

Appendix L – Public Scoping Written Comments

RS#1

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:31 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: CTA Redline

From: Aristotle Socrates Haywood [aristotlesocrates@hotmail.com]
Sent: Wednesday, September 16, 2009 7:12 PM
To: Red Extension
Subject: CTA Redline

As a 30 year southside resident I welcome the proposed extension of the Dan Ryan branch of the Redline. The Union Pacific corridor is the best route. The extension would enhance the neighborhoods it runs through, ease traffic congestion and give better transit options to user of CTA buses, Pace, Metra, and South Shore trains.

"See the world as it really is--not as you wish it should be"

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Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, September 28, 2009 9:41 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red Line Extension One-Way Loop Alternate
Attachments: Red Line Ext One Way Loop Proposal Table of Contents.doc; CTA Red Line Extension design criteria.doc; Red Line Loop Description.doc; red line loop map.JPG; CTA Red Line Extension map description.doc; red line statistics 7 stations.xls; Red Line loop Station Locations and features.doc; red line comparisons.xls; red line design criteria compare LPA and loop.xls

From: May, David [dmay@walshgroup.com]
Sent: Sunday, September 27, 2009 7:38 PM
To: Red Extension
Subject: FW: Red Line Extension One-Way Loop Alternate

Mr. Jeffrey Busby,

Attached is the One-Way Loop alternate proposal that I recommended to the CTA at the public hearing on Tuesday night. Let me know if you have any questions.

David May

Disclaimer: I am not a professional transit system designer. I represent no organization, nor my employer. I prepared the proposal for the common good and to pursue my personal interest in the problem.

CTA RED LINE EXTENSION

south from 95th Street

One-Way Loop Alternate Proposal

David May - Sept 27, 2009

TABLE OF CONTENTS

1. Design Criteria
2. Description of Proposed One-Way Loop Alternate
3. Map of One-Way Loop and of CTA's LPA
4. Map Description
5. Statistics of One-Way Loop
6. Stations Locations and Features
7. Red Line Extension Proposals Comparison
8. Red Line Design Criteria Comparison

Extension South of 95th St.

DESIGN CRITERIA

1. Maximize number of stations within walking distance of customers homes to provide many one-seat trips. *Therefore:*
 - a. Locate stations at ~1.0 mi on center
 - b. Locate stations within or adjacent to residential neighborhoods
2. Provide convenient rail transit access to those without, by avoiding overlapping coverage with existing Metra stations. So focus the routing east of I-57, north of 119th St. and west of King Drive.
3. Minimize property acquisition costs, construction costs, grade separation structures and noise in quiet neighborhoods by maximizing the use existing vacant and excess transportation rights-of-way.
4. To control construction costs, run the line at grade (on ground) as much as possible.
5. Serve Chicago State University and Olive Harvey College.

Proposed One-Way Loop Alternate

After considering several options, the CTA narrowed its study of Red Line Extension designs to 3 possibilities: two heavy rail and one BRT. All three were 2-way, north-south lines running south to 127th or 130th Streets. Both of the heavy rail line extensions had only 4 stations. The CTA selected the UPRR heavy rail extension alternative (designated the Locally Preferred Alternative = LPA).

I believe CTA made a mistake in considering only two-way linear extension options and in selecting the UPRR line. The study should have also considered one or more one-way loop extensions of the existing heavy rail system. A one-way loop at the end of an existing two-way mainline offers many advantages over a two-way linear extension. Compared to a two-way line of the same length with the same number of added stations, some one-way loop extension trips take longer; but others are quicker. The one-way loop requires half as much track as the same length two-way line, allows single side stations with no crossover structures, can use narrower (and, in this case, often existing) rights of way, requires narrower and less expensive elevated guideway structures, requires fewer train cars, fewer train operators and consumes less electric power.

Attached is proposal for a 10.0 mile long single track one-way loop Red Line Extension with 7 stations spaced about 1 mile apart. To better serve Washington Heights, Roseland and Pullman neighborhoods that lack rail transit service, the entire loop is located more than ½ mile north of the Metra Electric Line's 4 stations on 121st St. Compared to the CTA's preferred 4 station, two-way, 5.3 mile long extension(LPA), this proposed one-way loop extension is conveniently accessible by walking to 50% more local residents. The one-way loop extension has lower construction costs of elevated structures and bridges, more use of existing public rights-of-way, less track rail to purchase, much less expensive costs per station, and similar traction power distribution costs.

The proposed 10.0 mile one-way loop route will have low right-of-way acquisition costs because:

- > 1.9 miles are located in the median of the Bishop Ford Expressway
- > 2.5 miles are located in the median of I-57
- > 1.1 miles are located on an abandoned railroad right-of-way
- > 2.9 miles are located on unused railroad right-of-way next to existing freight train tracks.

Combined, these comprise 83% of the required rights-of-way.

Over three quarters of the proposed 10.0 mile one-way loop route is at grade to substantially reduce guideway and stations construction costs. Six of the seven stations are at grade. Only three of the seven stations require stairs and elevators. All seven stations are single side platform – reducing the area required, the cost of construction and the need for cross-over structures.

Locations of the Seven Stations

Bishop Ford Xway and Rhodes (Chicago State)

103rd and Woodlawn (Olive Harvey)

111th and Ellis

Kensington/115th and State

114th and Peoria/Halsted

107th and Racine

I-57 and Halsted

Extension South of 95th St.

MAP DESCRIPTION

1. Proposed One-Way Loop Route is the Green line. Stations are Green ovals. Green circles are ½ mile radius from Green stations.
2. CTA UPRR Locally Preferred Alternate route is the Brown line. (South end and station at 130th Street are not shown.) Stations are Brown ovals. Brown circles are ½ mile radius from Brown stations.
3. Metra Electric line stations are Blue circles.

Red Line Extension
One-way Loop Proposal

Station	Route	Route Distance miles	Direct Distance miles	At Grade miles	Elevated miles	Elevated Structure	ROW Status	ROW notes	Station Elevated?	Station Components
Existing 95 th St	Bishop Ford median	1.0	0.9	1.0		NA	existing public			stair elevator at grade crossing
1 Bishop Ford & Rhodes (south edge CHI St. U.)								no (below street)	yes	yes no
2 103rd th & Woodlawn (SW edge of Olive-Harvey)	Bishop Ford median West side of Railroad	0.9 0.2	0.7 0.1	0.9 0.2		NA NA	existing public existing private (RR)			
3 111 th & Ellis	Next to Railroad	1.2	1.1	1.2		NA	existing private (RR)		no	no no
4 Kensington (15500) & Michigan	Next to Railroad 111th to 118th Over Metra Elec & Cottage Grove Next to UPRR 117th to 115th	1.0 0.5 0.5	1.0 0.5 0.5	1.0	0.5 0.5	NA beam & column embankment	existing private (RR) various public & private railroad, private & public		no	no no
5 114 th & Peoria	Over 115th and UPRR N. of 115 th Wentworth to Peoria	0.2 0.9	0.2 0.9		0.2 0.9	beam & column beam & column	railroad, private & public public + private	maybe buy all houses adjacent to north side of alley for new ROW.	yes	yes no
6 107 th & Aberdeen	Former RR ROW (now elec & bike) to I-57 median	1.0 0.1	1.0 0.1	1.0 0.1		NA NA	open (owner?) open (owner?) & public		no	no no
7 I-57 (9900) & Halsted	down to grade at median I-57 Median	0.1 1.3	0.1 1.0		0.1 1.3	beam & column NA	existing public existing public	use existing abandoned rr bridge to across I-57 NB lanes to median? (need new ramp down to median level)		
Existing 95 th St	I-57 Median bridge expressway lanes	0.9 0.2	0.9 0.2	0.9	0.2	NA beam & column	existing public existing public		no (below street)	yes yes
	TOTALS =>	10.0	9.3	7.6	2.4			need a bridge or tunnel		

Red Line Extension 1-way Loop Alternate

Stations

All 7 stations have a single platform. No crossover structures.

Station Locations

Station Features

Bishop Ford Xway and Rhodes (Chicago State)

stairs & elevator (& ramp?) up to King Drive

103rd and east of Woodlawn (Olive Harvey)

at grade (no stairs, no elevators)

111th and Ellis

at grade (no stairs, no elevators)

Kensington/115th and State

elevated (stairs & elevator down to ground)

114th and Peoria/Halsted

at grade (no stairs, no elevators)

107th and Racine

at grade (no stairs, no elevators)

I-57 and Halsted

stairs & elevator (& ramp?) up to Halsted

Red Line Extension Proposals Comparison

Item	CTA Preferred ("LPA")		One-Way Loop Alt	
ROW length (miles)	5.3		10.0	
ROW area (SF)	1,259,280	if 45 ft wide	1,584,000	if 30 ft wide
Track pair length (miles)	10.6		10.0	
Elevated guideway structure (miles)	3.9		2.4	
Elevated guideway structure area (SF)	617,760	if 30 ft wide	253,440	if 20 ft wide
Stations (number)	4		7	
Elevated stations	3		1	
Stations requiring stairs and elevator	3		3	
Area within 1/2 mile of stations (sq miles)	3.1		5.5	
Institutions served	none		Chicago State Univ Olive Harvey JC	

Red Line Extension Design Criteria Comparison

LPA vs "one-way loop"

Criteria	CTA Preferred ("LPA")	One-Way Loop	which is better:
1. Maximize number of stations within walking distance of customers homes to provide many one-seat trips. Therefore:	4 Stations	7 Stations	One-Way Loop
a. Locate stations at ~1.0 mi on center	Yes: 3 of 4	Yes: 7 of 7	One-Way Loop
b. Locate stations within or adjacent to residential neighborhoods	Yes: 3.5 of 4	Yes: 6 of 7	tie
2. Provide convenient rail transit access to those without, by avoiding overlapping coverage with existing Metra stations. So focus the routing east of I-57, north of 119 th St. and west of King Drive.	Yes: 3 of 4	Yes: 5 of 7	tie
3. Minimize property acquisition costs, construction costs, grade separation structures and noise in quiet neighborhoods by maximizing the use existing vacant and excess transportation rights-of-way.	Yes	Yes	tie
4. To control construction costs, run the line at grade (on ground) as much as possible.	25% at grade	76% at grade	One-Way Loop
5. Serve Chicago State University and Olive Harvey College.	No: neither	Yes: both	One-Way Loop

0.245283019

Cheever, Kim

RS#3

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:32 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: RED LINE EXT.

From: RonnC7@aol.com [RonnC7@aol.com]
Sent: Friday, September 18, 2009 11:08 AM
To: Red Extension
Subject: RED LINE EXT.

I BELIEVE YOU SHOULD SEND THE RED LINE DOWN THE EXPRESSWAY FROM 95TH TO 130TH. YOU WILL NOT HAVE TO DISPLACE ANYONE.

Cheever, Kim

RS#4

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:31 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red Line Extension Comment

From: White Oak [quercus_alba@hotmail.com]
Sent: Sunday, September 13, 2009 1:13 PM
To: Red Extension
Subject: Red Line Extension Comment

To whom it may concern:

I really like the idea of extending the Red Line South. It should greatly improve the transit options for the far South Side. However, it seems very strange to have an alignment that crosses over the Metra Electric and South Shore lines but does not provide for convenient transfer between those lines and the Red Line.

A much better option in terms of improving overall connectivity in the transit system would be an alignment that left the UP right-of-way at either 115th St or Kensington Ave, traveling east to the Metra Electric line, crossing over the Metra Electric line and turning south onto the IHB right-of-way. A Red Line station on either Kensington or 115th could provide a relatively easy connection to Metra and the South Shore.

If such an alignment is not feasible, the CTA should work with Metra and/or the South Shore to establish a convenient transfer station somewhere for the Red Line extension.

Thank you,

Mark Ambrose

Cheever, Kim

RS #5

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:30 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Meeting Announcement: Red Line Extension
Follow Up Flag: Follow up
Flag Status: Completed

From: Jon Evans [jkeiit963827@sbcglobal.net]
Sent: Friday, September 04, 2009 4:44 PM
To: Red Extension
Subject: Re: Meeting Announcement: Red Line Extension

Ladies & Gentlemen:

I thought that if I could sell the idea of a Boston style High Speed Electric Trolley Bus (Articulated) running parallel to the Norfolk and Western railroad tracks that the Red Line Extension could be built and operational much faster, and at a substantially lower cost than a Conventional Fixed Rail system.

