



Welcome to RPM Scoping!

How to Participate

Learn about the RPM project and process

- Review the display boards
- Talk with representatives to get answers to your questions

Comment on the RPM project

- You can provide written or spoken comments at the commenting station

**The Open House and Commenting Station is open
from 6:00 pm – 8:30 pm**



Federal Environmental Review Process

The Federal Transit Administration and CTA are proposing to prepare a Tier 1 Environmental Impact Statement (EIS)

- This will prepare CTA for future federal funding opportunities

What is a Tier 1 EIS?

- A plan level analysis that looks at all potential corridor-wide improvements that could be implemented as part of the project

Why a Tier 1 EIS?

- Allows CTA/community to consider cumulative effects within entire project corridor, prioritize project components, and plan for efficient construction phasing
- Allows CTA to advance specific elements of the project before funding for entire project is made available
- CTA may prepare subsequent, more specific project level analyses

What will the EIS describe?

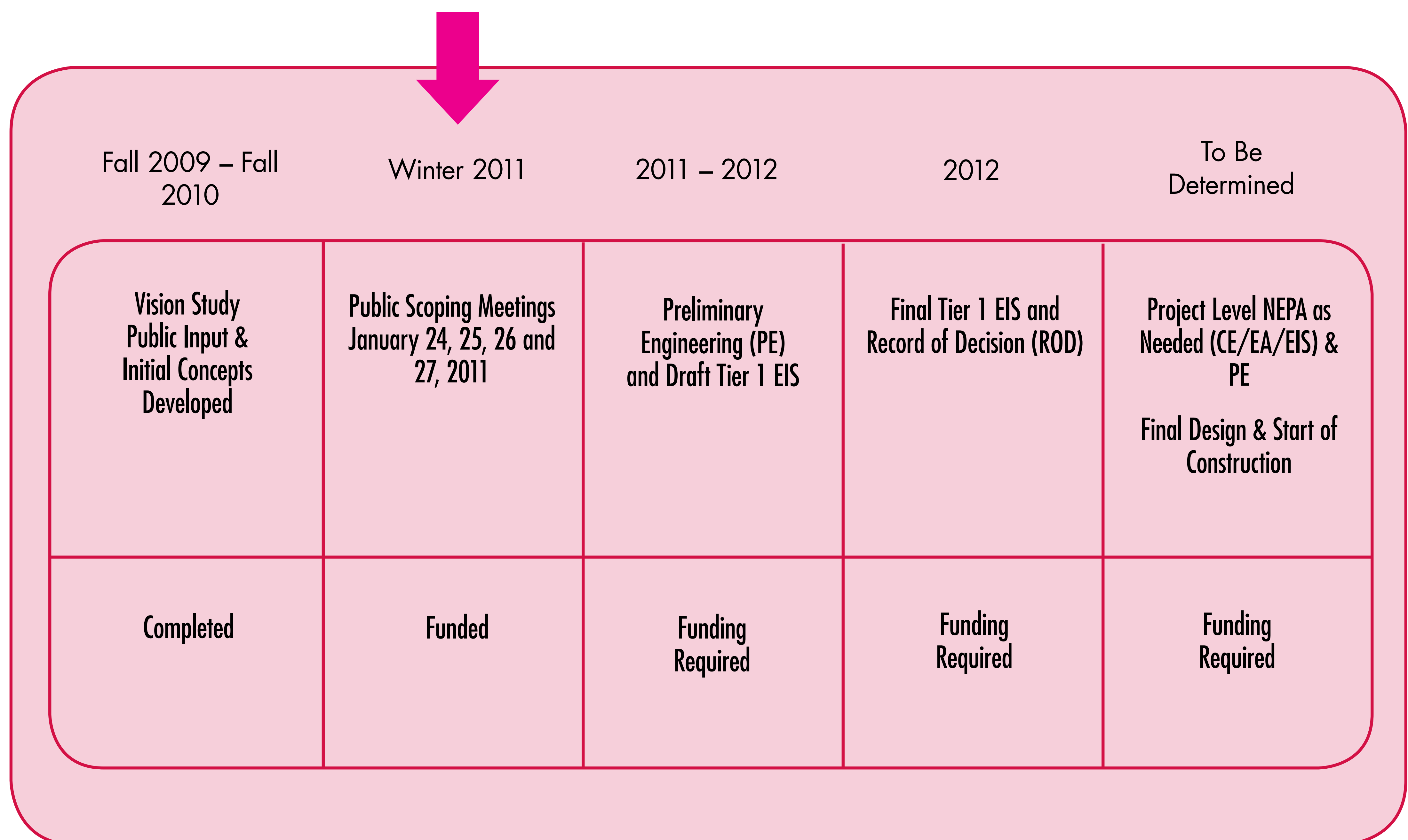
- Alternatives
- Existing environmental setting
- Potential impacts from construction and operation of each alternative
- Proposed mitigation measures to reduce or eliminate potential impacts



Issues Potentially Considered in Environmental Impact Statement

- **Land acquisition, displacements and relocations**
- **Cultural and historic resources**
- **Neighborhood compatibility and environmental justice**
- **Land use**
- **Parklands/recreational facilities**
- **Visual and aesthetic impacts**
- **Noise and vibration**
- **Zoning and economic development and secondary development**
- **Transportation**
- **Safety and security**
- **Energy use**
- **Wildlife and ecosystems**
- **Natural resources (including air quality and water resources)**

Targeted Project Timeline



Targeted project timeline is subject to change and is dependent on funding availability and federal approvals.

This project is one part of CTA's effort to extend and enhance the entire Red Line.



How to Comment

We want to hear from you!

To submit comments tonight:

- Dictate comments to court reporter

OR

- Write comments and place in box provided

Other ways to comment:

Mail:

Steve Hands
Strategic Planning & Policy
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

Fax: 312-681-4195

E-mail: RPM@transitchicago.com

Please focus comments on:

- Purpose and Need
- Proposed Alternatives
- Proposed Environmental Issues to be Examined
- Potential Environmental Effects and Mitigation Measures to be Considered

Scoping comments are due by: February 18, 2011



Stay Involved

Visit: www.transitchicago.com/rpmpproject

Join Mailing/E-list

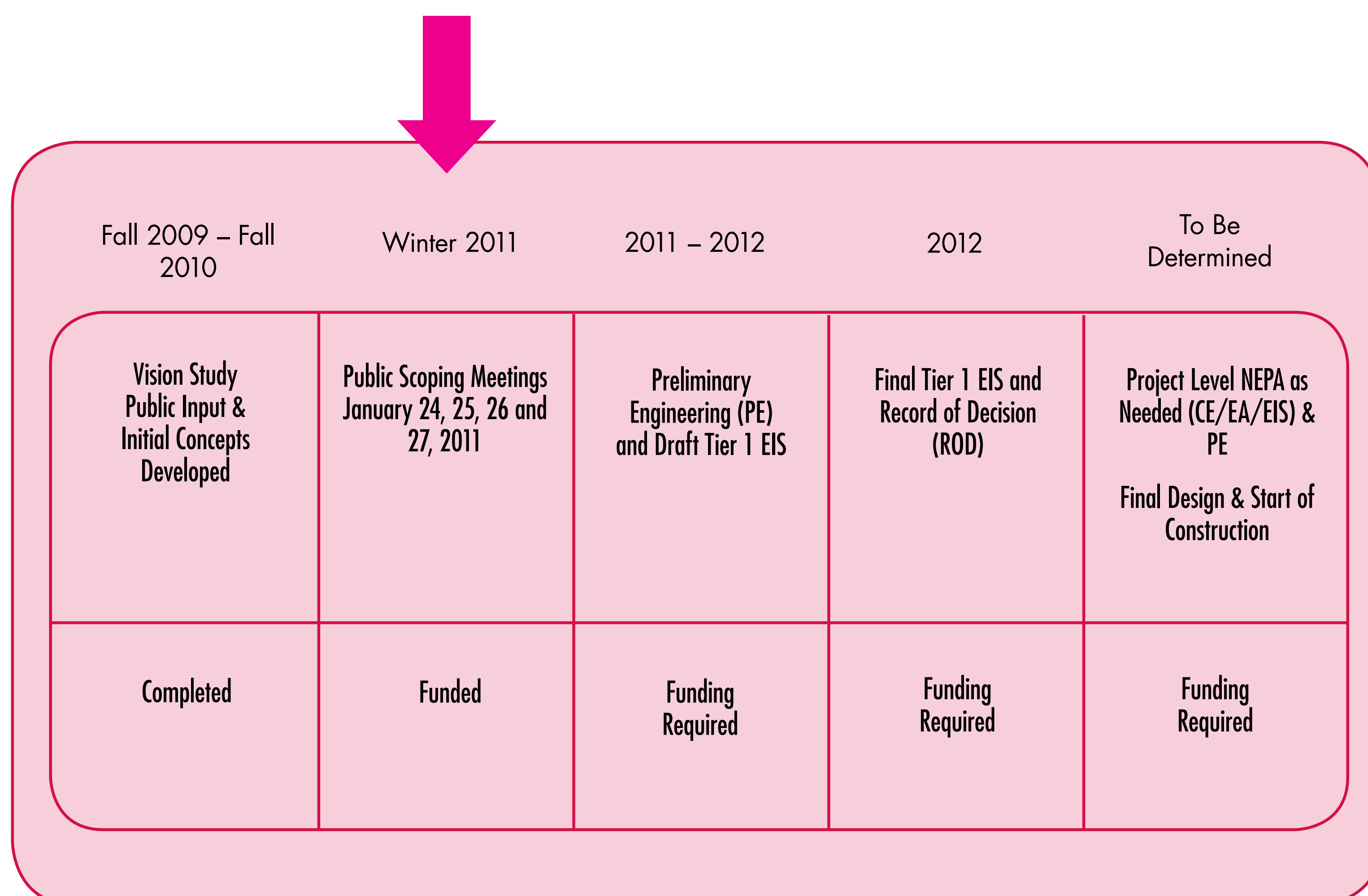
Contact:

Jeff Wilson
Government & Community Relations Officer
Chicago Transit Authority
P.O. Box 7567
Chicago, IL 60680-7567

Phone: 312-681-2712

E-mail: jwilson@transitchicago.com

Targeted Project Timeline



Previous Outreach

Vision Study Process (2009-2010)

- Identified range of options that could address project's purpose and need
- Approximately 300 people attended four public meetings in fall 2009
- Resulted in over 1,100 public comments
- Public input helped shape alternatives proposed for study in this Tier 1 Environmental Impact Statement
- First step in the environmental review process that is now underway





Purpose and Need

Purpose:

- Bring existing crucial stations, track systems and structures into a state of good repair
- Reduce travel times
- Improve access to job markets and other destinations
- Respond to shifts in travel demand
- Better use existing transit infrastructure
- Provide access to persons with disabilities
- Support the area's economic development initiatives and current transit supportive development patterns

Need:

- Infrastructure is significantly past its useful life; some parts are over 100 years old
- Continued degradation could increase cost of maintenance and compromise service in the future
- Community relies on these facilities for all trip types
- Improvements are needed to make stations ADA accessible
- Transit trip times are delayed and unreliable due to antiquated infrastructure
- Volume of passengers cannot be accommodated on the currently congested road network or through bus transportation alternatives
- Project area population is growing and is highly transit-reliant and diverse



How to Give a Spoken Comment

- Get a number
- Fill out a speaker card
- When your number is called, hand in your speaker card
- State your name and comments (each person has 3 minutes to comment)
- Each comment is recorded by a court reporter for the official record

Please focus your comments on:

- Purpose and Need
- Proposed Alternatives
- Proposed Environmental Issues to be Examined
- Potential Environmental Effects and Mitigation Measures to be Considered

This is YOUR RED

Red and Purple Modernization

The Focus of **Tonight's Meeting** is the Red and Purple Modernization component of the *Your Red* Program

Red Line Track and Station Improvements

Red Line Extension






Public Outreach to be held in Spring/Summer 2011

103rd
111th
115th
130th

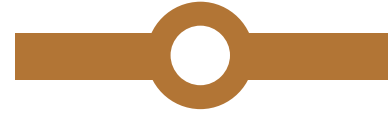
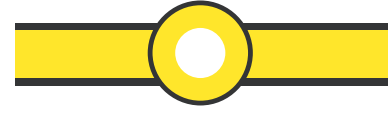
Alternative Map Legend

LEGEND






Corridor Services

-  Purple Line
-  Purple Line peak periods only
-  Purple Line peak period/peak direction only
-  Red Line
-  Red Line Underground

