

Cheever, Kim

YS-90

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

From: Sailyra@aol.com [Sailyra@aol.com]
Sent: Friday, October 16, 2009 9:35 AM
To: Yellow Extension
Subject: against it !!!

Jeff -

I live along the proposed route & my children would have to cross the proposed new tracks on their way to school AND the tracks would also run along the west side of the Mayer Kaplan Jewish Community Center - where my kids go to camp.

I AM STRONGLY AGAINST THIS EXTENTION-

This service can easily be satisfied by an express bus - at a considerable savings to all...

I would be in favor of a subway extension that came to an end inside the mall area.

Thank your for your attention -

Joe Rosenfeld
Skokie, IL

10/26/2009

Cheever, Kim

YS-91

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

From: Ronnie Berk [liljrnys@sbcglobal.net]
Sent: Wednesday, October 14, 2009 10:08 PM
To: Yellow Extension
Subject: against the expansion

Hello CTA
Please consider my voice AGAINST the yellow line expansion.
My children will attend Niles North and feel their safety will be jeopardised by the influx of people so close to their school not to mention the people going to the Skokie Court House-did I mention pedophiles? How convenient-right at a high school.

Also the idea of putting the train through residential areas that have been quiet all these years will lower their property values.

Please re-consider.

Thank you

Ronanna Berk
Skokie, IL

10/26/2009

Cheever, Kim

YS-92

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

From: Donley, Deborah K [donleyd@newtrier.k12.il.us]
Sent: Thursday, October 15, 2009 7:56 AM
To: Yellow Extension
Cc: 'Quane'
Subject: Skokie Yellow Line

Please count me in as an opponent of the CTA yellow line expansion into Skokie, Illinois. My wish would be that you learn to budget your existing system successfully before destroying homes, neighborhoods and schools in Skokie to expand the line for the few who can't take a bus to our existing station. How will Skokie make up for the tax revenue losses when you destroy a neighborhood west of the Edens?

Try repealing what former governor B did to put you further in the red. I'd seriously work toward free CTA fares for those in need as opposed to free rides for all seniors. Leave us alone.

Ms Deborah K. Donley
Homeowner
8020 Lowell Ave
Skokie IL 60076

Cheever, Kim

YS-93

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:37 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Sharad Dave [sharaddave@yahoo.com]
Sent: Wednesday, October 14, 2009 9:42 AM
To: Yellow Extension
Subject:

Sharad Dave
5050 golf road
Skoie, Il. 60077

To whom it may concern,

I strongly object to extension of skokie yellow line. What we need is proper timing for bus, that is when yellow line arrives at skokie-Dempster station bus must be waiting there to take passengers to their destinations in place of moment train stops at the station the bus leaves the station. If you are a proper authority you must look in to the coordination of bus and train timing.

Improve skokie transit via rapid bus transit we do not want our neighbourhood to be disturbed by train.

WE object to the place you take away from from Niles north high school where our kids go to school.

All day long we do not need train noise in our home.

Again.

We strongly object to this planning of extension of yellow line.

Sharad Dave

Cheever, Kim

YS-94

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:37 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Idea for Yellow line Old Orchard Station

From: DaveS523@aol.com [DaveS523@aol.com]
Sent: Tuesday, October 13, 2009 11:01 PM
To: Yellow Extension
Subject: Idea for Yellow line Old Orchard Station

The new Old Orchard CTA stop should be built at Lawler Park. Its just north of the Old Orchard mall. All you need is the south end of the park for the L stop. The track could follow the Edens until it gets near Old Orchard Road. Then it would curve East and go over Old Orchard Road. The track would enter the South West end of Lawler Park. You could have a drop off area and a small parking lot on the South East end and the Station would face South. The North End of Lawler Park could remain a park. The soccer field would have to be removed. The basball field could be moved to the North West side of the park. Also the grove of trees could remain. The water retention area on the South East corner of the park would have to be changed to underground storage. I think this would work out better and be safer than putting the L stop at Niles North. Also the trains should have enough room to change tracks on the property if its only two or three cars long. I hope this helps out. Thanks, Dave Signoretti

10/26/2009

Cheever, Kim

YS-95

From: Yellow Extension [YellowExtension@transitchicago.com]

Sent: Wednesday, October 21, 2009 1:37 PM

To: Peters, Melissa

Cc: Kornblatt, Helene B.

Subject: FW: For the New Expansion

From: MICHAEL MIRANDA [micmir3@nths219.org]

Sent: Tuesday, October 13, 2009 8:07 PM

To: Yellow Extension

Subject: For the New Expansion

Jeffrey Busby I am a student currently attending Niles North High School and when I first heard about proposal about extending the CTA Yellow Line to Old Orchard, I thought it was a great idea. I've also been speaking to a few faculty members and other students and they also agree that it should be passed. If it were to be passed it would make traffic much more faster and not only it will bring more money for the CTA in the long run. It would benefit Old Orchard Mall, Niles North High School, and as well the CTA. Students and Faculty at times have to take the bus to school considering that they live in Chicago, and if there was a rail system to the school it would help the school out for teachers and students to arrive faster and less tardies. It would also help the mall, tourists and chicogoains love shopping and having the rail system go to Old Orchard would make coming up North more considering and have people wanting to come up here. Mainly it will help the CTA, if people keep using the yellow line it means more money and profit for the CTA, which is of course what you want to do. Nobody wants to lose money. So In Conclusion, I believe that the new Yellow Line Expansion would be fantastic for everyone including the CTA. So I hope it passes and good luck on the expansion project. Thank You CTA.

10/26/2009

YS-96

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, September 30, 2009 9:14 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Swift Extension and West Dempster

From: joel hellman [attorneyhellman@yahoo.com]
Sent: Tuesday, September 29, 2009 11:08 AM
To: George Van Dusen
Cc: Yellow Extension; nangat@niles219.org; skokiereasonabletransit@yahoo.com
Subject: Re: Swift Extension and West Dempster

Dear Mayor,

Thanks for your comments. I am forwarding them along to the CTA, the Superintendent of District 219, and a citizens' group to make sure that they all understand that, according to you, even a super-human effort to condemn property will fail in Illinois. That should mean that the District has it within its power effectively to kill the crazy notion of putting a rail terminal in the District's parking lot. I would expect it to do so; if not, the Board should be held accountable.

Personally, it's hard to believe that nobody saw what was happening to West Dempster and that nothing could have been done to stop the progress of the blight there. If people have a chance to make money, usually it's a matter of good negotiation to get people to act sensibly. You would have to do a lot more to convince me that the Village couldn't have stopped what happened to West Dempster. Hopefully, you have better plans in place for Oakton.

As to the issue of the length of a BRT on the rail right of way, why not extend it up to Northbrook court or beyond as an express route. Can enough property on both sides of the rail be acquired to make two dedicated express routes, stopping every mile or so? Seems like computers should be able to automatically control red lights to minimize traffic problems at grade, and that even if there's room for only a single bus lane, passing nodes could be created that could also be controlled by computers.

Also, any thought to getting rid of the Swift as a rail line and turning everything from Evanston into a BRT so that people do not have to transfer at Dempster. What about clean superbuses or very quiet trolley lines so that people have a rail "feel" without the traffic and noise and sight pollution of a rail line?

Thanks,

Joel Hellman

--- On Tue, 9/29/09, George Van Dusen <george.vandusen@skokie.org> wrote:

> From: George Van Dusen <george.vandusen@skokie.org>
> Subject: Re: Swift Extension and West Dempster
> To: attorneyhellman@yahoo.com
> Date: Tuesday, September 29, 2009, 8:19 AM
> Mr. Hellman:
>
> Thanks for your comments.
>
> The West Dempster area is in bad condition. The
> Village is in the process of purchasing two major properties
> (the strips immediately east of the Swift station and the
> commercial strip across from Kaufman's on the north side)
> and we are in court on the transmission shop. The real
> estate market is favorable for these purchases. We've
> already purchased the former Amoco station located at
> Dempster/Skokie Blvd (S/W corner). As you're aware the

10/27/2009

> commercial center at Gross Point Road/Dempster (N/W) has
> been redeveloped; plans have been submitted with the
> Village for the old Amoco station (N/E corner) also at
> Dempster/Gross {Point Road. The recently was approved
> the funderal home at Skokie/Niles Center Road.
> Economic development takes a lot of time * e.g., the site
> east of the Swift received two site plan approvals that
> never wer executed by the owner of the property and now (as
> I noted) the Village is pursing the purchase of the
> property. The State of Illinois has very strong
> private property rights and the recent Supreme Court case
> has made municipalities cautious about exercising eminent
> domain, in cases of economic development.

>
> The Village is developing a downtown CTA station. We
> hope to go out to bid in December with an opening date in
> the fooruth quarter of 2010. (The project is at 100%
> engineering, has received a sign-off by the CTA and is
> awaiting IDOT final approva.l) It's taken ten years to
> develop * purchase of property (including eminent domain and
> court proceeding), engineering, resolving complications with
> ComEd, design, securing the funding, and the public hearing
> process. The idea of a downtown station has been in
> the works for ten years * under federal funding for the
> Swift Station the Village and CTA could not build a downtown
> station. Originally, the Swift was developed with
> federal money as a national pilot project to provide "swift"
> service from Howard Street to Dempster. It was only 10
> years ago we received the go ahead from the RTA to begin the
> study for such a new station.

>
> I agree with you regarding the bus rapid transit
> idea. In Illinois it's an experimental idea especially
> for such a small distance. Ordinarily BRT is developed
> over a longer area, as in California. I'm hopeful we
> can explore this concept as a means of rapid transit to the
> Old Orchard corridor.

>
> Thank you for your letter. If you have any questions please
> feel free to get back in touch with me.

>
>
>
>
>
> George Van Dusen

>
>>> joel hellman <attorneyhellman@yahoo.com>

> 09/25 3:03 PM >>>

> Dear Mayor,

>
> Regarding your comments and those of Trustee Roberts
> reported in the Tribune that the Yellow Line extension is
> necessary for the economic development of Skokie (and by the
> way, Roberts' comments to the Tribune were dramatically
> changed from what he said at the public hearing, but that's
> O.K. because he's just a politician and apparently can't
> help himself):

>
> 1. The one CTA stop we already have in Skokie is
> surrounded by conditions amounting to urban blight -- the
> worst in the Village. The West Dempster stretch, off
> the exit from the Edens, is the commercial gateway to the
> center of Skokie. Not too attractive a greeting for
> visitors, who might think that Skokie is some sort of an
> urban slum.

10/27/2009

- >
- > 2. The Village has for years had a tremendous
- > development plan for West Dempster, which it could not get
- > off the ground during the greatest real estate boom in our
- > lifetimes.
- >
- > 3. There's a big difference between theories of
- > economic development and actual performance. Given the
- > Village's absolutely dismal record on West Dempster, why
- > should anyone believe that it is capable of realizing any
- > economic development benefits from the extension of the
- > Swift to offset the costs to the community?
- >
- > 4. Thirty years ago, when I lived near Oakton and
- > took the 54B, I noted that an el stop at Oakton should be a
- > boon to downtown Skokie. Thirty years later and
- > there's still no el stop there, and downtown Skokie
- > continues to suffer from underdevelopment.
- >
- > 5. What about the CTA acquiring the rail right-of-way
- > and building a dedicated bus route from Dempster to Old
- > Orchard, with a spur to the courthouse. Bus schedules
- > could be timed to exactly meet up with arriving and
- > departing trains.
- >
- >
- >
- > **WHEN ARE YOU GOING TO GET THE BLIGHT ON WEST DEMPSTER FIXED**
- > **UP? UNTIL YOU SHOW THAT YOU CAN HANDLE THAT DISGRACE,**
- > **WHY SHOULD ANYONE TRUST YOU TO HANDLE ANYTHING ELSE?**
- >
- >
- >

October 25, 2009

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

The Alternatives Analysis process for the proposed Yellow Line Extension deserved more than two public hearings over the past two years in order to gather input from the public regarding alternatives. A project of this magnitude should have had greater public awareness. Now that the public has heard of the alternatives, the outcry has been strong. What has been dubbed the "locally preferred alternative" is not preferred by the people of Skokie. The people of Skokie spoke loud and clear with a huge attendance at the September 23, 2009 Scoping Meeting where we voiced our disapproval of any heavy rail construction involving Niles North High School. The Mayor agreed that no terminal station would be located at Niles North. Furthermore, Skokie does not need a 1.6 miles heavy rail extension to the "western option." We oppose heavy rail construction that would pass next to Jane Stenson Grade School, as well.

The CTA can not afford to build and then maintain a 1.6 mile heavy rail extension. Only days following the hearing, CTA announced lay-offs and a \$300M budget shortfall. Even if any extension was to be funded with federal dollars, where would the CTA find the funds to maintain any extension? Our neighbors to the north and made it quite clear that they do not want heavy rail to come to their communities. There will be no connection beyond Old Orchard Road.

The Environmental Analysis should take into consideration the removal of green space. Green spaces provide habitat for a variety of birds, fish, animals, insects, and other organisms, while also providing corridors and greenways to link habitats. Recently, in this very area under consideration for development, we have lost green space to the Niles North parking lot, The Holocaust Museum, (and its parking lot which was built on Forest Preserve land) Optima Old Orchard Woods and Lifetime Fitness.

Safety and security, Visual and aesthetic impacts and Noise and vibration are all conditions which will be negatively impacted by this project. Following the public hearing, a murder took place on a CTA line. There is no police force on the CTA. The Skokie police force has been reduced over the years and does not ride the trains. An elevated alignment will create increased noise and vibration, will offer no visual or aesthetic improvement to our landscape and will serve only to become an eyesore and maintenance nightmare.

The Bus Rapid Transit alternative along with road widening improvements and expansion of the northbound Edens off-ramp lanes appear to be a more practical and appropriate consideration. However, the details of these plans in the No Build Alternative were not provided for our review in the Scoping Information.

Sincerely,

David Freircich
5106 Golf Road
Skokie, IL 60077
(847) 674-3554
djfreircich@aol.com

Skokie Reasonable Transit

www.skokiereasonabletransit.org * skokiereasonabletransit@yahoo.com

Skokie Reasonable Transit is a grassroots residents' organization focusing on transit improvements that foster the quality, integrity and safety of residential and school life in the village.

Oct. 26, 2009

- Mayor George Van Dusen
- Michele L. Bromberg, trustee
- Michael M. Lorge, trustee
- Donald P. Perille, trustee
- Randall E. Roberts, trustee
- Pramod C. Shah, trustee
- Edie Sue Sutker, trustee

Village of Skokie
5127 Oakton St.
Skokie, IL 60077

To the Mayor and Trustees,

Enclosed please find copies of correspondence to the CTA, including a statement and petition bearing the names of **913** residents who oppose the "locally preferred alternative" (LPA) Yellow Line extension; and a letter expressing our concerns about other rail and bus alternatives that would traverse the Union Pacific Railroad right-of-way.

At this time we would like to emphasize the latter concerns to you, particularly in light of Mayor George Van Dusen's statement at the Village Board meeting on Oct. 19, 2009, that he supports a Bus Rapid Transit (BRT) alternative routed along the UPRR right-of-way.

This routing is of particular concern to us, not only because it would yield many negative environmental impacts. It also contradicts the BRT routing along existing arterial streets that is specified in the CTA's September 2009 document *Environmental Impact Statement Scoping Information*: "Dempster Street, Niles Center Road, Skokie Boulevard, Golf Road and Lavergne Avenue" (p.4).

Economic and transit development must accommodate the integrity of residential neighborhoods. There are approximately 1,500 housing units, the majority of them single-family homes, in five residential neighborhoods adjacent to the UPRR right-of-way. These neighborhoods have been established in the 46 years *since* a commuter rail line last made use of the right-of-way. The housing units are located within two blocks of the right-of-way between Dempster Street and Old Orchard Road.

The neighborhoods are home to thousands of Skokie residents who would suffer constant negative environmental impacts of commuter train or bus traffic traversing the right-of-way:

- compromised safety at at-grade bus crossings
- increased traffic congestion near at-grade bus crossings
- noise and visual deficits
- significantly reduced property values

We are particularly concerned that at-grade bus crossings at Church Street and Golf Road would jeopardize the safety of children who walk, bicycle and ride school buses to Jane Stenson Elementary School, Old Orchard Junior High School and Niles North High School. The Church Street crossing would also impact the safety of children who participate in activities at the Jewish Community Center and the Skokie Park District Weber Center.

Retrofitting the UPRR corridor for bus or train commuter-transit traffic nearly a half century after the development of residential neighborhoods around it is clearly not an appropriate solution.

We recognize that recent economic and other development in northwest Skokie necessitates transit improvements. We also appreciate the sentiment expressed by Trustee Roberts on Oct. 19 that Skokie should act on the current opportunity to receive a share of federal funds available for new local transit initiatives, and that residents should help village officials understand the type of transit improvements they want.

We therefore would like to state clearly that:

1. We support a BRT alternative that would either
 - be routed along existing arterial streets, as specified by the CTA; or
 - explore use of the Edens Expressway as an existing, high-speed vehicular conduit between Dempster Street and Old Orchard Road
2. We will continue to oppose any and all rail or bus alternatives that would be routed along the Union Pacific Railroad right-of-way through residential neighborhoods

It is our hope that you, our elected officials, will represent our interests faithfully in this matter and show the same flexibility and understanding demonstrated by Mayor Van Dusen on Sept. 23 when he reversed his support for the LPA rail extension due to overwhelming public opposition.

We believe that a solution can be found for improving transit in Skokie that will benefit the village as a whole while not harming the interests, including safety, of thousands of its residents. Smaller-scale transit improvements can meet present and future needs without compromising residential life in the village, and they are a more responsible way to spend taxpayer dollars.

Thank you for your consideration.

