

Appendix H – Scoping Meeting Materials

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Jeffrey Busby, General Manager
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Chicago Transit Authority
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Chicago, IL 60680-7602

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Tape Ends Before Mailing

Deadline to submit comments:
October 27, 2009



Connecting 95th Street Station to 130th Street

Red Line Extension



Date: September 22, 2009
 September 24, 2009

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: _____

Organization: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____



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 September 24, 2009

Scoping Meeting Speaker Card

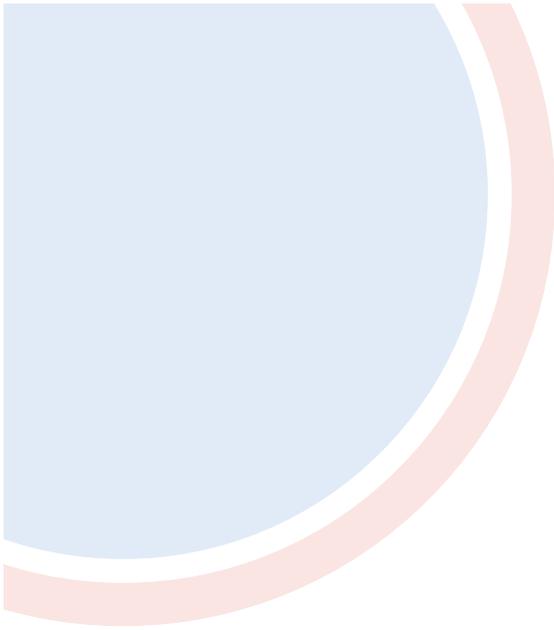
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Address: _____

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 **Red Line Extension**

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping Information

September 2009





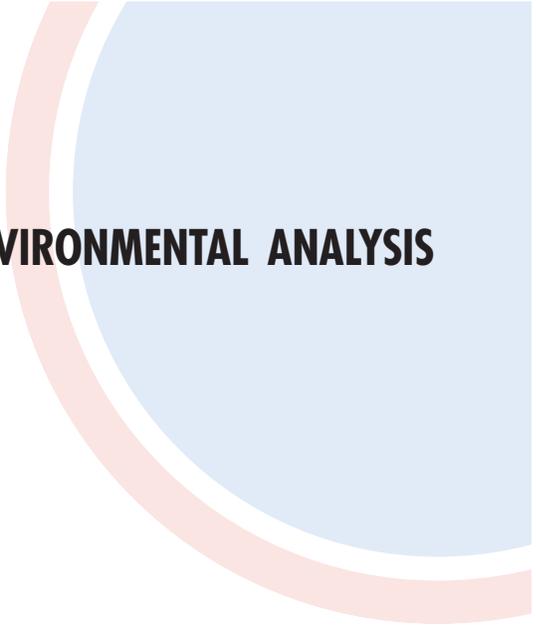
INTRODUCTION

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street station to 130th Street. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension.

PURPOSE OF THE EIS AND SCOPING PROCESS

In accordance with the National Environmental Policy Act (NEPA), CTA and FTA have initiated the environmental review process for the Red Line Extension. An EIS will be prepared to identify impacts related to project construction and operation. As part of the initial phase of the environmental process, public scoping meetings will be hosted to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis. These public meetings are also requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which requires project proponents to provide opportunities for public participation in transportation decision-making.

The process of determining the scope, focus and content of an EIS is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.



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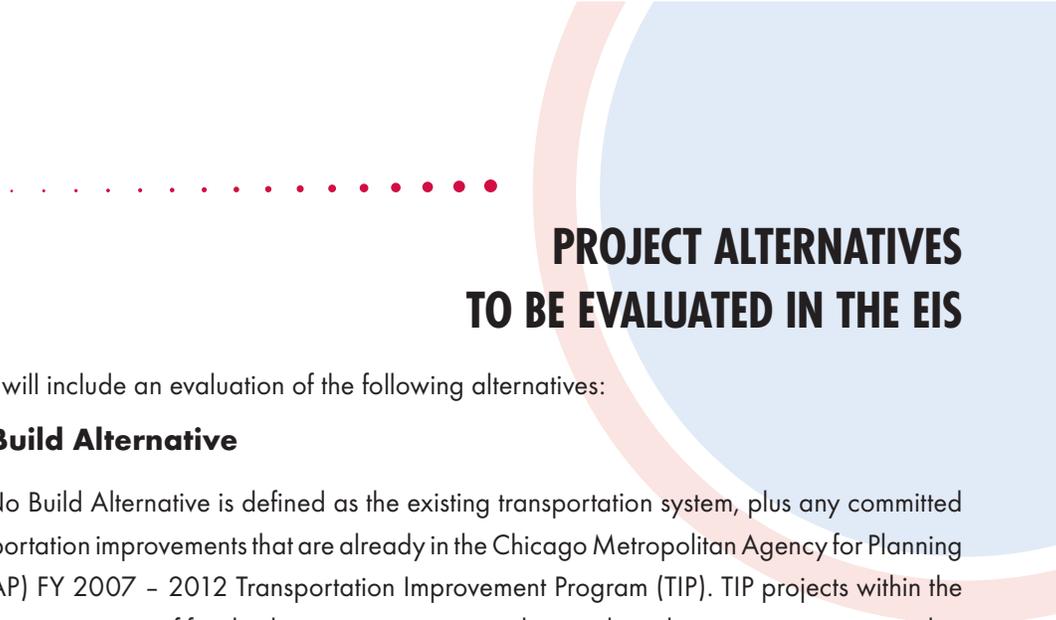
ENVIRONMENTAL ANALYSIS

Environmental issues to be examined in the EIS include:

- Cultural resources
- Wildlife and ecosystems
- Energy use
- Land acquisition, displacements and relocations
- Land use
- Natural resources (including air quality and water resources)
- Neighborhood compatibility and environmental justice
- Parklands/ recreational facilities
- Safety and security
- Transportation
- Visual and aesthetic impacts
- Noise and vibration
- Zoning and economic development and secondary development

PROJECT OVERVIEW

In 2006, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) began the Alternatives Analysis process for the proposed Red Line Extension. As part of the three step screening process, CTA has held six public meetings over the past three years in order to gather input from the public regarding alternative options. CTA evaluated nine alternatives and has adopted the Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The proposed Red Line Extension will be further refined during the conceptual design phase of the project and is being carried forward for additional study in the EIS.



PROJECT ALTERNATIVES TO BE EVALUATED IN THE EIS

The EIS will include an evaluation of the following alternatives:

No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) FY 2007 – 2012 Transportation Improvement Program (TIP). TIP projects within the project area consist of five bridge reconstructions and several road improvement projects that include landscaping, fencing, resurfacing, coordination of signal timing, and a bicycle/pedestrian multi-use trail. All elements of the No Build Alternative are included in each of the other alternatives.

Summary:

- Existing transportation system
- Plus committed transportation improvements: bridge and road improvement projects
- Bus transit service focused on the preservation of existing services and projects

Transportation System Management (TSM) Alternative

The proposed TSM Alternative is a Bus Rapid Transit (BRT) alternative that operates between the 95th Street Station and 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street.

Summary:

- No Build Alternative, plus:
- Bus Rapid Transit (BRT) that operates between the 95th Street Station and 130th Street
- 5.5 miles long with four intermediate stops at 103rd, 111th, 115th and 130th Streets
- Park-and-ride facilities proposed at all new stops

- Operates in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street
- 95th Street terminal expanded to extend the existing bus bays along State and Lafayette Streets approximately 250-feet north to 94th Street to improve circulation and safety
- Existing buses from the south continue to serve the 95th Street station

Locally Preferred Alternative (LPA): Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative

The proposed LPA would extend the heavy rail transit line from the existing Red Line 95th Street Station to 130th Street.

Summary:

- No Build Alternative, plus:
- Heavy rail transit line extension from 95th Street Station to 130th Street
- 5.3 mile extension with three new intermediate stops at 103rd, 111th and 115th Streets and a new terminal station at 130th Street
- New park-and-ride and bus terminal facilities at each station
- Operates on an elevated structure from 95th Street as it heads south along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. It would then turn south along the UPRR corridor to approximately 111th Street where it would turn southeast. East of South Prairie Avenue the alignment crosses over the CN/Metra tracks near 119th Street where it transitions to an at-grade profile and then continues southeast along the former Michigan Central/Indiana Harbor Belt (IHB) railroad right-of-way to terminate in the vicinity of 130th Street.
- Buses from the south would be rerouted to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago
- Two alignment options will be studied in the EIS: Tracks could be placed immediately adjacent to the UPRR right-of-way on either the west side (West Side Option) or the east side (East Side Option)
- Two options for the 130th Street terminal station will be studied in the EIS: The line would continue south along the IHB right-of-way to either a south or west terminal station location along the north side of 130th Street, just west of the I-94 Bishop Ford Freeway

Red Line Extension • Environmental Impact Statement Scoping Information



Halsted Street Heavy Rail Transit (HRT) Alternative

The proposed Halsted Street HRT Alternative would extend the rail transit line from the existing Red Line 95th Street Terminal station to terminate at the Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street.

Summary:

- No Build Alternative, plus:
- Heavy rail transit line extension from 95th Street Station to Halsted Street/Vermont Avenue intersection
- 5.0 mile extension with three new intermediate stops at 103rd, 111th, 119th Streets and a new terminal station at Vermont Avenue
- New park-and-ride facilities at intermediate and terminal stations
- Operates on an elevated structure between the existing Red Line 95th Street Station and the Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street. The alignment would follow the median of I-57 Expressway until reaching Halsted Street. It would then turn south onto Halsted Street and continue in the median to Vermont Avenue
- Buses from the south would be rerouted to serve the new intermediate and terminal stations

Other alternatives may also be identified in the scoping process.

