP-W	51 76% OT	Tue, Jun 10	9	RO	[9] Slow at western ave Red signal, Commuter Control had us stop at Cal ave Employee stop, 30mph at 12.0- 12.5 speed rest CONGESTION AT A2 DUE TO 2402
		Thu, Jun 12	9	RF	[9] Red signal at western ave , cross traffic and Red signal CN at west Chicago cross traffic
		Wed, Jun 18	7	C	[7] Speed rest 12.5-13.0 , 15 mph also cross traffic at western ave
		Fri, Jun 20	24	VE1	[24] Following Metra 47 from MP 8 to LaFox
		Mon, Jun 30	14	C	[14] Speed rest 12.5-13.0 15mph , Speed rest 39.5-39.8 25mph . ADA Lift at Geneva . Slow unload of lift at Geneva
UP-W	54 76% OT	Mon, Jun 02	11	H1	[12] Stopped at Western Ave due to another train experiencing mechanical issues ahead. - SECONDARY TO MD-W 2233
		Fri, Jun 13	6	CC	[6] Two 30mph speed restrictions from MP 26.00 - 25.00 and MP 24.8 - 24.7 on MT 1.
		Mon, Jun 16	6	U	[3] Lift from Glen Ellyn to OTC. [3] Stopped at Western Ave. due to cross traffic.
		Fri, Jun 20	8	I	[6] Slow and heavy passenger loading at multiple stops. [2] Cross traffic at Lake St.
		Tue, Jun 24	16	G	[6] Restricted speed 23.3-22.3 [4] 15 mph mp 17.5-16.8 [2] Elburn -late arrival of equipment [6] Following freight train @ cpy015 [2] No light at lake St

**Table 3 (continued): Weekday Trains less than 85% On-Time
June 2025**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	62	Mon, Jun 02	22	D	[14] Due to late arrival of equipment from train #43 due to freight train interference. [25] Total delay at elmhurst is 25 minutes due to being blocked by 5980 who was blocked by a freight train entering Proviso yard
	81% OT	Wed, Jun 11	8	R1	[15] Moved another set of equipment into the yard, now #62 will have to make all stops to Chicago OTC.
		Thu, Jun 12	11	D1	[] 10- late arrival of equipment From # 43 and no signal at Peck
		Fri, Jun 27	28	J	[15] Due to late arrival of equipment freight train interference [18] Intoxicated passengers threatened other passengers and crew, had Elmhurst police remove the 2 from the train

Data is final (07/21/2025) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	Passenger Related	
J	Passenger Problems / Removal	Weather		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	Signal/Switch Failure	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	Track Work	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	Locomotive Issue	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	Human Error	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
Track Work		Other		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	Weather	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	PTC Related	
CH	Contractor Failure	PTC Related		ZA	PTC Amtrak Train (On-Board)
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
Locomotive Issue		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
June 2025

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	2	-	-	-	2	11	8	5	5	12	3	7	26	81
Freight Interference - Peak	-	-	-	-	2	1	2	2	4	5	1	3	8	28
Primary	-	-	-	-	2	-	2	2	1	5	-	2	5	19
Secondary	-	-	-	-	-	1	-	-	3	-	1	1	3	9
Freight Interference - Off-Peak	2	-	-	-	-	10	6	3	1	7	2	4	18	53
Primary	2	-	-	-	-	3	5	2	1	5	2	3	16	39
Secondary	-	-	-	-	-	7	1	1	-	2	-	1	2	14
Signal/Switch Failure - Total	1	1	-	2	1	19	15	5	15	20	1	1	33	114
Signal/Switch Failure - Metra/PSA	1	1	-	2	-	12	8	3	15	10	1	1	30	84
Primary	1	-	-	-	-	11	5	3	13	5	1	1	22	62
Secondary	-	1	-	2	-	1	3	-	2	5	-	-	8	22
Signal/Switch Failure - Foreign	-	-	-	-	1	7	7	2	-	10	-	-	3	30
Primary	-	-	-	-	1	4	4	-	-	7	-	-	3	19
Secondary	-	-	-	-	-	3	3	2	-	3	-	-	-	11
Mechanical Failure - Total	10	-	-	-	1	17	6	6	3	3	16	4	14	80
Mechanical Failure - Metra/PSA	10	-	-	-	1	17	6	6	3	3	16	4	14	80
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	7	-	1	-	-	7	2	7	27
Primary	3	-	-	-	-	2	-	1	-	-	2	2	6	16
Secondary	-	-	-	-	-	5	-	-	-	-	5	-	1	11
Locomotive Issue - Metra/PSA	7	-	-	-	1	10	6	5	3	3	9	2	7	53
Primary	3	-	-	-	1	1	-	1	1	1	5	2	3	18
Secondary	4	-	-	-	-	9	6	4	2	2	4	-	4	35
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	7	6	4	-	5	2	2	2	28
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	6	2	-	4	2	2	2	22
Passenger Train Interference - Foreign	-	-	-	-	-	3	-	2	-	1	-	-	-	6
Accident - Total	48	-	-	-	-	-	-	-	6	-	-	-	1	55
Accident - Metra/PSA	8	-	-	-	-	-	-	-	6	-	-	-	-	14
Accident - Foreign	40	-	-	-	-	-	-	-	-	-	-	-	1	41
Track Work - Total	31	-	-	-	1	15	1	18	3	7	29	11	16	132
Track Work - Metra/PSA	31	-	-	-	-	15	1	-	3	-	28	10	16	104
Track Work - Foreign	-	-	-	-	1	-	-	18	-	7	1	1	-	28
Human Error - Total	5	1	3	4	-	8	4	8	1	6	30	24	22	116
Human Error - Metra/PSA	5	1	3	4	-	5	1	2	1	-	28	17	15	82
Human Error - Foreign	-	-	-	-	-	3	3	6	-	6	2	7	7	34
PTC Related - Total	1	1	1	4	1	2	-	1	3	3	4	2	3	26
PTC Related - Metra/PSA	1	1	1	4	1	2	-	-	3	2	4	2	3	24
PTC Related - Foreign	-	-	-	-	-	-	-	1	-	1	-	-	-	2
Weather - Total	11	-	1	6	-	1	-	6	1	1	1	1	1	30
Weather - Metra/PSA	11	-	1	6	-	1	-	6	1	1	1	1	1	30
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	1	-	-	-	5	5	3	14	1	30	15	16	91
Obstruction/Debris - Total	-	1	1	-	-	4	5	3	1	2	13	4	6	40
Catenary Failure - Total	-	2	-	1	-	-	-	-	-	-	-	-	-	3
Other - Total	3	-	-	-	-	-	-	-	-	-	-	-	18	21
Total Trains Delayed	113	7	6	17	6	89	50	59	52	60	129	71	158	817
Total Metra/PSA Delays	71	7	6	17	2	65	32	25	47	23	123	56	121	595
Total Foreign Carrier Delays	42	0	0	0	4	24	18	34	5	37	6	15	37	222

Data for current month is final (07/21/2025) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 5.b: Train Delays by Cause and Line
Average June Over Previous Five Years: 2020-2024