Skokie Reasonable Transit

Cc:

Mr. Steve Marciani
Planning Supervisor
Village of Skokie

Mr. Jeff Busby
General Manager, Strategic Planning
Chicago Transit Authority

Mr. Richard L. Rodriguez
President
Chicago Transit Authority

Mr. Steve Schlickman
Executive Director
Regional Transit Authority

Mr. Bill Coulson
RTA Transit Board

Sen. Richard Durbin

Rep. Jan Schakowsky

(State) Rep. Louis I. Lang

(State) Rep. Jeff Schoenberg

(State) Rep. Elizabeth Coulsen

Mr. Larry Suffredin
13th District Cook County Commissioner

Dr. Nanciann Gatta
Superintendent,
Niles Township High School District 219

Mr. Robert Silverman
President
Niles Township High School District 219 school board

Mr. Robert Freeman
Principal, Niles North High School

Dr. Frances McTague
Superintendent, Skokie School District 68

Mr. Hank Schneider
President, Skokie School District 68 school board

Skokie Reasonable Transit

www.skokiereasonabletransit.org * skokiereasonabletransit@yahoo.com

Skokie Reasonable Transit is a grassroots residents' organization focusing on transit improvements that foster the quality, integrity and safety of residential and school life in the village.

Oct. 26, 2009

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

Dear Mr. Busby,

The attached statement and petition bear the names of **913** residents who oppose the so-called "locally preferred alternative" Yellow Line extension that would terminate at Niles North High School. It is our hope that the CTA will heed the concerns of these residents and discontinue its consideration of the LPA.

Support for bus alternatives

We recognize that recent economic and other development in northwest Skokie necessitates transit improvements. We therefore support a Bus Rapid Transit (BRT) alternative that would either 1) be routed along existing arterial streets, as specified by the CTA in its September 2009 document *Environmental Impact Statement Scoping Information*; or 2) explore use of the Edens Expressway as an existing, high-speed vehicular conduit between Dempster Street and Old Orchard Road.

There are several advantages to bus alternatives over rail alternatives:

- they are more cost-effective
- they are more flexible, as routes can be added and/or changed to accommodate development
- they are more rider-friendly for disabled passengers

Opposition to rail or bus transit alternatives routed along the Union Pacific Railroad right-of-way

We would like to state that considerable opposition exists within the community to other rail or bus alternatives that would be routed through residential neighborhoods along the Union Pacific Railroad right-of-way.

Economic and transit development must accommodate the integrity of residential neighborhoods. There are approximately 1,500 housing units, the majority of them single-family homes, in five residential neighborhoods adjacent to the UPRR right-of-way.

These neighborhoods have been established in the 46 years *since* a commuter rail line last made use of the right-of-way in 1963. The housing units are located within two blocks of the right-of-way between Dempster Street and Old Orchard Road. The neighborhoods are home to thousands of Skokie residents who would suffer many negative environmental impacts of commuter train or bus traffic traversing the right-of-way:

- compromised safety at at-grade bus crossings
- increased traffic congestion near at-grade bus crossings
- noise and visual deficits
- significantly reduced property values

Residents' participation in the CTA "scoping process"

On Sept. 23, 2009, approximately 325 residents attended the CTA meeting at Oakton Community Center on the Yellow Line extension. Of the 52 speakers who addressed CTA officials, 46 expressed unqualified opposition to the "locally preferred alternative." In response to the magnitude of opposition expressed that evening, Skokie Mayor George Van Dusen withdrew his support for the LPA and publicly stated his preference for the Bus Rapid Transit, or BRT, alternative while urging further consideration of the "western alternative" rail extension that would be routed along the UPRR right-of-way and terminate west of the Edens Expressway.

At the meeting, the CTA distributed the *Environmental Impact Statement Scoping Information* document, which states routing of the BRT alternative as: "Dempster Street, Niles Center Road, Skokie Boulevard, Golf Road and Laverne Avenue" (p.4).

On Oct. 19, 2009, more than 25 Skokie residents attended the Skokie Village Board meeting to express their opposition to rail-extension alternatives directly to the mayor and village trustees. At this meeting, Mayor Van Dusen reiterated his support for the Bus Rapid Transit alternative. However he stated specifically that he favors routing the BRT along the UPRR right-of-way.

We re-emphasize our opposition to this routing based on the negative environmental impacts cited above, in particular the serious safety threats it would impose. At-grade bus crossings at Church Street and Golf Road would jeopardize the safety of children who walk, bicycle and ride school buses to Jane Stenson Elementary School, Old Orchard Junior High School and Niles North High School. The Church Street crossing would also compromise the safety of children who participate in activities at the Jewish Community Center and the Skokie Park District Weber Center.

Recommendations

We therefore recommend that the CTA, in its forthcoming draft of the Environmental Impact Statement on the Yellow Line extension, should state unambiguously that

- it is ending its consideration of the LPA
(as well as all rail and bus alternatives routed along the UPRR right-of-way through residential neighborhoods)
- it will instead pursue a Bus Rapid Transit alternative using existing arterial roadways
(with no bus terminal to be located in the Niles North parking lot)

Thank you for your consideration.

Skokie Reasonable Transit

Cc:

Mayor George Van Dusen
Village of Skokie

Skokie Village Board of Trustees:

Michele L. Bromberg

Michael M. Lorge

Donald P. Perille

Randall E. Roberts

Pramod C. Shah

Edie Sue Sutker

Mr. Steve Marciani

Planning Supervisor

Village of Skokie

Mr. Richard L. Rodriguez

President

Chicago Transit Authority

Mr. Steve Schlickman

Executive Director

Regional Transit Authority

Mr. Bill Coulson

RTA Transit Board

Sen. Richard Durbin

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(State) Rep. Elizabeth Coulsen

Mr. Larry Suffredin

13th District Cook County Commissioner

Dr. Nanciann Gatta

Superintendent,

Niles Township High School District 219

Mr. Robert Silverman

President

Niles Township High School District 219 school board

Mr. Robert Freeman

Principal, Niles North High School

Dr. Frances McTague

Superintendent, Skokie School District 68

Mr. Hank Schneider

President, Skokie School District 68 school board

Residents' Statement and Petition Opposing the CTA Yellow Line Extension
(“locally preferred alternative”/LPA)

Oct. 26, 2009

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

Dear Mr. Busby,

We, the undersigned **913** residents of Skokie and surrounding communities, oppose the proposed “locally preferred alternative” (LPA) elevated rail extension of the Skokie Swift Yellow Line from Dempster Street to Old Orchard Road, which would terminate at the north parking lot of Niles North High School with a bus depot and parking structure. The Chicago Transit Board approved the LPA on Aug. 12, 2009.

Points of opposition to the LPA

We do not consider the LPA to be our “locally preferred alternative,” and we strongly and unequivocally oppose it due to the many negative environmental impacts it would have.

The LPA would:

- jeopardize the safety and well-being of Niles North students as well as compromise their learning, athletic and theater environments
- pose safety risks for children attending Jane Stenson Elementary School and nursery school/day care at the Jewish Community Center, both located on Church Street
- impose sight, sound and safety intrusions on the five adjacent residential neighborhoods through which the elevated track would run
- lower property values in these adjacent neighborhoods and throughout the Niles North High School district, driving current and potential residents from our community
- increase traffic congestion on the main and residential surface streets near the proposed rail terminal, bus depot and parking structure in an area where traffic congestion is already problematic
- be a wasteful and unnecessary expenditure of taxpayer dollars when bus alternatives could be realized at a fraction of the cost

Given the current climate of economic crisis, it is inconceivable that the CTA and the Village of Skokie would request hundreds of millions of taxpayer dollars to build a 1.6-mile rail extension that would not be part of a larger regional transit plan and in the very same area that is already served by bus transit.

Signatures for the following names are on file and available for review.

All addresses are in Skokie unless otherwise indicated.

All signers are 18+ years of age.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

Signatures are on file and available for review. All addresses are in Skokie unless otherwise indicated. All signers are 18+ years of age.

1.	Linda Abrams	5141 Grove St.
2.	Ron Abrams	5141 Grove St.
3.	Modupe Adefeso	9627 Laramie Lane
4.	Mark Adler	8525 Kedvale Ave.
5.	Asrar Ahmed	9652 Laramie Lane
6.	Mahmooda Ahmed	9652 Laramie Lane
7.	Mehnaaz Ahmed	9652 Laramie Lane
8.	Shafi Ahmed	9652 Laramie Lane
9.	Vicky Ahmed	9346 Keystone Ave.
10.	Chung Ahn	9732 Lawler Ave.
11.	Irene Akbari	9414 Lockwood Ave.
12.	Mahdi Akbari	9414 Lockwood Ave.
13.	Ellen Akerhaugen	8919 Laramie Ave.
14.	Rose Alexander	9327 Kolmar Ave.
15.	Hena Ali	9511 Terminal Ave.
16.	Kauser Ali	9511 Terminal Ave.
17.	Mohamad Ali	9511 Terminal Ave.
18.	Samera Ali	9511 Terminal Ave.
19.	Sana Ali	9511 Terminal Ave.
20.	Mohammed Ali	9449 Terminal Ave.
21.	Kausar Allarkha	9436 Leamington Ave.
22.	Hazel Almores	9417 Lawler Ave.
23.	Michael Alpern	8532 Kedvale Ave.
24.	Maria Altmayer	8331 Karlov Ave.
25.	Randy Altmayer	8331 Karlov Ave.
26.	Hooshang Ameli	9641 Laramie Lane
27.	Mahshid Ameli	9641 Laramie Lane
28.	Anum Amjad	5151 Weber Lane
29.	Nabila Amjad	5151 Weber Lane
30.	Gertrude Anastacio	9360 Skokie Blvd. #418
31.	Marc Anastacio	9360 Skokie Blvd. #418
32.	Noree Anastacio	9360 Skokie Blvd. #418
33.	Clifford Anderson	9433 Lockwood Ave.
34.	Phyllis Anderson	9433 Lockwood Ave.
35.	Caroline Andrew	8142 Keeler Ave.
36.	Carolyn Andrews	9006 Laramie Ave.
37.	Susan Andrews	9519 Leamington Ave.
38.	Amy Anson	9020 Tripp Ave.
39.	Connie Antonio	5229 Greenleaf St.
40.	Francis A. Antonio	9531 Terminal Ave.
41.	Steve Antonio	5229 Greenleaf St.
42.	Kirstin Arana	9145 LaCrosse Ave.
43.	Daniel Arcus	5201 Suffield Court
44.	Susan Arcus	5701 Oakton St. (Niles West coach)
45.	Raymond Ariaz	5712 Emerson St. Morton Grove
46.	Amy Arnieri	5225 Arcadia St.
47.	Ana Asebey	4537 Cleveland St.
48.	Osi Atkins	9646 Laramie Lane
49.	Ralph Azus	5234 Foster St.
50.	Sandra Azus	5234 Foster St.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

Signatures are on file and available for review. All addresses are in Skokie unless otherwise indicated. All signers are 18+ years of age.

51.	Laurie Bader	5255 Suffield Terrace
52.	Ellen Badofsky	9429 Karlov Ave.
53.	Eric Badofsky	9429 Karlov Ave.
54.	Melvin Baity	5228 Hoffman St.
55.	Judi Baker	5131 Suffield Court
56.	Rachelle Ballais	9230 Linder Morton Grove
57.	Semen Bankin	7825 Kildare Ave.
58.	Rene Banta	7931 Luna Ave. Morton Grove
59.	Asuncion Baral	5231 Palma Place
60.	Yvette Barnabas	7011 Karlov Ave. Lincolnwood
61.	Guennadi Barshai	7825 Kildare Ave.
62.	Michael Barshai	4815 Greenwood St. #2W
63.	Donald Barthold	9500 Leamington Ave. Apt. #1
64.	Katherine Barthold	9500 Leamington Ave. Apt. #2
65.	Nancy Batio	5310 Grove St.
66.	Caryn Bean	5328 Suffield Terrace
67.	Aaron Beauchemin	5225 Grove St.
68.	Shirley Becker	9439 Lockwood Ave.
69.	Tomer Bega	9257 Lawler Ave.
70.	Jainab Begum	9857 Karlov Ave.
71.	Diane J. Behrens	9111 Laramie Ave.
72.	Margaret J. Bell	5226 Grove St.
73.	Patricia Bell	5229 Arcadia St.
74.	Irene Bennett	5327 Arcadia St.
75.	Paul Bennett	5327 Arcadia St.
76.	Ross Bennett	5327 Arcadia St.
77.	Shirley Berliner	9527 Long Ave.
78.	Lori Berman	6742 N. Minnehaha Ave. Lincolnwood
79.	Jean Berryman	2202 Hartrey Ave. Evanston (NN grandparent)
80.	Patricia Best	8210 N. Elmwood #207
81.	Marion Betz	9438 Lowell Ave.
82.	Paul Betz	9438 Lowell Ave.
83.	Julia Ann Birnbaum	9308 Karlov Ave.
84.	Robin Birndorf	4625 Davis St. #1N
85.	Janet Bischof-Rosario	7841 Lowell Ave.
86.	Jackie Bitensky	5141 Suffield Court
87.	Antoinette Black	9011 Bronx Ave. #2
88.	Beverly Bleadon	9031 Lowell Ave.
89.	Michelle Doody Block	9218 Luna Ave. Morton Grove
90.	Gloria Bloom	7450 Lincoln Ave. #503
91.	Denise Blue	5350 Grove St.
92.	Barry Blumenfeld	9106 Laramie Ave.
93.	Elissa Blumenfeld	9106 Laramie Ave.
94.	Ron Blumenfeld	5133 Mulford St.
95.	Susan Blumenfeld	5133 Mulford St.
96.	Rachel Blumenthal	8544 Hamlin St.
97.	Mihai Boban	9420 Lockwood Ave.
98.	Artem Bookman	9030A Bronx Ave.
99.	Michael Bookman	9030A Bronx Ave.
100.	Inna Borozin	9433 Linder Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

Signatures are on file and available for review. All addresses are in Skokie unless otherwise indicated. All signers are 18+ years of age.

101.	Adelina Both	5008 Farwell Ave.
102.	Olivia M. Bouleanu	8018 Kildare Ave.
103.	Don Bourne	9650 LeClaire Ave.
104.	Theresa Bourne	9650 LeClaire Ave.
105.	Anzhela Bozhinova	5026 Suffield Court
106.	Sandra Bramati	5046 Jarlath Ave.
107.	Dawn Brent	8430 Kimball Ave.
108.	Morris Brodwin	5237 Davis St.
109.	George Brohl	5200 Suffield Terrace
110.	Ellen Brooderson	9409 Lockwood Ave.
111.	Ira Brown	9307 Lowell Ave.
112.	Linda Brown	9262 Kedvale Ave.
113.	Robert Brown	5353 Arcadia St.
114.	Ana Bryant	5235 Church St.
115.	Martin Buchowicz	9500 Leamington Ave. Apt. #2
116.	Elton Burgess	5221 Foster St.
117.	Emerita Burgess	5221 Foster St.
118.	Roy Burgess	5221 Foster St.
119.	Janet Burrows	9637 LeClaire Ave.
120.	Monty Burrows	9633 LeClaire Ave.
121.	Anthony Butera	5201 Suffield Terrace
122.	Carrie Butera	5201 Suffield Terrace
123.	Natalie Buzil	5254 Arcadia St.
124.	Joe Byungso	9518 Lawler Ave.
125.	Bernie Calo	5133 Suffield Terrace
126.	Laura Calo	5133 Suffield Terrace
127.	Iris Kerbis Cantor	9800 Lawler Ave. (Niles North teacher)
128.	Marie Cassenti	5133 Suffield Terrace
129.	Iva Centeno	9333 Long Ave.
130.	Heidi Chalem	5123 Weber Lane
131.	Christine Chan	4115 Church St.
132.	Kwok Chan	9639 Laramie Lane
133.	Richard Chan	4115 Church St.
134.	Betty Chap	9320 Latrobe Ave.
135.	Leora Cherney	9407 Nashville Ave. Morton Grove
136.	Nasimul Chowdhury	9867 Karlov Ave.
137.	Younus Chowhan	9409 Long Ave.
138.	Joe Chvalovsky	9251 Latrobe Ave.
139.	Dennis Ciborowski	9251 Natchez Ave. Morton Grove
140.	Michelle Cimmarusti	9418 LeClaire Ave.
141.	Antonio Clemente	9339 Latrobe Ave.
142.	Adil Cobalovic	9407 Lawler Ave.
143.	Alisa Cohen-Stein	9401 Kenneth Ave.
144.	Fay Cohen	5228 Davis St.
145.	Tina Cole	9635 Laramie Lane
146.	Kristin Conneely	5335 Suffield Court
147.	Daryl Connett	5245 Davis St.
148.	Mark Conton	5115 Suffield Terrace
149.	Joan Cook	8933 Kilpatrick Ave.
150.	Morris Cook	8933 Kilpatrick Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

Signatures are on file and available for review. All addresses are in Skokie unless otherwise indicated. All signers are 18+ years of age.

151.	Jeanne Cooney	5237 Arcadia St.
152.	Shoshana Cooper	10070 Lavergne Ave.
153.	Teresita Correa	9026 Kenneth Ave.
154.	Ben Cortez	3801 Fargo Ave.
155.	Hector Cortez	5249 Arcadia St.
156.	Vera Cortez	3801 Fargo Ave.
157.	Admir Cosic	5130 Suffield Terrace
158.	Mejrima Cosic	5130 Suffield Terrace
159.	Sabina Cosic	5130 Suffield Terrace
160.	Sead Cosic	5130 Suffield Terrace
161.	Tanija Cosic	5130 Suffield Terrace
162.	David Coster	5055 Payne St.
163.	Nancy Crivello	5200 Davis St.
164.	Linda Dahlberg	9449 Leamington Ave.
165.	Tania D'Agostino	9416 Neenah Ave. Morton Grove
166.	Thomas J. Dammrich	7915 Lorel Ave.
167.	Audrey Daniel	9530 Lockwood Ave.
168.	Garry Daniels	9139 Keating Ave.
169.	Dolour Daoud	5242 Suffield Court
170.	Jyotsna Dave	5050 Golf Road
171.	Denise Deamont	5525 Washington St. Morton Grove
172.	Jeff W. Decker	8430 Kimball Ave.
173.	Richard Delahaza	8944-D Skokie Blvd.
174.	Lorena Delavega	9120 Laramie Ave.
175.	Sonia Delgadillo	5252 Grove St.
176.	Cynthia Delgado	9515 Terminal Ave.
177.	Mae Delrosario	9519 Laramie Ave.
178.	Ross Delrosario	9519 Laramie Ave.
179.	Jill B. Demma	7941 Kedvale Ave.
180.	Lisa Denapoli	5701 Oakton St. (Niles West teacher)
181.	Cameron Denny	8501 Harding Ave.
182.	Tamara Deppen	5136 Suffield Court
183.	Susan Derex	9239 Lowell Ave.
184.	John DerMatoian	9530 Lockwood Ave.
185.	Melisa Dervisevic	9448 Leamington Ave.
186.	Nisvet Dervisevic	9448 Leamington Ave.
187.	Leonie Deutsch	9221 Kenneth Ave.
188.	Christina DeWald	8108 Karlov Ave.
189.	Renee DeWald	8108 Karlov Ave.
190.	Sumitrajit Dhar	9421 Lockwood Ave.
191.	Eddie Diamond	9630 Laramie Lane
192.	Ilene Diamond	9630 Laramie Lane
193.	Kimberly M. Dion	7848 Tripp Ave.
194.	Diana Dizon	9320 Lorel Ave.
195.	Lloyd Dohren	5122 Brummel St.
196.	Valerie Dohren	5122 Brummel St.
197.	Gary Dolinko	8320 Tripp Ave.
198.	Leo Dombrowski	5313 Arcadia St.
199.	Susan Dombrowski	5313 Arcadia St.
200.	Penny Donado	9644 Keystone Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

Signatures are on file and available for review. All addresses are in Skokie unless otherwise indicated. All signers are 18+ years of age.

