# Bus Ridership by Route

## September 2005

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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.

# September 2005 Notes

The following factors influenced September 2005 bus ridership.

**#X21 Cermak Express♿**
Effective January 30, 2005, weekend service on the #X21 Cermak Express♿ was eliminated due to the reopening of the Cermak Branch of the Blue Line on weekends. The #X21 currently operates between North Riverside Park Mall and McCormick Place on weekends and holidays.

**Bus Service Improvements**
Effective Sunday, August 29 and Monday, August 30, 2004, service hours expanded on the following routes:

#2 Hyde Park Express
Operates 15 minutes later from downtown with the last two buses leaving Navy Pier weekdays at 6:35 p.m. and 6:50 p.m.

#26 South Shore Express
South terminal moved from its current location at 106th/Ewing to 106th/Buffalo. Additionally, #26 service will operate one half-hour later from downtown to 106th/Buffalo with the last two buses leaving Chicago/Michigan at 6:50 p.m. and 7:05 p.m.

#35 35th
Operates westbound from the 35th/Archer Orange Line station northeast on Archer to Leavitt, north on Leavitt to 35th, west on 35th and the regular route instead of operating south on Archer to Western and north on Western to 35th.

#59 59th/61st
Due to construction buses will be temporarily rerouted in both directions at Wentworth until further notice. Buses will operate via 59th Street, State, 57th Street and Wentworth.

#X80 Irving Park Express
Begins midday and weekend service as part of an 180-day experiment. New midday service adds trips along Irving Park between the lakefront and the Irving Park Blue Line station every 12 minutes from 9 a.m. to 2 p.m. Weekend service will operate every 12 minutes from 6 a.m. until 3 p.m. on Saturdays and from noon until 9 p.m. on Sundays.

#169 69th/UPS Express
Service reduced with two trips operating to and from the day shift, and only one trip operating for the remaining three shifts.

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

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

South Lake Shore Drive Express Services:

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

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

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

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

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

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

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

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

South Lake Shore Drive Local Services:

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

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

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

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

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

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

North Lake Shore Drive Express Services:

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

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

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

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

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

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

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

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

North Lake Shore Drive Local Services:

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

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

# September 2005 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 0 | Unspecified Route | 3,732 | 3,852 | 3,660 | -1.9% | -5.0% | |
| 1 | Indiana-Hyde Park ♿ | 3,793 | 3,371 | 3,416 | -9.9% | 1.3% | 53.0 |
| 2 | Hyde Park Express ♿ | 2,308 | 2,599 | 2,664 | 15.4% | 2.5% | 46.6 |
| 3 | King Drive ♿ | 25,136 | 25,560 | 25,470 | 1.3% | -0.4% | 64.0 |
| X3 | King Drive Express ♿ | | | 181 | | | 4.0 |
| 4 | Cottage Grove ♿ | 25,217 | 26,140 | 25,413 | 0.8% | -2.8% | 76.4 |
| X4 | Cottage Grove Express ♿ | | | 284 | | | 6.3 |
| 6 | Jackson Park Express ♿ | 9,762 | 11,092 | 12,142 | 24.4% | 9.5% | 43.3 |
| 7 | Harrison ♿ | 6,484 | 6,788 | 6,627 | 2.2% | -2.4% | 57.5 |
| 8 | Halsted ♿ | 20,690 | 21,503 | 21,770 | 5.2% | 1.2% | 56.8 |
| 8A | South Halsted ♿ | 3,907 | 3,828 | 3,968 | 1.6% | 3.7% | 52.7 |
| 9 | Ashland ♿ | 32,712 | 32,605 | 33,348 | 1.9% | 2.3% | 54.6 |
| 10 | Museum of S & I ♿ | | 961 | 1,340 | | 39.5% | 34.8 |
| 11 | Lincoln ♿ | 3,343 | 3,311 | 3,444 | 3.0% | 4.0% | 27.1 |
| 12 | Roosevelt ♿ | 11,042 | 11,313 | 12,648 | 14.6% | 11.8% | 64.4 |
| 14 | Jeffrey Express | 12,481 | 13,827 | 15,584 | 24.9% | 12.7% | 49.8 |
| 15 | Jeffrey Local ♿ | 8,599 | 8,818 | 8,289 | -3.6% | -6.0% | 38.5 |
| 17 | Westchester ♿ | 534 | 636 | 570 | 6.7% | -10.4% | 33.8 |
| 18 | 16th-18th ♿ | 1,648 | 1,409 | 1,549 | -6.0% | 9.9% | 24.8 |
| 19 | United Center Express ♿ | 378 | 357 | 645 | 70.7% | 80.6% | |
| 20 | Madison ♿ | 22,611 | 23,180 | 25,553 | 13.0% | 10.2% | 75.6 |
| 21 | Cermak ♿ | 8,126 | 7,641 | 7,018 | -13.6% | -8.2% | 49.8 |
| 22 | Clark ♿ | 20,411 | 20,622 | 20,847 | 2.1% | 1.1% | 55.3 |
| 24 | Wentworth ♿ | 5,189 | 4,401 | 4,209 | -18.9% | -4.4% | 28.7 |
| 25 | West Cermak ♿ | 554 | 388 | 404 | -27.2% | 4.0% | 32.9 |
| 26 | South Shore Express ♿ | 1,831 | 2,167 | 2,345 | 28.1% | 8.2% | 50.4 |
| 28 | Stony Island ♿ | 11,081 | 11,024 | 10,750 | -3.0% | -2.5% | 67.9 |
| X28 | Stony Island Express ♿ | | 450 | 1,012 | | 124.7% | 7.2 |
| 29 | State ♿ | 17,667 | 16,337 | 16,942 | -4.1% | 3.7% | 59.3 |
| 30 | South Chicago ♿ | 3,820 | 3,950 | 3,747 | -1.9% | -5.1% | 29.8 |
| 33 | Mag Mile Express ♿ | 792 | 575 | 663 | -16.3% | 15.4% | 34.3 |

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| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 34 | South Michigan ♿ | 6,507 | 7,001 | 6,386 | -1.9% | -8.8% | 46.2 |
| 35 | 35th ♿ | 6,701 | 6,212 | 6,535 | -2.5% | 5.2% | 48.8 |
| 36 | Broadway ♿ | 14,888 | 15,538 | 15,625 | 4.9% | 0.6% | 52.3 |
| 37 | Sedgwick/Ogden ♿ | 2,828 | 2,506 | 2,838 | 0.4% | 13.3% | 30.8 |
| 39 | Pershing ♿ | 1,951 | 1,927 | 2,024 | 3.8% | 5.1% | 23.4 |
| 43 | 43rd ♿ | 1,245 | 1,473 | 1,533 | 23.2% | 4.1% | 35.5 |
| 44 | Wallace-Racine ♿ | 6,919 | 6,484 | 7,459 | 7.8% | 15.0% | 43.3 |
| 47 | 47th ♿ | 13,031 | 12,504 | 13,688 | 5.0% | 9.5% | 62.2 |
| 48 | South Damen ♿ | 1,423 | 1,213 | 1,196 | -15.9% | -1.3% | 29.2 |
| 49 | Western ♿ | 21,821 | 21,777 | 20,286 | -7.0% | -6.8% | 51.4 |
| 49A | South Western ♿ | 698 | 914 | 660 | -5.4% | -27.8% | 27.6 |
| 49B | North Western ♿ | 4,938 | 5,092 | 5,437 | 10.1% | 6.8% | 65.3 |
| X49 | Western Express ♿ | 9,551 | 11,385 | 13,420 | 40.5% | 17.9% | 49.0 |
| 50 | Damen ♿ | 8,250 | 8,512 | 8,913 | 8.0% | 4.7% | 42.9 |
| 51 | 51st ♿ | 2,926 | 2,824 | 2,756 | -5.8% | -2.4% | 46.8 |
| 52 | Kedzie/California ♿ | 12,231 | 11,549 | 12,387 | 1.3% | 7.3% | 55.3 |
| 52A | South Kedzie ♿ | 7,048 | 7,324 | 7,647 | 8.5% | 4.4% | 38.9 |
| 53 | Pulaski ♿ | 22,305 | 22,534 | 25,777 | 15.6% | 14.4% | 68.9 |
| 53A | South Pulaski ♿ | 10,730 | 10,780 | 10,833 | 1.0% | 0.5% | 49.2 |
| 53AL | South Pulaski Limited ♿ | | | 163 | | | 8.9 |
| 54 | Cicero ♿ | 12,387 | 12,252 | 12,604 | 1.8% | 2.9% | 63.3 |
| 54A | North Cicero/Skokie Blvd. ♿ | 1,305 | 1,335 | 1,314 | 0.7% | -1.6% | 25.1 |
| 54B | South Cicero ♿ | 5,317 | 5,248 | 5,225 | -1.7% | -0.4% | 39.1 |
| 55 | Garfield ♿ | 14,015 | 15,417 | 15,185 | 8.3% | -1.5% | 65.7 |
| X55 | Garfield Express ♿ | 1,936 | 994 | 1,921 | -0.8% | 93.3% | 24.8 |
| 55N | 55th/Narragansett ♿ | 1,051 | 1,103 | 1,078 | 2.5% | -2.3% | 16.4 |
| 56 | Milwaukee ♿ | 14,443 | 14,198 | 15,330 | 6.1% | 8.0% | 59.7 |
| 56A | North Milwaukee ♿ | 886 | 809 | 752 | -15.1% | -7.0% | 20.5 |
| 57 | Laramie ♿ | 3,762 | 3,282 | 3,406 | -9.5% | 3.8% | 64.9 |
| 59 | 59th/61st ♿ | 4,237 | 3,961 | 4,084 | -3.6% | 3.1% | 40.6 |
| 60 | Blue Island/26th ♿ | 14,961 | 15,302 | 14,647 | -2.1% | -4.3% | 53.0 |

