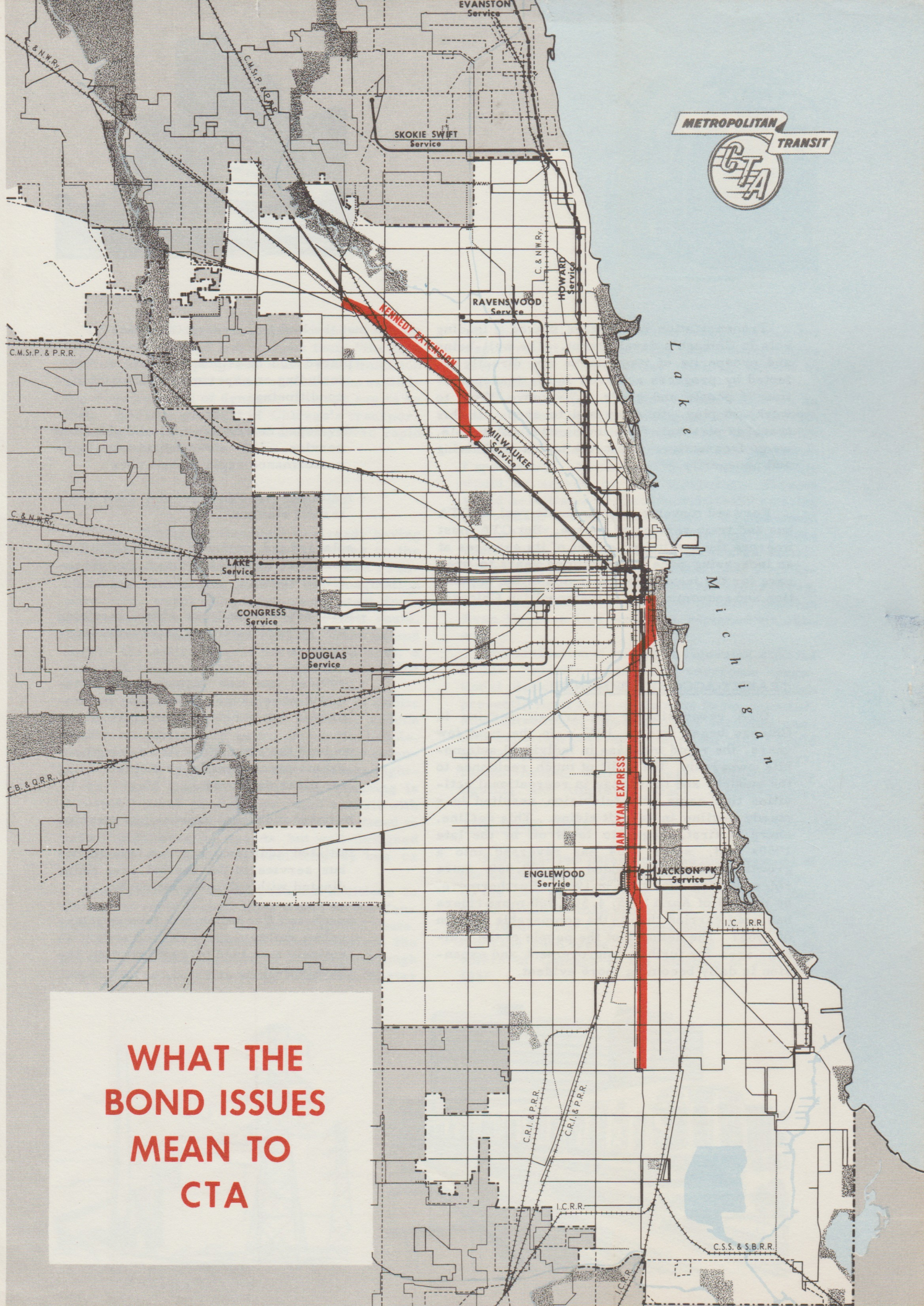
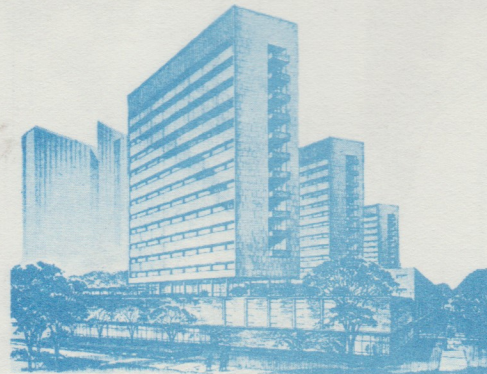




**WHAT THE  
BOND ISSUES  
MEAN TO  
CTA**







Transportation has always played a leading role in Chicago's development. The well-being and prosperity of its citizens are directly affected by progress achieved in the transportation of people and goods. We move about to work, to play, to study and to shop. If this travel is pleasant, fast, low in cost and simple, we go frequently. The cycle builds good living and prosperity.

