

CTA Recommended Service Changes

February 15, 2006



West Side & West Suburban Corridor Study

- The West Side/West Suburban Corridor Study has been ongoing for over two years.
- Outreach has been conducted through Community Workshops, Open Houses, advisory meetings, and briefings with elected officials.
- Following a briefing in November 2005, the Chicago Transit Board authorized moving forward with this project and amended the 2006 Budget to provide funds needed to operate the service.



West Side & West Suburban Corridor Study Process

- ✓ Define a geographic area
- ✓ Collect and analyze data for study
- ✓ Develop draft and present public information
- ✓ Prepare final proposal based on public comment
- Solicit Board approval to implement a 180-day experiment
- Monitor, Evaluate, Modify
- Public Hearing
- Board approval for permanent adoption



Why Redesign West Side / West Suburban Services?

- Continue process of sub-regional studies and improvements
 - North Suburban / West Rogers Park
 - South Lake Shore
 - North Lake Shore
- Complement recent \$482 million investment in the Cermak Branch
- Update routes to reflect development changes including population and employment growth
- Improve customer travel times and satisfaction



Geographic Area: West Side/Western Suburbs



Boundaries: Chicago Ave., Forest Park Station, 26th Street, Halsted St.



Outreach for the Proposed West Side/West Suburban Improvements

- Nine Community Workshops held in the Summer 2004.
- Three Open Houses were conducted in January 2006.
- Over 7,300 customers were surveyed on bus and rail.
- Proposed service improvements were presented to elected officials (Chicago & Western Suburbs).
- Proposed improvements were presented at the ADA Advisory Committee Meeting.

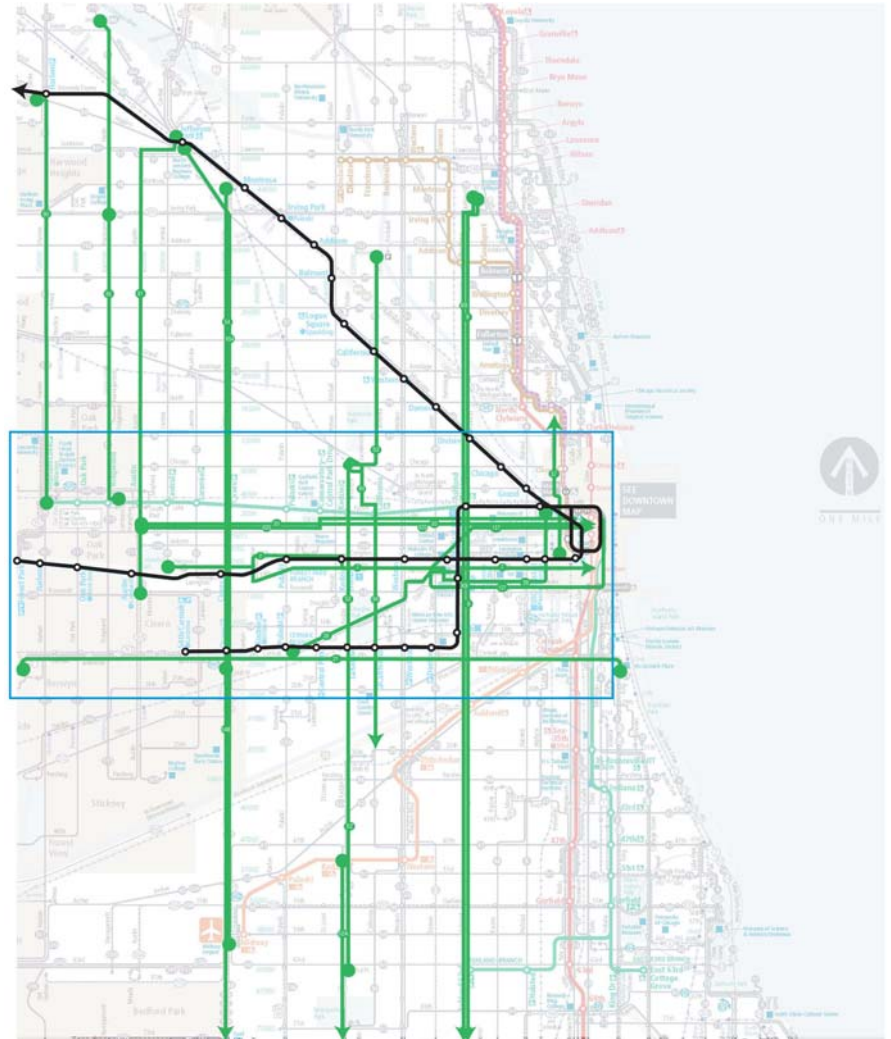


Proposed Service Improvements

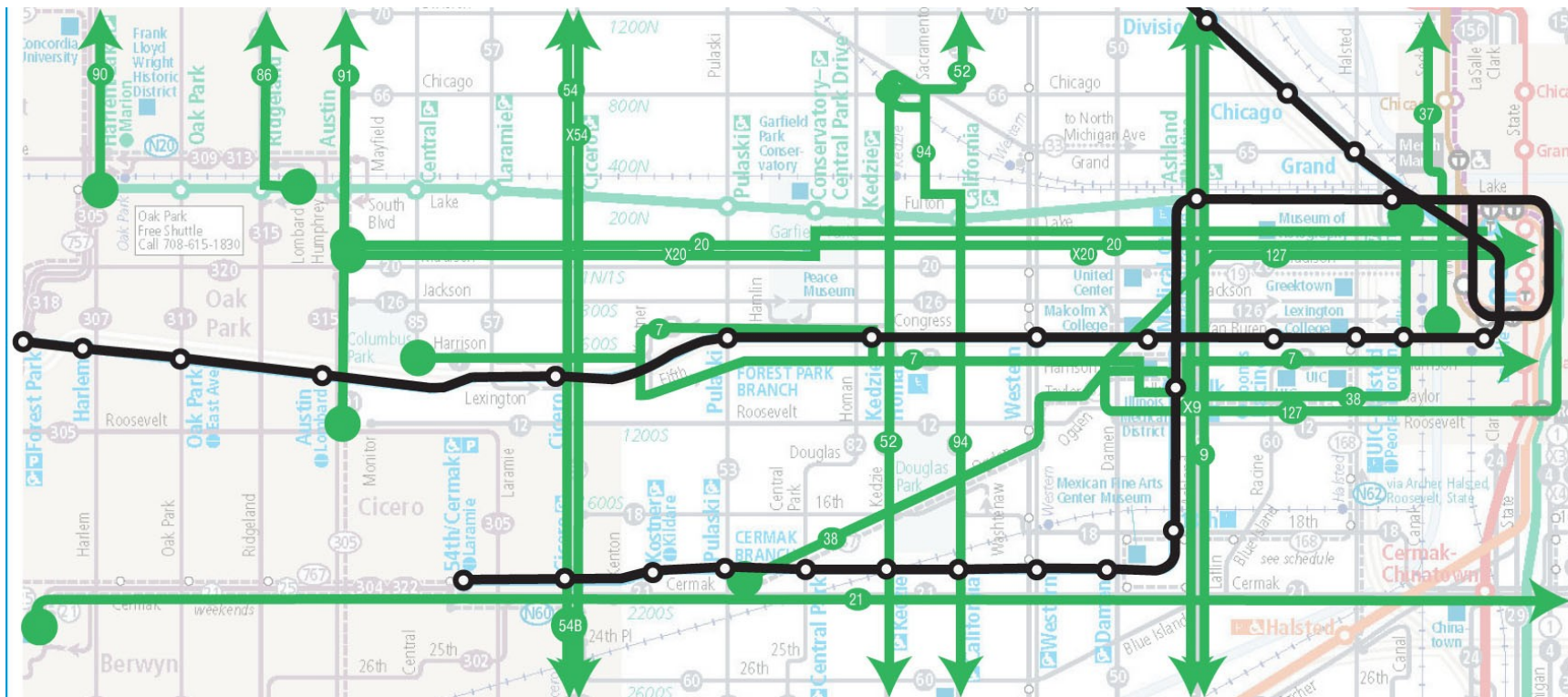
- New Express Bus Routes
- New Local Routes
- Bus Route Extensions
- Rail Service Improvements