I was told that modifying Eggleston Avenue to take high speed buses would've been so cost prohibitive that it would've been better to go conventional anyway. I liked South Halsted Street better, but I've learned that it too, has been passed over.

The Green Line's Kenwood Corridor uses alleys to the east of Prairie Avenue. I was therefore wondering why alleys to the east of South State Street or South Michigan Avenue were not considered.

There has to be a cheaper, faster means of putting the Red Line Extension together and making it operational.

Jon Evans
11936 South Princeton Avenue
Chicago, Illinois 60628-6014
1-773-821-8142 Home
1-773-383-2363 Cell
jkeiit963827@sbcglobal.net
JKEIIT96@hotmail.com

--- On **Fri, 9/4/09**, **Red Extension** <redextension@transitchicago.com> wrote:

From: Red Extension <redextension@transitchicago.com>
Subject: Meeting Announcement: Red Line Extension
To:
Date: Friday, September 4, 2009, 4:31 PM

9/30/2009

Cheever, Kim

RS #6

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:29 PM
To: Peters, Melissa; Kornblatt, Helene B.
Subject: FW: Red Line Extension
Follow Up Flag: Follow up
Flag Status: Completed

From: Edmund Hawkins [eghawk@sbcglobal.net]
Sent: Tuesday, September 01, 2009 8:07 AM
To: Red Extension
Subject: Red Line Extension

It's about time that the CTA is finally considering seriously an extension to the Red Line from 95th St. As you know, the far south is the **only** area is the Chicagoland area that is not served by rapid transit. The South Side of town for some reason is almost always ignored when it comes to either new service or improvements to service.

This is something that has been talked about for at least the past 25-30 years and I hope that the political hoops and ladders that have to be cleared don't get in the way of making this project happen, at least I would like to see it happen in my lifetime. The problem with the rest of the Red Line is there is no parking facilities to serve riders. I have been in other cities and many of the stations have very adequate parking. I believe that it is the key to growing ridership. I have parked at quite a few of the stations on this system and I have noticed that there is parking available after the morning rush hour. When you double the price of parking from \$2.00 to \$4.00, this would make an impact. People are suffering enough with loss of income and rising prices. Now, it is cheaper to drive to your destinations rather than ride your system which is at best slow.

Cheever, Kim

RS#7

From: Red Extension [redextension@transitchicago.com]
Sent: Wednesday, September 30, 2009 9:13 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: melissa [mellaout@yahoo.com]
Sent: Tuesday, September 29, 2009 11:28 AM
To: Red Extension
Subject:

Good Morning,

I do think that the Red Line expansion is in dire need. There are many people who travel long hours to reach the city for work, etc. I do believe the Red Line expansion along the Union Pacific to be a good route. However, with the expansion will added bus services be included? I ask due to the fact that I live far East and there is no night owl services to 130th. Please take in consideration if this does take place to include night owl services along the far East side/Hegwish area. The expansion would be a positive project for all that take public transportation on the far South side of Chicago.

Thank You,
Melissa Najera

9/30/2009

RS #8

(THURSDAY)

SEPT. 17, 2009

DEAR MR. BUSBY,

RE: RED LINE PROPOSED EXTENSION
TO 130TH STREET

I AM INTERESTED IN FURTHER INFORMATION
ABOUT THE CTA RED LINE PROPOSED
EXTENSION.

ANY SUCH IMPROVEMENT IS LONG
OVERDUE AND SHOULD CERTAINLY MEET
WITH APPROVAL FROM SOUTH SUBURBAN
RESIDENTS. SOUTHEASTERN RIDERS ARE
MOST IN NEED OF THIS EXTENSION.

METRA RAILROAD TRAINS ^{MANAGERS} MAY NOT
LIKE THIS IDEA, BUT NOT ALL REGULAR
COMUTERS PURCHASE MONTHLY PASSES.

I WELCOME A WRITTEN REPLY AS I
HAVE NO HOME COMPUTER. (BUT I WOULD
LIKE TO KNOW MORE ABOUT COSTS,

NEED, AND WHAT PROPOSED ALTERNATIVES
ARE DECIDED UPON. SUBWAY CTA COSTS

ARE A MAJOR FACTOR FOR RIDERS: MANY
HAVE LIMITED INCOMES AND BUDGETS. WHILE
METRA IS COMPETITION, RIDERS LIKE AS MANY
CHOICES POSSIBLE. SOME SUBURBS ARE NOT
WELL SERVED BY METRA LOCATIONS, SO

RIDERS ARE FORCED TO THE ONLY OTHER CHOICE.)

THERE MUST BE MANY OTHER FACTORS

2.

WHICH THE STUDY WILL UNCOVER AND THE PUBLIC NEEDS TO KNOW THEM ALL.

P.S. WHEN A THIRD AIRPORT WAS FELT NEEDED IN THE AREA, HOWLS OF PROTEST ERUPTED. MAYOR DALEY DID "MIDNIGHT-BEHIND-THE-SCENES LAKE-FRONT-INTERFERENCE" TO BLOCK SUCH A PLAN NEAR McCORMICK PLACE. IT NEVER DID ^{GET} ANY VOTE OR EVEN GET TO CHICAGO'S CITY COUNSEL MEMBERSHIP FOR THEIR INPUT. (HOW DID THAT BENEFIT "THE CITY THAT WORKS" ??) SHAME ON SUCH POLITICAL MONKEY SHINES! RIDERS INPUT SHOULD NOT BE IGNORED.
YOUR REPLY IS WELCOME!

Mr. Victor Bahr
3162 W Meadow Lane Dr Apt 1
Merrionette Park, IL 60803-5856



Red Line Extension



RS#9

Connecting 95th Street Station to 130th Street

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

Name: JOE W. BOATNER

Organization: SELL Title: _____

Address: 400 W. 99th CROSS STREETS 99th & FERGLESTON

City: CHICAGO State: IL Zip: 60628

Phone: 773 233 0904 E-mail: N/A

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

THE IMPACT (REAL NOT POTENTIAL) IS THE NOISE CREATED BY THE TRAINS. MORE PRECISELY (PRECISELY) IT MAY NOT BE THE NOISE OF THE CTA TRAIN BY ITSELF BUT WHEN ADDED TO THE NOISE THE UNION PACIFIC RAILROAD MAKES WITH THE "OVER USE OF THEIR HORNS" WOULD MAKE THE COMBINED NOISE TOO MUCH TO TOLERATE. I UNDERSTAND TRAINS ON TRACKS MAKES NOISE BUT THE UPRR HORNS ARE TOO MUCH

ALSO, AS SOMEONE SAID TONIGHT WHAT ABOUT TERMITES & OTHER RODENTS DISPLACED AND LOOKING FOR SOMEWHERE TO LIVE (MY HOUSE MAYBE!)

Joe W Boatner

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



Red Line Extension

RS #10

Connecting 95th Street Station to 130th Street



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

Name: Harri Hill

Organization: Resident Title: _____

Address: 9225 S. May

City: Chicago State: IL Zip: 60620

Phone: 773 551 6103 E-mail: Harri-hill@yahoo.com

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

I think extending the red line
would be an excellent idea

Multiple horizontal lines for additional comments.



Red Line Extension

RS #11

Connecting 95th Street Station to 130th Street



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

Name: TOM McMAHON CAPTAIN - CHICAGO POLICE DEPT.

Organization: PULLMAN CIVIC ORG. Title: MEMBER

Address: 639 E. 111TH ST

City: CHICAGO State: ILL Zip: 60628

Phone: 264-4243 E-mail: McMAHON@SBCGLOBAL.NET

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

I AM IN FAVOR OF THE PROPOSAL TAKING THE
RED LINE OVER THE A/R TRACKS ON EGGLESTON OUT
TO ALTBELD CARLONS. ALTBELD HAS HAD A MAJOR
COSTLY RENOVATION. THE PEOPLE HAVE FOR YEARS
FELT LEFT OUT DUE TO THEIR LOCATION. THIS
WOULD ALLOW HIGH SCHOOL STUDENTS ACCESS TO BETTER
EDUCATION AND JOBS FOR RESIDENTS.



Red Line Extension

Connecting 95th Street Station to 130th Street



RS#12

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

Name: Harry Brooks

Organization: _____ Title: _____

Address: 7818 S South Shore Dr

City: Chicago State: IL Zip: 60649

Phone: 773-731-0608 E-mail: harry_brooks@yahoo.com

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

One thing that needs to be done immediately is to relieve congestion at the 95th/Dan Ryan Terminal. The number of buses and routes that use the station have outgrown the terminal.

Multiple horizontal lines for additional comments.

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



Red Line Extension
 Connecting 95th Street Station to 130th Street



RS#13

Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Red Line Expansion project.

Name: James J. Burke

Organization: Officer Perry Block Club Title: Officer

Address: 9607 So. Perry

City: Chicago State: IL Zip: 60628

RS #13

① Will construction of Park + Ride sites remove residents from present locations?

② How many properties will be disrupted in constructing entire project?

Red Line Extension
Connecting 95th Street Station to 130th Street



RS#14

Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Red Line Expansion project.

Name: Rev. Alice Harper-Jones

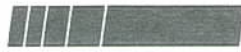
Organization: United Church of Christ Association Title: Pastor

Address: PO Box 208491

City: Chgo State: IL Zip: 60620

Why Can't Halsted plan extend to the Al Gal
Projects

RS#14



Red Line Extension

Connecting 95th Street Station to 130th Street

RS#15



Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Red Line Expansion project.

Name: MICHAEL T. BRYANT (DEAF)

Organization: _____ Title: _____

Address: 7931 S. EAST END AVE

City: CHICAGO State: IL Zip: 60617

1 GOAL TO PLAN DREAM

RS #15

RED LINE ~~HOW~~ 130TH-HOWARD

1 VOTE (CHOOSE) UPRR & HRT

RS-16

Oct. 2, 09

Hi Jeffrey,

I see you are the Travelers Friend -
you asked for our input.

I live in N.W. Indiana and have
a difficult time getting to Chicago
since the pace #355 Lansing
to Chicago Loop was eliminated.

From the Schererville - Munster
border I ~~can~~ ^{could} safely and easily

drive to Hedge and Westworth -

get on #355 and arrive at the
Loop - No longer! I don't care

to take the South Shore. The

Station has minimum SAFE

parking and I must drive

through a questionable area

where there have now gone

shootings and a few murders.

With your new schedule and

extensions can this 80-year old

former happen extend her

comments? Please!

1. Extend one of the electric
rail routes to connect with
a possible Indiana Illinois
border parking lot.

2. Reinstatute # 355

But on a reduced schedule
to allow working people as
well as shoppers and hospital
patients early in the day and
return late afternoon riders
on a safe and easy to get
to bus.

But eliminate the costly
empty mid-day routes.

I had ridden near empty
buses and I sympathize with
your low revenue. But a
good schedule could be a
better source of revenue to you.

Sincerely, Lorraine Smalley
219-924-1509



Red Line Extension

Connecting 95th Street Station to 130th Street

RS-17



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

Name: Annette Spight

Organization: DNA Title: DNA

Address: mailing P.O 19592

City: Chicago State: IL Zip: 60619

Phone: optional E-mail: optional

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

First of all, I would like to apologize for sending this in late, but someone else attended the meeting for me, but did not tell me there was a date for submission on it. I received the materials late and the information. I decided to send the card anyway and keep a copy of it. According to some of the speakers at the meeting this project has been on the table and introduced in the 1960's. Now they talked about the completion date and the environmental survey impact the dates or years 2013-2016 and governmental funding and being in compliance with. I heard of some of the major and minor concerns too, businesses, residential and non residential. As far as an environmental impact study being done this is not a new project, that has

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

No existence. This is a project that has a as you used an extension. Therefore it is already in existence and environmental studies from the previous years should assist instead of creating new ones. As far as the 130th stop you have already environmental issues ~~the~~ such as waste and industrial companies in that area. Those people who had concerns about their businesses that have financial statements prepared each year and according to the economy, if the construction is going to affect them ask to be compensated for their losses. The residents should go to their local real estate agencies to find out or to other areas to find out if their property has depreciated or appreciated. What I was looking for is some ~~temp~~ solutions that could be offered while the concerns exist. The timeframe that they are talked about is unreasonable for something that already exist. Also certain people talked about the beneficial factors and assisting young people of getting around better and for those who do not have cars. Another comment was made about the disparity in certain communities that are minorities and the way they have been overlooked. I thank you for your time and effort in reading this comment letter. Last but not least one gentleman said he lived by the train and the noise is not so bad and it would free up the congestion at 95th Dan Ryan.

