Bus Ridership by Route

June 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.

June 2004 Notes

The following factors influenced June 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.

New and Improved Bus Service for Evanston, West Rogers Park and Skokie
The following bus service improvements became effective on Sunday, June 22, 2003:

#11 Lincoln (Improved)
This route will serve the Evanston Shopping Center at Howard/Kedzie. Service connects with the Brown Line at the Western, Addison, Paulina, and Fullerton stations.

#93 California/Dodge (Improved)
The #93 California/Dodge will link West Rogers Park with downtown Evanston. Service will begin at the Kimball (Brown Line) station; extend north to Emerson, and east to the Purple Line 'L' and Metra stations at Davis.

#96 Lunt (Improved)
The #96 Lunt route will extend west of McCormick between Touhy and Howard and will serve the Skokie Industrial District from the Morse (Red Line) station. The #11 Lincoln route extension replaces #96 service along Kedzie Avenue.

#200 Main Shuttle (New)
The new Main Shuttle will link customers to the Purple Line 'L' and Metra stations on Main Street, replacing the #202 Main/Emerson route. Service will provide direct access to the Main Street Commons Shopping Center and Rand McNally Headquarters. Board #93 California/Dodge bus for service along Dodge or Emerson or to reach the Davis (Purple Line) station.

#201 Central/Ridge (New)
The new #201 Central/Ridge route will serve customers and employees of the Westfield Shoppingtown Old Orchard center, operate closer to Northwestern University, and provide bus service to downtown Evanston. The route will also serve the Davis (Purple Line) station. The new route replaces the #203 Ridge/Grant service along Ridge.

#202 Main/Emerson
This service has been replaced by the new #200 Main Shuttle route.

#203 Ridge/Grant
This service has been replaced by the new #201 Central/Ridge route.

#204 Dodge
This service has been replaced by the new #93 California/Dodge and #206 Evanston Circulator routes.

#205 Chicago/Golf (New)
The new route will operate from the Howard 'L' station to the Cook County 2nd Municipal Court House serving many locations in between. During rush hours, certain trips will operate on Grant to accommodate Evanston High School students and shift changes at the Swedish Retirement Center and the Presbyterian Homes.

#206 Evanston Circulator ♿ (New)
A new rush hour only route, the #206 Evanston Circulator will provide service every 15 minutes between the Howard 'L' station and Central/Crawford. Buses travel north on Ridge and south on Dodge during morning rush hours, reverse in the evening. Buses will serve both St. Francis Hospital and Evanston Township High School from the Howard 'L' station in the morning and to the station in the afternoon. Buses will also serve the Dominick's food stores at Howard and at Dempster.

#56 Milwaukee ♿
Effective Sunday, June 22, 2003, the #56 Milwaukee ♿ will now operate between Jefferson Park and Madison/Michigan.

#124 Navy Pier ♿
Effective Sunday, June 22, 2003, the #124 Navy Pier ♿ will now run daily, year-round service to provide connections to Union Station, Ogilvie Transportation Center, all CTA rail lines, Navy Pier, Streeterville, and Randolph Street Station.

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.

June 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	5,715	4,773	4,078	-28.6%	-14.6%	
1	Indiana-Hyde Park ♿	7,577	6,910	3,285	-56.6%	-52.5%	51.0
2	Hyde Park Express ♿	1,135	1,085	2,318	104.3%	113.7%	42.1
3	King Drive ♿	22,524	21,663	23,730	5.4%	9.5%	59.2
4	Cottage Grove ♿	23,118	22,515	23,454	1.5%	4.2%	70.5
6	Jackson Park Express ♿	18,343	17,343	9,662	-47.3%	-44.3%	36.8
7	Harrison ♿	5,138	5,116	5,302	3.2%	3.6%	45.9
8	Halsted ♿	19,447	19,155	18,484	-5.0%	-3.5%	45.9
8A	South Halsted ♿	3,298	3,529	3,311	0.4%	-6.2%	43.8
9	Ashland ♿	30,875	29,957	29,260	-5.2%	-2.3%	47.6
10	Museum of S & I ♿	743	644	857	15.3%	33.1%	60.2
11	Lincoln ♿	3,401	3,196	3,190	-6.2%	-0.2%	25.1
12	Roosevelt ♿	10,452	10,229	10,699	2.4%	4.6%	54.3
14	Jeffrey Express	9,116	8,252	12,244	34.3%	48.4%	39.0
15	Jeffrey Local ♿			8,785			40.5
17	Westchester ♿	483	466	530	9.7%	13.7%	31.5
18	16th-18th ♿	1,628	1,621	1,415	-13.1%	-12.7%	22.6
19	United Center Express ♿	422	337	450	6.8%	33.6%	
20	Madison ♿	23,731	20,720	21,504	-9.4%	3.8%	66.5
21	Cermak ♿	7,953	8,197	7,383	-7.2%	-9.9%	52.7
22	Clark ♿	21,038	21,349	19,485	-7.4%	-8.7%	51.7
24	Wentworth ♿	4,219	4,499	4,020	-4.7%	-10.6%	27.2
25	West Cermak ♿	317	578	432	36.4%	-25.2%	35.3
26	South Shore Express ♿			1,943			48.4
28	Stony Island ♿	13,017	11,129	10,041	-22.9%	-9.8%	34.3
29	State ♿	17,748	16,623	14,861	-16.3%	-10.6%	51.6
30	South Chicago ♿	3,575	3,351	3,108	-13.1%	-7.3%	24.4
33	Mag Mile Express ♿	707	535	668	-5.5%	25.0%	34.6
34	South Michigan ♿	6,918	6,589	6,123	-11.5%	-7.1%	43.6
35	35th ♿	6,196	5,519	5,878	-5.1%	6.5%	43.3
36	Broadway ♿	15,357	14,977	14,218	-7.4%	-5.1%	47.6

