

Brown Line Capacity Expansion Project

Supplemental Service Strategy for Construction-Related Three-Track Operation

Community Meetings

March 12, 15, 19, 26
2007



Brown Line Capacity Expansion Project

Presentation Overview

- Brown Line Capacity Expansion Project
 - Project Overview
 - Three-Track Operations
- Supplemental Service Strategy
 - Rail Options
 - Bus Options
- Customer Information and Community Outreach
- Questions/Answers

Brown Line Capacity Project Overview



Brown Line Capacity Expansion Project

Project Summary

BACKGROUND

- Constructed between 1896 and 1907
- Over 66,000 daily customers on six car maximum length trains
- 28,000 cross platform transfers daily
- Third busiest CTA rail line
- Ridership up 83% since 1979

PROJECT GOALS

- Extend platforms to allow 8-car operations, increasing capacity by 33%
- Make stations ADA compliant
- Add elevators to 13 stations
- Rehabilitate 18 stations
- Restore 8 historic stations
- Upgrade signal, communications and power delivery system
- Enhance security
- Total project budget: \$529.9 million
- Project completion: **December 31, 2009**



Brown Line Capacity Expansion Project

Project Preparation

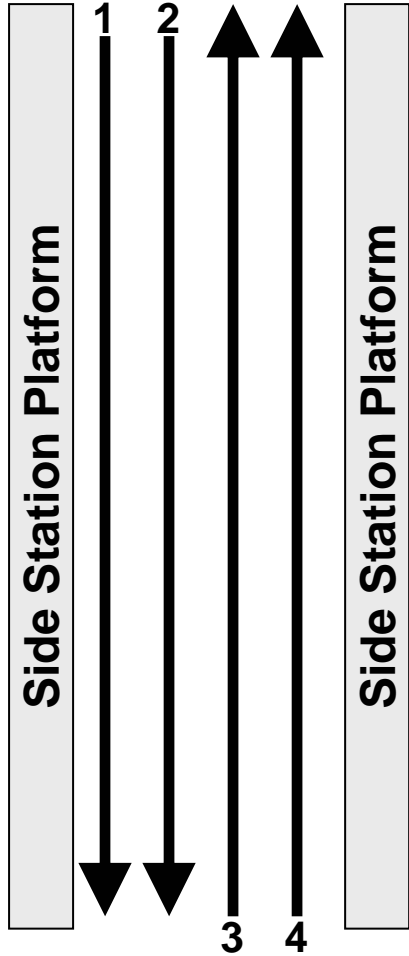
- Concepts and planning began in the late 1990's
- Expand capacity and make stations accessible, while continuing to operate rail service throughout construction
- Other projects that have helped prepare the corridor for the track capacity reduction
 - Dan Ryan Red Line Rehabilitation Project
 - Clark Junction signal work and added track crossovers

Project Activities

- Construction contracts have been awarded for all station packages and work is ongoing at 10 of 18 stations
- Reconstructed Kedzie and Rockwell stations reopened ahead of schedule on August 16, 2006
- Reconstructed Kimball station reopened ahead of schedule on January 12, 2007
- Reconstructed Francisco station reopened ahead of schedule on March 9, 2007
- Southport station is scheduled to temporarily close for 12 months on April 2, 2007
- Diversey station is scheduled to temporarily close for 12 months in late spring/early summer 2007
- New Track Four at Fullerton opened on schedule on January 29, 2007

