



Red Line Extension (RLE) Virtual Station Meetings
Questions and Responses
January – February 2021

The CTA hosted four virtual community meetings for the proposed station areas along the Red Line Extension corridor. The 130th Street Station meeting was held on Wednesday, January 27, 2021. The 111th Street Station meeting was held on Tuesday, February 2, 2021. The 103rd Street Station meeting was held on Tuesday, February 9, 2021. The Michigan Avenue Station meeting was held on Tuesday, February 16, 2021. This document includes questions directed to the Red Line Extension project team through the Zoom meeting platform as well as questions received as of February 16, 2021 in the comments section of the Red Line Extension Project's Facebook Live videos. Responses to all questions received are outlined in this document.

As a reminder, the public can send questions to RedExtension@transitchicago.com at any time for a response. In addition to these questions and responses, be sure to check out the project's Frequently Asked Questions page, which is available at www.transitchicago.com/rle/faq.

Sections:

- [Station Design and Access](#)
- [Parking](#)
- [Construction, Funding, and Service Timeline](#)
- [Potential Property Impacts](#)
- [Environmental Impacts](#)
- [Safety & Security](#)
- [Youth & Workforce Opportunities](#)
- [Staying Involved](#)

Station Design and Access

Will the new stations have escalators and elevators for people with disabilities?

All RLE stations will be accessible according to Americans with Disabilities Act (ADA) standards. Specific accessibility-related features are still in development, and will be further refined throughout the engineering and design process.

Is RLE working with various people living with disabilities, especially deaf and hard of hearing, seeking feedback?

The CTA is committed to ensuring that all riders can access and benefit from its public transit services. Improvements made under the guidance of the Americans with Disabilities Act will provide access to transit services for people who may have difficulty navigating stairs or require specific audio and/or visual cues. The RLE project team has been actively coordinating with local residents and



community groups. If you have any further recommendations for groups we should reach out to, please feel free to email us at RedExtension@transitchicago.com.

Near 100th Street, where will the train tracks be located? Will it be in the park?

The Red Line Extension would be elevated over Fernwood Parkway for four blocks, from 99th Street to 103rd Street..

How about putting a bus stop by the station?

CTA is in the process of developing a service plan for the RLE Project, which may include adjustments to existing bus routes to complement the new high-capacity transit service. The Transit-Supportive Development Plan will also analyze multimodal access to proposed stations, including access by bus, and provide recommendations for each station area.

Will the track cross above the Wentworth bridge at 99th? How high up is that?

Yes, the RLE track would cross over Wentworth Avenue north of 99th Street. The project is currently being designed, and we do not have an exact structure height defined quite yet.

Will all the new stations be able to handle 10-car trains?

Yes, all four proposed RLE stations will be designed to accommodate 10-car trains.

Will the 103rd Street bus still terminate at 95th Street after the new station opens?

Since the CTA is building stations and tracks that have never existed previously, CTA will need to determine how different bus routes and transportation details would be coordinated and enhanced to meet the needs that would arise with the new station locations. CTA is in the process of developing a service plan for the RLE Project, which may include adjustments to existing bus routes to complement the new high-capacity transit service.

Will the extension lead to more frequent train service south of the loop?

The RLE service plan is still under development. CTA is committed to promoting equity and environmental justice throughout our service area, and the RLE Project is a major component of CTA's efforts to improve transit service on the South Side of Chicago.

Why so far a walk to 115th Street from Michigan Avenue station?

Images of future station layouts shared during the presentation are draft concepts to give you an idea of what CTA is thinking about for the station. However, the CTA is still developing the station layout and the location of parking and bus facilities while taking into consideration potential development opportunities along Michigan Avenue corridor and surrounding streets.



Why isn't the 111th Street station named or called the Medical District station/stop? This would bring more value to the station & what the community can best recognize.

CTA has not selected names for the RLE stations, but we would love to hear your ideas! The best way to do that would be to head to our engagement website at www.transitchicago.com/RLE/engage.

Is the Red Line coming to 130th and is it going to be in the Hegewisch Community too?

Yes, the Red Line Extension will reach 130th Street. The RLE project would run through areas of the Roseland, Washington Heights, West Pullman and Riverdale community areas. The RLE project would also serve residents and businesses in a wider area, including five surrounding community areas in the City of Chicago – Hegewisch, Beverly, Morgan Park, Pullman, and South Deering – as well as the Village of Calumet Park.

Did the project team say that 30% of the CTA riders board the system at 95th/Dan Ryan?

Fewer than 30% of riders who board at the 95th/ Dan Ryan station end their trips in the Loop. Most riders (more than 70%) are going other places throughout the city, including other south side destinations.

Parking

Will there be space for parking at the stations?

