



Appendix C

Public Involvement and Agency Coordination

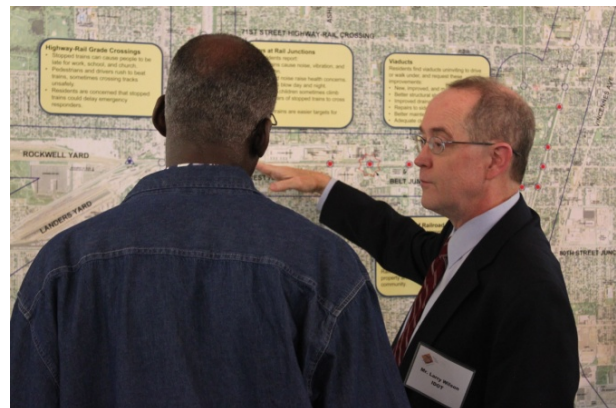
C2 - PUBLIC INVOLVEMENT MEETINGS

PART 1 – JUNE 7 AND 9, 2011



Public Information Meetings Summary Report

Purpose and Need 75th Street Corridor Improvement Project June 7 and 9, 2011



Introduction

The 75th Street Corridor Improvement Project (75th St. CIP) is the largest project in the Chicago Region Environmental and Transportation Efficiency Program, an effort to improve the efficiency of the region's rail infrastructure. The project is located in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham along two passenger and four freight rail lines.

The first round of public meetings for the 75th St. CIP was held on Tuesday, June 7, 2011 at St. Rita High School and on Thursday, June 9, 2011 at the 1st Corinthian Missionary Baptist Church. The 75th St. CIP team members were on hand to present information, receive comments, and answer questions from those in attendance. Project team professionals that were available at the meetings included representatives from the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT), and the Association of American Railroads, including CSX, Norfolk Southern, and Metra.

Each meeting ran from 4:00 p.m. to 7:30 p.m., with a formal session at 6:00 p.m. The same information was presented at each meeting. The intent of the meetings was to:

- ✓ Introduce the project to the public.
- ✓ Present the findings on the existing transportation problems in the study area from technical analysis and information collected from Community Advisory Groups and other community stakeholders.
- ✓ Provide the public with the "Purpose and Need" of the project based on these findings and ask the public for their comments and feedback.

Due to the large size of the study area, the meetings were held at two different facilities to provide the public with the most flexibility to attend the meetings. This report summarizes the tools used to announce the meetings, the information provided, the format used, and a summary of the comments received. Approximately 135 members of the community participated in the two meetings.





Getting the Word Out

To reach the largest audience, the project team used several avenues to promote the public meetings.

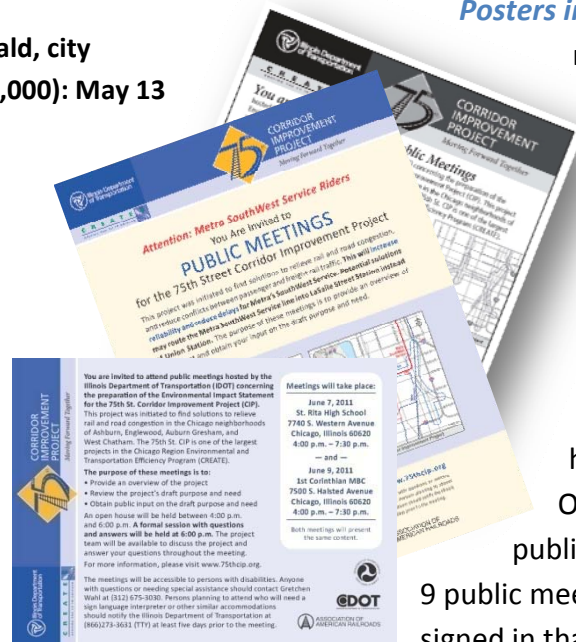
Advertising—The project team placed ads announcing the meetings in the following local and regional newspapers. The ads ran on the dates indicated.

Southwest News-Herald, city edition(circulation 10,000): May 13 and June 3

Chicago Sun-Times (circulation 251,000): May 11 and June 1

Chicago Defender (circulation 16,000): May 11 and June 1

Chicago Citizen (circulation 121,000): May 11 and June 1



Postcard Mailing- The project team mailed postcards to over 1600 property owners and about 170 individuals and organizations on the project general mailing list, including members of the two Community Advisory Groups and other key stakeholders. Approximately 1800 postcards were mailed.

Project Website Posting— An announcement about the meetings was posted on the project website at www.75thcip.org on the “Overview” and “Get Involved” pages of the site.

Email Blast – An email blast was sent on May 23, 2011 to 30 people who had signed up via the website to receive such notices.

Posters in Metra’s SWS Stations – To reach out to Metra’s SouthWest Service riders, the project team placed 24 posters in 12 stations along the SouthWest Service route on May 25, 2011. (Metra does not own Union Station, so the team was unable to hang posters at that location.) One person attending the June 7 public meeting and two at the June 9 public meeting indicated when they signed in that they were SWS customers.

Metra’s rider newsletter “On the Bi-Level” also ran a mention of the meeting in its June issue.

Other Outreach Efforts—The project team asked several organizations and key community leaders to assist in getting the word out about the meetings through their email blasts, websites, newsletters, and



other communications channels. The Greater Auburn-Gresham Development Corporation posted the meeting announcements on their website.

Thirty packages of 50 postcards shrink-wrapped (1500 cards) were hand delivered to the following locations on May 18 and May 24, 2011. These locations represent elected officials, local businesses, schools, libraries, and non-profits in neighborhoods surrounding the 75th St. CIP.

1. Chicago Police Department, Sixth District (CAPS), Commander Eddie Johnson, 7808 S. Halsted St.
2. St. Sabina Faith Community, Father Michael Pfleger, 1210 W. 78th Pl.
3. Amanda Norman, Resident, 7534 S. Parnell Ave. (block club)
4. Pleasant Green Missionary Baptist Church, Pastor Walter Matthews, 7545 S. Vincennes Ave.
5. Stagg Elementary School, Ruth Miller, Principal, 7424 S. Morgan Ave.
6. St. Simeon High School, Ms. Fannings, Assistant Principal, 8147 S. Vincennes Ave.
7. BJ's Market, 1156 W. 79th St.
8. Neighborhood Housing Service - Auburn Gresham, Ericka Hall, 449 W. 79th St.
9. The Greater Auburn-Gresham Development Corporation, Carlos Nelson, 1159 W. 79th St.
10. I Care Christian Center Ministries, Pastor Lethaniel Smith, 7500 S. Parnell Ave.

11. 1st Corinthian Baptist Church, Pastor James Thomas, 7500 S. Halsted St.
12. St. Leo Residence for Veterans, 7750 S. Emerald Ave.
13. Alderman Howard Brookins, 21st Ward, 9612 S. Halsted St.
14. Senator Jacqueline Collins, 16th District, 1155 W. 79th St.
15. State Representative Mary Flowers, 2525 W. 79th St.
16. Alderman Latasha Thomas, 17th Ward, 7811 S. Racine Ave.
17. Alderman Lona Lane, 18th Ward, 8146 S. Kedzie Ave.
18. Ashburn Community Elementary School, Principal Jewel Ann Diaz, 8300 S. St. Louis Ave.
19. Kraft Foods, Michael Burns, 7300 S. Kedzie Ave.
20. St. Denis Church, Father Ted Ostrowski, 8301 S. St. Louis Ave.
21. Wrightwood Ashburn Library, 8700 S. Kedzie Ave.
22. St. Denis School, 8301 S. St. Louis Ave.
23. Grace and Mercy Barber and Beauty Shop, 8040 S. Kedzie Ave.
24. Esquire Barber Shop, 8038 S. Kedzie Ave.
25. The Monument of Faith Evangelistic Church, Reverend Donald Meeks, 2750 West Columbus Ave.
26. Wrightwood Improvement Association, Tony Philbin, 8143 S. Kedzie Ave.



- 27. Employment Resource Center, Lisa Ramsey, 7907 S. Racine Avenue
- 28. Carter Woodson Library, 9600 S. Halsted St.
- 29. Palos Park Metra Station, 123rd St. & South 82nd Ave, Palos Park
- 30. Orland Park Metra Station, Southwest Highway and 143rd St., Orland Park

PUBLIC MEETINGS

At each of the facilities, printed directional yard signs were placed to show attendees where to park and how to access the buildings. Once inside of the buildings, additional signs directed attendees to the meeting areas. When participants arrived, they were handed the following information and asked to sign-in.

- Project brochure, including an insert that described the Community Advisory Groups and summarized meetings held in April 2011.
- Comment sheets

Also available on another table was:

- CREATE Program Employment Opportunities Fact Sheet
- Environmental Impact Statement Fact Sheet
- Context Sensitive Solutions Fact Sheet

Open House

Upon entering the meeting, participants were offered the chance to watch an automated PowerPoint presentation with a

voiceover that ran approximately every 25 minutes. It provided each of them with the background on the project, including the role of railroads in the Chicagoland region and the reason CREATE was formed. It explained the formation of the Community Advisory Groups, their role in the project, and input received from outreach prior to the public involvement meetings.

The presentation outlined some of the key transportation-related problems that had been identified through technical analysis and through meetings held with key community leaders. This information is what the engineers and planners have used to develop the 75th St. CIP draft "Purpose and Need," which was conveyed to the public through the PowerPoint presentation as well as the exhibits displayed at the open house meeting.

After the presentation, attendees were invited into the area where the "open house" part of the meeting took place. The informational exhibits were shown in that area. Team members from the consulting team, IDOT, Metra, CDOT and the CSX and Norfolk Southern railroads were on hand to answer questions and obtain input from the community. After reviewing the information, the public was asked to provide feedback and comments on the exhibits that displayed the draft "Purpose and Need" of the project via comment sheets, the court reporter, or directly to team members.



Information provided at the meetings was later added to the project website at www.75thcip.org.

Formal Presentation

At 6:00 p.m., attendees were invited into the auditorium or sanctuary for the formal presentation. This part of the meeting gave the project team the opportunity to introduce team members and elected officials to the public. It also gave the public a forum to ask questions and the project team the opportunity to provide answers. A court reporter recorded the formal sessions. As participants entered the formal presentation room (auditorium or sanctuary), team members handed them index cards and pencils. Team members asked participants to write down any questions they had, and collected these cards later in the meeting.

The project team sat at the front of the room and was available to answer questions.

Bernardo Bustamante, Federal Highway Administration (June 9)

Marva Boyd, Chief of Staff to Secretary of Transportation Gary Hannig

Larry Wilson, CREATE Section Chief
Illinois Department of Transportation

Jakita Trotter, Communications Manager,
Illinois Department of Transportation

Jeff Sriver, CDOT (June 7)
Joe Alonzo, CDOT (June 9)

Tom Livingston – CSX Railroad (June 7)

EXHIBITS PROVIDED AT MEETINGS

[CREATE Program Map](#) – Shows all of the projects that make up the CREATE program.

[CREATE Program Goals and Benefits](#) – Explains what CREATE is working to accomplish.

[The Problem Statement](#) – An overview of the problems identified within this corridor based on both technical analyses and input from community leaders and stakeholders.

[Purpose and Need](#) – Explains the “purpose” of the project and the “needs” to be addressed.

[Environmental Impact Statement](#) – Describes the steps in the environmental review process for the 75th St. CIP.

[Community Issues](#) – Illustrates some of the issues that Community Advisory Groups and other stakeholders pointed out to the team in advance of the public meetings.

[Railroad Issues/Conflicts](#) – Depicts the existing project-related transportation problems identified by the team’s analyses.

[Railroad Terms](#) – Terms you may see or hear referenced throughout the project.

[Context Sensitive Solutions \(CSS\)](#) – The 75th St. CIP will use the CSS process to engage the community throughout project development.

[Community Advisory Groups](#) – Describes the role and make-up of these stakeholder groups.

[Other Project-Related Concerns](#) – Additional community concerns that have been expressed to the team.

[Opportunities for Public Involvement](#) – Ways you can be engaged with the project and stay informed.

[EIS Process and Timeline](#) – Illustrates the project timeline, where we are in the process, and how long this environmental study will take.



Dave Clark – CSX Railroad (June 9)

Herb Smith – Norfolk Southern Railroad

Tanya Cohn – Metra

Bill Wettstein – Metra (June 7)

Glen Peters – Metra (June 9)

Doug Knuth, Project Manager, Jacobs Engineering

Carlos Nelson, Greater Auburn-Gresham Development Corporation, who served as Community Facilitator for both meetings.