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Route	Name	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04	Passengers Per Platform Hour
37	Sedgwick/Ogden ♿	2,263	2,368	2,406	6.3%	1.6%	25.9
39	Pershing ♿	2,104	1,778	1,760	-16.4%	-1.0%	20.7
43	43rd ♿	1,223	1,156	1,242	1.5%	7.4%	28.7
44	Wallace-Racine ♿	5,824	6,346	5,941	2.0%	-6.4%	34.4
47	47th ♿	8,377	8,235	11,986	43.1%	45.5%	53.3
48	South Damen ♿	1,010	1,029	989	-2.1%	-3.9%	23.7
49	Western ♿	23,009	20,558	21,001	-8.7%	2.2%	51.1
49A	South Western ♿	612	527	627	2.4%	19.0%	26.2
49B	North Western ♿	5,044	4,960	5,159	2.3%	4.0%	62.0
X49	Western Express ♿	5,925	8,288	9,310	57.1%	12.3%	37.0
50	Damen ♿	7,957	7,856	8,020	0.8%	2.1%	40.3
51	51st ♿	4,665	4,511	2,610	-44.0%	-42.1%	42.3
52	Kedzie/California ♿	11,810	11,918	11,124	-5.8%	-6.7%	49.3
52A	South Kedzie ♿	7,371	6,644	6,245	-15.3%	-6.0%	31.7
53	Pulaski ♿	21,356	20,153	20,032	-6.2%	-0.6%	56.3
53A	South Pulaski ♿	8,777	8,875	8,865	1.0%	-0.1%	40.1
54	Cicero ♿	11,417	11,189	11,312	-0.9%	1.1%	56.8
54A	North Cicero/Skokie Blvd. ♿	1,333	1,272	1,240	-7.0%	-2.5%	23.6
54B	South Cicero ♿	4,835	4,843	4,765	-1.4%	-1.6%	38.8
55	Garfield ♿	12,720	12,257	12,728	0.1%	3.8%	54.8
X55	Garfield Express ♿		2,052	2,134		4.0%	27.6
55N	55th/Narragansett ♿	877	904	868	-1.0%	-4.0%	13.2
56	Milwaukee ♿	15,517	15,559	13,028	-16.0%	-16.3%	49.2
56A	North Milwaukee ♿	690	1,047	787	14.1%	-24.8%	21.4
57	Laramie ♿	3,088	2,655	3,064	-0.8%	15.4%	58.3
59	59th/61st ♿	4,322	3,894	3,662	-15.3%	-6.0%	36.4
60	Blue Island/26th ♿	13,886	14,135	14,550	4.8%	2.9%	53.3
62	Archer ♿	14,558	14,119	14,738	1.2%	4.4%	37.9
62H	Archer/Harlem ♿	1,415	1,349	1,363	-3.7%	1.0%	24.7
63	63rd ♿	21,671	20,396	20,615	-4.9%	1.1%	59.7
63W	West 63rd ♿	2,160	2,334	2,201	1.9%	-5.7%	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 ♿	182	217	213	17.0%	-1.5%	17.8
65	Grand ♿	7,521	6,688	6,680	-11.2%	-0.1%	43.5
66	Chicago ♿	23,038	20,150	20,705	-10.1%	2.8%	61.9
67	67th-69th-71st ♿	13,292	13,804	13,520	1.7%	-2.1%	53.6
68	Northwest Highway ♿	1,581	1,475	1,307	-17.3%	-11.4%	23.7
69	Cumberland/East River ♿	386	371	332	-14.0%	-10.4%	25.1
70	Division ♿	11,058	9,918	11,016	-0.4%	11.1%	63.2
71	71st/South Shore ♿	7,501	6,923	10,587	41.1%	52.9%	54.0
72	North ♿	15,228	14,468	14,217	-6.6%	-1.7%	52.2
73	Armitage ♿	5,521	5,515	5,433	-1.6%	-1.5%	42.1
74	Fullerton ♿	13,066	12,708	12,552	-3.9%	-1.2%	60.5
75	74th-75th ♿	8,440	7,854	7,721	-8.5%	-1.7%	55.9
76	Diversey ♿	13,178	12,945	12,313	-6.6%	-4.9%	54.2
77	Belmont ♿	20,679	20,692	19,985	-3.4%	-3.4%	50.4
78	Montrose ♿	8,763	8,704	8,253	-5.8%	-5.2%	47.4
79	79th ♿	33,348	31,588	31,477	-5.6%	-0.4%	58.3
80	Irving Park ♿	12,469	12,435	12,140	-2.6%	-2.4%	49.9
X80	Irving Park Express ♿	248	833	1,053	324.1%	26.3%	14.2
81	Lawrence ♿	14,568	15,231	14,490	-0.5%	-4.9%	72.8
81W	West Lawrence ♿	1,788	1,749	1,541	-13.8%	-11.9%	23.8
82	Kimball-Homan ♿	19,331	17,571	18,717	-3.2%	6.5%	51.8
84	Peterson ♿	4,158	4,013	3,875	-6.8%	-3.4%	49.6
85	Central ♿	12,577	13,025	12,205	-3.0%	-6.3%	57.7
85A	North Central ♿	759	889	843	11.1%	-5.2%	27.5
86	Narragansett/Ridgeland ♿	1,624	1,675	1,516	-6.6%	-9.5%	26.8
87	87th ♿	16,059	16,076	16,787	4.5%	4.4%	51.1
88	Higgins ♿	1,688	1,777	1,769	4.8%	-0.4%	33.8
90	Harlem ♿	3,834	4,488	4,399	14.7%	-2.0%	57.1
90N	North Harlem ♿	480	449	433	-9.8%	-3.6%	15.1
91	Austin ♿	8,261	8,696	8,164	-1.2%	-6.1%	43.2
92	Foster ♿	7,799	7,623	7,288	-6.5%	-4.4%	56.3

