Appendix L – Public Scoping Written Comments
Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:31 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: CTA Redline

---

From: Aristotle Socrates Haywood [aristotlesocrates@hotmail.com]
Sent: Wednesday, September 16, 2009 7:12 PM
To: Red Extension
Subject: CTA Redline

As a 30 year southside resident I welcome the proposed extension of the Dan Ryan branch of the Redline. The Union Pacific corridor is the best route. The extension would enhance the neighborhoods it runs through, ease traffic congestion and give better transit options to user of CTA buses, Pace, Metra, and South Shore trains.

"See the world as it really is--not as you wish it should be"

---

Hotmail: Free, trusted and rich email service. Get it now.
Mr. Jeffrey Busby,

Attached is the One-Way Loop alternate proposal that I recommended to the CTA at the public hearing on Tuesday night. Let me know if you have any questions.

David May

Disclaimer: I am not a professional transit system designer. I represent no organization, nor my employer. I prepared the proposal for the common good and to pursue my personal interest in the problem.
One-Way Loop Alternate Proposal

David May - Sept 27, 2009

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7. Red Line Extension Proposals Comparison
8. Red Line Design Criteria Comparison
CTA Red Line

Extension South of 95th St.

DESIGN CRITERIA

1. Maximize number of stations within walking distance of customers homes to provide many one-seat trips. Therefore:
   a. Locate stations at ~1.0 mi on center
   b. Locate stations within or adjacent to residential neighborhoods

2. Provide convenient rail transit access to those without, by avoiding overlapping coverage with existing Metra stations. So focus the routing east of I-57, north of 119th St. and west of King Drive.

3. Minimize property acquisition costs, construction costs, grade separation structures and noise in quiet neighborhoods by maximizing the use existing vacant and excess transportation rights-of-way.

4. To control construction costs, run the line at grade (on ground) as much as possible.

5. Serve Chicago State University and Olive Harvey College.
Red Line Extension

Proposed One-Way Loop Alternate

After considering several options, the CTA narrowed its study of Red Line Extension designs to 3 possibilities: two heavy rail and one BRT. All three were 2-way, north-south lines running south to 127th or 130th Streets. Both of the heavy rail line extensions had only 4 stations. The CTA selected the UPRR heavy rail extension alternative (designated the Locally Preferred Alternative = LPA).

I believe CTA made a mistake in considering only two-way linear extension options and in selecting the UPRR line. The study should have also considered one or more one-way loop extensions of the existing heavy rail system. A one-way loop at the end of an existing two-way mainline offers many advantages over a two-way linear extension. Compared to a two-way line of the same length with the same number of added stations, some one-way loop extension trips take longer; but others are quicker. The one-way loop requires half as much track as the same length two-way line, allows single side stations with no crossover structures, can use narrower (and, in this case, often existing) rights of way, requires narrower and less expensive elevated guideway structures, requires fewer train cars, fewer train operators and consumes less electric power.

Attached is proposal for a 10.0 mile long single track one-way loop Red Line Extension with 7 stations spaced about 1 mile apart. To better serve Washington Heights, Roseland and Pullman neighborhoods that lack rail transit service, the entire loop is located more than ½ mile north of the Metra Electric Line’s 4 stations on 121st St. Compared to the CTA’s preferred 4 station, two-way, 5.3 mile long extension(LPA), this proposed one-way loop extension is conveniently accessible by walking to 50% more local residents. The one-way loop extension has lower construction costs of elevated structures and bridges, more use of existing public rights-of-way, less track rail to purchase, much less expensive costs per station, and similar traction power distribution costs.

The proposed 10.0 mile one-way loop route will have low right-of-way acquisition costs because:
  > 1.9 miles are located in the median of the Bishop Ford Expressway
  > 2.5 miles are located in the median of I-57
  > 1.1 miles are located on an abandoned railroad right-of-way
  > 2.9 miles are located on unused railroad right-of-way next to existing freight train tracks.
Combined, these comprise 83% of the required rights-of-way.

Over three quarters of the proposed 10.0 mile one-way loop route is at grade to substantially reduce guideway and stations construction costs. Six of the seven stations are at grade. Only three of the seven stations require stairs and elevators. All seven stations are single side platform – reducing the area required, the cost of construction and the need for cross-over structures.

Locations of the Seven Stations
Bishop Ford Xway and Rhodes (Chicago State)
103rd and Woodlawn (Olive Harvey)
111th and Ellis
Kensington/115th and State
114th and Peoria/Halsted
107th and Racine
I-57 and Halsted
**CTA Red Line**

Extension South of 95th St.

**MAP DESCRIPTION**

1. Proposed One-Way Loop Route is the Green line. Stations are Green ovals. Green circles are ½ mile radius from Green stations.

2. CTA UPRR Locally Preferred Alternate route is the Brown line. (South end and station at 130th Street are not shown.) Stations are Brown ovals. Brown circles are ½ mile radius from Brown stations.

3. Metra Electric line stations are Blue circles.
## Red Line Extension
### One-way Loop Proposal

<table>
<thead>
<tr>
<th>Location</th>
<th>Total</th>
<th>Mode of Access</th>
<th>Status</th>
<th>Type of Crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing 95th St</td>
<td>10.0</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>at grade crossing</td>
</tr>
<tr>
<td>Bishop Ford &amp; Rhodes</td>
<td>1.0</td>
<td>walk &amp; bike</td>
<td>existing public</td>
<td>no (below street)</td>
</tr>
<tr>
<td>West side of Railroad</td>
<td>0.2</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>yes</td>
</tr>
<tr>
<td>103rd St &amp; Woodlawn</td>
<td>1.2</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>no</td>
</tr>
<tr>
<td>111th &amp; Ellis</td>
<td>1.0</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>yes</td>
</tr>
<tr>
<td>Kensington (15500) &amp; Michigan</td>
<td>0.9</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>no</td>
</tr>
<tr>
<td>114th &amp; Peoria</td>
<td>1.0</td>
<td>walk &amp; bike</td>
<td>open owner?</td>
<td>yes</td>
</tr>
<tr>
<td>107th &amp; Aberdeen</td>
<td>0.9</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>yes</td>
</tr>
<tr>
<td>1-57 (9900) &amp; Halsted</td>
<td>0.9</td>
<td>walk &amp; bike</td>
<td>NA</td>
<td>no</td>
</tr>
<tr>
<td>Existing 95th St</td>
<td>10.0</td>
<td>walk &amp; bike</td>
<td>9.3</td>
<td>7.6</td>
</tr>
</tbody>
</table>

**Notes:**
- Use existing abandoned rr bridge to access I-57 NB lanes to median.
- Need new ramp down to median level.
- Need a bridge or tunnel.
Red Line Extension 1-way Loop Alternate

**Stations**
All 7 stations have a single platform. No crossover structures.

<table>
<thead>
<tr>
<th>Station Locations</th>
<th>Station Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bishop Ford Xway and Rhodes (Chicago State)</td>
<td>stairs &amp; elevator (&amp; ramp?) up to King Drive</td>
</tr>
<tr>
<td>103rd and east of Woodlawn (Olive Harvey)</td>
<td>at grade (no stairs, no elevators)</td>
</tr>
<tr>
<td>111th and Ellis</td>
<td>at grade (no stairs, no elevators)</td>
</tr>
<tr>
<td>Kensington/115th and State</td>
<td>elevated (stairs &amp; elevator down to ground)</td>
</tr>
<tr>
<td>114th and Peoria/Halsted</td>
<td>at grade (no stairs, no elevators)</td>
</tr>
<tr>
<td>107th and Racine</td>
<td>at grade (no stairs, no elevators)</td>
</tr>
<tr>
<td>I-57 and Halsted</td>
<td>stairs &amp; elevator (&amp; ramp?) up to Halsted</td>
</tr>
</tbody>
</table>
## Red Line Extension Proposals Comparison

<table>
<thead>
<tr>
<th>Item</th>
<th>CTA Preferred (&quot;LPA&quot;)</th>
<th>One-Way Loop Alt</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW length (miles)</td>
<td>5.3</td>
<td>10.0</td>
</tr>
<tr>
<td>ROW area (SF)</td>
<td>1,259,280</td>
<td>if 45 ft wide</td>
</tr>
<tr>
<td>Track pair length (miles)</td>
<td>10.6</td>
<td>10.0</td>
</tr>
<tr>
<td>Elevated guideway structure (miles)</td>
<td>3.9</td>
<td>2.4</td>
</tr>
<tr>
<td>Elevated guideway structure area (SF)</td>
<td>617,760</td>
<td>if 30 ft wide</td>
</tr>
<tr>
<td>Stations (number)</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Elevated stations</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Stations requiring stairs and elevator</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Area within 1/2 mile of stations (sq miles)</td>
<td>3.1</td>
<td>5.5</td>
</tr>
<tr>
<td>Institutions served</td>
<td>none</td>
<td>Chicago State Univ</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Olive Harvey JC</td>
</tr>
</tbody>
</table>
# Red Line Extension Design Criteria Comparison

## LPA vs "one-way loop"

<table>
<thead>
<tr>
<th>Criteria</th>
<th>CTA Preferred (&quot;LPA&quot;)</th>
<th>One-Way Loop</th>
<th>which is better:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maximize number of stations within walking distance of customers homes to provide many one-seat trips. Therefore:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Locate stations at ~1.0 mi on center</td>
<td>Yes: 3 of 4</td>
<td>Yes: 7 of 7</td>
<td>One-Way Loop</td>
</tr>
<tr>
<td>b. Locate stations within or adjacent to residential neighborhoods</td>
<td>Yes: 3.5 of 4</td>
<td>Yes: 6 of 7</td>
<td>One-Way Loop</td>
</tr>
<tr>
<td>2. Provide convenient rail transit access to those without, by avoiding overlapping coverage with existing Metra stations. So focus the routing east of I-57, north of 119th St. and west of King Drive.</td>
<td>Yes: 3 of 4</td>
<td>Yes: 5 of 7</td>
<td>tie</td>
</tr>
<tr>
<td>3. Minimize property acquisition costs, construction costs, grade separation structures and noise in quiet neighborhoods by maximizing the use existing vacant and excess transportation rights-of-way.</td>
<td>Yes</td>
<td>Yes</td>
<td>tie</td>
</tr>
<tr>
<td>4. To control construction costs, run the line at grade (on ground) as much as possible.</td>
<td>25% at grade</td>
<td>76% at grade</td>
<td>One-Way Loop</td>
</tr>
<tr>
<td>5. Serve Chicago State University and Olive Harvey College.</td>
<td>No: neither</td>
<td>Yes: both</td>
<td>One-Way Loop</td>
</tr>
</tbody>
</table>

0.245283019
Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:32 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: RED LINE EXT.

From: RonnC7@aol.com [RonnC7@aol.com]
Sent: Friday, September 18, 2009 11:08 AM
To: Red Extension
Subject: RED LINE EXT.

I BELIEVE YOU SHOULD SEND THE RED LINE DOWN THE EXPRESSWAY FROM 95TH TO 130TH. YOU WILL NOT HAVE TO DISPLACE ANYONE.
From: White Oak [quercus_alba@hotmail.com]
Sent: Sunday, September 13, 2009 1:13 PM
To: Red Extension
Subject: Red Line Extension Comment

To whom it may concern:

I really like the idea of extending the Red Line South. It should greatly improve the transit options for the far South Side. However, it seems very strange to have an alignment that crosses over the Metra Electric and South Shore lines but does not provide for convenient transfer between those lines and the Red Line.

A much better option in terms of improving overall connectivity in the transit system would be an alignment that left the UP right-of-way at either 115th St or Kensington Ave, traveling east to the Metra Electric line, crossing over the Metra Electric line and turning south onto the IHB right-of-way. A Red Line station on either Kensington or 115th could provide a relatively easy connection to Metra and the South Shore.

If such an alignment is not feasible, the CTA should work with Metra and/or the South Shore to establish a convenient transfer station somewhere for the Red Line extension.

Thank you,

Mark Ambrose
From: Jon Evans [jkeit963827@sbcglobal.net]
Sent: Friday, September 04, 2009 4:44 PM
To: Red Extension
Subject: Re: Meeting Announcement: Red Line Extension

Ladies & Gentlemen:

I thought that if I could sell the idea of a Boston style High Speed Electric Trolley Bus (Articulated) running parallel to the Norfolk and Western railroad tracks that the Red Line Extension could be built and operational much faster, and at a substantially lower cost than a Conventional Fixed Rail system.

I was told that modifying Eggleston Avenue to take high speed buses would've been so cost prohibitive that it would've been better to go conventional anyway. I liked South Halsted Street better, but I've learned that it too, has been passed over.

The Green Line's Kenwood Corridor uses alleys to the east of Prairie Avenue. I was therefore wondering why alleys to the east of South State Street or South Michigan Avenue were not considered.

There has to be a cheaper, faster means of putting the Red Line Extension together and making it operational.