Red Line Extension | Locally Preferred Alternative



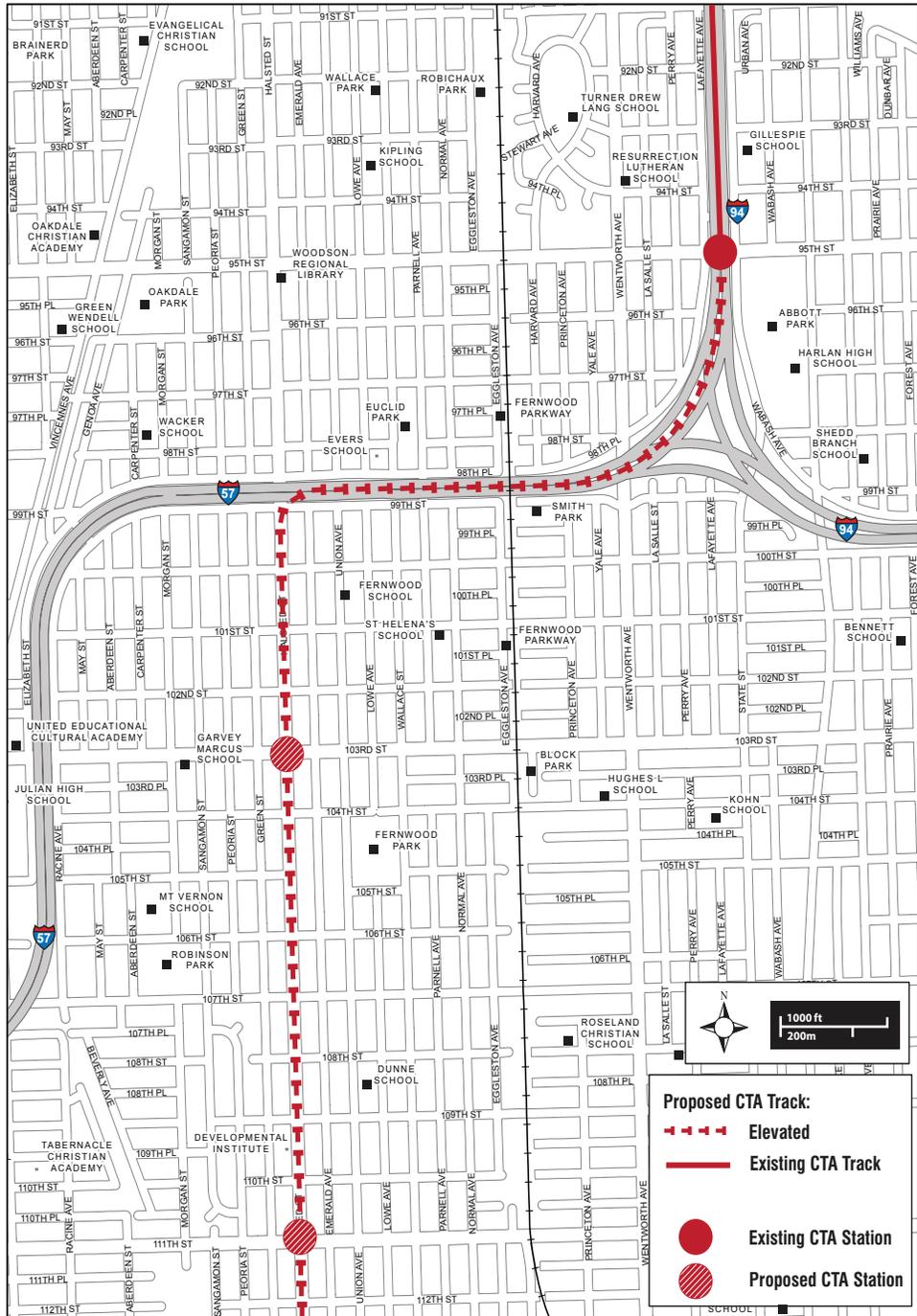
Red Line Extension • Environmental Impact Statement Scoping Information

Red Line Extension | Locally Preferred Alternative



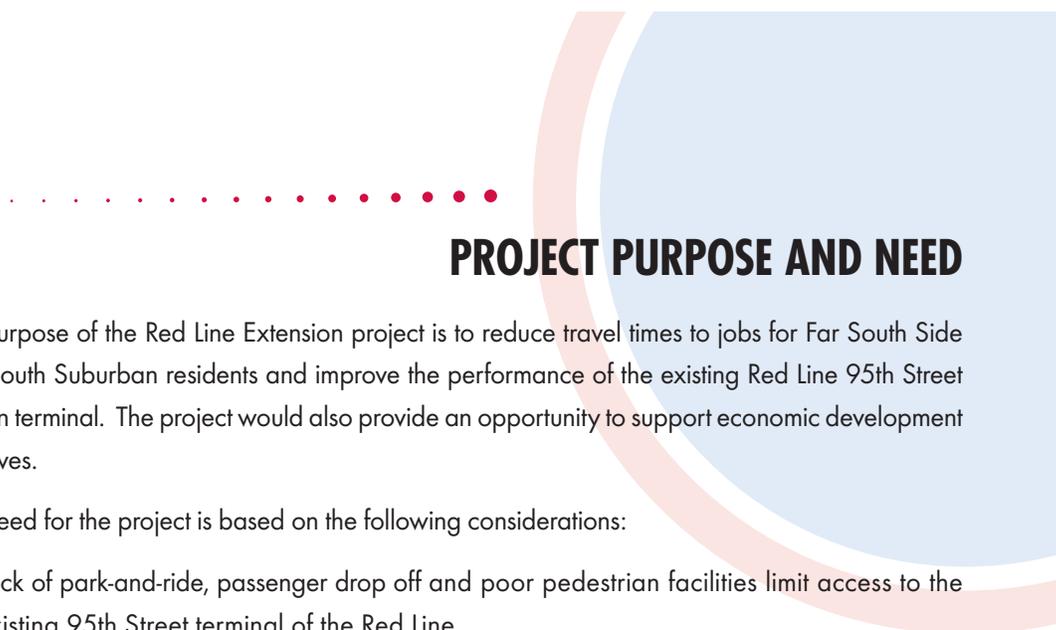
Red Line Extension • Environmental Impact Statement Scoping Information

Red Line Extension | Halsted Street HRT Alternative



Red Line Extension | Halsted Street HRT Alternative





PROJECT PURPOSE AND NEED

The purpose of the Red Line Extension project is to reduce travel times to jobs for Far South Side and South Suburban residents and improve the performance of the existing Red Line 95th Street Station terminal. The project would also provide an opportunity to support economic development initiatives.

The need for the project is based on the following considerations:

- Lack of park-and-ride, passenger drop off and poor pedestrian facilities limit access to the existing 95th Street terminal of the Red Line
- Customers accessing the existing terminal facility by bus experience measurable delays resulting from poor performance of surrounding arterial intersections, insufficient space for bus loading and unloading, and insufficient space for bus layovers
- Congested bus and passenger conditions at the existing terminal station and bus facility result in safety issues and diminish the attractiveness of transit as an alternative to other travel modes
- Roadway performance in the study area is adversely impacted by narrow arterial streets and frequent at-grade freight rail crossings
- Study area population is highly transit dependent, minority, and low-income.

PUBLIC PARTICIPATION

Throughout the EIS process, CTA will offer a number of opportunities for you to get involved in the Red Line Extension project. Whether you want to take an active role in shaping this project or just want to stay informed, CTA looks forward to your participation in the months ahead. To ensure that the issues most important to residents, public agencies, and other involved parties are addressed in this review, CTA is hosting two scoping meetings to collect public input. The input gathered from the scoping meetings will help shape the scope of the study, its design efforts and the assessment criteria used in evaluating improvement options.

Additional opportunities to participate will be provided throughout the environmental review process in order to solicit feedback regarding specific needs and concerns.

HOW TO PARTICIPATE

Attend a Meeting

Tuesday, September 22, 2009
6:00 p.m. to 8:00 p.m.
Historic Pullman Visitor Center
11141 S. Cottage Grove Ave.
Chicago, IL 60628

Thursday, September 24, 2009
6:00 p.m. to 8:00 p.m.
Woodson Regional Chicago
Public Library
9525 S. Halsted St.
Chicago, IL 60628

Oral and written comments can be made at the meeting.

Comment

Provide written comments on the proposed project alternatives and potential environmental impacts. Comments will be considered in the scoping process if received by October 27, 2009.

Mail your comments to:

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

Or e-mail:

RedExtension@transitchicago.com

Comments can be submitted by mail or e-mail.

Stay Involved

For project information, visit: www.transitchicago.com/RedEIS

If you would like to be added to the project mailing list or e-list for future updates, please send your contact information to Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, call (312) 681-2708 or e-mail dakbar@transitchicago.com.

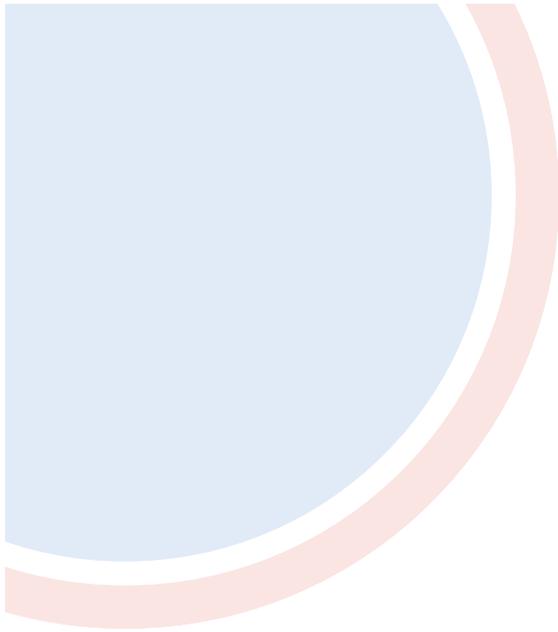
THE DECISION MAKING PROCESS AND NEXT STEPS

After the scoping period, CTA will start preliminary engineering and prepare a Draft EIS. The public will have an opportunity to comment on the Draft EIS during a 45-day public comment period. During the review period, CTA will host public hearings to receive comments on the Draft EIS from the public and agencies. CTA will then prepare a Final EIS that includes responses to public comments.

The Federal Transit Administration (FTA) will consider the Final EIS and prepare a Record of Decision (ROD) selecting the preferred alternative. Issuance of the ROD indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act (NEPA). While CTA can advance on preliminary engineering concurrently with the environmental analysis, the issuance of the ROD will allow CTA to move forward with final design and construction of the Red Line.

TARGETED PROJECT SCHEDULE

Fall 2009	2010-2011	2011-2013	2016
Public Scoping Meetings, September 22 and 24, 2009	Preliminary Engineering and Draft EIS	Final EIS, ROD, Final Design, Start of Construction	Open for Operation



Extensión de la Línea Roja

Que conecta la Estación de la 95th Street a la 130th Street

Información sobre el Involucramiento al Público en la Declaración sobre el Efecto Medioambiental

Septiembre de 2009





INTRODUCCIÓN

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a la 130th Street. La CTA y la Administración Federal de Tránsito (conocida en inglés por sus siglas “FTA”) pasarán a preparar una Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas “EIS”), la cual evaluará los efectos medioambientales de construcción y de funcionamiento de la extensión.

PROPÓSITO DE LA EIS Y EL PROCESO DE INVOLUCRAMIENTO AL PÚBLICO

De acuerdo con la Ley sobre la Política Nacional Medioambiental (conocida en inglés por sus siglas “NEPA”), la CTA y la FTA han iniciado un proceso de estudio medioambiental para la Extensión de la Línea Roja. Se elaborará una EIS para identificar los efectos relativos a las obras de construcción y el funcionamiento de la línea. Como parte de la etapa inicial del estudio medioambiental, se celebrará reuniones para involucrar al público con el fin de recibir comentarios por parte del público sobre las alternativas y las cuestiones que deben considerarse como parte del análisis medioambiental. Estas reuniones con el público también son un requisito de la Ley sobre la Equidad del Transporte Seguro, Confiable, Flexible y Eficiente: Un Legado para Usuarios (conocida en inglés por sus siglas “SAFETEA-LU”), la cual exige que los proponentes del proyecto ofrezcan oportunidades para que participe el público en la toma de decisiones sobre el transporte.

Se conoce el proceso de determinar el alcance, el enfoque, y el contenido de una EIS como el “involucramiento al público”. Las reuniones de involucramiento constituyen una oportunidad idónea para obtener información de las entidades públicas y gubernamentales. En particular, el proceso de involucramiento pide a las entidades y a las personas interesadas que expresen sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los temas propuestos de evaluación, los efectos negativos posibles, y las medidas atenuadoras que habrán que tener en cuenta.



