

Red and Purple Modernization

Welcome to the Lawrence to Bryn Mawr Modernization Public Hearing

The purpose of this meeting is to:

- Share information on the Lawrence to Bryn Mawr Modernization Project
- Summarize results of the recently completed Environmental Assessment
- Obtain your input on the impacts and proposed mitigation measures

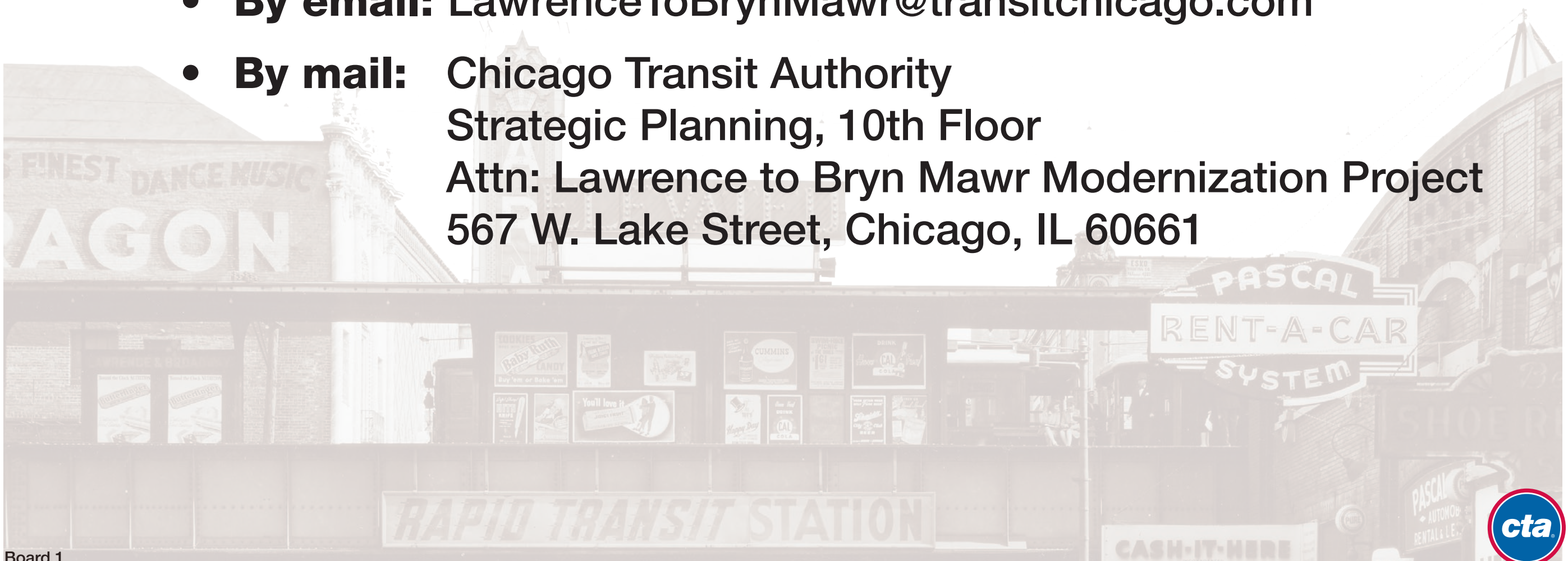
If you have questions, feel free to ask the representatives stationed around the boards.

Formal comments can be made in two ways:

- Speak with the court reporter
- Provide written comments on comment cards

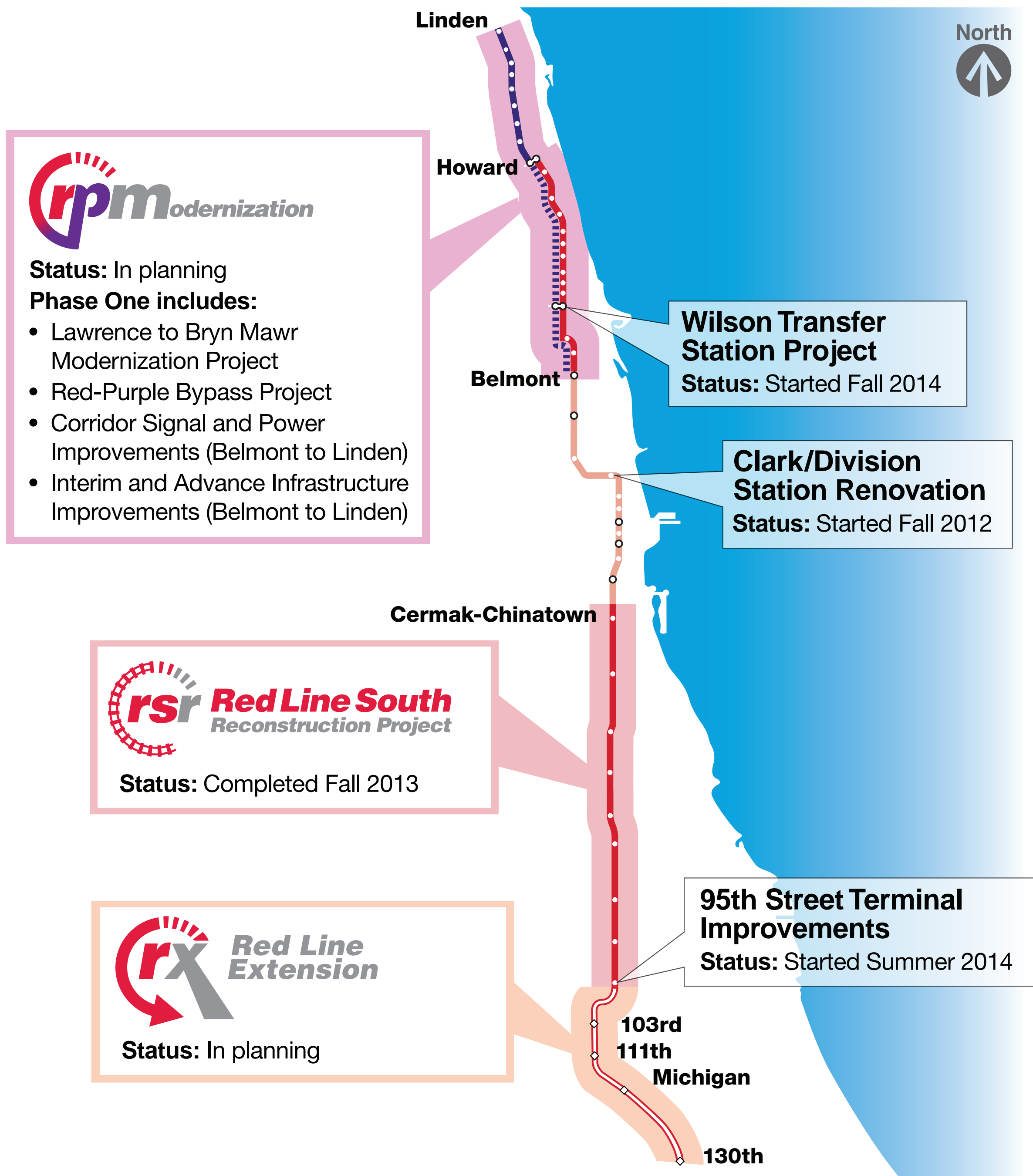
Written comments will also be taken through May 29, 2015:

- **By email:** LawrenceToBrynMawr@transitchicago.com
- **By mail:** Chicago Transit Authority
Strategic Planning, 10th Floor
Attn: Lawrence to Bryn Mawr Modernization Project
567 W. Lake Street, Chicago, IL 60661



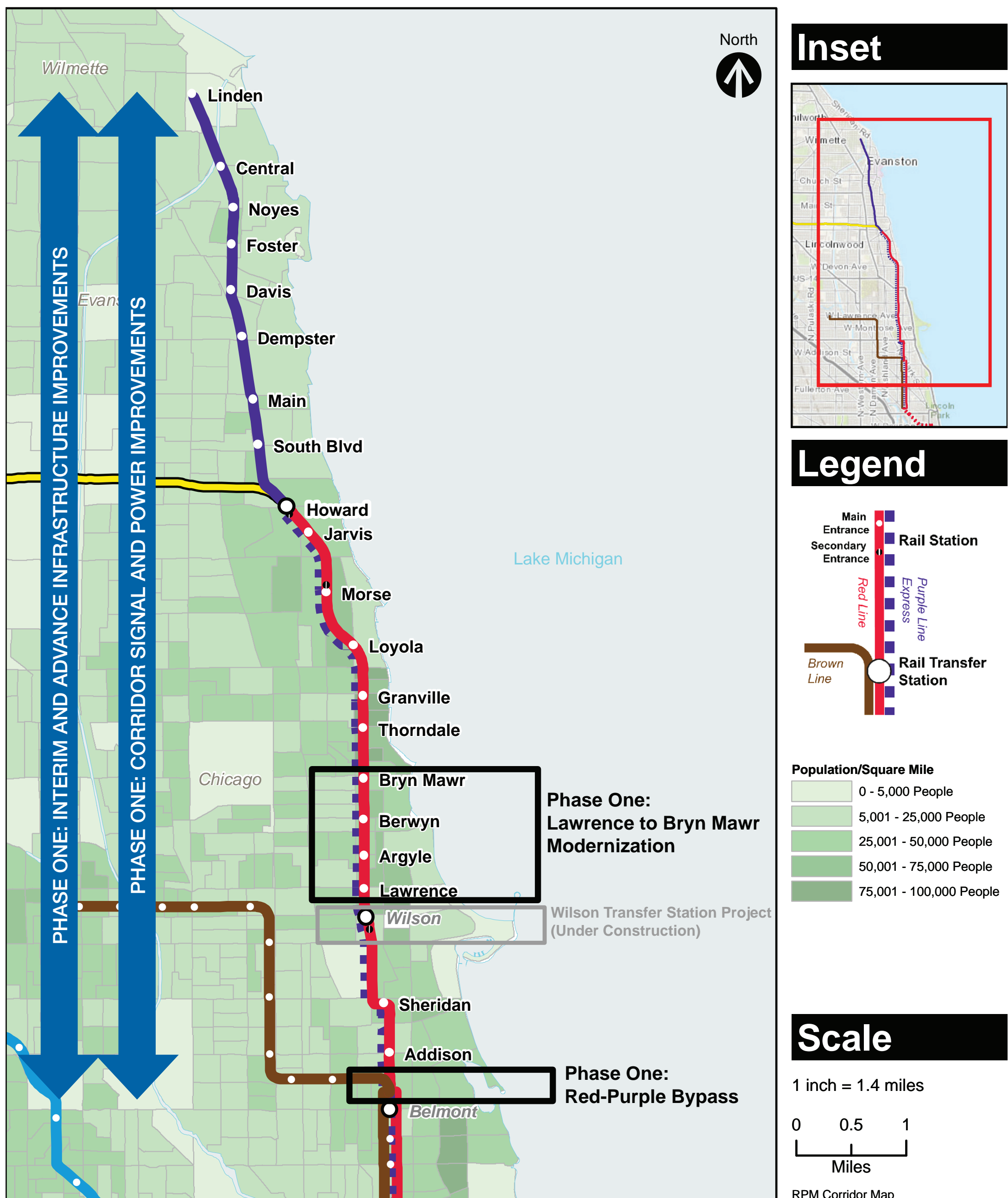
The Red Ahead Program

Red Ahead is a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most traveled rail line



Red and Purple Modernization Program

RPM is proposed as a massive, multistaged program to be completed in phases, allowing CTA to make the greatest number of improvements while meeting the public's expectations for timely delivery of the improvements.



