THIS REPORT

Station renovations
Northbound 3-Track progress
Southbound 3-Track roll out

On Budget

On Time
WHY BROWN LINE PROJECT?

1. Expand capacity by extending platforms to allow 8-car operation
2. Make stations ADA compatible
3. Add elevators to 13 stations
4. Restore 8 historic stations
5. Upgrade signal, communications and power delivery
EIGHT STATIONS COMPLETED
Ten Stations to Complete

- Kimball
- Kedzie
- Francisco
- Rockwell
- Western
- Damen
- Armitage
- Fullerton
- Diversey
- Wellington
- Paulina
- Southport
- Sedgwick
- Belmont
- Chicago

- Station Not Closed

- Date 12/31/2009
- Date 06/2008
- Date 03/2009
- Date 03/30/2008
- Date 12/31/2009
- Date 03/2009
- Date 05/2008
- Date 03/2009
- Date 11/2008
3-Track start  
(April 2, 2007)

Fullerton back to 4 tracks  
(January 25, 2008)

Belmont back to 4 tracks  
(March, 2008)

3-TRACK TIME LINE
Expand capacity and make stations accessible while maintaining rail service

3-TRACK: NORTHBOUND

FULLERTON STATION

BELMONT STATION

EXISTING PLATFORM

OLD PLATFORM

NEW PLATFORM

NEW PLATFORM

EXISTING PLATFORM
3-Track complete (June 30, 2009)

3-Track start (April 2, 2007)

Belmont back to 4 tracks (March, 2008)

Fullerton back to 4 tracks (January 25, 2008)

Trains share track 1 at Belmont/Fullerton (March 30, 2008)
THREE TRACK – SOUTHBOUND

Start Early. Start Late. Alternate.

FULLERTON STATION

BELMONT STATION
On March 30th, 8-car trains will roll!
EASING THE SOUTHBOUND COMMUTE

- Already transit dense
- + 8-car Brown Line ride
- + 60 buses over 7 routes
  - #11 Lincoln
  - #22 Clark
  - #134 Stockton/LaSalle X
  - #135 Clarendon/LaSalle X
  - #147 Outer Drive X
  - #148 Clarendon/Michigan X
  - #156 LaSalle
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Loop Added Coverage
DECREASE IN TRAINS

- 32 CARS

AM Peak Hours

Current: 152
March '08: 120

PM Peak Hours

Current: 96
March '08: 96

- 30 CARS

AM Peak Hours

Current: 66
March '08: 120

PM Peak Hours

Current: 96
March '08: 120
AM RUSH CONCENTRATED

1¼ hours

AM RUSH
North Side Loads Entering Downtown
(15 minute intervals)

2 hours

PM RUSH
North Side Loads Leaving Downtown
(15 minute intervals)
STAGED TRAINS
ALLEVIATE REDLINE CONGESTION

8-car train
SYSTEM-WIDE COMMUNICATIONS

- Informative Signage
  - Posters at every station
  - Updated route and system maps
  - Information on every bus and train
  - Use of LED screens on platforms and AVAS messages on buses

- Printed materials
  - Informational brochure
  - Station-specific flyers

- Information specialists at key locations
OUTREACH TO THE PUBLIC

- Up-to-date, informative website
- Press conferences
- Connections segment
- Informational advertising in newspapers
- Email blast to Chicago Card, Chicago Card Plus and U-Pass customers
- Customer Service equipped to answer 3-track questions
OPERATIONS PREPARATION

- Detailed operating plan developed
  - Normal and contingency operations
  - Basis of all training of corridor personnel, Control Center staff and CFD first-responders
- On-going training of vehicle movements through switches in anticipation of the new configuration
- Additional staff/supervisors will be deployed to monitor and respond to changing customer commute patterns
- Maintenance
- Operations
- Security
- Control center
- Customer assistant staff
COMMUNITY OUTREACH

Since 1999 met with elected officials and community groups representing the neighborhoods along the Brown Line

Briefings will continue and include briefings with:

- Elected officials
- Community
- Business community
- Health/educational/cultural institutions
3-Track Update

Leave Early.

Leave Late.

Alternate.
Proposed Service Enhancements

- #43, 43rd Street
- #65 Grand
- Yellow Line
2-yr. subsidized agreement with Mayor’s Office of Workforce Development

- Extends service hours for #43 - 43rd from approx. 7:00 pm to midnight
- Currently no east-west service after 7:00 pm east of Red Line between 39th St./Pershing Road and 47th St.
- Service connects residential areas along 43rd Street with Green Line Station at 43rd St. and the Red Line Station at 47th St.
#65 GRAND

- Hours of service extended until approx. 10pm (currently ends at 7pm)
- Frequency of weekend service increased
- Enhance employment opportunities for residents on west side by providing access to:
  - Michigan Ave. and Navy Pier on the east
  - Wal-Mart and re-built Brickyard Mall area on the west
YELLOW LINE

» Adds weekend service
  » Runs from approx. 6:30am to 11pm with 15 minute intervals
  » Benefits Chicago residents traveling to employment centers in the North and Northwest suburbs including Old Orchard Mall, Rush North Shore and Lutheran General Hospitals - employers with great weekend workforce demands
  » Service also links Howard Rail Terminal to additional CTA and Pace bus routes
YELLOW LINE MAP