Federal Transit Administration

Region V

RED-PURPLE BYPASS PROJECT IN THE CITY OF CHICAGO, ILLINOIS

Finding of No Significant Impact (FONSI)

A. Introduction

This document provides the basis for a determination by the U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), of a Finding of No Significant Impact (FONSI) for the Red-Purple Bypass Project. This determination is made in accordance with the National Environmental Policy Act (NEPA) of 1969, 42 United States Code (U.S.C.) § 4332(2)(c); FTA's implementing procedures (23 Code of Federal Regulations [CFR] § 771.121); Section 4(f) of the USDOT Act of 1966, 49 U.S.C. § 303; and the National Historic Preservation Act of 1966, 54 U.S.C. § 300101 et seq.

FTA, as the federal lead agency, and Chicago Transit Authority (CTA), as the local project sponsor, jointly prepared the Environmental Assessment (EA) and Section 4(f) Evaluation to describe potential impacts on the human and natural environment and historic integrity that may result from the Red-Purple Bypass Project on the CTA Red and Purple lines. The EA was prepared pursuant to 23 CFR § 771.119 and issued by FTA on May 19, 2015. This FONSI is prepared by FTA pursuant to 23 CFR § 771.121., and incorporates by reference the EA and other cited documentation.

B. Existing Conditions

Figure 1 is a map of the project limits. The Red-Purple Bypass Project area is approximately 5 miles north of downtown Chicago, in the Lakeview community area. The project area, just north of Belmont station, includes the existing junction where three CTA rail lines, the Red, Purple, and Brown lines, converge at an existing flat junction (known as Clark Junction), mainline Red and Purple line tracks extend north to Newport and Cornelia Avenues, and the Brown Line branch extends west to approximately Seminary Avenue. The Red, Purple, and Brown lines connect passengers living north and northwest of downtown to jobs and other destinations in the Chicago Loop, the second largest central business district in the United States.

The North Red and Purple lines alone account for more than 24 percent of all CTA train trips on all CTA train lines. The North Red and Purple lines also serve passengers in some of the densest neighborhoods of Chicago. Within this project area, nearly 145,000 passengers travel through Clark Junction every weekday on the Red, Purple and Brown lines; this represents over 23 percent of all CTA weekday rail ridership.

The project area includes some of the oldest infrastructure in the CTA train system, dating back to 1900. The mainline opened for service in 1900, and the Ravenswood Branch (including Clark Junction) opened in 1907.

Figure 1: Red-Purple Bypass Project Limits

The underlying structure, including many of the foundations, has never been fully replaced as part of state-of-good-repair improvements. The existing track structure has an FTA condition rating of 1.6 out of 5. (This rating means that the asset is past its useful life and should be prioritized for repair or replacement.) Under the FTA condition rating definition, the track structure reached the end of its useful life 37 years ago.

Clark Junction is the largest physical capacity constraint in the 9.6-mile Red and Purple Modernization (RPM) Program corridor, where three separate services on six tracks merge onto four tracks, limiting the number of trains on all three lines that pass through this area. **Figure 2** shows the current flat junction configuration for illustrative purposes.

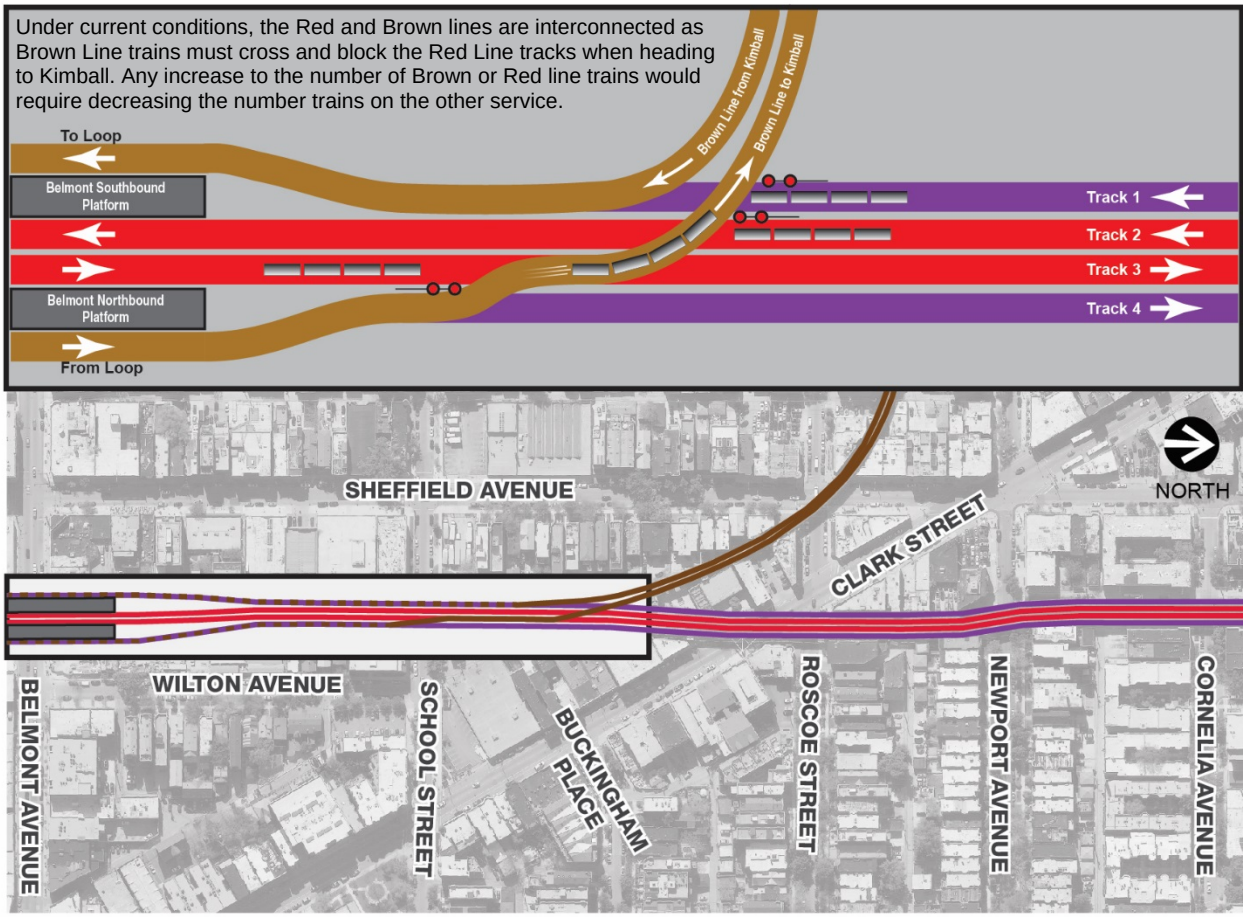

Figure 2: Schematic of Current Conditions at Clark Junction

At the existing junction, northbound Brown Line trains cross both the north- and southbound Red Line tracks and the southbound Purple Line tracks, limiting the total number of trains available to 20–22 trains per hour per track, or 40–44 trains per hour in each direction. Each time northbound Brown Line trains cross the junction, any northbound or southbound Red Line as well as any southbound Purple Line train approaching the junction must wait until the Brown Line completely clears the junction to continue operating. In addition, the time it takes for the Brown Line trains to clear the junction has increased because the Brown Line now operates eight-car trains, while before 2008, only six-car trains could operate on the Brown Line. This flat

junction configuration causes signal delays because Red, Purple, and Brown line trains must wait for each other to pass through the junction before proceeding. Signal delays are more frequent during peak hours, when trains on both the Red and Brown lines operate approximately every three minutes. At least 40 percent of all Red, Purple, and Brown line trains traveling through this junction are delayed, which is symptomatic of the capacity constraint. General rail transit design guidance recommends that junctions be grade separated when trains operate as frequently as they do through Clark Junction.

In addition to the constraints imposed by Clark Junction, the four-track alignment north of Clark Junction between Belmont and Addison stations, which is approximately 2,000 feet long, includes a pair of short-radius, speed-restricted curves. These curves result in longer travel times (slow curves limit train speeds to 25 mph) and reduced passenger comfort. These speed-restricted curves would limit speeds for the Red and Purple line trains even if the flat junction capacity constraint were removed. The existing track spacing at these locations also does not meet CTA track spacing requirements that are in place for safety reasons (i.e., providing adequate clearances for track maintenance and to meet minimum emergency access standards). Under existing conditions, the insufficient room for walkways translates into delays during maintenance and inspection. Trains are held by flaggers as workers clear the tracks (because any space between tracks is insufficient for a train to pass with workers in this space). To clear one track, workers must stand in the pathways of other tracks. Current CTA design criteria call for track spacing and walkways that allow room for maintainers and inspectors to stand clear of tracks.

The conflicts at the junction and the speed-restricted curves combine to slow each train traveling between Addison and Belmont stations by over 1 minute on average. The combined factor of high ridership and slow speeds leads to over ½ million hours of extra travel time for Red and Purple line passengers annually.

C. Project Purpose and Need

The Red-Purple Bypass Project would construct a fifth track bypass for the northbound Brown Line at Clark Junction, just north of Belmont station, and reconstruct approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the stretch of track between Newport and Cornelia Avenues on the north. The bypass would separate northbound Brown Line trains that currently cross north- and southbound Red Line tracks, as well as southbound Purple Line tracks. The project would improve capacity, travel time, ride quality, and safety in one of CTA's highest ridership corridors. The project would also allow CTA to increase functional capacity to meet ridership demands while improving the quality, speed, and passenger comfort of each ride and improving access to job markets and destinations. The capacity expansion would have the added benefit of bringing this critical infrastructure into a state of good repair, thereby improving efficiency and service reliability and extending the overall life of the transit system by 60 to 80 years.

The need for the project is based on a number of problems within the project area. The following key factors define the project's need:

- A substantial number of transit passengers rely on the existing Red, Purple, and Brown lines to connect Chicago's North Side and northern suburbs with the Loop and the rest of the Chicago metropolitan area.

- Peak ridership demand exceeds existing infrastructure capacity.
- Passenger crowding is common on trains.
- Delays occur frequently at Clark Junction.
- Overall train speeds are slow due to cross traffic and antiquated infrastructure.
- Existing infrastructure is substantially past its useful life.
- Maintaining safe operating conditions becomes more difficult and costly as infrastructure continues to degrade.

D. Alternatives Considered

The EA evaluates the proposed project, which was developed and evolved through a multiyear planning and public engagement process that began in 2009. Two alternatives were developed and evaluated for the EA: the No Build Alternative and the Build Alternative. Throughout the development of the Build Alternative for the Red-Purple Bypass Project, CTA considered an array of alternatives to address the existing capacity constraint at Clark Junction. Public comments throughout this process informed many of the alternatives considered to address capacity constraints, reduce property displacements, and minimize community disruption. CTA determined the Build Alternative to be the Preferred Alternative that best meets the purpose and need of the project.

No Build Alternative

The No Build Alternative represents future conditions if the Red-Purple Bypass Project were not implemented. The alternative would include typical repairs to Clark Junction and the associated mainline tracks based on historic funding levels needed to keep the lines functional. Typical repairs include footing replacement, structural steel repair or replacement, tie replacement, rail replacement, traction power replacement and upgrades, signal component replacement, and signal upgrades.

Capital expenditures would be minor compared to the Build Alternative. Functional improvements under the No Build Alternative would be insufficient to respond to ridership demand and would not modernize the system. Some expenditure would be made to keep the system operating; however, service quality and effective capacity would decline over time, and maintenance costs would rise due to continued aging of the infrastructure. The No Build Alternative would not involve substantial changes to the existing infrastructure or major construction activities. Travel times would likely continue to increase and service reliability would continue to degrade in order to safely operate on deteriorating infrastructure.

Build Alternative

The Build Alternative, shown in **Figure 3**, consists of constructing a fifth track bypass for the northbound Brown Line and reconstructing approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the stretch of track between Newport and Cornelia Avenues on the north. The improvements would address current and future ridership

demands, decrease travel times, raise overall system reliability and safety, reduce noise levels, and provide a modern track structure with a renewed useful life of 60 to 80 years while supporting future growth and development in the project area and beyond. The Build Alternative would allow for up to eight additional trains to pass through Clark Junction every hour, representing a nearly 30 percent increase in peak-period capacity.

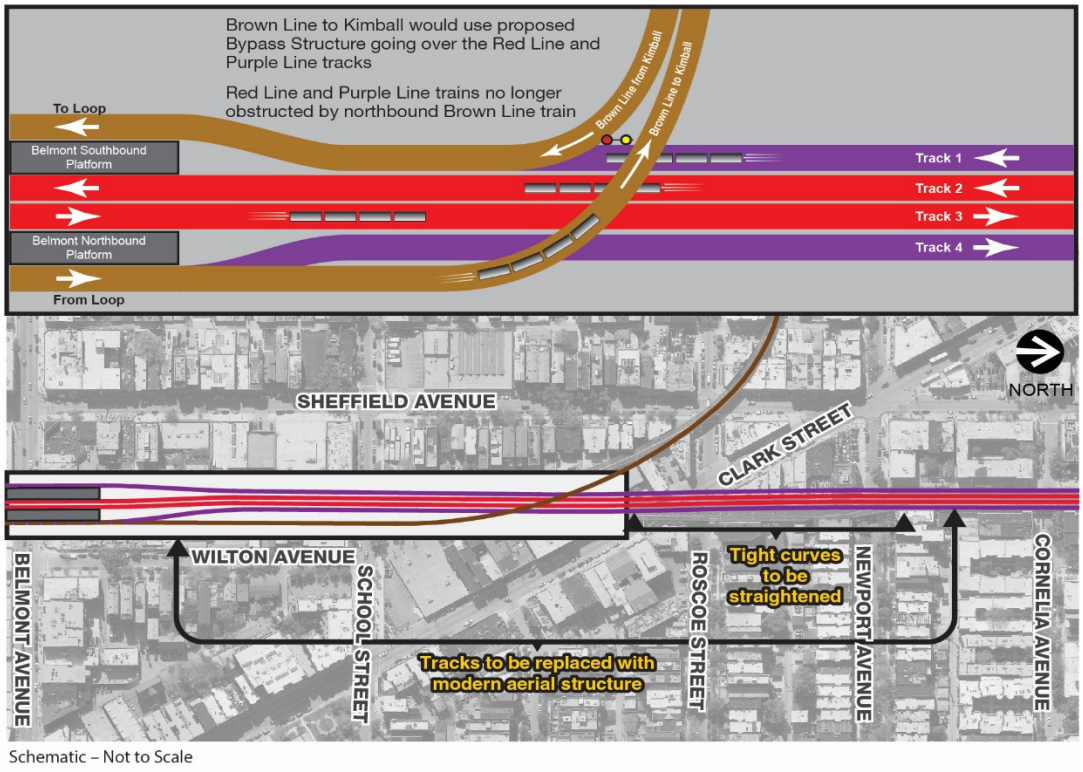

Figure 3: Red-Purple Bypass Build Alternative

Major project elements of the Build Alternative include the following:

Fifth Track Bypass - The Build Alternative would provide a grade-separated junction allowing northbound Brown Line trains to cross unimpeded over and above the other tracks on a new aerial structure. A new track would be built to the east of the existing tracks, ramp up, and curve westward over the mainline tracks to merge onto the existing Brown Line track elevated structure just west of Sheffield Avenue. Based on conceptual engineering, the bypass track is expected to be approximately 40 to 45 feet above the existing ground level (up to 22 feet above the existing tracks) at its highest point. The proposed structure would use a closed-deck, aerial structure with direct-fixation track. Noise barriers (approximately 3 to 5 feet high) are proposed on both sides of the track deck for the full length of the bypass to reduce noise transmission at and below track level. The bypass structure would include special trackwork, signals, signal equipment, and relay houses that would allow northbound Brown Line trains to be routed up and over the Red and Purple line tracks, reconnecting with the existing Brown Line tracks west of Sheffield Avenue.

Mainline Tracks - The Build Alternative would realign existing short-radius curves to eliminate unnecessary speed restrictions, improving train speeds, travel time, and ride quality. The modernized track structure would be wider than the existing track structure to meet modern

design standards, including provisions for worker safety. To minimize noise and vibration impacts from faster and more frequent trains, the proposed structure would use a closed-deck aerial structure with direct-fixation track and a welded rail system. Noise barriers (approximately 3 to 5 feet high) are proposed on both sides of the track deck for the full length of the project limits to reduce noise transmission at and below track level.

E. Public Involvement, Agency Coordination, and Public Opportunity to Comment

The EA and Section 4(f) Evaluation document was made available for public comment from May 19, 2015 through June 18, 2015. The legal Notice of Availability was published in the *Chicago Sun-Times* on May 19, 2015. Copies of the document were available for review online through the project website (in accessible and pdf versions) and in hardcopy format during this period at the following locations: (a) 44th Ward Office (3323 N. Sheffield Avenue, Chicago, IL 60657); (b) Merlo Library at 644 W. Belmont Avenue, Chicago, IL 60657; (c) Lincoln Belmont Library at 1659 W. Melrose Street, Chicago, IL 60657; (d) Harold Washington Library Center at 400 S. State Street, Chicago, IL 60605; and (e) CTA Headquarters (standard size and large print version) at 567 W. Lake Street, Chicago, IL 60661. Comments were accepted via e-mail and U.S. mail through June 18, 2015. Comments were also accepted in writing and verbally at the public hearing on June 3, 2015.

CTA held a public hearing on Wednesday, June 3, 2015 at the Center on Halsted (3656 N. Halsted Street, Chicago, IL 60613) from 6:30 PM to 8:00 PM. A total of 130 people signed in at the public hearing. Some attendees did not wish to sign in at the public hearing.

The public hearing was held in an open house format and included project exhibit boards that described the project and findings of the EA. Hearing attendees were invited to speak with CTA staff to discuss specific issues and ask specific questions regarding the project. Active discussion stations were also provided for more detailed and interactive discussions between CTA technical staff and members of the public concerning elements of the project. CTA provided comment cards to all attendees at the sign-in desk and a court reporter was available to take public comments verbally. Multiple copies of the EA and all EA appendices were available at the hearing for attendees to review. CTA made the public hearing exhibit boards available on the CTA project website after the meeting.

CTA received a total of 124 comments from the public during the comment period. In addition, an agency comment was received from the United States Environmental Protection Agency (USEPA). FTA and CTA have addressed the comments received in this FONSI. **Attachment A** contains the agency and public comments received regarding the EA, and responses to these comments.

No changes to the EA were necessary as a result of the public comments. The public comments primarily requested clarification of the results of the analysis contained in the EA. The responses to comments refer the commenter to the applicable chapter or section of the EA where the analysis was described. Public comments included a mixture of support and opposition for the proposed improvements. Public comments requested confirmation that CTA will implement the project in the following manner:

- Construct the project expeditiously and efficiently, including minimizing impacts during construction such as transit service interruptions, access to businesses, safety of construction zones, noise, and vibration.

- Through project engineering and design, continue to look at ways to minimize property impacts and maintaining properties acquired to avoid adverse impacts on neighborhoods, communities, and businesses.

- Work with the surrounding community to ensure that redevelopment on remaining portions of land acquired that are not used for permanent right-of-way occurs quickly after construction and that redevelopment is consistent with the character of the existing neighborhood and community.

USEPA's comment sought the following: additional clarification on construction impacts related to air quality, including consideration of impacts related to traffic re-routes during construction to avoid impacts on schools and daycare centers; additional outreach to environmental justice populations; and requested consideration of sustainability approaches during construction. In response to USEPA's comment, additional clarification on the potential for air quality impacts is provided in the Agency and Public Comment and Response Log for the FONSI (**Attachment A**). No significant construction or permanent air quality impacts would result from the project. In addition, the following two issues have been included in the Mitigation Commitments Table for the FONSI (**Attachment B**) based on USEPA comments and suggestions: (1) greater specificity on developing Maintenance of Traffic plans to consider locations of schools and daycare centers in construction traffic re-routes, and (2) an additional provision requiring CTA to incorporate a contractor selection criterion for proposals that consider sustainable practices in their construction approach and plans. Sustainability strategies and citation of best practice guidance for incorporating these sustainability strategies is further provided in **Attachment B**. The EA addresses the specialized outreach efforts conducted to effectively reach out to environmental justice populations, and documents commitments of the project to engage all community groups through construction.

F. Mitigation Measures to Minimize Harm

The EA describes the proposed project, its likely impacts, and potential mitigation measures to avoid or minimize those impacts. **Attachment B** describes the mitigation commitments that FTA requires of CTA as a condition of FTA's finding. These mitigation commitments are based on the mitigation measures identified in the EA, presented at the public hearing on June 3, 2015, and described in the Section 106 Memorandum of Agreement (**Attachment C**). Satisfaction of the mitigation commitments will be a condition of any grant that FTA may make for the project.

G. Environmental Determinations and Findings

National Environmental Policy Act (NEPA) Finding

FTA served as the lead agency under NEPA for the project. CTA will construct the project in accordance with the design features and mitigation measures presented in the EA and Section 4(f) Evaluation as well as this Finding of No Significant Impact. CTA prepared the EA with FTA oversight in compliance with NEPA, 42 U.S.C. § 4321, et. seq., and with 23 CFR § 771.121. FTA has made an independent evaluation of the EA and Section 4(f) Evaluation.

After reviewing the EA and supporting documents, including public comments and responses made thereto, FTA finds that the project would not result in any substantial permanent negative impacts on the following resource categories: transportation; displacements and relocations of existing uses; land use and economic development; neighborhoods, communities, and businesses; visual and aesthetic conditions; noise; vibration; hazardous materials; environmental justice communities; and indirect and cumulative impacts. The following resource categories would have limited or no impacts related to the project: air quality, water resources, biological resources, geology and soils, energy, and safety and security.

FTA finds that the project would result in temporary construction impacts on the following resource categories: transportation; displacements and relocations of existing uses; neighborhoods, communities, and businesses; visual and aesthetic conditions; noise; and vibration. **Attachment B** contains proposed measures to mitigate these impacts.

Pursuant to 23 CFR § 771.121, FTA finds that the proposed project with mitigation, to which CTA has committed, will have no significant impact on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Section 106 Finding

In compliance with Section 106 of the National Historic Preservation Act of 1966 and in accordance with the Criteria of Adverse Effect described in 36 CFR § 800.5, FTA determined that the project would have an Adverse Effect on the following resources: (1) the elevated track structure, which is individually eligible for the National Register of Historic Places (NRHP) and would be adversely affected by replacement of portions with a modern aerial structure, affecting the integrity of historic materials and workmanship; (2) the Vautravers Building at 947–949 W. Newport Avenue, which is both individually NRHP-eligible and a contributing resource to the NRHP-eligible Newport Avenue Historic District and would be adversely affected because the building lies within the footprint of the Build Alternative alignment, requiring it to be relocated or demolished; and (3) the NRHP-eligible Newport Avenue Historic District, which would be adversely affected because the Vautravers Building is a contributing element to that district. The Illinois Historic Preservation Agency (IHPA), acting as the State Historic Preservation Officer, concurred with these determinations on December 22, 2014.

Mitigation measures were developed based on input from the Section 106 consulting parties to minimize and mitigate adverse effects. These measures and stipulations are incorporated in the executed Memorandum of Agreement between FTA, the Advisory Council on Historic Preservation (ACHP), and IHPA, included as **Attachment C**. While the project will have an adverse effect on the elevated track structure, the Vautravers Building, and the Newport Avenue Historic District; the effects, when mitigated, will not be significant. Based on the historic resources analysis included in the EA as well as the consultation with IHPA, ACHP, and the other Section 106 consulting parties, **FTA finds, in accordance with 36 CFR § 800, that the Section 106 coordination and consultation requirements for the project have been fulfilled**.

Environmental Justice Finding

Executive Order 12898 provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and/or low-income populations." A disproportionately high and adverse effect on minority or low-income populations is defined as an adverse effect that: (a) is predominantly borne by a minority population and/or a low-income population; or (b) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Based on the analysis contained in the EA and the mitigation commitments made by CTA, the Red-Purple Bypass Project would not result in adverse environmental impacts. As a result, **FTA finds that the project will not result in disproportionately high and adverse effects on minority or low-income populations.** In addition, the project would provide benefits to all passengers, including minority and low-income populations, by providing quicker, more reliable service along the Red, Purple, and Brown lines.

Air Quality Conformity Finding

The Red and Purple Modernization (RPM) Project, which includes the Red-Purple Bypass Project, is identified in the FY 2014–2019 Chicago Metropolitan Agency for Planning (CMAP) transportation improvement program (TIP) under ID #16-10-9001. A portion of the RPM Project funding is included in this constrained TIP endorsed by the Metropolitan Planning Organization Policy Committee of CMAP for the region in which the RPM Project is located. As this TIP is amended and TIPs for future years are developed, additional funding will be added to support construction of the RPM Project. The RPM Project is also within the fiscally constrained CMAP 2040 regional transportation plan (*GO TO 2040*). On October 21, 2014, the Federal Highway Administration (FHWA) and FTA determined that the 2040 regional transportation plan conforms to the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. On June 5, 2015, FHWA and FTA approved the TIP for inclusion in the state transportation improvement program (STIP) after determining that the TIP also conforms to the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR § 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans." The Red-Purple Bypass Project's design and scope are consistent with the project information used for the TIP conformity analysis; therefore, **FTA finds that the project conforms to the existing SIP and the transportation-related requirements of the 1990 Clean Air Act Amendments**.

Section 4(f) Finding

Section 4(f) of the USDOT Act of 1966 (49 U.S.C. § 303) is a national policy which states that the Secretary of Transportation may not approve transportation projects that use publically owned parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site unless a determination is made that there is no prudent or feasible alternative to using that land, and that all possible planning has been done to minimize harm. The requirements for treatment of these resources are codified in federal law in 49 U.S.C. § 303 and 23 U.S.C. § 138, and implemented through 23 CFR § 774.

The existence of potential Section 4(f) resources was evaluated in the EA and Section 4(f) Evaluation. The project will result in the direct use of the following historic resources that are afforded protection under 49 U.S.C. § 303: (1) the individually NRHP-eligible elevated track structure which would be adversely affected by replacement of portions with a modern aerial structure, affecting the integrity of historic materials and workmanship; (2) the Vautravers Building at 947–949 W. Newport Avenue which is both individually NRHP-eligible and a contributing resource to the NRHP-eligible Newport Avenue Historic District and would be adversely affected because the building lies within the footprint of the Build Alternative alignment, requiring it to be relocated or demolished; and (3) the NRHP-eligible Newport Avenue Historic District, which would be adversely affected because the Vautravers Building is a contributing element to that district and would be relocated or demolished. To mitigate these impacts, CTA will implement the measures identified in the Memorandum of Agreement (see **Attachment C**).

In a letter dated July 17, 2015, the U.S. Department of Interior (USDOI) concurred with the FTA determination that there are no feasible or prudent alternatives to avoid use of the elevated track structure, the Vautravers Building, and the Newport Avenue Historic District. The attached executed Memorandum of Agreement between FTA, ACHP, and IHPA addresses the USDOI's request for evidence that all possible planning to minimize harm to these historic resources has been taken. **FTA finds that the project is in compliance with the Section 4(f) regulations at 23 CFR § 774.**

H. Conclusion

Based on the EA and its associated supporting documents, FTA finds that pursuant to 23 CFR § 771.121, there are no significant impacts on the environment associated with the development and operation of the proposed Red-Purple Bypass Project. Preparation of an Environmental Impact Statement is not warranted.

Marisol Simón
Regional Administrator
Federal Transit Administration, Region V

10-29-2015
Date

ATTACHMENTS

A. Agency and Public Comments and Responses

B. Mitigation Commitments Table

C. Section 106 Memorandum of Agreement

A. Agency and Public Comments and Responses

Red-Purple Bypass Project

Responses to Public Comments

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) prepared an Environmental Assessment (EA) for the proposed project under the National Environmental Policy Act of 1969 (NEPA) and other applicable federal regulations. FTA and CTA made the EA available for public and agency review during a 30-day comment period from May 19 through June 18, 2015. During the public comment period, FTA and CTA received 124 public comments. Comments were on numerous issues but the majority could be grouped into general categories. Below are responses to the most common of comments. To the extent possible, the responses are organized by major topic areas covered in the EA.

The Public and Agency Comment and Response Log, attached, presents all comments received with references to these responses.

1. General Comments - Costs, Benefits, and Environmental Process

A number of commenters expressed either opposition to or support for the project. Most of the commenters opposed to the project who stated a reason for their opposition said that the costs of the project outweighed the benefits. Commenters in support of the project provided general reasons for support and requested that CTA move the project forward as quickly as possible. While these comments did not describe specific concerns about the environmental impacts of the project, additional information is provided below to help the public understand the purpose and procedures of the federal environmental review processes and the next steps anticipated for this project. (See comments 1, 3, 7, 9, 11, 14, 16, 20, 24, 25, 27, 39, 40, 43, 44, 53, 54, 56, 57, 59, 60, 62, 63, 66, 68, 69, 73, 75, 80, 83, 86, 88, 96, 99, 100, 101, 102, 103, 106, 107, 108, 110, 111, 113, 116, 117, 118, and 123.)

CTA proposes to cover a portion of the Red-Purple Bypass Project costs by applying for federal funds administered by FTA. NEPA requires environmental impacts be considered before approving any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined. FTA and CTA prepared the Red-Purple Bypass Project EA in accordance with NEPA and other applicable regulations, including Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, and other agency regulations and guidelines.

The purpose of the EA is to analyze the impacts of the project on the physical, human, and natural environments in the project area. CTA published the EA and made it available for public review and comment over a 30-day period. To get additional public input, CTA held a public hearing on June 3, 2015. Response #13 below provides more detail about the public hearing format and comments related to it.

While the purpose of the public involvement process under NEPA is not to solicit "votes" on the project, the public plays an important role in shaping how the project is implemented. FTA and CTA are responding to all substantive comments received from the public. Substantive comments include questions or concerns about the accuracy of the analysis or the methods and assumptions used, and comments that provide additional information for consideration in the analysis. Some comments presented reasonable alternatives to the project or to the mitigation measures identified in the EA. General support or opposition comments or general value statements are important because they help CTA understand the views of the community; however, without more specific justification, CTA cannot address them further. After considering the technical

analysis results and the mitigation measures proposed in the EA, as well as the substantive public comments received, FTA will issue an environmental finding on the proposed project. FTA's finding will guide future planning and implementation of the project. This finding is just one step in a multistep process that could allow CTA to move forward with this project.

After the environmental phase of this project is complete, CTA intends to seek Capital Investment Grant (CIG) program funding from FTA for the Red-Purple Bypass Project as part of RPM Phase One. The CIG program, commonly known as the New Starts, Small Starts, and Core Capacity Improvements program, requires sponsors like CTA to complete a multiyear, multistep process before a project is eligible for funding. FTA's website at www.fta.dot.gov describes the steps in the process and the basic requirements of the program. For this project, CTA proposes to pursue Core Capacity Improvement funding—a program available specifically to expand the capacity of existing fixed guideway systems. This program requires projects to increase capacity by at least 10 percent. FTA must evaluate and rate proposed projects seeking funding from the CIG program based on criteria specified in law. These criteria relate to the need for the project and to local financial commitment, and they include factors (such as cost effectiveness) that were mentioned in some comments. These overall criteria evaluate the merits of the project and the local sponsor's (in this case, CTA's) ability to build and operate the project along with the existing transit system. FTA assigns ratings from low to high based on information project sponsors submit about the project's cost and benefits, the amount of CIG program funds requested, and the overall financial plan.

While federal funding would cover a substantial portion of project costs, state and local funds would still be needed to pay for more than half of project costs. CTA is continuing to work with federal, state, and local agencies to secure the funding necessary to keep this project moving forward with the support of the community. Coordination on debt structuring or other mechanisms for federal, state, and local funding for the project is ongoing.

Some comments questioned why a cost-benefit analysis was not completed. A cost-benefit analysis can be useful in determining whether a project is worth pursuing, but it is not required and is not usually included in NEPA analyses. As some comments noted, expressing the value of non-monetary factors (such as delay) in dollars to make a financial comparison is not an exact science. Values depend on a variety of factors, and assumptions about those values may be weighed differently by different people. Regardless, before FTA determines whether to award CIG program funds to RPM Phase One, which includes the Red-Purple Bypass Project, FTA will evaluate and rate the proposal on project justification criteria that include cost effectiveness.

Chapter 1 of the EA describes the purpose and need for the project, which is required as part of NEPA to establish the problems addressed by and benefits that would result from implementation of the project. Section 2.3 of the EA provides conceptual engineering costs for the project and details funding plans and considerations to implement the project in the most cost-effective way possible.

2. Purpose and Need

Commenters expressed concern that the project would only slightly reduce existing delays on the Red, Purple, and Brown lines. Some commenters also questioned how much the project would increase capacity. Some commenters had questions about technical assumptions in ridership projection scenarios. Other commenters questioned whether ridership would continue to increase at the rate discussed in the EA, and whether the projected population growth would occur. (See comments 3, 7, 11, 14, 17, 20, 24, 27, 28, 31, 32, 40, 41, 42, 43, 44, 49, 54, 56, 57, 58, 59, 60, 61, 62, 63, 66, 69, 70, 71, 73, 75, 83, 86, 88, 90, 96, 99, 100, 101, 102, 106, 107, 108, 109, 110, 111, 113, 114, 116, 117, 118, and 123.)

Based on 2013 CTA ridership data, nearly 145,000 passenger trips occur in the project area every weekday, representing almost a quarter (approximately 24 percent) of all CTA weekday rail ridership. The Build Alternative as proposed in the EA would generate permanent transportation benefits by increasing capacity through Clark Junction and increasing train speeds through the project area. The bypass would allow up to eight additional eight-car Red Line trains to pass through Clark Junction per hour, which would be almost 30 percent more train cars during peak periods than today. The project would provide capacity for 4,800 additional passengers per hour. The new transit infrastructure would also remove the speed-restricted curves within the project limits and replace the existing rail infrastructure, improving train efficiency, service speed, and reliability, and effectively extending the useful life of the system.

The Red-Purple Bypass Project is needed to address multiple problems. CTA analyzed ridership data and other operating statistics to demonstrate the need for this project. While ridership projections were used to support the project need, existing conditions and current ridership in the corridor also support the project's purpose and need. Ridership demand has grown steadily in the peak hour since at least 2008 on the three services that travel through the junction. Since 2012, CTA has added 14 trains in the morning peak and 12 trains in the evening peak to accommodate the growth in ridership. With these increases in trains, CTA has reached the capacity of Clark Junction and can no longer add trains without dramatically increasing delays and degrading reliability on these rail lines. Because the junction is already at capacity, any annual growth rate, however small, would outstrip CTA's ability to serve the demand because no additional trains can be added and the existing trains are already crowded. Sections 1.2 and 1.3 of the EA provide details about the project's purpose and need. Appendix B of the EA contains the full technical memorandum explaining technical analysis methods and sources of CTA transit data used to define these needs. The information below addresses specific questions and clarifies statements regarding delays, existing demands and ridership projections, and population growth.

a. Delays

Appendix B of the EA details the methods used to analyze delays caused by the existing flat junction and the results of this analysis. Delays at the flat junction are a symptom of the junction being at capacity. Adding trains to a junction that is already at capacity, like Clark Junction today, would exacerbate delays. CTA's train tracking system allows it to examine all delay events across many months of service. CTA analyzed travel time data for each rail line in each direction to calculate delays. It measured not only the length of time a train waits at a platform for signal clearance; rather, the measurement includes the total time required for a train to travel between segments. Measuring this segment delay (rather than just the time the train waits at a single

signal) is more representative of the passengers' actual travel time. This is similar to the approach used to measure roadway delay. At a four-way intersection with stop signs, measuring from the time a car arrives at a stop sign until it proceeds through the intersection does not fully capture the delay the driver experiences. The delay actually starts when the driver joins the line of cars waiting at the intersection. The car then moves forward, one car length at a time, until it reaches the stop sign and proceeds through the intersection. A similar approach was used to calculate delay for the flat junction rail line.

Because of the flat junction configuration, travel times vary from a few seconds to several minutes. The longer delays tend to occur during peak hours when train frequency is high, and the delay of one train at the flat junction cascades to several approaching trains. To avoid overestimating the number of delay events, CTA used a conservative approach and noted only delay events where trains took 20–30 seconds longer than the minimum time to maneuver through Clark Junction. The "84 seconds"' referenced in a number of comments is an *average* of all calculated delayed train times. This number was mentioned when answering questions at the public hearing to describe the delay in a way that would be more easily understood by individual passengers. The real purpose of these calculations, which were used in establishing purpose and need for the project, is to show the aggregate result of these total delay events compared to the total number of train trips on the rail lines. Based on this analysis, approximately 40 percent of all trains are delayed by the flat junction, even using this conservative approach to calculate delay. 40 percent of all train trips means more than 67,300 delayed trips, totaling 448 train-hours of delay in a single year.

Delays, while part of the purpose and need for the project, are symptoms of the physical capacity constraint at Clark Junction. Clark Junction is the largest physical constraint in the RPM Program corridor, limiting capacity on all three lines that pass through this area. Total train throughput is limited to 20–22 trains per hour per track, or 40–44 trains per hour in each direction. The number of trains CTA must operate to address crowding during the peak hour is already in this maximum capacity range at Clark Junction. While individual delays experienced or observed may seem negligible, the resulting delays and capacity constraints for the whole CTA system are quite large. The delays caused by the Clark Junction capacity constraint ripple through the rest of the CTA train system (including south of the junction, as noted by a number of commenters). These delays affect approximately 40 percent of all Red, Purple, and Brown line trains. Without the bypass, other projects may improve conditions at specific locations but they cannot provide a similar improvement in capacity.

b. Existing Demands and Ridership Projections

CTA examined existing ridership demand, as documented in the EA, using monthly boarding data and modeled passenger loads based on CTA's Origin-Destination Model for rail, which is further calibrated using surveys and observations. Crowding on trains that travel through this corridor is a common complaint and has been noted in multiple comments received on this project. When scheduling service, CTA plans for 75 riders per rail car. While each rail car can technically hold more than 75 people (although in crowded conditions), this preferred loading level accommodates the variability caused by riders randomly arriving at stations, trains operating with different headways, and riders boarding trains unevenly. On an average weekday in April 2013 over 23,000 people traveled on the southbound Red, Purple, and Brown line trains at their respective peak loading points in the peak hour. Forty trains would be required during the peak

hour to accommodate this many passengers using the preferred maximum loading of 75 riders per car. Because Clark Junction can only accommodate 40–44 trains per hour in a single direction, 2013 demand at Clark Junction was already at maximum capacity. In 2014 (the most recent full year for which annual data on ridership are available), average ridership continued to grow, contributing to additional crowding.

