Welcome

The purpose of this open house is to:

- Present updates on the ongoing Environmental Impact Statement process for the Red and Purple Modernization project
- Provide additional information to the public about the project
- Solicit feedback from the community about the project

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

This open house is scheduled from
5:00 pm – 7:30 pm
Stay Involved

To submit informal comments tonight, fill out a comment card and place it in the box provided.

An official comment period will be held once the Draft EIS is released.

- **Visit:** [www.transitchicago.com/rpmproject](http://www.transitchicago.com/rpmproject)
- **Join Mailing/E-list:** At the sign-in desk
- **Mail:**
  Chicago Transit Authority
  Strategic Planning & Policy, 10th Floor
  Attn: Steve Hands
  567 W. Lake Street
  Chicago, IL 60661-1465
- **Fax:** 312-681-4195
- **E-mail:** rpm@transitchicago.com
What is the RPM project?

The Red and Purple Modernization (RPM) project includes the existing Red and Purple lines from just north of Belmont station to the Linden terminal. This section of CTA train service currently:

- is 9.5 miles long
- makes 21 stops
- runs on structure built over 90 years ago
- carries one out of five CTA train passenger trips

**Improvements being considered:**

- Basic Rehabilitation – strategic repairs to reach the most basic State of Good Repair
- Modernization – comprehensive reconstruction of track, stations, and structures along the line, which would include considerable speed improvements
Purpose and Need

What is the purpose of this project?

- Bring existing, crucial transit line into a state of good repair
- Reduce travel times
- Improve access to job markets and other destinations
- Respond to changing travel demand
- Make better use of existing transit infrastructure
- Provide improved access for people with disabilities
- Support the area’s economic development initiatives and existing, transit-supportive communities

Why is this project needed?

- Transit line infrastructure significantly past its useful life
- Increased maintenance costs and compromised service due to degradation
- Community relies on transit line
- Station improvements needed to ensure ADA accessibility
- Old transit line infrastructure causes delays and unreliable travel times
- Cannot accommodate all passengers on existing roads or buses
- Project area population is growing and highly reliant on transit
What is an Environmental Impact Statement (EIS)?

An EIS compares the positive and negative environmental effects of the various alternatives for the project.

What is included in the EIS?

- Description and comparison of alternatives
- Explanation of the existing environmental setting
- Analysis of potential positive and negative effects of construction and operation of each alternative
- Proposed mitigation measures to reduce or eliminate potential negative effects

Why is an EIS necessary?

- Allows the public to fully understand the potential environmental effects and provide input before final decisions are made
- To acquire future federal funding, an EIS study is required by the National Environmental Policy Act (NEPA)

CTA is preparing a Tier 1 EIS for this project

- A Tier 1 is a planning and analysis phase, where CTA considers reasonable alternatives for the overall RPM corridor
Issues being studied in the Environmental Impact Statement (EIS)

- Land acquisition, displacements, and relocations
- Cultural and historic resources
- Neighborhood compatibility and environmental justice
- Land use
- Parks and recreational facilities
- Visual and aesthetic impacts
- Noise and vibration
- Zoning, economic development, and secondary development
- Transportation (including station consolidation)
- Safety and security
- Energy use
- Natural resources (including air quality, water resources, and geotechnical)
- Presence of hazardous materials
What you told us last year

During the public meetings in January 2011, more than 500 people attended and 1,500 comments were received. Your comments are broken down into the following categories:

**Comments on Purpose and Need**
- Project should reflect future travel demand
- Project should reduce travel time and provide easier access to job markets

**Comments on Initial Alternatives**
- Improvements should be long lasting
- Modernization 4-Track had most support
- Modernization 3-Track and Modernization 2-Track Underground had the most negative comments

**Comments on Potential Negative Effects**
- **Station Consolidation**
  - Travel concerns due to extra walk time
  - Safety concerns due to new walk routes
  - Business concerns due to station entrance changes
- **Property Acquisition**
  - Personal property concerns
  - Business relocation concerns
  - Historic and cultural resource concerns

**Comments about Service**
- Improvements should reduce travel times
- Desire to maintain express service

The Scoping Report summarizing your input can be found at www.transitchicago.com/rpmproject or by calling Jeff Wilson at 312-681-2712.
What’s new with RPM?

