# Bus Ridership by Route

## November 2001

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**Printed:** 1/16/02

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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.

# November 2001 Notes

The following factors influenced November 2001 bus ridership.

### #25 West Cermak and #X21 Cermak Express♿

Starting in the fall of 2000, #X21 ♿ weekend service was extended from the 54th/Cermak Blue Line station to the North Riverside Mall at Cermak and Harlem, replacing the #25. The #25 now operates on weekdays only.

### #34 South Michigan♿ and #119 Michigan/119th♿

Routes #34♿ and #119 ♿ used to be interlined – that is, they were operated by the same buses alternately serving each route. Ridership for the two routes was combined and reported as the #34♿. As of the fall of 2000, the routes are no longer interlined and are being reported separately.

Because of this, you will see a decrease in ridership on the #34 ♿ compared to previous years, and you will not see ridership on the #119 ♿ for previous years.

### #146 Marine/Michigan Express

In the fall of 2000, the #146 began running express on outer Lake Shore Drive between Belmont and Oak during all hours of service, instead of making local stops on Sheridan, Stockton and inner Lake Shore late at night and on Sundays and holidays. The #146 is also operating later every night, with the last #146 bus from the Berwyn Red Line station starting for downtown at 11:20 p.m., and the last bus north from Wells and Congress leaving at midnight.

# November 2001 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 0 | Unspecified Route | 7,152 | 4,500 | 4,275 | -40.2% | -5.0% | |
| 1 | Indiana-Hyde Park ♿ | 7,546 | 7,047 | 7,164 | -5.1% | 1.7% | 49.1 |
| 2 | Hyde Park Express ♿ | 1,025 | 1,080 | 955 | -6.8% | -11.6% | 59.5 |
| 3 | King Drive ♿ | 22,908 | 22,247 | 23,295 | 1.7% | 4.7% | 57.2 |
| 4 | Cottage Grove ♿ | 23,293 | 21,758 | 23,897 | 2.6% | 9.8% | 62.8 |
| 6 | Jeffery ♿ | 18,392 | 19,210 | 18,685 | 1.6% | -2.7% | 43.0 |
| 7 | Harrison ♿ | 5,615 | 5,299 | 5,645 | 0.5% | 6.5% | 48.8 |
| 8 | Halsted ♿ | 19,732 | 19,171 | 20,022 | 1.5% | 4.4% | 49.2 |
| 8A | South Halsted ♿ | 3,532 | 3,520 | 3,389 | -4.0% | -3.7% | 44.9 |
| 9 | Ashland ♿ | 30,009 | 30,407 | 30,289 | 0.9% | -0.4% | 46.9 |
| 10 | Museum of S & I ♿ | 370 | | | | | |
| 11 | Lincoln ♿ | 3,832 | 3,442 | 3,602 | -6.0% | 4.7% | 28.8 |
| 12 | Roosevelt ♿ | 10,439 | 10,997 | 10,189 | -2.4% | -7.3% | 53.8 |
| 14 | South Lake Shore Express | 7,390 | 9,207 | 9,656 | 30.7% | 4.9% | 55.1 |
| 17 | Westchester ♿ | 841 | 555 | 674 | -19.9% | 21.5% | 39.2 |
| 18 | 16th-18th ♿ | 1,912 | 1,602 | 1,674 | -12.4% | 4.5% | 29.2 |
| 19 | United Center Express ♿ | | 306 | 395 | | 29.3% | |
| 20 | Madison ♿ | 21,407 | 20,257 | 23,784 | 11.1% | 17.4% | 70.6 |
| 21 | Cermak ♿ | 7,231 | 7,437 | 7,253 | 0.3% | -2.5% | 56.8 |
| 22 | Clark ♿ | 21,696 | 21,547 | 20,725 | -4.5% | -3.8% | 57.3 |
| 24 | Wentworth ♿ | 5,089 | 4,268 | 4,973 | -2.3% | 16.5% | 30.7 |
| 25 | West Cermak ♿ | 262 | 255 | 482 | 84.2% | 89.4% | 40.0 |
| 27 | South Deering ♿ | 5,311 | 5,685 | 5,655 | 6.5% | -0.5% | 44.4 |
| 28 | Stony Island ♿ | 11,984 | 11,467 | 13,260 | 10.7% | 15.6% | 55.5 |
| 29 | State ♿ | 16,454 | 17,721 | 17,631 | 7.2% | -0.5% | 57.2 |
| 30 | South Chicago ♿ | 3,913 | 3,797 | 4,184 | 6.9% | 10.2% | 32.2 |
| 33 | Mag Mile Express | 441 | 664 | 655 | 48.5% | -1.3% | 33.9 |
| 34 | South Michigan ♿ | 11,466 | 13,114 | 8,234 | -28.2% | -37.2% | 58.8 |
| 35 | 35th ♿ | 5,709 | 5,963 | 6,679 | 17.0% | 12.0% | 49.7 |
| 36 | Broadway ♿ | 15,105 | 15,684 | 14,954 | -1.0% | -4.7% | 50.3 |
| 37 | Sedgwick/Ogden ♿ | 2,849 | 2,643 | 2,416 | -15.2% | -8.6% | 25.9 |

# November 2001 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 39 | Pershing ♿ | 2,429 | 2,318 | 2,227 | -8.3% | -3.9% | 26.6 |
| 43 | 43rd ♿ | 1,395 | 1,335 | 1,354 | -2.9% | 1.4% | 31.4 |
| 44 | Wallace-Racine ♿ | 6,568 | 6,294 | 6,099 | -7.1% | -3.1% | 35.3 |
| 47 | 47th ♿ | 9,100 | 8,697 | 8,669 | -4.7% | -0.3% | 50.0 |
| 48 | South Damen | 1,262 | 1,170 | 1,134 | -10.2% | -3.1% | 27.5 |
| 49 | Western ♿ | 24,195 | 23,725 | 24,200 | 0.0% | 2.0% | 50.8 |
| 49A | South Western ♿ | 811 | 568 | 628 | -22.5% | 10.6% | 26.1 |
| 49B | North Western ♿ | 4,995 | 5,235 | 5,228 | 4.7% | -0.1% | 65.7 |
| X49 | Western Express ♿ | 5,829 | 5,877 | 6,221 | 6.7% | 5.9% | 37.6 |
| 50 | Damen ♿ | 8,528 | 8,194 | 8,515 | -0.2% | 3.9% | 44.9 |
| 51 | 51st ♿ | 4,781 | 4,724 | 5,036 | 5.3% | 6.6% | 53.6 |
| 52 | Kedzie/California ♿ | 11,794 | 12,276 | 11,801 | 0.1% | -3.9% | 52.6 |
| 52A | South Kedzie ♿ | 6,319 | 6,349 | 6,901 | 9.2% | 8.7% | 38.2 |
| 53 | Pulaski ♿ | 22,555 | 22,120 | 21,432 | -5.0% | -3.1% | 67.7 |
| 53A | South Pulaski ♿ | 10,266 | 9,804 | 10,298 | 0.3% | 5.0% | 44.4 |
| 54 | Cicero ♿ | 11,756 | 11,992 | 12,888 | 9.6% | 7.5% | 64.8 |
| 54A | North Cicero/Skokie Blvd. | 1,331 | 1,309 | 1,362 | 2.3% | 4.1% | 27.3 |
| 54B | South Cicero ♿ | 5,171 | 4,857 | 4,945 | -4.4% | 1.8% | 37.3 |
| 55 | Garfield ♿ | 12,772 | 13,134 | 13,075 | 2.4% | -0.4% | 59.3 |
| 55N | 55th/Narragansett | 932 | 1,138 | 1,077 | 15.5% | -5.3% | 16.2 |
| 56 | Milwaukee ♿ | 13,729 | 14,346 | 14,325 | 4.3% | -0.1% | 43.7 |
| 56A | North Milwaukee ♿ | 651 | 638 | 645 | -0.9% | 1.2% | 17.4 |
| 57 | Laramie ♿ | 2,927 | 3,030 | 3,385 | 15.6% | 11.7% | 63.2 |
| 59 | 59th/61st ♿ | 4,480 | 4,402 | 4,258 | -5.0% | -3.3% | 42.4 |
| 60 | Blue Island/26th ♿ | 14,452 | 13,949 | 15,225 | 5.3% | 9.1% | 57.1 |
| 62 | Archer ♿ | 14,060 | 14,704 | 15,164 | 7.9% | 3.1% | 41.1 |
| 62H | Archer/Harlem ♿ | 1,676 | 1,486 | 1,501 | -10.4% | 1.1% | 27.1 |
| 63 | 63rd ♿ | 22,151 | 22,233 | 21,704 | -2.0% | -2.4% | 65.6 |
| 63W | West 63rd ♿ | 2,127 | 2,150 | 2,408 | 13.2% | 12.0% | 27.9 |
| 64 | Foster-Canfield ♿ | 312 | 255 | 201 | -35.6% | -21.2% | 16.8 |
| 65 | Grand ♿ | 6,525 | 6,272 | 7,228 | 10.8% | 15.2% | 47.1 |

