



# Welcome to the Red Line Extension (RLE) Open House

The purpose of this meeting is to:

- Provide information on the RLE Project
- Share findings regarding anticipated project benefits and impacts
- Hear and gather your feedback and suggestions
- Discuss next steps and additional opportunities to be involved

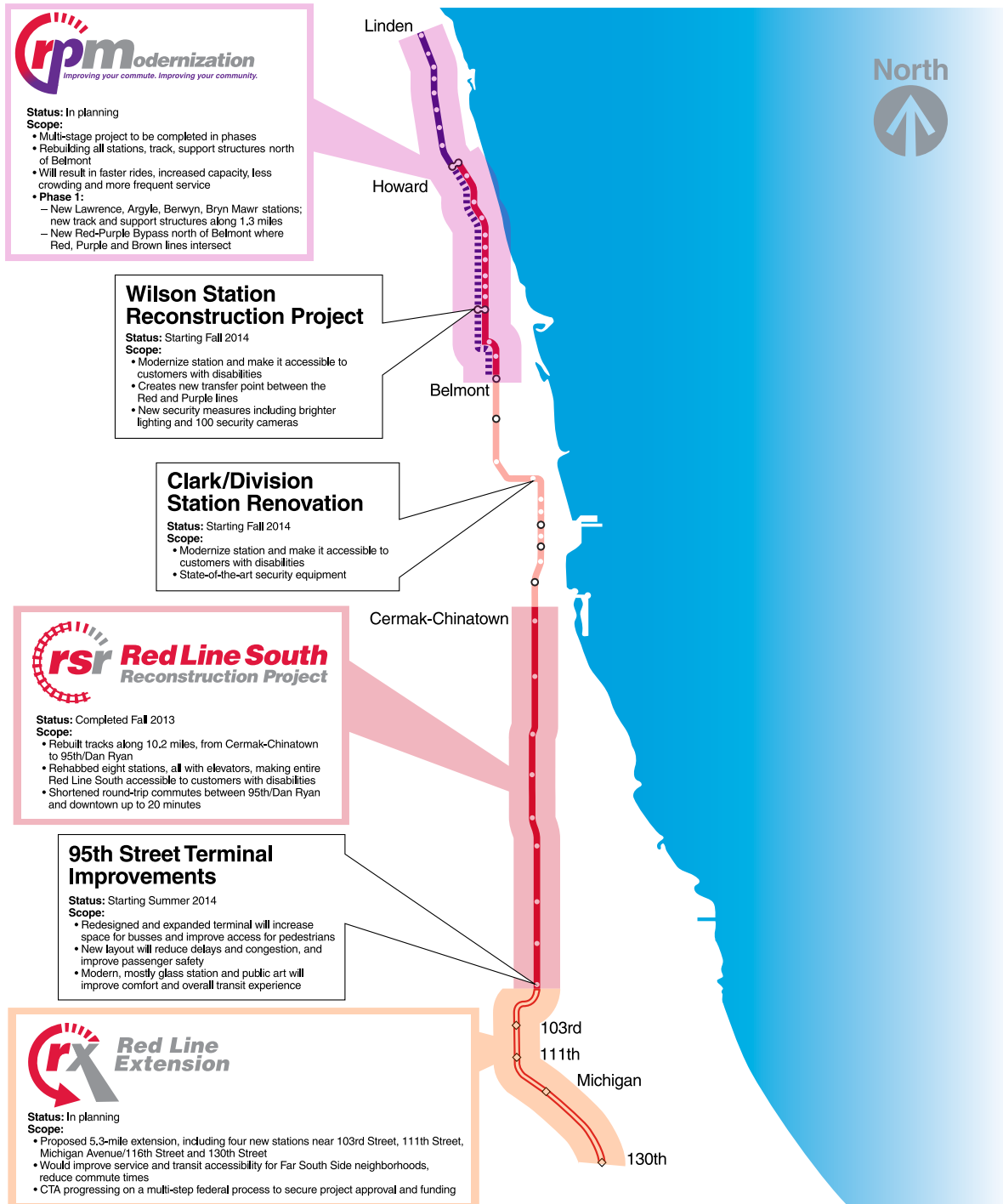
If you have questions, feel free to ask the representatives stationed around the boards.





# The Red Ahead Program

## Improving the Red Line from End to End



## What is the RLE Project?

The end of the line for the CTA's Red Line South is currently the 95th/Dan Ryan Terminal.

