Bus Ridership by Route

July 2004

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How to read this report

This report shows many customers ride each route in the CTA bus system. Two types of numbers are presented in this report – ridership and productivity. Both are explained below.

How are customers counted?

Boardings are recorded using the bus farebox and fare card reader. A bus operator begins his or her duty by entering the route number into the farebox, allowing CTA to assign the ridership reported by the farebox to the proper route.

Ridership

The ridership numbers presented in this report are daily averages. Weekdays, Saturdays, and Sundays are reported separately. The averages are calculated by dividing the route's total monthly ridership for that day type by the number of such days that the route operated. For example, in September 2000 the #20 Madison ♿ operated 20 weekdays and served 436,026 customers for an average weekday ridership of 436,026/20 = 21,803. For routes that don't operate every day, such as the #19 United Center Express ♿, the number of days that the route operates may be less than the actual number of days in the month.

Productivity

Productivity is the ridership on a route divided by the number of buses that operate on that route and the number of hours that they operate. That is, ridership per bus per hour.

For example, suppose route A serves 2,000 customers a day. Suppose further that route A is in operation for 10 hours, and that it takes 5 buses at a time to operate route A. Then the productivity of route A is 2,000/(10*5) = 2,000/50 = 40. That is, on average 40 customers board every bus every hour on route A.

Productivity is a useful measure because the cost of operating a route is proportional to the number of buses on the route and the number of hours they operate.

What is route 0?

Occasionally, a bus operator may enter the route number incorrectly into the fare box. Although we have several ways to determine what the route number should have been, in some cases it is impossible to determine. In such cases, we consider the route "unspecified" and assign it the route number 0.

Why don't some routes have a productivity number reported?

Productivity is only reported for routes that have regularly scheduled service. Some routes, such as the #19 United Center Express ♿, are only operated as needed and we do not report their productivity.

Why do we report the days in the month and the days in the average?

Usually, the number of days in the month and the number of days that we use to calculate average daily ridership are the same. On occasion, though, we experience data transmission problems that prevent us from identifying the route on which the ridership occurred. We exclude these days from the averages and divide by the number of days for which we have valid data.

Holidays

The following holidays are reported as Sundays:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

All other holidays are reported as the type of day they fall on.

July 2004 Notes

The following factors influenced July 2004 bus ridership.

#X21 Cermak Express
Effective Sunday, August 31, 2003, weekend service on #X21 Cermak (accessible) buses changed to provide direct access to the Loop, Illinois Medical District and Mexican Fine Arts Center Museum.

North and South Lake Shore Drive Bus Service Improvements
The following bus service improvements became effective on Sunday, August 31, 2003

South Lake Shore Drive Express Services:

#2 Hyde Park Express
Weekday rush period service expanded in both directions between 60th/Cottage Grove and Navy Pier.

#X3 King Drive Express (formerly #3L King Drive Limited)
No changes to route or hours. The route has been renamed. Ridership figures are included with the #3 King Drive.

#X4 Cottage Grove Express (New)
Operates weekday rush periods in the direction of peak travel between 95th/St. Lawrence and Michigan/Chicago. Ridership figures are included with the #4 Cottage Grove.

#6 Jackson Park Express (formerly #6 Jeffery Express)
Operates daily from 79th/South Shore to Wacker/Michigan.

#14 Jeffery Express (formerly #14 South Lake Shore Express)
Expanded to operate daily in both directions, between 103rd/Stony Island and downtown, all day into late evening. Operates on Saturdays, Sundays, and holidays.

#26 South Shore Express (New)
Operates weekday rush period service in the direction of peak travel between 106th/Ewing and Chicago/Michigan.

#27 South Deering
Discontinued and replaced by #71 71st/South Shore

#28 Stony Island Express
Extended to operate daily between 103rd/Stony Island and Union Station. Some trips extend to the Illinois Medical District.

South Lake Shore Drive Local Services:

#1 Indiana/Hyde Park
Operates weekday rush periods only between 51st/Drexel and Union Station.

#4 Cottage Grove
Now travels north on Indiana and south on Michigan between 35th and Cermak at all times.

#15 Jeffery Local (New)
Operates daily between 103rd/Stony Island and the 47th (Red Line) station.

#47 47th♿
Service extended east to 47th/Lake Park.

#51 51st♿
Operates daily between the Kedzie (Orange Line) station and the 47th (Red Line) station.

#71 71st/South Shore♿
Service extended south to 112th/Torrence.

North Lake Shore Drive Express Services:

#134 Stockton/LaSalle Express♿ (New)
Local service from Belmont/Sheridan to Fullerton/Stockton. Express to East Wacker/Columbus.

#135 Clarendon/LaSalle Express
Local service from Montrose/Clarendon to Belmont/Lake Shore Drive. Express to East Wacker/Columbus.

#136 Sheridan/LaSalle Express♿
Local service from Devon/Broadway to Irving Park/Lake Shore Drive. Express to East Wacker/Columbus.

#143 Stockton/Michigan Express♿ (New)
Local service from Belmont/Sheridan to Fullerton/Stockton. Express to Michigan/Delaware.

#144 Marine/Michigan Express♿ (New)
Local service from Foster/Marine Drive to Irving Park/Lake Shore Drive. Express to Michigan/Delaware.

#145 Wilson/Michigan Express
Local service between Lawrence/Damen (Damen (Brown Line) station) and Irving Park. Express to Michigan/Delaware.

#146 Inner Drive/Michigan Express
More buses and increased frequencies.

#147 Outer Drive Express♿
Local service from the Howard (Red Line) station to Foster/Sheridan. Express to Michigan/Delaware. Operates on Sundays and holidays.

North Lake Shore Drive Local Services:

#151 Sheridan♿
Local service between Clark/Devon and Union Station, when #147 Outer Drive Express♿ operates. At other times, the route is extended to the Howard (Red Line) station.

#156 LaSalle
Weekday service operates between Belmont/Halsted and Des Plaines/Harrison, with additional peak frequency service (more buses) south of North Avenue to serve LaSalle.

Bus Service Improvements Effective Sunday, December 7, 2003

#15 Jeffery Local♿
This route was rerouted to operate via Lake Park Boulevard instead of Hyde Park Boulevard between 56th and 51st Streets.

#28 Stony Island Express ♿
This route was rerouted to operate on Hyde Park Boulevard instead of Lake Park Boulevard between 51st and 57th Streets.

#135 Clarendon/LaSalle Express
Extended north from Montrose/Clarendon to Wilson/Clarendon.

#136 Sheridan/LaSalle Express ♿
Instead of operating on Clarendon between Lawrence and Montrose, the route was rerouted to operate on Marine Drive.

#144 Marine/Michigan Express ♿
Extended south to State/Congress from Michigan/Washington and extended north from Foster/Marine to the Berwyn Red Line station. Buses also began operating on Marine Drive between Lawrence and Montrose, instead of Clarendon.

#156 LaSalle
Extended to Irving Park Road.

New and Improved Bus Service Effective Sunday, April 25, 2004

#148 Clarendon/Michigan Express ♿
The #148 ♿ Clarendon/Michigan Express will enter Lake Shore Drive at Irving Park (which the #145 did during the first part of the experiment). This will provide faster service during peak times for customers living north of Irving Park to Michigan Avenue.

#N4 Cottage Grove ♿
The #N4 Cottage Grove ♿ is being rerouted to add overnight owl service through the Illinois Center complex and a new southbound stop at Michigan/ Randolph, which also serves #151 Sheridan ♿ and #N66 ♿ Chicago buses.

