

# Marketing Transportation Services to Chicago's Polish Community

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White Paper

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## Executive summary of recommendations

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### Marketing transportation services to Chicago's Polish Community

At one time, the Polish population in the Chicago area was the largest outside of Warsaw, Poland. While this may no longer be true due to multiple factors including Poland's entry to the European Union, the Polish community is still second largest foreign group in the state of Illinois, Chicago Metropolitan area, and the city of Chicago.

There have been four waves of Polish immigration to the United States and Chicago area. These include people that immigrated from the 1850s to the early 1930s, from World War II through the 1950s, the 1980s through the 1990s, and those people that immigrated after 1990. After Poland joined the European Union in 2004, immigration to the United States and the Chicago area has dropped, due to Poles being able to travel more freely and work in nearby European countries.

While Cook County has the largest number of Poles in the Chicago area, both the City of Chicago and suburban Cook County have seen declines in their Polish population of 16.3 percent and 2.6 percent, respectively, from 2000 to 2010. DuPage County's Polish population remained stable during that time, while the Polish populations in Kane, Lake, McHenry, and Will Counties have increased.

In the City of Chicago, Poles tend to concentrate near both airports, Midway and O'Hare, on the Southwest and Northwest sides of the city, as well as in the Northwest suburbs and Southwest suburbs adjacent to those areas. The epicenter of Polish Chicago appears to be around the Harlem-Irving Plaza in Norridge. Traditional Polish neighborhoods on the near Northwest side of Chicago and near Southwest side of Chicago have lost Polish residents, either due to gentrification, or being replaced by Hispanic residents.

Some Chicago transit information is in Polish. CTA publishes some materials in Polish, and Ventra information is available in Polish. Pace prints two schedules operating in communities with sizable Polish populations in Polish. The Regional Transportation Authority (RTA), Metra, and South Shore print no Polish transportation materials.

Polish media in Chicago, particularly the Dziennik Zwiakowy (Polish Daily News) covers Chicago area transportation issues, and we have examples of two stories that are covered in the report.

MPC primarily conducted secondary research for this project. We found that much of the existing data was several years old, and had not been updated since it had been originally conducted. We feel that more research is needed, particularly as there are changes in Chicago's Polish community. The "waves" of immigrants are likely to have very different needs, in terms of how they receive information, their familiarity with Polish, and how they identify themselves. Also, as the Polish community becomes more suburban, and has more of a presence in the collar counties, are there missed opportunities to reach out to this community about commuting issues.

Changes in Polish immigration to the U.S., and the Chicago area should be monitored. The admission of Poland to the European Union in 2004 has impacted the number of Poles who immigrate here. Depending on immigration trends, this community could become less prominent in a generation, and the need for Polish language services could change.

Finally, lessons we have learned with the Polish community regarding transportation marketing and information have parallels that can be adapted to other ethnic groups in the Chicago area.

# The Polish and Polish-American community in the Chicago area

The Chicago area has the largest Polish and Polish-American community in the United States. While at one time, it was the largest Polish community outside of Warsaw, Poland, that may not be the case today. Since Poland was admitted to the European Union in 2004, immigration from Poland to the United States has levelled off. Today, the U.S. is the fifth most popular destination for Poles, after 4 European countries (Germany, UK, Ireland, and Italy).<sup>1</sup> Recent demographic data has shown that New York may have slightly more Poles than Chicago, and that London has a larger Polish population than Chicago.<sup>23</sup> Nearly 10 million Polish people live in the United States. Illinois has the second largest Polish population after New York. In Illinois, Poles are the second largest immigrant group after Mexicans.

Chicago has a sizable Polish community. Based on 2010 census data, there are approximately 175,000 Poles living in the City of Chicago, and over 800,000 in the metropolitan area.<sup>4</sup>

Poles are the second largest immigrant group in the Chicago metropolitan area, Cook County, and the City of Chicago.

## History of Polish Immigration to America

There have been four distinctive waves of Polish immigration to America.



The first wave started arriving in the mid 1800's and lasted until the 1930s. This wave mainly came to America due to economic reasons in addition to political and religious reasons. This wave is generally called *Za Chlebem* (for bread).<sup>5</sup> It is difficult to account for this first wave of Polish immigration since during this time Poland did not exist as a sovereign state, but was partitioned between Austria, Prussia and Russian; so these individuals were registered as citizens of these three countries rather than Poland.<sup>67</sup>

The second wave of immigration started during World War two and lasted until the 1950s. This wave was spurred on by the damaging effects that WWII had on Poland and the Soviets who initially liberated Poland and subsequently turned Poland in to a Communist state. Poland had more casualties as a percentage of total population than

2000 Data from Engaging Chicago's Diverse Communities in the Chicago Climate Action Plan- Community #3: The Polish Community. Permission from The Polish Museum of America

<sup>1</sup> "Should We Stay or Should We Go?: Polish Emigration Abroad Since 2004" Wanda Wierzbicka, Economic University, Krakow, Poland- Proceedings of Fifth annual Conference of the Global Awareness Society International, May 2011, Jagiellonian University, Krakow, Poland

<sup>2</sup> "New York Dethrones Chicago as 'Largest Polish City' Outside Warsaw" Voices of NY via Nowy Dziennik, Feb 23, 2012

<sup>3</sup> "Polish Population in the UK" [www.ons.gov.uk](http://www.ons.gov.uk) August 25, 2011

<sup>4</sup> 2010 Census Data From <http://factfinder2.census.gov/>, 2006-2010 American Community Survey Data from <http://factfinder2.census.gov/>

<sup>5</sup> It is called *Za Chlebem*, not since Poland had a lack of food, but because Polish people had a lack of economic opportunity to earn income to purchase food.

<sup>6</sup> This wave was disrupted from 1914-1918 due to WWI.

<sup>7</sup> From 1921 to 1950 was the time that the largest number of Poles immigrated to America, but it was suppressed due to the National Origins Formula which restricted immigration on the basis of existing proportions of the population. This formula was used in the Emergency Quota Act in 1921 and in the Immigration Act of 1924 which was in place until 1965 when the National Origins Formula was abolished.

any other country in WWII (approximately 16%). In addition to the loss of life, economically Poland was devastated. Individuals in this wave were primarily dissidents, intellectuals, and/or political prisoners.<sup>8</sup>

The third wave was prompted by the implementation of Martial Law in Poland in 1981 in an attempt to crush the political opposition which had been growing for the previous decade; the largest of political dissident group was the Solidarity trade union whose members constituted one third of all working adults by 1981 although only being created a year earlier. Martial Law only reinforced the Polish people's want of a more democratic system in Poland and general unrest became even more widespread. The individuals that immigrated to America during this wave were primarily leaving Poland due to political oppression.

The fourth wave started in 1990 immediately after the fall of Communism in Poland. The individuals in this wave were immigrating to America for economic reasons, since the economy in Poland needed to be completely restructured after the fall of Communism. This wave is distinct from the preceding wave as these immigrants were leaving Poland lawfully.<sup>9,10</sup>

## Polish Demographics

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As of the most current census (2010) the total Polish population for the six-county region is 836,974. This is a 2% increase from the 2000 census when the total Polish population was 820,548. However, it is a decrease of 2% from the 1990 population of 853,742.

The county with the largest number of Poles is Cook, which had 312,057 in 2010. All counties saw an increase in Poles from 2000 to 2010, except for Cook which saw an 8% decrease. Much of this decrease in Cook is attributed to Poles moving out of the City of Chicago which saw a decrease in Polish population of 16.2%. When Cook is examined without Chicago the loss is much lower than the aforementioned 8% decrease in Poles, it is only 2.6%; although this still makes it the only county to have a loss in Polish population it is still much lower.

DuPage County, which has the second largest number of Poles almost saw no growth from 2000 to 2010, which is interesting since in the preceding decade from 1990 to 2000 it had a 4.6% growth. Unlike DuPage, Will County, which has the third largest number of Poles, saw an increase of 45.6%. In the past two decades it has increased in Poles from 39,499 in 1990 to 89,171 in 2010. At this rate it will eclipse DuPage County as the second largest county with Poles before 2020. The three other counties, Lake, Kane and McHenry, all saw double digit growth in Poles. The national increase in population from 2000 to 2010 was 9.7%; this is almost five times larger than the rate that the Polish population for the six-county region grew. That means that the vast majority of the high double digit growth that the four counties surrounding Cook experienced was due to Poles leaving Cook and settling in the counties near Cook. Polish population growth in Kane, Lake McHenry, and Will Counties was higher than the general population increase in those counties from 2000 to 2010.

Charts showing the Chicago area Polish population trends from 1990 to 2000, and from 2000 to 2010, are shown below.

The first chart showing the demographics from 1990 to 2000 shows that the regional center for Poles is Cook County with more Poles than all the other counties combined in the six county region. From 1990 to 2000 Cook was the only county which lost Poles. Every county gained a large percentage of Poles, three being in high double digits. As a whole the six county region had a 4% decrease in Polish population.

The second chart shows a continuation of the trend that was seen in the first chart. The largest difference is that although Chicago continued to lose Poles in double digit percentages, Cook on the other hand lost a much lower percentage than the

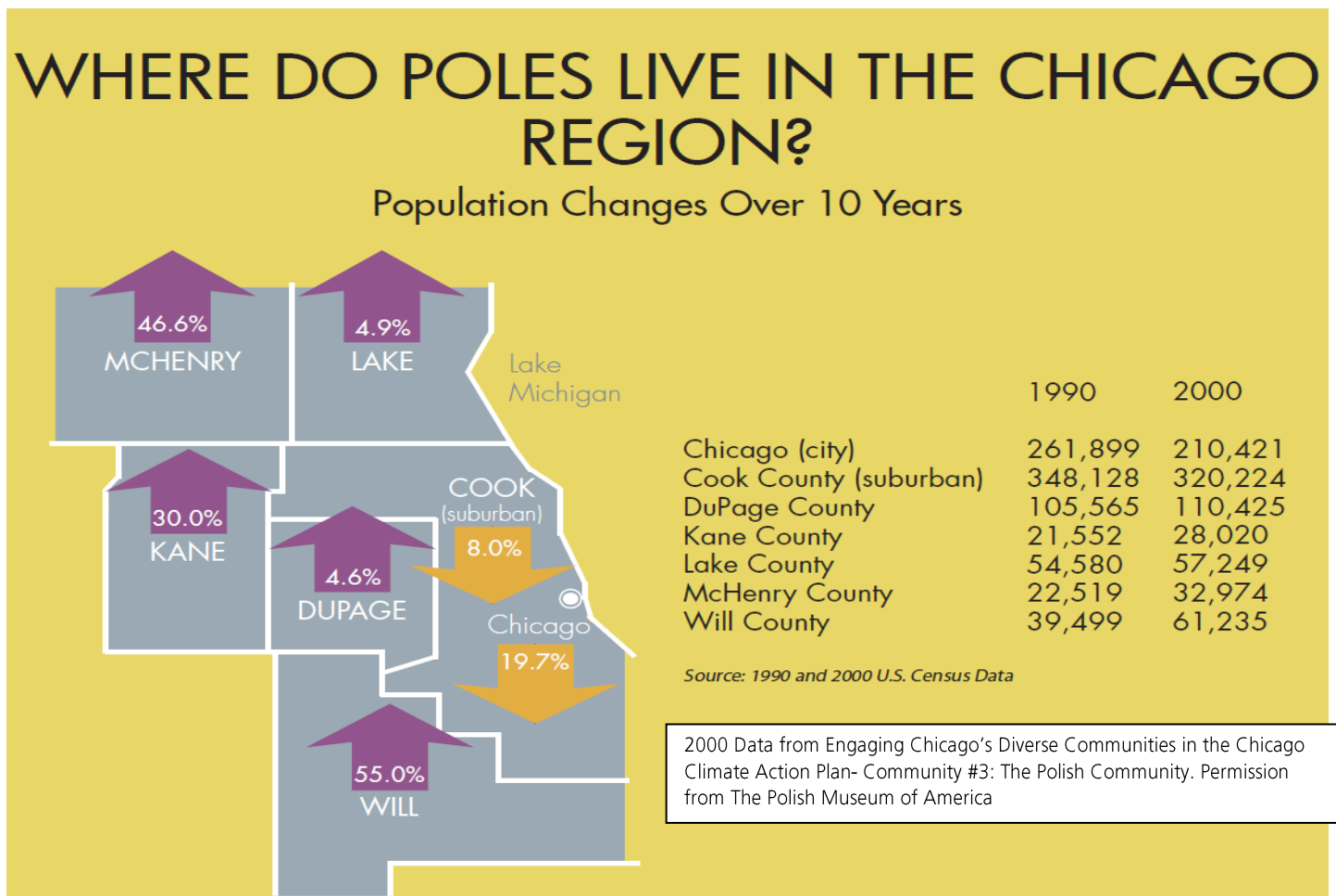
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<sup>8</sup> This wave could be said to have ended due to "Polish October" which occurred in 1956. This event is marked by the de-Stalinization period, the granting of greater autonomy to the Polish Government from the USSR and the election of Władysław Gomułka.

<sup>9</sup> This wave ended in December 2007 when Poland entered the Schengen Area. The Schengen Area is an agreement between countries to abolish passport or any other type of border control in-between their common borders. The Schengen Area currently has 26 member states, all of which are in Europe, and is scheduled to increase in member states.

<sup>10</sup> <http://culture.polishsite.us/articles/art41fr.htm>

previous decade. Whereas in the previous decade it lost 8%, from 2000 to 2010 it lost only 2%. Also unlike the previous decade where Polish population as a whole dropped by 4%, in this decade it actually grew by 2%.

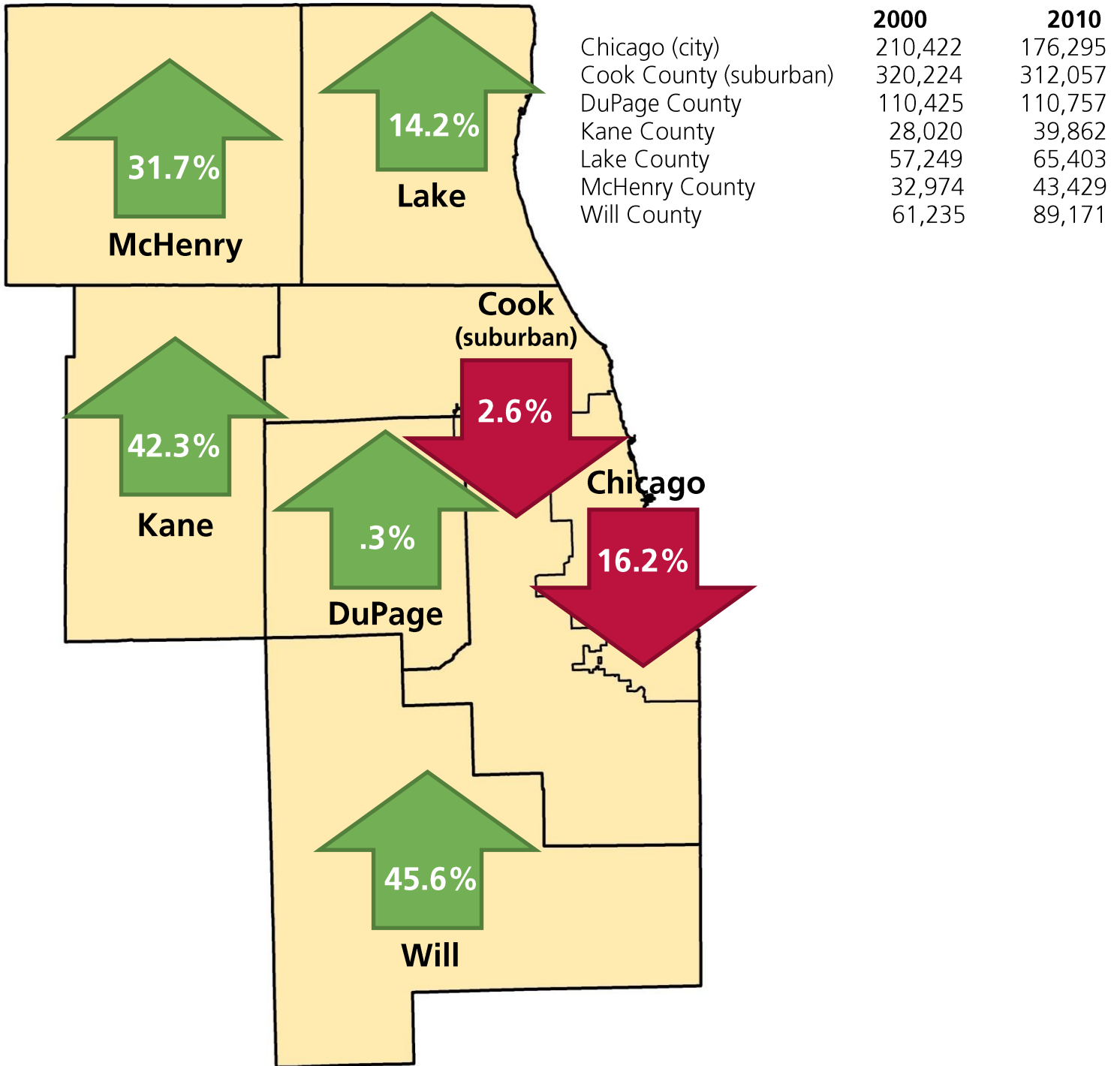


## Where Poles work

According to the 2010 report "Engaging Chicago's Diverse Communities in the Chicago Climate Action Plan: Community #3 The Polish Community" conducted by the Field Museum's Environment Culture and Conservation, a Division of Science

