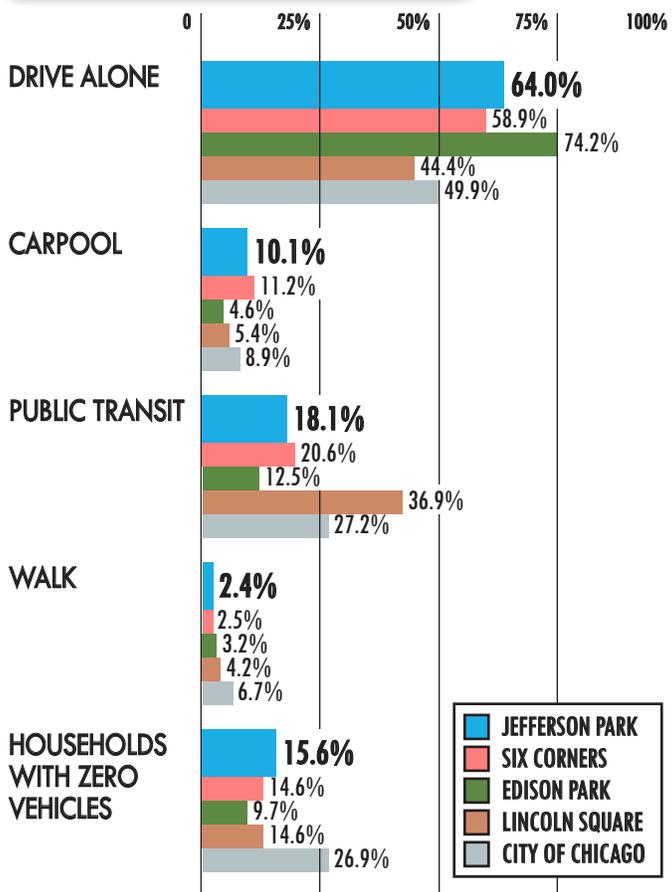
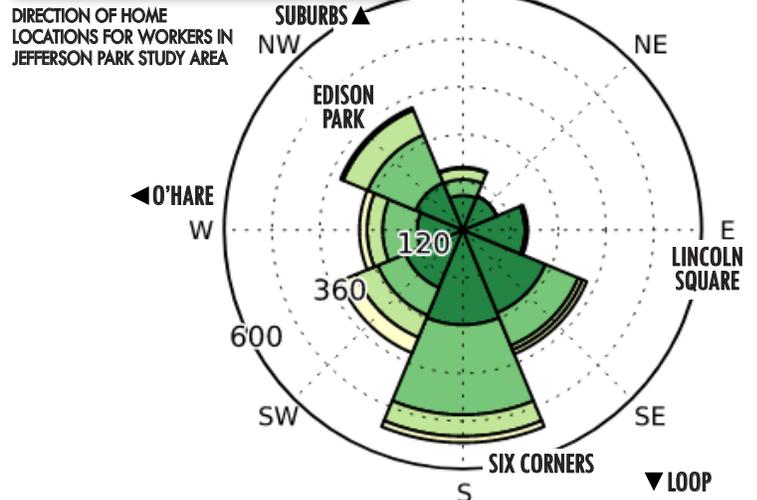


