

The meeting will begin shortly.

La conferencia comenzará en breve.



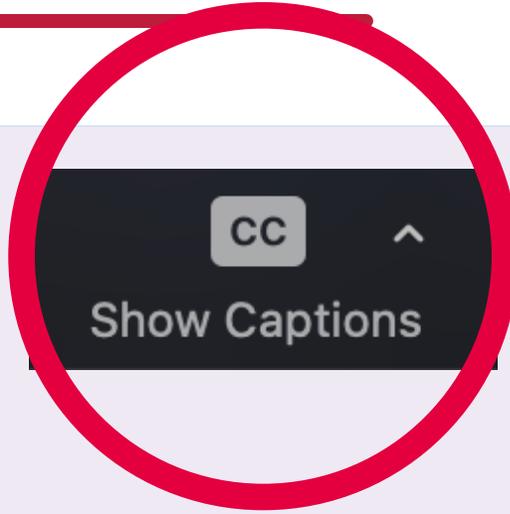
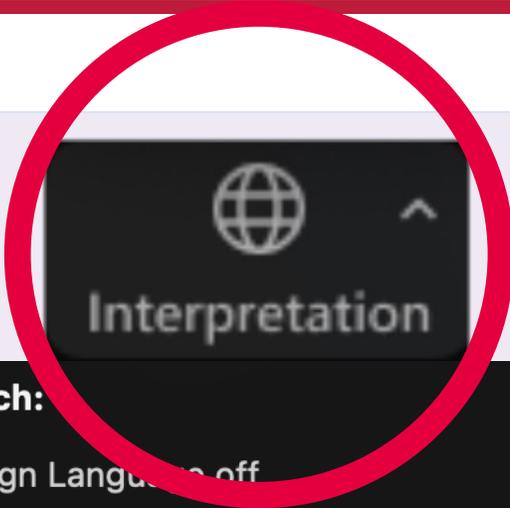
RPM Next Phases Study

PUBLIC MEETING

November 2023



INTERPRETATION + CAPTIONING



Watch:

- Sign Language off
- ✓ American Sign Language

Listen In:

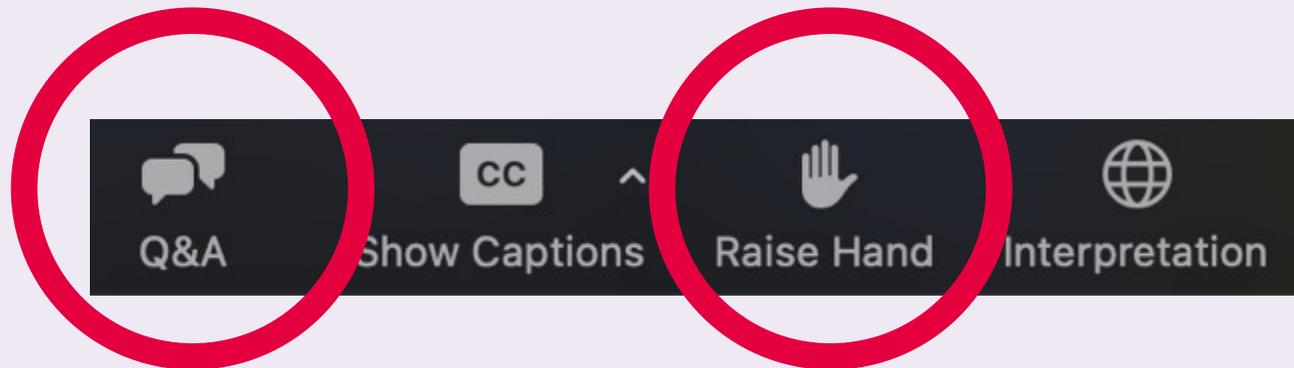
- Original Audio (Interpretation Off)
- English
- ✓ Spanish
- ✓ Mute Original Audio



QUESTIONS + TECH SUPPORT

Ask questions
via Q&A panel

For tech support,
click “Raise Hand”



HOW TO: ZOOM POLLS

Polls

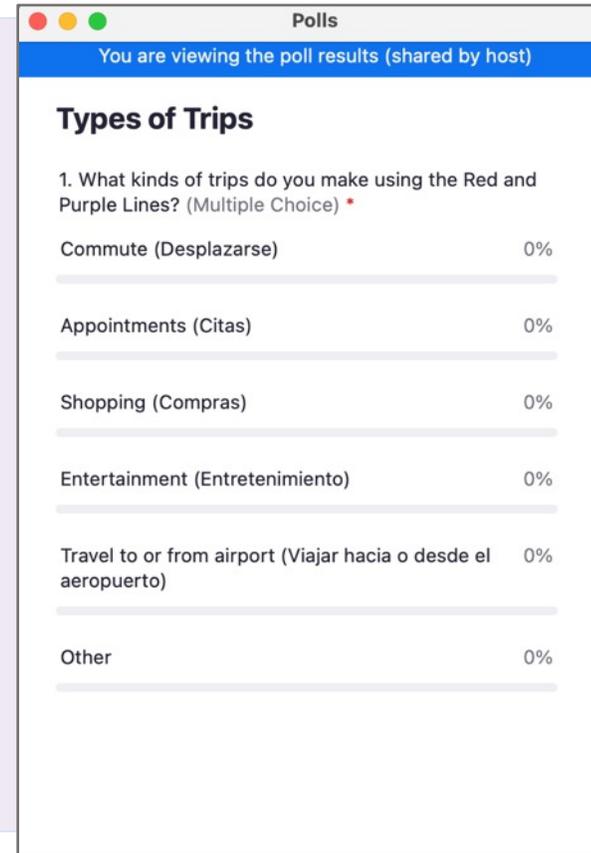
Types of Trips

1. What kinds of trips do you make using the Red and Purple Lines? (Multiple Choice) *

- Commute (Desplazarse)
- Appointments (Citas)
- Shopping (Compras)
- Entertainment (Entretenimiento)
- Travel to or from airport (Viajar hacia o desde el aeropuerto)
- Other

