



Flooding Resilience Plan for Bus Operations

Appendix D: CTA Reroute Impact Analysis

Prepared for the Regional Transportation Authority
of Northeast Illinois



March 30, 2018

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Quality Management

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CTA-Impact Matrix Worksheet

Routes are characterized by their service pattern. Existing conditions represent normal operating patterns, while reroute represents the operating pattern when inclement weather requires adjustments to the route alignment.

Estimates of impacts to operating costs are calculated using each route’s cost per-hour metric. As with the changes in travel times vary substantially in both positive and negative directions, changes in trip cost likewise show as positive and negative, with increased costs projected to be incurred in some situations, and savings in other situations. These cost projections are presented as Base costs, along with other scenarios accounting for additional Low, Moderate and High travel delay factors which would increase costs.

Metric	Description
# of Potential Incidents (OEMC)	Count of calls to the Office of Emergency Management and Communications (OEMC) (311) to report incidents of on-street and viaduct flooding.
Flooding noted within 400 ft	Flooding incidents identified by CTA operations staff within 400 feet of the specific route. This distance was used as the approximate distance of one city block.
Bus Stops Missed	Number of existing bus stops skipped due to a reroute.
Avg Riders Impacted per Day	Sourced from CTA provided Ventra boarding data. This number represents the average number of boardings missed or riders impacted if the bus were to be rerouted for an entire day.
Travel Time	Calculated using the route network on Google for a one-way trip, which is based on CTA published schedules. Reroutes were calculated using the same bus route on Google, but modifying the route to reflect adjustments to avoid areas of flooding.
Travel Time Change (Base)	The change in travel time for a one-way trip operating on a reroute.
Travel Time Change (Low)	The change in travel for a one-way trip operating on a reroute with a 5 percent time factor added to the base travel time.
Travel Time Change (Mod)	The change in travel for a one-way trip operating on a reroute with a 15 percent time factor added to the base travel time.
Travel Time Change (High)	The change in travel for a one-way trip operating on a reroute with a 30 percent time factor added to the base travel time.
Revenue Hour	Sourced from CTA-provided data for annual revenue hours by route.
Cost per trip	Sourced from CTA-provided data for annual revenue hours by route. Annual Cost for reroutes was calculated by adding a multiplier to the existing cost determined by the percentage change in travel time from existing route to reroute. The cost is based on an assumption of \$100 per revenue hour. This assumption can be modified by the user on the <i>Existing Cost-Revenue</i> tab and costs will update automatically.
Cost per trip (Base)	Calculated by multiplying the assumption of \$100 per revenue hour to the total one-way hours, which is the travel time divided by 60 minutes.
Cost per trip (Low/Mod/High)	Calculated by multiplying the cost per hour by the reroute travel time (one-trip) incremented by the selected time factor.
Cost Change per Trip (Base)	The change in cost per trip going into reroute using base travel time with no additional time factor multiplier.
Cost Change per Trip (Low/Mod/High)	The change in cost per trip for a reroute with additional congestion.
Custom Travel Time Adjustments	Three factors which compose the travel time factor. User selects “Low”, “Moderate” or “High” additional Travel Time impact values to calculate a customized adjusted reroute time.
Congestion	Travel time factor reflecting additional roadway congestion resulting from a rain event.
Storm Severity	Travel time factor reflecting storm severity which may contribute to traffic slowdowns resulting from a rain event.
Operating Delay	Travel time factor representing the difficulty for CTA dispatch or the CTA bus operator to respond to the storm incident.
Factor AVG	Represents the average score of the three factors
Time Factor	The percentage which is added to travel time and cost per trip to represent estimates of how the storm incident could impact travel time and operating costs.

All transit GIS data was provided by CTA, and processed by AECOM and its subconsultant UrbanGIS.

- Bus stop locations
- Location of OEMC/311 flood call complaints
- Driver-reported flooding hot spot locations
- Ventra boarding location

Flooding Resiliency Plan OPERATIONS 2016-08-31. This table provided annual daily ridership categorized by route and day type, annual revenue miles and hours by route, and estimated operating costs and revenue received by route. Shown on the *Existing Cost-Revenue* tab and *Revenue Mile and Hours by Route* tab.

Ventra boarding locations. The Ventra file provided GPS locations of boarding activity. The data was limited to the week prior to nine identified storm day incidents, as well as the nine storm day incidents. There are a few issues identified by CTA staff which may cause the exact GPS location to move away from the physical bus stop location. To address this issue, buffers were created around bus stops to capture the adjacent Ventra GPS points. Shown on the *Dly Rider by Rt and Day* tab.

Ridership summary. The ridership summary file provided ridership at the route level summarized at half-hour intervals. The data was limited to the week prior to nine identified storm day incidents, as well as the nine storm day incidents. Shown on the *Ridership* tab.

Rainfall data. Rainfall Data was obtained from the MRCC's online cli-MATE database. The rainfall gauge at three airports was used to obtain total rainfall on an hourly basis. These airports are Midway Airport, Chicago O’Hare International Airport, and Palwaukee Airport. Shown on the *Storm Days Correlation* tab.

