Appendix A – Public Participation Plan



Chicago Transit Authority

PUBLIC PARTICIPATION PLAN

ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1

YELLOW LINE EXTENSION

Submitted: July 14, 2009

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Overview

Yellow Line Extension

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster to Old Orchard Road. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension. It is proposed that the Locally Preferred Alternative will be a single-track elevated rail extension following the Union Pacific Railroad right-of-way over Dempster Street, Gross Point Road, Church Street and Golf Road before veering east to terminate at a double-track station between Edens Expressway and Niles North High School south of Old Orchard Road. This extension includes 1.6 new route miles of rapid transit to the existing Yellow Line, one additional station at Old Orchard Road, a new bus terminal facility and a 430-car parking structure.

The proposed project is intended to:

- Enhance access to the concentration of institutional, employment and retail activity in the Old Orchard Road area
- Leverage existing transit infrastructure to provide locally oriented rapid transit service
- Support local land use and development goals
- Alleviate traffic congestion due to expected growth in Skokie population and employment.

Public Participation Plan

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. For this project, the evaluation will be documented in an Environmental Impact Statement (EIS). An EIS will be prepared to identify impacts related to project construction and operation.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is an act that governs United States federal surface transportation spending and requires project proponents provide opportunities for public participation in transportation decision-making. SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. It provides a framework for carrying out the existing requirements under NEPA and other laws.

The EIS will cover a No Build Alternative, a Transportation Systems Management (TSM) Alternative and the Locally Preferred Alternative. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives and mitigation measures to reduce or eliminate potential impacts.

The process of determining the scope, focus and content of an EIS is known as "scoping." Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.

Public Participation Plan for Next Phase

This Public Participation Plan covers activities and materials for the scoping phase only. An additional plan will be provided to outline public participation activities that will be done during the development and review of the Draft EIS and Final EIS.

Goals

The public participation plan is intended to guide CTA through a comprehensive public involvement and outreach process for the Yellow Line Extension EIS scoping phase. The program is flexible in order to respond appropriately to public and agency issues as they arise. It is anticipated that additional information will become available that will further guide proposed activities. The dates and activities are preliminary and may change.

Two of the major goals of the NEPA environmental analysis process are to better inform governmental decisions and to enhance citizen involvement. With these goals in mind, the public participation program will:

PUBLIC PARTICIPATION GOALS

- o Build on previous outreach efforts established during the Alternatives Analysis phase
- Make the complex issues associated with the proposed project and the environmental analysis understandable to stakeholders
- Ensure stakeholders are aware of the planning process and the purpose and content of the proposed project
- Provide a range of opportunities for the public and interested stakeholders to comment on the proposed project and environmental studies
- Fulfill the public participation requirements and guidelines of NEPA and the federal transportation reauthorization bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU)
- Document all public and agency input.

The public participation program provides a variety of communication channels to help the public understand the current scope of the study, including its impacts and benefits. The program will solicit input and feedback from the public as to their specific needs, issues, concerns, and recommendations. In order to engage the public to participate in the environmental review process, some basic strategies will be used in the public participation program.

	STRATEGIES TO ENGAGE PUBLIC		APPROACH
0	Make it easy to participate Provide easy-to-understand	0	Scoping meeting within the project area; Web access to all project information
	information that helps people provide informed scoping		Straightforward Scoping Booklet, Web site, exhibit boards and handouts at meetings
0	· · · · · · · · · · · · · · · · · · ·	0	Web site, mailed notice, e-blasts, community calendars, comment cards, media
	information and provide comment		Careful review and augmentation of the existing project mailing list
0	 Ensure stakeholders are aware of the planning process 		Stakeholder and Alderman/Elected Official briefings to identify issues and find additional ways to engage the local
0	Show how public input will be		community
	used		Document all public and agency input in the Scoping Meeting Summary Report; provide final report on Web site

Key Issues

As the study progresses, key issues will evolve and the appropriate public involvement approach to address key issues will be determined. An initial list of the key issues has been developed. The list will be amended and expanded as the study moves forward.

KEY ISSUES

General Issues/Community Concerns

- o Public safety (schools, neighborhoods, crossings)
- o Length of the study process
- o Chicago Olympic bid relationship
- o Impact/enhancement on residential/business/school areas surrounding the project
- o Effect/enhancement of quality of life
- o Project ability to support reverse commute
- Noise/vibration for residents along corridor
- Accuracy of model data (ridership numbers)
- Suburban residents' image of CTA service

Economic Issues/Concerns

- Jobs/improved economy
- o Project cost
- o Funding
- o Cost vs. benefits
- o Potential to take money away from other needed public projects
- Public transit effects on property values
- o Support for local economic and land use plans and goals

Transportation Issues/Concerns

- Coordination/connectivity with other transit systems; redundancy with Metra Services
- o Project amenities for bike/pedestrian and transit users
- Impact of program on other the CTA services

Construction Issues/Concerns

- o Length of construction
- Potential traffic/detours/delays
- Potential parking/relocation/displacement during construction
- Potential transit access/impacts on bus or transit stops

Key Audiences

Anyone who lives, works, plays, learns and commutes through the Yellow Line Extension project area, or has some involvement or oversight in how the line will operate, is an important audience member. The public participation program will create a structure for gaining an understanding of the different community interests and characteristics. The project is important to many different groups, each with specific interests in the study. The outreach team will keep these groups involved and continually informed about the process and progress of the analysis. Brief discussions of some key audiences follow.

Local Community

Reduction of impacts on residential areas and maintenance of neighborhood character are important issues for neighborhood organizations and homeowners. The public participation program will include outreach to property owners and residents around and adjacent to the extension. Some of the local communities that may be interested include the following:

- Residents of Evanston
- Residents of Glenview
- Residents of Golf
- Residents of Morton Grove
- Residents of Lincolnwood

- Residents of Niles
- Residents of Northfield
- Residents of Skokie
- Residents of Wilmette
- Residents of Winnetka

Business / Business Associations / Institutions

Business interests vary along the corridor. Some business stakeholders value the extension's potential enhancement of employee and customer access to the region while others are concerned about its effects on individual business sites. This overall group includes the industries, local business leaders and chambers of commerce. Some of the local business groups that may be interested include the following:

- Better Business Bureau
- Chicago North Shore Convention & Visitor
 Bureau
- Chicagoland Chamber of Commerce
- Comfort Inn North Shore
- Development Corporation Community Council- North
- Doubletree Hotel and Conference Center Chicago North Shore
- Evanston Chamber of Commerce
- Evanston Hospital
- Extended Stay America Skokie
- Glenbrook Hospital-Evanston Northwestern Healthcare
- Glenview Chamber of Commerce
- Hampton Inn & Suites Chicago-North Shore/Skokie
- Highland Park Hospital

- Illinois Science & Technology Park
- Lake Forest Hospital
- Lincolnwood Chamber of Commerce and Industry
- Morton Grove Chamber of Commerce and Industry
- Niles Chamber of Commerce
- Northfield Chamber of Commerce
- Northwest Municipal Conference
- Rush North Shore Hospital in Skokie
- Rush North Shore Medical CenterSkokie Chamber of Commerce
- Skokie Technology Park
- St. Francis Hospital, Evanston
- Wilmette Chamber of Commerce
- Winnetka Chamber of Commerce

Associations/ Special Interest Groups / Schools

Sensitivity to the surrounding environment is important to developing an acceptable project. The input of various local, state, and federal agencies will be obtained throughout the environmental process. In addition, associations, special interest groups and schools will be consulted. Some of

the key groups that may be interested include the following:

- American Association of University Women
- Business Community Development Commission
- Family Services of Glenview
- Jane Stenson School
- Kiwanis of Glenview/Northbrook
- Korean Community Services
- Korean-American Resource & Cultural Center
- League of Women Voters of Evanston
- League of Women Voters of Wilmette
- League of Women Voters of Winnetka Northfield-Kenilworth
- Lincolnwood School District
- Loyola University, Government and Community Affairs Department
- Metropolitan Family Services
- National-Louis University
- Niles North High School

- Niles Township High School District Office
- Niles West High School
- Northwestern University, Government Relations
- Northwestern University, Planning
- Oakton Community College
- Oakton Community College, Ray Harstein Campus
- Old Orchard Junior High
- Patten House of Glenview
- Rotary Club of Wilmette
- Rotary Club of Winnetka/Northfield
- Sheridan Shore Yacht Club
- Skokie School District 68
- Skokie-Evanston Elementary District
- Wilmette American Legion Post 46

Commuters

Commuters are interested in the study as it relates to their daily commute. Key issues include traffic impacts and congestion, safety, and access. Advanced, timely information is important for this group.

Public Agencies and Local Government

Coordination and cooperation among agencies and all levels of government are an important element of this study. Some of the key agencies and local government representatives that may be interested include the following:

- City of Evanston
- Cook County Commissioner- 13th District
- Congresswoman 9th District
- Con Edison
- Glenview Park District
- Glenview Police Department
- Lincolnwood Village Hall, Community Development Department
- Metropolitan Water Reclamation District
- Morton Grove Village Hall, Community and Economic Development
- New Trier Township
- Nicor Advanced Energy
- Niles Township
- Northfield Township
- Northwest Municipal Council of Governments
- Skokie Park District
- State Representative 15th District
- State Representative 16th District
- State Representative 17th District

- State Representative 18th District
- State Senator 8th District
- State Senator 9th District
- Village of Golf
- Village of Glenview
- Village of Lincolnwood
- Village of Morton Grove
- Village of Niles
- Village of Niles, Community Development
- Village of Northbrook
- Village of Northfield
- Village of Skokie
- Village of Skokie Community Development Department
- Village of Wilmette, Community Development Department
- Village of Wilmette, Engineer Department
- Village of Winnetka
- Westfield Old Orchard
- Winnetka Caucus Council

Media

Media coverage offers an efficient means of communicating with the general public. Effective coordination with local and regional media contacts will be crucial to raising public awareness and explaining the study. Supplying the media with updated, factual information increases the likelihood of balanced, informative coverage. See Appendix C for a list of the media outlets.

Public Participation Activities

Stakeholder and Alderman/Elected Official Briefings

An initial task in the public involvement program will be to identify areas of agreement and conflict among various stakeholders. Individual meetings with key stakeholders will be informal but structured to obtain input on goals, objectives, key issues, preferred communication tools, and public policy considerations. Input obtained from the stakeholder briefings will be shared with the team and incorporated in the public participation program. The team will work with CTA to develop the list of key stakeholders that will be briefed.

Schedule:

Schedule Meetings: End of August

Hold Stakeholders Meetings: Between 9/9/09 and 9/29/09

Agency Scoping Meeting

An agency scoping meeting will be held to coordinate and facilitate work with the designated federal, state and local agencies. Agendas for all meetings will be prepared and discussions and agreements will be fully documented.

Location

• The meeting will be held at the CTA offices.

Schedule:

Agency Scoping Meeting: 9/22/09

Public Scoping Meeting

The scoping meeting will first inform the public about the project process, the Locally Preferred Alternative, and the public participation plan. Then, the meeting will gather input on the scope of the environmental studies, draft purpose and need, and alternatives to be evaluated

Schedule:

• Public Scoping Meeting: Between 9/23/09 - 10/2/09

Location

The meeting location will be within the project area and must meet FTA criteria. Locations will be identified in conjunction with the Aldermen in the project area.

The locations identified must meet the following criteria:

- The facility must have at least two large rooms one room must be able to
 accommodate a theater type presentation that can hold at least 100 people and a
 second room must be available to comfortably accommodate the presentation
 boards, technical staff, and public
- Must be ADA accessible
- Near public transportation
- Free of charge

Format

The meeting will start with an open house format where members of the public and other interested parties can view exhibit boards with project information. This informal setting provides participants a chance to ask questions of project team members who understand the project objectives and the alternatives.

The project team will be available to answer any questions during the open house and will encourage people to make formal comments in writing or during the comment session. A short PowerPoint presentation will follow, providing an overview of the Locally Preferred Alternative, the NEPA process, the purpose of scoping, and the potential environmental issues.

The meeting will end with a session where members of the public can provide oral comments on the scope of the EIS. Each presentation will be set up to accommodate 100 attendees. Comments may be provided at the meeting by comment cards and during the public comment session. A court reporter will take public comments and input at the meeting and document the formal comment session. In addition, material will be available with contact information for those who wish to submit written comments later during the scoping period.

Comments will not be addressed during the meeting. The purpose of the scoping meetings is to listen to people's concerns and to address them through the analysis in the EIS. CTA will not respond to comments during the open comment period. The open house portion of the meeting is intended to provide people an opportunity to ask questions and clarify their understanding of the project proposal.

Schedule:

•	6:00-6:45 pm 6:45-7:05 pm	Open House Presentation
	0.43 7.03 pm	 Welcome/Meeting Purpose and Format
		Project Overview
		 Environmental Process, Scoping and Environmental
		Issues
•	7:05-7:55 pm	Public Comments on Scope of EIS
•	7:55-8:00 pm	Next Steps/Adjournment

Note: The scoping meeting will be advertised from 6:00 – 8:00 pm and the team and staff will stay until 8:00 pm, even if no members of the public are present. Also, the team and staff will not end the meeting until everyone who wishes to speak has had an opportunity to do so.

Public Participation Notification and Information Materials

Notice of Intent (NOI)

The publication of a Notice of Intent in the Federal Register is the first formal step in an EIS process. The Notice of Intent (NOI) will be sent by FTA, the federal lead agency, to notify agencies and the public that it plans to prepare an Environmental Impact Statement (EIS).

Schedule:

Publish NOI in Federal Register: 9/8/09
Beginning of 45 day comment period: 9/9/09

Participating Agency Invitation Letters

Letters inviting agencies to be involved in the process will be prepared.

Schedule:

Mail participating agency invitation letters: 8/26/09

Public Scoping Invitation Notice

A one page mailer will act as an announcement for the meeting. It will include the meeting date, location and time, and will also provide basic information about the project, the environmental process, and date by which public comments must be submitted.

Schedule:

Mail scoping invitation notice (arrive 2 weeks in advance of meeting): 8/26/09

Other Notification (Village Hall, Libraries, Blogs, e-blasts, Transit Cards)

Notice of the scoping meetings will be posted and distributed throughout the area including at Village Halls, libraries, e-list serves and with community groups.

Schedule:

• Launch notification distribution: 8/26/09

Village Hall Announcement Posting Locations

- City of Evanston
- Northwest Municipal Council of Governments
- Village of Glenview
- Village of Golf
- Village of Lincolnwood
- Village of Morton Grove
- Village of Niles
- Village of Northfield
- Village of Skokie
- Village of Wilmette

Library Announcement Posting Locations

Glenview Public Library

- Kenilworth Village Hall
- Skokie Public Library
- Wilmette Public Library
- Winnetka-Northfield Public Library District

Blogs

- Chicago Transit Board Chairman Carole Brown's "Ask Carole" blog
- CTATattler blog
- Gapers Block
- Chi-Town Daily News

E-blasts

E-blasts will be sent to stakeholders, politicians and residents who went to the previous CTA meetings. We will obtain e-mail addresses for officials at key businesses and public buildings – such as post offices, schools, libraries, and courthouses – to make sure they receive the meeting information in a PDF format so they can print it out and post it.

Online calendars

There are many online event calendars, and most of them are run through newspapers or TV stations. Meeting notices will be sent to local chambers of commerce and to large organizations that cover a wide audience and would communicate with members in the areas served by the line, such as the Chicagoland Chamber of Commerce, Illinois Chamber of Commerce and the Association Forum of Chicagoland.

Promotion in Transit

The scoping meeting announcement will be posted at the CTA stations and in the CTA trains and buses via car cards.

Schedule:

•	Send scoping announcement to CTA	8/12/09
•	Post in vehicles	8/26/09

Social media

There are several opportunities for CTA to reach out via social media. We can post the meeting information on the CTA Facebook group page. Information can also be provided to movingbeyondcongestion.com. In addition, we can start a Facebook page for the Yellow Extension project, so that people can follow the progress of the project and offer their support. And, if CTA started Twitter accounts for the Yellow Line, followers could receive updates about what transpires at a public meeting, for example.

Web site

A new project site will be developed for the environmental phase. The Web site provides access to project updates, project background, project materials and documents and announcements. The scoping meeting dates will be posted in advance on the Web site.

Schedule:

Develop Web site: June-August 09

Public Participation Plan: Yellow Line Extension

Launch Web site: 8/13/09
Post Scoping Information: 8/26/09

Scoping Display Advertisement/Legal Notice

A formal scoping display ad will be placed in local and regional newspapers. The ad will include information on the project, the environmental analysis, the scoping meeting agenda, the meeting information and where and when to submit comments. An e-mail and postal mail address will be provided for written comments. The team will coordinate with CTA as to the placement of ¼ page advertisements in local newspapers. Below is a preliminary listing of the outlets.

Publication Placement:

- The Chicago Jewish News
- Evanston Review (Pioneer Local)
- Skokie Review (Pioneer Local)
- Wilmette Life (Pioneer Local)
- Glenview Announcements (Pioneer Local)
- Morton Grove Champion (Pioneer Press)
- Glenview Journal

Schedule:

- Provide display ad text to CTA ten days prior to media publishing deadlines
- Place display ad: Two weeks in advance of meeting, 8/26/09

Media Release

Media outreach will be done to ensure that reporters are aware of the scoping meetings and have adequate background information with which to write about the environmental review process. The team will work with CTA to develop key messages and put together a press release and media advisory. See Appendix C for the media distribution list.

Schedule:

- Send media release to CTA two days in advance of media deadline for 9/16/09 publication
- Distribute media release: One week in advance of meeting, 9/16/09

Scoping Booklet

The scoping booklet will contain background information on the project and the NEPA process. The purpose of the scoping meeting also will be identified within the booklet. A map depicting the project location and a description of the project area will be included. The booklet will also include a section on how and where comments may be submitted. The scoping meeting date and location will be provided in the booklet. An electronic file (.pdf file) will also be produced for posting on the CTA website.

Schedule:

Print scoping booklet: 8/31/09

Meeting Materials

Information boards for use during the open house part of the scoping meetings and general handouts will be prepared.

Public Participation Plan: Yellow Line Extension

- Boards: Welcome, Project Area Map, Typical Cross Sections/Station Locations, List of Environmental Issues to be Studied, Environmental Review Process, How to Stay Involved/Submit Comments
- Hand-outs: Agenda, comment form, copies of the boards, scoping booklet

Schedule:

Print/finalize Meeting Materials: 9/14/09

Frequently Asked Questions/Talking Points

A Frequently Asked Questions (FAQs) and talking points will be provided for use by CTA staff and the consultants to prepare them for the stakeholder meetings and scoping meetings.

Schedule:

• FAQ/Talking Points: 9/14/09

Project Database

A comprehensive database of all stakeholders for the Yellow Line Extension will be established and maintained, using CTA's existing database. The database will be updated regularly and supplemented as appropriate. The database will include elected officials, special interest group representatives, and agency staff. The mailing list will also include property owners and tenants adjacent to the centerline of the proposed project.

Schedule:

Update Project Database: June/July 09
 Finalize for Invitation Mailing: End of July 09

Documentation

Comment Tracking/Documentation/Response Management

The scoping meetings will be fully documented for the administrative record in compliance with NEPA and SAFETEA-LU. Comments will be received by mail, e-mail, and by comment card and verbally at the scoping meetings. Verbal comments will be recorded by a court reporter at the meetings.

Scoping Meeting Summary Report

A meeting summary report from the scoping meetings will be prepared. It will include comment cards, the court-reporter record of the scoping meeting, letters, attendance sheets, notification materials and a summary of verbal and written input, such that an evidential record of the meetings are documented. This scoping meeting summary report will be incorporated into the formal scoping report.

Schedule:

Finalize Report and Post on Web site: 10/27/09

Public Participation Plan: Yellow Line Extension

CHICAGO TRANSIT AUTHORITY (CTA)

ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1

YELLOW LINE EXTENSION

Public Participation Plan Overview Schedule 2009

APPENDIX A

Activity	June	July	August	September	October	November	December
Key Milestones/Meetings							
Project Milestones				9/8/09: Notice of Intent (NOI) in Federal Registry 9/9/09: Public Comment Period Begins (45 days)	10/27/09: Public Comment Period Ends (45 days)		
CTA Board Meetings			8/12/09: CTA Board Approval of Locally Preferred Option				
Agency Scoping Meeting				9/22/09: Agency Scoping Meeting			
Public Scoping Meeting				Between 9/23/09 and 10/2/09: Pub	olic Scoping Meeting		
Stakeholder Briefing Meetings			Finalize List & Schedule Meetings	9/9/09-9/29/09: Stakeholder Meetings			
Communication Activities							
Public Participation Plan (PPP)	Draft	Finalize					
Mailing List/Database	Update	Finalize			Update		
Participating Agency Letters		Develop & Finalize	8/26/09: Mail Letters				
Public Scoping Invite Letter		Develop & Finalize	8/26/09: Mail Notice				
Web site	Submit Outline	Develop New Site	8/13/09: Launch New Site 8/26/09 Post Scoping Dates/Info	After Meeting: Post Presentation/Materials	Post Scoping Meeting Summary	Update	Update
Scoping Display Ad/Legal Notice		Finalize Placement Outlets & Develop Ad	8/26/09: Run display ad				
Media Outreach (releases)		Finalize Outlets	Develop Release	9/16/09: Distribute Release			
Other Notification: Libraries, Village Halls, e-blasts, blogs, community calendars, transit cards		Develop Materials	8/26/09: Distribute notification				
Scoping Info Booklet		Develop Book	8/31/09: Finalize				
Meeting Materials: BOARDS			Develop Boards	9/14/09: Finalize			
Meeting Materials: Handouts			Develop Handouts	9/14/09: Finalize			
Meeting PowerPoint Presentation			Develop Presentation	9/14/09: Finalize			
FAQ/Talking Points			Develop FAQ	9/14/09: Finalize			
Scoping Meeting Summary Report					10/27/09: Develop & Finalize		

Note: All dates are preliminary and subject to change.

APPENDIX B: Mailing/Stakeholder List

Not Public

APPENDIX C: Media Release Distribution List

Print (General)

- Chicago Tribune, to transportation reporters Jon Hilkevitch and Richard Wronski and calendar editors.
- Chicago Sun-Times, to transportation writer Mary Wisniewski (who also has a blog) and calendar editors.
- Red Eye, to the writers of the transit-focused Going Public column and blog.
- Crain's Chicago Business, to reporters and its calendar section.
- Chicago Reader, an alternative Chicago weekly read by many CTA riders.
- Hoy Chicago and La Raza, Spanish language newspapers.
- Chicago Defender, which serves the African-American community.

Print (Yellow Line)

- The Chicago Jewish News
- Evanston Review
- Glenview Announcements
- Glenview Journal
- Nadig Newspapers
- Morton Grove Champion
- Skokie Review
- Village Report Newsletter
- Wilmette Life
- Winnetka Talk, Pioneer Press Headquarters

Television

- Glenview Television (GVTV) Channel 17 or 6
- WBBM Channel 2 (CBS)
- WGN Channel 9 (CW)
- WMAQ Channel 5 (NBC)
- WLS Channel 7 (ABC)
- WFLD Channel 32 (FOX)
- WSNS Channel 44, Spanish
- WOCK Channel 13, Spanish
- WOCH Channel 41, Korean
- WGBO Channel 66, Spanish (Univision)
- WXFT Channel 60, Spanish (Telefutura)

- WTTW Channel 11, public television
- WYCC Channel 20, public television
- CLTV, which primarily covers suburban communities and hosts the "Commute with Kye" blog
- CANTV, Chicago public access channels
- SkokieVision Cable TV

Radio

- WBBM-AM 780, Chicago's only all-news station
- WGN-AM 720, news and talk
- WLS-AM 890, talk radio
- WBEZ-FM 91.5, public radio
- WGCI-FM 107.5, urban contemporary
- WGRB-AM 1390, gospel
- WHPK-FM 88.5, community radio based at University of Chicago
- WIIT-FM 88.9, college radio from Illinois Institute of Technology
- WSBC-AM 1240, broadcasts in variety of languages, including Spanish and Russian
- WZRD-FM 88.3, college radio from Northeastern Illinois University
- WRTO-AM 1200, Spanish Univision Radio
- WLUW-FM 88.7, Loyola University
- WNUR-FM 89.3, college radio from Northwestern University
- WRTE-FM 90.5, Spanish
- WKIE-FM 92.7, Spanish
- WVIX-FM 93.5, Spanish
- WVIV-FM 103.1, Spanish
- WOJO-FM 105.1, Spanish, "La Que Buena"
- WVON-AM 1690, "The Talk of Chicago"
- WRLL-AM 1450, "Radio Latino"
- WVAZ-FM 102.7, Urban Contemporary
- WNWI-AM 1080, Multiple languages
- WNUA-FM 95.5, Spanish

Wire Services

- Associated Press, for datebook
- Medill News Services

Appendix B - Notice of Intent

with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a Compact Disc of the complete environmental document. A complete printed set of the environmental document is available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document is also available on the grantee's Web page.

CTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) Part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the FIS

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771).

Issued on: August 24, 2009.

Marisol R. Simon,

 $\label{eq:Regional Administrator} Regional \ Administration, Region \ V.$

[FR Doc. E9–20965 Filed 8–31–09; 8:45 am] BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements to the Yellow Line, Cook County, IL

AGENCY: Federal Transit Administration (FTA), Department of Transportation. **ACTION:** Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The FTA, as the Federal lead agency, and the Chicago Transit Authority (CTA) intend to prepare an environmental impact statement (EIS) for the Yellow Line Extension Project in

Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Yellow Line, a heavy rail transit line, to connect the Dempster Street Station to Old Orchard Road. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives and to invite public participation in the EIS process.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before October 27, 2009. See **ADDRESSES** below for the address to which written public comments may be sent. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

• Wednesday, September 23, 2009; 6 p.m. to 8 p.m.; at the Oakton Community Center, 4701 Oakton Street, Skokie, IL 60076.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the scoping meeting should contact Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or

dakbar@transitchicago.com, five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site http://

www.transitchicago.com/YellowEIS. Paper copies of the scoping materials may also be obtained from Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or dakbar@transitchicago.com. An interagency scoping meeting will be held on Thursday, September 24 at 8 a.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of

appropriate.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Mr. Jeffrey Busby, General Manager, Strategic Planning,

participating or cooperating agencies, as

the project will be invited to be

Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680–7602, or via e-mail at YellowExtension@transit chicago.com.

FOR FURTHER INFORMATION CONTACT: Mr. David Werner, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312–353–3879, e-mail david.werner@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) Alternatives that may better achieve the project's need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

National Environmental Policy Act (NEPA) "scoping" (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) Documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.

Purpose and Need for the Project

The purpose of the Yellow Line Extension project is to improve transit accessibility and provide mobility options by better utilizing existing transportation infrastructure capacity. The investment would also support the Village of Skokie's land use plans.

The need for the project is based on the following considerations: There is a significant reverse commute to the project area that is not well served by the current Yellow Line terminal location; travelers on the existing system must make multiple transfers to reach activity and employment centers in the project area; and transit alternatives will allow a portion of study area trips to avoid continued growth in project area arterial street and expressway congestion. In addition, proposed extensions of the CTA Yellow Line from its current terminus at Dempster Street are part of the Chicago region's long range transportation plan developed by the Chicago Metropolitan Agency for Planning (CMAP).

Project Location and Environmental Setting

The proposed heavy rail transit (HRT) project area lies about 12 miles north of the Chicago Central Area (commonly referred to as the "Loop"). The limits of the project area are Dempster Street on the south and Old Orchard Road on the north. The project area is bounded by Interstate 94 (Edens Expressway) on the west and lies within the Village of Skokie. The project area is highly developed, with significant residential (primarily single family), institutional facilities (government offices and schools), transportation and commercial (retail and office) developments.

The locally preferred alternative (LPA) for the proposed Yellow Line Extension project was approved by the Chicago Transit Board for further study in the EIS on August 12, 2009. The proposed Yellow Line Extension would extend the heavy rail transit line from Dempster Street Station, the current terminus of the Yellow Line, north along the Union Pacific Railroad (UPRR) right-of-way from Dempster Street to the vicinity of Old Orchard Road. The extension would include 1.6 new route miles of rapid transit added to the existing Yellow Line, reconfiguration of the existing Dempster Street Station, and a new station in the vicinity of Old Orchard Road with bus access and parking facilities.

Alternatives

The Yellow Line Extension Final Alternatives Analysis Report (2009)

prepared by CTA identified three alternatives for further consideration in the EIS. The three alternatives include: A No Build Alternative, Transportation System Management (TSM) Alternative, and the Fixed Guideway Alternative (the LPA).

No Build Alternative: The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements. Committed transportation improvements include projects that are already in the CMAP financially constrained Transportation Improvement Program (TIP). The Yellow Line project area has a number of projects included in the FY 2007—2012 TIP.

There are three intersection improvements along Skokie Boulevard in the TIP including the intersections of Dempster Street, Golf Road and Old Orchard Road. Road improvements in the TIP that would most affect the Yellow Line extension project area are the widening of Old Orchard Road from Harms Road to Skokie Boulevard and the expansion of the northbound Edens off-ramp lanes. In addition to a variety of resurfacing projects, Dempster Street is scheduled to be reconstructed and widened to Central Road.

Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. Although outside the project area, a significant transit improvement included in the No Build Alternative is the construction of a Yellow Line station at Oakton Street to serve the Skokie downtown and surrounding developments. All elements of the No Build Alternative are included in each of the other alternatives.

Transportation System Management (TSM) Alternative: A TSM Alternative is proposed because it is required as part of the New Starts evaluative process; in this case, it does not meet the purposes of and need for the proposed project. The TSM Alternative is Bus Rapid Transit (BRT) that would operate on a 1.7 mile alignment between the Yellow Line Dempster Street Station and Westfield Shoppingtown Old Orchard Mall via Dempster Street, Niles Center Road, Skokie Boulevard, Golf Road, and Lavergne Avenue. Proposed BRT service would operate in mixed traffic with traffic signal priority on the Dempster Street, Niles Center Road, Skokie Boulevard, and Golf Road portion of the route.

The TSM Alternative would not include any intermediate stops. There would be no exclusive lanes along any portion of the route. The terminal stop would be at the existing bus transfer

station located on the east side of Old Orchard Mall. A new park and ride facility would be constructed near the proposed terminal stop at Old Orchard Road. The TSM alternative assumes that all bus routes in the study area will continue current operations.

Fixed Guideway Alternative/LPA: The proposed LPA would proceed northbound on a single track alignment within the UPRR right-of-way from Dempster Street to the area north of Golf Road. Beginning north of Golf Road, the alignment curves east, paralleling the east side of the Edens Expressway on an elevated profile to the proposed terminal location on the south side of Old Orchard Road. The elevated profile eliminates grade crossings between Dempster Street and Old Orchard Road.

The LPA would include a new station at Dempster Street to accommodate longer length trains and support bidirectional ridership demands. The elevated alignment would place the new station centered above Dempster Street providing enhanced station accessibility from the north and south parking areas without requiring pedestrians to cross Dempster Street. Bus transfer, taxi, entrance and parking areas at the Dempster Station would be reconfigured for the new elevated station.

The terminal station would be located east of the expressway and in the northwest portion of the Niles North High School (NNHS) property. The transit station and associated facilities would displace up to 230 parking spaces currently in the NNHS lot to the north of the campus. These spaces would be replaced by a multi-story parking structure with dedicated school parking (to replace all displaced parking spaces) and dedicated commuter parking.

The LPA is 1.6 miles long and would not include any intermediate stops. CTA and Pace bus services would be rerouted to pass through an off-street facility on the east side of the rapid transit station and continue to the existing bus transfer station at Old Orchard Mall.

No existing residences, businesses, or park/recreational areas would have to be acquired to accommodate the HRT single-track extension between Dempster Street and Golf Road. Some right-of-way would need to be acquired from the Illinois Department of Transportation along the Edens Expressway and land would need to be acquired from the NNHS property.

Possible Effects

The purpose of this EIS process is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the human environment. Areas of investigation for transit projects generally include, but are not limited to: Land use, development potential, land acquisition and displacements, historic resources, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species; investigation may reveal that the proposed project will not affect or affect substantially many of those areas. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and CTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become 'participating agencies;'' (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency. with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and CTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on CTA's Web site http://www.transitchicago.com/YellowEIS.

The public involvement program includes a full range of activities including maintaining the project webpage on the CTA Web site and outreach to local officials, community and civic groups, and the public.

Specific activities or events for

involvement will be detailed in the project's public participation plan.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a Compact Disc of the complete environmental document. A complete printed set of the environmental document is available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document is also available on the grantee's Web page.

CTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771).

Issued on August 24, 2009.

Marisol R. Simon,

Regional Administrator, Federal Transit Administration, Region V. [FR Doc. E9–20964 Filed 8–31–09; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Orange County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a draft Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Orange County, California.

DATES: The public scoping meetings will be held on the following dates:

- (1) Tuesday, September 22, 2009, 6 PM–8 PM, Fountain Valley.
- (2) Wednesday, September 23, 2009, 6 PM–8 PM, Huntington Beach.
- (3) Wednesday, September 30, 2009, 6 PM–8 PM, Westminster.
- (4) Thursday, October 01, 2009, 6 PM–8 PM, Rossmoor. The final day to submit comments is October 8, 2009.

ADDRESSES: The four public scoping meetings will be held at the following locations.

- (1) Fountain Valley Senior and Community Center, 17967 Bushard St., Fountain Valley, CA 92708.
- (2) Huntington Beach Library, 7111 Talbert Avenue, Huntington Beach, CA 92648.
- (3) Westminster Community Center—A/B Room, 8200 Westminster Avenue, Westminster, CA 92683.
- (4) Rush Park Auditorium, 3021 Blume Drive, Rossmoor, CA 90720.

FOR FURTHER INFORMATION CONTACT: Smita Deshpande, Branch Chief, Caltrans-District 12, "Attn: 405 Scoping," 2201 Dupont Drive, Suite 200, Irvine, CA 92612; Tel: 949,724,2000.

405scoping.parsons@parsons.com.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans, as the delegated National Environmental Policy Act (NEPA) agency, in cooperation with the Orange County Transportation Authority (OCTA), will prepare an environmental impact statement (EIS) on a proposal for a highway improvement project in Orange County, California. The proposed project covers approximately 14 miles and is located between State Route (SR) 73 and Interstate 605 (I–605) on Interstate 405 (I–405). The purpose of the project, as currently defined, is to increase capacity, improve traffic and interchange operations, and enhance safety on I-405 between SR-73 and I-605. Currently, the following alternatives are being considered:

• Baseline/No Build Alternative; taking no action.

Appendix C – Participating Agencies

Appendix C

Organization	Salutati on	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
City of Chicago Office of the Mayor	Mr.	Pat	Harney	Deputy Chief of Staff	121 N. LaSalle St.	Room 509	Chicago	IL	60602
Village of Lincolnwood	Ms.	Adriann	Gerardi		6900 North Lincoln Avenue		Lincolnwood	IL	60712
Niles Township High School – District Office	Dr.	Nanciann	Gatta	Superintendent	7700 Gross Point Road		Skokie	IL	60077
Niles Township High School – District Office	Mr.	Jim	Szczepaniak	Community Relations Director	7700 Gross Point Road		Skokie	IL	60077
Village of Glenview Planning Division, Development Department	Mr.	Jeff	Rogers	Senior Planner	1225 Waukegan Road		Glenview	IL	60025
Village of Morton Grove Community and Economic Development	Mr.	Bill	Neuendorf	Director	6101 Capulina Avenue		Morton Grove	IL	60053
Village of Skokie	Mr.	Steven T.	Marciani	Planning Supervisor	5127 Oakton Street		Skokie	IL	60077
Pace	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Illinois Commerce Commission	Ms.	Shauna	Kelley	Bureau of Transportation Chief	160 N. LaSalle St.	C800	Chicago	IL	60601
Illinois Department of Natural Resources	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems & Environment	One Natural Resources Way		Springfield	IL	62702
Illinois Department of Transportation	Ms.	Lil	Budzinski	Section Chief, CTA/Chicago	100 W. Randolph Street	Suite 6-600	Chicago	IL	60601
Illinois Environmental Protection Agency	Ms.	DiAnne	Schuerman		Office/MC#1, P.O. Box 19276		Springfield	IL	62794
Illinois Historic Preservation Agency	Ms.	Anne	Hacker	Deputy State Historic Preservation Officer	#1 Old State Capitol Plaza		Springfield	IL	62701
Department of Energy	Mr.	Steven	Chu	Secretary	1000 Independence Ave. SW		Washington	DC	20585
Department of Health and Human Services	Mr.	James	Galloway	Acting Regional Director - Region 5	233 N. Michigan Ave.	Ste. 1300	Chicago	IL	60601
Department of Housing and Urban Development	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Blvd.		Chicago	IL	60604
Federal Emergency Management Agency	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark St.	6th floor	Chicago	IL	60605
Federal Highway Administration	Mr.	Matt	Fuller	Engineer	3250 Executive Park Drive		Springfield	IL	62703
Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Transportation Security Administration	Ms.	Gale	Rossides	Acting Administrator	601 S. 12th St.		Arlington	VA	20598
U.S. Environmental Protection Agency	Mr.	Bharat	Mathur	Acting Regional Administrator - Region 5	77 W. Jackson Blvd.		Chicago	IL	60604
U.S. Fish and Wildlife Service	Mr.	John	Rogner	Field Supervisor - Chicago Field Office	1250 S. Grove	Suite 103	Barrington	IL	60010
Citizen Potawatomi Nation					1601 S. Gordon Cooper Drive		Shawnee	OK	74801
Ho-Chunk Nation					5744 W. Irving Park Road		Chicago	IL	60634
Peoria Tribe	Chief	John	Froman	Chief	118 S. Eight Tribes Trail	P.O. Box 1527	Miami	ОК	74355
Sac and Fox Tribe - Mississippi and Iowa	Mr.	Jonathan	Buffalo		349 Meskwaki		Tama	IA	52339
Sac and Fox Tribe - Missouri and Kansas					305 N. Main Street		Reserve	KS	66434
Sac and Fox Tribe - Oklahoma					Rt. 2 Box 246		Stroud	OK	74079

Appendix D – Participating Agency Invitation Letters



Administration

REGION V Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin 200 West Adams Street Suite 320 Chicago, IL 60606-5253 312-353-2789 312-886-0351 (fax)

September 1, 2009

[Insert Agency Representative] [Insert Agency Name] [Insert Address] [Insert, City, State, Zip]

Re: Invitation to Participate in Environmental Review Process for the CTA Yellow Line Extension

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority, is initiating the preparation of an Environmental Impact Statement for the proposed Yellow Line Extension project. The proposed project would extend the Yellow Line, a heavy rail transit line, 1.6 miles from its existing Dempster Station to a new terminal station at Old Orchard Road.

The purpose of the project, as currently defined, is to improve transit accessibility and provide mobility options by better utilizing existing transportation infrastructure capacity. The investment would also support the Village of Skokie's land use plans. The enclosed scoping information packet provides more details including a preliminary project schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at http://www.transitchicago.com/YellowEIS. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives have been refined and a locally preferred alternative has been selected. The project area and the alternatives identified in the Alternatives Analysis will be the subjects of the Draft EIS.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other

Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project because of the surrounding land uses which include residential neighborhoods, schools and commercial districts as well as the Interstate system, and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. David Werner of our Region V Office at david.werner@dot.gov; please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is not due until after the agency scoping meeting. The interagency scoping meeting will be held on the following date and location:

• Thursday, September 24 at 8:00 a.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

You or your delegate is invited to represent your agency at this meeting. Please note that building security requires meeting attendees to RSVP in advance. Your agency will be treated as a

¹Designation as a "participating agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. § 1508.5.

participating agency unless your written response declining such designation as outlined above is transmitted to this office not later than October 1, 2009.

We are providing a copy of the Federal Register Notice of Intent and scoping information materials with this letter that include a description of the project area and proposed alternatives. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation or to RSVP your attendance at the interagency scoping meeting, please contact Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, PO Box 7602, Chicago, IL 60680-7602, via email at YellowExtension@transitchicago.com, or phone at (312) 681-4240.

Sincerely,

Marisol R. Simon Regional Administrator

Enclosures (2):

- 1. Scoping Information Packet/Schedule
- 2. Federal Register NOI

cc: Jeffrey Busby, Chicago Transit Authority



567 West Lake Street Chicago, Illinois 60661-1498 TEL 312 664-7200 www.transitchicago.com

September 2, 2009

[Insert Agency Representative] [Insert Agency Name] [Insert Address] [Insert, City, State, Zip]

Re: Invitation to Participate in Environmental Review Process for the CTA Yellow Line Extension

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority, is initiating the preparation of an Environmental Impact Statement for the proposed Yellow Line Extension project. The proposed project would extend the Yellow Line, a heavy rail transit line, 1.6 miles from its existing Dempster Station to a new terminal station at Old Orchard Road.