The increases in ridership noted in the analysis have multiple causes. These include increased employment in the Chicago core, the availability of housing near the Red and Brown lines, the cost of automobile ownership and use including parking costs, and an increase in the preference of younger generations to use travel modes other than automobiles for cost, social, and environmental reasons. Latent demand for more train service in this project corridor is supported by data indicating some commuters use express buses rather than rail to avoid overcrowding and travel delays, even though overall trends show passengers shifting from bus to rail.

Some commenters questioned assumptions of ridership growth, noting that the low and high growth rates used different assumptions. CTA prepared three scenarios (low, medium, and high) for growth projections based on past ridership trends from 2000 through 2014. Projections were developed using the standard planning practice of studying past ridership growth rates. "High" and "low" bounds were selected, realizing actual growth would likely be between the two. Planners analyzed trends for the different scenarios, and the projections represent average ridership if these trends continue.

Because Clark Junction is already at capacity, any growth rate, however small, would cause the junction to exceed its capacity. While year-to-year ridership may increase or decrease depending on factors including gasoline and CTA fare prices and other economic factors, forecasting helps CTA understand trends in ridership growth over time and plan appropriately for those trends to serve public transportation needs. The demand through Clark Junction is already in the maximum capacity range. Under even the most conservative projections, demand would exceed capacity in the next 5 years.

A number of comments questioned information provided in the EA that expressed capacity constraints in terms of passenger loading. The information on capacity constraints experienced was not based solely on boarding data, nor was it based only on periodic observations. CTA routinely tracks the number of passengers on CTA trains using station entry data to model where people travel on the rail system and calculate how many people are on a train at a given location. This model, called the CTA Origin-Destination Model, is further calibrated and validated using field observations by CTA personnel and third-party passenger surveys. CTA studies crowding (or passenger loading) at the peak crowding locations, as the amount of service CTA provides needs to accommodate riders at those locations. While trains may be more crowded south of the project area, where the peak load points are, these same trains that serve the peak load points also have to travel through Clark Junction. For example, CTA cannot add more southbound trains on the Red Line to serve crowding at Clark/Division station without these same trains first having to operate through the junction.

c. Population Growth

Some commenters questioned projected population growth in the city and region, noting recent declines in population. The purpose and need for the project do not rely on population growth to establish the basis for the project, and population growth was not used to calculate projected ridership. Existing ridership and loading capacity data were used, and this was sufficient to establish the need for the project. Nevertheless, the projected population growth further supports the established purpose and need for the project.

3. CTA's Red Ahead Program and the Red and Purple Modernization (RPM) Program

Some commenters requested that CTA focus on other transit projects, specifically projects to serve areas on Chicago's South Side, including extending the Red Line south of its current southern terminal at 95th Street. More specific comments asked for clarification on whether implementation of this project would affect CTA's implementation of the Red Line Extension or other improvements to transit service on Chicago's South Side. A number of commenters expressed a desire for CTA to focus on other improvements along the RPM Program corridor, including efforts to improve and straighten tracks, improve stations and make them accessible, remove slow zones, renovate and modernize Sheridan station, improve Central station on the Purple Line, improve Bryn Mawr station, and/or address the Sheridan curve configuration. Some commenters requested only station improvements be completed, and asked that the Red-Purple Bypass Project not be included in RPM Phase One or stated that it would not be needed to meet requirements for Core Capacity grant funding. (See comments 9, 10, 14, 17, 20, 25, 27, 32, 43, 47, 54, 58, 59, 60, 61, 69, 71, 83, 86, 92, 99, 106, 110, 116, 118, 122, and 123.)

Regarding requests to provide improved rail line service on Chicago's South Side or concerns that the proposed Red-Purple Bypass Project would negatively affect the Red Line Extension (RLE) Project, CTA planning efforts include the RLE Project, which would extend service on the Red Line from the current southern end of the line at 95th Street to 130th Street. FTA and CTA are preparing a separate Environmental Impact Statement for the RLE Project, which is scheduled to be published for public review and comment in the spring or summer of 2016. A separate public hearing will be held at that time to review the findings of the environmental analyses for the RLE Project and obtain additional input and comments from the public. Implementation of the Red-Purple Bypass Project would not negatively impact CTA's plans for the Red Line Extension Project. Following the environmental phase of that project, CTA would be able to apply for separate grant funding under the federal New Starts grant program for the RLE Project. Both the RPM Program and the RLE Project are part of CTA's comprehensive Red Ahead Program and are included in the region's financially constrained long range transportation plan, *GO TO 2040*. The overall Red Ahead Program has targeted and will continue to target slow zones. For instance, the Red Line South Reconstruction Project addressed a substantial number of slow zones on the Dan Ryan branch that contributed to longer travel times for commuters.

Some commenters suggested CTA focus on other improvements to the Red and Purple lines instead of this project. The RPM Program, described in detail in Section 1.1 of the EA, is a series of proposed improvements to 9.6 miles of the North Red and Purple lines. These improvements would increase passenger capacity and modernize transit stations (including making all stations

accessible to passengers with disabilities and allowing for ten-car trains in the future once RPM is completed), track systems (which would reduce slow zones), and structures (including viaducts). A number of commenters suggested these types of improvements.

RPM is proposed to be completed in phases, allowing CTA to make the greatest number of improvements while meeting the public's expectations for timely delivery of the improvements. Phase One of the RPM Program includes the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project. Phase One also includes corridor signal improvements and continued interim capital improvements to the track and rail structures. CTA proposes to fund these RPM Phase One improvements through the federal CIG Program (discussed in Response #1) as a Core Capacity improvement project. Under this competitive grant program, the RPM Phase One improvements would meet the criterion to increase passenger capacity by at least 10 percent in a fixed-guideway corridor where capacity is already constrained. As Clark Junction is the largest physical capacity constraint in the entire RPM corridor, the Red-Purple Bypass Project needs to be part of the first phase of improvements, so that capacity can be increased in this phase and future phases.

Interim improvements may be required before future phases of the program can be implemented. Improvements to Sheridan station, in particular, have been requested in public comments received to date. Because of its existing condition, and because more analysis is needed before modernizing Sheridan station, CTA plans near-term, interim improvements at Sheridan station to provide a safe and dry environment for CTA passengers. The Sheridan station interim improvements are currently moving out of planning and into design. The timing of the Sheridan station repair work must be coordinated with the Wilson station construction schedule.

4. Prioritization of Other Projects

A number of commenters expressed a desire for CTA to focus on other projects throughout the CTA system instead of the Red-Purple Bypass Project. These comments did not suggest alternatives to address the purpose and need for this project but instead suggested that the funds proposed for the Red-Purple Bypass Project be spent in other ways. (See comments 9, 17, 18, 20, 24, 25, 27, 32, 40, 42, 43, 44, 52, 54, 57, 59, 60, 61, 62, 64, 66, 68, 69, 73, 80, 83, 86, 88, 92, 105, 106, 110, 111, and 123.)

The RPM Program is one of a number of improvements CTA has planned and programmed for future planning and expansion efforts in the city. Improvements such as the Red-Purple Bypass Project work together with other planned improvements and projects, not in competition with them, to serve the greatest number of CTA system passengers in the most efficient and cost-effective way possible. The Red-Purple Bypass Project is being prioritized as part of the proposed RPM Phase One improvements because it will address the largest physical capacity constraint for all three lines in the system (Red, Purple and Brown lines) and can be implemented on a timetable reasonable to the public, who rely on transit service in this heavily traveled corridor. Section 2.4 of the EA provides additional details on subsequent phases of the RPM Program.

In addition, CTA continues to routinely monitor and make other improvements to bus and rail service to ensure that service meets passenger needs and does so in a cost-effective manner. Changes in service are based on ridership needs. CTA also makes changes after considering how to enhance or add service or streamline overlapping or duplicative services. Recommendations

from the public for adjusting bus service, reinstituting specific routes, or enhancing bus service near the project corridor do not address the purpose and need for the Red-Purple Bypass Project and are therefore not considered to be alternatives to the proposed action. The RPM Project team members have forwarded all recommendations for bus service adjustments or enhancements to CTA's Service Planning and Scheduling Department for review.

While beyond the scope of the environmental review process for this project, CTA's website is continually updated to inform the public about planning and expansion projects and system improvements. Information on specific improvements in the planning stage is posted at www.transitchicago.com/news_initiatives/planning/default.aspx.

Based on public comments received, it is important to clarify that CTA pays for improvements in a variety of ways, using both capital and operating funds. Passenger fares typically cover only a portion of the costs of operating transit service. Additional funding is required to build and maintain transit facilities (often referred to as capital expenses). The federal government provides funding for capital expenditures at transit agencies through both formula funding (funding distributed by the federal government through predetermined formulas based on population and other factors) and project-specific competitive federal grants. CTA is seeking a federal grant from the CIG Program (a competitive grant program) for this Core Capacity improvement project. CTA competes with other transit agencies across the nation for funding from the CIG Program by demonstrating that the transit benefits of a proposed project, relative to cost, warrant investment of federal funds. When competitive federal grant funding is received, the funds are tied to specific projects and cannot be used to fund other improvements or projects, as several members of the public suggested. Response #1 provides more information on the proposed funding for this project.

5. Construction Duration

Commenters were concerned about the length of time for construction of the project and suggested providing contractor incentives to reduce construction duration. (See comments 2, 69, 90, 102, 107, and 108.)

Section 2.3.2 of the EA describes construction duration and staging anticipated for the project. Contingent upon funding, construction of the Build Alternative is anticipated to begin as early as 2017. Construction activity would last approximately 48 to 52 months including early work. Construction duration and staging described in the EA is based on conceptual engineering completed to date and incorporates the maximum time anticipated for evaluating environmental impacts. Preliminary engineering for this project is underway. After preliminary engineering is complete, the proposed project would likely proceed as a design-build project. This would allow the greatest flexibility in addressing construction needs and using innovative strategies to reduce construction timelines and/or costs, potentially reducing the time required for construction. Incentives for contractor early delivery and other factors will be considered as CTA develops the design-build package and reviews contract bids and proposals. To minimize the impact of construction, the EA includes construction mitigation measures that would be implemented regardless of construction duration.

6. Alternatives

Commenters suggested that alternatives to the Build Alternative would meet the purpose and need for the project and would result in lower cost and fewer impacts on the surrounding community. Alternatives suggested were varied and included operational improvements and fare strategies, as well as conceptual alternatives such as a subway, using center tracks instead of a bypass, revising a narrowed alignment alternative, or considering a "fly under." (See comments 3, 10, 16, 17, 28, 30, 32, 39, 41, 42, 49, 50, 52, 53, 58, 61, 69, 70, 80, 91, 95, 97, 99, 100, 105, 107, 108, 109, 110, 111, 113, 115, 121, and 122.)

The proposed Build Alternative was developed through a multiyear decision-making process that began in 2009 and included extensive public involvement. All suggestions on alternatives received from the public as part of the April 2014 and May 2015 public outreach efforts for this EA have been documented. Section 2.1 of the EA further describes alternatives considered in developing the proposed Build Alternative, and responses to additional alternatives suggested in public comments as part of the formal 30-day public comment period are provided below. The Build Alternative was determined to best meet the purpose and need for the project while limiting property and other environmental impacts, addressing public transportation needs, limiting construction-related disruptions to service, and considering cost and construction impacts.

a. Operational Improvements

A number of comments suggested that improvements to signal control, slow zones, or scheduling and operations could address the purpose and need for the project. CTA examined these improvements as a means to increase throughput of trains and thereby increase capacity. In response to questions received about fleet and rail yard capacity, CTA has sufficient rail yard capacity and is proposing to acquire additional rail vehicles as part of this project to support increased throughput. Capacity in the Loop is also sufficient to support the proposed throughput increase from the Red-Purple Bypass Project. Red Line trains operate in the subway downtown and can support increased throughput. The Brown Line operates on the outer tracks around the Loop; there is excess capacity in the outer Loop to support increased throughput associated with the Red-Purple Bypass Project.

Scheduling improvements at the existing Clark Junction could theoretically provide minimal benefits (one to two trains maximum); however, any improvement in capacity would depend on train operators maintaining precise schedules, which is often not feasible due to transit operation factors out of the operator's control, including variability in passenger boarding at platforms, mechanical failures of rail vehicle components (mostly door problems), and weather. A precisely timed system, even using real-time information, does not eliminate these variations. Furthermore, during peak hours when trains are operating at or near capacity, even slight variations in the performance of one train ripple upstream, affecting all trains until "recovery" can occur (which is typically after the peak period). These slight variations can occur simply because of differences in the number of passengers boarding, and variations are exacerbated at busy stations with high numbers of passengers transferring between trains. Belmont station has some of the highest numbers of passengers boarding combined with cross-platform transfers. When the trains are crowded, or overcrowded as they currently are in peak hours, the time trains must wait at the platform increases, actually contributing to lower overall throughput (capacity). As such, if CTA were to add the small number of trains theoretically possible under ideal operating conditions,

throughput would actually decrease and the severity of delays would increase because capacity has already been reached. Operating existing trains closer together would have the same effect due to the capacity issues in the project area. CTA establishes and enforces safe operating distances between trains through signaling to enable an operator to react and stop the train if the train ahead stops suddenly. These safety requirements must be considered in determining how closely trains may operate.

Operational factors such as slow zones, train malfunctions, or signal and switch operations are not the limiting factors in addressing capacity in the project area; in fact, those effects on service are simply compounded by the capacity constraints of the junction. One commenter suggested that a more gradual capacity increase with improvements to system slow zones or signal systems might provide capacity improvements similar to the proposed project. CTA has gradually increased capacity in the past but has now reached capacity at the junction. The limiting factor in increasing train throughput is the physical constraint itself at the flat junction, where the Red and Brown line trains cross and both lines must share the intersection. Wherever train lines converge, especially when one service must cross the tracks of another service, capacity is constrained. Changing the location where the lines converge and cross would not alleviate the capacity constraint.

Given the existing physical constraint at the junction, increasing the number of Red Line trains would require decreasing the number of Brown Line trains. Similarly, increasing the number of Brown Line trains would require decreasing the number of Red Line trains. A few comments recommended having the Red and Brown trains "swap sides" south of Belmont station to address the purpose and need without creating a new bypass; however, swapping sides would require an at-grade junction in a different location, which would face the same constraints as Clark Junction. In comparison, with the proposed Build Alternative the Red and Brown lines would no longer be interconnected, and neither line would be limited by the amount of service provided on the other line. Removing this physical constraint is what would allow CTA to add up to eight additional Red Line trains per hour and improve service on all three lines. The scheduling or operational adjustments described would not address functional capacity constraints and therefore would not address the project purpose and need.

Finally, some commenters expressed a desire for CTA to increase the size of rail cars to address capacity needs. The passenger capacity provided by a rail car depends on its size. Other cities (such as New York) have longer and wider rail cars, which hold more people than the rail cars used by CTA; however, Chicago must operate shorter and narrower rail cars because of the tight curves and clearances that were constructed as part of the original "L" system. While the RPM Program proposes removing many of these tight curves on the Red Line, many other tight curves (including the Loop elevated) will remain. There is value in the interoperability of the current CTA system, where all rail cars can maneuver the entire rail system, and this project would maintain that interoperability. While CTA rail cars may continue to be smaller than those used by other systems due to these geometric constraints, CTA has proposed modernizing stations to accommodate longer, ten-car trains in the future as part of the overall RPM Program.

b. Bus Improvements or Express Bus Shuttles during Peak Hours

Some commenters suggested instituting bus rapid transit or street cars, or providing express bus shuttle service during peak hours as less costly alternatives to the Build Alternative for improving

Clark Street service. Rail provides substantially more carrying capacity than buses or street cars operating on surface streets. For example, the Red-Purple Bypass Project would provide the capacity to add eight additional Red Line trains per hour during the busiest hour of the day. These eight trains could carry 4,800 additional riders, assuming eight-car trains with 75 passengers per car. To serve the same number of additional riders, CTA would have to run 69 articulated buses (60-foot-long, accordion-style buses carrying 70 passengers per bus) during the most congested hour on Clark Street. This would be equivalent to adding a bus every 52 seconds to the already congested conditions on Clark Street. In addition, based on published 2013 CTA data on operating cost per passenger submitted annually to the National Transit Database (www.ntdprogram.gov/ntdprogram/data.htm), rail service in high-ridership corridors like the Red Line is also more cost efficient than bus transit. The operating cost per passenger for CTA rail service is approximately half the cost of bus service. In the short term, however, CTA may need to add bus service to alleviate rail overcrowding until the bypass is complete and rail service can be added. Response #4 discusses how CTA coordinates planning for bus and train services.

c. Rush Hour Surcharges or other Regional Policy Changes

One commenter suggested addressing capacity constraints on the Red and Purple lines by implementing rush hour surcharges to divert more passengers to Metra or express buses. CTA has explored rush hour surcharges (like those used by Washington Metropolitan Area Transit Authority in Washington, D.C.) in the past and found that for home-work trips, people's schedules are not flexible or easily changed. The overcrowding of trains already tends to move "casual" passengers outside of the peak hours. Raising the fares would likely have little effect on decreasing peak demand.

Riders often make the decision to ride specific services (such as Metra, express buses, or CTA rail) based on multiple factors, including walk time from home, travel time, and proximity of stations to work locations. Based on the most recent Chicago Regional Transportation Authority study[1] that surveyed transit passenger preferences and considerations about travel options within Chicago, the top drivers of customer choice and satisfaction with the different services provided in the region (Metra, express buses, or CTA rail) are end-to-end travel time and the ability to reach their destinations on time. To continue to serve existing ridership demand patterns, CTA needs to remove the capacity deficiencies in the corridor where people are choosing to travel. This will, in turn, improve both end-to-end travel times and the ability of passengers to reach destinations on time using CTA services.

Other suggestions for managing travel demand would require regional policy-level decisions. These strategies would work in concert with improvements like the Red-Purple Bypass Project, not as an alternative to the project. The purpose and need for this project is consistent with the goals and objectives of the regional long range transportation plan (CMAP's *GO TO 2040 Plan*), and therefore are consistent with the region's Congestion Management Process (CMP) and transportation demand management (TDM) strategies. *GO TO 2040* outlines recommendations for improving regional mobility that are consistent with, and supported by, the proposed project.

[1] Regional Transportation Authority, 2013–2014 Customer Satisfaction Study. Retrieved from: http://www.rtachicago.com/files/documents/plansandprograms/2014%20RTA%20Customer%20Satisfaction%20Report%20FINAL%203-6-15.pdf.

These recommendations for the regional transportation system include making strategic transportation investments that increase the region's commitment to public transit and prioritizing modernization of existing significant assets over system expansion. The region's CMP and associated TDM strategies seek to reduce demand for single-occupancy vehicle use on the regional transportation network. The RPM Program is consistent with these approaches and provides needed maintenance and modernization of existing public transit infrastructure to support more efficient ways to move a greater number of people throughout the region. Increasing fares on transit service that serves as an alternative to single-occupancy vehicle travel is not a recommendation of *GO TO 2040*.

To support the region's expected growth and to improve the quality of transportation service for people and businesses, *GO TO 2040* identifies a small number of specific capital investments to expand the capacity of regionally significant transportation facilities. The RPM Program is included in the region's financially constrained long range transportation plan and has been adopted in the 6-year Transportation Improvement Program.

d. Underground Tunnel (Subway) Alternative

During very early concept development, CTA examined an underground tunnel (subway) alternative. Based on additional public feedback, CTA investigated this concept in greater detail and continued to provide the findings to the public at open houses and other meetings. Section 2.1 of the EA contains additional detailed information. In an underground tunnel alternative, the middle two tracks currently carrying the Red Line would descend into a tunnel immediately north of Belmont station. For operational reasons, Purple Line trains would permanently merge with Red Line trains in the tunnel as part of this option. The tunnel would require a grade transition or "ramp" (from the elevated tracks to underground, along a segment of right-of-way just north of the Belmont station) that would block School Street. The tracks would then transition back up to elevated tracks. The closest possible transition location would be the area just north of Irving Park Road (adjacent to Graceland Cemetery). Launching pits for tunnel-boring machines would require substantial construction staging sites (approximately 700 feet long by 140 feet wide, or approximately two blocks in length), resulting in property displacements at both ends of the tunnel. Construction costs are considerably higher for underground rail transit facilities than for elevated facilities, and construction would last much longer. Placing facilities underground would not eliminate impacts on the surrounding community, because construction sites would be larger than for aboveground facilities and ventilation and emergency exit facilities would also be required.

Commenters provided examples of subway projects in densely developed areas such as San Francisco, New York, Washington D.C., Atlanta, and Seattle. Many of these also use elevated structures outside the core downtown areas, or a combination of elevated and underground trains depending on the context. While the subway alternative in this case would improve capacity and travel time once fully built and operational, it was eliminated from consideration during early project development due to the environmental impacts and property displacements associated with the larger area required, the potential for substantial service disruptions during construction, and impacts on the cost and schedule. The tunnel concept was also eliminated because it could not be constructed in phases (i.e., a tunnel cannot be placed in service until the entire tunnel is complete).

e. Bypass Using Middle Two Tracks

Some comments suggested that instead of building a new fifth track for the Brown Line to fly over the Red and Purple lines, CTA should raise the two middle tracks that serve the Red Line over the crossing Brown Line, removing the existing conflict between the Red and Brown line trains. This alternative was considered and is documented in Section 2.1 of the EA. Variations of this suggestion have been proposed throughout the development of the project and in public involvement efforts. Each variation has been studied to determine whether impacts would be reduced and operations improved. In concept, raising the two Red Line tracks to go over the northbound Brown Line track would remove the conflict, but this proposal introduces three new concerns. First, for the Red Line to climb high enough to cross the Brown Line, the Brown Line curve would need to be moved farther north. The new Brown Line track would be adjacent to Clark Street. This alignment would result in additional property impacts along Clark Street and Sheffield Avenue. The second concern is that this configuration would still require the northbound Brown Line to cross the southbound Purple Line, so this alternative would not increase capacity as much as the proposed Build Alternative. The third concern is that during construction the Red, Purple, and Brown lines would need to be combined on a single track to accommodate the construction of the middle two tracks at a higher elevation. The resulting constraints on all three services, which would have to share the single track, would cause substantial delays during every weekday peak period for the duration of construction. Because the proposed Red-Purple Bypass Project would affect fewer properties, increase capacity to a greater extent, and impose fewer constraints on train service during construction, the Build Alternative was selected.

f. Revised Narrow Alignment and Modernize Track Alternative

One commenter suggested a revision to the "Narrow Alignment and Modernize Track" alternative described in Chapter 5 of the EA be further considered. This suggestion proposed to remove the bypass, provide a new, flat junction with a sweeping single curve, provide a 52-foot right-of-way to meet modern safety standards, and duplicate short-radius curves to reduce property displacements. The commenter also noted that flat junctions in the loop continue to operate safely and would therefore be a viable alternative.

To meet minimum required safety standards without including noise barriers, the right-of-way would need to be approximately 52 feet wide, or 2 feet wider than under existing conditions. To meet all modern safety standards and provide for noise barriers, the right-of-way would need to be 56 feet wide, or 6 feet wider than under existing conditions. While widening the right-of-way to 52 feet would allow CTA to meet all modern safety standards, it would not allow for installation of noise barriers, which are required to mitigate noise impacts due to the already high noise level in the project area and the proposed increase in train operations. Continued right-of-way constraints mean CTA would also be unable to completely straighten the existing short-radius curves that restrict train speeds to 25 mph and hinder speed improvements. Expanding the CTA right-of-way to meet minimum standards, even without noise barriers, would require expanding the right-of-way by 2 feet on either the east or west side of the existing track structure, which would affect either the Vautravers Building on the west side of the track structure or at least one other building at 937 W. Newport Avenue on the east side of the track structure. This building, like the Vautravers Building, is a historic resource contributing to the Newport Avenue Historic District. It is also likely that either the Slaymaker Gallery at 934–936 W. Roscoe Street or the

greystone flat at 938 W. Newport Avenue, or both, would be affected if the right-of-way were expanded to the east because they lie along the same line as 937 W. Newport Avenue. The Slaymaker Gallery is an individually eligible National Register of Historic Places (NRHP) resource and the greystone flat at 938 W. Newport Avenue is both individually eligible for the NRHP and a contributing resource to the Newport Avenue Historic District.

CTA has considered improvements to the existing flat junction. Even with a single, sweeping curve through the junction, the maximum increase in capacity would be at most one to two trains per hour. At the flat junction where the Red and Brown lines cross, both lines must share the intersection. Even with an optimized schedule and geometry, only a finite number of trains can share the intersection given the flat junction configuration.

As noted in the EA and referenced in public comment, general rail transit design guidance recommends that junctions be grade separated when trains operate as frequently as they do through Clark Junction. The *Transit Capacity and Quality of Service Manual* (3rd edition) states that the reason for grade separation of junctions is to avoid capacity constraints in congested corridors. While other places in the CTA system such as the Loop (constructed in 1897) do not meet this recommendation, new infrastructure improvements are designed to adhere to modern engineering and rail transit guidance. This includes modern guidelines that recommend grade-separated junctions to accommodate the capacity, safety, and passenger requirements of the 21st century. In addition, while the number of CTA lines operating through the Loop flat junctions is greater than at Clark Junction, the number of rail cars that traverse Clark Junction is actually greater than the loop junction at Lake and Wells. The configuration of the junctions is also different. The Clark Junction configuration requires the northbound Brown Line to cross three other tracks in order to access the Ravenswood Branch. In the peak hour, there are 276 rail cars on the Red and Purple lines that could impede this Brown Line movement. In the Loop, because of the configuration of the Lake and Wells junction and the shorter length trains, the Brown Line movement is only impeded by 140 rail cars, almost half as many.

g. Make Improvements South of Project Limits (including in the Loop)

Some commenters generally noted that addressing constraints and operational issues south of the project limits, including improvements in the Loop such as consolidating stations or other operational improvements on train lines, should be considered. These types of improvements are beyond the project area and do not meet the project purpose and need and therefore cannot be considered alternatives to the proposed project, which has independent utility and would improve capacity by 30 percent regardless of other improvements made. Response #4 explains how CTA prioritizes and funds system-wide improvements. Response #6a describes how capacity constraints within this project area cause ripple effects throughout the system and why alternative operational efficiencies do not address the purpose and need for the project. A response to the more detailed suggestions to focus on improvements south of the proposed project limits at Armitage station is included below.

One commenter suggested CTA consider moving the northbound Brown Line trains over the Red Line south of Armitage station, just as the Red Line emerges from the tunnel. This comment noted that Brown Line trains could then use the western platforms at Fullerton and Belmont stations, and the Red and Purple lines trains could use the eastern platforms without the need for the bypass.

The idea to "crossover" the northbound Brown Line to the west side of the Red Line tracks between the North/Clybourn and Armitage stations was explored in the past and was reexamined after the public hearing held on June 3, 2015. The complication this alternative presents is that the existing northbound platforms at Armitage, Diversey, and Wellington stations could not be used by the northbound Brown Line. The Armitage, Diversey, and Wellington Purple and Brown line stations would have to be reconstructed to serve only the westernmost tracks. Reconstruction of these three stations (which were just reconstructed in 2010) would require significant real estate acquisition and demolition in all three areas (including the Armitage-Halsted Historic District) to realign the existing tracks. This alternative would also require the Purple Line to merge with the Red Line, limiting potential capacity on the Red Line and removing the current flexibility of the Purple Line to serve either the subway or the Loop elevated. Because the Build Alternative would have comparably fewer property and historic impacts, and would provide greater capacity and operational flexibility, it is preferred to the suggested "crossover" alternative.

h. Fly Under Alternative

Two variations of the "fly under" were proposed as alternatives and each variation has been studied to determine whether impacts would be reduced and operations improved compared to other alternatives.

One "fly under" concept proposed to raise the two Red Line tracks to go over the northbound Brown Line track. This suggestion is identical to the Bypass Using Middle Two Tracks Alternative, discussed in Response #6e.

The second "fly under" alternative suggested routing the northbound Brown Line underneath the existing Red and Purple line tracks at street level along the CTA right-of-way from just north of Belmont station to Roscoe Street. The idea of "flying under" has value; however, the distance between streets is too short to accommodate a ramp (even using the maximum grade allowed) and vertical clearance requirements for rail cars. Development of this concept using maximum allowable grades with CTA criteria (which are based on rail vehicle characteristics and the friction characteristics of steel wheels on steel rails) shows this proposal would require the closure of School Street, Roscoe Street, and Sheffield Avenue. Permanent closure of these three streets in the project area would create a more permanent, and potentially more adverse, impact on the surrounding community than the proposed Build Alternative.

i. Create a "Turn Back" or "Turnaround" at Belmont

Some commenters asked whether a "turnaround" or "turn back" at Belmont station could deal with the capacity issue the new bypass proposes to address. These suggestions are related to observations that peak loading for the Red Line occurs between Belmont station and Chicago/State station. This turn back option would not address capacity north of Belmont station and would have the same constraints as using only the suggested operational adjustments described in Response #6a above. Because the physical capacity constraint created by Clark Junction would not be addressed, Red and Brown line operations would still be interconnected (unlike what is proposed under the Build Alternative). As such, if the number of Brown Line trains needed to increase over time, the number of Red Line trains would have to decrease. The Build Alternative would address this constraint.

In addition, this proposal would not reduce environmental impacts. To turn back trains, a track would need to be added in the middle of the current four tracks. This new track and the realignment of the existing tracks would require additional right-of-way. Along Wilton Avenue this alternative would displace the same buildings as the Build Alternative, and the Belmont station would need to be reconstructed to accommodate the additional track between the two Red Line tracks. The Brown Line curve would need to be moved north of the turn back (i.e., the northbound Brown Line curve cannot pass through the middle of the turn back because northbound Brown Line trains would be unable to pass while trains turn back, and turn back moves generally take at least 6 to 10 minutes). Moving the Brown Line curve north would affect more buildings than the Build Alternative and less space would be available for redevelopment. Because this alternative would not address the existing operational constraints and would have greater property impacts, it is not preferred over the Build Alternative.

j. Construct the Bypass but Do Not "Straighten" Mainline Curves

Some comments questioned the need for straightening the mainline curves and/or suggested that CTA construct the bypass without straightening mainline curves. In addition to the constraints imposed by Clark Junction, the four-track alignment north of Clark Junction between Belmont and Addison stations, which is approximately 2,000 feet long, includes a pair of short-radius, speed-restricted curves. These curves result in longer travel times (slow curves limit train speeds to 25 mph) and reduced passenger comfort. These speed-restricted curves would continue to limit speeds for the Red and Purple lines even if the flat junction capacity constraint were removed. The overall RPM Program proposes to modernize the 9.6-mile stretch of the North Red and Purple lines. Modernizing this section of speed-restricted curves as part of Phase One is proposed to address all capacity and modernization issues in this project area at one time, and to limit the number of times CTA's planned RPM Program improvements would impact this community.

The purpose of the Red-Purple Bypass Project is to improve capacity, travel time, ride quality, and safety in one of CTA's highest ridership corridors. The existing track spacing at the curves does not meet CTA track spacing requirements, which exist for safety reasons such as providing adequate clearances for track maintenance and meeting minimum emergency access standards. This area of track was constructed nearly 100 years ago, before modern safety standards were developed. If the tracks were reconstructed along the curves using modern standards, but keeping the curves, buildings on both sides of the alignment (including additional historic structures) would be affected. The width of the most minimal modern track structure (52 feet), which does not include noise barriers as proposed under the Build Alternative, would not fit within the existing space between buildings, which is approximately 50 feet. Straightening the curves would affect buildings on only one side of the alignment and would allow CTA to install noise-reducing materials like welded rail, a closed concrete deck, and noise barriers, which would not be possible on the existing structure in the narrow alignment. CTA determined that it would be more efficient and require fewer impacts to reconstruct the existing 115 year old structure and straighten the curves, which extend from approximately Newport Avenue on the north to School Street on the south, while the bypass is being constructed immediately above. To not reconstruct at this time would likely mean having to reconstruct in the same project area in the near future without having the ability to straighten the curves or install all the noise-mitigating materials proposed. The proposed curve-straightening would approximately double allowable speeds through this area compared to the existing restricted speeds. Straightening the curves, in

combination with the bypass, meets the purpose and need by increasing capacity, speeds, and reliability in the corridor.

7. Property Displacements

Commenters were concerned about the number of properties that would be displaced as a result of the project or requested that property owners affected by the project be properly compensated. Additional comments questioned the impacts of redevelopment, expressing desire for land use or zoning adjustments and other measures to reduce requirements for parking, or questioned whether redevelopment would occur. (See comments 2, 6, 7, 20 22, 25, 27, 33, 34, 44, 49, 57, 59, 60, 67, 69, 70, 75, 90, 95, 96, 99, 100, 102, 106, 107, 108, 109, 117, 118, 122, 123, and 124.)

Throughout development of the Build Alternative, CTA has sought to reduce property impacts. Under the Build Alternative, the CTA right-of-way would need to be expanded beyond its current configuration to accommodate a new fifth track flyover, straighten two speed-restricted curves on the Red and Purple lines, and provide noise barriers to minimize noise from increased train trips. The Build Alternative would require displacement of 16 buildings to accommodate this expanded right-of-way. The majority of these displaced buildings are required to accommodate the new bypass and address the physical capacity constraint at the existing flat junction; five of these buildings are related to straightening of the mainline tracks, which is needed to improve speeds and meet modern safety standards.

Section 3.2 of the EA further describes the properties to be acquired and the in-depth research and conceptual design process undertaken to identify ways to reduce property displacements.

CTA has reached out directly to the property owners and tenants affected and to the surrounding neighborhood to discuss property impacts and work together to identify ways to minimize the impact of these displacements on the surrounding community. Remaining property not required for permanent right-of-way would be made available for potential redevelopment after construction. The potential redevelopment would be independent of the project and would be required to be consistent with surrounding land uses and zoning designations as well as local plans, goals, and objectives (including the 44th Ward Master Plan). Any land use and zoning adjustments would be coordinated with the City and surrounding community. Chicago's Transit Oriented Development ordinance already provides incentives to redevelop in the area, including reduced parking requirements. While exact redevelopment types are not known at this time, the Neighborhood Redevelopment Plan would help to identify types of redevelopment that are desired by the community and align the community desires with market assessments to identify viable redevelopment opportunities.

Section 3.2.4 of the EA describes the requirements of the federal Uniform Act that will apply to property acquisitions as well as additional mitigation measures that will be implemented to address displacement and relocation impacts. These include support that will be provided to displaced business owners; creation of a Neighborhood Redevelopment Plan that will be consistent with community master planning and desired redevelopment types; and helping to spur redevelopment as quickly as possible following construction. CTA was recently awarded an FTA Transit Oriented Development Pilot Program grant, which in part will support the development of the proposed Neighborhood Redevelopment Plan.

8. Neighborhood, Community, and Business Impacts

Commenters were concerned about the impact of construction on the surrounding community and businesses, or had other comments related to property displacements and concerns about impacts on community character as a result of demolition of properties. Other commenters were concerned about property values and reductions that could occur as a result of implementing the project. (See comments 3, 15, 22, 25, 32, 33, 34, 36, 43, 44, 49, 57, 59, 60, 69, 70, 73, 75, 90, 95, 96, 98, 99, 100, 103, 106, 107, 108, 109, 117, 118, 122, 123, and 124.)

CTA analyzed the potential for both construction-related and permanent impacts on neighborhoods, communities, and businesses resulting from the project. This analysis included an evaluation of impacts on community character and cohesion, mobility, and community resources such as landmarks, schools, parks, and other places that serve as focal points for the community or provide community services. Based on the results of that analysis, CTA identified mitigation measures that would minimize impacts to a level less than significant under NEPA. Section 3.4 of the EA provides full details of this analysis and its findings.

There would be temporary adverse impacts due to construction activities, including some impacts on mobility as well as street life and community cohesion. Construction would take place within existing CTA right-of-way and on properties acquired to accommodate the expanded right-of-way required for the project. Combined, these properties are sufficient in size to support construction of the project while limiting street closures and other construction-related impacts in the neighborhood.

Some commenters expressed concerns about the impact of the project on land values. CTA trains have served Lakeview since 1900. By providing convenient access to downtown Chicago, CTA rail has helped induce commercial and residential development. Once implemented, the Build Alternative would improve mobility by increasing train speeds and expanding passenger capacity. The Build Alternative would provide more reliable transit access to jobs in the project area and elsewhere on the CTA train system. Access to nearby community resources would be enhanced as a result of the mobility improvements. Implementing the Build Alternative is therefore anticipated to strengthen the area's attractiveness to potential property owners by enhancing access from Lakeview to downtown and other areas in the region. Based on CTA's recent experience with the Brown Line Capacity Expansion Project and the economic vitality observed after its completion, the enhanced transit service could increase land values from current conditions. Nevertheless, some temporary decreases in land values could occur during construction and before redevelopment of acquired parcels. Based on the market assessment conducted for the project, strong demand is anticipated from the development community to develop portions of sites acquired for the Red-Purple Bypass Project that remain after construction.

The proposed Neighborhood Redevelopment Plan will offer a strategy to streamline redevelopment so it could occur quickly once construction is complete, and the plan would provide an opportunity for the public to shape the development of these remaining parcels in a way that is consistent with neighborhood character. The plan will build on the goals, strategies and recommendations of the 44th Ward Master Plan to identify potential redevelopment opportunities, present market based and community supported development options, and identify incentives for redevelopment. Together, these elements of the plan will minimize the

duration of vacant land impacts and encourage desirable redevelopment. CTA was recently awarded an FTA Transit Oriented Development Pilot Program grant, which in part will support the development of the proposed Neighborhood Redevelopment Plan. Additional elements of this plan will be determined in close coordination with the city and community.