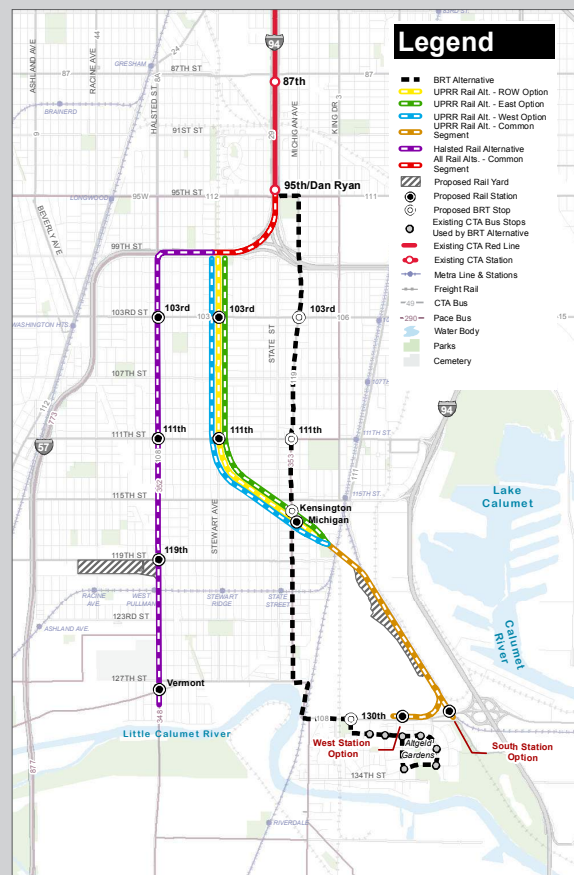
This year, construction will begin on the 95th Street Terminal Improvement Project, which will expand and greatly improve the 95th/Dan Ryan Terminal.

With the estimated \$2.3B Red Line Extension (RLE) Project, CTA is proposing to extend service from south of 95th/Dan Ryan Terminal to the vicinity of 130th Street.

### RLE Means a Better Served Far South Side

The Red Line Extension Project would:

- Serve a transit dependent area of the City that does not have direct CTA rail service.
- Provide a faster commute. The RLE would offer a 20-minute time savings by providing one-seat service, as opposed to the current bus-rail trip from 130th Street to downtown.
- Include four new stations, a new rail yard, plus bus and parking facilities at all stations.



# Why are we preparing an Environmental Impact Statement (EIS)?

An EIS allows the public to fully understand the potential environmental impacts and provide input before final decisions are made.

Transportation projects seeking Federal funding are required to conduct environmental analysis. An EIS is being prepared for the RLE Project by CTA and Federal Transit Administration (FTA).

Public feedback on the preliminary impacts of the alternatives is necessary to complete the Draft EIS.

## The EIS includes:

- A description and comparison of alternatives
- An explanation of the existing environmental setting
- An analysis of potential positive and negative environmental impacts of construction and operation of each alternative
- Proposed mitigation measures to reduce or eliminate potential negative impacts



# Project Alternatives: UPRR Rail Alternative

Chicago Transit Board Adopted Alternative

## 5.3-mile extension along the UPRR tracks

Three options:

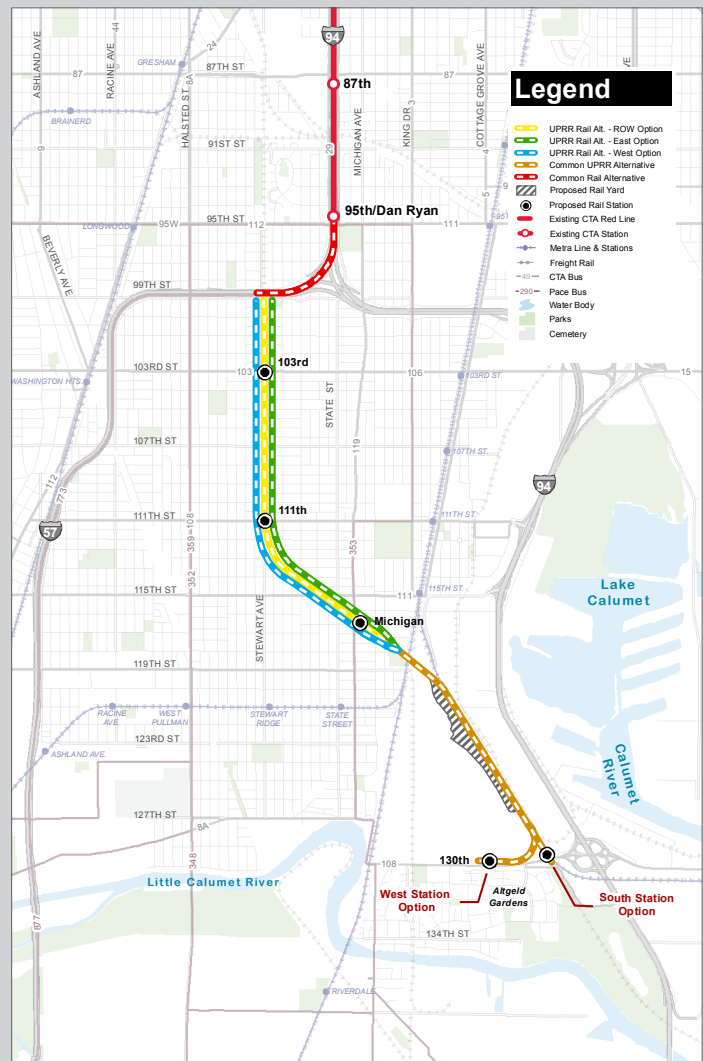
- East Option
- Right-of-Way (ROW) Option (contingent upon the relocation of UPRR, significant cost and delay TBD)
- West Option

Four stations (103rd, 111th, Michigan, 130th)

- Park & ride facilities (up to 3,700 total parking spaces)
- Bus facilities

Elevated structure from 95th Street Terminal to 119th Street, then at-grade (ground level) tracks from 119th Street to 130th Street

