

CTA CROWDING REDUCTION PLAN

September 4, 2012



SUMMARY OF CROWDING REDUCTION PLAN

- In a major initiative to meet growing ridership and improve rider comfort throughout the system, the CTA proposes to add **\$16 million in additional bus and train service** to high-demand bus and train routes.
- CTA ridership has risen 16 straight months, adding 22 million riders since June 2011.
- The additions to service **will reduce the time between trains and buses and lower peak crowd loads** by between 10 percent and 15 percent in most cases.
- This proposed plan is the first system-wide, holistic review of the CTA's bus and rail service that's been done in 15 years.
- The CTA will continue to routinely review and make adjustments to service to ensure that service meets customers' needs and provide it in a cost-effective manner.



SUMMARY OF CROWDING REDUCTION PLAN

- **Working with Northwestern University's Transportation Center, the CTA is comprehensively restructuring its routes and schedules based on changing ridership patterns.**
 - **The CTA proposes discontinuing routes that duplicate existing service or that have extremely low ridership.**
 - **This plan adds service to some areas and beefs up service where demand has outstripped the traditional allocation of buses and trains.**
- **There is no net cost to CTA.**



HIGHLIGHTS OF CROWDING REDUCTION PLAN

Bus

- Adds service to 48 routes, including the busiest and most crowded bus routes, by increasing service during peak times on congested routes and extending two other routes.
- Discontinues 12 duplicative or low-ridership routes and discontinues route segments on three routes – nearly all of which have nearby alternative transit options.

Rail

- During weekday peak travel times, 17 rail trips will be added to six lines, mostly on the Blue, Red and Brown lines, the CTA's busiest train lines.

