



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

## **NOVEMBER-DECEMBER 2016**

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 [osabus.org](http://osabus.org). At [osabus.org](http://osabus.org) 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.

### **• NOV/DEC MEETINGS**

The November meeting of the Omnibus Society of America will be held on November 4, 2016, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our program will be presented by Mike Mullenbach and will cover the different places he has travelled to during 2016.

The December meeting of the Omnibus Society of America will be held on December 2, 2016, 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 Ed Montajano on miscellaneous transit subjects.

### **ELECTION NOTICE**

The director's position of John LeBeau and William Reynolds are up for election in December. Ballots will be mailed out the first or second week of November and must be received by the beginning of the December meeting to be counted.

### **CTA Announces 2017 Proposed Operating, Capital Budgets**

10/24/2016

*Proposed balanced spending plan would maintain fares and preserving additional service levels; capital spending plan continues historic investment in modernization*

The Chicago Transit Authority today proposed a balanced \$1.524 billion operating budget that holds the line on base fares and preserves bus and rail service levels, while

continuing historic investment to modernize the CTA and improve the customer experience.

"CTA's responsible budget will continue to create a 21st century transit system by focusing on enhancing service to riders while continuing the historic level of investment in modernization of our transit system," said Mayor Rahm Emanuel. "Investing in CTA and its customers creates economic benefits for our City, our neighborhoods and our residents by connecting people with jobs, education and opportunity."

The CTA is also proposing a \$3.5 billion five-year capital budget for 2017-2021, continuing

more than \$5 billion of historic transit investment completed, begun or announced by Mayor Emanuel since 2011. Those projects include rehabilitating rail stations and building new ones, modernizing rail and bus fleets, removing rail slow zones and adding new technologies—work that improves reliability, reduces commuting times, strengthens safety and security, and improves the overall commuting experience.

"Over the last five years, Mayor Emanuel's investment in Chicago transit has provided CTA customers with improved, more reliable and affordable transit service, and I am committed to continuing that work," said CTA President Dorval R. Carter, Jr. "Equally important with keeping up with meeting the needs of our customers is to continually find ways to do so more efficiently and cost-effectively. I look forward to continuing the many improvements the CTA has made thus far, and exploring new and even better ways to provide vital transit services to our customers."

CTA's 2017 operating budget freezes base fares for an eighth straight year and continues the expanded service begun in 2015 and 2016. The agency has been able to maintain fares by strategically pursuing management efficiencies and cost savings through reducing ongoing maintenance needs by modernizing the fleet, pre-purchasing diesel fuel and electricity at historically low levels and through responsible spending practices.

The agency continues to focus on growing revenue beyond the farebox to support operations through advertising, retail concessions and other non-fare related sources.

CTA continues to face funding challenges to meet its ambitious modernization goals, including a lack of funding from the state for capital projects and sufficient reimbursements for the mandated free and reduced-fare rides for eligible customers. However, the agency's operating budget is balanced for the sixth straight year and its capital budget preserves the historic level of transit investment that is building a world-class, 21st century



transit system that will serve the Chicago region for generations to come.

CTA in 2017 will continue to pursue long-term priorities, which focus on improving service to customers. The agency will continue to make extensive investments in its bus and rail system – including some of the largest station reconstruction projects in CTA history, such as the Red-Purple Modernization project, a \$2.1 billion investment to modernize and add capacity to the CTA's busiest rail corridor. CTA will also continue to enhance the overall customer experience by investing in public art at our rail stations.

CTA will continue to leverage technology for customers, from expansion of transit tracker to new features on the Ventra fare payment app, which recently reached 1 million downloads less than a year after launch.

Safety and security continues to remain a top priority. CTA continues to work closely with our partners in the federal government to implement the nation's first Safety Management System Program, designed to enhance the culture of safety among the agency's 11,000 employees.

Among the capital projects to continue or begin in 2017:

Completion of the Wilson Station Reconstruction Project at the end of 2017

Completion of Washington-Wabash station in 2017

Continuation of the complete reconstruction of the 95th Street Terminal on the Red Line

Continuing work on Phase 1 of the Red and Purple Modernization Program, which includes rebuilding four Red Line stations and constructing a rail bypass

Select a final alignment for a proposed Red Line Extension from 95th Street to 130th Street and perform additional project engineering work

Your New Blue program to upgrade the Blue Line O'Hare branch

Ravenswood Corridor signal improvements to benefit Brown, Purple Express between Armitage and the Merchandise Mart stations

Upgrade and accessibility improvements to Quincy Loop 'L' station and Illinois Medical District Blue Line stations

Belmont Blue Gateway project

Garfield Green Gateway project

Complete 3200-series overhaul

Many of the capital projects will feature distinctive architecture and public art from notable Chicago and international artists, part of ongoing efforts to make public transportation more attractive and to highlight communities.

