

FAIR TRANSIT FOR SOUTH COOK COUNTY



*Toni Preckwinkle, President
Cook County Board of Commissioners*

Transportation Committee - September 25, 2019

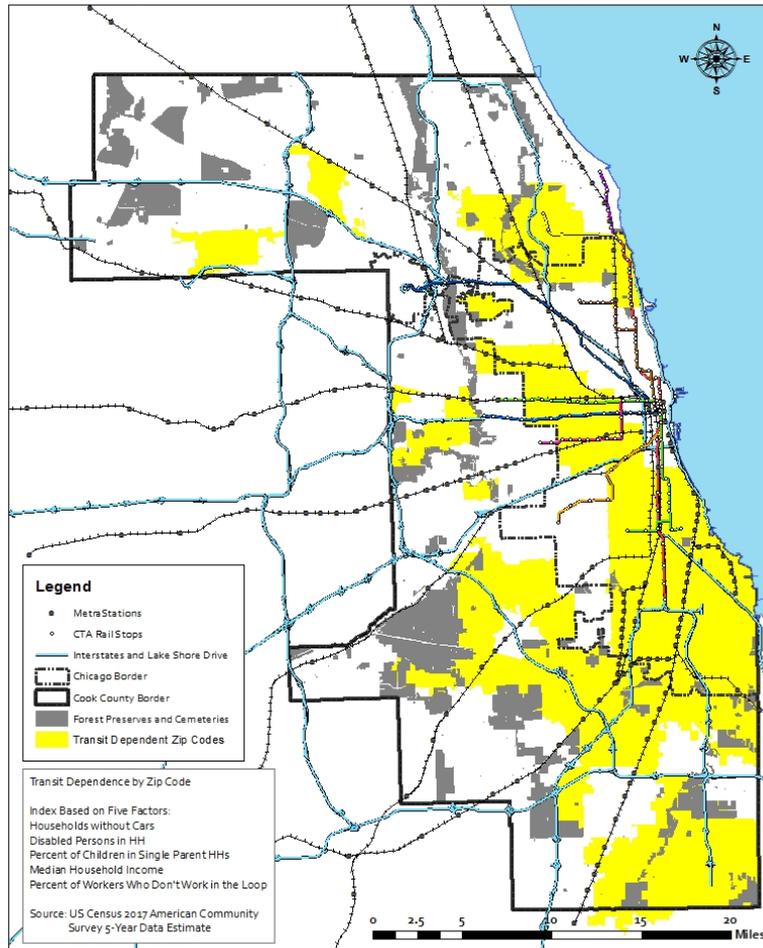
Deborah Sims, Chairman