West Side/Western Suburbs Proposed Service Improvements



West Side/Western Suburbs Proposed Service Improvements



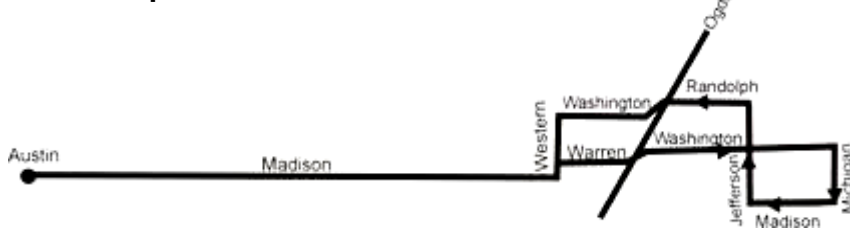
Proposed New Express Bus Routes

- #X9 Ashland Express
 - Service from Irving Park to 95th Street
- #X20 West Side (Washington/Madison) Express
 - Service from Austin to Michigan
 - Austin to Central Park on Madison
 - Central Park to Michigan on Washington/Warren/Randolph
- #X54 Cicero Express
 - Service from Jefferson Park Blue Line station to Midway Orange Line station

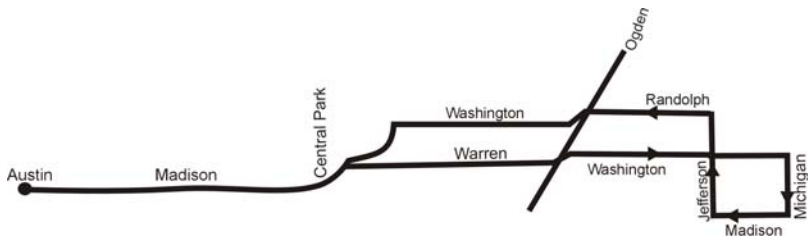


Proposed New Route: #X20 West Side (Washington/Madison) Express

Proposed November 2005 Board



Revised February 2006



- Previously proposed to travel on Washington/Warren to Western.
- Community requested travel on Washington/Warren further west.
- Revised proposal extends limited stop express portion from Central Park to Halsted on Washington/ Randolph.



Proposed New Local Routes

- #37 Sedgwick & #38 Ogden/Taylor
 - Service on the #37 Sedgwick/Ogden will be split into two routes to improve connections and reliability
 - Northern portion remains #37 Sedgwick
 - #38 Ogden/Taylor operates from Pulaski Blue Line to West Loop Metra Stations

- #127 West Side (Madison/Roosevelt) Circulator
 - New service to connect Roosevelt Road Orange, Red, and Green Lines and Metra Stations (Union, Ogilvie, and Roosevelt Road) to the Illinois Medical District. The circulator also supplements local service on #20 Madison and #12 Roosevelt.

