

Appendix D Public and Agency Outreach

D-1: Spring 2014 Public Involvement Summary

D-2: Property Displacements Outreach

D-3: Agency Coordination





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D-1: Spring 2014 Public Involvement Summary

D-2: Property Displacements Outreach

D-3: Agency Coordination





Lawrence to Bryn Mawr Modernization Project

Spring 2014 Outreach Summary

November 2014

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Executive Summary

Announcing Phase One of the Red and Purple Modernization

The Chicago Transit Authority (CTA) is undertaking the largest capital improvement project in its history: the Red and Purple Modernization (RPM) Program. This major initiative would completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. RPM would be a massive, multi-stage project proposed to be completed in phases, which would allow CTA to make the greatest number of improvements while meeting the public's expectations for timely delivery of these improvements. Phase One of RPM is proposed to include two discrete projects within the original 9.6-mile corridor:

- Red-Purple Bypass: Construction of a bypass for the Brown Line at Clark Junction, north of Belmont station and
- Lawrence to Bryn Mawr Modernization: Modernization of four Red Line stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and aging structures from Leland Avenue in the south to north of the Hollywood Avenue viaduct.

Phase One would also include corridor signal improvement and modernization along approximately 3.5 miles of the existing rail line from Belmont station in the south to Granville station in the north and continued interim capital improvements to the track and rail structures necessary to keep the track in operable condition.

For the Lawrence to Bryn Mawr Modernization Project, CTA is proposing to reconstruct approximately 1.3 miles of the existing rail line from Leland Avenue on the south to north of the Hollywood Avenue viaduct. This section includes four stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, which would be expanded, modernized, and made accessible according to the Americans with Disabilities Act (ADA), addressing a current two mile stretch of stations without ADA accessibility. The project also entails modernizing the track infrastructure within the project limits, which is over 90 years old.

CTA and the Federal Transit Administration (FTA) are currently conducting an Environmental Assessment (EA) in accordance with the National Environmental Policy Act of 1969 (NEPA) for this project. The EA explores, in coordination with the public involvement process, the impacts of implementing the Lawrence to Bryn Mawr Modernization Project on the physical, human, and natural environments along the corridor and at station locations. This document provides a summary of the extensive public involvement conducted in April, May, and June 2014 to gather early input from interested members of the public on the proposed improvements and to determine areas of concern to be analyzed and documented within the EA. The public involvement program included a public open house and a number of focused community group meetings, including specific outreach to groups serving low income and minority populations.





This document provides a synopsis of the outreach performed, the methods used to invite the public to provide feedback, as well as a summary of the feedback received. The feedback received during this outreach period will be used to inform the Lawrence to Bryn Mawr Modernization Project EA and the final version of this document will serve as an appendix to the EA.

Inviting the Public

In order to hear from as many members of the community as possible at the public meeting, CTA:

- Issued a press release and held a press conference via telephone with members of the media to answer questions and provide information on upcoming open house meetings for the two RPM Phase One projects
- Provided early outreach presentations to local elected officials within the project corridor as well as other elected representatives to inform them about the RPM Program and Phase One improvements
- Provided aldermen and local libraries with flyers about the open house meeting to distribute to community members
- Mailed postcards inviting community members to the public open house to a list of 7,162 addresses that included public agencies, business groups, churches, schools, and community/neighborhood groups/associations within or near the project area
- Sent two separate public open house invitation emails (e-Blasts) to 1,617 recipients
- Utilized City Year volunteers to distribute 300 open house meeting flyers to local businesses and 3,000 postcards as takeaways for patrons at these businesses within the project corridor
- Updated the Red and Purple Modernization Program webpage,
 transitchicago.com/rpmproject, with information about the project and open house meeting
- Issued social media updates on Facebook and Twitter
- Posted transit alert cards providing information about the open house meeting on Red and Purple line trains, and in buses operating out of the North Park and Forest Glen bus garages.

Public Open House Meeting

CTA hosted a public open house meeting on May 21, 2014 to share information about the Lawrence to Bryn Mawr Modernization Project, discuss potential design solutions, project costs, and relative benefits of the proposed action. The meeting was designed to give the public an early opportunity to share their concerns about the project with CTA representatives, as well as learn about the preliminary impact analysis of the proposed action and ongoing environmental planning and engineering analyses.





The open house meeting was located near the project corridor (at Truman College), was accessible by public transportation, and was ADA-accessible. In order to provide the greatest opportunity for community participation, the public meeting was scheduled in the early evening on a weekday. Spanish and sign language interpreters, as well as a court reporter, were available for the duration of the open house meeting.

During the meeting, residents were encouraged to review exhibit boards displaying information about the proposed action, talk with CTA representatives about specific elements of the project, watch a video about the RPM and the Phase One projects, and ask questions and/or provide comments. Meeting facilitation materials included a comment card, English and Spanish RPM Program fact sheet, English and Spanish Lawrence to Bryn Mawr Modernization Project handout and a RPM Glossary of Technical Terms. At the May 21 open house meeting, CTA also made available a similar 11 x 17 binder with Red-Purple Bypass materials for public review.

Community Meetings

In addition to the public open house meeting, CTA also conducted outreach to local community groups (including minority and low-income populations, referred to herein as environmental justice communities) within the project corridor and coordinated with the local aldermen to provide community-focused meetings throughout April and June 2014. These focused community meetings provided additional opportunities for understanding specific community needs and concerns. The meeting formats were tailored to the audience and meeting type, ranging from more formal presentations and Q&A sessions, to informal overviews of the project and active listening sessions and tours. In addition, at the request of the alderman, CTA also delivered a presentation to surrounding business owners on May 9, 2014 (1100 W. Bryn Mawr Avenue) and held a smaller open house meeting on June 3, 2014 at the Broadway Armory (5917 N. Broadway Avenue) which mirrored the format and materials provided at the public open house, with brief opening remarks from the alderman followed by a 30 minute question and answer session with CTA representatives.

What We Heard

During the open house meeting, attendees had the opportunity to write their comments or speak to court reporters. They also could submit their comments after the open house meeting via email or U.S. mail. A total of 94 community members attended the May 21, 2014 open house meeting. A total of 19 community members submitted written comments at that meeting and three community members submitted verbal comments to the court reporter. An additional seven comment cards were received as part of the 48th Ward community open house held on June 3, 2014. In addition, one mailed comment card and 73 emails were received between April 17, 2014 (project announcement date) and June 4, 2014 (two weeks following the open house meeting).

Each written comment card asked community members to circle the project elements about which they were most excited and concerned. A summary of responses to these two questions is





shown in **Table ES-1**. This tally of comment card responses includes all written comments received as of the date of this report.

Table ES- 1: Feedback on Specific Project Elements

Project Element	Number Excited	Project Element	Number Concerned
Modernized stations	15	Noise impacts	9
Wider platforms	10	Visual impacts	8
ADA accessibility	14	Property displacements	7
Capacity improvements	12	Historic resources	9
Operations and reliability	14	Construction impacts	11
Transit oriented development	9	Project funding	7
Other	6	Other	7

Based on the comments received, the main areas of concern are noted below. In general, comments received as part of the open house, during community meetings and as part of the environmental justice outreach expressed similar concerns. Comments received as part of the spring 2014 public outreach will inform the development of the EA. Throughout the development of the EA, public input will continue to inform this analysis. Where possible, comments are categorized in the order they are to be addressed within the EA:

- Build Alternative Description and RPM Phase One Projects:
 - <u>Capacity and Accessibility Improvements:</u> Comments reflected excitement about more convenient station access and ADA improvements, wider station platforms, less crowded trains, and a desire to better access to the CTA system (including buses). Commenters requested that CTA integrate accessibility into their designs, consider escalators at rebuilt stations, and provide ADA-accessibility at both primary and auxiliary entrances (at stations that could have both).
 - o <u>RPM Vision and Phase One Improvements:</u> Some community members expressed concern that the stations proposed for improvement are ones which have more recently undergone station upgrades, while other stations along the north Red Line are in serious need of rehabilitation. Commenters sought clarity on the process used by CTA to determine what would be included as part of the Phase One improvements. Other community members expressed interest in understanding what projects would be included as part of future phases of the RPM Program.
 - o <u>Embankment Structure</u>: Comments indicated mixed feelings about preserving or eliminating the embankment structure. Some community members noted the





poor condition of viaducts and embankment in the project area. Commenters expressed the need to replace the embankment structure, and other commenters expressed excitement about the potential to utilize the area underneath the new track structure for additional parking or other community uses. Others noted concerns about embankment removal, noting the historic nature of the embankment, the change it would have on the existing visual environment, or expressed concerns about safety if the area underneath the embankment were to be removed and the area was to remain open.

- Transportation Impacts (Street Closures and Alley Access): Comments included requests to find appropriate detours for any neighborhood street closures, particularly during rush hour commutes. Other commenters asked whether they would retain access to parking/garage space after alley spanning was incorporated.
- Transportation Impacts (Construction and Station Closures): Some commenters were concerned about living through construction zones in highly transit dependent, dense areas and requested that consecutive stations not be closed simultaneously. Concerns were raised about potential delays and reliability issues for trains and buses during construction.
- Neighborhood and Community Impacts: Some commenters asked that CTA work with Edgewater Development Corporation and Uptown United to minimize impacts to businesses during construction. One comment noted that these improvements would result in great economic benefits and should be managed and carefully planned to consider the ethnically diverse business groups, particularly Asian and Pan-African businesses within the corridor. Other comments noted that the project should not compromise the population diversity of the neighborhoods and communities within Uptown, which is an integral part of these neighborhoods, by pricing out affordable housing.
- <u>Impacts to Historic Resources:</u> One commenter recommended maintaining the existing embankment and station houses, particularly at Berwyn and Argyle stations, and expressed a desire to retain the authenticity of historic stations through design elements that are integrated with the surrounding historic districts.
- Noise and Vibration Impacts: Some commenters were concerned about alley spanning and tracks being repositioned to the east, closer to adjacent residential buildings; comments noted that these buildings are already exposed to noise and vibration impacts from the existing train structure. Comments supported using modern infrastructure to mitigate noise impacts and suggested using closed deck structure to reduce noise impacts.
- <u>Safety and Security Impacts:</u> Some community members noted that modernizing stations and enhancing economic development through transit-oriented development would help





deter crime and enhance quality of life. Some community members embraced the idea of replacing the retained embankment structure with open space underneath the tracks and adding additional parking or other community amenities to that area. At least one community member expressed concern about opening up the area under the new track as it could attract criminal activity.

Public Involvement (Coordination with Other Agencies and Organizations): Several community members noted the need for CTA to coordinate with the non-profit Metropolitan Planning Council regarding plans in Uptown, and the need to coordinate with the City of Chicago and Chicago Department of Transportation regarding traffic calming measures currently being constructed along some streets within the City. In addition, some community members noted that CTA should work with the Chicago Department of Streets and Sanitation to ensure that alley spanning does not interfere with trash collection.

Comments received as part of the spring 2014 public outreach will inform the development of the EA. Throughout the development of the EA, public input will continue to inform this analysis. Once the EA analysis is complete, CTA and FTA will issue a Notice of Availability for the EA to provide the public an opportunity to review and comment on the findings of the environmental analysis. Public hearings will be held at that time to present the findings of the EA and solicit additional public comments. All comments received will be entered into the public record for this project. Comments received will be addressed in the final NEPA decision document.

CTA and FTA will respond to and address all comments received at the public hearing and during the public comment period prior to FTA issuing a finding on the EA. If FTA determines that the proposed project will not significantly affect the quality of the human environment, it will issue a Finding of No Significant Impact (FONSI). Public involvement initiatives and CTA communications committed to as part of the EA will continue throughout the construction of the project.





Section 1 Project Background

The Red Ahead program is a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line, the Red Line. As part of this program, the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have been conducting technical analyses on proposed improvements to the line. The Red and Purple Modernization (RPM) Program, a series of improvements to the North Red Line (from north of Belmont station to Howard station) and the Purple Line (from north of Belmont station to Linden station in the Village of Wilmette), is one component of the Red Ahead program. The goals of the RPM Program include increasing passenger capacity and modernizing transit stations, track systems, and structures along the North Red and Purple lines. When fully realized, the RPM Program would encompass 9.6 miles of the Red and Purple lines through the Lakeview, Uptown, Edgewater, and Rogers Park neighborhoods, the City of Evanston, and the Village of Wilmette.

1.1 RPM Phase One

RPM is proposed as a massive, multi-staged 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 these improvements. Phase One of RPM is proposed to include two discrete projects within the original 9.6-mile corridor:

- Red-Purple Bypass: Construction of a bypass for the Brown Line at Clark Junction, north of Belmont station, and
- Lawrence to Bryn Mawr Modernization: Modernization of four Red Line stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and aging structures from Leland Avenue in the south to north of the Hollywood Avenue viaduct.

Phase One would also include corridor signal improvement and modernization along approximately 3.5 miles of the existing rail line from Belmont station in the south to Granville station in the north and continued interim capital improvements to the track and rail structures necessary to keep the track in operable condition. An overview of the RPM Program corridor and Phase One improvement limits is included in **Figure 1**.





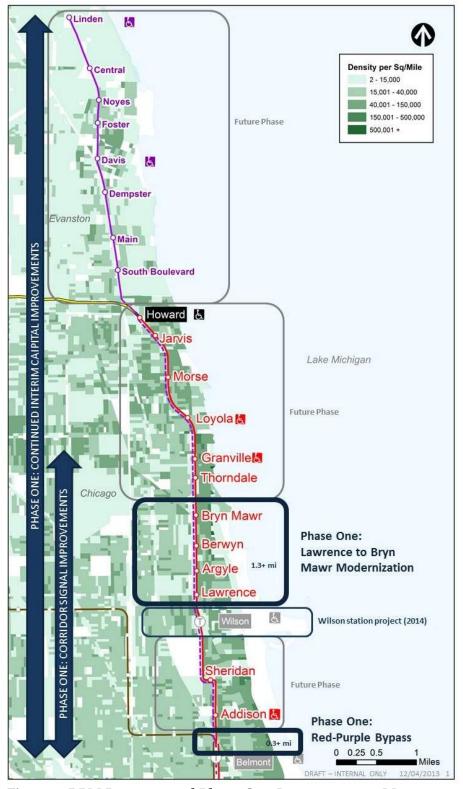


Figure 1: RPM Program and Phase One Improvements Map





1.2 Lawrence to Bryn Mawr Modernization Project

As one major element of the first phase of the RPM Program, CTA proposes to reconstruct approximately 1.3 miles of the existing rail line from Leland Avenue on the south to north of the Hollywood Avenue viaduct. This section would include four stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, which would be expanded, modernized, and made accessible according to the Americans with Disabilities Act (ADA), addressing a current two-mile stretch of stations without ADA accessibility. The Lawrence to Bryn Mawr Modernization Project would also entail modernizing the track infrastructure within the project limits, which is over 90 years old. A project map is provided in **Figure 2**.

The purpose of the Lawrence to Bryn Mawr Modernization Project is to provide continued high speed transit service connecting Chicago's north side and northern suburbs to the Loop (Central Business District) and the rest of the Chicago metropolitan area and expand capacity to meet growing ridership demand, while reducing train travel times, and improving access to the system for people with disabilities. The capacity expansion would have the added benefit of bringing the aging rail infrastructure into a state of good repair, thereby improving efficiency and service reliability. Provision of modern amenities at all stations, expansion of capacity, and speed and reliability enhancements would address safety and accessibility concerns and extend the useful life of the system.

CTA and the FTA are currently conducting an Environmental Assessment (EA) in accordance with the National Environmental Policy Act of 1969 (NEPA) for this project. The EA explores, in coordination with the public involvement process, the effects of implementing the Lawrence to Bryn Mawr Modernization Project on the physical, human, and natural environments along the corridor and at station locations.

An extensive public involvement program, including a series of public notifications, a public open house held on May 21, 2014, and a number of focused community group meetings held between April and June 2014, was undertaken to gather early input from interested members of the public on the proposed improvements and determine areas of concern to be analyzed and documented within the EA.





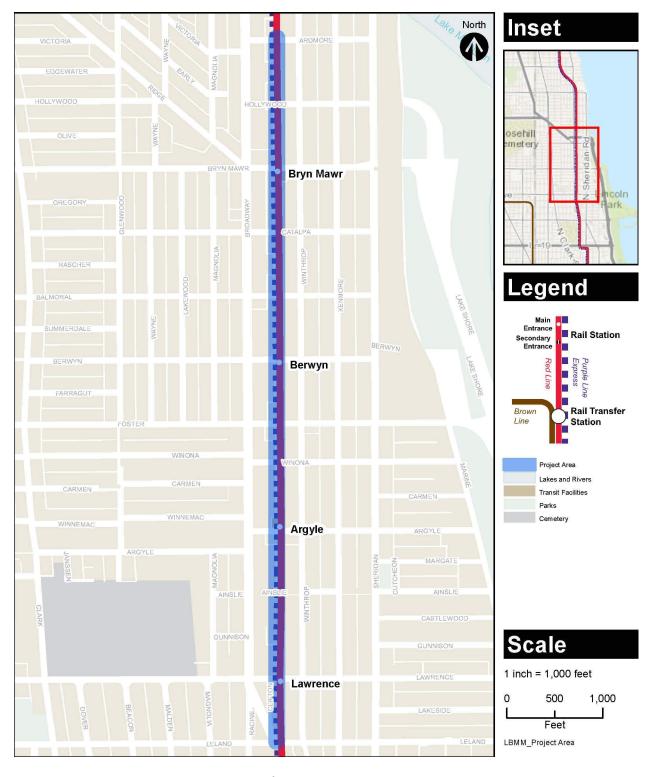


Figure 2: Lawrence to Bryn Mawr Modernization Project Overview Map





Section 2 Public Notification Activities

In order to provide the greatest opportunity for input into the planning process, it is important to provide notification to the public in a variety of ways. CTA and the project team utilized a variety of outreach and notification methods to announce the RPM Phase One projects and invite interested parties to attend and participate in spring 2014 pubic open houses and community meetings. The following provides more detailed information on this array of public notification activities.

2.1 Press Release

The Mayor's Press Office and CTA Media Relations issued a press release announcing the Red and Purple Modernization Program Phase One projects, including the proposed elements of the Lawrence to Bryn Mawr Modernization Project and scheduled public open houses and posted this information to CTA's website on April 17, 2014. A copy of the press release is included in **Appendix A**.

CTA held a telephone press conference with members of the media to further describe the RPM Phase One projects and answer questions regarding the.

2.2 Media

In response to the CTA announcement, a number of news articles about the RPM Phase One projects appeared in local media. **Table 1** summarizes the articles that appeared between April and June 4, 2014 on the RPM Phase One projects collectively, as well as specific articles on the Lawrence to Bryn Mawr Modernization Project. The full articles are included in **Appendix A**.





Table 1: Published News Articles April through June 4, 2014

Date	Media Outlet	Article Title
04/16/2014	DNAinfo	CTA to Rebuild Four Red Line Stations in
		Edgewater, Uptown
04/16/2014	RedEye	CTA Unveils Plans to Rebuild Red Line Stops
04/16/2014	Chicago Tribune	Red Line to Get North Side Overhaul, While South
	-	Siders Decry Wait
04/17/2014	Chicago Sun-Times	CTA Plans Red Line Improvements on North,
		South Sides
04/17/2014	Chicagoist	CTA Officially Announces Red Line South Extension, Red/Purple Line Renovation
04/17/2014	NBC 5 Chicago	CTA Announces Plans For Red Line Extension and
		Rehab
04/21/2014	The Chicago Maroon	Multi-billion Boost to Red Line
04/22/2014	Progressive Railroading	CTA Unveils First Phase of Modernization Project,
		Red Line Extension Environmental Steps
04/22/2014	RedEye	No Love for Sheridan
04/23/2014	Bid Ocean	CTA Announces Next Steps in Modernizing the Red Line
04/25/2014	ABC 7 Chicago	CTA Names Properties Potentially Affected by Red Line Modernization Plan
04/26/2014	NBC 5 Chicago	CTA Lists Buildings Targeted for Demolition
05/18/2014	RedEye	Construction Ahead
05/19/2014	Chicago Now	Have Your Say on CTA Red Line North Projects at Open Houses
05/19/2014	Chicago Tribune	CTA Hearings this week on overhaul of Red, Purple and Brown lines
05/21/2014	Fox News Chicago	CTA to Host Public Hearings ahead of Major Overhaul
05/22/2014	StreetsBlog Chicago	CTA's "Red Ahead" to Begin with Uptown, Edgewater Station Expansions
06/04/2014	DNAinfo	Red Line Station Reconstructions: "This Has Been a Long Time Coming"

2.3 Elected Official Briefings

CTA contacted U.S. and State of Illinois elected representatives to inform them of the scheduled open house meetings and provide an opportunity for a briefing about the RPM Phase One





projects during the week of April 17, 2014. **Table 2** summarizes federal and state elected officials who were contacted and offered an opportunity for a briefing.

Table 2: Federal and State Elected Official Contacted

Elected Official Name	Representing
Dick Durbin	U.S. Senator
Mark Kirk	U.S. Senator
Mike Quigley	U.S. Representative
Janice Schakowsky	U.S. Representative
John Cullerton	Illinois Senator
Heather Steans	Illinois Senator
Daniel Bliss	Illinois Senator
Ann Williams	Illinois Representative
Sara Feigenholtz	Illinois Representative
Gregory Harris	Illinois Representative
Kelly Cassidy	Illinois Representative
Robyn Gabel	Illinois Representative

CTA contacted local elected officials (aldermen) on April 17, 2014. CTA briefed interested aldermen on the RPM Phase One projects and provided information about the RPM Phase One open house meetings on April 17, 2014. **Table 3** summarizes local elected officials contacted and which Phase One project areas they represent.

Table 3: Local Elected Officials Contacted

Elected Official Name	Ward	Phase One Project Area
Alderman Harry Osterman	48th Ward	Lawrence to Bryn Mawr Modernization
Alderman James Cappleman	46th Ward	Lawrence to Bryn Mawr Modernization
Alderman Tom Tunney	44th Ward	Red-Purple Bypass
Alderman Joe Moore	49th Ward	Outside Phase One Limits
Alderman Mary O'Connor	41st Ward	Outside Phase One Limits
Alderman Ameya Pawar	47th Ward	Outside Phase One Limits
Alderman Debra Silverstein	50th Ward	Outside Phase One Limits

CTA provided flyers with information about the RPM Phase One open house meetings to aldermen and other elected officials offices to distribute to community members. The flyers were also emailed to libraries surrounding the entire RPM Program project area to be distributed to patrons. A list of libraries receiving notices is included in **Table 4**.





Table 4: Library Mailing Notifications

_ Library	Address	City, State, Zip
Bezazian Branch Library	1226 W. Ainslie Street	Chicago, IL 60640
Chicago Public Library	400 S. State Street	Chicago, IL 60605
Edgewater Branch Library	1210 W. Elmdale Avenue	Chicago, IL 60660
Evanston Public Library	1703 Orrington Avenue.	Evanston, IL 60201
Evanston South Branch Library	949 Chicago Avenue	Evanston, IL 60202
Gerber Hart Library	6500 N. Clark Street	Chicago, IL 60626
Harold Washington Library	400 S. State Street	Chicago, IL 60605
Lincolnwood Public Library	4000 W. Pratt Avenue	Lincolnwood, IL 60712
Merlo Branch Library	644 W. Belmont Avenue	Chicago, IL 60657
Northwestern University Library	1970 Campus Drive, Suite 1388	Evanston, IL 60208
Rogers Park Branch	6907 N. Clark Street	Chicago, IL 60626
Skokie Public Library	5215 Oakton Street	Skokie, IL 60077
Skokie Public Library	5215 Oakton Street	Skokie, IL 60077
Uptown Branch Library	929 W. Buena Avenue	Chicago, IL 60613
Wilmette Public Library	1242 Wilmette Avenue	Wilmette, IL 60091

Based on the results of the limited English proficiency analysis performed prior to the NEPA scoping process in late 2010, the flyer and other meeting notice materials included an offer of additional interpretation services in Russian, Chinese, and Spanish with advance notice. The flyer, which was made available in both English and Spanish, is included in **Appendix A**.

2.4 Project Website

CTA updated the RPM Program website, transitchicago.com/rpmproject, on April 17, 2014 with up-to-date project information. The webpage provided general information about the RPM Phase One projects, details about the open house meetings, information about project funding and timelines, and frequently asked questions. A printout of the RPM Program webpage is included in **Appendix A**.

2.5 Social Media Updates

CTA shared four Twitter tweets and one Facebook post regarding the project and scheduled open house between April 17 (date of public announcement) and May 21, 2014 (date of open house meeting). These social media updates are included in **Appendix A**.

2.6 Postcards

CTA mailed postcards inviting community members to the public open houses on April, 17, 2014 to a list of 7,162 addresses that included public agencies, business groups, churches, schools, and community/neighborhood groups/associations within or near the project area, as well as



attendees of previous Red Ahead open house meetings and/or requested information about future Red Line projects. The postcard provided details about the open house meeting, including the closest transit access and contact information to request assistance at the meeting. The postcard included an offer of additional interpretation services in Russian, Chinese, and Spanish with advance notice. The postcard is included in **Appendix A**.

2.7 E-Blasts

CTA sent an invitation email (e-Blast) to approximately 1,600 email addresses on the RPM Program contact list on April 17, 2014, which included information about the open house meeting and links to the project website. CTA sent a second email (e-Blast) to the contact list on May 12, 2014 reminding recipients of the upcoming open house meeting. The e-Blasts included an offer of additional interpretation services in Russian, Chinese, and Spanish with advance notice. The two e-Blasts are included in **Appendix A**.

2.8 Transit Alert Cards

CTA developed a transit alert card to provide information about the open house meeting. CTA printed the alert card on May 16, 2014 and distributed it to be posted on:

- All Red and Purple Line rail cars
- All Red and Purple Line stations between Belmont and Bryn Mawr stations
- All buses operating out of the two north side bus garages that serve many of the routes that operate within the project limits

A copy of the transit alert card is included in **Appendix A**.

2.9 City Year Business Flyer Distribution

Six teams (two people per team) of City Year volunteers distributed open house meeting flyers to local businesses within the project limits as well as takeaway postcards for business patrons notifying them of the open house meeting date and location on Saturday, May 17, 2014, at the direction of CTA.

The City Year volunteers distributed approximately 300 open house meeting flyers and 3,000 postcard takeaways to these local businesses to further spread the word about these meetings. A copy of the City Year Volunteer Plan and the business handouts are provided in **Appendix A**.





Section 3 Community Outreach

An active, ongoing community outreach strategy was developed for the project, to provide CTA with the greatest amount of input into the development of the EA and to address specific community concerns. The following sub-sections detail these community outreach efforts and additional supporting documentation is included in **Appendix B**.

3.1 Community Group Meetings

CTA Government and Community Relations leveraged ongoing relationships with a number of local community groups in the project area to conduct more focused outreach to interested groups about the project and obtain input. These groups included environmental justice groups within the project area. As part of the development of the EA, project technical staff conducted an environmental justice (EJ) analysis to identify low-income and minority populations that may be affected by the project and conducted a Limited English Proficiency (LEP) analysis to determine if language support was needed during the public outreach process. This EJ analysis and special outreach process will be detailed in a separate technical memorandum for the EA to satisfy full and fair participation by all potentially affected communities (per U.S. DOT Order 5610.2).

In 2012, thirteen organizations representing the interests of key EJ communities were identified through a process of mapping project impacts and EJ communities, as well as examining the participation of EJ communities to date. Following the summer 2013 outreach to community organization leadership, CTA determined it should meet with many of those organizations, as well as other organizations that meet the same criteria in terms of representing EJ communities along the corridor.

With the addition of RPM phasing, the project team re-analyzed the two project areas and divided the resulting list into those groups representing or engaging EJ populations in the Red-Purple Bypass project area and those in the Lawrence to Bryn Mawr Modernization project area. Community groups identified within the Lawrence to Bryn Mawr Modernization project area and who were contacted in April as part of the spring 2014 public outreach included:

- Access Living of Metropolitan Chicago (persons with disabilities)
- Salvation Army (serves low income and transit-dependent persons)
- South-East Asian Center (serves peoples from China, Vietnam, Laos, Cambodia, and the Philippines, as well as south Asia, West Asia, and immigrants from Eastern Europe, the Caribbean, Africa, and Latin America)
- Edgewater Chamber of Commerce





- North Shore Spanish Baptist Church (Spanish-speaking community)
- Asian Human Services (south east Asian community)
- Vietnamese Association of Illinois (Vietnamese community)
- Chinese Mutual Aid Society (Chinese community)
- Uptown United
- Uptown Chicago Commission
- Edgewater Development Corporation
- Edgewater Environmental Sustainability Project

Each of these groups were contacted on numerous occasions by telephone and provided an opportunity for a presentation on the proposed project. All community groups received a follow up letter to ensure maximum awareness of project details and provide an ongoing point of contact at CTA for interested community groups to request a project presentation. Formal follow up correspondence to all community groups as part of this outreach are included in **Appendix B**.

At the request of interested community groups, CTA conducted meetings to share information about the project and allow community members to ask questions and voice concerns. Meeting formats for each of the community meetings were tailored to the group's needs and ranged from formal presentations, to open houses and Q&A sessions, to short briefings with Q&A sessions as part of standing community group meetings. Discussions were tailored to the anticipated community impacts, as well as known geographic, social, cultural, and linguistic issues and unique opportunities faced by the community. The community group meetings held as part of the spring 2014 outreach effort are summarized in **Table 5**.





Table 5: Spring 2014 Community Group Meetings

Group Name	Meeting Date	Location
Uptown United	April 29, 2014	4753 N. Broadway Street, Suite 822
Asian Human Services	May 5, 2014	4753 N. Broadway Street, Suite 600
48th Ward Business Owners Breakfast Meeting	May 9, 2014	1100 W. Bryn Mawr Avenue
Edgewater Chamber of Commerce	May 9, 2014	1210 W. Rosedale Avenue
Edgewater Development Corporation	May 14, 2014	6107 N. Broadway Avenue
Edgewater Environmental Sustainability Project	May 14, 2014	5533 N. Broadway Avenue
48th Ward Open House	June 3, 2014	5917 N. Broadway Avenue
South-East Asia Center Golden Diners Club	June 12, 2014	5120 N. Broadway Avenue

The South- East Asia Center Golden Diners Club serves a community of elderly people of Chinese and Vietnamese descent. For this meeting, materials were provided in Mandarin, Cantonese, and Vietnamese, and interpreters translated all spoken information.

Appendix B contains further information on each of these meetings. In total, 26 community members attended the 48th Ward Open House and an open house sign-in sheet is provided in **Appendix C**. Seven written comment cards were submitted at this community open house meeting. Copies of these comments cards may be found in **Appendix G**, and a summary of comments received as part of the spring 2014 outreach program is included in **Section 5** of this report.

3.2 Potential Displacements Outreach

CTA undertook an extensive outreach process to property owners and lessees potentially impacted by the displacements required as part of the Lawrence to Bryn Mawr Modernization Project. CTA sent letters via regular U.S. mail and certified mail to all potentially displaced properties within the project corridor on April 16, 2014. Copies of these letters are included in **Appendix B**.

In addition, CTA's Uniform Act public outreach specialists went door to door to hand deliver these letters on April 17, 2014 and provide an explanation of the RPM Phase One projects, potential displacements, and provisions under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) that would apply to any properties acquired for the RPM Phase One projects. Uniform Act public outreach specialists provided property owners and lessees with a single point of contact to answer specific questions regarding relocation rights, requirements, and processes and anticipated timelines. This outreach will





continue through project development as a one-stop resource for potentially displaced residents and/or businesses.





Section 4 Public Open House Meeting

CTA conducted an open house meeting to inform the public about the Lawrence to Bryn Mawr Modernization Project and elements of the RPM Program, and to provide the public with an opportunity to ask questions about the project in an open conversational setting. The following were the details of the meeting:

Time: 5:30 to 7:30 p.m.

Date: Wednesday, May 21, 2014

Location: Truman Community College – Wilson Lobby

1145 W. Wilson Ave. Chicago, IL 60640

The meeting was hosted in an ADA-accessible location close to the project site and accessible by public transportation (Wilson Red Line station and CTA Bus #78 Montrose and #38 Broadway). For the convenience of all attendees, rail station directions and bus lines to and from the meeting sites were publicized on the open house flyer, postcard notices, e-Blasts, and on the project website. In order to provide the greatest opportunity for community participation, the open house was scheduled in the early evening on a weekday. Spanish translators, sign language interpreters, and a court reporter were made available during the open house meeting.

A total of 94 people signed in at the May 21, 2014 open house; there may have been additional attendees who did not sign in upon arrival. A copy of the sign-in sheet is included in **Appendix C**.

During the open house meeting, project team members explained the information presented on exhibit boards and answered project-related questions. Attendees with specific questions about potential property displacements could discuss these issues with project team members at a specific conversation station. Attendees also had an opportunity to view a video about the Phase One projects during the meeting. The open house provided attendees with an early opportunity to review the proposed project and provide input on project costs, designs, and environmental considerations.

Photos from the meeting are included in **Appendix D**.

4.1 Meeting Materials

Project team members offered meeting attendees comment cards, an RPM Program fact sheet (available in both English and Spanish), a brochure with information about the Lawrence to Bryn Mawr Modernization Project (available in both English and Spanish), and a glossary of terms to be consulted as they visited the project exhibit boards. Based on the LEP analysis conducted (referenced in Section 3.1), materials for all meetings were made available in Spanish and a Spanish language interpreter was available at the open house meeting; while the LEP analysis



findings did not rise to the level of need to provide outreach materials in additional languages, all meeting notification materials included an offer of additional interpretation services in Russian, Chinese, and Spanish with advance notice (no requests were received).

The comment cards allowed attendees to submit written comments during or after the open house meeting. Two specific questions were posed on the comment card:

- About which element of this project are you most excited?
- About which element of this project are you most concerned?

Commenters had the opportunity to circle as many elements of excitement or concern as applicable to their comments. Additional blank space was provided on the front and back of each card for written comments. The comment card, English and Spanish RPM Program fact sheet, English and Spanish Lawrence to Bryn Mawr Modernization Project handout, and glossary are included in **Appendix E**. At the May 21 open house meeting, CTA also made available an 11 x 17 binder with similar project materials for the Red-Purple Bypass Project for public review.

4.2 RPM Phase One Video

CTA created a video to provide an overview of the Red and Purple Modernization Program Phase One improvements. The video provided a medium for attendees to better visualize the Phase One projects and proposed improvements.

The video played continuously during the open house in English with Spanish sub-titles. CTA provided a handout card with a Quick Response (QR) code to attendees to directly access the video from their smart phone. A copy of the video handout card is included in **Appendix F**.

4.3 Exhibit Boards

CTA developed project exhibit boards were for use during the open house meeting. The boards included:

- Welcome
- Red Ahead Program
- RPM Corridor Vision Goals
- RPM Phase One
- Lawrence to Bryn Mawr Modernization Project Challenges and Proposed Solutions
- Red-Purple Bypass Project Challenges and Proposed Solutions
- Environmental Assessments (EA)





- Noise Reduction Strategies and Visual Impacts
- Construction Impacts
- Property Displacements
- Opportunities for Transit Oriented Development
- Economic Development and The Brown Line Capacity Expansion Project
- Historic Resource
- Project Funding for Core Capacity Expansion Projects like RPM
- Next Steps
- Stay Involved

The exhibit boards illustrated the proposed station and track improvements, potential property displacements and the environmental analyses, potential impacts and benefits, as well as potential mitigation options. CTA and consultant staff members, including professional planners and engineers, provided attendees with specific information related to these topics and answered questions at each exhibit board station. Copies of the exhibit boards are in **Appendix F**.

The conversation station dedicated to potential property displacements resulting from the project included large-scale maps of the project area showing potential property displacements, addresses, and photos to facilitate discussion. CTA also made available FTA's "General Acquisition & Relocation Information" brochures at the station and Uniform Relocation Act experts provided answers to specific displacement-related questions. Displacements discussion materials available at the open house are in **Appendix** E. The property displacement maps and address listings were also made available on the project website.

4.4 Comments Received

Attendees could comment in writing during the open houses or submit their comments after the open houses via email or mail. Email comments could be sent to a project-specific email address (RPM@transitchicago.com) found on the comment cards, project website and on all notification materials. At the May 21, 2014, open house meeting, 19 people filled out and submitted comment cards and 3 people provided verbal comments to the court reporter. In addition, 1 mailed comment card was received regarding the proposed project and 73 emails were received to the RPM project email address between April 17, 2014 and June 4, 2014. Of the 73 emails received, 11 were specifically related to the Lawrence to Bryn Mawr Modernization Project. All comment cards and verbal comments submitted at the open house meeting, emailed comments from April 17 through June 4, 2014, and additional written comments submitted after the meeting are included in **Appendix G**.





Additional information summarizing the comments received as part of the public open houses and additional community outreach are discussed in **Section 5** of this report.





Section 5 Summary of Comments and Ongoing Public Outreach

The spring 2014 outreach provided CTA with valuable public input to inform the environmental analysis on the Lawrence to Bryn Mawr Modernization Project. The following section summarizes the main public comments received to date and provides information on next steps and ongoing public outreach planned through the environmental analysis planning process. All written comments received through the date of this report as well as transcribed open house meeting comments are included in **Appendix G**.

5.1 Summary of Comments

Each written comment card asked community members to circle the project elements about which they were most excited and concerned. A summary of responses to these two questions is shown in **Table 6**. This tally of comment card responses includes all written comments received as of the date of this report.

Table 6: Feedback on	Specific Project Elements
----------------------	---------------------------

Project Element	Number Excited	Project Element	Number Concerned
Modernized stations	15	Noise impacts	9
Wider platforms	10	Visual impacts	8
ADA accessibility	14	Property displacements	7
Capacity improvements	12	Historic resources	9
Operations and reliability	14	Construction impacts	11
Transit oriented development	9	Project funding	7
Other	6	Other	7

Based on the review of written and verbal comments received during the public open house and community group meetings, main areas of interest for community members are detailed in the bullets below. In general, comments received as part of the open house, during community meetings and as part of the environmental justice outreach expressed similar concerns. Where possible, comments have been categorized in the order they are to be addressed within the EA:

- Build Alternative and RPM Phase One:
 - <u>Capacity and Accessibility Improvements:</u> Comments reflected excitement about more convenient station access and ADA improvements, wider station platforms, less crowded trains, and a desire to better access to the CTA system (including buses). Commenters requested that CTA integrate accessibility into their designs,



- consider escalators at rebuilt stations, and provide ADA-accessibility at both primary and auxiliary entrances (at stations that could have both).
- o <u>RPM Vision and Phase One Improvements:</u> Some community members expressed concern that the stations proposed for improvement are ones which have more recently undergone station upgrades, while other stations along the north Red Line are in serious need of rehabilitation. Commenters sought clarity on the process used by CTA to determine what would be included as part of the Phase One improvements. Other community members expressed interest in understanding what projects would be included as part of future phases of the RPM Program.
- Embankment Structure: Comments indicated mixed feelings about preserving or eliminating the embankment structure. Some community members noted the poor condition of viaducts and embankment in the project area. Commenters expressed the need to replace the embankment structure, and other commenters expressed excitement about the potential to utilize the area underneath the new track structure for additional parking or other community uses. Others noted concerns about embankment removal, noting the historic nature of the embankment, the change it would have on the existing visual environment, or expressed concerns about safety if the area underneath the embankment were to be removed and the area was to remain open.
- Transportation Impacts (Street Closures and Alley Access): Comments included requests to find appropriate detours for any neighborhood street closures, particularly during rush hour commutes. Other commenters asked whether they would retain access to parking/garage space after alley spanning was incorporated.
- Transportation Impacts (Construction and Station Closures): Some commenters were concerned about living through construction zones in highly transit dependent, dense areas and requested that consecutive stations not be closed simultaneously. Concerns were raised about potential delays and reliability issues for trains and buses during construction.
- Neighborhoods and Community Impacts: Some commenters asked that CTA work with Edgewater Development Corporation and Uptown United to minimize impacts to businesses during construction. One comment noted that these improvements would result in great economic benefits and should be managed and carefully planned to consider the ethnically diverse business groups, particularly Asian and Pan-African businesses within the corridor. Other comments noted that the project should not compromise the population diversity of neighborhoods and communities within Uptown, which is an integral part of these neighborhoods, by pricing out affordable housing.



- Impacts to Historic Resources: One commenter recommended maintaining the existing embankment and station houses, particularly at Berwyn and Argyle stations, and expressed a desire to retain the authenticity of historic stations through design elements that are integrated with the surrounding historic districts.
- Noise and Vibration Impacts: Some commenters were concerned about alley spanning and tracks being repositioned to the east, closer to adjacent residential buildings; comments noted that these buildings are already exposed to noise and vibration impacts from the existing train structure. Comments supported using modern infrastructure to mitigate noise impacts and suggested using closed deck structure to reduce noise impacts.
- Safety and Security Impacts: Some community members noted that modernizing stations and enhancing economic development through transit-oriented development would help deter crime and enhance quality of life. Some community members embraced the idea of replacing the retained embankment structure with open space underneath the tracks and adding additional parking or other community amenities to that area. At least one community member expressed concern about opening up the area under the new track as it could attract criminal activity.
- Public Involvement (Need for Additional Coordination with Other Agencies and Organizations): Several community members noted the need for CTA to coordinate with the non-profit Metropolitan Planning Council regarding plans in Uptown, and the need to coordinate with the City of Chicago and Chicago Department of Transportation regarding traffic calming measures currently being constructed along some streets within the City. In addition, some community members noted that CTA should work with the Chicago Department of Streets and Sanitation to ensure that alley spanning does not interfere with trash collection.

5.2 Ongoing Public Outreach

Public outreach will continue throughout this year and into next. Public comments can be made throughout the project development process. CTA Government and Community Relations staff will continue to work with community groups, as needed, to provide information on the project and address concerns. Coordination with elected officials will continue throughout project development to address specific community and business concerns.

During fall 2014, CTA and FTA will be conducting technical and environmental analyses for the proposed project. The Draft EA is expected to be published in spring 2015. Once complete, CTA and FTA will issue a Notice of Availability for the EA to provide the public an opportunity to review and comment on the findings of the environmental analysis. The EA will be made available electronically through the project website and via hardcopy at CTA and FTA headquarters, as well as at libraries throughout the RPM project corridor. A public comment period of at least 30-days will be held to obtain additional comments from the public. All comments received will be





entered into the public record for this project. Comments received during this spring 2015 comment period will be addressed in the EA.

A public hearing will be held during the formal public comment period to present the findings of the EA and solicit public comments. Locations for the public hearings will be ADA-compliant and accessible by public transit.

CTA and FTA will respond to and address all comments received at the public hearing and during the public comment period prior to FTA issuing a finding on the EA. Public involvement initiatives and CTA communications committed to as part of the EA will continue throughout the construction of the project.





Appendix A Meeting Notifications

Press Release

Media Articles

Flyers

Website

Social Media Updates

Postcard

E-blasts

Transit Alert Card

City Year Business Distribution Plan and Materials





Access

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Videos

Winter Preparedness

Mayor Emanuel, CTA Announce Next Steps in Modernizing the Red Line, CTA's busiest rail line

4/17/2014

CTA Unveils First Phase of its Red and Purple Modernization Program That Will Ultimately Rebuild the Northern Section of the Red Line and the Parallel Purple Line

<u>Red Line Extension</u> Plan to Extend the Red Line South of 95th Street to 130th Street Moves Forward with its Environmental Process

Mayor Rahm Emanuel and CTA President Forrest Claypool today announced the first phase of its Red and Purple Modernization (RPM) program, which will completely rebuild the northern section of the Red Line and the parallel Purple Line, and beginning of the next step in a federal process to secure funding for the Red Line Extension plan, which would extend the Red Line south from 95th Street to 130th Street.

These are the latest steps in the ongoing modernization of the CTA under Mayor Emanuel.

"As a world-class city, Chicago has a world-class transit service to connect residents to jobs, education, culture and above all opportunity," said Mayor Emanuel. "CTA is investing in modernizing the Red Line as part of our strategy to create a seamless, safe, and reliable transportation system for every neighborhood."

The CTA's Red Line, which runs 24/7 along 23 miles of tracks, is Chicago's busiest rail line with about 75 million annual rides.

The Red and Purple Modernization program and the Red Line Extension project are the latest in a series of Red Line projects to modernize and extend the backbone of the CTA's rail system that have been undertaken since 2011.

With a significant portion of the Red Line built more than a century ago, the improvements would address the current need to expand capacity by building new infrastructure to accommodate growing ridership. Additional Red Line modernization projects under Mayor Emanuel include:

 Successful \$425 million replacement of the Red Line South railroad in 2013, as well as station rehabilitations.

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- \$86 million renewal and rehabilitation of seven far north side stations in 2012.
- \$240 million new 95th Street Terminal, work beginning in late summer.
- \$203 million Wilson station reconstruction and track and signal replacement, major construction to begin this fall.

"These projects are the next steps in our overall vision to rebuild, modernize and expand the entire Red Line," said P President Claypool. "We're already kicking off Red and Purple Modernization by beginning reconstruction of the Wilson station this fall and continuing progress on the South Side by starting the new 95th Street Terminal this summer, following the successful completion of the Red Line South reconstruction last year. With both the Red and Purple Modernization and Red Line Extension projects, we'll replace outdated infrastructure with a modern, efficient rail, and build more than five miles of new track. Together these improvements will offer CTA customers faster, more reliable service, and increasing access to quality rail transportation for thousands of future riders."

The CTA is also moving forward with its proposed Red Line Extension plan by beginning the second step of its environmental process to ultimately finish the Environmental Impact Study, which is required to begin engineering on the plan to extend the Red Line south of 95th Street to 130th Street. Both projects will include a broad community outreach process that will begin next month to solicit community feedback on both projects and provide updates on the funding process for each project.

About Red and Purple Modernization

The RPM program will proceed in phases to fully replace old, deteriorating infrastructure and stations along the entire north branch of the Red Line and the parallel Purple Line, and will pave the way for CTA to significantly increase train capacity for the next 80 years.

This section of the Red and Purple lines carries one out of every five CTA rail rides and serves customers in some of the densest, most diverse neighborhoods in Chicago. Rush-hour ridership has jumped 40 percent in the last five years alone.

Most tracks and bridges along the Red and Purple lines are nearly 100 years old. Despite rising demand, the CTA is unable to increase capacity because of the current infrastructure's age and structural limitations. Continuing to operate a busy rail line on this outdated infrastructure results in high maintenance costs, the need for frequent repairs that disrupt service and slow travel, as well as outdated stations that can't accommodate elevators or other necessary and modern amenities.

RPM will create a completely rebuilt rail line, resulting in faster, smoother rides, modern, fully ADA accessible stations along the entire corridor and more frequent train service to alleviate overcrowding.

The first phase of the RPM improvements will include two main components:

• Station and track modernization, Wilson to Bryn Mawr: Completely rebuilding the Wilson, Lawrence, Argyle, Berwyn, and Bryn Mawr stations and rebuilding all tracks, support structures, bridges and viaducts for the Red and Purple lines between Lawrence and Bryn Mawr. Replacement of the Wilson station and surrounding infrastructure begins this fall. These

Systemwide:

New Schedules in Effect (All Tra Routes)

Trains:

Red Line	Normal Service
Blue Line	Normal Service
Brown Line	Normal Service
Green Line	Normal Service
Orange Line	Normal Service
Purple Line	Normal Service
Pink Line	Normal Service
Yellow Line	Normal Service

Buses:

Routes with Current Alerts (View A					
<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>7</u>	
<u>15</u>	<u>20</u>	<u>24</u>	<u>29</u>	<u>36</u>	
<u>39</u>	<u>44</u>	<u>49</u>	<u>56</u>	<u>59</u>	
<u>62</u>	63W	<u>65</u>	<u>66</u>	<u>70</u>	
<u>120</u>	<u>121</u>	<u>124</u>	<u>132</u>	<u>156</u>	
<u>171</u>	172	192			

More:

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Plan a trip

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End (e.g. 1 N State St, Chicago, I

Leave Now

Get directions with:

Google Maps 🤿



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stations were built originally between 1908 and 1923 and the elevated support structures date back to the 1920s. The Bryn Mawr station was last updated 40 years ago, in 1974; the remaining three stations received interim station renewal work in 2012. Reconstruction of these stations will include adding elevators at each to make them accessible to customers with disabilities. The project also includes rebuilding the tracks, signals and support structures, which will significantly improve train speeds and service reliability on the slow zone-plagued stretch. (The Wilson station project is already funded from state, federal and local sources, and is currently proceeding through a separate Environmental Assessment process.)

• Construction of a Red-Purple bypass. Construction of a bypass north of the Belmont station to eliminate delays and speed up train service where the Red, Purple and Brown lines currently all intersect. The current configuration requires trains on three of four tracks to stop and wait for Brown Line trains to cross, which results in more than 40 percent of weekday trains being delayed by as much as three minutes. About 150,000 rides travel through this intersection each weekday, all of which are slowed down because trains must stop and wait for signal clearance. The structure's original 1907 design makes it difficult, under present day and service demands, to provide reliable service and makes adding service extremely challenging.

"Modernizing Red Line rail service and stations strengthens our neighborhoods by making transit more reliable and ultimately generating new economic development near revitalized stations," said Ald. Harry Osterman. "We're pleased that Mayor Emanuel and the CTA recognize the importance of safe, reliable transit in neighborhoods near the Red Line, including Andersonville, Edgewater and Uptown, and look forward to working closely with the CTA on this exciting program."

Future phases of RPM will bring the same level of infrastructure and station improvements to the remaining sections of the Red and Purple lines, from north of Belmont station to Linden station in Wilmette.

Estimated cost for the first phase of RPM is \$1.7 billion.

In November 2013, the CTA became the first transit system accepted into the Federal Transit Administration's (FTA) new Core Capacity Program that provides funding to transit systems to add capacity on existing infrastructure for future ridership growth. The RPM project is eligible for 2014 Core Capacity federal funding approved by Congress earlier this year.

About RLE

The 5.3-mile Red Line Extension project will extend south from the 95th Street Terminal through the greater Roseland community. Plans include construction of four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street, all with bus and parking facilities.

The RLE project will provide rapid transit rail access to a low income, transit-dependent Far South Side area that does not have direct CTA rail service. An extended Red Line will provide up to a 20-minute time savings to downtown by providing one-seat service, as opposed to the current bus-rail trip from 130th Street. It will also improve access to jobs and education, and foster economic development.

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In 2011, the CTA received funding from the FTA to conduct the Environmental Impact Statement (EIS) for the RLE project—a major, important step in the multi-step federal process to secure approval and funding of the \$2.3 billion dollar project.

Public Input and Next Steps

The CTA will meet with community groups and host public open houses to share details and seek input on the proposed RPM and RLE projects. Members of the public can submit formal comments directly to the CTA or at public open houses where CTA and representatives will provide additional information on RPM and RLE project plans. For each project, CTA is seeking community input on the location, design, and social, economic, and environmental effects of the proposed improvements.

The Lawrence to Bryn Mawr Modernization Open House will be held Wednesday, May 21, at Truman Community College, 1145 W. Wilson Ave. from 5:30 p.m. to 7:30 p.m.

The **Red-Purple Bypass Open House** will be held Thursday, May 22, at the 19th District Police Station, 850 W. Addison St., from 5:30 p.m. to 7:30 p.m.

The **RLE Open House** will be held Tuesday, May 13, at Palmer Park Gymnasium, 201 E. 111th St., between 5:30 p.m. and 7:30 p.m.

Comments for either project can also be submitted by email or postal mail to:

RPM@transitchicago.com

RedExtension@transitchicago.com

Chicago Transit Authority Strategic Planning, 10th floor Attn: RPM Project or RLE Project 567 W. Lake Street Chicago, IL. 60661-1465

Following public input, the CTA will deliver draft environmental studies for both RPM Phase One and RLE to the FTA as part of the process to request federal funding. Timing for construction starts on each project is dependent upon the receipt of funding for each project. By the beginning of May, the CTA will release a request for Letters of Interest and Qualifications (LIQ) for Preliminary Engineering (PE) services for Phase One of RPM.

For more information about the Red Purple Modernization and Red Line Extension projects, visit transitchicago.com.

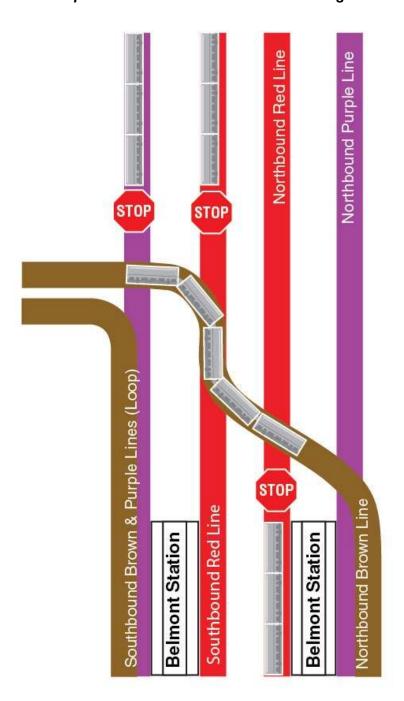
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More Information

Red Line Extension Project: http://www.transitchicago.com/redeis/

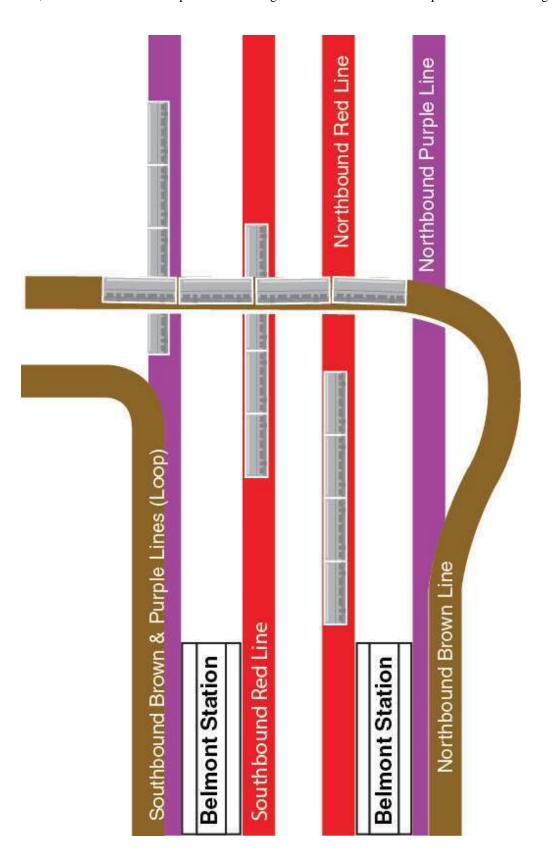
Red and Purple Modernization Project: http://www.transitchicago.com/rpmproject/

Current Red-Purple and Brown Track Intersection Configuration



RPM Bypass Track Configuration

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RPM Bypass Track-Level View Concept

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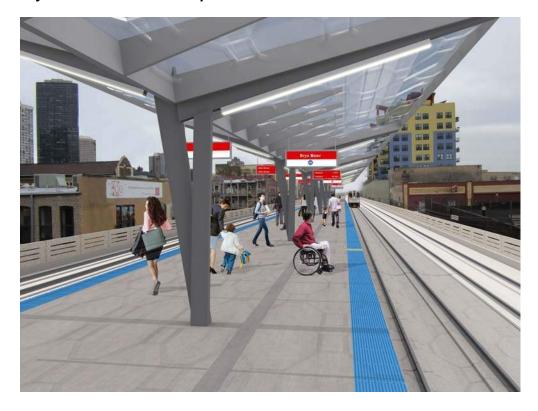
RPM Bypass Street-Level View Concept



Bryn Mawr Station Interior Concept



Bryn Mawr Platform Concept



Bryn Mawr Station Entry (Street View) Concept



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DNAinfo

http://www.dnainfo.com/chicago/20140416/edgewater/cta-rebuild-four-red-line-stations-edgewater-uptown

CTA to Rebuild Four Red Line Stations in Edgewater, Uptown



By Benjamin Woodard on April 16, 2014 5:10pm

@benjamdub



Bryn Mawr Station Renovations

EDGEWATER — Four Red Line stations in Edgewater and Uptown will be completely reconstructed beginning as early as 2017 to replace aging tracks and station houses, transit officials said.

