

Brown Line Capacity Expansion Project

Supplemental Service Strategy for Construction-Related Three-Track Operation

February 14, 2007



Description of the Brown Line Reconstruction Project and Customer Impact



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 Express

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 (shown on following two slides).
- 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 Strategy

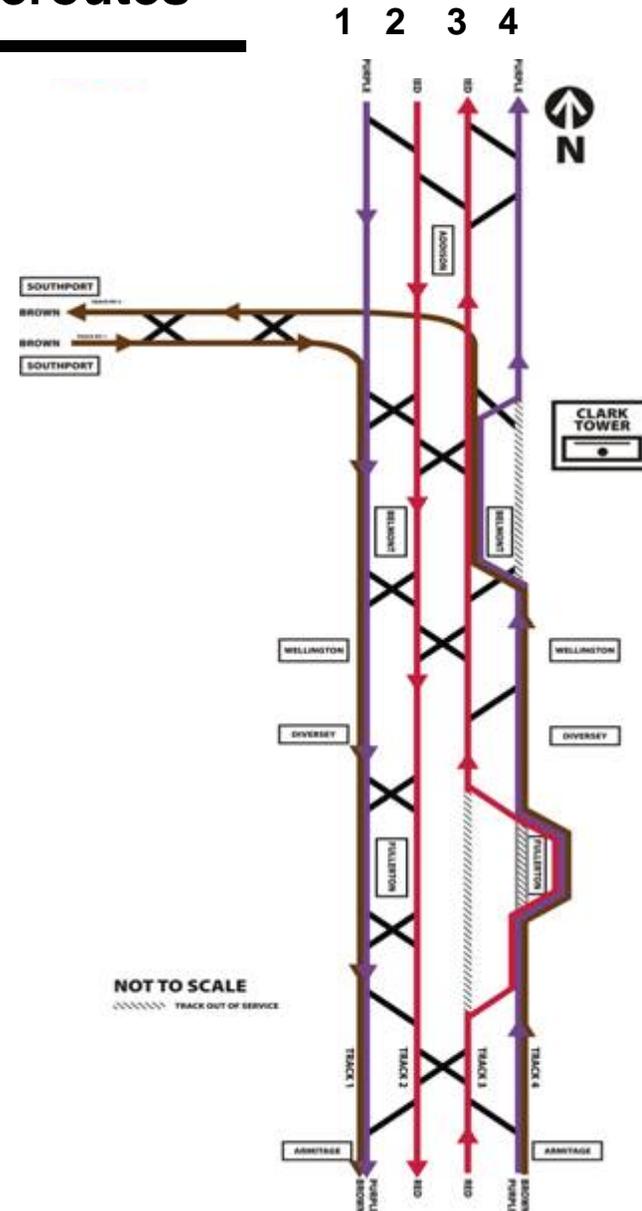
Phase I Operations – Northbound Reroutes

