Bus Ridership by Route

April 2004

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Table of Contents

How to read this report 2
Notes 3
Daily Ridership
Weekday 4
Saturday 9
Sunday 13
Operating Data 16
Ridership Highlights
Highest Ridership Routes 17
Highest Increases in Ridership 18
Highest Decreases in Ridership 19
Productivity Highlights
Highest Productivity Routes 20
Lowest Productivity Routes 21

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.

April 2004 Notes

The following factors influenced April 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.

April 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	4,821	3,650	4,475	-7.2%	22.6%	
1	Indiana-Hyde Park ♿	7,320	6,590	3,262	-55.4%	-50.5%	50.7
2	Hyde Park Express ♿	1,189	1,180	2,141	80.1%	81.3%	38.7
3	King Drive ♿	22,707	21,043	22,867	0.7%	8.7%	52.3
4	Cottage Grove ♿	23,434	23,309	23,448	0.1%	0.6%	63.7
6	Jackson Park Express ♿	19,000	17,199	9,065	-52.3%	-47.3%	35.9
7	Harrison ♿	5,531	5,551	5,537	0.1%	-0.3%	47.9
8	Halsted ♿	20,386	19,270	18,866	-7.5%	-2.1%	46.7
8A	South Halsted ♿	3,219	3,324	3,315	3.0%	-0.3%	43.8
9	Ashland ♿	30,624	29,307	29,182	-4.7%	-0.4%	47.4
11	Lincoln ♿	3,471	3,242	3,165	-8.8%	-2.4%	24.9
12	Roosevelt ♿	10,185	10,197	10,418	2.3%	2.2%	52.8
14	Jeffrey Express	9,010	8,128	11,546	28.2%	42.1%	37.1
15	Jeffrey Local ♿			8,202			37.9
17	Westchester ♿	535	448	540	0.9%	20.5%	32.1
18	16th-18th ♿	1,532	1,548	1,391	-9.2%	-10.1%	22.1
19	United Center Express ♿	381	397	493	29.4%	24.1%	
20	Madison ♿	23,737	21,326	21,642	-8.8%	1.5%	66.9
21	Cermak ♿	7,199	7,839	6,994	-2.8%	-10.8%	49.9
22	Clark ♿	21,508	20,969	19,749	-8.2%	-5.8%	51.6
24	Wentworth ♿	4,613	4,443	3,928	-14.8%	-11.6%	25.9
25	West Cermak ♿	474	806	412	-13.0%	-48.9%	33.6
26	South Shore Express ♿			1,791			46.0
28	Stony Island Express ♿	13,411	11,196	10,676	-20.4%	-4.6%	37.0
29	State ♿	17,310	16,787	15,566	-10.1%	-7.3%	54.0
30	South Chicago ♿	3,648	3,409	3,315	-9.1%	-2.8%	25.7
33	Mag Mile Express ♿	716	596	813	13.6%	36.5%	42.1
34	South Michigan ♿	7,095	6,718	6,261	-11.8%	-6.8%	43.9
35	35th ♿	6,388	5,356	5,751	-10.0%	7.4%	42.0
36	Broadway ♿	15,685	15,247	14,890	-5.1%	-2.3%	49.8
37	Sedgwick/Ogden ♿	2,308	2,746	2,580	11.8%	-6.0%	27.7

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39	Pershing ♿	2,065	1,820	1,690	-18.2%	-7.2%	19.9
43	43rd ♿	1,266	1,168	1,241	-2.0%	6.2%	28.7
44	Wallace-Racine ♿	6,056	6,149	6,157	1.7%	0.1%	35.7
47	47th ♿	8,263	7,938	11,312	36.9%	42.5%	50.1
48	South Damen ♿	1,092	1,167	1,207	10.6%	3.5%	28.1
49	Western ♿	23,993	20,121	20,310	-15.3%	0.9%	49.0
49A	South Western ♿	576	531	672	16.6%	26.6%	28.1
49B	North Western ♿	5,149	4,568	4,866	-5.5%	6.5%	58.5
X49	Western Express ♿	5,733	7,892	8,518	48.6%	7.9%	34.4
50	Damen ♿	8,499	8,203	7,779	-8.5%	-5.2%	40.0
51	51st ♿	4,801	4,667	2,574	-46.4%	-44.8%	41.7
52	Kedzie/California ♿	11,511	11,071	10,445	-9.3%	-5.7%	46.2
52A	South Kedzie ♿	7,160	6,311	6,760	-5.6%	7.1%	35.0
53	Pulaski ♿	20,876	19,924	20,581	-1.4%	3.3%	60.2
53A	South Pulaski ♿	9,438	8,738	8,230	-12.8%	-5.8%	37.2
54	Cicero ♿	11,863	11,028	11,047	-6.9%	0.2%	55.5
54A	North Cicero/Skokie Blvd. ♿	1,242	1,186	1,149	-7.5%	-3.1%	21.9
54B	South Cicero ♿	4,849	4,696	4,854	0.1%	3.4%	38.7
55	Garfield ♿	12,798	11,364	12,836	0.3%	13.0%	55.0
X55	Garfield Express ♿		2,420	1,728		-28.6%	22.2
55N	55th/Narragansett ♿	906	903	852	-6.0%	-5.7%	12.9
56	Milwaukee ♿	14,696	15,048	13,731	-6.6%	-8.7%	51.0
56A	North Milwaukee ♿	621	1,174	615	-0.9%	-47.6%	16.7
57	Laramie ♿	3,026	2,958	2,955	-2.3%	-0.1%	56.2
59	59th/61st ♿	4,128	3,861	3,708	-10.2%	-4.0%	36.9
60	Blue Island/26th ♿	14,525	14,207	14,019	-3.5%	-1.3%	51.4
62	Archer ♿	15,314	14,046	14,528	-5.1%	3.4%	37.1
62H	Archer/Harlem ♿	1,389	1,311	915	-34.1%	-30.2%	16.6
63	63rd ♿	22,318	20,495	21,043	-5.7%	2.7%	60.7
63W	West 63rd ♿	2,231	2,419	1,959	-12.2%	-19.0%	22.7
64	Foster-Canfield ♿	209	210	191	-8.2%	-8.8%	16.0

