



# 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/rpmpproject](http://www.transitchicago.com/rpmpproject)
- **Join Mailing/E-list:** At the sign-in desk
- **Mail:**  
Chicago Transit Authority  
Strategic Planning & Policy, 10<sup>th</sup> Floor  
Attn: Steve Hands  
567 W. Lake Street  
Chicago, IL 60661-1465
- **Fax:** 312-681-4195
- **E-mail:** [rpm@transitchicago.com](mailto: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/rpmpproject](http://www.transitchicago.com/rpmpproject) 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.

RPM Alternative Transition		
Former Name		Current EIS Name
No Action	➡	<b>No Action</b>
Basic Rehabilitation	➡	<i>No Longer Considered</i>
Basic Rehabilitation with Transfer Stations	➡	<b>Basic Rehabilitation</b>
Modernization 4-Track	➡	<b>Modernization</b>
Modernization 3-Track	➡	<i>No Longer Considered</i>
Modernization 2-Track Underground	➡	<i>No Longer Considered</i>
<i>NEW ALTERNATIVE</i>	➡	<b>Modernization without Consolidation</b>
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

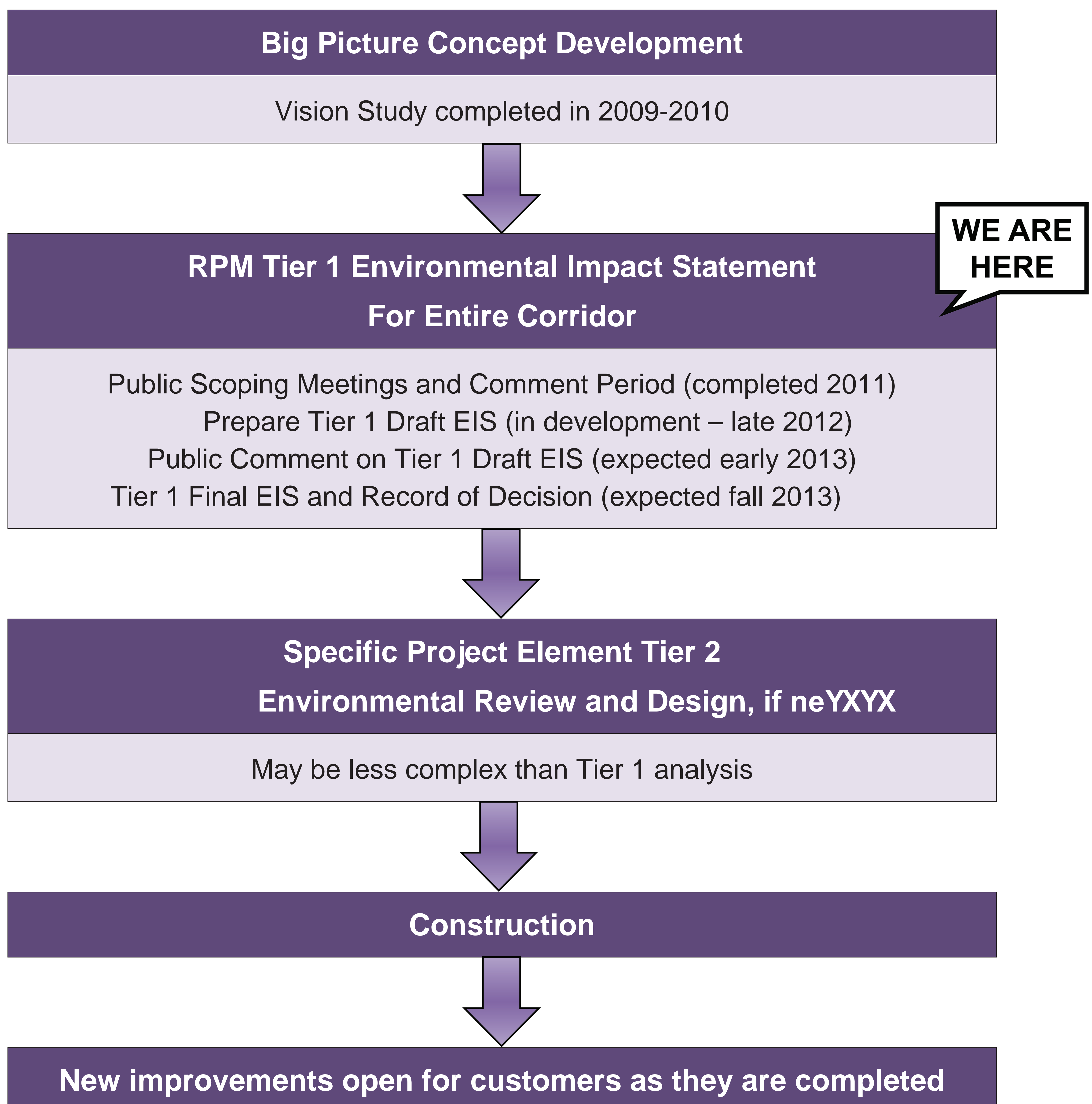
*Desire to minimize negative environmental effects*

- 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.*







# 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*





Linden

Howard

Belmont

Cermak/  
Chinatown

95th

103rd

111th

115th

130th

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 130<sup>th</sup> 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

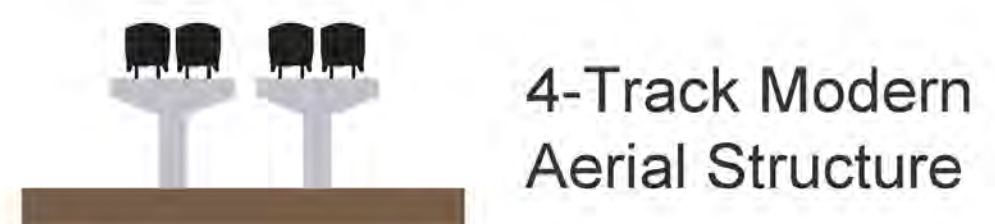
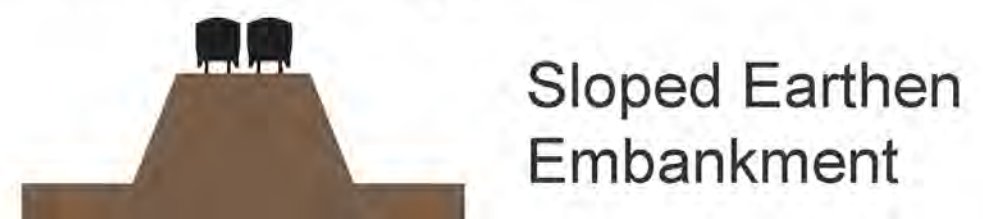
### Connecting Services