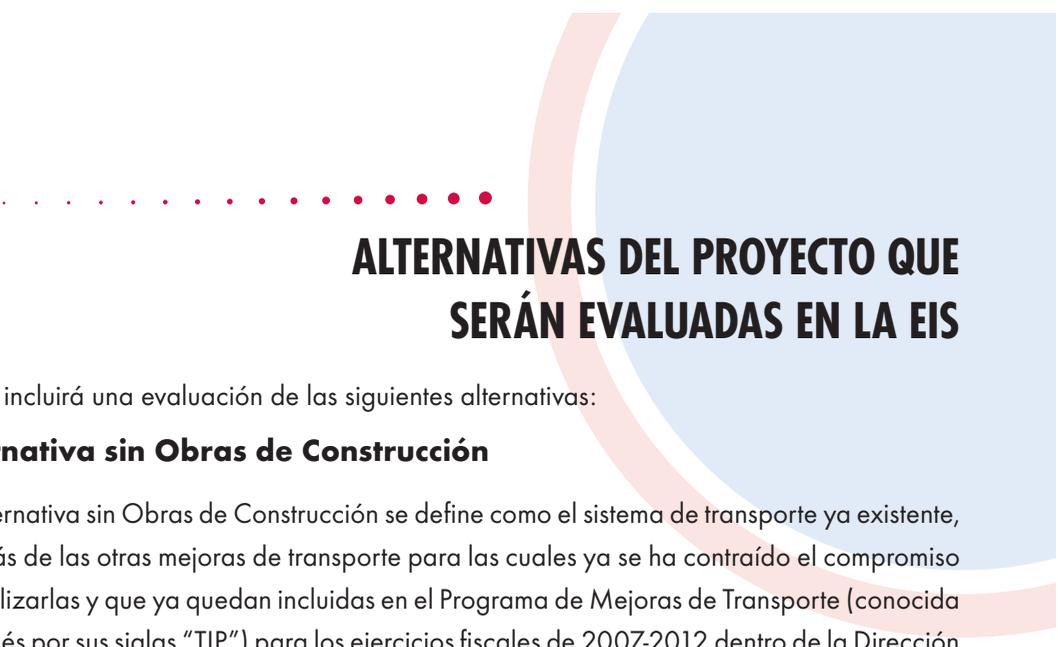
ANÁLISIS MEDIOAMBIENTAL

Las cuestiones medioambientales que se estudiarán en la EIS son como siguen:

- Recursos culturales;
- Flora y fauna naturales y ecosistemas;
- Uso de energía;
- Adquisición de tierras, desplazamientos, y reubicaciones;
- Uso de tierras;
- Recursos naturales (incluso la calidad del aire y los recursos acuáticos);
- Compatibilidad de los vecindarios y la equidad medioambiental;
- Tierras de parque verde/ instalaciones recreativas
- Seguridad y protección;
- Transporte;
- Efectos visuales y estéticos;
- Ruidos y vibraciones;
- Planificación por zonas y el desarrollo económico y secundario.

REPASO DEL PROYECTO

En 2006, la Chicago Transit Authority (CTA) y la Administración Federal de Tránsito (FTA) iniciaron un proceso de análisis de alternativas para la extensión propuesta de la Línea Roja. Como parte de este proceso de revisión de tres etapas, la CTA ha celebrado seis reuniones públicas durante los últimos tres años, con el fin de recoger opiniones del público sobre las alternativas posibles. La CTA evaluó nueve alternativas y ha adoptado la Alternativa del Tránsito Ferroviario Pesado (conocida en inglés por sus siglas "HRT") de la Union Pacific Railroad (UPRR) como la Alternativa de Preferencia Local (conocida en inglés por sus siglas "LPA") para mayor estudio en la EIS. Se irá perfeccionando la Extensión de la Línea Roja propuesta durante la etapa del diseño conceptual del proyecto y se someterá a mayor estudio durante la etapa de la EIS.



ALTERNATIVAS DEL PROYECTO QUE SERÁN EVALUADAS EN LA EIS

La EIS incluirá una evaluación de las siguientes alternativas:

Alternativa sin Obras de Construcción

La Alternativa sin Obras de Construcción se define como el sistema de transporte ya existente, además de las otras mejoras de transporte para las cuales ya se ha contraído el compromiso de realizarlas y que ya quedan incluidas en el Programa de Mejoras de Transporte (conocida en inglés por sus siglas “TIP”) para los ejercicios fiscales de 2007-2012 dentro de la Dirección Metropolitana de Chicago para la Planificación (conocida en inglés por sus siglas “CMAP”). Los proyectos de TIP dentro del área del proyecto consisten en la reconstrucción de cinco puentes y los proyectos de mejoras de algunos caminos, los cuales incluyen la jardinería, la colocación de cercos, obras de repavimento, la coordinación de sincronización de señales, y un sendero de multiuso para ciclistas y peatones. Todos los elementos de la Alternativa sin Obras de Construcción se incluyen en cada una de las otras alternativas.

Para resumir:

- Sistema de transporte ya existente;
- Además de las otras mejoras de transporte: proyectos de mejoras de puentes y caminos;
- Servicio de tránsito por autobús que se enfoca sobre la conservación de servicios y proyectos ya existentes.

Alternativa de Administración del Sistema de Transporte (conocida en inglés por sus siglas “TSM”)

La Alternativa propuesta de TSM es una alternativa de tránsito rápido por autobuses (conocida en inglés por sus siglas “BRT”), que anda entre la Estación de la 95th Street y la 130th Street, por medio de la East 95th Street, la Michigan Avenue, al East 127th Street, la South Indiana Avenue, y la East 130th Street.

Para resumir:

- Alternativa sin Obras de Construcción, además de:
- El tránsito rápido por autobuses (BRT) que anda entre la Estación de la 95th Street y la 130th Street;

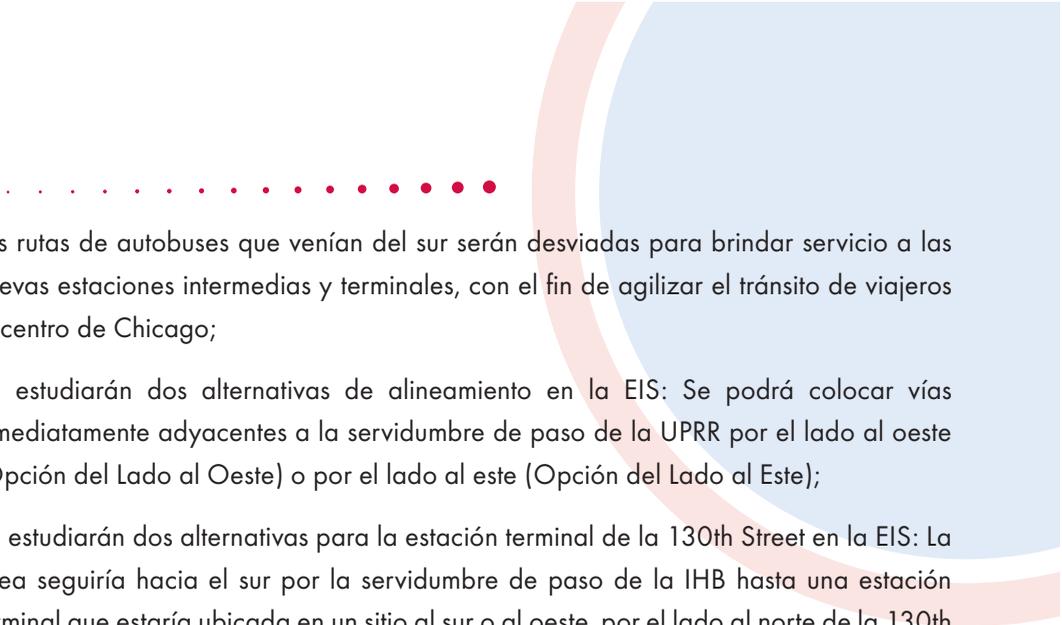
- Un recorrido de 5.5 millas con cuatro paradas intermedias en la 103rd, 111th, 115th, y 130th Streets;
- Estaciones con instalaciones de estacionamiento propuestas para todas las nuevas paradas
- Anda en el tránsito mixto con señales de preferencia por la 95th Street, la Michigan Avenue, y la 130th Street;
- La terminal de la 95th Street ampliada para extender las plataformas de entrada ya existentes para los autobuses por la State y Lafayette Streets, ubicados aproximadamente 250 pies al norte a la 94th Street, con el fin de mejorar la circulación y la seguridad;
- Los autobuses que andan del sur seguirán brindando servicio a la estación de la 95th Street.

Alternativa de Preferencia Local (LPA): Alternativa de Tránsito Ferroviario Pesado (HRT) de la Union Pacific Railroad (UPRR)

La propuesta LPA extenderá la línea de tránsito ferroviario pesado desde la Estación de la 95th Street ya existente de la Línea Roja a la 130th Street.

Para resumir:

- Alternativa sin Obas de Construcción, además de:
- Extensión de la línea de tránsito ferroviario pesado desde la Estación de la 95th Street a la 130th Street;
- Una extensión de 5.3 millas con tres nuevas paradas intermedias en la 103rd, 111th, 115th, y 130th Streets y una estación terminal nueva en la 130th Street;
- Estaciones nuevas con instalaciones de estacionamiento y terminales de autobuses en cada estación;
- Anda por encima de una estructura elevada desde la 95th Street, mientras que va hacia el sur por la I-57 Expressway por casi media milla hasta llegar al corredor de la UPRR en proximidad de la Eggleston Avenue. Luego se dirigiría al sur por el corredor de la UPRR hasta aproximadamente 111th Street, donde daría la vuelta al sudeste. Al este de la South Prairie Avenue, el alineamiento cruza sobre las vías de la CN/Metra cerca de la 119th Street, donde adoptaría una configuración de andar a nivel de calle, para seguir después hacia el sudeste por la servidumbre de paso de la antigua compañía de ferrocarril periférico de Michigan Central/Indiana Harbor (Michigan Central/Indiana Harbor Belt Railroad, o IHB por sus siglas en inglés), acabando en proximidad de la 130th Street;

- 
- Las rutas de autobuses que venían del sur serán desviadas para brindar servicio a las nuevas estaciones intermedias y terminales, con el fin de agilizar el tránsito de viajeros al centro de Chicago;
 - Se estudiarán dos alternativas de alineamiento en la EIS: Se podrá colocar vías inmediatamente adyacentes a la servidumbre de paso de la UPRR por el lado al oeste (Opción del Lado al Oeste) o por el lado al este (Opción del Lado al Este);
 - Se estudiarán dos alternativas para la estación terminal de la 130th Street en la EIS: La línea seguiría hacia el sur por la servidumbre de paso de la IHB hasta una estación terminal que estaría ubicada en un sitio al sur o al oeste, por el lado al norte de la 130th Street, justamente al oeste de la I-94 Bishop Ford Freeway.

Alternativa de Tránsito Ferroviario Pesado (HRT) de la Halsted Street

La Alternativa propuesta de HRT de la Halsted Street extendería la línea de tránsito ferroviario desde la estación terminal de la 95th Street ya existente de la Línea Roja para acabar en el cruce de caminos entre la Halsted Street/Vermont Avenue, en proximidad a la 127th Street.

Para resumir:

- Alternativa sin Obras de Construcción, además de:
- Extensión de la línea de tránsito ferroviario pesado desde la Estación de la 95th Street al cruce de caminos entre la Halsted Street/Vermont Avenue;
- Una extensión de 5.0 millas con tres nuevas paradas intermedias en la 103rd, 111th, 119th, y una estación terminal nueva en la Vermont Avenue;
- Nuevas estaciones con instalaciones de estacionamiento en las estaciones intermedias y terminales;
- Anda por encima de una estructura elevada entre la Estación de la 95th Street ya existente de la Línea Roja y el cruce de caminos entre la Halsted Street/Vermont Avenue, en proximidad de la 127th Street. El alineamiento seguirá el camellón o zona media de la I-57 Expressway hasta que llega a la Halsted Street. Luego daría una vuelta hacia el sur, entrando en la Halsted Street, para seguir después por la zona media hasta llegar a la Vermont Avenue.
- Las rutas de autobuses que venían del sur serán desviadas para brindar servicio a las nuevas estaciones intermedias y terminales

Se podrán identificar otras alternativas en el proceso de involucrar al público..

