

Chicago Transit Authority Crowding Reduction Plan: **Approved**

In a major initiative to meet growing ridership and improve rider comfort throughout the system, the CTA is adding \$16 million in additional bus and train service to high-demand bus and train routes. The additions to service will reduce the time between trains and buses and lower peak crowd loads by between 10 percent and 15 percent in most cases. Ridership on the CTA has risen for 16 consecutive months, adding 22 million new riders since June 2011. The CTA will continue to routinely review and make adjustments to service to ensure that service meets customers' needs and provide it in a cost-effective manner.

Working in concert with Northwestern University's Transportation Center, the CTA is comprehensively restructuring its routes and schedules based on changing ridership patterns. In addition, the CTA is eliminating routes that duplicate existing service or that has extremely low ridership. This plan adds service to some areas and beefs up service where demand has outstripped the traditional allocation of buses and trains. There is no net cost to CTA.

Service Adjustments Overview

Bus Service

Additional service to 48 routes, including the busiest and most crowded bus routes in the city. Increasing service during peak times on congested routes and extending two other routes. Discontinue service on 12 duplicative and low-ridership routes and discontinues route segments on three routes. Reducing crowding has a direct and significant impact on customer comfort and satisfaction. For example, on the #77 Belmont bus route, the additional buses will reduce the average peak load during the 7 a.m. rush hour from 58 customers to 49 customers—a 15 percent reduction. Similarly, on the #79 79th Street route, the PM rush peak load would fall from 53 to 47—an 11 percent drop.

Rail Service

Rail service is enhanced with additional trips during peak weekday times and increased frequency and extended hours at other times. Specifically, during weekday peak travel times, 17 rail trips will be added to six lines, mostly on the Blue, Red and Brown lines, the CTA's busiest train routes. That translates to an additional 10,000 rides on a weekday. During weekday off-peak times, the frequency of the Red, Brown and Orange lines will increase by as much as 2 ½ minutes between trains. On the weekends, service frequency will also increase substantially on the Red, Brown and Blue lines, the CTA's busiest rail lines

Crowding Reduction Plan Important Dates

Wednesday September 12, 2012

CTA Monthly Board Meeting at 10:00 a.m. **Approved Service Changes**

CTA Board Members bring action to De-crowding Initiative & Re-elect Chairman Terry Peterson
Official CTA Press Released on Approved Service Changes

Between Fall 2012 to Mid-December

Community Meetings on Crowding Reduction Service Changes, Stay informed on transitchicago.com

Effective Sunday December 16, 2012

CTA Crowding Reduction Implementation

Chicago Transit Authority Bus & Rail Service changes go in effect

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Chicago Transit Authority Bus Service	
ROUTE	SERVICE CHANGE
1 Indiana/Hyde Park	Discontinued South of 35th
2 Hyde Park Express	Increased Service Frequency
3 King Drive	Increased Service Frequency
4 Cottage Grove	Increased Service Frequency
N5 South Shore Night Bus	
6 Jackson Park Express	Increased Service Frequency
7 Harrison	
8 Halsted	Increased Service Frequency
8A South Halsted	
9 Ashland	Increased Service Frequency
10 Museum of Science & Industry	Pending Elimination, Subsidy Renegotiated
11 Lincoln/Sedgwick	Eliminate service between Western & Fullerton along Lincoln. Service maintained between Western & Howard. and rename segments #11 Lincoln and #37 Sedgwick
NEW 11 Lincoln	Realigned to operate between Howard & Western (Brown Line Western Station) along Lincoln
12 Roosevelt	Increased Service Frequency
14 Jeffery Express	
15 Jeffery Local	
17 Westchester	Eliminated, service maintained by Pace #317
18 16th/18th	Increased Service Frequency
19 United Center Express	
20 Madison	
21 Cermak	
22 Clark	Increased Service Frequency
24 Wentworth	
26 South Shore Express	Increased Service Frequency
28 Stony Island	
X28 Stony Island Express	
29 State	Increased Service Frequency
30 South Chicago	
33 Mag Mile Express	Pending Elimination, Subsidy Renegotiated
34 South Michigan	
35 31st/35th	
36 Broadway	Increased Service Frequency
NEW 37 Sedgwick	Realigned to replace Route 11 service between Fullerton & Clinton /Harrison (Blue Line Clinton Station)
39 Pershing	
43 43rd	
44 Wallace/Racine	
47 47th	
48 South Damen	