Luis Arroyo Jr., Vice Chairman

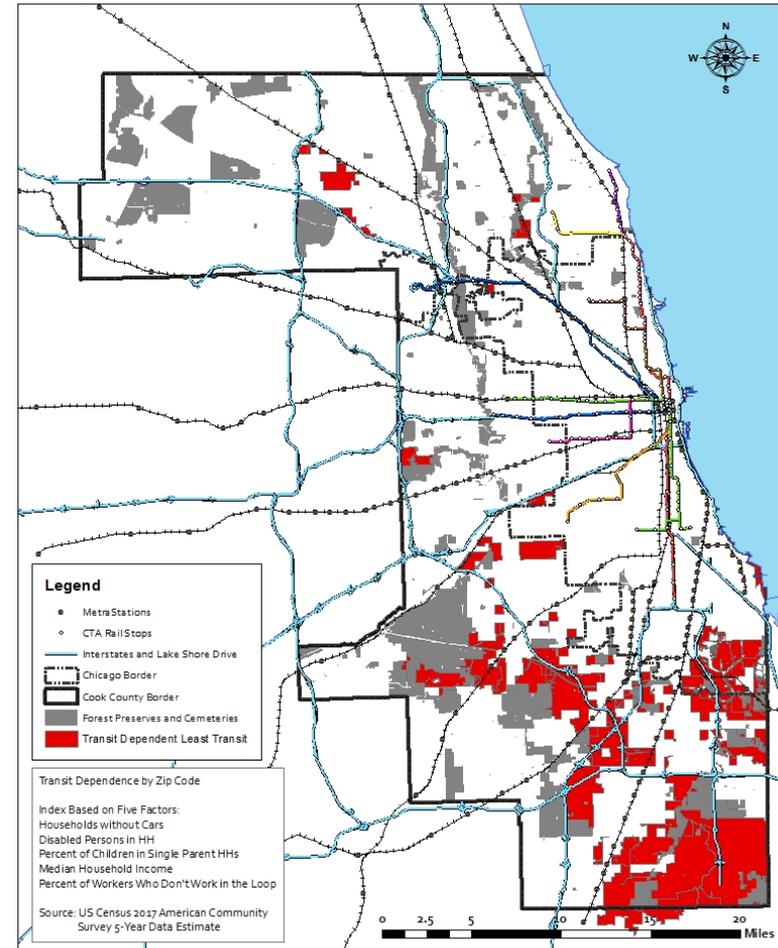
SOUTH COOK REGION

TRANSIT ACCESS

Transit Dependent Cook County Zip Codes (Bottom 40%)

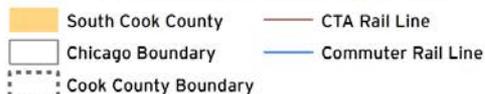
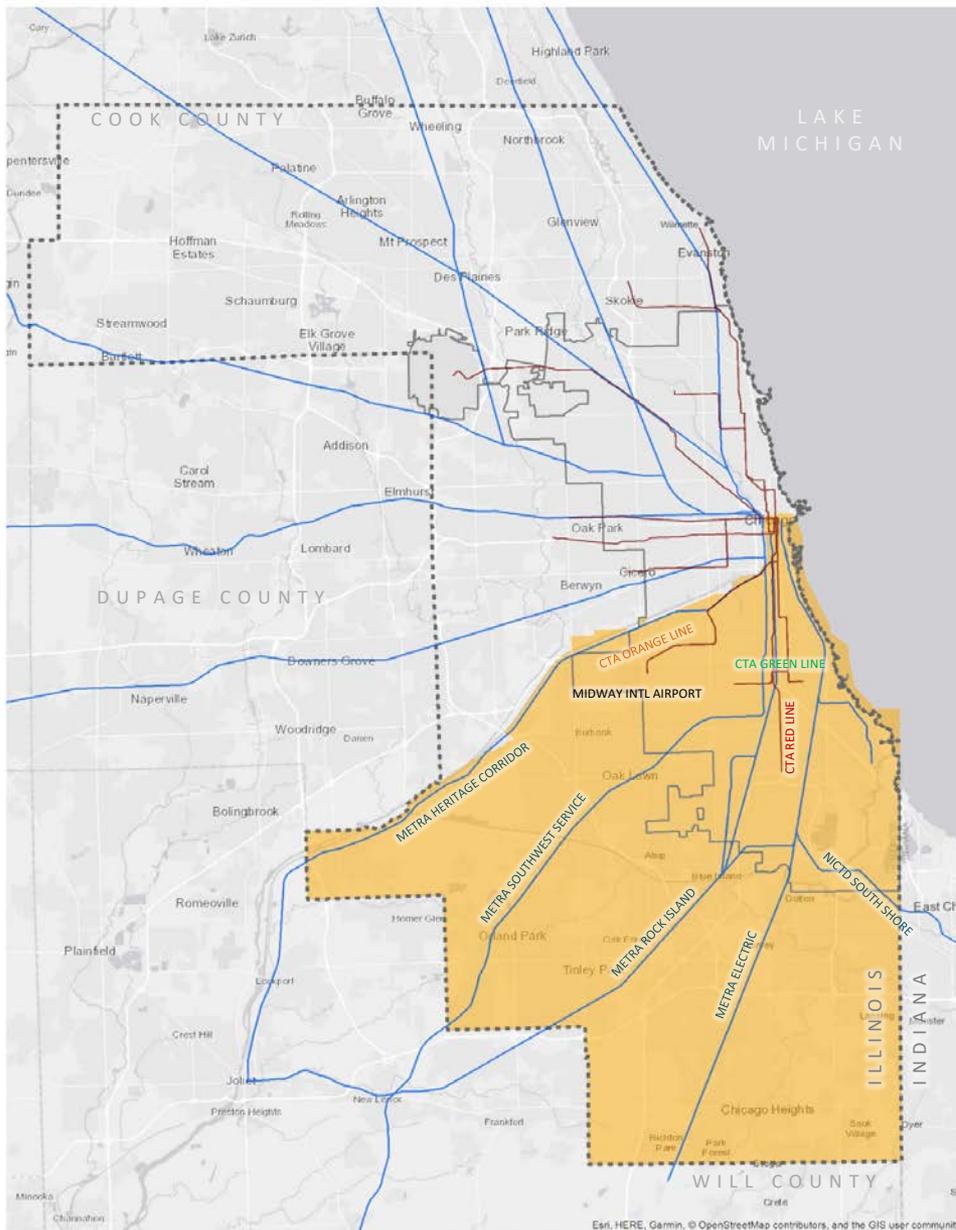


