

# CHICAGO TRANSIT AUTHORITY

## Red Line Extension Alternatives Analysis Study

### Screen One Public Involvement \* Public Comments and Questions

November 21, 2007

No.	Comment/Question	Received Via*	Topic Area(s)
1	Heavy Rail using UP Corridor makes the most sense. Seamless ride using existing Red Line and ROW already exists.	STK	7,9
2	Will parking be available at proposed stations and at 95th Street (similar to parking at Green Line)?	STK	17
3	Would like more information on no-build and baseline and proposed station locations.	STK	6,10
4	The Community Route is the best route because it better meets the needs of the main riders - 9th Ward, 34th Ward residents. Very little home displacement while addressing 28 to 30% new ridership. (UP Rail)	STK	7,12
5	The decision to select the three corridors stated in your presentation, was there any community representation at your CTA meetings to inform the community as you prioritize your three selection of corridors?	STK	13
6	What plans are there to provide off-street parking along the Red Line? Specifically at 95th and 55th Street? Also, does the extension provide off street parking at the terminal?	STK	17
7	If extended again, will this line serve the Gary Airport and extend on to South Bend, Indiana?	STK	5
8	Is it possible to get a list of the ten alternatives? If so, please send that out.	STK	7
9	What statistics/demographics can you provide for the study area?	STK	1,5
10	After April 11 public meeting, will representatives come out to groups to provide a presentation?	STK	13
11	If non-federal funds were used, would this project move faster?	STK	14
12	Could the state/city/county do more to help fund this?	STK	14
13	What is the local match needed?	STK	14
14	I think 39,000 voters voted for the route they favor.	CSU	7
15	Extend along the Union Pacific, CSX railroad from 99th Street to 130th & Stony Island, just west of the Ford assembly plant. Also bring back "A" and "B" skip stops.	CSU	7,11,19
16	UP corridor route alternative seems best option (alternative) - heavy rail grade level or trench.	CSU	7,9
17	I believe that the "UP Corridor" route is the best alternative because it provides the best transportation alternative for the greatest number of patrons without the need to transfer at 95th . While the development of communities is not a primary concern for the CTA, the UP Corridor also provides the greatest impetus for community development.	CSU	7
18	Some of the alternative routes pictured (State St., Wentworth, Michigan) would displace existing houses and businesses, are those serious proposals?	CSU	6,12
19	Considering the UP proposal: Where would stations be located?	CSU	10
20	Considering the UP proposal: would it connect with Metra Electric?	CSU	16
21	Considering the UP proposal: would there be parking facilities at each station?	CSU	17
22	Eight final proposals were mentioned - can you please enumerate them again?	CSU	7
23	The UP option looks good. Would the CTA build an elevated line beside the tracks, as they did with the Orange Line, or is the UP line abandoned and they could simply build on the embankment?	CSU	8
24	I believe that the UP route and the heavy rail technology makes the best sense and provides for transit oriented development along with substantial ridership, with fewest displacement.	CSU	7,9,12
25	I think the UP Corridor route would be the best because it would be of greater services to the needs of the residents.	CSU	7,18
26	My community would be interested in the UP rail line. Would that line terminate in Riverdale? Or at 130th Street at the Bishop Ford expressway entrance?	CSU	7,10
27	Suggestion - If the rail is elevated with ground bus service to rail - it's the least disruptive to community and environmental.	CSU	8,9,18
28	DCP supports the UPRR Corridor because the route would benefit the far south side community, creating transit oriented development. It would also allow residents at the 130th Street stop means of getting into the City for work.	CSU	7
29	The UP Corridor is the preferred route of 39,000 residents of 2 Wards from the study area.	CSU	7