The stations — Lawrence, Argyle, Berwyn and Bryn Mawr — will be rebuilt, said Chicago Transit Authority Spokeswoman Tammy Chase, adding that an official announcement would be made Thursday.

Elevators would also be installed at the stations, she said.

The CTA released conceptual renderings of a reconstructed Bryn Mawr station, showing a floor-to-ceiling glass facade and rebuilt platforms.

The projects, estimated to cost \$1.13 billion in total, are part of a greater effort to modernize much of the Red and Purple Line on the North Side. The reconstruction would also be more extensive than <u>interim improvements</u> made in 2012 and 2013 at stations even farther north, such as Thorndale, Granville, Loyola, Morse and Jarvis, which closed the stations for six weeks at a time.

The funding for the reconstruction have yet to be secured, Chase said, but would likely come from a federal fund set up to improve deteriorating infrastructure throughout the country.

Chase said the separate \$203 million <u>makeover of the Wilson station</u> was still slated to begin this year.

RedEye

http://www.redeyechicago.com/news/cta/redeye-cta-announces-plans-to-rebuild-red-line-stops-20140416,0,3077623.story#aGWJvrTsHXVQ1hEe.99

CTA unveils plans to rebuild Red Line stops



Rendering of proposed Bryn Mawr station renovation
Rendering of proposed Bryn Mawr station renovation (Chicago Transit
Authority /October 18, 2013)

By Tracy Swartz, @tracyswartz RedEye

8:52 a.m. CDT, April 16, 2014

The CTA today said it is planning to rebuild four North Side Red Line stations from Lawrence to Bryn Mawr.

Work on the Lawrence, Argyle, Berwyn and Bryn Mawr stops and accompanying track would begin in 2017 at the earliest, the CTA said. The CTA still needs to get funding for this project, which is estimated to cost \$1.13 billion. The CTA said is seeking federal funds.

CTA spokesman Brian Steele said it is has not been determined whether the CTA will completely shut down that portion of the Red Line stop during construction, like it did to rebuild the southern portion of the Red Line last year, or whether stops will be shut down on a rolling basis, like the CTA is doing on the O'Hare branch of the Blue Line.

Steele said he didn't know if the current infrastructure of the stations will be torn down. Elevators will be added to the stops, which are not currently accessible to riders with disabilities. The four stops were built in the early 1900s.

The CTA closed seven North Side Red Line stations, including Lawrence, Argyle and Berwyn, on a rolling basis for six weeks in 2012 in a \$86 million station maintenance project.

The CTA already plans to rebuild the Wilson stop and make it a transfer point to the Purple Line Express in a \$203 million project expected to begin this year.

The station project unveiled today would be the first phase of the Red-Purple Line Modernization Program that focuses on renewing Red and Purple Line stations and track north of the Belmont stop. That program is estimated to cost between \$2 billion and \$4 billion.

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http://www.chicagotribune.com/news/local/breaking/chi-cta-to-redo-4-north-side-red-line-stations-20140416,0,6118418.story?page=2&r=1662C3061245J7V

Red Line to get North Side overhaul, while South Siders decry wait

Residents react to the news that 16 buildings could be razed to make way for an expansion for the Brown, Purple, and Red line trains at Belmont.



Residents react to the news that 16 buildings could be razed to make way for an expansion for the Brown, Purple, and Red line trains at Belmont.

By Jon HilkevitchTribune reporter

8:32 p.m. CDT, April 16, 2014

The CTA said Wednesday it is moving forward with a multibillion-dollar overhaul of the Red Line's aging north branch tracks and stations, just hours after South Siders aired complaints to the agency's board that Mayor Rahm Emanuel's promised southern extension of the same rail line was moving too slowly.

CTA officials later said they also were planning a "major announcement" for Thursday about the 5 1/2-mile extension, envisioned to run from the current 95th Street terminal to about 130th Street and feature four new stops.

Despite the strong billing, however, Thursday's disclosure will focus primarily on that project moving deeper into an ongoing environmental impact study, officials said.

It's an incremental step in a long process. Ultimately, the planned rail service enhancement would provide vital transportation links to downtown and other areas of the city from some of the poorest and transit-underserved communities in the U.S., officials have said.

That's in contrast to Wednesday's more definitive announcement that four north-branch stations — Lawrence, Argyle, Berwyn and Bryn Mawr — will be replaced and that track in that area will be upgraded to allow faster trains, starting no sooner than in 2017. That work comes with a commitment of some amount of federal money and would be the first phase of a \$4 billion-plus rehab project along the Purple and northern Red lines.

And for Emanuel, getting closer to breaking ground on the extension would likely help to shore up support among African-American voters, which Tribune polling shows has fallen since his election.

But transit officials have not even hinted when construction might begin. That's because the Red Line south extension project, estimated to cost \$2.3 billion, has no funding for construction currently.

The 59,000 residents of the Greater Roseland area are "growing impatient" with elected officials about the slow pace of progress on the extension, the Rev. Paul Brown, representing the Zion Temple Missionary Baptist Church and the Developing Communities Project, testified before the CTA board Wednesday. He said "a sense of urgency" is needed.

"I simply do not understand why the communities that seem to have your attention have succeeded while we are clearly failing," Brown said.

The CTA last year spent \$425 million to rebuild the tracks on the Red Line south branch from Cermak-Chinatown to 95th Street, cutting up to 10 minutes each way between 95th Street and downtown. A \$240 million expansion and overhaul of the crowded 95th Street terminal begins this year. But the Red Line south extension hasn't taken off, despite pledges from a handful of past CTA presidents dating to the mid-1990s.

Current CTA president Forrest Claypool said Wednesday that he cannot speak about earlier decisions.

"Mayor Emanuel has been here less than three years and in that three years I think this has been on a very fast trajectory," Claypool said. "The federal government makes it a very extensive process ... where you are basically starting from scratch as a new start. It is very onerous and time-consuming, but we are moving that as fast as possible."

The CTA is counting on federal funding to finance the bulk of the extension work, but current federal transportation spending legislation expires at the end of September and many experts consider it a long shot that a new spending plan will be approved soon.

There is, however, the commitment to some as-yet-unknown level of federal funding for the CTA's modernization of the Red Line north branch and the Purple Line. The multi-year project will involve replacing stations, deteriorated tracks and outdated signals as well as rebuild structure on a 9.6-mile stretch from north of the Belmont station through Evanston to the Linden station in Wilmette.

The overall goals are to increase capacity on the Red and Purple lines by 20 to 50 percent, reduce travel times, alleviate overcrowded station platforms and provide access for transit riders with disabilities, officials said.

The Federal Transit Administration, which allocates money for large-scale transit projects across the nation, recently listed the CTA's Red-Purple Modernization project as the first project in the U.S. eligible for a new pot of money under a so-called "core capacity" program, which is aimed at helping cities renew heavily used transit lines. No specific dollar pledge has been made yet. The U.S. Department of Transportation has recommended spending a total of \$275 million in fiscal 2015 on all eligible core capacity projects in the U.S.

The CTA said in documents released in March that it expects to seek \$1.5 billion from the FTA to begin the Purple Line and Red Line north branch work. More funding could be sought later from different pots of federal money, officials said.

The CTA said Wednesday that it will start the ball rolling by rebuilding the four contiguous stations that date to the early 1900s, as well as conduct track and structure work on the Red Line north branch, at an estimated cost of \$1.13 billion.

"Some of this infrastructure has stood since the last time the Chicago Cubs won the World Series (in 1908)," Steele said.

The Argyle and Bryn Mawr stations were built in 1908, according to the CTA. Berwyn was built in 1916 and Lawrence in 1923. The complete redo will include the installation of elevators to make the stations accessible to disabled riders.

Officials said it is too early to know how the work will affect service.

The North Side project's total cost is \$4.7 billion, according to the FTA.

In addition to the four stations, the nearby Wilson station will also be rebuilt as part of a previously announced and already funded \$203 million project that is set to begin this fall.

Meanwhile, an extension of the Red Line south branch has been sought for decades by South Siders, and at different points in time labeled as a high priority by mayors and CTA presidents. In August 2009, the CTA board made it official by voting to extend the line.

The preferred route that the CTA identified in 2009 would operate on an elevated structure that heads south from 95th Street along the median of I-57 for nearly one-half mile until reaching a corridor owned by the Union Pacific Railroad, in the vicinity of Eggleston Avenue.

It would then turn south along the UP corridor to approximately 111th Street, where it would turn southeast. East of South Prairie Avenue, the alignment crosses over the Canadian National/Metra tracks near 119th Street, where it transitions to ground level and then continues southeast along the former Michigan Central/Indiana Harbor Belt railroad right-of-way to terminate in the vicinity of 130th Street.

The extension would include four stations near 103rd, 111th, 115th and 130th streets. Each new station would include park-and-ride lots and bus terminals to serve connecting riders, officials said.

Emanuel said the Red Line extension was his No. 1 transportation priority when he was campaigning for mayor, and CTA officials say the extension remains a top priority.

But riders like lifelong Chicago resident Phyllis Johnson, who spoke at a CTA board meeting Wednesday before the agency released information on either Red Line project, question whether it's the case.

"What can we do to get this ball rolling to resolve this problem?" said Johnson, a resident of the Roseland community. "Wouldn't you agree with me that it is way beyond time to extend the CTA Red Line?"

That skepticism is common on the South Side, said Ald. Howard Brookins, 21st, when reached by the Tribune on Wednesday.

"I think a lot people think that it's so far off that it won't occur for another 20 years," he said.

He said South Siders tend to feel shortchanged with it comes to public transportation, because other areas of the city have multiple CTA and Metra lines.

Tribune reporter Hal Dardick contributed.

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Chicago Sun-Times

http://www.suntimes.com/26889866-761/cta-plans-red-line-improvements-on-north-south-sides.html#.U1VzoVVdV8F

CTA plans Red Line improvements on North, South sides

By ROSALIND ROSSI Transportation Reporter April 17, 2014 1:10AM

North and South Side riders of the CTA's busiest rail line — the Red Line — should see improvements under plans outlined Wednesday.

For North Siders, the CTA could begin work as early as 2017 on a \$1.13 billion plan to upgrade track and rehab four stations, from Lawrence to Bryn Mawr.

The stations are among the oldest in the system, officials said. Bryn Mawr was built in 1908, when the Cubs last won the World Series.

The project is contingent on funding, but the CTA hopes to bankroll it with new federal "core capacity" money that can be tapped by older transit lines.

For South Siders, President Forrest Claypool insisted Wednesday that the CTA is "putting the pedal to the metal" on a long-awaited plan to extend the south end of the Red Line from 95th Street to 130th.

One CTA user, Phyllis Johnson, told CTA board members Wednesday that the extension once promised by former Mayor Richard J. Daley after the Red Line opened in 1969 is "becoming the dream deferred." Other lines have been extended or created while the Roseland community, which would be affected by an extension, has sat by with no transit developments, Johnson said.

The layers of requirements needed to win federal money for the \$2 billion project are "onerous," Claypool said, but Mayor Rahm Emanuel is "putting this on a faster trajectory than previous administrations."

Emanuel campaigned on extending the Red Line and has emphasized the project since his election, Claypool said.

"Mayor Emanuel's mandate to us is to modernize the Red Line, from top to bottom, from north to south, and that's what we're doing," Claypool said.

The CTA's "preferred" extension method would be to run an elevated track from the 95th Street station, along Interstate 57 to 98th Street, where the elevated tracks would run parallel with some Union Pacific freight tracks to 130th Street, Claypool said. The tracks could run to the east of UP's right of way or to the west, CTA officials said. The CTA also had considered building inside the UP's right of way, but UP has ruled that out, a UP spokesman said.

Although the UP route is the top option, the CTA must give federal authorities at least two more, Claypool said. They include running the rail extension down Halsted Street — something local Ald. Anthony Beale (9th) opposes — or doing a less expensive busrapid transit route to 130th.

Beale said Tuesday he was briefed on only two plans — the UP route and the Halsted route, leading him to believe the CTA had only two options under active consideration.

"I can see how he might have perceived it that way because that's where the focus of the conversation was," Claypool said. "But there's always been a federally required third alternative, which is the BRT."

Claypool conceded that land will have to be acquired as part of the extension project, although it's too early to say where or how many parcels.

The next step involves publication of the final environmental impact study in 2015, Claypool said.

On the North Side, the planned improvements are part of a larger project to rejuvenate the Red Line and Purple lines, from the Belmont station to the Linden Station in Wilmette. Project estimates have ranged from \$2 billion to \$4 billion.

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http://chicagoist.com/2014/04/17/cta officially announces red line s.php#photo-1

CTA Officially Announces Red Line South Extension, Red/Purple Line Renovation



A rendering of the proposed Belmont Overpass.(Chicago Transit Authority)



Chicago Transit Authority formally <u>released details</u> of its planned renovations of the Purple Line and Red Line north branch and the long planned extension of the Red Line's south branch Thursday and let's just say we're cautiously optimistic that maybe CTA has done some solid planning. We already know the first phase of the project, set to begin in 2017, will involve rehabbing the Lawrence, Argyle, Berwyn and Bryn Mawr Red Line stations and replacing tracks for the Red and Purple Lines at those stations to reduce slow zones. CTA has started the process of securing federal funding to extend the Red Line from its current southern endpoint at 95th Street to 130th Street, using existing freight rail tracks. That project would cost \$2.3 billion.

The aspect of the Red/Purple Line rehab we're most impressed by is a "Belmont bypass" allowing the Brown Line to continue along its route by riding above the existing Red and Purple Line rails. Currently the Brown Line has to negotiate its route by crossing those rails, resulting in 40 percent of weekday trains being <u>delayed by up to three minutes</u>.

In order for the bypass to be built CTA will have to buy 16 buildings between Belmont Avenue and Addison Street in order to make room for the project. The total cost of the Belmont bypass is included in the \$1.7 billion cost the first phase of Red and Purple Line rehab is expected to cost. CTA has been busy with infrastructure improvements lately. They rebuilt the Red Line's south branch last year at a cost of \$425 million, spent \$86 million renovating and rehabbing seven stations on the Red Line north branch two years ago, and work will begin later this year on extensive renovations to the 95th Street and Wilson Red Line stations. "With both the Red and Purple Modernization and Red Line Extension projects, we'll replace outdated infrastructure with a modern, efficient rail, and build more than five miles of new track," CTA President Forrest Claypool said. "Together these improvements will offer CTA customers faster, more reliable service, and increasing access to quality rail transportation for thousands of future riders."

http://www.nbcchicago.com/traffic/transit/CTA-Announces-Plans-For-Red-Line-Extension-and-Rehab-255653171.html

CTA Announces Plans For Red Line Extension and Rehab

Plans to extend the Red Line past 95th Street, rebuild oldest North Side stations

By Colleen Connolly

Thursday, Apr 17, 2014 | Updated 5:04 PM CDT

The CTA is planning to overhaul tracks on the North Side's Red, Brown and Purple lines, and expand Red Line service on the far South Side. Charlie Wojciechowski has details.



Red Line riders have something to look forward to in the coming years.

Chicago Transit Authority officials announced Thursday plans for rehabbing five North Side stations and building a long-awaited South Side extension. The projects are part of the first phase of the city's Red and Purple Modernization program.

The stations at Wilson, Lawrence, Argyle, Berwyn and Bryn Mawr were specified for the rehabilitation, which could begin as early as 2017. The five stations are among the oldest, having been built between 1908 and 1923.

The CTA also announced plans to build a Red-Purple Line bypass north of Belmont to eliminate delays and speed up train service where the Red, Purple and Brown Lines intersect.

On the South Side, the CTA plans to extend tracks for 5.3 miles and add four new Red Line stations south of 95th Street. Stops would be located at 103rd, 111th, 115th and 130th Streets, and up to 2,000 "Park and Ride" spaces would be added.

No date has been set to begin the construction of the new stations, but plans for the route have been narrowed down to three options. The first option is to build tracks parallel to the Union Pacific freight tracks from 98th Street to 130th Street. The

second option is to build elevated tracks above Halsted Street. The final option is to build a bus-rapid transit route to 130th Street.

Last year, the CTA <u>closed nine Red Line stops</u> south of Roosevelt Road as part of the Red Line South Track Renewal Project. The \$425 construction project repaired the crumbling tracks and reduced commute times.

http://chicagomaroon.com/2014/04/21/north-side-to-see-red-line-upgrade/

Multi-billion boost to Red Line

CTA PLANS TO EXPAND RED LINE TO 130TH STREET.

Posted Apr 21, 2014 by Felicia Woron

Chicago Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) recently announced plans to begin renovations of the Red and Purple Lines in 2017. The CTA hopes to begin an extension of the Red Line further south after these renovations are completed.

The agency plans to replace parts of tracks on the Red and Purple Lines as well as build at least five miles of new track as an extension of the Red Line. The Red Line currently runs from 95th Street to the Uptown neighborhood, remaining parallel for much of its length to the Purple Line, which runs from the Loop to Wilmette, a suburb north of Evanston.

In a \$1.7 billion project, what CTA President Forrest Claypool described in a CTA press release as "outdated infrastructure" will be replaced with "modern, efficient rail." Most Red and Purple Line tracks are nearly 100 years old, and a significant amount of time and money is currently spent on repairs, hindering service greatly, according to the press release. These tracks will be replaced and five stations originally built between 1908 and 1923—Wilson, Lawrence, Argyle, Berwyn, and Bryn Mawr—will be completely rebuilt, with new elevators to improve accessibility.

According to the press release, in a spot north of the Belmont station in the Lakeview neighborhood where the Red, Purple, and Brown Lines all intersect, delays of up to three minutes often occur because trains on the Red and Purple Lines must wait for Brown Line trains to cross. In order to remedy this, a bypass will be built, allowing the Brown Line to cross over the Red and Purple Lines. According to an article in *Chicagoist*, the CTA will have to buy 16 buildings between Belmont Avenue and Addison Street in order for this bypass to be built, which is included in the \$1.7 billion cost of the first phase of the project.

The second phase is a \$2.3 billion endeavor in which the Red Line will be extended from 95th Street through the Roseland community south to 130th Street, a low-income area that largely depends on public transit but lacks the infrastructure that is available in other areas. The project is expected to shorten the commute from 130th Street to downtown by 20 minutes, allowing better access to education and jobs downtown, according to the CTA press release.

http://www.progressiverailroading.com/passenger_rail/news/CTA-unveils-first-phase-of-modernization-project-Red-Line-extension-environmental-steps--40170

Rail News: Passenger Rail

CTA unveils first phase of modernization project, Red Line extension environmental steps

Chicago Transit Authority (CTA) officials late last week announced the first phase of the Red and Purple modernization program to rebuild the northern section of the Red Line and the parallel Purple Line.

They also announced the beginning of the next step in a federal process to secure funding for the Red Line extension project, which would extend the Red Line south from 95th Street to 130th Street, according to a CTA press release.

The CTA's Red Line, which runs 24/7 along 23 miles of tracks, is Chicago's busiest rail line with about 75 million annual rides.

The first phase of the Red and Purple modernization improvements will include two main components: station and track modernization from Wilson to Bryn Mawr, which entails rebuilding the Wilson, Lawrence, Argyle, Berwyn and Bryn Mawr stations and rebuilding all track, support structures, bridges and viaducts for the Red and Purple lines between Lawrence and Bryn Mawr; and construction of a Red-Purple bypass north of the Belmont Station.

The first phase of the Red and Purple modernization is estimated to cost \$1.7 billion.

The 5.3-mile Red Line extension project will extend south from the 95th Street Terminal through the greater Roseland community. Plans include construction of four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street, all with bus and parking facilities.

In 2011, the CTA received funding from the Federal Transit Authority to conduct the Environmental Impact Statement for the Red Line project — a major step in the multi-step federal process to secure approval and funding of the \$2.3 billion dollar project, authority officials said.

The CTA will host the following open houses to solicit public comments on the projects: May 13 for the Red Line project; May 21 for the Lawrence-to-Bryn Mawr modernization; and May 22 for the Red-Purple bypass.

http://www.redeyechicago.com/news/cta/ct-red-sheridan-red-line-20140421,0,2386908.story

No love for Sheridan

CTA has passed up improvements to the Sheridan Red Line station once again.



North bound Sheridan traffic comes to a stop due to construction on the CTA Red Line Loyola viaduct Nov., 17 2012. (Armando L. Sanchez/Chicago Tribune) (Armando L. Sanchez/Chicago Tribune) (Armando L. Sanchez/Chicago Tribune)

By Tracy Swartz, @tracyswartz RedEye

5:30 p.m. CDT, April 21, 2014

Call it the Leonardo DiCaprio of CTA stops.

The Sheridan Red Line station has been passed over again—but not for an Oscar, like Leo. The CTA last week proposed a \$1.13 billion overhaul of four North Side stations, from Lawrence to Bryn Mawr, and the accompanying track as part of the first phase of its titanic Red and Purple Line modernization plan.

The announcement left some riders seeing red over the lack of inclusion of the Sheridan stop, often chided for its narrow staircases, antiquated wooden platforms and puddles after rainstorms.

"I feel like we're just the part of Lakeview that gets forgotten about," said Wyl Villacres, 25, who worries about slipping down Sheridan's steep staircases. "No one really wants to take control over the Sheridan stop."

CTA spokeswoman Tammy Chase said that the Sheridan stop "will definitely be rebuilt," but not in the first phase of the project, which may begin as early as 2017 if the CTA

secures \$1.7 billion to renovate the stops and create a bypass north of the Belmont station.

That's little comfort to riders who use the Sheridan stop, which has been experiencing growing pains while other Red Line stops have undergone blue-chip repairs.

In 2012, the CTA fixed and beautified seven stops north of Wilson in an \$86 million project. Three of those stations—Lawrence, Argyle and Berwyn—are slated to see overhauls in the first phase of this Red Line project.

Elsewhere on the Red Line, the Loyola and Grand stops were recently rehabbed while the Clark/Division stop is getting its due. The CTA last year also renovated nine South Side Red Line stops in a \$425 million project.

Meanwhile, Sheridan's disaster twin to the north, Wilson, is slated to see a \$203 million overhaul this year. Plans include making the station accessible to riders with disabilities and creating a transfer point for the Purple Line Express.

After those projects are complete, the Sheridan stop will be one of only a few Red Line stops that are not wheelchair-friendly. Since its inception in 1900, the Sheridan stop has seen large-scale renovations in the early 20th century, according to chicago-L.org, a Chicago transit history site.

Two years ago, Ald. Tom Tunney (44th) asked for a commitment to rebuild Sheridan as part of the city's deal with the Cubs to renovate Wrigley Field. The stop ended up not being part of the Wrigley renovations.

A Tunney spokeswoman said the Sheridan stop requires "more intensive engineering" and will need to be designed separately from the first phase of the Red Line project.

Jonathan Skidmore, of Buena Park, said he's upset about the lack of the attention Sheridan has received. He said he has difficulty climbing the stairs to the platform and cringes when rainwater pools in the station.

"I don't understand why [the CTA] skipped over [Sheridan] again," said Skidmore, 38. "It's just disgusting. It's an embarrassment to the city."

http://www.bidocean.com/business-news/108966-IL--CTA-Announces-Next-Steps-in-Modernizing-the-Red-Line.html

Illinois Construction and Business News

IL - CTA Announces Next Steps in Modernizing the Red Line

April 23, 2014

CTA President Forrest Claypool recently announced the first phase of its Red and Purple Modernization (RPM) program.

Mayor Rahm Emanuel and CTA President Forrest Claypool recently announced the first phase of its Red and Purple Modernization (RPM) program, which will completely rebuild the northern section of the Red Line and the parallel Purple Line, and beginning of the next step in a federal process to secure funding for the Red Line Extension plan, which would extend the Red Line south from 95th Street to 130th Street.

These are the latest steps in the ongoing modernization of the CTA under Mayor Emanuel.

"As a world-class city, Chicago has a world-class transit service to connect residents to jobs, education, culture and above all opportunity," said Mayor Emanuel. "CTA is investing in modernizing the Red Line as part of our strategy to create a seamless, safe, and reliable transportation system for every neighborhood."

The CTA's Red Line, which runs 24/7 along 23 miles of tracks, is Chicago's busiest rail line with about 75 million annual rides.

The Red and Purple Modernization program and the Red Line Extension project are the latest in a series of Red Line projects to modernize and extend the backbone of the CTA's rail system that have been undertaken since 2011.

With a significant portion of the Red Line built more than a century ago, the improvements would address the current need to expand capacity by building new infrastructure to accommodate growing ridership. Additional Red Line modernization projects under Mayor Emanuel include:

- Successful \$425 million replacement of the Red Line South railroad in 2013, as well as station rehabilitations.
- \$86 million renewal and rehabilitation of seven far north side stations in 2012.

- \$240 million new 95th Street Terminal, work beginning in late summer.
- \$203 million Wilson station reconstruction and track and signal replacement, major construction to begin this fall.

"These projects are the next steps in our overall vision to rebuild, modernize and expand the entire Red Line," said P President Claypool. "We're already kicking off Red and Purple Modernization by beginning reconstruction of the Wilson station this fall and continuing progress on the South Side by starting the new 95th Street Terminal this summer, following the successful completion of the Red Line South reconstruction last year. With both the Red and Purple Modernization and Red Line Extension projects, we'll replace outdated infrastructure with a modern, efficient rail, and build more than five miles of new track. Together these improvements will offer CTA customers faster, more reliable service, and increasing access to quality rail transportation for thousands of future riders."

The CTA is also moving forward with its proposed Red Line Extension plan by beginning the second step of its environmental process to ultimately finish the Environmental Impact Study, which is required to begin engineering on the plan to extend the Red Line south of 95th Street to 130th Street. Both projects will include a broad community outreach process that will begin next month to solicit community feedback on both projects and provide updates on the funding process for each project.

About Red and Purple Modernization

The RPM program will proceed in phases to fully replace old, deteriorating infrastructure and stations along the entire north branch of the Red Line and the parallel Purple Line, and will pave the way for CTA to significantly increase train capacity for the next 80 years.

This section of the Red and Purple lines carries one out of every five CTA rail rides and serves customers in some of the densest, most diverse neighborhoods in Chicago. Rush-hour ridership has jumped 40 percent in the last five years alone.

Most tracks and bridges along the Red and Purple lines are nearly 100 years old. Despite rising demand, the CTA is unable to increase capacity because of the current infrastructure's age and structural limitations. Continuing to operate a busy rail line on this outdated infrastructure results in high maintenance costs, the need for frequent repairs that disrupt service and slow travel, as well as outdated stations that can't accommodate elevators or other necessary and modern amenities.

RPM will create a completely rebuilt rail line, resulting in faster, smoother rides, modern, fully ADA accessible stations along the entire corridor and more frequent train service to alleviate overcrowding.

The first phase of the RPM improvements will include two main components:

- Station and track modernization, Wilson to Bryn Mawr: Completely rebuilding the Wilson, Lawrence, Argyle, Berwyn, and Bryn Mawr stations and rebuilding all tracks, support structures, bridges and viaducts for the Red and Purple lines between Lawrence and Bryn Mawr. Replacement of the Wilson station and surrounding infrastructure begins this fall. These stations were built originally between 1908 and 1923 and the elevated support structures date back to the 1920s. The Bryn Mawr station was last updated 40 years ago, in 1974; the remaining three stations received interim station renewal work in 2012. Reconstruction of these stations will include adding elevators at each to make them accessible to customers with disabilities. The project also includes rebuilding the tracks, signals and support structures, which will significantly improve train speeds and service reliability on the slow zone-plagued stretch. (The Wilson station project is already funded from state, federal and local sources, and is currently proceeding through a separate Environmental Assessment process.)
- Construction of a Red-Purple bypass. Construction of a bypass north of the Belmont station to eliminate delays and speed up train service where the Red, Purple and Brown lines currently all intersect. The current configuration requires trains on three of four tracks to stop and wait for Brown Line trains to cross, which results in more than 40 percent of weekday trains being delayed by as much as three minutes. About 150,000 rides travel through this intersection each weekday, all of which are slowed down because trains must stop and wait for signal clearance. The structure's original 1907 design makes it difficult, under present day and service demands, to provide reliable service and makes adding service extremely challenging.

"Modernizing Red Line rail service and stations strengthens our neighborhoods by making transit more reliable and ultimately generating new economic development near revitalized stations," said Ald. Harry Osterman. "We're pleased that Mayor Emanuel and the CTA recognize the importance of safe, reliable transit in neighborhoods near the Red Line, including Andersonville, Edgewater and Uptown, and look forward to working closely with the CTA on this exciting program."

Future phases of RPM will bring the same level of infrastructure and station improvements to the remaining sections of the Red and Purple lines, from north of Belmont station to Linden station in Wilmette.

Estimated cost for the first phase of RPM is \$1.7 billion.

In November 2013, the CTA became the first transit system accepted into the Federal Transit Administration's (FTA) new Core Capacity Program that provides funding to transit systems to add capacity on existing infrastructure for future ridership growth. The RPM project is eligible for 2014 Core Capacity federal funding approved by Congress earlier this year.

About RLE

The 5.3-mile Red Line Extension project will extend south from the 95th Street Terminal through the greater Roseland community. Plans include construction of four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street, all with bus and parking facilities.

The RLE project will provide rapid transit rail access to a low income, transit-dependent Far South Side area that does not have direct CTA rail service. An extended Red Line will provide up to a 20-minute time savings to downtown by providing one-seat service, as opposed to the current busrail trip from 130th Street. It will also improve access to jobs and education, and foster economic development.

In 2011, the CTA received funding from the FTA to conduct the Environmental Impact Statement (EIS) for the RLE project—a major, important step in the multi-step federal process to secure approval and funding of the \$2.3 billion dollar project.

Public Input and Next Steps

The CTA will meet with community groups and host public open houses to share details and seek input on the proposed RPM and RLE projects. Members of the public can submit formal comments directly to the CTA or at public open houses where CTA and representatives will provide additional information on RPM and RLE project plans. For each project, CTA is seeking community input on the location, design, and social, economic, and environmental effects of the proposed improvements.

The Lawrence to Bryn Mawr Modernization Open House will be held Wednesday, May 21, at Truman Community College, 1145 W. Wilson Ave. from 5:30 p.m. to 7:30 p.m.

The Red-Purple Bypass Open House will be held Thursday, May 22, at the 19th District Police Station, 850 W. Addison St., from 5:30 p.m. to 7:30 p.m.

The RLE Open House will be held Tuesday, May 13, at Palmer Park Gymnasium, 201 E. 111th St., between 5:30 p.m. and 7:30 p.m.

Comments for either project can also be submitted by email or postal mail to:

RPM@transitchicago.com

RedExtension@transitchicago.com

Chicago Transit Authority Strategic Planning, 10th floor Attn: RPM Project or RLE Project 567 W. Lake Street Chicago, IL. 60661-1465

Following public input, the CTA will deliver draft environmental studies for both RPM Phase One and RLE to the FTA as part of the process to request federal funding. Timing for construction

starts on each project is dependent upon the receipt of funding for each project. By the beginning of May, the CTA will release a request for Letters of Interest and Qualifications (LIQ) for Preliminary Engineering (PE) services for Phase One of RPM.

For more information about the Red Purple Modernization and Red Line Extension projects, visit transitchicago.com.

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http://abclocal.go.com/wls/story?section=news/local/chicago_news&id=9516600

CTA names properties potentially affected by Red Line modernization plan

Updated at 01:34 PM today



CTA rendering of modernization plan.

April 25, 2014 (CHICAGO) (WLS) -- The CTA released a list 19 buildings and various other properties that may be impacted by its modernization plans.

The modernization would create a rail line bypass starting just north of the Belmont station on the Red, Purple and Brown lines as well as replace tracks and some stations along the northern section of the Red and Purple lines.

The buildings that will be potentially impacted by the Belmont bypass include:

- 3240 N. Wilton Ave.
- 3242 N. Wilton Ave.
- 3244 N. Wilton Ave.
- 3246 N. Wilton Ave.
- 3252 N. Wilton Ave.
- 3328 N. Clark St. (rear building only)
- 3334-3344 N. Clark St.
- 3346-3348 N. Clark St.
- 3366 N. Clark St.
- 947 W. Roscoe St.
- 3406 N. Sheffield Ave.
- 3401-3407 N. Clark St.
- 3413 N. Clark St.
- 3415-3419 N. Clark St.
- 3421 N. Clark St.
- 947-949 W. Newport

Vacant lots potentially impacted by the Belmont bypass:

- 3324 N. Clark St.
- 3326 N. Clark St.
- 3330 N. Clark St.
- 3368 N. Clark St.
- 3427 N. Clark St.

Buildings potentially impacted by the Lawrence-Bryn Mawr modernization:

- 4837-4887 N. Broadway
- 5637-5643 N. Broadway
- 5657 N. Broadway

Vacant lots potentially impacted by the Lawrence-Bryn Mawr modernization:

- 4723 N. Clifton Ave. / 1123 W. Lawrence Ave.
- 1130 W. Lawrence Ave.
- 4837 N. Broadway
- 4839-4849 N. Broadway
- 5033 N. Broadway
- 5343 N. Broadway

"Many possible alternatives were considered and one with the least amount of property impacts was ultimately identified," the transit agency said in a release. "The CTA is working with a dedicated team of community liaisons who have been contacting property owners, business owners, and renters and will continue to do so as the CTA moves forward with the planning process."

The CTA <u>unveiled the first phase of its Red and Purple Line modernization program April 17</u>, which focuses on rebuilding the northern section of the Red and Purple Lines. Trains in this section currently run on tracks that are nearly 100 years old. The project also includes rebuilding four stations on the North Side between Lawrence and Bryn Mawr.

The Belmont bypass plan would create a bypass for Brown Line trains just north of the Belmont station. Currently, northbound Brown Line trains must cross all other tracks to split off from the Red and Purple lines at this junction.

The CTA is required to offer fair market value of any property it seeks to acquire, and provide financial assistance for owners and tenants affected by the plan. The agency said it has mailed information and scheduled in-person meetings with people in buildings that would be impacted.

"The CTA's goal is to make this as easy as possible on owners and renters," the CTA said in the release. "For the time being, there is no need for any owner or renter to relocate."

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http://www.nbcchicago.com/traffic/transit/CTA-Lists-Buildings-Targeted-For-Demolition-256780741.html

CTA Lists Buildings Targeted For Demolition

Saturday, Apr 26, 2014 | Updated 5:56 AM CDT



The Chicago Transit Authority Friday released its list of buildings that will be torn down in the first phase of Red and Purple Line modernization project. Up to 30 buildings, both retail and residential, are targeted for tear down. The CTA says it is working to contact the property owners, business owners and renters who will be affected by the projects, and must offer "fair market value for any property it seeks to acquire," along with financial assistance and relocation services. The impacted buildings for the Red-Purple Bypass include several on the 3200 block of North Wilton Avenue, buildings on the 3300 block of North Clark Street and additional buildings on West Newport, North Sheffield and West Roscoe. Buildings and vacant lots impacted by the Lawrence to Bryn Mawr modernization project are located on several blocks between 4800 and 5600 North Broadway and additional properties on the 1100 block of West Lawrence Avenue and the 4700 block of North Clifton Avenue.

Several Lake View businesses could be impacted by the project, including:

• Bolat African Cuisine 3346-3348 N Clark St.

- Johnny O'Hagan's Irish Pub & Restaurant, 947 W Roscoe St.
- Second Stage Theatre, 3406 N Sheffield Ave.
- Beggar's Pizza, 3413 N Clark St.
- Smoker's Zone, 3328 N Clark St.

As part of the overhaul, five North Side CTA stations will be rehabbed along with a long-awaited South Side extension.

The Red-Purple Line bypass north of Belmont is designed to eliminate delays and speed up train service where the Red, Purple and Brown Lines intersect.

No date has been set to begin the construction of the new stations.

Source: http://www.nbcchicago.com/traffic/transit/CTA-Lists-Buildings-Targeted-

For-Demolition-256780741.html#ixzz30CGrYmw8

Follow us: @nbcchicago on Twitter | nbcchicago on Facebook

http://www.redeyechicago.com/news/redeye-cta-construction-ahead-20140518,0,993517.htmlpage

By Tracy Swartz | REDEYE

You thought winter was a long season? CTA construction season can seem to last forever.

The agency is midway through projects to improve parts of the Blue and Orange The agency is midway through projects to improve parts of the Islue and varange line tracks, which means shutch buses replace train service in those areas on some weekends. Meanwhile, the CTA is overhauling the Harrison Red Line stop in Printers Row, affecting Red Line service and access to that stop since last month. The Clark/Division stop in Old Town has been undergoing a monthslong renovation that will include a new mezzazine this year. Also, a new Green Line stop at Cer-

mak Road is underway.

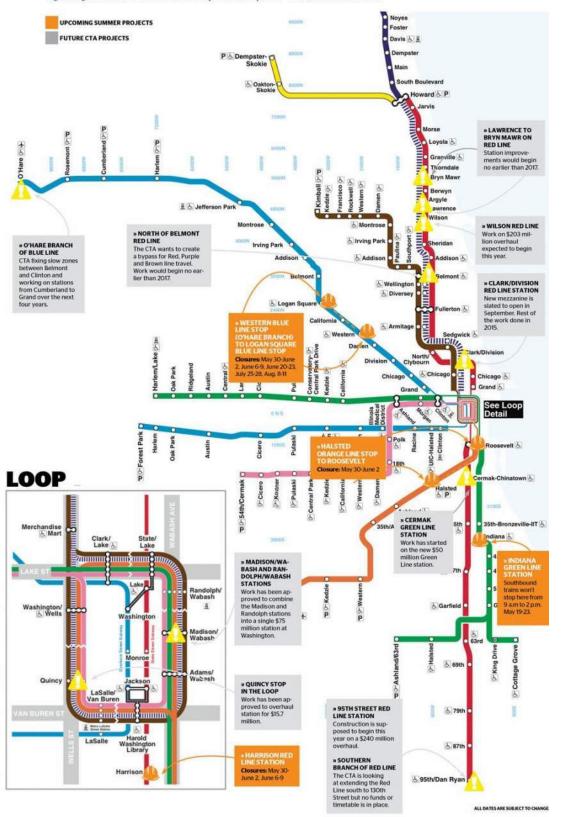
And let's not forget about the projects on the horizon—the agency is scheduled to begin turning the Wilson Red Line station into a transfer point for the Purple Line

Express. Additionaly, there are plans to overhaul the Quincy Loop station and the

Express. Additionally there are plans to overhaul the Quincy Loop station and the ogth Street Red Line stop and combine the Madison/Wabash and Randolph/Wabash stations into a superstation in the Loop.

Future projects that don't have timetables include overhauling Red Line stations from Lawrence to Bryn Mawr on the North Side and creating a bypass north of the Belmont stop in Lakeview to ease Red, Brown and Purple line train traffic there. The CTA is holding a hearing about the Lawrence to Bryn Mawr modernization project 530-730 p.m. Wednesday at Truman College, 1145 W. Wilson Ave. A meeting about the Red-Purple Bypass project will be held 530 to 7:30 p.m. Thursday at the 19th District Police Department, 850 W. Addison St. RedEye mapped all current and future rail construction projects below: TWANTATEMBRACCOM (#MRACTWANTZ)

TSWARTZ@TRIBUNE.COM | @TRACYSWARTZ



http://www.chicagonow.com/cta-tattler/2014/05/have-your-say-on-cta-red-line-north-projects-at-open-houses/

Have your say on CTA Red Line north projects at open houses

6 comments

By Kevin O'Neil, Monday at 7:17 pm

Do you oppose the Belmont "flyover" project? Have concerns about the impact of the Lawrence to Bryn Mawr Modernization Project?

You can let your voice be heard at two open houses this week on these projects.

Sound off from 5:30 till 7:30 p.m. Wednesday on the <u>Lawrence to Bryn Mawr</u> <u>Modernization Project</u> at a hearing at Truman Community College in the Wilson Lobby, 1145 W. Wilson Ave.

Give your opinion on the <u>Red-Purple Bypass Project</u>, aka the Belmont "flyover," from 5:30 to 7:30 p.m. Thursday at the 19th District Police Department, 850 W. Addison St.

The Belmont flyover in particular has been under the microscope since it was announced that 16 buildings on Clark and Wilton would have to be torn down to build the bypass over the tracks north of Belmont so the Brown Line no longer delays Red and Purple trains.

On Sunday, Chicago Tribune architecture critic Blair Kamin <u>wrote a passionate</u> <u>piece</u> opposing the \$320 million project. His bottom line - it just wasn't worth taking down all those buildings to cut delays that average 84 seconds.

He may have a point there. Perhaps CTA planners can find another way to architect the flyover without taking out so many buildings.

Chicago Tribune

http://articles.chicagotribune.com/2014-05-19/news/chi-cta-hearings-this-week-on-overhaul-of-red-purple-and-brown-lines-20140519 1 red-line-purple-evanston-express-cta-hearings

CTA hearings this week on overhaul of Red, Purple and Brown lines

May 19, 2014 By Jon Hilkevitch | Tribune reporter



The CTA will hold two meetings: this week to present more detailed plans and receive public feedback on the \$4.7 billion overhaul of the Red and Purple lines on the North Side and in Evanston, including a focus on the controversial Brown Line elevated crossover bridge north of the Belmont station.

An open house about the replacement of Red Line stations at Lawrence, Argyle, Berwyn and Bryn Mawr and track improvements aimed at speeding up service will be held from 5:30 to 7:30 p.m. Wednesday at Truman College, 1145 W. Wilson Ave., Chicago.

A separate open house about plans to erect the elevated bypass, or flyover, track carrying northbound Brown Line trains over tracks serving the Red and Purple/Evanston Express lines north of Belmont will be held from 5:30 to 7:30 p.m. Thursday at the 19th District police station, 850 W. Addison St., Chicago.

The CTA said the bypass, estimated to cost \$320 million, is needed to eliminate a bottleneck that causes delays at Clark Junction, a busy rail intersection where trains on the Red and Purple lines converge with Brown Line trains.

The CTA said the current Belmont configuration leads to delays ranging from 30 seconds to four minutes, with the average delay lasting 84 seconds.

But the CTA will need to demolish 16 properties to make room for the flyover bridge, which would be up to 45 feet tall at its highest point, the CTA said.

Some neighbors say the bridge is not the only possible solution to deal with rail delays or expand capacity for future needs, and that building it would harm the aesthetics of the Lakeview community. The CTA has not set a timetable for the work.

The modernization of stations and 9.6 miles of track from north of Belmont through Evanston to the Linden station in Wilmette would begin no sooner than in 2017, CTA officials have said. The primary goals are to increase capacity on the Red and Purple lines by 20 to 50 percent, reduce travel times, alleviate overcrowded station platforms and provide access for transit riders with disabilities, officials said.

jhilkevitch@tribune.com

Twitter @jhilkevitch

Fox News Chicago

http://www.myfoxchicago.com/story/25574974/cta-to-host-public-hearings-ahead-of-major-overhaul

CTA to host public hearings ahead of major overhaul

5
Posted: May 21, 2014 8:09 AM CDTUpdated: May 26, 2014 8:10 AM CDT

By Joanie Lum, FOX 32 News Reporter - bio email



CHICAGO (FOX 32 News) -The CTA is getting ready to make a major overhaul of its operations, aiming to make life easiers for commuters. And officials want to hear from the public before they start that work.

The CTA is hosting public hearings as part of the overhaul process and they want locals to participate.

At the junction just north of Belmont, the brown line, red line and purple line all come together. The CTA says the brown line trains have to stop and wait for the other trains to pass, causing delays.

The CTA is proposing to fly the brown line over the red and purple line tracks near the Belmont station. The \$320 million flyover bridge project would bypass the bottleneck and speed up the commute.

That bridge would go 45 feet above street level, above the bars and restaurants that people are familiar with on Clark Street.

But neighbors in the Lakeview area are concerned at how the construction would impact their neighborhood. Sixteen homes would have to be demolished and the residents would need to move.

"It (the construction) would mean we would need to relocate. We are planning to move to the suburbs, so it's good," one resident told FOX 32's Joanie Lum.

Some residents say the project is a huge expenditure that would impact the quality of life in the Belmont area.

"I feel like they are trying to isolate us and make people go, 'oh it's just those people over there. They are poor houses.' It's not about me. It's about Lakeview, about the character of Chicago, about everyone who goes to Wrigley, and the beauty of the neighborhood."

One of the buildings that would need to be demolished is a fairly new condo building.

If it is built, the project would not begin until 2017.

Read more: http://www.myfoxchicago.com/story/25574974/cta-to-host-public-hearings-ahead-of-major-overhaul#ixzz32vbYhx7X

Streetsblog-Chicago

http://chi.streetsblog.org/2014/05/22/ctas-red-ahead-to-begin-with-uptown-edgewater-station-expansions/

CTA's "Red Ahead" To Begin With Uptown, Edgewater Station Expansions

by Shaun Jacobsen

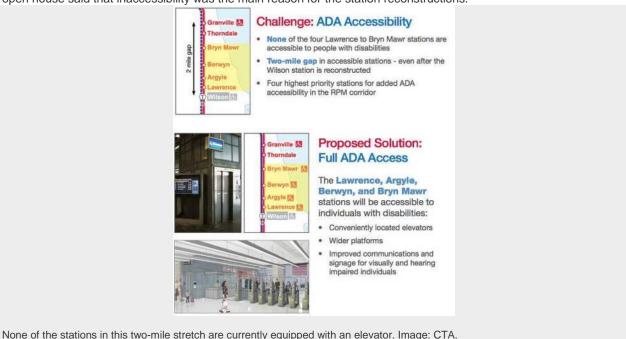


Narrow Red Line platforms put passengers uncomfortably close to passing trains. Photo: CTA / Flickr

The CTA has announced that the first phase of the Red-Purple Modernization project, which will increase the capacity of the north side's Red and Purple lines, will expand and rehab four stations in Uptown and Edgewater: Lawrence, Argyle, Berwyn, and Bryn Mawr.

Phase One of the project also includes the Red-Purple Bypass project, which will be discussed at a meeting tonight (details). It does not include the Wilson station reconstruction, or the South Side extension of the Red Line to 130th St.

Last night's open house at Truman College was chiefly about the nearby station reconstructions. Last year, the CTA refurbished the Argyle station through its <u>Station Renewal</u> program, which repainted the station, improved lighting, and deep-cleaned the platforms. But all four stations originally built in the early 1900s share the same problems: the stations are uninviting, and the platforms are too narrow and thus ADA-inaccessible. A CTA representative at the open house said that inaccessibility was the main reason for the station reconstructions.



Making all four stations accessible is one great benefit of the station reconstructions, but a less-publicized benefit is capacity improvements. While the Red-Purple Bypass project just north of Belmont has garnered much press and neighborhood scrutiny due to the 16 buildings that must be demolished for its construction, it's just one piece of a

larger project designed to increase the line's capacity.

The Red line is by far CTA's busiest line, and passes through some of the country's densest neighborhoods. CTA says that it must increase capacity by 7,200 passengers per hour – six to nine full trains – by 2030, in order to accommodate growing ridership. The Red-Purple Bypass will help accomplish this by allowing more southbound trains, but it will also be necessary to both lengthen station platforms to accommodate 10-car trains, as well as widen platforms to accommodate more passengers. Today, the longest trains that CTA runs are eight cars long.

Currently, Red line station platforms from Lawrence to Bryn Mawr are just 12 feet wide. Rebuilt stations will have platforms twice as wide, 24 feet, which will accommodate more passengers, safely include elevators, and increase visibility and safety. Widening the platforms will require encroaching on some adjacent buildings, however.



A map of the three buildings to be acquired and demolished, as well as staging areas for construction (such as parking lots).

Three buildings and six lots have been identified as obstacles to wider station platforms: 4837-4387 N Broadway, currently the site of a strip mall; 5637-5643 N Broadway, a Public Storage building; and 5657 N Broadway, a Toyota dealership. CTA intends to purchase these buildings and lots, relocate the businesses occupying them in order to expand stations, then later re-sell the lots.

CTA took this opportunity to point out that the lots could be redeveloped as Transit-Oriented Development. In the case of 4837-4387 N Broadway, a strip mall, a more pedestrian-friendly design would be mandated as it lies within a P-street designation that Alderman James Cappleman's office is reinstating after repealing it last fall. Cappleman's office confirmed that the ordinance text is being drafted now, and should be voted on at the next city council meeting. The lots left empty after the Brown line capacity expansion project from 2006-2008 have attracted more transit-friendly development proposals, and this project for the Red line could similarly spur transit-friendly design.

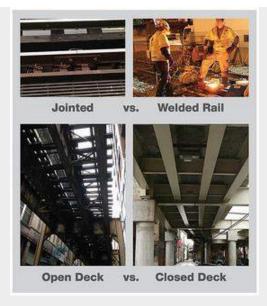


Several renderings and information about Transit-Oriented Development were provided next to a map of properties that will be acquired for the project.

Where station expansion and minor track shifting does not impact existing buildings, CTA will use "alley spanning" to build track out and over the alley. The same was done for the Belmont station reconstruction. Because the track from Leland north to Howard and beyond currently lies on an earthen embankment that cannot support the new track, all

current design scenarios for the project assume the embankment will no longer be used to support the track.

Alternatives include demolishing the embankment building a concrete bridge structure instead, or retaining the embankment while adding concrete supports on the sides. Both options are still on the table, because this is still early in the Environmental Assessment period.



CTA's strategies to reduce noise include welded track surfaces and under-rail construction. Image: CTA.

CTA is seeking public input on how removing the embankment could affect the streetscape below. Emphasis was placed on how the different alternatives would buffer noise. Noise-reducing options include adding concrete retaining walls, welding the rails together (which reduces the "clickety-clack" sound of train wheels as they pass over gaps between rail sections), and using a "closed deck" solid concrete platform like the ones at Belmont and Fullerton stations, as opposed to the "open deck" like at most other stations – including the ones in the Loop.

Furthermore, if the embankment is removed, it could open up ground space below that some attendees thought could become parking. While the project is still in the EA phase, public comment is welcome on the project – including what you think should go under the tracks should the embankment go.

Modernizing these stations and rails will create safer stations, give the Red Line the necessary additional capacity to accommodate growing ridership, opens up opportunities for new walkable development, and will speed up service along one of the country's busiest rail corridors. In conjunction with the bypass near Belmont, the projected \$1.7 billion project will benefit all Red and Purple line passengers. Construction should begin no earlier than 2017.

DNAinfo

http://www.dnainfo.com/chicago/20140604/edgewater/red-line-station-reconstructions-this-has-been-long-time-coming?utm_source=Chicago&utm_campaign=a748a1c508-Mailchimp-CHI&utm_medium=email&utm_term=0_4061d3bea7-a748a1c508-173878661

Red Line Station Reconstructions: 'This Has Been a Long Time Coming'



By **Benjamin Woodard** on June 4, 2014 7:15am

@benjamdub



Bryn Mawr Station Renovations

EDGEWATER — Business and community leaders applauded <u>plans to</u> <u>rebuild</u>four CTA stations on the North Side Tuesday night at a community meeting, but also were preparing for construction "hell" when the extensive work beings.

"This is like a dream come true," said Maria Sigman, owner of Salon Echo, located steps from the century-old Bryn Mawr station, which would be entirely

shut down if the CTA obtains the necessary federal funding for the project. "To not have it [Bryn Mawr] smell like a urine hole would be awesome."

Although she praised plans for a new station, she didn't dismiss concerns about what a projected six months of construction at each station would mean for business.

"It's going to be hell," she said.

But Sigman said she was hopeful she could keep business alive.

"If I stay really excited about this project, and work it into my promotions, I think it could be very exciting," she said. "I'm not worried."

Carole Morey, CTA's chief planning officer, said a two-year planning process needs to be completed by November 2015 in order for the project to be eligible for federal funding. If all goes as planned, the CTA expects to begin construction of the \$1.13 billion project in 2017.

Ald. Harry Osterman (48th) said the project would be "historic for our community."

He cautioned those concerned about the project's scope that there would be a "long lead-up time" to actual construction.

Sheli Lulkin, president of the Association of Sheridan Condo/Co-op Owners, also praised the plans.

"The Red Line is the spine of the business district for this community," she said. "This has been a long time coming."

The rebuilt stations would also include escalators and elevators, something that is sorely lacking now, said Yvonne Kincaid, who works with senior citizens in the area.

"They want to get out," she said. "I see the sadness in their face because they really want to get out" but can't board the Red Line in Edgewater if they are disabled.

Officials also said the tracks would be 4 to 5 feet higher off the ground, with an open area below, possibly making room for parking spaces, a dog park or anything else the community wanted.

The CTA also plans to <u>buy and then tear down</u> the Toyota dealership and Public Storage building at North Broadway and Hollywood Avenue for a construction staging area. The property would later be marketed toward transit-oriented developments.

There also are plans to use portions of the Jewel parking lot at Berwyn Avenue and the tracks for construction equipment and materials, officials said.





You're invited to attend CTA open houses on the Red and Purple Modernization (RPM) Phase One Projects

When and Where?

Red-Purple Bypass

Lawrence to Bryn Mawr Modernization

Wednesday, May 21, 2014 5:30 to 7:30 p.m.

Truman Community College - Wilson Lobby 1145 W. Wilson Ave, Chicago, IL 60640

This location is served by: CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

Thursday, May 22, 2014 5:30 to 7:30 p.m.

19th District Police Department 850 W. Addision St, Chicago, IL 60613

These facilities are accessible to people with disabilities.

This location is served by: CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Each open house will focus on one specific Phase One project and the public is invited to attend both meetings. At the open houses, you will learn more about the RPM Phase One Projects, anticipated project benefits and impacts, and have the opportunity to provide feedback.

What's new with RPM?

Since the RPM open house meeting in February 2012, CTA has been evaluating the benefits and potential impacts of the RPM improvements. We would like to share with you information about the proposed first phase of RPM improvements, which would include two main components:

- 1. Red-Purple Bypass: Construction of a rail bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- 2. Lawrence to Bryn Mawr Modernization: Modernizing over one mile of rail track and completely rebuilding four aging stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, including adding elevators at each station to make them accessible to customers with disabilities and limited mobility.

CTA welcomes your comments and feedback on each of the RPM Phase One Projects. The RPM improvements are part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

Do vou require assistance?

If you require an interpreter, including sign language services, or other accommodations at this meeting, contact Jeff Wilson, CTA Government and Community Relations Officer, at least five days prior to the meeting at 312-681-2712 or JWilson@transitchicago.com.

Para informacion en Español, llame al 312-681-2712

За информацией на русском, звоните по телефону 312-681-2712

中文查詢, 請打電話 312-681-2712

Customer Information: 1-888-YOUR-CTA (1-888-968-7282)















Usted está invitado a una reunión abierta al público sobre los proyetos de la

Primera Fase del Proyecto de Modernización de la Línea Roja y Morada (RPM)

¿Cuándo y Dónde?

Las instalaciones son accesibles para las personas con discapacidad.

Modernización de Lawrence a Bryn Mawr

Miércoles, 21 de Mayo del 2014 5:30 a 7:30 p.m.

Truman Community College — Wilson Lobby 1145 W. Wilson Ave, Chicago, IL 60640

Este lugar es accesible por: La estacíon Wilson de la CTA y las rutas de auto bus #78 Montrose, #36 Broadway

Proyecto de Circunvalación de RPM

Jueves, 22 de Mayo del 2014 5:30 a 7:30 p.m.

19th District Police Department 850 W. Addison St, Chicago, IL 60613

Este lugar es accesible por: La estación Addison (Linea Roja) de la CTA y las rutas de auto bus #152 Addison, #8 Halsted

Cada reunión se enfocará en un proyecto específico de la primera fase, y el público está invitado a atender ambas reuniones. Durante las reuniones, usted se informará acerca de los proyectos de la Primera Fase del RPM y los beneficios e impactos anticipados. También tendrá la oportunidad de compartir sus preferencias y sugerencias.

¿Qué hay de nuevo con el RPM?

Desde las últimas reuniones del RPM en febrero del 2012, CTA ha estado evaluando los beneficios y los posibles impactos de las mejoras del RPM. Nos gustaría compartir con el público información sobre las mejoras propuestas en la Primero Fase ase del RPM, las cuales incluyen dos componentes principales:

- Circunvalación Roja-Morada: Construcción de una circunvalación de rieles al norte de las estación Belmont para eliminar contratiempos donde las líneas Roja, Morada y Café se intersectan y forzan a que los trenes se detengan esperando que otros pasen.
- 2. Modernización de Lawrence a Bryn Mawr: Se modernizarán más de una milla de rieles y se reconstruirá por completo cuatro estaciones viejas: Lawrence, Argyle, Berwyn y Bryn Mawr, incluyendo la instalación de elevadores en cada estación, haciéndolas más accesibles a clientes con discapacidades y movilidad limitada.

