



Welcome Residents, Community Members, & Business Owners

The purpose of this public meeting is for CTA to share with you the outcome of the scoping meetings which were held in January 2011 about the Red and Purple Modernization Project. Your feedback helped the CTA narrow down three RPM alternatives from the six presented last year, and we will also share with you a new alternative. These four alternatives are being studied in the Environmental Impact Statement.

**Please visit each display board for information and speak to a CTA representative about each alternative.*

The original alternatives were:

1. No Action
2. Basic Rehabilitation
3. Basic Rehabilitation with Transfer Stations
4. Modernization 4-track *(includes station consolidation)*
5. Modernization 3-track *(includes station consolidation)*
6. Modernization 2-track Underground *(includes station consolidation)*

Current alternatives:

1. No Action
2. Basic Rehabilitation with Transfer Stations, now called *“Basic Rehabilitation”*
3. Modernization 4-Track *(includes station consolidation)*, now called *“Modernization”*
4. **New! Modernization 4-Track without consolidation, called *“Modernization without Consolidation”***

Nothing has been determined about station consolidation. CTA is still studying the potential effects.

What is station consolidation?

Station consolidation is a reduction in the number of train stops coupled with the creation of new, secondary entrances at adjacent stations.

What is a secondary entrance?

A secondary entrance is a new, additional station entrance that provides more locations to access the station from the surrounding streets. In the Modernization Alternative, platform length would be increased and the location of platforms could shift in order to add secondary entrances at additional cross streets.

What are the benefits and drawbacks of station consolidation?

Station consolidation could provide faster, more efficient, and more reliable service to passengers on the North Red and Purple Lines.

Station improvements could be focused on fewer locations, allowing for more effective use of limited funds. Improvements could be prioritized for locations with high ridership and those in need of enhanced ADA accessibility.

In some cases, station consolidation could change the distance between stations. Adding secondary entrances to stations would shorten the walk time for many patrons, however, some patrons may have to adjust their commute.

(over)

Glossary of Terms

The Federal Transit Administration requires the use of certain terms in the Environmental Impact Statement. Here is a list of those terms and their definitions.

Affected Environment: The physical, biological, social, and economic setting potentially affected by one or more of the alternatives under consideration.

Alternative: One of a number of specific transportation improvement proposals or options.

Americans with Disabilities Act (ADA): Federal regulation establishing legal requirements for accessibility for those with disabilities.

Clark Junction: The Clark Junction facility is located where the CTA Brown, Purple, and Red Line trains merge just north of Belmont station on Chicago's north side.

Cumulative Effect: The incremental environmental impact or effect of the project when added to the impacts of past, present, and reasonably foreseeable future actions.

Environmental Impact Statement (EIS): An EIS is a detailed document that evaluates the economic, social, and environmental effects of a major proposed project. The National Environmental Policy Act (NEPA) requires an EIS to be prepared when federal funds are being sought to fund all or part of a project.

Flyover: A bridge that carries one rail alignment aerially over another.

Effect (Impact): An effect is a change in the condition or function of an environmental resource that occurs as a result of the proposed alternative. An effect can be positive or negative.

Infrastructure: Basic elements of the transit system including track, structures, signals, and power.

Lead Agency: The agency or agencies responsible for preparing the Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA). The Federal Transit Administration (FTA) and CTA are the lead agencies for the RPM Project.

Level of Service (LOS): A rating that uses a set of characteristics that indicate the quality and quantity of transportation service.

Mitigation: Action or measure taken to minimize, reduce, eliminate, or rectify the adverse impacts of a project, practice, action, or activity.

National Environmental Policy Act (NEPA): Requires all agencies to examine the environmental impacts of their actions, incorporate environmental information, and use public participation in the planning and implementation of all actions.

No Action Alternative: The No Action Alternative refers to an alternative under which no action would be taken (no infrastructure would be built and no new management or operational practices would be instituted).

Reverse Commute: Regular transit customer traveling in the opposite direction from typical 'rush hour' customers.

Right of Way: In transit usage, the corridor along a railway that is controlled by a transit or transportation agency/authority.

Scoping: An early and open process for identifying the extent, variety, and significance of issues related to a proposed action in the EIS. Scoping for RPM was held in the form of public open house meetings in early 2011.

State of Good Repair: A phrase used to describe the condition of infrastructure when it is considered in adequate condition to meet minimum standards of design and is expected to last a minimum length of time, normally one quarter of its original useful life.

Tier 1 EIS: A plan-level analysis that looks at all potential corridor-wide improvements that could be implemented as part of the project to enhance the entire Red Line. The Tier 1 EIS makes sure that all projects are in coordination with the overall plan.

Transfer Stations: A station on the system that allows passengers to change from one train line to another line without additional fare (e.g. Howard, Belmont).

Travel Time: The time spent traveling from a place of origin to a place of destination.

Viaduct: A bridge-like structure over a street that allows trains to pass over the street and vehicles to pass under the tracks.

Stay Involved –

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