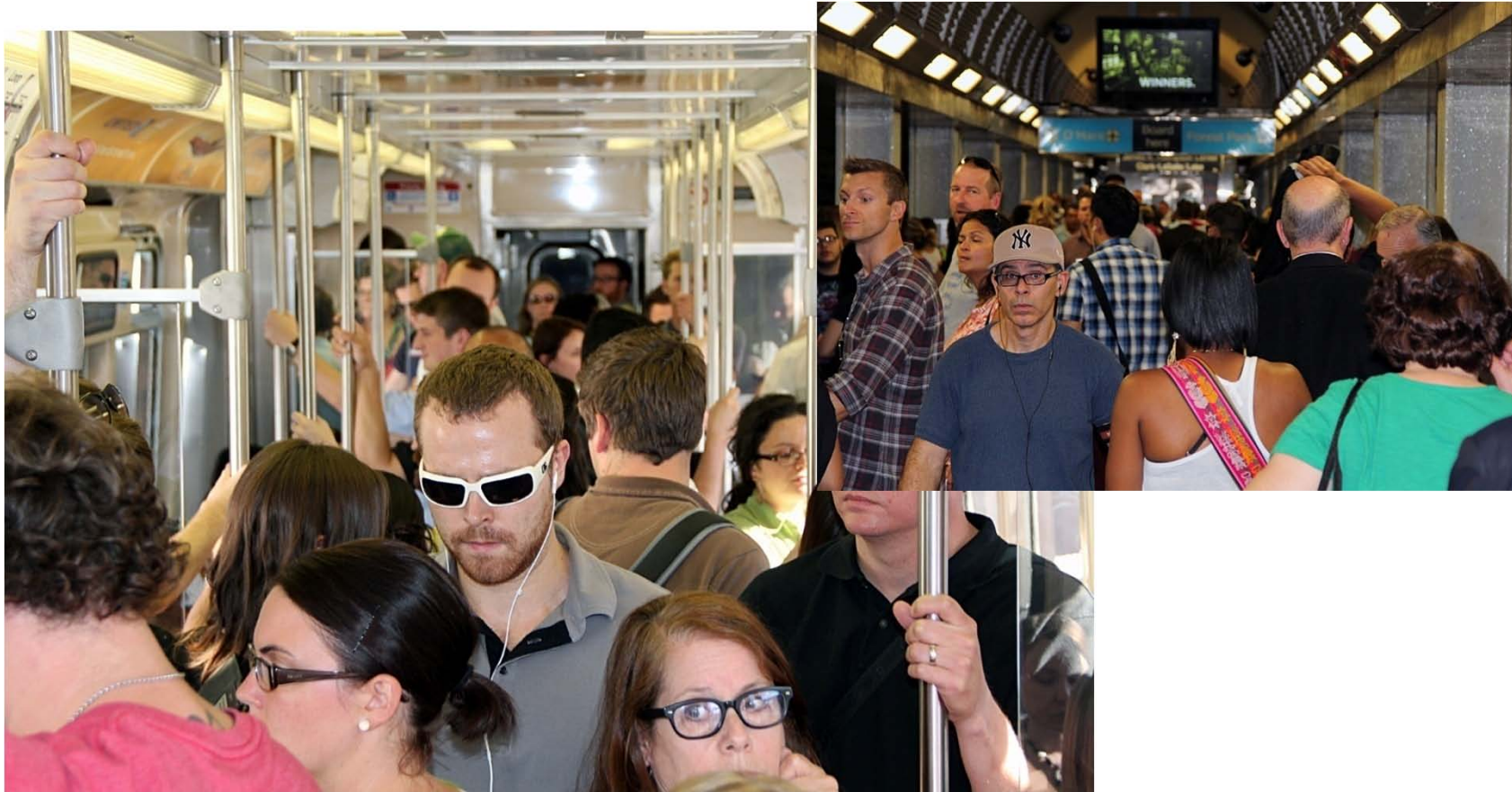


OVERCROWDING: BUS



Today: 70 passengers in a bus Target: 45 - 55 passengers per bus

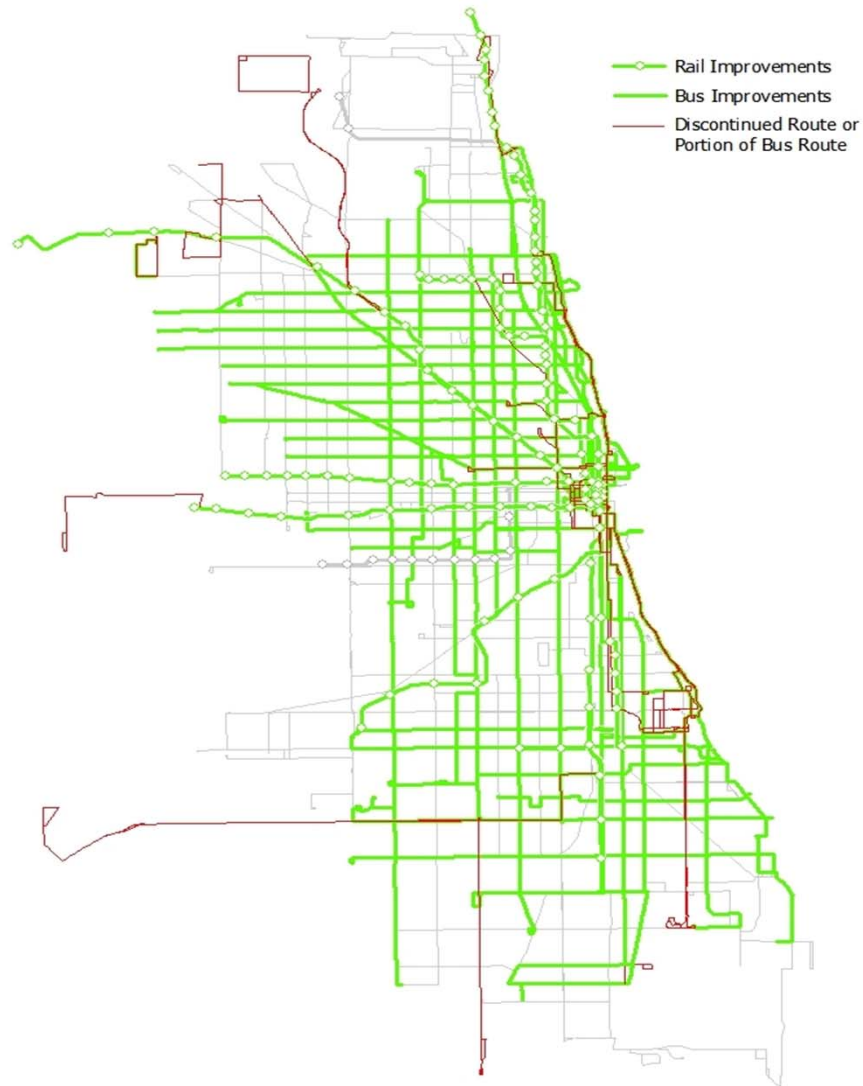
OVERCROWDING: RAIL



Today: 90+ passengers
in a rail car

Target: 70 - 75 passengers
per rail car

SERVICE CHANGES



48 bus routes—additional service
12 bus routes—discontinue
3 bus route segments—discontinue
6 rail lines—additional service