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	7	-	-	-	2	7	7	3	2	8	1	5	26	67
Freight Interference - Peak	1	-	-	-	2	1	2	2	0	3	0	3	7	22
Primary	1	-	-	-	2	1	2	2	0	3	0	3	5	19
Secondary	-	-	-	-	-	0	0	-	0	0	-	0	1	3
Freight Interference - Off-Peak	6	-	-	-	1	5	5	1	2	4	1	2	19	45
Primary	5	-	-	-	1	5	4	0	2	3	0	2	15	36
Secondary	1	-	-	-	-	1	1	1	0	1	0	-	4	9
Signal/Switch Failure - Total	9	3	3	4	2	16	10	3	8	7	1	11	7	84
Signal/Switch Failure - Metra/PSA	7	3	3	4	0	15	9	2	7	2	1	7	6	67
Primary	4	3	2	2	0	11	7	1	7	2	1	7	5	52
Secondary	3	0	1	2	-	5	2	1	0	0	0	1	1	15
Signal/Switch Failure - Foreign	2	-	-	-	2	1	1	1	1	5	-	4	1	17
Primary	1	-	-	-	2	1	0	1	0	3	-	3	1	14
Secondary	0	-	-	-	-	-	0	-	0	2	-	0	0	3
Mechanical Failure - Total	5	0	1	1	1	7	5	3	10	1	8	6	10	57
Mechanical Failure - Metra/PSA	5	0	1	1	1	7	5	3	10	0	8	6	10	56
Non-Locomotive Equipment Issue - Metra/PSA	1	0	1	1	0	1	2	0	3	0	5	2	5	22
Primary	1	0	1	0	0	1	1	0	2	0	1	1	2	12
Secondary	1	-	0	0	-	0	0	-	1	0	4	1	3	10
Locomotive Issue - Metra/PSA	3	-	-	-	1	5	3	3	7	-	3	4	5	34
Primary	2	-	-	-	0	2	2	1	4	-	1	2	3	17
Secondary	1	-	-	-	0	3	1	2	4	-	2	2	2	17
Mechanical Failure - Foreign	0	-	-	-	0	0	-	-	-	0	-	-	-	1
Passenger Train Interference - Total	0	0	-	0	1	6	2	1	-	3	-	0	2	15
Passenger Train Interference - Metra/PSA	-	0	-	0	-	5	2	1	-	-	-	-	2	9
Passenger Train Interference - Foreign	0	-	-	-	1	1	0	0	-	3	-	0	-	6
Accident - Total	8	0	-	1	0	1	3	-	6	1	-	3	4	28
Accident - Metra/PSA	5	-	-	1	-	1	2	-	6	1	-	3	2	20
Accident - Foreign	3	0	-	-	0	-	1	-	0	-	-	1	2	8
Track Work - Total	3	11	2	7	1	3	4	2	15	3	7	25	7	92
Track Work - Metra/PSA	3	11	2	7	0	3	4	-	15	1	7	25	6	85
Track Work - Foreign	0	-	-	-	1	1	-	2	-	2	-	0	1	7
Human Error - Total	6	1	0	2	1	10	4	3	4	2	4	7	5	51
Human Error - Metra/PSA	4	1	0	2	1	2	2	1	3	2	4	4	4	31
Human Error - Foreign	2	-	-	-	1	8	2	2	0	1	1	3	1	20
PTC Related - Total	2	3	0	2	2	9	4	4	4	4	5	6	7	52
PTC Related - Metra/PSA	1	2	0	2	1	9	4	3	4	1	4	6	7	45
PTC Related - Foreign	0	0	-	-	1	1	-	1	1	3	0	0	-	7
Weather - Total	10	2	0	1	0	6	1	2	4	0	3	7	3	39
Weather - Metra/PSA	10	2	0	1	0	6	1	2	4	0	3	6	3	39
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	-	0	-	0
Passenger Related - Total	6	12	1	5	0	6	5	1	19	1	14	8	14	93
Obstruction/Debris - Total	12	2	1	4	1	6	6	1	10	4	6	10	10	73
Catenary Failure - Total	-	4	0	-	-	-	-	-	-	-	-	-	-	4
Other - Total	0	-	-	0	-	1	0	-	1	0	1	2	0	6
Total Trains Delayed	68	39	9	26	14	79	51	24	83	35	50	90	95	662
Total Metra/PSA Delays	53	38	9	26	5	60	41	14	79	14	48	78	64	528
Total Foreign Carrier Delays	15	1	0	0	9	19	11	9	4	21	2	13	31	134

Data for current month is final (07/18/2024) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 5.c: Train Delays by Cause and Line
June 2025 Compared to Average June Over Previous Five Years: 2020-2024

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(5)	-	-	-	(0)	4	1	2	3	4	2	2	0	14
Freight Interference - Peak	(1)	-	-	-	0	(0)	-	0	4	2	1	-	1	6
Primary	(1)	-	-	-	0	(1)	0	0	1	2	(0)	(1)	(0)	-
Secondary	-	-	-	-	-	1	(0)	-	3	(0)	1	1	2	6
Freight Interference - Off-Peak	(4)	-	-	-	(1)	5	1	2	(1)	3	1	2	(1)	8
Primary	(3)	-	-	-	(1)	(2)	1	2	(1)	2	2	1	1	3
Secondary	(3)	-	-	-	-	6	-	-	(0)	1	(0)	1	(2)	5
Signal/Switch Failure - Total	(8)	(2)	(3)	(2)	(1)	3	5	2	7	13	(0)	(10)	26	30
Signal/Switch Failure - Metra/PSA	(6)	(2)	(3)	(2)	(0)	(3)	(1)	1	8	8	(0)	(6)	24	17
Primary	(3)	(3)	(2)	(2)	(0)	0	(2)	2	6	3	(0)	(6)	17	10
Secondary	(3)	1	(1)	0	-	(4)	1	(1)	2	5	(0)	(1)	7	7
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	6	6	1	(1)	5	-	(4)	2	13
Primary	(1)	-	-	-	(1)	3	4	(1)	(0)	4	-	(3)	2	5
Secondary	(0)	-	-	-	-	3	3	2	(0)	1	-	(0)	(0)	8
Mechanical Failure - Total	5	(0)	(1)	(1)	(0)	10	1	3	(7)	2	8	(2)	4	23
Mechanical Failure - Metra/PSA	5	(0)	(1)	(1)	-	10	1	3	(7)	3	8	(2)	4	24
Non-Locomotive Equipment Issue - Metra/PSA	2	(0)	(1)	(1)	(0)	6	(2)	1	(3)	(0)	2	(0)	2	5
Primary	2	(0)	(1)	(0)	(0)	1	(1)	1	(2)	(0)	1	1	4	4
Secondary	(1)	-	(0)	(0)	-	5	(0)	-	(1)	(0)	1	(1)	(2)	1
Locomotive Issue - Metra/PSA	4	-	-	-	0	5	3	2	(4)	3	6	(2)	2	19
Primary	1	-	-	-	1	(1)	(2)	(0)	(3)	1	4	(0)	0	1
Secondary	3	-	-	-	(0)	6	5	2	(2)	2	2	(2)	2	18
Mechanical Failure - Foreign	(0)	-	-	-	(0)	(0)	-	-	-	(0)	-	-	-	(1)
Passenger Train Interference - Total	(0)	(0)	-	(0)	(1)	1	4	3	-	2	2	2	0	13
Passenger Train Interference - Metra/PSA	-	(0)	-	(0)	-	(1)	4	1	-	4	2	2	0	13
Passenger Train Interference - Foreign	(0)	-	-	-	(1)	2	(0)	2	-	(2)	-	(0)	-	0
Accident - Total	40	(0)	-	(1)	(0)	(1)	(3)	-	0	(1)	-	(3)	(3)	27
Accident - Metra/PSA	3	-	-	(1)	-	(1)	(2)	-	0	(1)	-	(3)	(2)	(6)
Accident - Foreign	37	(0)	-	-	(0)	-	(1)	-	(0)	-	-	(1)	(1)	33
Track Work - Total	28	(11)	(2)	(7)	(0)	12	(3)	16	(12)	4	22	(14)	9	40
Track Work - Metra/PSA	28	(11)	(2)	(7)	(0)	12	(3)	-	(12)	(1)	21	(15)	10	19
Track Work - Foreign	(0)	-	-	-	-	(1)	-	16	-	5	1	1	(1)	21
Human Error - Total	(1)	(0)	3	2	(1)	(2)	0	5	(3)	4	26	17	17	65
Human Error - Metra/PSA	1	(0)	3	2	(1)	3	(1)	1	(2)	(2)	24	13	11	51
Human Error - Foreign	(2)	-	-	-	(1)	(5)	1	4	(0)	5	1	4	6	14
PTC Related - Total	(1)	(2)	1	2	(1)	(7)	(4)	(3)	(1)	(1)	(1)	(4)	(4)	(26)
PTC Related - Metra/PSA	(0)	(1)	1	2	(0)	(7)	(4)	(3)	(1)	1	(0)	(4)	(4)	(21)
PTC Related - Foreign	(0)	(0)	-	-	(1)	(1)	-	-	(1)	(2)	(0)	(0)	-	(5)
Weather - Total	1	(2)	1	5	(0)	(5)	(1)	4	(3)	1	(2)	(6)	(2)	(9)
Weather - Metra/PSA	1	(2)	1	5	(0)	(5)	(1)	4	(3)	1	(2)	(5)	(2)	(9)
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	-	(0)	-	(0)
Passenger Related - Total	(5)	(11)	(1)	(5)	(0)	(1)	(0)	2	(5)	(0)	16	7	2	(2)
Obstruction/Debris - Total	(12)	(1)	0	(4)	(1)	(2)	(1)	2	(9)	(2)	7	(6)	(4)	(33)
Catenary Failure - Total	-	(2)	(0)	1	-	-	-	-	-	-	-	-	-	(1)
Other - Total	3	-	-	(0)	-	(1)	(0)	-	(1)	(0)	(1)	(2)	18	15
Total Trains Delayed	45	(32)	(3)	(9)	(8)	10	(1)	35	(31)	25	79	(19)	63	155
Total Metra/PSA Delays	18	-31	-3	-9	-3	5	-9	11	-32	9	75	-22	57	67
Total Foreign Carrier Delays	27	-1	0	0	-5	5	7	25	1	16	4	2	6	88

