

**Welcome**  
to the  
**Wilson Transfer Station Project**  
**Public Hearing**

The purpose of this Public Hearing is to solicit comments from the community about the Environmental Assessment and Section 4(f) Evaluation prepared for the Wilson Transfer Station Project.

**Public Hearing Agenda**

6:00-6:30 PM: Public review of Project display boards

6:30-7:00 PM: Formal presentation by CTA

7:00-8:30 PM Oral public comments (*sign-up required*)





## Making Oral Comments

### 1. Sign-up at the welcome station

To accommodate as many people as possible, each person has one opportunity to sign up and speak.

### 2. Receive a colored card to indicate your position in the speaking queue

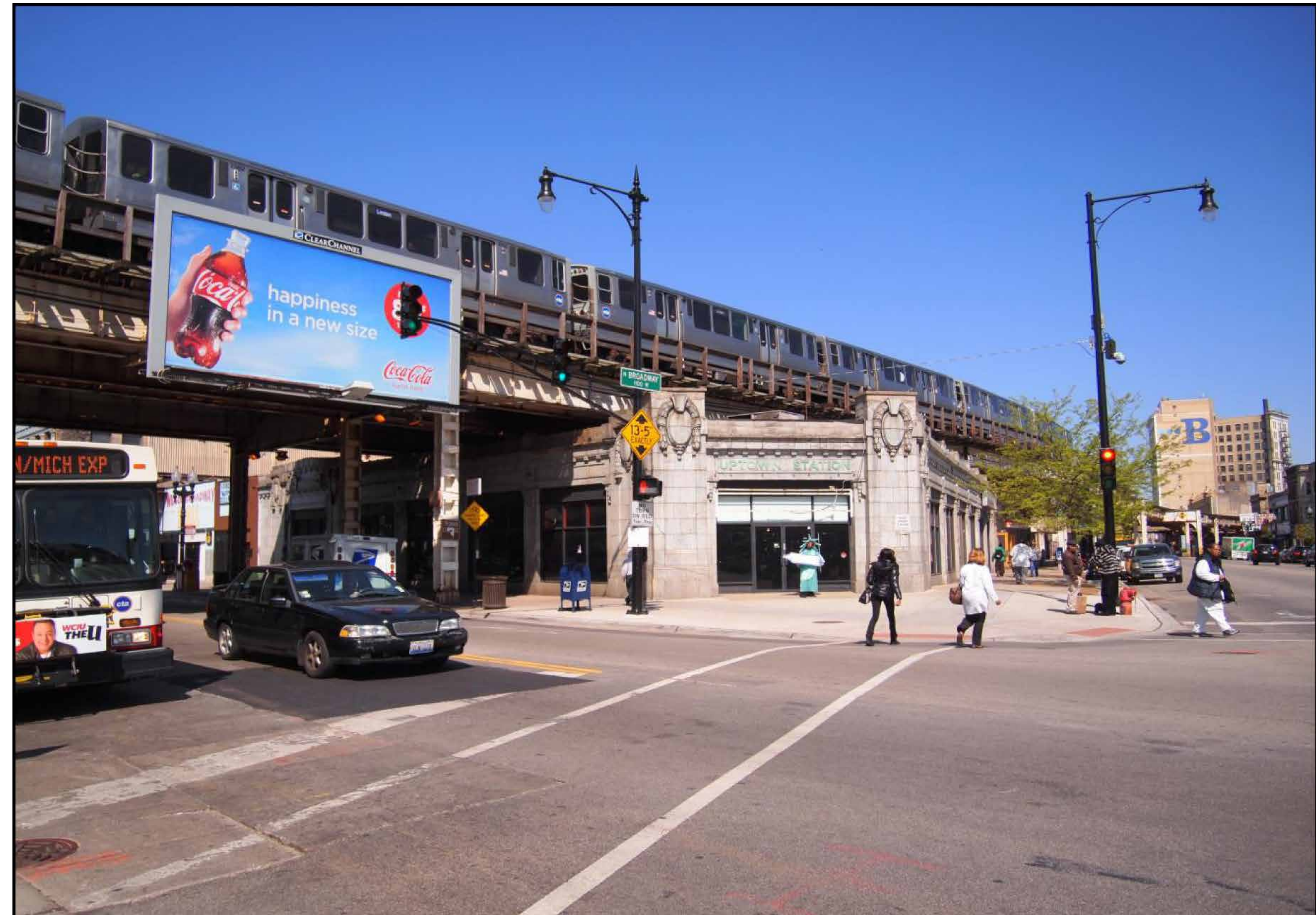
### 3. You will have three minutes to speak

- We will adhere to the three-minute time limit
- The Facilitator will let you know how much time you have left.

