

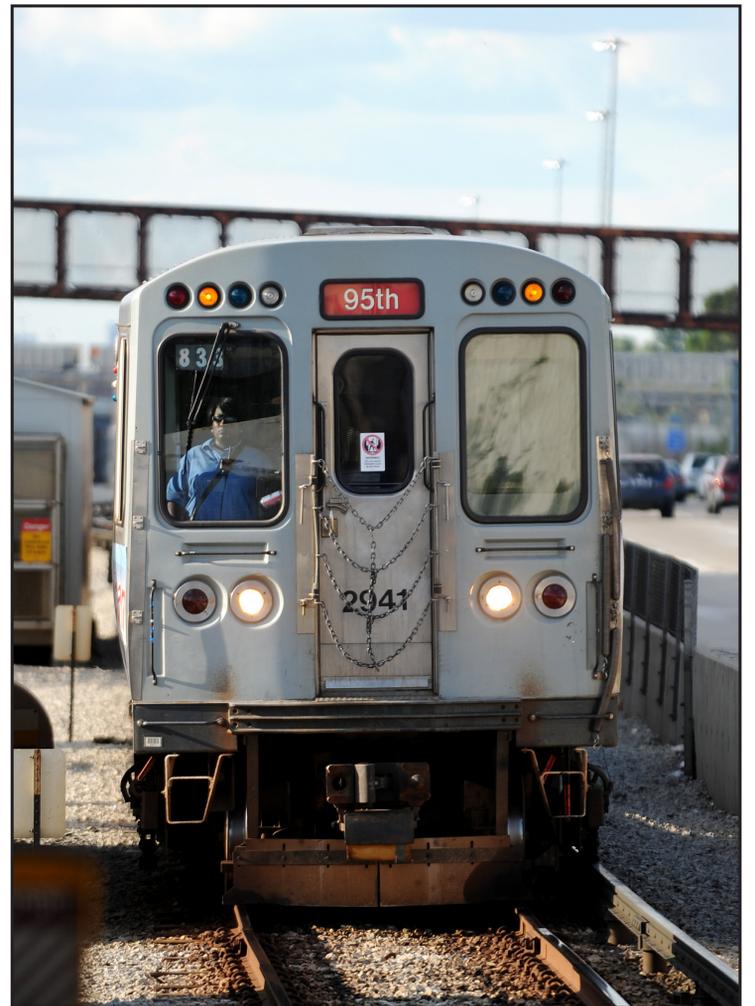
# Welcome to Red Line Extension Open House!

This open house is to keep you informed about the proposed Red Line Extension.

Tonight we have an interactive open house format in lieu of a formal presentation.

If you have questions, feel free to ask the representatives stationed around the boards.

CTA continues to make progress on the proposed Red Line Extension project.



# Red Line Extension — What's New

- Red Line Extension is now part of the **YOUR RED** Program to extend and enhance the entire Red Line
- CTA pursued and received \$8.4 Million in federal funding for preparing Environmental Impact Statements (EIS) for **YOUR RED** projects
- Red Line Extension is identified as a Priority Project in the Chicago Metropolitan Agency for Planning's GO TO 2040 Regional Transportation Plan
- EIS Scoping completed
- Next Step – Prepare Draft EIS