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30	UP Rail Line - our choice.	CSU	7
31	The (UP Rail) "The Community Route" is the best route because: It's close to my home, ridership will increase and I can get to and from work faster.	CSU	7
32	The Community Route (UP Rail) is by far the best route because: I have lived and work in this area for over 40 years. Now I need and many others work in my age group (60s and 70s) need what should have happened 30 plus years ago. Just do it. I don't have long to use it for work.	CSU	7
33	The Community Route is the best route because: When I get off work, the bus that I ride home - 108 Halsted - has stopped running. I have to ride the closest bus to my house or just walk. The Red Line would run all night. I don't mind the short walk home - and there are plenty of folks like me that come home late from work.	CSU	7,19
34	We need the Community Route because: It would help me get to work and school without having to take so many buses and trains.	CSU	7
35	The Community Route is the best route because: It is the right thing to do. Don't waste time and money trying a lot of options. Most of people riding the Red Line live along the Community Route (UP Rail). I believe that means CTA will have more riders and make more money - enough said.	CSU	7
36	The Community Route is the best route for the Red Line Extension because: my community (Altgeld) will not be isolated to cut off times with transportation and easier to get to jobs, schools or wherever we need to go outside of the community.	CSU	7,18
37	To me the best way to go is where the most people are. The Community Route - UP Rail Corridor - makes the most sense. I know it would help me a great deal.	CSU	7
38	After all the studies are done, the best way to build will be the Community Route. I know it and the CTA knows it. Build the rails close to the most users, simple.	CSU	1,6,7
39	We need the Community Route because it is difficult for the elderly to get on so many buses.	CSU	7
40	The Community Route is the best route because many people will have better access to get out of the community and get better jobs.	CSU	7
41	Heavy Rail trench Michigan Street would probably serve the community best.	CSU	7,8,9
42	Why don't you reconsider taking the Red Line down the Bishop Ford Expressway and reroute buses into station? This would cause less construction hassle.	CSU	7
43	UP Corridor precludes Metra Southeast. There probably needs to be spacing at 18'6" on either side of columns. Columns may be five feet thick. 42' uses up entire so - remaining empty r-o-w Metra need two additional tracks.	CSU	7
44	I like the Cottage/Metra Electric as well as the UP Railroad to try to prevent damage to communities. Bus rapid would also work on longer routes.	CSU	7,9
45	Cottage Grove corridor further east to Olive Harvey. UP Rail corridor to Altgeld Gardens - stops west of Bishop Ford for residents encouraged.	CSU	7
46	Michigan Avenue Corridor - extend hours past school hours.	CSU	7,11
47	If the goal is to improve transit, why not increase frequency of Metra services on both sides of corridor and restructure east-west bus service connections without major capital project?	CSU	16
48	The UP Corridor is not appropriate for dense "transit-oriented" development on account of hazardous materials.	CSU	6,7,18
49	Why was commuter rail rejected? Commuter rail could have closely spread stations as Metra BNSF, UP North, and Rock Island have today. Commuter Rail doesn't require incompatible infrastructure.	CSU	9
50	Why was a viable commuter rail alternative rejected?	CSU	9
51	Can you explain the intermodal modes at 130th and UPRR?	CSU	16
52	Is intermodal transfer being evaluated at 130th and the Metra Electric Line on the Michigan Avenue alternative?	CSU	16