Route	Route Type	Risk Areas			Ridership		Travel Time (Minutes)								Travel Time (Hours)				Revenue Hour	Cost	Cost per trip (Base)
		# of Potential Incidents (OEMC)	Flooding Noted within 400ft	Change in Flood Areas	Bus Stops Missed	Avg Riders Impacted per Day	Travel Time (Base)	Travel Time (Low)	Travel Time (Mod)	Travel Time (High)	Travel Time Change (Base)	Travel Time Change (Low)	Travel Time Change (Mod)	Travel Time Change (High)	Hours (Base)	Hours (Low)	Hours (Mod)	Hours (High)			
4	Existing	139	34				91								1.52				124,579	\$ 12,457,940.83	\$ 152
8	Existing	154	21				93								1.54				130,401	\$ 13,040,070.00	\$ 154
9	Existing	356	47				113								1.88				185,329	\$ 18,532,925.00	\$ 188
J14	Existing	183	7				58								0.97				72,031	\$ 7,203,098.33	\$ 97
20	Existing	88	8				60								0.99				99,581	\$ 9,958,073.33	\$ 99
22	Existing	161	3				76								1.26				111,424	\$ 11,142,421.67	\$ 126
49	Existing	297	89				92								1.53				165,379	\$ 16,537,850.83	\$ 153
52	Existing	151	29				81								1.34				83,977	\$ 8,397,655.83	\$ 134
53	Existing	149	36				72								1.20				113,663	\$ 11,366,315.83	\$ 120
55	Existing	108	10				51								0.84				76,366	\$ 7,636,570.00	\$ 84
62	Existing	99	38				73								1.21				88,649	\$ 8,864,887.50	\$ 121
66	Existing	156	22				65								1.08				123,139	\$ 12,313,887.50	\$ 108
77	Existing	295	11				68								1.13				126,327	\$ 12,632,654.17	\$ 113
79	Existing	189	24				71								1.18				166,935	\$ 16,693,537.50	\$ 118
85	Existing	163	2				52								0.86				58,756	\$ 5,875,565.00	\$ 86
92	Existing	69	9				39								0.65				37,047	\$ 3,704,691.67	\$ 65
147	Existing	193	21				60								1.00				78,320	\$ 7,831,969.17	\$ 100
4	Reroute	179	34	0	16	2	97	102	112	126	6	11	21	35	1.62	1.70	1.86	2.10	124,579	\$ 12,457,940.83	\$ 162
8	Reroute	189	14	-7	36	336	105	110	120	136	12	17	28	43	1.74	1.83	2.00	2.26	130,401	\$ 13,040,070.00	\$ 174
9	Reroute	368	41	-6	4	63	119	125	137	155	7	12	24	42	1.98	2.08	2.28	2.58	185,329	\$ 18,532,925.00	\$ 198
J14	Reroute	189	7	0	0	0	63	66	72	82	5	8	14	24	1.05	1.10	1.21	1.37	72,031	\$ 7,203,098.33	\$ 105
20	Reroute	92	9	1	7	44	62	65	71	80	2	5	11	20	1.03	1.08	1.18	1.33	99,581	\$ 6,786,466.67	\$ 70
22	Reroute	161	3	0	0	0	76	79	87	98	0	4	11	23	1.26	1.32	1.45	1.64	111,424	\$ 11,142,421.67	\$ 126
49	Reroute	298	66	-23	3	11	94	99	108	122	2	7	16	30	1.57	1.65	1.80	2.04	165,379	\$ 16,537,850.83	\$ 157
49a	Reroute	305	60	-29	8	98	96	100	110	124	4	8	18	32	1.59	1.67	1.83	2.07	165,379	\$ 16,537,850.83	\$ 159
52	Reroute	113	5	-24	98	750	71	74	81	92	-10	-6	1	11	1.18	1.23	1.35	1.53	83,977	\$ 8,397,655.83	\$ 118
53	Reroute	148	27	-9	9	155	75	78	86	97	3	6	14	25	1.24	1.30	1.43	1.61	113,663	\$ 11,366,315.83	\$ 124
53a	Reroute	151	27	-9	9	155	77	80	88	99	5	8	16	27	1.28	1.34	1.47	1.66	113,663	\$ 11,366,315.83	\$ 128
53b	Reroute	163	33	-3	9	155	78	82	90	101	6	10	18	29	1.30	1.37	1.50	1.69	113,663	\$ 11,366,315.83	\$ 130
55	Reroute	132	4	-6	18	253	58	61	67	75	8	10	16	25	0.97	1.02	1.11	1.26	76,366	\$ 7,636,570.00	\$ 97
62	Reroute	100	38	0	15	87	76	80	87	99	4	7	15	26	1.27	1.33	1.46	1.65	88,649	\$ 8,864,887.50	\$ 127
66	Reroute	162	21	-1	5	21	67	70	76	86	2	5	12	22	1.11	1.16	1.27	1.44	123,139	\$ 12,313,887.50	\$ 111
66a	Reroute	178	31	9	5	21	69	72	79	89	4	7	14	25	1.14	1.20	1.31	1.48	123,139	\$ 12,313,887.50	\$ 114
77	Reroute	327	8	-3	14	224	78	82	90	101	10	14	22	33	1.30	1.37	1.50	1.69	126,327	\$ 12,632,654.17	\$ 130
79	Reroute	190	21	-3	12	87	73	76	83	94	2	5	12	23	1.21	1.27	1.39	1.57	166,935	\$ 16,693,537.50	\$ 121
85 E	Reroute	205	6	4	14	72	56	58	64	72	4	7	12	21	0.93	0.97	1.06	1.20	58,756	\$ 5,875,565.00	\$ 93
85 W	Reroute	197	4	2	14	72	56	58	64	72	4	7	12	21	0.93	0.97	1.06	1.20	58,756	\$ 5,875,565.00	\$ 93
85 Nar	Reroute	201	0	-2	14	72	59	61	67	76	7	10	16	25	0.98	1.02	1.12	1.27	58,756	\$ 5,875,565.00	\$ 98
92	Reroute	104	12	3	15	31	43	45	49	55	4	6	10	16	0.71	0.74	0.81	0.92	37,047	\$ 3,704,691.67	\$ 71
147 A	Reroute	229	18	-3	5	78	73	76	83	94	13	16	23	34	1.21	1.27	1.39	1.57	78,320	\$ 7,831,969.17	\$ 121
147 B	Reroute	233	19	-2	5	78	78	81	89	101	18	21	29	41	1.29	1.36	1.49	1.68	78,320	\$ 7,831,969.17	\$ 129
147 AC	Reroute	207	20	-1	2	78	71	74	81	92	11	14	21	32	1.18	1.23	1.35	1.53	78,320	\$ 7,831,969.17	\$ 118
147 BC	Reroute	220	22	1	2	78	76	79	87	98	16	19	27	38	1.26	1.32	1.45	1.64	78,320	\$ 7,831,969.17	\$ 126

Route	Route Type	New TT	Travel Time								
			(Google)	NB/EB 1	SB/WB 1	NB/EB 2	SB/WB 2	NB/EB 3	SB/WB 3	NB/EB 4	SB/WB 4
4	Existing		91	92	90	182					
8	Existing		92.5	94	91	185					
9	Existing		112.5	112	113	225					
J14	Existing		58	57	59	116					
20	Existing		59.5	60	59	119					
22	Existing		75.5	76	75	151					
49	Existing		92	90	94	184					
52	Existing		80.5	80	81	161					
53	Existing		72	68	76	144					
55	Existing		50.5	50	51	101					
62	Existing		72.5	70	75	145					
66	Existing		64.5	66	63	129					
77	Existing		68	65	71	136					
79	Existing		71	72	70	142					
85	Existing		51.5	49	54	103					
92	Existing		39	36	42	78					
147	Existing		60	61	59	120					
4	Reroute	97	6	4	2 extra						
8	Reroute	104.5	12	2	5	3	2 extra				
9	Reroute	119	6.5	6.5 extra							
J14	Reroute	63	5	5 extra							
20	Reroute	61.5	2	2 extra							
22	Reroute	75.5	0	no reroute							
49	Reroute	94	2	2							
49a	Reroute	95.5	3.5	3.5							
52	Reroute	70.5	10	2.5	0	2.5 extra		15 less		10 less minutes total	
53	Reroute	74.5	2.5	2.5 extra							
53a	Reroute	76.5	4.5	4.5 extra							
53b	Reroute	78	6	6 extra							
55	Reroute	58	7.5	3.5	4 extra						
62	Reroute	76	3.5	3.5							
66	Reroute	66.5	2	2 extra							
66a	Reroute	68.5	4	4 extra							
77	Reroute	78	10	5	5 extra						
79	Reroute	72.5	1.5	1.5 extra							
85 E	Reroute	55.5	4	4 extra							
85 W	Reroute	55.5	4	4							
85 Nar	Reroute	58.5	7	7							
92	Reroute	42.5	3.5	3.5							
147 A	Reroute	72.5	12.5	5	3.5	4					
147 B	Reroute	77.5	17.5	10	3.5	4					
147 AC	Reroute	70.5	10.5	5	3.5	2					
147 BC	Reroute	75.5	15.5	10	3.5	2					
	A; NB to Oak		5								
	Sheridan NB all		3.5								
	B; NB		10								
	SB AB		4								
	SB C		2								