Brown Line Capacity Expansion Project

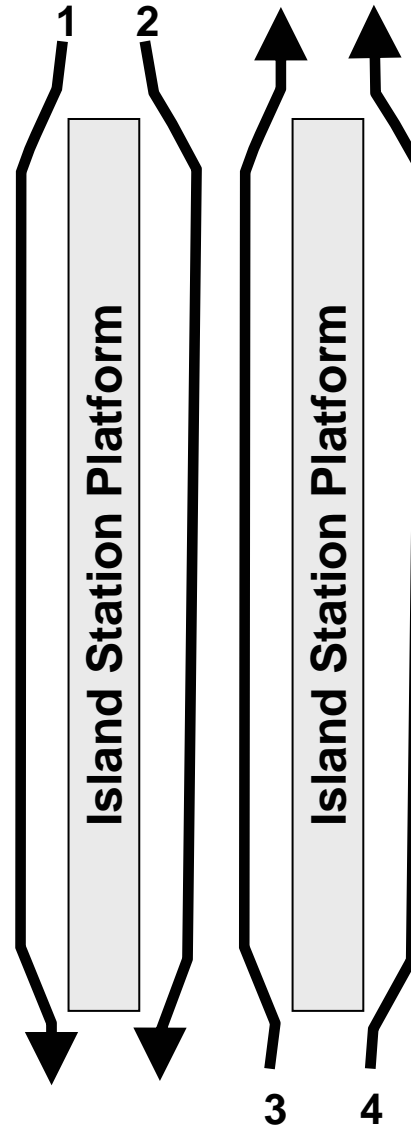
Extending Station Platforms



Example: Diversey



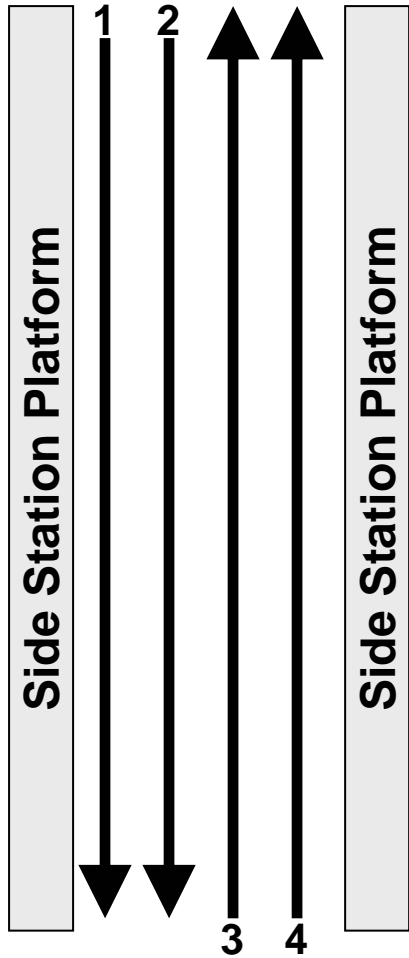
NOT TO SCALE



Fullerton and Belmont

Brown Line Capacity Expansion Project

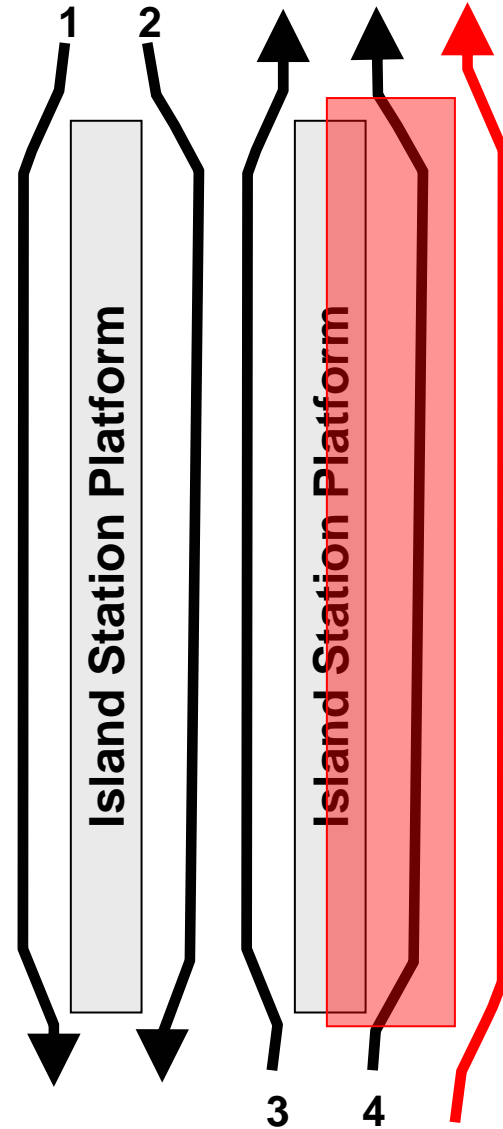
Extending Station Platforms



Example: Diversey



NOT TO SCALE



Fullerton and Belmont

 New Platform and Track Construction



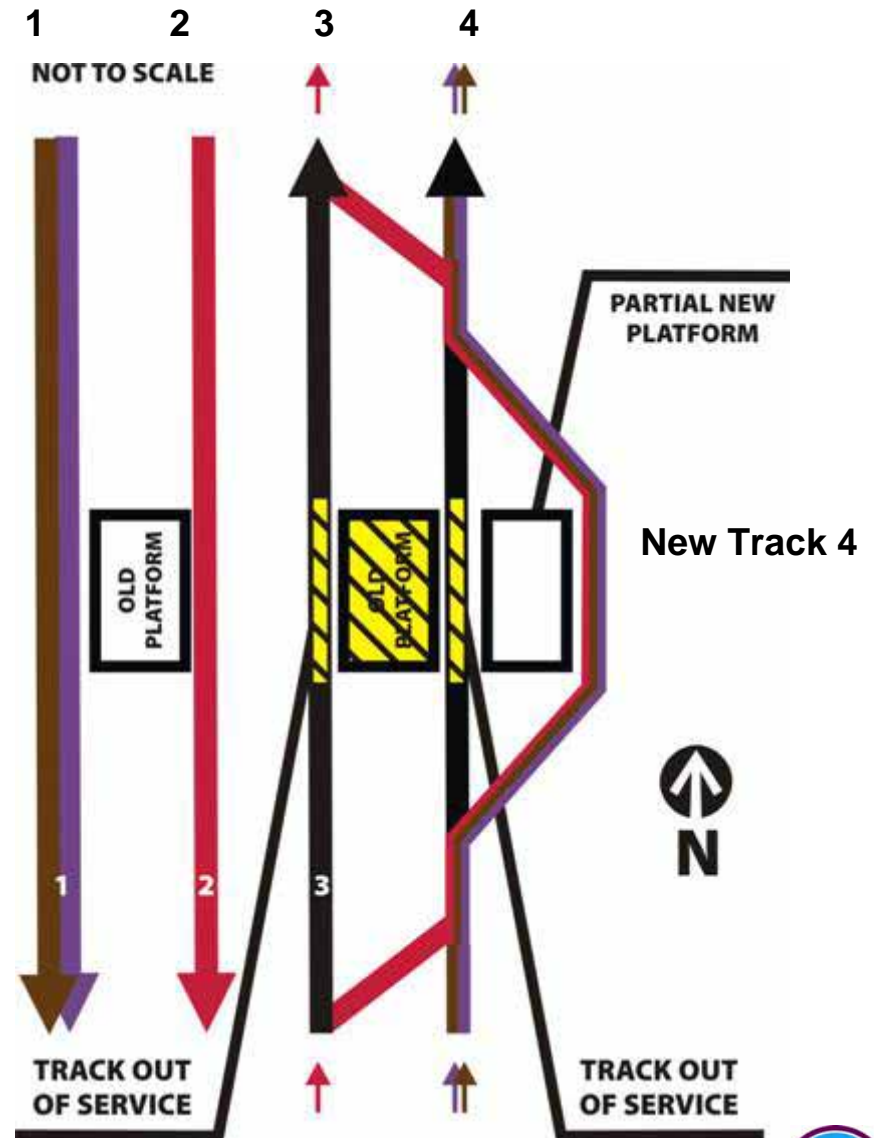
Three-Track Operations

Fullerton Construction Staging

Phase One Fullerton

- New Track Four in service
- Old Track Four out of service
- Old Track Three out of service
