

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**





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Brown Line History

For more than a century, the Brown Line has served as a vital artery to the neighborhoods and businesses of Chicago's Northwest Side. It is one of CTA's busiest rail lines, serving more than 66,000 customers each weekday, with 19 stations from Kimball on the north to the downtown Chicago Loop. Since 1998, ridership has increased by 27 percent, which is the highest rate of growth anywhere in CTA's rail system. Since the mid-1990s, CTA has made operational changes to accommodate demand on the Brown Line, including having Purple Line trains stop at Brown Line stations from Belmont to downtown Chicago, extending service hours, providing additional trips during afternoon rush hours, and resuming service to the Loop on Sundays. Despite these service adjustments, trains are too often crowded for all waiting customers to board.

Brown Line Capacity Expansion Project

The Three-Track construction project is part of the larger \$530 million Brown Line Capacity Expansion Project currently under way, which will modernize 18 stations and result in the following benefits:

- A better commute and less waiting on the Brown Line due to wider and longer platforms that accommodate eight-car trains instead of the current six-car trains.
- New elevators or ramps and gates to make stations more accessible to seniors and customers with disabilities.
- Modern stations, which will include brighter lighting, heaters, windbreaks, new benches and information kiosks.
- An upgraded signal system to provide more dependable service.
- An upgraded power delivery system to provide sufficient power for longer Brown Line trains.



Rendering of Fullerton CTA Station.



Rendering of Belmont CTA Station.

What you can do to prepare for Three-Track

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Longer travel times, slower boarding and more crowded trains will be unavoidable, especially during peak travel times. Please bear with us while we rebuild these stations to serve you better. The CTA offers these recommendations to help you better manage your commute:

- Consider varying the time of day that you travel on the CTA. If possible, try to shift your commute away from the peak times of each rush period (7:30 a.m. to 8:30 a.m. and 5 p.m. to 6 p.m.).
- Consult the CTA Bus & Rail Map to determine alternate routes of travel. The map will provide information on bus routes and rail lines to help you get to your destination. An updated map, which will reflect Three-Track operations, will be available online at www.transitchicago.com in mid-March and at CTA rail stations shortly thereafter.
- Read the customer alerts that are posted at the rail stations you frequent. These will advise you of bus alternatives to rail service.
- Call the RTA's Travel Information Center (836-7000 from any local area code) or visit www.transitchicago.com and click on the RTA Trip Planner for assistance in planning an alternate travel itinerary.
- Visit www.transitchicago.com and www.ctabrownline.com.
- Visit www.metrarail.com for Metra schedule and fare information.
- Consider CTA's Bike & Ride program, which allows bicycles on all train routes and on buses equipped with bike racks (bicycles are not permitted on trains Monday through Friday from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.). Please use common sense when attempting to bring a bicycle on a crowded train.

What is Three-Track and why is it necessary?

There are four tracks serving the Fullerton and Belmont stations on which the Brown Line, Red Line and Purple Line Express operate. In order to increase the size of the platforms and install elevators to make these stations accessible to seniors and customers with disabilities, it is necessary to move some tracks while construction is underway. The CTA will close one track at a time, which means the current four-track operation will be reduced to three tracks.

This reduction in tracks will allow CTA to upgrade the Fullerton and Belmont stations in the most efficient manner possible.

Most importantly, the Brown Line, Red Line and Purple Line Express will continue to run and the Fullerton and Belmont stations will remain open throughout the project.

Three-Track operations will be very similar to major road construction projects, which require lane closures and encourage commuters to consider alternate routes of travel.

When does Three-Track construction begin?

Three-Track construction will occur in several phases. Phase I construction, in which the greatest impact will be on northbound travel during the p.m. rush, will begin no earlier than April 2, 2007 if all signal and crossover work is completed and passes tests for reliability. The various phases of Three-Track construction will continue through the remainder of the Brown Line Capacity Expansion Project. It is scheduled to be completed in December 2009.

