



**Appendix K**  
**Public Scoping Written Comments**  
**Comments 151-200**



1/26/10  
RPM. 151



We want your input on the North Red and Purple Modernization Project. 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 Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: C. Forrester

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1349 W. Rosemont

City: Chicago State: \_\_\_\_\_ Zip: 60660

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

1. I like that you offer a range of alternatives.
2. My basic leaning is to say "make no little plans"
3. For the difference in cost between 3-track modernization & 4-track, might as well go with 4 and do it right (for centuries) - this is the lifeblood of these neighborhoods
4. I see no advantage to adding Purple-Red transfer stations. Would rather see the money used in other ways.  
(ALSO - TOO MANY STOPS AS IT IS ON THE SUPPOSEDLY 'EXPRESS' RUN OF THE PURPLE)
5. I like the way the Modernization gets rid of the (ancient) embankments & puts in the open structures (with neighborhood amenity possibilities in the space underneath)
6. I don't think we need or want a subway on this part of the North side. A modernized "L" is better.
7. I don't have any big argument with your choices for →

Station Closings - I'm sure you'll fare thru it. I just want them more and wider for safety & comfort.



RPM. 152



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Name: Susan Olin

Organization: United States of America Title: Attorney

Address: 1216 W. Chase

City: Chicago State: IL Zip: 60626

Phone: \_\_\_\_\_ E-mail: ysusan\_2000@yahoo.com

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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. Comments must be submitted by the close of business on February 18, 2011.

Eliminating the JARVIS "el" stop is INSANITY!  
I have owned and lived in Rogers Park by the Jarvis stop for 15 years and I work in downtown Chicago. It takes me over an hour already to get to my job downtown! This change would make the trip 1 1/2 hours! This is the third largest city in America. We need more transit choices not less!  
Moreover, the Loyola, Morse and Jarvis stops have been here prior to the CTA for a total of ~~20~~ 125 years! Our whole neighborhood is built around these stops!

Scoping comments may be submitted via mail, e-mail or fax with attention to: Steve Hands, Strategic Planning & Policy, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312) 681-4195, Email: rpm@transitchicago.com, Website: www.transitchicago.com/rpmproject, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949



RPM 153



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Name: Archie Jackson

Organization: Title:

Address: 7648 N Paulina

City: Chicago State: ILL Zip: 60626

Phone: 773-824-264 E-mail: ArchieJackson2009@hotmail.com

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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. Comments must be submitted by the close of business on February 18, 2011.

Safety is the most important, However accessibility is also a concern of Elderly, disable any handicap. Let's rethink the closing of the Jarvis Red line. The distance between Chase station Jarvis can be lengthy! depending on the weather. the CTA has and will be important in our community level pay ment.



RAM-154



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Name: GERYL MURRAY

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1461 W. FARGO AVE., #2

City: CHICAGO State: IL Zip: 60626

Phone: \_\_\_\_\_ E-mail: gerimurray@sbcglobal.net

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

*I support the Basic Rehabilitation Alternative and the Basic Rehabilitation with Transfer Stations of the choices given. I do not want the Jarvis stop closed! I want it improved and renovated. I wear a leg brace and live 1/2 block from the Jarvis stop. I will suffer great hardship if Jarvis is closed and I have to walk blocks to Howard or Morse, particularly in the icy winter months, but really, all year round. I depend on being able to access the Red Line close to ~~where~~ <sup>where</sup> I live. Also, I do not want the vibrant Jarvis Square business district to suffer loss of business, nor do I want the many people buying condos in the area + commuting to be negatively impacted. Please renovate Jarvis + provide handicapped access!* *Geryl Murray*

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Name: Richard R. Rouse

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1427 W. Jarvis

City: Chicago, State: IL Zip: 60626-2033

Phone: 773-858-6062 E-mail: rayger194@yahoo.com

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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. Comments must be submitted by the close of business on February 18, 2011.

In my opinion, the basic rehab program with the addition of transfer stations makes the most sense. Transfer stations would include intermodal access. The CTA, particularly with our aging society, needs to make sure that its stations all meet ADA regulations. Transfer stations with easy access to bus routes, and bicycle paths would encourage greater CTA ridership, particularly with a younger population. Evaluation would come from reduced maintenance costs and potentially larger ridership.

Keep Jarvis stop open with rehab work. New businesses have opened close to the Jarvis Red Line stop. The CTA can benefit from serving areas that have increased commercial developments.

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RPM-156



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Name: Elizabeth Herceg

Organization: North Rogers Park Resident Title: \_\_\_\_\_

Address: 1534 W. Fargo, #3N

City: Chicago State: IL Zip: 60626

Phone: 773-350-7164 E-mail: HERCEGL@YAHOO.COM

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

*Please consider Basic Rehab with Transfer Stations, I strongly oppose the three options (Modernization 4-track, Modernization 3-track, Modernization 2-track Underground) ~~if these~~ <sup>that</sup> include closing the Jarvis El stop. The Jarvis Square area has sprung up around this el stop, replete with restaurants and a theater, along with a gym. All of these are heavily dependent on foot traffic, which will suffer from the loss of this station. Furthermore, lack of commuters/riders will increase crime in this area - fewer people out - and decrease already depressed property values. We NEED The Jarvis El Stop.*

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RPM. 157



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Name: PAUL ESTRICH

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1461 W FARGO

City: Chicago State: IL Zip: 60626

Phone: 773 649 1167 E-mail: \_\_\_\_\_

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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. Comments must be submitted by the close of business on February 18, 2011.

*PLEASE DO NOT close down the JARVIS EL STOP  
Both my wife and I commute from there each  
week day. Our Friends hop off the EL and  
meet us in the evening at the Businesses located  
on the Jarvis corner. We moved here because  
of the ease of transport & the excellent business  
venues. Please do not cripple these.*

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Name: Barbara Lhotka

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1534 West Fargo, 3N

City: Chicago State: IL Zip: 60626

Phone: 773-350-1419 E-mail: BLhotka@aol.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

As a home owner close to the Javis Station, I do not like any of the modernization options (4-track, 3 track, or 2-track) because they close down the Javis Stop. Javis has several vital businesses to our Rogers Park neighborhood. Those businesses & neighborhoods will be seriously harmed by these options. Also, property values (which are already suffering in Rogers Park) will be ~~seriously~~ reduced even further. I believe the first 3 options (particularly basic rehab with transfer stations) will modernize the tracks & keep homeownery passengers near Javis, Thorndale & Lawrence happy.



RPM-159



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Name: Tom Krueger

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1434 Jarvis #2C

City: Chicago State: IL Zip: 60626

Phone: \_\_\_\_\_ E-mail: kruegz@gmail.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

Please do not close the Jarvis station. There ~~are~~ are many businesses that rely on the Jarvis station for their customers. If the Jarvis stop is closed it would require local residents to walk much further to the nearest L station, making the red line much less convenient. Most modern public transit systems have stations every two blocks.

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RPM-160



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Name: Jennifer Ver Auel

Organization: West Sherwin Condo Assoc. Title: President

Address: 1401 W. Sherwin

City: Chicago State: IL Zip: 60626

Phone: 773-213-0142 E-mail: \_\_\_\_\_

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

Dear CTA,

There should be no station closures under any circumstance. Station closures will negatively impact property values, disrupt and eliminate local businesses, and decrease ridership.

One example is the Jarvis station. The Jarvis Square area has a thriving group of local businesses that would be seriously hurt by the station closure. The Jarvis Square area has been noted in Craine's Chicago Business as the one bright spot in the Rogers Park real estate market. The local business community was noted in a NY Times article on travel. Do not destroy this thriving community.

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RPM-161



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Name: Chris Gray

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1257 W Lunt Ave Apt 416

City: Chicago State: IL Zip: 60626

Phone: 419/439-3026 E-mail: topher.gray@gmail.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

- Avoid making drastic changes to current layout that will drive up costs — subway is foolish; modernized embankment w/ current four tracks most feasible
- Avoid closing stations. Neighborhoods were developed around El stations and would suffer w/ closing.
  - Closing Jarvis would not solve anything because it is at the end of the line
  - Lawrence is an important transfer to 81 bus
  - & relying on Wilson is problematic — that is a very violent corner at Wilson & Broadway
- closing Thorndale would be ok if new entrances put at Glenlake & Hollywood.
- Install as many auxiliary entrances as possible.

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RPM-142



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Name: Dawn Adams

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1608 W. Sherwin # 314

City: Chicago State: Ill Zip: 60624

Phone: 773-293-6669 E-mail: dawn.adams@comcast.com net

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

I do agree that something needs to  
done on the yavis stop, its pretty old  
and that can be dangerous

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Name: Mattie Moore

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1626 W. Sherwin

City: CHICAGO State: IL Zip: 60626

Phone: (773) 92-9396 E-mail: Mattie372000@yahoo.com

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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. Comments must be submitted by the close of business on February 18, 2011.

I don't feel I should have to travel ~~out~~ outside outside my location. If there is money available to replace Jarens station, I firmly believe it will be worth the cost. CTA has known for years that there are needed repairs at the Jarens station. Therefore we as are asking to continue the operation at Jarens. I'm two blocks away from the Jarens station. I don't want to walk extra blocks in the winter to catch a train. We within the Jarens are pay daily to ride the train. Therefore, we deserve

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the Jarens station.

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Name: Marie Winkler

Organization: Rogers Bark Pet Salon Title: Owner

Address: 1447 W. Jarvis Ave

City: Chicago State: IL Zip: 60626

Phone: 773-274-2275 E-mail: info@rogersbark.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

*As a commuter, I recognize the importance of increasing safety structure and travel times. As a local business owner, I can state that removing a train stop will have a devastating effect on businesses, especially those nestled in highly residential areas such as the Jarvis Red Stop. Jarvis Square relies on the accessibility and visibility to make its businesses thrive, my business personally brings in @5000 people a year to that location, all of whom would be inconvenienced by a change in the neighborhood patterns. If I were to vote on the issue today, I would choose the Basic Rehabilitation with Transfer Station option as it improves at maximum capacity without disrupting service to crucial areas.*

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RPM. 165



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Name: Janna Lombardo

Organization: Lumbar Lounge Title: Massage Therapist

Address: 1445 W. Jarvis

City: Chicago State: IL Zip: 60626

Phone: 773-764-6270 E-mail: jailow69@yahoo.com

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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. Comments must be submitted by the close of business on February 18, 2011.