- Operating on old Track 1 & 2 and new Track 4

- Northbound Red, Brown and Purple line customers will board on the new eastern platform
- Initially, southbound customers will not have a platform change.



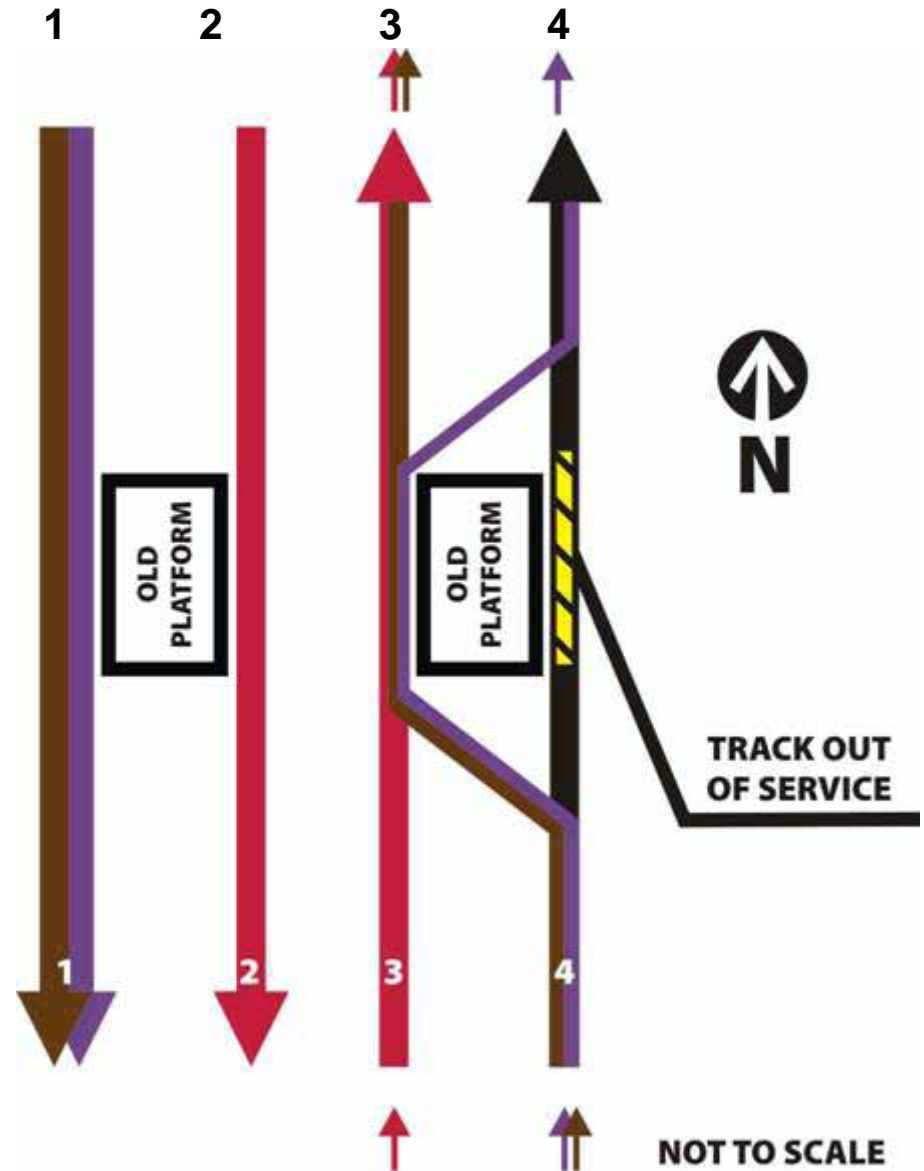
Three-Track Operations New Track 4 at Fullerton



Three-Track Operations Belmont Construction Staging

Phase One Belmont

- Old Track Four out of service while new Track Four is being constructed
- Northbound Red, Brown and Purple line trains operate on Track 3
- All northbound customers board on the current northbound Red Line track
- Southbound customers will not have a platform change initially



