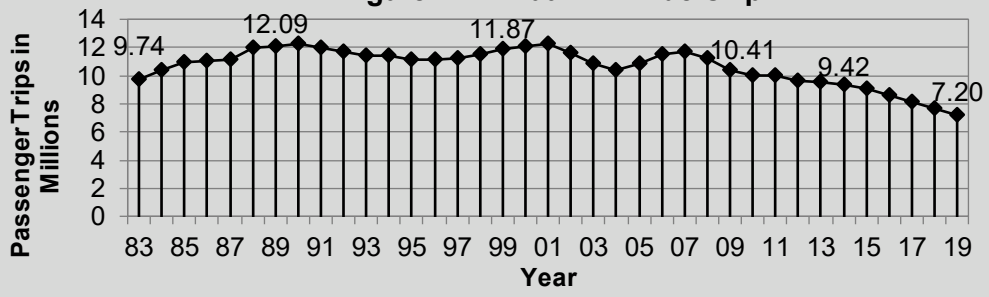


Metra Electric Line

Line at a Glance

- › Average Trip Length (2019) : 19.3 miles
- › Mainline: 20.1mi; South Chicago: 11.2 mi; Blue Island: 16.4 mi
- › Average Fare Paid (2019) : \$4.58
- › Number of Stations: (ML: 32) (SC: 8) (BI: 7) (All: 47)
- › Route Length: (ML: 31.5) (SC: 4.7) (BI: 4.4) (All: 40.6)
- › Number of Weekday Trains (Dec 2019): (ML: 84) (SC: 44) (BI: 25) (All: 153)
- › On-Time Performance (2019): 98.0%
- › 65% of ME riders drive to their boarding station.
- › Population levels have been flat along the ME since 2010.
- › 3% more people work along the ME than did in 2010.

Figure 1: Annual ME Ridership



The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.



Scheduled as of Dec 2019

- 50 trains in the AM Peak
- 38 trains in the Midday
- 44 trains in the PM Peak
- 23 trains in the Evening
- 80 trains on Saturdays
- 40 trains on Sundays



- 6th highest ridership line
- Busiest outlying station on the ME is Homewood
- Together, the ME branches carry 1.5k riders/weekday



- Most female ridership in the system (70%)
- Highest minority ridership in the system (70%)
- 46% have ridden for 10+ years

Chicago to University Park

Table 1: Metra Capital Investment History	ME (\$m)	System (\$m)
Rolling stock	\$892	\$2,978
Track and structure	\$113	\$1,567
Signal, electrical, and communications	\$228	\$1,137
Facilities and equipment	\$151	\$685
Stations and parking	\$234	\$1,120
Acquisitions, extensions, and expansions	\$17	\$603
Support activities	\$100	\$431
TOTAL	\$1,735	\$8,521
PERCENTAGE	20.3%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: ME 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	10,791	560
Midday	1,951	1,868
PM Peak	916	9,934
Evening	312	1,095
TOTAL	13,970	13,457

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

ON COVID-19 AND HOW TO USE THIS DOCUMENT

The information presented in this chapter is representative of Metra's operations prior to the onset of COVID-19, which upended almost every aspect of daily life. While Metra's pre-COVID services may not be replicated in the same manner going forward, the transportation services Metra continues to provide are essential to the vitality of the Chicago region.

There are certain elements of Metra's situational and operational environment that are unlikely to change in the short or medium term. These are: the location and capacity of each rail line, the location and physical characteristics of each station, the general characteristics of the communities around each station, Metra's history in each community, and Metra's mission to provide safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois. On the other hand, there are operational and situational factors that are likely to be quite different. These may be: the number of riders, the time and duration of peak travel demand, the public's perception of the relative safety of various transportation modes, the way riders access and depart from stations, and the location preferences of people and businesses.

The challenges posed by the pandemic were significant and likely will result in the emergence of a very different operational environment. Even so, understanding Metra's past performance, pre-COVID service levels, and established community baselines is vital to making informed decisions about the reality that is taking shape. Through this process Metra will continue to achieve Metra's mission, realizing its vision, and pursuing its strategic goals.

In this section

- 1 – Annual Passenger Trips
- 2 – ME Overview
- 3 – Present and Future Demand
- 4 – Station Characteristics
- 5 – Mode of Access and Parking
- 7 – Reverse Commute and Non-Downtown Markets
- 7 – Major Capital Projects
- 9 – ME Corridor Demographics
- 9 – ME Corridor Household Data
- 9 – ME Corridor Employment Data
- 10 – ADA Accessibility
- 10 – Major Trip Generators

As part of a regional transportation network, Metra provides safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois.

- Metra's Mission Statement

ME OVERVIEW

The Metra Electric (ME) Line extends nearly 32 miles south from Millennium Station in downtown Chicago to Chicago's south side and southern suburbs in Cook and Will Counties (see Figure 1), terminating in University Park. A 4.7-mile double-track branch leaves the mainline at 67th Street in Chicago, extending east and south to serve the South Shore and South Chicago neighborhoods, terminating at the 93rd Street Station. For much of its length, the South Chicago Branch runs in a street median, and the branch is the only

segment of Metra's system to terminate within the city of Chicago. Another 4.4-mile single-track branch extends west from 121st St to Blue Island.

Both the Blue Island and South Chicago Branches are served by through trains to Millennium Station, which run during morning, midday, and afternoon peak periods. On a handful of inbound trains, passengers on the Blue Island Branch have the option to transfer to mainline express trains at the Kensington/115th Street Station to reach downtown faster. Train schedules are coordinated to facilitate these transfers. The 59th Street and 55th-56th-57th Street Stations in Hyde Park are other frequent transfer points for main line riders who choose to transfer between express and local trains. At the Blue Island Station, riders can transfer to or from the Rock Island Line via the adjacent Vermont Street Station.