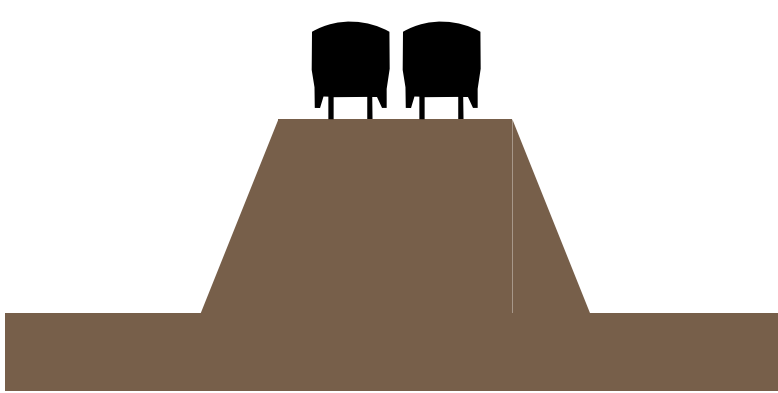
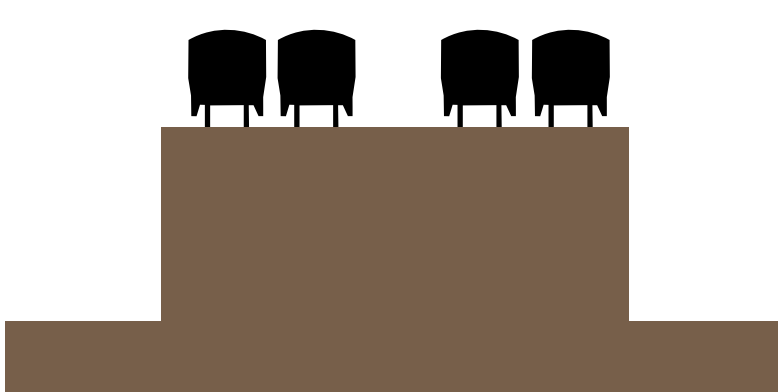
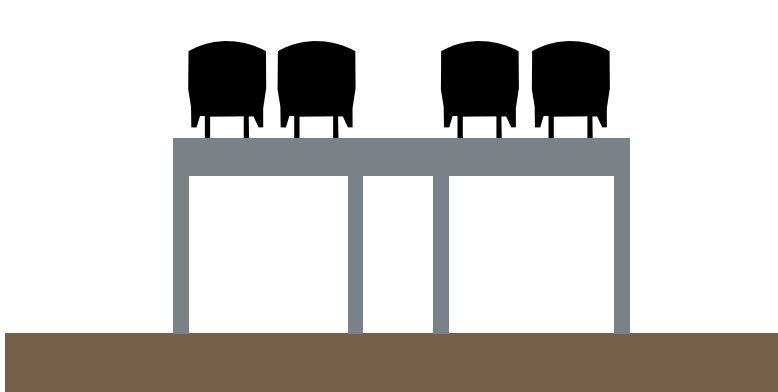
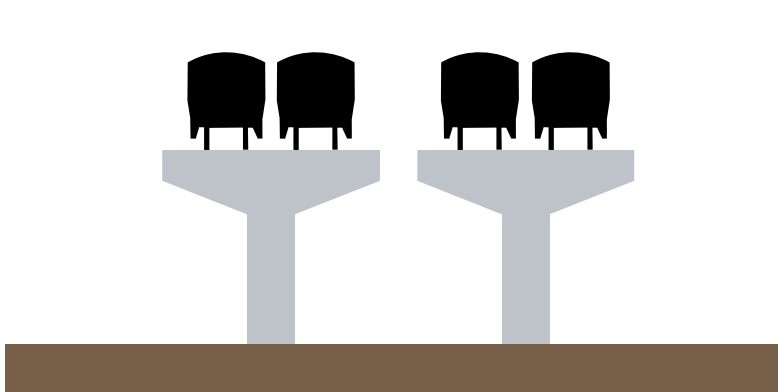
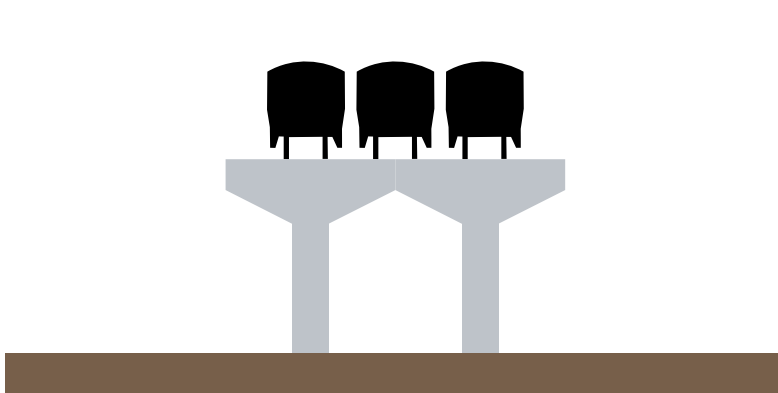
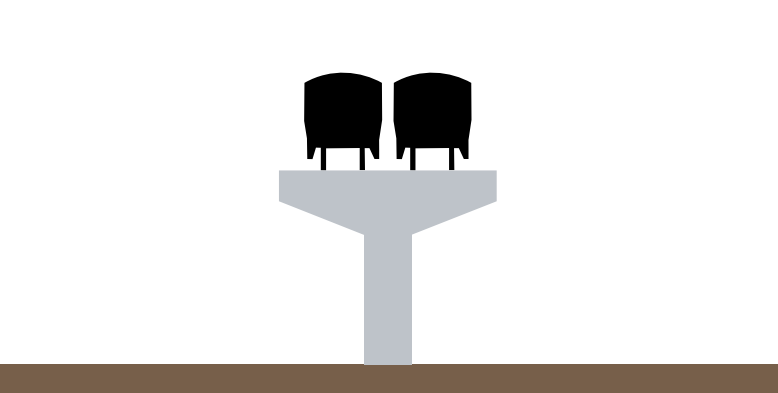
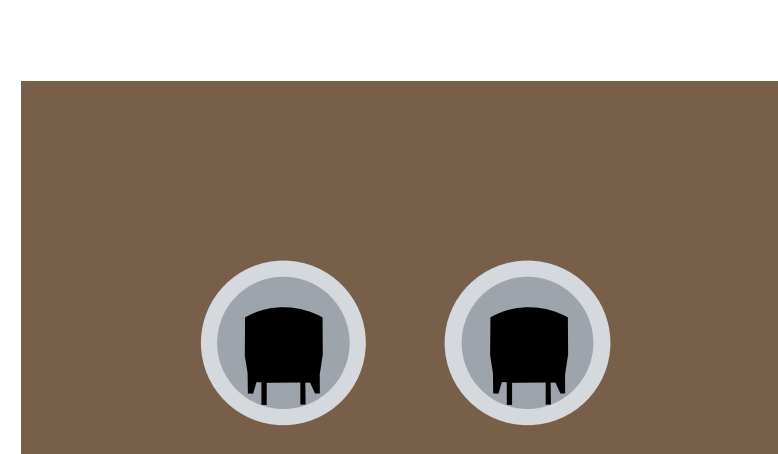
Connecting Services

-  Brown Line
-  Yellow Line

Additional Information

-   Free train connections at station
-  Accessible station
-  Secondary station entrance
-  Park & Ride lot

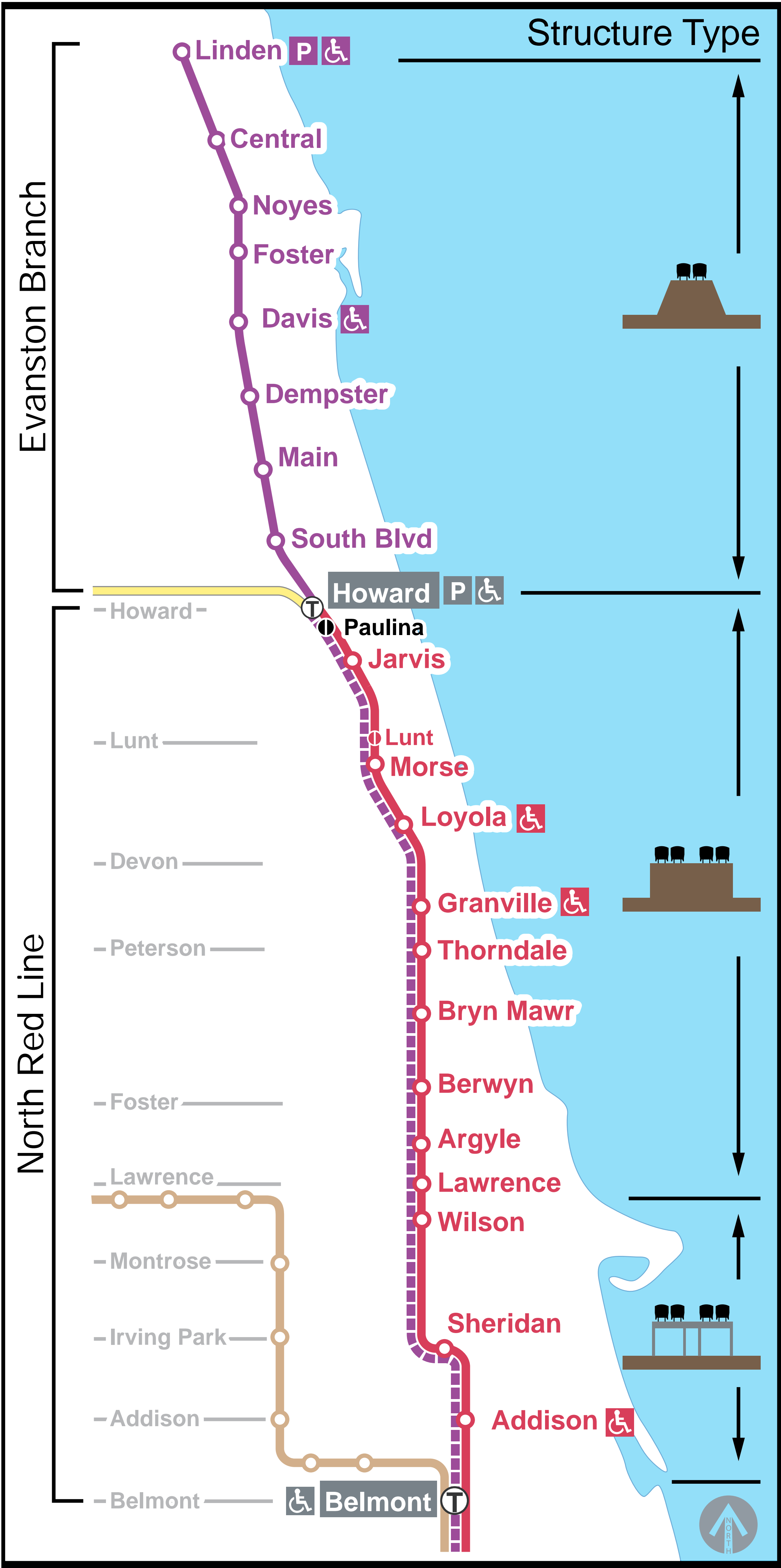
Structure Type

-  Sloped Earthen Embankment
-  Walled Earthen Embankment
-  Original Steel Structure
-  4-Track Modern Aerial Structure
-  3-Track Modern Aerial Structure
-  2-Track Modern Aerial Structure
-  2-Track Tunnel

No Action Alternative

Maintains the status quo. Includes the absolute minimum repairs.

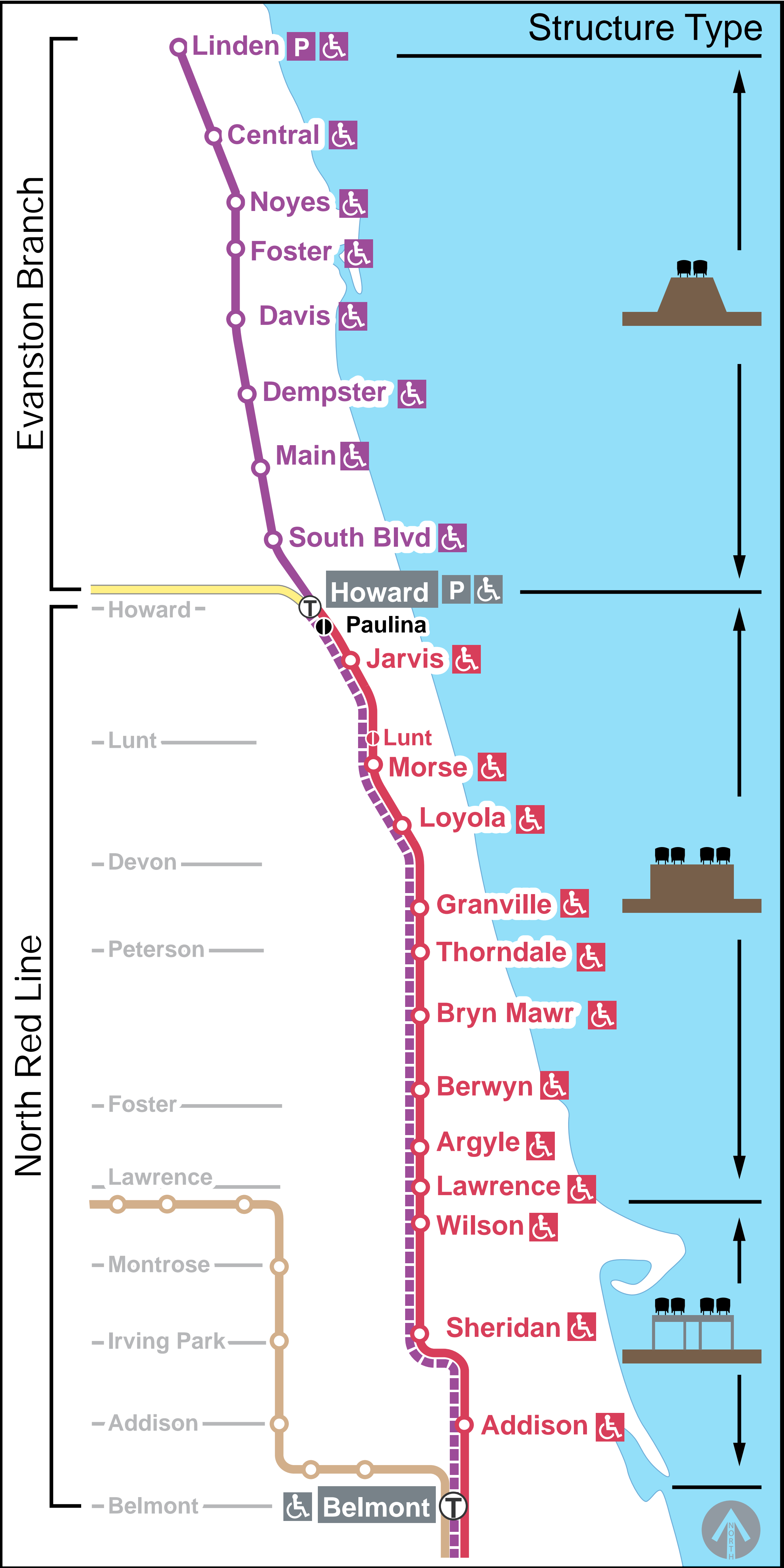
Overview	
Capital Cost	~\$280 million
Longevity	Continued degradation
Accessibility	No improvement
Speed	Continued degradation
Evanston Branch	
Service & Operation	Continued degradation
Platform Length	6 cars
Stations Amenities	Continued degradation
Track Structures	Continued degradation at all but 3 to be replaced viaducts
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	8
North Red Line	
Service & Operation	Continued degradation
Number of Tracks	4 tracks
Stations Amenities	Continued degradation
Track Structures	Continued degradation
Curves	No improvement
Transfer Stations	No improvement
Stop Consolidation	No change
Total # of Station Entrances	15
Right of Way Acquisition	None expected



Basic Rehabilitation Alternative

Provides a strategic mix of repairs, rehabilitation, and replacement for a useful life of 20 years.