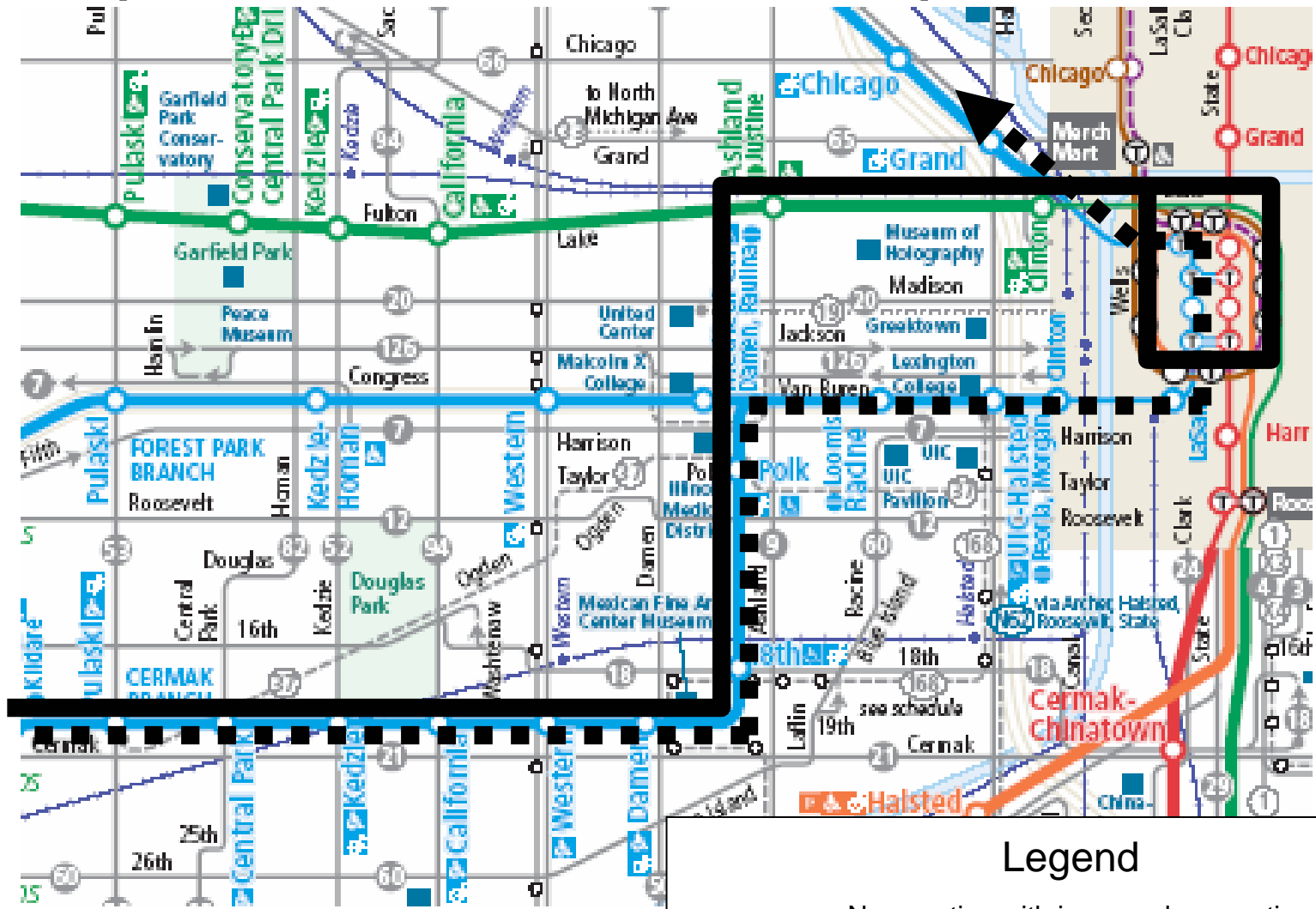


Proposed Bus Route Extensions



- #21 Cermak & #25 West Cermak
 - Cermak Road service will be consolidated into one route and extended at all times to North Riverside Park Mall.
- #52 Kedzie/California & #52A South Kedzie
 - #52 service will be extended to 63rd Pl at all times and #52A will terminate at the Kedzie Orange Line Station.
- #86 Narragansett/Ridgeland & #91 Austin
 - The #86 will be extended to Milwaukee Avenue and the #91 trips will terminate at the Jefferson Park Station.
- #90 Harlem
 - Service will operate from the Harlem Blue Line (O'Hare Branch) south to the Harlem/Lake Green Line Station in Oak Park connecting two CTA rapid transit lines.



Proposed Rail Service Improvements



Legend

-  New routing with improved connections and faster, more frequent service.
-  Existing routing to remain during peak hours.

Proposed Rail Service Improvements

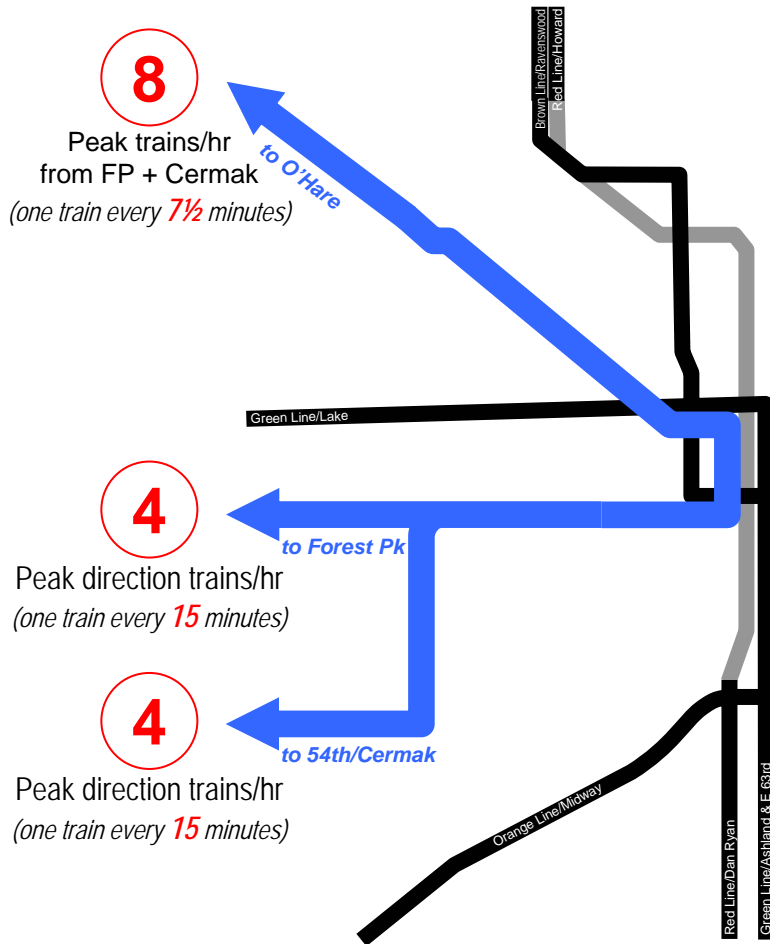
- Increase service on both the Cermak and Forest Park Branches of the Blue Line.
- The Cermak Branch will travel over the Paulina Connector on the elevated structure during all hours of operation to improve travel time by up to 10 minutes to Loop (new routing).
- In addition, supplemental rush hour trains will travel through the subway connecting to the O'Hare Branch (existing route).
- The frequency of the Forest Park Branch will essentially double by through-routing with the O'Hare Branch.
- The #7 Harrison will be routed to Polk Station to supplement connections from Cermak Branch to the University of Illinois at Chicago, Racine Station and other locations.



Proposed Rail Service Change Rationale

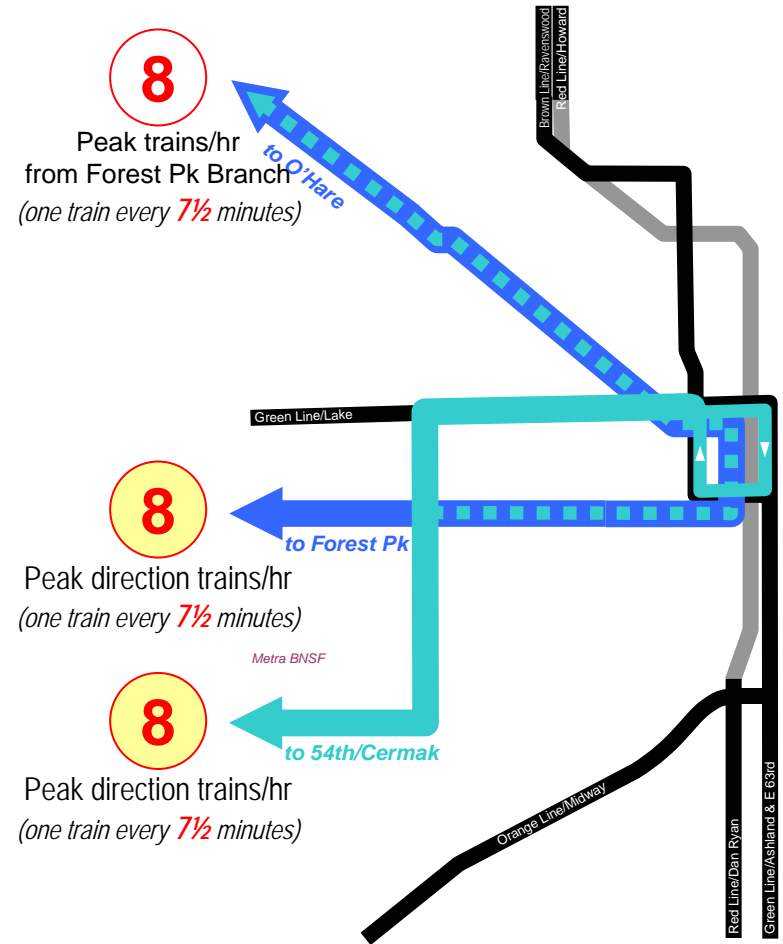
Current Routing

Efficient service on O'Hare branch means less frequent service on West Side branches