-  Brown Line
-  Yellow Line

### Additional Information

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

### Structure Type





# No Action

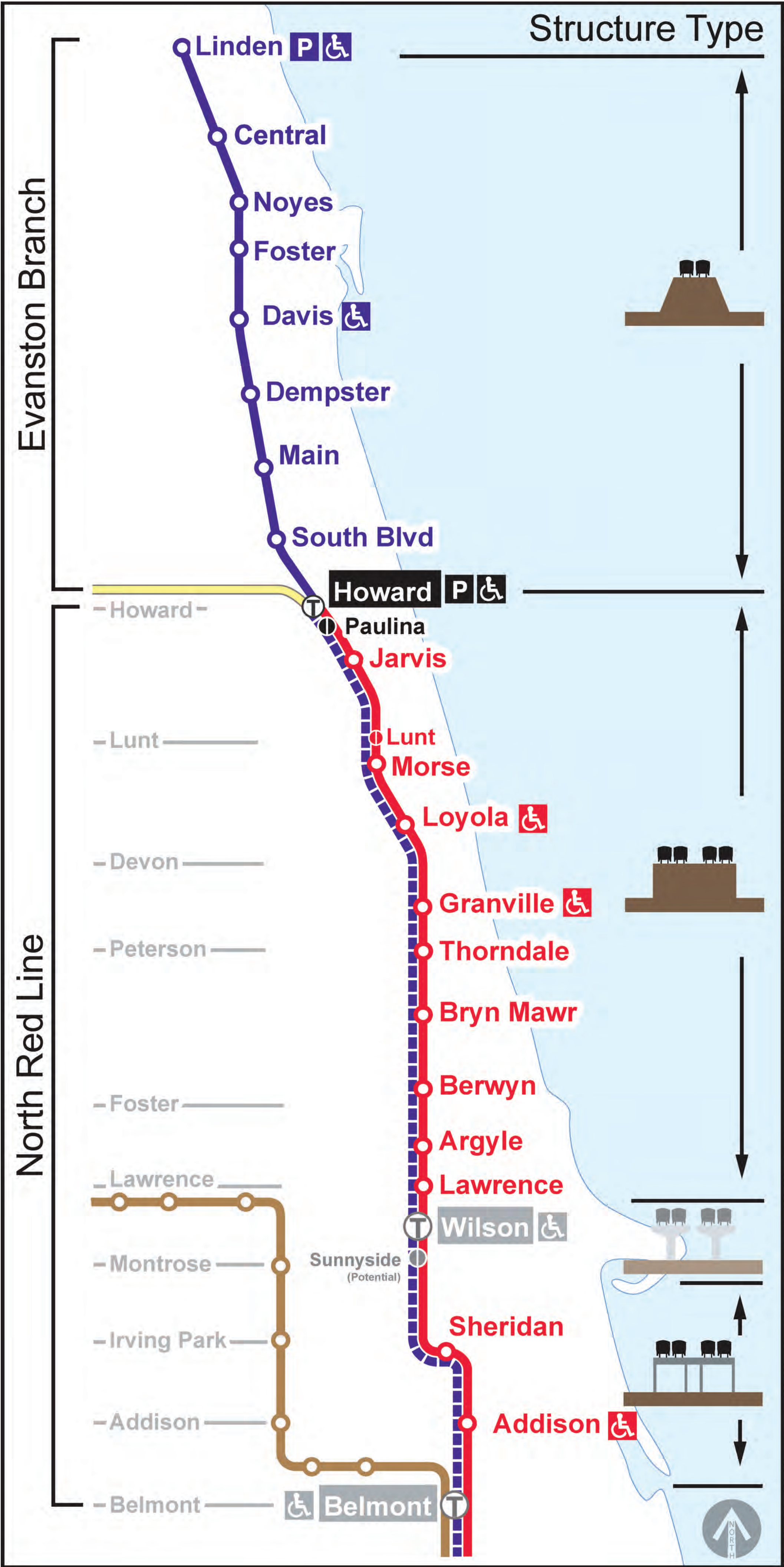
Maintains the status quo. Includes the absolute minimum repairs.

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

Comparison to Existing Conditions:

Degradation	Improvement	Greatest improvement
-------------	-------------	----------------------

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

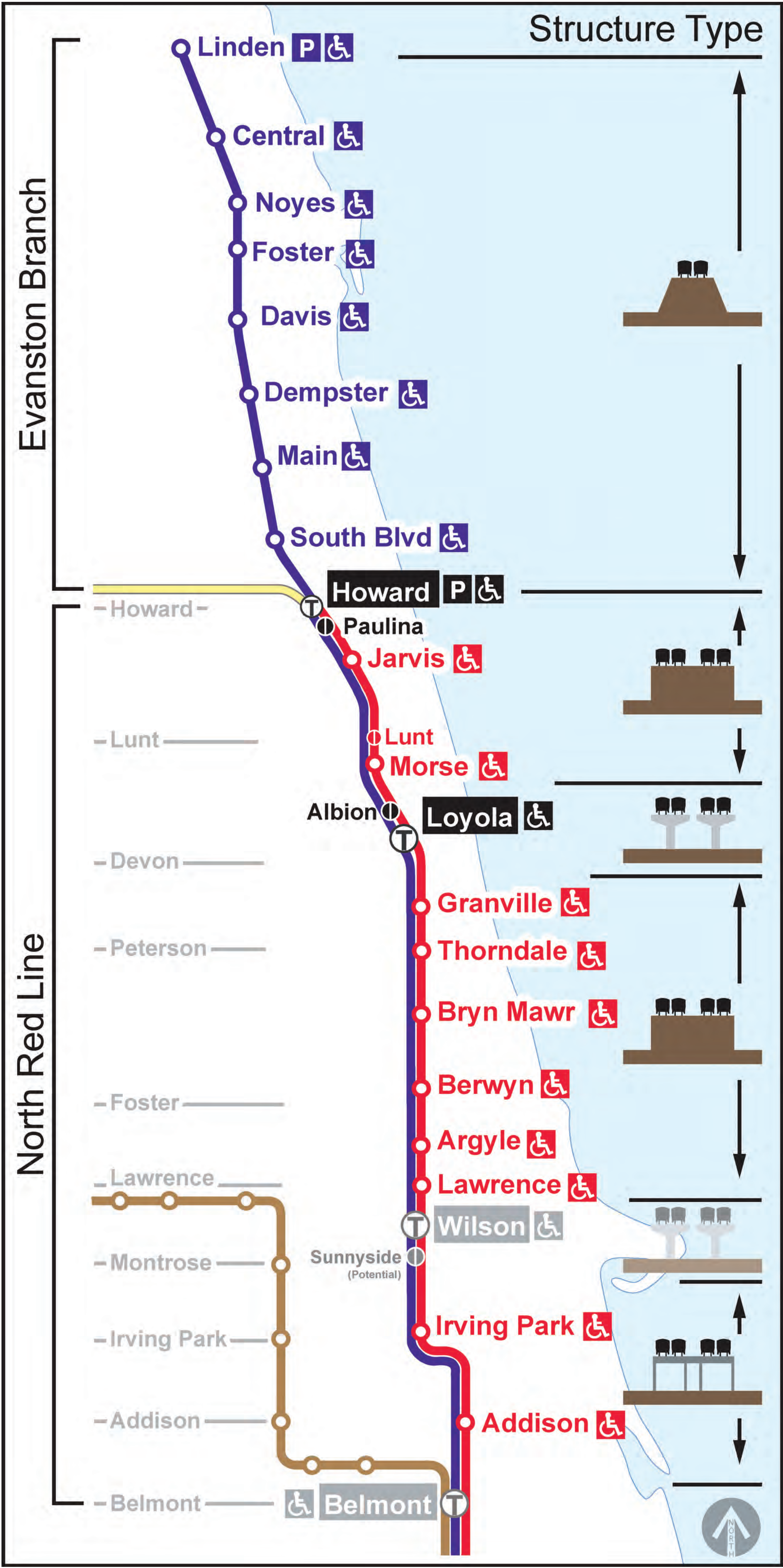
Provides a strategic mix of repairs, rehabilitation, and replacement for a useful life of 20 years, plus the addition of a transfer station at Loyola.

Overview	
Longevity	20 years (60-80 at transfer station)
Accessibility	Meets minimum requirements, additional improvements at transfer station
Speed	Short term slow zone reduction
Travel Time	
Linden to Howard (Purple)	<b>12.5 min</b> (3 min improvement)
Howard to Belmont (Purple)	<b>14 min</b> (5.5 min improvement)
Howard to Belmont (Red)	<b>21 min</b> (4.5 min improvement)
Service and Operation	Potential for more express service, additional express service access at Loyola
Station Amenities	ADA and all stations in the most basic state of good repair, narrow platforms retained, modern amenities at transfer stations
Track Structures	Repaired or replaced for the most basic state of good repair
Slow Curves	2 of 20 straightened
Right of Way Acquisition	Acquisition required at Loyola transfer station and Sheridan curve

Comparison to Existing Conditions:

Degradation	Improvement	Greatest improvement
-------------	-------------	----------------------

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	New at Loyola
Station Consolidation	No change
Total # of Station Entrances	17 (an increase of 1)





