

Appendix E

Public and Agency Outreach

E-1: Red and Purple Modernization Program Public Involvement Summary
(2009-2013)

E-2: Spring 2014 Public Involvement Summary

E-3: Property Displacements Outreach

E-4: Agency Coordination

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Red and Purple Modernization Program Public Involvement Summary 2009-2013

Vision Study (2009)

The vision study phase constituted early scoping to ascertain the public's priorities and concerns in order to frame alternatives. The early public participation in the project helped shape over 20 preliminary options and narrowed the list down to four alternatives.

- Four Public Meetings: **November 30-December 3, 2009**
- Alternatives Presented: The public was asked for input to help shape alternatives.
- Direct Mail Survey: December 2009

NEPA Scoping (2011)

The NEPA scoping process began in late 2010 to inform the public about the project and gather input on the scope of the environmental studies, draft purpose and need, and alternatives to be evaluated. The FTA published the NOI in the Federal Register on January 3, 2011.

- Agency Scoping Meeting: **January 24, 2011** (19 agencies and jurisdictions were represented)
- Public Scoping Meetings: **January 24-27, 2011**
- Alternatives Presented: No Action, Basic Rehabilitation, Basic Rehabilitation with Transfer Stations, Modernization 4-Track, Modernization 3-Track, Modernization 2-Track Underground

Draft EIS Community Update Meetings (2012)

Two community update meetings were held on February 6 and 7, 2012 to update the community regarding the RPM Program.

- Public Meetings: **February 6-7, 2012**
- Alternatives Presented: No Action, Basic Rehabilitation, Modernization without Consolidation, Modernization

Draft EIS Summer 2013 Outreach (2013)

A newsletter with a general project update was sent to the stakeholder database in **August 2013**. In order to update them regarding the RPM Program, meetings were held with leadership from eight community organizations in the project corridor whose constituents meet the definition of EJ populations.

Section 106 Coordination

In accordance with requirements for consultation established in Section 106 of the NHPA, two of the four distinct rounds of coordination have occurred as part of the RPM Program. Initiation activities and identification of historic properties have been completed; assessment of effects and resolution of adverse effects have not yet occurred.

- Initiation Activities:
 - **July 20, 2012:** The Illinois SHPO concurred with the area of potential effect for historic and cultural resources.
 - **Late July 2012:** FTA sent invitation letters to 11 Native American tribes to inform them of the process and request assistance in identifying areas with potential cultural and/or religious significance. CTA sent invitation letters to 15 state and local level preservation interest groups to inform them of the project and invite them to participate in the upcoming consultation process.
 - **September 6, 2012:** The project team held a kickoff webinar which provided an overview of the Section 106 process, described the project and build alternatives, and outlined the schedule for the consultation process.
- Identification of Historic Properties:
 - **November 7, 2012:** The project team held an eligibility meeting with the SHPO and consulting parties to discuss the identification of historic properties, specifically those that were recommended as eligible for listing on the NRHP.
 - **October 22 - November 21, 2012:** Eligibility comment period
 - **Outcomes:** Two additional resources were added to the representative sample survey set, eligibility recommendations were reexamined for four resources, and additional information was provided about specific properties.
- Assessment of Effects: Has not yet occurred
- Resolution of Adverse Effects: Has not yet occurred

Coordination with the SHPO and consulting parties is ongoing and will continue through preparation of a Memorandum of Agreement incorporating all relevant mitigation measures. The next step in the 106 process would be consultation with the SHPO and consulting parties about adverse effects on the identified eligible historic resources.

Tribal Coordination

In **July 2012**, FTA sent invitation letters to 11 Native American tribes to inform them of the Section 106 process and request assistance in identifying areas with potential cultural and/or religious significance. Coordination with the tribes is ongoing and further discussion will be needed on follow up to this invitation once project phasing details and administrative processes are finalized. This coordination would then continue through preparation of a Memorandum of Agreement incorporating all relevant mitigation measures.

Public Meetings Held (2009-2013)

Project Phase	Meetings	Alternatives Presented
Vision Study (Early Scoping)	Vision Study Meetings November 30-December 3, 2009	The public was asked for input to help shape alternatives during these meetings.
EIS Scoping	NEPA Scoping Meetings January 24-27, 2011	No Action Basic Rehabilitation Basic Rehabilitation with Transfer Stations Modernization 4-Track Modernization 3-Track Modernization 2-Track Underground
Draft EIS	Community Update Meetings February 6-7, 2012	No Action Basic Rehabilitation Modernization Modernization without Consolidation
	Community Update Meetings Fall 2013	No Action Basic Rehabilitation Modernization Modernization without Consolidation Modified Modernization

EIS = Environmental Impact Statement; NEPA = National Environmental Policy Act of 1969

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Red-Purple Bypass Project

Spring 2014 Outreach Summary

November 2014

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Table of Contents

Executive Summary	1
Announcing Phase One of the Red and Purple Modernization	1
Inviting the Public	2
Public Open House Meeting	3
Community Meetings.....	3
What We Heard.....	3
 Section 1 Project Background	 1-1
1.1 RPM Phase One	1-1
1.2 Red-Purple Bypass Project	1-3
 Section 2 Public Notification Activities	 2-1
2.1 Press Release.....	2-1
2.2 Media	2-1
2.3 Elected Official Briefings	2-4
2.4 Project Website.....	2-6
2.5 Social Media Updates	2-6
2.6 Postcards.....	2-6
2.7 E-Blasts	2-7
2.8 Transit Alert Cards	2-7
2.9 City Year Business Flyer Distribution	2-7
 Section 3 Community Outreach	 3-1
3.1 Community Group Meetings.....	3-1
3.2 Potential Displacements Outreach	3-2
 Section 4 Public Open House Meeting.....	 4-1
4.1 Meeting Materials.....	4-1
4.2 RPM Phase One Video	4-2
4.3 Exhibit Boards.....	4-2
4.4 Comments Received	4-3
 Section 5 Summary of Comments and Ongoing Public Outreach	 5-1
5.1 Summary of Comments	5-1
5.2 Ongoing Public Outreach	5-3

Figures

Figure 1: RPM Program and Phase One Improvements Map	1-2
Figure 2: Red-Purple Bypass Project Overview Map	1-4

Tables

Table ES-1: Feedback on Specific Project Elements	4
Table 1: Published News Articles April through June 5, 2014	2-2
Table 2: Federal and State Elected Officials Contacted	2-4
Table 3: Local Elected Officials Contacted	2-5
Table 4: Library Mailing Notifications	2-6
Table 5: Spring 2014 Community Group Meetings	3-2
Table 6: Feedback on Specific Project Elements	5-1

Appendices

Appendix A – Meeting Notifications

- Press Release
- Media Articles
- English Flyer
- Spanish Flyer
- Website
- CTA Facebook Posts and Tweets
- Postcard
- e-Blast 1
- e-Blast 2
- Transit Alert Card
- City Year Business Distribution Plan and Materials

Appendix B – Community Outreach

- Community Meeting Summaries
- Community Group Correspondence
- Displacement Letters

Appendix C – Open House Sign-in Sheet

Appendix D – Open House Meeting Photos

Appendix E – Open House Meeting Materials

- Comment Card
- English RPM Program Fact Sheet
- Spanish RPM Program Fact Sheet
- English Red-Purple Bypass Project Handout
- Spanish Red-Purple Bypass Project Handout
- Glossary
- FTA General Acquisition & Relocation Information Brochure
- Displacement Map
- Video Handout Card

Appendix F – Open House Exhibit Boards

Appendix G – Comments Received

- May 22 Open House Written Comments
- May 22 Open House Transcript
- Mailed Comments
- Emails Received

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 Red-Purple Bypass Project, CTA is proposing to construct a fifth track bypass immediately north of Belmont station to separate northbound Brown Line trains that currently conflict with southbound Purple Line trains and both northbound and southbound Red Line trains. In addition, the project includes replacement or rehabilitation of approximately 0.3 miles of associated mainline transit infrastructure. Project limits connect on the south to the Belmont station (reconstructed as part of the recent Brown Line Capacity Expansion project) and to the existing track system between Newport and Cornelia Avenues on the north to allow for future reconstruction of said track system and stations to the north as part of future phases.

Per preliminary designs, the new fifth track bypass track would rise approximately 40 to 45 feet above existing ground level, or approximately 20 feet above the existing tracks, at its highest point. The new portion of the track could be constructed with minimal service disruptions. Improvements in the area would lead to several building displacements in the vicinity to accommodate permanent right-of-way (ROW) needs and construction staging. Construction staging sites were selected to reduce property impacts and ensure that any staging parcels are sufficient in size to 1) support construction of the project and 2) provide opportunities for transit-oriented development (TOD) following construction of the Red-Purple Bypass Project.

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 Red-Purple Bypass 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 Red-Purple Bypass 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 22, 2014 to share information about the Red-Purple Bypass 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 the 19th District Police Headquarters), 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 Red-Purple Bypass Project Handout and a Glossary of Technical Terms. At the May 22 open house meeting, CTA also made available a similar 11 x 17 binder with Lawrence to Bryn Mawr Modernization 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 concerning the proposed project and anticipated property displacements throughout April and June 2014. Alderman coordinated meetings invited both residential and business property owners within the project area to address specific neighborhood and community concerns. These focused community meetings provided additional opportunities for understanding specific community 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.

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 169 community members attended the May 22, 2014 open house meeting. A

total of 36 community members submitted written comments at the Phase One Open House meetings and 18 community members submitted verbal comments to the court reporter on the project. In addition, CTA received one mailed comment letter and 73 emails between April 17, 2014 (project announcement date) and June 5, 2014 (two weeks following the open house meeting). Of the 73 emails received by the RPM email, 15 of these emails specifically provided comment on the Red-Purple Bypass Project.

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	3	Noise impacts	11
Wider platforms	3	Visual impacts	15
ADA accessibility	3	Property displacements	22
Capacity improvements	9	Historic resources	14
Operations and reliability	8	Construction impacts	14
Transit oriented development	4	Project funding	14
Other	5	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 have been categorized in the order they are to be addressed within the EA:

- **Purpose and Need:** A number of comments were supportive of the project and noted that the bypass would definitely improve the flow of trains throughout the north side transit line and provide faster, more convenient service for those traveling through the corridor. A number of commenters did not understand the need for the project given existing delays and time savings anticipated or did not understand how core capacity could be enhanced as a result of the project. Some commenters expressed concern that areas such as Sheridan Curve and Sheridan Station were not identified for the RPM Phase One improvements.
- **Alternatives Considered:** A number of comments related to requests for further information on alternatives considered to achieve the project purpose and requested

further information on alternatives which could reduce or avoid displacements. This included consideration of subway options, stacking options or a reconstruction or reconfiguration of the existing Track 4 rather than building a new 5th track flyover.

- Funding Considerations: Some commenters expressed concern about the cost of the project and asked for more information on how this project would be funded.
- Transportation and Construction Impacts: Commenters expressed concerns about temporary traffic impacts, especially during Cubs games at Wrigley Field. Some residents in the project area expressed concerns about street closures, especially for access near homes on Wilton Avenue. Commenters also expressed concerns about provisions for parking during construction; specifically, commenters expressed concerns about construction workers parking within the project area and using residential parking.
- Displacements and Neighborhood/Community Impacts: Commenters desired additional information on why buildings needed to be acquired for the project and compensation for takings resulting from the project. Some commenters expressed concerns about the number of displacements needed for the project and expressed concerns that the impacts to buildings and the surrounding community outweighed the benefits of the project. Other comments related to concerns about vacant or empty lots accruing at proposed displacement locations that could impact the integrity and character of the neighborhood. Some residents were concerned about impacts to their property values, particularly in an area that will be under construction for a number of years.
- Impacts to Historic Resources: Some commenters expressed concern about the impact on an historic building (Vautravers) that would result as part of the project, and noted that the costs of demolishing this building could be greater than gains from straightening out curves in this area. Some commenters proposed potential mitigation options, including considering retaining a portion of the building or preserving the facade. One commenter was concerned that the displacements proposed would remove an existing “street wall”, thereby impacting the Newport Historic District in the project area.
- Noise and Vibration Impacts: Specific comments on noise related to existing noise or vibration levels or expressed concern about construction noise on nights and weekends.
- Visual Impacts: Some commenters were concerns about the size and scale of the bypass and how this would impact existing views and the surrounding community.
- Safety and Security Impacts: Some commenters noted concerns about safety along the alley underneath the existing track at Clark Street and Sheffield and requested that design of the bypass should consider how to enhance pedestrian safety by making this pedestrian walkway underneath the structure a more active space.

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 core 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**.

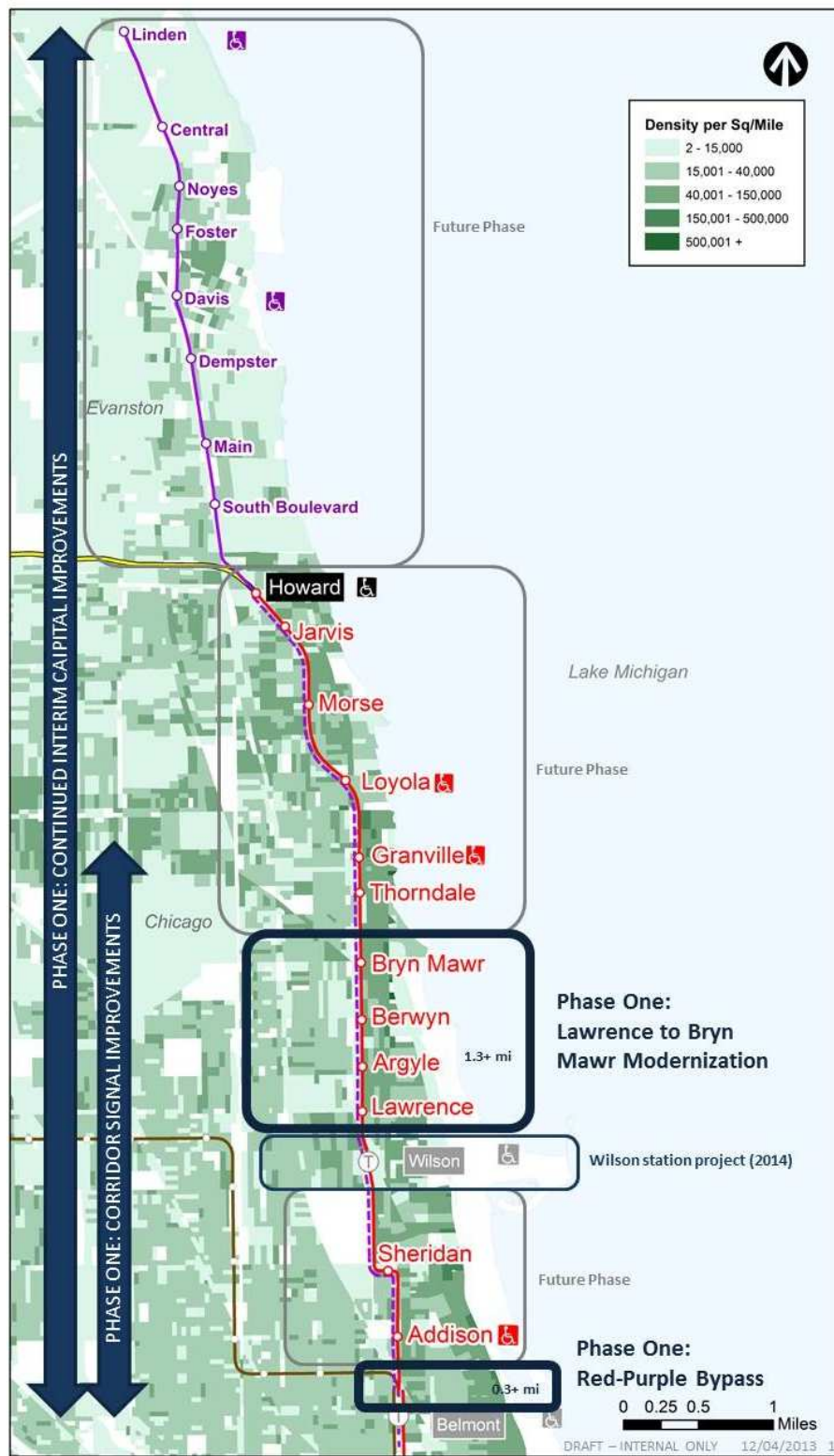


Figure 1: RPM Program and Phase One Improvements Map

1.2 Red-Purple Bypass Project

As one major element of the first phase of the RPM Program, CTA is proposing to construct a fifth track bypass immediately north of Belmont station to separate northbound Brown Line trains that currently conflict with southbound Purple Line trains and both northbound and southbound Red Line trains. In addition, the project would include replacement or rehabilitation of approximately 0.3 miles of associated mainline transit infrastructure. Project limits connect on the south to the Belmont station (reconstructed as part of the recent Brown Line Capacity Expansion project) and to the existing track system between Newport and Cornelia Avenues on the north to allow for future reconstruction of said track system and stations to the north as part of future phases. A project map is provided in **Figure 2**.

Per preliminary designs, the new fifth track bypass track would rise approximately 40 to 45 feet above existing ground level, or approximately 20 feet above the existing tracks, at its highest point. The new portion of the track could be constructed with minimal service disruptions. Improvements in the area would lead to several building displacements in the vicinity to accommodate permanent right-of-way (ROW) needs and construction staging. Construction staging sites were selected to reduce property impacts and ensure that any staging parcels are sufficient in size to 1) support construction of the project and 2) provide opportunities for transit-oriented development (TOD) following construction of the Red-Purple Bypass Project.

The purpose of the Red-Purple Bypass Project is to expand capacity and improve travel times in the most congested chokepoint of the Red and Purple line corridor, which provides direct passenger rail connectivity from Chicago's north side and northern suburbs to the Loop (Central Business District) and the rest of the Chicago metropolitan area. The project would meet existing and growing ridership demand while reducing travel times, improving access to job markets and destinations, and better utilizing the existing transit infrastructure. 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 and effectively extending 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 Red-Purple Bypass Project on the physical, human, and natural environments along the corridor and at station locations.

CTA undertook an extensive public involvement program, including a series of public notifications, a public open house held on May 22, 2014, and a number of focused community group meetings held between April and June 2014, 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.

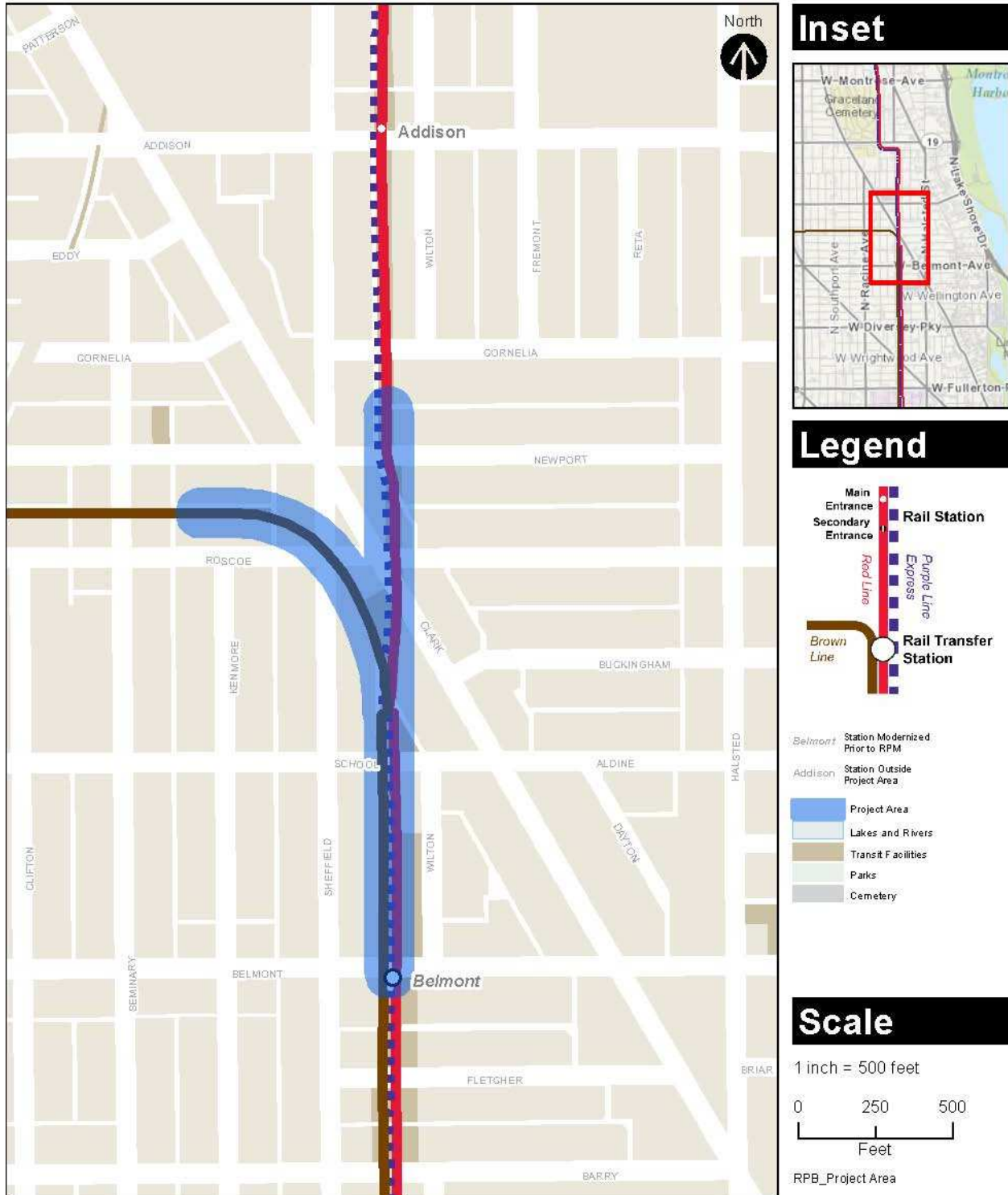


Figure 2: Red-Purple Bypass Project Overview Map

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 public 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 Red-Purple Bypass Project and scheduled public open house, 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.