**THANK YOU AND  
WE LOOK FORWARD TO HEARING FROM YOU!**

## Project Purpose

- 🚇 Replace outdated and deteriorated facility
- 🚇 Serve current and future ridership demand
- 🚇 Improve passenger access, comfort, safety and security
- 🚇 Provide access for disabled CTA customers
- 🚇 Provide easy and convenient transfers between Red and Purple Lines
- 🚇 Improve efficiency and safety of transit operations and maintenance
- 🚇 Improve street-level environment
  - Traffic, pedestrian, bicycle safety and security
  - Visibility and viability of existing businesses
  - Attract new development to the area



Existing view of Wilson Station at the northwest corner of Wilson and Broadway

## What are the Elements of the Project?

### For transit customers:

- Longer and wider platforms
- Three new station entrances/exits
- Wider stairwells, new escalators and elevators, new energy-efficient lighting, security cameras, new signage, additional bike parking and modern canopies

### For transit customers with disabilities:

- Two new accessible station entrances/exits (none currently)
- Elevator, Braille signage, wheelchair-accessible fare gates and ramps

### For neighborhood (street-level enhancements):

- Restoration of Gerber Building terra cotta exterior and clock tower
- New station house
- Removal of track columns on Wilson, Broadway and sidewalks

### For transit operations and maintenance:

- New track structure to improve safety, operations and maintenance



## About The Wilson Transfer Station Project Area

### Wilson Station Location:

4620 North Broadway, Chicago

### Year Station Built:

1923

### Number of Customers Served by Wilson Station:

6,300 per day or 2.1 million

### Average Number of Trains:

510 per weekday (one every three minutes)

### Population within the Study Area:

- 25,000 in 2010 and estimated 36,000 in 2040
- 47 percent minority
- 28 percent low-income