"Poles in Chicago work in a wide range of professions but are strongly represented in the construction trades, domestic work (cleaning services and daycare), and the health fields. Research participants explained that Polish immigrants in the trades often arrive with valuable skills acquired in Poland. Additionally, the allocation of visas specifically for Poles in the health professions has made it easier for people with this training to emigrate. But many with limited English language skills end up doing domestic work, in part because it can be challenging for Polish immigrants to work in the areas for which they have trained. In addition to language barriers, they often find it difficult to transfer college credits and degrees from Poland and meet U.S. licensing and credential requirements." (Engaging Chicago's Diverse Communities in the Chicago Climate Action Plan: Community #3: The Polish Community, 2010)

## Polish movement in the Chicago Region 2000-2010?



2010 Census Data From <http://factfinder2.census.gov/>  
 2006-2010 American Community Survey Data from <http://factfinder2.census.gov/>  
 2000 Data from Engaging Chicago's Diverse Communities in the Chicago Climate Action Plan- Community #3: The Polish Community. Permission from The Polish Museum of America

## Where does the Polish Community live in the Chicago area?

Based on the maps shown below, there are several distinct geographic areas which have substantial Polish populations. Poles tend to live around both airports, O'Hare and Midway.

In the City of Chicago, this is on the Northwest side in communities north of Belmont Avenue and west of Cicero Avenue. These include Portage Park, Dunning, O'Hare, Jefferson Park, Norwood Park, and Edison Park. Dunning has the highest percentage of Polish people with 34.8 %

Adjacent West and Northwest suburban communities in Cook County also have high concentrations of Poles. These include communities along Metra's Milwaukee West Line from Elmwood Park to Schaumburg, and communities along Metra's Union Pacific Northwest line from Park Ridge to Arlington Heights. The villages of Norridge and Harwood Heights, which are surrounded by the city of Chicago, have large Polish communities, with Norridge being the suburb with the highest Polish population percentage at 29.9%.

The Harlem- Irving Plaza, a major shopping center located at Irving Park Road and Harlem Avenue in Norridge is the epicenter of the Northwest Side and Northwest Suburban Polish community, as it borders two communities (Norridge and the Dunning neighborhood of Chicago) with large Polish communities.

On the Southwest Side of Chicago, there are sizable Polish communities near Midway Airport in the Garfield Ridge and Clearing neighborhoods, and in adjacent southwest suburban communities such as Burbank, Hickory Hills, and Justice. While Lemont in Cook County has a long established Polish community, surrounding areas such as Homer Glen have large numbers of Poles.

There is a long established Polish community in Hegewisch, on Chicago's southeast side. Other concentrations of Poles are in the western suburbs along Metra's Burlington Northern line in Riverside, Brookfield, and LaGrange Park.

"Newer" Polish areas include Mc Henry County communities of Algonquin, Lake in the Hills, Huntley, and Crystal Lake.

Since the Polish population in the City of Chicago dropped 33% from 1990(261,899) to 2010 (176,295), population losses have occurred in Northwest side communities such as West Town, Avondale, Logan Square, and Belmont-Cragin. They have also occurred in Southwest side communities such as Archer Heights, West Lawn, and West Elsdon. West Town and Logan Square have gentrified. Avondale, Belmont-Cragin, and the Southwest Side Communities have had increased Hispanic populations.

The figures 1 through 4 below show in more detail where Poles live in both absolute numbers and in percentages as Polish population divided by total population.

Figure 1 shows that there are many municipalities in the six county region that have at least 5,000 resident Poles.

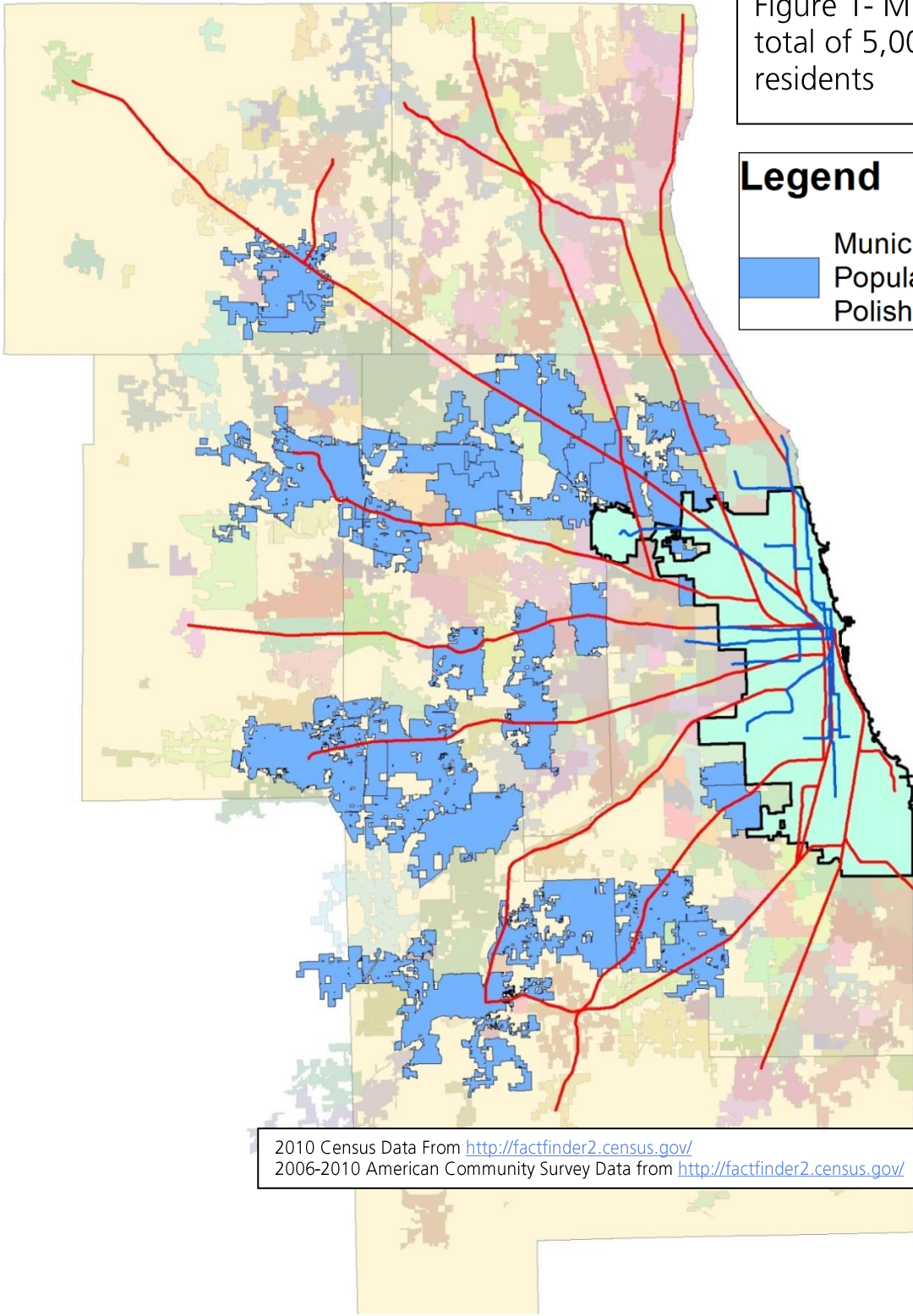
Figure 2 displays municipalities with that have Polish populations that are 5% or more of the total population of that municipality. For Chicago it shows the Community Areas with more than 5% resident Poles. Dunning and Norridge are the Chicago Community Area and municipality, respectively, with the highest percentage of resident Poles. The only municipality with 5,000 or more Poles that does not have a 5% or more Polish population is Aurora with 4.7%.

Figure 3 shows the same information as Figure 2, but is focused on only Chicago.

Figure 4 shows the trend for Poles to go Northwest and Southwest of Chicago. We can see this by looking at municipalities that have populations of 15% of more resident Poles.



Figure 1- Municipalities with a total of 5,000 or more Polish residents



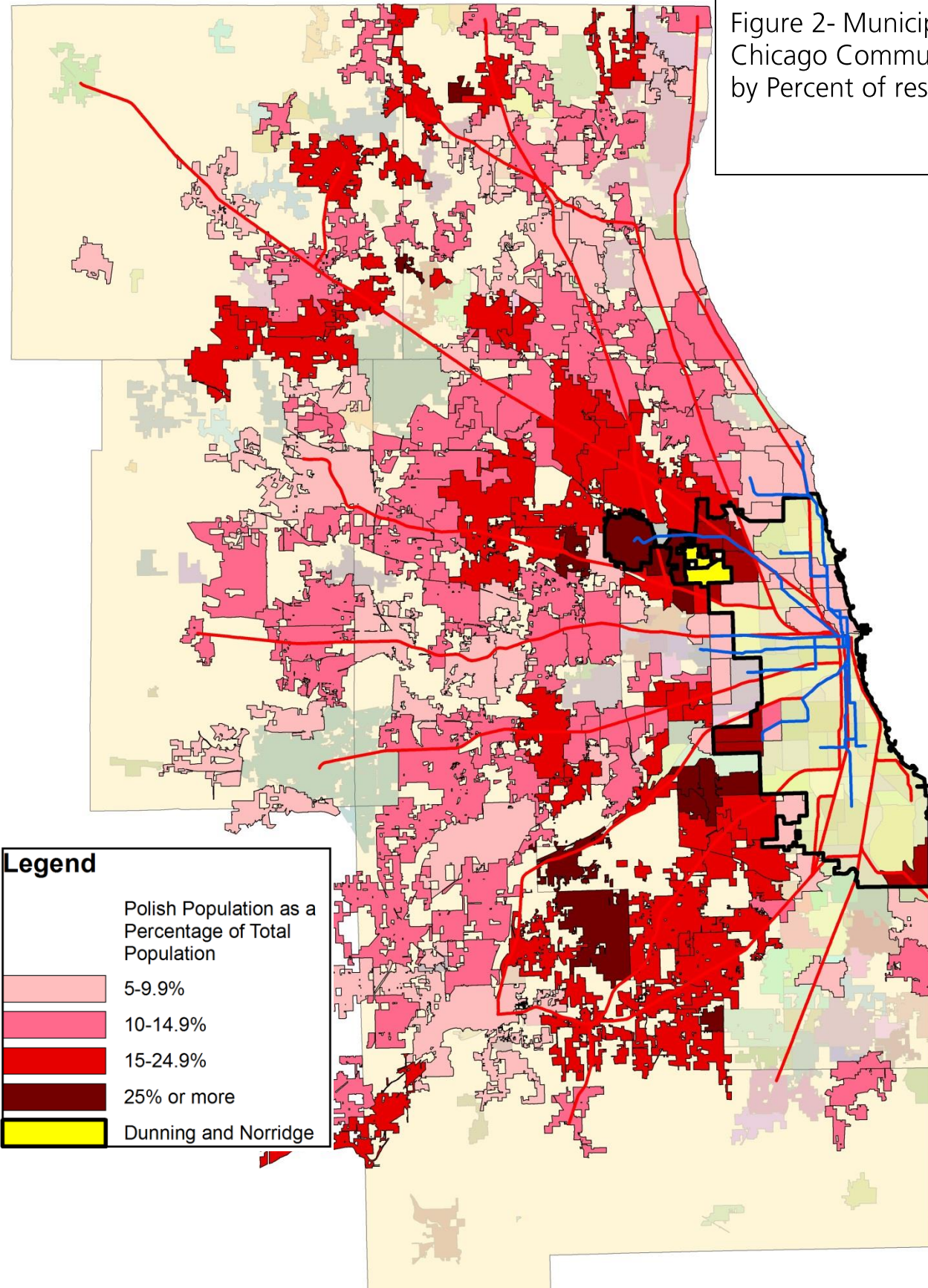
**Legend**

Municipalities with Polish Populations of at least 5,000 Polish People

2010 Census Data From <http://factfinder2.census.gov/>  
 2006-2010 American Community Survey Data from <http://factfinder2.census.gov/>

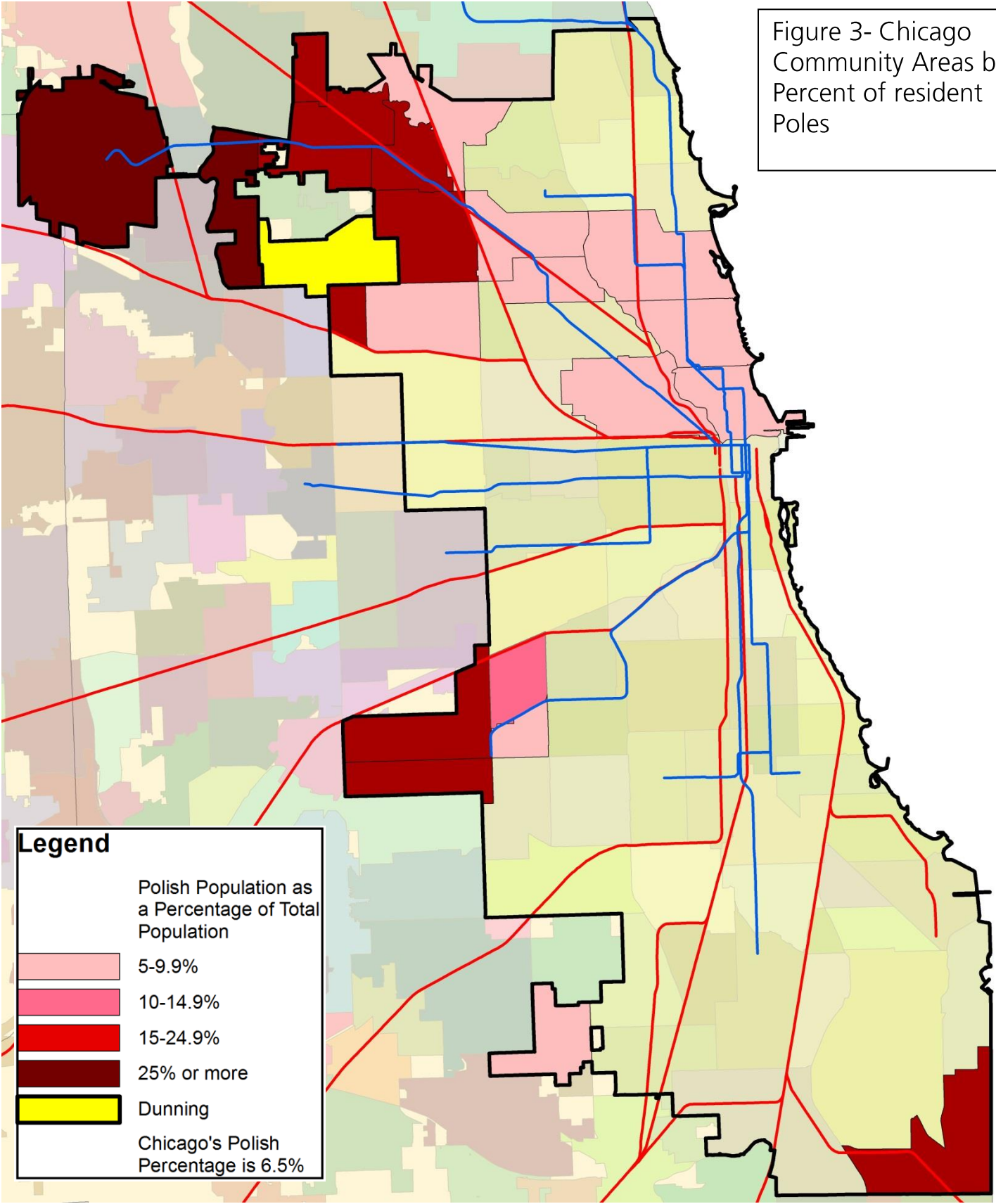
Chicago City	176,295	Burbank City	9,415	Lockport City	5,937
Naperville City	15,623	Aurora City	9,369	Crystal Lake City	5,928
Joliet City	14,334	Park Ridge City	7,624	Elmwood Park Village	5,916
Arlington Heights Village	12,420	Downers Grove Village	7,492	Lombard Village	5,899
Schaumburg Village	11,923	Hoffman Estates Village	7,198	Wheaton City	5,226
Oak Lawn Village	11,843	Bolingbrook Village	7,074	Lake in the Hills Village	5,160
Tinley Park Village	10,148	Homer Glen Village	6,952	Glenview Village	5,133
Orland Park Village	10,058	Elk Grove Village Village	6,843	Norridge Village	5,070
Mount Prospect Village	9,709	Niles Village	6,747	Elmhurst City	5,039
Des Plaines City	9,648	Elgin City	6,145		
Palatine Village	9,622	Bartlett Village	5,953		

