

CMAP

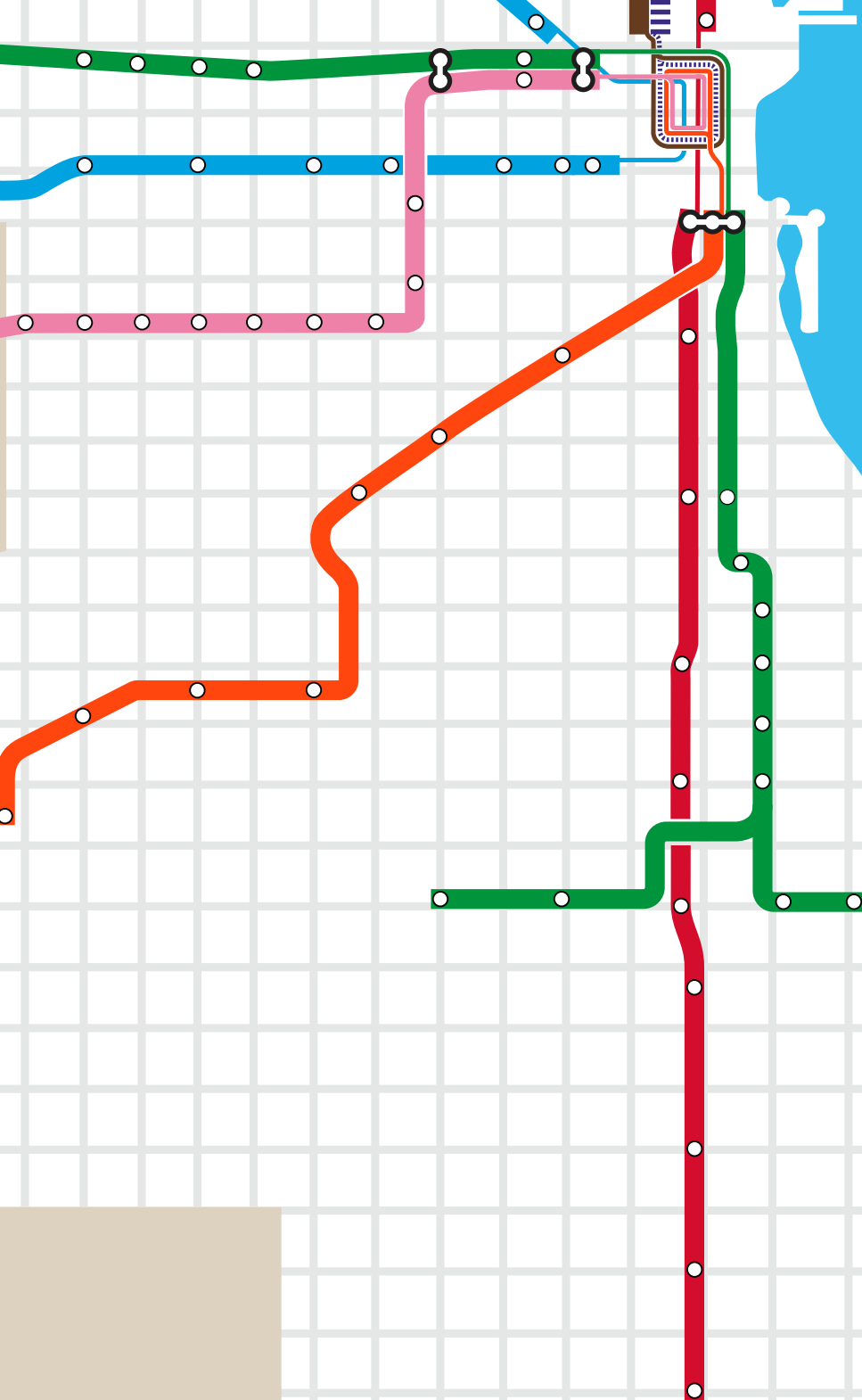


IMPROVING ACCESS, INCREASING LIVABILITY:

The CTA Red Line South Extension



December 2012



Our region relies on its transit system, which benefits all residents and businesses in metropolitan Chicago — not just the 2 million riders who commute each day by train or bus. Public transportation keeps cars off the roads, reduces congestion for everyone who drives, and improves air quality. The mobility enabled by transit helps our quality of life and economy by giving people more choices for getting around and encouraging businesses to locate here.

