Welcome
to the
Wilson Transfer Station Project
Public Hearing

The purpose of this Public Hearing is to solicit comments from the community about the Environmental Assessment and Section 4(f) Evaluation prepared for the Wilson Transfer Station Project.

Public Hearing Agenda

6:00-6:30 PM: Public review of Project display boards
6:30-7:00 PM: Formal presentation by CTA
7:00-8:30 PM Oral public comments (sign-up required)
Making Oral Comments

1. Sign-up at the welcome station
   To accommodate as many people as possible, each person has one opportunity to sign up and speak.

2. Receive a colored card to indicate your position in the speaking queue

3. You will have three minutes to speak
   • We will adhere to the three-minute time limit
   • The Facilitator will let you know how much time you have left.

THANK YOU AND
WE LOOK FORWARD TO HEARING FROM YOU!
**Project Purpose**

- Replace outdated and deteriorated facility
- Serve current and future ridership demand
- Improve passenger access, comfort, safety and security
- Provide access for disabled CTA customers
- Provide easy and convenient transfers between Red and Purple Lines
- Improve efficiency and safety of transit operations and maintenance
- Improve street-level environment  
  - Traffic, pedestrian, bicycle safety and security  
  - Visibility and viability of existing businesses  
  - Attract new development to the area

Existing view of Wilson Station at the northwest corner of Wilson and Broadway
What are the Elements of the Project?

For transit customers:
- Longer and wider platforms
- Three new station entrances/exits
- Wider stairwells, new escalators and elevators, new energy-efficient lighting, security cameras, new signage, additional bike parking and modern canopies

For transit customers with disabilities:
- Two new accessible station entrances/exits (none currently)
- Elevator, Braille signage, wheelchair-accessible fare gates and ramps

For neighborhood (street-level enhancements):
- Restoration of Gerber Building terra cotta exterior and clock tower
- New station house
- Removal of track columns on Wilson, Broadway and sidewalks

For transit operations and maintenance:
- New track structure to improve safety, operations and maintenance
Wilson Station Location:
4620 North Broadway, Chicago

Year Station Built:
1923

Number of Customers Served by Wilson Station:
6,300 per day or 2.1 million

Average Number of Trains:
510 per weekday (one every three minutes)

Population within the Study Area:
• 25,000 in 2010 and estimated 36,000 in 2040
• 47 percent minority
• 28 percent low-income

Jobs within the Study Area:
5,200 in 2010 and estimated 5,300 in 2040

Primary Land Uses:
Multi-family residential and commercial

Historic Properties within the Study Area:
• Uptown Square Historic District - Wilson Station is within the Historic District
• Uptown Broadway Building

Estimated Project Capital Cost:
$203 million
What is an Environmental Assessment (EA)?

Identifies and Evaluates
- Potential project impacts to human, natural and historic resources
- Ways to reduce/eliminate potential negative effects

Foundation: National Environmental Policy Act of 1969 (NEPA)
- Applies to federally-assisted projects

Public Involvement and Agency Coordination are Crucial to the EA Process
## Other Environmental Considerations

<table>
<thead>
<tr>
<th>Section 4(f)</th>
<th>Section 106</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Legislative Reference</strong></td>
<td>Section 4(f) of Department of Transportation (DOT) Act</td>
</tr>
<tr>
<td><strong>Type of Legislation</strong></td>
<td>Preservation</td>
</tr>
<tr>
<td><strong>Protected Resources</strong></td>
<td>Public parks, waterfowl and wildlife refuges, and significant historic sites</td>
</tr>
<tr>
<td><strong>Applies to</strong></td>
<td>Programs and projects undertaken by U.S. DOT</td>
</tr>
<tr>
<td><strong>General Procedures</strong></td>
<td>Must avoid using protected areas, if feasible and prudent; otherwise, include all possible planning to minimize harm</td>
</tr>
<tr>
<td><strong>Requirements</strong></td>
<td>Consultation, avoidance or mitigation</td>
</tr>
</tbody>
</table>
| **Coordination with** | - U.S. Department of Interior  
- U.S. Department of Agriculture  
- U.S. Department of Housing and Urban Development  
- Historic Preservation Officer  
- State or local agency with jurisdiction | - U.S. Department of Interior (National Parks Service)  
- State Preservation Officer  
- Tribal Historic Preservation Officer  
- Advisory Council on Historic Preservation  
- Other consulting parties  
- The public |
| **Relationship to other statutes** | Section 106 is integral to Section 4(f) compliance | Section 4(f) is not integral to the Section 106 process |
| **Relationship to NEPA** | Considered in the National Environmental Policy Act process | Considered in the National Environmental Policy Act process |
| **Relevant Wilson Transfer Station Resources** | Uptown Historic District including elevated rail line, Gerber Building, Majestic Men's Wear Store Building and Historic Uptown Broadway Building | Same as Section 4(f) |

