

Building a better transit experience for our customers

When completed, the RPM Program would deliver all the benefits of modern service and infrastructure for customers.

- Faster, smoother rides – New track, bridges, and viaducts, as well as electrical upgrades along the entire Red-Purple corridor would allow CTA to safely increase the speeds for all trains while also offering a smoother, quieter ride.
- Modern, comfortable, fully ADA accessible stations along the entire corridor with elevators, wider platforms, and vastly improved amenities.
- Less crowding and more frequent service – With wider, longer station platforms along the entire line and upgraded electrical and signal capacity, and the elimination of bottlenecks at an outdated rail intersection, CTA can run longer and more frequent trains during rush hour, reducing passenger wait times and alleviating overcrowding.



Next Steps

The Federal Transit Administration (FTA) will evaluate the Environmental Assessment, and the agency's final decision documentation will allow CTA to move forward into the next phase of the project implementation (engineering) and qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing.

Red Ahead

RPM is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

The Red Ahead program also includes the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Project (began summer 2014), the Wilson Station Reconstruction Project (began fall 2014) and the Red Line Extension Project, which would extend the line south to 130th Street (currently in planning).

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Phase One: Red-Purple Bypass



New Bypass at the intersection of the Red, Purple, and Brown lines

The Red, Purple, and Brown lines currently meet at a rail intersection just north of Belmont station. This outdated, inefficient track configuration dates back to 1907 and was not originally designed to connect three separate routes.

Today, this outdated track configuration is the equivalent of a traffic signal in the middle of a busy interstate highway. The configuration of this intersection, which forces northbound Brown Line trains to cross over Red and Purple line tracks, results in train stoppages and delays that cause rush hour traffic jams when CTA runs the most trains. With trains already backing up at rush hour, adding more trains to eliminate overcrowding would only worsen the traffic jam. Unless CTA can eliminate the traffic light, it cannot add more trains when they are needed most.

Demand on the Red Line is growing and is projected to continue to increase in the coming years. Without the new bypass, CTA can't add train service to meet growing demand, which means trains will grow more crowded and transit riders will wait even longer.

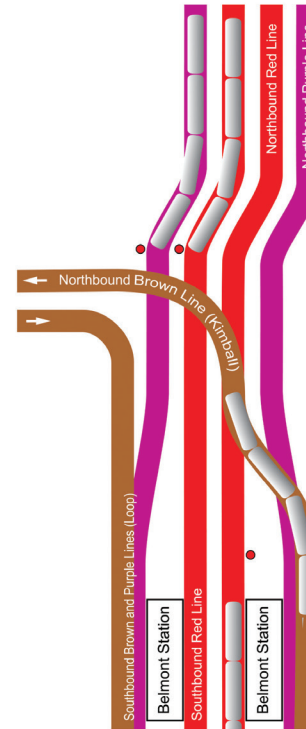
As part of the first phase of the Red and Purple Modernization (RPM) program, CTA plans to construct a new Red-Purple Bypass at this intersection to eliminate the traffic light and allow the CTA to add more train service to meet growing demand on all three lines, especially at rush hour when trains are most crowded.

The bypass would:

- Remove the largest physical constraint to increasing train capacity in RPM corridor.
- Increase the number of trains CTA can run on the Red Line by 30 percent.
- Allow CTA to add up to eight more Red Line trains per hour in the peak direction during rush hour.
- Enable CTA to accommodate 7,200 more passengers per hour on the Red, Purple, and Brown lines.
- Reduce crowding and delays, and improve reliability.

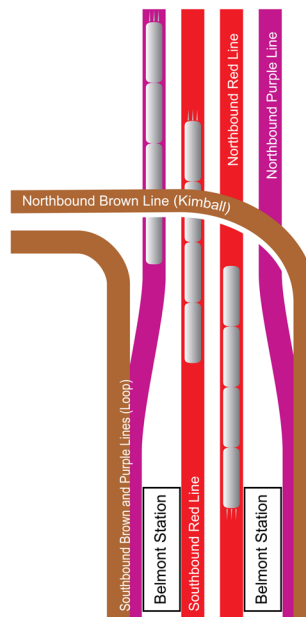
Current Track Configuration

The current track configuration just north of Belmont requires up to three Red and Purple line trains to stop and wait for a single Brown Line train to cross. This happens throughout every weekday but more frequently during rush hour, and often leads to train bottlenecks.



Bypass Track Configuration

By building a dedicated track for Brown Line trains, the bypass would unclog traffic at this intersection, and allow CTA to add additional trains to serve 7,200 more riders per hour.



The RPM Corridor Vision

CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) program would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve customer service for generations to come.

Phase One Improvements

A massive, multi-stage project, RPM would be completed in phases. The first phase would include two main components:

- 1 Construction of the Red-Purple Bypass north of the Belmont station to address significant capacity constraints caused by an outdated rail junction where the Red, Purple, and Brown lines intersect. The bypass would allow the CTA to add train service as ridership grows and by increasing the number of trains that pass through this intersection.
- 2 Completely rebuilding four aging stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and near Ardmore Avenues. The new stations would include modern amenities and elevators to make them accessible to customers with disabilities, and the new tracks would significantly improve train speeds and service reliability.