



Lawrence to Bryn Mawr Modernization Project: Start of Stage A Construction

Town Hall audience questions from March 2&4, 2021* meetings

General questions

Q. What does this project cost and how is it funded?

A. The \$2.1 billion RPM Phase One project is funded through a combination of federal and local funds including: \$957 in federal Core Capacity funds (FTA); a federal \$125 million Congestion Mitigation and Air Quality Improvement (CMAQ) grant from the Chicago Metropolitan Agency for Planning (CMAP); \$622 million in Transit TIF (tax-increment financing) funds from the City of Chicago; and CTA financing.

Q. Are updates and notices available in languages other than English?

A. Yes. We regularly provide subtitled recordings of past community meetings in Chinese, Spanish and Vietnamese, as well as translated flyers distributed to local community organizations. Additionally, we offer live translation services for public meetings upon request.

Q. When will the block-by-block meetings happen?

A. They will be scheduled for April 2021. We will notify the public when the dates are finalized.

Q. When will the project start?

A. Stage A construction is expected to begin Spring 2021. Once construction schedules are finalized, we will notify the public in advance of important construction start dates.

Station design/station and track construction

Q. Why won't you have temporary stations at Lawrence and Berwyn?

A. There is not enough space available to build temporary stations at those locations, unfortunately. Passengers who normally board at Lawrence can use Wilson or Argyle stations, which are each a quarter mile away and connected via the #36 Broadway bus, and Berwyn customers can use the Bryn Mawr or Argyle stations.

We will reroute some bus routes so that customers who access Lawrence station using the #81 Lawrence bus or Berwyn station using the #92 Foster bus will be able to transfer to an open station, while the Lawrence and Berwyn stations are closed.

Q. Will the new temporary stations at Bryn Mawr and Argyle have Ventra machines?

A. Yes, the temporary stations will offer customers the ability to use Ventra machines to load value, check balances and more.



Q. How high will the new track structure be from what's there currently today, and will it be high enough that semis no longer get stuck under the bridges?

A. The new structure will meet all local and state standards for height requirements. Depending on location, the existing track structure at the rail level is about 15-16 feet high. The new tracks will be 5-10 feet higher, depending upon location.

Q. To build the new track structure, how many concrete bridge segments are going to be added and how are they joined? And where are the pre-cast segments made?

A. The pre-cast segments for the new Lawrence to Bryn Mawr track structure are currently being manufactured by Utility Concrete Products in Morris, Ill., and are trucked to Chicago. The new structure will use more than 1,500 segments, each about 10 feet long. The segments will be pulled together using temporary bars (segment to segment) and ultimately post-tensioned (or pulled together) using stainless steel post tension cables.

Q: West Bryn Mawr Avenue is a historic district and the new aesthetic appears very modern in its detailing. How does the design reflect the neighborhood and its history?

A: Bryn Mawr, like the other three Red Line stations being reconstruction in RPM Phase One, will feature glazed terra cotta facades that are consistent with other buildings in the community.

Q. Why are auxiliary exits at three of the four stations exit-only?

A. It's important to note that all four of the Red Line stations that will be reconstructed will be fully accessible to customers with disabilities. Each of these stations will have a main stationhouse that is accessible with an elevator and escalator, and each station will have a secondary or auxiliary stationhouse.

According to city and federal regulations, 60 percent of all public entrances to a newly constructed transit facility must be fully accessible to customers with disabilities. The new main stationhouses for Lawrence, Argyle and Berwyn stations will all have escalator and elevator access. Unfortunately, the auxiliary stations cannot also be entrances because they also would have to be accessible to comply with code requirements. Because of site constraints and funding considerations, we are unable to add an elevator at the auxiliary locations.

Bryn Mawr is a different situation. It will have two accessible entrances at the main stationhouse and on W. Hollywood Avenue, so under the "60 percent" code requirement, this station can have a third entrance that is not accessible, which is why it is the only one of the four stations that will have entrance and exit capability at the auxiliary entrance on Bryn Mawr.