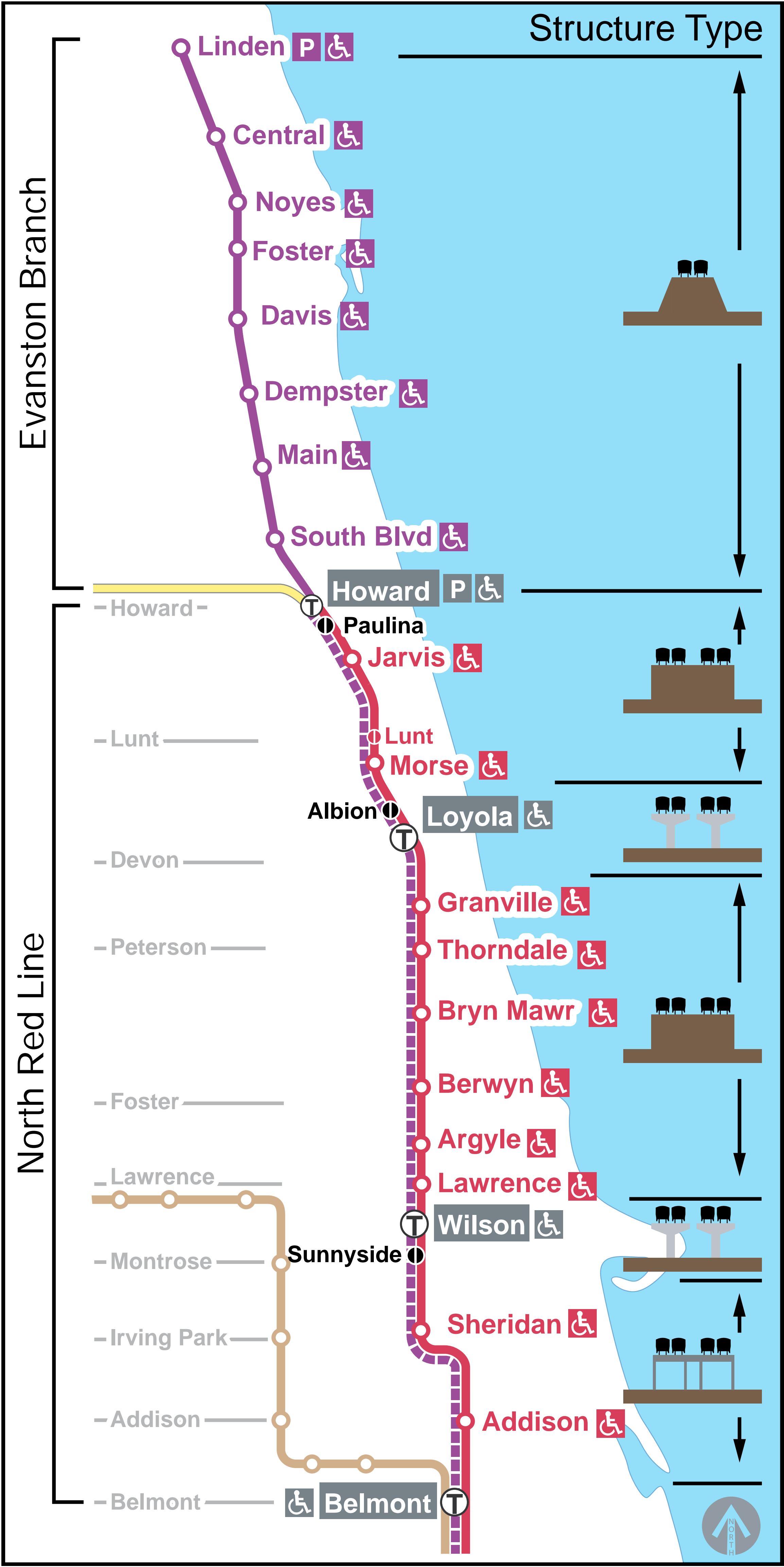
Overview	
Capital Cost	~\$2,400 million
Longevity	20 years
Accessibility	Meets minimal requirements
Speed	Short term slow zone reduction
Evanston Branch	
Service & Operation	No improvement
Platform Length	6 cars
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced for minimal state of good repair
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	8
North Red Line	
Service & Operation	No improvement
Number of Tracks	4 tracks
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced to achieve minimal state of good repair
Curves	Modified at Sheridan
Transfer Stations	No improvement
Stop Consolidation	No change
Total # of Station Entrances	15
Right of Way Acquisition	Minimal. Some required at Sheridan curve



Basic Rehabilitation with Transfer Stations Alternative

Same as Basic Rehabilitation Alternative plus the addition of transfer stations at Wilson and Loyola.

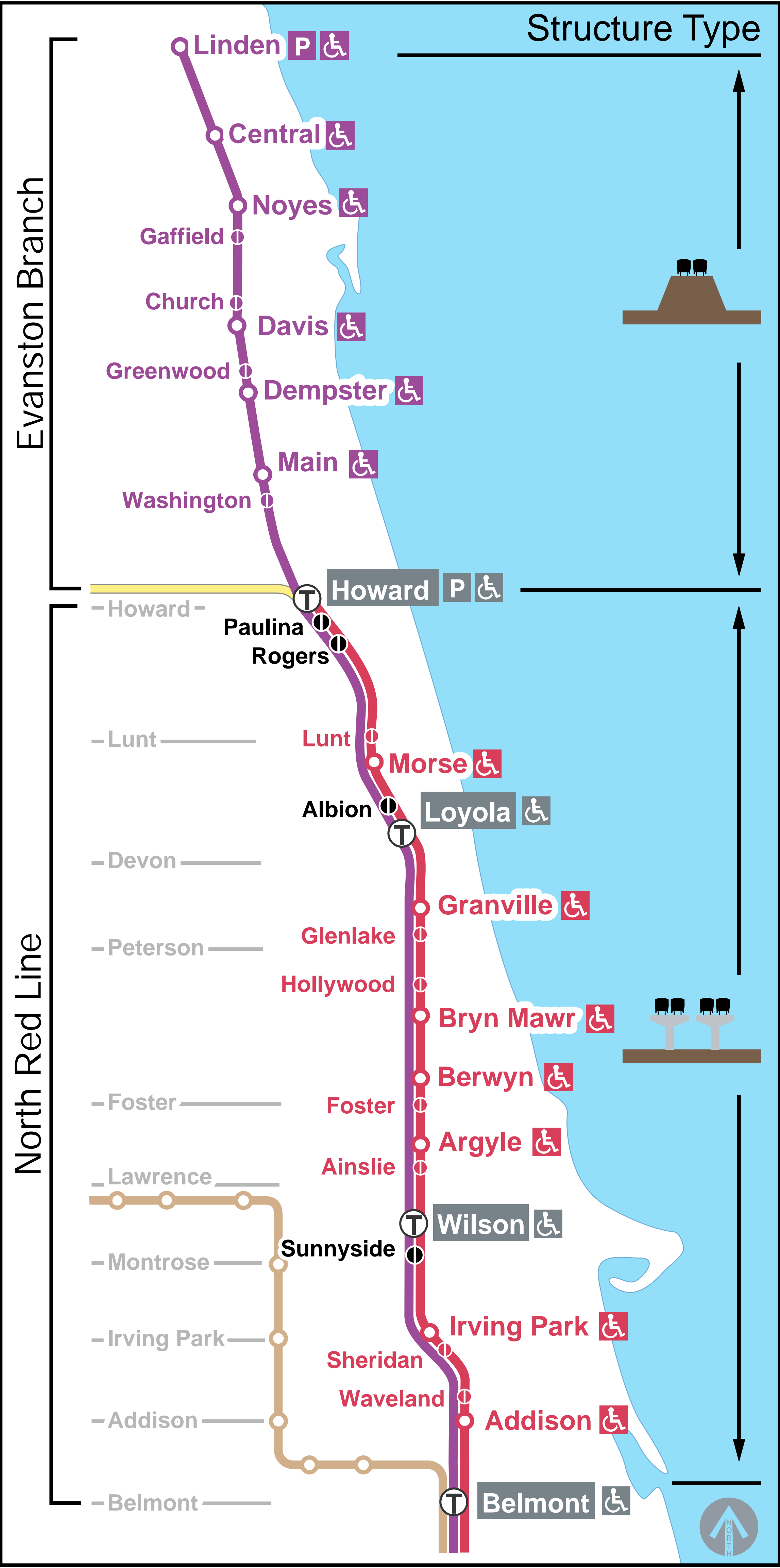
Overview	
Capital Cost	~\$2,900 million
Longevity	20 years (60-80 at transfer stations)
Accessibility	Meets minimal requirements, improvements at transfer stations
Speed	Short term slow zone reduction
Evanston Branch	
Service & Operation	Potential for more through service to Chicago
Platform Length	6 cars
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced for minimal state of good repair
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	8
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Potential for more express service
Number of Tracks	4 tracks
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained. Modern amenities at Transfer Stations
Track Structures	Repaired or replaced to achieve minimal state of good repair
Curves	Straightened at Loyola. Modified at Sheridan
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	No change
Total # of Station Entrances	17
Right of Way Acquisition	Acquisition required at Loyola Transfer Station and Sheridan curve



Modernization 4-Track Alternative

Provides modern amenities at stations, increases speed of service, includes new transfer stations at Wilson and Loyola, and major reconstruction and renovation to extend the useful life to 60-80 years.

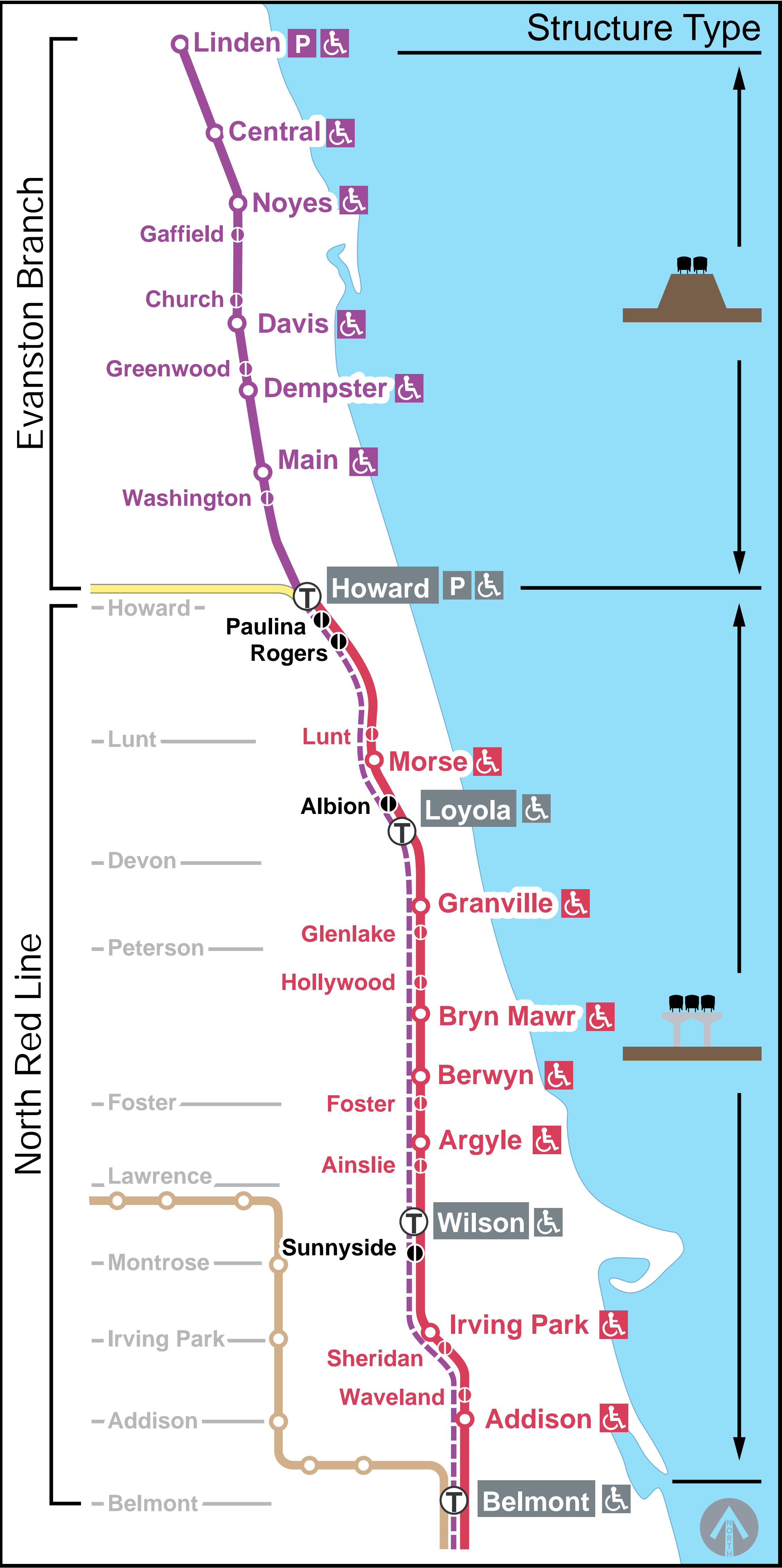
Overview	
Capital Cost	~\$4,200 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	Potential for more through service to Chicago. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Potential for more express service. Reduced travel times on both services
Number of Tracks	4 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure
Curves	Straightened at Loyola, Montrose, Sheridan, and Addison
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21
Right of Way Acquisition	Acquisition required at most station locations and curves



Modernization 3-Track Alternative

Similar improvements as Modernization 4-Track Alternative except with 3 tracks in the North Red Line area and no reverse-commute express service.

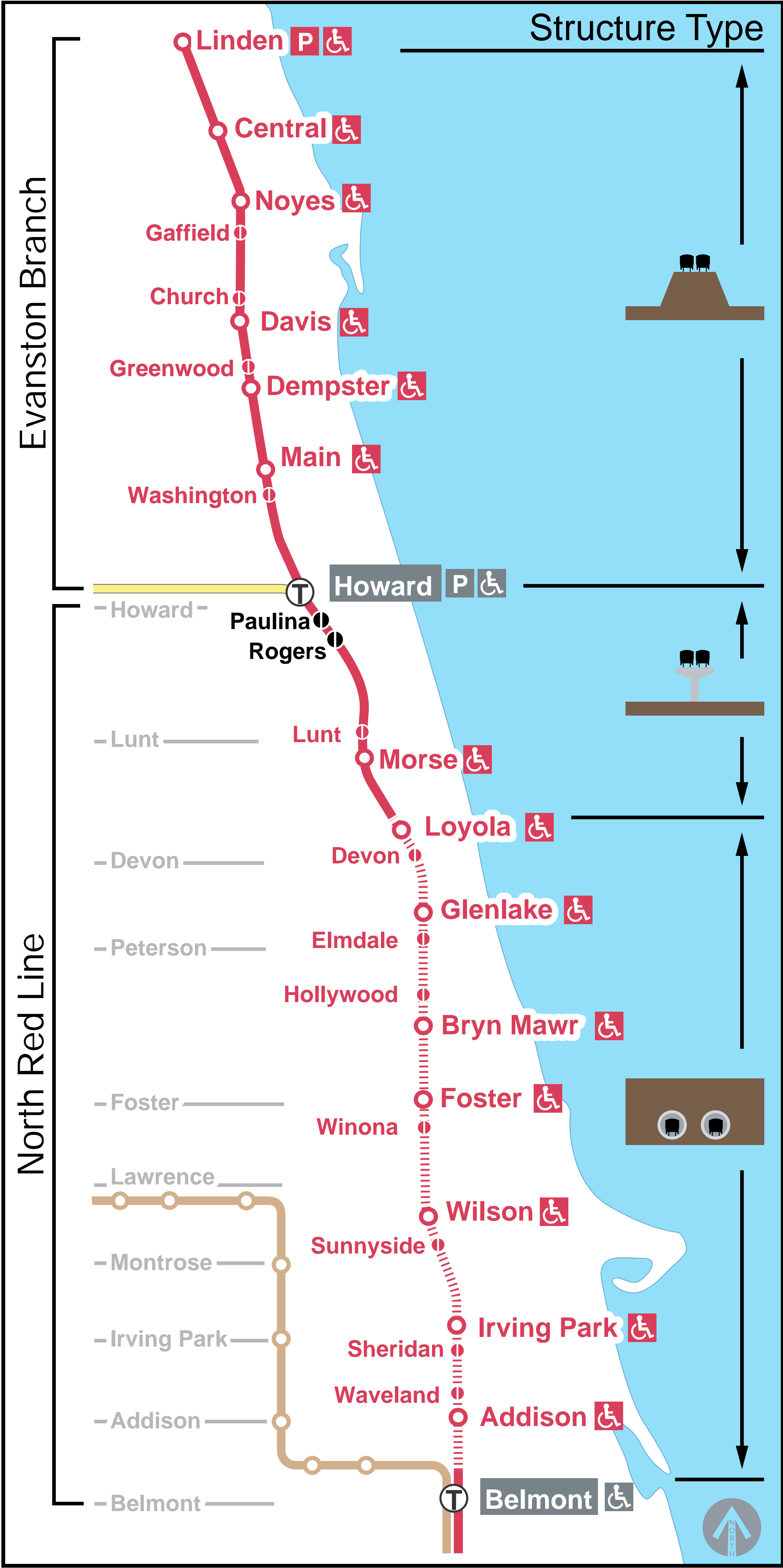
Overview	
Capital Cost	~\$4,000 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	Express service to Chicago would be provided only in the Peak Direction. Operational concerns could reduce reliability and increase costs. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Reduced travel times on both services. Operational concerns could reduce reliability and increase costs of service
Number of Tracks	3 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure
Curves	Straightened at Loyola, Montrose, Sheridan, and Addison
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21
Right of Way Acquisition	Acquisition required at Sheridan and Loyola stations and curves



Modernization 2-Track Underground Alternative

Similar improvements as Modernization 4-Track Alternative except with a 2-track subway for the North Red Line area between Belmont and Loyola and 2-track elevated between Loyola and Howard.