Three-Track Operations New Track 4 Under-Construction at Belmont



Three-Track Operations

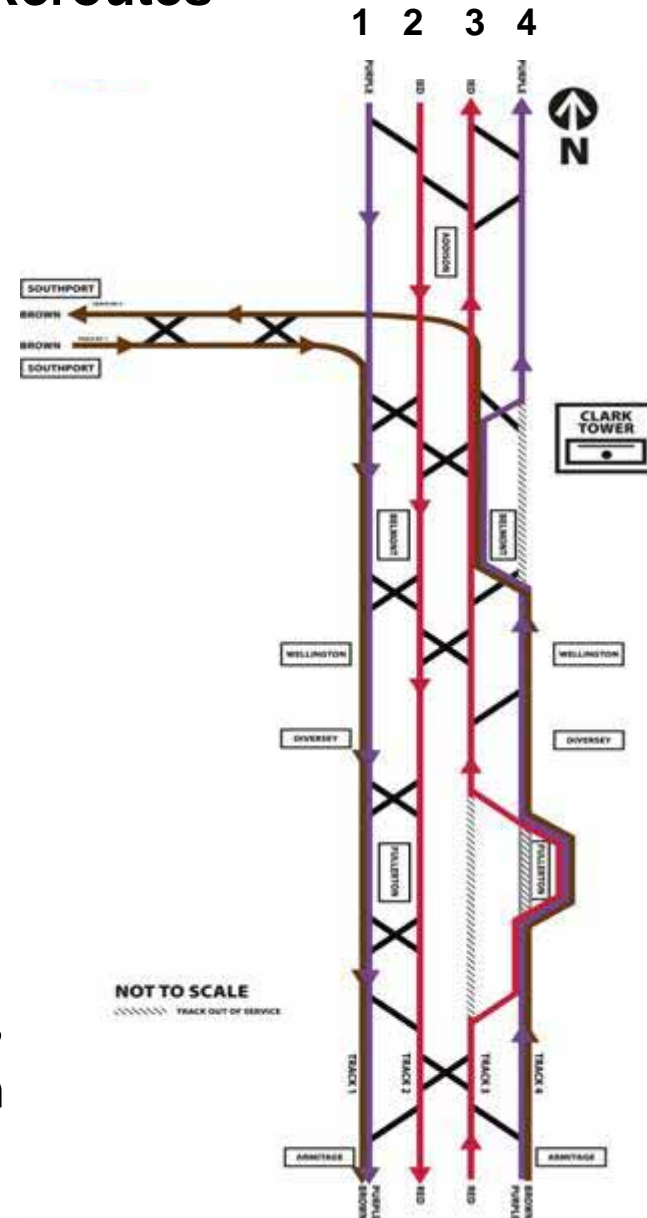
Phase I Operations – Northbound Reroutes

Fullerton

- All northbound trains operate on the new Track 4
- North of Armitage, northbound Red Line trains move to Track 4
- Leaving Fullerton, northbound Red Line trains return to Track 3

Belmont

- Northbound Red Line trains remain on Track 3
- Northbound Brown and Purple Express trains move to Track 3 after serving Wellington
- Northbound Purple Express trains return to Track 4 at Clark Junction or north of Addison



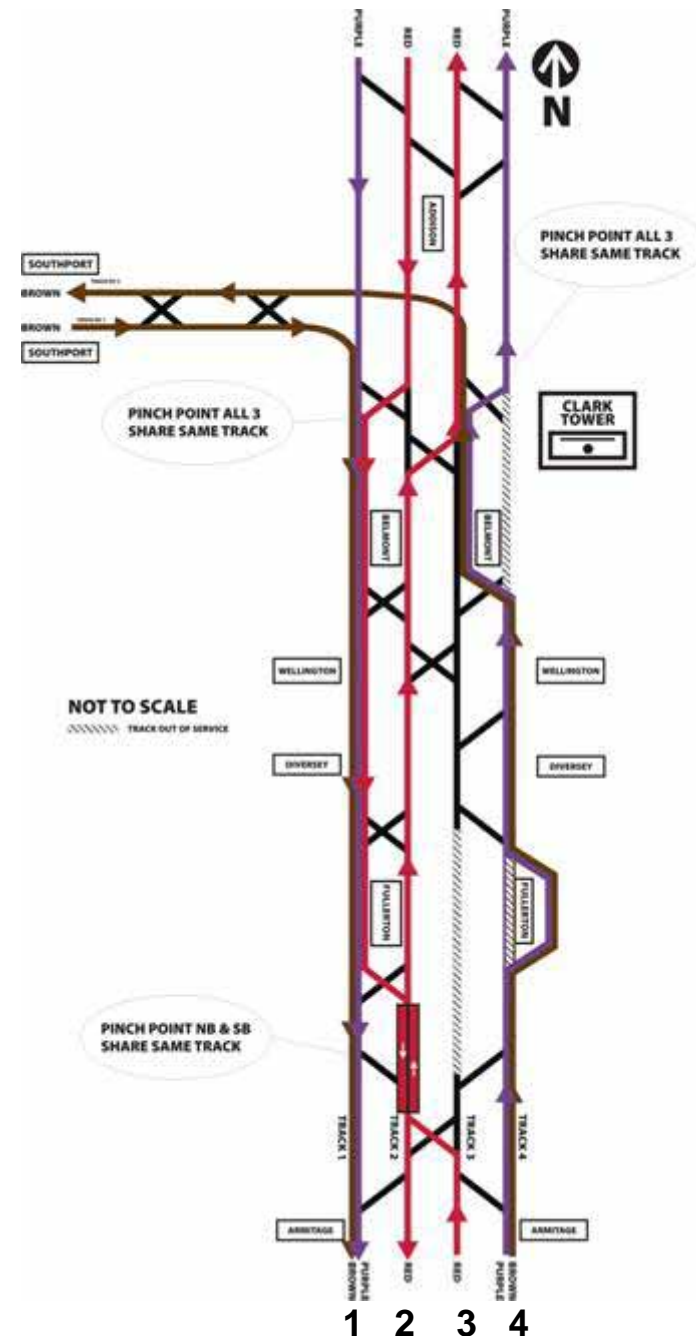
Three-Track Operations Reversible Routing

Reliability – More track crossings mean slower trains, as track crossings happen at 6 mph

Delays – Trains would wait for trains moving in the opposite direction to clear the bi-directional track

Customer Convenience – Persons with mobility limitations could not transfer across platform. Some may not be able to transfer at all.