#18 16th/18th ♿
The #18 16th/18th ♿ buses were extended eastbound to connect with the Cermak-Chinatown station on the Red Line as part of a service experiment launched in December 2002. Due to increased ridership as a result of this experiment, the CTA is making this extension permanent.

#X21 Cermak Express ♿
The #X21 Cermak Express ♿ returns to its original hours and routing between North Riverside Park Mall and McCormick Place. As part of an experiment implemented on December 22, 2002, the service was adjusted to serve downtown and the Medical District. A second 180-day experiment was approved last June, routing the bus along Damen instead of Marshall Boulevard and Ogden. Low ridership to the Medical District and downtown is the key factor in returning it to its original route and schedule.

#37 Sedgwick/Ogden ♿
The #37 Sedgwick/Ogden ♿ moves its south terminal from Cermak/Karlov to the newly reopened Pulaski station on the Cermak (Douglas) branch of the Blue Line. The new bus turnaround at the station is protected from inclement weather and provides a direct connection to the Blue Line.

#72 North ♿
This #72 North ♿ will begin improved service west of Narragansett to Harlem. Every bus, instead of every other bus, will run beyond Narragansett to/from Harlem from 10 a.m. until 2 p.m. every ten minutes on weekdays. Service west of Narragansett to Harlem will run later on weekday evenings.

#145 Wilson/Michigan Express
The #145 Wilson/Michigan Express reverts back to its original routing prior to the 180-day experiment to restructure bus service along the Lake Shore Drive corridor that took effect last August.

#152 Addison ♿
The #152 Addison ♿ will operate one half-hour later on weekday evenings.

#156 LaSalle
The #156 LaSalle will operate 30 minutes later on weekday evenings.

#201 Central Ridge♿
The #201 Central Ridge♿ will operate on Sheridan instead of Sherman in northeast Evanston to better serve Northwestern University.

#X99 Chicago Manufacturing Campus Express♿
Effective Monday, May 3, 2004, this new bus route will provide service for all weekday shifts at the Chicago Manufacturing Campus (CMC). Buses will operate between the 95th/Dan Ryan (accessible) Red Line station and 126th/Avenue O, making limited stops and bus connections between 95th/Michigan and 126th/Avenue O.

#40 Chinatown/Pilsen Shuttle♿
Effective Memorial Day, May 31, 2004 through Labor Day, September 6, 2004, the Chinatown Chamber of Commerce and the Pilsen Little Village Information Center are subsidizing the #40 Chinatown/Pilsen Shuttle♿service, along with a federal Congestion Mitigation and Air Quality grant that funds projects geared to help attract customers to public transit. The shuttle will provide free service on Saturdays, Sundays and holidays between the South Loop, Museum Campus and Chinatown and Pilsen neighborhoods. This service was formerly provided by the City of Chicago, which operated a similar free trolley for the past three years. Service will operate every 20 minutes looping in one direction via State/ Roosevelt then making stops at the Field Museum, Shedd Aquarium, Prairie Avenue Historic District, Cermak/Wentworth, Cermak/Archer, 18th/Blue Island, 18th/Ashland, Mexican Fine Arts Center Museum and Maxwell Street Sunday Market, back to State/Roosevelt from 10 a.m. until 6 p.m.

Summer Bus Service Changes Effective June 20 and June 21, 2004

#6 Jackson Park Express♿ – Effective Monday, June 21
Buses will now operate one half hour later on weekdays in both directions. The last two southbound buses to 79th/South Shore depart Wacker/Columbus at 1:15 a.m. and 1:30 a.m. The last two northbound buses to Downtown depart 79th/South Shore at 12:48 a.m. and 1:03 a.m.

#14 Jeffery Express – Effective Sunday, June 20
Buses will now operate earlier weekend and holiday service. On Saturdays, the first northbound bus will leave 103rd at 7:00 a.m. and 79th at 7:21 a.m.; the first southbound bus will leave downtown at 8:20 a.m. On Sundays and holidays, the first northbound bus will leave 103rd at 8:00 a.m. and 79th at 8:21 a.m.; the first southbound bus will leave downtown at 9:15 a.m.

#15 Jeffery Local ♿ – Effective Sunday, June 20
Instead of operating on Lake Park Boulevard, service is returning to operation along South Hyde Park Boulevard between East Hyde Park Boulevard and East 57th Street.

#26 South Shore Express♿ – Effective Monday, June 21
Buses will now operate 30 minutes earlier in the afternoon. The first afternoon bus will leave Chicago/Michigan at 2:50 p.m., Randolph/Michigan at 3:04 p.m. and Congress/Michigan at 3:14 p.m. In addition, two additional buses will depart downtown between 4:30 p.m. and 5:30 p.m.

#28 Stony Island ♿ – Effective Sunday, June 20
Route name will revert to #28 Stony Island and will operate between 103rd/Stony Island and 47th/Lake Park via Lake Park between East 56th and 47th Streets returning service to Lake Park north of 56th Street.

#X28 Stony Island Express ♿ – Effective Sunday, June 20
A new route has been implemented to continue providing weekday rush period express service between 103rd/Stony Island and downtown via South Hyde Park Boulevard between East 57th Street and East Hyde Park Boulevard. This new route provides a second express option to downtown during rush hour periods. Additional service is available on the #6 Jackson Park Express ♿ off-peak hours when the #X28 Stony Island Express ♿ is not operating.

#30 South Chicago ♿ – Effective Sunday, June 20
To offer better service along 91st Street, this route will operate north and south along Houston, instead of Buffalo, between 91st and 92nd Streets.

#87 87th ♿ – Effective Sunday, June 20
Due to customer and planning feedback, buses will now operate along 91st Street, instead of 92nd Street, between Buffalo and Commercial.

#91 Austin ♿ – Effective Sunday, June 20
To better match service with demand, buses will now operate earlier on Sundays and holidays. The first bus south to Roosevelt will leave Jefferson Park at 7:45 a.m., Addison at 7:54 a.m., and Division at 8:06 a.m. The first bus north to Jefferson Park will leave Roosevelt at 8:25 a.m., Division at 8:38 a.m., and Addison at 8:49 a.m.

#145 Wilson/Michigan Express – Effective Sunday, June 20
To provide more direct service to Metra's LaSalle Street Station and the southwest Loop area, buses will now operate west on Van Buren, instead of Congress, between Michigan and Wells. Buses will make stops along Van Buren at Wabash, State, Clark, and Financial Place, in addition to a stop on Wells at Van Buren. The south terminal for the route will still be located at Harrison/Wells.

#156 LaSalle – Effective Monday, June 21
Buses will now operate 12 minutes earlier each morning. The first bus will leave Belmont at 5:17 a.m. instead of 5:29 a.m.

