

November 2013 Performance Metrics

The purpose of CTA's monthly performance metrics is to set internal goals for agency performance to encourage improvement and establish accountability. Below is information that may be helpful in understanding the metrics for the month of November. An explanation to the single target missed by more than 10 percent and indicated by the red colored box is as follows:

The Big Gap Intervals on-time performance metric for Bus Operations was above its target in November. Big Gap Intervals was 4.8 percent, which is better than any of the previous six months but above the target of 4.0 percent. Big Gap Interval performance in recent months was affected by a number of events, including the five-month shutdown of the Red Line South for reconstruction between May and October, which led to an increase in bus ridership on the South Side as the CTA added more bus trips to accommodate displaced rail customers. The Big Gap Intervals measure in November was affected by factors including reroutes related to the Hot Chocolate race in Grant Park, the Magnificent Mile Lights Festival and the Thanksgiving Day Parade.

The Average Daily Percent of Bus Fleet Unavailable for Service was 16.4 percent in November, above the target of 12.6 percent. The CTA sets an aggressive target for bus availability, well below FTA guidelines of 20 percent unavailability. Following the completion of the Red Line South reconstruction project in October, bus shuttles and extra local bus service that were in place for the five months the Red Line South was closed were no longer needed. The CTA was able to double the number of buses it could take out of service for overhauls, as part of a previously announced plan by CTA to overhaul or replace all buses in its fleet. In addition, the CTA's Bus Maintenance division began a new improved inspection process in November that includes immediately performing necessary minor repairs and other preventative maintenance procedures, rather than scheduling those procedures and repairs for a later date – ending a process which effectively took vehicles out of service twice, once for the inspection and once for the identified repairs and procedures. This will accelerate preventative maintenance work with the long-term benefit of improved function and reducing the need for future work.

