



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

## **JULY-AUGUST 2012**

**RUN 07-2012**

Welcome to another issue of The Green Pennant Special, the official publication of The Omnibus Society of America.

Through this publication we hope to keep our readers informed of events happening in the transit industry in Chicago and other cities in the United States.

Visit the Omnibus Society of America website at "[www.osabus.com](http://www.osabus.com)". At [osabus.com](http://osabus.com) we will be posting upcoming fan trips and meetings information, as well as membership information.

Please visit our site when you have a chance and give us your opinions and comments.

### **• JULY/AUGUST MEETINGS**

**The July meeting** of the Omnibus Society of America will be held on July 6, 2012, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will start at 7:30 pm.

Our program for the evening "Rail and Motor Transit of Michigan City, Indiana" will be presented by William Shapotkin.

**The August meeting** of the Omnibus Society of America will be held on August 3, 2012, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our program for the evening will be a presentation by long-time member David Phillips.

## **Oakton Station on the Yellow Line Opens**

4/30/2012

### **CTA Adds 144<sup>th</sup> Rail Station to the 'L' System**

The Chicago Transit Authority along with the Village of Skokie opened the Oakton Station May 30<sup>th</sup> - the first new 'L' station to open in 18 years.

"This joint effort resulted in a state-of-the art station and an additional, accessible station option for the expanding business and transportation needs of Skokie residents," said CTA President Forrest Claypool.

Oakton Station, located at Oakton Street and Skokie Boulevard, is the now the second stop on the Yellow Line between Howard and Skokie terminal. The new station has an island platform with a canopy accommodating a four-car train. And like all CTA stations today, it is equipped with state of the art security cameras and includes customer amenities such as eight digital message boards, customer assistance call buttons, heaters, benches,

enhanced lighting, an information kiosk and bike racks at both entrances at Oakton and Searle Parkway.

In addition to these modern, customer-focused amenities there are a number of accessible features in accordance with the American with Disabilities Act (ADA) such as two accessible entrances at Oakton and Searle Parkway, wheelchair-accessible turnstiles, Braille signs and an announcement system.

Oakton Station not only provides service for those in Skokie it expands the existing network of CTA service for all customers and provides the potential to attract new ridership. Currently, the Yellow Line, which runs between the Dempster-Skokie and Howard stations, provides more than 5,000 rides each weekday and an average of more than 4,000 rides on weekends. Between 2010 and 2011, the Yellow Line added 13,000 additional riders, growing to an annual ridership of more than 1.5 million.

The station is adjacent to the Illinois Science + Technology Park; a nearly 24-acre research campus with 20 pharmaceutical, healthcare, bio- and nano-technology firms that employs approximately 1,400 people.

"This is a perfect example of transit-oriented development," Claypool said. "Improving and adding CTA service and new CTA infrastructure adds value to and promotes growth in a community. We are pleased to provide this new service for our customers and to enhance the quality of life for the village of Skokie."

A Congestion Mitigation and Air Quality Grant administered by the Federal Highway Administration and the Federal Transit Administration provided \$14 million and \$6 million were provided by the Village of Skokie to fund the \$20 million project.

## **Chicago Transit Board Approves Purchase of 100 New Articulated Buses**

5/9/2012

**New hybrid diesel-electric and clean-diesel articulated buses to begin arriving in late-2012**

The Chicago Transit Board today approved the purchase of up to 100 new articulated (60-foot) buses from New Flyer Industries, continuing CTA's effort to modernize its



bus fleet and replace older model buses at the end of their useful life.

"This is one of several bus and rail system-improvement projects in the pipeline aimed at allowing the CTA to meet the growing ridership, further improve operational efficiencies and to continue to ensure safe and reliable service for customers," said CTA President Forrest Claypool. "By taking advantage of this opportunity, we are able to expedite the process of upgrading our bus fleet and avoid making frequent and costly repairs to buses that are beyond their useful life."

CTA is piggybacking on a contract belonging to King County Metro, Seattle's public transit agency, to purchase the 100 low-floor, fully-accessible articulated buses. Due to changing business needs, the Seattle transit agency does not plan to purchase the full quantity of buses allowed on their contract and has agreed to assign a portion of the contract to the CTA.

Delivery of the 100 articulated buses – a combination of 33 hybrid diesel-electric and 67 clean-diesel buses – is expected to begin late this year and continue through 2013. The new articulated buses will begin replacing the 40-foot Nova buses that were entered into service in 2000-2001. The new buses will be assigned to routes where they are projected to maximize performance and meet the growing ridership demand.

The latest purchase of 100 articulated buses will cost \$80 million and is being funded with a combination of federal funds and local resources.

## **Mayor Emanuel and CTA President Unveil Plans to Modernize CTA's Entire Bus Fleet by 2014**

6/1/2012

### **425 New Buses and more than 1,000 Rehabbed Buses Will Completely Overhaul CTA's Bus Fleet**

Mayor Rahm Emanuel joined CTA President Forrest Claypool today to announce the purchase and overhaul of nearly 1,500 CTA buses—an investment that will provide an almost entirely new bus fleet in the next two years.

"A world-class city needs world-class infrastructure, and this investment in our infrastructure will help millions of Chicagoans commute while creating hundreds of jobs throughout our city," said Mayor Emanuel, who announced the purchase and overhaul work at the CTA Chicago Avenue Bus Garage, which has the largest percentage of buses slated for upcoming mid-life overhaul work. "This is exactly the type of investment we need to grow economic opportunity in Chicago for the 21st century."