From Millennium Station to 115th Street, ME tracks are shared with South Shore Line commuter trains operated by the Northern Indiana Commuter Transportation District (NICTD). South Shore trains stop at six ME stations in this portion of the route; however, to avoid competition with ME service, passengers may not board inbound South Shore trains from 63rd Street to Millennium Station, and outbound South Shore passengers may not disembark at these stations. South of 115th Street, the South Shore Line

Terms Defined

"Peak-Period Service" refers to trains arriving or departing downtown terminals at times when there is the greatest ridership demand. For Metra, the "AM Peak" starts with the first run of the day and lasts until 9:15am. The "PM Peak" starts at 3:30pm and lasts until 6:45pm.

FIGURE 2: STATIONS ON THE ME LINE

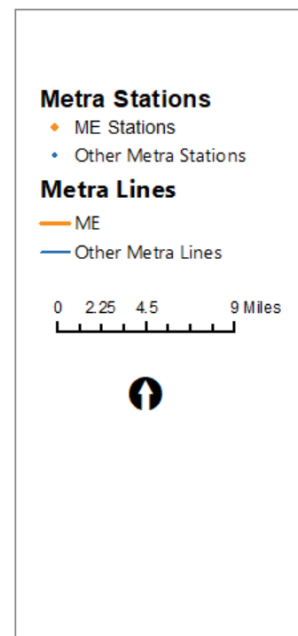
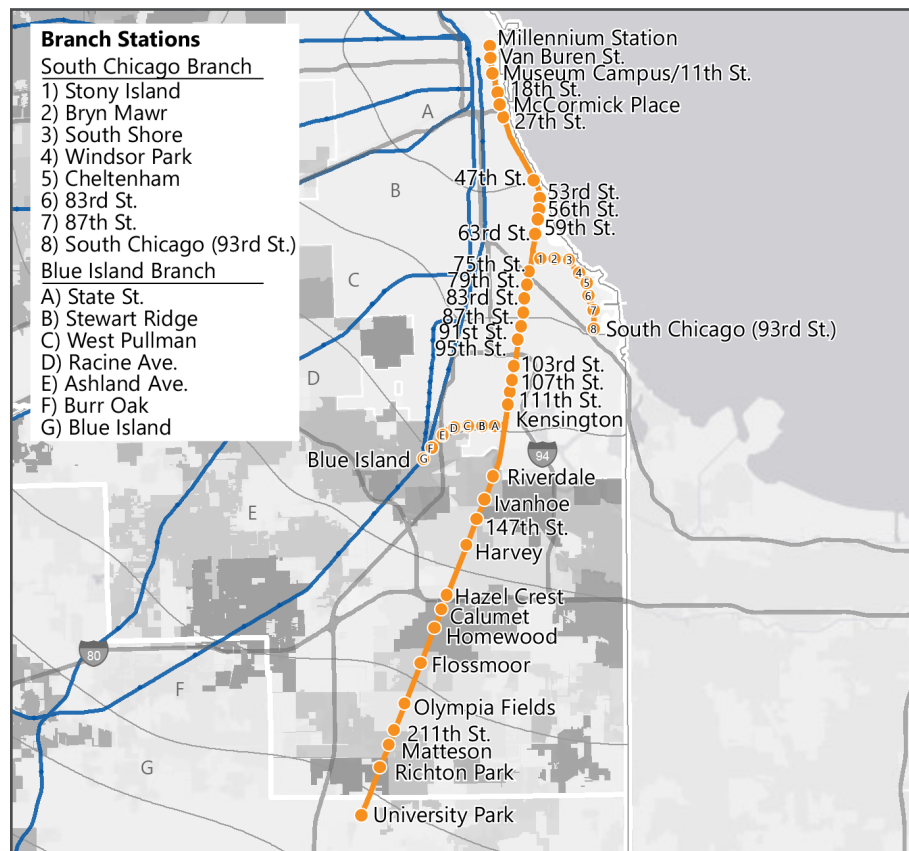




TABLE 3: ME STATION CHARACTERISTICS (continued on next page)