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## Section I: Average Weekday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 62 | Archer ♿ | 15,534 | 15,338 | 16,404 | 5.6% | 7.0% | 42.6 |
| 62H | Archer/Harlem ♿ | 1,471 | 1,365 | 1,686 | 14.6% | 23.5% | 30.5 |
| 63 | 63rd ♿ | 23,227 | 20,824 | 22,364 | -3.7% | 7.4% | 65.2 |
| 63W | West 63rd ♿ | 2,336 | 2,320 | 2,547 | 9.0% | 9.8% | 29.5 |
| 64 | Foster-Canfield ♿ | 233 | 222 | 175 | -24.8% | -21.1% | 14.6 |
| 65 | Grand ♿ | 6,741 | 7,028 | 7,226 | 7.2% | 2.8% | 47.1 |
| 66 | Chicago ♿ | 21,590 | 21,751 | 23,417 | 8.5% | 7.7% | 68.9 |
| 67 | 67th-69th-71st ♿ | 15,420 | 15,604 | 17,453 | 13.2% | 11.8% | 69.5 |
| 68 | Northwest Highway ♿ | 1,684 | 1,582 | 1,954 | 16.1% | 23.5% | 36.2 |
| 69 | Cumberland/East River ♿ | 415 | 574 | 404 | -2.8% | -29.6% | 30.5 |
| 70 | Division ♿ | 11,364 | 11,652 | 11,444 | 0.7% | -1.8% | 65.9 |
| 71 | 71st/South Shore ♿ | 10,895 | 12,062 | 12,442 | 14.2% | 3.2% | 63.5 |
| 72 | North ♿ | 15,515 | 15,733 | 16,874 | 8.8% | 7.3% | 60.0 |
| 73 | Armitage ♿ | 5,752 | 6,220 | 6,629 | 15.3% | 6.6% | 48.5 |
| 74 | Fullerton ♿ | 14,214 | 13,765 | 13,351 | -6.1% | -3.0% | 64.2 |
| 75 | 74th-75th ♿ | 9,034 | 8,357 | 8,561 | -5.2% | 2.4% | 62.6 |
| 76 | Diversey ♿ | 13,157 | 12,786 | 13,463 | 2.3% | 5.3% | 59.2 |
| 77 | Belmont ♿ | 22,041 | 22,948 | 24,482 | 11.1% | 6.7% | 62.5 |
| 78 | Montrose ♿ | 9,872 | 9,688 | 10,216 | 3.5% | 5.5% | 57.9 |
| 79 | 79th ♿ | 33,617 | 36,021 | 37,735 | 12.3% | 4.8% | 71.4 |
| 80 | Irving Park ♿ | 12,681 | 12,844 | 12,829 | 1.2% | -0.1% | 52.9 |
| X80 | Irving Park Express ♿ | 1,688 | 2,203 | 3,167 | 87.6% | 43.7% | 30.1 |
| 81 | Lawrence ♿ | 15,047 | 15,441 | 15,457 | 2.7% | 0.1% | 77.5 |
| 81W | West Lawrence ♿ | 1,475 | 1,772 | 1,561 | 5.8% | -11.9% | 24.4 |
| 82 | Kimball-Homan ♿ | 19,213 | 19,633 | 20,814 | 8.3% | 6.0% | 60.4 |
| 84 | Peterson ♿ | 4,467 | 4,551 | 4,681 | 4.8% | 2.8% | 60.2 |
| 85 | Central ♿ | 14,669 | 14,214 | 13,796 | -5.9% | -2.9% | 75.0 |
| 85A | North Central ♿ | 1,168 | 1,015 | 1,065 | -8.8% | 4.9% | 34.7 |
| 86 | Narragansett/Ridgeland ♿ | 2,283 | 2,341 | 2,375 | 4.0% | 1.4% | 44.2 |
| 87 | 87th ♿ | 18,727 | 18,318 | 20,021 | 6.9% | 9.3% | 62.5 |
| 88 | Higgins ♿ | 1,909 | 1,919 | 1,927 | 1.0% | 0.5% | 39.1 |

# September 2005 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 90 | Harlem ♿ | 4,548 | 4,731 | 5,005 | 10.1% | 5.8% | 65.0 |
| 90N | North Harlem ♿ | 467 | 405 | 585 | 25.3% | 44.5% | 20.4 |
| 91 | Austin ♿ | 9,572 | 9,421 | 10,070 | 5.2% | 6.9% | 53.1 |
| 92 | Foster ♿ | 8,901 | 8,393 | 8,422 | -5.4% | 0.3% | 67.5 |
| 93 | California/Dodge ♿ | 3,261 | 3,555 | 3,803 | 16.6% | 7.0% | 41.6 |
| 94 | South California ♿ | 11,107 | 12,227 | 12,704 | 14.4% | 3.9% | 53.6 |
| 95E | 93rd-95th ♿ | 5,908 | 5,451 | 5,798 | -1.9% | 6.4% | 44.0 |
| 95W | West 95th ♿ | 4,799 | 4,845 | 5,057 | 5.4% | 4.4% | 57.1 |
| 96 | Lunt ♿ | 934 | 1,077 | 1,112 | 19.1% | 3.2% | 22.0 |
| 97 | Skokie ♿ | 3,487 | 3,512 | 3,765 | 8.0% | 7.2% | 38.7 |
| X98 | Avon Express ♿ | 310 | 374 | 369 | 19.2% | -1.3% | 83.5 |
| 100 | Jeffery Manor Express ♿ | 1,246 | 1,475 | 1,149 | -7.8% | -22.1% | 33.5 |
| 103 | West 103rd ♿ | 4,105 | 4,943 | 4,346 | 5.9% | -12.1% | 37.1 |
| 106 | 103rd/106th ♿ | 2,239 | 2,661 | 2,708 | 20.9% | 1.7% | 42.8 |
| 108 | Halsted/95th ♿ | 3,076 | 3,007 | 2,774 | -9.8% | -7.7% | 47.6 |
| 111 | Pullman/111th/115th ♿ | 6,843 | 6,846 | 7,418 | 8.4% | 8.4% | 49.0 |
| 112 | Vincennes/111th ♿ | 4,546 | 3,888 | 4,276 | -5.9% | 10.0% | 38.5 |
| 119 | Michigan/119th ♿ | 6,566 | 6,369 | 6,987 | 6.4% | 9.7% | 55.5 |
| 120 | NW/Wacker Express | 1,755 | 1,898 | 1,774 | 1.1% | -6.5% | 46.6 |
| 121 | Union/Wacker Express | 2,002 | 2,380 | 1,761 | -12.0% | -26.0% | 37.0 |
| 122 | Illinois Center/NW Express | 402 | 398 | 879 | 118.9% | 120.6% | 33.2 |
| 123 | Illinois Center/Union Express | 682 | 697 | 1,010 | 48.1% | 45.0% | 36.7 |
| 124 | Navy Pier ♿ | 965 | 1,289 | 1,224 | 26.8% | -5.1% | 20.0 |
| 125 | Water Tower Express | 2,515 | 2,775 | 3,124 | 24.2% | 12.6% | 48.4 |
| 126 | Jackson ♿ | 9,905 | 10,448 | 11,201 | 13.1% | 7.2% | 54.4 |
| 127 | NW/Madison ♿ | 394 | 388 | 219 | -44.4% | -43.4% | 22.1 |
| 128 | Soldier Field Express | 1,904 | | 1,559 | -18.1% | | |
| 129 | West Loop/South Loop ♿ | 993 | 923 | 1,178 | 18.6% | 27.6% | 46.8 |
| 130 | Grant Park Treasures ♿ | | | 113 | | | |
| 134 | Stockton/LaSalle Express ♿ | 1,277 | 1,339 | 1,689 | 32.2% | 26.1% | 67.5 |
| 135 | Clarendon/LaSalle Express | 1,969 | 2,742 | 2,524 | 28.2% | -7.9% | 48.0 |