Lawrence to Bryn Mawr Modernization Overview

Project Elements

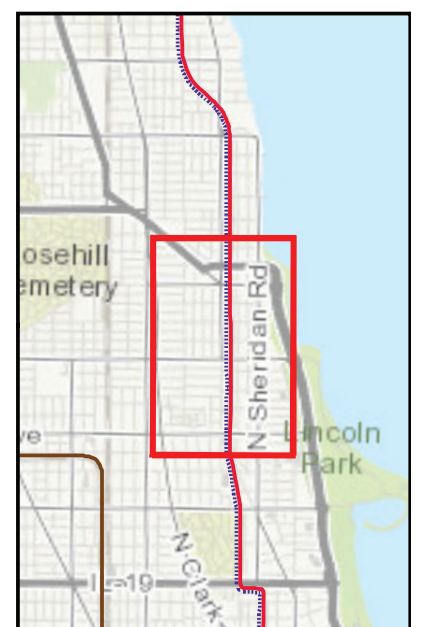
- Reconstruct approximately 1.3 miles of existing track
- Expand and modernize Lawrence, Argyle, Berwyn, and Bryn Mawr stations
- New stations would be fully accessible to people with disabilities
- Fully replace and modernize the structural system that is over 90 years old

Anticipated Costs:
\$1.33 billion

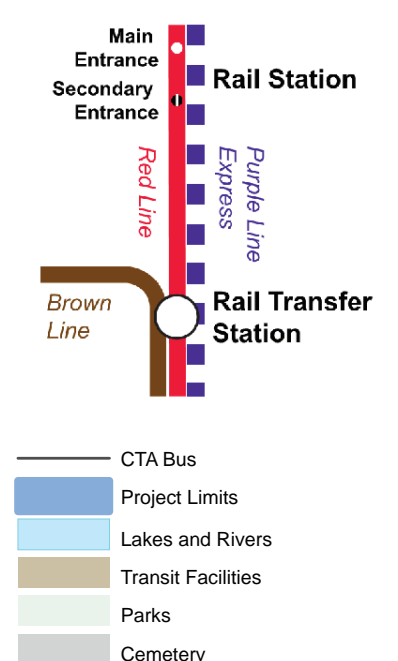
Anticipated Construction:
As early as late 2017



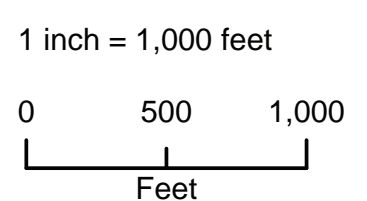
Inset



Legend



Scale



LBMM Project Limits

Lawrence to Bryn Mawr Modernization

Purpose and Need



Project Purpose

To provide continued high-speed transit service connecting Chicago's North Side and northern suburbs to the Loop and the rest of the Chicago metropolitan area, and to expand capacity to meet growing ridership demand, while reducing train travel times and improving access to the system for people with disabilities.

Needs to be Addressed

- Peak ridership demand exceeds existing infrastructure capacity, both on the line and at stations
- A substantial number of transit customers rely on the existing train line
- Passenger crowding is common on trains and platforms
- Existing infrastructure is substantially past its expected lifespan
- Station improvements are needed to provide ADA accessibility

Alternatives Development Process

**2009 –
2010**

- Vision study for 9.6-mile RPM corridor
- 4 public meetings, over 300 public comments, over 11,000 mailed surveys

2011

- NEPA* scoping process for 9.6-mile RPM corridor
- 4 public meetings, over 1,500 public comments

2012

- Refined alternatives
- 2 public meetings held

2013

- Research, concept design to reduce impacts
- FTA and CTA defined a phased approach for the RPM Program

**2014 –
Present**

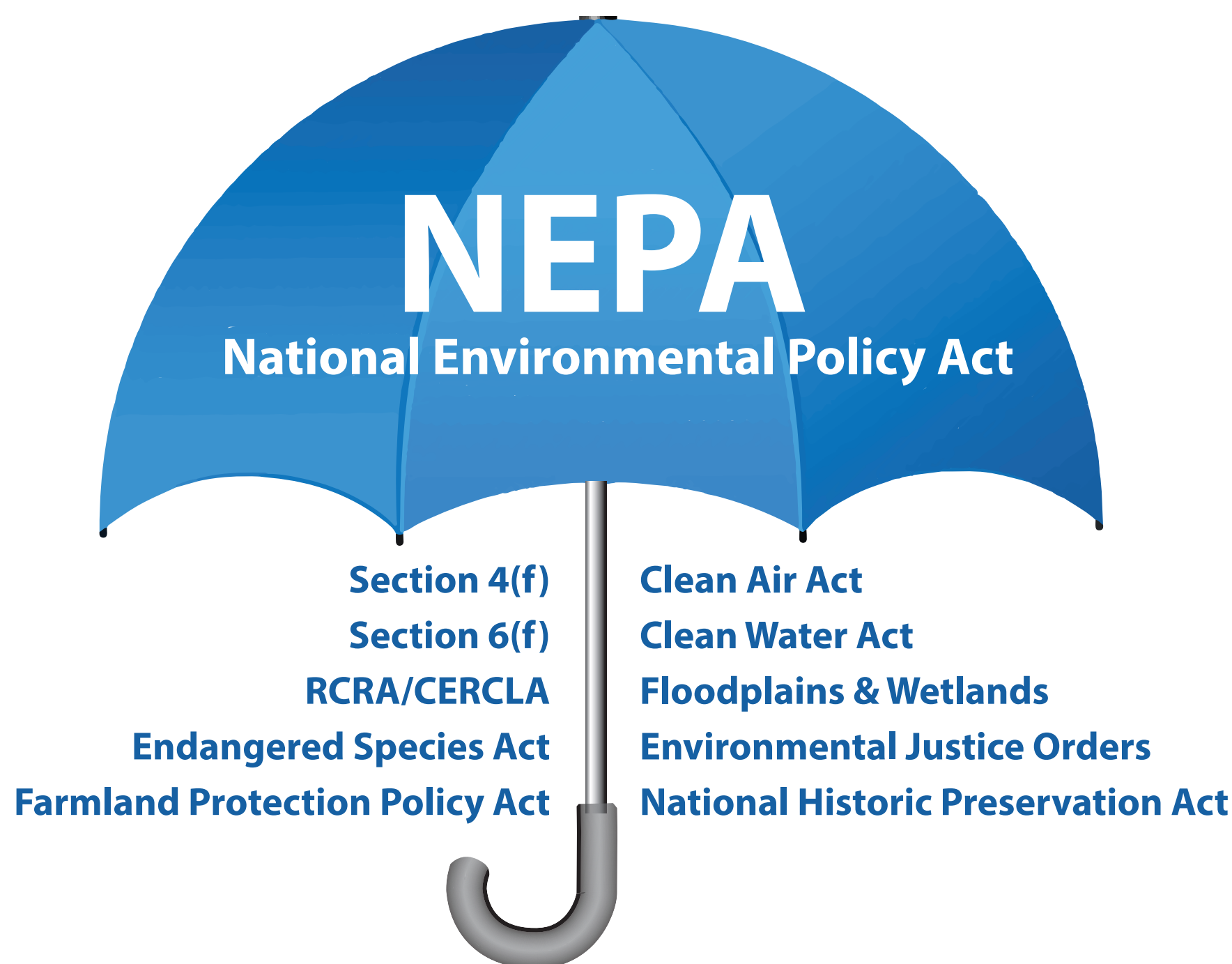
- Announced Build Alternative to public
- Public meetings held to gather input on proposed improvements and areas of concern