The Agenda:

- I. Marva Boyd welcomed the guests, gave opening remarks, and introduced Ms. Trotter.
- II. Ms. Trotter asked attendees to write questions on index cards provided.
- III. Ms. Trotter introduced Mr. Wilson and Mr. Knuth.
- IV. Mr. Wilson and Mr. Knuth presented the project using a PowerPoint presentation.
- V. Mr. Wilson offered elected officials or their representatives a few minutes to address the audience. Mr. Keevin Woods spoke for Alderman Thomas at 1st Corinthian Missionary Baptist Church.

Note: Staff members collected and sorted questions and gave them to Mr. Nelson.

- VI. Facilitator Carlos Nelson asked questions of the project team.

COMMENTS RECEIVED

The project team encouraged participants to provide comments on the information

they were presented and to ask questions. Comments were collected in five ways.

- Attendees were encouraged to complete the comment forms provided to them when they entered the meetings. They were asked to either leave them in the comment box at the meeting or to mail them to the project team no later than June 30.
- The comment forms also directed people to the project website to submit comments online.
- Project team members who were at the exhibits to answer questions carried clipboards to record new information provided to them.
- A court reporter was available to record comments from individuals during the “open house” session.
- The court reporter also recorded the formal session of the meeting, including capturing the questions and answers.

Comments provided on the comments sheets or to the court reporter are provided at the end of this document.

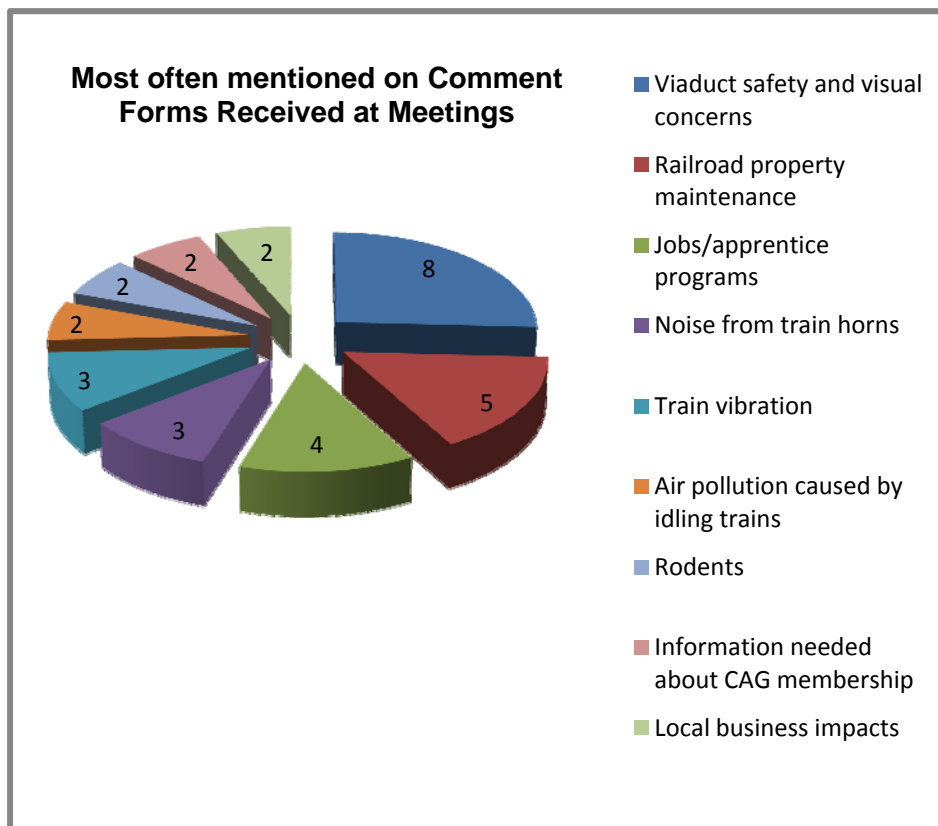
Comment Forms – Received at Meetings

Eighteen completed comment sheets were submitted at the meetings. Four were received following the meeting and sent from the same individual. Eleven people chose to have their comments recorded by the court reporter. The comments received only represent those stakeholders who came to the meetings. Those received may be read in their entirety in at the end of this



document. This chart shows the most often-mentioned comments—issues or comments that were cited at least by two individuals

or as many as by eight individuals—in comment forms received at the meetings.



Several issues were mentioned only once by those who submitted comment sheets the night of the meetings. These issues included:

- Youths parking near tracks and fence
- Illegal dumping
- Residential takings
- Noise barrier needed between 79th and 81st
- Residential foundations cracked from train operations
- Train cars sitting and idling pose opportunity for crime
- Community garden desired

- Increase Metra SWS to hourly
- Need another Metra station between Union Station and Wrightwood
- Road improvements needed
- Safety concerns for children crossing tracks
- Railroad workers driving over cul-de-sac at end of alley
- Metra stations appearance

Comments Recorded by Court Reporter

Eleven individuals chose to have their comments recorded by the court reporter, who was available during the open house.

Five were recorded on June 7 and six were recorded on June 9.

This table summarizes comments received by issue.

Issue/Concern Expressed	Number of mentions
Tall vegetation on railroad property causes rodents and offers place for “young men” to hide	3
No lighting on viaducts	3
Viaducts falling apart	2
Railroad maintenance crews leave rocks and bricks on tracks, available for “young men” to throw at cars	2
Vibration from trains cause damage to houses	2
Dumping	1
Noise	1
Drainage	1
Trimmed tree branches fall on top of fence	1
Vehicle delays at 71 st Street excessive due to trains	1
Church impacts	1
Vehicles drive around guardrails when trains take too long	1
Children cross tracks	1

Questions/Comments during Formal Sessions

Below are the written questions and comments that attendees handed in to be asked during the formal session, which was facilitated by Carlos Nelson of the Greater Auburn-Gresham Development Corporation. Questions of a similar nature were combined into a single question. Due to time constraints, a handful of questions in the second meeting were not asked.

Questions and Comments Received During Formal Session of June 7 Public Meeting

1. At Forest Hill junction will railway be raised as moving down 75th Street?
2. Are there any anticipated areas of Homeowner displacement? Where?
 - o Will there be any major impact on the community bounded by 79th-81st Place Hamilton to Western?
3. Those of us that live right at the Belt Junction when will we know if our homes are in the direct line of the project? How and when will we know just what to expect?
4. If property is forced to be sold at what price is the homeowner compensated? Today’s market or what they paid for the home?
5. Will pedestrian and bicyclist access be included in the project?
6. During construction, how will the noise from construction phase be managed on behalf of the residents?



- How will current and local area businesses in the designated construction area be compensated when their entrance is blocked due to construction traffic?
 - During construction, how will proper air quality be managed on behalf of the residents?
 - During an environmental issue that could occur during the project, how will residents be notified of such issues?
 - How will rodent displacement be managed during the construction phase?
7. If any homes surrounding the project need to be sacrificed for the project, would the homeowners receive market value or other value and moving expenses?
 8. How long will construction take if all goes as planned today?
 9. So Forest Hill would be ground level and Belt Junction raised?
 10. How will the 75th Street CIP be funded? Have those funds been appropriated?
 11. We have (2) NEW Metra passenger train stations. How or is this program going to affect their serving the community? (Train locations are 79th & Kedzie and 83rd & Southwest Highway)
 12. Is the project expected to affect property between 76th – 77th Western to Maplewood Avenues?
 13. If 71st and Bell railroad crossing is reworked, will it affect the homes in that area?
 - If train overpass ramp is built at what location will it be?
 14. Those homes that are affected by the noise of the trains behind these homes, will they be getting sound barrier walls.
 15. Why are you going to inconvenience thousands of Southwest service riders who have planned their work, education, or other life needs around the current arrival at Union Station? People are against changes to this SWS route.

Questions and Comments Received During Formal Session of June 9 Public Meeting

1. Are the funds for this project the results of
 - an increase in tax payer (resident) property tax
 - combination of railroad companies, and partners contributions
 - result of our President's infrastructure budget improvements for our country
 - who or where is the funding coming from
2. What has been the number of incidents / accidents resulting from bottleneck trains, vehicle-pedestrian-train?
3. How long will it take to complete the projects?
4. Inclusion of pre-apprentice projects for sponsor into union trades is crucial to community residents. Is IDOT prepared to draft bids to include jobs and apprenticeships?



5. When will the project begin?
 - How will seniors within the community be notified?
 - Can other notification sources be used such as flyers, bulletins, or door to door distribution?
 - How are local workers notified about the available jobs and requirements for these jobs in the area?
6. You indicated limiting the noise, how will you keep the noise down when the train continue to go through? Will there be noise barriers?
 - Will there be funds for sound proofing the homes?
7. The viaduct on 71st Street between Stewart and Eggleston floods, what will be done about this? This is also too low for most trucks
8. To the railroads, how can each community get help in maintaining railroad property? (Example: overgrowth, beautification) etc.
9. How can you ensure the construction project will employ those in the community?
10. What will happen with our water system and sewer? (75th Street)
11. How many homes will be affected? (75th Street)
12. What price amount? What amount will be offered for the Homes? Fair Market or price at original purchase? (75th Street)
13. How long will it be for the project to start and where will it begin?
 - Can the beautification of cutting weeds down begin now?
14. A lot of us have lived in the community for many years and are almost finish paying for our homes. We all know that FMV in this area is lower than other areas. So if you pay FMV and we have to move to other communities it will be like starting from the beginning. Some of us are retired or close to it and unable to “purchase new homes”. We will need more than FMV – just because of the rates that our homes are valued at.
15. Significant African American Business Opportunities? Professional Services particularly engineering? Construction, Contractor? Jobs – Engineering, Trades.
16. Elaborate on engineering educational program. Labor jobs- what types?
17. Will the viaducts be repaired prior to the final decision to proceed with the project?
18. Has there been any discussion of funding for existing properties left along the right of way after the project completion for home improvement?
19. Train vibrations over the course of years has deteriorated and damaged my property. Will there be other options to repair or mitigate those damages even if the project is not granted?



20. How would this project benefit me?
21. Would the project continue whether we like it or not?
22. How would we be compensated?
23. Who can we contact about poor conditions at viaduct specifically, 79th Lowe, 80th Street through 87th Street? (conditions of these viaducts, falling concrete daily, poor lighting, overgrown trees)
 - o Metra & Union Pacific/Rock Island run directly behind our homes. Every time a train passes, it shakes the ground causing the foundation of homes to shift. What are the plans to correct and update those rails and viaducts?
24. Has the location been determined, if not when?
25. Some of the residents that are near these railroad lines are suffering movement of the foundation from current railroads. What options do property owners have to have this problem remedied?
26. Very poor conditions on 79th& 80th falling concrete, trees are growing like forest, need to be cut down. We have no alley we have to take our garbage out to Front on Tues. evening for pick-up on Wed. Sometimes Thur. Trees need to be trimmed on our block. 79th& Lowe and to 87th Street. Why are all our young people living in street? Robbing, breaking in homes and the ones that have jobs, they do not

care for no one else. And the senior citizens have been here 65-95 to one hundred years. Who are responsible for all these violations? Who is the advisory group?

NEXT STEPS

The 75th St. CIP team will respond to each comment submitted via comment sheet or court reporter statement with a letter addressing the concerns stated. The information gathered at these meetings will be incorporated into the "Purpose and Need" section of the Environmental Impact Statement, and considered as the team moves forward to consider alternatives and prepare for the next public meeting. Additionally, the project team will summarize all outreach efforts and substantive public comments in the Environmental Impact Statement.





