Chicago Transit Authority

Service Delivery
Planning
Market Research

Rail System	PMR-x95010
Nov. 1994 Traffic	3-3-95

Supersedes SDP-x94021

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Table I

Entering Weekday in volume order

	STATION	ROUTE	PASSENGERS	
	Washington	Red	19,300	
	95	Red	18,400	
	Jackson	Red	11,900	
	Chicago	Red	11,250	
5	Washington	Blue	11,000	
	Clark/Lake	Loop	10,800	
	Belmont	Red	9,550	
	Fullerton	Red	9,200	
	Jackson	Blue	8,400	
10	79	Red	8,250	
	Jefferson Park	Blue	8,100	
	Howard	Red	7,800	
	69	Red	7,650	
	Monroe	Blue	7,350	
15	Monroe	Red	7,100	
	O'Hare	Blue	7,050	
	Midway	Orange	6,650	
	Clark/Division	Red	6,300	
	Quincy/Wells	Loop	6,250	
20	Grand	Red	6,250	
	River Road	Blue	5,900	
	87	Red	5,750	
	Loyola	Red	5,450	
	U of I-Halsted	Blue	5,350	
25	Wilson	Red	5,100	
	Pulaski	Orange	5,050	
	Belmont	Blue	5,050	
	Cumberland	Blue	5,000	
	Desplaines	Blue	4,850	
30	Adams/Wabash	Loop	4,600	
	Garfield	Red	4,550	
	Morse	Red	4,550	
	Bryn Mawr	Red	4,500	
	Logan Square	Blue	4,500	
35	63	Red	4,450	
	Merchandise Mart	Brown	4,400	
	Addison	Red	4,150	
	47	Red	4,100	
	Division	Blue	4,050	
40	Randolph/Wells	Loop	4,000	
	Irving Park	Blue	3,950	
	Sox-35	Red	3,950	
	Kimball	Brown	3,900	
	Harlem (O'Hare)	Blue	3,800	
45	Damen	Blue	3,750	Average traffic per station = 3,750
	Davis	Purple	3,550	
	Sheridan	Red	3,500	
	Western	Brown	3,400	
	Diversey	Brown	3,300	
50	LaSalle/Van Buren	Loop	3,200	
	State/Lake	Loop	3,200	
	Polk	Blue	3,150	
	Western	Orange	3,050	
	Armitage	Brown	2,950	
55	Roosevelt	Red	2,800	
	Randolph/Wabash	Loop	2,750	
	Madison/Wabash	Loop	2,700	
	Austin	Blue	2,700	
	LaSalle	Blue	2,600	
60	Kedzie	Orange	2,550	
	54th/Cermak	Blue	2,550	
	Berwyn	Red	2,500	
	Dempster	Yellow	2,500	
	Granville	Red	2,500	
65	Clinton	Blue	2,450	
	Addison	Blue	2,400	
	Thorndale	Red	2,200	
	Western (O'Hare)	Blue	2,200	
	Cermak-Chinatown	Red	2,200	
70	Irving Park	Brown	2,100	
	Lawrence	Red	2,100	
	Chicago	Brown	2,050	
	Argyle	Red	2,050	
	35th/Archer	Orange	2,050	
75	Racine	Blue	2,050	

	STATION	ROUTE	PASSENGERS
	California (O'Hare)	Blue	2,000
	North/Clybourn	Red	2,000
	Kedzie (Congress)	Blue	2,000
	Harrison	Red	2,000
80	Southport	Brown	1,950
	Oak Park	Blue	1,950
	Cicero (Congress)	Blue	1,900
	Montrose	Blue	1,850
	Medical Center	Blue	1,750
85	Chicago	Blue	1,750
	Cicero (Douglas)	Blue	1,700
	Linden	Purple	1,650
	Damen	Brown	1,600
	Addison	Brown	1,550
90	Pulaski (Congress)	Blue	1,550
	Montrose	Brown	1,500
	Halsted	Orange	1,400
	Main	Purple	1,400
	California (Douglas)	Blue	1,350
95	Wellington	Brown	1,300
	Kedzie	Brown	1,250
	Ashland	Orange	1,250
	Jarvis	Red	1,250
	18	Blue	1,200
100	Paulina	Brown	1,150
	Sedgwick	Brown	1,150
	Harlem (Congress)	Blue	1,000
	Roosevelt	Orange	1,000
	Pulaski (Douglas)	Blue	1,000
105	Central	Purple	950
	Central Park	Blue	850
	Western (Congress)	Blue	850
	Rockwell	Brown	850
	South Blvd	Purple	850
110	Francisco	Brown	800
	Hoyne	Blue	800
	Western (Douglas)	Blue	750
	Kedzie (Douglas)	Blue	750
	Dempster	Purple	650
115	Foster	Purple	600
	Noyes	Purple	600
	Kildare	Blue	500