WE HEARD YOU!

Last year CTA presented six alternatives as part of the RPM project. Based on public input, CTA is no longer studying three of those alternatives, and has since added another alternative, which studies the effects of Modernization without station consolidation.

<table>
<thead>
<tr>
<th>RPM Alternative Transition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Former Name</strong></td>
</tr>
<tr>
<td>No Action</td>
</tr>
<tr>
<td>Basic Rehabilitation</td>
</tr>
<tr>
<td>Basic Rehabilitation with Transfer Stations</td>
</tr>
<tr>
<td>Modernization 4-Track</td>
</tr>
<tr>
<td>Modernization 3-Track</td>
</tr>
<tr>
<td>Modernization 2-Track Underground</td>
</tr>
<tr>
<td>NEW ALTERNATIVE</td>
</tr>
</tbody>
</table>

All current EIS alternatives include four tracks from Belmont to Howard.

For the two Modernization alternatives, a Brown Line flyover at Clark Junction is also being considered. This flyover would reduce travel time for riders by allowing Brown Line trains to cross above the Red and Purple Line tracks.

The Wilson station is no longer part of this project. It will be reconstructed prior to RPM improvements.
Why are some alternatives no longer being considered?

Eliminated Alternatives:

**Basic Rehabilitation (without transfer stations)**
- Very similar to the No Action and Basic Rehabilitation (with transfer stations)
- No longer relevant due to the Wilson Station project proceeding as a new transfer station

**Modernization 3-Track**
- Received negative public response
- Would not support reverse commute demand
- Would reduce service flexibility
- Would be difficult to construct in phases
- Would not improve service until entire project is complete

**Modernization 2-Track Underground**
- Received negative public response
- Would have the greatest cost risk
- Would reduce service flexibility
- Would be difficult to construct in phases
- Would not improve service until entire project is complete
How will the preferred alternative be determined?

- Degree to which each alternative meets the Purpose and Need
  
  Desire to maximize benefits

- Community input and support

- Outcome of the environmental analysis
  
  Desire to minimize negative environmental effects

- Cost of each alternative and potential funding options
Environmental Analysis and Construction Process

This is an example of how a single component of RPM could be built. It is expected that RPM would include multiple components that would each be built as funding is acquired.

**Big Picture Concept Development**

Vision Study completed in 2009-2010

**RPM Tier 1 Environmental Impact Statement**

For Entire Corridor

- Public Scoping Meetings and Comment Period (completed 2011)
- Prepare Tier 1 Draft EIS (in development - late 2012)
- Public Comment on Tier 1 Draft EIS (expected early 2013)
- Tier 1 Final EIS and Record of Decision (expected fall 2013)

**Specific Project Element Tier 2**

Environmental Review and Design, if needed

- May be less complex than Tier 1 analysis

**Construction**

New improvements open for customers as they are completed
What’s next?

**Summer 2012**

RPM Public Meetings

Information will include:

- Cost updates for new and revised alternatives
- Expected travel time savings
- Renderings of potential improvements
- Potential negative and positive effects
  - Acquisition
  - Station consolidation effects
  - Noise
  - Other community effects

**Early 2013**

Release Tier 1 Draft EIS and host public hearing

**Late 2013**

Release Tier 1 Final EIS to the public
Other Improvements on the Red and Purple Lines

Right now on the Purple Line

- Viaduct replacement at Dempster Street, Greenleaf Street, and Grove Street, and rehabilitation of retaining walls
  Under construction –
  Expected completion late 2012