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 5, 2014 that discussed the Red-Purple Bypass Project. The full articles are included in **Appendix A**.

Table 1: Published News Articles April through June 5, 2014

Date	Media Outlet	Article Title
04/17/2014	ABC 7 Chicago	CTA Belmont Bypass Proposal Could Affect 16 Nearby Buildings
04/17/2014	CBS 2 Chicago	CTA Bypass Project Would Eliminate Bottleneck for Red, Brown, Purple Lines
04/17/2014	CBS 2 Chicago	Tunney Wary of Project for Lakeview "L" Overpass
04/17/2014	Chicagoist	CTA Officially Announces Red Line South Extension, Red/Purple Line Renovation
04/17/2014	Curbed Chicago	The CTA's Red-Purple Bypass May Be Its Most Ambitious Project
04/17/2014	DNAinfo	CTA's Belmont Bypass: 16 Existing Buildings Needed for New Flyover
04/17/2014	DNAinfo	CTA Would Redevelop Wilton Ave. with Transit-Oriented Projects after Bypass
04/17/2014	NBC 5 Chicago	CTA Announces Plans For Red Line Extension and Rehab
04/17/2014	Chicago Sun-Times	CTA Plans L Overpass at Belmont to Eliminate Bottleneck
04/17/2014	Chicago Tribune	CTA: 16 Buildings Need to be Razed for Belmont "L" Overpass
04/18/2014	Lincoln Square Patch	CTA's Building Demo Plan Catch Lake View by Surprise
04/18/2014	Chicago Sun-Times	Painful North Side CTA Bypass is Right Move for the Future
04/21/2014	Curbed Chicago	The CTA Wants Transit Oriented Developments Near Belmont Station
04/21/2014	DNAinfo	CTA Bypass: Targeted Building Owned by Murder-For-Hire Felon's Family
04/21/2014	The Chicago Maroon	Multi-billion Boost to Red Line
04/22/2014	DNAinfo	Belmont Bypass Might Require CTA to Buy Air Rights over 3-Story Building
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
04/23/2014	DNAinfo	CTA Bypass Could Force Brand New

Date	Media Outlet	Article Title
		Businesses to Move, Close
04/25/2014	ABC 7 Chicago	CTA Names Properties Potentially Affected by Red Line Modernization Plan
04/25/2014	DNAinfo	CTA Reveals 19 Buildings Targeted in Belmont Bypass, Purple Line Projects
04/25/2014	RedEye	Beer on Clark, Others Would Face Potential Demolition for CTA Project
04/25/2014	Chicago Sun-Times	CTA Identifies Sites Potentially Affected by Belmont Bypass
04/25/2014	Chicago Tribune	CTA Releases List of Buildings Needed to be Razed for Belmont Overpass
04/26/2014	NBC 5 Chicago	CTA Lists Buildings Targeted for Demolition
04/27/2014	The DePaulia	CTA Belmont Bypass Proposal Hits Lakeview Businesses, Residents
04/29/2014	Chicago Reader	For \$320 million, How Much Time Would the CTA's Belmont Bypass Really Save?
05/18/2014	Chicago Tribune	Tribune Architecture Critic: CTA Flyover Proposal Misguided, Unnecessary
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	DNAinfo	Belmont Bypass Neighbors: Plan Will Turn Clark Under "L" into "Wasteland"
05/21/2014	Fox News Chicago	CTA to Host Public Hearings ahead of Major Overhaul
05/22/2014	Chicago Sun-Times	CTA Open House Draws Foes, Backers of Brown Line's Belmont "Flyover"
05/22/2014	Chicago Tribune	CTA Flyover Good for Employers
05/22/2014	DNAinfo	Belmont Bypass Met with Skepticism from Lakeview Residents
05/22/2014	RedEye	Residents Debate CTA's Proposed Belmont Bypass
05/23/2014	StreetsBlog Chicago	CTA: Growing North Side Needs Brown Line Flyover

Date	Media Outlet	Article Title
05/23/2014	The Redline Project	CTA's Belmont Bypass Gets Mixed Reviews at Open House
06/04/2014	DNAinfo	Red Line Station Reconstructions: "This Has Been a Long Time Coming"
06/05/2014	Crain's Chicago Business	Senate Panel Set to OK \$120 Million for CTA Work

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 for an opportunity for a briefing.

Table 2: Federal and State Elected Officials 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 six Twitter tweets and one Facebook post regarding the project and scheduled open house between April 17 (date of public announcement) and May 22, 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 Red-Purple Bypass project area and who were contacted in April as part of the spring 2014 public outreach included:

- Central Lakeview Merchants Association
- Teatro Vista (Latino community)
- Hispanocare (Spanish-speaking community)
- Serbian Cultural and Arts Center (Serbian community)

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**.

In addition, in coordination with the 44th Ward Alderman's office, CTA also conducted three additional community meetings between April and June 2014 to address the specific concerns of residents and business owners within the project area.

Meeting formats for each of the community meetings were tailored to the group's needs and ranged from more formal presentations on project elements and anticipated impacts and benefits to shorter briefings with active listening sessions and follow up with community members on their concerns. 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
Central Lakeview Merchants Association	April 21, 2014	3355 N. Clark Street
44th Ward Community Meeting	May 7, 2014	850 W. Addison Street
44th Ward Community Meeting	May 12, 2014	909 W. Belmont Avenue
44th Ward Community Meeting	June 16, 2014	850 W. Addison Street

Appendix B contains further information on each of these meetings. Copies of all received comments 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 inform property owners and lessees potentially impacted by the displacements required as part of the Red-Purple Bypass 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 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 Red-Purple Bypass 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: Thursday, May 22, 2014
Location: 19th District Police Headquarters
850 W. Addison Street
Chicago, IL 60613

The meeting was hosted in an ADA-accessible location close to the project site and accessible by public transportation (Addison Red Line station and CTA Bus #152 Addison and #8 Halsted). 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 169 people signed in at the May 22, 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. 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 Red-Purple Bypass 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 Red-Purple Bypass Project handout, and glossary are included in **Appendix E**. At the May 22 open house meeting, CTA also made available an 11 x 17 binder with similar project materials for the Lawrence to Bryn Mawr Modernization 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 to better visualize the Phase One projects and proposed improvements. The video was made available in English and with Spanish subtitles on the CTA website prior to the meeting.

CTA provided a handout card with a Quick Response (QR) code to attendees to directly access the video from their smart phone. The video was made available in English and in English with Spanish subtitles on the project website on the day of the meeting. A copy of the video handout card is included in **Appendix F**.

4.3 Exhibit Boards

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

- Welcome
- Red Ahead Program
- RPM Corridor Vision Goals
- RPM Phase One
- Red-Purple Bypass Project Challenges and Proposed Solutions
- Red-Purple Bypass Corridor Demand

- Meeting Corridor Growth Demands
- Lawrence to Bryn Mawr Modernization Project Overview
- Environmental Assessments (EA)
- Noise Reduction Strategies and Visual Impacts
- Construction Impacts
- Historic Resources
- Property Displacements
- Opportunities for Transit Oriented Development
- Economic Development and The Brown Line Capacity Expansion Project
- 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 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 22, 2014, open house meeting, 31 people filled out and submitted comment cards and 18 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 5, 2014. Of the 73 emails received, 15 were specifically related to the Red-Purple Bypass Project. All comment cards and verbal comments submitted at the open house meeting, emailed comments from April 17 through June 5, 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 Red-Purple Bypass 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	3	Noise impacts	11
Wider platforms	3	Visual impacts	15
ADA accessibility	3	Property displacements	22
Capacity improvements	9	Historic resources	14
Operations and reliability	8	Construction impacts	14
Transit oriented development	4	Project funding	14
Other	5	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. Where possible, comments have been categorized in the order they are to be addressed within the EA:

- **Purpose and Need:** A number of comments were supportive of the project and noted that the bypass would definitely improve the flow of trains throughout the north side transit line and provide faster, more convenient service for those traveling through the corridor. A number of commenters did not understand the need for the project given existing delays and time savings anticipated or did not understand how core capacity could be enhanced as a result of the project. Some commenters expressed concern that areas such

as Sheridan Curve and Sheridan Station were not identified for the RPM Phase One improvements.

- Alternatives Considered: A number of comments related to requests for further information on alternatives considered to achieve the project purpose and requested further information on alternatives which could reduce or avoid displacements. This included consideration of subway options, stacking options or a reconstruction or reconfiguration of the existing Track 4 rather than building a new 5th track flyover.
- Funding Considerations: Some commenters expressed concern about the cost of the project and asked for more information on how this project would be funded.
- Transportation and Construction Impacts: Commenters expressed concerns about temporary traffic impacts, especially during Cubs games at Wrigley Field. Some residents in the project area expressed concerns about street closures, especially for access near homes on Wilton Avenue. Commenters also expressed concerns about provisions for parking during construction; specifically, commenters expressed concerns about construction workers parking within the project area and using residential parking.
- Displacements and Neighborhood/Community Impacts: Commenters desired additional information on why buildings needed to be acquired for the project and compensation for takings resulting from the project. Some commenters expressed concerns about the number of displacements needed for the project, and expressed concerns that the impacts to buildings and the surrounding community outweighed the benefits of the project. Other comments related to concerns about vacant or empty lots accruing at proposed displacement locations that could impact the integrity and character of the neighborhood. Some residents were concerned about impacts to their property values, particularly in an area that will be under construction for a number of years.
- Impacts to Historic Resources: Some commenters expressed concern about the impact on an historic building (Vautravers) that would result as part of the project, and noted that the costs of demolishing this building could be greater than gains from straightening out curves in this area. Some commenters proposed potential mitigation options, including considering retaining a portion of the building or preserving the facade. One commenter was concerned that the displacements proposed as part of this project would create more open areas that currently provide a buffer for the surrounding community, thereby visually impacting the Newport Historic District in the project area.
- Noise and Vibration Impacts: Specific comments on noise related to existing noise or vibration levels or expressed concern about construction noise on nights and weekends.
- Visual Impacts: Some commenters were concerned about the size and scale of the bypass and how this would impact existing views and the surrounding community.

- Safety and Security Impacts: Some commenters noted concerns about safety along the alley underneath the existing track at Clark Street and Sheffield and requested that design of the bypass should consider how to enhance pedestrian safety by making this pedestrian walkway underneath the structure a more active space.

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.

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



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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

[Red Line Extension](#) 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.

- \$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 \(All Train Routes\)](#)

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 /](#)

1	2	3	4	7
15	20	24	29	36
39	44	49	56	59
62	63W	65	66	70
120	121	124	132	156
171	172	192		

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Start (e.g. O'Hare Airport)

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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.

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.

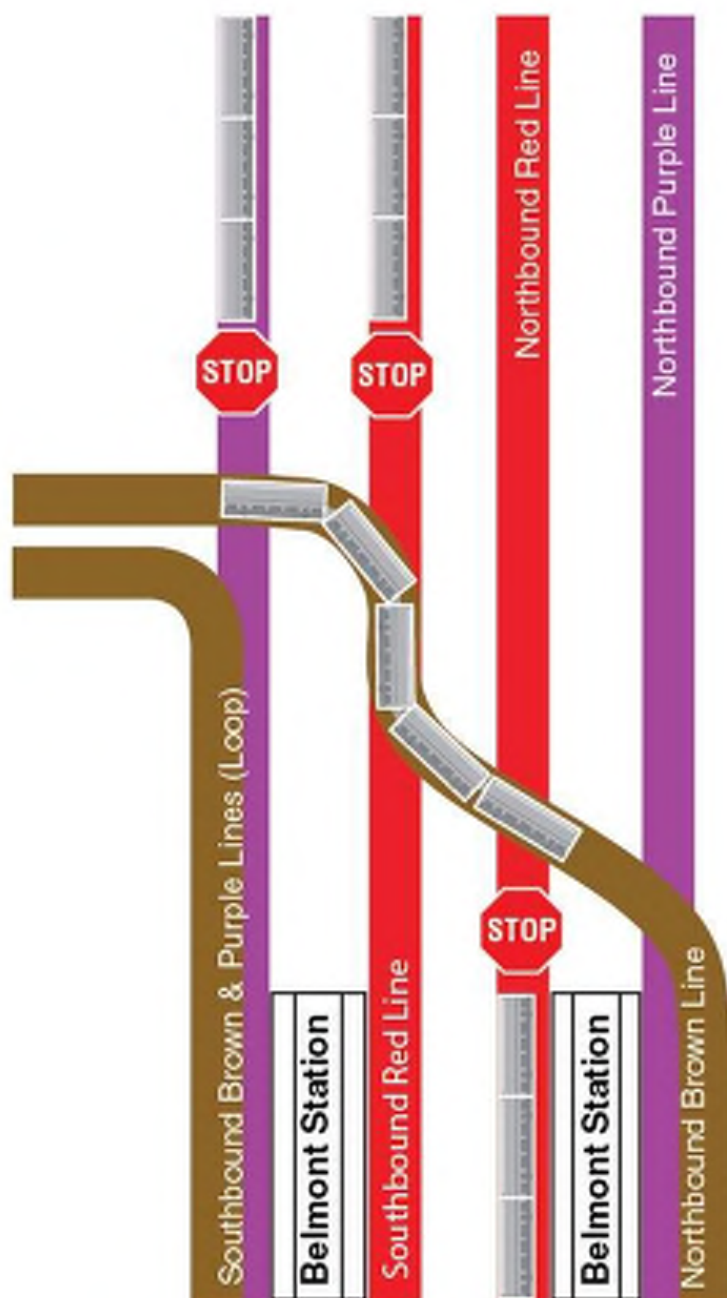
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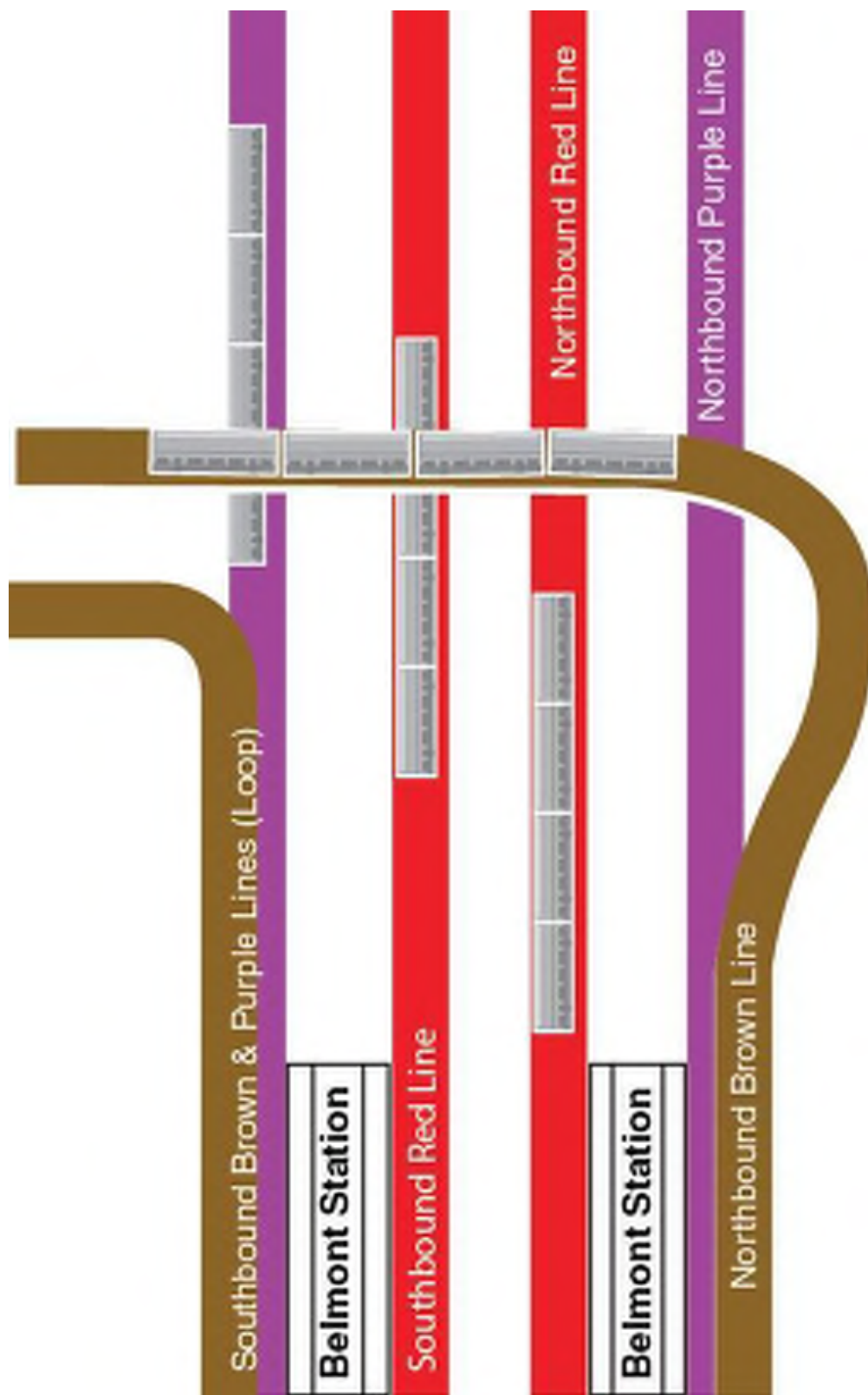
More Information

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

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

RPM Bypass Track Configuration





RPM Bypass Track-Level View Concept



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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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

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CTA Belmont bypass proposal could affect 16 nearby buildings

Thursday, April 17, 2014



Theresa Gutierrez

April 17, 2014 (CHICAGO) (WLS) -- There's a plan to get rid of a bottleneck along the CTA Red and Purple lines. The proposed modernization project would create a CTA rail line bypass starting at Belmont, but the plan could affect more than a dozen buildings in that area.

The CTA unveiled the first phase of its Red and Purple Line modernization program that will ultimately rebuild the northern section of the Red Line and the parallel Purple Line. The beginning of the next step in a federal process is to secure funding for the Red Line extension plan.

The CTA's Red Line, which runs 24/7 along 23 miles of tracks, is Chicago's busiest rail line. Most tracks and bridges along the Red and Purple Lines are nearly 100 years old.

In addition to rebuilding four stations on the North Side as the first phase of this project, there are plans to build a bypass north of the Belmont station to eliminate delays and speed up train service.

"We are going to address that bottleneck by building a bypass over the Red and Purple tracks so Brown Line trains do not have to stop, Red and Purple Line trains don't have to stop," said Tammy Chase, CTA spokesperson.

"I think it is a good idea because the Red Line is very busy," said Alexa Goodloe, passenger.

Right now, it appears that Belmont bypass would require the CTA to buy and demolish 16 buildings in the area, which is both commercial and residential.

"We have identified 16 properties that will need to be acquired to do the bypass," said Chase. "We are in the process of notifying the property owners now."

It is a controversial issue and not everyone is in agreement.

"It is stupid because you are breaking up every building," said A.J. Ortiz, passenger.

"I have never had a problem with getting on the train in time so I don't really understand why that's necessary," said Emily Becher, passenger.

The CTA is its early stage to get funding for the project, which is estimated to cost \$1.7 billion, one of the largest historic projects ever.

"Sometimes you have to have change for good things to come in, so it sounds good to me," said Matt Ivy, passenger.

Chase added that modernizing Red Line rail service and stations will improve the neighborhoods by making transit more reliable, efficient, safe and eventually, generating new economic development near the stations.

Late Thursday, 44th Ward Alderman Tom Tunney said in a written statement: "I have serious concerns about this project and will work vigilantly with our neighbors to review the full plans and designs for the bypass. My office is coordinating meetings with the CTA, neighbors and businesses that would be affected by this."

The earliest for the construction to start will be 2017, and that is contingent on getting the money.

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CBS 2 Chicago

<http://chicago.cbslocal.com/2014/04/17/cta-bypass-project-would-eliminate-bottleneck-for-red-brown-purple-lines/>

CTA Bypass Project Would Eliminate Bottleneck For Red, Brown, Purple Lines

April 17, 2014 1:36 PM



Artistic rendering of an elevated bypass project along the Brown, Red and Purple Lines in Lakeview. (Credit: CTA)

CHICAGO (CBS) – The CTA would have to acquire and tear down 16 buildings in the Lakeview neighborhood to make way for a \$320 million rail bypass that would eliminate a longstanding bottleneck along the Red, Brown, and Purple lines.

