

Red Line Extension Alternative Analysis Study

Screen 2 Public Involvement - Public Comments and Questions

February 2008

No.	Comment/Question	Received Via*	Topic Area(s)
1	What will this extension do to CTA fares? Stay the same or increase?	STK	6
2	DCP (Developing Communities Project) has been advocating for the Red Line extension for 5 years and their work has, we believe, helped to advance & promote construction of the Red Line Extension. Community impact and input is essential.	STK	15
3	Where does Red Line Extension fall in priority for Rapid Transit capital projects in Chicago?	STK	2
4	When identifying park and ride alternatives priority to look at vacant and available land/properties. Also, the impact of the surrounding community to newly created routes should be addressed via public hearings at that stage. Opportunity for neighborhood/community consensus. Widen your reach to advertising about this project to radar newspapers and public hearings. Job creation opportunities should be promoted and give transfer periods for this project.	STK	7, 12, 13
5	Again as discussed at the meeting a job creation plan for community and minority contractors is crucial. It is imperative that communities with CTA BBE/Mowp etc begin to prepare (certify, educate community on how to enter apprenticeship positions etc) begin. It may appear to plan to be prepared for construction opportunities five to ten years out is futile, but it is not. Please use our organization to set up training sites etc.	STK	13
6	How can the alternative analysis preferred alternatives be arrived at ahead of the environmental impact analysis when one of the routes- the UP Railroad- has significant environmental issues, effecting isolated communities like Altgeld Corridor?	HPC	1, 8
7	I think that the UP Rail Extension is the best alternative.	HPC	5
8* (8-9)	Subways are cost prohibitive? Why? Are the cost constraints the CTA's or the Fed governments?	HPC	8, 10
9	Bus pollution of BRT, how will it be mitigated?	HPC	13
10	What are the transit oriented development values associated with the 3 alternatives?	HPC	8
11	What is the process by which public involvement impacts the evaluation process if arriving at the locally preferred alternatives?	HPC	12
12	Best Alternative in my view: "Union Pacific/Heavy Rail" This would provide service to S Michigan, and Altgeld, and Hegewisch- Also, potential connections to 1. Metra Electric Rail 2. South Shore Electric Rail.	HPC	5
13	I am a longtime rider of this line when it was first open I ride from 95th State Street to Davis Street in Skokie, Illinois Daily and weekends. Sunday from 95th State Street to Dividend once at 6am to 4:30. I would like to know will the extension with go out I-94 to 130th Street or I-57 to 127th Street?	HPC	5
14	Would the amount of revenue generated by the local stops on the Red Line on the South side be a faster in determining the priority of the Red Line Extension via other New Starts Projects?	HPC	2
15	Will the Red Line Extension mean significant redesign of the 95th Street stop.	HPC	14
16	When will the CTA schedule the 3rd screening?	HPC	12
17* (17-18)	When will the final choice of the route be made, and who makes it?	HPC	1, 3
18	When the federal funds become available, how long will it take to get the matching funds? Is there an expectation of getting the matching funds?	HPC	11
19* (19-20)	When will you have the final choice between the different alternatives?	HPC	1, 3
20	When will the next analysis phase meetings take place?	HPC	12
21* (21-23)	When does the CTA anticipate a third and final alternative analysis meeting?	HPC	12
22	When will you make your final choice on the alternatives?	HPC	1, 3
23	What are the CTA's plans for searching matching funding?	HPC	11
24*(24-25)	When will the Red Line extension be a reality?	HPC	3
25	Once the choice is made on the route and the funds are available, how long will it take to complete the work?	HPC	1, 3
26	When does the CTA estimate construction will begin on the Red Line Extension?	HPC	3
27	When will you make the final choice on the alternatives?	HPC	1, 3
28*(28-29)	What are the cost estimates?	HPC	10
29	Where would the yard be located?	HPC	6
30	Will the rail options include park and ride?	HPC	5, 7

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31	What are the dollar amounts for the 3 alternatives?	HPC	10
32	What are CTA plans for securing matching funding?	HPC	11
33	What does the CTA believe will be the cost estimate for the 3 final alternatives?	HPC	10
34* (34-38)	What is the impact of the proposed route on economic development?	HPC	8, 13