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

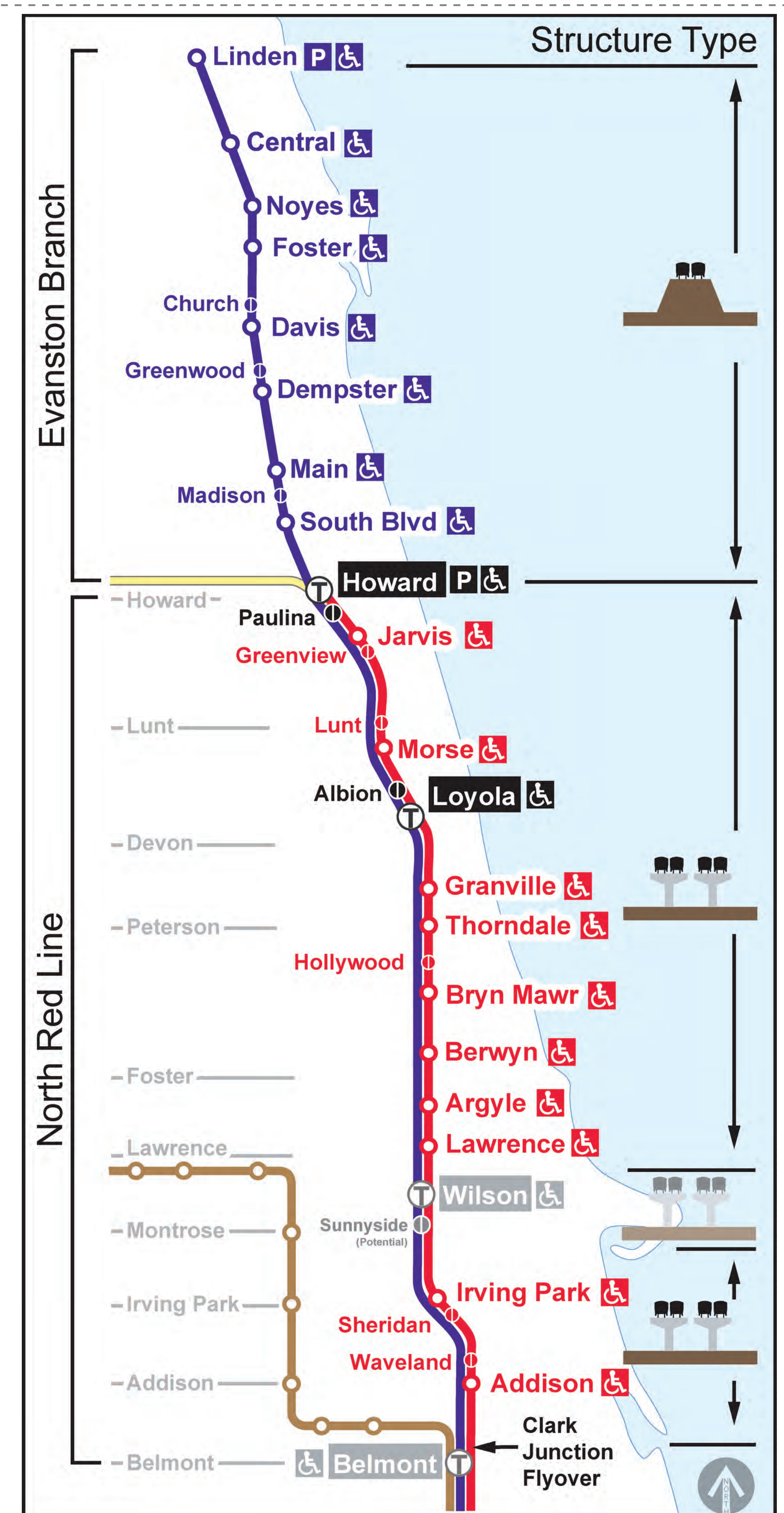
Comparison to Existing Conditions:

Degradation	Improvement	Greatest improvement
-------------	-------------	----------------------

## What's New?

- ✓ New alternative
- ✓ Includes improvements similar to Modernization but without station consolidation
- ✓ Benefits are similar, with less speed improvements

Evanston Branch	
Platform Length	8 cars (2 cars longer)
Station Consolidation	No change
Total # of Station Entrances	11 (an increase of 3)
North Red Line	
Platform Length	10 cars (2 cars longer)
Transfer Stations	New at Loyola
Station Consolidation	No change
Total # of Station Entrances	21 (an increase of 5)





# 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	
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Travel Time	Linden to Howard (Purple) Howard to Belmont (Purple) Howard to Belmont (Red)
Service and Operation	Potential for more express service, additional express service access at Loyola, faster service
Station Amenities	ADA and modern amenities at all stations, including wider platforms
Track Structures	Replacement of all but recently built
Slow Curves	16 of 20 straightened
Right of Way Acquisition	Acquisition required at most station locations and curves

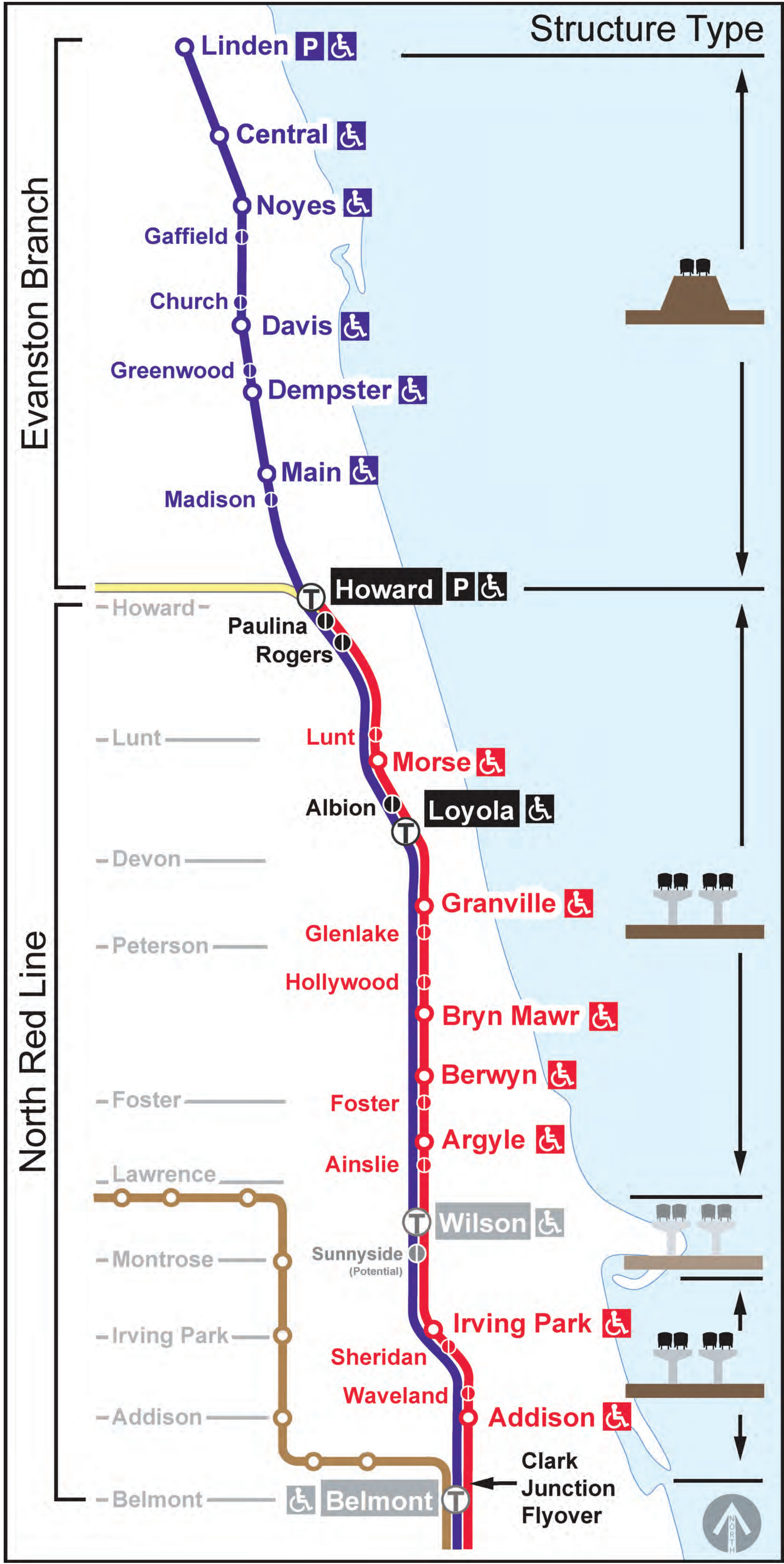
Comparison to Existing Conditions:

Degradation	Improvement	Greatest improvement
-------------	-------------	----------------------

Evanston Branch	
Platform Length	8 cars (2 cars longer)
Station Consolidation	Alternate access provided for removed stations at Foster and South Boulevard
Total # of Station Entrances	10 (an increase of 2)
North Red Line	
Platform Length	10 cars (2 cars longer)
Transfer Stations	New at Loyola
Station Consolidation	Alternate access provided for removed stations at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21 (an increase of 5)

What's New?