CTA con gusto acepta sus comentarios y sugerencias acerca de cada uno de los proyectos de la Primera Fase de RPM. Las mejoras del RPM son parte del programa *Red Ahead Program* de la CTA, una iniciativa comprensiva para mantener, modernizar y extender la línea de tren más usada en Chicago.

¿Requiere asistencia?

Si usted necesita un intérprete, incluyendo servicios de lenguaje de señas, u otros servicios especiales durante la reunión, comuníquese con Jeff Wilson, oficial de relaciones gubernamentales y comunitarias para la CTA, al (312) 681-2712 o jwilson@transitchicago.com por lo menos cinco días antes de la reunión.

Llame al 312-681-2712 para información en español

Información a los clientes: 1-888-968-7282















Appendix A Meeting Notifications

Press Release

Media Articles

Flyers

Website

Social Media Updates

Postcard

E-blasts

Transit Alert Card

City Year Business Distribution Plan and Materials





Access

Travel Info How to Ride News & Initiatives Shop Online Business About Us

CTA Home: News & Initiatives: Planning & Expansion: Red & Purple Modernization Project

@ the CTA Newsletter

Charter a Train

Developer Center

Going Green

Open Data

Performance

Planning & Expansion

Red Ahead

Red & Purple Modernization Project

Red Line Extension

Yellow Line Extension

Orange Line Extension

Alternatives Analysis Studies (and archives)

Circle Line Alternatives Analysis

Jeffery Jump

Ashland Bus Rapid Transit (BRT)

Blue Line Forest Pk. Br. Feas./Vision Study

Press Releases

Public Art

Reports & Notices

System Improvement Projects

Ventra

Videos



Red and Purple Modernization

Rebuilding vital infrastructure for Chicago's future

The Chicago Transit Authority (CTA) is undertaking the largest capital improvement project in its history: the Red & Purple Modernization Program. This major initiative will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM corridor was built close to a century ago—in 1924—when Calvin Coolidge was President and the Wrigley Building had just been constructed.

The Red Line is now Chicago's busiest 'L' line, serving some of the most densely populated neighborhoods in the country, and the number of riders along this corridor is only growing. In the past five years alone, for example, rush hour ridership increased by 40 percent.

RPM is an effort to accommodate current and future ridership needs by comprehensively upgrading tracks and reconstructing stations. RPM will also increase the number of passengers that pass through these stations by expanding the number of trains that can travel on the Red Line—an improvement that will allow CTA to better serve customers for generations to come.

RPM Summary (.pdf) (en español)

Winter Preparedness

CTA: Red & Purple Modernization (RPM) - Phase One





Quick Links

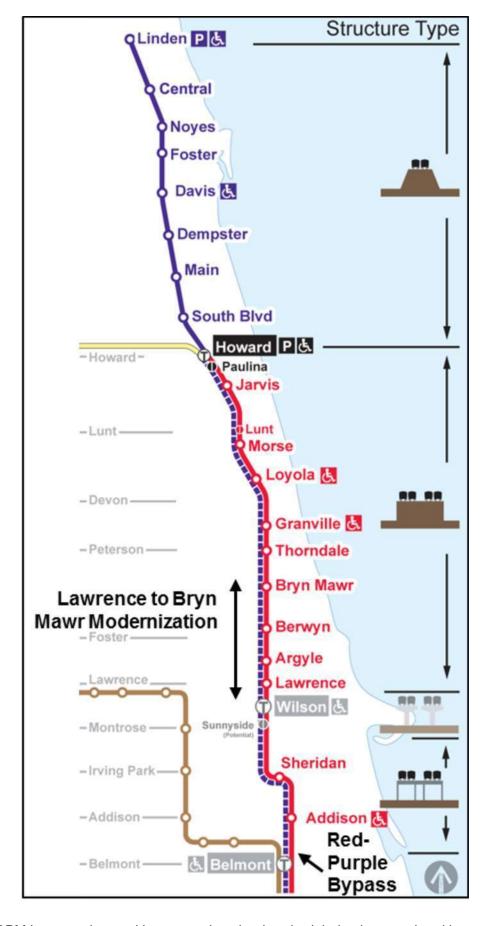
- Home
- About
- Red-Purple Bypass Project
- <u>Lawrence to Bryn Mawr</u> <u>Modernization Project</u>
- FAQs
- Documents

0:00 / 4:50

(versión española)

What's New?

RPM: Phase One



RPM is a massive, multi-stage project that is scheduled to be completed in phases, which allows CTA to make the greatest number of improvements while minimizing impacts to the surrounding community.

Phase One includes two main components:

- Red-Purple Bypass Project
- Lawrence to Bryn Mawr Modernization Project



Preliminary, conceptual rendering of Red-Purple Bypass

1. <u>Red-Purple Bypass Project</u>: A bypass would be constructed north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.



Preliminary conceptual rendering of a reconstructed Bryn Mawr station

2. <u>Lawrence to Bryn Mawr Modernization Project</u>: CTA would completely

rebuild the Lawrence, Argyle, Berwyn, and Bryn Mawr stationsThese new stations would include modern amenities and elevators to make them fully accessible to customers with disabilities.

Phase One would also rebuild of all tracks, support structures, bridges, and viaducts on the mile-plus stretch between these stations, significantly improving train speed and reliability.

Future phases of RPM would bring the same level of infrastructure and station improvements to the Red and Purple lines north of Belmont to Linden station in Wilmette. These improvements are contingent upon funding availability. CTA will continue to update the public as future phases are planned.

Potentially impacted properties

Information about potentially impacted properties (.pdf)
Red-Purple Bypass Project Map of Potentially Displaced Properties (.pdf)
Lawrence to Bryn Mawr Modernization Project Map of Potentially Displaced
Properties (.pdf)

Where We Are Now: Environmental Assessments

In order for CTA to pursue federal funding for these projects, two Environmental Assessments (EAs) are being conducted for both projects within Phase One. The EAs analyze community and environmental impacts in accordance with the National Environmental Policy Act (NEPA).

Open House Meetings to be Held in May 2014



As part of the environmental phase, CTA will share specific information, including benefits and impacts of the Phase One projects with the public. Staff will also answer questions regarding each of the Phase One improvement

projects at two open house meetings scheduled for May 21 and 22, 2014. Public input received at these meetings will be part of environmental review processes and taken under consideration for further project development.

Lawrence to Bryn Mawr Modernization Project Wednesday, May 21, 2014

5:30 to 7:30 p.m. Truman College 1145 W Wilson Ave. Chicago, IL

This location is served by: CTA Red Line Wilson station, and CTA Buses #78 Montrose , and #36 Broadway

See meeting exhibit boards (.pdf)

Red-Purple Bypass Project Thursday, May 22, 2014

5:30 to 7:30 p.m. 19th District Police Department 850 W Addison St. Chicago, IL

This location is served by: CTA Red Line Addison station, and CTA Buses #152 Addison, and #8 Halsted See meeting exhibit boards (.pdf)

Each open house will focus on one specific Phase One project. The public is invited to attend both meetings.

Meeting Flyers: English/español

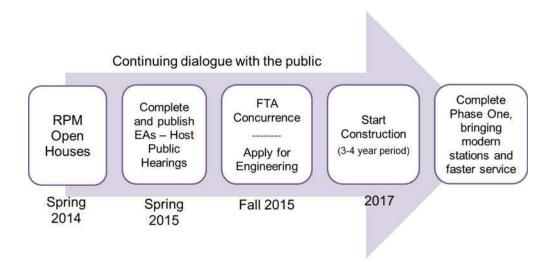


These facilities are accessible to people with disabilities.

Next Steps

Throughout summer and fall 2014, CTA will be conducting additional environmental analysis for both projects. Once the environmental analysis is complete, the Environmental Assessment will be prepared and made available to the public for review. Additional public meetings will be held at that time to obtain additional public feedback on the benefits and impacts of the proposed Phase One projects.

6/9/2014 9:43 AM 6 of 7



Stay Informed!

If you would like to be added to the RPM contact list for meeting notices and future updates about the RPM Program, please contact:

Chicago Transit Authority Strategic Planning & Policy, 10th Floor Attn: RPM Project 567 W. Lake Street Chicago, IL 60661-1465

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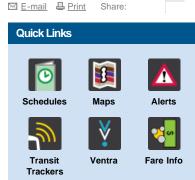


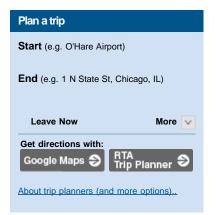
Red-Purple Bypass Project

"Your attention please: We are standing momentarily, waiting for signal clearance. We expect to be moving shortly." This message is heard on a daily basis by up to 150,000 customers who travel through the busy rail intersection where the Red, Purple, and Brown lines meet.

Currently, when northbound Brown Line trains travel across this intersection, any northbound or southbound Red or Purple line train approaching this intersection must stop and wait for signal clearance. This means as many as three Red and Purple line trains may be simultaneously delayed. This outdated track configuration dates back to 1907 and was designed to provide local and express service, rather than connect three separate routes as it does today.

Read a brochure about this project (.pdf) (en español)

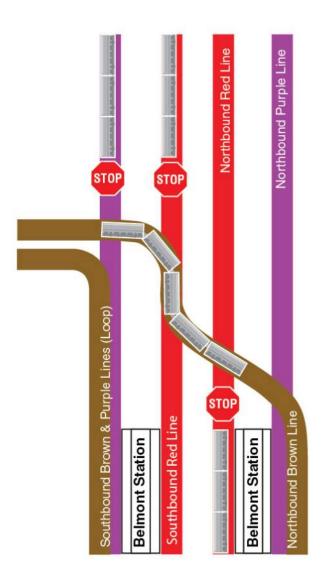








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- Lawrence to Bryn Mawr <u>Modernization Project</u>
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Fig. 1: The current track configuration just north of Belmont requires up to three Red and Purple line trains to stop and wait for a single Brown Line train to cross. This happens throughout every weekday, but more frequently during rush hour when trains must wait for signal clearance every three to four minutes. This configuration can produce rippling delays to services on all four tracks, delaying over 40 percent of all weekday Red, Purple, and Kimball-bound Brown Line trains.

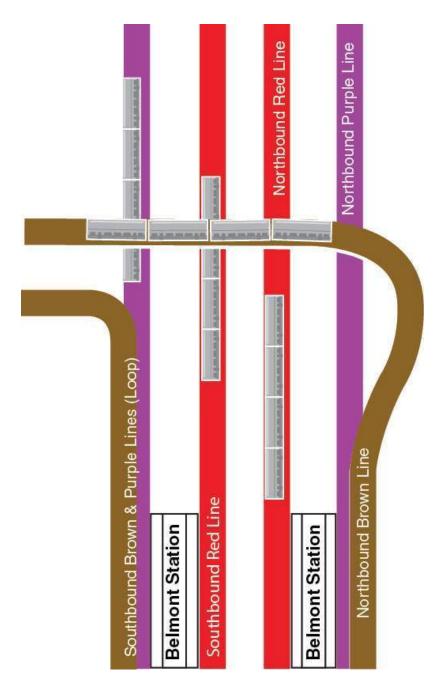


Fig. 2: A bypass would provide a dedicated track for Brown Line trains. This means trains and thousands of customers traveling on all four tracks will no longer need to stop and wait for signal clearance at this intersection.



As part of the first phase of the Red and Purple Modernization (RPM) Project, CTA plans to construct a new Red-Purple Bypass at this intersection to increase the speed and efficiency of all Red, Purple, and Brown line trains. This improvement would eliminate the need for trains to stop and check or wait for clearance from crossing trains. With the new bypass, northbound Brown Line trains would proceed along a dedicated rail line without physically crossing Red and Purple line tracks.

With a bypass, Brown Line trains would proceed along a dedicated track providing a range of benefits.

- · Reduces delays and crowding and improves reliability.
- Allows CTA to increase the number of trains on the Red Line by up to 30 percent.
- Allows CTA to add six to nine more trains per hour during rush hour periods as ridership grows.
- Speeds Red and Purple line trains by 60 percent through this intersection.
- · Saves customers a half million travel hours each year.

Conceptual Renderings



Preliminary conceptual rendering of Red-Purple Bypass



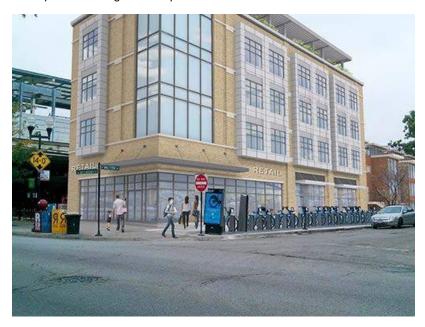
Another conceptual rendering of Red-Purple Bypass, with transit-oriented development

Transit Oriented Development

We'll be working with developers to create transit-oriented development after the bypass is built. These are some conceptual renderings of how that development might look:



Conceptual rendering of development at Wilton/School



Conceptual rendering of development at Belmont/Wilton



Conceptual rendering of development at Clark/Buckingham

Potentially impacted properties in RPM Phase One

Information about potentially impacted properties (.pdf)
Red-Purple Bypass Project Map of Potentially Displaced Properties (.pdf)

Environmental Review

CTA and FTA are conducting an Environmental Assessment, in accordance with the National Environmental Policy Act (NEPA), for the Red-Purple Bypass Project in order to qualify for federal funding for the project. There are multiple opportunities to provide feedback throughout this process, including a public hearing once the Environmental Assessment is prepared.

The Environmental Assessment will include an evaluation of a No-Build Alternative and a Build Alternative. The Environmental Assessment will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts.

The purpose of this Environmental Assessment process is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the human and natural environment. Areas of investigation for this project include, but are not limited to:

- · Property displacements and relocations
- · Parks and recreational facilities
- · Neighborhood and community
- · Visual and aesthetic conditions
- Noise and vibration
- · Safety and security
- · Historic and cultural resources
- Temporary construction impacts
- · Land Use / Economic Development

The majority of these resources are expected to experience benefits or minimal permanent impacts after implementing the proposed mitigation strategies.

Open House Meeting to be Held in May 2014



As part of the environmental phase, CTA will share specific information, including benefits and impacts of the Phase One projects with the public. Staff will also answer questions regarding each of the Phase One improvement projects at two open house meetings scheduled for May 21 and 22, 2014. Public input received at these meetings will be part of environmental review processes and taken under consideration for further project development.

Red-Purple Bypass Project Thursday, May 22, 2014

5:30 to 7:30 p.m.

19th District Police Department, 850 W Addison St.

This location is served by: CTA Red Line Addison station, CTA Buses #152 Addison, and #8 Halsted

Get directions

See the exhibit boards shown at the Red-Purple Bypass Project meeting (.pdf)

This open house will focus on the Red-Purple Bypass Project. An additional open house is planned for May 21 on another Phase One project, the <u>Lawrence to Bryn Mawr Modernization Project</u>. The public is invited to attend both meetings.

This facility is accessible to people with disabilities.

Stay Informed!

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Red & Purple Modernization Project Documents

Phase One Projects

- RPM Phase One Summary (en español)
- Red-Purple Bypass Project Brochure (en español)
- Lawrence to Bryn Mawr Modernization Project Brochure (en español)
- · Information about potentially impacted properties

Environmental Review

- Alternatives Considered
- Summer 2013 Newsletter

Materials from May 2014 Open Houses

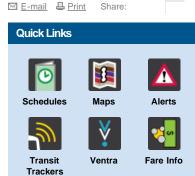
- RPM Phase One Announcement of May Community Meetings (en español) (.pdfs)
- Exhibit boards shown at the Lawrence to Bryn Mawr Modernization Project meeting (.pdf)
- Lawrence to Bryn Mawr Modernization Project Map of Potentially Displaced Properties (.pdf)
- Exhibit boards shown at the Red-Purple Bypass Project meeting (.pdf)
- · Red-Purple Bypass Project Map of Potentially Displaced Properties (.pdf)

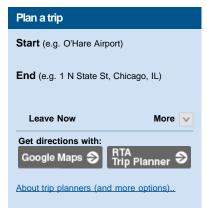
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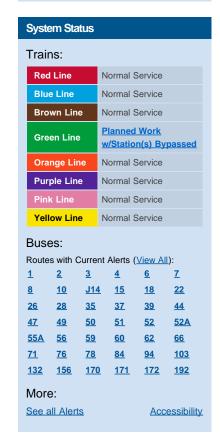
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Materials from February 2012 Update Meetings

- Exhibit Boards (5 MB .pdf)
- Handout (0.27 MB .pdf)







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Scoping Report

Red and Purple Modernization Scoping Report – August 2011 (1 MB .pdf)

- Appendix A: Public Participation Plan (0.33 MB .pdf)
- Appendix B: Notice of Intent (0.17 MB .pdf)
- Appendix C: Participating Agencies (0.12 MB .pdf)
- Appendix D: Participating Agency Invitation Letters (0.86 MB .pdf)
- Appendix E: Agency Scoping Meeting (2.3 MB .pdf) (Sign-in sheet and meeting minutes)
- Appendix F: Agencies and Organizations Notified of Scoping (0.29 MB .pdf)
- Appendix G: Notification Materials (11.8 MB .pdf)
 (Direct Mailer, Transit Card, E-mail Blast, Newspaper Ads, Legal Notice,
 Village and Library Flyer, Media Release)
- Appendix H: Scoping Meeting Materials (3.4 MB .pdf) (Comment Sheet, Speaker Card, Scoping Information Books)
- · Appendix I: Meeting Exhibit Boards (3.4 MB .pdf)
- Appendix J: Public Scoping Meeting Transcripts (3.0 MB .pdf)
- · Appendix K: Public Scoping Written Comments
 - 1-100 (11.7 MB .pdf)
 - 101-150 (7.3 MB .pdf)
 - 151-200 (9.2 MB .pdf)
 - o 201-300 (11.7 MB .pdf)
 - 301-400 (9.0 MB .pdf)
 - 401-500 (8.8 MB .pdf)
 - o 501-600 (8.8 MB .pdf)
 - 601-700 (8.3 MB .pdf)
 - 701-809 (10.0 MB .pdf)
 - 810-900 (8.7 MB .pdf)
 - o 901-1,000 (8.8 MB .pdf)
 - 1,001-1,100 (7.5 MB .pdf)
 - 1,101-1,200 (7.9 MB .pdf)
 - 1,201-1,300 (8.8 MB .pdf)
 - 1,301-1,375 (8.4 MB .pdf)
 - 1,376-1,450 (9.0 MB .pdf)
 - 1,451-1,514 (9.0 MB .pdf)
- Appendix L: Agency Scoping Comments (3.3 MB .pdf)

Scoping Booklets

- English Language Scoping Booklet (1.4 MB .pdf)
- Spanish Language Scoping Booklet (en Español, 1.4 MB .pdf)

Exhibit Boards from Scoping Meetings

• Boards from January 2011 meetings (3.2 MB .pdf)

Federal Register Notices

- Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements to the North Red and Purple Lines, Cook County, IL (1/3/2011 .pdf via gpo.gov)
- Supplemental Notice of Intent to Prepare an Environmental Impact Statement (6/26/2012 .pdf via gpo.gov)

Technical Handouts from Scoping Meetings

Each of the following is a technical handout about the stated topic:

- ADA Access (0.5 MB .pdf)
- Infrastructure Descriptions (0.2 MB .pdf)
- Stop Consolidation & Secondary Entrances (0.1 MB .pdf)
- Transit Projects and Your Property (0.1 MB .pdf)
- Viaduct Work (0.7 MB .pdf)

North Red & Purple Lines Vision Study

• North Red & Purple Lines Vision Study (2009-2010)



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Lawrence to Bryn Mawr Modernization Project

The first phase of the Red and Purple Modernization (RPM) Project would completely rebuild the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. While CTA has made some improvements to these stations in recent years, the main support structures for all four stations were built in the early 1900's and the very narrow station platforms do not allow for many necessary upgrades like elevators. Over 4.7 million transit trips in 2013 began at these stations, and customers with disabilities, families, and others who use these stations or live nearby would benefit from the elevator access and wider platforms proposed.

Read a brochure about this project (pdf) (en español)



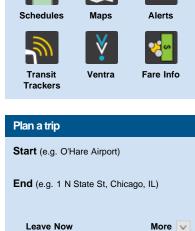
Preliminary, conceptual rendering of a reconstructed Bryn Mawr station

By building new modern stations, CTA would be able to add amenities for customers:

- Elevators and other improvements for full ADA accessibility for customers with disabilities
- · Wider platforms for faster boarding and less crowding
- Better lighting and customer security features, longer canopies, more benches, and wind screens
- · Real-time information boards



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<u>8</u>	<u>10</u>	<u>J14</u>	<u>15</u>	<u>18</u>	<u>22</u>	
<u>26</u>	<u>28</u>	<u>35</u>	<u>37</u>	<u>39</u>	<u>44</u>	
<u>47</u>	<u>49</u>	<u>50</u>	<u>51</u>	<u>52</u>	<u>52A</u>	
<u>55A</u>	<u>56</u>	<u>59</u>	<u>60</u>	<u>62</u>	<u>66</u>	
<u>71</u>	<u>76</u>	<u>78</u>	<u>84</u>	<u>94</u>	<u>103</u>	
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Preliminary, conceptual rendering of a reconstructed Bryn Mawr station



Preliminary, conceptual rendering of a reconstructed station interior

Similar station improvements would be made to all Red Line stations north of Belmont station and all Purple Line stations in future phases of RPM.



Conceptual rendering of development at Broadway/Ainslie

Potentially impacted properties in RPM Phase One

Information about potentially impacted properties (.pdf)
Lawrence to Bryn Mawr Modernization Project Map of Potentially Displaced
Properties (.pdf)

New tracks and infrastructure for faster, more reliable rides

The first phase of RPM would also include extensive track work that would create a faster, smoother, and quieter ride for customers along what is now aging, slow-zone plagued tracks. New track, support structures, bridges, and viaducts would be built along the mile plus stretch between the Lawrence and Bryn Mawr stations, eliminating many deteriorated structures that have become neighborhood eyesores.



Preliminary, conceptual rendering of new structure spanning adjacent alley

The reconstruction of stations, tracks and infrastructure would benefit the 28,000 daily trips that begin or end at the stations in this corridor, the 45,000 people that live within a half mile of these stations, and the almost 80,000 train trips that travel through this area every weekday. This project is intended to not only improve transit service but also support economic development initiatives and encourage transit oriented development within the Uptown and Edgewater communities.



Preliminary, conceptual rendering of a reconstructed viaduct

Environmental Review

CTA and FTA are conducting an Environmental Assessment, in accordance with the National Environmental Policy Act (NEPA), for the Lawrence to Bryn Mawr Modernization Project in order to qualify for federal funding for the project. There are multiple opportunities to provide feedback throughout this process, including a public hearing once the Environmental Assessment is prepared.

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- · Neighborhood and community
- · Visual and aesthetic conditions
- Noise and vibration
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Open House Meeting to be Held in May 2014



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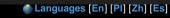
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Frequently Asked Questions

What is the RPM Program?

The Chicago Transit Authority (CTA) proposes to rehabilitate and rebuild the Red and Purple lines from just north of Belmont station to Linden station.

Once fully realized, the Red and Purple Modernization (RPM) Program could double passenger capacity and bring the line into a state of good repair for the next 60 to 80 years. The entire infrastructure along the Red and Purple lines north of Belmont station would be at least repaired and rehabilitated, and most of it would be fully rebuilt. Improvements made along this area would help bring the existing transit line into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access to people with disabilities.

RPM is part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. All Red Ahead Projects are mutually beneficial; an improvement in one area of the Red Line benefits the entire Red line.

Why do the North Red and Purple lines need to be modernized?

Simply put, the Red and Purple lines have reached the end of their useful life spans. Most tracks and bridges are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, the need for frequent repairs that disrupt service and slow travel, and outdated stations that can't accommodate modern amenities for our customers.

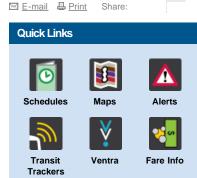
This section of the Red and Purple lines carries more than 20 percent of all CTA rail rides and serves customers in some of the densest neighborhoods in Chicago. Rush hour ridership has jumped 40 percent in the last five years alone. The aging Red Line has reached capacity, and CTA cannot add trains to meet rising demand. If nothing is done, trains would grow even more crowded and service would deteriorate further.

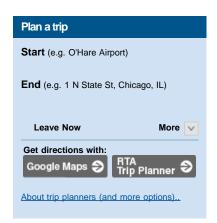
What is Phase One of the RPM Program?

The first phase of the RPM improvements would include two main components:

- Red-Purple Bypass Project: Construction of a bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- Lawrence to Bryn Mawr Modernization Project: Completely rebuilding four aging stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, including adding elevators at each station to make them accessible to customers with disabilities and limited mobility.

Future phases of RPM would bring the same level of infrastructure and station improvements to the Red and Purple lines from north of Belmont station to the Linden station in Wilmette.







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What is the Red-Purple Bypass Project?

Phase One of RPM includes the <u>RPM Bypass Project</u>, where a rail bypass would be constructed north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.

Currently, when northbound Brown Line trains travel across this intersection, any northbound or southbound Red or Purple line train approaching this intersection must stop and wait for signal clearance as the Brown Line train makes a left turn from the right track crossing the Red and Purple line tracks. This means as many as three Red and Purple line trains may be simultaneously delayed while waiting for a Brown Line train to cross the intersection. This outdated track configuration dates to 1907 and was designed to provide local and express service, rather than connect three separate routes as it does today.

Construction of a new bypass at this intersection would increase the speed and efficiency of all Red, Purple, and Brown line trains, since it would eliminate the need for trains to stop and check or wait for clearance from crossing trains. With the new bypass, northbound Brown Line trains would proceed along a dedicated rail line without physically crossing Red and Purple line tracks.

The new bypass would reduce delays by one minute per train, and increase the number of trains CTA can run along the Red Line by up to 30 percent. Constructing this bypass alone would allow CTA to add up to six to nine additional trains per hour during rush hour. In addition, this improvement would:

- · Be the largest capacity improvement element in the RPM corridor
- Allow Red and Purple Line trains to travel up to 60 percent faster through the intersection than today
- · Save customers half a million hours a year in travel time
- · Allow for additional service and less crowding
- Improve reliability for all Red, Purple and Brown Line trains

What is the Lawrence to Bryn Mawr Modernization Project?

The first phase of the Red and Purple Modernization (RPM) Project would completely rebuild the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. While CTA has made some improvements to these stations in recent years, the main support structures for all four stations were built in the early 1900's and the very narrow station platforms do not allow for many necessary upgrades like elevators. Over 4.7 million transit trips in 2013 began at these stations, and customers with disabilities, families, and others who use these stations or live nearby would benefit from the elevator access and wider platforms proposed. By building new modern stations, CTA would be able to add amenities for customers:

- Elevators and other improvements for full ADA accessibility for customers with disabilities
- Wider platforms for faster boarding and less crowding
- Better lighting and customer security features, longer canopies, more benches, and wind screens
- · Real-time information boards

How were the Phase One projects identified?

CTA considered the entire RPM corridor and looked to identify a package of projects that brought the greatest amount of benefits to Red and Purple Line riders, while minimizing impacts to the surrounding community which relies upon these rail lines for their daily travel needs. The proposed Phase One projects would benefit 88% of all current RPM trips, 110,000 every weekday. The two projects combined would save customers using the RPM corridor over a million hours of travel time a year.

1. Red-Purple Bypass Project:

- The Red-Purple Bypass project would speed up travel, reduce delay, and increase reliability for all Red, Purple, and Brown Line trains by removing a major bottleneck
- This project would be the single largest capacity expansion and time savings-element of all the improvements considered in the RPM corridor
- The 150,000 rides every weekday on Red, Purple and Brown Line trains that have to travel through this intersection would benefit from the improved reliability and reduction in delay

2. Lawrence to Bryn Mawr Modernization Project:

- The Lawrence to Bryn Mawr Modernization Project would replace over one mile of 90 year old retaining wall embankment – the most difficult RPM structures to maintain
- Over 28,000 trips currently begin or end at the stations being reconstructed
- The almost 80,000 trips that currently travel through this section would benefit from the faster service, and smoother ride once the project is complete
- Approximately 45,000 people live within one half mile of these stations, which is twice as dense as the average Chicago neighborhood
- None of the stations in this section are currently accessible to people with disabilities
- This project would continue the construction of consistent modern infrastructure from the adjacent Wilson Station reconstruction Project starting this year

What is an Environmental Assessment (EA)?

An Environmental Assessment is an environmental process that provides for analysis of the construction and operation of projects, with public input and comments. The document, referred to as an EA, identifies beneficial and adverse impacts to the built and natural environment. This can include studies of potential noise and vibration impacts, historic district and historic building impacts, and impacts to the community during construction and operations. The EA defines how to avoid or mitigate these potential impacts, whether through design changes, sound barriers, or property acquisition if the impact is substantial. The EA process includes public input and comment throughout the duration of the project. For RPM Phase 1, two EAs will be prepared: one EA for the RPM Bypass Project, and one EA for the Uptown/Edgewater Stations Project.

How would my riding experience be improved?

Stations would be equipped with the following amenities to improve the overall customer experience:

- · Wider platforms
- · Wider stairwells
- New elevators (ADA access)
- Additional turnstiles
- · New lighting
- · New signage, including Braille
- · Additional bike parking
- · Longer, modern steel-framed, translucent canopies
- · More benches and windscreens

Reconstructed tracks and structures would allow CTA to provide the following improved customer experience:

- · Faster speed
- · More reliable service
- · Less waiting

- · Fewer delays
- · Less crowding as ridership grows
- · Smother track
- · Quieter ride

Why is ADA access important?

ADA (Americans with Disabilities Act) improvements provide access to transit services for people who may have difficulty navigating stairs or require specific audio and/or visual cues. ADA access makes sure that that more people can access and benefit from the transit service enhancements.

Could CTA simply install an elevator to modernize the stations?

CTA has drawn up some conceptual designs that would allow for installation of elevators in stations without widening right-of-way, but the designs would result in a station similar to how Granville and Loyola work today, with long narrow walkways and tight clearances.

What ADA changes would be made to stations as part of the Lawrence to Bryn Mawr Modernization Project?

The four stations included in the Lawrence to Bryn Mawr Project (Lawrence, Argyle, Berwyn, and Bryn Mawr) are not currently ADA accessible and have limited accessibility for the elderly, people with disabilities, and people with children and strollers. These stations have also been identified by the CTA's Infrastructure Accessibility Task Force as the highest priority stations in the RPM corridor. As part of RPM Phase One, these four stations would receive elevators. These stations would include elements that make it easier for all people, especially people with disabilities, to navigate and understand how to access the transit service. ADA improvements would include improved signage; adding visual and audible way-finding; improved lighting in and around stationhouses; firmer, more defined surfaces; and improved weather protection for customers on sidewalks and platforms in addition to the elevator access provisions.

How would construction impact my neighborhood and my commute?

Temporary street closures may be required part of the construction process in order for construction crews to be effective and efficient in a manner that is safe for both the crews and local residents and their property. If street closures are required, CTA would coordinate with residents and businesses to ensure continued access to property. Temporary station closures may be necessary to complete the station and track reconstruction. Partial track closures may delay trains or require trains to bypass stations in one direction, which could result in slightly longer commutes. To reduce impacts, CTA would:

- · Complement existing bus routes with bus shuttles, as necessary
- · Notify customers of any changes in service
- Continue to perform engineering studies with the goal of reducing construction impacts

How would CTA fund this proposed project?

New federal funding sources have become available for projects such as RPM Phase 1. State and local funds would still need to cover over half of project costs. CTA would continue to work with local, state, and federal agencies and elected officials to secure the necessary funding to keep this project moving forward with the support of the community. CTA is looking at cost saving strategies through alternate construction and financing methods. One approach on cost saving strategies is a Public-Private Partnership to reduce risk and provide cost efficiencies.

What is a PPP and what are the advantages?

PPP stands for public-private partnership, an agreement between a government agency and a private entity in which the private business venture

will take on more responsibilities earlier in the project development process compared to the typical process. The main advantage of a PPP is that it would allow CTA to harness the expertise and efficiencies of the private sector to provide a public service.

Will CTA be selling a line?

No, the CTA will not sell or lease any transit lines.

Does a PPP mean that a 3rd party will operate the trains?

No, CTA union employees will continue to operate the trains. CTA is not exploring a PPP where operational control in any way is transferred to a 3rd party.

Would fares increase because of this project?

Fares would not increase because this is a capital improvement project that would require funding from federal and/or state sources. Fare revenue is only used for operating expenses.

Would CTA need to acquire private property for these projects? How does CTA acquire private property for a project?

Some private commercial and residential properties are anticipated to be required to construct the RPM Phase One improvements. Properties are required to expand station platforms, remove slow and uncomfortable curves in the tracks, to construct the Red-Purple bypass tracks, and to stage construction materials and equipment.

Many large transit infrastructure projects like the RPM Phase One projects require property acquisition. In 2008, for instance, CTA acquired approximately 100 properties in order to rebuild and add capacity to the Brown Line, a project which brought significant station improvements and added train capacity that CTA customers enjoy today.

For the RPM Project, CTA considered many possible alternatives before determining which properties may be necessary for Phase One. CTA utilized innovative engineering techniques during the development of the projects to reduce neighboring property impacts as much as possible, including implementing alley-spanning structures and adjusting platform widths and positions.

To mitigate the impact of acquisition, property owners are protected by the Federal Uniform Act on relocation assistance and property acquisition. Property owners would be paid not less than fair market value for their land and buildings. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price. In addition, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

What are the next steps in the project? What approvals need to occur before the next stage of the project can continue?

In coming months, CTA will hold community meetings, perform engineering design, evaluate the alternatives, and prepare the two Environmental Assessment documents, one each for the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project. The public will have an opportunity to comment on each Environmental Assessment during a 30-day public comment period. During the review period, CTA and FTA will host a public hearing for each project to receive comments on the Environmental Assessment from the public and agencies. CTA and FTA will review and respond to all public comments. The FTA will consider each Environmental Assessment and prepare a Finding of No Significant Impact (FONSI). Issuance of the FONSI indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act and the project has mitigated adverse impacts if necessary and is found to have no significant impacts on the quality of the environment.

What is the estimated project timeline?

The RPM Program is scheduled to be completed in phases. Phasing

effectively allows CTA to make the greatest amount of improvements to the Red and Purple lines while minimizing impacts to the surrounding community which relies upon these rail lines for their daily travel needs. The first phase of the RPM improvements would include two main components: The Red-Purple Bypass Project, and the Lawrence to Bryn Mawr Modernization Project. CTA is committed to moving theses projects ahead as quickly as possible.

Below is an overview of the Phase One schedule:

Public Outreach	Spring 2014 – Summer 2014
Phase One Environmental Analyses and Conceptual Engineering	Summer 2014 – Fall 2014
Phase One Draft Environmental Assessments Published	Spring 2015
Public Hearings	Spring 2015
Detailed Design	2015-2016
Construction	Starting as soon as 2017

How can I receive updates and stay involved throughout the entire process?

Anyone can request to be added to the RPM contact list by sending an email to RPM@transitchicago.com. Members of the contact list will receive upcoming meeting notices and future updates about the RPM Program and Phase One projects. Information about the program is also available on the project website, www.transitchicago.com/RPMProject.

If you are part of a community group that would like to learn more about the RPM Phase One projects, please send information about your organization and your upcoming meeting dates to us at RPM@transitchicago.com.

How can I provide feedback about the RPM Program?

Community members are welcome to provide feedback about the project by sending an email to RPM@transitchicago.com or sending a letter to us at the address below. Although we are not in an official public comment period at this time your comments still help us as we develop the Environmental Assessments.

Chicago Transit Authority Strategic Planning, 10th Floor Attn: RPM Program 567 W. Lake Street Chicago, IL 60661-1465

Email: RPM@transitchicago.com

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Red Ahead

Red & Purple Modernization Project

Red Line Extension

Yellow Line Extension

Orange Line Extension

Alternatives Analysis Studies (and archives)

Circle Line Alternatives Analysis

Jeffery Jump

Ashland Bus Rapid Transit (BRT)

Blue Line Forest Pk. Br. Feas./Vision Study

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About the Red & Purple Modernization Project



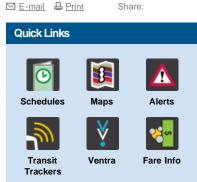
RPM Corridor Vision

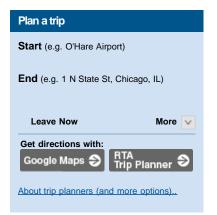
CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) Project would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve reliability and service for generations to come.

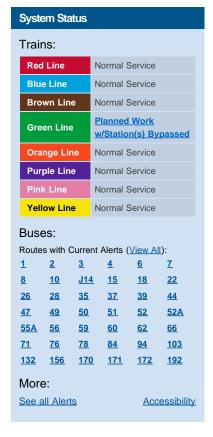
RPM is part of the CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. The Red Ahead program also includes the Red North Station Improvements (completed in 2012), the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Improvement Project (starting summer 2014), the Wilson Station Reconstruction Project (starting fall 2014), and the Red Line Extension Project, which would extend the line south to 130th Street (currently in planning).

RPM Corridor Vision Goals

- Speed up service
 - fewer curves and better infrastructure
- Improve accessibility
 - all stations accessible to people with disabilities
- - New wider stations, more reliable infrastructure for the next 60-80
- · Expand capacity







- Home
- About
- Red-Purple Bypass
 Project
- <u>Lawrence to Bryn Mawr</u>
 <u>Modernization Project</u>
- FAQs
- Documents

- more trains which means more riders with less crowding
- · Support economic development
 - more jobs and new development opportunities
- · Improve customer experience
 - modern, quiet and smooth ride

Why is the Red and Purple Modernization Program needed?

Simply put, the Red and Purple lines have reached the end of their useful life spans. Most tracks and bridges are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, the need for frequent repairs that disrupt service and slow travel, and outdated stations that can't accommodate modern amenities for our customers.

This section of the Red and Purple lines carries more than 20 percent of all CTA rail rides and serves customers in some of the densest neighborhoods in Chicago. Rush hour ridership has jumped 40 percent in the last five years alone. The aging Red Line has reached capacity, and CTA cannot add trains to meet rising demand. If nothing is done, trains would grow even more crowded and service would deteriorate further.

Current conditions in the RPM corridor call for corrective action:

- · Overcrowded trains during rush hour commute
- Outdated stations with very narrow and crowded platforms do not allow for elevators or upgraded amenities
- Slow service due to deteriorated track conditions ("slow zones")
- An inefficient crossover intersection where the Red and Brown lines meet, causing train backups and service delays
- · Nearly 100-year-old bridges and viaducts that need to be rebuilt

Potentially impacted properties

Information about potentially impacted properties (.pdf)

Building a better transit experience for our customers

A massive, multi-stage program scheduled to be completed in phases, RPM would deliver all the benefits of modern service and infrastructure when it is completed. Benefits for customers would include:

- Faster, smoother rides New track, bridges, and viaducts, as well as
 electrical upgrades along the entire Red-Purple corridor, would allow CTA
 to safely increase the speeds for all trains while also offering a smoother,
 quieter ride.
- Modern, comfortable, fully ADA accessible stations along the entire corridor with elevators, wider platforms, and vastly improved amenities.
- Less crowding and more frequent service With wider, longer station
 platforms along the entire line and upgraded electrical capacity, CTA can
 run longer and more frequent trains during rush hour, reducing passenger
 wait times and alleviating overcrowding.

Program History

The RPM program has evolved through a series of studies and public outreach processes that have shaped the development of the program over time.

Vision Study

The North Red and Purple Lines Vision Study started in fall 2009 and identified a range of options that could address the purpose and need for improving the Red-Purple corridor. The vision study provided many opportunities for the public to be involved, including four public meetings, a comment period, and a direct mail survey. This early public participation effort

resulted in more than 1,100 public comments that helped shape the potential "alternatives" proposed for further study.

Scoping

The process of determining the scope, focus, and content of a project is known as "scoping." The scoping process asks agencies and interested parties to provide input on the proposed project, the purpose and need for the project, the proposed topics of evaluation, and potential effects and mitigation measures to be considered.

The official public comment period for scoping for the Red-Purple corridor concluded on February 18, 2011. CTA thanks everyone who provided comments during the scoping phase. The comments received are summarized in the scoping report, available under Project Documents. Input received during scoping was used to refine the purpose and need and alternatives, and to direct further analysis of environmental benefits and impacts. Public input is vital to this process to help planners avoid potential impacts, and to identify potential mitigation measures.

Early Environmental Analysis

In February 2012, the CTA hosted two open houses on the Red-Purple corridor and community members gave us valuable input on the project and the construction alternatives. Since the February 2012 RPM open houses, CTA has been examining the benefits and potential impacts of the RPM Program. This massive, multi-stage program is scheduled to be completed in phases. Phasing effectively allows CTA to make the greatest amount of improvements to the Red and Purple lines while minimizing impacts to the surrounding community which relies upon these rail lines for their daily travel needs. The first phase of the RPM improvements is proposed to include the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project. The two projects in Phase One will be the subject of separate Environmental Assessments under the National Environmental Policy Act (NEPA).

Phase One Environmental Assessments

Each Environmental Assessment will describe the alternatives to be evaluated, the existing environmental setting, potential impacts from construction and operation, and proposed mitigation measures to reduce or eliminate potential impacts.

The National Environmental Policy Act (NEPA) and the FTA require an Environmental Assessment be conducted for all projects that may significantly impact the environment and which would require federal dollars.

RPM Phase One



RPM is a massive, multi-stage program that is scheduled to be completed in phases, which allows CTA to make the greatest number of improvements while minimizing impacts to the surrounding community.

Phase One includes two main components:

- Red-Purple Bypass Project A bypass would be constructed north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- Lawrence to Bryn Mawr Modernization Project CTA would completely rebuild the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. These new stations would include modern amenities and elevators to make them fully accessible to customers with disabilities.

Phase One would also rebuild all tracks, support structures, bridges, and viaducts on the mile-plus stretch between these stations, significantly improving train speed and reliability.

Future phases of RPM would bring the same level of infrastructure and station improvements to the Red and Purple lines north of Belmont to Linden station in Wilmette. These improvements are contingent upon funding availability. CTA will continue to update the public as future phases are planned.

Project Schedule

At this time, CTA and FTA are preparing Environmental Assessments for the two Phase One projects, the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project, as part of the environmental review process. There are multiple opportunities to provide feedback throughout this process, including a public hearing once the Environmental Assessment is prepared. The public will have an opportunity to comment on each Environmental Assessment once it has been prepared during a 30-day public comment period. CTA and FTA will review and respond to all public comments.

The FTA will consider each Environmental Assessment and prepare a Finding of No Significant Impact (FONSI) on each project. Issuance of the FONSI indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act and the project has mitigated adverse impacts if

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Here is an overview of the Phase One schedule:

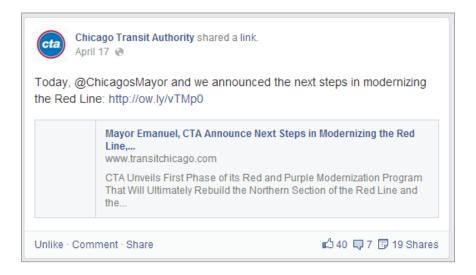
Public Outreach	Spring 2014
Environmental analyses and preliminary engineering	Summer 2014 – Fall 2014
Publish Environmental Assessments and host Public Hearings	Spring 2015
FTA Concurrence and Application into Engineering Phase	Fall 2015
Detailed Design	2015-2016
Construction (3-4 year period)	Starting as soon as 2017

Frequently Asked Questions

Get answers to frequently asked questions about this project.



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You're invited to attend CTA open houses on the Red and Purple Modernization (RPM) Phase One Projects

Since the RPM open house meeting in February 2012, CTA has been evaluating the benefits and potential impacts of the RPM improvements. We would like to share with you information about the proposed first phase of RPM improvements, which would include two main components:

Red-Purple Bypass: Construction of a rail bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.

Lawrence to Bryn Mawr Modernization: Modernizing over one mile of rail track and completely rebuilding four aging stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, including adding elevators at each station to make them accessible to customers with disabilities and limited mobility.

When and where?

LAWRENCE TO BRYN MAWR MODERNIZATION

Wednesday, May 21, 2014 5:30 to 7:30 p.m.

Truman Community College 1145 W. Wilson Ave, Chicago

This location is served by: CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway

RED-PURPLE BYPASS

Thursday, May 22, 2014 5:30 to 7:30 p.m.

19th District Police Department 850 W. Addision St, Chicago

This location is served by: CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted





Chicago Transit Authority Strategic Planning, 10th Floor 567 West Lake Street Chicago, IL 60661-1465

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this meeting, contact Jeff Wilson, CTA Government and Community Relations Officer, at least five days prior to the meeting at 312-681-2712 or JWilson@transitchicago.com







You're invited to attend CTA

OPEN HOUSES

on Red and Purple Modernization (RPM) Phase One Projects

Each open house will focus on one specific Phase One project and the public is invited to attend both meetings. At the open houses, you will learn more about the RPM Phase One projects, anticipated project benefits and impacts that are being studied as part of the Environmental Assessments for each project, and have the opportunity to provide feedback.

Learn More About the Projects!

The CTA encourages you to visit the <u>RPM webpage</u> to get more information about RPM and the Phase One Projects. The RPM improvements are one part of the <u>Red Ahead</u> Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled rail line.

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Thank you for your continued interest.

RPM Program Team
Chicago Transit Authority

When and Where?

Lawrence to Bryn Mawr Modernization Wednesday, May 21, 2014 5:30 to 7:30 p.m.

Truman Community College -Wilson Lobby 1145 W. Wilson Ave Chicago, IL 60640

This location is served by: CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway.

Red-Purple Bypass
Thursday, May 22, 2014
5:30 to 7:30 p.m.

19th District Police Department 850 W. Addison Street Chicago, IL 60613

This location is served by: CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted.

The facilities are accessible to people with disabilities.

visit <u>www.transitchicago.com/rpmproject</u> • email <u>RPM@transitchicago.com</u>
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OPEN HOUSES

on Red and Purple Modernization (RPM) Phase One Projects

Since the last RPM open house meeting in February 2012, CTA has been evaluating the benefits and potential impacts of the RPM improvements. We would like to share with you information about the proposed first phase of RPM improvements, which would include two main projects:

- Red-Purple Bypass: Construction of a rail bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- Lawrence to Bryn Mawr Modernization: Modernizing over one mile of rail track and completely rebuilding four aging stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, including adding elevators at each station to make them accessible to customers with disabilities and limited mobility.

Attend Both Open Houses

Each open house will focus on one specific Phase One project and the public is invited to attend both meetings. At the open houses, you will learn more about the RPM Phase One projects, anticipated project benefits and impacts that are being studied as part of the Environmental Assessments for each project, and have an early opportunity to provide feedback.

Learn More About the Projects!

The CTA encourages you to visit the RPM webpage to get more information about RPM and the Phase One Projects. The RPM improvements are one part of the Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled rail line. Thank you for your continued interest.

RPM Program Team
Chicago Transit Authority

When and Where?

Lawrence to Bryn Mawr Modernization Wednesday, May 21, 2014 5:30 to 7:30 p.m.

Truman Community College -Wilson Lobby 1145 W. Wilson Ave Chicago, IL 60640

This location is served by: CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway.

Red-Purple Bypass Thursday, May 22, 2014 5:30 to 7:30 p.m.

19th District Police Department 850 W. Addison Street Chicago, IL 60613

This location is served by: CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted.

The facilities are accessible to people with disabilities.

Do you require assistance?

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CTA Open Houses

Red and Purple Modernization Phase One Projects

At the Red and Purple Modernization (RPM) open houses, you will learn more about the RPM Phase One Projects, anticipated project benefits and impacts, and have the opportunity to provide feedback. RPM improvements are part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

What's new with RPM?

The open houses will provide information about the projects proposed in the first phase of RPM, which would include two main components:

- **1. Red-Purple Bypass:** Construction of a rail bypass north of the Belmont station to allow for an increase in rail service and eliminate delays where the Red, Purple, and Brown lines all intersect.
- **2. Lawrence to Bryn Mawr Modernization:** Modernizing over one mile of rail track and completely rebuilding four aging stations: Lawrence, Argyle, Berwyn, and Bryn Mawr.

Lawrence to Bryn Mawr Modernization Wednesday, May 21, 2014 5:30pm to 7:30pm

Truman Community College – Wilson Lobby* 1145 W. Wilson Avenue, Chicago

Red-Purple Bypass Thursday, May 22, 2014 5:30pm to 7:30pm

19th District Police Department* 850 W. Addison Street, Chicago

Each open house will focus on one specific Phase One project and the public is invited to attend both meetings. Learn more about the projects at transitchicago.com/rpmproject.

*Facility accessible to people with disabilities

transitchicago.com

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891) Transit Information: 312-836-7000; RTA TTY: 312-836-4949



Chicago Transit Authority: RPM Phase One Flyer Distribution

Goal:

Distribute flyers (1 page 8.5 x 11) and postcards to local businesses and public facilities (e.g. libraries or park buildings) regarding the Red and Purple Modernization (RPM) Phase One Projects. The flyers and postcards announce public open houses being held on the two RPM Phase One Projects – the Red-Purple Bypass and the Lawrence to Bryn Mawr Modernization Project.

What to Do:

- Leave 1 flyer and approximately 5 postcards per business in target areas. If business requests more, leave up to 10 postcards.
- Feel free to hand out individual postcards to people on the street, on the train, or on buses.
- Upon entering the business, team members should politely request to the staff person, manager, or business owner whether flyers and postcards can be left on site or if there is a place to post the flyers. If the business does not want flyers left there, then team members should not engage in any further discussion and leave immediately.

Target Areas: Each team of 2 people will target businesses along the RPM Phase One corridor located within approximately ¼ mile of a Red Line 'L' station.

• **Team 1:** Belmont station (Sheffield)

• **Team 2:** Belmont station (Clark)

• Team 3: Addison station

• Team 4: Lawrence station

• **Team 5:** Berwyn/Argyle stations

• Team 6: Bryn Mawr station

Target Date: Saturday, May 17, 2014 during the day

More Info about the RPM Phase One Project:

The Red and Purple Modernization (RPM) Program is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. RPM Project would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve customer service for generations to come.

The first phase of RPM includes two projects:

- 1. <u>Red-Purple Bypass Project</u>: Construction of the Red-Purple Bypass north of the Belmont station to eliminate delays.
- 2. <u>Lawrence to Bryn Mawr Modernization Project</u>: Completely rebuilding four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and Hollywood Avenues.

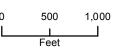
CTA is holding two open houses, one for each of the Phase One projects, for the public to learn more about the RPM Phase One Projects, anticipated project benefits and impacts, and have the opportunity to provide feedback. Each open house will be focused on one of the Phase One projects; community members are invited to attend both open houses.