35	Which projects are being driven by the 2016 Olympics?	HPC	15
36	When will the people have an opportunity to let you know their favored route?	HPC	12
37	What are the CTA's plans for securing matching funds?	HPC	11
38	The UP elevated alternative sounds best.	HPC	5
39	Is the Red Line- rather the advancement of the project being driven by 2016 Olympics?	HPC	15
40* (40-41)	Has CTA proposed or surveyed the communities to obtain an estimate of ridership or preferences for rapid bus or rail?	HPC	1, 9, 12
41	Has rapid bus in other areas addressed the need for rail service?	HPC	5
42	It was stated that south area passengers experience a 20% longer commute currently. With each possibility (HB, HR, UPR) what would the impact be on decreasing the commute time?	HPC	3, 8
43	I am in favor of UP Route. I think that although Halsted is wide enough, any transit additional would make traffic worst.	HPC	5
44	Will the CTA, the RTA and IDOT present the Red Line Extension as a priority project as a public works project to the new Obama Administration?	HPC	2
45	I recommend the UP route for the service it will extend to the underserved area of the far southeast side of Chicago.	HPC	5
46	We need a route that would not make it necessary to transfer at 95th but extend the Red Line to city limits.	HPC	5
47	The Halsted End of the Line will not be as to limiting morning suburban traffic/ commuters to city. End of the line using UP track would be more am to parking and limiting traffic congestion on expressway- and promote access south to shore riders. The UP line offers more options for riders and does not congest community.	HPC	5
48	good meeting	HPC	15
49	The Red Line is the most used line in the city. It would be a great help to those living far south. Many who do not drive together to work, would be a help to them. Thank you.	HPC	15
50	Comment: UP Rail- Best Solution, Halsted Rail- 2nd Best, Halsted Bus- 3rd. UP Rail - Land necessary, impact on environment, etc. This is the top alternative in my opinion.	HPC	5
51	Not exactly a comment, but so far, I wish that the proposed routing of the UP Railroad goes through.	HPC	5
52	For the Heavy Rail/UPRR option, you could end at the 130th on the west side of the Bishop Ford Fwy, thereby preserving the ability to extend further south in the future, while also fitting in a station with walking access to Carver HS & Altgeld Gardens and a transfer station to the South Shore trains. Please see the sketch I sent to CTA a few months ago.	HPC	4, 5
53	This is a little specific but: would the 111/115 Pullman Route return to a "shuttle like" route whenever an alternative is chosen? As I understand, it did not travel to 95th and if so could it be extended to a 24 hour time?	HPC	14
54	Will the fare hikes have any bearing on the completion of the x-tension and is there an anticipated start date to begin construction?	HPC	3, 6, 11
55	What are ridership estimates for the UP Railroad and Halsted route? If ridership estimates have not been done, when will the estimates be done? When will ridership estimates be made public?	HPC	9
56	What are the socioeconomic factors taken into consider for environmental impact analysis?	HPC	8, 13
57	What percentage does socioeconomic impact carry in evaluating routes?	HPC	8, 13
58	What weight does access of isolated communities, like Altgeld Corridor have in evaluating alternatives?	HPC	8, 13
59*(59-61)	Of all projects considered, where does the red line prioritize? 1st, 2nd, 3rd, or 4th? What are the parameters that determine priority?	HPC	2
60	More buses will not help because decrease in funds will decrease bus service.	HPC	5
61	What are the costs of the three proposals?	HPC	10
62	Concept Development Alternative Analysis Study Preliminary Engineering Environmental Construction	WCPL	15
63	Send a copy of presentation and boards.	WCPL	12

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64* (64-67)	When will there be a third and final Alternative Analysis meeting?	WCPL	12
65	When will the final choice be made?	WCPL	1, 3
66	Are there any ridership projections for the suggested alternative routes?	WCPL	9
67	How is funding for capital projects obtained?	WCPL	11
68	Are 4 stations along the Red Line Extension Heavy Rail alternative really enough stations to alleviate congestion and promote increase usage of the Red Line? Would it really help the South Side Communities?	WCPL	5
69	Sounds good, where will you get the money?	WCPL	11
70	Why not extend the red line further south to 130th St on Halsted?	WCPL	5
