



## Building a better transit experience for our customers

When completed, the RPM Project would deliver all the benefits of modern service and infrastructure for customers.

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

## Next Steps

CTA is conducting an Environmental Assessment for the Red-Purple Bypass Project in order to qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing once the Environmental Assessment is prepared.

## Red Ahead

RPM is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

The Red Ahead program also includes the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Project (beginning in summer 2014), the Wilson Station Reconstruction Project (beginning in fall 2014) and the Red Line Extension Project, which would extend the line south to 130th Street (currently in planning).



## Phase One: Red-Purple Bypass

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## New Bypass at the intersection of the Red, Purple, and Brown lines

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

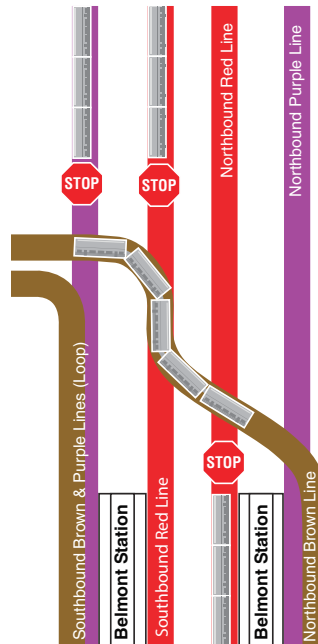
Currently, when northbound Brown Line trains travel across this intersection, any Red or Purple line trains approaching this intersection must stop and wait for signal clearance. This means as many as three Red and Purple line trains may be simultaneously delayed. This outdated track configuration dates back to 1907 and was not originally designed to connect three separate routes as it does today.

As part of the first phase of the Red and Purple Modernization (RPM) program, CTA plans to construct a new Red-Purple Bypass at this intersection to increase the speed and efficiency of all Red, Purple, and Brown line trains. This improvement would eliminate the need for trains to stop and wait for crossing trains.

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

- Reduce delays and crowding and improve reliability.
- Increase the number of trains CTA can run on the Red Line by 30 percent.
- Add six to nine trains per hour during rush periods.
- Speed Red and Purple Line trains by 60 percent through this intersection.
- Save customers a half million travel hours each year.

## Current Track Configuration



The current track configuration just north of Belmont requires up to three Red and Purple line trains to stop and wait for a single Brown Line train to cross. This happens throughout every weekday but more frequently during rush hour when trains must wait for signal clearance every three to four minutes. This configuration can produce rippling delays to service on all four tracks, delaying over 40 percent of all weekday Red, Purple and northbound Brown Line trains.



## The RPM Corridor Vision

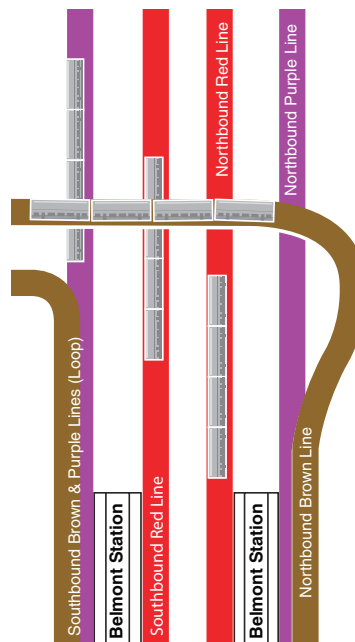
CTA is undertaking a major new initiative to completely rebuild the northern portion of the Red Line (Belmont station to Howard station) and the Purple Line (Belmont station to Linden station). The Red and Purple Modernization (RPM) program would fully replace old, deteriorating infrastructure and stations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

## Phase One Improvements

A massive, multi-stage project, RPM would be completed in phases. The first phase would include two main components:

- 1 Construction of the Red-Purple Bypass north of the Belmont station to eliminate delays where the Red, Purple, and Brown lines all intersect and trains must stand and wait for other trains to pass.
- 2 Completely rebuilding four aging stations (**Lawrence, Argyle, Berwyn, and Bryn Mawr**) and rebuilding all tracks, support structures, bridges, and viaducts between Leland and Hollywood Avenues. The new stations would include modern amenities and elevators to make them accessible to customers with disabilities, and the new tracks would significantly improve train speeds and service reliability.

## Bypass Track Configuration



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