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

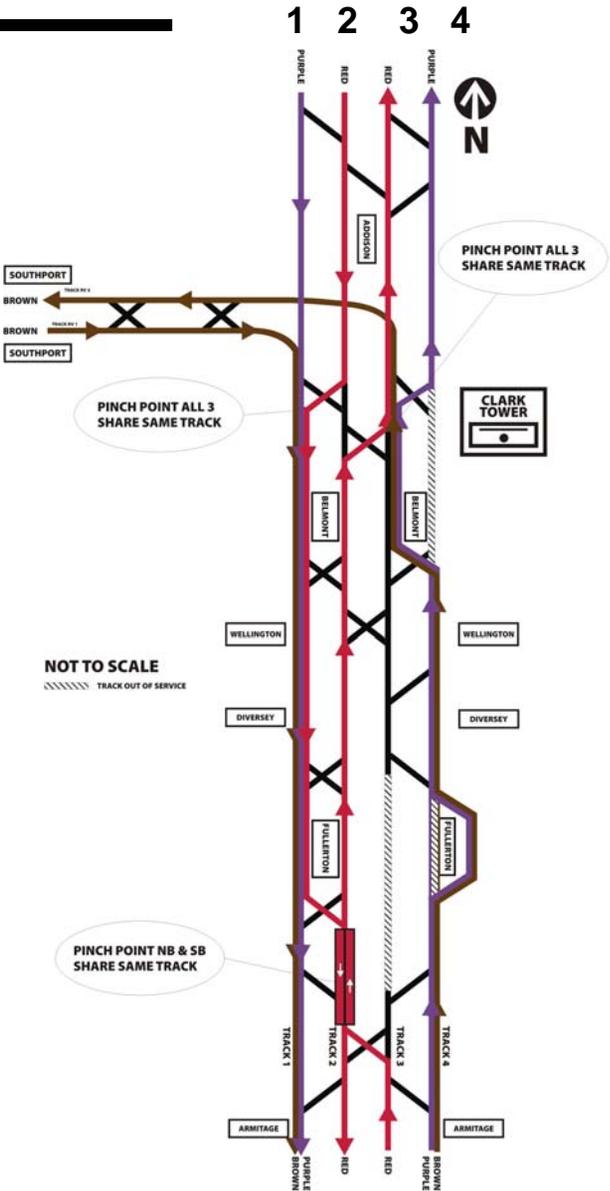
Belmont

- 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



Supplemental Service Strategy