The purpose of the project, as currently defined, is to improve transit accessibility and provide mobility options by better utilizing existing transportation infrastructure capacity. The investment would also support the Village of Skokie's land use plans. The enclosed scoping information packet provides more details including a preliminary project schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at http://www.transitchicago.com/YellowEIS. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives have been refined and a locally preferred alternative has been selected. The project area and the alternatives identified in the Alternatives Analysis will be the subjects of the Draft EIS.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project,

and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the surrounding land uses which include residential neighborhoods, schools and commercial districts as well as the Interstate system, and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, at YellowExtension@transitchicago.com; please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the agency scoping meeting. The agency scoping meeting will be held on the following date and location:

• Thursday, September 24 at 8:00 a.m. at CTA Headquarters, in the Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

You or your delegate is invited to represent your agency at this meeting. Please note that building security requires meeting attendees to RSVP in advance. Written responses accepting designation as participating agencies should be transmitted to this office not later than October 2, 2009.

¹Designation as a "participating agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. § 1508.5.

We are providing a copy of the Federal Register Notice of Intent and scoping information materials with this letter that include a description of the project area and proposed alternatives. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation or to RSVP your attendance at the interagency scoping meeting, please contact Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, PO Box 7602, Chicago, IL 60680-7602, via email at YellowExtension@transitchicago.com, or phone at (312) 681-4240.

Sincerely,

John Paquet Vice President

Planning and Development

Enclosures (2):

1. Scoping Information Packet/Schedule

2. Federal Register NOI

cc: Federal Transit Administration

Appendix E – Agency Scoping Meeting

Yellow Line Extension Connecting Dempster Station to Old Orchard Road



AGENCY SCOPING MEETING

	PRINTED NAME	TITLE ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL
1	Kristen Anderson	Transport. Planning	547 W. Jackson, SE	312 32 2 8033	Kardersen@metrarr.
		Analyst-Metra	Chicago 60661		Com
2	David Werner	FTA	200 W Adams Suit 320		B (1.1)
2	David werner		Chicago 60613	312-353-3879	David. Werner@duk.gov
9	11-11-	Assistant Superintendent/	7700 BROSE POINT RD.	847-626-3972	johnei@niles 219. org
3	John Heintz	Chief Lgal Officer, Niles 21	9 SKOKIE, IL 60077		•
4	EDWARD UNLIR	PRESIDENT	20/E.RANDOCPY	773-470-8541	edeublinesbeglobal. net
_	W 2112	UYLIR CONSULTING LES	Oglapaso U 60601		
5	LOIS Kimmelman	FTA	200 W. Adams #320	212-202-406A	1015. Kimmelmara
3			Chgo 60613	312 33 . 00	dot.gov
		Kilz Tomp. High		708-799,6769	ji270 @
6	70HN 1220	Sphool Diftiet 219		(00)/1/	21290 hausnicom
7	Roberts	VILLAGE OF MORTON	610) CAPULNA AIG 60053		brevendont @
1	BILL NEUENDORE	GROVE		773 663 3061	morton groveil, org

Yellow Line Extension Connecting Dempster Station to Old Orchard Road



AGENCY SCOPING MEETING

	PRINTED NAME	TITLE ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL
1	TOM RADAK	SR. PROSECT MOR PACE	SSOW. SLEONAUIN AGLINGTON HTS, ILL 6000 5	847-228-2478	TOM. RABAK @PACEBUS, COM
2	David Tomzik	manager Long Range Planning Pace		847 128-2463	david. tomzik @pacebus.com
3	Kim Cheever	Engineering Asst. Wight + Company	2500 N. Frontage Road Dariew, IL (0561	(630) 969-7000	Kcheever@wightco.com
4	LIL BUDZINSKI	SECTION CHIEF IL. DEPT. OF TRANS.	100 W. RANDOLPH	(312) 793-2110	LIL. BUDZINSKI @ ILLINOIS. GOV
5	Dan Powers	Senior RR Safety Specialist IL. Commerce Commission		(847) 516-0733	dpowers @ icc. illinis, gov
6	JM SZEZEPANIAN	Community RELMONS DIR. Niles Tormstop 4.5. Dist 219	Frome, 16 60077	844- 626-3958	jim 530 @ skyniles 212.00g
7	Nanciann Gata	Superintendent of schools D. 219		847	nangat Oniles 219. org

Yellow Line Extension Connecting Dempster Station to Old Orchard Road



AGENCY SCOPING MEETING

	PRINTED NAME	TITLE ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL
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AGENCY SCOPING MEETING

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AGENCY SCOPING MEETING

September 24, 2009 8:00 AM - 10:00 AM

	PRINTED	TITLE	ADDRESS	PHONE	E-MAIL
	NAME	ORGANIZATION	CITY, STATE ZIP	1110112	
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MEETING MINUTES

RE: Yellow Line Extension
Agency Scoping Meeting

MEETING NO. & DATE: No. 1 – September 24, 2009

CHAIRPERSON: Jeff Busby, CTA

LOCATION: CTA Offices: 567 West Lake Street

TO: Distribution and All Attendees

ATTENDEES:

ATTENDEED.		
<u>Names</u>	<u>Initials</u>	Organization / Title
Jeffrey Busby	JB	CTA Strategic Planning
Helene Kornblatt	HK	CWC Transit Group
Chris Martel	CM	CWC Transit Group
Melissa Peters	MP	CWC Transit Group
Kate Stenberg	KS	CWC Transit Group
Bob Tessiatore	BT	CWC Transit Group
Kim Cheever	KC	CWC Transit Group
John Kulpa	JK	CWC Transit Group
Joe Clemens	JC	CWC Transit Group
Kristy Ranieri	KR	CirclePoint (CWC team member firm)
Sarah Layton-Wallace	SLW	CirclePoint (CWC team member firm)
Kristen Anderson		Metra / Transportation Planning Analyst
David Werner		Federal Transit Administration (FTA)
John Heintz		Niles Township H.S. 219 / Asst. Superintendent
Edward Uhlir		Uhlir Consulting / President
Lois Kimmelman		Federal Transit Administration (FTA)
John Izzo		Niles Township H.S. 219
Bill Neuendorf		Village of Morton Grove
Tom Radak		Pace / Senior Project Manager
David Tomzik		Pace / Manager Long Range Planning
Lil Budzinski		IL Dept. of Transportation (IDOT) / Section Chief
Dan Powers		IL Commerce Commission / Senior RR Safety Specialist
Jim Szczepaniak		Niles Township H.S. 219 / Community Relations Director
Nanciann Gatta		Niles Township H.S. 219 / Superintendent of Schools
Gene Marks		IL Dept. of Transportation (IDOT) / Deputy Director
S. Vahl		DHOD





PREPARED BY: Kim Cheever

ISSUE DATE: September 30, 2009

Meeting called to order at 8:00 am CDT.

Objective: Agency Scoping

Item No.	Item Description	Responsibility	Due
1.00	Agency Participation Request		Date
1.00	CTA presented a project overview and requested		
	questions/comments from agencies in attendance. CTA requested		
	written request from agencies interested in being a participating		
	agency by October 2, 2009. Agencies do not have to be a		
	participating agency to be involved, but it offers them a more active		
	role in the process. Following the presentation, the meeting was		
	opened up to questions and comments.		
1.01	CWC: Please note that the deadline to submit comments is		
	October 27, 2009.		
2.00	Ridership		
	Pace: The AA process studied an arterial BRT and a railroad right-		
	of-way BRT. Why are the ridership levels lower on the railroad		
	alignment?		
	CTA: The arterial BRT provides service closer to the activity		
0.04	centers.		
2.01	Pace: BRT has greater ridership than TSM since it is closer to the		
	shopping centers based on regional travel model.		
	CTA: Regional model did not differentiate between east and west option in terms of ridership.		
2.02	Does ridership vary based on bus vs. rail?		
2.02	CTA: The ridership forecast doesn't depend on bus vs. rail.		
2.03	District 219: Is ridership affected by "coolness?"		
	CTA: No. Ridership analysis looks at time savings, cost per trip,		
	and accessibility. The ridership model doesn't consider mode		
	attractiveness, even though CTA has noticed a preference toward		
	rail over bus.		
3.00	TSM vs. BRT		
	District 219: What is the difference between the TSM and BRT		
	alternatives?		
	CTA: The TSM is in mixed traffic, while BRT is a dedicated		
4.00	alignment within the UPRR right-of-way.		
4.00	Land Acquisition District 210: Regarding land displaced along the route, when do		
	District 219: Regarding land displaced along the route - when do we talk about acquiring land to offset loss of land?		
	CTA: Potential mitigation measures would be included in the DEIS.		
	When we have preliminary designs there will be a clearer picture of		
	potential impacts. Cook County owns significant portion of the		
	parking lot.		
	, 5		





Item No.	Item Description	Responsibility	Due Date
4.01	District 219: What amount of school land not just for parking but ball fields and facilities all along the alignment is being taken? CTA: The alignment is mostly on IDOT property and school		
	impacts should be very limited but better survey information is		
	needed. However, we do know that there are no direct impacts to		
	athletic fields. That's not where it is located.		
4.02	District 219: We discussed the parking displacements caused by		
	the Niles station, but what other school property is needed such as ball fields, cogen plant, etc.? When do we talk about these properties?		
	CTA: We will talk about these properties in this EIS phase. The		
	cogen plant would be directly impacted. The station parking is		
	partly located on Cook County property and partly on school		
	property.		
5.00	Parking		
	District 219: Does cost include property acquisition for new school		
	parking?		
F 04	CTA: Yes.		
5.01	District 219: Our property is very constrained. We already lease		
	parking from the Mall. The Cook County parking area is something that we've always considered as our option for better utilizing the		
	school campus.		
	CTA: We should analyze the school's master plan for future		
	growth and how this interfaces with the rail extension plans.		
5.02	District 219: Part of the issue is political because Niles West has		
	more space than Niles North. We have been considering for years		
	using that parking lot for other uses to better utilize the school		
	campus.		
	CTA: We should come up with a strategy to review each others		
	plans and see if they are compatible.		
5.03	District 219: Does the TSM option have a park & ride lot, and if so,		
	where?		
	CTA: Yes, but the location has not been determined yet. It would probably be somewhere on Old Orchard Road.		
6.00	Traffic Impacts and Alternative Options		
0.00	District 219: Have you considered the traffic impacts to Old		
	Orchard Road caused by access to the station from the Edens off		
	ramp?		
	CTA: A detailed traffic analysis was not a component of the AA,		
	but this will occur during the EIS.		
6.01	District 219: Old Orchard Road gets congested. Did CTA consider		_
	the traffic impact of additional traffic destined to the station and		
	parking facilities?		
	CTA: This will be studied in detail during the EIS process. CTA will		
	also look at additional options including running along the UP to		
	the west, stopping short at Golf Road and potentially others.		





Item No.	Item Description	Responsibility	Due Date
6.02	District 219: Doesn't the West Option make more sense due to the Courthouse and nearby offices? CTA: The West Option does not provide a walkable distance to the Mall. We also looked at a Golf Road terminus, which would provide a walkable distance to the Mall.		
6.03	Pace: Have you thought of terminating at Golf Road? CTA: This seems like a reasonable option after last night's feedback.		
6.04	District 219: Was the Golf Road terminus explored in the AA? CTA: No, it essentially began to be thought about recently but it is a reasonable option to maintain a short walking distance to the shopping mall.		
6.05	District 219: Would a Golf Road option require another transfer? CTA: Maybe, closer to condos and the Holocaust Museum.		
6.06	District 219: Based on the public meeting feedback, would you change the social impacts rating to a negative for the East Option? CTA: No, we included the impacts to Niles High School within the environmental impacts rating in the AA.		
6.07	IDOT: We should look at the East Option impacts on the Edens off-ramp. We have concerns regarding safety due to the lengthy back-ups on that off ramp. CTA: Our initial analysis included IDOT's planned expansion of this off-ramp to a two-lane configuration.		
6.08	IDOT: There is a potential alternative of going under the Edens and then hugging the Edens along the west side, which would avoid impacts to Niles. CTA: This appears to be a feasible option that could be considered.		
7.00	Public Input District 219: What were the negative comments at the public scoping meeting? CTA: There was strong opposition to the east alternative due to public safety and impact to high school. EIS will introduce other alternatives to study.		
8.00	Village of Skokie District 219: Does the Village of Skokie support this project? CTA: The Mayor of Skokie indicated last night at the Public Scoping Meeting that the extension is needed but that the High School terminus needs to be revisited to avoid impacting the school.		
8.01	Pace: Is future system expansion north of Skokie considered? CTA: The analysis concentrated on the reverse commute. 2030 projections showed that Old Orchard was the best end point. Beyond that trip lengths become too long making the transit service unattractive to riders.		





Item	Item Description	Responsibility	Due
No.	·	-	Date
9.00	I-94 Coordination		
	IDOT: Has IDOT expressed concern about the proximity of the		
	alignment to the I-94 off-ramp?		
	CTA: IDOT was consulted on their plans for that ramp and those		
	have been incorporated.		
10.00	Project Costs		
	FTA: Why are costs higher running north along the UPRR		
	alignment to Orchard?		
	CTA: This was looked at in the AA and the cost is attributed to the		
	need to relocate an additional 50 high transmission towers.		

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees





Appendix F – Agencies and Organizations Notified of Scoping
Scoping Meeting Report Environmental Impact Statement (EIS) Phase 1 Yellow Line Extension

Organization	Salutat ion	Title	Address	Apt/ Floor	City	State	Zip
Active Transportation Alliance	Ms.	Tiue	9 W Hubbard	Αρί/ 1 1001	Chicago	IL	60654
Advanced Development Group, LTD	Mr.		1187 Wilmette	#114	Wilmette	IL	60091
			60 Massachusetts Ave.,				
AMTRAK	Mr.	President	NE		Washington	DC	20002
Better Business Bureau			330 N Wabash Avenue Suite	#2006	Chicago	IL	60611
			Suite	#2006	Chicago	IL.	00011
Business Community Development Commission	Mr.	Chairman	510 Green Bay Road		Winnetka	IL	60093
Winnetka Village Hall Canadian National	Mr.	Manager Public Affairs	1764 S. Ashland Ave		Homewood	IL	60430
Centerpoint Development	Mr.	CEO	1808 Swift Drive		Oakbrook	IL	60523
Chicago Flame	Mr.		5560 W. Northwest Hwy		Palatine	IL	60067
Chicago North Shore Convention & Visitor Bureau	Ms.	Executive Director	8001 Lincoln Ave.	Ste 715	Skokie	IL	60077
Chicago Transportation Coordination Office	Mr.	Superintendent	1501 S. Canal Street		Chicago	IL	60607
Chicagoland Chamber of Commerce	Mr.	Director, Government Affairs	200 East Randolph Street	Suite 2200	Chicago	IL	60601
ComEd	Mr.	External Affairs Coordinator	5190 Church Street	Suite 2200	Skokie	IL	60077
Comfort Inn North Shore	Mr.	General Manager	9333 Skokie Boulevard		Skokie	IL	60077
Delman & Cohen	Ms.		4711 W. Golf Rd		Skokie	IL	60076
Delman & Cohen	Mr.		4711 W. Golf Rd	#700	Skokie	IL	60076
Delman & Cohen	Ms.		4711 Golf Rd		Skokie	IL	60076
Development Corporation Community Council-						l	
North Development Corporation Community Council-	Ms.	Executive Director	1557 West Howard Street		Chicago	IL	60626
North	Ms.	Commerical District Planner	1557 West Howard Street		Chicago	IL	60626
Doubletree Hotel and Conference Center Chicago	1413.	Commencer District FidHIRE	1.007 VV CSC FIOWAID SHEEL		Officago	-	00020
North Shore	Mr.	General Manager	9599 Skokie Boulevard		Skokie	IL	60077
Doubletree Hotel and Conference Center Chicago		Director of Front Offices					
North Shore	Ms.	Operations	9599 Skokie Boulevard		Skokie	IL	60077
Evanston Chamber of Commerce	Mr.	Executive Director	1560 Sherman Avenue	Suite 860	Evanston	IL	60201
Evanston Hospital	Mr.	President & CEO	2650 Ridge Ave 5211 Old Orchard Road		Evanston	IL	60201
Extended Stay America Skokie Glenbrook Hospital-Evanston Northwestern	Mr.	Manager	5211 Old Orchard Road		Skokie	IL	60077
Healthcare	Mr.	President	2100 Pfingsten Road		Glenview	IL	60026
Glenview Chamber of Commerce	Ms.	President	2320 Glenview Road		Glenview	IL	60025
Hampton Inn & Suites Chicago-North Shore/Skokie		General Manager	5201 Old Orchard Road		Skokie	IL	60077
Highland Park Hospital	Mr.	President & CEO	777 Park Avenue West		Higland Park	IL	60035
Illinois Science & Technology Park	Mr.	Senior Vice President	4901 Searle Parkway 660 North Westmoreland		Skokie	IL	60077
Lake Forest Hospital	Mr.	President & Executive Director			Lake Forest	IL	60045
Lake Forest Flospital	IVII.	Tresident & Executive Director	7001 North Lincolnwood		Lake Folest	-	00043
Lincolnwood Chamber of Commerce and Industry	Ms.	Executive Director	Avenue		Lincolnwood	IL	60712
			875 N Michigan Ave, Ste				
McCafferty Interests	Mr.	Vice President	1800		Chicago	IL	60611
				6101			
				Capulina Avenue,			
Morton Grove Chamber of Commerce and Industry	Mr	Executive Director	Village Hall Morton Grove	1	Morton Grove	IL	60053
Nicor Advanced Energy	Mr.	President	PO Box 3042	201101 20101	Naperville	IL	60566
Niles Chamber of Commerce	Ms.	Executive Director	8060 Oakton Street		Niles	IL	60714
			One Northfield Plaza				
Northfield Chamber of Commerce	Ms.	Executive Director	Suite 300		Northfield	IL	60093
Patten House of Glenview		Manager	939 Harlem Avenue		Glenview	IL	60025
Rush North Shore Hospital in Skokie	Ms.	Chief Information Officer Community Relations	9600 Gross Point Road		Skokie	IL	60076
Rush North Shore Medical Center	Ms.	Manager	9600 Gross Point Road		Skokie	IL	60076
Tracin rollar choro medical come	11.0.	manago.	5002-5006 Oakton Street		Chonic	†	000.0
Skokie Chamber of Commerce	Mr.	Executive Director	P.O Box 106		Skokie	IL	60077
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Skokie Technology Park	Ms.	Director, Design and Planning			Skokie	IL	60077
St. Francis Hospital, Evanston	Mr.	Vice President Sr. Vice President Retail	355 Ridge Avenue		Evanston	IL	60202
Transwestern Investment Company, L.L.C.	Mr.	Investments	150 N. Wacker	Suite 800	Chicago	IL	60606
mental medianon company, Lilion	1	Assistant VP, Gov. Affairs	221	2 3 3 300		1-	
Union Pacific Railroad	Mr.	Central Region	101 N. Wacker Dr.	Ste. 1910	Chicago	IL	60606
		VP Public Affairs - Northern			_		
Union Pacific Railroad	Mr.	Region	1400 Douglas St.	STOP 1560	Omaha	NE	68719
Linian Davidia Palitand		General Director, Network &	1400 Douglas Ct	QTOD 4400	Omaha	NIE.	60740
Union Pacific Railroad Welcare Inc	Mr. Mr.	Bus. Devel.	1400 Douglas St. 8434 Christiana Ave	STOP 1120	Omaha Skokie	NE IL	68719 60076
Westfield Old Orchard	Mr.		4906 Old Orchard Rd		Skokie	IL	60078
Westfield Old Orchard	Ms.	General Manager	66 Old Orchard Center		Skokie	IL	60077
Westfield Old Orchard	Mr.	-	4906 Old Orchard Rd		Skokie	IL	60078
Wilmette Chamber of Commerce	Ms.	Executive Director	1150 Wilmette Avenue	Suite A	Wilmette	IL	60091
Winnetka Caucus Council	Mr.	Chairman	P.O. Box 311		Winnetka	IL	60093
Winnetka Chamber of Commerce	Ms.	Executive Director	841 Spruce Street	-	Winnetka	IL	60093
American Association of University Women Bronx Ave "Friends"	Ms.	Membership Vice President	60 Salem Lane 10015 N. Bronx		Evanston Skokie	IL IL	60203 60077
Central Street Neighbors Association	Mr.		2724 Harrison		Evanston	IL	60201
Developing Communities Project	Mr.	Director of Public Policy	11300 S Halsted St		Chicago	IL	60628
DuPage Mayors and Managers Conference	Mr.	President	1220 Oak Brook Road	<u></u>	Oak Brook	IL	60523
Family Services of Glenview	Dr.	Executive Director	2320 Glenview Road		Glenview	IL	60025
Friends of Bronx Ave	Mrs.		10014 N Bronx		Skokie	IL	60077
Kiwanis of Glenview/Northbrook	Mr.	President	1440 Elizabeth Lane		Glenview	IL	60025
League of Women Voters of Evanston	Ms.	President	2100 Ridge Avenue		Evanston	IL	60201

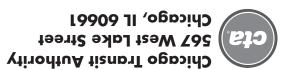
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U.S. Senator r Senator r Senator 230 S. Dearborm Ste. 3892 Chicago City of Chicago Mayor 121 N. LaSalle St. Room 507 Chicago I Mayor 121 N. LaSalle St. Room 507 Chicago I Executive Assistant to the Mayor Mayor Mr. Mayor Mayor 121 N. LaSalle St. Room 406 Chicago I Executive Assistant to the Mayor Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I Chicago Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I Chicago Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I Chicago Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I Chicago Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago I Chicago Mr. Deputy Chicago Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Mr. Deputy Ch	IL 6060		Chicago	Ste. 3900	230 S. Dearborn	Senator	Senato	U.S. Seriator
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City of Chicago, Office of the Mayor Mr. Mayor Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Inc. City of Chicago, Office of the Mayor Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Inc. City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Inc. City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Inc. City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Inc. City of Evanston Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago Inc. City of Evanston Mr. Depatrson Mayor Development Depatrson, Community Development Depatrson, Community Development Depatrson, Community Development Depatrson, Depatrson Mr. Director Mr. Director Geok County Stable Hall, Community and Economic Development Mr. Director Geok Old Orchard Road Skokie Incolnwood Village Hall, Community and Economic Development Mr. Director Geok Old Orchard Road Skokie Incolnwood Village Hall, Engineer Depatrson Mr. Director Geok Depatrson Mr. Director Geok Depatrson Mr. Village Engineer George Morton Grove, George Morton Grove Village Hall, Engineer Depatrson Mr. Supervisor Septiment Mr. Village President Mr. Supervisor Septiment Mr. Supervisor Mr. Supervisor Septiment Mr. Supervisor Septiment Mr. Supervisor Mr. Supervisor Mr. Village President Mr. Supervisor Mr. Village President Depatrson Mr. Director Mr. Village President Depatrson Mr. Director Mr. Village President Depatrson Mr. Director Mr. Villa	IL 6060						Mayor	
City of Chicago, Office of the Mayor Mr. Deputy Chief of Staff 121 N. LaSalle St. Room 406 Chicago City of Evanston Mr. Public Works Director 2100 Ridge Avenue Evanston City of Evanston Alderman 2100 Ridge Avenue Room 2500 Evanston City of Evanston Mr. 2100 Ridge Avenue Evanston City of Evanston Ms. Community Information 2100 Ridge Avenue Evanston City of Evanston Ms. Coordinator 2100 Ridge Avenue Room 2500 Evanston City of Evanston Ms. Community Development - Planning Division 2100 Ridge Avenue Room 2500 Evanston City of Evanston, Community Development Department, Planning Division Ms. 2100 Ridge Avenue Evanston Evanston Court of Cook County - Judge 2nd District Ms. Ms. 2100 Ridge Avenue Evanston Evanston Court of Cook County - Judge 2nd District Ms. Ms. Evanston Evanston Evanston Evanston Inconnocion Division Skokie Inconnocion Division Inconnocion Div			Ĭ				,	, ,
City of Evanston	IL 6060					,	Mr.	, ,
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City of Evanston Mr. Community Information City of Evanston Ms. Coordinator Cordinator 2100 Ridge Avenue Evanston Cordinator 2100 Ridge Avenue Evanston City of Evanston City of Evanston, Community Development Department, Planning Division Ms. Planning Division Ms. Cordinator 2100 Ridge Avenue Room 2500 Evanston Community Development - Planning Division Presiding Judge-Second Municipal District - Circuit Court of Cook County -Judge 2nd District Lincolnwood Village Hall, Community Development Department Department Mr. Director Morton Grove Village Hall, Community and Economic Development Mr. Director Mr. Director Mr. Village Engineer Aft. Village Fresident Avenue Morton Grove Village of Glenview Village of Glenview Planning Division Mr. Village President Aft. Village Of Morton Grove Aft. V			F	D 0500	0400 Billion A	Alleren		0.4 - 4.5
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Village of LincolnwoodMr.Village President6900 N. Lincoln AvenueLincolnwoodIVillage of Morton GroveMs.6101 Capulina AvenueMorton Grove	IL 6002				1225 Waukegan Road	Senior Planner		Village of Glenview, Planning Department
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Village of Northbrook Ms. Planner 1225 Cedar Lane Northbrook	IL 6006		Northbrook		1	Planner	Ms.	Village of Northbrook
	IL 6009					President		•
· ·	IL 600		Skokie		5127 Oakton Street	Discrete O	Mr.	Village of Skokie
Planning Supervisor,						• •		
Village of Skokie Community Development 5127 Oakton Street Skokie I	IL 6007],	Skokio		5127 Oakton Straat		Mr	Village of Skekie
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Village of Skokie Mayor Mayor 5127 Oakton Street Skokie	IL 600		Skokie		5127 Oakton Street			Village of Skokie
Village of Skokie Mr. 5127 Oakton Street Skokie	IL 6002				1		Mr.	ů
Village of Skokie Mr. Trustee 7943 Tripp Avenue Skokie I	IL 600		Skokie		7943 Tripp Avenue	Trustee	Mr.	Village of Skokie

Village of Skokie - Community Development			Village Hall 5127 Oakton			1	1
Department Serving Development	Mr.	Executive Director	Street		Skokie	IL	60077
Village of Wilmette	Mr	President	1200 Wilmette Avenue		Wilmette	IL	60091
Village of Wilmette, Community Development							
Department	Ms.	Director	1200 Wilmette Avenue		Wilmette	IL	60091
Village of Wilmette, Engineer Department	Ms.	Engineering Assistant	1200 Wilmette Avenue		Wilmette	IL.	60091
Village of Winnetka Cook County Board of Commissioners	Ms. Mr.	President President	510 Green Bay Road 118 N. Clark Street	Room 537	Winnetka	IL IL	60093 60602
Cook County Board of Commissioners	IVII .	President	TTO N. Clark Street	R00III 537	Chicago	IL.	60602
	Commi		820 Davis St.				
Cook County Commissioner	ssioner	Commissioner	Suite 104		Evanston	IL	60201
Cook County Recorder of Deeds & Rgistrar of						l	
Titles	Mr.	Recorder of Deeds	118 N. Clark Street	Room 120	Chicago	IL	60602
Illinois Governor	Govern	Governor	100 W. Randolph, 16-100		Chicago	IL	60601
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Illinois Senator District 14	r	Senator	507 West 111th Street		Chicago	IL	60628
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Illinois Senator District 15	r	Senator	2050 E. 159th Street		Calumet City	IL	60419
l	Senato		l				
Illinois Senator District 16	r	Senator	1155 West 79th Street		Chicago	IL	60620
Illinois Senator District 17	Senato	Senator	8704 South Constance Avenue	Ste. 324	Chicago	IL	60617
Initions Seriator District 17	Senato	Seriator	10400 South Western	Ole. 324	Criicago	<u> </u>	00017
Illinois Senator District 18	r	Senator	Avenue		Chicago	IL	60643
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Illinois Senator District 3	r	Senator	2929 S. Wabash Avenue	Ste. 102	Chicago	IL	60616
	Senato]		 	
Illinois Senator District 8	r Con-1	Senator	2951 West Devon		Chicago	IL	60659
Illinois Senator District 9	Senato	Senator	820 Davis Street	Suite 102	Evanston	IL	60201
State Representative - Julie Hamos	Ms.	υστιαιοι	820 Davis Street	#103	Evansion	IL IL	60201
State Propresentative Guille Flamos	Repres		JES BUVIS OFFICE	,,,,,,,	variotori	+	00201
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State Representative 15th District	е	Representative	4404 W. Lawrence Avenue		Chicago	IL	60630
State Representative 16th District	Ms.		4121 Main Street		Skokie	IL	60076
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State Representative 16th District State Representative 16th District	e Ms.	Representative	4121 Main Street 4121 Main Street		Skokie Skokie	L L	60076 60076
State Representative Total District	Repres		4121 Maiii Street		OKOKIE		00070
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State Representative 17th District	е	Representative	3801 W. Lake Ave.		Glenview	IL	60026
	Repres						
	entativ					1	
State Representative 18th District	е	Representative	820 Davis Street	Suite 103	Evanston	IL	60201
Fodoral Highway Administration	Mr.	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield		62703
Federal Highway Administration	IVII .	Metropolitan Planning	3230 Executive Park Drive		Springfield	IL	+
Federal Highway Administration	Mr.	Specialist	4749 Lincoln Mall Drive	Ste. 600	Matteson	IL	60443
Federal Highway Administration	Mr.	Administrative Team Leader	4749 Lincoln Mall Drive	Ste. 600	Matteson	IL.	60443
,		Director, Office of Policy &					
Federal Railroad Administration	Mr.	Communication	1200 New Jersey Ave. SE		Washington	DC	20590
L			200 West Adams, Suite				
Federal Railroad Administration	Mr.	Regional Administrator	310 200 West Adams Street,		Chicago	IL	60606
Federal Transit Administration		Regional Administrator	Suite 320		Chicago	IL	60606
Chicago Bureau of Convention and Tourism	Mr.	Executive Vice President	2301 N. Lakeshore Drive		Chicago	IL	60616
Chicago Housing Authority	Mr.	CEO	60 E. Van Buren		Chicago	IL.	60605
Chicago Housing Authority, Intergovernmental					Ĭ		
Affairs	Mr.	Director	60 E. Van Buren		Chicago	IL	60605
Chicago Park District	Mr.	CEO	541 N. Fairbanks		Chicago	IL	60611
Chicago Port Authority City of Chicago Department of Aviation	Mr. Mr.	Executive Director	3600 E. 95th St. 121 N. LaSalle St.		Chicago	IL IL	60617 60602
Oity of Chicago Department of Aviation	IVII.		121 IV. LaSalle St.		Chicago	IIL .	00002
	Commi						
City of Chicago Department of Aviation		Commissioner	P.O. Box 66142		Chicago	IL	60666
City of Chicago Department of Budget and							
Management	Mr.	Chief Financial Officer	121 N. LaSalle St.	Room 604	Chicago	IL	60602
City of Chicago Department of Business Affairs			50.14/.14/			<u> </u>	00000
and Consumer Protection	Ms.	Commissioner	50 W. Washington St.	Room 208	Chicago	IL	60602
City of Chicago Department of Community Development	Ms.	Acting Commissioner	121 N. LaSalle St.	Ste. 1000	Chicago	IL	60602
City of Chicago Department of Environment	Ms.	Commissioner	30 N. LaSalle St.	Floor 25	Chicago	IL IL	60602
City of Chicago Department of Streets and	† <u></u>	· - ·				†	† · · · · · ·
Sanitation	Mr.	Commissioner	121 N. LaSalle St.	Room 700	Chicago	IL	60602
City of Chicago Department of Streets and	l						
Sanitation Bureau of Street Operations	Mr.	Deputy Commissioner	121 N. LaSalle St.	Room 704	Chicago	IL	60602
City of Chicago Department. of Zoning and Land Use Planning	Mr.	Acting Administrator	121 N. LaSalle St.	Room 905	Chicago		60602
City of Chicago Office of Emergency Management	IVII.	Acting Administrator	121 IV. LaSalle St.	1700111 900	Chicago	L	00002
and Communications	Mr.		1411 W. Madison St.		Chicago	IL	60607
City of Evanston	Mr.	Public Works Director	2100 Ridge Avenue	Room 2500	Evanston	IL	60202
City of Evanston Community Information	1	Community Information	<u> </u>			1	1
Department	Ms.	Coordinator	2100 Ridge Avenue	Room 2500	Evanston	IL	60201
	. -	Superintendent of Parks &				l	
Skokie Park District	Mr.	Facilities Executive Director	9300 Weber Park Place		Skokie	IL	60077
Skokie Park District Skokie Park District Board - President	Mr. Mr.	Executive Director	9300 Weber Park Place 9617 N. Karlou		Skokie Skokie	IL IL	60077 60076
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Village of Glenview Capital Projects Department	Mr.	Director	1225 Waukegan Road		Glenview	IL	60025
Village of Glenview Development Department	Mr.	Director	1225 Waukegan Road		Glenview	IL	60025
Village of Glenview Park District	Mr.	Executive Director	1930 Prairie St.		Glenview	IL	60025
Village of Glenview Planning Department	Mr.	Senior Planner	1225 Waukegan Road		Glenview	IL	60025
Village of Glenview Police Department	Mr.	Police Chief	2500 East Lake Avenue		Glenview	IL	60025
Village of Glenview Public Works Department	Mr.	Director	1333 Shermer Road		Glenview	IL	60026
Village of Glenview Support Services	Ms.	Director	1225 Waukegan Road		Glenview	IL	60025
Village of Morton Grove Village of Morton Grove	Ms. Mr.	Planner	6101 Capulina Avenue 6101 Capulina Avenue		Morton Grove Morton Grove	IL IL	60053 60053
Village of Niles Community Development	Mr.	Director	1000 Civic Center Drive		Niles	IL	60714
Village of Northfield	Mr	Director	361 Happ Road		Northfield	IL	60093
Village of Northfield Fire/Rescue Department	Mr.	Fire Chief	1800 Winnetka Rd.		Northfield	IL	60093
Village of Northfield Police Department	Mr.	Chief of Police	350 Walnut Avenue		Northfield	IL	60093
Village of Skokie	Mr.		5127 Oakton Street		Skokie	IL	60077
Village of Skokie	Mr.		5127 Oakton Street		Skokie	IL	60077
	Lieuten						
Village of Winnetka Fire Department	ant	Public Education	510 Green Bay Road		Winnetka	IL	60093
Village of Winnetka Public Safety Building	Mr.	Chief of Police	410 Green Bay Road		Winnetka	IL	60093
D			233 South Wacker Drive,	ļ	01.	l	00000
Chicago Metropolitan Agency for Planning	Ms.	Senior Analyst	Suite 800		Chicago	IL	60606
Chicago Metropolitan Agency for Planning Chicago Metropolitan Agency for Planning	Ms. Mr.	External Relations	233 S. Wacker Drive 233 S. Wacker Drive		Chicago	IL IL	60606 60606
Cook County Department of Revenue	Mr.	Programming & Operations Director	118 N. Clark St.		Chicago Chicago	IL	60602
Cook County Highway Department	Mr.	Director	110 N. Clark St.		Chicago	IL	60602
Cook County Flighway Department	IVII.		50 W. Washington Street,	 	Ornoago	-	00002
Cook County Sheriff's Office	Mr.	1st Assistant Chief Deputy	Rm 705		Chicago	IL	60602
,	1	данами стиот в орису	50 W. Washington Street,			-	1
Cook County Sheriff's Office	Ms.		Rm 705		Chicago	IL	60602
Cook County Sheriff's Office	Chief		5600 Old Orchard Rd.		Skokie	IL	60076
		Transportation Planning	547 West Jackson				
Metra Commuter Rail	Ms.	Analyst	Boulevard, 13th Floor	<u> </u>	Chicago	IL	60661
Metropolitan Water Reclamation District of Greater						ļ	
Chicago	Ms.	Commissioner	9232 Avers Avenue		Evanston	IL	60203
	ļ.,	Manager, Long Range	550,34, 41		A 12 / 11/	l	00005
Pace	Mr.	Planning	550 W. Algonquin Rd	<u> </u>	Arlington Hts.	IL	60005
Regional Transit Authority	Mo	Managar Pagianal Planning	175 West Jackson		Chicago	IL	60604
Regional Transit Authority Regional Transit Authority	Ms. Mr.	Manager, Regional Planning	Boulevard, Suite 1550 175 W Jackson	 	Chicago Chicago	IL	00004
Regional Transit Authority	Ms.	Director of Communications	175 W. Jackson Blvd.	Suite 155	Chicago	IL	60604
Regional Transit Authority Board of Directors	Mr.	Director of Communications	11 S LaSalle Street		Chicago	IL	60603
Illinois Commerce Commission	Mr.	Chairman	527 East Capitol Avenue		Springfield	IL.	62701
Illinois Department of Commerce and Economic					<u>-γ 3</u>		
Opportunity	Ms.		100 W Randolph	Ste 3-400	Chicago	IL	60601
Illinois Department of Employment Security	Ms.	Director	33 S. State St.		Chicago	IL	60603
Illinois Department of Revenue	Mr.	Director	201 West Center Court		Schaumburg	IL	60196
	L.	Division of Public and	James R. Thompson				
Illinois Department of Transportation	Mr.	Intermodal Transportation	Center	Suite 6-600	Chicago	IL	60601
Illinois Deportment of Transportation Design 4		Project and Environmental	204 Most Conton Count		Cahaumahuma	l.,	00400
Illinois Department of Transportation, Region 1		Studies Section Chief	201 West Center Court		Schaumburg	IL	60196
Illinois Department of Transportation, Region 1		Acting Geometrics Unit Head					
Illinois Department of Transportation, Region 1		Acting Geometrics Onit Head					+
Bureau of Operations	Ms.	Deputy Director	201 West Center Court		Schaumburg	IL	60196
Illinois Department of Transportation, District 1	11101	Dopary Director	Zor most comer count		Conadinibuty		00.00
Bureau of Construction	Mr.	Bureau Chief	201 West Center Court	ļ	Schaumburg	IL	60196
Illinois Department of Transportation, Division of					<u> </u>		
Traffic Safety	Mr.	Bureau Chief	201 West Center Court		Schaumburg	IL	60196
Illinois Department of Transportation, ITS Program			2300 South Dirksen				
Office	Mr.	Bureau Chief	Parkway	<u> </u>	Springfield	IL	62764
	Troope	_				ļ	
Illinois State Police District Chicago	ln 4	Trooper	9511 W. Harrison St.		Des Plaines	IL	60016
Evanston Public Library	Mr.	Director	1703 Orrington Avenue		Evanston	IL	60201
Glenview Public Library Lincolnwood Public Library	Mr. Mr.	President Director	1930 Glenview Road 4000 West Pratt Avenue		Glenview Lincolnwood	IL IL	60025 60712
Morton Grove Public Library	Mr.	Director	6140 Lincoln Avenue		Morton Grove	IL IL	60053
INSTRUM STOVE I UDITE LIDIALLY	1411.	Director	OTTO EIROUIT AVEILUE		WOLOU CHOVE	 -	100000
Niles Public Library	Ms.	Director	6960 West Oakton Street		Niles	IL	60714
Skokie Public Library	Ms.	Director	5215 Oakton Street		Skokie	IL	60077
Skokie Public Library	Ms.	Head of Adult Services	5215 Oakton Street		Skokie	IL	60077
Wilmette Public Library	Ms.	Director	1242 Wilmette Avenue		Wilmette	IL	60091
Winnetka-Northfield Public Library District	Mr.	Director	768 Oak Street		Winnetka	IL	60093
Evanston-Skokie Elementary District 65	Mr.	Superintendent	1500 McDaniel		Evanston	IL	60201
	1. .				l	l	
Lincolnwood School District 74	Mr.	Superintendent	6950 N. East Prairie Road	 	Lincolnwood	IL	60712
Loyola University, Government and Community	N46	Liginon	GEOF North Charities Day		Chicago	<u> </u> ,	60000
Affairs Department	Ms.	Liaison Madia Polations	6525 North Sheridan Road		Chicago	IL IL	60626 60603
National-Louis University National-Louis University	Ms. Ms.	Media Relations Director of Student Life	122 S. Michigan 5202 Old Orchard Rd		Chicago Skokie	IL IL	60603
INGLIONAL-LOUIS ONIVEISILY	IVIO.	Community Services	JUZUZ UIU UTUTIATU KU	 	OKOKIE	115	00011
New Trier Township	Mr.	Administration	739 Elm Street		Winnetka	IL	60093
New Trier Township	Ms.	Superintendent	Seven Happ Road		Northfield	IL	60093
New Trier Township, Social Services Dept.	Ms.	Administrator	739 Elm Street		Winnetka	IL	60093
Niles North Athletic Booster Club	Mr.	President					
Niles North High School	Mr.	Principal	9800 North Lawler Street		Skokie	IL	60077
		·					
Niles Township District 219	Mr.	Community Relations Director			Skokie	IL	60077
					IOL-ALIA	IL	60077
Niles Township High School - District Office	Mr.		7700 Gross Point Road		Skokie		
Niles Township High School - District Office Niles Township High School - District Office Niles Township High School - District Office	Mr. Dr. Mr.	Superintendent School Board Member	7700 Gross Point Road 7700 Gross Point Road 7700 Gross Point Road		Skokie Skokie	IL IL	60077 60077

		Assistant Superintendent -					
Niles Township High School - District Office	Mr.	Business Services	7700 Gross Point Road		Skokie	IL	60077
		Assistant Superintendent -					
Niles Township High School - District Office	Mr.	Business Services	7700 Gross Point Road		Skokie	IL	60077
Niles West High School	Ms.	Principal	7700 Gross Point Road		Skokie	IL	60077
Northwestern University	Ms.		2420 Campus Drive	Kemper 322	Evanston	IL	60201
Northwestern University	Mr.	Department Head	633 Clark Street		Evanston	IL	60208
Northwestern University, Government Relations	Ms.	Director	633 Clark Street		Evanston	IL	60208
Northwestern University, Planning	Mr.	University Services Liaison	2020 Ridge Avenue	Rm 237	Evanston	IL	60208
Oakton Community College	Ms.		1600 East Golf Road		Des Plaines	IL	60208
Oakton Community College	Ms.	Director	1600 East Golf Road		Des Plaines	IL	60016
	Presid						
Oakton Community College	ent	President	1600 East Golf Road		Des Plaines	IL	60016
Oakton Community College, Ray Harstein Campus	Dean	Dean	7701 North Lincoln Ave.		Skokie	IL	60077
Old Orchard Junior High	Mr.	Principal	9310 Kenton Avenue		Skokie	IL	60077
PTSA Niles North High School	Ms.		9447 Lockwood Ave.		Skokie	IL	60077
School District 34	Dr.	Superintendent	1401 Greenwood Road		Glenview	IL	60026
Skokie School District 68	Dr.	Superintendent	9440 Kenton Avenue		Skokie	IL	60076

Appendix G - Notification Materials



Chicago Transit Authority

Yellow Line Extension Project

Connecting Dempster Station to Old Orchard Road

Come Participate in the September 23, 2009

Scoping Meeting



Customer Information: 1-888-YOUR-CTA (1-888-968-7282) • CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)

Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949

Yellow Line Extension



PROJECT OVERVIEW

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road. The Yellow Line Extension includes 1.6 new route miles of rapid transit from the existing Yellow Line, reconfiguration of the existing Dempster Station and one additional station at Old Orchard Road with new bus access and parking facilities.