Submit

Sample Poll Window



Sample Results Window

SPEAKER INTRODUCTIONS



Sonali Tandon
CTA
Senior Manager,
Strategic Planning



Christina Bader
CTA
Project Manager,
Strategic Planning



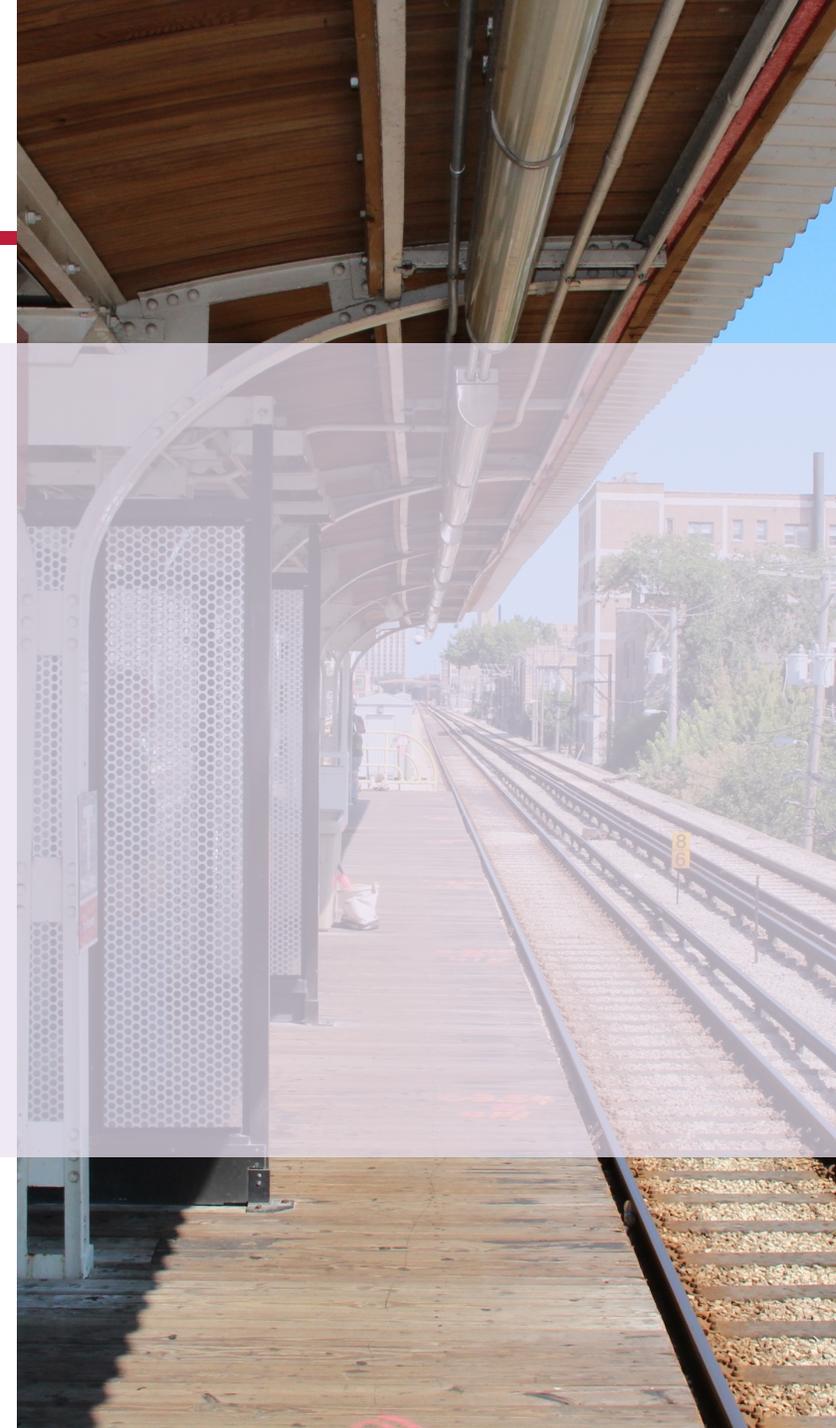
Colin Fleming
CDM Smith
Planner



Steve Hands
CDM Smith
Senior Project
Manager

AGENDA

Project Background
Station Approaches
Engagement Next Steps
Discussion



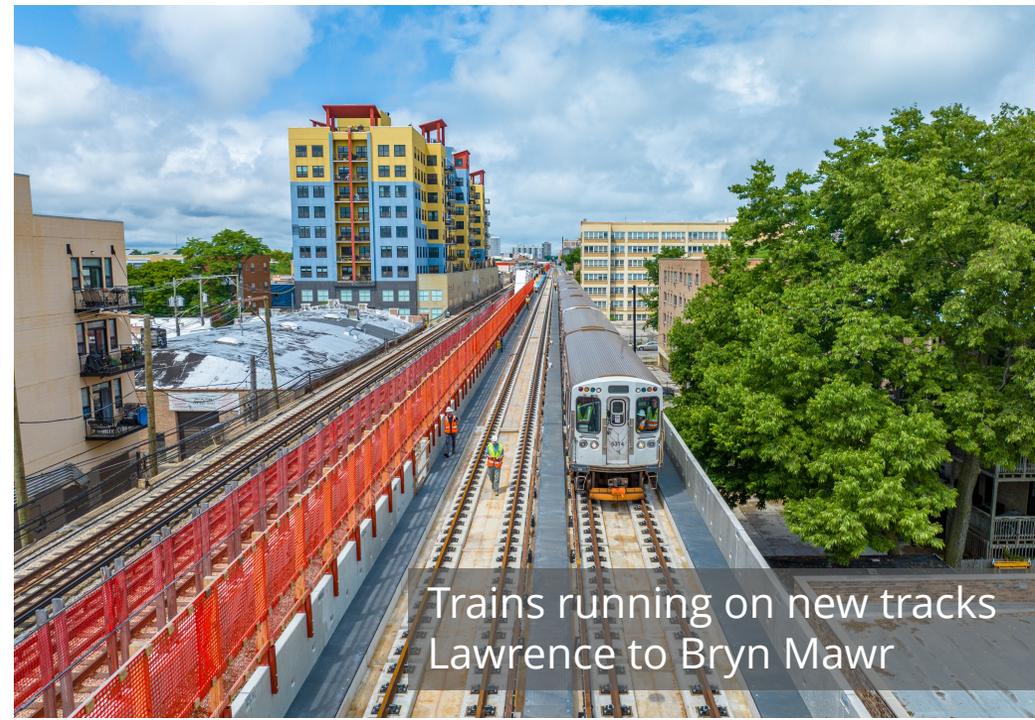
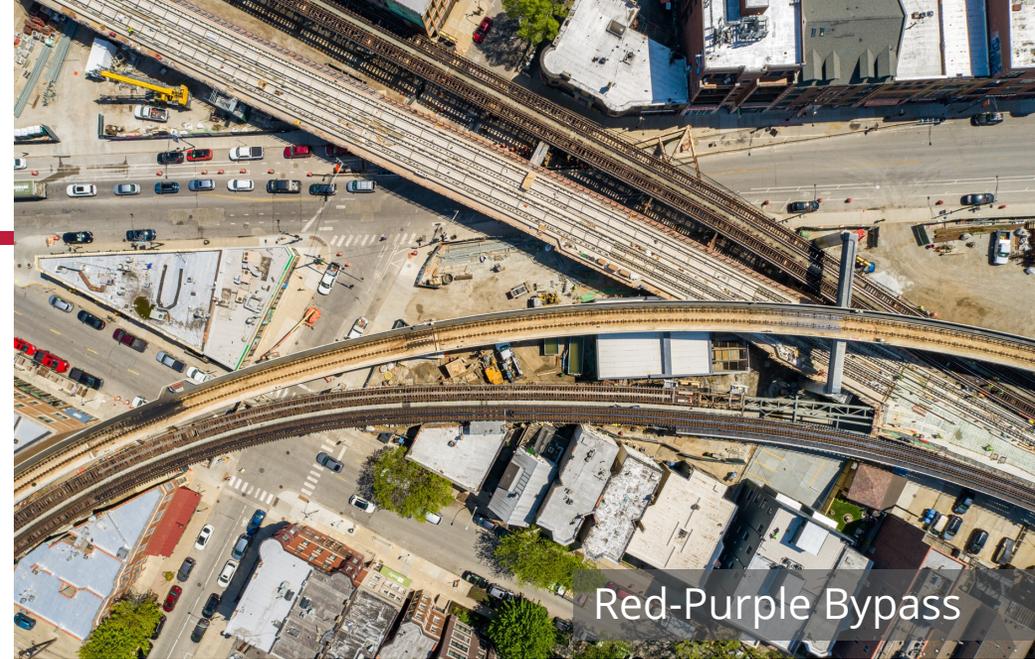
RPM PHASE ONE

