



# Welcome to the **Red Line Extension Project** Open House

**The purpose of this open house is to:**

- Share information about the Preferred Alignment of the Red Line Extension (RLE) Project
- Share information about anticipated project benefits and impacts

*If you have questions, feel free to ask the representatives stationed around the boards and at workstations.  
There will be no formal presentation.*

You may leave your comments with us today, or send a comment card to this address:

 **Chicago Transit Authority**  
**Strategic Planning, 10th Floor**  
**Attn: Red Line Extension Project**  
**567 W. Lake Street, Chicago, IL 60661**

 Or send us an email: [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)





# RLE Project Purpose and Need

## Project Purpose

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

## Needs to be Addressed

- Transit trips to jobs are longer for Far South Side residents than they are for passengers in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and provides residents limited viable transportation options, which limits access between affordable housing and employment centers outside the project area.
- Existing transit markets are underserved and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Street Yard does not have capacity to store rail cars for any substantial increase in Red Line capacity accompanying future Red Line expansion.







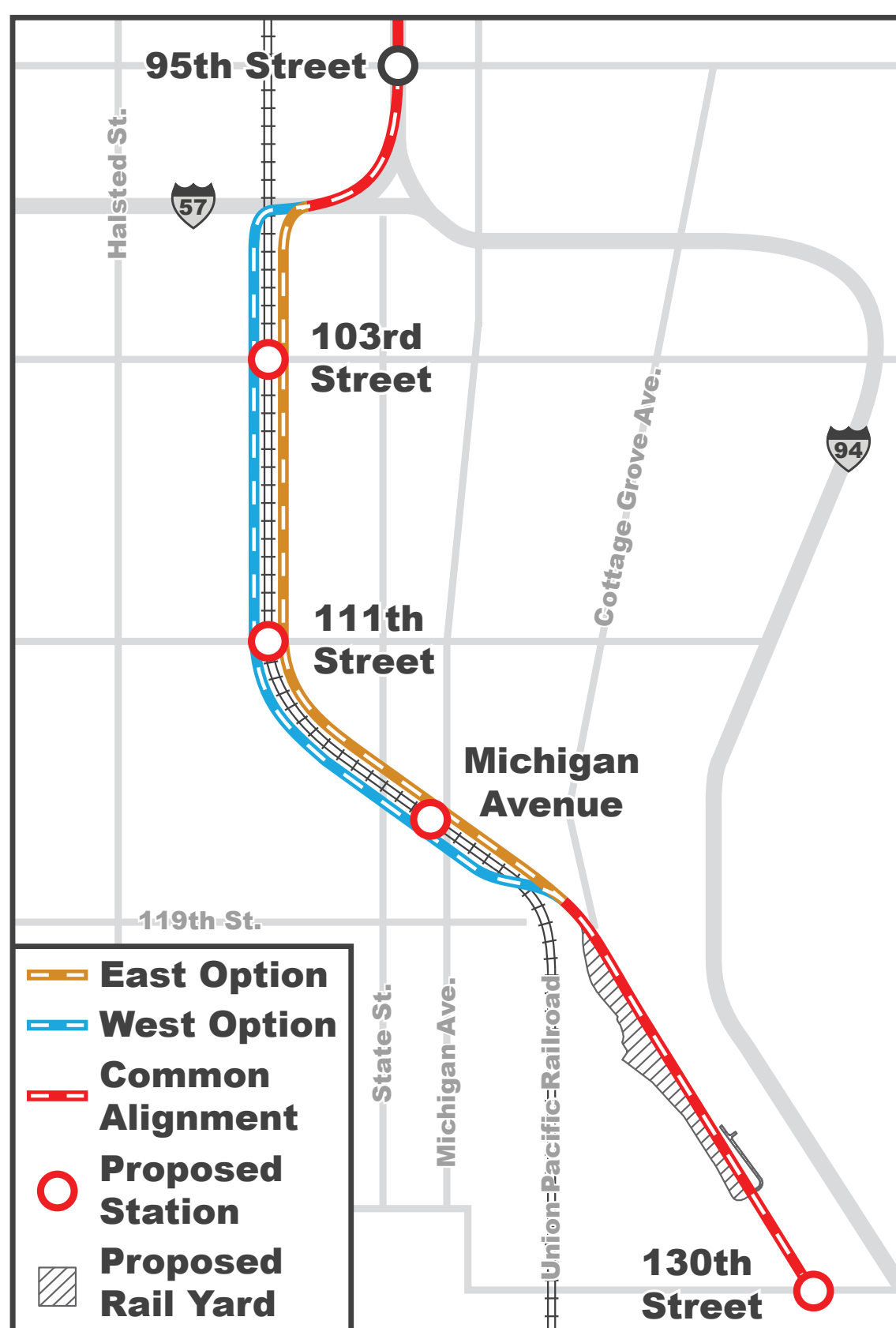


# Preferred Alignment

- Same as the **WEST OPTION** north of **108th Place**
- Same as the **EAST OPTION** south of **108th Place**
- Same as the **COMMON ALIGNMENT** north of **99th Street** and south of **119th Street**