Red Line Extension | Locally Preferred Alternative



Red Line Extension | Locally Preferred Alternative



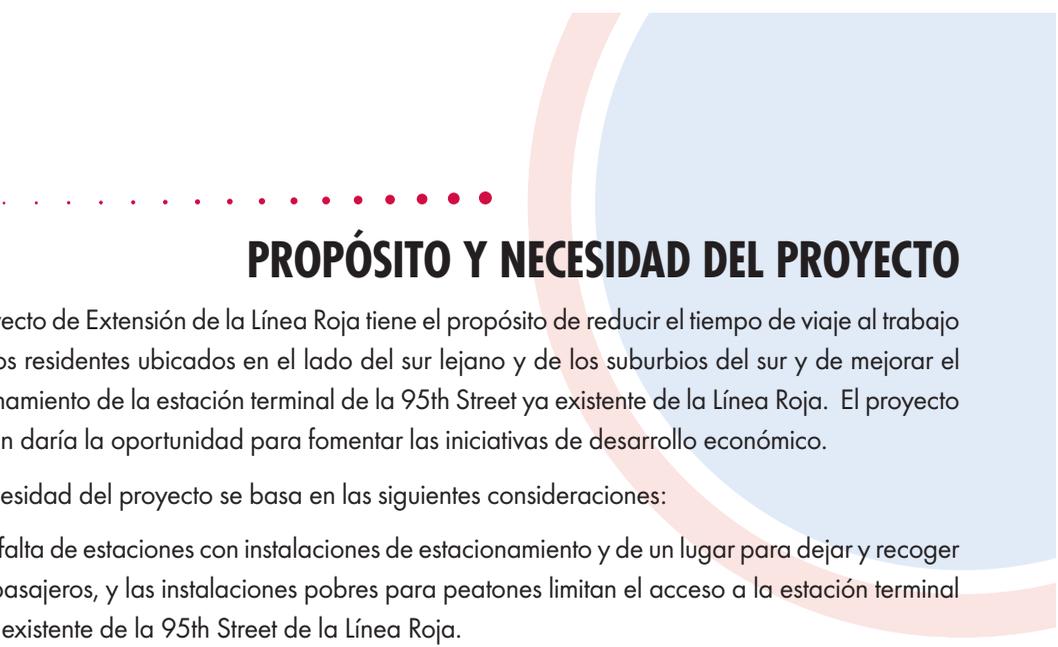
Red Line Extension • Environmental Impact Statement Scoping Information

Red Line Extension | Halsted Street HRT Alternative



Red Line Extension | Halsted Street HRT Alternative





PROPÓSITO Y NECESIDAD DEL PROYECTO

El proyecto de Extensión de la Línea Roja tiene el propósito de reducir el tiempo de viaje al trabajo para los residentes ubicados en el lado del sur lejano y de los suburbios del sur y de mejorar el funcionamiento de la estación terminal de la 95th Street ya existente de la Línea Roja. El proyecto también daría la oportunidad para fomentar las iniciativas de desarrollo económico.

La necesidad del proyecto se basa en las siguientes consideraciones:

- La falta de estaciones con instalaciones de estacionamiento y de un lugar para dejar y recoger a pasajeros, y las instalaciones pobres para peatones limitan el acceso a la estación terminal ya existente de la 95th Street de la Línea Roja.
- Los viajeros que llegan a las instalaciones terminales ya existentes por autobús sufren de demoras numerosas que resultan del mal rendimiento de los cruces de caminos arteriales en los alrededores, del espacio insuficiente para la carga y la descarga de pasajeros en los autobuses, y del espacio insuficiente para las paradas intermedias (escalas) de autobuses.
- Las condiciones congestionadas para autobuses y pasajeros en las estaciones terminales ya existentes y en las instalaciones de autobuses resultan en los problemas de seguridad y disminuyen lo atractivo del tránsito como alternativa de otras modalidades de viaje.
- El rendimiento de las calzadas en este estudio queda perjudicado por las calles arteriales estrechas y cruces ferroviarios frecuentes de carga a nivel de calle.
- La población en el área del estudio consiste en grupos étnicos minoritarios, sumamente dependientes del tránsito, y de ingresos bajos.

PARTICIPACIÓN DEL PÚBLICO

A lo largo del proceso de la EIS, la CTA ofrecerá numerosas oportunidades para que usted quede involucrado en el proyecto de Extensión de la Línea Roja. Que usted participe activamente para dar forma a este proyecto o que simplemente prefiera estar al tanto de las últimas novedades, la CTA espera con placer su participación en los meses venideros. Para asegurar que se aborden las cuestiones que son más importantes a los residentes, a las entidades públicas, y a otras partes interesadas en este estudio, la CTA celebrará dos reuniones de involucramiento público para recoger las opiniones del público. Los comentarios que se recogen en las reuniones de involucramiento ayudarán a determinar el alcance del estudio, los esfuerzos por diseñarlo, y los criterios de valoración dedicados a evaluar las opciones para hacer mejoras.

Se ofrecerán más oportunidades para participar durante el proceso del estudio medioambiental, con el fin de pedir más opiniones sobre las necesidades y los temas específicos de preocupación.

CÓMO PARTICIPAR

Asistir a una reunión

martes, 22 de septiembre de 2009

6:00 p.m. - 8:00 p.m.

Historic Pullman Visitor Center

11141 S. Cottage Grove Avenue

Chicago, IL 60628

jueves, 24 de septiembre de 2009

6:00 p.m. - 8:00 p.m.

Woodson Regional Chicago Public Library

9525 S. Halsted Street

Chicago, IL 60628

Se pueden hacer comentarios orales y por escrito en las reuniones.

Hacer comentarios

Hacer comentarios por escrito sobre las alternativas propuestas del proyecto y los efectos medioambientales posibles. Se considerarán los comentarios en el proceso de involucramiento al público con tal de que se entreguen para el día 27 de octubre de 2009.

Enviar sus comentarios a:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

O enviar por correo electrónico a:

RedExtension@transitchicago.com

Se pueden entregar comentarios por correo postal o electrónico.

Quedar involucrado

Para informarse sobre el proyecto, vaya al: www.transitchicago.com/RedEIS

Si usted desea incorporarse a nuestra lista de correo postal o electrónico del proyecto para recibir noticias en el futuro, favor de enviar sus datos de contacto a Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, llame al (312) 681-2708, o enviar una nota por correo electrónico a dakbar@transitchicago.com.

EL PROCESO DE TOMAR DECISIONES Y LOS PRÓXIMOS PASOS

Después del período de involucramiento al público, la CTA comenzará la ingeniería preliminar y elaborará un borrador de la EIS. El público tendrá una oportunidad para hacer comentarios sobre el borrador de la EIS durante un plazo de 45 días dedicado a los comentarios por el público. Durante el período de estudio, la CTA celebrará reuniones públicas para recibir comentarios sobre el borrador de la EIS del público en general y de las entidades. La CTA luego elaborará una versión definitiva de la EIS que incluirá las respuestas a los comentarios que habrán hecho el público

La Administración Federal de Tránsito (FTA) estudiará la versión definitiva de la EIS y elaborará un Acta de Decisión (conocida en inglés por sus siglas "ROD"), en la cual escogerá la alternativa preferida. El acto de emitir la ROD da a entender que la CTA ha cumplido con todos los requisitos que exige la Ley sobre la Política Nacional Medioambiental (NEPA). Aunque la CTA puede seguir adelante con la ingeniería preliminar de forma simultánea con el análisis medioambiental, el acto de emitir la ROD permitirá a la CTA proceder al diseño definitivo y emprender la construcción de la Línea Roja.

CRONOGRAMA ANTICIPADO DEL PROYECTO

Otoño del 2009	2010-2011	2011-2013	2016
Reuniones de Involucramiento al Público, 22 y 24 de septiembre de 2009	Ingeniería Preliminar y Borrador de la EIS	Versión Definitiva de la EIS, Acta de Decisión (ROD), Diseño Definitivo, y Inicio de las Obras de Construcción	Entrar en funcionamiento

Appendix I – Meeting Presentation



Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping

September 2009



Red Line Extension

Environmental Impact Statement (EIS)

Public Scoping Meetings

September 22 & 24, 2009



Meeting Agenda

- 6:00 – 6:45 pm Open House
- 6:45 – 6:55 pm Presentation
- 6:55 – 7:55 pm Public Comments on
Scope of Environmental
Impact Statement (EIS)
- 7:55 – 8:00 pm Next Steps/Adjournment



Background/History

- Alternatives Analysis process began in 2006
- Evaluated nine alternatives
- Extensive public outreach program
- Adopted Union Pacific Railroad Heavy Rail Transit Alternative as Locally Preferred Alternative (LPA)
- Environmental Impact Statement (EIS) builds on Alternatives Analysis process



Environmental Impact Statement (EIS)

- Prepared to comply with National Environmental Policy Act (NEPA)
- Identify and evaluate potential impacts related to project construction and operation
- Inform public and decision-makers of potential impacts and mitigation measures

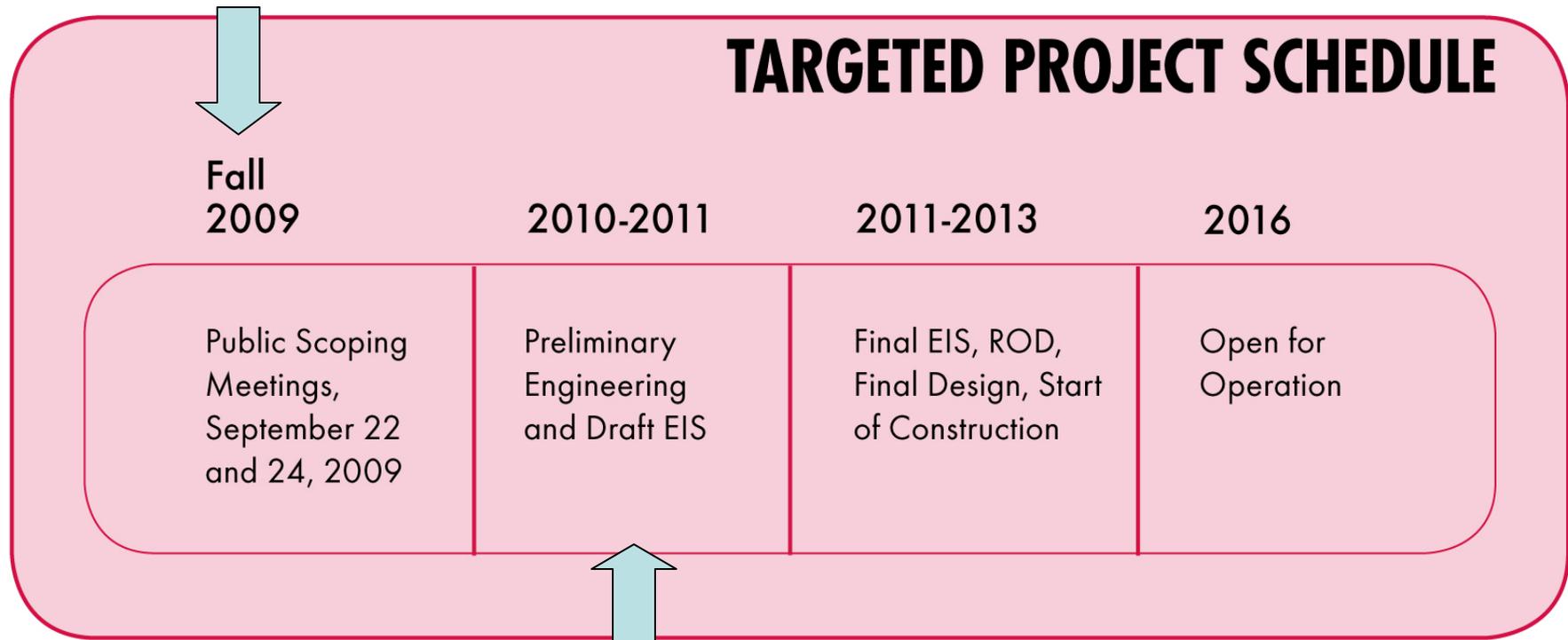
Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping
September 2009



