

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road



DOES ANYONE ON CTA BOARD LIVE IN SKOKIE?

WHAT DOES THE MAYOR OF SKOKIE THINK OF THIS PLAN?

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. Please PRINT.

YS-54

Name: MIKE & NANCY CRIVELLO

Organization: HOME OWNER

Title: _____

Address: 5200 DAVIS

City: SKOKIE

State: IL

Zip: 60077

Phone: 847 965 6308

E-mail: _____

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 October 27, 2009.

WHAT WILL THIS DO TO HOME VALUES?

WHAT ABOUT NOISE?

WHAT EFFECT WILL ENDING THE LINE AT A

HIGH SCHOOL HAVE TO THE YOUNG PEOPLE ATTENDING

ARE THERE TAX ADVANTAGES TO THE CITIZENS?
(THEIR VALUES WILL PROBABLY FALL.)

WHY NOT USE BUSES AT THE DOWNTOWN ^{OAKTON} "L" STOP & THE
DEMPSTER STOP, GOING TO THE COURT HOUSE, OLD ORCHARD
SHOPPING (SOUTH-EAST CORNER), INSTEAD OF BY THE
HIGH SCHOOL (NORTH-WEST CORNER)

WHY DOES THE COUNCIL THINK THIS IS A GOOD IDEA

FOR THE CITIZENS OF SKOKIE, ESPECIALLY THOSE LIVING

ALONG THE TRACKS AND THE STUDENTS OF NILES NORTH.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** YellowExtension@transitchicago.com, **Website:** www.transitchicago.com/YellowEIS, **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

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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. Please PRINT.

Name: Joe Hellman

Organization: _____

Title: _____

Address: 9114 Tripp

City: Skokie

State: IL

Zip: 60076

Phone: 847-679-0787

E-mail: attorneyhellman@yahoo.com

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 October 27, 2009.

Some thoughts, in no particular order

1. Who is the individual who "designed" the route north of Golf? Was he drunk at the time?

2. Why not end the route just south of Golf - there is plenty of land for a station there - No need to impact N

3. If you need parking, continue on right of way to around Old Orchard Rd. (second station). With Optima, Lifetime Fitness, Commercial properties character already changed from forest

4. Severe adverse impact on N students not justified by any "gain"

5. Likely that some play will have to go further north along R right of way - Will incur additional costs to get back there -

6. Only apparent beneficiary of going north of Golf + East of Edens is Old Orchard shopping center. If you want terminal there, put everything north of Golf underground + let Westfield pay for it with a TIF

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7. What are expected litigation costs of condemn

Not opposed to moving the tracks on the right-of-way as far north as CTA wants to go



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Name: Bonnie Jacobson

Organization: resident Title: _____

Address: 4308 Greenwood

City: Skokie State: IL Zip: 60076

Phone: (847) 568-0942 E-mail: _____

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 October 27, 2009.

I believe this project is necessary and vital to the future of the region and Village. As a city planner for the neighboring community of Northbrook I understand the need to provide an effective regional transportation network. As gas prices increase those towns with mass transit are the towns that will rise to the top. I also believe that the location is ideal - next to the expressway, where it is ^{accessible} ~~accessible~~ to motorists and will not negatively impact nearby neighbors. The school will benefit if parking for student/faculty is included in the parking garage, and costs for school bus service could potentially be decrease if kids could use the train. Please move forward with this project as quickly as possible!

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Name: ALIA SALAHUDDIN

Organization: _____ Title: _____

Address: 5035 PAYNE STREET

City: SKOKIE State: IL Zip: 60077

Phone: 847-675 6077 E-mail: AL RAHMANOY@yahoo.com

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 October 27, 2009.

We dont want yellow Line Extension.
because of noise and pollution. Lack of
Taxi. Buses we have small children
in my house.

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Name: LISA LIPIN

Organization: Niles North Parent also Old Orchard Jr. High PTA President Title:

Address: 4535 Davis St

City: SKokie State: IL Zip: 60076

Phone: 847-804-7000 E-mail: doclas@aol.com

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 October 27, 2009.

Please see attached
documents!

CTA Copy

My name is Lisa Lipin. I reside at 4535 Davis St. Skokie IL 60076.
My contact number is 847-804-7000.

I am the parent of a Niles North student and also an Old Orchard Jr. High student. I am also the PTA President at Old Orchard Jr. High.

Thank you for the opportunity to address the CTA this evening about my concerns with the Locally Preferred Alternative for the yellow line extension that was approved at the CTA's meeting on August 12, 2009.

I believe that the LPA is a dangerous and unwise proposition for our community. I would like to know who the Locals are that Prefer this plan? I, like many others in the room tonight, didn't know that the CTA had approved the LPA until after the fact. I would have liked to have been part of the process but had no idea that meetings had been ongoing over the past couple of years on the issue. I think that the CTA and Village of Skokie should have sent letters home to all Skokie residents about the plan to extend the yellow line and the process involved in determining the LPA. Many are here tonight because of an extensive community outreach effort made by neighbors, friends and through schools PTA's. Most people that I approached to tell them about the CTA's plan were completely unaware.

The "Locally Preferred Alternative" infringes upon Niles North High School's property by actually running on the property and terminating smack in the middle of the Niles North High School parking lot that is used by students where a bus depot and parking structure would be built to accommodate transit users and students.

District 68 PTA's along with the Niles North PTA feel that it is dangerous to have a parking lot that is to be shared by high school students and transit users at large. It is not a matter of speculation that some of the CTA patrons will be involved in the legal system; as part of the plan is to run buses from this stop to the Cook County Court House on Old Orchard Rd. In 2008, 1,581 Felony cases and 8,647 Misdemeanor cases were heard at the Cook County Court House in Skokie.

The Illinois Criminal Code prohibits Registered Sex Offenders from coming within 500 feet of a school, as well as a park. (Lawler Park is directly across the street from Niles North) The LPA will put a bus depot/parking lot on Niles North property which will violate this 500 feet limit if any of the transit users are registered sex offenders. If Illinois lawmakers felt the need to enact such a law, I want the CTA to abide by this law to ensure the safety of our students from the potential threat of sexual predators.

The LPA also raises concern as to the environmental impact on the high school. As proposed, the project is going to have a noise impact on the school which will prove disruptive for students, it's going to have a property impact by disrupting or making the school move some of it's facilities (including electrical, sports and theatre facilities) and it's going to create added pollution from buses and traffic brought to the school property.