Reversible Tracks

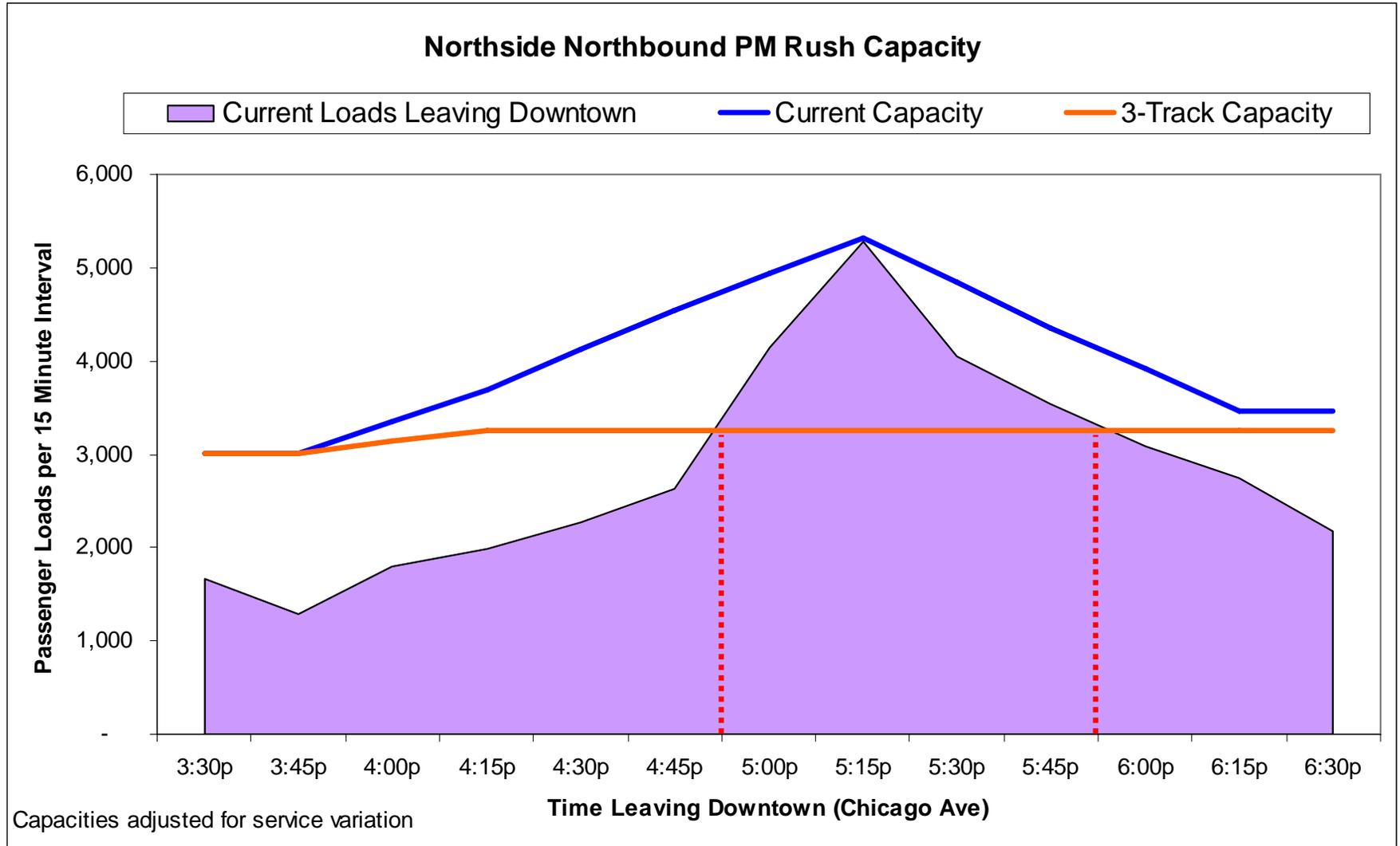


Customer Impact



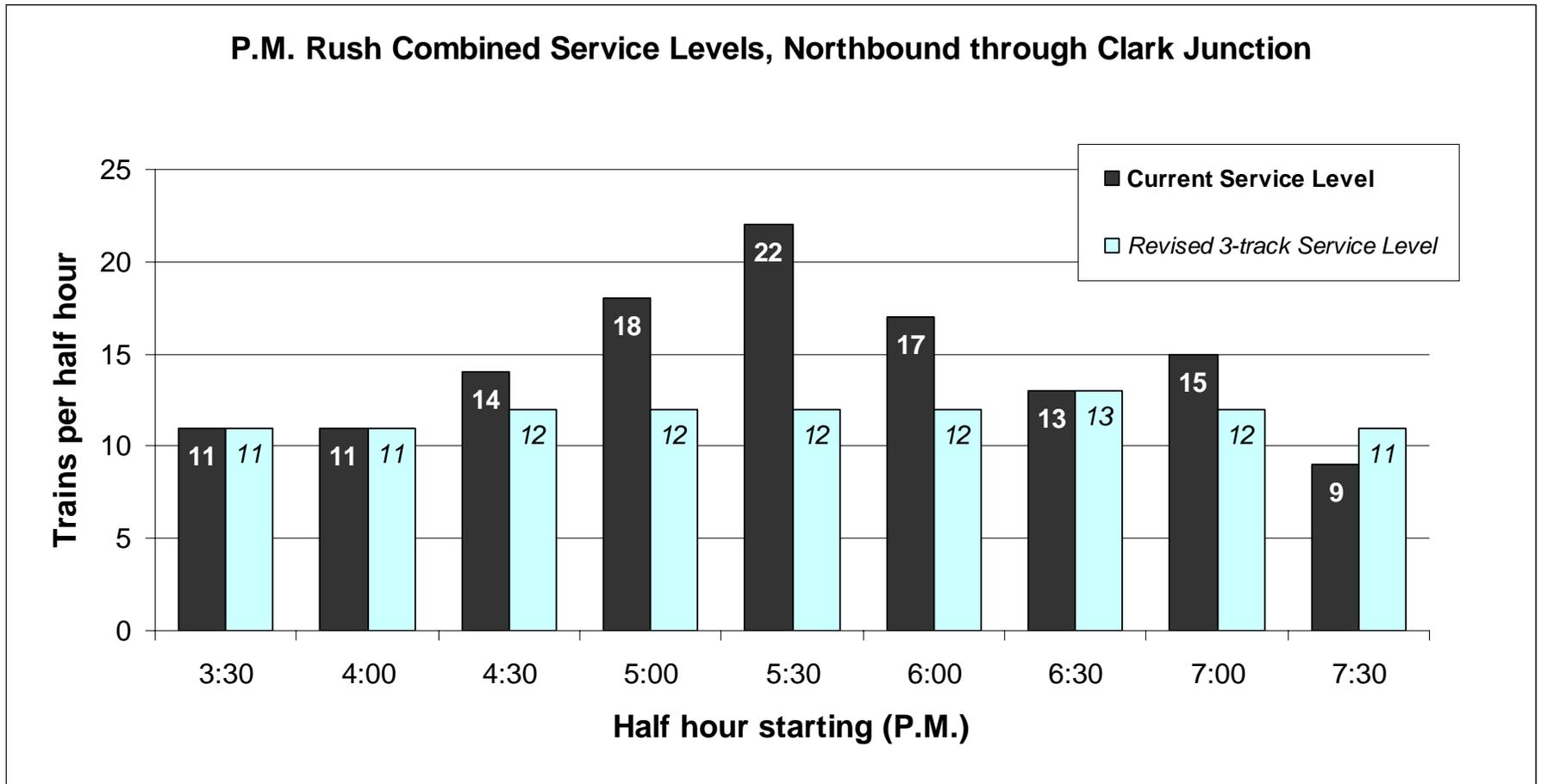
Supplemental Service Strategy

Scheduled Capacity and Utilization - PM Northbound