Thank You Annette Spight

Cheever, Kim

RS-18

From: Peters, Melissa [PetersMe@cdm.com]
Sent: Tuesday, October 06, 2009 8:23 AM
To: Cheever, Kim
Subject: FW: Red Line Extension 117thStreet/Michigan Ave Station

From: Red Extension [mailto:redextension@transitchicago.com]
Sent: Monday, October 05, 2009 4:44 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red Line Extension 117thStreet/Michigan Ave Station

From: Rico Thomas [ricot60409@yahoo.com]
Sent: Saturday, October 03, 2009 2:06 AM
To: Red Extension
Subject: Red Line Extension 117thStreet/Michigan Ave Station

The design of the 115th Street/ Michigan Ave Station is of special interest because it is at a location that can significantly develop. Development should not be hindered at this location by a bus turnaround. Furthermore, this may not be a good place for a park and ride either. This space should be used for commercial retail and/or a community focused service.



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-19

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

Name: Ronn L. Johnson

Organization: Citizen Title: _____

Address: 9539 S. Dobson

City: Chicago State: IL Zip: 60628-1628

Phone: _____ E-mail: ronk7914@yahoo.com

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

USE Both I-94 and I-57
for the Red-line extension.

Or Green line up Stoney Island
to I-94 and South to 159 or more

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

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, October 12, 2009 4:35 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Illinois State Police concerns

From: Anthony_Lupo@isp.state.il.us [Anthony_Lupo@isp.state.il.us]
Sent: Wednesday, October 07, 2009 11:14 AM
To: Red Extension; Yellow Extension; Orange Extension
Cc: mark.harmon@chicagopolice.org
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo
District Chicago
Administrative Command
Office 847 294 4655
Fax 847 294 4440
Cell 708 932 9347

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, October 12, 2009 4:34 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Additional Question about Red line extension

From: Alicia DeVoll [alicia.devoll@loop.colum.edu]
Sent: Monday, October 05, 2009 8:06 PM
To: Katelyn Thrall
Cc: Red Extension
Subject: Additional Question about Red line extension

Hello,

I attended the last community scoping meeting and i was wondering if there are any further updates with the Red line extension. Also has this extension been effected by the loss of the Olympic games?

--

Alicia DeVoll

Journalism Major
Columbia College Chicago
360-941-4759

Cheever, Kim

RS-22

From: Red Extension [redextension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:41 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Dan Ryan Extension

From: Aristotle Haywood [fitnessphase@yahoo.com]
Sent: Monday, October 19, 2009 6:45 PM
To: Red Extension
Subject: Dan Ryan Extension

As a resident of the South Side of Chicago for over 30 years the proposed extension of the Red Line is long overdue.

It will alleviate congestion, make travel faster for bus users and give better transit alternatives to people who live on the far South Side of

Chicago and Northwest Indiana. The Union Pacific route makes the most sense.

Aristotle Haywood.

10/26/2009

RS-23

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:30 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red line extension

From: emailafrika@yahoo.com [emailafrika@yahoo.com]
Sent: Tuesday, September 08, 2009 10:50 AM
To: Red Extension
Subject: Red line extension

The extension of the red line is a great idea and I support the effort.
Sent from my BlackBerry® wireless device from U.S. Cellular

10/26/2009

1 CHICAGO TRANSIT AUTHORITY
2 PUBLIC HEARING
3 "RED LINE EXTENSION
4 CONNECTING 95TH STREET STATION TO 130TH STREET"
5 September 22, 2009
6
7 STENOGRAPHIC REPORT OF PROCEEDINGS
8 had in the above-entitled matter held at the
9 Historic Pullman Visitor Center, 11141 South
10 Cottage Grove Avenue, Chicago, Illinois, commencing
11 at 6:44 o'clock p.m.

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Community
15 Relations Officer, Chicago Transit
16 Authority
17 MR. JEFFREY BUSBY, General Manager,
18 Strategic Planning, Chicago Transit
19 Authority
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Morales, CSR, RMR
24 License No.: 084-002854

□

1 (whereupon, the following
2 proceedings commenced at

3

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

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

18 I'm going to turn things over to Sarah.
19 Sarah is going to give us a talk about the meeting
20 agenda tonight, and then we're going to go ahead
21 and begin the presentation shortly.

22 MS. WALLACE: Thank you. Before we get
23 started, I just want to check, is there anyone that
24 will be in need of Spanish translation this

□

3

1 evening? We do have that service available.

2 Tonight, as you see our agenda, we are
3 just completed with the open house portion of the
4 agenda, and now we're going to move into the
5 presentation that's going to be about a ten-minute
6 presentation, and Jeff Busby from CTA is going to

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7 make that presentation to you, after which we'll
8 move to our public comment period. And just before
9 the public comment period, I'm going to go through
10 some guidelines with you so that you have an
11 understanding of how that process works and your
12 time limitations and so forth that you have.

13 At the conclusion of the public comment
14 period -- and I will just say that if it's not
15 8 o'clock yet and we've gotten all the comments
16 initially, we are going to remain here to take
17 public comment until 8 o'clock as we gave you
18 notice, and then we'll just go over some next steps
19 before we adjourn the meeting.

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

22 MR. BUSBY: Hi. Thanks, Sarah. Thanks all for
23 coming out.

24 I'm Jeff Busby. I work in the Planning

□

4

1 Department at CTA. I see quite a few familiar
2 faces from our previous work.

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

10 The purpose of that study was to look at a

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11 whole range of transportation options to improve
12 the service in the study area to the far south side
13 and the south suburbs. we looked at different
14 transit technologies or modes, different corridors,
15 different profiles where the transit would be in
16 relationship to the street level.

17 we had three rounds of public outreach.
18 Very strong attendance at all of those. we had
19 some really nice media coverage.

20 Recently, in August, we concluded that
21 study when the Board of the CTA adopted the Union
22 Pacific Railroad Alternative as the Locally
23 Preferred Alternative. That will be one of the
24 alternatives we'll look at in the environmental

□

5

1 studies. I will talk a little bit about that in
2 more detail. But this environmental study which
3 we're starting right now really is a culmination --
4 it starts from the work we did in the Alternatives
5 Analysis and advances that into significantly more
6 detail.

7 why are we doing this? well, we would
8 like to use federal funds, at least a portion of
9 the federal funds, to help pay for an extension to
10 the Red Line. To spend large amounts of federal
11 money on really anything, you need to comply with
12 the National Environmental Policy Act which
13 requires that you identify potential impacts both
14 positive and negative to the environment from the

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15 construction and operation of a rapid transit
16 facility. So we're starting that process tonight.
17 The purpose of preparing this document is
18 both to inform members of the public about the
19 likely impacts, but to also help decision-makers
20 who will pay for and be responsible for operating
21 the line about the impacts and how we might
22 mitigate those impacts that are adverse to the
23 community.
24 Here's a schedule for you, just to give

□

6

1 you a sense of where the project is and where we
2 would like to go. This is a target. It's not
3 something that unfortunately I can guarantee for
4 you. But we're going to start this evening
5 receiving your comments on what you would like us
6 to study in the environmental review. We're going
7 to study that over the next year and share a draft
8 of the Environmental Impact Study at the end of
9 2010 or perhaps early 2011.

10 At that stage, we need to ask the federal
11 government for additional money and for permission
12 to begin final design. That's the preparation of
13 really the construction drawings. We hope for that
14 period to last between 2011 and 2013. At that
15 point, we need to have identified all the funds for
16 the start of construction. If those funds were
17 available and, again, if we got federal permission,
18 we would like to start construction in 2013 to open

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19 in 2016.

20 I think this is a realistic schedule. It
21 is ambitious. Certainly your support is helpful in
22 making that realized. I mentioned that we'll be
23 studying the Locally Preferred Alternative which
24 came out of the Alternative Analysis Study; but

□

7

1 there are also three alternatives that will be
2 studied as part of the Environmental Impact Study.

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

6 The second is a Transportation System
7 Management Alternative. It's a long word, but what
8 it really means is a lower cost alternative to
9 building the Red Line; and, in this case, it would
10 be express buses and some improvements at
11 95th Street so that those express buses could have
12 a place to drop people off.

13 The Locally Preferred Alternative, there
14 are maps in the back and we'll be talking about
15 that in more detail. That's an extension of the
16 Red Line from 95th Street following the Union
17 Pacific Railway with stations at 103rd, 111th,
18 115th and Michigan, and a final station at 130th.
19 It's an elevated extension, so it's above the
20 street level but adjacent to those Union Pacific
21 freight tracks.

22 And, finally, another alternative in the

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23 Alternatives Analysis that performed very well that
24 we thought we would include in the environmental

□

8

1 study as a point of comparison was an elevated
2 extension along Halsted Street. It would be
3 elevated above the median of that street. Similar,
4 four stations at 103rd, 111th, 119th, and 127th and
5 Vermont.

6 This is a map of the Locally Preferred
7 Alternative. As I mentioned, it leaves
8 95th Street, travels in the median of I-57, and
9 then is an elevated line above the street level
10 traveling next to the Union Pacific Railroad. It
11 ends at 130th and the Bishop Ford, very close to
12 Altgeld Gardens.

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

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

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

24 First of all, so that you know, we would

□

9

1 like you to focus your comments on the work that we
2 have ahead, which is the purpose and need for the
3 project; the proposed alternatives; the proposed
4 environmental issues to be examined; and the
5 potential environmental effects and mitigation
6 measures to be considered. So those should be the
7 focus of your comments tonight.

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

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

22 You're going to have three minutes to
23 comment. And the good news is you're not going to
24 have to keep track of the three minutes. We got a

□

10

1 stoplight here so everyone can see that. When you
2 begin your comments, the stoplight will be green.
3 when you have got about 30 seconds left, the

4 stoplight will turn yellow; and then it will begin
5 flashing when you have 15 seconds. So you should
6 be able to gauge your comments and know when you
7 need to be wrapping up. Once that turns red, that
8 means your comment time is up.

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

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

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

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

□

11

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

4 MS. ROCKINGHAM: My name is Helen Rockingham.
5 I would like to say good afternoon to everyone. I
6 would also like to give my appreciation to CTA --
7 express my appreciation to CTA for this effort.

8 It's been long past due, and there are a lot of
9 residents who are going to appreciate having this
10 kind of facility available to them.

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

20 Another thing is I'm a property owner and
21 that Pacific line comes right past my home. As a
22 matter of fact, I'm the second house from that
23 line, south of that line on Princeton. And the
24 environmental impact, I know for the benefit of the

□

12

1 community, if we have to be relocated, that would
2 not be an issue to some homeowners, but CTA's
3 obligation to us, when will we find that out or if
4 it would be found out in the 2013 year, and how
5 would those -- how would those homeowners be
6 contacted and at what point, would be my question.

7 Okay, I'm still on green. Great. Yes, it
8 appears that the preferred route would be the
9 Pacific line. I have been bouncing this,
10 brainstorming with a lot of neighbors, and we see
11 Halsted would be the least route for the advantages

12 for the businesses and traffic going to the
13 expressway. We just know we will see the benefits
14 of it in our neighborhood, and that's the end of my
15 comments. Thank you.