Comment Sheets Submitted during Public Meeting June 7, 2011

Representing	Comments
76 th , 77 th & 78 (all Cul-de-sacs included) Block Club	<ol style="list-style-type: none">1. Trim trees on the railroad side between the city and railroad property on 78th& Hamilton.2. Do not allow those trains to remain stationary behind the homes on 78th& Hamilton because they give off fumes. Residents (some of them) have bronchitis and other breathing problems. Those fumes are unhealthy and they pollute the air.3. There are too many rodents (raccoons, opossums, rabbits) and snakes coming in the residents' yards. What can be done to eliminate these problems?4. Provide jobs for some of the neighborhood residents.5. The trains are too noisy (blowing horns very late at night). Some of the noise needs to be reduced or silenced.6. Lights are needed on the viaduct between 79th& Hamilton & Oakley.
75 th Street Circle & Hamilton	<p>I am really worried about the problems building along the railways bring. First is the runoff from the rain. There is no drainage at all. The railroad put a new railway switch at 75th Place and Hamilton, just outside of my backyard. They cleared out a space that had been untouched by man for 40 years and we are now overrun by rats. Millions of rats, rabbits, raccoons, opossums. The railroad always said they couldn't clear away debris when I had asked in the past to clean up their land. I live at the Forest Hill location. I want out, call me. I don't want to live through this. Thank you.</p>
Greater Southwest Development	<p>Good start thus far! I'm glad you are engaging community residents. I encourage you to engage manufacturers and businesses in the area as well, if you haven't done so already.</p> <p>In my line of work, manufacturers comment not only on the rail delays but also on the physical conditions of the area surrounding the rails by their businesses. For example, there are safety concerns with youth partying by the rails and fences. The viaducts are also unsafe and in poor physical condition.</p>
Metra District West Line	<p>Community Advisory Group Members expressed vital project related concerns. Employment and economic developments, appearance of railroad property, railroads</p>



Comment Sheets Submitted during Public Meeting June 7, 2011	
Representing	Comments
	need to be better neighbors, two community advisory groups have been formed to help us. Resident report that improvements needed to solve these issues illegal dumping, badly maintained fencing, overgrown vegetation, rodents.
Self	The 75 th Improvement project is good, but I hope I will be able to enjoy the new improvements. I hope I am not going to be forced to move because I love my park. Please get the information and news letter I need to stay informed. Thank you.
CSR 2200 & 2300 Block W. 81 st Place	I would like to know when the railroad company will discuss and make some solution about homeowners' property damages. Also noise constantly of trains just stopped and engine elevation. Maybe a noise barrier could be put in place from 79 th Street near Oakley around to 81 st Place to Western Avenue.
2200 Block W. 81st Place	This project looks and sounds good for the transportation dept. But the people that live right behind the train tracks, we have to continue to complain to the CSX people about the idling of the trains late at night and also the wee hours in the morning. Trains moving, shaking the house's cracking the foundation, and the kids throwing rocks breaking windows out of cars and homes in the area. When trains stop and the boxcars that have the frozen food or items on it running all night and sometimes for days. Also the upkeep of the property is very bad, they refuse to keep grass cut. When trees are cut down the CSX staff just leaves them there and don't pick up their trash. I would really like the railroad to install sound barrier wall to protect the homes around the track and we would like to have a community garden installed on railroad behind 2201 block.
Active Transportation Alliance	<ol style="list-style-type: none"> 1. Metra SouthWest Service should be increased to hourly. Currently it is every other hour as opposed to most other Metra lines. 2. Another Metra station should be built in Chicago between Union Station and Wrightwood. Possible locations include Garfield or 35th Street. 3. All service should continue to Manhattan. 4. Service should be provided on Sundays. 5. All road and viaduct improvements that are contained in this project should provide improved sidewalks for pedestrians and accommodate designated space for bicycles and safe crossings for all modes of transportation.



Comment Sheets Submitted during Public Meeting June 7, 2011	
Representing	Comments
Self	Would like to know how the railroad at 73 rd Street & Springfield (Belt) is involved.

Comment Sheets Submitted during Public Meeting June 9, 2011	
Representing	Comments
Walls Transportation	Concerned about effects of project on local businesses.
Black United Fund of IL	Thank you for the community improvement. Please consider apprenticeships in the construction trades for the community residents. The economy has had a devastating effect on our community. This project will have an exponential burst in construction jobs paying sustainable living wages for community growth. In addition, work development creates a tax revenue increase for neighborhood to improve the quality of service.
Self	<ul style="list-style-type: none"> • Vibration and noise • Vegetation on the hill from track at 74th & Lowe needs to be cut. • Viaduct at 74th & between Lowe & Parnell needs to be repaired. • My car was hit by fallen debris from the viaduct that needs repair.
73 rd Lowe/Union Block Clubs	<ul style="list-style-type: none"> • Volunteer – information about the Community Advisory Group Member • Add to mailing list
1200 W. 74 th Place Block Club	<ul style="list-style-type: none"> • Viaduct on 74th Place & Racine has water leaking, needs painting, poor lighting and repairs. • Grass along side of 75th St & Racine behind Library (Thurgood Marshall) needs cutting. • Tall weeds behind my address, 1223 W. 74th Place. Needs to be cut. • Need additional fencing on top of switching lights to keep children out. • Railroad workers driving over Cul-de-Sac at end of alley.
Self	<ul style="list-style-type: none"> • Concern: After the railroad congestion has been completed how is this going to enhance the economics/jobs in the community? • Beautification of existing Metra stations in area (ex. 87th Halsted) • Total viaduct structural improvements, railroad & city responsibilities, will be restored.



Comment Sheets Submitted during Public Meeting June 9, 2011	
Representing	Comments
	<ul style="list-style-type: none"> Noise reduction, home safety lighting around area and maintenance of the area with local. Increase of local construction, workers in area. According to your slide presentation it's only 1/10 of the jobs with locals? (600 out of 16,000) Create summer jobs for children within these areas. I want to become involved with community advisory. I need a hardcopy of owners of railroad companies in the community. I need a print out of the community advisory board.
Self	Please keep me informed about this project. I want to remain actively involved.
Self	I personally acknowledge your consideration in addressing this issue in this particular area. Since we are close to a railroad which has a noticeable presence in the community. It was considerate of you – keep it up!

Comments Given to Court Reporter during Public Meeting June 7, 2011	
Representing	Summary of Comments
Self	Are we going to be impacted? Will we have to relocate, and how will we be compensated? Will you have a meeting for all the people who will be impacted? Please call me. When railroads build, they don't take away their debris, and they don't maintain their property.
Self	Vibration from the railroad is causing structural damage to our house and garage. When will the railroad address this issue? Vegetation on the railroad is also a problem. There are rodents in the weeds, and young men are lurking in the dark and the weeds. The railroads did work on the viaducts and left debris that the young men now throw down at our cars. There are no lights under our viaduct.
Self	Vibration from the railroad is causing structural damage to my house, garage, and sidewalks. The railroads left bricks and rocks on the tracks after completing work. Boys go up there and throw rocks down to break car windows. The lights are off under the viaduct, and people use it as a dump. The horns blow too much. If we had soundproofing, it would be better.



Comments Given to Court Reporter during Public Meeting June 7, 2011	
Self	I agree with everything that [two previous commenter's said, because I live right next door.
Self	We have problems with runoff from the railroad tracks. About five years ago, when they expanded the railroad switching yard, they cleared a lot of ground, and we were overrun by rodents and water. It still comes almost to our front door. We would like to have the property behind our property maintained more properly. When trees were trimmed, they dropped them on our fence and knocked it down, then left the trees there. We contacted the Alderman, and it took months to get them cleared away.

Comments Given to Court Reporter during Public Meeting June 9, 2011	
Representing	Summary of Comments
Self	I avoid 71 st Street because of the lengthy delays caused by trains.
Self	Thank you for working to improve this neighborhood. I see people inspecting the viaducts. A lot of people are leaving this neighborhood. Please coordinate with the Mayor and Father Pflieger.
79 th and Lowe Block Club	Please come and meet with our block club. Our meetings are usually on the first Saturday of the month from 10-11 a.m., and we will change that to meet your schedule. We did have problems with boulders falling off the track, but they came out and repaired most of that. But they don't take care of their property. During the summer, the weeds grow taller than me, and there are mostly elderly people on my block. People can hide in the bushes up there. The cottonwood trees up there cause problems for people with allergies.
Self	Our community is surrounded by railroads. Any movement by the railroad would disturb the current structure of our community. We don't usually have a problem with the railroad, but we do have a problem with some structures. One is owned by Union Pacific. It is crumbling. Stone and concrete falls from the viaduct and endangers people. There is a wall that we tried to get the City to replace. We have addressed this issue to CDOT, and they have yet to do anything. Our community is totally surrounded by the railroad on a high embankment. We do not want the railroad to disturb the embankment or restructure anything because it would impact the community.
Freedom Temple Church of God in Christ	I am the pastor of a church whose property adjoins the track for 408 feet. Will acquisition of land affect us and our



Comments Given to Court Reporter during Public Meeting June 9, 2011	
	plans to expand our parking? I don't see how they can decongest these areas without adding additional tracks.
Monumental Faith Evangelistic Church	Last week on Columbus Avenue I waited 20 minutes for a train going eastward to clear. The last car stopped just as it passed the safety bars, and they never went up. I waited another 20 minutes, and saw cars drive around the guardrails from both sides. Another train came from the east. Cars couldn't see it. Also, pedestrians were crossing the track. I waited another 20 minutes, and the guardrails never rose. This has been happening for years in this area. What will CSX do about it?

Comments Mailed in after June 2011 Public Meetings	
Representing	Comments
BNSF-Railway Metra	Metra conflicts with freight trains, Metra trains cross freight train tracks at several locations within the study area including the Foresthill and the Belt Junction. There are also conflicts junctions between freight rail lines and Metra SouthWest service in the shared corridor between the study area and Union Station. During peak commuter periods only Metra trains are allowed to run in these areas as a result freight trains and sometimes Metra trains may encounter lengthy delays.
Metra Rock Island	Forest Hill Junction-the North-South Railroad tracks cross the east-west tracks of three other railroads at this location. Causing delays for freight and passenger trains waiting for other trains to cross.
Metra SouthWest	Metra [illegible] tie the crate team committed to helping local residents find fort hill junction. The north south railroad track cross the east west tracks of three other railroads at this and passenger trains location causing delays for freight belt junction five railroad tracks converge onto two tracks this location most trains usually only one train is able to pass through this junction at time. [sic]
Metra Heritage Corridor	6:44 p.m. bound for stops on Chicago Northside the [illegible] stop suburbs and finally Waukegan Metra riders boarding this train at Ogilvie recently said they've come to expect being tardy getting home and often [illegible] crowds headed to ravinia in summer with summer with Metra. [sic]





Attention: Metra SouthWest Service Riders

You Are Invited to

PUBLIC MEETINGS

for the 75th Street Corridor Improvement Project

This project was initiated to find solutions to relieve rail and road congestion, and reduce conflicts between passenger and freight rail traffic. **This will increase reliability and reduce delays for Metra's SouthWest Service. Potential solutions may route the Metra SouthWest Service line into LaSalle Street Station instead of Union Station.** The purpose of these meetings is to provide an overview of the project and obtain your input on the draft purpose and need.

Meeting 1: June 7, 2011
 St. Rita High School
 7740 S. Western Avenue
 Chicago, Illinois 60620

Meeting 2: June 9, 2011
 1st Corinthian Missionary Baptist Church
 7500 S. Halsted Avenue
 Chicago, Illinois 60620

Both meetings will present the same content.
 Open House: 4-6 p.m.
 Formal Session: 6-7 p.m.
 Open House: 7-7:30 p.m.



For more information, please visit www.75thcip.org

The meetings will be accessible to persons with disabilities. Anyone with questions or needing special assistance should contact Gretchen Wahl at (312) 675-3030. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Illinois Department of Transportation at (866)273-3631 (TTY) at least five days prior to the meeting.



Illinois Department
of Transportation



CORRIDOR IMPROVEMENT PROJECT

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CREATE
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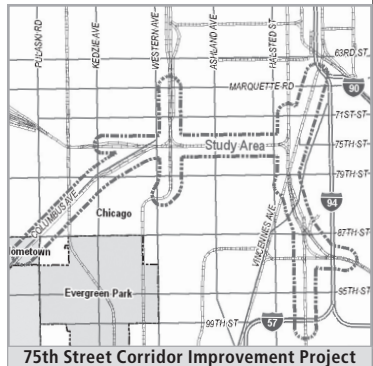
You are invited to attend Public Meetings

hosted by the Illinois Department of Transportation (IDOT) concerning the preparation of the Environmental Impact Statement for the 75th St. Corridor Improvement Project (CIP).

This project was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency Program (CREATE).

The purpose of these meetings is to:

- Provide an overview of the project
- Review the project's draft purpose and need for the improvements
- Obtain public input on the draft purpose and need



THE MEETINGS WILL TAKE PLACE:

June 7, 2011 *and*
4:00 p.m.–7:30 p.m.
St. Rita High School
7740 S. Western Avenue
Chicago, Illinois

June 9, 2011
4:00 p.m.–7:30 p.m.
1st Corinthian MBC
7500 S. Halsted Street
Chicago, Illinois

Both meetings will present the same content. An open house will be held between 4:00 p.m. and 6:00 p.m. You can view an audio-visual presentation and project exhibits, and the project team will be available to discuss the project and answer questions. **A formal session with questions and answers will be held at 6:00 p.m.**

The meetings will be accessible to persons with disabilities. Anyone needing special assistance should contact Gretchen Wahl at (312) 675-3030. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the Illinois Department of Transportation at (866)273-3631 (TTY) at least five days prior to the meeting.