The bypass project is part of the \$1.7 billion first phase of a planned modernization of the Red and Purple Lines, including complete rebuilds of five North Side “L” stations; and [renovations](#) to tracks, support structures, bridges, and viaducts between Lawrence and Byrn Mawr. All of the stations being replaced date back at least 90 years.

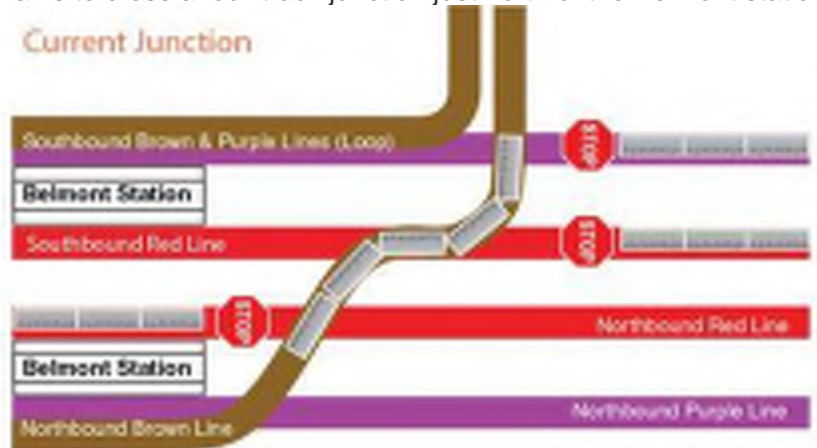
The entire Red and Purple Line modernization plan – stretching from Belmont in Chicago to north suburban Wilmette – will [cost](#) about \$4.7 billion.

To make way for the bypass, the CTA would have to acquire and remove 16 buildings next to the existing tracks, most of them condominiums or apartments three to five stories tall.

RELATED: [Alderman Tunney Wary Of CTA Bypass Project](#)

The CTA would have to acquire three other buildings for the planned renovations of the Lawrence and Bryn Mawr stations.

Work on the bypass would begin no later than 2017, and would eliminate the need for Red and Purple Line trains and southbound Brown Line trains to stop and wait for northbound Brown Line trains to cross a four-track junction just north of the Belmont station.

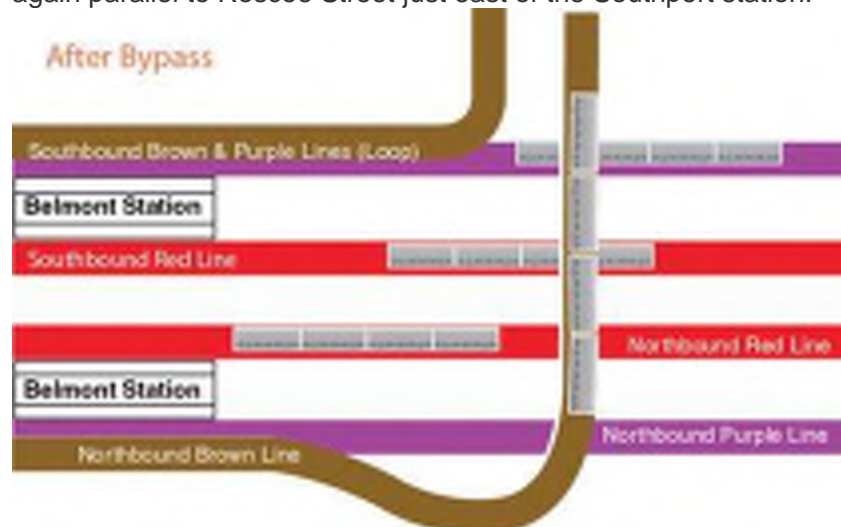


Current layout of CTA tracks at a junction of the Brown, Red and Purple Lines in Lakeview, requiring other trains to wait for northbound Brown Line trains that have to cross three sets of tracks at the intersection. (Credit: CTA)

The CTA said that bottleneck sometimes forces up to three Red and Purple Line trains to wait for a single Brown Line train to cross the intersection, which is especially problematic during rush periods when trains end up stopping 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,” the CTA said in a description of the bypass project.

An elevated bypass would carry northbound Brown Line trains over northbound and southbound tracks for the Red and Purple lines and southbound tracks for the Brown Line, before sloping down again parallel to Roscoe Street just east of the Southport station.



Future layout of CTA tracks at a junction of the Brown, Red and Purple Lines in Lakeview, eliminating a bottleneck by creating a dedicated elevated track for northbound Brown Line trains, rather than having them intersect three other sets of track. (Credit: CTA)

Once built, Red and Purple Line trains would no longer have to wait for Brown Line trains traveling through the junction at the same time.

The CTA estimated the project would [improve](#) Red and Purple Line speeds by 60 percent at the junction, and increase the number of trains the CTA can run on the Red Line by 30 percent. An additional six to nine trains could run during rush periods.

The project still requires environmental impact studies and public input as part of the process [to secure](#) federal funding.

An open house on the bypass project has been scheduled for May 22 at 5:30 p.m. at the Town Hall Police District station at 850 W. Addison St.

CBS 2 Chicago

<http://chicago.cbslocal.com/2014/04/17/tunney-wary-of-project-for-lakeview-l-overpass/>

Tunney Wary Of Project For Lakeview “L” Overpass

April 17, 2014 2:38 PM



Artistic rendering of the track-level view of an elevated bypass project along the Red, Brown and Purple Lines north of the Belmont station in Lakeview. (Credit: CTA)

CHICAGO (CBS) – Ald. Tom Tunney (44th) said he’s not yet ready to embrace the CTA’s plans to build elevated bypass tracks that would eliminate a traffic bottleneck for three of its rail lines – the Red, Brown, and Purple – and [speed](#) up rush hour trains on the North Side.

“I’m a regular user of the CTA. I understand the need. It’s a lot of [money](#). We want to make sure that it’s done with respect to the neighbors and the commercial interests,” Tunney said.

[The CTA unveiled the plans for the bypass project Thursday as part of the first phase of a \\$4.7 billion overhaul of the Red and Purple Lines.](#)



The alderman said some of his constituents are still sore about the five-year \$530 million overhaul of the Brown Line in 2010. That project required the CTA to temporarily close 15 stations on the Brown Line for several months while they were expanded with larger platforms and elevators were added to allow disabled riders to access the stations.

Originally, local residents and [businesses](#) were told no stations would have to close for the project, but the CTA later said most stations would have to close to save \$22 million in cost overruns caused by CTA errors that led to faulty estimates from contractors.

Tunney said local residents also believed, after the Brown Line project was completed four years ago, the west side of Wilton Avenue would be redeveloped, but that has not happened, and now the buildings there are among those the CTA likely would need to tear down for the bypass.

"I know, specifically, on the east side of Wilton, the neighbors are pretty upset that the land has remained fallow, and now we're coming in with a [new](#) infrastructure improvement over there," he said. "So there is a lot of frustration in the Belmont-Wilton corridor."

Tunney said some businesses on Clark Street, Roscoe Street, and Newport Avenue also might need to be bought out and taken down for the bypass.

"Some of them are vacant now, but there's a lot of occupied businesses," he said.

Tunney said meetings with residents and [business owners](#) would start soon to review the CTA's plans and allow for public input.

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 [released details](#) 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 delayed by up to three minutes.

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."

Curbed Chicago

<http://chicago.curbed.com/archives/2014/04/17/the-ctas-redpurple-bypass-may-be-its-most-ambitious-project-yet.php>

The CTA's Red-Purple Bypass May Be Its Most Ambitious Project

Thursday, April 17, 2014, by [AJ LaTrace](#)



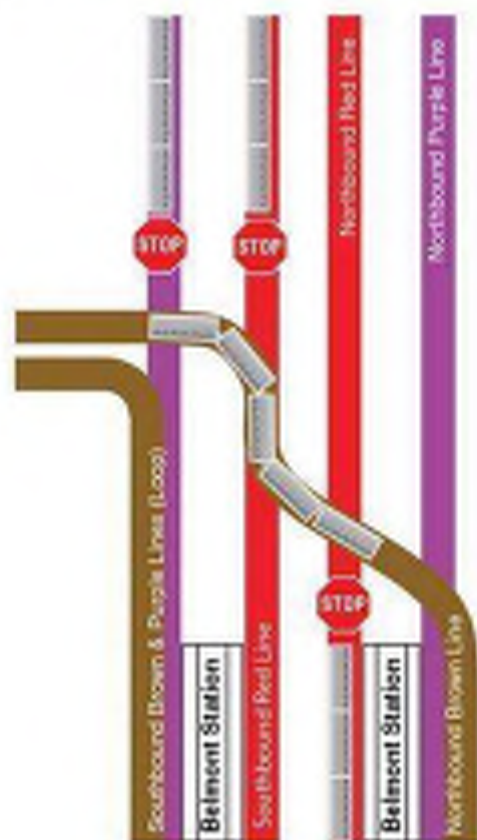
renderings via the CTA

The **CTA** has been on a major [renovation and new development kick](#) lately, and [its announcement this afternoon](#) of a plan to build a spacey-looking "**Red-Purple Bypass**" route for the Red, Brown and Purple line intersection near the Belmont station may have just taken the cake for its most ambitious project yet. The CTA says that the bypass would reduce congestion of the section of track that sees about 150,000 rides each weekday. Currently, trains have to stop on the track and wait for signal clearance to allow trains to make their transition across the lines, however if the new **\$320 million** plan proceeds, the CTA says that the delays would be eliminated. The new bypass would have more than a monetary cost, as **16 buildings** would [need to be demoed](#) to make way for the new route. An open house to discuss the plan will take place on Thursday, May 22, at the 19th District Police Station in Wrigleyville from 5:30pm to 7:30pm.

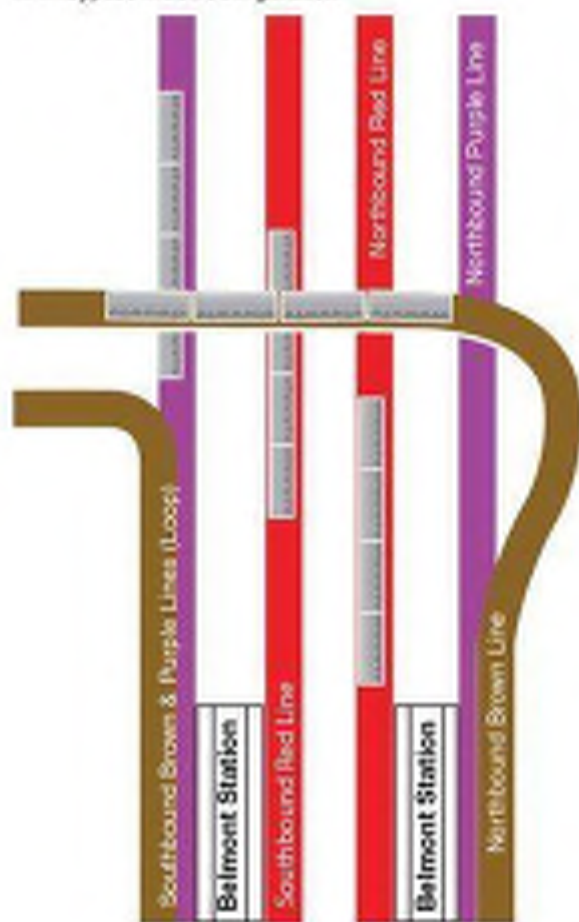




Current Red-Purple and Brown Track Intersection Configuration



RPM Bypass Track Configuration





- Mayor Emanuel, CTA Announce Next Steps in Modernizing the Red Line, CTA's busiest rail line [Chicago Transit Authority]
- CTA's Belmont Bypass: 16 Existing Buildings Needed for New Flyover [DNAinfo]
- Previous CTA coverage [Curbed Chicago]

<http://www.dnainfo.com/chicago/20140417/lakeview/ctas-belmont-station-bypass-16-lakeview-buildings-needed>

CTA's Belmont Bypass: 16 Existing Buildings Needed for New Flyover

By **Benjamin Woodard** and **Serena Dai** on April 17, 2014 10:28am | *Updated on April 17, 2014 1:00pm*



Belmont Bypass

CHICAGO — The CTA plans to acquire 16 buildings between Belmont and Addison avenues in Lakeview to construct an additional set of tracks that would reduce congestion among northbound Red, Brown and Purple Line trains, officials said Thursday.

The \$320 million "bypass" would allow northbound Brown Line trains to pass over the top of the existing tracks where the three train lines meet, said Michael McLaughlin, CTA vice president of planning and federal affairs.

The current configuration of tracks 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, officials said.

"Most people are familiar with the bottleneck north of the Belmont Station," McLaughlin said.

The flyover would allow for a 30 percent increase in service, adding an additional six to nine trains an hour during rush periods, officials said.

Officials said 850 trains and 150,000 riders pass through the snarled train junction north of the Belmont Station each weekday.

McLaughlin said the project was in early planning stages and affected property owners were being notified of the plan. Officials said most of the 16 buildings the CTA would need to acquire are three-five stories tall and a mix of condominiums, apartments and retail stores.

The exact addresses of the buildings will be released at a later date.

Some residents living in the affected area said the plan would be a detriment to their neighborhood.

Residents on Wilton Avenue, a small block near the Belmont Station, have been asking for more information about the flyover's plans for years. But they've been told that no such plans existed, residents said.

Thursday's announcement "blindsided" them, said Ellen Hughes, a neighbor who lives on the east side of the street.

Many people living on the west side of Wilton received letters or notifications Thursday about their buildings being part of the CTA's plan, but the letter said the agency would not move to purchase private property until "funding is secured" and "the environmental review is complete." **(Scroll down to read the letter)**



Belmont Bypass Video CTA

"This was a sneak attack," Hughes said.

Hughes considers the expected time saved for commuters was a "silly" and "absurd" justification for the flyover, considering the plan's impact on her neighborhood.

"It's crooked on the high level," she said. "They don't need the flyover. How long have you ever waited for a train at Belmont?"

And while people on the west side would likely be paid for their property, people living on the east side of the street would have their property values "destroyed" by being right by a "roller coaster in the sky," Hughes said.

She and other neighbors have already requested a meeting with CTA President Forrest Claypool through Ald. Tom Tunney's (44th) office.

"We on the east side of the street feel like our property values just disappeared," she said. "It's completely unfair."

One condo building with 14 units on the northwest corner of Wilton was built just seven years ago and received notices on Thursday, said Steve Johnson and Earl Fenner, residents and member of the condo board.

Johnson didn't want to say too much until he and other residents could contact local officials for help. State Rep. Sara Feigenholtz (D-Chicago) lives on the east side of the street.

People who live on that block have long been invested in improving the neighborhood, with many residents frequently attending block club meetings and petitioning for landscape improvement, they said. They plan to find a way to stay — including by explaining to neighbors who don't live in one of the 16 buildings that the visual impact will still be striking.

"It's a long-term investment, not a seven-year one," Fenner said.

Tunney's office did not yet have a complete list of affected buildings, said Erin Duffy, director of community outreach for the alderman. Duffy said in a statement that Thursday's announcement "is the first step in a long process."

"Our office will be coordinating meetings with the CTA, neighbors and businesses affected by this work," she said. "We will work vigilantly with our neighbors to minimize disruptions and any negative impact to our streets."

The CTA also announced plans Wednesday to **rebuild four Red Line stations** in Edgewater and Uptown.

The stations — Lawrence, Argyle, Berwyn and Bryn Mawr — were built between 1908 and 1922. Elevators would also be installed during the reconstruction.

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

The North Side station projects, estimated to cost \$1.13 billion in total, and the Belmont Station flyover 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 interim improvements 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 has yet to be secured, but would likely come from a federal fund set up to improve deteriorating infrastructure throughout the country, officials said.

The separate \$203 million makeover of the Wilson station was still **slated to begin this year.**

The CTA is also moving forward with a \$2.3 billion plan to extend the Red Line south from 95th Street through Roseland. Four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street would be constructed.

The CTA plans to hold a community meeting about the new North Side Red Line stations from 5:30-7:30 p.m. May 21 at Truman Community College, 1145 W. Wilson Ave.

A community meeting about the Belmont Station flyover is scheduled from 5:30-7:30 p.m. May 22 at the Town Hall District Police Station, 850 W. Addison St.

A community meeting about the Red Line extension on the South Side is scheduled from 5:30-7:30 p.m. May 13 at Palmer Park Gymnasium, 201 E. 111th St.

Read the letter sent to Lakeview residents by the CTA here:

CTA Belmont Bypass Letter Page 1 by **dnainfojen**

CTA Belmont Bypass Letter Page 2 by dnainfojen

<http://www.dnainfo.com/chicago/20140417/lakeview/cta-would-redevelop-wilton-ave-with-transit-oriented-projects-after-bypass>

CTA Would Redevelop Wilton Ave. With Transit-Oriented Projects after Bypass

By **Serena Dai** on April 17, 2014 5:20pm



CTA renderings of Wilton development

LAKEVIEW — When the CTA finishes a massive project to untangle the "L" tracks just north of the Belmont stop, residents living to the east of a proposed bypass might not even see it from their homes, a CTA spokeswoman said.

As part of the \$320 million bypass — which was announced Thursday — the CTA envisions having land east of the "L" tracks developed with large, transit-oriented buildings, said Tammy Chase, a CTA spokeswoman.

One possible development would go on undeveloped land currently owned by the CTA on Wilton Avenue, just east of the tracks. Other buildings would go on

land on Wilton that still needs to be acquired by the CTA to first construct the south end of the bypass, at the corner of Wilton and School.

The developments would be transit-oriented residential or mixed-used buildings. Part of the goal, Chase said, is to help maintain property values for residents near the bypass.

Neighbors on the east side of the 3200 block of North Wilton have complained that their homes would decline in value once the bypass is complete.

"They won't even see the bypass," Chase said. "That's the thinking."

The CTA [announced Thursday initial plans](#) to acquire 16 buildings between Belmont and Addison to construct the bypass — previously referred to as a flyover — for Brown Line trains to pass over existing tracks.

The current configuration of tracks 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, officials said.

Already, many residents on the west side of Wilton Avenue received notices that their properties may be targeted, to their dismay, they said. Residents on the east side of the street worried over decreasing property values.

But the CTA hopes to develop enough valuable property after the bypass is done so that the residents on Wilton will not see a decline in property values, Chase said.



Belmont Bypass

Their analysis showed that there's demand for transit-oriented developments with multi-family units and retail in the area, Chase said.

"If built the way we think it can be built, Wilton neighbors won't even see the tracks," she said.

Conceptual renderings showed a four-story building with a rooftop deck on the west side of Wilton and Belmont, a block that currently houses a parking lot and has long gone undeveloped as the CTA awaited progress on the bypass project.

A second conceptual rendering shows a six-story building at the corner of Wilton and School and several other homes down the street.

The drawings are starting points to discuss the possibilities with community groups, Chase said.

The CTA wouldn't develop the land itself, but rather sell it to a developer, she said.

"This is not a done deal," she said. "This is not designed, this is not final. This is to get feedback."

A community meeting about the Belmont Station flyover is scheduled from 5:30-7:30 p.m. May 22 at the Town Hall District Police Station, 850 W. Addison St.

<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 [closed nine Red Line stops](#) 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.

Chicago Sun-Times

<http://www.suntimes.com/news/transportation/26902197-418/cta-plans-l-overpass-at-belmont-to-eliminate-bottleneck.html#.U1rakFVdV8E>

CTA plans L overpass at Belmont to eliminate bottleneck

BY ROSALIND ROSSI AND TINA SFONDELES Staff Reporters April 17, 2014 11:12AM

Some Lake View residents were in an uproar Thursday over CTA plans to raze up to 19 buildings and create an elevated bypass just north of Belmont to address a major bottleneck involving the Red, Purple and Brown Line trains.

The \$320 million bypass would separate the northbound Brown Line from the Red and Purple Lines on a new elevated track just north of Belmont, increasing the speed and capacity of all three lines, CTA officials said.

But residents on the west side of the 3200 block of North Wilton — which lost about a dozen buildings during a 2009 Brown Line expansion — were ready to fight the latest plan that they fear would decimate their block. Some said two CTA contractors knocked on their doors about 11 a.m. Thursday with letters advising them that their property may need to be acquired as part of the “Red and Purple Modernization Project.”

“This whole package . . . doesn’t really pass the sniff test,” said Steve Johnson, 38, resident of a 14-unit condo building at 3252 N. Wilton targeted for possible demolition. “We’re going to fight this and I’m going to win. I’m not leaving because of this.”

On the other side of the block, Ellen Hughes, 64, of 3239 N. Wilton, said her building is expected to survive — but with reduced property values and amid a dust bowl of construction.

“They are talking about destroying property in the middle of Lake View to build a CTA roller coaster up in the air,” Hughes said. “I am going to be stuck with zero property value and this train going up in our face.”

Mayor Rahm Emanuel defended the project as an important step forward to increase capacity, improve travel speeds and upgrade track that is as much as a century old.

“As someone who took the Brown Line today, you wait before you can transfer and you lose time,” Emanuel said.