I am a business owner in the up and coming Jarvis Square area. My colleagues and I, as well as the surrounding businesses rely on CTA service at the Jarvis stop. I feel this area of Rogers Park would struggle to stay afloat without it. We need the convenience for our customers as well as the soot traffic moving to and from this stop. My vote is for the Basic Rehabilitation w/ Transfer Stations alternative.



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Name: Patricia Stelka

Organization: Jaywood Bloch Club Title: Member

Address: 1439 W. Birchwood

City: Chicago State: IL Zip: 60626

Phone: 773-262-3531 E-mail: \_\_\_\_\_

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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. Comments must be submitted by the close of business on February 18, 2011.

Retain Jarvis stop.

\* Dense residential area needs access to E1.

\* Without station, CTA creates an inequitable gap between stations at northern end of Red line

\* Businesses have contributed to revival of the community depend on Jarvis stop

Jarvis stop should be improved not closed.

Re-instate A/B stops to speed service throughout red line.



RPM. 168



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Name: MARY ANNESULLIVAN

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 110 N. CLIFTON #7

City: Park Ridge State: IL Zip: 60068

Phone: 847-682-6025 E-mail: \_\_\_\_\_

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I feel that the Red + Purple  
Lines should be Rehabed  
to make them accessible  
to customers with disabilities

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Name: Dale Wheeler

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1408 W. Jarvis

City: Chicago State: IL Zip: 60626

Phone: 773-764-8894 E-mail: dawchicago@gmail.com

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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. Comments must be submitted by the close of business on February 18, 2011.

Without a doubt the red line needs to be modernized! However my No 4 concern is closing the Jarvis stop. It has taken 6 years to clean up the small business district around this stop. You must consider the economical impact this could have if the Jarvis stop is closed. How much revenue do these businesses take in and how many jobs! This will all be lost. The real value of our neighborhood is the number train stops making easy access to downtown. Look at other world class cities and quality of their transit systems, and the number stops, resulting higher use.

Please do not ignore the economical impact on the Jarvis business district if you close the train stop!

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RPM-170



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Name: Raymond Bailey

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1335 W. Fargo Ave, Apt. 3W

City: Chicago State: IL Zip: 60626

Phone: 773-465-2737 E-mail: RayBailey01@gmail.com

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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. Comments must be submitted by the close of business on February 18, 2011.

CTA should be discussing increasing "L" stops, not eliminating them. I live 3 blocks from the Jarvis stop. 3 of your plans propose eliminating that station. The Jarvis station is located next to 5 restaurants, a pub, and several businesses. Eliminating this station would be catastrophic for these businesses, and thus, the neighborhood.

Out of the 6 plans, the best alternative (in my opinion) is "Basic Rehabilitation with Transfer Stations Alternative". To supplement this alternative, CTA should give serious consideration to having corporations "adopt" a station, renovate it, and maybe naming rights (ie: the Jarvis Stop <sup>Jarvis Stop</sup> <sub>Coca-Cola</sub>) ... or something like that.

Scoping comments may be submitted via mail, e-mail or fax with attention to: Steve Hands, Strategic Planning & Policy, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312) 681-4195, Email: rpm@transitchicago.com, Website: www.transitchicago.com/rpmproject, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949



RPM. RTI



We want your input on the North Red and Purple Modernization Project. 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 Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Teryn J. Robinson

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1459 W. Carmen

City: Chicago State: IL Zip: 60640

Phone: 7733699662 E-mail: terynjrobinson@gmail.com  
or trobin3@mc.edu

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

Accessibility is essential. The system needs to be ADA compliant. This should be a top priority. In my opinion, the next consideration should be what we get for the financial investment - longevity is important & worth the cost. My preferred options are 4-Track modernization and 2-Track Subway. I think these plans maximize service & convenience. Undoubtedly, reverse commuters (which I am) will be highly upset with the 3-Track option, which is why I prefer the 2 mentioned. I also like the consolidation of stations. There are ~~some~~ currently stretches of ~~the~~ service with stations only a blocks apart. Bus service should be the more "local" service, & train stations should be at least 1/2 mile apart.

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Name: Erika Price  
 Organization: Loyola Chicago Title: \_\_\_\_\_  
 Address: 1633 W Estes  
 City: Chicago State: IL Zip: 60622  
 Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

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The modernization plans involving the closing of the Davis, Thorndale and Lawrence <sup>etc</sup> stations will decrease ~~accessibility~~ accessibility for riders who cannot travel long distances on foot, will decrease ridership, and it seems ludicrous to spend massive \$ to close stations. its counterproductive to throw away \$ on plans that will rob the Davis, Lawrence et al business districts of foot traffic. You will kill industry in the closed areas. The businesses at Davis, Lawrence et al will close bc you waste \$ and older riders. ~~etc~~ who live near those stops will have to walk further to get to a stop. And what about women walking home at night?

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more on bid

(Continued)

CTA has serious fiscal issues so it is imperative to be responsible so that the transit system can keep running without exorbitant fare

PLEASE PLACE STAMP HERE

Increases that will cause ridership to drop. The priorities should be modest, necessary improvements that will better serve CTA users. To my mind these include a) improved infrastructure, and b) increased handicapped access at older

Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602

why are there

no price estimates?

How can I decide which is most responsible if I don't know the pricepoint? And please do not undertake an ambitious, messy, noisy, disruptive, expensive underground renovation that will delay,

FOLD HERE

Tape Ends Before Mailing

Inconvenience, perturb and rob people at their homes.

what if funding dries up or there is a budget

crisis during this massive project?

Deadline to submit comments: February 18, 2011



Improving your commute. Improving your community.



The State is

Bankrupt

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Name: Phaedra Divras

Organization: Gruppo di Amici Title: Owner

Address: 1508 W. Jarvis

City: Chicago State: IL Zip: 60626

Phone: (773) 508-5565 E-mail: info@gruppodiamici.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

Having been both a resident as well as a business owner in East Rogers Park, the value of keeping the EL stops open cannot be measured strictly by CTA estimates. Having had personal experience with the Jarvis EL Stop in particular, the closing of this station would definitely revert the progress which has been made through small business ownership. In reviewing the plans, the two that seem the most logical which ~~with~~ balance cost & time with affect to community are the Basic Rehabilitation & Basic Rehabilitation with Transfer Stations Alternatives. Technological advancements over the next 20 years ~~plus~~ years will definitely change the face of what will be

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necessary in the future.

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Name: URSULA POKORSKA

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

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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. Comments must be submitted by the close of business on February 18, 2011.

Comparing the alternative proposal it is apparent that the two most feasible proposals are: Basic Rehabilitation and/or Basic Rehabilitation with Transfer Stations. Both address the most pressing issues: falling debris, basic disrepair etc and need for basic improvements on the stations. Red line serves very residential areas, where we want access to the train close and we want our stations to be clean, secure and accessible to all. To reduce number of stations to speed up train ~ 10min is less important then getting work done on this line. When we are falling obtaining properties to enlarge station that means added cost-humans and

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monetary and TIME for settling legal issues that will arise.

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Name: Joy Campbell

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1216 W. JARVIS Ave 15

City: Chicago State: IL Zip: 60626

Phone: 773-262-5915 E-mail: joy-campbell@earthlink.net

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

I appreciate the thought that has obviously been put into these alternatives. My comments:

- I understand there used to be A/B Service - could this be reinstated as a means of reducing travel time?
- I know Jarvis is not the most heavily traveled, but it's not in a neighborhood where you want to have to walk ~~so~~ further, esp. at night. Lots of GANGS.
- Removing Jarvis will kill any progress we've been making in drawing business to the area. Increased business means increased ridership - you'll gut the neighborhood if you take this station away. Please don't make it hard to use by CTA.

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Name: Tara Vance

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 5308 N Glenwood Ave

City: Chicago State: IL Zip: 60640

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

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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. Comments must be submitted by the close of business on February 18, 2011.

Information is presented clearly - thank you.  
I like consolidating steps and increasing entrances.  
Several steps are only a few blocks apart - not necessary.  
Adding entrances would help to reduce travelers' distance to reach stations.  
In regard to many stations underground, I believe this would be a good long-term plan, as space above ground is limited. I would miss the view - travel experience would not be as entertaining.

Is there more needed from the public than comments/survey?  
The CTA presents a great case for more funding. Is there anything citizens can do to help the CTA obtain funding?  
Public meeting is an opportunity to present a "Call to Action!"

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I would like a long-term (60-80yr) solution. 20 yrs. passes too fast.



RPM-177



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Name: Ellen Pinkham

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1725 W. JARVIS AVE

City: CHICAGO State: \_\_\_\_\_ Zip: 60626

Phone: \_\_\_\_\_ E-mail: ellenpinkham@gmail.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

First, thank you for involving the public in this vital decision-making process. I have gotten a clear picture, just at this meeting tonight, of the issues and alternatives before us. Hopefully, funding will be provided for one of the plans that will truly improve the Red Line & extend its life for the long term. I would prefer the 3 or 4 track modernization plans - The underground alternative seems equally effective but I would be concerned that it would be more likely than the other modernization plans to go far over all original time and cost projections. I'd like to live to see this project completed!

As a resident of Jarvis Avenue, I am strongly against closing the Jarvis Station - it would not cause me a much longer walk since I live near the Howard Station - but it would endanger the businesses of my neighborhood around the intersection of Jarvis & Greenview.

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Also even with secondary entrances, Howard & Morse are very far apart. Many people

would have much farther to walk between home/work and trains (not just entrance) Please keep the Jarvis Station!

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Name: PAT SHAW

Organization: JARGWOOD Title: MEMBER

Address: 1741 W. JARVIS

City: CHICAGO State: IL Zip: 60626

Phone: 773-338-7740 E-mail: KahnsHAW@rcn.com

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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. Comments must be submitted by the close of business on February 18, 2011.