All correspondence regarding this project should be sent to:

75th St. Corridor Improvement Project
One North Franklin, Suite 500
Chicago, IL 60606
Attn: Doug Knuth

info@75thcip.org
www.75thcip.org



ASSOCIATION OF
AMERICAN RAILROADS



You are invited to attend public meetings hosted by the Illinois Department of Transportation (IDOT) concerning the preparation of the Environmental Impact Statement for the 75th St. Corridor Improvement Project (CIP).

This project was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency Program (CREATE).

The purpose of these meetings is to:

- Provide an overview of the project
- Review the project's draft purpose and need
- Obtain public input on the draft purpose and need

An open house will be held between 4:00 p.m. and 6:00 p.m. **A formal session with questions and answers will be held at 6:00 p.m.** The project team will be available to discuss the project and answer your questions throughout the meeting.

For more information, please visit www.75thcip.org.

The meetings will be accessible to persons with disabilities. Anyone with questions or needing special assistance should contact Gretchen Wahl at (312) 675-3030. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Illinois Department of Transportation at (866)273-3631 (TTY) at least five days prior to the meeting.

Meetings will take place:

June 7, 2011

**St. Rita High School
7740 S. Western Avenue
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4:00 p.m. – 7:30 p.m.**

— and —

June 9, 2011

**1st Corinthian MBC
7500 S. Halsted Avenue
Chicago, Illinois 60620
4:00 p.m. – 7:30 p.m.**

Both meetings will present
the same content.





75th St. CIP
One North Franklin St., Suite 500
Chicago, IL 60606





Illinois Department
of Transportation

75th

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Welcome

**Welcome
and *Thank You*
for attending today's
public meeting**

Welcome and thank you for spending time with us today to talk about the 75th Street Corridor Improvement Project.

What We Want to Accomplish

Provide you with information about:

- The history of railroads in Chicago
- The CREATE Program
- The 75th Street Corridor Improvement Project
- The purpose and needs of the project

Ask for your feedback on:

- The 75th Street Corridor Improvement Project's purpose and needs

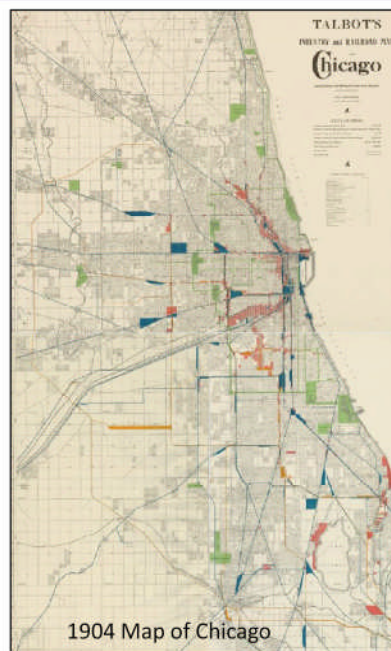
During this public meeting, we will explain the 75th Street Corridor Improvement Project and how we got here. We will spend time talking about:

- the background of the project, including the history of the railroads in the region
- the CREATE program
- the reason for the 75th St. Corridor Improvement Project as listed in the purpose and need.

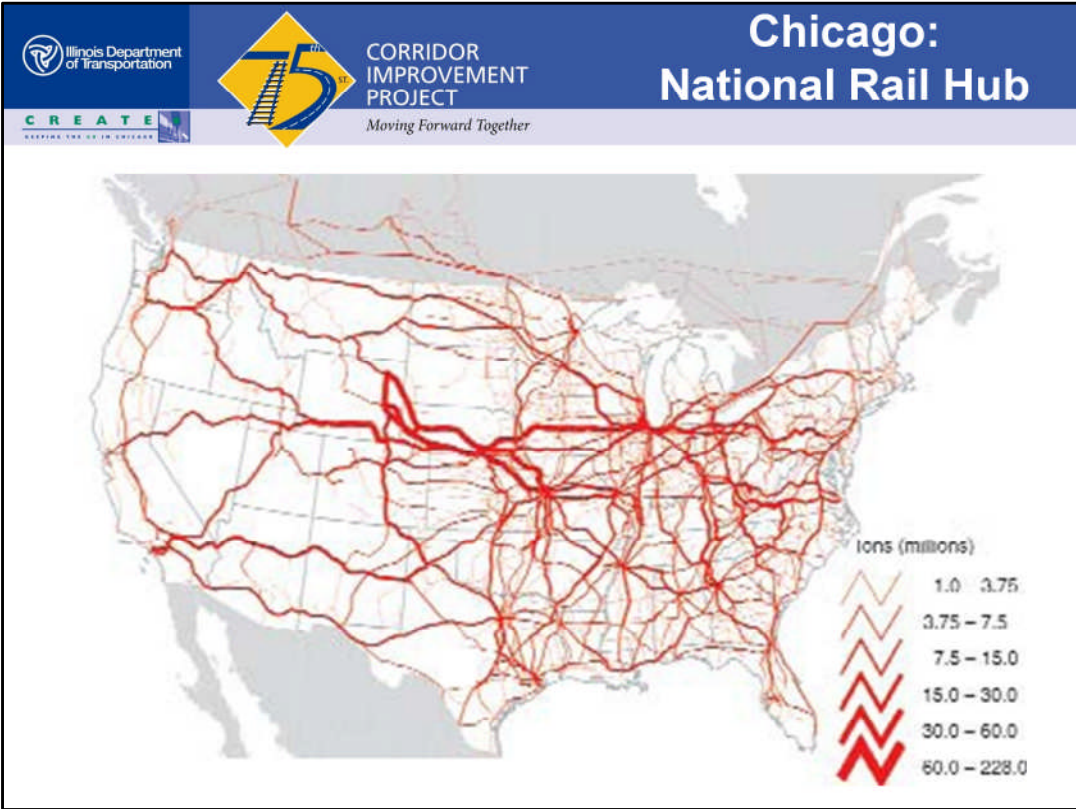
Most importantly, we are asking you to provide comments on the project's "purpose and need" presented tonight. Your input is vital to making sure the project team completely understands the project-related problems from your community's perspective as we move forward.

Chicago has been a rail hub for 150 years

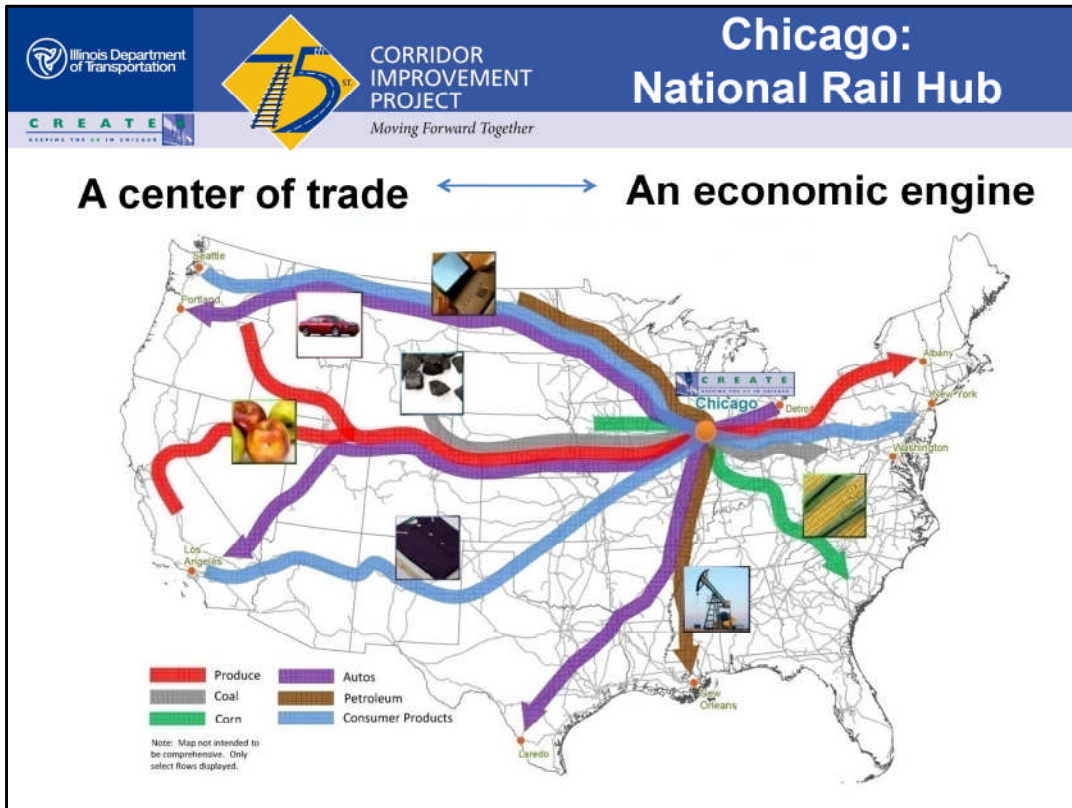
- The only city that six of the seven major railroads operating in North America pass through
- Each day, nearly 1300 trains pass through the region – 500 freight and 760 passenger
- The city handles one-fourth of the nation's freight rail traffic



Railroads helped make Chicago the city it is today. They are an important contributor to our economic growth, both in the past and in the future. Chicago is unique because six of the seven major railroads converge here. Thirteen hundred trains pass through our region daily – handling one-quarter of the nation's freight rail movements.



Chicago is a rail hub – if not THE rail hub – of the Nation.



Chicago is the center for the flow of goods through our country - from corn to coal to cars. The railroads help to keep the nation's economy moving.

The Chicago rail system – by the numbers

- 2,796 miles of track
- 16,000 acres of railroad right-of-way and yards – O’Hare Airport covers 7,000 acres
- 37,500 rail cars daily; by 2023 that number is expected to be 67,000

We all know that this means a lot of track. Our region holds almost 3,000 miles of track. Railroad right-of-way takes up over twice as many acres as O’Hare International Airport. Nearly 40,000 rail cars pass through our region daily, and that number is expected to reach 67,000 by 2023.

Railroads employ more than:


- 18,000 people in Illinois
- 7,800 in Cook County
- 600 people living in the project area


The railroads generate \$22 billion in annual economic benefit to Illinois businesses

The railroads bring significant economic benefits to our state, region, and neighborhoods. They employ thousands throughout Illinois and the Chicagoland region. Also, more than 600 people living in the project area work for the freight railroads. Annually the railroads generate billions in economic benefit to Illinois businesses.

- Congestion in Chicago causes delays nationwide
- It takes a train approximately 48 hours to travel from Los Angeles to Chicago; that same train can spend over 30 hours traversing the Chicago region
- Average train speeds in the region range from 5 to 12 miles per hour
- Delay time makes up approximately 20 percent of all daily freight train operations time

Increased freight and passenger rail traffic presents challenges for the Chicago region and our nation. The demand for rail service has outgrown the existing rail infrastructure. Congestion in the Chicago rail network causes delays nationwide. A train that takes 48 hours to travel here from Los Angeles can take 30 hours just to pass through Chicago. This congestion threatens Chicago's position as a premiere rail hub, making other cities more attractive to freight business.






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CREATE Program

Chicago Region Environmental And Transportation Efficiency Program



CREATE, the Chicago Region Environmental and Transportation Efficiency program, was developed to address this rail congestion and increase the efficiency of the region's rail infrastructure.





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CREATE Program



CREATE
KEEPING THE US IN CHICAGO

A Partnership Between

- Federal Highway Administration
- Illinois Department of Transportation
- Chicago Department of Transportation
- Association of American Railroads



The Federal Highway Administration, the Illinois Department of Transportation, the Chicago Department of Transportation and the Association of American Railroads came together to form CREATE. This unique public-private partnership is responsible for identifying and addressing the rail and roadway problems that result from our overburdened rail network.