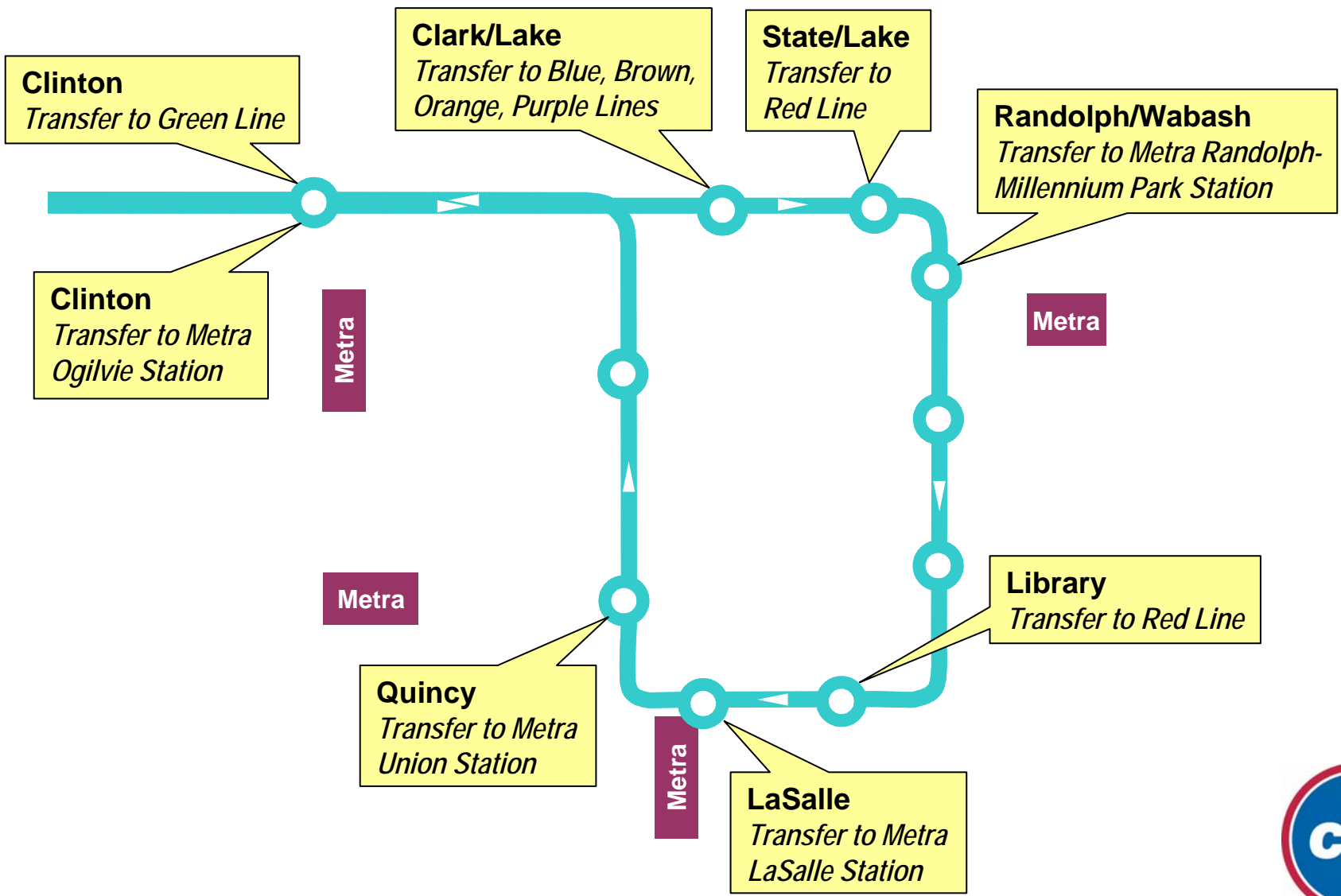


Proposed Routing

More frequent service to stations on the Forest Park and Cermak branches



Downtown Connections are Strengthened



Effects of Rail Service Change

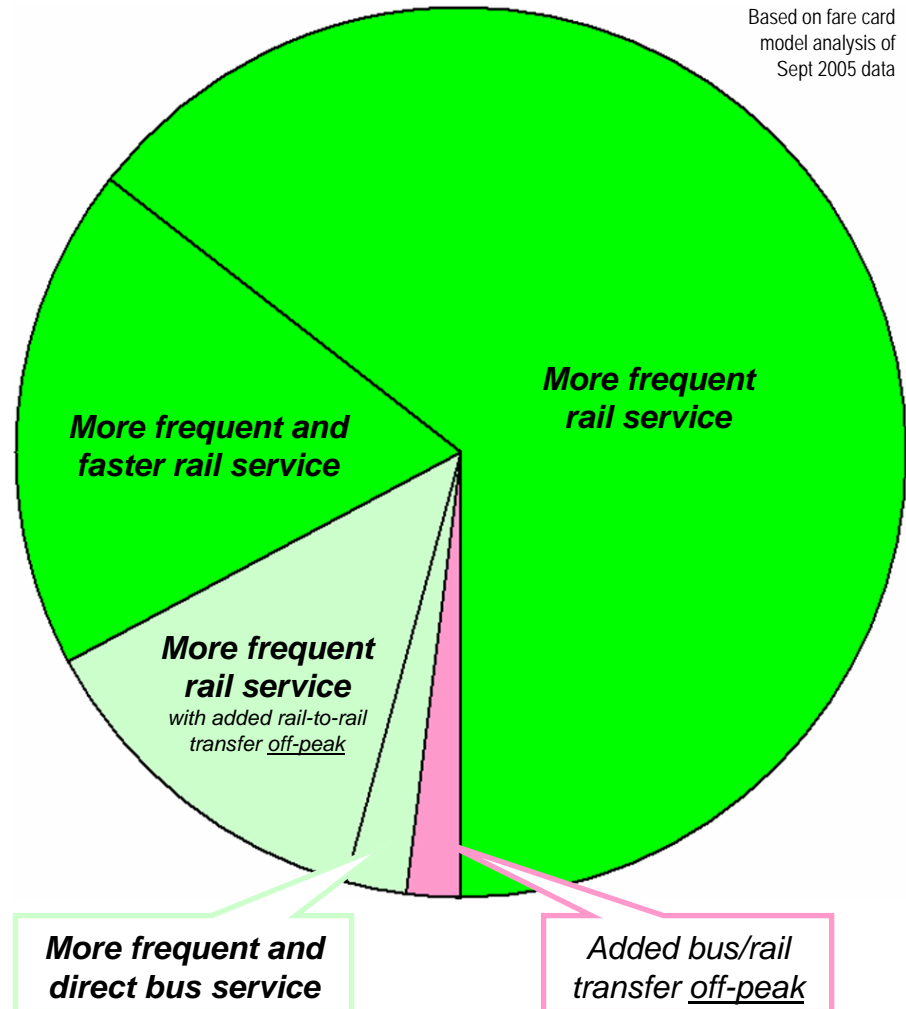
More Frequent Service for 98% of affected trips