16 MS. WALLACE: Derrick Brownlee. Derrick
17 Brownlee? Okay. Reverend Isaac Hayes.

18 REV. HAYES: Reverend Isaac Hayes, candidate
19 for U.S. Congress in the Illinois 2nd Congressional
20 District, and I just want to commend the CTA for
21 taking this step. Certainly I know many residents
22 and citizens on the south side have long wanted
23 this, and people are happy they will have an easier
24 commute to work or to school or wherever they may

□

13

1 go. And so I don't need the full three minutes. I
2 just wanted to commend the CTA, and the residents
3 on the south side are very happy for this step.
4 Thank you.

5 MS. WALLACE: Robert Franklin and then
6 Charlie Yale.

7 MR. FRANKLIN: All right. My name is
8 Robbie Franklin. I would like to know if you're
9 going to run the E1 starting at 99th and Eggeston,
10 are you going to be on that platform on the tracks
11 to the Pacific or are you going from the west side
12 or the east side? And are you going to damage the
13 little park that's in there between 99th and 103rd?

14 MS. WALLACE: Do you have other comments?

15 MR. FRANKLIN: No. That's it.

16 MS. WALLACE: Charlie Yale and then
17 Eugene Taylor. Please restate your name.

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

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

□

14

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

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

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

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

19 MS. WALLACE: Eugene Taylor and Michael Bryant.

20 Eugene Taylor?

21 MR. TAYLOR: Yes.

22 MS. WALLACE: Please restate your name.

23 MR. TAYLOR: My name is Eugene Taylor, and I'm
24 here to represent Developing Communities Project.

□

15

1 We are a faith-based community organizing agency
2 that has served the Chicago community areas of
3 Greater Roseland since 1986.

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

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

23 But today is a good day. This day is long

24 awaited by many and fully expected by some,

□

16

1 expected because the public's desire for economic
2 justice and equity in capital spending
3 decision-making was reasonable. Yet, its
4 anticipation for nearly 40 years has become an
5 urban legend.

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

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

17 MS. WALLACE: 30 seconds.

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

21 Much like the Federal Transportation
22 Agency, the DCP Red Line Oversight Committee will
23 be listening to the CTA's environmental impact
24 consultant's statement. Our committee will

□

17

1 continue our review of the locally preferred route,
2 the environmental and engineering requirements.
3 we'll conduct and assemble additional public
4 comments.

5 MS. WALLACE: Thank you.

6 MR. TAYLOR: And thank you.

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

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

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

□

18

1 It's a future decision, but I know it's going to be
2 a speedy process -- I know it's not going to be a
3 speedy process. And there's a lot of things that

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4 are going to have to change, but I think the
5 environment will change rapidly with the changes
6 that are going to be made by the CTA. Thank you.

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

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

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

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

□

19

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

5 I think a number of people here already
6 know that the Developing Communities Project has
7 been mobilizing the community and interest and

Red Line Transcript 09-22-09 Pullman.txt
8 opinions in the community around this project since
9 2003. And we put together a historic referendum in
10 2004 in which 39,000 voters in the 9th and the
11 34th ward voted for this very project. And that's
12 one of the things that the CTA has included as part
13 of the reasons for their selection for the Locally
14 Preferred Alternative.

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

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

□

20

1 Thirdly, what governmental agencies will
2 also participate? Because it says public comment
3 and governmental agencies or agencies will
4 participate in the scoping process. Will their
5 comment and analysis be made public? If so, where?
6 I assume the EPA and people like that. What weight
7 will their input, that is, the governmental
8 agencies, carry? And if there's a conflict between
9 the input of the public agencies -- excuse me, the
10 governmental agencies and the public comment, how
11 will these conflicts be resolved?

12 You mentioned the proposal for topics of
13 evaluation. One, it seems to me, especially for
14 environmental impact that becomes important, is to
15 identify brown fields along the route. I assume
16 that there is some kind of map somewhere or there's
17 some process at hand in terms of identifying --
18 30 seconds -- identifying brown fields.

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

23 And, lastly, what are the scoping -- what
24 is the scoping analysis going to do in terms of

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21

1 identifying transit-oriented development
2 opportunities along the route?

3 MS. WALLACE: Thank you.

4 MR. TURNER: Thank you.

5 MS. WALLACE: David May and Harry Brooks.

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

12 The cost estimates I have seen for the LPA
13 seem very high compared to similar projects that
14 have been built in other countries. CTA has a bad
15 record in terms of managing large construction

Red Line Transcript 09-22-09 Pullman.txt
16 projects, and I recommend that you look at the Army
17 Corps of Engineers' Early Contractor Involvement
18 Process; P3 processes being used in Alberta and
19 Ontario; FDOT's recent I-95 procurement; and how
20 BART is doing the Oakland Airport Connector.

21 In looking at this extension, I thought
22 the design criteria that should have been used
23 would be to maximize the number of customers living
24 within a half mile of a station. So you need more

□

22

1 stations and you need the routes running through
2 residential neighborhoods; avoiding overlapping
3 coverage with METRA; using existing rights-of-way;
4 running on ground as much as possible; and serving
5 Chicago State and Olive-Harvey.

6 I think a preferable way to design this
7 thing which I think you should consider as one of
8 your alternatives is a one-way loop, a 9 and a half
9 mile long loop, one-way loop, instead of your
10 5 mile two-way design could give you seven
11 stations, for example, at Ford and Rhodes, 103rd
12 and Dauphin, 111th and Langley, 115th and State,
13 114th and Halsted, 107th and Racine, and I-57 and
14 Halsted which would serve many more people within
15 walking distance in your design.

16 It would give you 2 miles on ground in the
17 Bishop Ford right-of-way. It would give you
18 2 miles on ground on the I-57 right-of-way; 1 mile
19 on ground on the abandoned railroad right-of-way;

Red Line Transcript 09-22-09 Pullman.txt
20 and 3 miles on ground in the excess railroad
21 right-of-way, all which are great improvements
22 compared to your mostly elevated, very expensive
23 guideway design. Thank you.
24 MS. WALLACE: All right. Harry Brooks and

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23

1 William James. Harry? William, you will be after.
2 MR. BROOKS: Good evening. One of the things
3 that needs to be done immediately is something to
4 relieve the bus turn-around at 95th and the
5 Dan Ryan, because the number of buses that go in
6 and out of there, they have outgrown that terminal.
7 When I was coming here this evening, I
8 happened to get there in just one of those rare
9 moments. I'm sure it was like a perfect storm.
10 All the bus lines, CTA and PACE, plus a Greyhound
11 all were in the station at the same time. And that
12 was interesting to watch, but it caused quite a
13 traffic jam.
14 So I would hope, of course, when this
15 extension is put in that some of those lines that
16 go up to 95th Street now would go to the new
17 stations or that something be done somehow, even
18 though it's kind of landlocked, to expand the
19 terminal because you get all -- you get everybody
20 in there at the same time and it just doesn't work.
21 The 111 bus that I took to get over here
22 stops behind the Number 106 bus, for example. And
23 the Chicago Police Department decided to park a

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24

1 recovery time. So I wasn't late or anything, but
2 we had to sit there until it was time for the 106
3 to leave, and there were a couple of other buses
4 that were trying to get out.

5 Now that particular problem could be dealt
6 with if CTA told the police that they would have to
7 park large vehicles elsewhere. But something still
8 needs to be done now and in the future for that
9 95th terminal because, as I said before, and I'm
10 repeating, I know, if everybody is in there at the
11 same time, it's not working. Fun to watch, but I'm
12 sure it's not fun for the drivers.

13 MS. WALLACE: Okay. William James.

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

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

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

21 I have also lived near train tracks.
22 Where I'm at presently, I'm near that Union
23 Pacific. My concern is noise, vibration, property
24 damage. What happens is these trains roll past.

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1 Right now, there's a group in our community trying
2 to stop the whistle blowing of the train there.
3 Okay. They're not very successful. They have been
4 campaigning for years. It's not stopping. The
5 train is still blowing the whistle. The noise goes
6 on. I lived there 20 years. I'm now oblivious to
7 it. Other people are not.

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

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

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

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1 little train, you're going to go ahead about your
2 business, I'm going to be stuck with damage, more
3 home damage. Okay? I don't want it. These are
4 just issues that concern me.

5 You're only going to build on one side of
6 the track. Many people are thinking that they're
7 going to get money through eminent domain. You're
8 going to come in and pay them and they're going to
9 move off happy. But there's two sides of that
10 track. When you build that train, elevate it, it's
11 going to be running through some of your bedrooms.
12 That train is up over your head. Only one side is
13 going to get paid. The other people are going to
14 get stuck. And I think we need to keep this in
15 mind. This is not about money. This is about
16 where we live and about our comfort. Thank you.

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

22 For those of you who don't, let me go over
23 a couple of things. If you want to leave, you can
24 leave. If you want to spend some more time at the

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27

1 board, you are welcome to do that.

2 So, again, tonight the verbal comments
3 were reported by our court reporter. There's other
4 ways that you can submit your comments. So you can
5 write comments and place it in the box over here.
6 You're welcome also to mail your comments to the
7 contact and contact information listed here. You
8 can e-mail or you can fax your comments.

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Certified Shorthand Reporter

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1 CHICAGO TRANSIT AUTHORITY
2 PUBLIC HEARING
3 "RED LINE EXTENSION
4 CONNECTING 95TH STREET STATION TO 130TH STREET"
5 September 24, 2009
6

7 STENOGRAPHIC REPORT OF PROCEEDINGS
8 had in the above-entitled matter held at the
9 Woodson Regional Chicago Public Library, 9525 South
10 Halsted Street, Chicago, Illinois, commencing at
11 6:48 o'clock p.m.
12

13 PRESENTERS:

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

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

20 MS. SARAH LAYTON WALLACE, Moderator
21
22

23 Reported by: Anna M. Morales, CSR, RMR

24 License No.: 084-002854

□

1 (Whereupon, the following
2 proceedings commenced at
3 6:48 o'clock p.m.)
Page 1

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

11 I'm going to turn things over to Sarah.
12 Sarah is going to talk to us about tonight's
13 agenda, and then we're going to go into a brief
14 presentation and come back to Sarah to explain what
15 our rules and regulations are for this evening. So
16 thank you once again.

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

21 As you see from our agenda this evening,
22 we've just completed the open house portion of the
23 meeting. In just a moment, I'm going to turn it
24 over to Jeff Busby, and Jeff is going to give a

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1 brief presentation on the project, and then we're
2 going to go into the formal public comment period
3 of the meeting. And right before we do that, I
4 will walk through some guidelines. We are going to
5 be limiting comments to three minutes. So be
6 thinking about that now as you are composing your
7 thoughts, those of you that are speakers. I will

8 go over some other things to get us on track.
9 After the public comment period, then we'll go over
10 some next steps and adjourn the meeting.

11 And I do want to note that if we conclude
12 before 8 o'clock, you will be, you know, free to
13 leave if you want at that time, but we are going to
14 stay here and available for anyone who arrives and
15 still wants to comment. So we'll remain here until
16 8 o'clock for sure.

17 So with that, Jeff will provide a
18 presentation.

19 MR. BUSBY: Hi. Thanks for coming out again.
20 I'm Jeff Busby. I work in the Planning Department
21 at CTA.

22 I wanted to give you a background on where
23 we are on the Red Line Extension. Really, the idea
24 for bringing the Red Line further south has been

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1 around for a very long time. In the 1960s, when
2 they were building the freeways, they left space
3 for a Red Line Extension; and, recently -- and this
4 is not a new problem -- but recently the CTA has
5 started a study called an Alternatives Analysis,
6 and that study is intended to look at a whole range
7 of transit options to try to improve some of the
8 transportation problems south of 95th Street.

9 Many of you are aware, if you take CTA,
10 that the 95th Street station is very crowded.
11 There's lots of buses going there and there's lots

12 of delays associated with getting there. So people
13 have very long trips sometimes to get to the
14 existing station.

15 So what we could accomplish with an
16 extension of the Red Line is shorter and faster
17 trips for people to get to CTA services as well as
18 solving some of those congestion problems at the
19 95th street station.

20 As I mentioned, we started this study in
21 2006. We looked at a whole range of options and
22 identified a couple of options which we're going to
23 talk about tonight which we're advancing into this
24 next step. Part of the Alternatives Analysis

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1 included public involvement. So we've been to
2 Woodson Regional a couple times and actually had a
3 series of other meetings -- three rounds of
4 meetings with six total meetings prior to this
5 leading up to tonight's recommendation.