Data for current month is final (07/21/2025) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.a: Train Delays by Cause and Line - YTD
January - June 2025

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	31	-	-	-	17	33	48	44	8	54	32	40	105	412
Freight Interference - Peak	11	-	-	-	17	9	27	22	4	22	10	15	36	173
Primary	9	-	-	-	16	3	15	14	1	17	9	9	21	114
Secondary	2	-	-	-	1	6	12	8	3	5	1	6	15	59
Freight Interference - Off-Peak	20	-	-	-	-	24	21	22	4	32	22	25	69	239
Primary	17	-	-	-	-	9	12	7	4	18	19	17	58	161
Secondary	3	-	-	-	-	15	9	15	-	14	3	8	11	78
Signal/Switch Failure - Total	45	30	9	14	22	143	94	81	53	81	30	41	127	770
Signal/Switch Failure - Metra/PSA	25	30	9	14	2	131	84	41	51	30	30	39	116	602
Primary	25	22	8	10	2	89	55	24	45	12	25	24	87	428
Secondary	-	8	1	4	-	42	29	17	6	18	5	15	29	174
Signal/Switch Failure - Foreign	20	-	-	-	20	12	10	40	2	51	-	2	11	168
Primary	15	-	-	-	20	7	6	32	2	34	-	-	9	125
Secondary	5	-	-	-	-	5	4	8	-	17	-	2	2	43
Mechanical Failure - Total	119	8	5	2	3	160	41	46	44	23	56	58	80	645
Mechanical Failure - Metra/PSA	113	8	5	2	1	157	41	46	44	23	56	58	80	634
Non-Locomotive Equipment Issue - Metra/PSA	30	8	5	2	-	20	5	13	7	13	31	16	18	168
Primary	20	3	-	-	-	7	3	6	6	5	5	13	14	82
Secondary	10	5	5	2	-	13	2	7	1	8	26	3	4	86
Locomotive Issue - Metra/PSA	83	-	-	-	1	137	36	33	37	10	25	42	62	466
Primary	34	-	-	-	1	33	9	10	15	5	13	18	15	153
Secondary	49	-	-	-	-	104	27	23	22	5	12	24	47	313
Mechanical Failure - Foreign	6	-	-	-	2	3	-	-	-	-	-	-	-	11
Passenger Train Interference - Total	1	-	-	-	4	33	17	48	1	20	2	20	5	151
Passenger Train Interference - Metra/PSA	1	-	-	-	-	29	16	45	1	10	2	17	5	126
Passenger Train Interference - Foreign	-	-	-	-	4	4	1	3	-	10	-	3	-	25
Accident - Total	136	-	-	2	3	9	41	14	15	16	11	39	46	332
Accident - Metra/PSA	96	-	-	2	3	2	37	6	15	7	11	39	33	251
Accident - Foreign	40	-	-	-	-	7	4	8	-	9	-	-	13	81
Track Work - Total	53	13	-	2	3	66	5	54	13	24	62	39	110	444
Track Work - Metra/PSA	53	13	-	2	1	63	5	12	13	-	61	37	110	370
Track Work - Foreign	-	-	-	-	2	3	-	42	-	24	1	2	-	74
Human Error - Total	42	6	3	7	6	55	14	44	14	23	40	70	60	384
Human Error - Metra/PSA	27	6	3	7	2	32	11	17	11	9	35	27	44	231
Human Error - Foreign	15	-	-	-	4	23	3	27	3	14	5	43	16	153
PTC Related - Total	9	1	1	5	2	19	3	15	19	36	9	23	23	165
PTC Related - Metra/PSA	9	1	1	5	1	19	3	13	18	18	8	21	21	138
PTC Related - Foreign	-	-	-	-	1	-	-	2	1	18	1	2	2	27
Weather - Total	83	25	7	19	2	35	22	20	35	6	14	50	71	389
Weather - Metra/PSA	83	25	7	19	2	35	22	20	35	6	14	50	71	389
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	35	4	1	1	1	32	22	19	34	10	63	41	58	321
Obstruction/Debris - Total	40	8	11	9	4	31	33	16	35	29	42	80	56	394
Catenary Failure - Total	-	12	2	9	-	-	-	-	-	-	-	-	-	23
Other - Total	16	-	-	-	-	4	7	-	10	-	3	-	19	59
Total Trains Delayed	610	107	39	70	67	620	347	401	281	322	364	501	760	4,489
Total Metra/PSA Delays	497	107	39	70	17	535	281	235	267	142	325	409	613	3,537
Total Foreign Carrier Delays	113	0	0	0	50	85	66	166	14	180	39	92	147	952

Data for current month is final (07/21/2025) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 6.b: Train Delays by Cause and Line - YTD
January - June Average Over Previous Five Years: 2020-2024

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	40	-	-	-	23	25	54	16	14	32	7	25	129	364
Freight Interference - Peak	11	-	-	-	19	7	16	10	3	13	3	14	40	137
Primary	8	-	-	-	18	6	14	8	2	11	2	10	29	109
Secondary	2	-	-	-	1	1	2	2	1	2	1	4	12	27
Freight Interference - Off-Peak	30	-	-	-	4	17	38	6	11	19	4	11	89	228
Primary	25	-	-	-	4	13	31	3	10	14	2	10	70	182
Secondary	5	-	-	-	-	4	6	2	1	5	2	1	18	45
Signal/Switch Failure - Total	41	27	17	37	14	101	68	38	64	43	13	30	35	527
Signal/Switch Failure - Metra/PSA	22	27	17	37	1	73	48	13	62	11	13	23	30	377
Primary	17	20	12	24	1	55	37	10	51	9	10	19	21	285
Secondary	5	7	5	13	-	18	11	4	12	2	2	5	9	91
Signal/Switch Failure - Foreign	19	-	-	-	13	28	21	24	2	31	0	7	5	151
Primary	15	-	-	-	13	22	15	22	1	20	-	7	4	118
Secondary	5	-	-	-	0	6	6	3	1	11	0	0	1	33
Mechanical Failure - Total	38	7	3	3	3	55	48	13	51	14	34	46	41	356
Mechanical Failure - Metra/PSA	37	3	2	3	3	51	48	13	51	13	34	46	41	344
Non-Locomotive Equipment Issue - Metra/PSA	15	3	2	3	1	12	11	3	10	5	15	13	16	108
Primary	7	2	1	2	1	6	6	2	5	3	8	7	9	58
Secondary	8	0	1	1	0	6	4	1	4	2	8	6	8	50
Locomotive Issue - Metra/PSA	22	-	-	-	2	39	37	10	41	8	19	33	25	236
Primary	11	-	-	-	1	15	18	4	20	4	9	13	11	108
Secondary	11	-	-	-	0	24	19	5	21	4	10	20	14	128
Mechanical Failure - Foreign	0	4	1	1	1	4	-	-	-	1	-	-	-	12
Passenger Train Interference - Total	3	1	1	1	3	33	10	6	2	9	1	6	4	78
Passenger Train Interference - Metra/PSA	-	0	0	0	-	23	8	6	1	1	1	6	4	50
Passenger Train Interference - Foreign	3	0	1	0	3	10	2	1	0	8	-	1	-	28
Accident - Total	41	3	1	4	1	29	22	4	21	4	21	45	36	231
Accident - Metra/PSA	32	3	1	4	-	17	12	1	21	2	21	41	21	176
Accident - Foreign	9	1	-	-	1	12	9	3	0	1	-	4	15	55
Track Work - Total	22	46	6	18	4	26	21	9	46	16	29	44	29	315
Track Work - Metra/PSA	21	45	6	18	1	25	20	1	45	2	29	43	28	284
Track Work - Foreign	0	0	-	-	4	1	1	8	1	14	-	1	1	31
Human Error - Total	39	17	5	12	6	58	34	18	34	17	24	50	23	337
Human Error - Metra/PSA	31	17	5	12	2	22	23	10	33	6	21	33	17	231
Human Error - Foreign	8	0	0	-	4	36	11	9	1	10	3	17	6	106
PTC Related - Total	9	16	4	14	13	34	18	16	27	27	25	24	35	262
PTC Related - Metra/PSA	7	14	4	13	5	32	17	10	26	10	25	24	32	218
PTC Related - Foreign	2	1	0	1	8	3	1	6	2	17	1	0	3	44
Weather - Total	48	21	7	7	3	48	39	9	42	5	44	60	45	379
Weather - Metra/PSA	45	21	7	7	2	47	39	9	42	5	44	59	44	371
Weather - Foreign	3	-	-	-	1	1	1	-	0	1	-	1	1	8
Passenger Related - Total	15	53	7	12	0	23	31	4	53	4	33	32	49	317
Obstruction/Debris - Total	32	20	8	27	4	22	26	10	47	13	35	69	54	368
Catenary Failure - Total	-	16	4	9	-	-	-	-	-	-	-	-	-	28
Other - Total	5	1	1	2	0	4	1	1	2	4	8	10	4	42
Total Trains Delayed	332	227	63	144	74	457	372	143	404	188	274	442	484	3,605
Total Metra/PSA Delays	247	220	61	143	18	338	273	77	383	72	263	386	324	2,805
Total Foreign Carrier Delays	86	6	2	2	57	119	100	66	20	116	11	56	159	800

