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

Name: ________________________________________________________________

Organization: _______________________________________________ Title: ________________________

Address:  ____________________________________________________________

City: __________________________ State: ________ Zip: __________________________

Phone: __________________________ E-mail: __________________________

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

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

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

Proposed CTA Track:
- Elevated
- At-grade

Proposed CTA Station option A & B

Proposed CTA Station
**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  Thursday, September 24, 2009
6:00 p.m. to 8:00 p.m.  6:00 p.m. to 8:00 p.m.
Historic Pullman Visitor Center  Woodson Regional Chicago
11141 S. Cottage Grove Ave.  Public Library
Chicago, IL 60628  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.

<table>
<thead>
<tr>
<th>Targeted Project Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fall 2009</strong></td>
</tr>
<tr>
<td>Public Scoping Meetings, September 22 and 24, 2009</td>
</tr>
</tbody>
</table>
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 celebrarán 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.
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 biciclistas 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

Aunda 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 Obras 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;

Aunda 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

Proposed CTA Track:
- Elevated
- Existing CTA Track
- Existing CTA Station
- Proposed CTA Station

West Side Option

East Side Option

Red Line Extension • Environmental Impact Statement Scoping Information
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.
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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuniones de Involucramiento al Público, 22 y 24 de septiembre de 2009</td>
<td>Ingeniería Preliminar y Borrador de la EIS</td>
<td>Versión Definitiva de la EIS, Acta de Decisión (ROD), Diseño Definitivo, y Inicio de las Obras de Construcción</td>
<td>Entrar en funcionamiento</td>
</tr>
</tbody>
</table>
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
Scoping: process of determining focus and content (scope) of EIS

TARGETED PROJECT SCHEDULE

- **Fall 2009**: Public Scoping Meetings, September 22 and 24, 2009

- **2010-2011**: Preliminary Engineering and Draft EIS

- **2011-2013**: Final EIS, ROD, Final Design, Start of Construction

- **2016**: Open for Operation

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
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
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
Halsted Street Heavy Rail Transit (HRT) Alternative

Proposed CTA Track:
- Elevated

Existing CTA Track

Existing CTA Station

Proposed CTA Station

Red Line Extension
Connecting 95th Street Station to 130th Street
Halsted Street Heavy Rail Transit (HRT) Alternative

Proposed CTA Track:
- Elevated

Proposed CTA Station

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
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 measurable 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
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
Appendix K – Public Scoping Meeting Transcripts
CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"RED LINE EXTENSION
CONNECTING 95TH STREET STATION TO 130TH STREET"
September 22, 2009

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

PRESENTERS:

MR. DARUD AKBAR, Government & Community
Relations Officer, Chicago Transit
Authority

MR. JEFFREY BUSBY, General Manager,
Strategic Planning, Chicago Transit
Authority

MS. SARAH LAYTON WALLACE, Moderator

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

(Whereupon, the following
proceedings commenced at

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

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

I'm going to turn things over to Sarah.

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

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

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

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

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

MR. BUSBY: Hi. Thanks, Sarah. Thanks all for coming out.
I'm Jeff Busby. I work in the Planning Department at CTA. I see quite a few familiar faces from our previous work.

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

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

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

Recently, in August, we concluded that study when the Board of the CTA adopted the Union Pacific Railroad Alternative as the Locally Preferred Alternative. That will be one of the alternatives we'll look at in the environmental studies. I will talk a little bit about that in more detail. But this environmental study which we're starting right now really is a culmination -- it starts from the work we did in the Alternatives Analysis and advances that into significantly more detail.

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

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

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

At that stage, we need to ask the federal government for additional money and for permission to begin final design. That's the preparation of really the construction drawings. We hope for that period to last between 2011 and 2013. At that point, we need to have identified all the funds for the start of construction. If those funds were available and, again, if we got federal permission, we would like to start construction in 2013 to open...
I think this is a realistic schedule. It is ambitious. Certainly your support is helpful in making that realized. I mentioned that we'll be studying the Locally Preferred Alternative which came out of the Alternative Analysis Study; but there are also three alternatives that will be studied as part of the Environmental Impact Study.