# September 2005 Bus Ridership by Route

## Section I: Average Weekday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 136 | Sheridan/LaSalle Express ♿ | 1,780 | 1,832 | 1,568 | -11.9% | -14.4% | 36.5 |
| 143 | Stockton/Michigan Express ♿ | 1,000 | 1,132 | 857 | -14.3% | -24.3% | 46.9 |
| 144 | Marine/Michigan Express ♿ | 701 | 556 | 968 | 38.0% | 74.1% | 32.4 |
| 145 | Wilson/Michigan Express | 4,533 | 6,102 | 6,273 | 38.4% | 2.8% | 46.0 |
| 146 | Inner Drive/Michigan Express | 13,470 | 8,620 | 9,026 | -33.0% | 4.7% | 48.2 |
| 147 | Outer Drive Express ♿ | 10,081 | 11,792 | 12,178 | 20.8% | 3.3% | 52.2 |
| 148 | Clarendon/Michigan Express ♿ | | 1,404 | 2,177 | | 55.0% | 59.6 |
| 151 | Sheridan ♿ | 20,692 | 21,501 | 20,917 | 1.1% | -2.7% | 47.5 |
| 152 | Addison ♿ | 12,797 | 12,582 | 12,861 | 0.5% | 2.2% | 62.5 |
| 154 | Wrigley Field Express | 496 | 1,318 | 1,316 | 165.3% | -0.2% | |
| 155 | Devon ♿ | 6,157 | 7,224 | 6,640 | 7.8% | -8.1% | 60.5 |
| 156 | LaSalle | 8,861 | 8,973 | 9,006 | 1.6% | 0.4% | 46.2 |
| 157 | Streeterville ♿ | 3,277 | 2,981 | 3,759 | 14.7% | 26.1% | 44.7 |
| 168 | UIC-Pilsen Express ♿ | 114 | 65 | 63 | -44.5% | -2.2% | 16.2 |
| 169 | 69th-UPS Express | 467 | 272 | 186 | -60.3% | -31.8% | 21.0 |
| 170 | U of Chicago - Midway | 229 | 229 | 305 | 33.4% | 33.3% | 46.4 |
| 171 | U of Chicago - Hyde Park | 482 | 514 | 744 | 54.3% | 44.6% | 132.2 |
| 172 | U of Chicago - Kenwood | 548 | 652 | 732 | 33.7% | 12.3% | 93.7 |
| 173 | U of Chicago - Lakeview | 116 | 123 | 114 | -1.0% | -7.1% | |
| 200 | Main Shuttle ♿ | 101 | 169 | 207 | 105.9% | 22.7% | 26.4 |
| 201 | Central/Ridge ♿ | 1,472 | 1,541 | 1,840 | 25.0% | 19.4% | 20.9 |
| 205 | Chicago/Golf ♿ | 1,321 | 1,099 | 1,035 | -21.6% | -5.8% | 18.1 |
| 206 | Evanston Circulator ♿ | 980 | 1,271 | 1,650 | 68.3% | 29.8% | 52.5 |
| | **Weekday Total** | **1,015,342** | **1,029,047** | **1,068,798** | **5.3%** | **3.9%** | **53.2** |

# September 2005 Bus Ridership by Route

## Section II: Average Saturday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 0 | Unspecified Route | 4,154 | 2,683 | 3,992 | -3.9% | 48.8% | |
| 3 | King Drive ♿ | 16,202 | 18,102 | 17,731 | 9.4% | -2.1% | 50.9 |
| 4 | Cottage Grove ♿ | 16,679 | 19,533 | 18,357 | 10.1% | -6.0% | 55.7 |
| 6 | Jackson Park Express ♿ | 7,875 | 9,438 | 10,747 | 36.5% | 13.9% | 43.3 |
| 8 | Halsted ♿ | 13,256 | 13,732 | 13,446 | 1.4% | -2.1% | 42.9 |
| 8A | South Halsted ♿ | 4,294 | 2,986 | 2,714 | -36.8% | -9.1% | 32.2 |
| 9 | Ashland ♿ | 23,339 | 22,886 | 24,119 | 3.3% | 5.4% | 51.4 |
| 10 | Museum of S & I ♿ | 810 | 712 | 1,490 | 83.9% | 109.3% | 35.6 |
| 11 | Lincoln ♿ | 1,631 | 1,597 | 1,599 | -1.9% | 0.1% | 22.0 |
| 12 | Roosevelt ♿ | 6,590 | 7,770 | 9,384 | 42.4% | 20.8% | 65.1 |
| 14 | Jeffrey Express | 3,051 | 4,928 | 5,769 | 89.1% | 17.1% | 44.1 |
| 15 | Jeffrey Local ♿ | 6,222 | 6,031 | 6,204 | -0.3% | 2.9% | 32.6 |
| 18 | 16th-18th ♿ | 976 | 923 | 1,016 | 4.1% | 10.1% | 16.7 |
| 19 | United Center Express ♿ | 458 | 196 | 237 | -48.4% | 20.5% | |
| 20 | Madison ♿ | 13,650 | 14,600 | 16,559 | 21.3% | 13.4% | 62.4 |
| 21 | Cermak ♿ | 8,487 | 7,039 | 7,409 | -12.7% | 5.3% | 36.7 |
| 22 | Clark ♿ | 15,369 | 15,841 | 17,205 | 11.9% | 8.6% | 52.9 |
| 28 | Stony Island ♿ | 6,573 | 5,146 | 5,837 | -11.2% | 13.4% | 42.3 |
| 29 | State ♿ | 12,329 | 12,787 | 14,012 | 13.7% | 9.6% | 53.3 |
| 30 | South Chicago ♿ | 1,906 | 1,968 | 2,083 | 9.3% | 5.9% | 20.4 |
| 34 | South Michigan ♿ | 4,246 | 4,581 | 4,491 | 5.8% | -2.0% | 36.9 |
| 35 | 35th ♿ | 3,329 | 3,412 | 3,706 | 11.3% | 8.6% | 36.5 |
| 36 | Broadway ♿ | 14,742 | 14,406 | 14,636 | -0.7% | 1.6% | 47.9 |
| 40 | Chinatown/Pilsen Shuttle ♿ | | 663 | 301 | | -54.6% | 10.4 |
| 43 | 43rd ♿ | 551 | 654 | 790 | 43.4% | 20.8% | 27.0 |
| 44 | Wallace-Racine ♿ | 2,944 | 3,099 | 2,970 | 0.9% | -4.2% | 38.6 |
| 47 | 47th ♿ | 9,072 | 9,213 | 9,764 | 7.6% | 6.0% | 51.8 |
| 49 | Western ♿ | 20,785 | 21,656 | 22,743 | 9.4% | 5.0% | 51.7 |
| 49B | North Western ♿ | 3,469 | 3,251 | 3,337 | -3.8% | 2.6% | 61.3 |
| 50 | Damen ♿ | 4,213 | 4,223 | 4,913 | 16.6% | 16.3% | 30.9 |
| 51 | 51st ♿ | 1,971 | 2,146 | 1,612 | -18.2% | -24.9% | 30.3 |