A public hearing will be held on Monday, November 14, 2016 at 6 p.m. at CTA headquarters, 567 W. Lake Street, second floor conference room, Chicago, Illinois, 60661.

Written and oral comments will be taken into consideration prior to Chicago Transit Board action. This input will be welcomed at the hearing or by correspondence addressed to Gregory P. Longhini, Assistant Secretary of the Board, Chicago Transit Authority, P.O. Box 7567, Chicago, Illinois 60680-7567. Comments also may be submitted in writing either via email to: [glonghini1@transitchicago.com](mailto:glonghini1@transitchicago.com) or via fax: 312-681-5035. The deadline to submit written comments is 5 p.m. Tuesday, November 15, 2016.

The proposed budget is available for public review at the CTA Headquarters reception desk, second floor, 567 W. Lake Street, Chicago, Illinois, 60661 weekdays between 8 a.m. and 4:30 p.m.

Copies are also available for review in standard size print and large print at the main office of the Regional Transportation Authority, reception desk, Suite 1650, 175 West Jackson, Chicago, Illinois, 60604; at the Archer Heights Branch Library, 5055 South Archer Avenue, Chicago, Illinois 60632; Austin Branch Library, 5615 West Race Avenue, Chicago, Illinois 60644; Harold Washington Public Library, 400 South State Street, 5th floor, Chicago, Illinois, 60605; Jefferson Park Branch Library, 5363 West Lawrence Avenue, Chicago, Illinois 60630; South Shore Branch Library, 2505 East 73rd Street, Chicago, Illinois 60649; West Town Branch Library, 1625 West Chicago Avenue, Chicago, Illinois 60622; Woodson Regional Public Library, 9525 South Halsted Street, Chicago, Illinois, 60628; Evanston Public Library, 1703 Orrington Avenue, Evanston, Illinois, 60201; Evergreen Park Public Library, 9400 South Troy, Evergreen Park, Illinois, 60805; Oak Park Public Library, 834 Lake Street, Oak Park, Illinois 60301; Riverdale Public Library, 208 West 144th Street, Riverdale, Illinois, 60827; and at the Skokie Public Library, 5215 West Oakton, Skokie, Illinois, 60077.

A copy of the proposed budget is also posted on the CTA's web site at [www.transitchicago.com](http://www.transitchicago.com).

## **Mayor Emanuel, CTA Announce Belmont Blue Station Upgrades to Feature Notable Architecture**

10/17/2016

*CTA plans upgrades for Belmont Blue station and bus terminal to create attractive community gateway, modernize facility*

Mayor Rahm Emanuel and Chicago Transit Authority President Dorval R. Carter, Jr. today announced plans to use a new improvement project at the Belmont station on the Blue Line O'Hare branch to infuse unique architecture into the Northwest Side neighborhood.

The project will include a community gateway, architecturally enhancing the street-level entrance to the Belmont subway station, and will improve the bus arrival/departure areas to speed bus boarding and provide a safer, more comfortable environment for pedestrians. The most visible element will be an



architectural canopy above the Belmont station entrance. Designed by the Chicago architecture firm Carol Ross Barney, the canopy will provide an expanded covered area for waiting customers, while creating a strong visual identifier for both the CTA and the community.

"Projects like this bring notable architecture and design that celebrates and complements the character of our communities, enhance our neighborhoods and bring economic and cultural opportunities to residents and businesses," said Mayor Emanuel. "The Your New Blue program has already created notable improvements for Blue Line customers on the O'Hare branch, and now we're expanding those to the Avondale community. We are committed to continuing our unprecedented investment in creating a world-class transit system."

The project will also include streetscape and landscape improvements which, combined with the station improvements, will create a signature gateway to the Avondale community.

"As we have done with recent projects like the 95th Street Terminal and the Cermak-McCormick Place station, our goal is create an efficient, attractive environment for our customers while also incorporating modern, innovative designs," said CTA President Carter. "These improvements go hand in hand with the improvements to rail and bus service that we are making across our transit system to better serve our customers."