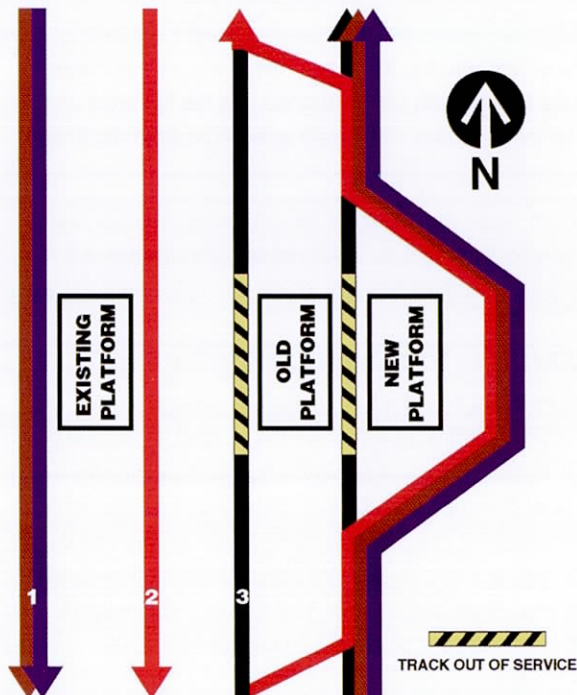


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What will occur at the Fullerton Station during Phase I of Three-Track?

During Phase I, track three, on which the northbound Red Line usually operates, and track four, on which the Brown Line and Purple Line Express usually operate, will not be in use. A new track four has been constructed on the east side of the station and all northbound trains will operate on it. The decrease from two northbound tracks to one will result in fewer trains, particularly during the p.m. rush.

Northbound customers will be able to board trains or exit the station from the new, adjacent platform that currently serves Brown Line and Purple Line Express trains.



Brown Line, Red Line and Purple Line Express trains will share new northbound track at Fullerton.

Proposed Supplemental Rail Service

Because rail service levels will be reduced and trains will fill up early in the route, the CTA proposes the following:

- Staging select Brown Line trains that would travel only along the heaviest used portion of the rail route in order to provide for customers who board at stations closer to the Loop.
- Increasing service on the Blue Line, which is a convenient option for many, between Jefferson Park and UIC/Halsted.

The CTA recommends that you consult the CTA Bus & Rail Map to identify which bus routes could serve as viable alternatives to the rail system for your commute or visit the RTA Trip Planner that is available on the CTA's web site. An updated map, which will reflect Three-Track operations, will be available online at www.transitchicago.com in mid-March and at CTA rail stations shortly thereafter.

Metra also offers train service along three lines that serve this corridor:

- Union Pacific District North Line
- Union Pacific District Northwest Line
- Milwaukee District North Line

For Metra schedule and fare information, visit www.metrarail.com.

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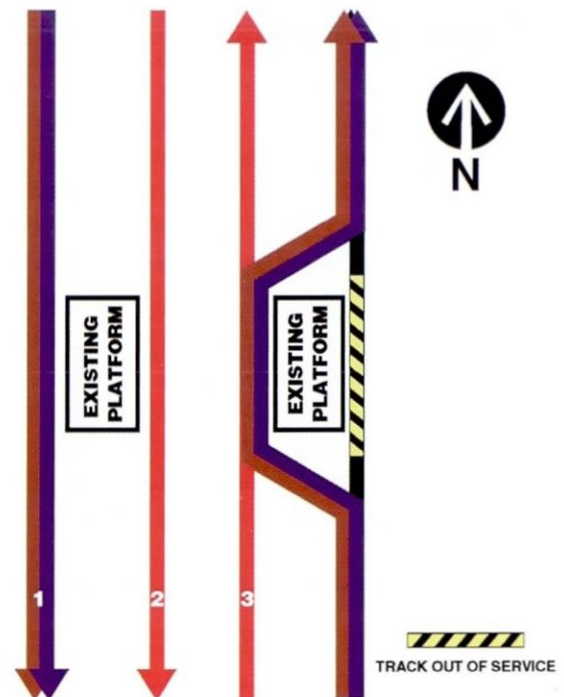
In addition, the following bus routes also provide service or connections between the Loop and the North Side. Routes indicated with an asterisk (*) travel to downtown or North Michigan Avenue:

#8 Halsted	#76 Diversey
#9 Ashland	#77 Belmont
#X9 Ashland Express	#78 Montrose
#20 Madison*	#80 Irving Park
#X20 Washington/Madison Express*	#X80 Irving Park Express
#36 Broadway*	#81 Lawrence
#49 Western	#82 Kimball/Homan
#X49 Western Express	#84 Peterson
#50 Damen	#92 Foster
#52 Kedzie/California	#136 Sheridan/LaSalle Express*
#53 Pulaski	#143 Stockton/Michigan Express*
#56 Milwaukee*	#144 Marine/Michigan Express*
#65 Grand*	#145 Wilson/Michigan Express*
#66 Chicago*	#146 Inner Drive/Michigan Express*
#70 Division	#152 Addison
#72 North	#155 Devon
#73 Armitage	#156 LaSalle*
#74 Fullerton	

CTA plans to stage additional buses at key locations to supplement these routes as necessary.

What will occur at the Belmont Station during Phase I of Three-Track?

During Phase I, track four, the outer northbound track, on which the Brown Line and Purple Line Express usually operate, will not be in use. Instead, these two rail lines will share track three with northbound Red Line trains. The decrease from two northbound tracks to one will result in fewer trains, particularly during the p.m. rush.



Brown Line, Red Line and Purple Line Express trains will share northbound track at Belmont.



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Effects of Three-Track on CTA Service

Which rail lines will be affected?

The **Brown Line**, **Red Line** and **Purple Line Express** all travel through the Fullerton and Belmont stations and, therefore, will be impacted by Three-Track.

How will service be affected?

Many plans were considered for the widening of the platforms at the Fullerton and Belmont stations. Three-Track is the least impactful option, affects the fewest number of customers, and is the most cost-effective option that allows CTA to continue providing service to these stations throughout the construction period.

Service reductions will occur during the a.m. and p.m. rush periods on the **Brown Line**, **Red Line** and **Purple Line Express**. During Phase I, the greatest impact will occur on northbound service during the p.m. rush. If you are able, we encourage you to shift your commute time to travel a bit earlier or later — just as you would for a road construction project.

To help reduce crowding at platforms and improve the flow of traffic, the **Purple Line Express** will operate counterclockwise around the Loop, just like the **Brown Line**. This means that the Washington/Wells station will be the first Loop stop, and the Clark/Lake station will be the last.

Alternate Routes and Proposed Increases to Bus Service

How will CTA help me get where I want to go during Three-Track?

The area impacted by Three-Track has an extensive bus network that complements rail service. In the corridors served by the Brown Line, Red Line and Purple Line Express, there are more than **40 bus routes** that could be used as alternate transportation, **including nine lakefront express routes that provide direct service to and from the Loop** during rush periods. In addition to recommending that you consider traveling earlier, later or using an alternate route, **the CTA proposes to increase bus service on several routes that serve the same area as the Brown Line**. These service increases will be monitored and adjusted as needed.

- During the morning rush period (6 a.m. to 9:30 a.m.), CTA plans to increase service southbound on the:
 - #11 Lincoln/Sedgwick
 - #22 Clark
 - #134 Stockton/LaSalle Express
 - #135 Clarendon/LaSalle Express
 - #151 Sheridan
- During the evening rush period (3 p.m. to 6:30 p.m.), CTA plans to increase service northbound from the Loop on the:
 - #11 Lincoln/Sedgwick
 - #22 Clark
 - #147 Outer Drive Express
 - #148 Clarendon/Michigan Express



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www.transitchicago.com

www.ctabrownline.com

1-888-YOUR-CTA

(TTY: 1-888-CTA-TTY1)

836-7000 – Travel Information

(TTY: 312-836-4949)