Station		Fare Zone	Mile Post	Responsibility and Maintenance			Boardings ²				Weekday trains serving each station as of Dec 2019
				Platform	Depot	Parking	1983	2006	2016	2018	
<i>Mainline</i>											
Millennium Station	●	A	0.0	Metra	Metra	N/A	12,112	13,152	9,798	9,292	153
Van Buren St.	●	A	0.8	Metra	Metra	N/A	5,151	4,671	3,141	2,734	153
Museum Campus/11th	●	A	1.4	Metra	Metra	N/A	365	443	484	370	152
18th St.		A	2.2	Metra	Metra	N/A	19	29	42	23	59
McCormick Place	●	A	2.7	Metra	MPEA ²	N/A	171	137	108	124	85
27th St.		A	3.2	Metra	Metra	N/A	77	105	30	12	66
47th St./Kenwood		B	5.9	Metra	Metra	N/A	18	113	82	94	74
51st/53rd Hyde Park	●	B	6.5	Metra	Metra	N/A	427	571	642	671	119
55th-56th-57th St.	●	B	7.0	Metra	Metra	Muni	533	1,591	1,542	1,133	139
59th/Univ. of Chicago		B	7.4	Metra	Metra	Muni	513	517	674	812	126
63rd St.		B	7.9	Metra	Metra	N/A	109	261	299	167	91
75th/Grand Crossing		B	9.3	Metra	Metra	N/A	61	52	28	14	46
79th St./Chatham		B	10.0	Metra	Metra	Muni	70	119	59	50	47
83rd St./Avalon Park		C	10.4	Metra	Metra	N/A	46	103	40	56	46
87th St./Woodruff		C	10.9	Metra	Metra	Muni	41	64	41	56	46
91st St./Chesterfield		C	11.4	Metra	Metra	N/A	30	66	27	23	46
95th/Chicago St. Univ.		C	12.0	Metra	Metra	N/A	17	49	26	24	47
103rd St./Rosemoor		C	13.0	Metra	Metra	Muni	17	70	37	36	46
107th St.		C	13.5	Metra	Metra	N/A	18	34	19	27	46
111th St./Pullman		C	14.0	Metra	Metra	N/A	46	27	24	31	49
Kensington/115th St.	●	C	14.5	Metra	Metra	Multiple	840	1,577	1,120	1,136	100
Riverdale		D	17.3	Metra	Metra	Multiple	747	397	180	146	54
Ivanhoe	●	D	18.2	Metra	Metra	Multiple	1,529	945	628	520	54
147th St./Sibley Blvd.		D	19.0	Metra	Metra	Metra	990	1,255	984	829	54
Harvey	●	D	20.0	Metra	Metra	Multiple	1,229	937	542	471	56
Hazel Crest		E	22.3	Metra	Multiple	Multiple	610	518	412	261	54
Calumet	●	E	22.8	Metra	Multiple	Multiple	764	1,363	989	1,077	55
Homewood	●	E	23.5	Metra	Metra	CSSMTD ³	1,602	1,456	1,308	1,171	54
Flossmoor	●	E	24.9	Metra	Metra	Muni	1,273	1,002	824	859	55
Olympia Fields		F	26.6	Metra	Metra	Multiple	265	473	643	679	54
211th St./Lincoln Hwy.	●	F	27.6	Metra	Metra	Multiple	796	1,149	727	527	54
Matteson		F	28.2	Metra	Metra	Muni	1,080	879	507	591	54
Richton Park	●	F	29.3	Metra	Muni	Multiple	1,140	1,625	1,179	1,059	54
University Park	●	G	31.5	Metra	Metra	CSSMTD ³	411	1,243	907	808	54
Mainline Subtotal							33,117	36,993	28,093	25,883	84

Notes and sources on next page.

TABLE 3: ME STATION CHARACTERISTICS (continued)

Station		Fare Zone	Mile Post	Responsibility and Maintenance			Boardings				Weekday trains serving each station as of Dec 2019
				Platform	Depot	Parking	1983	2006	2016	2018	
<i>South Chicago Branch</i>											
Stony Island	●	B	9.1	Metra	Metra	N/A	175	197	109	99	44
Bryn Mawr	●	B	9.7	Metra	Metra	N/A	153	184	112	73	44
South Shore	●	B	10.3	Metra	Metra	Muni	349	278	182	121	44
Windsor Park	●	B	10.9	Metra	Metra	Muni	266	192	95	68	44
Cheltenham/79th St.	●	B	11.5	Metra	Metra	Muni	232	114	55	47	44
83rd St.	●	B	12.0	Metra	Metra	Multiple	417	217	103	74	44
87th St.	●	B	12.5	Metra	Metra	Muni	211	189	90	106	44
93rd/South Chicago	●	B	13.2	Metra	Metra	Multiple	635	974	619	472	44
<i>SC Branch Subtotal</i>							2,438	2,345	1,365	1,060	44
<i>Blue Island Branch</i>											
State St.		C	15.6	Metra	Metra	N/A	51	85	30	41	27
Stewart Ridge		C	16.0	Metra	Metra	N/A	48	61	36	19	27
West Pullman		C	16.7	Metra	Metra	Metra	57	24	22	13	27
Racine Ave.		C	17.0	Metra	Metra	Metra	41	53	31	28	27
Ashland Ave.		C	17.9	Metra	Metra	Muni	166	165	111	97	27
Burr Oak		D	18.4	Metra	Metra	Muni	350	156	117	89	27
Blue Island	●	D	18.9	Metra	Metra	Multiple	393	324	181	197	27
<i>BI Branch Subtotal</i>							1,106	868	528	484	27
TOTAL ME							36,661	40,206	29,986	27,427	155

¹ Accessibility information is displayed using a three dot system. A complete dot means the station is fully accessible. No dot means that the station is inaccessible. A hollow dot means the station is partially accessible. Customers who use wheelchairs at partially accessible stations will be able to access train platforms from the street. However, ramps, ticket windows, buildings and shelters may not fully conform to ADA guidelines.

² Metropolitan Pier and Exposition Authority

³ Chicago South Suburban Mass Transit District

Sources: Metra 1983 Boarding/Alighting Counts. Metra, "Commuter Rail System Station Boarding/Alighting Counts," Fall 2006, Spring 2014, and Fall 2018.

Note: The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.

diverges from the ME onto its own tracks, traveling to Chicago's Hegewisch neighborhood and through northern Indiana, terminating in South Bend.

The ME uniquely serves two downtown stations: Millennium Station, located between Randolph Street and South Water Street, and Van Buren Street Station, less than a mile to the south. Among riders utilizing the two stations, approximately three-quarters use Millennium Station, with the remainder using Van Buren Street. The ME has the highest number of stations of any line in the Metra system, and is served by the greatest number of trains. In 2019, passenger trips on the ME totaled 7.2 million, ranking sixth among all Metra lines.

Table 3 details the service, station, and ridership characteristics of the ME.

Some unique features distinguish the ME from Metra's ten other lines:

1. ME trainsets consist of bi-level electric self-propelled coaches, called electric-multiple units (EMUs), that draw power from a dedicated overhead catenary wire system. Because of this, ME trains accelerate faster and run more quietly than the diesel locomotives and unpowered coaches used elsewhere in Metra's system.
2. The ME mainline is grade-separated from intersecting streets and highways and its tracks are segregated from freight and Amtrak service on adjacent track. This increases safety and reduces delays.
3. All stations are built with high-level platforms. This means that passengers do not climb steps from the platform to board train cars, which reduces station dwell time.
4. Most stations are unstaffed and tickets are purchased from vending machines or onboard trains.