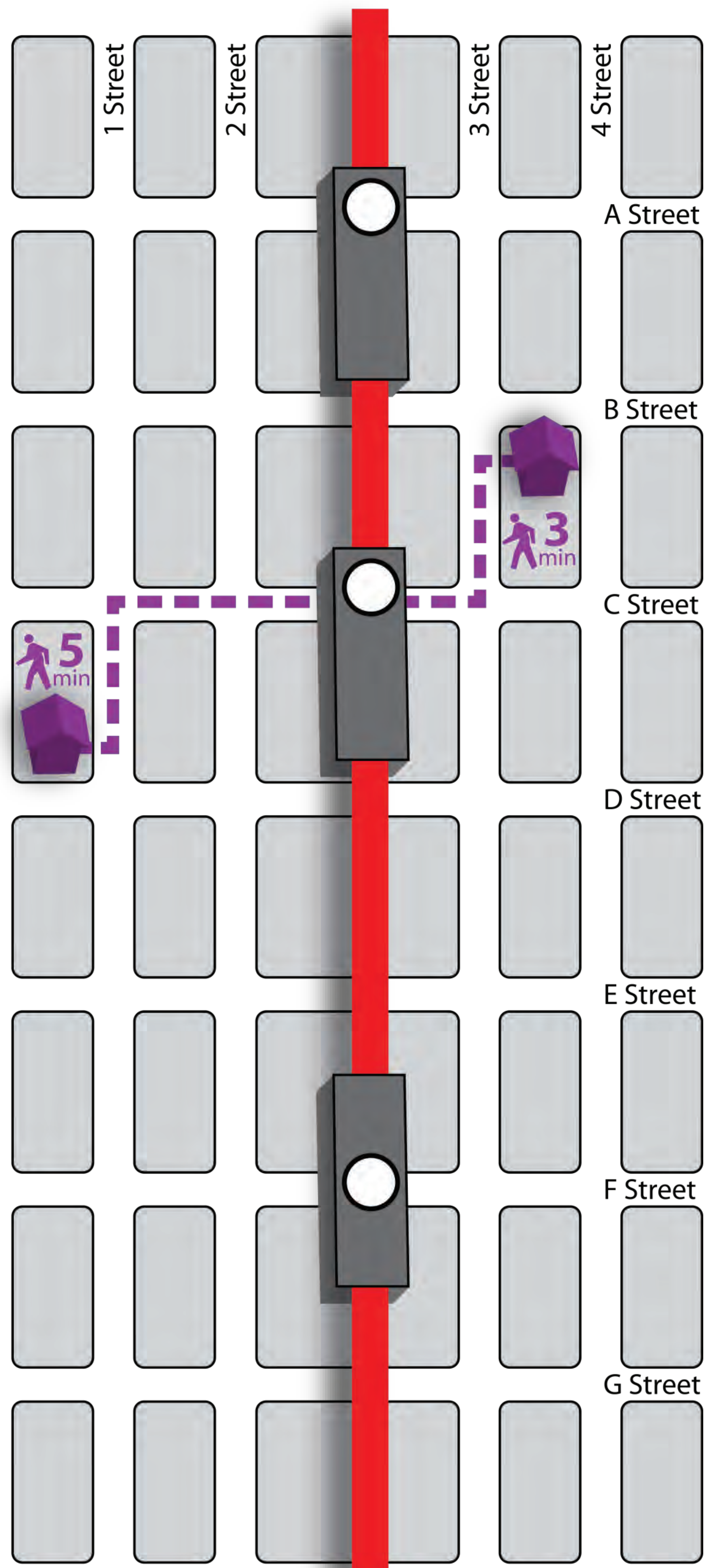
✓ Clark Junction flyover added to reduce delays and increase speed