# November 2001 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 66 | Chicago ♿ | 20,314 | 21,422 | 21,707 | 6.9% | 1.3% | 62.4 |
| 67 | 67th-69th-71st ♿ | 15,016 | 14,801 | 14,009 | -6.7% | -5.3% | 56.9 |
| 68 | Northwest Highway ♿ | 2,224 | 1,810 | 1,655 | -25.6% | -8.6% | 27.5 |
| 69 | Cumberland/East River | 477 | 480 | 435 | -8.9% | -9.5% | 32.8 |
| 70 | Division ♿ | 10,687 | 10,555 | 10,907 | 2.1% | 3.3% | 64.1 |
| 71 | 71st ♿ | 8,611 | 7,465 | 7,908 | -8.2% | 5.9% | 74.7 |
| 72 | North ♿ | 15,459 | 15,737 | 15,792 | 2.2% | 0.4% | 61.7 |
| 73 | Armitage ♿ | 5,075 | 5,201 | 4,818 | -5.1% | -7.4% | 35.7 |
| 74 | Fullerton ♿ | 11,962 | 12,985 | 13,028 | 8.9% | 0.3% | 62.2 |
| 75 | 74th-75th ♿ | 7,124 | 6,985 | 7,530 | 5.7% | 7.8% | 66.0 |
| 76 | Diversey ♿ | 13,661 | 12,678 | 13,040 | -4.5% | 2.9% | 63.3 |
| 77 | Belmont ♿ | 19,655 | 20,558 | 20,904 | 6.4% | 1.7% | 48.3 |
| 78 | Montrose ♿ | 9,419 | 9,668 | 8,975 | -4.7% | -7.2% | 51.6 |
| 79 | 79th ♿ | 31,771 | 31,255 | 33,332 | 4.9% | 6.6% | 61.6 |
| 80 | Irving Park ♿ | 12,750 | 12,252 | 12,017 | -5.7% | -1.9% | 54.1 |
| 81 | Lawrence ♿ | 14,803 | 14,655 | 14,846 | 0.3% | 1.3% | 76.0 |
| 81W | West Lawrence ♿ | 1,858 | 1,738 | 1,507 | -18.9% | -13.3% | 23.2 |
| 82 | Kimball-Homan ♿ | 21,351 | 20,577 | 19,798 | -7.3% | -3.8% | 55.8 |
| 84 | Peterson ♿ | 4,332 | 4,360 | 4,108 | -5.2% | -5.8% | 48.8 |
| 85 | Central ♿ | 12,785 | 14,290 | 13,246 | 3.6% | -7.3% | 64.8 |
| 85A | North Central ♿ | 1,096 | 787 | 895 | -18.3% | 13.7% | 29.2 |
| 86 | Narragansett/Ridgeland ♿ | 1,932 | 1,868 | 2,126 | 10.0% | 13.9% | 37.5 |
| 87 | 87th ♿ | 17,114 | 15,517 | 16,753 | -2.1% | 8.0% | 52.7 |
| 88 | Higgins ♿ | 1,987 | 1,656 | 1,812 | -8.8% | 9.4% | 34.7 |
| 90 | Harlem ♿ | 4,676 | 4,087 | 3,907 | -16.4% | -4.4% | 48.4 |
| 90N | North Harlem ♿ | 502 | 397 | 380 | -24.4% | -4.5% | 13.2 |
| 91 | Austin | 9,241 | 8,613 | 8,244 | -10.8% | -4.3% | 43.4 |
| 92 | Foster ♿ | 7,359 | 7,917 | 7,641 | 3.8% | -3.5% | 60.9 |
| 93 | North California ♿ | 2,139 | 2,259 | 2,251 | 5.2% | -0.4% | 46.2 |
| 94 | South California ♿ | 10,637 | 10,702 | 10,790 | 1.4% | 0.8% | 51.1 |
| 95E | 93rd-95th ♿ | 5,880 | 6,103 | 6,270 | 6.6% | 2.7% | 47.2 |

# November 2001 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 95W | West 95th ♿ | 4,853 | 5,033 | 4,894 | 0.8% | -2.8% | 48.2 |
| 96 | Lunt | 1,272 | 1,308 | 1,401 | 10.2% | 7.1% | 30.7 |
| 97 | Skokie ♿ | 4,163 | 3,671 | 3,799 | -8.7% | 3.5% | 34.4 |
| 100 | Jeffery Manor Express ♿ | 1,059 | 1,063 | 1,360 | 28.4% | 27.9% | 37.3 |
| 103 | West 103rd ♿ | 3,746 | 3,773 | 3,942 | 5.2% | 4.5% | 33.0 |
| 106 | 103rd/106th ♿ | 2,916 | 2,554 | 2,863 | -1.8% | 12.1% | 41.5 |
| 108 | Halsted/95th ♿ | 3,252 | 3,043 | 3,030 | -6.8% | -0.4% | 47.9 |
| 111 | Pullman/111th/115th ♿ | 5,719 | 6,015 | 6,176 | 8.0% | 2.7% | 47.1 |
| 112 | Vincennes/111th ♿ | 3,785 | 4,139 | 3,863 | 2.1% | -6.7% | 34.0 |
| 119 | Michigan/119th ♿ | | | 4,915 | | | 40.3 |
| 120 | NW/Wacker Express | 919 | 747 | 839 | -8.8% | 12.3% | 21.2 |
| 121 | Union/Wacker Express | 1,261 | 975 | 1,528 | 21.2% | 56.8% | 28.4 |
| 122 | Illinois Center/NW Express | 586 | 894 | 1,127 | 92.5% | 26.1% | 40.1 |
| 123 | Illinois Center/Union Express | 395 | 1,127 | 781 | 97.6% | -30.8% | 28.6 |
| 125 | Water Tower Express | 2,480 | 2,587 | 2,723 | 9.8% | 5.3% | 49.9 |
| 126 | Jackson ♿ | 10,419 | 10,821 | 9,721 | -6.7% | -10.2% | 47.0 |
| 127 | NW/Madison ♿ | 353 | 91 | 173 | -50.9% | 89.6% | 11.9 |
| 129 | West Loop/South Loop ♿ | 548 | 763 | 640 | 16.6% | -16.2% | 24.9 |
| 135 | Wilson/LaSalle Express | 2,148 | 2,885 | 3,162 | 47.2% | 9.6% | 41.2 |
| 136 | Sheridan/LaSalle Express | 1,731 | 1,928 | 1,895 | 9.4% | -1.7% | 42.8 |
| 145 | Wilson/Michigan | 8,100 | 8,807 | 7,622 | -5.9% | -13.5% | 40.3 |
| 146 | Marine-Michigan | 8,868 | 9,611 | 9,115 | 2.8% | -5.2% | 42.1 |
| 147 | Outer Drive Express ♿ | 9,368 | 8,829 | 9,373 | 0.0% | 6.2% | 47.4 |
| 151 | Sheridan ♿ | 24,164 | 25,214 | 24,196 | 0.1% | -4.0% | 44.7 |
| 152 | Addison | 12,282 | 11,230 | 10,727 | -12.7% | -4.5% | 43.3 |
| 155 | Devon ♿ | 6,797 | 7,099 | 7,503 | 10.4% | 5.7% | 66.4 |
| 156 | LaSalle | 8,994 | 8,196 | 7,984 | -11.2% | -2.6% | 32.6 |
| 157 | Streeterville ♿ | 3,170 | 2,967 | 3,008 | -5.1% | 1.4% | 34.1 |
| 168 | UIC-Pilsen Express ♿ | | | 21 | | | |
| 169 | 69th-UPS Express | | 667 | 902 | | 35.1% | 42.0 |
| 170 | U of Chicago - Midway | | 479 | 220 | | -54.0% | 40.1 |