July 2004 Bus Ridership by Route

Section I: Average Weekday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
0	Unspecified Route	5,181	3,616	5,847	12.8%	61.7%	
1	Indiana-Hyde Park ♿	7,401	7,045	2,881	-61.1%	-59.1%	44.7
2	Hyde Park Express ♿	1,253	1,267	2,064	64.8%	62.9%	37.5
3	King Drive ♿	22,489	20,443	21,694	-3.5%	6.1%	54.5
4	Cottage Grove ♿	23,389	21,222	22,339	-4.5%	5.3%	67.2
6	Jackson Park Express ♿	17,137	16,899	9,709	-43.3%	-42.5%	34.5
7	Harrison ♿	4,934	4,812	5,073	2.8%	5.4%	43.9
8	Halsted ♿	18,879	17,694	17,828	-5.6%	0.8%	46.6
8A	South Halsted ♿	3,107	3,145	2,905	-6.5%	-7.6%	38.6
9	Ashland ♿	29,698	28,403	27,924	-6.0%	-1.7%	45.6
10	Museum of S & I ♿	1,266	1,099	1,196	-5.5%	8.8%	30.5
11	Lincoln ♿	3,056	3,200	3,328	8.9%	4.0%	26.2
12	Roosevelt ♿	10,308	9,808	9,989	-3.1%	1.8%	50.8
14	Jeffrey Express	8,567	8,169	11,911	39.0%	45.8%	37.3
15	Jeffrey Local ♿			7,875			36.3
17	Westchester ♿	406	579	465	14.5%	-19.7%	27.6
18	16th-18th ♿	1,342	1,459	1,185	-11.7%	-18.8%	19.0
19	United Center Express ♿	368		500	35.9%		
20	Madison ♿	24,135	20,108	20,891	-13.4%	3.9%	64.6
21	Cermak ♿	7,598	8,023	6,863	-9.7%	-14.5%	49.0
22	Clark ♿	21,213	20,900	19,114	-9.9%	-8.5%	50.7
24	Wentworth ♿	3,428	3,733	3,546	3.4%	-5.0%	24.5
25	West Cermak ♿	366	435	379	3.5%	-12.9%	30.9
26	South Shore Express ♿			2,132			50.5
28	Stony Island ♿	12,484	10,707	9,766	-21.8%	-8.8%	32.6
29	State ♿	17,999	16,974	14,956	-16.9%	-11.9%	52.1
30	South Chicago ♿	3,222	3,185	2,957	-8.2%	-7.2%	23.6
33	Mag Mile Express ♿	800	637	598	-25.3%	-6.2%	30.9
34	South Michigan ♿	6,023	5,506	5,398	-10.4%	-1.9%	39.4
35	35th ♿	5,691	5,160	5,406	-5.0%	4.8%	40.4
36	Broadway ♿	14,946	14,694	14,326	-4.1%	-2.5%	48.0

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Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
37	Sedgwick/Ogden ♿	2,191	2,194	2,017	-7.9%	-8.1%	21.8
39	Pershing ♿	1,950	1,641	1,532	-21.4%	-6.6%	18.1
43	43rd ♿	1,201	1,232	1,142	-4.9%	-7.4%	26.4
44	Wallace-Racine ♿	5,573	5,679	5,209	-6.5%	-8.3%	30.2
47	47th ♿	8,052	8,078	11,700	45.3%	44.8%	52.0
48	South Damen ♿	754	720	714	-5.3%	-0.8%	17.4
49	Western ♿	20,620	18,451	19,748	-4.2%	7.0%	48.5
49A	South Western ♿	576	447	572	-0.7%	27.9%	23.9
49B	North Western ♿	4,611	4,764	5,135	11.4%	7.8%	61.7
X49	Western Express ♿	7,145	8,263	8,978	25.7%	8.7%	35.7
50	Damen ♿	8,104	7,338	7,137	-11.9%	-2.7%	34.3
51	51st ♿	4,049	4,017	2,373	-41.4%	-40.9%	38.4
52	Kedzie/California ♿	10,771	11,689	10,020	-7.0%	-14.3%	44.5
52A	South Kedzie ♿	7,265	5,956	6,263	-13.8%	5.2%	31.8
53	Pulaski ♿	21,401	20,095	18,794	-12.2%	-6.5%	50.2
53A	South Pulaski ♿	8,653	8,584	8,303	-4.0%	-3.3%	38.6
54	Cicero ♿	11,415	10,914	11,560	1.3%	5.9%	58.1
54A	North Cicero/Skokie Blvd. ♿	1,262	1,107	1,350	7.0%	22.0%	25.7
54B	South Cicero ♿	4,880	4,707	4,313	-11.6%	-8.4%	36.5
55	Garfield ♿	13,065	11,952	12,780	-2.2%	6.9%	55.4
X55	Garfield Express ♿	40	1,878	1,079	2593.9%	-42.6%	14.0
55N	55th/Narragansett ♿	793	805	808	2.0%	0.4%	12.3
56	Milwaukee ♿	15,174	13,505	12,952	-14.6%	-4.1%	50.4
56A	North Milwaukee ♿	717	677	788	10.0%	16.4%	21.4
57	Laramie ♿	2,845	2,570	2,563	-9.9%	-0.3%	48.9
59	59th/61st ♿	3,861	3,337	3,309	-14.3%	-0.9%	32.9
60	Blue Island/26th ♿	14,740	13,677	13,533	-8.2%	-1.0%	49.6
62	Archer ♿	14,021	13,890	13,455	-4.0%	-3.1%	35.0
62H	Archer/Harlem ♿	1,228	1,275	1,098	-10.6%	-13.9%	19.9
63	63rd ♿	20,055	18,811	18,955	-5.5%	0.8%	55.2
63W	West 63rd ♿	2,255	2,205	2,201	-2.4%	-0.2%	25.5

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Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
64	Foster-Canfield ♿	183	188	218	19.6%	16.0%	18.2
65	Grand ♿	7,092	7,132	6,318	-10.9%	-11.4%	41.2
66	Chicago ♿	22,478	20,482	20,220	-10.0%	-1.3%	59.4
67	67th-69th-71st ♿	12,764	12,472	12,477	-2.3%	0.0%	49.7
68	Northwest Highway ♿	1,261	1,313	1,262	0.1%	-3.9%	23.4
69	Cumberland/East River ♿	355	361	277	-22.2%	-23.3%	20.9
70	Division ♿	11,425	9,825	10,235	-10.4%	4.2%	58.9
71	71st/South Shore ♿	7,547	6,587	10,064	33.4%	52.8%	51.3
72	North ♿	15,179	14,221	14,420	-5.0%	1.4%	51.2
73	Armitage ♿	4,983	5,097	4,976	-0.1%	-2.4%	38.7
74	Fullerton ♿	12,468	12,987	12,154	-2.5%	-6.4%	58.6
75	74th-75th ♿	7,985	7,207	7,180	-10.1%	-0.4%	52.0
76	Diversey ♿	13,667	12,467	11,460	-16.1%	-8.1%	50.6
77	Belmont ♿	20,693	19,906	20,038	-3.2%	0.7%	51.2
78	Montrose ♿	8,785	8,290	8,507	-3.2%	2.6%	48.8
79	79th ♿	30,979	29,245	29,554	-4.6%	1.1%	56.1
80	Irving Park ♿	12,400	12,146	12,423	0.2%	2.3%	51.0
X80	Irving Park Express ♿	436	706	1,024	135.1%	45.1%	13.8
81	Lawrence ♿	15,790	14,971	14,503	-8.2%	-3.1%	72.9
81W	West Lawrence ♿	1,552	1,415	1,655	6.7%	17.0%	25.6
82	Kimball-Homan ♿	16,944	15,996	16,181	-4.5%	1.2%	47.2
84	Peterson ♿	3,925	3,786	3,787	-3.5%	0.0%	48.6
85	Central ♿	11,852	11,652	11,916	0.5%	2.3%	56.3
85A	North Central ♿	896	1,053	800	-10.7%	-24.0%	26.1
86	Narragansett/Ridgeland ♿	1,457	1,370	1,425	-2.2%	4.0%	26.5
87	87th ♿	15,262	14,769	15,015	-1.6%	1.7%	49.8
88	Higgins ♿	1,516	1,707	1,657	9.3%	-2.9%	33.6
90	Harlem ♿	4,316	4,608	4,528	4.9%	-1.8%	58.8
90N	North Harlem ♿	365	530	428	17.1%	-19.3%	14.9
91	Austin ♿	7,771	8,031	7,987	2.8%	-0.5%	42.3
92	Foster ♿	7,204	7,485	7,150	-0.8%	-4.5%	55.8