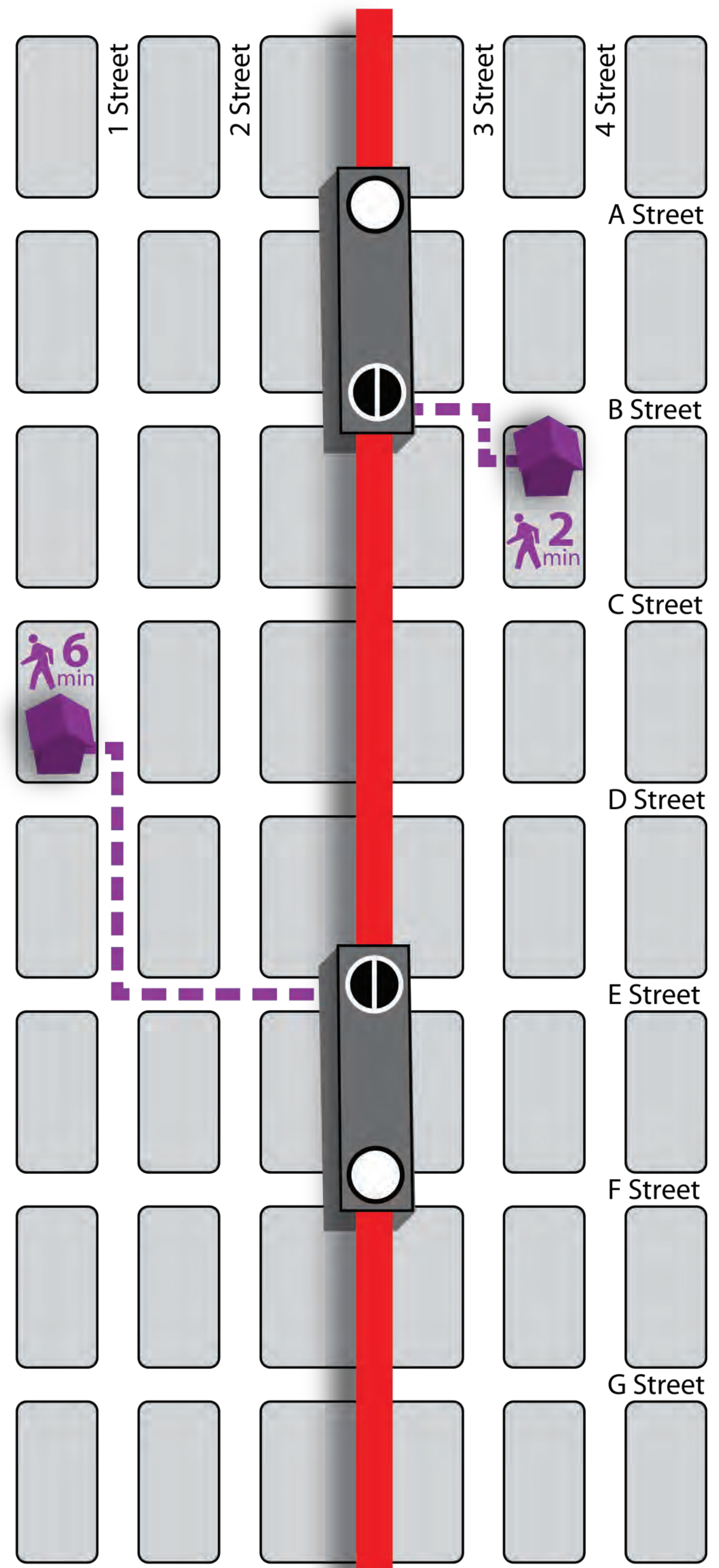


# How Station Consolidation Can Increase Efficiency

## Without Consolidation

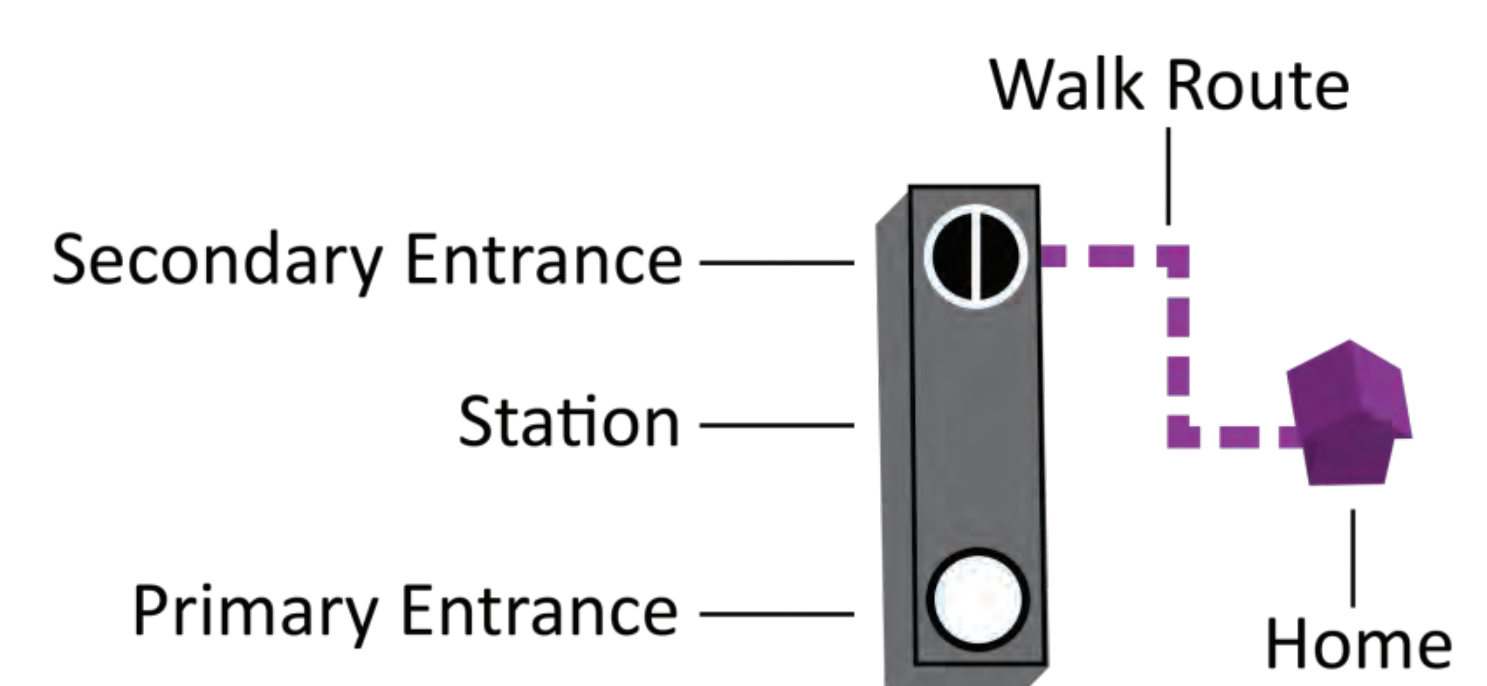


## With Consolidation



- 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

### Legend



Walk times courtesy of Google Maps