ENVIRONMENTAL PROCESS OVERVIEW

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives; a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Yellow Line to Old Orchard Road. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

SCOPING MEETING

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be included in the EIS.

WHAT IS SCOPING?

The process of determining the scope, focus and content of an EIS is known as "scoping." During the scoping process residents, as well as city, county, state, and federal agencies have an opportunity to provide feedback and comments. The purpose of the scoping process is to:

- Identify public and agency concerns early in the environmental process
- Define the issues and alternatives that will be examined in the EIS
- Save time in the overall process and facilitate an efficient EIS preparation process.

SCOPING MEETING DATE AND LOCATION

Wednesday, September 23, 2009 Oakton Community Center 6:00 p.m. to 8:00 p.m. 4701 Oakton St. Skokie, IL 60076

This location is accessible to people with disabilities and is served by CTA bus 97.

MEETING AGENDA AND FORMAT

Open House: 6:00 pm – 6:45 pm

Learn about the project and talk with project staff.

Presentation and Formal Public Comment: 6:45 pm – 8:00 pm

A brief presentation will be followed by an opportunity to enter formal comments into the public record.

SUBMIT COMMENTS

In addition to comments on the scope of the EIS received at the meeting, written scoping comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602 Email: YellowExtension@transitchicago.com

Website: www.transitchicago.com/YellowEIS

Fax: (312) 681-4297

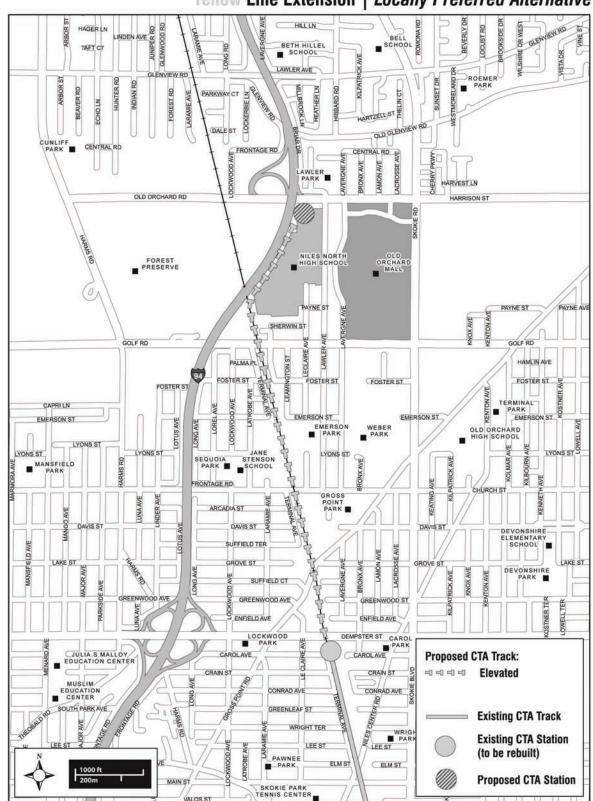
ADA AND LANGUAGE ACCOMMODATIONS

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or dakbar@transitchicago.com. Information is also available at www.transitchicago.com/YellowEIS

Para información en español, llame al (312) 681-2708. Para sa impormasyon sa tagalog tawag (312) 681-2708. 한국어 정보는 (312) 681-2708로 전화하십시오

YELLOW LINE EXTENSION PROPOSED ROUTE

Yellow Line Extension | Locally Preferred Alternative



III Yellow Line Extension (cta



Проект расширения Желтой Линии

Линия, связывающая Станцию Dempster Station c Old Orchard Road Приглашаем вас принять участие во встрече, на которой будет определяться объем проекта, 23 сентября, 2009 г.

Информация для пользователей: 1-888-YOUR-CTA (1-888-968-7282) • CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)

Информация о маршрутах перевозок: 836-7000 из любого кода зоны RTA TTY: 312-836-4949

Расширение Желтой Линии

Краткий обзор проекта

Управление пассажирскими перевозками Чикаго (Chicago Transit Authority - CTA) предлагает усовершенствовать систему пассажирских перевозок за счет продления Желтой Линии от станции Dempster Station до Old Orchard Road. Продление Желтой Линии включает в себя дополнительно новый участок протяженностью 1,6 мили маршрута скоростных перевозок от существующей желтой Линии, перепланировку существующей станции Dempster Station и строительство одной дополнительной станции на Old Orchard Road, с новыми автобусными остановками и стоянками автомобилей.

ОБЗОР ВОЗДЕЙСТВИЯ ПРОЕКТА НА ОКРУЖАЮЩУЮ СРЕДУ

СТА и Федеральная администрация пассажирских перевозок (Federal Transit Administration - FTA) инициировали процесс изучения воздействия проекта на окружающую среду в соответствии с Законом о национальной политике в области охраны окружающей среды (NEPA) и готовят заключение о воздействии проекта на окружающую среду (EIS). EIS будет основываться на процессе анализа альтернативных вариантов (АА), выполнявшемся в период 2006-2009 гг. и выразившемся в определении Советом по пассажирским перевозкам Чикаго наиболее предпочтительного варианта с учетом местных условий 12 августа 2009 г. В процессе анализа альтернативных вариантов, в обсуждении которых широкое участие принимали представители общественности, был рассмотрен целый ряд транспортных проектов. В рамках EIS получат оценку, как минимум, три альтернативных варианта, а именно: отказ от проекта строительства вовсе; Система управления пассажирскими перевозками (ТЅМ); вариант с учетом уместных условий, согласно которому Желтая Линия получит продолжение до станции Old Orchard Road. В ходе выполнения EIS будут даны описания всех альтернативных вариантов, существующих естественных условий, потенциальное воздействие строительства и эксплуатации транспортных объектов в соответствии с каждым альтернативным вариантом, а также предлагаемые меры по предотвращению или уменьшению воздействия проекта на окружающую среду.

СОВЕЩАНИЕ ПО ОПРЕДЕЛЕНИЮ ОБЪЕМА ПРОЕКТА

Вы приглашаетесь принять участие в совещании с представителями общественности по определению объема проекта, на котором вы сможете получить больше информации о проекте, его назначении и обосновании и представить свои соображения относительно предлагаемых альтернативных вариантов. и вопросы потенциального воздействия проекта на окружающую среду и предполагаемых мерах по его уменьшению для включения в EIS.

ЧТО ОЗНАЧАЕТ «ОПРЕДЕЛЕНИЕ ОБЪЕМА ПРОЕКТА»?

Процесс определения объемов, основных задач и содержания EIS называется «определением объема проекта». В процессе определения объема проекта местные жители, а также власти города, района, штата и федеральных ведомств имеют возможность вносить свои комментарии и предложения по проекту. Целью процесса определения объема проекта является следующее:

- Определить на более ранней стадии оценки воздействия на окружающую среду те вопросы, которые вызывают озабоченность общественности и ведомств;
- Определить основные вопросы и альтернативные варианты, которые будут рассмотрены в ходе выполнения EIS;
- Сэкономить время выполнения проекта в целом и способствовать скорейшему и эффективному осуществлению процесса подготовки EIS.

СОВЕЩАНИЕ ПО ОПРЕДЕЛЕНИЮ ОБЪЕМА ПРОЕКТА

Дата и место проведения

Среда, 23 сентября 2009 г.

Oakton Community Center (общественный центр Октона)

С 18:00 до 20:00

4701 Oakton Street

Skokie, IL 60076

Место проведения совещания оборудовано средствами доступа для инвалидов и обслуживается транспортными маршрутами СТА, автобусы №№ 97.

ПОВЕСТКА ДНЯ СОВЕЩАНИЯ И ФОРМАТ

Время открытых дверей: с 18:00 до 18:45 рм

Вы можете получить информацию о проекте и обсудить ее е сотрудниками, занятыми в проекте.

Презентация и высказывание замечаний общественности: с 18:45 до 20:00

После краткой презентации представители общественности будут иметь возможность оформить свои комментарии и замечания и внести их в специальный журнал замечаний общественности.

ПОДАЧА ЗАМЕЧАНИЙ И КОММЕНТАРИЕВ

В дополнение к замечаниям и комментариям в отношении объема и содержания EIS, полученным на совещании, до 27 октября 2009 г. включительно будут приниматься письменные замечания и предложения в отношении объема и содержания. Письменные замечания могут направляться по почте, электронной почте, по факсу или размещаться на веб-сайте проекта с указанием:

Кому: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602 Электронная почта: YellowExtension@transitchicago.com Веб-сайт: www.transitchicago.com/YellowEIS

Факс: (312) 681-4297

ДЛЯ НЕТРУДОСПОСОБНЫХ ГРАЖДАН И ЛИЦ, НУЖДАЮЩИХСЯ В ПЕРЕВОДЕ

Чтобы получить копию настоящего уведомления в подходящем для вас формате, или в случае, если вам необходимы услуги переводчика, включая сурдоперевод, или другие специальные услуги на этом совещании, пожалуйста, свяжитесь с Darud Akbar, Government & Community Relations Officer, за пять дней до начала проведения совещания по телефону (312) 681-2708 или dakbar@transitchicago.com. Информация имеется также на веб-сайте www.transitchicago.com/YellowEIS

Yellow Line Extension cta

PROJECT OVERVIEW

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road. The Yellow Line Extension includes 1.6 new route miles of rapid transit from the existing Yellow Line, reconfiguration of the existing Dempster Station and one additional station at Old Orchard Road with new bus access and parking facilities.

ENVIRONMENTAL PROCESS OVERVIEW

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives; a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Yellow Line to Old Orchard Road. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

SCOPING MEETING

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be included in the EIS.

WHAT IS SCOPING?

The process of determining the scope, focus and content of an EIS is known as "scoping." During the scoping process residents, as well as city, county, state, and federal agencies have an opportunity to provide feedback and comments. The purpose of the scoping process is to:

- · Identify public and agency concerns early in the environmental process
- Define the issues and alternatives that will be examined in the EIS
- Save time in the overall process and facilitate an efficient EIS preparation process.

SCOPING MEETING DATE AND LOCATION

Wednesday, September 23, 2009 Oakton Community Center 6:00 p.m. to 8:00 p.m. 4701 Oakton St. Skokie, IL 60076

This location is accessible to people with disabilities and is served by CTA bus 97.

MEETING AGENDA AND FORMAT

Open House: 6:00 pm – 6:45 pm Learn about the project and talk with project staff.

Presentation and Formal Public Comment: 6:45 pm - 8:00 pm A brief presentation will be followed by an opportunity to enter formal comments into the public record.

SUBMIT COMMENTS

In addition to comments on the scope of the EIS received at the meeting, written scoping comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602 Email: YellowExtension@transitchicago.com

Website: www.transitchicago.com/YellowEIS

Fax: (312) 681-4297

ADA AND LANGUAGE ACCOMMODATIONS

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Para información en español, llame al (312) 681-2708. Para sa impormasyon sa tagalog tawag (312) 681-2708. 한국어 정보는 (312) 681-2708로 전화하십시오

Chicago Transit Authority Orange Line Extension NEPA Scoping Meeting Notice

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line from Midway Station at the Midway International Airport south along the 3elt Railway Company right-of-way from 59th to Marduette Road, crossing the Belt Railway Company Clearing Yard and ending on Dicero Avenue. The extension includes 2.3 new route miles of apid transit from the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue with new bus erminal and parking facilities.

erminal and parking facilities.

2TA and the Federal Transit Administration (FTA) have initiated he federal environmental process pursuant to the National Enironmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006 - 2009 and culminated in the designation of a Locally Preeared Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alteriatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives: a No Build Alternative and the Locally Preferred Alternative that extends the oringe Line to Cicero Avenue near 76th Street. The EIS will deioribe the alternatives, the existing environmental setting, the
iotential impacts from construction and operation of each alteriative and proposed mitigation measures to reduce or elimiiate potential impacts.

'ou are invited to attend a public scoping meeting to learn nore about the project and to provide feedback on the pro-losed alternatives, the purpose and need for the project, the roposed topics of evaluation and potential effects and mitiga-ion measures to be considered in the EIS.

fonday, September 21, 2009; 6:00 p.m. to 8:00 p.m.; at the lancock College Preparatory High School, 4034 W, 56th Street, ilicago, IL 60629 his location is accessible to people with disabilities and is erved by CTA Bus Routes 53A and 55.

n addition to comments received at the meeting, written com-nents will be accepted until October 27, 2009 and may be sub-nitted via mail, e-mail or fax to: Jeffrey Busby, General Manag-r, Strategic Planning, Chicago Transit Authority, P.O. Box 7602. hicago, IL. 60890-7602. Email: r, Strategic Frommus, Constitution of Constitu

o receive an accessible format version of this notice, or if you equire an interpreter, including sign language services, or other ccommodations at this meeting, please contact Darud Akbar, overnment & Community Relations Officer, five days prior to re meeting at (312) 681-2708 or dakbar@transitchicago.com.

ww.transitchicago.com/OrangeEIS. 00863619 Pub: September 8, 2009

Chicago Transit Authority Red Line Extension NEPA Scoping Meeting Notice

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The extension includes 5.3 new route miles of rapid transit from the existing Red Line, four additional stations—at approximately 103rd, 111th, 115th and 130th Streets—with new bus terminal and parking facilities at each station.

parking facilities at each station.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Prefered Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation siternatives and included an extensive public involvement process. The EIS will evaluate at least four alternatives: a No Build Alternative, the Locally Preferred Alternative that extends the Red Line to 130th Street, and a heavy reil alternative along Halsted Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts of the produce or eliminate potential impacts.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be considered in the EIS.

Tuesday, September 22, 2009; 6:00 p.m. to 8:00 p.m.; at the Historic Pullman Visitor Center, 11141 S. Cottage Grove Avenue, Chicago, IL 60628
This location is accessible to people with disabilities and is served by CTA bus 111, Pace bus 353, and the Metra Electric Main Line.

Thursday, September 24, 2009; 6:00 p.m. to 8:00 p.m.; at the Woodson Regional Chicago Public Library, 9525 S. Halsted Street, Chicago, IL 60628
This location is accessible to people with disabilities and is served by CTA bus 108, 112, 8A, 9, 95W and Pace bus 352.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602. Chicago, IL 60680-7602. Email: RedExtension@transitchicago.com
Website: www.transitchicago.com/RedEIS Fax: (312)-681-4297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or dakbar@transitchicago.com. Information is also available at www.transitchicago.com/RedEIS. 600863743 Pub: September 8, 2009

Chicago Transit Authority Yellow Line Extension NEPA Scoping Meeting Notice

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yeliow Line from Dempster Station to Old Orchard Road. The Yeliow Line Extension includes 1.6 new route miles of rapid transit from the existing Yeliow Line, reconfiguration of the existing Dempster Station and one additional station at Old Orchard Road with new bus access and parking facilities.

access and parking taclities.

CTA and the Pederal Transit Administration (FTA) have initiated the federal environmental proceas pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will bulld upon the Alternatives Analysis (AA) process that occurred from 2005-2009 and culminiated in the designation of a Locally Preferred Alternative by the Chloago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three atternatives; a No Build Alternative and the Locally Preferred Alternative that extends the Yellow Line to Old Orchard Road. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the pro-posed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitiga-tion measures to be considered in the EIS.

Wednesday, September 23, 2009; 6:00 p.m. to 8:00 p.m.; at the Oakton Community Center, 4701 Cakton Street, Skokie, IL 60076

This location is accessible to people with disabilities and is served by CTA bus 97.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 50680-7602, Chicago, IL 50680-7602, Chicago, IL 9609-81-100, Chicago, Communication of the comments of th

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or dakbar@transitchicago.com. Is also available at www.transitchicago.com/YellowEIS.

CTA to Host Public Meeting for Proposed Yellow Line Extension

The Chicago Transit Authority is inviting the public to a meeting to provide input on the proposed Yellow Line extension. Attendees will have an opportunity to provide comments on the proposed alternatives, the purpose and need for the project, the potential effects and mitigation measures to be considered in the Environmental Impact Study (EIS).

The meeting is scheduled for:

Wednesday, September 23

6:00 p.m. – 8:00 p.m.
Oakton Community Center*
4701 Oakton St.
Skokie, IL
(*facility is accessible to people with disabilities)

Written comments also will be accepted until October 27. Scoping comments may be submitted via mail, email or fax to the attention of:

Jeffery Busby, General Manager, Strategic Planning
Chicago Transit Authority
PO Box 7602
Chicago IL 60680-7602
YellowExtension@transitchicago.com
Fax 312-681-4297

Attendees who require an interpreter, including sign language services, or other accommodations at the meeting should contact Darud Akbar, Government and Community Relations Officer, at 312-681-2708.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an EIS for the project. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative (LPA) adopted by the Chicago Transit Board that extends the Yellow Line to Old Orchard Road.

The EIS will build upon the Alternatives Analysis process that led to the adoption of a Locally Preferred Alternative.

The Federal Transit Administration's New Starts program requires transit project proposals to proceed through a process of planning, design and construction. The FTA process consists of five formal steps: Alternatives Analysis (AA), Environmental Impact Statement, Preliminary Engineering, Final Design and Construction.

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3 Colors

10 NEWS THESDAY, SEPTEMBER B. 2009

Hancock College Preparatory High School Monday, September 21, 2009 6:00 to 8:00 p.m.

facility accessible to persons with disabilities. 4034 W. 56th Street, Chicago

line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street The Chicago Transit Authority ICIA) is proposing to make transportation improvements by extending Orange

We want to hear from you!

alternatives, the purpose and need for the project and the environmental and community impocts to be evalu-ated. The input will help define the environmental studies to be considered in the Orah Environmental Impoct Altend the public scoping meeting to learn more about the project and provide feedback on the proposed Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. ielfrey Busby, General Manager, Strategic Planning, Chicago Transit Authority Comments may be submitted by mail, e-mail or lax, with attention to:

E-mail: OrangeExtension@transitchicago.com P.O. Box 7602, Chicago, IL 60680-7602 Fax: (312) 681-4297

Customer Information: 1-888-YOUR-CTA (1-888-9 For More Info: www.transitchicago.com/Oran

Red Lin



RICH HEIN~SUN-TIMES PHOTOS

lore than 600 low-income lds were to get haircuts id state Sen. Mattie inter (D-Chicago) to help Mainen look their best on arber College, 365 E. 51st L. to get ready for pre-hool. ABOVE: Makeya romas, 5, gets a shampoo. n's offered free haircuts l gets his head I Monday at Cain's

Tellow Line E

ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Facility accessible to persons with disabilities 4701 Oakton Street, Skokir Oakton Community Center

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow line from Dempster Station to Okt Orchard Road.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red

Line from the 95th Street Station to the vicinity of 130th Street.

We want to hear from you!

formation presented will be the same at both meetings. These facilities are accessible to persous with disolvities

Tuesday, September 22, 2009

11141 S. Cottage Grove Avenue, Chicago

6:00 to 8:00 p.m. Historic Pullman Visitor Center

Thursday, September 24, 2009
6:00 to 8:00 p.m.
Woodson Regional Chicago Public Library 9525 S. Halsted Street, Chicago

ATTEND A PUBLIC SCOPING MEETING

cta

to be evaluated. The input will help define the environmental studies to be considered in the Draft Environ-

nestal Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transi Authority P.O. Box 7602, Chicago, II 60680-7602

E-mail: RedExtension@transitchicaga.com

Fax (312) 681-4297

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Altend one of the public scoping meetings to learn more about the project and provide teedback on the

We want to hear from you!

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Fax: (312) 681-4297

E-mail: YellowExtension@transitchicogo.com

For More Info: www.transitchicago.com/RedEIS
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BACK TO SCHOOL IN STYLE



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ATTEND A PUBLIC SCOPING MEETING

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For More Info: www.transitchicago.com/OrangeEIS Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

BACK TO SCHOOL IN STYLE





LEFT: Four-year-old J.J. Harvell gets his head shaved Monday at Cain's Barber College, 365 E. 51st St., to get ready for preschool. ABOVE: Makeya Thomas, 5, gets a shampoo. Cain's offered free haircuts in a program sponsored by the Chicago Area Project and state Sen. Mattie Hunter (D-Chicago) to help children look their best on the first day of school. More than 600 low-income kids were to get haircuts and bookbags at seven locations. PHOTO GALLERY AT **SUNTIMES.COM/PHOTOS**

RICH HEIN~SUN-TIMES PHOTOS

Red Line Extension

Connecting 95th Street Station to 130th Street



ATTEND A PUBLIC SCOPING MEETING

Tuesday, September 22, 2009 6:00 to 8:00 p.m.

Historic Pullman Visitor Center 11141 S. Cottage Grove Avenue, Chicago Thursday, September 24, 2009 6:00 to 8:00 p.m.

Woodson Regional Chicago Public Library 9525 S. Halsted Street, Chicago

Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.

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For More Info: www.transitchicago.com/RedEIS Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road



ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center 4701 Oakton Street, Skokie Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

We want to hear from you!

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ATTEND A **PUBLIC SCOPING MEETING**

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ww.transitchicago-com/YellowEIS Costomer/Information: 1-888-YOUR-CTA (1-888-968-7282)

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road



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Deadline for calendar items is two weeks prior to the desired publication date. Send information on clubs, lectures, community events, religious events, reunions, support groups and singles to: Community Calendar, Evanston Review, 3701 W. Lake Ave., Glenview IL 60026; fax to (847) 486-7451 or e-mail to evanston@pioneerlocal.com.

Recreation

Evanston operates three o ty centers: Robert Crown, 1701 Main St., (847) 448-8258; Fleetwood-Jour dain, 1655 Foster St., (847) 448-8254; and Chandler-Newberger, 1028 Central St. (847) 448-8252. The Evanston Ecology Center is at 2024 McCormick Blvd., (847) 448-8256. The city also operates the Levy Center, at 300 Dodge Ave., but activities there are geared to older adults run under a separate listing in the Review's week ister for the following activities call the center where the activity takes place, or call the main number at (847) 866-2910. For mobility or com munications access assistance call (847) 866-2910 (VOICE) or (847) 328-4080 (TDD).

Take to the ice with Mighty Mite Mighty Mites prepares boys and nirts ages 4-6 for youth hockey leagues. The program meets at 5:50 p.m. Mondays, starting Sept. 14, at the Robert Crown Center. The cost for the 12program is \$180.

Little Dragens Karate begins Sept. 12 at the Robert Crown Center, Separate classes are offered on Saturday mornings for beginning, novice and advanced students ages 4-6.

advanced students ages 4-6.

Audition for Evanution Children's

Theatrn's full show. The theatre will be staging "Twinderella," a wacky send-up of "Cinderella" in November Open to youth ages 8 through eighth grade, auditions are from 4-6 p.m. Sept. 15 and 17 at the Levy Center. 300 Dodge Ave.; and 4-6 p.m. Sept. 16 at the Fleetwood-Jourdain Center, Auditions are free; there is a \$75 fee for those who are cast, Call (847) 448-

Discover the many benefits of ye ea. Beginning Yoga classes for teenagers and adults will be held at 6:30 p.m. Wednesdays, Sept. 16-Oct. 21 at the Levy Center, 300 Dodge Ave. Learn relaxation techniques, as well as how to improve strength, flexibility and balance, Call (847) 448-8250. Became the best hely-sitter in the milphorhead, American Red

Cross Baby-Sitter Training begins at 6.15 p.m. Sept. 16 at the Chandler wberger Center. The fees are \$79 for residents, \$91 for nonresidents.

Get a great ab workout belly dancing. This women-only class tightens and tones abs while having fun. No prior experience needed Classes meet at 8:10 p.m. Wednesdays, Sept. 16-Oct. 26. For fee information and to register, call (847) 448-8250. Speasor a racing duck - or two. The annual Duck Race & Pluck fundraiser for the Evanston Environment Association takes place at 3 p.m. Sept. 26 in Dawes Park, Sheridan Road at Church St. The sleek vellow rubberduckies will slip into the lagoon to race their hearts out for their soonsors. Those that cross the finish line first win prizes, as do ducks plucked at random. Ducks can be sponsored for \$10 each or \$25 for a Quack Pack of three ducks. To sponsor a duck, call the Ecology Center.

iren ages 5-15 can learn to fish for free from 10 a,m,-noon Sat-urdays through October at the Lovelace Park pond, Gross Point Road and Thayer Street, Licenses are not required for the catch-and-release program. Equipment and bait will be available for those who need it.

Levy Center

The following activities take place at the Levy Senior Center, 300 Dodge Ave., unless indicated otherwise. To register, call (847) 448-8250.

Brain Day returns. The Levy Center hosts another Brain Day at 12:30 p.m. Sept. 18. This popular event is returning to the Levy Center with a day of activities, including a brain-food session, puzzles, trivia, square dancing and chef's demonstration. Space is limited; registration is required.

Swing your partner! Square dancing begins at the Levy Center on Sept. 17. Beginning classes, which teach the basics, start at 10:30 a.m., while continuing classes, which cover more iging dances, start at 11:30 a.m. Both classes include dance calls that are not only great physical exercise but exercise the brain as well.

ng for one? Pick up some great tips and recipes at Cooking for One on a Budget at 1:30 p.m. Sept. 17. This free program includes a chef's onstration and samples to taste. Loarn about estate planel

health care and more. First Bank & Trust, the Law Offices of David Charous, Seniors Action Service and the Levy Center host a free "Aning & Planning" Seminar starting at 12:30 p.m. Sept. 17 at the Levy Center, To register, call (847) 864-7274.

"Beatles to Beetleven" begins Sept. 21. Join musical director and concert planist Evelyn Malouf Binz in exploring the background and music of well-known composers and singers

Keep up with the latest news.
Charlotte Jaffe leads a lively current events discussion starting at 11:30 a.m. every Wednesday at the Levy Center. This is a free program; drop

by and share your thoughts. Learn to ticide the iveries. Evelyn Binz offers plano lessons Thursday af ternoons at the Levy Center. Play binge every Tuesday, starting

at 12:30 p.m. Cards cost 25 cents Pridays are bid whist days. Play the

game starting at noon every Friday Lunches are served from 11 a.m. to 1 p.m. weekdays for \$4. Soldon Years Club members will

hold their regular weekly meeting at 1

Evanston Public Library The activities below take place at the Evanston Public Library, 1703 Orrington Ave., unless Indicated otherwise. All activities are free, unless a specific fee is listed. Call (847) 448 8600 or the number listed after the

activity or visit the library at www.epl.org. ,. ,mselling is offered at the library from 9 a.m. to noon on the

nd Monday of each month, as well as the last Thursday, Patrons can chedule a free half-hour consultation with a professional career counselor ng the reference desk at (847) 448-8630 or sending an Instant Message whenever the library is open. he Resume/Jeb Application Help, an ongoing program, takes place from 6-7 p.m. Wednesdays, Computer instructors are available to teach how to set up a free e-mail account or post a resume online. No need to call ahead. Note: Instructors are not career counselors, and cannot edit or help write resumes. For employment help, see the library's Career Resources page at www.ept.org or call the reference desk at (847) 448-8630 for a referral.

FHC

The Evanston History Conter has its headquarters in the historic Charles Gates Dawes house, 225 Greenwood Ave. For more information on events, to purchase tickets or make reservations, call (847) 475-3410

www.evanstonhistorycenter.org. The Evansten Women's History Project, a collaborative effort to document the significant history of Evanston women and women's organi zations has now moved to the Evanston History Center. To get involved or for more information, contact Lori Osborne, project coordinator, at the EHC main number or via e-mail as listed above. Information also is listed on the project's Web site. www.evanstonwomen.com.

The Dawes House is open for tours

from 1-4 p.m. on Thursdays, Fridays and Saturdays. Tours begin on the hour; last tour begins at 3 p.m. The cost is \$10 per person; free for EHC

The EHC research room is open from 1-4 p.m. Tuesday, Wednesday, Thursday and Saturday, There is a \$5 fee to use the room's resources; free for students and EHC members.

ECF

The following program is offered by the Evanston Community Foundation. The ECF seeks to build community endowments, address Evanston's changing needs through grant making, and provides leadership in bring people together around issues of community concern.

Applications for the root2fruit grant program are now being accented for the 2010 calendar premise of these grants is that small and emerging organizations need technical assistance, as well as funding, to continue their growth. Three new grants of up to \$10,000 will be awarded. The application and this year's funding guidelines are available on the ECF Web site, www.evanste

forever.com or call (847) 492-0990. The deadline for completed application is 5 p.m. Oct. 5.1

Ridgeville

ing programs are offered by the Ridgeville Park District For more information or to register for an activity Call (847) 869-5640 or visit www.ridgeville.org.

Rideaville's farmers market - on the ball courts at Ridgeville Park, just east of Ridge Avenue and South Boulevard - is Evanston's only week night farmers market. The market's hours are from 3 p.m. until dusk through Sept. 30. Visit www.ridgeville market.wordpress.com.

The following activities take place at the McGaw YMCA, 1000 Grove St., unless indicated otherwise for mon information or to register, call (847) 475-7400

A free, weekly Yego class for ne employed persons is offered from noon-1 p.m. each Wednesday in the Evanston Review Room of the Y. Individuals must register for this class at the Illinois Worknet Center-Evanston, 1615 Dak Ave., and provide proof of unemployment insurance. For questions on registration, call Beverly Lindsey at (847) 864-3530; for class information call David Harper at the Y's main number, extension 256.

Teurs The Frances Willard House, a Na-

tional Historic Landmark at 1730 Chicago Ave., is open for tours - beginning at I p.m. and the last tour beginning at 3:30 p.m. – on the first and third Sundays of the month. The next tour is Sept. 20. Constructed in 1865. the house was home to Frances Willard, 19th century crusader for women's rights and temperance. Tour fees are \$5 for adults, \$3 for children age 12 and under. Members are al-ways free. Call (847) 328-7500 or visit www. franceswillardhouse.org.

Clubs

The Republican Club of Evancing hosts a meeting at 7 p.m. Sept. 16 at the Evanston Public Library, 1703 Orgton Ave. Richard Baehr, founder of TheAmericanThinkercom, will discuss "Health Care: What Needs Reform and What Doesn't." The event is free and open to the public. Call (847) 49 The American Association of University Women North Shore branch will meet at 2 p.m. Sept. 12 at Mather Place, 2801 Old Glenview Road, Wilmette. Membership is open to 4-year graduates and holders of associate degrees or an equivalent certification Call Elizabeth Foster at (224) 612-0349 The North Suburban Genericalesi Seclety will meet Sept. 12 at Glenview Library, 1930 Glenview Road, Glenview At 1 p.m., there will be a discussion on problem solving; and at 2 om, a talk western University. The meeting is free and open to anyone interested in

at (847) 401-2579. 6:15-8:15 p.m. Mondays at the Evanston Public Library, 1703 Orring-ton Ave. Guests are welcome; the first three meetings are free Visit www.EvanstonToastmasters.com

The Evansten Go Club meets from 6-10 p.m. Wednesdays at Barnes & Noble Booksellers, 1630 Sherman Ave. The club is free and everyone is welcome, regardless of whether they know how to play this game of skill fun for all ages. Visit www.evanstongoclub.org or call Mark Rubenstein at (847) 869-6020

Band rehearses at 9:15 a.m. Tuesdays and Thursdays at 470 W. Maple St., Winnetka. The hand is onen to adults 50 years or older. Call Doris at (847) 299-6033.

The Horth Shore Harmonizars, an independent women's barbershop chorus, holds weekly chorus rehearsals at 7 n.m. Thursdays at St. Augustine Church, 1140 Wilmette Ave. Wilmette. The group is open to any level of experience. Call (312) 409-4215

www.northshoreharmonizers.org.

Community

Colling all dirty dogs! The Commu-nity Animal Rescue Effort (CARE) Animal Shelter in Evanston is holding a on shetter grounds, 2310 Gakton St.

Calendar, PAGE 41



genealogical research. Call Jim Boyle

ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center 4701 Ookton Street, Skokie Facility accessible to persons with disabilities

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

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Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental. Impact Statement (EIS) scheduled for public review in late 2010

Submit a Comment by October 27, 2009

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Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority P.O. Box 7602, Chicago, IL 60680-7602 E-mail: YellowExtension@transitchloago.com * Fax: (312) 681-4297

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Jonathan Brenner is the new full-time psychologist at Wescott School. He was most recently school psychologist at Evanston/Skokie School District 65. He holds a Bachelor's degree in general sciences/community psychology and a master's of education degree from National Louis University.

Former Wescott School third grade teacher Sue Sparks has assumed the position of librarian at Willowbrook School, replacing Jennifer Lund, who served as Willowbrook's librarian for the past year. Lund will be returning to teach in the fourth grade classroom, where she previously taught at Willowbrook for 14 years.

Over the sa renovations took place at Willowbrook School, According to Supervisor of Buildings and Grounds, George Becker. the scope of the project included replacement of the main entrance doors and canopy and doors throughout the school, and the renovations of all student and faculty restrooms. In addition, carpets were steam cleaned, walls were painted, and new LCD projectors and laptop carts and other new furniture is present throughout the entire school.

Maple School's seventh grade Springfield trip payment is due Sept. 11. This trip coincides with the seventh graders' social studies curriculum, which focuses on the study of state, local and federal government. Students will tour New Salem Village, Lincoln's Tomb, the Old State Capitol, New State Capitol, Executive Mansion, Illinois State Museum, Lincoln's Home, the Illinois Korean Veteran's Memorial, Illinois Vietnam Veteran's Memorial, Illinois World War II Memorial, and the Abraham Lincoln Presidential Mu-

seum.

In addition, students will have the opportunity to visit the Dana-Thomas House, built between 1902-04 by renowned architect Frank Lloyd Wright. The house is filled with more than 100 pieces of original Wright-designed furniture, as well as examples of art glass doors, windows, panels and lamps. For more information, contact Maple School Principal Dr. Nathan Carter (847) 400-8900.

willowhrook School's Citizenship Assembly will be held at 8:55 a.m. Sept. II in the main gymnasium. For more infor-

mation, call (847) 498-1090.

Nationarios Scheel's PTO will host an Ice Cream Social at 6:30 p.m. Sept. II. For more information, contact PTO Co-presidents Soraia Mathein or Melinda Poulton.

Ench year, Naple School's hand plays for participants of the "ALS Walk & Life" event at Montrose Harbor in Chicago. This year they will accompany walkers at 8:30 a.m. this Saturday. The "ALS Walk4Life" is an approximately two-mile walk along Chicago's lakefront.

According to the "ALS Walk4Life" Web site, the event "is a demonstration of hope, courage and community." Most people walk as teams honoring those currently living with ALS or in memory of someone who has passed away from the disease. For more information, contact Maple's Band Director Jeffrey Jay (847) 400-8900.

Parenty/carughers of kinderquertuers are welcome to attend a Kindergarten Curricuhum Night at 7 p.m. Sept. 14 in the Kindergarten Center at Willowbrook School, 2500 Happy Hollow Road, Glenview. Kindergarten teachers are Pat Liss, Amy Schutz and Sarah Ehrenberg, Assistants include Sara Weinstein, Mary Bekns and Adrienne Schave

Bekas and Adrienne Schaye.

Parents/tarugivers of English
Language Learners (ELL) are
invited to attend an English
As A Second Language (ESL)
Parent Night at 7:30 p.m. on
Tuesday at Maple School,
2370 Shermer Road, Northbrook. For more information,
call (847) 400-8900.

Willowfrook School's Picture Day is Tuesday at 2500 Happy Hollow Road, Glenview.

On Aug. 21 and Aug. 24, the District 30 Education Association and the District 30 Board of Education respectively ratified a three-year agreement. The agreement is a result of a successful, collaborative interest based process. The language in the agreement is supportive of the core beliefs of District 30. Additionally, there is an added work day intended for professional development for teachers. The compensation component of the someoment is market sensitive and comparable to area districts, and at the same time fits into the District's goal of long-term financial stability. The ultimate outcome of this process is the continued delivery of highly skilled, effective and productive educational services to the students of District 30.

DISTRICT 31

District 31 is pleased to introduce Edito, our new homeschool communication sys tem. School newsletters will only be published in August and September. Beginning in October, all newsletter information will be available through the Edline link on our Web site. Edline will also feature teacher Web pages with class news, assignments and calendars. All families should have received an Edline letter from the district. about this new system with instructions about how to access the new Web pages. For those who want more information about the use of Edline, several parent training sessions will be available at 8:15 a.m. or 2:15 p.m. on Tuesday, Sept. 22 at Winkelman and at 9 a.m. or 3 p.m. on Thursday Sept. 24 at Field Parents who plan to attend the training sessions should sign up in the school offices by calling Winkelman School at (847) 729-5650 or Field Middle School at (847) 272-6884. Although the Edline system is currently available, it will be completely up and running by the beginning of October.

The District 31 Beard of Education members welcomed new teachers for the 2009-2010 school year at the Board meeting on Aug. 27.

Amanda Bass is Winkelman School's new English Language Learner (ELL) teacher. Previously she worked for five years in Chicago Public Schools teaching grades two, three, four and five and providing English as a Second Language (ESL) support. She has a master's degree in education from Concordia University and a bachelor's degree from Indiana University.

Jill O'Reilly joins the Winkelman School staff as the new art teacher. She was formerly a student teacher and special echacation aide at Winkelman. She also worked as an art director and art teacher at the David Adler Music and Arts Center in Libertyville. She has a master's degree in education from Trinity International University and a bachelor of fine arts degree from Illinois Wesleyan University.