- 64%** Forest Park Branch (and Green Line Ashland and Clinton Stations) to/from Loop Area, Red, Brown, Green, Orange, and O'Hare Branch Lines
- 19%** Cermak Branch to/from Loop Area, Green, Orange, and Brown Lines
- 13%** Cermak Branch to/from O'Hare Branch, Forest Park Branch, Red, Purple, and Yellow Lines
- 2%** Polk Station to/from Racine, UIC-Halsted, and Clinton Stations

Added off-peak transfer for less than 2% of affected trips

- 2%** Cermak Branch (18th to 54th Stations) to/from Racine, UIC-Halsted, and Cermak Stations

Based on fare card model analysis of Sept 2005 data



West Side/West Suburban Key Points

- Three new express bus routes are added
- Two new local bus routes are added
- Four existing bus routes are extended
- Five existing bus routes are modified
- Service on both the Cermak and Forest Park Branches will increase
- Service is introduced as an experiment to allow changes



West Side/West Suburban Recommendation

- Staff recommends the adoption of the West Side/West Suburban Study including changes to 14 bus routes and two branches of the Blue Line.
- The proposed experiment will take place for 180 days.



CTA West Side/West Suburban Corridor

Questions?



Reference Material

Route Impact Reference Slides

Bus and Rail Access to Racine Station is Maintained

- 82% of customers at Racine station will not be affected by the proposed changes.
- 14% of customers at Racine station will benefit from more frequent train service to and from the Forest Park branch.
- 4% of customers at Racine station, traveling to and from the Cermak Branch west of Polk, will see continued peak period direct train service plus enhanced and more frequent peak and off-peak bus-rail transfer connections.



Bus and Rail Access to UIC-Halsted Station is Maintained

- 81% of customers at UIC-Halsted station will not be affected by the proposed changes.
- 15% of customers at UIC-Halsted station will benefit from more frequent train service to and from the Forest Park branch.
- 4% of customers at UIC-Halsted station, traveling to and from the Cermak Branch west of Polk, will see continued peak period direct train service plus enhanced and more frequent peak and off-peak bus-rail transfer connections.



Bus and Rail Access to Clinton Station is Maintained

- 71% of customers at Clinton station will not be affected by the proposed changes.
- 23% of customers at Clinton station will benefit from more frequent train service to and from the Forest Park branch.
- 6% of customers at Clinton station, traveling to and from the Cermak Branch west of Polk, will see continued peak period direct train service plus enhanced and more frequent peak and off-peak bus-rail transfer connections.