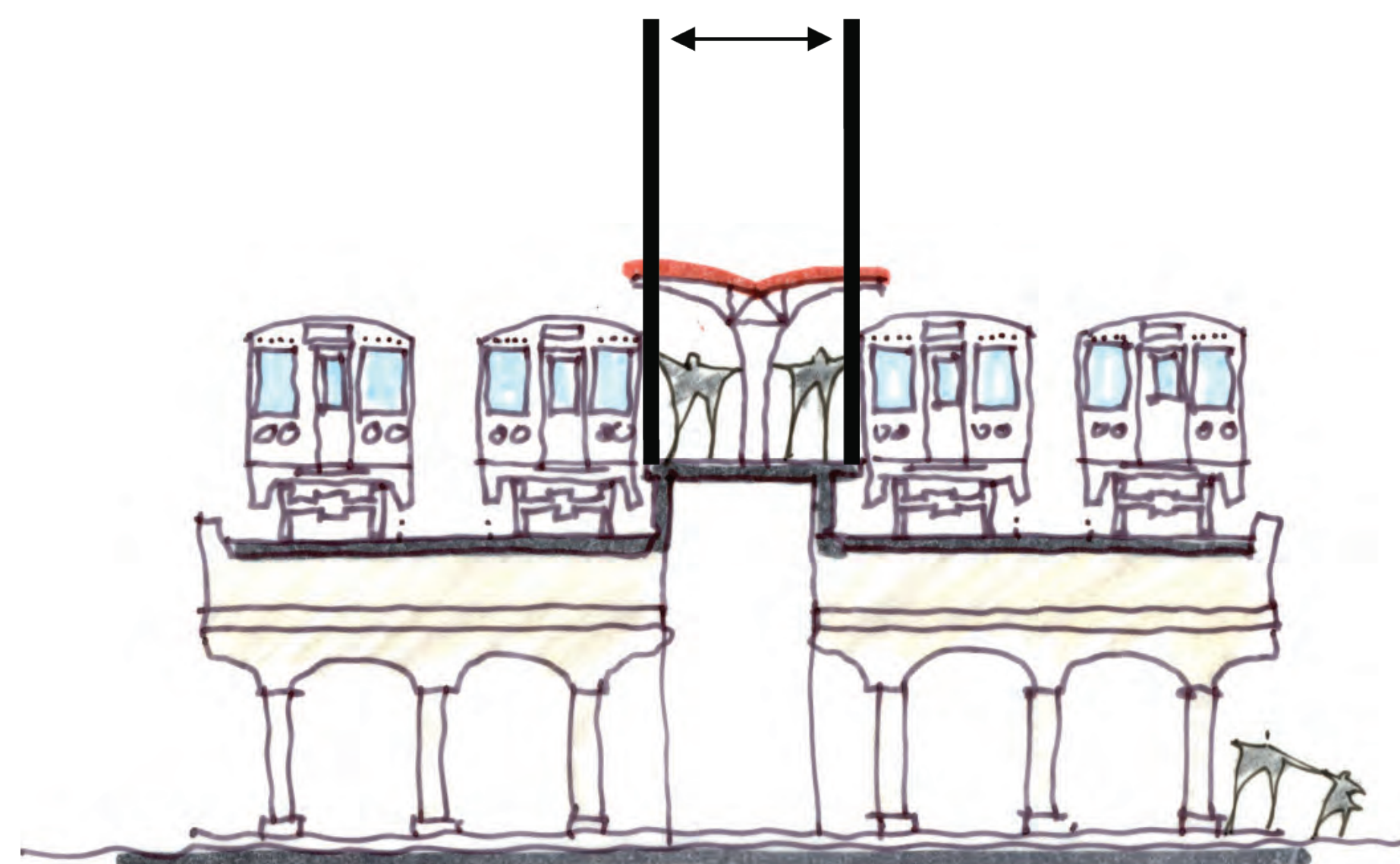


# What are the platform options?



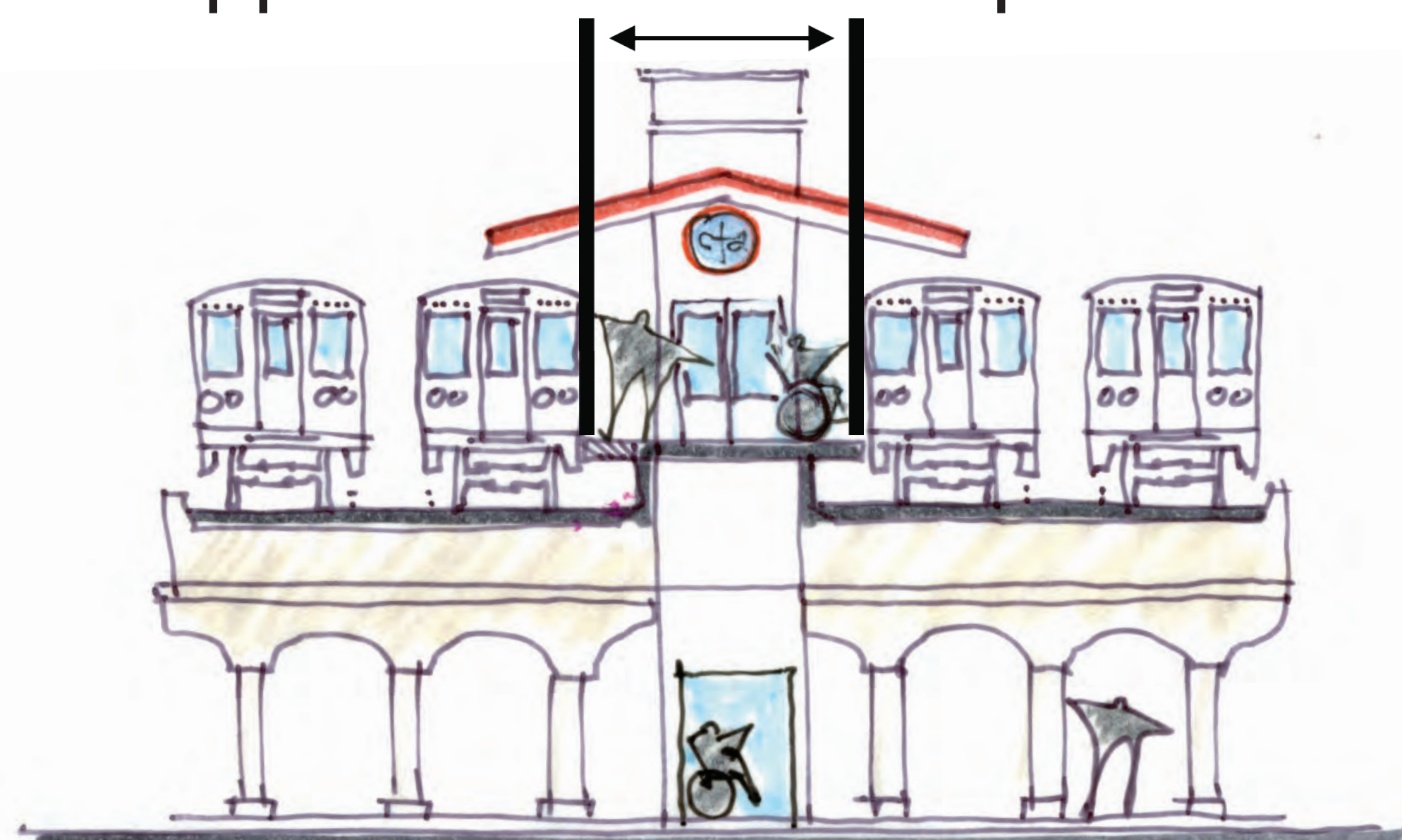
Existing

Approx. 12 foot wide platform



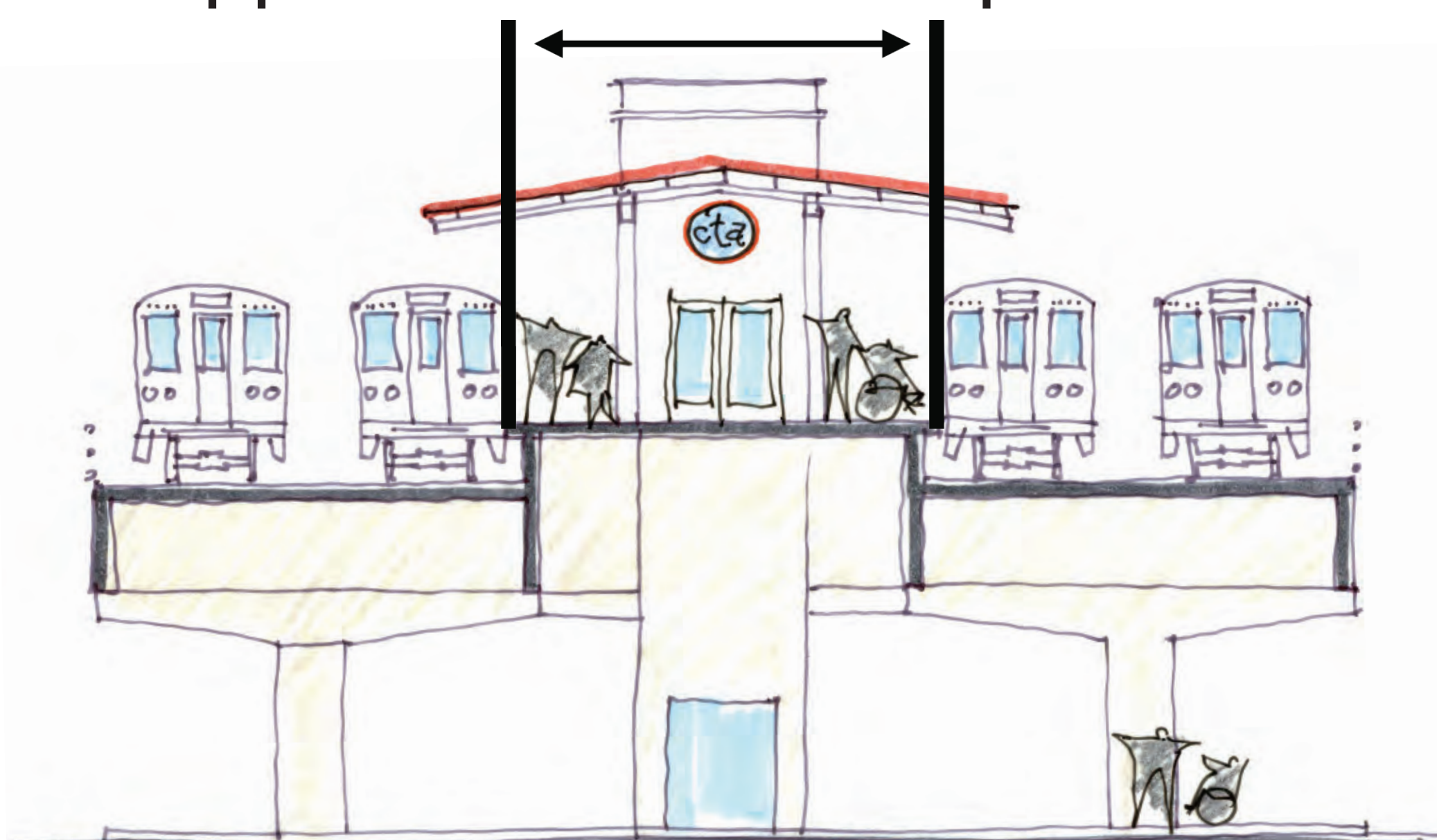
Rehabilitation

Approx. 14 foot wide platform