Section 3.4 of the EA provides a full analysis of temporary and permanent impacts on community character near the project area, and mitigation measures are proposed to minimize impacts. Most notably, these mitigation measures include working with the community to develop a Construction Outreach and Coordination Plan prior to construction and developing a Neighborhood Redevelopment Plan to help define and spur redevelopment of remaining parcels following construction. During construction, the contractor will maintain access or provide alternate access to businesses, residences, and community facilities and will provide off-street parking for workers to maintain street parking for the general public. When temporary disruptions to transportation occur, roadway detours and alternate transit service will be provided.

Section 3.12.6 addresses measures to be taken to ensure safety and security, including elements to reduce security risks due to trespassing and common criminal activities, such as minimizing dark spaces and installing lighting underneath the elevated structure. Open space created from property displacements before redevelopment would not affect walkability or safety. Sidewalks and connectivity would remain, though temporary pedestrian detours would be required during construction for safety reasons. Response #7 provides additional details on compensation and assistance for displaced property owners. Response #10 provides additional details on visual impacts and proposed mitigation measures.

9. Historic Resources

Commenters expressed a desire for the elevated structure to be designed in a manner consistent with the surrounding historic community, commended CTA for the potential to move the Vautravers Building, or expressed concern that some other buildings that would be displaced along Clark Street were historic resources that should be protected. (See comments 2, 7, 15, 19, 25, 36, 38, 47, 57, 59, 95, and 109.)

As part of the environmental process conducted for the Red-Purple Bypass Project, CTA analyzed effects on historic resources and consulted with the Illinois Historic Preservation Agency (IHPA) and historic consulting parties. Section 3.5 of the EA contains additional details on the historic resources analysis and consultation process conducted. FTA, in consultation with CTA and IHPA, determined the area of potential effects (APE) for cultural and historic resources where the project may cause alteration to the character or use of historic properties. All properties within the APE were field surveyed to identify historic architectural resources that meet National Register of Historic Places (NRHP) criteria. The process also identified properties listed on the NRHP, as well as local landmarks and locally designated historic buildings. All potentially displaced properties were included in this evaluation.

Nine resources were determined to meet eligibility criteria for inclusion in the NRHP: eight individually eligible resources and one historic district. Of these resources, three historic resources would be adversely affected as a result of the project: the elevated track structure itself

(individually eligible for its transportation function), the Vautravers Building at 947–949 W. Newport Avenue (adversely affected because the building lies within the footprint of the Build Alternative alignment), and the Newport Avenue Historic District (adversely affected because the Vautravers Building is an element contributing to the district). No other contributing elements within the Newport Avenue Historic District would be affected. All property displacements proposed, including those along Clark Street, were evaluated. None of these resources were determined to be listed on or eligible for the NRHP. IHPA provided its concurrence on the eligibility and effects findings of this project as part of the Section 106 consultation process, and documentation of IHPA's concurrence may be found in the EA and supporting documentation.

While a number of displaced properties are not eligible or listed historic properties on the NRHP, the EA considered property displacement impacts, impacts on neighborhoods and communities, and visual and aesthetic impacts. Response #7 further details property displacements proposed as part of this project and the extensive analysis conducted to minimize property impacts. Response #8 further details overall impacts on community character and proposed mitigation measures. Response #10 details the visual impacts that would result from the project and proposed mitigation.

As a result of the historic consultation process, a Memorandum of Agreement (MOA) was developed to address historic impacts. The Draft MOA was made available to the public in an appendix of the EA and on the CTA project website. The final, signed MOA is attached to the Finding of No Significant Impact document and it provides the measures required to minimize effects on historic resources. Particular provisions are summarized below to address specific comments and concerns received regarding design of the elevated track structure and measures to minimize effects on the Vautravers Building:

- **Elevated Track Structure** - CTA will ensure appropriate historic documentation is prepared for the existing track structure to convey its significance in the development of northern Chicago. CTA will also develop an interpretive display to convey the significance of the North Red Line track structure, highlighting the technology and material components associated with the elevated track structure. In addition, CTA's project contractor selection process will incorporate a selection criterion that provides additional points for proposals that consider the aesthetic qualities of the historic elevated track structure in their designs.

- **Vautravers Building and Newport Avenue Historic District** - The Vautravers Building lies within the footprint of the proposed alignment and would be affected by the project. Measures in the MOA require CTA to examine the feasibility and cost implications of (1) relocating the building to an adjacent lot (CTA's preferred option), or (2) preserving architectural features if relocation of the building is not feasible. This analysis will be conducted by CTA upon acquisition of the property. All local, historic-related provisions and requirements will be followed and results of this analysis will be presented during subsequent consultation with consulting parties. Appropriate updates to the Newport Avenue Historic District historic documentation will be made as detailed in the MOA.

Comments specifically related to context-sensitive design of the new elevated track structure, including requests concerning materials that could be used or modifications to column widths and visual look and feel, will be considered as additional engineering and design commence. As

appropriate based on engineering feasibility, suggestions and examples regarding preferred design types for structures like the one proposed may be incorporated into CTA's request for contractor proposals.

10. Visual and Aesthetic Impacts

Commenters were divided on whether the new structure should be primarily designed to be more aesthetically pleasing, or if cost and functional concerns should take precedence. Some commenters provided specific suggestions for aesthetic enhancements to the new infrastructure or agreed that the new structure should contain noise barriers. Some commenters expressed concern about the design of the elevated track structure and expressed a desire for the project design to be consistent with the long-established visual look of the neighborhood. Other commenters had questions about the height of the bypass and whether it would be consistent in scale with the existing visual environment. Other commenters were concerned about the visual impacts of property displacements. (See comments 1, 2, 13, 15, 23, 25, 36, 38, 44, 49, 59, 90, 91, 95, 96, 97, 100, 108, 109, and 119.)

a. Visual Impacts from the Bypass and Elevated Track Structure

The new bypass would cross over the Red and Purple line tracks, clearing them by approximately 22 feet at its highest point (approximately 45 feet above ground). The height of the bypass would diminish after clearing the Red and Purple line tracks and the bypass would tie in with the existing Brown Line between Sheffield and Seminary Avenues. Section 3.6 of the EA includes conceptual renderings that show the current visual conditions in the project area, proposed visual conditions after construction (without redevelopment), and conceptual views of potential redevelopment in the project area based on existing land use and zoning. Conceptual videos of the bypass were also developed and are available on the CTA project website. In these videos, an observer can compare the height of neighboring buildings to the proposed bypass structure. There are multiple nearby buildings that are taller than the proposed bypass structure.

The existing open-deck structure would be replaced with a modern, closed-deck aerial structure with noise barriers (approximately 3 to 5 feet high) that would improve the visual environment by replacing deteriorating infrastructure with modern structures. Similar upgrades to a modern closed-deck track structure are already present in the project area as a result of previous Brown Line Capacity Expansion Project improvements, and the proposed changes would make the track structure more visually consistent within the project area. CTA's project contractor selection process will incorporate a selection criterion that provides additional points for proposals that consider the aesthetic qualities of the historic elevated track structure in their designs. Response #9 provides additional details on historic impacts and mitigation.

The new bypass would create some changes in views from the street and from local buildings. The features of the Build Alternative would not be out of place in the context of the local community because the bypass and modernized mainline tracks would be located in an existing rail corridor. Trains already operate in an aerial configuration in the area and the track structure occupies a large portion of the viewshed. While visual changes would be noticeable once the new structure is built, the resulting visual impacts are expected to be congruent with the inherent, established character and scale of the surrounding environment to the largest extent possible.

Suggestions from the public were divided regarding the design of the new bypass, ranging from comments that requested the new structure be designed as simply as possible with function and costs in mind to comments requesting aesthetic enhancements such as wrought iron fencing, architectural lighting, and possibly colored concrete. The visual design of the aerial structure will be determined in later phases of project development; preliminary engineering is currently underway. New materials, colors, and detailing would be selected to be aesthetically pleasing and to complement the surroundings and neighborhood character. To the extent possible, the final design would be consistent with the context of the surrounding community. Artwork and other amenities for the structure will be determined in later phases of project development and the design process will consider suggestions from future community outreach efforts.

b. Visual Impacts from Property Displacements

Property displacements would be required to accommodate the expanded permanent right-of-way for the bypass and modernized mainline track structure. During construction, the property necessary for permanent right-of-way would also accommodate construction sites. These displacements would temporarily change views of the track structure pending redevelopment. Remaining property not used for permanent right-of-way would become available for potential redevelopment after construction. CTA will maintain all remaining property acquired for the project until it is redeveloped.

The EA shows existing visual conditions as well as conditions after implementation of the project, with and without redevelopment. The surrounding project area contains dense residential and primarily commercial and mixed-use development with a number of bars and other entertainment destinations nearby. Open space created by property displacements before redevelopment would not be substantially different from existing conditions in this urban, developed, and primarily commercial corridor.

Before construction begins, CTA will coordinate with the community to develop a Neighborhood Redevelopment Plan that identifies opportunities for development in the project area. The plan will describe future redevelopment in terms of size, scale, and materials to ensure it is consistent with the visual quality desired by the community. CTA was recently awarded an FTA Transit Oriented Development Pilot Program grant, which in part will support the development of the Neighborhood Redevelopment Plan. Section 3.6 of the EA details mitigation measures to minimize temporary visual impacts due to construction, including development of a Construction Outreach and Coordination Plan that employs best management practices and other measures.

11. Noise and Vibration

Commenters expressed concerns about noise impacts during and after construction or provided specific suggestions on overall noise-reducing improvements. (See comments 13, 26, 36, 44, 69, 90, 91, and 104.)

Sections 3.7 and 3.8 of the EA detail the noise and vibration analysis and findings for the project, which evaluated both construction and permanent noise impacts. CTA analyzed noise impacts from the project in accordance with the latest federal guidance, the FTA (2006) *Transit Noise and Vibration Impact Assessment* guidance manual. The FTA guidance manual sets forth the basic

concepts, methods, and procedures for evaluating the extent and severity of noise impacts resulting from transit projects.

Predicted construction noise levels would exceed the limits provided in the FTA guidance manual. Mitigation measures and best practices will be implemented to minimize these impacts.

Implementing the Build Alternative would substantially reduce noise levels at nearly 70 percent of the noise-sensitive receiver clusters identified in the project area because the existing open-deck steel structure would be replaced with a quieter, closed-deck, aerial structure. While noise impacts were predicted in specific locations, noise levels would be reduced to below FTA impact thresholds for all of these locations following implementation of mitigation measures proposed in the EA.

One comment suggested soundproofing be considered underneath the tracks in addition to the proposed closed-deck structure. CTA has identified high-resilience rail dampers (special damping elements that are installed on the tracks to absorb noise and reduce noise radiating off the structure) as a mitigation option that could be installed on the existing open-deck Brown Line tracks that remain east of Seminary Avenue. Further study is necessary to determine the level of noise reduction provided by these types of dampers. CTA will evaluate noise mitigation elements for the new track and associated existing track within the project area as part of additional design work. If these dampers are determined to be effective in reducing noise levels to below FTA thresholds, this measure could be considered for implementation as part of this project. Determining whether the dampers could be implemented outside of the project limits is beyond the scope of this project; however, the RPM Project team will forward this suggestion to CTA's Infrastructure and Rail Vehicle Maintenance Departments for consideration on future projects.

Another comment suggested CTA further consider purchasing wheels that reduce operational noise throughout the system in addition to noise-reducing design elements such as the noise barrier and welded rail proposed as part of this project. While consideration of changes to the types of wheels purchased for the CTA rail fleet is beyond the scope of the EA analysis and would be a CTA policy decision, the RPM project team will forward the commenters' suggestions on specific noise- and vibration-reducing wheel types to CTA's Infrastructure and Rail Vehicle Maintenance Departments for further consideration.

12. Project Planning, Public Outreach, and Next Steps

Commenters questioned how public comments and concerns had been incorporated into project planning and development of the Build Alternative or expressed desire for additional community involvement as the project develops further. (See comments 2, 13, 31, 40, 90, 95, 106, 108, 113, 117, 120, and 123.)

Section 2.1 of the EA provides detailed documentation on the public outreach and alternatives development process conducted as part of the overall RPM Program and through the development of the Red-Purple Bypass Project EA. The RPM Program, a 9.6-mile planned improvement of the North Red and Purple lines, was developed and evolved through a multiyear planning process that began in 2009. These early studies helped identify the public's priorities and concerns and helped develop a comprehensive strategy for reconstructing and improving the infrastructure on the North Red and Purple lines. These priorities also helped shape the purpose and need for improvements to the corridor.

As a component of the proposed RPM corridor-wide improvements, the bypass at Clark Junction was first introduced at public open house meetings in February 2012. Based on public comments requesting CTA look at ways to reduce property impacts, CTA conducted an extensive analysis through 2012 and 2013 to identify properties required for permanent right-of-way and construction in the Red-Purple Bypass Project area and the RPM corridor overall, and to examine ways to minimize these impacts where possible. As CTA developed a phased approach to implementing the RPM Program and identified the Red-Purple Bypass Project as part of proposed Phase One improvements, CTA conducted extensive and early public outreach in summer 2014. All public input was documented and considered in the development of the EA for this project, and alternatives suggested by the public as part of that summer 2014 outreach process were explored and documented in the EA. Alternatives suggested by the public during the May 2015 public hearing and comment period for the EA were also reviewed and documented (see Response #6).

CTA will continue to work with the community as the project moves forward. The preliminary engineering phase is expected to be completed in fall 2015. Additional community meetings will be coordinated through the Ward 44 alderman's office. CTA Government and Community Relations staff will continue to work with the alderman's office and community groups to develop engagement plans during construction as part of a Construction Outreach and Coordination Plan.

After completion of the environmental phase and before construction begins, CTA will work with the City of Chicago Department of Planning and Development, Ward 44 alderman's office, chambers of commerce, and the surrounding community to create a plan for redevelopment. This plan will identify development opportunities near CTA stations and facilities in the community and define development types that fit the context of the neighborhood. CTA was recently awarded an FTA Transit Oriented Development Pilot Program grant, which in part will support the development of the proposed Neighborhood Redevelopment Plan.

Efforts to ensure community outreach, involvement, and adequate notice of construction impacts on the surrounding community and businesses within the project area are further detailed in Section 4.4 of the EA and will include community input meetings, development of a Construction Outreach and Coordination Plan, and continued updates to the project webpage to provide

passengers with information on construction-related impacts on service and update the community on the progress of the project. CTA will provide construction updates and notifications to local businesses, the Ward office, and within the project area, as appropriate.

13. Public Hearing Format and Public Outreach

Commenters had questions about the open house format for the public hearing and why it was selected over a traditional public hearing format. (See comments 3, 31, 40, 106, 117, and 123.)

CTA held the public hearing for the Red-Purple Bypass Project EA on Wednesday, June 3, 2015. The hearing followed federal regulations under NEPA and implementing procedures for an EA. FTA and CTA discussed public hearing format options, and agreed that an open house format would be appropriate for the public hearing to obtain public input on specific areas of interest. FTA and CTA have used this same format for multiple public hearings in Chicago since 2012. The open house format allows a substantially higher level of public interaction for at least two main reasons:

1. Many people dislike speaking in front of a large group. With a "podium style" hearing, many people will not ask questions or speak publicly because of this format.

2. Multiple people can interact simultaneously with CTA staff. People can ask about their specific topic of interest. In a "podium style" hearing, only one person speaks at a time and answers are typically not provided at the time of the hearing.

Exhibit boards in the public hearing room provided information about the project, and technical staff members were available to discuss specific concerns about the purpose and need for the project, alternatives considered in arriving at the Build Alternative, and the impacts and mitigation measures proposed to address environmental areas of concern. A court reporter was available to take verbal comments. CTA also provided comment cards to obtain written comments during the hearing. Sign language interpreters and Spanish translators also attended the hearing. CTA made copies of the EA available for review during the hearing to solicit feedback from the public on specific areas of concern about the document findings.

Red-Purple Bypass Project – Environmental Assessment

Agency and Public Comment and Response Log

Agency Comment Log/ID						
#	**Date**	**Commenter**	**Comments/Responses**	**Response**	**Source**	**Topic Area**
1	6/26/2015	Kenneth Westlake, U.S. Environmental Protection Agency (USEPA)	[Comment letter is provided at the end of this log.] Comments related to greater clarity and specificity of air quality impacts, safety related considerations in maintenance of traffic plans, a request for special efforts to help one community related organization relocate, and mitigation measures related to hazardous materials, public health and Environmental Justice communities. Comments also suggested additional sustainability practices be employed in construction activities.	**The mitigation commitments table, included as Attachment B to this Finding of No Significant Impact, includes additional details and clarifications on mitigation measures that will be carried out as part of this project. Additional clarifications on substantive comments and suggestions from USEPA have been included in Provisions # 1D and # 16A of Attachment B. The EA addresses all other concerns and suggestions raised in USEPA comments.** **The air quality analysis technical memorandum was included as an appendix to the EA. As noted in the technical memorandum, no substantial permanent air quality impacts are anticipated to result from this project. Additional details on conformance and confirmation that the project does not meet the criteria as a project of air quality concern are referenced in that memorandum.** **USEPA requested some additional information to confirm findings in the analysis that there would be no substantial construction related impacts on air quality or cumulative air quality impacts from this project and other planned construction projects.** **The Build Alternative could result in some adverse impacts on air quality during construction. These impacts would not be substantial and would be minimized through implementation of appropriate construction BMPs. In addition, Chicago has a Clean Diesel Construction Ordinance that would be followed and further reduces the potential for construction related air quality impacts.** **Construction activities would cause an increase in criteria pollutant, greenhouse gas (GHG), and hazardous air pollutant concentrations from non-road construction equipment (e.g., bulldozers, excavators, and other equipment), construction worker commuting, and vendor/haul trucks. Truck trips would include delivery (structural steel, rebar, concrete delivery, rail delivery, etc.) and haul trucks (demolition materials and spoils from drilling the caissons, etc.). Truck trips would also include the one-time delivery and pick-up of equipment. Assuming a 6-day workweek, an average of 4 truck trips per day would occur during construction. Although vehicular traffic would increase, no increases in traffic congestion during construction would be anticipated because of the City's dense street network, which would minimize the effect of temporary street closures or the rerouting of traffic. As such, adverse effects from increased traffic resulting from construction activities would not be expected.** **Impacts during construction would be primarily associated with fugitive dust and vehicle exhaust emissions. Because most state air quality agencies, including the Illinois Environmental Protection Agency, have strict guidelines for controlling fugitive dust, diesel particulate emissions, and GHG emissions, these impacts would not be substantial and will be further minimized through implementation of appropriate construction BMPs. Because of the close proximity of the project**	Letter	Air Quality, Public Health, Environmental Justice, Sustainability

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				site to sensitive receptors, such as residences, schools, and community facilities, diesel exhaust emissions will be minimized through the use of BMPs. These practices minimize air quality impacts by limiting idling times by trucks and equipment, maintaining equipment in proper working order, and reducing electricity consumption at the construction sites. The potential for cumulative impacts on air quality were also assessed. The cumulative impact on air quality would not be adverse, and there would likely be an overall regional net air quality benefit. The analysis of past, present, and reasonably foreseeable future actions within the project area that could contribute to cumulative impacts included the following: ▪ Past improvements to the CTA Brown Line ▪ CDOT's Improvements to North Lakeshore Drive (currently in planning stages) ▪ CTA's Wilson Transfer Station Project (currently under construction and to be completed prior to this project) ▪ CTA's Lawrence to Bryn Mawr Modernization Project (planned for construction at the same time as this project) ▪ CTA's Red Line Extension Project (currently in planning stages and would be constructed after this project is completed) Implementation of the rail transit improvement projects (Brown Line, Lawrence to Bryn Mawr Modernization Project, and Red Line improvements) would increase the speeds and reliability of both Red and Purple line operations. In addition, as a result of expected ridership diversions from single-occupancy vehicles to the Red and Purple line trains due to the Build Alternative and the rail transit projects, overall air pollutant emissions in the region are likely to be reduced. Improvements to North Lakeshore Drive would provide efficient access to jobs, businesses, and other places of interest, which would reduce pollutant emissions. Construction activities for the Red-Purple Bypass Project could occur simultaneously with the Lawrence to Bryn Mawr Modernization Project. Because both projects would implement measures to reduce air pollutant emissions and would be subject to the City's permitting process, which limits construction impacts like traffic disruption, work hours, emissions, and dust, no adverse air quality effects would be expected. Furthermore, construction staging plans for the Phase One projects take into account that these improvements would be constructed in the same time frame, which would further reduce any temporary and short-term air quality effects.		

Red-Purple Bypass Project – Environmental Assessment

Agency and Public Comment and Response Log

Public Comment Log/ID					
#	**Date**	**Commenter**	**Public Comments**	**Response**	**Source**
1	6/3/2015	*Juan Clark, Private Citizen*	This is a very good idea! The only concern I have is that I would like CTA to change the seating configuration on its Red and Purple line trains as this project commences. Also, although this neighborhood prides itself on historic preservation, I would NOT want the CTA to spend additional money or making the new structures look more decorative aesthetically. Keep the budget for this project at a bare-bones minimum! And thank you for this meeting!	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 10. As part of the project, CTA will use existing CTA rail cars in addition to a small number of new rail cars that would be acquired to operate this service. Your comment regarding the seating configuration on future cars has been forwarded to CTA Rail Engineering & Technical Services.**	Comment Card
2	6/3/2015	*Jonathan Powell, Private Citizen*	Please continue and go forward. Sound ideas – take good care of property owners. Please put in the planned sound barriers on the structures. Also great would be some beautification of the aerial structure to be nice looking like current structure. When building provide incentives to contractor to end early or on time to limit construction slow down. We need more trains so please go with the project to remove bottleneck. Thanks for moving the historical building! As a traveler from Dempster-Skokie to UIC Halsted for school on a 3 days a week and downtown for pleasure please make this trip quicker and more space on trains. By making bypass it will allow it to be quicker for me. Thank you.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 5, 7, 9, 10, 12.**	Comment Card
3	6/3/2015	*Jacob Aronoe, Private Citizen*	I am adamantly opposed to the Bypass project. I see it as an unnecessary waste of money. It would do nothing to increase capacity on the Red line. It costs too much and would have an adverse impact on the community. The same thing would be accomplished much more cost–effectively by increasing the speed (timing) of the switches. Also the community surrounding the area of the Bypass; they are asking for a public hearing on it. Thank you for the meeting.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 6, 8, 13. Please note that your comment on the speed/timing of the switches has been interpreted as improvement of the signal system. The time for the electric switch motor to move the "switch points" is very short and fairly standard within the rail industry.**	Comment Card
4	6/3/2015	*Barry Aldridge, Private Citizen*	I'm glad you're doing this. The delay on the Brown line to cross the tracks is very annoying. This project seems commendable forward-looking to provide increased capacity.	**Thank you for your comment.**	Comment Card
5	6/3/2015	*James Carver, Private Citizen*	NO WAY	**Thank you for your comment.**	Comment Card
6	6/3/2015	*Brad Gabriel, Private Citizen*]	This is a very much needed project and should proceed as proposed. I also like that it will straighten out the track between Belmont and Addison. If at all possible, work with the Alderman to get the zoning increased for this area. Lakeview need more dense development, especially to recoup costs from these types of projects (via property taxes). Keep up the good work and don't let the NIMBYs stop this! Thanks!	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 7.**	Comment Card

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7	6/3/2015	*James Pinto, Private Citizen*]	Happy to see this project moving ahead. Mitigating of time delays seems like a good idea but at what cost for small benefit? It may be worth doing. I hope you cannot displace too much of the historic parts of the area as you have proposed to do.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 7, 9.**	Comment Card
8	6/3/2015	*Fred Barb, Private Citizen*]	There should be shuttles, especially on Belmont from Red line station to Blue line. There are large crowds at both stations. Also please consider articulated buses on Belmont. Belmont has schools, stores and numerous bus stops. Perfect area will move so turn to public trans. vs. automobile. Also Red line to Belmont needs marked crosswalk to cross busy Belmont to safely get across.	**Thank you for your comment. Improvements to Belmont station and bus improvements to the Blue Line are not proposed as part of this project. We have forwarded your comment and recommendations related to Belmont station and the Belmont bus and shuttle services to CTA's Planning Department.**	Comment Card
9	6/3/2015	*Robin Cook, Private Citizen*]	I am extremely concerned about where the funding is going to come from, the impacts on other projects that may be better served with the funding (such as under developed areas), and the long term debt structuring with regards to the average tax payer.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 3, 4.**	Comment Card
10	6/3/2015	*Jan Boudart, Private Citizen*]	1) I am hoping the CTA will be able to implement the subway project from Howard south red line. 2) The businesses on Jarvis must be given financial help to re-locate –preferably at Morse and Lunt. 3) The bypass is a good idea, but a tunnel would be better than putting it in the air. 4) The CTA should get rid of the sharp turns between Lawrence and Addison.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 3, 6. The Red and Purple Modernization Program is a series of proposed improvements to the North Red Line (from just north of the Belmont station to the northern terminus of the Red Line at the Howard station) and the Purple Line (from just north of Belmont station to the Linden station in Wilmette). FTA and CTA are in the environmental planning stages for proposed Phase One improvements at this time, which does not include the Jarvis station or the curves at Sheridan station (between Lawrence and Addison stations) mentioned in your comment. These elements would be part of future phases of RPM that will include similar environmental analysis and public outreach in the future.**	Comment Card
11	6/3/2015	*John Schmidt, Private Citizen*]	To save 20 seconds, the CTA will spend a fortune!	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2.**	Comment Card
12	6/3/2015	*Megan McDonald, Private Citizen*	As a civil engineer I'm excited about the project & modernizing our infrastructure. Increasing capacity & decreasing commute time is needed.	**Thank you for your comment.**	Comment Card

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13	6/3/2015	*Allan Mellis, Private Citizen*	1) To provide some community benefit place sound proofing underneath the tracks beyond the sound absorbing panels locations. 2) Make the flyover more aesthetically pleasing by adding wrought iron fencing, architectural lighting, and possibly colored concrete. 3) After project is completed, run maximum number of trains 24 hours a day. 4) Establish a task force made up of community leaders, CTA, and elected officials to meet monthly to resolve issues.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 10, 11, 12. Red Line trains operate 24 hours a day. Purple Line express trains operate in the project area during weekday peak periods (approximately 5:30 to 11:15 AM and 2:30 to 8:00 PM). Brown Line trains operate all day except between 2:30 and 4:00 AM. Service frequencies vary by line and time of day and would continue to do so based on ridership needs. CTA determines the number of trains operated based on the number of people riding the trains. As ridership goes up, CTA would add additional train runs.**	Comment Card
14	6/3/2015	*Dan Mielculia, Private Citizen*	I use both Brown and Red line. The fifth track bypass is a waste of money for the small amount of time it will save. A better use would be fixing the tracks and improving stations (for winter weather and rain). Extending service south on the Red line would also be a better use of the funds.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3.**	Comment Card
15	6/3/2015	*John Aquilint, Private Citizen*	It appears that the project will destroy urban fabric and historic character of area. It appears to create a lot of dead space impacting walkability and safety.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 8, 9, 10.**	Comment Card
16	6/3/2015	*Thomas Wagner, Private Citizen*	I didn't see anything with proposed costs. Interested in not doing the bypass, but upgrading tracks and switches. Is this an option?	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 6.**	Comment Card
17	6/3/2015	*Darrly Levine, Private Citizen*	I am totally against the project. The CTA should have as their top priorities track and viaduct integrity. All slow zones and viaducts should be brought to first class standards. The amount of delays is way overrated. Usually it is because of signal malfunctions or train breakdowns. This project, if it is ever done, should happen after all the other improvements are made.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 3, 4, 6.**	Comment Card
18	6/3/2015	*Gloria Picchetti, Private Citizen*	If the CTA wants to spend money improve bus routes and times. 1) Bring back Lincoln 11. 2) Make Foster run after 7:45 on Sunday night. 3) Diversey from Blue Line to LSD doesn't run at night. 4) There are not enough cross town busses. The train work fine, improve bus routes.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 4.**	Comment Card
19	6/3/2015	*Joseph Rulf, Private Citizen*	Bypass concept/plan is great! The 6/3/15 meeting was well done – keep it up! Do everything possible to preserve the historic legacy along the line. Incorporate it into the modernization as much as possible if it cannot be 100% preserved. General comments: 1) Look into the pricing of ad space on the trains and buses and at the stations and platforms. This has got to be a more tremendous source of income. 2) How about implementing "noise mitigation devices" to keep the individual music	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 9. While beyond the scope of the EA for this project, advertising does provide revenue to the CTA. Information for advertisers wishing to advertise with CTA may be found on the CTA website at http://www.transitchicago.com/advertising/. Regarding noise *on* the train cars, CTA runs announcements on all trains requesting that passengers listening to music be aware of the volume so as not to disturb other passengers. In addition,**	Comment Card

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			devices at a low level for a quieter ride? (Good luck with that one!)	**CTA has developed informational brochures that offer tips for showing courtesy to fellow CTA passengers.**	
20	6/3/2015	*Susan Graye, Private Citizen*	Very expensive project for the minor benefits it will provide and 20 buildings torn down – 50+ people and businesses displaced – use the money $520 million for another capital project with more extensive benefits. Does not eliminate the congestion going south where red line and brown line meet.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 7.**	Comment Card
21	6/3/2015	*Eric Mathiasen, Private Citizen*	I strongly support the bypass mainly due to the need to be able to add additional Red line trains. I think you (the CTA) should emphasize that instead of time savings. I also support the RPM overall because it's necessary, and as part of that the additional curve-straightening bundled with the bypass. Unrelated to this, I would love to see the 1968 proposal for a subway linking the west loop, south loop, McCormick Place, and Streeterville revived. If the Loop link busway is successful, it will just be one more piece of evidence to support re-starting subway.	**Thank you for your comment. We will forward your additional subway project recommendations to CTA's Planning Department.**	Comment Card
22	6/3/2015	*Anonymous Comment, Private Citizen*	I would encourage you to try to save and repurpose the façade of the three-story building on parcel 10 on Clark Street. If need be, it could be disassembled and then put back on a new structure in the vicinity. This building adds considerably to the character of the community.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 7, 8. This comment relates specifically to 3334–3342 N. Clark Street, which would be displaced under the Build Alternative. That property was reviewed and not eligible as a resource on the National Register of Historic Places that would be subject to special protections under federal laws. Response #7 provides information on compensation to displaced owners and Response #8 discusses impacts and mitigation measures proposed related to community character.**	Comment Card
23	6/3/2015	*Eric Glatstein, Private Citizen*	I am persuaded the Clark Junction/fifth track flyover is a sensible priority. I encourage CTA to move forward. I would encourage CTA to bring the greatest possible visual interest to the final structures. I notice that the Midway/Orange Line and more recent Red Line renovations use a brutal concrete-deck on top of concrete pier construction. Doubtless this is practical. But it can be awful to look at and I am sure unpleasant (despite the good noise control) for somebody to live around. As CTA goes forward with the flyover, please open up the design process to architects and engineers who may bring such fresh ideas to the ultimate appearance. This reconstruction will be here long past anybody working on the project. We should strive to build something that the city will embrace – instead of look away from. I have my own half-baked ideas about curving and sweeping cable-stayed bridges. But really, I have no special design insight. Best to open the design process to true creative minds.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 10.**	Comment Card

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24	6/3/2015	*Natalie Rinard, Private Citizen*	1) Increase in capacity is doubtful on Brown and Purple due to traffic at Lake and Wells. If the Clark intersection is at max capacity and can't handle any more trains, how is the already maxed-out Lake/Wells intersection going to handle the additional rush hour trains? Are capacity numbers inflated in this project due to Federal match? 2) The representative said that this project will add capacity for 8 additional south bound trains to the current 20 in the peak a.m. hour. Is this true? What is the % and # of additional riders will this project provide in the max a.m. south bound hour going to the loop? This is the only real capacity opportunity – is it sufficient for the Federal match? 3) What opportunities to fix other major system problems will this project delay? Perhaps fix capacity on the loop intersections before asking for the money for this project. 4) Delays due to north bound Brown line trains crossing the tracks appear to be overstated. Are reported delays of 4-minutes an average? Is this time adjusted for a) equipment problems, b) loading/unloading Cubs riders at Addison, c) medical emergencies/fires, d) loading/unloading riders that need assistance? – all of which will not be alleviated by this project. Delays south of Belmont (NB) at Addison (SB) are minor – Especially compared to delays in the loop, slow track areas, etc. Again – doesn't seem to support the requested spend. I am a rider/resident/taxpayer 30 years. I oppose this project.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4. Your observation is correct that addressing the "weak link" in system capacity at one location moves the problem to the next constraint. For the Purple and Brown lines, that next capacity constraint (southbound) is actually the Sedgwick station. The "Loop," including the track intersection at Lake Street and Wells Street is not the next limiting factor. The outside track of the Loop, where the Brown Line operates, has a capacity substantially greater than the current frequency of the Brown Line; the capacity in the Loop is based on both calculated capacity and actual practice.**	Comment Card
25	6/3/2015	*Ute Brantsch, Private Citizen*	Is someone channeling Robert Moses? This transportation engineer's wet dream is completely out of scale with the existing structures. It will change the character of the neighborhood and it will adversely impact the quality life of the community – not only for those displaced but for those remaining. This construction on top of that around Wrigley will create inhospitable conditions (dust noise traffic congestion) for residents, cub fans and tourists. Negatively impacting local businesses. New development (funded by TIF or tax incentive) may have a negative effect. It will increase density and congestion throughout the neighborhood. Exacerbating parking problems. Funding of this project is not completely clear. Federal money will not cover all costs. The benefits do not seem to me to be worth the cost. The tracks and Newport historic district are National Landmarks and are part of the character of the neighborhood. Another building – terracotta on back is not contributing but should be preserved. Lakeview is well served by public transit. Much of the city of Chicago is not. Surely money could be better and more equitably spent elsewhere. The community – at least everyone I've spoken to seem against it. No build is preferable to me.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 3, 4, 7, 8, 9, 10.** **The Wrigley Stadium renovations are expected to be completed well before construction starts on the Red-Purple Bypass. The earliest that construction is expected to begin for the Red-Purple Bypass is late 2017, and exact timelines will be based on further coordination with FTA and funding considerations.** **The terra cotta building at 3334–3342 N. Clark Street is not eligible for listing as a resource on the National Register of Historic Places nor does it contribute to the Newport Avenue Historic District. Property displacements identified for the Red-Purple Bypass Project would be needed for the final track realignment; any remaining property would become available for potential redevelopment after construction. Response #7 provides further details on property displacements and mitigation proposed.**	Comment Card

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26	6/3/2015	*Mike Karam, Penn Machine CO/Marmon Group*]	Discussions with representatives of CTA talked about noise reductions using closed-deck structure, welded rail and noise barriers. Those all are fixes to the physical location of the infrastructure and do not allow for any further noise reduction along the balance of CTA track. Other methods of noise and vibration reduction such as a Bochum resilient wheel are available. Penn Machine is owned by Marmon (Chicago based) and is the North American license of Bochum resilient wheels. This design would be able to provide noise and vibration reduction at all locations and CTA track not just the proposed 68 noise/vibration sensitive areas in the project area. May also be a more cost effective solution as well. CTA's noise issue is system wide and not unique to the Lawrence to Bryn Mawr project. Riders, residents, businesses, and pedestrians also benefit from this need change.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 11.**	Comment Card
27	6/3/2015	*William Reynolds, Private Citizen*	Project is too expensive for the minor benefits provided. Too much property is confiscated and taken off the property tax rolls, including several nearly new condo buildings that should have never been permitted to be built. I ride both Brown and Red line trains and very few of them are every delayed at all at the junction. Others are delayed only a few seconds. Who really believe CTA ridership is ever going to increase, what with the population in Rogers Park still declining, plus the new residents just don't work downtown but run their own retailing in the neighborhood. Finally, there is no matching funds from the state of Illinois. P.S. Central Street station on the Purple line should be the next station to get an elevator – not Lawrence Avenue which is so close to Wilson station, since Central Station stop serves Evanston hospital.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 7.**	Comment Card
28	6/3/2015	*Carl Nyberg, Private Citizen*	How much can Red and Purple riders be pushed to Metra, express bus by adding rush hour surcharge? Has Chicago explored pushing work from home and flex time to reduce rush hour surge? Could city add head tax (with rebates for employers that adjust schedule, work from home and flex time) for look employers? Current consultants say the system capacity is 20,000 riders per hour. What will it mean for days when 20,500 commute in an hour? 21,000? 22,000? 23,000? What is the average peak hour for 2015? What is the standard deviation? Is there documentation that riders are complaining? How bad are the complaints? How much capacity can be added by running some cars that don't have seats? Can system be made more efficient by improving signals? Do the train yards have capacity to handle more trains? Blue line had unexpected volume drops when Pink line added (getting in and out of Forest Park). How be sure there isn't something being overlooked?	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 6.** **Response 6c addresses your suggestions regarding the potential for implementing rush hour charges, fare changes, or other regional policy-level decisions like transportation system management approaches. Operational or other vehicle improvements do not address the purpose and need for this project; however, your suggestions have been forwarded to relevant CTA departments.** **Peak-hour capacity for the Red and Purple lines combined is currently approximately 14,700 passengers per hour. For demand greater than this number, several things happen. If 500 additional passengers were spread evenly over the hour and evenly over each car, this is only 2 to 3 more passengers per car, which can be absorbed with minimal additional crowding. As more passengers attempt to board, cars will reach a point where some passengers will**	Comment Card

