

Red Line Extension Alternative Analysis Study**Screen 3 Public Involvement-Public Comments and Questions**

August 2009

No.	Comment/Question	Received Via*	Topic Area(s)
1	Planning Committee with CTA/City of Chicago Community leaders to develop & implement economic development impact.	STK	10
2	Planning Committee with CTA/City of Chicago Community leaders to develop & implement economic development impact.	STK	10
3	Will there be any plans to ensure that while the new business are welcomed what mechanisms will be in place to ensure existing businesses are not displaced; homeowners are not negatively impacted via noise abatement and a sharp rise in real estate taxes.	STK	10
*4 (4-6)	How much parking space will be provided at stations?	STK	6
5	Sense of insecurity is a BIG issue on Red Line. How will this be addressed on trains/stations and in new designs?	STK	10
6	How will presence of UP trains at grade affect travel time for passengers accessing Red Line stations?	STK	4
7	What type of security will you provide for passage. At ground level, have pedestrian bridge.	STK	10
8	If the terminal station that would extend to 130th Street is not selected, what alternatives will be available for the potential patrons who live beyond 103rd and 127th for the other alternative stations or plans?	STK	3, 11
9	Development of 130th would bring new "economic development" to a region of the city. This would greatly improve the overall economic structure of the area.	STK	10
10	What considerations have been given to the development of jobs once he construction starts?	STK	10
*11(11-12)	Has the improvement if the 95th Street station include going south on 95th Street and extend over the rail right-of-way on the southside of the street? Also, has it been considered to look at the separation of the bus terminal from the ridership to move the bus stations to the south? Can a pedestrian bridge be added? (across 95th St)	STK	3
12	Consider pedestrian bridges for the access of UR rail & rapid transit for passengers/riders. Are there schematics of this?	STK	4
13	Inter-governmental and inter-agency coordination should now be put into action. A project this large and comprehensive needs the cooperation and input from many levels/layers of government, and city agencies- Planning, environmental, transportation, and economic development with CTA. This has been and can be done and certainly should be done.	STK	9
14	How long would it take for the increased ridership on the Red Line Extension to pay for the cost of the extension-if ever.	OLIVE	8
*15(15-17)	I agree with the recommendation to extend the Red Line using the UPRR to 130th St plan.	OLIVE	13
16	How will CTA acquire the match required by the federal government?	OLIVE	8
17	What type of green technologies are being considered for construction of the Red Line?	OLIVE	12
18	If service was increased on the Metra Electric line, in the grey line proposal, why couldn't business be diverted from 95th Street to closer Metra Electric stations.	OLIVE	2
19	In the 1960's when the Dan Ryan line was built ridership went down 75% on parallel Metra Electric stations. If the same is to happen here wouldn't the goals of better transit access be best accomplished by increasing frequency on the Metra Electric.	OLIVE	2
*20(20-21)	Since the money for this project will be included in the general transportation project, what priority will the Red Line extension be given? Is it mainly a matter of getting on the books while other projects are completed?	OLIVE	2, 8
21	Will tomorrow's meeting have the same info as this one?	OLIVE	9
22	Does funding from federal sources, e.g., Omnibus Budget earmarks, have to have state & local matches?	OLIVE	8
23	I understand that the CTA as an organization does not consider any of the proposed rail projects. If limited funds are available, what factors will influence where the funds are directed?	OLIVE	2