Figure 2- Municipalities and Chicago Community Areas by Percent of resident Poles



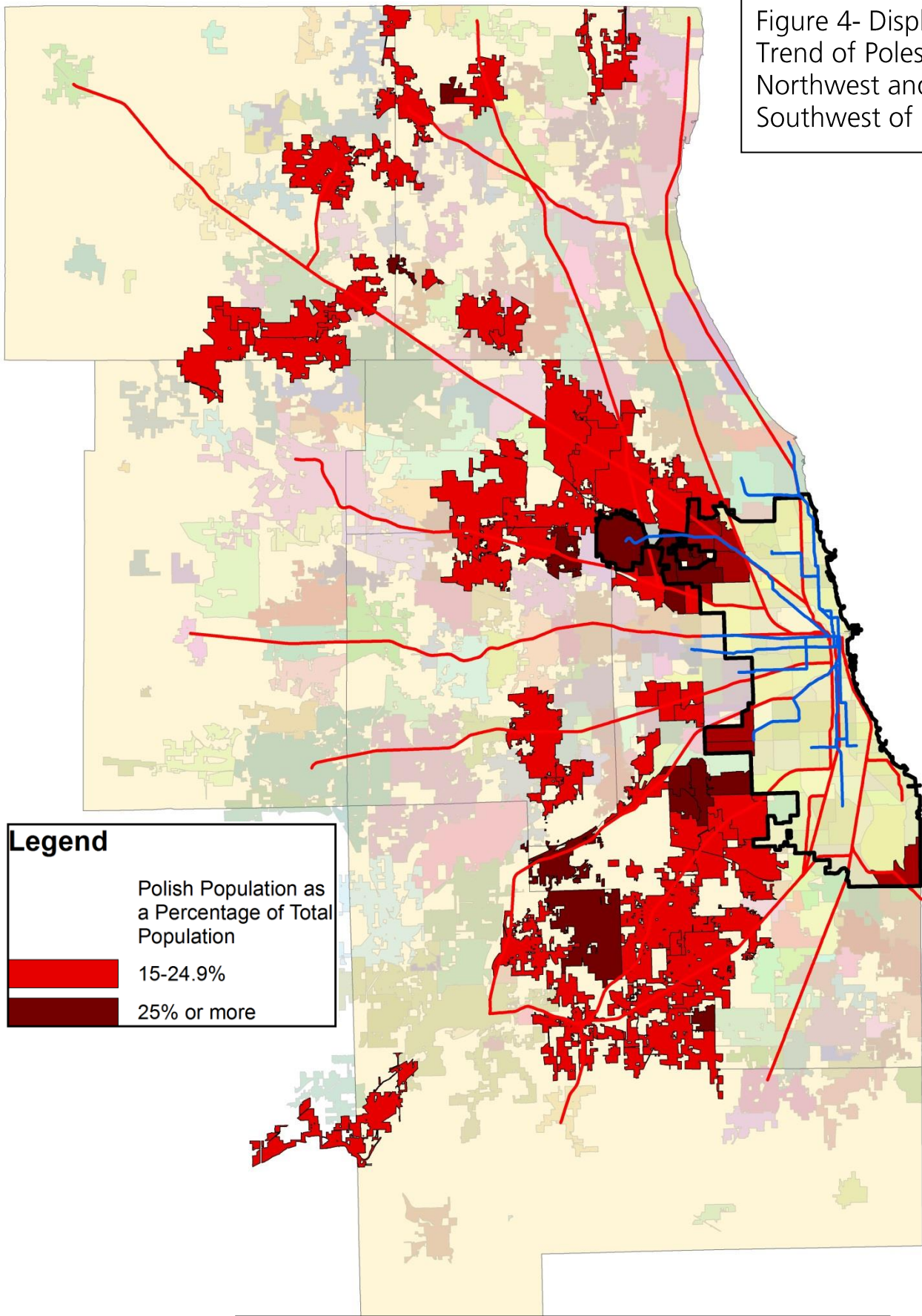
2010 Census Data From <http://factfinder2.census.gov/>  
2006-2010 American Community Survey Data from <http://factfinder2.census.gov/>

Figure 3- Chicago Community Areas by Percent of resident Poles





2010 Census Data From <http://factfinder2.census.gov/>  
2006-2010 American Community Survey Data from <http://factfinder2.census.gov/>

Figure 4- Displays the Trend of Poles to move Northwest and Southwest of Chicago



**Legend**

Polish Population as a Percentage of Total Population

	15-24.9%
	25% or more

2010 Census Data From <http://factfinder2.census.gov/>  
2006-2010 American Community Survey Data from <http://factfinder2.census.gov/>

## Chicago Area Activity Centers

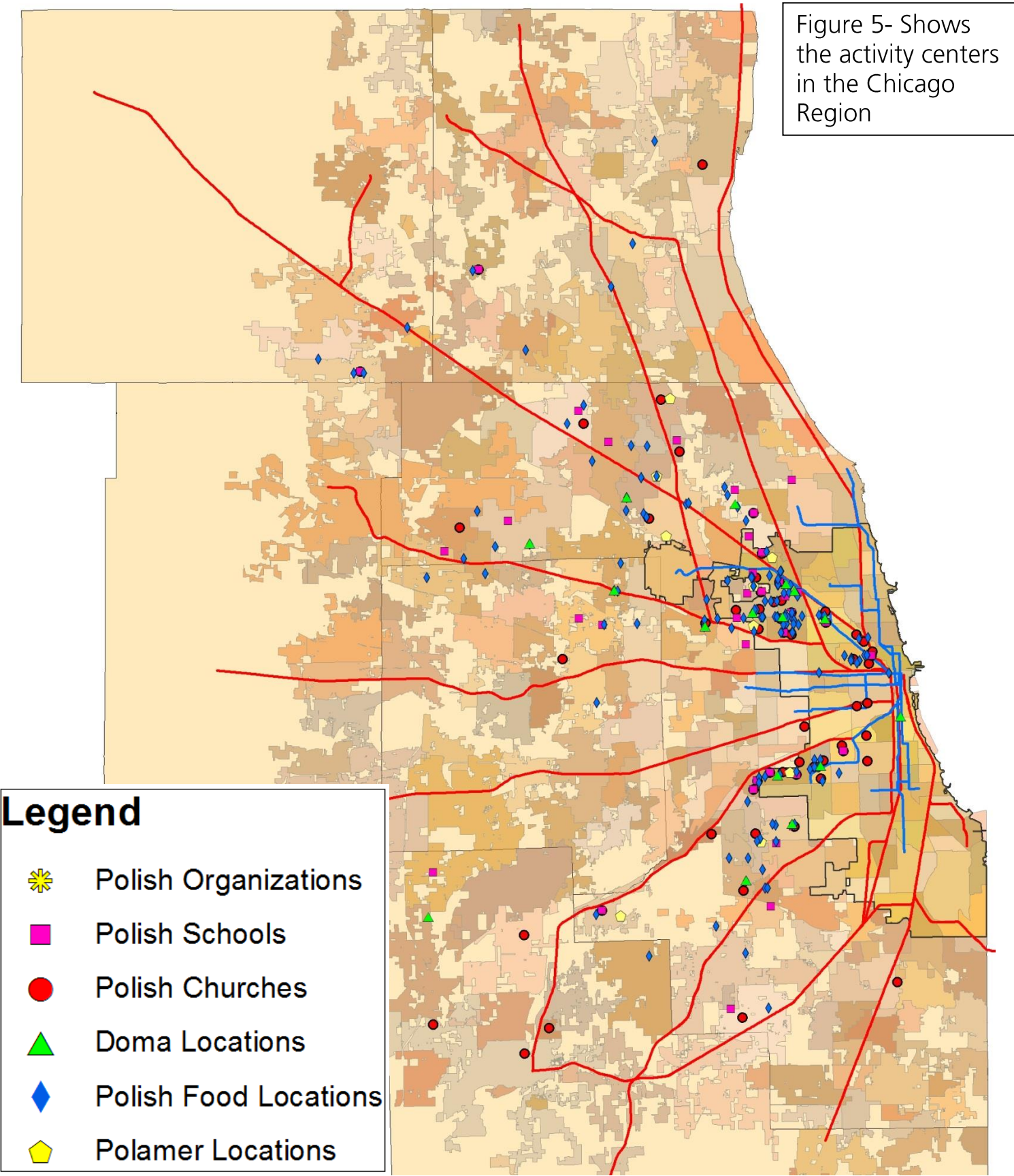
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In reviewing what we're calling "activity centers" for the Polish community, we wanted to determine where they were. In our research, we felt that these would most likely be areas where Poles would concentrate, and might consider using public transit to reach. We looked at the following types of locations:

1. Polish Cultural Organizations
2. Polish language schools (which often operate on Saturdays).
3. Catholic churches that have at least one mass in Polish in the Archdiocese of Chicago, Diocese of Joliet, or Diocese of Rockford
4. Doma and Polamer locations. These companies provide shipping services to Poland, as well as money transfers, and in some cases, travel services.
5. Polish Food locations-these include supermarkets, delicatessens, and bakeries.
6. (We did not include Polish restaurants due to being unable to find a comprehensive list).

A map of these organizations follows this section of the report. A detailed view of these organizations is in the appendix.

Figure 5- Shows the activity centers in the Chicago Region



- Legend**
- ✱ Polish Organizations
  - Polish Schools
  - Polish Churches
  - ▲ Doma Locations
  - ◆ Polish Food Locations
  - ⬠ Polamer Locations

## Polish Transit Information

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In reviewing if RTA and the service boards provide Polish language information to their customers, we found the following materials.

CTA: CTA prints some material in Polish (as well as Spanish and English). The Night Owl brochure is printed in all three languages. A copy of the brochure is presented on the following page.

When the CTA reopened the Pink Line a few years ago, information was also printed in Polish, as well as Spanish and English. CTA does not print any timetables in Polish.






Pace: Two of Pace's timetables, Route 250 Dempster Street and Route 270 Milwaukee Avenue, are printed in Polish. Both routes serve communities with substantial Polish populations, including Niles, Park Ridge, and Des Plaines. Copies of both schedules are presented below.

Pace conducted its 2011 Customer Satisfaction Survey in English, Polish, and Spanish. However, only eleven Polish surveys were received which are too small of a sample to be statistically valid. In conversations with Pace's Marketing and Media Relations Departments, while Pace doesn't specifically target Polish media, they will provide translation services in areas where there are large number of Polish speakers, such as recent outreach in Niles on service issues.

Ventra, which is valid on Pace and Metra, provides a Frequently Asked Questions page about their services in English, Polish, and Spanish. An example of Ventra Polish language information is shown later in this report.

Metra, RTA, and South Shore do not have any information in Polish.

## Fare Information

FULL	On Rail	On Bus	Transfers
	\$2.25	\$2.00	25¢
	\$5.00 (10-11) \$2.25 (12-18)	\$2.00	25¢
	\$2.25 <sup>1</sup>	\$2.25	None Issued
REDUCE <sup>2</sup>			
	\$1.10	\$1.00	15¢
	\$1.10 <sup>1</sup>	\$1.10	None Issued

- 1 Turnstiles do not accept cash. Purchase Transit Card from the fare vending machine at the rail station.
- 2 Reduced Fares: Children ages 7-11, and qualifying seniors and customers with disabilities with valid RTA Reduced Fare Permits.
- 3 Seniors 65 and older and customers with disabilities ride free with an RTA Circuit Ride Free Permit. Call RTA at 312.675.3110 or visit [transitchicago.com](http://transitchicago.com) for more information.
- 4 Customers with a CTA Military Service Pass and active military personnel in full uniform and presenting a US Armed Forces ID ride free.
- 5 Children age 6 years and younger ride free when accompanied by a customer paying with cash, presenting a valid farecard, pass, or permit, or riding for free.

### Chicago Card/Chicago Card Plus

Great fare values — the Chicago Card and Chicago Card Plus are the faster, easier ways to pay your fare. Enjoy quick "touch and go"

boarding on CTA buses and trains and Pace buses. Get Chicago Card and Chicago Card Plus online at [transitchicago.com](http://transitchicago.com). For more information, call 1-888-YOUR-CTA (1-888-968-7282); TTY: 1-888-CTA-TTY1 (1-888-282-8891). Chicago Cards cost just \$5 each. The fee is waived for first-time users who register their cards.

### Transit Cards

Deduct full fares and transfers on CTA. Full-fare Transit Cards can be purchased from farecard vending machines at CTA rail stations. Put in the exact amount you want on the card (\$2.00 to \$100). Value can also be added at farecard vending machines. Up to seven full-fare customers can share a Transit Card.

### Passes

Unlimited rides on CTA with the 1-Day Fun Pass, 3-Day, 7-Day, 7-Day CTA/Pace, 30-Day and 30-Day Reduced Fare passes. Passes are good for consecutive days from the time of first use. Transit Cards and passes are also available for purchase at select Currency Exchanges, Jewel and Dominick's foods stores, and CTA's web site at [transitchicago.com](http://transitchicago.com).



## Safety

The safety and security of our customers is a top priority at CTA. While every effort is made by CTA to provide a safe and secure trip, you as a customer can also minimize the chances that a crime will occur.

- Prepare in advance for your trip by checking schedules to reduce waiting time.
- Have your fare ready, or purchase farecards or passes in advance.
- Stay alert and awake. Familiarize yourself with your surroundings and those persons around you.
- Keep purses, bags and other personal belongings on your lap, on your arm or between your feet.
- Use the rail car intercoms, station platform call buttons or speak directly to bus operators to inform CTA personnel of suspicious activities.

Chicago Transit Authority

# Night Owl Service

October 2013



CTA Night Owl routes provide convenient, daily 24-hour service.

[transitchicago.com](http://transitchicago.com)




Figure 6- Shows the CTA's Night Owl Service in Polish (Front)

## Service Overview

Chicago Transit Authority Night Owl service is a core network of bus and rail service that operates 24 hours per day, seven days per week. Two rail lines and 18 bus routes allow customers traveling after midnight and before 5am to reach neighborhoods in Chicago, Cicero, Evanston, Forest Park, Oak Park and Rosemont.

Complementing these routes are CTA's other rail lines, most of which operate until after midnight, and numerous bus routes that operate until as late as 2am. CTA Night Owl routes provide mobility to early morning workers, late-night travelers or anyone who needs to get around during off-peak hours.

### Bus Routes

Night Owl bus routes are designated by the Night Owl symbol  on bus stop signs, a letter 'N' designation before the route number on the bus destination sign and in the 'First Bus/Last Bus Times' section of the CTA Bus & Rail Map. This brochure also provides a map of Night Owl routes.