120th Street Yard and Shop





# Project Alternatives: UPRR Rail Alternative

## Visualizations

Existing - 115th Street and UPRR Tracks



ROW Option



East Option



West Option



*Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

# Project Alternatives: UPRR Rail Alternative

## Visualizations

East Option - 103rd Street Station  
103rd Street and Harvard Avenue



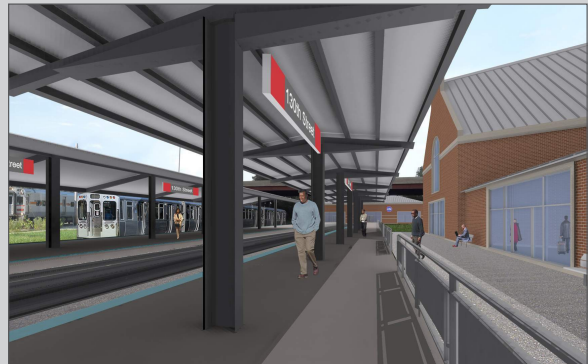
East Option - 111th Street Station  
111th Street and UPRR Tracks



East Option - Michigan Avenue Station  
115th Street and Michigan Avenue



130th Street Station - South Station Option



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# Project Alternatives: Halsted Rail Alternative

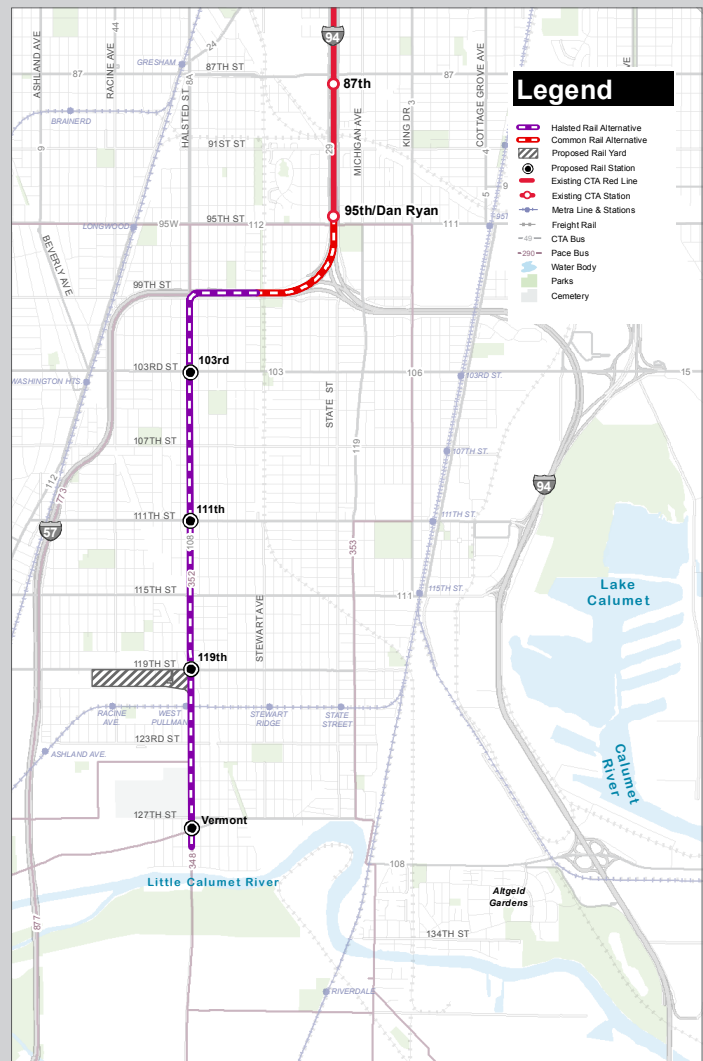
## 5-mile extension above Halsted Street

Four stations (103rd, 111th, 119th, Vermont)

- Park & ride facilities (up to 3,700 total parking spaces)
- Bus facilities

Elevated structure

119th Street Yard and Shop

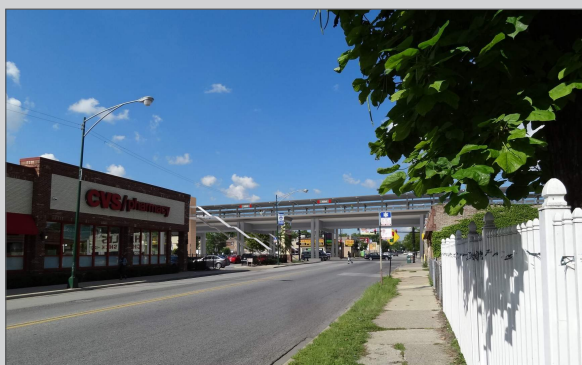




# Project Alternatives: Halsted Rail Alternative

## Visualizations

103rd Street Station  
103rd Street and Emerald Avenue



111th Street Station  
111th Street and Halsted Street



119th Street Station  
118th Street and Halsted Street



Vermont Avenue Station  
128th Street and Halsted Street



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## Project Alternatives: BRT Alternative

### 5.5-mile long Bus Rapid Transit (BRT) Route along Michigan Avenue

The BRT Alternative is a “low cost” alternative. It would run along Michigan Avenue, which has one of the CTA’s busiest bus routes.