# November 2001 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 171 | U of Chicago - Hyde Park | | 1,186 | 1,251 | | 5.4% | 68.5 |
| 172 | U of Chicago - Kenwood | | 943 | 1,378 | | 46.1% | 57.4 |
| 173 | U of Chicago - Lakeview | | 233 | 238 | | 2.1% | 10.5 |
| 201 | Central/Sherman ♿ | 1,470 | 1,323 | 1,462 | -0.5% | 10.5% | 21.3 |
| 202 | Main/Emerson | 578 | 523 | 434 | -24.8% | -17.0% | 11.9 |
| 203 | Ridge/Grant ♿ | 1,588 | 1,598 | 1,520 | -4.3% | -4.9% | 24.9 |
| 204 | Dodge | 1,809 | 1,443 | 1,778 | -1.7% | 23.2% | 40.1 |
| | **Weekday Total** | **923,010** | **968,493** | **981,730** | **6.36%** | **1.37%** | **49.8** |

# November 2001 Bus Ridership by Route

**Section II: Average Saturday Boardings**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 0 | Unspecified Route | 3,082 | 3,092 | 5,136 | 66.7% | 66.1% | |
| 3 | King Drive ♿ | 13,067 | 13,582 | 14,908 | 14.1% | 9.8% | 49.9 |
| 4 | Cottage Grove ♿ | 17,339 | 17,133 | 18,514 | 6.8% | 8.1% | 47.7 |
| 6 | Jeffery ♿ | 10,772 | 12,603 | 15,039 | 39.6% | 19.3% | 41.1 |
| 8 | Halsted ♿ | 12,565 | 12,559 | 12,164 | -3.2% | -3.1% | 38.6 |
| 8A | South Halsted ♿ | 2,818 | 2,984 | 2,886 | 2.4% | -3.3% | 34.1 |
| 9 | Ashland ♿ | 23,266 | 23,355 | 22,764 | -2.2% | -2.5% | 46.7 |
| 10 | Museum of S & I ♿ | 612 | 778 | 717 | 17.1% | -7.9% | 28.4 |
| 11 | Lincoln ♿ | 1,901 | 1,706 | 1,514 | -20.4% | -11.3% | 21.1 |
| 12 | Roosevelt ♿ | 7,035 | 7,181 | 7,192 | 2.2% | 0.2% | 50.2 |
| 18 | 16th-18th ♿ | 883 | 794 | 839 | -5.0% | 5.6% | 15.3 |
| 19 | United Center Express ♿ | | 342 | | | | |
| 20 | Madison ♿ | 12,646 | 12,342 | 14,157 | 12.0% | 14.7% | 54.9 |
| 21 | Cermak ♿ | 7,175 | 7,289 | 8,995 | 25.4% | 23.4% | 61.9 |
| X21 | Cermak Express ♿ | 916 | 1,188 | 900 | -1.7% | -24.2% | 11.7 |
| 22 | Clark ♿ | 16,463 | 15,117 | 14,237 | -13.5% | -5.8% | 47.7 |
| 25 | West Cermak ♿ | 341 | | | | | |
| 27 | South Deering ♿ | 3,081 | 3,480 | 3,602 | 16.9% | 3.5% | 38.1 |
| 28 | Stony Island ♿ | 8,072 | 9,125 | 9,677 | 19.9% | 6.0% | 54.0 |
| 29 | State ♿ | 11,535 | 12,476 | 12,181 | 5.6% | -2.4% | 46.1 |
| 30 | South Chicago ♿ | 1,896 | 1,904 | 2,172 | 14.6% | 14.1% | 21.2 |
| 34 | South Michigan ♿ | 8,889 | 10,652 | 5,307 | -40.3% | -50.2% | 43.8 |
| 35 | 35th ♿ | 3,244 | 3,358 | 3,549 | 9.4% | 5.7% | 34.9 |
| 36 | Broadway ♿ | 13,832 | 13,575 | 13,067 | -5.5% | -3.7% | 42.2 |
| 43 | 43rd ♿ | 708 | 675 | 666 | -5.9% | -1.3% | 22.8 |
| 44 | Wallace-Racine ♿ | 2,406 | 2,508 | 2,628 | 9.2% | 4.8% | 34.2 |
| 47 | 47th ♿ | 6,424 | 6,319 | 6,364 | -0.9% | 0.7% | 46.1 |
| 49 | Western ♿ | 19,542 | 19,300 | 20,478 | 4.8% | 6.1% | 50.6 |
| 49B | North Western ♿ | 3,283 | 3,265 | 3,138 | -4.4% | -3.9% | 57.1 |
| 50 | Damen ♿ | 4,784 | 4,281 | 4,664 | -2.5% | 8.9% | 31.9 |
| 51 | 51st ♿ | 3,563 | 4,049 | 5,280 | 48.2% | 30.4% | 61.8 |