# September 2005 Bus Ridership by Route

## Section II: Average Saturday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 52 | Kedzie/California ♿ | 7,692 | 7,802 | 8,265 | 7.4% | 5.9% | 44.4 |
| 52A | South Kedzie ♿ | 4,244 | 4,054 | 4,858 | 14.5% | 19.8% | 54.3 |
| 53 | Pulaski ♿ | 15,200 | 14,848 | 16,676 | 9.7% | 12.3% | 54.4 |
| 53A | South Pulaski ♿ | 3,898 | 3,868 | 4,266 | 9.4% | 10.3% | 49.2 |
| 54 | Cicero ♿ | 10,487 | 11,520 | 11,294 | 7.7% | -2.0% | 66.1 |
| 54B | South Cicero ♿ | 4,289 | 4,213 | 5,384 | 25.5% | 27.8% | 56.8 |
| 55 | Garfield ♿ | 10,039 | 10,956 | 10,967 | 9.2% | 0.1% | 57.0 |
| 55N | 55th/Narragansett ♿ | 162 | 190 | 185 | 14.1% | -2.6% | 7.1 |
| 56 | Milwaukee ♿ | 9,098 | 9,110 | 9,931 | 9.2% | 9.0% | 51.2 |
| 57 | Laramie ♿ | 1,554 | 1,639 | 1,663 | 7.0% | 1.5% | 48.1 |
| 59 | 59th/61st ♿ | 2,356 | 2,167 | 2,353 | -0.1% | 8.6% | 30.5 |
| 60 | Blue Island/26th ♿ | 10,380 | 9,367 | 9,338 | -10.0% | -0.3% | 34.9 |
| 62 | Archer ♿ | 7,996 | 8,901 | 9,110 | 13.9% | 2.3% | 35.0 |
| 62H | Archer/Harlem ♿ | 531 | 507 | 540 | 1.7% | 6.4% | 20.7 |
| 63 | 63rd ♿ | 16,866 | 16,120 | 16,494 | -2.2% | 2.3% | 53.6 |
| 63W | West 63rd ♿ | 801 | 799 | 788 | -1.6% | -1.4% | 21.8 |
| 65 | Grand ♿ | 3,504 | 4,033 | 3,752 | 7.1% | -7.0% | 35.6 |
| 66 | Chicago ♿ | 13,934 | 14,404 | 15,826 | 13.6% | 9.9% | 63.8 |
| 67 | 67th-69th-71st ♿ | 9,585 | 10,435 | 11,455 | 19.5% | 9.8% | 56.6 |
| 68 | Northwest Highway ♿ | 617 | 570 | 796 | 29.0% | 39.8% | 23.8 |
| 70 | Division ♿ | 7,772 | 8,041 | 7,727 | -0.6% | -3.9% | 51.8 |
| 71 | 71st/South Shore ♿ | 7,486 | 9,438 | 9,014 | 20.4% | -4.5% | 52.5 |
| 72 | North ♿ | 11,612 | 12,776 | 13,435 | 15.7% | 5.2% | 50.9 |
| 73 | Armitage ♿ | 3,240 | 3,017 | 3,147 | -2.9% | 4.3% | 35.3 |
| 74 | Fullerton ♿ | 9,916 | 9,841 | 10,295 | 3.8% | 4.6% | 51.9 |
| 75 | 74th-75th ♿ | 6,025 | 5,667 | 6,125 | 1.7% | 8.1% | 51.4 |
| 76 | Diversey ♿ | 7,137 | 8,030 | 8,566 | 20.0% | 6.7% | 52.4 |
| 77 | Belmont ♿ | 15,360 | 16,567 | 17,097 | 11.3% | 3.2% | 57.5 |
| 78 | Montrose ♿ | 6,634 | 6,044 | 6,079 | -8.4% | 0.6% | 47.8 |
| 79 | 79th ♿ | 23,862 | 27,130 | 26,508 | 11.1% | -2.3% | 56.1 |
| 80 | Irving Park ♿ | 9,714 | 9,769 | 10,603 | 9.1% | 8.5% | 52.4 |

# September 2005 Bus Ridership by Route

## Section II: Average Saturday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| X80 | Irving Park Express ♿ | | 707 | 756 | | 6.9% | 16.0 |
| 81 | Lawrence ♿ | 11,748 | 11,821 | 11,885 | 1.2% | 0.5% | 68.0 |
| 81W | West Lawrence ♿ | 1,050 | 996 | 814 | -22.4% | -18.2% | 20.2 |
| 82 | Kimball-Homan ♿ | 10,955 | 12,525 | 12,620 | 15.2% | 0.8% | 54.3 |
| 84 | Peterson ♿ | 2,469 | 2,196 | 2,211 | -10.5% | 0.7% | 36.0 |
| 85 | Central ♿ | 8,551 | 8,801 | 10,051 | 17.5% | 14.2% | 68.2 |
| 85A | North Central ♿ | 263 | 153 | 223 | -15.0% | 45.7% | 14.3 |
| 87 | 87th ♿ | 10,292 | 11,549 | 11,212 | 8.9% | -2.9% | 54.2 |
| 88 | Higgins ♿ | 802 | 940 | 1,201 | 49.8% | 27.7% | 32.8 |
| 90 | Harlem ♿ | 3,603 | 4,065 | 4,930 | 36.8% | 21.3% | 69.1 |
| 90N | North Harlem ♿ | 206 | 190 | 191 | -7.1% | 0.8% | 10.4 |
| 91 | Austin ♿ | 4,492 | 4,699 | 5,472 | 21.8% | 16.4% | 65.8 |
| 92 | Foster ♿ | 4,882 | 4,645 | 4,707 | -3.6% | 1.3% | 62.0 |
| 93 | California/Dodge ♿ | 1,623 | 1,466 | 2,042 | 25.8% | 39.3% | 32.6 |
| 94 | South California ♿ | 5,315 | 5,564 | 5,978 | 12.5% | 7.4% | 45.0 |
| 95E | 93rd-95th ♿ | 4,091 | 4,181 | 4,354 | 6.4% | 4.1% | 32.6 |
| 95W | West 95th ♿ | 4,413 | 4,483 | 4,628 | 4.9% | 3.2% | 40.9 |
| 97 | Skokie ♿ | 2,219 | 2,993 | 2,971 | 33.9% | -0.7% | 42.6 |
| X98 | Avon Express ♿ | 132 | 69 | 136 | 2.7% | 96.6% | 325.6 |
| 103 | West 103rd ♿ | 1,425 | 1,739 | 1,869 | 31.2% | 7.5% | 26.5 |
| 106 | 103rd/106th ♿ | 631 | 735 | 798 | 26.5% | 8.6% | 28.3 |
| 111 | Pullman/111th/115th ♿ | 3,258 | 3,460 | 3,521 | 8.1% | 1.8% | 32.2 |
| 112 | Vincennes/111th ♿ | 1,561 | 1,532 | 1,782 | 14.2% | 16.3% | 25.3 |
| 119 | Michigan/119th ♿ | 4,778 | 4,498 | 4,113 | -13.9% | -8.6% | 37.3 |
| 124 | Navy Pier ♿ | 1,009 | 1,613 | 1,722 | 70.7% | 6.7% | 33.0 |
| 126 | Jackson ♿ | 4,584 | 4,809 | 4,575 | -0.2% | -4.9% | 32.7 |
| 130 | Grant Park Treasures ♿ | | 463 | 924 | | 99.8% | 27.6 |
| 145 | Wilson/Michigan Express | 2,446 | 4,284 | 4,335 | 77.2% | 1.2% | 39.9 |
| 146 | Inner Drive/Michigan Express | 8,389 | 6,984 | 7,433 | -11.4% | 6.4% | 48.6 |
| 147 | Outer Drive Express ♿ | 5,703 | 7,499 | 8,388 | 47.1% | 11.9% | 46.3 |
| 151 | Sheridan ♿ | 14,445 | 16,310 | 16,802 | 16.3% | 3.0% | 48.2 |