SYSTEM TOTAL	436,750
Average per station	3,750

Entering Weekday
in alphabetic order by station name

Table II

	STATION	ROUTE	PASSENGERS
	18	Blue	1,200
	35th/Archer	Orange	2,050
	47	Red	4,100
	54th/Cermak	Blue	2,550
5	63	Red	4,450
	69	Red	7,650
	79	Red	8,250
	87	Red	5,750
	95	Red	18,400
10	Adams/Wabash	Loop	4,600
	Addison	Blue	2,400
	Addison	Brown	1,550
	Addison	Red	4,150
	Argyle	Red	2,050
15	Armitage	Brown	2,950
	Ashland	Orange	1,250
	Austin	Blue	2,700
	Belmont	Blue	5,050
	Belmont	Red	9,550
20	Berwyn	Red	2,500
	Bryn Mawr	Red	4,500
	California (Douglas)	Blue	1,350
	California (O'Hare)	Blue	2,000
	Central Park	Blue	850
25	Central	Purple	950
	Cermak-Chinatown	Red	2,200
	Chicago	Blue	1,750
	Chicago	Brown	2,050
	Chicago	Red	11,250
30	Cicero (Congress)	Blue	1,900
	Cicero (Douglas)	Blue	1,700
	Clark/Division	Red	6,300
	Clark/Lake	Loop	10,800
	Clinton	Blue	2,450
35	Cumberland	Blue	5,000
	Damen	Blue	3,750
	Damen	Brown	1,600
	Davis	Purple	3,550
	Dempster	Purple	650
40	Dempster	Yellow	2,500
	Desplaines	Blue	4,850
	Diversey	Brown	3,300
	Division	Blue	4,050
	Foster	Purple	600
45	Francisco	Brown	800
	Fullerton	Red	9,200
	Garfield	Red	4,550
	Grand	Red	6,250
	Granville	Red	2,500
50	Halsted	Orange	1,400
	Harlem (Congress)	Blue	1,000
	Harlem (O'Hare)	Blue	3,800
	Harrison	Red	2,000
	Howard	Red	7,800
55	Hoyne	Blue	800
	Irving Park	Brown	2,100
	Irving Park	Blue	3,950
	Jackson	Blue	8,400
	Jackson	Red	11,900
60	Jarvis	Red	1,250
	Jefferson Park	Blue	8,100
	Kedzie (Congress)	Blue	2,000
	Kedzie (Douglas)	Blue	750
	Kedzie	Brown	1,250
65	Kedzie	Orange	2,550
	Kildare	Blue	500
	Kimball	Brown	3,900
	LaSalle/Van Buren	Loop	3,200
	LaSalle	Blue	2,600
70	Lawrence	Red	2,100
	Linden	Purple	1,650
	Logan Square	Blue	4,500
	Loyola	Red	5,450
	Madison/Wabash	Loop	2,700
75	Main	Purple	1,400

	STATION	ROUTE	PASSENGERS
	Medical Center	Blue	1,750
	Merchandise Mart	Brown	4,400
	Midway	Orange	6,650
	Monroe	Blue	7,350
80	Monroe	Red	7,100
	Montrose	Blue	1,850
	Montrose	Brown	1,500
	Morse	Red	4,550
	North/Clybourn	Red	2,000
85	Noyes	Purple	600
	Oak Park	Blue	1,950
	O'Hare	Blue	7,050
	Paulina	Brown	1,150
	Polk	Blue	3,150
90	Pulaski (Congress)	Blue	1,550
	Pulaski (Douglas)	Blue	1,000
	Pulaski	Orange	5,050
	Quincy/Wells	Loop	6,250
	Racine	Blue	2,050
95	Randolph/Wabash	Loop	2,750
	Randolph/Wells	Loop	4,000
	River Road	Blue	5,900
	Rockwell	Brown	850
	Roosevelt	Orange	1,000
100	Roosevelt	Red	2,800
	Sedgwick	Brown	1,150
	Sheridan	Red	3,500
	South Blvd	Purple	850
	Southport	Brown	1,950
105	Sox-35	Red	3,950
	State/Lake	Loop	3,200
	Thorndale	Red	2,200
	U of I-Halsted	Blue	5,350
	Washington	Blue	11,000
110	Washington	Red	19,300
	Wellington	Brown	1,300
	Western (Congress)	Blue	850
	Western (Douglas)	Blue	750
	Western (O'Hare)	Blue	2,200
115	Western	Brown	3,400
	Western	Orange	3,050
	Wilson	Red	5,100