BUS ROUTES WITH ADDED SERVICE

2 HYDE PARK EXPRESS
3 KING DRIVE
4 COTTAGE GROVE
6 JACKSON PARK EXPRESS
8 HALSTED
9 ASHLAND
12 ROOSEVELT
14 JEFFERY EXPRESS
18 16th/18th
22 CLARK
26 SOUTH SHORE EXPRESS
29 STATE
36 BROADWAY
49 WESTERN
50 DAMEN
53 PULASKI
53A SOUTH PULASKI
56 MILWAUKEE
59 59TH/61ST
63 63RD
65 GRAND
66 CHICAGO
67 67TH/69TH/71ST
70 DIVISION

72 NORTH
73 ARMITAGE
74 FULLERTON
75 74TH/75TH
76 DIVERSEY
77 BELMONT
78 MONTROSE
79 79TH
80 IRVING PARK
82 KIMBALL/HOMAN
87 87TH STREET
92 FOSTER
94 SOUTH CALIFORNIA
111 111TH/KING DRIVE
115 PULLMAN/115TH
134 STOCKTON/LASALLE EXPRESS
135 CLARENDON/LASALLE EXPRESS
143 STOCKTON/MICHIGAN EXPRESS
146 INNER DRIVE/MICHIGAN EXPRESS
147 OUTER DRIVE EXPRESS
151 SHERIDAN
152 ADDISON
155 DEVON
156 LASALLE



RAIL FREQUENCY IMPROVEMENTS

Weekday Peak

	<u>AM Peak</u>	<u>PM Peak</u>
Blue Line:	3 added trips	1 added trip
Brown Line:	2 added trips	No change
Red Line:	2 added trips	3 added trips
Purple Line:	1 added trip	1 added trip
Orange Line:	1 added trip	1 added trip
Green Line:	1 added trip	1 added trip
Total:	10 added trips	7 added trips

Weekday Off-Peak

Red Line:

- Improve frequency from 8 ½ to 7 ½ minutes during midday and early evening

Brown Line:

- Improve frequency from 10 to 7 ½ minutes during the midday

Orange Line:

- Improve frequency from 10 to 8 ½ minutes during the midday

Weekends

Red Line:

- Improve frequency from 7-10 to 5-7 ½ minutes on Saturday
- Run 8-car trains until 11 p.m. Sunday

Brown Line:

- Improve frequency from 10 to 7 ½ minutes on Saturday

Blue Line:

- Improve frequency from 7 ½ -12 to 5-7 ½ minutes on Saturday
- Improve frequency from 10-12 to 6-7 ½ minutes on Sunday



EXAMPLES OF CROWDING REDUCTION PLAN

Bus

- **#8 Halsted, 8 a.m. – frequency improved from 5.5 to 4.5 minutes (18% more service); average loads reduced from 54 to 48 passengers**
- **#79 79th, 3:30 p.m. -- from 4 to 3.5-4 minutes (+14%); from 53 to 47 passengers**
- **#66 Chicago, 5:30 p.m. -- from 4.5 to 4 minutes (+13%); from 53 to 48 passengers**
- **#77 Belmont, 7 a.m. – from 4.5 to 3.5 minutes (+27%); from 58 to 49 passengers**

Rail

- **Red Line, 4:30 p.m. – frequency improved from 3.7 to 3.2 minutes (16% more service); average loads reduced from 85 to 73 passengers**
- **Blue Line, 7 a.m – from 4.5 to 4 minutes (+13%); from 83 to 74 passengers**
- **Brown Line, 7 a.m. -- from 4.7 to 4 minutes (+18%); from 80 to 68 passengers**



