



Stop Consolidation and Secondary Entrances

What is stop consolidation?

Stop consolidation is a reduction in the number of train stops coupled with the creation of new entrances for riders who currently access adjacent stations. Stop consolidation would reduce average travel time for passengers because the trains would be able to travel faster. CTA would provide new entrances to stations on adjacent streets to minimize walking time. Total travel time for passengers, including average walking times, would generally be less than current travel times.

What is a secondary entrance?

A secondary entrance is the creation of a new station entrance without adding stops. This is done by creating a station with more than one entrance each located at least a block from one another. In a modernization alternative, platform length would be increased and the location of platforms could shift in order to add entrances at additional cross streets.

Why is stop consolidation being considered?

Stop consolidation would provide faster and more efficient service to passengers on the North Red and Purple Lines. Station improvements could be focused on fewer locations, allowing for more effective use of limited funds. Improvements could be prioritized for locations with high ridership and those in need of enhanced ADA accessibility.

At some locations, stop consolidation would remove existing geometric constraints and allow for a more effective track alignment, which would also improve travel times and reliability.

What are the benefits/drawbacks?

A primary benefit of stop consolidation is shorter overall travel time. Stop consolidation would also more efficiently use limited funds to improve stations including improved bus access, better station amenities, improved access to certain travel routes, and reduced maintenance and security costs. Adding station entrances would have the benefit of reducing many passengers' walk-time to access the Red and Purple Line train service. Preliminary analysis has shown that stop consolidation could contribute to an average travel time reduction of four minutes across all corridor passengers.

The drawback of station consolidation is the potential for slightly longer walk times for some CTA patrons in order to access the station platform. Under the potential stop consolidation being considered, up to 12% of current customers could have a longer walk to access the Red or Purple Line. The maximum walk increase is estimated to be seven minutes, or three blocks. Many passengers, however, would see reduced walk access time, as additional entrances would be added at many stations.



Number of Station Stops and Entrances listed by alternative:

<i>Alternative</i>	Evanston Branch		North Red Line	
	<i>Station Stops</i>	<i>Station Entrances</i>	<i>Station Stops</i>	<i>Station Entrances</i>
No Action	8	8	13	15
Basic Rehabilitation	8	8	13	15
Basic Rehabilitation with Transfer Stations	8	8	13	17
Modernization 3-Track	6	10	10	21
Modernization 4-Track	6	10	10	21
Modernization 2-Track Underground	6	10	9	19

Stops considered to be consolidated listed by alternative:

<i>Alternative</i>	Evanston Branch		North Red Line	
	<i>Stop Consolidation</i>	<i>Secondary Entrances</i>	<i>Stop Consolidation</i>	<i>Secondary Entrances</i>
No Action	No stop consolidation		No stop consolidation	
Basic Rehabilitation	No stop consolidation		No stop consolidation	
Basic Rehabilitation with Transfer Stations	No stop consolidation		No stop consolidation	
Modernization 3-Track	Foster	Gaffield Pl, Church St	Jarvis	Rogers Ave, Lunt Ave
	South Blvd.	Madison St	Thorndale Lawrence	Glenlake Ave, Hollywood Ave Ainslie St
Modernization 4-Track	Foster	Gaffield Pl, Church St	Jarvis	Rogers Ave, Lunt Ave
	South Blvd.	Madison St	Thorndale Lawrence	Glenlake Ave, Hollywood Ave Ainslie St
Modernization 2-Track Underground¹	Foster	Gaffield Pl, Church St	Jarvis	Rogers Ave, Lunt Ave
	South Blvd.	Madison St		

¹ Under the Modernization 2-Track Underground alternative Stations between Addison and Loyola would be removed. Seven new underground stations with 14 station entrances would be constructed to serve this area.