Jon Evans
11936 South Princeton Avenue
Chicago, Illinois 60628-6014
1-773-821-8142 Home
1-773-383-2363 Cell
jkeit963827@sbcglobal.net
JKEIIIT96@hotmail.com

--- On Fri, 9/4/09, Red Extension <redextension@transitchicago.com> wrote:

From: Red Extension <redextension@transitchicago.com>
Subject: Meeting Announcement: Red Line Extension
To:
Date: Friday, September 4, 2009, 4:31 PM
It's about time that the CTA is finally considering seriously an extension to the Red Line from 95th St. As you know, the far south is the only area is the Chicagoland area that is not served by rapid transit. The South Side of town for some reason is almost always ignored when it comes to either new service or improvements to service.

This is something that has been talked about for at least the past 25-30 years and I hope that the political hoops and ladders that have to be cleared don't get in the way of making this project happen, at least I would like to see it happen in my lifetime. The problem with the rest of the Red Line is there is no parking facilities to serve riders. I have been in other cities and many of the stations have very adequate parking. I believe that it is the key to growing ridership. I have parked at quite a few of the stations on this system and I have noticed that there is parking available after the morning rush hour. When you double the price of parking from $2.00 to $4.00, this would make an impact. People are suffering enough with loss of income and rising prices. Now, it is cheaper to drive to your destinations rather than ride your system which is at best slow.
Good Morning,

I do think that the Red Line expansion is in dire need. There are many people who travel long hours to reach the city for work, etc. I do believe the Red Line expansion along the Union Pacific to be a good route. However, with the expansion will added bus services be included? I ask due to the fact that I live far East and there is no night owl services to 130th. Please take in consideration if this does take place to include night owl services along the far East side/Hegewish area. The expansion would be a positive project for all that take public transportation on the far South side of Chicago.

Thank You,

Melissa Najera
DEAR MR. BUSBY,

RE: RED LINE PROPOSED EXTENSION TO 130TH STREET

I AM INTERESTED IN FURTHER INFORMATION ABOUT THE CTA RED LINE PROPOSED EXTENSION.

ANY SUCH IMPROVEMENT IS LONG OVERDUE AND SHOULD CERTAINLY MEET WITH APPROVAL FROM SOUTH SUBURBAN RESIDENTS. SOUTHEASTERN RIDERS ARE MOST IN NEED OF THIS EXTENSION. METRA RAILROAD TRAINS MAY NOT LIKE THIS IDEA, BUT NOT ALL REGULAR COMMUTERS PURCHASE MONTHLY PASSES.

I WELCOME A WRITTEN REPLY AS I HAVE NO HOME COMPUTER. (BUT I WOULD LIKE TO KNOW MORE ABOUT COSTS, NEED AND WHAT PROPOSED ALTERNATIVES ARE DECIDED UPON... SUBWAY CTA COSTS ARE A MAJOR FACTOR FOR RIDERS: MANY HAVE LIMITED INCOMES AND BUDGETS. WHILE METRA IS COMPETITION, RIDERS LIKE AS MANY CHOICES POSSIBLE. SOME SUBURBS ARE NOT WELL SERVED BY METRA LOCATIONS, SO RIDERS ARE FORCED TO THE ONLY OTHER CHOICE.)

THERE MUST BE MANY OTHER FACTORS
WHICH THE STUDY WILL UNCOVER AND THE PUBLIC NEEDS TO KNOW THEM ALL.

P.S. WHEN A THIRD AIRPORT WAS FELT NEEDED IN THE AREA, HOWLS OF PROTEST ERUPTED. MAYOR DALEY DID "MIDNIGHT-BEHIND-THE-SCENES LAKE-FRONT-INTERFERENCE" TO BLOCK SUCH A PLAN NEAR MCCORMICK PLACE. IT NEVER DID ANY VOTE OR EVEN GET TO CHICAGO'S CITY COUNCIL MEMBERSHIP FOR THEIR INPUT. (HOW DID THAT BENEFIT THE CITY THAT WORKS" ???) SHAME ON SUCH POLITICAL MONKEY SHINES, RIDERS INPUT SHOULD NOT BE IGNORED.

YOUR REPLY IS WELCOME!

Mr. Victor Bahr
3162 W Meadow Lane Dr. Apt 1
Merrionette Park, IL 60803-5856
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Joe W. Boatner
Organization: Sell
Title: 
Address: 400 W. 99th Cross streets 99th & E. Chicago
City: Chicago State: IL Zip: 60628
Phone: 773-233-0904 E-mail: N/A

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

The impact (real not potential) is the noise created by the trains. More precisely, it may not be the noise of the CTA train by itself but when added to the noise of the Union Pacific Railroad makes with the "overuse of their horses" would make the combined noise too much to tolerate. I understand trains on tracks make noise but the UP RR horses are too much.

Also, as someone said tonight what about termites & other rodents displaced and looking for somewhere to live (my house maybe?)

______________________________

Joe W. Boatner

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: RedExtension@transitchicago.com, Website: www.transitchicago.com/RedEIS, Customer information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Harri Hill

Organization: AEA

Title:

Address: 9225 S. May

City: Chicago

State: IL

Zip: 60620

Phone: 773 51 6108

E-mail: harri_hill@yahoo.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I think extending the red line would be an excellent idea.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312) 681-4297, Email: RedExtension@transitchicago.com, Website: www.transitchicago.com/RedEIS. Customer Information: 1-888-YOUR-CTA (387-9282). Transit Information: 836-7000 from any area.
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Tom McMahon Captain - Chicago Police Dept.

Organization: Pullman Civic Org. Title: Member

Address: 639 E. 111th St.

City: Chicago State: IL Zip: 60629

Phone: 264-4243 E-mail: McMahon@sbcsglobal.net

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I am in favor of the proposal taking the Red Line over the rail tracks on Ashland out to 79th Gardens. ALTGrad has had a major costly renovation. The people have for years felt left out due to their location. This would allow high school students access to better education and jobs for residents.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7612, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: RedExtension@transitchicago.com, Website: www.transitchicago.com/RedEIS, Customer Information: 1-888-YOUR-CTA (1-888-967-8282), TDD Information: 836-7009 from any Illinois TDD/TTY, or any CTA office.
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Harry Brooks

Organization: 

Title: 

Address: 7818 S. South Shore Dr.

City: Chicago State: IL Zip: 60649

Phone: 773-771-0608 E-mail: hvyb@yahoocom

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

One thing that needs to be done immediately is to relieve congestion at the 95th/Don Ryan Terminal. The number of buses and routes that use the station have outgrown the terminal.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312) 681-4297, Email: RedExtension@transitchicago.com, Website: www.transitchicago.com/RedEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any CTA telephone, 1-888-382-7979 from any non-CTA telephone.
Scoping Meeting Speaker Card

Date: ☐ September 22, 2009  ☐ September 24, 2009

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Red Line Extension project.

Name: Johnnie J. Burke
Organization: Omega Perry Club
Title: 
Address: 9607 N. Perry
City: Chicago  State: IL  Zip: 60628
Will construction of Park & Ride sites remove residents from present locations?

How many properties will be disturbed in constructing entire project?
Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Red Line Expansion project.

Name: Rev. Alice Harper Jones
Organization: United Church Association
Title: Pastor
Address: PO Box 208491
City: Chicago State: IL Zip: 60620
Why Can't Holodec plan apply to the Alleged Projects

RS #14
Scoping Meeting Speaker Card

Date: September 22, 2009

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Red Line Expansion project.

Name: Michael T. Bryant

Organization: 
Title: 

Address: 7931 S. East End Ave

City: Chicago State: IL Zip: 60617
GOAL TO PLAN DREAM

RED LINE 130TH - HOWARD

VOTE UPRRO ART

(choose)
Hi Jeffrey,
I see you are the traveler's friend—
you asked for our input.
I live in N.W. Indiana and have
a difficult time getting to Chicago
since the space #355 Loring
to Chicago Loop was eliminated.
From the Schererville-Munster
border I can safely and easily
drive to Ledge and Westworth—
get on #355 and arrive at the
Loop—no longer! I don't care
to take the South Shore. The
station has minimum safe
parking and I must drive
through a questionable area
where there have now been
shootings and a few murders.
With your new schedule and
attendance can this 80-year-old
former flapper extend her
comments? Please!
1. Ofted one of the electric rail routes to connect with a possible Indiana Illinois border parking lot.

2. Reinvestigate # 355

But on a reduced schedule to allow working people as well as shoppers and hospital patients early in the day and return late afternoon ride on a safe and easy to get to bus.

But eliminate the costly empty mid-day routes. I had ridden near empty buses and I sympathize with your low revenue. But a good schedule could be a better source of revenue to you.

Sincerely, Lorraine Smalley
219-724-1509
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Annette Spight
Organization: DNA
Title: DNA
Address: mailing P.O. 19592
City: Chicago
State: IL
Zip: 60619
Phone: optional
E-mail: optional

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

First of all, I would like to apologize for sending this in late, but someone else attended the meeting for me, but did not tell me there was a date for submission on it. I received the materials late and the information. I decided to send the card in anyway and keep a copy of it. According to some of the speakers at the meeting this project has been on the table and introduced in the 1960's. Now they talked about the completion date and the environmental survey, impact, the dates or years 2013-2016 and governmental funding and being in compliance with. I heard of some of the major and minor concerning issues such as businesses, residential and non residential. As far as an environmental impact study being done this is not a new project, that has
No existence. This is a project that has as you used an extension. Therefore, it is already in existence. And environmental studies from the previous years should assist instead of creating new ones. As far as the 130th stop you have already environmental issues such as waste and industrial companies in that area. Those people who had concerns about their businesses that have financial statements prepared each year and according to the economy, if the construction is going to affect their cost, to be compensated for their losses. The residents should go to their local real estate agencies to find out or to other areas to find out if their property has depreciated or appreciated. What I was looking for is some solutions that could be offered while the concerns exist. The timeframe that they are talked about is unreasonable for something that already exist. Also, certain people talked about the beneficial factors and assisting young people of getting around better and for those who do not have cars. Another comment was made about the disparity in certain communities that are minorities and the way they have been overlooked. I thank you for your time and effort in reading this comment letter. Last but not least, the gentlemen said he lived by the train and the noise is not so bad and it would free up the congestion at 95th Dan Ryan.

Thank you, Annette Spight
The design of the 115th Street/ Michigan Ave Station is of special interest because it is at a location that can significantly develop. Development should not be hindered at this location by a bus turnaround. Furthermore, this may not be a good place for a park and ride either. This space should be used for commercial retail and/or a community focused service.
Red Line Extension
Connecting 95th Street Station to 130th Street

RS-19

The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Ronnie L. Johnson
Organization: Citizen
Title: 
Address: 9539 S. Dobson
City: Chicago
State: IL Zip: 60628-1625
Phone: 
E-mail: rock7914@yahoo.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

Use both I-94 and I-57 for the Red-Line extension.

Or green line of Stony Island to I-94 and South to 159 or more

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: RedExtension@transitchicago.com, Website: www.transitchicago.com/RedEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code. RTA TTY: 312-836-4949.
From: Anthony_Lupo@isp.state.il.us [Anthony_Lupo@isp.state.il.us]
Sent: Wednesday, October 07, 2009 11:14 AM
To: Red Extension; Yellow Extension; Orange Extension
Cc: mark.harmon@chicagopolice.org
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo
District Chicago
Administrative Command
Office 847 294 4655
Fax 847 294 4440
Cell 708 932 9347

10/14/2009
Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, October 12, 2009 4:34 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Additional Question about Red line extension

From: Alicia DeVoll [alicia.devoll@loop.colum.edu]
Sent: Monday, October 05, 2009 8:06 PM
To: Katelyn Thrall
Cc: Red Extension
Subject: Additional Question about Red line extension

Hello,

I attended the last community scoping meeting and i was wondering if there are any further updates with the Red line extension. Also has this extension been effected by the loss of the Olympic games?

--
Alicia DeVoll

Journalism Major
Columbia College Chicago
360-941-4759
As a resident of the South Side of Chicago for over 30 years the proposed extension of the Red Line is long overdue.

It will alleviate congestion, make travel faster for bus users and give better transit alternatives to people who live on the far South Side of Chicago and Northwest Indiana. The Union Pacific route makes the most sense.

Aristotle Haywood.
From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:30 PM
To: Peters, Melissa
Cc: Komblatt, Helene B.
Subject: FW: Red line extension

From: emailafrica@yahoo.com [emailafrica@yahoo.com]
Sent: Tuesday, September 08, 2009 10:50 AM
To: Red Extension
Subject: Red line extension

The extension of the red line is a great idea and I support the effort.
Sent from my BlackBerry® wireless device from U.S. Cellular

10/26/2009
CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"RED LINE EXTENSION
CONNECTING 95TH STREET STATION TO 130TH STREET"
September 22, 2009

STENOGRAPHIC REPORT OF PROCEEDINGS
had in the above-entitled matter held at the
Historic Pullman Visitor Center, 11141 South
Cottage Grove Avenue, Chicago, Illinois, commencing
at 6:44 o'clock p.m.