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93	California/Dodge ♿	2,145	3,188	3,154	47.0%	-1.0%	34.5
94	South California ♿	10,065	9,804	10,017	-0.5%	2.2%	42.2
95E	93rd-95th ♿	5,989	5,049	4,888	-18.4%	-3.2%	37.0
95W	West 95th ♿	4,743	4,278	4,786	0.9%	11.9%	54.0
96	Lunt ♿	1,497	817	1,154	-22.9%	41.2%	21.4
97	Skokie ♿	3,712	3,112	3,174	-14.5%	2.0%	32.6
X98	Avon Express ♿	411	377	277	-32.6%	-26.5%	62.7
X99	Chicago Mftg. Campus ♿			216			10.6
100	Jeffery Manor Express ♿	938	797	649	-30.8%	-18.5%	18.9
103	West 103rd ♿	3,308	2,770	3,032	-8.4%	9.4%	26.0
106	103rd/106th ♿	1,922	1,807	1,446	-24.8%	-19.9%	22.9
108	Halsted/95th ♿	2,206	2,184	2,218	0.6%	1.6%	38.0
111	Pullman/111th/115th ♿	5,304	5,329	5,195	-2.1%	-2.5%	34.3
112	Vincennes/111th ♿	3,272	3,067	3,192	-2.4%	4.1%	28.9
119	Michigan/119th ♿	6,041	5,583	5,299	-12.3%	-5.1%	42.1
120	NW/Wacker Express	1,394	1,681	1,728	24.0%	2.8%	45.4
121	Union/Wacker Express	1,162	2,227	2,092	80.1%	-6.0%	44.0
122	Illinois Center/NW Express	445	299	549	23.4%	84.0%	21.0
123	Illinois Center/Union Express	376	645	657	74.7%	1.8%	23.8
124	Navy Pier ♿	264	1,610	1,388	425.4%	-13.8%	22.7
125	Water Tower Express	2,632	2,855	2,643	0.4%	-7.4%	43.3
126	Jackson ♿	8,365	8,493	8,334	-0.4%	-1.9%	40.3
127	NW/Madison ♿	311	346	285	-8.2%	-17.5%	28.7
129	West Loop/South Loop ♿	856	955	971	13.5%	1.8%	34.9
134	Stockton/LaSalle Express ♿			1,401			59.1
135	Clarendon/LaSalle Express	2,218	2,380	2,267	2.2%	-4.8%	49.5
136	Sheridan/LaSalle Express ♿	1,833	2,141	2,136	16.5%	-0.2%	49.8
143	Stockton/Michigan Express ♿			935			51.2
144	Marine/Michigan Express ♿			823			27.7
145	Wilson/Michigan Express	8,339	7,918	6,540	-21.6%	-17.4%	45.6
146	Inner Drive/Michigan Express	9,817	9,750	8,955	-8.8%	-8.2%	44.4

July 2004 Bus Ridership by Route

Section I: Average Weekday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
147	Outer Drive Express ♿	9,471	9,618	10,905	15.1%	13.4%	46.7
148	Clarendon/Michigan Express ♿			1,138			31.2
151	Sheridan ♿	24,102	23,092	20,351	-15.6%	-11.9%	46.2
152	Addison ♿	8,952	9,570	9,581	7.0%	0.1%	47.9
154	Wrigley Field Express	37	535	642	1614.7%	19.8%	
155	Devon ♿	6,732	6,424	6,227	-7.5%	-3.1%	56.8
156	LaSalle	8,593	8,205	8,619	0.3%	5.0%	38.1
157	Streeterville ♿	3,132	3,029	2,948	-5.9%	-2.7%	35.3
168	UIC-Pilsen Express ♿	103	79	71	-31.5%	-10.1%	18.1
169	69th-UPS Express	608	503	305	-49.9%	-39.5%	21.8
170	U of Chicago - Midway	275	157	199	-27.5%	26.6%	30.3
171	U of Chicago - Hyde Park	108	172	170	57.9%	-0.9%	30.3
172	U of Chicago - Kenwood	234	219	299	27.8%	36.6%	38.2
200	Main Shuttle ♿		90	61		-32.2%	7.8
201	Central/Ridge ♿	1,267	1,793	1,469	16.0%	-18.1%	16.7
205	Chicago/Golf ♿		918	1,105		20.4%	19.4
206	Evanston Circulator ♿		428	490		14.6%	15.6
	Weekday Total	**935,751**	**895,916**	**895,308**	**-4.3%**	**-0.1%**	**44.6**

July 2004 Bus Ridership by Route

Section II: Average Saturday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
0	Unspecified Route	2,355	2,731	4,788	103.4%	75.3%	
3	King Drive ♿	17,269	15,659	15,384	-10.9%	-1.8%	44.1
4	Cottage Grove ♿	17,651	16,734	17,504	-0.8%	4.6%	53.4
6	Jackson Park Express ♿	13,617	12,963	9,118	-33.0%	-29.7%	36.7
8	Halsted ♿	13,151	11,679	13,020	-1.0%	11.5%	41.6
8A	South Halsted ♿	2,545	3,676	2,927	15.0%	-20.4%	34.7
9	Ashland ♿	22,901	22,602	21,545	-5.9%	-4.7%	45.9
10	Museum of S & I ♿	1,447	1,460	1,242	-14.2%	-15.0%	29.6
11	Lincoln ♿	1,592	1,641	1,507	-5.4%	-8.2%	20.8
12	Roosevelt ♿	6,652	6,624	6,895	3.6%	4.1%	47.7
14	Jeffrey Express			4,449			34.1
15	Jeffrey Local ♿			6,656			34.5
18	16th-18th ♿	823	946	893	8.6%	-5.6%	14.7
19	United Center Express ♿	209		899	330.1%		
20	Madison ♿	14,087	12,766	13,682	-2.9%	7.2%	52.1
21	Cermak ♿	7,788	6,965	7,062	-9.3%	1.4%	48.6
X21	Cermak Express ♿	1,434	2,185	1,711	19.3%	-21.7%	22.1
22	Clark ♿	15,860	15,181	15,270	-3.7%	0.6%	47.0
28	Stony Island ♿	8,962	8,329	5,791	-35.4%	-30.5%	41.8
29	State ♿	14,111	15,017	14,265	1.1%	-5.0%	54.1
30	South Chicago ♿	1,875	1,843	1,784	-4.9%	-3.2%	17.4
34	South Michigan ♿	5,125	5,320	4,316	-15.8%	-18.9%	35.4
35	35th ♿	3,374	2,926	3,474	3.0%	18.7%	34.2
36	Broadway ♿	13,090	13,211	13,548	3.5%	2.5%	44.3
40	Chinatown/Pilsen Shuttle ♿			696			28.2
43	43rd ♿	578	555	592	2.4%	6.6%	20.2
44	Wallace-Racine ♿	2,095	2,443	2,460	17.4%	0.7%	32.0
47	47th ♿	6,003	5,406	8,326	38.7%	54.0%	47.6
49	Western ♿	19,997	19,409	22,861	14.3%	17.8%	54.7
49B	North Western ♿	3,285	3,397	3,494	6.4%	2.9%	63.8
50	Damen ♿	4,071	4,123	4,061	-0.2%	-1.5%	25.6

