



# Appendix K Public Scoping Written Comments Comments 1-100



RPM-1



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Sarah Bracken

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

What most impresses me about the rehabilitation is the new ADA Compliance & track widening, particularly at stations like Wilson, Sherman, Lawrence & Argyll. I especially like consolidating stops and running an express route from Wilson to Loyola → Howard. Having a purple line stop @ these 2 places also seems quite beneficial, especially for rush hour travel. ~~The modern~~ The modernization 4-track alternative would continue to encourage me to invest in CTA & provide the same level of convenience I have come to expect.

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Name: MARK CARROLL

Organization: Michael Carroll for 46<sup>th</sup> Ward Alderman Title: Campaign adviser

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

On behalf of the Carroll for 46<sup>th</sup> Ward Aldermanic campaign, I came here tonight to share our concern for the people of the 46<sup>th</sup> Ward. The Wilson, Lawrence, and Sheridan Red line stops are heavily used by the residents of the 46<sup>th</sup> Ward. Removing the Lawrence stop would be a MISTAKE and unfair to the residents of that area, which are mostly lower income residents, who use public transport most often.

All three stops should be ADA accessible for our residents as well.

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Name: Michelle E. Jones

Organization: Northeastern Illinois University Title: Student

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Phone: 773-972-9326 E-mail: mjones@TWRGRP.com Or

Check here to also receive updates about other projects along the Red Line. winner taking all @ AOL.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

WITH REGARDS TO: STOP CONSOLIDATION AND SECONDARY ENTRANCES

If I am correct, an example of such a station exists downtown at the Washington and Wells stop on the Brownline. Although the volume of riders along the northern end of the Red line may be significantly less than the Brownline elevated stops, you should know that at peak hours, the Washington/Wells Brownline stop is one of the most dangerous in the city. I believe you have an option of existing at either Monroe or Washington Street and the volume of riders existing rush hour trains makes it impossible at times to alight the train safely. People cross-cross the crowded platform to use the exit closest to the job, but farthest from the train car they exited. The conductors frequently yell "doors are closing" as people are still leaving.

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



RPM-4



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Name: Michelle E. Jones

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REGARDING: PLATFORM OPTIONS

Belmont Station is a 24' platform and the space between the tracks along that platform is being underutilized. What I mean is, I have been on the platform during A.M and P.M. peak hours and the space along the middle of the Platform is always vacant. There are no seats available in that area, in fact there are no seats anywhere along the Belmont Station Platform and there is nothing in the middle of the platform that attracts people to stand there and wait for a train. Commuters are compensating for seats and sometimes for standing room on the trains, no one stands in the middle platform area unless they have a lot of time to kill. I think that, unless you add heaters and sunny areas or shelters, this area is wasted space.

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RPM-5



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Name: John B. O'Brien

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

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*I like the possibility of creating a subway north of Belmont ~~and~~ (Modernization 2-track) that eliminates the Purple Line once completed. I particularly like this plan if the overhead tracks would be converted to a bicycle path.*

*However, more importantly to me is the possible extension of the Red Line south of 95<sup>th</sup> St. I would prefer (of the "modernization" possibilities currently under consideration) Red Line stations along I-57 at 103<sup>rd</sup> St. and 111<sup>th</sup> St. (which would benefit CPS students at Julian and Morgan Park High Schools, respectively). Hopefully, both renovations are conceivable and able to be implemented.*



RPM-6



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Name: Anon

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

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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

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for Chicago Station rehab - when it was finished there are no identification signs at stairs which go up from mezzanine. The file used to have instructions saying "South east corner of state/chicago" or "Northwest corner of state/grand -" without these the traveller is disoriented wayfinding is diminished. This commentor wanted to request that these old style identifiers be included in any new or rehatted subway stations



RPM-7



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Organization: DOVER STREET <sup>NEIGHBORS</sup> Title: Past President

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I am a 35+ year daily user of CTA trains. I strongly encourage CTA to tackle rebuilding the North end of the Red line which serves hundreds of thousands each day before extending service to attract only a fraction of those riders. I would suggest that strong consideration of the needs of the major entertainment venues at Lawrence be taken into account before that station is closed. I would also encourage the most historic elements of the stations be preserved - especially the very unique structure at Wilson which holds tremendous potential for rail-oriented retail.

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RPM-8



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Name: John Dillmuth

Organization: — Title: —

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

The best option seems to me to be the mod. 3 track alternative. I like the express transfer point at Wilson - but I'm at the Lawrence stop and I'm concerned about the loss of that stop. Lawrence is a pretty major E-W line's transfer point w/ the 24 hr. bus. Expanding Wilson north for a second entrance near/at Lawrence makes more sense to me than expanding Arzyk down to Arnslie where there is not a lot of activity. (No on the rehab options b/c if you're going to make an investment, it doesn't make sense not to make improvements; have to spend more \$ a few more years down the road; no to the subway b/c I like the elevated riding experience; no to the 4-track b/c property acquisition could be messy; one-way express to save 15ish hour is really all that's needed.)

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RPM-9



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Name: Jeanne Mayer

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

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

*Addendum: aesthetics are important @<sup>n</sup> underground tunnels - tiles, lighting, etc. :-)*

Modernization 2-Track Underground Alternative -

*This alternative offers a great many advantages:*

*eliminates need for displacement of people from homes or business; noise reduction at street level; elimination*

*of viaducts; underground platforms offering protection from the elements; and reduced costs of operation; maintenance compared to the other above-ground*

*alternative. The disadvantage is the elimination of*

*some stations due to consolidation (like the ~~Granville~~ <sup>Granville</sup> station); however, this could be remedied by ~~increasing~~ <sup>decreasing</sup>*

*the bus interval times @ Devon or @ Peterson. This*

*alternative, in my <sup>opinion</sup> ~~opinion~~, offers the most advantages, compared*

*to the others, with the exception of lack of <sup>advice</sup> ~~space~~. Thank you!*

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The second proposal appears to be the most realistic & cost effective of all the proposals. Keep the existing solid fill embankment, convert the required key stations to full ADA accessibility & repair the existing concrete retaining wall as needed. Replace the concrete overpasses as needed as is already being done in Evanston. The subway proposal under Broadway seems terribly wasteful & an unnecessary expenditure of funds that could be better used extending the Red Line further south to 130<sup>th</sup>, serving a ~~needed~~ needy minority area. Wilmette residents & the police dept. will not be thrilled to have 8 car trains running all night to Linden carrying the typical red-line passenger.

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Name: JEFFRE JOHNSON

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

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Modernization 3-track alternative:

The Belmont + Fullerton stations redesigned worked and continue to work to show the public what the CTA is capable of. Why redesign the wheel when you can use these stations as precedents for future stations? With an active urban city community, the plazas and open space underneath the Belmont + Fullerton stations bring more life to the social aspects of the community, CTA, and traveling.

side note: on the "Apple" trademark station, what the hell? How about an effort to design the station as a partnership with a sponsoring business to help create a sense of design and place for the station. This would bring in funding while allowing for a major overhaul of funds to complete projects

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Name: Elisabeth CARON

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

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• Doing nothing or opting for a minimal alternative is simply wasting money and hampering worker productivity (people are too often late for work because of CTA problems) for 10-20 years.

• The 3-track option, which requires allows for keeping platforms narrow and makes return express travel impossible, is not an option for the next next 60-80 years!

• The 4-track option and the 2-track/tunnel option are both fine, but the latter would be more practical to build.



RPM-13



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Name: Derrick Anderson

Organization: W.C. Handy Blem School Title: Community Rep.

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Phone: 773 4029764 E-mail: \_\_\_\_\_

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

On the modernization 2-track underground alternative there should be  
an entrance at Cermak.

On the Basic Rehab with transfer stations alternative there should an entrance  
at Foster.

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Please keep the Lawrence stop.

Will Red Line riders be subject to long waits at the Wilson ~~st~~ transfer stop waiting for a Purple Line train - just as we ~~are~~ are at the Fullerton & Belmont stops? While I don't mind waiting for an approaching train, it seems ridiculous to wait at Belmont for the same train we waited for at Fullerton. Why spend all this money to increase speeds only to have us sitting there waiting for tracks that are stopping at Diversy & Wellington?

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

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In 2005 (I think), the CTA rebuilt the  
33rd St. entrance of the Sox/35th  
stop. Then, a few weeks after it reopened,  
the entrance was obliterated by  
construction on the Dan Ryan & then was  
rebuilt again.

Can you tell me how much money was  
spent on rebuilding the 33rd St entrance  
twice?





RPM-15



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Name: SCOTT HARDING

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

◦ NOT IN FAVOR OF NO ACTION OR BASIC REHAB/ WITH TRANSFER STATIONS -> NOTHING GETS CHEAPER

◦ I LIKE THE 4-TRACK ALTERNATIVE AS IT KEEPS PURPLE EXPRESS; DON'T LIKE ↑ ACQUISITION COSTS ≠ POSSIBLE INTERRUPTION TO EXISTING SERVICE DURING CONSTRUCTION

◦ LIKE 3-TRACK OPTION AS IT KEEPS PURPLE LINE ARE THOSE REVERSE COMMUTERS ABLE TO ACCESS METRA AS AN ALTERNATIVE?

◦ LOVE THE 2-TRACK OPTION AS IT'S UNDERGROUND. THIS OPTION HAS POTENTIAL TO HELP ↑ BUSINESS ALONG BROADWAY CORRIDOR - WOULD WANT EXISTING TRACK INFRASTRUCTURE GONE AS IT WOULD BE AN EYE SORE LIKE IT IS AROUND WILSON.

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I really like the 4-track alternative plan, but with a few caveats. I am concerned about what buildings would need to be knocked down, in particular, historic buildings. Also, I believe Lawrence should remain a stop and get "a real" station. Lawrence is a highly utilized station at a busy intersection. There are many concerts, bars, restaurants that use this station. People will not want to walk from Argyre or Ainslie and it could cause confusion. Additionally the Uptown Theater could reopen too.

I like the subway idea but I do not trust the cost estimate. Seems unbelievable.

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My preference is for the CTA to go south on the Red Line, Extend the Blue Line to Schumberg, & have express trains to Forest Park, & re-open the Washington transfer between the Red & Blue Lines

Last, make the down trains quieter, and actually have someone who is not hearing impaired to adjust the volume on the speakers.

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: JOANN PRESTON

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

Address: 9173 N. KEATING

City: SKOKIE State: IL Zip: 60076

Phone: 847-673-0284 E-mail: \_\_\_\_\_

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

1) to me the 4 tier line is the only way to go.  
if one is going to spend the money + keep + special service in/out of the city + suburbs + all points in between this plan (4 tier) will work Best.

2) doing less - will cut service - express line service + that will have a neg. impact on the area - business growth, development, access to schools + culture events within Chicago + suburbs area

'Make no small plans' - Daniel Burnham

3) by the time it takes to make all these changes if you don't make most aggressive plan - it will be out of date.

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Julia W. Rath

Organization: Skokie Commission on Family Services Title: Commissioner

Address: 9244 Gross Point Road #409

City: Skokie State: IL Zip: 60077-1339

Phone: 847-677-6018 E-mail: J.W. Rath@yahoo.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I prefer the 4-track Modernization Plan for the following reasons:

- ① Something must be done to replace the decaying infrastructure of our <sup>current</sup> elevated train system.
- ② The 4-track plan allows for traffic flow in 2 directions, not just into downtown; in <sup>the</sup> case businesses + manufacturing move to the suburbs, (the addition of new jobs), there has to be a new transit plan to allow for workers to commute quickly + easily to their jobs in <sup>both</sup> directions.
- ③ The subway with Red Line Only service is a bad idea as it will take forever to get to your destination. We must keep the purple

(continued)

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Julia W. Rath  
Organization: Skokie Commissioner Family Services Title: Commissioner  
Address: 9244 Gross Point Road #409  
City: Skokie State: IL Zip: 60077-1339  
Phone: 847-677-6018 E-mail: J-W-Rath@yahoo.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I prefer the 4-track Modernization Plan (contd)  
④ Finally there is the "romance" of the elevated train in films & literature with regard to the history of Chicago. How films do continue to be made here (versus New York City!), we need to keep the "L!" It brings money and tourists into the city!

Think of the future — & build accordingly!

(Please keep the South Street Station open on the Evanston line— Thanks)

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Name: JEAN SMILINGCOYOTE

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

Address: 1823 W. GRANVILLE AVE, APT 1B

City: CHICAGO State: IL Zip: 60660-1060

Phone: 773-743-8918 E-mail: \_\_\_\_\_

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

YOU SHOULD HAVE GIVEN A PRESENTATION IN THE  
AUDITORIUM WITH LIVE SPEAKERS, ON-SCREEN INFO  
LIKE VIDEO & POWERPOINT, AND PUBLIC AUDIBLE  
Q'S & COMMENTS BEFORE THE WHOLE CROWD,

JUST A THOUGHT - FOR RENOVATED STATIONS,  
INCLUDE A TORNADO SHELTER - SEE  
FEMA 320.