71	Is the land at 127th Street for a new longer train yard?	WCPL	6
72* (72-74)	The UP certainly seems most feasible. It is the most cost effective since the tracks are already there?	WCPL	8
73	How does the Red Line extension compare with other extensions in the city, i.e. circle, orange, etc. Is the Red Line #1? If not why not?	WCPL	2
74	Halsted BRT and UP HRT should both be utilized.	WCPL	5
75	What effect does the Canadian National's RR purchase of the EJ&E RR and subsequent rerouting of freight trains in suburban & city areas have in the final consideration?	WCPL	15
76	The Red line extension is a great idea but will the extension increase the cost for the rider in the city?	WCPL	11
77	Any Bus alternative will add to the congestion would be heavy rail (UP) tracks either elevated, or trench (ideally subway).	WCPL	5
78* (78-79)	I believe that the UP route for the red line extension is the best one.	WCPL	5
79	Is it true that the greatest financial benefit to the CTA would be through the selection of the UP route even though the initial cost might be more?	WCPL	10
80	I choose one of the red line extension is UP Railroad corridor because it connects with bus routes and other train stations. Please try to make the red line extension easy for the people and run on time.	WCPL	5
81	A Referendum was voted on in 2004 by @ 38,000 residents impacted by the Red Line Extension. The locally preferred alternative/the UP line is by far the best, most expedient, most beneficial to the most people, including seniors, and the disabled.	WCPL	5
82	What is the reasoning behind imposing an additional bus line on an existing bus line?	WCPL	5
83	The UP route provides transportation in the area where there is no existing public transportation, this being more accessible to more underserved people.	WCPL	5
84	I was in Boston in the fall of 2007 and rode their Green Line. It was an Articulated Hybrid Bus with the only difference being a Power Pole attached. It opened on an Express Busway. It took me from Boston Logan - Boston Amtrak in 15 minutes. I see an Electrified High Speed Bus way as a LOW COST Alternative Red Line Extension. Agree or Disagree	WCPL	5, 10
85	The city has spent money beautifying Halsted St. The elevated tracks would make the street darker and make it more unsafe looking and who would go underground in Roseland? There are churches in the area & schools what about noise especially on Sundays and street crossings?	WCPL	5, 13
86	Would like to get a hard copy of the power points presentation from both tonight and April of 2007 sent to me or made available for pick up at CTA Headquarters Lake Jefferson.	WCPL	12
87	I'm totally against the red line coming down Halsted.	WCPL	5
88	What exactly would the TSM be for the Red Line Study?	WCPL	8
89	What is the Baseline Alternative, and does not the BRT come closest to the Baseline alternative?	WCPL	8
90	What are the developments of the 3 final alternatives?	WCPL	5
91	How much displacement of residential housing and businesses do each of the options call for?	WCPL	13
92	Why exactly was the trench option for the UPRR HRT not recommended? Would the UPRR tracks really need to be in the trench as well?	WCPL	5, 10
93	Why was underground Heavy Rail for the UP route shot down?	WCPL	5, 10
94	UP Line? Can this line (track) be elevated? Along with existing track?	WCPL	5

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95	Have there been examples of elevated rail over existing rail right-of-ways like to UP Railroad? The elevated would be constructed over the freight and Metra rail line.	WCPL	5
96* (96-99)	Since the Federal Government and the CTA are aware of the economic and social benefits that accrue around transportation projects, how will those issues be measured in deciding on the locally preferred route?	WCPL	8
97	Why has it taken decades to get this far with the red line extension, while other lines got completed in relatively short periods of time?	WCPL	3
98	Why has service to suburbs (north and west) received greater attention than service south of 95th?	WCPL	2
99	I highly recommend the UPRR route for the benefits to community.	WCPL	5
100	How important is resolving the train yard congestion at 98th as a factor in choosing the LPA?	WCPL	3, 6
101	How much does existing congestion on Halsted factor into evaluating the BRT option for Halsted?	WCPL	8