Scoping: process of determining focus and content (scope) of EIS



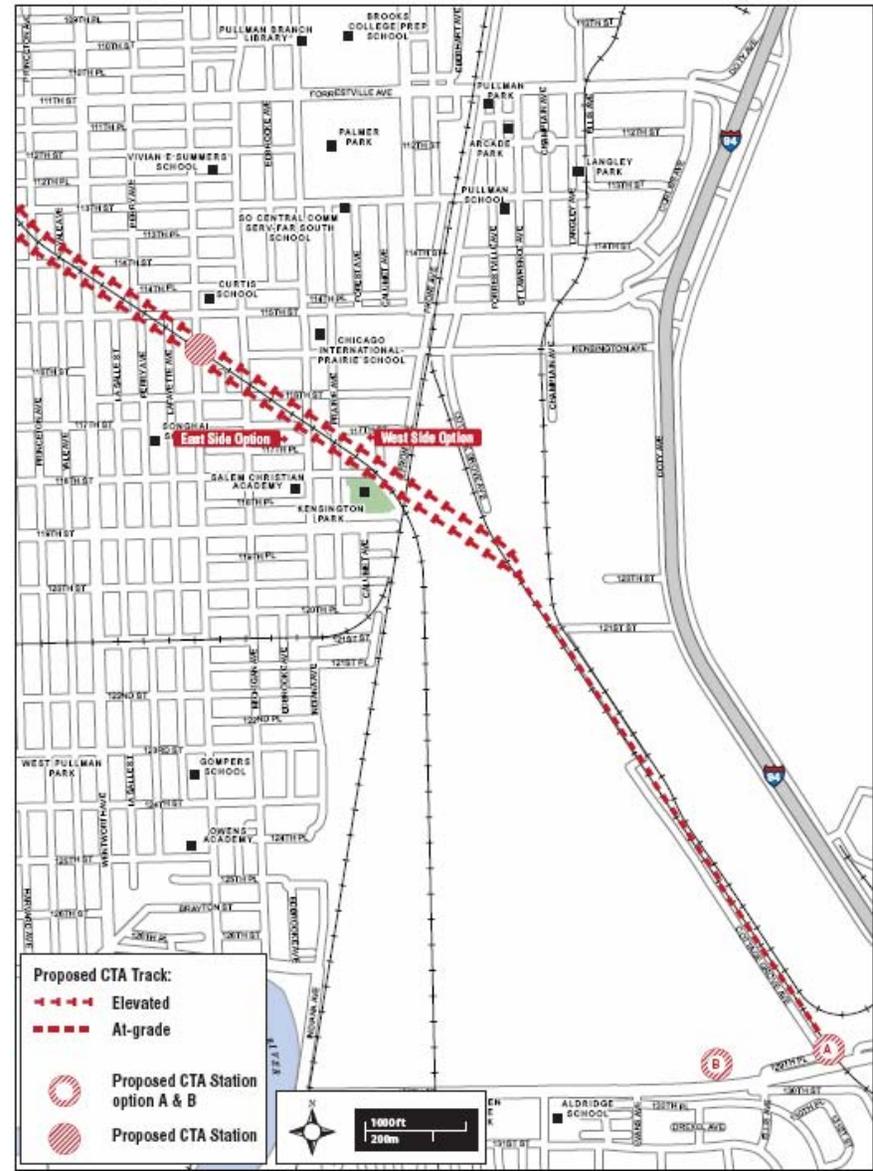
Public review of Draft EIS; relevant scoping comments addressed in Draft EIS



Project Alternatives Proposed for Study in EIS

- No Build Alternative
- Transportation System Management (TSM) Alternative
- Locally Preferred Alternative (LPA): Union Pacific Railroad Heavy Rail Transit Alternative
- Halsted Street Heavy Rail Transit Alternative

Locally Preferred Alternative





Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping

September 2009



Public Comments on Scope of EIS



Stay Involved

www.transitchicago.com/RedEIS

Contact:

Darud Akbar

Government & Community Relations Office

Chicago Transit Authority

P.O. Box 7567

Chicago, IL 60680-7567

(312) 681-2708

dakbar@transitchicago.com



Scoping Comments

Focus comments on:

- Purpose and Need
- Proposed Alternatives
- Proposed Environmental Issues to be Examined
- Potential Environmental Effects and Mitigation Measures to be Considered



Speaker Guidelines

- Submit a speaker card
- Moderator will call speakers by name
- Re-state your name
- Speakers have 3 minutes to comment
 - **Yellow Card**- 30 seconds remaining
 - **Red Card**- speaking time is over
- Tonight we will not respond to your comments
- Comments will be documented in scoping report



Scoping Comments due by October 27, 2009

- Tonight verbal comments recorded by court reporter
- Write comments and place in box provided
- Mail:
 - Jeffery Busby, General Manager, Strategic Planning
 - Chicago Transit Authority
 - P.O. Box 7602
 - Chicago, IL 60680-7602
- E-mail: RedExtension@transitchicago.com
- Fax: (312) 681-4297

Appendix J – Meeting Exhibit Boards



No Build Alternative

- Existing transportation system
- Plus committed transportation improvements in Chicago Metropolitan Agency for Planning Transportation Improvement Program including select bridge and road improvement projects
- Focus on preservation of existing bus service



Transportation System Management (TSM) Alternative

Bus Rapid Transit (BRT) alternative that operates between the 95th Street Station and 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street.

- 5.5 miles long with four intermediate stops at 103rd, 111th, 115th and 130th streets
- Park & Ride facilities proposed at all new stops
- Operates in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street
- 95th Street terminal expanded to extend the existing bus bays along State and Lafayette streets to 94th Street to improve circulation and safety
- Existing buses from the south would continue to serve the 95th Street Station



Red Line Extension

Connecting 95th Street Station to 130th Street



**Locally Preferred Alternative (LPA):
Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative**



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



**Locally Preferred Alternative (LPA):
Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative**



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



Halsted Street Heavy Rail Transit (HRT) Alternative



Red Line Extension

Connecting 95th Street Station to 130th Street



Halsted Street Heavy Rail Transit (HRT) Alternative



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





Locally Preferred Alternative (LPA): Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT)

Extend Red Line rapid transit from the existing Red Line 95th Street Station to 130th Street.

- 5.3-mile extension with three new intermediate stops at 103rd, 111th and 115th Streets and a new terminal station at 130th Street
- New Park & Ride and bus terminal facilities at each station
- Buses from the south would be re-routed to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago



Halsted Street Heavy Rail Transit (HRT) Alternative

Extend Red Line rapid transit from the existing Red Line 95th Street station to Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street.

- 5-mile extension with three new intermediate stops at 103rd, 111th, 119th streets and a new terminal station at Vermont Avenue
- New Park & Ride facilities at intermediate and terminal stations
- Buses from the south would be re-routed to serve the new intermediate and terminal stations

 **Red Line Extension**

Connecting 95th Street Station to 130th Street





Project Purpose

- Reduce travel times to jobs for Far South Side and South Suburban residents
- Improve performance of existing Red Line 95th Street Station terminal
- Provide an opportunity to support economic development initiatives

The need for the project is based on the following considerations:

- Lack of Park & Ride, passenger drop off and poor pedestrian facilities limit access to existing 95th Street Red Line terminal station
- Customers accessing existing terminal facility by bus experience measureable delays
- Congested bus and passenger conditions at existing terminal station and bus facility result in safety issues and diminish the attractiveness of transit as an alternative to other travel modes
- Roadway performance in study area is adversely impacted by narrow arterial streets and frequent at-grade freight rail crossings
- Study area population is highly transit dependent, minority and low-income



Submit Comments

Scoping comments due by: **October 27, 2009.**
Comment on the proposed project alternatives
and potential environmental effects. Submit to:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

Fax: 312-681-4297

E-mail: RedExtension@transitchicago.com

 **Red Line Extension**

Connecting 95th Street Station to 130th Street





Stay Involved

Visit: www.transitchicago.com/RedEIS

To join the mailing list or e-list, contact:

Darud Akbar

Government and Community Relations Officer

Chicago Transit Authority

567 W. Lake Street

Chicago, IL 60661

Fax: 312-681-2796

E-mail: RedExtension@transitchicago.com



Red Line Extension

Connecting 95th Street Station to 130th Street



Appendix K – Public Scoping Meeting Transcripts

1 CHICAGO TRANSIT AUTHORITY
2 PUBLIC HEARING
3 "RED LINE EXTENSION
4 CONNECTING 95TH STREET STATION TO 130TH STREET"
5 September 22, 2009

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

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Community
15 Relations Officer, Chicago Transit
16 Authority
17 MR. JEFFREY BUSBY, General Manager,
18 Strategic Planning, Chicago Transit
19 Authority
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Morales, CSR, RMR
24 License No. : 084-002854

1 (Whereupon, the following
2 proceedings commenced at

3

4 MR. AKBAR: Good evening, everyone. If we
5 could have folks begin to take their seats, we
6 would like to go ahead and get the presentation
7 started.

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

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

22 MS. WALLACE: Thank you. Before we get
23 started, I just want to check, is there anyone that
24 will be in need of Spanish translation this

3

1 evening? We do have that service available.

2 Tonight, as you see our agenda, we are
3 just completed with the open house portion of the
4 agenda, and now we're going to move into the
5 presentation that's going to be about a ten-minute
6 presentation, and Jeff Busby from CTA is going to

7 APPENDIX K_Red Line Transcript 09-22-09 Pullman
8 make that presentation to you, after which we'll
9 move to our public comment period. And just before
10 the public comment period, I'm going to go through
11 some guidelines with you so that you have an
12 understanding of how that process works and your
13 time limitations and so forth that you have.

14 At the conclusion of the public comment
15 period -- and I will just say that if it's not
16 8 o'clock yet and we've gotten all the comments
17 initially, we are going to remain here to take
18 public comment until 8 o'clock as we gave you
19 notice, and then we'll just go over some next steps
20 before we adjourn the meeting.

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

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

25 I'm Jeff Busby. I work in the Planning

4

1 Department at CTA. I see quite a few familiar
2 faces from our previous work.

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

10 The purpose of that study was to look at a

11 whole range of transportation options to improve
12 the service in the study area to the far south side
13 and the south suburbs. We looked at different
14 transit technologies or modes, different corridors,
15 different profiles where the transit would be in
16 relationship to the street level.