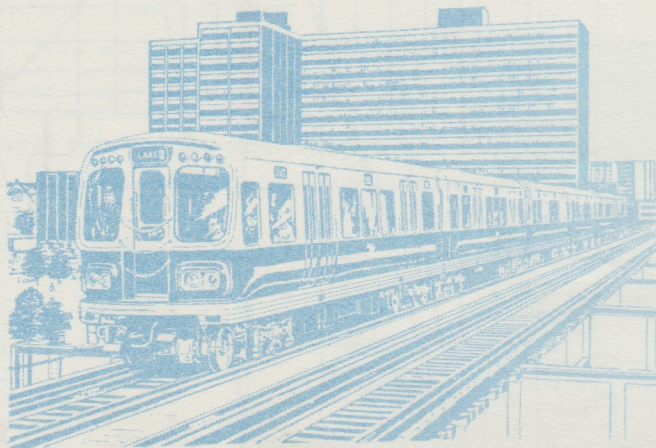
Forward movement is the basic goal of CTA bus and train service of course. But CTA must improve the quality and extent of its services at an increasing pace in the coming years to prepare for the inevitable expansion of the population and economic base of metropolitan Chicago.

#### TRANSIT ACCOMPLISHMENTS

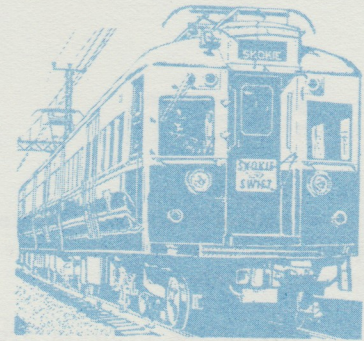
CTA responsibility for transit service in Chicago began late in 1947. In the next few years, the rapid increase in individual automobile ownership, the shift of much residence to the suburbs and the change in recreational activities that came with television resulted in a steady decline in transit riding. This decline, sharp at first, began to level off in the late 1950s and, since 1964 has reversed into a growth rate which added 12,300,000 more riders during 1965 than in 1964. Furthermore, by the end of April 1965, 4,500,000 more riders had been carried than in the comparable portion of 1965! The demand of the people of the Chicago area for further improvement and expansion is daily becoming more evident.

In just the last three years CTA has:

- placed 600 new look buses in service, including an experimental lot with air-conditioning
- developed new design for, and placed in service, 180 air-conditioned, high-performance rapid transit cars
- installed escalators at four busy rapid transit stations
- enlarged and improved auto Park'N'Ride facilities at three important rapid transit terminals
- built new car and bus shop, servicing and storage facilities at several locations
- provided one new high-capacity automatic power supply substation and improved equipment at several others
- doubled the strength of its training programs for new employees and retraining for older employees
- initiated additional express bus services
- initiated additional reduced fare shuttle bus service in the central area coordinated with suburban railroads
- purchased five miles of a former inter-urban railway and extended over it an entirely new kind of rapid transit, the Skokie Swift.







CTA has so far accomplished improvement of equipment, shops and stations from "the fare box" but further progress under this limitation would be much slower than needed if the exploding requirements of dynamic Chicago are to be met. And the greatest of Chicago's transportation needs is for extended and improved rapid transit.

### NOW IT'S TIME TO MOVE FORWARD

True, Chicago is fortunate in already having a backbone of six rapid transit routes to the north, northwest, west and south -- San Francisco and Washington who set the imagination afire with wonderful plans, must start from zero to provide their first rapid transit route. But while Chicago's rapid transit lines extend across the entire city to the north and west, a glance at the map shows the need for extension in other directions.