As part of today's announcement, CTA is issuing a request for proposal for the purchase of 425 new buses — 325 standard, 40-foot clean diesel buses and 100 60-foot articulated buses, which will be a mix of hybrid and clean diesel engines. The purchase is estimated to cost

\$330 million, with funding coming entirely from the CTA through its sales-tax dollars.

Also, later this year, CTA will begin a \$165 million project to completely rebuild 1,030 standard 40-foot buses. Buses will essentially be brand-new after receiving rebuilt engines, transmissions, suspensions, heating and air-conditioning systems, exterior repair and repainting as necessary, LED lights and other internal amenities. In addition, the 430 buses not originally equipped with particulate filters will receive them as part of the overhaul, which will help reduce harmful engine emissions.

"This is another example of Mayor Emanuel's pledge to modernize the CTA with critical and prudent investments that will reduce the costs, over time, of repairs on our buses," Claypool said. "We estimate that without these investments, we would see maintenance costs of more than \$15 million by 2016. The savings we will realize will allow us to use that money for operational needs to better serve our customers."

Buses undergoing the mid-life overhaul have been in service for seven-years and typically average 250,000 miles in stop-and-go traffic. This project is critical to keeping buses operating efficiently, smoothly and reliably—and to avoid the millions of dollars in additional maintenance that CTA would incur if work were deferred.

Also, funded with CTA sales-tax dollars, the rehabilitation project will create over 200 good-paying jobs.

Buses provide roughly 60 percent of all rides taken on the CTA each year, serving all of Chicago and 40 surrounding suburbs. In 2011, bus ridership jumped by more than 4 million from the previous year, reaching 310 million recorded bus rides.

The environmental improvements brought about by the new bus fleet are also key to helping Chicagoans breathe a bit easier because the new buses will reduce by 55 percent the amount of asthma-causing particulates that are emitted from these vehicles.

These two initiatives, combined with last month's announcement to purchase 100 articulated hybrid buses, will allow CTA to meet increasing ridership on popular, high-demand routes while reducing overcrowding on buses. Furthermore, every customer will soon be boarding a clean, modern, efficient vehicle with a smooth, comfortable ride.

## **18 Downtown CTA Bus Routes Underwent New Changes in Service Beginning Saturday, June 16**

6/11/2012

### **Routing and bus stop changes for Stage IV of Revive Wacker Drive Project**

Changes in service along 18 downtown CTA bus routes went into effect at the start of service **beginning**



**Saturday, June 16**, until further notice, due to the closure of Jackson and Adams streets at Wacker Drive as crews commence work associated with Stage IV of the *Revive Wacker Drive, Part 2* project.

As a result of these street closures and the reopening of Monroe at Wacker, buses operating along the 18 affected routes will either be rerouted, returned to their original routing or only have minor changes in bus stop locations. Specific changes in service are outlined below.

## **REROUTES AND BUS STOP CHANGES**

The following bus routes will undergo routing changes and/or bus stop changes as a result of the closure of Jackson Street and continued closure of Adams Street at Wacker Drive:

### **#1 Indiana/Hyde Park**

Northbound #1 Indiana/Hyde Park buses will be unable to travel on Adams between Clinton and Canal. From Clinton/Adams, northbound #1 buses will instead turn west onto Adams to Desplaines and travel via Desplaines to Harrison before beginning southbound service.

Southbound #1 buses will be unable to travel on Jackson between Canal and Clark. From Desplaines/Harrison, southbound buses will operate via Harrison, Canal, Monroe, Clark to Jackson and resume the regular route.

#### **Bus Stop Changes – Northbound #1 Buses**

The following changes will be made to stops served by northbound #1 buses:

**Desplaines/Quincy:** buses will serve the southbound far side stop.

**Desplaines/Van Buren:** buses will serve the southbound far side stop.

**Desplaines/Congress-Harrison:** buses will serve the southbound mid-block stop on Desplaines between Congress and Harrison.

**Canal/Adams-Jackson (Union Station):** the southbound mid-block stop on Canal between Adams and Jackson will be removed from service.

#### **Bus Stop Changes – Southbound #1 Buses**

The following changes will be made to stops served by southbound #1 buses:

**Harrison/Jefferson:** buses will serve the eastbound near side stop.

**Harrison/Clinton:** buses will serve the eastbound near side stop.

**Canal/Harrison:** buses will serve the northbound far side stop.

**Canal/Van Buren:** buses will serve the northbound far side stop.

**Canal/Adams (Union Station):** buses will serve the northbound near side stop.

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Monroe/LaSalle:** buses will serve the eastbound near side stop.

**Canal/Adams-Jackson (Union Station):** the southbound mid-block stop on Canal between Adams and Jackson will be removed from service.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be removed from service.

**Jackson/Financial Place:** the eastbound near side stop will be removed from service.

### **#7 Harrison**

Eastbound #7 Harrison buses will be unable to travel on Jackson between Canal and Franklin. Eastbound #7 buses will instead travel north on Canal past Jackson to Monroe then operate via Franklin to Jackson and resume the regular route.

Westbound #7 buses will maintain the current reroute.

#### **Bus Stop Changes – Eastbound #7 Buses**

The following changes will be made to stops served by eastbound #7 buses:

**Canal/Van Buren:** buses will serve the northbound far side stop.

**Canal/Adams (Union Station):** buses will serve the northbound near side stop.

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be relocated to a far side stop.