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65	Grand ♿	6,782	6,427	6,234	-8.1%	-3.0%	40.7
66	Chicago ♿	22,487	20,664	20,581	-8.5%	-0.4%	62.2
67	67th-69th-71st ♿	13,912	13,709	13,458	-3.3%	-1.8%	53.1
68	Northwest Highway ♿	1,637	1,391	1,465	-10.5%	5.3%	26.3
69	Cumberland/East River ♿	424	443	359	-15.4%	-19.0%	27.1
70	Division ♿	11,629	10,146	10,214	-12.2%	0.7%	58.5
71	71st/South Shore ♿	7,696	6,999	10,601	37.8%	51.5%	54.1
72	North ♿	15,187	14,512	13,888	-8.6%	-4.3%	52.1
73	Armitage ♿	5,450	5,287	5,269	-3.3%	-0.3%	40.8
74	Fullerton ♿	13,668	12,708	12,252	-10.4%	-3.6%	59.0
75	74th-75th ♿	8,016	7,853	7,517	-6.2%	-4.3%	60.0
76	Diversey ♿	12,968	12,611	12,240	-5.6%	-2.9%	53.9
77	Belmont ♿	20,189	19,856	20,512	1.6%	3.3%	51.4
78	Montrose ♿	8,626	8,437	8,708	1.0%	3.2%	50.1
79	79th ♿	33,431	30,588	31,107	-7.0%	1.7%	56.8
80	Irving Park ♿	12,053	11,582	12,065	0.1%	4.2%	49.0
X80	Irving Park Express ♿		949	1,122		18.2%	15.7
81	Lawrence ♿	13,585	14,430	14,391	5.9%	-0.3%	72.3
81W	West Lawrence ♿	1,696	1,694	1,569	-7.5%	-7.4%	24.3
82	Kimball-Homan ♿	19,097	17,172	17,632	-7.7%	2.7%	47.4
84	Peterson ♿	4,091	3,812	4,027	-1.6%	5.6%	51.4
85	Central ♿	13,013	12,271	12,043	-7.5%	-1.9%	56.9
85A	North Central ♿	512	727	814	59.2%	12.0%	26.5
86	Narragansett/Ridgeland ♿	1,768	1,725	1,662	-6.0%	-3.6%	28.5
87	87th ♿	16,258	15,744	15,984	-1.7%	1.5%	46.5
88	Higgins ♿	1,662	1,903	1,804	8.6%	-5.2%	33.3
90	Harlem ♿	3,639	4,150	4,224	16.1%	1.8%	54.9
90N	North Harlem ♿	490	425	458	-6.5%	7.9%	16.0
91	Austin ♿	8,224	8,389	8,272	0.6%	-1.4%	43.6
92	Foster ♿	7,456	7,266	7,484	0.4%	3.0%	57.4
93	California/Dodge ♿	2,159	2,207	2,943	36.3%	33.4%	35.1

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94	South California ♿	10,384	9,587	10,477	0.9%	9.3%	49.2
95E	93rd-95th ♿	6,179	6,071	5,598	-9.4%	-7.8%	40.9
95W	West 95th ♿	5,056	4,213	4,385	-13.3%	4.1%	49.0
96	Lunt ♿	1,205	1,046	789	-34.5%	-24.6%	17.7
97	Skokie ♿	3,901	3,657	3,437	-11.9%	-6.0%	35.3
X98	Avon Express ♿		402	274		-31.8%	62.1
100	Jeffery Manor Express ♿	1,282	945	1,031	-19.6%	9.0%	28.8
103	West 103rd ♿	3,603	3,699	3,391	-5.9%	-8.3%	27.9
106	103rd/106th ♿	2,402	2,502	1,757	-26.9%	-29.8%	27.6
108	Halsted/95th ♿	2,749	2,561	2,702	-1.7%	5.5%	42.0
111	Pullman/111th/115th ♿	6,068	5,697	5,685	-6.3%	-0.2%	37.5
112	Vincennes/111th ♿	3,676	3,541	3,575	-2.7%	1.0%	31.8
119	Michigan/119th ♿	5,869	5,353	5,454	-7.1%	1.9%	43.4
120	NW/Wacker Express	848	1,835	2,182	157.4%	18.9%	57.1
121	Union/Wacker Express	987	1,914	2,493	152.6%	30.2%	52.4
122	Illinois Center/NW Express	985	452	358	-63.7%	-20.8%	13.6
123	Illinois Center/Union Express	990	664	771	-22.1%	16.2%	28.0
124	Navy Pier ♿			1,176			21.3
125	Water Tower Express	1,658	2,452	2,536	52.9%	3.4%	41.5
126	Jackson ♿	9,406	8,813	9,176	-2.5%	4.1%	43.6
127	NW/Madison ♿	126	389	329	161.7%	-15.3%	33.2
129	West Loop/South Loop ♿	824	1,005	829	0.7%	-17.5%	29.8
134	Stockton/LaSalle Express ♿			1,350			57.0
135	Clarendon/LaSalle Express	2,860	2,799	1,805	-36.9%	-35.5%	38.0
136	Sheridan/LaSalle Express ♿	2,156	2,094	2,059	-4.5%	-1.7%	48.0
143	Stockton/Michigan Express ♿			935			50.9
144	Marine/Michigan Express ♿			931			31.0
145	Wilson/Michigan Express	8,107	8,357	4,579	-43.5%	-45.2%	35.0
146	Inner Drive/Michigan Express	9,567	9,102	11,667	21.9%	28.2%	40.3
147	Outer Drive Express ♿	9,945	9,244	10,156	2.1%	9.9%	43.6
148	Clarendon/Michigan Express ♿			1,154			31.6