Access Database -- All Routes - All Storm Days

Selected Days*	Description	Total Ridership for Select Days	Average Daily Ridership
2015/06/15-16; 2015/09/18-19; 2016/07/23-24; 2015/04/9-10; 2015/12/23; 2016/03/24-25; 2017/01/16-17; 2017/02/07 2015/06/8-9; 2015/09/11-12; 2016/07/16-17;	Total Ridership for Storm Days	2,406,711	401,119 Riders/day
2015/04/2-3; 2015/12/16; 2016/03/17-18; 2017/01/9-10; 2017/01/31	Total Ridership for Previous Days (Non-Storm)	2,642,546	440,424 Riders/day
	Average Daily Ridership Difference		39,306
	Percent change		-8.92%

Access Database -- All Routes - Moderate/Major Storm Days

Selected Days*	Description	Total Ridership for Select Days	Average Daily Ridership
2015/06/15-16; 2015/09/18-19; 2016/07/23-24	Total Ridership for Storm Days	1,003,038	167,173 Riders/day
2015/06/8-9; 2015/09/11-12; 2016/07/16-17	Total Ridership for Previous Days (Non-Storm)	1,056,995	176,166 Riders/day
	Average Daily Ridership Difference		8,993
	Percent change		-5.10%

Minor Storm Days

Selected Days	Description	Total Ridership for Select Days	Average Daily Ridership
2015/04/9-10; 2015/12/23; 2016/03/24-25; 2017/01/16-17; 2017/02/07	Total Ridership for Storm Days	1,403,673	233,946 Riders/day
2015/04/2-3; 2015/12/16; 2016/03/17-18; 2017/01/9-10; 2017/01/31	Total Ridership for Previous Days (Non-Storm)	1,585,551	264,259 Riders/day
	Average Daily Ridership Difference		30,313.00
	Percent change		-11.47%

*no Ventra data for 2013. We can amend with APC summary data.

Weekday vs Weekend Breakdown - Moderate/Major Storm Days

Selected Days*	Description	Total Ridership for Select Days	Average Daily Ridership
2015/06/15-16; 2015/09/18-19	Weekday Storm Days Total	777,090	194,273 Riders/day
2015/06/8-9; 2015/09/11-12	Weekday Previous Days (Non-Storm)	813,414	203,354 Riders/day
	Percent change		-4.47%
2016/07/23-24	Weekend Storm Days Total	225,948	112,974 Riders/day
2016/07/16-17	Weekend Previous Days (Non-Storm)	243,581	121,791 Riders/day
	Percent change		-7.24%

*no Ventra data for 2013. We can amend with APC summary data.

Breakdown by Route Moderate/Major Storm Days

Route	Total Ridership for Storm Days	Total Ridership for Previous Days (Non-Storm)	Total Ridership Difference	Weekday Storm Days Total	Weekday Previous Days Total (Non-Storm)	Total Ridership Difference	Weekend Storm Days Total	Weekend Previous Days Total (Non-Storm)	Total Ridership Difference
4	72,136	77,318	-7.18%	56,546	59,419	-5.08%	15,590	17,899	-14.81%
8	73,955	74,812	-1.16%	58,482	59,664	-2.02%	15,473	15,148	2.10%
9	96,063	105,708	-10.04%	74,084	78,939	-6.55%	21,979	26,769	-21.79%
20	56,377	56,387	-0.02%	44,347	45,203	-1.93%	12,030	11,184	7.03%
22	73,866	76,318	-3.32%	54,859	55,748	-1.62%	19,007	20,570	-8.22%
49	82,970	89,909	-8.36%	65,427	71,188	-8.81%	17,543	18,721	-6.71%
52	38,779	39,774	-2.57%	31,176	30,823	1.13%	7,603	8,951	-17.73%
53	64,283	68,789	-7.01%	50,438	53,539	-6.15%	13,845	15,250	-10.15%
55	39,051	38,666	0.99%	29,199	29,738	-1.85%	9,852	8,928	9.38%
62	38,471	41,019	-6.62%	29,916	31,196	-4.28%	8,555	9,823	-14.82%
66	83,661	88,105	-5.31%	65,456	67,600	-3.28%	18,205	20,505	-12.63%
77	84,893	85,701	-0.95%	65,929	66,995	-1.62%	18,964	18,706	1.36%
79	90,005	99,259	-10.28%	68,182	76,264	-11.85%	21,823	22,995	-5.37%
85	32,371	37,691	-16.43%	24,350	28,947	-18.88%	8,021	8,744	-9.01%
92	25,475	24,698	3.05%	20,189	19,254	4.63%	5,286	5,444	-2.99%
147	50,682	52,841	-4.26%	38,510	38,897	-1.00%	12,172	13,944	-14.56%
Total	1,003,038	1,056,995	-5.38%	777,090	813,414	-4.67%	225,948	243,581	-7.80%

Minor Storm Days

Route	Total Ridership for Storm Days	Total Ridership for Previous Days (Non-Storm)	Total Ridership Difference
4	102,602	119,810	-16.77%
8	117,584	130,853	-11.28%
9	103,583	122,233	-18.00%
20	84,531	99,256	-17.42%
22	100,805	112,307	-11.41%
49	93,264	108,810	-16.67%
52	55,985	63,781	-13.93%
53	90,928	101,908	-12.08%
55	50,465	57,883	-14.70%
62	56,189	62,695	-11.58%
66	129,223	138,958	-7.53%
77	125,517	141,847	-13.01%
79	128,564	142,954	-11.19%
85	50,124	58,154	-16.02%
92	37,158	42,633	-14.73%
147	77,151	81,469	-5.60%
Total	1,403,673	1,585,551	-12.96%

Nine Storm Days Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.708	1			
Palwkee_Precp	0.414	0.427	1		
AVG_Precp	0.874	0.888	0.702	1	
ALL_Routes	-0.030	0.002	-0.001	-0.012	1

Moderate/Major Storm Days Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.718	1			
Palwkee_Precp	0.396	0.363	1		
AVG_Precp	0.883	0.885	0.664	1	
ALL_Routes	-0.062	-0.019	-0.026	-0.044	1

Minor Storm Days Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.640	1			
Palwkee_Precp	0.488	0.750	1		
AVG_Precp	0.826	0.915	0.858	1	
ALL_Routes	0.044	0.070	0.049	0.063	1

February 7, 2017 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.547	1			
Palwkee_Precp	0.273	0.367	1		
AVG_Precp	0.864	0.887	0.451	1	
ALL_Routes	0.041	0.011	0.113	0.039	1

January 16-17, 2017 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.897	1			
Palwkee_Precp	0.795	0.937	1		
AVG_Precp	0.937	0.989	0.947	1	
ALL_Routes	-0.080	-0.082	-0.057	-0.077	1