Paula Delehanty is Field Middle School's new art teacher and Winkelman's fifth grade art teacher. Previously she taught art at Higherest Middle School in Wilmette for three years and worked as art gallery directors in Denver and Chicago. She has a master's degree in education from National Louis University and a bachelor's degree in art history from Northern Illinois University.

Stephanie Heller joins the district as the new special education teacher for Winkelman and Field Schools. She is a 2009 graduate of Indiana University where she received her bachelor degree in elementary and special education. She did her student teaching in Bloomington, Ind., for third grade elementary education and third and fourth grade inclusion. She also taught tennis for six years. She was a member of the Indiana University varsity tennis team.

Lisa Klein is Field School's

Lisa Klein is Field School's new literacy specialist. Previously she taught special education for 10 years in Kildeer Countryside District 96 and Grayslake District 46. She has a bachelor's degree in special education from Illinois State University and a master's degree in education from Benedictine University.

Michael Sackley joins Field School as the new eighth grade social studies teacher. Previously he worked as a seventh and eighth grade social studies teacher for one vear at McCracken Middle School in Skokie and as the director of operations for a mid-size legal document service for 26 years. He is ourrently working on his master's degree in education from National Louis University and has a bachelor's degree in history from Redlands University in California.

The community is invited to participate in the District 31 Education Foundation's first 5K Family Fun Run/Walk on Sunday, Oct. 4, at Techny Prairie Park and Field in Northbrook beginning at 9 a.m. The early bird registration deadline is Sept. 18 for the discounted fee of \$15 for adults and \$10 for students in kindergarten through high school. Only those registered by Sept. 18 will be guaranteed a T-shirt and goody bag. Those who register after Sept. 18 will receive these items as supplies last. The registration fee after Sept. 18 is \$20 for adults and \$15 for students.

Race details and a

brochure with a registration form is available on the district's Web site at www.districtSl.net. Participants may also register online at www.sigmmeup.com/66329. Medals will be awarded to overall male and female 5K runners, as well winners in each category for males and females by age groups. Age divisions are: Il and under; 12-19; 20-29; 30-39; 40-49; 50-59; and 60 and over.

The Parent Teacher Club is passering Dairy Queen Blizzard sales at Winkelman and Field Schools this school year during the lunch periods. The pre-ordered cost is \$3.75 per blizzard or \$24.50 for the entire season. The dates for the Winkelman School sale are September 30, October 28, November 18, January 27, February 24, April 28 and May 26. The dates for the Field Middle School sale are September 23, October 21, November 18, January 20, February 10, April 21 or May 19. Order forms for both schools are available on the District 31 Web site at www.district31.net http://www.district31.net or in the school offices. For more information, contact the PTC at 847-832-2291.



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cancer risk assessments. Among the activities, children will be able to participate in a mural-painting project, dogs involved in the hospital's pediatric therapy program will be present, multi-sport helmets will be sold, the hospital's music therapy department will perform and tours will be provided by Park Ridge police, fire and emergency vehicles along with Lutheran General Children's Hospital's critical care transport fearn ambu-General Hospital's and Lutheran Gen-

eral Children's Hospital's services and community outreach programs will be highlighted. Other information booths will focus on mission and spiritual care services, outpatient rehabilita-tion, infection control and wound care. Displays also will feature the Advocate Charitable Foundation, Advocate's HealthAdvisor, Advocate Hos-Dice. Alley's Friends foundation. Brickton Gallery and Art Center, Kids Hope United Day Care and Rainbow Hospice. Refreshments and raffles will rour out the event's activities. Call 1-800-323-8622. Part of the proceeds from the raffles and community sponsorship of the event will benefit the hos pitals and their programs.
Welcome the Jewish New Ye.

with a sweet holiday fruit basket. The

Toladah Club of NA'AMAT USA is selfing attractive baskets of seasons fruit with a bottle of grape juice and a jar of honey. The regular seven piece baskets cost \$20 and the special 14 piece baskets, \$30. Delivery is Sept. 16 and 17 for Chicago and suburbs. To order, call Sue at (773) 761-

ed Jewish Congregation, 7117 N. Crawford Ave., Lincolnwood, holds its 19th annual Diane & Simon Zunamon Memorial Fine Arts Concert Series 2009. The next concert featuring Ilya Kaler, internationally known violinist, will be held Oct. 20. The final concert takes place Nov. 10 with Frank Winkler performing with his Modern Jazz Quintet. Showtime is at 7:30 p.m. for all shows. Call (847) 676-049

or e-mail: finearts@ljcong.org,

The Riinais Helocaust Museum & Education Center will welcome its first traveling exhibition, Darfur: Photojour nalists Respond through Nov. 29 at 9603 Woods Drive, Skokie. Based on the book "Darfur: Twenty Years of War and Genocide in Sudan" by Leora Kahn, the exhibition features photographs by world-renowned photojour-natists that capture the gravity of the crisis in Darfur. Featured photojour-nalists include: Colin Finlay, Sven Torfinn, Pep Bonet, Ron Haviv, Lynsey Addario, Chris-Steele Perkins, Kadir van Lohuizen and Oliver Jobard, To complement this exhibition, the Illinois Holocaust Museum & Education Center will present a program titled Witness to Genocide: Voices of Su

danese Survivors," featuring a panel discussion with Sudanese survivors including members of the "Lost Boys" at 6:30 p.m., Sept. 10. Hours are: 10 a.m. 5 p.m. Monday, Tuesday, Wednes day and Friday; 10 a.m. 8 p.m. Thursday; and 11 a.m. -4 p.m. Satur-day and Sunday. Special Exhibitions are free with Museum admission. Gen-eral admission is \$8; children 5-12, \$5; students 12-22, \$6; and senior citizens 65 and older, \$6.

The Village Conter Apartments, a low-income subsidized senior citizen residence in Skokie will take applica tion requests to apply to the waiting list for a limited number of future va cancies. Applicants must be at least 62 years of age and must meet cur-rent eligibility guidelines and income

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límitations. To receive an application, along with a description of the quali-fications needed to apply, send a letter or postcard with the name and address of the prospective applicant to 5140 Galitz St., Skokie, H. 60077, Do. not come to the management office, as no applications will be distributed from there. The application forms will be sent out in approximately one month from receipt of the request **Downtown Skokio's** Cruise the Back lot will be held from 6-9 p.m. Sept. 16. Registration begins at 5 p.m. Browse among 75 classic cars on the Village Green 5201 Dakton St., Skokie. Food, fun and family entertainment. Presented by the Skokie Chamber of

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of Buffalo Grove of Traditional Judaine in the North

Celebrate 5770 in Our Awe-Inspiring Shul Services will be led by the warm and engaging Rabbi Yaakov Dvorin and, for the 8th year,

88¢ Prune Plums Braeburn Apples 498

Black Seedless Grapes

Loose Beets

MFA' USDA Choice Beneless Grado A Fresh Whole Charcool Steaks (Family Pock) Chicken (Family Pack)

Medium Dry Onions

Bonoloss Center Cut Beseless Center

\$229 9.

Pork Roast

Cut Pork Chops \$499 179

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Borden 2% or Skim Milk 199

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Dutch Farms Low Fat Yogurts \$100 1016 12.

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Assorted Anatina Pasta O¢

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Goya Beans Selected Varieties) 89¢

Genova Tono

Cuisine de France Parizian Loaf \$129

Calio Pura Olive Oil 1999

8800 WAUKEGAN RD. MORTON GROVE, IL.

847-581-1029

SALE DATES: SEPTEMBER 10" SEPTEMBER 16



cta ATTEND A PUBLIC SCOPING MEETING

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Ave., Wilmette. The group is open to any level of experience. Call (312) 409-4215 or visit www.northshoreharmonizers.org.

The Community Band of Wilmette is open to new members of any age and instrument. Rehearsals are 7:30 p.m. Thursdays at Wilmette Junior High School, 615 Locust St., Wilmette Call Jeff at (847) 864-7748 or visit www.wilmetteband.org.

St. John's Lutherum Church hosts a Mommy and Me program 10-1) a.m. Tuesdays and Thursdays at 1235 Wilmette Ave., Wilmette. The program for ages 12-30 months and their parent or caregiver includes playtime. songs, games, story time and snack. There is no charge, but donations are accepted. Call (847) 251-1730. LeTip, a growing business network ing group in the Northbrook area, is seeking new members. The organization includes local professionals and service providers who come together once a week to exchange business referrals or hips Meetings are 7:15-8:15 a.m. Wednesdays at 1240 Meadow Road, Northbrook, Call Bryce Fuller at (847) 208-7888 or Paul Cohen al. (847) 312-7568 The North Shere New Horizons

Band rehearses at 9:15 a.m. Tues:

St., Winnetka. The band is open to

adults 50 years or older. Call Doris

days and Thursdays at 470 W. Maple

Parents and Children Together, a nonprofit parent and child involve ment program with no religious affiliation, has classes available at various times Monday through Saturday at 315 Waukegan Road, Northfield. The classes, geared to parents or caregivers and their children ages 6 months to 5 years, are 50 minutes and include gym play, music and art exploration, baby classes stories, Little Chefs and sibling tran sitional classes. For a class schedule or to register, call (847) 446-5370.

at (847) 299-6033.

The North Shore Harmonizers, an independent women's barbershop chorus, holds weekly chorus rehearsais at 7 p.m. Thursdays at St. Augustine Church, 1140 Wilmette Ave., Wilmette. The group is open to any level of experience, Call (312) 409-4215 or visit www.northshoreharmonizers.om.

The Gardon Photographic Society meets at 7:30 p.m. first Thursday of the month in the Education Center at the Chicago Botanic Garden, Glencoe. Guests are welcome. Call Toni Ballenger at (847) 831-2380 or Elli Glist at (847) 945-3909.

All Village Singers is looking for adults to sing in renditions of holi day carols in the winter and Broadvay and popular tunes in the spring. Rehearsals for holiday caroling will begin mid-October at the North Shore United Methodist Church, 213 Hazel Ave. in Glencoe. There are no auditions but choral experience is helpful. Call Howard Cohen at (847) 328-2358

Mom4Profit, a business networking group for women in business with ildren, meets a noon on the first Tuesday of every month at varying locations on the North Shore, Call (847) 363-5394 or visit Mom4Profit-Networking.com.

Community

Cellees Walsh will host an investment club seminar for women at 5 p.m. Sept. 16 at 191 Waukegan Road, suite 209, Northfield, The seminar is free but seating is limited. For reser vations, call Maggie at (847) 501-

Both Hillel Congregation Basi Emunah Wilmette is looking for vendors with unique and creative items for its holiday boutique which will be held Nov. 15. Interested vendors may contact Judy at (847) 256-2733. Space is limited.

The Connecting Kids Preschool program at Romona School will hold half-day sessions for 3-, 4- and 5year-olds to prepare them for District 39 kindergarten classes. Openings are available in the afternoon 4-and 5-year-old classrooms for next year. To reserve a spot call Julie Lavra, early childhood coordinator at (847) 256-0211 ext. 232.

The Leukemia & Lymphoma So ety is having a two-three mile charity walk - Light The Night® Walk, a nationwide evening fund-raising walk, beginning at 5:30 p.m. Oct. 11 at 1930 Patriot Boulevard, Glenview. The day will feature entertainment a children's activity area, food and fun. Teams and individuals are encouraged to raise funds in the weeks and months leading up the walk. Call Melanie Streich (312) 568-7739 or go to www.lightthenight.org.

Fund-raisers

Massage Envy will team up with Susan G. Komen for the Cure to help fight breast cancer by hosting Masage for the Cure Sept. 15. During this event, Massage Envy clinics will offer \$35 one-hour therapeutic massage sessions, with \$10 from each assage being donated directly to the Chicagoland affiliate of Susan G Komen for the Cure. Additional donations will also be accepted. The event is open to the public and re Quires an appointment at any of the 20 Chicagoland Massage Envy clinics. For more information on locations or to make a reservation, call (866) 922-9689 or visit www.massageenvy.com.

Library

The following programs are of-fered at the Wilmette Public Library, 1242 Wilmette Ave. Call (847) 256-5025.

First Monday Readers: Great Books will take place at 7:35 p.m. Sept. 14. Arthur Arfa of Wilmette will lead the group.

Teen Advisory Board will meet for pizza and program planning at 4 p.m. Sept. 13 in the Small Meeting

Game Design Club will meet from 5:30-6:30 p.m. Sept. 14 in the Small Meeting Room, Call Brian Myers at (847) 256-6935.

Correct Events Roundtable will meet at 10 a.m. Sept, 14 in the Small Meeting Room.

World War II Roundtable will meet at 9:15 a.m. Sept. 16 in the Small Meeting Room.

Caregivers of Children with Mental Illness Support Group will meet at 9:30 a.m. Sept. 18 in the Small Meeting Room. The group for caregivers of children with mental illness, diagnosed or undiagnosed will meet with a facilitator from the National Alliance for Mental Illness. Call (847) 716-2252 or visit www.namiccns.org. Teen Advisory Board will meet at 4 p.m. Sept. 13 in the Small Meeting Room. The meeting will feature pizza and planning.

A Pirate Party for ages 5-10 to celebrate Talk Like a Pirate Day will take place from 4-5 p.m. Sept, 17 in the Youth Program Room

The fall session of Preschool Storytimes for ages 1 and a half and older have begun. Visit www.witmettellbrary.info or ask to for a complete schedule at the Youth Reference fleck

Museum

The Wilmette Historical Museum will host a walking tour of Linden Square Walk from 1-2:30 p.m. Sept. 13. There is no cost for members. The cost is \$5 for nonmembers. Prepaid reservations are required. The meeting place will be available at the time reservations are made. Calf (847) 853-7666 or e-mail museum@wilmette.com

Reunions

Maine North High School Class of 1979 will hold its reunion at 6 p.m. Sept. 26 at the Cubby Bear North. 21661 N. Milwaukee Ave., Lincolnshire. Ticket can be purchased at the door for \$60. The evening will feature beer, wine, sode and water, all-youcan-eat appetizers and music from the Jak Tripper band. Contact Dee Lowe at dee.lowe@sympatico.ca or (519) 453-4385 days; or (519) 453-

2223 evenings.

St. John Brebeuf in Niles is having an All-School Reunion Sept. 26. Cost is \$25 per person and \$40 per cou-ple. Make checks payable to St. John Brebeuf and mail all responses to Libby Ryder, St. John Brebeuf School, 8301 N. Harlem Ave., Miles II. 60714. Include name, e-mail address and year graduated. Call Libby Ryder (847) 966-3266.

The New Trier East Class of '69 will be celebrating their 40th re-union at 6:30 a.m. Sept. 26 at Maggiano's Little Italy, 4999 Old Orchard Center in Skokie. The cost is \$65 per person and includes a buffet dinner. dancing and cash bar. Attire is business casual. Call David Harper at (847) 446-8027. Advance reservations are required.

Seniers Meskill/Mallinckrodt Center,

1041A Ridge Road. Registration quired for programs. Call (847) 256-9623. FRIDAY

11 a.m.: Tai Chi

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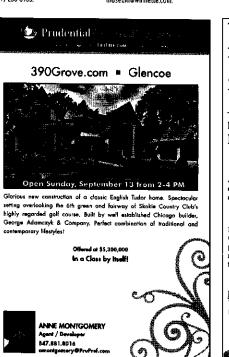
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> Juffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority P.O. Box 7602, Chicago, IL 60680-7602 E-mail: YellowExtension@transitchicago.com • Fax: (312) 681-4297

For More Info: www.transitchicago.com/YellowEIS Customer Information: 1-888-YOUR-CTA (1-888-968-7282)



ONE MAGNICK (NO ALLIKESS = PROPRE) COM



CONTINUED FROM PREVIOUS PAGE

Torah scrolls, old armchairs and chandeliers.

"We were surprised to find not only a beautiful bimah, crumbling books and prayer stands, but also suitcases full of clothes, shoes, calendars, dishes and other personal items from the time of the Shoah," Mayer says.

The Hungarian Orthodox Union has donated a few thousand dollars to repaint the shtiebel, but members are looking into additional funding to repair the Torah scrolls and install heating, a bathroom and a kitchen.

Speaking about the renova-

tions, Mayer's brother, Gabor, says, "We are doing it very carefully, respectfully and gradually in order to keep the spirit of the shtiebel alive. We want to maintain it the way we found it a decade ago."

Andras Mayer says, however, that "the question is what was its" original state — layers and layers of paint have been added."

As a first step, Andras says, the rotten entrance door and pipes were replaced. The Jakab Glaser Memorial Foundation, named for the man Mayer calls the engine of the minyan, has been established to help pay for the work.

Glaser, a carpenter also

known as Glaser bacsi, died recently.

Talking about the young people now reviving the minyan, Gabor says, "Nobody will know our names in a few years, just like we don't know who those old people were on those old pictures we found, for whom this shtiebel had been a meaningful part of

their lives."

The shtiebel, he adds, "will live on and remain the same as it was yesterday, today or tomorrow."



ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center-4701 Oakton Street, Skokie Facility accessible to persons with disabilities

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Li Dampster Station to Old Orchard Road.

We want to hear from you!

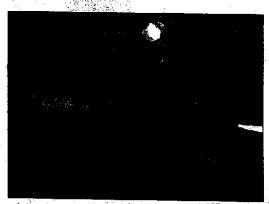
Amend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

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Jeffrey Busby, General Manager, Strategic Planning, Chlorigo Transit Authority
P.O. Box 7602, Chlorigo, II. 60680-7602,
Emait Yellow Extension Granulatic Licago Dolfr of East, (312) 581-4297



Gabor Mayer cleaning up the former ladies' section of the Teleki Square shtiebel in Budapest. The Welf and moldy walls caused by leakage have been fixed. (JTA)

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Caribe América Latina

Interceptan en alta mar a 35 indocumentados

Iban en un velero hacia Puerto Rico, Había un chino

SANTO DOMINGO

La Marina de Guerra dominicaná interceptó ayer en alta mar a treinta y cinco personas, entre ellas un nacional chino, que se dirigían clandestinamente en un velero a Puerto Rico, informó la Armada local.

REPUBLICA DOMINICANA

. El grupo viajaba en el velero "Mi niña" de matrícula dominicana, que fue detenido a seis millas de Cap Cana, en la provincia La Altagracia, en el extremo oriental del país.

Los indocumentados, que se encuentran en buen estado de salud, serán traslados a la sede de la Marina de Guerra, en Santo Domingo, para ser interrogados, dijo a Efe un portavoz de la institución.

La Marina de Guerra apresó la semana pa-

sada a 18 personas, entre ellas dos menores de edad y dos ceilandeses, que intentaban viajar a Miami (EE UU.) también en un velero.

La Procuraduría General y la Armada local anunciaron el mes pasado que coordinan acciones para perseguir a los traficantes de personas, muchas de las cuales pierden la vida cada año en las aguas del Mar Caribe en ruta hacia la vecina isla de Puerto Rico.

Los trabajos son coordinados en cumplimiento a la Ley-137-03 que sanciona en el país el delito del tráfico ilícito de inmigrantes y trata de personas, implementando así una política de combate al crimen organizado con jurisdicción en todo el país.

Cada año miles de dominicanos tratan de llegar a Puerto Rico para sortear la precaria situación económica en la que viven.

En julio pasado, entre 20 y 25 dominicanos desaparecieron en ruta a Puerto Rico tras zarpar el día 11 de la playa de Gaspar Hernández, en la provincia Espaillat, norte del país.



ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

lunes, 21 de septiembre de 2009 6:00 to 8:00 p.m.

Hancock College Preparatory High School 4034 W. 56th Street, Chicago Esta localidad tiene acceso para las personas con incapacidades

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Linea Amarilla desde la Demp ster Station a la Old Orchard Road

¡Queremos oír sus opiniones!

Asista a una reunión de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las allemativas propuestas, el propósito y la necesidad del proyecto, los efectos medicambientales y comunitarios que habrá que considerarse en el borrador de la Declaración sobre el Efecto Medicambiental (conocida en inglés por sus siglas "EIS"), programado para repaso por el público a fines del 2010.

Entregue sus comentarios hasta el día 27 de octubre de 2009.

Además de los comentarios que se entregarán en la reunión, se aceptarán comentarios por escrito hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónica, por facsimile, a la alención de: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority P.C. Box 7602, Chicago, IL 60680-7602 Email: Orange Extension (Phransilchicago.com • Fax: (312) 681-4297

Para más información: transitchicago.com/OrangeEIS Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)



ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

martes, 22 de séptiembre de 2009 6:00 to 8:00 p.m.

Historic Pullman Visitor Conte

11141 5. Cottage Grove Avenue; Chicago

jueves, 24 de septiembre de 2009 6:00 to 8:00 p.m.

Woodson Regional Chicago Public Library 9525 S. Halsted Street, Chicago

Se presentará la misma información en ambas reuniones. Esta localidad tiene acceso para las persanas con incapo

La Chicago Transit Authority (CTA) se propane hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a las inmediaciones de la 130th Street

(Queremos oir sus opiniones)

Asista a una de las reuniones de involucramiento al público, para enterarse en más detalle sobre el proyecto y pora expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos ioambientales y comunitarios que habrá que considerarse en el borrador de la Declaración sobre el Electo Mediaambiental (conocida en inglés par sus siglas "EIS"), programada para repaso por el público a fines del 2010.

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Extensión de la Línea Amarilla

Que conecta la estación de la Dempster a la Old Orchard Road



ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

miércoles, 23 de septiembre de 2009 6:00 to 8:00 p.m.

Oakton Community Car 4701 Oakton Street, Skokle

colidad tiene acceso para las personas con in

Dempster Station a la Old Orchard Road.

[Queremos oir sus opiniones]

ita a una reunión de involucramiento al público, para enterarse en opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos media que habrá que considerarse en el barrodor de la Declaración sobre el Essaco Medicambie en inglés por sus siglas "EIS"), programado pora repasa por el público a fines del 2010. re el Efecto Medicombiental (conoctale

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artos que se entregarán en la reunión, se aceptarán comentarios por escrito hasta el 27 de octu bre de 2009, los cuales

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ATTEND A PUBLIC SCOPING MEETING

Tuesday, September 22, 2009 6:00 to 8:00 p.m.

Historic Pullman Visitor Center 11141 S. Cottage Grove Avenue, Chicago

Thursday, September 24, 2009 6:00 to 8:00 p.m.

Woodson Regional Chicago Public Library 9525 S. Halsted Street, Chicago

Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street.

We want to hear from you!

Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

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Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Ex-prosecutor testifies about Degorski confession

Talks about disposal of weapons, grisly details of massacre

BY RUMMANA HUSSAIN

Criminal Courts Reporter rhussain@suntimes.com

At first, he was a bit evasive and said he couldn't remember much about the brisk January evening.

But as the night turned to day on May 17, 2002, James Degorski slowly opened up about how he and Juan Luna brought a .38-caliber revolver, a knife and gloves to a Palatine Brown's Chicken to carry out what has become the area's bloodiest mass murder in recent history, former Assistant Cook County State's Attorney Michael McHale testified Monday.

In his lengthy confession, Degorski told McHale of the horror he and Luna unleashed inside the restaurant and how they disposed of the two weapons in the Fox River, McHale said. Degorski also allegedly recounted gruesome details of watching the scared skinny boy offer a wad of cash in exchange for his freedom

and how the two older men he shot were kneeling in the cooler facing away from him when he fired the bullets.

"He did tell me substantially more information," said McHale — now a judge — about the three-hour conversation he had with Degorski,

capping off the prosecution's case. "His statement to me was reliable. . . . I believed him."

Just two days after that interrogation, Cook County Jail emergency medical technician Alesia Hines said Degorski shrugged off

the murders as something he engaged in for "fun" and expressed amazement at the prominent news surrounding his and Luna's arrests.

James

Degorski

" 'Oh, we made the frontpage news,' " Hines testified Degorski said.

McHale spent the bulk of his testimony testily responding to questions from Susan Smith, one of Degorski's attorneys. McHale assured Smith he read Degorski his Miranda rights, made sure to ask him if he needed anything to drink or eat and that he wasn't mistreated by Palatine officers.

McHale told jurors he also

asked Degorski if he wanted to videotape his confession, but Degorski refused and said cameras would make him "nervous."

During eight days of testimony, prosecutors never presented a four-minute videotaped interview of Degorski by authorities.

The tape shows Degorski admitting his role — then saying he does not want to be videotaped.

"During the robbery, you shot two people in the cooler, and Juan shot the other five. . . . Is that correct?" McHale asks him.

"Right," Degorski says. **Comment at suntimes.com.**



Connecting Dempster Station to Old Orchard Road



ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center 4701 Oakton Street, Skokie Facility accessible to persons with disabilities

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

We want to hear from you!

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Fax: (312) 681-4297

For More Info: www.transitchicago.com/YellowEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)



ATTEND A PUBLIC SCOPING MEETING

Monday, September 21, 2009 6:00 to 8:00 p.m.

Hancock College Preparatory High School 4034 W. 56th Street, Chicago Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street

We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

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E-mail: OrangeExtension@transitchicago.com
Fax: (312) 681-4297

CHICAGOLAND EXTRA



ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center 4701 Oakton Street, Skokie

Facility accessible to persons with disabilities.

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cta

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Oakton Community Center 4701 Oakton Street, Skokie

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lunes, 21 de septiembre de 2009 6:00 to 8:00 p.m.

Hancock College Preparatory High School 4034 W. 56th Street, Chicago Esta localidad tiene acceso para las personas con incapacidades

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Amarilla desde la Dempster Station a la Old Orchard Road

¡Queremos oír sus opiniones!

Asista a una reunión de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos medicambientales y comunitarios que habrá que considerarse en el borrador de la Declaroción sobre el Efecto Medicambiental (conocida en inglés por sus siglas "EIS"), programada para repaso por el público a fines del

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Extensión de la Linea Amarilla

Que conecta la estación de la Dempeter e la Old Grennes Road



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[Queremos oir sus opiniones]

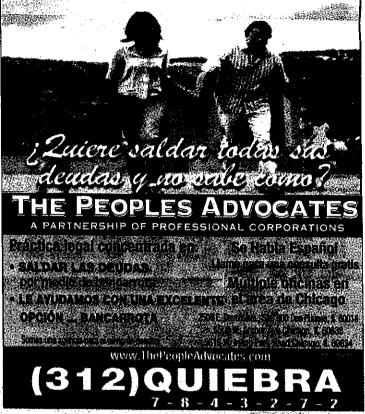
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ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

martes, 22 de septiembre de 2009 jueves, 24 de septiembre de 2009 6:00 to 8:00 p.m.

Historic Pullman Visitor Cente 11141 S. Cottage Grove Avenue, Chicago

6:00 to 8:00 p.m. Woodson Regional Chicago Public Library

9525 S. Halsted Street, Chicago

Se presentorá la misma información en ambas reunianes. Esta localidad tiene occeso para las personas con incapacidades

la Chicago Transit Authority (CTA) se propone hacer mejaras de transporte al extender la Linea Roja desde la estación de la 95th Street a las inmediaciones de la 130th Street.

¡Queremos air sus opiniones!

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Calendar

Continued from PAGE 30

class follows at II a.m. (847) 673-7166: A free low-impact fitness class is held at 10 a.m. Fridays.

A low-vision support group meets from 1:30 -3 p.m. the second Tuesday of every month at the Smith Activities Center, 5120 Galitz St., Skokle, Anyone interested is invited to attend. Call (847) 933-8208.

The Silver Singers perform from 3-4 p.m. the first Monday of each month at the Smith Activities Center, 5120 Galitz St., Skokie, Call (847) 933-8208 The Skokle Park District's Sociable Se-

niors enjoy movies at 1 p.m. every other Friday at the Oakton Community Center, 4701 Oakton St., Skokie. The fee is \$1 for nonmembers; free, members. Call (847) 933-4969.

Adult computer classes are under way at the Skokie Park District. For class information and fees call (847) 933-4969.

The Skokle Park District's gratitude club meets the first Tuesday of each month to discuss a variety of topics including self-improvement and selfawareness. The fee is \$2 for Skokie residents; \$4, nonresidents, For reservations, call (847) 933-4969. Lincolmood Mayor Jerry Turry's Res-

cue Rangers is a program for senior residents who lack the resources, and are unable, to complete daily living tasks, such as shoveling snow, walking a pet or placing garbage toters.

Local teens assist seniors with these tasks. Call (847) 745-4717.

Senior drop-in group meets from 10:30 a.m.-noon Wednesdays at Jewish Family and Community Service, 5150 Golf Road, Skokie, to discuss whatever is on your mind, Call Susan. (847) 568-5200. Go to www.jfcschica-

Senior men are welcome to meet old friends and make new ones at a weekly discussion group, meeting from 9:30-11:30 a.m. Wednesdays at the Weber Center, 9300 Weber Park Place, Skokie, Free, Call Marvin (847) 674-9656, Monty, (847) 674-4441, or Irving, (847) 967-7979.

Support

Professionals in Learning Disabilities will hold its first meeting of the school year at 7:15 p.m. Sept. 15 at Mc-Cracken Middle School, 800 East Prairie Road, Skokie. Speaker will be Bobbie Gordon who holds a master's in clinical social work and is a Licensed Clinical Social Worker, Donations of any old cell phones are encouraged so that SHALVA can further assist those who seek help. The meet charge, Call (847) 604-0574

al Alliance on Mental Illness Cook County North Suburban invites the public to a program addressing "Persuading Legislators To Listen To You" from 7-9 p.m. Sept. 14 at the Kenton-Knox Conference Center 9701 N. Knox Ave., Skokie, Mike and Susan Kuhn, trained and experienced legisla tive advocates, will explain the do's and don'ts for contacting legislators

and making an effective case for what you want them to do. Call (847) 716-2252 or visit www.namiccns.org. reaters Anonymous, an organiza tion for people with eating disorders (compulsive overeating, anorexia, bulimia, etc.) meets every Sunday at 9 a.m. at the Lieberman Health Center, 9700 Gross Point Road, in Skokie. Overeaters Anonymous is a 12-step program based on the principles of Alcoholic Anonymous. There are no dues or fees to pay and the only re quirement for participation is a "desire to stop eating compulsively." Call Hasha at (847) 507-9118.

The National Aliance on Mental (IIness, Cook County North Suburban Chapter, Family-to-Family Education Program is a 12-week course for family lies of individuats with brain disorders (mental illness). It will be given from 7-9:30 p.m. on 12 Thursdays, Sept. 17 to Dec. 10. at Messiah Luthera Church, 1605 Vernon Ave., Park Ridge, one block south of Dempster, behind Lutheran General Hospital. Course topics include the major mental innesses, treatments and medications, services available, communication and coping strategies. Classes fill up quickly; call NAMI, (847) 716-2252 to

Weight No More, a friendly weightloss support group, welcomes new members. Meetings are from 9:15:10:15 a.m. fridays at the Howard Leisure Center, 6676 Howard St., Niles, on the lower level (elevator accessible). Discussions include weight-loss tips, recipes, confests and ideas to belo participants reach their goals. Participants are charged \$5-a-month dues and small fines for weight gains. The member who loses the most weekly weight receives a prize providing he or she was present at the meeting, Call (847) 679-4229, or stop in for a meeting.

The Les Turner ALS Foundation Sup-

port Group meets from 7-8:30 p.m. on the second Wednesday of every month at Temple Beth Israel, 3601 W. Dempster St., Skokie. For directions, call (847) 675-0951. Those attending are asked to notify Claire Owen, director of patient services, (847) 679-3311 or cowen@lesturnerals.org.

FOCUS is a support group for visually impaired, working-age adults. The group meets from 7-8:30 p.m. one evening per month. Participants have stimulating discussions, share ideas, and plan and participate in social ac tivities. For meeting information and location, call Juanita, (847) 933-8208. Rush North Shore Medical Center, in collaboration with the Cancer Welfness Center, hosts a cancer support roup at 11 a.m. the third Thursday of the month at 9701 N. Knox Ave. Skokie. People diagnosed with cancer and their family members are invited to share information and receive supnort, Call (847) 509-9595

Legacy is a free, ongoing grief support group for adults who have expe rienced the death of a parent. The group meets from 6:30-8 nm, the first and third Tuesdays of the month at the NorthShore University Health System Home & Hospice Services of fice, 4901 Searle Parkway, Skokie. Registration is required; call Thom Dennis, (847) 982-4364.

Soul Mates is a free, ongoing grief support group for anyone who has experienced the death of a spouse or partner. The group meets from 6:30-8 p.m. the second and fourth Tuesdays of the month at the NorthShare University HealthSystem Home & Hospice Services office, 4901 Searle Parkway, Skokie. Registration is required. Call Thom Dennis, (847) 982-

ads is a free, ongoing group for adults whose spouse died one year ago or more. Focus of the group is to provide an environment fo cialization with other people who have experienced a similar loss. Activities and topics discussed will be penerated by the group. The group meets from 1-2:30 p.m. the first and third Tuesdays of the month at the NorthShore University HealthSystem ome & Hospice Services office, 4901 Searle Parkway, Skokie. Registration is required; call Thom Dennis, (847) 982-

A weekly senior drop-in group meets from 10:30 a.m.-noon Wednesdays at 5150 Golf Road, Skokie, Participants discuss politics, current events, health, relationships and more. The fee is \$7 per session. Call (847) 468-

The Treatment and Research Advancements Association for Personali ty Disorders holds a monthly support group for people suffering from Bor derline Personality Disorder. The argus meets from 6:30-8:45 n.m. the third Wednesday of the month at Rush North Shore Medical Center

9600 Gross Point Road, Skokie. Space is limited. For reservations, e-mail rh5mail-tara@vahoo.com, To learn more about The Treatment and Re search Advancements Association for Personality Disorders go to TARA4bpd.org.

Starting Over: Adjusting to Life in the United States meets from 9:30-11 a.m. Mondays at 5150 Golf Road, Skokie. The free program is for Russianspeaking immigrants age 55 and oldr from the former Soviet Union, Call Sheri, (847) 568-5200, or Lina, (773)

Coffee and Conversation for Holocaust Survivors is from 1-2:30 p.m. Mondays at the Holocaust Memorial Foundation, 4709 Golf Road, Skokie. Participants discuss challenges of aging, politics and current events, news from Israel and family celebrations. Free, Call (847) 568-5200.

Compulsive Enters Anonymous meet ings are as follows: 7-8 p.m. Mondays in Room 259 of the Lieberman Center 9700 Gross Point Road, Skokie - call Charlene, (847) 679-2505; 7-8 p.m. Tuesdays at Rush North Shore Medical Center's administrative center, 2 S. 9600 Gross Point Road, Skokie – call Cherri, (847) 933-9501; 7-8 p.m. Wednesdays at Rush North Shore Medical Center's administrative center, 2 S. 9600 Gross Point Road, Skokie - call Linda, (773) 387-4247; and 11:30 a.m. -12:30 p.m. Sundays at Rush North Shore Medical Center (Sharfstein East), 9600 Gross Point Road, Skokie - call Charlene, (847) 679-2505

cta

ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center 4701 Oakton Street, Skokie Facility accessible to persons with disabilities

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed ves, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

ments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority P.O. Box 7602, Chicago, IL 60680-7602 E-mail: YellowExtension@transitchicago.com • Fax: (312) 681-4297

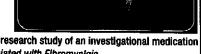
For More Info: www.transitchicago.com/YellowEIS Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

DO YOU HAVE WIDESPREAD PAIN AND SLEEP DIFFICULTIES?

If so, you may suffer from a condition called Fibromyalgia,

characterized by:

- Muscle Pain Stiffness
- Headaches
- Trouble Sleeping



We are conducting a 15 week research study of an investigational medication for the sleep difficulties associated with Fibromyalgia,

You may qualify for the study if you:

- Are 18 years or older
- Have been diagnosed with Fibromyalgia or regularly experience the symptoms above
- Have experienced difficulty sleeping for at least three days out of

Qualified participants will receive study medication or inactive placebo and all study-related tests at no cost and may be compensated for time

For more information or to see if you qualify call Chicago Research Center at 773-282-9845 or visit us at www.chicagoresearchcenter.com

Size:

Color Type:

3 x 6

3 Colors

Rod Lin cta

NEWS TUESDAY, SEPTEMBER 15, 2009
CHICAGO SUN-TIMES

ATTEND A PUBLIC SCOPING MEETING

Tuesday, September 22, 2009 6:00 to 8:00 p.m.

11141 S. Cottoge Grove Avenue, Chicago

Thursday, September 24, 2009 6:00 to 8:00 p.m.

At first, he was a bit eva-sive and said he couldn't re-

member much about the

tially more information," said McHale — now a judge when be fired the bullets.

"He did tell me substan-

Talks about disposal of weapons, grisly details of massacre

BY RUMMANA HUSSAIN rhussain@suntimes.com Criminal Courts Reporter

and how the two older men he shot were kneeling in the cooler facing away from him

about Degorski confession

Ex-prosecutor testifies

information presented will be the same at both meetings. These facilities are accessible to persons with disabilities Woodson Regional Chicago Public Lib 9525 S. Halsted Sheet, Chicago ago Public Library

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street.

We want to hear from you!

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environ mental Impact Skatement [EIS] scheduted for public review in tate 2010. Submit a Comment by October 27, 2009

lettrey Busby, General Manager, Strategic Planning, Chicago Transit Authority Comments may be submitted by mail, e-mail or fax, with attention to:

E-mail: RedEdension@transitchicago.com P.O. Box 7602, Chicago, IL 60680-7602 fax: (312) 681-4297

For More Info: www.transitchicago.com/RedEIS Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Yellow Line Extension

Orang

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cta

Aftend one of the public scoping meetings to learn more about the project and provide feedback on the

in exchange for his freedom skinny boy offer a wad of cash legedly recounted gruesome details of watching the scared and how they disposed of the two weapons in the Fax River,

Palatine Brown's Chicken to carry out what has become the area's bloodiest mass State's Attorney Michael McHale testified Monday. mer Assistant Cook County volver, a knife and gloves to : brought a .88-caliber day on May 17, 2002, James Degorski slowly opened up about how he and Juan Luns But as the night turned to about the three-hour conver-sation he had with Degorski,

In his lengthy confession Degorski told McHale of the Jail emergency med-ical technician Ale-sia Hines said Desia Hines said De-gorski shrugged off

prominent news surrounding his and Luna's arrests.

leashed inside the restaurant

borror he and Luna un-

Degorski said.

McHale spent the bulk of "'Oh, we made the front-page news,' "Hines testified

sponding to questions from

lis

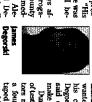
statement to me was reliable. . . I be-lieved him." ter that interroga-tion, Cook County capping off the pros-ecution's case, "His Just two days af-

the murders as something he engaged in for "fun" and ex-pressed amazement at the

admitting his role saying he does not want to be The tape shows Degorski

shot two people in the cooler, and Juan shot the other five. Is that correct?" McHale

"Right," Degorski says.



Susan Smith, one of Susan Smith, one of De-gorski's attorneys. McHale assured Smith he read Demade sure to ask him if he needed anything to drink or eat and that he wasn't misgorski his Miranda rights treated by Palatine officers.

McHale told jurors he also asked Degorski if he wanted to videotape his confession, but Degorski refused and

said camerus would make him "nervous." During eight days of testimony, prosecu-

a four-minute video tors never presented

taped interview of De-gorski by authorities.

'During the robbery,

Comment at suntimes.com

ATTEND A PUBLIC SCOPING MEETING

ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

4701 Oakton Street, Skakie Oakton Community

Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow line from Dempster Station to Old Ordrard Road

We want to hear from you!

alternatives, the purpose and need for the project and the environmental and community impacts to be evalu-ated. The input w∦ help define the environmental studies to be considered in the Draft Environmental Impact Mend the public scoping meeting to learn more about the project and provide feedback on the proposed Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

comments received at the meeting, written comments will be accepted until October 27,2009Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strotegic Planning, Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602 E-mail: YellowExtension@transitchicogo.com

Fax (312) 681-4297

Info: www.transfellicops.com/fellicottts formation: 1-08-YOUR-TA (1-00-968-9782)

We want to hear from you!

The Chicago Tronul Authority (CTA) is proposing to make transportation improvements by extending Ovange Line rapid transit from Midway Station at the Midway International Airport to Clavro Avenue near 76th Street

facility accessible to persons with disabilities

Hancock College Preparatory High School Monday, September 21, 2009

6:00 to 8:00 p.m.

4034 W. 56th Street, Chicago

Altend the public scoping meeting to borm more about the project and provide lesethack on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be wraterated. The input will help define the environmental studies to be considered in the Draft Environmental Impact katement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

In addition to comments received at the meeting, writen comments will be accepted until October 27, 2009 Comments may be submitted by mail, e-mail or lax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority P.O. Box 7602, Chicago, IL 60680-7602 E-mail: OrangeExtension@transitchicago.com Fax: (312) 681-4297

Customer Information: 1-888-YOUR-CTA (1-888-968-7282 For More Info: www.transitchicago.com/OrangeEIS

Yellow Line Extension

Connecting Dempster Street Station to Old Orchard Road



ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009 6:00 to 8:00 p.m.