201.	Cerazon Donayre	9445 Terminal Ave.
202.	Wilson Donayre	9445 Terminal Ave.
203.	Deborah Donley	8020 Lowell Ave.
204.	Colleen Dubin	9502 Keeler Ave.
205.	Ida Dubin	9502 Keeler Ave.
206.	Sue Dubin	5217 Arcadia St.
207.	Leonid Dubinsky	5235 Palma Place
208.	Jonel Dukic	9401 Latrobe Ave.
209.	Josip Dukic	9401 Latrobe Ave.
210.	Marda Dunskey	9533 Laramie Ave.
211.	Elmir Durakovic	9445 Long Ave.
212.	Hanife Durakovic	9445 Long Ave.
213.	Lfinny Durakovic	9445 Long Ave.
214.	Skender Durakovic	9445 Long Ave.
215.	Monica Durkee	5140 Suffield Terrace
216.	Sally Duskic	9541 Laramie Ave.
217.	Cindy Dwyer	7916 Tripp Ave.
218.	Kerry Edelman	5240 Greenwood St.
219.	Harris Edelson	5239 Enfield Ave.
220.	Lisa Edelson	5239 Enfield Ave.
221.	Elizabeth Edmond	7433 Kostner Ave.
222.	Ana E. Ehrenpreis	8918 Keeler Ave.
223.	David Ehrlich	9235 Long Ave.
224.	Pat Ehrlich	9235 Long Ave.
225.	Israel Eisenberg	5140 Weber Lane
226.	Rachell Eisenberg	5140 Weber Lane
227.	Linda Elarde	5216 Emerson St.
228.	Vic Elarde	5216 Emerson St.
229.	Elaine Elenbogen	5306 Suffield Terrace
230.	Morton Elenbogen	5306 Suffield Terrace
231.	Ray Elgazar	5046 Culver St.
232.	Florence Ellis	8901 Gross Point Road
233.	Shirley Engblov	5111 Suffield Court
234.	Turgay Erel	5151 Foster St.
235.	Christine J. Erickson	9800 Lawler Ave. (Niles North teacher)
236.	Larry Erickson	9301 Latrobe Ave.
237.	Arlene Erlbach	5829 Capulina Ave. Morton Grove
238.	Julia Ernst	5235 Grove St.
239.	Marites B. Escosio	9420 Latrobe Ave.
240.	Albert Esguerra	9540 Leamington Ave.
241.	Francisco Espinoza	4210 Church St.
242.	Meghan Espinoza	4210 Church St.
243.	Mary S. Evans	5216 Arcadia St.
244.	James Fair	5122 Grove St.
245.	Karen Fair	5122 Grove St.
246.	Konstantinos Fantis	5138 Greenwood St.
247.	Maria Fantis	5138 Greenwood St.
248.	Olympia Fantis	5138 Greenwood St.
249.	Alan Feinerman	8853 Kenneth Terrace
250.	Lillian Filler	5241 Palma Place

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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251.	Maris Fineberg	9023 Kenton Ave.
252.	R. Foster	8901 Gross Point Road
253.	Cinde Fox	3844 Hull St.
254.	Eric Fox	3844 Hull St.
255.	Terry Fox	5137 Davis St.
256.	Eric Fradin	9201 Latrobe Ave.
257.	Gail Frank	9425 Terminal Ave.
258.	Howard Frank	9425 Terminal Ave.
259.	Mark Frankson	5218 Enfield Ave.
260.	Bradley Freas	9638 Laramie Lane
261.	Matthew T. Freas	9638 Laramie Lane
262.	David Freireich	5106 Golf Road
263.	Joanne Fuller	9308 Tripp Ave.
264.	Tanya Fuller	9065 Gross Point Road
265.	Glenn Fullett	9045 Laramie Ave.
266.	Nanette Fullett	9045 Laramie Ave.
267.	Herbie Gaines	9448 Lockwood Ave.
268.	Meryl Gale	9251 Natchez Ave. Morton Grove
269.	Mario Galvan	9415 Terminal Ave.
270.	Marissa Galvan	9415 Terminal Ave.
271.	Einat Gantz	8608 Kedvale Ave.
272.	Damaris Garcia	9147 Laramie Ave.
273.	Marco F. Garza	5133 Suffield Terrace
274.	Thomas George	9445 Lowell Ave.
275.	Claire Gerch	9401 Lorel Ave.
276.	Roger Gerch	9401 Lorel Ave.
277.	Jack Gerson	9410 Leamington Ave.
278.	Natalie Gerson	9410 Leamington Ave.
279.	Earl N. Getlin	9507 Terminal Ave.
280.	Wilma Gilbert	5100 Foster St.
281.	Marya Gitelman	9623 Laramie Lane
282.	Robert Glaser	9334 Kostner Ave.
283.	Sharon M. Glaser	9334 Kostner Ave.
284.	Sharon Glassner	9250 Kildare Ave.
285.	Carla Gliebe	4005 Grove St.
286.	Lauren Goffen	8523 Harding Ave.
287.	Cynthia Gonzalez	9930 Keystone Ave.
288.	Juan Gonzalez	5026 Farwell Ave.
289.	Trudy Gordon	5038 Farwell Ave.
290.	Anita Gottlieb	9527 Laramie Ave.
291.	Cherie Govis	9249 Kildare Ave.
292.	Peter Govis	9249 Kildare Ave.
293.	Worth Gowell	9503 Leamington Ave.
294.	Krishna Goyal	9049 Laramie Ave.
295.	Kathy Greenan	8820 Bronx Ave.
296.	Cara Grib	5233 Arcadia St.
297.	David Groner	3741 Clifford Terrace
298.	Keryn Groner	3741 Clifford Terrace
299.	Mary Groth	5201 Davis St.
300.	Milen Grouev	5107 Suffield Court

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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301.	Nancy Guenther	9508 Springfield Ave.
302.	Jim Gustafson	9618 Lawler Ave.
303.	Marcos Gutierrez	5144 Greenwood St.
304.	Olivia Gutierrez	5144 Greenwood St.
305.	Ruben Gutierrez	5144 Greenwood St.
306.	Otto Niel Guzman	8901 Gross Point Road
307.	James Hagedorn	4140 Emerson St.
308.	Susan Hagedorn	4140 Emerson St.
309.	Susan Hall-Perdomo	4101 Crain St.
310.	Linda Halperin	9519 LeClaire Ave.
311.	Thomas Alan Hamilton	9400 Lawler Ave.
312.	Kevin Hansen	8126 Kildare Ave.
313.	Lorrie Hansen	8126 Kildare Ave.
314.	Tina Hanson	8948 Laramie Ave.
315.	Kia Hareas	4015 Greenwood St.
316.	Singh Harjeet	9513 Laramie Ave.
317.	Jim Harris	5247 Greenwood St.
318.	Michelle Harris	5247 Greenwood St.
319.	Paula Harris	9539 LeClaire Ave.
320.	Janine Harrison	9009 Lamon Ave. #1A
321.	Meta P. Hart	9335 Lockwood Ave.
322.	Debra Hatchett	5254 Enfield Ave.
323.	Salma Hawel	9410 Latrobe Ave.
324.	Lois Hazen	10014 Bronx Ave.
325.	Morris Hazen	10014 Bronx Ave.
326.	Rita Head	9523 Leamington Ave.
327.	Pat Heineman-Vernon	8201 Keystone Ave.
328.	Carmela Heintzelman	5701 Oakton St. (Niles West teacher)
329.	Terrie Hellman	9800 Lawler Ave. (Niles North aide)
330.	Christine Heredia	9600 LeClaire Ave.
331.	Myriam Heredia	9600 LeClaire Ave.
332.	Diane Herold	8952 Laramie Ave.
333.	Jim Herold	8952 Laramie Ave.
334.	Thomas Herr	9218 Lorel Ave.
335.	Edie Hertel	9503 Leamington Ave.
336.	Steven W. Hirsh	9352 Karlov Ave.
337.	Chet Hocharoen	5217 Foster St.
338.	Rosemarie Hoffman	5131 Suffield Terrace
339.	Alan Hollander	8841 Laramie Ave.
340.	Ariela Holmer	9437 Lockwood Ave.
341.	Asya Holmer	9437 Lockwood Ave.
342.	Galina Holmer	9437 Lockwood Ave.
343.	Pamela Holtzblatt	5712 Emerson St. Morton Grove
344.	Roz Hoseman	9616 Keystone Ave.
345.	Cynthia Howard	5228 Arcadia St.
346.	Madeleine Howard	5228 Arcadia St.
347.	Samina Hussain	9403 Nashville Ave. Morton Grove
348.	Edith Huszar	5153 Davis St.
349.	Gabor Huszar	5153 Davis St.
350.	D. Hutchinson	9429 LeClaire Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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351.	Chris Imhof	5132 Suffield Court
352.	Syed A. Ishaq	5151 Weber Lane
353.	Syed S. Ishaq	5035 Payne St.
354.	Rejimon Jacob	4206 Church St.
355.	Ellen Jaffe	3832 Dobson St.
356.	Gerald Jaffe	3832 Dobson St.
357.	Gaffar Janmond	9309 Long Ave.
358.	Yasmeen Janmond	9309 Long Ave.
359.	Freda Jayasinghe	9444 LeClaire Ave.
360.	Nimal Jayasinghe	9444 LeClaire Ave.
361.	Julie Jernberg	5135 Grove St.
362.	Keith Jernberg	5135 Grove St.
363.	Dipak Jhaveri	9537 Laramie Ave.
364.	Vishakha Jhaveri	9537 Laramie Ave.
365.	Kim Johns	5214 Davis St.
366.	Eva C. Johnson	7404 Keeler Ave.
367.	Fred Johnson	4946 Old Orchard Road
368.	Joan Johnson	4946 Old Orchard Road
369.	Leona Johnson	5321 Grove St.
370.	Kathy Jones	7942 Crawford Ave.
371.	Daniel Joseph	9428 LeClaire Ave.
372.	Eader Joseph	9428 LeClaire Ave.
373.	Jaime Joson	9229 Latrobe Ave.
374.	Linda Joson	9229 Latrobe Ave.
375.	Victoria Joson	9229 Latrobe Ave.
376.	Coleman Joyce	9708 Karlov Ave.
377.	Delia Joyce	9708 Karlov Ave.
378.	Mikhail Kalendr	9106 LaCrosse Ave.
379.	Khashayer Kamarei	9410 Lockwood Ave.
380.	Mirhuushyar Kamarei	9410 Lockwood Ave.
381.	Nayereh Kamarei	9410 Lockwood Ave.
382.	Seyed M. Kamarei	9410 Lockwood Ave.
383.	Asmita Kamdar	10065D Frontage Road
384.	Jitin Kamdar	10065D Frontage Road
385.	Fadhila Kando	9406 Lawler Ave.
386.	John Kando	9416 Latrobe Ave.
387.	Hee Young Kang	5226 Palma Place
388.	Esther Kaplan	5328 Grove St.
389.	Susan Kaplan-Toch	9240 Kolmar Ave.
390.	Irma Katz	9025 Kostner Ave.
391.	Herb Kauffman	8901 Gross Point Road
392.	Peter Kaufman	5215 Suffield Terrace
393.	Nicholas Keay	8207 Keeler Ave.
394.	Dana Kendall	5324 Suffield Terrace
395.	Gregg Kendall	5324 Suffield Terrace
396.	Maxwell Kendall	5324 Suffield Terrace
397.	Susan Kendall	5324 Suffield Terrace
398.	Marcia Khamis	9718 Lawler Ave.
399.	Ibrar Khan	9312 Lorel Ave.
400.	Nasrin Kheradyar	9049 Kolmar Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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401.	Vladimir Khomenko	8040 Floral Ave.
402.	Ana Khoshaba	8941 Neenah Ave. Morton Grove
403.	Grant Kim	9556 LeClaire Ave.
404.	Christopher Kite	9657 Kostner Ave.
405.	Sylvia R. Kite	9657 Kostner Ave.
406.	Kimberly Knapp	5131 Weber Lane
407.	Justine E. Knizeski	8841 Laramie Ave.
408.	Ock Ju Ko	5247 Palma Place
409.	Karen Koehler-Davis	5321 Suffield Terrace
410.	Ronald Koester	5042 Jarlath Ave.
411.	Roman Kofman	9628 Laramie Lane
412.	George Koma	9343 Kenneth Ave.
413.	Jacklin Koma	9343 Kenneth Ave.
414.	Barbara Korshak	5125 Weber Lane
415.	Ted Korshak	5125 Weber Lane
416.	Katherine Kozak	10015 Bronx Ave.
417.	David Kraatz	9156 Laramie Ave.
418.	Mary Kraatz	9156 Laramie Ave.
419.	Matthew Kraatz	9156 Laramie Ave.
420.	Mel Kramer	5250 Greenwood St.
421.	Jean Krause	9529 Bronx Ave.
422.	Karmen Krause	9125 Lockwood Ave.
423.	Peter Krause	9125 Lockwood Ave.
424.	Alex Kravetz	8607-A National Ave. Niles
425.	Ari Kravetz	8607-A National Ave. Niles
426.	Julia Kravetz	8607-A National Ave. Niles
427.	S. Kravtsov	9433 Lawler Ave.
428.	Madhuri Kumar	8042 Kenton Ave.
429.	Sunita Kumar	7600 Park Ave.
430.	Susan Kumar	7727 Kildare Ave.
431.	Alexander Kuperman	9417 Kenneth Ave.
432.	Bella Kuperman	9417 Kenneth Ave.
433.	Bob Kushner	9310 Latrobe Ave.
434.	Alison Kutsche	6730 Palma Lane Morton Grove
435.	Silvia Lam	9545 Laramie Ave.
436.	Kareemah Lander	5349 Arcadia St.
437.	John Larson	9715 Woods Drive #610
438.	Laura Larson	9715 Woods Drive #610
439.	Jeffrey Latin	9930 Keystone Ave.
440.	Alex Latovin	9411 Kenneth Ave.
441.	Elena Latovin	9411 Kenneth Ave.
442.	Julia Latovin	9411 Kenneth Ave.
443.	Karen Lavengood	9843 Kedvale Ave.
444.	Revital Lavi-Gatenio	8436 Latrobe Ave.
445.	Jonathan Lavin	9052 Laramie Ave.
446.	Lila Lee	9024A Bronx Ave.
447.	Karin Leitza	9055 Lockwood Ave.
448.	Carl Lemaine	9101 Lockwood Ave.
449.	Barb Lemke	4938 Old Orchard Road
450.	Carolyn Lenhardt	8257 Karlov Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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451.	Jonathan Leopoldo	4401 Emerson St.
452.	Jasmine Leung	5243 Church St.
453.	Sam Lev	9637 Laramie Lane
454.	Lois Levey	8705 Kedvale Ave.
455.	Audrey Levin	8322 Karlov Ave.
456.	Bernard Levin	9301 Lawler Ave.
457.	Dorothy Levin	9257 Latrobe Ave.
458.	Marilyn Levin	9424 Lockwood Ave.
459.	Phyllis Levin	9301 Lawler Ave.
460.	Sheldon Levin	9257 Latrobe Ave.
461.	Larry Levine	8936 Kilpatrick Ave.
462.	Peggy Levine	8936 Kilpatrick Ave.
463.	Olga Levinzon	4949 Golf Road #108
464.	Yevgen Levinzon	4949 Golf Road #108
465.	Beth Levy	5345 Arcadia St.
466.	Julian Levy	8849 Kenneth Ave.
467.	Hazel Liebling	9537 Lawler Ave.
468.	Myongoak Lim	9628 Lawler Ave.
469.	Tsai-Fen Lin	4240 Bobolink Terrace
470.	Elizabeth Lindsay	9501 Terminal Ave.
471.	H.A. Lindsay	9501 Terminal Ave.
472.	Lisa Lipin	4535 Davis St.
473.	Richard J. Lipschultz	9730 Keeler Ave.
474.	Yemimma Lipschultz	9730 Keeler Ave.
475.	Lisa Litberg	9800 Lawler Ave. (Niles North teacher)
476.	Harry Litberg	5142 Conrad St.
477.	Michael Livshutz	8946 Marion Ave. Morton Grove
478.	Rafael Lloret	7820 Crawford Ave.
479.	Harriet Lloyd	5006 Elm St.
480.	Tom Lloyd	9323 Latrobe Ave.
481.	Carmen Londono	9634 Laramie Lane
482.	Jorge Londono	9634 Laramie Lane
483.	Karen Long	8941 Laramie Ave.
484.	Paul Long	8941 Laramie Ave.
485.	Kevin Lookis	9508 Leamington Ave.
486.	Regina Lookis	9508 Leamington Ave.
487.	Santiago Lopez	5207 Harmswood Terrace
488.	Trisha Lopez	5310 Arcadia St.
489.	Gina Lorenz	7528 Tripp Ave.
490.	George Louie	8139 Kostner Ave.
491.	Ken Lubowich	8839 Knox Ave.
492.	Li Lubowich	8839 Knox Ave.
493.	Martin Lubowich	4545 Davis St.
494.	Shirley Lubowich	4545 Davis St.
495.	Charlotte Lukobo	10103 Old Orchard Ct.
496.	L.K. Lundgren	9024A Bronx Ave.
497.	Heng Ly	9706 Lawler Ave.
498.	Debbie Mabis	4138 Church St.
499.	Stuart Mackey	9638 Laramie Lane
500.	Peter B. Madden	5218 Foster St.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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501.	Sophia Maglaque	9350 Skokie Blvd. #401
502.	John Mahal	5222 Suffield Terrace
503.	Arif Makda	9519 Terminal Ave.
504.	Elias Makdah	5023 Farwell Ave.
505.	Ida Maki	5037 Grove St.
506.	William Maki	5037 Grove St.
507.	Lisa Malina	5041 Golf Road
508.	Linda Manahan	9406 LeClaire Ave.
509.	Barbara Mangondaya	9306 Latrobe Ave.
510.	Cheryl Manilow	9406 Kedvale Ave.
511.	Paul Manilow	9406 Kedvale Ave.
512.	Eugene Marchenko	9544 LeClaire Ave.
513.	Donald Marek	9535 Terminal Ave.
514.	Marni Marek	9535 Terminal Ave.
515.	Ana Marin	9002 Bronx Ave.
516.	Barbara Markovitz	8511 Kimball Ave.
517.	Phil Martorelli	9243 Long Ave.
518.	Richard Martorelli	9243 Long Ave.
519.	James Masterson	9454 LeClaire Ave.
520.	Joanne Masterson	9454 LeClaire Ave.
521.	Michael Matesi	8108 Karlov Ave.
522.	Joel Mazor	8506 Avers Ave.
523.	Kathleen R. McCabe	5214 Suffield Terrace
524.	Michael McCabe	7922 Kildare Ave.
525.	Kathleen McGovern	9440 Latrobe Ave.
526.	Walter McGovern	9440 Latrobe Ave.
527.	Kim McGowan	5131 Suffield Court
528.	Keith McKinnon	5225 Arcadia St.
529.	Martha McMaster	5050 Farwell Ave.
530.	Michael McMaster	5050 Farwell Ave.
531.	Michael McNicholas	5244 Greenwood St.
532.	Kevin McTague	7807 Kilbourn Ave.
533.	Mary Kay McTague	7807 Kilbourn Ave.
534.	Susan Melendez	7821 Keeler Ave.
535.	Scott Melnick	9437 Lorel Ave.
536.	Andrea Meltzer	8650 Keeler Ave.
537.	Jeff Meltzer	8650 Keeler Ave.
538.	Becky Memmini	9405 Long Ave.
539.	Mike Memmini	9405 Long Ave.
540.	Ron Menaker	9551 Leamington Ave.
541.	Sharon Menaker	9551 Leamington Ave.
542.	Stacy Metoyer	5701 Oakton St. (Niles West coach)
543.	Andrew Miarka	9444 Lockwood Ave.
544.	Diana Miarka	9444 Lockwood Ave.
545.	Helen Mijatov	9233 Latrobe Ave.
546.	Ashelle Miller	9100 Lawler Ave.
547.	Ellan Miller	4844 Old Orchard Road
548.	Mel Miller	4844 Old Orchard Road
549.	Paul Miller	9438 LeClaire Ave.
550.	Benjamin Mikhail	7712 Niles Center Road