# November 2001 Bus Ridership by Route

**Section II: Average Saturday Boardings**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 52 | Kedzie/California ♿ | 7,978 | 8,383 | 8,559 | 7.3% | 2.1% | 46.8 |
| 52A | South Kedzie ♿ | 3,760 | 3,452 | 3,771 | 0.3% | 9.2% | 42.1 |
| 53 | Pulaski ♿ | 15,836 | 15,675 | 16,723 | 5.6% | 6.7% | 60.4 |
| 53A | South Pulaski ♿ | 3,360 | 3,378 | 3,707 | 10.3% | 9.8% | 43.6 |
| 54 | Cicero ♿ | 9,330 | 9,527 | 10,419 | 11.7% | 9.4% | 61.4 |
| 54B | South Cicero ♿ | 4,644 | 4,863 | 4,618 | -0.6% | -5.0% | 49.2 |
| 55 | Garfield ♿ | 9,206 | 10,117 | 10,295 | 11.8% | 1.8% | 55.2 |
| 55N | 55th/Narragansett | 129 | 147 | 203 | 57.6% | 38.4% | 7.8 |
| 56 | Milwaukee ♿ | 9,294 | 10,124 | 9,492 | 2.1% | -6.2% | 39.4 |
| 57 | Laramie ♿ | 1,575 | 1,191 | 1,450 | -8.0% | 21.8% | 41.9 |
| 59 | 59th/61st ♿ | 2,243 | 1,929 | 2,195 | -2.1% | 13.8% | 28.5 |
| 60 | Blue Island/26th ♿ | 11,853 | 10,545 | 10,302 | -13.1% | -2.3% | 39.7 |
| 62 | Archer ♿ | 7,643 | 7,284 | 8,011 | 4.8% | 10.0% | 31.5 |
| 62H | Archer/Harlem ♿ | 650 | 627 | 678 | 4.3% | 8.2% | 26.0 |
| 63 | 63rd ♿ | 16,448 | 15,837 | 16,268 | -1.1% | 2.7% | 53.0 |
| 63W | West 63rd ♿ | 781 | 678 | 826 | 5.8% | 22.0% | 22.9 |
| 65 | Grand ♿ | 3,679 | 3,389 | 3,586 | -2.5% | 5.8% | 34.1 |
| 66 | Chicago ♿ | 13,175 | 14,034 | 13,998 | 6.3% | -0.3% | 59.1 |
| 67 | 67th-69th-71st ♿ | 9,771 | 9,472 | 9,042 | -7.5% | -4.5% | 44.8 |
| 68 | Northwest Highway ♿ | 708 | 745 | 599 | -15.4% | -19.5% | 17.9 |
| 70 | Division ♿ | 7,620 | 6,493 | 8,346 | 9.5% | 28.6% | 56.0 |
| 71 | 71st ♿ | 6,453 | 5,917 | 5,665 | -12.2% | -4.3% | 57.8 |
| 72 | North ♿ | 11,373 | 11,019 | 12,192 | 7.2% | 10.6% | 46.0 |
| 73 | Armitage ♿ | 2,176 | 2,348 | 2,467 | 13.3% | 5.1% | 31.9 |
| 74 | Fullerton ♿ | 10,993 | 9,281 | 10,700 | -2.7% | 15.3% | 57.2 |
| 75 | 74th-75th ♿ | 4,757 | 4,183 | 4,535 | -4.7% | 8.4% | 48.1 |
| 76 | Diversey ♿ | 8,581 | 8,275 | 7,452 | -13.2% | -9.9% | 45.9 |
| 77 | Belmont ♿ | 12,671 | 13,049 | 13,039 | 2.9% | -0.1% | 44.5 |
| 78 | Montrose ♿ | 5,723 | 5,506 | 5,682 | -0.7% | 3.2% | 49.6 |
| 79 | 79th ♿ | 26,486 | 24,540 | 24,976 | -5.7% | 1.8% | 52.0 |
| 80 | Irving Park ♿ | 9,004 | 8,993 | 9,315 | 3.5% | 3.6% | 52.7 |

# November 2001 Bus Ridership by Route

**Section II: Average Saturday Boardings**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 81 | Lawrence ♿ | 11,551 | 12,179 | 10,834 | -6.2% | -11.0% | 58.5 |
| 81W | West Lawrence ♿ | 1,078 | 1,084 | 848 | -21.4% | -21.8% | 20.9 |
| 82 | Kimball-Homan ♿ | 13,113 | 13,000 | 11,229 | -14.4% | -13.6% | 47.3 |
| 84 | Peterson ♿ | 2,646 | 2,104 | 1,928 | -27.1% | -8.4% | 29.7 |
| 85 | Central ♿ | 7,914 | 7,818 | 8,430 | 6.5% | 7.8% | 55.5 |
| 85A | North Central ♿ | 401 | 113 | 68 | -83.0% | -39.7% | 4.0 |
| 87 | 87th ♿ | 9,195 | 9,634 | 10,481 | 14.0% | 8.8% | 50.8 |
| 88 | Higgins ♿ | 814 | 723 | 778 | -4.3% | 7.7% | 21.2 |
| 90 | Harlem ♿ | 3,642 | 3,324 | 3,132 | -14.0% | -5.8% | 44.0 |
| 90N | North Harlem ♿ | 188 | 169 | 222 | 17.9% | 31.2% | 12.1 |
| 91 | Austin | 4,488 | 4,428 | 3,887 | -13.4% | -12.2% | 46.8 |
| 92 | Foster ♿ | 3,623 | 4,227 | 4,351 | 20.1% | 2.9% | 57.3 |
| 93 | North California ♿ | 1,020 | 971 | 1,025 | 0.5% | 5.6% | 27.2 |
| 94 | South California ♿ | 5,242 | 4,634 | 5,016 | -4.3% | 8.2% | 42.3 |
| 95E | 93rd-95th ♿ | 3,902 | 4,519 | 4,531 | 16.1% | 0.3% | 34.0 |
| 95W | West 95th ♿ | 4,879 | 4,090 | 4,318 | -11.5% | 5.6% | 38.2 |
| 97 | Skokie ♿ | 2,816 | 2,271 | 2,375 | -15.6% | 4.6% | 40.5 |
| 103 | West 103rd ♿ | 1,686 | 1,588 | 1,808 | 7.2% | 13.8% | 29.6 |
| 106 | 103rd/106th ♿ | 693 | 608 | 695 | 0.3% | 14.4% | 24.7 |
| 111 | Pullman/111th/115th ♿ | 3,173 | 3,439 | 3,775 | 18.9% | 9.8% | 34.6 |
| 112 | Vincennes/111th ♿ | 1,373 | 1,449 | 1,433 | 4.4% | -1.1% | 20.3 |
| 119 | Michigan/119th ♿ | | | 5,203 | | | 44.7 |
| 126 | Jackson ♿ | 4,716 | 4,838 | 5,039 | 6.8% | 4.2% | 36.2 |
| 145 | Wilson/Michigan | 3,664 | 3,733 | 4,146 | 13.2% | 11.1% | 41.7 |
| 146 | Marine-Michigan | 5,962 | 5,869 | 5,880 | -1.4% | 0.2% | 41.8 |
| 147 | Outer Drive Express ♿ | 5,388 | 5,287 | 6,221 | 15.5% | 17.7% | 43.8 |
| 151 | Sheridan ♿ | 15,633 | 15,097 | 15,102 | -3.4% | 0.0% | 43.7 |
| 152 | Addison | 4,902 | 4,945 | 4,574 | -6.7% | -7.5% | 34.5 |
| 155 | Devon ♿ | 5,369 | 5,304 | 5,249 | -2.2% | -1.0% | 58.6 |
| 169 | 69th-UPS Express | | 61 | 187 | | 206.1% | 39.9 |
| 171 | U of Chicago - Hyde Park | | 302 | 389 | | 28.7% | 37.3 |

# November 2001 Bus Ridership by Route

## Section II: Average Saturday Boardings

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 172 | U of Chicago - Kenwood | | 118 | 103 | | -12.6% | 12.6 |
| 173 | U of Chicago - Lakeview | | 324 | 451 | | 39.1% | 15.1 |
| 201 | Central/Sherman ♿ | 655 | 558 | 517 | -21.1% | -7.2% | 14.7 |
| | **Saturday Total** | **442,328** | **586,723** | **606,072** | **37.02%** | **3.30%** | **45.4** |