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				either chose not board or be physically unable to board. When trains and platforms are crowded, the dwell time (the time the train is stopped at platforms for passenger boarding) increases, causing overall system capacity to decline. **In late 2009, survey comments mentioned crowding on trains as a problem although the most cited solution was to change the seating configuration to inward facing seats with more standing room, a solution that has shown to be unpopular with many passengers.** **Regarding the Blue Line, it is important to note that one of the Blue Line branches is now the Pink Line. Examining Blue Line ridership totals does not give a complete picture of overall system ridership changes, as riders on the Pink Line were previously counted toward the Blue Line.** **Multiple options suggested by the public, whether at the 2014 open houses or the 2015 public hearing, have been reviewed for effectiveness at providing capacity, reduction of property impacts, ability to maintain rail traffic during construction, and relative cost compared to the proposed Build Alternative.**	
29	6/3/2015	*Tony Johnson, Private Citizen*	Vision individual property displacement the Red-Purple bypass project would include construction of a bypass for the brown line Clark Junction just north of Belmont station and the replacement of approximately 0.3 mile of track between Newport and Prospect. The Red-Purple bypass project.	**Thank you for your comment.**	Comment Card
30	6/3/2015	*Stephen Schmookler, Private Citizen*	I would like to suggest that a centerline flyover is still an option that would not require so much land acquisition and demolition. It could be accomplished by moving a portion of the Belmont station <u>south</u> so the flyover could start sooner. I believe this would also reduce construction inconveniences as much of the work could be done while existing tracks are still in use. Please investigate this alternative. Only the platform would need to be extended southward- the street level entrances would remain. Please forward this to Tom Williams. Furthermore, I don't believe CTA has adequately looked at improving scheduling and rerouting of trains, especially during peak periods. <u>For example</u>: In the evening, I've been at Belmont trying to get to Rockwell (Brown line) while four Purple trains go by the last 3 going to Evanston almost completely empty, while hundreds of people wait and wait for a Brown line train. Let Brown/Purple lines going north morph as needed to accommodate traffic needs, both during rush hours and off hours as needed.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 6.** **Following the public hearing, the feasibility of moving the Belmont station platforms to the south was examined. The purpose would be to provide sufficient distance for the middle tracks, carrying the Red Line, to ramp up and over the northbound Brown Line tracks. Upon laying out the required geometry to shift the Belmont station to the south, CTA found that the large three-story medical building along the east side of the alignment between Barry Avenue and Nelson Street would be affected. A high-level review indicates the property impacts would shift from buildings on Sheffield Avenue, Roscoe Street, and Wilton Avenue to the large, full-block length, multiple-tenant building occupying the entire block from Barry Avenue to Nelson Street that is part of the Advocate Medical hospital, which includes the Heartland Health Center-Lakeview. As this centerline flyover option would also introduce other impacts and costs (such as moving the Belmont station platforms and moving the special**	Comment Card

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			Example Two: When trains become delayed during rush hour, don't wait so long to declare an Express train so loading/unloading doesn't keep getting worse, further delaying trains. Example Three: Train routing in the loop is always delayed during rush hour. Improving routing of Pink, Green, Brown, Orange, Purple lines to reduce these delays (easier said than done, I'm sure) will do more to ease congestion than a Red line flyover (one less station is a good start- how about eliminating State and Lake as well as Madison and Wabash?). Conclusion: Red line scheduling likely can be improved too!	**trackwork at Barry Avenue), this option is not preferred.** **Regarding scheduling, two of the examples provided typically occur when "recovery" is needed following incidents. Decisions on recovery actions (meaning actions needed to recover from an incident and return to a normal schedule) must be made quickly while weighing impacts to on-board passengers and routing of equipment and operators to unscheduled yards. Aside from responses to incidents, schedule refinements coupled with controlled dwell times (the time trains spend at stations allowing exiting and boarding of passengers) have been examined as a means to increase capacity. Improvement to scheduling has been a common suggestion from the public. With the existing Clark Junction in place, scheduling improvements would provide a maximum theoretical capacity increase on only one or two trains per hour. CTA schedulers already plan Red, Purple, and Brown line schedules to minimize conflicts at Clark Junction. At Clark Junction, particularly where the Red and Brown lines cross, both lines must share the intersection. Even with an optimized schedule, only a finite number of trains can share that intersection. To increase the number of Red Line trains, the number of Brown Line trains would need to decrease; to increase the number of Brown Line trains, the number of Red Line trains would need to decrease. With the proposed bypass project, the capacity limitations of the Red and Brown lines would no longer be interconnected.**	
31	6/3/2015	*Robert Hughes, Private Citizen*	Where's the announced "hearing"? This presentation is no one's idea of a "hearing". I can only conclude that the CTA doesn't sincerely want any input from citizens. The original excuse for the bypass was a "3-4 minute delay". The actual delay is 30 seconds. There is no "capacity" issue the bypass addresses other than the occasional 30-second delay. This is solution in search of a problem.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 12, 13.**	Comment Card
32	6/3/2015	*Ellen Hughes, Private Citizen*	Time and capacity are the same thing – not different arguments. The flyover can only take 20-30 seconds off the travel time. Why a 20-30 second upgrade that destroys central Lakeview instead of reaching all the transit deserts in Chicago? This signature project will destroy Lakeview. The RPM project without the Bypass does increase capacity by 10% by reworking slow zones.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 3, 4 6, 8.**	Comment Card
33	6/3/2015	*Heather Armstrong, Private Citizen*	Yes, I love this project, but my concern is people and businesses in the neighborhood would get displaced, and lose their home and business. I would support this project, if they restore the neighborhood.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 7, 8.**	Comment Card
34	6/3/2015	*Garland Armstrong, Private*	It would be very difficult if the residents had the resources if they have a good deal	**Thank you for your comment. You will find the responses to your comments in**	Comment

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		Citizen	to make sure they are part of it.	**the response sheet, under Response # 7, 8.**	Card
35	6/3/2015	*Nasi-Odu Obadyah Yisrael, Private Citizen*	1) Discuss the employment development: How many people will be employed? Will the personnel come citywide or 44 ward only? How will minorities obtain their share of positions? Will CBO (Community Based Organizations) (501(c)3) be involved in employment recruitment? 2) Will subcontractors be from the minority section of the city? How will possible minority subcontractor be kept/made abreast of opportunities available?	**Thank you for your comment. The exact number of construction jobs to be created from the Red-Purple Bypass Project has not yet been calculated and will be based on additional engineering. Comments regarding employment practices relate to matters that are outside of the National Environmental Policy Act of 1969 review process. Your comment will be forwarded to CTA's Diversity Programs Department. CTA's Disadvantaged Business Enterprise (DBE) Program demonstrates CTA's continued commitment to the success of minority/and women-owned businesses by promoting contracting opportunities to DBEs in the transit industry. The CTA's DBE program is governed by the U.S. Department of Transportation 49 Code of Federal Regulations § 26. Additional information on the DBE Program may be found on CTA's website at http://www.transitchicago.com/dbe.**	Comment Card
36	6/3/2015	*Mariela Bayer, Private Citizen*	1) The Bypass is diminishing the quality of the neighborhood. I will be impacted adversely with this project during the construction phase. I am concerned about construction noise, pest (rats), noise. 2) I deliberately chose this neighborhood to live for the historic quality and vernacular. The tracks are a historic element to the city of Chicago. Yes, they must be repaired and maintained, but the proposed structure is diminishing the historic aesthetic of Lakeview. Please do not build.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 8, 9, 10, 11. Regarding concerns about pests during construction, per best management practices, CTA will require the contractor to develop a Construction Management Plan and Health and Safety Plans. These plans address these types of issues.**	Comment Card
37	6/3/2015	*Alfie Martin, Private Citizen*	When I was on the Red line train to Howard, I transferred to Purple line trains. On the Purple line trains going up the bypass when I look out the window which is a cemetery.	**Thank you for your comment.**	Comment Card
38	6/3/2015	*Ward Miller, Preservation Chicago*	The Red Ahead/Red-Purple Bypass project must include preservation of the historic Clark Street street wall and the buildings fronting Clark and adjacent streets. This project must sew in the new structures into this long-established and historic neighborhood. Also, the new structure should be metal vs. the heavy-handed concrete structure with the wide concrete columns as the structure resembles a "highway overpass/underpass" at Clark and Roscoe Streets. This needs to be more sensitive in design and implementation. Thanks for taking these comments and look forward to better design revisions.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 9, 10.**	Comment Card
39	6/3/2015	*Eric Thor, Private Citizen*	I don't approve of spending $570 million on such a small project. There must be a cheaper and less disruptive way. I gave a sketch to your engineer Tom Williams. My suggestion: Consider moving the northbound Brown line trains over the Red line south of Armitage, just as Red line is about to emerge from tunnel. Then Brown lines could use west platforms at Fullerton and Belmont. Red and Purple	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 6.**	Comment Card

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			lines could use east platforms. No need for the proposed flyover. Downside: My plan would mess up current use of "outside" platforms by northbound Brown line trains at Armitage, Diversey, and Wellington. Maybe your designers could re-arrange those platforms at a cost below the projected cost of the flyover. Upside: My plan should allow for the increased capacity the CTA says it needs.		
40	6/3/2015	*Colleen Fahey, Private Citizen*	$320 million for an unnecessary waste of taxpayer money – it's a disgrace. CTA originally said 3-4 minute delay but now even CTA backed down – maybe 1 minute. CTA claims population growth of 186,000 but Census Bureau just reported Chicago had slowest growth of any major city. Gov. Rauner plans to drastically cut CTA funding – CTA also says going broke, not enough CTA budget now for needed track maintenance. CTA called this a public hearing but this is not a public hearing. Why can't people speak in a public hearing?	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4, 12, 13.**	Comment Card
41	6/3/2015	*Jonathan Markel, Private Citizen*	Project funding and capacity improvements. Through some preliminary modeling of the Belmont junction I have found that one of the major causes of congestion is the result of unpredictable arrival of trains to the junction. Approximately 1/3 of the capacity improvements can be *(unreadable word)* by a real time train dispatch system providing much more *(unreadable word)* control of the trains into the junction. Additionally this system would be leveraged throughout the system to improve travel times and capacity at other choke points in the system. An additional 2/3 of the capacity can be gained by improving the routing and switching that occurs as trains approach and leave Belmont station. Southbound source capacity is limited only in the mornings and northbound only in the evenings. By limiting the number of crossing northbound Brown line trains in the morning by routing 1/3 of them through Howard will free capacity for the southbound Red line trains. Additional northbound capacity can be gained in the morning by switching between Wellington and Belmont so that Brown are on the inside track if timing accountable such a manner. If the switching before Belmont is not conclusive then locating the switches much closer to Belmont and moving the northbound Red over to the Purple line as soon as the Brown clears the switch will facilitate improvements in Red northbound capacity. I have more detailed analysis and diagrams available at request. My rough estimate is a cost of about $10 million to implement train control system with annual ongoing costs of $2 million. I do not know what the cost of changing the switch locations would be but this would not require any footprint expansion and hence no expense of acquiring property would be necessary.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 6.**	Comment Card
42	6/3/2015	*Harvey Kahler, Private Citizen*	As many as 30 RL and 30 B-PL trains can get through the junction in the peak hours. It takes less than 1 minute to depart Belmont and clear the junction. The problem at Belmont is holding one train for the other to arrive to exchange	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 4, 6.**	Comment Card

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			passengers, then one waits for the other to clear the junction and switches and signals changed. Simple letting trains depart without waiting solves the problem without spending $570 million or disrupting the community! Having more capacity at Clark Junction, or moving more trains, through the junction is moot until the fleet is expanded and yard capacity is increased. This is where $570 million is needed more urgently. CTA trains used to run more frequently in the 1960s. Maybe the signaling system needs to be upgraded for a lot less money than for a "Red-Purple Bypass".		
43	6/3/2015	*Philip Darling, Private Citizen*	I feel this project is expensive and disruptive to the community and businesses when the very minimal time benefit is considered. While the focus is on the congestion around Belmont, other areas of the Red-Purple line need attention. For example, the stretch between Sheridan and Wilson during which the trains can travel at a steady speed and often travel very slow and often stop for no apparent reason. Furthermore, it is a lot of money for a small segment of <u>one</u> route while the other two (Red and Purple) remain untouched. This could be better used to improve other areas of the Red/Purple line corridor.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 8.**	Comment Card
44	6/3/2015	*Victoria Studelska, Private Citizen*	The building of the Brown line bypass would change the community dynamic of East Lakeview forever. The neighborhood feel would be substantially diminished by the industrial roller coaster overhead! The minimal amount of time saved by Brown line riders does not warrant the adverse effect to my neighborhood. Honestly, this is only beneficial to the riders coming in from the northwest – Ravenswood, Albany Park, etc. – a considerable small percentage of total CTA riders. And at what cost?? Over 500 million dollars!! Really? Are Forrest Claypool and the CTA unaware of the financial hole we are in? We don't have enough $$ to fix the aging infrastructure we already have. Let's spend the money we <u>don't</u> have on those trouble spots first. I am very unhappy with the proposed property displacement and the visual changes to the neighborhood. East Lakeview will literally be cut through. The lovely older brownstones and other residential buildings don't deserve to be against a "roller coaster" backdrop. The virtual drawings with "proposed development" to camouflage the high tracks is nothing more than wishful thinking. The ultra modern tracks of Tokyo or San Paulo have no place in this charming neighborhood. And it would save the northwest side rider what – 2 minutes on his commute? I am not convinced that the noise and vibration estimates are accurate either. I cannot imagine living through that construction mess. Although my home is 2 blocks away, I <u>live</u> in the neighborhood; walk, shop, ride my bike, eat, and celebrate at the neighborhood watering holes. Basically my vote is NO – it will destroy a lovely neighborhood; this is totally unaffordable and a dereliction of financial duty.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4, 7, 8, 10, 11.**	Comment Card

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45	6/3/2015	*William Barranco, Private Citizen*	I wish to express my support for the proposed overpass for the R-P bypass. I am certain that a majority of those comment sheets will be negative because they are the vocal NIMBY minority. I live within several blocks of the Belmont station and use the Red during the morning AM rush to get to my job in the loop. I've made this commute for almost 10 years. During that time I've learned several things: 1) Red line south trains are extremely crowded after 7:30 AM to the extent that I have to let 2-3 trains pass through before I can fit onto a train (especially after 8 AM). 2) There is typically 2 Brown/Purple trains for each Red and that the B/P trains feed into Red but not vice-versa. Therefore we need more Red trains to receive passengers from the B and P. As a result, the CTA needs to follow through with this project to alleviate these issues and prevent it from getting worse.	**Thank you for your comment.**	Comment Card
46	6/3/2015	*Aaron Maertins, Private Citizen*	This project will provide incredible benefits to the north side and the entire regional transit network. The increased capacity is absolutely necessary to accommodate population growth and will provide long-term economic benefits to the community. Kudos to the CTA for moving forward on such an important project.	**Thank you for your comment.**	Comment Card
47	6/3/2015	*Rich Stein, Private Citizen*	Random comments: Do whatever it takes to save the Vautravers building. Straighten out the kinks between Belmont and Addison is great, but what about the Sheridan curve?? I'm leaning towards supporting this project. Provide for 10-car trains.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 3, 9.**	Comment Card
48	6/3/2015	*Gerry Sabina, Private Citizen*	No comments provided. Contact information included and request to be added to the project email.	**Thank you for your comment. You have been added to the project contact list to receive future updates.**	Email Comment
49	6/3/2015	*Roberta Garner, Professor of Sociology, DePaul University*	**(Hardcopy letter submitted at June 3, 2015 public hearing. Same letter emailed on 5/28/2015. See email Comment ID #70.)** Review of CTA's "Supporting Data Documentation" for the Belmont Flyover The RPM Transit Project document, Appendix B ("CTA Transit Supporting Data Documentation") states that the average passenger would save 1 minute 16 seconds once the project is completed and that the cumulative time saved would be 636,000 hours annually. This latter figure is completely meaningless—passengers and their travel time on the CTA do not represent a lump sum that can be used in any way—the savings in time accrues solely to individuals as individuals. And so the only figure that matters is the 76 seconds per diem per individual or, if you prefer the "accumulated effect", less than 7 minutes of additional "free time" made	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 6, 7, 8, 10.** **Regarding growth scenarios, the "high" and "low" bounds were selected realizing the actual growth would likely be in between the two. The source for the "high" growth scenario is the CTA's Origin-Destination Model, which does not produce data before 2008. CTA went back to the first available data and used the 2008-2013 range. It is true that in 2009, CTA saw a large increase in peak hour ridership as much of the Brown Line Capacity Expansion was completed and eight-car trains began operating on the Brown Line. As you noted in your comment, if one removes the large growth increase from 2008 to 2009, the average annual growth was 3.4%, which is still a significant annual growth rate. Because Clark Junction has reached capacity and CTA cannot add additional trains to the peak hour, any growth rate, however small, would push ridership beyond CTA's ability to**	Comment Letter (Submitted at public hearing)

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			available to each individual per week. There are other problems with the "supporting" data furnished in Appendix B: 1. In order to construct the "high growth" projection they have chosen the period that runs from 2008 to 2014 (Table 4). The problem is that in the course of the interval from 2008 to 2009 the country was hit with the worst depression since the '30s and that had a major impact on people's transportation choices: from 2008 to 2009 use of the Red, Brown, and Purple lines jumped 24% (sic). By factoring in that number into the annual **average rate of growth** over that 6 year time space you get a greatly inflated number (9%) compared to what you get if the base line year for your time series is 2009 (3.4%). 2. As for the "low growth" projections (Table 3), we have a problem here too. For whatever reason, the CTA has chosen to use a different data set from the one they employed in Table 4. Instead of sticking with the data of "Average Annual Weekday Peak Hour Loading" shown in Table 4, they switch gears and present data on "Average Annual Weekday" (2000-2014), dropping the peak hour data as a basis of comparison. For example, the annual figure shown in Table 3 for the Red Line in 2013 is 124,287, but in Table 4 that figure is 10,027—and so we get apples compared to oranges. A generous interpretation would be that the CTA simply is unable to generate data for the years 2000-2007 on "Peak Hour Loading". In any case, it appears to be a safe assumption that if the CTA had been able or willing to generate that data for the "Low Growth" scenario, that number would have been significantly lower than the "High Growth" scenario, with a benchmark year of 2009, is 3.4% per annum. What this suggests is that a mega-sized project such as the Belmont Flyover may not be necessary. If the projected increase in demand is over-stated, as I've suggested, then it may be possible to expand capacity gradually. Increases in loading capacity can be realized, for example, by removing the more than 16 miles of "slow zones" along the n. Red Line alone. These "slow zones" are a major cause of the delays at the Clark St. Junction, making unreliable any attempt to program a more speedy throughput of trains at that junction. Once the reliability of arrivals at the Clark St. Junction is assured, it becomes possible to improve the signal system and, with technological upgrades, create a	**accommodate. For the "low" growth scenario, CTA looked at average annual weekday station entries at stations that serve the lines that operate through Clark Junction. CTA used this data, as our electronic records on station entries reach back to 2000, and so it provides a longer trend analysis. From this analysis, it is clear that CTA has seen a growth trend in the corridor, through a multitude of methods.** **Regarding the need for the bypass structure, CTA has expanded capacity gradually in the past; however, due to the increase in peak trains added over the years the Clark Junction track intersection (where the Brown Line crosses the Red and Purple lines) limits any further gradual capacity expansion. The slow zones are not a major cause of delays at Clark Junction. The delays at Clark Junction directly relate to the fact that only a finite number of trains can occupy the same space within any given hour, and that number has been reached. Even if all theoretical increases in train speed and control of arrival time are factored into the Clark Junction capacity, only one to two additional trains could pass through the junction in a peak hour and this increase would still increase delays and degrade reliability. Construction of the bypass would remove Clark Junction as a limitation to capacity and eliminate the current interdependence of Red Line and Brown Line capacity.** **Regarding rail car capacity, other cities (such as New York) have longer and wider rail cars that hold more people. Chicago, due to the history of development of the "L," has shorter, narrower rail cars that, per car, hold less people than the longer, wider rail cars. CTA cannot acquire larger rail cars as they would be unable to maneuver the existing CTA rail system.** **Regarding right-of-way impacts, property displacements would be required for this project. The remainder of property not used for permanent right-of-way would become available for potential redevelopment after construction. Before construction, CTA will work with the City of Chicago, chambers of commerce, the alderman's office, and the community to create a Neighborhood Redevelopment Plan for land near CTA stations and facilities in the community.** **Regarding impacts on the community, CTA analyzed the potential for construction-related and permanent impacts on neighborhoods, communities, and businesses resulting from the project (see Section 3.4 of the EA). The analysis evaluated impacts on community character and cohesion, mobility, and community resources such as landmarks, schools, parks, and other places that serve as focal points for the community or provide community services. CTA has identified mitigation measures that would minimize impacts to a level less than**	

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			speedier throughput. Carrying capacity per hour would also be increased if the CTA began phasing out its current rolling stock and replaced it with cars with a greater passenger capacity. At least 90 passengers per car seems to be the norm throughout US and European rapid transit systems, so why shouldn't it also be true for Chicago? By taking a pass on the gargantuan roller coaster, the center of Lakeview would be spared the gutting and scarring of more than 4 sq. blocks (16 building to be demolished, the loss of a broad stretch of the traditional streetscape of Clark St., a grotesque and over-sized concrete "rainbow" hovering over the heads of passer-bys). There is something to be said for continuity and familiarity of surroundings in the lives of people. All too often those human attachments are dismissed as obstacles to "progress" and "development", when, in reality, they are an important element in the stuff of human life itself. So we should be mindful of running roughshod over people's surroundings, and we should proceed with caution when confronted with the imposition of the next "new big thing".	**significant under the National Environmental Policy Act of 1969.**	
50	6/3/2015	*Chris Hein, Private Citizen*	I think this is a great idea to improve traffic flow on the tracks, but I also think you should look into running trains closer together than you currently do. London and other cities run their trains much closer, particularly during peak periods, to handle higher capacities. This would also help alleviate some of the issues you're trying to solve. Many other transit systems successfully do this, so you should take it into consideration.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 6.**	Email Comment
51	5/19/2015	*William Benjamin, Private Citizen*	This project will add more capacity and quicken the trips. I am for doing the project.	**Thank you for your comment.**	Email Comment
52	5/19/2015	*Sarah Myers, Private Citizen*	I am no longer interested in learning about north side improvements. I now live on South Shore. What I want to know now is what CTA is going to be doing about the bottleneck that occurs between Balbo-Mich. and Soldiers Field every time there is a Bears Game, a marathon in Grant Park, Lollapalooza, etc. This is not fair to South Side riders of #2, #J14, #6, #26, #28 buses!!! I want you people to do something about this the sooner the better. There is no excuse for this. South Siders deserve to be treated like humans, too!!! It is outrageous that we south side riders of your buses must wait an extra two hours to get home to go to the bathroom, avoid a heart attack, a stroke or delivering a baby at all cost while City of Chicago lets people pull into Soldiers Field or what-not!!! In an area taking two	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 4.** **We will forward your comment and recommendations related to existing services outside of the project corridor to CTA's Planning Department.**	Email Comment

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			hours that usually takes two minutes!!! Why can't buses be rerouted on such occasions to continue down Michigan Avenue instead of going through the park? I see that Michigan Avenue continues south of Roosevelt Road. There must be some way our buses could be rerouted to some point on Michigan south of Soldiers Field, then resume traveling along Columbus Drive to 47th or 67th Street. I expect to hear from you people on this, PRONTO!!!!!!! I sent the Mayor postcards about this before election. Who is in charge now at CTA???? HRMMMPPPPHHHHHHH!!		
53	5/20/2015	*Alex Severino, Private Citizen*	I live in the suburbs (La Grange) so I am not impacted by the Brown line plans. I the CTA should explore alternatives to this hideous flyover idea. These projects have a 100 year+ life expectancy, so let's do them right. The upfront costs are a consideration, but not the biggest consideration. I've traveled much, and I also read www.enr.com which covers large infrastructure projects around the world. We should not be timid with this project, in what Forest Claypool calls the Golden Corridor. We have an opportunity to do a major community enhance here, that will have a tremendous financial impact to the surroundings. This is money that Illinoisans and Chicagoans have given to the federal government, in the form of taxes. We just want some of it back. In my opinion, CTA should look at re-aligning the Brown line to run UNDER Lincoln Avenue, from Western to Belmont. If this project was in NY, LA, or San Francisco, or Seattle, the transit authorities would not be looking to raise tracks into the sky. They would be going underground. The upfront cost would be higher, but if you take a 100 year perspective, or even a 50 year perspective, it will cost less. What they are doing in NY and San Francisco with new rail construction is what is called "cut and cover." They basically dig up the street, but in a rail tunnel, and	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 6.**	Email Comment

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			cover the street. The federal government covers most of the cost, and I think it would have a major, positive impact on Lakeview. I might even extend the underground subway north from Belmont to Foster. That could create another great neighborhood. San Francisco's new subway. This is a 1.7 mile train extension. Price tag is $1.6 billion. http://www.sfgate.com/bayarea/article/S-F-leaders-tour-completed-Central-Subway-tunnel-6271655.php Here's some information on the new subway in NY. http://en.wikipedia.org/wiki/Second_Avenue_Subway San Francisco's population is under 1 million people. How can they afford new subways, and Chicago can't? I'll tell you how. NY and California have stronger lobbies in Washington, D.C., and are more effective in getting their share of federal transportation funds. In my opinion.		
54	5/21/2015	*Kevin Collins, Private Citizen*	As both a resident that would be directly affected by this project, and a daily commuter that rides the Purple Line to and from the Belmont station and Linden station in Wilmette, I do **NOT** think this project is necessary or a productive way to spend money on the transit system. While I am all for improving the existing tracks and stations as the system ages, I think this bypass would be an overly expensive, unnecessary, monstrous eye sore in the neighborhood. It looks like the younger brother of the circle interchange downtown. Also, as a daily rider on the Purple Line, the very brief delay that occurs while waiting for the Brown Line to pass on the existing tracks(sometimes there is not even a wait) is minimal and does not warrant this project or expense in my opinion. Lastly, I have heard nothing but ***negative*** feedback in general from other affected residents and Chicagoan friends regarding this project, which in my opinion, is indicative of how most people probably feel. Thank you and have a great day, I hope the very idea of this project is put to rest soon and buried.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4.**	Email Comment

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55	5/21/2015	*Ezra Hilton, Private Citizen*	I wanted to comment and offer my full support of the new Red Purple Bypass plan that was presented earlier this week. As former Lakeview resident and everyday red line rider and somebody who is considering moving back to a North Side Red Line neighborhood, this is clearly vital to increasing capacity on the line. Even when I last was a red line rider (boarding at Addison) 2 years ago, it was clear that the red line was nearing capacity. It was not rare during the morning rush that I would have to let trains pass in order to board only to have them stop soon after leaving the station to allow a north bound brown line train pass! Any solution that untangles the knot of the Clark junction has my full support. Please push this through as quickly as possible!	**Thank you for your comment.**	Email Comment
56	5/22/2015	*Megan Sullivan, Private Citizen*	This is a really terrible unnecessary and ludicrously expensive farce. Please do not go forward with this. I have literally not met a single person in favor of this.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2.**	Email Comment
57	5/22/2015	*Mark Law, Private Citizen*	My concerns about the Red-Purple Bypass is the extreme cost of the project. How will the CTA fund this? I hope not by raising fares. The CTA cites increased ridership is the reason for this by pass. However, you have not given the public any projected increase in your ridership to support the need for this project. Secondly, I'm concerned about the properties being acquired. Some of them are historic buildings that add to the charm of the neighborhoods they are in. Demolishing them seems like such a waste. In my opinion, what the CTA needs is a connector line on the north side that will get people to O'Hare Airport without having to go all the way downtown, or take a bus to a blue line connection.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4, 7, 8, 9.**	Email Comment
58	5/14/2015	*Ellen Hughes, Coalition to Stop the Belmont Flyover*	We strongly oppose construction of the Belmont Brown Line Flyover - and the permanent destruction it will bring to Central Lakeview. The Flyover is NOT needed. The delay at Belmont when Brown and Red or Purple Line trains happen to arrive at the same time is 20-30 seconds. We have timed it at rush hour over and over again. The CTA lied, grossly exaggerating the wait time. It is not 'an average 84 seconds', in fact is is never 84 seconds. The CTA tacked this "signature project" (the CTA's term) onto the RPM project as an easy way to show at least 10% increase in capacity, as required by the Core Capacity RFP. The RPM project without the Flyover WILL increase capacity on the	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 3, 6.**	Email Comment

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			Red & Purple Lines significantly. The real slow down, even wait, is caused by terrible track conditions, outdated stations. Don't let them steal fed, state and local tax funding for this totally unnecessary project. Want the real facts? Go to our website: www.stopbelmontflyover.com Thank you for listening. Don't let this be the end of Central Lakeview.		
59	5/24/2015	*David Hughes, Private Citizen*	I'm a resident of Lakeview, and thanks to this bypass, I have the sterilization of my neighborhood's local color to look forward to. Businesses and homes are being bulldozed for this unnecessary rollercoaster. The red-purple bypass is a key example of frivolous spending - upwards of 300 million to get rid of a 30-second delay. Meanwhile, disadvantaged neighborhoods on the South Side still only have minimal access to the el trains and have to rely on infrequent bus service to get anywhere. It seems that if you can't afford a car and you live on 112th street, the CTA is not looking out for you, whereas if you're on the heavily el-accessible North Side and the Brown line is taking a few more seconds to get out of the way, *oh the horror!* There's an old saying - "Necessity is the mother of invention." If you want to improve the CTA, then discontinue this ridiculous embellishment to my neighborhood and use this money to bring access to neighborhoods without it.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 7, 8, 9, 10.**	Email Comment
60	5/24/2015	*Julie Prom, Private Citizen*	The Brown Line Flyover Is NOT Needed. As a frequent rider of the Brown and Red Line trains, I can tell you it does NOT get delayed up to 4 minutes nor does it average 84 seconds. At most the delay is 30 seconds. I do not believe we should be wasting taxpayers' dollars to save time, even if it truly was 4 minutes. That is not worth the 300+ million dollar cost, and more importantly, not worth destroying Central Lakeview and Clark Street. I would rather see the money spent on upgrading existing transit service, especially adding handicapped access across the system.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 7, 8.**	Email Comment
61	5/25/2015	*Diane Ponder, Private Citizen*	Please repair and upgrade what we have. This is a special community.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 3, 4, 6.**	Email Comment
62	5/25/2015	*Tricey Morelli,*	I am a frequent Red Line/Brown Line commuter but I have yet to experience the long delays that you are talking about at Belmont. From what I have observed and	**Thank you for your comment. You will find the responses to your comments in**	Email

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		Private Citizen	read the delay is at most 40 seconds. I don't think it justifies $570 + proposed cost. This city has so much infrastructure that needs to be repaired. I am frightened when I travel above and below many of the bridges in this city where you can see gaping holes in the structures. I would think the money could be better used repairing and rebuilding those things rather than spending so much money to safe just a bit of time. I don't know any commuter complaining about this. Please rethink this.	**the response sheet, under Response # 1, 2, 4.**	Comment
63	5/25/2015	*Patrick Cleary, Private Citizen*	I am a Lakeview resident and condo owner who is opposed to the proposed Red Purple Bypass project. I do not believe the benefits justify the large price tag. I also believe the perceived benefits are overstated. The CTA has said that the project will save 2 minutes per ride, but as a frequent Red and Brown Line rider during rush hour, I know that most of the delays at the Belmont station come from trains waiting to allow riders to switch trains, which will continue to happen even if the project is completed.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2.**	Email Comment
64	5/26/2015	*Kay Golden, Private Citizen*	Our neighborhood blue line station has needed major repairs for years !!! Please spend your money updating the Grand and Milwaukee stop on the Blue line!!!	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 4. Your request is related to CTA's Your New Blue Initiative. Please visit CTA's website at http://www.transitchicago.com/yournewblue/ for more information on those proposed improvements.**	Email Comment
65	5/27/2015	*Crystal Chan, Private Citizen*	The bypass is absolutely needed! Yes! And if you can get the purple line to stop at Loyola, all the better.	**Thank you for your comment. Loyola station would be included as part of future phases of the 9.6-mile Red and Purple Modernization (RPM) Program. A transfer station at Loyola to accommodate Purple Line trains has been included in multiple early RPM Program corridor vision alternatives. The development of future phases would include similar outreach, planning, and environmental analysis as Phase One and would consider multiple options for Loyola station.**	Email Comment
66	5/27/2015	*Joshua Ehrlich, Private Citizen*	I am against the planned bypass project. I do not see how spending the money will outweigh the benefits of a few minutes saved in transit. Put the money into other maintenance.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4.**	Email Comment
67	5/27/2015	*Jean SmilingCoyote, Private Citizen*	I have gone over your online materials about this and guess it makes sense. There is one element I will comment on at more length. The artist's renderings of the context after the project is done show concepts of possible redevelopment with some new buildings.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 7. Redevelopment would occur independently of this project. All redevelopment would be required to meet modern safety standards of the Chicago Department of Buildings and plans would be reviewed through the City of Chicago before any permitting would be approved. We will forward your suggestions about code standards to contacts at**	Email Comment

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			I know CTA has no force of law to ask anything of new buildings next to its properties, aside from keeping a safe distance away from them. However, CTA does have the right to merely talk about this topic in public in an effort to persuade, even if detractors might dismiss it as mere "jawboning." FEMA 320 places the entire State of Illinois in the "high risk zone for extreme winds." It urges that all homes and small businesses in such regions have a "safe room." FEMA 361 discusses safe rooms for community shelters. Most of the buildings in the neighborhood of this project are old and would not stand up well to an EF3 tornado. I doubt many have a "safe room." I have no more confidence in the new buildings, having seen some being built. I would like CTA to ask openly that all the new buildings built after the completion of this project, as a final result of its land-use disruptions and recovery, respect FEMA 320 or FEMA 361 (as applicable) by including a "safe room." Furthermore, the building envelopes of these buildings should be made to withstand an EF3 tornado. Despite what some uninformed people say, this can be feasibly accomplished with several types of reinforced concrete construction of the right type and enough thickness. The windows and doors remain weak points; sturdier choices are available, but these openings aren't included in my call for EF3 resistance of the building envelope as a whole. I do list some better choices for windows and doors on my website at http://EFTornadoSafeHome.com. It's not an exhaustive list. Proper construction of new buildings on the heels of completion of the R-P Bypass would give many local residents and visitors safe shelter during severe-wind events. Some of these people could be CTA passengers either just done or in the immediate future. Another benefit of EF3-resistant buildings near this project is that they would lose much less debris in a tornado or other extreme wind event. We all remember the 2008 derecho which hit Wrigley Field during a game. Less debris off a building means less debris which could be blown onto or against CTA properties and vehicles. Such debris means CTA service has to be stopped while the debris is removed; and in some cases, repairs made. CTA, therefore, has a stake in more disaster-resistant buildings in the neighborhood of CTA properties and routes. As I said, I don't think CTA has any legal power to require this of post-project buildings. If jawboning is all CTA can do to try to persuade implementation of my	**the Chicago Department of Buildings for consideration in how these codes are met.**	

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			suggestion, I say: jawbone away. Feel free to quote me.		
68	5/28/2015	*Beth Dolinsky, Private Citizen*	I am vehemently opposed to the bypass. There is no sufficient cost/time benefit to be gained by destroying the homes and businesses of this vibrant neighborhood by creating this bypass. The money can be better utilized returning the 11 Lincoln and increasing the number and frequency of the 22, 36 and 156 buses.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 4.**	Email Comment
69	5/28/2015	*Lee Berenbaum, Private Citizen*	The multi-million dollar flyover is an unneeded, terribly expensive "solution" to a barely perceptible problem. I am completely opposed to this Flyover as a way to add capacity to the RPM. Here are my reasons for opposing this: • The wait times are not as long as you allude. • Adding more trains during rush hour means a train will be entering/leaving Belmont station every 4 to 5 minutes? station can't handle that kind of volume. • The noise will deafen the neighborhood. • 4-5 years of construction mayhem is intolerable for our neighborhood. • The area beneath the flyover tracks will be barren and in many cases not suitable for residential or commercial development. • There are other projects that could use that kind of funding. • Straightening the Red and Purple tracks will speed up trains much more than the flyover. • Adding two cars onto Red Line trains will also add capacity. • Future riders claim is suspect as city population grew by 82 people last year yet 185,000 [est.] are going to suddenly become transit users? I want our transit to grow, however this flyover is a lot of money for not a lot of value. Please kill the flyover portion of the RPM Project.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 5, 6, 7, 8, 11.**	Email Comment
70	5/28/2015	*Roberta Garner, Private Citizen*	(Comment also submitted in hardcopy letter format at June 3, 2015 public hearing - see Comment ID # 49)	**See Response #49 above.**	Email Comment
71	5/29/2015	*Larry Garner, Private Citizen*	I'm enclosing my comments in the body of this email as well as in the attached file. Why the Belmont Flyover is necessary according to the CTA: • Peak ridership demand exceeds existing infrastructure capacity • Passenger crowding is common on trains.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 3.** **Throughout the planning process for the Red and Purple Modernization Program, data has been collected and analyzed. A summary was provided in the Environmental Assessment (including appendices) to depict the need in reader-**	Email Comment