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

15 So tonight's meeting starts the

16 Environmental Impact Statement which very much
17 relies on the previous work we completed in the
18 Alternatives Analysis.

19 So what's an Environmental Impact
20 Statement? The CTA is hoping to use -- to ask for
21 federal money to pay for a portion of the
22 extension; and any time you use federal money for a
23 large project, you have to comply with the National
24 Environmental Policy Act. And the National

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1 Environmental Policy Act, or NEPA, requires that
2 the CTA in a public setting identify and evaluate
3 the potential impacts of both building an extension
4 and operating an extension for the Red Line.

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

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

19 we'll come back to you next year with the
Page 5

20 results of the environmental process in what's
21 called a draft EIS, a draft Environmental Impact
22 Study, and that's your opportunity to review both
23 the impacts we've identified and what we proposed
24 to mitigate them.

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

11 2013 would be the year in which we would
12 start construction. We show a three-year
13 construction period; and the Red Line Extension
14 opening for operation in 2016.

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

23 we're going to study alternatives, project
Page 6

24 alternatives in the Environmental Impact Study.

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

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

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

22 And we have identified a fourth
23 alternative which is also an extension of the
24 Red Line but follows Halsted Street.

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1 Let me show you a map of the Locally
2 Preferred Alternative. So starting with the map on
3 the left, the Red Line would run south from
4 95th Street in the middle of the I-57 highway, and
5 then it would climb up out of the highway and run
6 elevated at about 400 West Egelston Avenue and
7 would travel next to the Union Pacific rail
8 right-of-way all the way south to 130th. It would
9 make four stops. The stops are at 103rd, 111th,
10 115th and Michigan, and 130th and the Bishop Ford
11 Expressway close to Altgeld Gardens.

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

16 The Halsted alternative is a similar link.
17 It runs about a half mile to the west. So, again,
18 the train would use the median of the expressway,
19 I-57, traveling south. When it gets to Halsted
20 Street, it would go into the air and run down the
21 middle of Halsted Street, above the street. It
22 would make four stops again at 103rd, 111th, and
23 119th, and at Vermont which is about 127th.

24 This is an elevated structure. The

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1 columns to support the elevated structure would be
2 made of concrete most likely and be placed in the
3 median of Halsted Street.

4 So those are our four alternatives. We
5 are interested in your comments tonight. I'm going
6 to turn things over to Sarah to give you some
7 instructions on how we're going to receive those.

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

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

21 Some guidelines. If you haven't done so
22 already, please submit a speaker card, and we can
23 collect those and they will be brought up front.
24 I'm going to call speakers by name. I will

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1 probably call several at a time so that you can get
2 lined up and prepared to speak. Here's the mic you
3 will use, the standing mic on that side.

4 The first thing you will want to do is
5 restate your name. I may not get the pronunciation
6 right, and we want to make sure that we have that
7 right for the record. We've got a court reporter

Red Line Transcript 09-24-09 Woodson.txt
8 here that is going to be documenting your comments.

9 You'll have three minutes to comment. The
10 good news is you're not going to have to try to
11 keep track of where you are in that three minutes.
12 We have this stoplight here that is going to assist
13 you in that process. So once you start, we'll turn
14 that on and the green light will turn on, and that
15 lets you know that your three minutes are starting.
16 Once you have 30 seconds left, the light will go
17 yellow. And once you have 15 seconds left, the
18 light will be flashing yellow. So that kind of
19 helps you gauge wrapping up your comment. And once
20 it turns red, that means your comment period is up.

21 So we would like everyone to keep to the
22 three minutes so that we can keep things moving and
23 we're hearing from everyone who wants to speak
24 tonight.

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

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

11 So our first speakers up: Thomas Brown,

Red Line Transcript 09-24-09 Woodson.txt
12 Senior, followed by Rob Kelsey, and I believe this
13 is McClellan. So are those folks here?

14 Yes. And I do want to remind everybody,
15 if you haven't done so already, turn off cell
16 phones or pagers or at least change the setting to
17 vibrate so that we don't cut into people's time
18 that are speaking.

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

21 MR. BROWN: Again, my name is Thomas Brown,
22 Senior. I live directly in the area where the
23 proposed train will be built and constructed. My
24 comments center around myself as well as my

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1 neighbors. I'm right on 325 West 99th Place,
2 directly in front of Wendell Smith Park, and most
3 of my neighbors are senior citizens.

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

15 Another comment I would like to make is

Red Line Transcript 09-24-09 Woodson.txt
16 the fact that the proposed plan going down
17 Eggelston Avenue, it's very residential, and
18 there's definitely some concern about having a
19 commuter line directly through the residential
20 corridor that's there. Those are my comments.
21 Thank you.

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

24 MR. KELSEY: Good evening, everyone. My name

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1 is Robert Kelsey. I'm a Chicago Public School
2 counselor. I work in the west Pullman area,
3 Gompers Fine Arts Option School.

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

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

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

18 MS. MCCLELLAN: Gina McClellan. I have three
19 concerns. The lighting around the tracks that are

Red Line Transcript 09-24-09 Woodson.txt
20 going to be made, and I was hoping that we could be
21 able to see some kind of visual, what this was
22 going to look like, but for security reasons, will
23 it become dark like the E1 stations down by Lake
24 Street? That was a question.

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1 The construction time, how long is this
2 going to take, 2016? And then once you start, what
3 does it do to me? Is it going to be three, four
4 years where I'm going to be inconvenienced where I
5 can't even get into my home since I'm right off of
6 Halsted Street.

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

14 MS. WALLACE: Okay. Dorothy Boyd, Lou Turner,
15 and Ben Christy.

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

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

23 There are a lot of seniors in our area,

Red Line Transcript 09-24-09 Woodson.txt
24 and we do not want to move. We already have that

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1 train that goes down Egelston. It keeps up a lot
2 of noise. We need another batch of noise like we
3 need two heads. I'm not seeing this.

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

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

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

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

24 I think that given the history of

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1 transportation planning, in big cities like
2 Chicago, where very often minority communities have
3 been more the victim than the beneficiary of
4 transportation planning, this is an opportunity
5 and, particularly out of Altgeld Gardens, to really
6 provide access to one of the most isolated
7 communities in the city. This is an opportunity to
8 use transportation planning to provide benefit
9 rather than victimization of a minority community.

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

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

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1 So, again, I urge that CTA really focus
2 singularly on Altgeld Gardens and really push the
3 LPA, the Locally Preferred Alternative, which is
4 the one that would go to 130th Street. None of the

5 impacts that are mentioned here, a number that
6 others can think of were mentioned, would really be
7 mitigated by the other alternatives. Only the
8 alternatives, the LPA going down to 130th Street
9 near Altgeld Gardens would really impact favorably
10 these communities in these areas. Thank you.

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

13 MR. CHRISTY: Yes. I'm Ben Christy. I don't
14 live in the area. Instead, I use the Red Line to
15 get to the area. In fact, I didn't go to the other
16 impact study because I couldn't -- you know, I'm
17 sure there's a bus that gets by there; but 95th,
18 95th station, what bus to use and everything, I
19 just didn't do it. So that's why I'm here today
20 instead of Tuesday.

21 I actually do live right next to the
22 Red Line by Berwyn. Come on by and say hi. The
23 noise of the train, hey, it's a train. When I grew
24 up, I lived a block away from the train. Now I

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1 live just across the alley from a train. Yes, it's
2 a noise. You get used to it. So don't worry too
3 much about that.

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

8 what I see on the alternatives here is

9 that there are people in the Halsted area that
10 don't want their train down Halsted; but, if I
11 wanted to get to Halsted there, I would use the
12 train to get to your businesses.

13 The plan -- the LPA, which is not the
14 Halsted, does have the positive that it could help
15 bring people in from out of state if we have enough
16 parking, park-and-ride spaces. So I would expect
17 you to decide how many park-and-rides you want and
18 then triple it.

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

19

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1 MS. WALLACE: 30 seconds.

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

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

6 MR. JONES: I'm John Paul Jones. I'm an
7 organizer for the far south region, also a resident
8 in the Englewood District. For 50 years, I've been
9 involved in organizing and urban planning, and I
10 have seen a significant value in the Union Pacific
11 Railroad corridor. And if you look at the far
12 south region, they have always had a challenge of

13 public and private -- the investment. That Union
14 Pacific corridor provides a venue where you can
15 begin to introduce to the community, a very urban
16 community, a whole new set of ideas and investment
17 around transit and developing that and turn that
18 corridor, provide venues so that the end of the
19 station can add value to the property, at the same
20 time, give greater access to the greater part of
21 Chicago.

22 Also, from Englewood, we've always had
23 challenges with getting transportation to jobs; and
24 with the Union Pacific Railroad corridor, again,

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1 you can begin to hire a lot more people, connect
2 with the south suburban communities that are going
3 to have job growth, much more than you get in
4 Chicago during the economic downturn.

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

15 So it's an opportunity for you, the city
16 and the community, to kind of think through how do

17 we use these corridors more wisely and
18 strategically to improve our community, encourage
19 reinvestment, and increase the travel time for us
20 to get to work or recreation and other venues.

21 So it's a real plus for the region more
22 than a negative. I would want to encourage that
23 more -- supporting what the person said from
24 95th street corridor. Certainly, we want to be

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1 careful and considerate of the residential impacts.
2 We want to be very careful of the impact to the
3 brown field districts, but also opportune as
4 possible relative to the eroding issues. We
5 certainly want to be helping the community
6 anticipate and remediate any particular eroding
7 problems that may occur in some of these wooded
8 areas that have been neglected for 30 or 40 years.

9 So we want to use that opportunity to work
10 more closely with any governmental plan to figure
11 out ways to impact the environmental impact on the
12 roads maybe through this reconstruction strategy.

13 Thank you.

14 MS. WALLACE: Donald Miller, Thomas Jundanian,
15 and Lori Baldwin.

16 MR. MILLER: Thank you. My name is
17 Donald Miller. I heard a lot of complaints --
18 concerns, rather, about the environment and the
19 noise and how the train would sound coming through
20 the communities. But this is dealing with rail. I

21 think we should take a model from some of the rails
22 that run on the north side. You know, you are
23 going to have these type of problems.

24 what we are trying to do is get a system

22

□

1 that would fit our community, that would be
2 accessible for us to get in and out of our
3 community efficiently and safely. And I would
4 think the transit people should look at the highest
5 concentration of the population, where could -- the
6 highest volume of population and let the train be
7 used in that corridor, in that area where the
8 population would be affected the most.

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

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

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

20 I have a different perspective on this
21 than maybe some, having grown up in this community
22 and having our family business based here all the
23 time, all those years. I'm not 85, but -- don't
24 rush me.

□

1 On the heels of Donald's comments, I too
2 kind of feel like the south side of the city has
3 been a very neglected location in our beautiful
4 metropolis, and it would be -- I think either one
5 of these plans are going to be a positive thing for
6 us. I'm not qualified to say which one is going to
7 be better than the other.

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

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

23 What have previous construction projects
24 like this and studies that have gone on indicated

□

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

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

24 MS. WALLACE: Lori Baldwin, and then

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1 Bradena Thomas, and JoAnne Guillemette.

2 MS. BALDWIN: I am Lori Baldwin, and I'm
3 representing the West Chatham community and the
4 Park Advisory Council of that area, but I'm also

5 Red Line Transcript 09-24-09 Woodson.txt
part of the Red Line Oversight Committee.

6 I would just like to interject that I'm
7 thanking the FTA for requiring this public hearing
8 as well as CTA for selecting the Union Pacific
9 Railroad as the locally preferred route,
10 particularly, because this route will give the
11 greatest need and take care of a lot of the needs
12 of disparity that we have had in that community for
13 a very, very long time on the south side of
14 Chicago, to give us more transportation options; as
15 well as we have had the opportunity on
16 September 18th, some of the members of DCP Red Line
17 Oversight Committee toured the entire Union Pacific
18 Railroad, and we examined the physical and
19 environmental conditions and the impact along the
20 corridor, and we found that there are documented
21 parkways, homes, small businesses, and tracks of
22 forestry along that route.