BUS SERVICE RESTRUCTURING

Routes proposed for discontinuation

#X28 Stony Island Express
#64 Foster-Canfield
#69 Cumberland/East River
#122 Ill. Center/Ogilvie Express
#123 Ill. Center/Union Express
#129 West Loop/South Loop
#144 Marine/Michigan Express
#145 Wilson/Michigan Express

Total = 8

Service alternative

Send #28 downtown during peak instead
Alternative service via #90 and Pace #209
Reroute #81W
Extend #120 into Streeterville
Extend #121 into Streeterville
Alternative service on #1, #29 and Green Line
Add service to #148
Add service to #146

Routes proposed for discontinuation that are served by Pace

#17 Westchester
#49A South Western
#56A North Milwaukee
#90N North Harlem

Total = 4

Service alternative

Pace #317
Pace #349
Pace #270
Pace #423

Schedule Integration with Pace

#95W West 95th

Total: 1

Service alternative

Coordinate service with Pace #381



BUS SERVICE RESTRUCTURING

Route segment eliminations	Service alternative
#1 Indiana/Hyde Park (Discontinue south of 35 th)	Green Line, #29, #3
#11 Lincoln/Sedgwick (eliminate service between Western & Fullerton and rename segments #11 Lincoln and #37 Sedgwick)	Brown Line, #78, #80, #152, #77, #76; #49, #50, #9
Total = 2	

Privately contracted routes – Renegotiate subsidy or eliminate route

#10 Museum of Science & Industry
#33 Mag Mile Express
#X98 Avon Express
#132 Goose Island Express
#169 69th-UPS Express
#170 U of C/Midway
#171 U of C/Hyde Park
#172 U of C/Kenwood
#192 U of C/Hospital Express
Total = 9

Owl eliminations

#N201 Central/Sherman – Owl service
(1:00 a.m. to 5:15 a.m.)
Total: 1

Route combinations

#111 Pullman/111th/115th – split into two new routes: #111 111th/King Drive and #115 Pullman/115th
Total: 1