# YOUR RED



Linden

Howard

Belmont

Cermak/  
Chinatown



95th

103rd

111th

115th

130th



# Project Purpose

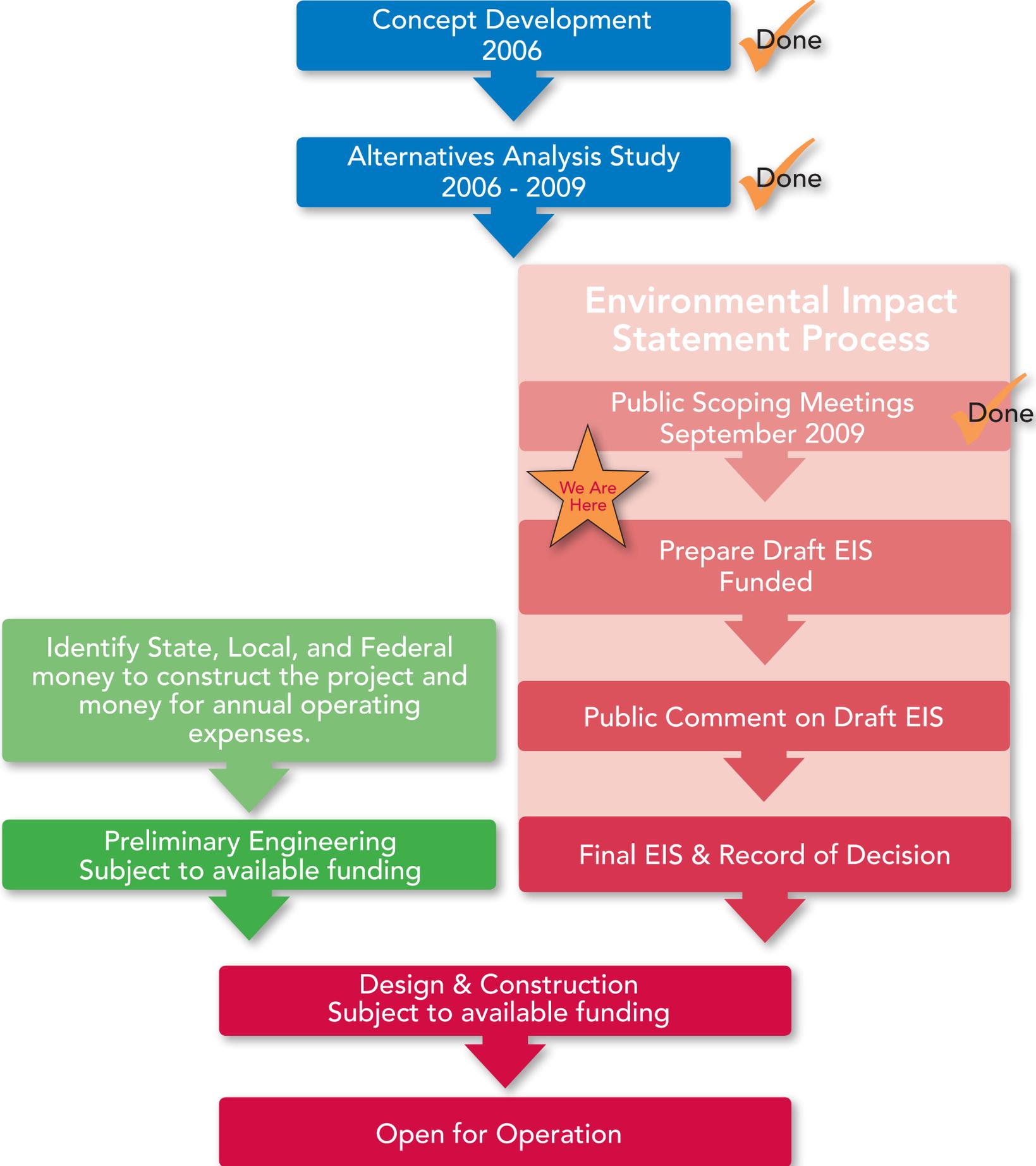
- Enhance economic competitiveness and neighborhood livability through access and mobility improvements
- Reduce travel times to jobs and community destinations for Far South Side and South Suburban residents
- Increase transportation choices
- Improve transit performance
- Support community revitalization initiatives

# Why Extend the Red Line?

- Reliable and timely access to employment centers and community destinations is not readily available on the Far South Side
- 95th Street Terminal has poor passenger access with no Park & Ride
- Riders experience delays at the 95th Street Terminal due to crowded nearby intersections and insufficient space for bus transfers
- Crowded conditions at 95th Street Terminal for buses and riders may result in safety issues
- Road congestion in the Far South Side limits mobility
- Area population is highly transit-dependent