PRESENT AND FUTURE DEMAND

In 2018, just under 28,000 boardings took place on a typical weekday on the ME, with nearly 76% of boardings occurring on peak-period, peak-direction trains. ME ridership has decreased 26% since 1983 (see Figure 1). Among outlying stations within the city of Chicago, the three Hyde Park Stations (51st/53rd Street, 55th-56th-57th Street, and 59th Street), stand out as popular origin and destination stations due to nearby residential development and institutional uses. Kensington/115th provides a sub-regional draw because of express trains servicing the station. 93rd Street sees a significant number of alightings as the endpoint of the South Chicago Branch, which serves a portion of Chicago isolated from Chicago Transit Authority rail alternatives and has ample commuter parking available to serve a larger area. While many areas along the ME have struggled to maintain the levels of ridership experienced in previous decades, ME riders still represent a significant portion of Metra's customer base. Overall passenger ridership on the ME Line totaled 7.2 million in 2019, dropping to the sixth-highest of Metra's 11 lines, down from third-highest in 2014. Figure 3 shows the origins of ME riders using stations outside the Central Business District (CBD).

Of all Metra lines, the ME has the greatest number of stations located within the city of Chicago; many of these stations have no identified commuter parking (see Table 4). Still, nearly 11,000 parking spaces serve the riders of the ME. According to parking counts conducted in 2019, the average effective rate of utilization at all stations on the line is 56%. At seven stations, effective occupancy exceeds 85%, Metra's threshold to determine if a station is in need of additional parking.

Due to anticipated residential growth in the ME corridor, the demand for commuter parking—and Metra service in general—is expected to grow. Tables 5, 6, and 7 show that although population and employment has

Terms Defined

"Peak-Direction Trains" are those that travel in the direction with the most demand from riders. During the "AM Peak," trains travelling toward the Loop are "Peak-Direction" while trains travelling away from the Loop are "Peak-Direction" during the "PM Peak."

"Effective Parking Utilization" is calculated by assuming that all parking pass holders will need a parking space at the same time. This ensures that there is always a space for those who hold a parking pass.

declined in much of the corridor in recent years, demographic forecasts anticipate growth above the regional baseline along the line by 2050. The Chicago Metropolitan Agency for Planning (CMAP) forecasts that the ME corridor will attract nearly 240,000 new residents between 2020 and 2050, a 26% increase.

Population and household growth in the ME marketshed zone closest to the CBD (Fare Zone A), which was rapid between 2000 and 2010, is expected to taper off. Employment is expected to increase substantially from the far south side of Chicago to University Park. However, CMAP forecasts that, by 2050, the number of jobs in the ME marketshed zone closest to the CBD will be close to the number in all other ME marketsheds combined. Population and household growth is expected to be strongest in the marketsheds near the southern end of the ME, from Olympia Fields to University Park.

REVERSE-COMMUTE AND NON-DOWNTOWN MARKETS

Although Metra's primary market involves commuters who follow the traditional suburb-to-CBD trip pattern, in recent years Metra has seen a demand for city-to-suburb reverse-commute options (Metra's primary commuter market is discussed in the Central Business District Market chapter). The shift of employment to suburban locations has left many