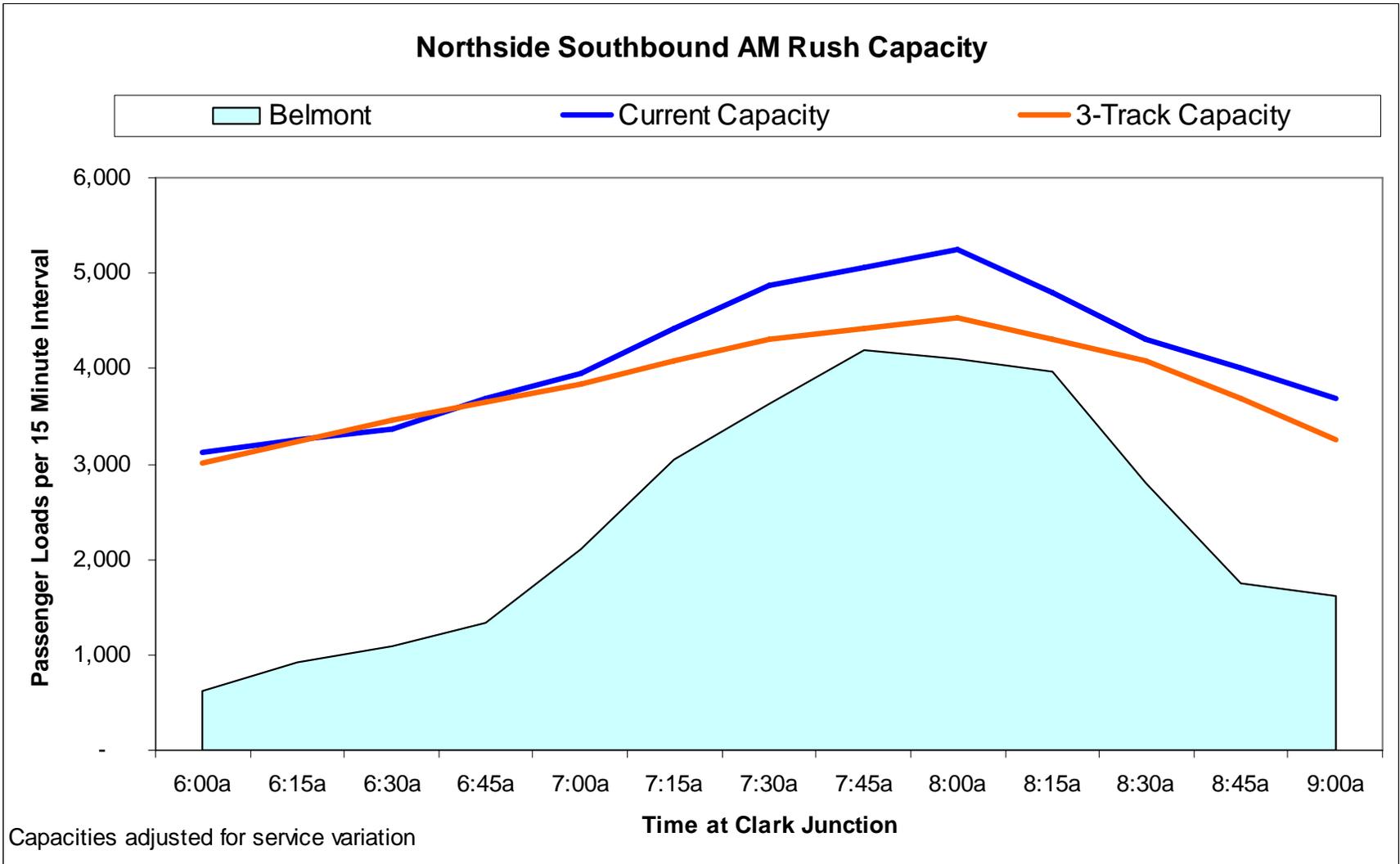


Supplemental Service Strategy

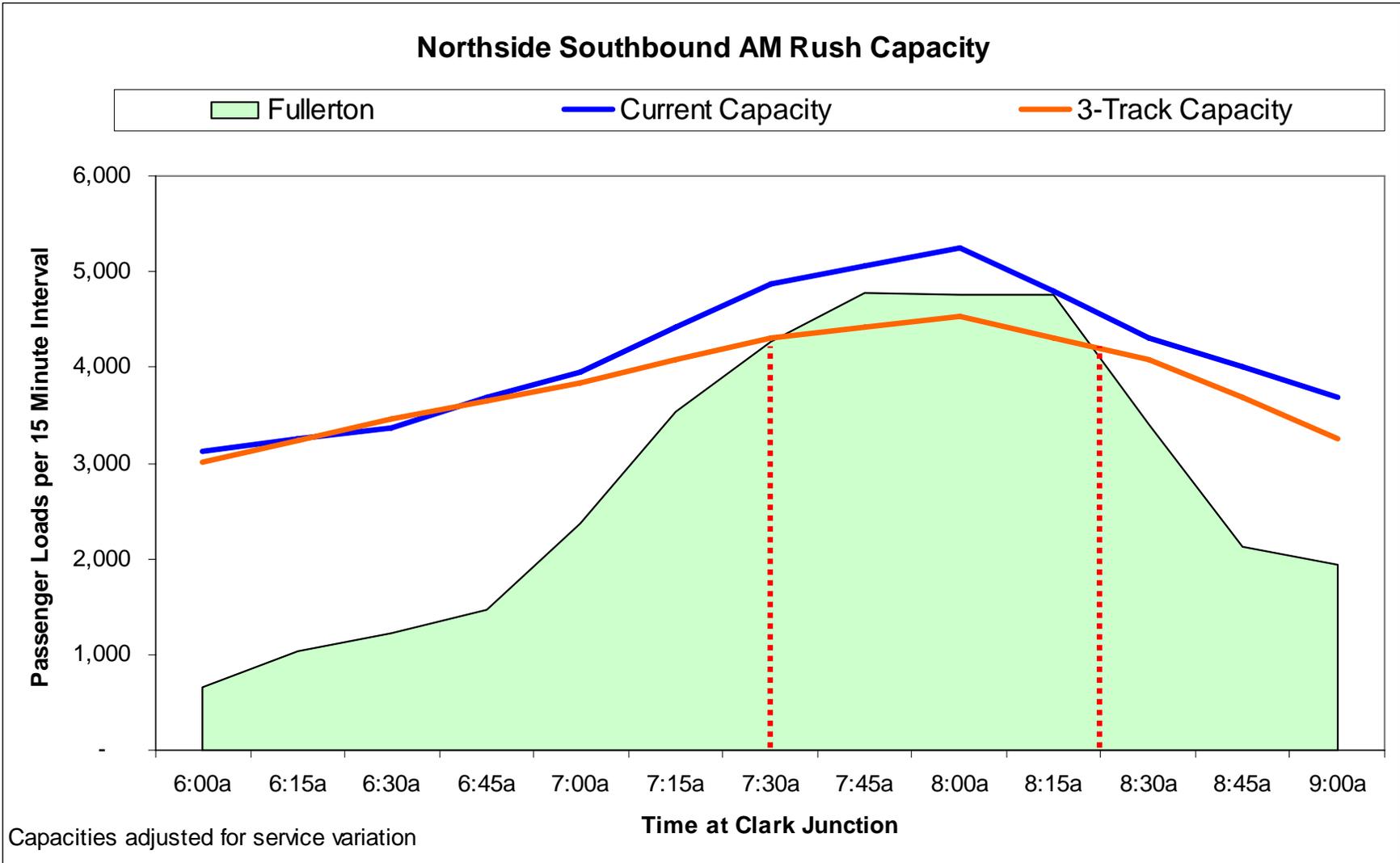
Phase 1 –Track Closure / Capacity Reductions - PM Rush Period