SYSTEM TOTAL	436,750
Average per station	3,750

Table III

Entering Weekday, Saturday and Sunday in geographic order by route

	WEEKDAY IN NOVEMBER, 1994 Passengers					SATURDAY IN NOVEMBER, 1994 Passengers					SUNDAY IN NOVEMBER, 1994 Passengers				
	Cash					Cash					Cash				
RED LINE	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
North Side															
1 Howard	2,650	350	2,150	2,650	7,800	1,850	100	1,100	1,800	4,850	1,200	100	700	1,350	3,350
Jarvis	850	50	50	300	1,250	550	50	50	300	950	400	-	-	250	650
Morse	2,600	300	500	1,150	4,550	1,750	100	200	850	2,900	1,250	100	100	650	2,100
Loyola	2,850	300	1,050	1,250	5,450	1,950	50	550	850	3,400	1,250	50	400	700	2,400
5 Granville	1,600	150	100	650	2,500	1,150	50	100	550	1,850	1,000	50	100	550	1,700
Thorndale	1,250	300	100	550	2,200	700	50	100	400	1,250					
Bryn Mawr	2,350	300	700	1,150	4,500	1,550	100	350	900	2,900	1,300	50	250	650	2,250
Berwyn	1,250	150	450	650	2,500	900	50	300	550	1,800	550	50	150	500	1,250
Argyle	1,250	200	100	500	2,050	750	50	100	400	1,300	600	50	100	250	1,000
10 Lawrence	1,050	150	400	500	2,100	750	50	250	400	1,450	500	50	300	300	1,150
Wilson	2,600	400	750	1,350	5,100	1,550	100	450	900	3,000	1,000	50	300	550	1,900
Sheridan	2,200	100	450	750	3,500	1,250	50	300	650	2,250	850	50	200	450	1,550
Addison	2,900	50	600	600	4,150	2,400	50	250	400	3,100	1,500	-	150	350	2,000
Belmont	5,700	150	1,700	2,000	9,550	4,100	50	1,000	1,600	6,750	2,650	50	600	1,050	4,350
15 Fullerton	6,150	200	1,250	1,600	9,200	3,000	50	750	900	4,700	2,200	50	650	700	3,600
North/Clybourn	900	150	500	450	2,000										
Clark/Division	3,700	150	1,150	1,300	6,300	2,850	100	750	1,150	4,850	1,900	50	700	850	3,500
Chicago	7,250	350	1,500	2,150	11,250	4,950	50	900	1,550	7,450	3,350	50	650	1,050	5,100
Grand	4,450	100	600	1,100	6,250	2,150	50	250	650	3,100	1,500	-	200	450	2,150
20 *Total North Side*	53,550	3,900	14,100	20,650	92,200	34,150	1,150	7,750	14,800	57,850	23,000	800	5,550	10,650	40,000
State Subway															
Washington															
Lake-Randolph	3,300	200	1,100	1,050	5,650	1,300	50	650	600	2,600	750	50	600	450	1,850
Randolph-Washington	5,900	300	1,900	2,250	10,350	2,300	100	1,150	1,150	4,700	1,350	50	750	800	2,950
Washington-Madison	1,550	100	900	750	3,300	300	50	200	150	700					
Total	10,750	600	3,900	4,050	19,300	3,900	200	2,000	1,900	8,000	2,100	100	1,350	1,250	4,800
Monroe															
25 Madison-Monroe	3,800	150	550	1,000	5,500	1,750	50	300	650	2,750	1,300	-	250	450	2,000
Monroe-Adams	1,200	50	100	250	1,600	250	-	150	100	500					
Total	5,000	200	650	1,250	7,100	2,000	50	450	750	3,250	1,300	-	250	450	2,000
Jackson															
Adams-Jackson	5,100	250	1,600	1,850	8,800	1,800	50	850	1,050	3,750	1,550	50	600	600	2,800
Jackson-Van Buren	1,750	100	600	650	3,100	650	50	200	200	1,100					
30 *Total*	6,850	350	2,200	2,500	11,900	2,450	100	1,050	1,250	4,850	1,550	50	600	600	2,800
Harrison	1,250	250	150	350	2,000										
Roosevelt	900	50	1,050	800	2,800	500	50	450	400	1,400	400	-	400	300	1,100
Total State Subway	24,750	1,450	7,950	8,950	43,100	8,850	400	3,950	4,300	17,500	5,350	150	2,600	2,600	10,700
Dan Ryan															
Cermak-Chinatown	900	150	650	500	2,200	700	50	400	350	1,500	500	50	350	250	1,150
35 Sox-35	1,350	150	1,600	850	3,950	750	50	700	650	2,150	600	50	500	450	1,600
47	850	100	2,100	1,050	4,100	500	50	1,150	700	2,400	500	50	1,200	650	2,400
Garfield	1,050	200	2,250	1,050	4,550	700	50	1,300	650	2,700	600	50	1,000	600	2,250
63	700	200	2,450	1,100	4,450	400	50	1,250	700	2,400	300	50	1,000	550	1,900
69	1,600	250	3,850	1,950	7,650	800	50	2,350	1,250	4,450	800	50	1,850	1,000	3,700
40 79	1,500	150	4,450	2,150	8,250	650	50	2,750	1,550	5,000	600	-	2,000	1,150	3,750
87	1,250	200	3,000	1,300	5,750	750	50	1,300	800	2,900	550	50	900	600	2,100
95	2,700	350	11,000	4,350	18,400	1,150	50	5,150	2,650	9,000	650	50	3,700	1,750	6,150
Total Dan Ryan	11,900	1,750	31,350	14,300	59,300	6,400	450	16,350	9,300	32,500	5,100	400	12,500	7,000	25,000
RED LINE TOTAL	90,200	7,100	53,400	43,900	194,600	49,400	2,000	28,050	28,400	107,850	33,450	1,350	20,650	20,250	75,700
	97,300					51,400					34,800				