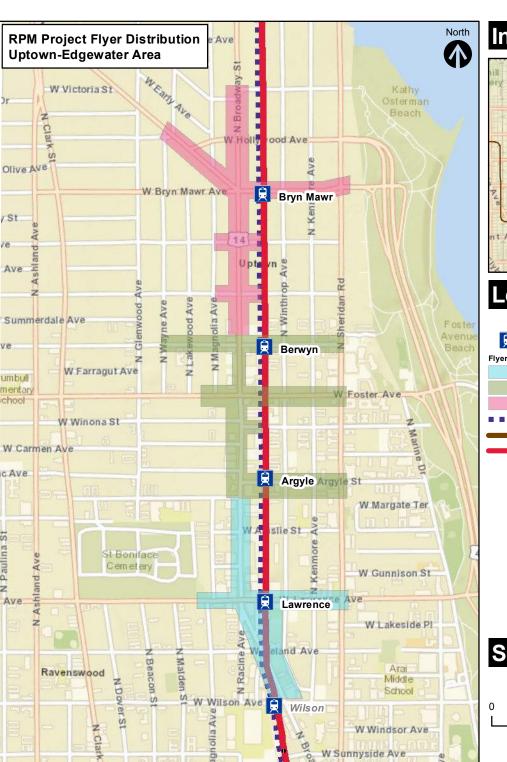




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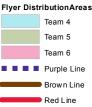




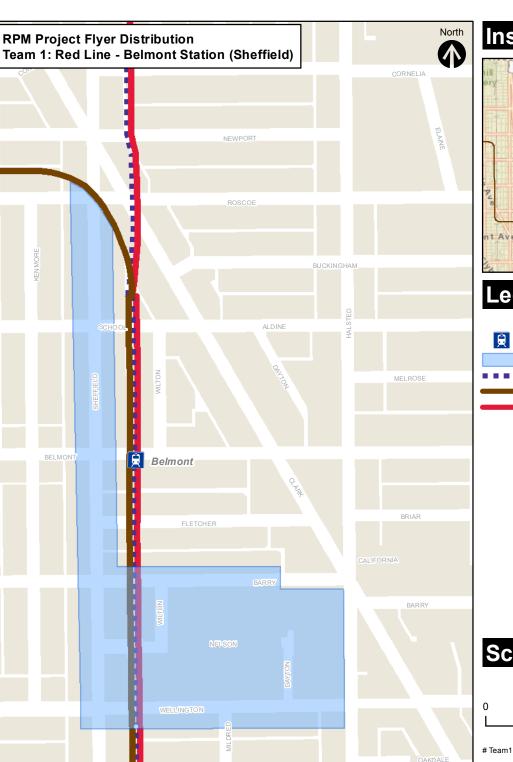


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CTA Rail Station





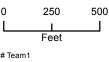


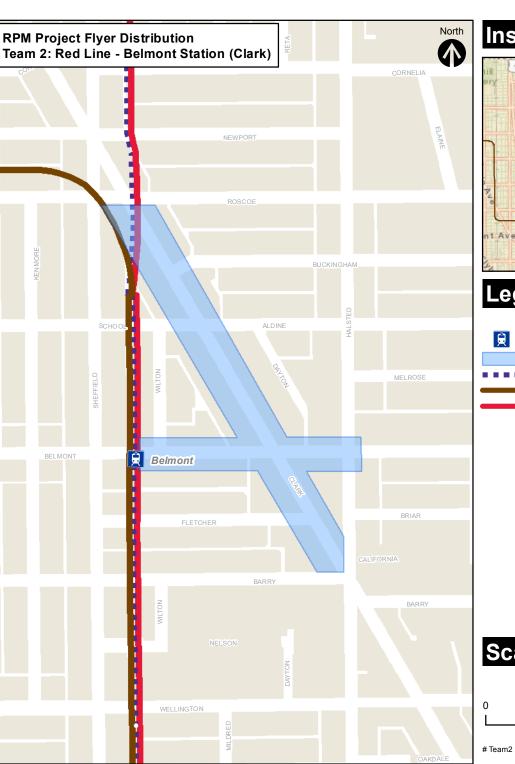


Legend



CTA Rail Station





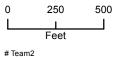


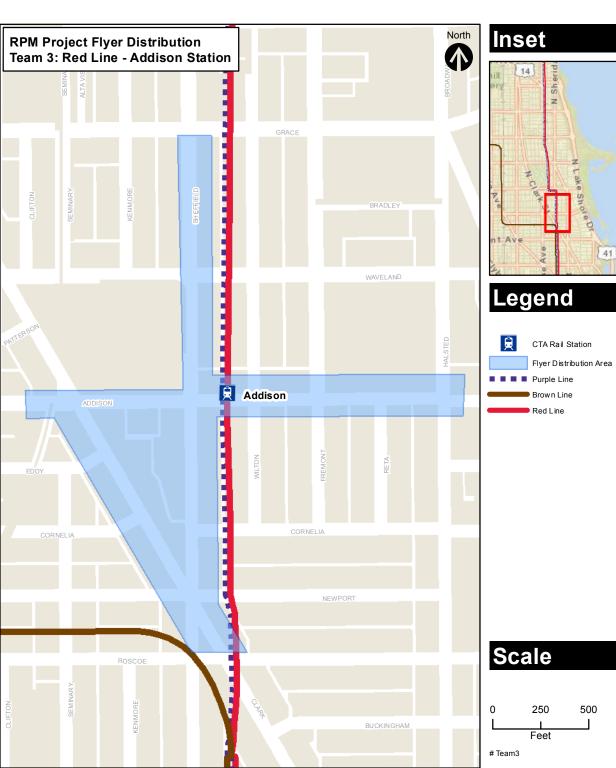
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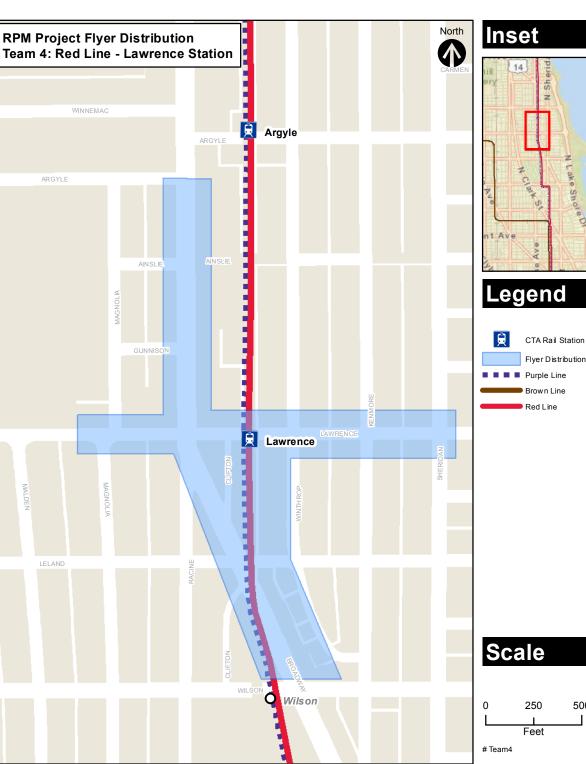


Red Line

CTA Rail Station



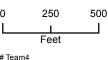


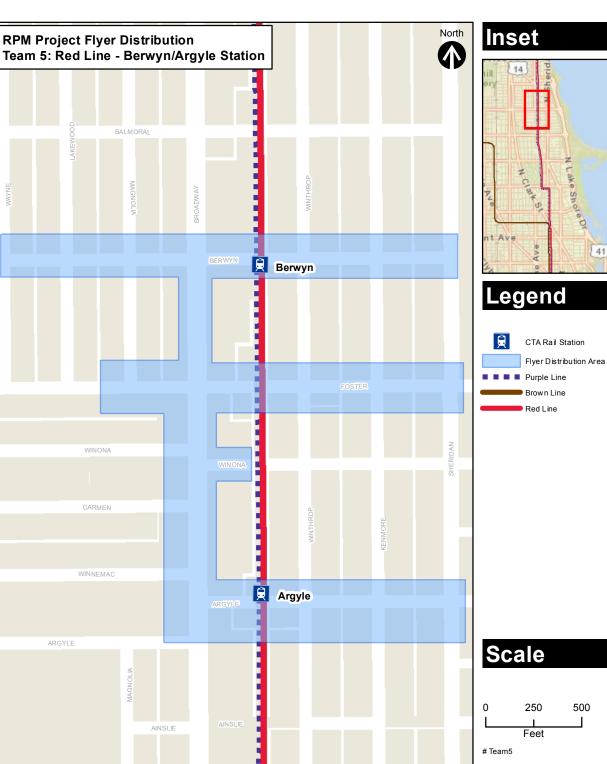




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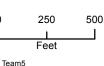


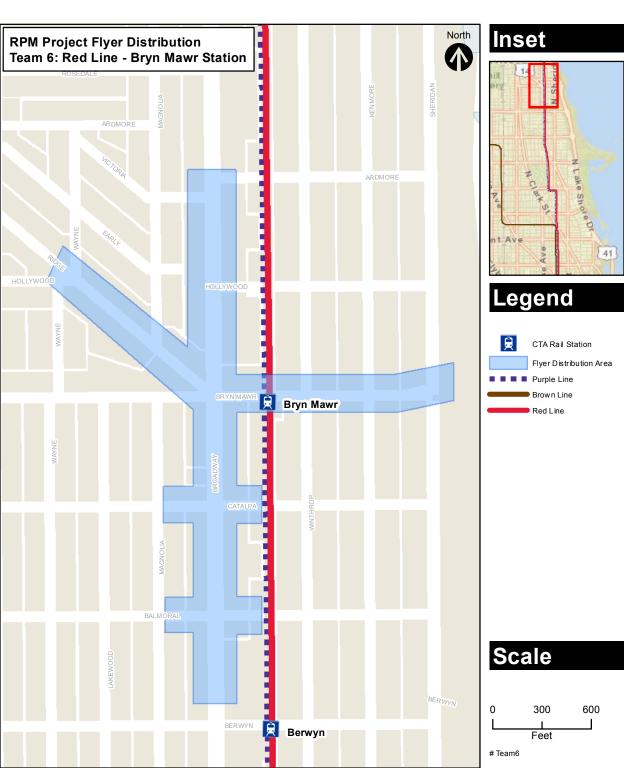




Legend

Brown Line Red Line







Appendix B Community Outreach

Community Meeting Summaries

Community Group Correspondence

Potential Displacements Outreach Letters





Appendix B Community Outreach

Community Meeting Summaries

Community Group Correspondence

Potential Displacements Outreach Letters





Meeting Summary

Date: Tuesday, April 29, 2014

Meeting: CTA with Uptown United

Meeting Purpose: CTA to share proposed RPM Phase One improvements and identify

areas of community concern

Present:

Alyssa Berman-Cutler, Uptown United Steve Hands, Chicago Transit Authority Jeff Wilson, Chicago Transit Authority Jenifer Palmer, CWC Transit Group

Time: 9:00 am to 10:00 am

Location: Uptown United, 4753 N. Broadway Street, Suite 822, Chicago, IL

Presentation Highlights

CTA staff provided and overview of the Red and Purple Modernization Program (RPM) and the proposed Phase One projects: Lawrence to Bryn Mawr Modernization and the Red-Purple Bypass. Representatives from the CTA discussed:

RPM Program Overview

The RPM Program is a 9.6-mile corridor wide improvement and modernization of aging track, structures and stations on one of Chicago's heaviest traveled lines, accounting for one in every five CTA train rides. RPM is one part of CTA's overall Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled line. The overall goals of RPM are to expand capacity, speed service, improve accessibility, modernize the existing system, thereby supporting continued economic development in the corridor and improving customer service. CTA is pursuing a wide range of local, state and federal sources to fund the RPM program. The RPM Phase One projects are estimated to cost approximately \$1.7B and these projects are currently listed as the first and only eligible "core capacity" expansion projects in the nation, a new federal funding source identified in the most recent update of the national transportation bill (MAP-21).

RPM Phase One

A massive, multi-stage program, RPM is proposed to be completed in phases to provide the greatest amount of capacity improvements in a time expected by the public who relies on this line for meeting their travel needs. Phase One is proposed to include construction of a Red-Purple Bypass just north of Belmont Station to eliminate delays where the Red, Purple and Brown lines all intersect. This is a major bottleneck in the CTA system, and will allow for reduction in delay and enhancement of core capacity on all three lines. The second project in Phase One includes rebuilding four aging stations from Lawrence to Bryn Mawr and rebuilding all tracks, support structures, bridges and viaducts between Leland Avenue and Hollywood Avenue. The new stations would resolve a 2+ mile gap in ADA accessible stations along the rail line by widening stations and providing modern amenities, and would significantly improve train speeds and service reliability. Interim improvements to tracks and signal systems throughout the RPM corridor are also planned to complement these two major projects.

CTA is preparing an Environmental Assessment (EA)

CTA has been evaluating the project alternatives as part of the overall RPM vision and is beginning the environmental assessment (EA) to evaluate the potential positive and negative environmental impacts of construction and operation of each Phase One project. Information from the assessments along with public input will help to shape the project design and will determine any appropriate mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EA, a public hearing will be held (tentatively in Spring 2015) to share the findings of the EA. This early community outreach has been planned to provide an early and continuous outreach process for obtaining community feedback throughout the process.

Questions and Comments from Meeting Participants

- Discussion ensued concerning potential project displacements, including
 constructive use of parking lots near the Lawrence station as well as the need to
 take the Sun Center Plaza to accommodate the track realignment on the west
 end. CTA staff noted that for the majority of the Lawrence to Bryn Mawr
 Modernization project, alley spanning on the east side was identified to minimize
 impacts to adjacent properties along the corridor. At Lawrence, west side
 alignment was chosen to avoid impacts to the historic Aragon Ballroom along the
 east side of the existing track.
- Discussion ensued regarding station improvements and conditions through construction. While exact station closure timeframes are not yet known, continued access during any station closure would be provided through the planned newly constructed Wilson Station.
- It was noted that the Alderman's office, City of Chicago, and Chicago Department
 of Transportation are all working on plans in the Lawrence area and Ms. BermanCutler requested that CTA continue to work with these entities to coordinate
 plans for economic development.

Follow Ups

- Project materials, including handouts and flyers about the open house meetings
 planned for the RPM Phase One projects were provided to get the word out about
 this project and pass along information to community group constituents.
- CTA will continue to work with community groups through the environmental
 analysis process and into the design, and will be working through Government
 and Community Relations staff to provide updates on project development to
 community groups throughout project development. The RPM project website
 and email list are also being updated through this process and CTA encourages
 community group members to sign up for this list.



Meeting Summary

Date: Monday, May 5, 2014

Meeting: CTA with Asian Human Services

Meeting Purpose: CTA to share proposed RPM Phase One improvements and identify

areas of community concern

Present:

Pam Branson, Asian Human Services Jeff Wilson, Chicago Transit Authority Jenifer Palmer, CWC Transit Group

Time: 10:00 am to 11:00 am

Location: Asian Human Services, 4753 N. Broadway Street, Suite 600, Chicago, IL

Presentation Highlights

CTA staff provided and overview of the Red and Purple Modernization Program (RPM) and the proposed Phase One projects: Lawrence to Bryn Mawr Modernization and the Red-Purple Bypass. Representatives from the CTA discussed:

RPM Program Overview

The RPM Program is a 9.6-mile corridor wide improvement and modernization of aging track, structures and stations on one of Chicago's heaviest traveled lines, accounting for one in every five CTA train rides. RPM is one part of CTA's overall Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled line. The overall goals of RPM are to expand capacity, speed service, improve accessibility, modernize the existing system, thereby supporting continued economic development in the corridor and improving customer service. CTA is pursuing a wide range of local, state and federal sources to fund the RPM program. The RPM Phase One projects are estimated to cost approximately \$1.7B and these projects are currently listed as the first and only eligible "core capacity" expansion projects in the nation, a new federal funding source identified in the most recent update of the national transportation bill (MAP-21).

RPM Phase One

A massive, multi-stage program, RPM is proposed to be completed in phases to provide the greatest amount of capacity improvements in a time expected by the public who relies on this line for meeting their travel needs. Phase One is proposed to include construction of a Red-Purple Bypass just north of Belmont Station to eliminate delays where the Red, Purple and Brown lines all intersect. This is a major bottleneck in the CTA system, and will allow for reduction in delay and enhancement of core capacity on all three lines. The second project in Phase One includes rebuilding four aging stations from Lawrence to Bryn Mawr and rebuilding all tracks, support structures, bridges and viaducts between Leland Avenue and Hollywood Avenue. The new stations would resolve a 2+ mile gap in ADA accessible stations along the rail line by widening stations and providing modern amenities, and would significantly improve train speeds and service reliability. Interim improvements to tracks and signal systems throughout the RPM corridor are also planned to complement these two major projects.

CTA is preparing an Environmental Assessment (EA)

CTA has been evaluating the project alternatives as part of the overall RPM vision and is beginning the environmental assessment (EA) to evaluate the potential positive and negative environmental impacts of construction and operation of each Phase One project. Information from the assessments along with public input will help to shape the project design and will determine any appropriate mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EA, a public hearing will be held (tentatively in Spring 2015) to share the findings of the EA. This early community outreach has been planned to provide an early and continuous outreach process for obtaining community feedback throughout the process.

Questions and Comments from Meeting Participants

- CTA staff went over potential impacts from the project, including displacements
 anticipated, noise impacts and design options available, and construction impacts
 including station closures that will be needed at different times. The project
 involves modernization, not just temporary interim improvements that have been
 done in the past, which will ensure a long term solution for providing service in
 the corridor and minimize continual maintenance to just keep the rail line and
 stations operable and safe.
- Discussion ensured about amenities to be provided through the stations improvements. A number of Asian Human Services constituents and staff ride the CTA and would be very excited to have greater accessibility, lighting and other amenities, particularly at the Lawrence Station. Improving service speed and reliability is also desirable to make the Red Line a viable option.
- Asian Human Services appreciated CTA taking the time to go over the project details and will post information on the upcoming public open houses to encourage attendance. CTA noted that they will be added to the project email list to continue to obtain information as the project develops. Government and Community Relations staff will also continue to follow up to community groups as

the project develops, particularly prior to service changes or stations closures so that community members continue to be apprised of impacts.

Follow Ups

- Project materials, including handouts and flyers about the open house meetings
 planned for the RPM Phase One projects were provided to get the word out about
 this project and pass along information to community group constituents.
- CTA will continue to work with community groups through the environmental
 analysis process and into the design, and will be working through Government
 and Community Relations staff to provide updates on project development to
 community groups throughout project development. The RPM project website
 and email list are also being updated through this process and CTA encourages
 community group members to sign up for this list.



Meeting Summary

Date: Friday, May 9, 2014

Meeting: CTA with 48th Ward Business Owners

Meeting Purpose: CTA to share proposed RPM Phase One improvements and identify

areas of community concern

Time: 9:00 am to 11:00 am

Location: Nookie's Restaurant, 1100 W. Bryn Mawr Avenue, Chicago, IL

Presentation Highlights

At the request of the Alderman's office, CTA staff were present to provide an overview of the RPM Phase One improvements planned as part of an overall business owner update meeting which also addressed upcoming City water projects and other matters of business concerns in the community:

RPM Program Overview

The RPM Program is a 9.6-mile corridor wide improvement and modernization of aging track, structures and stations on one of Chicago's heaviest traveled lines, accounting for one in every five CTA train rides. RPM is one part of CTA's overall Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most traveled line. The overall goals of RPM are to expand capacity, speed service, improve accessibility, modernize the existing system, thereby supporting continued economic development in the corridor and improving customer service. CTA is pursuing a wide range of local, state, and federal sources to fund the RPM program. The RPM Phase One projects are estimated to cost approximately \$1.7B and these projects are currently listed as the first and only eligible "core capacity" expansion projects in the nation, a new federal funding source identified in the most recent update of the national transportation bill (MAP-21).

RPM Phase One

A massive, multi-stage program, RPM is proposed to be completed in phases to provide the greatest amount of capacity improvements in a time expected by the public who relies on this line for meeting their travel needs. Phase One is proposed to include construction of a Red-Purple Bypass just north of Belmont Station to eliminate delays where the Red, Purple and Brown lines all intersect.

This is a major bottleneck in the CTA system, and will allow for reduction in delay and enhancement of core capacity on all three lines. The second project in Phase One includes rebuilding four aging stations from Lawrence to Bryn Mawr and rebuilding all tracks, support structures, bridges and viaducts between Leland Avenue and Hollywood Avenue. The new stations would resolve a 2+ mile gap in ADA accessible stations along the rail line by widening stations and providing modern amenities, and would significantly improve train speeds and service reliability. Interim improvements to tracks and signal systems throughout the RPM corridor are also planned to complement these two major projects.

• CTA is preparing an Environmental Assessment

CTA has been evaluating the project alternatives as part of the overall RPM vision and is beginning the environmental assessment (EA) to evaluate the potential positive and negative environmental impacts of construction and operation of each Phase One project. Information from the assessments along with public input will help to shape the project design and will determine any appropriate mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EA, a public hearing will be held (tentatively in Spring 2015) to share the findings of the EA. This early community outreach has been planned to provide an early and continuous outreach process for obtaining community feedback throughout the process.

Questions and Comments from Meeting Participants

- Participants were excited about improvements to ADA accessibility at the station and to learn that an auxiliary entrance would be provided at the Byrn Mawr station at Hollywood Avenue. There is a desire for both up and down escalators at the station for additional accessibility and amenities. Attendees liked the idea of removal of existing piers that block access crossing the street at the existing station and are impediments to sight lines and access for existing local business.
- Some attendees asked questions about noise mitigation and design options. One
 question concerned whether it was possible to enclose the entire line to reduce
 noise. CTA will consider a number of noise mitigation options to reduce noise and
 vibration in the corridor, including things like noise walls as are found at Belmont
 station, and closed deck/welded rail options. However, enclosure of the entire
 track and trains is not desirable to passengers.
- Clarification between recent improvements to other stations in the RPM corridor
 and differences proposed as part of this project were requested. CTA noted that
 upgrades to the seven stations recently completed along the Red Line consisted
 of interim improvements, whereas the proposed RPM Phase One project is a
 complete modernization of the track, structures and stations which will enhance
 core capacity, service reliability, and customer comfort for years to come. This
 will mean less interim improvements needed in the future that could disrupt the
 community.
- Discussion ensued about station closures and business impacts. CTA will
 continue to work with the Alderman's office throughout this project to develop a
 marketing plan for construction impacts. This is of utmost importance to the

Alderman, and some of the elements implemented during the seven stations upgrades will also be used here to reduce impacts during construction.

Follow Ups

- Project materials, including factsheets, handouts and flyers about the open house meetings planned for the RPM Phase One projects were provided to get the word out about this project and pass along information to community group constituents.
- CTA will continue to work with the Alderman's office and community groups
 through the environmental analysis process and into the design, and will be
 working through Government and Community Relations staff to provide updates
 on project development to community groups throughout project development.
 The RPM project website and email list are also being updated through this
 process and CTA encourages community group members to sign up for this list.



Meeting Summary

Date: Friday, May 9, 2014

Meeting: CTA with Edgewater Chamber of Commerce

Meeting Purpose: CTA to share proposed RPM Phase One improvements and identify

areas of community concern

Present:

Ally Brisbin, Edgewater Chamber of Commerce Katrina Balog, Edgewater Chamber of Commerce Mike McLaughlin, Chicago Transit Authority Jeff Wilson, Chicago Transit Authority Jenifer Palmer, CWC Transit Partners

Time: 2:00 pm to 3:00 pm

Location: Edgewater Chamber of Commerce, 1210 W. Rosedale Avenue, Chicago, IL

Presentation Highlights

CTA staff provided and overview of the Red and Purple Modernization Program (RPM) and the proposed Phase One projects: Lawrence to Bryn Mawr Modernization and the Red-Purple Bypass. Representatives from the CTA discussed:

RPM Program Overview

The RPM Program is a 9.6-mile corridor wide improvement and modernization of aging track, structures and stations on one of Chicago's heaviest traveled lines, accounting for one in every five CTA train rides. RPM is one part of CTA's overall Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled line. The overall goals of RPM are to expand capacity, speed service, improve accessibility, modernize the existing system, thereby supporting continued economic development in the corridor and improving customer service. CTA is pursuing a wide range of local, state and federal sources to fund the RPM program. The RPM Phase One projects are estimated to cost approximately \$1.7B and these projects are currently listed as the first and only eligible "core capacity" expansion projects in the nation, a new federal funding source identified in the most recent update of the national transportation bill (MAP-21).

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A massive, multi-stage program, RPM is proposed to be completed in phases to provide the greatest amount of capacity improvements in a time expected by the public who relies on this line for meeting their travel needs. Phase One is proposed to include construction of a Red-Purple Bypass just north of Belmont Station to eliminate delays where the Red, Purple and Brown lines all intersect. This is a major bottleneck in the CTA system, and will allow for reduction in delay and enhancement of core capacity on all three lines. The second project in Phase One includes rebuilding four aging stations from Lawrence to Bryn Mawr and rebuilding all tracks, support structures, bridges and viaducts between Leland Avenue and Hollywood Avenue. The new stations would resolve a 2+ mile gap in ADA accessible stations along the rail line by widening stations and providing modern amenities, and would significantly improve train speeds and service reliability. Interim improvements to tracks and signal systems throughout the RPM corridor are also planned to complement these two major projects.

CTA is preparing an Environmental Assessment (EA)

CTA has been evaluating the project alternatives as part of the overall RPM vision and is beginning the environmental assessment (EA) to evaluate the potential positive and negative environmental impacts of construction and operation of each Phase One project. Information from the assessments along with public input will help to shape the project design and will determine any appropriate mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EA, a public hearing will be held (tentatively in Spring 2015) to share the findings of the EA. This early community outreach has been planned to provide an early and continuous outreach process for obtaining community feedback throughout the process.

Questions and Comments from Meeting Participants

- CTA went over potential impacts of the project, noting displacements required for either track realignment or construction staging in the Lawrence to Bryn Mawr Modernization project limits. Edgewater Chamber of Commerce understands the need for property acquisition and asked that CTA continue to work with the Alderman's office in coordinating those elements.
- Question arose regarding whether consolidation of the Thorndale station is planned. This is not included in the RPM Phase One improvements and station consolidations are not under consideration as part of the Phase One projects. Subsequent phases have not been identified at this time and consolidation is not being further considered at this time.
- Attendees were intrigued by the removal of existing piers at the stations, noting it
 would enhance safety for those attempting to cross the street. They asked that
 CTA continue to work on traffic calming and signage to ensure that crossings
 would be safe and accessible.
- Edgewater Chamber of Commerce appreciates CTA continuing to work through the Alderman's office, Edgewater Chamber of Commerce, and Edgewater Development Corporation as this project develops. Economic development is of

key importance in the community and these projects tend to support other plans within the community.

Follow Ups

- Project materials, including factsheets, handouts and flyers about the open house meetings planned for the RPM Phase One projects were provided to get the word out about this project and pass along information to community group constituents.
- CTA will continue to work with the Alderman's office and community groups
 through the environmental analysis process and into the design, and will be
 working through Government and Community Relations staff to provide updates
 on project development to community groups throughout project development.
 The RPM project website and email list are also being updated through this
 process and CTA encourages community group members to sign up for this list.

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Edgewater Development's Dealmakers

Wednesday May 14, 2014

AGENDA

8:00 a.m.

Registration and Networking

8:30 a.m.

Presentation

Welcome/Opening Remarks

Trinette Britt Johnson

Executive Director, Edgewater Development Corp.

Speakers

Scott Saulsberry

Regional VP, Whole Foods Market

Tina Travlos Nihlean

President, Edgewater Development Corporation

Michael Nortman

Principle, Crossroads Development Partners

Dan Tausk

Principle & VP Mid America Group

Michael Palet

Financial Advisor, Wells Fargo

Steve Stone

Retirement Advisor, July Business Services

Paul Foley

Board Member, Edgewater Development Corporation

9:00 a.m.

Networking

9:30 a.m. - 10:30 a.m.

Trolley Tour



Meeting Summary

Date: Wednesday, May 14, 2014

Meeting: CTA with Edgewater Development Corporation

Time: 8:30 am to 11:30 am

Location: LA Fitness, 6107 N. Broadway Street, Chicago, IL

Meeting Format: The Edgewater Development Corporation hosted an Edgewater Development Dealmakers event with business owners and potential property investors. A formal meeting with presentations on new and upcoming planned development plans within the community was conducted and a trolley tour followed. CTA staff were asked to provide a brief presentation of the RPM Phase One improvements planned within the Edgewater Community as part of a trolley tour for attendees.

Meeting Materials: As part of the packets and gift bags included at this event, CTA project materials and information on the upcoming RPM Phase One open houses was provided and referenced through the trolley tour. Attendees were made aware of the project website and email list to keep apprised of project details

Attachments: Dealmakers Event Agenda; No sign in sheet provided



Meeting Summary

Date: Wednesday, May 14, 2014

Meeting: CTA with Edgewater Environmental Sustainability Project

Meeting Purpose: CTA to share proposed RPM Phase One improvements and identify

areas of community concern

Present:

Derick Anderson Cathy Smith
Anne Comeau Allen Stryczek
Helen Cameron Tricia Van Eck
Leslie Dossey Ginger Williams

Shani Jallah Steve Hands, Chicago Transit Authority Laura Kaliski Erica Lindsay, Chicago Transit Authority

Mary Miro Claudia Lea, CWC Transit Group

Tom Murphy

Time: 9:00 am to 10:00 am

Location: 48th Ward Offices, 5533 N. Broadway Avenue, Chicago, IL

Presentation Highlights

CTA staff provided an overview of the Red and Purple Modernization Program (RPM) and the proposed Phase One projects: Lawrence to Bryn Mawr Modernization and the Red-Purple Bypass. Representatives from the CTA discussed:

RPM Program Overview

The RPM Program is a 9.6-mile corridor wide improvement and modernization of aging track, structures and stations on one of Chicago's heaviest traveled lines, accounting for one in every five CTA train rides. RPM is one part of CTA's overall Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled line. The overall goals of RPM are to expand capacity, speed service, improve accessibility, modernize the existing system, thereby supporting continued economic development in the corridor and improving customer service. CTA is pursuing a wide range of local, state and federal sources to fund the RPM program. The RPM Phase One projects are estimated to cost approximately \$1.7B and these projects are currently listed as

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RPM Phase One

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CTA is preparing an Environmental Assessment

CTA has been evaluating the project alternatives as part of the overall RPM vision and is beginning the environmental assessment (EA) to evaluate the potential positive and negative environmental impacts of construction and operation of each Phase One project. Information from the assessments along with public input will help to shape the project design and will determine any appropriate mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EA, a public hearing will be held (tentatively in Spring 2015) to share the findings of the EA. This early community outreach has been planned to provide an early and continuous outreach process for obtaining community feedback throughout the process.

Questions and Comments from Meeting Participants

- CTA provided additional information on improvements planned to the viaducts that in many cases, are now over 80 years old. Retaining or removal of the embankment will be determined at a later stage of project development (design).
 CTA is working with the Alderman's office and through community group outreach to obtain input on design.
- Some discussion ensued regarding operations of the Purple Line and any
 potential changes to stops. Ultimately, the RPM corridor vision would include
 additional stops at Wilson and Loyola stations which would help to supplement
 Red Line services and improve express service as well as capacity overall.
- Additional clarification was requested on why Thorndale station is not included in the Phase One project area. This station will be addressed as part of future phases of RPM; CTA wishes to move forward with the Phase One projects

- identified as it allows the greatest amount of improvement while minimizing impacts to the overall community and travel needs in the corridor.
- Some discussion ensued regarding the alley spanning concept. Attendees were
 interested in understanding whether this would be open track structure under the
 alleys and whether lighting would be provided. Again, safety is the major concern.
- Attendees were interested in understanding funding for the project, including
 whether fares would be increased and where state or local matches would come
 from. CTA is currently working with state and local officials to secure funding.
 RPM is the first core capacity project in the nation, making it applicable for federal
 dollars
- Some attendees asked about environmental impacts of removal of the embankment (if chosen) and any noise impacts to the improvements to the elevated structure. CTA will be conducting environmental analysis through the fall 2014 to answer these types of questions.
- Some attendees noted the desire from a sustainability perspective for incorporating natural features into the design of stations. Ideas included green roofs or gardens at stations, solar paneling, and/or drainage systems (specifically at Berwyn) where the embankment wall is currently covered in ivy. CTA will incorporate sustainability into design as appropriate.
- In general, the Edgewater Sustainability Project is most focused on elements that improve the safety of the environment.

Follow Ups

- Project materials, including factsheets, handouts and flyers about the open house meetings planned for the RPM Phase One projects were provided to get the word out about this project and pass along information to community group constituents.
- CTA will continue to work with the Alderman's office and community groups
 through the environmental analysis process and into the design, and will be
 working through Government and Community Relations staff to provide updates
 on project development to community groups throughout project development.
 The RPM project website and email list are also being updated through this
 process and CTA encourages community group members to sign up for this list.

Edgewater Environmental Sustainability Project Agenda

Sam to 10am Wednesday, May 14, 2014 at 5533 North Broadway



Agenda Untroductions

CTA Overview: North Red & Purple Modernization Project (CTA Speaker)

One-half hour allocated for Overview.

 EESP Recap – As you all know planning began in 2011 with open houses and public input on future direction

o Basic Rehab and Transfer Stations at Wilson & Loyola were part of initial phase

Modernization status – Final Design and Funding

- Plastic Bag Ban The Chicago City Council on April 30th voted 36-10 to ban plastic
 bags in most stores next year. The ban will go into effect in August 2015 and apply only to
 chain stores defined as a group of three or more that have the same owner -- or franchise
 stores of more than 10,000 square feet. Smaller chain stores and franchises would have to
 drop the plastic bags a year later. Alderman Osterman and O'Connor both voted in favor of
 the ban.
- Clean & Green/Earth Day- Debriefing & Review of Projects Ginger Williams/ Mary Miro
- Green Town Event May 22nd at UIC Student Center EESP members are participating in afternoon panel discussions at different times (called Tracks): Helen Cameron on the "Green Restaurant Movement"; Killian Walsh will participate on the emergence of a "Sustainability Leaders Network" Hanh Pahm, Loyola, is in a session called "My Discards are Your Treasures".
- Green Business Symposium Helen Cameron "Greening Your Bottom Line" Update
 on
 the discussion & businesses that participated
- Other Items

o 6018 North (Van Eck) - Status of various planned activities

o Climate Change (Murphy) - Updated analysis based on An Inconvenient Truth.

Presentation offered by EESP member Mark Mesle

West Ridge Nature Preserve (Comeau/Murphy) Pond Dredging begun; Design finalized and contracts went out to bid April 25th, bids opened May 19th; contract to be awarded August, 2014; construction starts when fence built – tentatively Sept. 2014. Per CPD rep. Bob Foster work will pause during bird migration season for species that regularly use the preserve as a stop-over. To open in 2015

Next EESP Meeting - Wed. June 11, 2014 (9-10 am)

Anne Comeau

Project Co-coordinator

Chair: Parks, Green and Natural Areas and Public Art

Edgewater Environmental Sustainability Project Edgewater Community Council

P.O. Box 60063, Chicago, IL 60660 1516 W. Thorndale Ave.

Chicago, IL 60660

p • 773-441-1323e • annecomeau1@yahoo.com

w • www.edgewater2020.org



Meeting Summary

Date: Tuesday, June 3, 2014

Meeting: CTA Open House for 48th Ward Community

Meeting Purpose: CTA to share proposed RPM Phase One improvements and provide opportunities to share more detailed project information

Sign In Sheet Attachment

Time: 6:00 pm to 7:30 pm

Location: Broadway Armory Park, 5917 N. Broadway Avenue, Chicago, IL

Open House Overview

On June 3, 2014, the Chicago Transit Authority (CTA) hosted a community group meeting at Broadway Armory Park, located near the Thorndale Station within the Lawrence to Bryn Mawr Modernization project area. This meeting was organized at the request of Alderman Harry Osterman (48th Ward) to give residents an opportunity to learn more about the Lawrence to Bryn Mawr Modernization Project as well as to provide feedback. The proposed project to modernize four Red Line stations is part of the first phase of the Red and Purple Modernization (RPM) Program.

Meeting Materials

A total of 26 people signed in at the meeting. Attendees ranged from business owners to advocates for the disabled. Meeting attendees were offered comment cards, a project fact sheet with information about the project and a glossary of terms. Two specific questions were asked on the comment card:

- About which element of this project are you most excited?
- About which element of this project are you most concerned?

A total of seven people completed comment cards at the meeting, while several others noted they would submit their comments later by mail or email.

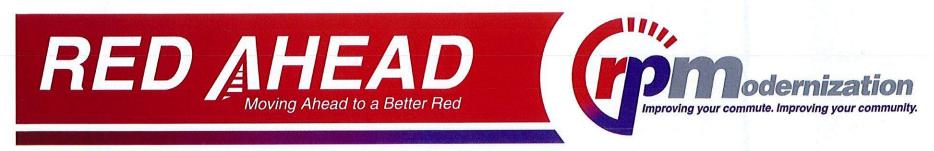
Meeting Structure

Meeting attendees were invited to view the project exhibit boards and speak one-on-one with CTA staff. The open house meeting boards and stations were identical to those provided at the RPM Phase One Open Houses conducted on May 21-22, 2014. Alderman Osterman provided a brief formal project overview and then opened the meeting to a Q&A with CTA staff Carole Morey and Jeff Wilson.

During the Q&A, people voiced concerns about:

- Construction Impacts: How long will stations be closed? Will there be supplemental service available? How will businesses and residents be informed of construction activities?
- Effects on Businesses: Will CTA and the alderman's office work with local businesses to keep them prosperous during the construction phase?
- <u>Design Elements:</u> Questions arose regarding changes to the embankment, platform widths and the visual impacts of track changes.
- Relation to Other Recent Improvements: Questions were asked about how these renovations differ from the Seven Stations upgrades recently completed.

Public feedback gathered at the community meeting will inform the environmental assessment and design of the proposed project.





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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Gronne Kencaid	· (6102 North Winthrop Accago, I L 60660 Ave#2	(3/a) (6/8-2806	Vonn Km @ Yahoo.com	
2	Ben Woodand	DNAinfo. com		425-228-	brooderd a Louinfo.	V 1
3	Sheli Lutkin		HOB 60660	773 465-4394	brooderde drainfo. Sheli. lulkin@ geneil.com	V
4	Katrina Balan	Edgenah Chent	^ 1)		Kafries () lodgenater.	M
5	SusanDennety		1011N. Winthrop		Suzyperidoted hotmail	
6	Maria Signan	SALON ECHO	1134 W. Bryn MAWR	773 989 2358	Salonecho@gmail.com	
7 .	Etern Lynn Newton		6101 N Ofenwood Ave. Engo 60660	22,3		
8	C. Fench	я.	6161 N Winshrop		CF12896000 mul	
9	FRED + ALMA CRUMLISH		1425 W GRANVIUL.	3125041565	e e	
10	Mark Albert		5646 N termin 410	312-912-2717	Markvalbert agmail. con	
11	/ MED EST		4939 N. Winthrop Are		mateo. eckstat @gmail.com	8
12	Francis Co		5855 N. Sheridan Rd	773.885.3853		





fa:	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	130/3/1/505		U300N.SHEPIDAN	773.74.	MAIL COM	
2	Charles Bonillar	Redtuist Theatre	1044 W. Bys Mans	773 728 7529	redtwisttix@ gmail.com	
3	ANN PLEWA		5432 N WINTHIZO	773944 5468	annplewa e yahoo, lom	
4	ERIN SNOW		-1/1	7 7 7 011.1		
5	NANCY FILSON	ASCO	6171 N. SHERIDAN 46/2	773 844		
6	LeRoy BLOMMARD		5833N WINTHROP	713	JL COCHPANISSER YAMOO COM	0.10
7	Tam V. Nguyen	CMAA	1016 W. Argyle Cly II 060610	784-290	tamn O Chirisenute	(hid:0mg
8	Sylvia D. Moore	Carmon-Winora Black Clib		773 334	Syldmoon agahoo	
9	Richard Clough		6033 N Sheridan Rol #43. Chicago IL GOODD	4578	RCLOUG 4554@ Yahoo.com	*
10	Dreve Flores		5225 n. Kemmore 60640	5225-	TEXT	*
11	Ill Hugh		5248 V. Winthop Are		- sillofuwcycho.c	
12	Andrew Suszek		5248 N. Winthrop Ave.		atsuszeko gmail.com	V







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11	Mateo Eckstat		4939 N. Winthrop Ave		mateo. eckstat @gmail. com	
12	Mateo Eckstat Francis Co		5855 N. Sheridan Rd	773-885-3853		







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3	ANN PLEWA		5432 ON WINTHROP	773944 5468	annplewa e yuhoo, lom	
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5	NANCY FILSON	ASCO	6171 N. SHERIDAN 46/2	1706		
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9	Richard Clough	•	6033 N Sheridan Rol #434 Chicago IL 60660	773 334	RCLOUG 4554@ Yahoo.com	
10	Dreve Flores		5225 h. Kenmore 60640	773-879 5225-	TEXT	N N
	Ill Hough		5248 V. Winthop Ave		- ji Wo fuweyelw.com atsuszeko gmail.com	n
	Andrew Suszek		5248 N. Winthrop Ave.		atsuszeko gmail.com	





	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Kashy Gemperle	EHS	5222 N Lakewood	(
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Meeting Summary

Date: Thursday, June 12, 2014

Meeting: CTA meeting with South-East Asia Golden Diners Club

Meeting Purpose: CTA to share proposed RPM Phase One improvements and provide

opportunities to share more detailed project information

Time: 11:30 am to 1:00 pm

Location: South-East Asia Center, 5120 N. Broadway Avenue, Chicago, IL

Presentation Overview

On June 12, 2014, the Chicago Transit Authority (CTA) hosted a community group meeting at the South-East Asia Center, located near the Argyle Station, for the Golden Diners Club. Chicago's Golden Diners Program offers adults over 60 years of age the opportunity to eat a warm, nutritious meal in the company of neighbors while participating in activities scheduled at the site.

This meeting was one of CTA's acts to reach out to key Environmental Justice (EJ) communities and engage them in the public outreach and planning processes of the Red and Purple Modernization (RPM) Program. Meetings with EJ communities provide a forum to frankly discuss Phase One project benefits and impacts as well as attendees' visions for potential community enhancements presented by the RPM projects.

This meeting focused on the Lawrence to Bryn Mawr Modernization project since a large constituency of attendees lives near and uses these stations.

Meeting Structure

Meeting attendees were not required to sign in, however approximately 60 senior citizens from the neighborhood attended the Golden Diners Club lunch and stayed for the RPM presentation that followed.

To facilitate meaningful participation, translators fluent in Vietnamese, Mandarin, and Cantonese were in attendance to translate this information to attendees as well as relay community members' questions to CTA staff. A project video, made available in Chinese and Vietnamese subtitles, was provided in the form of cards with links to the website.

To begin the meeting, CTA staff member Steve Hands provided introductory remarks and an overview of the Lawrence to Bryn Mawr Modernization Project. Following his remarks, CTA opened the floor to a Q&A. He noted to attendees that their input is valuable to the planning process and urged them to ask frank, honest questions with the assistance of the translators.

The Mandarin, Cantonese and Vietnamese translators received questions from the audience, relayed them to Steve and translated back his answers while other CTA staff members took notes and distributed supporting materials.

Meeting Materials

Attendees were given a Lawrence to Bryn Mawr Modernization Project brochure and packets of renderings that showed how the project will look once built. CTA had intended to show a video overview of the RPM Program and the planned Phase One projects with subtitles in Vietnamese, Mandarin and Cantonese. However, the South-East Asia Center did not have the necessary AV equipment. A transcript of the video in both English and these languages was made available to attendees who wanted to learn more.

At the end of the meeting, CTA provided attendees with comment cards to be returned at a later time to the South-East Asia Center or by mail. Two specific questions were asked on the comment card:

- About which element of this project are you most excited?
- About which element of this project are you most concerned?

What We Heard

During the Q&A, people voiced concerns about:

- <u>Project Timeline:</u> When will work on remodeling the four stations begin? Will
 construction work occur on the four stations at the same time, or will they be
 modernized one at a time?
- <u>Project Details:</u> What was the work on the Argyle Station in 2012? How does this differ? Do you have any idea what the displacements/acquired properties will be in this area?
- <u>Design Elements:</u> Could CTA increase lighting and the number of security cameras at the stations for passenger safety?
- <u>Funding:</u> After the RPM Phase One projects are complete, would CTA increase seniors' bus fare to help fund the construction work?

Several attendees also made general comments about CTA improvements such as adding restrooms to Red Line trains and providing more language options at Ventra machines.

Following the open Q&A, CTA offered to listen to meeting attendees and answer their questions in one-on-one breakout sessions.



Appendix B Community Outreach

Community Meeting Summaries

Community Group Correspondence

Potential Displacements Outreach Letters





567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

July 1, 2014

Access Living of Metropolitan Chicago Attn: Community Relations 115 West Chicago Avenue Chicago, IL 60654

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Sir or Madam:

Over the last few months, CTA has been conducting public and community outreach regarding the Red and Purple Modernization (RPM) Program Phase One projects. This major initiative will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. RPM is a massive, multi-stage program that is scheduled to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

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Public open house meetings were held for each project on May 21, 2014 (Lawrence to Bryn Mawr Modernization Project) and May 22, 2014 (Red-Purple Bypass Project) to share information and gather early input from interested citizens. In addition, a number of smaller

community meetings have been held at the request of interested community groups in each project area.

As part of this comprehensive outreach process, CTA Government and Community Relations staff have been in contact with your organization to provide information on the proposed Phase One improvement projects. Based on this outreach, we understand that your organization is not interested in a community group meeting at this time. Enclosed, please find project informational materials for your reference. Please note that we have added your organization to the project email distribution list to continue to keep you apprised of project developments as they occur.

Early public outreach will continue through the summer of 2014. Should you desire CTA to provide a formal presentation to your organization over the summer, please contact Jeff Wilson, Government and Community Relations Officer, at (312) 681-2712 or JWilson@transitchicago.com.

During the fall of 2014, CTA will be conducting environmental analyses for these projects; results of these analyses will be presented at public hearings tentatively scheduled for the spring of 2015. At that time, CTA Government and Community Relations staff will be in contact with your organization to provide information on these projects and the scheduled public hearings.

As these projects develop, we encourage your continued participation and input. Project updates will be provided periodically through the project email distribution list and on the project website at transitchicago.com/rpmproject. You may also request information or provide your comments at any time by contacting:

Chicago Transit Authority Planning, 10th Floor Attn: RPM Program 567 W. Lake Street Chicago, IL 60661-1465

or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson or myself through the project email address.

Sincerely,

Steve Hands Project Manager CTA Planning



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

July 1, 2014

The Salvation Army Metropolitan Division 5040 N. Pulaski Road Chicago, IL 60630

Re: CTA Red and Purple Modernization Program, Phase One Projects

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Sincerely,

Steve Hands Project Manager CTA Planning



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

July 1, 2014

Ms. San O., MSW South-East Asian Center 5120 N. Broadway Street Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Ms. San O.:

Thank you for allowing the CTA to meet with your organization recently to discuss the Red and Purple Modernization (RPM) Program Phase One projects. Over the last few months, CTA has been conducting public and community outreach with your organization and other interested community members to provide information on these exciting projects and solicit early feedback to help inform the development of these projects. The RPM Program is a major initiative that will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. A massive, multi-stage program, RPM is proposed to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

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Sincerely,

Steve Hands Project Manager

CTA Planning



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

July 1, 2014

Ms. Katrina Balog Edgewater Chamber of Commerce 1210 W. Rosedale Avenue Chicago, IL 60660

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Ms. Balog:

Thank you for allowing the CTA to meet with your organization recently to discuss the Red and Purple Modernization (RPM) Program Phase One projects. Over the last few months, CTA has been conducting public and community outreach with your organization and other interested community members to provide information on these exciting projects and solicit early feedback to help inform the development of these projects. The RPM Program is a major initiative that will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. A massive, multi-stage program, RPM is proposed to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

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Steve Hands Project Manager CTA Planning



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

July 1, 2014

Mr. David Filer North Shore Spanish Baptist Church 5158 N. Nagle Avenue Chicago, Illinois 60630

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Mr. Filer:

Over the last few months, CTA has been conducting public and community outreach regarding the Red and Purple Modernization (RPM) Program Phase One projects. This major initiative will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. RPM is a massive, multi-stage program that is scheduled to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

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Sincerely,

Steve Hands Project Manager CTA Planning



July 1, 2014

Ms. Pam Pather-Brunton Asian Human Services 4753 N Broadway Street Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Ms. Pather-Brunton:

Thank you for allowing the CTA to meet with your organization recently to discuss the Red and Purple Modernization (RPM) Program Phase One projects. Over the last few months, CTA has been conducting public and community outreach with your organization and other interested community members to provide information on these exciting projects and solicit early feedback to help inform the development of these projects. The RPM Program is a major initiative that will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. A massive, multi-stage program, RPM is proposed to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

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Sincerely,

Steve Hands Project Manager

CTA Planning



July 1, 2014

Mr. Paul Luu Vietnamese Association of Illinois 5110 N Broadway Street Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Mr. Luu:

Over the last few months, CTA has been conducting public and community outreach regarding the Red and Purple Modernization (RPM) Program Phase One projects. This major initiative will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. RPM is a massive, multi-stage program that is scheduled to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

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As part of this comprehensive outreach process, CTA Government and Community Relations staff have been in contact with your organization to provide information on the proposed Phase One improvement projects. Based on this outreach, we understand that your organization is not interested in a community group meeting at this time. Enclosed, please find project informational materials for your reference. Please note that we have added your organization to the project email distribution list to continue to keep you apprised of project developments as they occur.

Early public outreach will continue through the summer of 2014. Should you desire CTA to provide a formal presentation to your organization over the summer, please contact Jeff Wilson, Government and Community Relations Officer, at (312) 681-2712 or JWilson@transitchicago.com.

During the fall of 2014, CTA will be conducting environmental analyses for these projects; results of these analyses will be presented at public hearings tentatively scheduled for the spring of 2015. At that time, CTA Government and Community Relations staff will be in contact with your organization to provide information on these projects and the scheduled public hearings.

As these projects develop, we encourage your continued participation and input. Project updates will be provided periodically through the project email distribution list and on the project website at transitchicago.com/rpmproject. You may also request information or provide your comments at any time by contacting:

Chicago Transit Authority Planning, 10th Floor Attn: RPM Program 567 W. Lake Street Chicago, IL 60661-1465

or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson or myself through the project email address.

Sincerely,

Steve Hands Project Manager CTA Planning



July 1, 2014

Mr. Ryan Arakar Chinese Mutual Aid Association 1016 W Argyle St Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Mr. Arakar:

Over the last few months, CTA has been conducting public and community outreach regarding the Red and Purple Modernization (RPM) Program Phase One projects. This major initiative will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. RPM is a massive, multi-stage program that is scheduled to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

- The Red-Purple Bypass Project would construct a new bypass north of the Belmont station to expand capacity and increase train speed where the Red, Purple, and Brown lines all intersect.
- The Lawrence to Bryn Mawr Modernization Project would expand, modernize and add Americans with Disabilities Act (ADA) access (including elevators) to the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. The project also includes fully modernizing the 90+ year old track infrastructure from Leland Avenue on the south to approximately Ardmore Avenue on the north.

Phase One will also include corridor signal improvements from approximately Belmont to Granville stations as well as continued interim improvements to track and structures from the Linden station to Belmont station.

Public open house meetings were held for each project on May 21, 2014 (Lawrence to Bryn Mawr Modernization Project) and May 22, 2014 (Red-Purple Bypass Project) to share information and gather early input from interested citizens. In addition, a number of smaller

community meetings have been held at the request of interested community groups in each project area.

As part of this comprehensive outreach process, CTA Government and Community Relations staff have been in contact with your organization to provide information on the proposed Phase One improvement projects. Based on this outreach, we understand that your organization is not interested in a community group meeting at this time. Enclosed, please find project informational materials for your reference. Please note that we have added your organization to the project email distribution list to continue to keep you apprised of project developments as they occur.

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or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson or myself through the project email address.

Sincerely,

Steve Hands Project Manager CTA Planning



July 1, 2014

Ms. Alyssa Berman Uptown United 4753 N. Broadway Street, Suite 822 Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Ms. Berman:

Thank you for allowing the CTA to meet with your organization recently to discuss the Red and Purple Modernization (RPM) Program Phase One projects. Over the last few months, CTA has been conducting public and community outreach with your organization and other interested community members to provide information on these exciting projects and solicit early feedback to help inform the development of these projects. The RPM Program is a major initiative that will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. A massive, multi-stage program, RPM is proposed to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

- The Red-Purple Bypass Project would construct a new bypass north of the Belmont station to expand capacity and increase train speed where the Red, Purple, and Brown lines all intersect.
- The Lawrence to Bryn Mawr Modernization Project would expand, modernize and add Americans with Disabilities Act (ADA) access (including elevators) to the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. The project also includes fully modernizing the 90+ year old track infrastructure from Leland Avenue on the south to approximately Ardmore Avenue on the north.

Phase One will also include corridor signal improvements from approximately Belmont to Granville stations as well as continued interim improvements to track and structures from the Linden station to Belmont station.

In addition to these smaller focused community group meetings, public open house meetings were held for each project on May 21, 2014 (Lawrence to Bryn Mawr Modernization Project) and May 22, 2014 (Red-Purple Bypass Project) to share information and gather early input from interested citizens.

Early public outreach will continue through the summer of 2014. During the fall of 2014, CTA will be conducting environmental analyses for these projects; results of these analyses will be presented at public hearings tentatively scheduled for the spring of 2015. At that time, CTA Government and Community Relations staff will be in contact with your organization to provide updated information on these projects and the scheduled public hearings.

As these projects develop, we encourage your continued participation and input. Project updates will be provided periodically through the project email distribution list and on the project website at transitchicago.com/rpmproject. You may also request information or provide your comments at any time by contacting:

Chicago Transit Authority Planning, 10th Floor Attn: RPM Program 567 W. Lake Street Chicago, IL 60661-1465

or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson (business card enclosed) or myself through the project email address.

Sincerely,

Steve Hands Project Manager

CTA Planning



July 1, 2014

Uptown Chicago Commission 937 West Lakeside Place Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Sir or Madam:

Over the last few months, CTA has been conducting public and community outreach regarding the Red and Purple Modernization (RPM) Program Phase One projects. This major initiative will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. RPM is a massive, multi-stage program that is scheduled to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

- The Red-Purple Bypass Project would construct a new bypass north of the Belmont station to expand capacity and increase train speed where the Red, Purple, and Brown lines all intersect.
- The Lawrence to Bryn Mawr Modernization Project would expand, modernize and add Americans with Disabilities Act (ADA) access (including elevators) to the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. The project also includes fully modernizing the 90+ year old track infrastructure from Leland Avenue on the south to approximately Ardmore Avenue on the north.

Phase One will also include corridor signal improvements from approximately Belmont to Granville stations as well as continued interim improvements to track and structures from the Linden station to Belmont station.

Public open house meetings were held for each project on May 21, 2014 (Lawrence to Bryn Mawr Modernization Project) and May 22, 2014 (Red-Purple Bypass Project) to share information and gather early input from interested citizens. In addition, a number of smaller

community meetings have been held at the request of interested community groups in each project area.

As part of this comprehensive outreach process, CTA Government and Community Relations staff have been in contact with your organization to provide information on the proposed Phase One improvement projects. Based on this outreach, we understand that your organization is not interested in a community group meeting at this time. Enclosed, please find project informational materials for your reference. Please note that we have added your organization to the project email distribution list to continue to keep you apprised of project developments as they occur.

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Chicago Transit Authority Planning, 10th Floor Attn: RPM Program 567 W. Lake Street Chicago, IL 60661-1465

or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson or myself through the project email address.

Sincerely,

Steve Hands Project Manager CTA Planning



July 1, 2014

Ms. Trinette Johnson Edgewater Development Corporation 1106-08 West Bryn Mawr Avenue Chicago, IL 60660

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Ms. Johnson:

Thank you for allowing the CTA to meet with your organization recently to discuss the Red and Purple Modernization (RPM) Program Phase One projects. Over the last few months, CTA has been conducting public and community outreach with your organization and other interested community members to provide information on these exciting projects and solicit early feedback to help inform the development of these projects. The RPM Program is a major initiative that will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. A massive, multi-stage program, RPM is proposed to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

- The Red-Purple Bypass Project would construct a new bypass north of the Belmont station to expand capacity and increase train speed where the Red, Purple, and Brown lines all intersect.
- The Lawrence to Bryn Mawr Modernization Project would expand, modernize and add Americans with Disabilities Act (ADA) access (including elevators) to the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. The project also includes fully modernizing the 90+ year old track infrastructure from Leland Avenue on the south to approximately Ardmore Avenue on the north.

Phase One will also include corridor signal improvements from approximately Belmont to Granville stations as well as continued interim improvements to track and structures from the Linden station to Belmont station.

In addition to these smaller focused community group meetings, public open house meetings were held for each project on May 21, 2014 (Lawrence to Bryn Mawr Modernization Project) and May 22, 2014 (Red-Purple Bypass Project) to share information and gather early input from interested citizens.

Early public outreach will continue through the summer of 2014. During the fall of 2014, CTA will be conducting environmental analyses for these projects; results of these analyses will be presented at public hearings tentatively scheduled for the spring of 2015. At that time, CTA Government and Community Relations staff will be in contact with your organization to provide updated information on these projects and the scheduled public hearings.

As these projects develop, we encourage your continued participation and input. Project updates will be provided periodically through the project email distribution list and on the project website at transitchicago.com/rpmproject. You may also request information or provide your comments at any time by contacting:

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or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson (business card enclosed) or myself through the project email address.

Sincerely,

Steve Hands Project Manager CTA Planning



July 1, 2014

Ms. Anne Comeau Edgewater Environmental Sustainability Project C/o 48th Ward Offices 5533 N. Broadway Street Chicago, IL 60640

Re: CTA Red and Purple Modernization Program, Phase One Projects

Dear Ms. Comeau:

Thank you for allowing the CTA to meet with your organization recently to discuss the Red and Purple Modernization (RPM) Program Phase One projects. Over the last few months, CTA has been conducting public and community outreach with your organization and other interested community members to provide information on these exciting projects and solicit early feedback to help inform the development of these projects. The RPM Program is a major initiative that will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM program's goals include modernizing the infrastructure and expanding capacity on Chicago's busiest rail line. A massive, multi-stage program, RPM is proposed to be completed in phases. The Phase One improvements currently proposed consist of two main projects:

- The Red-Purple Bypass Project would construct a new bypass north of the Belmont station to expand capacity and increase train speed where the Red, Purple, and Brown lines all intersect.
- The Lawrence to Bryn Mawr Modernization Project would expand, modernize and add Americans with Disabilities Act (ADA) access (including elevators) to the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. The project also includes fully modernizing the 90+ year old track infrastructure from Leland Avenue on the south to approximately Ardmore Avenue on the north.

Phase One will also include corridor signal improvements from approximately Belmont to Granville stations as well as continued interim improvements to track and structures from the Linden station to Belmont station.

In addition to these smaller focused community group meetings, public open house meetings were held for each project on May 21, 2014 (Lawrence to Bryn Mawr Modernization Project) and May 22, 2014 (Red-Purple Bypass Project) to share information and gather early input from interested citizens.

Early public outreach will continue through the summer of 2014. During the fall of 2014, CTA will be conducting environmental analyses for these projects; results of these analyses will be presented at public hearings tentatively scheduled for the spring of 2015. At that time, CTA Government and Community Relations staff will be in contact with your organization to provide updated information on these projects and the scheduled public hearings.

As these projects develop, we encourage your continued participation and input. Project updates will be provided periodically through the project email distribution list and on the project website at transitchicago.com/rpmproject. You may also request information or provide your comments at any time by contacting:

Chicago Transit Authority Planning, 10th Floor Attn: RPM Program 567 W. Lake Street Chicago, IL 60661-1465

or e-mailing RPM@transitchicago.com.

If you have any questions or would like to discuss either of these projects further, please do not hesitate to contact Jeff Wilson (business card enclosed) or myself through the project email address.

Sincerely,

Steve Hands Project Manager

CTA Planning



Appendix B Community Outreach

Community Meeting Summaries

Community Group Correspondence

Potential Displacements Outreach Letters





April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4056



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 4723 N Clifton Ave.

P.I.N.: 14-17-201-002-0000

Potential impact: Partial property acquisition (air rights) & temporary

construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management or control of your property in any way.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer to purchase private property for no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price. In addition, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here: http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

We would be pleased to meet with you to discuss the RPM Project and what it means for your property. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4865



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 1123 W Lawrence Ave.

P.I.N.: 14-17-201-001-0000

Potential impact: Partial property acquisition (air rights) & temporary

construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management or control of your property in any way.

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You may read additional information about applicable federal laws here:

http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm

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At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4872



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 1125 W Lawrence Ave.

P.I.N.: 14-08-414-040-8002

Potential impact: Partial property acquisition (air rights) & temporary

construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management or control of your property in any way.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer to purchase private property for no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price. In addition, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here: http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4674



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 4819 N Broadway

P.I.N.: 14-08-414-039-8002

Potential impact: Partial property acquisition (air rights) & temporary

construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management or control of your property in any way.