Coming soon on the North Red Line

- North Red Stations Interim Improvements
  Public meeting in March 2012
- Wilson Station Reconstruction
  Public meeting in summer 2012
CTA is pursuing a comprehensive program for maintaining, modernizing, and expanding Chicago’s most-traveled rail line. The program includes three major improvement projects between Linden Terminal and the proposed 130th Street Terminal. All three projects are mutually beneficial; an improvement in one area of the Red Line benefits the entire Red Line.
Alternative Map Legend

**LEGEND**

**Corridor Services**
- Purple Line
- Purple Line peak periods only
- Red Line

**Connecting Services**
- Brown Line
- Yellow Line

**Structure Type**
- Sloped Earthen Embankment
- Walled Earthen Embankment
- Original Steel Structure
- 4-Track Modern Aerial Structure

**Additional Information**
- Belmont (Free train connections at station)
- Accessible station
- Secondary station entrance
- Park & Ride lot
No Action
Maintains the status quo. Includes the absolute minimum repairs.

<table>
<thead>
<tr>
<th>Overview</th>
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</thead>
<tbody>
<tr>
<td>Longevity</td>
<td>Continued Degradation</td>
</tr>
<tr>
<td>Accessibility</td>
<td>No improvement</td>
</tr>
<tr>
<td>Speed</td>
<td>Continued Degradation</td>
</tr>
<tr>
<td>Travel Time</td>
<td></td>
</tr>
<tr>
<td>Linden to Howard (Purple)</td>
<td>15.5 minutes</td>
</tr>
<tr>
<td>Howard to Belmont (Purple)</td>
<td>19.5 minutes</td>
</tr>
<tr>
<td>Howard to Belmont (Red)</td>
<td>25.5 minutes</td>
</tr>
<tr>
<td>Service and Operation</td>
<td>Continued Degradation</td>
</tr>
<tr>
<td>Station Amenities</td>
<td>Continued Degradation</td>
</tr>
<tr>
<td>Track Structures</td>
<td>Continued Degradation</td>
</tr>
<tr>
<td>Slow Curves</td>
<td>0 of 20 straightened</td>
</tr>
<tr>
<td>Right of Way Acquisition</td>
<td>None expected</td>
</tr>
</tbody>
</table>

Comparison to Existing Conditions:

<table>
<thead>
<tr>
<th>Degradation</th>
<th>Improvement</th>
<th>Greatest improvement</th>
</tr>
</thead>
</table>
| Evanston Branch
Platform Length          6 cars (no change) |
Station Consolidation       No change |
Total # of Station Entrances 8 (no change) |

North Red Line
Platform Length          8 cars (no change) |
Transfer Stations         No change |
Station Consolidation     No change |
Total # of Station Entrances 16 (no change) |
Basic Rehabilitation
Provides a strategic mix of repairs, rehabilitation, and replacement for a useful life of 20 years, plus the addition of a transfer station at Loyola.

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<td><strong>Right of Way Acquisition</strong></td>
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Comparison to Existing Conditions:

<table>
<thead>
<tr>
<th>Evanston Branch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platform Length</td>
</tr>
<tr>
<td>Station Consolidation</td>
</tr>
<tr>
<td>Total # of Station Entrances</td>
</tr>
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</table>

<table>
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<tr>
<th>North Red Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platform Length</td>
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<tr>
<td>Transfer Stations</td>
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</tr>
<tr>
<td>Total # of Station Entrances</td>
</tr>
</tbody>
</table>
Modernization without Consolidation