**Canal/Jackson:** the northbound near side stop will be removed from service.

### **#11 Lincoln/Sedgwick**

Northbound #11 Lincoln/Sedgwick buses will be unable to travel on Jackson between Canal and Franklin. Northbound #11 buses will instead travel north on Canal past Jackson to Monroe then operate via Monroe to Franklin and resume the regular route.

Southbound #11 buses are not affected and will travel over the regular route.



### ***Bus Stop Changes – Northbound #11 Buses***

The following changes will be made to stops served by northbound #11 buses:

**Canal/Van Buren:** buses will serve the northbound far side stop.

**Canal/Adams (Union Station):** buses will serve the northbound near side stop.

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Franklin/Adams:** the northbound near side stop will be removed from service.

**Canal/Jackson:** the northbound near side stop will be removed from service.

### ***#X28 Stony Island Express***

Northbound #X28 Stony Island Express buses will be unable to travel on Adams between Clinton and Canal. From Clinton/Adams, #X28 buses will instead turn west onto Adams to Desplaines and travel via Desplaines to Harrison before beginning southbound service.

Southbound #X28 buses will be unable to travel on Jackson between Canal and Clark. From Desplaines/Harrison, southbound #X28 buses will operate via Harrison, Canal, Monroe, Clark to Jackson and resume the regular route.

### ***Bus Stop Changes – Northbound #X28 Buses***

The following changes will be made to stops served by northbound #X28 buses:

**Desplaines/Quincy:** buses will serve the southbound far side stop.

**Desplaines/Van Buren:** buses will serve the southbound far side stop.

**Desplaines/Congress-Harrison:** buses will serve the southbound mid-block stop on Desplaines between Congress and Harrison.

**Canal/Adams-Jackson (Union Station):** the southbound mid-block stop on Canal between Adams and Jackson will be removed from service.

### ***Bus Stop Changes – Southbound #X28 Buses***

The following changes will be made to stops served by southbound #X28 buses:

**Harrison/Jefferson:** buses will serve the eastbound near side stop.

**Harrison/Clinton:** buses will serve the eastbound near side stop.

**Canal/Harrison:** buses will serve the northbound far side stop.

**Canal/Van Buren:** buses will serve the northbound far side stop.

**Canal/Adams (Union Station):** buses will serve the northbound near side stop.

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Monroe/LaSalle:** buses will serve the eastbound near side stop.

**Canal/Adams-Jackson (Union Station):** the southbound mid-block stop on Canal between Adams and Jackson will be removed from service.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be removed from service.

**Jackson/Financial Place:** the eastbound near side stop will be removed from service.

### ***#121 Union/Wacker Express and #123 Illinois Center/Union Express***

Westbound #121 Union/Wacker Express and #123 Illinois Center/Union Express buses will maintain the reroute currently in effect.

Eastbound #121 and #123 buses will be unable to travel on Jackson between Canal and Franklin. From Jackson/Canal, eastbound #121 Union/Wacker buses and #123 Illinois Center/Union Express buses will instead travel via Jackson, Canal, Monroe to Franklin and resume the regular route.

### ***#126 Jackson***

Eastbound #126 Jackson buses will be unable to travel on Jackson between Canal and Franklin. Eastbound #126 buses will instead travel via Jackson, Canal, Monroe, Franklin to Jackson and resume the regular route.

Westbound #126 buses will maintain the current reroute.

### ***Bus Stop Changes – Eastbound #126 Buses***

The following changes will be made to stops served by eastbound #126 buses:

**Canal/Adams (Union Station):** buses will serve the northbound near side stop.

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be relocated to a far side stop.



## **#129 West Loop/South Loop – AM Service Only**

During morning (AM) service hours only, southbound #129 West Loop/South Loop buses will be unable to travel south of Clinton/Monroe. From Clinton/Madison (Ogilvie Transportation Center), southbound #129 buses will travel south on Clinton to Monroe then operate via Monroe, Clark to Jackson and then resume the regular route.

Northbound #129 buses operating on the AM schedule are not affected and will travel over the regular route.

Northbound #129 buses on the PM schedule will maintain the current reroute.

### ***Bus Stop Changes – Southbound #129 Buses – AM Service Only***

The following changes will be made to stops served by southbound #129 buses:

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Monroe/LaSalle:** buses will serve the eastbound near side stop.

**Clinton/Monroe:** the southbound near side stop will be removed from service.

**Clinton/Quincy:** the southbound near side stop will be removed from service.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be removed from service.

**Jackson/Financial Place:** the eastbound near side stop will be removed from service.

## **#130 Museum Campus**

Eastbound #130 Museum Campus buses will be unable to travel south of Clinton/Monroe. From Clinton/Madison, eastbound #130 buses will travel south on Clinton to Monroe then will operate via Monroe to State and resume the regular route.

Westbound #130 buses will maintain the current reroute.

### ***Bus Stop Changes – Eastbound #130 Buses***

The following changes will be made to stops served by eastbound #130 buses:

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Monroe/LaSalle:** buses will serve the eastbound near side stop.

**Monroe/Dearborn-State:** buses will serve the eastbound mid-block stop on Monroe between Dearborn and State.

**State/Jackson:** buses will serve the southbound near side stop.

**Clinton/Monroe:** the southbound near side stop will be removed from service.

**Clinton/Quincy:** the southbound near side stop will be removed from service.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be removed from service.