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

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

5

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

7 Why are we doing this? Well, we would
8 like to use federal funds, at least a portion of
9 the federal funds, to help pay for an extension to
10 the Red Line. To spend large amounts of federal
11 money on really anything, you need to comply with
12 the National Environmental Policy Act which
13 requires that you identify potential impacts both
14 positive and negative to the environment from the

APPENDIX K_Red Line Transcript 09-22-09 Pullman
15 construction and operation of a rapid transit

16 facility. So we're starting that process tonight.

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

24 Here's a schedule for you, just to give

6

1 you a sense of where the project is and where we
2 would like to go. This is a target. It's not
3 something that unfortunately I can guarantee for
4 you. But we're going to start this evening
5 receiving your comments on what you would like us
6 to study in the environmental review. We're going
7 to study that over the next year and share a draft
8 of the Environmental Impact Study at the end of
9 2010 or perhaps early 2011.

10 At that stage, we need to ask the federal
11 government for additional money and for permission
12 to begin final design. That's the preparation of
13 really the construction drawings. We hope for that
14 period to last between 2011 and 2013. At that
15 point, we need to have identified all the funds for
16 the start of construction. If those funds were
17 available and, again, if we got federal permission,
18 we would like to start construction in 2013 to open

APPENDIX K_Red Line Transcript 09-22-09 Pullman
19 in 2016.

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

7

1 there are also three alternatives that will be
2 studied as part of the Environmental Impact Study.

3 The first is a No-Build Alternative. That
4 becomes a point of comparison, so what would be the
5 environmental impacts of not doing anything.

6 The second is a Transportation System
7 Management Alternative. It's a long word, but what
8 it really means is a lower cost alternative to
9 building the Red Line; and, in this case, it would
10 be express buses and some improvements at
11 95th Street so that those express buses could have
12 a place to drop people off.

13 The Locally Preferred Alternative, there
14 are maps in the back and we'll be talking about
15 that in more detail. That's an extension of the
16 Red Line from 95th Street following the Union
17 Pacific Railway with stations at 103rd, 111th,
18 115th and Michigan, and a final station at 130th.
19 It's an elevated extension, so it's above the
20 street level but adjacent to those Union Pacific
21 freight tracks.

22 And, finally, another alternative in the

APPENDIX K_Red Line Transcript 09-22-09 Pullman
23 Alternatives Analysis that performed very well that
24 we thought we would include in the environmental

8

1 study as a point of comparison was an elevated
2 extension along Halsted Street. It would be
3 elevated above the median of that street. Similar,
4 four stations at 103rd, 111th, 119th, and 127th and
5 Vermont.

6 This is a map of the Locally Preferred
7 Alternative. As I mentioned, it leaves
8 95th Street, travels in the median of I-57, and
9 then is an elevated line above the street level
10 traveling next to the Union Pacific Railroad. It
11 ends at 130th and the Bishop Ford, very close to
12 Altgeld Gardens.

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

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

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

24 First of all, so that you know, we would

9

1 I like you to focus your comments on the work that we
2 have ahead, which is the purpose and need for the
3 project; the proposed alternatives; the proposed
4 environmental issues to be examined; and the
5 potential environmental effects and mitigation
6 measures to be considered. So those should be the
7 focus of your comments tonight.

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

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

22 You're going to have three minutes to
23 comment. And the good news is you're not going to
24 have to keep track of the three minutes. We got a

10

1 stoplight here so everyone can see that. When you
2 begin your comments, the stoplight will be green.
3 When you have got about 30 seconds left, the

4 stoplight will turn yellow; and then it will begin
5 flashing when you have 15 seconds. So you should
6 be able to gauge your comments and know when you
7 need to be wrapping up. Once that turns red, that
8 means your comment time is up.

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

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

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

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

11

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

4 MS. ROCKINGHAM: My name is Helen Rockingham.
5 I would like to say good afternoon to everyone. I
6 would also like to give my appreciation to CTA --
7 express my appreciation to CTA for this effort.

8 It's been long past due, and there are a lot of
9 residents who are going to appreciate having this
10 kind of facility available to them.

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

20 Another thing is I'm a property owner and
21 that Pacific line comes right past my home. As a
22 matter of fact, I'm the second house from that
23 line, south of that line on Princeton. And the
24 environmental impact, I know for the benefit of the

12

1 community, if we have to be relocated, that would
2 not be an issue to some homeowners, but CTA's
3 obligation to us, when will we find that out or if
4 it would be found out in the 2013 year, and how
5 would those -- how would those homeowners be
6 contacted and at what point, would be my question.

7 Okay, I'm still on green. Great. Yes, it
8 appears that the preferred route would be the
9 Pacific line. I have been bouncing this,
10 brainstorming with a lot of neighbors, and we see
11 Halsted would be the least route for the advantages

12 for the businesses and traffic going to the
13 expressway. We just know we will see the benefits
14 of it in our neighborhood, and that's the end of my
15 comments. Thank you.

16 MS. WALLACE: Derrick Brownlee. Derrick
17 Brownlee? Okay. Reverend Isaac Hayes.

18 REV. HAYES: Reverend Isaac Hayes, candidate
19 for U.S. Congress in the Illinois 2nd Congressional
20 District, and I just want to commend the CTA for
21 taking this step. Certainly I know many residents
22 and citizens on the south side have long wanted
23 this, and people are happy they will have an easier
24 commute to work or to school or wherever they may

13

1 go. And so I don't need the full three minutes. I
2 just wanted to commend the CTA, and the residents
3 on the south side are very happy for this step.
4 Thank you.

5 MS. WALLACE: Robert Franklin and then
6 Charlie Yale.

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

14 MS. WALLACE: Do you have other comments?

15 MR. FRANKLIN: No. That's it.

16 MS. WALLACE: Charlie Yale and then
17 Eugene Taylor. Please restate your name.

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

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

14

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

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

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

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

19 MS. WALLACE: Eugene Taylor and Michael Bryant.

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

24 here to represent Developing Communities Project.

15

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

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

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

23 But today is a good day. This day is long

24 awaited by many and fully expected by some,

16

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

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

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

17 MS. WALLACE: 30 seconds.

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

21 Much like the Federal Transportation
22 Agency, the DCP Red Line Oversight Committee will
23 be listening to the CTA's environmental impact
24 consultant's statement. Our committee will

17

1 continue our review of the locally preferred route,
2 the environmental and engineering requirements.
3 We'll conduct and assemble additional public
4 comments.

5 MS. WALLACE: Thank you.

6 MR. TAYLOR: And thank you.

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

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

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

18

1 It's a future decision, but I know it's going to be
2 a speedy process -- I know it's not going to be a
3 speedy process. And there's a lot of things that

APPENDIX K_Red Line Transcript 09-22-09 Pullman
4 are going to have to change, but I think the
5 environment will change rapidly with the changes
6 that are going to be made by the CTA. Thank you.

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

9 MR. WILLIAMS: Coming. Good evening. My name
10 is Ernest Williams, and I'm here on behalf of the
11 Golden Gate Community Association.

12 The one question that I had was when the
13 Orange Line was extended southwest to Midway, I'm
14 sure that these same studies were done. I think it
15 would be -- it would benefit us to talk to some of
16 the leaders that helped implement that plan and
17 live through the process to see what the line
18 impacted and what the community concerns were at
19 that time to give us something to compare to if you
20 had those feasibility studies that you probably
21 started back when that happened so that we can put
22 it possibly together. Just a thought.

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

19

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

5 I think a number of people here already
6 know that the Developing Communities Project has
7 been mobilizing the community and interest and

8 APPENDIX K_Red Line Transcript 09-22-09 Pullman
9 opinions in the community around this project since
10 2003. And we put together a historic referendum in
11 2004 in which 39,000 voters in the 9th and the
12 34th Ward voted for this very project. And that's
13 one of the things that the CTA has included as part
14 of the reasons for their selection for the Locally
15 Preferred Alternative.

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

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

20

1 Thirdly, what governmental agencies will
2 also participate? Because it says public comment
3 and governmental agencies or agencies will
4 participate in the scoping process. Will their
5 comment and analysis be made public? If so, where?
6 I assume the EPA and people like that. What weight
7 will their input, that is, the governmental
8 agencies, carry? And if there's a conflict between
9 the input of the public agencies -- excuse me, the
10 governmental agencies and the public comment, how
11 will these conflicts be resolved?

12 You mentioned the proposal for topics of
13 evaluation. One, it seems to me, especially for
14 environmental impact that becomes important, is to
15 identify brown fields along the route. I assume
16 that there is some kind of map somewhere or there's
17 some process at hand in terms of identifying --
18 30 seconds -- identifying brown fields.

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

23 And, lastly, what are the scoping -- what
24 is the scoping analysis going to do in terms of

21

1 identifying transit-oriented development
2 opportunities along the route?

3 MS. WALLACE: Thank you.

4 MR. TURNER: Thank you.

5 MS. WALLACE: David May and Harry Brooks.

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

12 The cost estimates I have seen for the LPA
13 seem very high compared to similar projects that
14 have been built in other countries. CTA has a bad
15 record in terms of managing large construction

APPENDIX K_Red Line Transcript 09-22-09 Pullman
16 projects, and I recommend that you look at the Army
17 Corps of Engineers' Early Contractor Involvement
18 Process; P3 processes being used in Alberta and
19 Ontario; FDOT's recent I-95 procurement; and how
20 BART is doing the Oakland Airport Connector.

21 In looking at this extension, I thought
22 the design criteria that should have been used
23 would be to maximize the number of customers living
24 within a half mile of a station. So you need more

22

1 stations and you need the routes running through
2 residential neighborhoods; avoiding overlapping
3 coverage with METRA; using existing rights-of-way;
4 running on ground as much as possible; and serving
5 Chicago State and Olive-Harvey.

6 I think a preferable way to design this
7 thing which I think you should consider as one of
8 your alternatives is a one-way loop, a 9 and a half
9 mile long loop, one-way loop, instead of your
10 5 mile two-way design could give you seven
11 stations, for example, at Ford and Rhodes, 103rd
12 and Dauphin, 111th and Langley, 115th and State,
13 114th and Halsted, 107th and Racine, and I-57 and
14 Halsted which would serve many more people within
15 walking distance in your design.

16 It would give you 2 miles on ground in the
17 Bishop Ford right-of-way. It would give you
18 2 miles on ground on the I-57 right-of-way; 1 mile
19 on ground on the abandoned railroad right-of-way;

APPENDIX K_Red Line Transcript 09-22-09 Pullman
20 and 3 miles on ground in the excess railroad
21 right-of-way, all which are great improvements
22 compared to your mostly elevated, very expensive
23 guideway design. Thank you.
24 MS. WALLACE: All right. Harry Brooks and

23

1 William James. Harry? William, you will be after.
2 MR. BROOKS: Good evening. One of the things
3 that needs to be done immediately is something to
4 relieve the bus turn-around at 95th and the
5 Dan Ryan, because the number of buses that go in
6 and out of there, they have outgrown that terminal.
7 When I was coming here this evening, I
8 happened to get there in just one of those rare
9 moments. I'm sure it was like a perfect storm.
10 All the bus lines, CTA and PACE, plus a Greyhound
11 all were in the station at the same time. And that
12 was interesting to watch, but it caused quite a
13 traffic jam.
14 So I would hope, of course, when this
15 extension is put in that some of those lines that
16 go up to 95th Street now would go to the new
17 stations or that something be done somehow, even
18 though it's kind of landlocked, to expand the
19 terminal because you get all -- you get everybody
20 in there at the same time and it just doesn't work.
21 The 111 bus that I took to get over here
22 stops behind the Number 106 bus, for example. And
23 the Chicago Police Department decided to park a

1 recovery time. So I wasn't late or anything, but
2 we had to sit there until it was time for the 106
3 to leave, and there were a couple of other buses
4 that were trying to get out.