### Jobs within the Study Area:

5,200 in 2010 and estimated 5,300 in 2040

### Primary Land Uses:

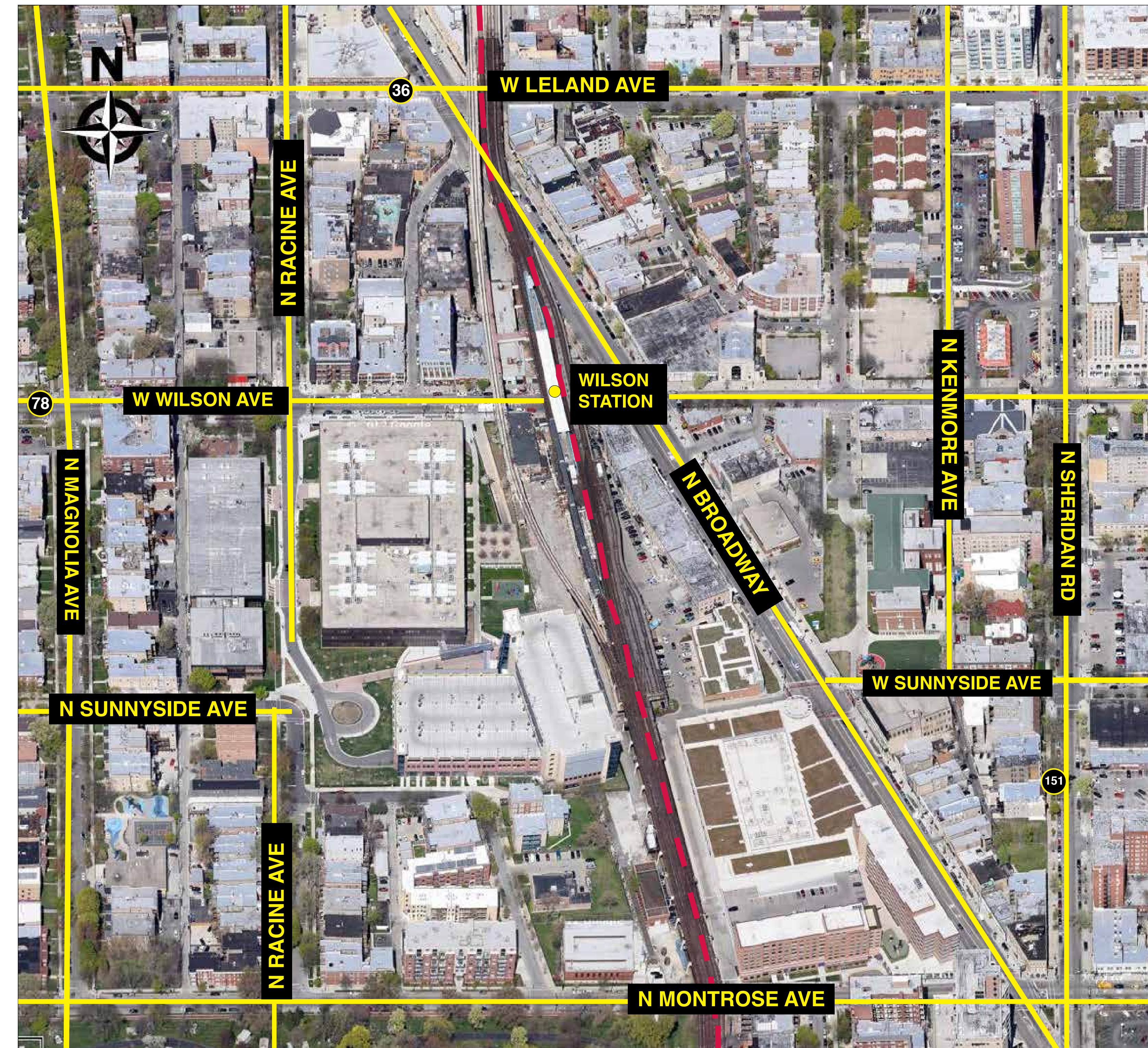
Multi-family residential and commercial

### Historic Properties within the Study Area:

- Uptown Square Historic District - Wilson Station is within the Historic District
- Uptown Broadway Building

### Estimated Project Capital Cost:

\$203 million





# What is an Environmental Assessment (EA)?

## ① Identifies and Evaluates

- Potential project impacts to human, natural and historic resources
- Ways to reduce/eliminate potential negative effects

## ② Foundation: National Environmental Policy Act of 1969 (NEPA)

- Applies to federally-assisted projects

## ③ Public Involvement and Agency Coordination are Crucial to the EA Process





## Other Environmental Considerations

	<b>Section 4(f)</b>	<b>Section 106</b>
Federal Legislative Reference	Section 4(f) of Department of Transportation (DOT) Act	National Historic Preservation Act
Type of Legislation	Preservation	Preservation
Protected Resources	Public parks, waterfowl and wildlife refuges, and significant historic sites	Historic, architecture, archeology and cultural districts, sites, buildings and structures - Listed or eligible for inclusion on the National Register of Historic Places
Applies to	Programs and projects undertaken by U.S. DOT	Action of any federal agency
	Actual use or occupancy of a resource	Assessment of adverse effects on historic places
General Procedures	<u>Must avoid using</u> protected areas, if feasible and prudent; otherwise, include all possible planning to minimize harm	Identify and consider effects of a project on historic properties