The Belmont Blue subway station and bus terminal is an important transit hub in the Avondale community, providing access to the Blue Line and to the busy #77 Belmont and #82 Kimball/Homan bus routes. The station provided nearly 1.8 million train rides in 2015.

The facility opened in 1970 as part of the Blue Line's extension from Logan Square to Jefferson Park. It was designed by renowned Chicago architectural firm Skidmore, Owings & Merrill, which developed a modern, functional form for the station. This will be the station's first major renovation.

The gateway will also incorporate prepaid bus boarding, which CTA began testing this summer at the Belmont Blue station. Prepaid boarding allows customers at the station to prepay their bus fares ahead of boarding #77 Belmont buses during the weekday evening rush hours of 3 p.m. to 7 p.m. The goal of the six-month pilot program is to study how permitting customers to pre-pay their fares in a designated area improves the speed and efficiency of bus boarding and overall bus service.

The gateway project, which is still in the design and development phase, is expected to cost up to \$15 million. The CTA expects to begin the improvements in 2017. The CTA will work closely with local community members and elected officials to provide project updates and will strive to minimize impacts to service.

## Four CTA Rail Stations to Receive New Artwork by Award-Winning Artists

10/14/2016

The Chicago Transit Board today approved the award of four contracts to four renowned artists to develop new artwork for four CTA rail stations that will reflect the neighboring community and beautify rail stations along the Brown, Blue and Green lines – the latest step in Mayor Rahm Emanuel's efforts to expand public art across CTA bus and rail facilities.

Under the Mayor's leadership, CTA's collection of public art has nearly doubled since 2011 – currently boasting more than 60 works of art across all eight rail lines. This collection includes mosaics, art glass and sculptures created by nationally and internationally acclaimed artists, many of whom are local.

"Walk into any of our 60-plus rail stations that have public art on display and try imagining that space without the artwork -- and you will quickly realize how different your commuting experience would be," said CTA President Dorval R. Carter Jr. "The addition of the artwork in our stations not only enlivens the space and enhances travel experience, it also adds to the character of the surrounding community."

CTA's art collection will further expand over the next few years by nearly a dozen new works of art, including those announced today along with artwork planned as part of the completed Your New Blue station renovation work at Western and Damen, the new Washington/Wabash Loop station; the Chicago/Austin bus turnaround; and the new Wilson station and 95th Street Terminal on the Red Line, both of which are currently being reconstructed.

After reviewing nearly 350 responses to a Call for Artists issued in December 2015 for artistic merit and related qualifications, the CTA has selected the following artists to commission new, one-of-a-kind public art:

Diversey/Brown Line: Mathew Wilson (Chicago)

Illinois Medical District/Blue Line: Jason Messinger (Chicago)

Jefferson Park/Blue Line: Jamie Pawlus (Indianapolis)

Kedzie/Green Line: Erin Curtis (Washington D.C.)

CTA will host public meetings with the selected artists to gather community input into the artwork designs. Meeting details will be announced in the coming months. The artwork will be paid for with Federal Transit Enhancement funds provided by the Federal Transit Administration (FTA). The comprehensive budget is estimated to be \$320,000, which includes costs associated with artist fees, fabrication, shipping/delivery and contingency.



## **Red Line Extension Project to 130th Street Moves Forward; CTA Announces Next Steps in Historic Project as Part of Mayor Emanuel's 'Red Ahead' Transit Investment**

9/29/2016

*CTA to seek public comment on comprehensive plan to extend rail service to 130th Street and improve transit service on the Far South Side*

The Chicago Transit Authority today announced a series of upcoming events that will advance the Red Line Extension Project, a plan to extend Red Line rail service to 130th Street from 95th Street including building four new rail stations that will provide rail access to the Far South Side.

The Red Line Extension Project is a key part of Mayor Emanuel and CTA's "Red Ahead" investment in its busiest rail line. Other projects improving the Red Line on the South Side include the \$425 million reconstruction of the Red Line South in 2013 and the ongoing \$280 million construction of a new 95th Street Terminal, which will be completed in 2018. The project is expected to create 29,000 new direct, indirect and induced jobs.

"We are pleased to make progress on this transformational Red Line project, which will expand transit for the Far South Side and create faster access to jobs, education and opportunity," said CTA President Dorval R. Carter, Jr. "As we move forward in the comprehensive federally required planning process for this project, we continue to make significant investment in the South Side that include the new 95th Terminal, improved Red and Green Line service and expanded bus service on multiple routes to better serve our customers."