Data for current month is final (07/18/2024) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.c: Train Delays by Cause and Line - YTD
January - June 2025 Compared to Average January - June Average Over Previous Five Years: 2020-2024

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(9)	-	-	-	(6)	8	(6)	28	(6)	22	25	15	(24)	48
Freight Interference - Peak	0	-	-	-	(2)	2	11	12	1	9	7	1	(4)	36
Primary	1	-	-	-	(2)	(3)	1	6	(1)	6	7	(1)	(8)	5
Secondary	(0)	-	-	-	0	5	10	6	2	3	0	2	3	32
Freight Interference - Off-Peak	(10)	-	-	-	(4)	7	(17)	16	(7)	13	18	14	(20)	11
Primary	(8)	-	-	-	(4)	(4)	(19)	4	(6)	4	17	7	(12)	(21)
Secondary	(2)	-	-	-	-	11	3	13	(1)	9	1	7	(7)	33
Signal/Switch Failure - Total	4	3	(8)	(23)	8	42	26	43	(11)	38	17	11	92	243
Signal/Switch Failure - Metra/PSA	3	3	(8)	(23)	1	58	36	28	(11)	19	17	16	86	225
Primary	8	2	(4)	(14)	1	34	18	14	(6)	3	15	5	66	143
Secondary	(5)	1	(4)	(9)	-	24	18	13	(6)	16	3	10	20	83
Signal/Switch Failure - Foreign	1	-	-	-	7	(16)	(11)	16	(0)	20	(0)	(5)	6	17
Primary	0	-	-	-	7	(15)	(9)	10	1	14	-	(7)	5	7
Secondary	0	-	-	-	(0)	(1)	(2)	5	(1)	6	(0)	2	1	10
Mechanical Failure - Total	81	1	2	(1)	(0)	105	(7)	33	(7)	9	22	12	39	289
Mechanical Failure - Metra/PSA	76	5	3	(1)	(2)	106	(7)	33	(7)	10	22	12	39	290
Non-Locomotive Equipment Issue - Metra/PSA	15	5	3	(1)	(1)	8	(6)	10	(3)	8	16	3	2	60
Primary	13	1	(1)	(2)	(1)	1	(3)	4	1	2	(3)	6	5	24
Secondary	2	5	4	1	(0)	7	(2)	6	(3)	6	18	(3)	(4)	36
Locomotive Issue - Metra/PSA	61	-	-	-	(1)	98	(1)	23	(4)	2	6	9	37	230
Primary	23	-	-	-	(0)	18	(9)	6	(5)	1	4	5	4	45
Secondary	38	-	-	-	(0)	80	8	18	1	1	2	4	33	185
Mechanical Failure - Foreign	6	(4)	(1)	(1)	1	(1)	-	-	-	(1)	-	-	-	(1)
Passenger Train Interference - Total	(2)	(1)	(1)	(1)	1	-	7	42	(1)	11	1	14	1	73
Passenger Train Interference - Metra/PSA	1	(0)	(0)	(0)	-	6	8	39	(0)	9	1	11	1	76
Passenger Train Interference - Foreign	(3)	(0)	(1)	(0)	1	(6)	(1)	2	(0)	2	-	2	-	(3)
Accident - Total	95	(3)	(1)	(2)	2	(20)	19	10	(6)	12	(10)	(6)	10	101
Accident - Metra/PSA	64	(3)	(1)	(2)	3	(15)	25	5	(6)	5	(10)	(2)	12	75
Accident - Foreign	31	(1)	-	-	(1)	(5)	(5)	5	(0)	8	-	(4)	(2)	26
Track Work - Total	31	(33)	(6)	(16)	(1)	40	(16)	45	(33)	8	33	(5)	81	129
Track Work - Metra/PSA	32	(32)	(6)	(16)	0	38	(15)	11	(32)	(2)	32	(6)	82	86
Track Work - Foreign	(0)	(0)	-	-	(2)	2	(1)	34	(1)	10	1	1	(1)	43
Human Error - Total	3	(11)	(2)	(5)	0	(3)	(20)	26	(20)	6	16	20	37	47
Human Error - Metra/PSA	(4)	(11)	(2)	(5)	-	10	(12)	7	(22)	3	14	(6)	27	0
Human Error - Foreign	7	(0)	(0)	-	0	(13)	(8)	18	2	4	2	26	10	47
PTC Related - Total	0	(15)	(3)	(9)	(11)	(15)	(15)	(1)	(8)	9	(16)	(1)	(12)	(97)
PTC Related - Metra/PSA	2	(13)	(3)	(8)	(4)	(13)	(14)	3	(8)	8	(17)	(3)	(11)	(80)
PTC Related - Foreign	(2)	(1)	(0)	(1)	(7)	(3)	(1)	(4)	(1)	1	0	2	(1)	(17)
Weather - Total	35	4	(0)	12	(1)	(13)	(17)	11	(7)	1	(30)	(10)	26	10
Weather - Metra/PSA	38	4	(0)	12	-	(12)	(17)	11	(7)	1	(30)	(9)	27	18
Weather - Foreign	(3)	-	-	-	(1)	(1)	(1)	-	(0)	(1)	-	(1)	(1)	(8)
Passenger Related - Total	20	(49)	(6)	(11)	1	9	(9)	15	(19)	6	30	9	9	4
Obstruction/Debris - Total	8	(12)	3	(18)	0	9	7	6	(12)	16	7	11	2	26
Catenary Failure - Total	-	(4)	(2)	0	-	-	-	-	-	-	-	-	-	(5)
Other - Total	11	(1)	(1)	(2)	(0)	0	6	(1)	8	(4)	(5)	(10)	15	17
Total Trains Delayed	278	(120)	(24)	(74)	(7)	163	(25)	258	(123)	134	90	59	276	884
Total Metra/PSA Delays	250	-113	-22	-73	-1	197	8	158	-116	70	62	23	289	732
Total Foreign Carrier Delays	27	-6	-2	-2	-7	-34	-34	100	-6	64	28	36	-12	152

Data for current month is final (07/21/2025) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 7.a: Train Delays by Cause and Month
2025**