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24	How often does UPRR run through the Red Lines extension corridor?	OLIVE	4
25	Can the land east of the UP south of 119th be used to shorten the line & bring it to grade sooner?	OLIVE	3
*26(26-28)	Why not use MWRDGC vacant land @ 130th for park & ride?	OLIVE	3, 6
27	Can an intermodal at both station be added to the south east metra line (proposed)? And reestablish the Wildwood Station on Metra Electric at 130th?	OLIVE	2
28	What is the travel time 130th to Madison?	OLIVE	5
29	Would like you to send me a print copy of your power point presentation. Print copies (reduced) of display cards.	OLIVE	9
30	Will there be public involvement in the Environmental Impact Study? If so, how will that public involvement be conducted?	OLIVE	1, 10
31	Does the public get to comment on the cost-effectiveness option to only built the Red Line Extension to 115th St.?	OLIVE	9
32	Will there be a bidding process for the Preliminary Engineering? If so, when will that process begin?	OLIVE	1
33	Who will compose the Project Management team during the Preliminary Engineering phase? Is there a place for community on the project management team?	OLIVE	1
34	The grade crossing next to stations seem like a danger for car/pedestrian alike. Why not build at-grade and use the savings to build underpasses of both CTA and UPRR?	OLIVE	3, 4, 12
35	How will the Halsted Street bus or train benefit the passengers who don't live west? Yes its beneficial to hose who live south, but not as accessible to those who live south east. (no buses that go that way).	OLIVE	11
36	How will bus services be distributed among the new train station?	OLIVE	11
37	Why is all the trains & buses centered around Halsted?	OLIVE	3
38	Well done, CTA. Continue to work to finalize the approval. In the long run the 130th St stop will be the most cost effective, the most equitable solution, the highest federal priority in the low income communities will have access & more parity.	OLIVE	13
39	One of the concerns CTA expressed previously was the capacity of the existing rail yard at 95th. If the proposed UP route would be shortened, how would the existing rail yard be improved?	OLIVE	5
40	Similar to your presentation on the Heavy Rail findings, improvement to the 95th St station need to considered to your findings for the UP Route and its needs to address overuse at the 95th St station.	OLIVE	3, 11
41	The social and economic benefit factor for the UP Route should be higher, against your heavy rail measurement. Can a review of factors be re-examined prior to June 18th?	OLIVE	7
42	I feel this is a great idea for 130th. And it will contribute to transit riders in the south. And project TSM seems the best of all!	OLIVE	13
43	Originally the Red Line was supposed to continue to Altegeld Gardens. That is what it should do.	OLIVE	13
44	I truly support the far southside Red Line Extension project	OLIVE	13
45	Who was funded this transportation surveys and how much did they cost.	OLIVE	1, 8
46	We are pleased that you have come to the conclusion to recommend the Union Pacific Rail alternatives. This area is the most needed in my opinion and other of my associations. We appreciate your dedication to the project and your hard work.	OLIVE	13
*47(47-49)	What would the station at 130th St (UPRR) be connected to? (Bus-Access to suburbs BRT?)	OLIVE	11
48	Would acquiring space for trains cause a delay in final decision?	OLIVE	1,10

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49	Would CTA extend it existing bus service to accommodate the rider-ship w/o passing thru Altegeld Gardens?	OLIVE	11
*(50-52)50	Does this extension depend on the stimulus money from the state to complete?	OLIVE	8
51	How much input or cost would be dependent on acquiring the land adjacent to UPRR lines, are they in favor?	OLIVE	10
52	Proposed date for completion of the screening process and final decision to proceed?	OLIVE	1
53	Recently attended a Chicago Plan Commission Mtg and heard presented the possibility of station being attached to a new shopping center at 115th Michigan your pictures place the station about 2 blocks away . Wondering which way your going in this case.	OLIVE	10
54	I support the far southside Red Line Extension Project to 130th Street. With the extension to 130th St. Are there any plans of the communities east of 130th Street? How does our plan stand in relation to the other extensions?	OLIVE	11,13
55	HRT Ext via UPRR to 130th. Have you considered extension to South Shore Station in Hegewisch. You would have transit interface between "L", South Shore, CTA bus, and PACE bus routes. There is Park & Ride already there.	OLIVE	2, 3
*56 (56-59)	What would the parking cost be-Affordable?	OLIVE	6
57	how many homes will be affected by rail line on Union Pacific Rail Route?	OLIVE	10
58	I don't like the short version of Build Extended Version.	OLIVE	13
59	What connective service will be provided for residents south of 103rd -east of Ford Freeway.	OLIVE	11
*60 (60-61)	Once you reach the environmental impact statement would it be exclusive of environmental justice principles?	OLIVE	10
61	What skills set would be required in the construction of proposed site for employment purposes? Would area's residents have preference to job opportunities?	OLIVE	10