July 23-24, 2016 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.883	1			
Palwkee_Precp	0.586	0.646	1		
AVG_Precp	0.894	0.913	0.872	1	
ALL_Routes	-0.106	-0.059	-0.014	-0.062	1

March 24-25, 2016 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.473	1			
Palwkee_Precp	0.603	0.575	1		
AVG_Precp	0.876	0.747	0.870	1	
ALL_Routes	0.061	0.156	-0.051	0.052	1

December 23, 2015 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.713	1			
Palwkee_Precp	0.785	0.983	1		
AVG_Precp	0.944	0.904	0.944	1	
ALL_Routes	0.069	0.135	0.095	0.098	1

September 18-19, 2015 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.895	1			
Palwkee_Precp	0.506	0.670	1		
AVG_Precp	0.940	0.969	0.747	1	
ALL_Routes	-0.150	-0.226	-0.078	-0.175	1

June 15-16, 2015 Correlation

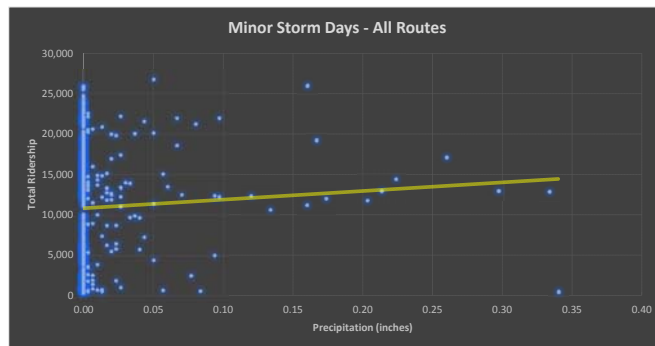
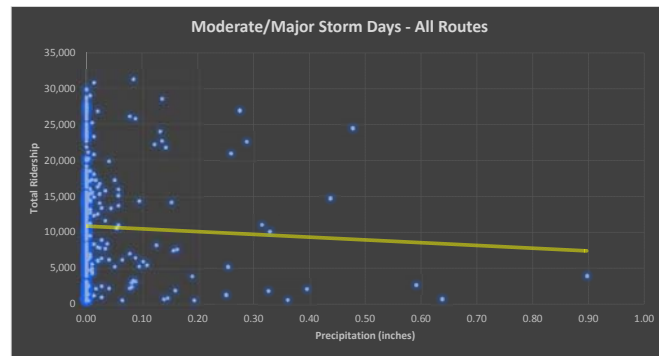
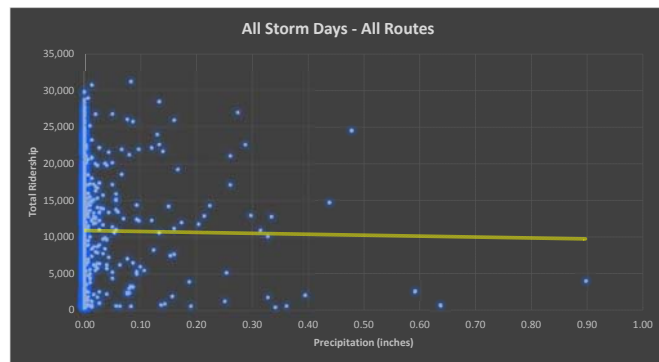
	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.644	1			
Palwkee_Precp	0.244	0.408	1		
AVG_Precp	0.815	0.922	0.604	1	
ALL_Routes	0.075	0.184	0.145	0.173	1

April 9-10, 2015 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.698	1			
Palwkee_Precp	0.403	0.766	1		
AVG_Precp	0.744	0.948	0.889	1	
ALL_Routes	0.118	0.165	0.131	0.160	1

April 17-18, 2013 Correlation

	Midway_Precp	Ohare_Precp	Palwkee_Precp	AVG_Precp	ALL_Routes
Midway_Precp	1				
Ohare_Precp	0.639	1			
Palwkee_Precp	-0.051	-0.038	1		
AVG_Precp	0.854	0.946	-0.039	1	
ALL_Routes	-0.150	-0.140	0.048	-0.158	1