Continuous Traffic Flow Reversal – Unlike highway express lanes, this would require reversing the traffic flow every few minutes



Three-Track Operations Customer Impact



Supplemental Service Strategy

Construction - Supplemental Service Approach

Dan Ryan construction began in April 2006

- **Supplemental service was added to existing service**
 - Two trains were added on the Red Line
 - Six-car trains were used for a longer duration of the day on the Green Line
 - Articulated buses added to several express bus routes
 - Service was monitored and adjusted based on customer use

Brown Line Expansion Project

- **Supplemental train and bus service will be added**
 - Supplemental trains will be used in the core of the Brown and Blue Line
 - Service will be added to various bus routes
 - Service will be monitored and adjusted based on customer use



Supplemental Service Strategy Construction Impact Area



North/South

- #151 Sheridan
- #8 Halsted
- X9 Ashland Express
- #49 Western
- #52 Kedzie/California
- #53 Pulaski
- #156 LaSalle
- #9 Ashland
- #50 Damen
- X49 Western Express
- #82 Kimball/Homan

East/West

- #155 Devon
- #92 Foster
- #78 Montrose
- X80 Irving Park Express
- #77 Belmont
- #74 Fullerton
- #72 North
- #66 Chicago
- #20 Madison
- #84 Peterson
- #81 Lawrence
- #80 Irving Park
- #152 Addison
- #76 Diversey
- #73 Armitage
- #70 Division
- #65 Grand
- X20 Wash./Madison Exp.

Diagonal

- #22 Clark
- #11 Lincoln/Sedgwick
- #36 Broadway
- #56 Milwaukee

Northside Express to Downtown

- #134 Stockton/LaSalle
- #136 Sheridan/LaSalle
- #144 Marine/Michigan
- #146 Inner Drive/Michigan
- #148 Clarendon/Michigan
- #135 Clarendon/LaSalle
- #143 Stockton/Michigan
- #145 Wilson/Michigan
- #147 Outer Drive

Overview

Issue

- Reconstruction of the stations and track at Belmont and Fullerton will require closing of one of the four tracks for more than two years.
- Supplemental service is required to provide service alternatives and extra capacity in the AM and PM Rush Periods.

Customer Impact

- Northbound running time between the Loop and Belmont will increase.
- Wait times will be longer due to reduced frequency, especially on the Brown Line and Purple Line.
- Total capacity will be reduced in the AM and PM Rush Periods.
- This transit dense environment provides multiple service alternatives.

Guiding Principles

- Continue to run service throughout the construction period.
- Reliably, effectively and safely transport the maximum number of customers.
- Focus attention in the peak direction to meet the greatest demand.
- Provide supplemental service to increase customer capacity in corridors adjacent to North Red Line and Brown Line stations.