June 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
93	California/Dodge ♿	2,388	2,598	3,111	30.3%	19.7%	33.7
94	South California ♿	10,209	10,086	10,412	2.0%	3.2%	46.9
95E	93rd-95th ♿	6,134	5,681	5,188	-15.4%	-8.7%	39.2
95W	West 95th ♿	5,248	4,479	4,605	-12.3%	2.8%	51.6
96	Lunt ♿	1,215	1,065	975	-19.8%	-8.5%	17.8
97	Skokie ♿	3,862	3,516	2,991	-22.5%	-14.9%	30.7
X98	Avon Express ♿	383	395	291	-24.0%	-26.4%	65.9
X99	Chicago Manufacturing ♿			207			28.0
100	Jeffery Manor Express ♿	1,201	901	953	-20.7%	5.7%	27.1
103	West 103rd ♿	3,477	3,475	3,529	1.5%	1.6%	29.6
106	103rd/106th ♿	2,191	1,945	1,725	-21.3%	-11.3%	27.2
108	Halsted/95th ♿	2,552	2,474	2,385	-6.6%	-3.6%	39.4
111	Pullman/111th/115th ♿	5,729	5,512	5,775	0.8%	4.8%	38.1
112	Vincennes/111th ♿	3,572	3,574	3,594	0.6%	0.6%	32.1
119	Michigan/119th ♿	5,971	5,216	5,565	-6.8%	6.7%	44.2
120	NW/Wacker Express	997	1,569	2,258	126.6%	43.9%	59.3
121	Union/Wacker Express	1,121	1,975	2,162	92.8%	9.5%	45.5
122	Illinois Center/NW Express	887	474	498	-43.9%	5.0%	19.1
123	Illinois Center/Union Express	599	509	965	61.3%	89.5%	35.0
124	Navy Pier ♿		793	1,287		62.2%	22.5
125	Water Tower Express	1,937	2,655	2,429	25.4%	-8.5%	39.8
126	Jackson ♿	8,808	8,945	8,976	1.9%	0.3%	43.0
127	NW/Madison ♿	193	521	325	68.6%	-37.6%	32.7
129	West Loop/South Loop ♿	724	953	898	24.1%	-5.7%	32.3
134	Stockton/LaSalle Express ♿			1,354			57.1
135	Clarendon/LaSalle Express	2,614	2,575	2,320	-11.3%	-9.9%	50.6
136	Sheridan/LaSalle Express ♿	1,994	2,076	2,041	2.4%	-1.6%	47.6
143	Stockton/Michigan Express ♿			940			51.4
144	Marine/Michigan Express ♿			966			32.5
145	Wilson/Michigan Express	8,265	8,115	5,840	-29.3%	-28.0%	40.8
146	Inner Drive/Michigan Express	9,436	9,122	8,379	-11.2%	-8.1%	41.6

June 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 ♿	9,943	9,848	10,702	7.6%	8.7%	45.8
148	Clarendon/Michigan Express ♿			1,510			41.4
151	Sheridan ♿	24,204	23,133	20,310	-16.1%	-12.2%	46.1
152	Addison ♿	10,771	10,593	10,625	-1.4%	0.3%	48.4
154	Wrigley Field Express	189	135	1,083	472.1%	705.4%	
155	Devon ♿	7,065	6,576	6,446	-8.8%	-2.0%	58.8
156	LaSalle	9,194	8,587	9,226	0.3%	7.4%	41.1
157	Streeterville ♿	3,238	3,237	3,107	-4.0%	-4.0%	37.2
168	UIC-Pilsen Express ♿	97	107	85	-12.4%	-20.6%	21.6
169	69th-UPS Express	490	468	403	-17.8%	-13.9%	27.3
170	U of Chicago - Midway	212	210	313	47.6%	49.0%	47.5
171	U of Chicago - Hyde Park	351	644	549	56.4%	-14.7%	40.2
172	U of Chicago - Kenwood	440	491	501	14.0%	2.1%	27.3
173	U of Chicago - Lakeview	149	194	169	13.1%	-13.2%	11.7
200	Main Shuttle ♿		73	285		292.0%	36.3
201	Central/Ridge ♿	1,403	1,349	1,558	11.1%	15.5%	17.7
205	Chicago/Golf ♿		935	1,200		28.3%	21.0
206	Evanston Circulator ♿		468	622		32.8%	19.2
	Weekday Total	**965,556**	**937,834**	**936,848**	**-3.0%**	**-0.1%**	**46.5**

June 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	3,147	2,592	3,108	-1.2%	19.9%	
3	King Drive ♿	17,553	14,537	18,130	3.3%	24.7%	52.0
4	Cottage Grove ♿	18,965	17,606	17,562	-7.4%	-0.3%	53.6
6	Jackson Park Express ♿	14,181	13,703	8,530	-39.8%	-37.8%	38.4
8	Halsted ♿	14,200	12,496	14,468	1.9%	15.8%	45.8
8A	South Halsted ♿	2,923	3,271	3,095	5.9%	-5.4%	36.7
9	Ashland ♿	25,567	24,141	23,459	-8.2%	-2.8%	50.0
10	Museum of S & I ♿	1,065	1,127	933	-12.4%	-17.2%	34.5
11	Lincoln ♿	2,201	1,612	1,625	-26.2%	0.8%	22.4
12	Roosevelt ♿	7,171	6,510	7,469	4.1%	14.7%	51.8
14	Jeffrey Express			5,195			39.0
15	Jeffrey Local ♿			7,086			37.4
18	16th-18th ♿	852	1,100	947	11.0%	-14.0%	15.6
20	Madison ♿	15,116	13,354	14,574	-3.6%	9.1%	55.5
21	Cermak ♿	9,021	7,579	7,292	-19.2%	-3.8%	50.2
X21	Cermak Express ♿	1,127	2,042	2,050	82.0%	0.4%	26.5
22	Clark ♿	16,567	16,209	16,712	0.9%	3.1%	51.4
28	Stony Island ♿	9,522	8,567	6,320	-33.6%	-26.2%	33.6
29	State ♿	15,946	14,485	13,871	-13.0%	-4.2%	52.6
30	South Chicago ♿	2,333	1,936	2,034	-12.8%	5.1%	19.9
34	South Michigan ♿	5,249	4,876	4,414	-15.9%	-9.5%	36.2
35	35th ♿	3,730	3,217	3,541	-5.1%	10.1%	34.9
36	Broadway ♿	13,641	13,553	14,168	3.9%	4.5%	46.3
40	Chinatown/Pilsen Shuttle ♿			411			66.7
43	43rd ♿	650	578	655	0.7%	13.3%	22.4
44	Wallace-Racine ♿	2,157	2,666	2,887	33.9%	8.3%	37.5
47	47th ♿	5,938	6,373	8,811	48.4%	38.2%	50.4
49	Western ♿	21,411	20,687	22,620	5.6%	9.3%	54.1
49B	North Western ♿	3,502	3,405	3,231	-7.7%	-5.1%	59.0
50	Damen ♿	4,356	4,199	4,136	-5.1%	-1.5%	27.7
51	51st ♿	4,197	4,029	1,640	-60.9%	-59.3%	30.8