*My primary concern is a closure of the Jarvis station, which would cause a devastating impact on the new businesses that have revitalized not only Jarvis Ave but its success has encourage new businesses on Morse and Howard.*

*As a 69 year resident of Jarvis Avenue I can attest to the vitality of the residential and commercial area resulting from having the Jarvis station as the focal points of our public transportation. It is a high density area and a well organized part of Rogers Park (far north).*

*Last summer CTA spent money on upgrading the station and platform. The basic structure is viaduct so in a sad state due to deferred maintenance but whether or not the station is open this needs attention.*

*CTA liability would increase with continued deferred maintenance of the track bed and viaduct. An abandoned station would cause liability to increase and cause a blight on the neighborhood and negatively impact all those who have invested in the new businesses that have developed over the past 6 years.*

*I would prefer to see states go to losing Jarvis station. We are a strong green community that depends and supports public transportation. Lack of adequate + affordable parking gives us another incentive to support CTA.*



RPM. 179



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Name: LORRAINE DOSTAL

Organization: JARWOOD BLOCK CLUB Title: \_\_\_\_\_

Address: 7429 N GREENVIEW

City: CHICAGO State: IL Zip: 60626

Phone: 847 491 8398 WORK E-mail: dostal@northwestern.edu

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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. Comments must be submitted by the close of business on February 18, 2011.

MODERNIZATION BY TRACK PREFERRED

DO NOT CLOSE JARVIS AND SOUTH BLVD STATION

DO NOT ADD ENTRANCES 1) ROCKS @ HOWARD STATION

2) WASHINGTON AT MAIN STREET

3) GARFIELD AT NOYES 4) CHURCH @ DAVIS

KEEP XPRESS SERVICE BOTH WAYS DURING RUSH HOUR

SPEED OF TRAIN SERVICE IS LESS IMPORTANT -

NEW ENTRANCES AT EXISTING STATIONS DO NOT REPLACE

CLOSED STATIONS -

WIDER PLATFORMS NOT IMPORTANT

ADDITIONAL EXPRESS TRAIN ACCESS @ WILSON AND LOYOLA

NOT IMPORTANT

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RPM 180



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Name: Kathleen Lamb

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1539 W. Paul Birchwood Ave

City: Chicago State: IL Zip: 60626

Phone: 773-274-6017 E-mail: kathleenlamb@sbcglobal.net

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

1. Improvements must be made.
2. Basically, I am opposed to station closings because it is bad for small businesses which rely on foot traffic.
3. I would favor the Basic Rehab w/ Transfer stations



RPM. 181



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Name: IRIS TAUSEND

Organization: I'M A CTA RIDER Title:

Address: 1316 W. FARGO AVE

City: CHGO State: IL Zip: 60626

Phone: E-mail: ilieberman@sbglobal.net

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

I'M CONCERNED ABOUT THE JARVIS + LAURENCE STOP CONSOLIDATION, VERY HIGH DENSITY AREAS. <sup>CLOSING</sup> ~~WALKING~~ WOULD ADVERSELY IMPACT RIDERS. A PROJECTED MAXIMUM WALK INCREASE OF 3 BLOCKS IS AN UNDUH HARDSHIP TO PEOPLE WITH SMALL CHILDREN, SENIORS AND ANYONE CARRYING PACKAGES OR GROCERIES. HOW WOULD THE BUSINESSES AT JARVIS BE AFFECTED? MY GUESS IS THAT RESTAURANTS, GROCERIES AND SNACK SHOPS WOULD HAVE TO CLOSE. WHAT ABOUT THE OLD IDEA OF A Y B STOPS FOR SPEEDIER TRAVEL? IT WORKED! I DON'T LIKE THE UNDERGROUND ALTERNATIVE. I'M IN FAVOR OF BASIC REHABILITATION w/ TRANSFER STATIONS.

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Name: Elizabeth Freeman

Organization: Resident Title: \_\_\_\_\_

Address: 1501 W. Chase Ave. #1

City: Chicago State: \_\_\_\_\_ Zip: 60626

Phone: \_\_\_\_\_ E-mail: e.freeman@mac.com

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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. Comments must be submitted by the close of business on February 18, 2011.

Favor modernization 3-track as best combination of service and cost. Modernization 4-track would be "terrific" but more \$.

\* Strongly recommend cutting "luxury" features - we need service not pretty or "nice". <sup>we are on our way</sup> to work - we don't care!

Deep concerns re: station closure @ Farvis and impact on that area, e.g. loss of new businesses, decrease in safety → deterioration of neighborhood.

Lack of resources e.g. grocery stores within reasonable walking distances for families.

I will pay more for travel that provides safe reliable service and supports my community.



RPM 183



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Name: Michael Anderson

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 1519 W Fargo Ave #3

City: Chicago State: IL Zip: 60626

Phone: 312-953-9492 E-mail: manders428@aol.com

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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. Comments must be submitted by the close of business on February 18, 2011.

I prefer the underground subway model to get  
the elevated tracks out of our neighborhoods  
and make the ~~commute~~ commute to downtown  
EASTER!!

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Name: JOE MASCHER

Organization: NORTHGATE PIER CONDO Title: BOARD MEMBER

Address: 7641 N. EASTLAKE TERRACE 2A

City: CHICAGO State: IL Zip: 60626

Phone: 773-403-0701 E-mail: JWMASCHER@GMAIL.COM

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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. Comments must be submitted by the close of business on February 18, 2011.

- ① Neighborhood retail is an important component of our community. The commercial that evolved around our RED LINE stops is integral in keeping our them robust & vibrant. DO NOT REMOVE STOPS such as Jarvis & Berwyn etc. This will adversely effect our neighborhoods.
- ② Add opportunities for ridership. Expanding the P. line is a good idea - do not remove stops - Add trains. The additional track options are intriguing if they don't involve altering the neighborhoods too much - i.e. Fullerton improvements.
- ③ Expanded platforms are a good way of expanding opportunities for riders.
- ④ Improve the infrastructure !!! before you improve "comfort." we need reliable transportation before speed

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Name: Rev. WILLIAM E. HUTCHISON

Organization: Metro Chicago Synod - ELCA Title: Reverend

Address: 1805 WASHINGTON ST

City: EVANSTON State: IL Zip: 60202

Phone: 847-328-6805 E-mail: hutchinois@ameritech.net

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

Clearly long overdue improvements are warranted. Basic rehabilitation, with or without transfer stations, "buys" 20 years with no improvement in the awkward/unsafe conditions with so many elevated curves. All three modernization alternatives, while more expensive, "buy" 60-80 years (3 to 4 times the basic rehab alternatives). Hence the initial capital outlay would benefit riders far longer for less cost<sup>per year</sup> when amortized over the expected<sup>longer</sup> life cycle. Perhaps the most<sup>compelling</sup> long-range benefits would be realized by the 2-Track Underground option - the public space gained above ground, as well as the quieter operation along the rail corridor, would certainly be worthwhile enhancements (at any cost). Furthermore, the tunnels would provide protected operations not subject to such temperature and weather extremes as elevated, exposed tracks. Fewer curves and stops, with all local service, would certainly make scheduling (for the CTA and its passengers) less complicated and more predictable/reliable. When will there be AC synchronous motors (instead of 600 VDC motors)? (more efficient!)

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RPM.186



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Name: Lillie Council

Organization: — Owner / Renter Title: —

Address: 1415 Lunt Unit 508

City: Chicago State: IL Zip: 60626

Phone: (847) 525-6181 E-mail: onedemple@yahoo.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

Definitely opposed to the closure of the Jarvis "E1" stop. I feel that the small business, as well as the residents would be harmed by this move. I am for stations being ADA accessible and possibly widened to accommodate wheelchairs. I am unclear as to why speed of train needs to be increased? Closure of stations and then opening other access points what is the benefit? Are the new exits/entrances safe? Longer walks to the train, ensure riders will miss more trains. Are times to be adjusted. Cost? and fare? How much will cost be? How high will fares go??

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We want your input on the North Red and Purple Modernization Project. 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 Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Carla Price

Organization: PM6 Vintage Apts Title: owner

Address: 704 Main St

City: Evanston, IL 60202 State: IL Zip: 60202

Phone: \_\_\_\_\_ E-mail: pm6vintageapts@aol.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

1. Tremendous need to maintain Chicago as 1st class city with transportation that is equal or better than other major cities
2. Environmental Impact. — It took 20 years to bring Jarvis to where it is today. There would be a negative Environmental Impact on Jarvis Square to businesses and properties if station closed. It is the one part of Rogers Park that has a safe positive image.
3. Safety concerns on Rogers (an alternative ~~site~~ <sup>site</sup>). Rogers will have to gentrify greatly to make people comfortable to walk late at night.

We want your input on the North Red and Purple Modernization Project. 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 Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Robert Markofer

Organization: — Title: —

Address: 7321 North Paulina Street, Unit 3

City: Chicago State: IL Zip: 60626

Phone: 312-804-0162 E-mail: rmarkoferii@yahoo.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

- ① THANK YOU for the Red Line South extension. LONG OVERDUE.
- ② Some version of express service needs to be maintained (either 3 or 4 track)
- ③ Please take into account moving train noise AND noise produced at stations from train/platform announcements and rider produced noise.
- ④ While I would rather see Jarvis station ~~maintained~~ kept, it is not a deal killer.
- ⑤ The current unused retail spaces do not seem to serve a purpose and could be eliminated
- ⑥ For three track option, where would the trains be stored for the reverse trips?
- ⑦ would the modern concrete and structure open the Red Line to terrorism (car bombs, etc).   
 @ PLEASE provide for better element protection of tiled houses and on platforms! No more Belmont!   
 Open air stations.

We want your input on the North Red and Purple Modernization Project. 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 Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: DORENDA SUMATRA

Organization: 1440 W. Sherwin, Condominium Association Title: member

Address: 1440 W. Sherwin Chicago Ill

City: CHICAGO State: ILL Zip: 60626

Phone: 312 782 4040 E-mail: \_\_\_\_\_

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

I strongly object to the proposed closing of Jarvis Station. Jarvis Square on the corner of Jarvis + Greenview recently saw a resurgence of stores, eateries and other commercial activities. The pedestrian traffic from the Jarvis station help support these businesses and these occupied storefronts certainly contribute to the life of the community because they offer various services which attract other non-residents. I moved to my condo at 1440 Sherwin Avenue for the main reason of its proximity to Jarvis station. I come home late at night and Jarvis station is essential to my work life. Howard station is too far from my building and I have to walk thru high crime area.

We want your input on the North Red and Purple Modernization Project. 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 Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Eric Gegner

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 7409 N Claremont Ave

City: Chgo State: IL Zip: 60645

Phone: 773 465 2513 E-mail: eric.gegner@rcn.com

Check here to also receive updates about other projects along the Red Line.

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. Comments must be submitted by the close of business on February 18, 2011.