FIGURE 3: NON-DOWNTOWN DESTINATIONS DURING AM PEAK

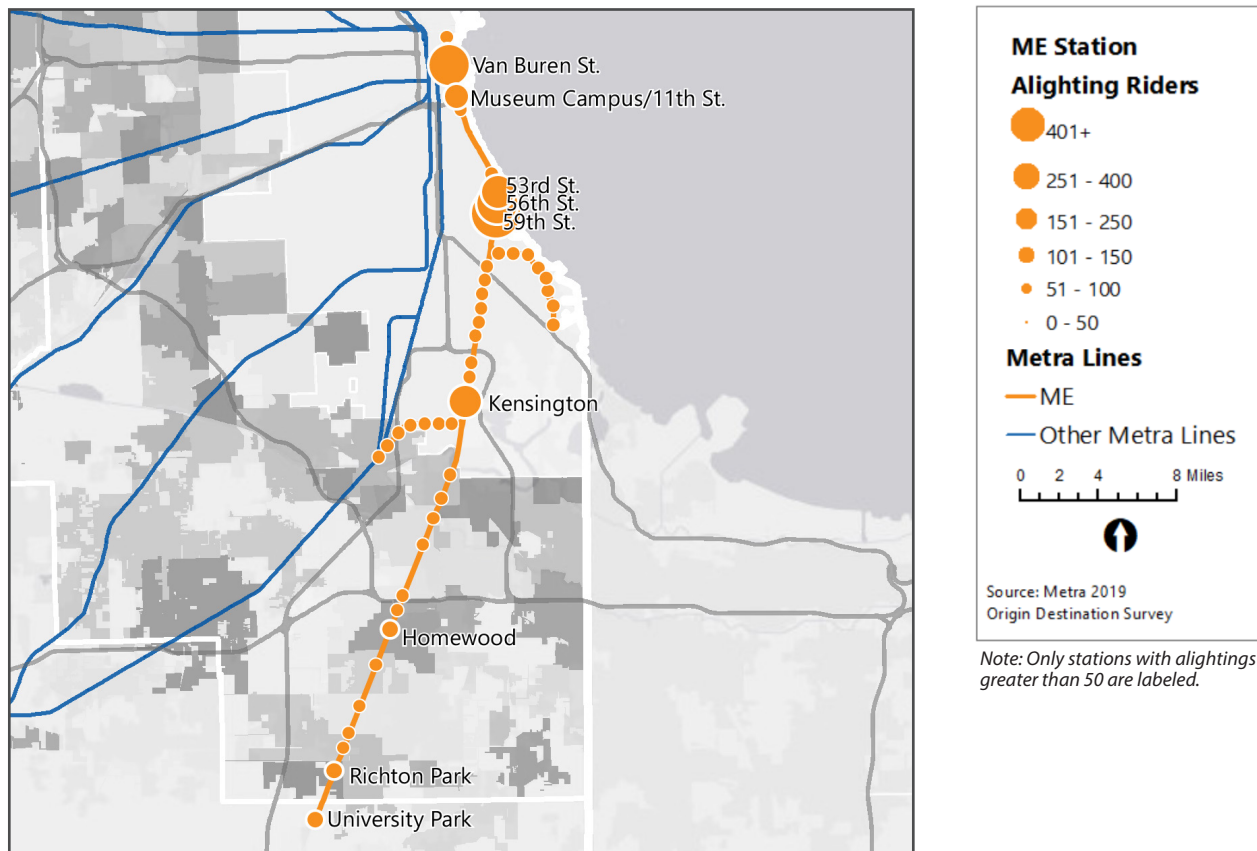


TABLE 4: 2019 MODE OF ACCESS AND 2019 COMMUTER PARKING AT ME STATIONS

Station Name	Mode of Access (2019)					Station Parking (2019)		
	Walk/Bike	Drive ¹	Dropped Off ²	Transit	Other	Capacity	Effective Use ³	Observed Use ⁴
<i>Mainline</i>								
Millennium Station	62%	4%	2%	30%	4%	-	-	-
Van Buren St.	62%	7%	0%	24%	7%	-	-	-
Museum Campus/11th	80%	0%	8%	12%	0%	-	-	-
18th St.	100%	0%	0%	0%	0%	-	-	-
McCormick Place	63%	25%	0%	0%	13%	-	-	-
27th St. ⁵	-	-	-	-	-	-	-	-
47th St./Kenwood	90%	10%	0%	0%	0%	-	-	-
51st/53rd Hyde Park	88%	8%	1%	1%	2%	-	-	-
55th-56th-57th St.	78%	15%	2%	5%	1%	53	85%	85%
59th/Univ. of Chicago	46%	39%	5%	10%	0%	132	55%	55%
63rd St.	45%	55%	0%	0%	0%	-	-	-
75th/Grand Crossing	0%	33%	0%	33%	33%	-	-	-
79th St./Chatham	56%	28%	11%	6%	0%	7	71%	71%
83rd St./Avalon Park	38%	33%	29%	0%	0%	-	-	-
87th St./Woodruff	30%	65%	5%	0%	0%	15	67%	67%
91st St./Chesterfield	57%	14%	29%	0%	0%	-	-	-
95th/Chicago St. Univ.	43%	14%	29%	14%	0%	-	-	-
103rd St./Rosemoor	83%	8%	8%	0%	0%	18	44%	44%
107th St.	56%	38%	6%	0%	0%	-	-	-
111th St./Pullman	56%	11%	22%	11%	0%	-	-	-
Kensington/115th St.	11%	68%	12%	8%	1%	447	83%	83%
Riverdale	29%	57%	12%	0%	2%	240	24%	24%
Ivanhoe	19%	61%	18%	0%	1%	482	86%	43%
147th St./Sibley Blvd.	2%	76%	18%	3%	1%	1,145	40%	40%
Harvey	4%	75%	16%	6%	0%	982	24%	24%
Hazel Crest	9%	72%	14%	1%	4%	145	82%	38%
Calumet	3%	82%	13%	0%	2%	1,201	78%	65%
Homewood	19%	51%	28%	1%	1%	529	97%	85%
Flossmoor	32%	41%	25%	1%	2%	282	100%	85%
Olympia Fields	3%	81%	15%	0%	1%	514	94%	94%
211th St./Lincoln Hwy.	5%	68%	21%	3%	3%	718	36%	36%
Matteson	12%	76%	11%	0%	1%	769	42%	42%
Richton Park	14%	65%	18%	1%	3%	1,061	68%	50%
University Park	3%	85%	9%	2%	1%	1,110	54%	50%
Mainline Subtotal	20%	61%	15%	2%	1%	9,850	59%	51%

Station Name	Mode of Access (2019)					Station Parking (2019)		
	Walk/Bike	Drive ¹	Dropped Off ²	Transit	Other	Capacity	Effective Use ³	Observed Use ⁴
South Chicago Branch								
Stony Island	59%	31%	7%	3%	0%	-	-	-
Bryn Mawr	81%	13%	6%	0%	0%	-	-	-
South Shore	80%	14%	5%	2%	0%	12	75%	75%
Windsor Park	86%	7%	7%	0%	0%	27	19%	19%
Cheltenham/79th St.	71%	7%	14%	7%	0%	72	13%	13%
83rd St.	67%	24%	5%	5%	0%	33	85%	24%
87th St.	41%	45%	3%	3%	7%	40	70%	70%
93rd/South Chicago	11%	65%	22%	2%	0%	690	16%	16%
SC Branch Subtotal	41%	42%	13%	2%	1%	874	22%	19%
Blue Island Branch								
State St.	70%	20%	0%	10%	0%	-	-	-
Stewart Ridge	56%	11%	33%	0%	0%	-	-	-
West Pullman	60%	0%	40%	0%	0%	-	-	-
Racine Ave.	17%	75%	8%	0%	0%	29	45%	45%
Ashland Ave.	44%	38%	17%	0%	0%	78	42%	42%
Burr Oak	28%	54%	16%	2%	0%	63	84%	84%
Blue Island	19%	63%	12%	6%	0%	36	86%	86%
BI Branch Subtotal	32%	50%	15%	4%	0%	206	63%	63%
TOTAL ME	22%	59%	15%	2%	1%	10,930	56%	49%
SYSTEM TOTAL	26%	54%	16%	4%	1%	91,558	70%	63%

¹ Includes carpool drivers

² Includes carpool passengers

³ Effective use: all sold permit spaces are assumed to be used, even if unoccupied during parking survey

⁴ Observed use: spaces physically occupied during parking survey

⁵ There were no survey respondents for the 27th Street Station.