Requirements	Consultation, avoidance or mitigation	Consultation and mitigation when affected
Coordination with	<ul style="list-style-type: none"> <li>- U.S. Department of Interior</li> <li>- U.S. Department of Agriculture</li> <li>- U.S. Department of Housing and Urban Development</li> <li>- Historic Preservation Officer</li> <li>- State or local agency with jurisdiction</li> </ul>	<ul style="list-style-type: none"> <li>- U.S. Department of Interior (National Parks Service)</li> <li>- State Preservation Officer</li> <li>- Tribal Historic Preservation Officer</li> <li>- Advisory Council on Historic Preservation</li> <li>- Other consulting parties</li> <li>- The public</li> </ul>
Relationship to other statutes	Section 106 is <u>integral</u> to Section 4(f) <u>compliance</u>	Section 4(f) is <u>not integral</u> to the Section 106 <u>process</u>
Relationship to NEPA	Considered in the National Environmental Policy Act process	Considered in the National Environmental Policy Act process
Relevant Wilson Transfer Station Resources	Uptown Historic District including elevated rail line, Gerber Building, Majestic Men's Wear Store Building and Historic Uptown Broadway Building	Same as Section 4(f)

Reference: U.S. Department of Transportation - Federal Highway Administration

### Wilson Transfer Station Project



## Summary of Findings

### The Project would benefit:

**Transportation:** Allow transfers between the Red and Purple Express Lines. Provide station access by transit patrons with disabilities

**Economic Development:** Restore the Gerber Building to attract retail development. Create/enhance employment opportunities. Improve the visibility of existing businesses.