Concerning property demolitions, the mayor said, “One doesn’t want to do it. On the other hand, we have to work together and achieve the goals so people who rely on our public trains” can get to their destinations on time.

Though far from set in stone, three areas would be affected by the work: one two-and-a-half-block section involving the bypass, from Belmont north to just west of Sheffield and Roscoe; and a second two-block section in which a bend in the track would be straightened from Clark and Roscoe to Cornelia.

About 16 buildings combined in those two areas may have to be seized. Most are condos or apartment buildings, three to five stories high, with some retail, CTA officials said.

An additional three non-residential buildings could be affected by another section of work that would widen platforms at stations from Lawrence to Bryn Mawr.

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 up to three minutes near the Clark junction, CTA officials said.

Some Lake View residents disputed the CTA’s description of current delays.

“I don’t know a polite way to say they’re lying,” Hughes said. “It’s not 40 percent of the time. It’s just not true.”

CTA officials contend that about 150,000 rides a day encounter the bottleneck.

The bypass would allow the CTA to add about six to eight trains per hour on the tracks shared by the Purple and Brown lines in both directions, CTA spokeswoman Lambrini Lukidis said. An additional six to nine trains per hour in both directions could be added to the Red Line — the CTA’s busiest line, she said.

Ald. Tom Tunney (44th) said residents of the 3200 block of Wilton have been “through the mill.”

“There’s legitimate concern for neighbors on the 3200 block of Wilton, and we want to make sure there’s a lot of input from those residents left on that block,” Tunney said.

Community meetings will begin next month to gather input on the project, and no designs are final at this point, CTA officials said. Work on the Belmont bypass would begin in 2017 at the earliest.

The bypass is part of the \$1.7 billion first phase of a Red and Purple Modernization plan. The entire project will improve the north end of the Red Line eventually all the way north to the Linden station for at least 60 years to come, officials said.

At the same time, CTA officials are planning a \$2.3 billion extension of the south end of the Red Line, from 95th to 130th.

Both projects are contingent on funding, although the CTA has identified federal programs they think could help bankroll them.

Contributing: Fran Spielman

http://articles.chicagotribune.com/2014-04-17/news/chi-cta-16-buildings-need-to-be-razed-to-speed-up-red-brown-purple-lines-20140417_1_brown-line-cta-transit-agency

CTA: 16 Buildings need to be razed for Belmont 'L' overpass

April 17, 2014 | By Jon Hilkevitch and Lolly Bowean | Tribune reporters



Trains travel through Clark junction in 2002, one of the CTA's busiest rail crossings. (Nuccio DiNuzzo, Chicago Tribune)

The CTA unveiled a \$320 million proposal Thursday to eliminate one of the worst bottlenecks in its [system](#) by building an elevated bypass to untangle trains on the Red, Purple and Brown lines north of Belmont Avenue.

The announcement wasn't all upside. Sixteen buildings north of the Belmont station in the Lakeview neighborhood would be bulldozed to make way for the flyover structure that would send northbound Brown Line trains up and over the Red and Purple line tracks. Brown Line trains would then descend onto the existing Ravenswood track west of Sheffield Avenue.

The idea of the CTA forcibly purchasing properties — for the second [time](#) in a decade along the Brown Line corridor — jolted some people who live and work in the area and learned of the transit agency's proposal Thursday.

Mayor Rahm Emanuel acknowledged demolition plans weren't ideal, but said they were necessary to increase and improve train service along all three lines.

"We're going to increase the capacity by 30 to 50 percent of moving trains on time rather than the three- to- four-minute wait," he said. "And I will tell you, as someone who took the Brown Line today, you wait before you can transfer. And you lose time."

But Lakeview residents, some of whom learned of the project Thursday as the CTA hand-delivered letters and knocked on doors, were concerned about other issues closer to their pocketbook.

Megan Freeman, a renter whose apartment building in the 3200 block of North Wilton Avenue would be torn down, received one of the letters. She ripped it open, then read it with her mouth falling open in dismay. The announcement just prompted more questions, rather than giving answers, she said.

“I like this neighborhood a lot. My rent is relatively cheap, I think, because we live under the tracks and it gets relatively noisy. It would be kind of sad” to move, she said.

Most but not all 16 parcels that would be demolished are residential.

At Beer on Clark, a bar at 3415 N. Clark St., manager Ryan Findlay said he was upset when he read the news about the [businesses](#) and houses possibly being razed. Then he put the CTA’s plans, which call for work to start as early as 2017, into context.

“Let’s be honest ... it’s going to take five or six years,” Findlay, said. “Look at all the businesses and residents in this neighborhood. We are not going out without a fight.”

Findlay got the bad news Thursday afternoon that his building would be torn down.

“Does this need to happen at the expense of all of us?” he asked. “I’ve taken the Brown Line, and saving two minutes is not worth moving all these people.”

The transit agency will receive an unspecified amount of federal money as early as this summer. Officials will start discussions this year about purchasing properties at fair-market [value](#), CTA spokesman Brian Steele said.

“There is no timetable for completing these discussions yet,” Steele said.

The agency on Thursday released an artist’s rendering of the bypass tracks, which were shown encased in an open-air tube, somewhat similar to the design on the Green Line at the Illinois Institute of Technology [campus](#) station at 35th and Bronzeville.

The flyover bypass is expected to start in the area around School Street and run for about two blocks, officials said. The height and length of the proposed bypass tracks are the subject of ongoing preliminary design and engineering, officials said.

The existing configuration at the thicket of tracks known as Clark Junction requires Red and Purple line trains to stop and wait for Brown Line trains to cross. The CTA said it results in delays as long as three minutes for more than 40 percent of weekday trains – affecting about 150,000 riders daily.

Upon completion of the bypass, the CTA will be able to run six to nine more Red Line trains per hour during rush periods, officials said.

Ellen Hughes’ two-flat building in the 3200 block of North Wilton Avenue isn’t directly in the CTA’s cross hairs, but she said the flyover tracks would pass too close to her windows and ruin the neighborhood she has called home since 1983.

“Our property values are going to go down because of this big, ridiculously looking up-and-over flyover thing in front of our house,” said Hughes, 64, who rides the Red Line to her job as a grant writer for nonprofit organizations.

She said she has never waited more than a minute for a train, and even then it's because there is another train already in the station at Belmont. Hughes wants the CTA to spend its money on more pressing infrastructure needs, and she hopes her alderman, Thomas Tunney, 44th, will take up the cause.

Lincoln Square Patch

<http://lincolnsquare.patch.com/groups/politics-and-elections/p/ctas-building-demo-plans-catch-lake-view-by-surprise-lincolnsquare>

CTA's Building Demo Plans Catch Lake View By Surprise

Residential property owners and commercial businesses report receiving letters from CTA informing them that their buildings may be demolished to build bypass.

Posted by [Lorraine Swanson](#) (Editor) , April 18, 2014 at 03:21 AM



Preliminary, conceptual rendering of Red-Purple Bypass. | CTA

The CTA's plans to raze 19 buildings between Belmont and Bryn Mawr -- 16 in Lake View -- to create a bypass for the Red, Purple and Brown lines north of the Belmont station came somewhat as a surprise to at least two North Side aldermen.

Mayor Rahm Emanuel and CTA President Forrest Claypool [announced the proposed \\$1.7 billion "Red-Purple Modernization" project, or RPM,](#) Thursday, including plans to bulldoze 16 buildings between Belmont and Addison. Three other buildings are slated for demolition between the Lawrence and Wilson CTA stations.

Plans call for completely rebuilding the four aging Lawrence, Argyle, Berwyn and Bryn Mawr stations, and rebuilding all the 100-year-old tracks, support structures, bridges and viaducts between Leland and Hollywood Avenues, the CTA announced.

The new stations will be fully ADA-compliant, including modern amenities and elevators. CTA officials said the new tracks would significantly enable the transit system to increase capacity by 30 to 50 percent, and provide a much better ride to commuters.

The section of track where the Red, Purple and Brown lines intersect at Belmont, where trains must wait for others to pass, would include construction of a two-block long bypass separating the northbound Brown Line from the Red and Purple Lines.

The CTA plans to purchase 16 buildings between Belmont and Addison, and three others between Lawrence Avenue and Bryn Mawr.

Tress Feher, chief of staff for Ald. James Cappleman (46th), said their office wasn't aware that the RPM Project called for acquiring and demolishing properties until Thursday.

"Yes, it did come as a surprise. We were not expecting that to be honest," Feher said. "I guess they haven't worked everything out yet. Any historical buildings we definitely want to know about, but most are not on the tracks."

Ald. Tom Tunney (44th), in an email blast to constituents, said the CTA's plans would affect many Lake View residences and businesses.

"I have serious concerns about this project and will work vigilantly with our neighbors to review the full plans and designs for the bypass," Tunney said. "My office is coordinating meetings with the CTA, neighbors and businesses that would be affected by this. As soon as additional information becomes available, I will share it with our community."

[The CTA says that without the improvements it cannot increase rider capacity because the century-old viaducts and bridges won't allow it.](#) The outdated infrastructure also results in high maintenance costs, and the need for frequent repairs that disrupt service and slow travel.

The flyover bypass where the Red, Purple and Brown Lines meet is also intended to relieve one of the CTA's most notorious bottlenecks, where some 150,000 customers travel daily.

Catherine Hosinski said that CTA officials were reaching out to affected property owners in the affected area.

"We understand the sensitivity of the issue," Hosinski, a CTA spokeswoman, said. "We are reaching out to property owners and informing them. We will also meet with them face to face with representatives to provide information."

Hosinski said if the CTA is to acquire property, they are required by law to offer at least fair market value. She also did not rule out future land acquisitions by CTA as Red Line rebuild continues, consisting of empty lots and parking lots.

[The Chicago Tribune reported](#) that some Lake View residents and business owners started receiving hand-delivered letters from the CTA on Thursday afternoon.

A renter in the 3200 block of North Wilton Avenue along the tracks received a letter, the paper said.

At Beer on Clark, a bar at 3415 N. Clark St., also received a letter on Thursday. [Owner Ryan Findlay told the Tribune he thought it would take five or six years before demolition to get underway](#), but that neighborhood businesses wouldn't go down without a fight."

Another CTA commuter told the paper that a big roller coaster shooting into the sky wasn't needed in the middle of a thriving business district.

Tunney said his office would work hard to minimize the impact of the razing, but there would be impact nonetheless.

"Whether it's worth it or not — let me tell you: The CTA is the lifeblood of our economic development and of our transportation network," [Tunney told the Tribune](#). "It will improve commute times. It will add capacity to the system, and I think it will, with the other improvements, make our Red and Purple lines a much better ride."

The CTA still needs to get the federal funding, although it was the first transit system accepted in the Federal Transit Administration's new Core Capacity Program.

Part of the process to request federal funding is to gather public input and deliver draft environmental studies for RPM and the South Side's Red Line Extension.

The CTA is planning two open houses on the North Side to sell RPM to neighborhood residents and business owners.

Lawrence to Bryn Mawr Modernization Open House

- 5:30 to 7:30 p.m. Wednesday, May 21
- Truman Community College
- 1145 W. Wilson Ave.

Red-Purple Bypass Open House

- 5:30 to 7:30 p.m. Thursday, May 22
- 19th District Police Station
- 850 W. Addison St.

<http://www.suntimes.com/opinions/26920046-474/painful-n-side-cta-plan-is-right-move-for-the-future.html#.U1rYMIvdV8E>

Painful North Side CTA bypass is right move for the future

EDITORIALS April 18, 2014 6:58PM

Most Chicagoans, we are sure, really feel for the people who live or own a business in the path of the CTA's proposed flyover bypass, slated to be built just north of the Belmont L station.

It's going to be ugly — 16 buildings near Clark and Belmont may have to be seized, displacing residents and businesses to make room for an elevated bypass track designed to unsnarl a bottleneck involving Red, Purple and Brown Line trains. Even if you don't lose your home, years of construction and a new set of tracks — which some already are calling a "CTA roller coaster" — right outside your window is a miserable prospect.

But weigh that against the likely upside of this \$320 million construction project. Once complete, the bypass is expected to end interminable delays heading in and out of the Belmont station, speed up travel times on all three trains and increase the number of trains that can run on the three lines. Work won't begin until 2017 at the earliest, the CTA announced on Thursday.

Adding capacity is a particularly powerful argument in favor of the flyover; the Red Line is the backbone of the city's public transportation system. Over the last four years, rush-hour ridership in the corridor north of Belmont has jumped 40 percent, the CTA says. If you've ever ridden during rush hour, you understand the plight of a packed sardine.

This is a classic case of a small number of folks being made to suffer for the sake of the greater good. We urge the CTA to move forward with these ambitious plans, though not without doing everything possible to make affected homeowners and businesses whole.

These are same owners who, just a few years ago suffered through the Brown Line expansion. About 12 buildings were lost then.

The CTA should do all it can to ensure residents and business owners who lose their buildings are fairly compensated and also attend to the very real concerns of condo and

businesses whose property values and retail traffic will be hurt by construction and possibly by the presence of the new elevated bypass itself.

As Ald. Tom Tunney, whose ward will be impacted most, put it to us: “It’s good for the city but we also have to make sure it’s good news for the neighborhood.”

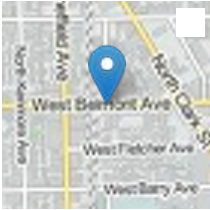
The CTA Wants Transit Oriented Developments Near Belmont Station

Monday, April 21, 2014, by [AJ LaTrace](#)



[Show only before](#) [Show only after](#)
[Belmont and Wilton avenues before and after proposed TOD]

The CTA has been a roll lately with major station repair and improvement projects, but nothing had people scratching their heads more than last week's announcement of its **Red & Purple Modernization Program** <http://www.transitchicago.com/rpmproject/> which includes a floating open-air bypass route near the Belmont station <http://chicago.curbed.com/archives/2014/04/17/the-ctas-redpurple-bypass-may-be-its-most-ambitious-project-yet.php> . However, in order to complete the Red-Purple Bypass, the CTA would need to purchase and raze **upwards of 16 buildings** http://articles.chicagotribune.com/2014-04-17/news/chi-cta-16-buildings-need-to-be-razed-to-speed-up-red-brown-purple-lines-20140417_1_brown-line-cta-transit-agency along the path of the proposed transit line bypass. However, now the CTA wants to get into **mixed-use TOD projects** on the land that will be acquired by the city to build the Red-Purple Bypass, according to DNAinfo. The **idea is still in preliminary stages** <http://www.dnainfo.com/chicago/20140417/lakeview/cta-would-redevelop-wilton-ave-with-transit-oriented-projects-after-bypass#> , and even if the plan moves forward, it would be years before these buildings are constructed.



- LAKEVIEW
- WRIGLEYVILLE
- BROWN LINE
- CTA
- DEVELOPMENT DU JOUR
- LAKEVIEW
- PURPLE LINE
- RED & PURPLE MODERNIZATION PROGRAM
- RED LINE
- RED-PURPLE BYPASS
- TOD



[CTA rendering via DNAINfo]



[CTA rendering via DNAINfo]

- CTA Would Redevelop Wilton Ave. With Transit-Oriented Projects after Bypass <<http://www.dnainfo.com/chicago/2014/04/17/lakeview/cta-would-redevelop-wilton-ave-with-transit-oriented-projects-after-bypass#>> [DNAINfo]
- Red and Purple Modernization <<http://www.transitchicago.com/rpmproject/>> [CTA]
- The CTA's Red-Purple Bypass May Be Its Most Ambitious Project <<http://chicago.curbed.com/archives/2014/04/17/the-ctas-redpurple-bypass-may-be-its-most-ambitious-project-yet.php>> [Curbed Chicago]

DNAinfo

<http://www.dnainfo.com/chicago/20140417/lakeview/cta-would-redevelop-wilton-ave-with-transit-oriented-projects-after-bypass>

CTA Bypass: Targeted Building Owned by Murder-For-Hire Felon's Family

By **Serena Dai** on April 21, 2014 7:38am



Several businesses on Clark Street could be displaced for the Belmont Bypass project.
DNAinfo/Serena Dai

LAKEVIEW — At least one tenant of a building that the CTA is targeting for the Brown Line bypass project doesn't mind leaving.

Daren Friesen, owner of [Moksha Yoga Center](#) at 3334 N. Clark St., is ready to ditch his landlord — Dvorkin Holdings, a company formerly owned by convicted murder-for-hire felon Daniel Dvorkin. It's now run by his family members and [is going through bankruptcy](#).

The building's tenants received notices this week that the CTA might buy it to build a \$320 million bypass intended to speed up service near the Belmont "L" stop.

"I don't mind moving," Friesen said.

Dvorkin is a developer who was convicted in August for trying to hire a hit man to kill someone who had won an \$8.3 million judgment against him, according to reports at the time. After the charge, his wife Francine fired him from the company, reports said.

He faces up to 55 years in jail but is appealing the jury's conviction.

During the trial, the company filed for bankruptcy and has been trying to liquidate properties. The property has been on the market and has been the subject of negotiations, according to an attorney associated with the case and the business owners.

The company owned 85 percent of the building at 3338 N. Clark St. as part of a land trust, according to public documents. It estimated the property to be worth \$2.5 million in August 2012.

About \$1.5 million of the sale would go toward paying off Dvorkin Holdings' mortgage with Belmont Bank. The rest would go to the company's creditors. Representatives from Dvorkin Holdings could not be reached for comment.

Management never quite kept up with the building, said Friesen, whose studio has been in the building for 13 years. Moksha, which also has locations in River West and Bucktown, has been seeking new spaces for its Lakeview studio, Friesen said.

"I'm glad to know that he won't be owning the building anymore and that it goes to a good use," Friesen said.



Belmont Bypass

But not all business owners were jumping to get out.

Other businesses impacted include [Gordon Salon](#), restaurant [Cassava Bread](#) and [Bolat African Cuisine](#).

Tony Gordon, owner of Gordon Salon, said his "jaw dropped" when he heard that his building was a potential target for the bypass project, which he had not heard about until a DNAinfo Chicago reporter left a voicemail.

He likes his big salon — about 4,500 square feet total — where he can train his employees, some of whom work at two suburban locations. He planned to stay forever.

"I'm still sort of flabbergasted and really taken aback by what could happen," he said.

Gordon knew about Dvorkin's crimes but didn't worry about it after the felon no longer had control of the company. He admitted that the building needed a rehab and hoped a new owner would invest.

The salon has been at 3336 N. Clark St. for 10 years

"We have a business that's based on geography, because it's a salon and the majority of our clients live in that neighborhood," Gordon said. "Now that's going to be pretty disruptive."

Cassava has been open for more than three years and is now "hitting that point, where it's maturing," said owner Jorge Flores. He never interacted with Dvorkin and never experienced significant changes with building management.

Mostly he was surprised that the bypass project is happening at all.

"It was a shock when someone comes in and says you have two years to move," Flores said. "This place will be gone. I knew eminent domain is something that happens. Until it happens to you, you don't think about it."

The project will displace a total of 16 buildings near the tracks, including several residential buildings on Wilton Avenue and the building on Clark. A full list has not yet been made public.

Business owners have been told that the city will help them move and will help fund some of the moving costs. Several of the Clark Street business owners say they want to stay in Lakeview.

Despite the hassle, Friesen considered the public transit project to be beneficial overall.

"In the end, it's good for everyone," he said. "If you're getting fair market value, can you really complain about it? Mass transit is good for everyone."

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.dnainfo.com/chicago/20140422/lakeview/belmont-bypass-might-require-cta-buy-air-rights-over-3-story-building>

Belmont Bypass Might Require CTA to Buy Air Rights Over 3-Story Building



By **Serena Dai** on April 22, 2014 7:49am



Belmont Bypass Air Rights

LAKEVIEW — Some residents of Clark Street may soon be living under train tracks if the [CTA's proposed Belmont bypass](#) gets constructed.

The owner of the building housing Smokers Zone, 3326 N. Clark St., received notice that CTA may want to buy partial air rights over the property to build the bypass intended to speed up service near the Belmont "L" stop, said Woody Slaymaker, 57, the building's landlord.

The potential purchase suggests train tracks for the bypass could be built above the three-story building.

Slaymaker was not pleased with the news.

"How am I going to rent it out with all that construction?" Slaymaker said.

"Would you want to live under the train tracks?"

Slaymaker, who owns six other buildings on the block, didn't like the idea of the tracks being added to the neighborhood, he said. He's owned buildings on Clark Street for some 30 years and feels invested in improving the street, he said.

Adding another track will bring "years of construction" and "gunk" that will impact what's been built up — all for people to wait a few less minutes more for a train, he said.

And though his art gallery Slaymaker Gallery has functioned for years near train tracks because of its wholesale business, many businesses right under train tracks end up being "seedy," Slaymaker said.

"They're going to destroy our street," he said. "They don't give a darn about this area."

The property is one building south of [an empty lot](#) and [two buildings that the CTA has already said it's interested in buying](#). A manager for the property north of 3326 N. Clark St., which houses Jimmy John's, did not respond to request for comment.

An official list of 16 buildings that the CTA might buy will be not be unveiled until the city confirms that all property owners have received notification, CTA spokeswoman Tammy Chase said.

Officials say [the \\$320 million project](#) would allow for a 30 percent improvement in train service. More than 40 percent of weekday trains are now delayed as much as three minutes due to the configuration, officials have said.