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

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

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

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

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

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

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

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

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

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

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

You're going to have three minutes to comment. And the good news is you're not going to have to keep track of the three minutes. We got a stoplight here so everyone can see that. When you begin your comments, the stoplight will be green. When you have got about 30 seconds left, the stoplight will be yellow.
stoplight will turn yellow; and then it will begin
flashing when you have 15 seconds. So you should
be able to gauge your comments and know when you
need to be wrapping up. Once that turns red, that
means your comment time is up.

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

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

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

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

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

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

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

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

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


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

MS. WALLACE: Robert Franklin and then Charlie Yale.

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

MS. WALLACE: Do you have other comments?

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

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

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

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

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

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

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

MS. WALLACE: Eugene Taylor and Michael Bryant.
We are a faith-based community organizing agency that has served the Chicago community areas of Greater Roseland since 1986.

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

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

But today is a good day. This day is long.
expected because the public’s desire for economic justice and equity in capital spending decision-making was reasonable. Yet, its anticipation for nearly 40 years has become an urban legend.

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

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

MS. WALLACE: 30 seconds.

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

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

MS. WALLACE: Thank you.

MR. TAYLOR: And thank you.

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

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

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

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

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

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

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

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

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

I think a number of people here already know that the Developing Communities Project has been mobilizing the community and interest and
APPENDIX K _Red Line Transcript_ 09-22-09 Pullman

opinions in the community around this project since
2003. And we put together a historic referendum in
2004 in which 39,000 voters in the 9th and the
34th Ward voted for this very project. And that's
one of the things that the CTA has included as part
of the reasons for their selection for the Locally
Preferred Alternative.

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

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

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

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

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

MS. WALLACE: Thank you.

MR. TURNER: Thank you.

MS. WALLACE: David May and Harry Brooks.

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

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

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

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

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


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

When I was coming here this evening, I happened to get there in just one of those rare moments. I'm sure it was like a perfect storm. All the bus lines, CTA and PACE, plus a Greyhound all were in the station at the same time. And that was interesting to watch, but it caused quite a traffic jam.

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

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

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


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

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

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

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

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

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

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

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

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

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

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

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

(Whereupon, there were no further speakers.)

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

STATE OF ILLINOIS )
) SS:
COUNTY OF COOK )

ANNA M. MORALES, being first duly sworn, on oath says that she is a court reporter doing business in the City of Chicago; and that she reported in shorthand the proceedings of said Public Hearing, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said Public Hearing.
CERTIFIED SHORTHAND REPORTER
APPENDIX K_Red Line Transcript 09-24-09 Woodson

CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

"RED LINE EXTENSION

CONNECTING 95TH STREET STATION TO 130TH STREET"

September 24, 2009

STENOGRAPHIC REPORT OF PROCEEDINGS

had in the above-entitled matter held at the

Woodson Regional Chicago Public Library, 9525 South

Halsted Street, Chicago, Illinois, commencing at

6:48 o'clock p.m.

PRESENTERS:

MR. DARUD AKBAR, Government & Community

Relations Officer, Chicago Transit

Authority

MR. JEFFREY BUSBY, General Manager,

Strategic Planning, Chicago Transit

Authority

MS. SARAH LAYTON WALLACE, Moderator

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

(Whereupon, the following
proceedings commenced at
6:48 o'clock p.m.)

Page 1
MR. AKBAR: Good evening, everyone. My name is Darud Akbar. I'm with the Government & Community Relations Department at the Chicago Transit Authority. I want to welcome and thank everyone for coming to the Red Line -- this is actually our second public scoping meeting. So I want to thank you for coming out this evening.

I'm going to turn things over to Sarah.

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

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

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

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

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

So with that, Jeff will provide a presentation.

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

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

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

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

There's lots of buses going there and there's lots
of delays associated with getting there. So people have very long trips sometimes to get to the existing station.

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

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

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

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

So what's an Environmental Impact Statement? The CTA is hoping to use -- to ask for federal money to pay for a portion of the extension; and any time you use federal money for a large project, you have to comply with the National Environmental Policy Act. And the National Environmental Policy Act, or NEPA, requires that the CTA in a public setting identify and evaluate the potential impacts of both building an extension and operating an extension for the Red Line.