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62	While I support the initiative the CTA is taking by trying to improve transit in this area. I believe it should be done in different way. Instead of building a new heavy rail to brt extension. I believe the CTA should implement something similar to the grey line proposal. First of all, I think service levels on the Metra Electric line should be increased to near CTA levels. Unknown to many people, train frequencies on the Metra line used to be every 10 minutes until they were cut back in the 1960's. The benefit of this plan is that increasing trains on the Metra Electric could be implemented almost immediately compared tot he years it will take to build the Red Line Extension. Also, the Metra Electric line is not the typical commuter rail described in your alternatives study. In your study you stated that station spacing is typically 3 to 7 miles apart. However, this is far from the true in the study area where Metra Electric stations are as close as 4 blocks. This station spacing is closer than your proposal for heavy rail. This provides a convenience to riders that would not be attainable with the proposed CTA extension. The other thing about the Metra line is that it is totally electrified. With electric power comes greatly increased acceleration power and lower operating costs due to not having to pay for diesel fuel. To address the bus congestion use at the 95th Street is very easy in my proposal. If half of the buses were rerouted to nearby Metra stations (which many are closer tot he bus routes) the issue would be solved. The reason this was not done before was because service frequencies on Metra Electric were traditionally low and would make trips to time consuming while waiting for a train to come. Furthermore, the Red Line extension will be extremely cost prohibitive and it would be cheaper to implement the grey line plan because all of the infrastructure is already in place. This extra money could then be used to rebuild badly aged Metra Stations which then will attract new riders and economic development. Another important factor is that the Metra Electric line largely parallels the proposed route of the CTA extension. Therefore, ridership will decline because in 1969 when the CTA Dan-Ryan line was built, ridership between 75th and 111th Street Metra stations declined 75%. So what essentially is going to happen is that riders will be siphoned off the Metra line to the new CTA line because service frequencies will be higher. In my opinion this is a big waste of taxpayer money when the CTA is having a hard enough time maintaining what they currently have due to a lack of money.	OLIVE	2
63	What park-and-ride plans are there for the UPR alternative at 130th?	WCPL	6
64	Will environmental engineering be used in PE?	WCPL	1, 12
65	How does the new train yard for the UPRR route factor into cost-effectiveness	WCPL	5
66	The reconstruction in the area of people homes want plan do you have to relocate and have you talked to them, and the feed back.	WCPL	10
67	Job training for the people to work on the new line! Starting wages.	WCPL	10
68	Would homes be uprooted in order to extend the Red Line to 130th?	WCPL	10
69	Approximately how many homes will be removed to make way for the rail proposals?	WCPL	10
70	Is there consideration for transfer stop at 115th/Kensington Metra Line? And/or with transfer stop to 130th and South Shore Line?	WCPL	2
71	Please consider establishing connection points between Metra and Kensington/115th or at points along the proposed SE corridor.	WCPL	2
72	With this project and the "New Starts" funding process is there a chance for a Public/Private funding option, which may bring the project to completion sooner.	WCPL	8
73	Why haven't you considered building the rail line on the I-57 expressway?	WCPL	3
74	Why not use Medium of I-57 it would be less destruction to surrounding neighborhoods.	WCPL	3

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75	Will the Red Line Extension project get any money from the American Recovery and Reinvestment Act? If so how will that stimulus money effect phases and time-line for project?	WCPL	8
76	We do hope that we will move forward with this project. The extension of the Red Line to the far southside is desperately needed. I do hope that construction will be done exponentially.	WCPL	13
77	If CTA acknowledges that 95th/Dan Ryan (Red Line) as it is unsafe why did the Brown Line project and Blue Line projects start first? Is there a plan for survey the community on what they want because 80 percent meeting are not representative of what we want.	WCPL	2,9
78	The alternatives to the red line extension seems to cut thru some communities and homes. If this is the case what will happen to the homes and residents between 103rd and 117th? Will these residents be compensated? If so, through what method?	WCPL	10
79	If funding is not available for the red line extension, what alternative plan is in place to relieve congestion at the 95th Street station?	WCPL	3, 8
80	95 W has passed by the time get we get out of work on 95th & Halsted.	WCPL	14
81	I'm in support of the Red Line Extension for future.	WCPL	13
82	Support Red Line train.	WCPL	13
83	The safety of CTA & UPRR passenger was great and all people do not have cars so alternative transportation is great for Chicago and CTA it will work.	WCPL	13
84	We are in favor of the Union Pacific Red Line Extension ending at 130th St.	WCPL	13
*85 (85-86)	How long will it take to complete the Red Line extension project. Also when will it begin?	WCPL	1
86	When will the bus alternative on Halsted Street start?	WCPL	1
87	Do you have a starting date for this project 2009-2010?	WCPL	1
88	How long will it take for construction to start? Will all the stations have park N ride? Where will the Red Line leave it current route to get on the UPRR alignment?	WCPL	1, 3, 6
89	Will the proposed rail extension begin at the 95th street terminal or will it be connected by shuttle bus to the 95th street terminal?	WCPL	3
90	Would the extension eliminate the "back up" that generally occurs from 69th to 87th St. from time-to-time especially during the rush hours? Is this caused by limited space in train yard?	WCPL	11
91	Have equity issues been considered as the plans have evolved such as: greater access for low-income communities, no park 'n' rides on the southside from Chinatown south, limited to no accessibility at stops south of 22nd St., and no extensions to city limits for southside residents.	WCPL	10
92	If the rail ended as 115th St wouldn't the likelihood of completing the line be having to go back to this long term drawing board? Another 30 years? Wont this shortchange the prospects for future ridership.	WCPL	3
93	What noise abatements have been considered?	WCPL	10
94	Is it possible to shift the proposed alternative from east to west on the UP to circumvent or limit displacement.	WCPL	10, 12