# September 2005 Bus Ridership by Route

## Section II: Average Saturday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 152 | Addison ♿ | 5,797 | 5,463 | 6,338 | 9.3% | 16.0% | 52.0 |
| 154 | Wrigley Field Express | | 1,325 | 1,267 | | -4.4% | |
| 155 | Devon ♿ | 4,741 | 6,362 | 5,731 | 20.9% | -9.9% | 57.0 |
| 171 | U of Chicago - Hyde Park | 345 | 408 | 427 | 23.7% | 4.7% | |
| 172 | U of Chicago - Kenwood | 66 | 68 | 92 | 38.9% | 35.5% | |
| 173 | U of Chicago - Lakeview | 172 | 134 | 187 | 8.6% | 39.5% | |
| 201 | Central/Ridge ♿ | 704 | 895 | 931 | 32.1% | 4.0% | 15.0 |
| | **Saturday Total** | **609,284** | **638,767** | **667,981** | **9.6%** | **4.6%** | **48.0** |

# September 2005 Bus Ridership by Route

## Section III: Average Sunday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 0 | Unspecified Route | 2,921 | 2,468 | 2,384 | -18.4% | -3.4% | |
| 3 | King Drive ♿ | 10,790 | 9,943 | 10,313 | -4.4% | 3.7% | 44.1 |
| 4 | Cottage Grove ♿ | 11,028 | 14,021 | 12,956 | 17.5% | -7.6% | 45.6 |
| 6 | Jackson Park Express ♿ | 4,556 | 6,395 | 7,380 | 62.0% | 15.4% | 36.3 |
| 8 | Halsted ♿ | 9,134 | 10,532 | 10,681 | 16.9% | 1.4% | 37.8 |
| 8A | South Halsted ♿ | 2,056 | 2,309 | 2,012 | -2.2% | -12.9% | 34.8 |
| 9 | Ashland ♿ | 15,530 | 16,479 | 17,869 | 15.1% | 8.4% | 44.2 |
| 10 | Museum of S & I ♿ | 578 | 616 | 1,439 | 149.1% | 133.7% | 37.1 |
| 11 | Lincoln ♿ | 1,196 | 1,095 | 1,519 | 27.1% | 38.8% | 23.8 |
| 12 | Roosevelt ♿ | 4,902 | 6,271 | 7,339 | 49.7% | 17.0% | 60.2 |
| 14 | Jeffrey Express | 2,086 | 3,597 | 3,762 | 80.3% | 4.6% | 30.1 |
| 15 | Jeffrey Local ♿ | 3,630 | 3,965 | 3,936 | 8.4% | -0.7% | 23.6 |
| 18 | 16th-18th ♿ | 804 | 794 | 835 | 3.8% | 5.1% | 14.7 |
| 19 | United Center Express ♿ | 207 | | 149 | -28.2% | | |
| 20 | Madison ♿ | 8,914 | 9,872 | 11,733 | 31.6% | 18.8% | 55.9 |
| 21 | Cermak ♿ | 4,688 | 5,076 | 5,304 | 13.2% | 4.5% | 33.3 |
| 22 | Clark ♿ | 11,114 | 11,685 | 12,328 | 10.9% | 5.5% | 48.4 |
| 28 | Stony Island ♿ | 4,071 | 3,272 | 4,246 | 4.3% | 29.8% | 38.5 |
| 29 | State ♿ | 8,266 | 8,782 | 10,566 | 27.8% | 20.3% | 51.3 |
| 30 | South Chicago ♿ | 642 | 1,078 | 862 | 34.3% | -20.0% | 13.2 |
| 34 | South Michigan ♿ | 2,914 | 3,358 | 3,085 | 5.9% | -8.2% | 35.2 |
| 35 | 35th ♿ | 1,951 | 1,902 | 2,292 | 17.5% | 20.5% | 34.8 |
| 36 | Broadway ♿ | 8,804 | 10,023 | 10,727 | 21.8% | 7.0% | 45.9 |
| 40 | Chinatown/Pilsen Shuttle ♿ | | 646 | 388 | | -39.9% | 13.4 |
| 43 | 43rd ♿ | 337 | 525 | 394 | 17.1% | -25.0% | 19.1 |
| 44 | Wallace-Racine ♿ | 1,373 | 1,840 | 1,719 | 25.3% | -6.6% | 28.6 |
| 47 | 47th ♿ | 5,471 | 6,386 | 7,096 | 29.7% | 11.1% | 49.1 |
| 49 | Western ♿ | 12,792 | 15,359 | 16,437 | 28.5% | 7.0% | 54.1 |
| 49B | North Western ♿ | 2,663 | 2,500 | 2,917 | 9.6% | 16.7% | 61.6 |
| 50 | Damen ♿ | 2,706 | 2,736 | 3,094 | 14.3% | 13.1% | 23.3 |
| 51 | 51st ♿ | 1,159 | 1,222 | 1,223 | 5.5% | 0.1% | 29.7 |

# September 2005 Bus Ridership by Route

## Section III: Average Sunday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 52 | Kedzie/California ♿ | 4,892 | 5,371 | 5,870 | 20.0% | 9.3% | 41.5 |
| 52A | South Kedzie ♿ | 2,015 | 2,922 | 2,530 | 25.6% | -13.4% | 42.3 |
| 53 | Pulaski ♿ | 9,671 | 10,606 | 11,737 | 21.4% | 10.7% | 47.9 |
| 53A | South Pulaski ♿ | 1,954 | 2,432 | 2,156 | 10.3% | -11.3% | 38.2 |
| 54 | Cicero ♿ | 5,885 | 6,842 | 7,021 | 19.3% | 2.6% | 51.9 |
| 54B | South Cicero ♿ | 2,677 | 3,174 | 3,308 | 23.5% | 4.2% | 59.1 |
| 55 | Garfield ♿ | 7,887 | 8,228 | 8,518 | 8.0% | 3.5% | 49.9 |
| 56 | Milwaukee ♿ | 5,824 | 6,357 | 7,148 | 22.7% | 12.4% | 43.3 |
| 57 | Laramie ♿ | 883 | 775 | 905 | 2.4% | 16.7% | 32.4 |
| 60 | Blue Island/26th ♿ | 6,589 | 7,082 | 7,068 | 7.3% | -0.2% | 30.0 |
| 62 | Archer ♿ | 5,441 | 5,570 | 6,280 | 15.4% | 12.8% | 32.6 |
| 63 | 63rd ♿ | 11,467 | 11,829 | 13,136 | 14.5% | 11.0% | 46.0 |
| 63W | West 63rd ♿ | 489 | 500 | 603 | 23.2% | 20.6% | 20.7 |
| 65 | Grand ♿ | 2,042 | 2,115 | 2,438 | 19.4% | 15.3% | 34.0 |
| 66 | Chicago ♿ | 8,533 | 9,972 | 10,289 | 20.6% | 3.2% | 57.6 |
| 67 | 67th-69th-71st ♿ | 6,541 | 7,341 | 8,266 | 26.4% | 12.6% | 56.8 |
| 68 | Northwest Highway ♿ | 292 | 293 | 388 | 32.7% | 32.3% | 27.4 |
| 70 | Division ♿ | 5,352 | 5,651 | 5,630 | 5.2% | -0.4% | 43.4 |
| 71 | 71st/South Shore ♿ | 5,068 | 6,494 | 6,613 | 30.5% | 1.8% | 42.8 |
| 72 | North ♿ | 7,494 | 8,733 | 9,531 | 27.2% | 9.1% | 48.5 |
| 73 | Armitage ♿ | 1,339 | 1,859 | 2,076 | 55.1% | 11.7% | 42.5 |
| 74 | Fullerton ♿ | 6,369 | 6,974 | 7,430 | 16.7% | 6.5% | 52.7 |
| 75 | 74th-75th ♿ | 4,203 | 4,175 | 4,569 | 8.7% | 9.4% | 41.7 |
| 76 | Diversey ♿ | 4,876 | 5,148 | 5,682 | 16.5% | 10.4% | 42.9 |
| 77 | Belmont ♿ | 10,051 | 11,253 | 12,050 | 19.9% | 7.1% | 56.6 |
| 78 | Montrose ♿ | 3,516 | 4,215 | 4,330 | 23.1% | 2.7% | 34.9 |
| 79 | 79th ♿ | 15,776 | 18,129 | 20,144 | 27.7% | 11.1% | 64.2 |
| 80 | Irving Park ♿ | 6,311 | 6,557 | 7,490 | 18.7% | 14.2% | 48.5 |
| X80 | Irving Park Express ♿ | | 856 | 660 | | -22.9% | 13.9 |
| 81 | Lawrence ♿ | 8,334 | 8,978 | 9,712 | 16.5% | 8.2% | 69.3 |
| 81W | West Lawrence ♿ | 870 | 669 | 809 | -6.9% | 21.0% | 26.5 |