Line 1 — Howard includes traffic entering for Purple Line and Yellow Line trains.
Lines 14 & 15 — Belmont and Fullerton include traffic entering for Brown Line and Purple Line trains.

PURPLE LINE

Evanston															
45 Linden	700	100	500	350	1,650	250	50	150	200	650	200	50	50	150	450
Central	500	50	100	300	950	650	50	-	150	850	150	-	50	200	400
Noyes	450	50	-	100	600	250	-	-	100	350	200	-	-	100	300
Foster	450	-	-	150	600	250	-	-	150	400	200	-	100	100	400
Davis	1,750	100	750	950	3,550	1,400	50	500	700	2,650	800	50	150	350	1,350
50 Dempster	500	-	-	150	650	250	-	-	150	400	150	-	100	200	450
Main	950	50	100	300	1,400	450	50	50	150	700	250	50	50	150	500
South Blvd.	600	50	50	150	850	200	50	-	150	400	150	-	50	200	400
PURPLE LINE TOTAL	5,900	400	1,500	2,450	10,250	3,700	250	700	1,750	6,400	2,100	150	550	1,450	4,250
	6,300					3,950					2,250				

Traffic entering Howard for Purple Line (Evanston) trains included in line 1 above.
Traffic entering Belmont and Fullerton stations for Purple Line (Evanston) trains included in lines 14 and 15 above.
Traffic entering Chicago and Merchandise Mart stations for Purple Line (Evanston) trains included in lines 170 and 171 below.
Traffic entering Loop stations for Purple Line (Evanston) trains included in lines 183 to 206 below.

YELLOW LINE

Skokie						
Dempster	1,400	150	500	450	2,500	No operation on Saturdays, Sundays or Holidays.
	1,550					

Traffic entering Howard for Yellow Line (Skokie) trains included in line 1 above.
- denotes less than 25 passengers.