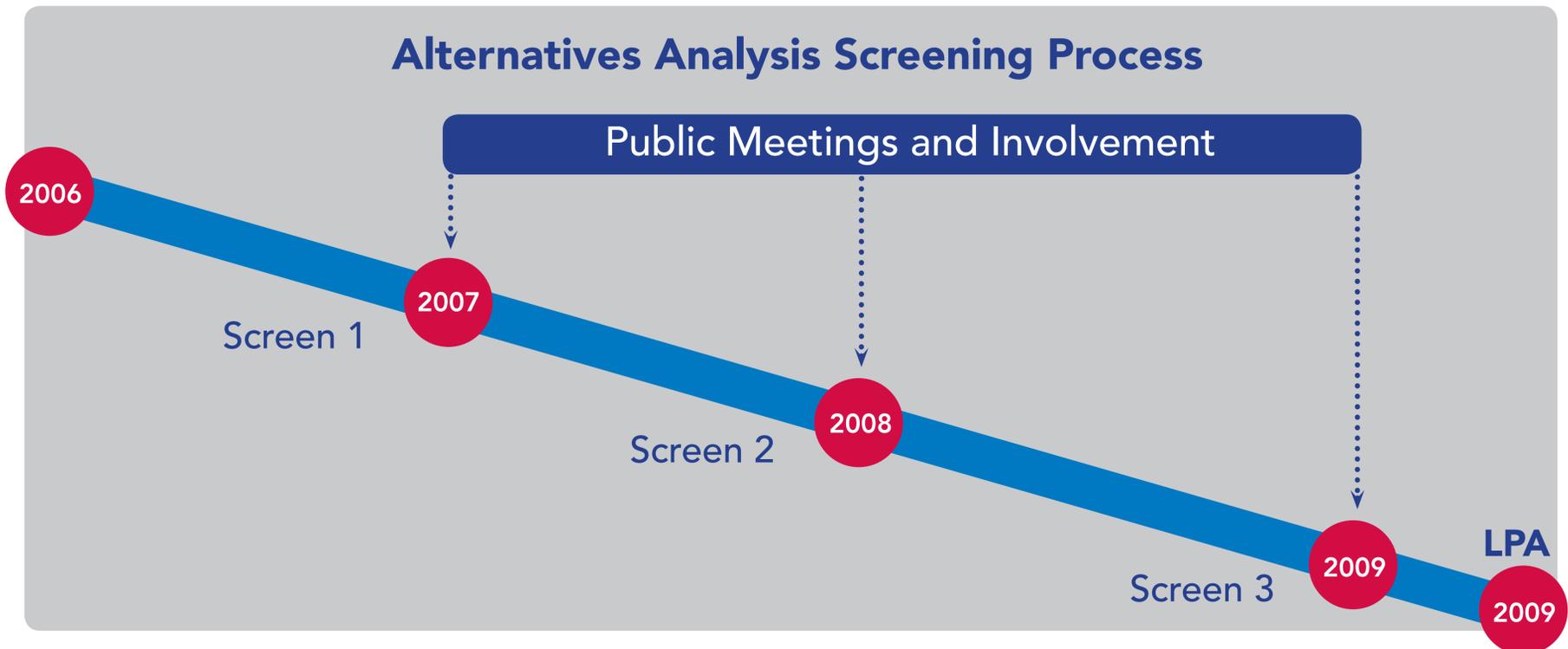


# Project Development Process



# Planning for the Red Line Extension

## Alternatives Analysis 2006 - 2009



- CTA adopted the Union Pacific Railroad Heavy Rail Transit Alternative as the Locally Preferred Alternative (LPA).

## Environmental Impact Statement Scoping meetings, September 2009

- More than 340 comments were received and we heard from you that this is an important project with significant benefits.
- Comments received during scoping will be addressed in the Draft EIS. The Scoping Report summarizing your input can be found at [www.transitchicago.com/redeis](http://www.transitchicago.com/redeis) or by calling Customer Service at 888-YOUR-CTA.



# Environmental Review Process

The Federal Transit Administration and CTA have initiated the federal environmental review process and are preparing an Environmental Impact Statement (EIS).

The EIS will describe:

- Alternatives
  - No Action
  - Transportation System Management (Bus Rapid Transit)
  - Halsted Street
  - Union Pacific Railroad - the Locally Preferred Alternative
- Existing environmental setting
- Potential impacts from construction and operation of each alternative
- Proposed mitigation measures to minimize potential impacts

This process will help refine the locally preferred alternative.

