

Three-Track Phase 2

Spring 2008

**Leave early.
Leave late.
Alternate**

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

**Modernization of
Fullerton and Belmont CTA Stations**



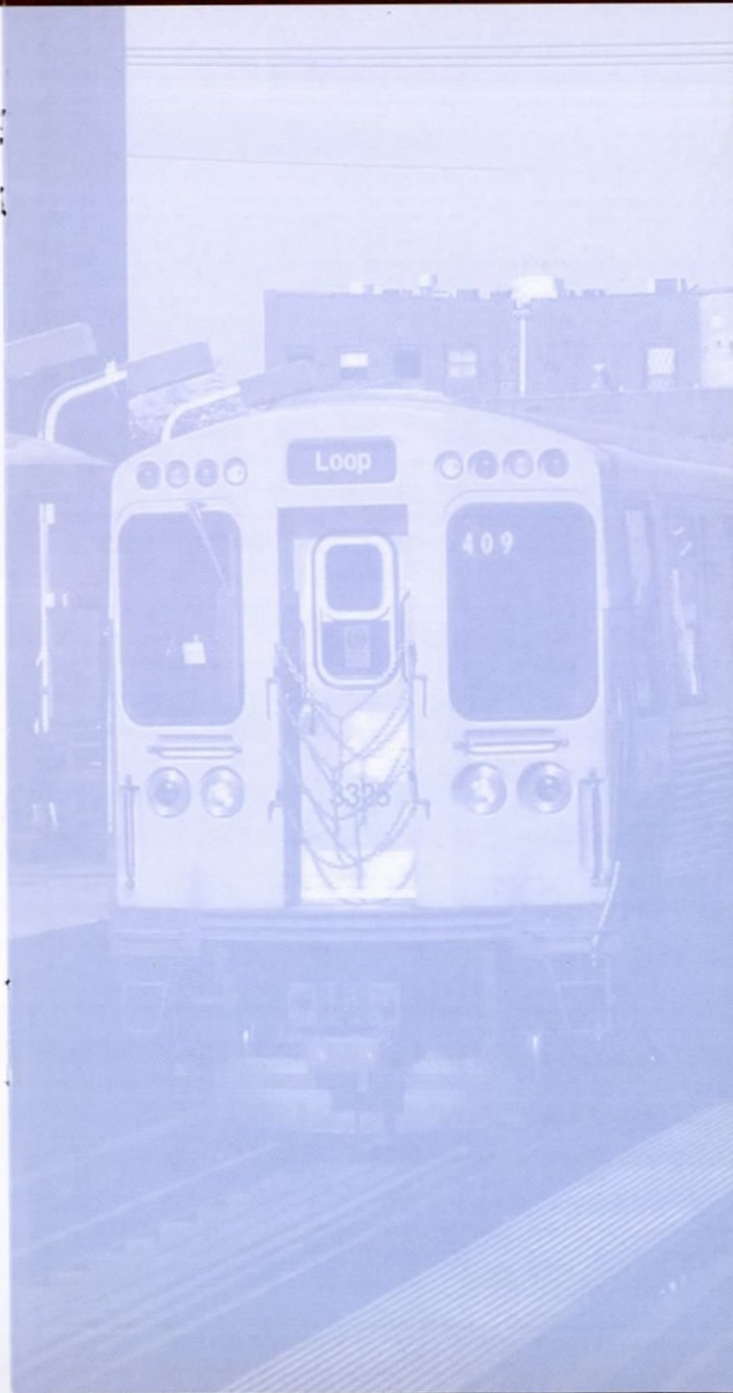
Brown Line Capacity Expansion Project

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 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.

What is Three-Track and why is it necessary?

During Three-Track construction, Brown Line, Purple Line Express and Red Line trains operate on three tracks instead of four at the Belmont and Fullerton stations. This temporary reduction in tracks allows the CTA to upgrade the Fullerton and Belmont stations in the most efficient manner possible, keeping both stations open and maintaining rail service during work to widen platforms and reconfigure tracks. The specific track to be taken out of service will vary during the course of the Three-Track project.



LEAVE EARLY. LEAVE LATE. ALTERNATE.



Rendering of Fullerton CTA Station.



Rendering of Belmont CTA Station.

Operating trains on one less track at Belmont and Fullerton results in more crowded trains and longer commutes for riders on the Brown Line, Purple Line Express and north branch of the Red Line.

Since Three-Track operation began in April 2007, some important milestones have been reached:

- New, more spacious platforms at Brown Line stations now accommodate 8-car trains for easier boarding during morning and evening rush periods. The introduction of eight-car service on the Brown Line is nearly 15 months in advance of the original schedule.
- By March 30, northbound Red Line trains at those stations will have resumed operating on Track 3, the inner northbound track, improving the northbound evening commute.
- Eight Brown Line stations have been renovated since the Brown Line Capacity Expansion Project began: Kimball, Kedzie, Francisco, Rockwell, Western, Montrose, Addison and Sedgwick.