*National Environmental Policy Act

Purpose and Status of the Environmental Assessment (EA)

EA Purpose

The National Environmental Policy Act (NEPA) looks at a broad range of community and environmental impacts. It is required for all federally funded projects.



EA Status

Lawrence to Bryn Mawr Modernization Project EA was made available for public review and comment on April 29, 2015.

- Comments and responses received on environmental impacts will be incorporated into the final decision document
- FTA will issue a finding on the proposed project based on the significance of impacts identified
- The finding will guide future planning and implementation of the project

Alternatives Considered

This Environmental Assessment compares the No Build Alternative and Build Alternative for the Lawrence to Bryn Mawr Modernization Project.

No Build Alternative



- Required as part of NEPA environmental analysis
- Includes typical ongoing repairs only and represents future condition if the project were not implemented
- Compares the relative benefits and impacts of the Build Alternative

Key Characteristics of the No Build Alternative

- Does not expand capacity, improve service quality, or travel times
- Does not provide elevators for people with disabilities (ADA accessibility)
- Limited benefits that only provide a short-term extension of structure life

Build Alternative



- Reconstruction of approximately 1.3 miles of Red and Purple lines in Uptown and Edgewater
- Would result in modern structures with a useful life of 60 to 80 years and would support future growth and development in the corridor

Key Characteristics of the Build Alternative

- Replaces and modernizes crumbling embankment walls and bridge structures
- Accommodates more passengers by nearly doubling the width of station platforms
- Provides greater train capacity to support future growth and development in the corridor
- Provides full ADA accessibility at reconstructed stations
- Improves access with wider stairs

Station Improvements



Conceptual renderings of station platform and proposed interior station improvements

Station Improvements: Completely reconstruct the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. New elevators and widened stairways would increase capacity, provide ADA accessibility, and improve passenger and emergency access.

Key Benefits

- ADA access at all stations
- Improved accessibility for riders
- Reduced wait times
- Faster boarding and exiting
- Improved passenger circulation on platforms
- Improved amenities, including lighting and signage

Key Impacts

- Additional right-of-way required to accommodate new, wider platforms

How the Build Alternative Reduces Impacts

- To minimize impacts on adjacent properties, the right-of-way widening would take place over adjacent alleys along the east side of the alignment, where possible

Track Improvements



Photo of alley adjacent to CTA station and conceptual rendering of alley spanning concept

Track Improvements: Completely reconstruct elevated track system from Leland Avenue to near Ardmore Avenue with a closed-deck, aerial structure with direct-fixation track, welded rail (welded at joints), and noise barriers.

Key Benefits

- Increased train speeds through elimination and prevention of slow zones
- Minimized noise and vibration impacts through use of a closed-deck track
- Reduced maintenance with use of direct-fixation tracks