Estimated \$Cost/Rev-Hr	Estimated \$Revenue/Rider
\$ 100.00	\$ 1.13

Route	Estimated Cost	Estimated Revenue	Est. Rev: Weekday	Est. Rev: Sat	Est. Rev: Sun
1	\$ 984,629.17	\$ 568,530.12	\$ 2,212.54	\$ -	\$ -
2	\$ 1,787,808.33	\$ 963,056.06	\$ 3,776.46	\$ -	\$ -
3	\$ 12,141,531.67	\$ 6,930,279.83	\$ 21,735.55	\$ 15,172.51	\$ 10,321.42
4	\$ 12,457,940.83	\$ 7,624,981.23	\$ 23,891.59	\$ 16,094.59	\$ 11,993.82
5	\$ 842,893.33	\$ 206,965.15	\$ 561.61	\$ 586.47	\$ 575.17
6	\$ 8,047,588.33	\$ 4,008,484.03	\$ 11,696.63	\$ 10,732.74	\$ 8,063.68
7	\$ 3,576,763.33	\$ 1,656,099.75	\$ 6,494.11	\$ -	\$ -
8	\$ 13,040,070.00	\$ 7,707,276.87	\$ 24,965.09	\$ 14,384.90	\$ 10,226.50
8A	\$ 2,538,112.50	\$ 1,188,865.09	\$ 3,686.06	\$ 2,712.00	\$ 1,862.24
9	\$ 18,532,925.00	\$ 10,008,359.15	\$ 31,073.87	\$ 22,210.15	\$ 16,029.05
X9	\$ 159,186.67	\$ 41,716.21	\$ 5,204.78	\$ 73.45	\$ -
10	\$ 381,146.67	\$ 173,596.25	\$ 759.36	\$ 883.66	\$ 693.82
11	\$ 1,560,526.67	\$ 585,010.04	\$ 1,888.23	\$ 1,114.18	\$ 786.48
12	\$ 7,900,445.83	\$ 5,029,413.04	\$ 16,000.80	\$ 9,643.42	\$ 7,721.29
J14	\$ 7,203,098.33	\$ 3,905,121.80	\$ 12,937.37	\$ 6,804.86	\$ 4,348.24
15	\$ 5,471,848.33	\$ 2,732,481.25	\$ 8,496.47	\$ 5,864.70	\$ 4,498.53
18	\$ 2,847,706.67	\$ 1,258,548.80	\$ 3,924.49	\$ 2,554.93	\$ 2,152.65
19	\$ -	\$ 51,808.24	\$ 375.16	\$ 326.57	\$ 305.10
20	\$ 9,958,073.33	\$ 6,246,476.15	\$ 20,076.71	\$ 11,844.66	\$ 8,810.61
21	\$ 6,786,466.67	\$ 3,491,744.07	\$ 10,694.32	\$ 8,442.23	\$ 5,614.97
22	\$ 11,142,421.67	\$ 6,875,549.41	\$ 20,552.44	\$ 16,772.59	\$ 13,146.42
24	\$ 2,839,278.33	\$ 845,276.16	\$ 3,314.29	\$ -	\$ -
26	\$ 1,633,661.67	\$ 928,440.77	\$ 3,640.86	\$ -	\$ -
28	\$ 5,261,448.33	\$ 2,388,514.90	\$ 7,940.51	\$ 3,882.68	\$ 2,789.97
29	\$ 8,512,285.00	\$ 4,866,629.76	\$ 14,966.85	\$ 11,171.18	\$ 8,087.41
30	\$ 3,882,132.50	\$ 1,222,754.92	\$ 4,065.74	\$ 2,484.87	\$ 980.84
34	\$ 3,549,498.33	\$ 1,867,366.81	\$ 5,814.98	\$ 3,898.50	\$ 3,136.88
35	\$ 4,690,035.00	\$ 1,926,726.84	\$ 6,198.05	\$ 3,562.89	\$ 2,775.28
36	\$ 9,484,533.33	\$ 5,304,439.22	\$ 14,977.02	\$ 15,371.39	\$ 11,827.71
37	\$ 1,472,122.50	\$ 484,366.59	\$ 1,899.53	\$ -	\$ -
39	\$ 2,135,030.00	\$ 639,066.98	\$ 2,326.67	\$ -	\$ -
43	\$ 1,500,880.00	\$ 593,403.68	\$ 1,978.63	\$ 998.92	\$ 636.19
44	\$ 3,517,495.83	\$ 1,293,220.59	\$ 4,339.20	\$ 2,020.44	\$ 1,407.98
47	\$ 6,597,173.33	\$ 3,755,458.95	\$ 11,609.62	\$ 8,610.60	\$ 5,985.61
48	\$ 1,068,929.17	\$ 332,525.10	\$ 1,304.02	\$ -	\$ -
49	\$ 16,537,850.83	\$ 8,432,210.29	\$ 26,461.21	\$ 17,921.80	\$ 12,975.79
49B	\$ 2,619,403.33	\$ 1,951,973.30	\$ 6,096.35	\$ 4,032.97	\$ 3,236.32
X49	\$ 132,106.67	\$ 31,423.04	\$ 3,908.67	\$ 107.35	\$ 45.20
50	\$ 7,209,178.33	\$ 3,404,224.44	\$ 11,141.80	\$ 6,105.39	\$ 4,236.37
51	\$ 1,770,977.50	\$ 524,399.10	\$ 1,657.71	\$ 1,066.72	\$ 800.04
52	\$ 8,397,655.83	\$ 4,329,520.42	\$ 13,821.03	\$ 8,628.68	\$ 6,144.94
52A	\$ 3,971,966.67	\$ 1,472,587.75	\$ 4,887.25	\$ 2,507.47	\$ 1,652.06
53	\$ 11,366,315.83	\$ 7,112,208.70	\$ 22,497.17	\$ 14,693.39	\$ 10,539.51
53A	\$ 6,401,025.83	\$ 2,716,073.65	\$ 9,199.33	\$ 4,164.05	\$ 2,652.11
54	\$ 6,861,575.83	\$ 4,205,507.44	\$ 12,910.25	\$ 9,779.02	\$ 6,978.88
54A	\$ 956,250.00	\$ 241,195.11	\$ 945.81	\$ -	\$ -
54B	\$ 2,937,444.17	\$ 1,297,218.53	\$ 3,906.41	\$ 3,356.10	\$ 2,183.16
55	\$ 7,636,570.00	\$ 4,152,815.54	\$ 12,770.13	\$ 9,045.65	\$ 7,347.26
55A	\$ 330,012.50	\$ 81,817.65	\$ 320.92	\$ -	\$ -
55N	\$ 834,445.00	\$ 175,468.66	\$ 642.97	\$ 219.22	\$ -
56	\$ 6,875,140.00	\$ 3,208,451.94	\$ 10,325.94	\$ 6,240.99	\$ 4,326.77
57	\$ 1,717,644.17	\$ 1,581,168.32	\$ 5,191.22	\$ 2,767.37	\$ 1,958.29
59	\$ 2,946,737.50	\$ 1,238,722.95	\$ 4,374.23	\$ 2,366.22	\$ -
60	\$ 7,941,492.50	\$ 3,527,125.50	\$ 11,442.38	\$ 6,323.48	\$ 4,837.53
62	\$ 8,864,887.50	\$ 3,806,887.51	\$ 12,163.32	\$ 7,341.61	\$ 5,575.42
62H	\$ 1,164,728.33	\$ 298,006.99	\$ 1,066.72	\$ 498.33	\$ -
63	\$ 9,749,923.33	\$ 6,079,239.54	\$ 18,977.22	\$ 12,666.17	\$ 10,023.10
63W	\$ 1,476,775.83	\$ 459,686.26	\$ 1,553.75	\$ 667.83	\$ 497.20
65	\$ 5,920,128.33	\$ 3,005,486.99	\$ 9,710.09	\$ 5,848.88	\$ 3,884.94
66	\$ 12,313,887.50	\$ 8,361,951.41	\$ 26,561.78	\$ 17,039.27	\$ 12,112.47
67	\$ 7,393,507.50	\$ 4,477,712.01	\$ 13,795.04	\$ 10,115.76	\$ 7,482.86
68	\$ 1,265,101.67	\$ 438,572.21	\$ 1,499.51	\$ 613.59	\$ 421.49