RPM-21



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Patrick Crosby

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

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I think any and all upgrades would be amazing. I'd be a little sad to see the 'el' go underground, but if it meant it was faster, I'm all for it. My main concern would be keeping the stations open during construction. ~~It also~~ I'm most interested in keeping Bryn Mawr and Lawrence open.



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Jennifer Walling

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

Address: 1430 W. Thorndale #

City: Chicago State: IL Zip: 60660

Phone: 217-493-9455 E-mail: jennifer.walling@gmail.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

While I use the Thorndale stop, I think I'm ok with its closure because it will reduce crime in the area. However, I think the 36 bus should be more frequent to compensate.

I am most concerned about the Lawrence possibly being closed because of all the business there.

The speed, track, and infrastructure upgrades are badly needed.

Also Foster bus turnaround is needed.



RPM-23



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Marisa Novara

Organization: Metropolitan Planning Council Title: Associate

Address: 140 S. Dearborn Suite 1400 60603

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: MNOVARA@metroplanning.org

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I found The Modernization 4-Track Alternative to be the best proposal. It makes sense to lay the infrastructure for potential express service which can change and be evaluated over time as housing patterns and demographics change. Less stations with increased access makes sense, and allows for more effort to be given toward making the stations actual places - community spaces that have their own character.

Nice job CTA!

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Norma Moruzzi

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

Address: 814 W. Lakeside Pl.

City: Chicago State: IL Zip: 60640

Phone: 773-728-3710 E-mail: nmoruzzi@uic.edu

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

3-Track looks best, with some changes

It's great to do an upgrade of the Red Line. But:

(1) Please keep it an elevated train. No subway conversion.

(2) I love the convenience of frequent, close-together stops.

The northside Red Line functions like a pre-car transport system, in a good way. It gets you close to where you want to go.

One upgrade option (4-Track) would mean no stations between Wilson & Foster. Wilson is already crowded w/ Truman College students.

Lawrence gets crowded with Bryn Mawr, ~~the~~ Argon, Green Mill, and possibly Optown Theater concerts. Argon gets crowded with Asian shoppers. Take these stations away and ~~there~~ make everybody walk a long way to be crowded together?!? I'll take the 3's.

(3) Yes, everybody complains the Red line is slow, & expanded Purple line service would be great. But convenient local service is key!

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Name: TIM O'NEIL

Organization: KAUFMAN O'NEIL ARCHITECTS Title: PARTNER

Address: 1540 W. GLEN LANE AVENUE

City: CHICAGO State: IL Zip: 60660

Phone: 312-446-9437 E-mail: TIM@KAUFMANONEIL.COM

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

• UNDERGROUND OPTION WAS A BIG SURPRISE - GOOD SURPRISE W/ MANY BENEFITS

• REDUCED BAD WEATHER DELAYS, • LOTS OF VALUE FOR THE \$

• REAL ESTATE FROM OLD ELEVATED LINES COULD OFFSET COSTS (SOME)

OF NEW PROPERTY ACQUISITION ON BROADWAY - COULD BE HIGHLINE

STYLE LINEAR PARKS. • REDUCTION IN NOISE FOR THOSE LIVING NEARBY.

• CONCERNED ABOUT STATIONS WITH SECONDARY ENTRANCES - THAT SECONDARY ENTRANCE IS

CLOSED IN OFF-HOURS, FORCING LONG WALKS.

• WOULD HAVE LIKED TO SEE WHAT <sup>ESTIMATED</sup> CONSTRUCTION TIMES ARE FOR EACH OPTION / PROJECT <sub>ALTERNATIVE</sub>

• HAVE POPULATION ESTIMATES BEEN DONE? DOES THE PLAN CONSIDER THEM?

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Name: Kavdi Elsau

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

Address: 814 W. Lakeside Place

City: Chicago State: IL Zip: 60640

Phone: \_\_\_\_\_ E-mail: kavehelsau@yahoo.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Keep my local Lawrence stop. Expanded entrances at Wilson and Foster are not the same as convenient, local station service. That is the great advantage of the northside Red line. Expanded Purple line service is no replacement for losing multiple stations.

The three-track modernization seems best to me.

Keep the Red line elevated.

Red line has gotten slower and needs work. But speed is not the only concern. Convenient local stations that get you where you want to go are very important.

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Carmen Vidal-Hall

Organization: EcoVidal Design Title: Resident

Address: 1252 W. Norwood

City: Chicago State: IL Zip: 60660

Phone: (773) 451-6032 E-mail: cvidalhall@ecovidaldesign.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

• The 4-track option is the best apparently.

• We would need to evaluate the impact on the need of extra land.

• Providing transfer stations @ Loyola and Wilson is a great idea.

• Extra entrances on Glenlake in Edgewater will be good. Presently there are a lot of businesses on Thornedale that will be affected w/ the closing of this station. Neighborhood business development should be considered when closing station.

I'm an architect/planner w/ a women minority own company actively helping the neighborhood in the environmental plan. Check the plan in my web site [www.ecovidaldesign.com](http://www.ecovidaldesign.com)

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Rachel Zuckert

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

Address: 5728 N. Kenmore Ave

City: Chicago State: IL Zip: 60660

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

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Yes, please update tracks!! Quicker travel time north + south on Redline would be great also. I travel from Thoindale to Foster - 2 stops that would be eliminated on many of these plans - but it would be worth it for faster travel times. I don't think the alternative entrances would help that much, so I'm not sure they're worth the price. The Underground alternative is the most appealing to me - cuts down noise in the neighborhood + is faster (in fact, in New York they alternate express + local trains in the subway + this would be great here too) + is not so cold in the winter. All plans to update stations on any elevated plan should include enclosed areas or windbreaks - it's crazy that the Belmont Station has become (as new + improved) FREEZING!! awful to wait there for 15 minutes in the winter. I'm very pro all modernization plans to <sup>make</sup> <sup>TRAINS</sup> <sup>SAFER!</sup>

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



RPM-29



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: THOMAS KHGNER

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

Address: 1615 W Farwell

City: Chicago State: IL Zip: 60676

Phone: - E-mail: tmw\_0821@yahoo.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

- Better education or public outreach regarding funding in terms of the 3 elements for the complete red line project/system (north end renovation, south end rehab and extension) - all not competing for the same federal dollars.

- Preference for the basic rehabilitation with 2 transfer stations (not Laval and Wilson)

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Name: Sheli Lulkin

Organization: ASCO - Assn. Sheridan Condo Title: OWNERS PRESIDENT

Address: 6101 E N. Sheridan Rd. Unit 20-B

City: Chicago State: IL Zip: 60660

Phone: 773-465-4394 E-mail: sheli.lulkin@gmail.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

- ① PURPLE LINE STOP SHOULD BE MOVED SOUTH TO THORNDALE, DENSER POPULATION THERE.
- ② BUS TURN AROUND ON SHERIDAN NORTH OF FOSTER.
- ③ REPAIR VIADUCTS BETWEEN FOSTER + MORSE
- ④ EVERY STATION ADA ACCEPTABLE
- ⑤ ~~MAKE~~ IF YOU CLOSE LAWRENCE STATION MAKE SURE THERE IS STILL A CONNECTION TO THE LAWRENCE BUS
- ⑥ Make it is easier to get (physically) to where they give the test for disability passes. Move the testing to a more central location



RPM-31



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Daniel Isaacson

Organization: \_\_\_\_\_ Title: CTA, Rider

Address: 6416 N. Lakewood Ave.

City: Chicago State: IL Zip: 60626

Phone: 773-7436284 E-mail: \_\_\_\_\_

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

4 track modernization is a must!! Maintain Purple, Live Express / Land purchase yes / straighten the curves / the track support structure should have lower side walls to direct sound up from track level but not block view from train windows, / Ground level below structure need open use "green" space. Below??



RPM-32



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Name: Les Harmons

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

Address: 5728 N. WENYON

City: CHICAGO State: IL Zip: 60660

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

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I SUPPORT ANY FORM OF MODERNIZATION THAT  
CLOSES DOWN UNDERUSED STATIONS, MAKES THE  
TRAINS RUN FASTER AND REPAIRS THE TRACKS  
WHICH ARE CURRENTLY A DISASTER WAITING TO  
HAPPEN.

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Kyle T. Bergan

Organization: North Edgewater Beach Association Title: Member

Address: 6317 N. Kenmore Ave APT 107

City: Chicago State: IL Zip: 60660

Phone: 217-714-4713 E-mail: k.bergan@gmail.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

One of my priorities in looking at these proposals are ways to front-load capital costs and reduce operational costs. Among the best proposals for this are the 2-track subway and the 4-track Modernization proposals. The subway provides for energy savings (heating in winter, cooling in summer, energy loss through grounding during rain storms) and, hopefully, the City of Chicago DOT will be responsible for facilities at it'll be in their right-of-way. Should an above-ground proposal be chosen, the 4-track option should be pursued in order to maintain reverse-commuting express service to/from Evanston. In any case, modernization should be pursued - an extra \$1 Billion to extend life from 20 to 80+ years seems like a responsible use of resources.

Questions to explain further: How does the subway come in cheaper? How feasible would a 3rd tube for an express subway be? Would a subway be cut-and-run or funnelled? With modernization, how would replacing the embankments with pylons affect service?

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Name: James Foley

Organization: TRANSFORM Architecture Title: owner

Address: 5248N. Winthrop Ave, 3N

City: Chicago State: IL Zip: 60640

Phone: 773/271-5248 E-mail: jamesfoley11@gmail.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Well done - I support this level of planning and I think your intent to get public comment is right on.

- Increased ridership on the Redline requires a response - 3 or 4 line option is appropriate, support renovation and expansion of Red line infrastructure & facilities, support speeding service by eliminating renovating / softening curves at Sheridan and other stops - Building Stations to improve access also good. Build for the next 50-100 yrs. Note - I live adjacent to Berwyn stop. J Foley



RPM-35



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Jon Samuel

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

Address: 5112 N. Fulton St.

City: Chicago State: IL Zip: 60644

Phone: 773-544-8424 E-mail: jonsamuel55@yahoo.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I favor first the modernization 2-track alternative because the Red Line would pour into Evanston, replacing the ~~Red~~ Purple Line and providing a one-seat ride instead of having to wait @ Howard for the Purple Line train in the cold weather. I secondly favor the 4-track alternative. Above all, the two issues are slow zones meaning longer travel times and most stations NOT ADA accessible on the entire Red Line.

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\_\_\_\_\_

RPM-36

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:12 AM  
**To:** Lea, Claudia  
**Subject:** FW: accessibility of upcoming CTA scoping meetings

Chicago Transit Authority  
Red and Purple Modernization (RPM)  
*Improving your commute. Improving your community.*  
[www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject)  
[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Carrie Kaufman [ckaufman@accessliving.org]  
**Sent:** Thursday, January 06, 2011 4:37 PM  
**To:** North Red & Purple Modernization  
**Subject:** accessibility of upcoming CTA scoping meetings

Hello,

I'm writing about the town hall meetings that are going to be held on the weekend January 25. I'm just wondering if all of those locations are wheelchair accessible? Thank you.

*Carrie Kaufman*

Employment Opportunities Coordinator  
Access Living  
115 W. Chicago Ave.  
Chicago, IL 60654  
312-640-2119 voice  
312-640-2102 TTY  
-----

"Not everything that is faced can be changed, but nothing can be changed until it is faced." - James Baldwin

RPM-37

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:15 AM  
**To:** Lea, Claudia  
**Subject:** FW: accessibility of upcoming CTA scoping meetings

Chicago Transit Authority  
Red and Purple Modernization (RPM)  
*Improving your commute. Improving your community.*  
[www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject)  
[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Carrie Kaufman [ckaufman@accessliving.org]  
**Sent:** Friday, January 07, 2011 10:16 AM  
**To:** North Red & Purple Modernization  
**Subject:** RE: accessibility of upcoming CTA scoping meetings

Great, thank you so much!

---

**From:** North Red & Purple Modernization [mailto:RPM@transitchicago.com]  
**Sent:** Friday, January 07, 2011 9:24 AM  
**To:** Carrie Kaufman  
**Subject:** RE: accessibility of upcoming CTA scoping meetings

Carrie,

Thank you for your email. I am happy to inform you that all of the scoping meeting locations are wheelchair accessible. You can find additional information on the scoping meetings and locations at our webpage below. If you have any further questions, feel free to email this address.

We hope that you will be able to join us for one of the upcoming scoping meetings.

Best,  
Steve Hands  
Strategic Planner

Chicago Transit Authority  
Red and Purple Modernization (RPM)  
*Improving your commute. Improving your community.*  
[www.transitchicago.com/rpmproject](http://www.transitchicago.com/rpmproject)  
[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Carrie Kaufman [ckaufman@accessliving.org]  
**Sent:** Thursday, January 06, 2011 4:37 PM  
**To:** North Red & Purple Modernization  
**Subject:** accessibility of upcoming CTA scoping meetings

Hello,

I'm writing about the town hall meetings that are going to be held on the weekend January 25. I'm just wondering if all of those locations are wheelchair accessible? Thank you.