**Visual Quality:** Views of the Uptown Square Historic District would improve with the removal of the 'L' track columns on the street; restoration of the Gerber Building facade and clock tower; and reconstruction of Wilson Station.

**Safety and Security:** Enhanced sight lines from removing track columns and improved lighting and security cameras at the station.

**Indirect Effects:** Potential for transit-oriented development including the restored Gerber Building.

**Cumulative Effects:** Enhanced access to jobs, retail and places of interest; rise in enrollment at Truman College.

### The Project would NOT affect:

- Existing or planned land use
- Noise
- Air quality
- Energy use
- Minority or low-income population
- During construction
  - Transit service
  - Air quality
  - Hazardous materials
  - Safety and security

### Would need to address these negative effects:

Effect	How CTA will address them
<p><b>Properties near Leland and Clifton:</b></p> <ul style="list-style-type: none"> <li>• Vibration after construction</li> <li>• Temporary construction</li> </ul>	<ul style="list-style-type: none"> <li>• Use construction materials and methods to eliminate or minimize noise and vibration</li> <li>• Notify the public of construction operations and schedule</li> <li>• Monitor noise and vibration</li> </ul>
<p><b>During Construction:</b></p> <ul style="list-style-type: none"> <li>• Pedestrian activities due to sidewalk closures</li> <li>• Bike and traffic operations due to lane closures</li> </ul>	<ul style="list-style-type: none"> <li>• Construction permits</li> <li>• Notify the public of construction schedule</li> </ul>
<p><b>Physical changes to the Uptown Square Historic District:</b></p> <ul style="list-style-type: none"> <li>• Reconstruction of the 'L' track, Gerber Building and Majestic Men's Wear Store Building</li> </ul>	<ul style="list-style-type: none"> <li>• Agreement with Federal Transit Administration and Illinois Historic Preservation Agency for compatible design and construction</li> </ul>



# Noise Analysis



## Findings

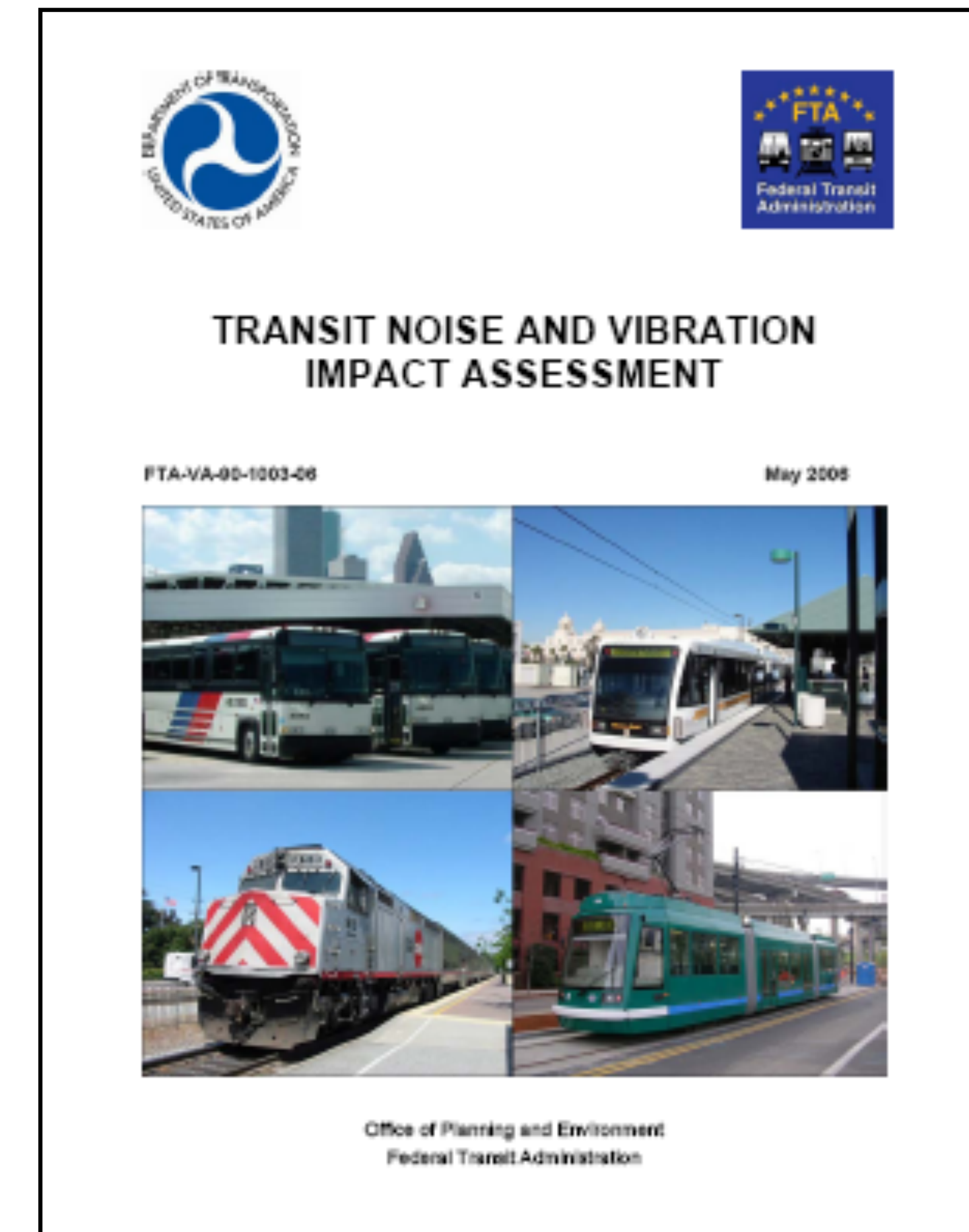
- Noise analysis completed per FTA manual
  - Operational Noise: When Project is completed; recurring / long-term
  - Construction Noise: During Project construction; temporary / short-term
- Representative sites analysed are based on project's key physical features
- Need to mitigate construction noise at site M1 and M3