PRESENTERS:
MR. DARUD AKBAR, Government & Community
Relations Officer, Chicago Transit
Authority
MR. JEFFREY BUSBY, General Manager,
Strategic Planning, Chicago Transit
Authority
MS. SARAH LAYTON WALLACE, Moderator

Reported by: Anna M. Morales, CSR, RMR
License No.: 084-002854

(Whereupon, the following
proceedings commenced at
Page 1
MR. AKBAR: Good evening, everyone. If we could have folks begin to take their seats, we would like to go ahead and get the presentation started.

Good evening. Once again, my name is Darud Akbar. I'm the Government & Community Relations Officer with the Chicago Transit Authority. I would like to welcome everyone to the CTA's public scoping meeting for the Red Line Extension Project. Before we begin the presentation, I would like to acknowledge Lorie Lipson. She is representing Alderman Austin's office. If you could just raise your hand, Lorie. Thank you.

I'm going to turn things over to Sarah. Sarah is going to give us a talk about the meeting agenda tonight, and then we're going to go ahead and begin the presentation shortly.

MS. WALLACE: Thank you. Before we get started, I just want to check, is there anyone that will be in need of Spanish translation this evening? We do have that service available.

Tonight, as you see our agenda, we are just completed with the open house portion of the agenda, and now we're going to move into the presentation that's going to be about a ten-minute presentation, and Jeff Busby from CTA is going to
make that presentation to you, after which we'll move to our public comment period. And just before the public comment period, I'm going to go through some guidelines with you so that you have an understanding of how that process works and your time limitations and so forth that you have.

At the conclusion of the public comment period -- and I will just say that if it's not 8 o'clock yet and we've gotten all the comments initially, we are going to remain here to take public comment until 8 o'clock as we gave you notice, and then we'll just go over some next steps before we adjourn the meeting.

So with that, let's turn it over to Jeff for a presentation.

MR. BUSBY: Hi. Thanks, Sarah. Thanks all for coming out.

I'm Jeff Busby. I work in the Planning Department at CTA. I see quite a few familiar faces from our previous work.

Just a little bit of background on the Red Line Extension Project. The idea to extend the Red Line has really been around since the 1970s; but we, at CTA, got very busy with the first and foremost stage of a federal process to begin to apply for money back in 2006 when we started an Alternatives Analysis study.

The purpose of that study was to look at a
whole range of transportation options to improve
the service in the study area to the far south side
and the south suburbs. We looked at different
transit technologies or modes, different corridors,
different profiles where the transit would be in
relationship to the street level.

We had three rounds of public outreach.
Very strong attendance at all of those. We had
some really nice media coverage.

Recently, in August, we concluded that
study when the Board of the CTA adopted the Union
Pacific Railroad Alternative as the Locally
Preferred Alternative. That will be one of the
alternatives we'll look at in the environmental

studies. I will talk a little bit about that in
more detail. But this environmental study which
we're starting right now really is a culmination --
it starts from the work we did in the Alternatives
Analysis and advances that into significantly more
detail.

Why are we doing this? Well, we would
like to use federal funds, at least a portion of
the federal funds, to help pay for an extension to
the Red Line. To spend large amounts of federal
money on really anything, you need to comply with
the National Environmental Policy Act which
requires that you identify potential impacts both
positive and negative to the environment from the
construction and operation of a rapid transit facility. So we're starting that process tonight.

The purpose of preparing this document is both to inform members of the public about the likely impacts, but to also help decision-makers who will pay for and be responsible for operating the line about the impacts and how we might mitigate those impacts that are adverse to the community.

Here's a schedule for you, just to give you a sense of where the project is and where we would like to go. This is a target. It's not something that unfortunately I can guarantee for you. But we're going to start this evening receiving your comments on what you would like us to study in the environmental review. We're going to study that over the next year and share a draft of the Environmental Impact Study at the end of 2010 or perhaps early 2011.

At that stage, we need to ask the federal government for additional money and for permission to begin final design. That's the preparation of really the construction drawings. We hope for that period to last between 2011 and 2013. At that point, we need to have identified all the funds for the start of construction. If those funds were available and, again, if we got federal permission, we would like to start construction in 2013 to open
Red Line Transcript 09-22-09 Pullman.txt

in 2016.

I think this is a realistic schedule. It is ambitious. Certainly your support is helpful in making that realized. I mentioned that we'll be studying the Locally Preferred Alternative which came out of the Alternative Analysis Study; but

there are also three alternatives that will be studied as part of the Environmental Impact Study. The first is a No-Build Alternative. That becomes a point of comparison, so what would be the environmental impacts of not doing anything.

The second is a Transportation System Management Alternative. It's a long word, but what it really means is a lower cost alternative to building the Red Line; and, in this case, it would be express buses and some improvements at 95th Street so that those express buses could have a place to drop people off.

The Locally Preferred Alternative, there are maps in the back and we'll be talking about that in more detail. That's an extension of the Red Line from 95th Street following the Union Pacific Railway with stations at 103rd, 111th, 115th and Michigan, and a final station at 130th. It's an elevated extension, so it's above the street level but adjacent to those Union Pacific freight tracks.

And, finally, another alternative in the
Alternatives Analysis that performed very well that we thought we would include in the environmental study as a point of comparison was an elevated extension along Halsted Street. It would be elevated above the median of that street. Similar, four stations at 103rd, 111th, 119th, and 127th and Vermont.

This is a map of the Locally Preferred Alternative. As I mentioned, it leaves 95th Street, travels in the median of I-57, and then is an elevated line above the street level traveling next to the Union Pacific Railroad. It ends at 130th and the Bishop Ford, very close to Altgeld Gardens.

And, similarly, the Halsted alternative which leaves 95th Street, again using the median of I-57, travels south elevated above Halsted, ending at 127th.

So we're very interested in your comments tonight. Sarah is going to help us with rules on how that's all going to work and I will turn it over to her.

MS. WALLACE: Okay. Thank you very much. So it's time for the public comment process, and I want to go over some of the guidelines.

First of all, so that you know, we would
like you to focus your comments on the work that we
have ahead, which is the purpose and need for the
project; the proposed alternatives; the proposed
environmental issues to be examined; and the
potential environmental effects and mitigation
measures to be considered. So those should be the
focus of your comments tonight.

The guidelines. If you would like to
speak and if you haven't done so already, you will
need to fill out one of these speaker cards.
Christy will be happy to collect those and bring
them to me. I will plan to call speakers up in the
order that I have received them. And I will call a
couple at a time so that you can go ahead and get
lined up and know where you’re coming.

When you come to the microphone, I'd ask
you first to restate your name so we get that for
the record. We have a court reporter here who's
going to be documenting your comments. And we
would ask you to direct your comments to CTA here
at the front table.

You're going to have three minutes to
comment. And the good news is you're not going to
have to keep track of the three minutes. we got a
stoplight will turn yellow; and then it will begin
flashing when you have 15 seconds. So you should
be able to gauge your comments and know when you
need to be wrapping up. Once that turns red, that
means your comment time is up.

We would ask everybody to stick with that
comment period. The only exception to that is
anyone who needs translation, we're going to allow
six minutes because of the time that it takes to go
back and forth with the translator. So be aware of
that.

Tonight, we're really here to hear what
you have to say. This is your chance for input on
the process. CTA is here to listen to you. And so
they won't be responding to your comments in any
way at this time, but your comments are going to be
documented in a scoping report.

So that's the process. Hope that's clear
to one and all, and we're ready to get started.

Okay. We have -- the first couple are
Helen Rockingham, Derrick Brownlee, and Reverend

Isaac Hayes. You want to get situated at the
microphone. And, Helen, please go ahead and
restate your name first.

MS. ROCKINGHAM: My name is Helen Rockingham.
I would like to say good afternoon to everyone. I
would also like to give my appreciation to CTA --
express my appreciation to CTA for this effort.
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It's been long past due, and there are a lot of residents who are going to appreciate having this kind of facility available to them.

Myself, I'm a rider on CTA's Red Line train and buses at some point in time to work everyday. And what I find at 95th Street is that the parking is nonexistent and we're always getting traffic tickets there. So these lines and the proposed parking spaces that would be available at the different terminals would be a plus for this project to us, to the community, and we appreciate that, if the project becomes finalized.

Another thing is I'm a property owner and that Pacific line comes right past my home. As a matter of fact, I'm the second house from that line, south of that line on Princeton. And the environmental impact, I know for the benefit of the community, if we have to be relocated, that would not be an issue to some homeowners, but CTA's obligation to us, when will we find that out or if it would be found out in the 2013 year, and how would those -- how would those homeowners be contacted and at what point, would be my question.

Okay, I'm still on green. Great. Yes, it appears that the preferred route would be the Pacific line. I have been bouncing this, brainstorming with a lot of neighbors, and we see Halsted would be the least route for the advantages
for the businesses and traffic going to the expressway. We just know we will see the benefits of it in our neighborhood, and that's the end of my comments. Thank you.


REV. HAYES: Reverend Isaac Hayes, candidate for U.S. Congress in the Illinois 2nd Congressional District, and I just want to commend the CTA for taking this step. Certainly I know many residents and citizens on the south side have long wanted this, and people are happy they will have an easier commute to work or to school or wherever they may go. And so I don't need the full three minutes. I just wanted to commend the CTA, and the residents on the south side are very happy for this step.

Thank you.

MS. WALLACE: Robert Franklin and then Charlie Yale.

MR. FRANKLIN: All right. My name is Robbie Franklin. I would like to know if you're going to run the El starting at 99th and Eggelston, are you going to be on that platform on the tracks to the Pacific or are you going from the west side or the east side? And are you going to damage the little park that's in there between 99th and 103rd?

MS. WALLACE: Do you have other comments?

MR. FRANKLIN: No. That's it.
MS. WALLACE: Charlie Yale and then Eugene Taylor. Please restate your name.

MR. YALE: I'm Charlie Yale from Citizens Taking Action. I work with the unions and I got a high seniority.

It's a wonderful thing that CTA is doing right now with that extension. If the economy picks up and the recession gets better in the near future, where are you going to extend the Red Line?

How far out may I ask? How far out? The Red Line, how far out will it go out? How far in distance, north or south? May I ask, please?

MS. WALLACE: Right now we're in the public comment portion, so we're just listening to you, but that's the kind of discussion you can have as you are looking at the board.

MR. YALE: Fine. If this works out for the public and everybody else, it would be a wonderful thing. Let the economy pick up with the recession. Right now, it's pretty bad right now. If this could be done, it would be a wonderful, wonderful thing for everybody and everybody. I want to see what happens. Analyze this.

There's construction going on I heard. This I heard. But this could be done by everybody and be one good thing for the future. I want to see what happens.

MS. WALLACE: Eugene Taylor and Michael Bryant.
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20 Eugene Taylor?
21 MR. TAYLOR: Yes.
22 MS. WALLACE: Please restate your name.
23 MR. TAYLOR: My name is Eugene Taylor, and I'm here to represent Developing Communities Project.

We are a faith-based community organizing agency that has served the Chicago community areas of Greater Roseland since 1986.

In 2003, DCP began organizing a transportation campaign advocating for the expansion of rapid transit on Chicago's far south side. DCP through its CTA Red Line Oversight Committee, or RLOC, comprised of community residents, churches, community leaders, and local grass root organizations initiated a referendum drive in 2004 that resulted in 38,000 votes supporting the extension of the CTA Red Line along the Union Pacific Railroad Corridor.

We have come to recognize the critical importance of mass transit to Chicago and its residents. From the increased exposure to air and noise pollution throughout the region to the increased travel time imposed upon both workers and students, addressing our mass transit service needs was and is paramount to our community's future and its quality of life. This community has paid a high price for this urban transit dilemma.

But today is a good day. This day is long

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expected because the public's desire for economic justice and equity in capital spending decision-making was reasonable. Yet, its anticipation for nearly 40 years has become an urban legend.

So, today, we thank the Federal Transportation Administration for requiring this public hearing, and we thank the CTA, the Chicago Transit Authority, for selecting the Union Pacific Rail route as the locally preferred route.

We here today want to register our initial public comments as part of the scoping process. On September 18th, 16 members of DCP's Red Line Oversight Committee toured the Union Pacific Railroad route to examine the physical and environmental conditions along the corridor.

MS. WALLACE: 30 seconds.

MR. TAYLOR: The RLOC participants documented parkways, homes, small businesses, and tracks and so forth.

Much like the Federal Transportation Agency, the DCP Red Line Oversight Committee will be listening to the CTA's environmental impact consultant's statement. Our committee will
continue our review of the locally preferred route, the environmental and engineering requirements. we'll conduct and assemble additional public comments.

MS. WALLACE: Thank you.

MR. TAYLOR: And thank you.