# September 2005 Bus Ridership by Route

## Section III: Average Sunday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 82 | Kimball-Homan ♿ | 6,906 | 7,848 | 8,151 | 18.0% | 3.9% | 48.8 |
| 84 | Peterson ♿ | 883 | 1,037 | 1,138 | 28.8% | 9.7% | 36.0 |
| 85 | Central ♿ | 5,646 | 5,715 | 6,264 | 11.0% | 9.6% | 53.5 |
| 87 | 87th ♿ | 6,062 | 7,379 | 6,418 | 5.9% | -13.0% | 52.0 |
| 88 | Higgins ♿ | 475 | 682 | 464 | -2.5% | -32.0% | 14.8 |
| 90 | Harlem ♿ | 2,130 | 2,550 | 2,696 | 26.6% | 5.7% | 52.8 |
| 91 | Austin ♿ | 2,405 | 2,799 | 3,128 | 30.1% | 11.8% | 45.5 |
| 92 | Foster ♿ | 2,714 | 3,035 | 3,221 | 18.7% | 6.1% | 55.4 |
| 94 | South California ♿ | 3,185 | 3,840 | 4,553 | 42.9% | 18.6% | 51.9 |
| 95E | 93rd-95th ♿ | 2,772 | 3,115 | 3,092 | 11.5% | -0.8% | 25.7 |
| 95W | West 95th ♿ | 2,576 | 2,867 | 3,045 | 18.2% | 6.2% | 41.0 |
| 97 | Skokie ♿ | 1,289 | 2,314 | 2,427 | 88.2% | 4.9% | 53.9 |
| 103 | West 103rd ♿ | 998 | 1,265 | 1,206 | 20.8% | -4.7% | 22.0 |
| 106 | 103rd/106th ♿ | 363 | 451 | 427 | 17.6% | -5.5% | 24.4 |
| 111 | Pullman/111th/115th ♿ | 2,052 | 2,380 | 2,621 | 27.7% | 10.2% | 31.5 |
| 112 | Vincennes/111th ♿ | 957 | 1,020 | 1,074 | 12.2% | 5.3% | 20.7 |
| 119 | Michigan/119th ♿ | 2,718 | 3,053 | 3,376 | 24.2% | 10.6% | 45.0 |
| 124 | Navy Pier ♿ | 495 | 1,012 | 1,155 | 133.4% | 14.1% | 22.4 |
| 126 | Jackson ♿ | 2,927 | 3,307 | 3,327 | 13.7% | 0.6% | 30.9 |
| 128 | Soldier Field Express | | 441 | 1,891 | | 329.0% | |
| 130 | Grant Park Treasures ♿ | 68 | 283 | 642 | 838.4% | 126.7% | 21.8 |
| 145 | Wilson/Michigan Express | 1,385 | 2,483 | 2,501 | 80.6% | 0.7% | 36.0 |
| 146 | Inner Drive/Michigan Express | 4,685 | 5,366 | 6,161 | 31.5% | 14.8% | 47.8 |
| 147 | Outer Drive Express ♿ | 3,424 | 4,557 | 5,269 | 53.9% | 15.6% | 52.0 |
| 151 | Sheridan ♿ | 10,923 | 12,052 | 11,940 | 9.3% | -0.9% | 44.2 |
| 152 | Addison ♿ | 3,506 | 3,887 | 5,249 | 49.7% | 35.0% | 72.6 |
| 154 | Wrigley Field Express | | 1,716 | 1,499 | | -12.6% | |
| 155 | Devon ♿ | 3,512 | 4,710 | 4,418 | 25.8% | -6.2% | 58.3 |
| 171 | U of Chicago - Hyde Park | 168 | 156 | 232 | 38.6% | 49.2% | |
| 172 | U of Chicago - Kenwood | 92 | 99 | 33 | -63.9% | -66.6% | |
| 173 | U of Chicago - Lakeview | 162 | 203 | 161 | -0.6% | -20.3% | |

# September 2005 Bus Ridership by Route

## Section III: Average Sunday Boardings

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| 201 | Central/Ridge ♿ | 177 | 353 | 157 | -11.7% | -55.6% | 16.1 |
| | **Sunday Total** | **386,595** | **436,565** | **467,401** | **20.9%** | **7.1%** | **44.4** |

# September 2005 Bus Ridership by Route

**Section IV: Operating Data**

| | | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 |
|---|---|---|---|---|---|---|
| **Monthly Total (Operating Data)** | | 25,692,287 | 26,347,885 | 27,453,693 | 6.9% | 4.2% |
| **Days in Month** | | | | | | |
| | *Weekdays* | 21 | 21 | | | |
| | *Saturdays* | 4 | 4 | | | |
| | *Sundays* | 5 | 5 | | | |
| **Days in Averages (Varies by Route)** | | | | | | |
| | *Weekdays* | 21 | 21 | 21 | | |
| | *Saturdays* | 4 | 4 | 4 | | |
| | *Sundays* | 5 | 5 | 5 | | |
| **Average Temperatures (Fº)** | | | | | | |
| | *Weekdays* | 63.8 | 66.3 | 68.9 | | |
| | *Saturdays* | 62.8 | 67.3 | 70.3 | | |
| | *Sundays* | 63.4 | 68.4 | 72.4 | | |

# September 2005 Bus Ridership by Route

**Section V: Highest Ridership Routes**

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 79 | 79th ♿ | 33,617 | 36,021 | 37,735 | 12.3% | 4.8% | 71.4 |
| 9 | Ashland ♿ | 32,712 | 32,605 | 33,348 | 1.9% | 2.3% | 54.6 |
| 53 | Pulaski ♿ | 22,305 | 22,534 | 25,777 | 15.6% | 14.4% | 68.9 |
| 20 | Madison ♿ | 22,611 | 23,180 | 25,553 | 13.0% | 10.2% | 75.6 |
| 3 | King Drive ♿ | 25,136 | 25,560 | 25,470 | 1.3% | -0.4% | 64.0 |
| 4 | Cottage Grove ♿ | 25,217 | 26,140 | 25,413 | 0.8% | -2.8% | 76.4 |
| 77 | Belmont ♿ | 22,041 | 22,948 | 24,482 | 11.1% | 6.7% | 62.5 |
| 66 | Chicago ♿ | 21,590 | 21,751 | 23,417 | 8.5% | 7.7% | 68.9 |
| 63 | 63rd ♿ | 23,227 | 20,824 | 22,364 | -3.7% | 7.4% | 65.2 |
| 8 | Halsted ♿ | 20,690 | 21,503 | 21,770 | 5.2% | 1.2% | 56.8 |
| *Saturday* | | | | | | | |
| 79 | 79th ♿ | 23,862 | 27,130 | 26,508 | 11.1% | -2.3% | 56.1 |
| 9 | Ashland ♿ | 23,339 | 22,886 | 24,119 | 3.3% | 5.4% | 51.4 |
| 49 | Western ♿ | 20,785 | 21,656 | 22,743 | 9.4% | 5.0% | 51.7 |
| 4 | Cottage Grove ♿ | 16,679 | 19,533 | 18,357 | 10.1% | -6.0% | 55.7 |
| 3 | King Drive ♿ | 16,202 | 18,102 | 17,731 | 9.4% | -2.1% | 50.9 |
| 22 | Clark ♿ | 15,369 | 15,841 | 17,205 | 11.9% | 8.6% | 52.9 |
| 77 | Belmont ♿ | 15,360 | 16,567 | 17,097 | 11.3% | 3.2% | 57.5 |
| 151 | Sheridan ♿ | 14,445 | 16,310 | 16,802 | 16.3% | 3.0% | 48.2 |
| 53 | Pulaski ♿ | 15,200 | 14,848 | 16,676 | 9.7% | 12.3% | 54.4 |
| 20 | Madison ♿ | 13,650 | 14,600 | 16,559 | 21.3% | 13.4% | 62.4 |
| *Sunday* | | | | | | | |
| 79 | 79th ♿ | 15,776 | 18,129 | 20,144 | 27.7% | 11.1% | 64.2 |
| 9 | Ashland ♿ | 15,530 | 16,479 | 17,869 | 15.1% | 8.4% | 44.2 |
| 49 | Western ♿ | 12,792 | 15,359 | 16,437 | 28.5% | 7.0% | 54.1 |
| 63 | 63rd ♿ | 11,467 | 11,829 | 13,136 | 14.5% | 11.0% | 46.0 |
| 4 | Cottage Grove ♿ | 11,028 | 14,021 | 12,956 | 17.5% | -7.6% | 45.6 |
| 22 | Clark ♿ | 11,114 | 11,685 | 12,328 | 10.9% | 5.5% | 48.4 |
| 77 | Belmont ♿ | 10,051 | 11,253 | 12,050 | 19.9% | 7.1% | 56.6 |
| 151 | Sheridan ♿ | 10,923 | 12,052 | 11,940 | 9.3% | -0.9% | 44.2 |
| 53 | Pulaski ♿ | 9,671 | 10,606 | 11,737 | 21.4% | 10.7% | 47.9 |
| 20 | Madison ♿ | 8,914 | 9,872 | 11,733 | 31.6% | 18.8% | 55.9 |