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CREATE Program

CREATE


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Goals

- Reduce rail and roadway congestion
- Improve passenger and freight rail service

Benefits

- Enhance public safety
- Provide national, regional and local economic benefits
- Reduce energy consumption
- Improve air regional quality



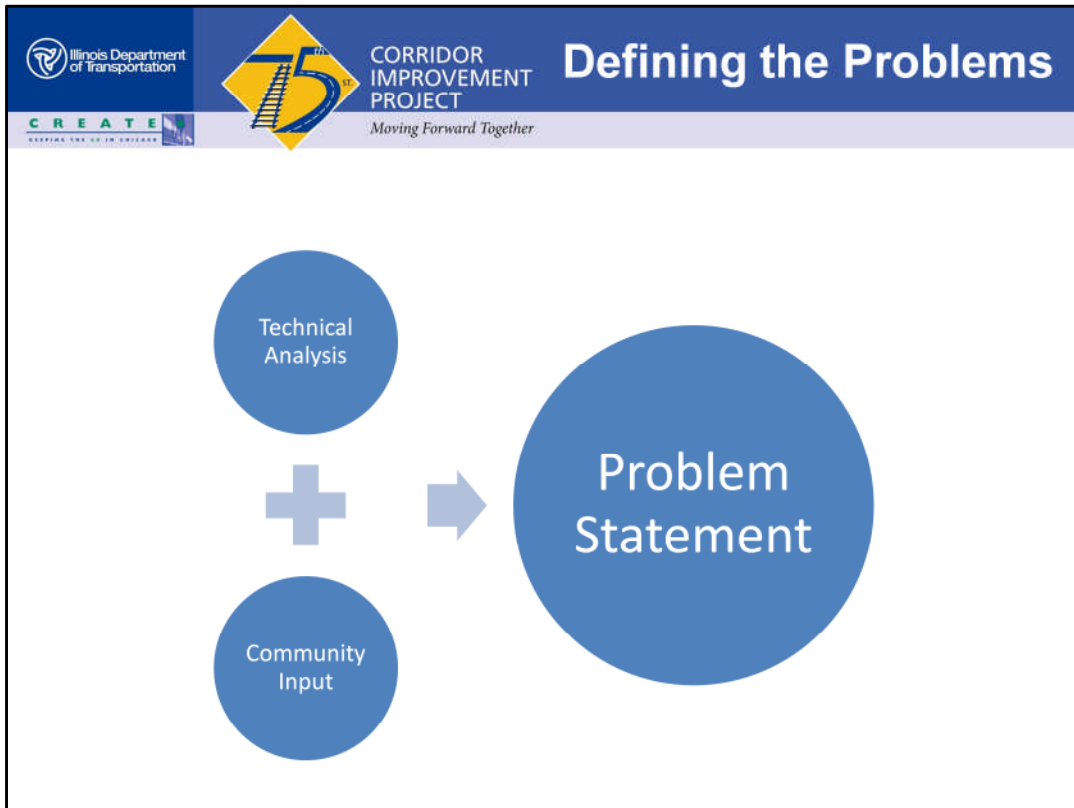
CREATE's goals are to reduce rail congestion and improve passenger and freight rail service. Meeting these goals will provide measurable benefits to the Chicago region. Eliminating conflicts between rail to rail operations and rail to roadway conflicts will enhance public safety. Demand for freight rail service in Chicago is expected to nearly double, and that means more jobs for Illinois workers and increased economic opportunity. To capitalize on these opportunities, Chicago must be able to handle more efficient rail movements. Reducing the number of idling trains will reduce energy consumption and improve air quality.

75th Street Corridor Improvement Project

- CREATE is focused on rail traffic on four rail corridors in the region
- Three of the four CREATE rail corridors go through the 75th St. CIP
- This project is one of the largest and most complex within the CREATE program



There are four major rail corridors that the CREATE program is focused on. Three of these four key rail corridors intersect at the 75th Street CIP. This makes it one of the largest and most complex projects of the 70 projects that make up the CREATE program.



The first step in a project is defining the project goals and identifying the problems that should be addressed.


The project problems are identified through both technical analysis and community input. The combined list of problems is called a Problem Statement.

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Defining the Problems

Technical Analysis



- Review train and vehicle traffic data
- Field surveys
 - Noise
 - Vibration
 - Bridge conditions
- Traffic projections


Our team of professionals analyze the rail and roadway problems in a variety of ways. We need to understand what is out there right now and what technical problems exist. First, we look at traffic counts, physical conditions of viaducts, rail and roadway at-grade intersections and overpasses. We also identify what existing community resources are in the study area that may be impacted. We then send people out to survey conditions such as noise and vibration.

Finally we look at trends to make projections on future traffic.

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Defining the Problems

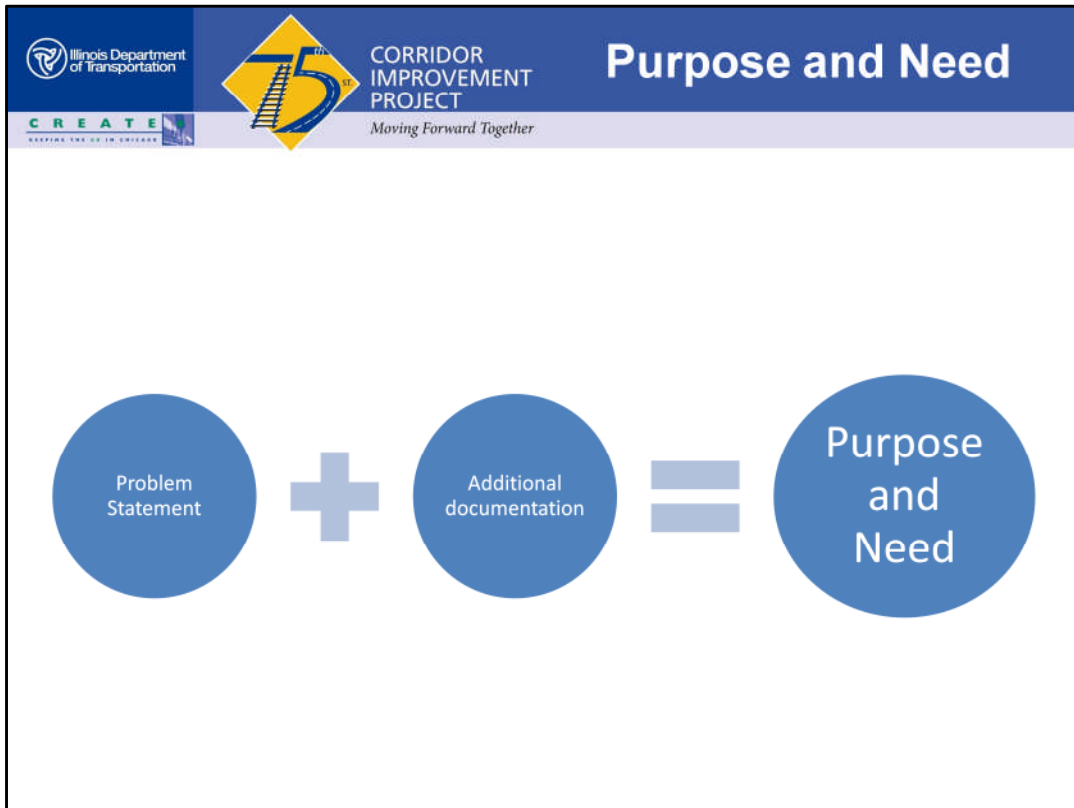
Public Input



- Community Advisory Group Meetings
- Meetings with Key Stakeholders
- Public Meetings
- Comments received via website and at public meetings



We know that rail and roadway issues exist for those living and working near the study area. Public input helps us to understand these issues.

To collect public input into the problem we have formed two advisory groups, representing different parts of the project area. We also met with key stakeholders such as the Ministerial Alliance to learn about their issues. These groups provided much of the information we are presenting tonight.





The problem statement, plus additional documentation of the technical analysis, make up the project’s “Purpose and Need”, which is the formal statement of the reasons for and goals of the project.

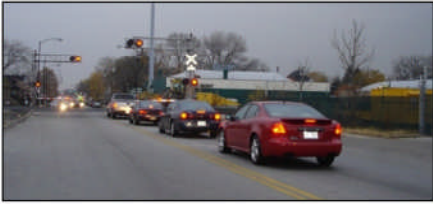
We are here tonight to present the findings that make up the “Purpose and Need” for this project, and to allow you to provide additional input and comments.



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Project Purpose

Improve mobility for:
Rail passengers



Freight traffic

Motorists


A project's overall goals are summed up in its Purpose.

The purpose of the 75th Street Corridor Improvement Project is to improve mobility for rail passengers, freight traffic, and motorists.

Project Needs


- Reduce Rail Line At-Grade Conflicts
- Reduce Highway-Rail Crossing Problems
- Improve Rail Transit Passenger Service Reliability
- Reduce Local Mobility Problems

The “Needs” are the more detailed objectives of the project – the problems and their causes that must be addressed to achieve the project’s purpose.

For the 75th Street CIP, the project “Needs” are to:

- Reduce Rail Line At-Grade Conflicts
- Reduce Highway-Rail Crossing Problems
- Improve Rail Transit Passenger Service Reliability, and
- Improve Local Mobility

Let’s look at these “needs” in detail.



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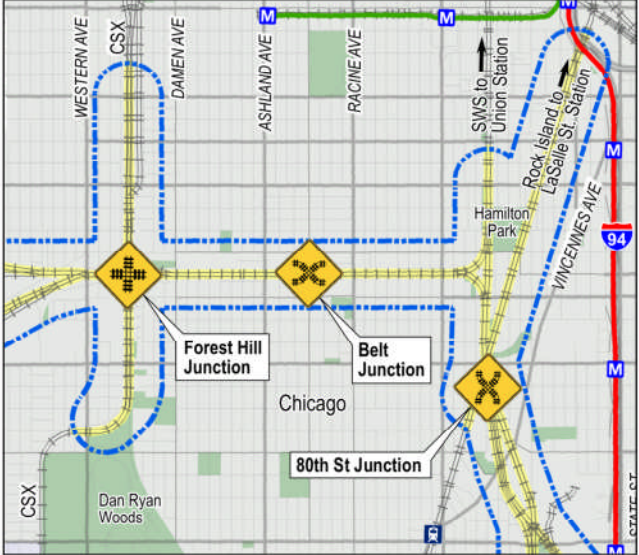
Reduce Rail Line At-Grade Conflicts

Train Delays

- Multiple rail junctions (intersections)
- Crossing trains must stop
- Metra conflicts


Results

- Delays in the system
- Idling trains



Our technical analysis showed that trains are delayed because of junctions in this corridor. Junctions are like railroad intersections, where trains have to stop and wait for crossing trains.

These conflicts cause delays in the system, and trains idle as they wait for their turn. Rail junctions in the project area were not designed to deal with this amount of train traffic.



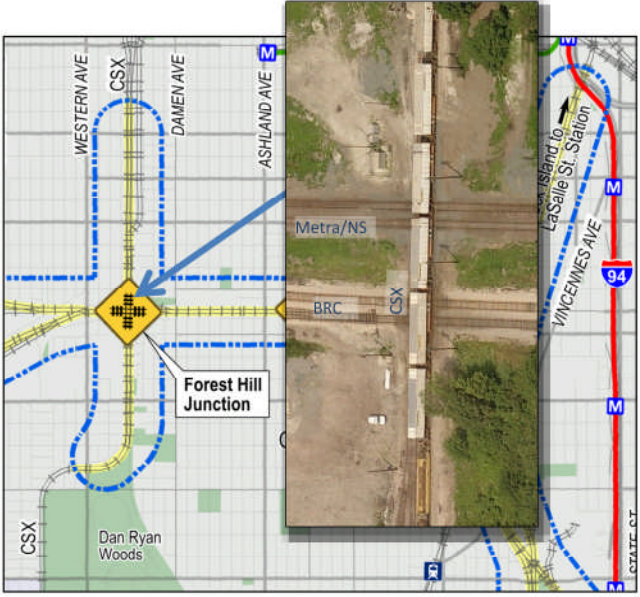
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Reduce Rail Line At-Grade Conflicts


Forest Hill Junction

- North-South tracks cross the East-West tracks
- Trains have to wait to cross
- Loud noise from the rails at the junction



Three junctions in the project area lead to delays. The first conflict point is Forest Hill Junction, near 75th Street and Western Avenue. Here, north/south tracks cross east/west tracks. Trains sit idling as they wait their turn to pass through.

In addition to the noise and vibration from idling trains, the location where the rails cross produces a loud pounding noise when trains pass over. This could be eliminated by taking one set of tracks over the other.



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Reduce Rail Line At-Grade Conflicts

Belt Junction

- Five tracks converge onto two tracks
- Most trains have to cross over to another track – only one at a time can pass



The second conflict point is Belt Junction, located near 75th Street and Loomis Avenue. Here, five tracks narrow to two, and most trains need to cross from one track to the other. The result is a bottleneck.