June 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
52	Kedzie/California ♿	9,393	7,657	7,491	-20.3%	-2.2%	40.2
52A	South Kedzie ♿	3,899	3,724	4,087	4.8%	9.7%	45.6
53	Pulaski ♿	16,292	15,355	15,396	-5.5%	0.3%	50.4
53A	South Pulaski ♿	3,624	3,544	3,871	6.8%	9.2%	44.6
54	Cicero ♿	10,067	9,665	10,119	0.5%	4.7%	59.2
54B	South Cicero ♿	4,950	4,324	4,314	-12.9%	-0.2%	45.5
55	Garfield ♿	10,312	9,803	10,290	-0.2%	5.0%	53.5
55N	55th/Narragansett ♿	126	134	176	40.0%	31.3%	6.8
56	Milwaukee ♿	11,214	10,961	9,930	-11.5%	-9.4%	51.2
57	Laramie ♿	1,809	1,377	1,839	1.7%	33.6%	53.1
59	59th/61st ♿	2,332	2,213	2,478	6.3%	12.0%	32.2
60	Blue Island/26th ♿	10,797	9,920	10,031	-7.1%	1.1%	37.4
62	Archer ♿	8,135	8,101	8,376	3.0%	3.4%	32.2
62H	Archer/Harlem ♿	669	416	536	-19.9%	28.9%	20.6
63	63rd ♿	18,361	16,123	15,226	-17.1%	-5.6%	49.5
63W	West 63rd ♿	820	839	811	-1.1%	-3.4%	22.5
65	Grand ♿	4,157	3,925	3,551	-14.6%	-9.5%	33.7
66	Chicago ♿	16,850	14,423	15,377	-8.7%	6.6%	62.0
67	67th-69th-71st ♿	9,840	10,021	9,309	-5.4%	-7.1%	46.0
68	Northwest Highway ♿	585	752	764	30.5%	1.5%	22.9
70	Division ♿	8,026	7,062	7,657	-4.6%	8.4%	51.3
71	71st/South Shore ♿	6,073	5,168	8,282	36.4%	60.3%	48.2
72	North ♿	12,334	11,900	11,834	-4.1%	-0.5%	44.7
73	Armitage ♿	3,712	3,069	3,036	-18.2%	-1.1%	34.0
74	Fullerton ♿	10,958	9,481	10,341	-5.6%	9.1%	52.1
75	74th-75th ♿	6,098	6,029	5,631	-7.6%	-6.6%	47.3
76	Diversey ♿	8,095	7,789	7,927	-2.1%	1.8%	48.5
77	Belmont ♿	13,963	15,448	16,861	20.8%	9.1%	56.7
78	Montrose ♿	6,569	6,324	6,023	-8.3%	-4.8%	47.4
79	79th ♿	26,532	25,643	24,704	-6.9%	-3.7%	52.2
80	Irving Park ♿	10,019	10,006	10,432	4.1%	4.3%	51.5

June 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
81	Lawrence ♿	12,312	11,584	12,142	-1.4%	4.8%	69.5
81W	West Lawrence ♿	1,008	964	1,071	6.2%	11.1%	26.6
82	Kimball-Homan ♿	13,200	11,737	12,315	-6.7%	4.9%	53.0
84	Peterson ♿	2,372	1,990	2,277	-4.0%	14.5%	37.1
85	Central ♿	7,547	8,010	9,291	23.1%	16.0%	56.2
85A	North Central ♿	374	284	56	-85.1%	-80.5%	3.6
87	87th ♿	11,947	11,704	10,144	-15.1%	-13.3%	49.1
88	Higgins ♿	682	842	817	19.9%	-2.9%	22.3
90	Harlem ♿	3,159	3,574	3,773	19.4%	5.6%	52.9
90N	North Harlem ♿	293	163	155	-47.0%	-4.8%	8.5
91	Austin ♿	4,116	3,525	5,222	26.9%	48.2%	62.8
92	Foster ♿	4,593	4,521	4,617	0.5%	2.1%	60.8
93	California/Dodge ♿	1,707	1,538	1,619	-5.2%	5.2%	25.8
94	South California ♿	5,224	4,810	5,269	0.8%	9.5%	44.4
95E	93rd-95th ♿	4,362	3,929	4,098	-6.0%	4.3%	30.7
95W	West 95th ♿	4,544	4,354	4,397	-3.2%	1.0%	38.9
97	Skokie ♿	2,297	2,082	2,128	-7.4%	2.2%	30.5
X98	Avon Express ♿	51	63	106	105.9%	68.5%	253.3
X99	Chicago Manufacturing ♿			13			8.5
103	West 103rd ♿	1,738	1,450	1,637	-5.8%	12.9%	25.7
106	103rd/106th ♿	627	573	610	-2.7%	6.4%	21.6
111	Pullman/111th/115th ♿	3,662	3,573	3,189	-12.9%	-10.7%	29.2
112	Vincennes/111th ♿	1,475	1,344	1,533	3.9%	14.1%	21.8
119	Michigan/119th ♿	4,354	4,095	3,797	-12.8%	-7.3%	34.4
124	Navy Pier ♿	1,013	830	1,434	41.5%	72.8%	29.4
126	Jackson ♿	4,830	4,897	5,323	10.2%	8.7%	38.1
130	Grant Park Treasures ♿	312	337	492	57.9%	46.0%	58.8
145	Wilson/Michigan Express	3,780	3,718	3,353	-11.3%	-9.8%	30.8
146	Inner Drive/Michigan Express	6,161	6,389	7,058	14.6%	10.5%	46.1
147	Outer Drive Express ♿	5,509	5,796	7,769	41.0%	34.0%	42.7
151	Sheridan ♿	17,745	17,077	15,430	-13.0%	-9.6%	44.3

