Jefferson Park is a significant transportation hub for Chicago's northwest side. With such assets serves as a residential origin place, an employment destination place, and an intermediary stop and twelve bus routes, Jefferson Park has an unusually rich range of transportation options. It as the CTA Blue Line, the Metra Union Pacific Northwest Line, the I-90 Kennedy Expressway, as the O'Hare Pink Line, and the CTA Red, Green, and Blue Lines.

Existing Transportation Conditions

About 2,500 people work in the Jefferson Park study area and about 2,200 workers live in the Jefferson Park study area. However, over 99% of these commuters are either traveling to or from points beyond the study area. Individuals working in the Jefferson Park study area tend to commute to the Chicago Loop to the southeast, as shown in Figure 1. Meanwhile, residents of the study area tend to commute to the Chicago Loop to the southeast, as shown in Figure 1. Meanwhile, from points beyond the study area. 

How Local Residents Commute to Work

<table>
<thead>
<tr>
<th>Mode of Access</th>
<th>Jefferson Park</th>
<th>Six Corners</th>
<th>Edison Park</th>
<th>Lincoln Square</th>
<th>City of Chicago</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>25%</td>
<td>58%</td>
<td>44.4%</td>
<td>36.9%</td>
<td>27.2%</td>
</tr>
<tr>
<td>Carpool</td>
<td>11.2%</td>
<td>11.2%</td>
<td>11.2%</td>
<td>11.2%</td>
<td>11.2%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>18.1%</td>
<td>18.1%</td>
<td>18.1%</td>
<td>18.1%</td>
<td>18.1%</td>
</tr>
<tr>
<td>Walk</td>
<td>2.4%</td>
<td>2.5%</td>
<td>3.2%</td>
<td>4.2%</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

How Local Residents Go to Work

Where Local Workers Come From

Where Local Workers Go to Work

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

Source: Census Longitudinal Employer-Household Dynamics program, 2014

Source: RTAMS
TRANSPORTATION CHALLENGES

CHALLENGES LOCATED NEAR TRANSIT CENTER

- Crash hotspot on I-90
  - Northbound 125 crashes (2011-15)
  - Southbound 173 crashes (2011-15)

- Pedestrian issue on Milwaukee Avenue
  - 750 ft with no authorized crossings

- Pedestrian issue on Northway
  - 2,150 ft with no authorized crossings

- Pedestrian issue on Jefferson Park
  - 940 ft with no authorized crossings

CHALLENGES LOCATED WITHIN STUDY AREA

- 68 injuries (2011-15)
- 121 crashes (2011-15)

- Pedestrian-cut-through on Milwaukee Avenue
  - CDOT plans to add a crosswalk and yellow crossing signal

- Auto/bus conflicts
  - CTA reports missed and late arrivals

- Bike parking issues
  - Difficulty for users to enter/exit bike parking

- Security challenges
  - Screened entrances to Jefferson Park

- Transportation issues
  - Conflicts between cyclists and pedestrians along Milwaukee Avenue
  - Elevated parking is difficult to use

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

JEFFERSON PARK STATION AREA MASTER PLAN
COMMUNITY MEETING #1 | JUNE 19, 2017 | www.accessjeffpark.org

BICYCLE NETWORK

EXISTING

PLANNED

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

PACE BUS ROUTES & WEEKDAY BUS TRIPS

CTA BUS ROUTES & WEEKDAY BUS TRIPS

PULSE BUS SERVICE | www.pulse.pacebus.com
- ENHANCED EXPRESS BUS SERVICE
- SERVICE ALONG MILWAUKEE BETWEEN JEFFERSON PARK & NILES
- 2017 ANTICIPATED LAUNCH