Reference: U.S. Department of Transportation - Federal Highway Administration

Wilson Transfer Station Project
Summary of Findings

The Project would benefit:

Transportation: Allow transfers between the Red and Purple Express Lines. Provide station access by transit patrons with disabilities

Economic Development: Restore the Gerber Building to attract retail development. Create/ enhance employment opportunities. Improve the visibility of existing businesses.

Visual Quality: Views of the Uptown Square Historic District would improve with the removal of the ‘L’ track columns on the street; restoration of the Gerber Building facade and clock tower; and reconstruction of Wilson Station.

Safety and Security: Enhanced sight lines from removing track columns and improved lighting and security cameras at the station.

Indirect Effects: Potential for transit-oriented development including the restored Gerber Building.

Cumulative Effects: Enhanced access to jobs, retail and places of interest; rise in enrollment at Truman College.

The Project would NOT affect:

- Existing or planned land use
- Noise
- Air quality
- Energy use
- Minority or low-income population
- During construction
  - Transit service
  - Air quality
  - Hazardous materials
  - Safety and security

Would need to address these negative effects:

<table>
<thead>
<tr>
<th>Effect</th>
<th>How CTA will address them</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties near Leland and Clifton:</td>
<td>Use construction materials and methods to eliminate or minimize noise and vibration</td>
</tr>
<tr>
<td>· Vibration after construction</td>
<td>· Notify the public of construction operations and schedule</td>
</tr>
<tr>
<td>· Temporary construction</td>
<td>· Monitor noise and vibration</td>
</tr>
<tr>
<td>During Construction:</td>
<td>Construction permits</td>
</tr>
<tr>
<td>· Pedestrian activities due to sidewalk closures</td>
<td>· Notify the public of construction schedule</td>
</tr>
<tr>
<td>· Bike and traffic operations due to lane closures</td>
<td></td>
</tr>
<tr>
<td>Physical changes to the Uptown Square Historic District:</td>
<td>Agreement with Federal Transit Administration and Illinois Historic Preservation Agency for compatible design and construction</td>
</tr>
<tr>
<td>· Reconstruction of the ‘L’ track, Gerber Building and Majestic Men’s Wear Store Building</td>
<td></td>
</tr>
</tbody>
</table>
Noise Analysis

Findings

- Noise analysis completed per FTA manual
- Operational Noise: When Project is completed; recurring / long-term
- Construction Noise: During Project construction; temporary / short-term
- Representative sites analysed are based on project's key physical features
- Need to mitigate construction noise at site M1 and M3

Results of Operational Noise Analysis

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Existing Condition</th>
<th>Preferred Alternative</th>
<th>Change</th>
<th>Exceeds Existing Level?</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>74</td>
<td>72</td>
<td>-2</td>
<td>No</td>
</tr>
<tr>
<td>M2</td>
<td>64</td>
<td>63</td>
<td>-1</td>
<td>No</td>
</tr>
<tr>
<td>M3</td>
<td>72</td>
<td>71</td>
<td>-1</td>
<td>No</td>
</tr>
<tr>
<td>M4</td>
<td>70</td>
<td>69</td>
<td>-1</td>
<td>No</td>
</tr>
</tbody>
</table>