Route	Estimated Cost	Estimated Revenue	Est. Rev: Weekday	Est. Rev: Sat	Est. Rev: Sun
70	\$ 5,720,508.33	\$ 3,397,081.71	\$ 10,746.30	\$ 6,862.49	\$ 5,172.01
71	\$ 5,470,955.00	\$ 3,222,571.29	\$ 9,783.54	\$ 7,410.54	\$ 5,905.38
72	\$ 9,549,948.33	\$ 5,889,390.50	\$ 17,817.84	\$ 14,362.30	\$ 10,329.33
73	\$ 4,287,685.00	\$ 1,447,369.54	\$ 4,962.96	\$ 1,963.94	\$ 1,372.95
74	\$ 7,781,376.67	\$ 4,648,165.73	\$ 14,399.59	\$ 10,442.33	\$ 7,470.43
75	\$ 4,535,885.83	\$ 2,737,940.28	\$ 8,462.57	\$ 6,071.49	\$ 4,557.29
76	\$ 6,970,852.50	\$ 4,207,646.53	\$ 13,601.81	\$ 8,251.26	\$ 5,349.42
77	\$ 12,632,654.17	\$ 7,919,121.36	\$ 25,029.50	\$ 16,261.83	\$ 11,913.59
78	\$ 5,634,602.50	\$ 2,894,794.45	\$ 9,223.06	\$ 5,809.33	\$ 4,151.62
79	\$ 16,693,537.50	\$ 9,849,393.01	\$ 30,317.90	\$ 22,106.19	\$ 16,701.40
80	\$ 8,293,834.17	\$ 4,626,132.99	\$ 14,372.47	\$ 10,193.73	\$ 7,433.14
81	\$ 6,376,748.33	\$ 4,536,442.63	\$ 13,740.80	\$ 10,663.81	\$ 8,242.22
81W	\$ 1,457,136.67	\$ 559,890.14	\$ 1,824.95	\$ 1,100.62	\$ 640.71
82	\$ 10,612,298.33	\$ 6,664,981.82	\$ 21,401.07	\$ 12,882.00	\$ 9,271.65
84	\$ 2,589,416.67	\$ 1,369,015.34	\$ 4,525.65	\$ 2,342.49	\$ 1,606.86
85	\$ 5,875,565.00	\$ 3,704,229.27	\$ 11,721.49	\$ 7,569.87	\$ 5,542.65
85A	\$ 671,680.00	\$ 226,644.10	\$ 813.60	\$ 367.25	\$ -
86	\$ 2,144,570.83	\$ 756,810.72	\$ 2,967.38	\$ -	\$ -
87	\$ 9,100,098.33	\$ 4,779,962.15	\$ 14,969.11	\$ 10,182.43	\$ 7,470.43
88	\$ 1,134,833.33	\$ 427,593.13	\$ 1,424.93	\$ 687.04	\$ 493.81
90	\$ 3,375,205.00	\$ 1,782,381.77	\$ 5,594.63	\$ 3,919.97	\$ 2,618.21
91	\$ 4,155,783.33	\$ 2,434,212.10	\$ 7,911.13	\$ 4,539.21	\$ 3,116.54
92	\$ 3,704,691.67	\$ 2,427,307.80	\$ 7,856.89	\$ 4,489.49	\$ 3,282.65
93	\$ 2,313,041.67	\$ 1,087,751.56	\$ 3,916.58	\$ 1,713.08	\$ -
94	\$ 7,366,231.67	\$ 3,280,915.45	\$ 10,815.23	\$ 5,384.45	\$ 4,190.04
95E	\$ 2,614,353.33	\$ 1,368,583.68	\$ 4,286.09	\$ 2,831.78	\$ 2,210.28
95W	\$ 1,919,242.50	\$ 915,001.68	\$ 2,669.06	\$ 2,239.66	\$ 2,032.87
96	\$ 803,887.50	\$ 252,992.31	\$ 992.14	\$ -	\$ -
97	\$ 2,787,693.33	\$ 1,150,028.12	\$ 3,632.95	\$ 2,314.24	\$ 1,782.01
X98	\$ 10,625.00	\$ 4,444.29	\$ 19.21	\$ -	\$ -
100	\$ 771,523.33	\$ 208,253.35	\$ 816.99	\$ -	\$ -
103	\$ 2,714,483.33	\$ 946,420.20	\$ 3,097.33	\$ 1,577.48	\$ 1,285.94
106	\$ 1,744,660.83	\$ 529,459.24	\$ 1,862.24	\$ 650.88	\$ 359.34
108	\$ 920,994.17	\$ 382,865.47	\$ 1,501.77	\$ -	\$ -
111	\$ 3,003,442.50	\$ 1,367,387.01	\$ 4,366.32	\$ 2,649.85	\$ 2,002.36
111A	\$ 586,800.00	\$ 81,085.41	\$ 240.69	\$ 206.79	\$ 154.81
112	\$ 2,373,920.00	\$ 822,708.93	\$ 2,749.29	\$ 1,333.40	\$ 900.61
115	\$ 3,205,675.83	\$ 1,438,966.86	\$ 4,629.61	\$ 2,615.95	\$ 2,111.97
119	\$ 3,649,146.67	\$ 1,700,819.50	\$ 5,198.00	\$ 3,995.68	\$ 2,889.41
120	\$ 429,037.50	\$ 279,135.99	\$ 1,094.97	\$ -	\$ -
121	\$ 591,387.50	\$ 400,382.73	\$ 1,569.57	\$ -	\$ -
124	\$ 1,349,845.83	\$ 389,014.93	\$ 1,062.20	\$ 1,314.19	\$ 858.80
125	\$ 809,576.67	\$ 396,165.57	\$ 1,553.75	\$ -	\$ -
126	\$ 4,695,905.83	\$ 2,096,429.11	\$ 6,920.12	\$ 3,464.58	\$ 2,612.56
128	\$ -	\$ 7,786.83	\$ 789.87	\$ -	\$ 887.05
132	\$ 518,075.00	\$ 69,566.19	\$ 272.33	\$ -	\$ -
134	\$ 970,112.50	\$ 868,488.62	\$ 3,405.82	\$ -	\$ -
135	\$ 1,333,160.83	\$ 960,248.01	\$ 3,765.16	\$ -	\$ -
136	\$ 1,012,904.17	\$ 550,291.92	\$ 2,158.30	\$ -	\$ -
143	\$ 585,225.00	\$ 540,610.08	\$ 2,119.88	\$ -	\$ -
146	\$ 8,708,675.00	\$ 5,260,874.33	\$ 15,636.94	\$ 13,244.73	\$ 10,081.86
147	\$ 7,831,969.17	\$ 4,976,055.57	\$ 15,110.36	\$ 12,173.49	\$ 8,447.88
148	\$ 1,046,085.83	\$ 696,212.21	\$ 2,730.08	\$ -	\$ -
151	\$ 11,952,943.33	\$ 6,595,404.33	\$ 19,150.11	\$ 17,783.94	\$ 13,575.82
152	\$ 6,388,048.33	\$ 3,415,767.39	\$ 11,397.18	\$ 5,504.23	\$ 3,849.91
155	\$ 3,523,080.00	\$ 2,722,812.97	\$ 8,156.34	\$ 6,595.81	\$ 5,173.14
156	\$ 3,611,881.67	\$ 2,172,932.37	\$ 8,521.33	\$ -	\$ -
157	\$ 2,993,945.00	\$ 1,568,463.73	\$ 6,150.59	\$ -	\$ -
165	\$ 156,187.50	\$ 35,267.30	\$ 137.86	\$ -	\$ -
169	\$ 141,845.83	\$ 65,149.02	\$ 247.47	\$ 35.03	\$ -
170	\$ 338,725.00	\$ 94,550.49	\$ 370.64	\$ -	\$ -
171	\$ 696,250.00	\$ 402,472.10	\$ 1,418.15	\$ 479.12	\$ 462.17
172	\$ 1,171,827.50	\$ 596,614.01	\$ 2,157.17	\$ 550.31	\$ 519.80
192	\$ 259,462.50	\$ 247,641.76	\$ 970.67	\$ -	\$ -
201	\$ 1,779,105.83	\$ 638,872.62	\$ 2,231.75	\$ 1,339.05	\$ -
205	\$ 974,652.50	\$ 265,075.40	\$ 1,039.60	\$ -	\$ -
206	\$ 547,604.17	\$ 218,531.83	\$ 856.54	\$ -	\$ -