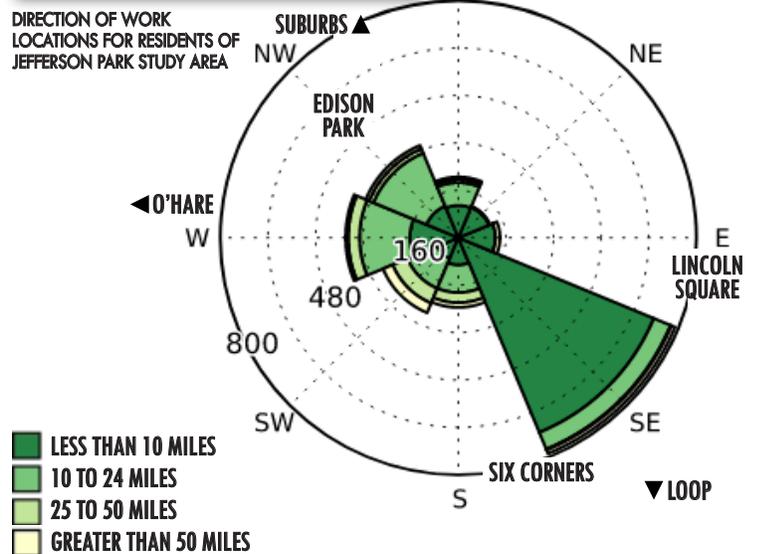
HOW LOCAL RESIDENTS COMMUTE TO WORK



WHERE LOCAL WORKERS COME FROM



WHERE LOCAL RESIDENTS GO TO WORK



Source: Census Longitudinal Employer-Household Dynamics program, 2014

Source: U.S. Census American Community Survey 2011-15



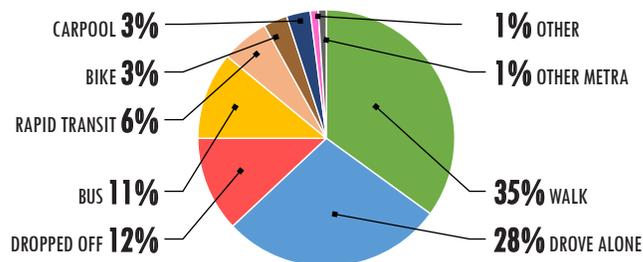
TRANSIT RIDERSHIP AT JEFFERSON PARK TRANSIT CENTER

cta **7,102 EL BOARDINGS**
 AVERAGE WEEKDAY EL RIDERSHIP IN 2016 AT JEFFERSON PARK, WHICH RANKS THIRD HIGHEST OUTSIDE THE LOOP ALONG THE CTA BLUE LINE

Metra **599 BOARDINGS**
 AVERAGE WEEKDAY RIDERSHIP IN 2014 AT JEFFERSON PARK, WHICH RANKS FOURTH OF SEVEN STATIONS IN THE CITY ALONG THE METRA UP-NW STATION

Source: RTAMS

2014 METRA MODE OF ACCESS (UP-NW STATION)



DAILY TRIPS	BUS LINE	AVG DAILY BOARDINGS
TOTAL 1,359	BUS LINE	TOTAL 7,416
216	CTA 81	1,564
181	CTA 85	858
159	CTA 56	547
151	CTA 92	858
150	CTA 91	763
126	Pace 270	1,115
90	CTA 68	593
85	CTA 88	339
72	CTA 85A	88
68	CTA 81W	369
49	Pace 226	239
12	Pace 225	83