July 2004 Bus Ridership by Route

Section II: Average Saturday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
51	51st	3,768	3,272	1,893	-49.8%	-42.2%	35.6
52	Kedzie/California	8,091	7,877	7,805	-3.5%	-0.9%	41.9
52A	South Kedzie	3,794	3,674	3,786	-0.2%	3.1%	42.3
53	Pulaski	15,669	14,311	15,121	-3.5%	5.7%	49.3
53A	South Pulaski	3,287	3,128	3,457	5.2%	10.5%	39.9
54	Cicero	9,155	9,384	9,791	7.0%	4.3%	57.3
54B	South Cicero	5,184	4,796	4,262	-17.8%	-11.1%	45.0
55	Garfield	10,215	9,172	9,957	-2.5%	8.6%	51.8
55N	55th/Narragansett	118	138	190	60.6%	37.7%	7.3
56	Milwaukee	11,621	9,786	8,703	-25.1%	-11.1%	44.9
57	Laramie	2,245	1,558	1,154	-48.6%	-25.9%	33.4
59	59th/61st	2,045	1,986	2,278	11.4%	14.7%	29.6
60	Blue Island/26th	10,771	9,271	9,721	-9.8%	4.9%	36.2
62	Archer	7,899	8,233	8,185	3.6%	-0.6%	31.5
62H	Archer/Harlem	491	408	357	-27.3%	-12.4%	13.7
63	63rd	17,544	15,435	15,165	-13.6%	-1.7%	49.3
63W	West 63rd	816	814	757	-7.2%	-7.0%	21.0
65	Grand	3,707	4,928	4,053	9.3%	-17.8%	38.5
66	Chicago	15,403	14,154	14,914	-3.2%	5.4%	60.1
67	67th-69th-71st	9,412	9,523	8,936	-5.1%	-6.2%	44.2
68	Northwest Highway	539	733	664	23.3%	-9.5%	19.9
70	Division	7,742	7,338	7,429	-4.0%	1.2%	49.8
71	71st/South Shore	5,495	4,786	8,150	48.3%	70.3%	47.4
72	North	12,176	12,041	11,085	-9.0%	-7.9%	42.0
73	Armitage	3,189	2,673	2,684	-15.8%	0.4%	30.1
74	Fullerton	9,776	9,414	9,472	-3.1%	0.6%	47.7
75	74th-75th	5,240	5,521	5,358	2.2%	-3.0%	45.0
76	Diversey	8,407	7,296	7,145	-15.0%	-2.1%	43.7
77	Belmont	15,278	14,751	15,668	2.6%	6.2%	52.7
78	Montrose	6,026	6,173	5,620	-6.7%	-9.0%	44.2
79	79th	26,543	25,210	24,794	-6.6%	-1.7%	52.4

July 2004 Bus Ridership by Route

Section II: Average Saturday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
80	Irving Park ♿	9,101	9,553	9,696	6.5%	1.5%	47.9
81	Lawrence ♿	12,508	11,134	11,232	-10.2%	0.9%	64.3
81W	West Lawrence ♿	998	1,018	1,140	14.3%	12.0%	28.3
82	Kimball-Homan ♿	12,035	10,893	11,074	-8.0%	1.7%	47.7
84	Peterson ♿	2,077	2,108	1,790	-13.8%	-15.1%	29.2
85	Central ♿	7,662	7,994	8,701	13.6%	8.9%	52.7
85A	North Central ♿	227	295	57	-75.0%	-80.7%	3.6
87	87th ♿	10,680	10,359	10,603	-0.7%	2.4%	51.3
88	Higgins ♿	722	739	758	4.9%	2.5%	20.7
90	Harlem ♿	2,972	3,394	3,816	28.4%	12.4%	53.5
90N	North Harlem ♿	281	230	180	-35.7%	-21.5%	9.9
91	Austin ♿	4,387	4,774	4,205	-4.2%	-11.9%	50.6
92	Foster ♿	4,228	4,152	4,552	7.7%	9.6%	59.9
93	California/Dodge ♿	1,237	1,727	1,498	21.0%	-13.3%	23.9
94	South California ♿	4,757	4,966	4,985	4.8%	0.4%	42.0
95E	93rd-95th ♿	4,522	4,000	3,585	-20.7%	-10.4%	26.9
95W	West 95th ♿	4,103	3,950	4,192	2.2%	6.1%	37.1
97	Skokie ♿	2,116	1,994	2,302	8.8%	15.4%	33.0
X98	Avon Express ♿	51	45	79	54.2%	73.8%	189.4
X99	Chicago Mftg. Campus ♿			18			2.9
103	West 103rd ♿	1,482	1,382	1,557	5.1%	12.7%	21.8
106	103rd/106th ♿	574	532	506	-11.8%	-4.8%	18.0
111	Pullman/111th/115th ♿	3,207	2,841	3,245	1.2%	14.2%	29.7
112	Vincennes/111th ♿	1,593	1,324	1,384	-13.1%	4.5%	19.7
119	Michigan/119th ♿	4,300	3,812	3,861	-10.2%	1.3%	35.0
124	Navy Pier ♿	671	1,718	2,045	204.9%	19.1%	39.2
126	Jackson ♿	4,416	4,774	4,391	-0.6%	-8.0%	31.4
130	Grant Park Treasures ♿	376	494	567	50.7%	14.7%	16.9
145	Wilson/Michigan Express	3,343	3,852	3,633	8.7%	-5.7%	33.4
146	Inner Drive/Michigan Express	7,475	6,908	7,426	-0.7%	7.5%	48.5
147	Outer Drive Express ♿	5,646	5,124	7,971	41.2%	55.6%	44.0

July 2004 Bus Ridership by Route

Section II: Average Saturday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
151	Sheridan ♿	17,503	16,581	16,181	-7.6%	-2.4%	46.4
152	Addison ♿	4,941	4,811	5,756	16.5%	19.6%	47.2
154	Wrigley Field Express			863			
155	Devon ♿	5,334	5,273	4,829	-9.5%	-8.4%	48.0
169	69th-UPS Express	93	77	24	-74.1%	-68.8%	9.7
201	Central/Ridge ♿	688	566	908	32.0%	60.4%	14.7
	Saturday Total	**613,467**	**590,258**	**607,307**	**-1.0%**	**2.9%**	**43.8**