Largest capital improvement project in CTA history

- \$2.1B of federal and local funding
- Completely rebuilding sections to modernize and meet capacity demands

Currently under construction, project completion in 2025

- Red-Purple Bypass at Belmont completed in 2021
- Station and track reconstruction underway at Lawrence, Argyle, Berwyn, and Bryn Mawr (1.5 mi) and north of Belmont (0.3 mi)



Study Overview



RPM STUDY AREA

STUDY SEGMENTS	WARD/MUNICIPALITY
Evanston Branch	City of Evanston, Village of Wilmette
Thorndale to Howard	Wards 48, 49
Addison to Sheridan	Wards 44, 46



FTA CORE CAPACITY FUNDING

Federal funding opportunity aimed at **increasing capacity** of transit lines by at least 10%

CTA successfully **secured Core Capacity funding** for RPM Phase One

This study is necessary to support a successful pursuit of these funds



NEXT PHASES PROJECT ELEMENTS BEING STUDIED AND EVALUATED



JUNCTIONS

Geometry, proximity of stations



YARD CAPACITY

Availability for train storage



TERMINALS

Number of terminal tracks, switch and track geometry



STATIONS

Modernization, accessibility
10-car (Red), 8-car (Purple),
platform extensions



SIGNALS

Types of system, system design



SPEED

Curve geometry, infrastructure
conditions



TRACTION POWER

Upgrades



RPM NEXT PHASES TIMELINE

2009 2013 2015 2017 2019 2021 2023 2025 >>



RPM NEXT PHASES is initiating as RPM PHASE ONE is under construction



WE ARE HERE

RPM NEXT PHASES PUBLIC ENGAGEMENT

ROUND 1 ENGAGEMENT



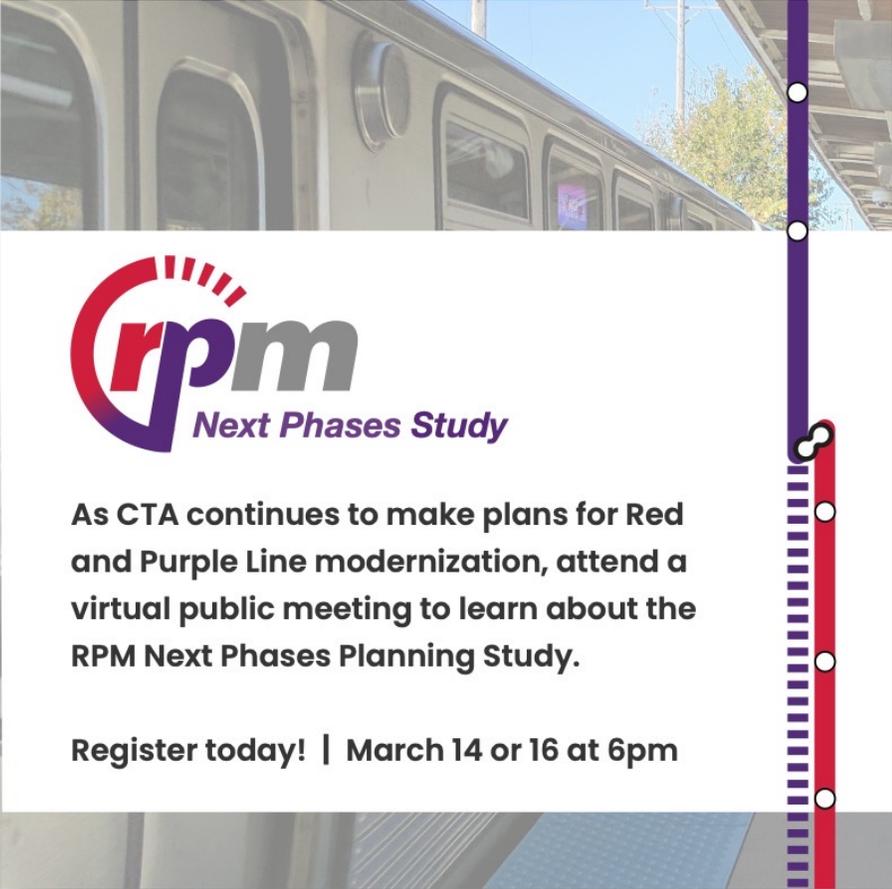
Small Group Stakeholder Attendees



Virtual Public Meeting Attendees



Online Survey Responses




Next Phases Study

As CTA continues to make plans for Red and Purple Line modernization, attend a virtual public meeting to learn about the RPM Next Phases Planning Study.

Register today! | March 14 or 16 at 6pm



RPM NEXT PHASES PUBLIC ENGAGEMENT

ROUND 1 ENGAGEMENT THEMES WE HEARD



ACCESSIBILITY



RELIABILITY



SAFETY



CONNECTIVITY



COMMUNICATIONS



Goals Established in RPM Vision Study (2010)

Expand capacity – More trains with less crowding

Speed service – Fewer curves and better infrastructure

Improve reliability – Better on-time performance

Improve accessibility – All stations accessible to people with disabilities

Build modern facilities – New wider stations, reliable infrastructure for the future

Support economic and community development – More jobs and new development opportunities