23 However, most of that route, as has been
24 stated before, is open space, and so this would be

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1 a great asset to the community. Also, because of
2 the need for us to have transportation in this
3 area, and it's been such a long, long time, this is
4 the area that I think the city should be focusing
5 on much more than some of the other options.

6 we also looked at the environmental
7 impact, and this provided greater access to a
8 number of residents. And also this route had less

9 Red Line Transcript 09-24-09 woodson.txt
10 environmental impacts in terms of conditions and
11 areas and the taking of homes.

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

15 MS. WALLACE: Bradena Thomas and then
16 JoAnne Guillemette.

17 MS. THOMAS: My name is Bradena Thomas. I am
18 concerned as a senior living in the area. In fact,
19 I'm right at 97th and LaSalle which is where 94 and
20 57 split.

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

24 Also I have a business, a building on
Halsted at 108th. Now is this going to be an

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1 elevated structure which would darken, you know,
2 the area? So that is my concern for both. But I
3 definitely wouldn't want an elevated area looking
4 out of my backyard. That's my concern.

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

9 MS. WALLACE: JoAnne Guillemette.

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

Red Line Transcript 09-24-09 Woodson.txt
13 would be for the increased foot and vehicle
14 traffic; the increased debris; as well as the
15 increased crimes that would follow a structure like
16 this.

17 I have lived near the Red Line and I know
18 that it also -- because of the activity and
19 vibration of the ground, it increases the presence
20 of termites and other rodents. And when you're
21 dealing with termites, you're talking about the
22 destruction of homes; and, to prevent it,
23 homeowners would incur tremendous expense on a
24 yearly basis to ward off the termites. So that's

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1 an extreme concern for me. And I would hold that
2 for other homeowners as well.

3 Further, who would bear the maintenance
4 expense of this extension? Because the homeowners
5 nearest the tracks, are their property taxes going
6 to increase? Is their property value going to go
7 down? And what mechanisms are being put in place
8 to address these issues? Because it's my feeling
9 that you're going to go ahead with this in spite of
10 what we say. And especially if we should be
11 successful with our bid for the Olympics, this is
12 going to be a major development. It's going to be
13 pressed forward, and the residents need to know the
14 true impact on them in terms of dollars and cents.
15 Thank you.

16 MS. WALLACE: Could you please restate your

Red Line Transcript 09-24-09 Woodson.txt
17 name for the record?

18 MS. GUILLEMETTE: JoAnne Guillemette.

19 MS. WALLACE: Thank you. Are there any other
20 speaker cards? Gwendolyn Rice and then
21 Barry Finkel.

22 MS. RICE: My name is Gwendolyn Rice, and I
23 work for Developing Communities Project which has
24 been working with this issue for six years.

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1 MS. WALLACE: Could you get little closer to
2 the mic, please? Thank you.

3 MS. RICE: But I think I'm coming from a more
4 personal point of view, because all the other
5 issues have been talked about.

6 For the last I won't say how many years of
7 my working life, I have worked in one way or
8 another with residents of Altgeld Gardens as a
9 counselor or as a recreation worker or just simply
10 knowing children who live there or adults who live
11 there. And I remember and I just -- my mind was
12 refreshed on the way in when one of the workers
13 outside mentioned that she had lived in
14 Altgeld Gardens and she remembered having to take
15 the PACE bus into Chicago and then taking a CTA bus
16 and then finally getting to the Red Line.

17 But I remember also having to take kids
18 home at night because the transportation was not
19 available for the kids to take advantage of the
20 amenities in Chicago. I remember many times having

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

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1 This project is going to provide access to
2 what is a transit disadvantaged community. We are
3 kind of in competition with other lines throughout
4 Chicago that are going beyond the city limits. On
5 the south side, there's nothing that goes to the
6 city limits. And I really say that we must take
7 that Locally Preferred Alternative through to
8 130th Street. I don't think there's an
9 alternative. That's the only option.

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

21 Again, I just want to speak on behalf of
22 the residents of Altgeld. I don't live there, but
23 I have been there many times. I have worked there,
24 and it can make a big difference in providing an

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1 opportunity for people to have access, to be able
2 to be exposed to the larger community. As the
3 teacher said earlier, people generally who live in
4 transit deserts do not get out and understand
5 what's going, and it would cut down on violence and
6 cut down on a lot of other factors. Thank you.

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

10 MR. FINKEL: My name is Barry Finkel. I have
11 been a resident of the Beverly area, 103rd and
12 Western, since 1951, and I take the Red Line
13 downtown at least once a week. I see at
14 95th Street station lots of PACE buses coming in
15 from the south suburbs, and I think an extension of
16 the Red Line would help in getting those buses --
17 to get the train and not have to come all the way
18 to 95th Street to service those people.

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

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1 to have a large park-and-ride facility at each

2 station. Maybe at the farthest station. But I
3 don't see really a need, for example, a big
4 park-and-ride station at 103rd and Halsted.
5 There's no room there for a park-and-ride, and I
6 don't see any need for it. Thank you.

7 MS. WALLACE: Alice Harper-Jones.

8 REV. HARPER-JONES: Good afternoon. I am
9 Reverend Alice Harper Jones. I'm the Dean of
10 Cluster 6 of Chicago Metropolitan Association of
11 the United Church of Christ and represent about
12 13 churches on the south side. And I'm also a
13 member of the Chicago State University Alumni
14 Board, and so I'm speaking, commenting on two
15 things.

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

23 Also, from Chicago State University. I'm
24 thinking in terms of our academic program that we

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1 have there, it would be better accessible to many,
2 many people; and those young people that we're
3 trying to attract to the university would certainly
4 be able to have access to and from the university.
5 Especially if a person is working, they can come in

6 the evening to attend the university and be able to
7 go back home again without having to, you know,
8 wait for buses and everything on 95th Street
9 because Chicago State is very accessible to
10 95th Street right there.

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

24 Again, as I say, I prefer the Halsted one

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

8 So that should be a consideration
9 especially when we think about seniors who have

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

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

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

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

12 MS. WALLACE: Are there other speakers? Okay.
13 Again, we're going to be here until

14 8 o'clock if others arrive and still want to speak.
15 I did want to mention that scoping comments are due
16 by October 27th. So in addition to speaking
17 tonight, you have an opportunity to write comments
18 and place it in the box outside. You have an
19 opportunity to mail in comments, fax or e-mail your
20 comments. And we'll make sure this is back up for
21 your reference.

22 We also encourage you to stay involved.
23 You can visit this web site. You can also get on
24 an e-mail list so that you can receive updates

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

3 Any other comments at this time? Have you
4 filled out a card, sir? Right now, we're taking
5 public comment. If you want to fill out a speaker
6 card and come to the mic --

7 MR. TURNER: I did.

8 MS. WALLACE: Well, three minutes is the rule.
9 Are there others that want to speak?

10 We'll stick around. You are welcome to
11 spend some more time out at the boards if you like
12 or you are welcome to head on out, but we'll be
13 here until 8 o'clock.

14 (Off the record at 7:34 p.m.)

15 (On the record at 7:46 p.m.)

16 MS. WALLACE: Johnnie Burke. Please restate
17 your name and speak directly into the mic.

18 MS. BURKE: Johnnie Burke, and I'm a member of
19 the 96th and Prairie Block Club. I had two
20 questions. One, how many residences would be
21 disturbed with the park-and-ride construction? And
22 also, in the entire project, how many residences
23 would be destroyed? How many people would be
24 removed from the community? Thank you.

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1 (Whereupon, there were no
2 further speakers.)
3 (Public Hearing adjourned at
4 8 o'clock p.m.)
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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)

4
5 ANNA M. MORALES, being first duly sworn,
6 On oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 reported in shorthand the proceedings of said
9 Public Hearing, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said Public Hearing.

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Certified Shorthand Reporter

□

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:47 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Request for Comments -- Department of Streets and Sanitation - Proposed Red Line Expansion

From: StreetsAndSan [streetsandsan@cityofchicago.org]
Sent: Monday, November 02, 2009 2:39 PM
To: Red Extension
Cc: Ernst, Jonathan
Subject: Request for Comments -- Department of Streets and Sanitation - Proposed Red Line Expansion

Mr. Jeffrey Busby
General Manager, Strategic Planning
Chicago Transit Authority
RedExtension@transitchicago.com
OrangeExtension@transitchicago.com

Dear Mr. Busby:

I am writing in response to your request for comments regarding the environmental reviews that will take place pertinent to the potential expansions of the Red and Orange Lines of the Chicago Transit Authority.

For both projects, the City of Chicago's Department of Streets and Sanitation (DSS) would like the review committee to consider the following comments and concerns regarding the expansions during the environmental review process:

1. The location of any street lights that will need to be removed or relocated as a result of the new lines;
2. An analysis of the affect these elevated concrete supports will have on street level lighting and any steps that will be taken to supplement street lighting in these areas, i.e. CTA-provided lighting on the underside of the elevated line;
3. The location of any public way trees that will need to be removed as a result of the new lines or the construction activity and a replacement strategy for those lost trees;
4. The level of assistance the CTA expects to request from DSS for services such as street "No Parking" postings and the towing of illegally parked vehicles during the construction phase of these projects;
5. The creation of a rodent abatement plan for the affected land which includes required sign-offs by the DSS's Bureau of Rodent Control prior to construction;
6. A plan for the proper storage, removal and recycling of all construction and demolition debris in accordance with all City of Chicago ordinances; and
7. A commitment to having platform level recycling containers and space at street level for the storage of recyclables prior to being separately collected from the garbage.

Thank you for your consideration of these issues

Sincerely,
(SIGNED)
Thomas G. Byrne

Commissioner
Department of Streets and Sanitation
TGB:je:lps

EMAIL/Busby.CTA.email.environmental review

cc: Jonathan Ernst

11/9/2009



City of Chicago
Richard M. Daley, Mayor

Department of Environment

Suzanne Malec-McKenna
Commissioner

Twenty-fifth Floor
30 North LaSalle Street
Chicago, Illinois 60602-2575
(312) 744-7606 (Voice)
(312) 744-6451 (FAX)
(312) 744-3586 (TTY)

<http://www.cityofchicago.org>

October 30, 2009

Mr. Richard L. Rodriguez, President
Mr. Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

Dear Messrs. Rodriguez and Busby:

The Department of Environment (DOE) appreciates the opportunity to comment on the proposed extension of the Chicago Transit Authority (CTA) Red and Orange Lines. We are supportive of both projects and the increased service to currently under-supported communities.

Three sections follow; the first is a list that applies to both projects, the second focuses on the Red Line, and the third on the Orange Line.

BOTH PROJECTS

Please evaluate:

- Recycling opportunities at stations and parking areas
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating / cooling where needed
- Opportunities to install solar arrays (on rooftops, large expanses, etc.) to return energy to the grid
- Reduction of light pollution through the use of downward-facing lighting
- Compliance with the city's stormwater ordinance, including using bioswales, rain barrels and other methods to reduce the first flush of water into the sewer system
- Native landscapes requiring little to no irrigation
- Green roofs on any facilities
- Bicycle access and parking
- Permeable paving for the Park-N-Ride areas
- Preferred parking for fuel-efficient vehicles
- Charging stations for electric vehicles
- The City's new Soil and Rubble Reuse Intergovernmental Agreement applicability – extensive reuse of materials during demolition and construction could be possible
- Impacts to wildlife or other important natural resources



RED LINE

DOE will be constructing the Ford Calumet Environmental Center, a 38,000 square foot environmental education facility near 130th and Torrence in Chicago. We are supportive of a joint Metra / CTA station at 115th Street and are very interested in the possibility of an intermodal connection between NicTD/South Shore Line and CTA at 130th Street. These joint stations would allow residents from Indiana and the suburbs to easily gain access to our Center. We would also invite discussion around a bus turnaround at the Center for the 130th and Torrence buses or other buses with similar routes.