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
Freight Interference - Total	77	69	90	57	38	81							412 9.2%
Freight Interference - Peak	33	34	38	28	12	28							173 3.9%
Primary	23	22	21	21	8	19							114 2.5%
Secondary	10	12	17	7	4	9							59 1.3%
Freight Interference - Off-Peak	44	35	52	29	26	53							239 5.3%
Primary	29	22	32	16	23	39							161 3.6%
Secondary	15	13	20	13	3	14							78 1.7%
Signal/Switch Failure - Total	168	102	80	156	150	114							770 17.2%
Signal/Switch Failure - Metra/PSA	118	83	66	128	123	84							602 13.4%
Primary	88	56	51	81	90	62							428 9.5%
Secondary	30	27	15	47	33	22							174 3.9%
Signal/Switch Failure - Foreign	50	19	14	28	27	30							168 3.7%
Primary	35	15	12	22	22	19							125 2.8%
Secondary	15	4	2	6	5	11							43 1.0%
Mechanical Failure - Total	106	149	106	113	91	80							645 14.4%
Mechanical Failure - Metra/PSA	103	142	106	113	90	80							634 14.1%
Non-Locomotive Equipment Issue - Metra/PSA	24	19	37	24	37	27							168 3.7%
Primary	18	9	13	17	9	16							82 1.8%
Secondary	6	10	24	7	28	11							86 1.9%
Locomotive Issue - Metra/PSA	79	123	69	89	53	53							466 10.4%
Primary	31	36	24	24	20	18							153 3.4%
Secondary	48	87	45	65	33	35							313 7.0%
Mechanical Failure - Foreign	3	7	-	-	1	-							11 0.2%
Passenger Train Interference - Total	20	20	22	37	24	28							151 3.4%
Passenger Train Interference - Metra/PSA	16	17	20	32	19	22							126 2.8%
Passenger Train Interference - Foreign	4	3	2	5	5	6							25 0.6%
Accident - Total	87	53	41	73	23	55							332 7.4%
Accident - Metra/PSA	82	49	27	64	15	14							251 5.6%
Accident - Foreign	5	4	14	9	8	41							81 1.8%
Track Work - Total	77	10	79	59	87	132							444 9.9%
Track Work - Metra/PSA	74	8	65	47	72	104							370 8.2%
Track Work - Foreign	3	2	14	12	15	28							74 1.6%
Human Error - Total	61	38	61	57	51	116							384 8.6%
Human Error - Metra/PSA	38	15	29	47	20	82							231 5.1%
Human Error - Foreign	23	23	32	10	31	34							153 3.4%
PTC Related - Total	41	18	13	46	21	26							165 3.7%
PTC Related - Metra/PSA	38	18	11	29	18	24							138 3.1%
PTC Related - Foreign	3	-	2	17	3	2							27 0.6%
Weather - Total	166	33	75	39	46	30							389 8.7%
Weather - Metra/PSA	166	33	75	39	46	30							389 8.7%
Weather - Foreign	-	-	-	-	-	-							- 0.0%
Passenger Related - Total	26	40	49	57	58	91							321 7.2%
Obstruction/Debris - Total	52	86	94	48	74	40							394 8.8%
Catenary Failure - Total	-	-	-	-	20	3							23 0.5%
Other - Total	9	3	4	17	5	21							59 1.3%
Total Trains Delayed	890	621	714	759	688	817							4,489 100.0%
Total Metra/PSA Delays	722	493	546	621	560	595							3,537 78.8%
Total Foreign Carrier Delays	168	128	168	138	128	222							952 21.2%

Data for current month is final (07/21/2025) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**Table 7.b: Train Delays by Cause and Month
2024**

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
Freight Interference - Total	62	45	50	56	62	71	108	80	97	105	76	59	346 7.8%
Freight Interference - Peak	28	12	19	19	17	17	52	29	35	47	30	12	112 2.5%
Primary	17	10	14	13	14	13	26	26	28	32	22	12	81 1.8%
Secondary	11	2	5	6	3	4	26	3	7	15	8	-	31 0.7%
Freight Interference - Off-Peak	34	33	31	37	45	54	56	51	62	58	46	47	234 5.3%
Primary	25	28	28	17	36	38	39	45	50	34	29	40	172 3.9%
Secondary	9	5	3	20	9	16	17	6	12	24	17	7	62 1.4%
Signal/Switch Failure - Total	293	84	69	95	128	79	126	68	104	61	69	105	748 16.8%
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	118	54	45	52	51	48	399 9.0%
Primary	48	45	36	48	62	41	63	41	37	33	40	34	280 6.3%
Secondary	12	17	14	40	21	15	55	13	8	19	11	14	119 2.7%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8	14	59	9	18	57	349 7.8%
Primary	171	15	17	5	15	15	7	11	36	6	10	15	238 5.3%
Secondary	62	7	2	2	30	8	1	3	23	3	8	42	111 2.5%
Mechanical Failure - Total	72	107	75	70	70	95	103	131	60	126	71	98	489 11.0%
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101	131	58	119	71	98	466 10.5%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34	30	25	28	16	39	154 3.5%
Primary	9	12	8	14	14	16	13	16	13	12	7	25	73 1.6%
Secondary	4	11	4	14	12	36	21	14	12	16	9	14	81 1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67	101	33	91	55	59	312 7.0%
Primary	21	30	26	22	16	18	27	26	17	25	15	22	133 3.0%
Secondary	38	51	32	12	25	21	40	75	16	66	40	37	179 4.0%
Mechanical Failure - Foreign	-	3	5	8	3	4	2	-	2	7	-	-	23 0.5%
Passenger Train Interference - Total	23	21	10	17	22	28	22	39	24	8	19	21	121 2.7%
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12	29	14	6	14	11	82 1.8%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10	10	10	2	5	10	39 0.9%
Accident - Total	48	16	7	11	75	25	40	54	56	30	34	38	182 4.1%
Accident - Metra/PSA	48	10	7	5	75	23	40	54	17	30	34	38	168 3.8%
Accident - Foreign	-	6	-	6	-	2	-	-	39	-	-	-	14 0.3%
Track Work - Total	47	24	49	37	134	63	65	95	87	238	33	38	354 8.0%
Track Work - Metra/PSA	43	23	37	26	101	47	60	68	71	127	30	29	277 6.2%
Track Work - Foreign	4	1	12	11	33	16	5	27	16	111	3	9	77 1.7%
Human Error - Total	96	115	73	76	74	89	80	68	99	102	45	62	523 11.8%
Human Error - Metra/PSA	71	103	35	35	35	62	51	40	43	68	17	37	341 7.7%
Human Error - Foreign	25	12	38	41	39	27	29	28	56	34	28	25	182 4.1%
PTC Related - Total	55	51	41	39	34	61	138	44	23	47	49	51	281 6.3%
PTC Related - Metra/PSA	39	40	34	32	26	49	134	31	19	44	42	48	220 4.9%
PTC Related - Foreign	16	11	7	7	8	12	4	13	4	3	7	3	61 1.4%
Weather - Total	313	48	23	15	30	47	141	78	1	21	47	72	476 10.7%
Weather - Metra/PSA	313	48	23	15	30	47	141	78	1	21	47	72	476 10.7%
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	- 0.0%
Passenger Related - Total	38	26	69	62	77	110	72	82	65	47	40	66	382 8.6%
Obstruction/Debris - Total	62	71	36	59	89	115	96	127	89	128	66	79	432 9.7%
Catenary Failure - Total	-	-	-	-	-	19	53	9	15	27	-	-	19 0.4%
Other - Total	18	1	68	4	2	3	36	25	9	28	8	30	96 2.2%
Total Trains Delayed	1,127	609	570	541	797	805	1,080	900	729	968	557	719	4,449 100.0%
Total Metra/PSA Delays	782	501	437	401	601	634	912	728	446	697	420	556	3,356 75.4%
Total Foreign Carrier Delays	345	108	133	140	196	171	168	172	283	271	137	163	1,093 24.6%

Data for current month is final (07/18/2024) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 8: Train Delays by Duration
June 2025

