

ORDINANCE NO. 020-38

AN ORDINANCE AUTHORIZING AN
ADDITIONAL EXPERIMENT FOR BUS
ROUTE #31 31st

WHEREAS, In Ordinance No. 016-58, the Chicago Transit Board authorized the implementation of Bus Route #31 31st as a 180-day experiment; and

WHEREAS, The #31 31st bus route, operating from the Lake Meadows Shopping Center located at 33rd Street and S. Dr. Martin Luther King Jr. Drive to the Ashland Orange Line Station, provides transportation along the 31st Street corridor, thus increasing the mobility of area residents; and

WHEREAS, The route was implemented September 6, 2016, with a target ridership of 830 rides per day; and

WHEREAS, Ordinance Nos. 017-23, 017-61, 018-3, 018-34, and 018-77 authorized experiments to provide additional time to determine if the target ridership could be reached; and

WHEREAS, Ordinance No. 019-42 authorized an experiment to introduce service during the morning peak period to evaluate demand from this market; and

WHEREAS, Ridership responded strongly to this improvement, achieving a level of ridership in Fall 2019 of 60% above ridership in the initial season of service in Fall 2016, had reached 98% of initial target ridership, continued to show strong growth until the COVID-19 outbreak, and has continued to receive strong support from the community; and

WHEREAS, The COVID-19 outbreak has significantly impacted ridership levels on the Chicago Transit Authority's bus and rail networks; and

WHEREAS, In response to community requests and to further observe ridership, staff recommends a second experiment with the current hours and routing, which will be the eighth experiment overall; and

WHEREAS, The cost to operate the #31 31st bus route on an annual basis is approximately \$573,000.00; now, therefore:

BE IT ORDAINED BY THE CHICAGO TRANSIT BOARD
OF THE CHICAGO TRANSIT AUTHORITY:

SECTION 1. The President of the Chicago Transit Authority, or his designee, is hereby authorized to adopt an eighth experiment for Bus Route #31 31st, operating as follows:

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#31 31st

Operate westbound trips Monday through Friday, from approximately 6:30 a.m. to 7:00 p.m. from the east terminal on E. 33rd Pl. between S. Rhodes Ave. and S. Vernon Ave., west along E. 33rd Pl. to S. Dr. Martin Luther King Jr. Dr., north on S. Dr. Martin Luther King Jr. Dr. to E. 31st St, west on E. 31st St. to S. State St., south on S. State St. to W. 35th St., west on W. 35th St. to S. LaSalle St., north on S. LaSalle St. to W. 31st St., west on W. 31st St. to S. Lock St., northwest on S. Lock St. to S. Archer Ave., southwest on S. Archer Ave. to S. Ashland Ave., north on S. Ashland Ave. to the Ashland Orange Line Station terminal and returning eastbound from the Ashland Orange Line Station terminal south along S. Ashland Ave. to S. Archer Ave., northeast on S. Archer Ave. to S. Lock St., southeast on S. Lock St. to W. 31st St., east on W. 31st St. to S. Wentworth Ave., south on S. Wentworth Ave. to W. 35th St., east on W. 35th St. to S. State St., north on S. State St. to E. 31st St., east on E. 31st St. to S. Rhodes Ave., south on S. Rhodes Ave. to E. 33rd St., west on E. 33rd St. to S. Rhodes Ave., south on S. Rhodes Ave. to E. 33rd Pl., west on E. 33rd Pl. to the east terminal on E. 33rd Pl. between S. Rhodes Ave. and S. Vernon Ave.

SECTION 2. The bus route shall be operated as an experiment lasting until the bus schedule change in June 2021. Staff shall elicit public comment during the course of the experimental demonstration project and report its findings to the Board at the end of the experiment.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

APPROVED:

PASSED:

Chairman

Assistant Secretary

May 13, 2020

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