Q. Will existing art at station houses be incorporated into the new permanent stations?

A. We plan to incorporate existing art in the new stations.



Q. How can the community provide input about new art?

A. Public artwork is an important part of new and renovated CTA stations. We are excited that there will be new public art created for each of the four stations. CTA will seek proposals from artists and there will be an opportunity for the public to provide feedback into the type of art that is developed for each station via public meetings.

Q. How does each station design tie into the history of the surrounding neighborhoods?

A. CTA stations are important cornerstones of the communities they serve, which is why we took into consideration form in addition to function so the new stations reflect the communities around them and provide a pleasant aesthetic appearance for pedestrians and customers. We worked closely with people who live and work in the neighborhoods around the stations, to develop designs that aim to create an identity for each station, each responding to the context and/or the culture within they reside. The stations will retain what makes them special, including the prairie-style columns to honor the architectural history.

Q: Will the new stations have anti-graffiti coating?

A: Yes, the terracotta has a glazed surface like a glazed brick or a tile, so it is naturally resistant to graffiti and will have an added coating to mitigate any potential damage.

Q: What is happening to the pagoda at Argyle station?

A: We are working with the local alderman and community to move the Asia on Argyle sign and pagoda structure to create a gateway entrance to the Argyle area at the intersection of N. Sheridan Road and W. Argyle Avenue.

Q: Are the destination logos on the front of each new station permanent or proposed?

A: The community identifiers in the station renderings are conceptual. We will communicate with the community around each station to determine what station identifiers will look like.

Q: It's difficult to cross the street at a number of Red Line stations. Will the crosswalks will be signalized?

A: There are no plans to signalize the crosswalks, though there will be additional signage and pavement markings in accordance with Chicago Department of Transportation (CDOT) and Illinois Department of Transportation (IDOT) standards to direct drivers to allow pedestrians to cross.

Q. Will there be a tax relief for the interruption and inconvenience caused by CTA?

A. We understand that residents living in the project's footprint will occasionally be affected by construction activities, including temporary street and alley closures, noise and more. During construction, we will coordinate closely with the project's design-build contractor to mitigate impacts of construction on local residents and their daily lives, including parking, garbage pickup, etc.

We continue to meet regularly with resident groups, from condo buildings to residents on city blocks, to explain the project and listen to their concerns, which will help us develop plans to support residents during construction.



The project funds CTA is utilizing to construct the RPM Phase One Project are not permitted to be used to provide tax relief to private individuals or businesses. At this time, CTA is not aware of any outside funding sources for tax relief during construction and any questions about tax relief would need to be asked of the City.

Q: Since there will be deep drilling for the foundations of the track structure, have there been any considerations for having a geothermal heat sink/heat pump to have heating on the platforms for ice melt to reduce the usage of the warmers that don't work well in the winter?

A: A geothermal heat sink/heat pump is not a method of snow melting that is typical for CTA facilities. Due to concerns with maintenance with this type of heating system, it was not considered in the design of the station platforms on this project. There will be warming shelters on the new platforms for customers and CTA will continue to clear the platforms of snow and ice to provide a safe walking surface for customers.

Service and accessibility

Q. What measures are in place to protect pedestrians during construction and closures?

A. Keeping the public and our employees safe during construction is our highest priority, while also minimizing the impacts to pedestrians as much as possible. For example, the contractor will maintain pedestrian, bicycle, residential, and business access, along with at least one thru lane in each direction of traffic, during any partial street closures.

To keep pedestrians safe, the contractor will use a number of tools, including using temporary barrier walls, fencing and screens to separate pedestrians from construction areas and vehicular traffic and covered walkways with clear signage for pedestrians.

Q: Will there be Purple Line access at the new temporary stations?

A. There will be no changes to Purple Line service during construction. Purple Line trains will not stop at the temporary stations.