The CTA two years ago narrowed the potential Red Line Extension Project alternatives to one "preferred alternative" with two possible options – one east and one west of the Union Pacific Railroad tracks on the South Side -- and announced \$5 million of funding to continue planning work for the project.

Today, the CTA announced the following developments related to the Red Line Extension Project:

The CTA will publish a comprehensive Draft Environmental Impact Study (EIS), a requirement for obtaining federal funding for this historic project, on October 6, 2016. The Draft EIS is an extensive document that details the potential benefits and impacts of both proposed options for the project.

The CTA will accept formal comments from the public as part of the federal Draft EIS between October 6 and November 30 (more than 45 days), encouraging feedback from the community about any aspect of the project. The feedback will be used to assist the CTA in

future planning decisions, including selecting one of the two alignment options for the project.

The CTA will also hold a public hearing on Tuesday, Nov. 1 at a location to be determined, inviting the public to learn more about the project, including asking questions and providing comments to CTA staff.

The CTA will also begin to notify property owners whose property may be necessary to acquire for the project. The CTA is not yet acquiring properties for the Red Line Extension Project because it has not yet selected a final alignment, nor has it secured federal funding for the project.

The RLE project is Mayor Rahm Emanuel and CTA President Dorval Carter's plan to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. The 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street, each of which would include bus and parking facilities. The current estimated cost of the project is \$2.3 billion.

### **Proposed alignment options for Red Line extension**

In August 2014, the CTA narrowed the list of extension alternatives to one "preferred alternative" with two variations:

Union Pacific Railroad Rail (UPRR) Alternative, East Option - Under this option, the CTA elevated structure would be placed immediately east of the Union Pacific Railroad right-of-way from 99th Street to 118th Street.

Union Pacific Railroad Rail (UPRR) Alternative, West Option - Under this option, CTA elevated structure would be placed immediately west of Union Pacific Railroad right-of-way from 99th Street to north of 118th Street.

The proposed alignment of the rapid transit line would be the same for the two East and West options from 95th Street to 99th Street and from 118th Street to 130th Street. The Red Line Extension would run along elevated track from 95th Street to approximately 119th Street, where it would transition to at-grade tracks.

The CTA arrived at these options based on environmental analysis and comments received at the public open house meeting and public comments submitted in 2014.

### **Draft EIS and public comment**

The public can review the Draft EIS online at [transitchicago.com/redeis](http://transitchicago.com/redeis) starting October 6th. Hard copies will be available at local libraries and CTA headquarters. The Draft EIS provides information about the project, its impacts and mitigations. The public is invited to provide feedback and ask questions.

Hard copies of the Draft EIS will be available at the following locations:

CTA headquarters, 567 W. Lake Street, 2nd Floor, Chicago, IL 60661

Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628



West Pullman Public Library, 830 W. 119th Street,  
Chicago, IL 60643

Altgeld Public Library, 13281 S. Corliss Avenue,  
Chicago, IL 60827

Woodson Regional Public Library, 9525 S. Halsted  
Street, Chicago, IL 60628

Calumet Park Public Library, 1500 W. 127th Street,  
Calumet Park, IL 60827

Harold Washington Library Center, 400 S. State Street,  
Chicago, IL 60605

Once the formal review period is complete on November  
30, 2016, CTA will review and respond to all the  
comments received.

Responses to comments will be provided in the Final  
EIS, which will include the CTA's analysis of the final  
proposed project alignment.

#### **Outreach to property owners**

The CTA will communicate with all potentially impacted  
property owners via a number of channels:

Letters will be mailed to every property owner that could  
be potentially displaced by the project (either the East or  
West Option). Those letters will also communicate that  
the CTA is not yet able to make a final determination on  
which properties will be required to be acquired for the  
project.

CTA staff will visit every potentially displaced building.

Property owners can submit project feedback on the  
Draft EIS, which will provide addresses of potentially  
displaced properties, via email, regular mail and at the  
public hearing.

CTA will attend meetings as requested by community  
members and elected officials to share information.

CTA's web site, [transitchicago.com/redeis](http://transitchicago.com/redeis), will continue  
to provide project information and updates. The public  
can also sign up for project update emails by contacting  
us at [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com).

