



Equity

The Red Line Extension will support the City's equity efforts by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

Benefits:

- The CTA has made significant progress on the Red Line Extension project over the last 10 years and is committed to providing Far South Siders with this long-deserved rapid transit service.
- The Red Line currently terminates six miles short of the city limits, which limits transit options for thousands of residents who live south of the 95th/Dan Ryan station.
- The Red Line Extension will provide accessibility for people with disabilities by constructing four new accessible stations.

Did you know...

- **25%** of the working population from the Red Line Extension project area travel 60 minutes or longer to their jobs, compared to a Chicago average of 16%.
- **16%** of residents in the Red Line Extension project area identify as having a disability, compared to the City of Chicago at 11%. The Red Line Extension would **help increase access** to necessary services and facilities for persons with disabilities.
- **24%** of residents in the Red Line Extension project area live below the poverty level, compared to a Chicago average of 19%. The Red Line Extension would provide an **affordable transit option** versus the costs of vehicle ownership.
- The Red Line Extension **project area is** comprised of **predominantly African American residents**. This project would provide a long-overdue transit service to many African American residents, increasing equitable access to services, amenities, places and people across Chicago.
- Red Line Extension will provide **infrastructure improvements** and **workforce opportunities** in areas of Chicago that have experienced historical disinvestment.

Additional Project Benefits



Connectivity and access to the entire city via the CTA network



Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side



Frequent rail service will reduce commute times



Sustainable transportation by replacing automobile trips, reducing traffic congestion and enabling compact development



CTA's Red Line traveling to the 95th/Dan Ryan station.



CTA's #34 South Michigan bus picking up passengers at the Michigan Avenue and 112th Street intersection.

The Chicago Transit Authority (CTA) is actively moving ahead to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street. The Red Line Extension Preferred Alignment is a 5.3-mile extension with **four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street**. This project is one component of the Red Ahead Program to extend and enhance the entire Red Line.

To learn more, visit transitchicago.com/redext

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Connectivity and Access

The Red Line Extension will provide connectivity and access to the entire city via the CTA network.

Benefits:

- Far South Side riders will gain quicker access to neighborhoods and opportunities stretching across the city.
- The Red Line operates 24 hours a day at frequent intervals. The Red Line Extension will enable transit-reliant workers from the Far South Side to more efficiently reach work and return home.
- The Red Line Extension will provide 20 minutes of time savings to riders traveling from 130th Street station to the Loop.



Michigan & 116th station facing Southwest. Conceptual renderings are intended to show the scale of project elements. Actual construction appearance may differ.

Did you know...

- **Over 70% of riders** who board at the 95th/Dan Ryan station today have destinations beyond the Loop or are transferring to other CTA lines to reach destinations throughout the city.
- **Access to existing jobs** within a one-hour commute of the proposed Red Line Extension station at 111th Street would **increase by 56%**.
- Many colleges and universities offer classes and job training programs at night. The Red Line Extension would **improve transit access** to these programs **by nearly 40%**.
- **16% of Chicago Public Schools (CPS) students in the Greater Calumet Region***, which includes much of the Red Line Extension project area, travel 60 minutes or more to school each day, compared to just 7% of all CPS high school students.

**Chicago Public Schools 2018-19 Annual Regional Analysis*

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CTA's #34 South Michigan bus picking up passengers at the 95th/Dan Ryan station. The Red Line Extension will provide increase accessibility to homes and jobs for passengers headed south of the 95th/Dan Ryan station.



CTA's Red Line traveling to the 95th/Dan Ryan station.

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Economic Opportunity

The Red Line Extension enhances economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Benefits:

- The Red Line Extension would foster economic development in the project area, as new stations could serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.
- Increased transit access would attract customers and visitors from outside the community to local businesses, landmarks and cultural centers, bolstering community investment.
- CTA's contractors and partners will provide training and career opportunities in professional services and construction throughout the design and construction of the Red Line Extension. Participation requirements for Disadvantaged Business Enterprises (DBEs) will provide opportunities for minority and/or women-owned firms to work on the project.