102	Comment: Just wondering what interface would be created between bus and rail at 95th, since this intersection is already heavily congested. Would Bus Rapid Transit keep the same schedule as the Red line? 24 hour service? What intervals or headway would BRT have? Same as Red Line? Would bus lines be rerouted as a result of implementing BRT. BRT & Heavy Rail- Median of Halsted? How to keep pedestrians & transit patrons safe? Similar to Day Ryan.	WCPL	6, 13, 14
103	Will the Extension of the Red Line cut the time of getting to your destination on time because the commit time is disgusting.	WCPL	8
104	What are the TOD values of the 3 alternatives?	WCPL	8, 13
105	What kind of support facilities are planned/proposed for New Stations? Will any of the Stations have "park and ride" facility? How many? Will passenger facilities (stations) have stores or stands? Is there any proposed construction for area adjacent to stations? Will only currently owned property be used? (for expansions)	WCPL	5, 7
106	Are the plans/proposals available to the public via CTA website?	WCPL	12
107	Where are your handouts?	WCPL	12
108	What is the CTA doing to obtain funding for its capital projects?	WCPL	11
109	The UP route seems to be the best route for the Extension.	WCPL	5
110* (110-112)	I'm addressing this letter to you about transportation expansion in the city of Chicago. My first issue I would like to talk about is the extension of the CTA Red Line. I think this service improvement is completely necessary, but I think it should be implemented in another form. Instead, I think service levels on the Metra Electric line should be increased to levels comparable with the proposed extension. When the name Metra is mentioned many people think of diesel locomotive pulling a string of cars behind it. However, this is not the case on the Metra Electric line as the name implies. With the electric power comes greatly increased acceleration power and lower operating costs due to not having to pay for diesel fuel. Electrical power is also quieter and pollution free compared to diesel locomotives. These are common characteristics that are shared with CTA trains and even though they are incompatible electrical systems, electrical power is necessary for increased service levels. This brings me to another point- no new cars would be necessary for the increased service levels because Metra has a large stockpile of cars that are used for the extremely frequent rush hour services. These	EMAIL	4
111	Also, the Metra line largely parallels the proposed route of the CTA extension. What would happen as a result is that these two lines would be competing for passengers which is not desirable in any business environment. Metra Electric ridership will decline because in 1969 when the CTA Dan-Ryan line was built ridership between 75th and 111th street stations declined 75%.[1] In addition, Metra Electric stations are far closer together than the CTA Red Line. This may be a little inefficient, but it is a convenience for riders and is a lot better than putting two lines right next to each other like the CTA is proposing to do. To resolve the issue of bus congestion at the CTA 95th station is very easy. If half of the buses were rerouted to nearby Metra stations (which many are closer to the bus routes) the issue would be solved. In addition, the plan of increasing trains on the Metra Electric could be implemented almost immediately compared to the years it will take to build the Red Line extension. Furthermore, the Red Line extension will be extremely cost prohibitive due to the soaring materials costs, acquisition of cars, and operating expenses. If you supported the implementation of the Met	EMAIL	4

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112	I also wanted to give you an example of where a similar plan is being put into action. The location is London, and they are creating the Over ground Network. Most people would agree that London is light years ahead of the U.S. when it comes to public transportation, and the planners in London came to a startling conclusion. They realized that it was extremely expensive to build new subway lines, so they took commuter train lines, increased their frequency, and rebranded them into the Over ground network. This is essentially the same thing I'm proposing for the Metra Electric line without the rebranding. So basically, if train frequencies are increased on the Metra Electric and the CTA Red Line extension is not built, it will provide the same service to the taxpayers' of Chicago immediately with much less of their money being spent. I hope you take my suggestions into consideration.	EMAIL	4