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

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

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

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

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

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

We're going to study alternatives, project
alternatives in the Environmental Impact Study.

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

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

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

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

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

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

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

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

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

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

The first thing you will want to do is restate your name. I may not get the pronunciation right, and we want to make sure that we have that right for the record. We've got a court reporter.
You'll have three minutes to comment. The good news is you're not going to have to try to keep track of where you are in that three minutes. We have this stoplight here that is going to assist you in that process. So once you start, we'll turn that on and the green light will turn on, and that lets you know that your three minutes are starting. Once you have 30 seconds left, the light will go yellow. And once you have 15 seconds left, the light will be flashing yellow. So that kind of helps you gauge wrapping up your comment. And once it turns red, that means your comment period is up. So we would like everyone to keep to the three minutes so that we can keep things moving and we're hearing from everyone who wants to speak tonight.

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

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

So our first speakers up: Thomas Brown,
Senior, followed by Rob Kelsey, and I believe this
is McClellan. So are those folks here?
Yes. And I do want to remind everybody,
if you haven't done so already, turn off cell
phones or pagers or at least change the setting to
vibrate so that we don't cut into people's time
that are speaking.

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

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

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

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

Thank you.

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

MR. KELSEY: Good evening, everyone. My name is Robert Kelsey. I'm a Chicago Public School counselor. I work in the West Pullman area, Gompers Fine Arts Option School.

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

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

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

MS. McCLELLAN: Gina McClellan. I have three concerns. The lighting around the tracks that are
The construction time, how long is this going to take, 2016? And then once you start, what does it do to me? Is it going to be three, four years where I'm going to be inconvenienced where I can't even get into my home since I'm right off of Halsted Street.

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


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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

What I see on the alternatives here is
that there are people in the Halsted area that
don't want their train down Halsted; but, if I
wanted to get to Halsted there, I would use the
train to get to your businesses.
The plan -- the LPA, which is not the
Halsted, does have the positive that it could help
bring people in from out of state if we have enough
parking, park-and-ride spaces. So I would expect
you to decide how many park-and-rides you want and
then triple it.

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

MS. WALLACE: 30 seconds.

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

MS. WALLACE: John Paul Jones, and
Donald Miller, and Thomas Jundanian.

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

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

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

So it's an opportunity for you, the city and the community, to kind of think through how do
we use these corridors more wisely and strategically to improve our community, encourage reinvestment, and increase the travel time for us to get to work or recreation and other venues. So it's a real plus for the region more than a negative. I would want to encourage that more -- supporting what the person said from 95th Street corridor. Certainly, we want to be careful and considerate of the residential impacts. We want to be very careful of the impact to the brown field districts, but also opportune as possible relative to the eroding issues. We certainly want to be helping the community anticipate and remediate any particular eroding problems that may occur in some of these wooded areas that have been neglected for 30 or 40 years. So we want to use that opportunity to work more closely with any governmental plan to figure out ways to impact the environmental impact on the roads maybe through this reconstruction strategy. Thank you.

Ms. Wallace: Donald Miller, Thomas Jundanian, and Lori Baldwin.

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

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

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

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

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

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

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

What have previous construction projects like this and studies that have gone on indicated
APPENDIX K_Red Line Transcript 09-24-09 Woodson

with those businesses? How are they impacted? I have got nothing to base this on. When this trestle goes up on Halsted Street, what is it going to look like? It's probably going to be concrete. Jack and I were talking outside. Would it be something that's attractive? Will the elevated tracks all the way down Halsted Street create a lot of dark shadows, a lot of shadowing areas where people can congregate and do things that are not in the best interest of the community? Will the trestle be placed where garbage and other debris and litter accumulate? Will it be a blight to Halsted Street?

As far as bringing people down Halsted Street, yeah, it will. The stations are going to be -- you know, 111th and 119th are a mile apart. So that's still quite a ways to try to get to one of the businesses. I was chatting with a lady who also has a building at 108th and Halsted. That kind of encapsulates some of my concerns. I think either one of these things are a positive thing for the south side, whichever is best for our city and our community. Thank you.

MS. WALLACE: Lori Baldwin, and then Bradena Thomas, and JoAnne Guillemette.