Overview	
Capital Cost	~\$4,000 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	A single service would be provided that would continue into Chicago during normal operating hours. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Single service makes all stops. Reduced travel times and more frequent trains on the single service. Lowest expected operating cost
Number of Tracks	2 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms. Enclosed stations in underground section
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure and tunnels
Curves	Straightened at Loyola. No straightening needed in tunnel
Transfer Stations	All stations serve single service
Stop Consolidation	New stopping pattern. Alternative access provided for removed stop at Jarvis
Total # of Station Entrances	19
Right of Way Acquisition	Acquisition for support structures



Alternative Summary

	No Action	Basic Rehabilitation	Basic Rehabilitation with Transfer Stations	4-Track Modernization	3-Track Modernization	2-Track Modernization Underground
Preliminary Cost in Year 2010 (billions)	~ \$.28	~ \$2.4	~ \$2.9	~ \$4.2	~ \$4.0	~ \$4.0
Longevity	0 no increase in useful life	20 years	20 years/60-80 years at transfer stations	60-80 years	60-80 years	60-80 years
Annual New Station Boardings	0	2,800,000	3,000,000	3,100,000	3,100,000	3,500,000
Platform Width	±12.5 feet	±14 feet	±14 feet	±24 feet	±24 feet	±24 feet
# of Station Stops	21	21	21	16	16	15
# of Station Entrances	23	23	25	31	31	29
Slowest Curve Speed	SPEED LIMIT 15	SPEED LIMIT 25	SPEED LIMIT 25	SPEED LIMIT 35	SPEED LIMIT 35	SPEED LIMIT 35
# of Curves 35 mph or Lower	20	20	18	4	4	2
% Stations ADA Accessible	29%	100%	100%	100%	100%	100%

 = 500,000 people

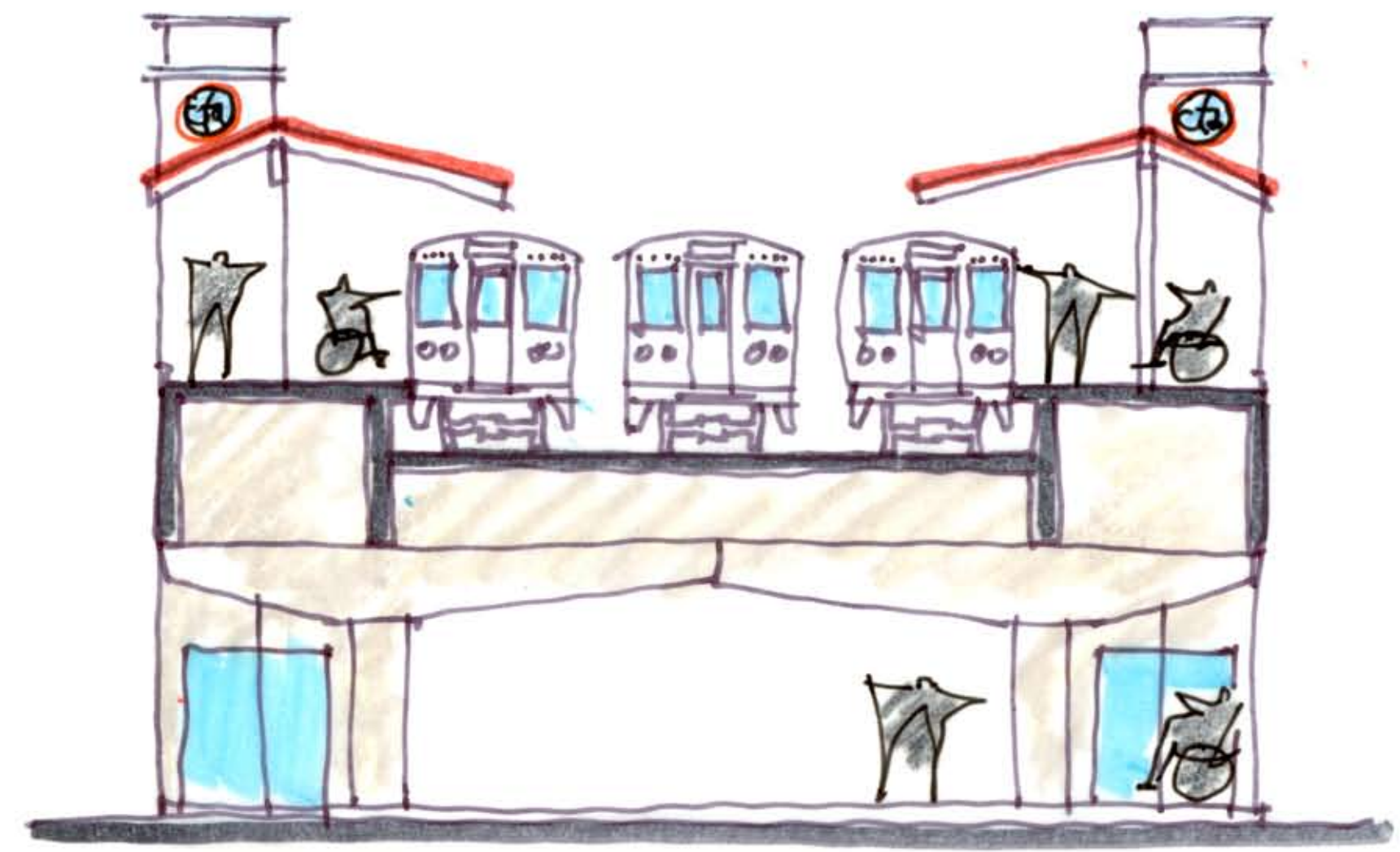
What are Transfer Stations?