Transit Dependent Areas with Least Access to Transit



STUDY AREA

- Carried out a high-level assessment of transit market in south Cook County
- Head-to-head comparison of eight proposed transit scenarios
- Tested impact of potential improvements
 - Service and policy changes
 - Major capital investments
- Discussed results with transit agencies
 - Further refined scenarios;
 - Began laying the groundwork for a future Cook County transit plan
- Study provides guidance for future county-wide transit plan
 - How/where should DOT resources be focused?



POPULATION AND INCOMES

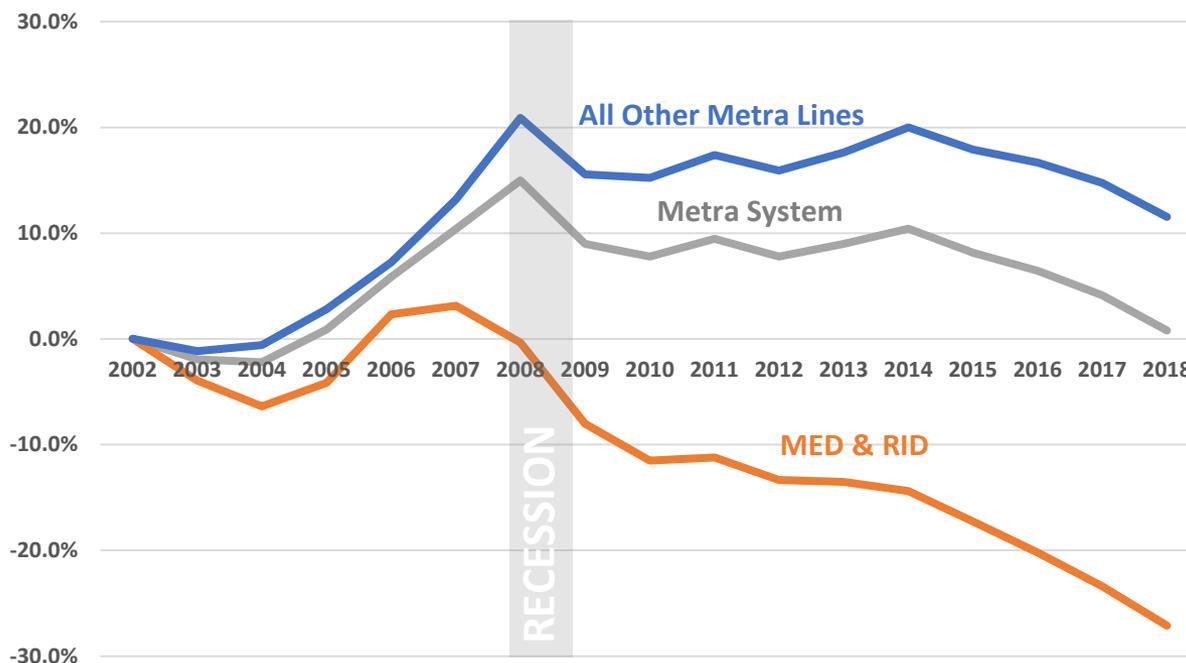
	SOUTH COOK COUNTY				COOK COUNTY			
	2000	2017	CHANGE 2000-2017	% CHANGE 2000-2017	2000	2017	CHANGE 2000-2017	% CHANGE 2000-2017
POPULATION	2,052,198	1,948,847	-103,351	-5.0%	5,376,700	5,227,600	-149,100	-2.8%
White	759,313	585,031	-174,282	-23.0%	2,559,309	2,232,185	-327,124	-12.8%
African American	926,011	845,203	-80,808	-8.7%	1,392,565	1,223,258	-169,307	-12.2%
Latino	287,308	429,640	+142,322	+49.5%	1,069,963	1,312,128	+242,164	+22.6%
MEDIAN HH INCOME	\$41,914	\$50,958	\$9,044	21.6%	\$45,900	\$59,426	\$13,526	29.5%
UNEMPLOYMENT RATE	10.1%	13.7%			7.5%	9.7%		