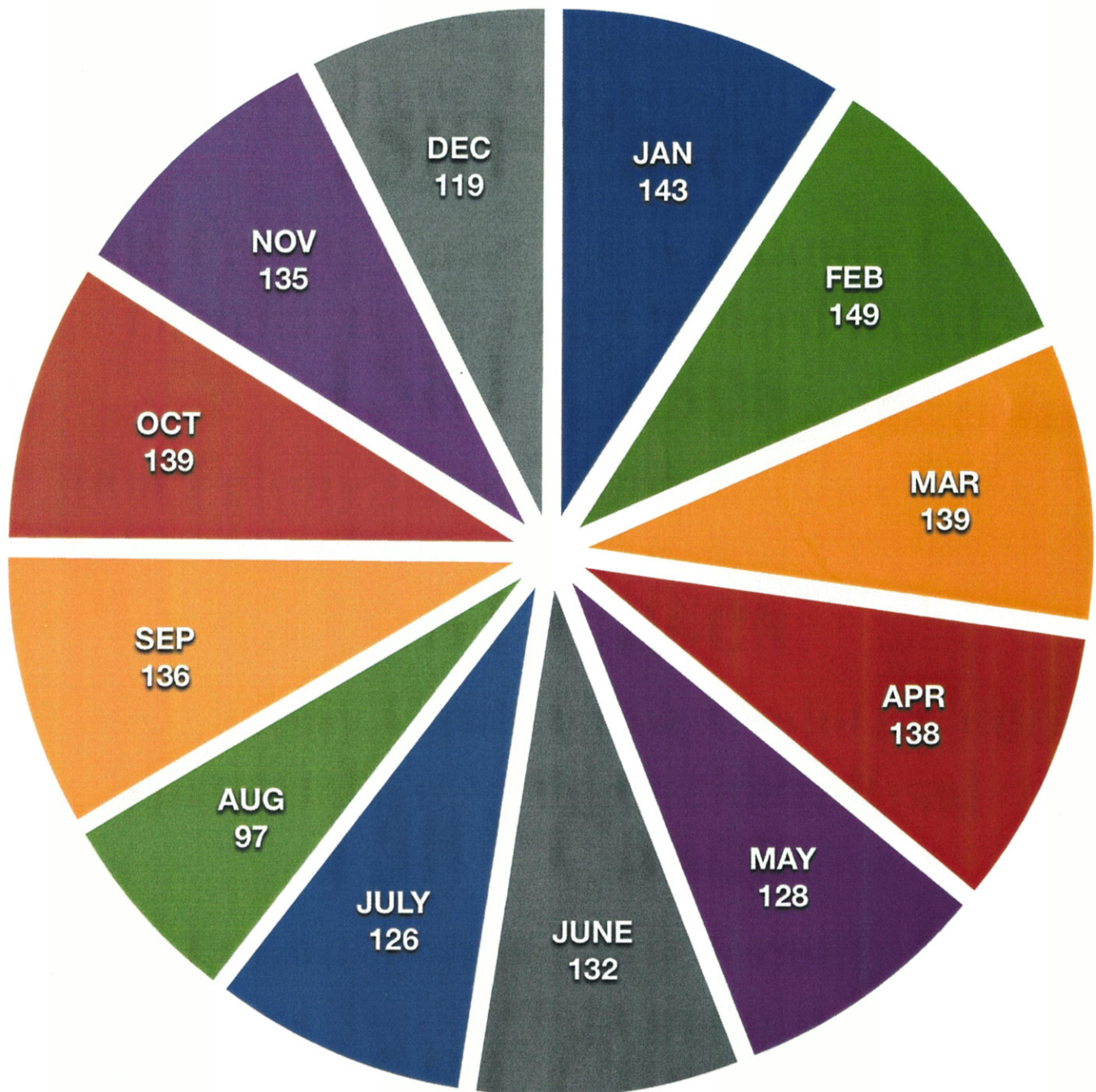
The safety of our children is of the utmost importance! If the CTA continues to move forward with the proposed extension by using the "locally preferred alternative" the health and welfare of our children will be put in jeopardy.

Everyone that I have spoken with thinks the current LPA is a really bad idea!! My hope is that after listening to the **public's opposition to the LPA** tonight that the CTA will go back to the drawing board and come up with an alternative that meets the transportation needs for the 21st century yet does not put the safety of our kids at risk,. We need an alternative that would be in the best interest of all Skokie residents, especially our children who represent the future of Skokie.

Thank you for allowing me time to voice my concerns.

1581 Cases

2008 Felony Cases Cook County Court
District Two - Old Orchard Road



Felonies include:

Murder

Arson

Battery

Sexual assault

Sexual abuse

Kidnapping

False imprisonment

Felony Drugs

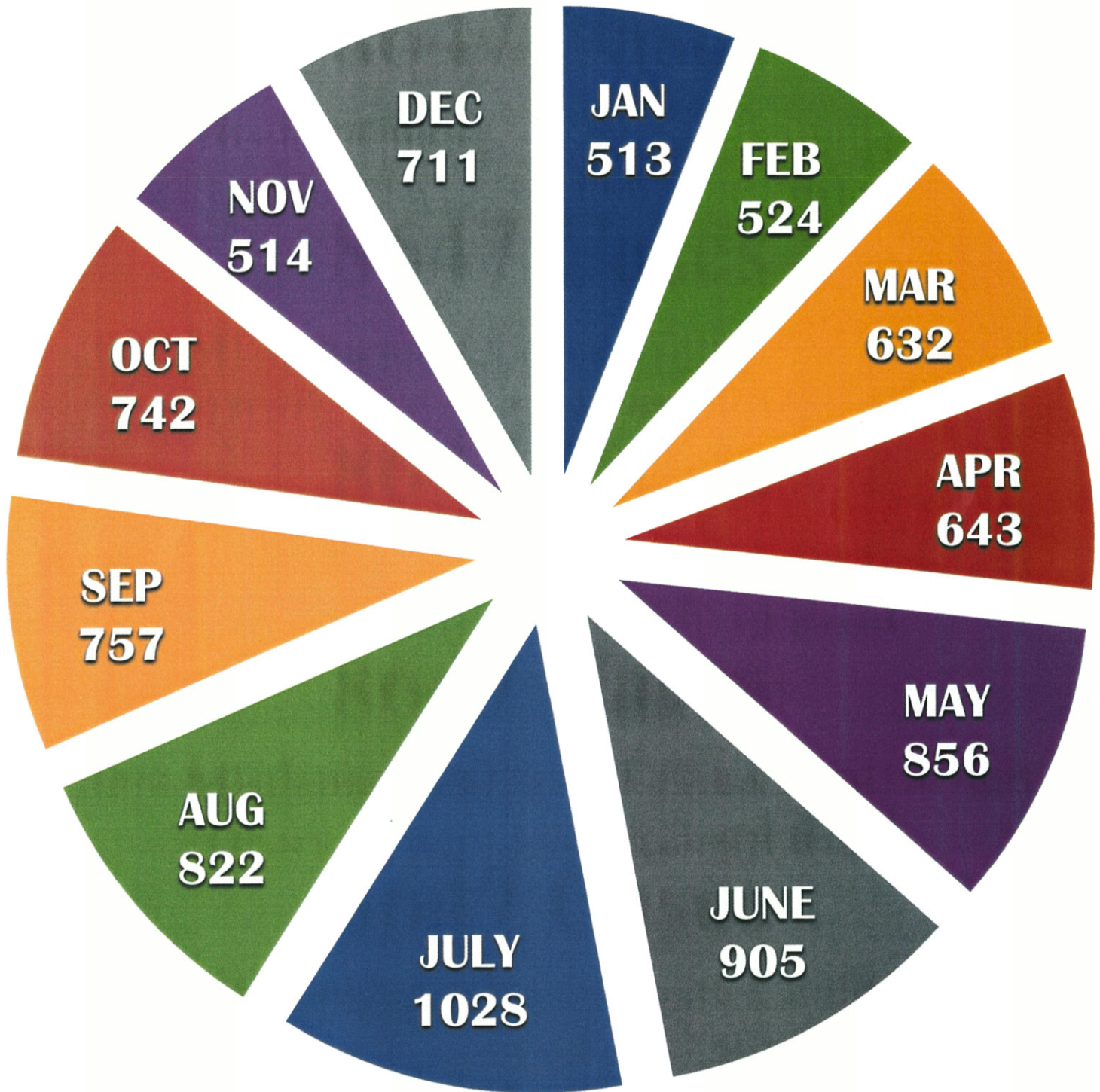
Burglary

Child Pornography

Robbery

8647 Cases

2008 Misdemeanor Cases Cook County Court
District Two - Old Orchard Road



Misdemeanors include:

Domestic Violence

Gang Loitering

Battery

Sexual assault

Sexual abuse

Indecent Exposure

Misdemeanor Drugs

Theft

Vandalism

Alcohol possession

around school property, other than the offender's residence.

(6) "School official" means the principal, a teacher, or any other certified employee of the school, the superintendent of schools or a member of the school board.

(c-5) For the purposes of this Section, the 500 feet distance shall be measured from the edge of the property of the school building or the real property comprising the school that is closest to the edge of the property of the child sex offender's residence or where he or she is loitering.

(d) Sentence. A person who violates this Section is guilty of a Class 4 felony.

(Source: P.A. 94-158, eff. 7-11-05; 94-164, eff. 1-1-06; 94-170, eff. 7-11-05; 95-819, eff. 1-1-09.)

(Text of Section from P.A. 95-876)

Sec. 11-9.3. Presence within school zone by child sex offenders prohibited.

(a) It is unlawful for a child sex offender to knowingly be present in any school building, on real property comprising any school, or in any conveyance owned, leased, or contracted by a school to transport students to or from school or a school related activity when persons under the age of 18 are present in the building, on the grounds or in the conveyance, unless the offender is a parent or guardian of a student attending the school and the parent or guardian is: (i) attending a conference at the school with school personnel to discuss the progress of his or her child academically or socially, (ii) participating in child review conferences in which evaluation and placement decisions may be made with respect to his or her child regarding special education services, or (iii) attending conferences to discuss other student issues concerning his or her child such as retention and promotion and notifies the principal of the school of his or her presence at the school or unless the offender has permission to be present from the superintendent or the school board or in the case of a private school from the principal. In the case of a public school, if permission is granted, the superintendent or school board president must inform the principal of the school where the sex offender will be present. Notification includes the nature of the sex offender's visit and the hours in which the sex offender will be present in the school. The sex offender is responsible for notifying the principal's office when he or she arrives on school property and when he or she departs from school property. If the sex offender is to be present in the vicinity of children, the sex offender has the duty to remain under the direct supervision of a school official. A child sex offender who violates this provision is guilty of a Class 4 felony.