The most effective improvement in public transportation that could be made to reduce traffic congestion, to better serve the people, business and industries of Chicago is the extension of highly-dependable, fast, private right-of-way rapid transit. Today our planning is directed toward all-express rapid transit with stations about a mile apart -- widely spaced to permit high operating speeds, but well-designed to permit convenient accessibility by bus or auto.

Most promising of the possible additions to Chicago's rapid transit lines would be the Kennedy Extension and the Dan Ryan Express route.

The Kennedy Extension would continue the present West-Northwest route northwest through Logan Square about five miles to Central-Foster

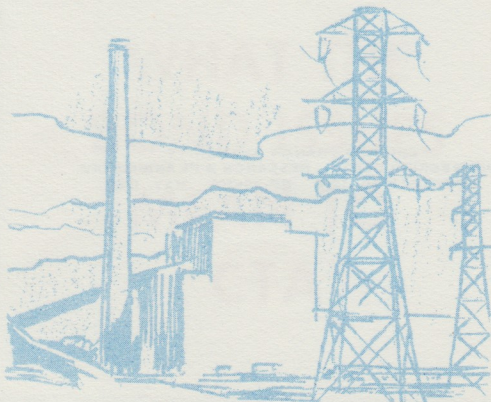
via the median strip which was provided for rapid transit in the Kennedy Expressway. More than 70,000 rides per day would be served by this extension.

The Dan Ryan Express route would be an entirely new service linking downtown to 95th and State Street, via the median strip which was provided for rapid transit on the Dan Ryan Expressway. More than 55,000 rides per day would be served by this extension. Service would be initiated by a connection to the existing elevated in the near south side. Trains would circle the Loop, providing, with existing Lake route trains, a convenient central area distributor service for Illinois Central and Rock Island commuters. When the central area subway, now being studied by planners, is built, the Dan Ryan Express line would be rerouted via subway.

Modernization of twelve key elevated stations is also urgently required to overcome operational deficiencies and inconveniences which presently limit their usefulness to the traveler. Modernization of these stations, including certain important bus-rapid transit terminals would include longer, wider platforms, escalators, radiant-heated waiting areas, high-intensity lighting and improved track arrangements.

### THE BOND ISSUE

For these two extensions and improvement of twelve old stations altogether, CTA has requested the City of Chicago to provide \$28,000,000 which would be matched by \$50,000,000 in federal funds. The City's share would be provided from the bond issue which will be submitted to voters in Chicago at the election of June 14, 1966.





In a recent statement concerning the City's capital improvement bond issue proposal, Mayor Richard J. Daley said:

"All of the projects proposed extend and improve services and facilities for the people of Chicago. The project constitutes a coordinated program which deals with the basic needs of the people -- their safety, health and economic wellbeing.

"This administration is pledged to expedite the Public Works Program as much as possible. This policy is based upon the principle that our citizens should enjoy the benefits of capital improvements as quickly as possible. The results of this program are visible throughout our City.

"All of the proposed projects are part of a well-planned comprehensive capital improvement program and are an integral part of the City Comprehensive Plan which is now being implemented by the Department of Development and Planning. The program is in complete accord with the financial ability of the City. It is based upon the principle of bringing benefits directly to every area and to every neighborhood.

"The total of this overall program of city improvement amounts to \$195,000,000.

It provides funds for improvement and expansions of services and facilities essential to the welfare of our City and people such as street lighting, sewers, community improvement, police and fire stations, mass transportation, construction of incinerators, municipal buildings, Department of Health Centers, House of Correction and Navy Pier.

"These improvements, which will benefit all of our citizens and all of our communities, will not cause an increase in the City's property tax. The City will commit authorized bond issues only as the money is needed and contracts are let. The retirement of previous bond issues will permit the scheduling of new bond issue maturities without increase in taxes.

"These bond issues are being submitted so that we can achieve our common objectives to provide a decent home for every family, rid the community of slums and blight, improve facilities that will enable our police, fire, health and sanitation departments to give better protection and service to the people, and to make all of our neighborhoods better places to live and work for every family.

"This is our goal. This is our commitment."

*The Mayor has pointed out that these bonds will not cause an increase in tax burden since older bond issues are being retired concurrently. Furthermore, these investments in transit and other facilities would be returned many times over by enhanced property values and better living for the people of Chicago.*

*CTA will continue to operate your transit system entirely from the fares paid by car riders. Fares will also continue to pay for other important improvements.*

**VOTE "YES" ON THE BOND ISSUES JUNE 14!**