MS. WALLACE: We look forward to written comments for those of you who have more than you can say during your three minutes. Michael Bryant.

MR. BRYANT: (Through an interpreter). Hi. My name is Michael Bryant, and I have been dreaming of this for like a long time. It's amazing how this idea is very similar to what I dreamed about. And, of course, I prefer the UPR route. You know, I prefer that very much because at 95th Street, there's really a lot of traffic there. Like I went there and I went to the other meeting and I tried to explain, but I just want to know what they're going to do for the future. I mean, we discussed like what the plans might be.

I think it's great if the 95th Street line could be set up, you know, on 130th Street, and if they could add that, that would be perfect. But I know the choice -- the decision hasn't been made.

It's a future decision, but I know it's going to be a speedy process -- I know it's not going to be a speedy process. And there's a lot of things that
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are going to have to change, but I think the
environment will change rapidly with the changes
that are going to be made by the CTA. Thank you.

MS. WALLACE: Okay. Ernest Williams and then
Lou Turner. Ernest Williams?

MR. WILLIAMS: Coming. Good evening. My name
is Ernest Williams, and I'm here on behalf of the
Golden Gate Community Association.
The one question that I had was when the
Orange Line was extended southwest to Midway, I'm
sure that these same studies were done. I think it
would be -- it would benefit us to talk to some of
the leaders that helped implement that plan and
live through the process to see what the line
impacted and what the community concerns were at
that time to give us something to compare to if you
had those feasibility studies that you probably
started back when that happened so that we can put
it possibly together. Just a thought.

MS. WALLACE: Okay. Lou Turner and then
David May. And please restate your name.

MR. TURNER: Hi. My name is Lou Turner. I'm
with the Developing Communities Project. You have
already heard from the president of our Red Line
Oversight Committee.

I think a number of people here already
know that the Developing Communities Project has
been mobilizing the community and interest and
opinions in the community around this project since 2003. And we put together a historic referendum in 2004 in which 39,000 voters in the 9th and the 34th Ward voted for this very project. And that's one of the things that the CTA has included as part of the reasons for their selection for the Locally Preferred Alternative.

I have a few things and I will submit it also in a written form, but in the instructions, particularly in the introduction to the folder that you have here, it says that -- the EIS scoping info says that the CTA and the FTA will be preparing the EIS. How will the FTA participate in the preparation of the EIS?

Secondly, what weight will public comment have in the decision-making process of the EIS and the preliminary engineering?

Thirdly, what governmental agencies will also participate? Because it says public comment and governmental agencies or agencies will participate in the scoping process. Will their comment and analysis be made public? If so, where? I assume the EPA and people like that. What weight will their input, that is, the governmental agencies, carry? And if there's a conflict between the input of the public agencies -- excuse me, the governmental agencies and the public comment, how will these conflicts be resolved?
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You mentioned the proposal for topics of evaluation. One, it seems to me, especially for environmental impact that becomes important, is to identify brown fields along the route. I assume that there is some kind of map somewhere or there's some process at hand in terms of identifying -- 30 seconds -- identifying brown fields.

Secondly, if these brown fields are identified, I want to know what the process is for minority procurement opportunities for mitigating those brown fields.

And, lastly, what are the scoping -- what is the scoping analysis going to do in terms of identifying transit-oriented development opportunities along the route?

MS. WALLACE: Thank you.

MR. TURNER: Thank you.

MS. WALLACE: David May and Harry Brooks.

MR. MAY: I'm David May. I'm here speaking as an individual. I think it's a very valuable project for underserved communities here on the south side, and I think these extension projects are great in terms of leveraging the existing facilities.

The cost estimates I have seen for the LPA seem very high compared to similar projects that have been built in other countries. CTA has a bad record in terms of managing large construction
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projects, and I recommend that you look at the Army
Corps of Engineers' Early Contractor Involvement
Process; P3 processes being used in Alberta and
Ontario; FDoT's recent I-95 procurement; and how
BART is doing the Oakland Airport Connector.

In looking at this extension, I thought
the design criteria that should have been used
would be to maximize the number of customers living
within a half mile of a station. So you need more
stations and you need the routes running through
residential neighborhoods; avoiding overlapping
coverage with METRA; using existing rights-of-way;
running on ground as much as possible; and serving
Chicago State and Olive-Harvey.

I think a preferable way to design this
thing which I think you should consider as one of
your alternatives is a one-way loop, a 9 and a half
mile long loop, one-way loop, instead of your
5 mile two-way design could give you seven
stations, for example, at Ford and Rhodes, 103rd
and Dauphin, 111th and Langley, 115th and State,
114th and Halsted, 107th and Racine, and I-57 and
Halsted which would serve many more people within
walking distance in your design.

It would give you 2 miles on ground in the
Bishop Ford right-of-way. It would give you
2 miles on ground on the I-57 right-of-way; 1 mile
on ground on the abandoned railroad right-of-way;
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and 3 miles on ground in the excess railroad
right-of-way, all which are great improvements
compared to your mostly elevated, very expensive
guideway design. Thank you.

MS. WALLACE: All right. Harry Brooks and

William James. Harry? William, you will be after.

MR. BROOKS: Good evening. One of the things
that needs to be done immediately is something to
relieve the bus turn-around at 95th and the
Dan Ryan, because the number of buses that go in
and out of there, they have outgrown that terminal.

When I was coming here this evening, I
happened to get there in just one of those rare
moments. I'm sure it was like a perfect storm.

All the bus lines, CTA and PACE, plus a Greyhound
all were in the station at the same time. And that
was interesting to watch, but it caused quite a
traffic jam.

So I would hope, of course, when this
extension is put in that some of those lines that
go up to 95th Street now would go to the new
stations or that something be done somehow, even
though it's kind of landlocked, to expand the
terminal because you get all -- you get everybody
in there at the same time and it just doesn't work.

The 111 bus that I took to get over here
stops behind the Number 106 bus, for example. And
the Chicago Police Department decided to park a
recovery time. So I wasn't late or anything, but we had to sit there until it was time for the 106 to leave, and there were a couple of other buses that were trying to get out.

Now that particular problem could be dealt with if CTA told the police that they would have to park large vehicles elsewhere. But something still needs to be done now and in the future for that 95th terminal because, as I said before, and I'm repeating, I know, if everybody is in there at the same time, it's not working. Fun to watch, but I'm sure it's not fun for the drivers.


MR. JAMES: Okay. My name is William James. I've lived in Roseland all my life.

MS. WALLACE: Could you please speak into the microphone?

MR. JAMES: Yeah. I came here as a teenager. I'm very familiar with Roseland, all parts of it. I have lived all over the community.

I have also lived near train tracks. Where I'm at presently, I'm near that Union Pacific. My concern is noise, vibration, property damage. What happens is these trains roll past.
Right now, there's a group in our community trying to stop the whistle blowing of the train there. Okay. They're not very successful. They have been campaigning for years. It's not stopping. The train is still blowing the whistle. The noise goes on. I lived there 20 years. I'm now oblivious to it. Other people are not.

With a CTA train running down your mysteriously preferred location -- I don't know who prefers this -- I'm going to have constant noise. I'm telling you now, I don't want you. Go away. Go down Halsted.

I have another issue there. With these train tracks and these stations, I'm going to get dirt. I'm going to get crowds there that I don't want in my backyard. I live very close to 103rd. I don't want you in my backyard. I don't want you crawling through my yard going to the train station. It's an issue for me. Okay?

Another thing that disturbs me is that through these vibrations, they damage the foundations to your homes. Many people who live close to this train have cracked foundations. CTA is going to come, they're going to build their little train, you're going to go ahead about your business, I'm going to be stuck with damage, more home damage. Okay? I don't want it. These are just issues that concern me.
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You're only going to build on one side of the track. Many people are thinking that they're going to get money through eminent domain. You're going to come in and pay them and they're going to move off happy. But there's two sides of that track. When you build that train, elevate it, it's going to be running through some of your bedrooms. That train is up over your head. Only one side is going to get paid. The other people are going to get stuck. And I think we need to keep this in mind. This is not about money. This is about where we live and about our comfort. Thank you.

MS. WALLACE: Are there other folks who would like to comment this evening? Okay. We're going to be available until 8 o'clock to take comment if additional people come in or you decide you want to comment.

For those of you who don't, let me go over a couple of things. If you want to leave, you can leave. If you want to spend some more time at the board, you are welcome to do that.

So, again, tonight the verbal comments were reported by our court reporter. There's other ways that you can submit your comments. So you can write comments and place it in the box over here. You're welcome also to mail your comments to the contact and contact information listed here. You can e-mail or you can fax your comments.
We also encourage you to keep updated on what's going on with the project, and a couple ways to do that, one is to regularly go to the web site that you see here on the screen or you can join the e-mail mailing list by writing to Darud.

So thank you so much for your input this evening. We appreciate it. And, again, we'll be available for comment until 8.

(whereupon, there were no further speakers.)

(Public Hearing adjourned at 8 o'clock p.m.)

STATE OF ILLINOIS

COUNTY OF C O O K

ANNA M. MORALES, 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 Public 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 Public Hearing.
Red Line Transcript 09-22-09 Pullman.txt

________________________________________
Certified Shorthand Reporter
CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"RED LINE EXTENSION
CONNECTING 95TH STREET STATION TO 130TH STREET"
September 24, 2009

STENOGRAPHIC REPORT OF PROCEEDINGS
had in the above-entitled matter held at the
Woodson Regional Chicago Public Library, 9525 South
Halsted Street, Chicago, Illinois, commencing at
6:48 o'clock p.m.

PRESENTERS:
MR. DARUD AKBAR, Government & Community
Relations Officer, Chicago Transit
Authority
MR. JEFFREY BUSBY, General Manager,
Strategic Planning, Chicago Transit
Authority
MS. SARAH LAYTON WALLACE, Moderator

Reported by: Anna M. Morales, CSR, RMR
License No.: 084-002854

(whereupon, the following
proceedings commenced at
6:48 o'clock p.m.)
MR. AKBAR: Good evening, everyone. My name is Darud Akbar. I'm with the Government & Community Relations Department at the Chicago Transit Authority. I want to welcome and thank everyone for coming to the Red Line -- this is actually our second public scoping meeting. So I want to thank you for coming out this evening.

I'm going to turn things over to Sarah. Sarah is going to talk to us about tonight's agenda, and then we're going to go into a brief presentation and come back to Sarah to explain what our rules and regulations are for this evening. So thank you once again.

MS. WALLACE: Great. Good evening. Before we get started, I want to check, is there anybody in need of Spanish translation? Okay. So we have that service if anyone is in need of that.

As you see from our agenda this evening, we've just completed the open house portion of the meeting. In just a moment, I'm going to turn it over to Jeff Busby, and Jeff is going to give a brief presentation on the project, and then we're going to go into the formal public comment period of the meeting. And right before we do that, I will walk through some guidelines. We are going to be limiting comments to three minutes. So be thinking about that now as you are composing your thoughts, those of you that are speakers. I will
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go over some other things to get us on track.

After the public comment period, then we'll go over
some next steps and adjourn the meeting.

And I do want to note that if we conclude
before 8 o'clock, you will be, you know, free to
leave if you want at that time, but we are going to
stay here and available for anyone who arrives and
still wants to comment. So we'll remain here until
8 o'clock for sure.

So with that, Jeff will provide a
presentation.

MR. BUSBY: Hi. Thanks for coming out again.

I'm Jeff Busby. I work in the Planning Department
at CTA.

I wanted to give you a background on where
we are on the Red Line Extension. Really, the idea
for bringing the Red Line further south has been

around for a very long time. In the 1960s, when
they were building the freeways, they left space
for a Red Line Extension; and, recently -- and this
is not a new problem -- but recently the CTA has
started a study called an Alternatives Analysis,
and that study is intended to look at a whole range
of transit options to try to improve some of the
transportation problems south of 95th Street.

Many of you are aware, if you take CTA,
that the 95th Street station is very crowded.

There's lots of buses going there and there's lots
Page 3
of delays associated with getting there. So people have very long trips sometimes to get to the existing station. So what we could accomplish with an extension of the Red Line is shorter and faster trips for people to get to CTA services as well as solving some of those congestion problems at the 95th Street station.

As I mentioned, we started this study in 2006. We looked at a whole range of options and identified a couple of options which we're going to talk about tonight which we're advancing into this next step. Part of the Alternatives Analysis included public involvement. So we've been to Woodson Regional a couple times and actually had a series of other meetings -- three rounds of meetings with six total meetings prior to this leading up to tonight's recommendation.

The local -- I'm sorry. The Alternatives Analysis ended in August when the Chicago Transit Board adopted what's called a Locally Preferred Alternative. It's the one option that, resulting from the study, looks to be best at solving the problems we've identified, and that is an extension of the Red Line, following or running next to the Union Pacific Railroad at about 400 west. I will show you a map in a moment.

So tonight's meeting starts the
Environmental Impact Statement which very much
relies on the previous work we completed in the
Alternatives Analysis.