#### Bus destination sign

During day/evening appears as:

**4 Cottage Grove**

Night Owl Service appears as:

**N4 Cottage Grove**



### Rail Lines

The CTA Red Line between Howard & and 95th/Dan Ryan & and the Blue Line between O'Hare & and Forest Park & operate 24 hours per day, seven days per week.

### Easy, Safe Downtown Connections


Night Owl bus routes serving Downtown have timed connections allowing easy transfers with little waiting. Generally, from midnight until 5am, buses depart the vicinity of State and Washington at 10 and 40 minutes after each hour.

## Informacje ogólne

Chicago Transit Authority obsługuje sieć nocnych autobusów i pociągów „Night Owl”, zapewniając pasażerom komunikację przez całą dobę i we wszystkie dni tygodnia. Dwie linie kolejowe i 18 linii autobusowych umożliwia dążyć od północy do godziny 5 rano do wszystkich dzielnic Chicago, Cicero, Evanston, Forest Park, Oak Park i Rosemont.

Te trasy stanowią uzupełnienie innych linii kolejowych CTA, z których większość kursuje po północy i licznych linii autobusowych, które kursują nawet do 2 nad ranem. Trasy „Night Owl” CTA zapewniają wczesny dojazd do pracy, powrót do domu późno w nocy i możliwość poruszania się po mieście po godzinach szczytu.

### Trasy autobusowe

Trasy autobusów nocnych są oznaczone symbolem  sowy na przystankach oraz literą N przed nazwą przystanku końcowego na autobusie oraz w spisie godzin odjazdów pierwszych i ostatnich autobusów First Bus/Last Bus Times na mapie tras autobusowych i kolejowych CTA. W tej broszurze również znajduje się mapa tras autobusów nocnych „Night Owl”.

#### Oznakowanie autobusów

W dzień i wieczorem:

**4 Cottage Grove**

Autobusy nocne Night Owl:

**N4 Cottage Grove**



### Linie kolejowe

Linia czerwona CTA między Howard & a 95th/Dan Ryan & oraz linia niebieska między O'Hare & a Forest Park & działa przez całą dobę i we wszystkie dni tygodnia.

### Łatwe i bezpieczne połączenia ze śródmieściem


Autobusy nocne „Night Owl” obsługujące śródmieście mają skoordynowane rozkłady jazdy, umożliwiając przesiadkę po krótkim oczekiwaniu. W godzinach od północy do 5 rano autobusy odjeżdżają z pobliska skrzyżowania ulic State i Washington 10 i 40 minut po każdej pełnej godzinie.

## Descripción General del Servicio

El servicio de la madrugada (Night Owl) de la Autoridad de Tránsito de Chicago (CTA, por sus siglas en inglés) es una red central de servicio de autobuses y trenes que opera las 24 horas del día, los siete días de la semana. Dos líneas de tren y 18 líneas de autobús permiten que los clientes viajen entre la medianoche y las 5am para llegar a varios vecindarios de las ciudades de Chicago, Cicero, Evanston, Forest Park, Oak Park y Rosemont.

Las demás líneas de tren de la CTA complementan estas rutas, la mayoría de las cuales operan hasta después de la medianoche, y también hay muchas rutas de autobús que operan hasta las 2am. Las rutas de la CTA que operan en la madrugada proporcionan movilidad a las personas que comienzan a trabajar muy temprano, a las personas que viajan muy tarde, o a cualquier persona que necesita ir de un lugar a otro fuera de horas pico.

### Rutas de Autobús

Las rutas de autobús Night Owl están designadas por el símbolo Night Owl  en los letreros de las paradas de autobús, por una designación con la letra 'N' antes del número de ruta en el letrero de destino del autobús, y en la sección 'Horas del Primer Autobús/Último Autobús' (First Bus/Last Bus Times) del Mapa de Autobuses y Trenes de la CTA. Este folleto también proporciona un mapa de las rutas Night Owl.

#### Letrero de destino del autobús

Durante las horas del día y temprano por la noche aparece como:

**4 Cottage Grove**

Durante el Servicio Night Owl aparece como:

**N4 Cottage Grove**



### Líneas de Tren

La Línea Roja de la CTA entre las estaciones Howard & y 95th/Dan Ryan & y la Línea Azul entre O'Hare & y Forest Park & operan las 24 horas del día, los siete días de la semana.

### Conexiones Fáciles y Seguras para Llegar al Centro

Las rutas de autobús Night Owl que cubren el Centro de la ciudad tienen tiempos de conexión que permiten transferencias fáciles sin tener que esperar mucho. Por lo general, desde la medianoche hasta las 5am, los autobuses salen del área cerca de las calles State y Washington a



## Night Owl Service

This map indicates CTA bus and rail routes that operate between approximately midnight and 5am seven days per week. Most Night Owl routes operate at 30-minute intervals. For exact times, printed schedules of routes and other travel information visit [transitchicago.com](http://transitchicago.com) or call RTA Travel Information at 312-836-7000 from any local area code between 5am and 1am daily.

### BUS ROUTES

- N4** Cottage Grove
- N5** South Shore Night Bus
- N9** Ashland
- N20** Madison
- N22** Clark
- N34** South Michigan
- N49** Western
- N53** Pulaski
- N55** Garfield
- N60** Blue Island/26th
- N62** Archer
- N63** 63rd
- N66** Chicago
- N77** Belmont
- N79** 79th
- N81** Lawrence
- N87** 87th

### MAP SYMBOLS

- Night Owl bus route  
Ruta de autobús Night Owl  
Trasa autobusu Night Owl
- Night Owl bus terminal  
Terminal autobusu Night Owl  
Przystanek końcowy autobusów N
- Blue Line and station  
Between O'Hare and Forest Park  
Línea Azul y estación  
Linia niebieska między  
O'Hare a Forest Park i stacja
- Red Line and station  
Between Howard and 95th/Dan Ryan  
Línea Roja y estación  
entre Howard y 95th/Dan Ryan  
Linia czerwona między  
Howarda do 95th/Dan Ryan i stacja
- Walk between stations for free  
no connection, farecard required  
Conectar entre estaciones para un  
transbordo gratuito, se requiere tarjeta  
de pasaje  
Bespłatna przejeżdżać po przystanku  
pomiedzy stacjami; wymagany jest bilet
- Free connection  
between rail stations  
Conexión gratuita disponible  
entre estaciones de trenes  
Dostępne bezpłatne połączenie  
między stacjami kolejowymi
- Park & Ride lot  
Estacionamiento Park & Ride  
Parking Park & Ride
- Accessible station  
Estación accesible  
Stacja dostępna dla inwalidów
- Chicago street numbers  
Números de calle de Chicago  
Numery ulic w Chicago

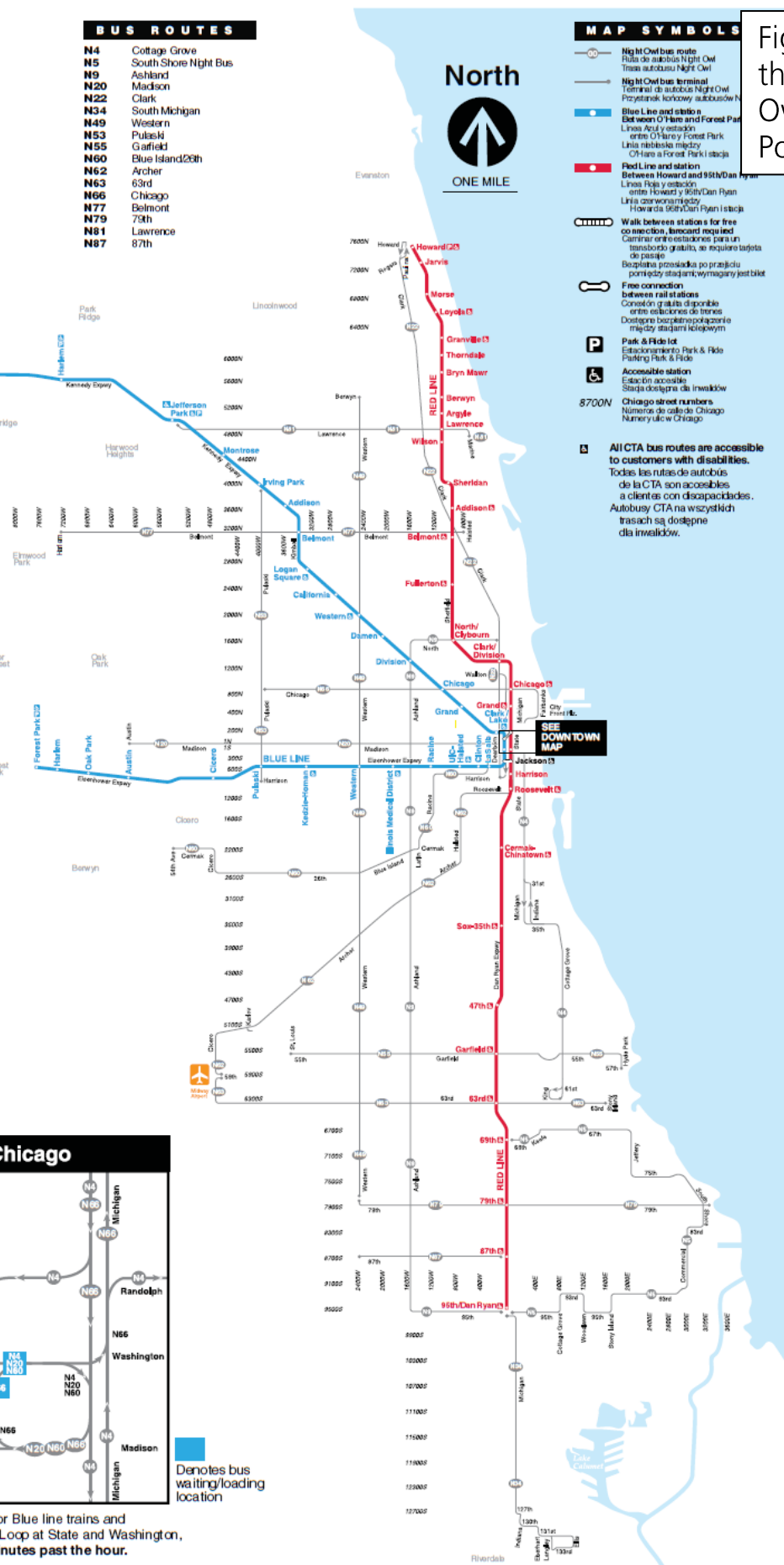
Figure 7- Shows the CTA's Night Owl Service in Polish (Back)

## Servicio Nocturno de Owl

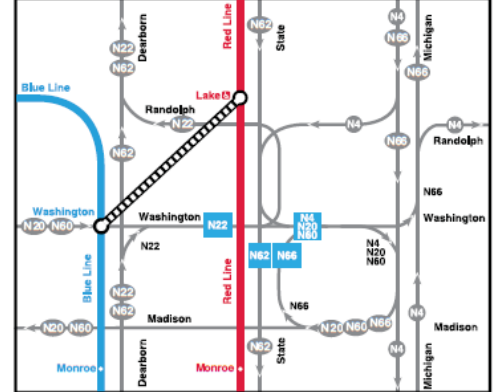
Este mapa indica las rutas de autobuses y tren de la CTA que operan entre aproximadamente la medianoche y las 5am los siete días de la semana. La mayoría de las rutas Night Owl operan con intervalos de 30 minutos. Para los tiempos exactos, los horarios impresos de las rutas y otra información de viaje, visite el sitio [transitchicago.com](http://transitchicago.com) o llame a Información de Viaje de la RTA marcando el 312-836-7000 desde cualquier código de área entre las 5am y la 1am todos los días.

## Komunikacja nocna „Night Owl”

Na mapie pokazane są trasy autobusowe i kolejowe CTA działające od północy do 5 rano przez siedem dni tygodnia. Na większości tras nocnych pojazdy kursują co 30 minut. Dokładne porę odjazdów, drukowane rozkłady i inne informacje można znaleźć w witrynie [transitchicago.com](http://transitchicago.com) lub telefonując do RTA pod nr 312-836-7000 z dowolnego telefonu w miejscowej strefie połączeń codziennie w godz. od 5:00 do 1:00 po północy.



## Downtown Chicago



Denotes bus waiting/loading location

Night Owl connections between Red or Blue line trains and seven bus routes can be made in the Loop at State and Washington, where buses depart at 10 and 40 minutes past the hour.

Figure 8- Shows Pace Route 250 in Polish

Specjalnie oznaczone przystanki na trasy w kierunku zachodnim- Ciąg dalszy				Specjalnie oznaczone przystanki na trasy w kierunku zachodnim- Ciąg dalszy			
Dempster St	Gross Point Rd	NW	Skokie	Dempster St	S. Lyman Ave	NE	Des Plaines
Dempster St	Parkside Ave	NE	Morton Grove	Miner St	E. Rand Rd/Northwest Hwy	NW	Des Plaines
Dempster St	Menard Ave	NE	Morton Grove	Miner St	Garland Ave	NE	Des Plaines
Dempster St	Marmora Ave	NE	Morton Grove	Miner St	Mason Ln	NW	Des Plaines
Dempster St	Austin Ave	NW	Morton Grove	Miner St	S. River Rd	NW	Des Plaines
Dempster St	Moody Ave	NE	Morton Grove	Miner St	Lee St	NE	Des Plaines
Dempster St	Fernald Ave	NE	Morton Grove	Graceland Ave	Webford Ave	NW	Des Plaines
Dempster St	Ferns Ave	NE	Morton Grove	Graceland Ave	E. Thacker St	NW	Des Plaines
Dempster St	Lehigh Ave	NE	Morton Grove	Graceland Ave	Oakwood Ave	NW	Des Plaines
Dempster St	Oak Park Ave	NE	Morton Grove	Graceland Ave	Walnut Ave	NW	Des Plaines
Dempster St	New England Ave	NE	Morton Grove	Lee St/Mannheim Rd	E. Algonquin Rd	NW	Des Plaines
Dempster St	Sayre Ave	NE	Morton Grove	Lee St/Mannheim Rd	E. Forest St	NW	Des Plaines
Dempster St	National Ave	NE	Morton Grove	Lee St/Mannheim Rd	Oak Leaf Commons S/C	W	Des Plaines
Dempster St	Harlem Ave	NE	Morton Grove	Lee St/Mannheim Rd	E. Oakton St	NW	Des Plaines
Dempster St	Okebo Ave	NE	Morton Grove	Lee St	Kmart Driveway	SW	Des Plaines
Dempster St	Olcott Ave	NE	Morton Grove	Lee St	Prospect Ln	NW	Des Plaines
Dempster St	Oriole Ave	NE	Morton Grove	Lee St	Howard Ave	NW	Des Plaines
Dempster St	Ozark Ave	NE	Morton Grove	Lee St	Fargo Ave	SW	Des Plaines
Dempster St	N. Merrill St	NE	Niles	E. Touhy Ave	Lee St	SE	Des Plaines
Dempster St	N. Milwaukee Ave	NE	Niles	E. Touhy Ave	Lyndon Ave	SW	Rosemont
Dempster St	N. Milwaukee Ave	NW	Niles	E. Touhy Ave	Chestnut St	SW	Rosemont
Dempster St	N. Grand St	NE	Niles	E. Touhy Ave	Mannheim Rd	SW	Rosemont
Dempster St	N. Cumberland Ave	NW	Niles	Mannheim Rd	Lunt Ave	SW	Rosemont
Dempster St	N. Grace Ave	NW	Niles	Mannheim Rd	Pratt Ave	SW	Rosemont
Dempster St	N. Greenwood Ave	NW	Niles	Mannheim Rd	Holiday Inn	W	Rosemont
Dempster St	N. Western Ave	NW	Niles	Mannheim Rd	W. Higgins Rd	NW	Rosemont
Dempster St	Luther Ln	NE	Park Ridge	Mannheim Rd	Zenke Blvd	NW	Chicago
Dempster St	Dee Rd	NE	Maine Township	Bessie Coleman Dr	O'Hare Kiss-n-Fly/Lot E	S	Chicago
Dempster St	Potter Rd	NE	Maine Township	KONIEC			

**SPECJALNIE OZNACZONE PRZYSTANKI SPECJALNIE OZNACZONE PRZYSTANKI I WYSADZANIA PASAŻERÓW**

Od dnia 13 maja 2012 r. będą Państwo mogli wsiadać i wysiadać na Trasy 250 tylko na specjalnie oznaczonych przystankach. Proszę wypatrywać następujących symboli na wydrukowanych rozkładach.