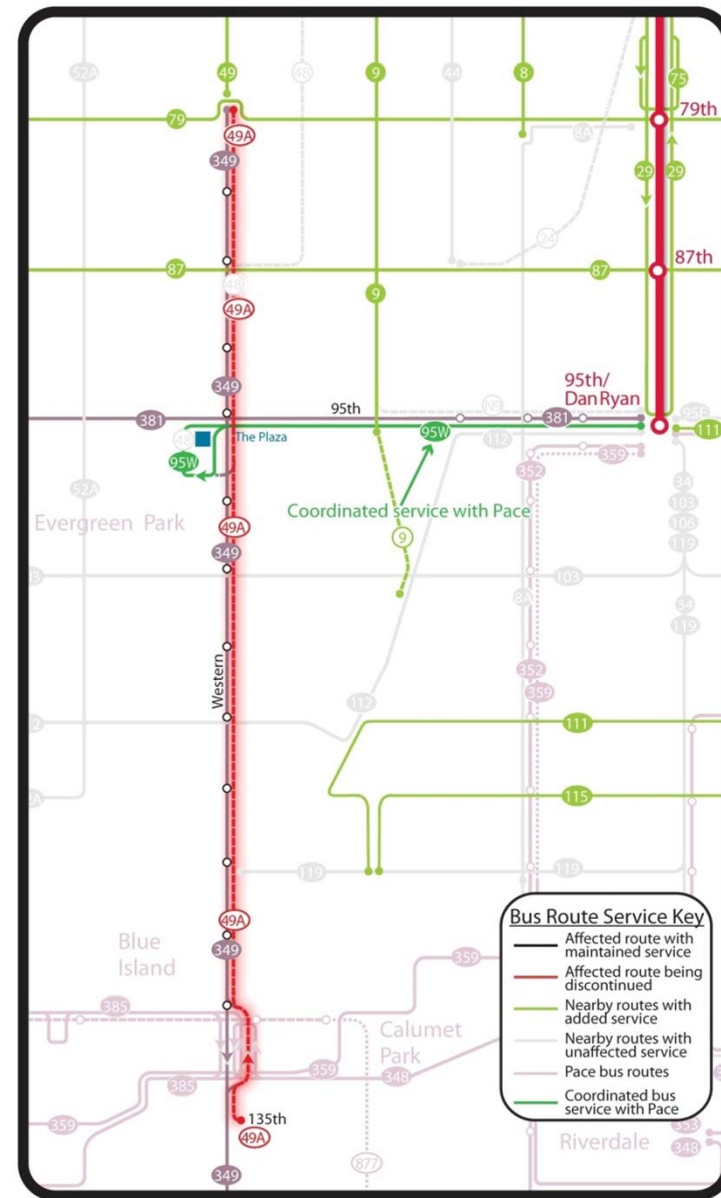
#11 LINCOLN/SEDGWICK

- Route follows Brown Line between Fullerton and Western
- In most cases, the closest Brown Line station to Lincoln Avenue is a few blocks; Lincoln intersects the Brown Line at Addison and Paulina between Western and Fullerton
- Many businesses will still be within at most a half-mile walking distance to another bus or train route