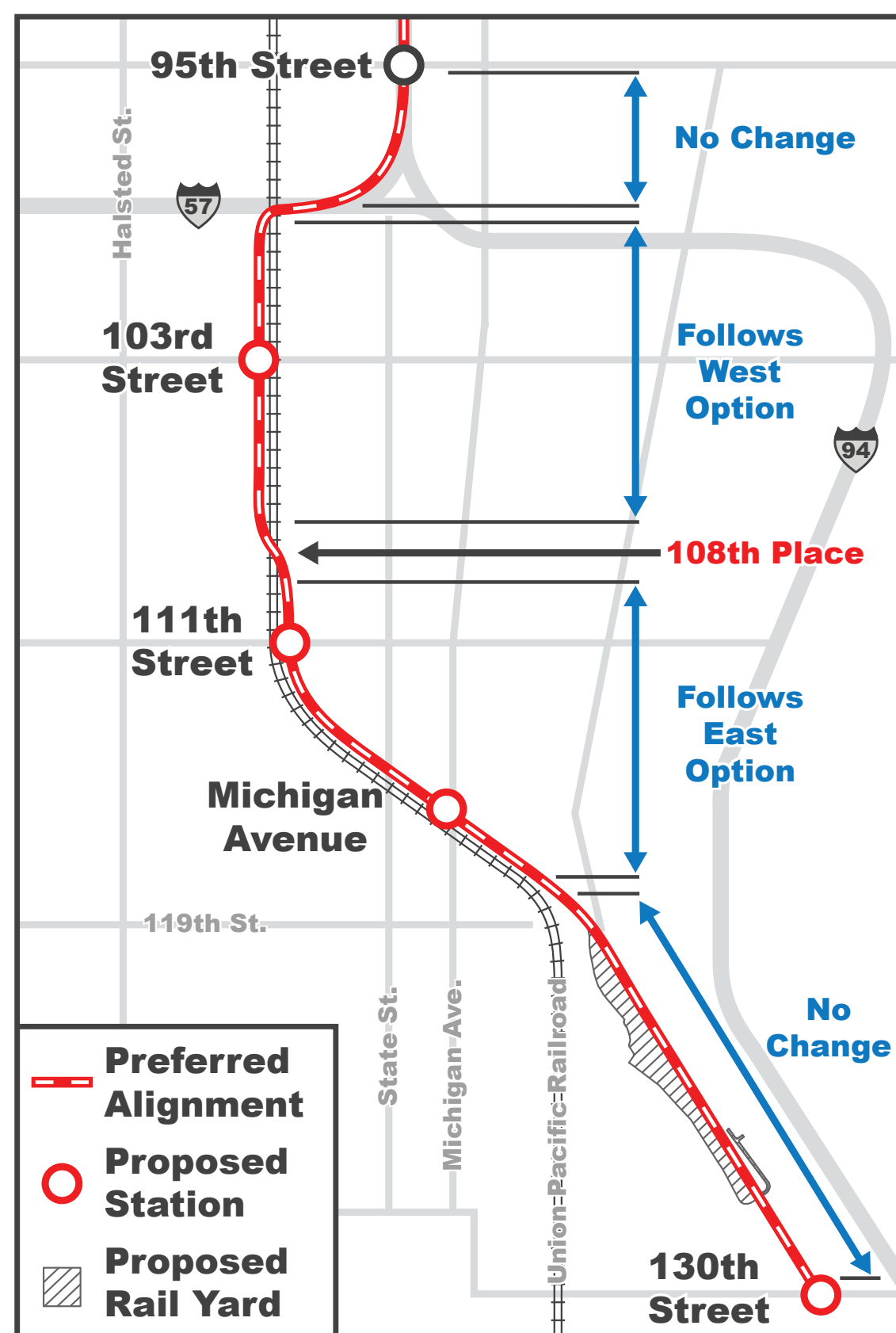
Previously Considered Options:

**East** OR **West**



Combination of Options Selected:

**Preferred Alignment**





# RED AHEAD

Moving Ahead to a Better Red



Red Line  
Extension

## Project Visualizations

### 103rd Street Station, Facing Northeast



### Michigan Avenue Station, Facing Southwest



*Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*





# We Heard You!

CTA received **284** comments during the comment period for the Draft Environmental Impact Statement.