Entering Weekday, Saturday and Sunday in geographic order by route

Table III continued

	BLUE LINE	WEEKDAY IN NOVEMBER, 1994 Passengers					SATURDAY IN NOVEMBER, 1994 Passengers					SUNDAY IN NOVEMBER, 1994 Passengers				
		Cash					Cash					Cash				
		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	O'Hare															
55	O'Hare	5,550	100	400	1,000	7,050	3,800	50	150	800	4,800	4,850	100	150	950	6,050
	River Road	2,600	50	1,700	1,550	5,900	1,500	50	350	550	2,450	1,050	50	50	350	1,500
	Cumberland	3,300	150	750	800	5,000	900	50	200	250	1,400	700	50	50	250	1,050
	Harlem	1,400	200	1,350	850	3,800	450	50	450	400	1,350	300	50	350	300	1,000
	Jefferson Park	2,350	200	3,450	2,100	8,100	850	50	1,300	1,050	3,250	500	50	850	650	2,050
60	Montrose	750	50	650	400	1,850	250	-	250	200	700	150	-	150	250	550
	Irving Park	1,650	100	1,350	850	3,950	600	-	500	450	1,550	400	-	350	300	1,050
	Addison	950	100	950	400	2,400	350	-	250	200	800	200	-	150	150	500
	Belmont	1,450	100	2,150	1,350	5,050	650	50	700	650	2,050	700	50	900	700	2,350
	Logan Square	2,300	150	1,100	950	4,500	1,000	50	400	600	2,050	700	50	250	400	1,400
65	California	1,050	100	450	400	2,000	450	-	200	250	900	200	-	250	250	700
	Western	1,000	50	650	500	2,200	450	50	250	250	1,000	250	-	250	250	750
	Damen	2,050	100	850	750	3,750	750	50	350	400	1,550	500	-	300	350	1,150
	Division	1,900	300	900	950	4,050	850	50	550	500	1,950	700	50	400	400	1,550
	Chicago	750	100	500	400	1,750										
70	*Total O'Hare*	29,050	1,850	17,200	13,250	61,350	12,850	500	5,900	6,550	25,800	11,200	450	4,450	5,550	21,650
	Dearborn Subway															
	Washington															
	Randolph-Washington	5,850	350	1,350	1,550	9,100	1,900	100	500	650	3,150	1,150	50	300	400	1,900
	Washington-Madison	1,400	50	200	250	1,900										
	Total	7,250	400	1,550	1,800	11,000	1,900	100	500	650	3,150	1,150	50	300	400	1,900
	Monroe															
	Madison-Monroe	3,300	100	500	750	4,650	1,100	100	250	350	1,800	600	-	150	150	900
75	Monroe-Adams	2,050	100	200	350	2,700										
	Total	5,350	200	700	1,100	7,350	1,100	100	250	350	1,800	600	-	150	150	900
	Jackson															
	Adams-Jackson	3,600	150	1,050	1,150	5,950	1,300	50	650	600	2,600	850	50	400	350	1,650
	Jackson-Van Buren	1,550	50	400	450	2,450										
	Total	5,150	200	1,450	1,600	8,400	1,300	50	650	600	2,600	850	50	400	350	1,650
80	LaSalle	1,950	200	100	350	2,600										
	Total Dearborn Subway	19,700	1,000	3,800	4,850	29,350	4,300	250	1,400	1,600	7,550	2,600	100	850	900	4,450
	Congress															
	Clinton	1,700	50	150	550	2,450	500	50	50	200	800	400	50	50	100	600
	U of I-Halsted															
	Halsted	850	50	600	400	1,900	550	-	250	300	1,100	100	-	350	250	700
	Peoria	2,450	200	100	700	3,450	50	-	50	50	150	50	-	50	50	150
85	*Total*	3,300	250	700	1,100	5,350	600	-	300	350	1,250	150	-	400	300	850
	Racine															
	Racine	850	150	150	200	1,350	300	-	150	150	600	200	-	100	150	450
	Loomis	50	600	-	50	700							-			
	Total	900	750	150	250	2,050	300	-	150	150	600	200	-	100	150	450
	Total Clinton to Racine	5,900	1,050	1,000	1,900	9,850	1,400	50	500	700	2,650	750	50	550	550	1,900
90	Medical Center	1,150	50	200	350	1,750	300	-	100	100	500	200	-	100	150	450
	Western	300	150	250	150	850	250	-	200	150	600	150	-	100	100	350
	Kedzie															
	Kedzie	400	100	450	300	1,250	200	-	200	100	500	100	-	150	100	350
	Homan	300	50	200	200	750	200	-	100	150	450	100	-	150	100	350
	Total	700	150	650	500	2,000	400	-	300	250	950	200	-	300	200	700
95	Pulaski	550	100	550	350	1,550	250	-	250	150	650	200	-	250	150	600
	Cicero	550	50	900	400	1,900	200	-	300	200	700	150	-	200	150	500
	Austin															
	Austin	750	50	900	350	2,050	450	50	300	300	1,100	150	-	150	200	500
	Lombard	500	-	100	50	650										
	Total	1,250	50	1,000	400	2,700	450	50	300	300	1,100	150	-	150	200	500
100	Oak Park	1,400	50	250	250	1,950	250	50	50	100	450	50	-	50	100	200
	Harlem	500	50	250	200	1,000	200	-	150	100	450	100	-	100	50	250
	Desplaines	2,250	100	1,600	900	4,850	500	50	550	400	1,500	300	50	400	300	1,050
	Total Med. Center to Desplaines	8,650	750	5,650	3,500	18,550	2,800	150	2,200	1,750	6,900	1,500	50	1,650	1,400	4,600
	Total Congress	14,550	1,800	6,650	5,400	28,400	4,200	200	2,700	2,450	9,550	2,250	100	2,200	1,950	6,500
	Douglas															
105	Polk	2,150	150	250	600	3,150	600	50	50	200	900	350	50	50	150	600
	18	600	50	250	300	1,200	400	50	100	100	650	400	-	250	200	850
	Hoyne	550	100	-	150	800	250	-	-	100	350	200	-	-	50	250
	Western	400	50	150	150	750	200	50	100	100	450	150	50	200	100	500
	California	700	50	350	250	1,350	300	-	150	150	600	300	-	200	150	650
110	Kedzie	300	50	250	150	750	150	-	150	150	450	100	-	100	50	250
	Central Park	300	50	350	150	850	200	50	150	100	500	200	-	200	150	550
	Pulaski	350	100	350	200	1,000	250	-	200	100	550	100	-	100	100	300
	Kildare	200	50	-	250	500	150	-	-	100	250	100	-	50	50	200
	Cicero	800	50	550	300	1,700	400	50	450	300	1,200	200	-	250	150	600
115	54th/Cermak	1,050	100	900	500	2,550	400	50	600	350	1,400	150	50	750	400	1,350
	Total Douglas	7,400	800	3,400	3,000	14,600	3,300	300	1,950	1,750	7,300	2,250	150	2,150	1,550	6,100
	Total West Side	21,950	2,600	10,050	8,400	43,000	7,500	500	4,650	4,200	16,850	4,500	250	4,350	3,500	12,600
	BLUE LINE TOTAL	70,700	5,450	31,050	26,500	133,700	24,650	1,250	11,950	12,350	50,200	18,300	800	9,650	9,950	38,700
		76,150					25,900					19,100				

Traffic entering Loop stations for Blue Line trains included in lines 203 to 206 below.
- denotes less than 25 passengers.