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151	Sheridan ♿	23,512	22,203	19,858	-15.5%	-10.6%	45.0
152	Addison ♿	10,813	10,541	10,658	-1.4%	1.1%	46.0
155	Devon ♿	7,460	6,572	5,885	-21.1%	-10.4%	53.7
156	LaSalle	9,094	8,677	8,350	-8.2%	-3.8%	38.0
157	Streeterville ♿	3,316	3,174	2,842	-14.3%	-10.5%	34.0
168	UIC-Pilsen Express ♿	85	120	81	-4.8%	-32.7%	20.7
169	69th-UPS Express	469	441	170	-63.7%	-61.4%	11.2
170	U of Chicago - Midway	221	248	267	20.7%	7.7%	40.5
171	U of Chicago - Hyde Park	1,022	1,345	1,221	19.5%	-9.2%	66.9
172	U of Chicago - Kenwood	1,347	1,191	1,046	-22.3%	-12.2%	42.9
173	U of Chicago - Lakeview	215	242	221	2.8%	-8.6%	9.7
200	Main Shuttle ♿			127			16.2
201	Central/Ridge ♿	1,348	1,221	1,555	15.4%	27.3%	17.6
205	Chicago/Golf ♿			971			17.1
206	Evanston Circulator ♿			769			24.6
	Weekday Total	**970,332**	**927,713**	**927,410**	**-4.4%**	**0.0%**	**45.9**

April 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	2,375	2,574	2,664	12.2%	3.5%	
3	King Drive ♿	14,674	13,290	16,705	13.8%	25.7%	47.9
4	Cottage Grove ♿	16,538	17,127	16,921	2.3%	-1.2%	51.6
6	Jackson Park Express ♿	13,725	12,877	6,926	-49.5%	-46.2%	32.5
8	Halsted ♿	13,623	13,375	12,854	-5.6%	-3.9%	40.5
8A	South Halsted ♿	3,029	3,674	3,536	16.7%	-3.8%	41.8
9	Ashland ♿	23,298	22,802	22,288	-4.3%	-2.3%	47.5
10	Museum of S & I ♿	764	663	899	17.7%	35.5%	39.5
11	Lincoln ♿	2,006	1,592	1,671	-16.7%	4.9%	23.0
12	Roosevelt ♿	6,603	6,374	6,959	5.4%	9.2%	48.3
14	Jeffrey Express			3,971			29.6
15	Jeffrey Local ♿			7,340			38.9
18	16th-18th ♿	773	983	1,009	30.6%	2.6%	16.6
20	Madison ♿	14,087	13,713	14,296	1.5%	4.3%	54.4
21	Cermak ♿	8,480	9,016	6,884	-18.8%	-23.6%	40.2
X21	Cermak Express ♿	1,286	731	2,108	64.0%	188.6%	20.9
22	Clark ♿	16,052	15,298	15,807	-1.5%	3.3%	48.5
28	Stony Island Express ♿	8,783	8,765	7,118	-19.0%	-18.8%	34.8
29	State ♿	13,380	13,519	12,031	-10.1%	-11.0%	45.6
30	South Chicago ♿	2,130	2,262	1,714	-19.5%	-24.2%	16.7
34	South Michigan ♿	4,506	4,413	4,184	-7.1%	-5.2%	36.3
35	35th ♿	3,225	3,079	3,073	-4.7%	-0.2%	30.3
36	Broadway ♿	14,053	13,392	13,115	-6.7%	-2.1%	42.7
43	43rd ♿	637	634	539	-15.5%	-15.1%	18.4
44	Wallace-Racine ♿	2,390	2,887	2,702	13.1%	-6.4%	35.1
47	47th ♿	5,622	6,190	8,566	52.4%	38.4%	48.9
49	Western ♿	19,529	19,528	20,291	3.9%	3.9%	48.5
49B	North Western ♿	3,118	3,055	3,047	-2.3%	-0.3%	55.6
50	Damen ♿	3,965	4,026	4,056	2.3%	0.7%	27.7
51	51st ♿	3,883	3,855	1,545	-60.2%	-59.9%	29.0
52	Kedzie/California ♿	7,724	7,733	7,155	-7.4%	-7.5%	38.4