## By the numbers


- **155** commenters provided input on whether they prefer the East or West Option
- **52** commenters asked about the public outreach process, and how to stay involved
- **45** commenters expressed concern about property displacements
- **44** commenters expressed concern about noise and vibration
- **39** commenters remarked about how the RLE Project would affect transportation in the project area, including parking
- **34** commenters had questions about the project timeline
- **33** comments asked about the alternatives considered

# Property Displacements

Construction of the project would require the acquisition of private property.

**The Preferred Alignment would affect *fewer residences* than the East Option, and *fewer businesses and jobs* than the West Option.**

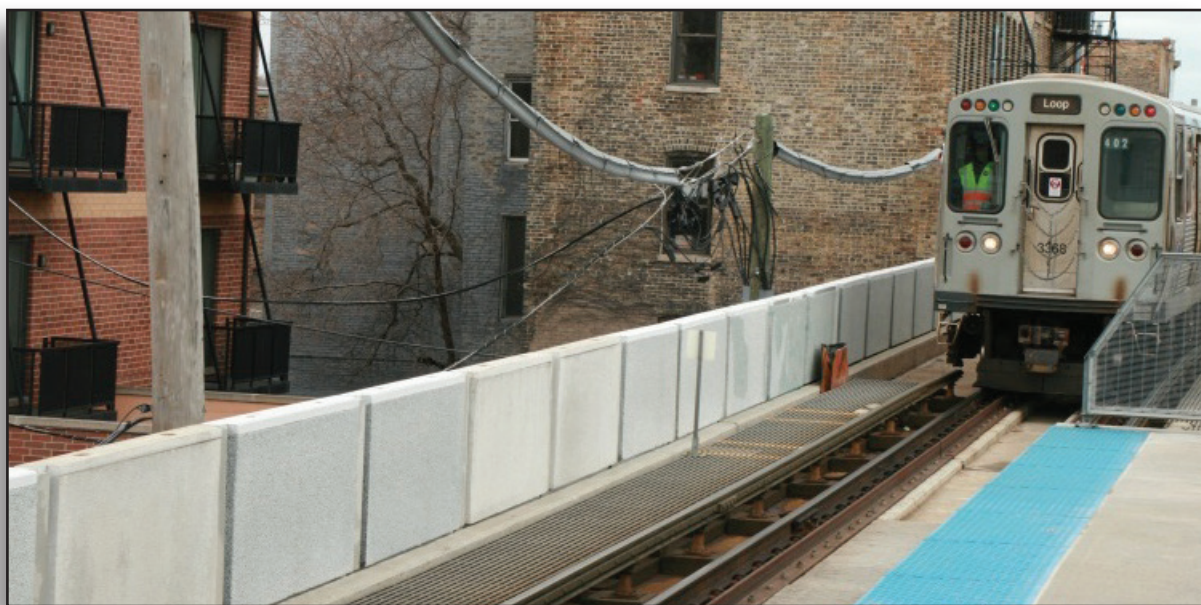
Parcels	Preferred Alignment
Affected Parcels without Building Displacements	157
Affected Parcels with Building Displacements (Residential Building Displacements)	79 (59)
Total Affected Parcels (Affected Private Parcels)	236 (154)
Affected Businesses (Full-Time Jobs)	5 (6)

- Impacts are based on conceptual engineering and represent the maximum impacts.
  - Impacts will be confirmed in the Final EIS after more detailed conceptual design.
  - Availability of vacant parcels and buildings near the affected properties will likely allow for affected businesses and residents to relocate within the project area.
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- The logo for the Chicago Transit Authority (CTA) is located in the bottom right corner. It consists of a blue circle with a red border, and the letters "cta" in white lowercase font inside the circle.