Table III continued

Entering Weekday, Saturday and Sunday in geographic order by route

		WEEKDAY IN NOVEMBER, 1994 Passengers					SATURDAY IN NOVEMBER, 1994 Passengers					SUNDAY IN NOVEMBER, 1994 Passengers				
		Cash					Cash					Cash				
		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
GREEN LINE																
	Lake															
	Harlem															
120	*Harlem Marion Total*															
	Oak Park															
	Ridgeland															
	Austin															
125	*Central*															
	Laramie															
	Cicero															
	Pulaski															
	Homan															
130	*Kedzie*															
	Ashland															
	Halsted															
	Clinton															
	Total Lake															
	South Elevated															
135	*Tech-35*															
	Indiana															
	43															
	47															
	51															
140	*Garfield*															
	58															
	Total Tech-35 to 58															
	Jackson Park															
	61															
	King Drive															
145	*Cottage Grove*															
	University															
	Total Jackson Park															
	Englewood															
	Halsted															
	Racine															
150	*Ashland*															
	Total Englewood															
	Total South Elevated															
	GREEN LINE TOTAL															

Lines 119 to 153 **The Green Line closed January 9, 1994 for a two-year reconstruction.**

BROWN LINE																
	Ravenswood															
	Kimball	1,650	300	950	1,000	3,900	800	50	400	600	1,850	450	50	150	350	1,000
155	Kedzie	900	100	50	200	1,250	400	50	50	150	650	250	-	-	100	350
	Francisco	600	100	-	100	800	200	-	-	50	250	100	-	-	50	150
	Rockwell	650	50	-	150	850	200	-	-	100	300	100	-	-	100	200
	Western	1,650	100	1,000	650	3,400	600	50	400	350	1,400	300	50	150	200	700
	Damen	1,000	50	200	350	1,600	450	-	50	200	700	200	-	50	100	350
160	Montrose	1,050	50	150	250	1,500	450	50	50	150	700	200	-	50	100	350
	Irving Park	1,350	100	350	300	2,100	400	-	100	150	650	200	-	50	50	300
	Addison	950	50	350	200	1,550	300	-	100	100	500	100	-	50	100	250
	Paulina	900	50	50	150	1,150	300	-	-	100	400	100	-	50	50	200
	Southport	1,750	50	-	150	1,950	500	-	50	100	650	150	-	50	50	250
165	*Total Kimball to Southport*	12,450	1,000	3,100	3,500	20,050	4,600	200	1,200	2,050	8,050	2,150	100	600	1,250	4,100
	Wellington	1,050	50	50	150	1,300	250	-	-	50	300					
	Diversey	2,150	50	550	550	3,300	700	50	200	250	1,200					
	Armitage	2,000	450	200	300	2,950	500	50	100	200	850					
	Sedgwick	850	50	100	150	1,150	300	-	50	100	450					
170	Chicago	1,300	50	250	450	2,050	450	-	100	100	650					
	Merchandise Mart	3,100	100	150	1,050	4,400	650	-	50	200	900					
	Total Wellington to Mart	10,450	750	1,300	2,650	15,150	2,850	100	500	900	4,350					
	BROWN LINE TOTAL	22,900	1,750	4,400	6,150	35,200	7,450	300	1,700	2,950	12,400	2,150	100	600	1,250	4,100
		24,650					7,750					2,250				

Lines 170 & 171 Chicago and Merchandise Mart includes traffic entering for Purple Line trains.

Traffic entering Belmont and Fullerton stations for Brown Line (Ravenswood) trains included in lines 14 and 15 above.

Traffic entering Loop stations for Brown Line (Ravenswood) trains included in lines 183 to 206 below.

- denotes less than 25 passengers.