Q. Will Google Maps and transit apps show service changes when work begins?

A. Yes, all the service changes will be provided in the GTFS (General Transit Feed Specification) dataset that CTA provides to Google and makes available for third party developers for their apps and websites.

Q. Can CTA have a shuttle connecting the open stations to housing for vulnerable populations, lakefront, or other neighborhood destinations?

A. At this time, there is no plan for a bus shuttle running as a circulator through the neighborhood. Several existing CTA bus routes in the area—along Broadway, Sheridan Rd, Bryn Mawr Ave, Foster Ave, and Lawrence Ave—provide local transit within the community, with many connecting to stations that will remain open during Stage A construction. However, we will continue to monitor ridership levels, patterns and demand, service quality, vehicle capacity, and community feedback, and make adjustments to service as needed.



Q. Why does the #146 bus still have to go to Berwyn; why isn't also being rerouted to connect to an open Red Line station?

A. We do not plan to alter the #146 bus route because there isn't a better alternative route, and the percentage of #146 bus riders who transfer to the Red Line is low..

The two likely options for Red Line connections—one stop north at Bryn Mawr, and one stop south at Argyle—pose challenges. Bryn Mawr Ave. is a narrow arterial street subject to congestion that already hosts one bus route (#84 Peterson) and will have a second (#92 Foster) during Stage A. Adding a third may exacerbate traffic issues. To the south, the shared street design of Argyle Ave. is poorly suited to bus traffic, making it an unsuitable path for routing buses to the temporary Red Line station there. Routing it to another arterial street would involve excessive added mileage and travel time for customers. Given these constraints and the low level of transfer traffic, the #146 will remain starting/ending and laying over at Berwyn/Broadway. Any customers needing to transfer between the #146 and the Red Line can walk two (2) blocks between the #146 stop at Foster/Broadway and the temporary Argyle Red Line station.

Q. Where will the rerouted #92 bus lay over on Bryn Mawr and will it block traffic?

A. The #92 will lay over eastbound on Bryn Mawr at Winthrop; the layover zone will be along the curb between the alley east of the 'L' and Winthrop (1101-1109 W. Bryn Mawr). Buses laying over will not block traffic—they will lay over along the curb, out of the traffic lane.

Q. Will there be an extension of owl services for the #36 Broadway bus?

A. At this time, there is no plan for adding owl (overnight) service on the #36 Broadway bus. However, we will continue to monitor ridership levels, patterns and demand, service quality, vehicle capacity, and community feedback, and make adjustments to service as needed.

Q. When will signage be available announcing reroutes for riders?

A. Bus reroute information is included in flyers distributed at stations starting this week, and will be available in the RPM section of the CTA website shortly. Reroute information will be included on station-specific posters posted at rail stations later in March or early April. Customer alerts with reroute information will be posted online, onboard buses, and at bus stops no less than 2-3 weeks before the reroutes begin.

Q. For seniors or people with disabilities, how will they get to remaining open train stations if construction is planned through 2024?

A. Both the Lawrence and Berwyn stations are 2-3 blocks from an open station (Wilson, Argyle and Bryn Mawr) during construction. In addition, both the Lawrence and Berwyn stations, which will close for reconstruction, are served by bus routes that can take customers directly from the closed station to an open station. The #81 Lawrence will take customers from the closed Lawrence station to the adjacent, ADA-accessible Wilson station, and the #92 Foster will take customer from the closed Berwyn station (board at Broadway/Berwyn) to the adjacent temporary Bryn Mawr station.



All closed and open stations are also served by the #36 Broadway. In some cases, depending where the customer's journey begins, one of these buses may also be boarded closer to their origin than the nearest closed station.

Also note that while a transfer is paid when transferring from bus to the train, bus fare is lower than train fare, and the combination of bus fare+transfer is the same as train fare. So, a customer using a bus to get to the train will pay the same total amount (full or reduced fare) as if the customer had just entered the train station directly. (See <http://transitchicago.com/fares> for more information on fares.)