CTA Monthly Performance		2013 Monthly Target	2012 Monthly Average	Jan 2013	Feb 2013	Mar 2013	Apr 2013	May 2013	Jun 2013	Jul 2013	Aug 2013	Sep 2013	Oct 2013	Nov 2013	Definition
RIDERSHIP	Total Ridership (in millions)	42.7	45.5	42.5	40.8	44.1	45.1	46.2	44.2	44.6	45.2	46.1	48.7	42.3	Number of rides registered on the bus and rail systems. Rail ridership includes rail-to-rail transfers.
	Rail Ridership (in millions)	17.6	19.3	17.8	17.1	18.5	19.3	19.3	19.1	19.6	19.8	19.9	21.4	19.2	Number of rides registered on the rail system including rail-to-rail transfers.
	Bus Ridership (in millions)	25.1	26.2	24.7	23.7	25.6	25.8	26.9	25.1	25.0	25.4	26.1	27.3	23.1	Number of rides registered on the bus system.
	Total (Year to Date, in millions)	42.7	545.6	42.5	83.3	127.4	172.5	218.7	262.9	307.5	352.7	398.7	447.5	489.8	Number of rides registered on the bus and rail systems year-to-date. Includes rail-to-rail transfers.
	% Change Over Prior Year (Year to Date)	4.4%	4.5%	0.1%	-3.4%	-4.8%	1.5%	-2.9%	-3.8%	-2.5%	-2.8%	-2.6%	-2.7%	-3.0%	Number of rides registered on the bus and rail systems year-to-date (including rail-to-rail transfers) divided by the number of rides registered on the bus and rail systems previous year, year-to-date.
ON-TIME	Rail Delays of 10 Minutes or More	78	105	120	103	113	60	87	71	64	72	69	59	72	Rail Delays of 10 minutes or more reported to the Control Center by an Operator, a Controller or a Supervisor.
	% of Slow Zone Mileage	N/A	13.1%	14.6%	16.7%	15.5%	15.5%	16.1%	14.9%	11.0%	13.0%	10.8%	11.1%	11.1%	Miles of revenue track that have slow zones. Slow zones range from 6 mph to 35 mph.
	% of Big Gap Intervals, Bus	4.0%	4.0%	3.3%	3.8%	4.0%	4.4%	5.0%	5.5%	5.2%	5.0%	5.1%	5.0%	4.8%	Number of bus intervals (time between two buses at a bus stop) that are double the scheduled interval or greater than 15 minutes, divided by the total number of weekday bus intervals traveled during the month.
EFFICIENT	% of Bunched Intervals, Bus	3.0%	2.7%	2.2%	2.9%	2.7%	3.0%	3.7%	3.4%	3.0%	3.1%	3.8%	3.5%	3.1%	Number of bus intervals (time between two buses at a bus stop) that are 60 seconds or less divided by the total number of weekday bus intervals traveled during the month.
	Mean Miles Between Reported Rail Vehicle Defects	3,950	4,011	4,013	4,522	4,854	5,282	4,870	4,731	4,541	4,758	5,542	5,492	6,167	Miles traveled during the month divided by the number of reported defects for the month.
	Miles Between Reported Bus Service Disruptions Due to Equipment	5,000	5,425	4,847	4,601	5,271	4,872	4,622	6,279	4,653	5,023	7,228	5,930	6,232	Miles traveled during the month divided by number of reported service disruptions due to equipment for the month.
	Average Daily Percent of Bus Fleet Unavailable for Service	12.6%	12.8%	11.0%	11.0%	11.1%	11.4%	10.5%	11.0%	12.0%	12.5%	12.1%	13.6%	16.4%	Daily average number of buses unavailable for service for any reason divided by the total number of buses in the fleet.
SAFE	Average Daily Percent of Rail Fleet Unavailable for Service	11.0%	12.7%	12.8%	8.9%	8.1%	8.3%	8.5%	7.9%	8.5%	8.8%	8.8%	9.0%	9.2%	Daily average number of rail cars unavailable for service for any reason divided by the total number of rail cars in the fleet.
	Bus NTD Security-Related Incidents per 100,000 miles	N/A	0.13	0.20	0.07	0.17	0.25	0.18	0.12	0.14	0.16	0.05	0.24	0.17	Number of occurrences of bomb threats, robbery, larceny, burglary or arrests/citations for fare evasion, trespassing, vandalism, and assault on the bus system divided by travel miles divided by 100,000.
	Rail NTD Security-Related Incidents per 100,000 miles	N/A	0.14	0.07	0.11	0.09	0.07	0.10	0.05	0.14	0.07	0.11	0.05	0.07	Number of occurrences of bomb threats, robbery, larceny, burglary or arrests/citations for fare evasion, trespassing, vandalism, and assault on the rail system divided by travel miles divided by 100,000.
	Bus NTD Safety-Related Incidents per 100,000 Miles	N/A	0.43	0.34	0.42	0.29	0.51	0.41	0.64	0.88	0.43	0.40	0.49	0.50	Any event where one or more of the following occurs on the system: individual dies at the time or within 30 days of the event; one or more persons suffer bodily damage as a result of the event requiring immediate medical attention away from the scene; property damage in excess of \$25,000.
CLEAN	Rail NTD Safety-Related Incidents per 100,000 Miles	N/A	0.06	0.07	0.02	0.07	0.04	0.05	0.05	0.03	0.03	0.07	0.03	0.02	Any event where one or more of the following occurs on the system: individual dies either at the time or within 30 days of the event; one or more persons suffer bodily damage as a result of the event requiring immediate medical attention away from the scene; property damage in excess of \$25,000.
	Average Interior Rail Clean Inspection Score	90.0%	98.3%	97.7%	97.6%	98.1%	97.0%	98.4%	98.7%	97.3%	99.0%	98.0%	99.0%	98.0%	Monthly average Quality Inspection audit scores for the execution of Interior Cleans.
	Average Interior Bus Clean Inspection Score	85.0%	76.4%	79.1%	79.0%	73.5%	77.8%	83.7%	79.0%	83.8%	85.9%	86.4%	85.3%	83.6%	Monthly average Quality Inspection audit scores for the execution of Interior Cleans.
COURTEOUS	% of Customer Complaints Not Closed Out Within 14 Days	3%	0.9%	0.4%	1.0%	0.2%	0.5%	0.1%	0.1%	0.0%	1.0%	0.0%	1.0%	0.2%	Number of open and overdue complaints (complaints not closed out by a department within 14 days) as of the last day of the month divided by the total number of complaints received during that month.
	CTA Customer Service Hotline Average Wait-time (†)	0:02:00	0:01:20	0:01:41	0:02:04	0:01:54	0:00:54	0:01:04	0:01:03	0:01:48	0:01:41	0:05:01	0:04:00	0:01:04	Average number of minutes a customer waits on the CTA hotline before his/her call is answered.
	Reported Ramp Defects (Service Disruptions)	N/A	57	94	77	86	74	57	70	74	46	68	60	59	Number of reported lift and ramp defects that resulted in a disruption of service.
	% Buses with Defective AVAS	2.0%	0.7%	0.7%	0.5%	0.8%	0.9%	1.2%	1.8%	1.3%	1.2%	1.4%	1.1%	1.4%	The percent of buses that are experiencing navigation issues (not calling out stops for at least part of the day), broken operator log on screens, odometers reporting zero start Bus Link issues, meaning no data will be received from the bus. This does not measure defective destination signs.
Reported ADA Complaints	N/A	58	41	41	31	53	59	32	67	49	47	38	49	Number of reported complaints to Customer Service identified as ADA-related.	

Legend

Meeting or exceeding target:
 Within 10% of target:
 Missing target by more than 10%:
 Measure does not have a target:



Footnotes

(†) Shading for Customer Service Average Wait time is green if meeting or exceeding target, yellow if within 60 seconds of target and red if exceeding target by 60 seconds.