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			• Delays occur frequently at Clark Junction. Let's see what data have been brought forward to support these propositions. What we know is that, according to the CTA's own timetables, a Red Line train leaves every 3-3.5 for the Loop during rush hour (7:30-8:30). We don't know how many trains that pass through the station are already filled to capacity by the time they get to Belmont. Nor do we know how many passengers are left behind to wait for another train. All we get from the CTA are 3 photos showing a person hesitating before entering a crowded passenger car and a general, impressionistic statement that the problem of over-crowding is a "common occurrence". How about attempting to give some hard quantitative measurement based on observation over a significant period of time? We know that ridership has increased significantly over the past 6 years. Does the CTA have a way of explaining this? We would want to know the reasons for that increase, because those increases may depend on factors which may not persist over the long run--for example, we know there's been a switch from buses to rail, but there's a limit to that factor; and the big uptick resulting from the Great Recession of 2008-9 is not a variable readily factored into long-term trends in increasing demand for rapid transit rail service. Why is it unlikely that the CTA will be able to produce these data? The CTA uses only very sparingly data which has been collected "on the ground"--i.e., using observers to record what is actually transpiring **in situ**. For example, it would be useful to have observers in place at the Belmont El station between 7:30am and 8:30am to actually check to see how many trains are packed to the point where few to none of the passengers waiting are able to board--as well as to record the number of people left behind at a station because they were unable to board. This would be a much more reliable measure of whether the Red Line is functioning at "maximum capacity". They could also record the frequency with which the trains arrive in order to be able to gauge the average wait time of passengers. Instead, what the CTA does is simply look at aggregated data such as the number of passengers who pass through the turnstiles during that time period (and, as such, they are unable to distinguish between northbound and southbound travelers, as well as between passengers bound for the Purple Line and Brown Line--lines for which there's no claim that they've reached maximum capacity). The CTA then matches these numbers to the carrying capacity of the trains that pass through the station in given time periods. This is a very approximate and crude way of calculating the dimensions of the problem, if such a problem exists at	**friendly terms. Additional technical details on supporting data and methods to calculate that data are provided in Appendix B. The analyses used origin and destination data in addition to boarding data. Based on the modeling data, in October 2013, on average, 7 of 18 trains in the peak hour had passenger loading exceeding CTA's loading standard (i.e., overcrowded) and all 18 trains exceeded 94 percent of capacity. (Even if the average on a single train was 98 percent, uneven distribution between cars means multiple individual cars would be overcrowded.) Average weekday ridership grew by over 3 percent in 2014 and the overcrowding trend continued. Keep in mind, averages are representative of the crowding. Some trains on some days were less crowded. Some trains on other days were more crowded. Train loading does follow cycles related to month and day of the week. Neighborhood or sports events can superimpose additional demand on the already crowded system depending on the time of day for the events.** **The increases in ridership noted in the analysis have multiple causes. These include increased employment in the Chicago core, the availability of housing near the Red and Brown lines, the cost of automobile ownership and use including parking costs, and an increase in the preference of younger generations to use travel modes other than automobiles for cost, social, and environmental reasons. Latent demand for more train service in this project corridor is supported by data indicating some commuters use express buses rather than rail to avoid overcrowding and travel delays, even though overall trends show passengers shifting from bus to rail.** **Regarding rail car capacity, other cities (such as New York) have longer and wider rail cars, which hold more people than the rail cars used by CTA. Chicago must operate shorter and narrower rail cars because of the tight curves and clearances that were constructed as part of the original "L" system. While CTA rail cars may continue to be smaller than those used by other systems due to these geometric constraints, FTA applies the same capacity standard (based on square feet per passenger) whether the rail cars are long or short.** **The overall Red Ahead program has targeted and will continue to target slow zones. For instance, the Red Line South Reconstruction Project addressed a number of slow zones that contributed to longer travel times for commuters. Note that, aside from junctions (such as Clark Junction where the Brown Line must cross the Red and Purple lines), the main contributing factor limiting throughput is the time required at stations to board passengers. The station with either the highest number of boardings or the highest mix of boardings and transfers is typically the limiting location for throughput. Belmont station is one**	

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			all. As for the problem of "passenger crowding", I suspect there is no rapid transit system in the world where, during the rush hour, many people are not obliged to remain standing for their ride and even be obliged to be in close proximity to another human being. One wonders why Chicago's cars should not have the capacity to accommodate at least 90 passengers (the norm in most of the US and Europe), instead of the lower number they use (75) to calculate the system's loading capacity. Some of Chicago's passengers may opt to pass up a train holding 75 passengers for the sake of a less crowded, later train, but that is not a true measure of the system's purported over-burdened loading capacity. The Red Line has about 15 miles of "slow zone" tracks. Let's eliminate them and see what can be done thereby with speeding up the throughput of trains before we undertake a gutting of a traditional part of central Lakeview.	**of the stations with the highest number of boardings combined with cross-platform transfers. When trains are crowded and overcrowded, the time required at the platform increases, actually contributing to lower overall throughput.**	
72	5/29/2015	*Matt Carley, Private Citizen*	I was thrilled to learn of this project in my Alderman's newsletter (44th ward). Chicago's public transit desperately needs investment and modernization. Like many Chicagoans I rely on CTA to get to work and see family and friends. My occupation involves frequent travel abroad, often in Northern Europe and Scandinavia. In comparison our public transit feels as though it is stuck in the Dark Ages. This project is an excellent step in the right direction to improving our transit system and will benefit our economy, environment, and quality of life. In your design considerations I would ask that you incorporate plenty of bicycle racks and Divvy stations for maximum intermodal versatility. Secure indoor bicycle parking facilities (similar to the McDonald's Cycle Center) located at stations would be a dream!	**Thank you for your comment. This project does not involve station improvements and therefore this project would not be able incorporate your recommendation for bicycle improvements in stations. We have, however, forwarded your suggestion on to CTA's Planning Department, who regularly monitors these types of requests and needs, for consideration in the future.**	Email Comment
73	6/1/2015	*Susan Lersch, Private Citizen*	As a daily rider of the red and brown lines, please add these comments: 1. The delay caused by the merging of lines is minor compared to DAILY delays I experience on both red and brown (especially brown) lines. 2. Ripping apart the neighborhood is absurd to do this. Don't do it. 3. Fix the brown line instead between Belmont and downtown. I've fallen several times due to driver speed up-slam on the brakes activity. Kindly retrain your drivers not to speed up and slam on the brakes as part of their movement on the tracks. I've watched dozens of minor injuries as a result, and	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4, 8. The speeding up and braking noted in your comments are related to signal system, particularly when operating very close to the upper limit of capacity. The proposed project would include signal improvements, remove several speed restrictions, and, of course, increase capacity.**	Email Comment

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			required medical attention myself. This morning alone, there were more than a DOZEN such train movements. This line used to be called "rapid transit" and the train was smooth to ride on. No more.		
74	6/1/2015	*Ali Sayed, Private Citizen*	I will not be able to make it to the June 3rd hearing for the Belmont Flyover due to a busy schedule. But I would like to express my support for the project. As a regular red line CTA rider, I have noticed that the red line has become increasingly crowded. I also live near the Belmont stop in Lakeview, so I understand the need for this project. I look forward to this project being constructed and the improved service. The CTA is an amazing organization and I'm so glad that you are thinking of ways to improve or expand service. Good luck!	**Thank you for your comment.**	Email Comment
75	6/1/2015	*DK Home, Private Citizen*	I am Opposed. As an area resident and daily rider of the Brown Line I am mystified about the need for this project. As the southbound trains are daily backed up in "blockades' as your conductors refer to them, I'm a skeptic about how you can say more trains can be moved through the system. (You can't even get the trains out of the yards in a timely fashion, particularly in winter.) The choke point in the Brown Line is the crossing at Lake & Wells which backs the trains up to nearly Belmont every day. North bound trains nearly never wait heading through the Roscoe Sheffield intersection. This isn't a problem that needs to be solved. More concerning though is your lack of thought or detail to the hundreds of lineal feet of track side property to be impacted. While you are to be commended for the Wilton St. housing concept, that is the easiest site to fix. The remaining blocks of vacated under-the-tracks-space remain eyesores, and deterrents to safe and enjoyable neighborhoods, just as they've been since 1898. In the 1960's highway engineers spent millions on overpass viaducts like the one at Western & Belmont to "increase speed & capacity". All they did was whisk drivers along to longer cues of cars at the next traffic light. That viaduct is being demolished this summer as having been determined obsolete and ill conceived. Your overpass strikes me as another example of this short sighted way of thinking. Always interested and in favor of improvements to service and to infrastructure, I none the less find this one hard to understand and believe.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 7, 8. As suggested in your comments, the Clark Junction track intersection (where the Brown Line crosses the Red and Purple lines) is not the only capacity constraint on the system, however, it is the largest capacity constraint. The track intersection at Lake Street and Wells Street must also handle Purple, Brown, Pink, Green, and Orange line trains. Because of the uniqueness of the four-track Clark Junction where the Brown Line must cross three tracks (most junctions only require trains to cross one or two tracks) coupled with the large number of Red Line trains, the number of rail vehicles that impede the Brown Line is actually greater at Clark Junction than at the track intersection at Lake Street and Wells Street. CTA's automatic train tracking, which keeps track of movements and delays for every train, every day, shows that approximately 40 percent of all Red, Purple, and Brown line trains are delayed at Clark Junction. This delay percentage occurs with the current number of train trips, meaning that if more trains were run through the intersection to address passenger demand, more trains would be delayed.** **Regarding the example of the grade separation structure being removed at Western and Belmont Avenues, this example illustrates how travel patterns change as the urban area changes. With Western and Belmont Avenues, several major business and recreational destinations no longer exist resulting in travel pattern changes. In addition, there has been a shift in travel mode choices. Cook County, which includes the City of Chicago, saw reductions in vehicle miles traveled each year from 2010–2014, meanwhile CTA rail ridership in 2014 hit its highest level since rail ridership records began over 50 years ago.**	Email Comment

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				The purpose of the Red-Purple Bypass Project is to improve capacity, travel time, ride quality, and safety in one of CTA's highest ridership corridors. The project would allow CTA to increase functional capacity to meet ridership demands while improving the quality, speed, and passenger comfort of each ride and improving access to job markets and destinations.	
76	6/3/2015	*Diane Kuta, Private Citizen*	I cannot attend tonight's hearing but want you to know that my husband and I have noticed larger crowds of passengers waiting for elevated trains that stop at Belmont. We are strong supporters of public transportation for environmental reasons. We love our expanded platform and greatly improved station, but the tracks which serve it need the modifications proposed in the Red Purple Bypass Plan. Our Belmont station "all-stop" is a critical link in the CTA line which is used by thousands of travelers simply to change trains. Slowdowns caused by crossed tracks of the brown, red, and purple lines gum up the works for all passengers, Lakeview residents and everyone else passing through.	**Thank you for your comment.**	Email Comment
77	6/3/2015	*Elliot Mallen, Private Citizen*	I commute to the Loop from Rogers Park on the Red Line, and strongly support the Belmont Bypass. Any temporary headaches caused by the construction will be more than made up for by the benefits of updated and necessary infrastructure.	**Thank you for your comment.**	Email Comment
78	6/3/2015	*Shannon Corinne, Private Citizen*	As I am unable to attend the public hearing this evening about the proposed Red-Purple bypass at Belmont I wanted to express my support for the needed improvements to increase capacity on the very crowded Red line. Thank you for listening to those of us affected by this change. We need to continue to make public transportation the top mode of transportation in the city, to make this happen we need improved infrastructure such as the proposed bypass.	**Thank you for your comment.**	Email Comment
79	6/3/2015	*Eric Sullivan, Private Citizen*	I lived near the Fullerton Red Line stop for the past two years and always avoided it during the morning rush hour because of how congested the Red Line trains were. Had something like the Bypass been in place, allowing more Red Line trains to come through and ease congestion, I'm certain I would have used the el more regularly for my commute. Because of this, I'm fully supportive of the Bypass proposal and hope that you move forward with it. Thanks for your hard work!	**Thank you for your comment.**	Email Comment
80	6/3/2015	*Edward Cooper, Private Citizen*	Way too much $ will be spent. Must be able to utilize more precise timing for north bound trains and save the capital for other projects.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 4, 6.**	Email Comment

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81	6/3/2015	*Bret Gray, Private Citizen*	It is necessary to increase frequency.	**Thank you for your comment.**	Email Comment
82	6/3/2015	*Tristan Crockett, Private Citizen*	Hi, my name is Tristan Crockett, and I'm a Lakeview resident. I couldn't make it to the meeting tonight, but I wanted to let you know that you have my support for the flyover. We need to reduce congestion for myself and other current residents of neighborhoods on the Red/Brown/Purple lines, and add capacity for those who will move here in the future! I hope the meeting went well and you were able to get your point across.	**Thank you for your comment.**	Email Comment
83	6/4/2015	*Tom Tresser, Private Citizen*	No one asked for it. Small need. Large gaps in service in poorer part of Chicago. Save this money and extend the Red Line south, instead. Ask Chicago before spending over one half billion dollars on public works. You closed public schools without asking. Ask us first.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4.**	Email Comment
84	6/4/2015	*Zachary Flanagan-Frankl, Private Citizen*	Thank you in advance for reading the following brief note. As a resident of Chicago for the past seven plus years the CTA has been my primary form of transportation for my daily commute downtown. I have traveled by rail nearly every morning to work in the loop from the stations of North/Clybourn (Red Line), Sedgwick (Brown Line), Belmont (Brown/Purple) and for the past two years Irving Park (Brown). I am strongly in favor of the bypass plan, given that it stays within the amended budget of $570 million, and that the city does not borrow from one hand to feed the other by siphoning off money from places like the CPS pension fund. As someone who knows firsthand the frustration of standing at a station during rush hour waiting for that second, third or fourth train to have space for me to board I believe that the benefits to commuters far outweigh the costs to people who will have to give up their property or for people whose property values might be diminished by the flyover. As for other perceived issues, such as Ellen Hughes' complaint that, *"Every year since I've moved in, it's gotten better and better," Hughes said. "Now Lakeview is like really the place to be. It's the top entertainment, restaurant district outside the Loop. People are not going to want to come (if they build the flyover). I mean, the thing looks like the Skyway."* no one is going to stop going to Lakeview because there is a train overhead for several blocks. Furthermore the area around Belmont/Clark/Sheffield/Halsted is hardly a beautiful area today so it's not as though the flyover would be cutting through a	**Thank you for your comment.**	Email Comment

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			gorgeous vista. I believe the public would be more behind the CTA in this project if it was repeatedly clarified to the public how exactly the flyover will reduce congestion and eliminate packed trains during rush hour.		
85	6/4/2015	*Joseph Donahue, Private Citizen*	Commuting to the Red Line Chicago Stop will be greatly improved with the Flyover!!!! Please improve the Red Line Commute!!!	**Thank you for your comment.**	Email Comment
86	6/4/2015	*Bill Sellers, Private Citizen*	The plan to have a bypass at the Belmont stop is, from a cost/benefit perspective, patently absurd. What is the CTA thinking? There are so many other areas in the system that really need service improvements and have much, much higher priority!	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4.**	Email Comment
87	6/5/2015	*DK Home, Private Citizen*	Following up on my previous email, attached is a headline regarding O'Hare runway addition that hasn't improved anything. Your bypass idea suffers from the same functional handicap.	**Thank you for your comment.**	Email Comment
88	6/5/2015	*Dave Millett, Private Citizen*	At this time, I think money is better spent elsewhere to relieve congestion. I've been riding the "L" to work for about a decade and here are some of my observations: 1) Brown Line travel times from Belmont to the Loop are 2 - 3 times more than they were 10 years ago. It takes between 25 - 35 minutes during the morning commute and there is a 3+ mile backup every weekday. 2) The Brown Line rail cars offer the most efficient layout for passengers (max ~105 people per car -- yes, I've seen it) The new rail cars reduced car capacity by ~15 people or ~120/train 3) -People traveling to the center/east loop use the Red Line 4) - People traveling to the west loop use the Brown Line 5) - The Purple Line is easily the "emptiest" of all morning trains from Belmont (in many cases I see people reenter the brown line at Chicago and Merchandise Marts who got on the Purple at Belmont 6) - Most Purple line ridership happens in the evening from the Northwest corner	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4. The data used to analyze existing and future constraints in the project area provides basis for the improvements proposed. Your suggestion to install turnstile scans at entry/exit points to collect additional data on ridership patterns (not just numbers) has been noted and forwarded to CTA's Planning Department for their review. CTA continues to explore ways to most effectively track ridership and meet passenger demands from a systematic point of view. For the online station entry data, Belmont and Fullerton stations are listed under the Red Line north side branch, while noting that the stations also serve the Brown and Purple lines. The annual reports include Rail Line ridership totals that distribute the station entries at shared stations to the appropriate rail line. Regarding loading on trains used to calculate crowding and growth, the loading is based on the number of people on a specific line.**	Email Comment

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			of the Loop. 7) CTA ridership is fraudulent. It claims o Brown/Purple line riders at Belmont and Fullerton and gives all traffic to the Red Line 8) Turnstile scans at entry/exit points would establish more accurate rider patterns and would force the CTA into a more honest accounting model. Considering more than $400 million was completely wasted on a new transit card system, the cost for exiting turnstiles would minimal in comparison. It is difficult because the CTA almost never polls its users and elected politicians in Chicago are not very useful for providing input to the CTA to affect positive change.		
89	6/5/2015	*John Bracke, Private Citizen*	Did the environmental impact assessment of the Belmont Flyover contemplate any reduction in ridership should the Ashland BRT go into effect? I did not see the BRT project mentioned once in the environmental assessment and I would have to think that there would be some overlap in ridership.	**Thank you for your comment. The Ashland Bus Rapid Transit (BRT) Project is still undergoing separate environmental review by FTA and CTA. Future implementation of that project will depend upon funding and the outcome of the environmental analysis. The Ashland BRT Project was not included as part of the indirect and cumulative impacts documented within the Red-Purple Bypass Environmental Assessment because the proposed Ashland BRT corridor is approximately 1 mile outside of the Red-Purple Bypass project area and would only operate as far north as Irving Park. Within the dense, urban built environment of Chicago the proposed Ashland BRT improvements would serve different passenger markets and communities than the Red-Purple Bypass Project. The Ashland BRT would provide an additional north and south express transit service west of downtown Chicago. The proposed Red-Purple Bypass Project improvements would serve existing transit markets in communities along the Red, Purple, and Brown lines.**	Email Comment
90	6/5/2015	*Kimberly Ross, Private Citizen*	I am writing to express my deep disapproval of and opposition to the proposed Belmont Bypass/Flyover project. I am also very disappointed (though I guess not entirely surprised) to see and hear that the CTA is treating this project as if it is going forward, before being approved, without seriously listening to residents' concerns and opposition. The issue was on a referendum in a few areas (though not most of them that are affected) and the voters overwhelmingly oppose the project. I doubt this letter will be read by anyone who truly cares about public sentiment, but I cannot sit back and let this happen without a fight. I live at 855 W. Buckingham Place, approximately one-quarter of a block from Clark Street (i.e. just a few buildings east of Clark). I chose this location 10 years	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 5, 7, 8, 10, 11, 12.** **For this project, all alternatives offered by the public, at the 2014 informational meetings, the 2015 public hearing, multiple stakeholder and elected officials meetings, or individual meetings with property owners have been explored in development of the EA. While some alternatives appeared to have great potential in reducing impacts, once the suggestions were developed to account for structure requirements and rail operations during construction, the suggestions would result in similar or more impacts than the proposed bypass structure. Several suggestions that would decrease impacts by a few parcels only**	Email Comment

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			ago because it was just close enough to the Belmont El station that it was an easy walk, but far enough away that I would not be able to hear the trains. I even picked Buckingham in particular because it angles as it hits Clark, which also blocks out the road traffic noise on Clark. Had I been willing to live somewhere that the trains would be with earshot (and eyeshot), I could have paid half the price I paid for my condo and moved to a building immediately adjacent to or only a block away from the tracks. Instead, I paid a huge premium for my daily peace. The tracks that cross Clark at Roscoe, albeit only about two blocks from my home, do not cause any noise issues for me because they are completely blocked out by two blocks' worth of buildings that are as tall or taller than the tracks. The tracks that are along Sheffield due West of Buckingham are far enough away that I also hear virtually no noise from them (certainly never enough to be even slightly disturbing). With your plan, you would move those tracks to only one-quarter of a block away from my home. It's one thing if I voluntarily choose to move a quarter of a block from the tracks (at half the price); it is quite another to have those tracks involuntarily and forcibly moved to me, essentially into my front yard. Truthfully, I consider all of the people who would have their homes torn down and purchased by the CTA to be the lucky ones, because they would at least get to make their own informed choice of where to live next, including how close to an El track they are willing to live. If you build this project, you negate the informed and voluntary choice I made 10 years ago to live as far away from a train tracks as I do. The same obviously holds true for all of the residents who will be forced to have a train going through their front and backyards who never agreed to that whenever they moved to their respective homes. You will also single handedly reduce the property values of the hundreds if not thousands of properties that you are essentially moving closer to train tracks. The residents who may have their homes torn down for this project should theoretically get current fair market value for those homes from the CTA, while those left behind will be forced to be stuck with significantly decreased property values. We in this neighborhood already pay more in property taxes than most others in the City. Why should we also have to contribute hundreds of thousands of dollars each out of our own pockets towards this poorly thought-out project? Of course, I have not even begun to address some of the other important issues, including urban blight that will result in having these additional monstrosities of tracks plow through the neighborhood, tearing down everything in the way. It is an utter lie on your part to state that there will be "redevelopment" of the dozens	**provided a capacity increase of one or two trains per hour, only enough to satisfy growing demand for the very short term. Please note that the ballot initiative mentioned in your comment did not ask if voters opposed the project; the wording asked if CTA had sufficiently justified the project. This ballot initiative occurred before the EA was published. Since the ballot initiative, CTA has participated in numerous public meetings and provided extensive documentation of project needs within the EA and these responses to address this concern.** **Based on your stated location at 855 W. Buckingham Place, the existing Red and Purple line tracks would actually move slightly further from your home, to the west. The proposed bypass structure would be located approximately 15 feet closer to your residence than the existing northbound Purple Line track, near the rear of the existing lots facing Clark Street. Because both the new bypass and mainline structures will have noise barriers, there would be no increase in noise levels to the area east of Clark Street at Buckingham Place.** **Regarding capacity, the majority of the capacity increase created by the bypass structure would be on the Red Line. The Red Line uses the State Street Subway and not the elevated Loop tracks.** **Property displacements would be required for this project including displacement of active businesses. Commercial businesses that are displaced would receive relocation assistance. The remainder of property not used for permanent right-of-way would become available for potential redevelopment after construction. Before construction, CTA will work with the City of Chicago, chambers of commerce, the alderman's office, and the community to create a Neighborhood Redevelopment Plan for land near CTA stations and facilities in the community.**	

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			of blocks of property under and adjacent to new tracks. You can post all the pretty drawings and renderings to try and hide the literally ugly truth of what the tracks will really look like, but you know darned well that it will never actually look like that. Instead, we will be stuck with the dark, disgusting, shadowy, crime-invested underbelly of train tracks cutting directly through one of the most iconic neighborhoods in the city with nothing around or under them except the same crime, dirt and rats as there are now. No amount of doctored renderings showing a bright and happy looking place will change that. Please at least stop lying to people by suggesting that the CTA will be building anything in redevelopment. It is not part of your plan and you are not getting federal government money to do that redevelopment and you know full well you are not going to do that redevelopment. I have also not addressed all the businesses that will be torn down and forced to close. There are real human beings associated with those businesses, not just companies on paper. I have also not addressed the minimum of three years of a horrible disruption to the neighborhood with the construction, dirt, noise and traffic issues that your project will bring. I have not addressed the cost of the project, the fact that you have already underestimated by hundreds of millions of dollars and haven't even been approved for the project, and the fact that it is a colossal waste of taxpayers' money. And what is this all for? According to you, it is to save a couple of minutes per ride on the trains that need to cross over one another. But you know the truth, which is that you did not actually perform any real testing or measure in any legitimately scientific manner how long those delays really are. We know the facts, which are that your numbers are made up and that the delays can be measured in seconds, not minutes. I take the Brown or Purple lines every day to and from work. And every time my train approaches the Loop over the river, or leaves the Loop, it must stop and wait for other trains that are crossing at Lake Street and Wells Street. It is the identical problem that you are supposedly trying to address in Lakeview. I don't see any "flyover" projects slated to knock down a few high rise office buildings downtown to save the 30 to 120 second delay we experience going in and out of the Loop every day. And that affects every single rider of the Brown, Purple, Pink and Green lines. Instead, we riders simply factor that minor delay into our daily commutes and live with it. Indeed, if you end up increasing the capacity of riders with this project, those added trains will only add to the Loop bottleneck that exists right now. Where are all these additional trains supposed to go? There are already frequent delays on all these lines, and adding more trains simply because you can if there's a flyover will		

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			only increase those delays as you get closer to downtown. In the end, it won't save any time at all and may even cause worse delays for downtown commuters. I'm not willing to lose hundreds of thousands of dollars in my property value, be disturbed all day and night by the loud noises from the trains, and be subjected to the blight that will result from the CTA ruining my neighborhood, for a few (or zero) seconds of time savings for some CTA riders. The only real supporters of this project are those who live north of Belmont and nowhere near the Lakeview neighborhood, because they have everything to gain and nothing to lose. They, like the CTA, doesn't car one iota about the issues and problems it will cause for me and my neighbors. The cost-benefit analysis strongly favors not doing this project. You should not be so greedy and short-sighted to think that this is the fair or right thing to do to me, and all of my neighbors, and the thousands of other people who will be so negatively affected by this horrible idea of a project. I urge you to find another way to solve the few seconds of delay for a small proportion of your riders that does not involve destroying our neighborhood, costing each one of us hundreds of thousands of dollars, and disturbing our peace for as long as we live in our own homes.		
91	6/6/2015	*Bill McFarlane, Private Citizen*	I was unable to attend the June 3, 2015 public hearing on the project but I would like to register my opposition to the project as currently proposed. Chicago is probably the only large metropolitan are to rely on elevated public transit. The visual and noise impacts of the system are horrific. I believe every effort should be made to underground parts of the system as opportunities occur. It appears to me that the subway alternative for this project was dismissed without adequate justification. Rather than elevate tracks even higher than they currently are, the subway option should be the preferred alternative. Three of the five reasons for dismissing the subway alternative are based on one time construction impacts which simply disappear when weighed against 100+ year noise and visual impacts of the preferred alternative. Let's step up to the plate and make this a truly world class city.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 6, 10, 11.**	Email Comment
92	6/7/2015	*Alan Paberzs, Private Citizen*	I am a resident of Lakeview (Racine and Roscoe) and rely on the Red Line to get to work at least 3 days a week. I am also a strong supporter of a vibrant, robust mass transit system for all Chicagoans. I would like to voice my support for the bypass project. While the cost is high and a number of businesses and residents will be displaced, this is a critical investment for the future of our neighborhood and the city's transit network.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 3, 4.**	Email Comment

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			That said, I am NOT in favor of this project at the expense of other critical CTA projects, especially ones that directly benefit underserved Chicago residents. For example, I would put a higher priority on allocating time and dollars towards breaking ground on and completing the Red Line extension to 130th Street than the Belmont bypass.		
93	6/7/2015	*Kevin H., Private Citizen*	Just writing to say that I support the Belmont Station Brown line flyover project 100%, it will be a much needed improvement! I take the Red, Brown, and Purple lines a LOT going north of Belmont, and improved speed (without waits) and increased frequency of trains, will be awesome. Thanks and I really hope this important project can go forward.	**Thank you for your comment.**	Email Comment
94	6/8/2015	*Bill McFarlane, Private Citizen*	Where is the heightened track elevation planned to begin north of the Belmont Station?	**Thank you for your comment. Generally, the bypass structure would begin to rise immediately north of the Belmont station platform from the easternmost track that serves the northbound Brown Line. Appendix C of the Environmental Assessment contains conceptual plans, which provide greater detail on the differing elevations of the new bypass. The bypass would cross over the Red and Purple line tracks, clearing them by approximately 22 feet at its highest point. The bypass would reduce in height after clearing the junction and would tie in with the existing Brown Line between Sheffield and Seminary Avenues.**	Email Comment
95	6/8/2015	*Adam Rosa, Hawthorne Neighbors*	On behalf of the Hawthorne Neighbors, a branch of the Lake View Citizen's Council, I am writing to voice our organization's **opposition** to the Chicago Transit Authority's proposed Red-Purple Bypass Project as currently designed and described in the Environmental Assessment (May 19, 2015). Though we have concerns related to the overall transit need and public funds being expended for this project, our organization's primarily opposition is related to the proposed project's **local community impacts** which include the following: 1. **Use of eminent domain and demolition of 18 properties** – A total of 18 buildings would be acquired for the project. These buildings include small and large residential structures as well as many traditional pre-war commercial and mixed-use buildings. The demolition of the residential structures, especially along Wilton Avenue, will disrupt the lives of neighborhood families that have invested heavily in the community. The demolition of the commercial and mixed use buildings that line Clark Street will create a large void in the continuity of the Clark and Sheffield Street corridors, making them far less pedestrian friendly and affecting both the vibrancy of the area as well as the commercial vitality of nearby businesses. Because of the uncertainty related to the flyover, businesses have	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 6, 7, 8, 9, 10, 12.** **CTA Government and Community Relations staff continue to coordinate with the surrounding community, including the Hawthorne Neighbors, as further project developments occur and to ensure a transparent and community-driven process in developing mitigation measures for the community. Below are references to the response numbers for substantive concerns raised in this comment. The EA further addresses all major areas of concerns raised in your letter.** • **Property Impacts (Response #7) - Discusses the number of properties required for all elements of the project, provides information on compensation to these property owners and tenants, summarizes the extensive process undertaken to reduce property displacements required for the project, and the early and continuous outreach conducted to assist displaced property owners and tenants. This response also addresses concerns raised in the letter about zoning provisions, and changes to land**	Email Comment

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			closed and reinvestment along Clark Street is currently in a holding pattern. It is likely that additional businesses may close during the 4+ years of anticipated construction. Many of these 18 buildings are being demolished not for the flyover itself, but for a slight straightening of tracks north of School Street. 2. **Difficulty of redevelopment on left over parcels** - One of the most important resources our community has is its stock of pre-war urban buildings. One of the worst things that could happen to the neighborhood would be the creation and proliferation of vacant spaces or surface parking lots. Even with future redevelopment, the planned demolition of many of these buildings along the Clark Street corridor will result in the creation of a void for 5+ years in the heart of the neighborhood. If/when new infrastructure is completed, many of the remaining parcels will be difficult to redevelop based upon both their geometries as well as the fact that per the City's zoning code, new development will need to supply off-street parking, something that none of the existing buildings include today. This off-street parking will result in larger building forms, blank walls on ground floors and additional curb-cuts, all of which greatly affect the pedestrian experience. In addition, the character and quality of many of the existing structures, such as 3334 - 3342 N. Clark will not be matched with the modern standards of articulation and materials typical of infill redevelopment here in Chicago. Once these buildings are gone, they can never be replaced. Renderings of new buildings as shown in the EA are purely conceptual as the CTA is not a developer and has not shown the ability to entice quality transit oriented development on vacant properties that were created as a result of the Brown Line improvement project. 3. **Visual quality of the proposed elevated rail structure** – One of the unique things about the intersection of Clark and School Streets is the how the historic L structure weaves closely between existing buildings, helping to create a sense of place that is unique to Lakeview. The "super sizing" of the L infrastructure will eliminate this unique sense of character by destroying the buildings adjacent to the tracks. In additional, the poured concrete supports shown in many of the renderings are both unattractive and inelegant and resemble those used in suburban roadway construction. The existing steel supports have much more character and are significantly more transparent than those being proposed. The elevated flyover structure itself is a visual blight and will come to define the neighborhood when viewed from Wilton, School or Clark Streets. The renderings shown by the CTA illustrate what is essentially a highway overpass in the heart of Lakeview that lacks any true sense of beauty, elegance or compatibility	**use types from potential redevelopment. All redevelopment would be required to be consistent with surrounding land uses and zoning designations as well as local plans, goals, and objectives. Any land use and zoning adjustments would be coordinated with the City and surrounding community. Chicago's Transit Oriented Development ordinance already provides incentives to redevelop in the area, including reduced parking requirements.** • **<u>Neighborhood, Community and Business Impacts (Response #8)</u> - Addresses concerns about impacts on nearby businesses during construction and the surrounding community due to demolition of properties and uncertainty surrounding redevelopment. This response specifically summarizes mitigation proposed to minimize these impacts, including the Construction Outreach and Coordination Plan, which will assist nearby businesses and others affected during construction, and the Neighborhood Redevelopment Plan, which is proposed to incentivize redevelopment and limit vacant parcels following construction. Both of these plans will be developed with input from community groups, including your organization. This response also reviews impacts on pedestrians during construction.** • **<u>Construction Duration (Response #5)</u> - Discusses the construction duration proposed in the EA and the design-build process proposed that could help to shorten times for construction.** • **<u>Visual Impacts from the new bypass structure and from property acquisitions (Response #10)</u> - Addresses concerns about visual impacts from the property acquisitions proposed as well as mitigation measures proposed to consider the historic and visual quality of the elevated track structure in design plans.** • **<u>Alternatives Considered and Project Planning, Public Outreach, and Next Steps (Responses #6 and #12)</u> - Reviews in detail all alternatives proposed by the public as part of the 30-day formal comment process and references applicable sections of the EA that contain further details on alternatives considered through development of the project. Response #12 further describes the extensive, multiyear public outreach process conducted to define and inform the Build Alternative. All alternatives suggested through public comments in April 2014 and the public hearing in June 2015 have been considered and documented in the EA and Response #6.**	

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			with the surrounding context. 4. **Lack of alternatives and stakeholder engagement** – Though alternatives were internally evaluated by the CTA, the community has never had the opportunity to weigh in on the benefits and drawbacks of various infrastructure solutions. What was presented to the community in May of 2014 is essentially the same as what was presented in June 2015. Little to no modifications have been made to the design and community input that was received appears to not have been taken into account. A credible planning or design process would present a series of alternatives aligned with both CTA and community goals, allowing stakeholders to work together to create a preferred alternative. In this case, the design has essentially been presented as a "done deal." 5. **Lack of local community benefits** – Apart from new transit infrastructure, the CTA has not involved the neighborhood in discussions related to possible community benefits that could be created through this project. Community benefits could include new plaza or park spaces, public art, bicycle or pedestrian paths, colorful, innovative or attractively designed track supports or other elements that could contribute to making this infrastructure project a plus rather than a minus for the neighborhood. The Red-Purple Bypass Project currently being presented by the CTA is **unacceptable**. If this project is to win the support of the Hawthorne Neighbors and other community groups, a neighborhood-sensitive solution must be developed. The plan must reflect both the needs and desires of the community and the CTA, respect the local context, and integrate transportation with land use, urban design, historic preservation and open space to improve Lakeview and the quality of life of area residents. The only way this can be done is through a process that truly engages residents, business owners, community leaders and other stakeholders in creating a vision, strategies and actions that will lead to **beneficial outcomes.** We welcome the opportunity to work with the CTA moving forward. Please feel free to contact me if you have any questions or comments in regards to this letter.	• **Community Benefits: Your suggestions for additional amenities and community benefits, such as new plaza or park spaces, public art, bike or pedestrian paths, and innovative/attractively designed track supports or other elements of the infrastructure are noted. These recommendations are good candidates to be considered in the Neighborhood Redevelopment Plan, further discussed in Response #8 and in the EA. CTA will prepare this plan in coordination with the City Department of Planning and Development, the alderman's office, and the surrounding community, including your organization.**	
96	6/8/2015	*Meghan Klemm, Private Citizen*	As a resident and home owner on the 800 block of Buckingham, I am writing to express my deep disapproval of and opposition to the proposed Belmont Bypass/Flyover project. I ask that the CTA take the time to understand the longstanding negative impacts this project will have on our neighborhood, which include: **Decreased property value** of all home owners in the surrounding area of the	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 7, 8, 10.**	Email Comment

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			proposed bypass. You will single handedly reduce the property values of the hundreds if not thousands of properties that you are essentially moving closer to train tracks. **Business Closure and neighborhood detachment** forced by the project taking over key retail spaces along Clark street which connect those south of the proposed bypass to the rest of the Wrigleyville neighborhood. **Increased Crime** caused by additional L tracks in our neighborhood, leaving a crime-invested underbelly of train tracks cutting directly through one of the most iconic neighborhoods in the city. I encourage you to visit cwbchicago.com to gain a better understanding of the already severe crime issue Lakeview is facing. I urge you to find another way to solve the few seconds of delay for a small proportion of your riders that does not involve destroying our neighborhood, costing each one of us hundreds of thousands of dollars, and disturbing our peace for as long as we live in our own homes.		
97	6/9/2015	*Jim O'Donnell, Private Citizen*	I couldn't go to the June 3 CTA meeting in Lakeview, regarding the proposed brown line flyover bridge. I get it that we need more trains and support the progress to add capacity. I've got to say, though, that flyover thing sure is ugly. That in addition to many other concerns I've read. Not that the old L tracks are so gorgeous, but they do have some charm in their own weird way. Did anyone propose / has anyone considered the following? Instead of a flyover, build a fly under? Essentially, raise the center tracks of the red line to go over the existing tracks that now cross it? I thought about this for two reasons: 1) The ridership projections look like the big increases are going to be on the brown line. Shouldn't the red line be reconfigured to accommodate the brown line, where the future is? 2) It wouldn't take up property that is currently next to the L. The CTA would build up, not out.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 6, 10.**	Email Comment

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			It might be just as ugly, but at least it would be confined to the space that's already there.		
98	6/10/2015	*Rebecca Girsch, Lakeview Chamber of Commerce*	Because quality public transportation is so central to Lakeview' s vitality and future growth, the Lakeview Chamber of Commerce supports the CTA' s Red and Purple Modernization Program. Lakeview's CTA stations have historically served as hubs for our neighborhood, attracting dense development and spurring economic activity near station areas. Lakeview has the highest transit commuter mode share of any neighborhood in the city, so transit also plays a major role in our neighborhood's quality of life. Ridership on the Brown and Red Lines has been growing steadily, with trains frequently now filled to capacity. Improvements to increase capacity are important to enable our neighborhood to continue to grow and thrive. While the Belmont Bypass is a critical component to increase trans it capacity, the Lakeview Chamber also recognizes that vacant lots on our commercial corridors will negatively impact street-life and the quality of our built environment, and this has the potential to set back our neighborhood if redevelopment does not immediately follow construction. For this reason, we urge the CTA to follow through on a transparent and efficient process to complete its Neighborhood Redevelopment Plan and identify development partners before beginning demolition. We look forward to working with the CTA throughout the process to ensure this project contributes to Lakeview's long-term success.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 8.**	Email Comment
99	6/10/2015	*Lorraine Klabunde, Private Citizen*	Although I was unable to attend the past meeting re the bypass/flyover, I feel the entire project is a useless endeavor. The initial purpose of the flyover was to decrease the 1-3 minute delay caused by the intersection of red/purple and brown lines. Recently, the new purpose seems to be to provide additional trains to the red/purple line since these trains are supposedly at capacity. We take the train frequently, at various hours, and the primary delay we seem to experience is between Armitage and downtown. When there is a delay due to cross traffic, the one minute delay is tolerable. The question re the opinion of voters concerned with this project was overwhelmingly against it going ahead. Although this represented only a small portion of the city, had it been on all north side ballots, I'm sure the result would have been the same. Spending outrageous amounts of our tax dollars(yes, I know it's federal money but it is still OUR tax dollars), destroying peoples homes and surrounding property is a ridiculous solution to whatever the real problem is. So, my suggestions are:	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 6, 7, 8.** **Your comments and the seven numbered suggestions you provided in your comments are noted but do not constitute alternatives to the proposed project. Operational alternatives and providing other shuttle services are discussed in Response #6. Regarding comments about seating configurations, based on CTA surveys in 2009, comments mentioned crowding on trains as a problem. The most cited solution was to change the seating configuration to inward facing seats with more standing room, a solution that has shown to be unpopular with many passengers.**	Email Comment