# November 2001 Bus Ridership by Route

**Section III: Average Sunday Boardings**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 0 | Unspecified Route | 2,270 | 1,879 | 2,202 | -3.0% | 17.2% | |
| 3 | King Drive ♿ | 8,328 | 8,459 | 9,078 | 9.0% | 7.3% | 38.4 |
| 4 | Cottage Grove ♿ | 11,149 | 10,502 | 11,894 | 6.7% | 13.3% | 39.2 |
| 6 | Jeffery ♿ | 5,796 | 7,050 | 8,083 | 39.5% | 14.7% | 35.2 |
| 8 | Halsted ♿ | 8,688 | 9,236 | 9,362 | 7.8% | 1.4% | 33.2 |
| 8A | South Halsted ♿ | 1,668 | 1,720 | 1,673 | 0.3% | -2.7% | 28.9 |
| 9 | Ashland ♿ | 16,745 | 16,453 | 15,671 | -6.4% | -4.8% | 37.1 |
| 10 | Museum of S & I ♿ | 287 | 488 | 433 | 51.0% | -11.1% | 17.2 |
| 11 | Lincoln ♿ | 1,139 | 1,004 | 1,029 | -9.6% | 2.5% | 21.7 |
| 12 | Roosevelt ♿ | 5,466 | 4,971 | 5,508 | 0.8% | 10.8% | 46.3 |
| 18 | 16th-18th ♿ | 637 | 562 | 563 | -11.6% | 0.1% | 12.9 |
| 19 | United Center Express ♿ | 159 | 133 | 358 | 125.3% | 170.2% | |
| 20 | Madison ♿ | 8,437 | 7,952 | 8,411 | -0.3% | 5.8% | 42.2 |
| 21 | Cermak ♿ | 4,699 | 5,257 | 6,044 | 28.6% | 15.0% | 52.3 |
| X21 | Cermak Express ♿ | 638 | 818 | 466 | -26.9% | -43.0% | 6.1 |
| 22 | Clark ♿ | 10,753 | 10,405 | 11,006 | 2.3% | 5.8% | 46.1 |
| 25 | West Cermak ♿ | 218 | | | | | |
| 27 | South Deering ♿ | 2,201 | 2,466 | 2,745 | 24.7% | 11.3% | 30.7 |
| 28 | Stony Island ♿ | 5,659 | 5,998 | 5,846 | 3.3% | -2.5% | 39.2 |
| 29 | State ♿ | 8,252 | 8,237 | 8,905 | 7.9% | 8.1% | 42.9 |
| 30 | South Chicago ♿ | 657 | 613 | 531 | -19.2% | -13.4% | 8.1 |
| 34 | South Michigan ♿ | 5,599 | 6,982 | 4,177 | -25.4% | -40.2% | 52.2 |
| 35 | 35th ♿ | 1,812 | 1,869 | 2,341 | 29.2% | 25.3% | 35.2 |
| 36 | Broadway ♿ | 8,419 | 8,766 | 8,808 | 4.6% | 0.5% | 38.2 |
| 43 | 43rd ♿ | 344 | 346 | 300 | -12.8% | -13.5% | 14.4 |
| 44 | Wallace-Racine ♿ | 1,408 | 1,223 | 1,601 | 13.7% | 30.9% | 26.7 |
| 47 | 47th ♿ | 4,392 | 3,829 | 4,063 | -7.5% | 6.1% | 36.7 |
| 49 | Western ♿ | 11,874 | 12,729 | 13,006 | 9.5% | 2.2% | 45.0 |
| 49A | South Western ♿ | | | 223 | | | |
| 49B | North Western ♿ | 1,853 | 2,088 | 2,651 | 43.1% | 27.0% | 55.1 |
| 50 | Damen ♿ | 2,805 | 2,572 | 2,699 | -3.8% | 4.9% | 20.5 |

# November 2001 Bus Ridership by Route

**Section III: Average Sunday Boardings**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 51 | 51st ♿ | 2,206 | 2,563 | 2,164 | -1.9% | -15.6% | 35.0 |
| 52 | Kedzie/California ♿ | 5,436 | 6,316 | 6,212 | 14.3% | -1.7% | 44.5 |
| 52A | South Kedzie ♿ | 1,844 | 1,955 | 2,065 | 12.0% | 5.6% | 34.5 |
| 53 | Pulaski ♿ | 10,688 | 9,847 | 10,342 | -3.2% | 5.0% | 47.9 |
| 53A | South Pulaski ♿ | 1,662 | 1,926 | 1,859 | 11.8% | -3.5% | 32.8 |
| 54 | Cicero ♿ | 6,895 | 6,086 | 7,777 | 12.8% | 27.8% | 58.0 |
| 54B | South Cicero ♿ | 2,840 | 2,985 | 2,696 | -5.1% | -9.7% | 50.3 |
| 55 | Garfield ♿ | 6,770 | 6,833 | 7,174 | 6.0% | 5.0% | 44.1 |
| 56 | Milwaukee ♿ | 5,652 | 6,464 | 6,501 | 15.0% | 0.6% | 31.7 |
| 57 | Laramie ♿ | 489 | 669 | 566 | 15.9% | -15.3% | 20.2 |
| 60 | Blue Island/26th ♿ | 7,192 | 7,246 | 7,333 | 2.0% | 1.2% | 33.0 |
| 62 | Archer ♿ | 4,560 | 4,895 | 5,258 | 15.3% | 7.4% | 28.2 |
| 63 | 63rd ♿ | 11,348 | 11,568 | 12,157 | 7.1% | 5.1% | 45.0 |
| 63W | West 63rd ♿ | 375 | 479 | 483 | 28.6% | 0.7% | 16.5 |
| 65 | Grand ♿ | 2,019 | 1,893 | 2,177 | 7.8% | 15.0% | 30.3 |
| 66 | Chicago ♿ | 7,936 | 8,742 | 9,408 | 18.5% | 7.6% | 54.5 |
| 67 | 67th-69th-71st ♿ | 6,967 | 6,585 | 6,986 | 0.3% | 6.1% | 48.3 |
| 68 | Northwest Highway ♿ | 256 | 265 | 213 | -16.6% | -19.4% | 15.1 |
| 70 | Division ♿ | 6,096 | 5,478 | 5,252 | -13.8% | -4.1% | 40.5 |
| 71 | 71st ♿ | 4,682 | 4,091 | 3,778 | -19.3% | -7.6% | 61.4 |
| 72 | North ♿ | 8,003 | 8,289 | 8,366 | 4.5% | 0.9% | 45.0 |
| 73 | Armitage ♿ | 1,355 | 1,296 | 1,230 | -9.3% | -5.1% | 25.2 |
| 74 | Fullerton ♿ | 5,961 | 6,258 | 6,313 | 5.9% | 0.9% | 45.4 |
| 75 | 74th-75th ♿ | 3,252 | 3,201 | 3,234 | -0.6% | 1.0% | 38.9 |
| 76 | Diversey ♿ | 4,780 | 5,378 | 5,507 | 15.2% | 2.4% | 45.5 |
| 77 | Belmont ♿ | 8,409 | 8,400 | 8,658 | 3.0% | 3.1% | 42.1 |
| 78 | Montrose ♿ | 3,850 | 3,686 | 3,471 | -9.8% | -5.8% | 30.8 |
| 79 | 79th ♿ | 16,492 | 16,314 | 17,456 | 5.8% | 7.0% | 51.2 |
| 80 | Irving Park ♿ | 5,496 | 5,328 | 5,469 | -0.5% | 2.6% | 37.4 |
| 81 | Lawrence ♿ | 7,860 | 8,038 | 8,479 | 7.9% | 5.5% | 58.4 |
| 81W | West Lawrence ♿ | 517 | 441 | 132 | -74.4% | -70.1% | 4.3 |