#### Four BRT stops

- Improved bus shelters (103rd, 111th, Kensington, and 130th)
- Park & ride facilities (up to 2,800 total parking spaces)

Bus route would continue through Altgeld Gardens making existing stops

No dedicated bus lanes; parking lanes would be removed in some locations



## No Build Alternative

The No Build Alternative is used to compare the other alternatives to the current state and existing service. No new infrastructure would be built.

# Potential Impacts to Parks

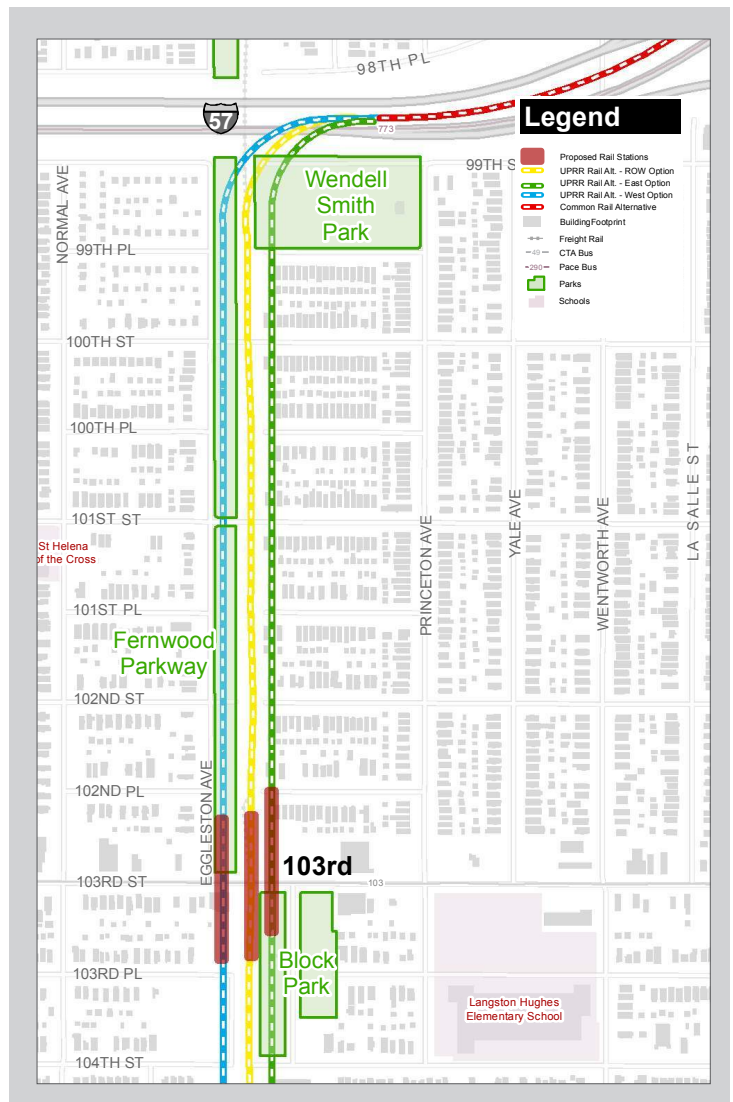
Only the UPRR Rail Alternative would impact parks.

## Parklands Affected by UPRR Rail Alternative Options

| Parkland           | East Option      | ROW Option       | West Option      |
|--------------------|------------------|------------------|------------------|
| Wendell Smith Park | 0.4 acres        | 0.2 acres        | 0.2 acres        |
| Fernwood Parkway   | -                | -                | 1.9 acres        |
| Block Park         | 0.8 acres        | -                | -                |
| <i>Total</i>       | <i>1.2 acres</i> | <i>0.2 acres</i> | <i>2.1 acres</i> |

## Preliminary Mitigation Strategies

Coordination with Chicago Park District is ongoing to identify mitigation including improvements to other parklands or replacement parklands nearby.



# Potential Property Displacements

Construction of the project would require the acquisition of property.

## Permanent Displacements by Alternative

|   | UPRR East Option | UPRR ROW Option | UPRR West Option | Halsted    | BRT       |
|---|------------------|-----------------|------------------|------------|-----------|
| Affected Parcels without Building Displacements | 149              | 112             | 144              | 72         | 49        |
| Affected Parcels with Building Displacements    | 110              | 22              | 51               | 38         | 3         |
| (Residential Building Displacements)            | (95)             | (17)            | (30)             | (17)       | (1)       |
| <i>Total Affected Parcels</i>                   | <i>259</i>       | <i>134</i>      | <i>195</i>       | <i>110</i> | <i>52</i> |

Impacts presented are:

- Based on Conceptual Engineering and represent maximum impacts on all alternatives
- For the purposes of comparing alternatives and will be confirmed in the Final EIS following more detailed conceptual design of the single NEPA preferred alternative

All major transit construction projects have impacts:

- The Brown Line Expansion had 40 building displacements
- The RPM Program (Phase One) may displace 19 buildings

## Preliminary Mitigation Strategies

Property owners would be paid not less than fair market value for their land and buildings, and may be eligible for compensation equal to the original purchase price of the property. They would also be assisted in relocating their businesses or dwellings, per the Federal Uniform Act on relocation assistance and property acquisition.

When a single alternative or option is chosen, CTA will work with the community and property owners to minimize property impacts.