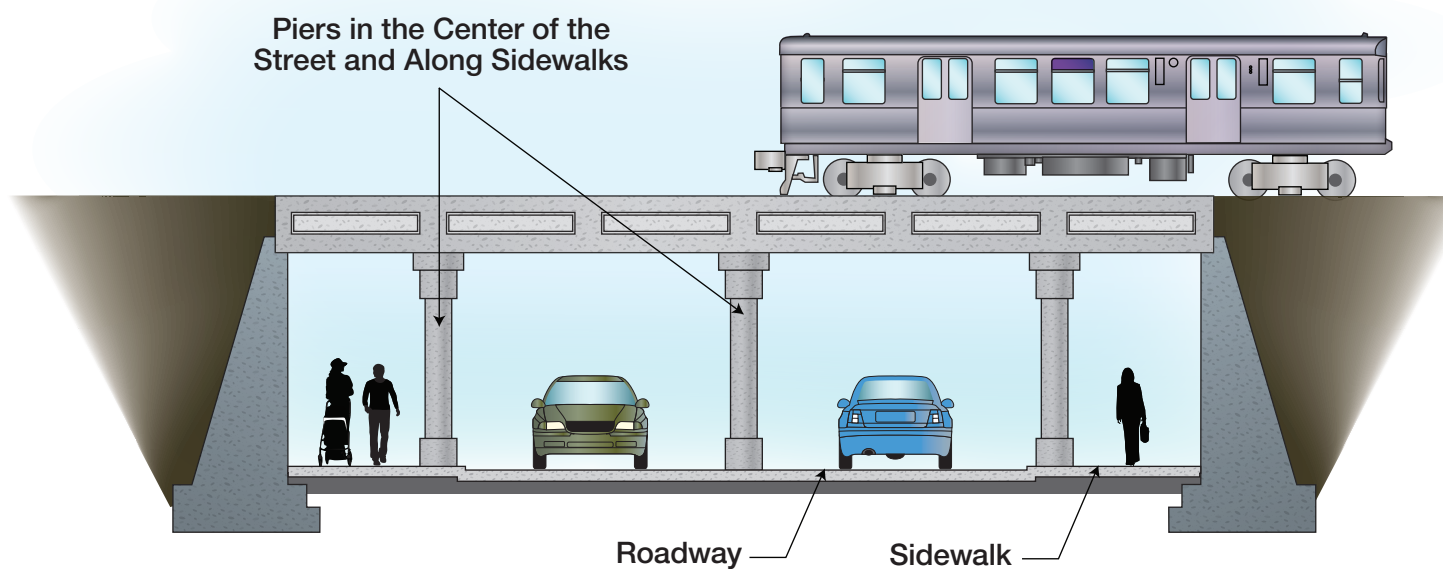
Key Impacts

- The tracks would be constructed further apart to accommodate wider platforms

How the Build Alternative Reduces Impacts

- Widening over adjacent alleys along the east side of the alignment
- Near the Aragon Ballroom, part of the widening would also occur to the west of the existing alignment to avoid effects on the historic venue
- Noise barriers (3 to 5 feet in height) are proposed on both sides of the track deck to reduce noise transmission at and below track level

Viaduct and Sightline Improvements



Visualization of existing viaduct with columns



Concept for new viaduct with no columns in the street

Viaduct Improvements: Remove piers in the roadway and raise track structure approximately 5 to 10 feet.

Key Benefits

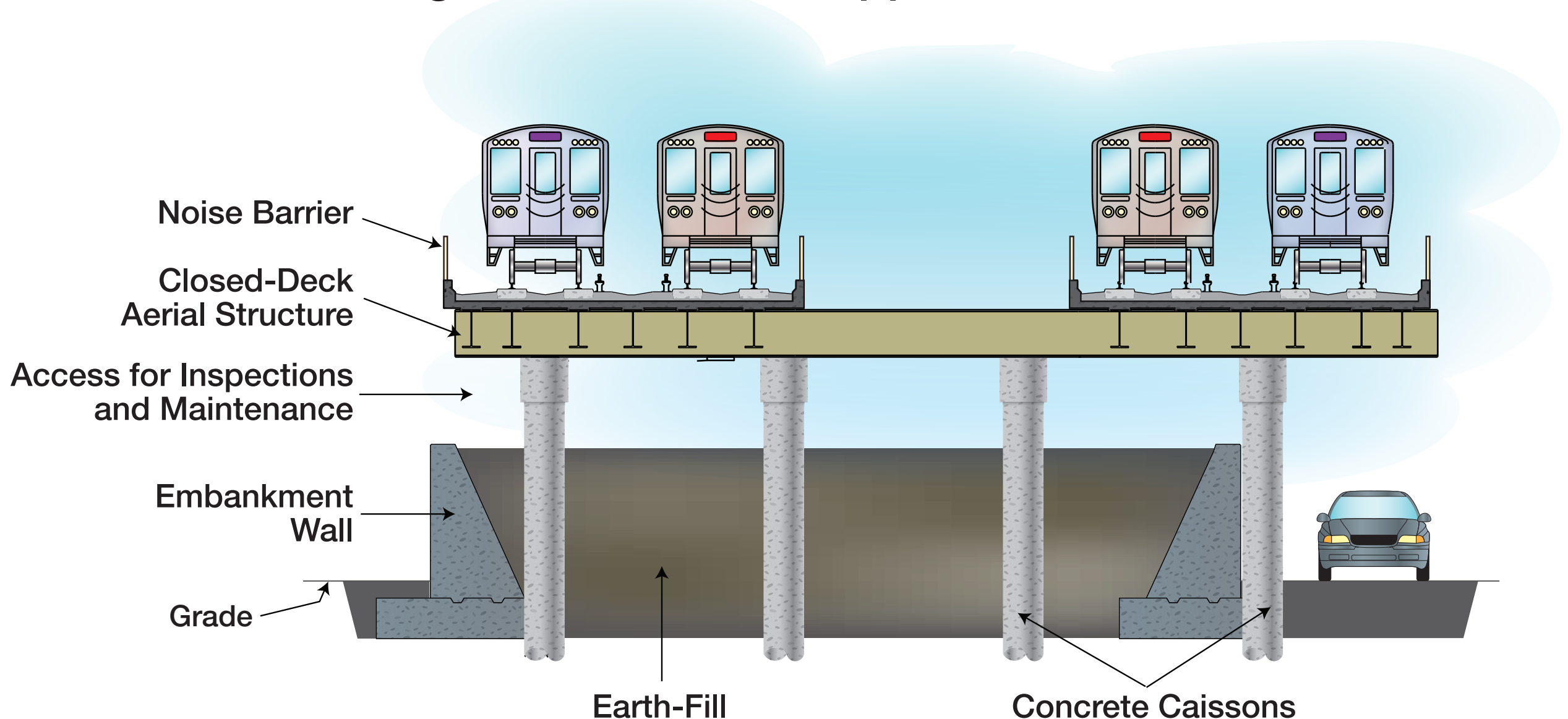
- Improved sightlines and safety for pedestrians, drivers, bicyclists
- The new viaducts, raised 5 to 10 feet, would be in compliance with current Illinois Department of Transportation vertical clearance standards

Key Impacts

- There would be no impacts beyond the slight elevation of structures

Structural Support and Embankment Walls

Structural Support Improvements: Remove portions of the existing embankment walls and earth-fill to construct the new stationhouses. Construct a new, higher structure to support the tracks.