(a-5) It is unlawful for a child sex offender to knowingly be present within 100 feet of a site posted as a pick-up or discharge stop for a conveyance owned, leased, or contracted by a school to transport students to or from school or a school related activity when one or more persons under the age of 18 are present at the site.

(b) It is unlawful for a child sex offender to knowingly loiter within 500 feet of a school building or real property comprising any school while persons under the age of 18 are

present in the building or on the grounds, unless the offender is a parent or guardian of a student attending the school and the parent or guardian is: (i) attending a conference at the school with school personnel to discuss the progress of his or her child academically or socially, (ii) participating in child review conferences in which evaluation and placement decisions may be made with respect to his or her child regarding special education services, or (iii) attending conferences to discuss other student issues concerning his or her child such as retention and promotion and notifies the principal of the school of his or her presence at the school or has permission to be present from the superintendent or the school board or in the case of a private school from the principal. In the case of a public school, if permission is granted, the superintendent or school board president must inform the principal of the school where the sex offender will be present. Notification includes the nature of the sex offender's visit and the hours in which the sex offender will be present in the school. The sex offender is responsible for notifying the principal's office when he or she arrives on school property and when he or she departs from school property. If the sex offender is to be present in the vicinity of children, the sex offender has the duty to remain under the direct supervision of a school official. A child sex offender who violates this provision is guilty of a Class 4 felony.

(b-5) It is unlawful for a child sex offender to knowingly reside within 500 feet of a school building or the real property comprising any school that persons under the age of 18 attend. Nothing in this subsection (b-5) prohibits a child sex offender from residing within 500 feet of a school building or the real property comprising any school that persons under 18 attend if the property is owned by the child sex offender and was purchased before the effective date of this amendatory Act of the 91st General Assembly.

(c) Definitions. In this Section:

(1) "Child sex offender" means any person who:

(i) has been charged under Illinois law, or any substantially similar federal law or law of another state, with a sex offense set forth in paragraph (2) of this subsection (c) or the attempt to commit an included sex offense, and:

(A) is convicted of such offense or an attempt to commit such offense; or

(B) is found not guilty by reason of insanity of such offense or an attempt to commit such offense; or

(C) is found not guilty by reason of insanity pursuant to subsection (c) of Section 104-25 of the Code of Criminal Procedure of 1963 of such offense or an attempt to commit such offense; or

(D) is the subject of a finding not resulting in an acquittal at a hearing conducted pursuant to subsection (a) of Section 104-25 of the Code of Criminal Procedure of 1963 for the alleged commission or attempted commission of such offense; or

(E) is found not guilty by reason of insanity following a hearing conducted pursuant to

a federal law or the law of another state substantially similar to subsection (c) of Section 104-25 of the Code of Criminal Procedure of 1963 of such offense or of the attempted commission of such offense; or

(F) is the subject of a finding not resulting in an acquittal at a hearing conducted pursuant to a federal law or the law of another state substantially similar to subsection (a) of Section 104-25 of the Code of Criminal Procedure of 1963 for the alleged violation or attempted commission of such offense; or

(ii) is certified as a sexually dangerous person pursuant to the Illinois Sexually Dangerous Persons Act, or any substantially similar federal law or the law of another state, when any conduct giving rise to such certification is committed or attempted against a person less than 18 years of age; or

(iii) is subject to the provisions of Section 2 of the Interstate Agreements on Sexually Dangerous Persons Act.

Convictions that result from or are connected with the same act, or result from offenses committed at the same time, shall be counted for the purpose of this Section as one conviction. Any conviction set aside pursuant to law is not a conviction for purposes of this Section.

(2) Except as otherwise provided in paragraph (2.5), "sex offense" means:

(i) A violation of any of the following Sections of the Criminal Code of 1961: 10-7 (aiding and abetting child abduction under Section 10-5(b)(10)), 10-5(b)(10) (child luring), 11-6 (indecent solicitation of a child), 11-6.5 (indecent solicitation of an adult), 11-9 (public indecency when committed in a school, on the real property comprising a school, or on a conveyance, owned, leased, or contracted by a school to transport students to or from school or a school related activity), 11-9.1 (sexual exploitation of a child), 11-15.1 (soliciting for a juvenile prostitute), 11-17.1 (keeping a place of juvenile prostitution), 11-18.1 (patronizing a juvenile prostitute), 11-19.1 (juvenile pimping), 11-19.2 (exploitation of a child), 11-20.1 (child pornography), 11-20.3 (aggravated child pornography), 11-21 (harmful material), 12-14.1 (predatory criminal sexual assault of a child), 12-33 (ritualized abuse of a child), 11-20 (obscenity) (when that offense was committed in any school, on real property comprising any school, in any conveyance owned, leased, or contracted by a school to transport students to or from school or a school related activity). An attempt to commit any of these offenses.

(ii) A violation of any of the following

Sections of the Criminal Code of 1961, when the victim is a person under 18 years of age: 12-13 (criminal sexual assault), 12-14 (aggravated criminal sexual assault), 12-15 (criminal sexual abuse), 12-16 (aggravated criminal sexual abuse). An attempt to

commit any of these offenses.

(iii) A violation of any of the following Sections of the Criminal Code of 1961, when the victim is a person under 18 years of age and the defendant is not a parent of the victim:

- 10-1 (kidnapping),
- 10-2 (aggravated kidnapping),
- 10-3 (unlawful restraint),
- 10-3.1 (aggravated unlawful restraint).

An attempt to commit any of these offenses.

(iv) A violation of any former law of this State substantially equivalent to any offense listed in clause (2)(i) of subsection (c) of this Section.

(2.5) For the purposes of subsection (b-5) only, a sex offense means:

(i) A violation of any of the following Sections of the Criminal Code of 1961:

- 10-5(b)(10) (child luring), 10-7 (aiding and abetting child abduction under Section 10-5(b)(10)), 11-6 (indecent solicitation of a child), 11-6.5 (indecent solicitation of an adult), 11-15.1 (soliciting for a juvenile prostitute), 11-17.1 (keeping a place of juvenile prostitution), 11-18.1 (patronizing a juvenile prostitute), 11-19.1 (juvenile pimping), 11-19.2 (exploitation of a child), 11-20.1 (child pornography), 11-20.3 (aggravated child pornography), 12-14.1 (predatory criminal sexual assault of a child), or 12-33 (ritualized abuse of a child). An attempt to commit any of these offenses.

(ii) A violation of any of the following Sections of the Criminal Code of 1961, when the victim is a person under 18 years of age: 12-13 (criminal sexual assault), 12-14 (aggravated criminal sexual assault), 12-16 (aggravated criminal sexual abuse), and subsection (a) of Section 12-15 (criminal sexual abuse). An attempt to commit any of these offenses.

(iii) A violation of any of the following Sections of the Criminal Code of 1961, when the victim is a person under 18 years of age and the defendant is not a parent of the victim:

- 10-1 (kidnapping),
- 10-2 (aggravated kidnapping),
- 10-3 (unlawful restraint),
- 10-3.1 (aggravated unlawful restraint).

An attempt to commit any of these offenses.

(iv) A violation of any former law of this State substantially equivalent to any offense listed in this paragraph (2.5) of this subsection.

(3) A conviction for an offense of federal law or the law of another state that is substantially equivalent to any offense listed in paragraph (2) of subsection (c) of this Section shall constitute a conviction for the purpose of this Article. A finding or adjudication as a sexually dangerous person under any federal law or law of another state that is substantially equivalent to the Sexually Dangerous Persons Act shall constitute an adjudication for the purposes of this Section.

(4) "School" means a public or private pre-school, elementary, or secondary school.

(5) "Loiter" means:

(i) Standing, sitting idly, whether or not the person is in a vehicle or remaining in or around school property.