5 Now that particular problem could be dealt
6 with if CTA told the police that they would have to
7 park large vehicles elsewhere. But something still
8 needs to be done now and in the future for that
9 95th terminal because, as I said before, and I'm
10 repeating, I know, if everybody is in there at the
11 same time, it's not working. Fun to watch, but I'm
12 sure it's not fun for the drivers.

13 MS. WALLACE: Okay. William James.

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

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

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

21 I have also lived near train tracks.
22 Where I'm at presently, I'm near that Union
23 Pacific. My concern is noise, vibration, property
24 damage. What happens is these trains roll past.

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1 Right now, there's a group in our community trying
2 to stop the whistle blowing of the train there.
3 Okay. They're not very successful. They have been
4 campaigning for years. It's not stopping. The
5 train is still blowing the whistle. The noise goes
6 on. I lived there 20 years. I'm now oblivious to
7 it. Other people are not.

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

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

20 Another thing that disturbs me is that
21 through these vibrations, they damage the
22 foundations to your homes. Many people who live
23 close to this train have cracked foundations. CTA
24 is going to come, they're going to build their

26

1 little train, you're going to go ahead about your
2 business, I'm going to be stuck with damage, more
3 home damage. Okay? I don't want it. These are
4 just issues that concern me.

5 You're only going to build on one side of
6 the track. Many people are thinking that they're
7 going to get money through eminent domain. You're
8 going to come in and pay them and they're going to
9 move off happy. But there's two sides of that
10 track. When you build that train, elevate it, it's
11 going to be running through some of your bedrooms.
12 That train is up over your head. Only one side is
13 going to get paid. The other people are going to
14 get stuck. And I think we need to keep this in
15 mind. This is not about money. This is about
16 where we live and about our comfort. Thank you.

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

22 For those of you who don't, let me go over
23 a couple of things. If you want to leave, you can
24 leave. If you want to spend some more time at the

27

1 board, you are welcome to do that.

2 So, again, tonight the verbal comments
3 were reported by our court reporter. There's other
4 ways that you can submit your comments. So you can
5 write comments and place it in the box over here.
6 You're welcome also to mail your comments to the
7 contact and contact information listed here. You
8 can e-mail or you can fax your comments.

9 We also encourage you to keep updated on
10 what's going on with the project, and a couple ways
11 to do that, one is to regularly go to the Web site
12 that you see here on the screen or you can join the
13 e-mail mailing list by writing to Darud.

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

17 (Whereupon, there were no
18 further speakers.)

19 (Public Hearing adjourned at
20 8 o'clock p.m.)

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22
23
24

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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF COOK)

4
5 ANNA M. MORALES, being first duly sworn,
6 On oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 reported in shorthand the proceedings of said
9 Public Hearing, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said Public Hearing.

13

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Certified Shorthand Reporter

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1 CHI CAGO TRANSIT AUTHORITY
2 PUBLI C HEARI NG
3 "RED LI NE EXTENSI ON
4 CONNECTI NG 95TH STREET STATION TO 130TH STREET"
5 September 24, 2009

6
7 STENOGRAPHI C REPORT OF PROCEEDI NGS
8 had i n the above-entit led matter held at the
9 Woodson Regional Chi cago Publi c Li brary, 9525 South
10 Hal sted Street, Chi cago, Illi noi s, commenci ng at
11 6: 48 o' cl ock p. m.

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Communi ty
15 Rel ati ons Offi cer, Chi cago Transi t
16 Authori ty
17 MR. JEFFREY BUSBY, General Manager,
18 Strategi c Pl anni ng, Chi cago Transi t
19 Authori ty
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Moral es, CSR, RMR
24 Li cense No. : 084-002854

1 (Whereupon, the fol l owi ng
2 proceedi ngs commenci ed at
3 6: 48 o' cl ock p. m.)
 Page 1

4 MR. AKBAR: Good evening, everyone. My name is
5 Darud Akbar. I'm with the Government & Community
6 Relations Department at the Chicago Transit
7 Authority. I want to welcome and thank everyone
8 for coming to the Red Line -- this is actually our
9 second public scoping meeting. So I want to thank
10 you for coming out this evening.

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

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

21 As you see from our agenda this evening,
22 we've just completed the open house portion of the
23 meeting. In just a moment, I'm going to turn it
24 over to Jeff Busby, and Jeff is going to give a

2

1 brief presentation on the project, and then we're
2 going to go into the formal public comment period
3 of the meeting. And right before we do that, I
4 will walk through some guidelines. We are going to
5 be limiting comments to three minutes. So be
6 thinking about that now as you are composing your
7 thoughts, those of you that are speakers. I will

8 go over some other things to get us on track.

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

11 And I do want to note that if we conclude
12 before 8 o'clock, you will be, you know, free to
13 leave if you want at that time, but we are going to
14 stay here and available for anyone who arrives and
15 still wants to comment. So we'll remain here until
16 8 o'clock for sure.

17 So with that, Jeff will provide a
18 presentation.

19 MR. BUSBY: Hi. Thanks for coming out again.
20 I'm Jeff Busby. I work in the Planning Department
21 at CTA.

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

3

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

9 Many of you are aware, if you take CTA,
10 that the 95th Street station is very crowded.
11 There's lots of buses going there and there's lots

12 of delays associated with getting there. So people
13 have very long trips sometimes to get to the
14 existing station.

15 So what we could accomplish with an
16 extension of the Red Line is shorter and faster
17 trips for people to get to CTA services as well as
18 solving some of those congestion problems at the
19 95th Street station.

20 As I mentioned, we started this study in
21 2006. We looked at a whole range of options and
22 identified a couple of options which we're going to
23 talk about tonight which we're advancing into this
24 next step. Part of the Alternatives Analysis

4

1 included public involvement. So we've been to
2 Woodson Regional a couple times and actually had a
3 series of other meetings -- three rounds of
4 meetings with six total meetings prior to this
5 leading up to tonight's recommendation.

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

15 So tonight's meeting starts the

16 Environmental Impact Statement which very much
17 relies on the previous work we completed in the
18 Alternatives Analysis.

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

5

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

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

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

19 We'll come back to you next year with the
Page 5

20 results of the environmental process in what's
21 called a draft EIS, a draft Environmental Impact
22 Study, and that's your opportunity to review both
23 the impacts we've identified and what we proposed
24 to mitigate them.

6

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

11 2013 would be the year in which we would
12 start construction. We show a three-year
13 construction period; and the Red Line Extension
14 opening for operation in 2016.

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

23 We're going to study alternatives, project
Page 6

24 alternatives in the Environmental Impact Study.

7

1 This is a list of them. The first alternative is a
2 No-Build Alternative. It's really important as a
3 point of comparison. What this alternative is is
4 what would be the impact to the environment of not
5 doing anything?

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

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

22 And we have identified a fourth
23 alternative which is also an extension of the
24 Red Line but follows Halsted Street.

8

1 Let me show you a map of the Locally
2 Preferred Alternative. So starting with the map on
3 the left, the Red Line would run south from
4 95th Street in the middle of the I-57 highway, and
5 then it would climb up out of the highway and run
6 elevated at about 400 West Eggelston Avenue and
7 would travel next to the Union Pacific rail
8 right-of-way all the way south to 130th. It would
9 make four stops. The stops are at 103rd, 111th,
10 115th and Michigan, and 130th and the Bishop Ford
11 Expressway close to Altgeld Gardens.

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

16 The Halsted alternative is a similar link.
17 It runs about a half mile to the west. So, again,
18 the train would use the median of the expressway,
19 I-57, traveling south. When it gets to Halsted
20 Street, it would go into the air and run down the
21 middle of Halsted Street, above the street. It
22 would make four stops again at 103rd, 111th, and
23 119th, and at Vermont which is about 127th.

24 This is an elevated structure. The

9

1 columns to support the elevated structure would be
2 made of concrete most likely and be placed in the
3 median of Halsted Street.

4 So those are our four alternatives. We
5 are interested in your comments tonight. I'm going
6 to turn things over to Sarah to give you some
7 instructions on how we're going to receive those.

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

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

21 Some guidelines. If you haven't done so
22 already, please submit a speaker card, and we can
23 collect those and they will be brought up front.
24 I'm going to call speakers by name. I will

10

1 probably call several at a time so that you can get
2 lined up and prepared to speak. Here's the mic you
3 will use, the standing mic on that side.

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

8 APPENDIX K_Red Line Transcript 09-24-09 Woodson
here that is going to be documenting your comments.

9 You'll have three minutes to comment. The
10 good news is you're not going to have to try to
11 keep track of where you are in that three minutes.
12 We have this stoplight here that is going to assist
13 you in that process. So once you start, we'll turn
14 that on and the green light will turn on, and that
15 lets you know that your three minutes are starting.
16 Once you have 30 seconds left, the light will go
17 yellow. And once you have 15 seconds left, the
18 light will be flashing yellow. So that kind of
19 helps you gauge wrapping up your comment. And once
20 it turns red, that means your comment period is up.

21 So we would like everyone to keep to the
22 three minutes so that we can keep things moving and
23 we're hearing from everyone who wants to speak
24 tonight.

11

1 Because we're here tonight to hear from
2 you -- that's the whole purpose of the meeting is
3 to hear your comments -- CTA is not going to be
4 responding to your comments tonight. We're going
5 to be listening. We're going to be documenting and
6 all your comments will be documented in the report.

7 So we would ask you to -- there are two
8 folks from the CTA here. We would ask you to
9 direct your comments to them, but do, again, keep
10 an eye on the light.

11 So our first speakers up: Thomas Brown,

12 Senior, followed by Rob Kelsey, and I believe this
13 is McClellan. So are those folks here?

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

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

21 MR. BROWN: Again, my name is Thomas Brown,
22 Senior. I live directly in the area where the
23 proposed train will be built and constructed. My
24 comments center around myself as well as my

12

1 neighbors. I'm right on 325 West 99th Place,
2 directly in front of Wendell Smith Park, and most
3 of my neighbors are senior citizens.

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

15 Another comment I would like to make is

16 the fact that the proposed plan going down
17 Eggelston Avenue, it's very residential, and
18 there's definitely some concern about having a
19 commuter line directly through the residential
20 corridor that's there. Those are my comments.
21 Thank you.

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

24 MR. KELSEY: Good evening, everyone. My name

13

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

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

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

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

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

APPENDIX K_Red Line Transcript 09-24-09 Woodson
20 going to be made, and I was hoping that we could be
21 able to see some kind of visual, what this was
22 going to look like, but for security reasons, will
23 it become dark like the EI stations down by Lake
24 Street? That was a question.

14

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

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

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

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

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

23 There are a lot of seniors in our area,

APPENDIX K_Red Line Transcript 09-24-09 Woodson
24 and we do not want to move. We already have that

15

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

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

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

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

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

24 I think that given the history of

16

1 transportation planning, in big cities like
2 Chicago, where very often minority communities have
3 been more the victim than the beneficiary of
4 transportation planning, this is an opportunity
5 and, particularly out of Altgeld Gardens, to really
6 provide access to one of the most isolated
7 communities in the city. This is an opportunity to
8 use transportation planning to provide benefit
9 rather than victimization of a minority community.