CTA & PACE BUS ROUTES

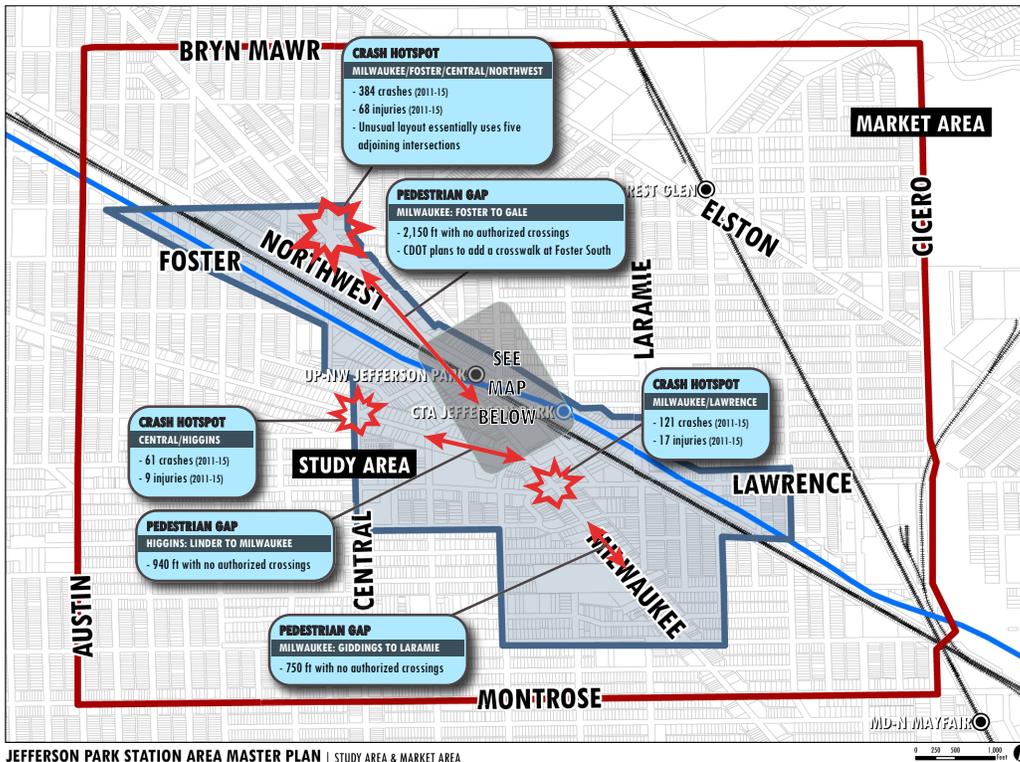
TRANSPORTATION | COMMUTING

JEFFERSON PARK STATION AREA MASTER PLAN

COMMUNITY MEETING #1 | JUNE 19, 2017 | www.accessjeffpark.org



CHALLENGES & OPPORTUNITIES LOCATED WITHIN STUDY AREA

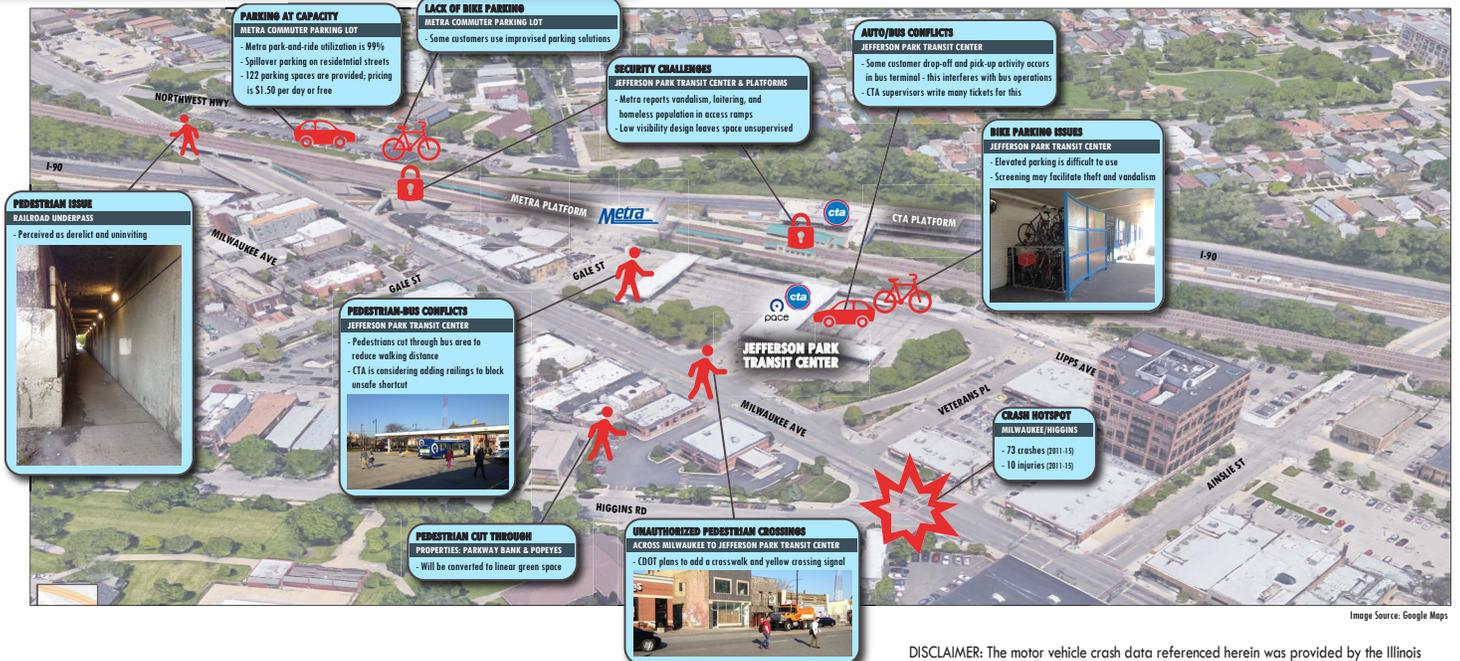


CHALLENGES THROUGHOUT STUDY AREA

- CYCLISTS ON SIDEWALKS**
 - Conflicts between cyclists and pedestrians along Milwaukee Ave where bike lanes are absent
 - CDOT considers Milwaukee Ave a "spoke route" of the Chicago bicycling network
- NO OFFICIAL PICK-UP/DROP-OFF SPACE**
 - Without a designated location, pick-up and drop-off activity occurs in unsafe places (blocking traffic or in the bus terminal)
 - Also unclear where Lyft/Uber should operate
- ACCESS NORTH OF TRANSIT CENTER**
 - I-90 and Union Pacific Railroad create a community barrier