Though plans for properties to be bought on Clark have not yet been revealed, the CTA has said [the land on Wilton Avenue](#) could potentially be sold and developed into transit-oriented buildings.

It will take the CTA at least two years to conduct an environmental study before construction on the bypass could begin. Financing has not yet been secured but would likely come from the federal government.

A community meeting about the bypass is scheduled from 5:30-7:30 p.m. May 22 at the Town Hall District Police Station, 850 W. Addison St.

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 / November 17, 2012)

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](http://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."

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 bus-rail 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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DNAinfo

<http://www.dnainfo.com/chicago/20140423/lakeview/cta-bypass-impact-new-businesses-building-mid-renovation-targeted>

CTA Bypass Could Force Brand New Businesses to Move, Close



By **Serena Dai** on April 23, 2014 6:35am



Belmont Bypass Targeted Properties

LAKEVIEW — One business opened less than a month ago, while another opened in just the last six months. Another landlord recently took out a \$2.1 million mortgage for renovations — and is halfway done.

But in a couple years, all of them could be bought by the city for the CTA's \$320 million plan to build a set of tracks for the Brown Line to run over the current tracks there, a project known as the Belmont bypass.

To complete it, officials have said the city could need to take over 16 buildings near the tracks. Though the CTA has said the plan has been floated before, many locals were shocked to hear about it.

Those that could be impacted range from new businesses to long-time residents.

Serena Dai joins DNAinfo Radio to discuss the impact of the Belmont bypass on the neighborhood:

Pradeep Patel, who owns Gold Crown Liquors, 3425 N. Clark St., and 11 other stores in Chicago, said he bought Gold Crown three years ago. The CTA will help him relocate, but they won't be able to recoup the money he put into the business, Patel said.

"I was sad. Upset. Frustrated. Very angry," Patel said.

A public list of impacted buildings has not yet been released as the CTA aims to confirm that all residents and landlords have been notified, spokeswoman Tammy Chase said.

Some tenants had barely spent any time in their building before hearing from the CTA.

Big Cheese Poutinerie, 3401 N. Clark St., [opened its first U.S. outpost](#) less than a month ago. Co-owner Michael Stadnicki said they were disappointed more than anything. They plan to try and find another space in Wrigleyville, further north, he said.

"We hope our loyal customers will follow us," he said.

Irish bar Johnny O'Hagan's reopened recently, too, by Irish immigrants Garrett Diamond and Conor Kelly, who also own Halsted Harp, 2138 N.

Halsted St. in Lincoln Park. Kelly said he didn't want to comment until he'd spoken to Ald. Tom Tunney (44th). Diamond could not be reached for comment.

Incidentally, the building once housed a Korean restaurant that was run by a woman who now lives in [a home on Wilton Avenue](#) that the CTA may also purchase for the project.

Myung Tam ran a restaurant called Sammee's at the Johnny O'Hagan's building for 14 years, she said. Her family bought the home on Wilton nearly 10 years ago, after the restaurant closed, she said.

Now, she's a stay-at-home mom in a home that's filled with her three children's instruments and her big, textured paintings. The nearly 30-year Lakeview resident was surprised to hear from the CTA.

Mostly, she's just concerned about where her family will live if they must leave.

"Everything is so expensive here," she said. "Where do I go? The schools are here."

The CTA said plans are not finalized. A community meeting on the Belmont bypass will be held on May 22, from 5:30 p.m. to 7 p.m., at the Town Hall Police District, 850 W. Addison St.

"We're meeting with dozens of community groups and residents," Chase said. "Everyone has a voice in this."

But many people felt resigned to leaving, saying that it's a "moot point" if the city has already made a decision. Patel said he was trying to think about it positively because he saw no way to fight the CTA.

"The government decides something, a private person doesn't have any say," Patel said.

Owners of 3406 N. Sheffield — which is undergoing a renovation — are hoping that the CTA will consider putting tracks above their building instead of purchasing it, or taking a different route, said Devon Tillery, a leasing and marketing assistant with building manager Chicago Apartment Place.

"We really don't want to stop building," she said. "We put a lot of resources into it."

The commercial building started filing for renovation permits last June, according to public records. Owners purchased the building in 2012 for \$1.6 million and took out a \$2.1 million mortgage last July.

Renovations, including a total rebuild of three storefronts, were estimated to cost at least \$253,000, according to building permits. The restoration is about halfway done, and part of the building is already leased out, Tillery said.

Wisconsin-based chain Toppers Pizza planned to open there, according to public documents.

"We know it's going to affect a lot of the retail in the neighborhood," Tillery said.

Others aren't planning to leave without a fight. Many residents on Wilton Avenue have been figuring out a plan, including educating residents not being targeted about potential neighborhood impacts.

Local landlord and business owner Woody Slaymaker also said he plans to "at least aggravate" the CTA. None of his buildings is being targeted for purchase, but the city may want to buy air rights over his building at 3326 N. Clark St.

Slaymaker also owns six other buildings on Clark Street and thinks the tracks will "destroy" the street.

"You're going to turn a really nice area and muck it up with gunk and years of construction," he said.

The CTA disagrees with business owners and landlords worrying about declining property values. Any changes "will be designed to visually integrate as much as possible with that existing infrastructure," Chase said.

"An elevated structure has sat in the neighborhood for a century," she said.

"There's no proof that modifying the existing structure would suddenly harm property values after many years of benefiting them."

The CTA looked to use as few properties as possible, Chase said in a statement, to "reduce delays and be able to increase train service for future generations of customers."

Confirmed targeted properties include:

- Five residential buildings on Wilton Avenue, including a 14-unit condo building built seven years ago. Condos in the building are worth at least \$300,000 each, according to assessor's office. Others start at \$424,000 and climb to more than \$600,000.
- [A building at 3334 N. Clark St.](#) with three filled storefronts and office space, which had an estimated value of \$2.5 million in August 2012, according to public records.
- Bolat African Cuisine's building, 3346 N. Clark St., valued at \$309,560.
- Johnny O'Hagan's building, 3374 N. Clark St.

- 3354 N. Clark St., a mixed-use building with four residential units and a long-empty storefront, valued by the assessor's office at \$995,520.
- 3401 N. Clark St., which houses Big Cheese Poutinerie, Fiesta Cantina, Beer on Clark, Clark Street Beach, Gold Crown Liquors.

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 [unveiled the first phase of its Red and Purple Line modernization program April 17](#), 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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DNAinfo

<http://www.dnainfo.com/chicago/20140425/lakeview/cta-reveals-19-buildings-targeted-belmont-bypass-purple-line-projects>

CTA Reveals 19 Buildings Targeted in Belmont Bypass, Purple Line Projects



By **Serena Dai** on April 25, 2014 11:40am | *Updated April 25, 2014 2:02pm*



Belmont Bypass

LAKEVIEW — The CTA officially [released a public list Friday](#) of 19 buildings that will be impacted by the Red-Purple Line Modernization Project, including 16 for the Belmont bypass in Lakeview.

The agency has said that it may need to buy the existing buildings to increase train speeds, reduce delays and update the stations.

Property owners have already been contacted by certified mail, regular mail and in-person visits, CTA spokeswoman Tammy Chase said.

"We did do our best to minimize the number of properties," Chase said. "We're working to make this process as easy as possible for affected property owners."

Listen to Serena Dai discuss what some of the tenants of the targeted buildings are saying:

Five residential-only buildings on the west side of Wilton Avenue will be impacted, [as previously reported](#).

[Other properties](#) were a mix of commercial buildings, mixed-use buildings and parking lots — including a commercial building halfway through a renovation and the building housing new business Big Cheese Pouterie.

The agency said that it would help businesses with moving costs and allow them to stay open during construction, if possible.

The CTA may also be asking two property owners for [partial air rights](#).

About 6 percent of air rights over the rear parking lot for Smokers Zone at 3326 N. Clark St. might be needed. About 1 percent of air rights over the home of Rockstar Hair salon at 3324 N. Clark St. might also be needed, the document said.

Farther north, the CTA said it may need to buy three buildings for the Lawrence-to-Bryn Mawr modernization project. It might also need air rights over a parking lot and several other lots for the project.

The three buildings are on Broadway, and include a Toyota Dealership, Sunlight Nail Supply and a Public Storage building.

[A full list can be found here](#).

All property owners will receive, at minimum, the fair market value from the city, Chase said. If the fair market value is lower than the original purchase price, the city will pay property owners the purchase price, Chase said.

Again, she emphasized that the project details are not finalized.

"This is not a done deal," she said. "Everybody is going to have a voice in this project."

[See here for previous coverage](#) of impacted businesses and residents.

RedEye

<http://www.redeyechicago.com/news/local/redeye-beer-on-clark-bar-demolition-red-purple-line-overpass-20140425,0,1533124.story>

Beer on Clark, others would face potential demolition for CTA project



The CTA's proposed bypass north of the Belmont stop for Purple Line Express, Red Line and Brown Line trains. (April 17, 2014)

By Mick Swasko, [@swasko RedEye](#)

12:25 p.m. CDT, April 25, 2014

The CTA has released the list of buildings that would face demolition if the Red and Purple Line overpass project goes through, and some beer taps might run dry.

Beer on Clark, Clark Street Beach, Fiesta Cantina, Beggars Pizza, Johnny O'Hagan's Irish Pub and Restaurant [and the newly opened Big Cheese Poutineire](#) are among other businesses and residential properties that may need to be razed to make way for

the proposed Red-Purple Modernization project, according to the CTA's list of properties released today.

According to the release, none of the almost 20 properties on the list would need to be relocated immediately, and if the project did go through, relocation funds would be available. Currently, there are no funds dedicated to the project, meaning it could lay dormant like other CTA projects like the Circle Line.

A full list of properties, [according to the Tribune](#), can be found below:

- Residential buildings from 3240 N. Wilton Ave. to 3252 N. Wilton Ave.
- Smokers Zone at 3328 N. Clark St. (rear building only)
- Moksha yoga center at 3334-3344 N. Clark St.
- Bolat African Cuisine at 3346-3348 N. Clark St.
- Peg's Pantry, 3366 N. Clark St.
- Johnny O'Hagan's Irish Pub & Restaurant at 947 W. Roscoe St.
- Second Stage Theatre at 3406 N. Sheffield Ave.
- A restaurant at 3401-3407 N. Clark St.
- A restaurant at 3413 N. Clark St.
- Beggars Pizza and Beer bar at 3415-3419 N. Clark St.
- Clark St. Beach at 3421 N. Clark St.
- Residential property at 947-949 W. Newport Ave.

Want more? Discuss this article and others on [RedEye's Facebook page](#).

Read more at <http://www.redeyechicago.com/news/local/redeye-beer-on-clark-bar-demolition-red-purple-line-overpass-20140425,0,1533124.story#8jFRwYt0V8tMYBJD.99>

Chicago Sun-Times

<http://www.suntimes.com/27050514-418/cta-identifies-sites-potentially-affected-by-belmont-bypass.html#.U1rP2VVdV8E>

CTA identifies sites potentially affected by Belmont bypass

BY ROSALIND ROSSI Transportation Reporter April 25, 2014 11:50AM

The Chicago Transit Authority on Friday released the addresses of 19 buildings and 11 additional properties that could be impacted by plans to build a rail bypass north of Belmont and upgrade the north end of the Red and Purple lines.

Officials had previously said that up to 19 buildings would be affected, but on Friday they shared the news that an additional 11 vacant lots, parking lots or air rights of other properties could be needed.

The \$320 million bypass is needed to separate the northbound Brown Line from the Red and Purple lines and prevent a bottleneck that delays thousands of riders every day, CTA officials say.

That leg of work would affect 16 buildings, including many in the 3200 block of North Wilton and the 3300 to 3400 block of North Clark. Additionally, a vacant lot, two parking lots and the air rights of two additional properties, at 3324 and 3326 N. Clark also could be seized, according to addresses released Friday by the CTA.

Another leg of work involves station upgrades from Lawrence to Bryn Mawr. That work could affect three buildings — one extending from 4837-4887 N. Broadway, another from 5637-5643 N. Broadway and a third at 5657 N. Broadway.

Air rights would be needed from two other properties, and three parking lots and a lot with “power distribution equipment” are also targeted.

A list of targeted properties can be found at <http://bit.ly/1gXANw9>

CTA spokeswoman Tammy Chase cautioned that the notification that the CTA may want to seize or raze a property is merely “the beginning of a process” and open houses are planned for next month so residents can provide input.

“Everybody has a voice in this, including the bypass folks. We know there’s a lot of concerns out there,” Chase said.

According to the CTA website, the CTA is required to offer no less than fair market value as determined by an independent appraisal and must provide “financial assistance and relocation services.”

However, acquisition won’t be pursued until an environmental review is complete and funding is secured.

The Lawrence to Bryn Mawr Modernization open house will be 5:30-7:30 p.m. May 21 at Truman Community College, 1145 W. Wilson..

The Red-Purple Bypass open house is slated for 5:30-7:30 p.m. May 22, at the 19th District Police Station, 850 W. Addison. CTA officials also are planning a \$2.3 billion extension of the south end of the Red Line, from 95th to 130th. The open house on that project is planned for 5:30-7:30 p.m. May 13, at Palmer Park Gymnasium, 201 E. 111th,

Chicago Tribune

<http://www.chicagotribune.com/news/local/breaking/chi-cta-releases-list-of-building-needed-to-be-razed-for-belmont-overpass-20140425,0,7045706.story>

CTA releases list of buildings needed to be razed for Belmont overpass



Proposed Belmont overpass (CTA / April 25, 2014)

By Rosemary Regina Sobol Tribune reporter

12:02 p.m. CDT, April 25, 2014

The CTA has released the list of nearly 20 buildings in the Lakeview neighborhood it says must be torn down as part of a \$320 million project to build an elevated bypass and

untangle trains on the Red, Purple and Brown lines.

Many of the buildings are in the 3200 block of North Wilton Avenue and the 3300 block of North Clark Street, as well as the 900 block of West Roscoe Street and West Newport avenues. Sixteen of the buildings are near the proposed elevated bypass at the Clark junction north of the Belmont station, and three buildings are between the Lawrence and Bryn Mawr stations on the North Side.

Eleven vacant lots would also be affected, bringing to 30 the number of properties involved in the project.

You can see the entire list of affected properties [HERE](#).

The properties, according to Google maps, include:

- Residential buildings from 3240 N. Wilton Ave. to 3252 N. Wilton Ave.
- Smokers Zone at 3328 N. Clark St. (rear building only)
- Moksha yoga center at 3334-3344 N. Clark St.
- Bolat African Cuisine at 3346-3348 N. Clark St.
- Peg's Pantry, 3366 N. Clark St.
- Johnny O'Hagan's Irish Pub & Restaurant at 947 W. Roscoe St.
- Second Stage Theatre at 3406 N. Sheffield Ave.
- A restaurant at 3401-3407 N. Clark St.
- A restaurant at 3413 N. Clark St.
- Beggars Pizza and Beer bar at 3415-3419 N. Clark St.
- Clark St. Beach at 3421 N. Clark St.

- Residential property at 947-949 W. Newport

In making the list public, CTA spokeswoman Tammy Chase said acquisition of the properties isn't a "done deal" and public hearings will be held.

The CTA said in a release that it will follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act as it acquires the properties.

"This includes offering property owners at minimum the fair market value for their property or the original purchase price in the event that fair market value is lower than the original purchase price," the CTA said.

The agency on April 17 released an artist's rendering of the bypass tracks, which were shown encased in an open-air tube, somewhat similar to the design on the Green Line at the Illinois Institute of Technology campus station at 35th and Bronzeville.

The flyover bypass is expected to start in the area around School Street and run for about two blocks, officials said. The height and length of the proposed bypass tracks are the subject of ongoing preliminary design and engineering, officials said.

The existing configuration at the thicket of tracks known as Clark Junction requires Red and Purple line trains to stop and wait for Brown Line trains to cross. The CTA said it results in delays as long as three minutes for more than 40 percent of weekday trains – affecting about 150,000 riders daily.

Upon completion of the bypass, the CTA will be able to run six to nine more Red Line trains per hour during rush periods, officials said.

The idea of the CTA forcibly purchasing properties — for the second [time](#) in a decade along the Brown Line corridor — jolted some people who live and work in the area and learned of the transit agency's proposal April 17.

At that time, Mayor Rahm Emanuel acknowledged demolition plans weren't ideal, but said they were necessary to increase and [improve](#) train service along all three lines.

"We're going to increase the capacity by 30 to 50 percent of moving trains on time rather than the three- to- four-minute wait," he said at the time. "And I will tell you, as someone who took the Brown Line today, you wait before you can transfer. And you lose time."

But Lakeview residents, some of whom learned of the project April 17 as the CTA hand-delivered letters and knocked on doors, were concerned about other issues closer to their pocketbook.

Megan Freeman, a renter whose apartment building in the 3200 block of North Wilton Avenue would be torn down, received one of the letters. She ripped it open, then read it with her mouth falling open in dismay. The announcement just prompted more questions, rather than giving answers, she said at the time.

“I like this neighborhood a lot. My rent is relatively cheap, I think, because we live under the tracks and it gets relatively noisy. It would be kind of sad” to move, she said.

Ellen Hughes’ two-flat building in the 3200 block of North Wilton Avenue isn’t directly in the CTA’s cross hairs, but she said the flyover tracks would pass too close to her windows and ruin the neighborhood she has called home since 1983.

“Our property values are going to go down because of this big, ridiculously looking up-and-over flyover thing in front of our house,” said Hughes at the time. Hughes, 64, rides the Red Line to her job as a grant writer for nonprofit organizations.

She said she has never waited more than a minute for a train, and even then it’s because there is another train already in the station at Belmont. Hughes wants the CTA to spend its money on more pressing infrastructure needs, and she hopes her alderman, Thomas Tunney, 44th, will take up the cause.

Most but not all 16 parcels that would be demolished are residential.

At Beer on Clark, a bar at 3415 N. Clark St., manager Ryan Findlay said at the time he was upset when he read the news about the [businesses](#) and houses possibly being razed. Then he put the CTA’s plans, which call for work to start as early as 2017, into context.

“Let’s be honest ... it’s going to take five or six years,” Findlay, said. “Look at all the businesses and residents in this neighborhood. We are not going out without a fight.”

Tribune reporter Jon Hilkevitch contributed to this report.

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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>

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The DePaulia

<http://www.depauliaonline.com/news/cta-belmont-bypass-proposal-hits-lakeview-businesses-residents-1.3164771#.U150G1VdV8E>

CTA Belmont Bypass proposal hits Lakeview businesses, residents

By [Kyle Tyrrell](#)

Published: Sunday, April 27, 2014

Updated: Monday, April 28, 2014 02:04



Courtesy of CTA

The Belmont Bypass concept from Clark Street and Sheffield Avenue.

In Beer on Clark at 3401 N. Clark St. Thursday afternoon, a shade before happy hour, two young men in black shirts and baseball hats watched the waning innings of the Sox game.

They looked as lifeless as the blown-out Sox.

Mike Trojan, 28, and Todd Leadingham, 42, the bartender and operations manager respectively, watched somberly from the bar as the daylight shone in from their open window, reminiscing on how much they loved it here.

"Someone just walked in last week and served us some notice, something about a bypass," Leadingham said. "It said they were going to estimate the value of the bar, buy it at that value, then tear it down."

The city announced last week a \$320 million proposal to build the Belmont Bypass, which would elevate Brown Line trains over Red and Purple Line trains and to reduce delays and clogs at the track intersection. Sixteen buildings north of Belmont in Lakeview may be razed to make way for the bypass, eliminating businesses and relocating residents.

Trojan shook his head, disapprovingly. "My whole life just changed, just like that," Trojan said.

"This is my livelihood, man," Trojan said. "I'm happy with my job, I love it here. I don't want to leave."

Pete Patel, 33, a 2004 graduate from DePaul's business school, who works at Gold Crown Liquors, 3425 N. Clark St., said a woman in a black suit came in and served him an envelope and curtly told him the news.

He said he had to ask her to repeat herself five times before it sunk in.

"I said to her, 'you're doing what now? I don't understand, what's happening here? This is happening when?'" Patel said. "I like it here, I couldn't believe what I was hearing. You're not just taking the business, you're changing my whole life."

Patel said the woman told him "we can help you relocate somewhere within a 50 mile radius, if you'd like."

The border of Wisconsin is roughly 55 miles north from Gold Crown Liquors.

Leadingham said the CTA gave them a two-year notice, but the city wants to start buying property sooner.

"\$320 million dollars," Leadingham said. "Where is the city getting this money? Where did all this come from, it still feels like it didn't even happen yet."

"I don't know, man. Maybe I'll move down to Phoenix, open up a bar down there or something," he said. Leadingham has been at Beer on Clark for four years and Trojan for two.

"We're a legit business," Leadingham said. "We pay our taxes, we pack this place and bring in a ton of revenue for the city. Great customers — love my coworkers — it's just a damn shame."

Darrin McMiller, 42, is a union worker for the Chicago Traffic Management Authority (TMA) for five years now. He was on traffic duty at the intersection of Clark and Roscoe.

"It ain't right man," McMiller said. "It's ain't fair to be putting people out of jobs. Who's going to pay for those employees? The owners are getting paid and the workers are getting screwed."