#### **Red Line Extension Project: Next steps**

Based on public feedback, environmental review and  
funding availability to conduct additional engineering  
work, CTA anticipates announcing the preferred option  
for the location of the extension of the project in 2017.

Depending on funding availability and federal regulatory  
approvals, CTA anticipates publishing a Final EIS by the  
end of 2018, which will provide a comprehensive  
analysis of the project's impacts.

Once CTA has completed the Final EIS process, as  
required by the federal government before it would  
provide federal funding for the project, CTA could then  
begin the process of securing funding, which is expected  
to include a mix of federal and local funds. That could  
include the creation of a special transit-only tax-  
increment financing district, authorized by the General  
Assembly in June 2016, which could provide local  
funding for the Red Line Extension Project.

## **CTA Wilson Station Reconstruction Project is More than 50 Percent Complete; Next Phase of Construction Work Begins**

9/27/2016

*Wilson station will remain open throughout project;  
transformative new station and track structure work  
will have minimal impact on service during  
construction*

The Chicago Transit Authority (CTA) announced that the  
transformative Wilson Station Reconstruction Project is  
more than 50 percent complete and that the agency this  
week begins the third phase of construction. The project  
will not only create a new, modern and fully accessible  
Wilson station, but will fully rebuild all track structure  
next to the station.

Announced by Mayor Rahm Emanuel in 2012, the \$203  
million project is completely reconstructing the Wilson  
station and the station's more than 100-year-old track  
structure, creating a new transfer point between the Red  
and Purple Lines.

"CTA customers who use the Wilson station are already  
noticing the changes occurring from this remarkable  
project, which is creating a modern, accessible station in  
the heart of Chicago's Uptown that will better serve them  
and also help generate economic development in the  
historic neighborhood," said CTA President Dorval R.  
Carter Jr. "The construction continues to make great  
progress, on time and on budget, and is generating  
good-paying local jobs."

As part of the new phase, CTA will reconstruct the third  
of four tracks, the northbound Red Line track, along with  
related elevated structure that will be rebuilt as part of  
the project. This phase also includes the demolition of  
the old station platform and the construction of a new  
east island platform that will eventually serve northbound  
(Howard-bound) Red and Purple Lines.

The CTA has completed the reconstruction of two  
southbound tracks that carry Red and Purple Line  
Express trains and built a new, modern southbound  
platform that opened in March 2016.

Red and Purple Line Express service at the Wilson  
station will continue during Phase Three and the station  
will continue to remain open. In the morning weekday  
rush periods only, Red and Purple Line Express trains  
will continue to share one southbound track, as they  
have since early 2015.

Customers will see the following improvements and  
temporary changes for the duration of Phase Three,  
beginning on September 26:

#### **Red Line**

Service level, frequency and travel times will remain the  
same



## Purple Line Express

Service level, frequency and travel times will remain the same

Southbound (Loop-bound) trains will continue to make stops at Wilson and Sheridan during morning rush only

## Wilson station

The station will remain open.

All customers traveling both northbound and southbound will use the new, modern west island platform that opened in March 2016. This island platform offers more shelter from the elements and is longer and wider than the previous platform.

The old northbound platform will close permanently. Customers accessing the new platform can now use the existing temporary entrances on the north and south sides of Wilson west of Broadway

Customers will no longer use any portion of the old Wilson station. The Gerber entrance and auxiliary entrance and exit (that serve the old platform) south of Wilson will be permanently closed. Customers will now access the station via temporary entrances while the new stationhouse is under construction.

The ongoing construction will occasionally require some temporary street closures and parking restrictions near the elevated structure. The CTA will work to minimize impacts on commuters and the neighborhood as much as possible, and will continue to work closely with local aldermen to finalize details and provide advance notice of impacts to sidewalks, streets and alleys. Phase Three is expected to be completed in early 2017.

The \$203 million Wilson project is part of more than \$5 billion of transit improvements announced by Mayor Emanuel since taking office in 2011. Projects include building new rail stations and modernizing others, purchasing new buses and rail cars, and continued investments in technology to benefit customers and provide a better commuting experience. It is also one of the largest station projects in CTA history and is the latest in a series of Red Line modernization projects to take place since 2011.

When the project is complete in late 2017, riders will have a modern, spacious and more accessible station that will be a new transfer point for Red and Purple Line Express trains. About 2,200 feet of elevated tracks, signals and supporting infrastructure will also be relocated and reconstructed, eliminating slow zones and improving service reliability for customers, as well as providing a more pleasing street environment along Wilson Avenue and Broadway in the heart of Uptown.