Chicago Transit Authority
Daily Ridership by Route and Day Type - Annual

ROUTE #	ROUTE NAME	AVERAGE			TOTAL ANNUAL
		WEEKDAY	SATURDAY	SUNDAY	
1	Bronzeville/Union Station	1,958			503,124
2	Hyde Park Express	3,342			852,262
3	King Drive	19,235	13,427	9,134	6,132,991
4	Cottage Grove	21,143	14,243	10,614	6,747,771
5	South Shore Night Bus	497	519	509	183,155
6	Jackson Park Express	10,351	9,498	7,136	3,547,331
7	Harrison	5,747			1,465,575
8	Halsted	22,093	12,730	9,050	6,820,599
8A	South Halsted	3,262	2,400	1,648	1,052,093
9	Ashland	27,499	19,655	14,185	8,856,955
X9	Ashland Express	4,606	65		36,917
10	Museum of S & I	672	782	614	153,625
11	Lincoln	1,671	986	696	517,708
12	Roosevelt	14,160	8,534	6,833	4,450,808
J14	Jeffery Jump	11,449	6,022	3,848	3,455,860
15	Jeffery Local	7,519	5,190	3,981	2,418,125
18	16th/18th	3,473	2,261	1,905	1,113,760
19	United Center Express	332	289	270	45,848
20	Madison	17,767	10,482	7,797	5,527,855
21	Cermak	9,464	7,471	4,969	3,090,039
22	Clark	18,188	14,843	11,634	6,084,557
24	Wentworth	2,933			748,032
26	South Shore Express	3,222			821,629
28	Stony Island	7,027	3,436	2,469	2,113,730
29	State	13,245	9,886	7,157	4,306,752
30	South Chicago	3,598	2,199	868	1,082,084
34	South Michigan	5,146	3,450	2,776	1,652,537
35	31st/35th	5,485	3,153	2,456	1,705,068
36	Broadway	13,254	13,603	10,467	4,694,194
37	Sedgwick	1,681			428,643
39	Pershing	2,059			565,546
43	43rd	1,751	884	563	525,136
44	Wallace-Racine	3,840	1,788	1,246	1,144,443
47	47th	10,274	7,620	5,297	3,323,415
48	South Damen	1,154			294,270
49	Western	23,417	15,860	11,483	7,462,133
49B	North Western	5,395	3,569	2,864	1,727,410
X49	Western Express	3,459	95	40	27,808
50	Damen	9,860	5,403	3,749	3,012,588
51	51st	1,467	944	708	464,070
52	Kedzie/California	12,231	7,636	5,438	3,831,434
52A	South Kedzie	4,325	2,219	1,462	1,303,175
53	Pulaski	19,909	13,003	9,327	6,293,990
53A	South Pulaski	8,141	3,685	2,347	2,403,605
54	Cicero	11,425	8,654	6,176	3,721,688
54A	North Cicero/Skokie Blvd.	837			213,447
54B	South Cicero	3,457	2,970	1,932	1,147,981
55	Garfield	11,301	8,005	6,502	3,675,058
55A	55th/Austin	284			72,405
55N	55th/Narragansett	569	194		155,282
56	Milwaukee	9,138	5,523	3,829	2,839,338
57	Laramie	4,594	2,449	1,733	1,399,264
59	59th/61st	3,871	2,094		1,096,215
60	Blue Island/26th	10,126	5,596	4,281	3,121,350
62	Archer	10,764	6,497	4,934	3,368,927
62H	Archer/Harlem	944	441		263,723
63	63rd	16,794	11,209	8,870	5,379,858
63W	West 63rd	1,375	591	440	406,802
65	Grand	8,593	5,176	3,438	2,659,723
66	Chicago	23,506	15,079	10,719	7,399,957
67	67th-69th-71st	12,208	8,952	6,622	3,962,577
68	Northwest Highway	1,327	543	373	388,117
70	Division	9,510	6,073	4,577	3,006,267
71	71st/South Shore	8,658	6,558	5,226	2,851,833
72	North	15,768	12,710	9,141	5,211,850

ROUTE #	ROUTE NAME	AVERAGE			TOTAL ANNUAL
		WEEKDAY	SATURDAY	SUNDAY	
73	Armitage	4,392	1,738	1,215	1,280,858
74	Fullerton	12,743	9,241	6,611	4,113,421
75	74th-75th	7,489	5,373	4,033	2,422,956
76	Diversey	12,037	7,302	4,734	3,723,581
77	Belmont	22,150	14,391	10,543	7,008,072
78	Montrose	8,162	5,141	3,674	2,561,765
79	79th	26,830	19,563	14,780	8,716,277
80	Irving Park	12,719	9,021	6,578	4,093,923
81	Lawrence	12,160	9,437	7,294	4,014,551
81W	West Lawrence	1,615	974	567	495,478
82	Kimball-Homan	18,939	11,400	8,205	5,898,214
84	Peterson	4,005	2,073	1,422	1,211,518
85	Central	10,373	6,699	4,905	3,278,079
85A	North Central	720	325		200,570
86	Narragansett/Ridgeland	2,626			669,744
87	87th	13,247	9,011	6,611	4,230,055
88	Higgins	1,261	608	437	378,401
90	Harlem	4,951	3,469	2,317	1,577,329
91	Austin	7,001	4,017	2,758	2,154,170
92	Foster	6,953	3,973	2,905	2,148,060
93	California/Dodge	3,466	1,516		962,612
94	South California	9,571	4,765	3,708	2,903,465
95E	93rd-95th	3,793	2,506	1,956	1,211,136
95W	West 95th	2,362	1,982	1,799	809,736
96	Lunt	878			223,887
97	Skokie	3,215	2,048	1,577	1,017,724
X98	Avon Express	17			3,933
100	Jeffery Manor Express	723			184,295
103	West 103rd	2,741	1,396	1,138	837,540
106	East 103rd	1,648	576	318	468,548
108	Halsted/95th	1,329			338,819
111	111th/King Drive	3,864	2,345	1,772	1,210,077
111A	Pullman Shuttle	213	183	137	71,757
112	Vincennes/111th	2,433	1,180	797	728,061
115	Pullman/115th	4,097	2,315	1,869	1,273,422
119	Michigan/119th	4,600	3,536	2,557	1,505,150
120	Ogilvie/Streeterville Express	969			247,023
121	Union/Streeterville Express	1,389			354,321
124	Navy Pier	940	1,163	760	344,261
125	Water Tower Express	1,375			350,589
126	Jackson	6,124	3,066	2,312	1,855,247
128	Soldier Field Express	699		785	6,891
132	Goose Island Express	241			61,563
134	Stockton/LaSalle Express	3,014			768,574
135	Clarendon/LaSalle Express	3,332			849,777
136	Sheridan/LaSalle Express	1,910			486,984
143	Stockton/Michigan Express	1,876			478,416
146	Inner Drive/Michigan Express	13,838	11,721	8,922	4,655,641
147	Outer Drive Express	13,372	10,773	7,476	4,403,589
148	Clarendon/Michigan Express	2,416			616,117
151	Sheridan	16,947	15,738	12,014	5,836,641
152	Addison	10,086	4,871	3,407	3,022,803
155	Devon	7,218	5,837	4,578	2,409,569
156	LaSalle	7,541			1,922,949
157	Streeterville/Taylor	5,443			1,388,021
165	West 65th	122			31,210
169	69th-UPS Express	219	31		57,654
170	U. of Chicago/Midway	328			83,673
171	U. of Chicago/Hyde Park	1,255	424	409	356,170
172	U. of Chicago/Kenwood	1,909	487	460	527,977
192	U. of Chicago Hospitals Express	859			219,152
201	Central/Ridge	1,975	1,185		565,374
205	Chicago/Golf	920			234,580
206	Evanston Circulator	758			193,391