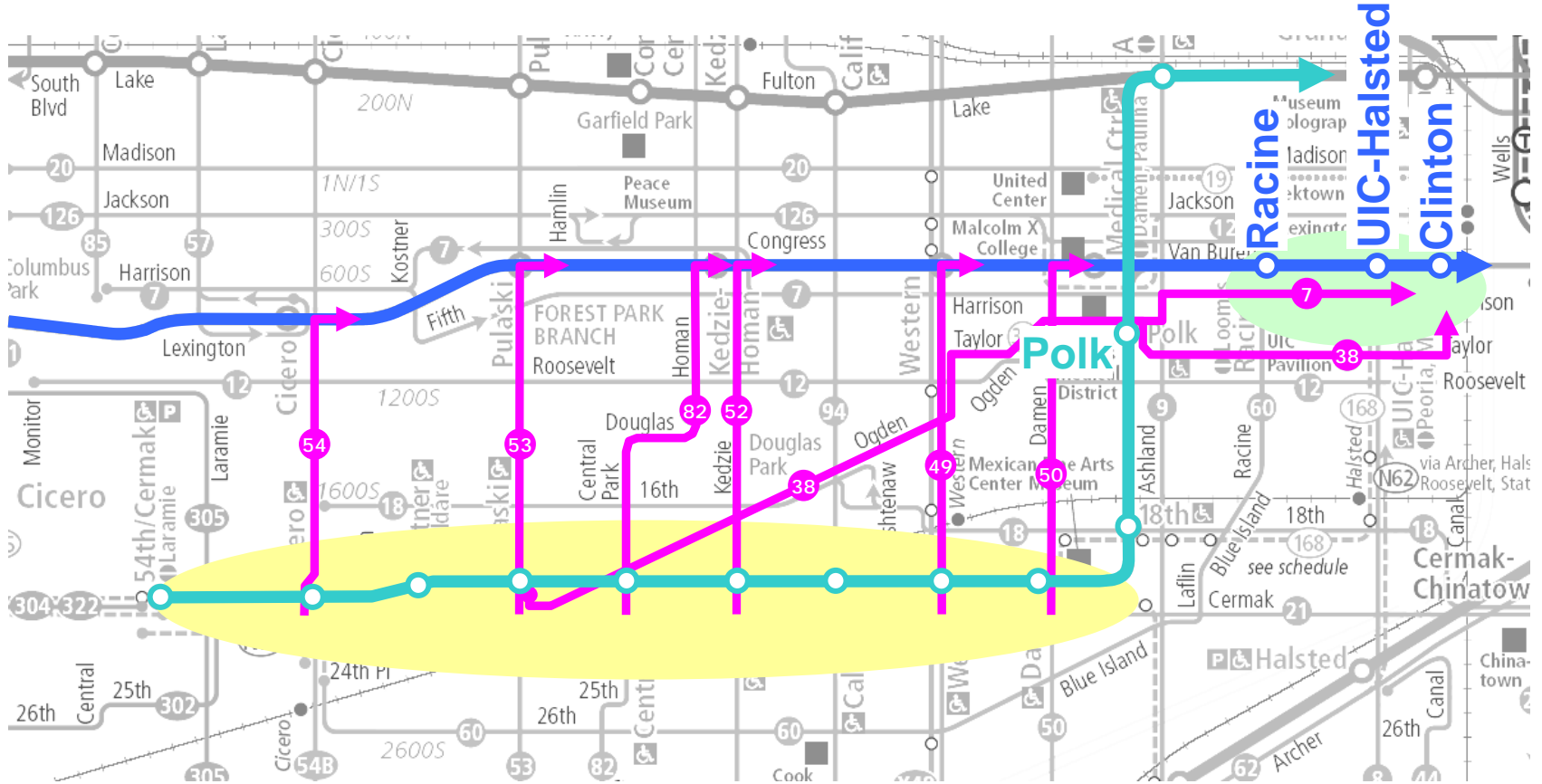


Bus and Rail Access to Polk Station is Maintained




- 62% of customers at Polk station will benefit from more frequent and faster train service to and from the Loop area, the other Cermak Branch stations, and the Red, Brown, Green, Orange, and Purple Lines.
- 18% of customers at Polk station will benefit from more frequent and direct bus service to and from the Clinton, UIC-Halsted, and Racine station areas.
- 16% of customers at Polk station, traveling to and from the O'Hare Branch, will see continued peak period direct train service plus more frequent train service at all times, although the new train routing will require changing trains at Clark-Lake station.
- 4% of customers at Polk station, traveling to and from the Forest Park Branch, will see more frequent service to Medical Center Station, located three blocks north of Polk.



Bus and Rail Access to Racine, UIC, Clinton, and Polk is Maintained



Legend

-  Proposed Cermak Branch routing (peak and off-peak)
-  Forest Park Branch routing
-  Bus Routes connecting Cermak Branch with Forest Park Branch and Racine, UIC, and Clinton Station areas



Bus and Rail Access to the O'Hare Branch is Maintained

- 2% of Cermak Branch customers travel to and from O'Hare Station, and 12% travel to and from other stations on the O'Hare Branch.
- More frequent train service will be provided between the Forest Park Branch and the O'Hare Branch.
- More frequent train service will also be provided between the Cermak Branch and the O'Hare Branch, although the new train routing will require changing trains at Clark-Lake station.



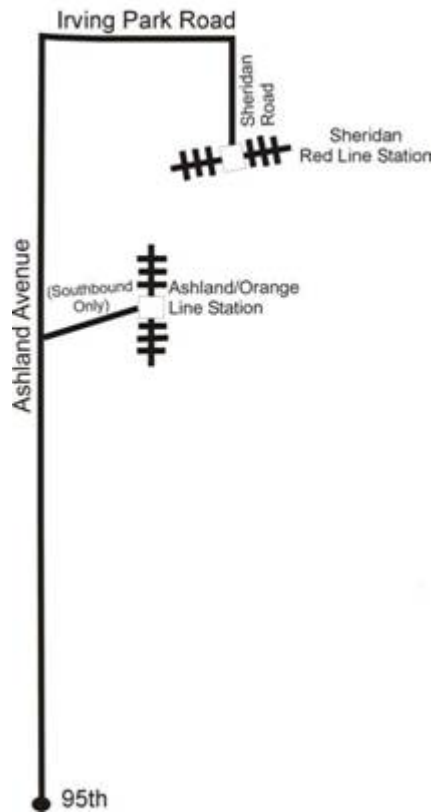
Green Line Connections are Also Improved

- More frequent trains service will be provided between the Loop and Green Line Clinton and Ashland stations.
- Faster and more direct transfer connections will be provided between the Green Line and Cermak Branch, including the Illinois Medical District.



Route Description Reference Slides

Proposed New Route: #X9 Ashland Express

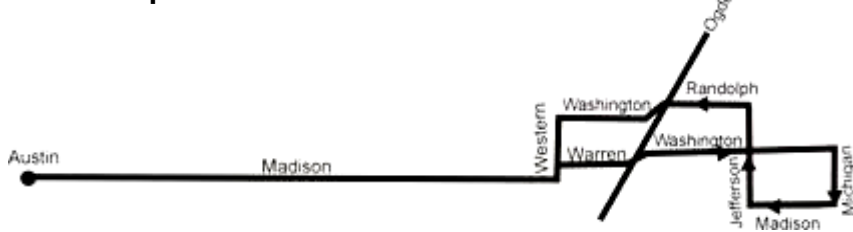


- Improve north/south connections to Illinois Medical District and rail (Orange, Green, Blue Lines) connections.

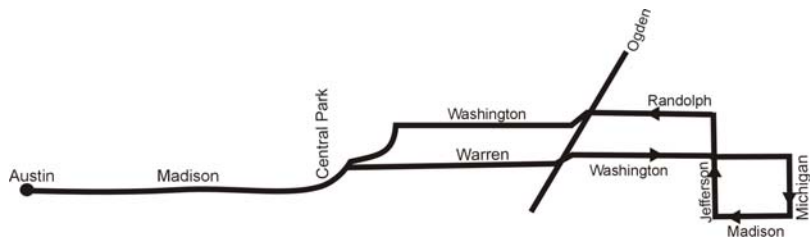
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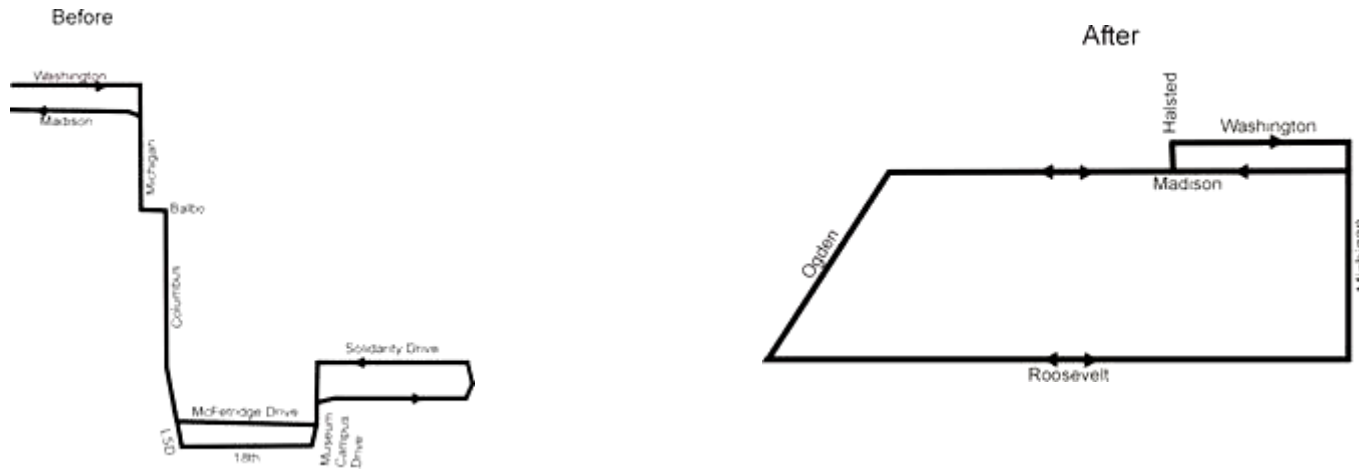
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Proposed New Routing: #127 West Side (Madison/Roosevelt) Circulator



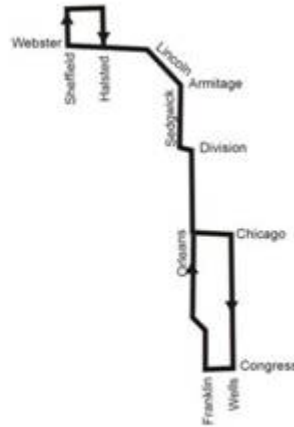
- Improve travel in the Roosevelt and Madison corridors.
- Bi-directional loop service.
- Travel via Madison (Washington), Michigan, Roosevelt, and Ogden.
- Portion of the Ogden Avenue Corridor.