So what's an Environmental Impact
Statement? The CTA is hoping to use -- to ask for
federal money to pay for a portion of the
extension; and any time you use federal money for a
large project, you have to comply with the National
Environmental Policy Act. And the National

Environmental Policy Act, or NEPA, requires that
the CTA in a public setting identify and evaluate
the potential impacts of both building an extension
and operating an extension for the Red Line.

And the idea here is to help us make
decisions about the environmental impacts and where
-- and they're both positive and negative
environmental impacts -- but where we identify
negative environmental impacts, come up with
potential ways to mitigate those, make them less
adverse.

This is a schedule which gives you an idea
of where we're headed. As I mentioned, we're
starting the environmental process tonight with
these scoping meetings. We had a meeting, very
same presentation, a couple of days ago on the same
subject. We're receiving input on what we should
study in this environmental process.

We'll come back to you next year with the
results of the environmental process in what's
called a draft EIS, a draft Environmental Impact
Study, and that's your opportunity to review both
the impacts we've identified and what we proposed
to mitigate them.

At the same time, we're going to be asking
the federal government for additional funds and
permission to start more detailed engineering.
That's called preliminary engineering on this map.
We think that process would take about two years.
And so by 2013, we would need to have identified
all of the money, both the federal and the
nonfederal share, to fund the extension, and we
would need federal permission to begin the final
design.

2013 would be the year in which we would
start construction. We show a three-year
construction period; and the Red Line Extension
opening for operation in 2016.

It's important to point out that this is
our targeted schedule. It's not something we can
guarantee. There's a couple of reasons for that.
As I mentioned, we rely on additional funding from
Washington, D.C., to continue these studies, and we
also rely on permission from the Federal Transit
Administration. But we think this is an achievable
target and we're going to pursue it.

We're going to study alternatives, project
This is a list of them. The first alternative is a No-Build Alternative. It's really important as a point of comparison. What this alternative is is what would be the impact to the environment of not doing anything?

We're also going to study what's called a Transportation System Management Alternative. That's a very long name, but what it means is a lower cost alternative to building a rail extension. In this case, it would be an express bus service with limited stops; some technology to help speed the buses down the road through giving them priority to traffic signals; and a pretty significant expansion of the station at 95th Street to make the buses in that corridor work better as well as accommodate new buses in this alternative.

We also will be studying what's called the Locally Preferred Alternative, an extension of the Red Line following the Union Pacific rail right-of-way, an elevated extension, I should point out.

And we have identified a fourth alternative which is also an extension of the Red Line but follows Halsted Street.
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Let me show you a map of the Locally Preferred Alternative. So starting with the map on the left, the Red Line would run south from 95th Street in the middle of the I-57 highway, and then it would climb up out of the highway and run elevated at about 400 West Eggelston Avenue and would travel next to the Union Pacific rail right-of-way all the way south to 130th. It would make four stops. The stops are at 103rd, 111th, 115th and Michigan, and 130th and the Bishop Ford Expressway close to Altgeld Gardens.

We're also showing two options here, the reason there's two dotted lines. We have a choice of being on the east or the west side of the freight rail tracks.

The Halsted alternative is a similar link. It runs about a half mile to the west. So, again, the train would use the median of the expressway, I-57, traveling south. When it gets to Halsted Street, it would go into the air and run down the middle of Halsted Street, above the street. It would make four stops again at 103rd, 111th, and 119th, and at Vermont which is about 127th.

This is an elevated structure. The columns to support the elevated structure would be made of concrete most likely and be placed in the median of Halsted Street.
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So those are our four alternatives. We are interested in your comments tonight. I'm going to turn things over to Sarah to give you some instructions on how we're going to receive those.

MS. WALLACE: Okay. It's time for the comment portion of our meeting; and, as promised, I want to go over a few things with you.

Because we're working on this environmental study, there are sections that we need to write and we need your input in order to do that. So we would ask you to focus your comments tonight on these areas: The purpose and need for the project; the proposed alternatives; the proposed environmental issues to be examined; and the potential environmental effects and the mitigation measures to be considered. So those are the areas we specifically need your input.

Some guidelines. If you haven't done so already, please submit a speaker card, and we can collect those and they will be brought up front. I'm going to call speakers by name. I will probably call several at a time so that you can get lined up and prepared to speak. Here's the mic you will use, the standing mic on that side.

The first thing you will want to do is restate your name. I may not get the pronunciation right, and we want to make sure that we have that right for the record. We've got a court reporter.
here that is going to be documenting your comments.

You'll have three minutes to comment. The

good news is you're not going to have to try to

keep track of where you are in that three minutes.

we have this stoplight here that is going to assist

you in that process. So once you start, we'll turn

that on and the green light will turn on, and that

lets you know that your three minutes are starting.

Once you have 30 seconds left, the light will go

yellow. And once you have 15 seconds left, the

light will be flashing yellow. So that kind of

helps you gauge wrapping up your comment. And once

it turns red, that means your comment period is up.

So we would like everyone to keep to the

three minutes so that we can keep things moving and

we're hearing from everyone who wants to speak

tonight.

Because we're here tonight to hear from

you -- that's the whole purpose of the meeting is

to hear your comments -- CTA is not going to be

responding to your comments tonight. We're going

to be listening. We're going to be documenting and

all your comments will be documented in the report.

So we would ask you to -- there are two

folks from the CTA here. We would ask you to

direct your comments to them, but do, again, keep

an eye on the light.

So our first speakers up: Thomas Brown,
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Senior, followed by Rob Kelsey, and I believe this is McClellan. So are those folks here?

Yes. And I do want to remind everybody, if you haven't done so already, turn off cell phones or pagers or at least change the setting to vibrate so that we don't cut into people's time that are speaking.

Could Thomas Brown, Senior, please approach the microphone? Go ahead.

MR. BROWN: Again, my name is Thomas Brown, Senior. I live directly in the area where the proposed train will be built and constructed. My comments center around myself as well as my neighbors. I'm right on 325 West 99th Place, directly in front of Wendell Smith Park, and most of my neighbors are senior citizens.

So in the environmental study, I would like for you all to take into consideration the fact that a lot of the homeowners are senior citizens and the fact that we would want -- we don't want to be -- they don't want to be disrupted unduly, and just to take those factors into consideration in the environmental study, as well as Wendell Smith Park is a park that is utilized, and also to look at, in addition to what you're already studying, the noise impact and the safety impact of that park.

Another comment I would like to make is
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the fact that the proposed plan going down
Eggelston Avenue, it's very residential, and
there's definitely some concern about having a
commuter line directly through the residential
corridor that's there. Those are my comments.

Thank you.

MS. WALLACE: Thank you. Rob Kelsey, and then
McClellan, and then Dorothy Boyd.

MR. KELSEY: Good evening, everyone. My name

is Robert Kelsey. I'm a Chicago Public School
counselor. I work in the West Pullman area,
Gompers Fine Arts Option School.

As a counselor, I fill out numerous
applications, help students fill out applications
for high school. And being an educator, I also
recognize that a number of students don't get
downtown unless it's a field trip a lot of times.
So this new Red Line or -- I'm not sure exactly
what this -- Red Line Extension will be helpful in
a lot of aspects.

I heard the speaker before me. He had a
lot of excellent concerns there, but I think
there's also some advantages for some of our
younger people. So that's my comment. Thank you.

MS. WALLACE: Okay. McClellan? Could you
state your name and speak directly into the mic?

MS. MCCLELLAN: Gina McClellan. I have three
concerns. The lighting around the tracks that are

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going to be made, and I was hoping that we could be
able to see some kind of visual, what this was
going to look like, but for security reasons, will
it become dark like the El stations down by Lake
Street? That was a question.

1
The construction time, how long is this
going to take, 2016? And then once you start, what
does it do to me? Is it going to be three, four
years where I'm going to be inconvenienced where I
can't even get into my home since I'm right off of
Halsted Street.

I'm concerned about the noise level that I
will have to live with the trains going constantly.
I'm concerned that the parking lot that you're
going to put there, when it's filled, that I can't
park on my block because I'm one block off of
Halsted. So are those things being taken into
consideration, too?

MS. WALLACE: Okay. Dorothy Boyd, Lou Turner,
and Ben Christy.

MS. BOYD: My name is Dorothy Boyd. My concern
is the families on Eggelston Street; I need to know
if they're going to be relocated. We don't want to
be relocated.

I want to know how the property value, how
will that affect us? And I want to know about the
incoming traffic that this is going to cause.

There are a lot of seniors in our area,
and we do not want to move. We already have that

train that goes down Eggelston. It keeps up a lot
of noise. We need another batch of noise like we
need two heads. I'm not seeing this.

MS. WALLACE: Lou Turner, Ben Christy, and
John Paul Jones.

MR. TURNER: Hello. My name is Lou Turner.
I'm the Public Policy Director for Developing
Communities Project which is a project for the last
six years.

My concern is really just singular
tonight -- I spoke on Tuesday -- and that's the
impact, the positive impact, the collateral
benefits that this project could have for the
residents in Altgeld Gardens, 130th Street, which
is where the Red Line Extension would end.

Back in 2005, we did a study which showed
that of all the households in this area, one out of
four of these households don't have or don't own an
automobile. That's the same as the 9th Ward in
New Orleans; and were the same kind of catastrophe
to hit, we would have the same kind of crisis of
this community that we saw in New Orleans at the
time of Katrina.

I think that given the history of
transportation planning, in big cities like Chicago, where very often minority communities have been more the victim than the beneficiary of transportation planning, this is an opportunity and, particularly out of Altgeld Gardens, to really provide access to one of the most isolated communities in the city. This is an opportunity to use transportation planning to provide benefit rather than victimization of a minority community.

So I would ask that the Environmental Impact Statement look at the environmental impacts that would be for the residents at Altgeld Gardens; and the fact that Altgeld Gardens is an area that has high toxicity; a lot of waste sites surround the area. It is one of the highest levels of cancers in the city amongst any group of people.

And so with the construction of this Red Line Extension, it seems to me that one of the key environmental impact factors or areas of analysis should be the impact that the construction of the Red Line Extension would have on mitigating the toxic degradation out at Altgeld Gardens and the opportunities that would provide for a very isolated community.

So, again, I urge that CTA really focus singularly on Altgeld Gardens and really push the LPA, the Locally Preferred Alternative, which is the one that would go to 130th Street. None of the
impacts that are mentioned here, a number that others can think of were mentioned, would really be mitigated by the other alternatives. Only the alternatives, the LPA going down to 130th Street near Altgeld Gardens would really impact favorably these communities in these areas. Thank you.

MS. WALLACE: Ben Christy, then John Paul Jones, then Donald Miller.

MR. CHRISTY: Yes. I'm Ben Christy. I don't live in the area. Instead, I use the Red Line to get to the area. In fact, I didn't go to the other impact study because I couldn't -- you know, I'm sure there's a bus that gets by there; but 95th, 95th station, what bus to use and everything, I just didn't do it. So that's why I'm here today instead of Tuesday.

I actually do live right next to the Red Line by Berwyn. Come on by and say hi. The noise of the train, hey, it's a train. When I grew up, I lived a block away from the train. Now I live just across the alley from a train. Yes, it's a noise. You get used to it. So don't worry too much about that.

The thing I'm worried about is the TV reception every time a train goes by. With this new better TV? No way. Anyway, that has no effect with this group.

What I see on the alternatives here is
that there are people in the Halsted area that
don't want their train down Halsted; but, if I
wanted to get to Halsted there, I would use the
train to get to your businesses.

The plan -- the LPA, which is not the
Halsted, does have the positive that it could help
bring people in from out of state if we have enough
parking, park-and-ride spaces. So I would expect
you to decide how many park-and-rides you want and
then triple it.

Other than that, we need more trains. For
years, we've needed more trains. Some people will
be discomforted by the building of them, but don't
let that keep us from plowing ahead. They have
said for years that they expected to extend this,
but they haven't.

MS. WALLACE: 30 seconds.
MR. CHRISTY: So please give us -- give us our
ride, extend it as much as possible. Thank you.
MS. WALLACE: John Paul Jones, and
Donald Miller, and Thomas Jundanian.
MR. JONES: I'm John Paul Jones. I'm an
organizer for the far south region, also a resident
in the Englewood District. For 50 years, I've been
involved in organizing and urban planning, and I
have seen a significant value in the Union Pacific
Railroad corridor. And if you look at the far
south region, they have always had a challenge of
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public and private -- the investment. That Union Pacific corridor provides a venue where you can begin to introduce to the community, a very urban community, a whole new set of ideas and investment around transit and developing that and turn that corridor, provide venues so that the end of the station can add value to the property, at the same time, give greater access to the greater part of Chicago.

Also, from Englewood, we've always had challenges with getting transportation to jobs; and with the Union Pacific Railroad corridor, again, you can begin to hire a lot more people, connect with the south suburban communities that are going to have job growth, much more than you get in Chicago during the economic downturn.