# Issues Potentially Evaluated in Environmental Impact Statement (EIS)

- Historical and Cultural Resources
- Natural Resources such as Air Quality, Water Quality, Wildlife, Wetlands, and Endangered Species
- Land Use including Neighborhood Compatibility, Land Acquisition, Displacement, and Relocation
- Parklands and Recreational Facilities
- Safety and Security
- Transportation including Traffic, Parking, and Transit Access
- Visual and Aesthetic Impacts
- Noise and Vibration
- Energy Use
- Zoning and Economic Development
- Cumulative Impacts such as from Secondary Development
- Construction Impacts

Other issues may be added for evaluation as needed.

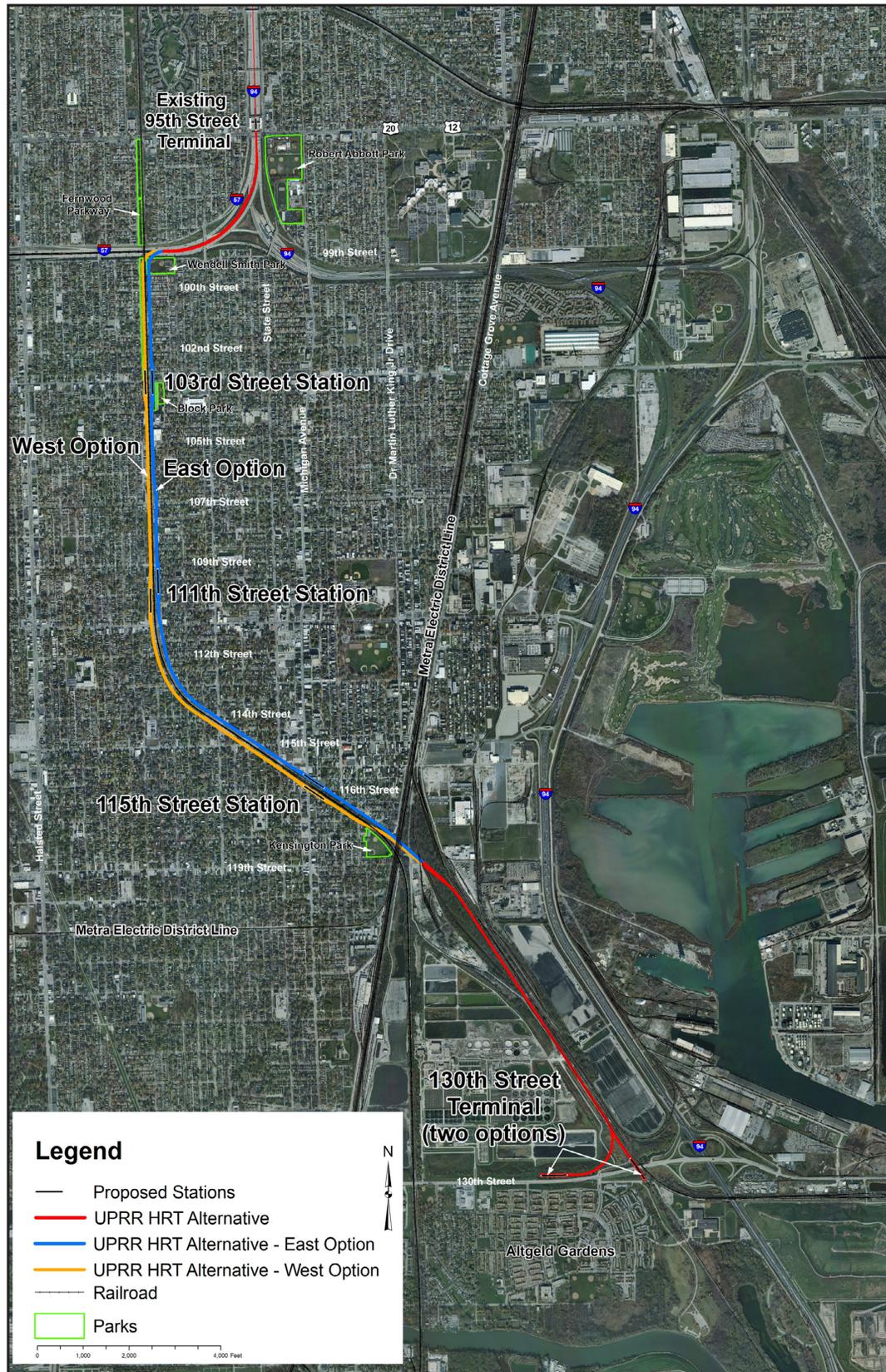
# EIS Scoping Comments Received

Scoping comments will be addressed in the Draft EIS.