June 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
152	Addison ♿	5,413	5,700	5,918	9.3%	3.8%	48.5
154	Wrigley Field Express			767			
155	Devon ♿	5,870	5,126	4,785	-18.5%	-6.6%	47.6
169	69th-UPS Express	66	109	86	29.3%	-21.8%	25.8
171	U of Chicago - Hyde Park	190	202	242	27.2%	19.3%	30.9
172	U of Chicago - Kenwood	76	76	111	45.6%	44.6%	18.2
173	U of Chicago - Lakeview	203	213	176	-13.2%	-17.4%	7.8
201	Central/Ridge ♿	660	437	810	22.7%	85.4%	13.1
	Saturday Total	**646,405**	**608,464**	**631,179**	**-2.4%**	**3.7%**	**45.6**

June 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	3,703	3,853	3,243	-12.4%	-15.8%	
3	King Drive ♿	11,257	10,305	10,958	-2.7%	6.3%	46.9
4	Cottage Grove ♿	12,723	12,989	13,282	4.4%	2.3%	46.8
6	Jackson Park Express ♿	8,775	8,302	6,032	-31.3%	-27.3%	30.5
8	Halsted ♿	10,077	8,910	9,964	-1.1%	11.8%	35.2
8A	South Halsted ♿	1,855	1,671	1,863	0.4%	11.5%	32.2
9	Ashland ♿	19,038	17,661	16,559	-13.0%	-6.2%	40.9
10	Museum of S & I ♿	778	926	874	12.3%	-5.5%	29.1
11	Lincoln ♿	943	1,010	1,178	25.0%	16.6%	18.5
12	Roosevelt ♿	5,850	5,810	5,245	-10.3%	-9.7%	43.2
14	Jeffrey Express			3,493			28.2
15	Jeffrey Local ♿			4,360			25.8
18	16th-18th ♿	779	797	731	-6.2%	-8.3%	12.8
20	Madison ♿	10,706	9,597	9,188	-14.2%	-4.3%	43.7
21	Cermak ♿	5,715	4,934	4,821	-15.7%	-2.3%	41.7
X21	Cermak Express ♿	1,273	1,351	1,525	19.8%	12.9%	19.9
22	Clark ♿	12,422	11,711	11,859	-4.5%	1.3%	46.6
28	Stony Island ♿	6,875	5,599	4,280	-37.7%	-23.6%	30.5
29	State ♿	10,238	9,087	9,116	-11.0%	0.3%	44.2
30	South Chicago ♿	966	631	733	-24.1%	16.1%	11.2
34	South Michigan ♿	3,563	3,261	3,283	-7.8%	0.7%	40.8
35	35th ♿	2,075	2,120	2,078	0.1%	-2.0%	31.6
36	Broadway ♿	10,551	10,013	9,880	-6.4%	-1.3%	42.3
40	Chinatown/Pilsen Shuttle ♿			518			42.0
43	43rd ♿	273	326	401	46.8%	23.0%	19.4
44	Wallace-Racine ♿	1,688	1,728	1,652	-2.1%	-4.4%	27.5
47	47th ♿	4,145	3,952	6,721	62.2%	70.1%	46.8
49	Western ♿	14,509	13,986	14,792	2.0%	5.8%	48.7
49B	North Western ♿	2,579	2,537	3,161	22.6%	24.6%	66.2
50	Damen ♿	2,894	2,851	2,697	-6.8%	-5.4%	20.3
51	51st ♿	2,282	2,151	1,305	-42.8%	-39.3%	31.7

June 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
52	Kedzie/California ♿	6,951	5,693	5,571	-19.8%	-2.1%	39.4
52A	South Kedzie ♿	2,254	2,546	2,360	4.7%	-7.3%	39.4
53	Pulaski ♿	11,007	10,172	10,738	-2.4%	5.6%	43.4
53A	South Pulaski ♿	2,019	2,036	2,098	3.9%	3.1%	37.2
54	Cicero ♿	6,900	6,761	6,265	-9.2%	-7.3%	46.3
54B	South Cicero ♿	3,077	2,632	2,767	-10.1%	5.1%	49.4
55	Garfield ♿	7,942	7,213	8,122	2.3%	12.6%	47.6
56	Milwaukee ♿	7,978	7,433	6,276	-21.3%	-15.6%	38.0
57	Laramie ♿	694	695	810	16.7%	16.5%	29.0
60	Blue Island/26th ♿	8,260	7,057	6,985	-15.4%	-1.0%	29.5
62	Archer ♿	5,833	5,618	5,786	-0.8%	3.0%	30.0
63	63rd ♿	13,282	12,381	12,274	-7.6%	-0.9%	45.0
63W	West 63rd ♿	521	550	533	2.3%	-3.1%	18.3
65	Grand ♿	3,083	2,307	2,172	-29.5%	-5.8%	30.3
66	Chicago ♿	10,780	9,646	10,432	-3.2%	8.2%	58.4
67	67th-69th-71st ♿	7,175	7,138	6,927	-3.4%	-3.0%	47.6
68	Northwest Highway ♿	254	375	299	17.8%	-20.2%	21.2
70	Division ♿	6,448	5,655	5,823	-9.7%	3.0%	44.9
71	71st/South Shore ♿	3,945	3,726	6,330	60.5%	69.9%	40.9
72	North ♿	9,275	8,380	9,000	-3.0%	7.4%	45.8
73	Armitage ♿	1,700	1,600	1,675	-1.5%	4.7%	34.3
74	Fullerton ♿	7,626	6,971	6,651	-12.8%	-4.6%	47.2
75	74th-75th ♿	4,966	4,499	4,253	-14.4%	-5.5%	38.8
76	Diversey ♿	6,134	5,045	5,710	-6.9%	13.2%	43.2
77	Belmont ♿	10,375	10,670	11,306	9.0%	6.0%	53.1
78	Montrose ♿	4,286	4,157	4,526	5.6%	8.9%	36.4
79	79th ♿	17,783	16,825	17,127	-3.7%	1.8%	54.6
80	Irving Park ♿	6,506	6,848	7,297	12.2%	6.6%	47.3
81	Lawrence ♿	9,203	8,691	8,295	-9.9%	-4.6%	59.2
81W	West Lawrence ♿	550	673	838	52.4%	24.6%	27.4
82	Kimball-Homan ♿	9,217	7,805	7,571	-17.9%	-3.0%	45.4