# Potential Noise Impacts

## Noise Impacts by Alternative

|                                   | UPRR East Option | UPRR ROW Option | UPRR West Option | Halsted  | BRT                                    |
|-----------------------------------|------------------|-----------------|------------------|--|--|
| Moderate and Severe Noise Impacts | None             | None            | None             | Moderate impacts would remain after mitigation | Moderate impacts south of 120th Street |
| Vibration Impacts                 | None             | None            | None             | None   | None                                   |

*Moderate Noise Impacts: The change in noise would be noticeable but might not be sufficient to cause a strong, adverse community reaction*  
*Severe Noise Impacts: A significant percentage of the population would be highly annoyed by the change in noise*

## Preliminary Mitigation Strategies

### Continuous welded rail

- Fewer joints mean a smoother and quieter ride



**Jointed Rail versus Welded Rail**

### Closed deck structure

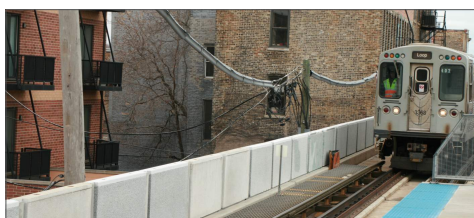
- Limits noise beneath the elevated tracks



**Open Deck versus Closed Deck**

### Noise barriers

- Absorb railway noise

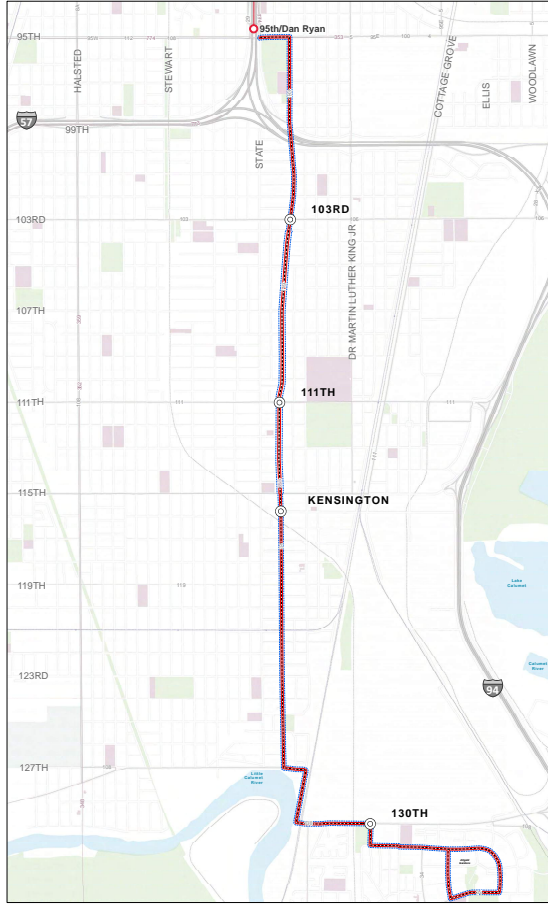