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49 Western	Increased Service Frequency
49A South Western	Eliminated, Service maintained by Pace #349
49B North Western	
50 Damen	Increased Service Frequency
51 51st	
52 Kedzie/California	
52A South Kedzie	
53 Pulaski	Increased Service Frequency
53A South Pulaski	Increased Service Frequency
54 Cicero	
54A North Cicero/Skokie Blvd	
54B South Cicero	
55 Garfield	
55A 55th/Austin	
55N 55th/Narragansett	
56 Milwaukee	Increased Service Frequency
56A North Milwaukee	Eliminated, Service maintained by Pace #270
57 Laramie	
59 59th/61st	Increased Service Frequency
60 Blue Island/26th	
62 Archer	
62H Archer/Harlem	
63 63rd	Increased Service Frequency
63W West 63rd	
64 Foster/Canfield	Eliminated, service alternatives: #90 and Pace #209
65 Grand	Increased Service Frequency
66 Chicago	Increased Service Frequency
67 67th/69th/71st	Increased Service Frequency
68 Northwest Highway	
69 Cumberland/East River	Eliminated, service alternative: reroute #81W
70 Division	Increased Service Frequency
71 71st/South Shore	
72 North	Increased Service Frequency
73 Armitage	Increased Service Frequency
74 Fullerton	Increased Service Frequency
75 74th/75th	Increased Service Frequency
76 Diversey	Increased Service Frequency
77 Belmont	Increased Service Frequency
78 Montrose	Increased Service Frequency
79 79th	Increased Service Frequency
80 Irving Park	Increased Service Frequency
81 Lawrence	
81W West Lawrence	Additional segment realigned from #69

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82 Kimball/Homan	Increased Service Frequency
84 Peterson	
85 Central	
85A North Central	
86 Narragansett/Ridgeland	
87 87th	Increased Service Frequency
88 Higgins	
90 Harlem	
90N North Harlem	Eliminated, service maintained by Pace #423
91 Austin	Increased Service Frequency
92 Foster	
93 California/Dodge	
94 South California	Increased Service Frequency
95E 93rd/95th	
95W West 95th	
96 Lunt	
97 Skokie	
X98 Avon Express	Pending Elimination, Subsidy Renegotiated
100 Jeffery Manor Express	
103 West 103rd	
106 East 103rd	
108 Halsted/95th	
111 Pullman/111th/115th	Increased Service Frequency, split into two new routes: #111 111th/King Drive and #115 Pullman/115th
NEW 111 111th/King Drive	Increased Service Frequency
112 Vincennes/111th	
NEW 115 Pullman/115th	Increased Service Frequency
119 Michigan/119th	
120 Ogilvie/Wacker Express	Additional segment realigned from #122 & extend into Streeterville
121 Union/Wacker Express	Additional segment realigned from #123 & extend into Streeterville
122 Illinois Center/Ogilvie Express	Eliminated, extend #120 into Streeterville
123 Illinois Center/Union Express	Eliminated, extend #121 into Streeterville
124 Navy Pier	
125 Water Town Express	
126 Jackson	
128 Soldier Field Express	
129 West Loop/South Loop	Eliminated
130 Museum Campus	
132 Goose Island Express	Pending Elimination, Subsidy Renegotiated
134 Stockton/Lasalle Express	Increased Service Frequency
135 Clarendon/Lasalle Express	Increased Service Frequency