*Carrie Kaufman*

Employment Opportunities Coordinator

Access Living

115 W. Chicago Ave.

Chicago, IL 60654

312-640-2119 voice

312-640-2102 TTY

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"Not everything that is faced can be changed, but nothing can be changed until it is faced." - **James Baldwin**

RPM-38

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:15 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Jeff van den Scott [imngirti@gmail.com]  
**Sent:** Friday, January 07, 2011 10:48 AM  
**To:** North Red & Purple Modernization  
**Subject:** Re: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

To Whom it May Concern,

While I appreciate the invitation to these meetings, and hope that I can partake, I wonder why the chosen location (at least for Evanston), is not closer to CTA's services in the town. The center is approximately 9 walking blocks from the Foster station (and Foster Street does not run straight through), and at least two walking blocks from any CTA bus lines (205 on Emerson being the closest). If you are looking for input from regular CTA ridership, why not provide a more convenient location for CTA riders?

Thank you for seeking input!  
Sincerely,  
Jeff van den Scott  
Evanston, IL

RPM-39

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:18 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings  
**Attachments:** image001.jpg; image002.jpg

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Christie Hahn [christie@uptownbusinesspartners.com]  
**Sent:** Friday, January 07, 2011 10:59 AM  
**To:** North Red & Purple Modernization  
**Subject:** RE: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

Glad to see this progressing. Are these meetings different from the visioning meetings you hosted at the end of 2009?

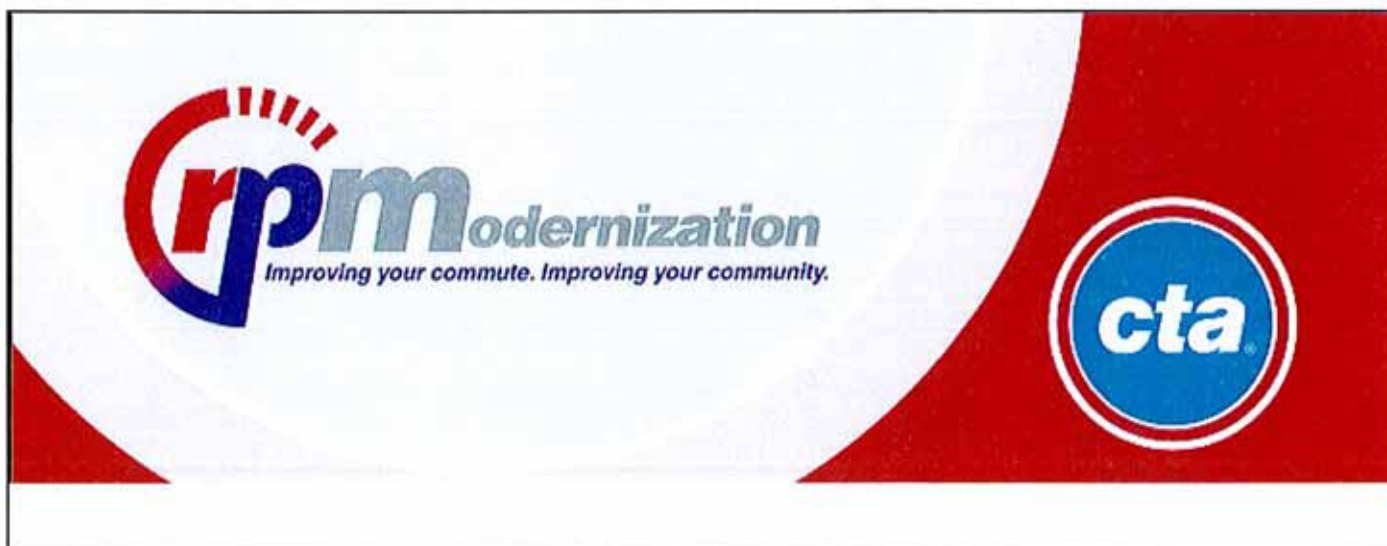
Christie Hahn  
Executive Director

---

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Chicago, IL 60640  
Ph. 773-878-1184 | Fx. 773-878-3678  
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---

**From:** North Red & Purple Modernization [mailto:RPM@transitchicago.com]  
**Sent:** Friday, January 07, 2011 10:24 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings



# ATTEND A PUBLIC SCOPING MEETING

Red & Purple Modernization Project

*Environmental Impact Statement*

**Mon., Jan. 24, 2011**

6:00 to 8:30 p.m.

**UPTOWN**

St. Augustine College  
1345 W. Argyle St.  
Chicago, IL 60640

**Wed., Jan. 26, 2011**

6:00 TO 8:30 p.m.

**ROGERS PARK**

New Field Primary School  
1707 W. Morse Ave.  
Chicago, IL 60626

**Tue., Jan. 25, 2011**

6:00 to 8:30 p.m.

**EDGEWATER**

Nicholas Senn High School  
5900 N. Glenwood Ave.  
Chicago, IL 60660

**Thu., Jan. 27, 2011**

6:00 TO 8:30 p.m.

**EVANSTON**

Fleetwood-Jourdain  
Community Center  
1655 Foster St.  
Evanston, IL 60201

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This project is one part of CTA's effort to extend and enhance the entire Red Line.

## **We want to hear from you!**

Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Tier 1 Draft Environmental Impact Statement (EIS).

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Steve Hands, Strategic Planning & Policy, Chicago Transit Authority

P.O. Box 7602, Chicago, IL 60680-7602

E-mail: [RPM@transitchicago.com](mailto:RPM@transitchicago.com)

Fax: (312) 681-4195

For More Info: [www.transitchicago.com](http://www.transitchicago.com)

**For More Info: [www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject)**

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Web site: [www.transitchicago.com/rpmproject](http://www.transitchicago.com/rpmproject)

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 5767 (20110107)  
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The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 5767 (20110107)  
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The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

RPM-40

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:18 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Scoping meetings  
**Attachments:** ASCO-email-600x106(2).jpg

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Sheli Lulkin [sheli.lulkin@gmail.com]  
**Sent:** Friday, January 07, 2011 12:03 PM  
**To:** North Red & Purple Modernization  
**Cc:** State Rep. Harry Osterman; Heather Steans; Rep. Greg Harris  
**Subject:** CTA Scoping meetings



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

Dear Mr. Hands,

We are in receipt of your email notice of a series of "scoping meetings" regarding the red and purple lines. We are pleased that these meetings are being held but seriously question your choice of locations.

We read various documents, including Plan 2040, and find recommendations and plans for increasing density through a concept called TOD. Two-thirds of the residents in the 48th ward live east of Broadway. The three Chicago meeting locations are all inconveniently located to the west.

If we are to believe Alderman Smith, we have a very low percentage of car owners among 48th ward adults. It is more common to find these persons to the east of Broadway. They are the public transportation users that you should be reaching out to for suggestions.

You were kind enough to list what public transportation routes could be used for each of the meetings.

However, none of them are that convenient. The Edgewater meeting, for example, has no route that brings the rider closer than 2 long city blocks and these are dark streets to walk on.

Our organization represents 35 buildings with about 7500 units and probably over 10,000 residents. Also, there are many rental buildings on Sheridan Road we do not represent. However, their residents, too, should be a part of the scoping. Then there are the residents of Kenmore and Winthrop who also should be heard.

Frankly, our residents do not like to go to the Truman College and St. Augustine areas because of the crime stories they hear. They do not feel much better about Morse Avenue or Senn High School.

We are interested in improving public transportation and have some ideas to offer. Some are in the scope of this DEIS and some go beyond it. Please do not block us out of the process.

Sincerely yours,

Sheli A. Lulkin, President  
Assn. of Sheridan Condo/Co-op Owners

RPM-41

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:18 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings  
**Attachments:** image001.jpg; image002.jpg

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Christie Hahn [christie@uptownbusinesspartners.com]  
**Sent:** Friday, January 07, 2011 12:13 PM  
**To:** North Red & Purple Modernization  
**Cc:** 'Alyssa Berman-Cutler'; 'Wally Rozak'; 'Elisa Sledzinska'  
**Subject:** RE: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

Thank you for the additional information!

Christie Hahn  
Executive Director

---

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Chicago, IL 60640  
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[www.uptownbusinesspartners.com](http://www.uptownbusinesspartners.com)

---

**From:** North Red & Purple Modernization [mailto:RPM@transitchicago.com]  
**Sent:** Friday, January 07, 2011 11:20 AM  
**To:** Christie Hahn  
**Cc:** Wilson, Jeffrey; Mouw, Ryan  
**Subject:** RE: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

Dear Christie Hahn,

Thank you for your enthusiasm. These meetings are the next step in the process to improve the Red and Purple Lines. In accordance with the National Environmental Policy Act (NEPA), CTA and Federal Transit Administration (FTA) have initiated the environmental review process for the Red and Purple Modernization (RPM) project.

As part of the initial phase of the environmental process, CTA and FTA will be hosting the public scoping meetings, referred to in the previous email, to receive public comments on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Tier 1 Draft Environmental Impact Statement (EIS).

The Tier 1 Draft EIS will identify and analyze the plan for all potential corridor-wide improvements that could be implemented as part of the RPM Project. The alternatives to be evaluated were shaped by the comments received during the North Red and Purple Lines vision study that began in the fall of 2009.

Please visit our webpage [www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject) for more information.



We look forward to hearing from you during the scoping meetings later this month.

Best,  
Steve Hands  
Strategic Planner

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**Sent:** Friday, January 07, 2011 10:59 AM  
**To:** North Red & Purple Modernization  
**Subject:** RE: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

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Executive Director

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**From:** North Red & Purple Modernization [mailto:RPM@transitchicago.com]  
**Sent:** Friday, January 07, 2011 10:24 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings



**ATTEND A PUBLIC SCOPING MEETING**  
Red & Purple Modernization Project

## ***Environmental Impact Statement***

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The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

RPM-42

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:18 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings  
**Attachments:** image.jpg; image.jpg

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**From:** Barbara Blades [bablades@comcast.net]  
**Sent:** Friday, January 07, 2011 1:17 PM  
**To:** North Red & Purple Modernization  
**Subject:** Re: CTA invites you to the Red and Purple Modernization Project Public Scoping Meetings

We attended your meeting last year and spoke to someone about Foster St. station. It's really a mess and in dire need of renovation, as are the steel overpass structures on the Red and Purple line.  
Barbara Blades  
Evanston



**ATTEND A PUBLIC SCOPING  
MEETING Red & Purple Modernization  
Project**  
***Environmental Impact Statement***  
**Mon., Jan. 24, 2011**  
**6:00 to 8:30 p.m.**

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<<http://www.transitchicago.com/rpmproject>>

RPM-43

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:19 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Scoping meetings

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Sheli Lulkin [sheli.lulkin@gmail.com]  
**Sent:** Friday, January 07, 2011 3:58 PM  
**To:** North Red & Purple Modernization  
**Subject:** Re: CTA Scoping meetings

What would be wrong with the Broadway Armory, 5917 N. Broadway or Sacred Heart School in the 6200 N. Sheridan Road block. Both have direct bus transportation and parking and both are 2 blocks from the Red Line. I will take this matter up with some of our elected officials and the ASCO Board of Directors.

Sincerely yours,  
Sheli A. Lulkin

On Fri, Jan 7, 2011 at 3:05 PM, North Red & Purple Modernization <[RPM@transitchicago.com](mailto:RPM@transitchicago.com)> wrote:  
Dear Sheli Lulkin and ASCO members,

Thank you for your interest in the Red and Purple Modernization (RPM) Project. We hope that you and the residents your organization represents will be able to attend the scoping meetings or provide written comments. I want to assure you that we conducted an exhaustive search for locations to host the Scoping Meetings and we were unable to find any available locations east of Broadway that could 1) accommodate the number of expected attendees and 2) comply with the Americans with Disabilities Act (ADA) requirements.

For many of your residents, it would appear that the easiest meeting to access via transit would be the Edgewater meeting at Nicholas Senn High school. The 84 Peterson bus will stop in front of Senn High school at Ridge Ave and Ardmore. Residents can catch the westbound 84 bus at Sheridan and Bryn Mawr or at the Bryn Mawr Red Line station in order to attend the meeting.

While we encourage all interested parties to attend a meeting, written comments will be accepted via mail, fax or email until February 18th. We will treat all comments received via mail, fax, and email exactly the same as those received during the meetings. In addition, all materials provided at the Scoping Meetings will be available on our webpage [www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject) prior to the actual Scoping Meetings.

Again, I want to thank you for your interest in RPM and improving transit in general.