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95	<p>Based on my review of your current plans, I have decided to support the idea of having a station just north of 130th street. This alternative reduces the potential of at-grade traffic conflicts on 130th street. It also allows for a more seamless access to park and ride lots along with the bus turnaround. I would also like to see a kiss and ride facility along with a small bike and ride lot and car share zip car at the station/ I am also in support of adding a bus turnaround at 103rd Street and 111th Street to accommodate route changes for CTA route 100, 103, Potentially route 14, Potentially route 15, potentially route 28, and potentially a Hammond Transit Route at 103rd. A turnaround at 111th Street could accommodate route 352, 359, and a streetside 111. These stations should also have Coffee shops, bike and ride facilities, and heated bus waiting areas</p>	EMAIL	6, 12, 13
96	<p>Concerning the Red Line extension from 95th to 130th Streets. The route selection paralleling the Burlington Northern Railroad's tracks seems to be the best of the alternatives explored. However, there is a safety issue for CTA riders using the station facilities that are location where the CTA's elevated tracks run parallel with the BN's Tracks. The problem is that large volumes of riders will have to routinely cross the BN's tracks when proceeding to and from the stations.</p> <p>With increased train traffic and longer trains, I think it is reasonable to expect that there will be numerous occasions when pedestrian access over the BN's crossing will be blocked for short periods of time. This may happen because of the length of a train, or because of some sort of operational delay. When this happens, even with grade crossing protection in place, some riders, left with no other options, are going to try and beat approaching trains, or climber through or even under standing trains.</p> <p>I suppose the railroad's right-of-way could be fenced off at the stations, but the streets would still be open and the opportunity for pedestrians to exercise the kind of bad judgments described above would still be available. While it would seem improbable that people would be in such a hurry that they would make such dangerous choices, it has happened before, sometimes with disastrous results.</p> <p>With that having been said, it is my opinion that a pedestrian overpass for CTA riders should be constructed as part of each CTA Station located where the CTA's tracks parallel the BN's tracks.</p>	EMAIL	4, 12
97	<p>The 107 Throop area would be a great second stop on the extension line. Buses could feed into the terminal from Vincennes and Halsted and there is a curved street that could be used for bus turn around this stop would also service two High Schools. The 111th - 115th street buses could pull in the Pullman, Roseland travelers. Riders 119th and beyond would use the end of the line 130th ST terminal. If the 107th terminal is built large enough and High speed tracks are installed there would be little need for costly multiple terminals and stops between 95th and 130th.</p>	EMAIL	3
98	<p>Inka Internet Station at 11320 South Halsted in Chicago, supports the Red Line extension project from 95th Street to 130th street.</p>	EMAIL	13
99	<p>I'm writing to let you know that I support the extension of the CTA Redline from 95th - 134th St. It is vital that the state and CTA start to recognize the importance of the residents who live beyond 95th & state. It is necessary that Red Line be extended to service these residents, which I might state is long overdue!</p> <p>Governor Quinn, please include the CTA Red Line Extension project in the 2009-2010 Illinois State Budget and request full funding now. "I support the extension of the CTA Redline from 95th - 134th St"</p>	EMAIL	13
100	<p>Please extend the Red Line train to 130th Street</p>	EMAIL	13
*101(101-105)	<p>I do not support the Red Line Extension Plan as designated (the UPRR and Halsted Elevated Proposals). I am in support of effective transportation for the south side of Chicago which is beneficial to the surrounding community. I think that the Red Line Extension proposals will be too destructive to the neighborhood.</p>	EMAIL	13