McMiller said he thinks the property is going to be devalued because of the Belmont Bypass proposal news.

"The city gonna buy it from them cheap, too," McMiller said. "They gonna give them a price and say 'take it or leave it.'"

Anne Costopoulos, 65, watched her father run the property at 3425 N. Clark St. since the early 70s.

"I remember I was four years old when my dad had this property," Costopoulos said. "My son has been doing this since he was 15 years old. This was supposed to be passed down to my grandkids. I just can't believe this."

Costopoulos said the leasee recently put money into renovating Gold Crown Liquors.

Costopoulos and Patel were meeting to talk about the news that turned their worlds upside down.

"My son has three kids in school right now, one of them, his daughter, is in college," Costopoulos said.

"This business was supposed to be for his family and we were so proud of that. "We thought we were going to be here forever."

Costopoulos, Leadingham, and Trojan all unanimously said they were proud to be a part of this stretch of the neighborhood.

The business owners and other residents of the neighborhood are invited to attend community meeting on May 22, from 5:30 p.m. to 7 p.m., at the Town Hall Police District headquarters, 850 W. Addison St. Costopolous was still dizzied by the news that her 30-year family business might be gone by 2017.

"There isn't anything to say or do about it," she said.

She somberly walked behind the counter of Gold Crown Liquors. "I just don't know what we're going to do..."

She trailed off, repeating: "I just don't know what we're going to do..."

For \$320 million, how much time would the CTA's Belmont bypass really save?

"Four minutes" is not the same in Rahm time as it is in real time.

By Ben Joravsky @joravben



Mayor Rahm Emanuel and CTA president Forrest Claypool say the \$320 million Belmont bypass would shave a few minutes off the north-side commute. Then again, maybe it wouldn't.

JEAN LACHAT/SUN-TIMES MEDIA

When Mayor Rahm Emanuel recently announced plans to spend about \$320 million on the CTA's "Red-Purple Bypass," I started pondering this important question: How much is four minutes of Mayor Rahm time in real time?

It's a relevant question, even for people who don't study the mayor's brain and behavior for a living, since hundreds of millions of public dollars are at stake.

The bypass project is part of the mayor's "Red and Purple Modernization" plan, an ambitious effort to rebuild those lines from Belmont to Linden. That sounds good to me so far.

In fact, let me pause for a moment to offer a compliment to Mayor Emanuel and [Forrest Claypool](#), his handpicked CTA president. In case any of you thinks I never say a kind word about the mayor, here goes: I believe the mayor and Claypool have done a pretty decent job running the CTA.

All right, they shouldn't have killed the number 11 bus, which ran up Lincoln Avenue. And yes, that Ashland Avenue bus rapid-transit plan looks like it will cause more problems than it solves. Plus, we all know that the Ventra card rollout has hardly been smooth sailing. And then . . .

Wait—I was supposed to be complimenting the mayor and Claypool, wasn't I?

OK, good job rebuilding the Red Line on the south side. And if you actually [extend it to 130th Street](#)—as you say you're going to do—that would be worthy of enshrinement in my mayoral hall of fame.

For now, the mayor is proposing to spend about \$4.7 billion—most of it federal money—rebuilding the tracks and a few stations on the north-side Red and Purple Lines.

"The rail infrastructure on those lines is simply not designed to handle 21st-century rail transit," says Brian Steele, a CTA spokesman. "The tracks are not in the condition they should be."

As part of the larger project, the mayor is also proposing the bypass. And that's where things get tricky.

The bypass will attempt to clear the bottleneck at the Clark Street junction, just north of the Belmont stop, where the northbound Brown Line tracks cross the Red and Purple Lines.

As it is, Red or Purple Line trains must stop to let the Brown Line trains pass—or vice versa.

"Every day trains have to stop and wait," says Steele, adding that 150,000 riders travel through that intersection each weekday. "In order to be able to move trains more efficiently, we have to find a way to uncross those tracks."

At the April 17 announcement of the plan, Mayor Emanuel said he personally understood the importance of the project because he often rides the Brown Line. As such, he said, he feels the pain of commuters who have to wait for another train to pass while they're running late for work.

"We're going to increase the capacity by 30 to 50 percent of moving trains on time rather than the three-to four-minute wait," the mayor said.

I tracked more than 30 trains, and not one of them waited anywhere close to four minutes.

Well, as a longtime rider myself, I realize that when you're standing in a crowded car with someone's elbow in your ear, a 30-second delay can seem like an eternity. Especially when you're in a hurry to make an appointment. Or you're late for work. Or you just want to get home and listen to some Hendrix.

But three to four minutes? That seemed like an exaggeration.

And so on a blustery rush-hour afternoon, I made my way to the far north end of the Belmont platform to determine what the mayor's "three to four minutes" actually means to the rest of us.

There I stood, stopwatch in my hand, tracking how long each train had to wait while another train crossed its track. Other people looked at me as if to say, "Who is [that nutcase in the Bulls cap?](#)" I felt like Darwin studying tortoises in the Galapagos Islands.

Actually, it wasn't so bad. If nothing else, it made me appreciate the operators who do a great job under rush-hour pressure to get those trains in and out of Belmont. Hey, Forrest, [give them a raise!](#)

I tracked more than 30 trains, some northbound and some southbound, and not one of them waited anywhere close to four minutes. The longest delay was for a southbound Purple Line train that had to wait roughly 40 seconds. The typical delay was maybe 25 or 30 seconds.

So I have to conclude that four minutes to our hard-charging, hyperactive mayor is about half a minute in real time. I'll let you know if I publish my findings in a scientific journal.

When I was done, I caught a northbound Brown Line. The train had to wait about 20 seconds for a Red Line to pass, and then it took a little more than seven minutes to get to Montrose, the mayor's stop.

Seven minutes from Belmont—that's not so bad.

Does this mean that the Red-Purple bypass is a complete and utter waste of \$320 million? Well, that's a little strong. Building the bypass may allow the CTA to run more trains, Steele says. More trains mean more passengers, faster trips, and fewer people driving cars.

"Once the bypass is constructed, it will handle up to six more trains an hour," says Steele. "We could have the potential to accommodate thousands more new riders."

In a perfect world, I'd say, go ahead, Mayor Emanuel—take that \$320 million and build that bad boy.

Alas, this world is far from perfect. In this case, the CTA is talking about a headache of a project that will involve buying up and tearing down 16 buildings, which would displace dozens of residents and businesses. The eminent domain lawyers are undoubtedly licking their chops.

As Steele points out, the CTA doesn't yet have the federal grants it needs to build the overpass. So it's not certain that the project will ever happen.

In which case, Mayor Emanuel's going to have to deal with those horrific delays of 30 or 40 seconds.

My suggestion, Mr. Mayor? Try yoga. It'll certainly save everyone a whole lot of money.

Chicago Tribune

http://articles.chicagotribune.com/2014-05-18/news/ct-belmont-flyover--kamin-met-0518-20140518_1_purple-line-cta-officials-cta-president-forrest-claypool

Tribune architecture critic: CTA flyover proposal misguided, unnecessary

\$320 million project would demolish buildings, save little time on train

May 18, 2014 | Blair Kamin | Cityscapes



Ellen Hughes, a North Wilton Avenue resident, is fighting against a proposed CTA train elevated bypass just north of the Belmont Avenue station, which would wipe out 16 buildings, including this one at 3334 N. Clark St. (Chris Sweda, Chicago Tribune)

A city is a machine for moving people and goods. It's also a habitat where human beings build their nests and neighborhoods. These traits often conflict, most famously in the 1950s when the uber-activist, Jane Jacobs, stopped the uber-planner, Robert Moses, from ramming a highway through Manhattan's Washington Square Park.

Jacobs has successors in Chicago. They're sure to be at a federally mandated public hearing Thursday about the CTA's misguided plan to build an elevated bypass to unclog a railroad bottleneck that slows Red, Brown and Purple Line trains.

The \$320 million proposal, which would wipe out 16 buildings, is a miniature version of the havoc Moses and other highway builders wreaked on urban neighborhoods decades ago. It is also, in light of the minor benefits it offers, frighteningly expensive.

The plan would reconfigure a thicket of tracks, called Clark Junction, that's north of the CTA's Belmont Avenue station. Today, trains on three routes (the southbound Red and Purple lines, plus the northbound Red Line) must stop and wait as northbound Brown Line trains cross those tracks. The elevated bypass, which the CTA calls a "flyover," would send the Brown Line trains looping up and over the Red and Purple Line tracks.

Simple, right? Hardly.

For starters, there's the process, which is as ugly as the flyover promises to be. CTA officials insist they've kept the public apprised of their flyover plans, but residents who have invested in the area tell a different story.

Last year, Garrett Diamond and two [business partners](#) spent "well into six figures" to renovate one of the targeted buildings, Johnny O'Hagan's Irish Pub & Restaurant at 3374 N. Clark St. The pub reopened in January. Four months later, a knock on the door. "We were pretty surprised," Diamond said.

The [property](#) owners are understandably shaken by what's happening to their community. The flyover would be 40 to 45 feet tall at its highest point, according to Carole Morey, the CTA's chief planning officer. That's roughly double the height of the existing Brown Line tracks. Hello, Six Flags!

For good reason, Ellen Hughes, a North Wilton Avenue resident who's fighting the plan even though her house isn't targeted, has termed the flyover a "big roller-coaster going up in the sky." Who would want such a blight slicing through their neighborhood? Combine it with the existing elevated tracks and you get the Lakeview Strangler — a drag on property values and disincentive for future [investment](#).

This gets to the heart of the matter: City officials, starting with Mayor Rahm Emanuel and CTA President Forrest Claypool, have understated the flyover's urban design costs while overselling its transit benefits.

When the proposal surfaced last month, the mayor claimed it would eliminate a "three- to four-minute wait" at Clark Junction. That statement was incomplete. As CTA officials told me Thursday, their [studies](#) show that the delays range from 30 seconds to four minutes. The average delay, they acknowledged, is just 84 seconds.

To be sure, the CTA wants to speed trains through Clark Junction so it can upgrade service and capacity on all major north-south lines. It deserves credit for thinking about how it can meet tomorrow's transit needs. And it takes a stab at redevelopment, with renderings that foresee townhomes and apartment buildings on small, reshaped lots along the cleared blocks. But the agency's plans still prioritize getting from point A to point B over maintaining a sense of place.

South of Wrigley Field, the 3300 and 3400 blocks of North Clark are lined with old buildings, the kind that enable a rich stew of uses because they don't charge Michigan Avenue rents. It's funky, not posh like Lincoln Park, and that's fine. By framing Clark on both sides, the buildings create a comfortable sense of enclosure for strollers, as though the street were an outdoor room.

Architects call this arrangement a "two-sided street." But, by demolishing buildings on the west side of the 3300 block and the east side of the 3400 block, the flyover and related changes would make the blocks one-sided. So much for pedestrian-friendly streetscapes.

The CTA paints a more optimistic picture, pointing to the results of its \$530 million Brown Line capacity expansion project, which renovated 18 stations and was completed in 2010. Property values have increased in the corridor, agency officials say, and since 2010, about 15 percent of building permits issued in Chicago have been near Brown Line stations. The flyover will spur growth not curtail it, predicted CTA spokesman Brian Steele.

Neighbors retort that the Brown Line work reveals the CTA's spotty redevelopment record. New buildings never materialized on some properties that were razed to make way for the expansion. On North Wilton, a parking lot still occupies the west side of the street. A handful of buildings on that block would come down for the flyover, including a five-story condo building that's just 7 years old.

The only solace for property owners is that the flyover's construction isn't supposed to start until 2017. To qualify for federal [funds](#), the CTA has to hold public hearings, a legacy of the Moses-Jacobs confrontation and other highway-versus-neighborhood battles of the past. This is a new kind of battle, with transit upgrades threatening a neighborhood that's already transit-friendly.

Are those 84 seconds worth it?

By Tracy Sweetz | [@tracysweetz](#)

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 line tracks, which means shuttle buses replace train service in those areas on some weekends. Meanwhile, the CTA is overhauling the Harrison Red Line stop in Printer's Row, affecting Red Line service and access to that stop since last month.

The Clark/Division stop in Old Town has been undergoing a monthlong renovation that will include a new mezzanine this year. Also, a new Green Line stop at Central Road is underway.

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

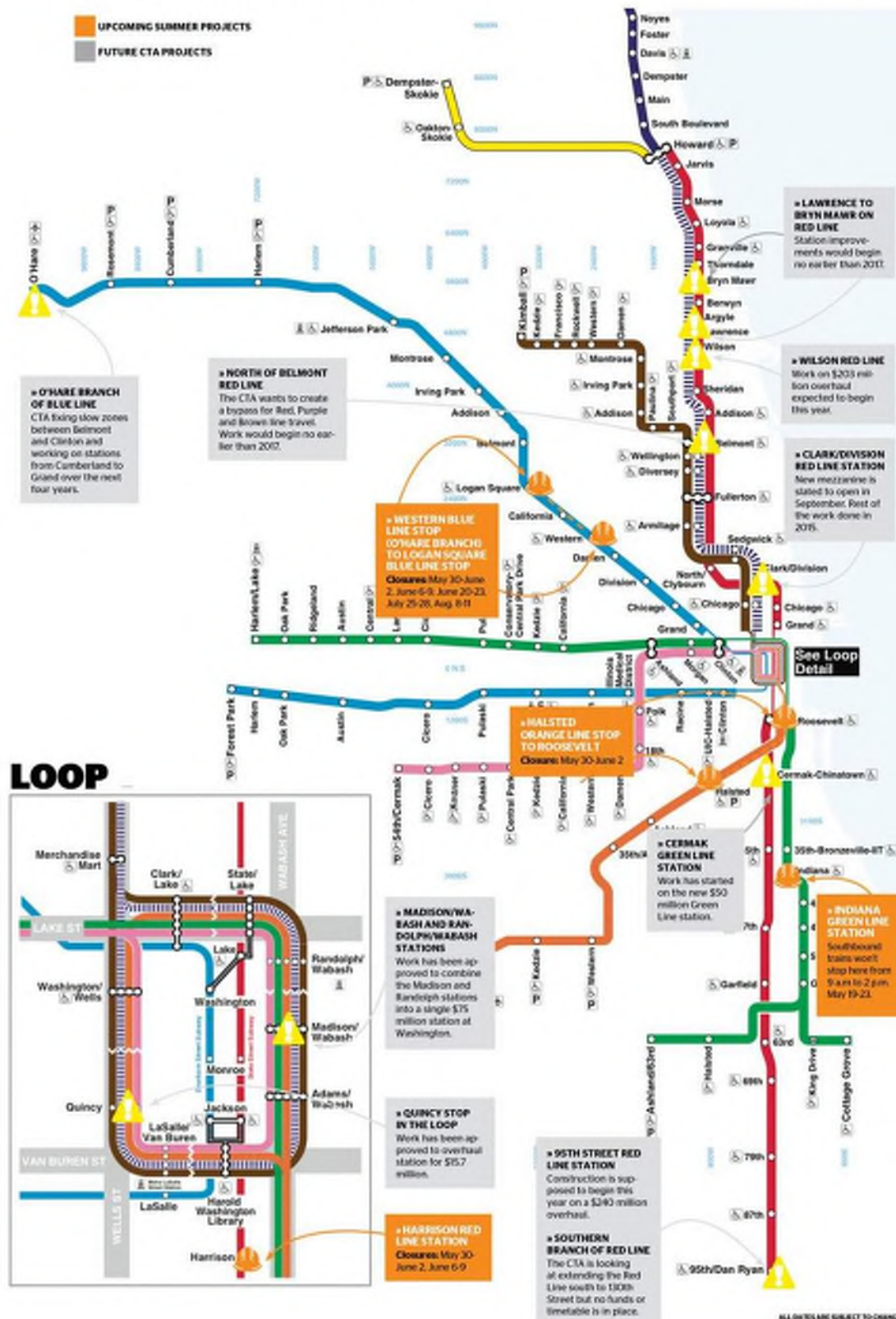
Express. Additionally, there are plans to overhaul the Quincy Loop station and the 95th Street Red Line stop and combine the Madison/Wabash and Randolph/Wabash stations into a superstation in the Loop.

Future projects that don't have timetables include overhauling Red Line stations from Lawrence to Bays Manor on the North Side and creating a bypass north of the Edmont 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 9:30-11:30 p.m. Wednesday at Truman College, 1141 W. Wilson Ave. A meeting about the Red-Blue Bypass project will be held 1:30 to 7:30 p.m. Thursday at the 10th District Police Department, 801 W. Addison St.

RedFire mapped all current and future rail construction projects below.

THE UNIVERSITY OF CHICAGO PRESS



<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 [Lawrence to Bryn Mawr Modernization Project](#) at a hearing at Truman Community College in the Wilson Lobby, 1145 W. Wilson Ave.

Give your opinion on the [Red-Purple Bypass Project](#), 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 [wrote a passionate piece](#) 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.

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.

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DNAinfo

<http://www.dnainfo.com/chicago/20140521/lakeview/belmont-bypass-neighbors-fight-bring-others-cta-meeting>

Belmont Bypass Neighbors: Plan Will Turn Clark Under 'L' into 'Wasteland'



By **Serena Dai** on May 21, 2014 5:15am

Slideshow



Neighbors Fight Belmont Bypass

LAKEVIEW — The recent Wilton Avenue residents meeting with CTA officials was the first time resident Ellen Hughes called somebody a liar to their face, she said.

It was to a team of CTA officials, including the authority's president, Forrest Claypool, and it was over the amount of time that could be saved with a proposed plan to build a new track at the Belmont "L" station, colloquially called the Belmont bypass or the Belmont flyover.

CTA said trains were delayed up to four minutes due to the layout. Hughes said she — and others — have timed it, and most trains only experienced 20- to 30-second delays.

"They were saying everything is fine. That it's progress," Hughes said. "We had been saying to them, 'You're lying about the four minutes'."

Serena Dai joins DNAinfo Radio to discuss how neighbors hope to fight the CTA's plans:

Now, Hughes, neighbor Terri Hanley and others are passing out fliers by the station, sending out emails and visiting local businesses in hopes of rallying support against the project.

They hope that a critical mass of people will attend Thursday's open house at the Town Hall Police Station, 850 W. Addison St., from 5:30-7 p.m., to fight the project, which they say isn't worth the money or the potential impact to local streets.

"At one point, they said: 'We can have a difference of opinion'," Hughes said. "It's not opinion. It's facts. We're trying to get facts out so that people will care."

The CTA has said the average delay caused by the Clark junction is about 84 seconds — with some delays lasting as long as four minutes.

The \$320 million project, which could potentially be funded with federal grants, would solve delays by building a track over the current three tracks.

At the root of the issue: To complete the project, the city needs to acquire 16 buildings, partial air rights on two buildings, a vacant lot and two parking lots — including several mixed-used buildings on Clark Street and five residential buildings on Wilton Avenue.



Belmont Bypass

The amount of time saved by building the bypass, some neighbors said, is not worth turning Clark "into an under-'L' wasteland."

But the bypass is about more than saving time, CTA spokeswoman Tammy Chase said. Red and Purple line trains already are serving as many riders as they can, and without the bypass, the CTA cannot add more trains.

If population trends along the North Side corridors continue, trains will be more crowded, more people could end up driving, and the city's overall quality of life would be degraded, she said.

With the bypass, the CTA could add six to nine Red Line trains and six to eight Brown and Purple Line trains per hour, or at least an additional 7,200 riders, the CTA said.

"This is not about three to four minutes," Chase said. "This is about six to eight decades of investing in the future. This is about enough train service in the future."

Hughes and her supporters said the talk about capacity is simply a more vague way of discussing the project to confuse the public. It's misleading, much like

with conceptual renderings, which paint a rosy picture for what will actually be a desecration, they said.

CTA's images of the junction, [such as this one](#), show buildings that don't exist — a false promise since the CTA would not be building those developments, neighbors argued.

"This is unbelievable, if not an outright lie," Hanley said of conceptual renderings.

Chase said the renderings, by their nature, must show buildings that don't exist. They were created by architects and engineers based on current trends in Lakeview development, such as multifamily homes and retail buildings, Chase said.

Though many neighbors said the flyover's construction will destroy Clark Street's landscape, the CTA believes Lakeview's "vibrant" real estate market will continue after the project finishes, Chase said.

"There is no evidence that suggests that decades of trends would be reversed after CTA makes this investment to improve transit," she said. "There's no validity to that argument."

Neighbors on Wilton Avenue, a block near the tracks, are wary of trusting the city.

CTA has said the project's not a done deal, and neighbors hope to convince enough other people in the neighborhood that it shouldn't be one.

"To me, it's about more than my property," Hughes said. "It's my neighborhood. When I walk outside, I want a world to be there."

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 CDT Updated: 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 **easier** 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>

Chicago Sun-Times

<http://www.suntimes.com/news/metro/27619364-418/cta-open-house-draws-foes-backers-of-brown-lines-belmont-flyover.html#.U4SeH3JdVHV>

CTA open house draws foes, backers of Brown Line's Belmont 'flyover'

47

BY MITCH DUDEK May 22, 2014 9:42PM

Lake View residents attend a CTA open house on Thursday about the proposed CTA expansion that would start at the Belmont station. | Michael Jarecki/For Sun-Times Media

ARTICLE EXTRAS

[View Gallery](#)

Updated: May 23, 2014 9:12AM

Ellen Hughes thinks a proposed CTA project that calls for a number of buildings to be torn down on North Clark Street will destroy a bit of Lakeview's soul.

