



Building a better transit experience for our customers

When completed, the RPM Program 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

The Federal Transit Administration (FTA) will evaluate the Environmental Assessment, and the agency's final decision documentation will allow CTA to move forward into the next phase of the project implementation (engineering) and qualify for federal funding. There are multiple opportunities to provide feedback throughout this process, including a public hearing.

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 (began summer 2014), the Wilson Station Reconstruction Project (began fall 2014) and the Red Line Extension Project, which would extend the line south to 130th Street (currently in planning).

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Phase One: Lawrence to Bryn Mawr Modernization



Station and Track Work

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

New stations with modern amenities will provide:

- Full ADA accessibility and other improvements for customers with disabilities
- Wider platforms for faster boarding and less crowding
- Better lighting and customer security features, longer canopies, more benches, and wind screens

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



Preliminary conceptual rendering of a reconstructed viaduct



Preliminary conceptual rendering of Bryn Mawr station

New tracks and infrastructure for faster, more reliable rides

The first phase of RPM would also include extensive track work on more than one mile of adjacent track infrastructure that would create a faster, smoother, and quieter ride for customers along what are now aging, slow-zone plagued tracks. New track, support structures, bridges, and viaducts would be built along this stretch, eliminating many deteriorated structures that have become neighborhood eyesores.



Preliminary conceptual rendering of new, wider platforms

The RPM Corridor Vision

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

Phase One Improvements

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

- 1 Construction of the Red-Purple Bypass north of the Belmont station to address significant capacity constraints caused by an outdated rail junction where the Red, Purple, and Brown lines intersect. The bypass would allow the CTA to add train service as ridership grows and by increasing the number of trains that pass through this intersection.
- 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.