Sources: Metra, Origin-Destination Survey, Fall 2019; Metra Station and Parking Capacity and Use Survey, 2018

The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.

commuters with limited transit accessibility to jobs. Figure 3 shows AM lightings at non-CBD ME stations.

The three Hyde Park stations (51st/53rd Street, 55th-56th-57th Street, and 59th Street) account for almost 10% of all ME boardings, as riders travel to and from the University of Chicago and other destinations in the area. Approximately a third of these riders boarded at stations closer to the CBD, and traveled in the reverse-commute (outbound) direction. At 59th Street, a greater number of passengers using the station during the morning peak alight rather than board.

Metra's McCormick Place Station, located inside the convention center, is another ME station with non-traditional ridership, that is generated by major conventions staged at the center. To promote Metra as an alternative to

shuttle buses and taxis for travel to downtown Chicago, select conventions contract with Metra to allow their attendees to ride between downtown and McCormick Place with the event manager billed for service. Because of this unique arrangement, boarding counts and other data for this station can vary widely, depending on the day.

Factors that increase reverse-commute trip patterns are the growth of employment in the suburbs as well as the growth of population in the city and inner ring suburbs (see Tables 5, 6, and 7). Only modest population growth in ME marketshed zone closest to the CBD is expected by 2050, despite robust growth between 2010 and 2020. Residents of the CBD marketsheds have convenient access to employment opportunities in downtown Chicago, but the substantial number of jobs expected to be added further south along the ME are likely to attract CBD residents, as well as others living along the ME corridor, and potentially increase reverse-commute trips.

MAJOR CAPITAL PROJECTS ALONG THE ME

Since 1985, Metra has invested \$1.7 billion (in year of expenditure dollars) in improvements to the ME corridor. In addition to the track, signal, and other components found on Metra's diesel lines, operation of the ME depends on extensive electrical infrastructure, which accounts for the line's increased capital needs. Indeed, the overhead catenary and other elements of the ME's power supply have been likened to a "second railroad" requiring ongoing investment.

Table 1 indicates the amount of investment in different asset categories. The amounts shown reflect the cost of replacing interlockings at 67th Street, Kensington, and the Millennium Station terminal, upgrading customer and operations communications systems, and replacing the entire ME railcar fleet.

The 2016 rehabilitation of the 111th/Pullman Station included replacement of the warming houses, which were painted to thematically represent the historic Pullman district and celebrate the Pullman National Monument designation by the National Park Service. In 2017, Metra replaced the crossing at Stony Island Ave and the South Chicago Branch, rehabilitated the 63rd and 64th Street bridges, upgraded the signal system at the 11th Place interlocking in service of Positive Train Control (PTC), and replaced six switches at the Richton Park Yard. Fiber optic cable will be installed for conducting voice and signal data. Another noteworthy improvement is the increase in electrical power through installation of new substations, which will allow the new EMUs to accelerate faster and increase maximum operating speed.

In the last 20 years, numerous adjustments have been made to the ME's schedule, increasing midday service on the main line, reducing crowding during peaks, adding through-trains to Millennium Station from the branch

Terms Defined

"Reverse Commuting" refers to riders who regularly travel in the opposite direction of most commuters. For Metra riders, this refers to people who are travelling away from the Loop during the AM Peak and toward the Loop during the PM Peak.

"Alighting Riders" are those who get off the train. They are the opposite of a "boarding rider."

lines, improving transfer opportunities, and improving efficiency. In an effort to reverse ridership decline on the line and better serve demand, Metra revised the ME schedule in the fall of 2017 to improve midday, weekday service to Hyde Park with inbound and outbound train arrivals every 20 minutes. In addition, midday service frequency to mainline stops from 75th to 111th Streets improved to every one hour (instead of every two). The changes to the schedule also addressed other gaps in service and simplified the schedule and stop patterns.