"I love Clark Street and I think all Chicagoans should love Clark Street," Hughes said Thursday night at an open house held in a police station just east of Wrigley Field, where residents wandered past architectural renderings and talked to CTA employees.

"As you go through every neighborhood, Clark Street kind of defines your neighborhood, and it's kind of cool, like in Andersonville and Lincoln Park," she said.

The CTA Belmont Flyover project calls for nearly 20 buildings to be town down, many of them on Clark, between Belmont and Addison. The project would create a ramp for northbound Brown Line trains to travel over elevated tracks that handle Purple Line and Red Line trains in order to alleviate a clogged intersection near Belmont Avenue and help do away with a delays that range from 30 seconds to 4 minutes — with an average of 84 seconds. It would cost \$320 million — funds that have not been fully secured.

“Yes, the character of the street will change,” said Carole Morey, CTA’s chief planning officer, but it will also be rife for new development.

New development is a nightmare for Steve Johnson. Seven years ago, he bought a penthouse unit in a newly-built six-story building that’s on the demolition list.

“It’s my dream home,” said Johnson, who is fighting the plan, which he called an unnecessary “federal money grab.” Johnson, 38, who will receive fair market value from the city for his property, has sat at his window with a stopwatch to test the CTA’s statistics on train delays.

“The bottleneck doesn’t exist,” he said. “There are some delays during rush hour but no more than waiting for the average train in front of you.”

Johnson, who started a block club and worked with police to get prostitutes off his block, is toiling with the question of whether or not he should reinvest his time and money back in the neighborhood, or move to the suburbs. “At what point is enough, enough?” he asked.

Not everyone was against the project.

“I think it’s great,” said Maria Diecidue, who lives in Lakeview and is a communications manager for IBM. “I think its about time we had something progressive ... we don’t do enough progressive things to rebuild the infrastructure.”

As for property owners affected: “My heart goes out to those folks. I wouldn’t want it to be my house, so that is a real problem and I hope we’ll be able to address it as gracefully as possible,” said Diecidue, who admitted her stance might change if her house were on the demolition list.

The bypass is expected to end delays heading in and out of the Belmont station, speed up travel times on all three trains and increase the number of trains that can run on the three lines. Work won’t begin until 2017 at the earliest

Ald. Tom Tunney (44th) said he supported the project to update the section of track that was built in 1907, but noted it was important to do it in a way that would lessen the impact of adjacent property owners.

“CTA ridership is the economic engine for our city,” Tunney said. “This project is not about 2014. This project is about 2014 to 2050.”

Chicago Tribune

<http://www.chicagotribune.com/news/opinion/letters/chi-cta-flyover-will-benefit-employers-in-chicago-20140522,0,7437080.story>

CTA flyover good for employers



Email Pinterest

12:09 p.m. CDT, May 22, 2014

The announcement by the CTA last month about plans to rebuild the Clark Junction where the Brown, Purple, and Red Line tracks cross is big news to employers.

One of the greatest competitive strengths of the Chicago area is our transit network that connects people with economic opportunities. A 2012 report by the Chaddick Institute at DePaul University found that bringing transit into a state of good repair provides over \$1.5 billion in annual benefits and could provide an additional 15,000 to 41,000 jobs in the region.

Make no mistake about it: Transit is an increasingly important tool to attract the best and the brightest workforce for Chicago businesses. In March, transit ridership across the country reached its highest level in over 50 years. Today, transit in the Chicago region carries more passengers than it has at any time in the last 20 years. CTA has contributed to that growth by reducing congestion on their system while improving all-around service. This is another step toward improving our global competitiveness by providing world-class service to the region.

The stretch of track where those lines converge is over 100 years old and plagued by delays. This rebuild will allow this stretch of track to meet future capacity needs for decades to come, result in less wait time at stations, and improve the overall reliability of the affected rail lines. These quicker, more predictable trips will move people to and from work when they need to and encourage more people to take advantage of transit.

Since the last major platform renovations on the Brown Line in 2009, CTA ridership has increased more than 30 percent while the overall number of trips by rail have continued to trend upward since 2007. It's not hard to imagine what happens to ridership when you combine platform renovations with fewer delays.

This is transit's next step forward in the Chicago region. The Red Line's south branch reconstruction last year reduced the time it takes passengers to travel from the South Side into the Loop. The development and planning of bus rapid transit lines will bring frequent and dedicated transit beyond what rails can reach while Blue Line renovations will bring much needed improvement between O'Hare and the Loop. Very rarely will one project fix everything; however, a series of projects can improve a system and increase the attractiveness of a region as a place to live and work.

The result of all of these improvements is a world class system that helps connect employees.

— *Benjamin J. Brockschmidt, executive Director of the Infrastructure Council and director of Federal Affairs, Illinois Chamber of Commerce*

DNAinfo Chicago

<http://www.dnainfo.com/chicago/20140523/lakeview/belmont-bypass-met-with-skepticism-from-lakeview-residents>

Belmont Bypass Met With Skepticism From Lakeview Residents

By **Erica Demarest** and **Serena Dai** on May 23, 2014 8:11am

Slideshow



Community Meeting on Belmont

Bypass

LAKEVIEW — Despite CTA outreach efforts at a Lakeview open house Thursday, locals are still dubious about the proposed Belmont Bypass.

"When you talk about destroying a good chunk of the neighborhood with no tangible benefit for the neighborhood, it's a hard pill to swallow," said Adam Rosa, 36, who lives three blocks from the Belmont "L" station.

The CTA announced in April plans to create an additional track at the busy station, which connects Brown, Red and Purple lines. The \$320 million project, which would be funded with federal grants, could alleviate delays.

It also would require the city to **buy 16 buildings**, partial air rights over two buildings, a vacant lot and two parking lots — including **several mixed-used buildings** on Clark Street and **five residential buildings** on Wilton Avenue.

Residents said they're worried about what will be left.

The additional track, which will run above existing lines, would require large support beams, neighbors said. This could make it hard to replace homes and businesses torn down for the project.

Rosa called the proposal "an engineering approach to an urban-planning problem." He said he's in favor of CTA improvements, but would prefer something more "elegant and refined."

At Thursday's meeting, held in the Town Hall police station at 850 W. Addison St., residents perused renderings and info charts as they chatted with CTA officials.

Kurt Hanson, 59, has lived on the east side of Wilton Avenue for more than 20 years.

He said he's wary of the facts and figures present Thursday, especially after the CTA initially claimed Belmont delays last four minutes — a number residents **and media** have hotly contested.

Hanson said the renderings looked "beautiful" and "nice," but officials on hand didn't mention any negatives of the project — something he considers their responsibility as "public servants," he said.

"There must be pros and cons," Hanson said. "And they're not revealing the cons."

Bob Hughes, 65, who's lived on Wilton for more than 30 years, said he was annoyed the CTA didn't have renderings of Clark Street, which could see a train line crossing over it in the near future.

"It's an ugly idea, so they don't want to show it," Hughes said. "They don't want that image in people's minds."

But city and CTA officials said the renderings were just that. Court reporters took down complaints and suggestions Thursday, and the CTA said it's open to change its existing plan.

"I don't think that presentation is, by any stretch, a done deal," said Ald. Tom Tunney (44th). "I think there will be some kind of bypass at this intersection, but the design has not been finalized. They put out a worst-case-scenario number of properties to let people know it's being considered."

Tunney said "there's a level of mistrust" among residents that stems largely from previous CTA and city administrations. He hopes the city will create a plan that works for Lakeview.

According to Chase, the CTA will spend a year meeting with neighbors, community groups, real estate experts and city officials to tweak its plan.

"Anybody who wants to talk to us, we'll listen," she said.

She said parts of the Belmont infrastructure were built in 1907. Small delays and crowded trains are daily problems along the Red and Purple lines, which are the city's busiest.

"Delays are a symptom of the bigger problem — meaning, we're already at capacity," Chase said. "We think ridership is only going to grow. It's a transit-dependent city."

Despite CTA assurances, many neighbors said they didn't think the agency would listen to their complaints.

"I think they're going to do what they want to do," said Adam Mancuso, who lives a block from the station. "This is just a formality."

Redeye

<http://www.redeyechicago.com/news/cta/redeye-residents-debate-cta-belmont-bypass-20140522,0,7474567.story>

Residents debate CTA's proposed Belmont bypass



Concerned citizens look at the CTA's plans for the Belmont flyover Thursday during a community meeting at the 19th District police station. (Brian Cassella / Chicago Tribune / May 22, 2014)

By Tracy Swartz, [@tracyswartz](#) RedEye

8:34 p.m. CDT, May 22, 2014

Jacob Peters doesn't live near the Belmont stop in Lakeview, but Thursday he waded into what is shaping up to be a neighborhood fight over a CTA proposal to create a bypass near Belmont Avenue to ease Red, Purple and Brown line train travel.

Peters, who lives in Logan Square, said he rides the CTA through Lakeview several times a week—the Red Line to visit his girlfriend in Lakeview and the Brown Line to visit his parents in Albany Park. He said he has frequently waited at the train bottleneck north of the Belmont stop.

Peters said he supports creating a Belmont bypass, but he opposes the CTA's proposal to forcibly purchase 16 buildings to make the bypass happen.

"The improvement is direly needed, but I don't think 16 buildings have to be torn down," said Peters, 27. "It just has to be done in a scapel-like way rather than a hammer-like way."

Peters was one of more than 170 people who attended a CTA hearing Thursday in Wrigleyville about the proposed \$320 million flyover. Participants who talked to RedEye expressed mixed reaction to the bypass, which would allow Brown Line trains to travel up and over Red and Purple Line tracks to avoid having to wait for those trains to pass at the junction near Belmont.

The CTA said the bypass, which would be 40 to 45 feet tall at its highest point, is needed so that it can increase train capacity by 30 percent and reduce train wait time there. But the proposal has drawn ire from Lakeview residents who say they oppose the CTA's building demolition plan, which would alter the neighborhood's skyline.

There is no timetable for construction, which could begin in 2017 at the earliest. The CTA still is working to identify funding for the bypass, which is part of its plan to modernize the Red Line with proposed projects such as extending the Red Line from 95th Street to 130th Street and renovating four North Side stations and accompanying track.

The flyover is by far the most controversial proposal of the Red Line modernization.

Mariela Bayer, who lives in Lakeview and rides the Red Line frequently, said at Thursday's hearing she is concerned about the fate of the buildings in the crosshairs. She is not sure that the CTA's current proposal is the best route.

"I don't want to have 16 property owners lose their locations just because I don't want to be a sardine in a train car," said Bayer, 25.

Some of the 16 buildings targeted for CTA purchase are residential, but some are businesses such as Johnny O'Hagans Irish Pub & Restaurant, 947 W. Roscoe St., and Beggars Pizza and Beer bar, 3415-3419 N. Clark St. Residents and businesses learned their buildings could be impacted through letters mailed to them.

But the CTA said this work is necessary. The agency said the average delay for trains waiting at the junction near Belmont is 84 seconds, though residents who have self-timed the trains say the average delay is much less.

The CTA says the project is not just about reducing delays—it's also about increasing capacity. The bypass would allow the CTA to add six to nine Red Line trains per hour during rush periods, the agency said. Additional trains could serve 7,200 more riders.

"If CTA does not address the rail configuration, the current level of service will stay the same in the future despite the fact that more customers will be taking public transportation. In other words, ridership will be capped, with long-term consequences for Chicago and its residents," CTA spokeswoman Tammy Chase said in an e-mail to

RedEye.

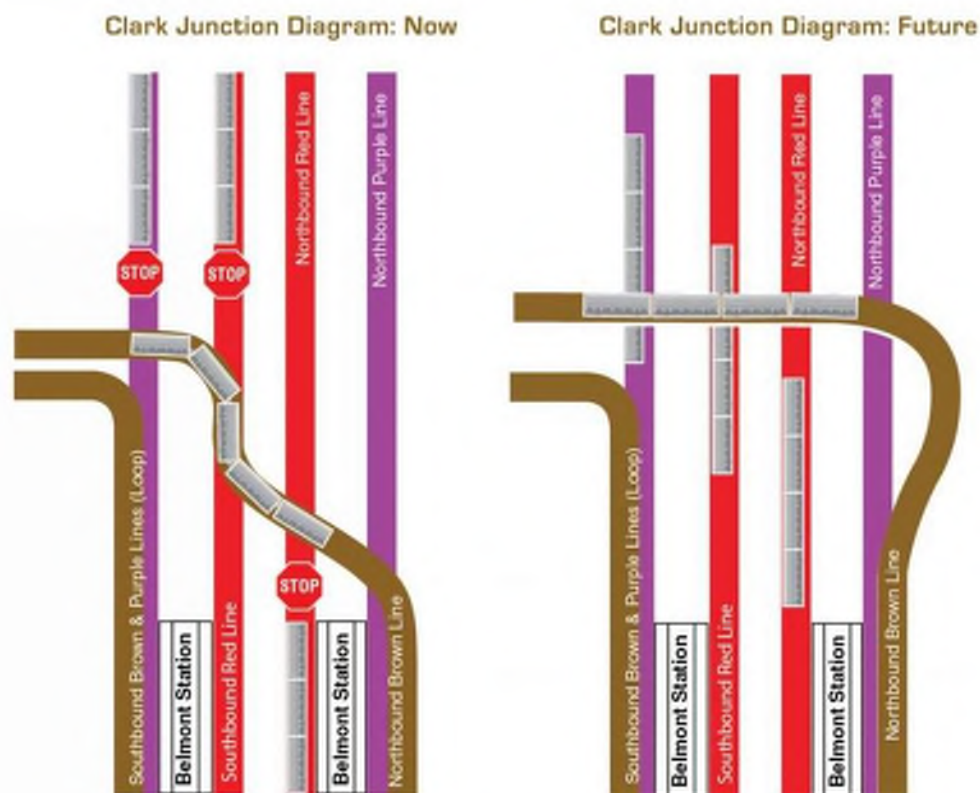
This is not the first time the CTA has purchased parcels for a construction project. The CTA bought 40 properties for its \$530 million Brown Line project to renovate 18 stations five years ago.

At Thursday's hearing, two CTA board members in attendance, Ashish Sen and Kevin Irvine, said they were listening to rider feelings and haven't formed firm stances on the proposed bypass. Both board members are Brown Line riders.

"There is no doubt that the Red Line has reached capacity and something has to be done," Sean said. "But I have an open mind on what that something is."

CTA: Growing North Side Needs Brown Line Flyover

by [Steven Vance](#)



CTA diagrams show how the flyover would eliminate delays on three tracks.

Last night, the Chicago Transit Authority explained at a packed open house that it simply cannot run any more Red Line trains through the Clark Junction, the busy crossing one block north of the Belmont station where the Brown Line splits from the Red and Purple Lines. To untangle the crossing, CTA has proposed a flyover that would send northbound Brown Line trains over, instead of in the way of, up to three Red and Purple Line trains that pass every 3-7 minutes during rush hour. CTA spokesperson Catherine Hosinski said that [previous news reports](#), focusing on today's average 84-second delay, miss the point: The project is about improving reliability today, and increasing Red Line service in the future.

CTA added additional trains to the Red Line in 2012, when the Plan to Reduce Crowding reduced some bus service and [increased train and other bus service](#). [Materials at the open house](#) now say that “the aging Red Line has reached capacity,” and that no new trains can be added during rush hour until Clark Junction is fixed. In addition, delays to any one train that occur today now result in ripple effects down the line, Hosinski said, since the junction’s signals are so tightly scheduled. She made an analogy to a street intersection: “Do people make left turns from the right lane, across all other lanes, on city streets? No, because it doesn’t make sense...and neither does this 100 year-old design.”

The CTA projects that, “if growth continues as it has historically,” ridership in 2030 will require twice as many southbound trains – up to 80 trains in the morning peak hour. The Chicago Metropolitan Agency for Planning, our region’s comprehensive planning agency, “estimates that over 185,000 new residents will live within half a mile of the North Red and Brown Line stations” in 2040, compared to 2010, and that many of those residents will rely upon transit.

Without the flyover, the CTA says that they won’t be able to add more train trips. The Red Line is one of only a few corridors on the North Side that even can be expanded. The area’s arterial streets ([including Lake Shore Drive](#)) are also already congested, and continued population and job growth will only strain the system further. In the end, growing congestion and continued delays will discourage development on the north side – [a rare, but important example](#) of a growing transit-oriented corridor in the Chicago area.

Residents and business owners are understandably upset that their homes and businesses may have to move, if the project is approved by the CTA board and federal government. Jacob Peters, a Streetsblog reader, [told the RedEye](#): “The improvement is direly needed, but I don’t think 16 buildings have to be torn down.” He suggested using a “scalpel,” instead of a “hammer,” to carve out a route.

44th Ward Alderman Tom Tunney spoke to many attendees and to Streetsblog. “Of course there’s a positive [community impact]. This is infrastructure for the next generation. As a CTA user myself, all you have to do [to see the problem] is go on during rush hour or a Cubs game.”



Alderman Tunney speaks to residents at the open house.

Tunney is concerned, however, that 16 property owners would be displaced. “This is an upheaval for them. One building is a 12 or 14 unit condo building [that was] recently built.” He pointed out that this will create another headache for some property owners, especially on Wilton Avenue. “It’ll be another ten year planning process,” he said, referring to the lengthy Brown Line reconstruction project, “dealing with planning, to execution, and construction, and then another 18 months for redevelopment.”

Michael Connelly, CTA vice president of planning, assured the crowd that the design is nowhere near complete. “The renderings here are meant to be conceptual, and to serve as a frame of reference,” so that residents would better understand how things might look. He said that after this meeting, CTA will ask the Federal Transit Administration for permission to move forward with engineering and design options, after which they will hold another public meeting. Construction could begin as early as 2017.

The Redline Project

<http://redlineproject.org/ctapublicmeeting52214.php>



A rendering of the Belmont flyover. (Rendering courtesy of CTA)

CTA's Belmont Bypass Gets Mixed Reviews at Open House

By Emily Brosious

 [@RedLineProject](https://twitter.com/RedLineProject)

Posted: Friday May 23, 2014

More than 100 people filed in to the 19th District Police Department in Wrigleyville Thursday night for a hearing on CTA's proposal to create a [flyover rail bypass](#) near Belmont Avenue.

This was the second [hearing](#) CTA held to gather public comments and feedback before moving forward with phase one of a major rail revamp dubbed “Red-Purple Modernization.”

Public reactions were mixed at Thursday’s public meeting, although a proposed \$320 million rail flyover was especially controversial.

The planned flyover received harsh criticism from some Lakeview residents, like Bob Hughes, who said the bypass would “block out the sky and totally destroy the neighborhood.”

Hughes lives on Wilton Avenue, just across the street from the flyover’s proposed location. The longtime Lakeview resident strongly opposes the CTA’s rail bypass proposal, calling it “unnecessary” and “destructive.”

CTA’s plans would require the city to forcibly purchase and subsequently demolish 16 buildings to make way for the new Belmont bypass.

CTA says the bypass is a necessary renovation that would ease bottleneck traffic at a nearby rail interchange where Red, Purple and Brown Line trains frequently encounter delays waiting for one another to pass.

The bypass would create a separate, nearby elevated track bed for Brown Line trains, eliminating the bottleneck problem, the CTA says. The flyover would be 40 to 45 feet at its highest and would increase overall rider capacity by 30 percent for all three rail lines, the CTA says.

Hughes said the slight time and space benefits created by the bypass aren’t worth the high cost to community stakeholders, who would either be displaced or forced to live with a noisy eyesore looming 40-plus feet high.



The 16 buildings highlighted in green [center image] would be forcibly purchased to make way for the new Belmont bypass. (Photo/Emily Brosious)

John Johnson, a block leader and member of Lakeview Neighbors Association agreed with Hughes assessment of the planned bypass. His association drafted its own alternative proposal for an underground subway bypass rather than a raised flyover.

"I'm worried about noise pollution and loss of the community's local character," Johnson said at Thursday's meeting. "This subway bypass would alleviate bottleneck traffic on the North Side without destroying the neighborhood."

Homeowner Mathew Duggan isn't entirely comfortable with the idea of forcing people out of their homes and businesses under eminent domain. But he also sees the logic in CTA's proposal.

Duggan said he was still weighing the pros and cons and hadn't come to a decision either way yet.

"It's an old neighborhood with a lot of locally owned businesses, and that's a good thing. The bypass would change that," Duggan said. "But I see the logic behind CTA's project. The system is old and needs upgrades. It makes sense."

Duggan said he was mostly worried about construction time and costs.

"The CTA rarely finishes projects on time and tends to go over budget," he said.

One supporter with no qualms about the planned bypass at the CTA's open house meeting was Harold Washington College student and frequent El rider Charles Papanek. He strongly supports the CTA's planned bypass and public transit investment as a whole.

Papanek said this upgrade is important for the future of Chicago's public transit system. Opponents are acting out of "misguided backlash," he said.