**Jackson/Financial Place:** the eastbound near side stop will be removed from service.

**Jackson/Dearborn:** the eastbound near side stop will be removed from service.

**Jackson/State:** the eastbound near side stop will be removed from service.

## **#132 Goose Island Express**

Southbound #132 Goose Island Express buses will be unable to travel south of Clinton/Monroe. From Clinton/Monroe, southbound #132 buses will operate east on Monroe to Franklin then travel via Franklin to Jackson and resume the regular route.

Northbound #132 buses are unaffected and will travel over the regular route.

### ***Bus Stop Changes – Southbound #132 Buses***

The following changes will be made to stops served by southbound #132 buses:

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

## **#135 Clarendon/LaSalle Express**

## **#136 Sheridan/LaSalle Express**

There are no routing changes for #135 Clarendon/LaSalle Express and #136 Sheridan/LaSalle Express buses.

### ***Bus Stop Changes – Northbound #135 and #136 Buses***

The following changes will be made to stops served by northbound #135 and #136 buses:

**Franklin/Jackson:** northbound buses will start service from the northbound near side stop on Franklin at Jackson.

**Jackson/Franklin:** the eastbound near side stop has been temporarily removed from service.



## **#151 Sheridan**

Northbound #151 Sheridan buses will be unable to travel via Canal to Jackson. Northbound #151 buses will instead depart from Canal/Monroe (1 block north of Union Station) and travel north on Canal to Monroe then will operate via Monroe to State and then resume the regular route.

Southbound #151 buses will be unable to travel on Canal between Adams and Jackson (Union Station). From Clinton/Adams, southbound #151 buses will instead travel via Clinton, Adams to Canal before beginning service on Canal at Monroe (1 block north of Union Station).

### ***Bus Stop Changes – Northbound #151 Buses***

The following changes will be made to stops served by northbound #151 buses:

**Canal/Monroe (1 block north of Union Station):** buses will serve the northbound near side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

**Monroe/LaSalle:** buses will serve the eastbound near side stop.

**Monroe/Dearborn-State:** buses will serve the eastbound mid-block stop between Dearborn and State.

**Canal/Adams-Jackson (Union Station):** the southbound mid-block stop on Canal between Adams and Jackson will be removed from service.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be removed from service.

**Jackson/Financial Place:** the eastbound near side stop will be removed from service.

**Jackson/Dearborn:** the eastbound near side stop will be removed from service.

**State/Adams:** the northbound near side stop will be removed from service.

## **#156 LaSalle**

Northbound #156 LaSalle buses will be unable to travel north on Canal to Jackson. From Desplaines/Harrison, northbound #156 buses will travel east on Harrison past Canal to Financial Place then operate via Financial Place, Van Buren, Franklin, Jackson to LaSalle and then resume the regular route.

Southbound #156 buses will maintain the current reroute.

### ***Bus Stop Changes – Northbound #156 Buses***

The following changes will be made to stops served by northbound #156 buses:

**Harrison/404 W. Harrison (Main Post Office):** buses will serve the eastbound mid-block stop on Harrison east of Canal and in front of the Main Chicago Post Office.

**Financial Place/Congress:** buses will serve the northbound near side stop.

**Franklin/Jackson:** buses will serve the northbound near side stop.

**Canal/Harrison:** the northbound far side stop will be removed from service.

**Canal/Jackson:** the northbound near side stop will be removed from service.

**Jackson/Chicago River:** the eastbound near side stop will be removed from service.

**Jackson/Franklin:** the eastbound near side stop will be removed from service.

## **#156 LaSalle (from Union Station) – AM and PM Rush Periods Only**

To accommodate customers traveling from Union Station, select northbound #156 buses will depart from Canal/Adams (Union Station) and travel north on Canal to Monroe and then operate via Monroe to LaSalle and then resume the regular route.

### ***Bus Stop Changes – Northbound #156 (from Union Station) Buses***

The following changes will be made to stops served only by northbound #156 buses departing from Union Station during the AM and PM rush periods:

**Canal/Adams:** buses will serve the northbound near side stop.

**Monroe/Canal:** buses will serve the eastbound far side stop.

**Monroe/Franklin:** buses will serve the eastbound near side stop.

## **RESTORATION OF SERVICE**

With the reopening of Monroe Street at Wacker Drive, the following bus routes will resume normal routing:

### **#14 Jeffery Express**

Eastbound #14 Jeffery Express buses will resume normal routing – departing from Washington/Jefferson and travelling east on Washington, south on Clinton, east on Monroe and over the regular route.

Westbound #14 buses are unaffected and will continue to travel over the regular route.

### ***Bus Stop Changes – Eastbound #14 Buses***

The following changes will be made to stops served by eastbound #14 buses:

**Clinton/Madison (Ogilvie Transportation Center):** buses will resume serving the southbound near side stop.



**Monroe/Canal:** buses will resume serving the eastbound far side stop.

**Monroe/Franklin:** buses will resume serving the eastbound near side stop.

**Washington/Canal:** the temporary eastbound near side stop will be removed from service.

**Washington/Franklin:** the temporary eastbound near side stop will be removed from service.

**Monroe/Franklin:** the temporary eastbound far side stop will be removed from service.

### **#60 Blue Island/26th**

Westbound #60 Blue Island/26th buses will resume normal routing and travel via Randolph, Michigan, Madison to Clinton and over the regular route.

Eastbound #60 buses are unaffected and will continue to travel over the regular route.