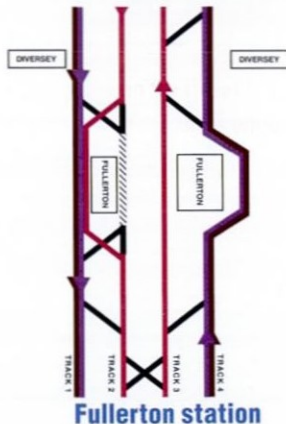
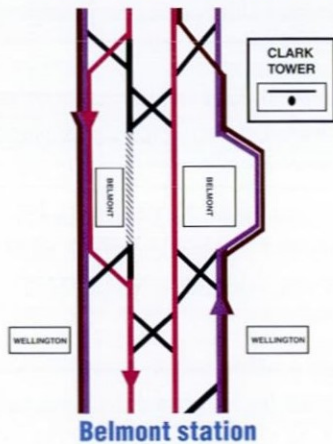
Progress to improve the Brown and Red Lines continues with the next phase of Three-Track operation, which is scheduled to begin March 30, 2008.

The second phase of Three-Track construction is scheduled to be completed by June 2009.

What will occur at the Belmont and Fullerton stations during Phase 2 of Three-Track?

Track 2, on which the southbound Red Line usually operates, will be removed from use for reconstruction. Southbound Red Line trains will share Track 1 with Brown Line and Purple Line Express trains. All southbound riders will board and exit trains from the same side of the platform at Belmont and Fullerton, the west side of the southbound platform.

Three-Track configuration



What you can do to prepare for Three-Track

Leave early. Leave late. Alternate.

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 hour of the morning rush period (7:45 a.m. to 8:45 a.m.).
- Plan alternative ways to get to your destination. Please visit transitchicago.com and ctabrownline.com, or call the RTA's Travel Information Hotline (836-7000 from any local area code) for assistance in planning an alternate travel itinerary.
- Consider CTA's Bike and Ride Program, which allows bicycles on all train routes and on buses that are 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.

Southport and Diversey stations reopen; Paulina and Wellington stations temporarily close

Paulina and Wellington stations will close for renovation on March 30. While the stations are under construction, Brown Line trains will bypass both stations.

Also on March 30, CTA's Southport station will reopen and a temporary station at Diversey will open. Both stations had been closed for construction and will now accommodate eight-car trains. Using a temporary station at Diversey makes it possible to reopen for service nearly three months earlier than originally planned. Work to install elevators and complete the stationhouse at Diversey will continue throughout the spring.

Construction to eliminate slow zones occurring along the north branches of the Red Line and the Brown Line will begin Spring 2008

This project will replace deteriorated track elements (ties, rail etc.) so that existing slow zones are eliminated, future slow zones are prevented and track safety is maintained.

- On the Brown Line, weeknight and weekend work will occur. During various times, trains will operate in both directions on the same track between Belmont and Western.
- On the north corridor of the Red Line, weeknight and weekend work will occur. During various times, Red Line trains will be rerouted to the Purple Line Express tracks between Addison and Lawrence.

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?

The decrease from two southbound tracks to one at the Belmont and Fullerton stations will result in fewer trains, particularly during the a.m. rush.

To help ease the impact, the CTA will begin operating eight-car trains on the Brown Line during morning and evening rush hours. The morning rush occurs from 6 a.m. to 9:30 a.m. The evening rush occurs from 3 p.m. to 6:30 p.m.

The CTA recommends riders allow extra travel time and leave earlier or later during peak travel times, especially during the morning rush. The busiest period during the morning rush occurs from 7:45 a.m. to 8:45 a.m. Service reductions, waiting times and crowded trains will be greatest during these times.

Alternate Routes and Increases to Bus Service

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

The recent expansion of platforms at Brown Line stations makes it possible to operate 8-car trains instead of 6-car trains on the Brown Line, allowing greater capacity on each train. Further, the CTA will monitor train loads and add additional trains south of the Three-Track corridor to help alleviate crowding.

Purple Line Express trains will continue to operate on the outer track in the Loop – the same side currently used by the Brown Line – to make it easier for riders to board either route and exit the Loop at the first opportunity.

Additional service will also be provided on the Blue Line to provide alternative service. Select Blue Line trains will operate between Jefferson Park and UIC-Halsted at key rush periods to accommodate the highest concentration of riders on that segment of the route.

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

■ During the morning rush period (6 a.m. to 9:30 a.m.), CTA will have additional southbound service on the:

- #11 Lincoln/Sedgwick
- #22 Clark
- #134 Stockton/LaSalle Express
- #135 Clarendon/LaSalle Express
- #147 Outer Drive Express
- #148 Clarendon/Michigan Express
- #156 LaSalle

In addition, the following bus routes also provide service or connections between the Loop and the North Side:

- | | |
|---------------------------------|-----------------------------------|
| #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 | #132 Goose Island Express |
| #53 Pulaski | #136 Sheridan/LaSalle Express |
| #56 Milwaukee | #143 Stockton/Michigan Express |
| #65 Grand | #144 Marine/Michigan Express |
| #66 Chicago | #145 Wilson/Michigan Express |
| #70 Division | #146 Inner Drive/Michigan Express |
| #72 North | #151 Sheridan |
| #73 Armitage | #152 Addison |
| #74 Fullerton | #155 Devon |

The CTA system is very comprehensive and provides multiple transit options throughout the city. 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.



transitchicago.com

ctabrownline.com

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