# November 2001 Bus Ridership by Route

**Section III: Average Sunday Boardings**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 82 | Kimball-Homan ♿ | 8,145 | 8,111 | 7,782 | -4.4% | -4.1% | 46.6 |
| 84 | Peterson ♿ | 1,435 | 1,324 | 1,073 | -25.2% | -19.0% | 31.4 |
| 85 | Central ♿ | 4,770 | 5,029 | 5,264 | 10.4% | 4.7% | 44.2 |
| 87 | 87th ♿ | 5,660 | 5,675 | 6,786 | 19.9% | 19.6% | 55.0 |
| 88 | Higgins ♿ | 594 | 617 | 833 | 40.2% | 35.0% | 26.1 |
| 90 | Harlem ♿ | 1,774 | 1,611 | 1,470 | -17.1% | -8.7% | 28.8 |
| 91 | Austin | 2,690 | 2,383 | 2,478 | -7.9% | 4.0% | 36.8 |
| 92 | Foster ♿ | 2,271 | 2,463 | 2,619 | 15.3% | 6.3% | 45.0 |
| 94 | South California ♿ | 2,935 | 2,772 | 3,210 | 9.4% | 15.8% | 37.8 |
| 95E | 93rd-95th ♿ | 2,691 | 2,987 | 3,128 | 16.2% | 4.7% | 26.0 |
| 95W | West 95th ♿ | 2,591 | 2,714 | 2,710 | 4.6% | -0.2% | 36.4 |
| 97 | Skokie ♿ | 1,340 | 1,268 | 1,328 | -0.9% | 4.8% | 29.5 |
| 103 | West 103rd ♿ | 1,187 | 1,262 | 1,156 | -2.6% | -8.5% | 21.0 |
| 106 | 103rd/106th ♿ | 432 | 380 | 422 | -2.2% | 11.1% | 24.2 |
| 111 | Pullman/111th/115th ♿ | 2,441 | 2,173 | 2,096 | -14.1% | -3.5% | 25.5 |
| 112 | Vincennes/111th ♿ | 873 | 986 | 1,182 | 35.5% | 19.9% | 22.7 |
| 119 | Michigan/119th ♿ | | | 3,045 | | | 40.4 |
| 126 | Jackson ♿ | 3,006 | 2,876 | 2,983 | -0.8% | 3.7% | 27.9 |
| 128 | Soldier Field Express | | 1,432 | 2,210 | | 54.3% | |
| 145 | Wilson/Michigan | 1,871 | 2,066 | 2,155 | 15.2% | 4.3% | 35.2 |
| 146 | Marine-Michigan | 3,721 | 3,443 | 4,933 | 32.6% | 43.3% | 45.9 |
| 151 | Sheridan ♿ | 12,133 | 12,472 | 11,903 | -1.9% | -4.6% | 37.3 |
| 152 | Addison | 2,471 | 2,695 | 2,373 | -3.9% | -11.9% | 29.4 |
| 155 | Devon ♿ | 3,589 | 3,693 | 3,390 | -5.6% | -8.2% | 51.7 |
| 169 | 69th-UPS Express | | | 147 | | | |
| 171 | U of Chicago - Hyde Park | | 278 | 506 | | 82.2% | 56.7 |
| 172 | U of Chicago - Kenwood | | 112 | 70 | | -37.2% | 8.6 |
| 173 | U of Chicago - Lakeview | | 126 | 193 | | 52.6% | 10.6 |
| 201 | Central/Sherman ♿ | 330 | 308 | 258 | -21.8% | -16.5% | 21.4 |
| | **Sunday Total** | **298,509** | **378,516** | **394,158** | **32.04%** | **4.13%** | **39.5** |

# November 2001 Bus Ridership by Route

## Section IV: Operating Data

| | 1999 | 2000 | 2001 | Percent Change '99-'01 | '00-'01 |
|---|---|---|---|---|---|
| **Monthly Total (Operating Data)** | 24,632,460 | 24,577,812 | 25,011,418 | 1.5% | 1.8% |
| **Days in Month** | | | | | |
| *Weekdays* | 20 | 21 | 21 | | |
| *Saturdays* | 3 | 4 | 4 | | |
| *Sundays* | 4 | 5 | 5 | | |
| **Days in Averages (Varies by Route)** | | | | | |
| *Weekdays* | 21 | 21 | 21 | | |
| *Saturdays* | 4 | 4 | 4 | | |
| *Sundays* | 5 | 5 | 5 | | |

# November 2001 Bus Ridership by Route

**Section V: Highest Ridership Routes**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 79 | 79th ♿ | 31,771 | 31,255 | 33,332 | 4.9% | 6.6% | 61.6 |
| 9 | Ashland ♿ | 30,009 | 30,407 | 30,289 | 0.9% | -0.4% | 46.9 |
| 49 | Western ♿ | 24,195 | 23,725 | 24,200 | 0.0% | 2.0% | 50.8 |
| 151 | Sheridan ♿ | 24,164 | 25,214 | 24,196 | 0.1% | -4.0% | 44.7 |
| 4 | Cottage Grove ♿ | 23,293 | 21,758 | 23,897 | 2.6% | 9.8% | 62.8 |
| 20 | Madison ♿ | 21,407 | 20,257 | 23,784 | 11.1% | 17.4% | 70.6 |
| 3 | King Drive ♿ | 22,908 | 22,247 | 23,295 | 1.7% | 4.7% | 57.2 |
| 66 | Chicago ♿ | 20,314 | 21,422 | 21,707 | 6.9% | 1.3% | 62.4 |
| 63 | 63rd ♿ | 22,151 | 22,233 | 21,704 | -2.0% | -2.4% | 65.6 |
| 53 | Pulaski ♿ | 22,555 | 22,120 | 21,432 | -5.0% | -3.1% | 67.7 |
| *Saturday* | | | | | | | |
| 79 | 79th ♿ | 26,486 | 24,540 | 24,976 | -5.7% | 1.8% | 52.0 |
| 9 | Ashland ♿ | 23,266 | 23,355 | 22,764 | -2.2% | -2.5% | 46.7 |
| 49 | Western ♿ | 19,542 | 19,300 | 20,478 | 4.8% | 6.1% | 50.6 |
| 4 | Cottage Grove ♿ | 17,339 | 17,133 | 18,514 | 6.8% | 8.1% | 47.7 |
| 53 | Pulaski ♿ | 15,836 | 15,675 | 16,723 | 5.6% | 6.7% | 60.4 |
| 63 | 63rd ♿ | 16,448 | 15,837 | 16,268 | -1.1% | 2.7% | 53.0 |
| 151 | Sheridan ♿ | 15,633 | 15,097 | 15,102 | -3.4% | 0.0% | 43.7 |
| 6 | Jeffery ♿ | 10,772 | 12,603 | 15,039 | 39.6% | 19.3% | 41.1 |
| 3 | King Drive ♿ | 13,067 | 13,582 | 14,908 | 14.1% | 9.8% | 49.9 |
| 22 | Clark ♿ | 16,463 | 15,117 | 14,237 | -13.5% | -5.8% | 47.7 |
| *Sunday* | | | | | | | |
| 79 | 79th ♿ | 16,492 | 16,314 | 17,456 | 5.8% | 7.0% | 51.2 |
| 9 | Ashland ♿ | 16,745 | 16,453 | 15,671 | -6.4% | -4.8% | 37.1 |
| 49 | Western ♿ | 11,874 | 12,729 | 13,006 | 9.5% | 2.2% | 45.0 |
| 63 | 63rd ♿ | 11,348 | 11,568 | 12,157 | 7.1% | 5.1% | 45.0 |
| 151 | Sheridan ♿ | 12,133 | 12,472 | 11,903 | -1.9% | -4.6% | 37.3 |
| 4 | Cottage Grove ♿ | 11,149 | 10,502 | 11,894 | 6.7% | 13.3% | 39.2 |
| 22 | Clark ♿ | 10,753 | 10,405 | 11,006 | 2.3% | 5.8% | 46.1 |
| 53 | Pulaski ♿ | 10,688 | 9,847 | 10,342 | -3.2% | 5.0% | 47.9 |
| 66 | Chicago ♿ | 7,936 | 8,742 | 9,408 | 18.5% | 7.6% | 54.5 |
| 8 | Halsted ♿ | 8,688 | 9,236 | 9,362 | 7.8% | 1.4% | 33.2 |

