



RED LINE EXTENSION COMMUNITY GUIDE

TO THE
SUPPLEMENTAL ENVIRONMENTAL
ASSESSMENT AND
SECTION 4(f) EVALUATION

FEBRUARY 2022



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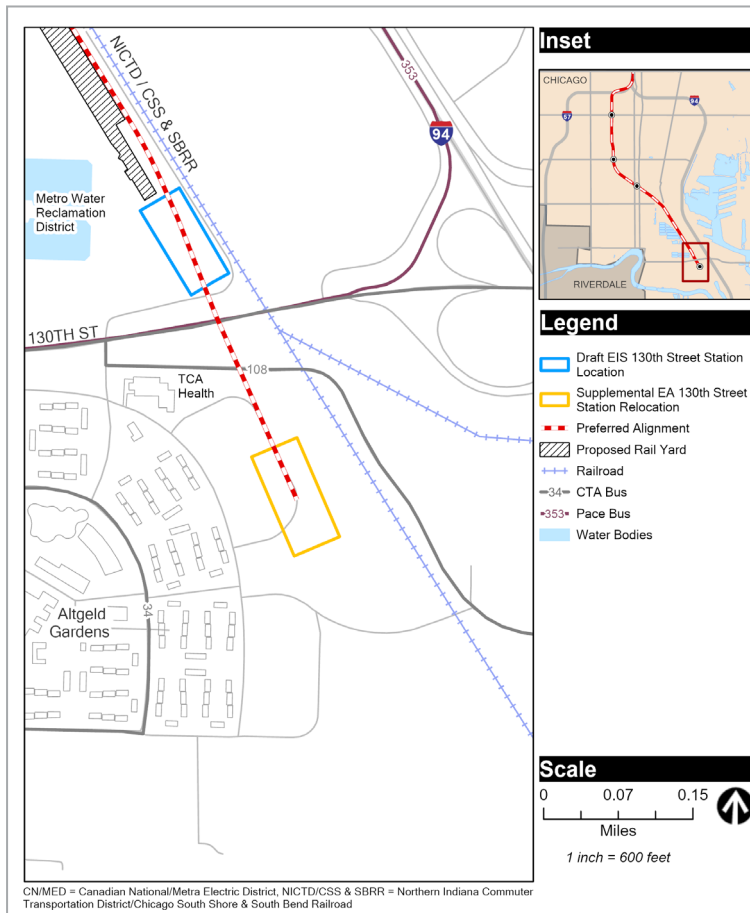


What is a Supplemental Environmental Assessment?

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) published a Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension (RLE) Project. A Supplemental EA is a federal National Environmental Policy Act (NEPA) review document that evaluates the significance of potential impacts of proposed project changes made after the preparation of a Draft Environmental Impact Statement (EIS). This Supplemental EA evaluated the potential impacts from three project design changes to the Preferred Alignment not disclosed in the Draft EIS that was prepared for the CTA RLE Project in 2016.

What has Changed within the RLE Project since the Draft EIS?

The Supplemental EA and Section 4(f) Evaluation assessed impacts from the three project design changes made to the Preferred Alignment since the Draft EIS. The three project design changes assessed include:



130th Street Station Relocation

The 130th Street station was relocated from north of 130th Street to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

- Creates better transit connections within the Altgeld Gardens neighborhood
- Located closer and more accessible to neighborhood residents and Carver Military Academy High School students
- Provides safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street bus viaduct or cross 130th Street at-grade
- Located farther from the Metropolitan Water Reclamation District plant, avoiding truck traffic and potential odors
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens-Philip Murray Homes Master Plan

There would be visual and aesthetic impacts to the Altgeld Gardens neighborhood. Mitigation would include landscaping and designing the station facility to match the fabric of the surrounding community. Impacts would remain after mitigation.

After mitigation, there are no adverse impacts to any other environmental resources from the 130th Street station relocation.

