

Rail System Reroute

In the summer of 1992, the Howard and Dan Ryan rapid transit lines will be combined into one route, linking the two most heavily-used parts of the CTA rail system.

These lines will be connected by a new one-mile-long subway running between the State/Roosevelt station on the Howard line and the Cermak/Chinatown station on the Dan Ryan line.

At that same time, Lake Street and Englewood-Jackson Park trains will be combined on an all-elevated route, using the Lake Street and Wabash Avenue sides of the Loop Elevated.

BACKGROUND

The **Lake-Dan Ryan** route has been operating since 1969, when the new Dan Ryan line was connected to the Lake Street 'L'. This gave new direct service between the south and west sides of the city.

The **Howard-Englewood-Jackson Park** route has operated as CTA's "mainline" for much of this century. Ridership on both the north side (Howard) and south side (Englewood-Jackson Park) was about equal during most of the time of its operation.

However, starting in the mid-1970's, major ridership shifts began occurring, with traffic increasing on the Howard and Dan Ryan lines, and decreasing on the Lake and Englewood-Jackson Park lines.

PROBLEMS NEEDING SOLUTIONS

For several years, more than twice as many people have ridden the Howard line as the Englewood/Jackson Park lines. And twice as many people have ridden the Dan Ryan line as the Lake Street line.

The shift in ridership has caused problems for us in the efficient utilization of rail cars. By pairing the most heavily used lines and the lesser traveled lines, we are better able to provide capacity for all of our riders when and where it is needed.

Another important factor in our planning is the rapid transit line to Midway Airport, which is scheduled to begin operations in late 1992/early 1993. That route will operate on the Loop elevated structure. To add these riders to the numbers already using the Evanston Express, Ravenswood and Lake-Dan Ryan lines would create passenger traffic volumes that could seriously impede the efficient and safe boarding of trains.

The best solution to all of these problems is to create a new north-south "mainline" utilizing the State Street Subway. With this routing we properly match ridership and schedule demands on four existing rail lines, and provide for the smooth addition of brand new service for our passengers.

BENEFITS

The routing of Howard-Dan Ryan trains through the State Street Subway will allow us to increase the number of trains operating during peak travel periods. This should result in less crowded conditions for our passengers, even though we anticipate a ridership growth.

Dan Ryan riders will have better access to the growing south Loop, with stops at Harrison/State and Roosevelt/State.

Access to Chinatown and Comiskey Park from the Central Business District will be improved.

Service levels on the Lake-Englewood-Jackson Park will not be changed because of the rerouting.



New Howard-Dan Ryan connection at 18th Street is shown in the foreground. A southbound Dan Ryan train on the current route passes by the new Midway rail line connection, now under construction.

"A" & "B" STOP CHANGES

When the rail rerouting is completed, there will be several changes in the "A" & "B" skip-stop pattern on the new lines:

Howard-Dan Ryan line:

<i>Train stop</i>	<i>Now</i>	<i>Will change to:</i>
63rd	A	AB - (all stop)
Garfield	B	AB - (all stop)
47th	A	AB - (all stop)
Cermak-Chinatown	B	AB - (all stop)
Harrison-State	B	AB - (all stop)

This change will reduce waiting time by half for riders at these stations and will eliminate having to change between "A" and "B" trains for trips along the Dan Ryan portion.

Overall trip time from 95th to downtown will remain about the same, due to the new, faster subway route north of the Chinatown station.

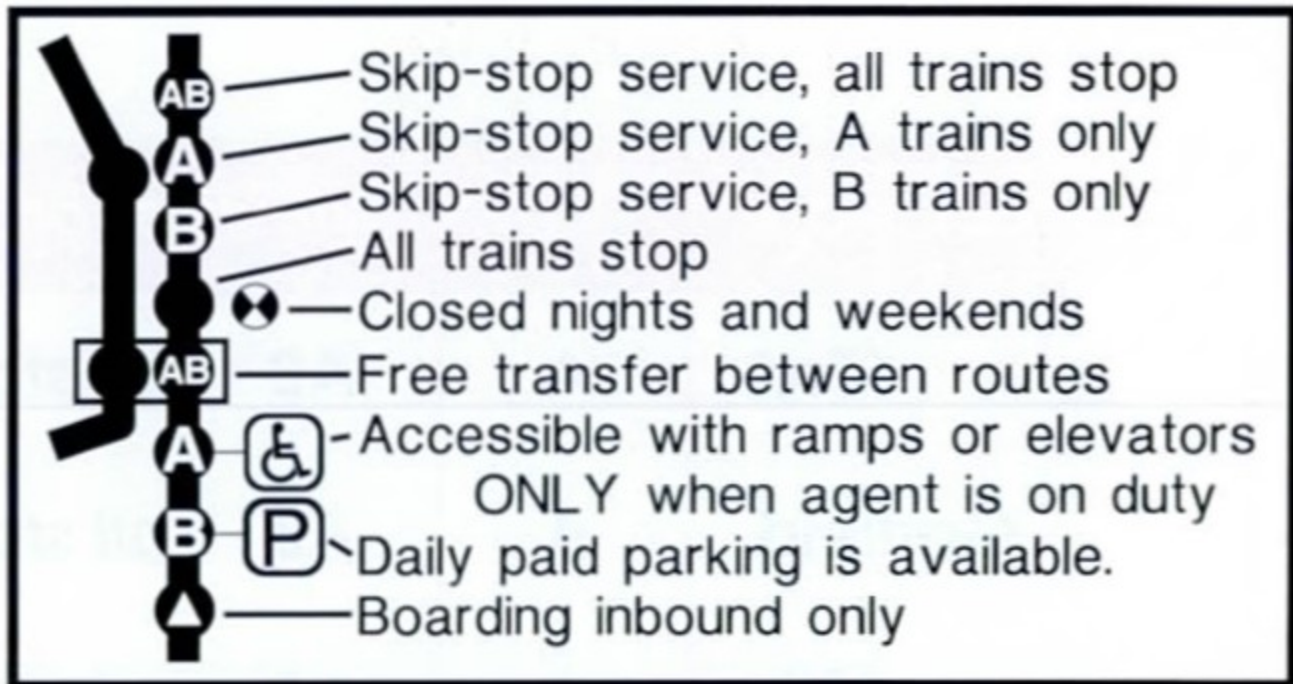
Lake-Englewood-Jackson Park line:

<i>Train stop</i>	<i>Now</i>	<i>Will change to:</i>
Indiana	A	B

This will balance the number of "A" and "B" riders along the line.

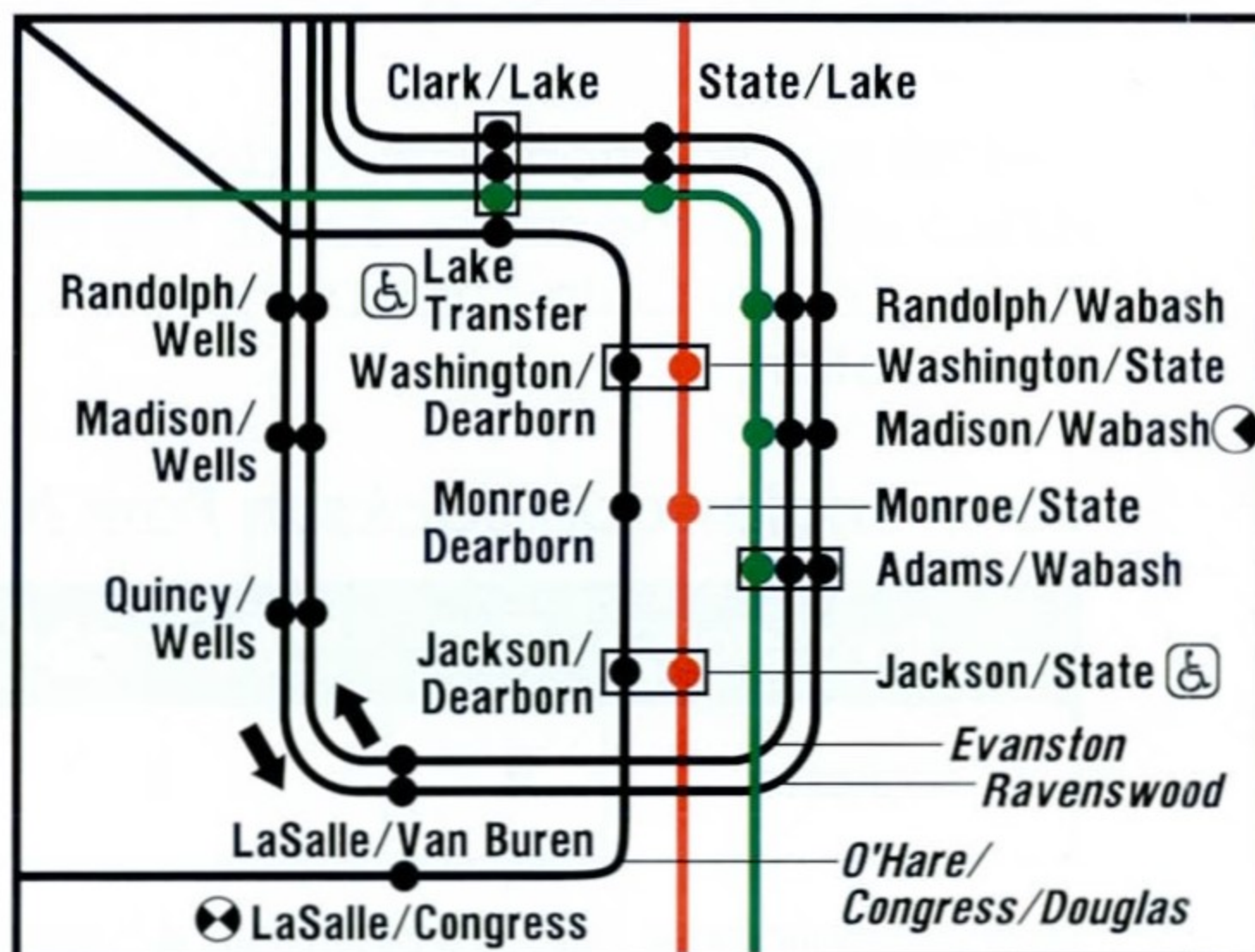
Howard

Map Legend

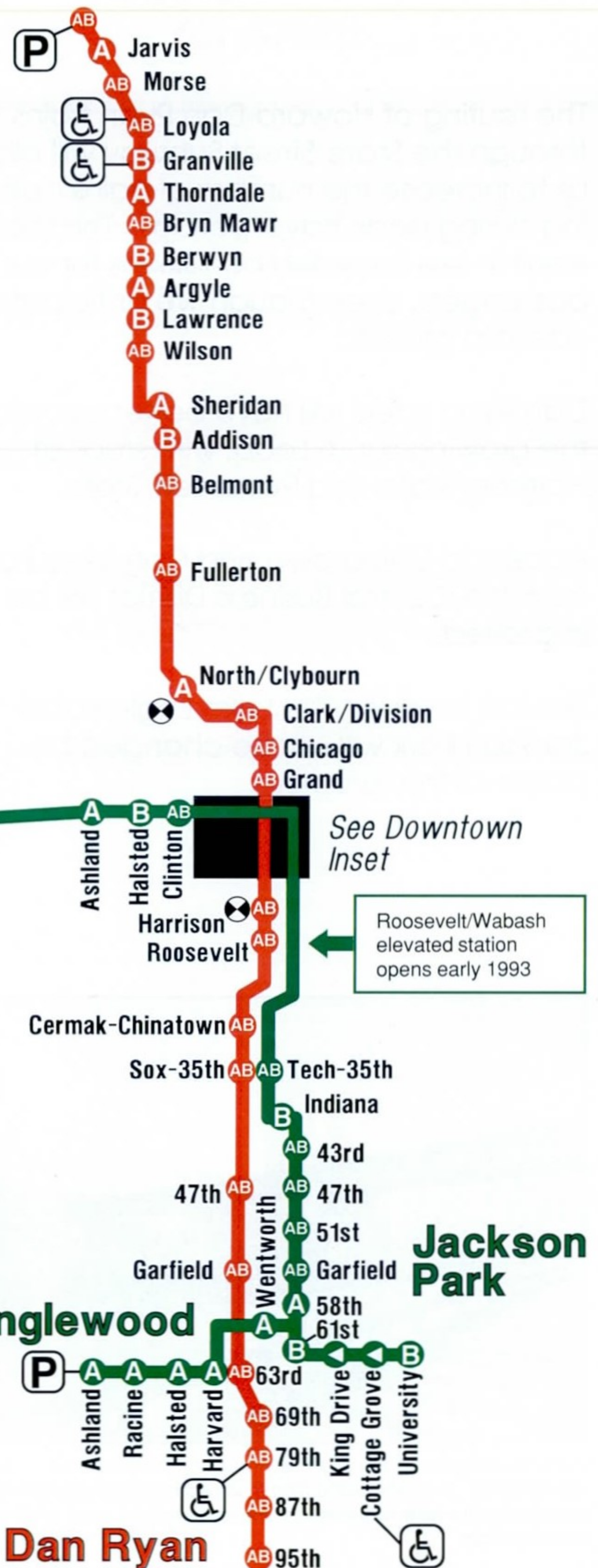


Harlem
Oak Park
Ridgeland
Austin
Central
Laramie
Cicero
Pulaski
Homan
Kedzie
California

Lake Street



Downtown Inset



FINANCING

The \$142 million cost of the project is being funded through the Interstate Transfer Fund (money that was formerly designated for the Crosstown Expressway). 85% of the cost is paid for by the Federal Government (through the Urban Mass Transportation Administration). The remaining 15% is paid for by the Illinois Department of Transportation.

These funds cover the cost of the new subway linking the two lines, the expanded yards at Howard and 98th Street, a new maintenance shop at Howard, new turn-back facilities at Howard, and various train control and electric power projects.

QUICK STATS

(some subject to change)

LAKE-ENGLEWOOD-JACKSON PARK

One way trip - Harlem to Ashland or University	19 miles
One way trip time	44 - 50 minutes
Equip. required—rush hours	162 cars — 27 trains
Equip. required—off peak	84 cars — 14 trains
Trains - round trip - weekday	202 NB and 206 SB
Frequency in rush hour	5 - 6 minutes
Frequency - most times	7 - 8 minutes
Entering weekday riders	About 62,000
Number of stations on line	36
Number of bus route connections	70

HOWARD-DAN RYAN

One way trip - Howard to 95th terminal	22 miles
One way trip time	50 - 55 minutes
Equip. required—rush hours	248 cars—31 trains
Equip. required—off peak	96 cars—24 trains
Trains - round trip - weekday	235 NB and 242 SB
Frequency in rush hour	3.5 - 4 minutes
Frequency - most times	5 - 8 minutes
Entering weekday riders	About 170,000
Number of stations on line	33
Number of bus route connections	82