The revitalized station will also benefit the surrounding area by serving as an economic anchor for the historic Uptown neighborhood, stimulating local business and promoting job growth.

For more information about the Wilson project, visit [transitchicago.com/wilson](http://transitchicago.com/wilson).

## CTA to Begin Faster Bus Boarding Pilot on Loop Link Downtown

9/14/2016

*Prepaid CTA bus boarding at Madison/Dearborn Loop Link bus station aims to increase speed and efficiency on seven downtown bus routes*

As part of CTA's continuing efforts to improve service for customers, the CTA announced today that it will launch a pilot that would allow customers to board buses more quickly by pre-paying their fares at the Madison and Dearborn bus station along Loop Link.

Beginning on September 19<sup>th</sup>, customers will no longer have to pay fares as they board westbound Loop Link buses during evening rush periods (3 p.m. to 6:30 p.m.). Instead, they will be able to prepay their fares before entering the bus station on Madison at Dearborn, allowing them to board buses more quickly and therefore allowing buses to depart more efficiently, improving the quality of bus service in the Loop.

"By allowing CTA bus customers to pay fares in advance much like they do to ride the "L", we will be able to determine how much more quickly customers are able to board buses and how bus service reliability is improved," said CTA President Dorval Carter. "This pilot is the latest in a series of improvements we are making to CTA bus service, as part of our commitment to enhancing service and providing a world-class transit experience."

Loop Link launched in December 2015 to make service in the downtown Loop easier, safer and more reliable. Loop Link provides a balanced separation of CTA bus, bike and regular traffic with dedicated lanes on Washington, Madison and Clinton (improvements to Canal and Randolph to complete the project are coming soon). The new configuration has helped to improve speed and service for seven CTA bus routes that travel the corridor.

### CTA bus routes included in pilot

By prepaying fares during the pilot, customers at the Madison/Dearborn station will be able to board more quickly and reduce bus delays that can occur from the high volume of customers. More than 2,300 customers board buses at the Madison/Dearborn Loop Link station each day. Current boarding times during evening peak periods can take as long as 4 minutes per bus due to heavy ridership which can lead to slower service or delays along the route.

During the period in which the pilot is in effect, customers traveling west on the #J14, #19 (used for special events only), #20, #56, #60, #124 and #157 routes will touch their Ventra card/ticket or personal credit/debit card at a special Ventra fare reader to enter the prepaid boarding area prior to boarding the bus.



The modernized bus station at Madison and Dearborn offers a large canopy for weather protection, raised platforms for easier boarding, CTA Bus Tracker screens as well as additional seating for customers. The area will also be staffed by designated CTA employees, similar to train stations, to assist customers.

Customers who need to add transit value or unlimited ride passes to their Ventra account can easily add transit value or purchase 1-, 3-, 7- or 30-day unlimited ride passes at the Walgreens directly behind the platform; at any nearby rail station; and via the free Ventra app.

The structure of the Loop Link pilot is similar to a pilot the CTA is currently conducting on the #77 Belmont route at the bus stop at the Belmont Blue Line station, a busy rail-to-bus transfer location in Avondale. Both pilots will help provide the CTA with valuable feedback on prepaid boarding, which the CTA will look to expand pending the results of each pilot.

## **CTA Hires World-Renowned Artist to Create Artwork for Austin Bus Turnaround**

9/14/2016

As part of Mayor Rahm Emanuel's commitment to expand public art at CTA stations and terminals, the Chicago Transit Authority (CTA) today announced the hire of world-renowned artist Shinique Smith to commission a new, one-of-a-kind artwork for the Austin Avenue bus turnaround – the CTA's first permanent public art installation at a bus facility.

"Much like rail stations, CTA bus turnarounds are often located in highly-trafficked areas and serve as gateways to the surrounding community," said CTA President Dorval R. Carter, Jr. "The addition of new public artwork at our Austin and Chicago bus turnaround will create a more inviting transit space for hundreds of bus riders each day and enhance the surrounding community by sharing a part of its story through new original artwork created by a world-renowned artist."

Under the leadership of Mayor Emanuel, CTA's collection of public art has nearly doubled since 2011 – with now more than 60 works of art across all eight rail lines. It includes mosaics, art glass and sculptures created by nationally and internationally acclaimed artists, many of whom are local.