Through its Local Technical Assistance (LTA) program, CMAP collaborated with the Developing Communities Project (DCP) and the Chicago Transit Authority (CTA) on a livability report in support of the proposed CTA Red Line South Extension, which would extend the Red Line 5.5 miles from its current terminus at the 95th Street Station four stops to 130th Street. Currently the CTA's most heavily used line, the Red Line is 22 miles long, and access to it by bus is especially difficult south of 95th Street.

Visit www.cmap.illinois.gov/red-line for the livability report, an engaging video, and this brochure, which summarizes the livability report, all of which highlight the importance of the proposed extension and the qualitative and quantitative livability impacts of this major transportation investment. The livability report supplements the CTA's pursuit of federal New Starts funding and serves as an educational resource for the Greater Roseland community, as well as local, state, and federal partners.

GO TO 2040 and the CTA Red Line South Extension

GO TO 2040, metropolitan Chicago's first comprehensive regional plan in over 100 years, recommends the region invest strategically in transportation and increase commitment to public transit — two goals supported by the proposed CTA Red Line South Extension. While the primary transportation emphasis of GO TO 2040 is to maintain and modernize the transportation system, the plan contains a handful of major capital projects — including the CTA Red Line South Extension — that will maximize regional benefits of mobility and economic development. These projects add capacity, come with large price tags, and promise to generate economic returns, reduce congestion, improve mobility, and transform large parts of our region.

GO TO 2040 recommends building the CTA Red Line South Extension because it offers three substantial benefits. The extension would:

- **Improve access** to jobs and other amenities.
- Streamline multiple CTA and Pace bus-to-rail connections for routes south of 95th Street, substantially **reducing travel times**.
- Generate a **catalytic economic impact** and **increase livability** in a highly distressed area of the south side of Chicago — the Greater Roseland community.



"There are a lot of businesses that would do well here... An El stop close by would create more people coming to that El stop. Traffic pulls in businesses... The Red Line expansion would bring in other businesses that would feed off that traffic."

Ledall Edwards, Owner,
Edwards Fashions, Roseland

Livability Principles

Through an interagency partnership of the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation, and the U.S. Environmental Protection Agency, the federal government has identified six livability principles to guide investment in community and economic development.¹ The principles are the foundation for the research and analysis of the livability report and its supporting materials.

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

For a community with limited mobility options, job opportunities, and amenities, the extension of this transit line into Greater Roseland would have benefits that accomplish the goals of all six livability principles.



"When I was 11 years old, I was commuting two and a half hours to middle school... I had to be able to do my homework on the bus. It was rough... The Red Line extension would help my family... I could just take (the train from) 130th (Street) all the way to downtown."

Jaymonay Wise, Resident,
Altgeld Gardens

Reduced Travel Times

The travel times for residents of Greater Roseland are much longer than the typical metropolitan Chicago resident. Although the area is well-served by expressways, the major arterial streets like Halsted continue to experience significant traffic congestion during the morning peak periods.

CTA analysis demonstrates the travel time benefits the Red Line South Extension would create. As shown in the following table, a trip to the downtown Jackson Street Red Line Station from 130th Street would be 20 minutes shorter, reduced from 61.75 to 41.25 minutes, with the proposed CTA Red Line South Extension. Other stations on the Red Line would also see travel time benefit.

Travel Times from 130th Street to Downtown with and without the CTA Red Line South Extension

TRAVEL TIME ELEMENTS	NO BUILD (CURRENT TRAVEL TIMES - MINUTES)	LOCALLY PREFERRED ALTERNATIVE (WITH EXTENSION IN MINUTES)
Wait time at 130th Station	3.50	2.25
Run time 130th to 95th Stations	28.00	14.00
Walk time: Curb to platform	3.00	0.00
Wait time at 95th Station	2.25	0.00
Run time 95th to Jackson Station	25.00	25.00
Total Travel Time	61.75	41.25

Source: CTA Locally Preferred Alternatives report, available at <http://tinyurl.com/brdvf7l>