Improve customer experience – Modern, quiet, and smooth ride

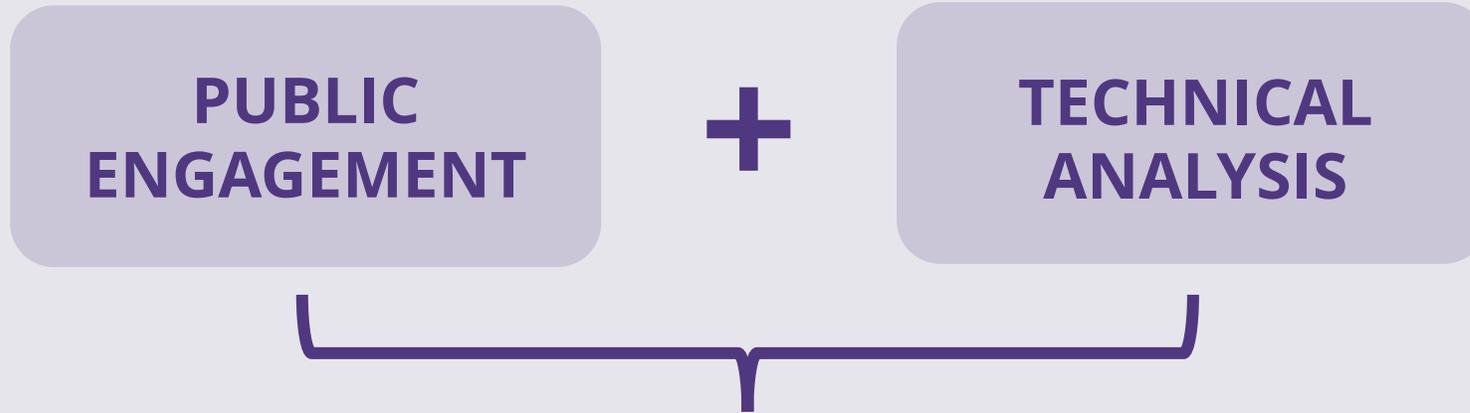


**Poll
Question #1**



**Which of these goals is
most important to you?**

RPM NEXT PHASES APPROACH TO IMPROVEMENTS



- Confirm CTA, rider, and community **goals and objectives**
- Identify **constraints** for improving specific project elements
- **Overcome** constraints by focusing on the goals and objectives



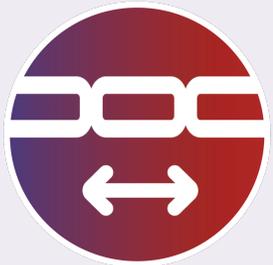
STATION IMPROVEMENTS Red Line



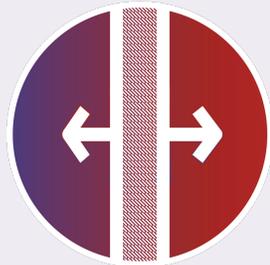
RED LINE STATION OVERVIEW



Typical approach to address goals and objectives at stations and structures:



Lengthen platforms to accommodate future 10-car trains



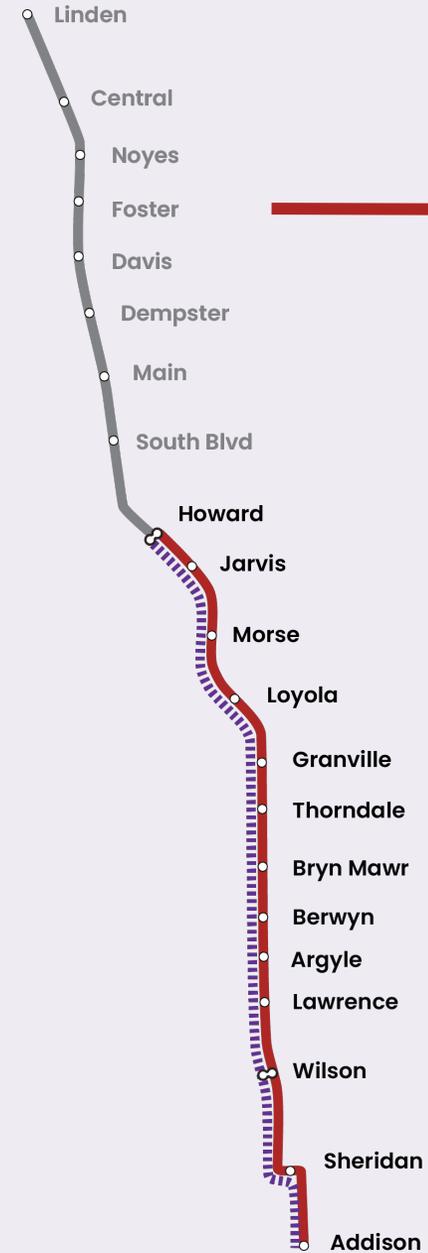
Widen platforms to increase customer comfort and accessibility



ADA Access



Rebuild track and support structures



RED LINE STATION OVERVIEW



Today, we will focus on unique scenarios:

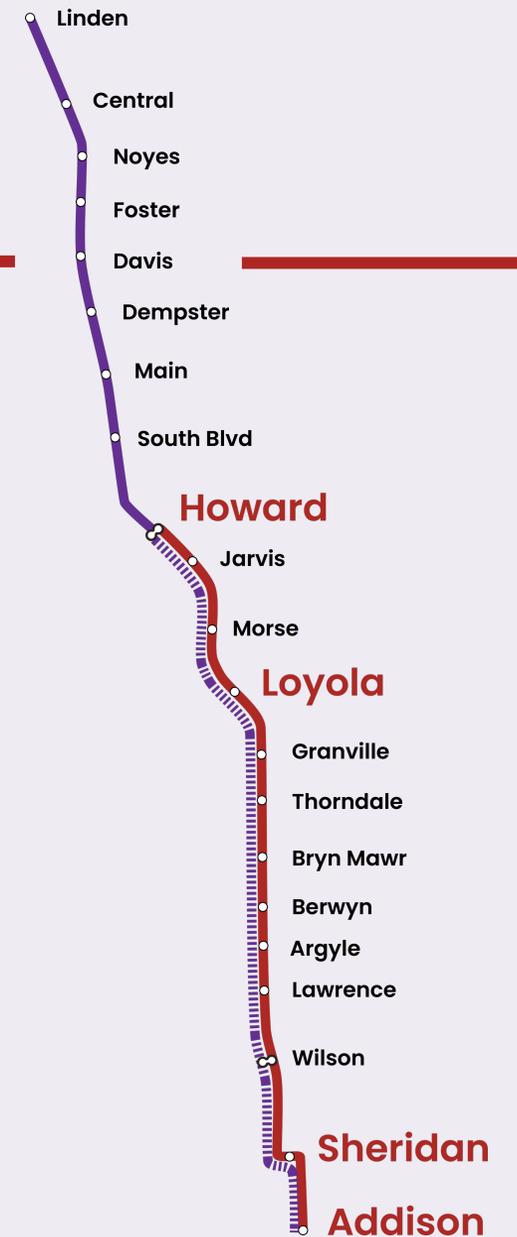
HOWARD

SHERIDAN

LOYOLA

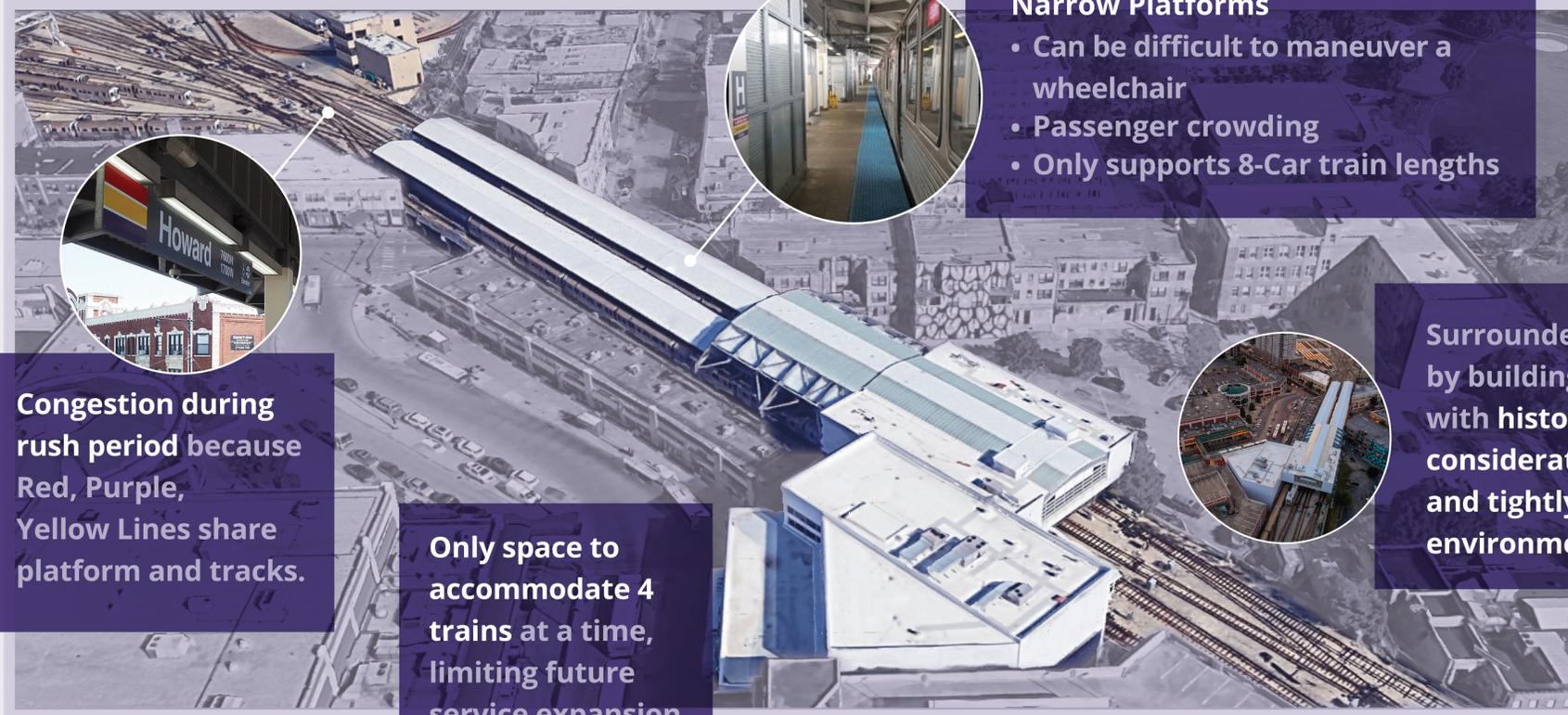
ADDISON

All stations and track in the study area are under review for Next Phases improvements.



RED LINE HOWARD

CONSTRAINTS



Congestion during rush period because Red, Purple, Yellow Lines share platform and tracks.

Only space to accommodate 4 trains at a time, limiting future service expansion.

Narrow Platforms

- Can be difficult to maneuver a wheelchair
- Passenger crowding
- Only supports 8-Car train lengths

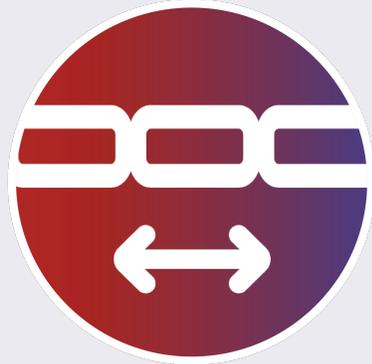
Surrounded by buildings with historic considerations and tightly built environment.

RED LINE HOWARD

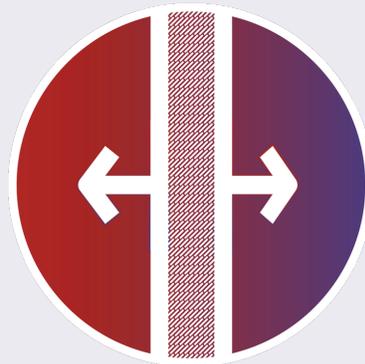
APPROACH



As a key station hub, Howard modernization is critical for improving speed and reliability on the entire Red and Purple lines



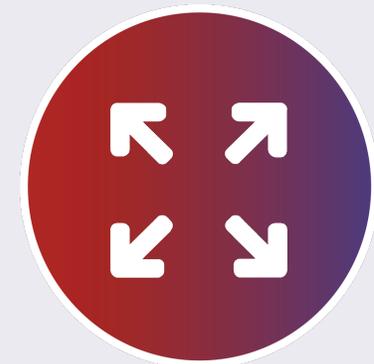
Lengthen platforms to accommodate future 10-car trains



Widen platforms to increase customer comfort and accessibility



Separating Red Line from Purple and Yellow Line reduces congestion and reconfigured platforms support seamless same-level transfers and longer trains



Add space for more trains to stop and turn, increasing capacity and improving reliability

RED LINE LOYOLA

CONSTRAINTS

The platforms are on a curve which limits visibility for operators and customers and create larger gaps between the platform and train cars