#### ***Bus Stop Changes – Westbound #60 Buses***

The following changes will be made to stops served by westbound #60 buses:

**Michigan/Washington:** buses will resume serving the southbound near side stop.

**Madison/Wabash:** buses will resume serving the westbound near side stop.

**Madison/State:** buses will resume serving the westbound far side stop.

**Madison/Clark:** buses will resume serving the westbound near side stop.

**Madison/Wells:** buses will resume serving the westbound far side stop.

**Madison/Wacker:** buses will resume serving the westbound far side stop.

**Madison/Canal:** buses will resume serving the westbound near side stop.

**Westbound Stops on Randolph:** the temporary westbound stops along Randolph Street at Michigan, State, Clark, Wells and Wacker will be removed from service.

**Clinton/Washington:** the temporary southbound near side stop will be removed from service.

**Clinton/Madison:** the temporary southbound near side stop will be removed from service.

### **#124 Navy Pier**

Westbound #124 Navy Pier buses will resume normal routing and operate via Michigan, Madison to Clinton and over the regular route.

Eastbound #124 buses are unaffected and will continue to travel over the regular route.

#### ***Bus Stop Changes – Westbound #124 Buses***

The following changes will be made to stops served by westbound #124 buses:

**Michigan/Washington:** buses will resume serving the southbound near side stop.

**Madison/Wabash:** buses will resume serving the westbound near side stop.

**Madison/State:** buses will resume serving the westbound far side stop.

**Madison/Clark:** buses will resume serving the westbound near side stop.

**Madison/Wells:** buses will resume serving the westbound far side stop.

**Madison/Wacker:** buses will resume serving the westbound far side stop.

**Madison/Canal:** buses will resume serving the westbound near side stop.

**Westbound Stops on Randolph:** the temporary westbound stops along Randolph Street at State, Clark, Wells and Wacker will be removed from service.

**Clinton/Washington:** the temporary southbound near side stop will be removed from service.

**Clinton/Madison:** the temporary southbound near side stop will be removed from service.

### **#157 Streeter/Taylor**

Westbound #157 Streeter/Taylor buses will resume normal routing and travel via Michigan, Madison to Clinton and over the regular route.

Eastbound #157 buses are unaffected and will continue to travel over the regular route.

#### ***Bus Stop Changes – Westbound #157 Buses***

The following changes will be made to stops served by westbound #157 buses:

**Michigan/Washington:** buses will resume serving the southbound near side stop.

**Madison/Wabash:** buses will resume serving the westbound near side stop.

**Madison/State:** buses will resume serving the westbound far side stop.

**Madison/Clark:** buses will resume serving the westbound near side stop.

**Madison/Wells:** buses will resume serving the westbound far side stop.

**Madison/Wacker:** buses will resume serving the westbound far side stop.

**Madison/Canal:** buses will resume serving the westbound near side stop.

**Westbound Stops on Randolph:** the temporary westbound stops along Randolph Street at Michigan,



State, Clark, Wells and Wacker will be removed from service.

**Clinton/Washington:** the temporary southbound near side stop will be removed from service.

**Clinton/Madison:** the temporary southbound near side stop will be removed from service.

## **CTA to Acquire Two Electric Buses for Testing and Research**

6/13/2012

### ***New buses expected to arrive in late-2013***

The Chicago Transit Board today approved the purchase of two electric buses for the agency's first-ever in-service test of all-electric-powered vehicles.

CTA will rigorously test the new vehicles on actual bus routes and assess their ability to operate in Chicago's tough environment of extreme heat and cold with heavy passenger loads.

"We are continually looking into the latest technologies to help improve our service and reduce our costs," said CTA President Forrest Claypool. "This initiative will not only help advance the transportation industry by allowing them to test the latest technologies in our city, but will also allow us to explore new technologies that might make the agency more efficient and environmentally friendly."

The CTA was successful in securing funding from the Federal Transit Administration (FTA) to test new bus technologies. Unlike the vehicles from CTA's previous bus purchases, which have been for diesel or diesel-electric hybrid buses, the two buses will operate solely on electricity and must be able to travel up to 100-miles on a single charge.

The two new buses, which will be standard sized, will be equipped with the same features as the rest of the bus fleet, including: a camera surveillance system, an Automatic Voice Announcement System (AVAS), maintenance diagnostic systems and passenger information systems. Each bus also will be low-floor, ramp-accessible and equipped with air conditioning.

The buses will feature an electric propulsion system built by Siemens and will be powered with lithium-ion polymer batteries. The buses can be charged using a plug/electric outlet set-up that is similar to other electric vehicles.

CTA is funding this purchase through the FTA's Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program. The \$2.5 million contract was awarded to New Flyer following a competitive bid process. The electric buses are expected to arrive in late-2013.

## **CTA to Welcome Three New Vendors**

6/13/2012

## ***Agency continues to expand offerings to customers***

Two new vendors will open and one will extend a lease at CTA rail stations later this year, continuing the agency's efforts to further expand the variety of concessions already available to CTA customers.

The Chicago Transit Board today approved multiyear leases for:

1. Monroe/Adams Blue Line: Adams Newsstand
2. Midway Orange Line: Dunkin' Donuts (extended lease)
3. Dempster-Skokie Yellow Line: Ciao Bella Express coffee and food shop

"CTA stations offer an attractive opportunity for any concession retailer and we are pleased to welcome these newest tenants," said CTA President Forrest Claypool. "We continue to work toward leasing additional spaces, with the goal of adding even more customer amenities across the system."