Best,  
Steve Hands  
Strategic Planner

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**From:** Sheli Lulkin [[sheli.lulkin@gmail.com](mailto:sheli.lulkin@gmail.com)]  
**Sent:** Friday, January 07, 2011 12:03 PM  
**To:** North Red & Purple Modernization  
**Cc:** State Rep. Harry Osterman; Heather Steans; Rep. Greg Harris  
**Subject:** CTA Scoping meetings



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

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If we are to believe Alderman Smith, we have a very low percentage of car owners among 48th ward adults. It is more common to find these persons to the east of Broadway. They are the public transportation users that you should be reaching out to for suggestions.

You were kind enough to list what public transportation routes could be used for each of the meetings. However, none of them are that convenient. The Edgewater meeting, for example, has no route that brings the rider closer than 2 long city blocks and these are dark streets to walk on.

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We are interested in improving public transportation and have some ideas to offer. Some are in the scope of this DEIS and some go beyond it. Please do not block us out of the process.

Sincerely yours,

Sheli A. Lulkin, President  
Assn. of Sheridan Condo/Co-op Owners

--

Sincerely yours,

Sheli A. Lulkin, President  
Assn. of Sheridan Condo/Co-op Owners

RPM-44

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:19 AM  
**To:** Lea, Claudia  
**Subject:** FW: support for the Red Line enhancements  
**Attachments:** ATT00001..jpg

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Michael Cook [MCook@carnegiefabrics.com]  
**Sent:** Friday, January 07, 2011 4:03 PM  
**To:** North Red & Purple Modernization  
**Subject:** support for the Red Line enhancements

Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority

Mr Hands

I live in Uptown and ride the Red Line daily. I ask you to fully support the plan to extend and enhance the entire Red Line north of Belmont to Linden.

Thank you,

Michael Cook  
5040 N Marine Dr C7  
Chicago, IL 60640

The Carnegie logo features the word "Carnegie" in a sans-serif font, with each letter in a different color: C (blue), a (red), r (green), n (yellow), e (purple), g (orange), i (light blue), e (dark blue).

MICHAEL COOK VP Sales  
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RPM-45

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:19 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line Improvements

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

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**From:** Jennifer Mcgregor [jmcgregor@carnegiefabrics.com]  
**Sent:** Friday, January 07, 2011 4:15 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line Improvements

Steve Hands  
Strategic Planning & Policy Chicago Transit Authority [RPM@transitchicago.com](mailto:RPM@transitchicago.com)

Mr Hands

I live in Uptown and ride the Red Line daily. I ask you to fully support the plan to extend and enhance the entire Red Line north of Belmont to Linden.

Thank you,

Jennifer McGregor  
Jennifer McGregor  
Carnegie  
222 Merchandise Mart Plaza  
#1123A  
[jmcgregor@carnegiefabrics.com](mailto:jmcgregor@carnegiefabrics.com)  
(O) 312.464.9376  
(C) 773.771.4723  
[www.carnegiefabrics.com](http://www.carnegiefabrics.com)  
[www.xorel.com](http://www.xorel.com)

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RPM-46

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:19 AM  
**To:** Lea, Claudia  
**Subject:** FW: red line improvements!  
**Attachments:** ATT00001..jpg

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---

**From:** Megan Michelson [mmichelson@carnegiefabrics.com]  
**Sent:** Friday, January 07, 2011 4:32 PM  
**To:** North Red & Purple Modernization  
**Subject:** red line improvements!

Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

Mr Hands

I live in Uptown and ride the Red Line daily. I ask you to fully support the plan to extend and enhance the entire Red Line north of Belmont to Linden.

Thank you,



MEGAN MICHELSON Showroom Manager  
[mmichelson@carnegiefabrics.com](mailto:mmichelson@carnegiefabrics.com)  
T (312) 464-9376 F (312) 464-9571  
[carnegiefabrics.com](http://carnegiefabrics.com)

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RPM-47

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:19 AM  
**To:** Lea, Claudia  
**Subject:** FW: RPM

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Yuriy Shefer [sheffne@gmail.com]  
**Sent:** Friday, January 07, 2011 9:14 PM  
**To:** North Red & Purple Modernization  
**Subject:** RPM

Hello,

I would like to recommend a better synthesis between purple and yellow lines, so that wait times during transfers between the two are shortened.

Obviously purple line express track needs some serious repair, as the reverse commute from the city is much slower than commute to the city. Sometimes there is no difference between taking the purple and red from Belmont because of the slow track.

-- Yuriy Shefer

RPM-48

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:20 AM  
**To:** Lea, Claudia  
**Subject:** FW: re Purple Line modernization project

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---

**From:** Barbara Stone [b.stone@shimer.edu]  
**Sent:** Sunday, January 09, 2011 9:22 AM  
**To:** North Red & Purple Modernization  
**Subject:** re Purple Line modernization project

I am glad to hear that you are looking at improving the facilities. However, unless there is more frequent Purple Line service at crucial times, especially going north between 5:30-7:30 pm and better coordination between Red Line arrivals and Purple Line trains going north in the evening/night, all the improvements in the world will not improve our experience as riders. Waiting for 30 minutes for a Purple Line train because the previous one didn't wait for us to get off the Red Line - as we pulled into the station! - is just intolerable.  
Thanks for listening.

--  
Barbara S. Stone  
Professor of German and Humanities  
Shimer College

RPM-49

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:20 AM  
**To:** Lea, Claudia  
**Subject:** FW: Comments

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---

**From:** Adam Burck [burck.adam@gmail.com]  
**Sent:** Sunday, January 09, 2011 8:44 PM  
**To:** North Red & Purple Modernization  
**Subject:** Comments

It's great to see that planning is being done to overhaul the Red Line-North Branch. Of the 5 options presented in the mailer, I like idea #6 - modernization 2-Track Underground. I'm not sure why it can't be a 3-track option underground, as that would be the real winner. The subway layout is the most practical as it will put passengers out of the weather and allow the R.O.W. used by the current Red Line elevated structure to be used for other uses that will be quieter for the surrounding community. We need to look at modernizing the system with a focus on passenger comforts to attract more users to the line AND retain users as the economy improves. The current state of affairs of the Red Line is really deteriorated and many people are repelled by the condition of the infrastructure as well as the lack of attention to passenger comfort.

Thank you,

--

Adam Burck  
773-339-3420

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:20 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red & Purple Line Suggestions

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Edward Embach [eddie@embach.com]  
**Sent:** Monday, January 10, 2011 10:53 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red & Purple Line Suggestions

I will try to keep these suggestions as brief as possible, I'm sure others will have similar comments as well.

1) Limited express trains to/from Bryn Mawr & Belmont (or maybe even Sheridan since the platform allows) every quarter-hour during rush hour.

**Benefits:**

Shorten the commute for far-north riders (Bryn Mawr to Jarvis riders essentially). Also could help those at Clark & Division stop who many times can't board a train because they are jam-packed by the time they arrive to their stop.

**Cost:** Zero

2) Fly-over bridge at Clark Junction.

**Benefit** - would keep southbound trains from being stopped between Belmont & Addison, reducing travel delays & improving travel time.

**Cost:** Unknown (I know it's not cheap, have heard estimates of \$250M in past)



RPM-51

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:20 AM  
**To:** Lea, Claudia  
**Subject:** FW: Redline Comments

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---

**From:** George Costakis [george\_costakis@yahoo.com]  
**Sent:** Monday, January 10, 2011 11:34 AM  
**To:** North Red & Purple Modernization  
**Subject:** Redline Comments

Hi,

I have two comments about the Red Line project.

1) Currently, it takes too long to go from the far north-side to downtown.  
An express train from at least Montrose to downtown would be wonderful.

2) There is not way to get to the blue line to get to the airport without going downtown. We need the "second loop" that has been in the planning stages forever.

Thanks!  
George  
773-612-2618

RPM-52

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:21 AM  
**To:** Lea, Claudia  
**Subject:** FW: Improving the Berwyn stop

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---

**From:** Beightley, Jennifer [JBeightley@childrensmemorial.org]  
**Sent:** Monday, January 10, 2011 4:35 PM  
**To:** North Red & Purple Modernization  
**Subject:** Improving the Berwyn stop

Please install better lighting and repaint under the tracks at the entrance. There are people selling drugs and begging that hang out there in the alley. It is dark and feels very unsafe. Also, it would be nice to have a nicer facility in general – when it rains or snows, water collects in the center of the station floor, and the stairs are extremely steep and slippery, which is dangerous for the passengers.

Thank you!

RPM-53

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:22 AM  
**To:** Lea, Claudia  
**Subject:** FW: red line comment

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---

**From:** Jill Heidrich [jdheidrich@hotmail.com]  
**Sent:** Monday, January 10, 2011 8:22 PM  
**To:** North Red & Purple Modernization  
**Subject:** red line comment

Attn Steve Hands:

I support the updating of the Red Line el. I live in a building on Farwell in Rogers Park that is immediately adjacent to the tracks. My concern is environmentally related: even in the winter with my windows shut tight, I get a fine black silty dust that works itself into my condo. I wonder what this dust consists of - hopefully not lead and a long list of other harmful metals or chemicals.

I hope you can pass along my comment.

Jill Heidrich  
1413 W. Farwell Ave. # D1  
Chicago IL 60626

RPM-54

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:22 AM  
**To:** Lea, Claudia  
**Subject:** FW: Suggestions for the Red & Purple Modernization Project  
**Attachments:** Argyle Station.jpg

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---

**From:** Sean Campbell [aaronsean@gmail.com]  
**Sent:** Monday, January 10, 2011 5:15 PM  
**To:** North Red & Purple Modernization  
**Subject:** Suggestions for the Red & Purple Modernization Project

Hi,  
My name is Sean Campbell and I live along the redline between the Lawrence and Argyle stations. One thing I have always wished for is some sort of display / rolling marquee mounted on the outside of the tracks (see attached photo) that is visible as you walk down the street towards the station, that tells you how long till the next train arrives. Having this information available in a display on the platform would also be nice. Elevators at stations are also needed. Wider turnstiles that accommodate people with luggage would also be nice.

RPM-55

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:22 AM  
**To:** Lea, Claudia  
**Subject:** FW: Resident comments

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---

**From:** Crystal Chan [chancm16@gmail.com]  
**Sent:** Tuesday, January 11, 2011 1:38 PM  
**To:** North Red & Purple Modernization  
**Subject:** Resident comments

Dear Transit Chicago,

I am a Rogers Park resident can cannot make your feedback meetings. I would strongly like the Morse stop to have at least two turnstile entrances on the Lunt side, and for visible, sidewalk communication to riders when the Lunt entrance is not working. Some type of encouragement for businesses to occupy the vacant space on Lunt would also be appreciated.

Of course, making the Morse stop handicap accessible would be on the list, too. When my mother visits me, she can't use the el b/c she can't get up the Morse stairs.

Crystal

RPM-56

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:23 AM  
**To:** Lea, Claudia  
**Subject:** FW: Wilson Red Line

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---

**From:** Erin Sanders [esanders@chipublic.org]  
**Sent:** Tuesday, January 11, 2011 4:20 PM  
**To:** North Red & Purple Modernization  
**Subject:** Wilson Red Line

Hello,

Thanks for soliciting feedback regarding the modernization of the Red & Purple lines.

The Wilson Red Line stop is in dire need of updating, particularly the stairs (outside) at the south entrance.

On occasion, a Red Line train will be redirected to stop at Wilson on the Purple Line track. The platform is VERY narrow, and leaves a wide gap between the platform and the train when it stops.

Since the infrastructure is in place, why not have the Purple Line make stops at Wilson?

More so than the actual El stop, it's the buildings underneath the tracks that need rescue. It's popular belief that the CTA owns these properties and has allowed them to remain vacant/underused/disrepaired/vandalized. This mini-ghost town is the perfect place for residents of the Men's Hotel and other SRO's to loiter, drink, and harass passersby – not to mention all the drug dealing going on on this block. Please do something about this!

Thanks again.

Erin Sanders

RPM-57

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:23 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red & Purple Modernization Project

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---

**From:** Kyle Munoz [kyle.munoz@gmail.com]  
**Sent:** Tuesday, January 11, 2011 4:54 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red & Purple Modernization Project

Hello,

I am a resident of the 46th ward and I live near the Wilson el stop at Wilson and Broadway. This eye sore has been named Chicago's Crustiest El Station for 2 years in a row now, and is in bad need of repair.

<http://www.chicagonow.com/blogs/going-public/2010/08/post-2.html>

I'm excited about the potential of repairing the station, and I hope that it can be done efficiently and effectively. At the very least, in the short term, I'd like to see the entrances to the station on the south side of Wilson and west side of Broadway closed, and have the entrance be relocated to the northwest corner of Broadway and Wilson where the old Uptown Station used to be. Furthermore, I'd like to see the turnstiles be moved to the first floor, more security cameras installed, and train tracker tv's installed in the station and on the platforms.

I've also read through the proposed alternatives for the RPM Project, and long-term I support the Modernization 2-Track Underground Alternative. In this scenario I'd still like to see the lone entrance for the Wilson station remain the northwest corner of Broadway and Wilson where the Uptown Station used to be.