April 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
52A	South Kedzie ♿	3,733	3,575	3,368	-9.8%	-5.8%	37.6
53	Pulaski ♿	14,901	14,695	14,410	-3.3%	-1.9%	47.2
53A	South Pulaski ♿	3,435	3,555	3,814	11.0%	7.3%	44.0
54	Cicero ♿	10,021	9,542	9,623	-4.0%	0.9%	56.3
54B	South Cicero ♿	4,478	4,327	4,330	-3.3%	0.1%	46.1
55	Garfield ♿	9,352	10,077	10,299	10.1%	2.2%	53.5
55N	55th/Narragansett ♿	131	141	163	24.3%	15.8%	6.2
56	Milwaukee ♿	9,068	10,162	8,856	-2.3%	-12.9%	45.7
57	Laramie ♿	1,508	1,242	1,461	-3.1%	17.6%	42.2
59	59th/61st ♿	1,963	2,092	2,194	11.8%	4.9%	28.5
60	Blue Island/26th ♿	9,778	9,341	9,217	-5.7%	-1.3%	34.4
62	Archer ♿	7,392	7,338	7,867	6.4%	7.2%	30.2
62H	Archer/Harlem ♿	580	440	444	-23.4%	1.0%	17.0
63	63rd ♿	16,738	16,112	16,139	-3.6%	0.2%	53.6
63W	West 63rd ♿	730	763	702	-3.8%	-7.9%	19.5
65	Grand ♿	3,722	3,476	3,259	-12.4%	-6.3%	30.9
66	Chicago ♿	14,215	14,162	13,685	-3.7%	-3.4%	55.2
67	67th-69th-71st ♿	9,794	9,834	9,434	-3.7%	-4.1%	46.7
68	Northwest Highway ♿	597	689	567	-4.9%	-17.7%	17.0
70	Division ♿	7,355	7,211	7,330	-0.3%	1.7%	49.1
71	71st/South Shore ♿	5,471	5,484	8,403	53.6%	53.2%	48.9
72	North ♿	11,381	10,959	10,821	-4.9%	-1.3%	45.0
73	Armitage ♿	2,565	3,030	2,982	16.3%	-1.6%	33.4
74	Fullerton ♿	9,972	8,927	9,203	-7.7%	3.1%	46.4
75	74th-75th ♿	5,440	5,967	5,648	3.8%	-5.3%	50.3
76	Diversey ♿	7,961	6,930	7,529	-5.4%	8.6%	46.1
77	Belmont ♿	12,371	13,610	14,342	15.9%	5.4%	48.2
78	Montrose ♿	6,171	6,310	5,547	-10.1%	-12.1%	48.9
79	79th ♿	24,511	24,630	23,660	-3.5%	-3.9%	50.1
80	Irving Park ♿	9,124	9,307	9,386	2.9%	0.9%	46.3
81	Lawrence ♿	11,129	11,687	10,603	-4.7%	-9.3%	60.7

April 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
81W	West Lawrence ♿	738	963	908	23.0%	-5.7%	22.5
82	Kimball-Homan ♿	11,743	11,298	11,350	-3.3%	0.5%	48.9
84	Peterson ♿	2,169	1,946	2,101	-3.1%	8.0%	34.3
85	Central ♿	7,448	7,026	7,671	3.0%	9.2%	46.4
85A	North Central ♿	74	295	299	304.9%	1.3%	19.1
87	87th ♿	10,180	10,934	10,398	2.1%	-4.9%	50.3
88	Higgins ♿	660	778	751	13.8%	-3.5%	20.5
90	Harlem ♿	2,897	3,374	3,908	34.9%	15.8%	54.7
90N	North Harlem ♿	175	147	157	-10.6%	6.5%	8.6
91	Austin ♿	4,026	4,149	4,175	3.7%	0.6%	50.2
92	Foster ♿	4,330	3,995	4,426	2.2%	10.8%	58.3
93	California/Dodge ♿	1,181	1,658	1,789	51.6%	7.9%	30.1
94	South California ♿	4,985	4,816	5,111	2.5%	6.1%	43.0
95E	93rd-95th ♿	4,644	3,992	3,383	-27.2%	-15.3%	25.4
95W	West 95th ♿	4,401	4,712	4,395	-0.1%	-6.7%	38.8
97	Skokie ♿	2,608	2,098	1,904	-27.0%	-9.2%	32.4
X98	Avon Express ♿		33	164		390.6%	392.7
103	West 103rd ♿	1,442	1,567	1,568	8.8%	0.1%	25.7
106	103rd/106th ♿	622	670	550	-11.6%	-17.9%	19.5
111	Pullman/111th/115th ♿	3,007	3,687	3,465	15.2%	-6.0%	31.7
112	Vincennes/111th ♿	1,442	1,474	1,374	-4.7%	-6.8%	19.5
119	Michigan/119th ♿	4,199	4,683	4,898	16.6%	4.6%	44.3
124	Navy Pier ♿			1,065			22.3
126	Jackson ♿	4,596	4,467	4,479	-2.5%	0.3%	32.0
145	Wilson/Michigan Express	3,612	3,765	2,094	-42.0%	-44.4%	29.6
146	Inner Drive/Michigan Express	6,085	6,248	8,936	46.8%	43.0%	45.1
147	Outer Drive Express ♿	5,253	5,356	7,268	38.3%	35.7%	39.9
151	Sheridan ♿	15,167	14,450	14,010	-7.6%	-3.0%	40.1
152	Addison ♿	5,190	4,933	5,417	4.4%	9.8%	44.4
154	Wrigley Field Express			342			
155	Devon ♿	5,370	4,907	4,778	-11.0%	-2.6%	47.5

April 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
171	U of Chicago - Hyde Park	539	482	499	-7.3%	3.5%	47.9
172	U of Chicago - Kenwood	214	144	119	-44.2%	-17.3%	14.8
173	U of Chicago - Lakeview	278	318	269	-3.2%	-15.5%	9.0
201	Central/Ridge ♿	690	563	872	26.3%	55.0%	14.3
	Saturday Total	**589,562**	**586,537**	**591,980**	**0.4%**	**0.9%**	**42.9**