Yes, Park & Ride facilities are planned at each of the four RLE stations. Using travel demand modeling, the CTA has estimates of the parking demand needed along the Preferred Alignment. The CTA is currently conducting additional analysis and review of parking needs near stations and as part of the ongoing project development and engineering studies.

Will there be permit parking in the area? Can this be done in tangent with the project or will we have to wait?

Per Chicago Municipal Code [Chapter 9-64-090 Residential Parking Permits](#), residential parking zones are introduced by Aldermen and established by City Council. To be eligible, the proposed parking zone must meet certain requirements including demonstration of need as determined by a parking study, among other things. CTA will be coordinating with the Chicago Department of Transportation (CDOT) on issues related to parking availability.



How can residents maintain parking near their homes? How does permit parking work for our family members?

Park & Ride facilities are planned at each of the four RLE stations. Using travel demand modeling, the CTA has estimates of the parking demand needed along the Preferred Alignment. The CTA is currently conducting additional analysis and review of parking needs near stations and as part of the ongoing project development and engineering studies.

Was the 4-story parking building on the north or south side of the Michigan Avenue station?

CTA has not yet determined the final location of the parking and bus facilities, whether north or south of the station. The identification of the preferred location for parking and bus facilities at Michigan Avenue station will depend on results from the environmental review process, as well as the Department of Planning and Development's process of reacquiring property on the north site.

Construction, Funding, and Service Timeline

Will the project be built in phases?

CTA is planning to build the RLE as one project.

When will the project start? What is the timeline?

With the RLE Project's acceptance into the FTA's Project Development phase in December 2020, CTA now estimates the start of construction in 2025, and service beginning in 2029. However, the timing of construction and start of service is dependent on federal approvals and securing project funding. As the project progresses and additional information is available (e.g., engineering, construction methods, federal approvals, funding, others), the CTA will update the timeline as needed and share this information with stakeholders and the public. The CTA is committed to actively moving this project forward in order to bring much-needed rapid transit rail service to Far South Side residents and communities.

Is it possible that the start of construction can start much earlier than 2025?

The anticipated construction date is dependent on a number of factors, including federal funding and approvals, further engineering and design, completion of environmental review, and procurement of construction contracts. We believe that 2025 is a realistic timeline based on the steps involved with delivering a mega-project like the Red Line Extension. We know the community is anxious to see this project happen - we are too, and we're working hard to make sure it does!



How much will the project cost and what will be the federal share?

CTA estimates that the RLE Project will cost approximately \$2.3 billion. We anticipate a federal share of approximately 49%.

Will a portion of the cost of RLE be absorbed by increasing property taxes?

The CTA is pursuing a wide range of federal, state, and local funding sources, including the Federal Transit Administration's (FTA) Capital Investment Grant Program. A category of CIG funds known as New Starts is available for projects that expand rail service into an area that is not within the current transit footprint, and therefore entail a relatively longer environmental and planning process. The CTA must compete with other New Starts projects across the country that are also seeking funding from the program. Once the Project Development phase is complete, CTA will have a more precise understanding of the overall timeline of receiving federal New Starts funding. Local funds are also needed to "match" the federal New Starts funds and local funds demonstrate the commitment to the project. The CTA is considering a number of options at this time for this that include a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding needed for the RLE project.

Will there be a new TIF like the Red and Purple Modernization (RPM) project?

The CTA is pursuing a wide range of federal, state, and local funding sources, including the Federal Transit Administration's (FTA) New Starts Capital Investment Grant program. Local funds are also needed to "match" the federal New Starts funds and local funds demonstrate the commitment to the project. The CTA is considering a number of options at this time for this that include a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding needed for the RLE project.

What is the percentage probability that the RLE will occur?

We understand the community wants assurance that the RLE Project will be built. While we can't put a percentage on it, the project entered the Project Development phase in December 2020. This commits CTA to completing 30% design and finalizing the environmental analysis within two years. This phase is a key step in securing federal funding, which is one of the major milestones needed to make the RLE Project a reality.

Hay algun plan para mejorar las condiciones en la estacion de la 95 y sus alrededores? (Are there any plans to improve conditions at the 95th station and its surroundings?)



Para el área de la estación 95, CTA esta actualmente involucrada en varias discusiones preliminares acerca de cómo apoyar mejor el desarrollo en esa área.

Potential Property Impacts

How many properties will have to be purchased and demolished for the extension? Are there any properties of historical value that could be saved/relocated?

In planning for the RLE project, the CTA has determined that it may be necessary to acquire certain properties to implement the project. Property impacts are based on conceptual engineering and represent the maximum impacts to parcels. All owners and tenants whose property would be potentially affected by the Preferred Alignment were notified during outreach that the CTA conducted in January and February 2018 and will be continually engaged throughout the environmental review process.

Information about potentially displaced properties is available on our website at www.transitchicago.com/rle/potential-property-displacements.