Platform and train access that differs by direction of travel

Surrounded by dense urban environment



Highest ridership station north of Addison with no Purple Line access

The layout cannot accommodate 10-car trains

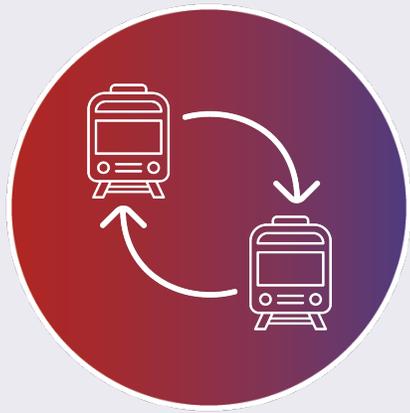


Extra distance to walk for bus connections

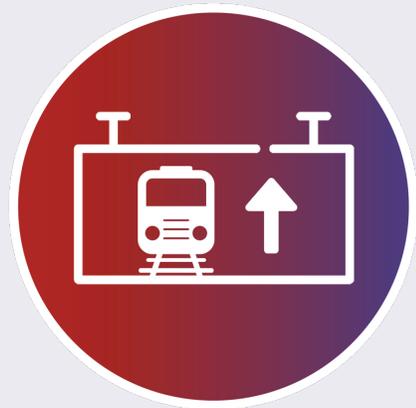
RED LINE LOYOLA



APPROACH



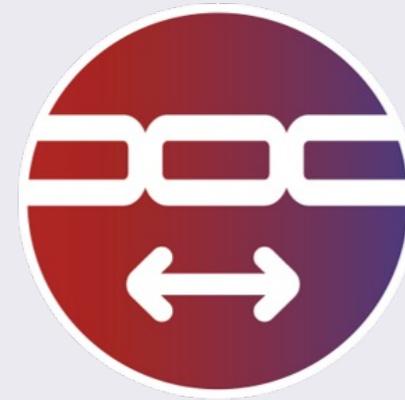
Red-Purple
Transfer



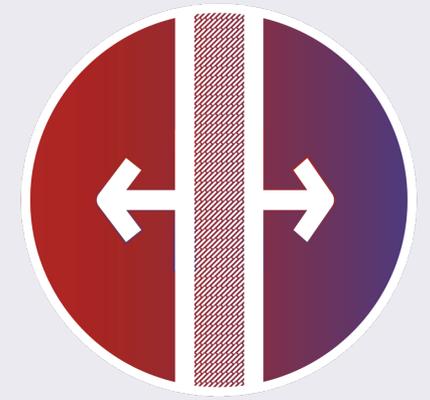
Enable platform and train
access in different directions
of travel to reduce confusion



Simplify and straighten
the platform to create
better visibility, smaller gaps
between trains and platforms
and cuts down on travel time



Lengthen platforms
to accommodate future
10-car trains



Widen platforms to
increase customer comfort and
accessibility

**Poll
Question #2**



**Which Red Line station
in the study area do
you use most often?**

RED LINE SHERIDAN

CONSTRAINTS

Existing station house requires review for historic considerations.



Two narrow platforms unable to accommodate elevators or be lengthened to accommodate 10 car trains in current configuration



State of repair is very poor



Station is sandwiched between two tight curves limiting speed of service and leading to poor ride quality



Located in a very challenging area for modernization because of track geometry and proximity to dense built environment and a historic district to the north



RED LINE SHERIDAN

APPROACH



Reconfigure platform in existing location to a single, wider center island with support for 10-car length for increased capacity



Add elevators to make the station accessible



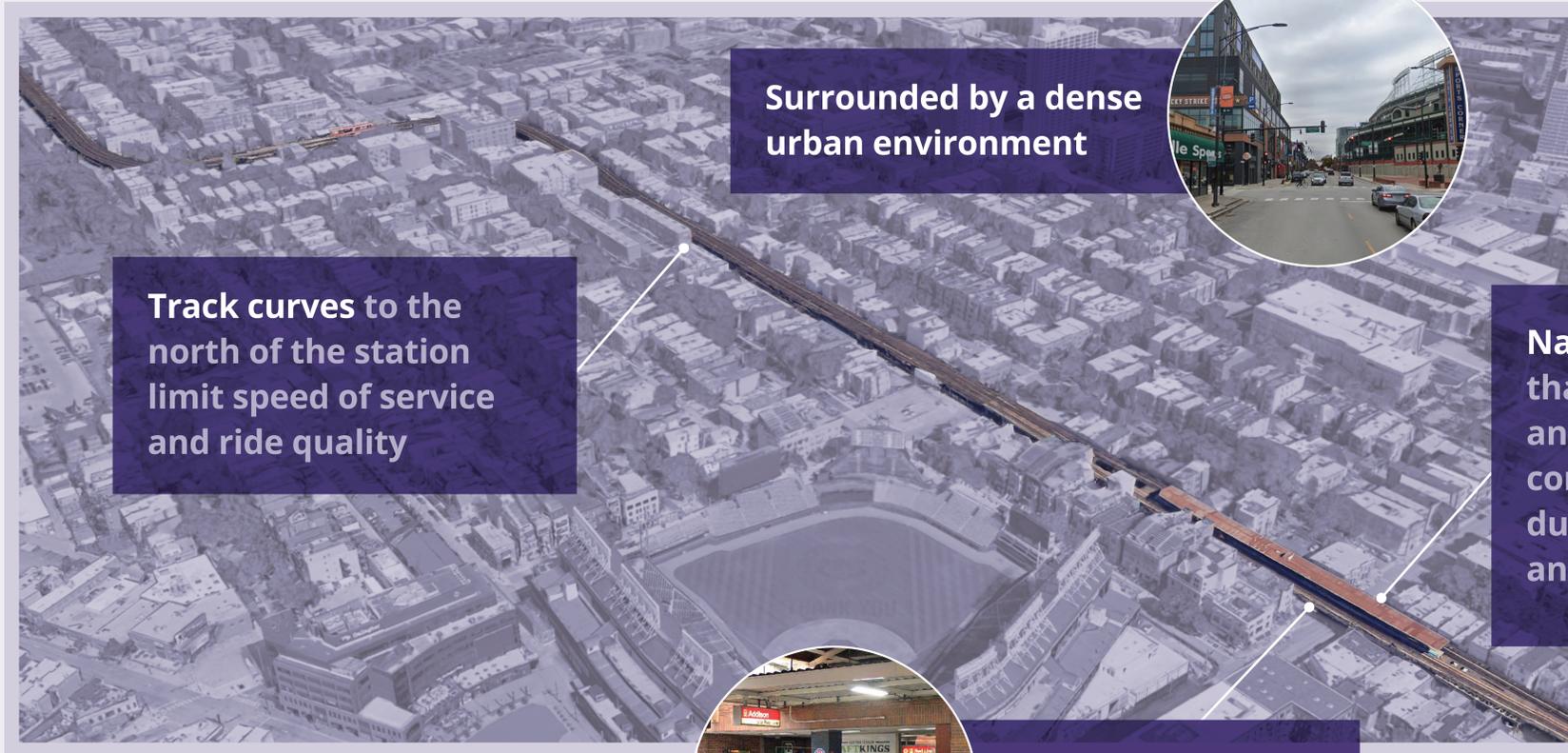
Improve curve geometry and track alignment for more comfortable ride



Minimize impact on the community

RED LINE ADDISON

CONSTRAINTS



Surrounded by a dense urban environment

Track curves to the north of the station limit speed of service and ride quality

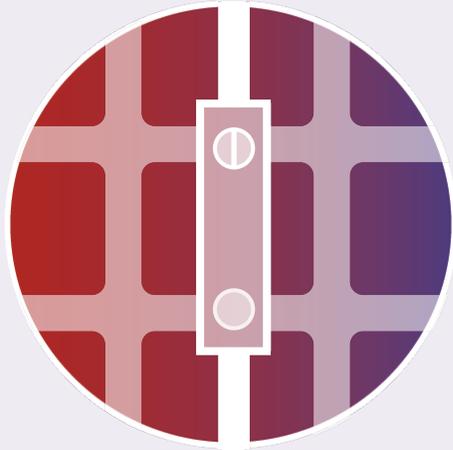
Narrow platform that limits capacity and customer comfort, especially during Cubs games and events