Proposed Route Change: #37 Sedgwick

Before



After



- Disconnect north and south portion of #37 Sedgwick/Ogden
- Improve reliability and operations.
- Fullerton Red Line Station to Congress/Wells.

Proposed New Route: #38 Ogden/Taylor

Before



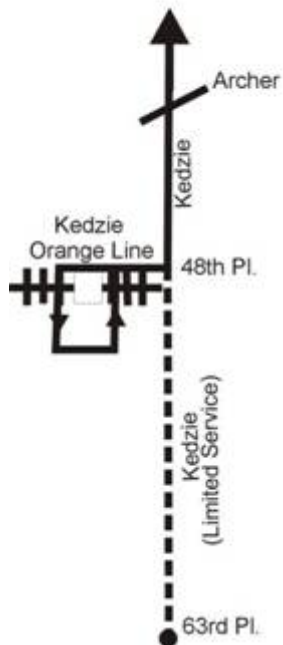
After



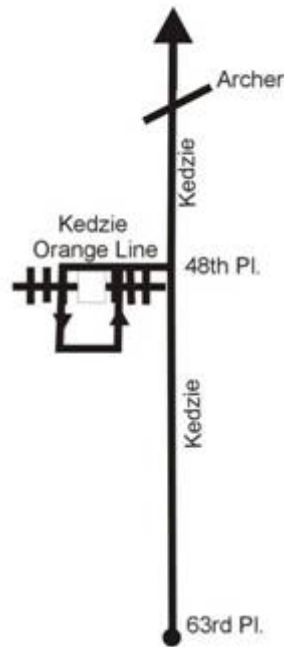
- Disconnect north and south portion of #37 Sedgwick/Ogden.
- Improve reliability and operations.
- Connect from Metra stations to Illinois Medical District.
- Pulaski Blue Line Station to West Loop and Metra stations.

Proposed Route Change: #52 Kedzie/California

Before



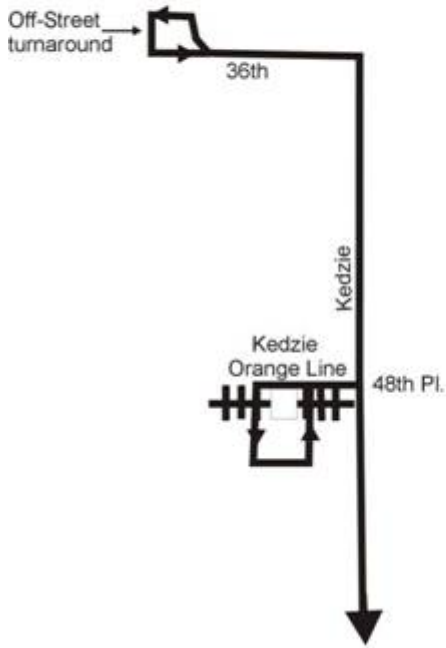
After



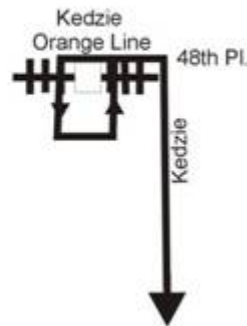
- Improve travel in the corridor and efficiency of both #52 & #52A.
- Extend to 63rd Pl. at all times.
- Currently service is provided to 63rd Pl. in the early mornings and late evenings.
- Provide a one-seat ride for customers in the West Side traveling south of the Orange line.

Proposed Route Change: #52A South Kedzie

Before



After



- Building upon the #52 change
- Improve travel in the corridor and efficiency of both #52 & #52A.
- Terminate at Kedzie Orange Line at all times.
- Transfer to #52 is required for travel north of the Orange line.
- Busiest portion of the route is supplemented by the #52 extension to 63rd Pl.

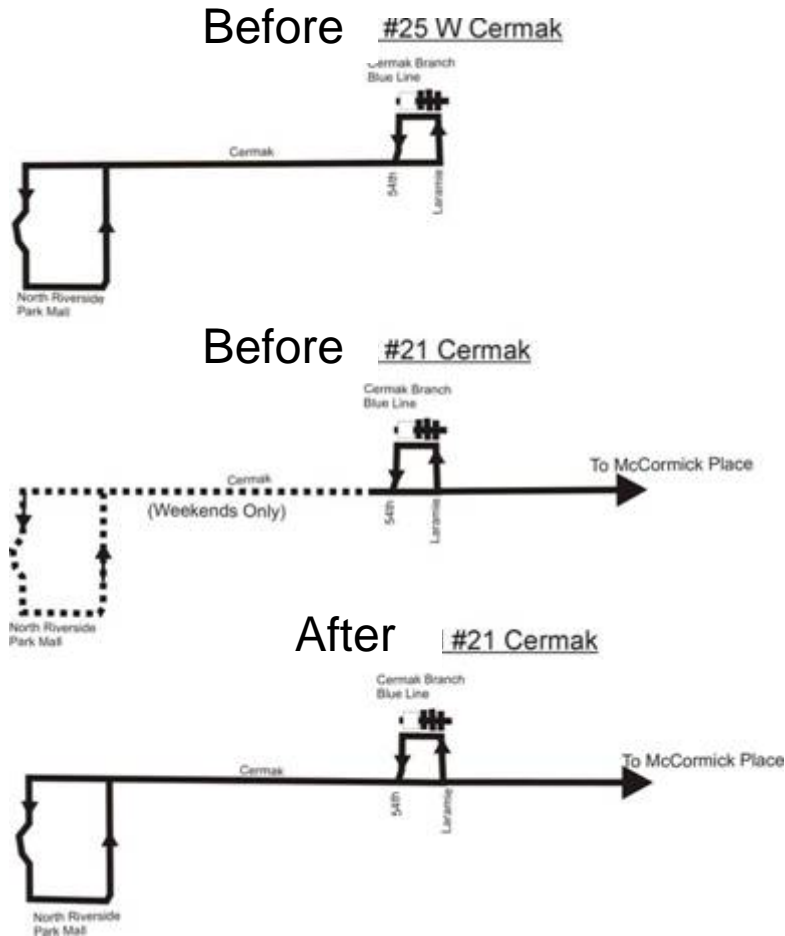
Proposed New Route: #X54 Cicero Express



- Provide a strong connection to O'Hare and Midway airports from the West Side.
- Improve travel speed in the Cicero corridor.
- Bi-directional service with limited stops.