Combined, the three leases of the spaces—ranging in size from 201 to 237 square feet—will generate just over \$65,000 annually in lease proceeds. The base leases, ranging from 5 to 10 years each, are projected to generate \$536,800.

The three vendors bring the total number of leased spaces across the transit system to 72, with 82 percent of available CTA concession spaces leased. Earlier this year CTA signed leases for the first-ever Starbucks location on the CTA system, set to open at the North/Clybourn Red Line station later this year, as well as its first artisanal food vendor, Glazed and Infused gourmet doughnut shop, to open at the Armitage Brown Line stop.

## **CTA Board Approves the Addition of Pace to New Fare Collection System**

6/13/2012

Imagine using the same card you currently use for daily purchases to board the bus or train. CTA has spearheaded that effort, and now, the suburban bus agency Pace has signed onto CTA's new fare system.

Under terms of an intergovernmental agreement approved by the Chicago Transit Board today, Pace will piggyback on the CTA's Open Standards Fare System contract with Cubic Transportation Systems, allowing Pace to install and operate the new system when the CTA launches its new system.

"This is the latest example of the regional transit providers working together to better coordinate services to benefit our customers," said CTA President Forrest Claypool. "This will deliver a seamless, modern fare collection system for riders of public transportation in Chicago and the suburbs."

CTA is leading the way in streamlining and modernizing the fare payment system with "open standards"



technology. On the new system, CTA and Pace customers will simply "tap" their contactless credit, debit and bank cards on a card reader to board trains and buses.

Those without credit cards or debit cards will be able to purchase reloadable, contactless cards with cash at retail outlets and vending machines in stations, and cash fares will still be accepted on CTA buses and Pace.

With both transit agencies on the same open fare system, customers can easily transition between CTA and Pace by using the same form of payment. Each agency will still retain control of its own, separate fare structures.

State legislation passed in 2011 mandates a universal fare collections system by 2015.

Not only has CTA led the way in the universal fare collection system, it is also the first major transit agency in the U.S. to introduce a combined transit and retail card. Those who use the reloadable cards will also be able to make non-transit related purchases at any retailer that accepts credit cards.

In November, the Chicago Transit Board approved a \$454.1 million contract to Cubic Transportation Systems, the company tasked with developing and implementing the Open Standards Fare System in Chicago.

Today's board approval will add Pace to that contract, bringing the total contract value to \$508.9 million. Pace will pay the additional \$54.8 million contract cost. This will cover the cost of new fare card readers and the ongoing operational costs of the open fare system over a 10-year period.

Services to be shared by CTA and Pace under the Cubic agreement include: website, branding, advertising, marketing, software and hardware maintenance, information technology, banking services, security protocols as well as card and mobile application production.

The addition of Pace to CTA's contract with Cubic will add 500 retail locations where customers can purchase and reload the prepaid cards, bringing the total retail network to 2,500 locations across Chicago and neighboring communities.

The vast network of retail locations will be within a third of a mile of virtually every CTA bus stop and strategically placed throughout the Pace service area. Rail stations will also be equipped with fare vending machines to purchase and reload transit cards. The cards will also be available online and through a dedicated Call Center.

Transition to the new fare payment system for Pace will match the timeframe previously outlined in the contract for CTA. The new open fare system implementation will begin in the summer of 2013, and system-wide implementation by 2014.

## **CTA to Raise Additional \$1.8 Million in Immediate Revenue Through Innovative Deal with Groupon**

6/13/2012

### ***Deal Will Encourage New Ridership, as 3-Day Passes Will be Sold for Reduced Rates***

In a creative program designed to encourage new ridership, the CTA has partnered with Groupon to offer discounted 3-Day passes to CTA riders, marking the first-ever partnership between the Chicago-based daily deal site and a U.S. transit agency to sell fare media. The discount will be offered as early as the end of June and promises to encourage thousands of new riders to take CTA this summer.

"This innovative deal is exciting in many ways," said Mayor Emanuel. "It will generate nearly \$2 million of immediate additional revenue for CTA, it will introduce and attract new potential customers to CTA, and is an innovative example of the government and business community working together to benefit the entire city."

Groupon will purchase a total of 250,000 3-Day passes for \$1.882 million. Each pass will be sold for \$7.53 wholesale and offered to Groupon members for \$9 instead of \$14, the current price of a 3-Day pass. The offer will have a limit of four per person. Groupon will own the cards it purchases until they are sold. CTA will receive an upfront payment for the fare cards. As such, the agency has a chance for a win-win; an immediate influx of capital and hundreds of thousands of potential new riders over the summer.

"This is a great way to unite two highly visible and respected brands," said CTA President Forrest Claypool. "This unique offer is an innovative way for the CTA to cultivate new, local customers and tourists in a way we've never done before. This is an innovative partnership, as this is the first time Groupon has partnered with a transit agency."

Groupon has 36.9 million active customers and close to 900,000 daily page views, allowing CTA an opportunity to advertise to a national and international audience. Emails will appear in a member's daily deal for Chicago and when visitors search for travel deals on the internet retailer.

The discounted rate will encourage more people to use CTA's 3-Day pass, which offers a better value than the pay-as-you-go option. The CTA Groupon will also cultivate new riders and eventually capture permanent local customers, expanding the current ridership base.

Groupon will also reach out-of-towners through the company's Getaways section that offers deals on hotels and travel. CTA's 3-Day passes are heavily used by tourists and this deal will help expand that market even more, particularly for festivals and weekend activities that draw huge numbers of out of town guests, like the



Air and Water Show, or Lollapalooza. Groupon's expansive reach will increase the number of sales and put the CTA fare cards in the hands of tourists via postal mail before visitors even arrive in Chicago, making it easier for them to use CTA trains and buses.