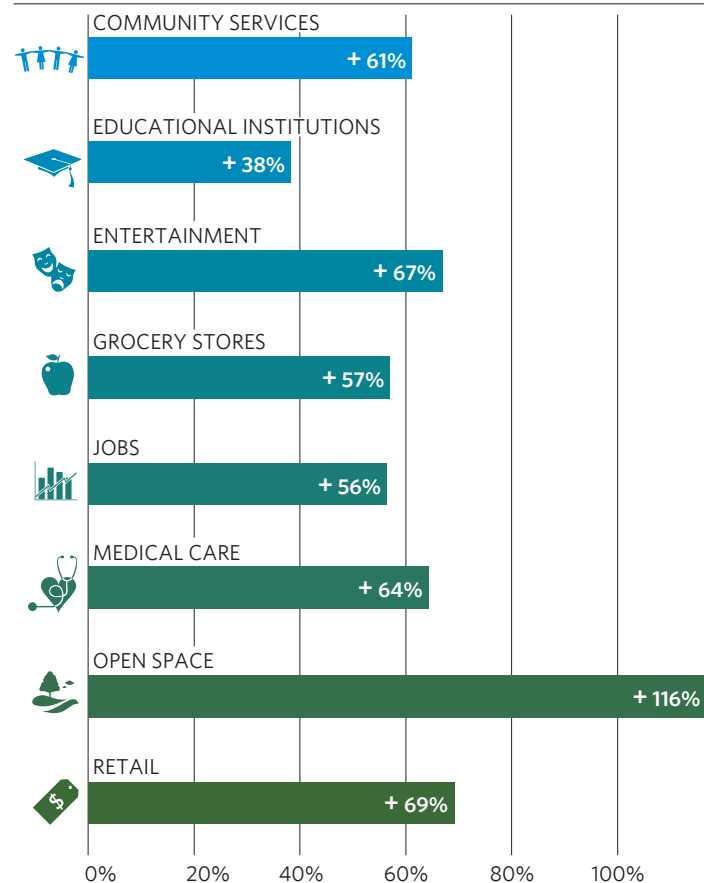
Image courtesy of Michael Brown.

¹ See http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/Six_Livability_Principles.

Improved Access

A new world of opportunity will be within an hour's travel time with the proposed CTA Red Line South Extension. The newly reachable areas have many resources such as jobs, educational institutions, medical care, and grocery stores that are currently difficult or impossible for Greater Roseland residents to reach without the use of a car. The table below highlights the significance increase in accessible amenities within an hour commute of the proposed 111th Street Station. CMAP analysis shows that 400,000 more jobs would be accessible from the station in job-rich areas like the near north side of Chicago and Midway Airport, as well as industrial parks in the southwest suburbs. The map on the following pages showcases the newly accessible areas and jobs.