Scheduled Capacity and Utilization – Belmont Station AM Southbound

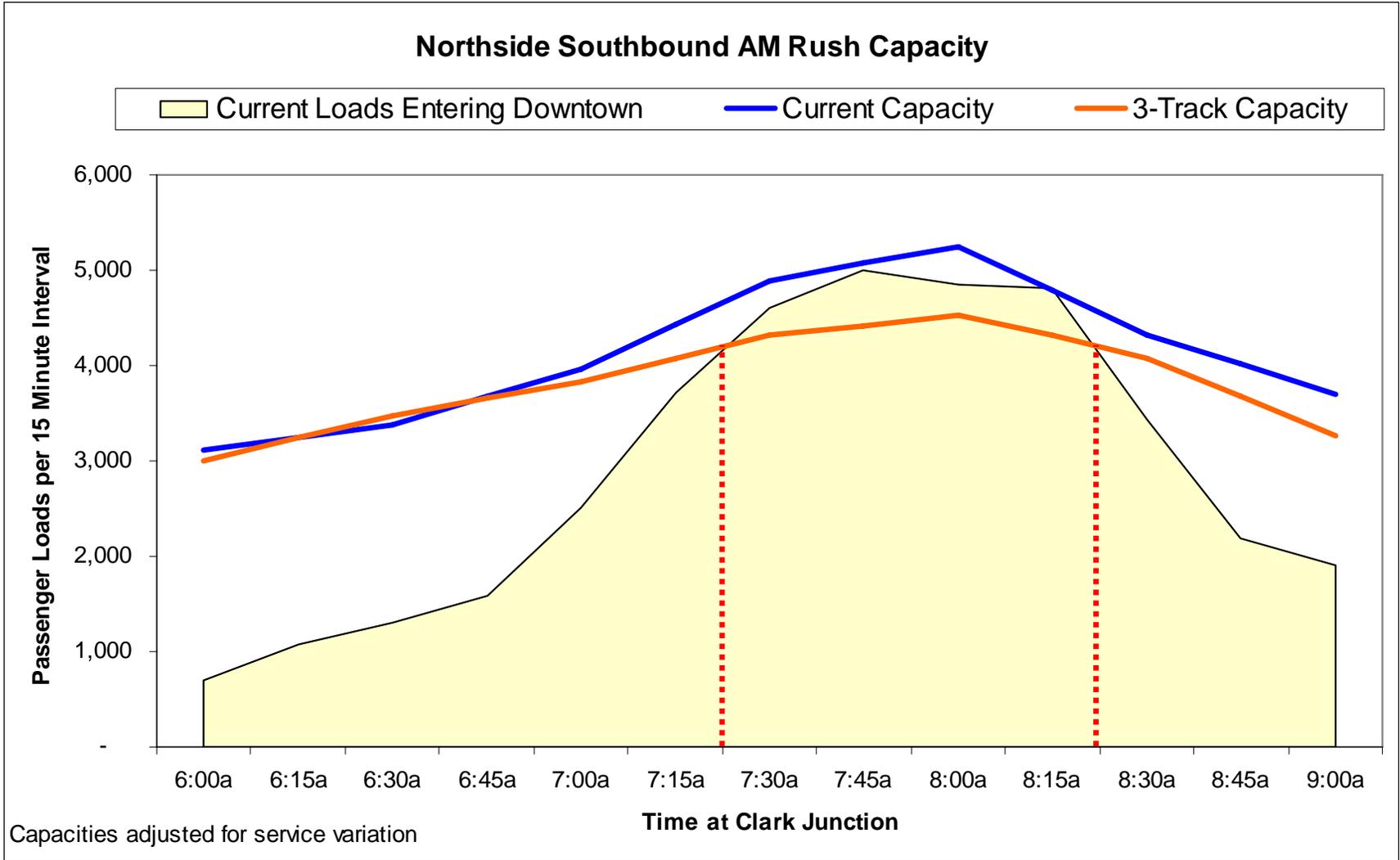


Scheduled Capacity and Utilization – Fullerton Station AM Southbound

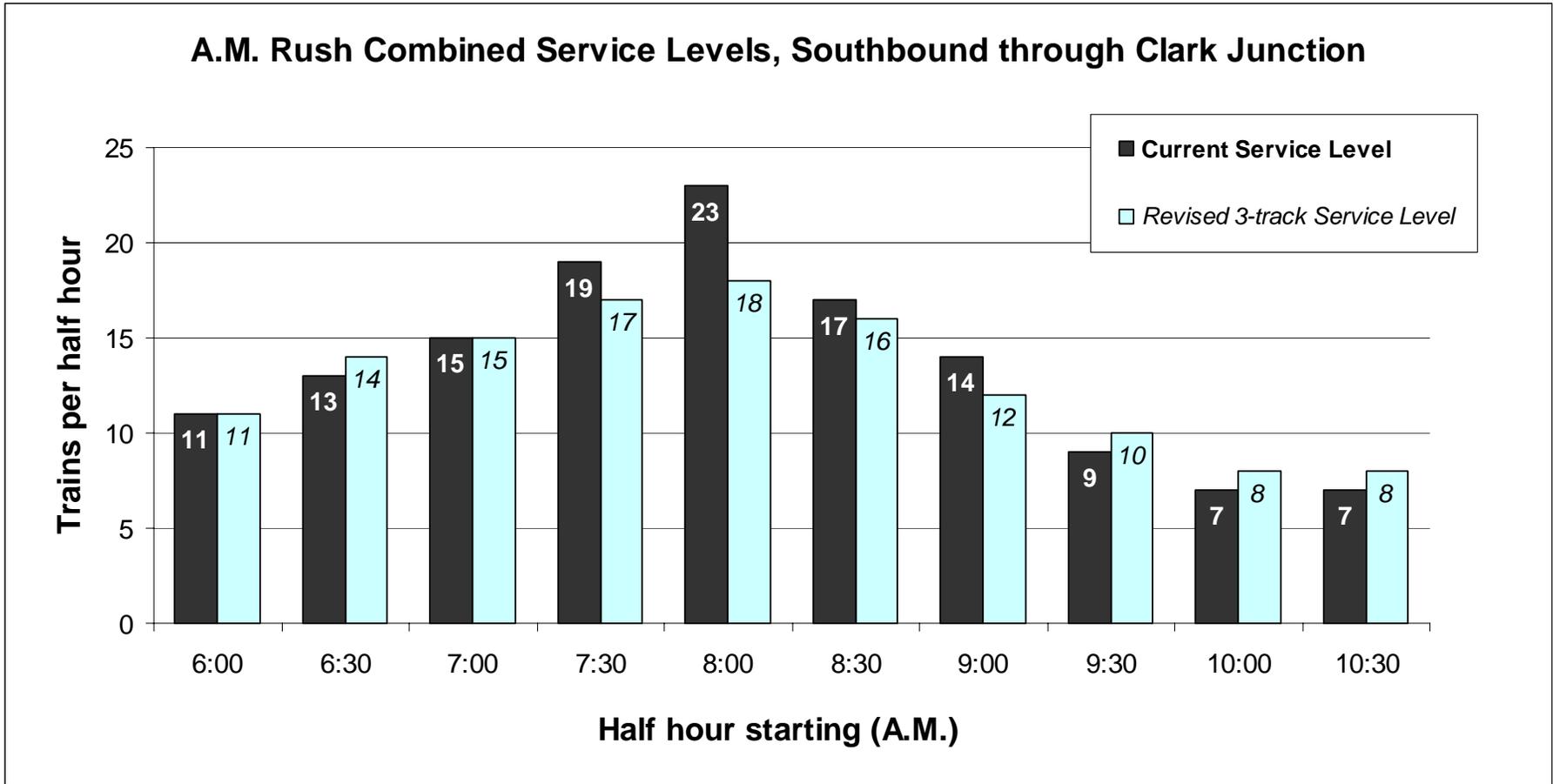


Supplemental Service Strategy

Scheduled Capacity and Utilization - AM Southbound



Phase 1 –Track Closure / Capacity Reductions - AM Peak Period



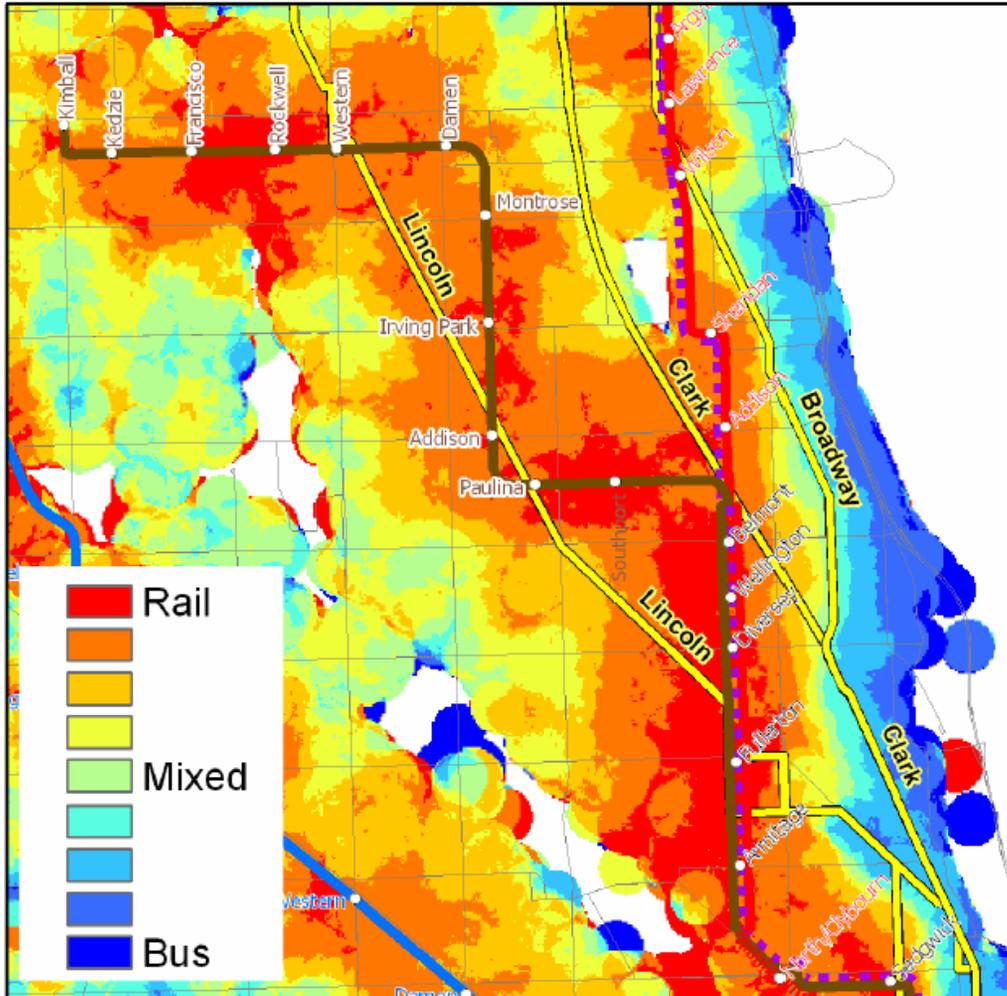
Construction Impact Zone



Supplemental Service Strategy

Mode Preference

Mode Preference, Chicago Card Plus Customers

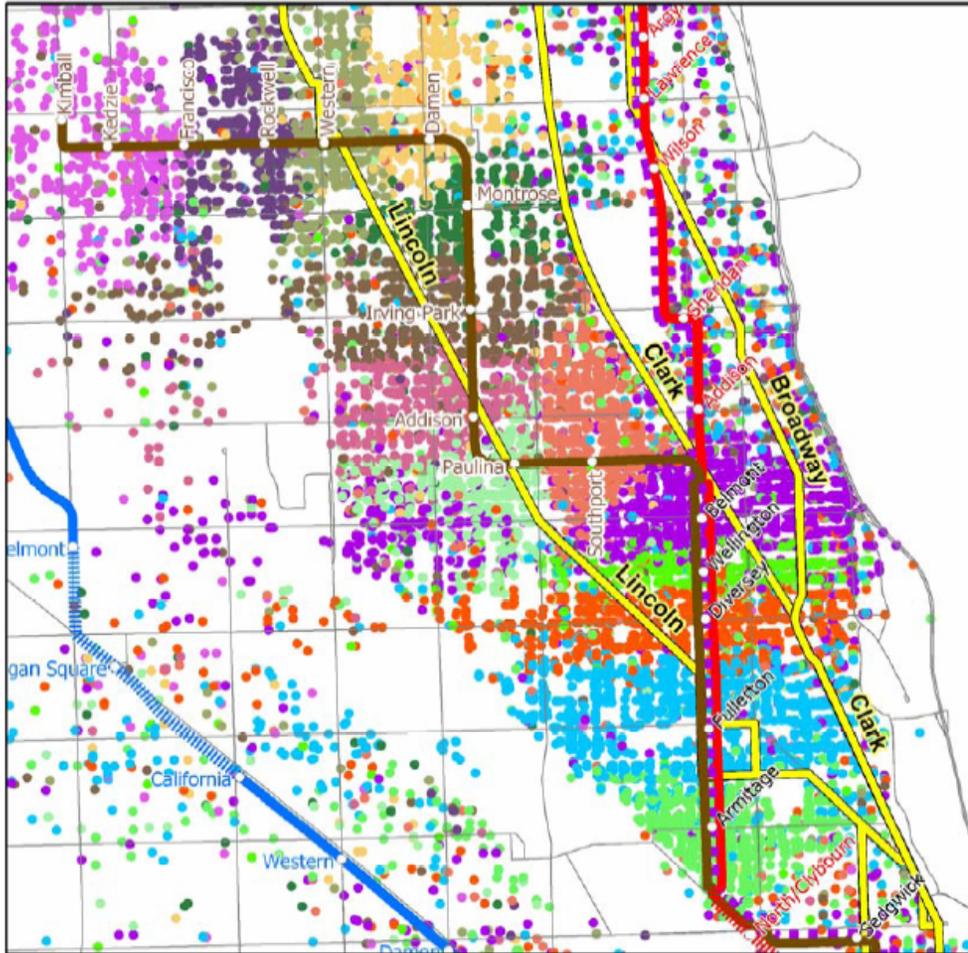


- Chicago Card Plus customers use both rail and express bus services.
- Customers in close proximity to the rail line tend to be rail users.
- Customers along the lakefront tend to prefer buses.
