

RED AHEAD



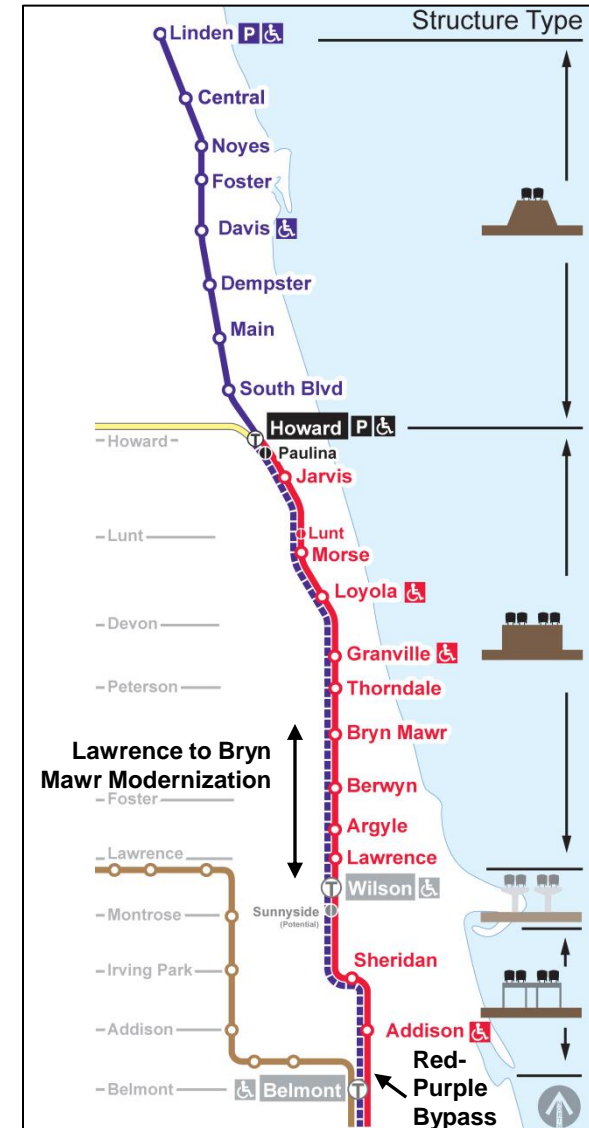
Red and Purple Modernization (RPM)



Chicago Transit Authority

RPM – Phase One

- Build the **Red-Purple Bypass** north of Belmont
- Modernize stations, track and structure **Lawrence to Bryn Mawr**
 - Expand ADA accessibility with elevators, platform expansion
- Track work to repair slow zones along the entire corridor, beyond the Phase One Improvements
- Modernize signal system to increase capacity and reliability
- **Two** Environmental Assessments, analyzing community and environmental impacts, will be conducted
 - One for the **Red-Purple Bypass Project**
 - The other for the **Lawrence to Bryn Mawr Modernization Project**
- Combined, the Phase One projects are estimated to cost \$1.7 billion at completion



RPM IS NEEDED NOW

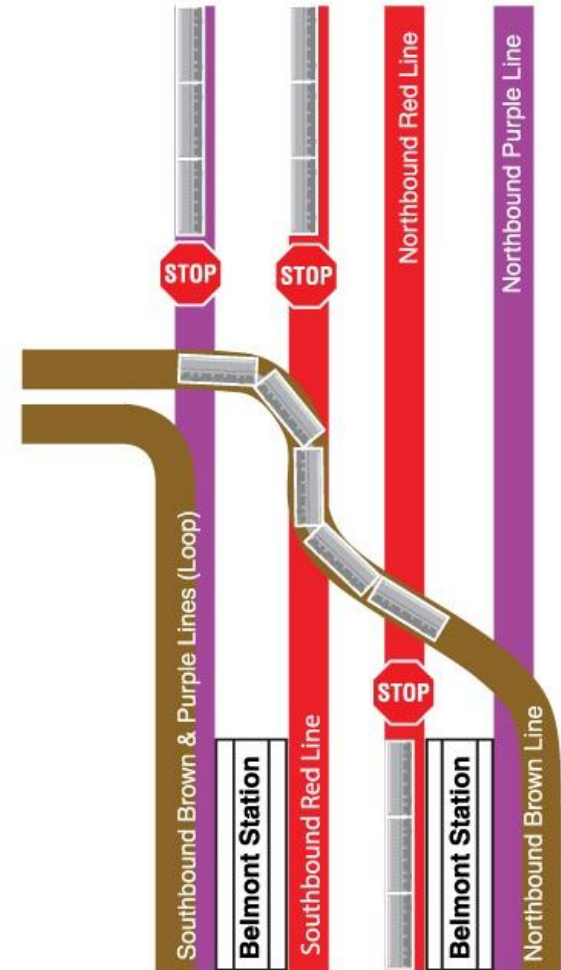
- Runs on structures built more than 90 years ago
 - = higher maintenance cost and slow travel speeds
- Shelters customers in stations built in the 1920's
 - = cramped and not ADA accessible
- Has had a 40% increase in morning and evening ridership over last five years
 - = crowding and less reliability
- Provides 1 out of every 5 CTA train rides
 - = *great potential!*