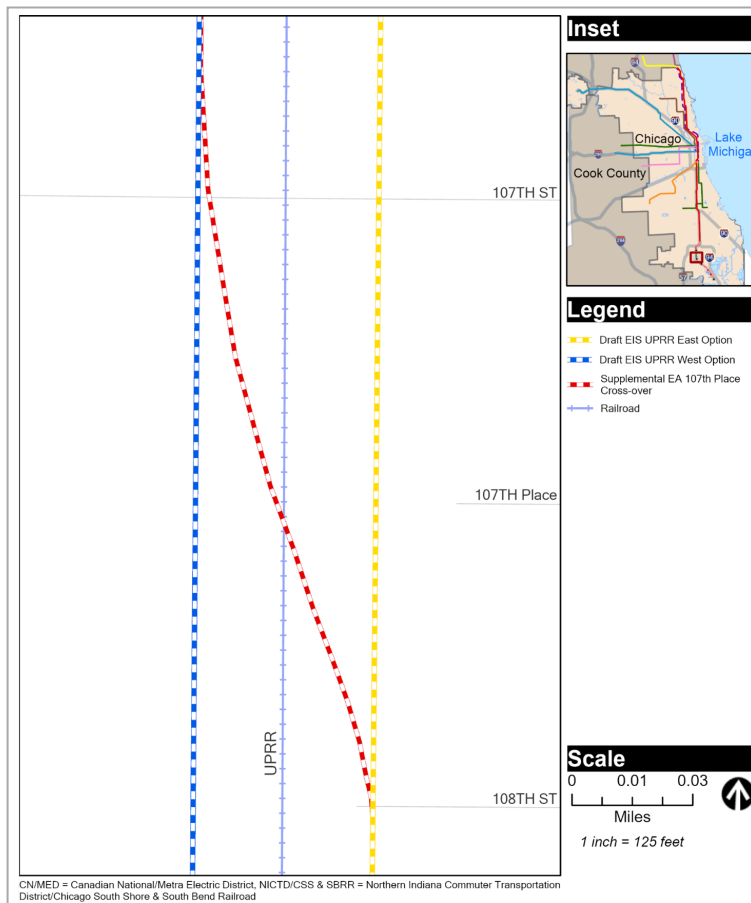
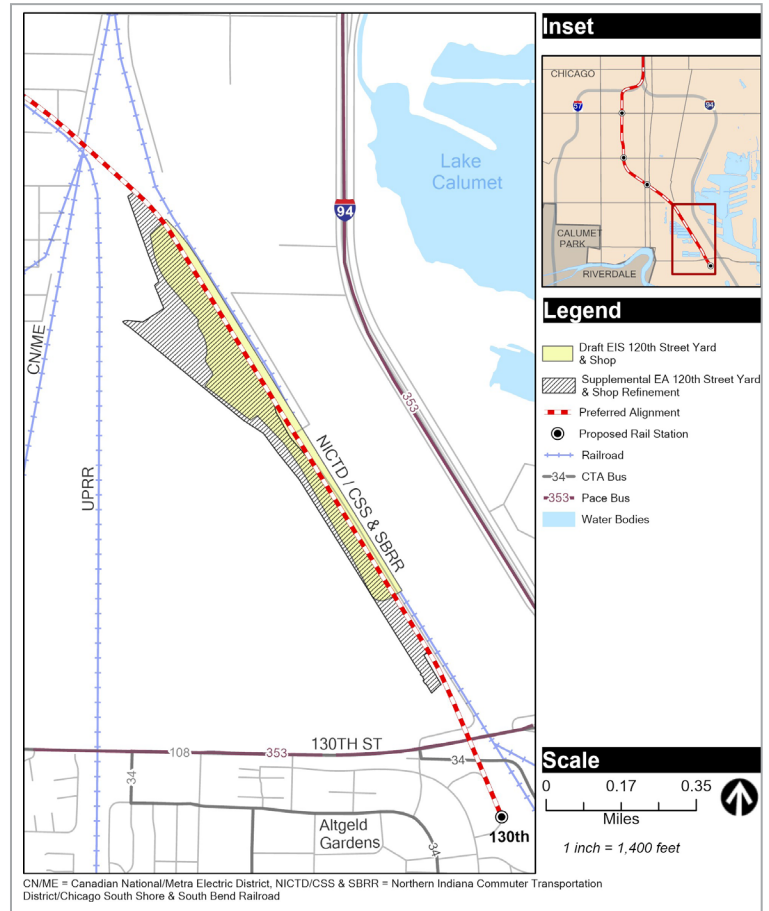
For more information, please visit the project website: transitchicago.com/RLE/SEA

120th Street Yard and Shop Refinement

Coordination with Norfolk Southern (NS) resulted in adjustments to the Preferred Alignment near the 120th Street yard and shop to accommodate NS right of way needs and current and future NS connectivity.