Q. How will info about the bus reroutes and temporary stations be distributed beyond at the stations?

A. Information about service impacts, including bus reroutes and temporary stations, will be posted to the CTA website (in the RPM section, as well as in the Service Alerts section and on the Red Line route page), and on CTA's social media channels (Facebook, Twitter). Subscribers to RPM Alerts or CTA Updates alerts can have information sent directly by email or SMS (text message). Bus reroute alerts will be posted at bus stops and onboard buses. Printed project and service impact information will be delivered to each residence and business in the project area.

Q. Are you coordinating with Metra and its new station project at Peterson so that traffic doesn't become a problem?

A. Both agencies coordinate with the Chicago Department of Transportation (CDOT) and the local alderman's office on street closures and impacts, which work in coordination to make sure that simultaneous projects don't create an undue impact. We have worked extensively with CDOT and the alderman's office on what streets we can close or other impacts, such as lane closures, to make sure we balanced different community needs as well as impacts on the larger city street network.

Parking

Q. Will the CTA or Walsh-Fluor require residents with cars to sign a liability waiver for their vehicles?

A. Residents will not be required to sign a waiver.

Q. What is the parking plan if we can't park at the alternative parking locations including Nookies?

A. The contractor has committed to providing free, alternative parking during extended closures within 15 minutes or less travel time. Enough alternative spaces will be available for residents.

Q. What is the process going to be for notifying residents about their parking restriction?

A. The contractor will notify you ahead of time of parking impacts, including blocked access to garages and parking spots. Notification is typically provided 1-2 weeks in advance. Residents whose parking is blocked will have access to the Parqex app and will be able to see which spaces are available and reserve a spot. Residents who wish to use alternative parking need to provide contact info and license plate to Walsh-Fluor to register with the app.



Q. What is the difference between daily and extended closures; during daily closures, will alternative parking still be available?

A. The contractor will provide alternative parking during construction for both daily alley closures from 7 a.m. – 5 p.m. as well as extended alley closures that will last for multiple weeks to months.

Q. What is the plan to secure parking in the next four weeks?

A. We understand residents' safety concerns. The contractor has identified parking lots that will have controlled access and be managed by a professional parking company, which will handle monitoring and enforcement of parking. Walsh-Fluor will work with the CTA, the alderman's offices and law enforcement to make them aware of when neighbors will be walking to these local lots.

Q, What is the plan for construction-worker parking?

A. Contractors are required to provide off-street parking off site for construction workers to maintain on-street parking availability.

Q. How will the Nookies parking lot work since there is no structure?

A. The lot will be monitored by the parking management company. Unauthorized vehicles will be towed.

Q. Were there considerations for permit parking in the community?

A. CTA does not have the authority to grant permit parking. That request would need to be made to the local alderman.

Q. Will Walsh-Fluor work with residents if they are having construction done to their properties?

A. The contractor will make every effort to accommodate the needs of residents. We encourage residents with upcoming issues to notify the contractor or CTA at RPM@transitchicago.com.

Open for Business

Q. What is Open for Business?

A. There are hundreds of small businesses in the Red and Purple Modernization Project area and we are committed to supporting them throughout construction. The RPM Open for Business program aims to support small businesses, nonprofit organizations, and major attractions or entertainment venues impacted by CTA's Red and Purple Modernization (RPM) Phase One Project by encouraging people to shop, eat, play, and explore within the impacted RPM project area. Promotions include social media, a dedicated web site coming soon, signage in the community and more. Learn more at transitchicago.com/RPM.



Q. Is the Open for Business application period still open?

A. Yes, we will continue to register small businesses in the RPM project area throughout construction. If you own a small business or organization in Andersonville, Edgewater, Lakeview East or Uptown, learn about eligibility and apply [here](#).

**Responses are current as of March 19, 2021.*