FIGURE 4 ORIGINS OF RIDERS USING NON-CBD ME STATIONS

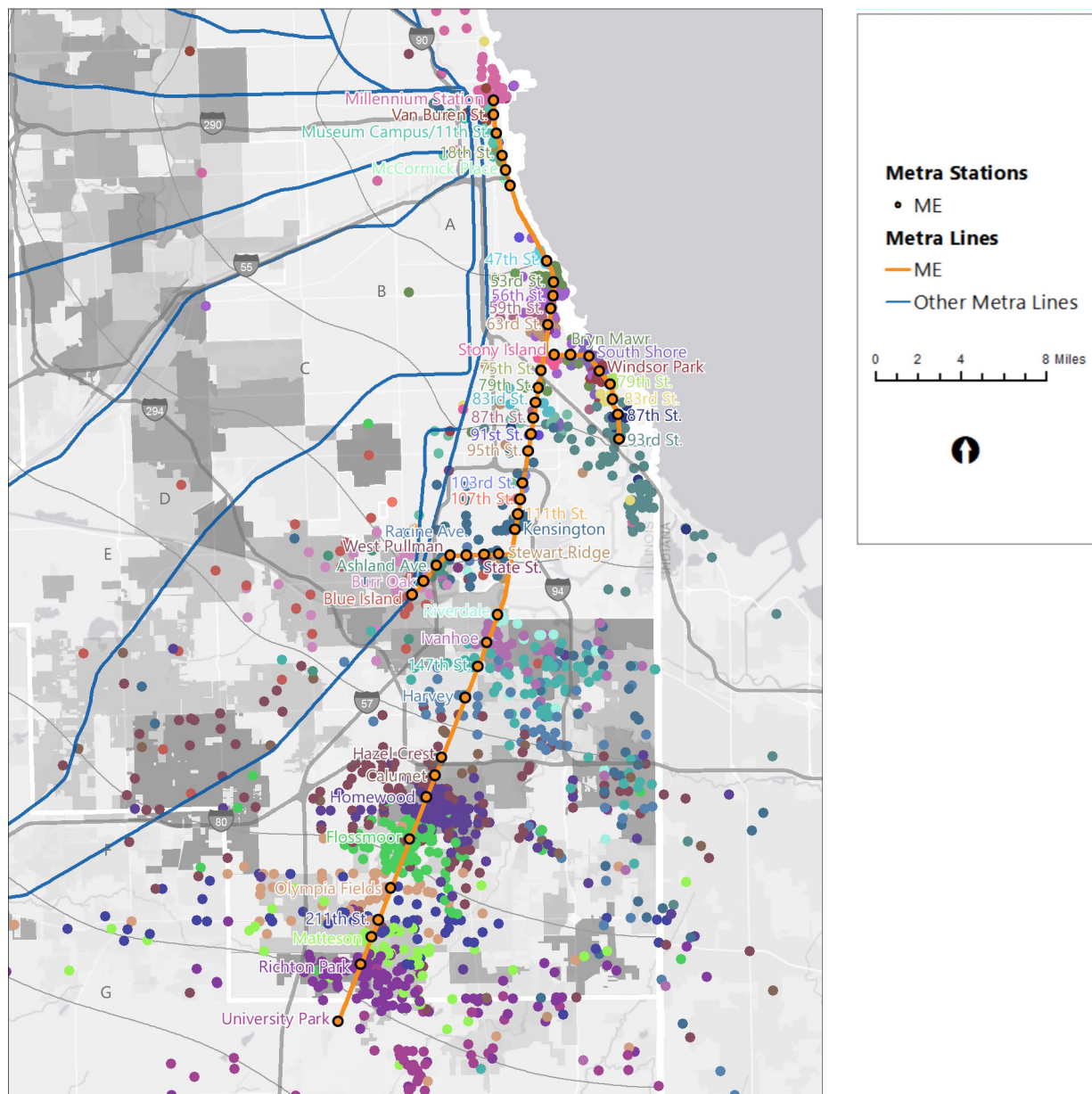


TABLE 5: ME CORRIDOR POPULATION

Station	Fare Zone	Area Sq. Mi.	Population in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
<i>Mainline</i>							
Millennium Station, Van Buren St., Museum Campus/11th, 18th St., McCormick Place, 27th St.	A	6	105,619	143,268	149,553	36%	4%
47th/Kenwood, 51st/53rd Hyde Park, 55th-56th-57th, 59th/Univ. of Chicago, 63rd St., 75th/Grand Crossing, 79th/Chatham	B	16	200,703	182,264	222,875	-9%	22%
83rd/Avalon Park, 87th/Woodruff, 91st/Chesterfield, 95th/Chicago St. Univ., 103rd/Rosemoor, 107th St., 111th/ Pullman, Kensington/115th	C	13	62,683	54,260	67,763	-13%	25%
Riverdale, Ivanhoe, 147th St./Sibley Blvd., Harvey	D	24	98,990	96,227	124,075	-3%	29%
Hazel Crest, Calumet, Homewood, Flossmoor	E	48	99,880	108,799	139,152	9%	28%
Olympia Fields, 211th St./Lincoln Hwy., Matteson, Richton Park	F	59	110,752	121,483	152,732	10%	26%
University Park	G	179	50,521	47,448	102,082	-6%	115%
Mainline Subtotal		347	729,148	753,749	958,232	3%	27%
<i>South Chicago Branch</i>							
Stony Island, Bryn Mawr, South Shore, Windsor Park, Cheltenham/79th, 83rd St., 87th St., 93rd/South Chicago	B	14	138,847	119,238	143,528	-14%	20%
<i>Blue Island Branch</i>							
State St., Stewart Ridge, West Pullman, Racine Ave., Ashland Ave.,	C	6	41,835	38,492	48,045	-8%	25%
Burr Oak, Blue Island	D	1	6,055	6,304	7,243	4%	15%
BI Branch Subtotal		7	47,890	44,796	55,288	-6%	23%
ME TOTAL		368	915,885	917,783	1,157,048	0%	26%
REGION TOTAL		3,748	8,523,863	8,672,509	10,354,840	2%	19%

ME ACCESSIBILITY IMPROVEMENTS

Approximately 85% of ME boardings take place at stations that are in compliance with the accessibility requirements of the Americans with Disabilities Act (ADA). Metra's station compliance program started with designating nine of the busiest ME stations, including Millennium Station in downtown Chicago, as "key stations," all of which were made fully accessible by 2007. Since 1985, Metra has completed access improvements at a number of non-downtown ME stations, and 21 non-downtown stations on the line are fully accessible to disabled riders. In 2020, Metra completed the renovation of the Hazel Crest Station, including the addition of an elevator on the north end of the station, which will make the station fully ADA-compliant. Construction was completed in August 2020. Modest improvements to station access were recently completed for the Homewood station. In partnership with Amtrak, the Homewood Station will receive a larger overhaul for greater accessibility and convenience. The project is currently under construction with anticipated completion in 2022.