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

**Overview**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longevity</td>
<td>60-80 years</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Fully addresses safety and accessibility concerns</td>
</tr>
<tr>
<td>Speed</td>
<td>Faster speeds at curves</td>
</tr>
<tr>
<td>Travel Time</td>
<td><strong>12.5 min</strong> (3 min improvement) <strong>12 min</strong> (7.5 min improvement) <strong>19 min</strong> (6.5 min improvement)</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Fully addresses safety and accessibility concerns</td>
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<tr>
<td>Speed</td>
<td>Faster speeds at curves</td>
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<tr>
<td>Service and Operation</td>
<td>Potential for more express service, additional express service access at Loyola</td>
</tr>
<tr>
<td>Station Amenities</td>
<td>ADA and modern amenities at all stations, including wider platforms</td>
</tr>
<tr>
<td>Track Structures</td>
<td>Replacement of all but recently built</td>
</tr>
<tr>
<td>Slow Curves</td>
<td>16 of 20 straightened</td>
</tr>
<tr>
<td>Right of Way Acquisition</td>
<td>Acquisition required at most station locations and curves</td>
</tr>
</tbody>
</table>

**Comparison to Existing Conditions:**

<table>
<thead>
<tr>
<th>Branch</th>
<th>Platform Length</th>
<th>Station Consolidation</th>
<th>Total # of Station Entrances</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Evanston Branch</strong></td>
<td>8 cars (2 cars longer)</td>
<td>No change</td>
<td>11 (an increase of 3)</td>
</tr>
<tr>
<td><strong>North Red Line</strong></td>
<td>10 cars (2 cars longer)</td>
<td>New at Loyola</td>
<td>21 (an increase of 5)</td>
</tr>
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Modernization

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

### Overview

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<tr>
<td>Accessibility</td>
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<tr>
<td>Speed</td>
<td>Faster speeds throughout corridor</td>
</tr>
<tr>
<td>Travel Time</td>
<td></td>
</tr>
<tr>
<td>Linden to Howard (Purple)</td>
<td>11 min (4.5 min improvement)</td>
</tr>
<tr>
<td>Howard to Belmont (Purple)</td>
<td>12 min (7.5 min improvement)</td>
</tr>
<tr>
<td>Howard to Belmont (Red)</td>
<td>16.5 min (9 min improvement)</td>
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### What's New?

- Clark Junction flyover added to reduce delays and increase speed

### Comparison to Existing Conditions:

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<th>Greatest Improvement</th>
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</table>

### Evanston Branch

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<th>Platform Length</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Station Consolidation</td>
<td>Alternate access provided for removed stations at Foster and South Boulevard</td>
</tr>
<tr>
<td>Total # of Station Entrances</td>
<td>10 (an increase of 2)</td>
</tr>
</tbody>
</table>

### North Red Line

<table>
<thead>
<tr>
<th>Platform Length</th>
<th>10 cars (2 cars longer)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer Stations</td>
<td>New at Loyola</td>
</tr>
<tr>
<td>Station Consolidation</td>
<td>Alternate access provided for removed stations at Jarvis, Thorndale, and Lawrence</td>
</tr>
<tr>
<td>Total # of Station Entrances</td>
<td>21 (an increase of 5)</td>
</tr>
</tbody>
</table>
How Station Consolidation Can Increase Efficiency

Without Consolidation

- Fewer stops, faster service, less property acquisition, and more effective use of limited funds
- New entrances, more locations to access the system
- Depending on location, some customers may have to adjust their commute

With Consolidation

Legend
- Walk Route
- Secondary Entrance
- Station
- Primary Entrance
- Home

Walk times courtesy of Google Maps

RED & PURPLE MODERNIZATION PROJECT
What are the platform options?

Existing

Rehabilitation

Modernization

Approx. 12 foot wide platform

Approx. 14 foot wide platform

Approx. 26 foot wide platform
How would the possible track structures look?

**Existing/Basic Rehab**

- **Belmont – Lawrence**
  - 4-Track Original Steel Structure

- **Lawrence – Howard**
  - 4-Track Walled Earthen Embankment

**Modernization**

- **Belmont – Howard**
  - 4-Track Modern Aerial Structure

- **Howard – Linden**
  - 2-Track Sloped Earthen Embankment