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102	Please address the following questions: What will happen to the structure of the neighborhood with the removal of the homes and businesses along the proposed UPRR/Halsted route? The neighborhood is primarily single home structures. Have studies of other cities' transit transportation and their impact been considered? Thank you for your consideration.	EMAIL	10
103	What is the plan for the 95th street Station? How will the structure be modified to improve its function? How will the station be more accessible to disabled and or elderly riders? Will the footprint of the station increase? Is a parking lot part of the plans for the 95th Street Red Line Station? Where is the proposed site of this lot? Will the homes west and east of the station be raised? Will the public park land be taken?	EMAIL	3, 10
104	Can additional meetings be scheduled to explain the proposals? In talking to people, most were unaware of the four highlighted proposals in the June 4th meeting. People again and again asked if the extension was going to run down i-57. Although the meetings in June were effective in introducing the analysis, many residents in the effective communities are not informed of the proposals.	EMAIL	1,9
105	Why doesn't the expansion branch off to the east (in the middle of the Bishop Ford Expressway) where it would serve the surrounding neighborhoods? Why isn't the proposal heading east in the middle of the Bishop Ford Expressway where it would serve Chicago State University, Olive-Harvey College, and Corlis High School? Please explain in greater detail the use of land that will be needed to develop an elevated train after 95th Street Station? I am concerned that possible expansion (as presented on June 4, 2009) will destroy the homes of hard working people who have mainstay of the neighborhoods. I am concerned that the cement structures as depicted in the presentation will be a physical separation in the flow of the neighborhoods. How will this be addressed?	EMAIL	3, 10, 13
106	I have been a citizen of Chicago, ILLINOIS my entire life. I want Governor Quinn to support and fund the expansion of the CTA train to 134th Street. This community is under serviced when it come to transportation. This expansion proposal has been defeated several times, I believe now is the time for approval when many cannot afford the expense of an automobile. The CTA is our only viable way to safely commute to jobs in this city. Our fellow northern citizen do not have this problem with transportation because the CTA has been expanded thru and outside the city to O'Hare Airport and beyond. The southern based taxpayer are funding transportation to the north, and west sides. We know some monies should be allocated and spent for our general good. So please add the expansion in the budget while there is funding available. I want our Governor to support this expansion and see that it is done to benefit his citizens regards of their location in our great state.	EMAIL	13
107	I support the CTA's Red Line Extension Project (95th to 130th). This service is needed for the Far South Region communities.	EMAIL	13
108	I would like to support Developing Communities Project's call for a red line extension. This effort has been discussed far too long, and it's time to put the funding into the State's 2009-2010 budget for the Red Line Extension Project. It is necessary to think about Chicagoans south of 9th street, not to mention helping the students who attend Gwendolyn Brooks College Prep.	EMAIL	13
109	Please extend the Red Line south beyond 95th Street. As someone who has lived in Chicago, Skokie, Detroit, and St. Louis, I've seen the huge difference that rail transit (or the lack thereof) can make in a neighborhood. Roseland, Pullman, and the other communities south of 95th would benefit greatly from rail service, from the everyday lives of individual people on up to the streetscapes themselves.	USPS	13

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110	I strongly agree with the choice of the UP alignment, but I am troubled by the inclusion of park and ride at all of the stations. If this line is intended to revitalize the areas around the stations at 103rd, 111th, and 115th, parking lots will work against that. Plus- why would we want to increase car traffic around these neighborhood-oriented stations? Better would be to concentrate parking at 130th/Bishop Ford Espy where there would be easy onto access. If access from I-57 is desired, perhaps, a parking deck could be built over the expressway just south of 95th St, with dedicated lanes to/from I-57 and a direct pedestrian connection to the 95th Street Red Line Station.	USPS	6, 10, 13
111- Petition	We the public, supports the CTA's locally preferred route to Extend the Red Line Rail Line from the 95th Street Station to 130th Street, using the Union Pacific Rail Road (UPRR) corridor. In addition, we support the call for a reduction in air pollution, reduced travel time, and increased access to employment and education opportunities in the Far South Region of Cook County, and the State of Illinois, through the construction of the Red Line Extension Project. [Note: 512 signatures included on petition.]	USPS	10, 13
Key to source of comments:			
OLIVE	Comment received at Public Meeting held at Olive Harvey College		
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		
* Denotes comments listed on the same comment card and/or email			