# September 2005 Bus Ridership by Route

**Section VI: Highest Increase Routes**

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| X28 | Stony Island Express ♿ | | 450 | 1,012 | | 124.7% | 7.2 |
| 122 | Illinois Center/NW Express | 402 | 398 | 879 | 118.9% | 120.6% | 33.2 |
| X55 | Garfield Express ♿ | 1,936 | 994 | 1,921 | -0.8% | 93.3% | 24.8 |
| 144 | Marine/Michigan Express ♿ | 701 | 556 | 968 | 38.0% | 74.1% | 32.4 |
| 148 | Clarendon/Michigan Express ♿ | | 1,404 | 2,177 | | 55.0% | 59.6 |
| 123 | Illinois Center/Union Express | 682 | 697 | 1,010 | 48.1% | 45.0% | 36.7 |
| 171 | U of Chicago - Hyde Park | 482 | 514 | 744 | 54.3% | 44.6% | 132.2 |
| 90N | North Harlem ♿ | 467 | 405 | 585 | 25.3% | 44.5% | 20.4 |
| X80 | Irving Park Express ♿ | 1,688 | 2,203 | 3,167 | 87.6% | 43.7% | 30.1 |
| 170 | U of Chicago - Midway | 229 | 229 | 305 | 33.4% | 33.3% | 46.4 |
| *Saturday* | | | | | | | |
| 130 | Grant Park Treasures ♿ | | 463 | 924 | | 99.8% | 27.6 |
| X98 | Avon Express ♿ | 132 | 69 | 136 | 2.7% | 96.6% | 325.6 |
| 85A | North Central ♿ | 263 | 153 | 223 | -15.0% | 45.7% | 14.3 |
| 68 | Northwest Highway ♿ | 617 | 570 | 796 | 29.0% | 39.8% | 23.8 |
| 173 | U of Chicago - Lakeview | 172 | 134 | 187 | 8.6% | 39.5% | |
| 93 | California/Dodge ♿ | 1,623 | 1,466 | 2,042 | 25.8% | 39.3% | 32.6 |
| 172 | U of Chicago - Kenwood | 66 | 68 | 92 | 38.9% | 35.5% | |
| 54B | South Cicero ♿ | 4,289 | 4,213 | 5,384 | 25.5% | 27.8% | 56.8 |
| 88 | Higgins ♿ | 802 | 940 | 1,201 | 49.8% | 27.7% | 32.8 |
| 90 | Harlem ♿ | 3,603 | 4,065 | 4,930 | 36.8% | 21.3% | 69.1 |
| *Sunday* | | | | | | | |
| 130 | Grant Park Treasures ♿ | 68 | 283 | 642 | 838.4% | 126.7% | 21.8 |
| 171 | U of Chicago - Hyde Park | 168 | 156 | 232 | 38.6% | 49.2% | |
| 11 | Lincoln ♿ | 1,196 | 1,095 | 1,519 | 27.1% | 38.8% | 23.8 |
| 152 | Addison ♿ | 3,506 | 3,887 | 5,249 | 49.7% | 35.0% | 72.6 |
| 68 | Northwest Highway ♿ | 292 | 293 | 388 | 32.7% | 32.3% | 27.4 |
| 28 | Stony Island ♿ | 4,071 | 3,272 | 4,246 | 4.3% | 29.8% | 38.5 |
| 81W | West Lawrence ♿ | 870 | 669 | 809 | -6.9% | 21.0% | 26.5 |
| 63W | West 63rd ♿ | 489 | 500 | 603 | 23.2% | 20.6% | 20.7 |
| 35 | 35th ♿ | 1,951 | 1,902 | 2,292 | 17.5% | 20.5% | 34.8 |
| 29 | State ♿ | 8,266 | 8,782 | 10,566 | 27.8% | 20.3% | 51.3 |

# September 2005 Bus Ridership by Route

**Section VII: Highest Decrease Routes**

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 127 | NW/Madison ♿ | 394 | 388 | 219 | -44.4% | -43.4% | 22.1 |
| 169 | 69th-UPS Express | 467 | 272 | 186 | -60.3% | -31.8% | 21.0 |
| 69 | Cumberland/East River ♿ | 415 | 574 | 404 | -2.8% | -29.6% | 30.5 |
| 49A | South Western ♿ | 698 | 914 | 660 | -5.4% | -27.8% | 27.6 |
| 121 | Union/Wacker Express | 2,002 | 2,380 | 1,761 | -12.0% | -26.0% | 37.0 |
| 143 | Stockton/Michigan Express ♿ | 1,000 | 1,132 | 857 | -14.3% | -24.3% | 46.9 |
| 100 | Jeffery Manor Express ♿ | 1,246 | 1,475 | 1,149 | -7.8% | -22.1% | 33.5 |
| 64 | Foster-Canfield ♿ | 233 | 222 | 175 | -24.8% | -21.1% | 14.6 |
| 136 | Sheridan/LaSalle Express ♿ | 1,780 | 1,832 | 1,568 | -11.9% | -14.4% | 36.5 |
| 103 | West 103rd ♿ | 4,105 | 4,943 | 4,346 | 5.9% | -12.1% | 37.1 |
| *Saturday* | | | | | | | |
| 40 | Chinatown/Pilsen Shuttle ♿ | | 663 | 301 | | -54.6% | 10.4 |
| 51 | 51st ♿ | 1,971 | 2,146 | 1,612 | -18.2% | -24.9% | 30.3 |
| 81W | West Lawrence ♿ | 1,050 | 996 | 814 | -22.4% | -18.2% | 20.2 |
| 155 | Devon ♿ | 4,741 | 6,362 | 5,731 | 20.9% | -9.9% | 57.0 |
| 8A | South Halsted ♿ | 4,294 | 2,986 | 2,714 | -36.8% | -9.1% | 32.2 |
| 119 | Michigan/119th ♿ | 4,778 | 4,498 | 4,113 | -13.9% | -8.6% | 37.3 |
| 65 | Grand ♿ | 3,504 | 4,033 | 3,752 | 7.1% | -7.0% | 35.6 |
| 4 | Cottage Grove ♿ | 16,679 | 19,533 | 18,357 | 10.1% | -6.0% | 55.7 |
| 126 | Jackson ♿ | 4,584 | 4,809 | 4,575 | -0.2% | -4.9% | 32.7 |
| 71 | 71st/South Shore ♿ | 7,486 | 9,438 | 9,014 | 20.4% | -4.5% | 52.5 |
| *Sunday* | | | | | | | |
| 172 | U of Chicago - Kenwood | 92 | 99 | 33 | -63.9% | -66.6% | |
| 201 | Central/Ridge ♿ | 177 | 353 | 157 | -11.7% | -55.6% | 16.1 |
| 40 | Chinatown/Pilsen Shuttle ♿ | | 646 | 388 | | -39.9% | 13.4 |
| 88 | Higgins ♿ | 475 | 682 | 464 | -2.5% | -32.0% | 14.8 |
| 43 | 43rd ♿ | 337 | 525 | 394 | 17.1% | -25.0% | 19.1 |
| X80 | Irving Park Express ♿ | | 856 | 660 | | -22.9% | 13.9 |
| 173 | U of Chicago - Lakeview | 162 | 203 | 161 | -0.6% | -20.3% | |
| 30 | South Chicago ♿ | 642 | 1,078 | 862 | 34.3% | -20.0% | 13.2 |
| 52A | South Kedzie ♿ | 2,015 | 2,922 | 2,530 | 25.6% | -13.4% | 42.3 |
| 87 | 87th ♿ | 6,062 | 7,379 | 6,418 | 5.9% | -13.0% | 52.0 |