(ii) Standing, sitting idly, whether or not the person is in a vehicle or remaining in or around school property, for the purpose of committing or attempting to commit a sex offense.

(iii) Entering or remaining in a building in or around school property, other than the offender's residence.

(6) "School official" means the principal, a teacher, or any other certified employee of the school, the superintendent of schools or a member of the school board.

(d) Sentence. A person who violates this Section is guilty of a Class 4 felony.

(Source: P.A. 94-158, eff. 7-11-05; 94-164, eff. 1-1-06; 94-170, eff. 7-11-05; 95-331, eff. 8-21-07; 95-440, eff. 8-27-07; 95-640, eff. 6-1-08; 95-876, eff. 8-21-08.)

(720 ILCS 5/11-9.4)

(Text of Section from P.A. 95-819)

Sec. 11-9.4. Approaching, contacting, residing, or communicating with a child within certain places by child sex offenders prohibited.

(a) It is unlawful for a child sex offender to knowingly be present in any public park building or on real property comprising any public park when persons under the age of 18 are present in the building or on the grounds and to approach, contact, or communicate with a child under 18 years of age, unless the offender is a parent or guardian of a person under 18 years of age present in the building or on the grounds.

(b) It is unlawful for a child sex offender to knowingly loiter on a public way within 500 feet of a public park building or real property comprising any public park while persons under the age of 18 are present in the building or on the grounds and to approach, contact, or communicate with a child under 18 years of age, unless the offender is a parent or guardian of a person under 18 years of age present in the building or on the grounds.

(b-5) It is unlawful for a child sex offender to knowingly reside within 500 feet of a playground, child care institution, day care center, part day child care facility, or a facility providing programs or services exclusively directed toward persons under 18 years of age. Nothing in this subsection (b-5) prohibits a child sex offender from residing within 500 feet of a playground or a facility providing programs or services exclusively directed toward persons under 18 years of age if the property is owned by the child sex offender and was purchased before the effective date of this amendatory Act of the 91st General Assembly. Nothing in this subsection (b-5) prohibits a child sex offender from residing within 500 feet of a child care institution, day care center, or part day child care facility if the property is owned by the child sex offender and was purchased before the effective date of this amendatory Act of the 94th General Assembly.



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Name: Anchala Hochavon

Organization: HOME OWNER Title: _____

Address: 5217 Foster St

City: Skokie State: IL Zip: 60077

Phone: 847-581-9143 E-mail: _____

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 October 27, 2009.

- 1) Should do research to see how many people taking bus using this Route Swift to Old Orchard
- 2) The route propose will pass down Ed sub station which will be high risk.
- 3) Parking - NH-Highschool hardly have enough parking, so parking will be problem
- 4) High school traffic; they should be able to control the school ground. they should not let any one near school for security reason.
- 5) If Westfield lobby for this (Shame on them!) people who shop drive!
- 6) ~~People~~ People have to drive to get to the train any way so it would serve mall worker more than local residence



Niles Township Federation of Teachers

LOCAL 1274 - IFT, AFT, AFL-CIO

9933 LAWLER
SKOKIE, IL 60077

847/673-1274

NTFT Position on the Proposed Yellow-line Extension

While the Niles Township Federation of Teachers is generally in favor of improvements in public transportation, particularly those that support our community, we strongly oppose any public transportation plan that would threaten the safety and security of our students and staff, or disrupt our learning environment. Though we do not pretend to be experts in public transportation, there are aspects of the supposed “locally preferred alternative” that are cause for concern. We insist that the needs and concerns of School District 219, its teachers, parents, students and staff, are taken into consideration as this process moves forward, and that District 219 officials have a seat at the table along with the other governing bodies as future decisions are made.

Steve Grossman, President
Niles Township Federation of Teachers

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Name: SHOSHANA COOPER

Organization: _____ Title: _____

Address: 10070 LAVERGNE AVE

City: SKOKIE State: IL Zip: 60077

Phone: (847) 673-2638 E-mail: rina216@aol.com

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 October 27, 2009.

I'm ~~ag~~ against the proposal. shuttle bus is better.
if it has to happen, should not terminate at the parking
lot of Miles North High School.

Education of children is very important.
Education of children not to be compromise



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Name: P.K. SEN

Organization: Self Title: _____

Address: 6271 N. KEATING AVE

City: CHICAGO State: IL Zip: 60646

Phone: 773-282-6711 E-mail: _____

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 October 27, 2009.

Extending the line to old Orchard will increase law /
order problems. It will make it easier for criminals to
get into the Skokie area and it will create
an social environment

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** YellowExtension@transitchicago.com, **Website:** www.transitchicago.com/YellowEIS, **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

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Connecting Dempster Station to Old Orchard Road

YS-63



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. Please PRINT.

Name: Amy Anson

Organization: Citizen Title: _____

Address: 9020 Tripp

City: Skokie State: IL Zip: 60076

Phone: 847-933-9196 E-mail: anson@comcast.net

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 October 27, 2009.

I would like to add my voice to all the
concerns raised tonight. The safety &
security for students at NNHS is the primary
issue, but negative impact on real
estate values, noise issues, and the
cost of this proposal - all make this
proposal unreasonable to even consider.
Thank you.

Cheever, Kim

VS-64

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 05, 2009 3:41 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension Concerns
Attachments: cta.doc

From: FloriBoer@aol.com [FloriBoer@aol.com]
Sent: Saturday, October 03, 2009 12:45 PM
To: Yellow Extension
Cc: michael.boersma@advocatehealth.com
Subject: Yellow Line Extension Concerns

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

Dear Mr. Busby:

Please consider my concerns, expressed in the attached letter, about the proposed extension of the CTA "Skokie Swift" Yellow Line, particularly its envisioned termination in the Niles North High School parking lot.

Thank you.

Michael Boersma
8513 Avers Avenue
Skokie, Illinois 60076
(847) 675-8340

10/8/2009

October 3, 2009

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

Dear Mr. Busby:

My wife and I are 15-year residents of Skokie. Our two sons have attended Niles North High School (one is still attending). I am writing to express our **strong** opposition to the use of Niles North High School property as the terminus for the extension of the CTA Yellow Line, and our preference for this terminus to be located **WEST** of the Edens Expressway.

Our primary concerns are that (a) the East (Niles North) alternative is an inappropriate and impractical juxtaposition of a train station and a high school, and that (b) a far more appropriate and practical alternative, namely one west of the Edens Expressway, has been hastily and wrongly discounted.

- Per the CTA's *Yellow Line Extension Alternatives Analysis, Locally Preferred Alternative Report, August 2009* (Page 75), the "Old Orchard Road terminal station is anticipated to require approximately 259,400 square feet." The existing Niles North parking lot is only about 178,000 square feet. This means the station would occupy the **whole** lot, right up to the steps of Niles North High School. (Previous statements suggesting that the station would only occupy a **corner** of the Niles North parking lot have been, to be charitable, disingenuous.) Putting a station that close to a public school, with all the safety and security issues that entails, seems unnecessarily reckless and foolhardy. (Safety and security concerns are heightened by that fact that the station would serve many of the 675,000 visitors—some with criminal records—to the Cook County Court House on Old Orchard Road—the unhappiness with that fact was clearly articulated at the September 23rd public meeting in Skokie.)
- Further, because another 80,000 square feet would still be needed, the CTA anticipates making use of an office park east of Lawler (specifically the Westmoreland Building, 9933 Lawler, currently assessed at about \$3.8 million.) (Page 75). (This contradicts a statement on Page 54, which asserts that the East (Niles North) Option "does not displace other properties or land owners.") It is also not clear if the plan also envisions taking over property now occupied by **two** gas stations on Old Orchard Road, between Lawler and Laverne—if so, then environmental remediation of those properties will have to be factored into the total cost. (Interestingly, the **Report** only refers to one gas station.) If the proposed station is meant to straddle Lawler, will this mean the closing off of the Lawler/Old Orchard intersection? If so, what would be the effect on the Laverne/Old Orchard intersection?
- In short, it seems to me that what is envisioned would be a horrific traffic nightmare, with shoppers, commuters, shuttle buses, school buses, novice high-school drivers, pedestrians, parents of high-school children, and Lawler residents all converging right next to a ill-designed interstate interchange with motorists coming on and off at high speeds. This to me sounds like a recipe for chaos in normal times—and a recipe for disaster during the Christmas holiday shopping season.