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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551.	Janet Mikhail	7712 Nilas Center Road
552.	Fatima Minhaj	9650 Laramie Lane
553.	G.A. Minhaj	9650 Laramie Lane
554.	Molly Montenegro	5337 Suffield Terrace
555.	Voula Moragiannis	5251 Suffield Court
556.	Angel Morales	5027 Farwell Ave.
557.	Erma Morales	5027 Farwell Ave.
558.	Elaine Morgan	9220 Kenneth Ave.
559.	Lynne Mortell	9907 Kedvale Ave.
560.	Sami Moshi	5215 Greenwood St.
561.	Roxanne Moy	8341 Laramie Ave.
562.	Yulisa Muro	9339 Lockwood Ave.
563.	Jill Juhlin Murphy	4044 Tower Circle
564.	Kevin Murphy	5316 Greenwood St.
565.	Nancy Myers	5224 Arcadia St.
566.	Walter Myers	5224 Arcadia St.
567.	Rhonda Nagler	9707 Lowell Ave.
568.	Elias Nahhas	9730 Kildare Ave.
569.	Mary Nahhas	9730 Kildare Ave.
570.	Zamuel Nakhlis	9623 Laramie Lane
571.	Julie Naumiak	9415 LeClaire Ave.
572.	Melanie Naumiak	9415 LeClaire Ave.
573.	Steve Naumiak	9415 LeClaire Ave.
574.	Araceli Navarro	5450 Suffield Terrace
575.	Mary Neuhaus	9819 Keeler Ave.
576.	Nestor Neuva	9401 Terminal Ave.
577.	Barbara Newman	5245 Palma Place
578.	Daniel Newman	9800 Lawler Ave. (Niles North teacher)
579.	David Newman	5245 Palma Place
580.	Linda Ng	7420 Kilbourn Ave.
581.	Earl Nicholas	5236 Suffield Court
582.	Sharon Nielsen	9444 Leamington Ave.
583.	Torrey Nielsen	9444 Leamington Ave.
584.	M. Niewiadomski	9445 Latrobe Ave.
585.	Lisa Nimz	5214 Davis St.
586.	Jill Nolte	5307 Suffield Terrace
587.	Kerry O'Connell	5225 Grove St.
588.	Charles O'Connor	5104 Weber Lane
589.	Meghan O'Connor	5104 Weber Lane
590.	Edward Odicho	5216 Wright Terrace
591.	Mona Odicho	5216 Wright Terrace
592.	Svetlana Okorokova	9350 Skokie Blvd.
593.	Roman Oks	9636 Laramie Lane
594.	Lillian Olkeiwveiz	4906 Old Orchard Road
595.	Mary Olsen	5241 Davis St.
596.	Phyllis Olsen	9315 Luna Ave. Morton Grove
597.	Brad Omori	9719 LeClaire Ave.
598.	Lisa Omori	9719 LeClaire Ave.
599.	Gloria Opiola	5358 Suffield Court
600.	Michael O'Rourke	9013 Lavergne Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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601.	Janet Ottlinger	5155 Conrad St.
602.	Noi Ouy	9706 Lawler Ave.
603.	Gita Oza	5005 Culver St.
604.	Harold Oza	5005 Culver St.
605.	Lilia Pacete	9455 Terminal Ave.
606.	Barbara Parikh	9450 Latrobe Ave.
607.	Dilip Parikh	5113 Weber Lane
608.	Neil Parikh	9450 Latrobe Ave.
609.	Grace I. Park	3845 Fargo Ave.
610.	Kathy Passman	9101 Lowell Ave.
611.	Michael Passman	9101 Lowell Ave.
612.	Aseet Patel	9316 Latrobe Ave.
613.	Janki Patel	9432 LeClaire Ave.
614.	Manilal R. Patel	9523 Laramie Ave.
615.	Poonam Patel	9405 Lockwood Ave.
616.	Roma Patel	9136 Lawler Ave.
617.	Vasuden B. Patel	9405 Lockwood Ave.
618.	Sacha Patera	5323 Arcadia St.
619.	David Patt	9715 Kedvale Ave.
620.	Kimi Patto	9449 LeClaire Ave.
621.	Julia Paulk	9421 Lockwood Ave.
622.	Hayganus Paylan	9621 LeClaire Ave.
623.	Vaitan Paylan	9621 LeClaire Ave.
624.	Rick Pecirno	9744 Karlov Ave.
625.	Sandi Pecirno	9744 Karlov Ave.
626.	Dawn Pegis	5254 Grove St.
627.	Jonathan Pegis	5254 Grove St.
628.	Deana Pekovic-Dukic	9401 Latrobe Ave.
629.	Carmela Pessen	8945 Kenton Ave.
630.	Diane Peterson	9243 Latrobe Ave.
631.	Don Peterson	9243 Latrobe Ave.
632.	Jennifer Pham	9530 Leamington Ave.
633.	Elaine Pichler	5105 Madison St.
634.	Harlene Pine	9048 Kenneth Ave.
635.	Jane Pinsof	8320 Tripp Ave.
636.	Jane M. Piper	4234 Bobolink Terrace
637.	Eric Poders	7940 Foster St. Morton Grove
638.	John Pohlman	9453 LeClaire Ave.
639.	Marlene Pohlman	9453 LeClaire Ave.
640.	Sallie Posniak	5014 Greenwood St. Apt. #2
641.	Rachel Potter	5228 Suffield Terrace
642.	Juan Prada	6860 Lavergne Ave.
643.	Marisol Prada	6860 Lavergne Ave.
644.	Larry G. Prentiss	9411 Lawler Ave.
645.	Linda Pulanco	5454 Suffield Terrace.
646.	Kenneth Puleikis	5252 Grove St.
647.	Marilyn Puleikis	5321 Grove St.
648.	Jumed Puthawala	9328 Latrobe Ave.
649.	Mufid Qassoum	9533 Laramie Ave.
650.	John Quilico	5219 Harmswood Terrace

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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651.	Betsy Rafael	5125 Golf Road
652.	Eva Rafas	8930 Bronx Ave.
653.	Zita Ramando	9223 Latrobe Ave.
654.	Heidi Ramos	5311 Suffield Terrace
655.	Lilette Ramos	9325 Lockwood Ave.
656.	Oscar Ramos	5311 Suffield Terrace
657.	Michele Ranger	3806 Louise St.
658.	Gabriel Rapp	5309 Arcadia St.
659.	Donna Rashkow	9138 Keating Ave.
660.	Elyse Rasky-O'Connor	5104 Weber Lane
661.	Judy Ratliff	8908 Gross Point Road
662.	Nitin Rawal	9235 Latrobe Ave.
663.	Tejas Rawal	9235 Latrobe Ave.
664.	Karen Ray	7538 Tripp Ave.
665.	John Reed	9450 Keystone Ave.
666.	Rosemary Reed	9450 Keystone Ave.
667.	Angela Reff	5128 Grove St.
668.	Peter Reff	5128 Grove St.
669.	Renato Regacho	4920 Greenwood St.
670.	John Regan	8838 Lavergne Ave.
671.	Asif Rehman	9409 Long Ave.
672.	Brian Reif	5204 Emerson St.
673.	Debbie Reif	5204 Emerson St.
674.	Allan Reinken	5335 Davis St.
675.	Linda Reinken	5335 Davis St.
676.	Caridad V. Remando	9350 Skokie Blvd. #401
677.	Teresa Remando	9350 Skokie Blvd. #401
678.	Martha Remon	5026 Farwell Ave.
679.	Karen Reyes	7906 Keeler Ave.
680.	Rowena Reyes	9625 Laramie Lane
681.	Y. Reznik	7406 Lincoln Ave., Unit D
682.	Tobi Riess	9238 Kenneth Ave.
683.	Zita Rimando	9223 Latrobe Ave.
684.	Gaynelle Rocklin	9508 Lockwood Ave.
685.	Wes Rocklin	9508 Lockwood Ave.
686.	Lee Rodin	8853 Kenneth Terrace
687.	Alfredo Rodriguez	9530 Lawler Ave.
688.	C. Roe	8407 N. Milwaukee Ave. Niles
689.	Cary Rogus	5238 Enfield Ave.
690.	Matthew Rogus	5238 Enfield Ave.
691.	Belia Rojas	9431 Terminal Ave.
692.	Susana Roman	9440 Lockwood Ave.
693.	Victory Roman	9440 Lockwood Ave.
694.	Alex Romanovsky	8607-B National Ave. Niles
695.	Irina Romanovsky	8607-B National Ave. Niles
696.	Leo Romanovsky	8607-B National Ave. Niles
697.	Rick Rosemeyer	8511 Karlov Ave.
698.	Sean Rosemeyer	8511 Karlov Ave.
699.	Chuck Rosenberg	8307 Keeler Ave.
700.	Michael Rosenquist	5252 Davis St.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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701.	Richard Rosenquist	5252 Davis St.
702.	B. Rosin	9444 Lawler Ave.
703.	Louise Ross	9645 LeClaire Ave.
704.	Stuart Ross	9645 LeClaire Ave.
705.	Elaine Rothner	4217 Greenwood St.
706.	Arnie Rowen	5201 Arcadia St.
707.	Renee Rowen	5201 Arcadia St.
708.	Celeste Cifala Roy	8333 Tripp Ave.
709.	Rebecca Rubin	5014 Greenwood St. Apt. #1
710.	Fern Rudolph	5242 Grove St.
711.	Richard Rudolph	5242 Grove St.
712.	Carlos D. Ruiz	9535 Leamington Ave.
713.	Debbie Rusnak	4500 Grove St.
714.	Steven Rusnak	4500 Grove St.
715.	Annie Rutherford	8940 Laramie Ave.
716.	Paula Lynn Sabin	8925 Kolmar Ave.
717.	Marijean Sahyouni	8533 Harding Ave.
718.	Jerry St. Clair	8329 Lowell Ave.
719.	Nancy St. Clair	8329 Lowell Ave.
720.	Alia Salahuda	5035 Payne St.
721.	Carima Salameh	9330 Kostner Ave.
722.	Seif Salameh	9330 Kostner Ave.
723.	Salvador Samaniego	9401 LeClaire Ave.
724.	John Sampath	9501 Laramie Ave.
725.	Angela Sanchez	8000 Kildare Ave.
726.	Isidro Santos	5137 Weber Lane
727.	Marlyn Santos	5154 Weber Lane
728.	Sulma Santos	9741 Kildare Ave.
729.	Bryan Savini	5242 Davis St.
730.	Kim Savini	5242 Davis St.
731.	Jeanne L. Scanlan	8935 Laramie Ave.
732.	Norene M. Scanlan	8935 Laramie Ave.
733.	Anita Scanlon	5350 Arcadia St.
734.	Chris Scanlon	5350 Arcadia St.
735.	Cheryl Scheible	9649 LeClaire Ave.
736.	Lena Schmit	8630 Waukegan Road Morton Grove
737.	Darlene Schofield	6638 Palma Lane Morton Grove
738.	Nancy Schor-Kaufman	5215 Suffield Terrace
739.	Jack Schryer	5322 Arcadia St.
740.	Mindi Schryer	5322 Arcadia St.
741.	Sharyl Schubert	5258 Arcadia St.
742.	Edward Schwartz	9313 Lorel Ave.
743.	Rebecca Schwer	9328 Lavergne Ave.
744.	Scott Schwer	9328 Lavergne Ave.
745.	Polina Segal	9448 Lockwood Ave.
746.	Mati Segev	8939 Knox Ave.
747.	Susan Segev	8939 Knox Ave.
748.	Zak Segev	8939 Knox Ave.
749.	Roland Seiden	9520 Lorel Ave.
750.	Alexander Senn	5244 Grove St.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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751.	Gus Serrano	5315 Davis St.
752.	Norine Settecase	9443 Leamington Ave
753.	Bill Seymour	9520 Leamington Ave.
754.	Jennifer Seymour	9520 Leamington Ave.
755.	Stella Sfikas	9400 Leamington Ave.
756.	Harshad Shah	9313 Long Ave.
757.	Heena Shah	9644 Lawler Ave.
758.	Hema Shah	9313 Long Ave.
759.	Hemant Shah	10026 Lamon Ave.
760.	Jayashree Shah	10026 Lamon Ave.
761.	Mamlal Shah	9316 Lorel Ave.
762.	Meena Shah	5455 Grove St.
763.	Nalina Shah	9316 Lorel Ave.
764.	Pseur Shah	9316 Lorel Ave.
765.	Heena Shaikh	10015B Frontage Road
766.	Sikander Shaikh	10015B Frontage Road
767.	Donald Sheber	5145 Greenwood St.
768.	Barry Sheppard	5235 Suffield Terrace
769.	Nancy Sher	9439 Terminal Ave.
770.	Richard Sher	9439 Terminal Ave.
771.	Joan Shermach	8211 Keeler Ave.
772.	Laurie Sherman	7723 Kilbourn Ave.
773.	Eleanor Shinsky	9428 Leamington Ave.
774.	Orly Shoffet	4115 Skokiana Terrace
775.	Jeanette Sigler	5223 Davis St.
776.	Edward Silins	8837 Kenneth Terrace
777.	Sandra Silins	8837 Kenneth Terrace
778.	Ildeu Silva	4051 Lee St.
779.	Kay Silva	4051 Lee St.
780.	Carmela Silverman	9422 Latrobe Ave.
781.	David Silverman	5141 Weber Lane
782.	Eliana Silverman	9422 Latrobe Ave.
783.	Gloria Silverman	3839 Brummel St.
784.	Jack Silverman	9422 Latrobe Ave.
785.	Lisa Silverman	9447 Lockwood Ave.
786.	Madelyn June Silverman	5141 Weber Lane
787.	Michael Silverman	5141 Weber Lane
788.	Martin Silverman	3839 Brummel St.
789.	M.A. Silvestro	9045 Laramie Ave.
790.	Rupinder Singh	9513 Laramie Ave.
791.	Helen Sit	9234 Lorel Ave.
792.	Wayne Sit	9234 Lorel Ave.
793.	Linda Slavensky	5249 Davis St.
794.	Robert Sliwinski	5254 Enfield Ave.
795.	Leslie Smith	9408 Tripp Ave.
796.	Marilyn Soglin	9731 Kildare Ave.
797.	Rhona Souers	5218 Enfield Ave.
798.	M. Azim Sozer	9433 Terminal Ave.
799.	Lou Spiegel	8901 Gross Point Road
800.	Dolores Stahlecker	4942 Old Orchard Road

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801.	Florence T. Stein	5244 Foster St.
802.	Sherwin Stein	5155 Weber Lane
803.	Shirley Stein	5155 Weber Lane
804.	Elaine Steiner	9100 Kostner Ave.
805.	Larry Steiner	9100 Kostner Ave.
806.	Joseph Stepniewski	9526 Crawford Ave.
807.	Julie Stepniewski	9526 Crawford Ave.
808.	Tom Stluka	9020 Kedvale Ave.
809.	Jon Stotter	8945 Kenton Ave.
810.	Darwin Stuart	9552 LeClaire Ave.
811.	Valerie Suchor	5250 Suffield Court
812.	Eleanor Sugihara	7817 Kilbourn Ave.
813.	Karl Sugihara	7817 Kilbourn Ave.
814.	Jackie Surkin	9423 Lawler Ave.
815.	Kari Susens	5314 Suffield Terrace
816.	E. Szymiski	9453 Lawler Ave.
817.	Jason Tadeo	9360 Skokie Blvd.
818.	Barry Taerbaum	7831 Kildare Ave.
819.	Morris Taibleson	4934 Church St.
820.	Linda Takushi	9143 Tripp Ave.
821.	Chet Tanaka	7009 Church St. Morton Grove
822.	Cecilia Tanghaz	9360 Skokie Blvd. #420
823.	Rosemary Tate	9450 Keystone Ave.
824.	Carol Taxman	9636 Lawler Ave.
825.	Myron Taxman	9636 Lawler Ave.
826.	Teresa Taylor	5232 Arcadia St.
827.	Thomas Taylor	5232 Arcadia St.
828.	Lynn Nannette Teng	5344 Suffield Terrace
829.	Michael S. Teng	5344 Suffield Terrace
830.	Adam Theis	9227 Long Ave.
831.	Lian S. Theis	9227 Long Ave.
832.	Constantine Theodoropoulos	9034 Knox Ave.
833.	Sophia Theodoropoulos	9034 Knox Ave.
834.	Fritz Thomas	5231 Church St.
835.	Gabriela Tidhar	9339 Lowell Ave.
836.	Ilana Toch	9240 Kolmar Ave.
837.	Mark Toch	9240 Kolmar Ave.
838.	Sally Tong	5013 Culver St.
839.	Christopher Tortorello	5316 Arcadia St.
840.	Michael Tortorello	5316 Arcadia St.
841.	Sylvie Tovy	5056 Payne St.
842.	Andrew Toy	10053 Lamon Ave.
843.	Christine Toy	10053 Lamon Ave.
844.	Eugene Toy	5440 Suffield Terrace
845.	Nancy Toyama	5240 Palma Place
846.	Jennifer Tran	9706 Lawler Ave.
847.	Angela Triantafilis	9451 Leamington Ave.
848.	E.R. Trinidad	5220 Emerson St.
849.	Ester Trinos	5036 Golf Road
850.	Chonjor Tsering	9415 Long Ave.