But, also, the environmental impact piece that we're concerned about and want to speak to tonight, that corridor, much like rail corridors throughout my community of Englewood, areas where there's always a decline of public investment and through the years you had accumulation of blight, if you look at that corridor, you look at a corridor that is over ran with many forestries now. There's open space that's been denied any real attention for many, many decades.

So it's an opportunity for you, the city and the community, to kind of think through how do
we use these corridors more wisely and
strategically to improve our community, encourage
reinvestment, and increase the travel time for us
to get to work or recreation and other venues.

So it's a real plus for the region more
than a negative. I would want to encourage that
more -- supporting what the person said from
95th Street corridor. Certainly, we want to be

careful and considerate of the residential impacts.
We want to be very careful of the impact to the
brown field districts, but also opportune as
possible relative to the eroding issues. We
certainly want to be helping the community
anticipate and remediate any particular eroding
problems that may occur in some of these wooded
areas that have been neglected for 30 or 40 years.

So we want to use that opportunity to work
more closely with any governmental plan to figure
out ways to impact the environmental impact on the
roads maybe through this reconstruction strategy.

Thank you.

MS. WALLACE: Donald Miller, Thomas Jundanian,
and Lori Baldwin.

MR. MILLER: Thank you. My name is
Donald Miller. I heard a lot of complaints --
concerns, rather, about the environment and the
noise and how the train would sound coming through
the communities. But this is dealing with rail. I
think we should take a model from some of the rails that run on the north side. You know, you are going to have these type of problems. What we are trying to do is get a system that would fit our community, that would be accessible for us to get in and out of our community efficiently and safely. And I would think the transit people should look at the highest concentration of the population, where could -- the highest volume of population and let the train be used in that corridor, in that area where the population would be affected the most.

And I think it's an excellent idea because the south side of Chicago needs a little bit more of a public system in our community, and I'm for it, and I hope that it happens very soon. Thank you.

MS. WALLACE: Thomas Jundanian, Lori Baldwin, and then Bradena Thomas.

MR. JUNDANIAN: Good evening. My name is Thomas Keith Jundanian. I'm the third generation owner/operator of an 85-year-old Roseland-based business. I'm a Roseland boy, born and raised.

I have a different perspective on this than maybe some, having grown up in this community and having our family business based here all the time, all those years. I'm not 85, but -- don't rush me.
On the heels of Donald's comments, I too kind of feel like the south side of the city has been a very neglected location in our beautiful metropolis, and it would be -- I think either one of these plans are going to be a positive thing for us. I'm not qualified to say which one is going to be better than the other.

Initially, I was surprised to find out that the LPA was the preferred alternative with more public support because it seems that it's going to disrupt some lives, some memories, some households if it occurs on the east side of the tracks. If it's on the west side of the tracks, I know from my own childhood and playing in some of those empty lots, there's more industry over there.

My business is located on Halsted Street at 116th Street. It's the K. A. Pridjian rug store, that big old rug store there on Halsted Street. So one of the concerns that I would have as a business owner having seen long construction projects mean the demise of some businesses that have been interrupted with their traffic flow.

What have previous construction projects like this and studies that have gone on indicated
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1 with those businesses? How are they impacted? I
2 have got nothing to base this on. When this
3 trestle goes up on Halsted Street, what is it going
4 to look like? It's probably going to be concrete.
5 Jack and I were talking outside. Would it be
6 something that's attractive? Will the elevated
7 tracks all the way down Halsted Street create a lot
8 of dark shadows, a lot of shadowing areas where
9 people can congregate and do things that are not in
10 the best interest of the community? Will the
11 trestle be placed where garbage and other debris
12 and litter accumulate? Will it be a blight to
13 Halsted Street?
14 As far as bringing people down Halsted
15 Street, yeah, it will. The stations are going to
16 be -- you know, 111th and 119th are a mile apart.
17 So that's still quite a ways to try to get to one
18 of the businesses. I was chatting with a lady who
19 also has a building at 108th and Halsted. That
20 kind of encapsulates some of my concerns. I think
21 either one of these things are a positive thing for
22 the south side, whichever is best for our city and
23 our community. Thank you.
24 MS. WALLACE: Lori Baldwin, and then

Bradena Thomas, and JoAnne Guillemette.
2 MS. BALDWIN: I am Lori Baldwin, and I'm
3 representing the West Chatham community and the
4 Park Advisory Council of that area, but I'm also
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part of the Red Line Oversight Committee.

I would just like to interject that I'm
thanking the FTA for requiring this public hearing
as well as CTA for selecting the Union Pacific
Railroad as the locally preferred route,
particularly, because this route will give the
greatest need and take care of a lot of the needs
of disparity that we have had in that community for
a very, very long time on the south side of
Chicago, to give us more transportation options; as
well as we have had the opportunity on
September 18th, some of the members of DCP Red Line
Oversight Committee toured the entire Union Pacific
Railroad, and we examined the physical and
environmental conditions and the impact along the
corridor, and we found that there are documented
parkways, homes, small businesses, and tracks of
forestry along that route.

However, most of that route, as has been
stated before, is open space, and so this would be

a great asset to the community. Also, because of
the need for us to have transportation in this
area, and it's been such a long, long time, this is
the area that I think the city should be focusing
on much more than some of the other options.

We also looked at the environmental
impact, and this provided greater access to a
number of residents. And also this route had less
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environmental impacts in terms of conditions and
areas and the taking of homes.
    So I, again, just want to encourage you
and let you know that the community will benefit
from this new development. Thank you.
    MS. WALLACE: Bradena Thomas and then
    JoAnne Guillemette.
    MS. THOMAS: My name is Bradena Thomas. I am
concerned as a senior living in the area. In fact,
I'm right at 97th and LaSalle which is where 94 and
57 split.
    My concern is whether or not there would
be an elevated track right behind me or whether
it's going to be recessed?
    Also I have a business, a building on
Halsted at 108th. Now is this going to be an
elevated structure which would darken, you know,
the area? So that is my concern for both. But I
definitely wouldn't want an elevated area looking
out of my backyard. That's my concern.
    They do need transportation to the south
because 95th is extremely congested, and I realize
that; but, hopefully, I wouldn't want to have to
move. Thank you.
    MS. WALLACE: JoAnne Guillemette.
    MS. GUILLEMETTE: Good evening. My concerns
have been previously stated by several others, but
to say it as succinctly as possible, my concern
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would be for the increased foot and vehicle
traffic; the increased debris; as well as the
increased crimes that would follow a structure like
this.

I have lived near the Red Line and I know
that it also -- because of the activity and
vibration of the ground, it increases the presence
of termites and other rodents. And when you're
dealing with termites, you're talking about the
destruction of homes; and, to prevent it,
homeowners would incur tremendous expense on a
yearly basis to ward off the termites. So that's

an extreme concern for me. And I would hold that
for other homeowners as well.

Further, who would bear the maintenance
expense of this extension? Because the homeowners
nearest the tracks, are their property taxes going
to increase? Is their property value going to go
down? And what mechanisms are being put in place
to address these issues? Because it's my feeling
that you're going to go ahead with this in spite of
what we say. And especially if we should be
successful with our bid for the Olympics, this is
going to be a major development. It's going to be
pressed forward, and the residents need to know the
ture impact on them in terms of dollars and cents.
Thank you.

MS. WALLACE: Could you please restate your
MS. WALLACE: Could you get little closer to the mic, please? Thank you.

MS. RICE: But I think I'm coming from a more personal point of view, because all the other issues have been talked about.

For the last I won't say how many years of my working life, I have worked in one way or another with residents of Altgeld Gardens as a counselor or as a recreation worker or just simply knowing children who live there or adults who live there. And I remember and I just -- my mind was refreshed on the way in when one of the workers outside mentioned that she had lived in Altgeld Gardens and she remembered having to take the PACE bus into Chicago and then taking a CTA bus and then finally getting to the Red Line.

But I remember also having to take kids home at night because the transportation was not available for the kids to take advantage of the amenities in Chicago. I remember many times having
to do that, even in the afternoon having to do
that, which I didn't mind doing because I could do
it. But their parents may not have always been
able to do that, provide the access.

This project is going to provide access to
what is a transit disadvantaged community. We are
kind of in competition with other lines throughout
Chicago that are going beyond the city limits. On
the south side, there's nothing that goes to the
city limits. And I really say that we must take
that Locally Preferred Alternative through to
130th Street. I don't think there's an
alternative. That's the only option.

I don't know what else to say, but I just
am passionate about the fact that you're going to
Altgeld Gardens, an isolated community that is not
outside of Chicago. It is in the Riverdale
community area of Chicago -- not in Riverdale,
Illinois -- and it's important that the CTA go at
least to the city limits to serve its constituents.
It will also serve people who live in the suburbs
who commute to Chicago who will have a chance to
park and ride and ride downtown and eliminate a lot
of pollution.

Again, I just want to speak on behalf of
the residents of Altgeld. I don't live there, but
I have been there many times. I have worked there,
and it can make a big difference in providing an
opportunity for people to have access, to be able
to be exposed to the larger community. As the
teacher said earlier, people generally who live in
transit deserts do not get out and understand
what's going, and it would cut down on violence and
cut down on a lot of other factors. Thank you.

MS. WALLACE: Thank you, Barry Finkel. If
there is anybody else who wishes to speak, send
your speaker card in.

MR. FINKEL: My name is Barry Finkel. I have
been a resident of the Beverly area, 103rd and
Western, since 1951, and I take the Red Line
downtown at least once a week. I see at
95th Street station lots of PACE buses coming in
from the south suburbs, and I think an extension of
the Red Line would help in getting those buses --
to get the train and not have to come all the way
to 95th Street to service those people.

We're talking here about public
transportation, and I see in all the alternatives,
there's talk of park-and-ride. It seems to me, and
I have sort of a disagreement with some of the
speakers, but it seems to me that if we have good
feeder bus lines into the stations, there's no need
to have a large park-and-ride facility at each
station. Maybe at the farthest station. But I
don't see really a need, for example, a big
park-and-ride station at 103rd and Halsted.
There's no room there for a park-and-ride, and I
don't see any need for it. Thank you.
MS. WALLACE: Alice Harper-Jones.
REV. HARPER-JONES: Good afternoon. I am
Reverend Alice Harper Jones. I'm the Dean of
Cluster 6 of Chicago Metropolitan Association of
the United Church of Christ and represent about
13 churches on the south side. And I'm also a
member of the Chicago State University Alumni
Board, and so I'm speaking, commenting on two
things.

The first one is our churches. There are
people who live on the far south side who will have
better access to the church, being able to get
there and to get back home again, especially those
who do not have cars or sometimes you wake up and
the car is not working. So I think that would be
positive for those people.

Also, from Chicago State University. I'm
thinking in terms of our academic program that we

have there, it would be better accessible to many,
many people; and those young people that we're
trying to attract to the university would certainly
be able to have access to and from the university.
Especially if a person is working, they can come in
the evening to attend the university and be able to
go back home again without having to, you know,
wait for buses and everything on 95th Street
because Chicago State is very accessible to
95th Street right there.

My concern is that -- one of the proposals
I looked at, the Halsted Street would still --
there's still a gap it seems like from Halsted
street all the way to the Altgeld Garden projects
there. So in constructing, you know, that Halsted
Street project -- and I'm kind of leaning toward
Halsted because you're not destroying homes. But
if you can, you know, think in terms of your
construction of getting that closer to the people
in the project, then they don't have to take a bus
from Halsted to where their home is so that they
would be able to have access to the university and
to the churches.

Again, as I say, I prefer the Halsted one

because then we're not destroying homes. People
have lived in this community -- I live in the
community. I know the value of my home, and I
don't believe that if you give me fair value that
it will be -- you know, it would really come to
where I think that my home should be priced at
because of the improvements I have made.

So that should be a consideration
especially when we think about seniors who have
been there for years and who take pride in their home and their neighborhoods and their friends around there, that to destroy that community, you know, with the train is not a preferred option. Thank you.


MR. WARREN: Good evening. It's William Warren, W-a-r-r-e-n. I'm here representing the Vernon Park Community Council. I'm president of the Vernon Park Community Council. We live in the area as well. I'm also a member of the Oversight Committee who had the opportunity to do a tour of the actual site last week -- actually, this week.

And, you know, we feel that by all means that the Red Line should be extended to the south side. We're in support of it. We think it would be a positive move in every respect. A lot of comments that were made earlier in reference to the rodent issues, the way the tracks are going to look, the lighting issues, the garbage and that sort of thing, of course, we're very concerned about those issues, but we feel very in support of bringing this extension to the south side. Thank you very much.

MS. WALLACE: Are there other speakers? Okay.

Again, we're going to be here until
8 o'clock if others arrive and still want to speak. I did want to mention that scoping comments are due by October 27th. So in addition to speaking tonight, you have an opportunity to write comments and place it in the box outside. You have an opportunity to mail in comments, fax or e-mail your comments. And we'll make sure this is back up for your reference.