Further, in the midst of all this, somehow a parking garage is going to efficiently segregate 350 spaces of commuter parking from 230 spaces of student/teacher parking. (I notice that nowhere in the plan is there allowance for those parents, relatives and Skokie residents attending Niles North sports events, theater or fine arts performances, or other community functions that regularly take place at the school.) I find it laughable that a parking facility would be able to keep commuter traffic from overflowing into spaces reserved for Niles North students, teachers, administrators and other staff (especially if it costs less to park in those spaces). With the aforementioned cacophony of traffic envisioned for this area, regulating the segregation of commuters and students in real time in a parking facility promises to just add to the confusion.

- The stated reasons in the **Report** for not preferring the HRT UPRR West Option Elevated Alternative over the East (Niles North) Option are not persuasive.
 - The **Report** refers to (unspecified and unverifiable) higher capital costs, due to ComEd utility relocation (Page 57), but does not take into account the high capital costs (highway reconstruction and reconfiguration, redevelopment of 9933 Lawler and gas stations, with ComEd and other utility impacts).
 - The **Report** says that a station west of the Edens makes pedestrian access to Old Orchard Mall “more challenging” (Page 57). However, a station east of the Edens would not necessarily be that pedestrian friendly either (as anyone who has tried to cross from Niles North to Old Orchard Mall, across Lawler and Laverne Avenues, especially in December, can testify). (The **Report** alludes to, but does not detail, pedestrian improvements between the proposed station and the Mall.) Even with the East (Niles North) Option, the main attractions at Old Orchard Mall (movie theaters and restaurants) would still be at least a quarter-mile away, and Nordstrom’s, at the south end of the Mall, a half-mile away, so shuttle buses will be required in either case (as the **Report** seems to acknowledge). Cramping a station into the Niles North parking lot, with all the attendant complications described above, in order to save (per the **Report**) only 3 minutes of shuttle-bus time, is pathetic. (On Page 53, the **Report** notes that the bus connection from the West Option would be 9.5 minutes, while on Page 55, it notes that the bus connection from the East (Niles North) Option would be 6.5 minutes.)
 - The **Report** mentions that employment is significantly lower west of the Edens. But if the purpose of the Yellow Line expansion is to boost economic development, wouldn’t that argue for putting the station west of the Edens? (The **Report** leaves unspecified land use and development constraints west of the Edens, and no evidence that such constraints cannot be overcome.) It also ignores the fact that there are already several significant employers west of the Edens (including Northwestern Mutual, National-Louis University, Peapod, Portland Cement Association, Life Time Fitness, Everest College, as well as the courthouse), as well as the Optima Old Orchard residential complex and Illinois Holocaust Museum and Education Center, that would greatly benefit from having, within walking distance, a station west of, instead of east of, the Edens. (Hampton Inn, also west of the Edens, may appreciate having a train station located so conveniently nearby.)
 - Even a cursory review of maps and aerial photography would reveal that there is plenty of space west of the Edens for a CTA station, especially at the corner of Woods Drive and Old Orchard Road. The partially-vacant Old Orchard Office Court property in this vicinity could be converted to this purpose (with due compensation to the owners of these properties). (It should be noted that the Old Orchard Office Court is currently assessed at about \$1 million, or about a quarter of the assessment of 9933 Lawler.) The CTA could also use the strip of land along the UPRR right-of-way between Old Orchard and the Edens for parking, much as is done now along the UPRR right-of-way between Dempster and Gross Point Road north of the Dempster Street station. Since allowance for Niles North student parking would not have to be made here, the footprint of the CTA station here could be smaller than 259,400 square feet. Moreover, locating the station there would still give the CTA the ability to extend the line beyond Old Orchard Road in the future, as the demographic and economic trends (as spelled out in the **Report**) seem to call for. (It is noted that, even if the terminus was west of the Edens, some modification of the Niles North parking lot would have to be made to discourage commuters from freely taking up parking spaces that belong to Niles North students and staff.)

Finally, I am concerned that the apparent impracticality of the East (Niles North) Option may contribute to the suspicions that another agenda is at play—namely, the forcing of the Village of Skokie and District 219 to decide between the school and the train station. It is no secret that Westfield would prefer that Niles North go away—to them, the high school is little more than a nest of shoplifters and mall rats standing in the way of Mall expansion. It could be suspected that Westfield (with the complicity of CTA) is hoping that proceeding with the East (Niles North) Option will force District 219 to close the school, and either relocate it elsewhere in District 219 or dissolve it altogether, distributing its students to Niles West or Evanston Township High School (District 65). Either result would be at significant taxpayer expense. (Many Skokie residents still remember the trauma that accompanied the closing of Niles East High School in the early 1980s.) If that is indeed the agenda, then all parties—Village of Skokie, District 219, Westfield, CTA included—should be open and honest about it, so that Skokie taxpayers, parents and children, who will be affected the most, can be fully informed and can fully engage in that debate. As

my aforementioned remarks indicate, however, I don't believe such a debate is necessary, because viable and practical options appear to exist west of the Edens.

I want to be clear that I am not opposed to the Yellow Line Extension itself, in principle—I think there are good reasons for it, and would be a net benefit to Skokie and surrounding communities. I am, however, **strongly** opposed to the East (Niles North) Option, because of its inappropriateness and impracticality, and the availability of a far more viable and practical alternative west of the Edens Expressway. It seems to me that the HRT UPRR West Option Elevated Alternative would accomplish the vast majority of the objectives for the Yellow Line Extension project with much less disruption to the area and to Skokie taxpayers. I am confident that an honest appraisal of matters by all interested parties would lead to the same conclusion, that the HRT UPRR East (Niles North) Option Elevated Alternative should be discarded, and the HRT UPRR West Option Elevated Alternative should be designated the Locally Preferred Alternative.

Thank you.

Sincerely,

Michael J. Boersma
8513 Avers Avenue
Skokie, Illinois 60076

Cheever, Kim

YS-65

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 05, 2009 3:41 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: Chella Huss [Chella.Huss@skokie.org]
Sent: Friday, October 02, 2009 4:36 PM
To: Yellow Extension
Subject: Yellow Line Extension

I believe the Yellow Line should be extended to Old Orchard even if the stop is not at the Niles North H.S. Another logical stop can be arranged and probably agreed upon by all concerned.

The reason I strongly believe the extension should occur is because there is a lot of traffic congestion at the Westfield Mall. Parking is almost non-existent on weekends and holidays and people fight for an open space. The extension would eliminate a lot of this congestion because less cars will come to the Mall and this in turn can help the environment.

Keep looking for other alternatives - I will do the same.

Thank you,

Chella Huss
5101 Greenleaf
Skokie, IL 60077

10/8/2009

Cheever, Kim

YS-66

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 05, 2009 3:41 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension Suggestions

From: May, David [dmay@walshgroup.com]
Sent: Thursday, October 01, 2009 11:30 PM
To: Yellow Extension
Subject: Yellow Line Extension Suggestions

Mr. Jeffrey Busby,

The plan to build an elevated guideway column and beam structure with the new station's platforms elevated and the present at-grade Dempster station replaced with an elevated station is a very expensive selection. Lower construction cost designs should be priced:

- Consider building the Extension at grade to reduce guideway and station construction costs and avoid replacing the existing Dempster station. The Extension will cross four streets. The existing Yellow Line already has seven at-grade crossings. Local residents are accustomed to these. The low frequency of CTA train traffic and the very short duration of the street closing will be minor irritants to drivers. Metra and freight train routes in the north suburbs also have numerous at-grade crossings. The durations of traffic delays for trains at these crossing are often much longer than the 2-car CTA trains will cause, yet no-one is proposing spending hundreds of millions of limited transit dollars to build grade separations at all of these.
- If grade separation is absolutely necessary at the four street crossings, rather than a column and beam structure, consider an elevated structure on an embankment to reduce construction costs and extend facility life. Also, the cost of lowering each of the four crossing streets by a few feet at the crossings might save much more in embankment construction costs.

If the line is elevated at the north end, consider locating the station and parking structure to the parking lot east of Lawler Avenue. That will limit conflicts with the high school campus, its students and parking lot. It will also eliminate a walk across Lawler by riders going to the shopping center and will drop them closer to their destination.