- South Cook County has lost 103,000 residents since 2000 (69% of losses in Cook County)
- Cook County median household income is 17% higher than median household income for south Cook residents
- At 13.7%, the unemployment rate in south Cook is much higher than the average rate in the County

Source: US Census Bureau: 2000 Decennial Census and 2013-2017 American Community Survey

TRENDS IN METRA RIDERSHIP

Metra Annual Ridership - Percent Change from 2002

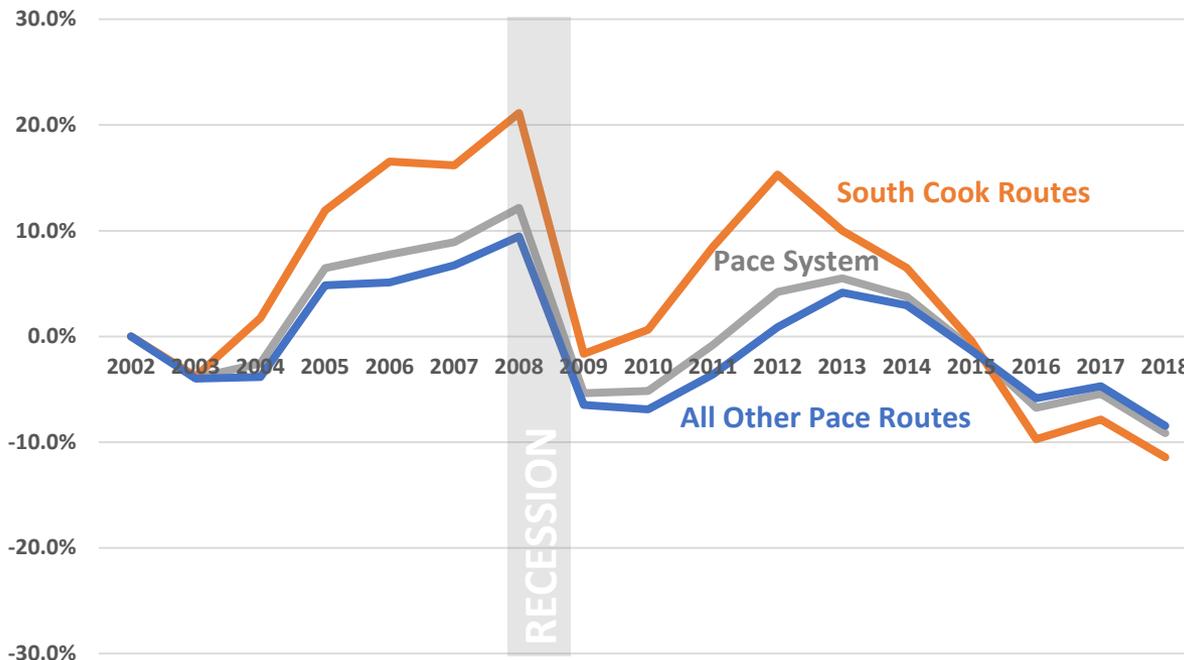


- **MED and RID provide vital transit services for south Cook residents**
 - 15.3 million trips in 2018
 - Nearly 20% of all trips on the Metra system

- **However, south Cook rail ridership is declining**
 - 5.7 million fewer rides since 2002 despite increases on other Metra lines and significant job growth in Chicago's CBD