Results of Construction Noise Analysis in decibels

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Distance from Project (feet)</th>
<th>Receptor Noise</th>
<th>Project Noise</th>
<th>Day time</th>
<th>Night time</th>
<th>Exceeds FTA Criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>44</td>
<td>89</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>Yes</td>
</tr>
<tr>
<td>M2</td>
<td>115</td>
<td>81</td>
<td>85</td>
<td>85</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>M3</td>
<td>66</td>
<td>86</td>
<td>80</td>
<td>70</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>M4</td>
<td>362</td>
<td>71</td>
<td>80</td>
<td>70</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
Vibration Analysis

Findings

- Vibration analysis completed per FTA manual
  - Operational Vibration
  - Construction Vibration
- Representative sites analysed based on project's key physical features
- Operational Vibration would increase at Site M1
- Vibration levels would increase due to construction at Sites M1 and M3

Results of Operational Vibration Analysis

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Sta. No.</th>
<th>FTA Category</th>
<th>FTA Criteria*</th>
<th>Existing Condition*</th>
<th>Preferred Alternative*</th>
<th>Exceeds FTA Criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>340+00</td>
<td>3</td>
<td>65 VdB</td>
<td>70 VdB</td>
<td>78 VdB</td>
<td>Yes</td>
</tr>
<tr>
<td>M2</td>
<td>341+00</td>
<td>3</td>
<td>75</td>
<td>65</td>
<td>62</td>
<td>No</td>
</tr>
<tr>
<td>M3</td>
<td>342+00</td>
<td>2</td>
<td>72</td>
<td>70</td>
<td>71</td>
<td>No</td>
</tr>
<tr>
<td>M4</td>
<td>336+00</td>
<td>2</td>
<td>72</td>
<td>50</td>
<td>48</td>
<td>No</td>
</tr>
</tbody>
</table>

*VdB - Vibration Decibels

Results of Construction Vibration Analysis

<table>
<thead>
<tr>
<th>Receptor</th>
<th>Site No.</th>
<th>Distance from Project (feet)</th>
<th>Project Vibration</th>
<th>FTA Criteria</th>
<th>Exceeds FTA Criteria?</th>
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<tbody>
<tr>
<td>M1</td>
<td>44</td>
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Analysis of Historic Properties

“Section 4(f)” refers to the United States Department of Transportation Act of 1966

- FTA determines the historic properties within the Area of Potential Effects
- Related analysis: Section 106 of the National Historic Preservation Act

Findings

- Followed federal regulations to analyze various factors such as:
  - Project’s Purpose and Need
  - Cost
  - Socioeconomic and environmental impacts
  - Community disruptions
  - Impacts on other historic resources
- The Wilson Transfer Station Project cannot avoid affecting the Uptown Square Historic District
- Design Alternative #5 would minimize negative effects on the Historic District
Preferred Design Alternative
Modified Rigid Steel Bent with Cantilevers

Replace deteriorating track structure
✓ Improve station platform capacity, circulation and amenities
✓ Include ADA access (two entrances) elevators and ramps
✓ Easy and convenient transfers between Red and Purple line express trains
✓ Efficient and safe transit system
✓ Consistent with current CTA maintenance practices
✓ No track columns on Broadway

Wilson Transfer Station Project
Wide, accessible platforms to allow transfers between Red and Purple Lines

- Other features: Enhanced lighting, security cameras and translucent station canopy

Wilson Transfer Station Project
Wilson Transfer Station Project

After
Restored clock tower at Wilson Avenue and N. Broadway

Before

After
Enhanced street environment on Wilson Avenue

Before
Prominent main station entrance with bicycle parking and security

Accessible station entrance at Sunnyside Avenue
Interior view of main entrance showing accessible fare gates and elevators

Wilson Transfer Station Project
Stay Involved

YOUR COMMENTS ON THE EA WILL BECOME PART OF THE OFFICIAL RECORD.

PLEASE SUBMIT COMMENTS IN WRITING USING THE COMMENT CARDS PROVIDED IN ONE OF THESE WAYS:

- During the public hearing:
  - Place them in the box provided
  - Talk to any member of the Project Team who can help write them down
  - Provide oral comments
- Mail: The comment form includes CTA’s mailing address
- E-Mail: wilsontransferstation@transitchicago.com

CTA will accept comments through **4:30 PM on Wednesday February 26, 2014**