* Source 2015 Annual Reort

ROUTE	NAME	SORT	REVHR	REVMIL
1	Bronzeville/Union Station	10	9,846	69,828
2	Hyde Park Express	20	17,878	192,696
3	King Drive	30	121,415	1,051,769
4	Cottage Grove	40	124,579	1,093,297
5	South Shore Night Bus	45	8,429	101,353
6	Jackson Park Express	50	80,476	923,519
7	Harrison	60	35,768	307,163
8	Halsted	70	130,401	1,105,178
8A	South Halsted	80	25,381	256,492
9	Ashland	90	185,329	1,655,782
X9	Ashland Express	91	1,592	16,278
10	Museum of S & I	95	3,811	45,370
11	Lincoln	100	15,605	136,141
12	Roosevelt	110	79,004	673,067
J14	Jeffery Jump	121	72,031	1,021,345
15	Jeffery Local	125	54,718	578,404
18	16th/18th	150	28,477	242,175
20	Madison	160	99,581	808,689
21	Cermak	170	67,865	581,466
22	Clark	180	111,424	889,898
24	Wentworth	195	28,393	280,920
26	South Shore Express	205	16,337	228,439
28	Stony Island	220	52,614	586,521
29	State	230	85,123	827,145
30	South Chicago	240	38,821	506,352
34	South Michigan	261	35,495	400,529
35	31st/35th	270	46,900	418,854
36	Broadway	280	94,845	661,554
37	Sedgwick	290	14,721	97,335
39	Pershing	300	21,350	223,767
43	43rd	330	15,009	128,020
44	Wallace-Racine	340	35,175	367,398
47	47th	360	65,972	585,415
48	South Damen	370	10,689	131,539
49	Western	380	165,379	1,521,660
49B	North Western	400	26,194	235,484
X49	Western Express	405	1,321	13,007
50	Damen	410	72,092	614,982
51	51st	420	17,710	183,023
52	Kedzie/California	430	83,977	770,850
52A	South Kedzie	440	39,720	428,480
53	Pulaski	450	113,663	934,520
53A	South Pulaski	460	64,010	683,520
54	Cicero	470	68,616	588,859
54A	North Cicero/Skokie Blvd.	480	9,563	102,421
54B	South Cicero	490	29,374	331,848
55	Garfield	500	76,366	730,197
55A	55th/Austin	502	3,300	33,664
55N	55th/Narragansett	505	8,344	83,308
56	Milwaukee	510	68,751	554,376
57	Laramie	530	17,176	146,744
59	59th/61st	540	29,467	292,345
60	Blue Island/26th	550	79,415	639,292
62	Archer	570	88,649	869,140
62H	Archer/Harlem	575	11,647	135,044
63	63rd	580	97,499	865,309
63W	West 63rd	585	14,768	146,287
65	Grand	600	59,201	573,472
66	Chicago	610	123,139	967,645
67	67th-69th-71st	620	73,935	730,576
68	Northwest Highway	630	12,651	143,730
70	Division	650	57,205	484,951
71	71st/South Shore	660	54,710	495,666
72	North	670	95,499	770,230
73	Armitage	680	42,877	364,732
74	Fullerton	690	77,814	643,527
75	74th-75th	700	45,359	406,581
76	Diversey	710	69,709	581,530

ROUTE	NAME	SORT	REVHR	REVMIL
77	Belmont	720	126,327	1,116,319
78	Montrose	730	56,346	488,506
79	79th	740	166,935	1,446,592
80	Irving Park	750	82,938	731,582
81	Lawrence	760	63,767	503,990
81W	West Lawrence	770	14,571	162,134
82	Kimball-Homan	780	106,123	947,404
84	Peterson	790	25,894	245,392
85	Central	800	58,756	531,087
85A	North Central	810	6,717	86,879
86	Narragansett/Ridgeland	820	21,446	232,525
87	87th	830	91,001	817,211
88	Higgins	840	11,348	130,633
90	Harlem	860	33,752	326,860
91	Austin	880	41,558	416,797
92	Foster	890	37,047	321,431
93	California/Dodge	900	23,130	223,130
94	South California	910	73,662	726,539
95E	93rd-95th	925	26,144	270,776
95W	West 95th	930	19,192	159,984
96	Lunt	940	8,039	73,292
97	Skokie	950	27,877	344,046
X98	Avon Express	960	106	2,941
100	Jeffery Manor Express	980	7,715	90,297
103	West 103rd	990	27,145	306,097
106	East 103rd	1010	17,447	182,405
108	Halsted/95th	1020	9,210	101,760
111	111th/King Drive	1040	30,034	322,536
111A	Pullman Shuttle	1042	5,868	50,320
112	Vincennes/111th	1050	23,739	270,442
115	Pullman/115th	1053	32,057	343,169
119	Michigan/119th	1055	36,491	376,883
120	Ogilvie/Streeterville Express	1070	4,290	25,229
121	Union/Streeterville Express	1080	5,914	35,485
124	Navy Pier	1105	13,498	80,602
125	Water Tower Express	1110	8,096	47,200
126	Jackson	1120	46,959	424,124
130	Museum Campus	1145	2,654	15,387
132	Goose Island Express	1152	5,181	47,205
134	Stockton/LaSalle Express	1155	9,701	87,841
135	Clarendon/LaSalle Express	1160	13,332	130,498
136	Sheridan/LaSalle Express	1170	10,129	107,708
143	Stockton/Michigan Express	1175	5,852	50,028
146	Inner Drive/Michigan Express	1190	87,087	689,699
147	Outer Drive Express	1200	78,320	808,894
148	Clarendon/Michigan Express	1205	10,461	100,382
151	Sheridan	1210	119,529	825,430
152	Addison	1220	63,880	589,933
155	Devon	1230	35,231	248,298
156	LaSalle	1240	36,119	241,196
157	Streeterville/Taylor	1250	29,939	193,752
165	West 65th	1270	1,562	16,358
169	69th-UPS Express	1275	1,418	37,145
170	U. of Chicago/Midway	1276	3,387	29,670
171	U. of Chicago/Hyde Park	1277	6,963	64,083
172	U. of Chicago/Kenwood	1278	11,718	78,091
192	U. of Chicago Hospitals Express	1281	2,595	38,997
201	Central/Ridge	1286	17,791	230,433
205	Chicago/Golf	1311	9,747	104,960
206	Evanston Circulator	1312	5,476	70,745

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    where t.month between '01jan15' and '01Dec15'
        and t.route = b.routenum
    group by t.route, b.name, b.sort
    order by b.sort
    
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