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	5	0	0	0	3	15	9	28	12	14	22	24	17	149
11-15	6	0	0	0	1	7	5	6	8	7	5	7	11	63
16-20	3	0	0	0	0	4	2	1	3	1	1	2	8	25
21+	5	0	0	0	2	7	2	6	2	9	14	4	31	82
Annulled	<u>17</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>10</u>	<u>1</u>	<u>1</u>	<u>31</u>
Sub-Total	36	0	0	0	6	33	18	41	26	32	52	38	68	350
Weekday Off-Peak **														
6-10	13	3	1	1	0	27	10	3	12	9	15	5	35	134
11-15	8	1	1	0	0	12	2	6	1	2	12	11	12	68
16-20	3	0	1	1	0	7	2	4	1	4	3	3	15	44
21+	9	2	0	1	0	4	6	5	4	10	17	7	11	76
Annulled	<u>18</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>15</u>	<u>2</u>	<u>3</u>	<u>44</u>
Sub-Total	51	6	4	3	0	50	20	18	20	28	62	28	76	366
Saturday														
6-10	3	0	0	0	0	1	2	0	2	0	4	2	1	15
11-15	1	0	0	2	0	1	0	0	0	0	1	0	1	6
16-20	0	0	0	1	0	0	0	0	1	0	0	0	3	5
21+	0	0	2	1	0	1	2	0	0	0	1	1	4	12
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>7</u>
Sub-Total	4	0	2	10	0	3	4	0	3	0	6	3	10	45
Sunday-Holiday														
6-10	3	0	0	0	0	1	2	0	2	0	4	2	2	16
11-15	4	0	0	0	0	1	1	0	1	0	1	0	0	8
16-20	2	0	0	1	0	1	0	0	0	0	4	0	1	9
21+	13	0	0	1	0	0	5	0	0	0	0	0	1	20
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Sub-Total	22	1	0	4	0	3	8	0	3	0	9	2	4	56
June 2025 Total														
6-10	24	3	1	1	3	44	23	31	28	23	45	33	55	314
11-15	19	1	1	2	1	21	8	12	10	9	19	18	24	145
16-20	8	0	1	3	0	12	4	5	5	5	8	5	27	83
21+	27	2	2	3	2	12	15	11	6	19	32	12	47	190
Annulled	<u>35</u>	<u>1</u>	<u>1</u>	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>25</u>	<u>3</u>	<u>5</u>	<u>85</u>
TOTAL	113	7	6	17	6	89	50	59	52	60	129	71	158	817
2025 Year-to-Date														
6-10	154	22	3	14	24	224	110	179	138	134	113	154	255	1,524
11-15	145	11	5	8	13	128	73	75	46	63	59	100	138	864
16-20	60	9	5	7	9	73	36	48	21	34	25	61	99	487
21+	140	48	14	16	21	149	92	85	43	82	116	145	222	1,173
Annulled	<u>111</u>	<u>17</u>	<u>12</u>	<u>25</u>	<u>0</u>	<u>46</u>	<u>36</u>	<u>14</u>	<u>33</u>	<u>9</u>	<u>51</u>	<u>41</u>	<u>46</u>	<u>441</u>
TOTAL	610	107	39	70	67	620	347	401	281	322	364	501	760	4,489
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
June 2025 Total														
6-10	21.2%	42.9%	16.7%	5.9%	50.0%	49.4%	46.0%	52.5%	53.8%	38.3%	34.9%	46.5%	34.8%	38.4%
11-15	16.8%	14.3%	16.7%	11.8%	16.7%	23.6%	16.0%	20.3%	19.2%	15.0%	14.7%	25.4%	15.2%	17.7%
16-20	7.1%	0.0%	16.7%	17.6%	0.0%	13.5%	8.0%	8.5%	9.6%	8.3%	6.2%	7.0%	17.1%	10.2%
21+	23.9%	28.6%	33.3%	17.6%	33.3%	13.5%	30.0%	18.6%	11.5%	31.7%	24.8%	16.9%	29.7%	23.3%
Annulled	<u>31.0%</u>	<u>14.3%</u>	<u>16.7%</u>	<u>47.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.8%</u>	<u>6.7%</u>	<u>19.4%</u>	<u>4.2%</u>	<u>3.2%</u>	<u>10.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2025 Year-to-Date Delays By Duration														
6-10	25.2%	20.6%	7.7%	20.0%	35.8%	36.1%	31.7%	44.6%	49.1%	41.6%	31.0%	30.7%	33.6%	33.9%
11-15	23.8%	10.3%	12.8%	11.4%	19.4%	20.6%	21.0%	18.7%	16.4%	19.6%	16.2%	20.0%	18.2%	19.2%
16-20	9.8%	8.4%	12.8%	10.0%	13.4%	11.8%	10.4%	12.0%	7.5%	10.6%	6.9%	12.2%	13.0%	10.8%
21+	23.0%	44.9%	35.9%	22.9%	31.3%	24.0%	26.5%	21.2%	15.3%	25.5%	31.9%	28.9%	29.2%	26.1%
Annulled	<u>18.2%</u>	<u>15.9%</u>	<u>30.8%</u>	<u>35.7%</u>	<u>0.0%</u>	<u>7.4%</u>	<u>10.4%</u>	<u>3.5%</u>	<u>11.7%</u>	<u>2.8%</u>	<u>14.0%</u>	<u>8.2%</u>	<u>6.1%</u>	<u>9.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Data for most recent month is final (07/21/2025) version from TOPS.

Attachment D:
606 Trail and Optional Trail Extension

Source: https://www.chicago.gov/city/en/depts/cdot/supp_info/bloomingdale_trail.html



Attachment D – 606 Trail – Bloomingdale Trail and Optional Future Trail Extension

Source: https://www.chicago.gov/city/en/depts/cdot/supp_info/bloomingdale_trail.html