 - Northern access to CTA trains is indirect - walk south to Amslie or cut through Metra platform
- BUS TERMINAL DESIGN**
 - Dual function as CTA's second-busiest bus terminal and also entrance to Jefferson Park
 - Desire for green space or retail activity to enhance experience
 - CTA plans to refurbish terminal, including new canopies, public art, replaced pavement, and wider accessible platforms
- INSUFFICIENT WAYFINDING**
 - Insufficient signage to locate different transit options and station entrances
 - RTA may address station wayfinding through its Interagency Signage program
 - Customers also desire real-time departure information

Source: Crash data from IDOT; field observations from Sam Schwartz Transportation Consultants

CHALLENGES & OPPORTUNITIES LOCATED NEAR TRANSIT CENTER



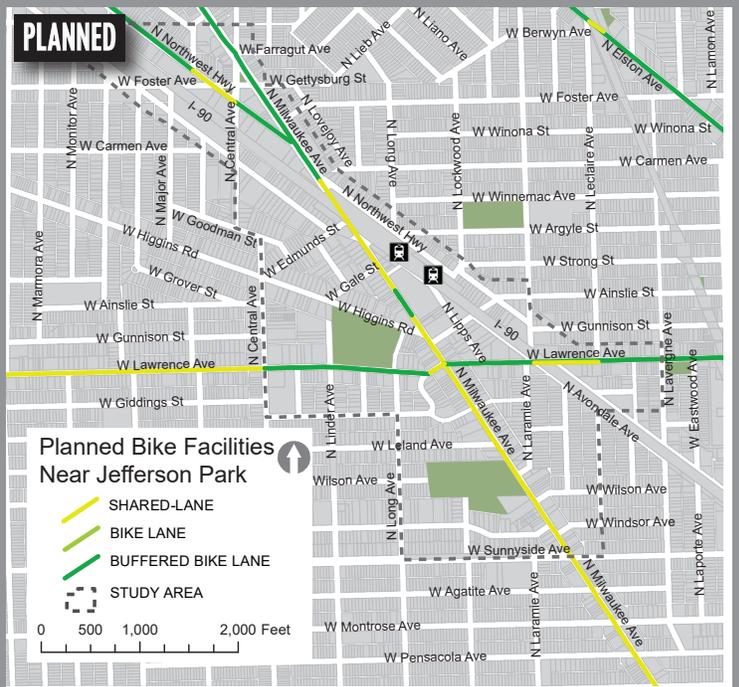
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