ORANGE LINE

Of particular concern to DOE are issues relating to neighborhood compatibility and environmental justice, primarily in relation to historical and/or privately owned parcels that may need to be acquired for the project. DOE would also be interested in a detailed evaluation of noise and vibration, including additive effects associated with Midway airport operations, to determine how such issues will affect neighboring properties.

We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on these important projects.

Sincerely,



Suzanne Malec-McKenna
Commissioner

cc: Nicole Kamins
Kevin Laberge

SMM/NRWQ/mlk



Red Line Extension

Connecting 95th Street Station to 130th Street



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

Name: Helen Rockingham

Organization: Home Owner Title: _____

Address: 11340 S. Princeton Ave.

City: Chicago State: IL Zip: 60628

Phone: 773-821-0208 E-mail: helen.rockingham@att.net

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

Even though there was one other option presented at the Sept 22nd Scoping Meeting - can't see the purpose being fulfilled using it or the HRT Alternative route. Your goals as stated on page 11 appears to be more efficiently implemented by the localy perform Alt. West and South side of the existing track. That being said, What is the distance from the track of property in need of occupancy removal? Where on the time-line would these individuals be contacted? How would these persons be contacted? Who (what division of management) will be responsible for those notifications? Will the Engineers even be aware & take under consideration the ability or inability of homes that structurally could not withstand the building/construction affects (the shifting of landscape) consequently home structures upon opening the rail-traffic.

I think the age of the structures must be taken into consideration not only distance.

I commend you on your objectives - knowing how very much this new system effort is needed and I hope an open and fair communication line will continue throughout the Project at

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

RS-55

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:35 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Schneider, Alexandra [ASCHNE11@depaul.edu]
Sent: Wednesday, October 28, 2009 3:49 PM
To: Red Extension
Subject:

I support the Red Line Extension but No to the circle line!

11/9/2009

RS-56



Little Village Environmental Justice Organization
La Organización de Justicia Ambiental de la Villita



October 27, 2009

Jeffrey Busby
General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, Illinois 60680-7602

Cc: Richard L. Rodriguez, CTA President; Terry Peterson, CTA Board Chairman; Stephen Schlickman, RTA Executive Director; Peter M. Rogoff, FTA Administrator; John Paul Jones, Developing Communities Project.

RE: CTA Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, Yellow Line Extension.

Dear Mr. Busby:

This letter is regarding CTA's Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, and Yellow Line Extension.

Red Line Extension

The Little Village Environmental Justice Organization (LVEJO) supports the CTA's Red Line Extension to 130th Street along the UPRR route. We support the efforts of the Developing Communities Project (DCP) to extend rapid transit to underserved areas in the African-American communities of the South Side. Once the CTA demonstrates sufficient progress toward bringing the existing rail and bus system into a State of Good Repair (SGR) and sufficient progress on maintaining, enhancing, and expanding the bus system, this project needs to be moved forward with the utmost urgency. Originally proposed for completion in 1970, we believe that the Red Line Extension to 130th Street should be CTA's first capital expansion priority for the El. It must take priority over the CTA Circle Line and the Metra Star Line in order to remedy the systemic and institutional racial discrimination created by unequal access to rapid transit on Chicago's South Side and South Suburbs. This project would greatly reduce the travel times of transit riders traveling between Chicago's far South Side and Downtown Chicago, providing significant economic benefits to riders and the regional economy.

Orange Line Extension

LVEJO supports the CTA's Orange Line Extension Project. CTA should build the Orange Line Extension as part of the Mid-City Transitway (Cicero Beltway Railroad). Additionally, CTA should evaluate a potential station at 72nd and Cicero to provide access to Walmart and other work/shopping destinations.

Yellow Line Extension

LVEJO believes that the Yellow Line Extension should be given lower priority, under the Red and Orange Line Extension. CTA should study how this project could be integrated into the Mid-City Transitway as per previous studies commissioned by the Chicago Department of Transportation (CDOT). Given the large number of complaints from local residents, CTA needs

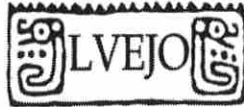
to modify the Locally Preferred Alternative (LPA) to accommodate the needs of those raising objections to the project. If the LPA cannot be modified to satisfy these objections, then the project should be cancelled.

Additionally, all new CTA capital construction projects should meet or exceed federal Title VI Disadvantaged Business Enterprise (DBE) requirements. They should also work to provide jobs to low income community members from the surrounding area.

Sincerely,

Michael Pitula

Community Organizer – Public Transit



2856 S. Millard Avenue Chicago, IL 60623-4550
Tele: (773) 762-6991 Fax: (773) 762-6993
Email: publictransit@lvejo.org – Web: www.lvejo.org

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:35 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red line EIS scoping comments

From: David Tomzik [David.Tomzik@Pacebus.com]
Sent: Tuesday, October 27, 2009 9:12 AM
To: Red Extension
Subject: Red line EIS scoping comments

Pace scoping comments regarding CTA Red Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Red Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between 95th Street Station and 130th Street.

- Pace supports the rail extension of the Red Line from the current terminus at 95th Street Station to 130th Street
- In compliance with the Illinois Auditor General's recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area, Pace intends to restructure various south suburban routes operating on Halsted and King Drive which now serve the Red Line 95th Street Station. Additional planning development and review would be required to determine the most optimal station(s) to serve on either alignment.
- Arterial roadway access to/from the proposed station(s) served by connecting bus services will require further review including issues such as railroad grade crossings, street parking, and intersection improvements to accommodate bus movements.
- Pace requests participation in the planning development and design of the proposed station facilities served by both fixed route and Regional ADA Paratransit services. Design should include sufficient bays to accommodate Pace and CTA bus routes, Regional ADA Paratransit, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330

david.tomzik@pacebus.com



Keeping Greater Roseland Alive! ^{RS-58}

To: Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority

Email: RedExtension@transitchicago.com

From: The Red line Oversight Committee (ROC) of Developing Communities Project

Subject: Red Line Extension EIS Scoping Comments

Date: Oct. 27, 2009

11300 South Halsted Street – Suite A
Chicago, IL 60628-4757
Phone: (773) 928-2500
Fax: (773) 928-2513
E-mail:
dev_comm_project@ameritech.net
www.dcpincorp.org

Member Churches

Bethel House of Prayer UHCA
Bethel Tabernacle UHCA
Christ Temple Cathedral
Joy Fellowship Baptist Church
Lilydale First Baptist Church
Lilydale Progressive M.B. Church
Lutheran Church of the Holy Spirit
Reformation Lutheran Church
Roseland Christian Reformed
Sheldon Heights Church of Christ
West Pullman Church of God

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Executive Director

Gwendolyn Mackel Rice

The environmental analysis for the Locally Preferred Alternative (LPA) recommended by the CTA and approved by the Chicago Transit Board represents a significant milestone in the five-year organizing and advocacy effort to make the Red Line Extension a reality. The 13 scoping issues listed in the CTA Red Line Extension “Environmental Impact Statement Scoping Information” brochure (Sept. 2009) are issues and areas of concern for the far south side Greater Roseland community.

Developing Communities Project (DCP) is proud to have spear-headed community efforts to bring this important project to the attention of public officials and regional planners. DCP sees its role and function in the current phase of planning and evaluation for the Environmental Impact Statement (EIS) and Preliminary Engineering (PE) as one of highlighting critical issues that planners and decision-makers need to seriously consider in evaluating the cost-effectiveness and equity consideration for pursuing the LPA. This is especially important in view of the fact that the CTA Red Line Extension LPA has been demonstrated by DCP to be the route, from 95th Street to 130th Street, that is overwhelmingly favored by the Greater Roseland community.

For that reason, DCP and its Red line Oversight Committee (ROC) are submitting the following EIS Scoping Comments:

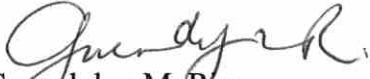
- 1) A major concern that we have is with the environmental foot print that the proposed creation of park-and-rides at each of the four station stops will have. The RTA has reservations about making more park-and-rides for automobile traffic. There is also the issue of over-capacity in residential areas. Since there exists legislation that allows church parking lots in the vicinity of train stops to offer their facilities as park-and-rides, and Metra has been doing this for some time, CTA should consider scoping the impact of church parking lots instead of the construction of new park-and-rides in the vicinity of the four station stops of the Extension. This would have the added bonus of reducing the line item in the project budget for park-and-rides and make the Extension more cost-effective.


- 1) Because the environmental analysis for rail lines looks at the impact on traffic patterns and congestion years into the future, DCP believes that the LPA that extends to 130th Street has the greatest impact on mitigating traffic congestion feeding in from the south suburban and collar counties. The other alternatives to the LPA, still under consideration, do not meet this criterion in any significant way.
- 2) DCP would urge the CTA to evaluate and forecast the impact of the LPA on air quality levels in comparison to the other alternatives.
- 3) DCP urges the CTA environmental analysis to measure and forecast the LPA's impact on increasing labor productivity as a result of mitigating car congestion and reducing travel times to work for residents of the far south side of Chicago and south suburbs and collar counties.
- 4) According to the CTA, in its press release, "CTA Celebrates Earth Week," a fully loaded 8-car train eliminates 1,000 cars from our highways, thus mitigating congestion, reducing travel times to work, and improving air quality. How will the CTA operationalize this metric in assessing the impact of the Red Line Extension?
- 5) DCP urges the CTA to calculate the wait-times of riders at the proposed station stops of the Extension against the wait-times of passengers for the other alternatives under consideration, including the status quo and the "no build" option. This is important because the longer riders wait past 15 minutes the more turned off to public transportation they become. On the positive side, the calculation or forecast of wait-times can provide an estimation of potential riders who would take advantage of public transportation.
- 6) According to the RTA's Campaign for Better Transit, "Basic Facts about Public Transportation in the Chicago Metropolitan Area," 77% of residents with cars decide to use public transit. DCP urges the CTA, in its environmental analysis, to estimate the impact of the Red Line Extension on this metric for the far south side, south suburbs and collar counties.
- 7) Can the estimated reduction in air pollution due the impact of the Red Line Extension be made a collateral cost-effective benefit given the poor air quality on the far south side and south suburbs due to the area, especially around Altgeld Gardens, being the site of the City's toxic waste disposal site? In other words, what are the ramifications of the Red Line Extension's reduction of automobile congestion and exhausts in an area that is already identified as having the poorest air quality in the metropolitan area? [NB: This is a "superfund" type of issue that raises the question of transit impacts on major polluters in the area, i.e., what are the trade-offs presented by a major transportation project for a mixed residential and industrial landscape?]
- 8) DCP urges the CTA to investigate the impact on the construction of the Red Line Extension LPA on brown fields abatement, especially around the 130th Street station at Altgeld Gardens, and the proposed new train yard.

- 9) DCP urges the CTA to investigate thoroughly both the noise impact of the LPA and the “best available” technologies needed to significantly mitigate the possible noise problems associated with the Red Line Extension.
- 10) Noise is the greatest environmental disturbance caused by public transit. However, in the case of the Red Line Extension LPA, the project right-away along the UPRR is already the cause of significant noise disturbance. In support of local homeowners and their concerns about additional noise pollution, DCP urges the CTA to do a scoping analysis of the current noise levels caused by the UPRR.
- 11) DCP also urges the CTA to make, as part of its scoping analysis of potential noise disturbance caused by the Extension, a full-scale investigation of the “best available” and “best practicable” noise mitigation technologies for the Extension.
- 12) The role transportation can play in revitalizing and supporting underserved communities is recognized by the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA) in their efforts to include environmental justice language in program and funding priorities. In addition to safety and mobility being the U.S. Department of Transportation’s two top priorities, DOT describes 3 fundamental environmental justice principles to be relevant for transportation planning and to the mission of the agency. Environmental Justice Principles for transportation programs include: 1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. 2) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. 3) Ensure full participation by all potentially affected communities. How does the CTA intend to insure that these principles are adhered to? How does the CTA intend to make the prevention of denial of, reduction in and delay in “receipt of benefits by minority and low-income populations,” e.g., Altgeld Gardens, a priority criterion for the EIS of the Red Line Extension.
- 13) Livability Principles for transportation, housing and environmental programs include: 1) Provide more transportation choices, 2) Promote equitable affordable housing, 3) Enhance economic competitiveness, 4) Support existing communities, 5) Coordinate policies and leverage investment, 6) Value communities and neighborhoods. How does the CTA plan to make these environmental goals operational in the environmental analysis of the Red Line Extension?
- 14) What is the CTA’s employment model for measuring the potential benefits to working populations on the far south side, south suburbs and collar counties afforded by the Red Line Extension?
- 15) Does the CTA intend to prioritize the impact of transit investment on job creation and increasing employment opportunities, in accordance with the environmental justice criterion of preventing the denial of, reduction in and delay in “receipt of benefits by minority and low-income populations,” in its environmental impact analysis?