Stations with Express
Service Access

Stations without
Express Service Access



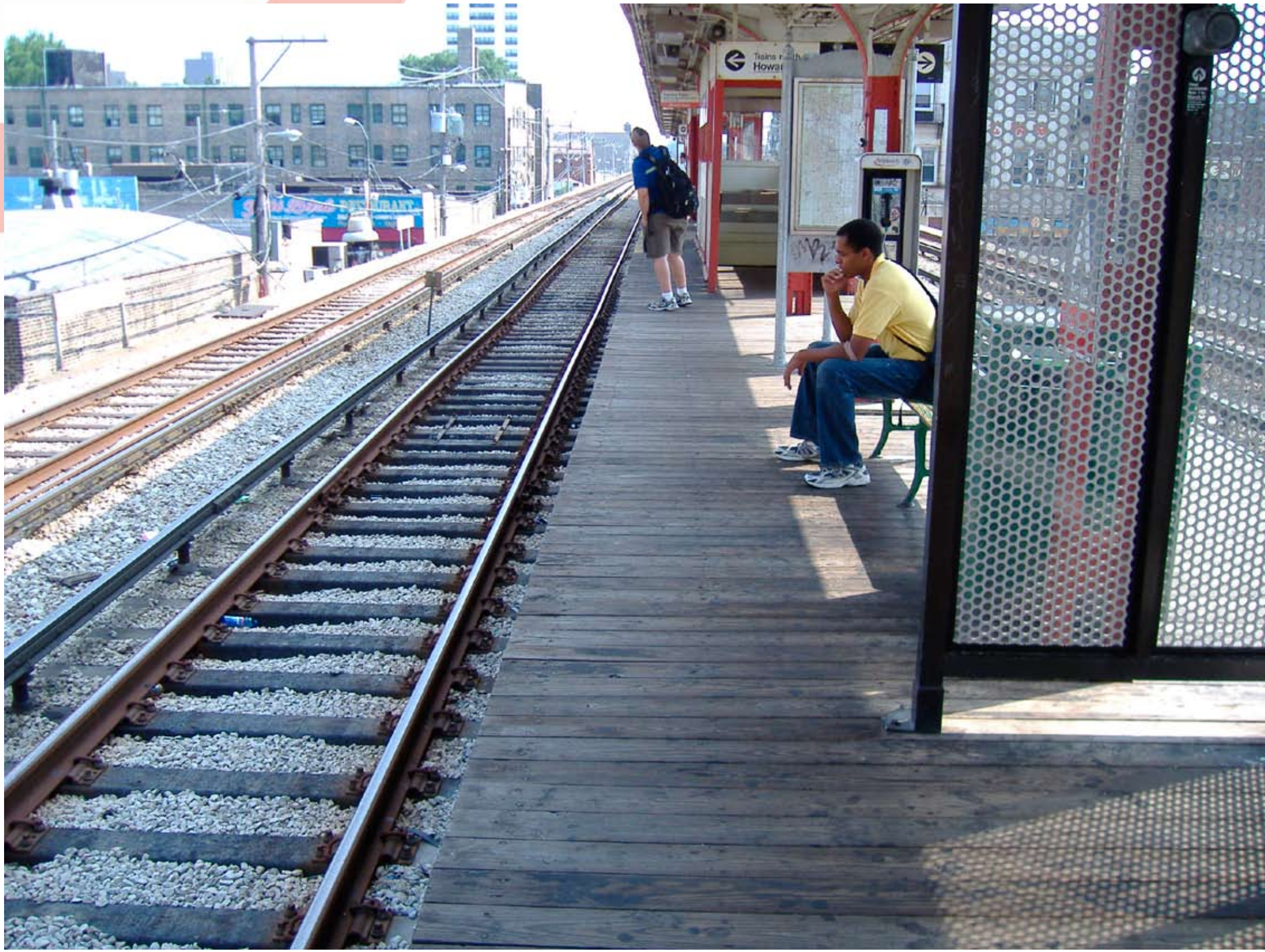
3-Track



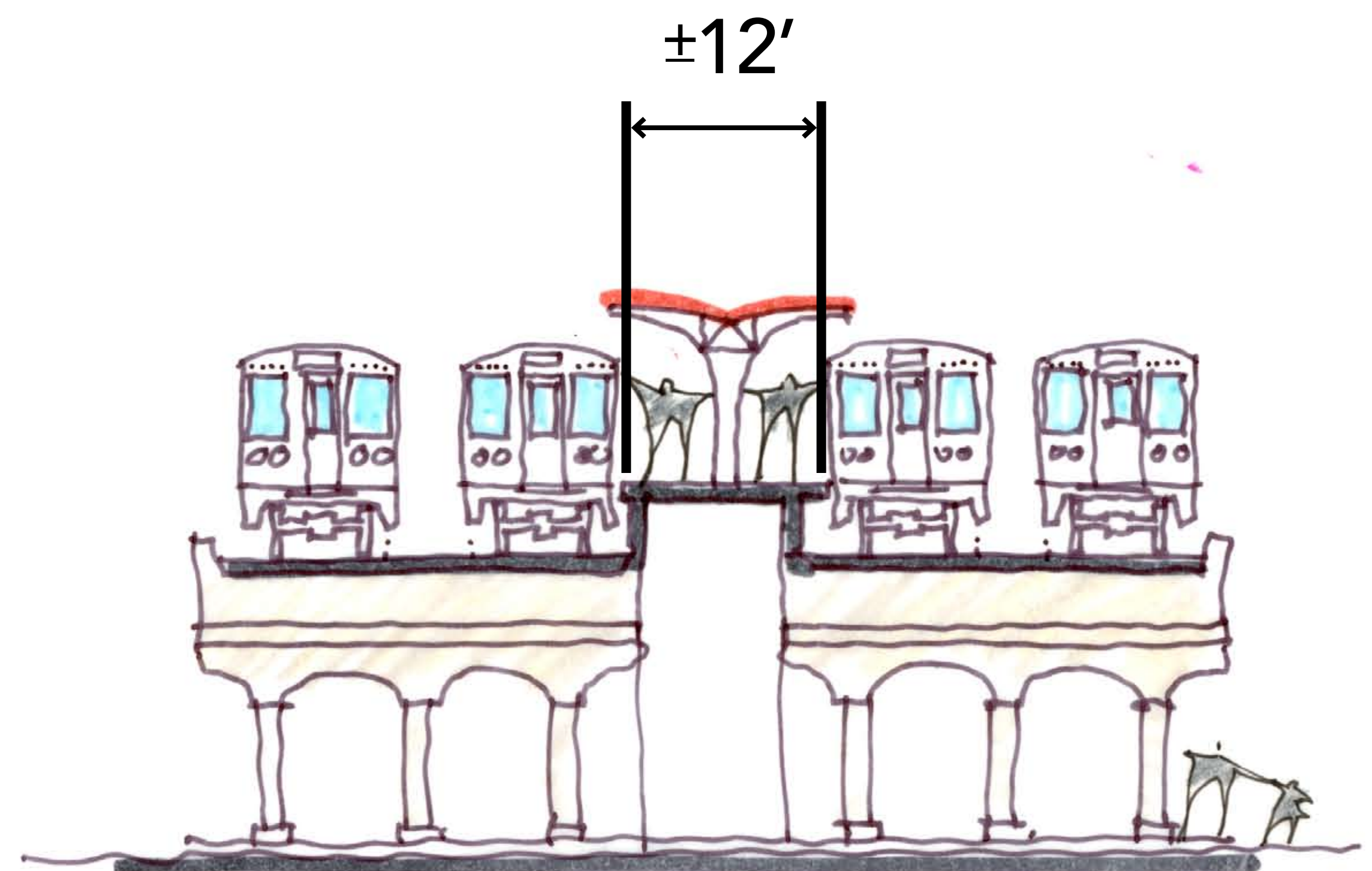
4-Track



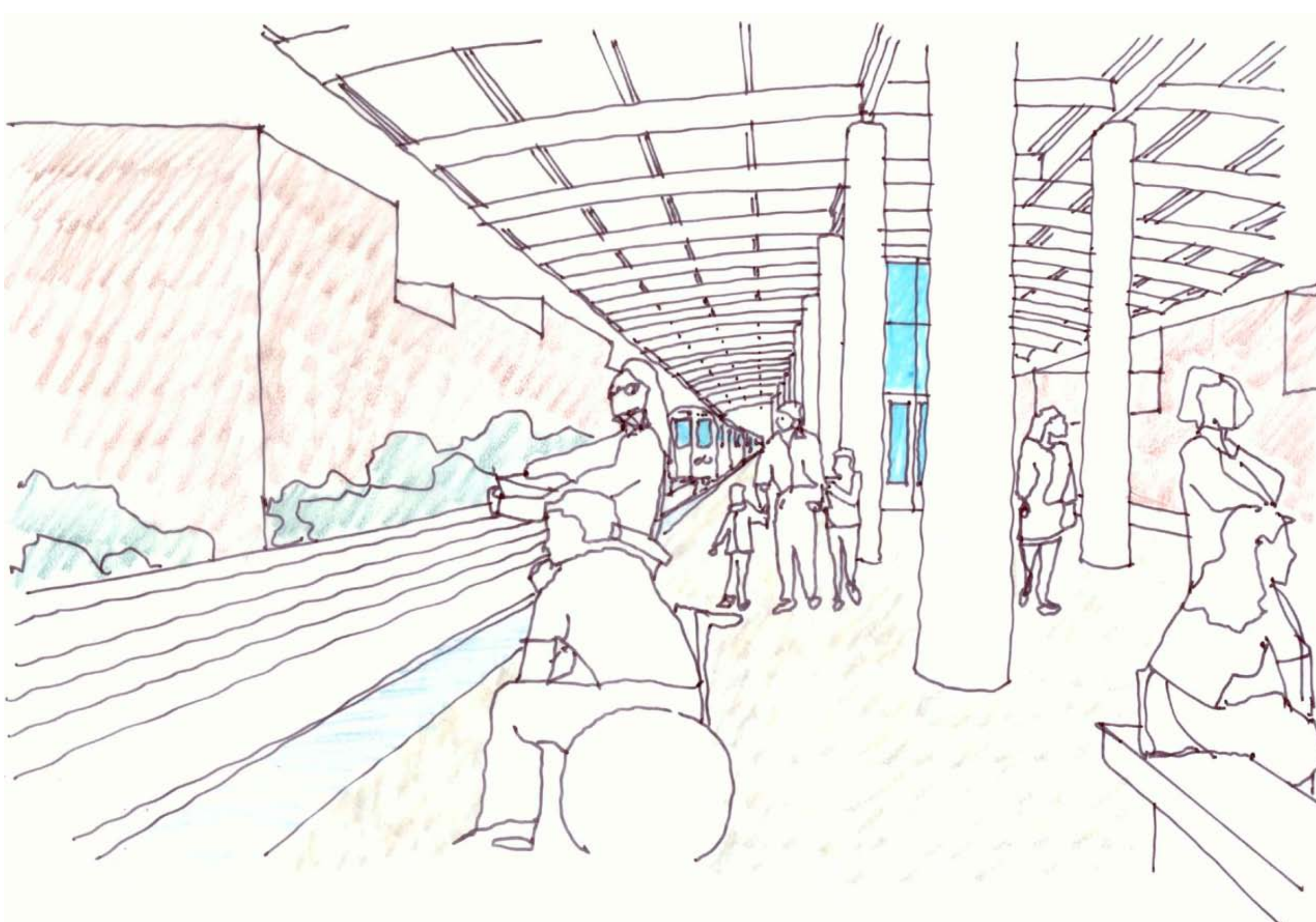
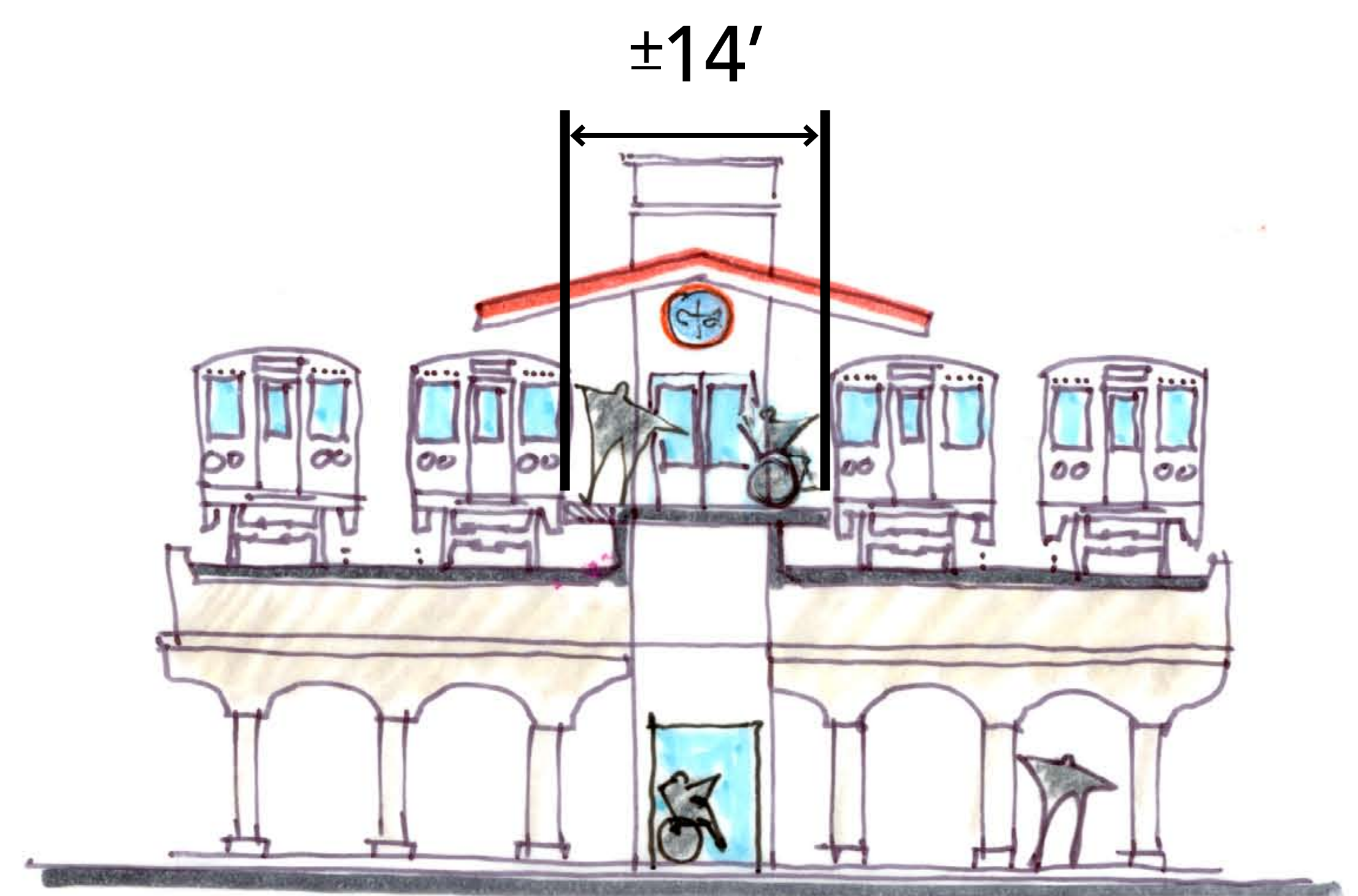
What are the Platform Options?