113	Can "A" & "B" stops come back to the red line. Along Halsted St. or Michigan Ave, will the elevated be over the street like Lake St. or an adjacent alley?	USPS	5, 6
114	I believe you are making a mistake by considering only linear two-way travel extension options. A one-way loop extension at the end of an existing two-way mainline offers many advantages over a two-way linear extension. Attached is a proposal for a 10 mile long single track loop Red Line south extension. This extension would cost about the same as a two-way 5 mile long extension. But it's ten stations would make the Red Line accessible by walking to twice as many residents of the area as any of the nine two-way alternatives in your study. Note that: For a one-way loop extension compared to a two-way line with the same number of added stations: some trips take longer; but others are quicker. (see attached hypothetical example) One-way loop allows: Single side stations: no crossover structures, Use of narrower existing ROWs, Fewer cars and operators and power consumption Let me know if you have any questions. Thanks you for your consideration. Sorry I am making my suggestion so late in your process. *Two documents attached	EMAIL	5
115* (115-116)	I can bloody well understand why Michigan Avenue was quashed south of 95th Street. In fact, I was wondering how trolleys plied Michigan Avenue in the olden days, in the first place! But just as most of the Green Line runs along alleys west of Calumet Avenue, and/or east of Prairie Avenue, couldn't a viable Red Line Extension use alleys west of Michigan Avenue, or is the environmental impact (noise) too great to make that an option this time around? Incidentally, I thought I could submit an idea to use Eggleston Avenue for a High Speed Electric Bus way-complete with overhead wires from 95th Street south to 127th and Indiana. But there were misgivings about doing that versus extending the rail portion.	EMAIL	5
116	Also: Has anyone thought about expanding the 95th Street Terminal for auto parking and bus marshalling using the air rights over the Dan Ryan Expressway?	EMAIL	5, 14
117	Thank you for the opportunity to voice my support for the Red Line extension to 130th/Altgeld. I have been attending meetings concerning this for at least 2 years. I continue to support the progress that has been made and I support the UNION PACIFIC ROUTE. This project would provide jobs, new business and a new mode of transportation for many residents. This extension is really needed. I am a regular rider on the Red Line and I would love to be able to have the additional stops. Thanks and keep me on your list for information regarding further developments.	EMAIL	5
118	I'm writing to inform you of the importance of the CTA Red Line. If extended to Altgeld Gardens it would help low-income families as well as our high school students who work. Please consider others when making your decision.	EMAIL	5
119	Please add me to your mailing list for the Greater Roseland Red Line Extension Project. Thank you.	EMAIL	12
120	This email is to indicate my families support of the Red Line extension and the support for the Union Pacific Route be used for the CTA Red Line Extension. The extension of the Red Line is long over due. The Roseland, Morgan Park, Altgeld neighbors were told this extension would happen when I was in grammar school I am now over 20 years in the working world and the extension is still talk. The extension of the Red Line is needed currently it takes two buses and over an hour just to get the 95th Street to board the Red Line.	EMAIL	5

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121	<p>I have been riding the Red Line from 95th Street to 4700 North for over 1 year now and I live near 115th and Halsted. The Red Line extension would benefit me and so many other CTA Red Line Riders. We could save time and money if the Red Line is extended to 130th Street. Please move on the Red Line riders behalf and get the extension plan moving a little faster. We have been meeting for over 3 years about this extension and what ever the riders and supporters of the Red Line extension need to do we will do.</p>	EMAIL	3