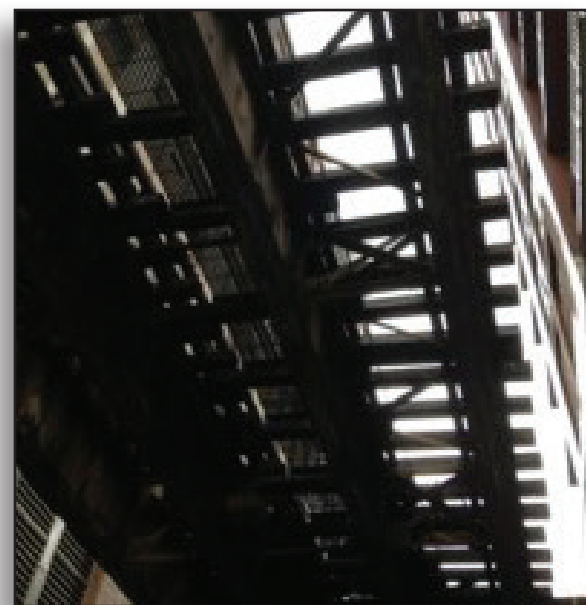
# Noise and Vibration Impacts

**What would CTA do to reduce, or mitigate, noise from the elevated track structure?**

- Install noise barriers, which absorb and reduce noise from the tracks by 10 decibels.
- Use a closed-deck structure, which limits transmission of noise beneath the tracks.
- Use continuous welded rail, which has fewer joints and means a smoother and quieter ride.



*Noise Barriers*



*Open versus Closed Deck*



**These mitigation strategies would resolve all potential severe and moderate noise impacts due to the project.**

## **What about vibration?**

**Based on the analysis, the project would result in no impacts from vibration.**

Because the CTA train cars are lighter and carry less weight (freight) than the freight trains that pass through the project area, vibration levels would not exceed FTA thresholds and no mitigation measures would be required. Elevated track structures also transmit less vibration through the ground than at-grade tracks.



## Section 4(f) - Impacts to Parks

*Section 4(f) of the USDOT Act of 1966 is a federal law that establishes special considerations and requirements when publicly owned parks or recreational areas are proposed to be used by a transportation project.*



### Fernwood Parkway

A portion of Fernwood Parkway would be affected. Temporary closure of the overlapped section of Fernwood Parkway would be necessary during construction. There would also be a short-term closure of Wendell Smith Park during construction, but no permanent impacts.

### Addressing Impacts to Fernwood Parkway

CTA has worked with the Chicago Park District to identify ways to minimize this park impact and, where possible, enhance community access to parks.

#### Mitigation Measures for Fernwood Parkway

- Provide a new replacement park in or near affected community area
- Restore or landscape any disturbed areas on affected parkland
- Incorporate context-sensitive design features at affected parks
- Potentially install a new bike path beneath the elevated structure

### Potential Replacement Park Concepts

CTA worked with the Chicago Park District to develop replacement park options in the surrounding community. These are two locations currently under consideration. CTA will work with the Chicago Park District during the Final EIS to confirm a preferred location for park replacement and conduct additional analysis and outreach.



Michigan Avenue between 101st  
and 102nd Streets



Michigan Avenue near the UPRR  
tracks and Kensington Avenue



# Park Concept Visualizations

## Replacement Park Concept at 101st and Michigan Avenue



Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue between 101st and 102nd Streets.

## Replacement Park Concept at Michigan Avenue near Kensington Avenue



Aerial overview (left) and street view (top) visualization of replacement park concept at Michigan Avenue near the UPRR tracks and Kensington Avenue.

Replacement park sites would be contingent on voluntary acquisition of vacant and/or active parcels from willing sellers.

Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.





# Quick Facts about Acquisition and Relocation

*The property acquisition and relocation process is governed by the federal Uniform Relocation Assistance and Real Property Policies Act of 1970 (also known as the “Uniform Act”), which outlines the rights of owners and tenants of business and residential properties.*

The process includes two main parts:

**Acquisition** – The purchase of your real estate. Property owners would not be paid less than fair market value for their land and buildings. In some circumstances, if current appraisals are less than the original purchase price, an owner may be eligible for compensation equal to the original purchase price.

**Relocation** – Additional benefits offered should you or your business be displaced. CTA will provide a relocation agent to every displaced person to help navigate the benefits that are available. Residential homeowner financial benefits may include:

1. Moving and Related Expenses
2. Replacement Housing Payments
3. Incidental Closing Costs

**CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete and project funding is secured.**



# Next Steps and Timeline

Now that CTA has selected the Preferred Alignment, a Final Environmental Impact Statement will be prepared and preliminary engineering will be conducted. CTA and FTA will complete any additional analyses and respond to public comments on the Draft EIS as part of the Final EIS.

On November 27, 2016, Mayor Emanuel and CTA announced approval of \$75 million in funding over the next 5 years for the RLE Project, which will allow for completion of these next steps.

CTA will apply to the Federal Transit Administration (FTA) for entry into the Project Development Phase of this project to pursue federal funding for construction of the project under the competitive federal “New Starts” program.

Project Development and full funding for the RLE Project under this program is a multiyear, multistep process.

CTA will continue to work with the community to complete this important project.