Niniejszy symbol oznacza, że na danej trasy pasażerowie są zabierani i wysadzani tylko na Specjalnie Oznaczonych Przystankach:



Niniejszy symbol oznacza, że na części danej trasy pasażerowie są zabierani i wysadzani tylko na Specjalnie Oznaczonych Przystankach:



Dotychczas, nowe zasady obowiązują na wszystkich trasach prowadzących do Chicago w granicach miasta. M-0225G (04-12)

**POŁOŻENIE OZNAKOWANYCH PRZYSTANKÓW**

**pace**  
BUS STOP  
**250**  
pacebus.com  
For travel information call the RTA Travel Information Center 836-7000

[http://www.pacebus.com/pdf/Posted\\_Stops/M-0225\\_G\\_PSO\\_250\\_POLISH.pdf](http://www.pacebus.com/pdf/Posted_Stops/M-0225_G_PSO_250_POLISH.pdf)

Figure 8- Shows Pace Route 270 in Polish

Specjalnie oznaczone przystanki na trasy w kierunku południowym- Ciąg dalszy				B - Podróż (przed południem)			
N. Milwaukee Ave	W. Harts Rd	SW	Niles	ULICA GŁÓWNA	ULICA KRZYŻOWE	OBRZEŻA	MIASTO
N. Milwaukee Ave	W. Ebdinger Dr	SW	Niles	Milwaukee Ave	Gregory Dr	NE	Glenview
N. Milwaukee Ave	6777 N. Milwaukee Ave	SW	Niles	Sanders Rd	Altstad Dr	SE	Northfield
N. Milwaukee Ave	6762 N. Milwaukee Ave	SW	Niles	Sanders Rd	Winkelman Rd	NE	Northfield
N. Milwaukee Ave	W. Abbot Ave	NW	Chicago	Sawlow Rd	Willow Rd	SE	Northfield
N. Milwaukee Ave	W. Winlay St	NW	Chicago	Willow Rd	Accenture Pkwy	SW	Glenview
N. Milwaukee Ave	W. Devon Ave	NW	Chicago	Willow Rd	Landwehr Rd	SE	Northbrook
N. Milwaukee Ave	W. Haft St	NW	Chicago	Pfingsten Rd	Willow Rd	SW	Glenview
N. Milwaukee Ave	W. Raven St	NW	Chicago	Pfingsten Rd	Joanne Dr	NW	Glenview
N. Milwaukee Ave	W. Hotbrook St	SW	Chicago	Pfingsten Rd	Crestwood Dr	NW	Glenview
N. Milwaukee Ave	W. Peterson Ave	NW	Chicago	Pfingsten Rd	Kless Dr	NW	Glenview
N. Milwaukee Ave	N. Medina Ave	NW	Chicago	Pfingsten Rd	Vantage Ln	NE	Glenview
N. Milwaukee Ave	N. Austin Ave	NW	Chicago	Pfingsten Rd	Keenan Ln	SE	Glenview
N. Milwaukee Ave	N. Mason Ave	NW	Chicago	Pfingsten Rd	Astor Ct	SE	Glenview
N. Milwaukee Ave	W. Bryn Mawr Ave	SW	Chicago	Willow Rd	Pfingsten Rd	NW	Glenview
N. Milwaukee Ave	N. Menard Ave	SW	Chicago	Willow Rd	Landwehr Rd	NW	Northbrook
N. Milwaukee Ave	N. Manila Ave	SW	Chicago	Willow Rd	Accenture Pkwy	NW	Glenview
N. Milwaukee Ave	N. Central Ave	NW	Chicago	Sanders Rd	Winkelman Rd	SW	Glenview
N. Milwaukee Ave	W. Foster Ave/W. Gettysburg St	NW	Chicago	Sanders Rd	Altstad Dr	NW	Northfield
N. Milwaukee Ave	NW Hwy/W. Foster Ave	NW	Chicago	W kierunku północnym - Podróż AON			
N. Milwaukee Ave	W. Carmen Av/NW Hwy	SW	Chicago	Milwaukee Ave	Linneman St	SE	Maine Township
N. Milwaukee Ave	W. Gale St	NW	Chicago	Milwaukee Ave	Countyside Ln	SE	Glenview
Jefferson Park CTA & Metra Stations	N. Milwaukee Ave	E	Chicago	Milwaukee Ave	Glenview Rd/Oscarov Rd	SE	Glenview
KONIEC				Zenith Dr	Milwaukee Ave	SW	Glenview
				W kierunku południowym - Podróż AON			
				Milwaukee Ave	Countyside Ln	SW	Glenview
				Milwaukee Ave	Linneman St	SW	Maine Township
				C - liczba A.M / P.M.			
				Notre Dame High School	N/A	Niles	

**SPECJALNIE OZNACZONE PRZYSTANKI MIEJSCA DO ZABIERANIA AND ALIGHTING LOCATIONS**

Od dnia 13 maja 2012 r. będą Państwo mogli wsiadać i wysiadać na Trasy 270 tylko na specjalnie oznaczonych przystankach. Proszę wypatrywać następujących symboli na wydrukowanych rozkładach.

Niniejszy symbol oznacza, że na danej trasy pasażerowie są zabierani i wysadzani tylko na Specjalnie Oznaczonych Przystankach:



Niniejszy symbol oznacza, że na części danej trasy pasażerowie są zabierani i wysadzani tylko na Specjalnie Oznaczonych Przystankach:



Między Jefferson Park i Devon, kierunku południowym autobusy tylko zasnąć pasażerów na znaki przystanku autobusowego i autobusów kierunku północnym będzie tylko podróży możliwości wsiadania na znakach stopu autobusowych na sygnał do kierowcy autobusu.

**POŁOŻENIE OZNAKOWANYCH PRZYSTANKÓW**

**pace**  
BUS STOP  
**270**  
pacebus.com  
For travel information call the RTA Travel Information Center 836-7000

[http://www.pacebus.com/pdf/Posted\\_Stops/M-0225\\_PSO\\_270\\_POLISH.pdf](http://www.pacebus.com/pdf/Posted_Stops/M-0225_PSO_270_POLISH.pdf)

Figure 9- Shows Ventra information in Polish

Ventra information in Polish

## Oto nowa metoda dokonywania płatności

Wprowadzenie systemu Ventra - nowego wygodnego systemu płatności w CTA oraz Pace - umożliwi pasażerom dokonywanie płatności za przejazdy pociągiem oraz autobusem przy użyciu tej samej metody, która stosuje się podczas codziennych zakupów. Klienci mogą z łatwością zarządzać swoim kontem online oraz dokonywać wyboru spośród kilku bezstykowych metod płatności:

- Karta Ventra Card: do przejazdów + opcjonalna karta debetowa Debit MasterCard®, z której można korzystać do przejazdów oraz codziennych zakupów
- Bilety Ventra Tickets: jednorazowe i jednodniowe
- Osobiste bezstykowe karty kredytowe i debetowe wydawane przez bank mogą być używane do przejazdów
- W koncu rozwiązania kompatybilne ze smartfonami

Dzięki systemowi Ventra podróżowanie po obszarze Chicago będzie bardziej wygodne i sprawne niż kiedykolwiek wcześniej.

<https://www.ventrachicago.com/polish/>

## Transportation Stories in the Chicago area in Polish media

In reviewing local Polish media, we found two stories in April that were covered in the Dziennik Zwiąkowy, Polish Daily News. This paper, which has been in existence for over 100 years, has a daily circulation of 30,000. Enclosed are two recent stories, one about safety on the CTA; the other about Divvy. Stories are presented below in Polish and English.

# Pasażer zawsze bezpieczny? Na pewno nie w CTA

O 1 Kwietnia 2014

Na stacji linii niebieskiej na O'Hare już nie ma śladu po wykolejeniu pociągu. Miejsce katastrofy, gdzie przednie wagony uderzyły w peron i wjechały na ruchome schody, zostało starannie posprząwane. Z incydentu pozostały już tylko przykre wspomnienia, nagrania wideo i sprawy sądowe. Z perspektywy czasu katastrofa mogłaby być potraktowana jako odosobniony przypadek i dziwaczny zbieg mało prawdopodobnych okoliczności, gdyby nie fakt, że chicagowski system komunikacji miejskiej CTA znajduje się niemal na ostatnim miejscu w kraju pod względem bezpieczeństwa.



fot. Daniel Schwen/Erin Nekervis/Flickr/David Wilson/Wikipedia

Badanie przeprowadzone przez telewizję NBC5 plasuje Chicago Transit Authority na ostatnich miejscach trzech z czterech kategorii bezpieczeństwa w porównaniu z innymi wielkimi systemami komunikacji miejskiej w całym kraju.

Na przestrzeni ostatnich dziesięciu lat, w kategorii wypadków śmiertelnych CTA zajęło pierwsze miejsce przed Nowym Jorkiem (największym w kraju systemem komunikacji miejskiej), Waszyngtonem i San Francisco. W latach 2004-2013 przedsiębiorstwo CTA odnotowywało średnio sześć wypadków śmiertelnych w skali rocznej. Spośród 61 przypadków śmiertelnych zameldowanych władzom federalnym, pięć dotyczyło pasażerów, 36 miało miejsce na stacjach lub terenach należących do CTA, a w pozostałych 20 udział brali przechodnie i pracownicy CTA. Chicagowska komunikacja miejska uplasowała się na pierwszym miejscu w kategorii kolizji i zderzeń. Liczba średnio 15 kolizji na rok Chicago ponownie wyprzedziło Nowy Jork i San Francisco. Nasze miasto zdobyło też przoduje w kategorii wykolejeń pociągów. Tylko w minionym roku odnotowano aż pięć takich incydentów. Jedyną kategorią w której Chicago miało lepsze notowania niż Nowy Jork i San Francisco była liczba rannych. Dochodzenie w sprawie wypadku sprzed tygodnia na linii niebieskiej na stacji O'Hare jeszcze jest w toku. Koncentruje się ono na motorniczej, na jej rozkładzie pracy i przygotowaniu zawodowym oraz na systemach bezpieczeństwa, które zawiodły. 25-letnia Brittney T. Haywood przyznała się do zasnięcia za kierownicą - nie po raz pierwszy zresztą. W lutym kobieta też zasnęła prowadząc pociąg i nie zatrzymała się na stacji Belmont. Związki zawodowe bronią motorniczej

argumentują, że była przemęczona, ponieważ w tygodniu poprzedzającym wypadek pracowała 69 godzin i przed nowym tygodniem pracy odpoczywała tylko 18 godzin. Jednak przedsiębiorstwo CTA dementuje tę wersję i stawia zarzuty, iż związek zawyża liczbę przepracowanych godzin i zaniża liczbę godzin przeznaczonych na wypoczynek. Przypomnijmy, że 31 osób – w tym motorniczka – odniosło obrażenia niezagrażające życiu w wyniku incydentu na stacji O'Hare 24 marca przed godziną 3 rano. CTA przewozi codziennie 1,6 mln pasażerów i 500 mln w skali rocznej. (ao)

<http://dziennikzwiązkowy.com/chicago/pasazer-zawsze-bezpieczny-na-pewno-nie-w-cta/>

## Passengers always safe? Certainly not on the CTA

01 April 2014

On the blue line station at O'Hare been no sign of the derailed train. The crash site, where the front carriages hit the platform and entered the escalator has been carefully cleaned. In the incident remained only unpleasant memories, videos and litigation. In retrospect, a disaster could be treated as an isolated incident and bizarre coincidence improbable circumstances, if not for the fact that the Chicago CTA transport system is almost in last place in the country in terms of security.



Photo .Daniel Schwen/Erin Nekervis/Flickr/David Wilson/Wikipedia

A study conducted by TV NBC5 Chicago Transit Authority ranks in the last places three of the four categories of safety compared to other major transportation systems throughout the country.

Over the last ten years, in the category of fatalities CTA took first place ahead of New York (the country's largest public transportation system), Washington and San Francisco. In the years 2004-2013 the company CTA reported receiving an average of six deaths per year. Of the 61 deaths reported traffic to federal authorities, the five affected passengers, 36 took place at the stations or areas belonging to the CTA, and the remaining 20 involved pedestrians and workers were taking the CTA. Chicago public transportation is also ranked in first place in the category of collisions and collisions. Number average of 15 collisions per year in Chicago again ahead of New York and San Francisco. Our city has also won a front runner in the category of train derailments. Only in the past year has seen as many as five such incidents. The only category in which Chicago had better quotes than New York and San Francisco was the number of wounded. The investigation of the accident a week ago on the blue line at the station OHare is still in progress. It focuses on motorniczej, on its schedule of work and occupational training and

safety systems that failed . 25 -year-old Brittney T. Haywood admitted to falling asleep at the wheel - not for the first time . In February, a woman fell asleep and do not leading the train stopped at the station Belmont . Unions defend motorniczej arguing that she was tired , because the week before the accident she worked 69 hours and before the new work week resting only 18 godzin.Jednak CTA company denies this version and has alleged that the relationship overstates the number of hours worked and underestimates the number of hours devoted to rest. Recall that 31 people - including motornicza - suffered injuries not life as a result of the incident at the station O'Hare March 24 before 3 in the morning . CTA carries 1 day , 6 million passengers and 500 million on an annual basis . ( ao )

## Ponad milion rowerzystów skorzystało z programu Divvy

O 27 KWIETNIA 2014

Z programu wypożyczenia rowerów w Chicago skorzystało już ponad milion mieszkańców miasta i turystów. Niebawem na ulicach pojawią się kolejne stacje Divvy.



Stacja rowerów Divvy w śródmieściu Chicago fot.Steve Vance/Wikipedia

O powodzeniu zapoczątkowanego w czerwcu 2013 roku systemu Divvy i nadziei na dalszy rozwój tego programu mówił Rahm Emanuel. Ogłaszając dni 21 – 28 kwietnia tygodniem Divvy, burmistrz zapowiedział ulgi za całodienne opłaty za wypożyczenie roweru i dodatkowe korzyści za całoroczne członkostwo w programie, jak bezpłatne burrito w restauracjach Chipotle lub mrożony jogurt z Forever Yogurt po obniżonej cenie.

Początkowo 750 rowerów można było wypożyczyć 75

stacji rozmieszczonych między śródmieściem a ulicami Fullerton na północy, Damen na zachodzie i 23. na południu miasta..

Jak podaje stacja ABC, wiosną tego roku system Divvy wprowadzi do użytku kolejne 4 tys. rowerów na 400 stacjach, które zostaną zainstalowane na dłuższych trasach: aż do 6550 N.Loyola Ave. na północy, 3600 W. Central Park na zachodzie i 6300 S. 63rd Street na południu miasta.

Pomysłodawcą programu Divvy był poprzednik Rahma Emanuela, Richard Daley. Po powrocie z Paryża, gdzie taki program istniał już od kilku lat, Daley, zapamiętał rowerzystę, postanowił przeszczepić pomysł Francuzów do Chicago. Kontrakt na zakup, instalację i nadzór nad wypożyczeniem rowerów podpisała firma Alta Bicycle Share. (eg)

<http://dziennikzwiązkowy.com/chicago/ponad-milion-rowerzystow-skorzystalo-z-programu-divvy/>

# More than a million cyclists have benefited from the program Divvy

O 27 APRIL 2014

With bike rental program in Chicago have already benefited more than one million inhabitants and tourists. Soon the streets there will be more stations Divvy .



Divvy bike station in downtown Chicago fot.Steve Vance / Wikipedia

The success launched in June 2013 Divvy system and hope for the further development of this program Rahm Emanuel said . Announcing the days 21 - 28 April Divvy week , the mayor announced a relief for all-day bike rental fee and additional benefits for the year membership in the program as a free burrito at Chipotle restaurants or frozen yogurt from Yogurt Forever at a reduced price .

Initially, 750 bicycles can be rented from 75 stations located between downtown and the streets of

Fullerton to the north, Damen in the west and 23 south of the city ..

According to ABC , in the spring of this year Divvy system put into use another 4 thousand . bikes on the 400 stations that will be installed on longer routes : up to 6550 N.Loyola Ave. in the north, 3600 W. Central Park in the west and 6300 S. 63rd Street to the south of the city.