April 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	2,293	3,199	3,214	40.2%	0.5%	
3	King Drive ♿	8,960	9,686	9,045	1.0%	-6.6%	38.7
4	Cottage Grove ♿	10,883	11,793	11,469	5.4%	-2.7%	40.4
6	Jackson Park Express ♿	7,528	7,631	4,538	-39.7%	-40.5%	23.6
8	Halsted ♿	9,249	8,937	9,838	6.4%	10.1%	34.8
8A	South Halsted ♿	1,612	1,693	2,281	41.5%	34.7%	39.4
9	Ashland ♿	16,133	16,272	16,528	2.4%	1.6%	40.8
10	Museum of S & I ♿	371	484	422	13.7%	-12.7%	19.1
11	Lincoln ♿	919	865	1,183	28.8%	36.8%	18.5
12	Roosevelt ♿	4,989	5,355	5,193	4.1%	-3.0%	43.0
14	Jeffrey Express			2,460			20.1
15	Jeffrey Local ♿			4,828			28.1
18	16th-18th ♿	543	838	811	49.4%	-3.2%	14.3
19	United Center Express ♿	281	505	118	-58.0%	-76.6%	
20	Madison ♿	8,858	8,939	9,289	4.9%	3.9%	44.2
21	Cermak ♿	4,440	5,574	4,460	0.5%	-20.0%	32.6
X21	Cermak Express ♿	1,290	283	1,300	0.8%	359.9%	14.9
22	Clark ♿	11,451	10,779	11,232	-1.9%	4.2%	44.1
28	Stony Island Express ♿	6,685	5,981	4,882	-27.0%	-18.4%	28.8
29	State ♿	7,971	8,209	8,976	12.6%	9.3%	43.5
30	South Chicago ♿	596	969	649	9.0%	-33.0%	9.9
34	South Michigan ♿	3,392	3,142	3,148	-7.2%	0.2%	39.2
35	35th ♿	1,938	1,709	1,900	-2.0%	11.1%	28.9
36	Broadway ♿	10,123	9,242	9,203	-9.1%	-0.4%	39.3
43	43rd ♿	220	240	299	36.0%	24.3%	14.5
44	Wallace-Racine ♿	1,427	2,038	1,609	12.8%	-21.0%	26.8
47	47th ♿	3,557	3,509	6,049	70.1%	72.4%	42.0
49	Western ♿	12,677	13,087	13,283	4.8%	1.5%	43.8
49B	North Western ♿	2,421	2,376	2,214	-8.6%	-6.8%	46.4
50	Damen ♿	2,602	2,768	2,658	2.2%	-4.0%	20.0
51	51st ♿	2,028	2,208	1,117	-44.9%	-49.4%	27.1

April 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 ♿	5,185	6,060	5,003	-3.5%	-17.4%	35.3
52A	South Kedzie ♿	1,823	2,523	1,896	4.0%	-24.8%	31.7
53	Pulaski ♿	10,096	9,753	9,534	-5.6%	-2.2%	38.5
53A	South Pulaski ♿	1,996	1,956	1,965	-1.5%	0.5%	34.8
54	Cicero ♿	5,555	6,141	6,226	12.1%	1.4%	46.0
54B	South Cicero ♿	2,441	2,448	2,614	7.1%	6.8%	46.7
55	Garfield ♿	6,640	7,100	7,546	13.6%	6.3%	44.2
56	Milwaukee ♿	6,823	6,753	5,878	-13.8%	-13.0%	35.6
57	Laramie ♿	631	755	742	17.5%	-1.7%	26.6
60	Blue Island/26th ♿	6,580	6,500	6,241	-5.2%	-4.0%	26.4
62	Archer ♿	4,879	5,063	5,158	5.7%	1.9%	26.8
63	63rd ♿	11,336	12,377	12,916	13.9%	4.4%	47.5
63W	West 63rd ♿	476	463	373	-21.6%	-19.4%	12.8
65	Grand ♿	2,068	1,943	1,922	-7.1%	-1.1%	26.8
66	Chicago ♿	9,222	8,640	8,916	-3.3%	3.2%	49.9
67	67th-69th-71st ♿	6,600	7,640	6,275	-4.9%	-17.9%	43.0
68	Northwest Highway ♿	261	467	200	-23.4%	-57.2%	14.1
70	Division ♿	5,462	5,666	5,548	1.6%	-2.1%	42.8
71	71st/South Shore ♿	3,457	3,510	5,668	63.9%	61.5%	36.7
72	North ♿	7,669	7,840	7,924	3.3%	1.1%	43.2
73	Armitage ♿	2,559	1,583	1,588	-38.0%	0.3%	32.5
74	Fullerton ♿	5,756	6,518	6,031	4.8%	-7.5%	42.8
75	74th-75th ♿	3,758	4,512	4,200	11.8%	-6.9%	39.4
76	Diversey ♿	4,887	4,949	4,650	-4.8%	-6.0%	35.1
77	Belmont ♿	8,430	9,606	9,152	8.6%	-4.7%	43.0
78	Montrose ♿	3,416	3,714	3,759	10.0%	1.2%	32.9
79	79th ♿	17,116	16,159	16,586	-3.1%	2.6%	52.9
80	Irving Park ♿	5,742	5,910	6,261	9.1%	5.9%	40.6
81	Lawrence ♿	7,941	8,131	7,958	0.2%	-2.1%	56.8
81W	West Lawrence ♿	278	630	658	137.2%	4.6%	21.5
82	Kimball-Homan ♿	7,667	7,721	7,215	-5.9%	-6.6%	43.2