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			1. Continually announce that passengers should move to the middle of the train instead of standing in front of the doors. 2. Take out seats in the middle of the cars and install "butt rests" to allow more room for passengers. Alternatively, just remove seats to allow more standing room. It's all over the news that we all sit too long. What's needed in the cars is more poles in addition to the leather straps. 3. Continue with the platform extension program so that the stops can accommodate 8-10 trains. 4. A train coming every 7 min. seems more than adequate. I've waited much longer than seven minutes for red and brown line trains so I have question the accuracy of how frequently these trains arrive at stops to accommodate the crush of passengers 5. Reinstitute express trains from downtown to Fullerton and Belmont. These seem to be primary stops where large numbers of customers detrain. These cars would be standing only cars. 6. Utilize purple trains during rush hour at specific stops on the red line in addition to Fullerton and Belmont where the customer service seems the heaviest. 7. Continue fixing the track so allow a smoother ride for standing passengers. Frequently, even when sitting, the train is like a stage coach over unpaved terrain in the wild west, rocking and rolling.		
100	6/14/2015	*Larry Garner, Private Citizen*	I realize that the CTA is absolutely convinced of the inevitability and the necessity of the Belmont Flyover. Nonetheless, I remain firmly committed to defending the architectural of integrity of the heart of Lakeview, and the very thought of demolishing **16** buildings to put into place an eyesore of a cement rainbow distresses me beyond measure. I have lived in Lakeview for more than 60 years and have a deep attachment to the neighborhood. People further up the Red Line cannot, perhaps, appreciate the importance this continuity and familiarity of surroundings, but it should be an important consideration when one undertakes the gutting of a large part of central Lakeview. There are things, short of the mega-project and its swathe of destruction, which	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 6, 7, 8, 10.**	Email Comment

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			one should take in account: The projected increase in ridership is based on highly speculative calculations: Past growth is no guarantee of future growth (as they say in Mutual Fund brochures). There are many intervening variables that may greatly diminish ridership over the next 25 year, such as the decline in sales personnel in the Loop resulting from automation, an increase in white-collar work that is done at home through tele-communicating, unpredictable stasis in population on the north side. Ultimately, the CTA has not analyzed the causes of the rise of ridership very thoroughly. To say, for example, that more people now prefer to take rapid transit says very little, since there may be a limit to that pool of people who were possible candidates for a change in their mode of travelling to the Loop. If you don't know what's driving the increase, you can't really say if that increase will continue and at what rate. And how about putting people in place to actually count how many passengers at Belmont have to wait for a 2nd train before boarding? It's not really very scientific to claim it's a "common occurrence". And, finally, let me make a concrete suggestion: Since the peak loading point where passengers are most likely to find a train crammed and unboardable for the Red Line are the stations at Division & Chicago, why not run an express shuttle bus (with its own dedicated lane) along Clark St. to the Loop between 7:30am and 9:00am? This would significantly relieve the overflow.		
101	6/14/2015	*Jon Withey & Victoria Studelska, Private Citizens*	See below my message to Alderman Tunney… We wish to add our strong **NO FLYOVER** opinion to those who have already voiced their disagreement with the project. The minimal time saved for the riders and potential additional rider capacity do not nearly justify the expenditure or the demolition of existing structures. Regardless of whether the monies for this outrageously expensive proposal comes from the city, county, state or feds, or any combination thereof, we are completely	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2.**	Email Comment

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			against it. All of those governmental bodies are broke - currently writing checks our children and grandchildren will have to cover. The idea of adding to their already out-of-control debt is unconscionable. Further, please consider this writing as our request that you show strong fiscal restraint when voting on city financial matters. Chicago is in terrible financial shape (ala Detroit), and we now need a common sense, no frills budgetary approach to avoid our great city becoming blighted like Detroit has.		
102	6/15/2015	*Joe Wilcox, Private Citizen*	I am the owner of 3419 N. Clark St. which is one of the buildings that the CTA is targeting to be destroyed for the CTA bypass. This property was the original home for our family business. My father bought this property with the plan to pass it on to me and my children and their children after that. When I was initially approached by the CTA representative to discuss their plans, I was shocked. The sole purpose of this plan was to help commuters spend a few minutes less on a train. The cost of this project was mind blowing! It is common knowledge that our city and state are in record deficits with no plan for recovery. This plan will hurt the owners of these properties. It will hurt the community by disrupting the traffic and trains during the very long construction phase. The commuters will be outraged for the year(s?) of obstructed commuting and I think would gladly give up the extra 3 minutes on the train now to save the headaches of this project. I want to know where are the intelligent leaders of the government and CTA are? How could spending this much money for such a small improvement even being considered? My father who died earlier this year is spinning in his grave thinking that his legacy that he worked so hard for is going to be destroyed for such a ridiculous reason. This is not right! This is not fair! This is not smart! Do not take away our family business and my father's legacy.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 5, 7.**	Email Comment
103	6/15/2015	*Mike Raffety, Private Citizen*	I live three blocks from the Clark Junction, and I get on at Addison and pass through it to and from the Loop twice a day. Looking at the increasing ridership on all three lines, there simply is no more capacity to add more trains through that junction. While the delay may only be 20-30 seconds today, it is symptomatic that it is FULL. A flyover is the only solution to adding more capacity and continuing to meet the demands.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 8.** **While redevelopment would occur independent of this project, CTA has committed as part of the Environmental Assessment to create a Neighborhood Development Plan in coordination with the community and the local alderman's office. The Neighborhood Development Plan would provide a framework for development and encourage redevelopment to occur in a way that is desirable and consistent with community goals immediately after completion of the**	Email Comment

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			Yes, about 100 people and 16 buildings will be affected, but in exchange, 185,000 people will get improved CTA service for a century to come. Those people will be fully paid for their property and moving costs. I think the CTA should be required to guarantee that there will be redevelopment after the work is done on the affected lots. This could be done through a bond, or a contract signed now with a developer, with a fixed delivery date in 4-5 years, and penalties paid by the CTA if there are delays in that delivery. But I am absolutely solidly in favor of this project getting done. It's essential to continued increasing CTA ridership. Thank you.	**project.**	
104	6/17/2015	*Bernard P. Edelman, Private Citizen*	Please confirm: 1. at what address the "fly-over" comes to the existing track grade as it approaches the Southport station. That would be an address on Roscoe. 2. at what address the "fly-over" Closed deck structure ends as it approaches the Southport station. That would be an address on Roscoe. 3. Special care and design criteria must be exercised to reduce noise and still maintain light for the homes immediately east of the Southport station. That would be the homes on the 1300 block of Roscoe. Please solve: #4. Creation of the noise barriers may have the unintended effect of "channeling" the noise thru the barriers and towards the Southport station. As such noise monitors need to be installed at 1312 W. Roscoe me extreme care taken to NOT increase noise by virtue of the planned improvements.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 11.** **The point where the proposed "fly-over" track would come back to the same grade as the existing Brown Line track is approximately behind 1018 W. Roscoe Street. This location is between Sheffield Avenue and Kenmore Avenue. The closed-deck structure would end at approximately this same point. The project does not extend as far west as Racine Avenue, Lakewood Avenue, or Southport Avenue. The Southport station you reference is approximately 0.5 miles away from the end location of this project and is beyond the area of potential effect for noise and vibration impacts (channeling or otherwise) from this project.**	Email Comment
105	6/17/2015	*Benton D, Private Citizen*	Money could probably be saved, capacity still improved, and economic development driven along a new "Transit Oriented Corridor" if some type of advanced bus, or BRT, or streetcar were implemented on Clark Street. I did a school GIS project on the idea and found that only 14% of Clark's route falls within a quarter mile walk of the Red line. That quarter mile buffer enjoys a transit mode share of 36.7% compared to the Red line buffer area's of 38.4%. The Lakota Group, which carried out the North Clark Street Strategic Plan, found that Clark's 22 bus route is the 10th busiest in the entire city with 22,000 riders in 2012. (reference) They also found community support around the idea of improved	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 4, 6.**	Email Comment

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			transit on Clark in the South East Lakeview Neighborhood. If you can show that it would supplement the Red line and effectively increase capacity, it might be a viable option. It would certainly drive economic development over a larger area of Chicago more than the local flyover in Lakeview. And that's an entire corridor that would become ripe for new Transit Oriented Development projects.		
106	6/17/2015	*Colleen Fahey, Private Citizen*	Dear CTA: I want to voice my strong opposition to planned $570million Belmont El Flyover: * Unnecessary: Original reason given by CTA was to avoid 3-4 min delay. When that disproved by major media & regular riders, CTA backed down and admitted only maybe 30 sec-1 min. $570 million a lot to spend to shave seconds off selected CTA customers wait time. * Capacity unnecessary: CTA claims 186,000 projected population growth. US Census just released report showing Chicago has slowest population growth of any major city, only 85 people last count. Where are you getting 186,000? Not realistic. * Waste of taxpayer money, budgets already extremely tight: CTA reported huge budget problems, not enough to pay for needed maintenance, repairs, not to mention accidents that seem to happen all too often lately. Gov. Rauner plans to make significant cuts to transportation, CTA. * Unnecessary destruction of vital, thriving Chicago neighborhood filled with restaurants, bars, theaters, as well as great residential area. CTA claims developers will build right where flyover will be constructed. Totally unrealistic. And existing property values will go down. * Wrong priority: Lakeview already among best served transportation areas in Chicago. Why should Lakeview get extremely limited funding when other areas, especially mostly African-American South Side, neglected. *Cost undoubtedly to rise. Project already went from $320 million to $570 million. Can expect costs to rise when finished. * No public hearings: Why does CTA refuse to hold true Public Hearings where people can actually stand up and speak, comment and ask questions in public that everyone in the room can hear, where people can engage, hear other points and discuss? CTA must be afraid of what citizens will share and afraid of media	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 7, 8, 12, 13.**	Email Comment

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			coverage. * No consumer research: Former CTA head Claypool, when asked why commuters weren't surveyed about needs at this station, said surveys were useless, "of course people would want better, faster service." CTA now doing consumer survey on transportation to O'Hare, so I guess other commuters have a chance to be heard, but not on Belmont El. *Funding Questions: How much of the money is Federal and where is this coming from, especially given Congress' refusal to fund other infrastructure? How much is State (Gov Rauner approved?)? How much is City? I hope my voices and the many others who oppose this major waste of taxpayer money will be heard. You don't have to live in Lakeview to be opposed. I live in Old Town & it's my taxpayer money. I regularly wait 15 min or more for buses that are packed.		
107	6/17/2015	*Warren Rouse, Private Citizen*	Letter and map attached with this comment. Lakeview is going to suffer a lot of turmoil in order to straighten out a few wrinkles in the north side Red Line system. • 21 properties will be taken • A loss of day to day business and the permanent closing of businesses • A gross disruption of normal community activities • Construction, staging, street closures, etc. for more than 4 years Some of the more extreme measures in the RPM "Build Alternative" will do more harm than good. A more pragmatic approach is necessary. <u>The Bypass</u> The Environment Assessment states the Clark Junction with its 3 track crossings and 3 rail lines [Red, Brown and Purple] is the largest constraint in the RPM corridor. True, but the FTA/CTA team didn't study the impact of the Loop on the Brown and Purple lines. • The southbound Brown Line crosses 3 tracks at the northwest corner of the	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 5, 6, 7, 8.** **Your observations are correct that resolving one "bottleneck" often moves the point where delay occurs to another bottleneck. This happens with both transit and highway projects. The proposed Red-Purple Bypass Project would primarily allow an increase in Red Line capacity that is not constrained by the elevated Loop. The outer Loop, where the Brown Line runs, is currently under capacity. The potential increase allowed by the proposed bypass project of three Brown Line trains can be accommodated on the outer Loop. Your observations are correct that if the desire was to increase Purple Line service, which currently runs on the inner Loop, service may need to be changed to accommodate added Purple Line trains. An example of a change in operation could be to operate some Purple Line trains on the outer Loop, as was done during the construction of the Brown Line Capacity Expansion Project.** **Regarding flat junctions, the Transit Capacity and Quality of Service Manual (3rd Edition) states the reason for grade separation of junctions (where trains run at more frequency) is to not create a capacity constraint. When the Loop was completed in 1897, no one envisioned the need for grade-separated junctions to**	Email Comment

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			Loop [Tower #18] and 2 tracks at the southeast corner [Tower #12]. • The Purple Line crosses 2 tracks at the NWC and 0 tracks at the SEC. • Three other lines; Orange, Pink and Green cross other tracks at the Loop's flat junctions. Had a study been done it would likely have shown that Red-Purple Bypass would just allow the Brown and Purple to back up at the system's biggest bottleneck, the Loop [see attachment]. The EA also points out that general design guidance, is that junctions should be grade separated to reduce the risk of major incidents including collisions and derailments. The Loop has 9 flat junctions. Its steel structure, rails, ties and controls have been upgraded over recent years but it still does not have bypasses or noise barriers. Surely it is considered safe. <u>Adopt a revised version of Alternative F – Narrow Alignment and Modernize Tracks</u> • Delete the bypass. • Provide a new flat junction with a sweeping single curve. • Provide a 52 ft wide R.O.W. to achieve modern safety standards. • Investigate sound proofing the adjacent buildings. • Duplicate the short radius curves. This will save a lot of displaced buildings and land. Note that there are already several existing sharp curves elsewhere on the Red Line. Investigate the travel time decreases based on the modernized structure, track, controls and traction power. These upgrades by themselves should save considerable time. Revise the $570,000,000 budget to reflect the changes above.	**accommodate rail vehicles, signal, and passenger requirements in the 21st Century.** **Regarding the modification of Alternative F, even with a single sweeping curve through the junction, the maximum increase in capacity would be only one to two trains per hour. At the flat junction where the Red and Brown lines cross, both lines must share the intersection. Even with an optimized schedule and optimized geometry, only a finite number of trains can share that intersection. To increase the number of Red Line trains, the number of Brown Line trains would need to decrease; to increase the number of Brown Line trains, the number of Red Line trains would need to decrease. With the proposed bypass project, the capacity limitations of the Red and Brown lines would no longer be interconnected.** **Regarding potential noise impacts, one potential noise mitigation strategy would be to investigate noise mitigation specific to adjacent buildings. Because the noise barriers, closed deck, and welded rail will decrease the noise levels, building-specific noise mitigation is not expected but would be investigated if necessary to lower noise levels below FTA impact thresholds.**	
108	6/18/2015	*Will DeMille, Lakeview Citizens Council*	Please review the attached comments regarding the Red-Purple Bypass. On behalf of the residents within Lakeview, we ask that the CTA spend more time with our community leaders to better understand and plan for the impact of this project should it proceed. On behalf of the Lake View Citizens' Council Board of Directors, I am writing to voice our organization's concerns with the current proposal for the Red-Purple Bypass project. While there have been a limited number of publicized public venues, we feel that the facts presented and rationale for the project have been	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 5, 6, 7, 8, 10, 12.** **CTA Government and Community Relations staff are working with your organization to provide additional outreach and information on the project as this project progresses. The Environmental Assessment (EA) analyzed and documents the information requested in your comment. Section 3.1 of the EA identifies anticipated transportation impacts during construction and proposes mitigation measures. The proposed project is consistent with local and regional planning, and any redevelopment would be required to be consistent with land**	Email Comment

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			changing over time and been met with limited understanding by much of the surrounding community. Much more discussion is needed about the specifics of the project and the impact on the immediate community and the 44th Ward Master Plan. As you may know, Lake View Citizens' Council is a grass-roots community organization that strives to protect and enhance the quality of life in Lake View for its residents and businesses. We are an aggregated voice of ten neighborhood organizations whose boundaries are Lake Michigan on the East, the north branch of the Chicago River on the West, Diversey Parkway on the South and Irving Park Road on the North. We work closely with the Aldermen serving our community to assess the impacts of major developments within our neighborhood. We promote prudent infrastructure development in a way that benefits all. Thus far, there has been inconsistent information and understanding of the following: • What is the long-term impact on the 44th Ward Master Plan for the development as proposed? • What is the long-term impact on the 44th Ward Master Plan for the development if only partially completed? • How will commuter, vehicular and pedestrian traffic be impacted during development? • What is the proposed height of the bypass and how does this compare to neighboring buildings? • What land usage will occur on CTA property under and adjacent to the bypass, and who will be held accountable for ensuring that such property is promptly and actively marketed for development following completion of the bypass? • Is the bypass needed if a turnaround is developed near the Belmont station? As you are likely aware, the Red-Purple Bypass was on the ballot in three precincts of the 44th Ward during the recent election and voters rejected it in each such precinct. While the vote was non-binding, it is a telling reflection of current sentiment and understanding of the proposed bypass project. Many Lake View residents want to see improvements in our public transit system which improve quality and safety while increasing ridership capacity. However, all residents of Lake View will have to live with the lasting effects of this development. Please ensure that the concerns of nearly 100,000 Chicagoans residing in Lake View are heard and addressed before seeking approval for this	**use and zoning in the area. As the project progresses, there are mitigation measures set forth in the EA that will allow for additional coordination with locally developed plans and visions, such as the 44th Ward Master Plan. These measures include development of a Construction Outreach and Coordination Plan as well as a Neighborhood Redevelopment Plan. These plans would be developed in close coordination with the alderman's office, local chambers of commerce, City of Chicago Department of Planning and Development, and the surrounding community (including your organization).**	

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			proposal.		
109	6/18/2015	*Allan Marshall, Private Citizen*	I've read over the pdf of info about the project, and I respectfully disagree the Belmont Flyover is needed at all. I've quietly timed weekly rush hour trains waiting at Clark Junction to go through in the past, and I've never noticed a train have to stop for longer than 40 seconds to go through. And is there really going to be a 185,000 ridership increase in future years for the Red and Purple Lines? While I think they'll be some increase, I doubt it'll quite be 185,000 new riders. And not to forget, there still are numerous vacant lots that haven't been redeveloped as part of the Brown Line rehabilitation in the 2000s, such as at Wilton, Lincoln and Roscoe, and Montrose. And while I applaud the fact the CTA has instead decided to move the Vautrivers building slightly west of the 'L structure for this project over tearing it down, I still think there'd be less impact to the neighborhood if the 2 Red Line tracks were elevated over the junction, and then Brown Line trains were given priority over Purple Line tracks through the junction. Why build something for merely an issue that's nothing more than a 1 minute delay or less, for trains? I don't mind those small delays myself, but that's just me. Personally myself I don't mind what I've read RPM is trying to do to improve Red and Purple Line service, but I think it's extreme to tear down many buildings in the area of Roscoe and Clark, and make the area permanently unsightly over the demolition of a lot of long time buildings. If the primary goal more than anything with the Belmont Flyover is to be able to add more Red Line trains, wouldn't it be far simpler to build flyover tracks for the 2 Red Line tracks over Belmont Junction?	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2, 6, 7, 8, 9, 10.**	Email Comment
110	6/18/2015	*Ivy Czekanski, Private Citizen*	The red-purple bypass, the Belmont flyover, the brown line growing wings- whatever you call it this project is pie in the sky dreaming at a taxpayer cost of hundreds of millions of dollars. The justifications for this idea are very hard to swallow. True, the red line track needs to be straightened between Irving Park and Wilson, and the Sheridan station is illegally 100% inaccessible to those with disabilities. However the delays caused by brown line interference with the passing red and purple lines could be solved by improved scheduling. There are far too many empty brown lines running in comparison with dismal service on the purple line, which I'm sure you know has increased ridership going North to Evanston, while the red line frequency appears to run very well- I honestly don't believe you've been getting complaints about this other than the ill-conceived service cuts on weekends and evenings. None of these problems will be fixed with a whole lot of construction that CTA	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 6.**	Email Comment

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			HAS NO MONEY to attempt! The other aspects of the plan are agreeable- yes please reconstruct decrepit stations such as the disgusting rat-filled Wilson entrance! Please extend service to the transit-wasteland far South Side! Those are projects that Chicago desperately needs! Also it is reprehensible that you put this plan forward when the Yellow line has been BROKEN for an ENTIRE MONTH. Get your priorities straight- for tax-paying customers rather than Lakeview real estate developers.		
111	6/18/2015	*Peter Nicholson, Private Citizen*	1. Creating a jump over for Brown Line trains to Kimball will benefit nearly all riders whose trains pass through the current Clark Jct. interlocking by reducing delays and allowing shorter intervals between trains during peak periods. But I am not sure that the curve-straightening project on the mainline north of the junction has many benefits. The way the construction is going to be staged clearly shows that the two projects are severable. I would prefer a smaller, less expensive project to build the jump over and use more conventional steel bridge repair techniques on the historic 'L' structure to the north (similar to what is currently being done on the Ravenswood Connector and what was done on the Lake St. 'L' a number of years ago in terms of replacing column footings and renewing the lower flange angles). This would eliminate the need to purchase five or six parcels of real estate and relocate the historic "Vautravers Block", as well as preserving the historic mainline 'L' structure. 2. The lack of transparency in cost estimates makes it very difficult to comment on the funding aspect. A single number is given with no substantiation whatever in nearly 2,000 public pages of EA documentation. I was told at the public hearing that it includes "soft costs" and a big "contingency", and represents the experienced judgment of those doing the conceptual design based on similar projects they've worked on elsewhere. That's not good enough - there must be a spreadsheet somewhere showing how the $570 million was arrived at - and it should be made public. At the conceptual design stage, the cost could also more realistically be presented as a range, and not a single-point estimate. I would like to mention in this connection that Metra's recently-completed Englewood Flyover (CREATE Project P01), which involved much more substantial bridge work than the Red-Purple Bypass, cost only $142 million to complete. By comparison, the astronomical cost estimates presented for all the Red-Purple Modernization projects proposed to date are scarcely credible. 3. Accuracy of the cost estimates aside, I am not in favor of sending my tax dollars to Springfield or Washington, D.C. in the hope that they will come back to Chicago to pay for this project, and with many cost-raising strings attached. The RTA, CTA and the City of Chicago should raise the money locally - this is where	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 4, 6.** **Regarding the project cost, CTA has developed cost estimates during planning and early design, as well as additional detail based on preliminary engineering. At this time, CTA estimates that this project would cost approximately $570 million to construct including all program costs and inflation during construction. The cost estimate includes the bypass structure, the mainline structure, rehabilitation of the existing Brown Line curve structure, signal work (which extends beyond the physical limits of the structures), utility relocation (so that new foundations do not interfere with underground utilities), right-of-way costs, maintenance of rail operations during construction, engineering, construction management, inspection, and projected inflation to account that the project would start in 2017 at the earliest.** **Regarding examination of potential financial impacts and benefits, at the time of the public hearing, the financial plan was not completed. In applying to the FTA to enter the next phase of engineering for this project, CTA will complete documentation related to a financial plan and cost effectiveness, which are rating factors used by FTA in evaluating all projects requesting funds for New Starts or Core Capacity projects.**	Email Comment

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			the benefits are and those who benefit should pay the costs. This sort of project is made for long-term bond financing - a big outlay up front, a long-lived asset, and benefits that trickle in over time. The Brown Line jump over alone, severed from the mainline curve-straightening project, should provide measurable cost savings and some revenue enhancement for the CTA, providing a small financial return-on-investment as well. From what I was told at the hearing, the CTA has not even tried to determine what impact the project will have on their revenue/expense budget, on the theory that the better they do in terms of ridership and revenue, the more money they lose and hence all their projects have a negative financial rate of return. That might not be so in this case, and in any event, I think the attempt should at least be made.		
112	6/18/2015	*Daniel Bliss, Private Citizen*	I would like to voice my strong support for the proposed CTA Brown Line flyover at Clark Junction. I believe it to be integral to the success of the overall Red Line improvement, and essential for improved service reliability throughout the Red Line's length, including at my local Sox-35th station, at places in Lakeview and farther north I regularly visit, and on the proposed extension south of 95th Street to some of the city's poorest and most inaccessible neighborhoods. At its core, the flyover finally gives Chicago the opportunity to elevate rapid rail service to the levels enjoyed in many other large cities, by removing the interference of the Brown Line and therefore saving the train slots that uses for more constructive purposes. Specifically, it removes the last major bottleneck on the CTA L system to achieving on at least one line the 24-train-per-hour frequency widely regarded as a standard on trunk rapid transit routes elsewhere. As I can attest with any rush hour, any Cubs home baseball game, and any outbreak of bad weather, the current peak headways on the Red Line are simply insufficient to meet demand, and leave at times hundreds of people stuck on platforms waiting for following trains that may themselves be full. The flyover achieves a 50 percent improvement in capacity over present service, and does so for the price of a short length of urban expressway. No other potential Chicago project can add so much transportation capacity for so little outlay. I can only wish that in its publicity the CTA had talked about this issue much more. Second, it eliminates one of the biggest reliability problems for rail service anywhere in the Midwest, by ending regular use of an interlocking that frequently experiences mechanical failure, or in severe winter weather, simply freezes shut. I experienced a particularly troublesome example of this on Super Bowl Sunday, where I was attempting to make it to a party only to find that a freeze-up Clark Junction interlocking had completely suspended Red Line service. Many people simply gave up and turned around. I stuck it out, and I'm glad I did, but it took a	**Thank you for your comment.**	Email Comment

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			solid hour, much of it spent standing in a blizzard. Not what you'd call commensurate with world-class city status — or simply meeting basic transportation needs of predictability and dependability. Even though I personally walk to work, and only make on average around two transit round trips a week for shopping, leisure, socializing, appointments and so on, I have experienced major delays from Clark Junction at least four times over the past year. For a regular commuter, it must be infuriating. Third, through these improvements, city residents and visitors can access Lakeview, one of the most congested neighborhoods in the country, by rail without having to worry about or expect overcrowding and major delays. From my perspective and I am sure that of many others, it will mean that I use public transit rather than driving, but for many, it will mean the difference between visiting the area or not going at all. Less car congestion and more visitation is ultimately good for the economy of this part of the city, and good for the livability of the entire city. While the journey time improvements that the CTA has emphasized in its dealings with the public are worthwhile and add up for regular commuting, in my view the issues of capacity, reliability and mobility I have mentioned are even more important, and make this one of the most compelling projects for transit I have seen in a long time. As a political science professor who specializes in studying economic development, this is the kind of project I like to see; as a city resident who earned his PhD here in Chicago, it's the kind of thing that will help us survive the huge fiscal and mobility challenges we face. I strongly commend this project and urge the federal government to lend it maximum support.		
113	6/18/2015	*Adam H. Kerman, Transit Riders' Authority*	These written comments on the Red-Purple Bypass Project proposed by Chicago Transit Authority are intended to be incorporated into the record of decision on the Environmental Assessment for this project. Transit Riders' Authority is a consumer organization on issues of public transportation. TRA recommends the no-build alternative at this time. CTA hasn't provided a transportation plan nor a cost-benefit analysis. The public has not been told the cost of delays at Clark Junction at this time, nor has CTA calculated the costs saved	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 6, 12. Responses #1 and #2 provide further information on requirements under the National Environmental Policy Act and how this differs from a cost-benefit analysis, as well as further information and references regarding the purpose and need for the project (including additional information on capacity constraints). Cost estimates for this project were included in the EA (Section 2.3) at $570 million, and costs will continue to be refined as part of ongoing engineering.** **Regarding comments on why some improvements proposed as part of this project were not previously included in the Brown Line improvements project: While the Brown Line Capacity Expansion Project extended platforms and**	Email Comment

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			by eliminating future delays attributed to this proposed project. Because of the high estimated cost of this project, well over $900 million, and because Chicago Transit Authority has provided inadequate justification, Transit Riders' Authority is opposed to this project. The vast majority of the documents reviewed address issues of historic preservation related to the number of historic structures affected by land acquisition for the Flyover and elimination of two tight double curves immediately north of Clark Junction. We cannot help but wonder if most of the land acquisition could have been avoided if the Flyover and Belmont Station replacement project had been designed and built jointly. Belmont could have been constructed as a multi-level station with tracks on two levels, allowing CTA to ease curves within its current, inflexible right of way, incorporating the flyover into the upper level of the Belmont station. Alas, CTA has a history of performing planning and engineering for related projects, even projects in adjacent locations, as if the projects were isolated from each other. This results in far more expensive and costly projects than necessary. Alternatives that should be considered include improved operation of the interlocking plant through Clark Junction, a plant that's capable of handling multiple trains at the same time. Often, the plant is operated so that one train is routed through the junction, holding other trains, even though some of the trains being held don't have conflicting movements. As it happens, on my way to attending the public hearing on June 3, my inbound Purple Line train was held while an inbound Brown Line train was routed through the interlocking. Meanwhile, an outbound Red Line train was also held, even though there was no conflict between inbound Brown and outbound Red movements. We know from the historical record that many more trains were handled at this location than are being handled today. Can the signals controlling the physical plant be improved so that the plant can be cleared sooner to be set up for the next movement? Improvement to operations through this junction need to be considered first before expensive capital projects are seen as the only viable solution. Would some delay be eliminated if outbound Red and Brown trains swapped sides approaching Belmont Station? If outbound Brown arrives ahead of outbound Red	**increased capacity, the demand for service has grown at a dramatic pace since the Brown Line project was completed. In a 10-year period, from 2004 to 2014, Brown Line ridership grew by 45 percent. While the success of the Brown Line is to be lauded, this level of growth could not have been anticipated in the early planning of the Brown Line project, which started in the late 1990s. To serve the added ridership, CTA has increased the length of Brown Line trains and the number of Brown Line trains, which has exacerbated the constraints at Clark Junction. While Clark Junction could operate with minimal delays at a lower capacity, the demand has grown to the point where it can no longer reliably serve the volume of trains, which is why the Red-Purple Bypass Project has been proposed. Land acquisition requirements would not necessarily have been reduced had the Belmont station and the Red-Purple Bypass Project been built jointly. While not specifically analyzing a multi-level station design, Chapter 5 of the EA does review potential options for "stacking" tracks. While it may seem from first observation that this concept could alleviate property displacements, CTA learned from this analysis that engineering requirements for building such a structure would expand both the length and width of the project limits, leading to increased visual impacts, historic impacts, and property impacts.** **Response #6a provides further details on why operational improvements (including signal improvements) as well as plans to "swap" sides for Red and Brown line trains do not adequately address the purpose and need for the project.** **Comparing older historical operations to today's operations at Clark Junction is not an apples-to-apples comparison for a number of reasons, including the following: (1) Travel patterns have changed over time. For example, transit ridership has skewed towards commuters, meaning that a higher percentage of overall ridership travels in the peak periods now than in earlier years when automobile travel was less prevalent for non-work trips. (2) CTA now operates longer trains on these lines. While four-, five-, and six-car trains were common historically, especially on the Brown Line, CTA currently operates eight-car trains in the entire peak period on the Red and Brown lines to address ridership demand. (3) The modern safe signaling system did not exist in early years of operation. CTA now establishes and enforces safe operating distances between trains through signaling to enable an operator to react and stop the train if the train ahead suddenly stops. These safety requirements must be considered in determining how closely trains may operate. Before safe signaling existed, trains operated "on sight" and may have been able to operate closer together, but not always safely.**	

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			or Purple trains, route it onto the inner track, which eliminates outbound Brown delaying outbound Red and Purple. Passengers would be required to board the train at the proper location. Signage improvements, visual and aural, would aid passengers in boarding from the correct side of the platform. Red and Purple line riders are already used to this situation at Howard Street, in which trains don't have fixed boarding locations and passengers must pay attention to board from the correct track. CTA tries to justify the project by citing daily ridership through Clark Junction on page 8 of the EA. But daily ridership isn't the issue. It's the number of trains during peak-of-the-peak that's the issue. Outside of peak of the peak, Clark Junction has unused capacity. CTA should have been required to provide the public with a better transportation plan prior to going to the significant expense of hiring a consultant to prepare the environmental assessment. Planning isn't adequate to proceed to the next step.	**While many differences exist between today's rail operation and Chicago's historic rail operation, it is worth noting that CTA rail ridership in 2014 reached its highest level since rail ridership records began over 50 years ago. In addition, historic schedules, including those from the 1950s, show that CTA operates close to the same number of trains in the peak hour as they operated in the 1950s, but today's trains are significantly longer. For example, in the mid-1950s, 48 trains in the peak hour operated southbound on services that were similar to today's Red, Purple, and Brown lines, but over half of these trains were 5-car trains or less; therefore, only 298 rail cars were operated on these services in the peak hour. Today, the CTA operates 348 rail cars on these southbound services in the weekday peak hour, 50 (17 percent) more train cars than were scheduled to operate in mid-1950s. Since longer trains take longer to clear a junction, the longer Brown Line trains operating today actually reduce possible capacity on the Red and Purple lines to a greater extent than the shorter trains from the 1950s.** **Section 2.1 of the EA further describes the extensive analysis and public involvement conducted to develop the Build Alternative described and analyzed within the EA. Throughout this process, the CTA has considered and documented alternatives suggested by the public and conducted extensive analysis to identify properties required for the project right-of-way and construction and to minimize these impacts where possible.**	
114	6/18/2015	LeRoy Blommaert, Private Citizen	Here are my comments on the proposed Belmont Fly Over. CTA advances two argument for the plan. It is necessary to reduce delays at the junction north of Belmont where north bound Brown Line trains must cross both the north bound and south bound red line tracks (and where south bound Red and Purple line trains must cross the north bound Brown line track) And it is necessary to added capacity. **The delay argument** It should be stated at the outset that any delays to the extent they exist occur during only a short segment of the 24 hour transit day—during the peak of the morning and evening rush hour, probably about 3 hours total and not more than 4	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 2.** **Regarding delay, CTA measured not only the length of time a train waits at a platform for signal clearance; rather, the measurement includes the total time required for a train to travel between segments. Measuring this segment delay (rather than just the time the train waits at a single signal) is more representative of the passengers' actual travel time. This is similar to the approach used to measure roadway delay. At a four-way intersection with stop signs, measuring from the time a car arrives at a stop sign until it proceeds through the intersection does not fully capture the delay the driver experiences. The delay actually starts when the driver joins the line of cars waiting at the intersection. The car then moves forward, one car length at a time, until it reaches the stop sign and proceeds through the intersection. A similar approach was used to calculate delay for the flat junction rail line.** **Because of the flat junction configuration, travel times vary from a few seconds to several minutes. The longer delays tend to occur during peak hours when**	Email Comment

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			hours. There is considerable dispute as to the extent of the delays. Early in the public relations offensive in support of the plan, Mayor Rahm Emanuel asserted publicly that the Flyover was needed to eliminate up to 4 minute delays. This assertion was almost immediately challenged. *Chicago Reader* columnist Ben Joravsky did his own survey and came up with typical delays of 25 or 30 second (*Chicago Reader*, April 29, 2014) When Chicago *Tribune* architectural critic Blair Kamin interviewed CTA officials, he was given the following as to the extent of the delay: "The average delay they acknowledged is just 84 seconds." (Chicago *Tribune*, May 18, 2014) I did my own survey: On June 3, 2015, I stood the north end of the Belmont platform between 4:30 and 5:45 pm. I counted a total of 35 northbound Red and Brown line trains that passed through the Belmont station (20 Red and 15 Brown). Of these only four trains were delayed because of having to wait for another train to cross the junction, and the highest wait was 1 minute. This is contrary to the image that ***all*** trains are delayed to some extent. Keep in mind that if one train has to wait for another train to cross the junction, only one train is delayed, not two. Before any funds are appropriated for this project there should be additional studies done by independent, unbiased surveyors. Based on data so far, delays are minimal , affect just a few trains, and are not of sufficient merit to justify the expenditure contemplated **The need for additional capacity argument** More recently CTA spokesmen have de-emphasized the delay argument and stressed the need to add additional capacity. By capacity it presumably means adding additional trains—again at rush hour. Here, CTA spokesmen do not claim it is physically impossible to add more trains (for it would be hard to argue that position); rather they argue that adding additional trains would adversely impact the system and slow everything down. Here it would be helpful to emphasize that what is important to riders (and what should be important to transit planners) is not the total time spent on a train but rather the total time spent in the transit system, beginning at the time one enters the turnstyle until one exits the train at one's destination stop. It includes the time spent on the platform waiting for a train. With this in mind, let us consider the scenario of adding just one additional	**train frequency is high, and the delay of one train at the flat junction cascades to several approaching trains. To avoid overestimating the number of delay events, CTA used a conservative approach and noted only delay events where trains took 20–30 seconds longer than the minimum time to maneuver through Clark Junction. The "84 seconds"' referenced is an average of all calculated delayed train times. This number was mentioned when answering questions at the public hearing to describe the delay in a way that would be more easily understood by individual passengers. The real purpose of these calculations, which were used in establishing purpose and need for the project, is to show the aggregate result of these total delay events compared to the total number of train trips on the rail lines. Based on this analysis, approximately 40 percent of all trains are delayed by the flat junction, even using this conservative approach to calculate delay. 40 percent of all train trips means more than 67,300 delayed trips, totaling 448 train-hours of delay in a single year.** **Delays, while part of the purpose and need for the project, are symptoms of the physical capacity constraint at Clark Junction. Delays increase and reliability decreases as the capacity limits are approached. It is good to remember that current delays are based on the current number of trains operating and not the number needed to address existing overcrowding and any future increases in passenger demand. If the number of scheduled trains was increased to address capacity needs, delay would increase and reliability would decrease accordingly.** **Regarding your comments related to capacity, many people consider capacity to be a firm number. For instance, the capacity of a 1 quart milk jug is 1 quart. For rail transit, capacity is a function of reliability, or in other terms, a function of passenger toleration of recurring delay. When trains are spread out such as during midday, the trains are far enough apart that variations in train speed or boarding time for one train do not affect other trains. (When a major event, such as a medical emergency occurs, then delays even occur during midday.) In peak hours when trains are operating at or near capacity, even slight variations in the performance of one train ripples upstream, affecting all trains until "recovery" can occur (typically following the peak period). Slight variations can occur simply because of variations in the number of boarding passengers—i.e., more people boarding, especially onto an already crowded train, takes more time. It is a true statement that the more trains per hour scheduled, the more regular and more severe delays will become, because the junction is already at capacity.** **Regarding measuring total travel time, the proposed project would address exactly what you point out. Higher frequency of service (i.e., more trains per hour) would translate into a shorter average wait time on the platform.**	

