

One Regional System, Three Operators

CTA, Metra and Pace are each working to improve service through plans tailored to their riders and communities. Under NITA, these efforts will help shape a more connected regional transit system, with better coordination between buses, trains and transfers.

CTA Bus Vision: Reimagining Chicago's Bus Network

CTA's Bus Vision is focused on improving bus service by balancing frequent routes, neighborhood coverage and rider needs. Early efforts have helped introduce a Frequent Network with buses arriving at least every 10 minutes, daily. Future improvements will build on rider feedback to guide where, when and how often buses operate.

Through continued public engagement, CTA will explore how its bus network could evolve over the next two to five years. Rider feedback will help guide decisions about where buses operate, how frequently they run and how to balance service improvements with community needs.

Learn more about Bus Vision at ctabusvisionproject.com.

Pace ReVision: Redesigning Suburban Bus Service

Pace's ReVision plan aims to make suburban transit more frequent, useful and accessible through traditional bus routes, Pulse rapid transit and On Demand service. Its draft network balances investment in high-ridership corridors with coverage across diverse suburban communities. The plan will continue to evolve alongside NITA's regional service standards.

Because suburban communities have different travel patterns and needs, Pace is seeking feedback on how to balance frequent service in high-demand areas with broader geographic coverage. Public input will help refine the Draft Network Plan as Pace prepares for future NITA regional service standards.

Learn more about Pace Revision at pacebus.com/revision.



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Metra



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Metra System Network Plan: Moving toward Regional Rail

Metra's System Network Plan (SNP) details how Metra can transition its service offerings towards regional rail. It defines regional rail as service that operates all-day in both directions, daily throughout the region.

Regional rail also emphasizes connections to other transit services. While traditional commuter rail service serves the downtown commuter market, regional rail positions Metra to capture more of the overall travel market along its lines.

Learn more about the Metra System Network Plan at metra.com/SNP.

Bringing the Plans Together Under NITA

Each of these plans shares a common goal: more frequent, useful and connected service.

NITA will bring these efforts together by establishing regional service standards, studying where transit has the greatest potential to serve riders, and coordinating service along major travel corridors.

In pursuit of this goal, NITA recently completed a regional transit service coordination study with the goal of benchmarking existing transfer quality. The study analyzed more than 140,000 scheduled connections at more than 60 locations served by CTA, Metra, and Pace, identifying opportunities to improve connection. This study also identified key transfer locations, known as NITA.

Hubs, where agencies can pilot better coordinated schedules, improved signage, real-time rider information and other improvements that make transferring between services easier.

Together, these efforts will help create one connected regional transit network, making it easier for riders to travel across the region, regardless of which agency operates the service.



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