Regards,

--

Kyle Muñoz  
[kyle.munoz@gmail.com](mailto:kyle.munoz@gmail.com)

RPM-58

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:23 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Modernization

**Importance:** High

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---

**From:** Rick J. Cummings [rcummings@centrallakeview.biz]  
**Sent:** Wednesday, January 12, 2011 10:39 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Modernization

Good Morning,

Could you please add us to your distribution list for information regarding the modernization of the Red and Purple lines. As the Chamber of Commerce for Central Lakeview, we have three Red/Purple EL Stops within our territory. (Diversey to Irving Park, Halsted to Racine)

Thank you,

**Rick J. Cummings, Program Manager**  
**Central Lakeview Merchants Association**  
**3355 North Clark**  
**Chicago, Illinois 60657**  
**Ph. 773-665-2100**  
**Fax 773-665-2101**  
[rcummings@centrallakeview.biz](mailto:rcummings@centrallakeview.biz)

Central Lakeview Merchants Association's (CLMA) primary goals are to stimulate the neighborhood's economic growth, enhance its natural beauty, and promote it as a world-class tourist destination. As the chamber of commerce for Central Lakeview, CLMA fosters the growth and stability of area businesses by providing technical assistance, developing and implementing area marketing strategies, and acting as an advocate for the business community on issues that affect businesses and commerce.



RPM-59

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:23 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Scoping Meetings  
**Attachments:** circulation map.pdf

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---

**From:** Cindy Amadio [c789amadio@gmail.com]  
**Sent:** Wednesday, January 12, 2011 12:08 PM  
**To:** North Red & Purple Modernization  
**Subject:** Re: CTA Scoping Meetings

Hi Steve, Well just spotted that ad in the Tribune, have a 1/4 page with us next week 1/19 - \$500 with Color. Would be perfect for our readers, map of coverage area attached. That PO# we have is just going to waste!  
Cindy

On Mon, Jan 10, 2011 at 4:05 PM, Cindy Amadio <[c789amadio@gmail.com](mailto:c789amadio@gmail.com)> wrote:  
Hi Steve, I saw your ad today in the Red Eye and I think Sun Times too. Want to have in our north side weekly newspapers that cover the areas of Edgewater, Rogers Park and Uptown? We have a pending po with CTA for \$2500. We publish on Wednesdays so it could go in 1/12 or 1/19 issues. Just thought I'd let you know. Hope to hear from you. Cindy P.S. Same size as Red Eye, would be \$275. per.

--  
Cindy Amadio  
[c789amadio@gmail.com](mailto:c789amadio@gmail.com)

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RPM-60

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:24 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Scoping Meetings

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---

**From:** Cindy Amadio [c789amadio@gmail.com]  
**Sent:** Monday, January 10, 2011 4:05 PM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Scoping Meetings

Hi Steve, I saw your ad today in the Red Eye and I think Sun Times too. Want to have in our north side weekly newspapers that cover the areas of Edgewater, Rogers Park and Uptown? We have a pending po with CTA for \$2500. We publish on Wednesdays so it could go in 1/12 or 1/19 issues. Just thought I'd let you know. Hope to hear from you. Cindy P.S. Same size as Red Eye, would be \$275. per.

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RPM-61

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:24 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Bustracker now limits info

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---

**From:** Dalia Harami [dharami@gmail.com]  
**Sent:** Wednesday, January 12, 2011 5:35 PM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Bustracker now limits info

Up until 2 days ago, when I searched for a bus route and chose a stop, the results would show ALL the bus routes at that stop. As of yesterday I now only see the selected route, and if I want to check for another route at the same stop, I have to start over. Since I can't search simply by a stop location, this is now a pain and definitely worse for users who rely on the info. Why was this info limited and when will it either be returned, or the ability to search by stop (regardless of route) be added?

Thanks.

RPM-62

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:25 AM  
**To:** Lea, Claudia  
**Subject:** FW: Transit Chicago Contact Us - Scoping Meetings for Red Purple Modernization proj

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---

**From:** Feedback  
**Sent:** Friday, January 14, 2011 9:33 AM  
**To:** North Red & Purple Modernization  
**Subject:** FW: Transit Chicago Contact Us - Scoping Meetings for Red Purple Modernization proj

FYI:

CTA FEEDBACK TEAM

---

**From:** Henry J Tabak, Jr. [htabak@sbcglobal.net]  
**Sent:** Thursday, January 13, 2011 11:37 PM  
**To:** Feedback  
**Subject:** Transit Chicago Contact Us - Scoping Meetings for Red Purple Modernization proj

Address: 1411 W. Touhy Ave.  
Address2: Unit E  
Address3:  
City: Chicago  
State: IL  
Country: United States  
Zip: 60626  
Phone: 773-465-1765

Comment: Unfortunately, I will not be able to attend one of your meetings, but I would like to give my opinion about my choice of your project proposals. I believe that the "Modernization 4-Track Alternative" would be the best option for all people who presently, or may futurely live in Chicago. It would also benefit anyone who visits our beautiful city. The fact that the construction would extend the "useful life" of the lines for "60-80" years is especially beneficial for all. I realize that this alternative may be the most costly, and at this present time of budget constraints, undesirable, but the long term benefits of this investment will undoubtedly trump its initial investment to the public in the future.

RPM-63

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:25 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Scoping Meetings

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

---

**From:** Cindy Amadio [c789amadio@gmail.com]  
**Sent:** Friday, January 14, 2011 3:33 PM  
**To:** North Red & Purple Modernization  
**Subject:** Re: CTA Scoping Meetings

Just thought I's try one more time, it's not too late to have that ad in our 1/19 paper - 5" wide by 10" tall, w/color, like what was in Tribune, discounted price of \$475. Such a deal....Cindy

On Mon, Jan 10, 2011 at 4:05 PM, Cindy Amadio <[c789amadio@gmail.com](mailto:c789amadio@gmail.com)> wrote:  
Hi Steve, I saw your ad today in the Red Eye and I think Sun Times too. Want to have in our north side weekly newspapers that cover the areas of Edgewater, Rogers Park and Uptown? We have a pending po with CTA for \$2500. We publish on Wednesdays so it could go in 1/12 or 1/19 issues. Just thought I'd let you know. Hope to hear from you. Cindy P.S. Same size as Red Eye, would be \$275. per.

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Cindy Amadio  
[c789amadio@gmail.com](mailto:c789amadio@gmail.com)

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RPM-64

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:25 AM  
**To:** Lea, Claudia  
**Subject:** FW: My Red & Purple Line Comments

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

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**From:** Brian Kaempfen [brian@kaempfen.org]  
**Sent:** Sunday, January 16, 2011 11:39 AM  
**To:** North Red & Purple Modernization  
**Subject:** My Red & Purple Line Comments

Dear CTA,

I'm glad to hear that the CTA is looking into how to improve the Red and Purple lines, even at a very preliminary stage and even with no funding present. I read all the design proposals, and some were good and some were just silly in my opinion. First and foremost, the subway idea. That would be hugely expensive and I don't know what the point is. The Red and Purple line trackage for almost 90 years if I remember correctly, so if anyone complains about the noise, they shouldn't have moved there, simple as that. I sincerely hope that that idea was merely pulling every idea out and that it's not at all a plausible idea for the CTA.

Then there's the idea of removing one track to have only one Purple Line express track. This idea was really curious to me. I traveled on the north red line a bunch, and while I was standing on such stops as Argyle and Thorndale, I wondered how the CTA would make those stops handicap accessible. The platforms are really thin, and while I personally am opposed to removing a track because it gives the CTA flexibility with construction or track conditions, and once the track is removed I don't ever see it coming back, that would be a good way to gain back the much needed space to install elevators and whatever else is needed to make those platforms up to date, modern, and safe.

Lastly, the idea that I think more like most, and I would hope the CTA goes with, is the full viaduct renovation. The majority of the bridges on the north side are showing their age, and I mean structurally, not just aesthetically. A bridge that I know personally is in poor shape is the purple line bridge over Broadway. That one is constantly being patched by the CTA, and those patches are always falling off and pose a dangerous hazard to pedestrians below. My home stop was Wilson, and that station is in an equally dire condition. With such a beautiful station house, that station should shine and be a beacon for the CTA. Instead, it's filthy, tarnished, and forgotten about by the CTA. They keep talking about renovating it, and that keeps being broken. That stop needs a top down rebuild, and it sounds like with this Red and Purple Line renovation, Wilson and other stops may finally get the needed work.

Hopefully the CTA will be able to secure funding for this program in a couple years and that the whole project is done well and correctly.

-Brian Kaempfen



RPM-65

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:25 AM  
**To:** Lea, Claudia  
**Subject:** FW: RPM comment: station accessibility

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---

**From:** ashef@northwestern.edu [ashef@northwestern.edu]  
**Sent:** Tuesday, January 18, 2011 3:32 PM  
**To:** North Red & Purple Modernization  
**Subject:** RPM comment: station accessibility

Dear CTA,

I think it is very important that as many el stations as possible be made handicap accessible. In terms of my own commute and where I see the need, I would like to suggest two stations on the Purple Line: the Main Street station (being midway between the accessible Howard and Davis Stations), and Central Street, which services Evanston Hospital.

Thank you

--  
Alan Shefsky  
1233 W. Jarvis #3  
Chicago IL 60626

RPM-66

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:25 AM  
**To:** Lea, Claudia  
**Subject:** FW: Yellow Line, etc.

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**From:** Hands, Steve  
**Sent:** Tuesday, January 18, 2011 5:11 PM  
**To:** North Red & Purple Modernization  
**Subject:** FW: Yellow Line, etc.

-----  
Steve Hands  
Strategic Planner  
Chicago Transit Authority  
Strategic Planning and Policy  
(312) 681-4169  
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**From:** Iacobucci, Joseph  
**Sent:** Tuesday, January 18, 2011 4:46 PM  
**To:** Tandon, Sonali; Hands, Steve  
**Subject:** FW: Yellow Line, etc.

FYI

-----Original Message-----  
**From:** Gutierrez, Elsa  
**Sent:** Tuesday, January 18, 2011 4:45 PM  
**To:** Iacobucci, Joseph  
**Subject:** FW: Yellow Line, etc.

FYI - Yellow extension supporter.

---

**From:** Feedback  
**Sent:** Monday, January 17, 2011 11:23 AM  
**To:** Gutierrez, Elsa; Ferguson, Heather  
**Subject:** FW: Yellow Line, etc.

FYI:

CTA FEEDBACK TEAM

---

From: Feedback  
Sent: Monday, January 17, 2011 11:22 AM  
To: Ira Kriston  
Subject: RE: Yellow Line, etc.

Thank you for your additional suggestion. Your issue has been forwarded to our Service Planning Department for consideration.

We appreciate your remarks.

CTA FEEDBACK TEAM

---

From: Ira Kriston [iragk@comcast.net]  
Sent: Monday, January 17, 2011 1:24 AM  
To: Feedback  
Subject: Yellow Line, etc.

To whom it may concern:

Once the Purple Line situation is finally straightened, I think the next step should be to expand the Yellow Line to Old Orchard, which would also make a drastic difference in our economy. With Old Orchard being the third largest shopping mall in the Chicago area, it could become even larger, if this were to happen. An expanded Yellow Line would bring many more into the mall (due to the great convenience) and encourage many more to use public transportation, creating another win-win situation! And if the Yellow Line added another additional stop in downtown Skokie, it would very likely make a positive economical difference for that part of the village, as well. Back to the subject of the Purple Line, if only it ran Howard-Belmont "Express" at all times, I'm sure I'd have many more of my old Oak Park friends visiting me far more often and it would be much easier for me to visit them. But since I don't have a lot of time on my hands, I haven't visited the Oak Park area since late August. Many of my old friendships have been jeopardized due to this factor, since we, in addition, don't have as much time on our hands as we did when we were younger and live further away from each other. There's no easy car route from Oak Park to Evanston, but it could be resolved via "L" if only some drastic improvements were made. What a wonderful world it could be if, just think, an old friend in Oak Park could hop on the Green Line on a Saturday morning, eastbound to the Loop, transfer to the Purple Line (otherwise, the Brown Line, then transfer to the Purple Line at Belmont) northbound to my place in Evanston. Together, we could ride the Purple Line southbound to Howard, transfer to Yellow Line northbound to Old Orchard (saving so much time from riding the CTA or Pace bus there from and to my home) that Saturday afternoon.

Best regards,  
Ira

RPM-67

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:26 AM  
**To:** Lea, Claudia  
**Subject:** FW: Modernization 2-Track Underground Alternative:

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---

**From:** Chris Baer [baer.c@rcn.com]  
**Sent:** Wednesday, January 19, 2011 8:14 AM  
**To:** North Red & Purple Modernization  
**Subject:** Modernization 2-Track Underground Alternative:

Modernization 2-Track Underground Alternative

Will the scoping meetings describe what will be done with the current earthen embankment?