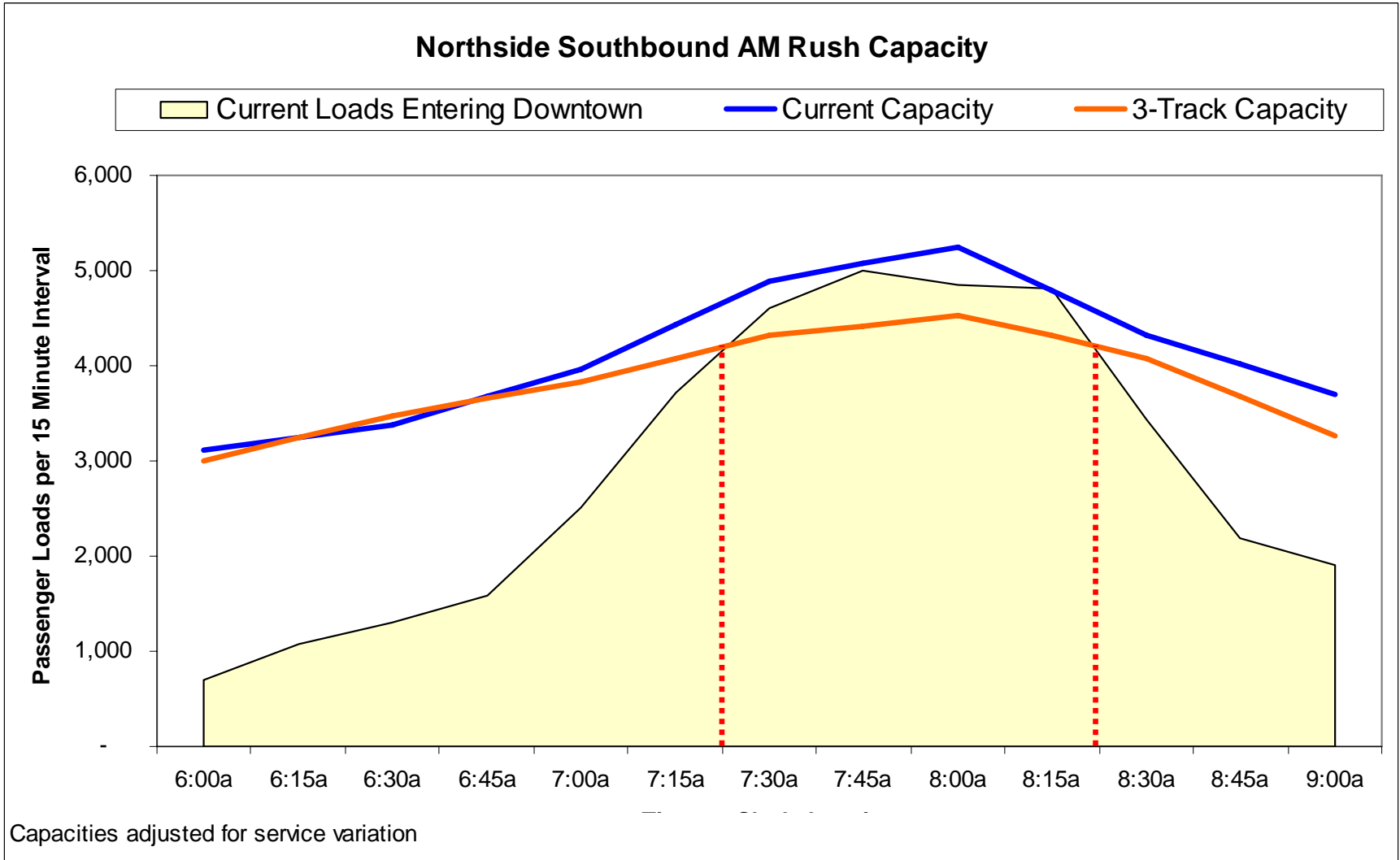


Supplemental Service Plan

Rail Options

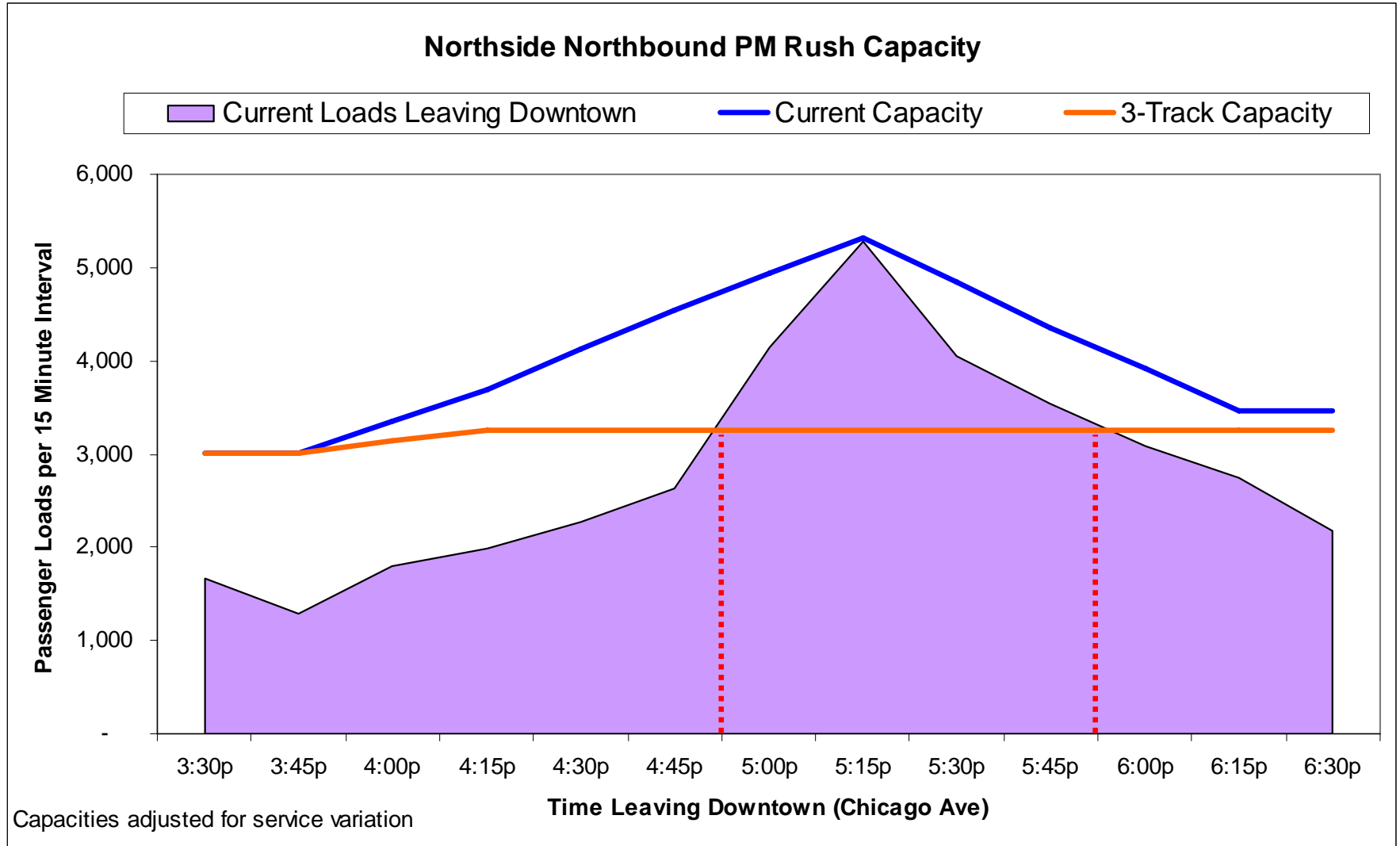


Scheduled Capacity and Utilization – Chicago Ave. AM Southbound



Supplemental Service Strategy

Scheduled Capacity and Utilization - PM Northbound



Supplemental Service Strategy

Rail Support Strategies



Brown Line

- Several AM rush trains will operate on the Brown Line between Belmont and the Loop to focus more capacity in the area with the highest demand.
- Certain PM rush trains will begin service at Adams/Wabash to help accommodate the number of customers boarding on the east and north side of the Loop.