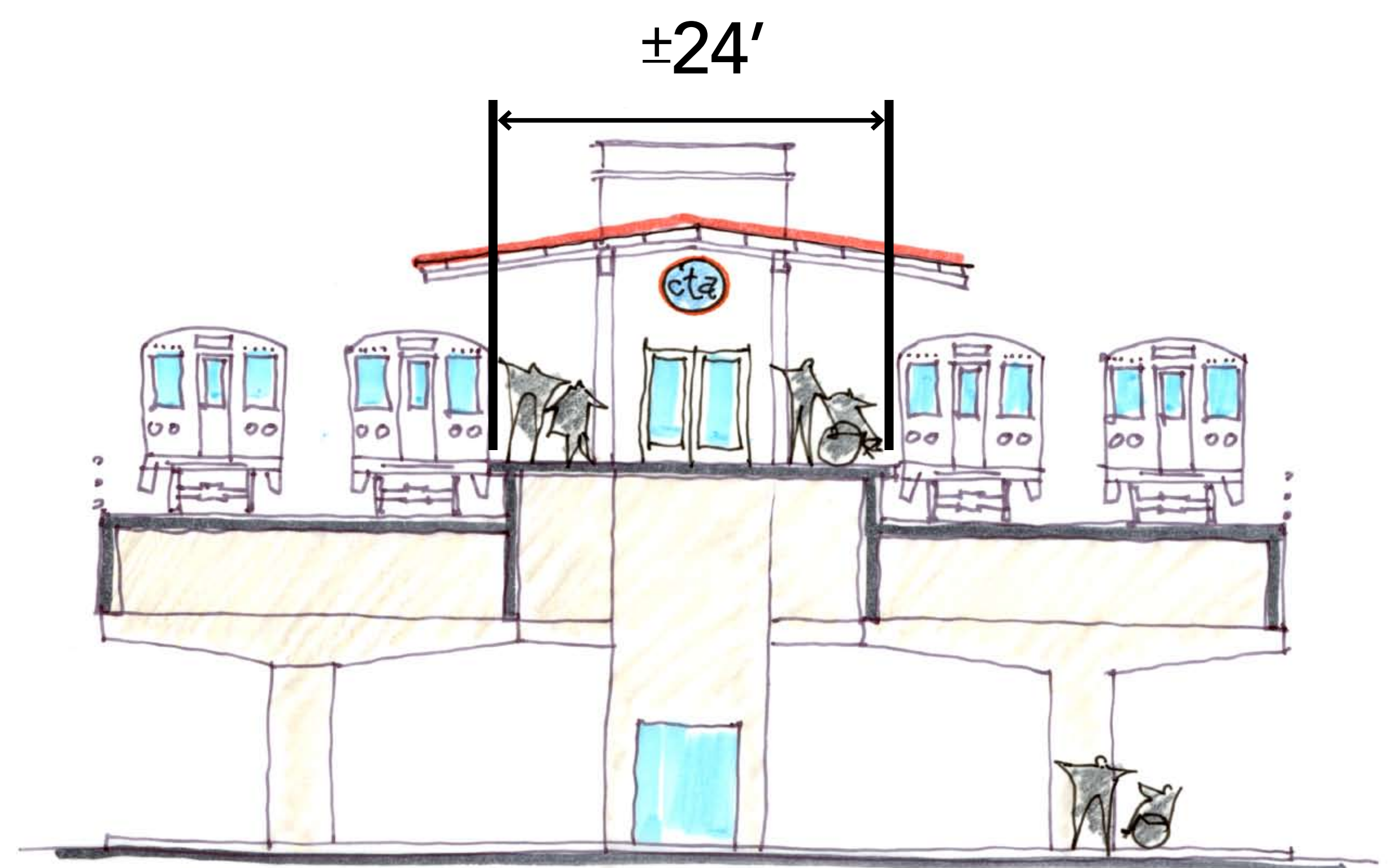
Existing



Rehabilitation



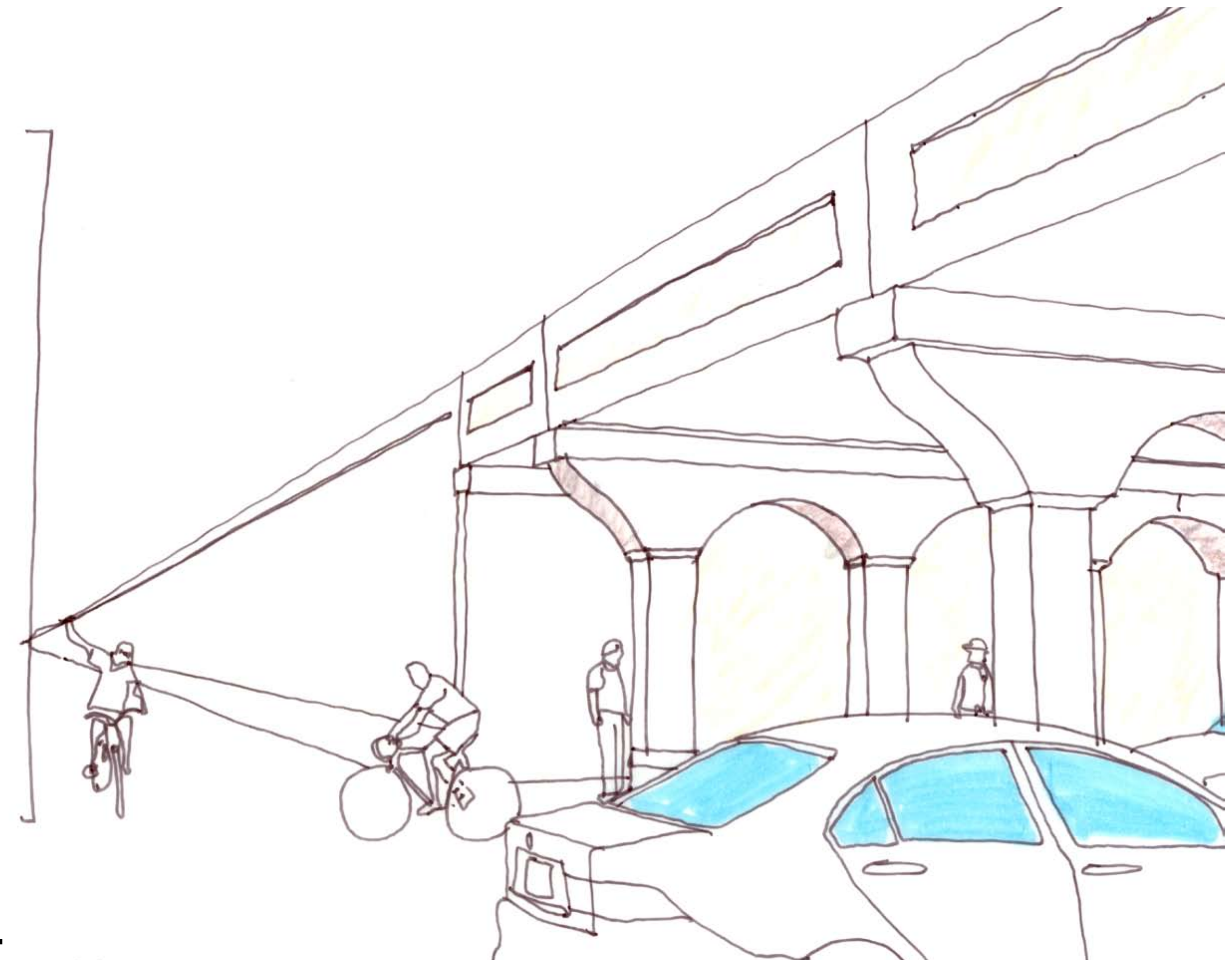
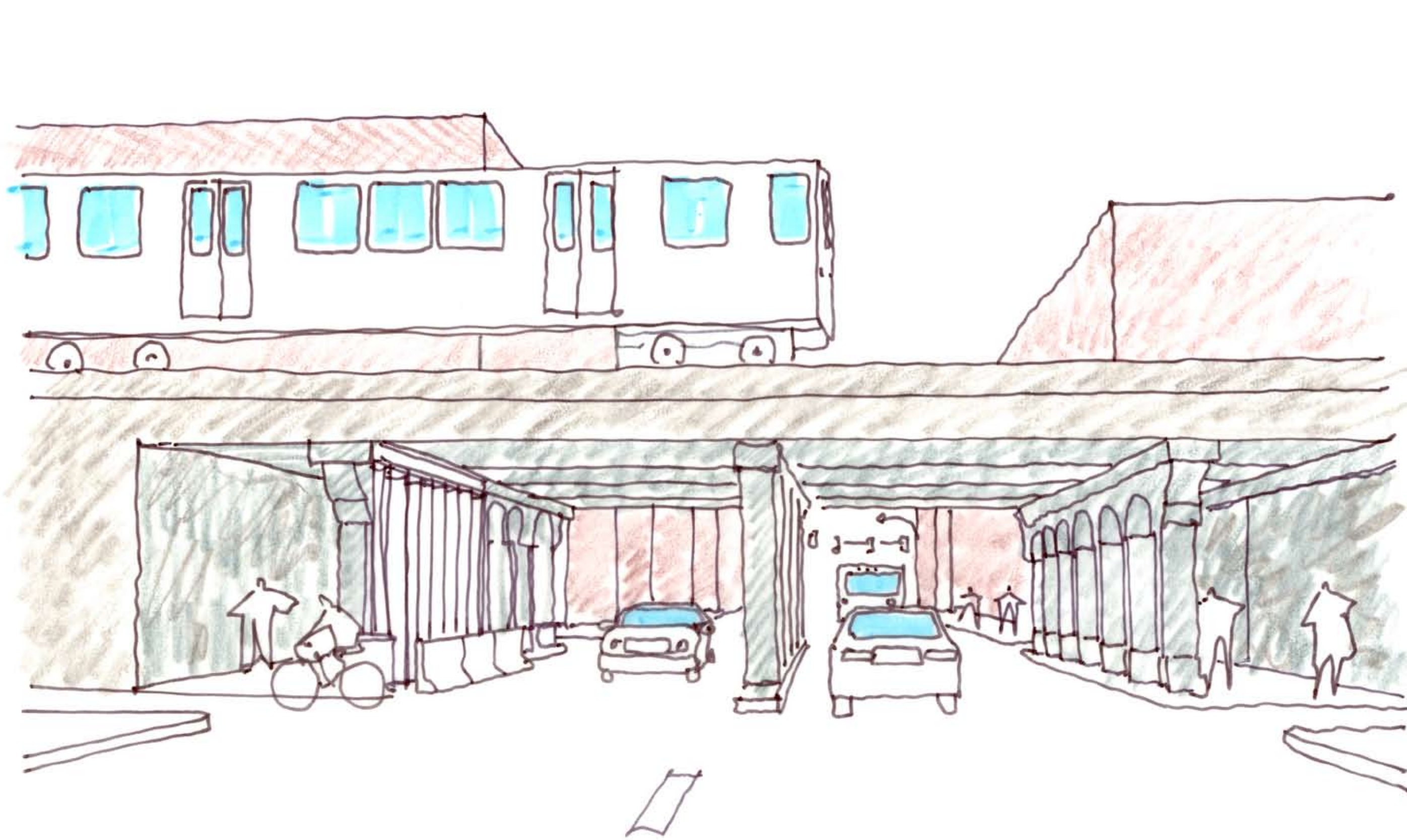
Modernization