# September 2005 Bus Ridership by Route

**Section IX: Lowest Productivity Routes**

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 53AL | South Pulaski Limited ♿ | | | 163 | | | 8.9 |
| 64 | Foster-Canfield ♿ | 233 | 222 | 175 | -24.8% | -21.1% | 14.6 |
| 168 | UIC-Pilsen Express ♿ | 114 | 65 | 63 | -44.5% | -2.2% | 16.2 |
| 55N | 55th/Narragansett ♿ | 1,051 | 1,103 | 1,078 | 2.5% | -2.3% | 16.4 |
| 205 | Chicago/Golf ♿ | 1,321 | 1,099 | 1,035 | -21.6% | -5.8% | 18.1 |
| 90N | North Harlem ♿ | 467 | 405 | 585 | 25.3% | 44.5% | 20.4 |
| 56A | North Milwaukee ♿ | 886 | 809 | 752 | -15.1% | -7.0% | 20.5 |
| 201 | Central/Ridge ♿ | 1,472 | 1,541 | 1,840 | 25.0% | 19.4% | 20.9 |
| 169 | 69th-UPS Express | 467 | 272 | 186 | -60.3% | -31.8% | 21.0 |
| 96 | Lunt ♿ | 934 | 1,077 | 1,112 | 19.1% | 3.2% | 22.0 |
| *Saturday* | | | | | | | |
| 55N | 55th/Narragansett ♿ | 162 | 190 | 185 | 14.1% | -2.6% | 7.1 |
| 40 | Chinatown/Pilsen Shuttle ♿ | | 663 | 301 | | -54.6% | 10.4 |
| 90N | North Harlem ♿ | 206 | 190 | 191 | -7.1% | 0.8% | 10.4 |
| 85A | North Central ♿ | 263 | 153 | 223 | -15.0% | 45.7% | 14.3 |
| 201 | Central/Ridge ♿ | 704 | 895 | 931 | 32.1% | 4.0% | 15.0 |
| X80 | Irving Park Express ♿ | | 707 | 756 | | 6.9% | 16.0 |
| 18 | 16th-18th ♿ | 976 | 923 | 1,016 | 4.1% | 10.1% | 16.7 |
| 81W | West Lawrence ♿ | 1,050 | 996 | 814 | -22.4% | -18.2% | 20.2 |
| 30 | South Chicago ♿ | 1,906 | 1,968 | 2,083 | 9.3% | 5.9% | 20.4 |
| 62H | Archer/Harlem ♿ | 531 | 507 | 540 | 1.7% | 6.4% | 20.7 |
| *Sunday* | | | | | | | |
| 30 | South Chicago ♿ | 642 | 1,078 | 862 | 34.3% | -20.0% | 13.2 |
| 40 | Chinatown/Pilsen Shuttle ♿ | | 646 | 388 | | -39.9% | 13.4 |
| X80 | Irving Park Express ♿ | | 856 | 660 | | -22.9% | 13.9 |
| 18 | 16th-18th ♿ | 804 | 794 | 835 | 3.8% | 5.1% | 14.7 |
| 88 | Higgins ♿ | 475 | 682 | 464 | -2.5% | -32.0% | 14.8 |
| 201 | Central/Ridge ♿ | 177 | 353 | 157 | -11.7% | -55.6% | 16.1 |
| 43 | 43rd ♿ | 337 | 525 | 394 | 17.1% | -25.0% | 19.1 |
| 63W | West 63rd ♿ | 489 | 500 | 603 | 23.2% | 20.6% | 20.7 |
| 112 | Vincennes/111th ♿ | 957 | 1,020 | 1,074 | 12.2% | 5.3% | 20.7 |
| 130 | Grant Park Treasures ♿ | 68 | 283 | 642 | 838.4% | 126.7% | 21.8 |

# September 2005 Bus Ridership by Route

**Section VIII: Highest Productivity Routes**

| Route | Name | 2003 | 2004 | 2005 | Percent Change '03-'05 | Percent Change '04-'05 | Passengers Per Platform Hour |
|---|---|---|---|---|---|---|---|
| *Weekday* | | | | | | | |
| 81 | Lawrence ♿ | 15,047 | 15,441 | 15,457 | 2.7% | 0.1% | 77.5 |
| 4 | Cottage Grove ♿ | 25,217 | 26,140 | 25,413 | 0.8% | -2.8% | 76.4 |
| 20 | Madison ♿ | 22,611 | 23,180 | 25,553 | 13.0% | 10.2% | 75.6 |
| 85 | Central ♿ | 14,669 | 14,214 | 13,796 | -5.9% | -2.9% | 75.0 |
| 79 | 79th ♿ | 33,617 | 36,021 | 37,735 | 12.3% | 4.8% | 71.4 |
| 67 | 67th-69th-71st ♿ | 15,420 | 15,604 | 17,453 | 13.2% | 11.8% | 69.5 |
| 53 | Pulaski ♿ | 22,305 | 22,534 | 25,777 | 15.6% | 14.4% | 68.9 |
| 66 | Chicago ♿ | 21,590 | 21,751 | 23,417 | 8.5% | 7.7% | 68.9 |
| 28 | Stony Island ♿ | 11,081 | 11,024 | 10,750 | -3.0% | -2.5% | 67.9 |
| 92 | Foster ♿ | 8,901 | 8,393 | 8,422 | -5.4% | 0.3% | 67.5 |
| *Saturday* | | | | | | | |
| 90 | Harlem ♿ | 3,603 | 4,065 | 4,930 | 36.8% | 21.3% | 69.1 |
| 85 | Central ♿ | 8,551 | 8,801 | 10,051 | 17.5% | 14.2% | 68.2 |
| 81 | Lawrence ♿ | 11,748 | 11,821 | 11,885 | 1.2% | 0.5% | 68.0 |
| 54 | Cicero ♿ | 10,487 | 11,520 | 11,294 | 7.7% | -2.0% | 66.1 |
| 91 | Austin ♿ | 4,492 | 4,699 | 5,472 | 21.8% | 16.4% | 65.8 |
| 12 | Roosevelt ♿ | 6,590 | 7,770 | 9,384 | 42.4% | 20.8% | 65.1 |
| 66 | Chicago ♿ | 13,934 | 14,404 | 15,826 | 13.6% | 9.9% | 63.8 |
| 20 | Madison ♿ | 13,650 | 14,600 | 16,559 | 21.3% | 13.4% | 62.4 |
| 92 | Foster ♿ | 4,882 | 4,645 | 4,707 | -3.6% | 1.3% | 62.0 |
| 49B | North Western ♿ | 3,469 | 3,251 | 3,337 | -3.8% | 2.6% | 61.3 |
| *Sunday* | | | | | | | |
| 152 | Addison ♿ | 3,506 | 3,887 | 5,249 | 49.7% | 35.0% | 72.6 |
| 81 | Lawrence ♿ | 8,334 | 8,978 | 9,712 | 16.5% | 8.2% | 69.3 |
| 79 | 79th ♿ | 15,776 | 18,129 | 20,144 | 27.7% | 11.1% | 64.2 |
| 49B | North Western ♿ | 2,663 | 2,500 | 2,917 | 9.6% | 16.7% | 61.6 |
| 12 | Roosevelt ♿ | 4,902 | 6,271 | 7,339 | 49.7% | 17.0% | 60.2 |
| 54B | South Cicero ♿ | 2,677 | 3,174 | 3,308 | 23.5% | 4.2% | 59.1 |
| 155 | Devon ♿ | 3,512 | 4,710 | 4,418 | 25.8% | -6.2% | 58.3 |
| 66 | Chicago ♿ | 8,533 | 9,972 | 10,289 | 20.6% | 3.2% | 57.6 |
| 67 | 67th-69th-71st ♿ | 6,541 | 7,341 | 8,266 | 26.4% | 12.6% | 56.8 |
| 77 | Belmont ♿ | 10,051 | 11,253 | 12,050 | 19.9% | 7.1% | 56.6 |