I would be in favor of an underground tunnel system if the land is used for car parking and horticulture beautification. A lot of people live in Chicago due to elaborate train transportation system. Any reduction in train stops is a reduction in service. I would like you to consider the option of keeping all of the stops open. The train does not need to travel any faster than it does already.

RPM-191



Charmers Dagel LLC



1500 W Jarvis Ave, Chicago, IL 60626 773-743-2233 (CAFÉ)

Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
E-mail: RPM@transitchicago.com  
Fax: (312) 681-4195

January 25, 2011

Subject: Opposition to the idea of closing of the Jarvis el station on the Red Line

Dear Mr. Hands,

Through two sources, I have recently been told that the CTA is making its long range plan to improve certain stations along the Red Line and that it is inviting input from the communities that depend on this important part of our neighborhoods. This letter is to tell you about the area known as Jarvis Square that depends on the Jarvis el station for its livelihood.

Please invest in our community as we have by upgrading and improving the Jarvis el station. It is vital to this neighborhood. Please do not close the Jarvis station.

Jarvis has a vibrant commercial community built from the east of the el station at Greenview Ave to the west at Ashland Ave. There are many new and successful businesses that were started in the past 6 years by people who live within a mile of the Jarvis el station. Here is a list of some of them:

- Charmers Café / The Dagel and Beli shop [www.charmerscafe.com](http://www.charmerscafe.com)
- Gruppo di Amici Italian Restaurant [www.gruppodiamici.com](http://www.gruppodiamici.com)
- TASTE Food and Wine [www.tastefoodandwine.com](http://www.tastefoodandwine.com)
- the side project theater [www.thesideproject.net](http://www.thesideproject.net)
- Rogers Bark Pet Salon [www.rogersbark.com](http://www.rogersbark.com)
- Poitin Stil Irish pub
- The Lumbar Lounge [www.lizatlumbar.com](http://www.lizatlumbar.com)
- Luzzat Indian Restaurant
- V-Tone Fitness [www.vtonefitness.com](http://www.vtonefitness.com)
- Jarvis Grill & Wok

As a result of this entrepreneurial explosion, this area of Rogers Park has become far more livable and attractive for the thousands of train riders and voters and who live in the single family homes, condominiums and apartments that center around the Jarvis el station.

This area received national attention less than a year ago with two separate articles in the New York Times:

- New York Times article Feb 7, 2010: **An Ethnic Mix Keeps It Funky**  
<http://travel.nytimes.com/2010/02/07/travel/07surfacing.html>
- New York Times article Jan 9, 2010: **Street Corners vs. Cul de Sacs** (photo in article is of Charmers Café on Jarvis Square  
[http://www.nytimes.com/2010/01/10/business/10every.html?\\_r=1](http://www.nytimes.com/2010/01/10/business/10every.html?_r=1)

There are several more articles over the years written about this area around the Jarvis el station. Here are a few of them for your review.

- Kellogg Graduate School of Business Magazine July, 2008  
<http://www.kellogg.northwestern.edu/kwo/sum08/alumni/sullivan.htm>
- Chicago Sun Times article March 2, 2007: **Chicago's Venice Beach** (copy of article attached)
- Chicago Sun Times article Sep 27, 2006: **Making CHANGE Rogers Park's Jarvis Square Experiences a Rebirth** (copy of article attached)
- Rogers Park's Jarvis Square video,  
[yochicago.com/rogers-parks-jarvis-square/7136](http://yochicago.com/rogers-parks-jarvis-square/7136)

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Thank you for your consideration.

Sincerely,

Dan Sullivan

---

Here are even more stories to read and watch about Jarvis Square and its businesses!:

- Shop Jarvis Square [www.shopjarvissquare.com](http://www.shopjarvissquare.com)
- [http://www.kosmix.com/topic/Jarvis\\_Square#ixzz1C5aVELNh](http://www.kosmix.com/topic/Jarvis_Square#ixzz1C5aVELNh)
- [chicago.menupages.com/restaurants/dagel-beli/menu](http://chicago.menupages.com/restaurants/dagel-beli/menu)
- [http://www.bing.com/local/default.aspx?what=Rogers Bark Pet Salon&where=Rogers Park IL&mkt=en-us&FORM=LARE](http://www.bing.com/local/default.aspx?what=Rogers+Bark+Pet+Salon&where=Rogers+Park+IL&mkt=en-us&FORM=LARE)
- <http://www.chicagomag.com/Chicago-Magazine/Dining/Dining-Guide/?listing=33715>
- <http://www.yelp.com/biz/poitin-stil-chicago>
- <http://centerstagechicago.com/bars/poitin-stil.html>
- <http://www.yelp.com/biz/taste-food-and-wine-chicago>
- <http://www.centerstagechicago.com/restaurants/charmiers.html>
- <http://www.yelp.com/biz/luzzat-chicago>
- Jarvis Square, dining and shopping in Rogers Park  
<http://www.youtube.com/watch?v=M1rz-L8xmAQ>
- [http://www.gruppodiamici.com/ Gruppo Di Amici\]](http://www.gruppodiamici.com/Gruppo+Di+Amici)
- <http://www.centerstagechicago.com/restaurants/luzzat.html>
- [www.dexknows.com/business\\_profiles/jarvis\\_grill\\_and\\_wok-1807569410](http://www.dexknows.com/business_profiles/jarvis_grill_and_wok-1807569410)

## Street Corners vs. Cul de Sacs

By DAMON DARLIN  
Published: January 9, 2010

REAL estate agents often chant the mantra "location, location, location," which essentially means "find a home in a well-kept neighborhood with good schools and a low crime rate."

Enlarge This Image



Sally Ryan for The New York Times  
Strolling in Chicago. Homes with above-average "walkability" had higher values, a study found.

Some may cite a fourth factor, "walkability," a concept supported by self-styled "new urbanists" who advocate denser cities designed for the pedestrian and mass transit as much as for the car. In their ideal neighborhood, you could walk to a bookstore and then to an ice cream shop, and your children could walk to school, probably unescorted. (It sounds like so many movie depictions of America in the 1950s.)

They argue that walkability lowers crime — that good people on the streets drive away the bad guys — and that it generally improves life and sharply raises home values. Whether it helps homes retain their value when the market slumps, however, seems a harder question to answer.

A study published in August by C.E.O.'s for Cities, a group of urban redevelopment advocates, found that in many ways, the street corner beats the cul de sac. It looked at the sales of 90,000 homes in 15 markets to estimate how much value was associated with something called the Walk Score. Using a 100-point scale, this score rates the number of destinations, including libraries, parks and coffee shops, within walking distance of a home.

The scores for America's 40 largest cities can be found at Walkscore.com by typing in an address. For instance, the White House scores a near-perfect 97: a "walker's paradise," the Web site says. Another famous home, the Playboy mansion in Los Angeles, rates a 25. (You can get lost in Walkscore.com for hours; the "Brady Bunch" house, the exemplar of 1970s suburban life, scores an above-average 75.)

The study found that houses with above-average Walk Scores commanded a premium. It was as much as \$30,000 in cities like Charlotte, N.C., Chicago, Sacramento and San Francisco, wrote Joe Cortright, the study's author and an economist at Impresa, a consulting firm in Portland, Ore.

The correlation failed to hold in 2 of the 15 cities studied — Bakersfield, Calif., and Las Vegas, where housing prices decreased in walkable neighborhoods.

So far, there is no definitive study concluding that the more walkable neighborhoods hold their value better when the real estate market declines. But Mr. Cortright wrote in a study done a year earlier for the same group that the spike in gasoline prices in 2005 popped the housing bubble. He found that distant suburbs had the largest declines in home values, while prices in "close in" neighborhoods, typically those that were the most walkable, held up or, in a few cases, increased.

He cited an example in the Chicago area where a suburban home worth the same as a close-in home in 2006 had declined in price, relative to the city home, by \$66,000 in 12 months.

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SURFACING

## An Ethnic Mix Keeps It Funky in Chicago



Sally Ryan for The New York Times

Uncommon Ground in Chicago's bustling Rogers Park neighborhood serves vegetables grown in its rooftop farm.

By EDWARD McCLELLAND  
Published: February 7, 2010

HOW does Rogers Park, a neighborhood on the northern edge of Chicago, stay funky? The secret is geography. The area lies beyond the end of Lake Shore Drive; most east-west streets dead-end into beaches, and there's no quick way to get downtown.

### Chicago Travel Guide

- Where to Stay
- Where to Eat
- What to Do

[Go to the Chicago Travel Guide »](#)

### Multimedia



Map

Chicago, Ill.

[Enlarge This Image](#)

Rogers Park's relative seclusion has helped it maintain an extraordinary ethnic mix.

Over the last few years, new restaurants, as well as galleries, shops and museums, have filled in niches amid Rogers Park's Mexican bakeries, hippie book stalls and Chinese takeouts. On a single block you'll pass a kosher butcher shop, a Mexican pizzeria, and a Belizean barber shop with a pool table in the back. Africans also have a prominent presence in the area. Four years ago, Dan Sullivan opened a coffee shop, **Charmers Cafe** (1500 West Jarvis Avenue; 773-743-2233), in the building where his mother grew up at the neighborhood's northern end, leading a revival of a section now known as Jarvis Square. "There was a deep desire of so many people who live here of seeing this street begin to work again," he said.

Down the block, **Gruppo di Amici** (1508 West Jarvis Avenue; 773-508-5565; [gruppodiamici.com](http://gruppodiamici.com)) offers an Italian menu and a smooth jazz/light rock soundtrack. House specialties include

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Sally Ryan for The New York Times  
Devon Avenue marks the southern border  
of Rogers Park.

Enlarge This Image



Sally Ryan for The New York Times  
Taste Food & Wine sells wines and spirits,  
as well as snacks and sweets.

Enlarge This Image



Sally Ryan for The New York Times  
The intersection of Jarvis and Greenview  
Avenues.

stuffed with wild mushrooms, goat cheese, spinach and prosciutto, served with linguine; \$17).

Next door, **Taste Food & Wine** (1506 West Jarvis Avenue; 773-761-3663; [tastefoodandwine.com](http://tastefoodandwine.com)) sells wines and spirits, as well as snacks and sweets.

On a street bisected by elevated train tracks, you'll note the **Glenwood Avenue Arts District** ([glenwoodave.org](http://glenwoodave.org)) by the paintings hung in empty storefront windows, with artists' phone numbers for prospective buyers. (The district holds an annual arts festival, this year the weekend of Aug. 20.)