Entering Weekday, Saturday and Sunday in geographic order by route

Table III continued

		WEEKDAY IN NOVEMBER, 1994					SATURDAY IN NOVEMBER, 1994					SUNDAY IN NOVEMBER, 1994				
		Passengers					Passengers					Passengers				
	ORANGE LINE	Cash					Cash					Cash				
	Midway	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	Midway	3,100	150	2,500	900	6,650	1,050	50	700	400	2,200	1,100	50	350	250	1,750
175	Pulaski	1,850	850	1,750	600	5,050	400	50	350	250	1,050	250	50	150	150	600
	Kedzie	700	100	1,350	400	2,550	250	50	450	200	950	150	50	250	100	550
	Western	900	150	1,450	550	3,050	250	50	350	250	900	100	-	250	150	500
	35th/Archer	800	150	800	300	2,050	250	50	150	150	600	150	-	100	100	350
	Ashland	250	50	650	300	1,250	100	-	200	150	450	50	-	150	100	300
180	Halsted	450	150	600	200	1,400	150	-	200	100	450	150	-	100	50	300
	Roosevelt	300	50	350	300	1,000	100	-	150	150	400	100	-	100	100	300
	ORANGE LINE TOTAL	8,350	1,650	9,450	3,550	23,000	2,550	250	2,550	1,650	7,000	2,050	150	1,450	1,000	4,650
		10,000					2,800					2,200				

Traffic entering Loop stations for Orange Line (Midway) trains included in lines 183 to 206 below.

LOOP ELEVATED STATIONS

	Randolph/Wells															
	Inner	2,350	50	100	250	2,750	150	-	-	50	200					
	Outer	1,000	-	50	200	1,250	150	-	50	50	250					
185	*Total*	3,350	50	150	450	4,000	300	-	50	100	450					
	Madison/Wells															
	Inner															
	Outer															
	Total															
	Quincy/Wells															
	Inner	3,150	50	100	350	3,650	250	-	-	50	300	150	-	-	-	150
190	Outer	2,250	50	50	250	2,600	300	-	50	50	400					
	Total	5,400	100	150	600	6,250	550	-	50	100	700	150	-	-	-	150
	LaSalle/Van Buren															
	Inner	1,200	50	50	250	1,550	100	-	-	50	150					
	'Outer	1,300	-	100	250	1,650	350	-	50	100	500					
	Total	2,500	50	150	500	3,200	450	-	50	150	650					
195	Adams/Wabash	3,450	200	500	450	4,600	1,200	50	200	250	1,700	300	-	50	100	450
	Madison/Wabash	1,850	100	350	400	2,700	550	50	150	200	950					
	Randolph/Wabash															
	Inner	900	50	200	250	1,400	300	50	100	100	550	150	-	100	100	350
	Outer	1,000	50	100	200	1,350	400	-	50	50	500					
	Total	1,900	100	300	450	2,750	700	50	150	150	1,050	150	-	100	100	350
	State/Lake															
200	Inner	1,000	50	500	300	1,850	250	50	250	150	700	300	50	300	100	750
	Outer	850	-	250	250	1,350	150	-	100	50	300					
	Total	1,850	50	750	550	3,200	400	50	350	200	1,000	300	50	300	100	750
	Clark/Lake															
	Wells	1,450	50	50	250	1,800										
	State of Illinois Center	4,300	200	550	950	6,000	900	-	200	350	1,450	750	-	150	200	1,100
205	203 N LaSalle	2,450	50	150	350	3,000										
	Total	8,200	300	750	1,550	10,800	900	-	200	350	1,450	750	-	150	200	1,100
	LOOP ELEVATED TOTAL	28,500	950	3,100	4,950	37,500	5,050	200	1,200	1,500	7,950	1,650	50	600	500	2,800
		29,450					5,250					1,700				

Lines 183, 189, 192, 197 & 200__ Includes traffic entering for Purple Line and Orange Line trains.
Lines 184, 190 , 193, 198 & 201_ Includes traffic entering for Brown Line trains.
Lines 186, 187 & 188_____ Madison/Wells station closed for construction of new Washington/Wells station.
Lines 195 and 196_____ Includes traffic entering for Purple Line, Orange Line and Brown Line trains.
Lines 203, 204 & 205_____ Includes traffic entering for Purple Line, Orange Line, Brown Line and Blue Line trains.
- denotes less than 25 passengers.

208	*SYSTEM TOTAL*	227,950	17,450	103,400	87,950	436,750	92,800	4,250	46,150	48,600	191,800	59,700	2,600	33,500	34,400	130,200
		245,400					97,050					62,300				

CASH PASSENGERS - Sources: Agent reports totaled using MAPPER database for the following dates: Weekdays from the week of October 31-November 4, 1994; Saturdays from October 29 & November 5, 1994; and Sundays from October 30 & November 6, 1994. Conductor traffic totaled using MAPPER database for the above dates and distributed to stations by means of percentages derived from the Traffic Monitoring Project. Traffic entering through coin turnstiles and pass readers was calculated separately from other records. Full-fare cash passengers include all passengers required to pay the prevailing adult rate fare (listed in Table IV). Reduced-fare cash passengers include children 7 to 11 years of age and, with proper identifcation, senior citizens, disabled and students (only during certain hours).