- The area between Broadway and Halsted is a transition zone with customers choosing both bus and rail.
- This transit dense neighborhood allows customers to use different modes by time of day if desired.
- Customers may commute using one mode in the AM and another in the PM.

Supplemental Service Strategy

Brown Line Station Preference

Brown Line Station Preference, Chicago Card Plus Customers



- Chicago Card Plus customers select rail stations based on geography.
- Thin bands can be seen around smaller stations such as Wellington indicating the station draws from the local area.
- East-west bands extending from Brown Line reflect connecting bus lines.
- Larger stations draw from greater distances and may reflect travel patterns in non-rush directions.
- Chicago Card and Chicago Card Plus customers in this sub-region of the City represent roughly 50 percent of all customers.

Supplemental Service Options



Supplemental Service Strategy

Bus Placement for PM Peak



#11 Lincoln/Sedgwick: NB from Jackson to Paulina
Current frequency: Every 10 - 15 minutes
Proposed frequency: Every 3 1/2 - 4 minutes

#22 Clark: NB from Jackson to Belmont
Current frequency: Every 5 - 10 minutes
Proposed 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
Proposed frequency: Every 2 1/2 - 5 minutes

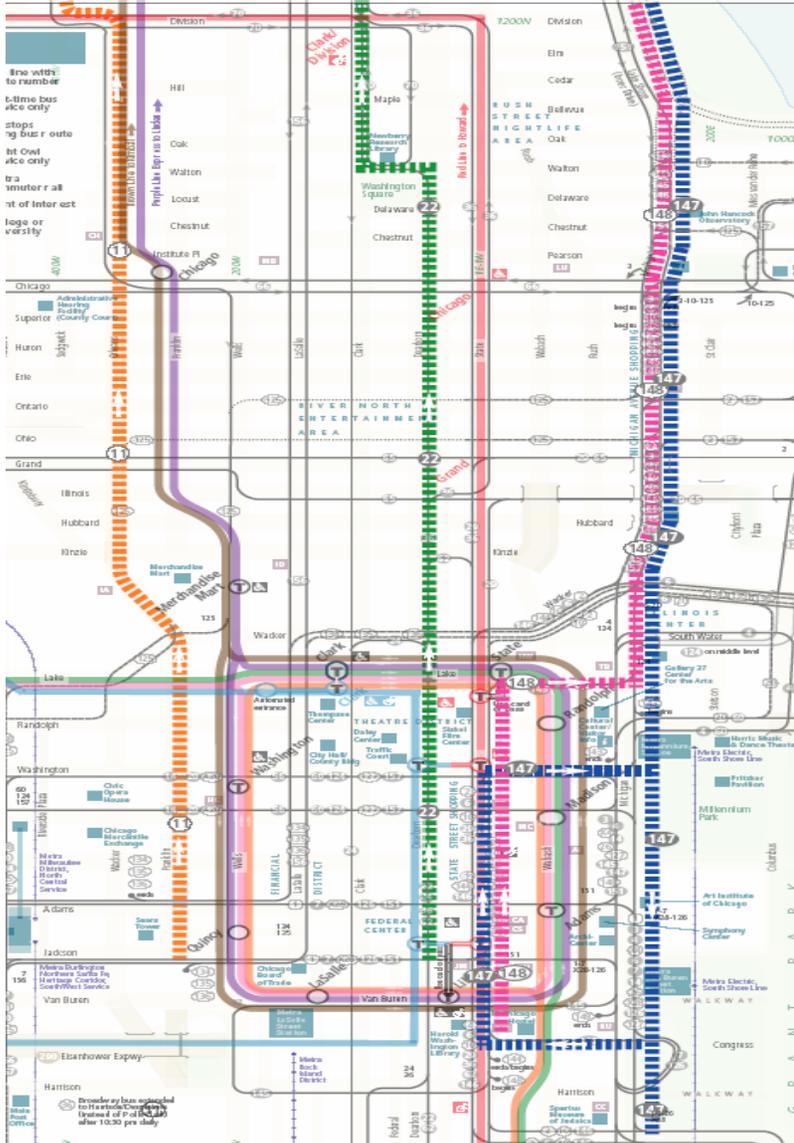
#148 Clarendon/Michigan Express: Congress/State to Broadway/Wilson or Damen/Wilson
Current frequency: Every 10 - 15 minutes
Proposed frequency: Every 5 - 7 1/2 minutes