Oakton Community Center 4701 Oakton Street, Skokie Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Street Station to Old Orchard Road.

We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009.

Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
E-mail: YellowExtension@transitchicago.com
Fax: (312) 681-4297

CTA PUBLIC SCOPING MEETING

Yellow Line Extension Project – Environmental Impact Statement (EIS)

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Street Station to Old Orchard Road. Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. In addition to comments received at the meeting, written scoping comments will be accepted until October 27, 2009.

Attend the Public Scoping Meeting:

Wednesday, September 23, 2009

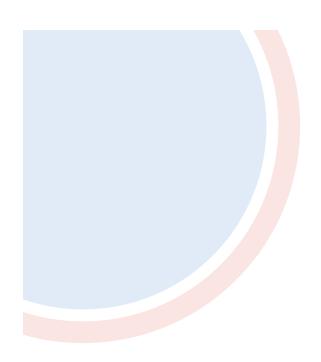
6:00 to 8:00 p.m.
Oakton Community Center
4701 Oakton Street
Skokie, IL

For More Info: www.transitchicago.com/YellowEIS

*Facility accessible to people with disabilities.



Appendix H – Scoping Meeting Materials



Расширение Желтой Линии

Линия, связывающая станцию Dempster Station c Old Orchard Road



Информация об объеме Заключения о воздействии проекта на окружающую среду Сентябрь 2009 г.

Сентябрь 2009 г.

ВВЕДЕНИЕ

Управление пассажирскими перевозками Чикаго (Chicago Transit Authority - CTA) предлагает усовершенствовать систему пассажирских перевозок за счет продления Желтой Линии от станции Dempster Station до Old Orchard Road. СТА и Федеральная администрация пассажирских перевозок (Federal Transit Administration - FTA) будут готовить Заключение о воздействии проекта на окружающую среду (EIS), в котором будет содержаться оценка воздействия на окружающую среду строительства и эксплуатации удлиненной линии.

НАЗНАЧЕНИЕ И ПРОЦЕСС ОПРЕДЕЛЕНИЯ ОБЪЕМА ПРОЕКТА EIS

В соответствии с Законом о национальной политике в области охраны окружающей среды (NEPA), СТА и FTA инициировали процесс изучения воздействия на окружающую среду проекта расширения Желтой Линии. В подготовленном заключении EIS будут определены связанные со строительством и эксплуатацией проектируемого объекта элементы воздействия на окружающую среду. В качестве начального этапа процесса оценкивоздействияна окружающую среду будетпроведено совещание спредставителями общественности по определению объема проекта, на котором планируется получить замечания и пожелания общественности в отношении альтернативных вариантов и вопросов, которые требуют изучения в качестве составной части процесса анализа воздействияна окружающую среду. Проведение встреч собщественностью определяется также требованием Закона о безопасности, контроле, гибкости, эффективности пассажирских перевозок: Учет интересов пользователей (SAFETEA-LU), который предусматривает требование к инициаторам проекта обеспечить возможность участия представителей общественности в процессе принятия решений, касающихся вопросов пассажироперевозок.

Процесс определения объемов, основных задач и содержания EIS называется «определением объема проекта». Совещания по определению объема проекта являются полезной возможностью получения информации от заинтересованной общественности и государственных ведомств. В частности, в ходе определения объема проекта заинтересованным ведомствам и представителям общественности предлагается представить свои варианты планируемых решений, целей и обоснования необходимости осуществления проекта, а также предлагаемые темы для анализа и изучения потенциального воздействия проекта и возможные пути его уменьшения.

АНАЛИЗ В<mark>О</mark>ЗДЕЙСТВИЯ НА ОКРУЖАЮЩУЮ СРЕДУ

Вопросы воздействия на окружающую среду, подлежащие рассмотрению в ходе подготовки заключения EIS, включают в себя следующие:

- Культурные источники
- Дикая природа и экосистемы
- Использование энергии
- Получение участка земли, выемка грунта и перемещение
- Использование земли
- Природные ресурсы (включая качество воздуха и водные ресурсы)
- Совместимость жилых районов и экологическая справедливость
- Парковые зоны и зоны отдыха
- Безопасность
- Транспорт
- Эстетическое и визуальное воздействие
- Шум и вибрация
- Зонирование и экономическое развитие; вторичное развитие

ОБЗОР ПРОЕКТА

В 2006 г. СТА и FTA начали процесс альтернативного анализа планируемого Проекта расширения Желтой Линии. Как составные частидвух этапногопроцесса по определению проекта за последние два года СТА были проведены два совещания с общественностью сцелью получения замечаний и предложений от населения, касающих ся альтернативных вариантов. СТА оценила пять вариантов и оставила для дальнейшего изучения в ходе подготовки EIS вариант с неподвижной направляющей, как вариант, пользующийся наибольшей поддержкой местного населения (LPA). Предлагаемый проект расширения Желтой Линии получит дальней шее развитие на этапе концептуального проектирования и будет дополнительно рассмотрен в ходе подготовки EIS.

АЛЬТЕРНАТИВНЫЕ ВАРИАНТЫ ПРОЕКТА, КОТОРЫЕ БУДУТ РАССМАТРИВАТЬСЯ В ХОДЕ ПОДГОТОВКИ EIS

В ходе подготовки EIS будут рассматриваться следующие альтернативные варианты:

Вариант отказа от строительства

Вариант отказа от строительства определяется как существующая транспортная система плюс намечаемые ее улучшения, которые уже включены в план городского бюро планирования Чикаго (Chicago Metropolitan Agency for Planning - CMAP) на 2007 – 2012 финансовые годы в программу по совершенствованию транспортной системы (Transportation Improvement Program-TIP). Усовершенствования пересечений на улице Dempster Street, Golf Road и Old Orchard Road вдоль бульвара Skokie Boulevard уже включены в TIP наравне с работами по расширению проезжей части Old Orchard Road от Harms Road до бульвара Skokie Boulevard и расширение линии съезда Edens в северном направлении. В дополнение к ряду проектов по улучшению дорожного покрытия планируется реконструкция и расширение улицы Dempster Street до Central Road. Все составные части варианта отказа от строительства включены во все другие альтернативные варианты.

Краткое описание:

- Имеющаяся транспортная система
- Плюс запланированные мероприятия по усовершенствованию транспортной системы: проекты расширения пересечений и проезжей части (см. выше)
- Автобусное сообщение будет сконцентрировано на сохранении существующих маршрутов и проектов
- Хотя это и не входит в объем данного проекта, тем не менее существенное улучшение транспортной инфраструктуры намечается в виде строительства станции Желтой Линии на улице Oakton Street для обслуживания проектов развития городского центра Skokie и других проектов

Yellow Line Extension • Environmental Impact Statement Scoping Information

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Вариант управления транспортными системами (TSM)

Предлагаемым вариантом TSM является вариант скоростного автобусного сообщения (Bus Rapid Transit-BRT), действующего между станцией Dempster Station, расположенной на Желтой Линии, и Westfield Shoppingtown Old Orchard Mall через Dempster Street, Niles Center Road, бульвар Skokie Boulevard, Golf Road и Lavergne Avenue. Краткое описание:

- Вариант отказа от строительства плюс:
- Скоростное автобусное сообщение (BRT) по маршруту между станцией Dempster Station, расположенной на Желтой Линии, и Westfield Shoppingtown Old Orchard Mall
- Протяженность 1,7 мили без промежуточных остановок
- Выполняется в условиях смешанного дорожного движения с приоритетом сигналов регулирования дорожного движения на улице Dempster Street, Niles Center Road, бульваре Skokie Boulevard и части маршрута по Golf Road; без специально выделенной линии движения
- Парковка на концевой автобусной остановке на Old Orchard Road
- Существующие автобусные маршруты продолжают выполнять свои рейсы

Вариант, пользующийся наибольшей поддержкой местного населения (LPA): вариант с неподвижной направляющей

В соответствии с предлагаемым вариантом LPA будет продлена рельсовая транспортная линия от станции Dempster Station на север вдоль железной дороги Union Pacific Railroad (UPRR) в полосе ее землеотвода от Dempster до окрестностей Old Orchard Road. Краткое описание:

• Вариант отказа от строительства плюс:

- Продление рельсовой транспортной лини от станции Dempster Station до Old Orchard Road
- Протяженность 1,6 мили без промежуточных остановок

• В соответствии с предлагаемым вариантом LPA однопутная рельсовая линия пройдет на север в полосе землеотвода для UPRR от станции Dempster Street до участка к северу от Golf Road. Начиная от участка к северу от Golf Road, линия прохождения трассы изгибается к востоку и идет параллельно восточной стороне Edens Expressway на возвышении до панируемого места расположении терминала на южной стороне Old Orchard Road. Прокладка трассы на возвышении позволяет избежать пересечения на уровне поверхности земли между Dempster Street и Old Orchard Road.

• 2 новых станции:

- 1) Станция Dempster Station будет полностью перестроена, что позволит принимать поезда большей длины и обеспечивать большую пропускную способность для пассажиропотоков в обе стороны. Центр расположенной на возвышении станции будет находиться над Dempster Street, что позволит обеспечить улучшенный доступ к станции со стороны северной и южной парковочных площадок без необходимости для пешеходов пересекать Dempster Street. Автобусные остановки, стоянки такси, входы и парковочные стоянки будут перепланированы, чтобы отвечать новому размещению станции на возвышенности.
- 2) Конечная станция будет расположена к востоку от скоростной автомагистрали, в северо-западной части территории, принадлежащей школе Niles North High School (NNHS). Стояночные места для автомобилей, потерянные в результате осуществления проекта, будут компенсированы за счет строительства многоуровневой автостоянки с разделением парковки отдельно для школы и отдельно для пассажиров станции.
- CTA и автобусный маршрут Pace bus будут направлены по другой дороге, где они пересекут участок вне улицы с восточной стороны станции скоростного пассажирского сообщения и далее продолжат движение к существующей пересадочной автобусной остановке на Old Orchard Mall.

В ходе процесса определения объема проекта могут возникнуть и другие варианты.

Yellow Line Extension | Locally Preferred Alternative



НАЗНАЧЕНИЕ И НЕОБХОДИМОСТЬПРОЕКТА

Проект расширения Желтой Линии направлен на улучшение доступа к транспортным средствам и предоставление возможности выбора при поездках за счет более полного использования пропускной способности существующей транспортной инфраструктуры. Капиталовложения также будут способствовать осуществлению плана землепользования поселка Skokie.

Необходимость данного проекта обуславливается следующими соображениями:

- Существует значительный объем обратного пассажиропотока в зону проекта, который при существующем расположении конечной станции Желтой Линии обеспечивается не в достаточной степени.
- Пассажиры существующей транспортной системы вынуждены делать многочисленные пересадки для того, чтобы достичь своих конечных станций, где расположена их работа и деловые центры, охватываемые проектом.
- Варианты совершенствования транспортной системы по проекту позволят части пассажиров избегать продолжающих расти транспортных пробок на городских магистралях и скоростных автострадах, расположенных в зоне проекта.

УЧАСТИЕ ОБЩЕСТВЕННОСТИ

В ходе процесса подготовки EIS СТА предоставит вам целый ряд возможностей реализовать свое участие в проект по расширению Желтой Линии. Хотите ли вы играть активную роль в осуществлении проекта, или просто хотите быть информированными о ходе его выполнения, СТА ожидает вашего участия в предстоящие месяцы. Чтобы обеспечить учет мнений и пожеланий, наиболее важных для жителей, общественных организаций и других заинтересованных сторон в настоящем обзоре, СТА проводит ряд встреч с общественностью для определения объема проекта и сбора замечаний общественности. Замечания, собранные на встречах по определению объема проекта, будут способствовать определению объема анализа, должной направленности проектных усилий и критериев оценки при подготовке заключения по предлагаемым альтернативным вариантам проекта.

Будут предоставлены также дополнительные возможности участия в ходе процесса анализа воздействия проекта на окружающую среду с целью выяснения мнения заинтересованных сторон по возникающим конкретным вопросам и проблемам.

КАК ПРИНЯТЬ УЧАСТИЕ

Примите участие во встрече

Среда, 23 сентября 2009 г.

С 18:00 до 20:00

Oakton Community Center (общественный центр Октона)

4701 Oakton Street

Skokie, IL 60076

На встрече вы можете подать свои устные и письменные замечания и предложения.

Замечания

Представьте письменные замечания по предлагаемым вариантам проекта и их потенциальному воздействию на окружающую среду. Все замечания, полученные до 27 октября 2009 г., будут рассмотрены в ходе процесса определения объема проекта.

Отправляйте свои замечания и предложения по почте:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

Или электронной почтойl: YellowExtension@transitchicago.com

Замечания могут быть посланы почтой или электронной почтой.

Продолжайте интересоваться проектом

Информацию о проекте можно получить, зайдя на сайт: www.transitchicago.com/YellowEIS

Есливыхотите бытъвключеннымивлистрассылкиновой информации попроекту по почте или электронной почте, пожалуйста, направыте свою контактную информацию в адрес Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, или по терефону: (312) 681-2708, или по электронной почте: dakbar@transitchicago.com.

Yellow Line Extension • Environmental Impact Statement Scoping Information

ПРОЦЕСС ПРИНЯ<mark>ТИ</mark>Я РЕШЕНИЙ И ПОСЛЕДУЮЩИЕ ШАГИ

После этапа определения объема проекта СТА начнет предварительное проектирование и подготовит проект заключения EIS. У общественности будет возможность высказать свои замечания и предложения к проекту заключения EIS в течение 45 дней - период, в течение которого будут приниматься замечания общественности. В ходе периода рассмотрения СТА проведет общественные слушания для получения замечаний и предложений к проекту заключения EIS от общественности и заинтересованных ведомств. Затем СТА подготовит окончательное заключение EIS, в который будут включены ответы на замечания представителей общественности.

FTA рассмотрит окончательный вариант заключения EIS и подготовит протокол о решении (ROD), в котором будет содержаться выбранный вариант. Выпуск ROD будет свидетельствовать о том, что СТА выполнило все требования Закона о национальной политике в области охраны окружающей среды (NEPA). До выпуска ROD СТА может выполнять работы по проекту на основании предварительного проектирования и в соответствии с анализов воздействия на окружающую среду; после выпуска ROD СТА сможет приступить к окончательному проектированию и и строительству Желтой Линии.

НАМЕЧАЕМЫЙ ГРАФИК ОСУЩЕСТВЛЕНИЯ ПРОЕКТА

2010-Осень 2009 г.: 2011гг.: 2011-2013: 2016 Предварительное Встреча с Окончательное Ввод в эксплуатацию общественностью по проектирование и заключение EIS, определению объема подготовка проекта получение ROD, проекта, 23 сентября заключения EIS окончательное 2009 г. проектирование,

Yellow Line Extension • Environmental Impact Statement Scoping Information

Yellow Line Extension

Connecting Dempster Street Station to Old Orchard Road



Preliminary Draft— For Internal Review Only

Please PRINT your contact information if you would like to receive a response to the questions and comments.

Zip
If YES, check here $lacksquare$.
a provided below. representative.
COMMENTS DUE: OCTOBER 27 1) TY: 312-836-4949



Jeffrey Busby, General Manager Strategic Planning Chicago Transit Authority P.O. Box 7602 Chicago, IL 60680-7602

Preliminary Draft—For Internal Review Only

-----FOLD HERE----



Connecting Dempster Station to Old Orchard Road



Date: September 23, 2009

Name:

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the

project. Please comment on the proposed alternatives, the purpose and need for the project, the

proposed topics of evaluation and the potential impacts and mitigation measures to be considered.

Thank you for your interest in the Yellow Line Expansion project.



Scoping Meeting Speaker Card

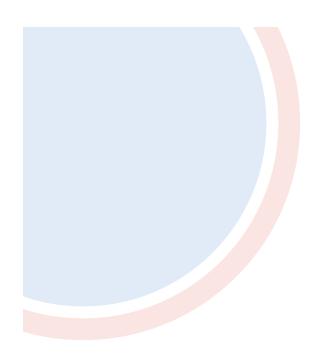
Date: September 23, 2009

Name:

Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Yellow Line Expansion project.

Organization:Title:	Organization: Title:		
Address:	Address:		
City: State: Zip:	City: State: Zip:		
Yellow Line Extension Connecting Dempster Station to Old Orchard Road	Yellow Line Extension Connecting Dempster Station to Old Orchard Road		
Date: September 23, 2009 Scoping Meeting Speaker Card	Date: September 23, 2009 Scoping Meeting Speaker Card		
Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Yellow Line Expansion project.	Complete this card if you wish to speak this evening. Your input is a vital component of this phase of th project. Please comment on the proposed alternatives, the purpose and need for the project, th proposed topics of evaluation and the potential impacts and mitigation measures to be considered Thank you for your interest in the Yellow Line Expansion project.		
Name:	Name:		
Organization:Title:	Organization: Title:		
Address:	Address:		
City: State: Zip:	City: State: Zip:		





Connecting Dempster Station to Old Orchard Road



Environmental Impact Statement Scoping Information
September 2009



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INTRODUCTION

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension.

PURPOSE OF THE EIS AND SCOPING PROCESSS

In accordance with the National Environmental Policy Act (NEPA), CTA and FTA have initiated the environmental review process for the Yellow Line Extension. An EIS will be prepared to identify impacts related to project construction and operation. As part of the initial phase of the environmental process, a public scoping meeting will be hosted to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis. This public meeting is also a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which requires project proponents to provide opportunities for public participation in transportation decision-making.

The process of determining the scope, focus and content of an EIS is known as "scoping." Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.

Yellow Line Extension • Environmental Impact Statement Scoping Information

ENVIRONMENTAL ANALYSIS

Environmental issues to be examined in the EIS include:

- Cultural resources
- Wildlife and ecosystems
- Energy use
- Land acquisition, displacements and relocations
- Land use
- Natural resources (including air quality and water resources)
- Neighborhood compatibility and environmental justice
- Parklands/ recreational facilities
- Safety and security
- Transportation
- Visual and aesthetic impacts
- Noise and vibration
- Zoning and economic development and secondary development

PROJECT OVERVIEW

In 2006, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) began the Alternatives Analysis process for the proposed Yellow Line Extension. As part of the two step screening process, CTA has held two public meetings over the past two years in order to gather input from the public regarding alternative options. CTA evaluated five alternatives and has adopted the Fixed Guidway Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The proposed Yellow Line Extension will be further refined during the conceptual design phase of the project and is being carried forward for additional study in the EIS.

PROJECT ALTERNATIVES TO BE EVALUATED IN THE EIS

The EIS will include an evaluation of the following alternatives:

No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) FY 2007 – 2012 Transportation Improvement Program (TIP). Intersection improvements at Dempster Street, Golf Road and Old Orchard Road along Skokie Boulevard are included in the TIP as well as road widening improvements of Old Orchard Road from Harms Road to Skokie Boulevard and the expansion of the northbound Edens off-ramp lanes. In addition to a variety of resurfacing projects, Dempster Street is scheduled to be reconstructed and widened to Central Road. All elements of the No Build Alternative are included in each of the other alternatives. Summary:

- Existing transportation system
- Plus committed transportation improvements: intersection and road widening projects (see above)
- · Bus transit service focused on the preservation of existing services and projects
- Although outside the project area, a significant transit improvement included is the construction of a Yellow Line station at Oakton Street to serve the Skokie downtown and surrounding developments

Transportation System Management (TSM) Alternative

The proposed TSM Alternative is a Bus Rapid Transit (BRT) alternative that operates between the Yellow Line Dempster Station and Westfield Shoppingtown Old Orchard Mall via Dempster Street, Niles Center Road, Skokie Boulevard, Golf Road and Lavergne Avenue. Summary:

- No Build Alternative, plus:
- Bus Rapid Transit (BRT) that operates between the Yellow Line Dempster Station and Westfield Shoppingtown Old Orchard Mall
- 1.7 miles long with no intermediate stops

Yellow Line Extension • Environmental Impact Statement Scoping Information

- Operates in mixed traffic with traffic signal priority on the Dempster Street, Niles Center
- Park-and-ride facility at Old Orchard Road
- Existing bus routes continue regular operation

Locally Preferred Alternative (LPA): Fixed Guideway Alternative

Road, Skokie Boulevard and Golf Road portion of the route; no exclusive lanes

The proposed LPA would extend the heavy rail transit line from Dempster Station north along the Union Pacific Railroad (UPRR) right-of-way from Dempster to the vicinity of Old Orchard Road.

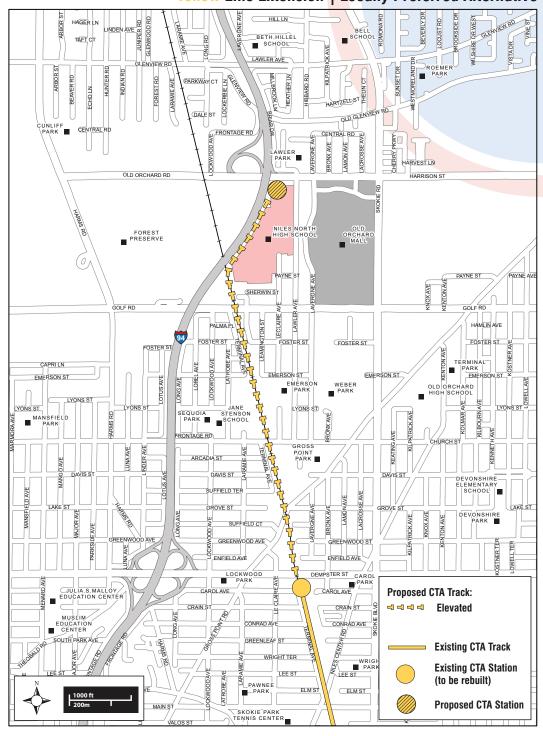
Summary:

- No Build Alternative, plus:
- · Heavy rail transit line extension from Dempster Station to Old Orchard Road
- 1.6 miles long with no intermediate stops
- The proposed LPA would proceed northbound on a single track alignment within the UPRR
 right-of-way from Dempster Street to the area north of Golf Road. Beginning north of Golf
 Road, the alignment curves east, paralleling the east side of the Edens Expressway on an elevated
 profile to the proposed terminal location on the south side of Old Orchard Road. The elevated
 profile avoids grade crossings between Dempster Street and Old Orchard Road.
- 2 new stations:
 - 1) The Dempster Station would be completely rebuilt to accommodate longer length trains and support bi-directional ridership demands. The elevated alignment would place the new station centered above Dempster Street providing enhanced station accessibility from the north and south parking areas without requiring pedestrians to cross Dempster Street. Bus transfer, taxi, entrance and parking areas at the at Dempster Station would be reconfigured for the new elevated station
 - 2) Terminal station would be located east of the expressway and in the northwest portion of the Niles North High School (NNHS) property. Parking spaces displaced by the project would be replaced by a multi-story parking structure with dedicated school parking and dedicated commuter parking
- CTA and Pace bus services would be rerouted to pass through an off-street facility on the
 east side of the rapid transit station and continue to the existing bus transfer station at Old
 Orchard Mall

Other alternatives may also be identified in the scoping process.

Yellow Line Extension • Environmental Impact Statement Scoping Information

Yellow Line Extension | Locally Preferred Alternative



Yellow Line Extension • Environmental Impact Statement Scoping Information

PROJ<mark>ECT PURPOSE AND NEED</mark>

The purpose of the Yellow Line Extension project is to improve transit accessibility and provide mobility options by better utilizing existing transportation infrastructure capacity. The investment would also support the Village of Skokie's land use plans.

The need for the project is based on the following considerations:

- There is a significant reverse commute to the project area that is not well served by the current Yellow Line terminal location
- Travelers on the existing system must make multiple transfers to reach activity and employment centers in the project area
- Transit alternatives will allow a portion of project area trips to avoid continued growth in project area arterial street and expressway congestion.

PUBLIC PARTICIPATION

Throughout the EIS process, CTA will offer a number of opportunities for you to get involved in the Yellow Line Extension project. Whether you want to take an active role in shaping this project or just want to stay informed, CTA looks forward to your participation in the months ahead. To ensure that the issues most important to residents, public agencies, and other involved parties are addressed in this review, CTA is hosting a scoping meeting to collect public input. The input gathered from the scoping meetings will help shape the scope of the study, its design efforts, and the assessment criteria used in evaluating improvement options.

Additional opportunities to participate will be provided throughout the environmental review process in order to solicit feedback regarding specific needs and concerns.

Yellow Line Extension • Environmental Impact Statement Scoping Information

HOW TO PARTICIPATE

Attend a Meeting

Wednesday, September 23, 2009 6:00 p.m. to 8:00 p.m. Oakton Community Center 4701 Oakton Street Skokie, IL 60076

Oral and written comments can be made at the meeting.

Comment

Provide written comments on the proposed project alternatives and potential environmental impacts. Comments will be considered in the scoping process if received by October 27, 2009.

Mail your comments to:

Jeffrey Busby General Manager, Strategic Planning Chicago Transit Authority P.O. Box 7602 Chicago, IL 60680-7602

Or e-mail:YellowExtension@transitchicago.com Comments can be submitted by mail or e-mail.

Stay Involved

For project information, visit: www.transitchicago.com/YellowEIS

If you would like to be added to the project mailing list or e-list for future updates, please send your contact information to Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, call (312) 681-2708, or e-mail dakbar@transitchicago.com.

Yellow Line Extension • Environmental Impact Statement Scoping Information

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THE DECISION MAKING PROCESS AND NEXT STEPS

After the scoping period, CTA will start preliminary engineering and prepare a Draft EIS. The public will have an opportunity to comment on the Draft EIS during a 45-day public comment period. During the review period, CTA will host public hearings to receive comments on the Draft EIS from the public and agencies. CTA will then prepare a Final EIS that includes responses to public comments.

The Federal Transit Administration (FTA) will consider the Final EIS and prepare a Record of Decision (ROD) selecting the preferred alternative. Issuance of the ROD indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act (NEPA). While CTA can advance on preliminary engineering concurrently with the environmental analysis, the issuance of the ROD will allow CTA to move forward with final design and construction of the Yellow Line.

Fall 2009	I <i>I</i>	ARGETED PROJ	ECI SCHE
	2010-2011	2011-2013	2016
Public Scoping Meeting, September 23, 2009	Preliminary Engineering and Draft EIS	Final EIS, ROD, Final Design, Start of Construction	Open for Operation

Yellow Line Extension • Environmental Impact Statement Scoping Information

Appendix I – Meeting Presentation

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road

Environmental Impact Statement Scoping
September 2009



Yellow Line Extension

Environmental Impact Statement (EIS)
Public Scoping Meeting
September 23, 2009

Meeting Agenda

• 6:00 – 6:45 pm Open House

• 6:45 – 6:55 pm Presentation

• 6:55 – 7:55 pm Public Comments on

Scope of Environmental

Impact Statement (EIS)

• 7:55 – 8:00 pm Next Steps/Adjournment

Background

- Alternatives Analysis process began in 2006
- Evaluated several alternative modes, alignments and profiles
- Extensive public outreach program
- Adopted Fixed Guideway Alternative as Locally Preferred Alternative (LPA)
- Environmental Impact Statement (EIS) builds on Alternatives Analysis process



Environmental Impact Statement (EIS)

- Prepared to comply with National Environmental Policy Act (NEPA) and to obtain federal funds
- Identify and evaluate potential impacts related to project construction and operation
- Inform public and decision-makers of potential impacts and mitigation measures

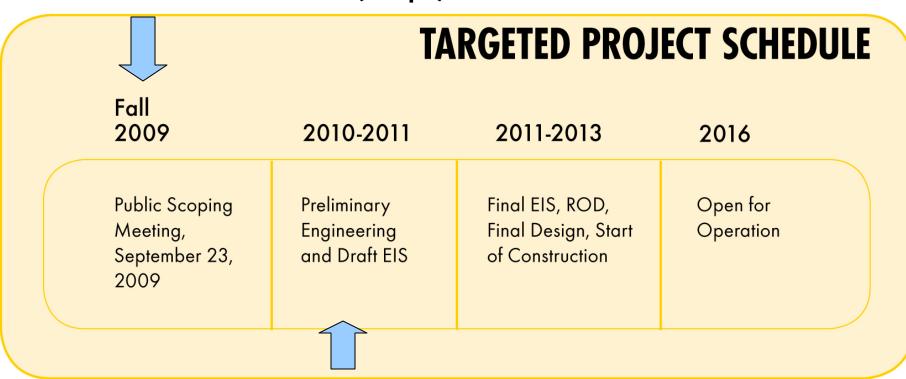
Yellow Line Extension

Connecting Dempster Station to Old Orchard Road





Scoping: process of determining focus and content (scope) of EIS



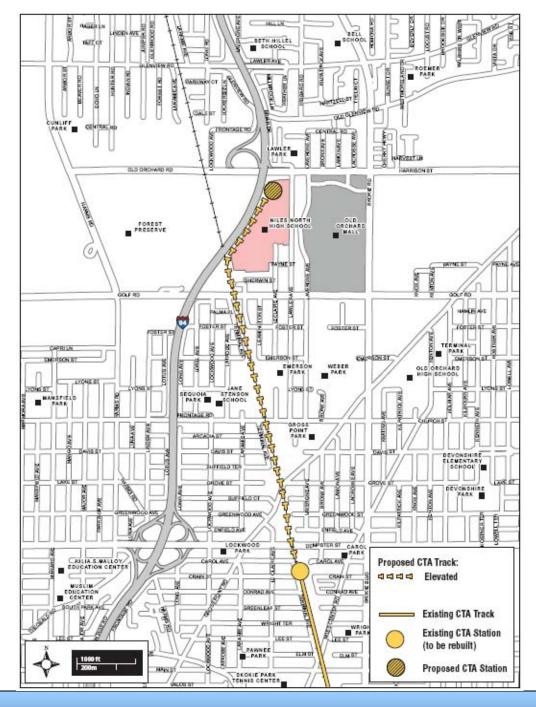
Public review of Draft EIS; relevant scoping comments addressed in Draft EIS

Project Alternatives to be Studied in EIS

- No Build Alternative
- Transportation System Management (TSM) Alternative
- Locally Preferred Alternative (LPA): Fixed Guideway



Locally **Preferred Alternative**



Yellow Line Extension

Connecting Dempster Station to Old Orchard Road

Environmental Impact Statement Scoping September 2009



Public Comments on Scope of EIS

Scoping Comments

Focus comments on:

- Purpose and Need
- Proposed Alternatives
- Proposed Environmental Issues to be Examined
- Potential Environmental Effects and Mitigation Measures to be Considered



Speaker Guidelines

- Submit a speaker card
- Moderator will call speakers by name
- Re-state your name
- Speakers have 3 minutes to comment
 - > Yellow- 30 seconds remaining
 - ➤ Red- speaking time is over
- Tonight we will not respond to your comments
- Comments will be documented in scoping report



Yellow Line Extension

Connecting Dempster Station to Old Orchard Road

Environmental Impact Statement Scoping September 2009



Meeting Close

Scoping Comments due by October 27, 2009

- Tonight verbal comments were recorded by court reporter
- Write comments and place in box provided
- Mail:

Jeffery Busby, General Manager, Strategic Planning Chicago Transit Authority P.O. Box 7602 Chicago, IL 60680-7602

- E-mail: YellowExtension@transitchicago.com
- Fax: (312) 681-4297





Stay Involved

Updates posted on:

www.transitchicago.com/YellowEIS

Join the mailing list:

Darud Akbar

Government & Community Relations Office

Chicago Transit Authority

P.O. Box 7567

Chicago, IL 60680-7567

(312) 681-2708

dakbar@transitchicago.com



Appendix J – Meeting Exhibit Boards

No Build Alternative

- Existing transportation system
- Plus committed transportation improvements in Chicago Metropolitan Agency for Planning Transportation Improvement Program including select intersection and road widening projects
- Focus on preservation of existing bus service



Transportation System Management (TSM) Alternative

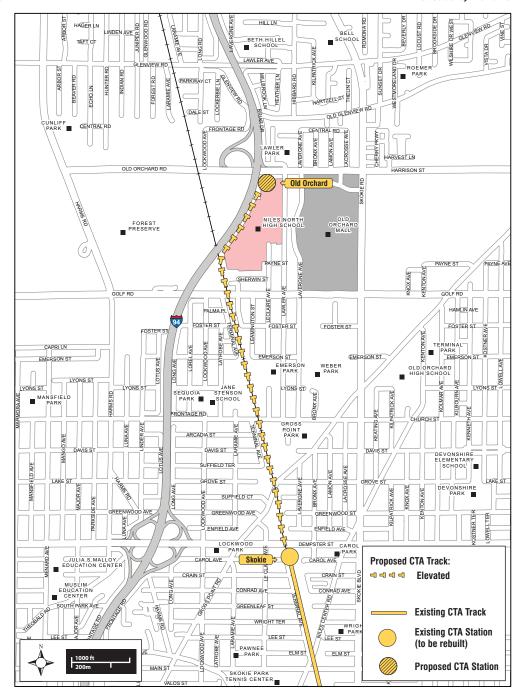
Bus Rapid Transit (BRT) alternative that operates between the Yellow Line Dempster Station and Westfield Shoppingtown Old Orchard Mall via Dempster Street, Niles Center Road, Skokie Boulevard, Golf Road and Lavergne Avenue.

- 1.7 miles with no intermediate stops
- Operates in mixed traffic with traffic signal priority on the Dempster Street, Niles Center Road, Skokie Boulevard and Golf Road portion of the route; no exclusive lanes
- New Park & Ride facility at Old Orchard Road
- Existing bus routes continue regular operation





Locally Preferred Alternative(LPA): Fixed Guideway Alternative



Yellow Line Extension

cta

Locally Preferred Alternative (LPA): Fixed Guideway

Extend Yellow Line rapid transit from Dempster Station to Old Orchard Road.

- 1.6 miles with no intermediate stops
- Two new stations:
 - 1) Dempster Station would be rebuilt to accommodate longer length trains and support bi-directional ridership demand
 - 2) Old Orchard terminal station would be located east of the expressway and in the northwest portion of the Niles North High School property
- CTA and Pace bus services would be rerouted to pass through an off-street facility on the east side of the rapid transit station





Project Purpose

- Improve transit accessibility
- Provide mobility options by better utilizing existing transportation infrastructure capacity

The need for the project is based on the following considerations:

- There is a significant reverse commute to the project area that is not well served by the current Yellow Line terminal location
- Travelers on the existing system must make multiple transfers to reach activity and employment centers in the project area
- Transit alternatives will allow a portion of project area trips to avoid continued growth in arterial street and expressway congestion





Submit Comments

Scoping comments due by: *October 27, 2009.* Comment on the proposed project alternatives and potential environmental effects. Submit to:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

Fax: 312-681-4297

E-mail: YellowExtension@transitchicago.com



Stay Involved

Visit: www.transitchicago.com/YellowEIS

To join the mailing list or e-list, contact:

Darud Akbar

Government and Community Relations Officer

Chicago Transit Authority

567 W. Lake Street

Chicago, IL 60661

Fax: 312-681-2796

E-mail: YellowExtension@transitchicago.com



Appendix K – Public Scoping Meeting Transcripts

1	CHICAGO TRANSIT AUTHORITY						
2	PUBLI C HEARI NG						
3	"YELLOW LINE EXTENSION						
4	CONNECTING DEMPSTER STATION TO OLD ORCHARD ROAD"						
5	September 23, 2009						
6							
7	STENOGRAPHIC REPORT OF PROCEEDINGS						
8	had in the above-entitled matter held at the Oakton						
9	Community Center, 4701 Oakton Street, Skokie,						
10	Illinois, commencing at 6:45 o'clock p.m.						
11							
12	PRESENTERS:						
13	MR. DARUD AKBAR, Government & Community						
14	Relations Officer, Chicago Transit						
15	Authori ty						
16	MR. JEFFREY BUSBY, General Manager,						
17	Strategic Planning, Chicago Transit						
18	Authori ty						
19	MS. SARAH LAYTON WALLACE, Moderator						
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21							
22							
23	Reported by: Anna M. Morales, CSR, RMR						
24	Li cense No.: 084-002854						
1	(Whereupon, the following						
2	proceedings commenced at						
	Page 1						

Appendix K_092309 CTA Yellow Line Skokie 6:45 o'clock p.m.) 3 4 MR. AKBAR: If there's anyone in the room that absolutely needs a seat, please let us know before 5 6 we begin the presentation so we can try to 7 accommodate you. 8 Good evening, everyone. My name is 9 Darud Akbar. I'm the Government & Community 10 Relations officer with the Chicago Transit 11 Authority. I would like to welcome everyone this 12 evening to the public scoping meeting for the 13 Yellow Line Extension project. Thank you again for 14 coming out tonight. 15 I would like to acknowledge a few folks 16 before we begin tonight's meeting. First, I would 17 like to extend a thank you to the Mayor of the 18 Village of Skokie, Mayor Van Dusen. A 19 representative from Jan Schakowsky's office, the 20 Congresswoman, Mr. Davis. Steve Marciani, the 21 Planning Supervisor for the Village of Skokie. 22 Mr. Gatta, District 219, the superintendent.

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MR. AKBAR: We also have the Board of Trustees

2 Meryl Gale.

VOICES: Ms.

23

24

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What we would like to do is get ready to

here as well, Randy Roberts, Jeff Greenspan, and

- 4 begin the presentation. I'm going to turn things
- 5 over to Sarah. She's going to talk about the

Ms.

6 agenda tonight. We know we have a lot of folks

- Appendix K_092309 CTA Yellow Line Skokie
- 7 here, have a lot of good things and negative
- 8 things, positive things, all kinds of things to
- 9 say. We want to listen to everybody's input. So
- 10 please be patient. We know we have a lot of folks
- 11 here. Let's take our time. Let's be courteous to
- 12 each other, and we'll make sure that we hear
- 13 everyone out and have their comments recorded.
- 14 With that, I'm going to turn things over
- 15 to Sarah.
- 16 MS. WALLACE: Good evening. Thanks for being
- 17 here. What I want to do first is walk through our
- 18 meeting agenda; but, before I do that, is there
- 19 anyone that is in need of a Russian interpreter?
- 20 We do have that service available.
- 21 So here's how we work tonight. We just
- 22 completed the open house portion of the meeting,
- 23 and we're going to go into at least in a moment the
- 24 presentation. So Jeff Busby from CTA will be

- 1 coming forward. He's going to walk you through the
- 2 project.
- 3 After the presentation portion, we're
- 4 going to move into the public comment portion of
- 5 the meeting. Right before we do that, I will go
- 6 through some guidelines for you so that you
- 7 understand the kind of comments -- focus your
- 8 comments and the timing that we have available for
- 9 you. After we have received all the comments --
- 10 and I want to mention that we're definitely going

- Appendix K_092309 CTA Yellow Line Skokie
- 11 to be here until 8 o'clock to receive any comments
- 12 anyone has, but if not, everyone will have a chance
- 13 to speak that wants to speak. We'll stay here as
- 14 long as we need to to make sure that everyone gets
- 15 that opportunity. After that, we'll talk a little
- 16 bit about next steps ahead and then we'll adjourn
- 17 the meeting.
- 18 So let's go ahead now and Jeff will do a
- 19 presentation.

- 20 MR. BUSBY: Hi. Good evening. Welcome again.
- 21 It's good to see everyone out. I'm Jeff Busby. I
- 22 work in the Planning Department at the Chicago
- 23 Transit Authority, and I oversaw the study that
- 24 started the initial work on extending the Yellow
 - That study was titled the Alternatives

- 2 Analysis. We started that in 2006.
- 3 The intent of the Alternatives Analysis
- 4 was to look at the transportation challenges in the
- 5 corridor and identify through looking at a whole
- 6 range of transit technologies how to best solve and
- 7 address some of the transportation challenges. We
- 8 looked -- we actually built our work base off of a
- 9 feasibility study that was commissioned by the
- 10 Village of Skokie in the early 2000s that looked at
- 11 alternatives both for the engineering feasibility
- 12 and the cost of a new station at Oakton Street as
- 13 well as an extension of the Swift to serve
- 14 Old Orchard.