We also encourage you to stay involved. You can visit this Web site. You can also get on an e-mail list so that you can receive updates through e-mail and through Darud, if you'll e-mail him.

Any other comments at this time? Have you filled out a card, sir? Right now, we're taking public comment. If you want to fill out a speaker card and come to the mic --

MR. TURNER: I did.

MS. WALLACE: Well, three minutes is the rule. Are there others that want to speak?

We'll stick around. You are welcome to spend some more time out at the boards if you like or you are welcome to head on out, but we'll be here until 8 o'clock.

(Off the record at 7:34 p.m.)

(On the record at 7:46 p.m.)

MS. WALLACE: Johnnie Burke. Please restate your name and speak directly into the mic.
MS. BURKE: Johnnie Burke, and I'm a member of
the 96th and Prairie Block Club. I had two
questions. One, how many residences would be
disturbed with the park-and-ride construction? And
also, in the entire project, how many residences
would be destroyed? How many people would be
removed from the community? Thank you.

(Whereupon, there were no
further speakers.)

(Public Hearing adjourned at
8 o'clock p.m.)
STATE OF ILLINOIS  
   1) SS:
COUNTY OF C O O K  

   ANNA M. MORALES, 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
Public 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 Public Hearing.

________________________________________
Certified Shorthand Reporter
Mr. Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
RedExtension@transitchicago.com  
OrangeExtension@transitchicago.com

Dear Mr. Busby:

I am writing in response to your request for comments regarding the environmental reviews that will take place pertinent to the potential expansions of the Red and Orange Lines of the Chicago Transit Authority.

For both projects, the City of Chicago’s Department of Streets and Sanitation (DSS) would like the review committee to consider the following comments and concerns regarding the expansions during the environmental review process:

1. The location of any street lights that will need to be removed or relocated as a result of the new lines;
2. An analysis of the affect these elevated concrete supports will have on street level lighting and any steps that will be taken to supplement street lighting in these areas, i.e. CTA-provided lighting on the underside of the elevated line;
3. The location of any public way trees that will need to be removed as a result of the new lines or the construction activity and a replacement strategy for those lost trees;
4. The level of assistance the CTA expects to request from DSS for services such as street "No Parking" postings and the towing of illegally parked vehicles during the construction phase of these projects;
5. The creation of a rodent abatement plan for the affected land which includes required sign-offs by the DSS’s Bureau of Rodent Control prior to construction;
6. A plan for the proper storage, removal and recycling of all construction and demolition debris in accordance with all City of Chicago ordinances; and
7. A commitment to having platform level recycling containers and space at street level for the storage of recyclables prior to being separately collected from the garbage.

Thank you for your consideration of these issues.

Sincerely,

(SIGNED)

Thomas G. Byrne

Commissioner
Department of Streets and Sanitation
TGB:je:ip

EMAIL/Busby.CTA.email.environmental review

cc: Jonathan Ernst
October 30, 2009

Mr. Richard L. Rodriguez, President
Mr. Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

Dear Messrs. Rodriguez and Busby:

The Department of Environment (DOE) appreciates the opportunity to comment on the proposed extension of the Chicago Transit Authority (CTA) Red and Orange Lines. We are supportive of both projects and the increased service to currently under-supported communities.

Three sections follow; the first is a list that applies to both projects, the second focuses on the Red Line, and the third on the Orange Line.

**BOTH PROJECTS**

Please evaluate:

- Recycling opportunities at stations and parking areas
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating / cooling where needed
- Opportunities to install solar arrays (on rooftops, large expanses, etc.) to return energy to the grid
- Reduction of light pollution through the use of downward-facing lighting
- Compliance with the city’s stormwater ordinance, including using bioswales, rain barrels and other methods to reduce the first flush of water into the sewer system
- Native landscapes requiring little to no irrigation
- Green roofs on any facilities
- Bicycle access and parking
- Permeable paving for the Park-N-Ride areas
- Preferred parking for fuel-efficient vehicles
- Charging stations for electric vehicles
- The City’s new Soil and Rubble Reuse Intergovernmental Agreement applicability – extensive reuse of materials during demolition and construction could be possible
- Impacts to wildlife or other important natural resources
RED LINE
DOE will be constructing the Ford Calumet Environmental Center, a 38,000 square foot environmental education facility near 130th and Torrence in Chicago. We are supportive of a joint Metra / CTA station at 115th Street and are very interested in the possibility of an intermodal connection between NicTD/South Shore Line and CTA at 130th Street. These joint stations would allow residents from Indiana and the suburbs to easily gain access to our Center. We would also invite discussion around a bus turnaround at the Center for the 130th and Torrence buses or other buses with similar routes.

ORANGE LINE
Of particular concern to DOE are issues relating to neighborhood compatibility and environmental justice, primarily in relation to historical and/or privately owned parcels that may need to be acquired for the project. DOE would also be interested in a detailed evaluation of noise and vibration, including additive effects associated with Midway airport operations, to determine how such issues will affect neighboring properties.

We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on these important projects.

Sincerely,

[Signature]
Suzanne Malec-McKenna
Commissioner

cc: Nicole Kamins
    Kevin Laberge

SMM/NRWQ/nlk
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Helen Rockingham
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State: IL
Zip: 60628
Phone: 773-821-6208
E-mail: helen.rockingham@att.net

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

Even though there was one other option presented at the Sept 22nd scoping meeting, the purpose of the true northwest alignment of the tracks is not seen being fulfilled using it or the HRT AlternativeRoute. Your goals and stated on page 11 appears to be more efficiently implemented by the largely parallel West and South side of the existing track. That being said, What is the distance for the track of property in need of occupancy removal? Where on the time line would these individuals be contacted? How would these persons be contacted? What (what division of Management) will be responsible for these notifications? Will the engineers can be aware and take under consideration the ability of viability of homes that structurally can not withstand the building/Construction affects the shoring of landscape consequently home structures become openings to the rail traffic. I think the age of the structure must be taken into consideration not only distance.

I commend you on your objectives. Knowing how very much this new system is needed and I hope an open and fair Communication will continue throughout the Project at 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949.
From: Red Extension [redextension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:35 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Schneider, Alexandra [ASCHNE11@depaul.edu]
Sent: Wednesday, October 28, 2009 3:49 PM
To: Red Extension
Subject:

I support the Red Line Extension but No to the circle line!
October 27, 2009

Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, Illinois 60680-7602

Cc: Richard L. Rodriguez, CTA President; Terry Peterson, CTA Board Chairman; Stephen Schlickman, RTA Executive Director; Peter M. Rogoff, FTA Administrator; John Paul Jones, Developing Communities Project.


Dear Mr. Busby:

This letter is regarding CTA’s Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, and Yellow Line Extension.

**Red Line Extension**
The Little Village Environmental Justice Organization (LVEJO) supports the CTA’s Red Line Extension to 130th Street along the UPRR route. We support the efforts of the Developing Communities Project (DCP) to extend rapid transit to underserved areas in the African-American communities of the South Side. Once the CTA demonstrates sufficient progress toward bringing the existing rail and bus system into a State of Good Repair (SGR) and sufficient progress on maintaining, enhancing, and expanding the bus system, this project needs to moved forward with the utmost urgency. Originally proposed for completion in 1970, we believe that the Red Line Extension to 130th Street should be CTA’s first capital expansion priority for the EL. It must take priority over the CTA Circle Line and the Metra Star Line in order to remedy the systemic and institutional racial discrimination created by unequal access to rapid transit on Chicago’s South Side and South Suburbs. This project would greatly reduce the travel times of transit riders traveling between Chicago’s far South Side and Downtown Chicago, providing significant economic benefits to riders and the regional economy.

**Orange Line Extension**
LVEJO supports the CTA’s Orange Line Extension Project. CTA should build the Orange Line Extension as part of the Mid-City Transitway (Cicero Beltway Railroad). Additionally, CTA should evaluate a potential station at 72nd and Cicero to provide access to Walmart and other work/shopping destinations.

**Yellow Line Extension**
LVEJO believes that the Yellow Line Extension should be given lower priority, under the Red and Orange Line Extension. CTA should study how this project could be integrated into the Mid-City Transitway as per previous studies commissioned by the Chicago Department of Transportation (CDOT). Given the large number of complaints from local residents, CTA needs
to modify the Locally Preferred Alternative (LPA) to accommodate the needs of those raising objections to the project. If the LPA cannot be modified to satisfy these objections, then the project should be cancelled.

Additionally, all new CTA capital construction projects should meet or exceed federal Title VI Disadvantaged Business Enterprise (DBE) requirements. They should also work to provide jobs to low income community members from the surrounding area.

Sincerely,

Michael Pitula  
Community Organizer – Public Transit

LVEJO

2856 S. Millard Avenue Chicago, IL 60623-4550  
Tele: (773) 762-6991 Fax: (773) 762-6993  
Email: publictransit@lvejo.org – Web: www.lvejo.org
From: David Tomzik [David.Tomzik@Pacebus.com]
Sent: Tuesday, October 27, 2009 9:12 AM
To: Red Extension
Subject: Red line EIS scoping comments

Pace scoping comments regarding CTA Red Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Red Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between 95th Street Station and 130th Street.

- Pace supports the rail extension of the Red Line from the current terminus at 95th Street Station to 130th Street

- In compliance with the Illinois Auditor General’s recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area, Pace intends to restructure various south suburban routes operating on Halsted and King Drive which now serve the Red Line 95th Street Station. Additional planning development and review would be required to determine the most optimal station(s) to serve on either alignment.

- Arterial roadway access to/from the proposed station(s) served by connecting bus services will require further review including issues such as railroad grade crossings, street parking, and intersection improvements to accommodate bus movements.

- Pace requests participation in the planning development and design of the proposed station facilities served by both fixed route and Regional ADA Paratransit services. Design should include sufficient bays to accommodate Pace and CTA bus routes, Regional ADA Paratransit, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330
david.tomzik@pacebus.com

11/9/2009
Keeping Greater Roseland Alive!

To: Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority

Email: RedExtension@transitchicago.com

From: The Red line Oversight Committee (ROC) of Developing Communities Project

Subject: Red Line Extension EIS Scoping Comments

Date: Oct. 27, 2009

The environmental analysis for the Locally Preferred Alternative (LPA) recommended by the CTA and approved by the Chicago Transit Board represents a significant milestone in the five-year organizing and advocacy effort to make the Red Line Extension a reality. The 13 scoping issues listed in the CTA Red Line Extension “Environmental Impact Statement Scoping Information” brochure (Sept. 2009) are issues and areas of concern for the far south side Greater Roseland community.

Developing Communities Project (DCP) is proud to have spear-headed community efforts to bring this important project to the attention of public officials and regional planners. DCP sees its role and function in the current phase of planning and evaluation for the Environmental Impact Statement (EIS) and Preliminary Engineering (PE) as one of highlighting critical issues that planners and decision-makers need to seriously consider in evaluating the cost-effectiveness and equity consideration for pursuing the LPA. This is especially important in view of the fact that the CTA Red Line Extension LPA has been demonstrated by DCP to be the route, from 95th Street to 130th Street, that is overwhelmingly favored by the Greater Roseland community.

For that reason, DCP and its Red line Oversight Committee (ROC) are submitting the following EIS Scoping Comments:

1) A major concern that we have is with the environmental footprint that the proposed creation of park-and-rides at each of the four station stops will have. The RTA has reservations about making more park-and-rides for automobile traffic. There is also the issue of over-capacity in residential areas. Since there exists legislation that allows church parking lots in the vicinity of train stops to offer their facilities as park-and-rides, and Metra has been doing this for some time, CTA should consider scoping the impact of church parking lots instead of the construction of new park-and-rides in the vicinity of the four station stops of the Extension. This would have the added bonus of reducing the line item in the project budget for park-and-rides and make the Extension more cost-effective.
1) Because the environmental analysis for rail lines looks at the impact on traffic patterns and congestion years into the future, DCP believes that the LPA that extends to 130th Street has the greatest impact on mitigating traffic congestion feeding in from the south suburban and collar counties. The other alternatives to the LPA, still under consideration, do not meet this criterion in any significant way.

2) DCP would urge the CTA to evaluate and forecast the impact of the LPA on air quality levels in comparison to the other alternatives.

3) DCP urges the CTA environmental analysis to measure and forecast the LPA’s impact on increasing labor productivity as a result of mitigating car congestion and reducing travel times to work for residents of the far south side of Chicago and south suburbs and collar counties.

4) According to the CTA, in its press release, “CTA Celebrates Earth Week,” a fully loaded 8-car train eliminates 1,000 cars from our highways, thus mitigating congestion, reducing travel times to work, and improving air quality. How will the CTA operationalize this metric in assessing the impact of the Red Line Extension?

