

## Orange Line Extension Alternatives Analysis Study

### Screen Two Public Involvement - Public Comments and Questions

July 2009

No.	Comment/Question	Received Via*	Topic Area(s)
*1 (1-6)	Negative business impact	STK	9
2	Impact on property values	STK	9
3	State inability to maintain roads	STK	12
4	Traffic congestion increased	STK	9
5	Crime impact	STK	9
6	Impact of CTA project on Ford City Mall redevelopment	STK	9
*7 (7-8)	Negative business impact on Cicero	STK	9
8	Increase traffic congestion at mall entrance will impact redevelopment of Ford City	STK	9
*9 (9-12)	What are expected economic impacts especially on local businesses?	STK	9
10	How will traffic on Cicero Ave be affected?	STK	9
11	Will a new park and ride at Ford City Mall be opened?	STK	4
12	Will frequency of trains be affected?	STK	8
13	Please send me a print copy of PowerPoint presentation when you can. Thank you.	DALEY	6
14	Please send me 4 copies of the Orange Line Extension. Thank you. (aerials)	DALEY	6
15	Written comments accepted through May 6, 2009 two weeks today. Mr. Darud Akbar, Chicago Transit Authority, Government and Community Relations	DALEY	12
16	In full support of the rail line extension, and very happy to see it moving forward beyond Screen 2. The prospect of future extensions south and/or west is also very exciting. I would still like to see a second station at Marquette Rd to serve the hotel complex and any future density increases in the neighborhood.	DALEY	2,5,10
17	How can you add more cars to trains when you are already running 8 car trains? 8 cars is the maximum length.	DALEY	4
*18 (18-19)	All this back-and-forth over a little over 2 miles of train track is ludicrous. Above-ground, at grade, subway--just build it out to Ford City, already! I'm tired of driving out to 76th and Cicero every time I want to go to Penny's or Carson's! And while your at it, build the Yellow Line to Old Orchard, the Blue Line to Schaumburg, and the Dan Ryan Red Line to River Oaks. Are you seeing a pattern here? ;) And all of these projects have been bandied about for years. Take some Olympic and Taste of Chicago money and build them!	DALEY	10
19	The Belt Railway option that goes west across the Clearing Yard and runs elevated down the middle of Cicero, is the best option. The bus way? Yeech! Cicero's jammed enough without taking a lane in each direction. And has anybody at the CTA ever waited outside for a bus in the winter? Can you say, "humanicicle"?	DALEY	10
20	How would this project work with a possible mid-city transit way (Cicero- Belt Railway) routing currently under study by the CTA?	DALEY	1
21	What is the methodology to determine ridership, capital, and operations costs of various alternatives?	DALEY	3

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22	Can the BRT version use the belt railway corridor space or can the BRT be built without lane widening (take lanes from passenger cars)?	DALEY	4
23	With Chicago's hope for the Olympics this would help 1st South West Chicago and South Suburbs that really do not have anything like this	DALEY	10
24	I'm all for your proposal plan. The economic growth has been dramatic where ever CTA rail lines are.	DALEY	9,10
25	No questions but my opinion is that I like the Cicero Ave corridor. Please keep the alignment on the east side of Cicero Ave. I am also concerned about row costs but if you build bridges to get to the west side you will have to maintain them forever.	DALEY	4,7,10
26	Will there be any proposed stops between Midway and Ford City? If so, what are they?	DALEY	5
27	Will additional stops be added between Midway and the proposed LPA (such as 63rd St. or 67th St) or will it be a straight shot from Midway to Ford City?	DALEY	5
28	Cicero Corridor- Should have at least 3 stations between Midway and Ford City Mall because of the jobs along the corridor. That way they don't have to take the bus transfer.	DALEY	5
29	Historically, what effect does this type of project have on homeowner property values?	DALEY	9
30	Anticipating purchasing any homes in order to complete the project? If so, where? Or when will you know?	DALEY	9
31	Is there any parking anticipated to be added between 59th and the Ford City Station?	DALEY	4
32	How high is the elevated line over the Belt Rail yard? We are already expected to lose southern exposure due to the Lee Pasteur Harley new school.	DALEY	4, 9
33	Orange Line and loop el are already very congested on existing track. What plans are in place to handle the additional projected 3 million new riders that will be added due to this extension?	DALEY	8
*34 (34-35)	Please try to accommodate potential future station at 67th St.	DALEY	5
35	Has preferred alignment been examined to determine if it can be extended further in the future (i.e. west to Toyota Park?)	DALEY	2
36	Is this project solely funded by the federal government or are state and local governments involved? If so, are percentages of funding available at this time?	DALEY	7
*37 (37-39)	How much did the construction of the entire orange line cost initially?	DALEY	7
38	What other extensions are being proposed in addition to the Orange Line proposal?	DALEY	1
39	Would the CTA consider expanding the operating hours of the Orange Line?	DALEY	11
40	How would the new bus terminal at Ford City reduce travel times on any CTA bus routes? All of the Midway Feeder routes would have to be extended south in order to serve Ford City. The closest CTA mainline bus service, #63 would have a longer trip if extended/rerouted to serve Ford City.	DALEY	8
41	What side of Ford City will the station be located and how far south?	DALEY	5