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4681



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 1130 W Lawrence Ave.

P.I.N.: 14-08-414-042-8002

Potential impact: Partial property acquisition (air rights) & temporary

construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. This letter is not a formal action to acquire your property, nor a letter of intent or offer to purchase your property. The information in this letter is not intended to affect your present ownership, management or control of your property in any way.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

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You may read additional information about applicable federal laws here:

http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm

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At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

We would be pleased to meet with you to discuss the RPM Project and what it means for your property. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4704



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 1123 W Ainslie St.

P.I.N.: 14-08-414-001-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have.

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4711



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have.

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4728



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-004-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey

Chief Planning Officer
Chicago Transit Authority

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4742



Dear Property Owner:

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Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-035-0000

Potential impact: Property acquisition

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Sincerely,

Carole Morey

Chief Planning Officer
Chicago Transit Authority

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4759



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Owner of record:

Property Address: 4849 N Broadway

P.I.N.: 14-08-414-005-0000

Potential impact: Property acquisition

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4766



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Owner of record: Property Address: 4839 N Broadway

P.I.N.: 14-08-414-006-0000

Potential impact: Property acquisition

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4773



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Owner of record:

Property Address: 4837 N Broadway

P.I.N.: 14-08-414-036-0000

Potential impact: Property acquisition

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Sincerely,

Carole Morey
Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4780



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Owner of record:

Property Address: 5033 N Broadway

P.I.N.: 14-08-404-010-0000

Potential impact: Temporary construction easement

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4797



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5343 N Broadway

P.I.N.: 14-08-207-004-0000

Potential impact: Temporary construction easement

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Among other requirements, these guidelines state that CTA must offer to purchase private property for no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price. In addition, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here: http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

We would be pleased to meet with you to discuss the RPM Project and what it means for your property. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey
Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4803



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record:

Property Address: 5307 N Broadway

P.I.N.: 14-08-207-005-0000

Potential impact: Temporary construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

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Sincerely,

Carole Morey
Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4810



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5301 N Broadway

P.I.N.: 14-08-207-006-0000

Potential impact: Temporary construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4827



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5343 N Broadway

P.I.N.: 14-08-207-007-0000

Potential impact: Temporary construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4834



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Owner of record:

Property Address: 5643 N Broadway

P.I.N.: 14-05-408-004-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4841



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5641 N Broadway

P.I.N.: 14-05-408-005-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey

Chief Planning Officer
Chicago Transit Authority

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 4858



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 1135 W Hollywood Ave.

P.I.N.: 14-05-408-006-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey

Chief Planning Officer
Chicago Transit Authority

alole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 5176



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5637 N Broadway

P.I.N.: 14-05-408-025-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 5183



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5643 N Broadway

P.I.N.: 14-05-408-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey

Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0150 0001 4246 5190



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5657 N Broadway

P.I.N.: 14-05-408-034-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3753

Dear Business Owner or Manager:

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Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000, 14-08-414-004-0000, 14-08-414-034-0000.

14-08-414-035-0000

Potential impact: Property acquisition

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You may read additional information about applicable federal laws here:

http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm

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We would be pleased to meet with you to discuss the RPM Project and what it means for your business. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3760

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Sincerely,

Carole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3777

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Sincerely,

Carole Morey

Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3784



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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3791



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Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3807

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Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3814

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3821

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April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3838



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Carole Morey

Chief Planning Officer

Chicago Transit Authority

and Mruz



April 16, 2014

<u>Via Certified Mail, Regular Mail, and Hand Delivery</u> Certified Mail ID: 7014 0510 0001 9224 3845



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April 16, 2014

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Certified Mail ID: 7014 0510 0001 9224 3852

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Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000, 14-08-414-004-0000, 14-08-414-034-0000,

14-08-414-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here: http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

We would be pleased to meet with you to discuss the RPM Project and what it means for your business. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey

Chief Planning Officer
Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3869



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000, 14-08-414-004-0000, 14-08-414-034-0000,

14-08-414-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

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Sincerely,

Carole Morey
Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3876



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000, 14-08-414-004-0000, 14-08-414-034-0000,

14-08-414-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

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http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm

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Sincerely,

Carole Morey
Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3883



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000, 14-08-414-004-0000, 14-08-414-034-0000,

14-08-414-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3890



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 4851 N Broadway

P.I.N.: 14-08-414-003-0000, 14-08-414-004-0000, 14-08-414-034-0000,

14-08-414-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

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We would be pleased to meet with you to discuss the RPM Project and what it means for your business. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3906



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 5343 N Broadway

P.I.N.: 14-08-207-004-0000, 14-08-207-005-0000, 14-08-207-006-0000,

14-08-207-007-0000

Potential impact: Temporary construction easement

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

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http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm

http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

We would be pleased to meet with you to discuss the RPM Project and what it means for your business. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey

Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3913



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 5643 N Broadway

P.I.N.: 14-05-408-004-0000, 14-05-408-005-0000, 14-05-408-006-0000,

14-05-408-025-0000, 14-05-408-035-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

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We would be pleased to meet with you to discuss the RPM Project and what it means for your business. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely.

Carole Morey

Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3920



Dear Business Owner or Manager:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a business on this property.

Owner of record:

Property Address: 5657 N Broadway

P.I.N.: 14-05-408-034-0000

Potential impact: Property acquisition

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM

<u>Project until the environmental review is complete and Project funding is secured. The information in this letter is not intended to affect your present business in any way.</u>

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

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http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3937



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Program ("RPM Program"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont station to Howard station) and the CTA's Purple Line (Belmont station to Linden station). The RPM Program, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

In our planning for the first phase of projects in the RPM Program, CTA has determined that the property referenced below is adjacent to the proposed improvements. We would like to meet with you and tour the property to determine any potential impacts to alley access from this property and learn of any concerns you may have. Please contact the Project Manager Steve Hands at 312-681-4169 or shands@transitchicago.com at your convenience to schedule a meeting.

Owner of record:
Property Address: 5326 N Winthrop Ave.

P.I.N.: 14-08-207-012-0000

The proposed projects are still in the planning phase and no timeline for construction has been determined. An RPM Program construction schedule will be developed only after CTA has finalized plans and secured project funding. Currently, CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funds. You can learn more about the RPM Program and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/.

In the coming weeks, we will be hosting community meetings to discuss the projects further, and welcome you to attend. You will receive additional details on these meetings soon.

The CTA looks forward to working with you on these exciting projects and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority

Darole Morey



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3944



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Program ("RPM Program"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont station to Howard station) and the CTA's Purple Line (Belmont station to Linden station). The RPM Program, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5726 N Winthrop Ave.

P.I.N.: 14-05-404-015-0000

The proposed projects are still in the planning phase and no timeline for construction has been determined. An RPM Program construction schedule will be developed only after CTA has finalized plans and secured project funding. Currently, CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funds. You can learn more about the RPM Program and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/.

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Sincerely,

Carole Morey

Chief Planning Officer

Chicago Transit Authority



April 16, 2014

Via Certified Mail, Regular Mail, and Hand Delivery Certified Mail ID: 7014 0510 0001 9224 3951



Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Program ("RPM Program"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont station to Howard station) and the CTA's Purple Line (Belmont station to Linden station). The RPM Program, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

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Owner of record:

Property Address: 5734 N Winthrop Ave.

P.I.N.: 14-05-404-013-0000

The proposed projects are still in the planning phase and no timeline for construction has been determined. An RPM Program construction schedule will be developed only after CTA has finalized plans and secured project funding. Currently, CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funds. You can learn more about the RPM Program and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/.

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Sincerely,

Carole Morey

Chief Planning Officer Chicago Transit Authority



Appendix C Open House Sign-in Sheets









	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Garland Armstrong	Access Living	2336 N. 72nd Ct, Apt 1E Elmwood Park, IL 60787-280	(708) 453-0295 H (630) 210-618X	greengarland22@att. net	$\sqrt{}$
	Heather Armstrong	Access Living	2336 N. 72nd Ct. Apt 1E Elmwood Park, IL 60707-2730	(7081453-0295H (638) 226-6287C	green garland 2200 att.	/
	Paul BONILA		1456 W. Edgewate- 38 Chyo TL 60660			
4	Terry Premo	aecom			jerry premoe ae	COM. COM V
5		-	ZZZH MADISON PL EVANSTON, IL	(847)612-4464	PHOENIKZ7@gahee. Com	V
6	Downs Bosn-Bruno JOSE GAZAKZA		4938 N. WI-THE.P # 26 60640	7731	JGALARZA3 QYANU.	1
7	Fant Taxers	Corbner	225 W. Washington 12th Apr Chicago IL	3023	Spowers Ohw locking	er. 6M
8		<u> </u>			dominicmorriszo13@ gmail.com	V
9	Charles Papanek		\$39 W Strattord P1	877-7742-0005	transit Phones blood ymoil 1.0 m	
	Jakub Rudrik	DePaul Vivisity	2057 W Roscoe	734-255-8300	cuda: K. jusas ognal	-/
	Mulanie Edmer	Deran Vivisia	817 W Lawrence	773 470 9949	tekste operamail.com	1
	Henry Than	Market	4879 N. Broadway	(773)426-108		







NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
Gunner Schnowske	Newcastle Limited	150 N. Michigan # 3610 60601	312-252-1433	gschumske Onewcas Helimited. con	
2 Kint Nuschlel	Lock nor	225 W. Washington		Knuschabel phulocher.in	
3 JEAN SMILINGCOYOTE	ME, MYSELF, & I	1823 N. GRANVILLE AVE.	743-8918	MAINGANIKAN D MAINGANIKAN D	1
4 Mile Bassi	Public Storage	S643 N BROAD WAY	630-669-1582	mbrassil@publicetorage.com	
5 Shaun Goobsen	Streetsblog	4630 N Beacen		Shaun dyambse quail cou	1
6 RICHARD SCHIELER	Salf	869 W. BUENA FUE #414 Clinings COLIS	773-297- 3771	richler 41 @ yoka Com	
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10 ALLAN MELLIN	CITIZEN	60617		MELLISFAMILY& RCW, COM	V
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5 ANDRE PELOQUIN		5630 N. SHERIDAN RD. #723		ampjonk@19@gmaile	
6 BHUTTO MATHEWS	Access Living	CHICAGO, IL COGTY		BMATHENS QARES LIVING OR	3
7 Jun A-Clark	,	1055W-Granville, Apt. 312 Chicaso, FC 60660		JACBIZ SQ Myuayeo	m V
8 DU. AMES		SIZE WILSON SOE	25-		
9 Alyssa Berna- Curu	Opra word	4752 N Broaden		alyssahce upromund .	
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10 Ade Emmanuel 11 San O	South-East Asia Center	1134 W. Ainslie St. Chicapo, IL 60640	173 989 7433	seacexec e gmail. com	/
	City of		847-446-		
12 Ylda Capricusso		2100 Ridge Fal.		8032 y cupriciosis	cens:







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3	JOHN Dalton			-	john dalfor Has yelworum	yes
4	VAN PHAM	Vissor20/2	AS67 N & road Way	A3-206-38E	VDPHAM 2020@MSNCon	Yes
5	Milly ARL WELLS	, , , , ,	4906 N WINTUROP		MSWXERW.COM	Y
6	Julie WLACH	EARC	5245 N. GLENWAD	773275-2513		Y
7	DESIZE Williams	ACCESTING	1900 ShEMAN AVE	312-445		V25
8	PAULA PIENTON	TYLW	2005. WACKER 1400 CHEO LO LOCE	75	paula, penlancilylin a	m
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10		WT	Chicago	773-434.	eoser@cution	>cs
11	Lena G. Reynolds	Neighbo. Of Uptown Jane Addams H.N. Hank Museum	4819 N. Winthrop GI Chicago 60640	773) 259-2427	lenagreynolds@gmail.com	ies
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2	SAZE R. BORCHARDY		1727 S. STATE		des	
3	Fundall Curven		930 W-Roscoe Rey	773-975-50x	reveners 63 @ 5 mall. com	
4	John Johnson	Neighborhood blockley	or 3524 N. W. Iton Ave	773-412-5051	ijj chicaged gmail.	V
5	RAYMOND TA		SOIZ M. BROKOWAY	773561084		
6	Javid Aboutorabi		216 5 Jefferson - Svite 502 Chicago 16 60661	312-474-5500	javid.aboutorabi@clarkchicago.co	n
7	WARDMILLER	PRESERVATION	4410 N. RANENSWOOD CMICAGO, 16 60640	773- 398-6432	WMILLERE PRESERVANO	ICMICAGO. OPG
8	KENIY IBNINE	CTA BOARD	3113 W. LAWRENCE AVE. 78402 CHICAGO GOBZ5	773 369-7313	KIRVINE CTRANSITCHICAE	lam /
9	John Gayant	W6-80 Chi 66	5954			
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11	Martin Tangora	uptown) Historical	4636 N Magnolia Are 60640	312 996 3064	tangara @ uic edu	~
12	TOM MURPHY	Edge who E XV	13 14 GLENIA KE 60660		TJM2040 @ RUNCOM	L







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2	Francis Ko		5855 N. Sheridan		student5669@gonail.com	
3	CLARE TOBIN	Edgender Devol.	1048 W BRYNMana		Clarifolia Q y allos CE	~
4	DANSLEW	TYLI	2005. Was Ve/	312-777-2900		
5	Wary Rozan	UPTOWN NAMED	4753 H BRENOWY	773-878-1064	WRUZAL @Cptania dese	1
6	DARYL RAMSEY		5318 N WINTAROP AVE IS	773-7847062	diramjet Leyahoo, eor	0
7	Mann Colon		915 W. Wilson AVL		Wilcosend 1@ hotmail. un	
8	TOUBE, SEDODFIO K	-	CO26 N. WINTHRAP.	872 888 268	vhodelphokhar@guaihu	
9	Charlie Tso				Etaction Cytso Quinich est	
10	Eddina Mose		6249N Shecider	878-4967	-	
	ROBERT RYAN	All Cedar St.	44 Cedar St. 60068	312-805-	rjryanotansistems. com	
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	Elizabeth Gallacher		Chicago IL 6064	73 807 84°F	1	
6	Joe Andrew	-	5320	773 3665024 173 561-	14 1.6	
7	Joseph Mackin		(hickyo) IL 60640	173561-1021	1047 WAK @ gmail 1000	
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10	XKARNA MISTAL	CTA	130 N. DEARBORNST, APT. 2103 CHICAGO, IL 60610	312-489-3165	Creative Karan 1500 gman Loom	
11	Kim Jomes		Chicogo Ic			
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4	Mindy Williams		861 W Buena Ave	262-4455		
5	John Holden	Dover St- Neighbors	4729 N. Dover	773 878-2553	mholdenslohotmail.	ion V
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3	GERMY SAbiNA		920 w. Wilgan		DOSNICATERICA AON.	Com
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3	Sheli Lufkir	4500	HOVE N Sharidan	773 465-4394	sheli. lulkin@	V
4	Katrina Balan	Edgenash Chew	e 1210 W Rosdole		Kolins Wedgenater.	M
5	SusanDennety	8	looll N. Winthrop		Suzyperidoto	
6	Maria Signan	SALON ECHO	1134 W. Bryn MAWR	773 989 2358	Salonecho@gmail.com	
7 .	Etom Lynn Newton		6101 N Ofenward Ave. Elgo 60660 6161 N Winthrop	3273		
8	C. Fench		6161 N Winthrox		CF1289608 mu.1	
9	FRED + ALLA TRUMLISH		1425 W GRANNIM.	3125041565		
10	Mark Albert		5646 N termin 418	312-912-2717	Markvalbert agmail. con	
11	Mateo Eckstat		4939 N. Winthrop Ave		mateo. eckstat 8 gmail. com	i i
12	Francis Ko		5855 N. Sheridan Rd	773885-3853		





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3	ANN PLEWA	_	5432 of WINTHROP	773944 5468	annplewa e yuhoo, lom	
4	ERIN SNOW					
5	NANCY FILSON	ASCO	6171 N. SHERIDAN 46/2			
6	LEROY ISLOMMANDAY		5000 WINHPOP		tamn OChinisenukal	
7	Tam V. Nguyen	CMAA	1016 W. Argyle Cly II 160640	784-2900	tam n & Chinesenuteal	hid:org
	Sylvia D Moore	Carmen-Winora Black Clib	0		Syldmon Sydne	
	Richard Clough		6033 N Sheridan Rol #43	4773 334	RCLOUG 4554@ Yahoo.com	*
	Dreve Flores		5225 N. Kenmore 60040	4773-879 5225-		Λ.
	Ill Huysh		5248 N. Winthop Are		- jillo fuweyels.com	Vn.
	Andrew Suszek		5248 N. Winthrop Ave.		atsuszeko gmail.com	V







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6	Maria Signan	SALON ECHO	1134 W. Bryn Mawe	773 989 2358	Salonecho@gmail.com	
7 .	Estern Lynn Newton		6101 N Ofenward Ave. Elgo Goulo	22,3		
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10	Mark Albert		S646 N termin que	312-912-2717	Markvallet agmal.com	
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12	Francis Ko		5855 N. Sheridan Rd	773-885-3853		



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2	Charles Bonillar	Rectaist Theatre	1044 W. Brys Mans	773 728 7529	redwistkix@ gmail.com	
3	ANN PLEWA		5432 or WINTHROP	773944 5468	amplewa e yahoo, lom	
4	BRIN SNOW					
5	NANCY FILSON	ASCO	6171 N. SHERIDAN 46/2	773 844 1706		
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9	Richard Clough		6033 N Sheridan Rol #43.	773 334	RCLOUG 4554@ Yahoo.com	3
10	Dreve Flores		5225 n. Kennore 60640	5225-	TEXT	
	Ill Hoyah		5248 N. Winthop Ave		- jillofuweyelw.co	Vn.
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Appendix D Open House Meeting Photos



Red and Purple Modernization Program – Open House Photos May 21, 2014 Photos







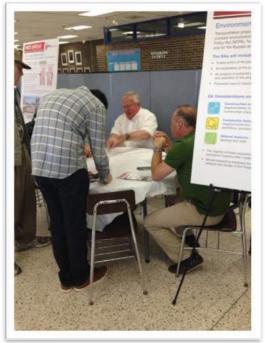
















Appendix E Open House Meeting Materials

Comment Card

Project Factsheet

Project Handout

Glossary

FTA Uniform Relocation Act Brochure

Displacement Maps

Video Handout Card





WE WANT YOUR INPUT

on the Red and Purple Modernization (RPM) Program

CTA is interes	sted in hearing your th	oughts on the RPI	M Phase One p	rojects. Please PR	INT.	
Name						
Address						
City			Stat	te Zip _		
Email Address	S					
Check here t	to also receive updates abol	ıt other projects along i	the Red Line.			
For which p	roject are you provic	ing comments?	II Ircia anai	awrence to Bryn N Modernization Pro		d-Purple ass Projec
About which	h element of this pro	ject are you mo	st excited? (Ci	rcle all that apply)		
Modernized Stations	d Wider AD/ Platforms	Stations	Capacity nprovements more trains)	Operational and Reliability Improvements	Transit Oriented Development	Other
Why?						
About which Noise Impacts	h element of this pro Visual Impacts (how it would look)	Property	Impacts to I	Historic Constru	ction Project	Other
Why?						



Thank you for attending this CTA Red and Purple Modernization Program open house. Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465 RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta @cta Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢, 請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282) **Additional Comments:**







Red and Purple Modernization: Rebuilding Vital Infrastructure For Chicago's Future

CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) Project would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve customer service for generations to come.

Why is the Red-Purple Modernization Program Needed?

Simply put, the Red and Purple lines have reached the end of their useful life spans. Most tracks and bridges are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, the need for frequent repairs that disrupt service and slow travel, and outdated stations that can't accommodate modern amenities for our customers.



Sheridan Curve Construction, April, 1897

This section of the Red and Purple lines carries more than 20 percent of all CTA rail rides and serves customers in some of the densest neighborhoods in Chicago. Rush hour ridership has jumped 40 percent in the last five years alone. The aging Red Line has reached capacity, and CTA cannot add trains to meet rising demand. If nothing is done, trains would grow even more crowded and service would deteriorate further.

Current conditions in the RPM corridor call for corrective action:

- Overcrowded trains during rush hour commute
- Outdated stations with very narrow and crowded platforms do not allow for elevators or upgraded amenities
- Slow service due to deteriorated track conditions ("slow zones")
- An inefficient crossover intersection where the Red and Brown lines meet, causing train backups and service delays
- Nearly 100-year-old bridges and viaducts that need to be rebuilt

Building a better transit experience for our customers

A massive, multi-stage project scheduled to be completed in phases, RPM would deliver all the benefits of modern service and infrastructure when it is completed. Benefits for customers would include:

- Faster, smoother rides New track, bridges, and viaducts, as well as
 electrical upgrades along the entire Red-Purple corridor, would allow
 CTA to safely increase the speeds for all trains while also offering a
 smoother, quieter ride.
- Modern, comfortable, fully ADA accessible stations along the entire corridor with elevators, wider platforms, and vastly improved amenities.
- Less crowding and more frequent service With wider, longer station
 platforms along the entire line and upgraded electrical and signal
 capacity, CTA can run longer and more frequent trains during rush hour,
 reducing passenger wait times and alleviating overcrowding.



Preliminary conceptual design of Bryn Mawr station

























RPM: Phase One

- (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and









Next Steps

CTA is conducting two Environmental Assessments, one each for the Red-Purple Bypass and the Lawrence to Bryn Mawr Modernization projects in order to qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing once each Environmental Assessment is prepared.



transitchicago.com/rpmproject

facebook.com/thecta



Red Ahead

RPM is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

The Red Ahead program also includes the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Project (beginning in summer 2014), the Wilson Station Reconstruction Project (beginning in fall 2014) and the Red Line Extension Project (currently in planning).









Modernización de las Líneas Roja y Púrpura: Reconstrucción de infraestructura vital para el futuro de Chicago

La CTA emprende una gran iniciativa nueva para reconstruir de forma completa la parte al norte de la Línea Roja (desde la estación de Belmont a la estación de Howard) y la Línea Púrpura (desde la estación de Belmont a la estación de Linden). El Provecto de Modernización de las Líneas Roja y Púrpura ("RPM", por sus siglas en inglés) reemplazaría por completo la infraestructura y estaciones viejas y en deterioro a lo largo de la línea ferroviaria más transitada de Chicago y allanaría el camino para permitir a la CTA aumentar de forma apreciable la capacidad ferroviaria y meiorar el servicio al cliente para las generaciones por venir.

¿Por qué es necesario el Programa de Modernización de las Líneas Roja y Púrpura?

Sencillamente, las Líneas Roja y Púrpura han llegado al fin de sus vidas útiles. La mayoría de las vías y los puentes tienen casi 100 años de edad. Para seguir manejando una línea ferroviaria muy transitada con esta infraestructura anticuada resultaría en costos excepcionalmente altos de mantenimiento, la necesidad para reparaciones frecuentes que estorbarían servicio y retrasarían los viajes, y las estaciones anticuadas que no podrían adaptarse a los elementos modernos de comodidad para nuestros clientes.



últimos cinco años. La Línea Roja envejecida ya ha alcanzado su capacidad y la CTA no puede agregar más vagones para cubrir la demanda cada vez mayor. Si no se hace nada, los trenes llegarían a ser aún más hacinados y el servicio se deteriorará aún más.

Las condiciones actuales en el corredor de la Modernización de las Líneas Roja y Púrpura piden

- Trenes en condición de hacinamiento durante los viajes de desplazamiento al trabajo en las horas de máxima tránsito
 Estaciones anticuadas con andenes muy estrechos y hacinados que no permiten la incorporación de ascensores ni elementos mejorados de comodidad

- Una intersección ineficiente de vías entrecruzadas donde se juntan las Líneas Roja y Café, lo cual resulta en embotellamientos de trenes y demoras de servicio Puentes y viaductos de casi 100 años que tienen que ser reconstruidos

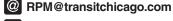
Para construir una mejor experiencia de tránsito para nuestros clientes

Un vasto proyecto de múltiples fases que está programado para realizar por fases, la Modernización de las Líneas Roja y Púrpura [RPM] entregaría todos los beneficios del servicio y la infraestructura modernos cuando sea terminado. Los beneficios para nuestros clientes incluirían:

- Viajes más rápidos y suaves nuevas vías, puentes, y viaductos, así como mejoras eléctricas por todo el corredor de las Líneas Roja y Púrpura, lo cual permitiría la CTA aumentar las velocidades con seguridad para todos los trenes, al mismo tiempo que ofrecería un viaje más suave y silencioso.
- Estaciones modernas, cómodas, y con accesibilidad completa de acuerdo a la Ley sobre los Estadounidenses con Incapacidades (conocida por sus siglas en inglés como la "ADA") a lo largo de todo el corredor, con ascensores, andenes más anchos, y elementos de comodidad sumamente mejorados.
- Con menos hacinamiento de pasajeros y servicio más frecuente con andenes más anchos y más largos en las estaciones a lo largo de toda la línea y capacidad eléctrica y señalización actualizada, la CTA puede despachar trenes con recorridos más largos y más frecuentes durante la hora de máximo tránsito, así reduciendo los tiempos de espera para los pasajeros y el hacinamiento de pasajeros.



Diseño conceptual preliminar de la estación de Bryn Mawr























RPM: Fase Uno

La primera fase de las mejoras en la Modernización de las Líneas Roja y Púrpura incluiría dos componentes principales:

- 1 Construcción de una vía periférica para las Líneas Roja y Púrpura al norte de la estación Belmont, con el fin de eliminar demoras donde las Líneas Roja, Púrpura, y Café todas se entrecruzan y los trenes tienen que quedar parados mientras esperan hasta que pasen otros trenes.
- Construcción completa de cuatro estaciones envejecidas (Lawrence, Argyle, Berwyn y Bryn Mawr) y reconstrucción de todas las vías, estructuras de sostenimiento, puentes, y viaductos entre las avenidas Leland y Hollywood. Las nuevas estaciones incluirían elementos de comodidad moderna y ascensores para hacerles accesibles a los clientes con incapacidades, y las nuevas vías mejorarían de forma apreciable la velocidad de los trenes y la fiabilidad del servicio.

Visualización conceptual preliminar de andenes nuevos más anchos









Próximos pasos

La CTA está llevando a cabo dos Evaluaciones Ambientales, cada una para los proyectos de Vía Periférica de las Líneas Roja-Púrpura y de Modernización desde Lawrence a Bryn Mawr, con el fin de calificarse para el financiamiento federal. Habrá múltiples oportunidades para aportar comentarios a lo largo de este proceso, incluso una audiencia pública una vez que se haya llevado a cabo cada Evaluación Ambiental.

Red Ahead

La Modernización de las Líneas Roja y Púrpura [RPM] forma parte del programa de la CTA, Red Ahead, una iniciativa global para mantener, modernizar y extender la línea ferroviaria más transitada de Chicago.

El programa de Red Ahead también incluye el Proyecto de Reconstrucción de la Línea Roja al sur (terminado en 2013), el Proyecto de la Terminal de la calle 95th (de próximo inicio en el verano de 2014), y el Proyecto de Reconstrucción de la Estación de Wilson (de próximo inicio en el otoño de 2014), y el Proyecto de Extensión de la Línea Roja (actualmente en etapa de planificación).















Building a better transit experience for our customers

When completed, the RPM Project would deliver all the benefits of modern service and infrastructure for customers.

- Faster, smoother rides New track, bridges, and viaducts, as well as electrical upgrades along the entire Red-Purple corridor would allow CTA to safely increase the speeds for all trains while also offering a smoother, quieter ride.
- Modern, comfortable, fully ADA accessible stations along the entire corridor with elevators. wider platforms. and vastly improved amenities.
- · Less crowding and more frequent service – With wider, longer station platforms along the entire line and upgraded electrical and signal capacity, CTA can run longer and more frequent trains during rush hour, reducing passenger wait times and alleviating overcrowding.



Next Steps

CTA is conducting an Environmental Assessment for the Lawrence to Bryn Mawr Modernization Project in order to qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing once the Environmental Assessment is prepared.

Red Ahead

RPM is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

The Red Ahead program also includes the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Project (beginning in summer 2014), the Wilson Station Reconstruction Project (beginning in fall 2014) and the Red Line Extension Project, which would extend the line south to 130th Street (currently in planning).



RPM@transitchicago.com



transitchicago.com/rpmproject



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@cta









Station and Track Work

The first phase of the Red and Purple Modernization (RPM) program would completely rebuild the Lawrence, Argyle, Berwyn, and Bryn Mawr stations. While CTA has made some improvements to these stations in recent years, the main support structures for all four were built in the early 1900s, and the very narrow platforms do not allow for many necessary upgrades like elevators. Over 4.7 million transit trips in 2013 began at these stations, and customers with disabilities, families, and others who use these stations or live nearby would benefit from the elevator access and wider platforms proposed.

New stations with modern amenities will provide:

- Full ADA accessibility and other improvements for customers with disabilities
- Wider platforms for faster boarding and less crowding
- Better lighting and customer security features, longer canopies, more benches, and wind screens

Similar station improvements would be made to all Red Line stations north of Belmont station and all Purple Line stations in future phases of RPM.



Preliminary conceptual rendering of a reconstructed viaduct



Preliminary conceptual rendering of Bryn Mawr station

New tracks and infrastructure for faster, more reliable rides

The first phase of RPM would also include extensive track work between Leland and Hollywood avenues that would create a faster, smoother, and quieter ride for customers along what is now aging, slow-zone plagued tracks. New track, support structures, bridges, and viaducts would be built along this stretch, eliminating many deteriorated structures that have become neighborhood eyesores.







Preliminary conceptual rendering of new; wider platforms

The RPM Corridor Vision

CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) program would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to significantly increase train capacity and improve customer service for generations to come.

Phase One Improvements

A massive, multi-stage project, RPM would be completed in phases. The first phase would include two main components:

- 1 Construction of the Red-Purple Bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- 2 Completely rebuilding four aging stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and Hollywood Avenues. The new stations would include modern amenities and elevators to make them accessible to customers with disabilities, and the new tracks would significantly improve train speeds and service reliability.



Para construir una mejor experiencia de tránsito para nuestros clientes

Cuando esté completo, el Proyecto de Modernización de las Líneas Roja y Púrpura (RPM en inglés) entregará todos los beneficios del servicio moderno y la infraestructura para nuestros clientes.

- Viajes más rápidos y suaves nuevas vías, puentes, y viaductos, así como mejoras eléctricas por todo el corredor de las Líneas Roja y Púrpura, lo cual permitiría la CTA aumentar las velocidades con seguridad para todos lostrenes, al mismotiempo que ofrecería un viaje más suave y silencioso.
- Estaciones modernas, cómodas, y con accesibilidad completa de acuerdo a la Ley sobre los Estadounidenses con Incapacidades (conocida por las siglas como la "ADA") a lo largo de todo el corredor, con ascensores, andenes más anchos, y elementos de comodidad sumamente mejorados.
- Con menos hacinamiento de pasajeros y servicio más frecuente – con andenes más anchos y más largos en las estaciones a lo largo de toda la línea y capacidad eléctrica y señalización actualizada, la CTA puede despachar trenes con recorridos más largos y más frecuentes durante la hora de máximo tránsito, así reduciendo los tiempos de espera para los pasajeros y el hacinamiento de pasajeros.



Próximos pasos

La CTA está llevando a cabo una Evaluación Ambiental para el proyecto de Modernización desde Lawrence a Bryn Mawr, con el fin de calificarse para el financiamiento federal. Habrá múltiples oportunidades para aportar comentarios a lo largo de este proceso, incluso una audiencia pública una vez que se haya llevado a cabo la Evaluación Ambiental.



La Modernización de las Líneas Roja y Púrpura (RPM) forma parte del programa de la CTA, Red Ahead, una iniciativa global para mantener, modernizar y extender la línea ferroviaria más transitada de Chicago.

El Programa de Red Ahead también incluye el Proyecto de Reconstrucción de la Línea Roja al sur (terminado en 2013), el Proyecto de la Terminal de la calle 95 (de próximo inicio en el verano de 2014), y el Proyecto de Reconstrucción de la Estación de Wilson (de próximo inicio en el otoño de 2014), y el Proyecto de Extensión de la Línea Roja, lo cual extenderá la línea ferroviaria al sur, hasta la calle 130 (actualmente en etapa de planificación).

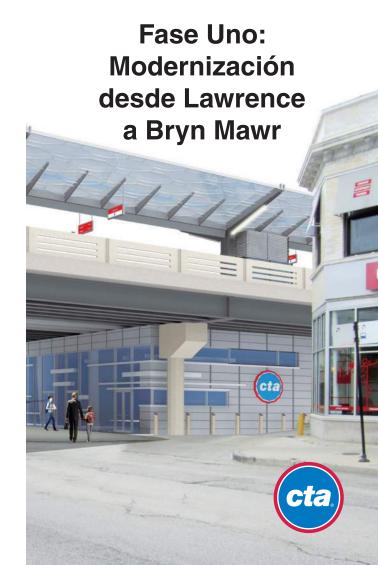
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- transitchicago.com/rpmproject
- facebook.com/thecta











Obras en la estación y las vías

La primera fase del programa de Modernización de las Líneas Roja y Púrpura (RPM) reconstruiría por completo las estaciones de Lawrence, Argyle, Berwyn y Bryn Mawr. Aunque la CTA ha hecho algunas mejoras en estas estaciones en los años recientes, las estructuras principales de sostenimiento de todas las cuatro estaciones fueron construidas a comienzos del siglo pasado, y los andenes muy estrechos no permiten realizar muchas mejoras necesarias, tales como los ascensores. Más de 4.7 millones de viajes de tránsito partieron desde estas estaciones en 2013, y los clientes con incapacidades, las familias y otros que utilizan estas estaciones o que viven por sus alrededores sacarían gran beneficio del acceso por ascensor y los andenes más anchos propuestos.

Las nuevas estaciones con comodidades modernas brindarán lo siguiente:

- Accesibilidad completo bajo la Ley de los Estadounidenses con Incapacidades y otras mejoras para clientes con incapacidades
- Andenes más anchos para facilitar la subida más rápido a bordo y menos hacinamiento de pasajeros
- Mejor iluminación y elementos de mejor seguridad para los clientes, doseles más largos, más bancos y mallas contra el viento.

Se harán mejoras semejantes de estación a todas las estaciones de la Línea Roja al norte de la estación de Belmont y a todas las estaciones de la Línea Púrpura en fases de la Modernización de las Líneas Roja y Púrpura (RPM) en el futuro.



Visualización conceptual preliminar de un viaducto reconstruido



Visualización conceptual preliminar de la estación de Bryn Mawr

Nuevas vías e infraestructura para viajes más rápidos y más fiables

La primera fase de la Modernización de las Líneas Roja y Púrpura también incluiría obras extendidas en la vía entre las avenidas Leland y Hollywood, las cuales permitirían un viaje más rápido, más suave y más silencioso para los clientes sobre lo que en la actualidad son las vías envejecidas y plagadas por zonas de velocidad lenta. Se construirían nuevas vías, estructuras de sostenimiento, puentes y viaductos a lo largo de este tramo, así eliminando muchas estructuras en deterioro que han llegado a ser malestares visuales en los vecindarios circundantes.





Visión del Corredor de la Modernización de las Líneas Roja y Púrpura (RPM)

La CTA emprende una gran iniciativa nueva de reconstrucción completa de la parte de la Línea Roja al norte (desde la estación de Belmont a la estación de Howard) y la Línea Púrpura (desde la estación de Belmont a la estación de Linden). El programa de Modernización de las Líneas Rojas y Púrpuras ("RPM", por sus siglas en inglés) reemplazaría por completo la infraestructura y las estaciones viejas y en deterioro a lo largo de la línea ferroviaria más transitada de Chicago, y allanaría el camino para permitir a la CTA aumentar de forma apreciable la capacidad ferroviaria y mejorar el servicio al cliente para las generaciones por venir.

Mejoras en la Fase Uno

Un vasto proyecto de múltiples fases, la Modernización de las Líneas Roja y Púrpura se realizaría por fases. La primera fase incluiría dos componentes principales:

- 1 Construcción de una vía periférica para las Líneas Roja y Púrpura al norte de la estación Belmonte, con el fin de eliminar demoras donde las Líneas Roja, Púrpura, y Café todas se entrecruzan y los trenes tienen que quedar parados mientras esperan hasta que pasen otros trenes.
- 2 Construcción completa de cuatro estaciones envejecidas (Lawrence, Argyle, Berwyn y Bryn Mawr) y reconstrucción de todas las vías, estructuras sostenimiento, puentes, y viaductos entre las avenidas Leland y Hollywood. estaciones incluirían nuevas elementos de comodidad moderna v ascensores para hacerles accesibles a los clientes con incapacidades, y las nuevas vías mejorarían de forma apreciable la velocidad de los trenes y la fiabilidad del servicio.

Glossary of Terms



The following are definitions of terms used as part of the Environmental Assessment process.

Affected Environment: The natural and built environmental elements of a project area potentially affected by an alternatives under consideration in the environmental analysis process.

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.

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

Chicago Transit Authority (CTA): The CTA is an independent governmental agency created by state legislation. It operates the nation's second largest public transportation system and covers the City of Chicago and 35 surrounding suburbs. CTA is the local lead agency on the RPM Program.

Core Capacity: A new federal program to fund substantial improvements to existing transit lines that are currently at or over capacity (or expected to be in the next five years). This means that trains and/or stations are overcrowded and additional service cannot be added without the proposed improvements. To be eligible, these projects must increase passenger carrying capacity by at least 10 percent.

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

Deck: The surface of a bridge or elevated rail track section.

Closed-deck structures have a solid deck beneath the tracks. They allow for more effective noise barriers but require more active snow clearance and drainage maintenance.

Open-deck structures do not have a solid deck beneath the tracks, leaving spaces between railroad ties that are open to the ground below. Open-deck structures reduce snow clearance and drainage concerns, but make noise mitigation, such as barriers, ineffective because noise can spread through the open spaces beneath the tracks.

Environmental Assessment (EA): An EA is a document that evaluates the economic, social, and environmental effects of a proposed project. The National Environmental Policy Act (NEPA) requires an EA to be prepared when federal funds are being sought to fund all or part of a project. The EA is used to determine whether to prepare an Environmental Impact Statement (EIS) or Finding of No Significant Impact (FONSI).

Environmental Justice: Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to transportation planning and decision-making processes, per Executive Order 12898.

Finding of No Significant Impact (FONSI): A document briefly providing the reasons why a proposed action will not have a significant impact on the environment and for which an Environmental Impact Statement (EIS) will not be prepared.

Federal Transit Administration (FTA): The FTA is a division of the U.S. Department of Transportation that funds transit planning and programs. FTA is the federal lead agency on the RPM Program.

Headway: The time between trains. Related to train frequency, i.e. 15-minute headway means a train comes every 15 minutes.

Impact: An impact is a change in the condition or function of an environmental resource that occurs as a result of the proposed project. An impact can be adverse (negative) or beneficial (positive), permanent or temporary.

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

Lead Agency: The agency or agencies responsible for preparing the EAs in compliance with NEPA. FTA and CTA are the lead agencies for the RPM Program.

Mitigation: An action taken to minimize, reduce, or eliminate adverse (negative) impacts of a project.

National Environmental Policy Act (NEPA): Federal law that requires all agencies to examine and disclose the environmental impacts of their actions, incorporate environmental information into project decisions, and use public participation in the planning and implementation of all actions receiving federal funds.

National Register of Historic Places (NRHP): The national list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, or culture. It is maintained by the Secretary of the Interior under authority of Section 101(2)(1)(A) of the National Historic Preservation Act, as amended.

No Build Alternative: The No Build Alternative refers to an alternative under which no action would be taken (no infrastructure would be built and no service changed).

Purpose and Need: Identifies the reasons a proposed project is needed and reflects the project objectives discussed with the public during the vision study process.

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

Section 106: Section 106 of the National Historic Preservation Act deals with project effects on historic properties. It requires consultation with parties with expertise and interest in historic resources.

Transit Oriented Development (TOD): Development that is near a transit station and oriented to transit riders. TOD often includes a mix of uses, with residential on upper floors and retail on the ground floor. TOD projects are often designed to encourage walking, an active street life, and transit ridership, and can have fewer parking spaces and more residential units.

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

visit: transitchicago.com/RPMProject email: RPM@transitchicago.com mail: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, 10th Floor, Chicago, IL 60661-1465

More Relocation Information



Business

A business that is relocated as a result of the project may

be entitled to benefits such as:

- 1. Moving and Related Costs
- 2. Reestablishment Costs
- 3. Fixed Payment

Statements applicable to all categories and benefits listed

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No one may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business must be given at least 90 days to vacate.

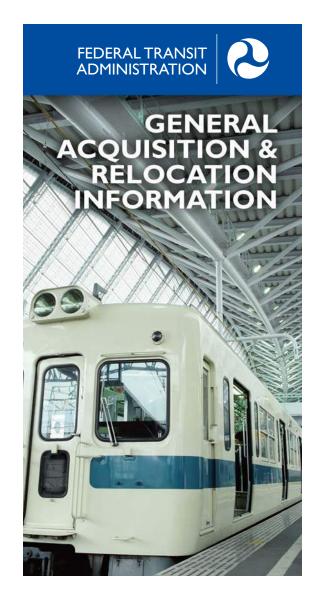
Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

A message from the FTA and your local transit agency

It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.

For further information, please contact:







GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit



Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all

persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

- 1. Acquisition, which is the purchase of your real estate.
- 2. Relocation which offers additional benefits should you or your business be displaced.

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.



Relocation



Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and

benefits and services that you may be eligible to receive.

Below is a very

brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

- 1. Moving Costs
- 2. Price Differential Payment
- 3. Increased Mortgage Interest
- 4. Incidental Closing Costs

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

- 1. Moving Costs
- 2. Rental Assistance Payment/Down Payment

Lawrence to Bryn Mawr Modernization







5637-5643 N Broadway



5657 N Broadway



RED AHEAD Moving Ahead to a Better Red

Legend

Station Platforms

RPM Proposed Platform Existing Platform

RPM Proposed Track Alignment Temporary Construction Easement ----- Brown Line Tracks

----- Purple Line Tracks

----- Red Line Tracks

Existing Track Alignment

----- Brown Line Tracks

----- Purple Line Tracks ----- Red Line Tracks

Potential Property Impacts

Building Displacement

Land Area Displacement

Development Opportunity Site

Not to Scale

Parcels and buildings that may be displaced are shown to fillustrate magnitude of impacts and possible locations. Due to the margin for error inherent in predicting displacements based on conceptual engineering, the actual displacements may vary from what is shown. Some of the properties shown may not utilimately need to be acquired. Land only properly impacts are shown on the portion of the lot required, however, this is subject to further contimuation based on project definition and discussions. Properly acquisitions will be confirmed as project engineering progresses.









Check out the video for the RPM Phase One Projects! Visit: http://youtu.be/-r-QydsLhBw RED AHEAD



Appendix F Open House Exhibit Boards





Red and Purple Modernization (RPM) Welcome to the Lawrence to Bryn Mawr Modernization Open House

CTA is announcing the first phase of the Red and Purple Modernization Program.

The purpose of tonight's meeting is to:

- Share information on the RPM Program and Phase One improvements
- Discuss potential impacts and benefits of the proposed project
- Obtain public feedback on the proposed project to inform the environmental analysis and design

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



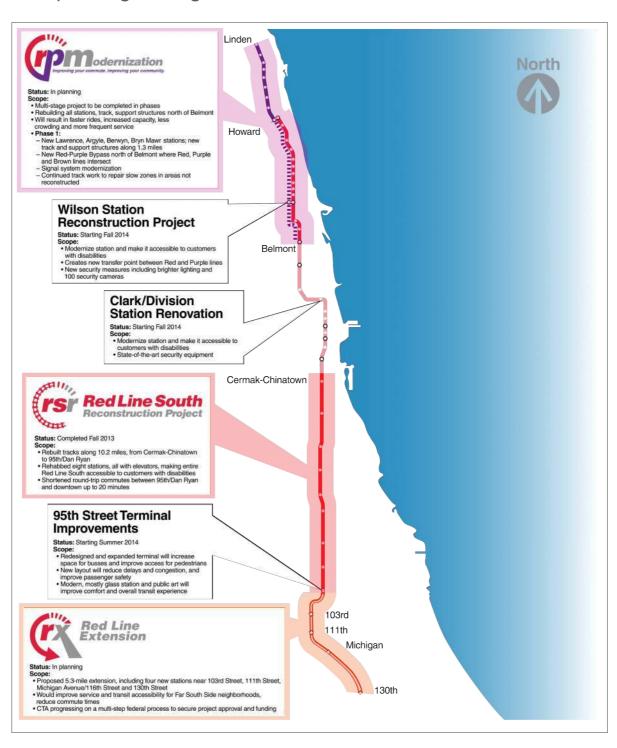






The Red Ahead Program

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









RPM is needed NOW

The existing Red and Purple lines:

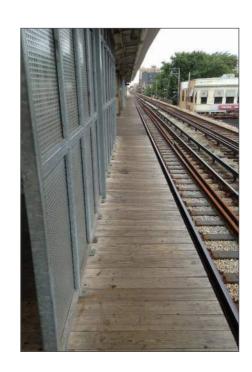
- Run on structures built more than 90 years ago
 higher maintenance cost and slow travel speeds
- Shelter customers in stations built in the 1920's
 = cramped and not ADA accessible
- Have had a 40% increase in morning and evening ridership over last five years
 crowding and less reliability
- Provide 1 out of every 5 CTA train rides
 great potential!





RPM Corridor Vision Goals

- Expand capacity
 - More trains with less crowding
- Speed service
 - Fewer curves and better infrastructure
- Improve reliability
 - More trains on-time
- Improve accessibility
 - All stations accessible to people with disabilities
- Build modern facilities
 - New wider stations, more reliable infrastructure for the next 60-80 years
- Support economic development
 - More jobs and new development opportunities
- Improve customer experience
 - Modern, quiet, and smooth ride









RPM - Phase One

- Build the Red-Purple Bypass north of Belmont
- Modernize stations, track, and structure from Lawrence to Bryn Mawr
- Track work to repair slow zones along the entire corridor, beyond the Phase One improvements
- Modernize signal system to increase capacity and reliability
- Combined, the Phase One projects are estimated to cost \$1.7 billion at completion

Why Phase One?

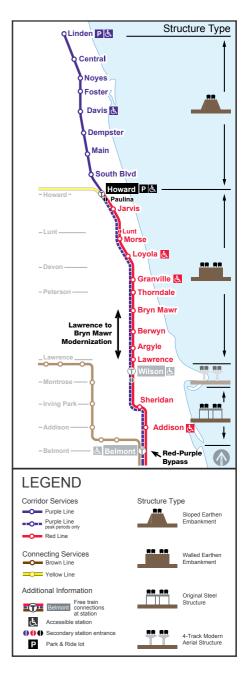
- Benefits 88% of all current RPM trips 110,000 every weekday
- Improvements would save RPM customers
 1 million hours every year

Red-Purple Bypass Project

- Single largest capacity expansion and time-saving element of RPM
- 150,000 rides every weekday on Red, Purple, and Brown line trains have to travel through this intersection and would benefit from improved reliability and reduction in delay

Lawrence to Bryn Mawr Modernization Project

- Replaces 1+ miles of 90 year old retaining wall embankment
 the most difficult RPM structures to maintain
- 28,000 trips begin or end at the stations being reconstructed
- **45,000 people** live within ½ mile of these stations, twice as dense as the average Chicago neighborhood
- Allows for continuation of modern infrastructure from the adjacent Wilson Station Reconstruction Project starting this year!









Lawrence to Bryn Mawr Modernization Project

Challenge: Old & Narrow Stations

The Lawrence, Argyle, Berwyn, and Bryn Mawr stations are in need of a complete rebuild.

- Platforms are only 12 feet wide, too narrow for elevators
- Support structures are over 90 years old
- Columns in stationhouse limit sightlines
- Few amenities possible in small footprint
- Narrow platforms slow the boarding process

Proposed Solution: Construct Modern Stations

- More comfortable for waiting customers
- More space for amenities like benches, wind screens, and real-time information
- Better sightlines in stationhouse
- Faster and easier boarding



Existing: 12-foot wide platform



Modern: ~24-foot wide platform



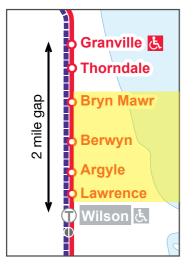
Bryn Mawr station concept rendering







Lawrence to Bryn Mawr Modernization Project



Challenge: ADA Accessibility

- None of the four Lawrence to Bryn Mawr stations are accessible to people with disabilities
- Two-mile gap in accessible stations even after the Wilson station is reconstructed
- Four highest priority stations for added ADA accessibility in the RPM corridor







Station interior concept rendering

Proposed Solution: Full ADA Access

The Lawrence, Argyle, Berwyn, and Bryn Mawr stations will be accessible to individuals with disabilities:

- Conveniently located elevators
- Wider platforms
- Improved communications and signage for visually and hearing impaired individuals







Lawrence to Bryn Mawr Modernization Project

Challenge: Slow Zones

- Old infrastructure requires frequent repairs and restricted speeds to maintain safe travel
- Currently, more than six miles (18.4%)
 of RPM corridor track are under slow zone
 conditions leading to:
 - Slower travel speed limits of as little as 15mph
 - Increased maintenance costs
 - Increased operating costs to maintain level of service



Proposed Solution: Track Improvements

- New track will create a smoother, more comfortable ride for customers
- New support structures
- New bridges and viaducts for the Red Line between Lawrence and Bryn Mawr
- Other Phase One improvements in the corridor:
 - New, modern signals
 - Additional track and structure work outside of the Phase One projects to reduce slow zones



Concept for new viaduct with no columns in the street



Alley spanning structural concept





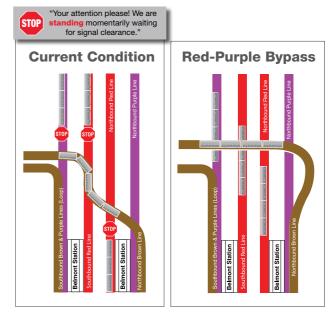


Red-Purple Bypass Project Challenge: Red, Purple, and Brown Line Intersection

- Up to 150,000 rides pass through the busy rail intersection near Belmont every weekday
- A single Brown Line train can delay three other trains at a time

With the new bypass, northbound Brown Line trains would proceed along a dedicated rail line without physically crossing Red and Purple line tracks.

 Red and Purple line trains would not need to stop and check or wait for clearance from crossing trains.



• An Environmental Assessment will be conducted for the Red-Purple Bypass Project, analyzing community and environmental impacts





Environmental Assessments (EA)

Transportation projects seeking federal funding are required to conduct environmental analysis under the National Environmental Policy Act (NEPA). Two Environmental Assessments will be developed, one for the Bypass and one for the station modernization project.

The EAs will include:

- A description of the proposed project
- An explanation of the existing environmental and community setting
- An analysis of potential positive and negative impacts of construction and operation of the project
- Proposed ways to reduce or eliminate potential negative impacts

EA Considerations and Public Outreach Topics



Construction and operational features – transportation, property displacements, noise and vibration, hazardous materials, energy, construction impacts



Community features – land use and economic development, neighborhood and community impacts, historic resources, visual and aesthetics, environmental justice, safety and security



Natural features – air quality, water resources, biological resources, geology and soils

- The majority of these resources are expected to experience benefits or minimal permanent impacts after implementing the proposed mitigation strategies
- We are requesting feedback from the community to inform the environmental analysis and design of the Phase One projects







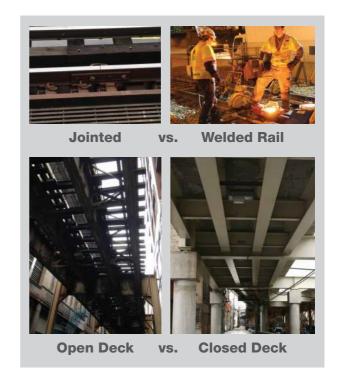
Noise Reduction Strategies

Among the concerns voiced to date have been the potential noise impacts of running faster, and/or more frequent trains.

CTA is exploring options to allow for noise levels to be similar to today. Some options under consideration include:

- Continuous welded rail
- Closed deck structure
- Noise barriers, where necessary

CTA will be performing noise and vibration analysis as part of our environmental work to determine the most appropriate measures.



Visual Environment

- Improving vertical clearances over streets would increase the height of the structure
- Improvements would not change the existing character of communities
- Views from stations would essentially remain unchanged
- Minor impacts to building abutting the existing track could be expected but these would not change the context of residential views
- Alley Spanning
 - Alley spanning is proposed as part of the project
 - Minimizes impacts to existing properties
 - Lighting and other safety features would be installed to ensure safety
 - Structure would not hinder access to alley, garages, or parking lots



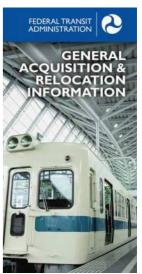




Property Displacements

CTA's RPM Phase One projects would require some existing properties to be acquired to accommodate:

- Expanded station platforms
- Reduction in curves
- The Red-Purple Bypass
- Construction staging areas



Property Displacements: A Comparison

Posterio	Red and Purple Modernization - Phase One		
Project	Red-Purple Bypass	Lawrence to Bryn Mawr Modernization	
TOTAL Primary Building Displacements	16	3	

Brown Line Capacity Expansion
2006-2008 For reference
40

To mitigate the impact of acquisition, property owners are protected by the Federal Uniform Act on relocation assistance and property acquisition.

Property owners:

- Would be paid not less than fair market value for their land and buildings
- May be eligible for compensation equal to the original purchase price of the property

Property owners and renters:

 Would be compensated for the cost of relocating their business or residence

CTA is committed to reducing impacts:

- CTA has already conducted studies to reduce impacts and successfully reduced building impacts to less than half of previous alternatives
- CTA will continue to work with the community and property owners to minimize property impacts.







Opportunities for Transit Oriented Development

Parcels remaining after construction will be made available for new residential and retail development near:

- Red-Purple bypass
- Lawrence
- Bryn Mawr

Transit Oriented Development will be encouraged after construction in order to:

- Increase economic development
- Reduce visual impacts of bypass
- Increase activity and transit ridership

Transit Oriented Development (TOD)

Development that is near a train station and oriented to transit riders. TOD often includes a mix of uses, with residential on upper floors and retail on the ground floor. TOD projects are often designed to encourage walking, an active street life, and transit ridership, and can have fewer parking spaces and more residential units.

TOD Opportunities near the Red-Purple Bypass Mixed Use

Current Condition







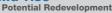
Facing north from Clark Street and Buckingham Place





Facing south from Sheffield Avenue, Clark Street, and Newport Avenue

Residential Mid-rise







Facing southwest from School Street and Wilton Avenue

Individual Townhomes







Facing southwest from School Street and Wilton Avenue

TOD Opportunities along the Lawrence to Bryn Mawr Modernization Project

Mixed Use

Current Condition



Potential Redevelopment

Facing southeast from Broadway and Ainslie Street







Economic Development and The Brown Line Capacity Expansion Project

Recent analysis along the Brown Line Expansion Project corridor has shown:

- Median home values near the Brown Line grew over 40% from 2000 to 2011,
 twice as quickly as the RPM corridor
- Since 2010, 15% of all City of Chicago new construction building permits were issued near Brown Line stations, three times as many per square mile as the RPM corridor
- Ridership on the Brown Line grew 50% quicker than on the Red Line between 2000 and 2011

About the Brown Line Expansion

Major investments in transit infrastructure can result in proven economic development benefits.