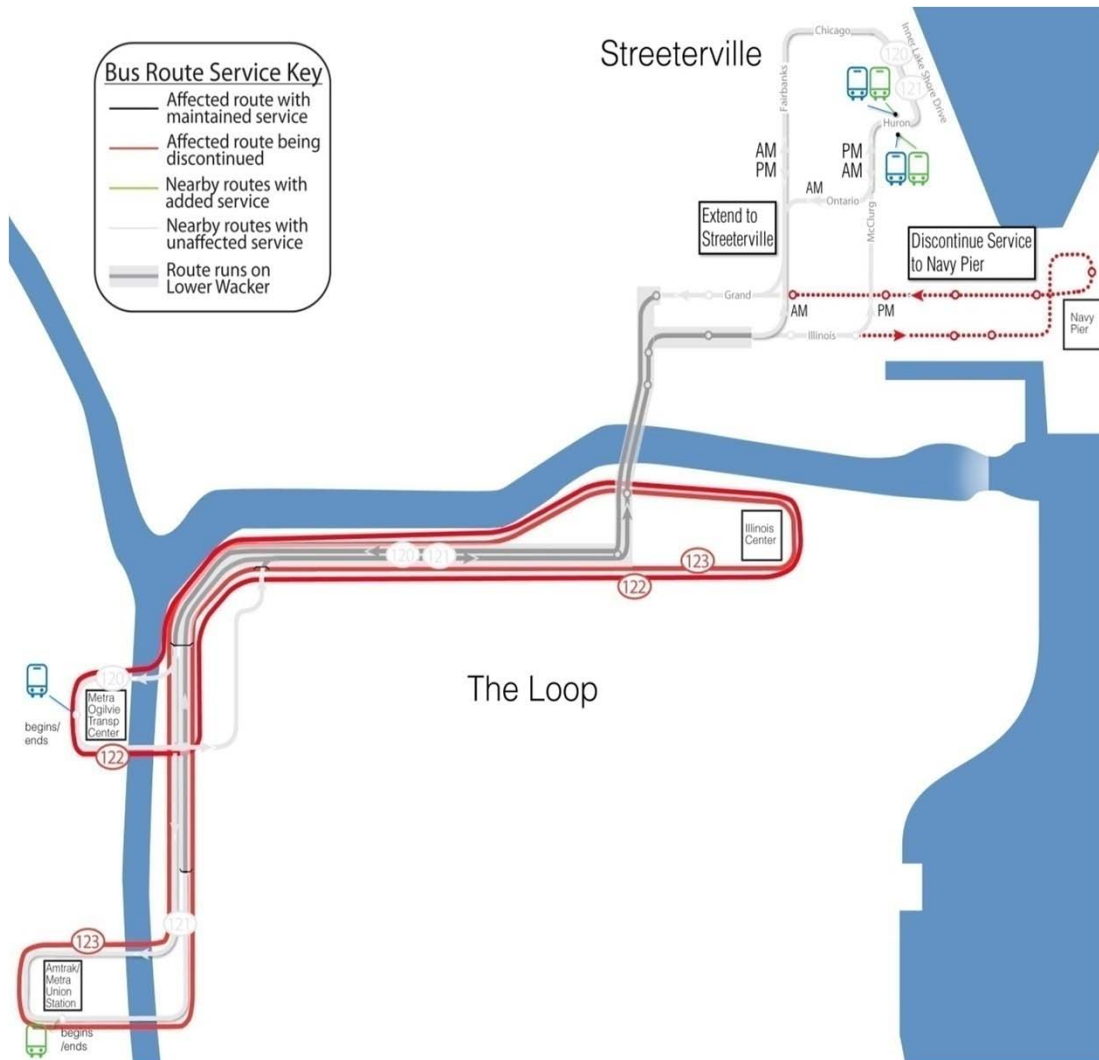
#49A SOUTH WESTERN

- Eliminate route (79th to 135th streets)
- Route overlaps with Pace #349, which serves 79th-135th streets

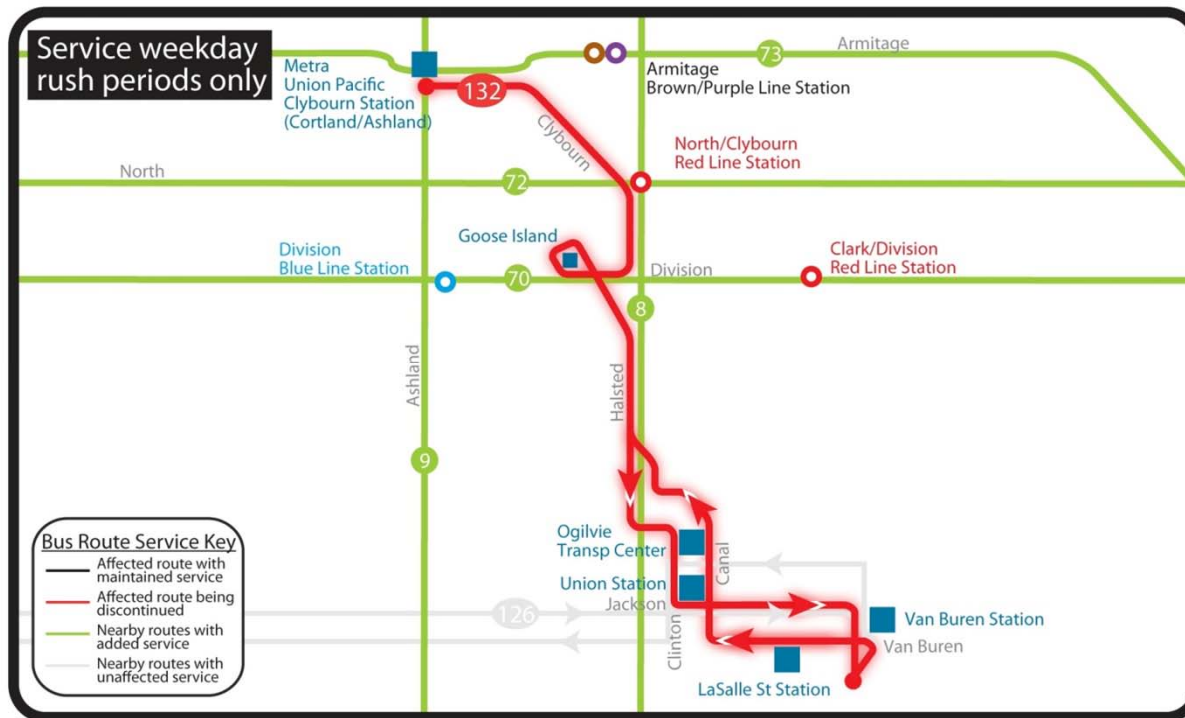


#122, #123

- **#122 Illinois Center/Ogilvie Express route substantially overlaps #120 Ogilvie/Wacker Express**
- **#123 Illinois Center/Union Express route substantially overlaps #121 Union/Wacker Express**
- **Both #120 Ogilvie/Wacker Express and #121 Union/Wacker Express will extend service to Streeterville (Fairbanks, Chicago, McClurg)**



#132 GOOSE ISLAND EXPRESS



- Contracted route for William J. Wrigley Jr. Co. employees
- CTA working to renegotiate private route connecting Wrigley's Goose Island campus with Union, Ogilvie, LaSalle and Van Buren stations downtown; Metra Clybourn station
- Savings from no longer subsidizing route can be reinvested into additional CTA service elsewhere

CONCLUSION