**Noise Barriers**

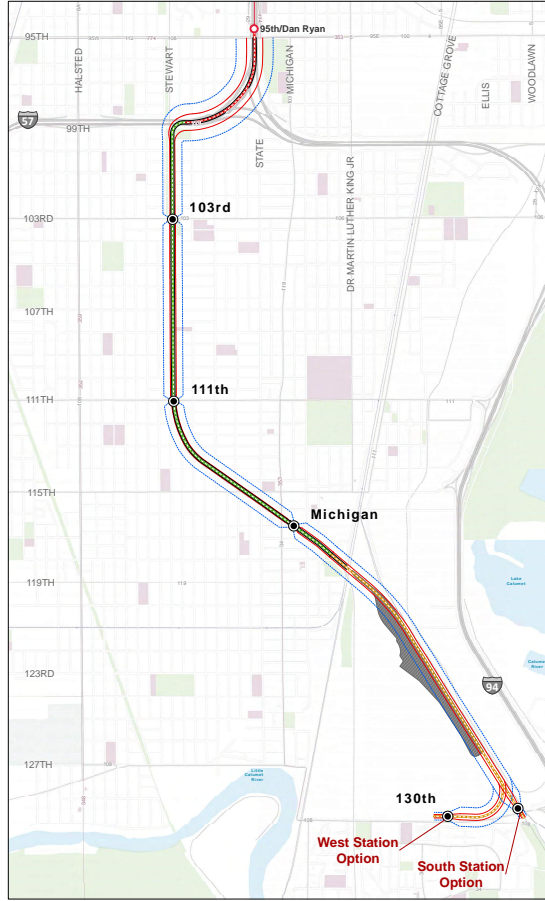


# Potential Noise Impacts and Mitigations

## BRT Alternative



## UPRR Rail Alternative East Option

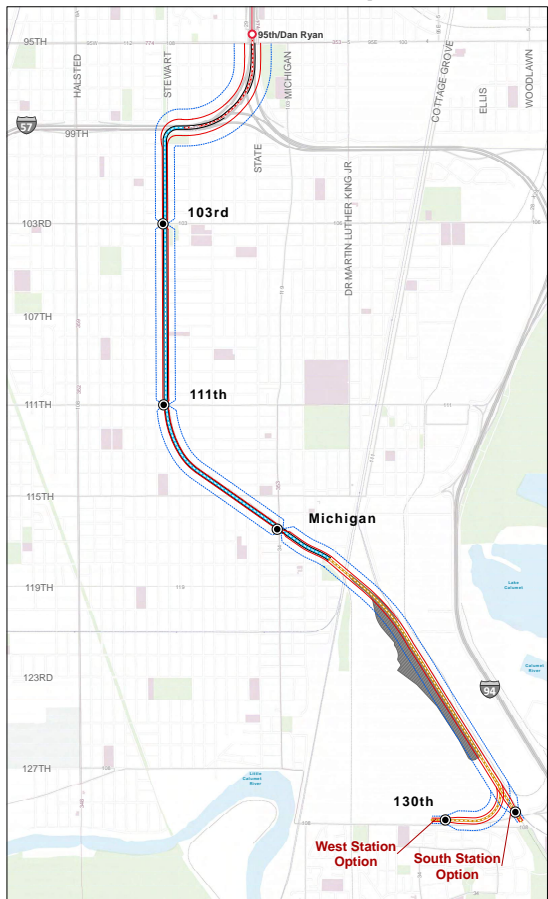


## Legend

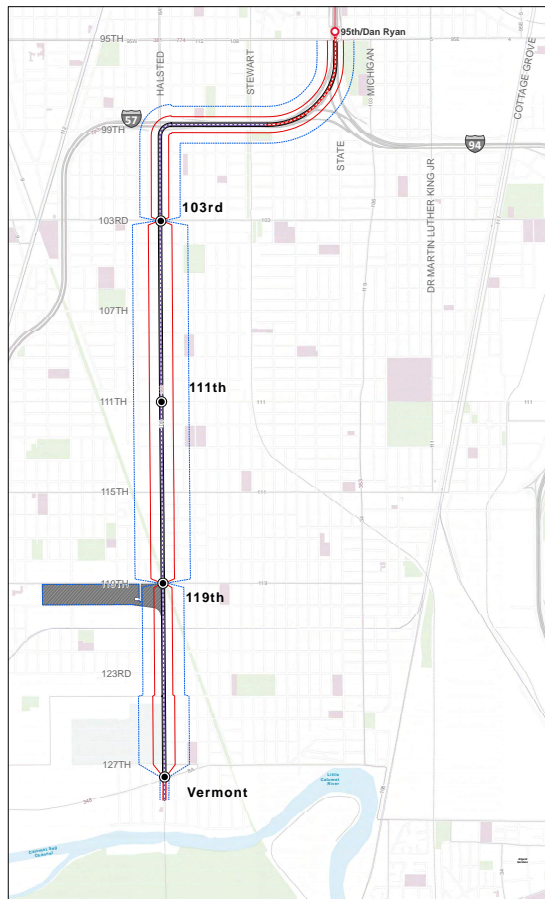
- Mitigation - Noise Barriers
- Noise Contours
- Moderate Impact
- Severe Impact
- Common Rail Alternative
- Common UPRR Alternative
- UPRR Rail Alt. - ROW
- UPRR Rail Alt. - West Option
- UPRR Rail Alt. - East Option
- Halsted Rail Alternative
- BRT Alternative
- Proposed BRT Stop
- Existing CTA Red Line
- Existing CTA Station
- Metra Line & Stations
- Freight Rail
- CTA Bus
- Pace Bus
- Water Body
- Parks
- Cemetery
- Schools

Impacts presented are based on Conceptual Engineering and represent maximum impacts. Impacts and mitigations will be confirmed in the Final EIS following more detailed design of the NEPA preferred alternative.

## UPRR Rail Alternative West Option



## Halsted Rail Alternative



# Potential Visual and Community Impacts

## Visualizations

### UPRR Rail Alternative

West Option

East Option

Existing



Visualization



102nd Place and Eggleston Avenue



117th Street and Prairie Avenue

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# Potential Visual and Community Impacts