Only one ADA accessible entrance

RED LINE ADDISON



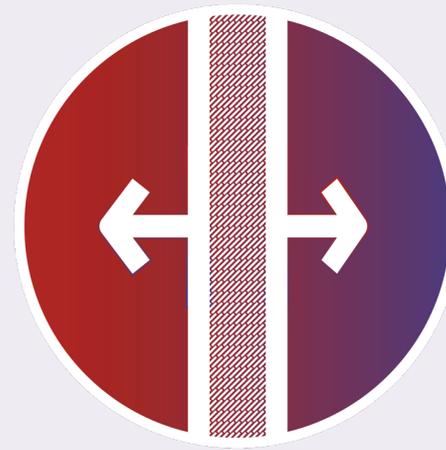
APPROACH



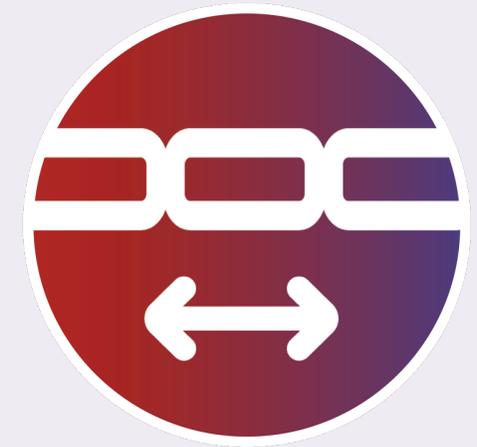
Provide more station access
to accommodate heavy
demand from Cubs games
and other events



Soften track curves
for faster service and
a smoother ride



Widen platforms to
increase customer comfort
and accessibility



Lengthen platforms
to accommodate future
10-car trains

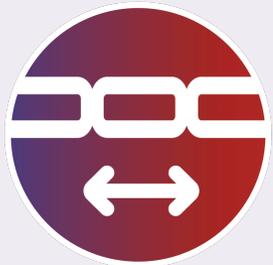
STATION IMPROVEMENTS Purple Line



PURPLE LINE STATION OVERVIEW



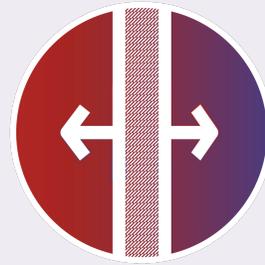
Typical approach to address goals and objectives at stations and structures:



Lengthen platforms to accommodate future 8-car trains



ADA Access



Widen platforms to increase customer comfort and accessibility



Soften track curves approaching stations for faster service and a smoother ride



Track and signal reconstruction



PURPLE LINE STATION OVERVIEW

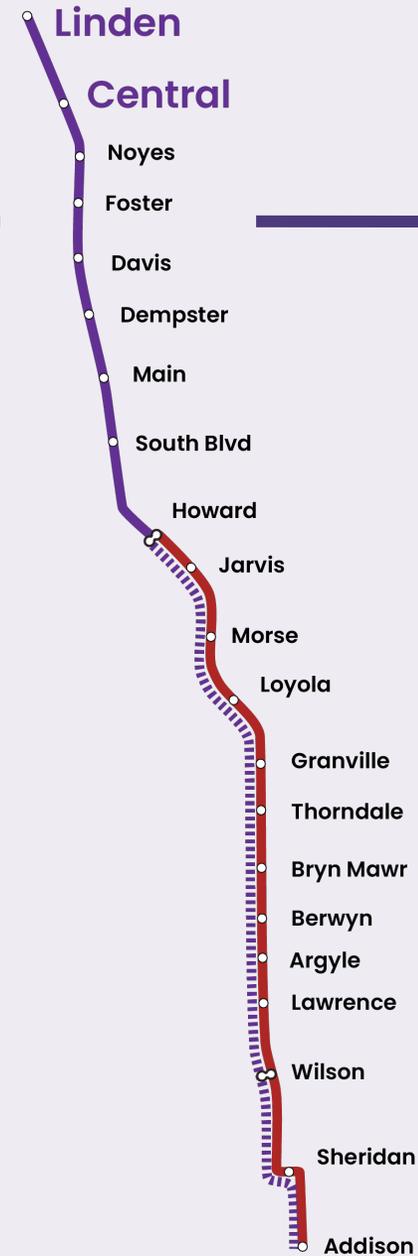


Today, we will focus on unique scenarios:

CENTRAL

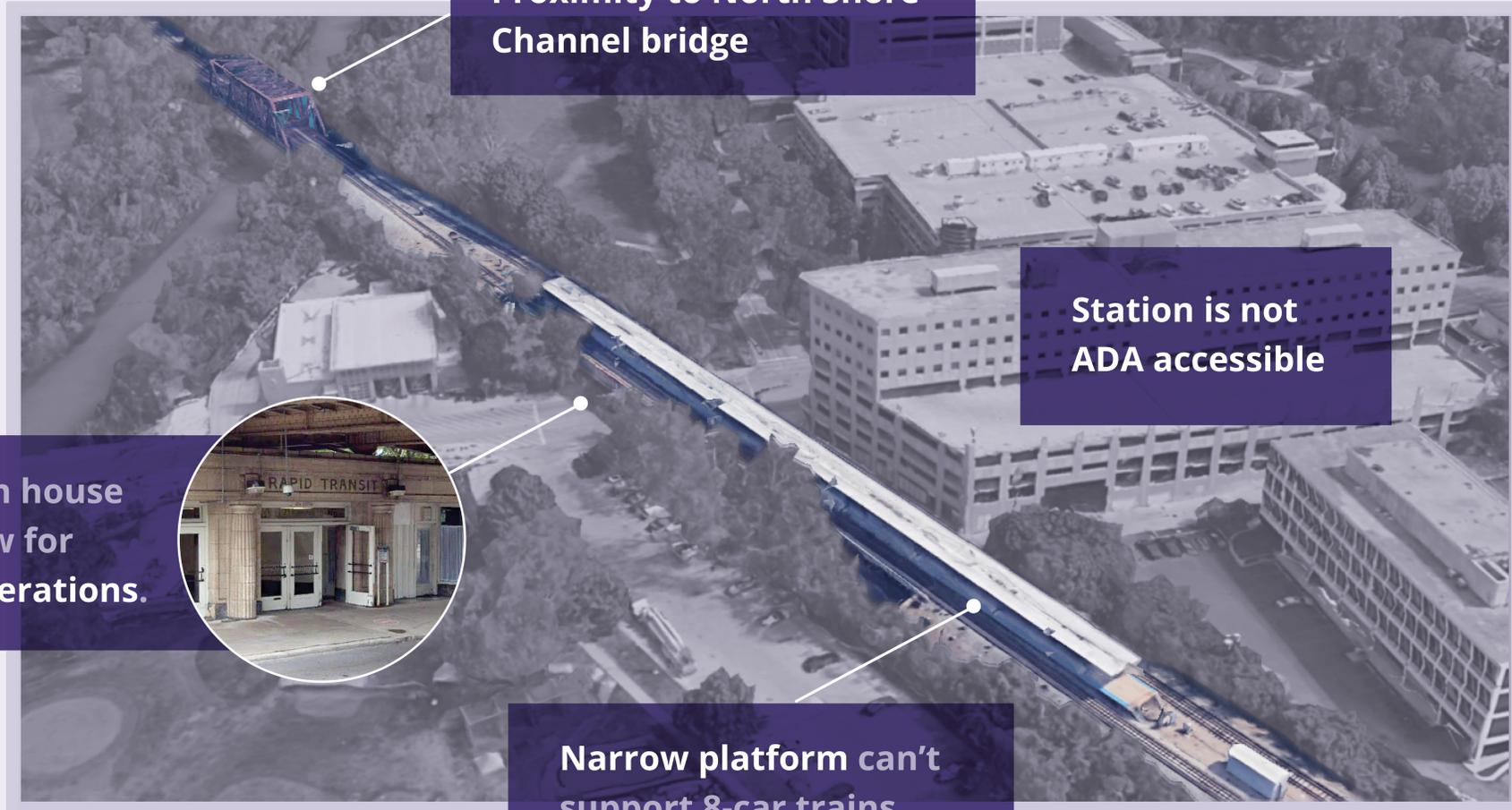
LINDEN

All stations and track in the study area are under review for Next Phases improvements.



PURPLE LINE CENTRAL

CONSTRAINTS



Proximity to North Shore Channel bridge

Station is not ADA accessible

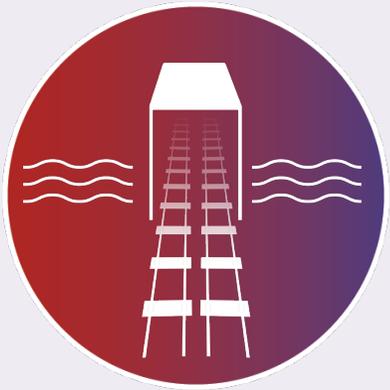
Existing station house requires review for historic considerations.



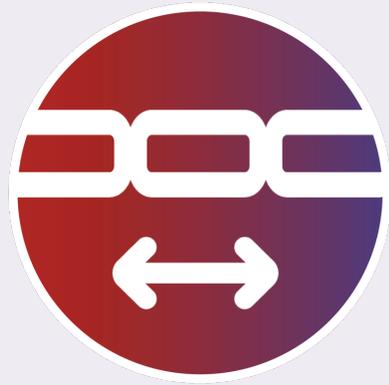
Narrow platform can't support 8-car trains

PURPLE LINE CENTRAL

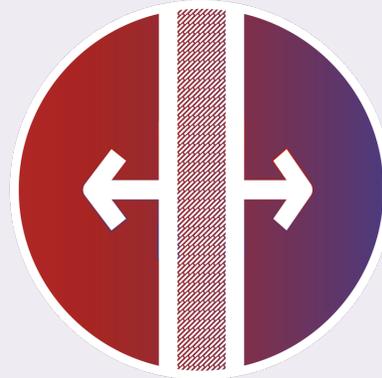
APPROACH



Align track
to accommodate
smoother transition to
channel crossing



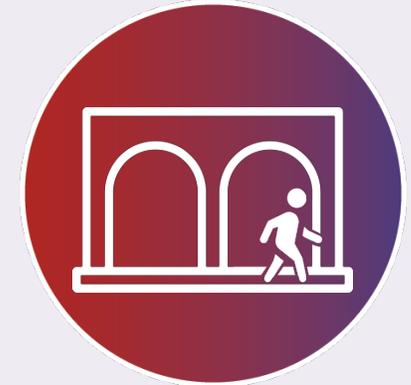
Lengthen platforms
to accommodate
future 8-car trains



Widen platforms to
increase customer comfort
and accessibility



Add elevators to make
the station accessible



A new station exit on the
same side of the street as
Ryan Field and Evanston
Hospital

PURPLE LINE LINDEN

CONSTRAINTS



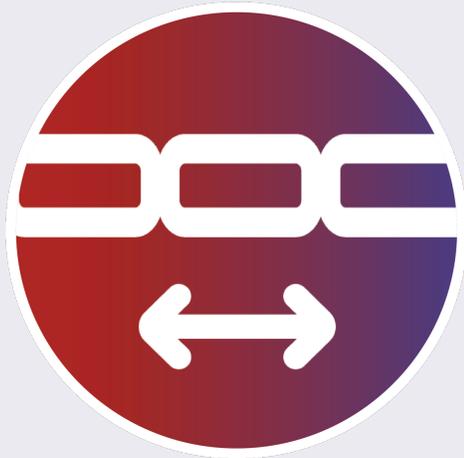
Limited space to lengthen platform

Complex track layout to access the storage yard

Two street-level crossings in RPM corridor are south of the station

PURPLE LINE LINDEN

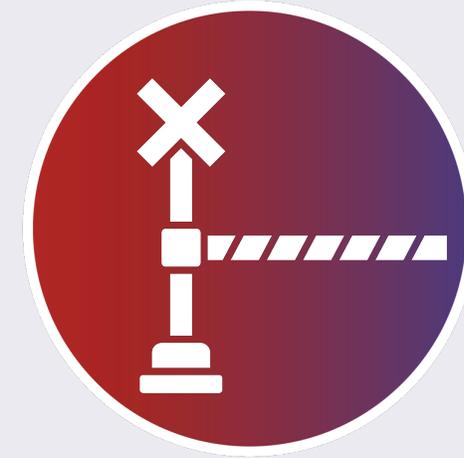
APPROACH



Lengthen platform to accommodate 8-car trains and improve safety with emergency exiting capacity



Improve access to yard and facilities to support train operations



Identify opportunities to improve safety, community mobility, and maintenance at existing street-level rail crossings

**Poll
Question #3**



**Which station would you like
to learn more about?**

ENGAGEMENT + OUTREACH Round 2



RPM NEXT PHASES PUBLIC ENGAGEMENT

ROUND 2 ENGAGEMENT



Small Group
Stakeholder
Conversations

*Two meetings held in
October*



Flyering at Red
and Purple Line
stations

Davis, Loyola, Sheridan



Virtual
Public
Meetings

*1 focused on Chicago
1 focused on Evanston/Wilmette*



**Poll
Question #4**



**Where did you hear
about today's meeting?**

NEXT PHASES
Project Next Steps



RPM NEXT PHASES PROJECT NEXT STEPS

For this study

- Review stakeholder & public input
- Refine considerations and develop draft concepts
- Prepare for next steps including environmental review process and phasing options



FUTURE: ENVIRONMENTAL REVIEW

- Federally mandated environmental review process (NEPA)
- Required to secure federal approvals and funding
- Detailed analysis of potential improvements
- Identifies potential impacts and mitigation measures
- Significant agency, stakeholder, and community coordination



**Poll
Question #5**



**Which next step would you
like to learn more about?**

Q+A



Thank You

STAY CONNECTED

Website

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Email

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For all things RPM

transitchicago.com/rpm

Social Media

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