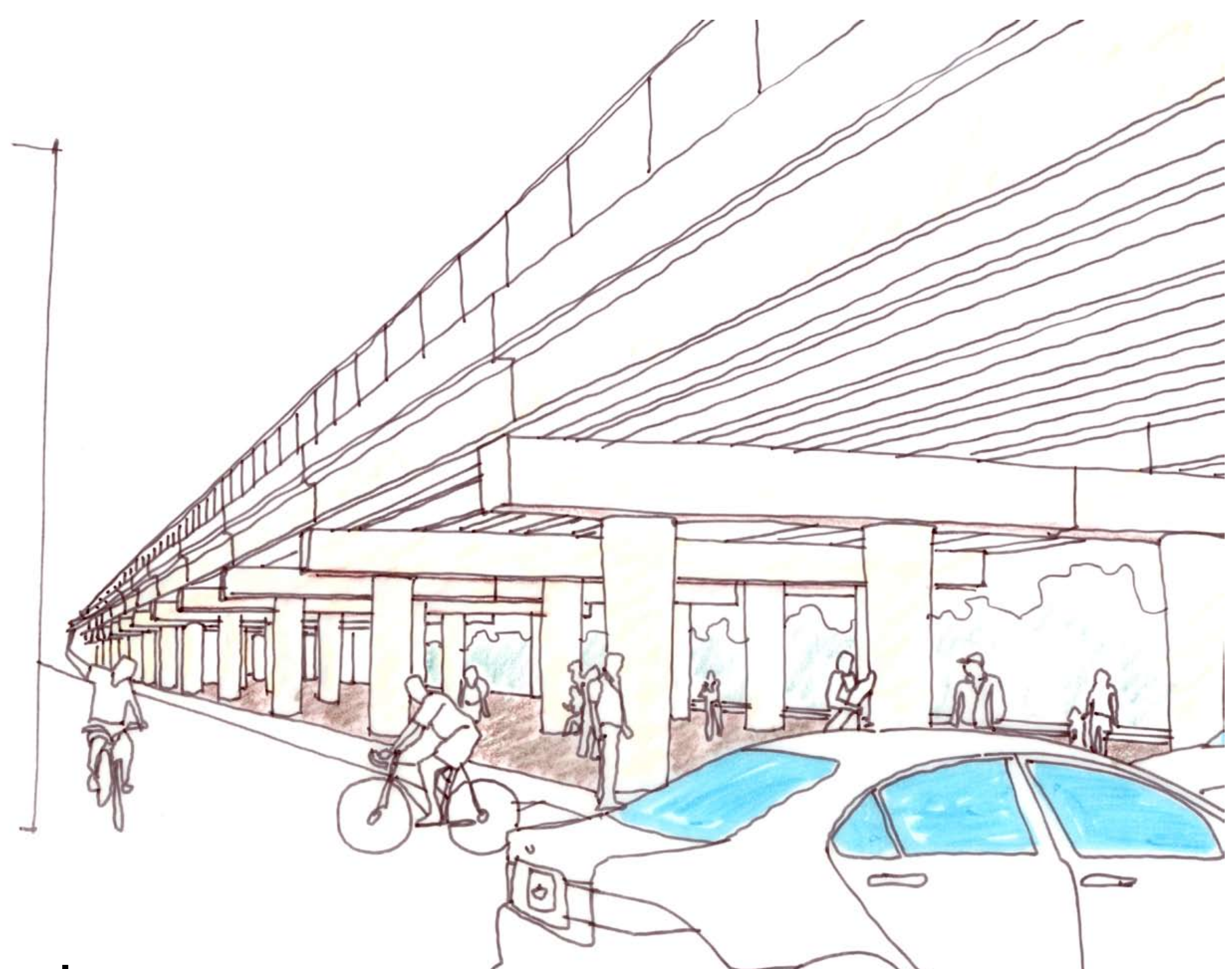
Viaduct Improvements



Existing Conditions



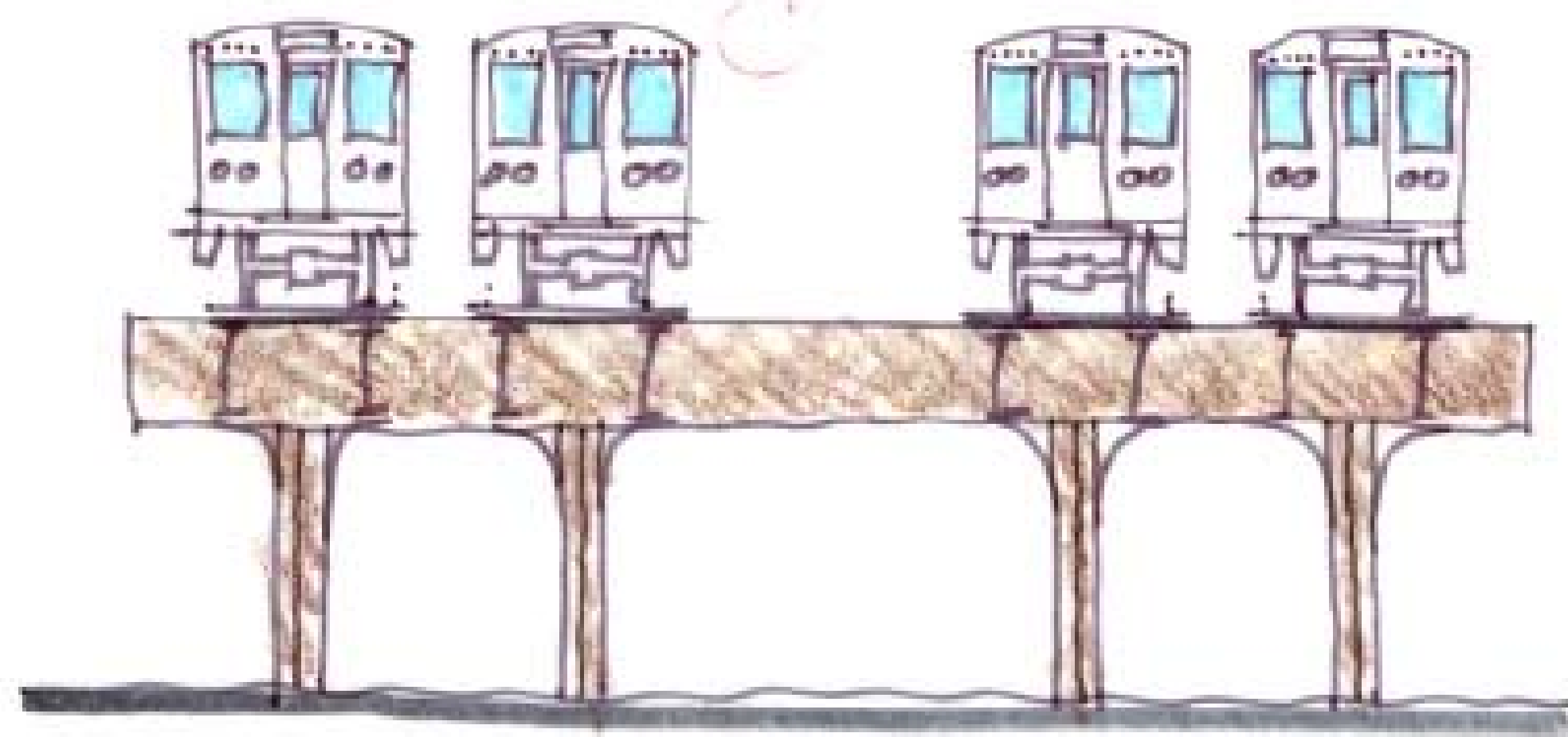
Existing Viaduct



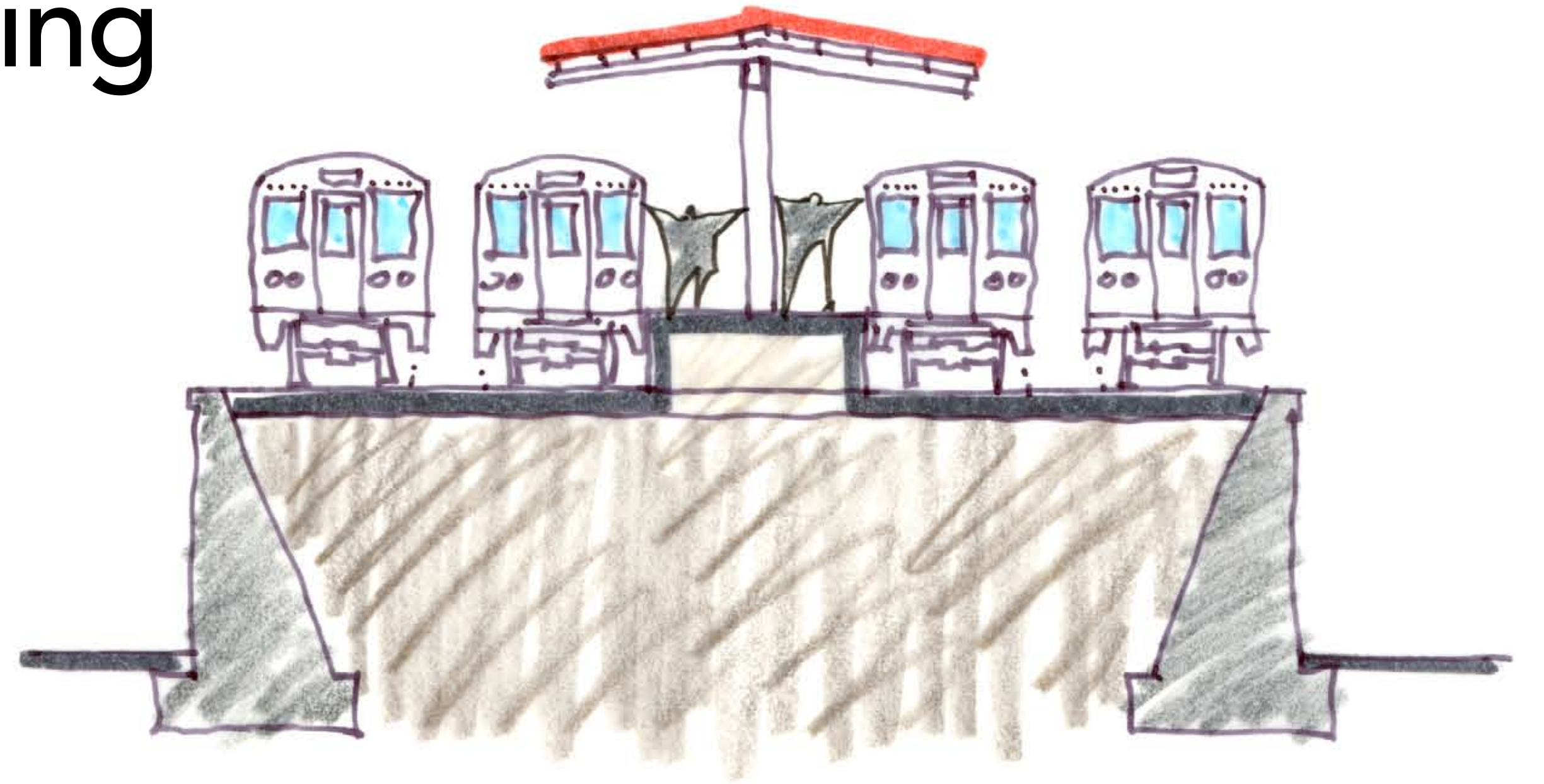
Viaduct Replacement

Track Structure Options

Existing

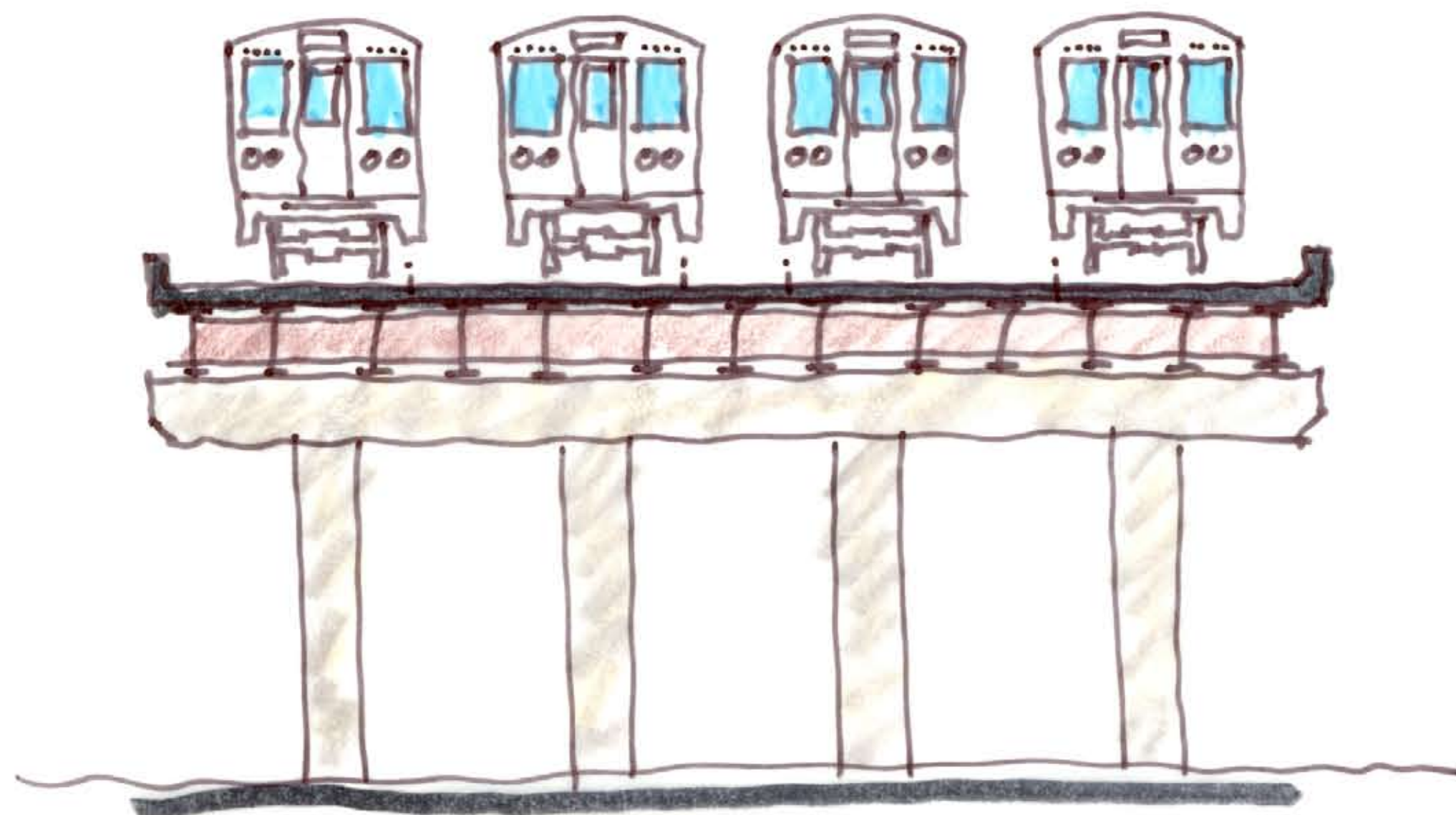


Steel Elevated Structure

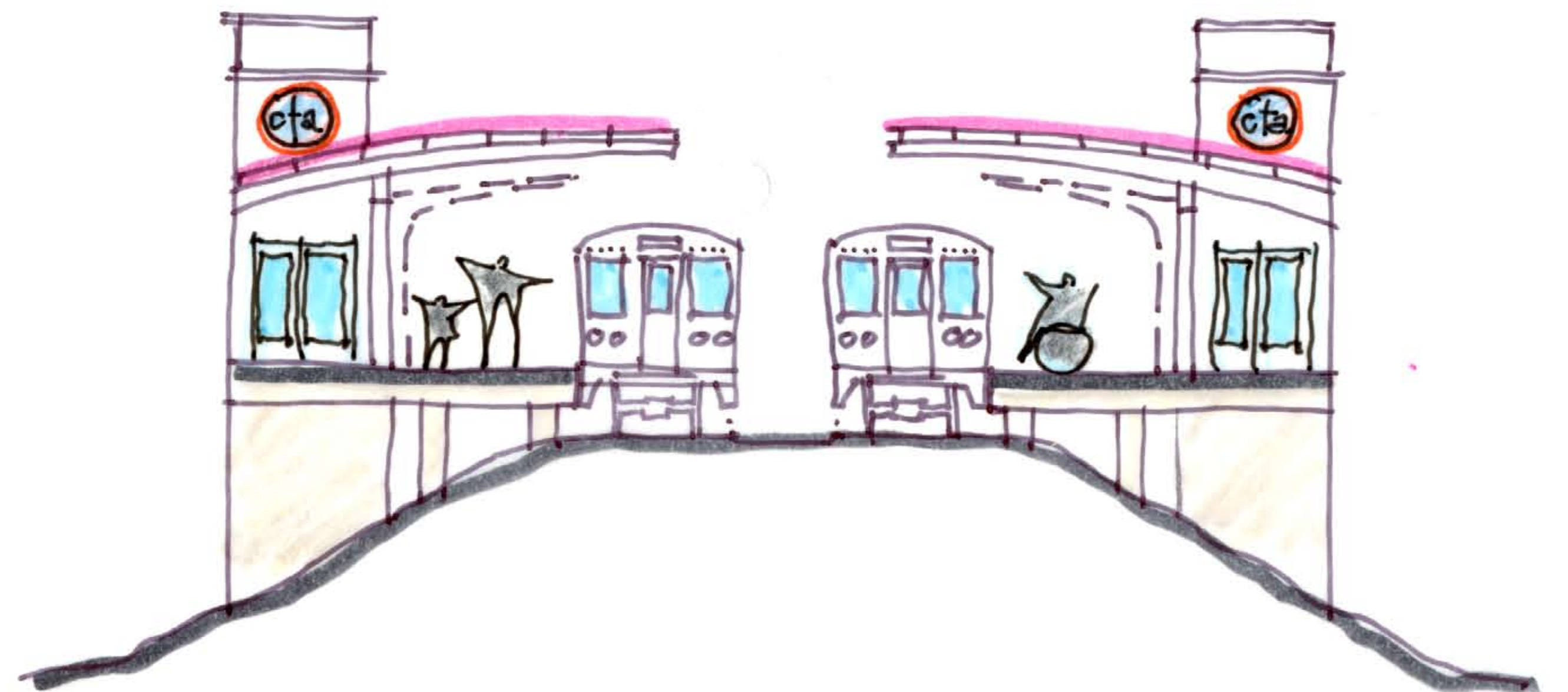


Embankment

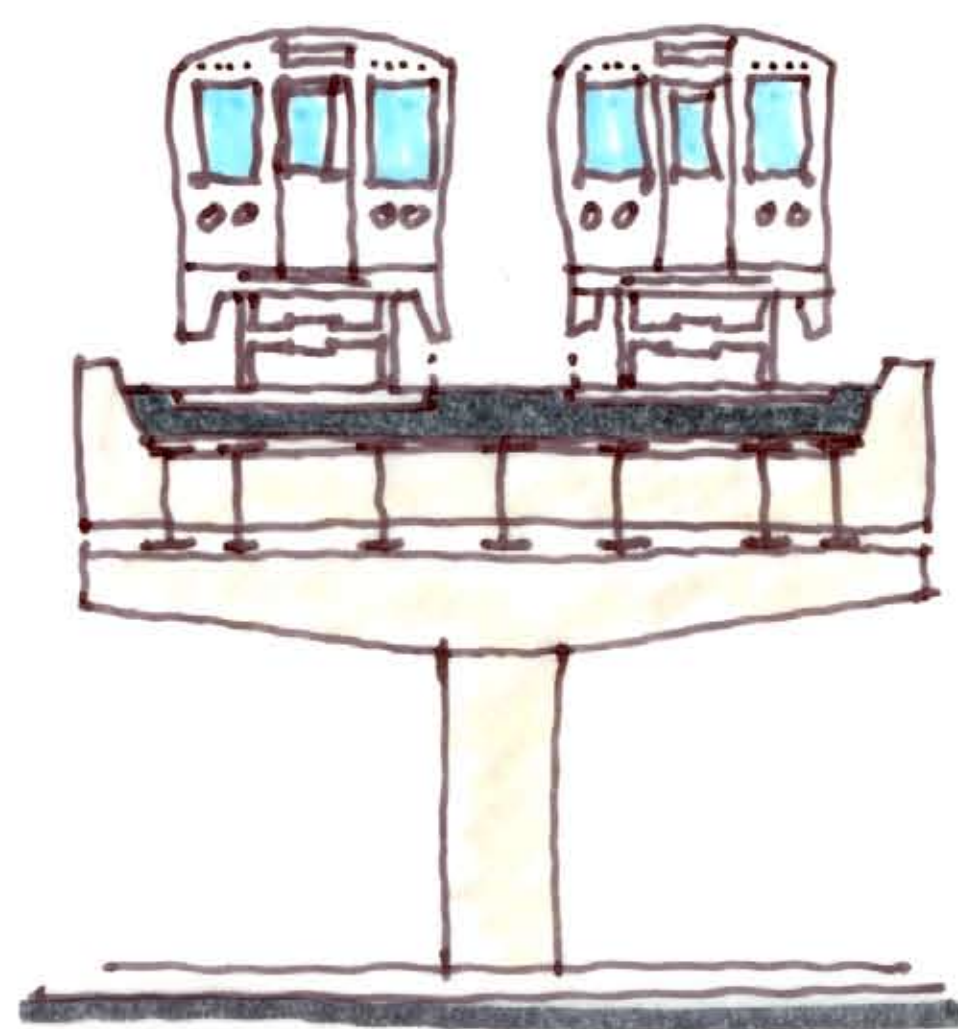
Modernization



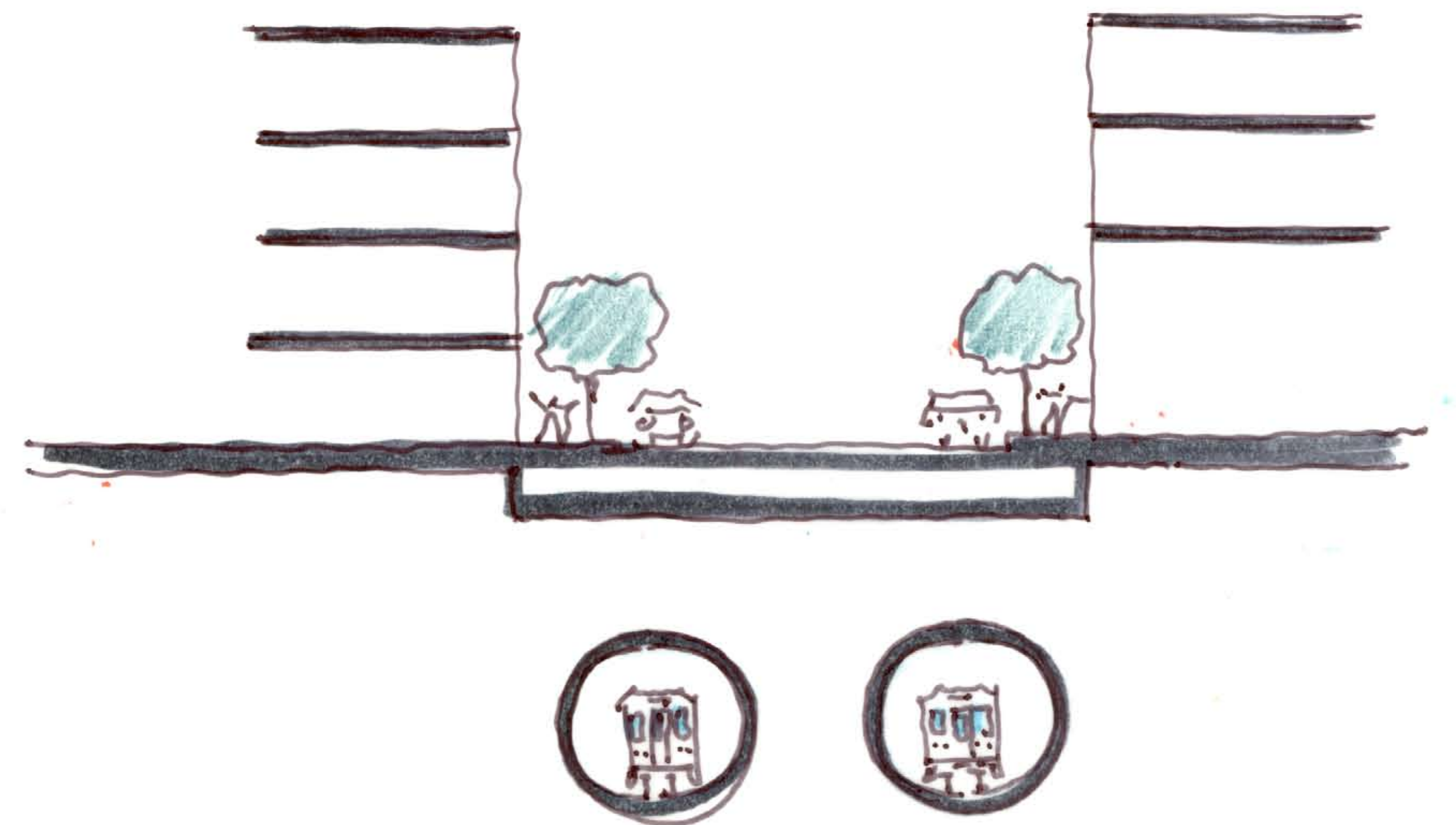