June 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
84	Peterson ♿	1,094	939	1,158	5.9%	23.3%	36.7
85	Central ♿	5,592	5,502	5,493	-1.8%	-0.2%	42.9
87	87th ♿	7,024	5,899	6,804	-3.1%	15.3%	55.1
88	Higgins ♿	622	643	628	1.0%	-2.3%	20.0
90	Harlem ♿	1,761	2,158	2,235	26.9%	3.6%	43.7
91	Austin ♿	2,592	2,672	2,627	1.4%	-1.7%	38.6
92	Foster ♿	3,051	2,592	2,992	-1.9%	15.4%	51.4
94	South California ♿	3,912	3,297	3,697	-5.5%	12.1%	42.1
95E	93rd-95th ♿	3,329	3,037	3,269	-1.8%	7.6%	27.2
95W	West 95th ♿	2,895	3,010	2,681	-7.4%	-10.9%	36.1
97	Skokie ♿	1,525	1,567	1,365	-10.5%	-12.9%	30.3
103	West 103rd ♿	1,158	1,106	1,074	-7.3%	-2.9%	19.5
106	103rd/106th ♿	550	550	408	-25.8%	-25.7%	23.4
111	Pullman/111th/115th ♿	2,261	2,267	2,163	-4.3%	-4.6%	26.0
112	Vincennes/111th ♿	1,156	960	1,167	1.0%	21.5%	22.4
119	Michigan/119th ♿	2,802	2,788	2,829	1.0%	1.5%	37.5
124	Navy Pier ♿	302	482	869	187.4%	80.4%	17.6
126	Jackson ♿	3,688	3,254	2,801	-24.1%	-13.9%	26.0
130	Grant Park Treasures ♿	256	349	342	33.5%	-2.2%	23.2
145	Wilson/Michigan Express	2,410	2,295	2,661	10.4%	15.9%	38.3
146	Inner Drive/Michigan Express	4,481	4,733	4,828	7.8%	2.0%	37.4
147	Outer Drive Express ♿			3,920			38.7
151	Sheridan ♿	14,296	13,177	11,721	-18.0%	-11.0%	43.6
152	Addison ♿	3,411	3,841	4,001	17.3%	4.2%	55.2
154	Wrigley Field Express	314	27	702	123.9%	2520.3%	
155	Devon ♿	4,521	3,753	3,539	-21.7%	-5.7%	46.7
171	U of Chicago - Hyde Park	10	140	373	3616.6%	166.3%	60.5
172	U of Chicago - Kenwood	91	129	52	-42.7%	-59.8%	10.5
173	U of Chicago - Lakeview	163	230	116	-28.6%	-49.4%	12.4
201	Central/Ridge ♿	320	251	57	-82.1%	-77.1%	5.9
	Sunday Total	**442,456**	**413,991**	**428,528**	**-3.1%**	**3.5%**	**40.7**

June 2004 Bus Ridership by Route

Section IV: Operating Data

	2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04
Monthly Total (Operating Data)	24,755,421	24,198,328	24,849,488	0.4%	2.7%
Days in Month					
Weekdays	20	21	22		
Saturdays	5	4	4		
Sundays	5	5	4		
Days in Averages (Varies by Route)					
Weekdays	20	21	22		
Saturdays	5	4	4		
Sundays	5	5	4		
Average Temperatures (Fº)					
Weekdays	70.3	65.8	68.0		
Saturdays	73.6	67.0	63.0		
Sundays	72.6	64.6	68.0		

June 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 ♿	33,348	31,588	31,477	-5.6%	-0.4%	58.3
9	Ashland ♿	30,875	29,957	29,260	-5.2%	-2.3%	47.6
3	King Drive ♿	22,524	21,663	23,730	5.4%	9.5%	59.2
4	Cottage Grove ♿	23,118	22,515	23,454	1.5%	4.2%	70.5
20	Madison ♿	23,731	20,720	21,504	-9.4%	3.8%	66.5
49	Western ♿	23,009	20,558	21,001	-8.7%	2.2%	51.1
66	Chicago ♿	23,038	20,150	20,705	-10.1%	2.8%	61.9
63	63rd ♿	21,671	20,396	20,615	-4.9%	1.1%	59.7
151	Sheridan ♿	24,204	23,133	20,310	-16.1%	-12.2%	46.1
53	Pulaski ♿	21,356	20,153	20,032	-6.2%	-0.6%	56.3
Saturday							
79	79th ♿	26,532	25,643	24,704	-6.9%	-3.7%	52.2
9	Ashland ♿	25,567	24,141	23,459	-8.2%	-2.8%	50.0
49	Western ♿	21,411	20,687	22,620	5.6%	9.3%	54.1
3	King Drive ♿	17,553	14,537	18,130	3.3%	24.7%	52.0
4	Cottage Grove ♿	18,965	17,606	17,562	-7.4%	-0.3%	53.6
77	Belmont ♿	13,963	15,448	16,861	20.8%	9.1%	56.7
22	Clark ♿	16,567	16,209	16,712	0.9%	3.1%	51.4
151	Sheridan ♿	17,745	17,077	15,430	-13.0%	-9.6%	44.3
53	Pulaski ♿	16,292	15,355	15,396	-5.5%	0.3%	50.4
66	Chicago ♿	16,850	14,423	15,377	-8.7%	6.6%	62.0
Sunday							
79	79th ♿	17,783	16,825	17,127	-3.7%	1.8%	54.6
9	Ashland ♿	19,038	17,661	16,559	-13.0%	-6.2%	40.9
49	Western ♿	14,509	13,986	14,792	2.0%	5.8%	48.7
4	Cottage Grove ♿	12,723	12,989	13,282	4.4%	2.3%	46.8
63	63rd ♿	13,282	12,381	12,274	-7.6%	-0.9%	45.0
22	Clark ♿	12,422	11,711	11,859	-4.5%	1.3%	46.6
151	Sheridan ♿	14,296	13,177	11,721	-18.0%	-11.0%	43.6
77	Belmont ♿	10,375	10,670	11,306	9.0%	6.0%	53.1
3	King Drive ♿	11,257	10,305	10,958	-2.7%	6.3%	46.9
53	Pulaski ♿	11,007	10,172	10,738	-2.4%	5.6%	43.4