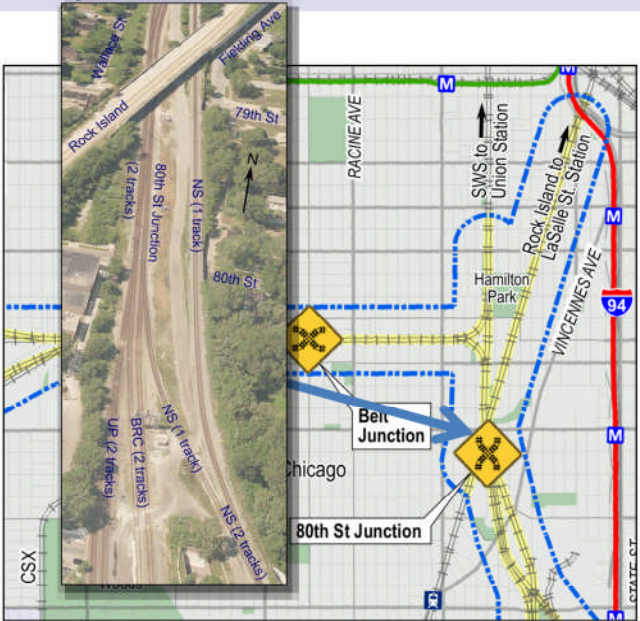
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Reduce Rail Line At-Grade Conflicts



80th Street Junction

- Six tracks converge onto two tracks
- Train traffic is more than these tracks can handle



80th Street Junction, near Wallace Avenue, causes a similar bottleneck. Here, six tracks converge to two tracks.

Reorganizing these junctions will allow more efficient passage of trains and reduce delays.

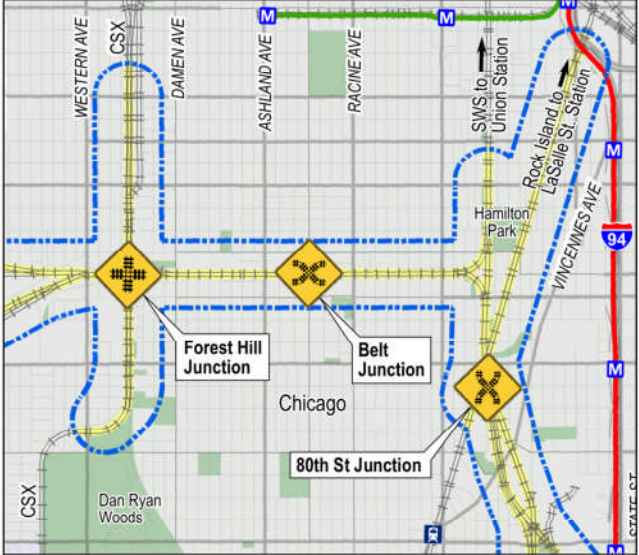
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Reduce Rail Line At-Grade Conflicts


Junctions Too Close Together

- Trains stopped at one junction often block adjacent junctions
- This results in delays in the system and idling trains



In addition, these junctions are too close together. Modern trains are now one or even two miles long. When the longer trains stop at some junctions, they block the last junction. They have to wait until both junctions are clear before they go through.

Eliminating Forest Hill and Belt Junctions would leave longer spaces between the remaining junctions, and trains could pass through more easily.



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Reduce Rail Line At-Grade Conflicts

Metra Conflicts with Freight Trains

- Metra SouthWest Service shares corridor with freight rail, has priority in peak times
- This results in:
 - Restrictions to freight traffic
 - Less reliable transit service



Metra's SouthWest Service shares its corridor with freight trains, both in the project area and on the rest of its route to the Loop. Metra has priority to operate during peak hours in this section of the corridor, restricting freight traffic.

Separating the Metra tracks from the freight tracks, with a possible connection to the Rock Island line, will reduce the delays to both commuter and freight traffic.

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Reduce Rail Line At-Grade Conflicts

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Train delays lead to idling trains, which:


- Emit fumes into the air
- Create noise and vibration
- Blow their horns when restarting
- Block crossings, causing delays to drivers and pedestrians
- Present temptation for theft

In addition to the transportation problems from the delayed trains, members of the community expressed concerns about noise and air pollution from trains idling at crossings.

As trains sit idling, they emit fumes or air pollution into the surrounding neighborhoods. Residents living close to the tracks feel the vibration. When a stopped train begins moving, it is required to blow its horn, regardless of what time of the day it is. Stopped trains can block road crossings, causing delays for drivers and pedestrians.

Some of you have also noted that stopped trains present an opportunity for theft from rail cars, leading to more crime in the community.







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Reduce Highway-Rail Crossing Problems


- Drivers and pedestrians must wait for trains to pass at 71st Street and other crossings
- Church members are often late for services
- Potential delays for emergency responders
- People crossing tracks or climbing trains presents safety concern


Where trains cross roadways at street level, like at 71st Street, vehicles and pedestrians must wait for the trains to pass. There are 7 other similar at-grade crossings in the study area. Given the number of these crossings and the number of trains in the 75th St. corridor, there are concerns about these delays for both drivers and pedestrians. From you we have heard reports of children crossing the tracks or climbing through the stopped trains to get across, emergency responders being delayed, and church members being held up on their way to services.

Putting the tracks on a bridge over 71st Street may eliminate the delays at that location.

Several other at grade crossings including Columbus at 75th Street, 95th Street at Eggleston, and 87th at Rockwell will be addressed in other CREATE projects.



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CORRIDOR IMPROVEMENT PROJECT
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Improve Rail Passenger Service Reliability

- Metra's SouthWest Service has only one track from Wrightwood Station to Western Avenue
- Limits flexibility and reliability of service



From Wrightwood Station to Western Avenue, Metra operates on a single track, but Metra runs on double track east and west of there. Since the Metra trains run in both directions, one train is sometimes delayed while the other one clears the single-track segment. This can cause service delays and less reliable transit service. A second track in this area will allow Metra to run trains in both directions throughout the corridor.

Viaduct conditions restrict mobility

- Falling concrete/debris
- Poor lighting
- Water on sidewalks due to poor drainage
- Uninviting to walk or drive under
- Low clearances for trucks



Some of you have commented that the conditions of many viaducts under the railroads are unsafe. The design team has inspected the viaducts for conditions that would affect the street users as well as the railroads passing over them.

Many of the viaducts are in disrepair, and people hesitate to drive or walk under them. Some have poor lighting at night. Low clearances force trucks to find alternative routes when making deliveries to businesses like Aldi's. Structures are showing their age, with falling concrete and damage to sidewalks from poor drainage.

Key Elements of Public Engagement

- Develop a Stakeholder Involvement Plan
- Form two Community Advisory Groups
- Meet with community leaders and groups
- Maintain project website
- Hold public meetings




While our project team has a lot of experts in transportation and engineering, YOU are the experts on living in your neighborhoods. We need your input to identify transportation needs and help choose the best way to meet them. One of our first steps in involving you in the project was to develop a Stakeholder Involvement Plan to guide our outreach activities. We formed two Community Advisory Groups to reach out to individuals and organizations in the neighborhoods surrounding the study area. We have begun meeting with community leaders and groups, and look forward to meeting with more of you. We maintain a project website where you can give your input, and we also look for your input through public meetings, and in a variety of other outreach methods.

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Public Input to Purpose and Need

Community Advisory Groups Formed

- Two Community Advisory Groups were organized
 - East half of project area
 - West half of project area
- Comprised of individuals that work daily to benefit your neighborhoods



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graph TD; CAG((CAG)) --- Churches((Churches)); CAG --- Schools((Schools)); CAG --- EmergencyServices((Emergency Services)); CAG --- Businesses((Businesses)); CAG --- CommunityGroups((Community Groups));
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The project team invited representatives from businesses, police and fire districts, not-for-profits, churches, schools and other stakeholders to join either the East Community Advisory Group or the West Community Advisory Group for the 75th St. CIP. Their role is to be a “sounding board” for the project team throughout the project, and help the team provide project information to the groups and organizations they represent. We introduced them to the 75th St. CIP project, asked them about their community, presented the problem statement, and asked for their input on transportation issues in your community.

Community Members Have Expressed Other Vital Project-Related Concerns

- Employment and economic development
- Appearance of railroad property
- Railroads need to be better neighbors



The focus of our recent community outreach activities, including this meeting today, has been to ask for input about transportation problems in your neighborhoods as they relate directly to infrastructure. However, community leaders, elected officials, and others in your neighborhoods have also expressed other vital project-related concerns. They told us that people in your neighborhoods need good jobs. We learned that you want improved maintenance of railroad right-of ways. Your community leaders called for beautification around the railroad properties and asked for solutions to problems including dumping, badly-maintained fencing, poor viaduct lighting and maintenance, overgrown vegetation and increased rodent populations. Many of your community leaders expressed a desire for railroads to be more responsive to your neighborhoods' concerns.



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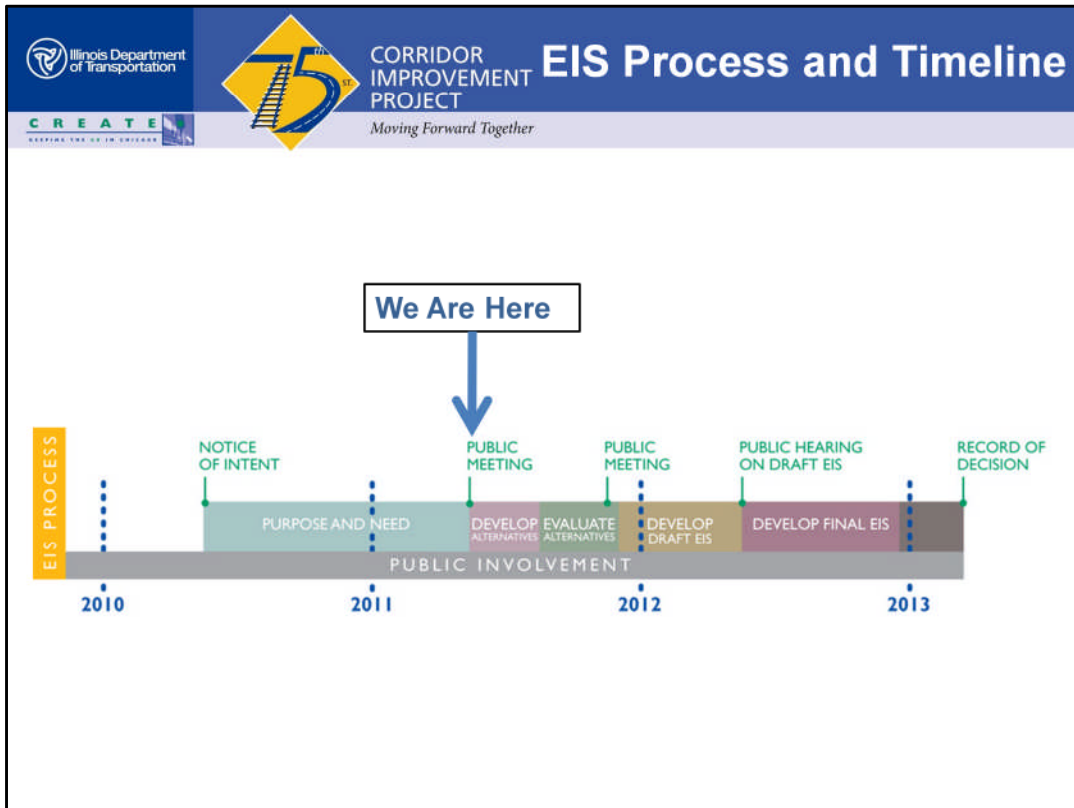
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Opportunities for Public Involvement

- Submit comment sheets today
- Provide input through email at info@75thCIP.org
- Attend the next public meeting in Fall 2011 to discuss alternatives
- Request a speaker for local groups
- Sign up for newsletters or read them online at www.75thCIP.org
- Submit a comment form on the project website at www.75thCIP.org
- Learn more about the CREATE program at www.createprogram.org

Your input is important to us, today and throughout the life of the project. This project is in the planning stage, and it will be several years before construction can start. We are letting you know about the project now so that you can comment on the purpose and need of the 75th St. CIP. Later, we will ask you to help us evaluate possible solutions.

We want to hear from you! Today you can submit a comment sheet, or take one home to mail in later. You can also make your comments to the court reporter, or submit a question at the presentation tonight at 6 o'clock. Throughout the project you can provide your comments, questions and concerns through emails, attend public meetings, request a speaker to come visit your group, and learn more about the 75th St. CIP and CREATE program online.