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			northbound Red line train for the pm rush hour (which would accommodate an estimated 600 to 960 passengers (75 per car times 8 cars]; 120 per car times 8 cars). The addition of this one train might (or might not) cause a delay at the junction; however, this delay, if it did occur would be offset by the shorter time these riders would have to wait on the platform. It should be emphasized that at rush hour with the possible exception of the stations in the subway, the wait times for passengers (dwell times for trains) is greatest at the Fullerton and Belmont stations because of the number of passengers transferring from Brown line trains to Red line trains and from Red line trains to Brown line trains. Adding more trains is the only way to reduce wait/ dwell time at these stations. It should also be emphasized that most riders do not expect to get a seat at rush hour and most riders expect that their travel time will be greater at rush hour than at any other time because they realize that more passengers are getting on and off during this period.. What they do expect however, is to be able to get on a train when it stops and not have to wait for the next train because the first train was too crowded to board. This problem can only be solved by adding more trains. It has not been demonstrated that adding more trains will extend the rider's total travel time. If the aim is to reduce riders' total transit time, then, at least for northbound Brown Line riders, building the Fly Over is unlikely to do so. Currently, as has been pointed out above, only a small number of northbound Brown Line trains are delayed because of a need to allow another train to pass through the junction. If the Fly Over is built *every* northbound train will have to use the flyover. Given that every northbound Brown line train will have to switch to a different (fifth) track and then climb a steep incline and then proceed on the fly over which will be xxx feet above the track and then proceed down the incline to the northbound Brown line track, it is difficult to envision how this process will result in reduced total transit time for these riders, as these trains using the flyover will have to proceed at slower speeds than trains do currently. The capacity argument is twofold: (1) The flyover is needed to increase capacity, and (2) capacity must be increased to accommodate the increased number of riders that will use the Red and Brown lines. And what is the basis that there will be more riders and in such numbers that a 30 percent increase in capacity is needed? One appears to be that because that because their has been an increase in ridership on the lines in the past four years,	**Combined with fewer delays while on the trains, the overall total trip time would be decreased. More trains (i.e., more capacity) would also decrease the number of instances when, due to overcrowding, waiting passengers are unable to board the train.** **Regarding the "steep" incline, the ramp up the proposed bypass would have a grade of less than 4 percent, which is no steeper than other inclines on CTA's system. The incline slope will not limit the speed possible on the curved bypass. (Note that the speed would still be limited by the horizontal curves, but would be no more limited compared to the existing curves the northbound Brown Line maneuvers in the junction today.)** **Regarding the illustration of transit growth on page 9 of the EA, the "high" and "low" growth scenarios shown (based on trend lines) illustrate average growth if the trends continued based on the 5–15 years of historical data. CTA agrees that annual growth would not be as steady as depicted, the illustration was simply provided to show what would occur in the future if the average growth rates were to continue. As the junction is already at capacity any average growth rate in ridership, however small or varied, would push demand beyond capacity.** **Regarding your concern and questions about population growth being used to establish the purpose and need for the project, as noted in the summary response, the purpose and need for the project does not rely on population growth to establish the basis for the project and were not used for calculating projected ridership. Existing ridership and loading capacity data used were sufficient to establish the need for the project.** **Nevertheless, any projected population growth in the region and project area further supports the established purpose and need for the project. Foregoing growth related to potential population growth, assuming even very modest growth in peak hour demand (less than 1 percent ridership growth) would require two additional trains during the peak hour by 2021. With the capacity constraint of Clark Junction, adding two trains is not possible because the lines are currently interconnected and enhancing service on one line means reducing service on another. The proposed bypass project allows CTA to better use available capacity, especially along the Red Line, using existing infrastructure. The proposed bypass would also separate the current interdependence of Red Line and Brown Line capacity.**	

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			this trend will continue and increase in magnitude. The other is a study of projected population in Chicago by the year 2040. Let's consider first the argument that because there has been increase in ridership in the past four years, ridership will increase in each and every year to 2040. This is the assumption in the chart on page 3 of the CTA's Red-Purple Bypass Project Summary of May 2015. Even the low growth scenario assumes steady growth. I would argue that there is no reasonable basis to assume that a previous increase in growth means that that increase will continue—and at a steady basis—for the next 25 years. That's true for both population and ridership. The other argument is that ridership will increase because population will increase. The CTA cites a projected increase of 185,000 people who will live within a half mile of the Red and Purple lines by 185,000. The source for this projection is the GoTo2040 study done by the Chicago Metropolitan Agency for Planning (CMAP). While the source is CMAP, the study that led to the projection of 185,000 additional people was by none other than the CTA itself! CMAP projects an increase of some 400,000 people for all of Chicago. And yet CTA projects that nearly half of that increase will take place on the north side and just those areas within a half-mile of the Red and Brown lines! How did CTA compile its study? It had to use the subzones (which are quarters of the surveyors sections and in some, perhaps most, cases closely relate to census tracts.) And yet CMAP specifically advises in its notes to the study: "These subzone aggregations were created for tabulation purposes only and are not intended to suggest or predict the future extent of any community." And yet CTA did exactly that. It should be noted that CMAP has not endorsed the CTA projections and at least one official expressed doubt as to its accuracy. But what of the CMAP study of the city as a whole? What are the underlying assumptions of the study that projects growth for the city? The preamble to the study gives needed insight: "A significant new feature of GOTO2040 is a wholesale shift to a scenario-based evaluation and its intentional reliance on forecasts that reflect implementation of preferred regional planning strategies." An official of CMAP put it to me more succinctly: It's a forecast that assumes that all of our recommendations are implemented. Thus the forecast is not one based on what is likely to happen but rather is one based on implementations of preferred strategies . One of those preferred strategies is transit orientated development, meaning creating higher density development near the transit lines.		

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			Except for areas already zoned for higher density, that is highly unlikely to happen for the simple reason that changes to the zoning code are unlikely to happen. The people living in the R3 and R4 residential areas are opposed—strongly opposed—to up-zoning. We've all heard the phrase: 'The devil is in the details." And its true. Consider subzones #374, 376, and 383 in the Edgewater area (community area #77). All three are west of Broadway and currently zoned R3 and R4; the housing stock includes two significant areas that are predominately single family homes and two flats and all the other areas including in addition, 3 flats. 6 flats (many condo), and a few court-yard and half court yard buildings. And yet the projected increase in growth is given as 46.8%, 24.3%, and 41.7%. Give the trend in these areas for the number of persons per household, declining, the only way such projections would have any chance of coming to pass is for new higher density development in these areas replacing the existing structures; that would require a change in zoning that would be opposed by residents. Given the assumptions underlying the CMAP study, it cannot be relied on to predict future population growth along the Red and Brown lines. Predicting the future is a difficult thing, and few get it right consistently. The further out the prediction the less likely is it to be accurate. Consider even 10 year predictions. In the period 1990 to 2000, the City of Chicago experienced an increase in population, the extent of which was not predicted by many; it was hailed at the time of release as great news and expected to continue. It didn't. In the decade that followed (2000 to 2010), the City lost approximately 200,000 (6.9%). That too was not anticipated, at least to the extent of the loss. It may well be that the next 10 years Chicago will experience a further decline in population rather than the growth that is so fervently sought and optimistically expected. The first 3 years of the decade are not overly promising; there has been some growth, but it has been very modest, and its a growth that has put Chicago behind other large cities in the US. A big uncertainly is the impact that the financial crisis affecting the State of Illinois, the City of Chicago, and the Chicago Board of Education. Additional revenue is needed and will have to come from residents, whether in the form of increase in sales taxes, property taxes, or income taxes or some combination of both. It is hard to argue that these taxes will have a positive impact on population growth. If anything the		

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			impact will be negative. The bottom line: the project is not needed and there are no net benefits after one considers the costs, financial, aesthetic, and disruption to the adjacent commercial strip. The case for the flyover does not fly.		
115	6/18/2015	Andrew Barbeau, The Accelerate Group	The Accelerate Group presents the following comments in response to the Chicago Transit Authority's solicitation of public comments regarding the Red-Purple Bypass Project, as part of the Red-Purple Modernization Plan. The Accelerate Group, LLC is a Chicago-based company working to accelerate civic transformation in government, infrastructure, education, and technology. The Accelerate Group provides strategic consulting and project leadership expertise for not-for-profits, governments, and companies working to advance major civic change initiatives. The Accelerate Group has reviewed the Environmental Assessment prepared by the Chicago Transit Authority, and finds the assessment does not provide sufficient evidence of evaluation of reasonable alternatives, particularly an alternative known commonly as a "Fly-Under." **Finding: The Environmental Assessment is deficient in that it fails to provide sufficient evidence of evaluation of reasonable alternatives.** The Environmental Assessment states that the Chicago Transit Authority evaluated 20 different alternatives, and then proceeds to evaluate 5 specific alternative proposals: ▪ Alternative B: Underground Tunnel (Routing the Red Line and Purple Line into a subway from ▪ Belmont Station to north of Addison Station) ▪ Alternative C: Stacking Tracks – (Red Line/Purple Line stacked above current track level) ▪ Alternative D: Shifting Mainline to East ▪ Alternative E: Basic Rehabilitation	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 6. This response discusses all suggestions of alternatives received from the public as part of the public comment period.** **Several variations of the "fly under" have been proposed as alternatives and each variation has been studied to compare if impacts would be reduced and operations improved. One "fly under" concept proposed raising the two Red Line tracks to go over the northbound Brown Line track. In concept, raising the two Red Line tracks to go over the northbound Brown Line track would remove the conflict, but this proposal introduces three new concerns. First, for the Red Line to climb high enough to cross the Brown Line, the Brown Line curve would need to be moved farther north. The new Brown Line track would be adjacent to Clark Street. This alignment would result in additional property impacts along Clark Street and Sheffield Avenue. The second concern is that this configuration would still require the northbound Brown Line to cross the southbound Purple Line, so this alternative would not increase capacity as much as the proposed Build Alternative. The third concern is that during construction the Red, Purple, and Brown lines would need to be combined on a single track to accommodate the construction of the middle two tracks at a higher elevation. The resulting constraints on all three services, which would have to share the single track, would cause substantial delays during every weekday peak period for the duration of construction. Because the proposed Red-Purple Bypass Project would affect fewer properties, increase capacity to a greater extent, and impose fewer constraints on train service during construction, the Build Alternative was selected.** **The "fly under" alternative included in your letter is another variation. In this case, the northbound Brown Line would be routed underneath the existing Red and Purple line tracks at street level along the CTA right-of-way from just north of Belmont station to Roscoe Street. The idea of "flying under" has value; however, the distance between streets is too short to accommodate a ramp (even using the maximum grade allowed) and vertical clearance requirements for rail cars. Development of this concept using maximum allowable grades with CTA**	Email Comment

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			▪ Alternative F: Narrow Mainline and Modernize. However, the Chicago Transit Authority failed to include in its evaluation any alternative that would route the Brown Line below the Red Line and Purple Line tracks. While great attention is provided to proposals that are easily determined to be infeasible, no attention is paid to the obvious alternative commonly referred to as a "Fly-Under." Initial investigation of a "Fly-Under" concept demonstrates the potential for development of the Red-Purple Bypass Project at a significantly reduced cost, and significantly less environmental and community impact. **Description** A "Fly-Under" alternative would evaluate the potential of routing the Northbound Brown Line underneath the existing Red Line and Purple Line tracks at street-level, along the Chicago Transit Authority Right-of-Way from just north of Belmont Station until Roscoe Street. **Routing** The track would descend just north of Belmont Station at the same location as it would ascend in the Flyover concept. Once it has descended to reach clearance from the overhead track, it would turn underneath the overhead Northbound Purple Line and Red Line, and eventually reach the center of elevated structure at School Street at or near street level. The track would follow the path of the existing Northbound Brown Line train from underneath, using existing CTA Right-of-Way, and then ascend prior to reaching Roscoe and Sheffield Streets. **Impacts**. A rough evaluation of a "Belmont Fly-Under" alternative shows the following changes in project impact: **Properties**. The number of impacted properties would be reduced to 4 (along Wilton Ave.) due to the reduced footprint required by running mostly along existing Chicago Transit Authority Right-of-Way. **Cost**. The elimination of a massive flyover structure and the reduced footprint could reduce the project costs by up to 50%. **Noise**. A true noise impact analysis would evaluate the impact of the increased height of the track on increased geographic area affected by noise, instead of the change in noise levels within the 350-ft. radius. By eliminating the significant	**criteria (which are based on rail vehicle characteristics and the friction characteristics of steel wheels on steel rails) shows this proposal would require the closure of School Street, Roscoe Street, and Sheffield Avenue. Permanent closure of these three streets in the project area would create a more permanent, and potentially more adverse, impact on the surrounding community than the proposed Build Alternative. Please note that the five specific alternatives noted in your comment that were evaluated within the EA, were analyzed to comply with federal requirements to consider avoidance alternatives when historic resources would be used as part of a federally funded project. These alternatives were considered specifically in relation to their potential to avoid use of historic resources; those alternatives are not meant to provide all possible alternatives considered to meet the purpose and need of this project. Section 2.1 of the Environmental Assessment contains additional information on the alternatives development process and considerations in development of the Build Alternative. Each alternative provided through public comments during development of the EA has been explored and is documented in both the EA and the Response to Comments referenced here.**	

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			height increase of the track, the spread of noise to new areas of the community will be eliminated as well. **Streets**. A Fly-Under would run a grade across School Street, requiring the permanent closure of the small street. Given the minor use of the street and the potential for restoration as park land, this is a minor impact. Additional reversing of the flow of Wilton Street would enable improved traffic flow extending to Belmont Ave, as it would remove some bottlenecks due to eastbound Belmont Ave. drivers turning left at Clark St. The Accelerate Group urges the Chicago Transit Authority to evaluate a "Fly-Under" alternative as part of the Red-Purple Bypass Project, and include its analysis and results in a revised Environmental Assessment. The "Belmont Fly-Under" has the potential to achieve the goals of the Red-Purple Bypass Project at a significantly reduced costs, impacting fewer properties, including historical properties, and reducing noise and other community and environmental impacts. The Chicago Transit Authority and the City of Chicago should not eliminate a viable alternative simply because a single, low-traffic residential street would close. If we wish to remain committed to mass transit as a preferred method of travel, we need to demonstrate it in our actions.		
116	6/3/2015	*James Carver, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* General opposition to plan – does not believe the project is necessary and was concerned about costs. Does not believe delays. Notes that Bryn Mawr station is his local station and needs to be fixed before implementing this project.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3. Please note that Bryn Mawr station would be reconstructed as part of the Lawrence to Bryn Mawr Modernization Project, another project within the Red-Purple Modernization Program Phase One. This project is progressing concurrently with the Red-Purple Bypass Project and an environmental assessment has been published for the Lawrence to Bryn Mawr Modernization Project as well.**	Oral Transcript
117	6/3/2015	*Robert Hughes, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Concerns that this was not a standard public hearing format and does not engage the community. Does not believe the delays cited and does not think the small delay to be addressed warrants the property impacts required, which will result in neighborhood and community void in the center of Lakeview.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 7, 8, 12, 13.**	Oral Transcript
118	6/3/2015	*Mr. Sibley, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Opposition to the project due to costs, disruption of the community, and property displacements that would result to address only minutes of delay for trains. Suggests better ways to spend money, such as on the Sheridan station.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 7, 8.**	Oral Transcript

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119	6/3/2015	*Juan Clark, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Supportive of the project and public involvement. Expressed 2 main concerns with the project: (1) Nothing to do with the project, but would like to see a redesign of the seat configuration on the Red and Purple line trains. (2) Does not want CTA to hire a designer to come up with an art deco design for the elevated track structure to match the historic context of the neighborhood. Would rather that the bypass be uniform in look be budget conscious.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 10. As part of the project, CTA will use existing CTA rail cars in addition to a small number of new rail cars that would be acquired to operate this service. Your comment regarding the seating configuration on future cars has been forwarded to CTA Rail Engineering & Technical Services.**	Oral Transcript
120	6/3/2015	*Eric Shane and Phyllis Shane, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Three suggestions provided for the construction phase of the project: (1) Provide a point of contact from CTA as a liaison to the community during construction. (2) When buildings are demolished, cover the area with gravel and reduce dust. (3) CTA should maintain an email list to send out construction updates to people in the neighborhood about impacts.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 12. Regarding concerns about dust and construction impacts of building demolition, CTA will require the contractor to provide Dust Control Plans in accordance with federal and state laws to minimize impacts due to construction.**	Oral Transcript
121	6/3/2015	*Stephen Schmookler, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Suggests continuing to consider the center line flyover alternative to reduce property displacements and reduce construction impacts and duration. Suggests that CTA also look at improving scheduling and routing of trains, especially during peak periods, noting that at Belmont Purple lines are not busy and people continue to wait on Brown lines to continue northbound. Also, do more express trains when trains are running behind during peak hours.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 6.**	Oral Transcript
122	6/3/2015	*Kevin Karl Peterson, Citizens Taking Action for Transit Riders*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Expressed opposition for the project. Notes that the proposed bypass would go over the electrical substation at Clark and Roscoe, causing a fire hazard. Concerned about the number of property displacements required, and the void left on Clark Street. Concerned that remaining parcels will be too small and not be able to be redeveloped. Notes that in earlier times, this area ran more trains than it does today and did not have any issues. Expressed general concern about CTA scheduling of trains and believes that the issue at Clark Junction is not about capacity, but about operational efficiency. Greater needs are to make station accessible.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 3, 6, 7, 8. Regarding concerns about building the bypass over the electrical substation, CTA and many other transit agencies place substations for traction power under elevated tracks to prevent the need for additional right-of-way acquisition. The Red and Purple lines currently travel partially over the same substation. CTA electrical substation buildings use appropriate fire and life safety equipment and materials to minimize the risk of fire hazard.**	Oral Transcript

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123	6/3/2015	*Jacob Araonov, Private Citizen*	[Oral transcript is provided at the end of this log.] *Summary of Comments:* Expressed opposition to the project, noting it is a waste of money and not necessary. Instead, proposed increasing the timing of the switches, upgrading switches to obtain greater capacity. Noted community impacts due to the removal of buildings. Does not believe the project will increase capacity substantially. Notes the local ballot initiative that was issued last year and notes that 70 percent of those voters voted against the project. The money proposed to be spent on this project could be better used to improve service, noting service cuts in recent years due to lack of funding, and believes that operational funding cuts result from capital expenditures like new stations. Suggests that operational cuts will continue, and will result in fare increases or service and that the project will not correct that issue. Concerned that the hearing was not held in a formal public hearing format.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 1, 2, 3, 4, 7, 8, 12, 13.**	Oral Transcript
124	6/4/2015	*Heather Armstrong, Private Citizen*	[Oral transcript is provided at the end of this log.] Summary of Comments: Expressed support for the project but wanted to make sure that property owners displaced would be assisted and that the neighborhood would be redeveloped.	**Thank you for your comment. You will find the responses to your comments in the response sheet, under Response # 7, 8.**	Oral Transcript

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUN 26 2015

REPLY TO THE ATTENTION OF: E-19J

Kelley Brookins
Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Re: Draft Environmental Assessment for the Red-Purple Bypass Project, Chicago, Illinois

Dear Ms. Brookins:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Assessment (EA) for the Red-Purple Bypass Project in Chicago, Illinois. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. The Federal Transit Administration (FTA) is the lead agency under NEPA, and the Chicago Transit Authority (CTA) is the project sponsor.

CTA is undertaking the Red and Purple Modernization (RPM) Program to rebuild the northern portions of the Red and Purple Lines within the 'L' rail system. The RPM Program is comprised of multiple phases and several individual projects. The first phase includes the Red-Purple Bypass Project, which consists of construction of a bypass for the Brown Line at Clark Junction and the replacement of approximately 0.3 mile of associated tracks along the Red and Purple Lines. Through this project, CTA aims to improve capacity, travel time, ride quality and safety.

EPA recognizes CTA's critical role in reducing vehicle emissions in the Chicago region by offering an alternative to automobile trips, reducing traffic congestion and facilitating compact development. While we are supportive of overall efforts to modernize the 'L' system, we recommend that FTA and CTA disclose construction air quality impacts and commit to further minimize local environmental impacts in the Final EA.

Construction Air Quality

Construction air quality impacts are not analyzed within the Draft EA. Page 103 states that the project, "could result in some adverse impacts on air quality during construction…primarily associated with fugitive dust and emissions from on-road and non-road vehicles." The EA goes on to state that impacts would not be substantial because of existing Illinois air quality guidelines and the implementation of best management practices. The EA does not state which guidelines and best management practices would be followed, nor does it assess whether such measures would keep emissions from becoming significant. EPA believes further consideration of air quality impacts is warranted under NEPA because construction would occur over 48 to 52 months in an area with sensitive receptors and existing air quality concerns. The Chicago

metropolitan area is currently designated marginal nonattainment for the 2008 eight-hour ozone standard and maintenance for the 1997 annual fine particulate (PM2.5) standard.

Recommendations for the Final EA:

- Disclose the existing air quality conditions in the project area, and use the information as a baseline for considering the project's construction emissions.
- Estimate and disclose air quality impacts from construction, including: truck trips, demolition, use of construction equipment and increases in automobile congestion from lane closures and rerouting traffic.
- Provide a qualitative discussion of cumulative air quality impacts from construction of this project and other reasonably foreseeable projects in the area.
- Discuss potential local health effects from construction emissions, including childhood asthma and other respiratory illnesses that can be triggered by short-term elevated emission levels. Such information is important for public disclosure and helps to document the need for clear commitments in the EA to minimize emissions.
- Identify and commit to specific measures to reduce emissions, including those listed in the enclosed Diesel Emission Reduction Checklist.

Community Services

The proposed project would displace North Side Housing and Supportive Services (p. 36). This organization works to help men and women end their homelessness through housing and comprehensive supportive services. It is unclear whether CTA will make special efforts to enable this organization to stay within the same neighborhood, which could greatly impact the residents it serves.

Recommendation for the Final EA:

Augment the mitigation measures to specifically commit to assist North Side Housing and Supportive Services relocate within the same neighborhood, where existing clients can easily access services.

Children's Health and Safety

EPA is supportive of the proposed measures to avoid and minimize harm from changes in roadway and sidewalk access during construction (p. 30). We recommend making such measures more robust by considering impacts to children's health and safety, in line with Executive Order 13045, "Protection of Children from Environmental Health Risks and Safety Risks."

Recommendation for the Final EA:

Consider the locations of schools, parks and daycares when deciding where to route local traffic and construction equipment. Commit to route traffic away from places where children congregate to the extent possible. When unavoidable, commit to provide crossing guards.

Public Outreach

EPA commends CTA on their extensive community outreach, including efforts to reach low-income and minority residents and those with limited English proficiency.

Recommendation for the Final EA:

Continue these efforts as demolition and construction begin, with particular attention on providing information on timing of demolition emissions and best practices residents can take to minimize impacts. For example, commit to conduct targeted outreach to nearby residents on ways to minimize lead exposure during demolition, such as washing hands before eating or coming in from outside, keeping away from demolition sites, keeping shoes outside of the home, wiping down pets before entering the home, and wet washing floors, window sills and window wells.

Sustainability

We applaud CTA's ongoing Green Initiatives to reduce environmental impacts, such as supporting cleaner vehicles, multimodal connections, efficient facilities, resource recycling and greenhouse gas reductions. We encourage FTA and CTA to consider best practices to minimize the environmental impacts of this project, and we are available to provide further guidance on the recommendations below.

Recommendations for the Final EA:

- Commit to recycle construction and demolition debris to the greatest extent feasible.
- Consider using EPA's Residential Demolition Bid Specification Toolkit, which could help CTA: (1) identify environmentally-sensitive activities associated with residential building removal, such as hazardous materials abatement, material recycling and deconstruction, and (2) develop contract language for a bid package that instructs contractors on specific technical requirements to improve environmental results in a demolition project. The toolkit is available at: http://1.usa.gov/15yzqyt
- Commit to use recycled materials to replace raw materials for infrastructure components to the maximum extent feasible. Consider use of recycled materials in pavement applications and to replace carbon-intensive Portland Cement in concrete. In some circumstances, on-site asphalt can also be re-used.
- Please consider additional best practices in from the American Public Transportation Association's *Transit Sustainability Guidelines*, available at: http://www.apta.com/resources/standards/sustainability.

Thank you for the opportunity to review this Draft EA and for your consideration of our comments. If you have any questions or would like to discuss our comments, please contact me or the lead reviewer for this project, Jen Blonn, at blonn.jennifer@epa.gov or 312-886-6394.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure: Diesel Emission Reduction Checklist

Cc Via Email: Mark Assam, Federal Transit Administration
Carole Morey, Chicago Transit Authority

U.S. Environmental Protection Agency
Diesel Emission Reduction Checklist

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine to reduce diesel emissions.
- Per Executive Order 13045 on Children's Health[1], EPA recommends operators and workers pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.

[1] Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed.

ORIGINAL

CTA

RED LINE

and

PURPLE LINE

MODERNIZATION PROJECT

PUBLIC COMMENTS

STENOGRAPHIC REPORT OF PROCEEDINGS had in the above-entitled matter held at Center on Halsted, 3656 North Halsted Street, Chicago, Illinois, beginning at 6:30 p.m. and concluding at 8:00 p.m on June 3, 2015.

Reported By: Karen Fatigato, CSR

License No.: 084-004072

MR. JAMES CARVER: I am vastly opposed to this. It's not necessary. I don't understand why this kind of expense is going for this. I have never ridden -- I have never experienced a 1 minute 10 second delay that they're talking about. I have been riding the Red Line for six years. I don't know what they're talking about. I don't ride the Brown Line, I can't speak to that, I can only speak of the Red Line. It's asinine to think that they're using this kind of money for this flyover.

There's my station at Bryn Mawr, it looks like it's from the third world. If you go up to the top of the escalator you can scrape your fingers because it's got plywood sticking out. There's neighborhoods that are not even serviced, and they're worried about this flyover and a minute and 10 seconds on my part. I just don't understand it, and I will fight this tooth and nail. I think it's point across.

MR. ROBERT HUGHES: My first comment is that this was billed as a hearing. On WBEZ just less than an hour ago they said there was going

to be a hearing, and in all of the public relations for this it was described as a hearing. This is not a hearing. This is a show of pictures of imaginary things that haven't happened yet, pretty pictures, but there's nothing real here. And there's no -- this is not real engagement with a community.

I think they called it a hearing though so that they can say they had a hearing with the neighbors, but no such hearing is taking place. We know, and they know, my wife and I ride it all of the time, I rode the Red Line to Truman College every day for 32 years, I never experienced what the mayor described as a 4 minute delay caused by the Brown Line crossing the Red Line. We measured this, my wife and I, and the longest delay was 30 or 40 seconds. Then the CTA backed away from this time idea, that there was an inexcusable time delay, they backed away from that and they started using this word capacity as though capacity were something else. If you're talking about this flyover of the Brown Line going in only one direction over the Red Line, you're talking

about a 20, 30 second delay at most, an infrequent 30 -- 20 or 30 second delay. And this is not enough reason to take away people's buildings, newly constructed buildings, classic buildings and create a desert in the middle of Lakeview, right there in central Lakeview.

Everybody knows what things look like underneath the "L" tracks, this is more "L" tracks right where lovely restaurants are. It's really -- it's a bogus project based on misstatements about a supposed delay. The new word they use is we don't want this stoplight at the Belmont "L" stop. They don't want this stoplight anymore, that's the analogy they use. But a stoplight isn't 20 or 30 seconds either, you know. This is not a stoplight on an expressway, this is the normal stop at Belmont where everybody stops for a significant time as people board. Sometimes there's a big delay at Belmont, but it has nothing to do with this crossover Brown Line. So that's what I'll say.

MR. SIBLEY: I've lived in Lakeview for 30 years. I've ridden the CTA for 30 years. I ride from Belmont south and north. I cannot see

the sense of spending $570 million disrupting the economy of a whole neighborhood, dislocating people that own or rent in the neighborhood to save a minute of commute time on the few trains that happen to be affected by having the Red Line and the Brown Line crossing over as they're trying to go through. I mean, to me this is just like the most crazy, asinine idea I've ever heard. It's just like a total waste of money.

If the CTA wants to spend expenditures of $570 million, I can assure you I can come up with many, many, many better ways for them to spend it. First of all, maybe they should go along some of their stations, like the Sheridan Red Line Station, where it is so filthy dirty that you're almost afraid to touch anything in there, there's water floating on the floor. If they're going to spend $570 million, fix things like that. This is absolutely crazy to ruin a vibrant neighborhood to put up a flyover. That's it.

MR. JUAN CLARK: First, major, major gratitude for this. This is an amazing thing because most companies, most foundations or

whatever wouldn't do this, they would just go ahead and build, you know, go ahead with whatever plan they have. So thank you.

Only two concerns with this whole project. First, it has nothing to do with the project itself, but I would like to see a redesign of the seat configuration on the Red and Purple Line trains while this is in construction. They should mimic the Brown Line. The reason is with the Brown Line it seems like there's more caring on CTA's part that people not only be safe and get there but be comfortable. With the newer cars on the Red and Purple Lines, it seems like the idea is to crowd people up like a can of sardines. So I would like to see that change.

Secondly, with no disrespect intended to anyone in this neighborhood, I don't want to see CTA hire a designer or come up with an art deco design for the elevated structures to sort of match the history of the neighborhood. I would rather they keep a uniform look so that CTA can keep their budget. I'm done.

MR. ERIC SHANE: There's three

suggestions we would have during the construction phase of this project, specifically the Belmont flyover.

Number one is that there be somebody at the CTA that we -- that anybody who lives in the neighborhood can contact so if there's some sort of construction problem that's affecting our neighborhood we can contact the CTA and have it acted upon quickly.

The second thing is when they knock the buildings down, they're immediately adjacent to the Red Line on North Clark, while those buildings are knocked down they cover the area with gravel and keep it wet so that we don't have to live with dust in the neighborhood while all that construction is going on.

And what was the third one?

MS. PHYLLIS SHANE: Third one was have people on an e-mail list so that they can send out updates to people in the neighborhood if something is going to impact them with construction.

MR. ERIC SHANE: For instance, if Clark Street between Buckingham where we live and

Roscoe is going to be closed or partially closed or difficult to navigate over a weekend, send out an e-mail a month ahead of time or a week ahead of time so that everybody in the neighborhood knows that you're not going to be able to use Clark very well this coming weekend. Thank you.

MR. STEPHEN SCHMOOKLER: I'd like to suggest that a center line flyover is still an option and would not require so much land acquisition and demolition. It could be accomplished by moving a portion of the Belmont Station south so the flyover could start sooner. I believe this would also reduce construction inconveniences as much of the work would be done while existing tracks are still in use.

Other feedback. Furthermore, I don't believe CTA has adequately looked at improving scheduling and routing of trains, especially during peak periods. For example, in the evening I've been at Belmont trying to get to Rockwell on the Brown Line while four Purple Line trains go by with the last three going to Evanston nearly empty while hundreds of people

wait and wait for a Brown Line train. I suggest letting Brown and Purple Lines going north change as needed to accommodate traffic needs both during rush hours and off hours if needed.

Example two, when trains become delayed during rush hour, the CTA should not delay in declaring express trains so loading and unloading doesn't keep getting worse for a further delay on the trains. Thank you.

MR. KEVIN KARL PETERSON: My name is Kevin Karl Peterson, I'm with Citizens Taking Action for Transit Riders. I believe the flyover thing is a complete boondoggle and fiasco. They were talking about building -- having the bypass, the overpass, go over the electrical substation at Clark and Roscoe, which electrical substations have a tendency to catch fire randomly. Do you really want an electrical substation underneath the "L" train? No good can come of this.

And they're talking about tearing down a lot of buildings, leaving North Clark Street vacant pretty much. There's no way they're going to be able to fit anything in these small

sections next to a track. Again, this is just a complete waste of time and money, boondoggle, fiasco, et cetera. The money could easily be spent on either more service like we used to have even a couple of years ago.

It's kind of funny that they are bringing up the fact that this is an outdated intersection, but we used to have more trains going through it and didn't have this problem, now suddenly we're having problems with it when they're deciding to build something. This is kind of suspicious.

The problem is with the Planning Department for not properly scheduling these trains as opposed to suddenly cutting trains and then going, well, we need more capacity. Well, you cut the trains and your schedules are off because you guys have decided to not properly do your jobs. This is an operational planning fault. This bypass is not needed. We need stations to be made accessible, not a fiasco of a flyover. And putting it over an electrical substation is moronic at best, incompetent at worst and/or just plain evil. Take your pick.

MR. JACOB ARONOV: Like Kevin I'm adamantly opposed to it. It's a big waste of money. It's not necessary. What you need to do, if there's not -- if the trains are coming too slow through the junction, a much more cost-effective way of doing it is to increase the timing of the switches, upgrade the switches, which would cost maybe $5 million and then you can get more capacity. The timing of the switches is off. If you upgrade the timing of the switches, you can get more capacity without having to spend 30 -- 300 million plus dollars.

The community is opposed to it because it would impact on the community. They want to tear up the whole community. You have to condemn 16 pieces of property, and very valuable property. There's a new condo right on the corner of Wilton and School Street which would have to come down. It's only five years old. That would have to come down to make way for the project. Again, I don't think it's going to change anything -- it's not going to increase the capacity substantially.

I believe in the spring there was an advisory referendum on the ballot in the community surrounding the bypass, and 70 percent of the voters voted against it. And if you can come up with that kind of money necessary for the bypass, better to use -- better to use the same money to improve service. There's been a tremendous amount of service cuts over the last several years because of lack of funding. I'm tired of CTA building -- spending millions of dollars building capital projects and cutting the operating budget so you can't get to the new stations.

I believe there was an article in the Red Eye about a year ago saying ridership on CTA trains is up by about 4 percent, on the buses it's down by about 9 percent. So the people who live in areas like Jefferson Park and far from the Red Line have a harder time getting to the Red Line. And if the Governor has his way, the Governor is calling for like a 27 percent cut -- no, $270 million, I don't know what the exact figure is, but he's calling for a big cut in CTA funding which will translate into either big

fare increases or service cuts at the end of the year. So the bypass isn't going to correct that.

And one other comment. On my way in here I saw two people, two women who were here last year the last time you did this who said this is the same -- they left disgusted saying this is exactly the same thing. They were property owners. They said this is exactly the same thing you had last year. They want a public hearing on it and so do I. This isn't a public hearing.

MS. HEATHER ARMSTRONG: Hello, my name is Heather Armstrong, I'm a woman that has multiple disabilities and I love this project because it would get me to my destination faster, but here's my concern about it. Many people will -- the people will lose their homes and their businesses if this project goes through, but the only way I'm going to support this project is if they redevelop the neighborhood so that people may live in their neighborhoods again because this is really upsetting to people and then they would be

frustrated because they have to move and they spent all their money on their businesses and their homes and then they won't get fair market value because of it. Thank you.

(Whereupon, these were all the proceedings had at this time.)

STATE OF ILLINOIS)
) SS:
COUNTY OF C O O K)

Karen Fatigato, being first duly sworn, on oath says that she is a court reporter doing business in the City of Chicago; and that she reported in shorthand the proceedings of said hearing, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said hearing.

Karen Fatigato

Karen Fatigato, CSR

LIC. NO. 084-004072

B. Mitigation Commitments Table

The mitigation measures and other features of the project that reduce adverse impacts, to which the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) committed in the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), are summarized in the following table. Implementation of these mitigation commitments is part of the approval and issuance of this FONSI.

This summary is provided in the FONSI to facilitate the monitoring of the implementation of the mitigation commitments; however, the EA provides the context and the full description of all mitigation commitments that are included in the project. CTA will establish a program for monitoring the implementation of the mitigation commitments as part of its project management oversight. FTA will oversee CTA's program for monitoring environmental compliance through quarterly review meetings or other means specified by FTA. CTA will report on environmental compliance in the quarterly progress reports.