April 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 ♿	855	975	822	-3.9%	-15.7%	26.0
85	Central ♿	4,743	5,172	5,207	9.8%	0.7%	40.6
87	87th ♿	5,878	5,371	6,354	8.1%	18.3%	51.5
88	Higgins ♿	558	500	476	-14.7%	-4.8%	15.2
90	Harlem ♿	1,531	1,937	2,066	35.0%	6.7%	40.4
91	Austin ♿	2,196	2,263	2,575	17.2%	13.8%	38.2
92	Foster ♿	2,761	2,620	2,783	0.8%	6.3%	47.8
94	South California ♿	3,547	3,129	3,483	-1.8%	11.3%	39.7
95E	93rd-95th ♿	3,145	2,799	2,601	-17.3%	-7.0%	21.6
95W	West 95th ♿	2,546	2,955	2,352	-7.6%	-20.4%	31.6
97	Skokie ♿	1,313	1,324	1,299	-1.1%	-1.9%	28.9
X98	Avon Express ♿			20			
103	West 103rd ♿	1,103	1,062	982	-11.0%	-7.5%	17.9
106	103rd/106th ♿	316	405	431	36.6%	6.5%	24.7
111	Pullman/111th/115th ♿	1,819	2,239	2,127	16.9%	-5.0%	25.6
112	Vincennes/111th ♿	882	865	1,103	25.0%	27.5%	21.2
119	Michigan/119th ♿	2,496	2,558	2,854	14.4%	11.6%	37.9
124	Navy Pier ♿			549			11.7
126	Jackson ♿	2,878	3,010	2,943	2.3%	-2.2%	27.3
145	Wilson/Michigan Express	1,973	1,921	1,666	-15.6%	-13.3%	25.7
146	Inner Drive/Michigan Express	3,501	4,231	5,165	47.5%	22.1%	34.4
147	Outer Drive Express ♿			3,591			35.4
151	Sheridan ♿	12,507	11,374	10,014	-19.9%	-12.0%	37.1
152	Addison ♿	2,915	2,809	3,271	12.2%	16.4%	45.0
154	Wrigley Field Express			361			
155	Devon ♿	4,074	3,496	3,487	-14.4%	-0.2%	46.0
171	U of Chicago - Hyde Park	233		626	169.1%		50.8
172	U of Chicago - Kenwood	117	325	95	-18.4%	-70.6%	9.6
173	U of Chicago - Lakeview	237	309	166	-30.1%	-46.3%	8.8
201	Central/Ridge ♿	274	220	294	7.3%	33.2%	30.1
	Sunday Total	**378,969**	**387,439**	**394,292**	**4.0%**	**1.8%**	**37.4**

April 2004 Bus Ridership by Route

Section IV: Operating Data

		2002	2003	2004	Percent Change '02-'04	Percent Change '03-'04
Monthly Total (Operating Data)		25,221,434	24,305,600	24,348,106	-3.5%	0.2%
Days in Month						
	Weekdays	22	22	22		
	Saturdays	4	4	4		
	Sundays	4	4	4		
Days in Averages (Varies by Route)						
	Weekdays	22	22	22		
	Saturdays	4	4	4		
	Sundays	4	4	4		
Average Temperatures (Fº)						
	Weekdays	51.5	49.0	51.1		
	Saturdays	44.8	45.0	49.0		
	Sundays	48.0	49.3	49.3		

April 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 ♿	33,431	30,588	31,107	-7.0%	1.7%	56.8
9	Ashland ♿	30,624	29,307	29,182	-4.7%	-0.4%	47.4
4	Cottage Grove ♿	23,434	23,309	23,448	0.1%	0.6%	63.7
3	King Drive ♿	22,707	21,043	22,867	0.7%	8.7%	52.3
20	Madison ♿	23,737	21,326	21,642	-8.8%	1.5%	66.9
63	63rd ♿	22,318	20,495	21,043	-5.7%	2.7%	60.7
66	Chicago ♿	22,487	20,664	20,581	-8.5%	-0.4%	62.2
53	Pulaski ♿	20,876	19,924	20,581	-1.4%	3.3%	60.2
77	Belmont ♿	20,189	19,856	20,512	1.6%	3.3%	51.4
49	Western ♿	23,993	20,121	20,310	-15.3%	0.9%	49.0
Saturday							
79	79th ♿	24,511	24,630	23,660	-3.5%	-3.9%	50.1
9	Ashland ♿	23,298	22,802	22,288	-4.3%	-2.3%	47.5
49	Western ♿	19,529	19,528	20,291	3.9%	3.9%	48.5
4	Cottage Grove ♿	16,538	17,127	16,921	2.3%	-1.2%	51.6
3	King Drive ♿	14,674	13,290	16,705	13.8%	25.7%	47.9
63	63rd ♿	16,738	16,112	16,139	-3.6%	0.2%	53.6
22	Clark ♿	16,052	15,298	15,807	-1.5%	3.3%	48.5
53	Pulaski ♿	14,901	14,695	14,410	-3.3%	-1.9%	47.2
77	Belmont ♿	12,371	13,610	14,342	15.9%	5.4%	48.2
20	Madison ♿	14,087	13,713	14,296	1.5%	4.3%	54.4
Sunday							
79	79th ♿	17,116	16,159	16,586	-3.1%	2.6%	52.9
9	Ashland ♿	16,133	16,272	16,528	2.4%	1.6%	40.8
49	Western ♿	12,677	13,087	13,283	4.8%	1.5%	43.8
63	63rd ♿	11,336	12,377	12,916	13.9%	4.4%	47.5
4	Cottage Grove ♿	10,883	11,793	11,469	5.4%	-2.7%	40.4
22	Clark ♿	11,451	10,779	11,232	-1.9%	4.2%	44.1
151	Sheridan ♿	12,507	11,374	10,014	-19.9%	-12.0%	37.1
8	Halsted ♿	9,249	8,937	9,838	6.4%	10.1%	34.8
53	Pulaski ♿	10,096	9,753	9,534	-5.6%	-2.2%	38.5
20	Madison ♿	8,858	8,939	9,289	4.9%	3.9%	44.2