5) DCP urges the CTA to calculate the wait-times of riders at the proposed station stops of the Extension against the wait-times of passengers for the other alternatives under consideration, including the status quo and the “no build” option. This is important because the longer riders wait past 15 minutes the more turned off to public transportation they become. On the positive side, the calculation or forecast of wait-times can provide an estimation of potential riders who would take advantage of public transportation.

6) According to the RTA’s Campaign for Better Transit, “Basic Facts about Public Transportation in the Chicago Metropolitan Area,” 77% of residents with cars decide to use public transit. DCP urges the CTA, in its environmental analysis, to estimate the impact of the Red Line Extension on this metric for the far south side, south suburbs and collar counties.

7) Can the estimated reduction in air pollution due the impact of the Red Line Extension be made a collateral cost-effective benefit given the poor air quality on the far south side and south suburbs due to the area, especially around Altgeld Gardens, being the site of the City’s toxic waste disposal site? In other words, what are the ramifications of the Red Line Extension’s reduction of automobile congestion and exhausts in an area that is already identified as having the poorest air quality in the metropolitan area? [NB: This is a “superfund” type of issue that raises the question of transit impacts on major polluters in the area, i.e., what are the trade-offs presented by a major transportation project for a mixed residential and industrial landscape?]

8) DCP urges the CTA to investigate the impact on the construction of the Red Line Extension LPA on brown fields abatement, especially around the 130th Street station at Altgeld Gardens, and the proposed new train yard.
9) DCP urges the CTA to investigate thoroughly both the noise impact of the LPA and the “best available” technologies needed to significantly mitigate the possible noise problems associated with the Red Line Extension.

10) Noise is the greatest environmental disturbance caused by public transit. However, in the case of the Red Line Extension LPA, the project right-away along the UPRR is already the cause of significant noise disturbance. In support of local homeowners and their concerns about additional noise pollution, DCP urges the CTA to do a scoping analysis of the current noise levels caused by the UPRR.

11) DCP also urges the CTA to make, as part of its scoping analysis of potential noise disturbance caused by the Extension, a full-scale investigation of the “best available” and “best practicable” noise mitigation technologies for the Extension.

12) The role transportation can play in revitalizing and supporting underserved communities is recognized by the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA) in their efforts to include environmental justice language in program and funding priorities. In addition to safety and mobility being the U.S. Department of Transportation’s two top priorities, DOT describes 3 fundamental environmental justice principles to be relevant for transportation planning and to the mission of the agency. Environmental Justice Principles for transportation programs include: 1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. 2) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. 3) Ensure full participation by all potentially affected communities. How does the CTA intend to insure that these principles are adhered to? How does the CTA intend to make the prevention of denial of, reduction in and delay in “receipt of benefits by minority and low-income populations,” e.g., Altgeld Gardens, a priority criterion for the EIS of the Red Line Extension.

13) Livability Principles for transportation, housing and environmental programs include: 1) Provide more transportation choices, 2) Promote equitable affordable housing, 3) Enhance economic competitiveness, 4) Support existing communities, 5) Coordinate policies and leverage investment, 6) Value communities and neighborhoods. How does the CTA plan to make these environmental goals operational in the environmental analysis of the Red Line Extension?

14) What is the CTA’s employment model for measuring the potential benefits to working populations on the far south side, south suburbs and collar counties afforded by the Red Line Extension?

15) Does the CTA intend to prioritize the impact of transit investment on job creation and increasing employment opportunities, in accordance with the environmental justice criterion of preventing the denial of, reduction in and delay in “receipt of benefits by minority and low-income populations,” in its environmental impact analysis?
In conclusion, Developing Communities Project and its Red line Oversight Committee would like to express its appreciation to the Chicago Transit Authority for its serious consideration of the issues that we have brought to your attention. We look forward to your response as the process of drafting the Environmental Impact Statement for the Red Line Extension proceeds.

With sincerest regards,

Gwendolyn M. Rice
Executive Director, DCP

Elder Eugene Taylor
Chairman, ROC

Cc: Governor Pat Quinn
    Congressman Jesse Jackson, Jr.
    Congressman Bobby Rush
    Senator James T. Meeks
    State Senator Emil Jones, III
    State Senator Donne Trotter
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Shirley Hill
Organization: Rosemoor Community Association
Title: Membership Chairperson
Address: 10220 S. Rhodes Ave.
City: Chicago State: IL Zip: 60628
Phone: E-mail: Shirley Hill 807@hotmail.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR) route. I support the position that the Red Line extension must reach the Altgeld Gardens/Calumet River area at 130th Street and that every possible engineering design concept must be examined to ensure the full extension of the Red Line from 95th Street to 130th Street. This will insure mass transit access to a transit dependent population, south suburban communities and nearby industries.

I think citizens near Altgeld Gardens and 130th St. should have access to CTA red line. It will speed up their travels. They will have access to the downtown area without going thru transferring to buses and walking.

Shirley Hill

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, PO. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: RedExtension@transitchicago.com, Website: www.transitchicago.com/RedEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
Red Line Extension
Connecting 95th Street Station to 130th Street

The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Cosette D. Thomas
Organizations: Roseland Christian Reformed Church Title: Member
Address: 305 W. 124th St
City: Chicago State: IL Zip: 60628
Phone: 773-568-4387 E-mail: cosi300@prodigy.net

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR) route. I support the position that the Red Line extension must reach the Altgeld Gardens/Calumet River area at 130th Street and that every possible engineering design concept must be examined to ensure the full extension of the Red Line from 95th Street to 130th Street. This will insure mass transit access to a transit dependent population, south suburban communities and nearby industries.

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Name: Sabrina Beechan
Organization: Roseland Chr Refr... Title: 
Address: 232 W 110th St.
City: CHICAGO State: IL Zip: 60628
Phone: 773-969-8213 E-mail: None

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

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Name: Rev. Anthony Van Zanten
Organization: Roseland Christian Reformed Church
Title: Member
Address: 9803 S. Prospect Ave
City: Chicago State: IL Zip: 60643
Phone: 773-881-3937 E-mail: 

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

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Red Line Extension
Connecting 95th Street Station to 130th Street

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Name: Dwight Orlando Casey Jr
Organization: Roseland Christian Reformed Church Title: Member
Address: 10359 South State Street 1st Floor
City: Chicago State: IL Zip: 60628
Phone: 773-626-3785 E-mail: documeTo@yahoo.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

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Name:

Organization: Roseland Christian Ministry  Title: Member

Address: 10858 S. Michigan Ave

City: Chicago  State: IL  Zip: 60628

Phone: 773-266-8665  E-mail:

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Name: ANN H. Howard  
Organization: UIC  
Title: Patient Services Specialist  
Address: 840 So. Wood Street  
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Phone: 773-778-0250  
E-mail: ashoward@uic.edu

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Name: Terry L. Reed
Organization: Rose and Christian
Title: Member
Address: 10914 S. State
City: Chicago
State: Ill
Zip: 60628
Phone: 713-821-0482
E-mail:

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Name: Tonya Braggs
Organization: HRDF
Title: Member
Address: 1214 S. Indiana
City: Chicago
State: IL Zip: 60647
Phone: 928-0338 E-mail:

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Name: Larris Fax

Organization: HRD

Title: Member

Address: 130 34 S. Wood

City: Blue Island

State: IL

Zip: 60406

Phone: 708-385-4478 E-mail:

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Name: **Kevin Zeigler**

Organization: **Roseland Christian Ministries**  Title: **Staff**

Address:  **5439 S. Greenwood**

City: **Chicago**  State: **IL**  Zip: 60615

Phone:  **773-573-9032**  E-mail:  **KZeigler-c100@hotmail.com**

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR) route. I support the position that the Red Line extension must reach the Altgeld Gardens/Calumet River area at 139th Street and that every possible engineering design concept must be examined to ensure the full extension of the Red Line from 95th Street to 130th Street. This will insure mass transit access to a transit dependent population, south suburban communities and nearby industries.

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Name: Bernie Power
Organization: R.M. Title: Staff Aid
Address: 18858 S Michigan
City: Chicago State: IL Zip: 60628
Phone: 773-776-0671 E-mail: 

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Connecting 95th Street Station to 130th Street

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Name: Wesley Perry
Organization: Inner Voice Title: Job Developer
Address: 1639 W. Walnut St.
City: Chicago State: IL Zip: 60612
Phone: 312-226-7730 x17 E-mail: WPerry@innervoicechicago.org

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Name: **Eric Myers**


Address: 4331 W Diversey

City: Chicago State: IL Zip: 60639

Phone: 773-889-6820 E-mail: ERIC.MYERS@ILLINOIS.GOV

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Name: Julia Parham
Organization: Roseland CCC Title: Member
Address: 313 E. 137th
City: Chicago State: IL Zip: 60628
Phone: (773) 512-3761 E-mail: parhamjulia18@yahoo.com

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Name: Curtis FLOWERS  
Organization:  Roseland C.O.C.  
Title:  MEMBER  
Address:  10858 S. MICHIGAN  
City:  CHICAGO  
State:  IL  
Zip:  60628  
Phone:  E-mail:  N/A

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Name: Cordero Neal
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Phone: (773) 542-6933  E-mail: Corderomanealdol39@yahoo.com

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Name: DEBORAH RANDALL
Organization: INNER VOICE
Title: CASE MANAGER
Address: 1639 W. WALNUT
City: CHICAGO
State: IL
Zip: 60612
Phone: (312)226-2730
E-mail:

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Name: Jill Spooner
Organization: Inner Voice  Title: Director of Targeted Outreach
Address: 1639 W Walnut
City: Chicago  State: IL  Zip: 60612
Phone: 312-226-2730  E-mail: jsponer@innervoicechicago.org

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Name: **Harold C Coleman**

Organization: **Roseland CCC** Title: **Member**

Address: 1621 W Walnut

City: Chicago State: IL Zip: 60612

Phone: ___________________________ E-mail: ___________________________

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Name: Bobby M. Robertson
Organization: THE INNER Voice INC. Title: CASEMANAGER
Address: 1639 W. WALNUT ST.
City: CHICAGO State: IL. Zip: 60652
Phone: 1-312-226-2730 E-mail: Robertson@INNERvoice.org

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Name: Patricia A. Washington
Organization: Rosalind Cristian Min Title: Member
Address: 10858, Michigan
City: Chicago State: IL Zip: 60628
Phone: 773-244-5865 E-mail:

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Name: EDDIE FLOYD
Organization: Roseland Christian Title: Carpenter
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City: Chicago State: IL Zip: 60628
Phone: 773-221-8673 E-mail:

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Name: William D. Gordon II
Organization: Rose Land Christian Ministries Title: Member
Address: 131 E 103rd Pl
City: Chicago State: IL Zip: 60628
Phone: 773-264-5665 E-mail: 

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Name: Elna D. McGirt  
Organization: Roseland Christian Ministries  
Title:  
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City: Chicago  
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E-mail:  

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Name: Delia Covington
Organization: Roseland Christian Ministry
Title: Member
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City: Chicago State: IL Zip: 60628
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Name: JIMMY RELFORD
Organization: ROSELAND CHRISTIANA Title: MEMBER
Address: 130 E 132 ST
City: CHICAGO State: ILL Zip: 60628
Phone: E-mail:

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Name: Evelyn Fletcher
Organization: Rosland Christain Title: Member
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Phone: 1-773-361-4926 E-mail: Oneal_Evelyn@yahoo.com

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Name: Aaron G. Title: 
Organization: Roseland Christian Ministry
Address: 10858 S Michigan
City: Chicago State: IL Zip: 60628
Phone: E-mail: 

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Name: Carlton Youngblood

Organization: 

Title: 

Address: 345 W. 110 St

City: Chicago State: IL Zip: 60628

Phone: 773-528-2210 E-mail: 

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Name: ANNIE LOVE

Organization: ___________________________________________ Title: ________________________________

Address: 10521 S. Peery

City: CHICAGO State: ILL. Zip: 60628

Phone: (773) 821-1190 E-mail: ____________________________

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Name: Murray Bills
Organization: Roseland Christian
Address: 10743 s forest
City: Chicago
Phone: ________________ E-mail: ________________

State: Il Zip: 60628

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Name: [Signature]

Organization: ___________________________ Title: ___________________________

Address: 10904 S. INDIANA

City: __________________ State: __ Zip: 60628

Phone: 253-2855 E-mail: ___________________________

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Name: Durante L. Bell
Organization: Roseland Christian Ministry
Title: Saleman
Address: 10851 S. Wabash Ave
City: Chicago
State: IL
Zip: 60628
Phone: (773) 660-0593
E-mail: None

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Period!!

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Name: Jonathan Tate

Organization: Reliable Steel Die Maker  Title: Die Maker

Address: 10532 S Michigan Ave

City: Chicago  State: IL  Zip: 60627

Phone: 773 742-471  E-mail: 

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Name: Bruce O'Neal
Organization: | Christian Minter's | Title: |
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City: Chicago | State: | Zip: 60637
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Name: Robyn Washington
Organization: Rosland Christain Ministry
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City: Chicago
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Phone: 
E-mail: 

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