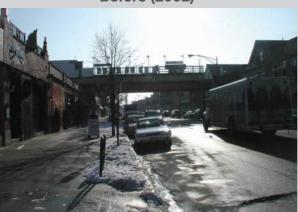
- Constructed from 2006-2009
- \$530 million investment
- Lengthened platforms to accommodate 8-car trains
- Reconstructed 16 stations and added ADA access



Belmont station under construction in 2007

Economic Development on the Brown Line

Before (2002)



Southport station area



Recent development has increased density and activity







Construction Impacts*

Service impacts

- Temporary station closures during construction
- Partial track closures may delay trains and/or require trains to bypass stations in one direction

What CTA will do to reduce impacts:

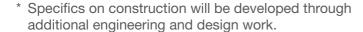
- Complement existing bus routes with bus shuttles, as necessary
- · Notify customers of changes in service
- Continue to perform engineering studies with the goal of reducing construction impacts

Community and business impacts

- Temporary street closures
- Temporary construction noise
- Construction equipment and material storage

What CTA will do to reduce impacts:

- Road closures will be announced and detours provided
- Notices of noise-generating activities will be posted
- Off-street construction staging areas have been identified to reduce the amount of material and equipment in the neighborhood
- CTA will continue dialogue with the community













Historic Resources

The Lawrence to Bryn Mawr Modernization Project passes through three National Register Historic Districts

- Uptown Square Historic District
- West Argyle Street Historic District
- Bryn Mawr Avenue Historic District



Uptown Square Historic District



West Argyle Street Historic District



Bryn Mawr Avenue Historic District

CTA is committed to working with the public and stakeholders through project development to minimize impacts to historic resources.

Section 106 of the National Historic Preservation Act deals with project effects on historic properties. CTA and FTA are working with the Illinois Historic Preservation Agency and parties interested in historic resources to determine the effects of the Lawrence to Bryn Mawr Modernization Project on historic resources.

If you are interested in historic properties and would like additional information, please see a CTA team member.





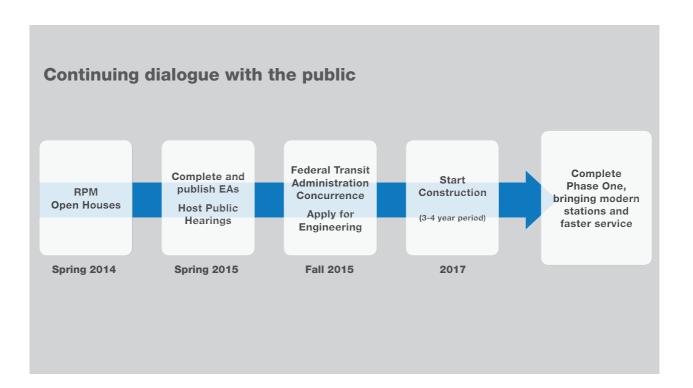
Project Funding for Core Capacity Expansion projects like RPM

CTA is pursuing a wide range of local, state and federal sources to fund the RPM Phase One projects, estimated at \$1.7 Billion, as well as future phases of the RPM program

Recent changes in federal law provide an opportunity for funding

CTA is looking at cost-saving strategies through alternative construction and financing methods

Next Steps







Thank you for participating! Stay Involved

To provide your input, fill out a comment card and place it in the box provided.

Join Contact List: At the sign-in desk



RPM@transitchicago.com



transitchicago.com/rpmproject



facebook.com/thecta



@cta

Mail:

Chicago Transit Authority
RPM Program
Strategic Planning, 10th Floor
567 W. Lake Street
Chicago, IL 60661-1465





Appendix G Comments Received





TON WILLMANS



WE WANT YOUR INPUT

CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
$()$ = 0 = $\sqrt{1 - 1}$
let 13 December 1
101-7
City Clucago State Zip 60657
Email Address _ geo 655 @ aol. com
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Improvements and Reliability Oriented Other Stations Platforms Stations (more trains) Improvements Development
Red-Brown Durple improvements in service will have
Red-Brown Purple improvements in Service will have
tremendous positive neighborhood benefits
About which element of this project are you most concerned? (Circle all that apply)
Droinet .
Noise Visual Impacts Property Impacts to Historic Construction Other Impacts (how it would look) Displacements Resources Impacts Project Other
Living through construction in high tronsit
onl high density areas one always AN issue for
Why? Living through construction in high tronsit onl high density areas one always an issue for those living in the area



Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RPM@transitchicago.com

transitchicago.com/RPMProject

f

facebook.com/thecta



@cta

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Additional Comments:

SPORE WITH THE WONDERFUL AND TRUELY ENLIGHTERED
TON WILLIAMS PEGMONY THE "FLY-OUGH AT
BELONORT FOUNCE- HE WAS ASIG TO CLOSPLY
DUTLINE THE PLAN AND CONNECT MUCH MIS-IN FORMATION
THAT IS CUMMENTLY CINCULATING IN TOO NEIGHBORHOOD-
THAT SHOULD BE ADDRESSED IN TOMORNOW'S MEETING
LOOKIN FORWARDS TO SEEIN MY TAX DOLLARS AT
S. S







The state of the s	
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.	
Name Mr. Juan A. Clark	9.● 01
Address 1055 W. Granville Avenue, Apt 312	
City Chicago State IL Zip 6066	0
Email Address JACBiz 5 @ Myway. Com	
Oneck here to also receive updates about other projects along the Red Line.	
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project	Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)	
Modernized Wider ADA-Accessible Improvements (more trains) Operational and Reliability Improvements Develo	nted Other
Why? ADA accessibility - Being able to use escalate relevators are important as I am gotting older, and the the accessibility have had to use the Brondway bus. I	ese who reed
trains lespecially those equipped with those annoying 5	idenays-
About which element of this project are you most concerned? (Circle all that apply)	
/ Visual impacts	Project Other
Why? Using linestone in the closed-base design would, dramatically dess (like on the Orange Line). Our to	make noise
high enough as it is, and I hope funding can con	ne from
allow Course But why keep the Laurence Arenve	Station
orden Wilson is so close and is about to be a major to	ins fer point

Thank you for attending this CTA Red and Purple Modernization Program open house.

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facebook.com/thecta

ecta @cta

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Additional Comments:

Do everything in your power to convince the people of
East lakeriew that the bypass is pecessary and must be built.
Sixteen less condos and toun hases are a small price to
pay for improved travel times and the restoration of "Rapid
Transit "for the good of the entire city on the busiest line
of the entire system. Please STOP BUYING TRAINS
WITH SIDEWAYS-FACING SEATS!!! IHISIDEA
BORDERED ON MORONIC AND BARBARIC! 1 Orange
and brown line trains have a better solution. Also please
Consider a Straightening out of the S' corre at the Sheridan
road station when that phase of Red Line/Purple Line
Modernization goes into development.







	CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
	Name Brign Kaempen
	Address 4011 N. Kenmore Ave.
	City Chicago State IL Zip 60613
	Email Address brign@ kalmpen.org
	Check here to also receive updates about other projects along the Reo Line.
	For which project are you providing comments? (Circle one) Awrence to Bryn Mawr Medernization Project Red-Purple Bypass Project
/	About which element of this project are you most excited? (Circle all that apply)
\	Modernized Wider Stations Wider Stations Capacity Operational Transit and Reliability Oriented Other Improvements (more trains) Improvements Development
	While I am not disabled, there's times I have my bike, grocery cart, or something else where an elevator and/or escelator would be intinitely easier and better than narrow stairs.
A.F.	About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project
	Impacts (how it would look) Displacements Resources Impacts Funding
	Why? I'm concerned that the CTA is too laser focused on these 4 stations. Why was \$0 million spent each on 3 of the 4 stations of this project? Sheriban has more ridership than all 4 of these stations and needs much more attention, especially over the 3 stations

Thank you for attending this CTA Red and Purple Modernization Program open house. Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465 RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta @cta Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢. 請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282) **Additional Comments:** resterda ine and 169 101 10 Berw 00 more





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Garland Armstrong
Address 2336 N. 72nd Ct. Apt 1E
city Elmwood Park State IL Zip 60707-2730
Email Address green garland 22@ att. net
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Wider Platforms ADA-Accessible Stations Capacity Improvements (more trains) Operational and Reliability Improvements Oriented Development
As a former ADA Advisory Committee member and CTA rider, it is definitely long overdue to make it compliance, and wants to be ADA friendly too.
About which element of this project are you most concerned? (Circle all that apply)
Noise Impacts (how it would look) Property Impacts to Historic Construction Impacts Funding Other
Because the general public absolutely do not understand people with disabilities, and it absolutely breaks my heart.
absolutely breaks my heart,



Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465 RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta @cta Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢, 請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282) **Additional Comments:** This is going to be a great project.

Thank you for attending this CTA Red and Purple Modernization Program open house.







Program
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT. Name Heather Armstrong Address 2336 N. 72nd Ct. Apt 1E City Elmwood Park State IL zip 60707-2730
Email Address
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Platforms ADA-Accessible Stations Platforms Platforms Platforms ADA-Accessible Stations (more trains) (Development Oriented Development) Why? Because people with disabilities wanted to take the L too, instead of taking the bus, and need wider platforms too.
About which element of this project and
About which element of this project are you most concerned? (Circle all that apply) Noise Impacts (how it would look) Noise Impacts (how it would look) Property Displacements Resources Project Funding Other Because the Stations are old and Wearing But, and heeds to be Wheelchair accessible.



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@ RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta @cta
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Additional Comments:
10/0111
No.

Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:







	neu and	Purple Mo	dernizat	tion (RPM) Pr	ogram
CTA is interes	sted in hearing your	thoughts on the RPM I	Phase One proje	cts Please PDINIT	
Name	108E G	ALARZA			
Address _ 4	1938 N.	WINTHROI	o ALE	#JE	
City	MICAGO		Ctoto =	IL Zip 6064	()
Email Address	JGALAR	ZA3 Q YAH	Con Com	Zip	
		out other projects along the F			
For which pro	oject are you provi	ding comments? (Cire	cle one) Lawre	ence to Bryn Mawr ernization Project	Red-Purple Bypass Project
		oject are you most e		all that apply)	
Modernized Stations Why?	Platforms	Stations Impro	ovements (ar re trains) (Im	Operational Transit od Reliability Oriente provements Developm	d Other ent
STATIC	or uere	IMPRILED	BUT WAT	A BENEFIT	2 4
NEED	MUCH IN	ofrevenent W	HICH TO	A RESERVE	70.4
).
oout which e	element of this pro	ject are you most co	ncorned2 (Oi-	I	
Noise	Visual Impacts				
	Kow it would look)	Displacements	Resources	ic Construction Proje Impacts Fund	Other
my	BUILDINE	is EAST SIL	OF THE T	FACILS. I AM I	lee
Concer	EN THAT +	HE TRACKS	ULC BE W	NOWEN CLOSED ON	Jorg .
BUILDING	- IBUEF	Ry LOUD NOW	WHEN TRAI	YOU DO THE	OUK TO STORY
VIBRATION	s when Th	E TRAINS GO	By. TF	YOU DO THE	OFN
PACIC	STRUCTURE	INSTEAD OF T	THE WALCS	IT WOULD HE	JP IF
PARKING	5 SPOB 4	VERE WELLING	CRENTED	FRE TOKHAMINE NEIGHBORS	-
				METERIA	cta

Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465 RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta @cta Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢, 請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282) Additional Comments: ALSO If the CHANGE U TO HAVE OPEN TRACE, The CLOSER DECK WOULD BE PREFERED TO PEDICE NOISE.

Thank you for attending this CTA Red and Purple Modernization Program open house.







on the Red and Purn

of the fled and Purple Modernization (RPM) Program
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name David E. BRADEN
Address 6112 N Winthrop Ave Apt 1E
City Chicago
City Chicago State IL zip 60660
City Chicago State IL zip 60660 Email Address debraden@gmail.com **Check here to also receive updates about other projects along the Regul Line
a grade to de la fermionidad del la fermionidad del la fermionidad de la fermionidad del la fermionidad de la fermionidad del
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Wider ADA-Accessible Stations Capacity Improvements Improvements Improvements Development
Why? Modernized, accessible stations are important to me
because + value inclusion and even as boils
- oble to use Chicago public transit in NII.
Tiples inflations, reladernized tracks should also
improve commute times.
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historia Constant
Impacts (how it would look) Displacements Resources Impacts Other
1411
hope that consecutive stations will be closed and Simultaneously.
Simultana consecutive stations will Not be closed
- Intuitatieously,



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Additional Comments: Knowing more







CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Killian Walsh
Address 5231 No. Wintwoop Ave
City CHG() State Zip 60670
Email Address Killianwalsha hotmail.com
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Capacity Operational Transit Improvements and Reliability Oriented Other (more trains) Improvements Development
we NIS/E/W markers for people exiting it. Someone can
walk around trying to figure out direction & for safety
It shortens the time for a person wondering an unknown area.
MARK all directions - many people don't know E, w, Sit
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding
Why? We need this of Ged that funding.







The state of the s
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name_TOGBE, SEDOUFID KOKOUVI
Address 6026 N. XIINTHROP Ave.
City State Zip 60660
Email Address rhadolphakhar @ gmail. com.
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Platforms Stations Stations Capacity Operational Transit and Reliability Oriented Other Improvements Development
During the construction, would you please find for us an appropriate detour?
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding Why? Personal of same consciplinations of same consciplinations.







CTA::::
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name DARYL RAMSEY
Address 5318 N WINTHROP AVE #15
City CHICAGO State _[L _ Zip 60640 Email Address diramjet 1 e yahoo.com
Email Address diramjet 10 yahoo.com
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Wider Platforms Stations Sta
These improvement (will allow for faster trains and greater access to train stations.
und greater access to train stations
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Country in Table 1
Impacts (how it would look) Displacements Resources Impacts Funding
Why? With any improvement comes contractions of
For without it there will be kno improvements







CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Marin Colonia
Address 915 W. Wils, Ave
City Chicas State II. Zip 606
Email Address Wilcosing 1 @ hotacil.com
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Wider ADA-Accessible Stations Capacity Operational and Reliability Oriented Development Other
Why? Want the project to be worth the goal of the monies spent. Convenient access time and less working to get to platforms. Hove ADA Accession stations, reliable inprovenuls to services and occess to bus routes. Less hikes in forces and
and less working to get to platforms. Hove ADA Accession stations, reliable
and
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding
Availability of staff and sources To source Wait time for bases.
Availability of staff and supervisors for service and problems







Programme and raiple Modernization (RPM) Progr	am
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.	
Name Bernand Kiensta	
Address S248 N Winthrop Am APT 2N City CHICAD 60660	
Email Address Bern Chiago & Small. Com	
Check here to also receive updates about other projects along the Red Line	
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Bypass	Purple s Projec
About which element of this project are you most excited? (Circle all that apply)	
Modernized Wider ADA-Accessible Stations Platforms Stations Capacity Operational Improvements (more trains) Operational Improvements Development	Other
Why? (more trains) Improvements Development	
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts (how it would look) Property Displacements Resources Impacts Funding Why?	Other
TAKing extra space For for wider Platforms At Being is a star stopper. Take it from the west side not out Well is mil voom on the east. Too had for resides.	cta





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name_ MICHAEL WELLS
Address 4906 N WINTUROP
City CUL L1 60640 State Zip
Email Address
Oneck here to also receive updates about other projects along the Red Line Awrence to Bryn Mawr) Red-Purple
For which project are you providing comments? (Circle one) Awrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Martin ARA Capacity Operational Transit
Modernized Wider ADA-Accessible Improvements (more trains) Improvements Development
Why?
The trains, being 100 yrsold are very
Why? The frams, being 100 yrs old are very lovd. Here's hoping the CTA Can rebuild a QUIETER (ine.
a QUIETER line.
About which clament of this project are you most concerned? (Circle all that apply)
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Other Impacts (how it would look) Displacements Resources Impacts Funding
Why?
More TOD, Please
e
Less noise please







CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name ANDRE ELOQUIN
Address 5630 N. SHERIDAN RD SUITE 723
City CHICAGO State 1/L Zip 60660
Email Address ampjunk 19 agmail.com
Check here to also receive updates about other projects along the Red Line
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Stations Stations Capacity Operational and Reliability Improvements (more trains) Improvements Other
Why? Modernized Stations and development help defer Crime and increase the grality of life of local residents. Usgraded intrastructure improvements also attract small and sig business's to the community. Think about placing a purple line station at Bryn Ma About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Impacts (how it would look) Displacements Resources Impacts Why?





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Dovald Bosan-Bruvo
Address 2225 MADISON PL.
City Evans row State IL Zip 60202
Email Address Programs 270 yahoo. Com
Check here to also receive updates about other projects along the Red Line
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider Stations Platforms ADA-Accessible Stations (more trains) Capacity Operational and Reliability Improvements Development
Why?
IN CREASED ACCESS (UM ADA) INCREASES THE USEFULNESS OF THE SERVICE NOT ONLY
FOR NEIGHBORGED RESIDENTS, BUT FOR ALL USERS OF THE SYSTEM. INCRESSED CAPACITY
AND POLIABILITY OFFER DIRECT IMPROVEMENTS FOR EXISTING AND FUTURE PASSENGERS. NOISE MITIGATION
THROUGH MODERN INFRASIRUCTURE PROUDES A BENEFIT TO THE IMPACTED COMUNITIES.
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding
Why?
PECONSTRUCTION OF THE EMBNISHMENT AND STATIONS THERE WILL PESU-T IN THE DEMOLITION
OF ARCITECTURE THAT IS SPECIFIC TO THE "L" ITSELF. THE STATION HOUSES THOMSELVES
REPRESENT ARCITECTURE THAT HAS BEEN A PART OF THE CITY OF CHICAGO FOR 90+ YEARS. EXTHERE
BERLYN OR ARBYLE (STATION HOUSE) SHOULD BE PRESERVED RESTORED IN ADDITION TO BEING VICENDED
FOR ADA,







CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Carry SAGINA
Name Geory SAGINA Address 970 W Wilzen
Address
City (hecty) State F/ Zip 60646
City Checapy State F(Zip 60646 Email Address DOGNICAT CARE QADL LOOM
Check here to also receive updates about other projects along the Red Line
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Stations Stations Capacity Operational Transit and Reliability Oriented Other Improvements Improvements Development
Why? Upgrads needed
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts (how it would look) Property Impacts to Historic Construction Project Funding Why? Must history be destrayed for upgrades







on the ned and Purple Modernization (RPM) Program
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT. Name
Address 5245 N. GLENWOOD AVE.
City Chicago State 1L Zip 60640-2216
Email Address openmindjw@sbcglobal.net
Check here to also receive updates about other projects along the Red Line
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Capacity Operational Transit Stations Platforms Stations (more trains) Improvements Development
why? good luck and godspeed. I hope I live long enough to enjoy the enterme!
About which element of this project are you most concerned? (Circle all that apply) all of it Noise Visual Impacts Property Impacts to Historic Construction Project Other Impacts (how it would look) Displacements Resources Impacts Funding
Why? Uptown and Edgewater have been populated with many successful small businesses for decades. I strongly recommend to work with the nonprofit development corporations. To assist the businesses affected by this propert. These organizations know the businesses, the real estate, the neighborhoods and the markets. DEdgewater Development Corp. Claire Tobin Uptown Development - contact Suellen Long Cta





on the Red and Purple Modernization (RPM) Program
Name WARD MILLER, PRESIDENT + EXECUTIVE DINGER, CHICAGO
Address 4410 N. RAVENSWOOD AVENUE
City CNICAGO, State IL. Zip 60640
Email Address WMILLER & PRESERVATION ONICAGO, ORG
Check here to also receive updates about other projects along the Reo Line
For which project are you providing comments? (Circle on Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider Stations Platforms ADA-Accessible Stations (more trains) Capacity Operational and Reliability Improvements Development Other
WE AT PRESERVATION CHICAGO WANT TO ENCOUNAGE PRESERVATION
OF MISTORIC FEATURES WHERE POSSIBLE AND A RECREATION
OF MISTORIC FEATURES WHERE MISSING OR ALTERED
PREVIOUSLY. WE ARE OF THE OPINION THAT MIN WILL ALLOW FOR
ADACITY, BUT ALLO GIVE A JENCE of AVENCION TO THE SYSTEM AND HELD INTEGRATE IT BACK WIMIN THE COMMUNITY AND THE VAMOU About which element of this project are you most concerned? (Circle all that apply) NATIONAL REGULATION
Noise Visual Impacts Property Impacts to Historic Construction Project Other S. Impacts (how it would look) Displacements Resources Impacts Funding
Why?
HISTORIC ELEMENTS AND ORIGINAL DESIGN CONCEPTS SHOULD
BE RE-EMPLOYED WHENEVER POSSIBLE. WE HOURD LIKE
TO SEE IMPROVEMENTS TO THE STATIONS, BUT REPAINING OR
RESTORING THE OMGINEN PALATE OF HUTORIC MATERIALS
AND FEATURES. WE MINK YOU CAN HAVE BOTH AMO
BMOK + THE AND TEMPAZZO FLOORS ARE IN MR-SPIRIT CTA
OF THE OMGINAL SIMISN - MEIR ARE WONDERFUL IMPROVEMENTS!





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Lena G. Reynolds
Address 4819 N. Winthrop 61
City Chicago State IL zip 60640
Email Address lengreynolds agmail. com
Check here to also receive updates about other projects along the Red Line
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Red-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider Stations Wider Platforms Stations Stations Capacity Improvements (more trains) Capacity Operational and Reliability Improvements Development
Why? The State of Stacks work to for a facility many and The adoles
The Stations & tracks work fire for one for the most part. The polates done last year to fix the combling was all I was concerned about them. However,
I know neighbors need more accessible train stations to make public transita
tuly viable ophon. It would also be nice to have peace of mind that delays,
problems, & reliability issues won't affect my travel.
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Resources Impacts Funding
Why?
There are two funtastic features that I love about Uptown that I don't want
threatened. One is the rich HISTORY, I want to make sure landmarks like the
Aragon and regular to hidden gems like the north side of Ainslie east of Broadway & the train tracks are saved for fiture generations. The second is DIVERSITY, I don't
people who have called uptown home for generations. Affordable housing must remain as accessible as wealthy housing for the benefit of our valuable complex communities.
remain as accessible as wealthy housing for the benefit of our valuable (cta)
Complex communities.





STATE OF THE PARTY AND DESCRIPTION OF THE PAR
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Jacob Aronov
Address 6754 N Flston
City Chr Cap 11 State Zip 60646
Email Address
Check here to also receive updates about other projects along the Red Line. Lawrence to Bryn Mawr Red-Purple Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Improvements and Reliability Oriented Other Stations Platforms Stations (more trains) Improvements Development Why?
the state of the state of
de of state on how
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Other Impacts (how it would look) Displacements Resources Impacts Funding
Why? paese sand me wrosper
of the atornation presented here
of the aformation presented here tought at stool advoss.







of the fied and Fulple Modernization (RPM) Program
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name BHUTTU MATHEMS
Address 115 W. CHICAGO AVE., ACCESS LIVING
City CHICAYO State IL Zip 60654
Email Address BMATHEWS @ACCESSUVING, ORG
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Stations Wider Platforms ADA-Accessible Stations Stations Stations Capacity Operational and Reliability Oriented Other Development
Why? The fact that there will soon be 5 fully accessible stations where none existed between Addison & Granville will be HUGE. The economic impact of these projects will also be tremendous but need to be planned for & managed corefully.
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project
Impacts (how it would look) Displacements Resources Impacts Funding Other
Why? I would like to suggest that accessibility not be treated as an after thought during the Design process. If done thoughtfully, it can co-exist with aesthetic beauty. I am also concerned about the economic impact these projects will have on low-income regidents of these projects
Lastly, I would like then developments to not diplace the other diverse buriness community in the area, e.g. Asian & Cta)





off the ned and Furple Modernization (in M) 1 region.
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Carla Kipen
Address 1321 W. Addison
City Chicago State 1L zip 60613
Email Address <u>Carlazone</u> Orcn. com
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider Platforms ADA-Accessible Stations (more trains) Capacity Operational Transit and Reliability Oriented Other Improvements Development
Why? The northern stations do need to be renovated.
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Funding Other
The Red-Purple Burges is not needed. The wait times for
The Red-Purple Bypass is not needed. The wait times for signal clearance at Belmont are negligible - shorter than they
were in the 1980s, I feel that the efficiency of the Brown and
Red Lines has improved. Trains could not run more trequestly
because they already come every 2-3-4 minutes during rush how
This project would be a waste of money, Besides, ridership
This project would be a waste of money. Besides, ridership will probably not continue to increase at the rate it did in the past

Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@ RPM

RPM@transitchicago.com



transitchicago.com/RPMProject



facebook.com/thecta



@cta

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Additional Comments:

The place where the wait times are really long (for
- Signal clearance) is not Belmont but coming into
the Loop on the Pink Line or Green Line along
Lake Street. I don't know whether anything could be
done to alleviate the congestion of trains there -
Fink, Green, Brown, Orange Purple Lines all using the
same tracks but that's where the problem is.
Belmont is only aminor annoyance in comparison.







CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name EMILY WESEMAN
Address 3649 N MAGNOLIA
City CHICAGO State 12 Zip 66613
Email Address emily west Com.
Check here to also receive updates about other projects along the Red Line. Lawrence to Bryn Mawr Red-Purple
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Bed-Purple Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Platforms Stations Capacity Operational Improvements and Reliability Improvements (more trains) Improvements Development
Why?
I believe your examples as redevelopment around the
I believe your examples of redevelopment around the
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Other Impacts (how it would look) Displacements Resources Impacts Funding
Why?

Thank you for attending this CTA Red and Purple Modernization Program open house.
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@ RPM@transitchicago.com
transitchicago.com/RPMProject
f facebook.com/thecta
©cta
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the assersations made regarding re-development and, investment + to property valves around the brown live stations are more corelation than consistion



RED AHEAD

LAWRENCE TO BRYN MAWR MODERNIZATION

RPM PUBLIC FORUM

Held on

May 21, 2014

At

5:00 p.m.

At

1425 West Wilson Avenue Chicago, Illinois

STENOGRAPHIC REPORT OF PUBLIC

COMMENTS taken in the above-entitled cause held
at Truman College, 1425 West Wilson Avenue,

Chicago, Illinois.

Reported by: Tracy Jones, CSR, RPR, CLR

License No.: 084-004553

- 1 MS. WILLIAMS: Desiree Williams.
- 2 I'm planning on writing a book, so I
- 3 understand what you just said to me.
- 4 Anyway, as far as the CTA goes, they
- 5 need to be more like Pace as far as the drivers
- of the buses are concerned because, man, they
- 7 treat everybody like a king and queen that's in
- 8 wheelchairs. I can't say that about CTA,
- 9 though.
- And I might luck up, I'll say, half the
- 11 time, CTA drivers are very mannerable, I'll say.
- 12 Because they will make sure I get on the bus
- 13 safely and make sure if I need a seat belt or
- 14 not. See, Pace automatically put a seat belt on
- 15 you. Even in the suburban Pace, oh my God, they
- 16 have to do that. But whoever hired them, it's
- 17 mandatory that they put the seat belt across our
- 18 chest and make sure even the wheelchair,
- 19 electric wheelchair, is fastened down to the
- 20 floor. CTA doesn't do that. I don't know why,
- 21 as much money as they get.
- 22 Including the high-up ones, why can't
- 23 they make sure their drivers are mannerable?
- 24 Also, make sure our seat -- our wheelchairs are

- 1 firmly on the floor. Because Lord knows, CTA
- 2 been in a humongous -- as much accidents they
- 3 been in, they should be tired of getting sued.
- 4 Wouldn't you think? I know you can't talk.
- 5 But it just amazes me. I've been in
- 6 Chicago born and raised all my life, and I used
- 7 to see wheelchairs even before I became disabled
- 8 myself. They didn't make sure they got on that
- 9 bus safely or even fastened down securely. And
- 10 Lord forbid if they had a sudden stop, they
- 11 would have went through the windshield. I
- 12 almost did two years ago on CTA coming down
- 13 Clark Street.
- 14 I'm trying to tell the man -- I was in
- 15 my manual wheelchair at that time -- that the
- 16 seat belts, I wasn't buckled down. He had to
- 17 buckle my manual wheelchair down.
- 18 I have a back injury that happened
- 19 before I even got on the CTA disabled. I had a
- 20 slipped disc in my back in 2008. Well, anyway,
- 21 the driver didn't know this. I get on the bus,
- 22 he make a sudden stop, I could have went through
- 23 the windshield. My legs wasn't working.
- 24 But thank God, I'm going back to rehab

- 1 next month. Thank God my legs stopped me from
- 2 going through the windshield. He thought it was
- 3 a joke. Because he's getting ready to get off
- 4 work. It's the next driver's problem.
- 5 When I got to Howard, I had the
- 6 ambulance and police there. I could have sued,
- 7 but I didn't. I was too busy trying to get back
- 8 on the train, go back on Sheffield. I was
- 9 living on Sheffield at that time. Illinois
- 10 Masonic, my doctors are still there. I live in
- 11 Evanston now. But they're still there. Girl,
- 12 it was so much going on during that time, I
- 13 ain't even bother about suing CTA. And I know I
- 14 had a lawsuit.
- But see what happened at O'Hare? Oh,
- 16 those poor people. And years back, I think
- 17 before I became disabled, Pace told CTA, if
- 18 y'all have one more lawsuit, we're going to take
- 19 over. Because Pace done put so much money into
- 20 their lawsuit trying to keep them from going
- 21 under. I will feel sorry for CTA. I really do.
- 22 That's probably why I didn't sue them.
- 23 But anyway, I love CTA. It's been my
- 24 best friend since I was little. My momma rode;

- 1 my daddy rode till they got a car.
- 2 Anyway, I don't want to take up too
- 3 much time because y'all may have a book by the
- 4 time I get through talking about CTA.
- 5 The end.
- 6 MS. MARY SULLIVAN: Mary Sullivan,
- 7 110 North Griffin, Park Ridge, Illinois 60068.
- 8 No. 7, Apartment 7.
- 9 I feel that I want -- I feel that this
- 10 project should be accommodated to and should
- 11 keep Berwyn station open because I use it for
- 12 when I come from my internist's office to go to
- 13 school, Christmas shopping, and for the Jewel,
- 14 things of that nature. I just hope you'll take
- 15 that into consideration.
- 16 Keep Berwyn open. Thanks a lot.
- 17 MR. OSER: Edward Oser.
- 18 Okay. How does that thing work? That
- 19 is so super cool.
- 20 Well, I think the project is fantastic.
- 21 I live in the neighborhood, a couple of blocks
- 22 from here. And no, I'm really excited about it.
- 23 And I think the CTA has been really
- 24 conscientious in what -- pointing out what

		0.00
1	they're doing and making sure the project is not	
2	going to disrupt the community and it's going to	
3	help. So I'm behind it 100 percent.	
4	(Whereupon, the Public Forum	
5	concluded at 7:32 o'clock p.m.)	The second second
6		
7		
8		100000
9		100
10		and the second states
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		6

1	STATE OF ILLINOIS)					
2) SS:					
3	COUNTY OF C O O K)					
4						
5	I, TRACY JONES, being first duly sworn,					
6	on oath says that she is a court reporter doing					
7	business in the City of Chicago; and that she					
8	reported in shorthand the comments made at said					
9	Public Forum, and that the foregoing is a true					
10	and correct transcript of her shorthand notes so					
11	taken as aforesaid, and contains the comments					
12	made at said Public Forum.					
13	RealLogal					
14	Jacy Sones					
15	TRACY JONES, CSR, RPR, CLR					
16	LIC. NO. 084-004553					
17						
18						
19						
20						
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24	7					

Α	1:16 7:8,11	Forum 1:3 6:4 7:9,12	5:16 love	7:12 put	thought 4:2
bove-entitled	community 6:2	1:3 6:4 7:9,12 friend	4:23	2:14,17 4:19	till
1:16	concerned	4:24	luck	p.m	5:1
accidents 3:2	2:6	A CAMPAGE	2:10	1:7 6:5	tired
accommodated	concluded	G			3:3
5:10	6:5	Gir1	M	Q	told 4:17
aforesaid	conscientious 5:24	4:11	man	queen	Tracy
7:11	consideration	God	2:6 3:14	2:7	1:23 7:5,15
ago	5:15	2:15 3:24 4:1 Griffin	mandatory 2:17	R	train
3:12 ain't	contains	5:7	mannerable		4:8
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amazes	cool	Н	manual	RED	7:10 treat
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ambulance	correct 7:10	2:10	Mary	rehab	true
4:6	COUNTY	happened	5:6,6	3:24	7:9
anyway	7:3	3:18 4:15	Masonic 4:10	REPORT	Truman
2:4 3:20 4:23 5:2	couple	held	MAWR	1:15	1:17
Apartment	5:21	1:4,16	1:2	reported 1:23 7:8	two
5:8	CSR	help	MODERNIZATION	reporter	3:12
automatically	1:23 7:15	6:3 high-up	1:2	7:6	U
2:14	CTA 9 11 20	2:22	momma	Ridge	7.31
Avenue	2:4,8,11,20 3:1,12,19	hired	4:24	5:7	understand 2:3
1:9,17	4:13,17,21	2:16	money 2:21 4:19	rode	use
	4:23 5:4,23	hope	2:21 4:19 month	4:24 5:1	5:11
В		5:14	4:1	RPM	(Sept. 1985)
belt	D	Howard		1:3	W
2:13,14,17	daddy	4:5 humongous	N	S	West
belts 3:16	5:1	3:2	neighborhood		1:9,17
Berwyn	Desiree		5:21	safely 2:13 3:9	wheelchair
5:11,16	2:1	I	North	school	2:18,19 3:15
best	disabled	Including	5:7	5:13	3:17
4:24	3:7,19 4:17 disc	2:22	notes	seat	wheelchairs 2:8,24 3:7
blocks	3:20	injury	7:10	2:13,14,17,24	2:8,24 3:7 Williams
5:21	disrupt	3:18	0	3:16	2:1,1
book 2:2 5:3	6:2	internist's	17000	securely	Wilson
2:2 5:3 born	doctors	5:12	0 7:3,3	3:9 Sheffield	1:9,17
3:6	4:10		7:3,3 oath	4:8,9	windshield
bother	driver	J	7:6	shopping	3:11,23 4:2
4:13	3:21 drivers	Jewe1	office	5:13	work
BRYN	2:5,11,23	5:13 joke	5:12	shorthand	4:4 5:18 working
1:2	driver's	4:3	ones	7:8,10	3:23
buckle	4:4	Jones	2:22	slipped	writing
3:17 buckled	72	1:23 7:5,15	open 5:11 16	3:20 station	2:2
3:16	E	1	5:11,16 Oser	5:11	
bus	Edward	K	5:17,17	STENOGRAPHIC	Y
2:12 3:9,21	5:17	K	o'clock	1:15	years
buses	electric	7:3	6:5	stop	3:12 4:16
2:6	2:19	keep	0'Hare	3:10,22	y'all
business 7:7	Evanston 4:11	4:20 5:11,16	4:15	stopped	4:18 5:3
busy	everybody	king 2:7		4:1 Street	0
4:7	2:7	2.1	P	3:13	
were the same of t	excited	L	Pace	suburban	084-004553 1:24 7:16
C	5:22	LAWRENCE	2:5,14,15 4:17 4:19	2:15	1.24 7.10
car		1:2	Park	sudden	1
5:1	F	lawsuit	5:7	3:10,22	100
cause	fantastic	4:14,18,20	people	sue	6:3
1:16	5:20	legs	4:16	4:22 sued	110
chest	far 2:4,5	3:23 4:1	percent	3:3 4:6	5:7
2:18 Chicago	fastened	7:16	6:3	suing	1425
1:10,18 3:6	2:19 3:9	License	planning 2:2	4:13	1:9,17
7:7	feel	1:24	police	Sullivan	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Christmas	4:21 5:9,9	life	4:6	5:6,6	2
5:13	firmly	3:6	poor	super	2008
City	3:1	little	4:16	5:19	3:20
7:7	first	4:24	probably	sworn 7:5	2014
Clark	7:5 floor	live	4:22	7.3	1:5
3:13 CLR	2:20 3:1	4:10 5:21	problem	T	1:5
1:23 7:15	forbid	living 4:9	4:4	take	- 1
College	3:10	Lord	project 5:10,20 6:1	4:18 5:2,14	5
1:17	foregoing	3:1,10	Public	taken	5:00
comments	7:9	lot	1:3,15 6:4 7:9	175,000,000,000,000 pp.	3.00
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1:7 6 60068 5:7			THE REAL PROPERTY OF THE PERSON OF THE PERSO
7 7 5:8,8 7:32 6:5			





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Vill Huynh
Address 5248 N. Winthrop Ave
City Chicago State IL Zip Ceole 40 Email Address Jillofuw Cyahro. can
Email Address Lillofuw Cyaho. com
Check here to also receive updates about other projects along the Red Line:
For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Platforms Stations Stations Capacity Improvements (more trains) Operational Transit Oriented Other Development
Why?
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Funding Other
Tracker screens at all stations would be nice, but those on the platform should not face out towards residential buildings. Light pollution, in addition to noise pollution, needs to be minimized for residents.

Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:

Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

@

RPM@transitchicago.com



transitchicago.com/RPMProject



facebook.com/thecta



@cta

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Additional Comments:

Two of the units in our building see have been purchased only in the last year, including mine. Quite honestly, this 4-year expected delay (had we known about it) would've convinced us to consider a different neighborhood.

The added track/platform space at Beruyn needs to be taken from the alley west of the station, similar to the proposed track/platform change at Laurence. Especially in the winter plows come through our alley and narrows our access to our garage.

Added lighting along the state of station walls along the alley would be critical to ensure safety, esp. given the expected increase in foot traffic due to basinesses, etc. This would be impt for alleys on either side of the station.

Increased CPD patrols around Edgewater stations would be weessary.

from will residents have access to their alley-access garages if the power lines are expected to be pouried or raised?

What ince

will the city repair potholes and other damage to the alleys over the increased use? who will maintain the space given the increased likelihood of loiterers?





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT. Name SERVIC KIENS TRA	
5)49 N/ WINTHRUP AVE APT 2N	
City Chicy IL 60640 State IL Zip 60640 Email Address BERNCHICAUO @ GNAIL. (UM)	
Email Address BERNCHICAGO @ GNAIL. (OM	
Check here to also receive updates about other projects along the Red Line For which project are you providing comments? (Circle one) Red-Purpl Modernization Project About which element of this project are you most excited? (Circle all that apply)	
Modernized Wider ADA-Accessible Improvements and Reliability Oriented Othe Stations Platforms Stations (more trains) Improvements Development Why?	ər
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project Other	ıer
Impacts (how it would look) Displacements Resources Impacts Funding	
DBERNEN- Please more Track Buildant to West SIDE of Structure.	
Deless Impart to Resides Bildy on	
DLess Impart to Resides Billy as	





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name_Charles Bonilla
Address 1456 W. Edgewater, 3E
City Chicago State IL Zip 60660
Email Address Charlesbonilla eymail.com
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Platforms Stations Capacity Improvements (more trains) Capacity Operational and Reliability Improvements Development
Why? Strengthening the length of the track and rebuilding the viadvets is oh so important.
Total I de d'indicate i s'ori so i i i por de i i i
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project Resources Impacts Funding
Why? It makes sense. I'm just surprised about losing the Public Storage and North Side Toxotor lot. I'm very concerned about the development. Another condo? Please,
MO
* at Hollywood & Broadway



Chicago, IL 60661-1465
@ RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta
@cta
Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢. 請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282)
Additional Comments:
Open Space: there was discussion of parking or igo sists. That's okay. What about Food truck parking and operation? Granted that wouldn't be 24/7, but
operation? Granted that wouldn't be 24/7, but
it's pkhorght.
Here's a thought: for every delay in summer, we should get ice cream. For every delay in winter, we should get hot charalate WITH MARSHMALLOWS.
get icecream. For every delay in winter, we should
set hot chocolate with MARSHMALLOWS.

Thank you for attending this CTA Red and Purple Modernization Program open house.

Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street,

Comments may also be submitted via mail or e-mail to:





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Andrew Suszek
Address 5248 N. Winthrop Ave. Unit 35
City Chicago State IL Zip 60640
Email Address at suszek@gmail.com
Check here to also receive updates about other projects along the Red Line For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Platforms Stations Capacity mprovements (more trains) Operational Transit and Reliability Improvements Development
Why?
About which element of this project are you most concerned? (Circle all that apply) Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding
Town property (a condo) just to the east of the Bermyn station. My biggest concern is noise. Sound buriers, closed structures, and any other ways to reduce noise are critical, particularly in light of the increased traffic and speed of the trains.

Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465



RPM@transitchicago.com



transitchicago.com/RPMProject



facebook.com/thecta



@cta

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Additional Comments:

To the east of the Berwyn station are residential propertie	s. To the
To the east of the Berwyn station are residential properties west is the rear of businesses. If the platform has to	be videned
the widening should occur on the west side not the e	ast There
would be little impact to the businesses on the west side side is widened, but there would be a significant in the residences on the east side if that side is wide	le if that
side is widered, but there would be a significant in	wait to
the residences on the east side if that side is wid	lened.
Safety below the Berwyn Station is also a major concernalleys are covered, a significant amount of lighting shows I would prefer that there not be parking added below	n. If the
alleys are covered, a signifiant amount of lighting show	d be added.
I would prefer that there not be paiking added belo	w the station
It is also extremely important that vehicles, including trucks and gurbaye trucks be able to continue to make the alleys.	moving
trucks and aurbaye trucks be able to continue to make	it down
the allers	11 017
• • • • • • • • • • • • • • • • • • • •	
	,







		A.		X.
CTA is interested in hearing your thought	s on the RPM Phase	One projects. Plea	se PRINT.	
Name MX Mark V. Albert				
	4 10			
Address 5646 N tenmore	are apt 20		10.1	/ 0
City Chicago		State	Zip _ 6060	36
Email Address My-tralbert @ gm	gilicom			
Check here to also receive updates about other				
For which project are you providing c		I awrence to !		Red-Purple Bypass Projec
About which element of this project a	are you most excite	d? (Circle all that	apply)	
Modernized Wider ADA-Acc Stations Platforms Statio	Improveme	ents and Relia	bility Orie	ansit ented Other opment
Why? Lookely forward to	the Bryn Mari	· improvement	٢,	
* Hoping for i Go/zie	Car placemen	t in the lo	ocation at	the ald it.
Hollywood access - more comments an back. About which element of this project a	5			would be go
The state of the s		ets to Historic Co esources		Project Funding Other
Why?				



Thank you for attending this CTA Red and Purple Modernization Program open house.

Comments may also be submitted via mail or e-mail to:

Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

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RPM@transitchicago.com



transitchicago.com/RPMProject



facebook.com/thecta



@cta

Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢,請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282)

Additional Comments:

For the hollywood bryn many access, we would prefer
the south side of Hollywood for the entrance, which would
1/50 match any development at the SE corner of Man Bradway
and mitch the footprint at the station above, Hollywoo
(Edgewater specific comment: it would be helpful to have a
Was higher barrier between the cars and pedestrians at
the NE corner at Barren hollywood and sheridan, It
would make the park much more enjoyable to walk to
and would the minimize the exhaust runners breakly on
their way home.)
*





CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name_FRED & ALMA CRUMLISIT
Address 1425 W. GRANVILLE
City CHICKEC State Zip 60660
Email Address
Check here to also receive updates about other projects along the Red Line For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Capacity Operational Transit Stations Platforms Stations (more trains) Improvements Development
Why? LOVE TO SEE CHANGES (FOR THE BETTER) IN THE
NEIGHBORHOODS IMMEDIATELY SURRUUNDING THE NEW
& UPGRADED STATIONS, BRONDWAY FOR INSTANCE NEEDS HELP
1 1 MAYBE SOME OI RECTIONAL SIGNAGE (KIOSKS OR
MONOLITHS DOLINTING THE WAY TO SPECIAL PLACES & PROVIDE IN FO ABOUT TRANSIT AWAILA BILLITY About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding
Why?







on the ned and Purple Modernization (nPM) Program
CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT. Name Maria Signah - Salon Ecuo
Address 1134 w. Bryn Mawr City Cluccyo State 12 zip 60660 Email Address Info@ Solonecho.com
Check here to also receive updates about other projects along the Red Line. For which project are you providing comments? (Circle one) Lawrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider Stations Platforms ADA-Accessible Stations (more trains) Capacity Operational Transit and Reliability Oriented Other Improvements Development
Why? This couldn't be a better project to help revitatize Edgewater - " Project to help
revitance Edgewater - 1
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Other Impacts (how it would look) Displacements Resources
How easy will it be to access Marketing \$\$ to help Sustain my business on Bryn mover -
to help Sustain my business on Bryn Mouer -
Construction Impacts. Intrastructure disruption will cause an enormous disturbance do all the Redents that live
Construction Imparts - Infrastructure disruption will cause an enormous disturbance do all the Redents that him in the walls of the "L" - Howare we sowing to the manage control? health issues?
mangal control-health (SSIR)! he

Comments may also be submitted via mail or e-mail to: Chicago Transit Authority, Attention: Red and Purple Modernization Program, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465 RPM@transitchicago.com transitchicago.com/RPMProject facebook.com/thecta @cta Para informacion en Español, llame al 312-681-2712 За информацией на русском, звоните по телефону 312-681-2712 中文查詢,請打電話 312-681-2712 Customer Information: (888) YOUR-CTA (888-968-7282) Additional Comments: more excited bu

Thank you for attending this CTA Red and Purple Modernization Program open house.







CTA is interested in hearing your thoughts on the RPM Phase One projects. Please PRINT.
Name Lynn Newton
Address 6101 N. Glenwood Ave. #1
City Chicago State IL Zip 60660
Email Address _ lanskis@comcast. net
Check here to also receive updates about other projects along the Red Line.
For which project are you providing comments? (Circle one) Awrence to Bryn Mawr Modernization Project Bypass Project
About which element of this project are you most excited? (Circle all that apply)
Modernized Wider ADA-Accessible Stations Platforms Stations Capacity Operational Improvements (more trains) Operational and Reliability Oriented Development
Why? Looking for Divi Billes to be added - We have no Divi Bikes in Edgewater, Suggestion- across from the Thorndale Rod Line stop, would be a good spot
Divi Bikes in Edgewater, Suggestion- across from
The Thorndale Rod Line stop, would be a good spot
for Divi Bikes.
About which element of this project are you most concerned? (Circle all that apply)
Noise Visual Impacts Property Impacts to Historic Construction Project Impacts (how it would look) Displacements Resources Impacts Funding
Why?



North Red & Purple Modernization

From: Lynn Newton <lanskis@comcast.net>
Sent: Tuesday, June 03, 2014 9:38 PM
To: North Red & Purple Modernization

Subject: Lawrence to Bryn Mawr Modernization Project

I am wondering why we don't have any Divi Bikes in Edgewater. I am also wondering if you are in talks to include Divi Bikes in the future.

I know in many places there (other neighborhoods) are Divi Bikes close to CTA rail stations or bus stops. I think across from the Thorndale Red Line stop would be a great location.

Thank you.

Lynn Newton lanskis@comcast.net 6101 N. Glenwood Ave. #1 Chicago, IL 60660

North Red & Purple Modernization

From: Sent: To: Subject: Attachments:	San O <seacexec@gmail.com> Tuesday, June 03, 2014 5:25 PM North Red & Purple Modernization Re: English Version Lawrence 和 Argyle 火車站重建說明會.docx</seacexec@gmail.com>
Steve:	
	plan." We've also revised the text a little bit. We've changed from "In order for info" to "In order for residents to have an opportunity to know detailed information put)."
San	
On Tue, Jun 3, 2014 at 4:22	2 PM, North Red & Purple Modernization < RPM@transitchicago.com > wrote:
San,	
two versions of the Chinese to	oks good. When a Chinese-speaking staff member at one of the consultants' office read the ext, she recommended updating the title in the file without a photo (press advertisement) to with a photo (flyers to be posted.) Her suggestion was that the 5th character should be o "rebuilt".
reconstruction is not happening	ake sure the character used for "plans" in the first sentence accurately reflects that this ng immediately, that there is still a process to go through before construction would start. In the first sentence accurately reflects that this ng immediately, that there is still a process to go through before construction would start. In the first sentence accurately reflects that this ng immediately, that there is still a process to go through before construction would start.
Best,	
Steve Hands	
Chicago Transit Autl	hority
Red and Purple Mod	ernization (RPM)
Improving your commute. In	mproving your community.
transitchicago.com/RPMproje	<u>ct</u>
RPM@transitchicago.com	

Date Printed: 6/23/2014 9:14 AM

From: San O [mailto:seacexec@gmail.com] Sent: Tuesday, June 03, 2014 3:06 PM To: North Red & Purple Modernization Subject: English Version
Steve:
Below is the English version of the press release sent to you earlier.
Lawrence and Argyle Station Reconstruction Presentation
Chicago Transit Authority plans to reconstruct 4 el station on the northside including Lawrence and Argyle Stations in the Argyle neighborhood. This big reconstruction project will directly affect residents and riders. To provide detailed information to residents, CTA will conduct a presentation on Thursday, June 12 at 12 noon at South-East Asia Center, 5120 N. Broadway, Chicago. Interpreters will be provided. All are welcome. For information, please call <u>773-989-6927</u> .
The deadline for the Chinese press release is tomorrow. Do you think the above is OK to release?
Thanks much.
San

San L. O, MSW
Executive Director
South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

--

San L. O, MSW Executive Director South-East Asia Center 1134 W Ainslie, Chicago, IL 60640 (773) 989-7433

Lawrence 和 Argyle 火車站重建說明會

芝加哥交通部計劃重建城北四個火車站、其中包括亞皆地區的 Lawrence 和 Argyle 火車站。重建計劃龐大、與居民和乘車者、 息息相關。為讓市民有機會了解詳情和提供意見、交通部特於六月 十二日、星期四、中午十二時、在東南亞中心 5120 N. Broadway, Chicago、舉辦一個說明會。會中將有專員翻譯。歡迎大眾踴躍參 加。查詢者、請電 773-989-6927。

From: Fritz Plous <fp@ccrail.com>
Sent: Tuesday, June 03, 2014 3:41 PM
To: North Red & Purple Modernization
Subject: RF: Maps and drawings of Belmont flye

Subject: RE: Maps and drawings of Belmont flyover

Follow Up Flag: Follow up Flag Status: Flagged

Steve:

Thanks, but this is way too small for me to examine the project in detail. Is there any way to get hold of a larger rendering, on paper? I am unable to make my system expand the map or any of the photos.

Also, I note that very large tracts of property slated for demolition are not actually on the footprint of the flyover alignment. Rather, it appears that these buildings must be sacrificed only to create temporary access space for construction machinery. Interestingly, CTA seems to have spared its substation while taking property on either side of it.

Would it not be possible to erect the structure using a more surgical approach that doesn't require the demolition of so many large buildings? A surgical insertion of the new elevation would of course cost more money, require more sophisticated equipment and engineering techniques and probably take longer, but I suspect a good part of the extra expense could be offset by the lower budget for property acquisition.

Let me know how I can collect a bigger, paper overview of the site. I'm not far from CTA H.Q.

Thanks.

Fritz

From: North Red & Purple Modernization [mailto:RPM@transitchicago.com]

Sent: Monday, June 02, 2014 9:26 AM

To: 'Fritz Plous'

Subject: RE: Maps and drawings of Belmont flyover

Fritz,

Thank you for your continued interest in the RPM program and the Red-Purple Bypass Project. You can find a map of the current and proposed track alignment along with the potential property displacements necessary for the project on our webpage transitchicago.com/RPMproject or by visiting this link: Red-Purple Bypass Project Map of Potentially Displaced Properties (.pdf). CTA is still early in the stages of developing the concept designs for this project and is listening to the community in order to inform those designs. CTA will continue to update the webpage with additional drawings as concepts are refined.

Thank you again for your interest and your thoughts.

Best,

Steve Hands

Chicago Transit Authority

Date Printed: 6/23/2014 9:14 AM

Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

<u>transitchicago.com/RPMproject</u> RPM@transitchicago.com

From: Fritz Plous [mailto:fp@ccrail.com]
Sent: Saturday, May 31, 2014 12:25 PM

To: Hands, Steve

Subject: Maps and drawings of Belmont flyover

Steve:

At the public scoping meeting CTA did not hand out any detailed (or even schematic drawings) of the Belmont flyover. What's the easiest way I can get a look at a map of the actual alignment and some drawings of what the structure will look like and where the columns will be placed? Is there any kind of drawing showing which buildings would be removed?

Fritz

F.K. Plous Director of Communications Corridor Capital LLC 105 W. Adams—Suite 1400 Chicago, IL 60603

Tel: (312) 205-1060 Fax: (312) 205-1001 Mobile: (312) 307-6572

From: San O <seacexec@gmail.com>
Sent: Tuesday, June 03, 2014 3:06 PM
To: North Red & Purple Modernization

Subject: English Version

Steve:

Below is the English version of the press release sent to you earlier.

Lawrence and Argyle Station Reconstruction Presentation

Chicago Transit Authority plans to reconstruct 4 el station on the northside including Lawrence and Argyle Stations in the Argyle neighborhood. This big reconstruction project will directly affect residents and riders. To provide detailed information to residents, CTA will conduct a presentation on Thursday, June 12 at 12 noon at South-East Asia Center, 5120 N. Broadway, Chicago. Interpreters will be provided. All are welcome. For information, please call 773-989-6927.

The deadline for the Chinese press release is tomorrow. Do you think the above is OK to release?

Thanks much.

San

--

San L. O, MSW Executive Director South-East Asia Center 1134 W Ainslie, Chicago, IL 60640 (773) 989-7433

From: San O <seacexec@gmail.com>
Sent: Tuesday, June 03, 2014 12:46 PM
To: North Red & Purple Modernization

Subject: Notice

Attachments: Lawrence 和 Argyle 火車站改建說明會 Flyer, 2014.docx

Steve:

The attached is a draft of a notice that we'd like to post in our Center as well as in stores on Argyle. Please let us know if it's acceptable for CTA. The text is the same as the press release we sent you earlier.

Thanks much.

San

--

San L. O, MSW *Executive Director* **South-East Asia Center**1134 W Ainslie, Chicago, IL 60640 (773) 989-7433



Lawrence 和 Argyle 火車站重建說明會

芝加哥交通部計劃重建城北四個火車站、其中包括亞皆地區的 Lawrence 和 Argyle 火車站。重建計劃龐大、與居民和乘車者、 息息相關。為讓市民了解詳情、交通部特於六月十二日、星期四、 中午十二時、在東南亞中心 5120 N. Broadway, Chicago、舉辦一 個說明會。會中將有專員翻譯。歡迎大眾踴躍參加。查詢者、請電 773-989-6927。

From:	San O <seacexec@gmail.com></seacexec@gmail.com>
Sent:	Tuesday, June 03, 2014 12:17 PM
То:	North Red & Purple Modernization

Subject: Re: Lawrence to Bryn Mawr Modernization Project

Attachments: Lawrence 和 Argyle 火車站改建說明會.docx

Steve:

Attached is a press release in Chinese about the presentation that we will send out to 7 Chinese newspapers with your approval.

We do have a screen and it would be good if you could bring interpreters (Cantonese/Mandarin and Vietnamese). If you have to choose between Cantonese and Mandarin, Cantonese is a must.

Thank you very much.

San

On Fri, May 30, 2014 at 5:00 PM, San O < seacexec@gmail.com > wrote: Steve:

Very sorry that I didn't have a chance to call you this week. I will call you next week. In the meantime, just want to let you know what we have in mind. We run one of the City's Golden Diners Program serving hot lunches to seniors. Thursdays 6/5 or 6/12 at 12 noon would be best for us. If these dates are not good, we could consider other dates. We'll definitely need Cantonese and Vietnamese translation and possibly Mandarin also. It would be good if you have a staff who could do the presentation in one of those languages and we can help with others. There could be a couple of mainstreamed English-speaking diners in the audience.

I'll give you a call next week, or you can get a hold of me at 773-989-7433. Thank you very much.

San

On Tue, May 27, 2014 at 9:32 AM, North Red & Purple Modernization < RPM@transitchicago.com> wrote:

San O.

Thank you for getting in touch with us, and for your interest in the Lawrence to Bryn Mawr Modernization. We would be happy to provide a presentation and have a discussion with you and your clients. Is there a time of day that would work best for this presentation? Would you like us to arrange for interpreters to attend, or do you have someone available to provide translation during the presentation? To streamline setting up this meeting, please feel free to call me when you have a moment at 312.681.4169.

Best,

Steve Hands

Chicago Transit Authority

Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

transitchicago.com/RPMproject

RPM@transitchicago.com

From: San O [mailto:seacexec@gmail.com]
Sent: Sunday, May 25, 2014 5:00 PM
To: North Red & Purple Modernization

Subject: Lawrence to Bryn Mawr Modernization Project

We are a community service organization providing human and educational services targeting limited-English-speaking immigrants. The majority of our clientele live, shop and work in the neighborhood where the Lawrence and Argyle stations are located. The Lawrence to Bryn Mawr Project will have a big impact on their daily life. We would like to request for a short, concise and easy-to-understand presentation at our Center at 5120 N. Broadway, preferably in the first two weeks of June. The attendees will be Cantonese-Chinese and Vietnamese speaking.