122	<p>I am writing to encourage you and others to extend the CTA Red Line from 95 Street to 130/Altgeld Gardens. Having lived in the south suburbs for almost 20 years, I know the frustration of not being near a CTA line and the extra time it takes to get to and from work. With over 40,000 people catching the El at 95th Street, I understand it has become the most profitable terminal for CTA. However, not so beneficial for a considerable number of those individuals who make up the 40,000 because they must first drive a long distances (from Altgeld, Riverdale, Dolton, South Holland, Calumet City) to take advantage of this mode of transportation.</p> <p>Extending the Red line could alleviate some of the burden of trying to find parking around 95 Street and then trying to get to work on time. An extension of the line could also help to increase employment opportunities for those in areas beyond 95 and increase CTA ridership.</p> <p>I enthusiastically support extending the Red line to 130/Altgeld and hope you and others will move to do so quickly.</p>	EMAIL	5
123	<p>I am in support of the 95th Street Red Line extension because and the Union Pacific Route: The 95th Street Red Line terminal is the most profitable terminal of all CTA Rails. Over 40,000 people use the 95th Street Rail each day. Most riders have to catch buses or taxis to get to and from the 95th street stop. Altgeld Gardens is the most isolated community in Chicago. Extending the Red Line would increase employment, as businesses develop around station stops. The proposed extension would run along the Union Pacific tracks, and would include stops at 103rd Street, 111th Street, 115th Street/Michigan, and 130th/Altgeld.</p>	EMAIL	5
124	<p>I support the Union Pacific Route to Altgeld. I take the el train everyday and have to catch a bus from the 95th Street line. This is an important part of transportation because our area is very isolated and in the evening, very dangerous.</p>	EMAIL	5
125	<p>Please accept this email as support in favor of extending the Red Line from 95th street to 130th/Altgeld via the union Pacific.</p>	EMAIL	5
126	<p>Please accept my support for the extension of the CTA Red Line from 95th Street to 130th/Altgeld using the Union Pacific Route.</p>	EMAIL	5
127	<p>I am very interested in the Red Line extension. My choice is the Union Pacific line. It is often very inconvenient for me to travel to 95th Street to get to the Loop. If the Red Line is extended to 130th and Stony Island it would make it so much easier for me to get around. I would love to park and ride.</p>	EMAIL	5, 7
128	<p>I wanted to make sure I sent you an email to express my great support of the Red Line Union Pacific extension. I live in the Washington Heights area and think that extending the red line is a fantastic idea. I work downtown and have to drive in order to make it into work at an appropriate time. However, having the redline closer to my home would allow me to substantially decrease my car usage and provide a better commute for me everyday. There is a substantial need to have increase transportation on the south side outskirts of Chicago. The citizens in this neighborhood deserve the services just as does the rest of the city. Here are some of other great reasons that this project should proceed: The 95th Street Red Line terminal is the most profitable terminal of all CTA Rails. Over 40,000 people use the 95th Street Rail each day. Most riders have to catch buses or taxis to get to and from the 95th street stop. Altgeld Gardens is the most isolated community in Chicago. Extending the Red Line would increase employment, as businesses develop around station stops. The proposed extension would run along the Union Pacific tracks, and would include stops at 103rd Street, 111th Street, 115th Street/Michigan, and 130th/Altgeld.</p> <p>Please move forward with the expansion project as this will be a positive move for both the CTA and the city of Chicago!</p>	EMAIL	5

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129	I am sending this email because I believe that it is a excellent idea to extend the Red Line to 130th. Everyone I know that rides the Red Line everyday has to catch a bus or call a cab or a family member. I'm sure that the money that is spent expanding the Red Line will be reimbursed ten-fold when the project is complete!	EMAIL	15
130	I support the extension of the Union Pacific Route which will commute people to and from 130th/Altgeld Gardens.	EMAIL	5
131	Please accept my support for the extension of the CTA Red Line from 95th Street to 130th/Altgeld using the Union Pacific Route.	EMAIL	5
* Comments were received on the same comment card			
Key to source of comments:			
HPC Comment received at Public Meeting held at Historic Pullman Center			
WCPL Comment received at Public Meeting held at Woodson Regional Chicago Public Library			
EMAIL Comment sent to CTA by email			
STK Comment received at Stakeholder Meeting			
USPS Comment sent to CTA by postal mail			