Appendix K_092309 CTA Yellow Line Skokie As I mentioned, we started the 15 16 Alternatives Analysis in 2006. We looked at a wide 17 range of transit technologies, different corridors, 18 different profiles, which refers to the position of 19 the transit facilities with respect to the ground. 20 We did a pretty extensive public outreach effort. 21 That included a public meeting in 2007 and a public 22 meeting in 2009. That study culminated with the 23 adoption of what's called a Locally Preferred 24 Alternative by the Chicago Transit Board. That

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1 adoption was made in August of this year. We're 2 going to talk a little bit more about that. 3 I wanted to point out and, in particular, 4 give you the background that absolutely what we 5 looked at in the Alternatives Analysis will be considered as part of the preparation of the 6 7 Environmental Impact Study. And the reason you're 8 all here today is to help us determine the scope of 9 what we should look at in the environmental review. And we are interested obviously in your opinions on 10 11 the likely impacts of the extension as it's 12 composed, but also other alternatives that may 13 similarly or perhaps better address the 14 transportation challenges of the corridor. 15 The Environmental Impact Statement starts with the meetings we're holding tonight. We are 16 17 going to prepare it in partnership with the Federal

The reason we're doing

Transit Administration.

Appendix K_092309 CTA Yellow Line Skokie 19 this study is because we're going to seek federal

- 20 funding to help for the construction of the
- 21 extension. And any time you spend federal funds on
- 22 a large project, you have to comply with the
- 23 National Environmental Policy Act. And that
- 24 requires that you identify the potential impacts,

- 1 both positive and negative, to the human and
- 2 natural environment from both the construction and
- 3 operation of the rapid transit line.
- 4 The intent of this document is to be very
- 5 open, to inform members of the public as well as
- 6 decision-makers on both the positive and negative
- 7 impacts of the proposal.
- 8 To give you a sense of where we're headed
- 9 with this project, as I mentioned, we started the
- 10 Alternatives Analysis back in 2006. The
- 11 environmental studies are starting now. The way
- we're going to answer many of your comments
- 13 tonight, in fact, all of your comments tonight,
- 14 will be in preparation of a draft Environmental
- 15 Impact Statement, and we hope to release that in
- 16 the 2010 or early 2011. There will be another
- 17 opportunity at that point to see what it is that we
- 18 identify and what the community strategies are.
- 19 At that point, we have to apply for
- 20 federal permission to begin further project
- 21 development. That's the actual preparation of the
- 22 construction drawings and the final environmental

- Appendix K_092309 CTA Yellow Line Skokie impact statement which reflects, again, a more
- 24 public input on the recommendation and

- 1 construction.
- 2 If we identify all the funds to do that
- 3 and we get federal permission, we think we could
- 4 begin construction in 2013. That's very much an
- 5 ambitious goal. It's not something that the CTA
- 6 can commit to because there's a lot of things
- 7 beyond our control here, but that is what we think
- 8 is a likely timetable if everything went well.
- 9 That would put the line in operation to begin,
- 10 assuming everything well, by 2016.
- We are going to be talking tonight about
- 12 alternatives to be studied in the Environmental
- 13 Impact Statement. I wanted to point out that as a
- 14 result of the Alternatives Analysis, we're
- 15 recommending that three alternatives be considered
- 16 in a preparation of the environmental reference.
- 17 The first alternative is a No-Build
- 18 Alternative. It looks at what the impacts of the
- 19 environment would be from doing nothing in the
- 20 corridor other than sustaining existing transit
- 21 that we have now in place and perhaps road
- 22 improvements that are already planned for the
- 23 corri dor.
- 24 The second alternative is called a

- 1 Transportation System Management Alternative. It's
- 2 a long word, but it really refers to a lower cost
- 3 alternative to the rail extension. The TSM
- 4 Alternative we have developed would be an express
- 5 bus. It would travel from the existing Skokie
- 6 Swift station at Dempster Street to Old Orchard and
- 7 to the courthouse. There may be an opportunity for
- 8 a park-and-ride at Oak Park in case the parking at
- 9 Dempster Street gets filled. We would also include
- 10 some technologies to help the bus trips by changing
- 11 the signals to advance the bus through the traffic
- 12 signal a little bit faster.
- And finally what we have labeled the
- 14 Locally Preferred Alternative is an extension of
- 15 the Yellow Line. We'll talk about it and I will
- 16 show you a map on the next slide. What we're
- 17 proposing is an extension of the Swift which would
- 18 be built as an elevated extension. It consists of
- 19 rebuilding the Dempster Street station, elevated
- 20 and over Dempster Street, and then continuing north
- 21 again above the street levels as far as the Edens
- 22 Expressway where the line would turn and follow
- 23 Cook County's right-of-way which is right next to
- the Edens Expressway and end near Niles North.

- 1 This alternative is an elevated structure.
- 2 It's a very different -- it's envisioned to be a
- 3 very different construction than the elevated ones Page 8

- 4 that you're familiar with in downtown Chicago.
- 5 It's modern technology using concrete, single
- 6 columns. And it's also a single track so it's not
- 7 as wide as the old system.
- 8 I should mention that in addition to these
- 9 three alternatives, we will be taking comments --
- 10 and Sarah will mention this -- we will be taking
- 11 comments on other alternatives that you think may
- 12 better address some of the transportation
- 13 challenges in the corridor. That's all I have.
- 14 I'm going to turn this over to Sarah,
- 15 who's going to give you the ground rules for how to
- 16 accept comments.
- 17 MS. WALLACE: Thank you. Okay. Now we're
- 18 going to go to the public comment portion of our
- 19 meeting. I want to first mention, if you have a
- 20 cell phone with you, if you could please turn that
- 21 off or at least turn it to vibrate. We'll make
- 22 sure everybody has a chance to be heard.
- 23 So as part of the comment process, these
- 24 are the areas that we need to cover and so these

- 1 are the areas that we would like to hear from you:
- 2 Purpose and need of the project; the proposed
- 3 alternatives; the proposed environmental issues to
- 4 be examined as well as potential environmental
- 5 effects and mitigation measures to be considered.
- 6 So if you would focus your comments there, that
- 7 would be most helpful to the process going forward. Page 9

- 8 Some guidelines. If you haven't done so
- 9 already, please fill out a speaker card, and there
- 10 are folks in the aisles that can collect those from
- 11 you and they'll bring those forward. I will be
- 12 calling the speakers by name, and I will call two
- 13 or three at a time so that you can go ahead and
- 14 line up behind this microphone.
- 15 And you're going to have three minutes to
- 16 comment. The first thing I want you to do is to
- 17 restate your name. I may not get it right, and I
- 18 want to make sure for the record that we have your
- 19 name correctly. If I can't read your writing very
- 20 well, I may even ask you to spell your name so that
- 21 we definitely have it in the record.
- 22 So you will have three minutes to comment.
- 23 And the good news is you don't have to try to keep
- 24 track of that time yourself. So what we have up

- 1 front is a stoplight. You can all see the
- 2 stoplight. And right when you begin to speak,
- 3 that's when you will be green. When you have
- 4 30 seconds remaining, it will turn yellow. When
- 5 you see it start flashing yellow, that means you
- 6 got 15 seconds; and when it turns red, that means
- 7 your time is up. It's very important to stick to
- 8 those time frames so that we make sure everyone has
- 9 had an opportunity to come and put in their three
- 10 minutes.
- 11 If you feel like it's going to be a Page 10

- 12 challenge to get your thoughts together in that
- 13 three-minute time period and share it with us in a
- 14 three-minute time period, we encourage you to
- 15 submit your more detailed comments in writing, but
- 16 we will ask you to stick to the three minutes
- 17 during the session today.
- 18 Because we're here to hear from you, this
- 19 is your time for input, CTA will not be responding
- 20 to your comments tonight, but we will be
- 21 documenting all those comments in the scoping
- 22 report. We ask when you come forward also that you
- 23 direct your comments to the CTA, to Jeff and Darud
- 24 at the table here; but, again, make sure you keep

- 1 an eye on the stoplight so you're aware of the
- 2 time. All right.
- With that, we're -- oh, yes. I must
- 4 mention that we have a court reporter here who will
- 5 be documenting the comments for the record. Again,
- 6 if we have any questions about the spelling of your
- 7 name and so forth, we'll ask that to make sure that
- 8 that's all accurate.
- 9 We do have a couple people I already know
- 10 that are going to need translation. People that
- 11 need translation are going to get a little extra
- 12 time. They're going to get six minutes instead of
- 13 three to allow for the back and forth of the
- 14 translation. Just so everyone is clear why that's
- 15 occurring.

- 16 Let's go ahead and get started. We're
- 17 going to have Trustee Randy Roberts followed by
- 18 Debra Yampol and then Gabriela Tidhar. If those
- 19 folks could come to the mic. Speak very clearly
- 20 into the microphone and restate your name for the
- 21 first part of your comment.
- 22 MR. ROBERTS: Good evening. My name is
- 23 Randy Roberts. I'm an elected Village Trustee for
- 24 the Village of Skokie. I have two children who

- 1 graduated from Niles North High School. I love
- 2 that high school, and I've attended many sporting
- 3 events there. I'm a daily rider of the Yellow Line
- 4 and the Purple Line for my job to go downtown.
- 5 I'm here tonight to speak in favor of the
- 6 expansion of the Skokie Swift, although I want to
- 7 say right from the beginning that I'm not wedded or
- 8 committed to the specific alternative that the CTA
- 9 has chosen.
- 10 I understand from e-mails and letters that
- 11 I have received from residents that many people are
- 12 upset and do not like the proposed alternative; but
- 13 I think that -- I hope that we hear from the people
- 14 who are against tonight but also the people who are
- 15 in favor of because I think this is the biggest
- 16 public works project in the history of the village.
- 17 The economic development for our village,
- 18 the lessening of traffic congestion, and the
- 19 reduction of environmental solution for our village Page 12

- 20 would make us a first-class village if we can work
- 21 together as a village with the RTA to pull off this
- 22 expansion. So I'm willing to, as an elected
- 23 trustee, work with the citizens and work with the
- 24 CTA to make this happen. We worked for ten years

- 1 to get one single CTA stop in Oakton Street.
- 2 So this is a once-in-a-lifetime
- 3 opportunity. So I hope that the citizens of Skokie
- 4 and the surrounding suburbs will come together to
- 5 work with the CTA so that we can make this happen.
- 6 Thank you very much.
- 7 MS. YAMPOL: My name is Debra Yampol. I was
- 8 hoping --
- 9 VOICES: We can't hear you.
- 10 MS. YAMPOL: Can you hear me now? My name is
- 11 Debra Yampol. I was kind of hoping that I wouldn't
- 12 be the second person speaking, but the reality is
- 13 this: As a parent with teenage children and
- 14 children who want to participate in things at the
- 15 high school and everything else who don't drive,
- 16 and I'm not really in a position that I'm going to
- 17 buy them a car, to have a way that they can get to
- 18 school and be -- sleep a little bit longer, get
- 19 home a lot faster, have a much more direct route,
- 20 to me is a really positive thing.
- 21 In addition, I watched the impact of the
- 22 Oakton Station as far as more businesses wanting to
- 23 come in, more residences being built, more condos; Page 13

- 1 will come to downtown Skokie. If this has any type
- 2 of similar kind of effect, I'm hoping -- I'm not
- 3 saying which type of route might be the best
- 4 because, truthfully, I'm not familiar enough with
- 5 them, but the idea of it and the idea of what it
- 6 would offer I think is an incredible thing.
- 7 I'm sorry, I don't have three minutes
- 8 worth to speak.
- 9 MS. WALLACE: Please hold your applause and
- 10 we'll be able to --
- 11 MS. TIDHAR: Hi, my name is Gabriela Tidhar.
- 12 I'm a parent of sophomore at Niles North. And I'm
- 13 happy to be the first person verbally to disagree
- 14 with everything that everybody is saying.
- 15 (Appl ause.)
- 16 MS. WALLACE: Please hold your applause. That
- 17 will take away from her three minutes of speaking.
- 18 MS. TIDHAR: Seven years ago, we brought
- 19 property in District 58 which is on the far north
- 20 end of Skokie so that our child could go to Niles
- 21 North. I don't think if I would be having a child
- 22 going into Niles North in six years that I would be
- 23 very happy to know that they would be willing to
- 24 put a parking lot in my child's school let alone a

- 1 major CTA line dropping off. I don't think there's
- 2 any school in the state or on the North Shore that
- 3 has a parking garage probably due to safety and
- 4 security reasons. My daughter is 16 years old or
- 5 going to be 16, and I would be really -- I would
- 6 never let her park in a parking garage for the
- 7 safety issue.
- 8 I think what's happening here is -- and
- 9 I'm a little upset with our village administration
- 10 that we've hired is that they're selling out our
- 11 children's safety supposedly (applause) parents of
- 12 a child at Niles North. It looks as if we are
- 13 going down the same road that Wall Street is.
- 14 We're putting money first and people second.
- 15 MS. WALLACE: I ask you please to hold your
- 16 applause. We're going to have folks with all kinds
- 17 of things to say, and we're ready to hear them, but
- 18 we don't want to cut into people's time. Hold your
- 19 applause. And also we can't hear people comments
- 20 clearly.
- 21 Stuart Ross, James "Len" Fair, and
- 22 David Patt. Would you please come forward?
- 23 MR. ROSS: My name is Stuart Ross. I'm a
- 24 homeowner directly -- that would be directly

- 1 affected by this proposal. My daughter is also a
- 2 freshman at Niles North. We purchased our property
- 3 in Skokie ten years ago. Had I known about

- Appendix K_092309 CTA Yellow Line Skokie 4 something like this, I don't think I would have
- 5 ever purchased where we have lived very happily for
- 6 ten years.
- With that said, I have a couple comments
- 8 about this whole process. Number one, supposedly
- 9 there has been public input up to this point.
- 10 There has been no knowledge of any -- myself or any
- 11 of my neighbors that any of this was going on. And
- 12 it's very troublesome. It's very much like the
- 13 condos that went up across the Edens Expressway
- 14 from us, a very big zoning variance that just all
- 15 of a sudden, boom, it's there. And it's changed
- 16 everybody's life.
- 17 If there is this proposal, which someone
- 18 made in a couple of minutes here, I would like to
- 19 know where they came up with the name locally
- 20 preferred because it is not locally preferred.
- 21 That is absolute ludicrous to think that this is
- 22 locally preferred.
- 23 I think locally preferred from the group
- 24 of people that have come out would be, if anything,

- 1 to expand the buses, to do -- your first two
- 2 proposals make a lot of sense. To put in a rapid
- 3 transit system for this short distance does not
- 4 make sense. The impact not just on the environment
- 5 but the quality of life for everybody in Skokie is
- 6 going to be a huge, huge difference.
- 7 One of the other things is having somebody

- Appendix K_092309 CTA Yellow Line Skokie
- 8 that does drive that gets on the expressway morning
- 9 and night at Old Orchard Road, that exit already is
- 10 a zoo especially at holiday time when people do
- 11 come and shop more often at Old Orchard Mall. It
- 12 is dangerous. It is crazy. In the mornings, I
- 13 drive up Lawler every day to go to get on the
- 14 highway at Old Orchard; and, again, kids driving to
- 15 school every day, that's dangerous. And this is
- 16 already. If there is a huge amount of increase in
- 17 that traffic, it is going to be even more
- 18 dangerous, more of a zoo, much more difficult.
- 19 So the final thing that I hate to say
- 20 is --
- 21 MS. WALLACE: Thank you.
- MR. ROSS: I'm done.
- 23 MR. FAIR: James "Len" Fair. I live at
- 24 5122 Grove. I'm a Skokie residence. We bought the
- 20
- 1 house in 1956 in Skokie. This is my third house
- 2 here. I bought another house on Edens Highway near
- 3 Touhy. And I finally moved over to this spot that
- 4 is quiet. The trains used to come through there.
- 5 If you lived in Skokie for a while, you know what
- 6 that is.
- 7 So my neighbors -- and I haven't met
- 8 anyone that agrees with this yet. I think the
- 9 mayor has just listened to what we have to say and
- 10 put it down. Thank you.
- 11 MS. WALLACE: David Patt and Lisa Lipin and

- Appendix K_092309 CTA Yellow Line Skokie 12 Nancy Gatta.
- 13 MR. PATT: I'm David Patt. I'm a homeowner
- 14 near Golf and Crawford, nearly two miles from the
- 15 site. I'm also the past president of the Niles
- 16 North High School PTSA.
- 17 I think having a rapid transit stadium --
- 18 I'm calling it a stadium -- around the school is
- 19 not good planning at all. It's a very poor choice.
- 20 This is not going to reduce congestion. It will
- 21 increase congestion. There will be more people
- 22 coming here, more people driving. A commuter
- 23 station will attract people wherever you put it.
- 24 So you're not addressing any specific
- 1 local need. If you do feel that there is any, you

- 2 can always add bus service.
- 3 This plan violates at least 6 of the 13
- 4 environmental statement categories you have listed.
- 5 It will increase parking problems in the school.
- 6 You will have now conflict between commuters and
- 7 students and staff and teachers. You need to
- 8 police those areas to make sure that the students
- 9 and the school officials have places to park. You
- 10 need to police it to make sure that loiterers don't
- 11 bother the people coming to the school, and this
- 12 will have to be done all hours of the day and
- 13 ni ght.
- 14 This is one of the jewels of our
- 15 community, and I think it's wrong to sacrifice the

- Appendix K_092309 CTA Yellow Line Skokie 16 welfare of the school for the benefit of I don't
- 17 know who.
- 18 MS. WALLACE: Nanciann Gatta and then
- 19 Lisa Lipin and then Gerald Gross.
- 20 MS. GATTA: Good evening. My name is
- 21 Nanciann Gatta. I'm the superintendent of the
- 22 Niles North High School District 219 which includes
- 23 Niles North, Niles West, and Niles Central High
- 24 school s.

- 1 Our school district has already gone on
- 2 record with the CTA about a number of outstanding
- 3 concerns and questions about the proposed Yellow
- 4 Line Extension to Old Orchard Road. Because we
- 5 have taken a lot of calls and questions from
- 6 concerned parents, I appreciate you being here
- 7 tonight, and community members, about the school
- 8 district's position on the issue. I thought it was
- 9 very important for me to speak here tonight.
- 10 At its August 12th meeting, I stated
- 11 publicly to the CTA Board of Directors downtown
- 12 that the agency must address the district's concern
- 13 given the fact that the proposed extension would
- 14 inevitably impact Niles North High School. We have
- 15 extremely limited space at the Niles North campus
- 16 where we serve about 2,200 students daily. The
- 17 site is landlocked, and we're already challenged by
- 18 having parking for staff and students in a very
- 19 confined area that must accommodate school bus and

- Appendix K_092309 CTA Yellow Line Skokie other vehicle access.
- 21 Due to space constraints, we work very
- 22 hard to juggle providing adequate room for athletic
- 23 practice, competitions, extensive usage for our
- 24 schools, for our extra-curricular activities, and

- 1 by outside community groups. We've simply run out
- 2 of room.
- I want you all to know tonight that the
- 4 Locally Preferred Alternative is not for
- 5 District 219, Locally Preferred Alternative.
- 6 (Applause.) With that being said, we are working
- 7 with the CTA. We've entered into the public record
- 8 of the CTA Board a detailed list of our outstanding
- 9 concerns. We've registered as a participating
- 10 agency in the CTA's formal scoping process with the
- 11 Federal Transit Administration so that we have a
- 12 seat at the table while the Environmental Impact
- 13 Statement is being prepared.
- And we have several representatives here
- 15 tonight from the school district so we can hear all
- 16 of your comments in attendance so that we can note
- 17 any additional items or issues that may not already
- 18 be on our list. We at the District 219 high
- 19 school, we want to educate our students in a safe
- and secure environment, and we take that charge
- 21 most seriously.
- We also value our partnership with the
- 23 village, with the CTA, with parents, and members of

- 1 tonight, and I thank you all for being here.
- 2 MS. WALLACE: Lisa Lipin, Gerald Gross --
- 3 A VOICE: Could you wait until the applause is
- 4 done to state the names because the first few names
- 5 are getting lost?
- 6 MS. WALLACE: I would ask that we hold the
- 7 appl ause.
- 8 VOICES: We're asking you to wait.
- 9 MS. WALLACE: I understand. And I would like
- 10 you to hold your applause. Lisa?
- 11 MS. LIPIN: My name is Lisa Lipin. I'm the
- 12 parent of a Niles North student and also an Old
- 13 Orchard Junior High student. I'm also the PTA
- 14 president at Old Orchard Junior High.
- 15 I believe that the LPA is a dangerous and
- 16 unwise proposition for our community. I, too,
- 17 would like to know who the locals are that prefer
- 18 this plan? I, like many others in the room
- 19 tonight, didn't have a clue that the CTA had
- 20 approved the LPA until after the fact. I would
- 21 have liked to have been part of the process but had
- 22 no idea that meetings had been ongoing over the
- 23 past couple of years on the issue.
- 24 I think that the CTA and the Village of

1 Skokie should have sent letters home, made calls, 2 whatever they needed to do so that all residents were aware of the plan to extend the Yellow Line 3 4 and the processes involved in determining the LPA. 5 Many are here tonight because of an extensive community outreach, which I participated 6 7 in, neighbors, friends, the school PTA. 8 people I have approached to tell them about the 9 CTA's plan were completely unaware. 10 The LPA infringes upon Niles North as 11 preferred by actually running on the property and 12 terminating smack in the middle of the Niles North 13 parking lot, and it's going to have a bus depot and 14 a parking structure that would be built to 15 accommodate transit users and students. 16 District 68 PTA, along with the Niles 17 North PTA, feel it is very dangerous to have a 18 parking lot that is to be shared by high school 19 students and transit users at large. It is not a 20 matter of speculation, but some of the CTA patrons 21 will be involved in the legal system as part of the 22 plan is to run a bus from this stop to the Cook 23 County Courthouse at Old Orchard Road. In 2008, 24 1,581 felony cases were heard at the court along

Appendix K_092309 CTA Yellow Line Skokie

- 1 with 8,647 misdemeanor cases. Obviously, the court
- 2 is pretty busy.
- 3 The Illinois Criminal Code
- 4 prohibits registered sex offenders from coming Page 22

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- 5 within 500 feet of a school as well as a park. And
- 6 Niles North is not only located by the expressway
- 7 but right across the street from Lawler Park. The
- 8 LPA will put a bus depot and a parking lot on Niles
- 9 North property which will violate this 500 feet
- 10 limit if any of the transit users are registered
- 11 sex offenders.
- 12 If Illinois lawmakers felt the need to
- 13 enact such a law, I want the CTA to abide by this
- 14 law to ensure the safety of our students from the
- 15 potential threat of sexual predators.
- 16 The LPA also raises a concern as to the
- 17 environmental impact on the high school. As
- 18 proposed, the project is going to have a noise
- 19 impact on the school which will prove disruptive to
- 20 the students. It's going to have a property impact
- 21 by disrupting or making the school move some of its
- 22 facilities, including electrical, sports, and the
- 23 theater. And we are the number one fine arts
- 24 school in the country, last I heard. And it's

1 going to create added pollution from buses and

- 2 traffic brought to the school property.
- 3 The safety of our children is of the
- 4 utmost importance. My hope is that after hearing
- 5 public comment tonight in opposition of the LPA
- 6 that the CTA will consider a new alternative to
- 7 meet the transportation needs for the 21st century
- 8 that does not put the safety of our kids at risk. Page 23

- 9 One more thing. We need an alternative
- 10 that would be in the best interest of Skokie
- 11 residents, especially our children, the future of
- 12 Skoki e.
- 13 MS. WALLACE: Thank you. After Gerald Gross is
- 14 -- I believe it's S. Levin and then Irma Katz.
- 15 MR. GROSS: Good evening. I'm Gerald Gross.
- 16 I'm a 56-year resident in Skokie. I'm also a
- 17 retired CTA bus driver.
- 18 And after looking at -- first of all, I'm
- 19 not an expert on environment. And I have already
- 20 testified at the August CTA Board meeting that I'm
- 21 against this project. And if it was something that
- 22 would bring someone from Dempster Station right
- 23 directly to the west entrance of Macy's or
- 24 Bloomingdale's, it might be a worthwhile project.

1 But it doesn't even come close to doing that.

- 2 As far as I'm concerned, it's a project
- 3 somewhere in the range of \$300 million that would
- 4 be way, way too expensive for the few people that
- 5 would benefit. It's my tax money. I wish they
- 6 would have even dropped this a lot sooner and
- 7 stopped spending money on the studies.
- 8 And, again -- I mean, my pet name for the
- 9 project, I call it The Three Bridges to Nowhere.
- 10 That's all I have. Thank you.
- 11 MS. WALLACE: Could you restate your name and
- 12 spell it so we can make sure we have it right? Page 24

- 13 MR. LEVIN: My name is Schal (phonetic) Levin,
- 14 L-e-v-i-n. I'm a Skokie resident for many, many
- 15 years. I remember when we had a train going across
- 16 Church Street.
- 17 What I would like to say is that we all
- 18 have these negative points, and the best valid
- 19 points against this project is the environmental
- 20 project should be stopped. And what I would like
- 21 to say to our mayor, if he's here --
- 22 VOICES: He's here.
- 23 MR. LEVIN: It says this process right now is
- 24 going on. What can you do, Mayor, to stop it? And

- 1 I think it's about time that the people here which
- 2 represent our government should not be run by the
- 3 government. We should run our government. And
- 4 think our mayor should realize that the people here
- 5 elected him to take care of this village. And
- 6 we're a village, not a giant metropolitan, right,
- 7 metropolitan?
- 8 VOICES: Metropolis.
- 9 MR. LEVIN: Excuse me. And I am very serious
- 10 that there are many seniors that aren't here right
- 11 now that have lived in Skokie over 50 years, and we
- 12 all got along traveling to work the way Skokie used
- 13 to be.
- 14 Right now, transportation is fantastic.
- 15 We got a brand new Skokie Boulevard. We got a
- 16 brand new Dempster Street. So what's stopping Page 25

- 17 people going to Old Orchard? We don't need a
- 18 train.
- 19 Furthermore, if people come to Old Orchard
- 20 to work, it's not the people from Skokie, and we're
- 21 going to lose jobs. And if we lose jobs, our
- 22 village government will lose their job. And I'm
- 23 telling you, Mr. President, if you can be
- 24 impeached, it could happen. I love Skokie.

- 1 A VOICE: Can't hear you.
- 2 A VOICE: Nobody heard you.
- 3 MS. WALLACE: Irma Katz, Charley Yale, and
- 4 Ron Abrams.
- 5 MS. KATZ: Hi. I'm Irma Katz. I am one
- 6 hundred percent against putting this terminal at
- 7 Old Orchard -- I mean, at Niles North, but that's
- 8 not what I'm going to talk about today.
- 9 I went to Google Earth to see where these
- 10 tracks were because I didn't know anything like
- 11 that existed. And what I found in between
- 12 different areas is lots of land along the tracks.
- 13 And I already talked to you about it. And if you
- 14 go north, go under the Edens Expressway and just
- 15 continue along the tracks, you can end up at Old
- 16 Orchard Road halfway between the courthouse and
- 17 halfway to Old Orchard.
- 18 And there's gobs of parking there.
- 19 There's that -- that's that area where Ruby Tuesday
- 20 is. The Title building is there. There's a huge Page 26

- 21 parking lot there. Gobs and gobs and gobs of
- 22 parking. And a one-story brown structure in the
- 23 woods that might need to be sacrificed, but that
- 24 would be a whole lot better than sacrificing Niles

- 1 North. And it's right by the courthouse, and we
- 2 don't have to deal with people having to be bussed
- 3 over the expressway, an expressway, by the way,
- 4 that goes like this.
- 5 And also I would like to say that I never
- 6 understood -- I have lived in Skokie for 30 years
- 7 now. I never understood why there would be the
- 8 Howard Station and then the Skokie Swift at
- 9 Dempster. It never made sense to me why there
- 10 wasn't a stop at Oakton, why there wasn't a stop at
- 11 McCormick. Why would they have done that? Now I
- 12 see there's going to be something at Oakton. I
- 13 thought that was great.
- 14 And I think it's also great that it goes
- 15 to Old Orchard Road. And look on my map. The
- 16 tracks go further, which you also know. And I
- 17 heard that there are plans to possibly put this
- 18 into Northfield eventually which means if it goes
- 19 into Niles North parking lot, they're going to say,
- 20 Oops, we're done here, we're going to get rid of
- 21 this, now we're going to go back to the original
- 22 plan. Just stick with the original plan to begin
- 23 with.
- 24 So that's what I got to say. Page 27

- 1 MS. WALLACE: Charlie Yale, Ron Abrams, and
- 2 then II ene Diamond.
- 3 MR. YALE: Folks, can you hear me? Everybody
- 4 can hear me? I got something to say about this.
- 5 I'm very grateful that you people are speaking up.
- 6 I work with the organizations and I
- 7 represent all the unions. This is my dream of a
- 8 big union hall where all union members are fighting
- 9 for something. You see me wearing the hat. I'm
- 10 located downtown at the union hall, Local 241.
- 11 I don't like what's going on right now and
- 12 the people are speaking out. It's a huge rally or
- 13 a boycott of all union members, it reminds me. Now
- 14 I got something to say about this.
- 15 I got a lot of seniority. I'm involved
- 16 with every union in the City of Chicago, multiplied
- 17 with organizations. People should join in and
- 18 fight back what's going on in their neighborhood.
- 19 People won't tolerate what's going on now.
- I am shocked to see so many people here in
- 21 this crowd. This reminds me of a union hall. I
- 22 have a lot to say. I'm the high command downtown.
- 23 I work at 600 West Washington. That's over 600
- 24 employees I'm involved with, 241 and 308. With the

- Appendix K_092309 CTA Yellow Line Skokie
- 1 health care reform, I'm in the high command.
- 2 There's a lot of people involved. This reminds me
- 3 of it. I was on the 241, a club that was on the
- 4 south side, and they have been hell like crazy for
- 5 health care. I met a lot of union members. You
- 6 see me wearing this hat.
- 7 This reminds me of the biggest union hall
- 8 of the City of Chicago. You people should fight
- 9 back with what's bothering you on that map. I'm in
- 10 a big crowd. (Applause.) Remember that.
- 11 If you people show me respect, I give you
- 12 mine. I'm here to fight back. I belong to Local
- 13 308 and 241. It's a big union. We need unions
- 14 right now. I'm involved with them completely all
- 15 around the clock. Tremendous administration and
- 16 everything else. They're fighting for a lot of
- 17 things and the high command.
- 18 If you show me respect, you get respect.
- 19 But I see a lot -- a hundred thousand people here.
- 20 This reminds me of a biggest union hall in the City
- 21 of Chicago. And if you demonstrate, I'll be with
- 22 you. You want to take action? You may not like
- 23 me, but I say it's too bad. If you show me
- 24 respect, you get respect.

- 1 What's on that map now is disgusting. I'm
- 2 here to fight. It's disgusting what's going on
- 3 right now. This reminds me of a big union hall
- 4 completely. Over a thousand members downtown.

- Appendix K_092309 CTA Yellow Line Skokie 5 That's all I got to say.
- 6 MS. WALLACE: Ron Abrams, and Hene Diamond,
- 7 and Larry Steiner.
- 8 MR. ABRAMS: My name is Ron Abrams.
- 9 Considering the current economic situation
- 10 in Skokie, any additional financial burden would
- 11 not be welcomed especially since we all will have
- 12 to share this burden.
- 13 If I had to choose one of the CTA options,
- 14 it would be an express bus, a bus that could maybe
- operate between 7:30 and 9:30 in the morning and
- 16 4 to 6 in the evening, Monday through Friday.
- 17 The only positive I see is that a very
- 18 small percent of people may save 10 to 15 minutes
- 19 on their commute versus all the negatives which
- 20 would include a reduction of our property values.
- 21 I think the CTA should be more concerned
- 22 with reversing its current stance of discontinuing
- 23 certain bus routes in Chicago which has put a major
- 24 burden on many people. That's all I have to say.

1 MS. WALLACE: Ilene Diamond, Larry Steiner, and

- 2 Al exandra Patera.
- 3 MS. DIAMOND: My name is liene Diamond. I live
- 4 on the 9600 block of Laramie Lane.
- 5 We have been protesting this structure
- 6 since the onset of the plan. What I do want to say
- 7 first is that I'm questioning the ability of this
- 8 committee that is from the CTA. The map is not

- Appendix K_092309 CTA Yellow Line Skokie correct. If you look at the map, and if you want 9
- 10 to bring it up or you look at your copies, you look
- 11 up past Golf Road, and near the structure, just
- 12 east of where the structure is going, there's a
- street there that's named Sherwin. That is Weber 13
- 14 Lane. That's number one.
- 15 Number two, our street, Laramie, north of
- 16 Golf, is not in existence whatsoever. I have lived
- 17 there for 23 years. We have other homeowners that
- 18 are there. I'm the president of our homeowners
- 19 association. We are back to back with Niles
- 20 North's south field.
- 21 I'm not going to repeat the fact that we
- 22 do feel that it is a major safety issue, but we do
- 23 not want to see the structure infringing on the
- value of our homes. What most people don't realize 24

- 1 is that even if this is built above ground, it will
- 2 be abutting many, many, many homes in the Skokie
- 3 It will be right behind our homes and it
- will devalue our property. 4
- 5 It will also devalue the privacy issues
- that we have had. The crime issue has gone up 6
- 7 already in Skokie this year and in the surrounding
- 8 suburban areas, and we feel it will bring in an
- 9 element to Skokie to our wonderful private
- 10 community and our beautiful community that we don't
- 11 want to have, we don't want to see. So thank you.
- MS. WALLACE: Larry Steiner, Alexandra Patera, 12

- Appendix K_092309 CTA Yellow Line Skokie and then Barbara Markovitz. State your name and be sure to speak directly into the mic.
- DR. PATERA: Good evening. My name is
- 16 Alexandra Patera. I'm a resident of Skokie. I
- 17 have children who are going to be going to 219
- 18 soon.
- 19 The very first thing I wanted to say is I
- 20 actually use the CTA a lot and I'm usually for
- 21 public transportation. I'm not one of those
- 22 parents who will have children driving to school.
- 23 Most likely my children will be walking, even
- though it might be a little bit over a half a mile.

- 1 Second, I would like to say that the name,
- 2 the Locally Preferred Alternative, is indeed a
- 3 misnomer as others have noted. But my main
- 4 objective is that I don't understand how somebody
- 5 could even think of putting a terminal, a public
- 6 train terminal that brings the general population
- 7 and, specifically, a population that is going to be
- 8 going to the courthouse as was noted, on a high
- 9 school property. I mean, that is just
- 10 unconscionable to me.
- 11 I could probably live with the
- 12 unsightliness. I could probably live with a lot of
- 13 the other issues, but where that terminal is being
- 14 placed is just unacceptable. In fact, I tried to
- 15 do a search to see if there were any other train
- 16 terminals located in a high school. I couldn't

- Appendix K_092309 CTA Yellow Line Skokie
- 17 find any, you know. So why should we be the first?
- 18 I don't want to experiment on my children, thank
- 19 you very much.
- 20 Moreover, the patrons of Old Orchard, they
- 21 drive. The workers that go to Old Orchard are
- 22 going to have to take -- they could take the
- 23 shuttle from Dempster to Old Orchard. Or I like
- 24 the proposal where why not follow the train tracks

- 1 and put the terminal in the forest preserve? I
- 2 think the deer could sacrifice a little bit of
- 3 space there. I would rather the deer sacrifice the
- 4 space than my children, frankly.
- 5 In any case, the so-called Locally
- 6 Preferred Alternative will require some kind of
- 7 shuttling because nobody is going to be walking
- 8 from where the terminal is going to be to neither
- 9 the courthouse nor to the Holocaust Museum. So
- 10 shuttles are going to be required anyway. Why not
- 11 just have them go from Dempster, be direct stops to
- 12 the mall, direct stops to the courthouse, and have
- 13 nothing to do with a high school?
- 14 The other note that I wanted -- that I had
- 15 was that I was surprised that the --
- 16 MS. WALLACE: 30 seconds.
- 17 DR. PATERA: -- that the alternative that
- 18 involves just the buses is actually cheaper than
- 19 the Locally Preferred Alternative, so to speak. So
- 20 why are we even having this discussion if the

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- 21 alternative is cheaper? Anyway, that's all I have
- 22 to say. Thank you.
- 23 MR. STEINER: My name is Larry Steiner. I
- 24 think we all know that security issues at our

- 1 schools have only increased over the years. I
- 2 think our local political people should know this.
- 3 The security has only increased over the years at
- 4 these schools. The cost of it has increased. I
- 5 don't know how they could even think about doing
- 6 something like this to bring all this extra traffic
- 7 into a school area. It seems to me that it's just
- 8 ri di cul ous.
- 9 Security is -- security issues are just
- 10 rising, and it's a cost to the local people. Is
- 11 the CTA going to come in and pay for security at
- 12 these schools and the parking lot?
- 13 And the property values are going to
- 14 decrease in the local community. I don't even
- 15 understand how the Skokie Village could even look
- 16 at something like this seriously. It's a travesty
- 17 to the community. Thank you.
- 18 MS. WALLACE: Barbara Markovitz,
- 19 Lisa Silverman, and Sophia Theodoropoulos.
- 20 MS. MARKOVITZ: Good evening. My name is
- 21 Barbara Markovitz, a parent of a sophomore. I'm
- 22 very proud of my daughter. I, unlike a lot of
- 23 homeowners, I was living -- I am from Skokie
- 24 originally. I went to Niles East. I was living in

- 1 West Rogers Park. I had a beautiful townhome. I
- 2 actually sold my townhome for my daughter to go to
- 3 the schools in Skokie. She went through all the
- 4 School District 68 and Niles North. I'm very proud
- 5 of her. She's on the tennis team. She's ranked
- 6 number one. I'm hoping that the future of the
- 7 tennis team will continue because the extension of
- 8 the Yellow Line, I'm told, will vibrate the Niles
- 9 North School. It will also go through the tennis
- 10 courts. So there goes any other future parents of
- 11 children with any athletic ability.
- 12 I'm very saddened by this extension. I
- 13 also wanted to note, I remember reading in the
- 14 Pioneer Press about a prior Skokie native that made
- 15 a difference in Skokie. He put his own money into
- 16 where the Skokie Swift is, where now the Starbucks
- 17 is. This Skokie native put his own money into a
- 18 dwindling Skokie Swift. They were going to stop
- 19 using the Skokie Swift; and now, all of a sudden,
- 20 this Yellow Line is moving on out somehow. Very
- 21 di sappoi nted.
- Does this person get reimbursed for the
- 23 money they put in? I don't think they're looking
- 24 for that. I'm very proud of this individual to

- 2 place to live and bring up children.
- 3 I also remember Old Orchard Mall. People
- 4 wanted to come in and close the mall down. Another
- 5 brave individual kept the Old Orchard Mall an open
- 6 mall, which I think everybody here today would
- 7 agree that that was the greatest thing ever to keep
- 8 Old Orchard an open mall.
- 9 Also I believe one of the trustees said
- 10 that the biggest -- this would be the biggest
- 11 venture for Skokie. I don't know if that's true or
- 12 not because, once upon a time, the deep tunnel was
- 13 the biggest project that went on for years and
- 14 years and years, and all the Skokie homeowners know
- 15 about the flooding and putting in sewers for the
- 16 basement and ongoing flooding issue. I think that
- 17 might be the biggest -- so, again, I am a Skokie
- 18 native and really care.
- 19 I have also moved three times in the last
- 20 three years because unfortunately I'm --
- 21 MS. WALLACE: 30 seconds.
- 22 MS. MARKOVITZ: -- renting property right now.
- 23 And I have even written a letter to the
- 24 superintendent who was kind enough to speak here

- 1 today and give her input about the Niles North. As
- 2 a parent, I'm very concerned about lockdowns, very
- 3 concerned about who's going to come in on these El
- 4 tracks. Again, they suggest putting an elevator
- 5 system.

- 6 MS. WALLACE: Thank you.
- 7 MS. MARKOVITZ: I believe they have that in
- 8 Las Vegas.
- 9 MS. WALLACE: Thank you.
- 10 MS. MARKOVITZ: They work great in Las Vegas.
- 11 I just wanted to close and say --
- 12 MS. WALLACE: Thanks.
- 13 MS. MARKOVITZ: -- you know, what happens in
- 14 Skokie stays in Skokie.
- 15 MS. WALLACE: Lisa Silverman,
- 16 Sophia Theodoropoulos, and Christine Heredia.
- 17 MS. SILVERMAN: Good evening. My name is
- 18 Lisa Silverman. I would like to state that I'm a
- 19 graduate of Niles North High School and my husband
- 20 graduated from Niles East. We returned to Skokie
- 21 21 years ago and bought a home close to Niles North
- 22 so our children would attend there. I'm very proud
- 23 to say that my younger child attends Niles North
- 24 currently.