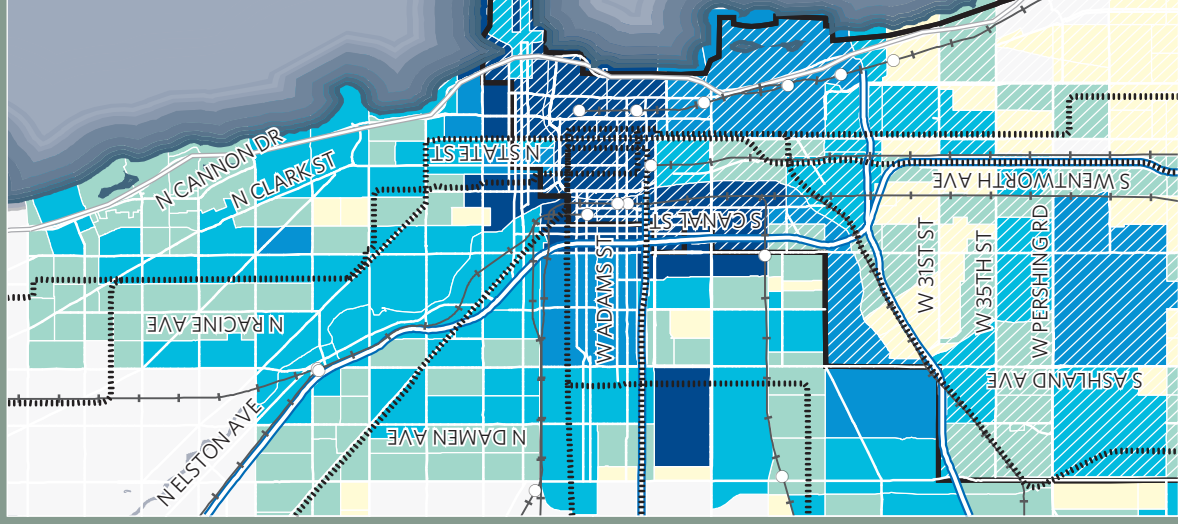
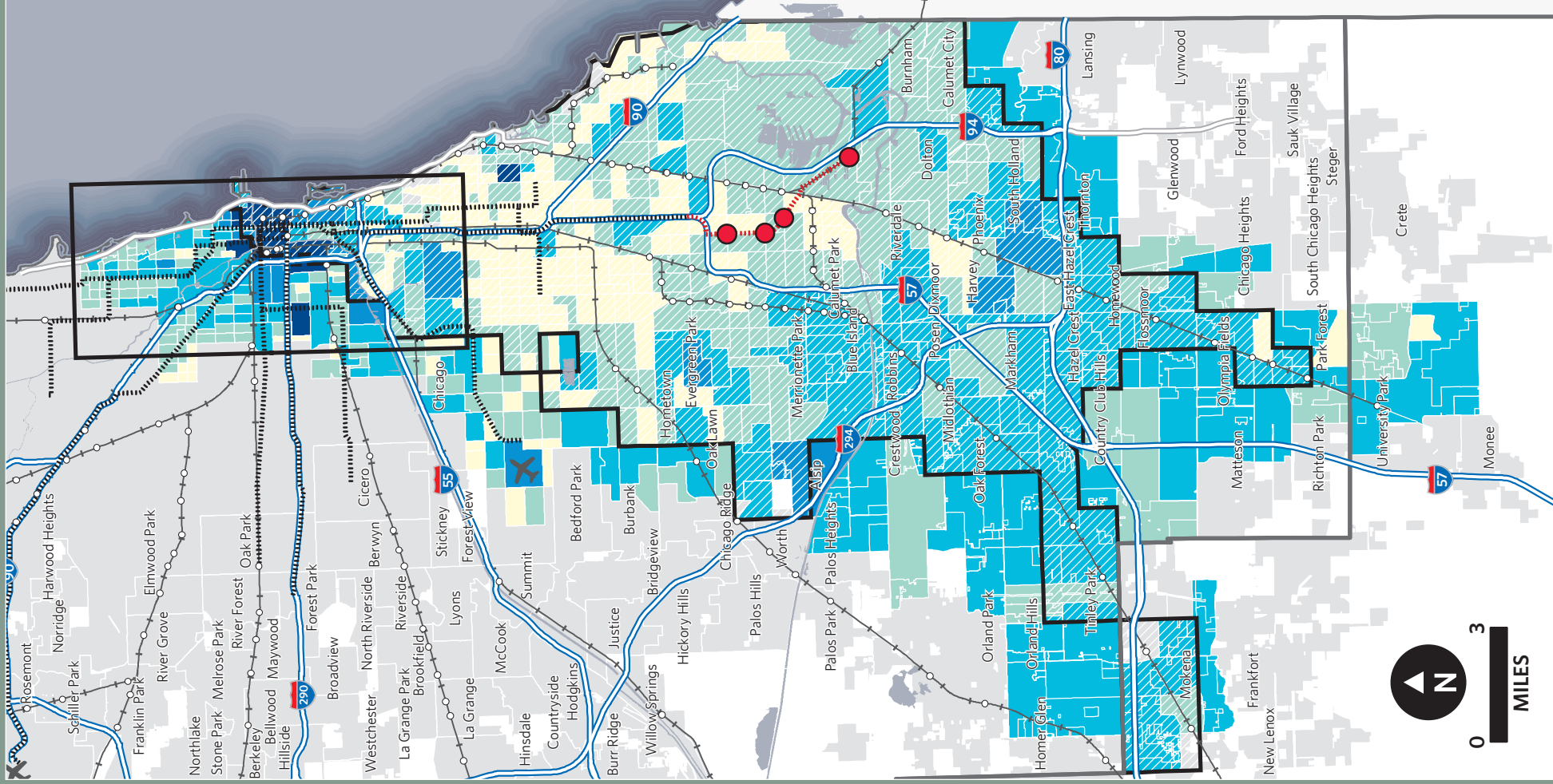
Increased access to amenities within an hour commute of the proposed 111th Street Station



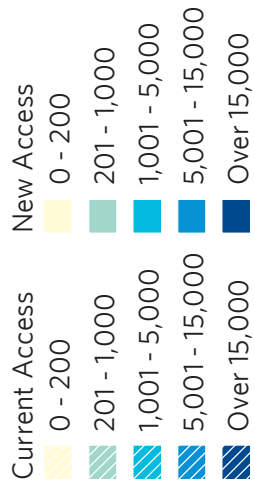
Source: CMAP Analysis, 2012.



Newly accessible areas and jobs within an hour commute of the proposed 111th Street Station



Total primary jobs, by tract



- Metra Stations
- Proposed Red Line Stations
- Red Line Extension
- CTA Rail
- Metra Rail
- Interstates
- Non-interstate expressway

Increased Livability

The proposed CTA Red Line South Extension would greatly increase livability for residents in the Greater Roseland area. To better understand the project's impact on residents, Loyola University Chicago's Center for Urban Research & Learning conducted focus groups with nearly 100 residents and stakeholders from the community. Each focus group represented a diverse range of perspectives and experiences with public transportation and its impacts on Greater Roseland's livability. From block clubs to local businesses, daycare owners, local churches, educators, homeowners, public housing residents, seniors, workforce development agencies, and individuals with disabilities, it was critical to hear from a diverse cross-section of the community. The livability report describes findings from those focus groups, which are briefly summarized in this brochure.