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

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

17

1 So, again, I urge that CTA really focus
2 singularly on Altgeld Gardens and really push the
3 LPA, the Locally Preferred Alternative, which is
4 the one that would go to 130th Street. None of the

5 impacts that are mentioned here, a number that
6 others can think of were mentioned, would really be
7 mitigated by the other alternatives. Only the
8 alternatives, the LPA going down to 130th Street
9 near Altgeld Gardens would really impact favorably
10 these communities in these areas. Thank you.

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

13 MR. CHRISTY: Yes. I'm Ben Christy. I don't
14 live in the area. Instead, I use the Red Line to
15 get to the area. In fact, I didn't go to the other
16 impact study because I couldn't -- you know, I'm
17 sure there's a bus that gets by there; but 95th,
18 95th station, what bus to use and everything, I
19 just didn't do it. So that's why I'm here today
20 instead of Tuesday.

21 I actually do live right next to the
22 Red Line by Berwyn. Come on by and say hi. The
23 noise of the train, hey, it's a train. When I grew
24 up, I lived a block away from the train. Now I

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1 live just across the alley from a train. Yes, it's
2 a noise. You get used to it. So don't worry too
3 much about that.

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

8 What I see on the alternatives here is

9 that there are people in the Halsted area that
10 don't want their train down Halsted; but, if I
11 wanted to get to Halsted there, I would use the
12 train to get to your businesses.

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

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

19

1 MS. WALLACE: 30 seconds.

2 MR. CHRISTY: So please give us -- give us our
3 ride, extend it as much as possible. Thank you.

4 MS. WALLACE: John Paul Jones, and
5 Donald Miller, and Thomas Jundani an.

6 MR. JONES: I'm John Paul Jones. I'm an
7 organizer for the far south region, also a resident
8 in the Englewood District. For 50 years, I've been
9 involved in organizing and urban planning, and I
10 have seen a significant value in the Union Pacific
11 Railroad corridor. And if you look at the far
12 south region, they have always had a challenge of

13 public and private -- the investment. That Union
14 Pacific corridor provides a venue where you can
15 begin to introduce to the community, a very urban
16 community, a whole new set of ideas and investment
17 around transit and developing that and turn that
18 corridor, provide venues so that the end of the
19 station can add value to the property, at the same
20 time, give greater access to the greater part of
21 Chicago.

22 Also, from Englewood, we've always had
23 challenges with getting transportation to jobs; and
24 with the Union Pacific Railroad corridor, again,

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1 you can begin to hire a lot more people, connect
2 with the south suburban communities that are going
3 to have job growth, much more than you get in
4 Chicago during the economic downturn.

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

15 So it's an opportunity for you, the city
16 and the community, to kind of think through how do

17 we use these corridors more wisely and
18 strategically to improve our community, encourage
19 reinvestment, and increase the travel time for us
20 to get to work or recreation and other venues.

21 So it's a real plus for the region more
22 than a negative. I would want to encourage that
23 more -- supporting what the person said from
24 95th Street corridor. Certainly, we want to be

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

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

14 MS. WALLACE: Donald Miller, Thomas Jundani,
15 and Lori Baldwin.

16 MR. MILLER: Thank you. My name is
17 Donald Miller. I heard a lot of complaints --
18 concerns, rather, about the environment and the
19 noise and how the train would sound coming through
20 the communities. But this is dealing with rail. I

21 think we should take a model from some of the rails
22 that run on the north side. You know, you are
23 going to have these type of problems.

24 What we are trying to do is get a system

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1 that would fit our community, that would be
2 accessible for us to get in and out of our
3 community efficiently and safely. And I would
4 think the transit people should look at the highest
5 concentration of the population, where could -- the
6 highest volume of population and let the train be
7 used in that corridor, in that area where the
8 population would be affected the most.

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

14 MS. WALLACE: Thomas Jundani an, Lori Bal dwi n,
15 and then Bradena Thomas.

16 MR. JUNDANI AN: Good evening. My name is
17 Thomas Kei th Jundani an. I'm the thi rd generati on
18 owner/operator of an 85-year-old Rosel and-based
19 busi ness. I'm a Rosel and boy, born and raised.

20 I have a di fferent perspective on thi s
21 than maybe some, having grown up in thi s communi ty
22 and having our fami ly busi ness based here all the
23 time, all those years. I'm not 85, but -- don't
24 rush me.

1 On the heels of Donald's comments, I too
2 kind of feel like the south side of the city has
3 been a very neglected location in our beautiful
4 metropolis, and it would be -- I think either one
5 of these plans are going to be a positive thing for
6 us. I'm not qualified to say which one is going to
7 be better than the other.

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

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

23 What have previous construction projects
24 like this and studies that have gone on indicated

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

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1 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

5 APPENDIX K_Red Line Transcript 09-24-09 Woodson
part of the Red Line Oversight Committee.

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

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

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

6 We also looked at the environmental
7 impact, and this provided greater access to a
8 number of residents. And also this route had less

9 APPENDIX K_Red Line Transcript 09-24-09 Woodson
10 environmental impacts in terms of conditions and
11 areas and the taking of homes.

12 So I, again, just want to encourage you
13 and let you know that the community will benefit
14 from this new development. Thank you.

15 MS. WALLACE: Bradena Thomas and then
16 JoAnne Guillemette.

17 MS. THOMAS: My name is Bradena Thomas. I am
18 concerned as a senior living in the area. In fact,
19 I'm right at 97th and LaSalle which is where 94 and
20 57 split.

21 My concern is whether or not there would
22 be an elevated track right behind me or whether
23 it's going to be recessed?

24 Also I have a business, a building on
Halsted at 108th. Now is this going to be an

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1 elevated structure which would darken, you know,
2 the area? So that is my concern for both. But I
3 definitely wouldn't want an elevated area looking
4 out of my backyard. That's my concern.

5 They do need transportation to the south
6 because 95th is extremely congested, and I realize
7 that; but, hopefully, I wouldn't want to have to
8 move. Thank you.

9 MS. WALLACE: JoAnne Guillemette.

10 MS. GUILLEMETTE: Good evening. My concerns
11 have been previously stated by several others, but
12 to say it as succinctly as possible, my concern

APPENDIX K_Red Line Transcript 09-24-09 Woodson
13 would be for the increased foot and vehicle
14 traffic; the increased debris; as well as the
15 increased crimes that would follow a structure like
16 this.

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

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

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

16 MS. WALLACE: Could you please restate your

APPENDIX K_Red Line Transcript 09-24-09 Woodson
17 name for the record?

18 MS. GUI LLEMETTE: JoAnne Gui l l e m e t t e .

19 MS. WALLACE: Thank you. Are there any other
20 speaker cards? Gwendolyn Rice and then
21 Barry Finkel .

22 MS. RICE: My name is Gwendolyn Rice, and I
23 work for Devel opi ng Communi ti es Project whi ch has
24 been worki ng wi th thi s i ssue for si x years.

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1 MS. WALLACE: Cou ld you get li t t l e c l o s e r t o
2 the mi c, pl e a s e ? Thank you.

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

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

17 But I remember also having to take kids
18 home at night because the transportation was not
19 available for the kids to take advantage of the
20 amenities in Chicago. I remember many times having

21 to do that, even in the afternoon having to do
22 that, which I didn't mind doing because I could do
23 it. But their parents may not have always been
24 able to do that, provide the access.

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1 This project is going to provide access to
2 what is a transit disadvantaged community. We are
3 kind of in competition with other lines throughout
4 Chicago that are going beyond the city limits. On
5 the south side, there's nothing that goes to the
6 city limits. And I really say that we must take
7 that Locally Preferred Alternative through to
8 130th Street. I don't think there's an
9 alternative. That's the only option.

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

21 Again, I just want to speak on behalf of
22 the residents of Altgeld. I don't live there, but
23 I have been there many times. I have worked there,
24 and it can make a big difference in providing an

1 opportunity for people to have access, to be able
2 to be exposed to the larger community. As the
3 teacher said earlier, people generally who live in
4 transit deserts do not get out and understand
5 what's going, and it would cut down on violence and
6 cut down on a lot of other factors. Thank you.

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

10 MR. FINKEL: My name is Barry Finkel. I have
11 been a resident of the Beverly area, 103rd and
12 Western, since 1951, and I take the Red Line
13 downtown at least once a week. I see at
14 95th Street station lots of PACE buses coming in
15 from the south suburbs, and I think an extension of
16 the Red Line would help in getting those buses --
17 to get the train and not have to come all the way
18 to 95th Street to service those people.

19 We're talking here about public
20 transportation, and I see in all the alternatives,
21 there's talk of park-and-ride. It seems to me, and
22 I have sort of a disagreement with some of the
23 speakers, but it seems to me that if we have good
24 feeder bus lines into the stations, there's no need

1 to have a large park-and-ride facility at each

2 station. Maybe at the farthest station. But I
3 don't see really a need, for example, a big
4 park-and-ride station at 103rd and Halsted.
5 There's no room there for a park-and-ride, and I
6 don't see any need for it. Thank you.

7 MS. WALLACE: Alice Harper-Jones.

8 REV. HARPER-JONES: Good afternoon. I am
9 Reverend Alice Harper Jones. I'm the Dean of
10 Cluster 6 of Chicago Metropolitan Association of
11 the United Church of Christ and represent about
12 13 churches on the south side. And I'm also a
13 member of the Chicago State University Alumni
14 Board, and so I'm speaking, commenting on two
15 things.

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

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

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1 have there, it would be better accessible to many,
2 many people; and those young people that we're
3 trying to attract to the university would certainly
4 be able to have access to and from the university.
5 Especially if a person is working, they can come in

6 the evening to attend the university and be able to
7 go back home again without having to, you know,
8 wait for buses and everything on 95th Street
9 because Chicago State is very accessible to
10 95th Street right there.

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

24 Again, as I say, I prefer the Halsted one

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

8 So that should be a consideration
9 especially when we think about seniors who have

10 been there for years and who take pride in their
11 home and their neighborhoods and their friends
12 around there, that to destroy that community, you
13 know, with the train is not a preferred option.
14 Thank you.

15 MS. WALLACE: William Warren. Please restate
16 your name.

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

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

12 MS. WALLACE: Are there other speakers? Okay.

13 Again, we're going to be here until

14 8 o'clock if others arrive and still want to speak.
15 I did want to mention that scoping comments are due
16 by October 27th. So in addition to speaking
17 tonight, you have an opportunity to write comments
18 and place it in the box outside. You have an
19 opportunity to mail in comments, fax or e-mail your
20 comments. And we'll make sure this is back up for
21 your reference.

22 We also encourage you to stay involved.
23 You can visit this Web site. You can also get on
24 an e-mail list so that you can receive updates

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1 through e-mail and through Darud, if you'll e-mail
2 him.

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

7 MR. TURNER: I did.

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

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

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

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

16 MS. WALLACE: Johnnie Burke. Please restate
17 your name and speak directly into the mic.

18 MS. BURKE: Johnnie Burke, and I'm a member of
19 the 96th and Prairie Block Club. I had two
20 questions. One, how many residences would be
21 disturbed with the park-and-ride construction? And
22 also, in the entire project, how many residences
23 would be destroyed? How many people would be
24 removed from the community? Thank you.

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1 (Whereupon, there were no
2 further speakers.)
3 (Public Hearing adjourned at
4 8 o'clock p.m.)
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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF COOK)

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5 ANNA M. MORALES, being first duly sworn,
6 On oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 reported in shorthand the proceedings of said
9 Public Hearing, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said Public Hearing.

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Certified Shorthand Reporter