"Their objections are about visual appeal and suspected corruption issues. It's not about the transit," Papanek said. "This is a good project getting caught in the crossfires."

Papanek said he is frequently impacted by delays at the bottleneck interchange, though his support for the bypass project is about more than his own commute.

"It might sound cheesy," Papanek said, "but this is about the greater good ... This is about investing in efficient public transit. It's about creating a system where people aren't reliant on automobiles."



Lakeview Neighbors Association displayed an alternate bypass proposal to create a subway bypass instead of the flyover. (Photo/Emily Brosious)

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 plans to rebuild 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 buy and then tear down 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.

Crain's Chicago Business

<http://www.chicagobusiness.com/article/20140605/BLOGS02/140609905/senate-panel-set-to-ok-120-million-for-cta-work?r=1662C3061245J7V>

Senate panel set to OK \$120 million for CTA work

June 05, 2014

The Chicago Transit Authority may be in line for as much as \$120 million in federal grants, thanks to some Washington string-pulling by U.S. Sen. Dick Durbin.

Aides to Mr. Durbin, the Senate's second-ranking Democrat, report that language setting aside a \$120 million earmark for the ongoing reconstruction of the CTA's Red/Purple Line will be inserted in a new transportation funding bill scheduled to be approved — marked up, in Washington lingo — today by the Senate Appropriations Committee.

Earmarks, of course, no longer formally exist in Washington. But the money would be designated for the CTA under the the U.S. Department of Transportation's Core Capacity program. It's not technically an "earmark," since President Barack Obama also included funding the Red/Purple Line project in his proposed fiscal 2015 budget. When Congress goes along, the allotment is known as a set-aside, not an earmark.

Mr. Durbin not only has enormous influence as the deputy majority leader but serves on the appropriations committee. [He strongly pushed for creation of the Core Capacity program](#), aimed at helping transit operators rebuild and expand aging train lines as opposed to building new ones, which are funded through a separate program.

So far, only the CTA's Red/Purple Line project has been approved for Core Capacity money. [Earlier this year](#), Mr. Durbin and the Obama administration pushed for a \$120 million guideline, but the House in its appropriations bill agreed to spend only \$30 million on undesignated Core Capacity projects. The final figure, presumably somewhere between \$30 million and \$120 million, will be determined by a House/Senate conference committee.

Of course, all federal transportation funding is threatened unless the two parties can agree on a way to replenish the cash-short trust fund that pays for transportation work but is likely to run out of money sometime this summer. Congress also needs to pass a new multiyear federal transportation authorization bill.

The Red/Purple Line work has come in several stages, with reconstruction of the Wilson Avenue el stop set to begin this year and [the CTA recently announcing \\$1.7 billion of work](#) at other stations and construction of a flyover, or bridge, to unsnarl the junction of Red and Brown line tracks just south of Wrigley Field.

The CTA soon is expected to seek funding to extend the Red Line south from its current terminal at 95th Street.

Follow Greg on Twitter at [@GregHinz](https://twitter.com/GregHinz).

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

When and Where?

These facilities are accessible to people with disabilities.

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 St, Chicago, IL 60613

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 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.

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 proyectos 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 estación 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 (Línea 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 Primera Fase del RPM, las cuales incluyen dos componentes principales:

- 1. Circunvalación Roja-Morada:** Construcción de una circunvalación de rieles al norte de la 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 del 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



Chicago Transit Authority

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[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](#)
- [Lawrence to Bryn Mawr Modernization Project](#)
- [FAQs](#)
- [Documents](#)

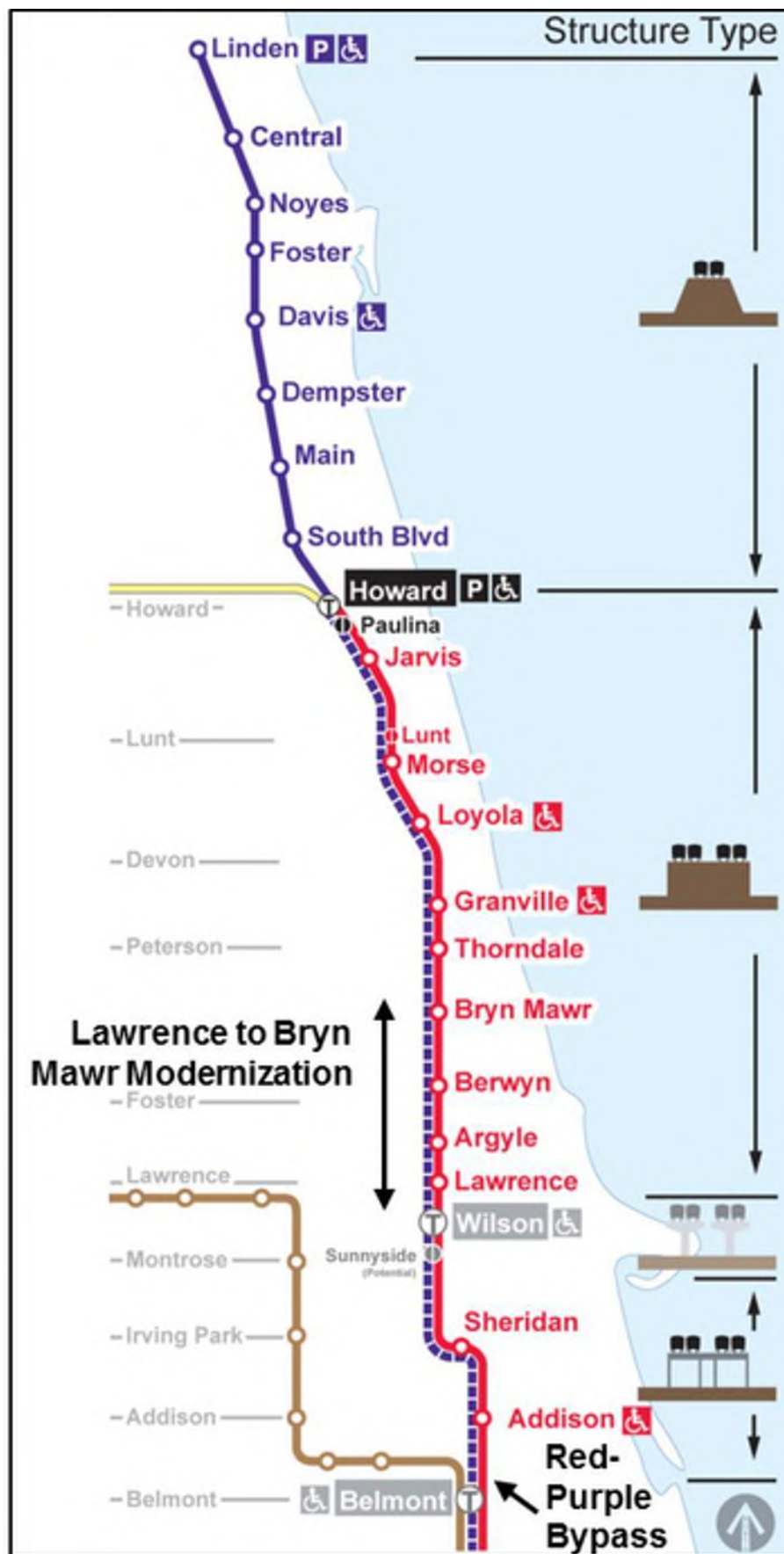


0:00 / 4:50

[\(versión española\)](#)

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. [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.



Preliminary conceptual rendering of a reconstructed Bryn Mawr station

2. [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.

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)

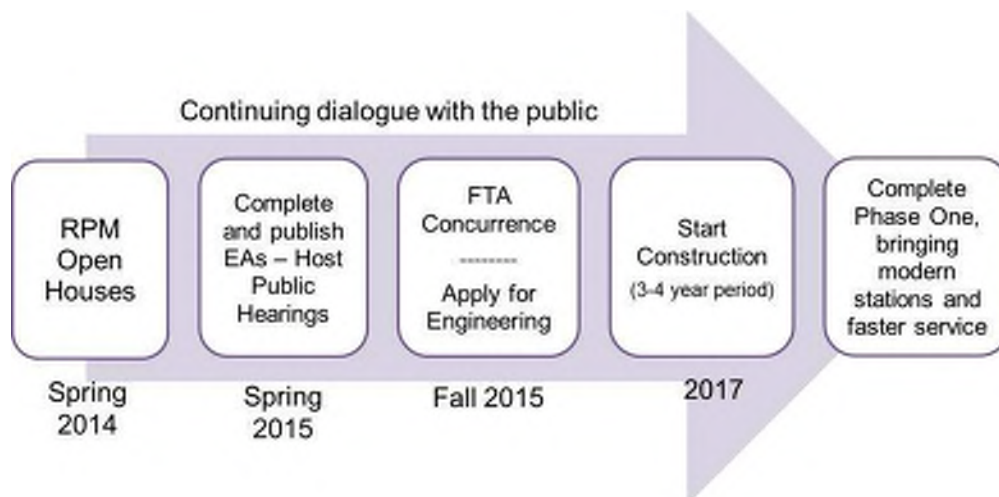
Each open house will focus on one specific Phase One project. The public is invited to attend both meetings.

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.



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

Or e-mail RPM@transitchicago.com.

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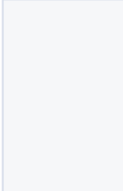


E-mail:
feedback@transitchicago.com

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 **Chicago Transit Authority** shared a link.
April 17 · 🌐

Today, @ChicagosMayor and we announced the next steps in modernizing the Red Line: <http://ow.ly/vTMp0>



Mayor Emanuel, CTA Announce Next Steps in Modernizing the Red Line,...
www.transitchicago.com
CTA Unveils First Phase of its Red and Purple Modernization Program That Will Ultimately Rebuild the Northern Section of the Red Line and the...

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 **cta** 
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Today, @ChicagosMayor and we announced the next steps in modernizing the Red Line: ow.ly/vTMp0

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2



9:50 AM - 17 Apr 2014

 **cta** 
@cta



Learn about Red & Purple Modernization, which includes improvements Lawrence-Bryn Mawr + a Red-Purple Bypass: ow.ly/vTNgt

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10:50 AM - 17 Apr 2014

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ICYMI: We announced more on Red+Purple Modernization today, including Red-Purple Bypass and Lawrence-Bryn Mawr Mod. ow.ly/vUyag

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5

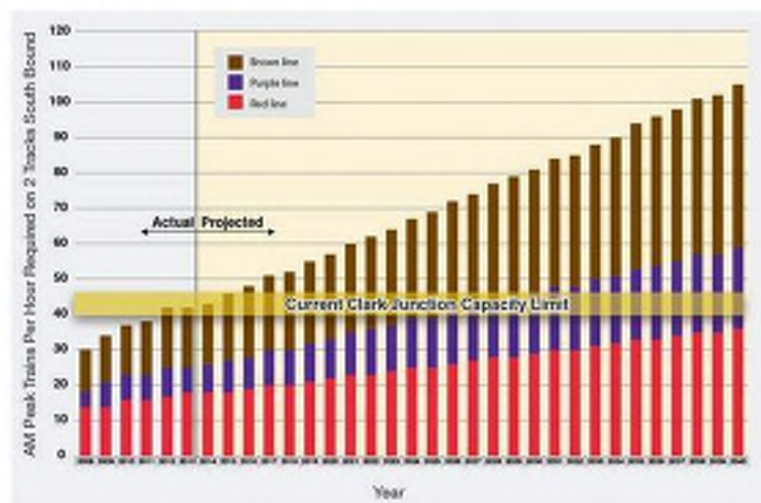


4:56 PM - 17 Apr 2014

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Why is Red-Purple Bypass, part of [#RPModernization](#), important? We need to fix the bottleneck to provide more service. pic.twitter.com/Dg0ris8vIW

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Source: 2008 - 2013 CTA Passenger Flow Data

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4:09 PM - 22 May 2014

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Proposed Red-Purple Bypass near Belmont would let us add svc for at least 7200 add'l riders/hr. Meeting board pdf: ow.ly/xagNd

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4:30 PM - 22 May 2014



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Learn more about the RPM Program, incl. Lawrence-Bryn Mawr Modernization & the Red-Purple Bypass Projects here: transitchicago.com/rpmproject

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FAVORITE
1



4:50 PM - 22 May 2014



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. Addison St, Chicago

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

www.transitchicago.com/RPMProject • RPM@transitchicago.com • 1-888-YOUR-CTA (1-888-968-7282)

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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 [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.

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 five days prior to the meetings at (312) 681-2712 or jwilson@transitchicago.com.

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.*

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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. 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?

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 five days prior to the meetings at (312) 681-2712 or jwilson@transitchicago.com.

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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

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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:

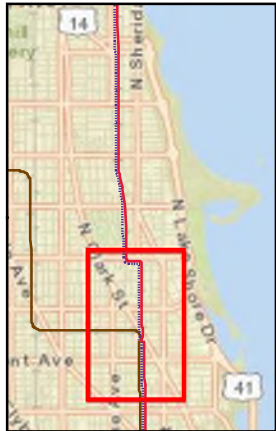
1. Red-Purple Bypass Project: Construction of the Red-Purple Bypass north of the Belmont station to eliminate delays.
2. Lawrence to Bryn Mawr Modernization Project: Completely rebuilding four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and rebuilding all tracks, support structures, bridges, and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

**RPM Project Flyer Distribution
Red-Purple Bypass Area**



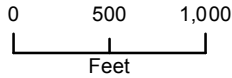
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Legend

- CTA Rail Station
- Flyer Distribution Areas**
 - Team 1
 - Team 2
 - Team 3
- Purple Line
- Brown Line
- Red Line

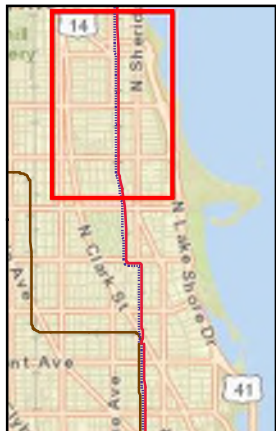
Scale



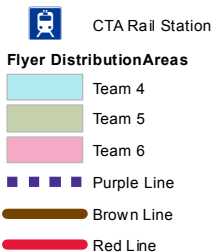
**RPM Project Flyer Distribution
Uptown-Edgewater Area**



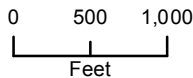
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Legend



Scale








RPM Project Flyer Distribution
Team 1: Red Line - Belmont Station (Sheffield)



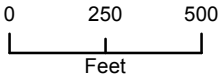
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Legend

-  CTA Rail Station
-  Flyer Distribution Area
-  Purple Line
-  Brown Line
-  Red Line

Scale



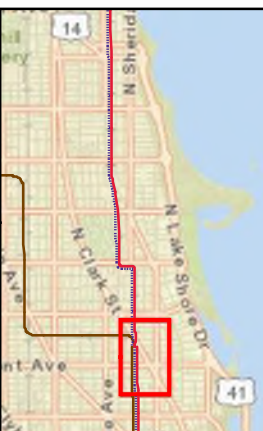
Team1

RPM Project Flyer Distribution
Team 2: Red Line - Belmont Station (Clark)






North



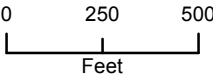
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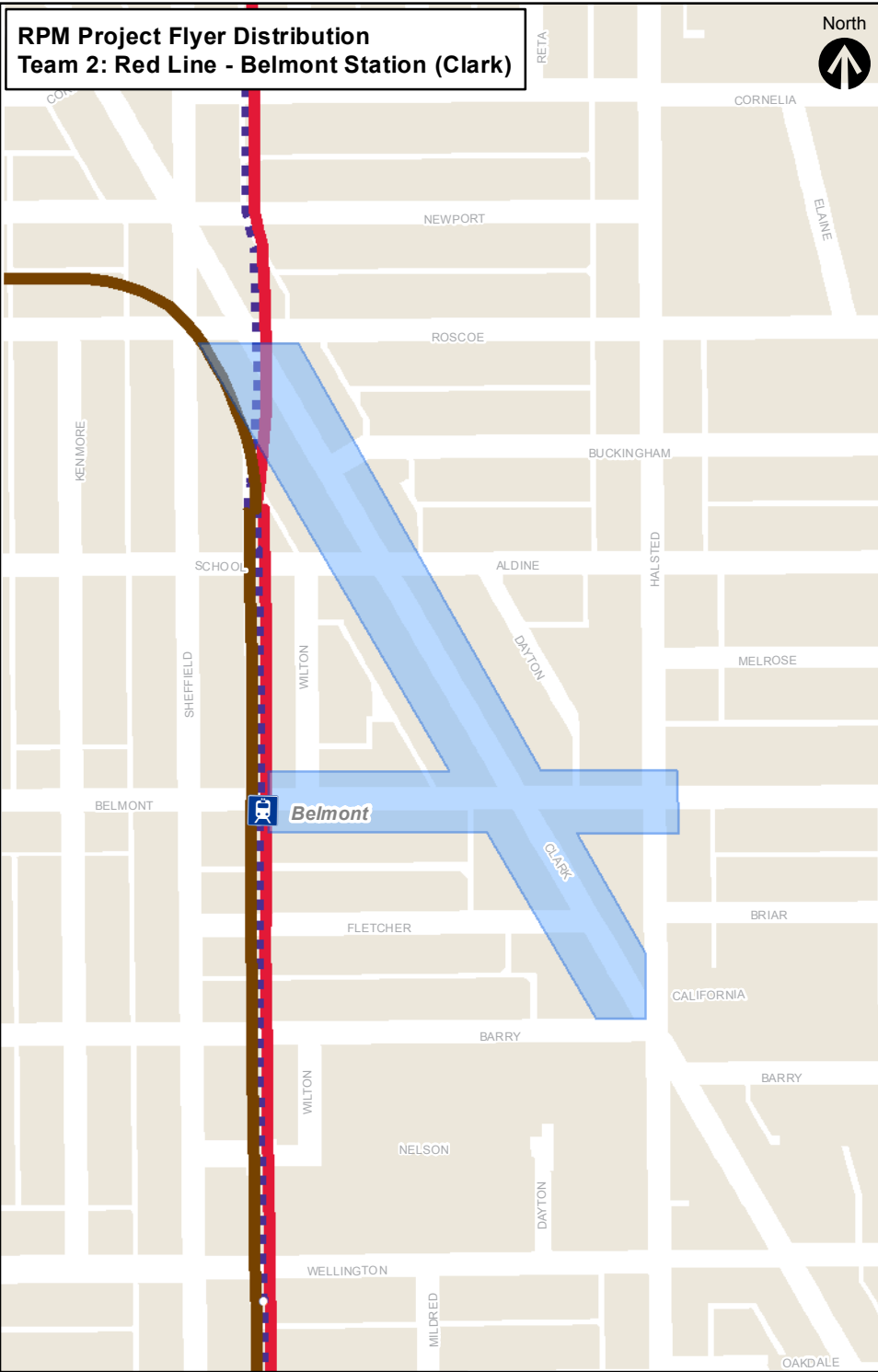
Legend

-  CTA Rail Station
-  Flyer Distribution Area
-  Purple Line
-  Brown Line
-  Red Line

Scale



Team2

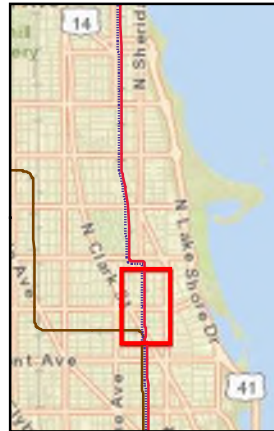


**RPM Project Flyer Distribution
Team 3: Red Line - Addison Station**

North



Inset



Legend



CTA Rail Station



Flyer Distribution Area



Purple Line

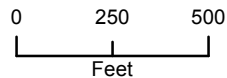


Brown Line



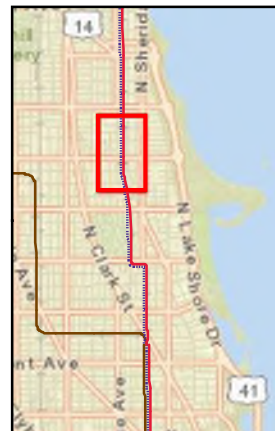
Red Line

Scale

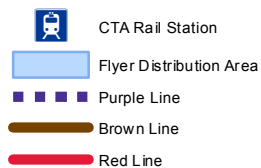


Team3

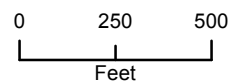
Inset



Legend



Scale

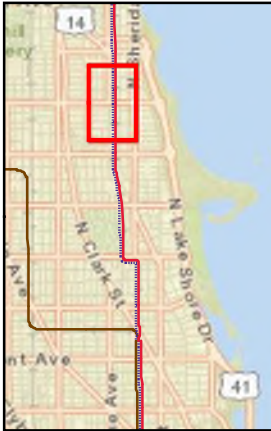


Team4






RPM Project Flyer Distribution
Team 5: Red Line - Berwyn/Argyle Station



Inset



Legend

-  CTA Rail Station
-  Flyer Distribution Area
-  Purple Line
-  Brown Line
-  Red Line

Scale



Team5

RPM Project Flyer Distribution
Team 6: Red Line - Bryn Mawr Station