TRANSFER PASSENGERS - Sources: Agent reports totaled on MAPPER database for the above dates. Conductor traffic was estimated using percentages of conductor cash traffic derived from the Traffic Monitoring Project which was distributed to stations using the method described under Cash Passengers. Special counts were taken by Hoyne agents of transfer traffic.

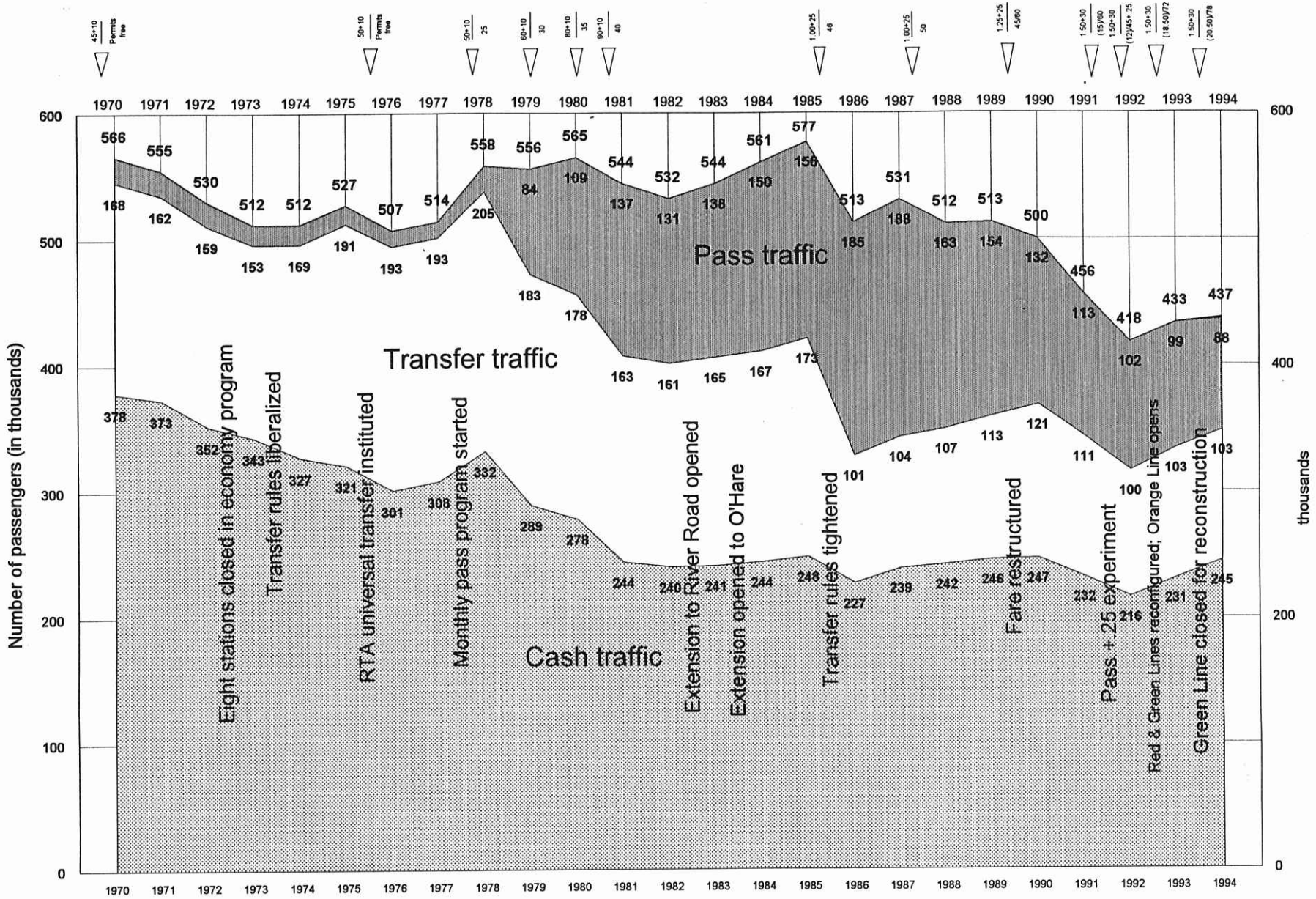
PASS PASSENGERS - Sources: Agent reports totaled using MAPPER database for the above dates. Conductor traffic was estimated using the method described under Transfer Passengers. Special counts were taken by Hoyne agents of pass traffic. This category includes monthly pass users as well as CTA employees, police and fire department employees, and other non-fare-paying riders.

All figures were rounded to the nearest 50.
Blank rows indicate part-time stations or entrances which are not in use on certain days.

Table IV

Weekday Traffic Trend

Basic adult fare and transfer charge
Full fare monthly pass
Weekday (Weekly)/Everyday



KBO
Source data: November 1970 to November 1994
Studies on file in Planning Department
November 1994 - Table IV, line 208 (page 7)