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851.	Youdon Tsering	9415 Long Ave.
852.	Erlene Vanden Branden	5217 Davis St.
853.	Gerard Vanden Branden	5217 Davis St.
854.	Bijan Vaziri	8902 Central Ave. Morton Grove
855.	Conception Vazquez	5144 Greenwood St.
856.	Peter Vergos	9002 Bronx Ave.
857.	Roy Vetter	4858 Old Orchard Road
858.	Nancy Victor	9317 Long Ave.
859.	Carlos Virly	5354 Suffield Court
860.	Fortunata Virly	5354 Suffield Court
861.	Mercy Virly	5354 Suffield Court
862.	Nikki Vogelsburg	9532 LeClaire Ave.
863.	Patrick L. Voitik	7851 Kilbourn Ave.
864.	Daiana Von Rommel	4930 Farwell Ave.
865.	Brooke Olson Vuckovic	9721 Keeler Ave.
866.	Dino Vukic	9541 Laramie Ave.
867.	Suzana Vukic	9541 Laramie Ave.
868.	Helen Vukovich	9648 Lawler Ave.
869.	Frank Wahle	5232 Palma Place
870.	Mary Wahle	5232 Palma Place
871.	Elena Wajntraub	9324 Latrobe Ave.
872.	Sally Walker	5318 Davis St.
873.	May Warda	8040 Floral Ave.
874.	Theo Watanabe	7427 Kostner Ave.
875.	Katie Weil	9024 Lockwood Ave.
876.	Mark Weil	9024 Lockwood Ave.
877.	Dawn Weiner-Kaplow	9326 Tripp Ave.
878.	Eitan Weiner-Kaplow	9326 Tripp Ave.
879.	David Weinstein	9707 LeClaire Ave.
880.	Melvin Weinstein	9707 LeClaire Ave.
881.	Muriel Weinstein	9707 LeClaire Ave.
882.	Kelly Weissman	5145 Arcadia St.
883.	Robert Weissman	5145 Arcadia St.
884.	Rivka Wellner	9545 LeClaire Ave.
885.	Kurt Westerberg	5211 Harmswood Terrace
886.	Renee Westerberg	5211 Harmswood Terrace
887.	Celeste Williams	8538 St. Louis Ave.
888.	Carol Wilson	8230 Karlov Ave.
889.	Ina Winston	4119 Lee St.
890.	Gina Wisniewski	5251 Palma Place
891.	Eileen Wiviott	8242 Keeler Ave.
892.	Amber Wood	9413 Lockwood Ave.
893.	Jeff Wood	9413 Lockwood Ave.
894.	Deborah Wood	9356 Forestview Ave.
895.	Patsy Yamashiro	10014 Lamon Ave.
896.	Howard Yanes	9522 Lavergne Ave.
897.	Maureen Yanes	9522 Lavergne Ave.
898.	Bock Yee	9621 Laramie Lane
899.	Frida Youkelson	5140 Galitz Apt. #201
900.	Eval Youkhana	9435 LeClaire Ave.

Signers oppose proposed CTA Yellow Line extension / "locally preferred alternative" (LPA)

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901.	Nikki Younadim	9533 LeClaire Ave.
902.	Roger Yuen	9712 Lawler Ave.
903.	Anatoly Zaborenko	5253 Davis St.
904.	Inna Zaborenko	5253 Davis St.
905.	Natalie Zaborenko	5253 Davis St.
906.	Martin Zak	5254 Arcadia St.
907.	Marina Zaturensky	5139 Greenwood St.
908.	Yedim Zaturensky	5139 Greenwood St.
909.	Ellen Ziarko	5430 Arcadia St.
910.	Allison Zidek	8959 Laramie Ave.
911.	Danielle R. Zielinski	3915 Harvard Terrace
912.	Michelle Zimmerman	4036 Emerson St.
913.	Chrisanne Westberg Zolnierak	9534 Leamington Ave.

The following businesses also oppose the Yellow Line extension / "locally preferred alternative":

Airflow Heating & Air Conditioning Inc.

9052 Terminal Ave. Skokie, IL

V & J Landscaping Supply and Power Equipment

9001 Terminal Ave. Skokie, IL

North Pointe Motors

9140 Terminal Ave. Skokie, IL

GraphicSource

9144 Terminal Ave. Skokie, IL

Lipke Kentex Corp.

5125 Church St. Skokie, IL

North Shore Veterinary Clinic

5225 Golf Road Skokie, IL

Duke's North

5237 Golf Road Skokie, IL

October 26, 2009

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

Dear Mr. Busby,

Niles Township High School District 219 (the District or District 219) has already submitted a written statement of intent to be a participating agency in the scoping process of the environmental studies related to the extension of the CTA Yellow line. In addition to reaffirming the District's intent to be part of the process, this letter is to highlight comments on the proposed project.

As the District has stated many times and in numerous documents, it is opposed to the current Locally Preferred Alternative (LPA). The District's opposition relates most directly to the placement of the station terminus, a related parking facility and a portion of the track itself on Niles North property. As was stated at the agency scoping meeting on September 24, 2009, and on numerous other occasions, Niles North High School serves 2,200 students on 26 acres of land. (By contrast, Niles West High School serves only 400 more students but its campus is roughly three times larger, with 72 acres). District 219 will oppose the LPA or any Yellow line extension plan that fails to offer appropriate remedies to any negative impact to the Niles North campus.

The community meeting in Skokie on the evening of September 23, 2009, and the agency scoping meeting of September 24, 2009, were the first times the CTA had been willing to listen to the specific concerns of the District while entering into dialogue. The District recognizes and appreciates your willingness to listen and respond orally to District concerns. However, oral assurances of CTA responsiveness to concerns about the impact of the Yellow line extension are insufficient.

This letter has three goals.

- First, I want to reiterate that District 219 is opposed to the LPA. The LPA does not take into consideration the safety, security and other needs of Niles North High School. The District is also opposed to any alternative which would take any part of the Niles North High School campus or otherwise materially interfere with the high school's operations or plans for improvements or would endanger the safety or security of its staff and students.
- Second, I want to memorialize several comments made at the September 24, 2009 agency meeting and highlight several comments that were not mentioned.
- Third, I need a written agreement from the CTA that provides sufficient guarantees of District participation in decision-making for any plan involving District property.

Comments

First, in addition to concerns noted in other communications, the District's top priority is the safety and security of members of the Niles North community, including the effective operation of the school and its functions. Parking at Niles North is already extremely tight. The District currently uses parking from the west lot of Westfield Old Orchard Shopping Mall for school community members. Westfield Old Orchard is accommodating Niles North, as a good neighbor, given the school's limited physical space. Designs to accommodate school growth have often involved ideas for using the same real property the CTA plans to convert to a parking structure. In the past, ideas such as placing tennis courts or soccer fields on top of a parking garage were considered by District administration long before the CTA identified Niles North real property as an expansion site. The CTA's additional targeting of a line of real property along the western side of Niles North will hinder further the ability of District 219 to effectively operate its facility in relative equity with its sister school. Among the most important guarantees the District requires is an assurance that Yellow line extension plans are temporally tied to alleviating the real property constraints on Niles North.

Second, although the placement of a Yellow line terminus station on the west side of the Edens Expressway and approaching tracks would immediately alleviate the threat to Niles North real property posed by the LPA, the District recognizes the desire of the CTA to place parking on the east side of the Edens Expressway given that the east side of the expressway has four times the travel activity as the west side of the bridge. As the Illinois Department of Transportation has expressed a willingness to work with the CTA and District 219 in its inchoate plans to improve the Old Orchard interchange and although the District is opposed to plans for use of Niles North property, if Niles North property must be used, the east parking structure is certainly the better option.

Third, District 219 has retained the services of an urban planning architect familiar with athletic facilities, parking garages, roads and public transportation. We would be pleased to offer the CTA his services to ensure that all stakeholders are represented at the drafting stage.

Fourth, the District is concerned about the impact of the construction phase of any CTA expansion plan involving District real property. Although the proposed track will extend a relatively short distance onto District 219 property, given the presence of the Edens to the immediate west of the proposed tracks, construction will surely disrupt Niles North operations significantly during the construction phase of the line. Though the District prefers tracks away from District property entirely, this is an important concern specifically impacting the school in the short term.

Letter

Finally, I am asking for a written commitment that the CTA will not make any final decisions on the route, the property it needs from the District, or the location and operation of the parking facility without providing the District with detailed plans and otherwise involving us in the

decision-making process. I make this request as not just an interested neighbor, but the landowner with the most at stake and a sister governmental agency trying to serve our own constituency.

I look forward to further consideration by the CTA.

Truly yours,

A handwritten signature in black ink, appearing to read 'N. Gatta', written over a horizontal line.

Dr. Nanciann Gatta
Superintendent

cc: Board of Education
Mr. Paul O'Malley, Assistant Superintendent for Business Services
Mr. John Heintz, Assistant Superintendent for Human Resources and Chief Legal Officer
Mr. Robert Freeman, Principal, Niles North High School
Mr. Jim Szczepaniak, Community Relations Director
Mr. Ed Uhlir, F.A.I.A. Millennium Park, Inc.
Mr. John Izzo, Esq., Sraga Hauser, LLC
Mayor George Van Dusen, Village of Skokie
Mr. Gene Mark, Illinois Department of Transportation

Dear Mr. Busby and CTA Board,

I am opposed to the proposed Yellow Line Extension. I have many concerns about the potential impact of such a project. My backyard directly abuts the easement where the elevated rail would be built so the trains would run right behind my house. The effect of the noise and vibrations from the trains would have a negative effect on my property, lowering my property value and harming my pets. There is already a decline in my property value from the recession; I do not welcome an additional decline from the Yellow Line Extension.

I am also concerned about the impact on the wildlife that lives on the easement. I have seen raccoons, skunks, deer and a woodchuck, all using the easement to travel, avoiding people's yards and the streets where they are hit by cars. The Yellow Line Extension would force these creatures to become a nuisance in the neighborhood or to be killed.

I also have concerns about the safety and security of my neighborhood. Children currently play on the easement and use it as a shortcut from Leamington to Church Street. I have lived long enough in the Chicago area to recall when the elevated train jumped the tracks in Chicago, causing many injuries. I do not think a fence built around the tracks would be sufficient to stop a train coming off the tracks and injuring any children in the area. Additionally I have concerns about making it easier for criminals to come to my neighborhood. I regularly read in the Skokie Review Police Blotter about people who travel to Old Orchard to steal from the retail stores there. I do not think we need to make it easier for them to get there by train.

Another concern I have is the increased traffic congestion. There will still need to be additional buses to shuttle commuters to the Skokie Courthouse, the Skokie Hospital and the Skokie Holocaust Museum. There would be increased cars from people dropping off/picking up commuters and the aforementioned increased bus traffic at the proposed station. The Old Orchard Road/Edens intersection is already overloaded with traffic, especially during rush hour, due to the Niles North High School traffic on one side of the Edens and the Lifetime Fitness and National Louis University traffic on the other side.

Finally although I believe the CTA will be using Federal Funds to build the Extension, I question the CTA's ability to have the funds to pay for the ongoing upkeep of the additional rail and trains. CTA is currently planning a rate hike and possible service cuts without additional State Funds. It would be irresponsible to add to their costs with the proposed Yellow Line Extension.

I would like to support improved service to this part of Skokie but I feel additional hybrid buses, running along Skokie Boulevard (for Old Orchard mall),

Gross Point Road (for Skokie Hospital), Golf Road (for Old Orchard, Skokie Hospital and the Holocaust Museum), Central/Harms Road and Old Orchard Road (for the Skokie Courthouse) would be sufficient. I do not support a bus running along the easement; the streets I have named should be sufficient. I moved to Leamington to be on a quiet street. Having buses run right behind my house would be unacceptable. Also it would have some of the same negative impact on the environment as I just mentioned regarding the Yellow Line Extension.

Thank you for reading my comments,

Sharon Nielsen
9444 Leamington
Skokie, IL 60077

YS-158

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:38 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Proposed Skokie Swift Yellow Line Extension

From: Bernard Levin [bpl.tec1@comcast.net]
Sent: Saturday, October 24, 2009 7:37 PM
To: Yellow Extension
Subject: Fwd: Proposed Skokie Swift Yellow Line Extension

Begin forwarded message:

From: SkokieReasonableTransit <skokiereasonabletransit@yahoo.com>
Date: October 20, 2009 8:06:43 PM CDT
To: Bernard Levin <bpl.tec1@comcast.net>
Subject: Re: Proposed Skokie Swift Yellow Line Extension

Thank you for your support! Please forward your statement to the CTA at YellowExtension@transitchicago.com.

From: Bernard Levin <bpl.tec1@comcast.net>
To: SkokieReasonableTransit@yahoo.com
Sent: Tue, October 20, 2009 7:06:14 PM
Subject: Proposed Skokie Swift Yellow Line Extension

My Name: Bernard A. Levin

My Address: 9301 Lawler Ave., Skokie, IL 60077

Message: I am opposed to the Yellow Line extension. It is a needless expenditure of scarce public funds and will be troublesome to Skokie residents living north of Dempster St. The long-existing and refurbished facilities on Dempster are useful and adequate. There is very little to be gained by extending the Line for just the small mile or so north of Dempster to Old Orchard - for a great deal of additional burden and incursion.

YS-159

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:38 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: janice sackett [jangsackett@hotmail.com]
Sent: Saturday, October 24, 2009 4:59 PM
To: Yellow Extension
Subject: Yellow Line Extension

To: Jeffrey Busby
From: Janice Sackett, Skokie Resident
Ref: Yellow Line Extension

Dear Mr. Busby,

I would like to state my support for the rail extension of the Yellow Line, but NOT with a station in the Niles North Parking Lot.

If Skokie is to remain a vibrant community just outside of Chicago there needs to be comfortable, reliable transportation from the city. This is why I support an extension of the rail line as opposed to more bus transportation. There are buses going to Skokie from Purple Line Stations in Evanston as well as the Howard Street Station in Chicago. They are slow and certainly less comfortable than the Skokie Swift.

But, the idea of a busy, public Train/Bus Station located on the grounds of the local High School is not reasonable. There is already tight parking at the school, and there are so many safety issues involved I don't even know where to begin. (I'm sure you've heard them all.)

There is a huge shopping mall across the street. Why can there not be some cooperation between the CTA and Westfield Shopping Centers to create an end of the line station just a bit further, across the street, say, connected to the mall? With all the architects and planners involved there must be some way to have the train cross the street overhead to a station east of Lawler.

As a Skokie resident, I want to see my community grow and develop, but I also want to see it retain its suburban nature. To want to block all new means of transportation is short sighted, but to do so at the expense of the safety of the local high school students is worse.

Thank you,
Janice Sackett

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11/9/2009

YS-160

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:37 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Skokie Extension Comments

From: patricia klemens [klemensp@yahoo.com]
Sent: Saturday, October 24, 2009 8:36 AM
To: Yellow Extension
Subject: Skokie Extension Comments

Having been at the September 23rd meeting in Skokie, it appears that the only opinion expressed was from a well-organized parents group from Niles North High School and a local homeowner's group that will be affected by the reactivation of an existing rail line extending to Old Orchard Road. What was not discussed was the benefit to the community this extension can mean. What would have been useful at the meeting is a preliminary sketch of what the elevated station over Dempster would look like viewed from the street level and a simple 3D concept along the lines of a model railroad layout. This could generate enthusiasm for the possibilities of redevelopment that an attractive structure (perhaps sympathetic to the historic station adjacent) can mean on an otherwise obsolete and dying Dempster corridor. At the other end, I think all can agree that a terminal at Niles North High School is highly unpopular. Therefore, I would like to encourage the CTA and Skokie to pursue an alternative location that would address the main concern of the end of the line, while serving the courthouse, Holocaust Museum, and Old Orchard Mall. If this can be accomplished, I believe the rail option would bring the most economic benefit to the future of the area.