Modern Concrete Aerial Structure



Embankment

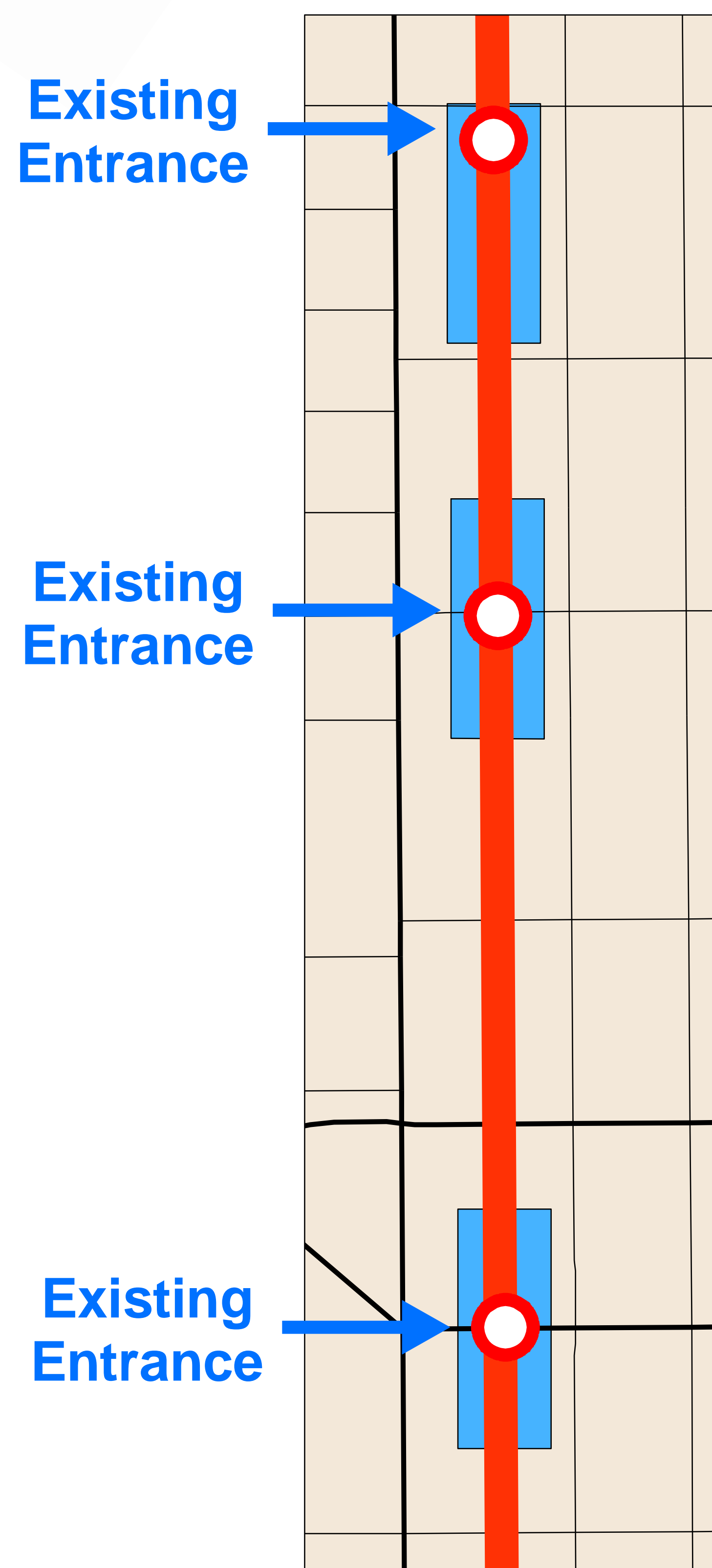


Modern Concrete Aerial Structure

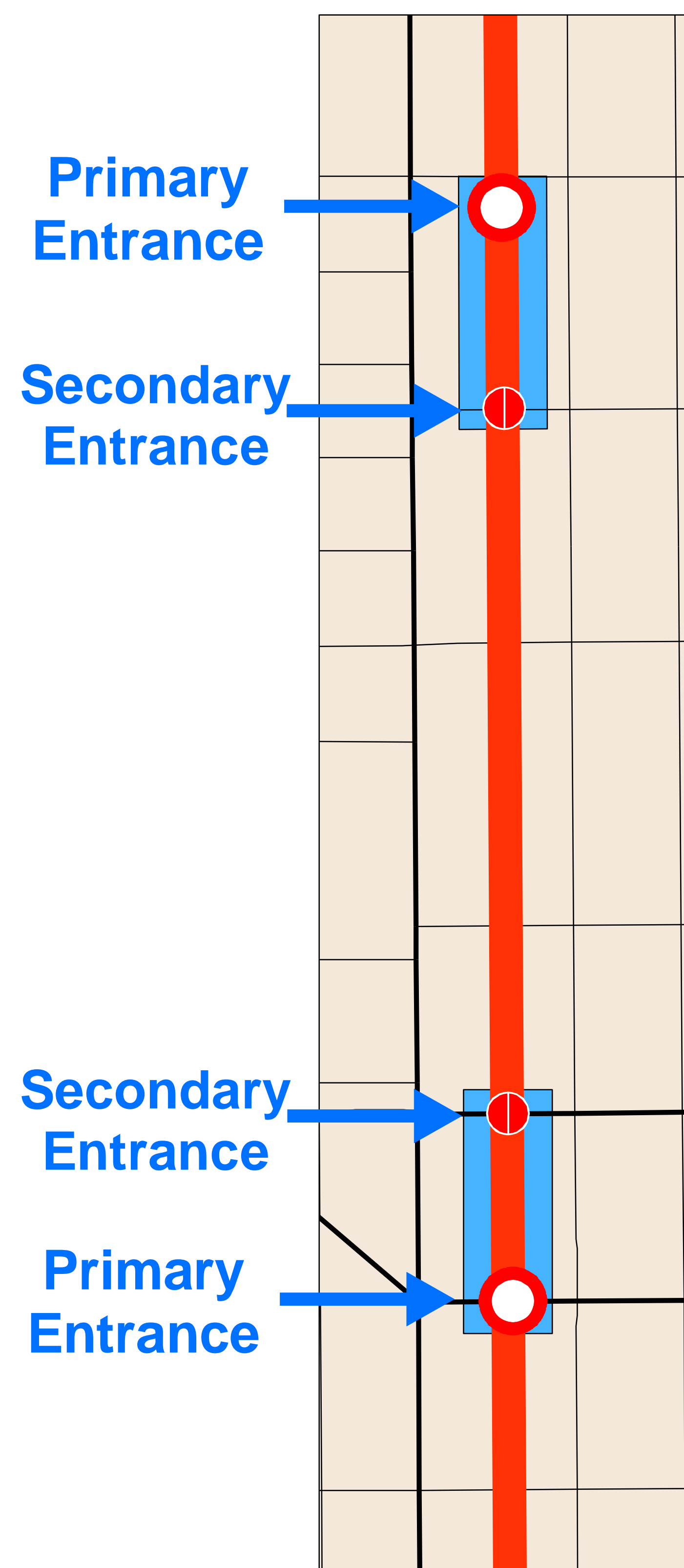


2-Track Tunnel

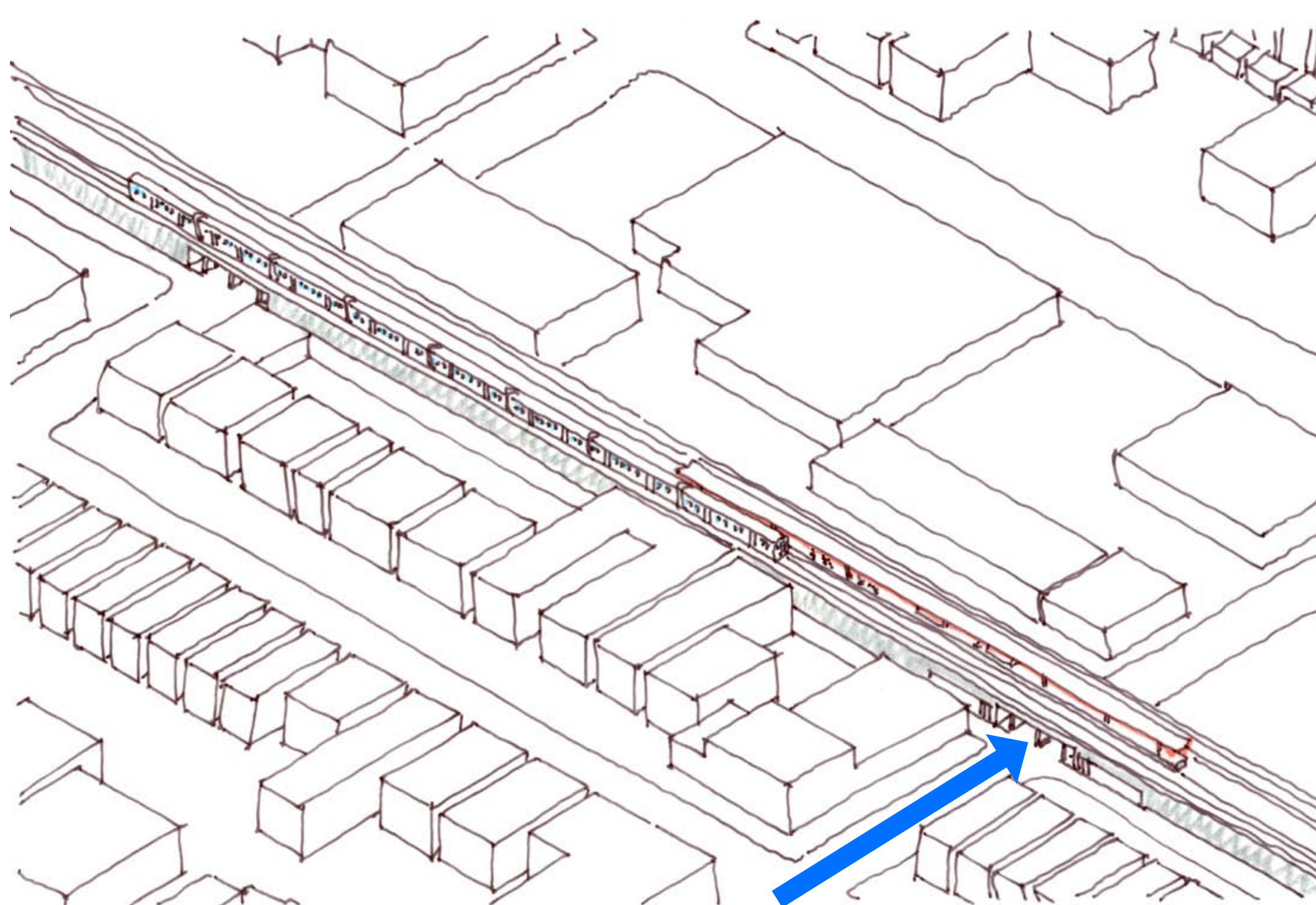
Stop Consolidation and Secondary Entrances



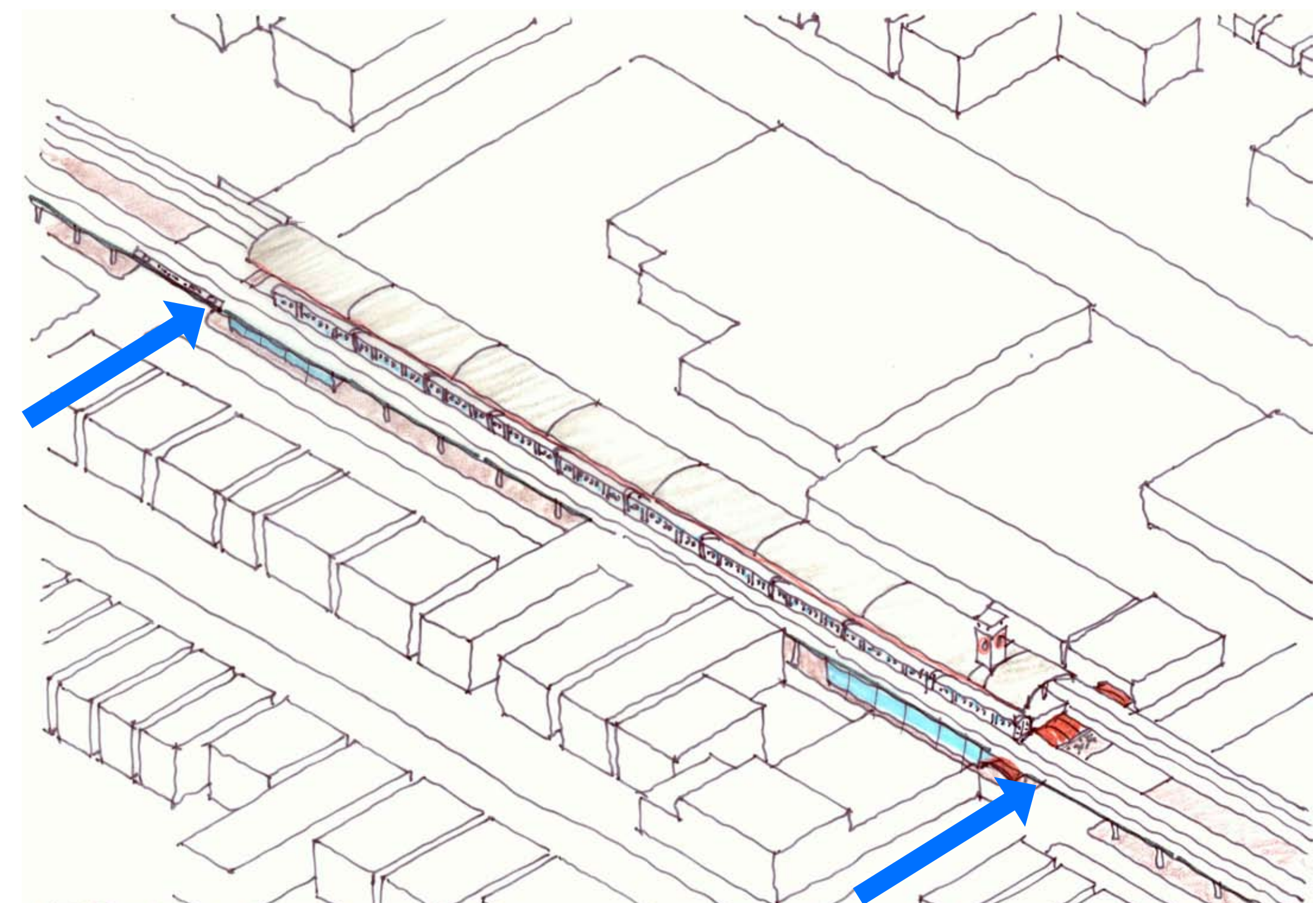
Existing Entrances



Proposed with Secondary Entrances



Existing Single-Entrance Station



Potential Multi-Entrance Station