Provide noise and vibration data on Yellow Line cars to the public. Consider design and operational measures to reduce noise and vibration. If the Extension is built at grade, sound walls would diminish the noise perceived nearby.

David May
400 S 8th Ave
La Grange

10/8/2009

Cheever, Kim

YS-67

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 05, 2009 3:41 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow line OO terminal maps?

From: Secretary2001@aol.com [Secretary2001@aol.com]
Sent: Thursday, October 01, 2009 3:06 PM
To: Yellow Extension
Subject: Yellow line OO terminal maps?

Is there any more detailed map currently available showing the proposed new Old Orchard terminal and parking on the Nile North High School property?

The maps that I am finding online are not detailed at all.

Gerald Meyers
9320 N Keeler Ave
Skokie IL 60076

10/8/2009

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road



YS-68

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. Please PRINT.

Name: Christine Heredia
 Organization: * RESIDENT OF the Village for 27 yrs
 Address: 9600 Le Claire Ave
 City: Skokie State: IL Zip: 60077
 Phone: E-mail: Ch27420@yahoo.com

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 October 27, 2009.

Your "so called" purpose sounds like someone's trying to pull a fast one on us!!! It will NOT benefit our community in anyway shape or form! So, people make a few more transfers. AND? This "Transit Alternative" will allow you to invade our peaceful city with noise & air pollution! The only growth that will come out will be in YOUR pockets and I work too hard to throw away my money on people who are immorally looking for ^{financial} gain! We are prepared to picket & protest by ANY means possible! You DON'T WANT TO PISS OFF GRANNY! There must be additional opportunities to participate and voice our feedback, needs, & concerns! I am not opposed to the extension itself, but to the proposed plan of ending it on school grounds. And Have A sacrifice our children this will bring more harm than good & more is willing to Pleasant Day!

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: YellowExtension@transitchicago.com, Website: www.transitchicago.com/YellowEIS, 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

Yellow Line Extension

Connecting Dempster Station to Old Orchard Road



YS-69

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. Please PRINT.

Name: Christine Heredia
 Organization: Skokie Park District Title: Teacher at TLC
 Address: 3701 W. Howard St.
 City: Skokie State: IL Zip: 60077
 Phone: _____ E-mail: Ch27420@yahoo.com

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 October 27, 2009.

You state on p. 3 that over the past two years you have gathered input from the public regarding alternative options. I would like to know when (specific dates), where (specific location), and who the locals were (specific names)! Your "Locally Preferred Alternative" is a ~~fake~~ ^{statement of our communities}; a petition says so, and so did our voices! The "No Build Alternative" sounds great! So does the "Transportation System Management Alternative"! However the "Locally Preferred" is ludicrous and insulting to our intelligence! Your 2 new stations: #1, great, grand, wonderful! #2 will absolutely, positively, NEVER HAPPEN! Other alternatives MUST be identified in the "scoping process." We the Village of Skokie will NOT stand for this EVER, EVER, EVER!

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: YellowExtension@transitchicago.com, Website: www.transitchicago.com/YellowEIS, 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

Line Extension

Connecting Dempster Station to Old Orchard Road

YS-70



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. Please PRINT.

Name: Joan Hakim

Organization: _____ Title: _____

Address: 3909 Birchwood Ave

City: Skokie State: IL Zip: 60076

Phone: 847-679-9835 E-mail: jhakimi@sbcglobal.net

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 October 27, 2009.

I am strongly opposed to the "Locally Preferred Alternative," a misnomer if ever there was one. The residents of Skokie neither want nor need an elevated ~~train~~ train running through our neighborhoods and ending in a parking garage in the parking lot of our high school. A shuttle bus that would run between the Dempster Skokie Swift station, Old Orchard Mall, Skokie Hospital, and the courthouse would be my LPA. It would cost much less, be less damaging to the environment, and would not disrupt our quality of life.

YS-71

October 5, 2009

Chicago Transit Authority
567 West Lake St.
Chicago, IL 60661-1498

Dear Chicago Transit Authority:

We are very strongly opposed to the CTA's proposal to build a train station in the Nike North High School parking lot, as they plan to expand the Yellow Line.

Now can this even be considered when it would put our children in danger? Criminals would use this train station as they go to and from the Courthouse. Drugs could easily be brought to the students from all over. Gang members could easily get there. We think the safety and protection of our children should be more important than a train station.

The CTA always needs more money to repair and maintain the equipment they already have. Why not use this \$270 million in capital expenses and \$1.9 million in yearly operation and maintenance costs for this purpose instead of raising fares?

We already have plenty of buses to and from the Dempster train station that will handle transportation needs; and it is not necessary to spend \$270 million to go such a short distance.

Again we are strongly against this proposal.

Very truly yours,

Paul Johnson
Paul C. Johnson

4946 Old Orchard Road
Skokie, IL 60077

Cheever, Kim

YS-72

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:38 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: adabada@comcast.net [adabada@comcast.net]
Sent: Monday, October 12, 2009 10:41 AM
To: Yellow Extension
Subject:

I oppose the estension for the Skokie Swift being considered thru' the vicinity of Niles North High School.

Ada Barach

YS-73

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:38 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: extension

From: Steve Rusnak [srusnak16@comcast.net]
Sent: Sunday, October 11, 2009 7:57 PM
To: Yellow Extension
Subject: extension

I am strongly against any form of elevated track going through residential neighborhood and especially terminating at Niles North. I have a daughter there and can not possibly imagine a train terminal and a public parking structure on school property. I am in favor of vastly expanding bus service.

Thank you.

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:37 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Proposed Yellow Line Expansion

From: Norene M Scanlan [scannor@sbcglobal.net]
Sent: Sunday, October 11, 2009 5:57 AM
To: Yellow Extension
Cc: 'Norene M Scanlan'
Subject: Proposed Yellow Line Expansion

Dear Sir or Madam ~

I have lived in Skokie my entire life ~ bringing the Skokie Swift into Skokie was good at the time that it was done.

There is no justification for the amount of money that would be spent and/or whatever disruption would be needed to complete this project.

It is my understanding that we would build an unsightly elevated line that would go less than 2 miles and I can not see any way that homeowners would not have to be moved/relocated to complete this project. It is also my understanding that another part of the proposal is that there would be a "station" at Oakton Street at Skokie Boulevard. I have lived here long enough to remember when there was one and to add this would cause minimal disruption . . . this would be acceptable.

As far as bringing additional shoppers to Old Orchard . . . Old Orchard is not a shopping area that would typically attract shoppers who would be taking public transportation but the potential is there to bring out people to "hang" in the shopping center and/or come to cause mischief.

There is bus transportation that would easily take anyone from the current end of the Swift line to Old Orchard that is more than adequate.

I live close to where the proposed train would go and I am vehemently opposed due to:

- 1) waste of valuable tax dollars that could and should be spent in a more beneficial manner;
- 2) disruption that would be unnecessary;
- 3) noise/pollution that would also be brought to the area; and,
- 4) no reasonable need to the citizens of Skokie.

Please add my name and those of my household to the list of tax paying citizens who oppose any type of expansion.

10/14/2009

Expansion for the sake of expansion is totally unacceptable.

Norene M Scanlan
8935 N Laramie Ave
Skokie, IL 60077

Jeanne L Scanlan
8935 N Laramie Avenue
Skokie, IL 60077

YS-75

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:37 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Map of Alternate Yellow Line Extension
Attachments: Yellow Line Extension map.JPG

From: galeschool@gmail.com [galeschool@gmail.com] On Behalf Of Webmaster [Miles@Galeschool.com]
Sent: Friday, October 09, 2009 4:34 PM
To: Yellow Extension
Cc: Darud Akbar
Subject: Map of Alternate Yellow Line Extension

Greetings,

I am attaching an alternate proposal for the Yellow Line extension. SEE ATTACHED MAP

My proposal solves the problem of where to locate the end of the line. It avoids running trains over any part of the Niles North High School campus and it would serve several locations in the area such as Golf Road, the Old Orchard shopping center, and the Skokie courthouse.

The Yellow Line should extend north from its present terminal at Dempster Street as a double track line to Golf Road, where it would become a large single-track loop. At Golf Road, northbound trains would turn east along Golf Road (either on a single-track elevated structure over the middle of the street or at street level like light rail trains under trolley wire) to the Old Orchard shopping center; then turn north and run through the shopping center's west parking area to a station serving the shopping center; then continue to Old Orchard Road and turn west, to another station west of the Edens Expressway serving the Skokie Courthouse; and finally turning back south and running along the existing railroad right of way back to Golf Road. An optional station could be located at Golf Road.