## Visualizations

### Halsted Rail Alternative

Existing



Visualization



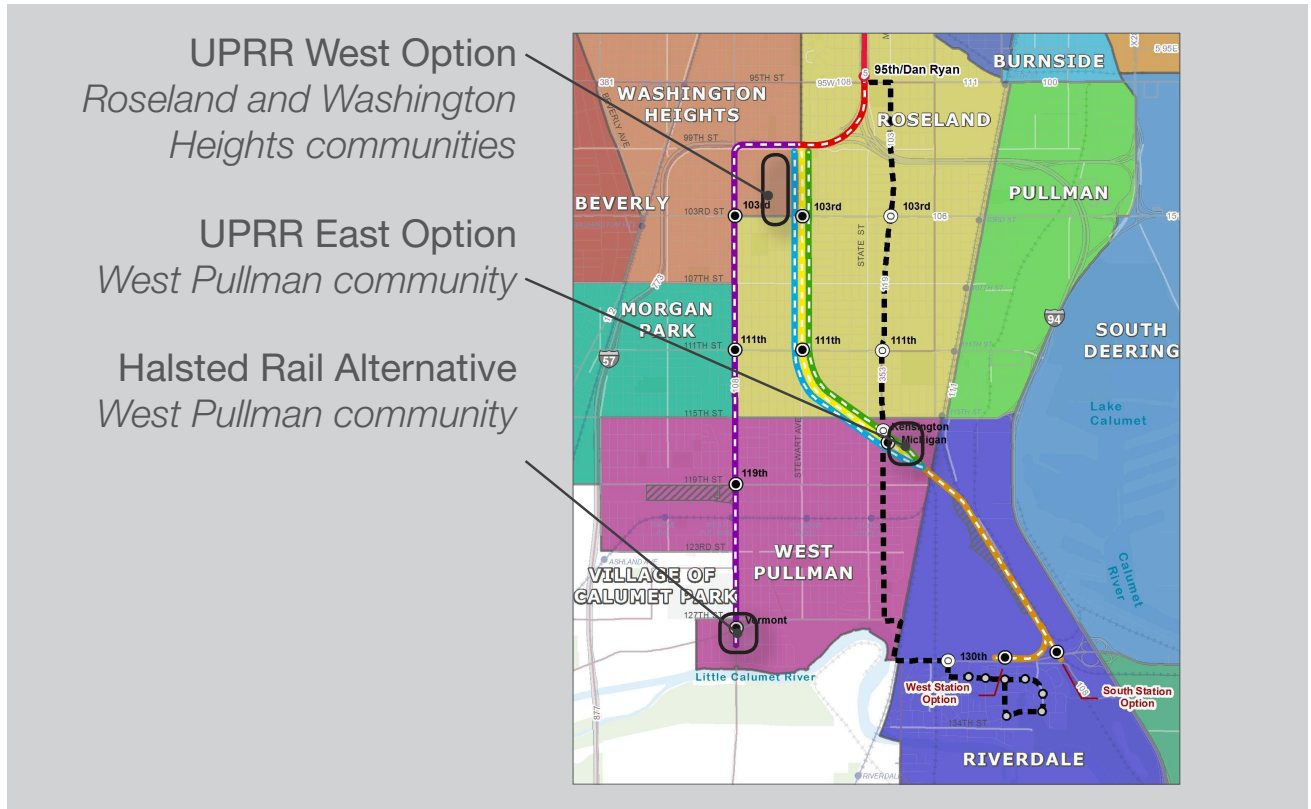
100th and Halsted Streets



Vermont Avenue and Halsted Street

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# Potential Visual and Community Impacts



## Preliminary Mitigation Strategies

- Provide new landscaping or other urban design amenities
- New structures would reflect the character of neighborhoods or communities to the extent feasible
- Careful placement of exterior lighting adjacent to residential communities
- Construction best management practices including maintaining vegetation and debris-free construction areas

# Potential Effects to Historic Properties

- Historic experts evaluated a sample of 541 properties near the project alternatives
- CTA/FTA invited interested parties to help evaluate potential historic resources
- CTA/FTA identified two historic districts and 13 properties that have been recommended for inclusion on the National Register of Historic Places

### Adverse Effects by Alternative

|                     | UPRR East Option | UPRR ROW Option | UPRR West Option | Halsted  | BRT |
|---------------------|------------------|-----------------|------------------|--|-----|
| Effected Properties | 0                | 0               | 0                | 4 adversely effected after mitigation but not demolished | 0   |

### Preliminary Mitigation Strategies

Consultation with the State Historic Preservation Office and other interested parties is ongoing to confirm effects and identify mitigation strategies.

An adverse effect occurs when a project alters (directly or indirectly) any of the characteristics of a historic property that qualify it for the National Register, diminishing the integrity of its location, design, setting, materials, workmanship, feeling, or association.



931 W. 120th Street (Fire Department Engine House)



12433 S. Halsted Street (S.S. Peter and Paul Church)



12540 S. Halsted Street (Cedar Park Cemetery)



10227 S. Halsted Street (Former Classic Revival Substation)

These properties will not be demolished but would have potential adverse effects due to potential visual, noise, or construction impacts.