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53	What corridor would be the least expensive?	CSU	6,7,14
54	Will the community be able to vote on the corridor they prefer?	CSU	1,6,13
55	Use CTA Gray Line as complement to Red Line Extension.	CSU	5
56	Please contact CMAP for CTA Gray Line project ranking and information.	CSU	5
57	Utilize the Metra Electric as a CTA "L" route as proposed in the Gray Line project: www.Grayline.20M.com as included in the CMAP 2030 RTP in addition to the Red Line Extension.	CSU	5
58	Where and how will the Red Line Extension connect with the South Shore Line to Indiana?	CSU	5,16
59	Are you considering elevated trains for the Halsted and Michigan models?	CSU	8
60	What are connecting streets for the Halsted model? 95th?	CSU	7
61	When you said extending the Red Line, in my mind I am thinking the train will stop at 103rd, 111th, 119th and so on. Why can it not be extended this way?	CSU	6,9,10
62	Howard (A) east 130th Street (I-94) and Howard (B) west 127th (I-57)	CSU	7
63	I-94 alignment east side or west side of expressway?	CSU	7
64	I am a former resident of Altgeld Garden. In over 30 years Altgeld has waited to see the CTA railway realized through to the south side city limits. I support the Community Route for the Red Line because it will remove the isolation that continues to suppress opportunities for economic growth. It will also address the inequity and discrimination that has been prolonged for too long.	CSU	7,18
65	With gas prices escalating it would be feasible to use the heavy rail transit, not buses.	CSU	9
66	Since there is overcrowding already of cars on the streets use the overhead rail for the heavy rail transit.	CSU	8,9
67	At the moment, I like the State Street line which would simply be an extension of the present line. Whichever corridor is used will/should draw more commuters.	CSU	7
68	Heavy rail - Michigan, in my opinion would best serve the need of the community.	CSU	7,9
69	The corridors ending/terminating last at 130th is needed urgently. The Halsted and other corridors currently have bus access on the west and several bus routes in the center of the proposed geographic areas. In the Altgeld area there is not easy access to rail lines, southwest bus routes only the #34 services the area with limited transfer points.	CSU	7
70	The Dan Ryan (Red Line) should have been built all the way to Altgeld Gardens as originally intended. Buses constantly get jammed in 95th terminal.	CSU	4,5,19
71	The Midway (Orange Line) trains should already be going to Ford City. This was originally intended. In fact, trains have Ford City destination signs on them.	CSU	19
72	Why was the extension held from being constructed in the past?	CSU	1
73	I want to see the PRT line because it would be more accessible to and from the community. This line will also provide more jobs for the people in the surrounding community.	CSU	9
74	Please consider future multi-use trail connections - please look at Chicago Trails Plan.	CSU	16,18
75	Please be concerned about possible future gentrified communities when this extension is built.	CSU	18
76	Please be concerned about connections.	CSU	16
77	The Red Line Extension is more than 30 years coming. It should be looked at before younger projects. More ridership will come from the Red Line Extension. Over crowding at 95th Street will be taken care of, and the community will have easy access. The UP Rail Road or the Community Route is the best route to take.	CSU	1,4,7,18
78	I'd rather prefer having the Red Line use the Bishop Ford where it was proposed before. This would be closer to be at the CTA 103rd garage.	CSU	7
79	What are chances that the CTA sub-regional study will supersede the Red Line Extension project?	CSU	3
80	What is the relationship of the CTA sub-regional study to the New Starts Baseline Alternative?	CSU	3