# November 2001 Bus Ridership by Route

## Section VI: Highest Increase Routes

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 127 | NW/Madison ♿ | 353 | 91 | 173 | -50.9% | 89.6% | 11.9 |
| 25 | West Cermak ♿ | 262 | 255 | 482 | 84.2% | 89.4% | 40.0 |
| 121 | Union/Wacker Express | 1,261 | 975 | 1,528 | 21.2% | 56.8% | 28.4 |
| 172 | U of Chicago - Kenwood | | 943 | 1,378 | | 46.1% | 57.4 |
| 169 | 69th-UPS Express | | 667 | 902 | | 35.1% | 42.0 |
| 100 | Jeffery Manor Express ♿ | 1,059 | 1,063 | 1,360 | 28.4% | 27.9% | 37.3 |
| 122 | Illinois Center/NW Express | 586 | 894 | 1,127 | 92.5% | 26.1% | 40.1 |
| 204 | Dodge | 1,809 | 1,443 | 1,778 | -1.7% | 23.2% | 40.1 |
| 17 | Westchester ♿ | 841 | 555 | 674 | -19.9% | 21.5% | 39.2 |
| 20 | Madison ♿ | 21,407 | 20,257 | 23,784 | 11.1% | 17.4% | 70.6 |
| *Saturday* | | | | | | | |
| 169 | 69th-UPS Express | | 61 | 187 | | 206.1% | 39.9 |
| 173 | U of Chicago - Lakeview | | 324 | 451 | | 39.1% | 15.1 |
| 55N | 55th/Narragansett | 129 | 147 | 203 | 57.6% | 38.4% | 7.8 |
| 90N | North Harlem ♿ | 188 | 169 | 222 | 17.9% | 31.2% | 12.1 |
| 51 | 51st ♿ | 3,563 | 4,049 | 5,280 | 48.2% | 30.4% | 61.8 |
| 171 | U of Chicago - Hyde Park | | 302 | 389 | | 28.7% | 37.3 |
| 70 | Division ♿ | 7,620 | 6,493 | 8,346 | 9.5% | 28.6% | 56.0 |
| 21 | Cermak ♿ | 7,175 | 7,289 | 8,995 | 25.4% | 23.4% | 61.9 |
| 63W | West 63rd ♿ | 781 | 678 | 826 | 5.8% | 22.0% | 22.9 |
| 57 | Laramie ♿ | 1,575 | 1,191 | 1,450 | -8.0% | 21.8% | 41.9 |
| *Sunday* | | | | | | | |
| 171 | U of Chicago - Hyde Park | | 278 | 506 | | 82.2% | 56.7 |
| 173 | U of Chicago - Lakeview | | 126 | 193 | | 52.6% | 10.6 |
| 146 | Marine-Michigan | 3,721 | 3,443 | 4,933 | 32.6% | 43.3% | 45.9 |
| 88 | Higgins ♿ | 594 | 617 | 833 | 40.2% | 35.0% | 26.1 |
| 44 | Wallace-Racine ♿ | 1,408 | 1,223 | 1,601 | 13.7% | 30.9% | 26.7 |
| 54 | Cicero ♿ | 6,895 | 6,086 | 7,777 | 12.8% | 27.8% | 58.0 |
| 49B | North Western ♿ | 1,853 | 2,088 | 2,651 | 43.1% | 27.0% | 55.1 |
| 35 | 35th ♿ | 1,812 | 1,869 | 2,341 | 29.2% | 25.3% | 35.2 |
| 112 | Vincennes/111th ♿ | 873 | 986 | 1,182 | 35.5% | 19.9% | 22.7 |
| 87 | 87th ♿ | 5,660 | 5,675 | 6,786 | 19.9% | 19.6% | 55.0 |

# November 2001 Bus Ridership by Route

**Section VII: Highest Decrease Routes**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 170 | U of Chicago - Midway | | 479 | 220 | | -54.0% | 40.1 |
| 34 | South Michigan ♿ | 11,466 | 13,114 | 8,234 | -28.2% | -37.2% | 58.8 |
| 123 | Illinois Center/Union Express | 395 | 1,127 | 781 | 97.6% | -30.8% | 28.6 |
| 64 | Foster-Canfield ♿ | 312 | 255 | 201 | -35.6% | -21.2% | 16.8 |
| 202 | Main/Emerson | 578 | 523 | 434 | -24.8% | -17.0% | 11.9 |
| 129 | West Loop/South Loop ♿ | 548 | 763 | 640 | 16.6% | -16.2% | 24.9 |
| 145 | Wilson/Michigan | 8,100 | 8,807 | 7,622 | -5.9% | -13.5% | 40.3 |
| 81W | West Lawrence ♿ | 1,858 | 1,738 | 1,507 | -18.9% | -13.3% | 23.2 |
| 2 | Hyde Park Express ♿ | 1,025 | 1,080 | 955 | -6.8% | -11.6% | 59.5 |
| 126 | Jackson ♿ | 10,419 | 10,821 | 9,721 | -6.7% | -10.2% | 47.0 |
| *Saturday* | | | | | | | |
| 34 | South Michigan ♿ | 8,889 | 10,652 | 5,307 | -40.3% | -50.2% | 43.8 |
| 85A | North Central ♿ | 401 | 113 | 68 | -83.0% | -39.7% | 4.0 |
| X21 | Cermak Express ♿ | 916 | 1,188 | 900 | -1.7% | -24.2% | 11.7 |
| 81W | West Lawrence ♿ | 1,078 | 1,084 | 848 | -21.4% | -21.8% | 20.9 |
| 68 | Northwest Highway ♿ | 708 | 745 | 599 | -15.4% | -19.5% | 17.9 |
| 82 | Kimball-Homan ♿ | 13,113 | 13,000 | 11,229 | -14.4% | -13.6% | 47.3 |
| 172 | U of Chicago - Kenwood | | 118 | 103 | | -12.6% | 12.6 |
| 91 | Austin | 4,488 | 4,428 | 3,887 | -13.4% | -12.2% | 46.8 |
| 11 | Lincoln ♿ | 1,901 | 1,706 | 1,514 | -20.4% | -11.3% | 21.1 |
| 81 | Lawrence ♿ | 11,551 | 12,179 | 10,834 | -6.2% | -11.0% | 58.5 |
| *Sunday* | | | | | | | |
| 81W | West Lawrence ♿ | 517 | 441 | 132 | -74.4% | -70.1% | 4.3 |
| X21 | Cermak Express ♿ | 638 | 818 | 466 | -26.9% | -43.0% | 6.1 |
| 34 | South Michigan ♿ | 5,599 | 6,982 | 4,177 | -25.4% | -40.2% | 52.2 |
| 172 | U of Chicago - Kenwood | | 112 | 70 | | -37.2% | 8.6 |
| 68 | Northwest Highway ♿ | 256 | 265 | 213 | -16.6% | -19.4% | 15.1 |
| 84 | Peterson ♿ | 1,435 | 1,324 | 1,073 | -25.2% | -19.0% | 31.4 |
| 201 | Central/Sherman ♿ | 330 | 308 | 258 | -21.8% | -16.5% | 21.4 |
| 51 | 51st ♿ | 2,206 | 2,563 | 2,164 | -1.9% | -15.6% | 35.0 |
| 57 | Laramie ♿ | 489 | 669 | 566 | 15.9% | -15.3% | 20.2 |
| 43 | 43rd ♿ | 344 | 346 | 300 | -12.8% | -13.5% | 14.4 |