The originator of the Divvy was Rahm Emanuel 's predecessor , Richard Daley . After returning from Paris, where such a program existed for several years, Daley , passionate cyclist , decided to transplant the idea of Frenchmen to Chicago. The contract for the purchase , installation and supervision of signed bike hire company Alta Bicycle Share . ( eg)

## What we've learned about how the Polish community receives transit information?

In February 2014, MPC contacted the Polish-American Association, which is the nation's only human services organization providing a comprehensive range of bilingual and bicultural services to the Polish community and others in need. Their mission is to serve the diverse needs of the Polish community in the Chicago metro area by providing resources for changing lives, with emphasis on assisting immigrants.

In 2004, they issued a report researched by Rob Paral of Rob Paral & Associates, "the Polish Community in Metro Chicago, a community profile of strengths and needs" This report provided an overview of the Polish community based on 2000 census data.

We asked the Polish American Association if they receive inquiries from their clients about transportation questions. We were told that sometimes there are calls from people asking for directions but they mostly drive. The ones that involve public transportation are usually within the city of Chicago. One person on staff is very helpful and checks the trip planner for those that need public transportation in the city or suburbs.

### Next steps

MPC conducted secondary research for this project. We found that much of the existing research on Polish demographics in Chicago was ten years old. There is a need to update this research, especially as the community has changed. Lower rates of immigration to the US will impact the Polish community in future years, probably causing it to be less prominent, than it has been.

Since there are four waves of immigrants that came from the U.S. from Poland, their ties to Poland, Polish language skills, and ways they receive information vary. Second and third generation Polish Americans may be less likely to have ties to Poland, or speak Polish. A 2010 study "Polish Americans Today" conducted by the Piast Institute showed Polish language websites being the third highest source of news and the "local Polonia newspaper" being the fourth highest. (Thaddeus C. Radzilowski, 2010)

While there are several Polish newspapers serving the Chicago area, they reach one segment of the population. Younger people may be more likely to use mobile apps or internet to receive information. There is one Polish TV station, and several Polish language radio programs, but how much transportation or "current events" they cover also varies. Determining the best mix of outlets to reach this community is necessary.

It will be important to monitor immigration trends from Poland to the United States and the Chicago area in upcoming years. If fewer Poles immigrate here, what impact will it have on the prominence of this community in the Chicago area, and the need for Polish language materials?

Also, as the Polish community has become more suburban and residing in the collar counties, are the needs of Poles whose first language is not English being met?

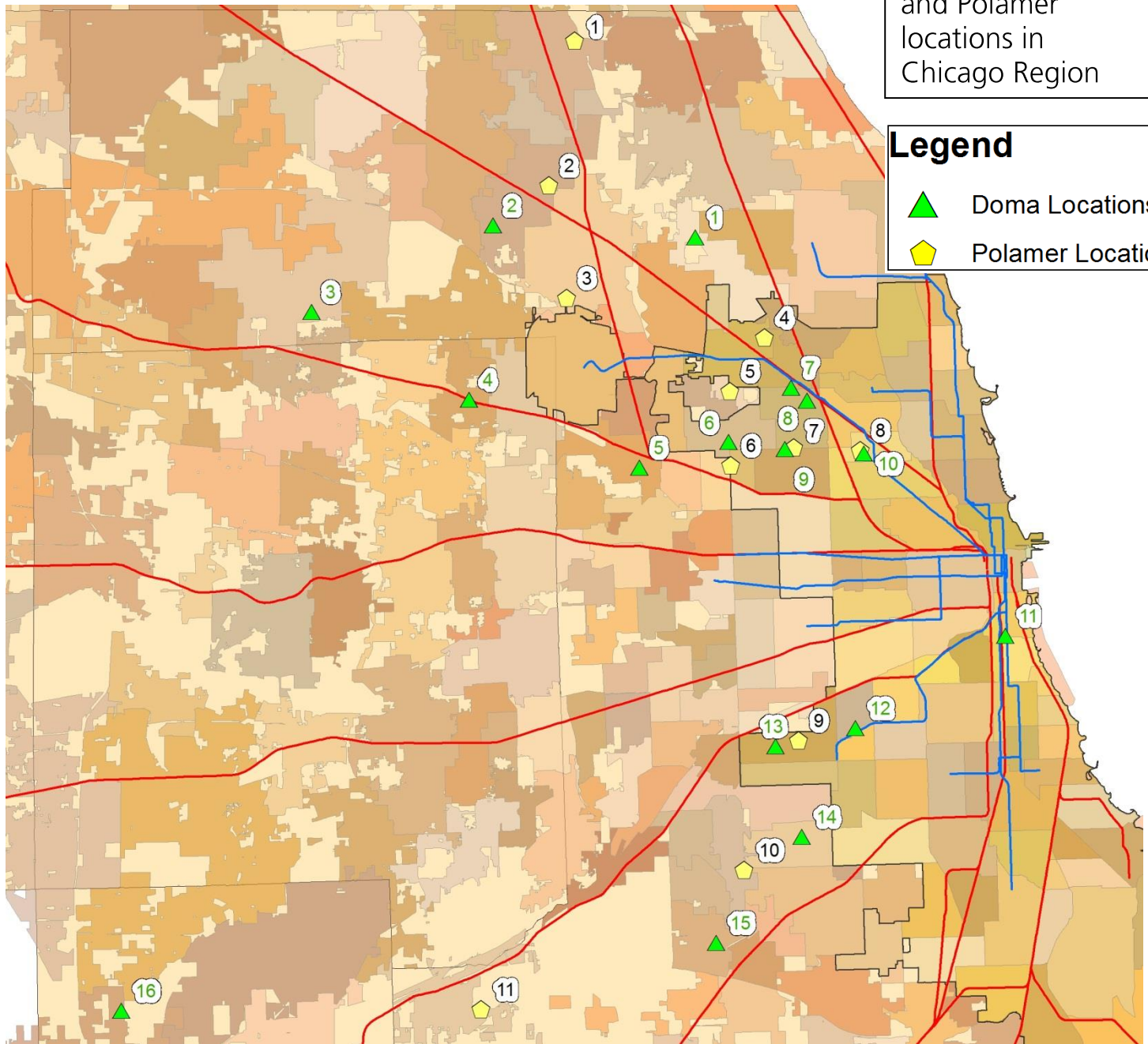
It is our recommendation that more research on this subject would be helpful to gauge the best ways to reach this community. In reviews we conducted of ethnic marketing transit campaigns in the U.S., many of the concepts being used to reach the Polish community in the Chicago area can also be applied to other groups whose first language is not English.



## Appendix

# Appendix

Figure 1A- Doma and Polamer locations in Chicago Region



**Legend**

- ▲ Doma Locations
- ⬠ Polamer Locations

**DOMA locations**

1. 8878 North Milwaukee 60714
2. 1736 West Golf Rd. 60056
3. 1132 South Roselle Rd. 60193
4. 126 East Irving Park 60191
5. 9611 West Grand 60131
6. 3414 North Harlem 60634
7. 5524 West Lawrence 60630
8. 4448 North Milwaukee Avenue 60630
9. 5749 West Belmont 60634
10. 3021 North Milwaukee 60618
11. 2520 South State Street 60616
12. 5034 South Archer 60632
13. 6287 South Archer 60638

14. 5603 West 79th Street 60459
15. 10644 South Roberts Rd. 60465

**POLAMER locations**

1. 88 South Milwaukee Ave 60090
2. 901 East Rand Road 60056
3. 2190 Oxford Road 60018
4. 6140 North Milwaukee 60646
5. 4747 North Harlem 60656
6. 2747 North Harlem 60707
7. 5514 West Belmont 60641
8. 3094 North Milwaukee 60618

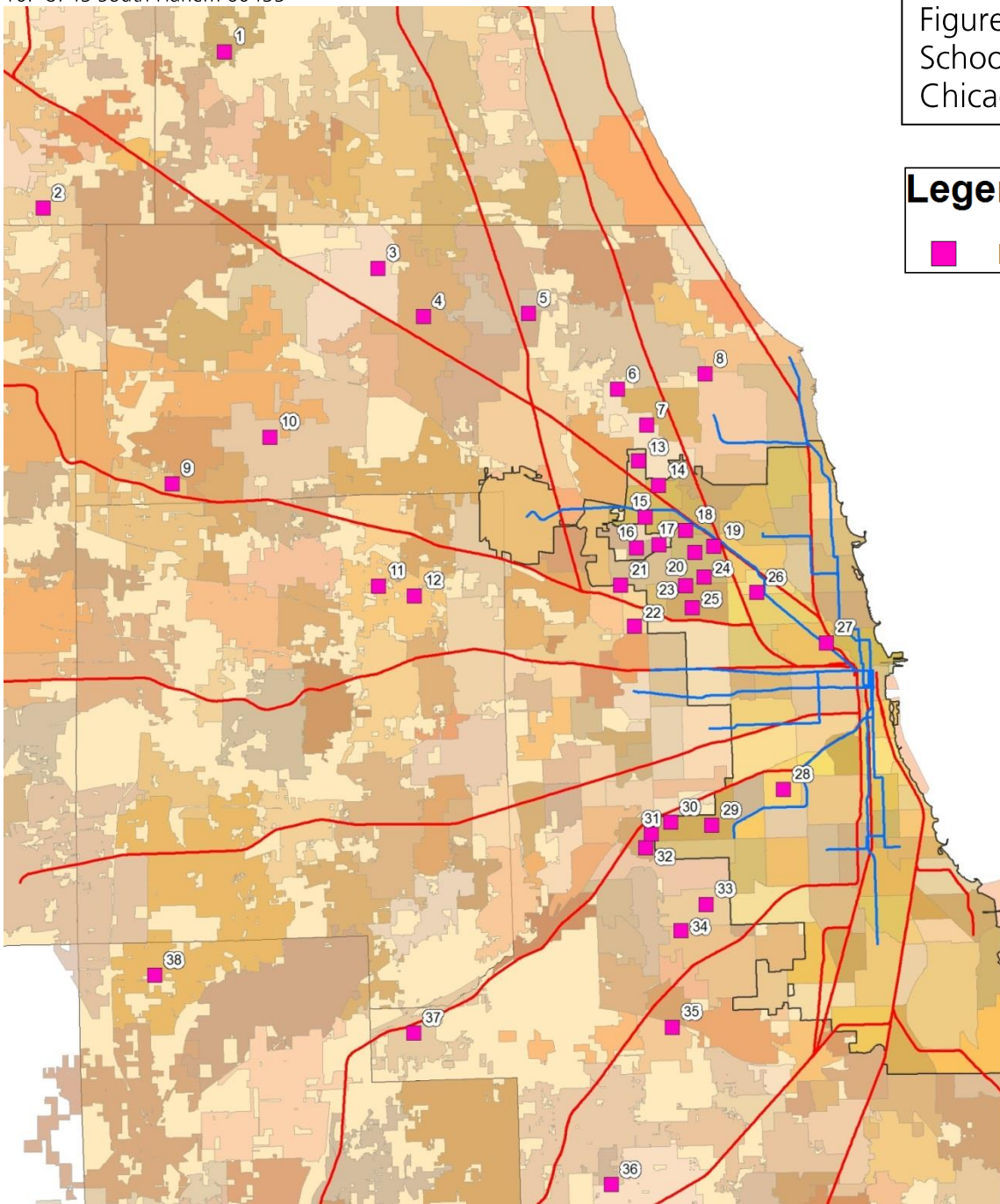
9. 5894 South Archer 60638  
10. 8745 South Harlem 60455

11. 12257 Unit C South Walker 60439

Figure 2A- Polish Schools in the Chicago Region

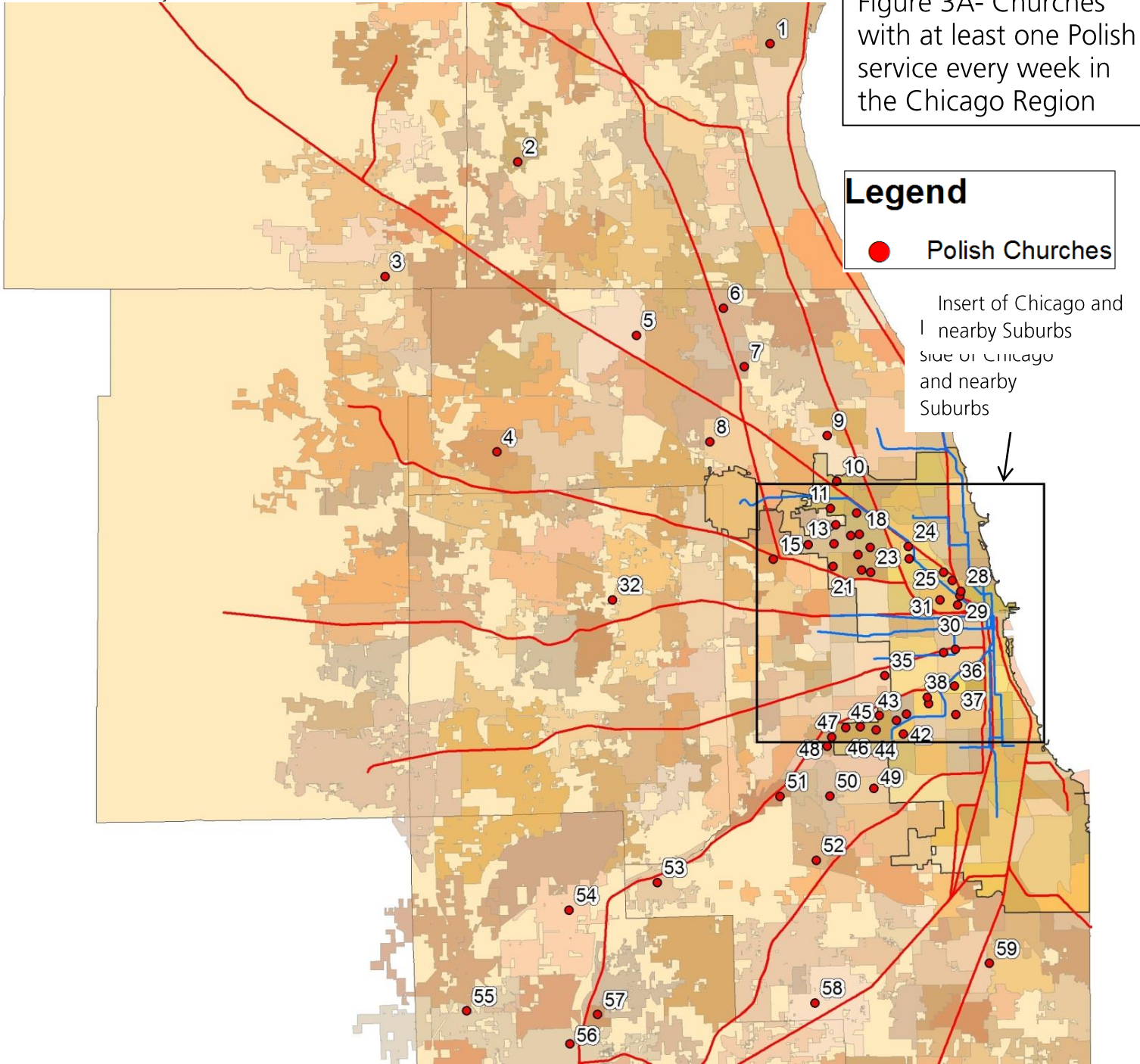
**Legend**

Polish Schools



- |  |  |  |
|--|--|--|
| 1. Jan Matejko   | 14. St. Thecla Parish  | 25. St. James Apostle                                  |
| 2. St. Margaret Mary   | 15. Casimir Kosciuszko at Szkoła im. T. Kosciuszki           | 26. St. Hyacinth Parish                                |
| 3. Fryderyk Chopin   | 16. Jan Kochanowski  | 27. St. Trinity Parish                                 |
| 4. Interclub Education Center at St. Peter's Lutheran School | 17. Casimir Pulaski Polish School                            | 28. Marii Konopnickiej at Five Holy Parish             |
| 5. Akademia Języka Polskiego im. Wandy Rutkiewicz            | 18. St. Maksymilian Maria Kolbe                              | 29. Pralat Stanislaw Cholewinski                       |
| 6. Ignacy Paderewski Polish School                           | 19. Interclub Education Center at St. John's Lutheran School | 30. Polska Szkoła Millenijna im. Mikolaja Reja         |
| 7. St. John Brebeauf Parish                                  | 20. Interclub Education Center                               | 31. St. Joseph Parish                                  |
| 8. Polish Consulate RP                                       | 21. Casimir Kosciuszko at Gueerin Prep High School           | 32. Saint Blasé  |
| 9. Emilia Plater Polish School                               | 22. Gen. J. Henryk Dabrowski School of Polish Language       | 33. Polska Szkoła Millenijna im. Mikolaja Reja         |
| 10. Czeslaw Milosz   | 23. St. Ferdinand  | 34. Marii Konopnickiej at St. Louis de Montfort Parish |
| 11. Driscoll Catholic High School                            | 24. Casimir Kosciuszko at Parafia Sw. Wladyslawa             | 35. Pralat Stanislaw Cholewinski                       |
| 12. St. Faustyna Kowalska                                    |  | 36. Jan Brzechwa                                       |
| 13. Polska Szkoła im. Marii Skodowskiej-Curie                |  | 37. John Paul II                                       |