TRANSPORTATION | CHALLENGES & OPPORTUNITIES

JEFFERSON PARK STATION AREA MASTER PLAN
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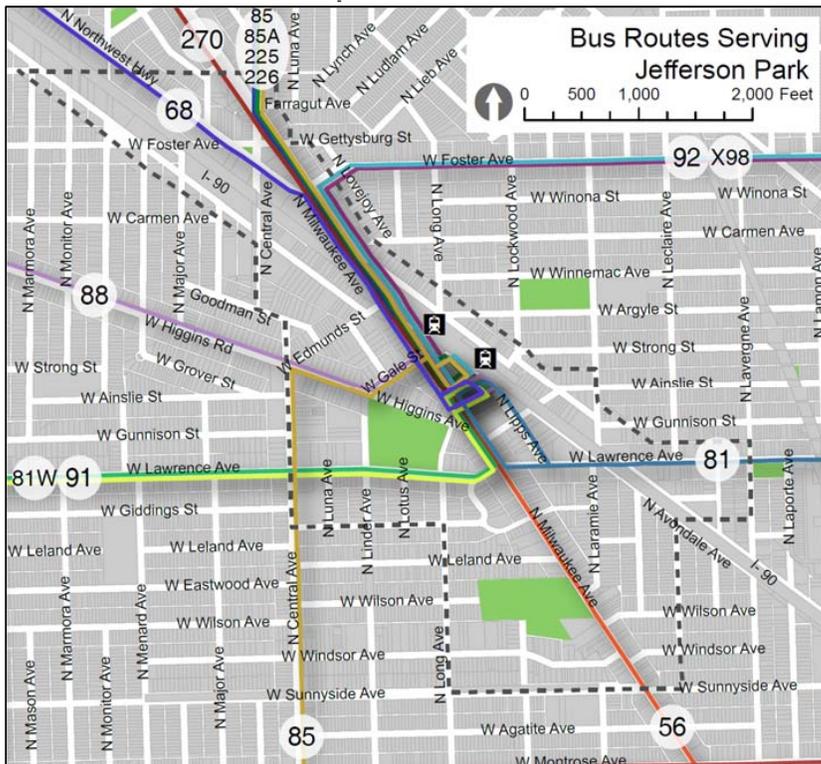
BICYCLE NETWORK



Source: Facilities data from CDOT; maps created by Sam Schwartz Transportation Consultants

BUS ROUTES

Source: Bus route data from RTAMS; map created by Sam Schwartz Transportation Consultants



cta CTA BUS ROUTES & WEEKDAY BUS TRIPS

81	LAWRENCE	216 DAILY BUS TRIPS
85	CENTRAL	181
56	MILWAUKEE	159
92	FOSTER	151
91	AUSTIN	150
68	NORTHWEST HWY	90
88	HIGGINS	85
85A	NORTH CENTRAL	72
81W	WEST LAWRENCE	68

pace PACE BUS ROUTES & WEEKDAY BUS TRIPS

270	MILWAUKEE AVE	126 DAILY BUS TRIPS
226	OAKTON ST	49
225	CENTRAL-HOWARD	12

PULSE BUS SERVICE | www.pulse.pacebus.com

- ENHANCED EXPRESS BUS SERVICE
- SERVICE ALONG MILWAUKEE BETWEEN JEFFERSON PARK & NILES
- 2017 ANTICIPATED LAUNCH

TRANSPORTATION | BICYCLE & BUS NETWORK