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136 Sheridan/Lasalle Express	
143 Stockton/Michigan Express	Increased Service Frequency
144 Marine/Michigan Express	Eliminated, Add service to #148
145 Wilson/Michigan Express	Eliminated, Add service to #146
146 Inner Driver/Michigan Express	Increased Service Frequency, Service added from #145
147 Outer Drive Express	Increased Service Frequency
148 Clarendon/Michigan Express	Service added from #144
151 Sheridan	Increased Service Frequency
152 Addison	Increased Service Frequency
154 Wrigley Field Express	
155 Devon	Increased Service Frequency
156 Lasalle	Increased Service Frequency
157 Streeterville/Taylor	
165 West 65th	
169 69th/UPS Express	Pending Elimination, Subsidy Renegotiated
170 U. of Chicago/Midway	Pending Elimination, Subsidy Renegotiated
171 U. of Chicago/Hyde Park	Pending Elimination, Subsidy Renegotiated
172 U. of Chicago/Kenwood	Pending Elimination, Subsidy Renegotiated
192 U. of Chicago Hospitals Express	Pending Elimination, Subsidy Renegotiated
201 Central/Ridge	
N201 Central/Sherman	Eliminated
205 Chicago/Golf	
206 Evanston Circulator	
Chicago Transit Authority Rail Service	
ROUTE	SERVICE CHANGE
Blue Line Trains	Increased Service Frequency Weekday & Weekend
Brown Line Trains	Increased Service Frequency Weekday & Weekend
Green Line Trains	Increased Service Frequency Weekday
Orange Line Trains	Increased Service Frequency Weekday
Pink Line Trains	
Purple Line Shuttle	Increased Service Frequency Weekday
Purple Line Express	Increased Service Frequency Weekday
Red Line Trains	Increased Service Frequency Weekday & Weekend
Yellow Line Trains	

Crowd Reduction Plan: Board Voted 6-0 on the Measure

**Approved an ordinance to Re-electing Terry Peterson to continue as
Chairman of the Chicago Transit Board**

Official CTA Press Release

Wednesday September 12th, 2012

Enhanced bus, rail service changes go into effect in December

The Chicago Transit Board today approved a wide-ranging plan that will add bus and train service to high-demand routes across the entire city, reducing uncomfortable crowding and helping meet growing ridership demand. The Plan is the equivalent of \$16 million in added service to bus and rail routes that are used by more than 76 percent of CTA's customers. All of this comes at no additional cost to taxpayers and riders.

Beginning in mid-December 2012, the Crowding Reduction Plan will add service to 48 bus routes, including the busiest and most crowded bus routes in the city, during peak times. It will also add 17 rail trips to the Red, Blue, Brown, Purple, Orange and Green lines during weekday rush periods to ease crowding on trains. The Red, Brown and Blue Lines will also see significant increases in weekend service. The Plan will discontinue 12 duplicative or low-ridership routes and discontinue three segments on three routes—nearly every one of which has a nearby transit alternative. The plan will also renegotiate or discontinue nine contracted bus routes that are currently subsidized by the CTA. Savings from these changes will be reinvested into the additional service.

The additions to service will reduce the time between trains and buses and lower peak crowd loads by 10 to 15 percent in most cases. Through the first half of 2012, CTA's ridership growth was higher than nearly every other major U.S. transit system. Through July 2012, total ridership has risen 3.4 percent for the year, with rail ridership increasing 5.3 percent (up 6.6 million rides) and bus ridership up more than 2 percent (nearly 3.7 million rides). The Plan was developed in partnership with Northwestern University's Transportation Center (NUTC), which analyzed ridership and other data to determine the best course for the CTA system. The Board approved the plan following a public hearing on September 4, 2012.

Official Statement from CTA President Forrest Claypool

"At a time when CTA ridership is growing and trains and buses are increasingly packed during rush hour periods, we're pleased that the Board approved more service for the most customers. It will provide our customers with a faster and more comfortable transit experience. Leading up to December 16, we will provide detailed updates to the public on how the changes will affect them. I encourage riders to visit www.transitchicago.com for information, which we will continue to update to keep our customers informed."