Staged Buses

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

Supplemental Service Strategy

Bus Placement for PM Peak



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Supplemental Service Strategy

Bus Placement for AM Peak



#11 Lincoln/Sedgwick: SB Addison to Jackson

Current frequency: Every 10 – 15 minutes
 Proposed frequency: Every 2 - 12 minutes

#22 Clark: SB Belmont to Jackson

Current frequency: Every 3 - 8 minutes
 Proposed frequency: Every 2 - 8 minutes

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

Current frequency: Every 4 - 10 minutes
 Proposed frequency: Every 3 - 10 minutes

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

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

#151 Sheridan: SB Belmont to Union Station

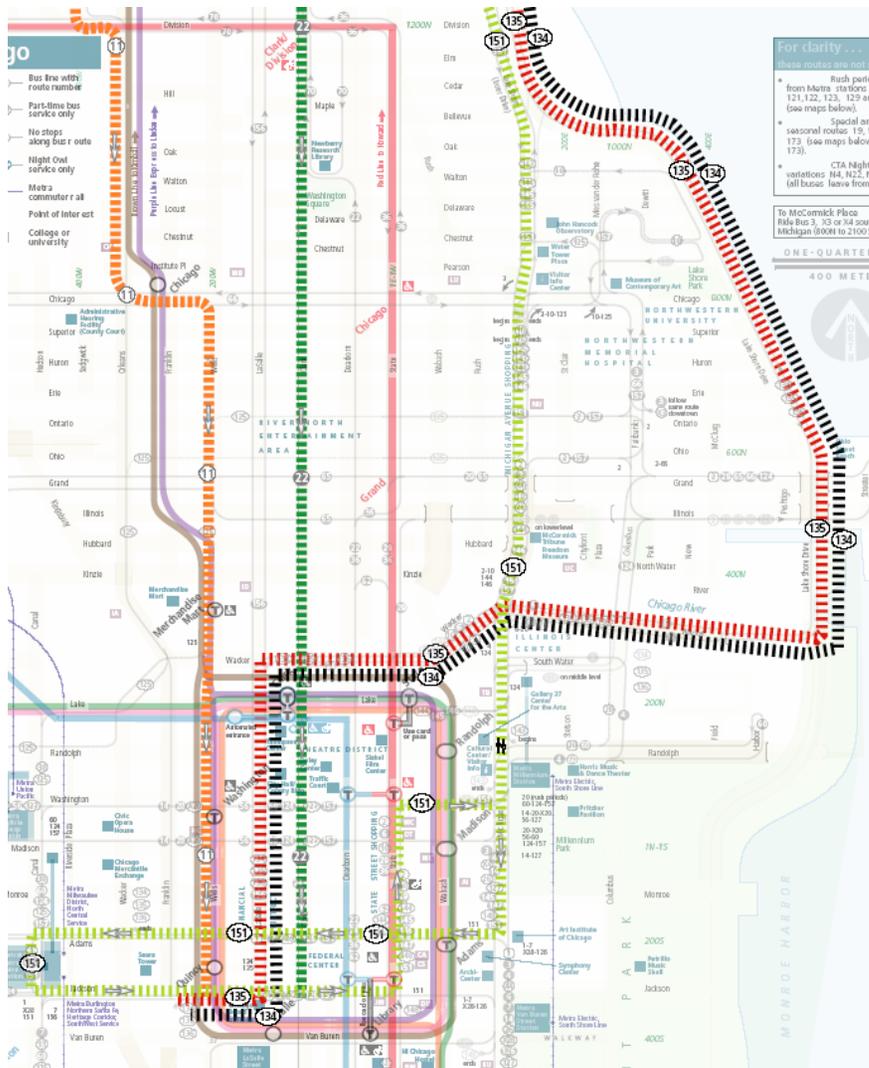
Current Frequency: Every 3 - 12 Minutes
 Proposed Frequency: Every 3 - 12 Minutes for a longer time period

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Supplemental Service Strategy

Bus Placement for AM Peak



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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 trains in the AM Peak will be routed south from the Loop to reduce train congestion through the construction zone. In the evening rush these trains will provide needed capacity in 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.

Supplemental Plan Summary



Service Components

- **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 from Belmont south
 - Route Purple Line on Outer Loop
 - Supplement core of Blue Line

Additional Coordination

- Coordinate emergency response (Fire and Police) to minimize delays.
- Expand capacity for buses (with City) in key corridors in AM/PM rush.
 - Coordinate with Office of Emergency Management

Questions?