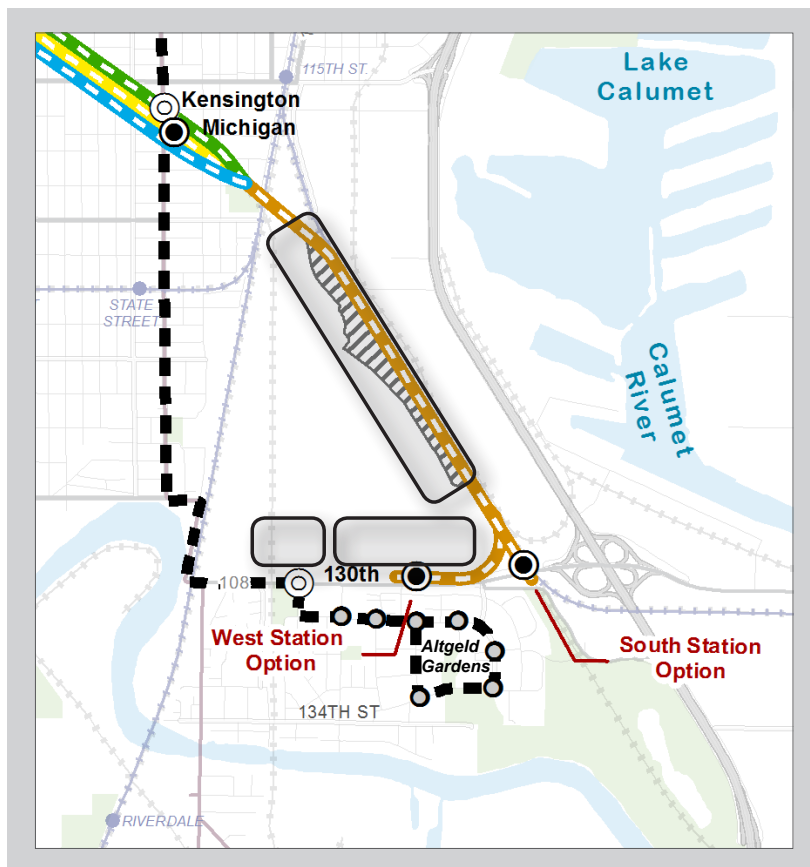


## Impacts to Wetlands

Impacts to potential wetlands could occur at the UPRR 120th Street yard and shop, the West Station Option, the South Station Option, and/or the BRT 130th Street park & ride. Impacts to wetlands have not yet been confirmed.

### Preliminary Mitigation Strategies

- Replace, restore, enhance, or preserve wetlands



# Temporary Construction Impacts

## Preliminary Mitigation Strategies

- Notices of noise-generating activities would be posted
- Road closures would be announced
- Special advertising for affected businesses
- Limited idling of construction vehicles
- Alternative parking provisions



# Minimal Impact Areas

- Land Use
- Safety & Security
- Environmental Justice
- Energy
- Transportation
- Water Resources
- Biological Resources
- Hazardous Materials
- Air Quality



## RLE Project Benefits

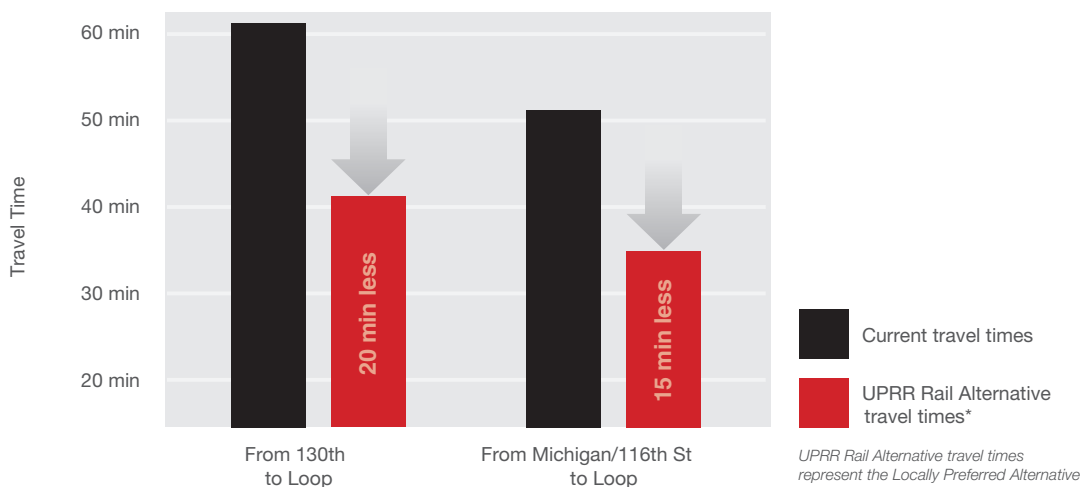
- Increase access to affordable housing, hospitals, schools, and other community facilities
- Encourage community investment and economic development
- Create direct construction jobs
  - Rail alternative estimated to create 2,600 to 4,100 jobs
- Increase access to jobs
  - Newly accessible jobs within an hour commute of the proposed 111th Street station would increase by 56% (CMAP 2012)

## Ridership Benefits

|                         | UPRR (All Options) | Halsted    | BRT       | No Build |
|-------------------------|--------------------|------------|-----------|----------|
| Estimated Annual Trips* | 13,000,000         | 12,000,000 | 1,000,000 | 0        |

\*Rides taken on the RLE (95th Street to 130th Street)

## Travel Time Savings



# Project Development Process



### Environmental Impact Statement Process



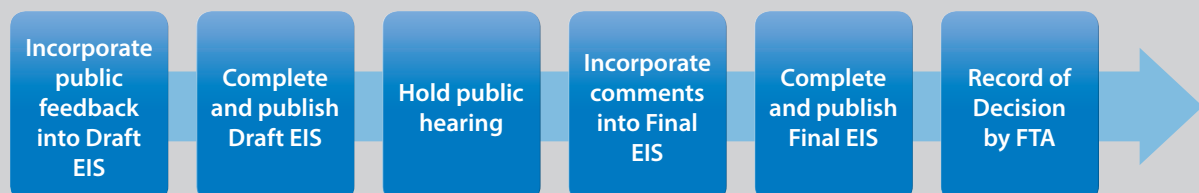
RLE added to CMAP GO TO 2040 Regional Plan

Next step



*\*Dependent on funding and approvals*

### Continuing dialogue with the public





## Stay Involved

To provide your input, fill out a questionnaire and place it in the box provided.

**Join Contact List:** At the sign-in desk



RedExtension@transitchicago.com



transitchicago.com/redeis



facebook.com/thecta



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