Feel free to contact me with any questions.

Miles Beitler

10/14/2009



YS-76

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:36 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Illinois State Police concerns

From: Anthony_Lupo@isp.state.il.us [Anthony_Lupo@isp.state.il.us]
Sent: Wednesday, October 07, 2009 11:14 AM
To: Red Extension; Yellow Extension; Orange Extension
Cc: mark.harmon@chicagopolice.org
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo
District Chicago
Administrative Command
Office 847 294 4655
Fax 847 294 4440
Cell 708 932 9347

10/14/2009

YS-77

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:36 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Comment

From: William Moy [bozsasha@sbcglobal.net]
Sent: Tuesday, October 06, 2009 2:06 PM
To: Yellow Extension
Subject: Comment

After attending the meeting regarding the extension of yellow line. I prefer the first the No Build Alternative. If the CTA still insisting building the line to the Westfield Old Orchard Mall, I prefer you use the old existing rail line and put the CTA station stop at the County Court House and run the bus line to the Mall. This will free the problem up at the Niles North High School.

Sincerely,
William Moy

YS-78

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:38 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: Herb Erlbach [niuherb@comcast.net]
Sent: Monday, October 12, 2009 9:09 AM
To: Yellow Extension
Subject: Yellow Line Extension

To whom it may concern:

Having been brought up on the south side of Chicago and seeing a lot of "unwanted" activity at the train stations, such as people "hanging around", etc. and having been the past president of Niles West Theater Parents where I had an intimate look at how easily high school kids can get misdirected/misled, I firmly believe that having the extension end near or at the foot steps of Niles North is NOT the way to proceed. Choose an alternative method that will keep our kids safe, please.

<http://www.linkedin.com/in/herberterlbach>
<http://www.site.herberterlbach.com>
Business: herberterlbach@comcast.net

Current Status:

As of 8/4/09 my contract with NIU has been completed. I am currently looking for work, if there is anyone I can pass my resume and letters of reference to please let me know.



Effective Communicator able to explain complex concepts & ideas to non-technical individuals.

Herbert Erlbach
Computer Consultant

5829 Capulina Avenue
Morton Grove, Illinois 60053

Phone: (847) 470-8227

Cell: (847) 312-1750

E-mail: herberterlbach@comcast.net

<http://www.linkedin.com/in/herberterlbach>

10/14/2009

YS-79

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:38 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Skokie Reasonable Transit

From: Cammy Tremont [cammytremont@yahoo.com]
Sent: Sunday, October 11, 2009 2:50 PM
To: Yellow Extension
Subject: Skokie Reasonable Transit

Cameron Denny
8501 Harding Ave. Skokie, IL 60076
Please add my name to the statement opposing the Yellow Line extension.

10/14/2009

Line Extension

Connecting Dempster Station to Old Orchard Road



YS-80

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. Please PRINT.

Name: ELLEN AKERHAUGEN

Organization: N/A Title: SKOKIE RESIDENT

Address: 8919 LARAMIE AVE

City: SKOKIE State: IL Zip: 60077

Phone: 847-966-7566 E-mail: NONE

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 October 27, 2009.

HAVING A TERMINATION POINT IN THE NILES NORTH PARKING LOT SHOULDN'T
BE CONSIDERED BECAUSE OF SECURITY RISKS AND ADDED TRAFFIC
CONGESTION. SECONDARY TRANSPORTATION IS STILL REQUIRED TO REACH TARGET
AREAS NEAR THE MALL AND COURT AREAS. AS LONG AS EXPRESS BUSES ARE
OPTIONS, THAT SHOULD BE IMPLEMENTED AND USED TO FULL CAPACITY BEFORE
THE LIVES OF PEOPLE LIVING ALONG THE PROPOSED ROUTE IS NEGATIVELY
IMPACTED BY A TRANSPORTATION SYSTEM THEY CAN'T EVEN USE. THE
PROPOSED EXTENSION IS TOO EXPENSIVE, PARTICULARLY CONSIDERING THE
GOVERNMENT COULD ONLY COME UP WITH 150 MILLION FOR INCREASED
SEA PORT SECURITY RECENTLY. THAT CERTAINLY IMPACTS MORE PEOPLE
AND COMMERCE THAN 1.6 MILES OF TRACK. ELEVATED RAILS POSE NOISE
POLLUTION PROBLEMS FOR RESIDENTS, AS WELL AS INCREASED POTENTIAL
TRASH ACCUMULATION, RODENT PROBLEMS, AND SECURITY ISSUES FOR
NEARBY PARKS, FROM ELEVATED SUPPORT PILLARS. THE CTA NEEDS A MUCH
BETTER PLAN BEFORE IMPLEMENTING ANYTHING BY RAIL. THANK YOU

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: YellowExtension@transitchicago.com, Website: www.transitchicago.com/YellowEIS, 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

48-81

Please Consider adding
more Bus service in
Stokie and not Rail
services.

I appreciate your
Consideration.

Jeanne Scanlon
8935 N. Laramie
Stokie, Ill. 60077

Cheever, Kim

YS-82

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:40 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: YELLOW LINE EXTENSION FOLLY

From: Benita Byers [benitabyers@yahoo.com]
Sent: Monday, October 19, 2009 7:14 PM
To: Yellow Extension
Subject: YELLOW LINE EXTENSION FOLLY

I am the parent of a future (next school year 2010-11) Niles North 9th grader & past Niles North graduate, as well as being a past graduate myself. I cannot imagine that anyone with any common sense would approve of a train station on any school campus, let alone a high school campus.

The noise would disrupt any effort at concentration. Student safety, school security, traffic congestion, and parking issues would be deplorable. These issues are paramount to providing a safe education to our students.

I implore you to reconsider this extension and find another alternative.

Sincerely,

Benita B. Byers
Skokie, IL 60077

10/26/2009

Cheever, Kim

YS-83

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:40 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: CTA Yellow Line station behind Niles North HS

From: Andrew Eisenberg [eisenberg.andrew@gmail.com]
Sent: Tuesday, October 20, 2009 12:29 AM
To: Yellow Extension
Subject: Re: CTA Yellow Line station behind Niles North HS

Dear Sir,

We oppose the construction of a CTA Yellow Line station and bus stop complex behind Niles North H.S. It is an unnecessary, heedless disruption to the students and shows a lack of respect for the vicinity of an educational institution. The CTA station and bus stop should be placed west of the expressway directly adjacent to a grouping of office complexes.

Andrew & Ronnie Eisenberg
9452 LeClaire Ave.
Skokie, IL 60077

10/26/2009

From: fritzmc9425@aol.com [fritzmc9425@aol.com]
Sent: Wednesday, October 21, 2009 7:30 AM
To: Yellow Extension
Subject: Fwd: Yellow Line CTA extension

Hello,

I'm forwarding this to voice my disapproval of the proposed CTA Yellow line extension project. Please see email to SkokieReasonableTransit below.

Thank you,
Fredrik Thomas

-----Original Message-----

From: SkokieReasonableTransit <skokiereasonabletransit@yahoo.com>
To: fritzmc9425@aol.com
Sent: Tue, Oct 20, 2009 2:57 pm
Subject: Re: Yellow Line CTA extension

Please also forward your comments to the CTA at:
YellowExtension@transitchicago.com

From: "fritzmc9425@aol.com" <fritzmc9425@aol.com>
To: SkokieReasonableTransit@yahoo.com
Sent: Mon, October 19, 2009 9:56:11 PM
Subject: Yellow Line CTA extension

Hello,

My name is Fredrik Thomas
My address is 5231 Church Street, Skokie, IL 60077

I am opposed to the Yellow line extension for multiple reasons.