Key Benefits

- The new structure, raised 5 to 10 feet, would be in compliance with current Illinois Department of Transportation vertical clearance standards
- The new, modern structures would have a useful life of 60 to 80 years

Key Impacts

- Construction would displace two buildings to accommodate construction staging sites

How the Build Alternative Reduces Impacts

- The proposed aerial structure would minimize property displacements

How the Project Would Be Constructed



Construction is proposed to occur in two stages. Total construction duration is 36 to 42 months, and construction could begin as early as 2017.

Temporary Construction Overview:



- Red Line trains continue to operate 24 hours per day
- Red and Purple line service frequency similar to current conditions
- Temporary noise, dust, detours, and temporary station closures
- Some construction vehicle emissions and truck traffic
- Alternate access to be provided for businesses
- Emergency access maintained
- Alternative garbage and delivery access to be provided, as needed
- Construction workers required to park off-street

Transportation Impacts During Construction of Stage A

Major Characteristics

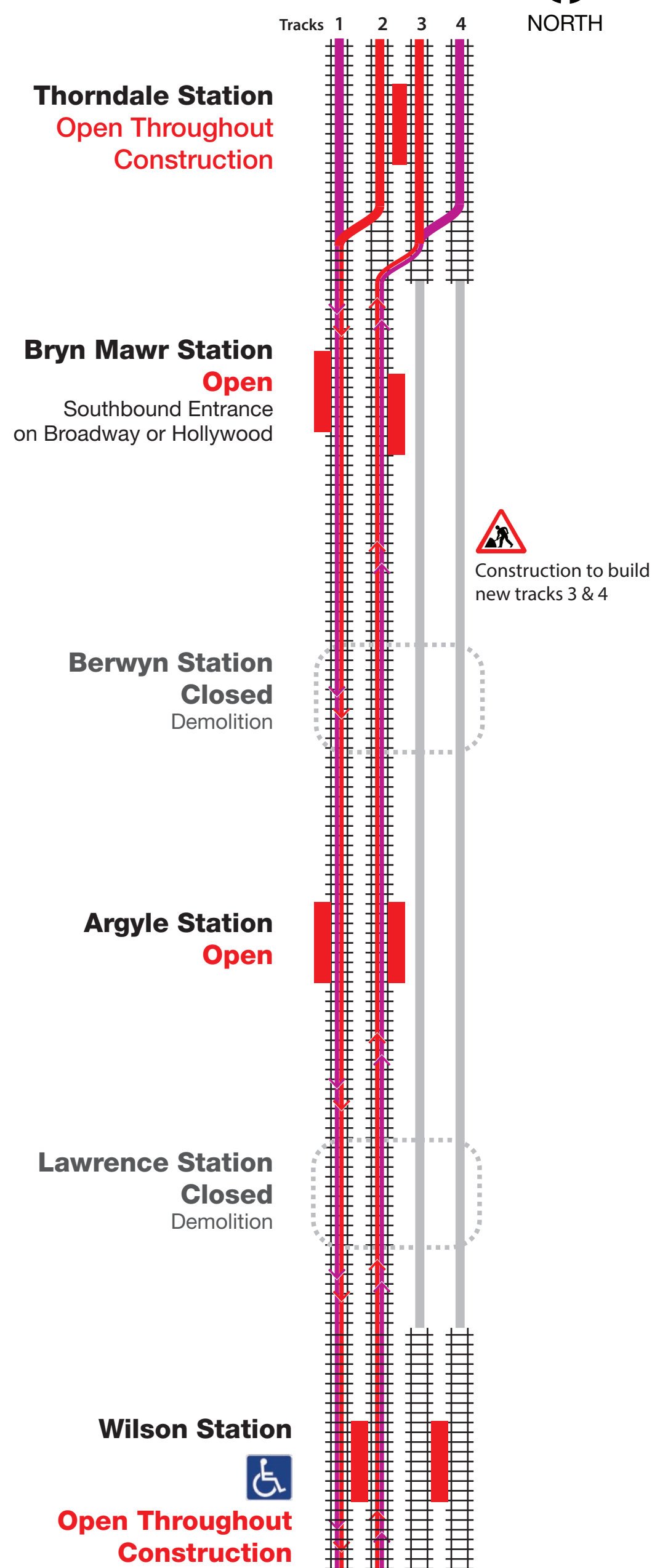
- Red and Purple lines continue to run on two operating tracks
- Lawrence and Berwyn stations closed
- Additional 5 to 9 minutes of walk time, may be less depending on origin

Access to Public Transit

- Lawrence station passengers may use newly constructed Wilson station, Argyle station, or #36 Broadway bus
- Berwyn station passengers may use Argyle or Bryn Mawr stations or #36 Broadway bus
- #81 Lawrence bus re-routed to serve Wilson station
- #92 Foster bus re-routed to serve an adjacent open station (either Argyle or Bryn Mawr station)