TRENDS IN PACE RIDERSHIP

Pace Annual Ridership - Percent Change from 2002



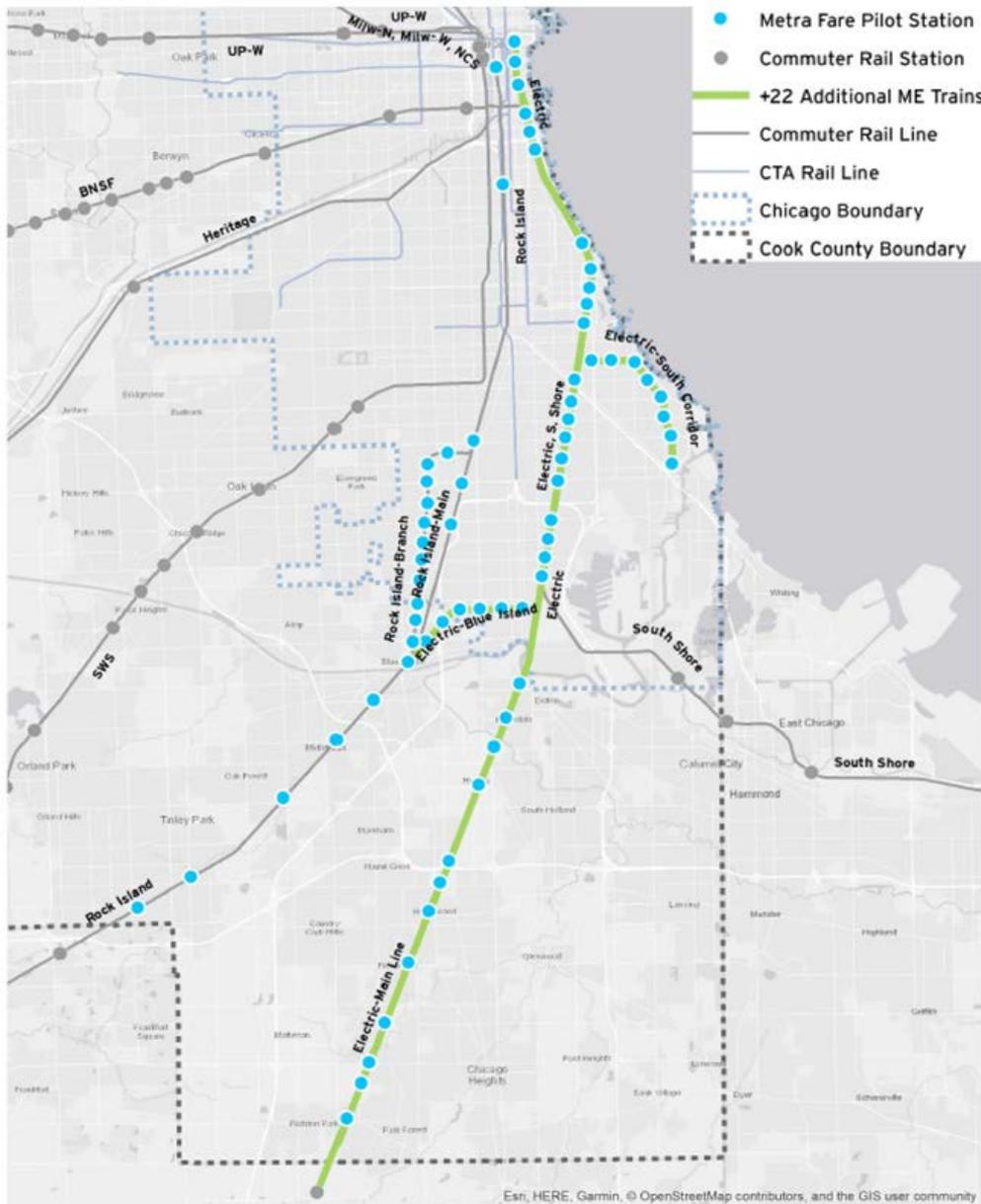
- South Cook Pace bus routes connect riders to the overall system
 - 6.2 million rides in 2018
 - Nearly 22% of all trips on Pace
- Pace ridership declines are greater in south Cook than in the rest of its system
 - 804,000 fewer rides in 2018 compared to 2002