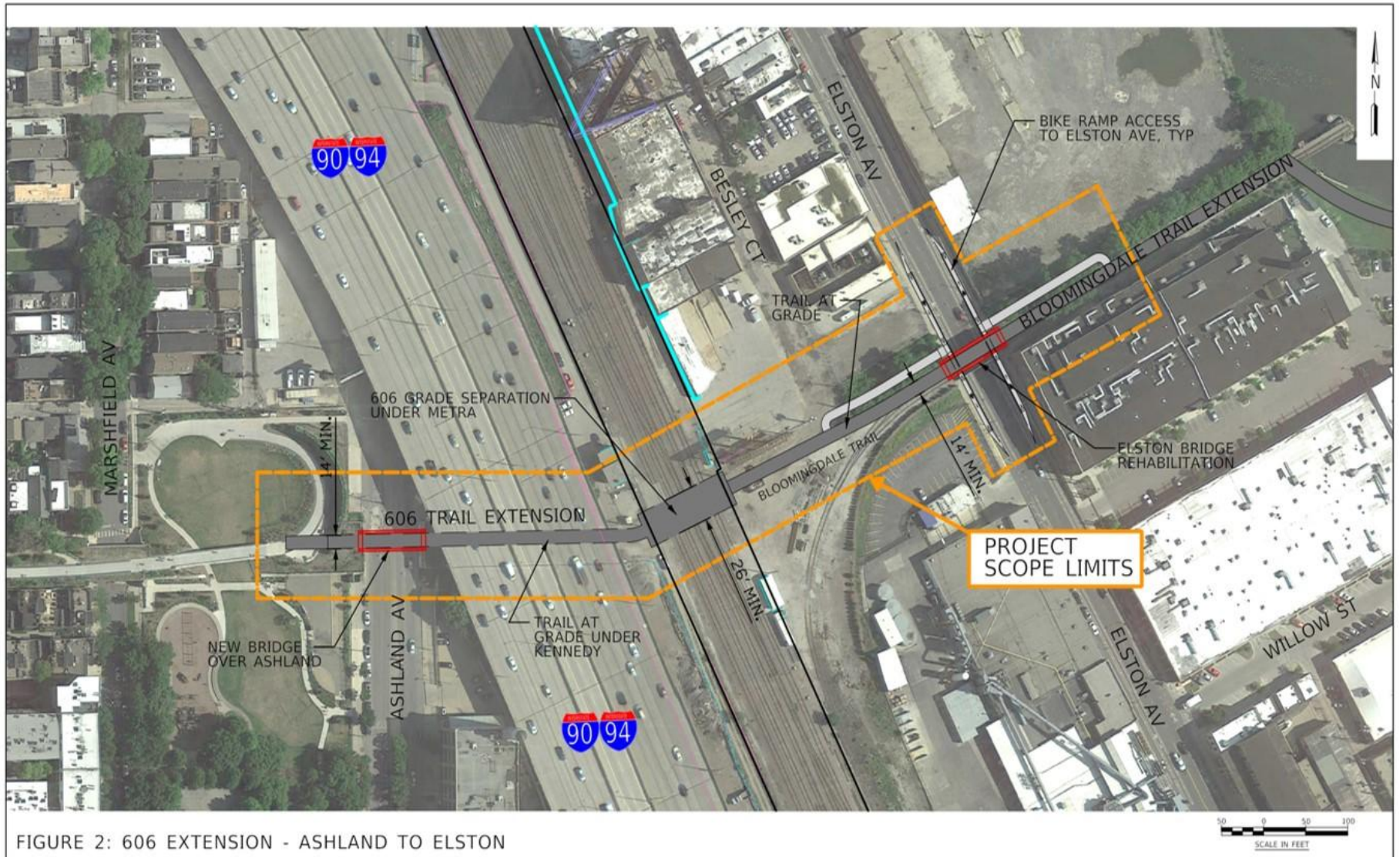


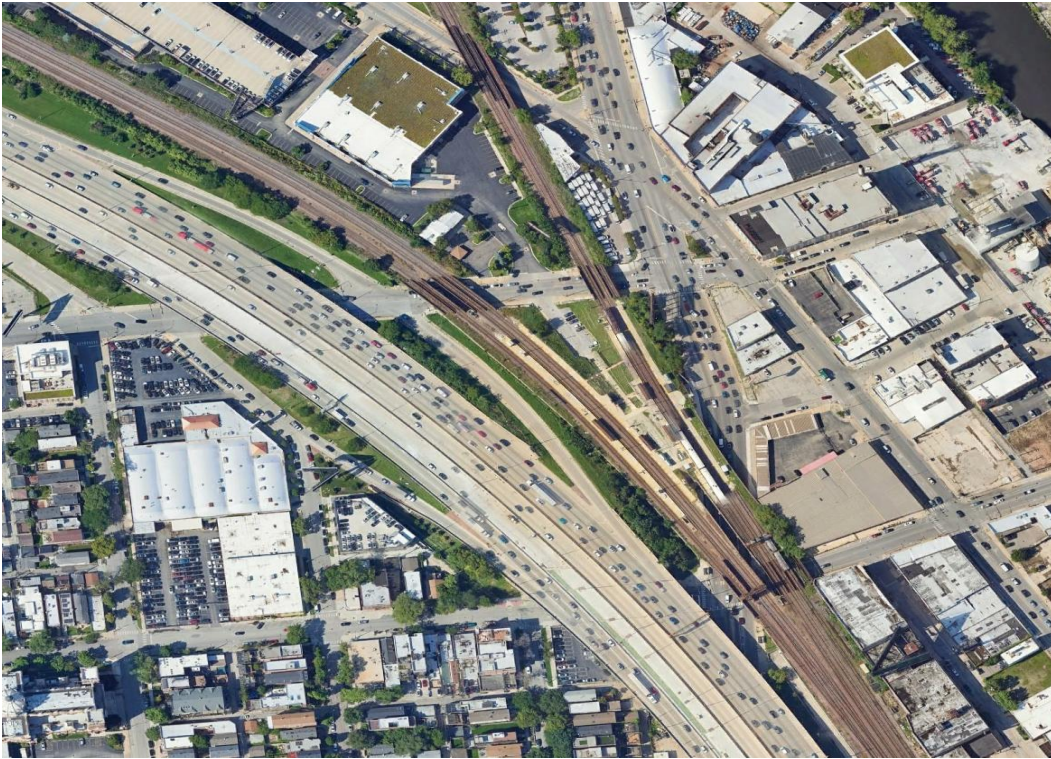
FIGURE 2: 606 EXTENSION - ASHLAND TO ELSTON

Attachment E:
Base Photo Exhibit -
Station, Tracks, Signals & Bus Stops

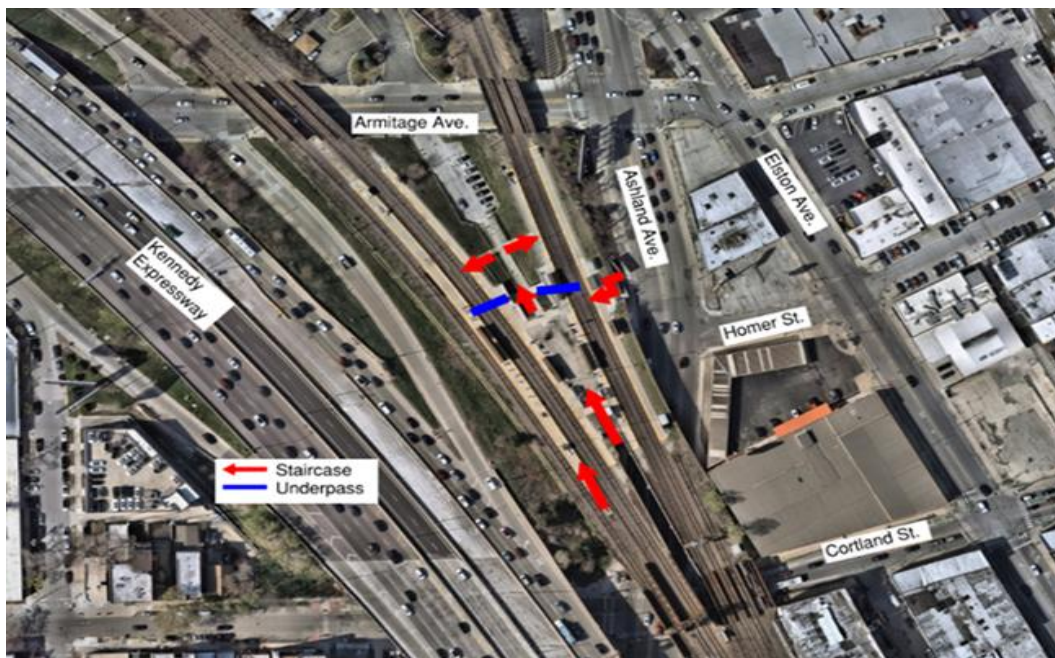
Aerial Photos Source: STREETLIGHT – Jacobs 2025

Site Photos Sources: Team Site Visit June 2025

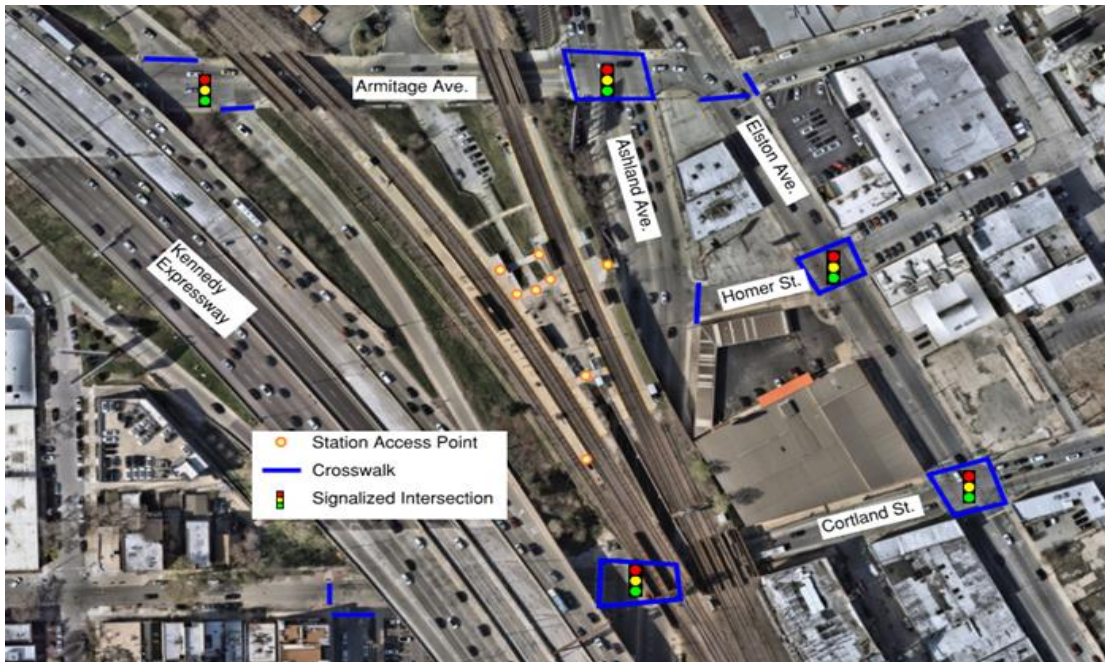
Metra Clybourn Station – Vicinity Aerial