The refinement resulted in no new environmental impacts. Wetland impacts were analyzed and there would be no adverse impacts to wetlands after mitigation.

After mitigation, there are no adverse impacts from the 120th Street yard and shop refinement.



107th Place Cross-over

Provides the connection between the East and West Options of the Union Pacific Railroad Alternative from the Draft EIS to create a hybrid alignment that would:

- Preserve viable businesses.
- Minimize impacts to schools, residences, and avoids the historic Roseland Pumping Station.
- Preserve properties slated for future development surrounding the 111th Street station area.
- Accommodate Union Pacific Railroad's future ability to expand.

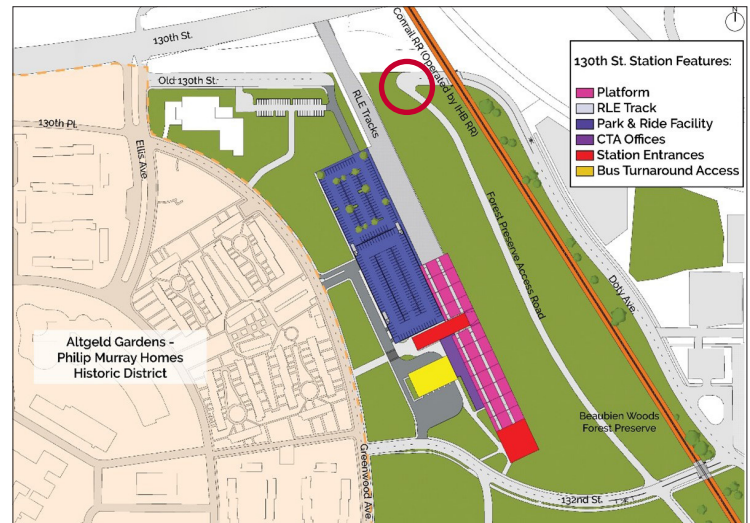
Ten additional properties not previously identified in the Draft EIS would need to be acquired. Environmental analysis shows that there would be visual and aesthetic impacts to the adjacent residences. Mitigation measures would include landscaping and urban design techniques to reduce the experience of the structure's mass, planting larger trees to screen the elevated structure, and smaller-scale landscaping. It is not possible to completely mitigate these impacts, however, and some visual and aesthetic impacts would remain even after mitigation. After all mitigation measures, there are no adverse impacts to any other environmental resources from the 107th Place cross-over.

Section 4(f) Evaluation

Beaubien Woods Forest Preserve

Section 4(f) of the United States Department of Transportation Act of 1966 is a federal law that sets requirements for FTA consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects.

- Construction of the 130th Street station would close Old 130th Street and eliminate a connection to the access road into Beaubien Woods Forest Preserve from Old 130th Street. (See circle on figure to the right.)
- Even though there was no Section 4(f) use determined at Beaubien Woods, mitigation measures were identified in coordination with the Forest Preserves of Cook County (FPCC) and include the following:
 - Transfer of two-City owned parcels into FPCC ownership
 - Funding for FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land
 - New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
 - Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
 - Forest Preserves advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses



How to Provide Comments on the Supplemental EA and Section 4(f) Evaluation

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period from **January 31, 2022 through March 1, 2022** via the following:

Project website: transitchicago.com/RLE/SEA

Project Email: RedExtension@transitchicago.com

U.S. mail to:

Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street, Chicago, IL 60661-1465

Comments received during the 30-day public comment period, and the responses to those comments, will be incorporated into the project's Final EIS/ Record of Decision (ROD).

Send us your comments!

We want to hear from YOU!

For more information visit: transitchicago.com/RLE/SEA