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81	Given that PB did a feasibility study for CDOT that came to most of the conclusions we've heard tonight, what is new in this AA?	CSU	1
82	Why isn't the actual analysis with measures, methodologies, criteria being made available to the public?	CSU	13
83	Metra Line at 95th - will it connect to Red Line? And years from now after 130th, will it go further?	CSU	5,16
84	When will PB/CTA consider noise abatement technologies as a significant need for the Red Line Extension going through residential areas?	CSU	18
85	What is the relationship of Parsons-Brinckerhoff (PB) to CTA? How committed is PB to the CTA's strategic plan?	CSU	1
86	Who will get to bid on these contracts for CTA transportation jobs? Will ALL contract bids be done through City Council or Mayor Daley?	CSU	18
87	Does CTA have any idea right now how much this will be costing the residents of Chicago and the suburbs? Will you print it on the website?	CSU	13,14
88	How will you make continued connections from transit to bus?	CSU	15
89	What are the environmental justice impacts in the AA and why weren't they made public?	CSU	18
90	How does residential displacement factor in decisions to analyze various alternatives?	CSU	6,12
91	Do you foresee any displacement of homes in any of these plans?	CSU	12
92	If the UP Railroad alternative is used, will it run 24 hours and will the price be closer to that of Metra system cost?	CSU	11
93	Buses get hours cut. Don't use bus services when heavy rail is the answer.	CSU	9,19
94	Regardless of the corridor adopted, additional trains would need to be run. This could potential increase congestion within the downtown area and north to the Belmont switch. How do you plan on combating against this plausible congestion problem? Perhaps making the new south extension as a separate line much like Skokie Swift.	CSU	2,15
95	I live in Roseland, the buses are always crowded. Sometimes they are so crowded they pass my stop. I often have to walk to a more populated stop so the buss won't pass me by. The best route for the Red Line to take is the UP Rail Route or the Community Route.	CSU	7,19
96	How committed is the CTA to public involvement? Would CTA support the participation of community stakeholders on the Project Management Team, especially on the "Overall New Starts Criteria" team?	CSU	13
97	How can Chicago South assist in the process? We are a long existing community development organization on the Southside! 1968	CSU	13
98	If the alternatives analysis (AA) screenings are completed by early 2008, will CTA continue immediately to PE instead of waiting until December 2008 according to the CTA's original timeline?	CSU	1,4
99	Is it possible to get email copy of presentation?	CSU	13
100	In order to save money, can the rapid bus transit be made possible for the corridors listed instead of the rail?	CSU	9
101	What impact would hybrid busing bring to the community? Cost?	CSU	9
102	What is the priority among the New Starts projects? Because the Red Line serves low-to-moderate income communities - should that not place high priority on the project? Residents have fewer options, ratio of people to cars is also lower.	CSU	2,18
103	Have you considered splitting the Red Line at the end or midway in the study area like the Green Line?	CSU	7,11
104	How about advertising these public meetings at local stores?	CSU	13
105	Salem Baptist - have you talked to the reps about this project?	CSU	13
106	I am willing to volunteer to do outreach.	CSU	13
107	UP Railroad Corridor best one - could be elevated or below grade. 115th/Michigan location some Pace routes/CTA could end at 115th/Kensington/Metra/South Shore. Parking is great.	WPL	7,16,17
108	Will parking be near the stations? 103rd -111th -115th/Michigan- maybe a Metra transfer near 119th street - 130th/Bishop Ford	WPL	10,16,17

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109	Michigan corridor is ok but could be costly - will it change the area around Roseland/West Pullman to something vibrant and bring business near area?	WPL	7,18
110	UPRR corridor - trench	WPL	7,8
111	I support the UP line in the community because this will benefit the Roseland area more efficiently.	WPL	7
112	The Red Line Community Route (UP railroad) is the best route because it will increase ridership, promote economic development, be easier to access, and best reflects the community needs and desires.	WPL	7,18
113	For this community the Red Line Extension is an issue that this will do what ever is necessary to support this project. I support the Community (UP) corridor at grade trench as a route to extend the Red Line.	WPL	7,8
114	The UP Railroad corridor is the route supported by over 39,000 citizens from 2 wards in the study area, and the only one which brings <u>rapid transit</u> service to the south city limits and to underserved patrons and workers in the area. It is the best and preferred route.	WPL	7,18
115	The UP Corridor route would be the best route for the community because it would alleviate congestion and allow Altgeld residents the ability to acquire jobs further north of the City.	WPL	7,18
116	The UP Corridor is the best route for the community!	WPL	7
117	Customer service on the buses overall is not good!	WPL	19
118	Too many unsavory characters, especially at 95th.	WPL	19
119	UP Corridor Route.	WPL	7
120	If you use Bus Rapid Transit or Heavy Rail, what people capacity and scheduled hours of operation are you proposing? Also, how often would they run? The current "EL" operates 24 hours, would this new transit route do the same?	WPL	9,11
121	Red Line Extension is long overdue. I would like to see project kept realistic with a corridor that will make it feasible. I am a little upset to not see a little about on I-57 due to the fact it could be built at-grade with lower cost. The line needs to be rail to stay fluid with system. I believe many people would use line especially I-57 users if adequate parking was to be and anchoring the south end. The population declines as you go east of Halsted and would be betting on an area renewing itself. I believe that would be a gamble. I believe a line would be most feasible terminating near 130th and Halsted.	WPL	4,7
122	Yes, it should be placed near the expressway.	WPL	7
123	I believe the Halsted Route would be more beneficial to the community while stopping some of the local bus services.	WPL	7,15
124	How would you combine the current rail with which ever rail you choose (heavy rail/bus rail)? Or will the whole thing change or just the extension?	WPL	15,16
125	When will construction start?	WPL	4
126	In order to massively increase regional transit ridership and comply with federal ADA, civil rights, and environmental justice statutes, RTA and CTA expansion should prioritize the Red Line Community Route and the MidCity Transitway (MCT) and eliminate Block 37, airport express, Circle Line and Pink Line projects.	WPL	2,4,18
127	There is a cemetery on Halsted from 124th to 127th, how will that work out?	WPL	7,12,18
128	130th is being rehabbed at the Altgeld Garden homes, wouldn't it be more feasible?	WPL	7
129	I am in favor of the Halsted or Michigan corridor being the choice for the Red Line expansion.	WPL	7
130	Will community residents be considered for employment opportunities with this project?	WPL	18
131	Has a "displacement percentage" of residents been evaluated or achieved?	WPL	12
132	Several years ago the 108 Halsted was cut in service. After 9 pm we only have Pace. Has there been any thought to reinstate the route for people who need transportation late night? My son is being picked up at 95th at 4 am because no bus will bring him home until later, or he leaves before the last 108 stop.	WPL	19