The art shares space with the **Theo Ubique Theatre Company** (6970 North Glenwood Avenue; 773-347-1109; [theoubique.org](http://theoubique.org)), a cabaret troupe that took over an old beatnik coffee shop. The new season starts in March with a production of the musical "Chess."

Rogers Park loves to flaunt its progressive values. The **Leather Archives & Museum** (6418 North Greenview Avenue; 773-761-9200; [leatherarchives.org](http://leatherarchives.org)) memorializes gay culture inside a space that has an unlikely history, having served as both a synagogue and a Baptist Church. On display is an eclectic collection that includes military uniforms and fraternity paddles, plus a library of pulp novels with titles like "Truckstop Hunk."

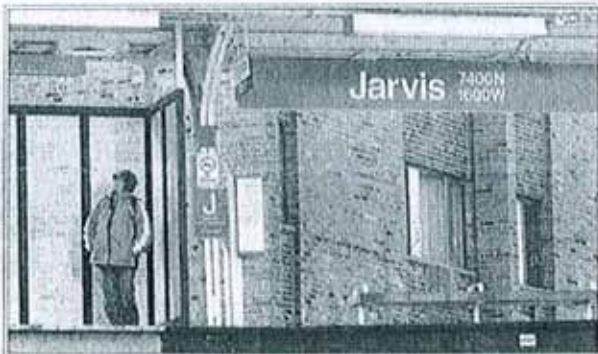
And then there's **Uncommon Ground** (1401 West Devon Avenue; 773-465-9801; [uncommonground.com](http://uncommonground.com)), representing another sort of progressive consciousness. On a recent weeknight, a green biodiesel-powered bus was parked in front of the restaurant, music venue and all-around gathering spot. It was there for the Green Room Session, a monthly "eco-mixer" that brings locals together for food and live music (the restaurant grows its own vegetables in what it calls the nation's first certified organic rooftop farm). On the menu, the Gunthorp Farm Crispy Chicken (\$19), baked in an iron skillet, and served with roasted sweet potatoes and carrots, turnips, onions and salsify purée, is named for the Indiana family that raised the bird.



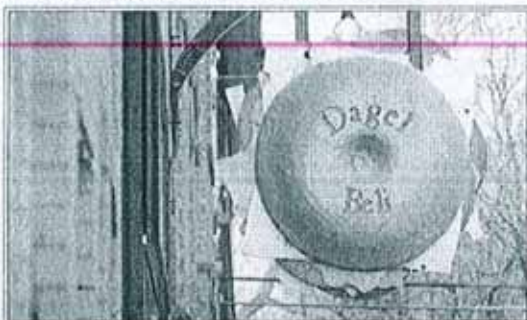
Rogers Park neighbors built this play area and bench at Pratt Avenue beach. —SCOTT STEWART/SUN-TIMES



Judith Orr loves her Farwell Avenue condo and so does her cat, Lulu, who is showing off for the camera. —KEVIN WALKER/SUN-TIMES



In Rogers Park, change is evident from the Jarvis CTA red line stop, such as new eateries like the Doge and Bell Shop at Jarvis Square. —NICHOLAS J. WATSON/SUN-TIMES



EN ROUTE: ROGERS PARK

# Chicago's Venice Beach

Maybe it's something in the water that breeds eccentricity

BY BONNIE MCGRATH

From the northernmost tracks of Chicago's Red Line, you can see that change is under way — finally — in Rogers Park.

Judith Orr has no trouble rattling off all the amenities she has in her two-bedroom, two-bath condo in East Rogers Park: a patio, an eat-in kitchen, all the many bells and whistles she decided she wanted when she left Lake View. A condo like the one she has would have cost a lot more in the neighborhood she left, much more than the under-\$200,000 she paid a couple of years ago for her unit on Farwell, just north of Pratt and just east of Ashland, near the Morse stop on the Red Line.

Orr, who owns a marketing-design business, says she hasn't regretted her decision for even one second. While she felt a little nervous after making the move — because of more "gang activity in the area" than she was used to — she said that hands-on community policing, diligent patrolling and all kinds of quality-of-life people,

plans and things in the neighborhood have assured her that she is in the right place at the right time. She can hit the best place within walking distance for delicious seafood or vintage high ceilings, great appetizers or fabulous desserts, from Morseland on Morse to Café Sarsen on Pratt, to name a couple (west of Shristan and east of Shristan, respectively).

People all over East Rogers Park agree. They love the friendliness of their neighbors, the fresh air off the lake that borders and defines their neighborhood, with its many little wild-grass-covered benches that stretch its length, from the Loyola L stop that is convenient to the Loyola University campus just off the Red Line — to Howard Street on the north end. The two stops in between are at Morse and Jarvis.

Residents love the spirituality that exudes from the old buildings, the funky restaurants and coffee places and bars, the diversity, the 90 or so

READ MORE ONLINE

- For more information, go to [www.suntimes.com/redcontent](http://www.suntimes.com/redcontent) and find links to Rogers Park:
- New commercial development
- Homes and condos
- Centerstage virtual "L" for things to do





**OGIVE BACK:** The most beautiful tomatoes from glossy globe tomatoes that are donated to a low-cost soup kitchen in the city's South Side.

EDITOR: Sue Driscoll



Real estate developer Dan Sullivan spent **Charmers Cafe** and the **Dogel & Bell** in hopes of revitalizing the Jarvis Square area of Rogers Park. The Rogers Park Community Council named him the 2006 Citizen of the Year.



ROGERS PARK'S JARVIS SQUARE EXPERIENCES A REBIRTH THANKS TO ONE MAN'S VISION

# Making change

By **WALTER JENNINS**

**T**hink, for a moment, about popular Chicago neighborhoods where both cars, residents and outsiders like to dine, drink, shop and stroll. Where places such as Lakeview, Wicker Park, Bucktown and Andersonville offer amenities that boost the quality of life for those who live in these areas and attract the dollars of those who don't. And eating and drinking establishments are among the main ingredients in the mix.

Rogers Park had a lot of things going for it. It was a nice neighborhood with a lot of parking spots, mostly on corners, and coffee, the generation of its family had grown up with, and the character of the area had been set at Jarvis and Lawrence streets. But a lack of all the things that other neighborhoods had, perhaps a lack of signs that the neighborhood would be a place to hang out, and buildings with character again, led many who lived in the area to gradually leave the neighborhood.

After moving to Rogers Park in 1985, Sullivan became one of the first to see the area as a place to live and work. He had a vision of what the neighborhood could be. He had a vision of what the neighborhood could be. He had a vision of what the neighborhood could be.

The changes in Jarvis Square happened because Sullivan decided to invest where he lived and this 15-year resident recruited others to do the same.

The changes in Jarvis Square happened because Dan Sullivan decided to invest where he lived — and this 15-year resident recruited others to do the same.

He decided to invest in the neighborhood because he had a vision of what the neighborhood could be. He had a vision of what the neighborhood could be. He had a vision of what the neighborhood could be.

I think the whole thing about a neighborhood, especially a neighborhood, is the fabric of the community, something that's been there for a long time.



**Bill Alessio** removes a pizza from the imported wood-burning oven at **Gruppo Di Anzi's**, a restaurant that's part of Jarvis Square's rebirth.



## PARK

### Cafes add vitality to neighborhood

MIA from Northbrook, Ill., says, "I think what we're seeing in these areas are being revived."

"There were a lot of places that were just empty. You need a place where people can go and sit and talk and eat."

Not only do neighborhood cafes add vitality to the area, but they also provide a place for people to meet and talk.

"It's a place where you can go and sit and talk and eat. It's a place where you can go and sit and talk and eat."

Diversity adds to the vitality of the neighborhood. It's a place where you can go and sit and talk and eat.

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Customers enjoy the Italian fare at **Gruppo Di Anzi's**, an authentic Italian eatery in Rogers Park.

It's a place where you can go and sit and talk and eat. It's a place where you can go and sit and talk and eat.

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Rogers Park is one of the city's most diverse communities, one where 38-plus languages are spoken by 65,000 residents from more than 80 different countries.



Customers such as **Michelle Labadie** enjoy **Jarvis Square's Charmers Cafe**, which features vintage seats, movies and art.

# metromix

## Yum on the run

Don't skip breakfast, just skip the usual suspects



### BREAKFAST BASKET CASE?

Grab a breakfast sandwich to go at Rogers Park's Dage & Bell. In a rush? Just phone ahead. [BARRY BEP, CHICKEN PHOTO FOR METROMIX]

### By Terri Mooney

We love breakfast. There's nothing that cuts the hangover haze like a carb-meat-egg triple play. But the thought of downing a pre-fab sandwich at some corporate spot made us so woozy, even a double dose of plopplop-fizz-fizz didn't help. We checked out the breakfast lineups at these new spots for a fresh selection of morning starters.

### Dage & Bell Shop

This Rogers Park spot around the corner from the Jarvis Red Line "L" stop offers breakfast all day, surely to come in handy when you need a bagel fix midafternoon. Although the mixed-up menu of Spoonerisms (swapping the sounds of two or more words) can be challenging to decipher—N. Greenview Ave. 773-743-2354.

especially when your head's a little cloudy—the fresh-steamed bagel sandwiches are worth the trouble. Try a "horning munit, with bacon, smoked ham, egg and Swiss on a plain bagel, and the "BELI," bacon, egg, lettuce and tomato on a pumpkin-ripped bagel (both \$6.90). These take a few minutes to prep; phone ahead if you're in a hurry. 74086 N. Greenview Ave. 773-743-2354.

### OPENING IN AUGUST

#### Patty Burger

This Loop spot is finally opening by the end of the month—they've been keeping us waiting longer than the Red Line at rush hour. The breakfast sandwiches will be made-to-order, and owners claim they'll take less than four minutes to make and be just under \$4. Expect choices like Canadian bacon or sausage with scrambled eggs (both \$3.49). If you need add-ons for a jump-start, try cheese or mushrooms for a bit extra. 72 E. Adams St., phone not available



## 'I sold them on my dream'

Dan Sullivan '96 looks past the crime to create a better community

As recently as 2003, the Jarvis Avenue commercial district in Chicago's Rogers Park neighborhood wasn't an inviting place. Just east of the Red Line "L" station, the litter-strewn area was frequented by gangs and drug dealers. Neighbors rarely considered whether the seedy storefronts and downscale businesses would ever rebound; they just hoped to reach the "L" without getting mugged.