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

However, most of that route, as has been stated before, is open space, and so this would be a great asset to the community. Also, because of the need for us to have transportation in this area, and it's been such a long, long time, this is the area that I think the city should be focusing on much more than some of the other options.

We also looked at the environmental impact, and this provided greater access to a number of residents. And also this route had less
environmental impacts in terms of conditions and areas and the taking of homes.

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

MS. WALLACE: Bradena Thomas and then JoAnne Guillemette.

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

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

Also I have a business, a building on Halsted at 108th. Now is this going to be an elevated structure which would darken, you know, the area? So that is my concern for both. But I definitely wouldn't want an elevated area looking out of my backyard. That's my concern.

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

MS. WALLACE: JoAnne Guillemette.

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

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

MS. WALLACE: Could you please restate your
APPENDIX K_Red Line Transcript 09-24-09 Woodson

name for the record?

MS. GUILLEMETTE: JoAnne Guillemette.

MS. WALLACE: Thank you. Are there any other

speaker cards? Gwendolyn Rice and then

Barry Finkel.

MS. RICE: My name is Gwendolyn Rice, and I

work for Developing Communities Project which has

been working with this issue for six years.

MS. WALLACE: Could you get little closer to

the mic, please? Thank you.

MS. RICE: But I think I'm coming from a more

personal point of view, because all the other

issues have been talked about.

For the last I won't say how many years of

my working life, I have worked in one way or

another with residents of Altgeld Gardens as a

counselor or as a recreation worker or just simply

knowing children who live there or adults who live

there. And I remember and I just -- my mind was

refreshed on the way in when one of the workers

outside mentioned that she had lived in

Altgeld Gardens and she remembered having to take

the PACE bus into Chicago and then taking a CTA bus

and then finally getting to the Red Line.

But I remember also having to take kids

home at night because the transportation was not

available for the kids to take advantage of the

amenities in Chicago. I remember many times having

Page 26
to do that, even in the afternoon having to do
that, which I didn't mind doing because I could do
it. But their parents may not have always been
able to do that, provide the access.

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

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

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

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

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

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

to have a large park-and-ride facility at each
station. Maybe at the farthest station. But I don't see really a need, for example, a big park-and-ride station at 103rd and Halsted. There's no room there for a park-and-ride, and I don't see any need for it. Thank you.

MS. WALLACE: Alice Harper-Jones.

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

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

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

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

Again, as I say, I prefer the Halsted one

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

So that should be a consideration
especially when we think about seniors who have
APPENDIX K_Red Line Transcript 09-24-09 Woodson

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

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

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

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

MS. WALLACE: Are there other speakers? Okay.
Again, we're going to be here until
Page 31
8 o'clock if others arrive and still want to speak.
I did want to mention that scoping comments are due
by October 27th. So in addition to speaking
tonight, you have an opportunity to write comments
and place it in the box outside. You have an
opportunity to mail in comments, fax or e-mail your
comments. And we'll make sure this is back up for
your reference.
We also encourage you to stay involved.
You can visit this Web site. You can also get on
an e-mail list so that you can receive updates

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

Any other comments at this time? Have you
filled out a card, sir? Right now, we're taking
public comment. If you want to fill out a speaker
card and come to the mic --
MR. TURNER: I did.
MS. WALLACE: Well, three minutes is the rule.
Are there others that want to speak?
We'll stick around. You are welcome to
spend some more time out at the boards if you like
or you are welcome to head on out, but we'll be
here until 8 o'clock.
(Off the record at 7:34 p.m.)
(On the record at 7:46 p.m.)
MS. WALLACE: Johnnie Burke. Please restate
your name and speak directly into the mic.
MS. BURKE: Johnnie Burke, and I'm a member of the 96th and Prairie Block Club. I had two questions. One, how many residences would be disturbed with the park-and-ride construction? And also, in the entire project, how many residences would be destroyed? How many people would be removed from the community? Thank you.

(Whereupon, there were no further speakers.)

(Public Hearing adjourned at 8 o'clock p.m.)
STATE OF ILLINOIS )
               ) SS:
COUNTY OF COOK )

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

-------------------------------------------
Certified Shorthand Reporter