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133	I think you should use the I-94 Route/Metra Route but people can use the Metra unless they go all the way north to Howard on Red Line. Or use UPRR route on grade. L.V. CPS I could not find any info on website.	WPL	5,7
134	Halsted is better because there are more businesses.	WPL	7,18
135	The rail service should go on the Halsted Corridor. It doesn't make sense to have a rail service that goes along near the south rail system. They already have rail service. Halsted needs something.	WPL	7
136	Buses - Halsted Street/ rail - Michigan	WPL	7,9
137	Everything sounds really good; I especially like the fact that you will try to connect the Metra with the CTA lines. But I was wondering, during the whole construction process, will transportation be affected drastically?	WPL	15
138	How do you get a bus route's hours extended? The 111/115 should be 24 hours/7 days or 24 hours/5 days or some other combination. It needs to run longer than until midnight. Many of its riders work second shift jobs!!	WPL	19
139	At 130th at Ellis, it takes less than 5 minutes by car, 20 - 40 minutes by walking and biking but by public transportation it takes 3 buses and about a six block walk to reach where the proposed new transit is going to be built. How is CTA going to address this need for the residents of the Riverdale Community Area (54) to have bus transportation at 130th Street.	WPL	4,19
140	What are the environmental impact study stated in regards to the selected technologies?	WPL	18
141	What source of fuel will be used to power the selected technology?	WPL	9
142	What are economic opportunities for communities of low-income that are near this development?	WPL	18
143	Why are public comments or questions from the floor not allowed, since this is a public, mandated meeting?	WPL	13
144	Has the CTA requested the City and/or State to provide the matching funds for the Red Line Extension project?	WPL	14
145	When the final alternative has been narrowed down, who gets to be involved in indicating which is the preferred route? Will the people in the community have a voice?	WPL	6,13
146	The CTA's lack of a true public comment process which allows participants to speak is fundamentally patronizing, classist, racist, and undemocratic. You must allow people to speak.	WPL	13
147	What consideration has been given to having a community person on your project management team for the Red Line Extension? Developing Communities Project (DCP) has been promoting this project a long time and has information that could prove quite valuable/could provide valuable input.	WPL	13
148	No specific questions tonight, but I represent 10 churches on the south side and they need to be aware of what's going on.	WPL	13
149	I live between three of your corridors evaluated. Will this effect my home? If yes, please explain. (Wentworth/State Street/Michigan Street)	WPL	7,12
150	A major concern is the amount of displacement of people, homes, etc. Which takes the least amount of displacement?	WPL	12
151	I am all for extending the Red Line, but how will affect homeowners who would be in the path of the final decision?	WPL	12
152	Will more minority businesses have an opportunity to build and flourish along the expected corridor?	WPL	18
153	Which of the proposed routes will require displacement? If so, how many residents, homes, businesses?	WPL	12
154	How many jobs for the community?	WPL	18
155	When will construction start? And when will jobs be available?	WPL	4,18
156	Is there a maximum amount the FTA will approve for each project?	WPL	14
157	Approximately how long after approval will the project take for completion?	WPL	4
158	Can all four projects be approved in this round and if so how will CTA prioritize the approved projects?	WPL	1,2
159	The Red Line needs to be extended and done in such a way that allows for maximum benefit of the community in terms of easy accessibility and potential for economic development. Why is it taking so long (and has it taken so long) for this to be done?	WPL	1,4,18
160	Will this thing ever be done? If so, when?	WPL	4
161	How much will this project cost?	WPL	14