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
Transportation - Construction				
1	Construction activities would temporarily impact public transportation, traffic, and parking. Temporary transit service disruptions to the Red, Purple, and Brown lines would occur. Temporary traffic impacts would include short-term detours or lane restrictions. Some on-street parking may be temporarily affected by measures taken to maintain traffic during construction.	A	CTA will provide notifications for temporary service changes to neighboring property owners, residents, businesses, and transit passengers.	CTA
		B	A bus bridge (shuttle) will operate between Belmont and Addison or Southport stations during select weekends when work requires the Red or Brown line tracks to be out of service.	CTA
		C	Construction-related service disruptions will be scheduled to occur during weekends and/or off-peak periods.	CTA
		D	CTA will require the project contractor to develop detailed Maintenance of Traffic (MOT) plans during subsequent engineering and design in coordination with Illinois Department of Transportation, the City of Chicago Department of Transportation (CDOT), and the City of Chicago Office of Emergency Management and Communications to protect safety during construction and emergency vehicle access. MOT plans will also consider locations of schools, parks, and daycares when deciding where to route local traffic and construction equipment and to the	Project Contractor Duties/Requirements, CTA, CDOT

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			extent possible, route traffic away from places where children congregate.	
		E	The project contractor, CTA, and/or the City of Chicago will provide notifications of roadway and sidewalk blockages to neighboring property owners, residents, and businesses by posting signs along streets, in nearby CTA stations, and in applicable CTA trains and buses. Descriptions of alternate routes will be provided.	Project Contractor Duties/Requirements, CTA, CDOT
		F	CTA will require the project contractor to develop Maintenance of Access Plans for adjacent properties that could be affected because of limited access to alleys or alley closures. The plans will lay out how the project contractor, CTA, and/or the City of Chicago will coordinate deliveries and/or garbage collection when construction over or adjacent to alleys temporarily affects access.	Project Contractor Duties/Requirements, CTA, CDOT
		G	The contractor will limit roadway detours and blockages that could affect peak-hour traffic during Chicago Cubs baseball games at Wrigley Field and during special events in the immediately adjacent neighborhoods.	Project Contractor Duties/Requirements, CTA
		H	CTA will require the contractor to provide designated off-street parking areas for workers to maintain on-street parking availability for the general public.	Project Contractor Duties/Requirements, CTA
Transportation - Permanent				
	None			
Displacements and Relocations of Existing Uses - Construction				
	None			
Displacements and Relocations of Existing Uses - Permanent				
2	A total of 16 buildings would be required for permanent right-of-way acquisition: 6	A	Displaced owners and tenants will be compensated and relocated according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)	CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
	commercial buildings, 7 residential buildings, and 3 mixed-use buildings. In addition, 2 private surface parking lots and 1 vacant lot associated with the 16 buildings would be required for permanent right-of-way acquisition. Implementation would result in acquiring air rights over 2 properties.		and FTA guidelines.	
		B	CTA will work with businesses and owners to establish reasonable compensation for each property.	CTA
		C	CTA, in coordination with the City of Chicago and the local alderman's office, will provide informational resources, permitting support, and points of contact for displaced business owners to find suitable sites for relocation. Reference information and points of contact for displaced business owners will be made available on the CTA project website, and through other outlets, as deemed appropriate through coordination with the City of Chicago, the Ward 44 alderman's office, and local chambers of commerce.	City of Chicago Department of Planning and Development (DPD),CTA
Land Use and Economic Development - Construction				
3	Properties used for construction would temporarily shift from their current use, including commercial, residential, and mixed-use, to be used for construction activities. Temporary adverse impacts on economic development would occur in the project area because of property displacements and associated project construction.	A	Before construction, CTA will work with the City of Chicago Department of Planning and Development (DPD), chambers of commerce, the Ward 44 alderman's office, and the community to develop a Neighborhood Redevelopment Plan. Elements of the plan will be determined based on further coordination with the community. This plan will: 1. Determine any appropriate expansion to the existing transit-oriented development boundary. 2. Identify appropriate incentives to encourage transit-oriented redevelopment, consistent with local and regional development plans and community input.	DPD, CTA
Land Use and Economic Development - Permanent				
4	Portions of parcels remaining after construction could potentially be redeveloped with transit-related uses in cooperation with CTA. This	A	As part of the Neighborhood Redevelopment Plan (Mitigation 3A), CTA will work with DPD to provide incentives to encourage transit-oriented redevelopment, consistent with local and regional development plans, as soon as construction activities allow.	DPD, CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
	potential redevelopment would be independent of the project, and would be consistent with surrounding land uses and City zoning standards.			
Neighborhood, Community, and Business - Construction				
5	Temporary construction impacts could include noise, dust, detours, temporary station closures, altered access to businesses and residences, negative visual and aesthetic changes, changes in emergency vehicle routing, construction vehicle emissions, and truck traffic throughout the corridor.	A	CTA will work with DPD, chambers of commerce, the alderman's office, and the community to develop a Neighborhood Redevelopment Plan (see Mitigation 3A).	DPD, CTA
		B	During construction, the project contractor and/or CTA will implement construction best management practices (BMPs) for coordination with city services, maintenance of access, advertisements for businesses in the construction areas, directions to alternate services, screening of construction sites, erosion and dust control, maintenance of equipment, temporary noise barriers, vibration monitoring, and hazardous materials handling.	Project Contractor Duties/Requirements, CTA
		C	CTA will manage construction stages with the contractor to maintain access or provide alternate access to businesses, residences, and community facilities affected by temporary access changes during construction.	Project Contractor Duties/Requirements, CTA
		D	CTA will develop and implement a Construction Outreach and Coordination Plan. The plan will be developed in coordination with the alderman's office and surrounding community. The plan will include specific programs to assist local businesses and residents affected by construction.	CTA
		E	CTA will require the contractor to provide off-street parking for workers to maintain on-street parking availability for the general public.	Project Contractor Duties/Requirements, CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
		F	CTA will provide alternate transit service options when construction will affect transit, with enhanced service modifications during special community events and festivals.	CTA
		G	CDOT will implement traffic detours, as necessary, when construction would affect traffic.	Project Contractor Duties/Requirements, CDOT, CTA
Neighborhood, Community, and Business - Permanent				
6	Community character near the project area would be temporarily and, perhaps, permanently affected by property displacements and potential vacancy of lots after construction.	A	As part of the Neighborhood Redevelopment Plan (Mitigation 3A), CTA will work with DPD to provide incentives to encourage transit-oriented redevelopment as soon as construction activities allow.	CTA, DPD
Historic and Archeological Resources - Permanent				
7	The project would result in adverse effects on the elevated track structure due to replacement of portions with a modern aerial structure, affecting the integrity of historic materials and workmanship.	CTA will implement the following stipulations from the Memorandum of Agreement (MOA):		
		A	During the pre-construction Project design process, CTA will solicit visual preferences regarding the existing and proposed elevated track structure from consulting parties through written communication and/or a meeting. A comment period of not less than thirty (30) days will be established. CTA will incorporate the feedback received as appropriate into the reference materials provided to firms bidding on the Project. As part of the Project contractor selection process, CTA will incorporate a selection criterion that provides additional points for proposals that consider the aesthetic qualities of the historic elevated track structure in their designs.	CTA
		B	CTA will develop an interpretive exhibit for installation within the Project area discussing the history and context of the elevated North Red Line, specifically highlighting the technology and material components associated with the	CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			elevated track structure. The exhibit will be designed in consultation with a qualified historian or architectural historian that meets the Secretary of Interior's Standards in these disciplines who will assess the content and presentation to ensure it contains information on the important history and associations that contribute to the significance of the track structure. The exhibit will be displayed in a publicly accessible space within ten (10) years of the signature of the MOA, or prior to the completion of Project construction, whichever is sooner.	
		C	Prior to any demolition of the existing track structure within the Project limits, CTA will prepare Historic American Engineering Record (HAER) documentation for the existing track structure within the Project limits. CTA will coordinate in advance of construction activities with the National Park Service (NPS) to assess the appropriate level of HAER documentation. CTA will provide draft documentation to NPS to verify that it meets the specified standards and formats. Upon NPS approval, CTA will finalize the documentation for submittal through the HAER Program to the Library of Congress. One paper copy and one electronic copy of the final HAER documentation will be provided to IHPA.	CTA, Illinois Historic Preservation Agency (IHPA)
8	The project would result in an adverse effect on the Vautravers Building (947–949 W. Newport Avenue) because the building lies within the footprint of the Build Alternative alignment. The Newport Avenue Historic District would also be subject to an adverse effect because	A	Should the Commission on Chicago Landmarks approve and recommend demolition of 40% or more of the Vautravers Building, that recommendation will be subject to review by the Chicago City Council. CTA will coordinate with the Chicago City Council to secure approval and appropriate permits as required, prior to any disturbance of the Vautravers Building if demolition or partial demolition is recommended.	CTA, City of Chicago Historic Preservation Division
		B	During the pre-construction Project design process, CTA will examine the feasibility and cost implications of relocating the	CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
	this building is a contributing resource to the historic district.		entire Vautravers Building. The amount of unknown Project variables prevents CTA from unequivocally committing to relocating the Vautravers Building yet its preservation is a priority for CTA. As such, CTA will follow the process outlined below (see Mitigation 8C) to minimize impacts on the Vautravers Building and to continue to engage with consulting parties. CTA will also host an in-person meeting with a webinar/conference call option for IHPA, ACHP, and the consulting parties to review the findings and provide an opportunity for questions.	
		C	Based on findings on the feasibility and cost implications, CTA will either: 1. Determine relocating the building <u>is</u> a feasible and prudent expenditure, and: a. Move the building approximately 29 feet to the west, and place it on a new foundation. b. Solicit input from community stakeholders to determine whether any remaining open space surrounding the relocated Vautravers Building should be made available for redevelopment or preserved as open space upon completion of the project. c. Coordinate with the Commission on Chicago Landmarks to update the 2004 Landmark Designation Report prepared for the Newport Avenue District. 2. Determine it is <u>not</u> feasible to move the building and: a. Solicit feedback from the IHPA and the consulting parties regarding which, if any, key architectural features of the Vautravers Building should be removed and preserved prior to demolition. CTA will incorporate appropriate commitment language into its	CTA, City of Chicago Historic Preservation Division, Contractor Requirements/Duties

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			solicitation package for development proposals. b. Solicit feedback from the IHPA and the consulting parties regarding other aesthetic considerations, such as height, surface materials/treatments, setbacks, etc., for any redevelopment occurring on the block bounded by Newport Avenue, Clark Street, and the elevated Red and Purple line track structure. CTA will incorporate appropriate commitment language into its solicitation package for development proposals. c. Prior to any demolition of the Vautravers Building, CTA will prepare Illinois Historic American Building Survey (IL HABS) documentation for the existing building. IL HABS documentation will be provided to IHPA for review and approval prior to any demolition.	
Visual and Aesthetic Conditions - Construction				
9	Temporary adverse impacts on the surrounding visual environment would occur due to construction work zones.	A	CTA will work with DPD, chambers of commerce, the alderman's office, and the community to develop a Neighborhood Redevelopment Plan (see Mitigation 3A).	CTA, DPD
		B	CTA will require the project contractor to use light shielding, where possible, to limit light trespassing from night lighting needed for construction activities. CTA will require the project contractor to implement BMPs and debris-free construction areas to mitigate temporary visual impacts from construction sites.	Project Contractor Duties/Requirements, CTA
		C	CTA will work with the community to further detail elements to minimize potential visual and aesthetic impacts during construction. These details will be noted in the Construction Outreach and Coordination Plan for the project (see Mitigation 5D).	Project Contractor Duties/Requirements, CTA
		D	CTA will use construction sites for construction machinery and materials storage as much as possible to minimize visual	Project Contractor Duties/Requirements,

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			disruption to the surrounding neighborhoods and businesses.	CTA
Visual and Aesthetic Conditions - Permanent				
	None			
Noise - Construction				
10	Temporary impacts on noise-sensitive receivers within 50 feet of construction activities would occur.	CTA will require the project contractor to implement the described BMPs (A–F) where possible and practical in cases where noise could exceed the limits provided in the FTA guidance manual.		
		A	Provide adequate advance notification to the public of construction operations and schedules.	Project Contractor Duties/Requirements, CTA
		B	Whenever possible, conduct construction activities during the daytime and during weekdays.	Project Contractor Duties/Requirements, CTA
		C	Where practical, erect temporary noise barriers between noise-generating construction activities and noise-sensitive receivers. Where possible, use movable noise barriers at sources of construction noise.	Project Contractor Duties/Requirements, CTA
		D	Develop and implement a Construction Management Plan that would address the following: 1. Uses the best available control technologies to limit excessive noise when working near noise-sensitive receivers. This may include high performance mufflers, high-grade engine exhaust silencers and engine-casing sound insulation. 2. Details and discusses, at minimum, how the following will be implemented: a. Use of noise-deadening measures for truck loading and operations. b. Use of lined or covered storage bins, conveyers, and chutes with sound-deadening material. c. Use of acoustic enclosures, shields, or shrouds for	Project Contractor Duties/Requirements, CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			equipment and facilities. d. Ways to limit use of public address systems and minimize the use of generators, or use of whisper-quiet generators to power equipment.	
		E	If nighttime work becomes necessary, the contractor will: 1. Prohibit aboveground jackhammering. 2. Use spotters and smart backup alarms during nighttime work that automatically adjust (lower) the alarm level or tone based on the background noise level. 3. When possible, avoid the use of air horns when work crews are on the tracks.	Project Contractor Duties/Requirements, CTA
		F	Locate construction traffic and haul routes through non-noise-sensitive areas, where possible.	Project Contractor Duties/Requirements, CTA
Noise - Permanent				
11	Before mitigation, moderate and severe noise on 6 receivers would occur where buildings would be very near the track or near major sources of noise such as special trackwork like crossovers.	A	CTA will require the project contractor to implement mitigation to reduce noise to levels that are below impact thresholds. Options for mitigating permanent noise impacts include installing rail dampers and devices to minimize noise from crossovers, relocating special trackwork, or installing residential sound insulation.	Project Contractor Duties/Requirements, CTA
Vibration - Construction				
12	Construction vibration levels may exceed the vibration risk of damage criteria at some receivers that are within 15 feet of the construction.	A	CTA will require the project contractor to develop a Vibration-Monitoring Plan that identifies the appropriate measures to be taken to avoid any damage to buildings during construction. Examples of appropriate measures are to identify construction activities that should require vibration monitoring at the nearest buildings or to identify the least vibration intensive construction techniques.	Project Contractor Duties/Requirements, CTA
		B	CTA and/or the project contractor will identify any buildings	Project Contractor

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			where the predicted construction vibration level exceeds the damage risk criteria before beginning construction. CTA will require the project contractor to conduct a pre-construction survey of these buildings, which will include inspection of building foundations and photographs of existing conditions. The survey will be used to establish baseline, pre-construction conditions.	Duties/Requirements, CTA
		C	CTA will require the project contractor to use less vibration-intensive construction equipment or techniques to the extent possible near vibration-sensitive buildings. This will be detailed in the Vibration-Monitoring Plan (Mitigation 12A). An example is to use micro-piles or drilled-shaft caissons in place of impact pile driving.	Project Contractor Duties/Requirements, CTA
Vibration - Permanent				
13	Before mitigation, vibration impacts would occur at 6 vibration-sensitive receivers close to the project right-of-way due to the special trackwork and faster train speeds that are part of the Build Alternative.	A	CTA will require the project contractor to include mitigation in the project design necessary to reduce vibration to levels that are below FTA impact thresholds. Options for mitigating permanent vibration impacts include, but are not limited to installing devices to minimize vibration from crossovers and installing rubber bearing pads.	Project Contractor Duties/Requirements, CTA
Hazardous Materials - Construction				
14	There would be the potential to encounter hazardous materials during construction.	CTA will require the project contractor to implement the described BMPs and required plans (A–H).		
		A	Federal, state, and local laws and regulations regarding hazardous materials will be followed before and during construction.	Project Contractor Duties/Requirements, CTA
		B	Phase I Environmental Site Assessments (ESAs) will be conducted of any property to be purchased as part of the Build Alternative to identify recognized environmental conditions	Project Contractor Duties/Requirements, CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
			and assess and limit environmental liability. Phase I ESAs will be completed to evaluate the presence of contamination and to develop appropriate measures to deal with hazardous materials during construction. Based on the Phase I ESA findings, a Phase II ESA may also be required before purchasing a property.	
		C	Focused site assessments will be conducted for areas where earthmoving activities will occur and on properties purchased for the project. The assessments will include characterization and evaluation of the potential for encountering hazardous materials and contaminated soils.	Project Contractor Duties/Requirements, CTA
		D	Asbestos, lead-based paint, and hazardous material surveys of buildings or structures will be required before reconstruction or demolition of any property, including CTA-owned properties or structures, to identify any asbestos, lead-based paint particles, and hazardous materials, such as polychlorinated biphenyl or mercury-containing equipment. Any hazardous materials identified will be abated and disposed of in accordance with federal, state, and local regulations.	Project Contractor Duties/Requirements, CTA,
		E	A Contaminated Material Management Plan that provides the procedures for identifying, characterizing, managing, storing, and disposing of contaminated soil and groundwater encountered during construction activities will be prepared. The plan will cover the entire project area, as it is assumed that all material has at least some level of contamination associated with it.	Project Contractor Duties/Requirements, CTA
		F	Spill Control and Prevention Plans to address the use, storage, and disposal of materials such as asphalt, fuel, paint, solvents, and cleaning agents will be prepared. The Spill Control and Prevention Plans will provide BMPs to limit the potential for accidental releases of potentially hazardous materials.	Project Contractor Duties/Requirements, CTA

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
		G	Construction Stormwater Pollution Control Plans, which describe methods to prevent or minimize stormwater runoff from encountering contaminated soil or other hazardous materials, will be prepared.	Project Contractor Duties/Requirements, CTA
		H	Health and Safety Plans for construction activities will be developed by the contractors and approved by CTA before starting any work. The Health and Safety Plans will identify potential contaminants of concern, required personal protective equipment and procedures, and emergency response procedures.	Project Contractor Duties/Requirements, CTA
Hazardous Materials - Permanent				
None				
Environmental Justice - Construction and Permanent				
None				
Indirect and Cumulative - Construction and Permanent				
None				
Air Quality - Construction and Permanent				
None				
Water Resources - Construction and Permanent				
None				
Biological Resources - Construction and Permanent				
None				
Geology and Soils - Construction and Permanent				
None				
Energy - Construction and Permanent				
None				
Safety and Security - Construction and Permanent				
None				

Impacts Requiring Mitigation		Mitigation Commitments		Responsible Agency
Other - Sustainability				
15	N/A - Additional provision based on U.S. Environmental Protection Agency (USEPA) recommendations	A	As part of the project contractor selection process, CTA will incorporate a selection criterion that provides additional points for proposals that consider sustainable practices in their construction approach and plans. Strategies should consider: 1. Commitments to recycle construction and demolition debris to the greatest extent feasible and use recycled materials to replace raw materials, as appropriate. 2. Best practices identified in USEPA's Residential Demolition Bid Specification Toolkit to identify environmentally sensitive activities associated with residential building removal; provide specific technical requirements to improve environmental results for demolition activities. 3. Incorporation of additional best practices from the American Public Transportation Association's Transit Sustainability Guidelines or other sources, as appropriate.	Project Contractor Duties/Requirements, CTA

C. Section 106 Memorandum of Agreement

MEMORANDUM OF AGREEMENT

AMONG THE FEDERAL TRANSIT ADMINISTRATION, ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND ILLINOIS HISTORIC PRESERVATION AGENCY

REGARDING THE RED-PURPLE BYPASS PROJECT, CITY OF CHICAGO, COOK COUNTY, ILLINOIS

WHEREAS, the Federal Transit Administration (FTA) may provide federal funding to the Chicago Transit Authority (CTA) for the Red-Purple Bypass Project (the Project) in Chicago, Illinois; and

WHEREAS, the Project consists of constructing a new fifth track bypass for the Brown line at Clark Junction in the Lakeview neighborhood, in addition to modernizing approximately 0.3 miles of the mainline Red and Purple line track structure from just north of Belmont station in the south to the segment of track between Newport and Cornelia Avenues on the north; and

WHEREAS, FTA has defined the Project's Area of Potential Effects (APE) as depicted in Attachment A; and

WHEREAS, FTA has determined that the Project would have an Adverse Effect on the National Register of Historic Places (NRHP) eligible elevated track structure, the NRHP eligible Vautravers Building (947-949 West Newport Avenue), and the NRHP eligible Newport Avenue Historic District, and FTA and CTA have consulted with the Illinois Historic Preservation Agency (IHPA) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), and its implementing regulations (36 C.F.R. § 800); and

WHEREAS, in addition to being NRHP eligible, the Newport Avenue Historic District is designated as a Landmark District by the City of Chicago, and the Vautravers Building (947-949 West Newport Avenue) is contributing to the District; and

WHEREAS, FTA and CTA have consulted with other consulting parties (listed in Attachment B) regarding effects of the Project on historic properties; and

WHEREAS, FTA and CTA have consulted with the Miami Tribe of Oklahoma, providing Project information throughout the Section 106 consultation process and inviting its participation; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and the ACHP has chosen to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS, CTA has participated in consultation and has been invited to sign this Memorandum of Agreement (MOA) as an invited signatory; and

WHEREAS, the Historic Preservation Division of the City of Chicago's Department of Planning and Development has participated in consultation and has been invited to sign this Memorandum of Agreement (MOA) as an invited signatory; and

WHEREAS, consideration was given to alternatives and measures throughout the project development process to avoid, minimize, and mitigate impacts to historic properties listed on or eligible for the NRHP while meeting the stated purpose of the Project;

NOW THEREFORE, FTA, ACHP, and IHPA agree that, upon acceptance of this MOA, the Project will be implemented in accordance with the following stipulations in order to take into account the effect of the Project on historic properties.

STIPULATIONS

FTA will ensure that the following stipulations of this MOA are carried out by CTA and will require, as a condition of any approval of federal funding for the undertaking, adherence to the stipulations set forth herein:

I. TREATMENT MEASURES

A. Elevated Track Structure

1. During the pre-construction Project design process, CTA will solicit visual preferences regarding the existing and proposed elevated track structure from consulting parties through written communication and/or a meeting. A comment period of not less than thirty (30) days will be established. CTA will incorporate the feedback received as appropriate into the reference materials provided to firms bidding on the Project. As part of the Project contractor selection process, CTA will incorporate a selection criterion that provides additional points for proposals that consider the aesthetic qualities of the historic elevated track structure in their designs.

2. CTA will develop an interpretive exhibit for installation within the Project area discussing the history and context of the elevated North Red Line, specifically highlighting the technology and material components associated with the elevated track structure. The exhibit will be designed in consultation with a qualified historian or architectural historian that meets the Secretary of Interior's Standards in these disciplines who will assess the content and presentation to ensure it contains information on the important history and associations that contribute to the significance of the track structure. The exhibit will be displayed in a publicly accessible space within fifteen (15) years of the signature of this MOA, or prior to the completion of Project construction, whichever is sooner.

3. Prior to any demolition of the existing track structure within the Project limits, CTA will prepare Historic American Engineering Record (HAER) documentation for the existing track structure within the Project limits. CTA will coordinate in advance of construction activities with the National Park Service (NPS) to assess the appropriate level of HAER documentation. CTA will provide draft documentation to NPS to verify that it meets the specified standards and formats. Upon NPS approval, CTA will finalize the documentation for submittal through the HAER Program to the Library of Congress. One paper copy and one electronic copy of the final HAER documentation will be provided to IHPA.

B. Vautravers Building and Newport Avenue District

1. Pursuant to Sections 2-120-740 to 2-120-825 of the Municipal Code of Chicago, the Vautravers Building is subject to the Commission on Chicago Landmarks' permit review authority over alteration, relocation and demolition of Chicago Landmarks. During the pre-construction Project design process, CTA will coordinate with the Commission on

Chicago Landmarks regarding any mitigation options identified herein for this building to secure approval and appropriate permits prior to disturbance.

In addition, should the Commission on Chicago Landmarks approve and recommend demolition of 40% or more of the Vautravers Building, that recommendation will be subject to review by the Chicago City Council. CTA will coordinate with the Chicago City Council to secure approval and appropriate permits as required, prior to any disturbance of the Vautravers building if demolition or partial demolition is recommended.

2. During the pre-construction Project design process, CTA will examine the feasibility and cost implications of relocating the entire Vautravers Building. The amount of unknown Project variables prevents CTA from unequivocally committing to relocating the Vautravers Building yet its preservation is a priority for CTA. As such, CTA will follow the process outlined below to minimize impacts on the Vautravers building and to continue to engage with consulting parties.

   CTA, in coordination with FTA, will ultimately determine whether relocating the entire Vautravers Building is a viable option and a prudent expenditure. The determination of viability and prudence will be based on the ability to meet the following criteria:

   i. The building can be moved without compromising the structural integrity to a degree that impacts its function. This determination will be based on an on-site inspection by a structural engineer to determine if the building's current condition can withstand a move, as well as whether its condition would be habitable afterwards.
   ii. The property (3427 N Clark Ave), on which the building would have to be moved, can be acquired.
   iii. The process of moving the building can be completed in a timely manner without impacting the Project construction schedule.
   iv. Excluding the property acquisition cost, the full cost of moving the building in a manner that satisfies any structural constraints identified as part of the structural inspection referenced in I.B.2.i does not exceed $3.4 million, inclusive of all risks associated with moving the aging masonry building.

   CTA will provide the results of this examination, as well as the proposed next steps, in a stand-alone written document to the IHPA and the consulting parties. CTA will also host an in-person meeting with a webinar/conference call option for IHPA, ACHP, and the consulting parties to review the findings and provide an opportunity for questions.

3. If FTA and CTA determine that relocation of the Vautravers Building represents a viable option and prudent expenditure, Stipulations I.B.3.i-iii will be implemented once all Project funding and approvals have been secured:

   i. CTA will move the Vautravers Building (i.e., the entirety of the building above the foundation) approximately 29 feet to the west, and place it on a new foundation. The work will be performed by a professional who has the

demonstrated capability to move historic buildings.

ii. CTA will solicit input from community stakeholders to determine whether any remaining open space surrounding the relocated Vautravers Building should be made available for redevelopment or preserved as open space upon completion of the Project.

iii. CTA will coordinate with the Commission on Chicago Landmarks to update the 2004 Landmark Designation Report prepared for the Newport Avenue District. The update will reflect an expansion of the district boundary on the western side, shifted west to include the entirety of the relocated Vautravers Building.

4. Otherwise, if FTA and CTA determine that relocation of the Vautravers Building does not represent a viable option or prudent expenditure, Stipulations I.B.4.i-iv will be implemented once all Project funding and approvals have been secured:

   i. CTA will solicit feedback from the IHPA and the consulting parties regarding which, if any, key architectural features of the Vautravers Building should be removed and preserved prior to demolition. The key architectural features could include copper detailing on the window bays, dentil molding, stone archway, stone pediment, and stained glass transom above the entry door.

      CTA will solicit feedback on the use of any key architectural features preserved. Options to be considered would be physically incorporating the key architectural features into a potential redevelopment occurring on the block bounded by Newport Avenue, Clark Street, and the elevated Red and Purple line track structure, or making the features available to an architectural material preservation organization. CTA will incorporate appropriate commitment language into its solicitation package for development proposals.

   ii. CTA will solicit feedback from the IHPA and the consulting parties regarding other aesthetic considerations, such as height, surface materials/treatments, setbacks, etc., for any redevelopment occurring on the block bounded by Newport Avenue, Clark Street, and the elevated Red and Purple line track structure. CTA will seek input from IHPA and the consulting parties prior to completion of a solicitation package for development proposals. CTA will incorporate appropriate commitment language into its solicitation package for development proposals.

   iii. Prior to any demolition of the Vautravers Building, CTA will prepare Illinois Historic American Building Survey (IL HABS) documentation for the existing building. IL HABS documentation will be provided to IHPA for review and approval prior to any demolition.

   iv. The Commission on Chicago Landmarks will review any future permits for new construction on the vacated Vautravers Building parcel.

II. DURATION

This MOA will expire if its terms are not carried out within fifteen (15) years from the date of its execution. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

III. MONITORING AND REPORTING

Every year on June 1 following the date of the signing of this MOA until it expires or is terminated, whichever comes first, CTA will provide the FTA, IHPA, ACHP and the consulting parties with a summary report detailing the work undertaken throughout the previous year pursuant to the stipulations of this MOA. The last report will be submitted within three (3) months of completion of construction of the Project or at completion of this MOA's terms, if later. The summary report will include any tasks undertaken relevant to stipulations within this MOA, scheduling changes, problems encountered, and any disputes regarding implementation of these stipulated measures.

IV. COORDINATION WITH OTHER FEDERAL REVIEWS

In the event any other federal agency provides funding, permits, licenses, or other assistance to CTA for the Red-Purple Bypass Project as it was planned at the time of the execution of this MOA, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this MOA and so notifying and consulting IHPA and ACHP. Any necessary amendments will be coordinated pursuant to Stipulation VII.

V. POST-REVIEW DISCOVERIES

If properties are discovered that may be historically significant or unanticipated effects on historic properties found, then CTA will implement the following procedures. All work will stop immediately within 100 feet of the property; FTA and IHPA will be notified as soon as possible and no later than seven (7) days from the date of discovery; CTA, in consultation with FTA and IHPA, will conduct an on-site evaluation of the discovery; FTA and CTA will consider eligibility and effects and will define reasonable measures to avoid or minimize harm to the property. IHPA will review and provide concurrence on the eligibility, effects, and measures to avoid or reduce harm within seven (7) days of receipt of this information. CTA will then implement these measures accordingly and resume work. This applies to not only aboveground resources but also any archaeological sites that may be discovered during the course of the Project. If human remains are discovered, then the Illinois Human Skeletal Protection Act (20 ILCS 3440) will be followed, which directs that work in the vicinity will cease and the coroner will be notified. In addition, CTA will notify FTA and IHPA about any discoveries.

VI. DISPUTE RESOLUTION

Should any signatory to this MOA object in writing at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA will consult with such signatory to resolve any objection. If FTA determines that such objection cannot be resolved, FTA will:

A. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP will provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a

final decision on the dispute, FTA will prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.

B. If ACHP does not provide its advice regarding the dispute within the 30 day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching a final decision, FTA will prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them to the ACHP with a copy of such written response.

The responsibility of FTA and CTA to carry out all other actions under the terms of this MOA that are not the subject of the dispute will remain unchanged.

VII. AMENDMENT

This MOA may be amended when such amendment is agreed to in writing by all signatories. The amendment will be effective on the date that a copy is signed by the last signatory.

VIII. TERMINATION

This MOA will terminate in fifteen (15) years or upon completion of its terms, whichever comes first. If FTA, IHPA, ACHP or CTA determines that the terms of this MOA will not or cannot be carried out, that party will immediately consult with the other signatories to attempt to develop an amendment per Stipulation VII above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, FTA or CTA may terminate the MOA upon written notification to the other signatories. The regulations at 36 C.F.R. § 800.7 provide supporting information on all termination requirements of this MOA.

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____
for Marisol R. Simón, Regional Administrator

Date: September 2, 2015

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Signature: _____
John M. Fowler, Executive Director

Date: _____

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____
Rachel Leibowitz, Deputy State Historic Preservation Officer

Date: _____

Invited Signatories

CHICAGO TRANSIT AUTHORITY

Signature: _____
Carole Morey, Chief Planning Officer

Date: _____

HISTORIC PRESERVATION DIVISION OF THE CITY OF CHICAGO'S DEPARTMENT OF PLANNING AND DEVELOPMENT

Signature: _____
Eleanor Gorski, Director of Historic Preservation

Date: _____

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____
Marisol R. Simón, Regional Administrator

Date: _____

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Signature: _____
John M. Fowler, Executive Director

Date: 9/28/15

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____
Rachel Leibowitz, Deputy State Historic Preservation Officer

Date: _____

Invited Signatories

CHICAGO TRANSIT AUTHORITY

Signature: _____
Carole Morey, Chief Planning Officer

Date: _____

HISTORIC PRESERVATION DIVISION OF THE CITY OF CHICAGO'S DEPARTMENT OF PLANNING AND DEVELOPMENT

Signature: _____
Eleanor Gorski, Director of Historic Preservation

Date: _____

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____
Marisol R. Simón, Regional Administrator

Date: _____

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Signature: _____
John M. Fowler, Executive Director

Date: _____

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____
Rachel Leibowitz, Deputy State Historic Preservation Officer

Date: 9-1-15

Invited Signatories

CHICAGO TRANSIT AUTHORITY

Signature: _____
Carole Morey, Chief Planning Officer

Date: _____

HISTORIC PRESERVATION DIVISION OF THE CITY OF CHICAGO'S DEPARTMENT OF PLANNING AND DEVELOPMENT

Signature: _____
Eleanor Gorski, Director of Historic Preservation

Date: _____

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____
Marisol R. Simón, Regional Administrator

Date: _____

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Signature: _____
John M. Fowler, Executive Director

Date: _____

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____
Rachel Leibowitz, Deputy State Historic Preservation Officer

Date: _____

Invited Signatories

CHICAGO TRANSIT AUTHORITY

Signature: Carole Morey
Carole Morey, Chief Planning Officer

Date: August 6, 2015

HISTORIC PRESERVATION DIVISION OF THE CITY OF CHICAGO'S DEPARTMENT OF PLANNING AND DEVELOPMENT

Signature: _____
Eleanor Gorski, Director of Historic Preservation

Date: _____

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____
Marisol R. Simón, Regional Administrator

Date: _____

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Signature: _____
John M. Fowler, Executive Director

Date: _____

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____
Rachel Leibowitz, Deputy State Historic Preservation Officer

Date: _____

Invited Signatories

CHICAGO TRANSIT AUTHORITY

Signature: _____
Carole Morey, Chief Planning Officer

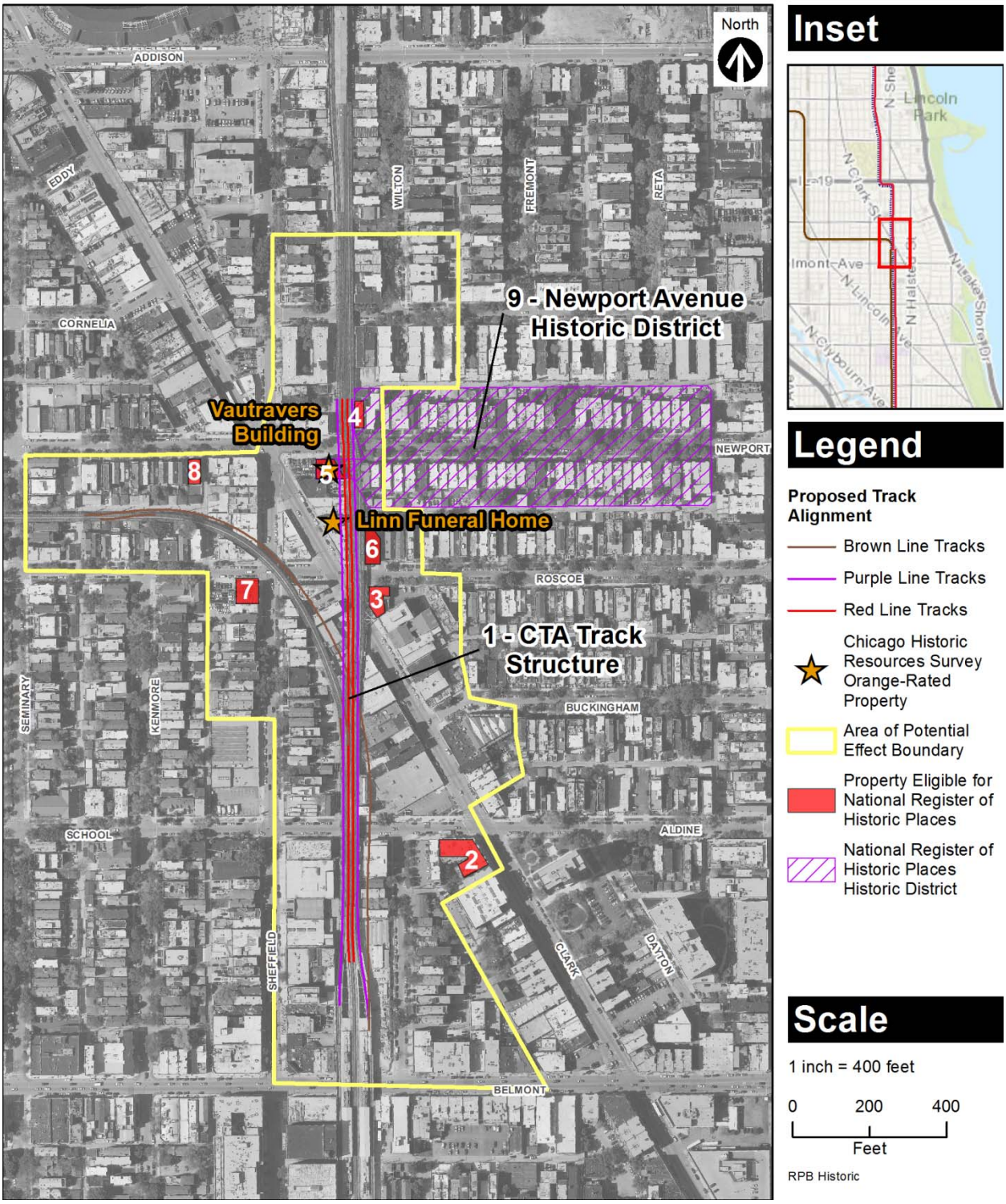
Date: _____

HISTORIC PRESERVATION DIVISION OF THE CITY OF CHICAGO'S DEPARTMENT OF PLANNING AND DEVELOPMENT

Signature: Eleanor Gorski
Eleanor Gorski, Director of Historic Preservation

Date: 8.13.15

Attachment A
Area of Potential Effects



Attachment B
List of Section 106 Consulting Parties

The State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (ACHP) participated in the consultation process for the Project:

Illinois Historic Preservation Agency
ATTN: David Halpin
One Old State Capitol Plaza
Springfield, IL 62701

Advisory Council on Historic Preservation
ATTN: Christopher Wilson
401 F Street NW, Suite 308
Washington, DC 20001-2637

In addition to the SHPO and ACHP mentioned above, CTA invited a number of organizations to participate as part of the Section 106 process in July 2012. The following is a list of those organizations that accepted the invitation to participate as a consulting party.

Chicago Historic Preservation Division
Department of Planning and Development
ATTN: Matt Crawford
121 N. LaSalle St., Room 1101
Chicago, IL 60602

Preservation Chicago
ATTN: Ward Miller
4410 N. Ravenswood
Chicago, IL 60640

Miami Tribe of Oklahoma
ATTN: George Strack
202 S. Eight Tribes Trail
Miami, OK 74354

Landmarks Illinois
ATTN: Lisa DiChiera
30 N. Michigan Avenue, Suite 2020
Chicago, 60602

Friends of the Parks
ATTN: Cassandra Francis
17 N State Street, Suite 1450
Chicago, IL 60602-3315