June 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							
200	Main Shuttle ♿		73	285		292.0%	36.3
2	Hyde Park Express ♿	1,135	1,085	2,318	104.3%	113.7%	42.1
123	Illinois Center/Union Express	599	509	965	61.3%	89.5%	35.0
124	Navy Pier ♿		793	1,287		62.2%	22.5
71	71st/South Shore ♿	7,501	6,923	10,587	41.1%	52.9%	54.0
170	U of Chicago - Midway	212	210	313	47.6%	49.0%	47.5
14	Jeffrey Express	9,116	8,252	12,244	34.3%	48.4%	39.0
47	47th ♿	8,377	8,235	11,986	43.1%	45.5%	53.3
120	NW/Wacker Express	997	1,569	2,258	126.6%	43.9%	59.3
206	Evanston Circulator ♿		468	622		32.8%	19.2
Saturday							
201	Central/Ridge ♿	660	437	810	22.7%	85.4%	13.1
124	Navy Pier ♿	1,013	830	1,434	41.5%	72.8%	29.4
X98	Avon Express ♿	51	63	106	105.9%	68.5%	253.3
71	71st/South Shore ♿	6,073	5,168	8,282	36.4%	60.3%	48.2
91	Austin ♿	4,116	3,525	5,222	26.9%	48.2%	62.8
130	Grant Park Treasures ♿	312	337	492	57.9%	46.0%	58.8
172	U of Chicago - Kenwood	76	76	111	45.6%	44.6%	18.2
47	47th ♿	5,938	6,373	8,811	48.4%	38.2%	50.4
147	Outer Drive Express ♿	5,509	5,796	7,769	41.0%	34.0%	42.7
57	Laramie ♿	1,809	1,377	1,839	1.7%	33.6%	53.1
Sunday							
171	U of Chicago - Hyde Park	10	140	373	3616.6%	166.3%	60.5
124	Navy Pier ♿	302	482	869	187.4%	80.4%	17.6
47	47th ♿	4,145	3,952	6,721	62.2%	70.1%	46.8
71	71st/South Shore ♿	3,945	3,726	6,330	60.5%	69.9%	40.9
49B	North Western ♿	2,579	2,537	3,161	22.6%	24.6%	66.2
81W	West Lawrence ♿	550	673	838	52.4%	24.6%	27.4
84	Peterson ♿	1,094	939	1,158	5.9%	23.3%	36.7
43	43rd ♿	273	326	401	46.8%	23.0%	19.4
112	Vincennes/111th ♿	1,156	960	1,167	1.0%	21.5%	22.4
11	Lincoln ♿	943	1,010	1,178	25.0%	16.6%	18.5

June 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 ♿	7,577	6,910	3,285	-56.6%	-52.5%	51.0
6	Jackson Park Express ♿	18,343	17,343	9,662	-47.3%	-44.3%	36.8
51	51st ♿	4,665	4,511	2,610	-44.0%	-42.1%	42.3
127	NW/Madison ♿	193	521	325	68.6%	-37.6%	32.7
145	Wilson/Michigan Express	8,265	8,115	5,840	-29.3%	-28.0%	40.8
X98	Avon Express ♿	383	395	291	-24.0%	-26.4%	65.9
25	West Cermak ♿	317	578	432	36.4%	-25.2%	35.3
56A	North Milwaukee ♿	690	1,047	787	14.1%	-24.8%	21.4
168	UIC-Pilsen Express ♿	97	107	85	-12.4%	-20.6%	21.6
56	Milwaukee ♿	15,517	15,559	13,028	-16.0%	-16.3%	49.2
Saturday							
85A	North Central ♿	374	284	56	-85.1%	-80.5%	3.6
51	51st ♿	4,197	4,029	1,640	-60.9%	-59.3%	30.8
6	Jackson Park Express ♿	14,181	13,703	8,530	-39.8%	-37.8%	38.4
28	Stony Island ♿	9,522	8,567	6,320	-33.6%	-26.2%	33.6
169	69th-UPS Express	66	109	86	29.3%	-21.8%	25.8
173	U of Chicago - Lakeview	203	213	176	-13.2%	-17.4%	7.8
18	16th-18th ♿	852	1,100	947	11.0%	-14.0%	15.6
87	87th ♿	11,947	11,704	10,144	-15.1%	-13.3%	49.1
111	Pullman/111th/115th ♿	3,662	3,573	3,189	-12.9%	-10.7%	29.2
145	Wilson/Michigan Express	3,780	3,718	3,353	-11.3%	-9.8%	30.8
Sunday							
201	Central/Ridge ♿	320	251	57	-82.1%	-77.1%	5.9
172	U of Chicago - Kenwood	91	129	52	-42.7%	-59.8%	10.5
173	U of Chicago - Lakeview	163	230	116	-28.6%	-49.4%	12.4
51	51st ♿	2,282	2,151	1,305	-42.8%	-39.3%	31.7
6	Jackson Park Express ♿	8,775	8,302	6,032	-31.3%	-27.3%	30.5
106	103rd/106th ♿	550	550	408	-25.8%	-25.7%	23.4
28	Stony Island ♿	6,875	5,599	4,280	-37.7%	-23.6%	30.5
68	Northwest Highway ♿	254	375	299	17.8%	-20.2%	21.2
56	Milwaukee ♿	7,978	7,433	6,276	-21.3%	-15.6%	38.0
126	Jackson ♿	3,688	3,254	2,801	-24.1%	-13.9%	26.0