- 1 I would like to address this issue of how
- 2 the proposed Yellow Line Extension would affect the
- 3 safety of all of those along the 1.6 mile route it
- 4 would follow. Ending at Niles North High School,
- 5 the extension would pose risks to the safety and
- 6 the well-being of the students; but others would
- 7 also face safety risks. Because the extension
- 8 would pass through five residential neighborhoods
- 9 between Dempster Street and Niles North.

10 Many homeowners in these neighborhoods 11 have signed a statement opposing the proposed 12 Yellow Line Extension. We now have over 13 350 signatures, an increase from the original 14 183 names we submitted to the CTA Transit Board on 15 August 12th. These signers are concerned about the 16 likelihood of the structural damage to their homes from the vibrations of constant train traffic. 17 18 They are concerned about the property values, 19 whether they live right next to where the tracks 20 would be or within a few miles. 21 They are also very concerned about the 22 safety risks that an elevated track would pose, 23 just as elevated tracks attract vagrancy and other

problems in urban areas. Has anyone considered the

24

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1 risk of young children or teens climbing the 2 support girders so they can play a game of chicken 3 with the train? These residents are also concerned 4 about the noise and eye sore that an elevated track 5 would bring to their neighborhoods. 6 It is true that freight trains used to run 7 in the same location, but their frequency was two 8 or three times a day, and they stopped running more 9 than a decade ago. The proposed extension would be 10 quite different running several times an hour the 11 majority of each and every day. 12 Some say that the residents who live near the commuter train tracks get used to the noise. I 13

Page 38

- 14 would like to say that making the choice to live
- 15 near an existing commuter line is one thing.
- 16 Having that choice imposed upon you is quite
- 17 another.
- 18 Residents of these neighborhoods recognize
- 19 the safety risk that the extension would pose to
- 20 the Niles North students; and many of these
- 21 families, like mine, include Niles North students.
- 22 I do not see the safety issues facing Niles North
- 23 and the residential neighborhoods as separate.
- 24 They are part of the same equation.

- 1 MS. WALLACE: 30 seconds.
- 2 MS. SILVERMAN: That is why the logical and
- 3 much less expensive alternative would be to return
- 4 to the express bus option rather than an elevated
- 5 rail. Expanded transit is fine, and it seems
- 6 necessary given the development in the northwest
- 7 part of Skokie in recent years; but we should not
- 8 have the commuter train running through residential
- 9 neighborhoods ending in a high school parking lot
- 10 to achieve it at the expense of thousands of
- 11 residents and thousands of high school students
- 12 alike. Thank you.
- 13 MS. WALLACE: Sophi a Theodoropoul os,
- 14 Christine Heredia, and Julie Naumiak.
- 15 MS. THEODOROPOULOS: Hello. My name is
- 16 Sophia Theodoropoulos. I'm going to speak with a
- 17 I of passion. I have three boys. Two have Page 39

- 18 graduated high school. One is a sophomore there
- 19 now.
- 20 MS. WALLACE: Could you get a little closer to
- 21 the mic?
- 22 MS. THEODOROPOULOS: Sure. I think it's
- 23 incompatible to have a high school with a train
- 24 station because of safety, security, congestion.

- 1 Everyone before me has stated all the obvious
- 2 issues. I don't think they have to be rehashed.
- I just want to appeal to everyone here.
- 4 How can students feel safe going through this
- 5 parking lot? This is their school. This is not
- 6 supposed to be like, you know, a public open space
- 7 left for everyone. They're supposed to feel secure
- 8 and safe there.
- 9 Unfortunately, train stations, et cetera,
- 10 they attract homeless people. They attract
- 11 transients. The parking structures that they're
- 12 talking about building on the school grounds are
- 13 not safe. There's parking headaches then. More
- 14 parking headaches for students, teachers, coaches,
- 15 visitors. There's a lack of space. All that's
- 16 been di scussed.
- 17 There's noise. The noise for our students
- 18 that this is going to cause. Trains make noise.
- 19 They rattle and whatever. Okay. And how are kids
- 20 going to concentrate? We want the best education
- 21 possible for our students. And, obviously, from Page 40

- 22 other residents in the area, they don't want this.
- 23 I work with special ed children. I think
- 24 this will impact them. Special ed children get

- 1 very agitated by noise, by change, by the
- 2 congestion there is going to be. They're going to
- 3 feel fearful and scared.
- 4 Our village is changing. It's inevitable;
- 5 but this isn't in our students' best interest. Is
- 6 progress really progress? We are at a crossroads.
- 7 Everybody in this room. We are at a crossroads.
- 8 Let's decide on behalf of our children and their
- 9 safety.
- 10 MS. WALLACE: Christine Heredia, Julie Naumiak,
- 11 and Marda Dunsky.
- 12 MS. HEREDIA: Hi, guys. My name is
- 13 Christine Heredia. I have been living in Skokie
- 14 for 27 years. Although I may not look that old. I
- 15 am 27 years old. I'm an alumni of not just
- 16 Devonshire but Old Orchard Junior High and Niles
- 17 North as well. I live on the 9600 block of
- 18 LeClaire and Golf. I'm right on the corner.
- 19 Literally Niles North is my backyard.
- 20 I went to Niles North. I was a
- 21 cheerleader. I was a Vikette. My brother was on
- 22 the gymnastics team. We are very school oriented,
- 23 school pride. The pride parades are made in my
- 24 garage. Our home is basically like a boarding

- 1 house to all of the Niles North students.
- 2 Our community has changed a lot. In last
- 3 week's Skokie Review, if you guys have not read it,
- 4 my neighbor and I wrote a letter to the Mayor, to
- 5 the head coach department of Niles North and Niles
- 6 West, to the principals of Niles North and Niles
- 7 West, to the Skokie editor, and to the chief
- 8 sergeant of the Skokie Police Department, and I
- 9 want to read a little excerpt of this:
- 10 The coach's advice to the team football
- 11 parents that the fight was prompted by students
- 12 from outside our schools. When we learned that the
- 13 investigators made a special effort to come out to
- 14 our school yard, it became an even more
- 15 disconcerting -- it became even more disconcerting
- 16 knowing that the village plans to extend the
- 17 Skokie Swift Yellow Line directly into Niles
- 18 North's parking lot making access to our children
- 19 easier for this type of violence and disturbance.
- 20 There are other options that should be considered
- 21 that could have a positive impact on the area
- 22 without sacrificing our school grounds.
- 23 I know that this is -- has been said by
- 24 many people here. I'm a teacher for the Skokie

- Appendix K_092309 CTA Yellow Line Skokie student at National Louis University, both the
- 2
- 3 Skokie campus and the downtown campus. I take the
- train to school every week. And I walk to the 4
- 5 Skokie Yellow Line. And I take, you know, the
- Red Line transfer and I go downtown. 6
- 7 And what's so wrong with walking? You
- 8 know, we have obesity in this country.
- 9 Why? Because we want the freedom for our obesity.
- 10 children to get dropped off in the parking lot.
- 11 used to walk in 8th grade from Old Orchard Junior
- 12 High to my school -- to my home, I'm sorry, at the
- 13 9600 block of Golf and LeClaire. Why not walk?
- 14 Why not use bikes? Why not use more public
- 15 transportation if you guys are so concerned about
- our economy and our children? 16
- 17 I would also like to thank the Mayor of
- 18 Skokie. I am a student of his.
- 19 MS. WALLACE: 30 seconds.
- 20 MS. HEREDIA: He was a professor of mine, and I
- 21 think he is a very intelligent man, and I think
- 22 that he will take all this back and he will listen
- 23 to everything that we've had to say. I guess my
- 24 time is up.

- 1 MS. WALLACE: Julie Naumiak, Marda Dunsky, and
- 2 Howard Frank.
- 3 MS. NAUMIAK: My name is Julie Naumiak. I have
- 4 lived in the northwest quadrant of Skokie for
- 22 years. We've maintained and improved our home 5

- Appendix K_092309 CTA Yellow Line Skokie 6 while enjoying the quiet neighborhood, convenience
- 7 to quality schools, shopping, and public
- 8 transportation. My husband and I have raised two
- 9 children in the school district, and we value their
- 10 safety and those of all other students.
- 11 I remember the rumbling of the Union
- 12 Pacific Railroad freight trains that used to pass
- 13 through our neighborhoods a few times each day;
- 14 but, like my neighbors, I was greatly relieved
- 15 those trains stopped running more than a decade ago
- 16 and when the tracks were pulled up.
- 17 The Skokie Swift extension that the CTA is
- 18 proposing would be much worse than those freight
- 19 trains. A commuter train that would run 16 hours
- 20 every day, several times an hour would be a
- 21 constant noisy intrusion in our quiet
- 22 neighborhoods. It would also increase traffic in
- 23 an already busy area and pose safety risks to Niles
- 24 North High School students because the end of the

- 1 line would be built in the school's north parking
- 2 lot.
- I am a proponent of public transportation.
- 4 I ride the Skokie Swift while traveling downtown,
- 5 but I do not understand why the CTA is supporting
- 6 this proposed extension when other options exist
- 7 that cost substantially less and would not have
- 8 adverse effects on student safety and our
- 9 nei ghbors.

10	Appendix K_092309 CTA Yellow Line Skokie I have been a real estate broker in this
11	area for 26 years. Location is a key factor in the
12	value of any real estate. In my professional
13	experience, it is already difficult to sell homes
14	in northwest Skokie due to the proximity and
15	perception of noise from Edens Expressway and the
16	visual effect of the Commonwealth Edison power
17	lines. It is one thing to move by choice into an
18	area with a location objection. It is quite
19	another for a location objection to be imposed on
20	that neighborhood.
21	If the Yellow Line is extended as
22	proposed, it will have a negative impact on the
23	value of our homes which already have declined in
24	this economic downturn. The quiet we enjoy will be

2 sore, and traffic congestion on Golf Road and all 3 around Old Orchard Westfield Shopping Center will 4 i ncrease. 5 More than that, the extension will have 6 negative impacts on homeowners beyond these 7 adjacent neighborhoods. An elevated train station 8 at Niles North with a track cutting through the 9 campus grounds will adversely affect the entire 10 school district which comprises about two-thirds of 11 Skokie. Homebuyers with school-aged children will 12 avoid this district. 13 As a real estate professional, I would

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disrupted. The elevated tracks will be an eye

- Appendix K_092309 CTA Yellow Line Skokie 14 like to state clearly, this proposed extension will
- 15 have a negative impact on the property values of
- 16 every homeowner in the Niles North district.
- 17 The CTA should adopt a plan for expanded
- 18 use of buses. The commercial space on the south
- 19 side of Dempster Street that is adjacent to the
- 20 current station has stood empty for years, and it
- 21 is ideal for a new and improved bus terminal. This
- 22 would make wasteful expenditure for an elevated
- 23 train extension unnecessary.
- 24 MS. WALLACE: Thank you. We'll look forward to

- 1 your written comments. Could you give me one
- 2 moment? If there's anyone here who needs Russian
- 3 translation, our translator needs to leave at
- 4 8 o'clock. I want to make sure you have a chance
- 5 to speak.
- 6 Marda Dunsky.
- 7 MS. DUNSKY: Good evening. The concerns about
- 8 the proposed Yellow Line Extension that we've heard
- 9 here tonight are so many, and they're so obvious
- 10 that we should also be addressing another concern.
- 11 How did we get here? How has this process gotten
- 12 this far with so few residents knowing the details
- 13 of the proposed extension and with the CTA Transit
- 14 Board having already approved it?
- The answer is simple. Bad planning. I
- 16 would like to ask the CTA and Village of Skokie
- 17 officials here tonight, do you know, do you have

- Appendix K_092309 CTA Yellow Line Skokie any idea how many households are located within two blocks of where the proposed elevated track would run? The answer is about 1500.

 There are about 1500 housing units in five
- There are about 1500 housing units in five neighborhoods that are located within two blocks east and west of where the track would run. The majority of these units are single-family homes,

- 1 and a conservative estimate is that at least 4,000
- 2 people live in them.
- 3 Here's another question for the CTA and
- 4 Village of Skokie officials: Do you know how many
- 5 homes are located less than 500 feet from where the
- 6 track would run? The answer is 62. There are 62
- 7 single-family homes less than 500 feet from where
- 8 that track would run.
- 9 Add these questions and these concerns to
- 10 the ones we've already heard about Niles North
- 11 student safety and the cost of the rail extension,
- 12 and the conclusion is clear: When a plan is so
- 13 fraught with obvious and serious flaws, when the
- 14 benefits of such a plan are so overshadowed by its
- 15 deficits, then there is only one reasonable logical
- 16 approach to that plan. Scrap it. Please, I ask
- 17 you please, please scrap it, and then develop a
- 18 different solution for better transit in northwest
- 19 Skoki e.
- 20 How about this for a starting point? Get
- 21 off the train and get on the bus.

- Appendix K_092309 CTA Yellow Line Skokie 22 I would like to say that there is a
- 23 petition drive that's been going on for the last
- 24 six weeks. We started out with 183 signers. We

- 1 now have 357. That's still a small number. There
- 2 are six people in the room with clip boards. If
- 3 you would like to sign the petition, find one of
- 4 them or -- and listen to this please, I will say it
- 5 slowly -- send us an e-mail at
- 6 www. skoki ereasonabl etransi t@yahoo. com,
- 7 skoki ereasonabl etransi t@yahoo.com. Tell us your
- 8 name, your address, your street address and that
- 9 you oppose this and we'll put you on there.
- 10 One other announcement.
- 11 MS. WALLACE: Time is up.
- 12 MS. DUNSKY: One other announcement. Two weeks
- 13 from now tonight --
- 14 MS. WALLACE: Howard Frank, Ken Lubowich, and
- 15 David Hartmann. Would you state your name?
- 16 MR. FRANK: My name is Howard Frank. I have
- 17 lived in Skokie for over 40 years in District 68,
- 18 219. I put three kids through the 68 schools and
- 19 through Niles North.
- 20 When this all started over six years ago
- 21 in 2003, I discussed some of the same issues with
- 22 some of the same people who are sitting at the dais
- 23 this evening. Their presentation was at a joint
- 24 Village of Skokie, CTA meeting held at Village

- 1 Hall, and the outcome of the meeting was heavy rail
- 2 transit was the only alternative that made any
- 3 sense.
- 4 Today, we're being faced with heavy rail
- 5 transit as being the "Locally Preferred
- 6 Alternative". \$300 million to build an elevated
- 7 train 1.6 miles from Dempster to Niles North with
- 8 one customer in mind, and that's Old Orchard.
- 9 Okay.
- 10 When this whole thing started six years
- 11 ago, our mayor got up and said they wanted to make
- 12 public transportation available to a number of
- 13 locations: The hospital; the courthouse;
- 14 Old Orchard; and now the Holocaust museum; and
- 15 National Louis Institute. How can a train satisfy
- 16 all of those requirements? It can't.
- 17 To Julie's point about the strip mall just
- 18 adjacent to the current Skokie Swift station at
- 19 Dempster, there was an article in the paper last
- 20 week where the village has taken steps to access
- 21 that strip mall for an expanded bus terminal.
- 22 That's what we're all talking about. Why not just
- 23 have the shuttle bus make a loop potentially from
- 24 the Swift to Skokie Hospital, to Old Orchard Road,

- 3 Old Orchard, back to the Swift? One loop, couple
- 4 of hybrid buses, minimally environmental impact.
- 5 Routes can be added as needed. If the Olympics
- 6 come to Chicago, pick up two hotels on that route
- 7 for people to get to the Dempster station and on.
- 8 There's so many other comments that I
- 9 wanted to make, but it's just not going to happen.
- 10 We are having a meeting as Marda tried to say on
- 11 October 7th at the Skokie Public Library. Those of
- 12 us with clip boards have that information. Thank
- 13 you.
- 14 MS. WALLACE: Ken Lubowich, David Hartmann --
- 15 A VOICE: Why don't you use the mic to announce
- 16 the names? We can't hear you.
- 17 MR. HARTMANN: I'm David Hartmann. There's
- 18 somebody before me.
- 19 MS. WALLACE: Ken Lubowich, are you here?
- 20 David Hartmann. And I do want to let folks now
- 21 that at 8 o'clock we'll take a short break so
- 22 people can use the facilities and stretch for a few
- 23 minutes and then we'll reconvene.
- 24 MR. LUBOWICH: I'm Ken Lubowich, graduate of

- 1 Niles North. First of all, shame on you for
- 2 letting this go so far. It's not a matter with the
- 3 security issues. If there's going to be a problem,
- 4 it's when there's going to be a problem. Okay.
- 5 I'd also like to address that your
- 6 mathematics are bad. On your sheet, you show the Page 50

- 7 travel time -- I can't go through all of this --
- 8 travel times from Old Orchard Mall to Howard,
- 9 minutes, 11 minutes. You have got that written
- 10 down, 11 minutes, right? Okay. 8 minutes is your
- 11 schedule from Howard to Skokie Swift. It takes
- 12 30 seconds maybe for a stop at Old Orchard and
- 13 Skokie Swift. To go 5.1 miles from Howard to
- 14 Skokie Swift in 8 minutes, you are traveling
- 15 38.25 miles an hour.
- The distance of 1.6 miles you have got to
- 17 travel -- if you're traveling at 35 miles an hour,
- 18 you're not going to get that, you got 2 minutes and
- 19 -- 2 minutes and 45 seconds. So you're already
- 20 over 11 minutes. And now you got to walk from the
- 21 train at Niles North to Old Orchard. It takes over
- 22 5 minutes. I've walked it. I suggest that you on
- 23 the board go and walk from Niles North to
- 24 Old Orchard. I'm talking Macy's on the west side

- 1 where the bus terminal is.
- 2 This is a ridiculous idea. You could have
- 3 a shuttle bus that will go from Skokie swift
- 4 directly to Old Orchard and you'll make it in less
- 5 time than it takes to take this train and to walk
- 6 to Old Orchard. \$270 million is your cost versus
- 7 essentially the cost of what all your studies are.
- 8 Thank you.
- 9 MS. WALLACE: David Hartmann; and the next
- 10 person, I'm going to try to spell what I can read Page 51

- 11 here, I will have to have you clarify your name,
- 12 H., A-m-e-I-i-m-d or n-n. So when you do come up,
- 13 please pronounce your name and spell it for us.
- 14 MR. HARTMANN: Good evening. David Hartmann.
- 15 Before I start, I would just like a show of hands
- 16 of everybody in the room who is opposed to this
- 17 project as it stands? Okay. Keep your hands up.
- 18 Mayor Van Dusen, Trustees, I urge you to look at
- 19 these people. This is a small sample of the people
- 20 of Skokie who are opposed to this project, I would
- 21 imagine a large number of whom are registered
- 22 voters. Thank you.
- 23 I grew up in Evanston at Dewey and
- 24 Bramble, a block off of the Swift. I live today at

- 1 East Prairie and Kirk, a block off of the Swift.
- 2 All of you are opposed to this because of noise and
- 3 disruption to your home; yep, it's going to happen.
- 4 Live with it. You're going to hear the trains,
- 5 you're going to hear the toot-toot; and ever since
- 6 they started running them on the weekend again,
- 7 boy, has that been a problem. But I'm not talking
- 8 about that tonight.
- 9 The project as it stands would be a
- 10 combination of what I would call reckless
- 11 endangerment of our children and an attractive
- 12 nuisance. We've already talked about the people
- 13 getting off the train. This project will provide
- 14 people who otherwise have no business whatsoever on Page 52

Appendix K_092309 CTA Yellow Line Skokie school property, will give them a reason and an 15 16 excuse to be on school property. That's part one. 17 Part two is -- and anybody -- I'm 51 years 18 ol d. Anybody my age ever cut class to go to 19 opening day at Wrigley Field? Okay. What's going 20 to happen, you are going to have people wandering 21 out of the class, hopping on a train, and heading 22 down to Addi son. 23 If you ask the Skokie Police, ask a 24 patrolman off the record how they feel about their

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2
     overworked, and they are overworked.
                                          We are
 3
     understaffed, our police department. This is going
 4
     to introduce a problem.
 5
              Somebody mentioned sexual predators on
 6
     school campus, felons, people charged with
 7
    misdemeanors on school property. It doesn't belong
 8
     on school property. Not to mention the riders
 9
    we're going to see.
                         I have an office space in the
10
    Westmoreland building, not to mention people who
11
     are going to seek free parking at the Westmoreland
12
     building or Old Orchard because they don't want to
13
     pay the buck or two to park in the parking lot.
14
              So much to say, so little time.
                                               You know,
15
    we're talking 270 million which we know, with cost
    overruns, will be 350 to 400 million before this is
16
17
          We're talking about this money in some
18
     abstract way as if this wasn't our money, but
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Page 53

job right now, they're going to tell you they are

- 19 that's tax money.
- 20 I'm going to urge the CTA not to waste
- 21 your time or our tax dollars even going so far as
- 22 to do a draft EIS. Thank you.
- 23 MS. WALLACE: State your name and spell it for
- 24 us.

- 1 DR. AMELIMD: I'm Dr. Amelimd (phonetic). I'm
- 2 in the practice for the last 28 to 30 years, and
- 3 I'm glad that I'm citizen of Skokie. And as I
- 4 mentioned before, I want to briefly just mention
- 5 that the best plan is no plan.
- 6 And also, as a physician, I should say
- 7 this plan is hazardous to your health. And to me,
- 8 there are few factors, because there's no time for
- 9 me to explain, but I just briefly am going to
- 10 mention, there would be noise pollution. Second,
- 11 it's going to increase the crimes. There's already
- 12 crimes in Skokie, and it's increasing. And also
- 13 it's de-valuing our properties and our health and
- 14 also in the peaceful way that we are living right
- 15 now. Please stop this plan.
- 16 MS. WALLACE: Let's take five minutes, if you
- 17 need to use the facilities, stretch your legs and
- 18 then we'll get right back at it.
- 19 (Off the record at 8:01 p.m.)
- 20 (On the record at 8:18 p.m.)
- 21 MR. AKBAR: We want to resume. So please come
- in and get settled.

- 23 MS. WALLACE: Thank you. I want to take a
- 24 minute and go over our guidelines again. There

- 1 were a lot of people that arrived after I had done
- 2 so previously. So, again, we got a few more of you
- 3 that still want to speak. If you have not turned
- 4 in a speaker card, please turn that in and give it
- 5 to us. I'm calling speakers by name. I'm calling
- 6 two or three at a time so that you can line up and
- 7 get ready.
- 8 When you come to the microphone, be sure
- 9 to speak very close to the microphone and speak
- 10 directly into it. Restate your name, and then you
- 11 will have an opportunity to comment. And we are
- 12 going to be strict on the three minutes. That's in
- 13 order for everyone to get their turn and to be fair
- 14 about it. Three minutes is the time limit. And I
- 15 will have you stop at that point.
- The light will turn yellow when you have
- 17 30 seconds left. The light will flash when you
- 18 have 15 seconds; and then, when it turns red, it's
- 19 the end of your comment period.
- We would ask you to hold your applause.
- 21 When you do applaud, what happens is you are
- 22 cutting into the person's time that is currently
- 23 speaking. And then I'm trying to get the names out
- 24 to keep people moving and it's hard for people to

- 1 hear. I understand the enthusiasm you may have for
- 2 folks' comments. I would ask you to hold your
- 3 appl ause, pl ease.
- 4 Again, we're not responding to comments
- 5 tonight, but we are reporting them. We have a
- 6 court reporter here who is documenting your
- 7 comments for the record.
- 8 Okay, with that, let's have Ira Brown,
- 9 Rosemary Tate, David Hupp. Please come forward.
- 10 Ira Brown, are you here?
- 11 A VOICE: He just left. He had to leave.
- 12 MS. WALLACE: Rosemary Tate, David Hupp, and
- 13 Amber Wood.
- 14 MS. TATE: Good evening. I have walked up a
- 15 far distance to say, this is not a good idea.
- 16 Please don't do this. I ask for my grandchildren
- 17 and all their friends who are students in
- 18 District 68. Thank you. Good night.
- 19 MS. WALLACE: Rosemary Tate. Remember,
- 20 David Hupp, to state your name when you come to the
- 21 mic. Thanks.
- 22 MR. HUPP: My name is David Hupp. I'm a
- 23 resident actually up from Northfield. I don't live
- 24 in Skokie.

- 1 First, I actually do support the extension
- 2 of the Yellow Line as heavy rail in concept.

- Appendix K_092309 CTA Yellow Line Skokie Second off, I was Tistening to all the concerns 3 4 about the security of having a rail station in the 5 school. And I hadn't thought of that. It makes a 6 lot of sense. It's kind of surprising. It doesn't 7 seem that it had been considered as much in the 8 past. 9 My comment would be that -- one thing I 10 think that's very important to look at this 11 project, it's not just about this particular like 12 area just right around the actual extension. 13 important for the transportation system of the 14 larger regions as a whole. In the past, I know 15 that the CTA has had long-range concepts of 16 extending the Yellow Line possibly up to Lake-Cook 17 and may have considered that in like 15 years. 18 But the proposal, as it stands, it seems 19 relatively shortsighted in that it just seems like 20 just a clever little extension up to the mall
- 21 instead of looking at the bigger picture of the
- 22 possibility of further expansion of the system as
- 23 demand changes.
- 24 And it also seems unusual to have only one

- 1 track going up to -- as part of the extension
- 2 because there's nowhere else in the entire CTA
- 3 system where the line has one track. It seems like
- 4 kind of cheaping out.
- 5 On one hand, I know it's very, very
- important that the line be safe to the 6

- Appendix K_092309 CTA Yellow Line Skokie neighborhood, be safe to -- safer to pedestrians
- 7
- 8 and the people who live in the area; but it seems
- 9 like the -- having the entire line be elevated is
- 10 overkill and probably a waste of money and actually
- 11 would maybe even increase the amount of noise
- 12 pollution.
- 13 It seems like it would make more sense --
- 14 I mean, obviously, you need grade separations at
- 15 busy roads, but it would seem to make a lot more
- 16 sense to put that money towards sound barriers that
- 17 would also keep people living around the tracks.
- 18 MS. WALLACE: 30 seconds.
- 19 MR. HUPP: It also just seems weird that with
- 20 the massive expansive empty land by the courthouse
- 21 and the existing bridges that they would stick --
- 22 that they would stick a station in an area that
- 23 already seems to be starved for land and also has
- 24 massive security issues. I'm supportive of putting
- 67

- 1 an extension to the courthouse.
- 2 MS. WALLACE: Thank you. Amber Wood,
- 3 Chris Kite, and Cynthia Gonzalez Latin.
- 4 A VOICE: Chris Kite left.
- 5 MS. WALLACE: Is Amber Wood here?
- 6 MS. GONZALEZ LATIN: Good evening. I'm
- 7 Cindy Gonzalez Latin. I'm afraid that what's on my
- paper pretty much everybody has already said, and 8
- let it just be said that I can say ditto to most of 9
- the people here in regards to not having any kind 10

- Appendix K_092309 CTA Yellow Line Skokie 11 of parking structure or bus depot or termination --
- 12 that's a good term -- termination facility on the
- 13 Niles -- in the Niles North property.
- 14 It's interesting because my son is
- 15 currently a sophomore at Niles North, but I'm not
- 16 here tonight because of him. He won't even -- his
- 17 class will not even be affected by this. So why am
- 18 I here? I'm here because I think it's so important
- 19 that we think of all the kids in Skokie, not just
- 20 our particular ones.
- 21 And I also thought if down the line, let's
- 22 say this goes through, and there's a parking garage
- 23 in Niles North, and somewhere down the line
- 24 something happens to a Niles North student or

- 1 something happens to a kid playing with his friends
- 2 at Lawler Park, I would be so ashamed of myself
- 3 that when I had the opportunity to speak against
- 4 this proposal that I didn't. So I want it on
- 5 record that Cindy said this is a bad proposal.
- 6 And I strongly -- thank you -- I strongly
- 7 -- I also want to remind the mayor and our village
- 8 trustees that we elected them and they are to
- 9 represent their constituency, and I'm not thinking
- 10 that's happening. So I strongly urge the CTA,
- 11 Mayor Van Dusen, the village trustees to reconsider
- 12 this extension issue, this extension proposal,
- 13 especially the part that has anything to do with
- 14 Niles North property, and put the safety needs of

- Appendix K_092309 CTA Yellow Line Skokie
- 15 all Skokie children as a top priority. Thank you.
- 16 MS. WALLACE: Dipak Jhaneri, Charles Kite, and
- 17 Lina Hoffman.
- 18 A VOICE: Charles Kite Left.
- 19 MR. JHANERI: Good evening. My name is
- 20 Dipak Jhaneri, and I live on 9537 Laramie in
- 21 Skokie. A couple days ago, I wrote -- sent an
- 22 e-mail to our respected mayor, Mr. Van Dusen, and
- 23 I'm just going to read that.
- 24 I strongly oppose the extension of

- 1 Skokie Swift Line train to the Old Orchard Road. I
- 2 live on 9537 Laramie near the train track since
- 3 last 20 years. The noise of the train as well as
- 4 other public approaching to the area is very
- 5 annoying. Crimes are increasing every day. I do
- 6 use Yellow Line train several times a month, and it
- 7 does not bother me to park my car at the Dempster
- 8 Street parking Lot.
- 9 I have noticed that CTA and RTA Board
- 10 Transportations are very good for the commuter.
- 11 have also noticed that commuters using CTA and RTA
- 12 buses are not only going to the mall but are also
- 13 going to different directions using RTA buses to
- 14 the neighboring suburbs of Morton Grove, Niles,
- 15 Park Ridge, and even to the airport.
- 16 There are so many other alternatives
- 17 besides destroying the quality of the life of the
- 18 taxpayer of the village. We have never broke

- Appendix K_092309 CTA Yellow Line Skokie 19 village code and never forgot to pay our taxes. So
- 20 why do spend -- right now the cost is 270 million
- 21 is what you're saying. It could be very more than
- 22 400, 500 or 600 million dollars, taxpayer dollars
- 23 for extending 1.6 mile track and destroying the
- 24 quality of life of the citizens. And that's only

- 1 for possibly 200 commuters a day to the mall area?
- 2 CTA has express buses from the Dempster Street to
- 3 mall. This will not cost 400 million tax dollars.
- 4 You can use that for improving quality of life of
- 5 the citizens of this great village.
- 6 I'm a proud Skokian and I think, Mayor,
- 7 you are, too. I request you to reconsider your CTA
- 8 favoritism for the sake of the quality of life for
- 9 the residents and listen to the proposed track for
- 10 the extension of the line as well as the children
- 11 going to the Niles North High School. Thank you.
- 12 MS. WALLACE: Charles Kite is not here, right?
- 13 I do want to remind folks, if you have to leave,
- 14 and I understand some people will, written comments
- 15 are accepted until October 27th. So you still have
- 16 a chance to get your comments into the record after
- 17 toni ght.
- 18 Li na Hoffman, then Bonni e Jacobson and
- 19 then Paula Harris. Is Lina Hoffman here?
- 20 A VOICE: Bonnie Jacobson left.
- 21 MS. HARRIS: I am Paula Harris. I live on the
- 22 9500 block of LeClaire. I moved to Skokie for the

- Appendix K_092309 CTA Yellow Line Skokie 23 high school. I have a senior at Niles North and a
- 24 daughter who will be entering Niles North next

- 1 year.
- 2 From the presentation, the brief
- 3 presentation that we received tonight, I saw
- 4 absolutely no demonstrated need as to why this is
- 5 even being considered. I have seen no numbers, no
- 6 statistics as to how many people will be using
- 7 this, what would be the economic benefits for the
- 8 community. It appears that there's a delicate
- 9 balance between economic development and safety,
- 10 and I suspect that the economic development is
- 11 winning over.
- 12 And I'm very concerned about the negative
- 13 impact on Niles North High School, particularly,
- 14 the loss of the facilities, the increased
- 15 congestion; but the utmost of everybody's concern
- 16 is the safety of the students and faculty. It's
- 17 been stated before, and I just want to reiterate
- 18 that.
- 19 Increased police protection was something
- 20 else that was brought up and, again, has not been
- 21 addressed at all in any of the -- obviously in the
- 22 presentation that was made. The loss of -- and I
- 23 also did not see anything about the impact on the
- 24 loss of private property. I know that this is

- 1 probably on some lines, but what is going to be the
- 2 impact on the properties abutting the train line?
- 3 You know, at first when I came in here, I
- 4 thought maybe there might be an alternative to
- 5 perhaps, you know, having this extended to the
- 6 courthouse; but, after hearing the comments here,
- 7 I'm re-thinking that. And I take the bus to the
- 8 train to go downtown many times. So I think the
- 9 bus transportation is good in Skokie, and I think
- 10 it can be enhanced.
- 11 And they were talking about different
- 12 options for traffic lights, synchronization and
- 13 things like that to make things go smoother. There
- 14 has to be way much more consideration looking at
- 15 those kinds of issues and not extending the train
- 16 line for that really short distance that I think is
- 17 going to be a huge negative impact on all of us in
- 18 Skoki e. Thank you.
- 19 MS. WALLACE: Ben Bleadon, Mary Neuhaus, and
- 20 Margaret Bell.
- 21 MR. BLEADON: My name is Benjamin Bleadon. I
- 22 am a 48-year resident of Skokie. I graduated out
- 23 of East Prairie High School, now Niles High School.
- 24 I currently have children at Old Orchard Junior

- 1 High and at Devonshire Grammar School. I will have
- 2 children at Niles North when this project opens, if
- 3 it ever opens. I have a son who will be going Page 63

- 4 there next year. I have a daughter who will be
- 5 going there in four years, and I will have a
- 6 daughter who will be going there in eight. So I
- 7 definitely will be impacted here.
- 8 I have not heard one positive thing that
- 9 this line will bring to the community. If you had
- 10 to sit there and try to come up with an idea to,
- 11 number one, decrease property values in the
- 12 village, two, increase crime in the village, three,
- increase people's fear of what's going to happen to
- 14 them in this village, this is the perfect plan.
- My next comment is, you know, to the
- 16 mayor. You see that most of the people -- probably
- 17 the majority of the people, except for a handful,
- 18 are against this. They're also voters. And we
- 19 also know -- I don't know how many people realize
- 20 this, they were just all re-elected. So he doesn't
- 21 come up for a vote in four years.
- 22 So my question is this: Since there is
- 23 no redeeming value to this project, who is gaining
- 24 from it? Who is going to get a job from the

- 1 companies that are building this? Who is going to
- 2 be getting a job from Westfield after they get
- 3 their pension from the government? Follow the
- 4 money. I hate to be a little bit cynical about
- 5 this, but since nobody here as a public official
- 6 has to run for election again and their pensions
- 7 are vested, follow the money. Thank you.

- 8 MS. WALLACE: Mary Neuhaus, Margaret Bell, and
- 9 Nancy Sher.
- 10 MS. BELL: I'm Margaret Bell.
- 11 MS. FRANK: My name is Gail Frank. I'm a
- 12 resident of the Skokie for about -- I'm a resident
- 13 of Skokie -- Gail Frank. I'm a resident of Skokie
- 14 for about 40 years.
- 15 A few of us have been following this
- 16 project of the proposed extension of the Yellow
- 17 Line for at least six years now, and it has been
- 18 moving right along from one stage to the next.
- 19 Before this project gets to its final phase, we
- 20 would like CTA to finally address the following
- 21 questions in their environmental statement:
- 22 Will somebody actually walk the area to
- 23 see where CTA wants to build the Yellow Line
- 24 Extension and if there is enough room to have an

- 1 elevated structure? Will it be determined whether
- 2 it's feasible to move the electrical towers, bury
- 3 the power lines, or run an aboveground structure
- 4 between them if they are not moved, if the towers
- 5 are not moved? When will it be determined whether
- 6 there's enough clearance between the electrical
- 7 towers and the elevated structure?
- 8 My husband who's an engineer, electrical
- 9 engineer would not like to ride a train that is
- 10 that close to high tension wires.
- 11 Will it be determined that our property Page 65

- 12 values will go down because of noise and vibration?
- 13 And how will CTA hide the hideous structure? Will
- 14 traffic congestion on Old Orchard and Golf Road and
- 15 Lawler and exiting Edens Expressway be assessed?
- 16 Will the cost of extra police to patrol the new
- 17 station be considered -- the station be considered?
- 18 Will realistic ridership numbers be
- 19 addressed of people who will actually ride the
- 20 Yellow Line at Old Orchard Road in the middle of
- 21 the week when its ridership is now declining? Will
- 22 it be determined if the CTA has to run a shuttle
- 23 bus anyway to serve other areas besides Westfield
- 24 Old Orchard Shopping Center that there is no

1 purpose of this extension which will only destroy

- 2 our community both physically and aesthetically?
- 3 Will it be determined that our elected
- 4 officials are not listening to the voices of their
- 5 constituents and that CTA has not responded to us,
- 6 the residents?
- 7 MS. WALLACE: Mary Neuhaus, Margaret Bell, and
- 8 then Sharon Glaser.
- 9 A VOICE: She's gone. Sharon Glaser is gone.
- 10 MS. WALLACE: Then Ross del Rosario.
- 11 MS. BELL: My name is Margaret Bell. I grew up
- 12 in Skokie my whole life, and I'm now a homeowner
- 13 and property owner. I'm a registered voter in
- 14 Skoki e and a taxpayer.
- Just in today's Sun-Times, there was an Page 66

- 16 article about CTA Board Chairwoman, Carol Brown,
- 17 and her cohort, Vice Chairman Susan Leonis,
- 18 resigned on Tuesday. In the article, it said, Ever
- 19 since she started, the CTA has had one crisis after
- 20 another. There is no money. And she was a good
- 21 person running things, and she's had trouble ever
- 22 since she's been working there. She's done a fine
- 23 job, but there's no money. And it took years to
- 24 get a bailout through Springfield.

- 1 Why the CTA would want to spend millions
- 2 more, millions more money on a short little
- 3 extension of elevated train to Old Orchard when
- 4 there's already buses that go there makes, as
- 5 everyone seems to say, no sense.
- 6 The CTA is now -- my grandmother worked
- 7 for the CTA. She was an agent at the Argyle
- 8 station years ago, and she was the first to tell me
- 9 that the stations are dangerous. I have taken the
- 10 CTA. I was a commuter student to
- 11 DePaul University. The Fullerton station was
- 12 dangerous. You could get mugged there.
- 13 The CTA has money problems. They have
- 14 trouble maintaining the property that they have
- 15 now. They have trouble finding money to pay bus
- 16 drivers, give them a contract. The bus drivers do
- 17 a fine job, but they're not paid. They're having
- 18 trouble keeping their current property maintained.
- 19 If you go through Evanston, which I love Evanston, Page 67

- 20 I was born at St. Francis Hospital because Skokie
- 21 didn't have a hospital at that time, but the worse
- 22 part of Evanston is the CTA line. It's an eye
- 23 sore, and that's what's going to come to Skokie.
- 24 If CTA can't maintain the property they

- 1 have now and take care of their employees now, how
- 2 in the world do they expect to do it with an
- 3 additional project? If they wanted a green
- 4 solution, they could put a bike path or something
- 5 through the current train tracks.
- 6 But, frankly, Skokie has done a nice job
- 7 cleaning up the area where the North Shore tracks
- 8 used to run. It's just gotten so it looks pretty
- 9 nice along there. But as we stated, there is a big
- 10 power plant that's --
- 11 MS. WALLACE: 30 seconds.
- 12 MS. BELL: -- just north of Church Street. I'm
- 13 running out of time?
- 14 Okay. I just want to go on record as
- 15 being against the extension. It's an elevated
- 16 train that would be an eye sore. There's going to
- 17 be noise pollution. Again, the poor track record
- 18 when it comes to maintaining property. I don't
- 19 want to look out my backyard and see an elevated
- 20 train.
- 21 And how many and which homes and
- 22 businesses will need to be bulldozed to make room
- 23 for this train route, station, and parking? I Page 68

24 would like that answered. Thank you.