Challenge: Red, Purple, and Brown Line Intersection

- Up to **150,000 rides** pass through the busy rail intersection near Belmont every weekday
- A single Brown Line train can delay three other trains at a time
- Trains that should take only 1 minute to travel through the intersection can take **over 4 minutes**
 - Over 40% of weekday trains are delayed
 - Delays weekday trains 450 hours a year
 - Results in unreliable service
 - Makes adding service difficult

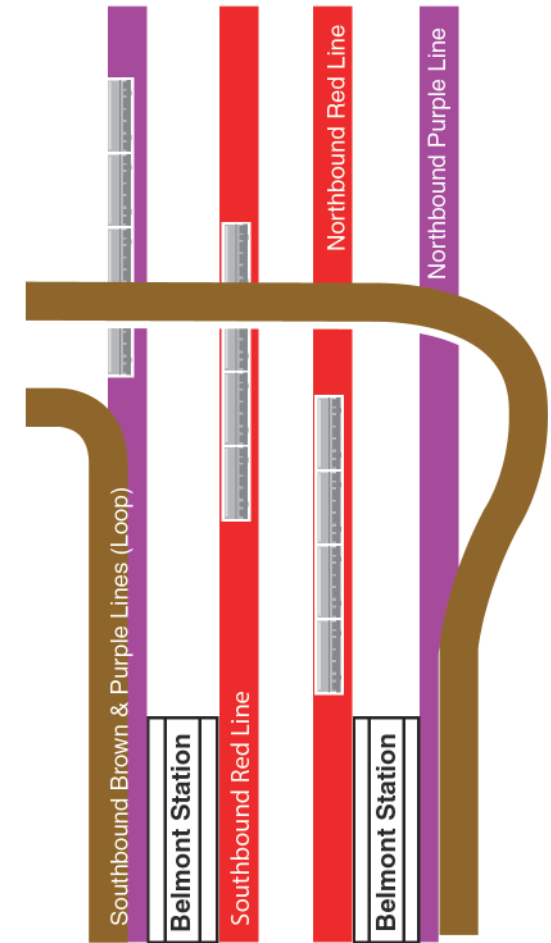


“Your attention please! We are **standing** momentarily waiting for signal clearance.”



Proposed Solution: Red-Purple Bypass

- The **largest capacity improvement** in in the entire RPM corridor
- Allows trains to travel **50-60% faster** through intersection compared to today
- Saves customers **half a million hours annually**
- Allows **30% of additional service** and less crowding
- **Improves reliability** for all Red, Purple and Brown Line trains