<http://www.federalregister.gov/articles/2011/01/03/2010-33065/intent-to-prepare-an-environmental-impact-statement-for-proposed-transit-improvements-to-the-north#p-37>

Thanks.

Chris Baer

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:26 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red & Purple Modernization Project  
**Attachments:** cta suggestions.doc

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**From:** C C [cosmoxu@yahoo.com]  
**Sent:** Wednesday, January 19, 2011 12:03 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red & Purple Modernization Project

I am an Evanston resident without a car (by choice) who spends a lot of time in the city of Chicago. My proposals are aimed at speeding up trips and streamlining service while encouraging ridership.

1. Extend red line runs up to Linden during non-express periods, either by expanding stations or shortening trains to six cars. At least 75% of riders waiting at Howard get on the north bound Purple Line, from the north bound Red line during off-peak hours. The wait can be up to 15 minutes after a 40 minute ride from the Loop. Oak Park, a similar suburb, has uninterrupted Blue and Green Line service from the Loop.
2. Encourage intermodal ridership by placing red line stations only on two-way streets where other transit modes (bus routes/Metra Stations) are available.

Stations should be placed at the following locations:

- Devon (replace Loyola & Granville) – east/west bus line serves street
  - Montrose (replace Wilson) – east/west bus line serves street
  - Pratt (replace Morse) – east/west bus line serves street
  - Touhy (replace Jarvis) – two way street
3. Eliminate stations less than ½ mile from others and without intermodal transit. Some of these streets are non-contiguous (have sections that do not connect to each other) and would be difficult to implement bus service on. This is mostly an issue on the far north side. Eliminating stations may seem controversial, but it would speed the ride and has precedent. Three stations closer than ½ mile from others between Wilson and Belmont were eliminated in 1949 to speed the voyage.
    - Jarvis (very close to Howard, no bus service, one way street, street is non-contiguous for entire length)
    - Argyle (close to Lawrence and Berwyn/Foster (which has a bus), no bus service, street is non-contiguous for entire length)

- Loyola (awkward orientation significantly slows the train as drivers must carefully pull into the station, close to Granville and a possible Devon station, no bus, street is non-contiguous for entire length)
  - Granville (redundant if new Devon station, no bus).
  - Foster in Evanston (very close to Davis and Noyes)
4. Straighten the “S” curve near the Sheridan stop. This cause quite a delay while conductors navigate it.
  5. Add a redline stop at Diversey. There is a mile gap between Fullerton and Belmont and brown line switching can be slow
  6. Create a second north side main line, in high density areas (the south and west sides each have 2 main lines). A subway following LaSalle then Clark then Broadway from the Loop linking to the current main line near old Wilson Yards would serve many riders and relieve much bus congestion near the lake front’s numerous high rises.

I hope you take my suggestions into consideration. I have attached a file detailing them.

Thank You,

Chris

RPM-69

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:26 AM  
**To:** Lea, Claudia  
**Subject:** FW: Scoping comments  
**Attachments:** image001.jpg; Len Mayersky.vcf

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**From:** Len Mayersky [LMayersky@mbfinancial.com]  
**Sent:** Wednesday, January 19, 2011 1:16 PM  
**To:** North Red & Purple Modernization  
**Subject:** Scoping comments

Hi Steve,

I reside at 5958 N Winthrop Ave, Edgewater Terrace Condo Association, and was just reading the mailing for RPM Modernization. I will probably make the meeting on January 26<sup>th</sup> at Senn High School but wanted to pass along my thoughts.

I actually got pretty excited over the proposal for Modernization 2-Track Underground Alternative. First, the noise would decrease significantly but more importantly I believe it would help reduce the crime level in the areas between Wilson and Loyola (I reside by the Thorndale stop). These El stations have been prime areas for gang related activities for a long time. A better class of business' in the area would probably also increase.

Thank you for your time.

	<b>Len Mayersky</b> Assistant V. P. Banking Center Manager
MB Financial Bank, N.A. 1554 W. North Ave, Chicago, IL 60642	
t: (773) 292-7037 Work f: (773) 772-4350 LMayersky@mbfinancial.com	

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RPM-70

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:26 AM  
**To:** Lea, Claudia  
**Subject:** FW: upgrades toi CTA

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---

**From:** robyn.michaels@att.net [robyn.michaels@att.net]  
**Sent:** Wednesday, January 19, 2011 1:34 PM  
**To:** North Red & Purple Modernization  
**Cc:** ward49@cityofchicago.org  
**Subject:** upgrades toi CTA

What I don't understand is....why we don't have a payment system like vurtually every other modern transit system in the world---for paying for how far you go. Washington, DC, Boston, Kuala Lumpur, Singapore, Cairo, San Francisco. It makes so much sense, There would be mor riders. I could do without the cosmetic stuff.

Robyn Michaels  
6916 N. Wayne  
Chicago, IL 60626

RPM-71

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:26 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line Purple Line Modernization

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**From:** Irving Zucker [izamchicago@yahoo.com]  
**Sent:** Wednesday, January 19, 2011 2:11 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line Purple Line Modernization

Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority

Dear Mr. Hands,

Ald. Joe Moore suggested that I write to you with suggestions for the Red - Purple Line modernization project.

1. Red Line: Everyone I know that uses the Red & Purple Lines has the same complaint; especially with the Red Line. Taking the Red line is like taking a slow boat to China. Sometimes it takes 45 minutes from Morse avenue to Lake-Randolph. **This is simply too slow.** How about going back to the A stop B stop system. Morse, Loyola, Bryn Mawr, Addison, Belmont and Fullerton would be the only AB stations until the Loop. All the rest would be assigned A or B status. That would help a lot.

2. Purple Line: I was recently in New York and I took the A train from downtown to Harlem. This **really** was an express train. The Purple line barely qualifies as an express since it only goes express to Belmont. The time savings is only 12 minutes to Belmont. Then it follows the ultra-slow brown

line track. Perhaps the Purple line can be routed in such a way that after it stop at Fullerton it can use a by-pass rail unti it gets to Chicago Avenue.

Another idea for the Purple line is to make at stop at Loyola and then go express all the way to Belmont and express all the way to Chicago Avenue.

To summarize: the main complaint most people I know have is with SPEED. These lines are just too slow. This is NOT rapid transit. Increase the speed and you will increase ridership.

Thanks for listening,

*Irving*

RPM-72

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:27 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Repairs in Rogers Park..

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---

**From:** MattKrcilek@aol.com [MattKrcilek@aol.com]  
**Sent:** Wednesday, January 19, 2011 2:27 PM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Repairs in Rogers Park..

Hello,

I understand the CTA is planning to do some work on the Red & Purple lines, north of Belmont. I live in Rogers Park... and bought my condo here October of 2006. I was appauled at the condition of all the red-line train stations in Rogers Park! (along with many of the train viaducts!)

I was delighted to see the renovations at the Howard station... but the Jarvis Station, Morse Station, and Loyola Station still leave much to be desired!

Also, because my condo is near Jarvis & Ashland... I have to look at the absolutely deplorable train viaduct at Jarvis and Fargo... along with the train viaduct under the Jarvis red-line station. Both of these viaducts were in horrible condition when I moved here in 2006... and absolutely nothing has been done since that time to improve their condition!

From what I can see... the viaduct at Fargo & Ashland simply needs to be scraped and repainted... but the viaduct under the Jarvis train station is literally crumbling away. Both of these structures have a "slum-like" appearance, and need to be completely repaired and repainted. (This will help the structures remain stable and secure for many years to come... and give the Home Owners and residents of this area, properly maintained infrastructure... something we can be proud of!)

With much appreciation!  
Matt Krcilek

RPM-73

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:27 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red/Purple Lines Suggestion

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**From:** Casey Stockdon [cstockdon@gmail.com]  
**Sent:** Wednesday, January 19, 2011 2:29 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red/Purple Lines Suggestion

Attn: Steve Hands  
Strategic Planning & Policy

Mr. Hands,

I have what I hope is an easily executable suggestion which I think would make commuting easier for many people including myself.

When a northbound Purple Line train pulls into the station at Howard would it be possible to delay the southbound Red Line train in the station long enough for riders to make the transfer between the two?

I live at the Morse stop on the Red Line and work by the Chicago Brown/Purple line stop. On my commute home in the evening I generally take the Brown or Purple trains north to Fullerton and transfer to the Red Line. I often find myself on the Purple line train heading north and occasionally I have taken this train all the way to Howard instead of transferring in the hope of taking advantage of the express train's speed and then catching a southbound Red Line back to my stop at Morse. The problem is that every time my train pulls in to the station at Howard the southbound Red Line is announcing that doors are closing and they pull out of the station before Purple line riders can get up and over the track to catch it. I have witnessed many riders attempting to make the mad dash and catch this train every time I have tried to pull this off. Generally the Purple express has many fewer riders from Belmont to Howard than does the Red. This change would allow riders such as myself who use the Jarvis, Morse, and especially the Loyola stops to take the Purple line and do this loop-back without adding any time to their commute thereby easing congestion on the Red Line.

Thanks for your time.

Best Regards,

Casey Stockdon

RPM-74

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:27 AM  
**To:** Lea, Claudia  
**Subject:** FW: Public Scoping Meeting - Rogers Park 1/26

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---

**From:** Steve Hueffner [sahueffner@gmail.com]  
**Sent:** Wednesday, January 19, 2011 4:36 PM  
**To:** North Red & Purple Modernization  
**Cc:** Ward49  
**Subject:** Public Scoping Meeting - Rogers Park 1/26

Mr. Hands,

I will be unable to attend the public scoping meeting in Rogers Park on 1/26, however I would like to express my interest in seeing improvements made to the stations north of Belmont along the redline. Many of the stations north of Belmont are in need of rehabbing. Too often the stations on the outskirts of the city are neglected and fall into disrepair as is the case with the Morse and Jarvis stops. Businesses are trying to make a comeback and not only serve the people of the immediate area, but serve people from other areas of the city as well. It is imperative to the Rogers Park community that the redline stations be safe and welcoming to attract new patrons. As evidenced by the business development on Morse ([Mayne Stage/Act One Cafe](#), Morseland, Chuckie's, [CoOffice Connect](#)) and Jarvis (Poitin Stil, Charmers Cafe, [Gruppo Di Amici](#), [Taste Food & Wine](#), [Rogers Bark](#)) we are doing our part to cultivate future growth, please do your part. May I also suggest you take the redline to the Morse stop for the meeting on the 26th to get a better sense of the needed improvements.

Also, I have not overlooked the complete re-build of the Howard redline/purpleline/yellowline station. It is a fantastic addition and shows what the CTA can accomplish. It would be great to have equally impressive stations at Morse and Jarvis.

Regards,

Steve Hueffner  
1317 W. Greenleaf

RPM-75

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:27 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA to Hold Meeting on Red and Purple Line Modernization

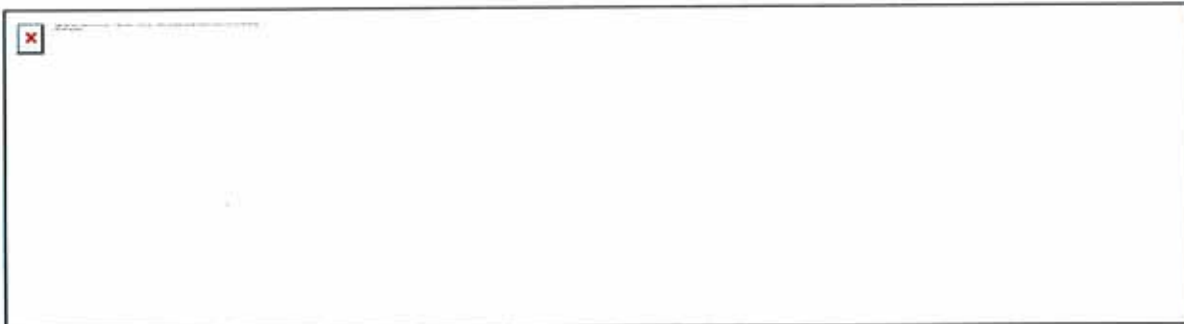
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**From:** Larisa Phillips [larisachicago@gmail.com]  
**Sent:** Wednesday, January 19, 2011 4:47 PM  
**To:** North Red & Purple Modernization  
**Subject:** Fwd: CTA to Hold Meeting on Red and Purple Line Modernization

It would be great if this would get rid of the drug dealers and crackheads at the Morse Red Line. I walk to the Loyola stop for safety reasons.  
Larisa

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

**From:** Alderman Joe Moore <[ward49@cityofchicago.org](mailto:ward49@cityofchicago.org)>  
**Date:** Wed, Jan 19, 2011 at 1:20 PM  
**Subject:** CTA to Hold Meeting on Red and Purple Line Modernization  
**To:** Larisa <[larisachicago@gmail.com](mailto:larisachicago@gmail.com)>



### CTA to Hold Meeting on Red and Purple Line Modernization

Dear Neighbor,

The Chicago Transit Authority (CTA) is hosting a "public scoping meeting" to discuss proposed improvements to the Red and Purple Lines. The meeting will be held on Wednesday, January 26th, 6:00 to 8:30 p.m. at New Field School, 1707 W. Morse (at Clark).