July 2004 Bus Ridership by Route

Section III: Average Sunday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
0	Unspecified Route	2,538	3,452	5,165	103.5%	49.6%	
3	King Drive ♿	10,698	11,116	10,707	0.1%	-3.7%	45.8
4	Cottage Grove ♿	13,450	12,759	13,293	-1.2%	4.2%	46.8
6	Jackson Park Express ♿	8,307	8,090	6,616	-20.3%	-18.2%	32.6
8	Halsted ♿	9,894	9,057	9,668	-2.3%	6.7%	34.2
8A	South Halsted ♿	1,764	1,825	2,042	15.8%	11.9%	35.3
9	Ashland ♿	17,592	15,521	16,151	-8.2%	4.1%	39.9
10	Museum of S & I ♿	1,029	936	1,175	14.2%	25.6%	30.3
11	Lincoln ♿	985	1,191	1,196	21.4%	0.4%	18.7
12	Roosevelt ♿	5,686	5,723	5,187	-8.8%	-9.4%	42.6
14	Jeffrey Express			3,592			28.7
15	Jeffrey Local ♿			3,880			23.3
18	16th-18th ♿	676	778	740	9.3%	-5.0%	13.0
19	United Center Express ♿			1,496			
20	Madison ♿	10,203	9,534	8,665	-15.1%	-9.1%	41.3
21	Cermak ♿	5,823	4,649	4,258	-26.9%	-8.4%	36.9
X21	Cermak Express ♿	717	1,254	1,639	128.6%	30.7%	21.4
22	Clark ♿	11,679	11,420	10,855	-7.1%	-5.0%	42.6
28	Stony Island ♿	6,418	5,829	3,451	-46.2%	-40.8%	31.1
29	State ♿	9,718	10,007	10,615	9.2%	6.1%	51.5
30	South Chicago ♿	1,116	568	948	-15.1%	66.8%	14.5
34	South Michigan ♿	3,132	3,414	3,237	3.4%	-5.2%	40.3
35	35th ♿	1,903	2,061	1,667	-12.4%	-19.1%	25.3
36	Broadway ♿	9,334	9,225	10,252	9.8%	11.1%	43.8
40	Chinatown/Pilsen Shuttle ♿			798			32.4
43	43rd ♿	280	334	545	94.9%	63.1%	26.4
44	Wallace-Racine ♿	1,541	1,272	1,604	4.1%	26.1%	26.7
47	47th ♿	3,699	3,612	5,985	61.8%	65.7%	41.6
49	Western ♿	14,026	13,700	14,875	6.1%	8.6%	48.9
49B	North Western ♿	2,395	2,394	3,205	33.8%	33.8%	67.1
50	Damen ♿	2,804	2,690	2,743	-2.2%	2.0%	20.6

July 2004 Bus Ridership by Route

Section III: Average Sunday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
51	51st ♿	2,178	1,975	1,156	-46.9%	-41.5%	28.0
52	Kedzie/California ♿	6,946	5,516	5,312	-23.5%	-3.7%	37.5
52A	South Kedzie ♿	2,276	2,190	2,356	3.5%	7.6%	39.4
53	Pulaski ♿	10,588	9,533	10,570	-0.2%	10.9%	42.7
53A	South Pulaski ♿	1,871	1,860	2,106	12.6%	13.2%	37.3
54	Cicero ♿	6,369	6,810	6,516	2.3%	-4.3%	48.2
54B	South Cicero ♿	2,618	2,831	2,755	5.2%	-2.7%	49.2
55	Garfield ♿	8,909	7,763	8,546	-4.1%	10.1%	50.1
56	Milwaukee ♿	7,937	7,166	6,476	-18.4%	-9.6%	39.2
57	Laramie ♿	793	861	805	1.5%	-6.5%	28.8
60	Blue Island/26th ♿	8,402	7,761	7,367	-12.3%	-5.1%	31.1
62	Archer ♿	5,796	6,013	6,214	7.2%	3.3%	32.2
63	63rd ♿	12,706	12,359	11,288	-11.2%	-8.7%	41.4
63W	West 63rd ♿	592	469	503	-15.0%	7.2%	17.2
65	Grand ♿	2,654	2,680	2,853	7.5%	6.5%	39.8
66	Chicago ♿	10,897	10,400	10,767	-1.2%	3.5%	60.3
67	67th-69th-71st ♿	7,254	7,085	6,884	-5.1%	-2.8%	47.3
68	Northwest Highway ♿	266	396	315	18.1%	-20.5%	22.2
70	Division ♿	5,976	5,271	5,668	-5.1%	7.5%	43.7
71	71st/South Shore ♿	3,920	3,415	5,679	44.9%	66.3%	36.7
72	North ♿	9,634	8,712	8,752	-9.2%	0.5%	44.6
73	Armitage ♿	1,577	1,714	1,698	7.7%	-0.9%	34.8
74	Fullerton ♿	7,248	6,663	6,621	-8.6%	-0.6%	47.0
75	74th-75th ♿	5,037	4,161	3,983	-20.9%	-4.3%	36.4
76	Diversey ♿	5,729	4,922	5,123	-10.6%	4.1%	38.7
77	Belmont ♿	10,344	10,219	11,196	8.2%	9.6%	52.6
78	Montrose ♿	4,494	4,011	4,194	-6.7%	4.5%	33.8
79	79th ♿	18,228	16,766	16,863	-7.5%	0.6%	53.7
80	Irving Park ♿	6,553	6,367	7,323	11.8%	15.0%	47.5
81	Lawrence ♿	9,163	8,511	8,648	-5.6%	1.6%	61.7
81W	West Lawrence ♿	474	754	764	61.3%	1.3%	25.0

July 2004 Bus Ridership by Route

Section III: Average Sunday Boardings

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
82	Kimball-Homan ♿	8,406	7,406	8,006	-4.8%	8.1%	48.0
84	Peterson ♿	891	896	1,089	22.2%	21.5%	34.5
85	Central ♿	5,252	5,865	5,964	13.6%	1.7%	46.5
87	87th ♿	6,340	5,874	6,890	8.7%	17.3%	55.8
88	Higgins ♿	582	557	510	-12.4%	-8.5%	16.3
90	Harlem ♿	1,946	2,058	1,971	1.3%	-4.2%	38.6
91	Austin ♿	2,735	2,624	2,803	2.5%	6.8%	40.8
92	Foster ♿	3,336	2,792	2,559	-23.3%	-8.3%	44.0
94	South California ♿	3,900	3,304	3,497	-10.3%	5.8%	39.9
95E	93rd-95th ♿	3,380	3,026	3,148	-6.9%	4.0%	26.2
95W	West 95th ♿	2,635	2,628	2,675	1.5%	1.8%	36.0
97	Skokie ♿	1,431	1,384	1,632	14.0%	17.9%	36.3
103	West 103rd ♿	1,255	1,066	988	-21.3%	-7.3%	18.0
106	103rd/106th ♿	325	286	308	-5.2%	7.4%	17.6
111	Pullman/111th/115th ♿	2,431	2,194	2,303	-5.3%	4.9%	27.7
112	Vincennes/111th ♿	958	1,036	1,117	16.6%	7.9%	21.5
119	Michigan/119th ♿	3,247	3,143	2,942	-9.4%	-6.4%	39.0
124	Navy Pier ♿	360	1,428	1,465	307.2%	2.5%	28.4
126	Jackson ♿	3,789	3,087	2,892	-23.7%	-6.3%	26.8
130	Grant Park Treasures ♿	326	346	672	105.8%	94.2%	22.8
145	Wilson/Michigan Express	2,770	2,546	2,812	1.5%	10.5%	40.5
146	Inner Drive/Michigan Express	4,736	5,134	5,349	13.0%	4.2%	41.5
147	Outer Drive Express ♿			4,487			44.3
151	Sheridan ♿	13,604	13,786	11,847	-12.9%	-14.1%	44.1
152	Addison ♿	3,068	3,624	3,988	30.0%	10.0%	55.2
154	Wrigley Field Express		2,866	1,112		-61.2%	
155	Devon ♿	3,958	3,818	3,697	-6.6%	-3.2%	48.8
	Sunday Total	**429,519**	**410,797**	**430,411**	**0.2%**	**4.8%**	**41.0**