Where others saw obstacles, Rogers Park native **Dan Sullivan '96** saw opportunity. His great-grandfather built two buildings at the corner of Jarvis and Greenview in the early 1900s, which Sullivan's grandmother owned and managed for decades. In 2003, after his grandmother's death, Sullivan purchased the buildings as part of his dream to remake the area into a dining and shopping district dubbed "Jarvis Square." Soon, he purchased a third commercial building next door and accepted the responsibility to lease out several more storefronts in another building across the way.

Sullivan spent hundreds of hours meeting with more than 30 prospective tenants. "I looked past the gangbangers and painted a picture of what this could be," he said. "I didn't have any experience, but I sold a story about me and my grandma and my great grandpa. I sold them on my dream."

Some prospective tenants balked at the risk, and Sullivan rejected others that didn't fit his vision. Ultimately, he attracted eight new businesses, including an Irish pub, a theater company, a dog groomer, an Italian restaurant, a wine shop and even an off-site classroom for Northwestern's Medill School of journalism.

"I gave them extremely flexible terms on their leases," Sullivan said. "I wasn't just their landlord; I saw them as partners."

The results are impressive: handsome storefronts, well-kept interiors and moderate prices have produced a steady stream of customers.

"I thought there might initially be some problems, but in the long run I felt this area would thrive," said Ted Ries, who opened Pottin Still, an Irish pub at 1502 W. Jarvis, in September 2005. "The other businesses draw potential customers to the bar."

But Sullivan failed to attract a key anchor tenant in any urban renewal project: an upscale coffee shop. After rejections from national chains and failed negotiations with smaller players, he decided to enter the coffee business himself. In May 2006 he opened Charmers Café at 1500 W. Jarvis and Dagel and Bell in an adjoining storefront.

"I didn't know anything about selling coffee! And I made so many mistakes," Sullivan says, adding that those initial operations problems have been solved. Now, his two businesses collectively handle over 250 transactions a day.

Charmers and "the Dagel" became profitable before their two-year anniversary, he says, crediting the loyalty of neighbors who wanted him to succeed. "The people who came in here [at first] were just glad that somebody was doing something positive, so they forgave us if we got their order wrong," Sullivan said.

Sullivan attributes much of his success to his Kellogg education. "My finance classes enabled me to structure a deal that allowed this all to be possible; without those classes I wouldn't have even known where to start," he says. "Kellogg taught me how to think through my options and put together a financially solid business plan."

*For his efforts at Jarvis Square, Sullivan won the Rogers Park Community Council's "Citizen of the Year" in 2006.*



Dan Sullivan '96

"I knew that I had to re-brand Jarvis," Sullivan says, because the street still meant trouble to many people.

Sullivan didn't let his lack of real estate experience — he previously worked in brand management and consulting — deter his dream. He rehabbed his 22 residential units while seeking a commercial manager to lease out his storefronts. But the retail options disappointed him.

"These were management companies that could've brought [retail chains] in fast," Sullivan says. "But that wasn't what I wanted. It had to be done right, so I decided to do it myself."

# RPM. 192

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Name / Signature

Street Address

Patrick Christopher

1465 W. Fargo Ave.

Carol W. W...

\_\_\_\_\_

Layla Oglesby Layla Oglesby 1434 W. Jarvis Ave.

Brooke Shapiro

1434 W. Jarvis Ave.

Bob Kazel

1341 W. Chase Ave,

Hilary York Felyeak

1335 W. Touhy Ave.

JESA RAE RICHARDS  
Jesme

1435 SHERWIN AVE. #3  
CHICAGO IL 60626

Billy Dee

1435 W. SHERWIN AVE #3  
CHICAGO, IL 60626

Rachel J. Marie

7410 W. Greenview #3N

Jan Paulus

7410 N. GREENVIEW #1N

\_\_\_\_\_

\_\_\_\_\_

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Name / Signature

Street Address

Fran Buckley / FBuckley

1212 Maple Ave, Evanston

Daniel D. Dooly

1515 Touhy Chicago IL 60626

Matthew Kopp

7737 North Eastlake Terrace  
Chic IL 60626

ELIZABETH FLAHO

1501 W. FARGO

BYRON E. SAMUEL

1431 W. JARVIS

Tom Hardy

1739 W. Jarvis

Roland GRENDO

1739 W. JARVIS

Janfer Piana

1225 W. Chase Ave #133

Denna Smet

7625 N Eastlake #202

[Signature]

1333 W. Greenleaf Ave Apt. 3




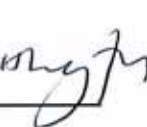





Charles Bilik

40410 431148@sbcglobal.net



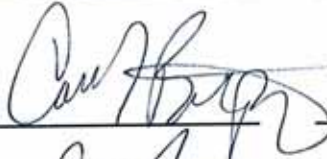


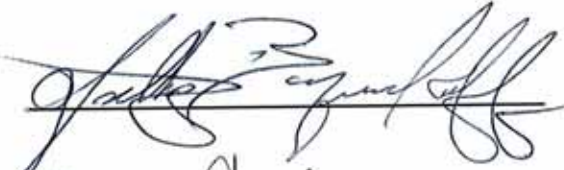

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Name / Signature	Street Address
<u>Digna Naginevicius</u>	<u>1247 W Chase #2 CH</u>
<u>Nelson Gomez</u>	<u>1200 W. Chase.</u>
<u>Stephen Cogar</u>	<u>1416 W. Chase</u>
<u>TOM RAJT</u>	<u>7410 N. Greenview Ave. #25</u>
<u>Audrey Cutler</u>	<u>6917 N. Ashland</u>
<u>Mary Kim</u>	<u>1518 W. JONQUET TER.</u>
<u>Rachel Thomas Clappell</u>	<u>1320 W Farwell ave 1</u>
<u>Steph Mapp</u>	<u>1447 W Jarvis</u>
<u>C. Ghy</u>	<u>7404 N. GREENVIEW</u>
<u>Zimic Cousins</u>	<u>7464 N. Granville</u>
<u>Michael</u>	<u>1350 W. JARVIS</u>


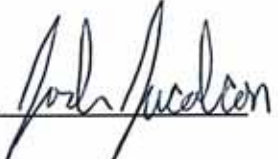
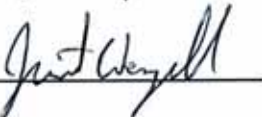




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Name / Signature	Street Address
<u>Michael Schreyer / </u>	<u>1416 W. Chase Ave., Unit B</u>
<u>AARON PAHMEIER / </u>	<u>1344 W CHASE AVE #2N</u>
<u>Kevin Latta </u>	<u>1844 W. Chase #3S</u>
<u>Ashton Decony / </u>	<u>1344 W. Chase #2N</u>
<u>Jonathan Atherton / </u>	<u>1344 W. Chase Ave 60026</u>
<u>Micole Marcuse / </u>	<u>1637 W. Fargo Ave</u>
<u>Sarah J. Post-Kubacki</u>	<u>1508 W. Jonguill Ave #6W</u>
<u>Juan E. Lagares - </u>	<u>1417 W. Sherwin Ave.</u>
<u>Victor Ziszy / </u>	<u>7731 N. Eastlake Terr. #2N</u>
<u>J. Meloy</u>	<u>1364 W. Jarvis Ave.</u>
<u>Kim Ziszy / </u>	<u>7731 N. Eastlake Terrace #2N</u>

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Name / Signature	Street Address
<u>Tony Lonien </u>	<u>7420 N. Greenview</u>
<u>Brandon Lowe </u>	<u>7408 North Greenview</u>
<u>Carol Briggs </u>	<u>7412 N. Greenview</u>
<u>JACK SILVERSTEIN </u>	<u>WECKER PARK, BUT REGULAR VISITER</u>
<u>Emily Mitchell </u>	<u>1539 W. Fargo</u>
<u>Orion McHugh</u>	<u>1320 Farnell Ave</u>
<u>Mija Hubler</u>	<u>2914 N. Broadway</u>
<u>Milre All</u>	<u>1504 W. Jarvis</u>
<u></u>	<u>7765 N. Steri'dan</u>
<u>DEBRA CURTIS</u>	<u>1520 W. Jarvis Touhy Ave</u>
<u></u>	<u>1538 W. FARGO</u>

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Name / Signature	Street Address
<sup>Robert</sup> Welch 	1625 W Sherwin #2
Josh Jacobson 	1618 W. Fargo #3
Justin Venzell 	1465 W Jarvis Ave
Yusuf Ismail	1533 W Jarvis Ave
Phredra Davis 	1516 W. Sherwin Ave.
	1446 W. Jarvis Ave.
Kathleen Dunckley	7359 W Sheridan Apt 3N
Chi N	7412 N. Greenview Apt. 1-W
Spencer Beard	1241 W. Jarvis Ave.
	1434 W JARVIS AVE 2B
	7510 N. DAMEN #3

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Name / Signature

Street Address

Luigi L. Williams

1434 W. Jarvis

Elyse Sheehan

1440 W Jarvis

Ben Kumpf

7540 N Greenwood

Diana Del

1534 W Fargo St Chicago, IL 60626

[Signature]

1534 W. Fargo, #3N Chicago 60626

John Sanders

1355 W. Greenleaf Ave, #1-5 60626

[Signature]

1232 W. Jarvis #2N 60626

[Signature]

7716 N. Marchfield

[Signature]

1553 W. Fargo

Conor S

1440 W. Jarvis

Gary Swartz

1421 W. Birchwood

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Name / Signature

Street Address

Shanwojun

1530 W Fargo 1N

Michelle Wernick

1321 W. Fargo Ave 1E 60624

Don

1454 W. Fargo Ave. 3A 60626

Jeff

1454 W Fargo Ave 3A 60626

Ben Argo - Ben

1160 W Chase Ave. Chicago 60626

Small: Susan

7628 N. ROGERS AVE., CHICAGO 60626

Larry

1581 W. Chase Chicago 1E

Michael

1441 W. The

Kathleen Lamb

1539 W. Birchwood


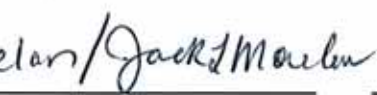
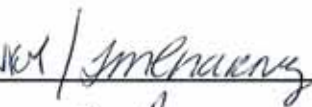
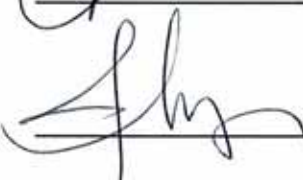
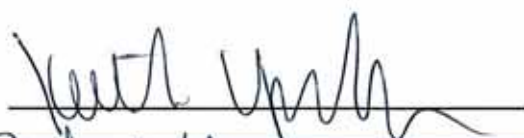