### Results of Operational Noise Analysis

Site No.	Existing Condition	Preferred Alternative	Change	Exceeds Existing Level?
M1	74	72	-2	No
M2	64	63	-1	No
M3	72	71	-1	No
M4	70	69	-1	No

### Results of Construction Noise Analysis in decibels

Site No.	Receptor Distance from Project (feet)	Project Noise	FTA (Criteria)		Exceeds FTA Criteria?
			Day time	Night time	
M1	44	<b>89</b>	85	85	<b>Yes</b>
M2	115	81	85	85	No
M3	66	<b>86</b>	80	70	<b>Yes</b>
M4	362	71	80	70	No



# Vibration Analysis



## Findings

- Vibration analysis completed per FTA manual
  - Operational Vibration
  - Construction Vibration
- Representative sites analysed based on project's key physical features
- Operational Vibration would increase at Site M1
- Vibration levels would increase due to construction at Sites M1 and M3

## Results of Operational Vibration Analysis

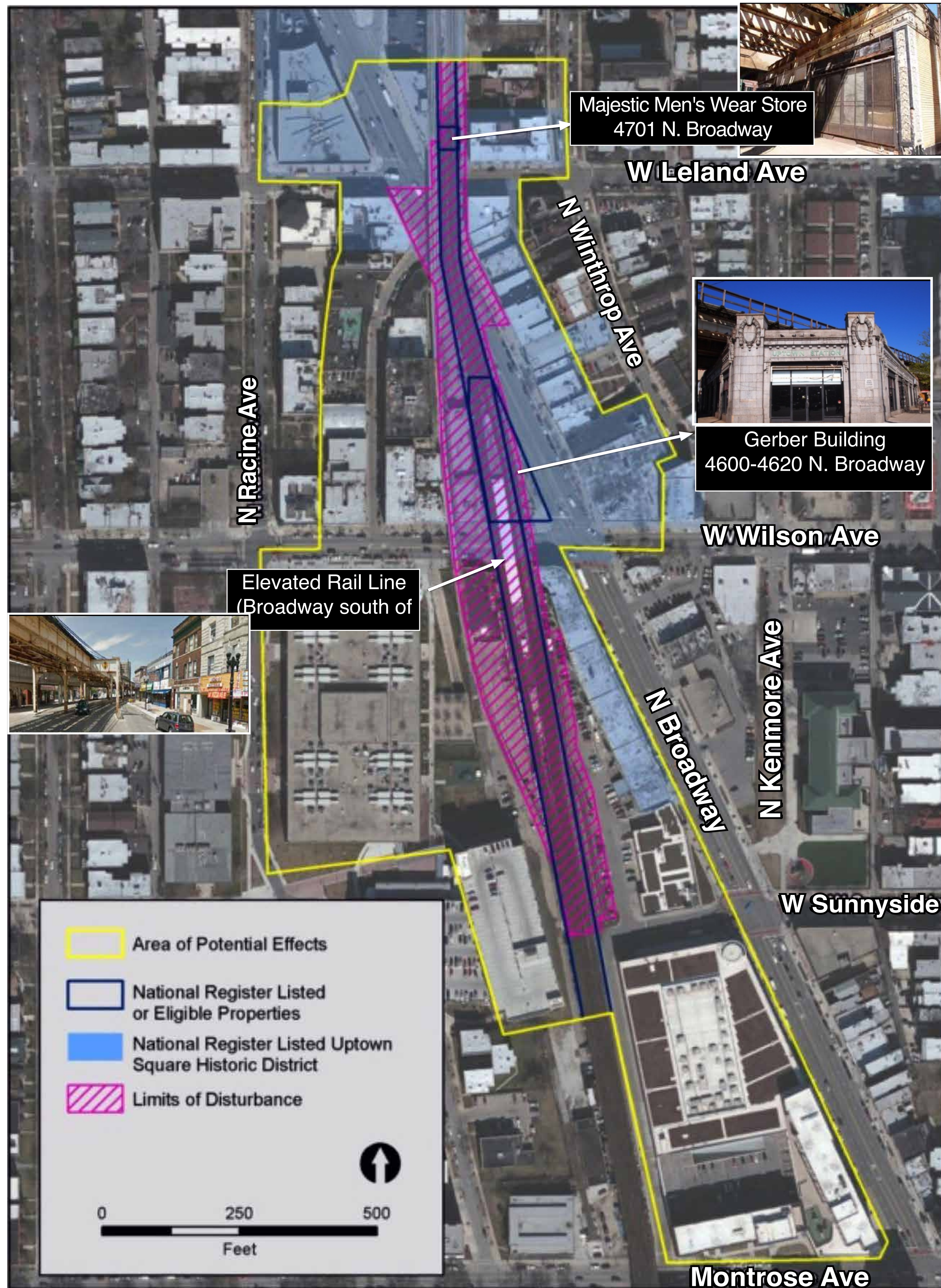
Site No.	Sta. No.	FTA Category	FTA Criteria*	Existing Condition*	Preferred Alternative*	Exceeds FTA Criteria?
M1	340+00	3	65 VdB	<b>70 VdB</b>	<b>78 VdB</b>	<b>Yes</b>
M2	341+00	3	75	65	62	No
M3	342+00	2	72	70	71	No
M4	336+00	2	72	50	48	No

\*VdB - Vibration Decibels

## Results of Construction Vibration Analysis

Site No.	Receptor	Distance from Project (feet)	Project Vibration	FTA Criteria	Exceeds FTA Criteria?
M1	Wilson Station	44	<b>87</b>	65	<b>Yes</b>
M2	1151 W. Leland	115	74	75	No
M3	1110/1116 W. Leland	66	<b>81</b>	72	<b>Yes</b>
M4	4601 N. Broadway	362	59	80	No

# Analysis of Historic Properties



**“Section 4(f)” refers to the United States Department of Transportation Act of 1966**

- FTA determines the historic properties within the Area of Potential Effects
- Related analysis: Section 106 of the National Historic Preservation Act

## Findings

- Followed federal regulations to analyze various factors such as:
  - Project’s Purpose and Need
  - Cost
  - Socioeconomic and environmental impacts
  - Community disruptions
  - Impacts on other historic resources
- The Wilson Transfer Station Project cannot avoid affecting the Uptown Square Historic District
- Design Alternative #5 would minimize negative effects on the Historic District