Sincerely,

Thomas Klemens

YS-161

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:37 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Proposed Yellow Line Extension

From: Howard Frank [howardfrank@earthlink.net]
Sent: Friday, October 23, 2009 11:56 AM
To: Yellow Extension
Subject: Proposed Yellow Line Extension

We oppose Skokie Mayor George VanDusen's recommendation, which he made at the Village of Skokie Board Meeting on Monday, October 19, 2009, to have the bus rapid transit (BRT) run grade level on the existing Union Pacific Right of Way.

This recommendation was not addressed at C.T.A.'s Scoping Meeting at Oakton Community Center on September 23, 2009. There would be increased traffic congestion on Church St., Golf and Old Orchard Roads and the safety of our residents and our children would be at risk.

If this recommendation goes into the Environmental Impact Statement, it is only Mayor VanDusen's preferred alternative (for some reason, he is determined to make use of the Union Pacific Right of Way) and NOT the community's.

Howard and Gail Frank
9425 N. Terminal Ave.
Skokie, IL 60077

YS-162

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:37 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: CTA Yellow extension Line

From: barbara gordon [bobbibobge@yahoo.com]
Sent: Thursday, October 22, 2009 8:19 PM
To: Yellow Extension
Cc: Darud Akbar; bobbibobge@yahoo.com
Subject: CTA Yellow extension Line

To Whom It May Concern:

My husband and I are absolutely and totally against having the Yellow Extension Line west of the expressway. We are having enough problems with the forest preserve being across the street and the Holocaust Museum next door. We certainly don't need more people from the city coming out to our area. There will be drug dealers, and many teens coming to visit the High School, If the city feels they have to have the CTA come out to Old Orchard, let the train tracks stay East of Edens. We think it would be a big mistake.

If it occurs we, and many others from the building will move out of Skokie.

Barbara and Robert Gordon

9655 Woods Dr. #1701

Skokie, IL 600077

YS-163

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:36 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Against extending to Niles North

From: Debbie Harris [dharris0220@yahoo.com]
Sent: Thursday, October 22, 2009 3:59 PM
To: Yellow Extension
Subject: Against extending to Niles North

I ride the CTA yellow line every day. It is obvious that improvements could be made in transit for the Skokie area. However, these need to take into account the needs of the community and should not make traffic congestion worse.

I am against the plan to extend the line to Niles North. The mall area and the Niles North site are already congested. Putting a major transit hub there will only create more problems.

It would make far more sense to put an extension to the west of the Edens expressway or go with the bus option.

Thanks for your consideration.

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:37 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Questions Re: Yellow Line Alternatives

From: Margaret Bell [cloverlawn@att.net]
Sent: Thursday, October 22, 2009 4:21 PM
To: Yellow Extension
Subject: Questions Re: Yellow Line Alternatives

Dear Darud Akbar,

- 1) If during the environmental impact study, CTA decides another alternative (other than the LPA) is better, would there be hearings on that other alternative followed by another vote by the CTA, or would CTA just proceed with the other alternative?
- 2) Please define BRT as used by the CTA.
- 3) Please clarify the 1.7 mile route of the Transportation System Mgmt. (TSM) alternative = Bus Rapid Transit (BRT) alternative. (Seems to be conflict regarding 1.7 mile length and described route along Skokie Blvd.)
- 4) Would BRT alternative involve a bus going along the existing Union Pacific (North Shore Line) track bed? Would a road be built there? (That is what Mayor Van Dusen seems to be advocating at this point, which would disturb existing neighborhoods and cause similar hazards for children and others walking/riding to and from local schools as did grade level train, which was ruled-out earlier.)
- 5) At what point would the Park and Ride facility at Old Orchard Road intersect? Niles North's parking lot? Or west of the expressway at the old North Shore track bed? Would forest preserve land be usurped?

Thank you.

Sincerely,
Margaret Bell
cloverlawn@att.net
5226 Grove St.
Skokie, IL 60077
847-966-3684

YS-165

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:51 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Comments on Skokie Swift Extension

From: Katherine Gudgel [katherinegudgel@yahoo.com]
Sent: Tuesday, November 03, 2009 10:46 AM
To: Yellow Extension; Yellow Extension
Subject: Comments on Skokie Swift Extension

I realize that the official comment period is over, but I wanted to send my comments anyways.

I fully support a rail extension of the yellow line. I do not believe that the addition of any kind of bus service will appropriately serve the community since there are already the 97 and 54a buses which goes from the Skokie Swift terminal to Old Orchard and the court house. While having a rapid transit bus (which doesn't have intermediate stops) may attract a few additional passengers, the additional stops do not under most circumstances add significantly to the commute time.

However, having to transfer to a bus (and wait for the bus if the transfer time isn't timed right) does significantly add to both the time and the hassle of commuting. So, by extending the rail from Dempster north will dramatically improve the commute for those passengers going to Old Orchard or the courthouse.

While I understand the other Skokie residents who do not want the rail extension to share a parking lot with the high school due to safety issues, I do not understand the argument with regards to noise. To me that seems to be just a "not in my backyard" argument. The tracks have existed in their current location for quite a while longer than most of the residents have lived in their houses. They should have expected that some day that these tracks would be used again.

So, I would like to see CTA continue evaluating rail extension options of the yellow line, but with a different termination point (not the high school).

Katherine Gudgel
Skokie resident

Cheever, Kim

YS-166

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:51 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Fw:

From: Darud Akbar
Sent: Thursday, October 29, 2009 12:48 PM
To: Yellow Extension
Subject: FW: Fw:

Darud I. Akbar
Government & Community Relations Officer
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-2708 Office
(312) 681-2796 Fax

From: S V [sdvukic@yahoo.com]
Sent: Monday, October 26, 2009 1:35 PM
To: Darud Akbar
Subject: Fw:

----- Forwarded Message -----

From: S V <sdvukic@yahoo.com>
To: YellowExtension@transitchicago.com
Sent: Mon, October 26, 2009 12:40:00 PM
Subject:

My name is Dino Vukic and I live @ 9541 Laramie in Skokie, directly across your proposed Yellow Line Extension. You have said this is a "Locally Preferred Alternative" for Skokie residents but we have shown you over 525 signatures of Skokie residents who are extremely opposed to the Yellow Line Extension to the Niles North High School Parking lot. We have yet to see 1 signature from a Skokie resident who prefers this alternative!

Before I purchased my home in Skokie, I had the option to buy another house for almost \$100,000 less than what I paid just because of the fact that it was located across the street from the current Yellow Line. Even though it was a great deal, I chose not to because of it's location. Now the CTA is trying to take that choice away from me.

As a result of the Yellow line Extension, I will never see my home appreciate in value instead it will depreciate drastically. The CTA will profit from this greatly at my expense as well as my neighbors, if this goes forward. Do you really think that the Skokie locals prefer this?

If you are willing to give me and my neighbors who will be financially effected by this plan each \$100,000 then go right ahead and build your "Preferred Yellow Line Extension".

11/9/2009

Otherwise, myself along with the rest of the Skokie residents who are completely opposed to the Locally Preferred Yellow Line Extension and any other rail alternative, deeply ask the CTA to only consider the more logical and economical alternative the "Express Bus Service". This would allow the CTA to improve service for the public fro the Dempster station to more wide spread locations verses one central area.

"Expree Bus Servise" - The more logical and economical alternative works better in so many ways, for example:

- 1) Will not effect Skokie resident's property value.
- 2) Will not effect the students at Niles North High School.
- 3) Will not cost \$300,000,000.00
- 4) Will not take 6 years to complete as proposed therefore the public will benefit earlier.
- 5) Will be able to see a greater and earlier profit for the CTA.
- 6) Passengers will not have to walk to their destination in the rain or the snow nor will there be a requirement for additional transportation to certain destinations.
- 7) Will be able to drop off passenger in front of the 3 most popular destinations,
 - A) Westfield Mall
 - B) Court House
 - C) Holocaust Museum
- 8) Will generate profits earlier because of low start up cost and will quickly help reduce the CTA's \$300,000,000.00 deficit as reported in the 10/21/09 Chicago Sun Times paper.

The "Express Bus Service" plan will be the best option for the Skokie residents as well as for the CTA. Earlier results, less expensive and more convenient.

YS-167

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:50 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Fw:

From: Darud Akbar
Sent: Thursday, October 29, 2009 12:47 PM
To: Yellow Extension
Subject: FW: Fw:

Darud I. Akbar
Government & Community Relations Officer
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-2708 Office
(312) 681-2796 Fax

From: S V [sdvukic@yahoo.com]
Sent: Monday, October 26, 2009 1:37 PM
To: Darud Akbar
Subject: Fw:

----- Forwarded Message -----

From: S V <sdvukic@yahoo.com>
To: skokiereasonabletransit@yahoo.com
Sent: Wed, October 21, 2009 12:08:25 PM
Subject:

My name is Sally Duskic and I live with my Daughter and son-in-law @ 9541 Laramie in Skokie, I don't have an E-mail address so I am using theirs. I am completely opposed to any other rail alternatives except for the more logical and economical Express Bus Service from the Dempster Station to any other location the CTA feels would improve service to the public.

Fell free to call me on my cell, 773-407-6408

Thank You.



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11/9/2009

YS-168

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:50 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Fw:

From: Darud Akbar
Sent: Thursday, October 29, 2009 12:47 PM
To: Yellow Extension
Subject: FW: Fw:

Darud I. Akbar
Government & Community Relations Officer
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-2708 Office
(312) 681-2796 Fax

From: S V [sdvukic@yahoo.com]
Sent: Monday, October 26, 2009 1:36 PM
To: Darud Akbar
Subject: Fw:

----- Forwarded Message -----

From: S V <sdvukic@yahoo.com>
To: skokiereasonabletransit@yahoo.com
Sent: Wed, October 21, 2009 12:10:42 PM
Subject:

My name is Suzana Vukic and I live @ 9541 Laramie in Skokie . I am completely opposed to any other rail alternatives except for the more logical and economical Express Bus Service from the Dempster Station to any other location the CTA feels would improve service to the public.

Suzie Vukic.



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11/9/2009

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:50 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Darud Akbar
Sent: Thursday, October 29, 2009 12:44 PM
To: Yellow Extension
Subject: FW:

Darud I. Akbar
Government & Community Relations Officer
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-2708 Office
(312) 681-2796 Fax

From: lizlindsay@comcast.net [lizlindsay@comcast.net]
Sent: Tuesday, October 27, 2009 3:50 PM
To: Darud Akbar
Subject:

My family is opposed to the extension of the yellow line. I live on terminal and we do not want a elevated track or a bus route running along rail right of way. We do not wish to deplete the values of our property or the welfare of our community. The 97 bus can provide this service on the current route from the swift. These buses are not full during rush hour or mid-day they are almost empty. Over seven thousand households will be effected by this misuse of funding. I would think that you need to work on the current shortages and problems facing the operation of the CTA.
Elizabeth Lindsay

-- Sent from my Palm Pre

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:50 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: Darud Akbar
Sent: Thursday, October 29, 2009 12:43 PM
To: Yellow Extension
Subject: FW: Yellow Line Extension

Darud I. Akbar
Government & Community Relations Officer
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661
(312) 681-2708 Office
(312) 681-2796 Fax

From: beth levy [bal2@sbcglobal.net]
Sent: Tuesday, October 27, 2009 9:44 PM
To: Steve.marciani@skokie.org; Darud Akbar; nangat@niles-hs.k12.il.us; jimszc@niles-hs.k12.il.us; dave.davis@mail.house.gov
Subject: Yellow Line Extension

Dear Sirs and Madams,

I am a Skokie resident very much against the proposed rail extension of the Yellow Line north from the Dempster Station to the Old Orchard Road area. I feel the best option is improved bus service by re-configuring the routes and creating express routes to the area.

Please do not pursue the north rail extension.

Respectfully,

Beth Levy
5345 Arcadia
Skokie, IL 60077
cell: 847-967-6627

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:40 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Skokie Yellow Line Extension comment

From: myexplor4@comcast.net [myexplor4@comcast.net]
Sent: Monday, October 26, 2009 7:16 PM
To: Yellow Extension
Subject: Skokie Yellow Line Extension comment

I attended the public meeting sponsored by CTA on 9/23/09 on proposed improvements to the Skokie Yellow Line. While I'm not opposed to improvements to the line, I'm a regular user, I would like to state that am not in favor of the "Locally Preferred Alternative" or LPA, for the following reasons:

1. The Environmental Impact Statement (EIS) still needs to be completed. It's a little premature to settle on an alternative when not all considerations have been made on considered alternatives. It's possible, when all is said in the EIS, that the LPA may not be the best alternative when compared to the criteria used to weigh the various alternatives.
2. The preferences of the community affected by the LPA (i.e., those living along the corridor where the extension will be running) have not been heard to the extent needed.
3. There are other alternatives that may be less expensive, less intrusive in the community, more flexible as community changes over time, and provides the same level of convenience as the LPA. These alternatives should be evaluated more closely.
4. The proposed station at the local high school is problematic from the standpoint of safety and traffic issues near the school. There is also possibility that placement of such a station near a school may violate laws regarding sex offenders potentially being that close to kids. This should be considered further.

These and other reasons leads me to the conclusion that the LPA is not the best alternative for extending the Skokie Yellow Line and should be dropped for consideratin.

Thank you.

Ross del Rosario
Skokie Resident
847-989-0608
4.

YS-172

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:40 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: TAMARA SUGIHARA [tamarasugihara@sbcglobal.net]
Sent: Monday, October 26, 2009 4:05 PM
To: Yellow Extension
Subject: Yellow Line Extension

Dear Mr. Busby,

Thank you for the public meeting the CTA hosted this past September at Oakton Community Center. We trust that the community's voice was heard and is strongly being considered as the CTA & FTA finalize their Environmental Impact Statement (EIS). As residents of Skokie for 24 years and parents of 3 Niles North High School (NNHS) students (1 currently attending), we applaud Mayor Van Dusen for reversing his support of the Yellow Line Extension and instead to call upon the CTA & FTA to choose the Transportation System Management (TSM) alternative.

Constructing a transit line extension from Dempster Street to Old Orchard Road would be detrimental to the environment for both the residential areas along the proposed route and the school property at the end of the line. Safety issues for our NNHS students and staff are paramount as having a Yellow Line terminal station in our parking lot would bring large numbers of non-school related public onto our property, by train, bus and other vehicles. In an age where school safety has been compromised by unthinkable acts of violence in recent years, is it wise to allow and even encourage free access to NNHS property by the general public? Likewise, the proposed multi-story parking structure would make it more difficult for security to provide a safe environment than the current open, unobstructed parking lot.

In addition, the Yellow Line extension would interfere with the NNHS sports, especially the softball and tennis teams. Access to our own fields and courts are necessary for the development and well-being of our students and teams.

As users of the CTA system, we are thankful for the trains & buses that serve our community, but in your final EIS, please say "NO" to the Yellow Line extension and instead support the TSM alternative and provide express buses, if such service is warranted.

Thank you for your thoughtful consideration.

Sincerely,
Mark and Tami Sugihara
Organization - NNHS parents
7814 N. Kilbourn
Skokie, IL 60076
tamarasugihara@sbcglobal.net
...Tami Sugihara

11/9/2009

YS-173

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:40 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: submissions for public comment on Yellow Line extension
Attachments: Residents'_Statement.doc; Residents'_Petition.doc; SRTletter_102609.doc

From: SkokieReasonableTransit [skokiereasonabletransit@yahoo.com]
Sent: Monday, October 26, 2009 12:51 PM
To: Jeffrey Busby
Cc: Yellow Extension
Subject: submissions for public comment on Yellow Line extension

Dear Mr. Busby,

Attached please find the following documents:

- 1) Residents' statement opposing the Yellow Line extension/LPA (1 page)
- 2) Residents' petition opposing the Yellow Line extension/LPA (19 pages listing 913 names)
- 3) Skokie Reasonable Transit (SRT) letter stating support for Bus Rapid Transit alternatives and concerns about rail/bus alternatives that would be routed along the Union Pacific Railroad right-of-way (3 pages)

You will also receive hard copies of these documents on Oct. 27 via overnight USPS delivery.

Your acknowledgment of receipt of these documents will be appreciated.

Thank you for your consideration.

Sincerely,

Marda Dunskey

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:39 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: S V [sdvukic@yahoo.com]
Sent: Monday, October 26, 2009 12:40 PM
To: Yellow Extension
Subject:

My name is Dino Vukic and I live @ 9541 Laramie in Skokie, directly across your proposed Yellow Line Extension. You have said this is a "Locally Preferred Alternative" for Skokie residents but we have shown you over 525 signatures of Skokie residents who are extremely opposed to the Yellow Line Extension to the Niles North High School Parking lot. We have yet to see 1 signature from a Skokie resident who prefers this alternative!

Before I purchased my home in Skokie, I had the option to buy another house for almost \$100,000 less than what I paid just because of the fact that it was located across the street from the current Yellow Line. Even though it was a great deal, I chose not to because of it's location. Now the CTA is trying to take that choice away from me.

As a result of the Yellow line Extension, I will never see my home appreciate in value instead it will depreciate drastically. The CTA will profit from this greatly at my expense as well as my neighbors, if this goes forward. Do you really think that the Skokie locals prefer this?

If you are willing to give me and my neighbors who will be financially effected by this plan each \$100,000 then go right ahead and build your "Preferred Yellow Line Extension".

Otherwise, myself along with the rest of the Skokie residents who are completely opposed to the Locally Preferred Yellow Line Extension and any other rail alternative, deeply ask the CTA to only consider the more logical and economical alternative the "Express Bus Service". This would allow the CTA to improve service for the public fro the Dempster station to more wide spread locations verses one central area.