"That Red Line extension will alleviate a lot of my problems: to get to work and come back at a decent hour of the day. To help the kids (with schoolwork) and not feel like the teachers are doing it by themselves."

Monik Welch, Resident,
Altgeld Gardens

The most prevalent challenge discussed in nearly every focus group was the length of commute times, which involve multiple transit transfers for work, school, medical appointments, shopping, and meetings. Participants explained that without direct access to the Red Line train, Greater Roseland residents must take the #34 South Michigan Avenue bus or other bus lines to then transfer to the train — a time-consuming process.

While the Red Line operates 24 hours a day, only a limited number of buses provide 24-hour services, and they run at sporadic intervals, leaving transit-reliant residents stranded at the end of the train line. Many participants discussed the various gaps in service that diminish residents' access to transit. They described difficult commutes to work and other destinations at night due to the limited hours on some bus lines. Further, participants mentioned inaccessibility issues due to a lack of bus lines on the far south side. Another prevalent challenge noted was the lack of synchronization of bus schedules, which resulted in long wait times between transfers.





"The City of Chicago has so much to offer in terms of the arts and the culture, and we're disconnected from that. Because of the lack of transportation, many (residents) are not able to access the type of education that they need."

Dr. David Bryant, Jr., Pastor,
Allen Metropolitan C.M.E. Church

Participants also discussed many health and wellness challenges associated with the lack of transit access in the Greater Roseland communities.

The proposed CTA Red Line South Extension would make access to education, the arts and other regional assets, more feasible. This benefit was discussed by many focus group participants.

Additionally, participants spoke about the lack of quality food available in stores around the community. The term "food desert" was used often to describe inadequate access to healthy food options. A lack of access to other retail establishments was also mentioned as a challenge. Many typically leave Greater Roseland to shop, creating a "leakage problem" of resident dollars being spent outside of their community.



"Transit is a community problem. We have single parents, mothers especially, who are away from their children almost three-fourths of the day. That's a stress factor, that's a health issue because they are traveling so much."

Phyllis Palmer, Chair,
Developing Communities Project's
Red Line Oversight Committee



Next Steps

The National Environmental Policy Act (NEPA) requires the evaluation of potential environmental impacts associated with federal projects and actions. The CTA is currently preparing an Environmental Impact Statement (EIS).² The EIS will study the effects of the proposed project and its alternatives on the quality of the physical, human, and natural environment. CMAP's Unified Work Program Committee, which allocates federal metropolitan planning funds for transportation to projects that further the goals of GO TO 2040, awarded CTA over \$1 million for the development of the EIS in 2012. Once complete, the Federal Transit Administration (FTA) will review the EIS and ensure that all NEPA requirements have been met.

Two types of funding are needed for the proposed extension — capital and operating. Capital funding for construction of the proposed extension, projected to be just over \$1 billion in 2009 dollars, will be sought from the FTA through its New Starts grant program. The New Starts program offers highly competitive grants to fund major public transit infrastructure projects.

Upon successfully advancing through the FTA's process, the CTA Red Line South Extension project would be qualified to receive a Full Funding Grant Agreement (FFGA) from the federal government. The FFGA typically covers half of a project's capital cost. The remainder of capital funding would have to come from non-federal state, regional, and local sources, which still need to be identified.



For additional information on the CTA Red Line South Extension and livability report, visit www.cmap.illinois.gov/red-line and www.transitchicago.com/Redeis.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment and other quality-of-life issues.

See www.cmap.illinois.gov for more information.

About DCP

In 1986, DCP was incorporated as a not-for-profit organization under the leadership of its first executive director, then community organizer and now President of the United States, Barack Obama. DCP remained church-based with the mission to serve as a vehicle for grassroots leaders to impact decision-making around issues that affect their lives. For the past 23 years, thousands of residents have been mobilized to work for positive community change and equity through local churches and community based organizations. DCP accomplishes its mission by training and empowering residents with leadership, public policy, advocacy, and community organizing skills to address issues such as poverty, unemployment, urban violence, low educational achievement, public safety, environmental justice, and limited access to resources, especially transportation.

See www.dcpchicago.org for additional information about DCP and its Red Line Extension campaign.

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