	Number of comments received	
Purpose and Need	7	<ul style="list-style-type: none"> <li>Ease congestion in the region</li> <li>Improve transit access to and from Far South side</li> <li>Reduce congestion at 95th and Dan Ryan terminal</li> <li>Provide connections to transit disadvantaged communities</li> </ul>
Proposed Alternatives	326	<ul style="list-style-type: none"> <li>Locally Preferred Alternative – UPRR HRT Alternative <i>317 comments supported the alternative; 1 comment opposed the alternative</i></li> <li>Halsted Street Alternative <i>3 comments supported the alternative</i></li> <li>Other Alternatives <i>8 comments</i></li> </ul>
Station Locations and Connections	338	<ul style="list-style-type: none"> <li>Connectivity to Altgeld Gardens at 130th Street</li> <li>Bike access and parking facilities</li> <li>Parking facilities – size and location</li> <li>Bus Transfer Facilities</li> </ul>
Design Features	12	<ul style="list-style-type: none"> <li>Operator facilities</li> <li>Passenger information</li> <li>Green roofs</li> <li>Signal priority for bus access</li> <li>Recycling</li> <li>Alternative energy</li> <li>Natural storm water management</li> <li>Native landscaping</li> </ul>
Potential Impacts	384	<ul style="list-style-type: none"> <li>Transportation Impacts</li> <li>Land Acquisitions, Displacement and Relocations</li> <li>Community and Neighborhood Impacts</li> <li>Visual and Aesthetic Impacts</li> <li>Noise and Vibration</li> <li>Parklands</li> <li>Economic and Fiscal Impacts</li> <li>Safety and Security</li> <li>Environmental Justice</li> <li>Construction Impacts</li> <li>Public Services</li> </ul>

**Note:** Tallies are approximate. Combined numbers of comments listed in the subsections will be greater than the total number of comment submissions because some people discussed multiple topics in their submission.

# Locally Preferred Alternative Union Pacific Railroad (UPRR) Alternative



- Based on public support, the UPRR Alternative was adopted by the Chicago Transit Board as the Locally Preferred Alternative in August 2009.

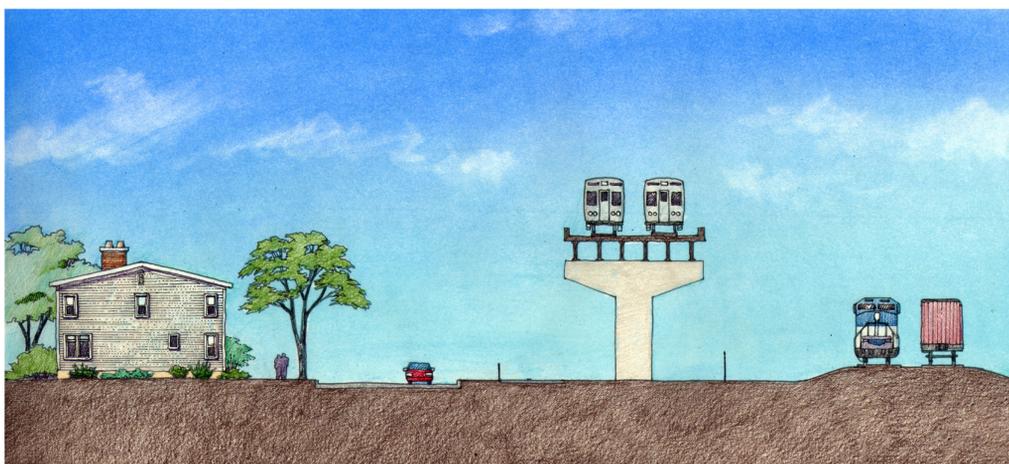
# Locally Preferred Alternative Union Pacific Railroad (UPRR) Alternative