This collection of art will further expand over the next few years to include nearly a dozen new works of art, including the one announced today along with commissioned works as part of the recently completed Your New Blue station projects and the upcoming Wilson Station Reconstruction and 95th Street Terminal Improvements projects.

Smith was one of nearly 350 artists who submitted qualifications in response to CTA's Call for Artists issued in December 2015 for the bus turnaround, which serves the #66 Chicago bus route, one of CTA's busiest routes, and nearly 1,000 people each weekday. After reviewing

all submissions, an evaluation committee selected Smith based on her artistic merit, qualifications, professional recognition and her written statement of interest.

CTA will hold a public meeting at a future date to provide community members with an opportunity to meet the artist and provide feedback on the type of artwork that will be created.

Smith, who is based in New York, is best known for using discarded everyday personal items and transforming them by incorporating elements of graffiti, Japanese calligraphy and abstraction to create complex and vibrant visuals that rejuvenate a space. Her work has been exhibited at prestigious venues including The Studio Museum of Harlem; The Museum of Fine Arts, Boston; The Brooklyn Museum of Art; Denver Art Museum; Los Angeles County Museum of Art; The Bronx Museum of the Arts; The Smithsonian National Portrait Gallery (Washington DC); and The New Museum (New York) among others.

Funding is provided by the Federal Transit Administration (FTA) and will cover the entire project budget, which is not to exceed \$200,000, and includes costs associated with artist fees, fabrication, shipping/delivery and a project contingency fund.

## **Four new services launch Monday, October 24**

*Bus on Shoulder service from Bridgeview and the Naperville – Aurora Call-n-Ride among new services*

As we continue to provide expanded job access and regional mobility, Pace launched four new services on October 24, providing commuters all over the suburbs with additional transportation options.

First, in response to significant ridership growth and increased demand for service, Pace expanded its popular Bus-on-Shoulder service on Monday, October 24 with Route 856 Toyota Park – East Loop Express.

The new service costs \$4 each way and operates from the Pace Toyota Park Transit Center to Chicago's East Loop District. (Note that this route is operating on a temporary minor detour in the city to avoid construction delays on Clark Street) A new, free park-n-ride at Toyota Park in Bridgeview offers convenient parking for commuters. Buses are permitted to use select sections of the I-55 shoulder when regular traffic flows at 35 miles per hour or less. Buses on the shoulder are limited to traveling 15 miles per hour faster than the flow of traffic with a maximum speed of speed in the shoulder of 35 miles per hour.

Another popular Pace program, Call-n-Ride, also added a new member to its growing family on October 24 with the Naperville-Aurora Call-n-Ride. This service provides on-demand service to any location in the service area bounded by Eloy Road, Interstate 88, Raymond Dr. Ogden Avenue, Meadow Lakes Blvd, Shoreline Dr, Frontenac Street and McCoy Drive. Timed connections



Omnibus Society of America  
PO Box A3051  
Chicago IL 60690

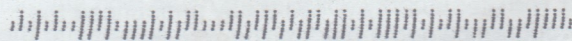
5 SUBURBAN IL 604

02 NOV 2016 PM 4 1



OSA 223  
RAY PIESCIUK  
PO BOX 8258  
BARTLETT IL 60208-8258

60103-825858



with Routes 530 and 559 are provided at Fox Valley Mall. Reservations can be made for the Naperville-Aurora Call-n-Ride by calling 630-453-4599 on weekdays between 6:30am and 7pm. The fare for this service is only \$1.75 with a Ventra Card (\$2 with cash). Please visit Call-n-Ride page on the Pace webpage for more detailed information about this service.

Two other new routes also begin this week. As of October 23, 2016, Route 361 Harvey – Laraway Crossing Express provides daily non-stop service between Harvey Transportation Center and the new Amazon Distribution Center at Laraway Crossing in Joliet.

Beginning October 24, 2016, Route 559 Illinois Route 59 provides weekday and Saturday service along Illinois Route 59 in Aurora and Naperville between Ferry Road north of I-88 and High Meadow Road south of 111th Street. It connects with Route 530 and the Naperville-Aurora Call-n-Ride at Fox Valley Mall.

Both of these services are regular fare routes costing \$1.75 with a Ventra Card (\$2 with cash).

**2017 dues for membership** in the Omnibus Society of America are now being accepted. Dues are still \$30.00 for the year and can be paid either at one of our monthly meetings or by check or money order through our Post Office Box.