# Preferred Design Alternative

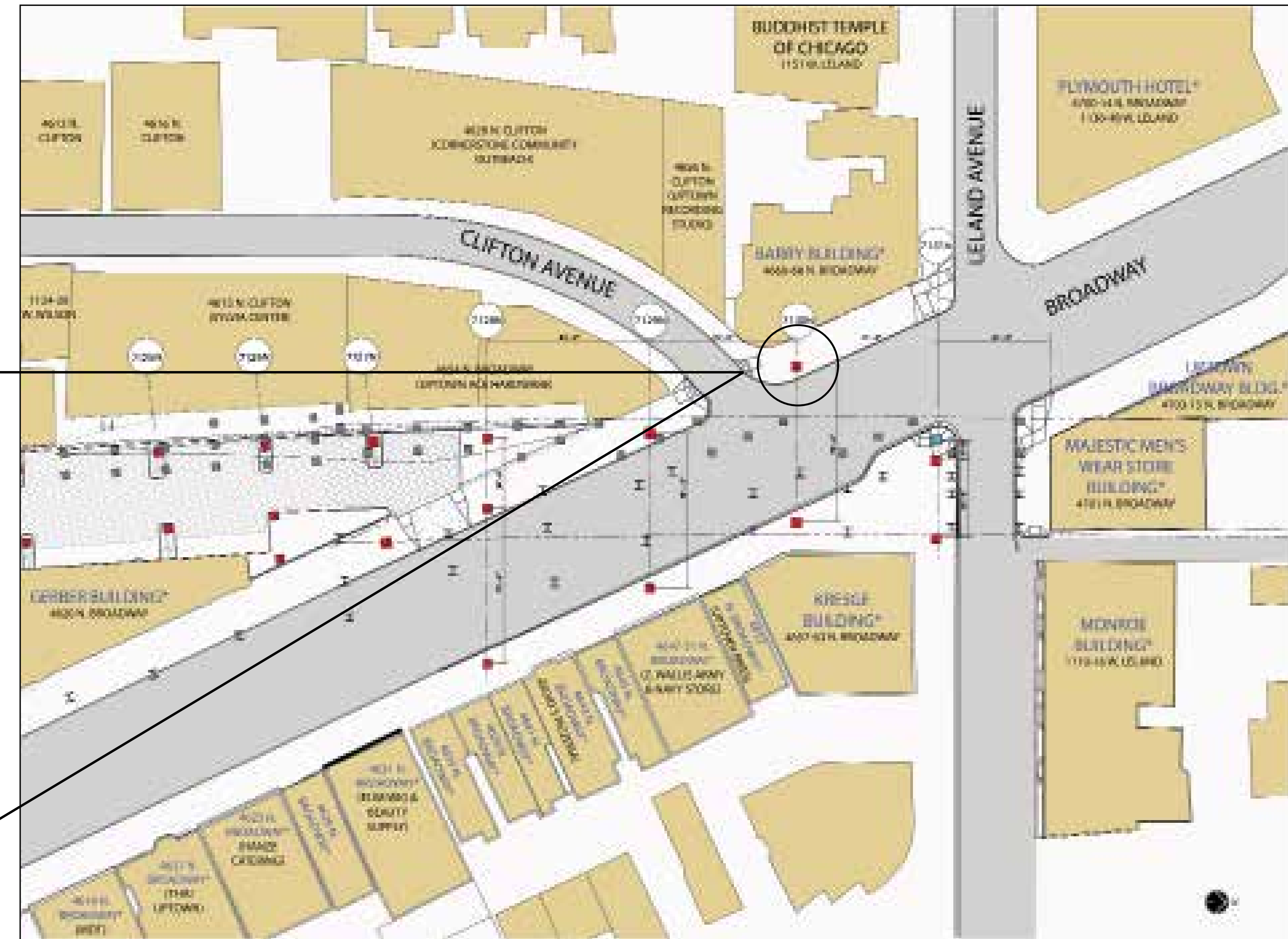
## Modified Rigid Steel Bent with Cantilevers



Barry Building  
(looking west)



Barry Building  
(looking south)



**KEY:**

- Existing Steel Columns
- Existing Concrete Columns
- Proposed Column
- Updated Proposed Column (As of September 2013)
- Contributing to Uptown Square Historic District

- ✓ Replace deteriorating track structure
- ✓ Improve station platform capacity, circulation and amenities
- ✓ Include ADA access (two entrances) elevators and ramps
- ✓ Easy and convenient transfers between Red and Purple line express trains
- ✓ Efficient and safe transit system
- ✓ Consistent with current CTA maintenance practices
- ✓ No track columns on Broadway

### Wilson Transfer Station Project



Wide, accessible platforms to allow transfers between Red and Purple Lines

- Other features: Enhanced lighting, security cameras and translucent station canopy