July 2004 Bus Ridership by Route

Section IV: Operating Data

	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04
Monthly Total (Operating Data)	25,187,983	24,125,088	23,990,053	-4.8%	-0.6%
Days in Month					
Weekdays	22	22	21		
Saturdays	4	4	5		
Sundays	5	5	5		
Days in Averages (Varies by Route)					
Weekdays	22	22	21		
Saturdays	4	4	5		
Sundays	5	5	5		
Average Temperatures (Fº)					
Weekdays	77.1	71.5	71.7		
Saturdays	75.3	73.5	70.6		
Sundays	79.4	76.4	71.2		

July 2004 Bus Ridership by Route

Section V: Highest Ridership Routes

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
Weekday							
79	79th ♿	30,979	29,245	29,554	-4.6%	1.1%	56.1
9	Ashland ♿	29,698	28,403	27,924	-6.0%	-1.7%	45.6
4	Cottage Grove ♿	23,389	21,222	22,339	-4.5%	5.3%	67.2
3	King Drive ♿	22,489	20,443	21,694	-3.5%	6.1%	54.5
20	Madison ♿	24,135	20,108	20,891	-13.4%	3.9%	64.6
151	Sheridan ♿	24,102	23,092	20,351	-15.6%	-11.9%	46.2
66	Chicago ♿	22,478	20,482	20,220	-10.0%	-1.3%	59.4
77	Belmont ♿	20,693	19,906	20,038	-3.2%	0.7%	51.2
49	Western ♿	20,620	18,451	19,748	-4.2%	7.0%	48.5
22	Clark ♿	21,213	20,900	19,114	-9.9%	-8.5%	50.7
Saturday							
79	79th ♿	26,543	25,210	24,794	-6.6%	-1.7%	52.4
49	Western ♿	19,997	19,409	22,861	14.3%	17.8%	54.7
9	Ashland ♿	22,901	22,602	21,545	-5.9%	-4.7%	45.9
4	Cottage Grove ♿	17,651	16,734	17,504	-0.8%	4.6%	53.4
151	Sheridan ♿	17,503	16,581	16,181	-7.6%	-2.4%	46.4
77	Belmont ♿	15,278	14,751	15,668	2.6%	6.2%	52.7
3	King Drive ♿	17,269	15,659	15,384	-10.9%	-1.8%	44.1
22	Clark ♿	15,860	15,181	15,270	-3.7%	0.6%	47.0
63	63rd ♿	17,544	15,435	15,165	-13.6%	-1.7%	49.3
53	Pulaski ♿	15,669	14,311	15,121	-3.5%	5.7%	49.3
Sunday							
79	79th ♿	18,228	16,766	16,863	-7.5%	0.6%	53.7
9	Ashland ♿	17,592	15,521	16,151	-8.2%	4.1%	39.9
49	Western ♿	14,026	13,700	14,875	6.1%	8.6%	48.9
4	Cottage Grove ♿	13,450	12,759	13,293	-1.2%	4.2%	46.8
151	Sheridan ♿	13,604	13,786	11,847	-12.9%	-14.1%	44.1
63	63rd ♿	12,706	12,359	11,288	-11.2%	-8.7%	41.4
77	Belmont ♿	10,344	10,219	11,196	8.2%	9.6%	52.6
22	Clark ♿	11,679	11,420	10,855	-7.1%	-5.0%	42.6
66	Chicago ♿	10,897	10,400	10,767	-1.2%	3.5%	60.3
3	King Drive ♿	10,698	11,116	10,707	0.1%	-3.7%	45.8

July 2004 Bus Ridership by Route

Section VI: Highest Increase Routes

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
Weekday							
122	Illinois Center/NW Express	445	299	549	23.4%	84.0%	21.0
2	Hyde Park Express ♿	1,253	1,267	2,064	64.8%	62.9%	37.5
71	71st/South Shore ♿	7,547	6,587	10,064	33.4%	52.8%	51.3
14	Jeffrey Express	8,567	8,169	11,911	39.0%	45.8%	37.3
X80	Irving Park Express ♿	436	706	1,024	135.1%	45.1%	13.8
47	47th ♿	8,052	8,078	11,700	45.3%	44.8%	52.0
96	Lunt ♿	1,497	817	1,154	-22.9%	41.2%	21.4
172	U of Chicago - Kenwood	234	219	299	27.8%	36.6%	38.2
49A	South Western ♿	576	447	572	-0.7%	27.9%	23.9
170	U of Chicago - Midway	275	157	199	-27.5%	26.6%	30.3
Saturday							
X98	Avon Express ♿	51	45	79	54.2%	73.8%	189.4
71	71st/South Shore ♿	5,495	4,786	8,150	48.3%	70.3%	47.4
201	Central/Ridge ♿	688	566	908	32.0%	60.4%	14.7
147	Outer Drive Express ♿	5,646	5,124	7,971	41.2%	55.6%	44.0
47	47th ♿	6,003	5,406	8,326	38.7%	54.0%	47.6
55N	55th/Narragansett ♿	118	138	190	60.6%	37.7%	7.3
152	Addison ♿	4,941	4,811	5,756	16.5%	19.6%	47.2
124	Navy Pier ♿	671	1,718	2,045	204.9%	19.1%	39.2
35	35th ♿	3,374	2,926	3,474	3.0%	18.7%	34.2
49	Western ♿	19,997	19,409	22,861	14.3%	17.8%	54.7
Sunday							
130	Grant Park Treasures ♿	326	346	672	105.8%	94.2%	22.8
30	South Chicago ♿	1,116	568	948	-15.1%	66.8%	14.5
71	71st/South Shore ♿	3,920	3,415	5,679	44.9%	66.3%	36.7
47	47th ♿	3,699	3,612	5,985	61.8%	65.7%	41.6
43	43rd ♿	280	334	545	94.9%	63.1%	26.4
49B	North Western ♿	2,395	2,394	3,205	33.8%	33.8%	67.1
X21	Cermak Express ♿	717	1,254	1,639	128.6%	30.7%	21.4
44	Wallace-Racine ♿	1,541	1,272	1,604	4.1%	26.1%	26.7
84	Peterson ♿	891	896	1,089	22.2%	21.5%	34.5
97	Skokie ♿	1,431	1,384	1,632	14.0%	17.9%	36.3