Modernization

Approx. 26 foot wide platform





# Viaduct Improvement Examples



Existing Conditions



Repaired Viaduct

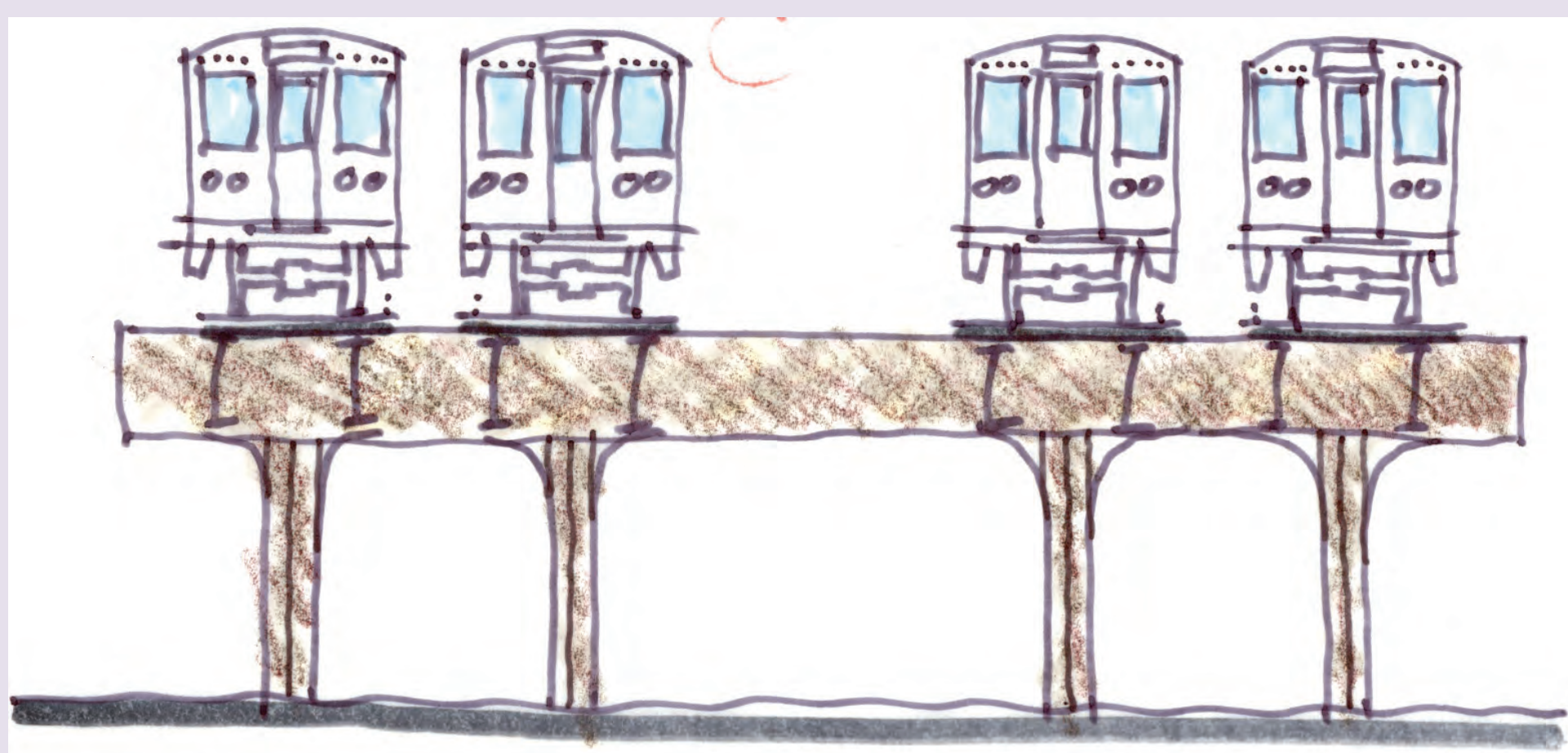


Reconstructed Viaduct



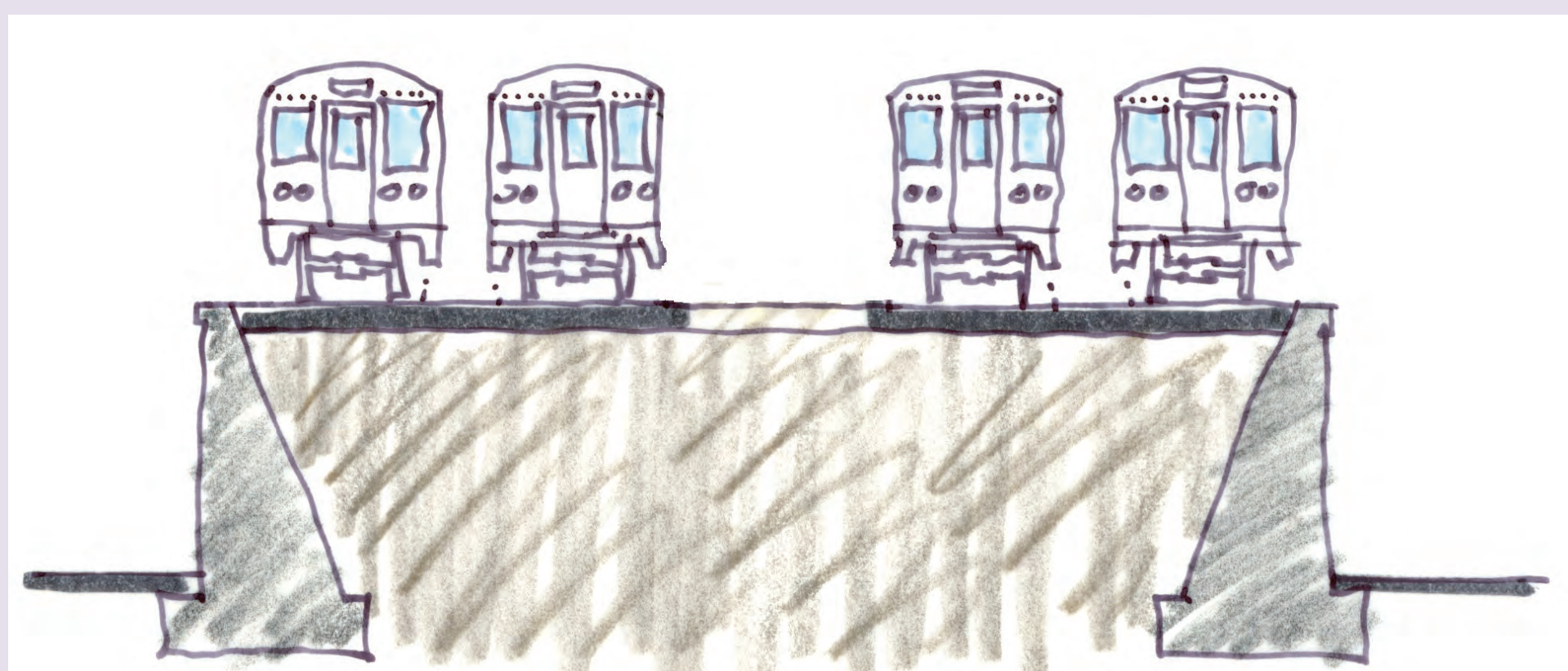
# How would the possible track structures look?