"Expree Bus Servise" - The more logical and economical alternative works better in so many ways, for example:

- 1) Will not effect Skokie resident's property value.
- 2) Will not effect the students at Niles North High School.
- 3) Will not cost \$300,000,000.00
- 4) Will not take 6 years to complete as proposed therefore the public will benefit earlier.
- 5) Will be able to see a greater and earlier profit for the CTA.
- 6) Passengers will not have to walk to their destination in the rain or the snow nor will there be a requirement for additional transportation to certain destinations.
- 7) Will be able to drop off passenger in front of the 3 most popular destinations,
 - A) Westfield Mall
 - B) Court House

C) Holocaust Museum

8) Will generate profits earlier because of low start up cost and will quickly help reduce the CTA's \$300,000,000.00 deficit as reported in the 10/21/09 Chicago Sun Times paper.

The "Express Bus Service" plan will be the best option for the Skokie residents as well as for the CTA. Earlier results, less expensive and more convenient.

YS-175

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:39 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Transit Chicago Contact Us - CTA expansion of Skokie Swift as "L"

From: Tony Coppoletta
Sent: Monday, October 26, 2009 11:46 AM
To: Yellow Extension
Subject: FW: Transit Chicago Contact Us - CTA expansion of Skokie Swift as "L"

Forwarding...

-Tony

From: Annette & Phillip J Stover [mailto:stovercompany@comcast.net]
Sent: Monday, October 26, 2009 10:40 AM
To: Tony Coppoletta
Subject: Transit Chicago Contact Us - CTA expansion of Skokie Swift as "L"

Address: 8930-50 Gross Point Rd

Address2:

Address3:

City: Skokie

State: IL

Country: United States

Zip: 60077

Phone: 847-475-1616

Comment: We are the owners of the Gross Point Office Center at Gross Point Rd & the CTA rail right-of-way north of Dempster.

WE STRONGLY OPPOSE AN ELEVATED TRACK extension of the Skokie Swift. The tracks run for several hundred feet along our property. We believe our office building will be greatly disturbed by the noise and unsightly appearance of these proposed tracks. We strongly oppose them. We are a major tax payer along your tracks.

Annette and Phillip J Stover, owners

11/9/2009

From: djfreireich@aol.com [djfreireich@aol.com]
Sent: Monday, October 26, 2009 12:24 AM
To: Yellow Extension
Subject:

October 25, 2009

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

The Alternatives Analysis process for the proposed Yellow Line Extension deserved more than two public hearings over the past two years in order to gather input from the public regarding alternatives. A project of this magnitude should have had greater public awareness. Now that the public has heard of the alternatives, the outcry has been strong. What has been dubbed the "locally preferred alternative" is not preferred by the people of Skokie. The people of Skokie spoke loud and clear with a huge attendance at the September 23, 2009 Scoping Meeting where we voiced our disapproval of any heavy rail construction involving Niles North High School. The Mayor agreed that no terminal station would be located at Niles North. Furthermore, Skokie does not need a 1.6 miles heavy rail extension to the "western option." We oppose heavy rail construction that would pass next to Jane Stenson Grade School, as well.

The CTA can not afford to build and then maintain a 1.6 mile heavy rail extension. Only days following the hearing, CTA announced lay-offs and a \$300M budget shortfall. Even if any extension was to be funded with federal dollars, where would the CTA find the funds to maintain any extension? Our neighbors to the north and made it quite clear that they do not want heavy rail to come to their communities. There will be no connection beyond Old Orchard Road.

The Environmental Analysis should take into consideration the removal of green space. Green spaces provide habitat for a variety of birds, fish, animals, insects, and other organisms, while also providing corridors and greenways to link habitats. Recently, in this very area under consideration for development, we have lost green space to the Niles North parking lot, The Holocaust Museum, (and its parking lot which was built on Forest Preserve land) Optima Old Orchard Woods and Lifetime Fitness.

Safety and security, Visual and aesthetic impacts and Noise and vibration are all conditions which will be negatively impacted by this project. Following the public hearing, a murder took place on a CTA line. There is no police force on the CTA. The Skokie police force has been reduced over the years and does not ride the trains. An elevated alignment will create increased noise and vibration, will offer no visual or aesthetic improvement to our landscape and will serve only to become an eyesore and maintenance nightmare.

The Bus Rapid Transit alternative along with road widening improvements and expansion of the northbound Edens off-ramp lanes appear to be a more practical and appropriate consideration. However, the details of these plans in the No Build Alternative were not provided for our review in the Scoping Information.

Sincerely,

David Freireich
5106 Golf Road
Skokie, IL 60077
(847) 674-3554
Djfreireich@aol.com

October 24, 2009

Mr. Jeffrey Busby
 General Manager,
 Strategic Planning
 Chicago Transit Authority
 Fax #312.681.4297
 YellowExtension@transitchicago.com

Dear Mr. Busby:

You have asked for public response to your three alternatives for enhancing the CTA's presence in Skokie north from the Yellow Line's terminal at Dempster St. However much I am chagrined at the way the Skokie Village Board and the CTA handled their agreement on, and presentation of, your so-called "locally preferred alternative" as a *fait accompli*, I wish now only to address the relative strengths and weaknesses of the three alternatives you presented in the September 23rd meeting and voice the overriding practical reasons to choose the Express Bus alternative over the two rail extension alternatives.

The issues and points that follow are only a partial statement of my reasons for opposing a rail extension. Residents of Skokie have already submitted to the CTA a STATEMENT OF OPPOSITION TO YELLOW LINE EXTENSION and a petition signed by over 645 concerned citizens (as of October 17th). I agree with every point of opposition they have raised.

I. The Yellow Line Eastern Rail Extension (so-called "Locally Preferred Alternative") to Old Orchard Road, terminating in Niles North High School property.

A. Quality of Life

The proposed rail extension would run through and destroy the integrity of much of northwestern Skokie. Among those so affected would be five residential neighborhoods, thousands of Skokie residents, two community recreation centers, one of which relies on its outdoor areas as part of its daycare center and camp, a grammar and preschool, a veterinary surgical hospital, restaurants with outdoor eating areas, businesses that have played an essential role to the success of our community, several neighborhood parks and playgrounds, the Old Orchard Rd./Edens Expressway interchange, and the Niles North High School, which also houses a daycare.

- The apartments, single-family homes, businesses, schools, and parks all along and for several blocks east and west of the proposed rail extension would suffer from noise and air pollution and garbage, not to mention an unsightly raised rail structure alongside, or on, much of the property.
- The already frustrating and often dangerous Edens/Old Orchard Rd. interchange would develop into an even worse nightmare of dead-stopped highway traffic, blind right-on-red turns, and Old Orchard Rd. backed up as far as the eye can see.
- Every arterial and residential street throughout the vicinity would become a part of the nightmare congestion.
- Potential holiday shoppers already avoid the congested Old Orchard Shopping Center area, opting to drive instead to Northbrook Court, Highland Park, and other north suburban shopping centers. The proposed parking garage will not lure them. Rather than increasing customer traffic to the Mall, this plan could further hurt retail sales.

B. Quality of Education

The Village and CTA say the Yellow Line extension is necessary to serve a projected increase in residents. A rail line into the Niles North High School property would irrevocably damage Niles North's—and thus, ultimately, Niles Township School District 219's—ability to meet the physical, educational, fine arts, and emotional needs of its students and to operate the high school with the highest degree of excellence that has been its hallmark.

- Distracting and unhealthy noise pollution and air pollution will physically hurt all our students, but particularly those with special needs, as well as our teachers and our staff.
- Some of the campus property CTA intends to take from Niles North includes outdoor sports playing fields that cannot be relocated.
- Also taken would be Niles North's electrical generating facility and building, which is a source of both electrical power and income for the school.
- Yellow line trains constantly running mere feet from the theatre would interfere with stage productions. It is an assault on our award-winning fine arts programs.
- The landlocked Niles North campus would never be able to expand its facility to accommodate the projected increase in students.

C. Safety of our children

Over six hundred people have already made clear to the CTA the safety and security disaster that your plan would cause. To repeat a few points:

- Registered sex offenders, charged felons, drug dealers, and other criminals on their way to court would be dropped off literally next door to the Niles North High School and the onsite daycare, and across the street from a neighborhood park popular with youth sports teams and young children. (Registered sex offenders are required by law to remain more than 500 ft. from such facilities.)
- The parking garage would provide a haven for intransigents and concealment for those who have reason to hide or conduct their business out of sight.
- The heavy bus and car traffic mere yards from our high school would be an ever-present danger to the students walking and driving to the school.

D. Property Value

- Potential residents for whom the high quality of our school districts is a primary reason to purchase in Skokie will be faced with the prospect of sending their children through school districts that feed into the south end of a train terminal. What family will want to move into a city where the safety, security, and first-rate education of their children are at risk – and are not a priority of its elected officials?
- As the value of property in the northwestern part of Skokie falls, the synergistic affect of devalued residential and business property and a paralyzed school system will lower Skokie's property values overall.
- As Skokie loses its reputation, businesses will balk at coming. The CTA's commuter numbers can well decrease rather than increase, which would increase the net cost per foot and per rider of the rail of the 1.6 mile, \$270,000,000.00+ extension.

E. Cost/Benefit to the Community

- The \$270+ million price tag does not include the cost of adding buses to take people from an Old Orchard Rd. terminal to the shopping center and Cook County Court House.
- Existing and potential new business, commercial, and research/educational development will not be served unless additional bus routes are made to those facilities.
- The relatively new Dempster St. Terminal and Bus Station would have to be demolished, and a new facility and above-street (overpass) rail constructed. Consider: time and money spent to undo what was recently done; the time and money and construction inconvenience to your rail, bus, and auto commuters as you pursue a plan that doesn't give them much more than they already have.
- The \$270,000,000.00+ plan is not cost effective.
- The best and highest use of the Niles North High School campus property is not as a rail bed or train terminal.

II. The Yellow Line (so-called "Western Alternative") Extension to Old Orchard Road, terminating west of Edens Expressway.

A. Quality of Life

- All damage the eastern rail alternative would inflict on the area would be inflicted by this western rail alternative.

B. Quality of Education

- While the physical and structural integrity of Niles North High School would not be compromised, the students, teachers, staff, and daycare children would be subjected to even greater noise and air pollution than they suffer from their proximity to Edens Expressway and Old Orchard Rd.

C. Safety of our children

- All damage the eastern rail alternative would inflict on the area would be inflicted by this western rail alternative.

D. Property Value

- All damage the eastern rail alternative would inflict on the area would be inflicted by this western rail alternative.

E. Cost/Benefit to the Community

- The 1.6 mile extension is projected to cost \$340 million. That works out to \$24,286,000.00 per city block, -- not counting the cost of additional buses from the Old Orchard Rd. terminal to Old Orchard Shopping Center and the Court House.
- All damage the eastern rail alternative would inflict on the area beyond the Niles North High School Campus would be inflicted by this western alternative

III. The Express Bus Alternative, From the Existing Dempster St. Terminal

A well-designed and efficient system of dependable buses can be a powerful transportation tool with which to meet business, commercial, and residential development in Skokie (as well as adjoining suburbs, should you wish to expand) and move people to special events (such as the opening ceremonies of the Holocaust Museum).

- With a system of express buses, the configuration and timetable of the route can be altered and added to as necessary; this will effectively meet the needs of a growing ridership and the changing distribution of businesses in Skokie.

- ❑ The express bus can also serve the Skokie Hospital, Doubletree Hotel, Comfort Inn, Northlight Theatre, Illinois Holocaust Museum, and Weber Leisure Center and Skatium.
- ❑ The cash-strapped CTA can put in an express bus system quickly and at far less expense than a rail system.
- ❑ We will not lose any of our land to one more parking garage in northwestern Skokie—one more unsightly and uninviting concrete behemoth that would monumentally increase automobile traffic throughout the area.
- ❑ "Green" buses will cut down traffic congestion, pollution, and wear and tear to Skokie's overburdened streets.
- ❑ The already over-burdened Edens/Old Orchard Rd. interchange will not have to handle additional traffic as people drive to the terminal and parking garage from the northern suburbs.
- ❑ Residential neighborhoods—the heart and the backbone of our village—will not have to endure noise, congestion, the unsightliness of a raised rail, and a decrease in property values.
- ❑ The Express Bus alternative will help grow our Village physically and economically. It can also grow with it, raising CTA revenue.

IV. The Three Alternatives—Looking Ahead to Ultimate Net Gains and Losses

Both of the proposed Yellow Line extensions would require busing riders from an Old Orchard Road terminal. To what destinations? How frequently? Except for a few minutes and a few blocks, and some millions of dollars spent on construction and maintenance, how would the end product differ significantly from the system of bus routes that is already in place and serves Old Orchard Mall and the Court House?

The significant difference would be that, in addition to a far higher cost and time to construct them, both rail alternatives would inflict physical and monetary damage to residential property, economic damage to local businesses, noise and air pollution, area-wide gridlock, violation of schools and childcare facilities, and endangerment to our children. Both Yellow Line rail extension alternatives would fail Skokie and the CTA's potential ridership.

A rail line is merely one component of a full yet evolving transportation system. But a rail line is inflexible and fossilized. In order to work – to be useful to the community, and lucrative for the provider—a transportation system must rely on an effective system of buses that connect the rail to the most advantageous and needful community destinations.

An efficient and dependable dedicated Express Bus route will avoid all the inherent failures of any extension of the Yellow Line track. It will not decimate Skokie neighborhoods or threaten the safety, security, attractiveness, and value of our parks, schools, and community centers. It will not hurt the small businesses and large companies that are vital to our community or give potential residents a reason to turn away from Skokie.

I direct the CTA's attention to Pace's successful express bus route, the "Skokie Valley Limited" #626, which provides express service from the Dempster terminal to, quoting Pace, "the Lake-Cook Office Corridor and Lincolnshire including... Northbrook Court Lake-Cook Office Center, Riverwoods Corp. Place, Wolters Kluwer [CCH] Riverwalk, Lincolnshire Corp Center, Lincolnshire Business Center, and the Park-N-Ride in Buffalo Grove." Along the way, it serves all the office buildings and shopping centers on Skokie Rd. between Dundee and Lake Cook Rd., at the riders' request.

When CCH moved from 40- hundred West Peterson in Chicago, the 626 route was designed as the public transportation alternative for employees who did not drive or did not want to drive to the new Riverwoods location. As more business and residential developments were lured to the far north and northwest suburbs, the 626 route grew to serve them neighboring area businesses. An express bus system in Skokie can do the same for us.

The 626 is hugely successful with riders (I know, I am one), many of whom commute daily between the Loop and the exclusive areas and thriving businesses of the northwest suburbs. And, by the way, during and after paralyzing snowstorms, the 626 has run, when rail service was problematic.

A Yellow Line rail extension, even the western proposal, will not serve the CTA's or Skokie's best interests and future needs. The most efficient, forward-looking, and cost-effective plan, and the least insidious, is the Express Bus System.

Thank you.

Elyse Rasky-O'Connor
5104 W. Weber Lane
Skokie, IL 60077

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:39 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Comment about Yellow Line

From: pianomom322@comcast.net [pianomom322@comcast.net]
Sent: Sunday, October 25, 2009 10:05 PM
To: Yellow Extension; Darud Akbar
Subject: Comment about Yellow Line

I live in the Optima condos north of Golf and west of 94. I've listened to a number of options that have been presented and feel the extension should end somewhere between Niles HS and Old Orchard Mall. My understanding is that the extension is intended to provide transportation for students getting to and from school as well as attracting employees to work at Old Orchard Mall. This location would also provide easy access to the hospital that a little further E on Golf.

Bringing the track up and over 94 so it ends W of 94 will add substantial cost and won't provide the transportation needed by HS students and employees of the mall.

Mary Jo DeBates
9715 Woods Dr. #806
Skokie 60077

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:40 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: comments on proposed Yellow Line extension

From: Gregg Warren [gwcontact77@sbcglobal.net]
Sent: Monday, October 26, 2009 11:14 PM
To: Yellow Extension
Subject: comments on proposed Yellow Line extension

Mr. Busby:

It seems to me that the proposed Yellow Line Extension should be fashioned to serve the neighboring community now and in the future. To that end, I would recommend the following.

1. As a number of Skokie residents do not wish to have a heavy rail transit line running near/by their homes, then the alternative to a trench or elevated right-of-way would be a subway. This 2 track line could run under Dempster, descending into the tunnel after the Niles Center grade crossing, then running under Gross Point Road to Golf Road, and then continuing under the southern section of Old Orchard Shopping Center to terminate in an underground station, similar to that of the O'Hare Blue Line. If future northward extension is desired, the tunnel could be continued northwest to cross under Old Orchard Road and terminate above ground just north on the UP right of way. If community wishes are against this, then the tunnel could surface in the area between Edens Expressway and the hotel further west. This could serve both the shopping center and courthouse with shuttles.
2. I do not feel that an express bus would be of value for a number of reasons: first, traffic on Skokie Blvd will be growing over the years and the time savings would be eventually negated. Second, that is another set of vehicles on the road and subject to traffic issues. Third, I believe that the 97 bus does this adequately at present.
3. If a subway is too expensive, I would alter the present proposal to bring the terminal on an elevated right of way to the west of the expressway to avoid compromising space and safety issues at Niles North High School. Shuttle buses would serve to take riders to the shopping center and/or courthouse. This location would also allow for easier northward expansion if and when desired.

Thank you for your time.

Gregg Warren

YS-180

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:40 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Opposition to the elevated extension of the Skokie Swift Yellow Line

From: randkweissman@comcast.net [randkweissman@comcast.net]
Sent: Tuesday, October 27, 2009 12:15 AM
To: george.vandusen@skokie.org; Yellow Extension
Subject: Fwd: Opposition to the elevated extension of the Skokie Swift Yellow Line

----- Forwarded Message -----

From: "SkokieReasonableTransit" <skokiereasonabletransit@yahoo.com>
To: randkweissman@comcast.net
Sent: Saturday, October 24, 2009 12:09:44 AM GMT -06:00 US/Canada Central
Subject: Re: Opposition to the elevated extension of the Skokie Swift Yellow Line

From: "randkweissman@comcast.net" <randkweissman@comcast.net>
To: SkokieReasonableTransit@yahoo.com
Sent: Fri, October 23, 2009 8:59:41 PM
Subject: Opposition to the elevated extension of the Skokie Swift Yellow Line

Good evening.. My name is Kelly Weissman and I live at 5145 Arcadia Street in Skokie. (I am also sending this on behalf of my husband, Robert Weissman at the same address.) I am opposed to the extension of the Yellow Line. I know for a fact that the issue of the Skokie Swift expansion has been under consideration by the village for several years because I have attended village board meetings in the past to state my objections and opposition to the proposed expansion since I was PTA president at Jane Stenson School. (That was when my elder son was in fourth and fifth grade; he is now a sophomore at Niles North High School.) My objections are not merely personal, as our house is located only three buildings from the proposed train route. I have many reservations about the plan in general.