STAGE A

Approximately 18 Months



Not to Scale

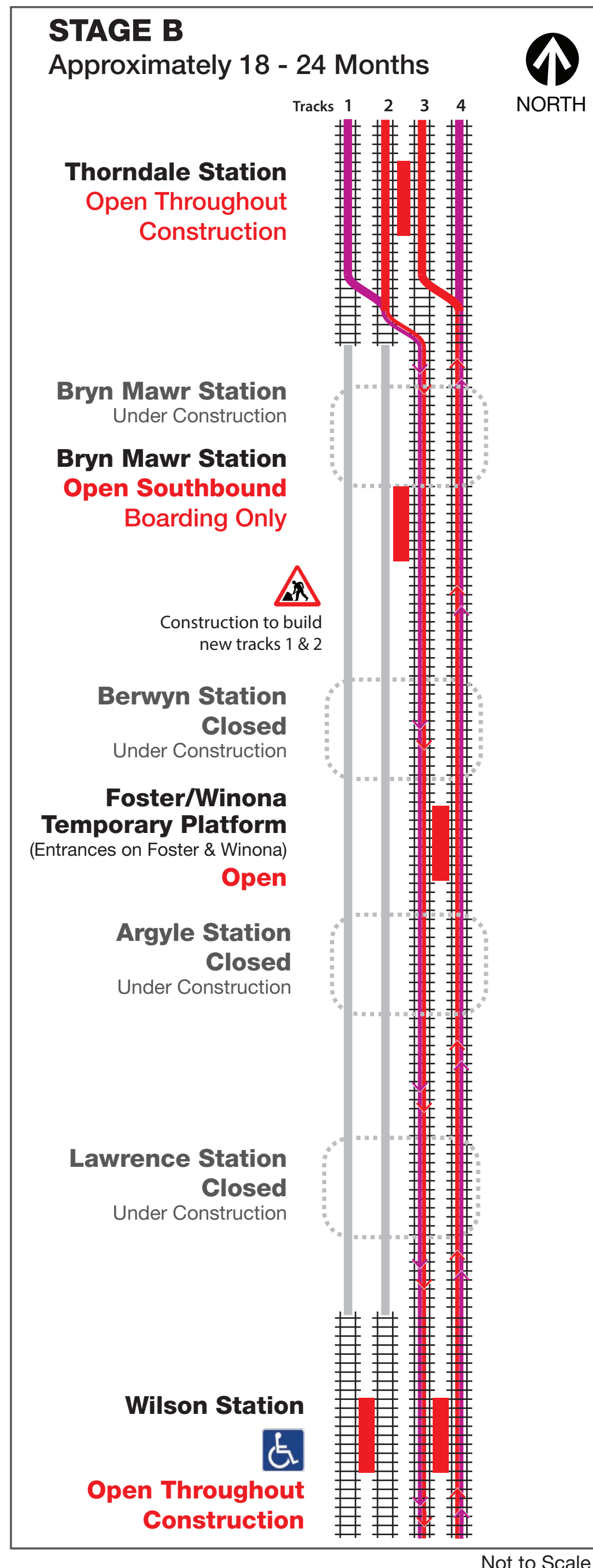
Transportation Impacts During Construction of Stage B

Major Characteristics

- Red and Purple lines continue to run on two operating tracks
- Lawrence and Berwyn stations remain closed, Argyle station closed
- New temporary station at Foster/Winona open
- Bryn Mawr temporary station available southbound only, northbound riders may exit at Thorndale station and ride back south to Bryn Mawr station
- Additional 5 to 9 minutes of walk time, may be less depending on origin

Access to Public Transit

- Lawrence station passengers may use newly constructed Wilson station, temporary Foster station, or #36 Broadway bus
- Berwyn and Argyle station passengers may use temporary Foster station or #36 Broadway bus
- #81 Lawrence bus re-routed to serve Wilson station
- #92 Foster bus re-routed to serve temporary Foster station



Temporary Construction Sites

Construction would generally occur within existing CTA right-of-way.

Some off-street construction sites would be used throughout construction to minimize street closures.



Existing surface parking lots were identified wherever possible to minimize permanent property impacts.



A portion of the Jewel Osco parking lot near Berwyn station would be used for temporary construction access.



- Construction use would be temporary and would not affect business operations
- CTA would work with the business to establish reasonable compensation for the temporary use of their property

Permanent Property Displacements

Two properties would be acquired for permanent right-of-way and construction.

Portions of these properties remaining after construction could be redeveloped with transit-related uses in cooperation with CTA independently of this project.



5657 N. Broadway



5625 N. Broadway

Mitigation Measures For Displaced Property Owners

- Displaced owners will be compensated and relocated per the Uniform Act
- Owners would be paid not less than fair market value for their land and buildings
- Owners may be eligible for compensation equal to the original purchase price of the property
- Owners and tenants would be compensated for the cost of relocating their business or residence