Blue Line

- Operate several trains south from Jefferson Park and north from UIC/Halsted to focus more capacity between Jefferson Park and Downtown due to expected increase use of Blue Line as an alternative.

Purple Line

- Purple Line trains will operate on the Outer Loop to follow the route of the Brown Line and limit downtown delays.

Red Line

- PM trains to Howard may be reduced slightly.
- Service to 95th Street will see little change.

Supplemental Service Plan

Bus Options



Supplemental Service Strategy Proposed AM Bus Placement



#11 Lincoln/Sedgwick: SB Addison to Jackson

Current frequency: Every 10 – 15 minutes

Initial frequency: Every 2 - 12 minutes

#22 Clark: SB Belmont to Jackson

Current frequency: Every 3 - 8 minutes

Initial frequency: Every 2 - 8 minutes

#134 Stockton/LaSalle Express: SB Belmont to Adams/Wacker

Current frequency: Every 4 -10 minutes

Initial frequency: Every 3 - 10 minutes

#135 Clarendon/LaSalle Express: SB Wilson to Adams/Wacker

Current frequency: Every 3 - 10 minutes

Initial frequency: Every 3 - 10 minutes for a longer time period

#151 Sheridan: SB Belmont to Union Station

Current Frequency: Every 3 - 12 Minutes

Initial Frequency: Every 3 - 12 Minutes for a longer time period

Staged Buses

Maintain ability to make adjustments as people change their travel patterns.

Supplemental Service Strategy Proposed AM Bus Placement

#11 Lincoln/Sedgwick: SB Addison to Jackson

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#151 Sheridan: SB Belmont to Union Station

Current Frequency: Every 3 - 12 Minutes

Initial Frequency: Every 3 - 12 Minutes for a longer time period

Staged Buses

Maintain ability to make adjustments as people change their travel patterns.



Supplemental Service Strategy Proposed PM Bus Placement



#11 Lincoln/Sedgwick: NB Jackson to Paulina

Current frequency: Every 10 - 15 minutes
Initial frequency: Every 3 1/2 - 4 minutes

#22 Clark: NB from Jackson to Belmont

Current frequency: Every 5 - 10 minutes
Initial frequency: Every 2 1/2 - 5 minutes

#147 Outer Drive Express: Congress/State to Devon/Broadway or Howard Terminal

Current frequency: Every 5 - 10 minutes
Initial frequency: Every 2 1/2 - 5 minutes

#148 Clarendon/Michigan Express: Congress/State to Broadway/Wilson or Damen/Wilson

Current frequency: Every 10 - 15 minutes
Initial frequency: Every 5 - 7 1/2 minutes

Staged Buses

Proposed initial plan shown above. Staged buses will allow flexibility from the start.

Supplemental Service Strategy Proposed PM Bus Placement



#11 Lincoln/Sedgwick: NB Jackson to Paulina

Current frequency: Every 10 - 15 minutes
Initial frequency: Every 3 1/2 - 4 minutes

#22 Clark: NB from Jackson to Belmont

Current frequency: Every 5 - 10 minutes
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Staged Buses

Proposed initial plan shown above. Staged buses will allow flexibility from the start.

Supplemental Service Strategy

Service and Coordination

Service Components – Proposed Initial Plan

- Supplement lakeshore corridor service
 - AM #134, #135, #151
 - PM #147, #148

- Expand parallel peak period service
 - #11 Lincoln/Sedgwick
 - #22 Clark

- Monitor key routes
 - #156 LaSalle
 - #8 Halsted

- Deploy resources as needed
 - Improve existing service
 - Manage hot spots

- Maximize train utilization
 - Supplement Brown Line south from Belmont
 - Route Purple Line on Outer Loop
 - Supplement core of Blue Line

Customer Activities to Improve Travel Times

- Use alternative services
 - **Express buses**
 - **Blue Line**
- Travel outside of the heart of the rush hour
 - **7:30 to 8:30 AM**
 - **5:00 to 6:00 PM**
- Board quickly and move away from the doors
 - **Move to the center of rail cars**
 - **Move to the rear of buses**
- Exit through the rear doors of buses
- Avoid blocking doors as they close

Customer Information and Community Outreach



CTA Community Meetings

The Chicago Transit Authority will hold community meetings to provide proposed service details for upcoming three-track operations. As part of the larger Brown Line Capacity Expansion Project, platforms will be expanded and elevators will be installed at the Belmont and Fullerton stations. Tracks must be moved for construction so the four tracks on which the Brown Line, Purple Line Express and Red Line currently operate will be reduced to three tracks.

Monday, March 12, 2007

6 p.m. to 8 p.m.

Lane Tech High School Auditorium*

2501 West Addison Street (Addison and Western)

Thursday, March 15, 2007

6 p.m. to 8 p.m.

Agassiz Elementary School Auditorium*

2851 North Seminary Avenue

Monday, March 19, 2007

6 p.m. to 8 p.m.