1. A train station does NOT belong in a school parking lot.
2. Elevated trains do NOT belong along a school corridor.
3. My property is a fair enough of a distance to not be too affected by train noise, but in fairness to my neighbors that live along that corridor, that is an intrusion on quality of life that is not acceptable.
4. A train passage being reintroduced creates another site for cars to have to stop and back up waiting for a train signal near a school (lots of small children) and another stoplight intersection (Lockwood Street)would cause unnecessary congestion.
5. Dempster street has an established bus station and heavy traffic area designed for handling transportation. Routing a separate bus shuttle system from Skokie Swift to the Old Orchard Couthouse and mall would be the only realistic solution to avoid such an invasive move. The expressway has a direct Dempster street entrance and a direct Old Orchard street exit.
- 6.. I wouldn't want to spend an ounce of my tax dollars towards this project. If something has more negatives than positives after looking at it objectively, then it is not worthwhile. I see too many negatives, especially when there is the bus alternative.

=

Cheever, Kim

YS-85

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:40 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: fajs327@comcast.net [fajs327@comcast.net]
Sent: Monday, October 19, 2009 12:55 PM
To: Yellow Extension
Subject: Yellow Line Extension

Dear Mr. Busby,

I am writing to you to express my concern and opposition regarding the yellow line extension. I believe, along with many other concerned residents, that placing a transit station at or near the high school poses a direct threat to the safety of our children. This extension will invite any person to have access to the school and our children. The use and cost of shuttle buses from the Dempster Street station is a much more economical and safer option for our community. Please know that there is strong opposition from the community regarding this extension.

Thank you for your consideration,
Amy Manata

10/26/2009

Cheever, Kim

YS-86

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:39 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: Pjeb@comcast.net [Pjeb@comcast.net]
Sent: Monday, October 19, 2009 8:25 AM
To: Yellow Extension
Subject: Yellow Line Extension

Hello Mr Busby:

We have attended three public forums hosted by the CTA, and routinely checked the CTA website relative to the Yellow Line Extension over the last approximately 18 months.

We support the **East Option Rapid Train Transit or a Skokie Boulevard Express Bus option**. We have listened to and read about the objections raised by a loose coalition of groups, including those focusing on the Niles North High School issue. However, we believe the issues raised could be very adequately addressed and resolved, once planners get beyond the emotional layers of the arguments and focus on the reality of each point raised and its practical solution, without abandoning this preferred option.

If the primary reason for extending convenient transportation to Old Orchard Road is to benefit the commercial, retail and population growth in this study area, plus to provide convenience for the customers traveling to these sites (Old Orchard Mall, and the other significant malls and businesses surrounding it to the east and south, and the Hospital, Centre East, etc.), these seem to be the only logical options. Other options do not adequately meet this objective and present other issues and inconveniences for the targeted commercial/retail/entertainment sites and transit users, and would have a greater negative environmental impact. Other options studied seemingly defeat the original objectives and we would therefore be better off doing nothing more than improving the current bus routes. (And servicing the Court House should not be a primary objective. Modified bus routes and/or shuttle buses could adequately serve the Court House and Museum, etc.)

Judy Ebenhoeh
9715 Woods Drive #1310
Skokie, IL 60077
pjeb@comcast.net

10/26/2009

Cheever, Kim

YS-87

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:39 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Possible Interview

From: Devin K [ntrainhome@gmail.com]
Sent: Sunday, October 18, 2009 7:03 PM
To: Yellow Extension; SkokieReasonableTransit@yahoo.com
Subject: Possible Interview

Good Morning,

My name is Devin Katayama and I'm a journalism graduate student at Columbia College. I'm doing a paper on the Skokie government and I wanted to focus on the current CTA situation. I was hoping I could briefly talk to someone from your organization about how the organization was formed and influence that organization such as yours has on the government of Skokie.

My article is to essentially discover who runs Skokie (politically speaking) and what influences those who run it.

Thanks,

Devin Katayama
917-678-8647

Also, I have a Tuesday deadline so if I could speak with anyone tomorrow (Monday) that would be great.

10/26/2009

Cheever, Kim

YS-88

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:39 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: OPPOSED TO YELLOW LINE EXTENSION

From: GUS A SERRANO [serred@sbcglobal.net]
Sent: Saturday, October 17, 2009 8:16 PM
To: Yellow Extension
Subject: OPPOSED TO YELLOW LINE EXTENSION

Hello. My name is Gus Serrano and I live at 5315 Davis St in Skokie. I am OPPOSED to the Yellow Line extension. It is ridiculous that the federal government would spend money on a project like this when they are cutting other programs which are so much more important to the health of the American people. This money should be going to programs designed for veterans, the elderly or others which are in a financial bind during these difficult times, instead they want to spend money to get people to Westfield Shopping Center? Outrageous, is what I call this project at this time in history!

Gus Serrano

P.S. AND YOU WANT TO RAISE RATES ACROSS THE BOARD to ride the CTA? AMAZING!

10/26/2009

Cheever, Kim

YS-89

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:38 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Commentary on Skokie Swift Extension

From: Diane Peterson [dianebpeterson@mac.com]
Sent: Friday, October 16, 2009 11:42 AM
To: Yellow Extension
Cc: SkokieReasonableTransit
Subject: Commentary on Skokie Swift Extension

I was at the meeting and would like to share my perspective.

First, I was amazed that the CTA did not present any explanation of why a 1.5 mile extension was a good idea much less share a cost/benefit analysis. It seems we have an expensive plan without a strategy.

I would like to address four points:

Solving congestion:

Our mayor suggested that the line would reduce street congestion in the area. I would submit that putting in a CTA station in an already very congested area would yield exactly the opposite. IF commuters chose to take the CTA extension, the Old Orchard entry/exit ramps would be even more crowded, negatively impacting anyone wanting to use those ramps, including potential shoppers at the Old Orchard mall as well as those wanting to go to the Center East Theater and other Skokie destinations - including their homes. That ramp is also the exit ramp leading to our main hospital.

Employees and companies are already working on the commute issue with technology. I just read the following in Newsweek: "By 2015, suggests demographer Wendall Cox, there will be more people working electronically at home full time than taking mass transit...." Workers like the convenience and cost benefits of working from home. Companies like reducing their office expense and having a wider talent pool to draw from. With minimal electronic equipment and connections workers can see each other, collaborate more effectively on shared projects/documents and retain a collegial atmosphere across geographic boundaries.

Do we need an extension?

I was at the Skokie Swift station at Dempster yesterday at 10:00 in the morning and only 60% of the lot was filled. There will soon be a new station and parking facility at Oakton only a short distance south which will probably make the Dempster lot even more open. Why do we need another 1.5 miles of track and a multi-story parking garage? Who do we think is going to use all this extra capacity?

The north-south commute pattern has also shifted. The commute is now heavy in the AM going north away from the city and heavy going south in the PM. It is the reverse of the old commute. As business has moved out so have workers. The Skokie Swift extension does not address the commute reality. 1.5 miles further north is not the answer. If the goal is to reduce traffic on the Edens Expressway, perhaps the study should focus on a rail line along the expressway much like the line that now connects downtown and O'Hare. That would be a big and forward thinking plan.

Bringing business/revenue to Skokie

CTA stations are usually surrounded by decay. They are not a magnet for growth. Commuters do not stop to shop, have drinks or go to dinner around a CTA station. They are going to work/school or going home. The most they might do is to buy coffee and a donut to eat on the train. The area around a station tends to be noisy, congested, run-down and often unsafe. Watch traffic around any station and see how quickly people try to leave. Just look at Dempster Street in Skokie. There has been a station there for years and the surrounding area is a desolate eye-sore that gets worse every year. The new station on the existing tracks at Oakton will give us a real test of demand and how a new station actually impacts the surrounding community. We hope it will spur downtown development but it might just accelerate the decline and turn Oakton into another Dempster.

10/26/2009

The benefits of the bus option

I favor a robust bus option. It is much more cost effective and flexible versus an expensive and static rail option. Buses are also more accessible to those with disabilities and older people who want/need to minimize walking from the exit point to their final destination.

The shift from a car to public transportation will not be easy or welcome to most suburbanites used to driving everywhere and rarely walking more than a few hundred feet from their car to their destination. If we want people to change their behavior, I believe we need to make the transition as palatable as possible. A bus can deliver you close to your chosen destination. For example, the bus from Dempster to Old Orchard pulls in at Macy's door. Even if the weather is bad, there is no unpleasant outdoor walk. As new destinations are built and traffic patterns change, the bus schedule can easily be adjusted to fit customer needs. Yes, buses are essentially big cars but that is what makes them so much easier to accept, they retain much of the flexibility of a car. They are capable of driving people directly to a set of destinations - and changing the destination set as society and the community evolves. The only constant is change- let's plan for it.