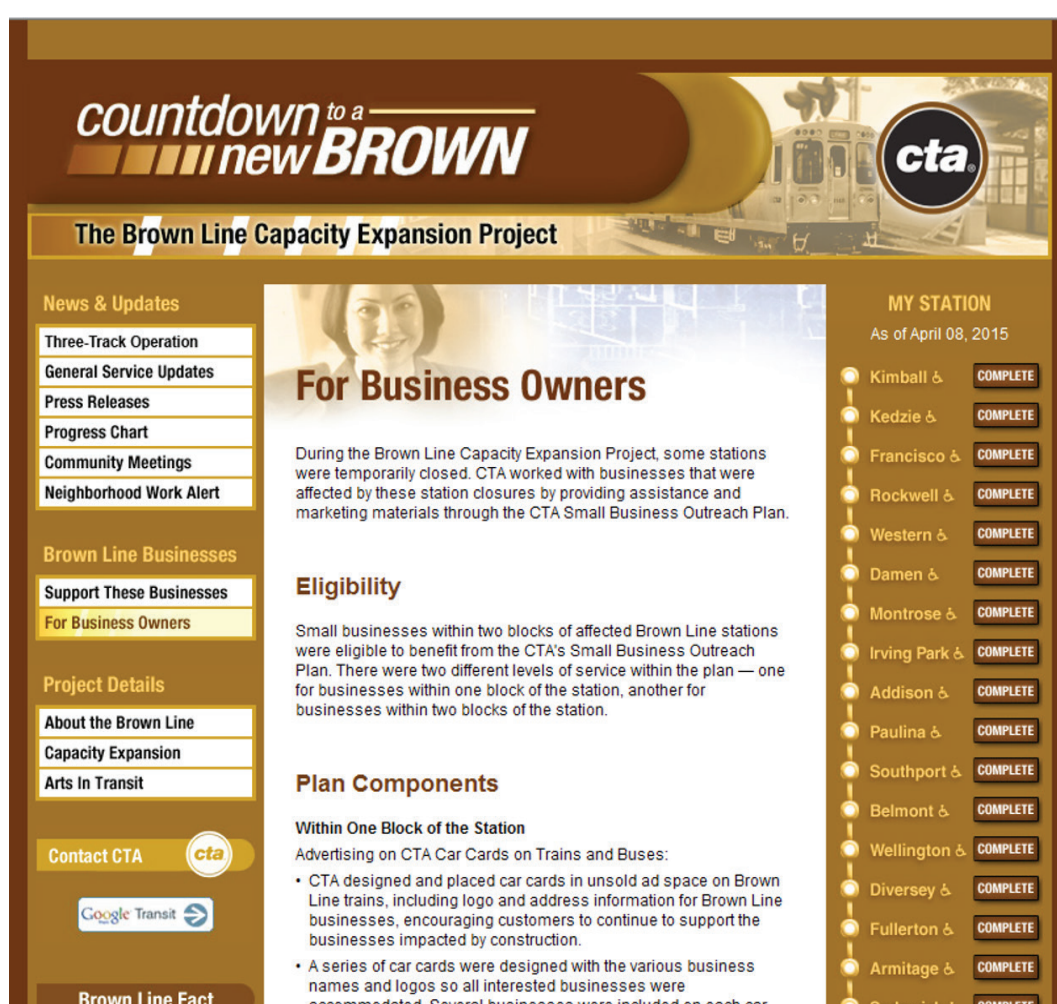
Community and Business Impacts

While the permanent result of these improvements is expected to be largely beneficial to the surrounding community, construction could have impacts to the community and particularly surrounding local businesses.

CTA proposes to develop a **Construction Outreach and Coordination Plan** in coordination with aldermanic offices and surrounding community stakeholders to assist local businesses and residences affected by construction.

Proposed Elements of the Construction Outreach and Coordination Plan

- Dedicated Webpage
- Construction Updates and Notifications
- CTA Business Outreach Program
- Task Force Development
- Ongoing Community Input Meetings



Example of webpage outreach used during the CTA Brown Line Expansion Project



“Open on Argyle” campaign used during recent CTA station improvements

Visual and Aesthetic Changes



Bryn Mawr Station Concept Rendering

Visual Changes:

- Longer/wider platforms
- Fewer columns and better sightlines in stationhouses
- Piers removed from center of streets
- Increased height of the track structure
- Closed-deck aerial structure with noise barriers
- Alley spanning for track widening
- Some embankment wall removal

Noise and Vibration

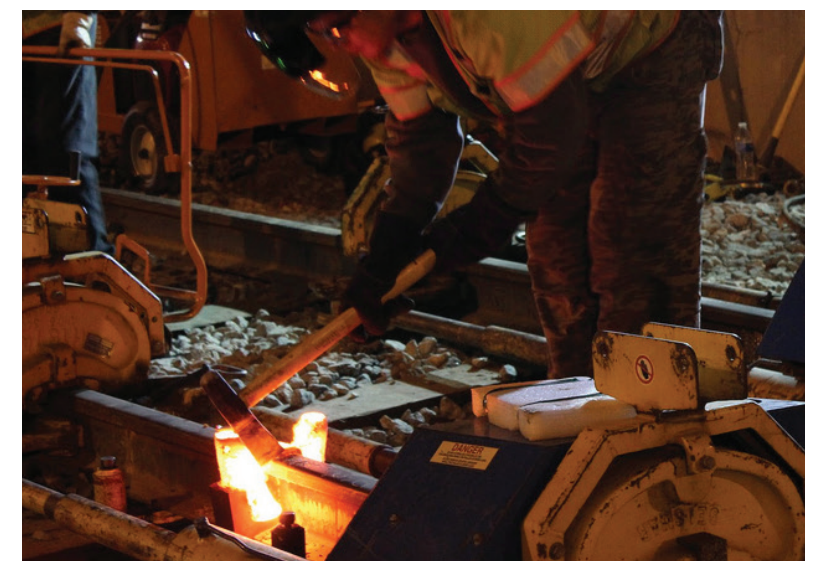
Project Elements Proposed to Reduce Noise and Vibration

- Closed-Deck Structure



Open deck versus closed-deck track

- Welded Rail



Jointed versus welded rail

- Noise Barriers



Example of noise barrier

Additional mitigation measures:

A combination of noise-reducing and vibration-damping design elements are proposed to be implemented to reduce noise and vibration increases below FTA thresholds.

Best management practices would be implemented to minimize annoyance from construction noise. A series of precautionary vibration mitigation strategies are proposed to minimize the potential for damage to structures in the project area.

Historic Resources

The elevated track structure is individually eligible on the National Register of Historic Places (NRHP) and would result in an adverse effect from this project. The project also passes through and results in adverse effects in three National Register Historic Districts.



Uptown Square Historic District



West Argyle Street Historic District



Bryn Mawr Avenue Historic District

Findings on these effects are documented in the Historic Resources section and Section 4(f) Evaluation chapter of the Environmental Assessment.

Measures To Resolve Adverse Effects On Historic Resources



- An interpretive display, in coordination with the Wilson Transfer Station project, will be developed to convey the history and significance of the north Red and Purple lines
- Updated historic nomination forms will be prepared for each historic district
- A Historic Preservation Plan will be prepared for each historic district
- Design plans for Argyle and Bryn Mawr stations will be constructed consistent with the design of the Prairie-style stations originally constructed in 1921, and that integrate into the setting of the encompassing historic district
- Prior to any demolition of historic resources, CTA will prepare appropriate historic record documentation

Thank you for participating! Stay Involved



Next Steps

- CTA and FTA will respond to public comments on the EA.
- FTA will issue a NEPA Decision Document summarizing results of the EA including all comments and responses.
- CTA will complete preliminary engineering in fall 2015.
- CTA will apply to FTA to start the next phase of the Capital Investment Grant funding program (Engineering).
- Once an FTA NEPA decision has been made, engineering is complete and funding is secured, CTA will begin construction of this project. Contingent on these factors, construction could begin as early as 2017.