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162	This meeting has been very informative; particularly in the areas of the diversity of transportation systems. Question: The research overwhelmingly indicates that it is feasible to extend the Red Line. Why is the process so long in implementing the extension of the Red Line? Our communities are fitting weary and impatient!	WPL	1,4
163	Like many other people, I would really like to know why this project is taking so long? (Around 40 years) We were told that the monies were available.	WPL	1,4,14
164	Will you have a place in your plan for the displaced persons?	WPL	12
165	What safety precautions will be in place for underground?	WPL	8,11
166	Where will the Red Line stations be along the proposed routes?	WPL	10
167	Who determines the route the Red Line Extension will take?	WPL	1,6
168	Can I get mailings of all your evaluations?	WPL	13
169	If heavy rail is used, what would be done for security purposes? I'm concerned about the overcast and concealing this creates of business and people under this elevated area, eg: 63rd Street.	WPL	8,18
170	With CTA proposing cuts what will be the hours of operation for the new transit line?	WPL	11
171	Will a percentage of the new jobs created with CTA be left open for some of the people in the community where the new line will venture?	WPL	18
172	Presidential Order 12898 detailed environmental justice principles, will CTA include this Order while making decisions about this development?	WPL	18
173	How is environmental justice issues being applied to this development of transportation?	WPL	18
174	Pastor Leroy Sanders - not present tonight, but he should be informed about the progress of this project.	WPL	13
175	What route will the train take?	USPS	7
176	How long will it take for a final decision to be made for construction to start?	USPS	4
177	God's Blessings on this project.	USPS	19
178	Why do south side commuters have to wait two to three times longer than north side commuters to receive basic service that pails in comparison. The red line extension is long overdue and must be constructed before any talk of a Skokie extension. Its not fair the south siders had to wait an additional 10 years for expressway reconstruction when the Kennedy has far less traffic. Now we are repeating this prejudice again to south side commuters of the cta.	EMAIL	1,2,18
179	I'm writing because I'm excited about the CTA finally taking the steps it needs to bring the Dan Ryan line extension to fruition and would like to be added to the Red Line Extension Project mailing list.	EMAIL	13
180	Why do south side commuters have to continually wait for transit improvements? The basic commuter services of the CTA buses and rail lines already pails in comparison from the north side to the south side . The red line extension is long overdue and must be constructed before any talk of a Skokie extension or any other north side improvements. Is not the brown and pink line renovations enough. The tearing down of the 63rd & Stony Island station was insulting, and resulted in longer commutes for anyone living east and south. It is not fair for the south side commuters to continually receive less service, the worst buses and never receive our fair share of transit improvements. When will the prejudice to south side commuters stop!!!	EMAIL	1,2,18,19
181	The South Side has become more populated than when this line was originally designed. An extension would make more passengers further south have an easier commute.	USPS	18
182	CTA needs to create a better time schedule for when a particular bus or train will arrive.	USPS	19
183	I think this addition will be a great opportunity for our community that will bring good paying jobs for the people which will improve the living conditions of our communities. I will support the expansion project by any way I can. UP Route.	HND	7
184	This extension will greatly benefit the entire city of Chicago. I rode the red line with my granddaughter from 87th to Grand to go to Navy Pier 2 days ago. It was a great ride.	HND	7