In addition to gaining additional ridership, CTA will receive customer information that will help CTA reach out to customers to help encourage further use of the system.

Per the terms of the agreement, Groupon and CTA can agree to offer an additional 250,000 passes for the same price within the next 12 months.

This agreement does not affect the availability or price of 3-Day passes at existing sales locations.

## **CTA's 95th Street station will get \$20 million upgrade in federal funding grant**

John Presta Chicago City Hall Examiner

Senator Dick Durbin, Congressman Jesse Jackson, Congressman Bobby Rush and Mayor Rahm Emanuel announced today that Chicago's CTA has secured \$20 million in critical federal funding which will allow the 95th Street Terminal Improvement Project to proceed. The intermodal project will reduce pedestrian and bus congestion, reduce travel times, improve accessibility, and create jobs on the South Side of the city.

"Today's funding through the federal TIGER grant program is great news for residents of Chicago's South Side who rely on the 95th Street Terminal to get to work and travel throughout the city," said Senator Durbin. "Upgrades to this critical transportation link will improve safety, reduce congestion and create good paying jobs. To date, Illinois has received more than \$225 million in federal funding through the TIGER grant program which has been essential to maintaining safe, efficient transportation systems that connect workers with jobs and spur economic development."

"This is a huge win for the City of Chicago and will provide a massive opportunity to the people of the city's South Side," said Mayor Emanuel. "The improvements to the 95th street station will allow people to move about the city more freely and safely, while creating jobs and economic opportunity. In conjunction with the other improvements we are conducting to public transportation on the South Side, this marks a significant step forward for the surrounding neighborhoods and the entire city."

"This demonstrates why federal resources must continue to play a significant role in rebuilding our nation's infrastructure," said Congressman Jesse Jackson, Jr. "Federal aid makes this worthy project possible."

"I am very pleased that the U.S. Department of Transportation has awarded the Chicago Transit Authority \$20 million to provide for the expansion of the 95th Street Red Line station," said Congressman Bobby Rush. "The 95th Street station is the CTA's sixth busiest

rail station and is also a major bus terminal serving the greater number of bus routes of any rail station on the CTA system. I will continue to work with the agency on transit services that improve the quality of life for my constituents. I also look forward to working with CTA to ensure that the economic impact of this 95th Street station expansion is realized through transit oriented and retail development in the area, and through contracts and jobs for those I represent."

The 95th Street Terminal provides critical transportation to the South Side of Chicago and is one of the key hubs in the entire transit system. It is one of the busiest stations in the entire CTA system. The 95th street station alone serves 20,000 daily passengers, along with 13 CTA bus routes, 5 Pace Suburban bus routes, 10 Greyhound and Indian trail intercity buses, and paratransit ADA service.

The CTA submitted a proposal for a Transportation Investment Generating Economic Recovery (TIGER) grant for the project, and was awarded \$20 million. The total estimated cost of the project is \$140 million. The \$20 million in federal funding will be supplemented by CTA funds.

This is the second TIGER grant that the City of Chicago has been awarded since Mayor Emanuel has taken office.

The CTA is the second largest transit agency in the nation, serving 1.6 million rides per weekday.

## **Aurora plans changes to transportation center traffic pattern**

Marie Wilson Daily Herald 6/13/2012

Pace riders used to catching a bus on the west side of the Aurora Transportation Center might need to adjust their routines a bit, as the city of Aurora plans to reconfigure the area's traffic pattern.

The city council Tuesday night approved a \$63,286 engineering contract with Christopher B. Burke Engineering of Rosemont to relocate the Pace bus stop to the north side of the transportation center and reconfigure the entrance lanes to the Roundhouse and Comfort Suites hotel.

The planned traffic pattern change will simplify the entrance to the Roundhouse and the hotel by decreasing it from two driveways to one, and will allow Pace riders to stay inside longer before exiting to catch a bus, said Stephane Phifer, Aurora's planning and zoning director.

"There are a lot of positives to the ridership of the configuration," Phifer said, adding it will "make the front of the Roundhouse and the Aurora Transportation Center a more inviting area."

The city prepared a preliminary design of the traffic pattern changes, which Christopher B. Burke Engineering will finalize into construction documents.

The plan calls for more green space west of the transportation center and Roundhouse that will be visible



from Broadway Avenue. It also could add up to 46 parking spaces, Phifer said.

Once the engineering firm's work is done, the city can ask bids to construct the new traffic pattern.

## **New Joliet train station to have a classic feel**

By Bob Okon bokon@stmedianetwork.com May 30, 2012 The Herald News

JOLIET — Clip-clop.

That's the sound of shoes on a train station floor that architect Charles Smith said he wants to incorporate into what he described as a transportation district that will have an effect on six blocks of downtown Joliet.

Smith, vice president of architecture and planning with Knight Engineers & Architects, presented a report Wednesday on the design for the future development right down to the clip-clop sound effect.

Describing to the Joliet City Council Land Use Committee the detail going into the train station, Smith said, "You get this clippy-cloppy noise. You know you're in a train station. ...We said we want that clippy-cloppy noise."

The clip-clop effect was a small part of the presentation, but it did reflect the attempt to incorporate classic elements into the new transportation center.