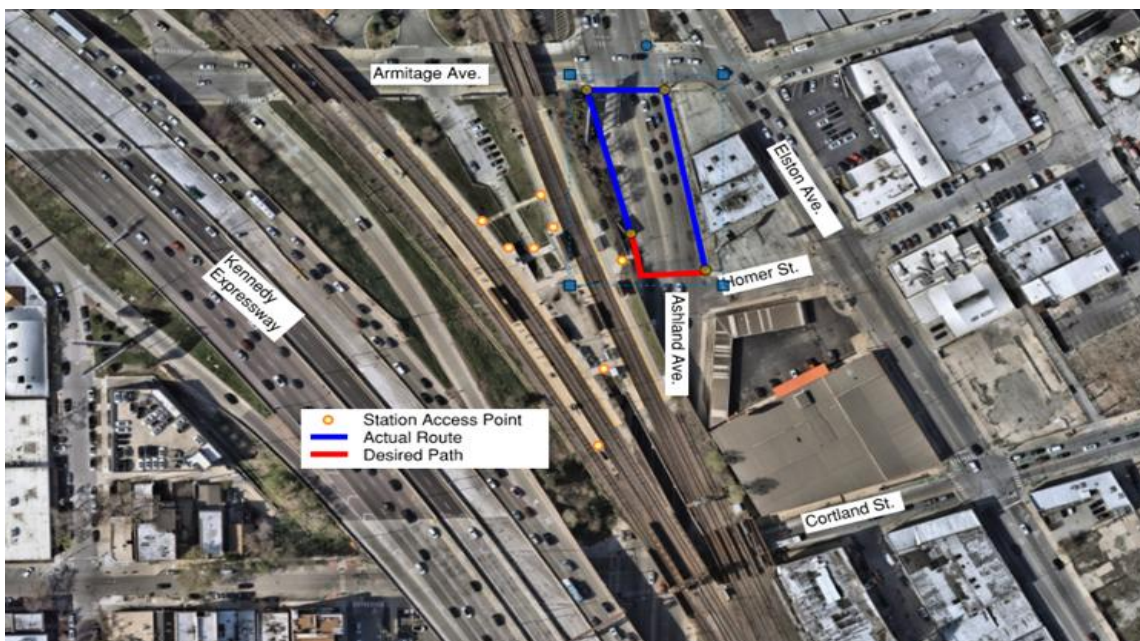
Metra Clybourn Station – Staircase Access and Underpass Areas



Metra Clybourn Station – Station Access Points, Crosswalk and Signalized Intersections in Vicinity



Metra Clybourn Station – Station Access Points with general pedestrian circulation pattern



Metra Clybourn Station – East Platform Looking South



Metra Clybourn Station – Center Platform Looking South over Ashland Ave



Metra Clybourn Station West Armitage Entrance, Auto and Bicycle parking areas.
Looking North



Metra Clybourn Station - Center Platform-Clybourn Station



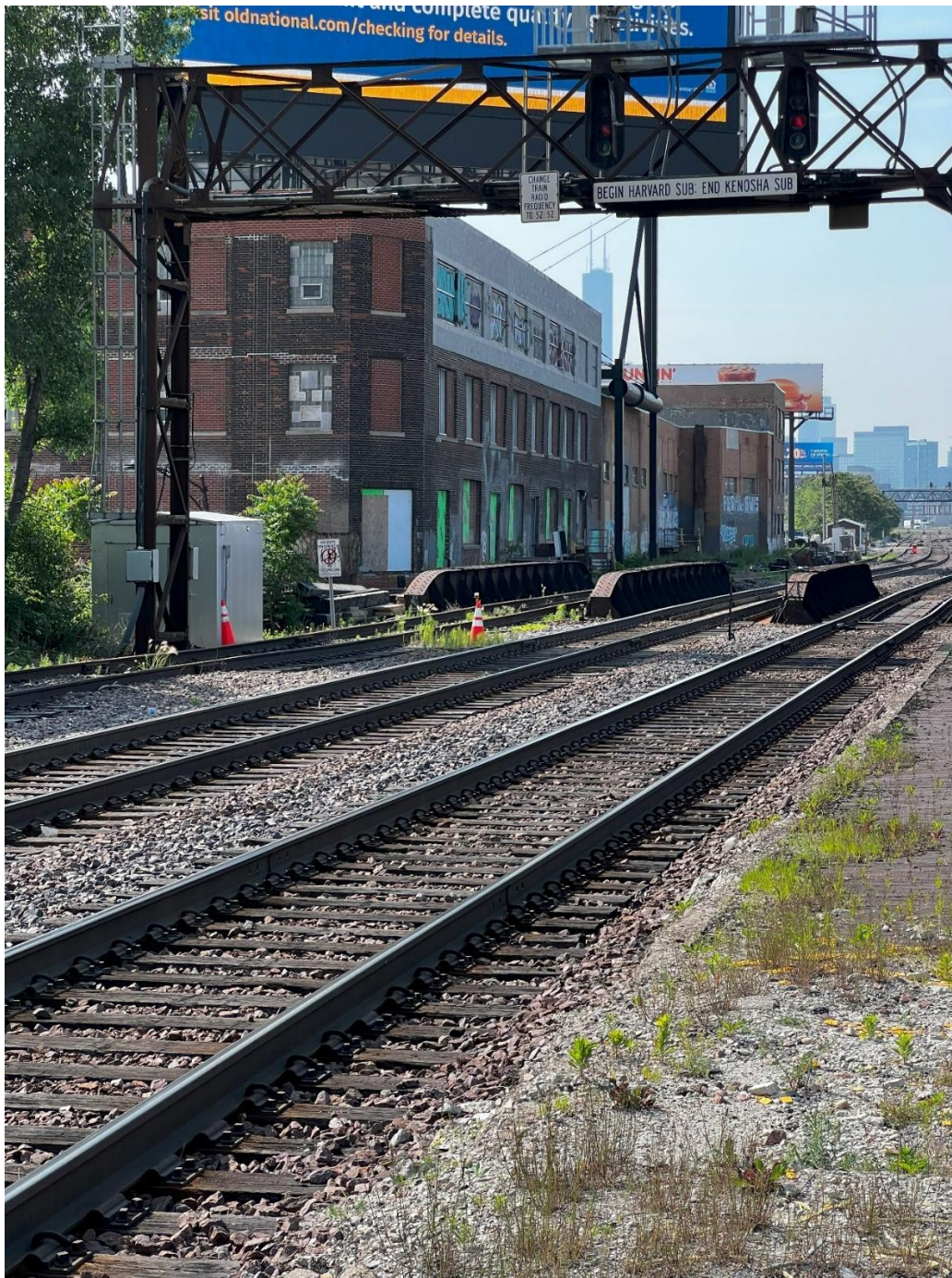
Pedestrian Corridor looking West along West Cortland Street



Metra Clybourn Station – Center and West Platform Looking South



Metra Clybourn Station - Tracks and bridges South of Station



Divvy Bicycle Racks on Ashland at Bloomingdale Trail



Looking Northeast at Intersection of Ashland Ave and W Cortland Street



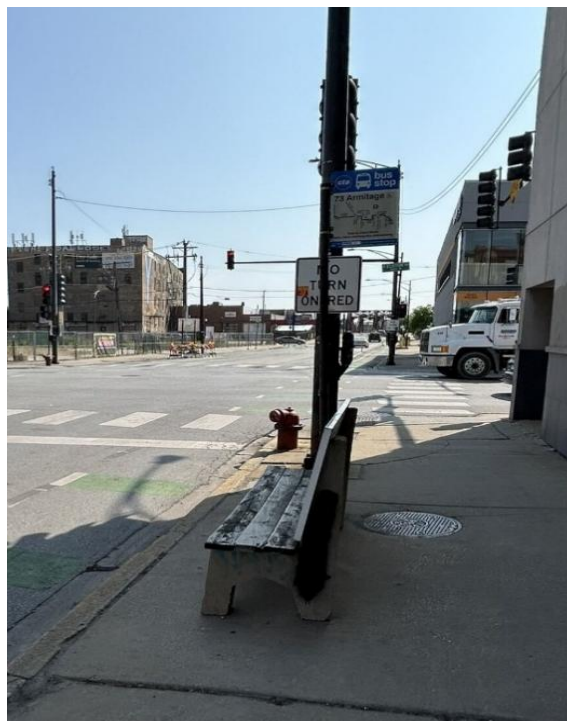
Historic Signal Tower – Approximate Crossing Area of 606 Trail. Looking South and West



UPRR Railroad Tracks, Cross-Overs, Signals – Looking South from Metra Clybourn Station



Transit Service – CTA Route 9 Southbound Stop W. Cortland, Looking North



Bus Stop – CTA Route 73 Eastbound at W. Cortland and N Elston Ave Looking East