July 2004 Bus Ridership by Route

Section VII: Highest Decrease Routes

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
Weekday							
1	Indiana-Hyde Park ♿	7,401	7,045	2,881	-61.1%	-59.1%	44.7
X55	Garfield Express ♿	40	1,878	1,079	2593.9%	-42.6%	14.0
6	Jackson Park Express ♿	17,137	16,899	9,709	-43.3%	-42.5%	34.5
51	51st ♿	4,049	4,017	2,373	-41.4%	-40.9%	38.4
169	69th-UPS Express	608	503	305	-49.9%	-39.5%	21.8
200	Main Shuttle ♿		90	61		-32.2%	7.8
X98	Avon Express ♿	411	377	277	-32.6%	-26.5%	62.7
85A	North Central ♿	896	1,053	800	-10.7%	-24.0%	26.1
69	Cumberland/East River ♿	355	361	277	-22.2%	-23.3%	20.9
106	103rd/106th ♿	1,922	1,807	1,446	-24.8%	-19.9%	22.9
Saturday							
85A	North Central ♿	227	295	57	-75.0%	-80.7%	3.6
169	69th-UPS Express	93	77	24	-74.1%	-68.8%	9.7
51	51st ♿	3,768	3,272	1,893	-49.8%	-42.2%	35.6
28	Stony Island ♿	8,962	8,329	5,791	-35.4%	-30.5%	41.8
6	Jackson Park Express ♿	13,617	12,963	9,118	-33.0%	-29.7%	36.7
57	Laramie ♿	2,245	1,558	1,154	-48.6%	-25.9%	33.4
X21	Cermak Express ♿	1,434	2,185	1,711	19.3%	-21.7%	22.1
90N	North Harlem ♿	281	230	180	-35.7%	-21.5%	9.9
8A	South Halsted ♿	2,545	3,676	2,927	15.0%	-20.4%	34.7
34	South Michigan ♿	5,125	5,320	4,316	-15.8%	-18.9%	35.4
Sunday							
51	51st ♿	2,178	1,975	1,156	-46.9%	-41.5%	28.0
28	Stony Island ♿	6,418	5,829	3,451	-46.2%	-40.8%	31.1
68	Northwest Highway ♿	266	396	315	18.1%	-20.5%	22.2
35	35th ♿	1,903	2,061	1,667	-12.4%	-19.1%	25.3
6	Jackson Park Express ♿	8,307	8,090	6,616	-20.3%	-18.2%	32.6
151	Sheridan ♿	13,604	13,786	11,847	-12.9%	-14.1%	44.1
56	Milwaukee ♿	7,937	7,166	6,476	-18.4%	-9.6%	39.2
12	Roosevelt ♿	5,686	5,723	5,187	-8.8%	-9.4%	42.6
20	Madison ♿	10,203	9,534	8,665	-15.1%	-9.1%	41.3
63	63rd ♿	12,706	12,359	11,288	-11.2%	-8.7%	41.4

July 2004 Bus Ridership by Route

Section VIII: Highest Productivity Routes

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
Weekday							
81	Lawrence ♿	15,790	14,971	14,503	-8.2%	-3.1%	72.9
4	Cottage Grove ♿	23,389	21,222	22,339	-4.5%	5.3%	67.2
20	Madison ♿	24,135	20,108	20,891	-13.4%	3.9%	64.6
49B	North Western ♿	4,611	4,764	5,135	11.4%	7.8%	61.7
66	Chicago ♿	22,478	20,482	20,220	-10.0%	-1.3%	59.4
134	Stockton/LaSalle Express ♿			1,401			59.1
70	Division ♿	11,425	9,825	10,235	-10.4%	4.2%	58.9
90	Harlem ♿	4,316	4,608	4,528	4.9%	-1.8%	58.8
74	Fullerton ♿	12,468	12,987	12,154	-2.5%	-6.4%	58.6
54	Cicero ♿	11,415	10,914	11,560	1.3%	5.9%	58.1
Saturday							
81	Lawrence ♿	12,508	11,134	11,232	-10.2%	0.9%	64.3
49B	North Western ♿	3,285	3,397	3,494	6.4%	2.9%	63.8
66	Chicago ♿	15,403	14,154	14,914	-3.2%	5.4%	60.1
92	Foster ♿	4,228	4,152	4,552	7.7%	9.6%	59.9
54	Cicero ♿	9,155	9,384	9,791	7.0%	4.3%	57.3
49	Western ♿	19,997	19,409	22,861	14.3%	17.8%	54.7
29	State ♿	14,111	15,017	14,265	1.1%	-5.0%	54.1
90	Harlem ♿	2,972	3,394	3,816	28.4%	12.4%	53.5
4	Cottage Grove ♿	17,651	16,734	17,504	-0.8%	4.6%	53.4
77	Belmont ♿	15,278	14,751	15,668	2.6%	6.2%	52.7
Sunday							
49B	North Western ♿	2,395	2,394	3,205	33.8%	33.8%	67.1
81	Lawrence ♿	9,163	8,511	8,648	-5.6%	1.6%	61.7
66	Chicago ♿	10,897	10,400	10,767	-1.2%	3.5%	60.3
87	87th ♿	6,340	5,874	6,890	8.7%	17.3%	55.8
152	Addison ♿	3,068	3,624	3,988	30.0%	10.0%	55.2
79	79th ♿	18,228	16,766	16,863	-7.5%	0.6%	53.7
77	Belmont ♿	10,344	10,219	11,196	8.2%	9.6%	52.6
29	State ♿	9,718	10,007	10,615	9.2%	6.1%	51.5
55	Garfield ♿	8,909	7,763	8,546	-4.1%	10.1%	50.1
54B	South Cicero ♿	2,618	2,831	2,755	5.2%	-2.7%	49.2

July 2004 Bus Ridership by Route

Section IX: Lowest Productivity Routes

Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
Weekday							
200	Main Shuttle ♿		90	61		-32.2%	7.8
X99	Chicago Mftg. Campus ♿			216			10.6
55N	55th/Narragansett ♿	793	805	808	2.0%	0.4%	12.3
X80	Irving Park Express ♿	436	706	1,024	135.1%	45.1%	13.8
X55	Garfield Express ♿	40	1,878	1,079	2593.9%	-42.6%	14.0
90N	North Harlem ♿	365	530	428	17.1%	-19.3%	14.9
206	Evanston Circulator ♿		428	490		14.6%	15.6
201	Central/Ridge ♿	1,267	1,793	1,469	16.0%	-18.1%	16.7
48	South Damen ♿	754	720	714	-5.3%	-0.8%	17.4
39	Pershing ♿	1,950	1,641	1,532	-21.4%	-6.6%	18.1
Saturday							
X99	Chicago Mftg. Campus ♿			18			2.9
85A	North Central ♿	227	295	57	-75.0%	-80.7%	3.6
55N	55th/Narragansett ♿	118	138	190	60.6%	37.7%	7.3
169	69th-UPS Express	93	77	24	-74.1%	-68.8%	9.7
90N	North Harlem ♿	281	230	180	-35.7%	-21.5%	9.9
62H	Archer/Harlem ♿	491	408	357	-27.3%	-12.4%	13.7
201	Central/Ridge ♿	688	566	908	32.0%	60.4%	14.7
18	16th-18th ♿	823	946	893	8.6%	-5.6%	14.7
130	Grant Park Treasures ♿	376	494	567	50.7%	14.7%	16.9
30	South Chicago ♿	1,875	1,843	1,784	-4.9%	-3.2%	17.4
Sunday							
18	16th-18th ♿	676	778	740	9.3%	-5.0%	13.0
30	South Chicago ♿	1,116	568	948	-15.1%	66.8%	14.5
88	Higgins ♿	582	557	510	-12.4%	-8.5%	16.3
63W	West 63rd ♿	592	469	503	-15.0%	7.2%	17.2
106	103rd/106th ♿	325	286	308	-5.2%	7.4%	17.6
103	West 103rd ♿	1,255	1,066	988	-21.3%	-7.3%	18.0
11	Lincoln ♿	985	1,191	1,196	21.4%	0.4%	18.7
50	Damen ♿	2,804	2,690	2,743	-2.2%	2.0%	20.6
X21	Cermak Express ♿	717	1,254	1,639	128.6%	30.7%	21.4
112	Vincennes/111th ♿	958	1,036	1,117	16.6%	7.9%	21.5