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185	I support the UP route.	HND	7
186	I want the UP Route extended to 130th St.	HND	7
187	I would like to see the UP Route extended.	HND	7
188	I want the UP route extended to 130th St.	HND	7
189	I would like to see the UP Route extended.	HND	7
190	Much need. UP Route.	HND	7
191	The UP Route.	HND	7
192	The UP Route.	HND	7
193	Please extend the Red line to 130rd. It is very much needed for transportation purposes. The UP route	HND	7
194	No questions right now. Except I want the UP Route.	HND	7
195	The UP Route.	HND	7
196	UP Route.	HND	7
197	We would love to let you know we need the UP Route	HND	7
198	I think it would be a good idea to extend the Red Line with stops on Michigan Ave. and King Drive. Also a stop if possible on State Street South.	HND	7
199	I think we should have the UP line so that the traffic on the Bishop Ford will be lessend and the people in that community will have better access to jobs.	HND	7,18
200	It would be nice to see the red line extended to 130th Street.	HND	7
201	I grew up in the Greater Roseland community. I support the UP route.	HND	7
202	Extension of the Red Line should be given highest priority for economic, financial and personal gain to the community. This has been needed for a long time. By the grace of God it shall be done.	HND	18
203	I think that it is a great idea to bring the red line to 130th street. People can get on the bus at 95th Dan Ryan and ride all the way to 130th rather than getting on several trains and buses. Ths is more convenient for individuals and families. There wil also be more jobs available.	HND	7,18
204	I think it would be a good idea for the red line to extend further south.	HND	7
205	I would like to see the red line extended out this way for the convenience of the people who live out this way. Also: this will hopefully create a few more jobs for people.	HND	7,18
206	I would like to see the Red Line Extension added to 130th St.	HND	7
207	I' asking for the Red Line to Create Job for the community	HND	18
208	This extension would be a great opportunity for our community where as it will provide the community with better transportation and provide more job opportunity. I support the UP Route.	HND	7,18
209	You act as though the considerable Metra infrastructure in this area does not exist. Within your Study Area there already exist 10 stations served by the Metra Electric Line, as well as another 2 served by the Metra Rock Island Line. Your "alternatives analysis" overlooks the obvious - and very inexpensive - remedy for the transit needs of this area, which is to turn the in-city portions of the Metra Electric line into a CTA operation. The right-of-way, tracks, and stations exist. This proposal has been nicknamed the "Grey Line".	EMAIL	5



**CHICAGO TRANSIT AUTHORITY**  
**Red Line Extension Alternatives Analysis Study**  
**Screen One Public Involvement \* Public Comments and Questions**  
November 21, 2007

No.	Comment/Question	Received Via*	Topic Area(s)
	<p>One major reason for having the CTA operate the Blue Island, Kensington, and South Chicago branches of the Metra Electric as an "L" would be the ability to transfer to other routes to complete a trip. Currently, this requires paying two separate fares using incompatible fare systems. Having the CTA operate the Metra Electric city sections would resolve these issues, and also free up a large number of the CTA buses currently allocated for express bus service along the south lakefront.</p> <p>I think you need to seriously explain why this cheap, easy proposal cannot work, before asking the taxpayers to fund expensive and essentially duplicate facilities. There are already 12 rapid transit stations built, paid for, and in operation within the Study Area. We don't need any more - we just need to make better use of what we already have.</p> <p>It is incumbent on you to include this alternative in your formal Alternatives Analysis, otherwise you will have failed to consider all reasonable alternatives for meeting the very real transit needs of your Study Area.</p> <p>For more information, refer to the Chicago Area Transportation Study "Shared Path 2030" Regional Transportation Plan at <a href="http://www.sp2030.com/proposals/index.htm">http://www.sp2030.com/proposals/index.htm</a> This proposal earned one of the strongest ratings of all those in Shared Path 2030, due to its combination of maximum benefit and minimum cost.</p>		

**\* Key to source of comments:**

- CSU Comment received at Public Meeting held at Chicago State University
- EMAIL Comment sent to CTA by email
- HND Comment hand delivered to CTA
- STK Comment received at Stakeholder Meeting
- USPS Comment sent to CTA by postal mail
- WPL Comment received at public Meeting held at West Pullman Library