Truman College Cafeteria*

1145 West Wilson Avenue

Monday, March 26, 2007

6 p.m. to 8 p.m.

CTA Headquarters - 2nd Floor*

567 West Lake Street

*All facilities are accessible to people with disabilities.

www.transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891)

Transit Information: 836-7000 from any local area code; TTY: 312-836-4949

Remove March 27, 2007



Media Outreach

- **Media Briefings**
- **Press Releases**
- **Segment on CTA's March Connections television program**

Customer Information and Community Outreach


Customer Materials and Advertising

- **FAQs**
- **Informational brochure**
- **Updated Bus & Rail Map**
- **Print ads**

Chicago Transit Authority

Three-Track Phase 1


Spring 2007



**Leave early.
Leave late.
Alternate.**

Information for **Brown Line,**
Red Line and **Purple Line**
Express Customers

Modernization of
Fullerton and Belmont CTA Stations





www.transitchicago.com
www.ctabrownline.com

Chicago Transit Authority

Bus & Rail Map

April 2007



www.transitchicago.com take it everywhere...



Customer Information and Community Outreach

Information Posted on Buses, on Trains and at Stations

Leave early. Leave late. Alternate.

- The next phase of the CTA's \$530 million Brown Line Capacity Expansion project is scheduled to begin in April and will affect service on the **Brown Line**, **Purple Line Express** and **Red Line**.
- Belmont and Fullerton stations are being upgraded with elevators to make them accessible to seniors and customers with disabilities. You will enjoy more spacious platforms and easier boarding for a more comfortable commute in the future.
- To make these improvements, the Brown Line, Red Line and Purple Line Express trains serving the Belmont and Fullerton stations will operate on three tracks instead of four.
- During the Three-Track Phase, all trains will continue running and the Belmont and Fullerton stations will remain open,
- While we work to serve you better, longer wait times and more crowded trains will be unavoidable. We ask for your patience.
- We suggest you allow for extra travel time and encourage you to leave earlier or later during peak travel times, especially in the p.m. rush.
- You may want to consider alternate transit service, such as CTA buses.
- Modernization of the Belmont and Fullerton stations is expected to be completed with the rest of the Brown Line Capacity Expansion project by the end of 2009.



www.transitchicago.com
www.ctabrownline.com

1-888-YOUR-CTA
TTY: 1-888-CTA-TTY1

836-7000 Travel Information
TTY: 312-836-4949

Remove by October 1, 2007

- Customer alerts in buses and trains
- Interior bus and rail car announcements
- Station-specific signs and flyers will be available at selected stations to inform customers of alternate transit services available
- Informational and directional signs at rail stations



Customer Information and Community Outreach Web Site Updates

The screenshot displays the Chicago Transit Authority (CTA) website interface. At the top, the CTA logo and the text 'Chicago Transit Authority' are visible. The main navigation area is divided into several sections:

- Welcome Aboard:** Includes links for 'From the Chairman & the President', 'CTA Overview', and 'Transit Board Meetings'.
- Business:** Includes links for 'Careers at CTA', 'Finance/Budget', 'Freedom of Information', 'Office of Inspector General', 'Procurement Information', and 'Contact CTA'.
- CTA Store:** Includes links for 'Chicago Card Plus®', 'Gift Express', and 'Transit Cards/Passes'.
- Recently at CTA:** Features a 'MOVING BEYOND CONGESTION' graphic, a 'countdown to a new BROWN' graphic (circled in red), and a 'Three-Track' graphic with the text 'Leave early. Leave late. Alternate.' Below these are several bullet points:
 - Check [Customer Alerts](#) for latest service updates.
 - [Three-Track Service Options](#).
 - [Chicago Card settlement](#).
 - [CTA 2007 Historical Calendar](#).
 - [Connections TV Show](#).
 - [CTA Bus Tracker](#).
 - [drive less. live more.](#)
 - [Construction & Renovation Updates](#).
- Travel Information:** Includes links for 'Bus Schedules', 'Train Schedules', 'Trip Planner', 'System Maps', and 'Brochures'.
- News:** Includes links for 'Press Releases', 'Reports & Notices', 'Performance Indicators', 'Customer Alerts', 'Customer Service', and 'CTA Security'.

The bottom section of the screenshot shows a banner for 'The Brown Line Capacity Expansion Project' with the text 'countdown to a new BROWN'. Below the banner, there is a 'Three-Track Operation' section with a detailed description of the project and a 'MY STATION' list on the right side, including stations like Kimball, Kedzie, Francisco, Rockwell, Western, Damen, Montrose, Irving Park, Addison, Paulina, Southport, and Belmont. The 'Francisco' and 'Southport' stations are marked with 'ALERT' icons.

- Continual updates on the CTA website, www.transitchicago.com, and the Brown Line website, www.ctabrownline.com



Customer Information and Community Outreach

Outreach

Transit Benefit Program

- Order fulfillment kit insert

Chicago Card/Chicago Card Plus

- Letter & e-mails to registered customers
- Order fulfillment kit insert

U-Pass

- E-mail blast to Program Administrators
- Distribute information during U-Pass registration
- Print Ads in campus newspapers

Brown Line Capacity Expansion Project
Contact Information

General Questions

Mark Payne

Chicago Transit Authority

mpayne@transitchicago.com

(312) 681-2713

CTA Web Site

www.transitchicago.com

www.ctabrownline.com

Service Questions

ctahelp@transitchicago.com

1-888-YOUR-CTA