April 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							
2	Hyde Park Express ♿	1,189	1,180	2,141	80.1%	81.3%	38.7
71	71st/South Shore ♿	7,696	6,999	10,601	37.8%	51.5%	54.1
47	47th ♿	8,263	7,938	11,312	36.9%	42.5%	50.1
14	Jeffrey Express	9,010	8,128	11,546	28.2%	42.1%	37.1
33	Mag Mile Express ♿	716	596	813	13.6%	36.5%	42.1
93	California/Dodge ♿	2,159	2,207	2,943	36.3%	33.4%	35.1
121	Union/Wacker Express	987	1,914	2,493	152.6%	30.2%	52.4
146	Inner Drive/Michigan Express	9,567	9,102	11,667	21.9%	28.2%	40.3
201	Central/Ridge ♿	1,348	1,221	1,555	15.4%	27.3%	17.6
49A	South Western ♿	576	531	672	16.6%	26.6%	28.1
Saturday							
X98	Avon Express ♿		33	164		390.6%	392.7
X21	Cermak Express ♿	1,286	731	2,108	64.0%	188.6%	20.9
201	Central/Ridge ♿	690	563	872	26.3%	55.0%	14.3
71	71st/South Shore ♿	5,471	5,484	8,403	53.6%	53.2%	48.9
146	Inner Drive/Michigan Express	6,085	6,248	8,936	46.8%	43.0%	45.1
47	47th ♿	5,622	6,190	8,566	52.4%	38.4%	48.9
147	Outer Drive Express ♿	5,253	5,356	7,268	38.3%	35.7%	39.9
3	King Drive ♿	14,674	13,290	16,705	13.8%	25.7%	47.9
57	Laramie ♿	1,508	1,242	1,461	-3.1%	17.6%	42.2
55N	55th/Narragansett ♿	131	141	163	24.3%	15.8%	6.2
Sunday							
X21	Cermak Express ♿	1,290	283	1,300	0.8%	359.9%	14.9
47	47th ♿	3,557	3,509	6,049	70.1%	72.4%	42.0
71	71st/South Shore ♿	3,457	3,510	5,668	63.9%	61.5%	36.7
11	Lincoln ♿	919	865	1,183	28.8%	36.8%	18.5
8A	South Halsted ♿	1,612	1,693	2,281	41.5%	34.7%	39.4
201	Central/Ridge ♿	274	220	294	7.3%	33.2%	30.1
112	Vincennes/111th ♿	882	865	1,103	25.0%	27.5%	21.2
43	43rd ♿	220	240	299	36.0%	24.3%	14.5
146	Inner Drive/Michigan Express	3,501	4,231	5,165	47.5%	22.1%	34.4
87	87th ♿	5,878	5,371	6,354	8.1%	18.3%	51.5

April 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							
169	69th-UPS Express	469	441	170	-63.7%	-61.4%	11.2
1	Indiana-Hyde Park ♿	7,320	6,590	3,262	-55.4%	-50.5%	50.7
25	West Cermak ♿	474	806	412	-13.0%	-48.9%	33.6
56A	North Milwaukee ♿	621	1,174	615	-0.9%	-47.6%	16.7
6	Jackson Park Express ♿	19,000	17,199	9,065	-52.3%	-47.3%	35.9
145	Wilson/Michigan Express	8,107	8,357	4,579	-43.5%	-45.2%	35.0
51	51st ♿	4,801	4,667	2,574	-46.4%	-44.8%	41.7
135	Clarendon/LaSalle Express	2,860	2,799	1,805	-36.9%	-35.5%	38.0
168	UIC-Pilsen Express ♿	85	120	81	-4.8%	-32.7%	20.7
X98	Avon Express ♿		402	274		-31.8%	62.1
Saturday							
51	51st ♿	3,883	3,855	1,545	-60.2%	-59.9%	29.0
6	Jackson Park Express ♿	13,725	12,877	6,926	-49.5%	-46.2%	32.5
145	Wilson/Michigan Express	3,612	3,765	2,094	-42.0%	-44.4%	29.6
30	South Chicago ♿	2,130	2,262	1,714	-19.5%	-24.2%	16.7
21	Cermak ♿	8,480	9,016	6,884	-18.8%	-23.6%	40.2
28	Stony Island Express ♿	8,783	8,765	7,118	-19.0%	-18.8%	34.8
106	103rd/106th ♿	622	670	550	-11.6%	-17.9%	19.5
68	Northwest Highway ♿	597	689	567	-4.9%	-17.7%	17.0
172	U of Chicago - Kenwood	214	144	119	-44.2%	-17.3%	14.8
173	U of Chicago - Lakeview	278	318	269	-3.2%	-15.5%	9.0
Sunday							
172	U of Chicago - Kenwood	117	325	95	-18.4%	-70.6%	9.6
68	Northwest Highway ♿	261	467	200	-23.4%	-57.2%	14.1
51	51st ♿	2,028	2,208	1,117	-44.9%	-49.4%	27.1
173	U of Chicago - Lakeview	237	309	166	-30.1%	-46.3%	8.8
6	Jackson Park Express ♿	7,528	7,631	4,538	-39.7%	-40.5%	23.6
30	South Chicago ♿	596	969	649	9.0%	-33.0%	9.9
52A	South Kedzie ♿	1,823	2,523	1,896	4.0%	-24.8%	31.7
44	Wallace-Racine ♿	1,427	2,038	1,609	12.8%	-21.0%	26.8
95W	West 95th ♿	2,546	2,955	2,352	-7.6%	-20.4%	31.6
21	Cermak ♿	4,440	5,574	4,460	0.5%	-20.0%	32.6