Thank you very much for your consideration of our request.

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

(773) 989-7433

--

San L. O, MSW *Executive Director* **South-East Asia Center**1134 W Ainslie, Chicago, IL 60640 (773) 989-7433

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San L. O, MSW *Executive Director* **South-East Asia Center**1134 W Ainslie, Chicago, IL 60640 (773) 989-7433

Lawrence 和 Argyle 火車站改建說明會

芝加哥交通部計劃重建城北四個火車站、其中包括亞皆地區的 Lawrence 和 Argyle 火車站。重建計劃龐大、與居民和乘車者、 息息相關。為讓市民了解詳情、交通部特於六月十二日、星期四、 中午十二時、在東南亞中心 5120 N. Broadway, Chicago、舉辦一 個說明會。會中將有專員翻譯。歡迎大眾踴躍參加。查詢者、請電 773-989-6927。

From: Jill Huynh <ms.huynh1@gmail.com>
Sent: Monday, June 02, 2014 10:42 AM
To: North Red & Purple Modernization
Subject: Please add me to RPM Project mailing list

Jill Huynh 5248 N. Winthrop Ave, #3S Chicago, IL 60640

From: Hands, Steve

Sent: Monday, June 02, 2014 9:20 AM **To:** North Red & Purple Modernization

Subject: FW: Maps and drawings of Belmont flyover

Steve Hands

Chicago Transit Authority

Project Manager - Strategic Planning and Policy

T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

Preliminary Draft - for discussion purposes only: This email may contain material that is confidential and privileged for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

From: Fritz Plous [mailto:fp@ccrail.com] Sent: Saturday, May 31, 2014 12:25 PM

To: Hands, Steve

Subject: Maps and drawings of Belmont flyover

Steve:

At the public scoping meeting CTA did not hand out any detailed (or even schematic drawings) of the Belmont flyover. What's the easiest way I can get a look at a map of the actual alignment and some drawings of what the structure will look like and where the columns will be placed? Is there any kind of drawing showing which buildings would be removed?

Fritz

F.K. Plous Director of Communications Corridor Capital LLC 105 W. Adams—Suite 1400 Chicago, IL 60603

Tel: (312) 205-1060 Fax: (312) 205-1001 Mobile: (312) 307-6572

Date Printed: 6/23/2014 9:14 AM

From: Sent: To: Cc: Subject:	San O <seacexec@gmail.com> Friday, May 30, 2014 5:01 PM North Red & Purple Modernization Wilson, Jeffrey; Palmer, Jenifer (CWC); Booth, Michael (JCBS); McLaughlin, Michael; Hands, Steve; Lea, Claudia (LeaCK@cdmsmith.com); sbojan@wightco.com Re: Lawrence to Bryn Mawr Modernization Project</seacexec@gmail.com>
Steve:	
want to let you know what we lunches to seniors. Thursdays consider other dates. We'll defalso. It would be good if you help with others. There could lead to the could lead t	chance to call you this week. I will call you next week. In the meantime, just have in mind. We run one of the City's Golden Diners Program serving hot 6/5 or 6/12 at 12 noon would be best for us. If these dates are not good, we could initely need Cantonese and Vietnamese translation and possibly Mandarin have a staff who could do the presentation in one of those languages and we can be a couple of mainstreamed English-speaking diners in the audience. The you can get a hold of me at 773-989-7433. Thank you very much.
On Tue, May 27, 2014 at 9:32	AM, North Red & Purple Modernization < RPM@transitchicago.com > wrote:
San O,	
happy to provide a presentation a best for this presentation? Would	n us, and for your interest in the Lawrence to Bryn Mawr Modernization. We would be not have a discussion with you and your clients. Is there a time of day that would work you like us to arrange for interpreters to attend, or do you have someone available to sentation? To streamline setting up this meeting, please feel free to call me when you

Best,

Steve Hands

Chicago Transit Authority

Red and Purple Modernization (RPM)

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transitchicago.com/RPMproject

RPM@transitchicago.com

Date Printed: 6/23/2014 9:14 AM

From: San O [mailto:seacexec@gmail.com]
Sent: Sunday, May 25, 2014 5:00 PM
To: North Red & Purple Modernization

Subject: Lawrence to Bryn Mawr Modernization Project

We are a community service organization providing human and educational services targeting limited-English-speaking immigrants. The majority of our clientele live, shop and work in the neighborhood where the Lawrence and Argyle stations are located. The Lawrence to Bryn Mawr Project will have a big impact on their daily life. We would like to request for a short, concise and easy-to-understand presentation at our Center at 5120 N. Broadway, preferably in the first two weeks of June. The attendees will be Cantonese-Chinese and Vietnamese speaking.

Thank you very much for your consideration of our request.

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640

(773) 989-7433

--

San L. O, MSW

Executive Director

South-East Asia Center

1134 W Ainslie, Chicago, IL 60640
(773) 989-7433

From: Fritz Plous <fp@ccrail.com>
Sent: Friday, May 30, 2014 11:24 AM
To: North Red & Purple Modernization

Subject: RE: Belmont flyover

Steve:

Thanks. I have bookmarked the attachment. I hope you'll get back to me with a more detailed response to my proposal.

Fritz

From: North Red & Purple Modernization [mailto:RPM@transitchicago.com]

Sent: Thursday, May 29, 2014 5:22 PM

To: 'Fritz Plous'

Subject: RE: Belmont flyover

Fritz Plous,

Thank you for your interest in the Red and Purple Modernization program.

We appreciate your input and thank you for taking the time to provide your comment on the Red-Purple Bypass Project. We will take your comment into consideration as we develop the Environmental Assessment for this project. Please visit our webpage at transitchicago.com/RPMproject to learn more about the project and to follow the progress of the Environmental analysis.

Best, Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
transitchicago.com/RPMproject
RPM@transitchicago.com

From: Fritz Plous [mailto:fp@ccrail.com]
Sent: Thursday, May 29, 2014 5:16 PM

To: Hands, Steve

Subject: Belmont flyover

Mr. Hands:

Thanks for talking with me at the scoping meeting last Thursday. The occasion did not lend itself to serious discussionso I'm following up by e-mail.

In view of the controversy that has broken out over the routing of the Belmont flyover, and particularly the objections to the demolition of so many buildings in this fast-growing neighborhood, I have to ask why the Authority did not propose a routing that avoided the buildings. Instead of routing the flyover track straight north from the Belmont station, why was it not routed toward the east and onto an elevated structure built in the middle of Wilton Avenue? If

anything, this routing appears to be slightly longer, enabling the tracks to ramp up more gently prior to swinging west and crossing over the main line.

From what I can see on Google Earth, the tracks could be routed out into the middle of Wilton and run north two blocks to School Street, where they would turn northwest into the diagonal alley on the north side of School before crossing over the Red/Purple lines and descending to rejoin the northbound track of the Brown Line alignment.

I can see two objections to this plan:

- Residents on Wilton would object to having an L line running down the street in front of their buildings. But the original Chicago elevated was routed over the streets and alleys, and it seems reasonable to expect that another three blocks of line could be built in the same way now. Some residents may object the new L structure will be unsightly and will interfere with traffic. They will need to be reminded that the structure will be narrow and will carry only one track and that outside of rush hours a train will pass only about every 7 or 8 minutes. A modern L infrastructure, moreover, would be built of reinforced concrete rather than steel, and the tracks would be set in a concrete trough filled with ballast rather than mounted directly on steel girders, making the passage of the trains almost noiseless. It is unlikely the trains would interrupt people's sleep. Most bedrooms are in the rear of the building, away from the street over which the trains would run. Yes, there would be some temporary as well as permanent disruption, but far less than if a dozen commercially successful buildings were demolished and the dense streetscape of storefronts left vacant.
- Carrying the flyover across the Red/Purple lines right at the end of the diagonal alley north of School Street may require CTA to relocate the signal bungalow for Clark Junction—and perhaps the interlocking tower itself. This would be an onerous chore for CTA but certainly not as onerous as demolishing other people's buildings. Since the point of the project is to simplify the interlocking by eliminating train/train conflicts, it is likely that a smaller signal bungalow, perhaps located on the other side of the tracks, would be sufficient to control the smaller number of signals and switches at the reconfigured interlocking. Perhaps the tower itself could be dispensed with. CTA already has remote-controlled interlockings on the northwest and southeast corners of the Loop, both of which handle movements that directly cross each other's routes. It seems to me that once Clark Junction is simplified it too can be converted to remote operation.

A further observation: CTA needs to make a stronger case for this project. The media have been pouncing on Mayor Emanuel's claim that Brown Line trains sometimes are delayed "three or four minutes" at Belmont waiting for a slot across the Red Line. While I have been present at some of these delays, I find most of them involved only 30-60 seconds.

What CTA needs to point out is that a delay of "only" 30-60 seconds multiplied by a hundred of trains a day adds up to a big deal. When trains cannot be kept on schedule, more trains must be added to the mix to make sure that passengers get service. About 10 years ago CTA spent \$50 or \$60 million to remove the two hairpin kinks from the Green Line L structure between Wabash/Van Buren and the alley running between Wabash and State. All together this project took about "only" about 45 second of running time out of each trip. I seem to remember reading at the time that this "tiny" speedup enabled CTA to operate the Green Line with two fewer trainsets.

You guys need to put the pencil to the Brown Line flyover project and show how much money in equipment and operating costs the flyover will save, and then make sure the media get the story out. There are plenty of quants out there who will eat this stuff up plus lots of quant wannabes who will feel smarter after reading how much money the fl

mere time and time each map place or quantities and time recommended in the control of time
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minimize the destruction. You can do this project, but you're going to have to fine-tune it first.

Call	if you	want	to	talk

Thanks.

Fritz

F.K. Plous Director of Communications Corridor Capital LLC 105 W. Adams—Suite 1400 Chicago, IL 60603

Tel: (312) 205-1060 Fax: (312) 205-1001 Mobile: (312) 307-6572

From: Hands, Steve

Sent: Thursday, May 29, 2014 5:17 PM **To:** North Red & Purple Modernization

Subject: FW: Belmont flyover

Steve Hands

Chicago Transit Authority

Project Manager - Strategic Planning and Policy

T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

Preliminary Draft - for discussion purposes only: This email may contain material that is confidential and privileged for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

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Date Printed: 5/30/2014 12:43 PM

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Call if you want to talk.

Thanks.

Fritz

F.K. Plous Director of Communications Corridor Capital LLC 105 W. Adams—Suite 1400 Chicago, IL 60603

Tel: (312) 205-1060 Fax: (312) 205-1001 Mobile: (312) 307-6572

From: TR Findlay <trfindlay@yahoo.com>
Sent: Wednesday, May 28, 2014 10:20 AM
To: North Red & Purple Modernization

Subject: Sheridan Red Line Stop

Hi,

Every north side station except Sheridan has been slated for a major overhaul. Sheridan is perhaps the most outdated, disgusting, smelly, flood prone, non-ADA compliant stop on the Red Line.
WHEN WILL THE SHERIDAN STOP BE OVERHAULED?

From: Jacob Peters < jacob.e.peters@gmail.com>

Sent: Tuesday, May 27, 2014 2:56 PM **To:** North Red & Purple Modernization

Subject: Bypass and elimination of curves north of Belmont

Hello planning team,

Thank you for your presentation, and your consideration of all the variables that make this portion of the RPM project so complex.

I am glad to see this junction being improved. Including this early on in the RPM project is a smart decision, seeing as it will increase capacity to an extent in the years before the entirety of the Red & Purple are updated for longer train lengths. That being said, there are a few concerns that I have regarding expansion projects in light of past projects and plans.

- 1. Impact on existing built environment. I understand that demolition of existing structures is inherent in any large capacity improvement project, but limiting the extent of this destruction along major commercial streets and of multi-tenant buildings is imperative.
- 2. Do not leave holes and empty lots in your wake, they foment opposition to future transit improvement projects. If buildings must be torn down, work to identify developers interested in working with those lots far in advance of construction. The empty lots along side Brown Line stations are a point of discussion which is used as fodder by those who oppose CTA improvement projects. If no one can be found to take on the development, work with a community institution, or consider CTA as the financier of a transit oriented development. The Lakeview apartment market has remained strong for decades, and with the improved service the bypass will provide it will continue to thrive. This would not be a risky development if designed in a transit oriented fashion, seeing as it would provide new users at the doorstep of the agency.
- 3. Consider a non-elevated option between Belmont and Wilson. I know that a subway option was considered between Loyola and Belmont, but this option was too broad in scope. Tunneling is a way to get past barriers, whether a river, freight rail line, or highway. In this instance, the barrier is the surrounding neighborhood fabric, the Brown Line passing over Clark Junction, and the existing right of way which a rebuild will be predominantly forced to follow. There are many ways in which a subway under Clark and the abandoned freight right of way along Seminary could be organized.
- a. 4 track alignment on one level. Requires the widest right of way, but all tracks descend at the same grade. b. 2 tracks on 2 levels stacked on top of each other, Purple Line tracks on the upper level, Red Line tracks on the lower level. Allows one trench to be dug requiring only a max 25' ROW at non station locations, which could accommodate a utility trench along side the subway alignment. Purple Line trains would have a slighter grade into Belmont, and a junction with Brown Line trains before entering the station. The Red Line would have a slightly steeper grade directly into the station with no junction. This could also allow for the Purple Line to emerge from its tunnel before an elevated station at Irving Park, and the Red Line to emerge from its tunnel north of Irving Park
- c. 2 tracks on 2 levels stacked on top of each other, southbound on the upper level, and northbound on the lower level. This allows passengers to wait on platforms based on the direction they are headed, rather than the train line they plan on boarding. It also means that trains entering the subway could do so at a slightly steeper grade than those exiting the tunnel at Clark Junction.

All three Subway alternative provide the following benefits which an elevated structure squeezed along the existing right of way would not.

- a. Expanded capacity for peak loads following Wrigley Field events, allowing for Purple and Red line trains to serve the stadium area directly on 2 platforms.
- b. smooth curves without requiring building demolition or acquisition.
- c. limit the height of the Brown Line Bypass, therefore limiting the amount of demolition needed around Clark Junction.
- 3. Pick your battles with elimination of curves if you proceed above ground. For the curves and jogs being eliminated north of Belmont, a solution which impacts as few buildings as possible is preferential to a solution that creates a straight as an arrow route. For example, the slight turn north of Clark Junction does not slow trains down significantly, but the two jogs at Newport and Sheridan do, every time I take the Red Line north of Belmont. Focus on eliminating the large jogs, not the slight bends, and you should be able to limit the demolitions far below the current 16 building estimate (let alone the amount of future property acquisition around Sheridan).

Before the meeting, I had been unaware that the Irving to Roscoe subway option I had alluded to in my previous comments regarding the RPM project was actually something that had been put forward by the community in the 1980s. Upon hearing this, and seeing the potential disruption that expanding and improving the system along its current right of way could entail, I am now even more convinced that this constrained, complex, and high capacity section of the corridor is in need of a short subway. Much like the Blue Line between Sacramento and Henderson.

While implementing this improvement could take longer than the simple bypass solution, it would address future issues in regards to the RPM project right of way constraints, and would allow the existing alignment to operate uninterrupted while a majority of the project is constructed, thereby limiting service disruptions to a section of the city that relies on transit for its well being.

Jacob E. Peters

architect, designer, urbanist, environmentalist, cyclist (773) 870-1987 2722 W. Belden Ave.
Apartment #1F
Chicago, IL 60647

From: San O <seacexec@gmail.com>
Sent: Sunday, May 25, 2014 5:00 PM
To: North Red & Purple Modernization

Subject: Lawrence to Bryn Mawr Modernization Project

We are a community service organization providing human and educational services targeting limited-English-speaking immigrants. The majority of our clientele live, shop and work in the neighborhood where the Lawrence and Argyle stations are located. The Lawrence to Bryn Mawr Project will have a big impact on their daily life. We would like to request for a short, concise and easy-to-understand presentation at our Center at 5120 N. Broadway, preferably in the first two weeks of June. The attendees will be Cantonese-Chinese and Vietnamese speaking.

Thank you very much for your consideration of our request.

--

San L. O, MSW
Executive Director
South-East Asia Center
1134 W Ainslie, Chicago, IL 60640
(773) 989-7433

From: dragonfly3234@aol.com

Sent: Saturday, May 24, 2014 10:33 AM

To: North Red & Purple Modernization

Cc:Red ExtensionSubject:CTA flyover

The proposed redesign of the "L" station at Belmont is just another example of misspent public funds and unnecessary renovations. As a frequent rider on the Brown Line, the intersection of these lines has never seemed to be particularly bothersome. More inconvenient has been the frequent delays further down the track toward the Loop for the various slow zones due to the state of the track or repairs. The CTA states justifies the need for the bypass due to a frequent up to three minute delay while the Brown Line crosses the Red/Purple line on its northbound route. We do have to wonder if an up to three minute wait really supports the destruction of 16 properties and the expenditure of \$320 million dollars. Not only is the flyover unnecessary but it will result in the loss of tax dollars from all of the properties destroyed. The time it would take for the train to "mount the flyover" would probably be more than the short delay that currently exists in crossing the purple/red lines. The Belmont stop was remodeled only a few years ago for better accessibility to the trains, longer trains, and wider platforms. Many of the improvement made by the CTA have been extremely beneficial. The proposal to extend the red line and remodel red line stations has a sound basis. The flyover, however, is ill conceived, basically silly and appears to be a justification for wasting tax payer dollars. I would much rather see these funds used for building more ADA capable stations in the Loop and increasing maintenance and cleanliness of current stations. If this plan goes through, expect Chicago to once again be the laughing stock of the nation-just one more Alaskan road to nowhere. In two words, unnecessary and wasteful. Lorraine Klabunde dragonfly3234@aol.com

From: Harvey Kahler <harveyk400@gmail.com>

Sent: Friday, May 23, 2014 10:37 PM
To: North Red & Purple Modernization

Subject: Red-Purple Bypass

I can understand not wanting to disrupt service with the proposed bypass flyover; but this was not the case for the Pink and Red Lines and there are mitigating issues of property demolition and even a question of necessity.

As I have commented previously, current and future ridership demand should drive improvements, not simply for maintaining the existing in a state of good repair, especially where the bypass would be an enhancement. This demand evaluation is coming in the DEIS after a solution has been chosen.

The proposal for four tracks for the Red and Purple Bypass is a case of putting the cart ahead of the horse. Express tracks for the Purple Line may not be a financially responsible proposal if combined Red and Purple peak demand north of Belmont does not exceed Red Line capacity. If additional capacity is needed justifying the Purple Line, in all likelihood it will exceed the capacity on the Brown Line as well and an alternative will be needed to Downtown before trains reach Clark Junction from the north.

In view of line and junction capacities and of operations alternatives, the bypass is not an urgent priority,

All but one of the Red Line's station platforms either can handle or be extended to handle 10-car trains, and the cab signal system can be improved to handle closer headways and be, for all practical purposes, unaffected by conflicting movements at Clark Junction, contrary to what CTA contends. Clark Junction has been equipped with trip-stop protection before cab signaling was overlaid and handled more trains in the 1960s than now.and proposed.

Part of the delay comes from holding trains at Belmont for passengers to change trains, ensuring one must be delayed a minute to wait for the other to cross or another to follow. This could be avoided, and headways reduced, by not holding trains in the peaks when the delay for transfers would be as little as a minute.

The CTA's proposal severely impacts the neighborhood, taking many properties, demolishing the buildings for additional, and unnecessary, easement, leaving shallow properties of limited commercial value for redevelopment considering the cost of frontage, and exposing more of the structure and trains to view and hearing.

One interesting proposal from the neighborhood called for a short subway from Montrose along Seminary and Clark to Roscoe that would go under the Brown Line. The speed restrictions for ramps and curves for this relocation would offer little improvement over the existing elevated. This also loses the sunk investment in the relatively new Addison station. The width and easement for a new four-track underground station at Clark & Addison is another issue.

I would suggest a simple flyover, if it comes to that, removing track 4 and the northbound Brown Line track and rebuilding a ramp up and over the Red Line without taking adjacent property.

Without a Purple Line at the bypass, the Red Line can be straightened as CTA proposes between School and Aldine within the existing easement to reduce or eliminate current curve speed restrictions.

The visual impact of a flyover within the existing alignment will be minimal and only affect a few properties. Affected owners can be compensated for loss of fair market value which will cost much less that acquiring property.

The down side is that the Brown Line temporarily would be reduced to single-tracking and peak-direction only at the junction; and the Red and

Brown Lines would three-track through Belmont. Line might provide reverse-peak services.	Substitute bus or Purple

Date Printed: 5/30/2014 12:43 PM

From: Wade Van Nortwick <t.wade.vannortwick@gmail.com>

Sent:Thursday, May 22, 2014 8:18 PMTo:North Red & Purple ModernizationSubject:Belmont Brown-line Flyover Comment

Hello,

I would like to make a comment about the Brown-line Flyover at Belmont. I am wondering if the CTA considered moving a few of the northern modular platform segments of the Belmont Station to the south end. Figure doing this will give several feet to shift the flyover south and hopefully keep the project within the current right of way so there will be no need to take any buildings north of the current brown-line tracks. Please let me know what the results of this idea are.

Sincerely,

Wade Van Nortwick

From:	Nick Felland <nick.felland@me.com></nick.felland@me.com>
Sent:	Thursday, May 22, 2014 7:03 PM
To:	North Red & Purple Modernization

Subject: Join mailing list

Hello,

I'm interested in being updated with more information on RPM when it is made available, is there an email list/newsletter I can subscribe to?

Thanks,

Nicholas Felland

From: Harvey Kahler <harveyk400@gmail.com>

Sent: Thursday, May 22, 2014 4:23 PM **To:** North Red & Purple Modernization

Subject: Lawrence - Bryn Mawr

(Note: Unfinished Comments were sent inadvertently.)

General:

The deteriorating condition and sub-standard design of the existing retaining walls, viaducts, and stations makes an evaluation of needs and alternatives an urgent matter, not only to maintain facilities in a state of good repair; but to evaluate the transportation needs and alternatives. While an interpretation of priorities would be that maintaining a state of good repair includes rebuilding all four tracks from Belmont to Howard, this ignores the need for fiscal responsibility in evaluating the needs, benefits, and costs and the extent that costs for one project may jeopardize improvements elsewhere.

As a former planner, it disturbs me that current and future demand for transit did not drive proposed solutions or alternatives. Has CMAP identified the current and 20-year demographic and employment characteristics of the Red-Purple Line catchment to determine the needs for capacity for appropriate solutions and alternatives? Instead, rebuilding the four tracks has been assumed; and demand forecasts are left to validate a decision in the DEIS.

Now the problem arises that if the Purple Line is needed to absorb excessive demand for just the Red Line, including Yellow and Purple Line passengers transferring at Howard, it surely will overload the Brown Line capacity into the Loop if doesn't reach that point on its own or with an extension to Jefferson Park for an O'Hare connection and the shift in white-collar jobs to the West

Loop. An alternative will be needed, whether bus or rail, to divert riders.

Bus alternatives would be to add more frequent existing Lake Shore Drive expresses (#148, #147, #146, #143, #135 & #134) or add direct expresses from the Wilson and Belmont stations by way of Lake Shore Drive to North Michigan and to Wacker Drive. Both would exacerbate downtown street traffic and emissions and have eight times the labor cost of rail. BRT along LSD would be relatively ineffective and be a waste of roadway capacity.

Rail subway alternatives must divert riders north of Belmont, and they would be expensive; but the narrow streets preclude LRT or BRT.

- One solution that would serve much of the North and South Lakefront from South Chicago, South Shore, and Hyde Park would be to extend the Metra Electric up North Michigan, Lincoln Park West, Sheridan, and Marine to Lawrence and west to Jefferson Park.
- Another would be to begin a new subway at Montrose west of Broadway along Seminary to Clark, Clark to Sheffield, Sheffield to Belmont, Belmont to either Clark or Broadway, and by a variety of possible alignments in the central area.

Lawrence - Bryn Mawr

The solution for a new elevated structure with concrete and steel decks on piers, whether two or four tracks, seems elegant. It would relieve the stress on the existing retaining walls; but I think these and the earth fill should be removed so as not to harbor vermin.

Enough space would seem to be available within the existing easement to allow the drilling of caissons for piers without disturbing adjacent properties. In most cases, the alley can be built over the alley on the east side if the Embankment to allow the

necessary increased platform width for ADA compliance. The exception is at the historic Aragon where there are parking lots on the west side that allow the necessary easement. Taking the properties at 5637-5643 & 5647 N Broadway seems unnecessary when other properties are as close to the work areas.

I was happy to learn that curves around the platforms are designed for 55 mph, and this is unavoidable between Lawrence and Argyle where tracks must shift; but it seems that the curves between Berwyn and Bryn Marw could be eliminated, allowing 0.8 miles of 70 mph for express trains between 55 mph limits. 70 mph could be extended to Granville, 1.5 miles.

One ongoing wish of mine is for fully enclosed platforms like for the ATS (People-Mover) at O'Hare. This eliminates the platform edge safety and snow removal issues while providing unobstructed sight lines for security.

Harvey I Kahler

From: Harvey Kahler <harveyk400@gmail.com>

Sent: Thursday, May 22, 2014 3:00 PM **To:** North Red & Purple Modernization

Subject: Lawrence Bryn Mawr

General:

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Wilson and Belmont stations by way of Lake Shore Drive to North Michigan and to Wacker Drive. Both would exacerbate downtown street traffic and have eight times the labor cost of rail

From:Mary Yahoo <marymrowicki@yahoo.com>Sent:Wednesday, May 21, 2014 7:30 PMTo:North Red & Purple Modernization

Subject: I support the proposed red line moderation plan

As someone who has lived on the 'north side' for 20 years, living near stops like, north/clybourn, Fullerton, and now morse I support the red line project. I currently take public transportation on the weekend only, as I commute to the northern suburbs via car during the week.

This project is needed for Chicago to be competitive with global modern cities of our size. I believe it is key to retaining and attracting new residents, especially gen y.

As someone who has traveled on public transportation in cities across many European countries, Chicago is woefully behind. It was when you published the pictures of the upcoming Belmont flyover project and other northside station upgrades, I realized a vision of how tourists to Chicago and residents could travel In the future, as easy as one does say in Vienna, Austria. It needs to be faster, appealing to take, and cleaner.

When people see transportation stations which are crumbling and old, many will consciously or sub-consciously think they are unsafe and they won't use them. (I have friends like this, who use public transportation in European cities without thinking twice about it.)

Want to get more tourists to the neighborhoods and residents out of their cars? Chicago suburbanites to actually visit the neighborhoods? Upgrade the red line.

Mary

From:	Richie Sypeck <tbuodon@gmail.com></tbuodon@gmail.com>
Sent:	Wednesday, May 21, 2014 7:42 AM
То:	North Red & Purple Modernization

Subject: Contact list addition

Hello,

I would like to be on the contact list for this project, please so that I may have adequate notice for the next public meeting and any other relevant news. Thanks.

Rich Sypeck

From: Feedback

Sent:Tuesday, May 20, 2014 1:26 PMTo:North Red & Purple ModernizationSubject:Auto-Reply from CTA Feedback Team

Thank you for contacting feedback@transitchicago.com. Your comments are valuable to the CTA and we want to acknowledge receipt of your message. A Feedback Team member will be responding to your concerns as soon as possible.

This is an automated email; please do not reply to this message.

Thank you,

The Feedback Team

From: Dominic Morris <tnnfpen1@icloud.com>

Sent: Tuesday, May 20, 2014 12:31 PM **To:** North Red & Purple Modernization

Subject: Contact List For Meetings

Please add me to the list for future public meetings relating to all transit projects.

Regards,

Dominic Morris dominicmorris2013@gmail.com

From: Watterworth, Kelsey < Kelsey.Watterworth@jacobs.com>

Sent: Tuesday, May 20, 2014 9:18 AM **To:** North Red & Purple Modernization

Subject: Contact List

Hi,

Could I please be added to the contact list for the RPM? Thanks.

Kelsey

Kelsey Watterworth, E.I. Jacobs

Transportation Engineer 312.612.7289 312.251.3015 fax kelsey.watterworth@jacobs.com

525 W Monroe St, Suite 200 Chicago, IL 60661 www.jacobs.com

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From: Sasha <ceres@aol.com>

Sent:Monday, May 19, 2014 12:49 PMTo:North Red & Purple ModernizationSubject:The RPM flyover. Please BUILD IT!

Please do not listen to the "Not In My Backyard" set regarding the bypass flyover.

I'm saddened to see that Blair Kaimin of the Chicago Tribune along with others has taken up their cause. They argue that the time savings are minimal and that the neighborhood would be "devastated". Neither of which are true. They are attempting to place the immediate convenience of roughly 100 people over the long term inconvenience of over 100,000 people.

The bypass would not be an eyesore, it would make the neighborhood more interesting. The time savings aggregated over all of the riders using that portion of the system would amount to some 50 days per week day. The extra trains that could be pushed though the junction would increase the capacity of the Red, Brown, and Purple lines by somewhere on the order 10% during rush hours when the system needs it most thereby increasing the effectiveness of transit in general.

Please don't let a small group of people who happened to be in the wrong place at the wrong time and who are now claiming to speak for the entire neighborhood derail something that is so much in the interest of the public at large. Compensate them and move them. This project is LONG OVERDUE. It is good for residents as a whole and will help keep Chicago competitive with other metropolitan areas.

A small minded victory for the shrill would help lay the future groundwork for long term failure.

Sincerely,

Alexander Prokopoff
A long term tax paying transit using resident of Chicago

From:	Tames McTigue <tames@tamerz.com></tames@tamerz.com>
Sent:	Monday, May 19, 2014 10:25 AM
То:	North Red & Purple Modernization

Subject: CTA planning mail list

Hello,

I am unable to attend Wednesday's meeting but would like to be kept up to date on anything happening with the Argyle red line station.

Thank you.

Tames McTigue tames@tamerz.com

From: Cecilia Diaz <cecilia@ravenswoodchicago.org>

Sent: Monday, May 19, 2014 9:17 AM

To: North Red & Purple Modernization

Subject: Out of the office until Monday May 19, 2014

Greetings, Please contact Megan Bunimovich at megan@ravenswoodchicago.org or Danielle Inendino at danielle@ravenswoodcommunity.org for immediate response. Regards, Cecilia Diaz

From: Carolyn Dellutri <cdellutri@downtownevanston.org>

Sent: Monday, May 19, 2014 8:45 AM **To:** North Red & Purple Modernization

Subject: Happy New Year

Thank you for your e-mail. I no longer work for Downtown Evanston.

Please contact Matt DiNello at 847-866-6319 (mdinello@downtownevanston.org)

Carolyn Dellutri

From: Haywood, Melanie L < Melanie.L.Haywood@hud.gov>

Sent: Monday, May 19, 2014 8:45 AM **To:** North Red & Purple Modernization

Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

I will be out of the office until Thursday, May 23rd. If you need assistance in the meantime please contact Carmen Reveron at Carmen.E.Reveron@hud.gov. Thank you.

From: Vahl, Steve <steve.vahl@hud.gov>
Sent: Monday, May 19, 2014 8:45 AM
To: North Red & Purple Modernization

Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

I will be out of the office the week of May 19-23. Mon-Wed contact Carmen Reveron at Carmen.E.Reveron@hud.gov Thurs/Fri contact Melanie Haywood at Melanie.L.Haywood@hud.gov

From: Lyons, Martin <mlyons@cityofevanston.org>

Sent: Monday, May 19, 2014 8:45 AM **To:** North Red & Purple Modernization

Subject: Out of Office AutoReply: May 21 and 22 Open Houses - CTA Red and Purple

Modernization

Thank you for your email. I am out of the office Monday thru Wednesiday May 19 - 21, 2014. I will have access to email. If you need immediate assistance please call 847-866-2934 to speak with Janella Hardin.

From: Rogulich, Lee

Sent: Monday, May 19, 2014 8:45 AM **To:** North Red & Purple Modernization

Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

I will be out of the office starting Wednesday May 14th, returning to the office on Tuesday May 27th. Please contact Mr. Scott McAleese at smcaleese@transitchicago.com or (312) 681-3919 with any items requiring immeadiate attention.

From: Powers, Daniel <dpowers@icc.illinois.gov>

Sent: Monday, May 19, 2014 8:45 AM **To:** North Red & Purple Modernization

Subject: Out of Office: May 21 and 22 Open Houses - CTA Red and Purple Modernization

I will be out of the office until May 21, 2014.

Dan Powers

From: Hands, Steve

Sent: Friday, May 16, 2014 1:09 PM **To:** North Red & Purple Modernization

Subject: FW: Clarification on the northernmost part of Lawrence-Bryn Mawr project?

Steve Hands

Chicago Transit Authority

Project Manager - Strategic Planning and Policy

T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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From: Anne Comeau [mailto:annecomeau1@yahoo.com]

Sent: Friday, May 16, 2014 10:51 AM

To: Hands, Steve

Cc: Tom Murphy; Allen Stryczek

Subject: Re: Clarification on the northernmost part of Lawrence-Bryn Mawr project?

Thanks Steve It was good of Allen to ask for clarification & I appreciate that confirmation..

We will include you in the distribution of the minutes of our meeting. We discussed our approach and feel we want to encourage as many people to attend your open house at Truman as possible, so will only include the highlights of your presentation, as well as input that came from attendees. We still need to do some homework on a couple of our environmental ideas since we want to give you positive ammunition on why they make sense, hopefully from a cost to benefit standpoint. That may take a bit more time, but we wanted you to know that we understand the issues in making these decisions. We also want our public officials to be supportive and on board.

Take care and I am sure we will be in touch.

Anne

From: "Hands, Steve" <SHands@transitchicago.com>

To: Allen Stryczek stryczek@sbcglobal.net>

Cc: Anne Comeau <annecomeau1@yahoo.com>; Tom Murphy <tim2040@rcn.com>; "Lindsay, Erica"

<elindsay@transitchicago.com</p>; "Wilson, Jeffrey" <Jwilson@transitchicago.com>

Sent: Friday, May 16, 2014 10:08 AM

Subject: RE: Clarification on the northernmost part of Lawrence-Bryn Mawr project?

Allen,

Thank you for including us in your meeting Wednesday. It always enjoy talking with groups in the project area about the project and getting your feedback.

The project limits of the Lawrence to Bryn Mawr Modernization Project extend past Hollywood and would include reconstruction of the Hollywood viaduct.

Best, Steve

Steve Hands

Chicago Transit Authority

Project Manager - Strategic Planning and Policy

T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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From: Allen Stryczek [mailto:astryczek@sbcglobal.net]

Sent: Thursday, May 15, 2014 2:05 PM

To: Hands, Steve

Cc: Anne Comeau; Tom Murphy

Subject: Fw: Clarification on the northernmost part of Lawrence-Bryn Mawr project ?

Dear Steve,

Thanks for your interesting and informative presentation on Red Ahead at the EESP meeting yesterday on Wednesday morning. After the meeting we talked some more about it, and we were not clear on the northernmost part of the Lawrence-Bryn Mawr project. In particular, we discussed the crumbling viaduct at Hollywood – which has been on our "Top Ten Ugly" list for Edgewater since at least 2007. While the Hollywood viaduct is a little more than a block north of the Bryn Mawr el station, please confirm whether you are currently planning on including it in the phase that you are currently planning for Lawrence-Bryn Mawr.

Thanks for all you are doing on this massive project. I look forward to your timely reply on this Hollywood viaduct question. Thanks again!

With joy, Allen.

H: 773-973-3637

ENGINEER A

http://www.edgewater2020.org/

From: Hands, Steve

Sent: Friday, May 16, 2014 1:09 PM **To:** North Red & Purple Modernization

Subject: FW: Clarification on the northernmost part of Lawrence-Bryn Mawr project?

Steve Hands

Chicago Transit Authority

Project Manager - Strategic Planning and Policy

T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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From: Hands, Steve

Sent: Friday, May 16, 2014 10:09 AM

To: 'Allen Stryczek'

Cc: Anne Comeau; Tom Murphy; Lindsay, Erica; Wilson, Jeffrey

Subject: RE: Clarification on the northernmost part of Lawrence-Bryn Mawr project?

Allen,

Thank you for including us in your meeting Wednesday. It always enjoy talking with groups in the project area about the project and getting your feedback.

The project limits of the Lawrence to Bryn Mawr Modernization Project extend past Hollywood and would include reconstruction of the Hollywood viaduct.

Best, Steve

Steve Hands

Chicago Transit Authority

Project Manager - Strategic Planning and Policy

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Thanks for all you are doing on this massive project. I look forward to your timely reply on this Hollywood viaduct question. Thanks again!

With joy, Allen.

H: 773-973-3637



http://www.edgewater2020.org/

From: Fourcher, Teresa < Teresa. Fourcher@perkinswill.com >

Sent:Friday, May 16, 2014 12:56 PMTo:North Red & Purple ModernizationSubject:please add me to the distribution list

Teresa Fourcher, NCARB, LEED AP

Project Manager

330 N. Wabash Ave., Suite 3600, Chicago, IL 60611

t 312.755.4565 c: 312.371.6699 Teresa.Fourcher@perkinswill.com

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Please consider the environment before printing this email

From: Alyssa Berman-Cutler <alyssabc@uptownunited.org>

Sent: Tuesday, May 13, 2014 4:07 PM **To:** North Red & Purple Modernization

Subject: RE: RPM notice

Steve -

Can you please give me a call? Have had couple of conversations with Henry Thai (primary Sun Center owner) and want to make sure I'm explaining situation as well as possible.

Alyssa

Alyssa Berman-Cutler
President & CEO
Uptown United
4753 North Broadway, Suite 822
Chicago, IL 60640
773-878-1064
www.uptownunited.org

From: North Red & Purple Modernization [mailto:RPM@transitchicago.com]

Sent: Monday, April 28, 2014 1:16 PM

To: 'Alyssa Berman-Cutler'
Cc: Wilson, Jeffrey

alyssabc@uptownunited.org

Subject: RE: RPM notice

Alyssa,

Thank you for your interest in the Red and Purple Modernization program. We will add you to our contact list and make sure you receive future communications. We are also looking forward to talking with you tomorrow!

Best, Steve Hands

Chicago Transit Authority Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

www.transitchicago.com/RPMproject

RPM@transitchicago.com

From: Alyssa Berman-Cutler [mailto:alyssabc@uptownunited.org]

Sent: Monday, April 28, 2014 9:45 AM **To:** North Red & Purple Modernization

Subject: RPM notice

Please add me to any mailing list.

Thanks, Alyssa

Alyssa Berman-Cutler
President & CEO
Uptown United
4753 North Broadway, Suite 822
Chicago, IL 60640
773-878-1064
www.uptownunited.org
alyssabc@uptownunited.org

From: Carolynn Ruth <cruth@publicstorage.com>

Sent: Friday, May 09, 2014 4:22 PM **To:** North Red & Purple Modernization

Subject: Lawrence to Bryn Mawr Modernization Project / Chicago IL

Hello,

Public Storage owns the Property at 5637-5643 N Broadway Street (also 1135 W Hollywood Avenue). According to the Red and Purple Modernization Project website, the Property will be affected by the Lawrence to Bryn Mawr Modernization phase of the Project.

Please send me the following information, regarding the proposed taking, whether in fee or easement, at the Property:

- a plat of the proposed take and/or easement areas;
- project plans showing project improvements relative to the improvements on the Public Storage Property;
- project profiles, including cross-sections, at the Property, showing any changes in elevation or grade at or near the property line;
- project cross-section profile through the Property's driveway, or profile nearest to the driveway;
- driveway construction plans or standards;
- if proposed form of any proposed easements;
- proposed duration of any proposed temporary construction easement; and
- project schedule, including when:
 - · you expect an offer to be made;
 - acquisition is to be completed; and
 - construction is to begin.

I should be your primary contact for all matters regarding this project; all of my contact information is below. Please refer to the Public Storage Property number in your correspondence: *23404*.

Thank you,

Carolynn Ruth Real Estate Paralegal Public Storage 701 Western Avenue Glendale, CA 91201-2349 Tel: 818.244.8080 x1410

Fax: 818.543.7341

Email: cruth@publicstorage.com

For Settlement Purposes Only. Any settlement is conditional upon the parties' reaching agreement as to terms and form of the settlement documents, including any deeds or easements. All terms and documents must receive final approval by Public Storage's counsel.

This communication may contain information that is confidential, privileged, or otherwise legally exempt from disclosure. If you are not the intended recipient, you are hereby notified that you are not authorized to read, print, retain, copy, or disseminate this communication and any attachments. You should immediately destroy this message and all copies and notify the sender by reply e-mail. Thank you.

From: Nikki Dvorak <ndvorak@primeraeng.com>

Sent: Friday, May 09, 2014 3:54 PM **To:** North Red & Purple Modernization

Subject: CTA Pre-Bid Monday

Attachments: RPM flyer.pdf

Hi -

I was trying to RSVP Pedro Cevallos for this prebid on Monday at 10am, but couldn't find it on the site you referenced. Please let me know next steps.

Thank you,

Nikki Dvorak | Business Development

Primera Engineers, Ltd. • 100 South Wacker Drive, Suite 700 • Chicago, IL 60606 main 312/606.0910 • direct 312/242.6443 • ndvorak@primeraeng.com

Buildings • Transportation • Power | PrimeraEng.com

From: Jeff Danna <jeffreydanna@gmail.com>
Sent: Wednesday, May 07, 2014 9:52 AM
To: North Red & Purple Modernization

Cc: Tom Tunney; ssa27@lakeviewchamber.com; clma@centrallakeview.biz

Subject: Re: Red and Purple Line Modernization Input

Hello,

I would like to follow-up quickly on my previous message and link you to a piece from the Strong Towns blog, of which I am an avid reader, about the relationship between saving time on a commute and saving money. I would tend to agree with the author, and I feel this argument applies in the case of the Red Line bypass. This project would require the demolition of properties, businesses and residences, all of which contribute to the local economy for a project that is not intended to spur development but to simply move people a few seconds faster to their destination (presumably, in most cases, downtown).

http://www.strongtowns.org/journal/2014/5/7/show-me-the-money.html#.U2pHbP2BOro

Thank you again for the opportunity to give input on this project.

Sincerely,

Jeff Danna

On Thu, May 1, 2014 at 3:56 AM, Jeff Danna < jeffreydanna@gmail.com > wrote:

To: CTA Red and Purple Line Modernization representatives

CC'd: Alderman Tom Tunney, Lakeview Chamber of Commerce, Central Lakeview Merchants

To whom it may concern,

As many Chicagoans, I have read a great deal in recent days about the Chicago Transit Authority's plans for an overhaul of the system's Red and Purple Line tracks and stations on the North Side. While I believe Chicago should welcome most of these plans, I urge you not to move forward with the proposed Red-Purple Line bypass.

Although I recently moved to the South Side, I was longtime North Side resident and Red Line rider. I rode the Red Line on a regular basis both to access North Side neighborhoods from Lincoln Park to Rogers Park and, in the later years of my North Side residency, to get to my job downtown. What has always stood out to me as the best asset of the Red Line is that it not only allows quick access to downtown, it also conveniently serves tens of thousands of residents and businesses in many successful and diverse neighborhoods. With the proposed bypass and the building demolition it would require, I fear the CTA is focusing only on that first asset — access to downtown — at the expense of the neighborhoods.

I have read that the proposed bypass would cost upwards of \$320 million and require the demolition of nearly 20 buildings in the heart of Lakeview. I have to ask: What return is expected on this project? What do we lose in terms of ongoing property and sales tax revenue from the demolition of homes and businesses that contribute to the overall financial health of the city and neighborhood? I don't have these answers — I would genuinely like to know. What do we gain by moving people from one location to another four minutes faster?

While I cannot say what we will gain, I know what we will lose: Businesses like Bolat African Restaurant and Johnny O'Hagan's Pub. Apartments. Condos. The very vibrant, urban neighborhood that the CTA and other city leaders say they want to encourage elsewhere. But that neighborhood already exists in this location, and it is wildly successful. Once it's gone, it doesn't come back. Also once it's gone, it's one less reason for people to visit this part of Lakeview and the city. The businesses may opt to open elsewhere, but the damage will be done to this area, much in the way we still see the scars of street and highway projects that cut through neighborhoods in the middle of the last century, and they deaden neighborhoods to this day. Sure, we can funnel people downtown a few minutes faster, but at what cost? I ask again — what do we gain by doing this?

We certainly need to be good stewards of our public transit systems in Chicago. They are part of the city's lifeblood. My wife and I have a single vehicle. I take public transit every day to work — both the Metra and the CTA's Red Line. I support investments in this infrastructure and believe that we need to ensure what we have works efficiently and supports the urban fabric of the city. I believe that in the long run, projects like the recent overhaul of the South Side Red Line stations and the proposed extension of the Red Line past 95th Street will do much good for the city and support a great deal of residents who depend on our transit system for their well-being. But the proposed Red-Purple Line bypass is a mistake. We stand to lose the very things that make a neighborhood like Lakeview so attractive to residents and visitors alike — the unique businesses, a variety of housing types and an authentic urban environment — to save commuters three to four minutes traveling downtown.

Thank you for your time.

Sincerely,

Jeff Danna Chicago resident

From: Thomas Steinbach < thomas.a.steinbach@gmail.com>

Sent: Friday, May 02, 2014 12:42 PM **To:** North Red & Purple Modernization

Subject: RPM

Can I be added to the mailing information?

Sent from my iPhone

From: J.A. Zuercher < joezuercher@gmail.com>

Sent: Friday, May 02, 2014 11:15 AM **To:** North Red & Purple Modernization

Subject: RPM Updates

Hello,

I am a property owner at 3347 N Clark St, Unit 2E. I would like to be sent email on RPM updates. Thank you.

Joe Zuercher

From:ssa27@lakeviewchamber.comSent:Thursday, May 01, 2014 5:36 PMTo:North Red & Purple Modernization

Subject: Thank you for contacting us

Thank you for reaching out to us. We've received your email, and someone from our staff will contact you shortly.

Lakeview Chamber of Commerce

1409 W. Addison St. Chicago, IL 60613 P: 773.472.7171

F: 773.472.0198

Hours of Operation

Monday through Friday - 9:00am - 5:00pm

From: Jeff Danna <jeffreydanna@gmail.com>
Sent: Thursday, May 01, 2014 3:57 AM
To: North Red & Purple Modernization

Cc: ward44@cityofchicago.org; ssa27@lakeviewchamber.com; clma@centrallakeview.biz

Subject: Red and Purple Line Modernization Input

To: CTA Red and Purple Line Modernization representatives

CC'd: Alderman Tom Tunney, Lakeview Chamber of Commerce, Central Lakeview Merchants

To whom it may concern,

As many Chicagoans, I have read a great deal in recent days about the Chicago Transit Authority's plans for an overhaul of the system's Red and Purple Line tracks and stations on the North Side. While I believe Chicago should welcome most of these plans, I urge you not to move forward with the proposed Red-Purple Line bypass.

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Thank you for your time.

Sincerely,

Jeff Danna Chicago resident

From:	Nick Lessins <nlessins@gmail.com></nlessins@gmail.com>
Sent:	Monday, April 28, 2014 2:57 PM
То:	North Red & Purple Modernization

Subject: RPM contact list

Hello...

Please add my email address to the RPM contact list for future public meetings and RPM updates.

Thanks for your help, Nick

From:

Sent:

Monday, April 28, 2014 1:28 PM

To:

North Red & Purple Modernization

Cc:

Gary Shvartsman; Eddie Viliunas

Subject: CTA Question

Good Afternoon,

I was wondering how, is and when the new CTA plans will help the Goose Island area? I am working on a project on the Island and am looking for any material which would help us move out of state companies in the area. We have a few large firms in a "holding pattern", they are waiting for a more concrete plan before proceeding any further.

Any help would be much appreciated. Feel free to reach out with any questions in the meantime.

Thank you in advance!

Best, Ben



Ben Moss Supervising Director | SCGroup Real Estate 150 North Michigan Ave. Suite 800 Chicago, Illinois 60601 O (312)588-3363 M (847)757-3255

From: Alyssa Berman-Cutler <alyssabc@uptownunited.org>

Sent: Monday, April 28, 2014 9:45 AM

To: North Red & Purple Modernization

Subject: RPM notice

Please add me to any mailing list. Thanks,

Alyssa

Alyssa Berman-Cutler
President & CEO
Uptown United
4753 North Broadway, Suite 822
Chicago, IL 60640
773-878-1064
www.uptownunited.org
alyssabc@uptownunited.org

From: Gorski, Robert <robert.gorski@urs.com>

Sent: Sunday, April 27, 2014 9:22 PM
To: North Red & Purple Modernization

Subject: Sign up for RPM updates

Robert T. Gorski, PE

Rail & Transit Business Line Leader Midwest / Northeast Group



URS Corporation 400 Monroe Street International Center Building, Suite 270 Detroit, MI 48226-2962

Direct: 313.961.3418 Mobile: 313.407.8474 Fax: 313.961.3480

Email: robert.gorski@URS.com

Please consider the environment before printing this email.

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

From: Anna Williams <a williams 2231@gmail.com>

Sent: Friday, April 25, 2014 4:05 PM **To:** North Red & Purple Modernization

Subject: RPM contact list

Hi,

I would like to be added to the contact list for the RPM project regarding meetings and updates.

Sincerely,

Anna Williams

From: Feedback

Sent:Thursday, April 24, 2014 12:37 PMTo:North Red & Purple ModernizationSubject:RE: Transit Chicago Contact Us - feedback

Will do, thanks!

CTA FEEDBACK TEAM

From: North Red & Purple Modernization **Sent:** Thursday, April 24, 2014 11:34 AM

To: Feedback

Subject: RE: Transit Chicago Contact Us - feedback

Lori.

We would appreciate it if you could forward all emails regarding RPM to us so that we can keep track of comments and/or questions. We also keep a contact list, and when we receive emails we will add those individuals to the contact list so they receive future updates. Let me know if you have any questions about this going forward.

Best, Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.

www.transitchicago.com/RPMproject

RPM@transitchicago.com

From: Feedback

Sent: Thursday, April 24, 2014 10:05 AM **To:** North Red & Purple Modernization

Subject: RE: Transit Chicago Contact Us - feedback

Hi Steve,

Moving forward, do you want us to forward you any e-mails regarding the RPM project so that you can reply? We sent this customer a generic response but was unable to forward that because we were having e-mail issues this morning.

Thank you,

Lori Rohde

CTA FEEDBACK TEAM

From: North Red & Purple Modernization Sent: Thursday, April 24, 2014 10:01 AM

To: 'care4rplanet@yahoo.com'

Cc: Feedback

Subject: RE: Transit Chicago Contact Us - feedback

Sarah Myers,

Thank you for your interest in the Red and Purple Modernization program.

We appreciate your input and thank you for taking the time to provide your comment. We will take your comment into consideration as we develop the Environmental Assessments for each Phase One project. Please visit our webpage at www.transitchicago.com/RPMproject to learn more about the project and to follow the progress of the Environmental analysis.

Best, Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Feedback

Sent: Thursday, April 24, 2014 8:52 AM **To:** North Red & Purple Modernization

Subject: FW: Transit Chicago Contact Us - feedback

FYI

CTA FEEDBACK TEAM

From: Sarah Myers [care4rplanet@yahoo.com] Sent: Wednesday, April 23, 2014 6:22 PM

To: Feedback

Subject: Transit Chicago Contact Us - feedback

Address: 7715 S. South Shore Dr. #403

Address2: Address3: City: Chicago State: IL

Country: United States

Zip: 60649 Phone:

Comment: (See above.)

Some other CTA facility or infrastructure: upcoming modernization

Additional Info: Attention: Strategic Planning re: Upcoming Modernization Red Line/Purple Line 4/23/14 Ladies and Gentlemen: I appreciate being informed by post card that you are at long last going to be installing an elevator at Berwyn - even though it is after I moved on out of that area and no longer have to climb those treacherous stairs at Berwyn after shopping at the nearby Jewel. I know there are still lots of old-timers and disabled's still there who will appreciate it. Here's hoping at some point in the not-too-distant future you will also get around to putting in an elevator at Jarvis where I know there are still lots of other old-timers and/or disabled's who will appreciate it there, also. Meantime, I am truly thrilled with the Hybrid Express Buses that run dependably and frequently along South Shore Drive, where I now live. (Although I cringe every time you bring out one of the older gas guzzling less spacious buses for this route - the accordion buses are really needed along South Shore - there are always plenty of riders on this route; and some of us have allergies which make the hybrid buses all that much nicer.)/sm

From:	Carrie Haberstich < Carrie. Haberstich@skokie.org >	
Sent:	Thursday, April 24, 2014 10:44 AM	
То:	North Red & Purple Modernization	
Subject:	CTA Mailing List	
Good morning!		
We received a post of	card for the RPM open houses, addressed to Nathan Jones.	
Since he no longer w from future mailing l	vorks for the Village of Skokie, and other staff members received the postcards, please remove him lists.	
Thanks!		
Carrie		

Carrie Haberstich, AICP
Planner/CDBG Administrator
Department of Community Development
5127 Oakton Street
Skokie Illinois 60077

Skokie, Illinois 60077 Phone: 847-933-8447 ext. 8296

Fax: 847-568-8896

carrie.haberstich@skokie.org

www.skokie.org

From: Feedback

Sent:Thursday, April 24, 2014 10:05 AMTo:North Red & Purple ModernizationSubject:RE: Transit Chicago Contact Us - feedback

Hi Steve,

Moving forward, do you want us to forward you any e-mails regarding the RPM project so that you can reply? We sent this customer a generic response but was unable to forward that because we were having e-mail issues this morning.

Thank you,

Lori Rohde

CTA FEEDBACK TEAM

From: North Red & Purple Modernization Sent: Thursday, April 24, 2014 10:01 AM

To: 'care4rplanet@yahoo.com'

Cc: Feedback

Subject: RE: Transit Chicago Contact Us - feedback

Sarah Myers,

Thank you for your interest in the Red and Purple Modernization program.

We appreciate your input and thank you for taking the time to provide your comment. We will take your comment into consideration as we develop the Environmental Assessments for each Phase One project. Please visit our webpage at www.transitchicago.com/RPMproject to learn more about the project and to follow the progress of the Environmental analysis.

Best, Steve Hands

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
www.transitchicago.com/RPMproject

RPM@transitchicago.com

From: Feedback

Sent: Thursday, April 24, 2014 8:52 AM **To:** North Red & Purple Modernization

Subject: FW: Transit Chicago Contact Us - feedback

FYI

CTA FEEDBACK TEAM

From: Sarah Myers [care4rplanet@yahoo.com] Sent: Wednesday, April 23, 2014 6:22 PM

To: Feedback

Subject: Transit Chicago Contact Us - feedback

Address: 7715 S. South Shore Dr. #403

Address2: Address3: City: Chicago State: IL

Country: United States

Zip: 60649 Phone:

Comment: (See above.)

Some other CTA facility or infrastructure: upcoming modernization

Additional Info: Attention: Strategic Planning re: Upcoming Modernization Red Line/Purple Line 4/23/14 Ladies and Gentlemen: I appreciate being informed by post card that you are at long last going to be installing an elevator at Berwyn - even though it is after I moved on out of that area and no longer have to climb those treacherous stairs at Berwyn after shopping at the nearby Jewel. I know there are still lots of old-timers and disabled's still there who will appreciate it. Here's hoping at some point in the not-too-distant future you will also get around to putting in an elevator at Jarvis where I know there are still lots of other old-timers and/or disabled's who will appreciate it there, also. Meantime, I am truly thrilled with the Hybrid Express Buses that run dependably and frequently along South Shore Drive, where I now live. (Although I cringe every time you bring out one of the older gas guzzling less spacious buses for this route - the accordion buses are really needed along South Shore - there are always plenty of riders on this route; and some of us have allergies which make the hybrid buses all that much nicer.)/sm

From: Feedback

Sent: Thursday, April 24, 2014 8:52 AM **To:** North Red & Purple Modernization

Subject: FW: Transit Chicago Contact Us - feedback

FYI

CTA FEEDBACK TEAM

From: Sarah Myers [care4rplanet@yahoo.com] Sent: Wednesday, April 23, 2014 6:22 PM

To: Feedback

Subject: Transit Chicago Contact Us - feedback

Address: 7715 S. South Shore Dr. #403

Address2: Address3: City: Chicago State: IL

Country: United States

Zip: 60649 Phone:

Comment: (See above.)