The improvements are subject to the availability of funding, and are proposed to bring the existing transit stations, track systems and structures into a state of good repair, from the track structure

immediately north of the Belmont station to the Linden terminal in Wilmette.

This project is one part of CTA's efforts to enhance the entire Red Line.

The CTA is asking 49th Ward residents to attend the meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Tier 1 Draft Environmental Impact Statement (EIS).

**This would be an ideal time to join me in pushing for improvements to the Jarvis, Morse and Loyola stations!**

In addition to comments received at the meeting, the CTA will accept written comments until February 18th. Comments may be submitted by mail, e-mail or fax, with attention to:

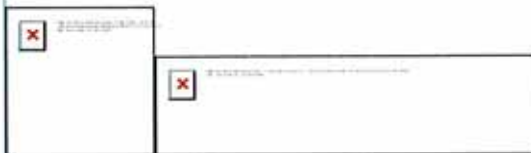
Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
E-mail: [RPM@transitchicago.com](mailto:RPM@transitchicago.com)  
Fax: (312) 681-4195  
For More Info: [www.transitchicago.com](http://www.transitchicago.com)

Sincerely,

Joe Moore

<http://www.facebook.com/joemoore49>

<http://www.twitter.com/joemoore49>



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--

Larisa Phillips



[larisachicago@gmail.com](mailto:larisachicago@gmail.com)  
312-813-0776

RPM-76

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:31 AM  
**To:** Lea, Claudia  
**Subject:** FW: Purple Line Improvements

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**From:** Sharon Robinson [sasawater@hotmail.com]  
**Sent:** Wednesday, January 19, 2011 9:15 PM  
**To:** North Red & Purple Modernization  
**Subject:** Purple Line Improvements

Stop running purple line express trains from Linden to Howard and Linden to Downtown.

Instead, build onto existing purple line platforms to accomodate eight car trains.

Then, run red line trains all the way through to Linden.

Eliminate the purple line completely.

You'll save millions.

Thank you.

\$haron Robin\$on

RPM-77

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:33 AM  
**To:** Lea, Claudia  
**Subject:** FW: Updating the Red Line in Rogers Park

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

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**From:** Tony Robinson [rarobins17@hotmail.com]  
**Sent:** Thursday, January 20, 2011 12:01 AM  
**To:** North Red & Purple Modernization  
**Subject:** Updating the Red Line in Rogers Park

Dear Bill Mooney,

It is good to know you are still with CTA, doing great things in transit...presumptively.

I was until recently a resident of Rogers Park, utilizing the Jarvis Station (now currently using Metra's UP-NW, Palatine Station). I still use public transit to visit the Rogers Park area. I frequent restaurants on Morse and family/friends along the Jarvis Station. Some of the common sense improvement are on the way I can believe. I realize all the stations may not be in line to become concrete platforms, one of the ideals I would have in mind is adding an incline to the platform going from the stairs to the platform edge and also have it colored with cautionary colors. This would decrease the likeliness of accidents at the edge of platforms. It would be a awkward place to stand an make people more cautious of boarding/alighting cars at the stations.

If I can explain to your team, please have a representative contact me.

Sincerely,  
-Anthony Robinson

PS: We met in your office about 15 years ago (myself and Adam Kerman of TransitRider's Authority) about upgrading situations for the (now) Red Line.

*Message approval by the power of T.  Carpe Diem!*

RPM-78

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:40 AM  
**To:** Lea, Claudia  
**Subject:** FW: Improvement request for Argyle station

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**From:** Brian Kerr [brikerr@gmail.com]  
**Sent:** Thursday, January 20, 2011 1:10 PM  
**To:** North Red & Purple Modernization  
**Subject:** Improvement request for Argyle station

My suggestion is to add an elevator at the Argyle red line stop. Really, I think all el stops should have elevators.  
Thanks for noting my suggestion.  
Brian Kerr

RPM-79

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:40 AM  
**To:** Lea, Claudia  
**Subject:** FW: Purple line scoping meeting

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**From:** Judith Greene [judith\_c\_greene@yahoo.com]  
**Sent:** Thursday, January 20, 2011 4:11 PM  
**To:** North Red & Purple Modernization  
**Subject:** Purple line scoping meeting

We attended a previous scoping meeting at Fleetwood Jordan several months ago, expressing our views on Purple and Red line improvements, and spent several hours with your staff at that time. We really appreciated the opportunity to have this input. Hope you still have our ideas from that meeting!

Judith and Peter Greene  
15 Martha Lane  
Evanston, IL 60201  
[judith\\_c\\_greene@yahoo.com](mailto:judith_c_greene@yahoo.com)

RPM-80

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 7:40 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line Modernization Project--Community Comments on Wilson El Station

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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

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**From:** kathimax@sprynet.com [kathimax@sprynet.com]  
**Sent:** Thursday, January 20, 2011 1:27 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line Modernization Project--Community Comments on Wilson El Station

CTA Board and Planning Department,

On behalf of the Uptown Neighborhood Council and its 1200+ members,  
**I am requesting the Red Line Wilson El Station be given top priority status  
for a major renovation for the following reasons:**

- Wilson El Station is one of the major crime centers on the Red Line
- Wilson El Station does not provide a safe environment with empty store fronts, dim lighting, and poor design with stiles located on the second floor
- The Wilson El Station entrances/exits do not provide safe, welcoming pedestrian access for the thousands of CTA users living south and west of the station

We are formally requesting a community planning process to create a comprehensive plan to include:

- Vibrant retail shops & storefronts
- Restoration of the historic Wilson El Station
- New Wilson El Station entrance/exit by Target (Sunnyside)
- Extend platform south to Target
- Improve pedestrian access for residents living south and east of the station

Hopefully hundreds of residents will turn out for CTA January 24 meeting to voice their opinion,  
Katharine Boyda  
UNC, Uptown Neighborhood Council President

RPM-81

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 12:13 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comment for Red, Purple Line Improvements

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**From:** Jason Malikow [jasonmalikow@gmail.com]  
**Sent:** Friday, January 21, 2011 9:24 AM  
**To:** North Red & Purple Modernization  
**Subject:** Comment for Red, Purple Line Improvements

Dear Mr. Hands,

My name is Jason Malikow, and I am a resident of Rogers Park and user of the CTA's Red and Purple train lines. I am unable to attend Wednesday's public scoping meeting regarding line improvements but I did want to offer a few comments for your consideration.

In addition to regular cleaning of the Jarvis station, which has been neglected this winter, I recommend that you repair the fascia concrete on the west side of the Jarvis tracks, and repair the viaduct support piers and retaining walls throughout the area under consideration for improvement. These seem to be basic quality and safety issues that cannot be ignored.

I would also like to see the commercial spaces connected to or housed within the stations renovated and made available for new businesses. There is a nascent commercial area, "Jarvis Square," that would benefit from additional retail space, and the city's repair of the Morse-Lunt streetscape has created an opportunity in the Morse station.

Thank you for considering my comments during this phase of the improvement cycle.

Sincerely,

Jason Malikow.

RPM-82

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, January 21, 2011 3:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red line and Purple line modernization project

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---

**From:** Lorraine Williams [lmwilliams8@sbcglobal.net]  
**Sent:** Friday, January 21, 2011 2:56 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red line and Purple line modernization project

I have traveled extensively and one thing that I always notice upon arriving back in Chicago, is how much quieter transit trains are elsewhere. Our trains are far louder when they pull in as well as the noise of being on them, and then that is compounded by the excessive volume of the announcements. If Washington DC can have quieter trains, I would think we could figure something out to quiet ours down as well.



RPM-83

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Sunday, January 23, 2011 6:46 PM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Community Meetings

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---

**From:** Daniel Redeffer [dredeffer@gmail.com]  
**Sent:** Saturday, January 22, 2011 10:27 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Community Meetings

Dear Mr. Hands,

My name is Daniel Redeffer and I am a resident in the Rogers Park Neighborhood and I am very interested in attending a meeting. However, my current work schedule prohibits me from attending the current meeting dates. My question is there any possibility to get information on the plans and considerations for this specific project. I would love the opportunity to express my opinions and input for this subject in particular. I am currently on numerous groups for high speed rail such as the Midwest High Speed Rail Alliance, and the American High Speed Rail Association. Urban transportation and inner-city rail is just a couple of areas that I really want to learn more about. If there is any way that I can get some information that will be at any or all of the meeting that would be much appreciated. If you need to contact me in any way, please feel free to contact me through email or my cell phone is 773-397-0941. Again, I am very interested in learning more about this project and seeing what I might be able to get involved in with this project. Thank you for your time.

Daniel Redeffer

RPM-84

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Sunday, January 23, 2011 6:46 PM  
**To:** Lea, Claudia  
**Subject:** FW:

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**From:** aaron snyder [bendov38@yahoo.com]  
**Sent:** Saturday, January 22, 2011 7:31 PM  
**To:** North Red & Purple Modernization  
**Cc:** Joe Moore  
**Subject:**

Steve Hands,

Both the RedLine Jarvis station and track-support structure at Sherwin Ave [one block south of Jarvis] need serious attention.

I regret that I'm unable to attend the meeting devoted to this subject.

Aaron Snyder

RPM-85

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 24, 2011 3:40 PM  
**To:** Lea, Claudia  
**Subject:** FW: Purple line renovations

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---

**From:** Mary Bradley [m-bradley2@northwestern.edu]  
**Sent:** Monday, January 24, 2011 3:05 PM  
**To:** North Red & Purple Modernization  
**Subject:** Purple line renovations

I have heard that closing of the Foster Avenue Purple line stop is being considered. As a staff member of Northwestern University Library, I strongly disagree with this decision. Many students, faculty, visitors and staff rely on the Foster Avenue stop to reach the north campus of Northwestern University. Please consider our needs when deciding on this change.

Thank you!  
Mary

Mary Bradley  
Library Administration  
Northwestern University Library  
1970 Campus Drive - Suite 1388  
Evanston, IL 60208-2300  
(t) 847 491-7641  
(f) 847 491-8306  
Hours: 8:15 a.m. - 4:45 p.m. M-F

RPM-86

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, January 25, 2011 11:58 AM  
**To:** Lea, Claudia  
**Subject:** FW: Comments/questions regarding proposed transit changes to Evanston branch

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**From:** Michael Comins [mcomins@gmail.com]  
**Sent:** Monday, January 24, 2011 4:26 PM  
**To:** North Red & Purple Modernization  
**Subject:** Comments/questions regarding proposed transit changes to Evanston branch

Hello Mr. Hands,

I have just read through the scoping document and have a question. I'm not sure I can attend the meeting so I thought I would send an email. With regards to the final option: building underground stations and moving from 4 tracks to 2 tracks. Under this proposal it states that we would have reduced travel times. My assumption would be that travel times on local service might be faster but that the elimination of the express lines would cause the morning rush to be much longer. Could you provide side by side comparisons of current versus proposed for travel times on both the local and the express lines.

Thanks,

Michael Comins  
Evanston resident

RPM-87

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, January 25, 2011 11:59 AM  
**To:** Lea, Claudia  
**Subject:** FW: Closure of South Blvd El Stop

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---

**From:** jennifer@att.net [jennifer@att.net]  
**Sent:** Tuesday, January 25, 2011 10:13 AM  
**To:** North Red & Purple Modernization  
**Subject:** Closure of South Blvd El Stop

Hello,

I am writing to comment on the proposal to close the Purple Line station at South Blvd in Evanston. I believe this would be a bad decision for Evanston and it's residents. Firstly, many, many commuters use that station. The housing near there would lose value if it were no longer nearby an El stop. The area is already borderline and this step might be enough to sink it further economically. Many people from south Evanston use this station instead of Howard St. to avoid that high-crime area.

Secondly, South Blvd. is one of the few stations with free and accessible parking nearby. There are many of us (myself included) who are unable to walk to the station and must rely on driving and parking nearby. (I can walk no more than a couple blocks.) Main St., Dempster., and Howard are all nearby but in shopping districts with metered and restricted parking.

The closing of the South Blvd. station would have a significant impact on my ability to use public transportation.

Please reconsider your proposal!  
Jennifer Schaffer  
Evanston resident of 37 years.

RPM-88

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, January 25, 2011 12:02 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line Improvements

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**From:** Galarza, Jose A [jose.galarza@globalsecuritiessolutions.com]  
**Sent:** Tuesday, January 25, 2011 10:09 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line Improvements

I read about the changes to the redline stations. I understand that the Lawrence stop is being considered for elimination. That would be very detrimental to the neighborhood. With the concert venues nearby a lot of people take public transportation. This would encourage more people to drive into a very congested neighborhood. Why not eliminate the Argyle stop? I take that stop daily, but it's just as close walking to Lawrence. It seems to me that the station is hardly used on weekends because all of the shoppers for the Argyle stores and restaurants drive already. I know this because I live near there and traffic is terrible. Elimination of that station wouldn't have a detrimental effect on Traffic as I believe the Lawrence stop would.