The CTA does not plan to pursue acquisition of private property for the RLE project until the environmental analysis is complete and project funding is secured. Estimated property impacts of the Preferred Alignment at this time include 61 residential buildings, 11 of which are currently unoccupied, and six businesses. A total of 226 parcels would be impacted, including 158 that are privately owned. Property impacts will be confirmed in the Final Environmental Impact Statement after more detailed conceptual design.

During the Draft EIS, CTA conducted a detailed review of properties in the RLE project area to determine if the project would alter the characteristics that would qualify properties for inclusion in the National Register of Historic Places. None of the properties proposed for acquisition under the RLE project have been identified as having historical value. As noted above, property impacts will be confirmed in the Final Environmental Impact Statement after more detailed conceptual design.

What about indirect property impacts to the surrounding area... within a 1 or 2 block radius?

You may want to check out "Transit Means Business", a study by the Metropolitan Planning Council about the impacts of transit on properties in the surrounding areas: <https://chi.streetsblog.org/2018/11/12/mpc-study-highlights-importance-of-transit-for-attracting-businesses-employees>.



How will the traffic be controlled around our houses?

CTA is studying traffic impacts as part of the environmental analysis. CTA will be coordinating with the Chicago Department of Transportation (CDOT) on issues related to parking availability.

Will the people in Altgeld Gardens be in jeopardy of losing some of the housing?

The housing in Altgeld Gardens will not be affected by the Red Line Extension Project. For property-related questions, please email us at RedExtension@transitchicago.com or call customer service at 1-888-YOUR-CTA (1-888-CTA-TTY1 for hearing impaired/TTY) and our property relocation liaison will contact you within 24 hours.

Environmental Impacts

What will happen to the trees and park area along Eggleston, between the road and the current freight tracks? Are you going to tear it all out?

CTA does anticipate needing to remove some trees to make room for the RLE Project. A tree survey is being conducted that will give us a better idea of the impacts to trees along Eggleston Avenue, as well as other areas of the project.

What about fuel emissions?

Air Quality is one of the environmental resource categories being assessed as part of the Final Environmental Impact Statement.

Safety & Security

How will you maintain safety within the residential area? How are you going to provide security?

A project-specific safety and security plan for the Red Line Extension is being developed during Preliminary Engineering, and security measures will be consistent with that of the entire CTA system. A number of steps have been taken to improve your safety and security while on CTA. To learn more about these steps, please visit: www.transitchicago.com/security. CTA will be coordinating with the Chicago Police Department on issues related to public safety.

Will the trains be cleaner and safer than they are now?

The project-specific safety and security plan for the Red Line Extension is being developed during Preliminary Engineering, and security measures will be consistent with that of the entire CTA system. A number of steps have been



taken to improve your safety and security while on CTA. To learn more about these steps, please visit: www.transitchicago.com/security.

Youth & Workforce Opportunities

What are the opportunities for potential employment during the planning and construction phases? How can local candidates access training that will prepare them for potential employment in all phases of this project? Will there be a jobs pipeline for those from the impacted community to access employment?

As a part of the RLE project, the CTA is seeking to address barriers to sustainable employment for residents within the project area and people from economically disadvantaged zip codes. The CTA is establishing partnerships with community organizations, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry.

What are the right now economic and employment opportunities for those that live in the impacted areas?

The RLE workforce development plan is under development and will be coordinated with CTA-wide plans to increase workforce and career opportunities. In the meantime, please check out [CTA's Workforce Opportunities page](#) to see what's available now.

What are the unemployment rates for the east and west?

CTA is including demographic analysis, including employment, in our environmental review process. The unemployment rate in Roseland, for example, is 22.4% as of the most recent CMAP Community Area Planning Data Snapshots. Other communities and community areas are available on their website: <https://www.cmap.illinois.gov/data/community-snapshots>.

How can people 19-30 years old join the landscape?

We recognize the importance of youth and young adults from the RLE footprint. CTA will be looking at ways to engage and inform this population through targeted outreach such as hosting construction careers seminars, creating an internship program, and the possibility of creating a youth advisory committee. We are open to any suggestions you may have!

Will CTA let the community join the jobs?

As a part of the RLE project, the CTA is seeking to address barriers to sustainable employment for residents within the project area and people from economically disadvantaged zip codes. The CTA is establishing partnerships



with community organizations, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry. As always, we're open to your suggestions!

Staying Involved

How do we get involved in some of the other initiatives that were presented?

[Click here](#) to visit the City of Chicago's INVEST South/West initiative for Greater Roseland. Recordings of the recent visioning sessions can also be viewed at the following links:

- [February 23](#)
- [March 23](#)

How is the feedback given in the survey?

The survey asks a variety of questions, including the ones you saw today. Most are multiple choice; some are open ended. The survey is open to the public and available on our engagement website at www.transitchicago.com/RLE/engage.