## Existing/Basic Rehab



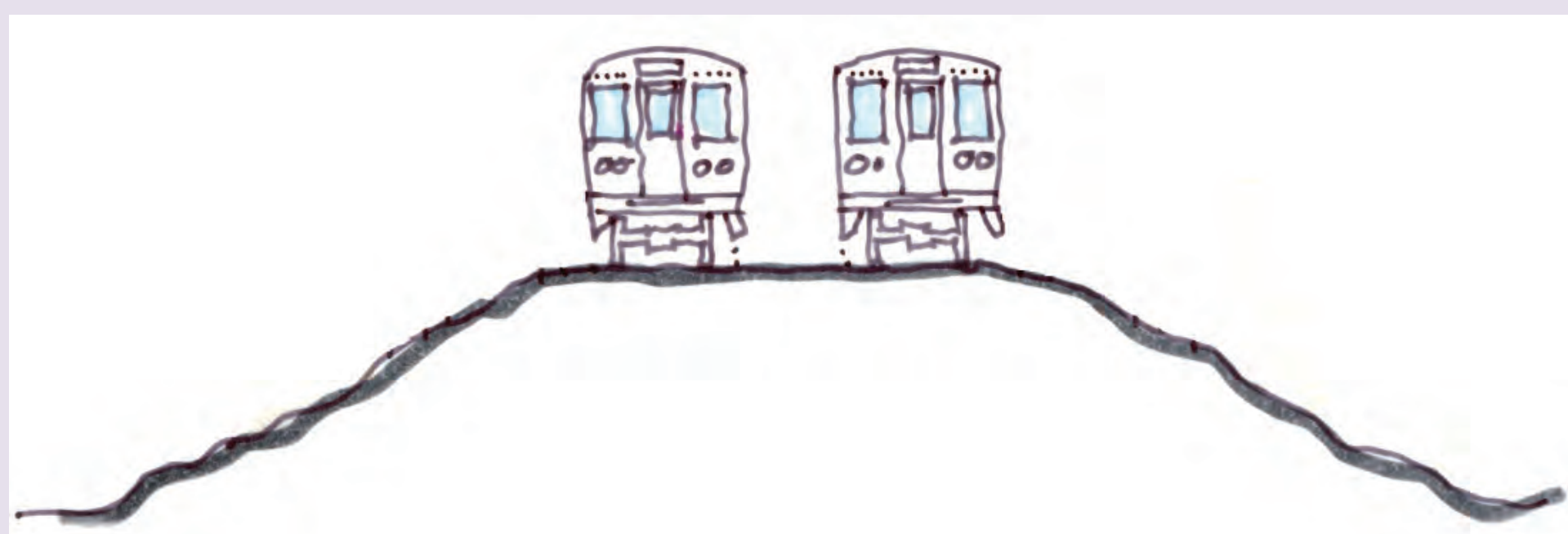
*4-Track Original Steel Structure*

Belmont – Lawrence



*4-Track Walled Earthen Embankment*

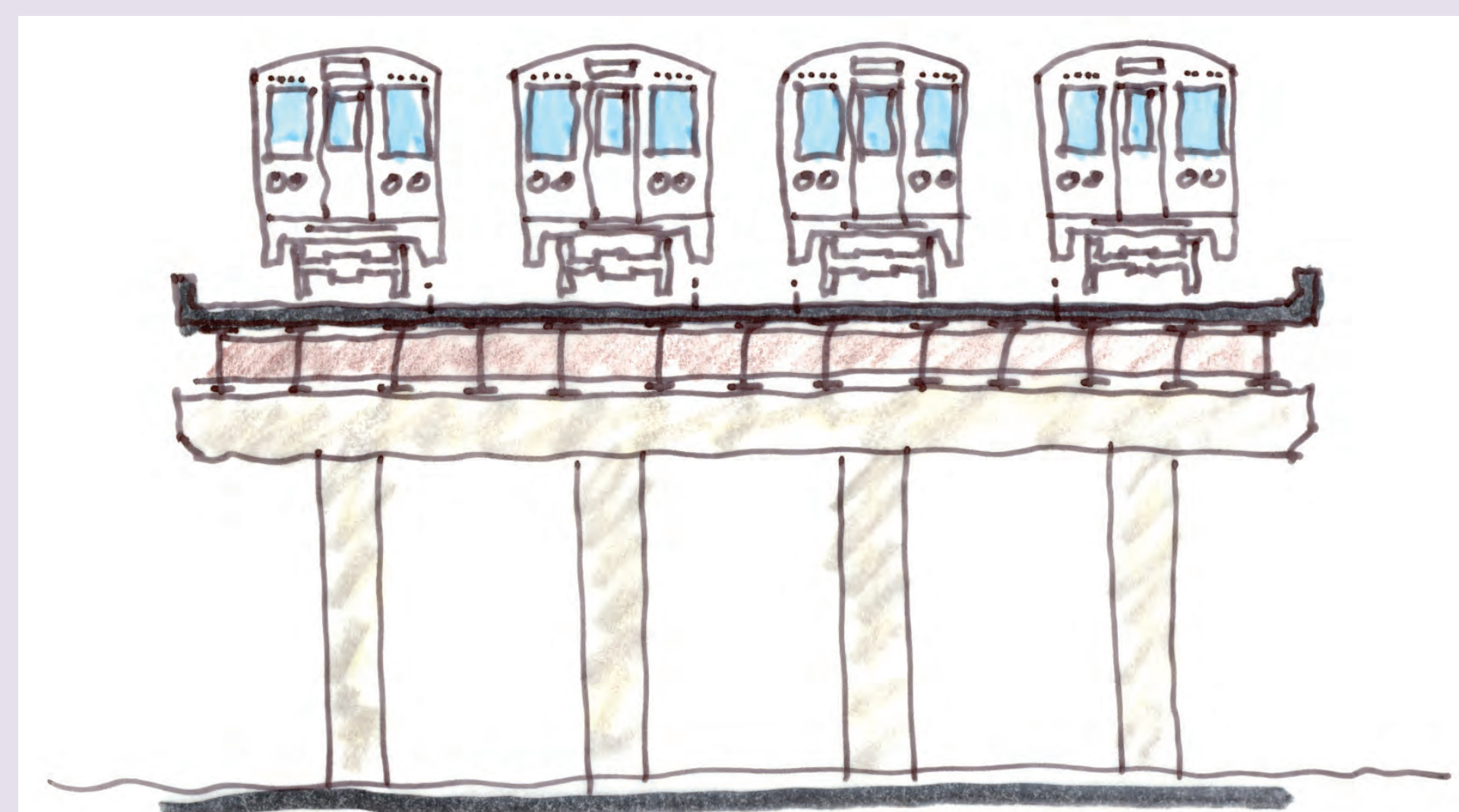
Lawrence – Howard



*2-Track Sloped Earthen Embankment*

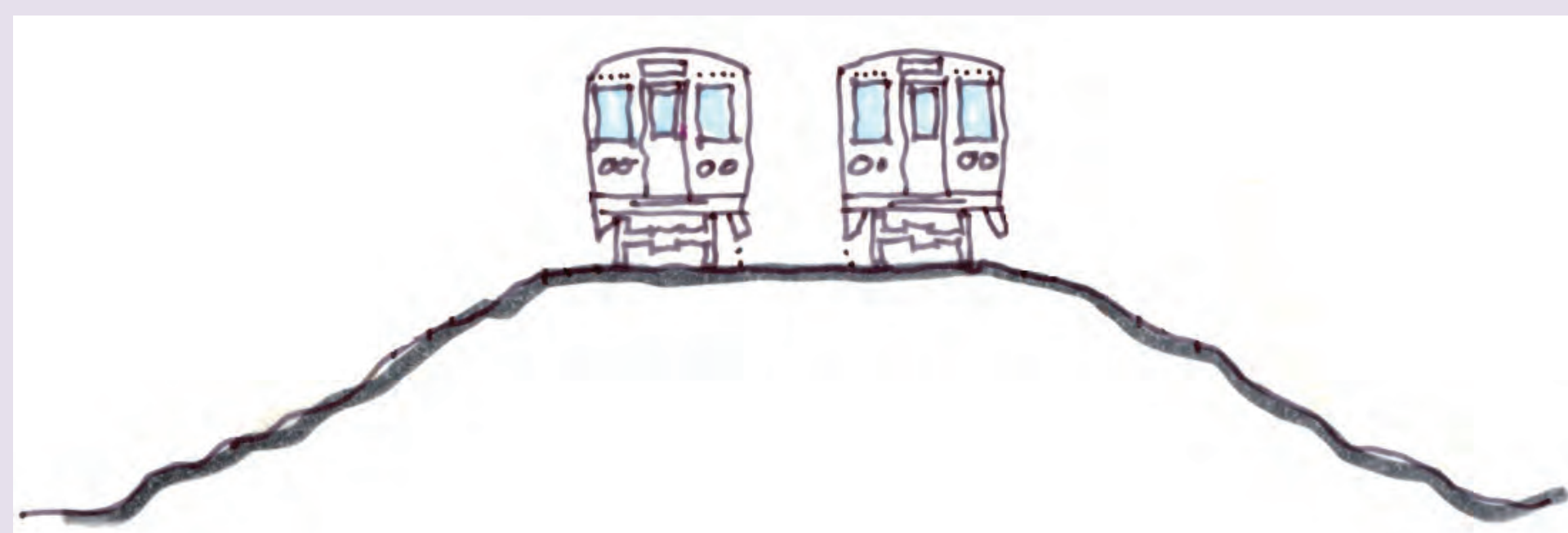
Howard – Linden

## Modernization



*4-Track Modern Aerial Structure*

Belmont - Howard



*2-Track Sloped Earthen Embankment*

Howard - Linden