Construction workers completing improvements at the 95th/Dan Ryan Station.

Did you know...

- People newly commuting to and from the new Red Line Extension **Michigan Avenue station** could spur economic development, making the station the southern anchor of a **commercially vibrant Michigan Avenue Corridor**.
- **CTA received a \$1.48 million grant** through Federal Transportation Administration to prepare a Transit Supportive Development Comprehensive Plan in the Red Line Extension project area. The plan will help guide future development that meets community goals and enhances economic vitality, multimodal connectivity, the pedestrian environment, and preserves affordable housing.
- Accessible **jobs** within a one-hour commute of the proposed 111th Street station would **increase by 56%**.
- The unemployment rate in the Red Line Extension project area is 22%, compared to the city average of 10%. The Red Line Extension would help **connect Far South Side residents to jobs** throughout Chicago.

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#119 Michigan/119th bus traveling down the Michigan Avenue corridor in the Red Line Extension project area.



Michigan Avenue and 112th Street economic corridor.

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Frequent Rail Service

The Red Line Extension will reduce commute times for Far South Side riders by providing reliable and frequent rail service.

Benefits:

- Red Line Extension improves commute times for Far South Side riders by providing reliable and frequent rail service.
- Red Line trains will run frequently and 24 hours a day to and from the 130th Street station, similar to current Red Line service.
- Students are among those who will benefit from the shorter commute, gaining more time for sleep, studying and extracurricular activities.



103rd Street station. Conceptual renderings are intended to show the scale of project elements. Actual construction appearance may differ.

Did you know...

- While some buses operate 24 hours a day, the entire **Red Line operates 24 hours a day**, providing better service for transit-reliant riders.
- The average annual commute time for public high school students in the Greater Calumet Region, which includes much of the Red Line Extension project area, is 21 hours longer than the city average. **Frequent rail service** provided by the Red Line Extension **will shorten this disproportionately long commute**.
- Nearly **25% of workers** from the Red Line Extension project area **travel 60 minutes or longer** to their jobs, compared to the city average of just over 16%.
- The Red Line Extension will provide **20 minutes of time savings to riders** traveling from 130th Street station to the Loop.

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CTA's #34 South Michigan bus picking up passengers at the 95th/Dan Ryan station. The Red Line Extension will provide increased rail service for many of these passengers headed south of the 95th/Dan Ryan station.



CTA's #34 South Michigan bus picking up passengers in Altgeld Gardens.

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Sustainable Transportation

The Red Line Extension will help reduce greenhouse gas emissions by providing an alternative to motor vehicles and offering transportation that can better withstand the impacts of climate change.

Benefits:

- The Red Line Extension is part of CTA's broader transportation network that is committed to enhancing the quality of life in the region and plays a key role in creating a greener, healthier, more sustainable city.
- The use of public transportation over motor vehicles helps contribute to improved air quality, reduces greenhouse gas emissions, conserves the use of land and saves energy.
- The Red Line Extension will reduce CO₂ emissions in the project area by reducing the demand for motor vehicle transportation on the Far South Side.
- Some of the region's transit-dependent residents are disproportionately impacted by weather-based transportation disruptions, such as road flooding, snowstorms, and extreme temperatures, as well as fluctuating gas prices. The Red Line Extension is a more resilient and reliable transportation option.

Did you know...

- The Draft Environmental Impact Statement identified that the Red Line Extension would provide a regional net air quality benefit. **Heavy rail transit like CTA's rail system produces on average 76% lower greenhouse gas emissions** per passenger mile than an average single-occupancy vehicle.
- **Extreme weather conditions are currently estimated to cause 15% of road congestion**, which lowers overall road capacity.
- In 2017, Chicago auto commuters who traveled during peak periods (6 to 10 a.m. and 3 to 7 p.m.) **spent 73 hours sitting in traffic.**
- **Transit can support higher density land development**, which reduces the distance and time people need to travel to reach their destinations, meaning fewer emissions from transportation and the pollutants that create smog.

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Public green space in the Roseland neighborhood.



Playground in Allgeld Gardens on the Far South Side.

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