

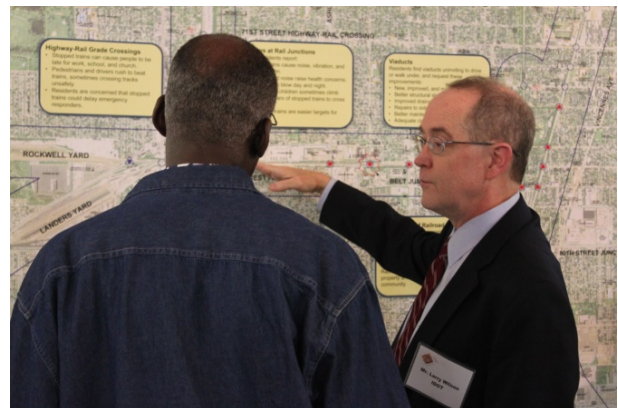


**CORRIDOR
IMPROVEMENT
PROJECT**
Moving Forward Together

75th St. CIP
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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

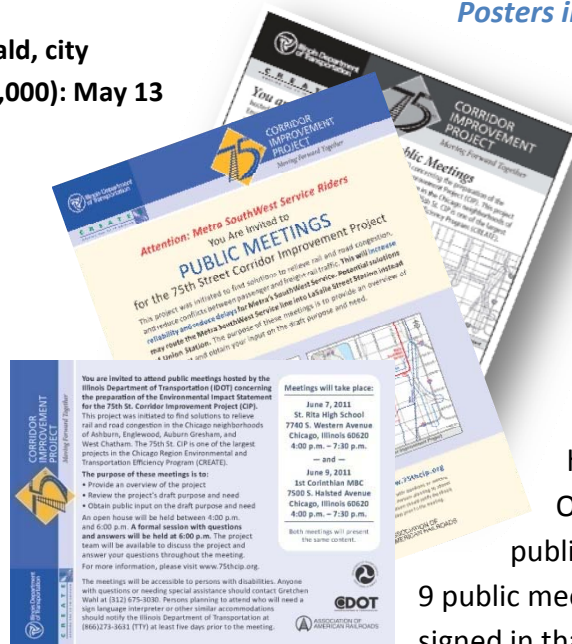
Postcard Mailing—The project team mailed postcards to over 1600 property owners and about 170 individuals and organizations on the project general mailing list, including members of the two Community Advisory Groups and other key stakeholders. Approximately 1800 postcards were mailed.

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.

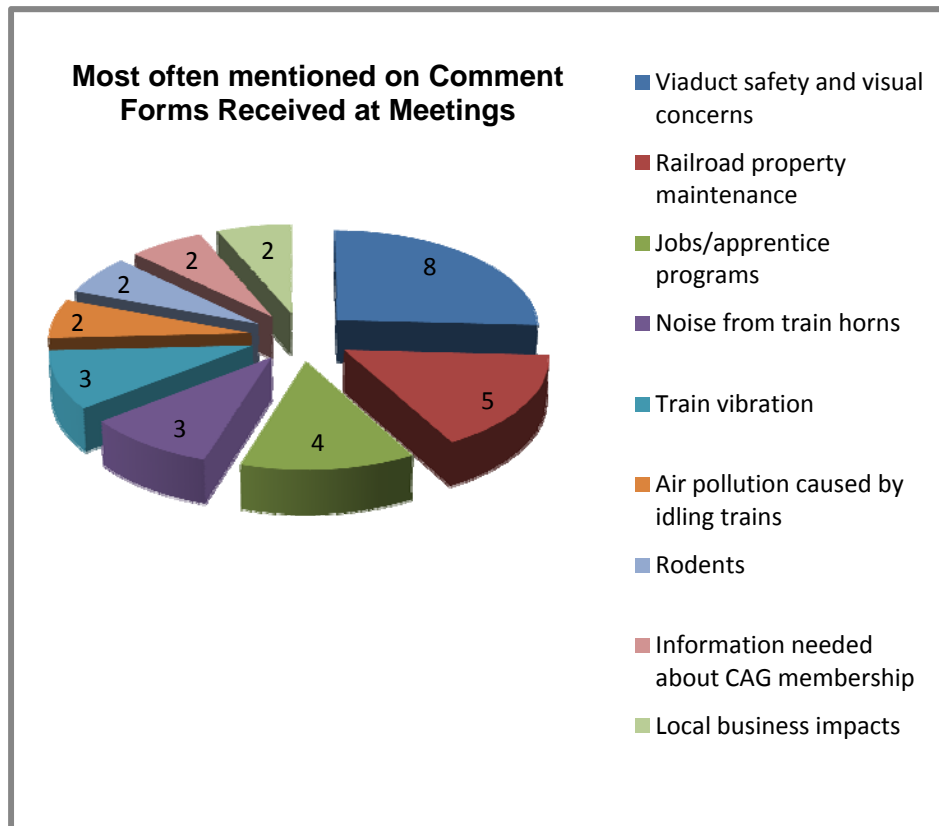
Comment Forms – Received at Meetings

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)
 - 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 Pfleger.
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]