	West Side Option	East Side Option
Length of extension	5.3 miles	
New stations	4 new stations near 103 <sup>rd</sup> , 111 <sup>th</sup> , 115 <sup>th</sup> , and 130 <sup>th</sup> Streets	
New park-and-ride facilities	4 new park-and-ride facilities with total 1,500 parking spaces	
Expected travel time savings from 130 <sup>th</sup> Terminal to Loop, compared to No Build Alternative	20.50 Minutes	
Increased mobility	Fewer transfers	
Potentially affected parks	Fernwood Parkway	Wendell Smith Park Block Park
Potentially affected properties	Ideally CTA would like to operate in UPRR right-of-way so that there are no / minimal property impacts and will work with UPRR to negate / minimize property impacts.	

West Side Option typical cross section (looking north)



East Side Option typical cross section (looking north)



# Other Alternatives to be Evaluated in the Draft EIS

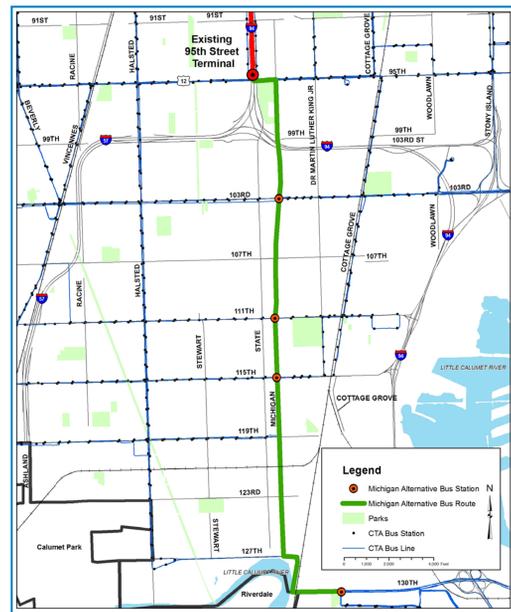
## No Build Alternative

- Existing CTA heavy rail transit service terminating at the 95th Street station
- Existing CTA and Pace bus service



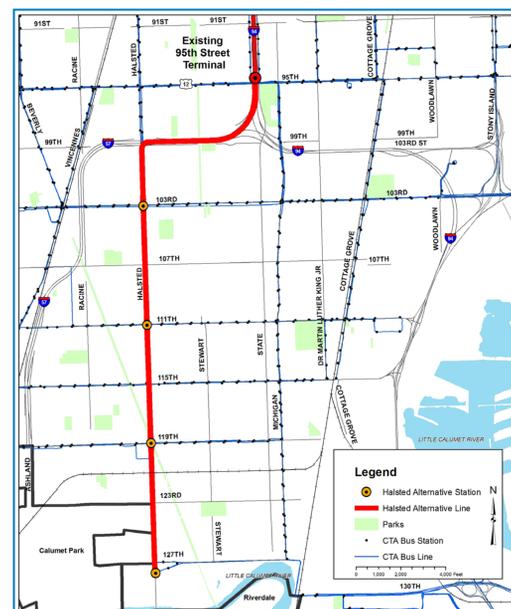
## Transportation System Management (Bus) Alternative — Michigan Avenue

- Expansion of 95th Street Terminal
- Express bus along Michigan Avenue with transit signal priority



## HRT (Rail) Alternative — Halsted Street

- 95th Street to I-57 & Halsted Street
- Halsted from I-57 to 127th Street
- Elevated above Halsted Street



# Stay Involved

To submit comments tonight, fill out a comment card and place it in the box provided.

There are six ways to stay involved:

**Visit:** <http://www.transitchicago.com/redeis>

**Join the Mailing/E-list:** At the sign-in desk

**Mail:**

Sonali Tandon  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60608-7602

**Phone:** 888-YOUR-CTA (888-968-7282)

**Fax:** 312-681-4297

**E-mail:** [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)