### Wilson Transfer Station Project



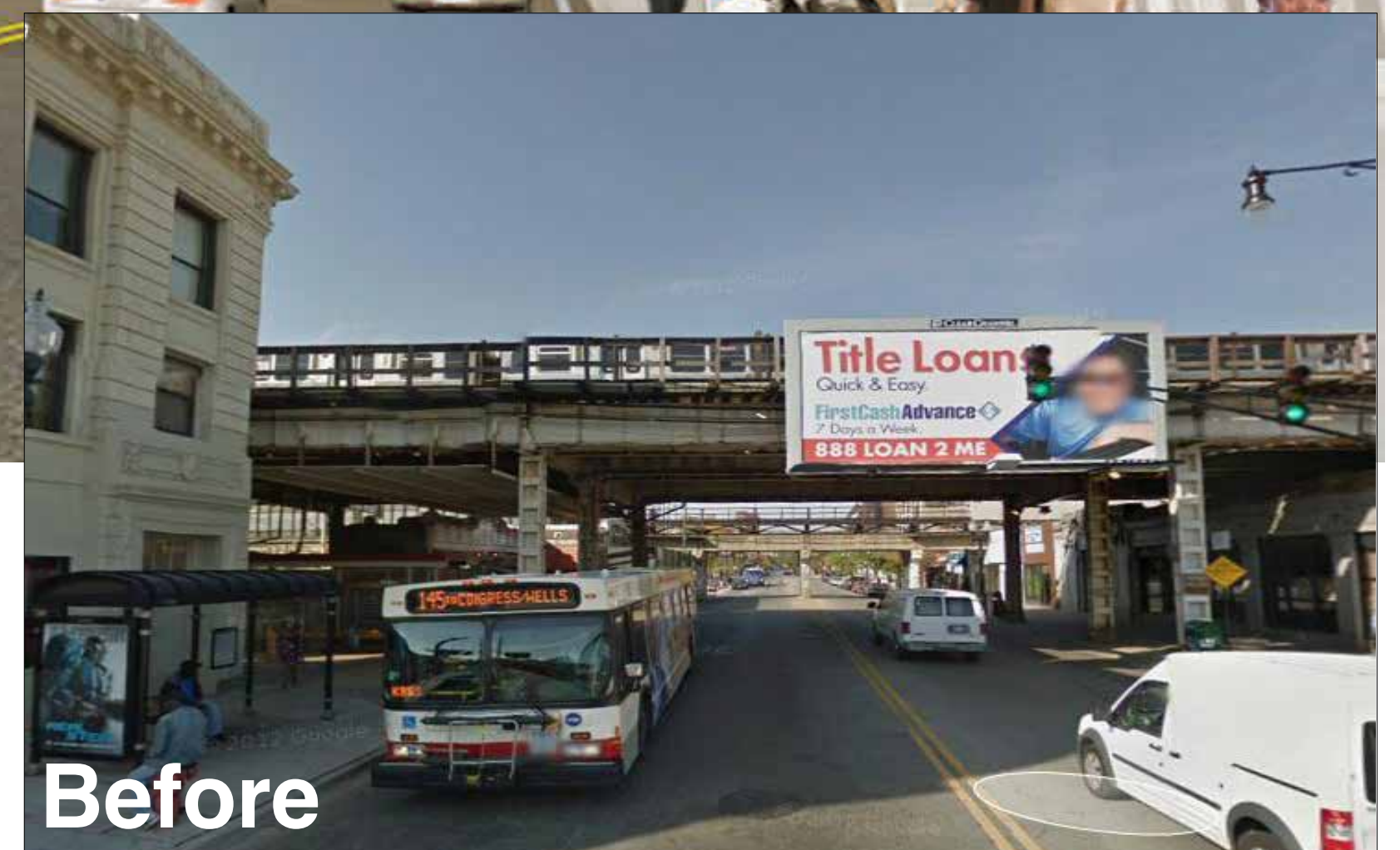
**After**  
Restored clock tower at Wilson Avenue and N. Broadway



**Before**



**After**  
Enhanced street environment on Wilson Avenue



**Before**



Prominent main station entrance with bicycle parking and security



Accessible Ramp

Accessible station entrance at Sunnyside Avenue



Interior view of main entrance showing accessible fare gates and elevators

**Wilson Transfer Station Project**





## Stay Involved

**YOUR COMMENTS ON THE EA WILL BECOME PART OF THE OFFICIAL RECORD.**

*PLEASE SUBMIT COMMENTS IN WRITING USING THE COMMENT CARDS PROVIDED IN ONE OF THESE WAYS:*

- **During the public hearing:**
  - Place them in the box provided
  - Talk to any member of the Project Team who can help write them down
  - Provide oral comments
- **Mail:** The comment form includes CTA's mailing address
- **E-Mail:** [wilsontransferstation@transitchicago.com](mailto:wilsontransferstation@transitchicago.com)

CTA will accept comments through **4:30 PM on Wednesday February 26, 2014**