April 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 ♿	13,585	14,430	14,391	5.9%	-0.3%	72.3
20	Madison ♿	23,737	21,326	21,642	-8.8%	1.5%	66.9
171	U of Chicago - Hyde Park	1,022	1,345	1,221	19.5%	-9.2%	66.9
4	Cottage Grove ♿	23,434	23,309	23,448	0.1%	0.6%	63.7
66	Chicago ♿	22,487	20,664	20,581	-8.5%	-0.4%	62.2
63	63rd ♿	22,318	20,495	21,043	-5.7%	2.7%	60.7
53	Pulaski ♿	20,876	19,924	20,581	-1.4%	3.3%	60.2
75	74th-75th ♿	8,016	7,853	7,517	-6.2%	-4.3%	60.0
74	Fullerton ♿	13,668	12,708	12,252	-10.4%	-3.6%	59.0
70	Division ♿	11,629	10,146	10,214	-12.2%	0.7%	58.5
Saturday							
81	Lawrence ♿	11,129	11,687	10,603	-4.7%	-9.3%	60.7
92	Foster ♿	4,330	3,995	4,426	2.2%	10.8%	58.3
54	Cicero ♿	10,021	9,542	9,623	-4.0%	0.9%	56.3
49B	North Western ♿	3,118	3,055	3,047	-2.3%	-0.3%	55.6
66	Chicago ♿	14,215	14,162	13,685	-3.7%	-3.4%	55.2
90	Harlem ♿	2,897	3,374	3,908	34.9%	15.8%	54.7
20	Madison ♿	14,087	13,713	14,296	1.5%	4.3%	54.4
63	63rd ♿	16,738	16,112	16,139	-3.6%	0.2%	53.6
55	Garfield ♿	9,352	10,077	10,299	10.1%	2.2%	53.5
4	Cottage Grove ♿	16,538	17,127	16,921	2.3%	-1.2%	51.6
Sunday							
81	Lawrence ♿	7,941	8,131	7,958	0.2%	-2.1%	56.8
79	79th ♿	17,116	16,159	16,586	-3.1%	2.6%	52.9
87	87th ♿	5,878	5,371	6,354	8.1%	18.3%	51.5
171	U of Chicago - Hyde Park	233		626	169.1%		50.8
66	Chicago ♿	9,222	8,640	8,916	-3.3%	3.2%	49.9
92	Foster ♿	2,761	2,620	2,783	0.8%	6.3%	47.8
63	63rd ♿	11,336	12,377	12,916	13.9%	4.4%	47.5
54B	South Cicero ♿	2,441	2,448	2,614	7.1%	6.8%	46.7
49B	North Western ♿	2,421	2,376	2,214	-8.6%	-6.8%	46.4
54	Cicero ♿	5,555	6,141	6,226	12.1%	1.4%	46.0

April 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	215	242	221	2.8%	-8.6%	9.7
169	69th-UPS Express	469	441	170	-63.7%	-61.4%	11.2
55N	55th/Narragansett ♿	906	903	852	-6.0%	-5.7%	12.9
122	Illinois Center/NW Express	985	452	358	-63.7%	-20.8%	13.6
X80	Irving Park Express ♿		949	1,122		18.2%	15.7
64	Foster-Canfield ♿	209	210	191	-8.2%	-8.8%	16.0
90N	North Harlem ♿	490	425	458	-6.5%	7.9%	16.0
200	Main Shuttle ♿			127			16.2
62H	Archer/Harlem ♿	1,389	1,311	915	-34.1%	-30.2%	16.6
56A	North Milwaukee ♿	621	1,174	615	-0.9%	-47.6%	16.7
Saturday							
55N	55th/Narragansett ♿	131	141	163	24.3%	15.8%	6.2
90N	North Harlem ♿	175	147	157	-10.6%	6.5%	8.6
173	U of Chicago - Lakeview	278	318	269	-3.2%	-15.5%	9.0
201	Central/Ridge ♿	690	563	872	26.3%	55.0%	14.3
172	U of Chicago - Kenwood	214	144	119	-44.2%	-17.3%	14.8
18	16th-18th ♿	773	983	1,009	30.6%	2.6%	16.6
30	South Chicago ♿	2,130	2,262	1,714	-19.5%	-24.2%	16.7
68	Northwest Highway ♿	597	689	567	-4.9%	-17.7%	17.0
62H	Archer/Harlem ♿	580	440	444	-23.4%	1.0%	17.0
43	43rd ♿	637	634	539	-15.5%	-15.1%	18.4
Sunday							
173	U of Chicago - Lakeview	237	309	166	-30.1%	-46.3%	8.8
172	U of Chicago - Kenwood	117	325	95	-18.4%	-70.6%	9.6
30	South Chicago ♿	596	969	649	9.0%	-33.0%	9.9
63W	West 63rd ♿	476	463	373	-21.6%	-19.4%	12.8
68	Northwest Highway ♿	261	467	200	-23.4%	-57.2%	14.1
18	16th-18th ♿	543	838	811	49.4%	-3.2%	14.3
43	43rd ♿	220	240	299	36.0%	24.3%	14.5
X21	Cermak Express ♿	1,290	283	1,300	0.8%	359.9%	14.9
88	Higgins ♿	558	500	476	-14.7%	-4.8%	15.2
103	West 103rd ♿	1,103	1,062	982	-11.0%	-7.5%	17.9