June 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 ♿	14,568	15,231	14,490	-0.5%	-4.9%	72.8
4	Cottage Grove ♿	23,118	22,515	23,454	1.5%	4.2%	70.5
20	Madison ♿	23,731	20,720	21,504	-9.4%	3.8%	66.5
70	Division ♿	11,058	9,918	11,016	-0.4%	11.1%	63.2
49B	North Western ♿	5,044	4,960	5,159	2.3%	4.0%	62.0
66	Chicago ♿	23,038	20,150	20,705	-10.1%	2.8%	61.9
74	Fullerton ♿	13,066	12,708	12,552	-3.9%	-1.2%	60.5
63	63rd ♿	21,671	20,396	20,615	-4.9%	1.1%	59.7
120	NW/Wacker Express	997	1,569	2,258	126.6%	43.9%	59.3
3	King Drive ♿	22,524	21,663	23,730	5.4%	9.5%	59.2
Saturday							
81	Lawrence ♿	12,312	11,584	12,142	-1.4%	4.8%	69.5
40	Chinatown/Pilsen Shuttle ♿			411			66.7
91	Austin ♿	4,116	3,525	5,222	26.9%	48.2%	62.8
66	Chicago ♿	16,850	14,423	15,377	-8.7%	6.6%	62.0
92	Foster ♿	4,593	4,521	4,617	0.5%	2.1%	60.8
54	Cicero ♿	10,067	9,665	10,119	0.5%	4.7%	59.2
49B	North Western ♿	3,502	3,405	3,231	-7.7%	-5.1%	59.0
130	Grant Park Treasures ♿	312	337	492	57.9%	46.0%	58.8
77	Belmont ♿	13,963	15,448	16,861	20.8%	9.1%	56.7
85	Central ♿	7,547	8,010	9,291	23.1%	16.0%	56.2
Sunday							
49B	North Western ♿	2,579	2,537	3,161	22.6%	24.6%	66.2
171	U of Chicago - Hyde Park	10	140	373	3616.6%	166.3%	60.5
81	Lawrence ♿	9,203	8,691	8,295	-9.9%	-4.6%	59.2
66	Chicago ♿	10,780	9,646	10,432	-3.2%	8.2%	58.4
152	Addison ♿	3,411	3,841	4,001	17.3%	4.2%	55.2
87	87th ♿	7,024	5,899	6,804	-3.1%	15.3%	55.1
79	79th ♿	17,783	16,825	17,127	-3.7%	1.8%	54.6
77	Belmont ♿	10,375	10,670	11,306	9.0%	6.0%	53.1
92	Foster ♿	3,051	2,592	2,992	-1.9%	15.4%	51.4
54B	South Cicero ♿	3,077	2,632	2,767	-10.1%	5.1%	49.4

June 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							
173	U of Chicago - Lakeview	149	194	169	13.1%	-13.2%	11.7
55N	55th/Narragansett ♿	877	904	868	-1.0%	-4.0%	13.2
X80	Irving Park Express ♿	248	833	1,053	324.1%	26.3%	14.2
90N	North Harlem ♿	480	449	433	-9.8%	-3.6%	15.1
201	Central/Ridge ♿	1,403	1,349	1,558	11.1%	15.5%	17.7
96	Lunt ♿	1,215	1,065	975	-19.8%	-8.5%	17.8
64	Foster-Canfield ♿	182	217	213	17.0%	-1.5%	17.8
122	Illinois Center/NW Express	887	474	498	-43.9%	5.0%	19.1
206	Evanston Circulator ♿		468	622		32.8%	19.2
39	Pershing ♿	2,104	1,778	1,760	-16.4%	-1.0%	20.7
Saturday							
85A	North Central ♿	374	284	56	-85.1%	-80.5%	3.6
55N	55th/Narragansett ♿	126	134	176	40.0%	31.3%	6.8
173	U of Chicago - Lakeview	203	213	176	-13.2%	-17.4%	7.8
90N	North Harlem ♿	293	163	155	-47.0%	-4.8%	8.5
X99	Chicago Manufacturing Campu ♿			13			8.5
201	Central/Ridge ♿	660	437	810	22.7%	85.4%	13.1
18	16th-18th ♿	852	1,100	947	11.0%	-14.0%	15.6
172	U of Chicago - Kenwood	76	76	111	45.6%	44.6%	18.2
30	South Chicago ♿	2,333	1,936	2,034	-12.8%	5.1%	19.9
62H	Archer/Harlem ♿	669	416	536	-19.9%	28.9%	20.6
Sunday							
201	Central/Ridge ♿	320	251	57	-82.1%	-77.1%	5.9
172	U of Chicago - Kenwood	91	129	52	-42.7%	-59.8%	10.5
30	South Chicago ♿	966	631	733	-24.1%	16.1%	11.2
173	U of Chicago - Lakeview	163	230	116	-28.6%	-49.4%	12.4
18	16th-18th ♿	779	797	731	-6.2%	-8.3%	12.8
63W	West 63rd ♿	521	550	533	2.3%	-3.1%	18.3
11	Lincoln ♿	943	1,010	1,178	25.0%	16.6%	18.5
43	43rd ♿	273	326	401	46.8%	23.0%	19.4
103	West 103rd ♿	1,158	1,106	1,074	-7.3%	-2.9%	19.5
X21	Cermak Express ♿	1,273	1,351	1,525	19.8%	12.9%	19.9