Figure 3A- Churches with at least one Polish service every week in the Chicago Region



**Legend**

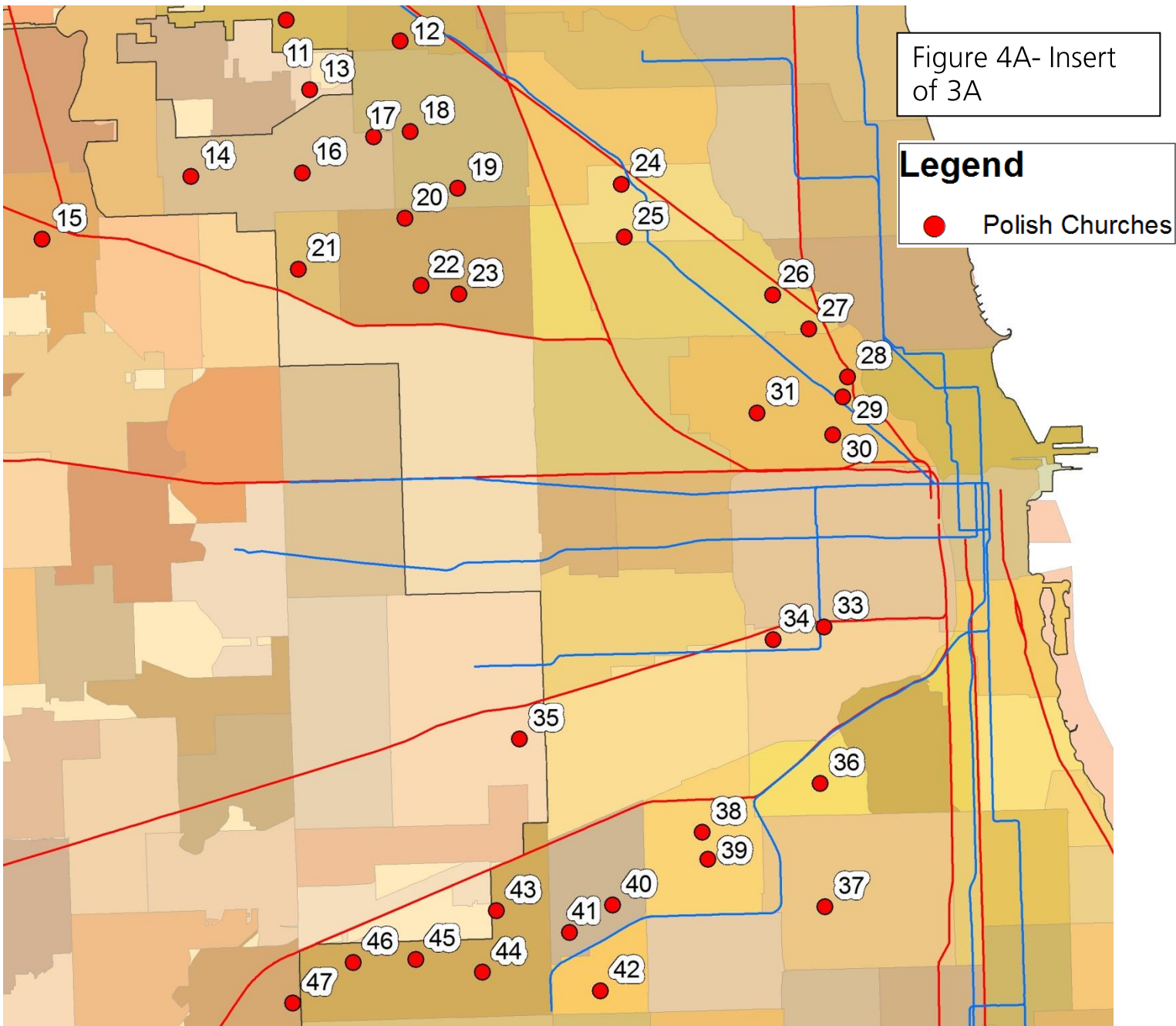
● Polish Churches

Insert of Chicago and  
nearby Suburbs  
Side of Chicago  
and nearby  
Suburbs

- |                            |  |
|----------------------------|--|
| 1. Most Blessed Trinity    | 49. St. Albert the Great                           |
| 2. Transfiguration         | 50. St. Fabian                                     |
| 3. St. Margaret Mary       | 51. Our Lady Mother of the Church / Polish Mission |
| 4. St. John the Evangelist | 52. Sacred Heart                                   |
| 5. St. Thomas of Villanova | 53. S.S. Cyril & Methodius                         |
| 6. St. Joseph the Worker   | 54. St. Andrew the Apostle Parish                  |
| 7. St. Thomas Becket       | 55. St. Mary Immaculate Parish                     |
| 8. St. Zachary             | 56. Holy Cross Parish                              |
| 9. St. John Brebeuf        | 57. St. John Vianney Parish                        |
| 10. St. Thecla             | 58. St. Stephen, Deacon and Martyr                 |
| 32. Divine Mercy           | 59. St. John the Baptist                           |
| 48. St. Blasé              |  |

Churches in insert are listed below

Figure 4A- Insert of 3A



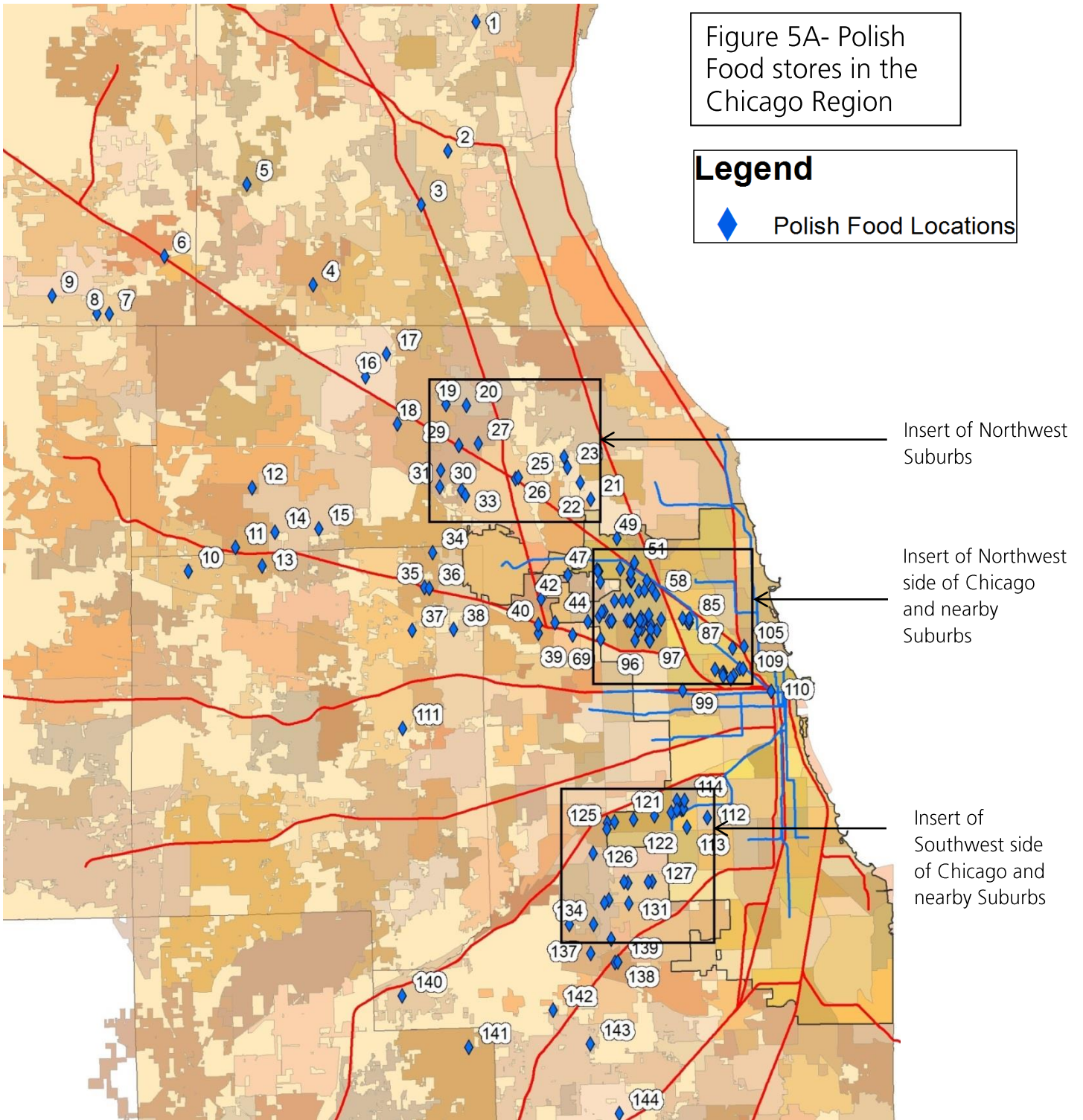
- |                                      |                                 |
|--------------------------------------|---------------------------------|
| 11. St. Monica                       | 29. Holy Trinity Polish Mission |
| 12. St. Constance                    | 30. Holy Innocents              |
| 13. St. Rosalie                      | 31. St. Helen                   |
| 14. St. Francis Borgia               | 33. St. Adalbert                |
| 15. St. Gertrude                     | 34. St. Ann                     |
| 16. St. Priscilla                    | 35. St. Mary of Czestochowa     |
| 17. St. Pascal                       | 36. Blessed Sacrament           |
| 18. Shrine of the Sacred Heart       | 37. St. Joseph- Chicago         |
| 19. St. Ladislaus                    | 38. St. Pancratius              |
| 20. St. Ferdinand                    | 39. Five Holy Martyrs           |
| 21. St. William                      | 40. St. Bruno                   |
| 22. St. James                        | 41. St. Richard                 |
| 23. St. Stanislaus Bishop and Martyr | 42. St. Turibius                |
| 24. St. Wenceslaus                   | 43. Our Lady of the Snows       |
| 25. St. Hyacinth Basilica            | 44. St. Camillus                |
| 26. St. Hedwig                       | 45. St. Jane De Chantal         |
| 27. St. Mary of the Angels           | 46. St. Daniel the Prophet      |
| 28. St. Stanislaus Kostka            | 47. St. Joseph- Summit          |



Figure 5A- Polish Food stores in the Chicago Region

**Legend**

◆ Polish Food Locations



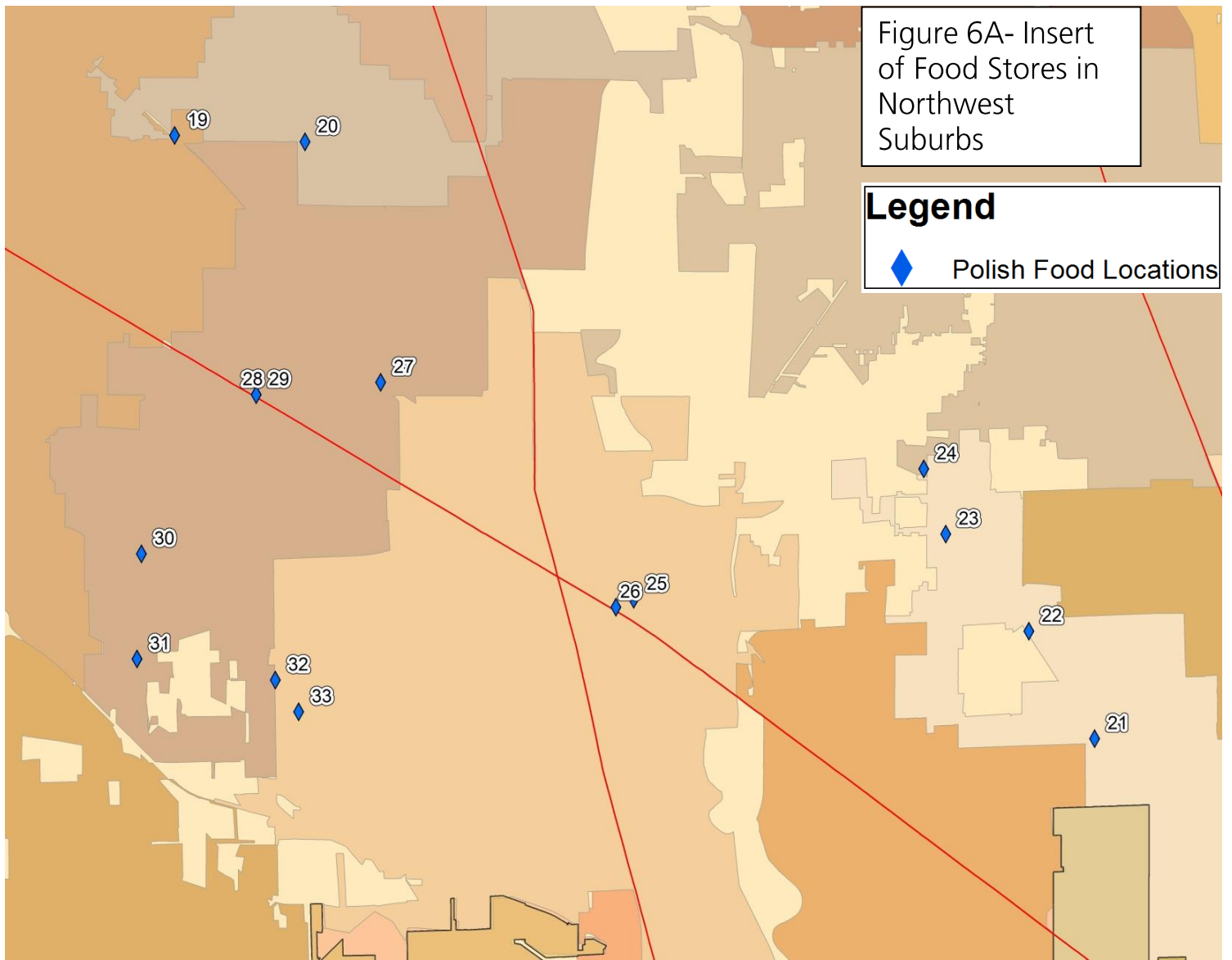
- 1. European Eats & Treats
- 2. Piech's Polish Delicatessen
- 3. Krystyna's Deli
- 4. Ania's Polish Deli
- 5. European Market & Liquor
- 6. Misiu Deli
- 7. Rosmart Deli
- 8. Sugar Hills Bakery
- 9. Aga Polish Deli
- 10. AJB Polish Deli
- 11. Polish Pantry & Delicatessen
- 12. Polish Deli & Cuisine
- 13. 5 Star Euro Deli, Inc.
- 14. Baltic Polish Deli

- 15. Krystyna's Deli
- 16. Monica's European Deli
- 17. Smakowski Sausage & Deli
- 18. Essence of Europe
- 34. Ludwik Dairy
- 35. AJB Polish American Deli
- 36. Fresh & Frozen
- 37. Barbara's Polish Deli
- 38. Galaxy Import & Export INC.
- 39. Baranowski Bakery
- 40. Kolasa's Deli
- 41. Lowell International Company
- 42. Krystyna's Deli
- 43. Donna's Deli

- 49. Forest View Deli
- 69. New Millennium
- 99. Andy's Deli
- 110. Bacik's Deli
- 111. Family Euro Deli
- 137. Palos Deli & Liquors
- 138. Dudek Sausage & Deli
- 139. European Deli
- 140. Celina's Deli
- 141. European Imports Food & Deli
- 142. Urbas European Bakery & Deli
- 143. Taste of Europe Food Market & Bakery
- 144. European Delicatessen