# November 2001 Bus Ridership by Route

**Section VIII: Highest Productivity Routes**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 81 | Lawrence ♿ | 14,803 | 14,655 | 14,846 | 0.3% | 1.3% | 76.0 |
| 71 | 71st ♿ | 8,611 | 7,465 | 7,908 | -8.2% | 5.9% | 74.7 |
| 20 | Madison ♿ | 21,407 | 20,257 | 23,784 | 11.1% | 17.4% | 70.6 |
| 171 | U of Chicago - Hyde Park | | 1,186 | 1,251 | | 5.4% | 68.5 |
| 53 | Pulaski ♿ | 22,555 | 22,120 | 21,432 | -5.0% | -3.1% | 67.7 |
| 155 | Devon ♿ | 6,797 | 7,099 | 7,503 | 10.4% | 5.7% | 66.4 |
| 75 | 74th-75th ♿ | 7,124 | 6,985 | 7,530 | 5.7% | 7.8% | 66.0 |
| 49B | North Western ♿ | 4,995 | 5,235 | 5,228 | 4.7% | -0.1% | 65.7 |
| 63 | 63rd ♿ | 22,151 | 22,233 | 21,704 | -2.0% | -2.4% | 65.6 |
| 54 | Cicero ♿ | 11,756 | 11,992 | 12,888 | 9.6% | 7.5% | 64.8 |
| *Saturday* | | | | | | | |
| 21 | Cermak ♿ | 7,175 | 7,289 | 8,995 | 25.4% | 23.4% | 61.9 |
| 51 | 51st ♿ | 3,563 | 4,049 | 5,280 | 48.2% | 30.4% | 61.8 |
| 54 | Cicero ♿ | 9,330 | 9,527 | 10,419 | 11.7% | 9.4% | 61.4 |
| 53 | Pulaski ♿ | 15,836 | 15,675 | 16,723 | 5.6% | 6.7% | 60.4 |
| 66 | Chicago ♿ | 13,175 | 14,034 | 13,998 | 6.3% | -0.3% | 59.1 |
| 155 | Devon ♿ | 5,369 | 5,304 | 5,249 | -2.2% | -1.0% | 58.6 |
| 81 | Lawrence ♿ | 11,551 | 12,179 | 10,834 | -6.2% | -11.0% | 58.5 |
| 71 | 71st ♿ | 6,453 | 5,917 | 5,665 | -12.2% | -4.3% | 57.8 |
| 92 | Foster ♿ | 3,623 | 4,227 | 4,351 | 20.1% | 2.9% | 57.3 |
| 74 | Fullerton ♿ | 10,993 | 9,281 | 10,700 | -2.7% | 15.3% | 57.2 |
| *Sunday* | | | | | | | |
| 71 | 71st ♿ | 4,682 | 4,091 | 3,778 | -19.3% | -7.6% | 61.4 |
| 81 | Lawrence ♿ | 7,860 | 8,038 | 8,479 | 7.9% | 5.5% | 58.4 |
| 54 | Cicero ♿ | 6,895 | 6,086 | 7,777 | 12.8% | 27.8% | 58.0 |
| 171 | U of Chicago - Hyde Park | | 278 | 506 | | 82.2% | 56.7 |
| 49B | North Western ♿ | 1,853 | 2,088 | 2,651 | 43.1% | 27.0% | 55.1 |
| 87 | 87th ♿ | 5,660 | 5,675 | 6,786 | 19.9% | 19.6% | 55.0 |
| 66 | Chicago ♿ | 7,936 | 8,742 | 9,408 | 18.5% | 7.6% | 54.5 |
| 21 | Cermak ♿ | 4,699 | 5,257 | 6,044 | 28.6% | 15.0% | 52.3 |
| 34 | South Michigan ♿ | 5,599 | 6,982 | 4,177 | -25.4% | -40.2% | 52.2 |
| 155 | Devon ♿ | 3,589 | 3,693 | 3,390 | -5.6% | -8.2% | 51.7 |

# November 2001 Bus Ridership by Route

**Section IX: Lowest Productivity Routes**

| Route | Name | 1999 | 2000 | 2001 | Percent Change '99-'01 | Percent Change '00-'01 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 168 | UIC-Pilsen Express ♿ | | | 21 | | | |
| 173 | U of Chicago - Lakeview | | 233 | 238 | | 2.1% | 10.5 |
| 202 | Main/Emerson | 578 | 523 | 434 | -24.8% | -17.0% | 11.9 |
| 127 | NW/Madison ♿ | 353 | 91 | 173 | -50.9% | 89.6% | 11.9 |
| 90N | North Harlem ♿ | 502 | 397 | 380 | -24.4% | -4.5% | 13.2 |
| 55N | 55th/Narragansett | 932 | 1,138 | 1,077 | 15.5% | -5.3% | 16.2 |
| 64 | Foster-Canfield ♿ | 312 | 255 | 201 | -35.6% | -21.2% | 16.8 |
| 56A | North Milwaukee ♿ | 651 | 638 | 645 | -0.9% | 1.2% | 17.4 |
| 120 | NW/Wacker Express | 919 | 747 | 839 | -8.8% | 12.3% | 21.2 |
| 201 | Central/Sherman ♿ | 1,470 | 1,323 | 1,462 | -0.5% | 10.5% | 21.3 |
| *Saturday* | | | | | | | |
| 85A | North Central ♿ | 401 | 113 | 68 | -83.0% | -39.7% | 4.0 |
| 55N | 55th/Narragansett | 129 | 147 | 203 | 57.6% | 38.4% | 7.8 |
| X21 | Cermak Express ♿ | 916 | 1,188 | 900 | -1.7% | -24.2% | 11.7 |
| 90N | North Harlem ♿ | 188 | 169 | 222 | 17.9% | 31.2% | 12.1 |
| 172 | U of Chicago - Kenwood | | 118 | 103 | | -12.6% | 12.6 |
| 201 | Central/Sherman ♿ | 655 | 558 | 517 | -21.1% | -7.2% | 14.7 |
| 173 | U of Chicago - Lakeview | | 324 | 451 | | 39.1% | 15.1 |
| 18 | 16th-18th ♿ | 883 | 794 | 839 | -5.0% | 5.6% | 15.3 |
| 68 | Northwest Highway ♿ | 708 | 745 | 599 | -15.4% | -19.5% | 17.9 |
| 112 | Vincennes/111th ♿ | 1,373 | 1,449 | 1,433 | 4.4% | -1.1% | 20.3 |
| *Sunday* | | | | | | | |
| 169 | 69th-UPS Express | | | 147 | | | |
| 49A | South Western ♿ | | | 223 | | | |
| 81W | West Lawrence ♿ | 517 | 441 | 132 | -74.4% | -70.1% | 4.3 |
| X21 | Cermak Express ♿ | 638 | 818 | 466 | -26.9% | -43.0% | 6.1 |
| 30 | South Chicago ♿ | 657 | 613 | 531 | -19.2% | -13.4% | 8.1 |
| 172 | U of Chicago - Kenwood | | 112 | 70 | | -37.2% | 8.6 |
| 173 | U of Chicago - Lakeview | | 126 | 193 | | 52.6% | 10.6 |
| 18 | 16th-18th ♿ | 637 | 562 | 563 | -11.6% | 0.1% | 12.9 |
| 43 | 43rd ♿ | 344 | 346 | 300 | -12.8% | -13.5% | 14.4 |
| 68 | Northwest Highway ♿ | 256 | 265 | 213 | -16.6% | -19.4% | 15.1 |