SCENARIO ANALYSIS

PRELIMINARY SCENARIOS

- 1. Changes to Metra fares and transfers on MED and RID**
- 2. All-day frequent service on MED and RID**
- 3. Red Line Extension to 130th**
- 4. Red Line Extension to MED at 95th/CSU**
- 5. NICTD station at 130th/Altgeld Gardens**
- 6. Green Line Extension to MED at 63rd/Obama Presidential Center**
- 7. Link MED to O'Hare via frequent through service**
- 8. I-294 Flex Lane Express Bus Service**

MODELED SCENARIO



Key components:

- **Reduce fares on Metra Electric and Rock Island lines**
 - Parity with CTA within City limits
 - Discounted distance-based fares in suburban Cook County
- **Provide true fare integration with free transfers between Metra, Pace, and CTA**
 - Free transfers for all transit users
 - Revenue sharing between service boards
- **Add 22 trains per day to the Metra Electric District as described in Metra's 2019 Cost Benefit Analysis**

■ Fare Coordination ■ Information Coordination
■ Service Coordination ■ Physical Coordination

2
 Mile NORTH

RESULTS: BETTER SERVICE AND INCREASED RIDERSHIP AND REVENUE

- **Fare reductions drive growth in ridership on Metra service in south Cook**
 - Ridership increases are highest at Hyde Park, 63rd St, and Kensington on the ME and along the Beverly branch of the RI
 - Ridership doubles among inner ring suburbs on the ME and grows by 50% on the RI
 - CTA, Pace, and NICTD ridership decline, but net system ridership is positive

- **Additional frequency brings near-CTA levels of service to Hyde Park**
 - Frequency is not the primary driver of ridership increases
 - Additional service complements fare changes and provides needed capacity

	FAIR TRANSIT PILOT	
	Daily Ridership Delta	Daily Ridership % Change
CTA Bus	-23,400	-3%
CTA Rail	-7,900	-1%
Pace Bus	-2,900	-2%
Metra	+84,400	33%
NICTD	-1,800	-15%
Systemwide	+48,300	+2%
Net O&M Cost Impact		
+\$8.5		
Net Revenue Impact		
+\$11.9 million		

OTHER BENEFITS AND IMPACTS

- **Improved service now**
 - Higher quality, faster, and more frequent service for south Cook residents in the near-term
 - More riders using existing transit assets that are currently underperforming
 - Affordable access to the Chicago region's largest employment centers, including the central business district, Illinois Medical District, and the O'Hare office market
- **Net ridership increases, but some services will see losses**
 - CTA and Pace bus ridership may decline and require restructuring
 - CTA rail service may also decline as a result of people taking a more convenient and competitively priced Metra option
- **Reduced bus traffic lowers congestion and air pollution**

IMPLEMENTATION

PILOT OBJECTIVE

Demonstrate that we can provide better transit service for south Cook County residents by changing fare policies, increasing service on the Metra Electric Line, and improving coordination between Metra, Pace, and the CTA.



TRANSIT SYSTEM COORDINATION



Fare pilot must be done with the transit agencies

- **RTA**
 - Provides guidance on planning, regulatory changes, and securing state and federal funding if necessary
- **Metra**
 - Controls its fares, ME assets, determines schedules, and is a key beneficiary
- **CTA**
 - Manages contract with Ventra and operates bus and rail services that will be negatively impacted
- **Pace**
 - Operates bus services that will be impacted, but could restructure suburban services to provide better access to Metra Stations
- **Cook County**
 - Built the case for the pilot; advocates for and supports its implementation; included the pilot in its Illinois capital bill request

COORDINATING WITH OTHERS

- **USDOT and FTA**
 - Provide guidance on studying the impact of fare and service improvements
 - Approval of project and possible funds to conduct the pilot
- **State of Illinois**
 - Approval from IDOT for funding
 - Endorsement of project from Governor and other elected officials
- **CMAP**
 - Program federal funds, if any are secured
 - Provide planning assistance as needed
- **Local entities**
 - Approvals and endorsements from local elected officials
- **Civic Groups**
 - Advocate for the pilot
 - Support funding requests and grant applications
 - Encourage agencies to address the issues that need to be resolved between them



FAIR TRANSIT FOR SOUTH COOK COUNTY: A DEMONSTRATION PROJECT



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Superintendent

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