Some other CTA facility or infrastructure: upcoming modernization

Additional Info: Attention: Strategic Planning re: Upcoming Modernization Red Line/Purple Line 4/23/14 Ladies and Gentlemen: I appreciate being informed by post card that you are at long last going to be installing an elevator at Berwyn - even though it is after I moved on out of that area and no longer have to climb those treacherous stairs at Berwyn after shopping at the nearby Jewel. I know there are still lots of old-timers and disabled's still there who will appreciate it. Here's hoping at some point in the not-too-distant future you will also get around to putting in an elevator at Jarvis where I know there are still lots of other old-timers and/or disabled's who will appreciate it there, also. Meantime, I am truly thrilled with the Hybrid Express Buses that run dependably and frequently along South Shore Drive, where I now live. (Although I cringe every time you bring out one of the older gas guzzling less spacious buses for this route - the accordion buses are really needed along South Shore - there are always plenty of riders on this route; and some of us have allergies which make the hybrid buses all that much nicer.)/sm

From: Antonio davis <davisantonio@comcast.net>

Sent: Wednesday, April 23, 2014 11:24 PM **To:** North Red & Purple Modernization

Subject: Stay informed

Hi Rpm Team, I am person with a disability and I would love to stay informed about all the current red line project. I am very excited! That more accessible north side station are being built.

Thanks Tony

Sent with AquaMail for Android http://www.aqua-mail.com

From: Sent: To: Cc: Subject:	Kirsten Lindberg <kirsten.e.lindberg@gmail.com> Wednesday, April 23, 2014 4:40 PM North Red & Purple Modernization Melody Carvajal (MelodyC@mckissackmw.com) Re: 3416-18 N Sheffield</kirsten.e.lindberg@gmail.com>	
Hi Steve and Melody,		
Thank you very much for your quick reply! I'm sure you all are swamped with emails, so I'll wait for the upcoming meeting to ask additional questions. If there's a list you could place me in to receive updates, that would be very much appreciated, as I'm super concerned about the affects this project will have on my property value.		
Best,		
Kirsten		
On Wed, Apr 23, 2014 at 2:40 I Kirsten,	PM, North Red & Purple Modernization < RPM@transitchicago.com > wrote:	
Thank you for your email. The property you indicated in your email (3416-3418 N Sheffield) has not been identified as necessary to implement the Red-Purple Bypass project, and so no letters were mailed to this address. The full list of properties identified as necessary for the project will be made available on the project webpage once we have had an opportunity to talk with all property owners, residents, and businesses.		
	e project announcement may have caused. If you have any further questions or would eel free to reach out this email address or to contact CTA's relocation consultant or melodyc@mckissackmw.com .	
Best,		
Steve Hands		
Chicago Transit Authori	ity	
Red and Purple Modern		

www.transitchicago.com/RPMproject

Improving your commute. Improving your community.

From: Kirsten Lindberg [mailto:kirsten.e.lindberg@gmail.com] Sent: Wednesday, April 23, 2014 9:53 AM To: North Red & Purple Modernization Subject: 3416-18 N Sheffield Good Morning, I own a condo at 3418 N Sheffield and am looking to verify whether or not our building is one of the 16 needing to be demolished for the RPM project. We have disabled all building door buzzers so none of us would have been able to accept a certified letter. Could you please confirm whether or not we are on the list? Thank you, Kirsten Lindberg 3418 N Sheffield, #4 312.480.1399

From: Dan Brescia <dbrescia@bbandainc.com>
Sent: Wednesday, April 23, 2014 11:15 AM
To: North Red & Purple Modernization

Subject: RPM contact list

Please add me to the RPM contact list

Dan Brescia | Vice President, Railroad & Transit Services D 312-228-1138 | C 847-417-1085 | E dbrescia@bbandainc.com

BOWMAN, BARRETT & ASSOCIATES INC.

130 E. Randolph Street, Suite 2650, Chicago, IL 60601
P 312-228-0100 | F 312-228-0706 | W www.bbandainc.com

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From:Tim Dineen <timdin@cdw.com>Sent:Wednesday, April 23, 2014 10:09 AMTo:North Red & Purple Modernization

Subject: RE: RPM INFO

Hello,

One last question, I am or believe I will be an impacted home owner in one way or the other. I would like to confirm that my building is slated for demolition. If not I know the building next door is 3406 Sheffield. Just trying to get all the up to date info I can. If we are not on the list for Demo just curious as I think my property value is gone since everything in front of us and beside us is going to be gone.

Thank you for any info you can provide.

Tim

From: North Red & Purple Modernization [mailto:RPM@transitchicago.com]

Sent: Monday, April 21, 2014 11:02 AM

To: Tim Dineen

Subject: RE: RPM INFO

Tim Dineen,

Thank you for your interest in the Red and Purple Modernization program. It is important that CTA get in touch with each property owner, business owner, or renter first. Afterwards, the entire list of impacted properties will be made public. We will add you to our contact list and make sure you receive future communications. Please continue to visit our webpages www.transitchicago.com/RPMproject for additional details.

Best, Steve Hands

Chicago Transit Authority Red and Purple Modernization (RPM)

Improving your commute. Improving your community. www.transitchicago.com/RPMproject

RPM@transitchicago.com

From: Tim Dineen [mailto:timdin@cdw.com]
Sent: Friday, April 18, 2014 11:23 AM
To: North Red & Purple Modernization

Subject: RPM INFO

As we all know there is still a lot of moving parts here to these plans. But I was wondering if someone might be able to help with what address that will be affected by this brown line overpass. I am a resident and own a condo right were this is all planning is being proposed. I am worried that I might not be affected by it initially. If anything it will bring down my property value dramatically if my property is not on the list of acquisitions.

With that does anyone know or have an idea of the list of properties affected by this?

Thank you

Tim

Tim Dineen

Phone: 877.818.6514 | Fax: 847-371-3280 Mobile: 630.415.4082 | Direct 312.705.2937

From: Kirsten Lindberg < kirsten.e.lindberg@gmail.com>

Sent: Wednesday, April 23, 2014 9:53 AM **To:** North Red & Purple Modernization

Subject: 3416-18 N Sheffield

Good Morning,

I own a condo at 3418 N Sheffield and am looking to verify whether or not our building is one of the 16 needing to be demolished for the RPM project. We have disabled all building door buzzers so none of us would have been able to accept a certified letter.

Could you please confirm whether or not we are on the list?

Thank you,

Kirsten Lindberg 3418 N Sheffield, #4 312.480.1399

From: Feedback

Sent: Wednesday, April 23, 2014 9:23 AM **To:** North Red & Purple Modernization

Subject: FW: Transit Chicago Contact Us - RPM Project

Please handle. Thank you!

CTA FEEDBACK TEAM

From: Adam Hubbard [adamhubbard1201@yahoo.com]

Sent: Wednesday, April 23, 2014 12:28 AM

To: Feedback

Subject: Transit Chicago Contact Us - RPM Project

Address: 360 Providence Drive

Address2: Address3: City: Matteson State: IL

Country: United States

Zip: 60443

Phone: 1-708-921-0254

Comment: How wide will the Platforms of the RPM Project on Red Line North from Belmont to Linden? Is it going to be

24" or 30 inches wide?

Some other CTA facility or infrastructure: RPM Modernization Project

From: Ryan Polisoto <ryan.polisoto@gmail.com>

Sent: Tuesday, April 22, 2014 4:35 PM
To: North Red & Purple Modernization

Subject: Please add me to the list.

From: Marcelo Pappas <MPappas@bupdlaw.com>

Sent: Monday, April 21, 2014 4:04 PM **To:** North Red & Purple Modernization

Subject: Add me to your mailing list.

Marcelo Pappas | Brown, Udell, Pomerantz & Delrahim, LTD.

1332 North Halsted Street, Suite 100 | Chicago, Illinois 60642

Phone: 312.475.9900 Ext. 224 | Fax: 312.475.1188

www.bupdlaw.com



Zealous client advocates

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From: DK Home <kdemuth@pappageorgehaymes.com>

Sent: Monday, April 21, 2014 8:09 AM **To:** North Red & Purple Modernization

Subject: Brown Line Flyover

I know its not the same project exactly but there's a rumor going round about a flyover at Belmont for the Brown Line. Seriously? I ride the El daily and the momentary wait is not worth the Millioins\$ expenditure not the destruction of houses. How bout a new el line to some underserved are instead? Please get your priorities straight.

ken de muth

DK Home dkdemuth@ameritech.net

From: Paige Leskin <paigeleskin2017@u.northwestern.edu>

Sent: Sunday, April 20, 2014 11:07 PM

To: North Red & Purple Modernization

Subject: RPM Updates and Contact List

Hi—I would like to be added to the RPM contact list to receive future updates about RPM. Thanks!

__

Paige Leskin

Northwestern University '17, Journalism and Political Science Assistant City Editor | <u>The Daily Northwestern</u> 201-312-4526 | <u>Linkedin</u> | <u>Twitter</u>

From: Alan Robinson <fbfree@uchicago.edu>

Sent:Friday, April 18, 2014 11:44 PMTo:North Red & Purple ModernizationSubject:Alternatives for Red-Purple Bypass

Hi,

I am quite excited by the recent announcements for the Red North modernization project. The Red-Purple bypass seems to be both a very necessary, complex, and expensive project given high traffic through the junction and the limited space available for new trackage. I'd like to suggest two alternative that I'd hope to see in the Phase I EA that may reduce or eliminate the use of eminent domain and reduce the cost.

- 1) Elevate the Red line tracks over the Brown Line crossing, possibly all the way to Newport in order to reduce the S-curve there.
- 2) Split the Brown and Purple Line tracks immediately north of the Belmont platform and elevate the NB Brown Line over N Wilton Ave and the diagonal alley north of School.

These alternatives might be eliminated due to other constraints, but I'd like to see the reasoning behind their elimination.

Thank you,

- Alan Robinson 1700 E. 56th St. Apt. 2810 Chicago, IL 60637

From: j2718@earthlink.net

Sent: Friday, April 18, 2014 1:52 PM **To:** North Red & Purple Modernization

Subject: RPM contact list

Please add this e-mail address to the RPM contact list.

From: Tim Dineen <timdin@cdw.com>
Sent: Friday, April 18, 2014 11:23 AM
To: North Red & Purple Modernization

Subject: RPM INFO

As we all know there is still a lot of moving parts here to these plans. But I was wondering if someone might be able to help with what address that will be affected by this brown line overpass. I am a resident and own a condo right were this is all planning is being proposed. I am worried that I might not be affected by it initially. If anything it will bring down my property value dramatically if my property is not on the list of acquisitions.

With that does anyone know or have an idea of the list of properties affected by this? Thank you
Tim

Tim Dineen

Phone: 877.818.6514 | Fax: 847-371-3280 Mobile: 630.415.4082 | Direct 312.705.2937

From: Graham Bell < grahamsbell@hotmail.com>

Sent: Friday, April 18, 2014 10:06 AM **To:** North Red & Purple Modernization

Subject: RPM Program

Please add me to this project mailing list.

Thanks Graham Bell Lakeview

From: Gunner Schnowske <bschnowske@newcastlelimited.com>

Sent:Friday, April 18, 2014 9:50 AMTo:North Red & Purple ModernizationSubject:Please Add me to the RPM mailing list

I'm writing as a property owner next to the Berwyn station. Please add me to the mailing list for anything regarding this project.

-Gunner Schnowske

Gunner Schnowske
Vice President
Newcastle Limited
150 North Michigan Avenue, Suite 3610
Chicago, IL 60601
312-252-1433 Direct
312-252-1400 Main
gschnowske@newcastlelimited.com

From: Emile Jorgensen <emilejorgensen@yahoo.com>

Sent:Friday, April 18, 2014 9:24 AMTo:North Red & Purple ModernizationSubject:I support the brown line overpass

Dear CTA,

I want to express my support for the Brown Line overpass at Belmont. While I understand that people and buildings will be displaced in order to accomplish this, I think that improving transit speed for a vast number of people will encourage the use of lower-pollution travel and yield large benefits — in particular, health benefits — for many, many people. There are many examples where a few individuals pay a higher price for the benefit of many people. For example, when coal-fired power plants were shut down recently a small number of workers sacrificed there livelihoods so the rest of us could have cleaner air and less disease. Being displaced form your home is no small sacrifice but most people would agree that it is smaller than losing — with no recompense whatsoever — your job. The community—wide benefits far outweigh the individual costs.

Best, Emile Jorgensen 4530 N Albany Ave Chicago IL 60625

From: Slaughter, Kimberly < Kimberly. Haynes-Slaughter@hdrinc.com>

Sent: Friday, April 18, 2014 8:43 AM **To:** North Red & Purple Modernization

Subject: Email List

Please add me to your project distribution list.

Thank you, Kim

KIMBERLY SLAUGHTER

HDR Engineering, Inc

Vice President | Transit Market Sector Director – Central Region

30 N. LaSalle St., Ste 3220 | Chicago, IL 60602-3348

m: 312.443.4900 | d: 312.443.4302 c: 312.391.3918 | f: 312.443.4901

kimberly.slaughter@hdrinc.com | www.hdrinc.com

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From: Rich Bynum <rbynum@hawkeyescenic.com>

Sent: Thursday, April 17, 2014 10:30 PM **To:** North Red & Purple Modernization

Subject: rpm projects

Greetings:

The recent stories in the news are encouraging for us red and purple line riders. I use both very frequently and at all times of the day and evening and on weekends.

I just hope this results in better followthrough than the last several attempts:

In around 2008, an optimistic plan was put forth to eliminate slow zones on the red line. Some ties were replaced and other poking at things was done, and some slow zones went away. Within a year there were as many slow zones as before, and some sections were never fixed.

To this day, trains crawl between Loyola and Granville on all four tracks. You have been poking at the track there for five years or so and still have not got it fixed.

Another slow zone fixing binge came around 2011, and then the station fixing and slow zone fixing in summer of 2012. Slow zones are now worse than ever. New track down to the dirt was put through some stations, a good step for the future but that track will probably be relaid for the new stations anyway, so why not have treated other stretches instead?

All of the restoration efforts will be for nothing if you do not maintain the new infrastructure. Waiting until all the ties are rotten just stresses everything else. Not maintaining drainage just shortens tie life. Not supporting the rail with good ties probably makes the rail unhappy, and then the cars, etc.

So I hope that our new eventual \$4.something billion red and purple line do not decay back into their current state shortly after completion due to neglect and deferred maintenance.

Rich Bynum 773-294-2935

From: Michael Ryan <mikewryan@yahoo.com>
Sent: Thursday, April 17, 2014 9:49 PM
To: North Red & Purple Modernization

Subject: Contact list for RPM Program

Please keep me informed about notices and future updates about the RPM Program.

Thanks Mike

From:	Fedor Manin <fmanin@gmail.com></fmanin@gmail.com>
Sent:	Thursday, April 17, 2014 7:38 PM
То:	North Red & Purple Modernization

Subject: station consolidation?

Hi,

I saw the announcement about the first phase of the RPM project, reconstructing four stations. Does that mean that plans to consolidate stations have been abandoned? I would consider that tragic.

Thanks, Fedor Manin

From: Howard Gordon hgordon@grfiltd.com

Sent: Thursday, April 17, 2014 7:21 PM **To:** North Red & Purple Modernization

Subject: RE: CTA Red and Purple Modernization Open Houses

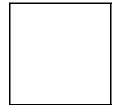
Can you please modernize the purple line Foster and Noyes stops in Evanston? Thanks. Howard Gordon

From: CTA Red and Purple Modernization Program [mailto:RPM=transitchicago.com@mail8.atl11.rsgsv.net] On Behalf

Of CTA Red and Purple Modernization Program Sent: Thursday, April 17, 2014 3:00 PM

To: hqordon@grfiltd.com

Subject: CTA Red and Purple Modernization Open Houses



You're invited to attend CTA

OPEN HOUSES

on Red and Purple Modernization (RPM) Phase One Projects

Since the last RPM open house meeting in February 2012, CTA has been evaluating the benefits and potential impacts of the RPM improvements. We would like to share with you information about the proposed first phase of RPM improvements, which would include two main projects:

- Red-Purple Bypass: Construction of a rail bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- Lawrence to Bryn Mawr Modernization:
 Modernizing over one mile of rail track and completely rebuilding four aging stations:
 Lawrence, Argyle, Berwyn, and Bryn Mawr, including adding elevators at each station to make them accessible to customers with disabilities and limited mobility.

Attend Both Open Houses

Each open house will focus on one specific Phase One project and the public is invited to attend both meetings.

When and Where?

Lawrence to Bryn Mawr Modernization Wednesday, May 21, 2014 5:30 to 7:30 p.m.

Truman Community College - Wilson Lobby 1145 W. Wilson Ave Chicago, IL 60640

This location is served by: CTA Wilson station (Red Line) and CTA Bus #78 Montrose, #36 Broadway.

Red-Purple Bypass Thursday, May 22, 2014 5:30 to 7:30 p.m.

19th District Police Department 850 W. Addison Street Chicago, IL 60613

This location is served by: CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted.

The facilities are accessible to people with disabilities.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at these meetings, contact Jeff Wilson, CTA Government and Community Relations, at least

At the open houses, you will learn more about the RPM Phase One projects, anticipated project benefits and impacts that are being studied as part of the Environmental Assessments for each project, and have an early opportunity to provide feedback.

Learn More About the Projects!

The CTA encourages you to visit the RPM webpage to get more information about RPM and the Phase One Projects. The RPM improvements are one part of the Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled rail line. Thank you for your continued interest.

RPM Program Team
Chicago Transit Authority

five days prior to the meetings at (312) 681-2712 or jwilson@transitchicago.com.

visit www.transitchicago.com/rpmproject • email RPM@transitchicago.com		
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Chicago Transit Authority Strategic Planning & Policy, 10th Floor 567 W. Lake Street Chicago, IL 60661-1465

Add us to your address book

From: Saverio Alonzi <sjalonzijr@gmail.com>
Sent: Thursday, April 17, 2014 5:17 PM
To: North Red & Purple Modernization

Subject: add to the RPM contact list

I would like to be added to the RPM contact list for meeting notices and future updates about the RPM Program. Thank you.

Saverio Alonzi

From: Tony Robinson <eraofadifferentman@gmail.com>

Sent: Thursday, April 17, 2014 3:55 PM **To:** North Red & Purple Modernization

Subject: Mailing list

Please add <u>rarobins17@hotmail.com</u> to the mailing list

From: Rapal, Benjamin <ben.rapal@cassidyturley.com>

Sent: Thursday, April 17, 2014 3:25 PM **To:** North Red & Purple Modernization

Subject: RPM Updates

Hello,

I would like to be added to the contact list of RPM updates.

Thank you

From: Langanki, Paul < Paul.Langanki@mercer.com>

Sent: Thursday, April 17, 2014 3:12 PM **To:** North Red & Purple Modernization

Subject: Out of Office: CTA Red and Purple Modernization Open Houses

I will be out of the office on Monday, April 7 through April 18 returning to the office on April 21. If your matter is urgent please contact Donna Kujat (312) 917 0765 (donna.kujat@mercer.com). I will have limited e-mail access, but will return your messages accordingly. Thank you.

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From: Walsh, Leslie <LWalsh@psych.uic.edu>
Sent: Thursday, April 17, 2014 3:12 PM
To: North Red & Purple Modernization

Subject: Out of Office: CTA Red and Purple Modernization Open Houses

I am out of the office and am unavailable. I plan to return to the office Monday, April 21.

If you have questions about the Community Reintegration Program, please call the CRP phone line 312-996-1065 and leave your message. Someone should return your call.

Thank you, Leslie Walsh

From: rachel.tomasek@wellsfargoadvisors.com
Sent: Thursday, April 17, 2014 3:10 PM

To: North Red & Purple Modernization

Subject: Out of Office: CTA Red and Purple Modernization Open Houses

I will be away from the office on Personal Time Off on April 17 and on April 18 in observance of the Good Friday market holiday.

For immediate assitance on April 17, please contact Christian Frost at 312.920.3518 or another department Associate at 312.920.3530.

CONFIDENTIALITY NOTICE: This message is intended only for the named recipient and it may contain information that is confidential and/or subject to firm privileges. If you are not the named addressee, you should not disseminate, distribute or copy this communication. Please notify the sender immediately if you have mistakenly received this communication.

From: Carolyn Dellutri <cdellutri@downtownevanston.org>

Sent: Thursday, April 17, 2014 3:02 PM **To:** North Red & Purple Modernization

Subject: Happy New Year

Thank you for your e-mail. I no longer work for Downtown Evanston.

Please contact Matt DiNello at 847-866-6319 (mdinello@downtownevanston.org)

Carolyn Dellutri

From: Vahl, Steve <steve.vahl@hud.gov>
Sent: Thursday, April 17, 2014 3:00 PM
To: North Red & Purple Modernization

Subject: Out of Office: CTA Red and Purple Modernization Open Houses

I will be out of the office until Monday 4/21. Contact Melanie Haywood at 312-913-8728.

From: Michael Anderson <michael_edward_anderson@hotmail.com>

Sent: Thursday, April 17, 2014 12:12 PM **To:** North Red & Purple Modernization

Please notify me of any future news for the RPM Project.

Thank you,
Michael Anderson
3309 N. Sheffield Ave., Apt. 2
Chicago, IL 60657
michael edward anderson@hotmail.com

From: Mark Iammartino <iammartino@yahoo.com>

Sent: Thursday, April 17, 2014 11:24 AM **To:** North Red & Purple Modernization

Subject: Phase 2?

Dear CTA:

I'm happy to see that plans for the RPM project are moving along, but was curious to learn about the status of other portions of the project. If Phase 1 involves the flyover and rebuilding 4 of the stations, what is the current thinking for future phases and more specifically for straightening out the Sheridan curve? My last understanding was that an EIS was also being prepared for that portion of the work. Is this still occurring, or are the other parts other than that described in Phase 1 being indefinitely delayed pending completion of Phase 1? Any insight you can provide would be greatly appreciated, as I have property near the Sheridan curve.

Thank you,

Mark Iammartino



Appendix D Public and Agency Outreach

D-1: Spring 2014 Public Involvement Summary

D-2: Property Displacements Outreach

D-3: Agency Coordination





Lawrence to Bryn Mawr Modernization Project Potential Displacements Outreach

CTA undertook an extensive outreach process to property owners and lessees potentially impacted by the displacements required as part of the Lawrence to Bryn Mawr Modernization Project.

CTA sent letters and information regarding property acquisition via regular U.S. mail and certified mail to all potentially displaced properties within the project corridor on April 16, 2014. Additional information included a Frequently Asked Questions handout regarding the Red and Purple Modernization Program and property displacements, as well as a brochure prepared by the Federal Transit Administration entitled "General Acquisition and Relocation Information."

Letters were sent to the following:

- 23 property owners
- 18 lessees (business owners or managers of potentially displaced properties)

The templates used for the letters are attached.

In addition, CTA's Uniform Act public outreach specialists went door to door to hand deliver these letters on April 17, 2014 and provide an explanation of the RPM Phase One projects, potential displacements, and provisions under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) that would apply to any properties acquired for the RPM Phase One projects. Uniform Act public outreach specialists provided property owners and lessees with a single point of contact to answer specific questions regarding relocation rights, requirements, and processes and anticipated timelines. This outreach will continue through project development as a one-stop resource for potentially displaced residents and/or businesses.



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

April 16, 2014

<u>Via Certified Mail, Regular Mail, and Hand Delivery</u> <u>Certified Mail ID</u>:

[Name] [Address] [City, State, Zip]

Dear Property Owner:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase One of the RPM Project. The public records indicate that you are the owner of, or have an interest in, this property.

Owner of record: Property Address: P.I.N.:

Potential impact: [Property Acquisition/Partial property acquisition/Construction easement]

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. This letter is not a formal action to acquire your property, nor a letter of intent or offer to

<u>purchase your property. The information in this letter is not intended to affect your present</u> ownership, management or control of your property in any way.

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer to purchase private property for no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price. In addition, CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here: http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

We would be pleased to meet with you to discuss the RPM Project and what it means for your property. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey Chief Planning Officer Chicago Transit Authority



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

April 16, 2014

<u>Via Certified Mail, Regular Mail, and Hand Delivery</u> <u>Certified Mail ID</u>:

[Name] [Address] [City, State, Zip]

Dear [Current Resident/Business Owner or Manager]:

We are writing to share information about a proposed Chicago Transit Authority ("CTA") development project known as the Red and Purple Modernization Project ("RPM Project"), a major initiative that would completely rebuild the northern portion of the CTA's Red Line (Belmont Station to Howard Station) and the CTA's Purple Line (Belmont Station to Linden Station). The RPM Project, which would occur in phases over several years, would fully replace old, deteriorating infrastructure and stations along Chicago's busiest rail line, and would pave the way for CTA to increase train capacity significantly and improve customer service for generations to come.

As part of its extensive planning for the RPM Project, CTA has determined that it may be necessary to acquire certain properties to implement the project. The property referenced below has been identified by CTA as one that may be necessary for the construction of Phase I of the RPM Project and the property owner has been notified of this. The public records indicate that you lease a [residence/business] on this property.

Owner of record: Property Address: P.I.N.:

Potential impact: [Property Acquisition/Partial property acquisition/Construction easement]

To minimize impacts to neighboring properties, CTA considered many possible alternatives before determining which properties may be necessary for Phase One of RPM Project construction. CTA utilized innovative engineering techniques in RPM Project planning to reduce property impacts, including implementing alley-spanning structures and adjusting platform widths and positions.

The purpose of this letter is to let you know of the proposed RPM Project, its timeline and next steps, and to provide contact information to answer any preliminary questions you may have. At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM

<u>Project until the environmental review is complete and Project funding is secured. The</u> information in this letter is not intended to affect your present [residence/ business] in any way.

CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding. You can learn more about the RPM Project and find updates on the status of the process here: http://www.transitchicago.com/rpmproject/

In the event that the CTA ultimately determines it is necessary to purchase private property for Phase One of the RPM Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project.

You may read additional information about applicable federal laws here: http://www.fhwa.dot.gov/real estate/practitioners/uniform act/acquisition/real property.cfm http://www.fhwa.dot.gov/real estate/publications/rights/sec00.cfm

We would be pleased to meet with you to discuss the RPM Project and what it means for your [residence/ business]. After reviewing this letter and attached Frequently Asked Questions, please contact CTA's relocation consultant Melody Carvajal at (773) 490-2934 or melodyc@mckissackmw.com if you have any questions or would like to discuss this project further. We welcome the opportunity to answer any questions you may have regarding the RPM Project. The CTA looks forward to working with you on this exciting project and knows that it will be a great benefit to the community and the City of Chicago.

Sincerely,

Carole Morey Chief Planning Officer Chicago Transit Authority



Red and Purple Modernization Project (RPM Project) Frequently Asked Questions

Why does CTA need the RPM Project?

Most of the tracks and bridges along the Red and Purple lines are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, frequent repairs that disrupt service and slow travel, and outdated, inadequate stations that cannot accommodate modern amenities for our customers, including elevators for ADA accessibility.

In addition, the Red Line is operating at full capacity, and CTA cannot add trains to meet rising demand. The North branch of the Red and Purple lines carries more than 20 percent of all CTA rail rides, and rush-hour ridership has jumped 40 percent just in the last five years. CTA needs to rebuild these lines to modern standards to alleviate overcrowding and add capacity for future growth. This work means that CTA may acquire some private property bordering the Red and Purple Lines to accommodate the rebuild. Major improvement projects like this often require the purchase of property. In some cases, this acquisition will result in the relocation of property owners.

Why doesn't CTA alter its plans so it doesn't impact neighboring properties?

Many large transit infrastructure projects like the RPM Project require property acquisition. In 2008, for instance, CTA acquired approximately 100 properties in order to rebuild and add capacity to the Brown Line, a project which brought significant station improvements and added train capacity that CTA customers enjoy today.

For the RPM Project, CTA considered many possible alternatives before determining which properties may be necessary for the RPM Project. CTA utilized innovative engineering techniques in RPM Project planning to reduce neighboring property impacts as much as possible, including implementing alley-spanning structures and adjusting platform widths and positions.

What are my rights as a property owner?

If CTA ultimately determines it is necessary to purchase your property, it is required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, all of which protect the rights of property owners. What this means is CTA will treat property owners fairly, to minimize hardships, and will seek cooperative settlements of property acquisitions.

You can read more about your rights under applicable federal laws here: http://www.fhwa.dot.gov/real_estate/publications/rights/sec00.cfm

What type of compensation will I receive?

In the event that CTA ultimately determines it is necessary to purchase private property for the RPM Project, it is required by federal law to offer to purchase each property for an amount that is no less than fair market value as determined by an independent appraisal. In some circumstances,



if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price.

In addition, CTA must provide financial assistance and relocation services, as required by federal rules, for property owners as well as commercial and residential occupants who must move because of the RPM Project.

How will CTA determine the purchase price for my property?

If CTA determines it is necessary to purchase your property for the RPM Project, it is required to hire an independent appraiser to inspect the property to determine fair market value. In that case, you, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You or your representative may provide information about improvements to the property and any special features that may affect the value of the property to ensure that these facts are considered in the appraisal. CTA may also consider the property's original purchase price and may look at similar properties in the local real estate market that have recently sold when making a purchase offer.

What if I don't own this property but rent an apartment or condo, or lease space for my business?

Non-owners who are leasing housing or commercial property that must be relocated because of the RPM Project are also protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act. If needed, CTA will provide financial assistance and relocation services to assist these residents and business owners in finding a new home or business location.

When will CTA notify me of their intent to purchase my property?

At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding.

If CTA acquires my property, when will I be required to move?

If CTA determines it needs to acquire private property for RPM Phase One construction, a timeline for property acquisition will be determined after funding is secured. Should CTA need to acquire your property, you will be given adequate time to make plans for relocation.

If CTA acquires my property, will you provide any help to me in relocating?

If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agents is to facilitate a smooth transition to the replacement dwelling.

I have additional questions, who should I call?

Contact CTA's relocation consultant Melody Carvajal by telephone at (773) 490-2934 or by e-mail at melodyc@mckissackmw.com.

More Relocation Information



Business

A business that is relocated as a result of the project may

be entitled to benefits such as:

- 1. Moving and Related Costs
- 2. Reestablishment Costs
- 3. Fixed Payment

Statements applicable to all categories and benefits listed

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No one may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business must be given at least 90 days to vacate.

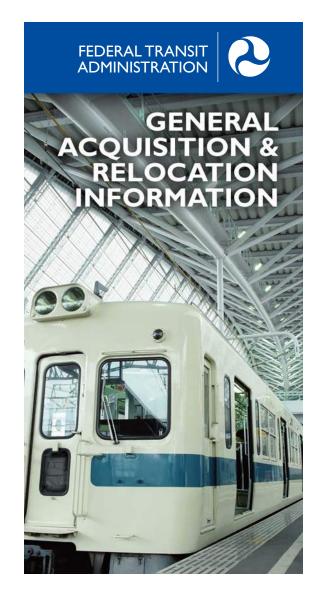
Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

A message from the FTA and your local transit agency

It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.

For further information, please contact:







GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit



Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all

persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

- 1. Acquisition, which is the purchase of your real estate.
- 2. Relocation which offers additional benefits should you or your business be displaced.

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.



Relocation



Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and

benefits and services that you may be eligible to receive.

Below is a very

brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

- 1. Moving Costs
- 2. Price Differential Payment
- 3. Increased Mortgage Interest
- 4. Incidental Closing Costs

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

- 1. Moving Costs
- 2. Rental Assistance Payment/Down Payment



Appendix D Public and Agency Outreach

D-1: Spring 2014 Public Involvement Summary

D-2: Property Displacements Outreach

D-3: Agency Coordination





REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 17, 2014

Mr. Michael Long Regional Administrator Federal Railroad Administration 200 West Adams Suite 310 Chicago, IL 60606

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Long,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public's expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has "independent utility," meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

Red-Purple Bypass Project – construction of the RPM bypass, which grade-separates
northbound Brown line train inovements from Red and Purple line train movements just north of
Belmont Station (EA);

- Lawrence to Bryn Mawr Modernization Project modernization of four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and aging structures between Leland and Hollywood avenues (EA);
- Corridor Signal Improvements Project signal system upgrades from Belmont to Granville stations (CE);
- Continued Interim Capital Improvements Project continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project Wednesday, May 21, 2014 5:30 – 7:30 p.m.

Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus
#78 Montrose, # 36 Broadway

Red-Purple Bypass Project Thursday, May 22, 2014

5:30 – 7:30 p.m. 19th District Police Department 850 W. Addison St. | Chicago, IL | 60613 Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@trausitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón Regional Administrator

1105 Tollar Franklinda at tol

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Enclosures: (1) RPM Phase One Background

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 17, 2014

Mr. John Rogner Field Supervisor - Chicago Field Office U.S. Fish and Wildlife Service 1250 S. Grove Suite 103 Barrington, IL 60010

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Rogner,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public's expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has "independent utility," meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

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- Continued Interim Capital Improvements Project continued interim improvements to maintain track and structures from Belmont Station to the Linden terminal (CE).

CTA will be hosting two public open houses in May 2014 to share information on the RPM Program and the proposed Phase One elements. These open houses will provide an early opportunity to gather additional public input. Representatives from your agency are invited to attend both of these informative open houses. We look forward to hearing your perspective.

Lawrence to Bryn Mawr Modernization Project Wednesday, May 21, 2014

5:30 – 7:30 p.m.
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1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus
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Red-Purple Bypass Project
Thursday, May 22, 2014
5:30 – 7:30 p.m.
19th District Police Department
850 W. Addison St. | Chlcago, IL | 60613
Served by CTA Addison Station (Red Line) and CTA
Bus #152 Addison, # 8 Halsted

Please let us know if you would like to continue receiving updates about RPM project activities. If you have any questions or would like to discuss the project further, the point of contact for CTA is Steve Hands at 312-681-4169 or shands@transitchicago.com and for FTA it is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your cooperation and continued participation in this project.

Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Norm West NEPA Review U.S. Environmental Protection Agency 77 W Jackson Blvd. Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. West,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

Your agency previously agreed to be a participating agency to the EIS. The purpose of this letter is to provide you with an update on the progress of the RPM Project, to note changes to the project implementation strategy and the environmental review process, and to request if your agency would like to continue to be notified periodically about the project.

In February 2012, CTA hosted two open houses on the project. Since that time, FTA and CTA have been considering the community input received at the open houses and examining potential implementation strategies for the RPM Project. Based in part on community input, it has been determined that a phased approach would better meet the public's expectations for expediting project activities. This approach would allow for completion of project development activities within a reasonable timeframe, and facilitate construction phasing to minimize impacts to transit riders. Phase One of the overall RPM Program would include the four project elements listed below. The NEPA class of action, Environmental Assessment (EA) or Categorical Exclusion (CE), for each project element is also shown on this list. Each of these Phase One projects has "independent utility," meaning that each one is useable and a reasonable expenditure on its own even if no other transportation improvements take place.

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Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Michael Murphy Project Manager / Biologist U.S. Army Corps of Engineers 111 N. Canal St. Chicago, IL 60606

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Murphy,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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5:30 – 7:30 p.m.
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Red-Purple Bypass Project Thursday, May 22, 2014

5:30 – 7:30 p.m. 19th District Police Department 850 W. Addison St. | Chicago, IL | 60613 Served by CTA Addison Station (Red Line) and CTA Bus #152 Addison, # 8 Halsted

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL. 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Nicholas Mueller Regional Environmental Officer Federal Emergency Management Agency 536 S. Clark St. 6th floor Chicago, IL 60605

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Mueller,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Willie Taylor Director of the Office of Environmental Policy and Compliance Department of the Interior, Office of Environmental Policy and Compliance 1849 C Street NW, MIB MS 2462 Washington, DC 20240

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Taylor,

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure

From: Sire, David [mailto:david sire@ios.doi.gov]

Sent: Thursday, April 24, 2014 10:47 AM

To: <u>shands@transitchicage.com</u>; Assam, Mark (FTA)

Subject: RPM Projects

Thank you for the April 16, project update. Since an EIS is no longer being prepared for the CTA Red and Purple Modernization Project, there is no need to continue notifying the Department of the Interior about the project.

Dave Sire

for Willie Taylor

Natural Resources Management Team Leader Office of Environmental Policy and Compliance, DOI (202) 208-6661



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Ms. Lisa Treichel Biologist/Forester Department of the Interior, Office of Environmental Policy and Compliance 1849 C Street NW, MIB MS 2462 Washington, DC 20240

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Treichel,

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REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Ms. Melanie Haywood Field Environmental Officer Department of Housing and Urban Development 77 W. Jackson Blvd. Rm 2420 Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Haywood,

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REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Steve Vahl Region 5 Environmental Officer Department of Housing and Urban Development 77 W. Jackson Blvd. Rm 2420 Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Vahl,

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REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. James Galloway Acting Regional Director - Region 5 Department of Health and Human Services 233 N. Michigan Ave. Suite 1300 Chicago, IL 60601

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Galloway,

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Regional Administrator

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April 16, 2014

Ms. Sandra Massey Tribal Historic Preservation Officer Sac and Fox Nation of Oklahoma Rt. 2, Box 246 Stroud, OK 74079

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Massey,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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5:30 – 7:30 p.m.
Truman Community College
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Red-Purple Bypass Project Thursday, May 22, 2014 5:30 – 7:30 p.m.

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Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Ms. Twen Barton Chairperson Sac and Fox Nation of Missouri 305 N. Main Street Reserve, KS 66465

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Ms. Barton,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (ElS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Homer Bear, Jr. Chairman Sac and Fox Nation of Mississippi in Iowa 349 Meskwaki Road Tama, IA 52339

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Bear, Jr.,

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5:30 – 7:30 p.m. 19th District Police Department 850 W. Addison St. | Chicago, IL | 60613 Served by CTA Addison Station (Red Lina) and CTA Bus #152 Addison, # 8 Halsted

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Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Steve Ortiz Chief Prairie Band of Potawatomi Nation 16281 Q Road Mayetta, KS 66509

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Ortiz,

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Sincerely,

Marisol R. Simón Regional Administrator

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Earl Meshigaud Potawatomi Nation-Haunahville Indian Community N14911 Hannahville Blvd. Wilson, MI 49896

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Meshigaud,

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April 16, 2014

Mr. Michael Zimmerman Tribal Historic Preservation Officer Pokagon Band of Potawatomi Indians 58620 Sink Road Dowagiac, MI 49047

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL. 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Chief John Froman Chief Peoria Tribe of Indians of Oklahoma 118 S. Eight Tribes Trail P.O. Box 1527 Miami, OK 74355

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Chief Froman,

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(2) RPM Lawrence to Bryn Mawr Brochure

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April 16, 2014

Mr. George Strack Tribal Historic Preservation Officer Miami Tribe of Oklahoma 202 S. Eight Tribes Trail Miami, OK 74354

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Strack,

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Marisol R. Simón Regional Administrator

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(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. William Quackenbush Tribal Historic Preservation Officer Ho-Chunk Nation PO Box 667 Black River Falls, WI 54615

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Quackenbush,

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Lawrence to Bryn Mawr Modernization Project Wednesday, May 21, 2014

5:30 – 7:30 p.m.
Truman Community College
1145 W. Wilson Ave. | Chicago, IL | 60640
Served by CTA Wilson station (Red Line) and CTA Bus
#78 Montrose, # 36 Broadway

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Thursday, May 22, 2014
5:30 – 7:30 p.m.
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850 W. Addison St. | Chicago, IL | 60613
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Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

mariod Smon

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Iffinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. Philip Shopodock Chairperson Forest County Potawatomi PO Box 340 Crandon, WI 54520

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Shopodock,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely, Marios Arman

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

April 16, 2014

Mr. John A. Barrett Chairperson Citizen Potawatomi Nation 1601 S. Gordon Cooper Drive Shawnee, OK 74801

Re: Environmental Review Process for the CTA Red and Purple Modernization Project

Dear Mr. Barrett,

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) project pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont Station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Marisol R. Simón Regional Administrator

Enclosures: (1) RPM Phase One Background

(2) RPM Lawrence to Bryn Mawr Brochure

(3) RPM Red-Purple Bypass Brochure



Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Kevin Laberge Bureau of Environmental, Health & Safety Management City of Chicago Department of Fleet and Facility Management 30 N. LaSalle St., Suite 300 Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Laberge:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager Strategic Planning and Policy

312.681.4169



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April 18, 2014

Mr. C. Benet Haller City of Chicago Department of Housing and Economic Development 121 N. LaSalle St., 10th Floor Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Haller:

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Sincerely,

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April 18, 2014

Ms. Heidi Sperry Coordinator of Special Projects City of Chicago Department of Housing and Economic Development 121 N. LaSalle St., 10th Floor Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Sperry:

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Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Oneida Pate City of Chicago Department of Housing and Economic Development 121 N. LaSalle St., Rm 1006 Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Pate:

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Steve Hands Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Luann Hamilton Deputy Commissioner City of Chicago Department of Transportation 30 N. LaSalle St., Suite 500 Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Hamilton:

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Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Mr. Keith Privett Coordinating Planner City of Chicago Department of Transportation 30 N. LaSalle St., Suite 500 Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Privett:

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Strategic Planning and Policy

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April 18, 2014

Mr. Jeffrey Sriver Projects Administrator City of Chicago Department of Transportation 30 N. LaSalle Street, Suite 500 Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

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Project Manager

Strategic Planning and Policy

312.681.4169



Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Matthew Swentkofske Intergovernmental Affairs Coordinator City of Evanston 2100 Ridge Avenue Evanston, IL 60201

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Swentkofske:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Lawrence to Bryn Mawr Modernization Project Wednesday, May 21, 2014

5:30 – 7:30 p.m.

Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640

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Red-Purple Bypass Project Thursday, May 22, 2014

5:30 – 7:30 p.m. 19th District Police Department 850 W. Addison St, Chicago, IL 60613 This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

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Sincerely,

Steve Hands

Project Manager Strategic Planning and Policy

312.681.4169



Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Timothy J. Mitchell CEO Chicago Park District 541 N. Fairbanks Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Mitchell:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands Project Manager Strategic Planning and Policy 312.681.4169



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April 18, 2014

Mr. Brendan Daley Director of Green Initiatives Chicago Park District 542 N. Fairbanks Chicago, IL 60612

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Daley:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Gia Biagi Chicago Park District 541 N. Fairbanks Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Biagi:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

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April 18, 2014

Mr. Rob Rejman Chicago Park District 541 N. Fairbanks Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Rejman:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Doreen O'Donnell Chicago Park District 541 N. Fairbanks Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. O'Donnell:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Maria Guerra Lapacek Commissioner City of Chicago Department of Business Affairs and Consumer Protection 121 N. LaSalle Street, Suite 805 Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Lapacek:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

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312.681.4169



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April 18, 2014

Dr. Bechara Choucair Commissioner City of Chicago Department of Public Health 333 S. State St., Ste. 300 Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Dr. Choucair:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Project Manager Strategic Planning and Policy

312.681.4169



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April 18, 2014

Dr. Cort Lohff Medical Director, Environmental Health City of Chicago Department of Public Health 2133 West Lexington Chicago, IL 60612

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Dr. Lohff:

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April 18, 2014

Mr. Joe Deal City of Chicago Office of the Mayor 121 N. LaSalle St., 4th Floor Chicago, IL 60602

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Deal:

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Steve Hands Project Manager

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April 18, 2014

Ms. Lynette Ciavarella Senior Dvision Director, Strategic Capital Planning Metra Rail 547 W. Jackson Blvd. Chicago, IL 60661

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Ciavarella:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands

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April 18, 2014

Mr. David Kralik Department Head, Long Range Planning, Strategic Capital Planning Metra Rail 547 W. Jackson Blvd. Chicago, IL 60661

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Kralik:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Lawrence to Bryn Mawr Modernization Project Wednesday, May 21, 2014

and CTA Bus #78 Montrose, #36 Broadway

5:30 – 7:30 p.m.

Truman Community College – Wilson Lobby
1145 W. Wilson Ave, Chicago, IL 60640

This location served by CTA Wilson station (Red Line)

Red-Purple Bypass Project Thursday, May 22, 2014

5:30 – 7:30 p.m. 19th District Police Department 850 W. Addison St, Chicago, IL 60613 This location served by CTA Addison station (Red Line) and CTA Bus #152 Addison, #8 Halsted

Please let us know if you would like to continue receiving updates about RPM Program activities. If you have any questions or would like to discuss the project further, please do not hesitate to contact me. Thank you for your cooperation and continued participation in this project.

Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Mr. Joseph Schuessler Principal Civil Engineer Metropolitan Water Reclamation District of Greater Chicago 111 E. Erie St. Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Schuessler:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



Please disregard the letter dated April 17, 2014. This letter contains updated information.

April 18, 2014

Ms. Charlotte O'Donnell Senior Planner Pace Suburban Bus Service 550 W. Algonquin Road Arlington Heights, IL 60005

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. O'Donnell:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Mr. Peter Fahrenwald Manager, Regional and Corridor Planning Regional Transportation Authority 175 W. Jackson Blvd., Suite 1650 Chicago, IL 60604

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Fahrenwald:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Mr. Dan Powers Senior Rail Safety Specialist Illinois Commerce Commission 527 East Capitol Avenue Springfield, IL 62701

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Powers:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Sincerely,

Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Mr. Steve Hamer Transportation Program Manager Illinois Department of Natural Resources One Natural Resources Way Springfield, IL 62702

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Hamer:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Mr. Charles Abraham Manager of Program Support (Planning) Illinois Department of Transportation 100 W. Randolph St., Suite 6-600 Chicago, IL 60601

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Abraham:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands

Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Diane Smith Assistant Director, Asset Management Services Illinois Housing Development Authority 401 N. Michigan Ave. Chicago, IL 60611

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Ms. Smith:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands

Project Manager

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312.681.4169



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April 18, 2014

Mr. Tom Zimmerman Illinois Terrorism Taskforce 2200 South Dirksen Parkway Springfield, IL 62703

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

Dear Mr. Zimmerman:

As you may recall, the Federal Transit Administration (FTA), as lead agency, and the Chicago Transit Authority (CTA), as joint lead agency, have been preparing an Environmental Impact Statement (EIS) for the proposed Red and Purple Modernization (RPM) Program pursuant to the National Environmental Policy Act (NEPA). Improvements would be made along the Red and Purple rail transit lines, from just north of Belmont station to the Linden terminal, a distance of approximately 9.6 miles. The work would bring the existing transit lines into a state of good repair, reduce travel times, improve access to job markets and destinations, and provide improved access for people with disabilities.

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Steve Hands Project Manager

Strategic Planning and Policy

312.681.4169



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April 18, 2014

Ms. Amber Dillon Illinois Terrorism Taskforce 2200 South Dirksen Parkway Springfield, IL 62703

Re: Environmental Review Process for the CTA Red and Purple Modernization Program

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Date	Agency	Attendees	Organization
	, , , , , , , , , , , , , , , , , , ,	Eva-Dina Delgado	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
	Illinois State Officials	Mike McLaughlin	Chicago Transit Authority
		Carole Morey	Chicago Transit Authority
. //		Gerald Nichols	Chicago Transit Authority
4/17/2014		Sukmeke Watkins	Chicago Transit Authority
		Carlos Campos	Illinois Department of Transportation
		Coleman Goode	Illinois Representative Gregory Harris
		Cathy Smith	Illinois Senator Heather Steans
		Marta Perales	Illinois Representative Al Riley
		Eva-Dina Delgado	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority
		Carole Morey	Chicago Transit Authority
4/17/2014	City of Evanston	Ryan Mouw	Chicago Transit Authority
		Elizabeth Tisdahl	City of Evanston, Mayor
		Ylda Capriccioso	City of Evanston
		Rajeev Dahal	City of Evanston
		Homayoon Pirooz	City of Evanston
4/18/2014	City of Chicago Department of Planning and	Mike McLaughlin	Chicago Transit Authority
4/10/2014	Development	Brad McConnell	Chicago Department of Planning and Development
		Mike McLaughlin	Chicago Transit Authority
4/18/2014	Chicago Department of Transportation	Luann Hamilton	Chicago Department of Transportation
		Jeff Sriver	Chicago Department of Transportation
	City of Chicago Department of Buildings	Steve Hands	Chicago Transit Authority
5/1/2014		Mike McLaughlin	Chicago Transit Authority
5/1/2014		Felicia Davis	Chicago Department of Buildings, Commissioner
		Kenneth Meyer	Chicago Department of Buildings
5/12/2014	City of Chicago Department of Planning and Development	Mike McLaughlin	Chicago Transit Authority
		Andy McWhirter	Chicago Transit Authority
		Carole Morey	Chicago Transit Authority
		Aarti Kotak	Chicago Department of Planning and Development
5/20/2014	City of Chicago Department of Planning and Development - Historic Preservation Division	Steve Hands	Chicago Transit Authority
		Marlise Fratinardo	Chicago Transit Authority
		Jenifer Palmer	CWC Transit Group
		Terry Tatum	Chicago Department of Planning and Development



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		Brad McConnell	Chicago Department of Planning and Development
		Andrew Mooney	Chicago Department of Planning and Development
61.01	Development	Todd Wyatt	Chicago Department of Planning and Development
6/18/2014	Chicago Department of Transportation	Luann Hamilton	Chicago Department of Transportation
	Ward 46	Hannah Higgins	Chicago Department of Transportation
	· ·	David Smith	Chicago Department of Transportation
		James Cappleman	Ward 46, Alderman
		Tressa Feher	Ward 46
		Abby Sullivan	Ward 46
		Steve Hands	Chicago Transit Authority
	City of Chicago Department of Planning and Development Ward 46	Jeff Wilson	Chicago Transit Authority
		Brad McConnell	Chicago Department of Planning and Development
6/19/2014		Todd Wyatt	Chicago Department of Planning and Development
		James Cappleman	Ward 46, Alderman
		Tressa Feher	Ward 46
		Peter Haleas	Bridgeview Bank
	City of Chicago Department of Planning and	Marlise Fratinardo	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority
6/20/2014	Development - Historic Preservation	Carole Morey	Chicago Transit Authority
	Division	Jenifer Palmer	CWC Transit Group
		Eleanor Gorski	Chicago Department of Planning and Development
		Christopher Jang	Chicago Department of Planning and Development
7/25/2014	Chicago Department of Transportation	Steve Hands	Chicago Transit Authority
		Joe Osowski	Chicago Transit Authority
		John Cecchin	Chicago Department of Transportation
		Yadollah Montazery	Chicago Department of Transportation
		Malihe Samadi	Chicago Department of Transportation
		Michael Volini	Chicago Department of Transportation



Date	Agency	Attendees	Organization
		Stina Fish	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
		Jennifer Henry	Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority
		Leah Dawson Mooney	Chicago Transit Authority
		Carole Morey	Chicago Transit Authority
		Robert Vance	Chicago Transit Authority
		Dean Simpson	Chicago Transit Partners
		Peng Zhao	Chicago Transit Partners
		Michael Booth	CWC Transit Group
	City of Chicago Department of Planning and	Jenifer Palmer	CWC Transit Group
		Tom Williams	CWC Transit Group
9/2/2014	Development	Paula Pienton	TY Lin
9/2/2014	Chicago Department of Transportation	Dan Drew	TY Lin
	Chicago Department of Transportation	Christopher Jang	Chicago Department of Planning and Development
		Aarti Kotak	Chicago Department of Planning and Development
		Brad McConnell	Chicago Department of Planning and Development
		Bob McKenna	Chicago Department of Planning and Development
		Patrick Murphey	Chicago Department of Planning and Development
		Steve Valenziano	Chicago Department of Planning and Development
		Janet Attarian	Chicago Department of Transportation
		William Cheaks, Jr.	Chicago Department of Transportation
		Luann Hamilton	Chicago Department of Transportation
		George Keck	Chicago Department of Transportation
		John McDonald	Chicago Department of Transportation
		Kevin O'Malley	Chicago Department of Transportation
	Chicago Department of Transportation	Steve Hands	Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority
9/17/2014		Dean Simpson	Chicago Transit Partners
		Michael Booth	CWC Transit Group
		Paula Pienton	TY Lin
		Bill Higgins	Chicago Department of Transportation
		Steve Pautsch	Chicago Department of Transportation
		Jeff Sriver	Chicago Department of Transportation
		Maureen Weer	Chicago Department of Transportation



Date	Agency	Attendees	Organization
	City of Chicago Department of Planning and	Stina Fish	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
		Jennifer Henry	Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority
		Robert Vance	Chicago Transit Authority
		Dean Simpson	Chicago Transit Partners
		Peng Zhao	Chicago Transit Partners
9/24/2014		Michael Booth	CWC Transit Group
9/24/2014	Development	Jenifer Palmer	CWC Transit Group
		Tom Williams	CWC Transit Group
		Paula Pienton	TY Lin
		Christopher Jang	Chicago Department of Planning and Development
		Aarti Kotak	Chicago Department of Planning and Development
		Brad McConnell	Chicago Department of Planning and Development
		Bob McKenna	Chicago Department of Planning and Development
		Steve Valenziano	Chicago Department of Planning and Development
		Stina Fish	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
	City of Chicago Department of Planning and	Mike McLaughlin	Chicago Transit Authority
		Andrew McWhirter	Chicago Transit Authority
		Leah Dawson Mooney	Chicago Transit Authority
		Dean Simpson	Chicago Transit Partners
		Peng Zhao	Chicago Transit Partners
		Jenifer Palmer	CWC Transit Group
10/22/2014	Development	Tom Williams	CWC Transit Group
	Chicago Department of Transportation	Melody Carvajal	CWC Transit Group
		Paula Pienton	TY Lin
		Christopher Jang	Chicago Department of Planning and Development
		Aarti Kotak	Chicago Department of Planning and Development
		Bob McKenna	Chicago Department of Planning and Development
		Todd Wyatt	Chicago Department of Planning and Development
		Bill Higgins	Chicago Department of Transportation
		Jeff Sriver	Chicago Department of Transportation



Date	Agency	Attendees	Organization
		Stina Fish	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority
		Andrew McWhirter	Chicago Transit Authority
		Nick Smith	Chicago Transit Authority
		Roy Taylor	Chicago Transit Authority
		Dean Simpson	Chicago Transit Partners
		Peng Zhao	Chicago Transit Partners
		Maria Peralta	Chicago Transit Partners
	City of Chicago Department of Planning and	Michael Booth	CWC Transit Group
1/21/2015	Development	Jenifer Palmer	CWC Transit Group
1/21/2019	Chicago Department of Transportation	Tom Williams	CWC Transit Group
	Cincugo Department of Transportation	Paula Pienton	TY Lin
		Sam Flavin	World Business Chicago
		Christopher Jang	Chicago Department of Planning and Development
		Bob McKenna	Chicago Department of Flanning and Development
		Michelle Nolan	Chicago Department of Planning and Development
		Steve Valenziano	Chicago Department of Planning and Development
		Luann Hamilton	Chicago Department of Transportation
		Bill Higgins	Chicago Department of Transportation Chicago Department of Transportation
		Jeff Sriver	Chicago Department of Transportation Chicago Department of Transportation
		Dave Biggs	Chicago Transit Authority
		Steve Hands	Chicago Transit Authority Chicago Transit Authority
		Mike McLaughlin	Chicago Transit Authority Chicago Transit Authority
		Andrew McWhirter	Chicago Transit Authority Chicago Transit Authority
	City of Chicago Department of Planning and Development Chicago Department of Transportation		,
		Leah Dawson Mooney	Chicago Transit Authority
		Maria Peralta	Chicago Transit Partners
		Dean Simpson	Chicago Transit Partners
		Peng Zhao	Chicago Transit Partners
1 1		Tom Williams	CWC Transit Group
4/15/2012		Melody Carvajal	CWC Transit Group
		Paula Pienton	TY Lin
		Christopher Jang	Chicago Department of Planning and Development
		Aarti Kotak	Chicago Department of Planning and Development
		Brad McConnell	Chicago Department of Planning and Development
		Bob McKenna	Chicago Department of Planning and Development
		Todd Wyatt	Chicago Department of Planning and Development
		Luann Hamilton	Chicago Department of Transportation
		Kevin O'Malley	Chicago Department of Transportation
		Jeff Sriver	Chicago Department of Transportation