

January 2013 Performance Metrics

The purpose of CTA's monthly performance metrics is to set internal benchmarks for agency performance to encourage improvement and establish accountability. Below is information that may be helpful in understanding the metrics for the month of January.

Explanations to targets missed by more than 10% and indicated by the red colored boxes are as follows:

The month of January saw 120 incidences of Rail Delays of 10 Minutes or More, above our target of 78. Out of the 120 delays only 33 were during peak periods, from 0700-1000 and 1600-1900. The largest driver of the increase was equipment issues.

In order to address the problem, the following actions have been taken by Transit Operations:

- Daily monitoring of headways at the terminals to ensure that trains go out on time and evenly spaced.
- Daily tracking of headways at various time points to ensure that supervisors restore service during disruptions.
- Adding all new 5000 series rail cars to the Green and Red Lines, to help reduce the number of defects that result in equipment failures. In late January, we added more than a dozen 5000 Series cars to the Red and Green Lines. There are currently more than 200 5000 series cars in active service. By the end of 2015, we anticipate replacing 714 older cars (2200s built 1969-1970, 2400s built 1976-1978 and some 2600s built 1981-1987), which will alleviate defective equipment issues.

Average Daily Percent of Rail Fleet Unavailable for Service of 13% is greater than our target of 11%. This measure may continue to miss the current target due to the resources necessary for the de-crowding plan, and the continued effects of keeping older rail cars in service. Redistributions of rail cars will be made to optimally balance the fleet. Additionally, the delivery of the remaining new 5000 series rail vehicles will continue to gradually improve the reliability of the fleet.

CTA Monthly Performance		2013 Monthly Target	2012 Monthly Average	Jan 2013	Definition
RIDERSHIP	Total Ridership (in millions)	42.7	45.5	42.4	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	Number of rides registered on the rail system including rail-to-rail transfers.
	Bus Ridership (in millions)	25.1	26.2	24.7	Number of rides registered on the bus system.
	Total (Year to Date, in millions)	42.7	545.6	42.4	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%	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	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%	Miles of revenue track that have slow zones. Slow zones range from 6 mph to 35 mph.
	% of Big Gap Intervals, Bus	4%	4.0%	3.3%	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.
	% of Bunched Intervals, Bus	3%	2.7%	2.2%	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.
EFFICIENT	Mean Miles Between Reported Rail Vehicle Defects	3950	4011	4013	Miles traveled during the month divided by the number of reported defects for the month.
	Miles Between Reported Bus Service Disruptions Due to Equipment	5000	5425	4847	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	13%	13%	11%	Daily average number of buses unavailable for service for any reason divided by the total number of buses in the fleet.
	Average Daily Percent of Rail Fleet Unavailable for Service	11%	13%	13%	Daily average number of rail cars unavailable for service for any reason divided by the total number of rail cars in the fleet.
SAFE	Bus NTD Security-Related Incidents per 100,000 miles	N/A	0.13	0.20	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 traveled miles divided by 100,000.
	Rail NTD Security-Related Incidents per 100,000 miles	N/A	0.14	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 traveled miles divided by 100,000.
	Bus NTD Safety-Related Incidents per 100,000 Miles	N/A	0.43	0.34	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.
	Rail NTD Safety-Related Incidents per 100,000 Miles	N/A	0.06	0.07	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.
CLEAN	Average Interior Rail Clean Inspection Score	90%	98.3%	97.7%	Monthly average Quality Inspection audit scores for the execution of Interior Cleans.
	Average Interior Bus Clean Inspection Score	85%	76.4%	79.1%	Monthly average Quality Inspection audit scores for the execution of Interior Cleans.
COURTEOUS	% of Customer Complaints Not Closed Out Within 14 Days	3%	1%	0%	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	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	Number of reported lift and ramp defects that resulted in a disruption of service.
	% Buses with Defective AVAS	2%	0.7%	0.7%	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 distance and 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	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.