- 1 MS. SULLIVAN: Hi. I'm Mary Sullivan. I would
- 2 like the Yellow Line to go to Old Orchard. I'm in
- 3 favor of it because I go to the mall a lot and I
- 4 enjoy mall-walking and it would mean less
- 5 connections for me to have to make. Right now when
- 6 I mall-walk, I take the 54A a lot. Sometimes when
- 7 I have taken the Yellow Line, I have waited like 20
- 8 minutes to a half hour for a bus. I'm in favor of
- 9 it. That's all I have to say. Thank you very
- 10 much.
- 11 MR. del ROSARIO: Good evening.
- 12 MS. WALLACE: Ross del Rosario, and
- 13 Susan Kumar, and Di ane Peterson.
- 14 MR. del ROSARIO: My name is Ross del Rosario.
- 15 I live in the 9500 block of Laramie.
- 16 I'd just like to say that I would like the
- 17 CTA Board to reconsider its decision to approve the
- 18 LPA as its preferred alternative. I think it's a
- 19 flawed process. I think it's a little bit
- 20 premature to choose an alternative when you
- 21 actually don't have environmental impact
- 22 statements. You've already made a choice. I think
- 23 it's a little bit reversed. The process -- the
- 24 process I think is flawed the way you guys are

- 1 doing this.
- 2 I take the Yellow Line on a regular basis,
- 3 and I'm not against extending the line, but I think
- 4 we need to do this and choose an extension in a way
- 5 that incorporates true public participation,
- 6 community acceptance. Thank you very much.
- 7 MS. WALLACE: Susan Kumar, Diane Peterson. Is
- 8 Susan Kumar here?
- 9 A VOICE: I guess she went home.
- 10 MS. WALLACE: Diane Peterson, Roy Erik Swenson,
- 11 and Gary Dolinko.
- 12 MS. PETERSON: I'd just like to say I'm
- 13 actually appalled that our elected officials
- 14 allowed this to be called the locally preferred.
- 15 Obviously, what they tried to do is not allow us to
- 16 even know what's going on.
- 17 They've chosen the single most expensive,
- 18 least flexible. It puts our kids in jeopardy from
- 19 a safety perspective. It denigrates the
- 20 educational system in Skokie which is really one of
- 21 the keystones of why this is a great place to live.
- 22 It puts everybody's safety at risk. We fully
- 23 expect crime to go up. We already have a crime
- 24 problem. And house values might decline.

- 1 I can't see anything good about that. The
- 2 only good thing I can see is I would like to say
- 3 thank you to every one of the people who came here,

- Appendix K_092309 CTA Yellow Line Skokie
- 4 my friends, my neighbors, strangers I have never
- 5 met, but I'm proud of all of you. Some spoke
- 6 passionately, some eloquently. Some did their
- 7 homework which was very, very impressive. And many
- 8 just knocked on all our doors so we would know this
- 9 was happening.
- 10 I'm not proud of my elected officials.
- 11 I'm not real impressed with the CTA; but I'm
- 12 impressed with every one of you sitting in these
- 13 chairs who live in Skokie.
- 14 MS. WALLACE: Roy Erik Swenson, Gary Dolinko,
- 15 and Yemimma Lipschultz.
- 16 MR. DOLINKO: My name is Gary Dolinko. I'm the
- 17 chairman of Neighbors for Strong Schools.
- 18 I moved to Skokie with my family for three
- 19 reasons: Schools, parks, and programs. We send
- 20 our children to school every day with the hopes
- 21 that they will be safe and that we can go to work
- 22 and not worry about them. We've all heard the
- 23 stories tonight. They're going to put 30 foot
- 24 concrete pylons through -- not only through Gross

1 Point Park, but right through Jane Stenson, right

- 2 into Niles North.
- 3 I understand that you want to feed more
- 4 people to the courthouse. That's the idea here.
- 5 But putting this in a school is not only
- 6 ridiculous, I think it's abhorrent. I know the
- 7 money is coming from federal money, but it's our

- Appendix K_092309 CTA Yellow Line Skokie 8 tax money that it's coming from.
- 9 I live in Skokie. I'm very proud of
- 10 Skokie, but I drive along Oakton east. I drove
- 11 along Dempster west. And what do I see? Building
- 12 after building after building of boarded up
- 13 busi nesses.
- 14 Village Trustee Randy Roberts made a
- 15 statement, and I respectfully disagree when he
- 16 said, This will make Skokie a world-class city.
- 17 Putting a train in the middle of a school yard is
- 18 not going to make it a world-class city. What will
- 19 make the city of Skokie, what it should do, is
- 20 think about economic development on some of these
- 21 areas that are barren waste lands of businesses.
- Now this won't affect where I live. I
- 23 live in District 73 1/2. I'm probably one of the
- 24 farthest away from Old Orchard. But if you think
- 1 I'm going to take my car, drive to Dempster, get on

- 2 a train because it's taking me to Old Orchard and
- 3 instead of just driving there, it's not going to
- 4 matter. If you want to feed more people to the
- 5 courthouse, and that's where it's going to end up,
- 6 then feed the station at the courthouse where
- 7 there's plenty of room.
- 8 I have a 10-year-old son that plays
- 9 football on a feeder team at Niles North. If you
- 10 think I'm going to sit there and worry about people
- 11 getting off that train when he's there, you're

- Appendix K_092309 CTA Yellow Line Skokie
- 12 crazy.
- The Village of Skokie needs to think about
- 14 the Village of Skokie and the residents of Skokie
- 15 and to build that. Thank you.
- 16 MS. WALLACE: Roy Erik Swenson, Leo Dombrowski,
- 17 and Yemimma Lipschultz.
- 18 MR. SWENSON: Good evening. My name is
- 19 Roy Erik Swenson. My father started building our
- 20 home in 1949. I have been in Skokie since 1950,
- 21 went to Lincoln Junior High and Niles Township High
- 22 School. I saw the Edens Highway being built.
- 23 I like the idea of some type of project,
- 24 but several things come to mind with this one. And

- 1 these are the questions I'm asking:
- 2 With the elevated track starting at
- 3 Dempster, will pedestrians have to climb stairs to
- 4 the elevated platform? If so, how will handicapped
- 5 people be moved up to the platform? How will
- 6 bicycles be moved up to the platform? How much
- 7 property will be taken away from Niles North? How
- 8 many proposed floors high will the school parking
- 9 lot be?
- 10 And my comment about Oakton Street at
- 11 Skokie Boulevard station is with how traffic busy
- 12 east and west is, movement is right now, what is
- 13 the estimated extended time usage proposed for
- 14 station stops both ways? Are we going to sit there
- 15 for two minutes and then have a train come the

- Appendix K_092309 CTA Yellow Line Skokie other way? Is it possible that an elevated track
- 16
- 17 can be built over Oakton?
- 18 And one more thing, I have been Santa at
- 19 Old Orchard off and on for five years, and that's
- 20 why I have my beard.
- MS. WALLACE: Leo Dombrowski, 21
- 22 Yemimma Lipschultz, and Michael Boersma.
- 23 A VOICE: Yemimma Lipschultz left.
- 24 MR. DOMBROWSKI: My name is Leo Dombrowski. My

- 1 wife and I have lived in District 68 for 15 years.
- 2 We have two sons, both of whom go to Niles North
- 3 High School.
- 4 I have to say, this proposed extension,
- 5 this thing is an absolute outrage. This is going
- 6 to destroy the character of our neighborhoods, and
- 7 it's absolutely going to destroy the character of
- 8 our high school. And for what? Why would the CTA
- 9 spend \$300 million of our tax money which equates
- to \$200 million a mile for this extension when 10
- existing bus service is already adequate? 11
- 12 And if the point of public transportation
- 13 is getting people from Point A to Point B, you
- 14 don't have to do this. Run the buses. Run a
- 15 shuttle. This is also not going to take a single
- 16 car off the road. No one who goes to -- who goes
- 17 to the high school, who goes to the shopping center
- 18 is going to leave his car at home simply because
- 19 the CTA has extended the Skokie Swift by a mile and

- Appendix K_092309 CTA Yellow Line Skokie a half. There's going to be no reduction of
- 20
- 21 pollution. That's an absolute charade.
- 22 And another thing. I have yet to see any
- 23 model or any artist rendering of what this thing is
- 24 going to look like, especially what the terminal is

- going to look like at Niles North High School. 1
- 2 you people have models' or artists' renderings, I
- 3 urge you, I suggest to you you better keep those
- 4 things under wraps because, once those things come
- 5 out, that is absolutely going to doom this project
- 6 when people get an idea of what this thing is going
- 7 to look like.
- 8 It's an absolute outrage. It should be
- 9 stopped. All this money should be spent on
- 10 something else. If transportation is the issue,
- 11 and it is, this isn't the way to solve it.
- 12 MS. WALLACE: Is Yemimma Lipschultz here?
- 13 A VOICE: She left.
- Michael Boersma, Joan Hakimi. 14 MS. WALLACE:
- MR. BOERSMA: I'm Michael Boersma. 15 I'm a
- 16 resident of Skokie for the last 15 years. I have a
- 17 son who goes to Niles North right now.
- 18 I pretty much share the concerns of
- 19 everyone who expressed their thoughts about the
- 20 line. I'm just going to speak specifically about
- 21 the Niles North terminal.
- 22 I don't believe it's an acceptable
- 23 solution. I looked at the draft report on line and

- 1 rejected. The arguments against that were very
- 2 unpersuasive to me. The only argument that was
- 3 made about it, it's farther away from Old Orchard.
- 4 But looking at the maps, looking at satellite
- 5 pictures, it's certainly much more feasible than
- 6 putting two parking garages on a very small parcel
- 7 of land.
- 8 I also hope when the analysis of this
- 9 project is done, we look at more than just the
- 10 environment, but what the impact is for the
- 11 taxpayer in terms of additional police needs.
- 12 Would we need to widen Old Orchard Road to
- 13 accommodate the traffic that would be involved
- 14 here? Do we need to fix Old Orchard's interchange
- 15 there which is already one of the worst exchanges
- 16 on the Edens Expressway?
- 17 It seems to me that there's a lot of
- things that have not been thought through. It's 18
- 19 almost like a solution looking for a problem.
- 20 the idea is for an economic benefit, I haven't seen
- 21 economic benefits materialize on Dempster yet where
- 22 the terminal is right now.
- 23 So I hope that more thought is given to
- 24 the project, the alternatives, especially the bus

- 1 routes that were mentioned, that they be given more
- 2 serious consideration. Thank you.
- 3 MS. WALLACE: Joan Hakimi, P. K. Senn, and
- 4 Bonnie Fell.
- 5 MS. HAKIMI: My name is Joan Hakimi. I came
- 6 here originally tonight because I was outraged by
- 7 the idea of a CTA parking garage in the parking lot
- 8 of Niles North High School; and, as I have been
- 9 sitting here, I have been taking notes and I have
- 10 become more and more outraged, not just by the idea
- 11 of the parking garage, but I found myself thinking
- 12 about an expression kind of -- I apologize, it's
- 13 kind of an obnoxious expression that my father used
- 14 to use when he felt that somebody was trying to put
- 15 something over on him. He would say, Don't spit in
- 16 my eye and tell me it's raining.
- 17 And I thought of that when I heard that
- 18 Skokie trustee talk about how this project would
- 19 enhance the quality of our lives. And I thought,
- 20 Don't spit in my eye and tell me it's raining.
- 21 I'm still trying to figure out how this
- 22 will enhance the quality of our lives as Skokie
- 23 residents. The next thing I tried -- I was
- 24 thinking about was that whatever you do should be

- 1 -- your behavior should be determined by your goal;
- 2 and I'm trying to figure out what the goal is. And
- 3 I don't recall ever hearing any resident of Skokie
- 4 say that we need a way to get from the Dempster Page 77

- 5 station to Old Orchard, that this is a particular
- 6 problem. I'm trying to figure out what the
- 7 transportation issue is that we're solving with
- 8 this expansion.
- 9 As Skokie residents, we have a way to get
- 10 to Chicago on the train. I regularly take the
- 11 Skokie Swift and the Red Line into Chicago. I also
- 12 regularly drive to the Howard Street station, park
- 13 my car and take the Red Line.
- We don't need this to help us get to
- 15 someplace. So it looks to me like we're looking at
- 16 building a nuisance and an expensive project to
- 17 bring other people into Skokie. I don't know that
- 18 that benefits us. No, I know that it doesn't.
- 19 The other thing I found myself thinking
- 20 about was that, as I said, I often take the
- 21 Red Line into Chicago, park my car in the parking
- 22 structure at Howard and take the Red Line; and I
- 23 was then trying to envision that parking structure
- 24 at Niles North High School. That parking structure

- 1 at Howard, the elevators almost never work. The
- 2 stairwells smell like urine. It's dark. It's
- 3 creepy. I don't want that in the parking lot of
- 4 anybody's school. Don't spit in my eye and tell me
- 5 it's raining. Thank you.
- 6 MS. WALLACE: P. K. Senn, Bonnie Fell, and
- 7 Mari ano Santos. Any of those folks here? Okay.
- 8 Li sa Edmund, Shoshana Cooper. Page 78

- 9 MR. SANTOS: Mariano Santos. I'm a resident of
- 10 Skokie since 1981, and I live on the street that
- 11 was marked Sherwin that should be Weber Lane in
- 12 Skoki e.
- 13 Much has been said about the benefit of
- 14 this project, and obviously it's very, very minimal
- 15 to the villagers who live in this great village,
- 16 which I like so much. And the cost benefit of this
- 17 project seems to be too obvious because the cost is
- 18 so enormous and the benefit is minimal, and there
- 19 is so much need for better public transportation
- 20 that we can allocate this money being allocated for
- 21 this project somewhere else.
- When everything else is said and done, we
- 23 shouldn't throw good money after bad. So much
- 24 money has already been invested in planning this

1 project, and it's being rejected by the very people

- 2 that it's supposed to serve.
- 3 So at the end of this session, I appeal to
- 4 the wisdom of the leaders of this village and the
- 5 executive of the CTA to just kind of junk this
- 6 project and let's move on to a better project that
- 7 will benefit taxpayers. Thank you.
- 8 MS. WALLACE: Lisa Edmond, Samina Hussain, and
- 9 Shoshana Cooper.
- 10 MS. COOPER: Hi. Good evening. My name is
- 11 Shoshana Cooper. I have been a resident of Skokie
- 12 for 19 years, from 1990, September 1990. I moved Page 79

- 13 here from West Rogers Park when my daughter was 5
- 14 and she graduated from Niles North High School in
- 15 2003.
- 16 I'm against the proposal. We used to have
- 17 a 64A and 97 bus and now we have a 201, 205. It
- 18 makes more sense to have a shuttle bus; and then,
- 19 if it does have to happen, it should not terminate
- 20 at the parking lot of Niles North High School. I
- 21 live across the street from Niles North on Lavergne
- 22 and Old Orchard; and, in my opinion, the education
- 23 of the children is very important and should not be
- 24 compromised. And we had some -- it's affecting the

- 1 football field, the tennis court or whatever, and
- 2 it's putting the safety of our children at risk.
- 3 So we should scrap this proposal and look
- 4 at one like shuttle buses or something else. Thank
- 5 you.
- 6 MS. WALLACE: Lisa Edmond, Samina Hussain,
- 7 Angel a Hankes.
- 8 MS. HUSSAIN: Good evening. My name is
- 9 Samina Hussain. I am actually a Morton Grove
- 10 resident, a District 67 parent, Niles North High
- 11 School parent. I'm also a member of the
- 12 District 67 PTA, an active member, and I'm also on
- 13 the school board at District 67. And I have one
- 14 student in Niles North High School and two future
- 15 students.
- 16 I may be repeating myself, but like Page 80

Appendix K_092309 CTA Yellow Line Skokie 17 advertising, I think it's necessary to repeat in 18 order to get a point across and to get -- create 19 the greatest impact. First of all, even though I 20 do not live in the Skokie area, I do sympathize 21 with all the homeowners who will be affected by the 22 noise, the loss of privacy and reduction of 23 property value. 24 I'm also highly concerned about the train

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1 station being built in the high school parking lot 2 even if I did not have children there. I am a big 3 advocate of education and safety for the kids. I 4 would also be just as concerned even if I had no 5 children going there. 6 This is a repeat. The planning began in 7 2006 and it's now close to 2009. Why are we 8 hearing about this now? I have been going to the 9 Niles North PTSA meetings for the last year on and 10 off, and I don't remember this coming up until like 11 our meeting in September. And according to this 12 time line, it seems like this is a done deal. It 13 seems like to be completed in 2016. I'm wondering 14 close to maybe when Chicago gets the Olympic bid? 15 The speaker also prior to this stated that 16 nowhere in the presentation was there any concrete 17 evidence, any data that supported that we needed 18 this train station. Based on my experience on the 19 school board and major projects in villages or 20 controversial projects, shouldn't the environmental Page 81

- 21 study and all other studies by committees be done
- 22 before the plan is rubber stamped by the board?
- 23 So what is this? Is this just a
- 24 formality? I'm looking at your booklet. It says

- 1 that this public meeting is a requirement of the
- 2 Safety, Accountable, Flexible, Efficient
- 3 Transportation Equity Act. So are we going through
- 4 a formality here?
- 5 It seems like, and if you'll excuse the
- 6 pun, this is just being railroaded through.
- Finally, finally, finally, and I'm going
- 8 to stress, how could anyone in their right mind
- 9 want to put a public train station and parking
- 10 garage in the middle of a public school? As the
- 11 speaker said before, it's unconscionable.
- 12 I also went to Niles West High School, and
- 13 the amount of security at the high school is so
- 14 high compared to the days when I was a student that
- 15 District 219 has had to contract out for security
- 16 services. Now Niles North may be burdened to
- 17 require security staff around the station and
- 18 parking garage.
- 19 If you haven't driven around Niles North
- 20 lately, especially in the morning at dismissal
- 21 time, it's extremely congested with not only the
- 22 traffic for the school --
- 23 MS. WALLACE: Thank you.
- 24 MS. HUSSAIN: -- but also all other kinds of Page 82

- 1 traffic.
- 2 MS. WALLACE: Lisa Edmond, Angela Hankes,
- 3 Joel Hellman.
- 4 MS. HANKES: Hi. My name is Angela Hankes, and
- 5 I'm here representing the teachers at Niles North
- 6 High School.
- 7 I just want to say upfront that we are
- 8 adamantly against this. When I went around asking
- 9 my fellow colleagues what they thought about the
- 10 CTA placing a train terminal in our north parking
- 11 Lot, the reactions I got were that of surprise,
- 12 disgust, disbelief. I had to say several, several
- 13 times, I'm not joking, this is a serious thing that
- 14 may happen.
- 15 Everyone is appalled that the great high
- 16 school we have in Skokie, the reason people move to
- 17 our community, may be compromised by putting a
- 18 train terminal in our parking lot. And not only
- 19 that, the noise pollution that is going to occur
- 20 from these trains -- we all have heard trains.
- 21 They're squeaky. They're noisy. They're loud. It
- 22 makes buildings vibrate. How are the students
- 23 going to concentrate? They're having a hard time
- 24 concentrating now with the windows and the Edens

- Appendix K_092309 CTA Yellow Line Skokie
- 1 Expressway. But putting a train station right
- 2 through our tennis courts, in our building, in our
- 3 baseball fields, it's preposterous.
- 4 And I also have a personal stake in this
- 5 because I have two young daughters which will --
- 6 they will be attending Niles North High School in
- 7 the year 2016. My daughter here, Lauren, will be a
- 8 freshman in the fall of 2016; and my other daughter
- 9 will be a senior in the fall of 2016. I don't want
- 10 to be part of that first pilot group that goes
- 11 through these safety issues with these people
- 12 coming into the parking lot of our school.
- 13 Safety is a huge, huge concern.
- 14 Compromising the educational system we have in
- 15 Skokie is truly something that needs to be thought
- 16 about.
- And my last thought, don't we have the 97
- 18 that goes from the Skokie Swift Dempster station to
- 19 the mall? That's what the 97 is for. It's great.
- 20 I have used it. I'm a graduate of Niles North. I
- 21 have lived in the Skokie practically my whole life.
- 22 There's nothing wrong with the 97.
- 23 MS. WALLACE: Joel Hellman, Ross Mathee,
- 24 Jim Ridker.

- 1 MR. HELLMAN: Hi. My name is Joel Hellman.
- 2 For years, I was a regular rider of the CTA, and
- 3 now I'm a regular rider of the METRA. In order to
- 4 do that, to take the METRA, I have to walk a mile

- Appendix K_092309 CTA Yellow Line Skokie 5 extra more than I would have to ride the CTA. So
- 6 I'm not surprised one bit that the CTA has come up
- 7 with this plan. The CTA almost caused a divorce in
- 8 my family because it could never get me to where I
- 9 was supposed to be on time to meet my wife.
- 10 You know, when I saw the drawing of where
- 11 this was, I originally thought, you know, the line
- 12 goes straight up the rail right-of-way, and then I
- 13 thought maybe the draftsman fell off his chair and
- 14 the line went off to the right. Then people
- 15 advised me that, oh, by the way, it happens to go
- 16 right to Old Orchard. So they have suggested why
- 17 it may have been that way.
- 18 I came here 45 minutes early to try to
- 19 find out what the CTA's position was. I haven't
- 20 heard one word from the CTA or from any of the
- 21 politicians here as to why this makes any sense.
- 22 So I wasted that time.
- 23 Unfortunately, I feel like I'm having a
- 24 Barney Frank moment. Talking to the CTA is like

- 1 talking to the dining room table.
- 2 So I have left about a minute and, you
- 3 know, the one thing I want to say is I would like
- 4 everybody to remember Randy Roberts' name. I think
- 5 he has more courage than good sense. When voting
- 6 comes up next time, I want everybody to remember
- 7 what he's done. I understand that the mayor is in
- 8 the room, and since I have about a minute left, I

- Appendix K_092309 CTA Yellow Line Skokie would like him to answer -- I'll yield the floor
- 9
- for him to answer, Does he promise to fight against 10
- 11 this plan as it's structured? He's gone? I got
- 12 about a minute and I would like to -- I'm sorry,
- will you promise to fight against this plan as hard 13
- 14 as you can?
- 15 MAYOR VAN DUSEN: I will be speaking when it's
- 16 my turn.
- A VOICE: He's for it. 17
- 18 MR. HELLMAN: I think the voters are entitled.
- 19 I'm sorry, I think the voters are entitled to know
- 20 whether or not you are for or against this, whether
- 21 you fight against it. So I'm waiting. I'm waiting
- 22 for an answer. We have 30 seconds. I'm waiting.
- 23 MS. WALLACE: We're calling the speakers in the
- 24 order --

- 1 MR. HELLMAN: Any other politicians?
- Ms. Schakowsky's representative want to say 2
- anything, for or against? We got 15 seconds. 3
- Sorry. 4
- 5 MS. WALLACE: Jim Ridker and Saul Santos.
- 6 MR. MATHEE: Good evening, everybody. My name
- 7 is Ross Mathee. I'm a resident of Skokie. I live
- 8 down the road here. I have three children.
- 9 I came to this meeting with an open mind
- 10 towards improving our transportation in this area.
- 11 And anybody who drives the Edens Expressway at any
- 12 time knows that it is a nightmare. I don't think

- Appendix K_092309 CTA Yellow Line Skokie anybody in this room would argue that.
- I do have to tell you that I have come to
- 15 the conclusion that, upon hearing and seeing the
- 16 designs, I'm absolutely against it. And the reason
- 17 why is because of the location of the end at a high
- 18 school. It is inappropriate. It's not of
- 19 sufficient space, in my mind. A parking garage is
- 20 only going to bring things up and not make things
- 21 less congested in that area.
- 22 I think I support our elected officials.
- 23 I believe that they have done a fine job. I think
- 24 I very much support their efforts and the CTA's

- 1 efforts in putting a CTA rail station at Oakton.
- 2 think that is a huge advantage for the village. I
- 3 think that is a step forward for this village. I
- 4 think, ultimately, the quality of education and
- 5 this project is what this is coming down to.
- 6 Who is going to be served by this? I
- 7 believe the courthouse is ultimately the
- 8 destination. If that is the destination, we need
- 9 to figure out how to get it under the Edens
- 10 Expressway or over the Edens Expressway. It does
- 11 not need to end at the high school. That is the
- 12 easiest way for this plan to be executed. That is
- 13 the reason why that proposal is being put forth.
- 14 I am in favor of working with the CTA, our
- 15 elected officials, and all of our residents on a
- 16 plan that will not put this station at the high

- Appendix K_092309 CTA Yellow Line Skokie
- 17 school. Thank you all very much. Have a good
- 18 evening.
- 19 MS. WALLACE: Jim Ridker, Saul Santos,
- 20 Mi chael McNi chol as.
- 21 MR. RIDKER: My name is Jim Ridker. I have
- 22 been a Skokie resident for the last six years, and
- 23 I have a daughter who's a senior at Niles North and
- 24 a son who will enter in another couple years.

- 1 This plan, at least as presented in this
- 2 brief document, is inadequate and, as such, I
- 3 oppose it. There's an awful lot missing from this.
- 4 Certainly, the primary consideration is the safety
- 5 of our students, particularly as it would relate to
- 6 having to deal with the parking issues on the
- 7 school campus. The distraction of our students
- 8 while this would be under construction and once in
- 9 operation would be a problem.
- 10 This narrowly written piece fails to
- 11 provide us any information of a cost benefit
- 12 analysis, what kind of ridership there would be on
- 13 the line, what kind of traffic burden it would
- 14 alleviate off of our streets. It doesn't identify
- 15 what kind of revenue boost this might be to the
- 16 mall and, in turn, what enhancement this might be
- 17 to our tax base. And perhaps there wouldn't be
- 18 sufficient financial benefits to justify this.
- 19 I think we have a responsibility as
- 20 residents of this area to think of ourselves as

Appendix K_092309 CTA Yellow Line Skokie being -- needing to be part of some long-term

- 21
- 22 transportation plan. This does not seem to relate
- 23 to any long-term plan. This area is going to grow
- 24 more dense over the years, and we're going to have

- 1 to have ways of moving people from the suburbs into
- 2 the city, from the city out to jobs in the suburbs.
- 3 This doesn't appear to address those concerns.
- 4 Issues have been brought up about traffic
- 5 management. That would be an expense. There are
- 6 land use concerns. This would take land away from
- 7 the school. We haven't had any -- heard any
- 8 discussion, if that were to be the case, what the
- 9 school would get by way of compensation.
- 10 you.
- 11 MS. WALLACE: Saul Santos, Michael McNicholas,
- 12 and Carol yn Andrews.
- 13 MR. SANTOS: Hi. My name is Saul Santos.
- 14 have been a Skokie resident for about nine years.
- I totally oppose this project. Listen, I 15
- work for the largest software company in the world. 16
- 17 It's easy to figure out who. And as a software
- 18 designer, I'm a software architect as well, I
- 19 design and I spend countless hours designing
- 20 software, designing Web sites that are COPA
- 21 compliant so our kids, you know, are protected when
- 22 they access Web sites or our software.
- 23 By the same token, as an architect and as
- 24 a designer, it's beyond my mind who could conceive

- 1 such a broken design. It's beyond my mind to think
- 2 about a train station in a school. And I would
- 3 like to ask CTA, who was your designer? Because I
- 4 will gladly sit with them and give them training in
- 5 one area that I think they lack, and that is common
- 6 sense. Thank you.
- 7 MR. McNICHOLAS: Hello. My name is
- 8 Michael McNicholas. I'm a resident of Skokie nine
- 9 years -- I'm sorry, can you hear me now?
- 10 Michael McNicholas. I have been a resident of the
- 11 community for nine years, I believe, and worked
- 12 here 25.
- 13 I came here with an open mind. I wanted
- 14 to hear both sides, and I have listened to both
- 15 sides; and I have to ask, is the potential benefit
- 16 I see -- I see the LPA has the potential benefit of
- 17 bringing passengers more quickly to the courthouse
- 18 and to the shopping center. But I also see that
- 19 this LPA has an actual detriment to the high
- 20 school.
- 21 The reason that this area has flourished
- 22 is that people -- the history of this village is
- 23 that people have valued the schools. They have
- 24 brought their children -- they brought their

- 2 children could get a better education.
- 3 District 219 and the feeder districts, the reason
- 4 for them -- people paying the taxes that they do is
- 5 so that they can get a great education.
- 6 By harming the schools, you kill the goose
- 7 that lays the golden eggs. You make it so that
- 8 there's no there there. You make it so that we --
- 9 why would you live here if the schools are going to
- 10 be dangerous or places where people cannot learn?
- 11 Making schools worse off will cause people possibly
- 12 to flee. People have talked about the property
- 13 values going down. And then it will possibly make
- 14 the shopping center worse off because there won't
- be people here to shop in the shopping center.
- So I just see that it's a bad idea as
- 17 everybody else -- well, with the exception of what
- 18 a very few people have said. This is a
- 19 structurally flawed idea, and it doesn't have the
- 20 benefit of actually doing any good. So why spend
- 21 money if you're not going to do any good?
- 22 If you want to support the courthouse and
- 23 you want to bring people into the courthouse, send
- 24 the track that way. If you want to send people to

- 1 the mall, send the track that way. But just
- 2 leaving it in the middle where it benefits nobody
- 3 and actually harms the high school hurts everybody.
- 4 MS. WALLACE: Carolyn Andrews and
- 5 Allison Zidek.

- 6 MS. ANDREWS: Good evening. My name is
- 7 Carolyn Andrews. I've lived for 22 years in
- 8 Skokie. I do not have any children at Niles North,
- 9 but I do treat the children of Niles North and
- 10 their families. I also work for the military.
- 11 I'm concerned about the noise pollution.
- 12 This is big. We're talking about schools and
- 13 safety. I concur with everyone who is opposed to
- 14 this plan. I definitely oppose this plan. It
- 15 affects me directly. I might have to move. I love
- 16 my home. I have people move here. I encourage
- 17 everyone to come here. We have peace. We have
- 18 privacy. We have people that have shift work. We
- 19 have a 24-hour society. We have people sleeping in
- 20 the daytime. How many nights of sleep are you
- 21 going to go without before you move?
- 22 We're talking about our health. I'm a
- 23 sleep specialist. 50 percent of the population has
- 24 a sleep disorder, and that's without the train

- 1 outside your back door. This is a severe issue.
- 2 I want to know how many trains are
- 3 running. I want to know how often they're running.
- 4 I want to know how many times the horn is blown. I
- 5 can hear it eight blocks away from Dempster as it
- 6 is right now. I would not be able to sleep. I
- 7 don't know how many other people will not be able
- 8 to sleep.
- 9 And, yes, your property value may go down. Page 92

- 10 Yes, you may have other things going on and the
- 11 safety issues with the school. It's absolutely
- 12 significant if your children can't sleep at night.
- 13 They're not going to be able to study, focus or
- 14 anything else. Health is affected by sleep. How
- 15 many nights without sleep would it take for you to
- 16 lose? How many nights of Ambien do you need before
- 17 you say, We need to move, we can't stay here
- 18 anymore? I'm serious.
- 19 Please get rid of this plan. Let's run
- 20 the buses just as often as the trains. Let's run
- 21 them every 8 minutes, every 11 minutes, whatever
- 22 you need. The buses will do the job. I love this
- 23 town. I want everyone in this room to stay in this
- 24 town, and I want lots of people to fill the 11

- 1 houses for sale in my neighborhood. Thank you.
- 2 MS. ZIDEK: Hi. My name is Allison Zidek. I
- 3 actually -- my parents actually moved here when I
- 4 was nine months old because of the school system.
- 5 I have come back to Skokie and bought my parents'
- 6 house, added on a nice addition. I happen to live
- 7 right by Carolyn. So we are blocks away from the
- 8 proposed site.
- 9 The noise pollution obviously bothers me,
- 10 but I'm concerned about the safety of the students.
- 11 I'm also the Jane Stenson School's PTA president.
- 12 This is going right through all of our backyards,
- 13 right through the school area. Children will be Page 93

- 14 affected by this all over, for Jane Stenson
- 15 especially, and Niles North. This is -- I just
- 16 can't even imagine what -- even bring this to
- 17 people's minds to terminate it in a school parking
- 18 lot. It's ridiculous.
- 19 My biggest question, though, is where is
- 20 the need? The 97 bus for anybody who takes it is
- 21 empty all the time.
- 22 VOLCES: Yes.
- 23 MS. ZIDEK: Where is the need? Who needs to go
- 24 from Dempster to Old Orchard? If the buses were

- 1 filled, packed like -- I used to live at Irving
- 2 Park and Lake Shore Drive. Our buses, the 145, I
- 3 would stand like this. If I saw that need, I would
- 4 say, Go for it. But the buses are empty. If the
- 5 buses aren't being used, why would a train be used?
- 6 I implore you to look into these matters.
- 7 Tell us. Maybe we're missing something; but it
- 8 can't possibly end in the school parking lot. I
- 9 don't want it to go through my neighborhood, but if
- 10 there was a good reason, I might consider it.
- 11 I, too, came here looking for what both
- 12 sides were. I don't see any positives at all, and
- 13 I haven't been provided with any reasons for why we
- 14 need this. Thank you very much, and think of our
- 15 children.
- 16 MS. WALLACE: Mayor Van Dusen.
- 17 MAYOR VAN DUSEN: Thank you. I appreciate the Page 94

- 18 opportunity to be able to speak this evening. I
- 19 think we've all heard the sentiment of the
- 20 residents, and I would urge the CTA to reconsider
- 21 the Niles North alternative.
- 22 The residents I think do -- the residents
- 23 I think I have articulated the reasons why they are
- 24 so concerned. I can't express it any better than

- 1 they have.
- 2 I would like to ask the CTA not only to
- 3 abandon the Niles North alternative but to
- 4 reconsider the western alternative or preferably
- 5 what is called the Bus Rapid Transit Alternative.
- 6 Let me just explain a couple of things for
- 7 everybody here because the questions have come up.
- 8 I don't get a pension, not a big pension for what
- 9 I'm doing. Take my word for it. Contrary to the
- 10 gentleman, I'm not getting a job at Westfield. I'm
- 11 not interested in a job at Westfield. I appreciate
- 12 the sentiment.
- 13 Within the next 10 to 15 years, if our
- 14 population continues to grow as it has in the
- 15 region, and we're seeing that in Skokie, our
- 16 roadway traffic is going to be increased
- 17 25 percent. That will be strangulation. It will
- 18 deter economic development.
- 19 What I'm asked when people want to come to
- 20 the village, future residents as well as developers
- 21 is, Are you going to extend the Swift?

- 22 I understand where you're coming from on
- 23 the Niles North alternative. You make sense. I
- 24 agree with you. We're fine there. But we've got

- 1 to find a way to extend it. Somebody said the
- 2 Swift ridership is down. That is totally wrong.
- 3 The ridership, in fact, is the highest of any of
- 4 the lines in the CTA. 18 percent higher than the
- 5 Brown Line. It's important that we look -- you're
- 6 saying no? It is.
- 7 A VOICE: Dempster.
- 8 A VOICE: Mr. Mayor, where do you get these
- 9 statistics?
- 10 MAYOR VAN DUSEN: We get these statistics every
- 11 month.
- 12 A VOICE: Sometimes it's empty.
- 13 A VOICE: Let him speak.
- 14 MAYOR VAN DUSEN: I'm simply sharing with you
- 15 the factual information. You can disagree if you
- 16 wi sh.
- 17 The point of the fact is that the CTA
- 18 Yellow Line is up 18 percent. There is an appetite
- 19 if rapid transit is convenient and it's affordable
- 20 to use it. We are finding that the CTA, generally
- 21 speaking, is up this last year far and a half the
- 22 5 percent across the line despite the fact that gas
- 23 prices have been going down. We went from 4.25 a
- 24 gallon down to 2.65, I think it was on my way over

- 1 tonight. So people will use it.
- 2 The alternative that we have been
- 3 presented with obviously doesn't have support.
- 4 Let's abandon it. But the bus rapid transit I
- 5 think provides an alternative or, or, or a western
- 6 alternative on the track.
- 7 VOLCES: No.
- 8 MAYOR VAN DUSEN: That's fine.
- 9 VOICES: No.
- 10 MAYOR VAN DUSEN: I listened to everybody
- 11 tonight.
- 12 A VOICE: You're our mayor.
- 13 MAYOR VAN DUSEN: That's right. And my job is
- 14 to try and do what I hope is in the best interest
- 15 of the future -- you disagree -- the future of the
- 16 Village of Skokie.
- 17 I'm support the bus rapid transit. That's
- 18 my preferred alternative, but we've got to think
- 19 about the future. All of us. I saw the parking
- 20 lot tonight. It's jam packed. Thank you for
- 21 coming, but it's jam packed. Those are all
- 22 automobiles that are on the road. 37,000 cars a
- 23 day, according to IDOT, come pass the Skokie Swift.
- 24 I can only imagine what the counts must be on

- Appendix K_092309 CTA Yellow Line Skokie

 1 listened to the complaints from
- 3 residents about traffic pulling off Skokie
- 4 Boulevard, pulling off McCormick, and using side
- 5 streets as their bypass. There's a reason why
- 6 that's happening.
- 7 So what I ask is let's think of what the
- 8 alternatives are. We'll move on. It's not my
- 9 final decision, but I would urge the CTA, let's
- 10 move on from Niles North. Let's find an
- 11 alternative. But my friends, we've got to do it.
- 12 And I know some of you don't agree.
- 13 That's fine. And I'm willing to listen to what you
- 14 do have. If you have alternatives, share them with
- 15 me. You have shared your ideas tonight with the
- 16 CTA, and I'm proud to say that not only has it been
- 17 a civil discourse -- I wish the national talking
- 18 heads could have been here to listen. It was
- 19 civil. It was reasoned; but also you gave some
- 20 alternatives and you expressed what alternatives
- 21 you would support.
- 22 So I appreciate you coming tonight, your
- 23 patience. I know it hasn't been easy sitting here,
- 24 listening, but thank you. I appreciate your

- 1 attention.
- 2 MS. WALLACE: All right. Thanks so much for
- 3 all your input tonight. It's an important part of
- 4 the process. We'll review them all.
- 5 I do want to let you know that Skokie

- Appendix K_092309 CTA Yellow Line Skokie comments are due by October 27th. So if you didn't
- 6
- 7 want to come up and talk or you didn't have the
- 8 chance to say all you wanted to say, we do
- 9 encourage you to submit comments. You can do that
- 10 at this e-mail address. You can send an e-mail or
- a fax. 11
- 12 MS. GALE: I had a card and I was not called to
- 13 In fact, I was mentioned in the first few
- 14 minutes of the meeting as one of the people who has
- 15 given a card. Meryl Gale.
- 16 MS. WALLACE: Okay. I didn't see that.
- 17 MS. GALE: I stayed this late so that I could
- speak. They mentioned my name in the opening 18
- 19 remarks to the audience.
- 20 MR. AKBAR: Begin to speak.
- 21 MS. GALE: Good evening. My name is
- 22 Meryl Gale. I'm the president of the Golf School
- 23 District 67 Board of Education. I'm also a
- 24 concerned parent of a Niles North High School
- 114
- 1 freshman. I would like to know why the Locally
- 2 Preferred Alternative is preferred?
- 3 Looking around the room, a formerly well
- 4 attended meeting, it seems that many locals
- 5 actually oppose this alternative. At least 350
- local residents have signed a petition against this 6
- 7 project. Are there any data to suggest that more
- 8 local people prefer this plan? If so, who are
- 9 they? Where are they? How did the CTA come up

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Appendix K_092309 CTA Yellow Line Skokie
    with this title?
10
              I would like to believe that we live in a
11
12
     democracy. If we want to say that a particular
13
     alternative is really what the local people prefer,
14
     can we decide this important issue in a local
15
     referendum? This way we would know which
16
     alternative is actually supported by the local
17
     community. That is, of course, after the
18
     Environmental Impact Statement is made public.
19
              Until then, let's refer to this so-called
20
     Locally Preferred Alternative as what it actually
21
     appears to be: The locally opposed alternative.
22
              By the way, could we have a show of hands?
23
     How many people here would support a referendum
24
     ballot on whether the proposed train should be
```

1 built?

2 In conclusion, considering what I have

3 heard this evening, pending further data, the CTA

4 proposal is simply not in the best interest of this

5 community nor of its children. That's all I have

6 to say. Thank you.

7 MS. WALLACE: You can submit your written

8 comments by e-mail. And then please do stay

9 involved. There's going to be updates that are on

10 this web address. Or you can join the mailing list

11 that's listed below and receive updates. Thanks

12 again for coming tonight. Thank you.

13 (Public Hearing adjourned at

	Appendix K_092309 CTA Yellow Line Skokie	
14	9: 31 o' clock p. m.)	
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		116
1	STATE OF ILLINOIS)	
2) SS:	
3	COUNTY OF C O O K)	
4		
5	ANNA M. MORALES, being first duly sworn,	
6	On oath says that she is a court reporter doing	
7	business in the City of Chicago; and that she	
8	reported in shorthand the proceedings of said	
9	Public Hearing, and that the foregoing is a true	
10	and correct transcript of her shorthand notes so	
11	taken as aforesaid, and contains the proceedings	
12	given at said Public Hearing.	
13		
14		
15	Certified Shorthand Reporter	
16		
17		

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