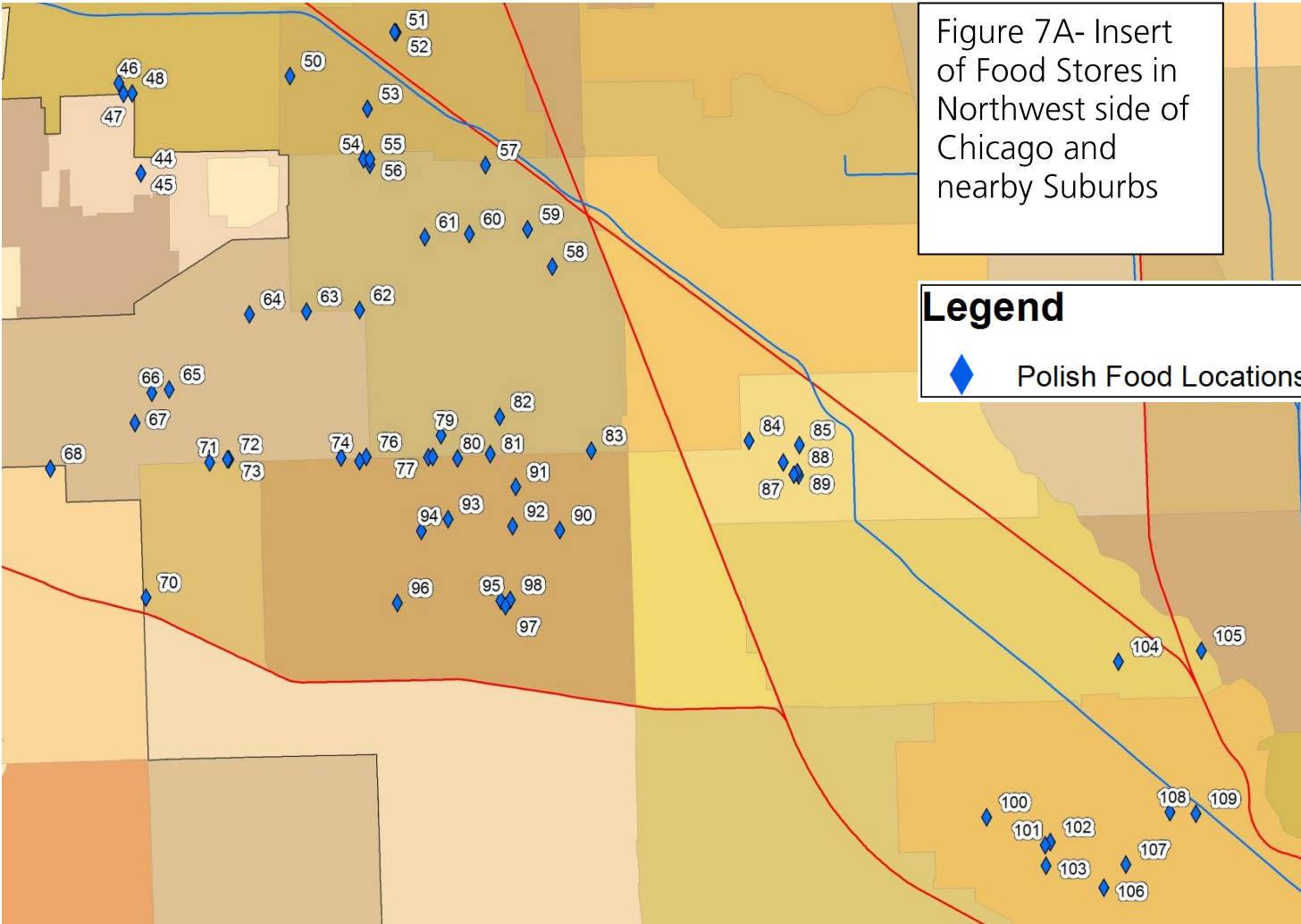






- |                                |                                    |
|--------------------------------|------------------------------------|
| 19. Oak Mill Bakery            | 26. Roman's Kitchen & Deli         |
| 20. Deli 4 You                 | 27. Kalinowski Europeana Style     |
| 21. Oak Mill Bakery            | 28. Somenek's European Pastry Shop |
| 22. Sobczak's Avondale Sausage | 29. Sophie's Polish Deli           |
| 23. Shop & Save Market         | 30. Wallys Market                  |
| 24. Jaga Deli                  | 31. Polonez European Deli          |
| 25. Shop & Save Market         | 32. Grandma's Deli                 |
|                                | 33. Polish American Delicatessen   |

Figure 7A- Insert of Food Stores in Northwest side of Chicago and nearby Suburbs



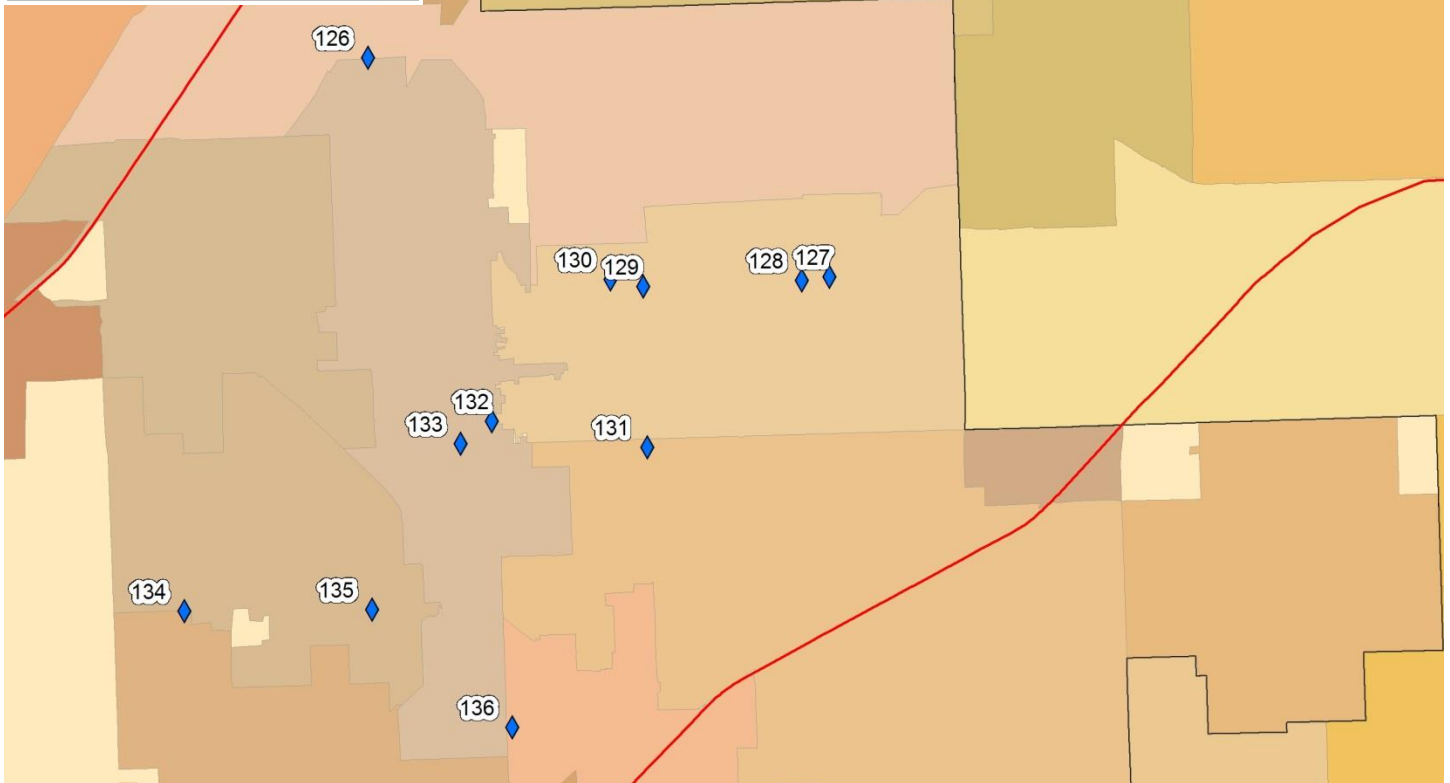
**Legend**  
◆ Polish Food Locations

- |                                    |                                   |                                     |
|------------------------------------|-----------------------------------|-------------------------------------|
| 44. Rich's Foods                   | 66. Polmart Deli                  | 89. Bacik Processing & Deli         |
| 45. Oak Mill Bakery                | 67. Irena's Delicatessen          | 90. Alex Deli                       |
| 46. Boniek's Deli                  | 68. Mazzeo's Baking Co.           | 91. Laramie Bakery                  |
| 47. Red Poppy Deli                 | 70. Kolatek Bakery                | 92. Mirek's Bakery                  |
| 48. Oven Fresh Bakery              | 71. Avenue Food Mart              | 93. Gorski Bakery                   |
| 50. Kordian's Market               | 72. Smakowski Bakery              | 94. Grace's Delicatessen            |
| 51. Sweet World                    | 73. Harczak Sausages              | 95. Gebka's Deli & Liquors          |
| 52. Andy's Deli                    | 74. Alicja's Deli                 | 96. Polish Delicatessen             |
| 53. Yolanta's deli                 | 75. Stefan's Deli INC.            | 97. Nowak's Farmer Market           |
| 54. J & L European Deli            | 76. Richard's Polish Bakery       | 98. Barbara's Bakery                |
| 55. Kalinowski Sausage Shop        | 77. John's Market                 | 100. Ashland Sausage Company        |
| 56. Delightful Pastries            | 78. Oak Mill Bakery               | 101. Mitch & Janina                 |
| 57. Krakus Homemade Sausage        | 79. Alexandra Foods-Pierogi       | 102. Boniek's Delicatessen          |
| 58. Chester Deli                   | 80. Hetman Deli                   | 103. Polish Specialty Meat Products |
| 59. Burzawa Sausage Shop           | 81. Gene's Sausage Shop           | 104. Polonia Food Mart              |
| 60. Montrose Deli                  | 82. The Little Polish Deli        | 105. Stanley Stawski Distributing   |
| 61. Hagen's Fish Market            | 83. Cicero Deli                   | 106. Kasia's Polish Delicatessen    |
| 62. Szymanski's Delicatessen       | 84. Wally's Market                | 107. Caesar's Polish Deli           |
| 63. Halina's Polish Food Specialty | 85. Stanley Sausage Shop & Liquor | 108. Andy's Deli                    |
| 64. Wallys Market                  | 86. Marek's Jabluszko             | 109. John's Tarnow Deli             |
| 65. Miara's Continental Pastry     | 87. Pasieka Bakery                |                                     |
|                                    | 88. Endy's Deli                   |                                     |

Figure 8A- Insert of Food Stores on Southwest side of Chicago and nearby Suburbs

**Legend**


◆ Polish Food Locations

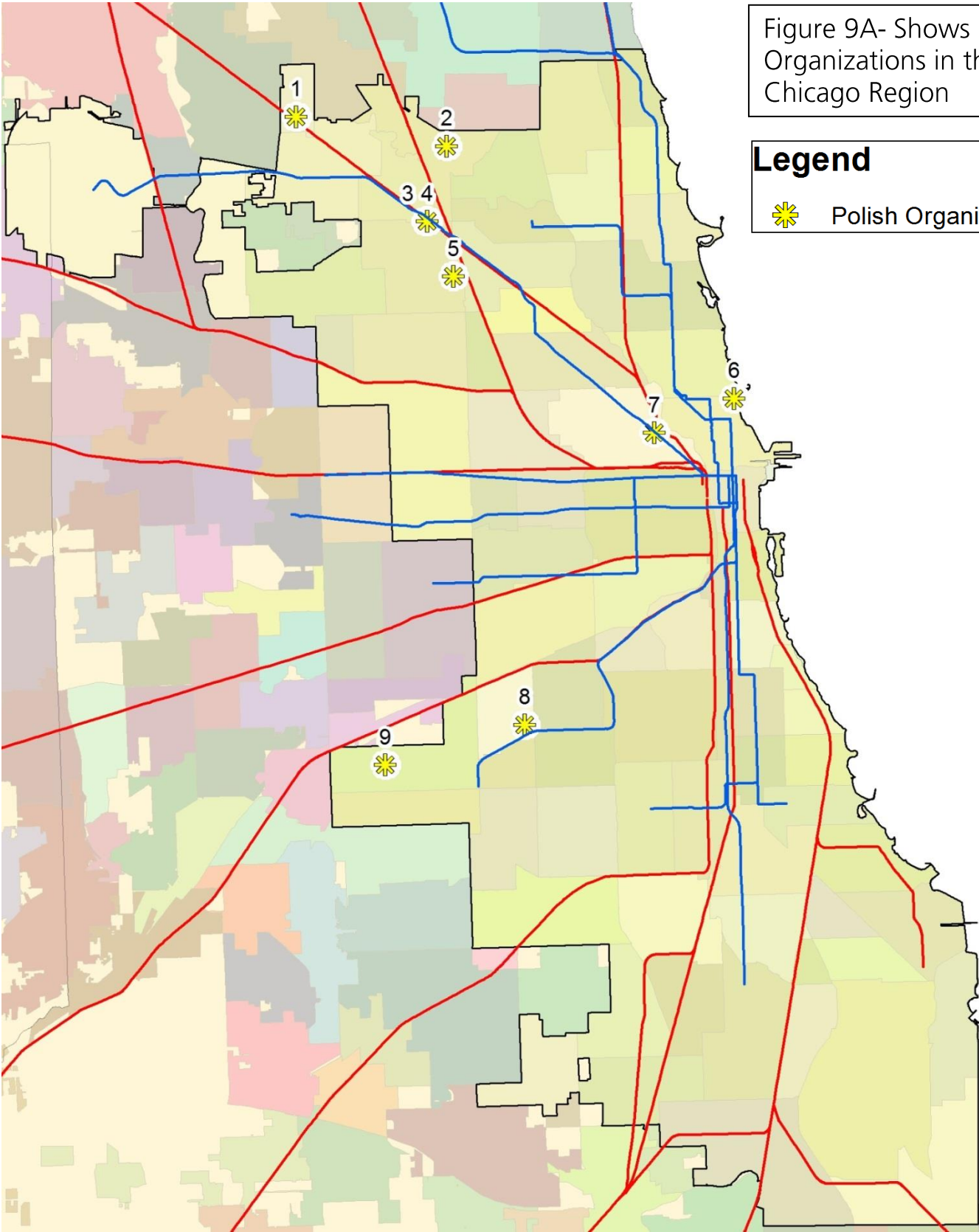


- |                                |                                 |
|--------------------------------|---------------------------------|
| 112. Kolatek's Bakery          | 125. Oak Mill Bakery            |
| 113. Krakus Delicatessen       | 126. Garfield Ridge Polish Deli |
| 114. Soltys Deli & Meat Market | 127. Best Taste Deli            |
| 115. Europa Bakery             | 128. Central Deli               |
| 116. Gilmart                   | 129. Burbank Deli               |
| 117. Dunajec                   | 130. E&J Delicatessen           |
| 118. Celina's Deli             | 131. Joe & Frank's Market       |
| 119. Wladzia's Deli            | 132. A & R Pierogi              |
| 120. Bobak Sausage Co.         | 133. Village Pita & Bakery      |
| 121. Old Warsaw Delicatessen   | 134. Witek's Bakery             |
| 122. Racine Bakery             | 135. Joe's Deli                 |
| 123. Polish Deli               | 136. Batory Food & Deli         |
| 124. Joe & Frank's Market      |                                 |

Figure 9A- Shows Polish Organizations in the Chicago Region

**Legend**

 Polish Organizations



- 1. Polish Women's Alliance
- 2. Polish National Alliance
- 3. Copernicus Center
- 4. Polish American Chamber of Commerce
- 5. Polish American Association

- 6. Polish Consulate
- 7. Polish Museum of America
- 8. Polish Highlanders Alliance of America
- 9. Polish American Association

The logo features two orange curved lines above the text. The top line is a simple arc, while the bottom line is a similar arc with a small arrowhead pointing to the right.

# Metropolitan**Planning**Council

140 S. Dearborn St.  
Suite 1400  
Chicago, Ill. 60603

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