Patricia Skallen

1439 W. Birchwood Chicago 60626

Angie C Kasell

1429 W. Jarvis #1B 60626

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Name / Signature	Street Address
<u>Chip Russell / </u>	<u>1429 W Jarvis Ave 1B, Chicago IL</u>
<u>Jack L Morelan / </u>	<u>1218 W. Jarvis Ave 2W, Chicago IL 60626</u>
<u>TARA CHAMPNEY / </u>	<u>2941 W. PINE AVE. CHICAGO, IL 60645</u>
<u>Chad Edman</u>	<u>1209 STEWIN Ave AP 202 Chicago</u>
<u></u>	<u>1340 Taylor Ave #103 60626</u>
<u>K. Bino</u>	<u>7249 N. Hamilton</u>
<u>J. Kaiser</u>	<u>2351 N. Paulina 60626</u>
<u>K. Schwartz</u>	<u>1721 W. Sherwin 4A 60626</u>
<u>Katherine Hayne</u>	<u>1221 W. Scherwin 60626</u>
<u></u>	<u>1451 W FAR RD</u>
<u></u>	<u>5629 N. Kenmore 60660</u>







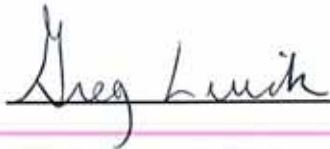
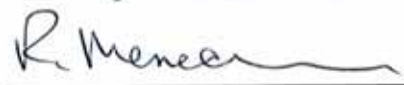


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Name / Signature	Street Address
<u>Nik Schuett</u> <del>Penelope Rosemont</del>	<u>1545 W Farago</u>
<u>Penelope Rosemont</u>	<u>1726 W Jarvis</u>
<u>Janell B. Muellich</u>	<u>1790 E W. Estes</u>
<u>Walter Mark</u>	<u>1318 N. Birchwood #1</u>
<u>Chris [Signature]</u>	<u>7622 N. Greenway #2N</u>
<u>John C Wilson</u>	<u>1212 Maple Evanston</u>
<u>Mr. [Signature]</u>	<u>916 West Diverseray Parkway</u>
<u>Angie Burt</u>	<u>7301 N Sheridan Ave</u>
<u>[Signature]</u>	<u>6815 N. LAKEWOOD AVE #3N</u>
<u>Lisa Reig</u>	<u>6815 N Lakewood Ave #3N</u>
<u>[Signature]</u>	<u>1614 W Jarvis.</u>

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Name / Signature	Street Address
<u>Jung Park</u>	<u>6631 N. Bosworth</u>
<u>Michael Mark</u>	<u>1521 W Sherman Ave.</u>
<u>MICHELE KOWALSKI</u>	<u>1225 W. JARVIS AVE.</u>
<u>JAMES ILLINGWORTH</u>	<u>1321 W. CHASE.</u>
<u>MIRIAM Polus - Miriam <sup>D</sup> plus</u>	<u>1444 W. Jarvis</u>
<u>Ben Polus Ben Polus</u>	<u>1444 west Jarvis</u>
<u>Sam Balch</u>	<u>1427 Birchwood</u>
<u>Bogey Carver <i>[Signature]</i></u>	<u>2551 W Carter</u>
<u>Carol Amter</u>	<u>1719 W. Touhy</u>
<u>Danyelle Linton</u>	<u>2301 N. Sheridan</u>
<u>Peter Christensen</u>	<u>1442 Jarvis</u>

Jarvis Square has become an essential part of the fabric of Rogers Park and the Jarvis el station is vital to keep the businesses alive. Please keep it going by improving the el station at Jarvis. By all means do not close down this station centered in this thriving business district.

Name / Signature	Street Address
	7455 N. Grandview
	1543 W Sherwin
	7320 N. Sheridan Rd.
	1205 W. Sherwin, Chicago, 60626
	7120 N. Sheridan Rd (60626)
MATT KH2RAM	
RISHAV RAS	1711 W. JARVIS AVE 60626
DAVID SUPSO	531 GROVE; WEAVER III, 60201
	<del>7669</del> 7669 N. Sheridan Rd 60620
	1333 W Birchwood 60626
	1274 W. LUNT 60026
	1442 W. JARVIS 60626
	1810 N. WASHINGTON 60647

RPM. 193

From: Judith <jvg001@sbcglobal.net>  
Subject: **Jarvis Red Line Petition**  
Date: January 26, 2011 4:42:59 PM CST  
To: Nancy <nancy.solomon@att.net>

TO: Nancy Solomon  
FROM: Judith Gramer  
Date: 01/26/10

This gives Nancy Solomon permission to sign my name on the petition to oppose the closing of the Jarvis Red Line train station.

Judith Gramer  
1527 W Chase  
1-A  
Chicago, IL 60626  
773-262-7881  
jvg001@sbcglobal.net

**From:** Judith <jvg001@sbcglobal.net>  
**Subject:** **Fw: RE: Closing Jarvis Station**  
**Date:** January 26, 2011 4:17:47 PM CST  
**To:** "Jason Wasmiller;" <jason@bigbassdesigns.com>, Bob Sylverne <b.sylverne@comcast.net>, Joel Champagne <champsystems@yahoo.com>, Judith <jvg001@sbcglobal.net>, Kyal Sylverne <ksylverne@gmail.com>, Linda Sylverne <lsylverne@pathwayseniorliving.com>, Lisa Maatouk <ljmaatouk@yahoo.com>, Mark <chanl2@ameritech.net>, Nancy <nancy.solomon@att.net>, Patricia <patricia.masupha@faa.gov>, Sheila <Matthewschampagne@yahoo.com>, Stephen <shiraz88@sbcglobal.net>

--- On **Wed, 1/26/11, Ward49 <ward49@cityofchicago.org>** wrote:

**From:** Ward49 <ward49@cityofchicago.org>  
**Subject:** RE: Closing Jarvis Station  
**To:** "Judith" <jvg001@sbcglobal.net>  
**Date:** Wednesday, January 26, 2011, 3:49 PM

Ms Gramer

Thank you for sharing your opinion about the potential closure of the Jarvis Station. As you know we are vehemently opposed to its closure. I will forward this to Alderman Moore.

Michael Land  
49th Ward

---

**From:** Judith [jvg001@sbcglobal.net]  
**Sent:** Tuesday, January 25, 2011 4:54 PM  
**To:** RPM@transitchicago.com  
**Cc:** Ward49  
**Subject:** Closing Jarvis Station

There is an entire population of Rogers Park who rely on the Jarvis El Station. I represent and am advocate for a community of Burmese refugees in East Rogers Park who would have to walk a long distance through unsafe areas in order to get to the Howard or Morse stations-and they are children.

They commute to schools in other areas of the city in order to obtain their education and the El is a vital link for their success. Parents would not want their children walking to Howard or to the Morse stops, especially in winter when it becomes dark at an early hour.

Additionally, the adult refugees use the El daily to commute to their jobs in the city and at O'Hare. They all are highly motivated to work and succeed in the US and in Chicago and need the Jarvis stop, not only for convenience, but for their safety. Most commute at night when it is most dangerous and it is a great concern to me you even have considered this option.

I am confident you will look at how negatively this will impact the lives of the refugee population in this area and reconsider.

Sincerely,  
Judith V. Gramer  
jvg001@sbcglobal.net

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.

## RPM. 194

- Construct a new "Uptown" Express Station with a Main Entrance at Leland & Broadway; would serve both Red & Purple Lines.
- Current Stations at Wilson and Lawrence are only 2 blocks apart, with only 1 street (Leland) in-between.
- Build Auxiliary Entrances at Lawrence and on Broadway, just North of Wilson.
- Both Wilson and Broadway will be served by this new station; replacing the need for 2 stations 2 blocks apart with one station in-between.
- No need to spend money adding a secondary south entrance to the Argyle Station at Ainslie to serve former Lawrence station customers. New "Uptown" station will have an entrance on the South Side of Lawrence where entrance to Lawrence Station currently exists.
- New Bus connection directly from main station entrance at Leland/Broadway to CTA Buses #36 Broadway, #78 Montrose, #145 Wilson/Michigan Express and #148 Clarendon/Michigan Express.
- Bus Connections will also be available at the North Auxiliary Entrance to CTA Bus #81 Lawrence.

Brian Jakosz

1628 W. Greenleaf Ave.

#35

Chicago, IL 60626

773-626-1800 x1122



**Re: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

Dan Sullivan [daniel@lamsrem.com]

**Sent:** Tuesday, January 25, 2011 6:42 PM

**To:** Ward49

**Attachments:** Letter to CTA opposing Jar~1.pdf (3 MB)

RPM.195

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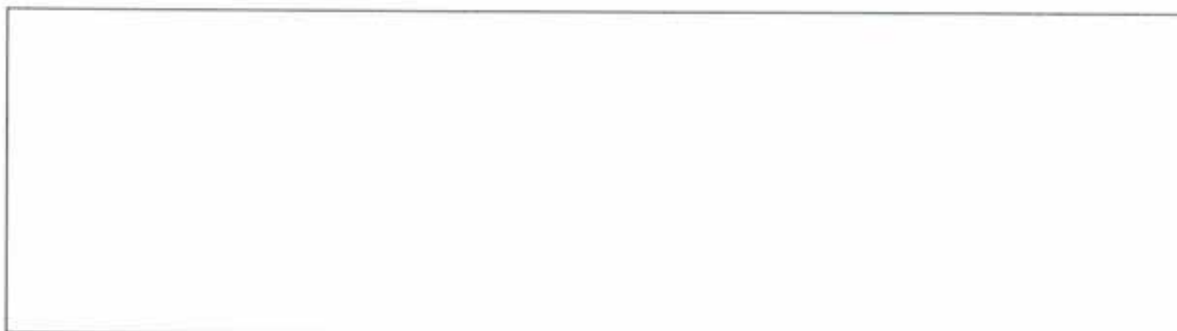
49th Ward Office, Alderman Moore, and all who may be concerned,

I want to let you know that I have prepared the attached letter to send to CTA. I am collecting signatures to it tonight and tomorrow at Charmers. I cannot be at the meeting, but a neighbor will be at there to present it to the CTA during the meeting. I will email it to Mr Hands this evening.