Proposed Route Change : #21 Cermak

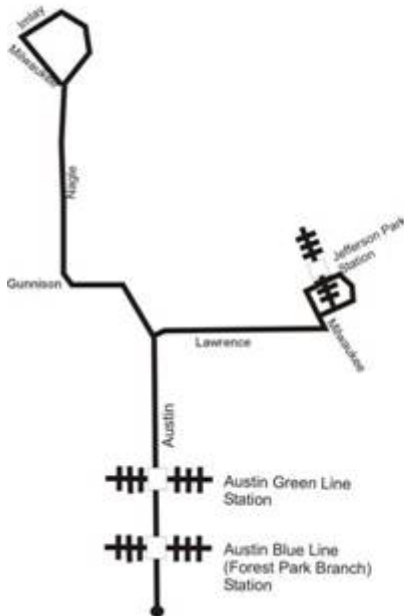
#25 West Cermak



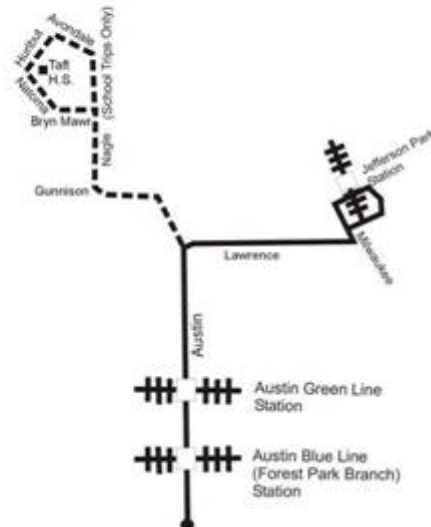
- Combine #21 and #25 service into one route.
- Provide one-seat ride to North Riverside Park Mall every day.
- Currently #21 travels to the mall on the weekends.
- Eliminate #25 service.

Proposed Route Change: #91 Austin

Before

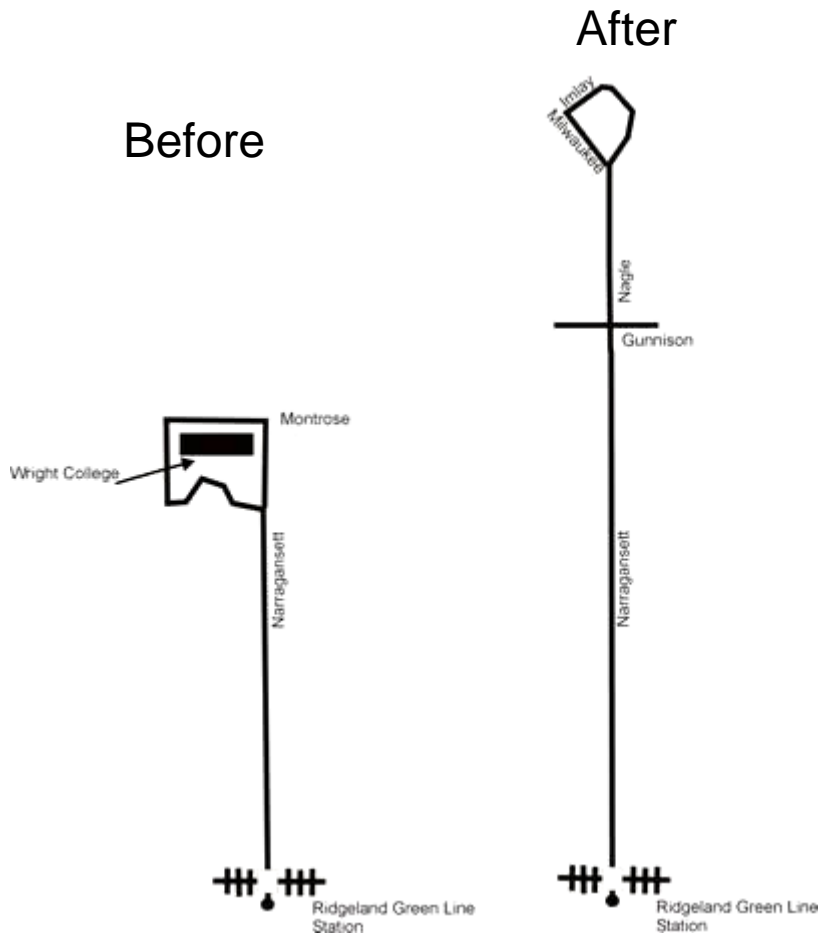


After



- Travel to Jefferson Park at all times.
- Provide consistent north terminal.
- Eliminate duplicate service between Lawrence/Austin and Imlay/Nagle via Nagle.
- #86 extension would travel on Nagle to Milwaukee/Imlay.

Proposed Route Change: #86 Narragansett/Ridgeland



- Extend route to Milwaukee/Imlay via Nagle.
- Provide a one seat ride along Narragansett/Nagle from the West Side.

Proposed Route Change: #90 Harlem

Before



After



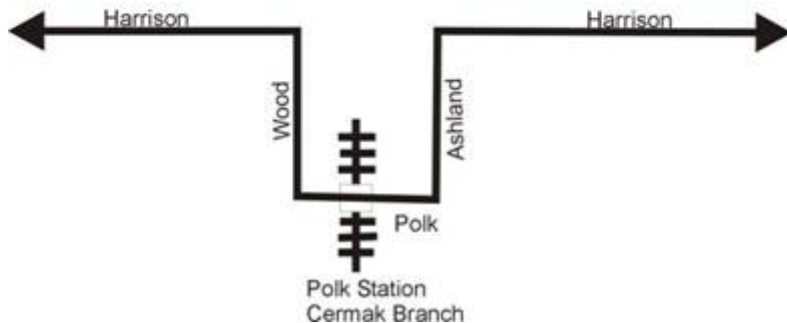
- Extend route to Harlem/Lake Green Line Station.
- Provide rail connection to south portion of the route.
- Provide O'Hare airport connection via Harlem Blue Line Station.

Proposed Route Change: #7 Harrison

Before



After



- Improve bus and rail connection.
- Reroute to connect to Polk station at all times.
- Maintains service to Greyhound terminal, Domestic Violence Court, the post office, and other traffic generators.

Last Slide