In conclusion, Developing Communities Project and its Red line Oversight Committee would like to express its appreciation to the Chicago Transit Authority for its serious consideration of the issues that we have brought to your attention. We look forward to your response as the process of drafting the Environmental Impact Statement for the Red Line Extension proceeds.

With sincerest regards,


Gwendolyn M. Rice
Executive Director, DCP


Elder Eugene Taylor
Chairman, ROC

Cc: Governor Pat Quinn
Congressman Jesse Jackson, Jr.
Congressman Bobby Rush
Senator James T. Meeks
State Senator Emil Jones, III
State Senator Donne Trotter



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-59

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

Name: Shirley Hill

Organization: Rosemoor Community Assn. Title: membership Chairperson

Address: 10220 S. Rhodes Ave.

City: Chicago State: IL Zip: 60628

Phone: _____ E-mail: Shirley.Hill.807@hotmail.com

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

route. I support the position that the Red Line extension must reach the Altgeld Gardens/

Calumet River area at 130th Street and that every possible engineering design concept

must be examined to ensure the full extension of the Red Line from 95th Street to 130th

Street. This will insure mass transit access to a transit dependent population, south

suburban communities and nearby industries.

I think citizens near Altgeld Gardens and 130th St. should have access to CTA red line. It will speed up their travels. They will have access to the downtown area without going thru transferring to buses and walking.

Shirley Hill



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-60

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Name: Cosette D. Thomas

Organization: Roselawn Christian Reformed Church Title: Member

Address: 305 W. 124th St

City: Chgo State: IL Zip: 60628

Phone: 773-568-4387 E-mail: Cosieco@prosigy.net

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

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



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-61

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Name: Sabrina Beecham

Organization: Roseland Chr Reform Ch. Title: _____

Address: 232 W 110 St

City: Chgo State: IL Zip: 60628

Phone: 773 995-8223 E-mail: None

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-62

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Name: Rev. Anthony Van Zanten

Organization: Roseland Christian Reformed Church Title: Member

Address: 9803 S Prospect Ave

City: Chicago State: IL Zip: 60643

Phone: 773-881-3937 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-63

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Name: Dwight Orlawndo Casey Jr

Organization: Roseland Christian Reform Church Title: Member

Address: 10859 South State Street 1st Floor

City: Chicago State: Ill. Zip: 60628

Phone: 773 606-3785 E-mail: dcasejr@yahoo.com

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

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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-64



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Name: Marnie Thomas

Organization: Roselawn Christian Ministries Title: Member

Address: 10858 S. Michigan Ave

City: Chicago State: IL Zip: 60648

Phone: 773-264-5665 E-mail: _____

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

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Red Line Extension

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RS-65

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Name: Ann K. Howard

Organization: UIC Title: Patient Services Specialist

Address: 840 So. Wood Street

City: Chicago State: IL Zip: 60629

Phone: 773-778-0250 E-mail: arhoward@uic.edu

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)
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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-66



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Name: Amy L Rice

Organization: Roseland Christian Ministries Title: member

Address: 10914 S State

City: Chicago State: Ill Zip: 60628

Phone: 773 821-0482 E-mail: _____

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

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Red Line Extension

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RS-67

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Name: TONYA BRAGGS

Organization: HRDI Title: Member

Address: 12145 Indiana

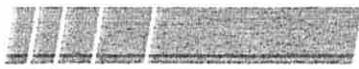
City: Chicago State: IL Zip: 60643

Phone: 928-0338 E-mail: _____

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR) route. I support the position that the Red Line extension must reach the Altgeld Gardens/ Calumet River area at 130th Street and that every possible engineering design concept must be examined to ensure the full extension of the Red Line from 95th Street to 130th Street. This will insure mass transit access to a transit dependent population, south suburban communities and nearby industries.

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Red Line Extension

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RS-68

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Name: LARRIS FOX

Organization: HRWI Title: Member

Address: 13034 S. Wood

City: Blue Island State: IL Zip: 60406

Phone: 708-385-4671 E-mail: _____

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

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Calumet River area at 130th Street and that every possible engineering design concept

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



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-69

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

Name: Kevin Ziegler

Organization: Roseland Christian Ministries Title: Staff

Address: 5439 S. Greenwood

City: Chicago State: IL Zip: 60615

Phone: 773-573-9032 E-mail: KZieglerc100@hotmail.com

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

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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-70



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

Name: Bernie Powell

Organization: R.C.M. Title: Staff aid

Address: 10858 S Michigan

City: Chicago State: Ill Zip: 60628

Phone: 773-746-0671 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-71

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Name: Wesley Perry

Organization: INNER VOICE Title: Job Developer

Address: 1639 W. WALNUT ST.

City: Chicago State: IL Zip: 60612

Phone: 312 226-2730 X17 E-mail: Wperry@innervoicetechicago.org

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Red Line Extension

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RS-72

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

Name: ERIC MYERS
 Organization: IDES Title: EMPLOYMENT REP.
 Address: 4931 W DIVERSEY
 City: CHICAGO State: IL Zip: 60639
 Phone: 773-889-6820 E-mail: ERIC.MYERS@ILLINOIS.GOV

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

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Red Line Extension

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RS-73

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

Name: Julia Parham

Organization: Roseland CCC Title: MEMBER

Address: 313 E. 137th

City: Chicago State: IL Zip: 60628

Phone: (773) 562-3751 E-mail: parhamjulia18@yahoo.com

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-74

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

Name: CURTIS FLOWERS

Organization: ROSELAND C.C.C. Title: MEMBER

Address: 10858 S. MICHIGAN

City: CHICAGO State: IL Zip: 60628

Phone: _____ E-mail: N/A

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-75

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

Name: Cordero McNeal

Organization: ROSELAND CCC Title: MEMBER

Address: 313 E 137th

City: Chicago State: IL Zip: 60628

Phone: (773) 562-6933 E-mail: Corderomcneal0139@yahoo.com

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

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Red Line Extension

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RS-76

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

Name: DEBORAH RANDALL

Organization: INNER VOICE Title: Senior CASE MANAGER

Address: 1639 W. WALNUT

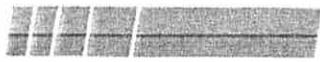
City: CHICAGO State: IL Zip: 60612

Phone: (312) 226-2730 E-mail: _____

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

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RS-77

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

Name: Jill Spooner

Organization: InnerVoice Title: Director of Targeted Outreach

Address: 1639 W Walnut

City: Chicago State: IL Zip: 60612

Phone: 312-226-2730 E-mail: jspooner@innervoicechicago.org

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

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RS-78

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

Name: HAROLD C COLEMAN

Organization: ROSELAND CCC Title: MEMBER

Address: 1621 W WALNUT

City: CHICAGO State: IL Zip: 60612

Phone: _____ E-mail: _____

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Red Line Extension

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RS-79

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

Name: Robby M. Roberson Sr.

Organization: THE INNER VOICE INC. Title: CASEMANAGER

Address: 1639 W. WALNUT ST.

City: CHICAGO State: IL. Zip: 60652

Phone: 1-312-226-2730x25 E-mail: DROBERSON@INNERVOICE.ORG

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

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RS-80

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

Name: Patricia A. Washington

Organization: Rosalind Cristain Min Title: member

Address: 40858 Michigan

City: Chicago State: IL Zip: 60628

Phone: 773-264-5865 E-mail: _____

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

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RS-81

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

Name: Eddie Floyd

Organization: Roseland Christian Title: Carpter

Address: 10858 So Michigan

City: Chicago State: Illinois Zip: 60628

Phone: 773-221-8673 E-mail: _____

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

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RS-82

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Name: William D. Gordon II

Organization: ROSELAND CHRISTIAN MINISTRIES Title: MEMBER

Address: 131 E 103RD PL

City: Chicago State: IL Zip: 60628

Phone: 773-264-5665 E-mail: _____

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

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RS-83

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

Name: Edward McGint

Organization: Roseland Christian Ministries Title: _____

Address: 14858 S. Michigan

City: Chicago State: IL Zip: 60628

Phone: _____ E-mail: _____

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RS-84

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

Name: Det. Eldridge Covington
Organization: Roseland Christian Ministries Title: Member
Address: 10858 S. Michigan
City: Chicago State: IL Zip: 60628
Phone: 773-264-5665 E-mail: _____

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RS-85

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Name: JIMMIE KELFORD

Organization: ROSELAND CHRISTOMA Title: MEMBER

Address: 130 E 132 ST

City: CHICAGO State: ILL Zip: 60628

Phone: _____ E-mail: _____

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-86

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

Name: Evelyn Fletcher

Organization: Rosland Christfain Title: Member

Address: 6511 S. Eberhart

City: Chicago State: IL Zip: 60637

Phone: 4173-301-4926 E-mail: Dneal.Evelyn@yahoo.com

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

route. I support the position that the Red Line extension must reach the Altgeld Gardens/

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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-87



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Name: AARON GILL

Organization: Rose Land Christian Ministry Title: _____

Address: 10858^S Michigan

City: Chi. State: IL. Zip: 60625

Phone: _____ E-mail: _____

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-88

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Name: Carlton Youngblood

Organization: _____ Title: _____

Address: 345 W. 110 St

City: Chicago State: IL Zip: 60628

Phone: 773 528 7710 E-mail: _____

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

route. I support the position that the Red Line extension must reach the Altgeld Gardens/

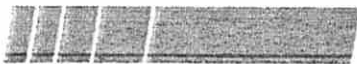
Calumet River area at 130th Street and that every possible engineering design concept

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Red Line Extension

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RS-89

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Name: ANNETTE LOVE

Organization: _____ Title: _____

Address: 10521 S. PERRY

City: CHICAGO State: ILL. Zip: 60628

Phone: (773) 821-1190 E-mail: _____

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

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RS-90

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

10-22-09

Name: Melvin Bills

Organization: Rosland Christian Title: member

Address: 10743 S Forest

City: Chicago State: Ill Zip: 60628

Phone: _____ E-mail: _____

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

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Red Line Extension

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RS-91

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

Name: Mr. Clifford Adams

Organization: _____ Title: _____

Address: 10906 So INDIANA

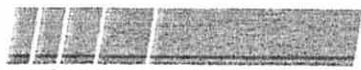
City: CHICAGO State: IL Zip: 60628

Phone: 253-2855 E-mail: _____

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

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Red Line Extension

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RS-92

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

Name: DURANE L. BELL

Organization: ROSELAND CHRISTIAN MINISTRY Title: SALESMAN

Address: 10851 So. WABASH AVE

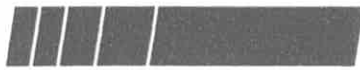
City: CHICAGO State: ILL Zip: 60628

Phone: (773) 660-0593 E-mail: NONE

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Durane Bell



Red Line Extension

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RS-93

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

Name: Jonathan Tate

Organization: Reliable steel Die Maker Title: Die Maker

Address: 10535 S. Michigan Ave

City: Chicago State: IL Zip: 60622

Phone: 773-762-1471 E-mail: _____

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

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RS-94

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Name: Bruce O'neal

Organization: Christan Minerstgs Title: _____

Address: 6511 S. Eberhart

City: Chicago State: IL Zip: 60631

Phone: 1-773-263-5337 E-mail: _____

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

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RS-95

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Name: Robyn Washington

Organization: Rosland Christain Ministry Title: _____

Address: 6511 S. Eberhart

City: Chicago State: IL Zip: 60637

Phone: _____ E-mail: _____

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