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42	Good Evening Darud, it has been reported to me that at your public hearing a request was made to extend the Orange Line to Toyota Park. No economic analysis could justify that alternative. The population densities and ridership is due south along the Cicero corridor through Oak Lawn. Let me suggest the center lane light rail model being operated in communities like Portland. Very attractive and well patronized. What say ye? Larry..Who made the request for Toyota Park? I am requesting a copy of that written request.	EMAIL	2,4
43	Will there be any direct pedestrian connections to the Bedford Park side of Cicero Avenue – at either the terminus or at an intermediate station at say 71 <sup>st</sup> /72 <sup>nd</sup> street - if the HRT along south Cicero Ave alternative is explored? There is probably more demand for the retail establishments on that side of Cicero than for the stores in the actual Ford City Mall!!	EMAIL	4,5
44	After reviewing the plans for the Orange Line extension, will a new station be included at, say, 63rd Street or 67th Street? I don't see any plans for it in the study. I would find it very disappointing to see the Orange Line extended about 2 miles without an additional stop. There are thousands of residents along the route that wouldn't have convenient access to the line near their own homes and businesses. Since all the other stations are pretty much about 1-mile apart along the orange line, I think this would leave a terrible gap in service. Another stop would certainly increase ridership.	EMAIL	5
45	I think the extension of the orange line should have been done in the first place. The raising of the parking rates in the parking lots is hurting a lot of poor people.	USPS	10,11
46	So happy to hear from Mrs. Keating at our April homeowners meeting that the Orange line will probably be extended to Ford City. As you I am sure realize, this extension has been wanted for a long time.	USPS	10
47	I believe that the Orange line extension south should have continued years back, future progress I guess was not considered. The Ford City grounds have so much idle wasted outside space, yet even though living in this area they don't allow parking, than getting on the bus to the airport orange line, all spaces at Pulaski and Archer are packed from early morning, probably taken by suburbanites!	USPS	10,11
48	Would we be able to obtain a copy of your Q & A for the Public Meeting @ Daley College on April 22, 2009? Or do you plan to summarize all the written questions you have received?	EMAIL	6
49	We greatly appreciate your April 16th presentation on the possible Orange Line extension on April 16th. The Bedford Park Village Board has approved support for the Cicero Avenue plan or the western route for the extension. Also, the Village of Bedford Park highly recommends a pedestrian bridge over Cicero Avenue from the site of the proposed station. This would help greatly with access to the station. Let me state our sincere thanks for the opportunity to provide input into the plans for this project.	USPS	4,10
50	I find the Orange Line Expansion Plan to be both innovative and exciting. I support the plan fully.	USPS	10

#### Key to source of comments:

**DALEY** Comment received at Public Meeting held at Richard J. Daley College

**EMAIL** Comment sent to CTA by email

**STK** Comment received at Stakeholder Meeting

**USPS** Comment sent to CTA by postal mail

\* indicates comment/question from the same card