City officials said construction could start by August on new parking lots. A bus station could be built next year. In all, the construction is expected to last at least three years with probably the biggest part of the job being a realignment of rail running through downtown Joliet. The \$42 million project is being financed largely with a \$32 million state grant.

The plan has changed from an original concept of one large building that would serve as a central hub for trains, buses and other modes of transportation.

Now, there will be two smaller buildings — a bus and train station. They're being called "portals" designed to make each facility more convenient for the separate riders.

But the entire development, which will include the existing Union Station, will be tied together by design and actually stretch out to affect six city blocks, Smith said.

Part of that impact would come from extended train boarding areas that will stretch as far as Van Buren Street for the Metra Heritage Corridor Line and Eastern Avenue for the Metra Rock Island Line.

The new train station will be built across the tracks to the east of Union Station.

The bus station will be built to the south of Union Station with a turnaround drive extended to Marion Street. A section of New Street would be eliminated to create a pedestrian plaza in front of the bus station.

Two other plazas would be created along Jefferson Street on the north end of Union Station and on the north end of new train station.

The new train and bus stations would be designed with limestone to complement but not replicate Union Station, Smith said.

"We're trying to build something that really becomes an urban focal point and not just moving commuters to buses and trains," Smith said.

The presentation got a favorable review from city officials and interested citizens, who applauded Smith at one point for the design of the future development.

Committee Chairman Don Fisher said he liked the concept of incorporating classic Joliet architecture into the new buildings without trying to imitate the design of Union Station.

"You don't want to mirror something as grand as Union Station," Fisher said. "But you want to take elements of it so it looks like it belongs there."

Councilwoman Jan Quillman said she appreciated the detail of the plan "right down to that clip, clop, clop, and I know what you're saying. I know that sound."

## **Is the New Oakton Stop Paying Off For Downtown Skokie?**

About six weeks have gone by since the grand opening of the new CTA Oakton Stop near downtown Skokie. See how many people are boarding the station daily and hear what local business owners are saying.

The CTA, the Village of Skokie and local businesses are all rating the Oakton Yellow Line station an unqualified success in its first month-plus of operation.

Since opening April 30, the two-entrance station has averaged 689 daily riders, said CTA spokesperson Catherine Hosinski. No figures were available for passengers debarking.

However, anecdotal evidence suggests riders are patronizing downtown Skokie businesses, a key goal of village planners. Skokie spokesman Ann Tennes specifically cited the reopened Skokie Theater - now Gorilla Tango Theatre - and the new Aw Yeah Comics, 4933 Oakton St., as destinations for Yellow Line patrons.

And Crafty Beaver, adjoining the station to the west, is taking advantage CTA traffic with Tuesday discounts for those presenting their transit cards.

The station is part of an overall growth in Yellow Line ridership, Hosinski said.

"While we cannot speculate as to what increases in ridership will be seen with the addition of the new Oakton Street station, in recent years there has been a steady increase in ridership year-over-year," she said.

"Prior to groundbreaking for the station in 2010, there was a 5 percent increase in the total number of boardings along the Yellow Line compared to 2009," she added. "And in the past two years, CTA ridership has



Omnibus Society of America  
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continued to grow along the Yellow Line and across the entire rail system."

#### **Boardings better than expected?**

Steve Marciani, planning supervisor in Skokie's community development department, said long-range ridership numbers were run for 2020 and beyond, when the nearby Illinois Science and Technology Park is supposed to be fully occupied. Short-term, the boardings may have exceeded expectations.

"I'm very happy with the number," Marciani said. "I was telling people after the first year there would be 800 to 1,000 boardings (daily). I was really surprised it was that high (nearly 700) from opening day. That's a good starting number. We're seeing new riders (not formerly boarding at the Dempster terminal)."

"To be within 100 boardings of that (800) number is excellent," said Tennes.

Skokie will have an official celebration of the new station on site from 2 to 4 p.m. Sunday, June 24.

The station opening was perfect timing for the May 5 start of business for Aw Yeah Comics. Store manager Marc Hammond and employee Charles Bowman said "dozens" of customers have specifically used the station to come to the store from Chicago's North Side.

"Some have said they're using the train instead of driving because of parking issues in downtown," said Bowman. No other comic book store is known to exist on the far North Side or in Evanston. Although there is a comic shop in downtown Winnetka near the Metra station.

#### **What people are saying -**

The station is especially convenient for Skokie Park District employee Eric Robinson, who was visiting Aw Yeah Comics recently.

A resident of the near-Southwest Side Pilsen neighborhood, Robinson takes three El lines to his job at the park facility adjoining Oakton Pool, across Skokie Boulevard from the station. In the past, Robinson would get off at Dempster and use his skateboard, which he toted in the store, to finish his commute to Oakton.

"It's absolutely more convenient," Robinson said. "I used to 'roll' (for five minutes) from Dempster. Taking the bus was a bit of a wait."

Hammond, who lives near Loyola University in Rogers Park, also formerly got off at Dempster Street. The new station eliminates his 20-minute walk to Aw Yeah to stock the store before its opening.

With a sign next to one plugging the June 24 village event near the station entrance, Crafty Beaver promoted a 10-percent off program on all purchases up to \$100 each Tuesday for customers showing their transit cards.

The CTA knows the long-term growth potential for the Oakton station is enormous.

"This steady increase in ridership combined with the fact that new station would be located adjacent to the Illinois Science and Technology Park ... indicated that there would be a continued growing need for access to reliable public transit," said Hosinski.