TABLE 6: ME CORRIDOR HOUSEHOLDS

Station	Fare Zone	Area Sq. Mi.	Households in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
<i>Mainline</i>							
Millennium Station, Van Buren St., Museum Campus/11th, 18th St., McCormick Place, 27th St.	A	6	67,271	89,718	91,655	33%	2%
47th/Kenwood, 51st/53rd Hyde Park, 55th-56th-57th, 59th/Univ. of Chicago, 63rd St., 75th/Grand Crossing, 79th/Chatham	B	16	83,590	82,378	103,240	-1%	25%
83rd/Avalon Park, 87th/Woodruff, 91st/Chesterfield, 95th/Chicago St. Univ., 103rd/Rosemoor, 107th St., 111th/ Pullman, Kensington/115th	C	13	20,726	20,640	28,204	0%	37%
Riverdale, Ivanhoe, 147th St./Sibley Blvd., Harvey	D	24	32,127	33,698	47,077	5%	40%
Hazel Crest, Calumet, Homewood, Flossmoor	E	48	35,314	40,822	55,896	16%	37%
Olympia Fields, 211th St./Lincoln Hwy., Matteson, Richton Park	F	59	40,192	46,250	62,368	15%	35%
University Park	G	179	18,117	18,598	45,848	3%	147%
Mainline Subtotal		347	297,337	332,104	434,288	12%	31%
<i>South Chicago Branch</i>							
Stony Island, Bryn Mawr, South Shore, Windsor Park, Cheltenham/79th, 83rd St., 87th St., 93rd/South Chicago	B	14	49,564	47,354	59,459	-4%	26%
<i>Blue Island Branch</i>							
State St., Stewart Ridge, West Pullman, Racine Ave., Ashland Ave.,	C	6	12,676	13,180	17,873	4%	36%
Burr Oak, Blue Island	D	1	2,144	2,350	2,833	10%	21%
BI Branch Subtotal		7	14,820	15,530	20,706	5%	33%
ME TOTAL		368	361,721	394,988	514,453	9%	30%
REGION TOTAL		3,748	3,100,987	3,341,064	4,140,227	8%	24%

Metra will bring the remaining stations into full ADA compliance as they are rehabilitated, so that eventually all will be accessible. It should be noted that although the high-level platforms and grade-separated right-of-way on the ME facilitate speed and reliability, these features complicate track maintenance and station improvement projects, resulting in higher costs.

PROPOSED IMPROVEMENTS

Metra is reconstructing the 59th St. Station to include ADA Access and the reopening of an entrance to the station at 60th St. This project is in collaboration with the University of Chicago, and will also serve as a gateway for visitors to the planned Obama Presidential Center just south of the 60th Street entrance. In addition, Metra received funding through Rebuild Illinois for design and construction of a set of five stations on the Metra Electric Main Line on the South Side of the Chicago. These stations include 79th, 87th, 95th/CSU, 103rd, and 111th/Pullman. This "5-pack" of stations is being designed as part of a single contract to achieve efficiencies of scale due to the similarities in these stations. Construction will include new ADA access as well as other updated amenities for each of the stations.

TABLE 7: ME CORRIDOR EMPLOYMENT

Station	Fare Zone	Area Sq. Mi.	Employment in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
<i>Main Line</i>							
Millennium Station, Van Buren St., Museum Campus/11th, 18th St., McCormick Place, 27th St.	A	6	355,871	371,710	379,668	4%	2%
47th/Kenwood, 51st/53rd Hyde Park, 55th-56th-57th, 59th/Univ. of Chicago, 63rd St., 75th/Grand Crossing, 79th/Chatham	B	16	47,261	47,784	59,171	1%	24%
83rd/Avalon Park, 87th/Woodruff, 91st/Chesterfield, 95th/Chicago St. Univ., 103rd/Rosemoor, 107th St., 111th/ Pullman, Kensington/115th	C	13	9,398	12,079	17,449	29%	44%
Riverdale, Ivanhoe, 147th St./Sibley Blvd., Harvey	D	24	28,308	25,051	34,712	-12%	39%
Hazel Crest, Calumet, Homewood, Flossmoor	E	48	33,276	35,865	46,868	8%	31%
Olympia Fields, 211th St./Lincoln Hwy., Matteson, Richton Park	F	59	34,909	31,357	43,772	-10%	40%
University Park	G	179	14,387	12,846	40,757	-11%	217%
Main Line Subtotal		347	523,410	536,692	622,397	3%	16%
<i>South Chicago Branch</i>							
Stony Island, Bryn Mawr, South Shore, Windsor Park, Cheltenham/79th, 83rd St., 87th St., 93rd/South Chicago	B	14	8,988	11,645	19,513	30%	68%
<i>Blue Island Branch</i>							
State St., Stewart Ridge, West Pullman, Racine Ave., Ashland Ave.,	C	6	2,165	2,848	5,036	32%	77%
Burr Oak, Blue Island	D	1	3,513	2,512	2,935	-28%	17%
BI Branch Subtotal		7	5,678	5,360	7,971	-6%	49%
ME TOTAL		368	538,076	553,697	649,881	3%	17%
REGION TOTAL		3,748	4,141,355	4,231,961	4,945,892	2%	17%

TABLE 8: MAJOR TRIP GENERATORS ACCESSIBLE ALONG THE ME CORRIDOR

Generator Type	Name	Comments	Municipality
Colleges and Universities	University of Chicago	15,800 students; museums	Chicago
	Chicago State University	3,600 students	Chicago
	Olive-Harvey College	A Chicago City College; 3,000 students	Chicago
	Governors State University	5,800 students	University Park
Culture and Entertainment	Museum Campus	2016 visitors - Shedd Aquarium: 1.93M, Field Museum: 1.65M, Adler Planetarium: 578K	Chicago
	Soldier Field	Hosts Chicago Bears football games and other events	Chicago
	McCormick Place	Convention facility; 2.4M visitors (2015)	Chicago
	DuSable Museum of African-American History	Located in Washington Park; 115K visitors (2016)	Chicago
	Museum of Science & Industry	1.5M visitors (2016)	Chicago
	Obama Presidential Center	Planned site, located in Jackson Park	Chicago
	Bronzeville Children's Museum	Only African-American children's museum in US	Chicago
	Big Marsh Park	278-acre bike park and nature preserve	Chicago
	Pullman Porter Museum	Honors African-American contributions in labor history	Chicago
Pullman National Monument	Designated 2015; new visitor's center and other improvements planned	Chicago	