First, an elevated train would ruin the aesthetics of the village overall. There is a building height limitation in Skokie and there would be no way that an elevated train would be able to be accommodated without ruining the small-town feel of Skokie. Look at the elevated lines in Chicago and Evanston. I LIKE to see the sunrise and wouldn't be able to once the elevated tracks block my view.

Second, how would the problem of the Commonwealth Edison substation towers be avoided by an elevated track? This was the reasoning given to us five years ago when we protested having the rail run at grade, due to Church Street being the primary walkway for the elementary students who attend Jane Stenson School.

Third, the proposed depot would be built in the student parking lot at Niles North High School. Has anyone from the planning commission seen the small amount of room that the school has for parking purposes to start? And has anyone noticed that the expansion would run through practice fields that currently are not sufficiently large enough to allow our high school students to compete on an equal footing with the other

11/9/2009

schools in our athletic conference (many of whom have entire campuses dedicated exclusively to sports training)? Has anyone considered the safety of the students, faculty, and staff who are at the school at all hours of the day? Although District 219 has really ramped up its security since the events of 9/11/2001, I shudder to think of our children possibly being exposed to an act of terrorism just because the village was shortsighted enough to allow mass transit to be placed in a HIGH SCHOOL PARKING LOT! Are we the inner city now or what!!!!

Fourth, the placement of mass transit in a high school parking lot may encourage students to increased truancy. With global competition being more of a concern than ever, should we provide students with an easier way to skip school?

Fifth, elevated tracks provide space underneath for meeting places and hangouts for truants, gangs, and other undesirable people. Who would be responsible for keeping the land under and around the proposed train line clean? Do the Skokie Police have sufficient employees to adequately monitor the area?

Sixth, although the extension has been proposed to bring more workers to the Skokie area, are there actually jobs for these people? In the current economic crisis, will there actually be hiring taking place? I read about a German pharmaceutical company that will be located in the science and tech area located just north of Oakton Street, but I do not see any signs of great expansion taking place north of Dempster Street (and west Dempster Street is beginning to look like a ghost town).

Seventh, there will be large numbers of people who will be displaced/inconvenienced by the expansion (including us). Some of us work off shifts (for example, I work at a hospital) and it is difficult enough to try and catch up on sleep during the day with the existing noise from the Eden's Expressway. How would the noise levels be improved by having a train running from 5AM until midnight every day of the week? Give us a break!

Eighth, our property values would go down even further than they have already fallen. Many of the people living in the area where the proposed expansion would run are older and have lived in the area for decades (we have lived here for 21 years). The increased cost of living, higher taxes, and low or reduced income will severely affect many of the seniors in our area and will adversely affect our ability to sell should we wish.

Ninth, we did not move to Skokie to have elevated train tracks run through our neighborhood. We always thought Skokie was a great place to live and raise our family, and we recommend it to all of our friends. My husband has been living in Skokie for 40 years and wanted to buy here when we purchased our first home (in which we still reside). BUT we and others like us--middle-class, hardworking families who pay the majority of taxes in this village--will not be willing to stay in Skokie if you continue with these plans.

I don't know why the bus line from the Skokie Swift station on Dempster Street can't provide for the transportation needs of the supposed mass influx of workers that the village expects. Please don't destroy everything great about our village by this expansion! Thank you for hearing us.

YS-181

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:41 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line EIS scoping comments

From: David Tomzik [David.Tomzik@Pacebus.com]
Sent: Tuesday, October 27, 2009 9:17 AM
To: Yellow Extension
Subject: Yellow Line EIS scoping comments

Pace scoping comments regarding CTA Yellow Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Yellow Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between Dempster Station and Old Orchard Road.

- Review proposed alternatives, cost and ridership projections.
- Based on results of alternative review and proposed station locations, current Pace operations will be reviewed and restructured to provide the most cost effective and efficient operations, routing and layover locations in support of agency's strategic Vision 2020 planning initiative. This initiative supports main line arterial development and is coordinated with local distribution services.
- Pace requests participation in the planning development and design of proposed stations facilities. Design should include sufficient bays to accommodate as appropriate both Pace fixed/express routes, Regional ADA Paratransit services and CTA bus routes. In addition, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330

david.tomzik@pacebus.com

11/9/2009

YS-182

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:41 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Proposed Yellow Line Extension

From: Leo Dombrowski [ldombr@sbcglobal.net]
Sent: Tuesday, October 27, 2009 10:44 AM
To: Yellow Extension
Subject: Proposed Yellow Line Extension

Dear Mr. Busby:

My wife and I and our two children (both Niles North High School students), have been living in Skokie for 16 years. We are adamantly opposed to the proposed rail extension of the Skokie Swift, whether it were to terminate at Niles North or elsewhere, for several reasons.

1. The CTA and the Village of Skokie have tried mightily to hide the proposed extension from the public. Why the lack of transparency in government? Likely because the CTA and Village know that once the word got out, the public would be strongly opposed to it. Therefore, even Niles North HS and District 219 did not know of the extension until two months ago. The HS and Dist. 219 weren't even listed as "interested parties," even though they would be the ones most affected. Shame on the CTA and the Village for trying to keep the public in the dark.
2. The extension would destroy the character of the neighborhoods it passed through and would especially destroy the character of Niles North HS (or where ever it terminated).
3. It is also totally unnecessary. Enhanced bus service from the Dempster Street Station to Old Orchard, the Skokie Courthouse, National Louis, and the Holocaust Museum would serve more people, more stops, and would be more efficient.
4. It is an obscene waste of money. The estimates of \$300 million for the NNHS option or \$340 million for a terminal west of the Edens Expressway are mind-boggling. (Plus, we all know the final expenditures would be at least double these estimates.) Every week we read that the CTA needs funding, that it's proposing to transfer millions from its capital budget to operations, that it's going to cut bus routes and other services. Take some of the money for the unnecessary extension and use it for the CTA's daily needs.
5. How many laws would the proposed NNHS terminal violate? There would be sex offenders and felons on a school campus. Hasn't the CTA realized this would be insane and put the NNHS students at risk?

We urge you to shelve the rail plans and go with a bus option.

Thank you for considering our comments.

Susan and Leo Dombrowski
5313 Arcadia St.
Skokie, IL

11/9/2009

YS-183

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:41 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow Line Extension

From: beth levy [bal2@sbcglobal.net]
Sent: Tuesday, October 27, 2009 12:30 PM
To: Yellow Extension
Subject: Yellow Line Extension

Dear Sirs/Madams,

I am a Skokie resident and do not want a rail extension north from the Dempster Station to the Old Orchard Road area. I feel very strongly that this is a very short-sighted proposal. The better option is to improve and re-configure the bus service from the Dempster Station and the Metra Station in Morton Grove.

Please contact me with any questions.

Respectfully,

Beth Levy
5345 Arcadia
Skokie, IL 60077
cell: 847-809-6627

11/9/2009

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:41 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Opposition to elevated extension of the Skokie Swift

From: Cina Rapp [cinarapp@gmail.com]
Sent: Tuesday, October 27, 2009 11:42 AM
To: Yellow Extension
Subject: Fwd: Opposition to elevated extension of the Skokie Swift

----- Forwarded message -----

From: **Cina Rapp** <cinarapp@gmail.com>
Date: Mon, Oct 26, 2009 at 3:39 PM
Subject: Opposition to elevated extension of the Skokie Swift
To: SkokieReasonableTransit@yahoo.com

As a Skokie homeowner near the proposed elevated Skokie Swift extension I would like to express my strong opposition to the project. The elevated line would be unsightly, loud, and totally out of character for the existing, well established residential neighborhood. Our home is already impacted by highway noise from the Edens Expressway and if this extension is approved we'll be sandwiched between the elevated Skokie Swift tracks and the highway causing significant noise pollution and loss of property value.

It has been suggested that the extension will bring shoppers to Old Orchard shopping center which seems ludicrous. What demographic do the planners anticipate will be riding the Skokie Swift to Old Orchard instead of driving? If the real goal is to provide better access to the Court House on Old Orchard Road then why not enhance the existing bus service?

I think this project is a horrible idea and hope that it is tabled quickly.

Lucinda Rapp
5309 Arcadia St.
Skokie, IL 60077

From: David Hupp [davidjhupp@mac.com]
Sent: Tuesday, October 27, 2009 11:58 PM
To: Yellow Extension
Subject: Public Comment Re. Yellow Line Extension

Dear Mr. Busby,

I'm sending in a public comment in support of the proposed Yellow Line Extension to Old Orchard:

I believe the Yellow Line Extension to Old Orchard is both necessary and important for both the area immediately around Old Orchard and the North Shore as a whole. The Old Orchard station will increase the accessibility to the area, and greatly increase the visibility of the Yellow Line and its viability for use by workers, commuters, and shoppers in the entire region.

Combined with the new station at Oakton, and potential downtown express service in the future (one can hope...), the Yellow Line has the potential to see a great spike in ridership, and by extension, a reduction in vehicular congestion in the area.

I appreciate that the Village of Skokie, CTA, and its consultants have finally brought this important project to the Alternatives Analysis stage. The expansion has been needed for decades, and it is exciting and encouraging that the project is finally on the front burner.

Consistent with the LPA, it is important that the Yellow Line extension be built as heavy rail rapid transit, compatible with the rest of the CTA system. Not only do needless intermodal transfers discourage people from actually using the system, but rail is much higher capacity than Bus Rapid Transit, and allows the possibility for future growth and capacity expansion. One only needs to look at LACMTA's Orange Line to see that BRT is no substitute to fixed-guideway rapid transit. (I think most people who support BRT over heavy rail haven't used BRT, and aren't likely to use either system anyway.)

I do agree, however, with Mayor Van Dusen (of Skokie) that the CTA and its consultants should further study the exact placement of the Old Orchard terminus. The existing program of the Nile North High School site is already dense enough for the area, and the existing school, office, and mall traffic does not need the added traffic of a major park-n-ride station in the middle of everything. Additionally, both the school and the CTA station have their own unique security requirements, and the logistic of supporting both in the same lot could be complicated. These are definitely major environmental impacts of the project. While the Niles North option is obviously most convenient for patrons of the mall, the western option could easily be augmented by a circulator bus.

On a greater scale, it is important the Yellow Line extension be engineered with the maximum possibility of further extension to the north in the future. As the cost of gasoline rises, and the traffic on the Edens Expressway only gets worse, the need for rapid transit in the North Shore corridor to Lake Cook Road will overpower the unfortunate NIMBY attitude expressed by some of Skokie's neighbors to the north.

The western terminus option is the most obvious way to guarantee the possibility of further expansion, but the eastern option in the Niles North parking lot could also be engineered to permit the line to rejoin the Skokie Valley mainline beyond the proposed Old Orchard terminus. Whichever option the CTA chooses should be engineered explicitly to allow expansion, so that the station reconstruction necessary at Dempster Street will not need to be repeated in the future at Old Orchard. Additionally, while the proposed extension has been shown to only require single-tracking north of Dempster, the extension should be engineered to permit double-tracking in the future, both for capacity expansion and further extension to the north.

Thank you for passing this comment on to whomever it needs to reach.

Sincerely,

David Hupp

496 Edens Lane
Northfield, IL 60093-2907
847.769.8017
David@Hupp.com

YS-186

Cheever, Kim

From: Yellow Extension [YellowExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:42 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Schneider, Alexandra [ASCHNE11@depaul.edu]
Sent: Wednesday, October 28, 2009 3:50 PM
To: Yellow Extension
Subject:

Don't extend the yellow line past Skokie!

VS-187



October 27, 2009

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

Cc: Richard L. Rodriguez, CTA President; Terry Peterson, CTA Board Chairman; Stephen Schlickman, RTA Executive Director; Peter M. Rogoff, FTA Administrator; John Paul Jones, Developing Communities Project.

RE: CTA Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, Yellow Line Extension.

Dear Mr. Busby:

This letter is regarding CTA's Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, and Yellow Line Extension.

Red Line Extension

The Little Village Environmental Justice Organization (LVEJO) supports the CTA's Red Line Extension to 130th Street along the UPRR route. We support the efforts of the Developing Communities Project (DCP) to extend rapid transit to underserved areas in the African-American communities of the South Side. Once the CTA demonstrates sufficient progress toward bringing the existing rail and bus system into a State of Good Repair (SGR) and sufficient progress on maintaining, enhancing, and expanding the bus system, this project needs to moved forward with the utmost urgency. Originally proposed for completion in 1970, we believe that the Red Line Extension to 130th Street should be CTA's first capital expansion priority for the El. It must take priority over the CTA Circle Line and the Metra Star Line in order to remedy the systemic and institutional racial discrimination created by unequal access to rapid transit on Chicago's South Side and South Suburbs. This project would greatly reduce the travel times of transit riders traveling between Chicago's far South Side and Downtown Chicago, providing significant economic benefits to riders and the regional economy.

Orange Line Extension

LVEJO supports the CTA's Orange Line Extension Project. CTA should build the Orange Line Extension as part of the Mid-City Transitway (Cicero Beltway Railroad). Additionally, CTA should evaluate a potential station at 72nd and Cicero to provide access to Walmart and other work/shopping destinations.

Yellow Line Extension

LVEJO believes that the Yellow Line Extension should be given lower priority, under the Red and Orange Line Extension. CTA should study how this project could be integrated into the Mid-City Transitway as per previous studies commissioned by the Chicago Department of Transportation (CDOT). Given the large number of complaints from local residents, CTA needs

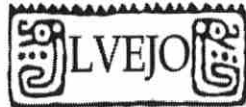
to modify the Locally Preferred Alternative (LPA) to accommodate the needs of those raising objections to the project. If the LPA cannot be modified to satisfy these objections, then the project should be cancelled.

Additionally, all new CTA capital construction projects should meet or exceed federal Title VI Disadvantaged Business Enterprise (DBE) requirements. They should also work to provide jobs to low income community members from the surrounding area.

Sincerely,

Michael Pitula

Community Organizer – Public Transit



2856 S. Millard Avenue Chicago, IL 60623-4550
Tele: (773) 762-6991 Fax: (773) 762-6993
Email: publictransit@lvejo.org – Web: www.lvejo.org



YS-188

November 2, 2009

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

Dear Mr. Busby,

This letter is to clarify a point made in my October 26, 2009, letter.

Niles Township District 219 is opposed to any extension of the Yellow line or a related parking facility on District property. I want to reiterate the District's wholehearted opposition to any extension affecting Niles North, despite any lack of clarity coming from the last sentence of the second paragraph in the "Comments" section of the October 26, 2009, letter. The reference to accepting the proposed parking structure on Niles North property merely echoed one proposal from the CTA and does not in any way suggest that District 219 supports such a proposal.

Truly yours,

A handwritten signature in black ink, appearing to read "N. Gatta".

Dr. Nanciann Gatta
Superintendent

YS-189

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

October 23, 2009

Dear Mr. Busby,

We are writing to comment on the CTA's proposed expansion of the Yellow Line. We believe that the "Locally Preferred Alternative" would have a severe environmental impact and should not be approved. To run an elevated train right next to Niles North High School, ending in the school parking lot with a transit station, parking structure, and bus depot will be harmful to over 2,000 students and the surrounding community. A school is a unique environment with special needs, which must be considered in any environmental impact study.

We believe that this transit alternative will have a negative environmental impact for the following reasons.

1) Noise Under the proposed plan, a train will pass close to the high school approximately every ten minutes. This will severely disrupt the students' ability to pay attention and learn, and will also affect teachers' abilities to teach. Students and teachers are working in this building five days a week, eight hours a day. And while it will be disruptive to all students, the noise will make learning impossible for those students with attentional or learning disorders, and other special education students. At a time when the government is trying to improve education through No Child Left Behind, it is hard to believe that an alternative that would so damage education is being proposed.

2) Safety and security Schools go to great lengths to try to control who has access to school property in order to keep their students safe. This proposal would open up school property to the general public, including those transferring to buses to the courthouse for criminal hearings. This would be true during school hours and also during all extracurricular activities such as athletic events, which already pose challenges to security. We believe this proposal will lead to many problems with security, including issues with students' physical safety and increased availability of drugs.

3) Traffic This transit alternative will increase traffic congestion in the area rather than decrease it. Currently, in the morning school traffic lines up along Golf Road and Lawler Ave., and the expressway ramps back up at rush hours. There is no possibility of accommodating extra traffic from individuals coming and leaving a transit station at the end point of an El line. In addition, building a parking structure in an already congested school parking lot will increase congestion, and raise safety issues by putting additional traffic into a lot full of teenage drivers.

4) Neighborhood One of the main reasons that many people move to the suburbs of Skokie and Morton Grove is the quality of the schools here. The quality of education has made the area especially attractive to many immigrant groups. If this plan with its extremely negative effects on Niles North High School is approved, it will decrease the desirability of these communities. This will lead to a decrease in property values, as well as in quality of life.

Fortunately, there is a very good alternative to this plan. The Bus Rapid Transit alternative which is also under consideration is an excellent alternative which would have little or no negative environmental impact. To run an express bus the one and a half miles north from the Dempster Street CTA station to Old Orchard would add minimal time to a commute by transit, save a great deal of the taxpayers' money, and preserve our community. Additional buses could be run from Dempster Street to other areas on Old Orchard Road rather than having buses start at a depot at Niles North High School.

We strongly feel that the "Locally Preferred Alternative" of an elevated rail line ending in the parking lot of Niles North High School should be rejected, and the Bus Rapid Transit alternative be approved.

Thank you.

Sharon M Glaser
Robert Glaser

Sharon and Robert Glaser
9334 Kostner
Skokie, IL 60076