Dan Sullivan

On Wed, 26 Jan 2011 08:50:40 +1100, Alderman Joe Moore wrote

>



**CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

>

> **Dear Neighbor,**

> **I just learned today that three of the six options the CTA is considering in its proposed "improvements" to the Red and Purple line include the permanent closing of the Jarvis el station. This is unacceptable.**

> **As I reported to you last week, the CTA is hosting a series of "public scoping meetings" to discuss the proposals. I urged you to attend the 49th Ward meeting to join me in pushing for improvements to the Jarvis, Morse and Loyola stations. Little did I know that not only were improvements to Jarvis not contemplated, the CTA was in fact thinking about *closing* the station!**

> **At this point, no funding for the Red Line improvements has been identified and the work is still many years away, but it's not too early to state loudly and clearly that the Jarvis el station must stay open.**

> **Join me at the CTA's "public scoping meeting" TOMORROW ( Wednesday, January 26th), 6:00 to 8:30 p.m. at New Field School, 1707 W. Morse (at Clark). Tell the CTA you **OPPOSE** the closing of the Jarvis el Station. Instead, demand the CTA give our**

**Re: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

Sharon Rexroad [sharon@sharonrexroad.com]

Sent: Wednesday, January 26, 2011 7:17 AM

To: Ward49

RPM-196

Joe

I'm the gal with the red suitcases you saw at the Jarvis el stop at 7:10 this morning. Here's what I had already emailed cta last evening:

To whom it may concern:

The Jarvis El stop has been a critical element in the revitalization of what was once a, to put it delicately, a seedy part of Rogers Park. In the 8 years I've lived in the area, I've watched a transformation of the immediate area surrounding this El stop into a vibrant culinary & small business gathering place.

Closing this El would not only stop this progress, but would led the neighborhood back into deterioration. Howard & Morris are both too far to be used by residents near Jarvis square, especially after dusk.

Thank you for your consideration

Sharon Rexroad  
7226 N Greenview Av  
Chicago, IL 60626

Sent from my iPhone

Sent from my iPhone

On Jan 25, 2011, at 3:50 PM, "Alderman Joe Moore" <ward49@cityofchicago.org> wrote:



**CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

Dear Neighbor,

I just learned today that three of the six options the CTA is considering in its proposed "improvements" to the Red and Purple line include the permanent closing of the Jarvis

**FW: Re: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan - Wed Jan 26 -**

Lorraine Dostal [dostal@northwestern.edu]

**Sent:** Wednesday, January 26, 2011 7:53 AM  
**To:** Lorraine Dostal [dostal@northwestern.edu]  
**Attachments:** Letter to CTA opposing Jar~1.pdf (3 MB)

RPM.197

---

Jnauts & Friends

Dan Sullivan (Charmers etc) sends the attached letter to the CTA – and heaps of other articles regarding Jarvis Square.

Closing the Jarvis CTA station would be a serious inconvenience to our residents and it could result in a serious economic blow to our local businesses.

If you want to sign onto this letter – get your tail over to Charmers as fast as you can – or print out the first pages (not all the newspaper articles) and scrawl your name and address onto it and print in big letters “I AGREE – DON’T CLOSE THE JARVIS STATION!!!!”

Count your exclamation marks please.

The CTA sponsored meeting is Wed Jan 26 from 6 to 8:30 pm at New Field School 1707 W Morse (at Clark).

This meeting covers CTA planning for the entire north branch of the Red Line – so you have to locate the table covering Rogers Park – Jarvis/Morse/Loyola.

Anne Alt points out that they are also considering closing South Blvd in Evanston – which will make access to St Francis Hospital a lot more “iffy” for patients and employees – another dumb idea from the CTA.

Lorraine Dostal  
Phone: 847-491-8398  
Fax: 847-491-4059  
dostal@northwestern.edu

---

**From:** Dan Sullivan [mailto:daniel@lamsrem.com]  
**Sent:** Tuesday, January 25, 2011 6:49 PM  
**To:** dostal@northwestern.edu  
**Subject:** Fw: Re: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan

Lorraine,

I want to let you know that I have prepared the attached letter to send to CTA. I am collecting signatures to it tonight and tomorrow at Charmers. I cannot be at the meeting, but a neighbor will be at there to present it to the CTA during the meeting. I will email it to Mr Hands this evening.

Thanks for your help.

**Re: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

Mary Clare Cadieux [maryclarecadieux@yahoo.com]

**Sent:** Wednesday, January 26, 2011 8:03 AM

**To:** Ward49

**RPM. 198**

thanks for the notice. because i work evenings, i am unable to attend the meeting. but may i add my voice loud and clear that a BETTER stop at jarvis is important, not a closed stop. we need the jarvis stop, and we need it safe and clean.  
thanks for hearing my opinion.  
mary clare cadieux

**From:** Alderman Joe Moore <ward49@cityofchicago.org>  
**To:** "maryclarecadieux@yahoo.com" <maryclarecadieux@yahoo.com>  
**Sent:** Tue, January 25, 2011 3:50:40 PM  
**Subject:** CTA May Close Jarvis Station--Attend Meeting to Oppose Plan



**CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

Dear Neighbor,

**I just learned today that three of the six options the CTA is considering in its proposed "improvements" to the Red and Purple line include the permanent closing of the Jarvis el station. This is unacceptable.**

**As I reported to you last week**, the CTA is hosting a series of "public scoping meetings" to discuss the proposals. I urged you to attend the 49th Ward meeting to join me in pushing for improvements to the Jarvis, Morse and Loyola stations. Little did I know that not only were improvements to Jarvis not contemplated, the CTA was in fact thinking about **closing** the station!

At this point, no funding for the Red Line improvements has been identified and the work is still many years away, **but it's not too early to state loudly and clearly that the Jarvis el station must stay open.**

Join me at the CTA's "public scoping meeting" **TOMORROW ( Wednesday, January 26th), 6:00 to 8:30 p.m. at New Field School, 1707 W. Morse (at Clark).** Tell the CTA you **OPPOSE** the closing of the Jarvis el Station. Instead, demand the CTA give our community a long overdue **NEW** Jarvis Station, as well as improvements to the Morse and Loyola stations. I apologize for the last minute notice, but as I indicate above, I just learned today that the CTA was

**Re: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

BOB N JUDY KUCERA [danzbro@yahoo.com]

Sent: Tuesday, January 25, 2011 4:20 PM

To: Ward49

RPM-199

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Thank you for all of your emails--you are really helping all of us in the area know what's going on and what we can do to stay involved and help.

We will be out of town for all three CTA meetings but will send opposing email to Mr. Hands immediately! Thanks again!

Bob and Judy Kucera

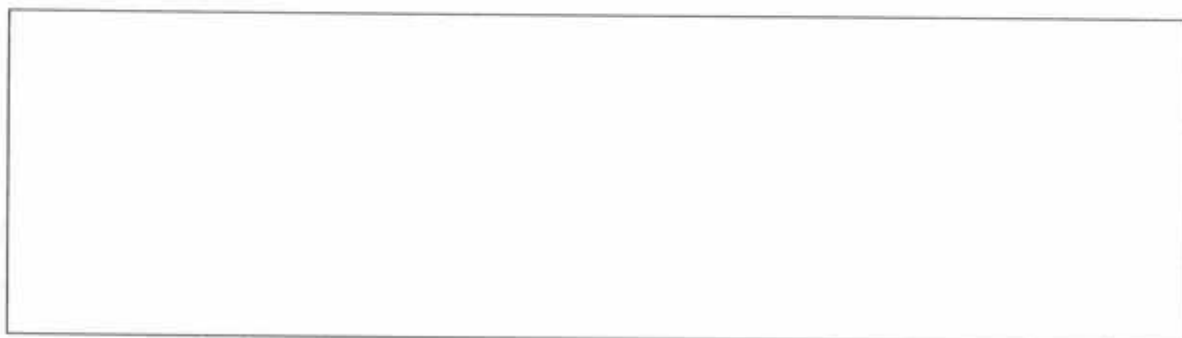
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**From:** Alderman Joe Moore <ward49@cityofchicago.org>

**To:** "danzbro@yahoo.com" <danzbro@yahoo.com>

**Sent:** Tue, January 25, 2011 3:50:40 PM

**Subject:** CTA May Close Jarvis Station--Attend Meeting to Oppose Plan



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RPM · 200

**Fwd: CTA May Close Jarvis Station--Attend Meeting to Oppose Plan**

Jennifer Hitchcock [jenflwr@gmail.com]

**Sent:** Tuesday, January 25, 2011 4:59 PM

**Cc:** brents@triviewproperty.com; Ward49

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Condo owners,

PLEASE attend tomorrow night's meeting for the CTA improvements plan. It was originally posted last week to discuss what has been done and what improvements we want for several red line stops in our neighborhood that need renovation. HOWEVER, this meeting has now become a sneaky way at last minute to announce the closing of our Jarvis stop on the red line. Fewer in attendance, less importance, thus potential closing of our stop.

I will be walking over to the meeting on Morse and Clark at 5:45 pm. Anyone wanting to go with is welcome or can meet me there.

This decision affects all our residents and businesses on Jarvis and in the Jarvis Square. Greatly impact our convenient location for the value of our condos, not to mention some of you take the el to and from to work.

Voice your concerns at the meeting and show support in NOT closing our stop with your attendance. Its a vote when you come out!

If you cannot attend, please send a letter to the CTA your opinion about our Jarvis stop. See end of original email from the 49th Ward.

Thanks

Jennifer Hitchcock, Pres  
Sherwin Condos

P.S. Its enough importance to me to rush home from a working lunch meeting in Matteson to come home, email, then leave for teaching a class tonight in Round Lake Beach!

**From:** Alderman Joe Moore <ward49@cityofchicago.org>

**Date:** January 25, 2011 3:50:40 PM CST

**To:** "tgrlly@comcast.net" <tgrlly@comcast.net>

**Subject:** CTA May Close Jarvis Station--Attend Meeting to Oppose Plan

**Reply-To:** ward49@cityofchicago.org