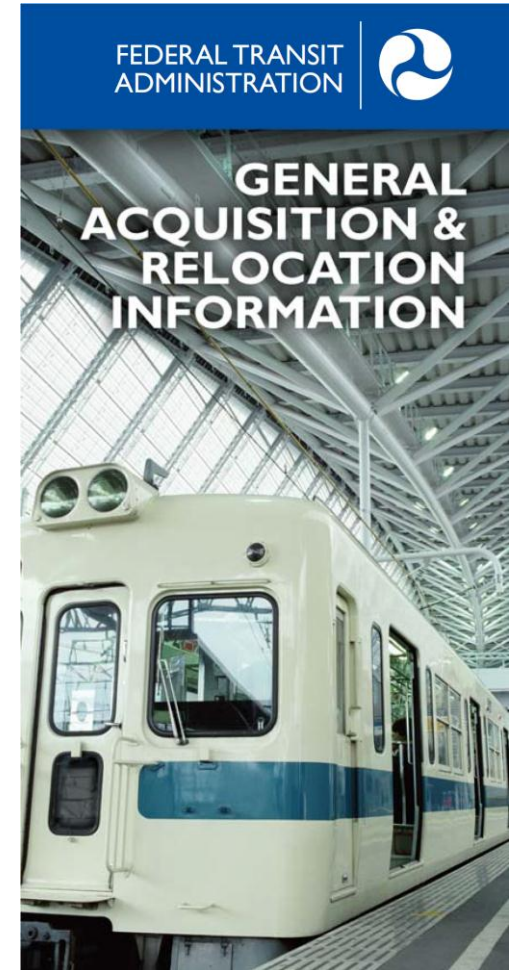
RPM Phase One: Red-Purple Bypass Concept rendering looking north from Belmont platform



Property Displacements

The CTA's RPM Phase One projects would require some existing properties to be acquired to accommodate:

- Expanded station platforms
- Reduction in curves
- The Red-Purple Bypass
- Construction staging areas



Property Displacements: A Comparison

Project	Red and Purple Modernization – Phase One		Brown Line Capacity Expansion
	Red-Purple Bypass	Leland to Hollywood Modernization	2006-2008 For reference
TOTAL Primary Building Displacements	16	3	40

To mitigate the impact of acquisition, property owners are protected by the Federal Uniform Act on relocation assistance and property acquisition. Property owners:

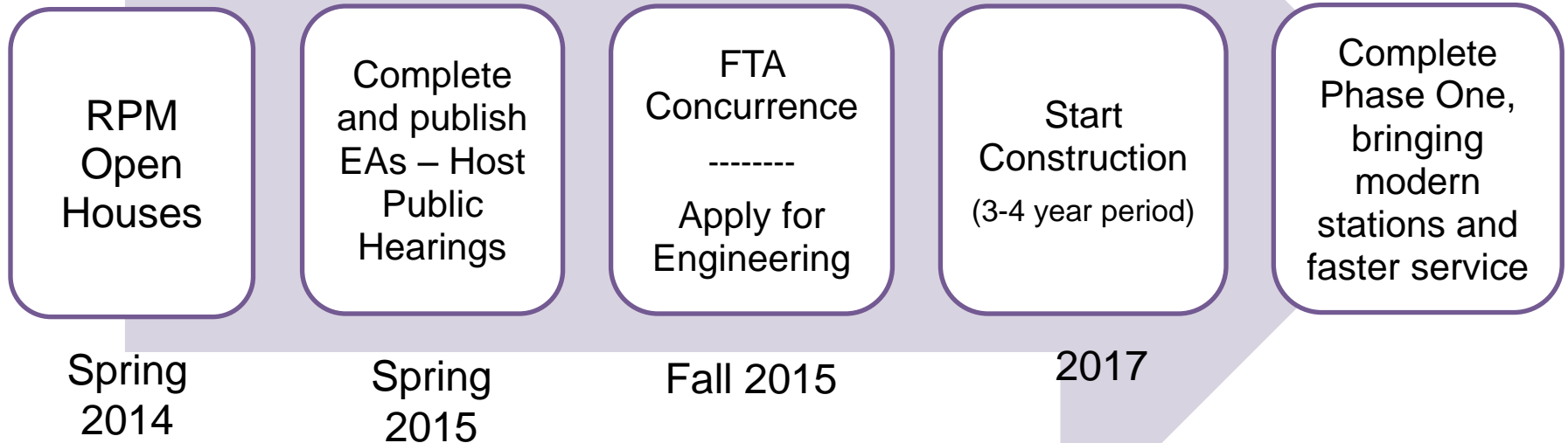
- Would be paid **not less than fair market value** for their land and buildings
- May be eligible for compensation **equal to the original purchase price** of the property
- Would be **compensated for the cost of relocating** their business or residence

CTA is committed to reducing impacts:

- CTA has already conducted studies to reduce impacts and successfully reduced building impacts to less than half of previous alternatives
- CTA will continue to work with the community and property owners to minimize property impacts.

RPM – Phase One Next Steps

Continuing dialogue with the public



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Red and Purple Modernization (RPM) program

THANK YOU