This timeline shows the next steps in the process. This is the first public meeting to be held for the 75th Street Corridor Improvement Project. With your help, we will learn more about the railroad and roadway problems that exist in the study area. That information will help us confirm the “Purpose and Need” for the project. The next step will be for us to develop transportation alternatives to address those problems. We will bring those alternatives back to you at another public meeting in the Fall and ask for input again. That meeting will be preceded by another round of Community Advisory Group meetings.

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Next Steps

What Happens Between Now and the Next Public Meeting?

- Review and incorporate your input
- Develop transportation alternatives to address the problems
- Evaluate the alternatives based on several factors including benefits, impacts and cost
- Come back to you to present the alternatives for your feedback

We will review the input we receive from you tonight and in the next few weeks, and use it to improve the “Purpose and Need Statement”.

The next step in the environmental process is for the planners and engineers to develop alternatives that will address the transportation problems that have been identified. The alternatives will be evaluated based on how well they address the problems and how they affect the community. The team will then bring those alternatives back to you in another public meeting to seek your input and feedback.

Illinois Department of Transportation

75th ST.

CORRIDOR IMPROVEMENT PROJECT

Thank You

THANK YOU FOR JOINING US!

Thank for attending this first public meeting of the 75th St. Corridor Improvement Project. We encourage you to stay and speak to members of the project study team, review project exhibits, and provide comments. A formal presentation will take place beginning at 6 p.m., when the team will present much of the information that is shown on our exhibits. Thank you for helping to keep the 75th St. CIP “moving forward together”.

Community Input

MARQUETTE RD
 Community members have expressed these concerns to the 75th Street Corridor Improvement Project team.



Highway-Rail Grade Crossings
 *Stopped trains can cause people to be late for work, school, and church.
 *Pedestrians and drivers rush to beat trains, sometimes crossing tracks unsafely.
 *Residents are concerned that stopped trains could delay emergency responders.

Delays at Rail Junctions
 Area residents report:
 *Idling trains cause noise, vibration, and air pollution.
 *Fumes and noise raise health concerns.
 *Train horns blow day and night.
 *Adults and children sometimes climb between cars of stopped trains to cross tracks.
 *Stopped trains are easier targets for theft.

Economic Development
 *People in these neighborhoods need good job opportunities.
 *Local organizations want to partner with railroads for community development.

Appearance of Railroad Property
 Residents report that improvements are needed to solve these issues:
 *Illegal dumping
 *Badly maintained fencing
 *Overgrown vegetation
 *Rodents
 Railroads have the opportunity to beautify property and build relationships with the community.

Viaducts
 Residents find viaducts uninviting to drive or walk under, and request these improvements:
 *New, improved, and maintained lighting
 *Better structural stability
 *Improved drainage
 *Repairs to sidewalks and roadways
 *Better maintenance and landscaping
 *Adequate clearances

Transit Access
 *Access to reliable transit is a concern for the community.

LEGEND

STUDY AREA	METRA STATION	CONFLICT POINTS
SCHOOL	CHURCH	VIADUCT
PARK	LIBRARY	ROADWAY-RAIL INTERSECTION
POLICE STATION	HOSPITAL	RAIL-RAIL INTERSECTION
FIRE STATION		
Community-Identified Concerns		
ROADWAY-RAIL INTERSECTION		
VIADUCT		

Purpose and Need

Legend

- Study Area
- Rail Operations**
- Amtrak
- BRC
- CSX
- Metra SWS
- Metra RID
- NS
- UP/CSX
- Bridge

Project Purpose

The purpose of the 75th Street Corridor Improvement Project (CIP) is to improve mobility for rail passengers, freight, and motorists.

Improve Rail Transit Passenger Service Reliability

Metra SouthWest Service
 Metra runs on only one track from Wrightwood Station to Western Avenue.

This limits the flexibility and reliability of Metra service.

Reduce Highway-Rail Crossing Problems

71st Street-Rail Crossing
 Residents using this crossing must wait for trains to pass. The crossing may also present a safety risk for drivers and pedestrians.

Reduce Rail Line At-Grade Conflicts

Forest Hill Junction
 The north-south railroad tracks cross the east-west tracks, causing delays as trains wait for their turn to pass through.

Eliminate conflicts and resulting delays.

Reduce Rail Line At-Grade Conflicts

Belt Junction
 Five railroad tracks converge onto two tracks at this location. Most trains cross to another track, like changing lanes on a highway.

Usually only one train can pass through at a time.

Improve Local Mobility

Viaducts
 Lighting, drainage and other issues at some bridges under the railroad tracks are substandard.

Existing conditions limit the ability of residents to get around.

Reduce Rail Line At-Grade Conflicts

Metra Conflicts with Freight Trains
 Metra trains cross freight train tracks at Forest Hill Junction, Belt Junction and several locations between the study area and Union Station. During peak commuter periods freight movements are restricted in these areas.

As a result, freight trains, and sometimes Metra trains, may encounter lengthy delays.

Reduce Rail Line At-Grade Conflicts

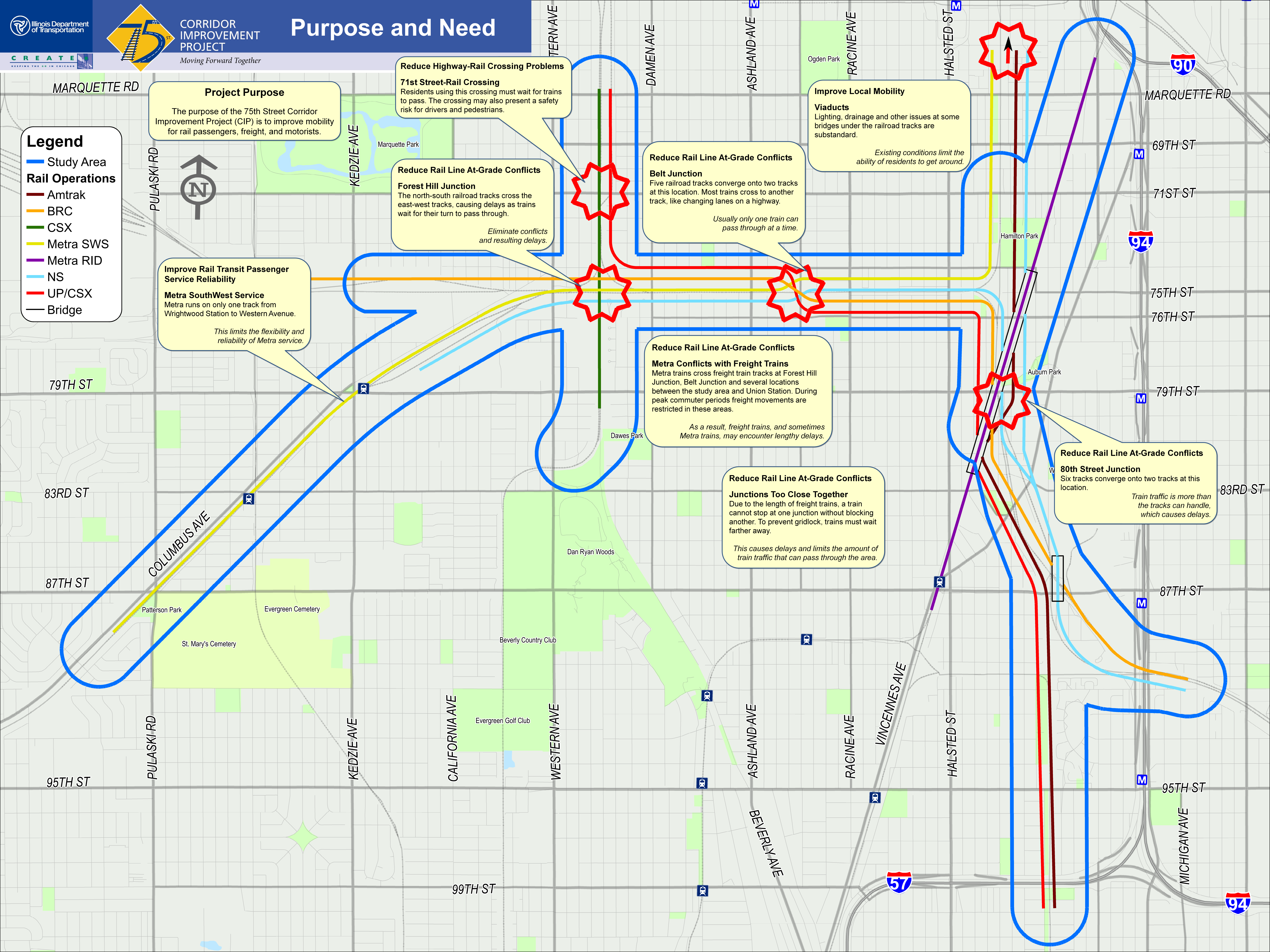
Junctions Too Close Together
 Due to the length of freight trains, a train cannot stop at one junction without blocking another. To prevent gridlock, trains must wait farther away.

This causes delays and limits the amount of train traffic that can pass through the area.

Reduce Rail Line At-Grade Conflicts

80th Street Junction
 Six tracks converge onto two tracks at this location.

Train traffic is more than the tracks can handle, which causes delays.



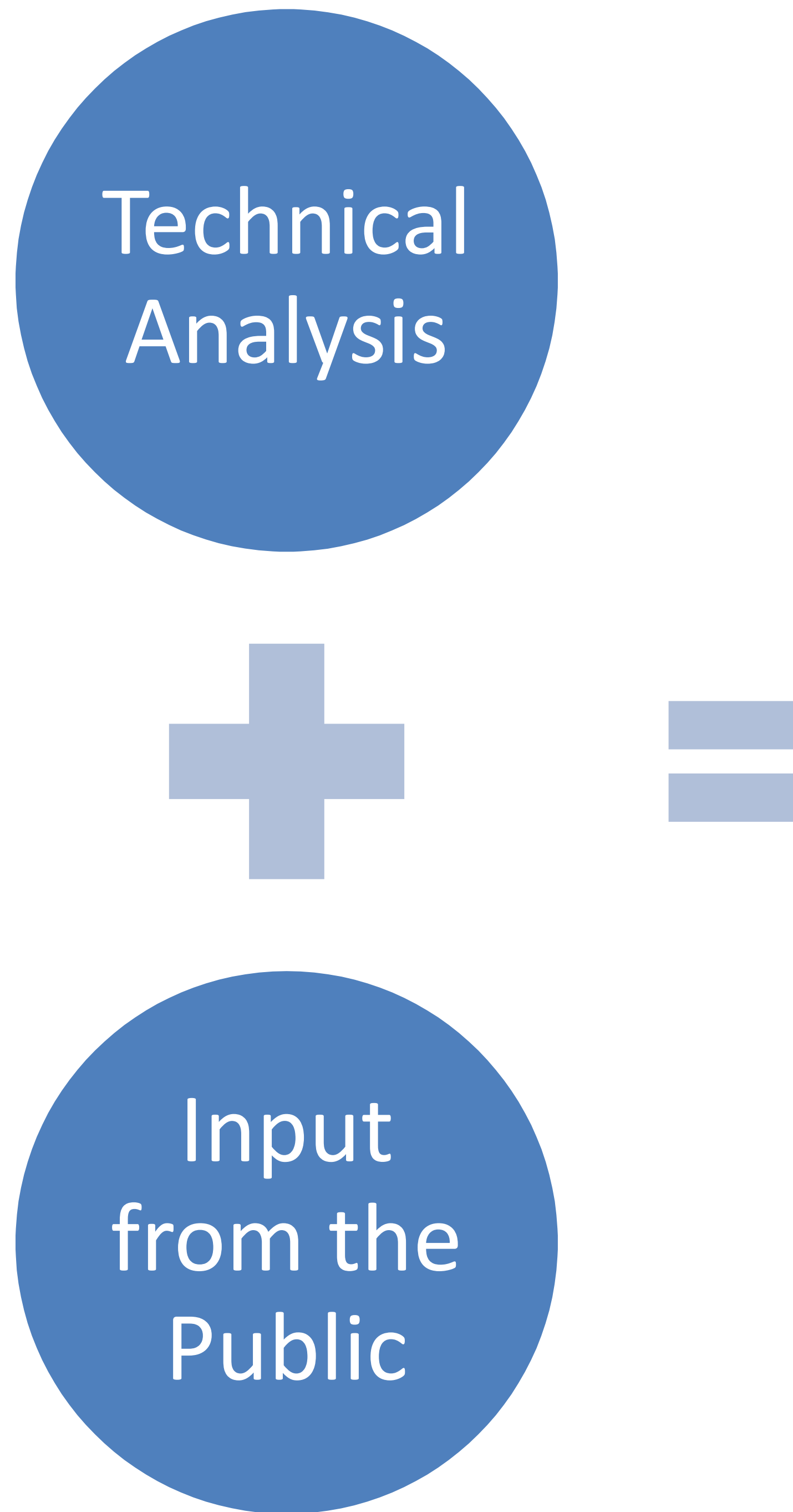
Goals

- Reduce rail and roadway congestion
- Improve passenger and freight rail service

Benefits

- Enhance public safety
- Provide national, regional and local economic benefits
- Reduce energy consumption
- Improve regional air quality





75th Street Corridor Improvement Project

COMMUNITY INVOLVEMENT UPDATE

The table illustrates how the Community Advisory Group's input supports and better defines the Problem Statement for the 75th St. CIP.

PROBLEM	EXISTING CONDITION	COMMUNITY CONCERNS IDENTIFIED
Delays at rail junctions	<p>Forest Hill Junction—The north-south railroad tracks cross the east-west tracks of three other railroads at this location, causing delays for freight and passenger trains waiting for other trains to cross.</p> <p>Belt Junction—Five railroad tracks converge onto two tracks at this location. Most trains need to cross to another track, much like changing lanes on a highway. Usually, only one train is able to pass through this junction at a time.</p> <p>80th Street Junction—Six tracks converge onto two tracks at this location. The total train traffic is more than the railroad tracks can handle, which causes freight and passenger trains to back up.</p>	<ul style="list-style-type: none"> Trains idle in the project area. Area residents report that idling trains cause noise and air pollution. Train horns are heard blowing both during the day and at night. Area residents report that vibrations from trains affect the foundations of adjacent homes. The community reports that theft from rail cars on stopped trains is a concern. Area residents report health concerns due to fumes and noise from idling trains.
Junctions are too close together	Due to the length of most freight trains, a train cannot stop for one junction without blocking another junction. To prevent gridlock, trains must wait beyond the project area so the junctions remain clear. This stopping and restarting causes delays and limits the amount of train traffic that can pass through the area.	<ul style="list-style-type: none"> Trains idle in the project area. Area residents report that idling trains cause noise and air pollution. Train horns are heard blowing both during the day and at night. Area residents report that vibrations from trains affect the foundations of adjacent homes. The community reports that theft from rail cars on stopped trains is a concern.
Delays for drivers and pedestrians at 71st Street crossing	At this rail-street crossing, drivers and pedestrians using 71st Street must wait for trains to pass. This crossing may also present a safety risk for drivers and pedestrians.	<ul style="list-style-type: none"> Stopped trains can cause people to be late to work, church, and school. Adults and children sometimes climb between train cars to cross tracks. Residents are concerned that stopped trains could delay emergency responders.
Poor conditions at viaducts	The poor condition at some viaducts—bridges where road traffic crosses underneath railroad tracks—can cause safety issues for drivers and pedestrians.	<ul style="list-style-type: none"> The community reports that viaducts are uninviting to walk or drive under. Area residents are worried about falling concrete and debris. Many viaducts are badly lit. There can be water, ice, or muddy debris on sidewalks underneath viaducts due to poor drainage. Low clearances of viaducts have prevented truck deliveries to neighborhood businesses. Low clearances also sometimes cause trucks to become stuck under viaducts. Vegetation around some viaducts limits visibility. Columns limit visibility and access for some turning movements at bridges next to intersections.
Limits on Metra's SouthWest Service line	Metra's SouthWest Service runs on only one track located near Wrightwood Station to Western Avenue. This limits the flexibility and reliability of Metra service.	<ul style="list-style-type: none"> Access to reliable transit is a concern to the community.
Metra conflicts with freight trains	Metra trains cross freight train tracks at several locations within the study area, including the Forest Hill Junction and the Belt Junction. There are also conflicts between freight rail lines and Metra's SouthWest Service in the shared corridor between the study area and Union Station. During peak commuter periods only Metra trains are allowed to run in these areas. As a result, freight trains—and sometimes Metra trains—may encounter lengthy delays.	<ul style="list-style-type: none"> Access to reliable transit is a concern to the community.



Project Purpose

To improve mobility for rail passengers, freight, and motorists.

Project Needs

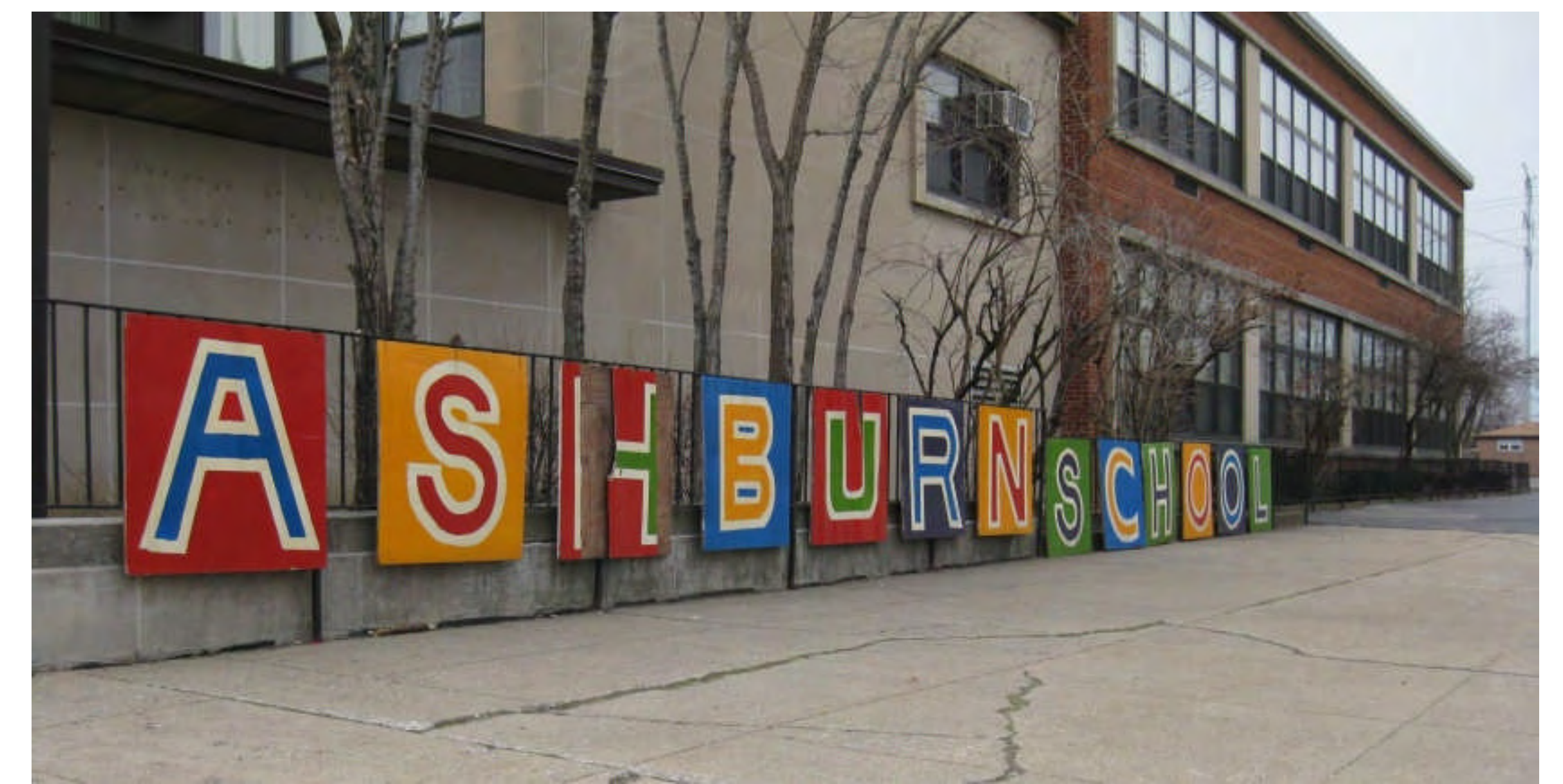
- Reduce Rail Line At-Grade Conflicts
- Reduce Highway-Rail Crossing Problems
- Improve Rail Transit Passenger Service Reliability
- Reduce Local Mobility Problems





IDOT is using the **Context Sensitive Solutions** process on this project to:

- Work with your community to find transportation solutions that work in coordination with your surroundings
- Engage all stakeholders
- Balance the project's transportation needs with your community's concerns and values



Two Community Advisory
Groups have been formed
to help us:

- Understand your community
- Validate the Problem Statement
- Identify other project-related concerns



Community Advisory Group Members Expressed Other Vital Project-Related Concerns

- Employment and economic development
- Appearance of railroad property
- Railroads need to be better neighbors





- Submit comment sheets today
- Provide input through email at info@75thCIP.org
- Attend the next public meeting in Fall 2011 to discuss alternatives
- Request a speaker for local groups
- Sign up for newsletters or read them online at www.75thCIP.org
- Submit a comment form on the project website at www.75thCIP.org
- Learn more about the CREATE program at www.createprogram.org

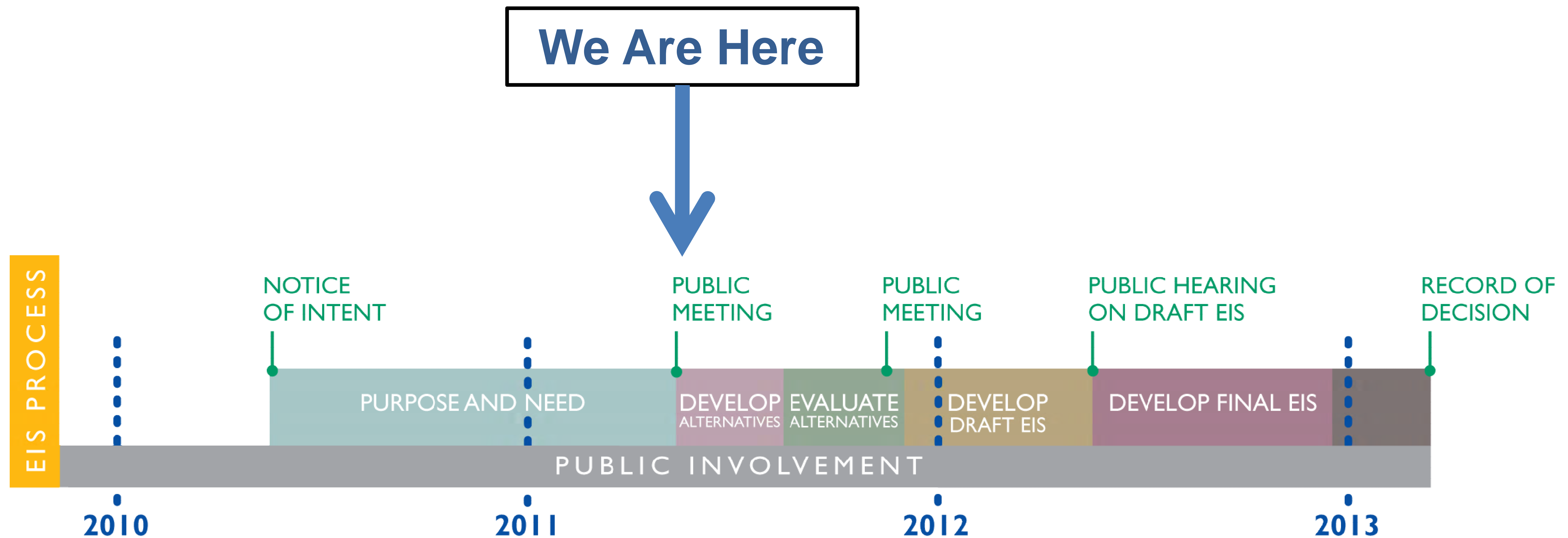
The 75th St. CIP Team is preparing an **Environmental Impact Statement (EIS)**, the highest level of federal environmental review. The EIS will:

- Explain why the project is needed; the “Purpose and Need” of the project
- Evaluate reasonable alternatives
- Describe the impacts and potential benefits from the range of reasonable alternatives
- Identify the preferred alternative that best balances benefits and impacts
- Describe in detail how the decision was made.
- Explain how the public was engaged throughout the process





Environmental Impact Statement Process and Timeline



Junction—The point where two or more rail lines cross and/or converge. The railroad equivalent of an intersection.

Diamond Crossing—A type of junction where two rail lines cross at the same level, forming a diamond.

Grade Separation—An underpass or an overpass of a highway and a railroad (often referred to as a viaduct).



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