José A. Galarza  
Vice President  
Bank of America Merrill Lynch  
Global Securities Solutions  
540 W. Madison St.  
IL4-540-18-40  
Chicago, IL 60661  
[jose.galarza@bankofamerica.com](mailto:jose.galarza@bankofamerica.com)  
PH:312-904-0341  
FX:312-992-1718

RPM-89

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, January 25, 2011 12:03 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comment from RPM Public Meeting January 24, 2011  
**Attachments:** Suggested subway option for RPM.pdf

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**From:** Hands, Steve  
**Sent:** Tuesday, January 25, 2011 11:57 AM  
**To:** North Red & Purple Modernization  
**Subject:** FW: Comment from RPM Public Meeting January 24, 2011

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Steve Hands  
Strategic Planner  
Chicago Transit Authority  
Strategic Planning and Policy  
(312) 681-4169

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**From:** Connelly, Michael  
**Sent:** Tuesday, January 25, 2011 11:54 AM  
**To:** RPM@transitchicago.com  
**Cc:** Gallagher, Elizabeth; Dawson, Leah; Iacobucci, Joseph; Hands, Steve  
**Subject:** Comment from RPM Public Meeting January 24, 2011

see attachment (8.5"x14")

A gentleman who visited the meeting went home to find this flyer and bring it back before the meeting was over. It outlines a proposal by several neighborhood groups for a partial subway option for a portion of the Red/Purple Line.

This flyer is dated 1984, and shows the four track Red/Purple entering a subway under Clark street just north of the Belmont station. It continues under Seminary avenue with two stations at Addison and Irving Park. The four tracks exit the subway at a portal along the Challenger Park area to rejoin the elevated system at Wilson station.

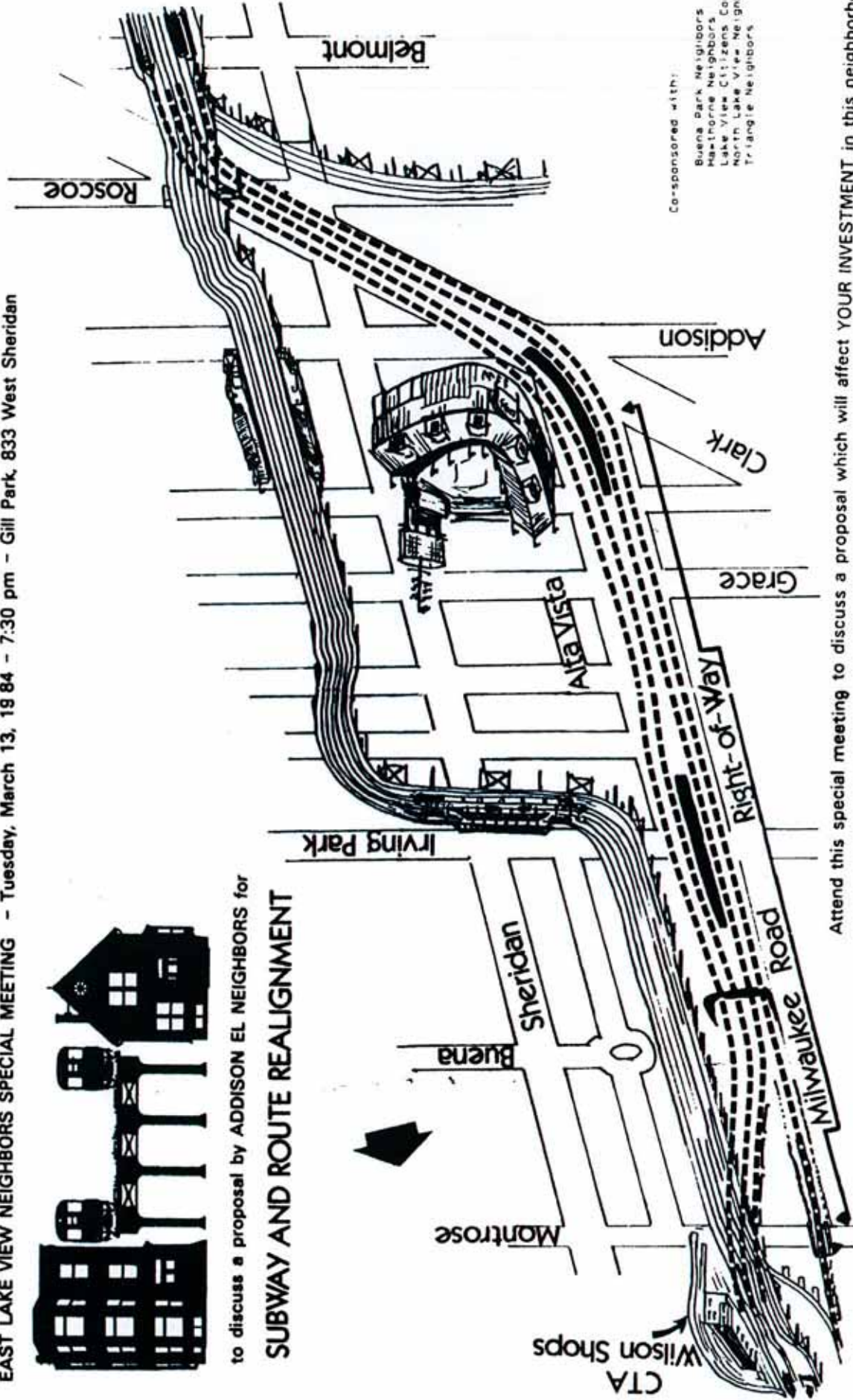
The gentleman asked me to get this suggestion into the record for the public process.

EAST LAKE VIEW NEIGHBORS SPECIAL MEETING - Tuesday, March 13, 1984 - 7:30 pm - Gill Park, 833 West Sheridan



to discuss a proposal by ADDISON EL NEIGHBORS for

### SUBWAY AND ROUTE REALIGNMENT



Co-sponsored with:

- Buena Park Neighbors
- Madison Neighbors
- Lake View Citizens Council
- North Lake View Neighbors
- Triangle Neighbors

Attend this special meeting to discuss a proposal which will affect YOUR INVESTMENT in this neighborhood!!



RPM-90

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Wednesday, January 26, 2011 9:41 AM  
**To:** Lea, Claudia  
**Subject:** FW: Evanston hearing this week

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**From:** Cheryl Rampage [CRampage@family-institute.org]  
**Sent:** Tuesday, January 25, 2011 1:22 PM  
**To:** North Red & Purple Modernization  
**Subject:** Evanston hearing this week

Hello Mr. Hands-

I will be attending the hearing this Thursday in Evanston, representing the Family Institute. We serve the needs of several hundred low income patients each year, most of whom reach us on the Purple Line. Closing the Foster Avenue station would create a significant barrier for their receiving services from us. May I sign up ahead of time for an opportunity to speak, or is it strictly first come, first served?

Cheryl Rampage, PhD  
Senior Vice President for Programs and Academic Affairs  
The Family Institute at Northwestern University  
(847)733-4300 extension 302

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We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Joe Moore

Organization: 49th Ward Title: Alderman

Address: 7356 N. Ordway

City: Chicago State: IL Zip: 60624

Phone: 773-848-5796 E-mail: aldmoore@aol.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Thank you for holding this meeting in my ward. I certainly support an extensive rehabilitation of the Red Line and support in principle the 2-track, 3-track and 4-track models. I cannot, however, support any plan that calls for the removal of the Jarvis station. The Jarvis station is the lifeblood of the Jarvis Square business district. Without the station, the district dies. Moreover, hundreds, if not thousands, of my constituents depend on the Jarvis station. At a time when we should make access to public transit as convenient as possible, closing the station and forcing people to walk an additional 3-6 blocks makes no sense whatsoever. Attached please find e-mails from my constituents that were sent to my office in just the last 24 hours. They unanimously

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

oppose any plan that closes the Jarvis station



RPM.92



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Helen Carlock

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

Address: 7729 N. Ashland

City: Chicago State: IL Zip: 60626

Phone: 773 761-6512 E-mail: hcarlock@ameritech.net

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I cannot support any of the proposals as offered. I use the Lawrence, Jarvis, & South Blvd. stations fairly regularly. Now in my 70s, I can't walk as far as I once did. Alternative entrances will do me little good. In addition, the Jarvis station has a thriving business strip which will be destroyed if that station is closed. I often ride the purple express to downtown - in the afternoons for shopping and in the evenings for dinner & the theater. Thus, I don't like the 3-track proposal. A couple of extra stops on the Purple Line seem like a good idea if that train has 8 cars.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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



RPM-93



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: SUSAN S. PASTIN

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

Address: 1340 W. Touhy Ave. #405

City: Chicago State: IL Zip: 60626

Phone: 773-761-2246 E-mail: PATSUEPASTIN@SPEAKEASY.NET

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

1. Do NOT close JARVIS Station for 5-10 years. Transit-oriented development there is new + needs time to "gel" and improve the neighborhood.
2. I prefer grass embankments, which on Glenwood + Greenleaf - but offer <sup>wild</sup> flowers in summer. Replacing with concrete is NOT ecological. Ground absorbs water, concrete does not.
3. I FAVOR 4-TRACK modernization OR 2-track underground Alternative. If the latter, the CTA needs to be transparent about selling any land currently used for the L - and get a good price for any land sold to help cover project costs.



RPM.94



We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: ROLAND RODGERS

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

Address: 1412 W. CHASE AV. #106

City: CHICAGO State: IL Zip: 60626

Phone: \_\_\_\_\_ E-mail: rolandrodgers@hotmail.com

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I WOULD NOT MIND WALKING FARTHER TO AN EL STATION IF THE COMMUTE TIMES OF MY RIDES WERE EQUALLY REDUCED.

I THINK THERE SHOULD BE A SYSTEM TO INDICATE ARRIVAL TIMES OF TRAINS IN THE STATION AT THE TURNSTILES AS WELL AS ON THE PLATFORM.

ALL STATIONS SHOULD HAVE AN ESCALATOR OR ELEVATOR OR BOTH.

THERE SHOULD BE KIOSKS WITH INFORMATION ON DELAYS AND TRAIN REROUTES.

COMMUNITY INPUT AND SUGGESTIONS SHOULD BE TAKEN ON AN ONGOING BASIS THROUGHOUT THE DURATION OF THE PROJECT/CONSTRUCTION.

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Etfriede Wedam

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

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

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

I am opposed to closing/consolidating the Jarvis stop. I realize it has a lower traffic volume than the immediate surrounding stations, but there are several mitigating factors to consider. (1) The business community would decline sharply - it grew in part as a result of that stop. It is currently continuing to grow which portends well for increased usage of Jarvis stop. (2) The density of the area is high and home ownership is increasing, meaning that stability is increasing. As people need to use cars less, demand for public transit will only increase. (3) Nighttime traffic to Jarvis Square is increasing, requiring a close, safe, rapid transit stop to encourage new business/commercial ventures, and provide a secure public environment.

We want your input on the North Red and Purple Modernization Project. The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

1. Not in favor of closing Jans, Thomdale or Foster stops. People would have longer walks to get to a train station, which would cut ridership

2. ~~In~~ In favor of transfer stations. ~~at~~ ~~and~~ ~~Toyota~~

~~3. Subway alternative~~

3. Subway alternative seems better than 4-track modern structure, particularly if costs equal or lower. It allows rebuilding for speed.



RPM-97



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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Do not undertake the Modernization 3-Track or 2-Track Alternatives.  
3-Track negatively impacts Reverse commuters and proposed station elimination  
would negatively impact less physically able residents and local businesses surrounding current  
stations. The best option comes as an intermediate plan between the Basic  
Rehab w/transfer and the Modernization 4-Track. Eliminate NO stations  
but realign the elevated structure for faster curves. To increase speed and reduce  
travel times further, Reinstate AB skip stop service. Transfer stations at Loyola  
& Wilson will provide greater flexibility of trips but increase travel time to the loop. <sup>on the expansion</sup> <sup>of lines</sup> to help  
mitigate this, Evanston express trains should not stop at Wellington, Diverser, Armitage, or Salzwieser.  
Further speed increases can be achieved by construction of a flyover at Clark Junction.  
Thousand, Main, and Central should be made accessible, but should be historically  
preserved as examples of each type of architecture

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





RPM-98



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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

*My major concern is how evaluation criteria are weighted. Eg, how are Engineering factors compared to non-engineering factors.*



RPM-99



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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

most of the structures along the North Red and Purple are significantly past their operation may compromise service and operation of system many of the structures have been shaken with additional steel braces concrete is in poor condition there exposed steel rebar in many locations



RPM-100



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Name: ELEANOR TROTT

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Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on February 18, 2011.

Modernization of the track is great and option 4 appealed the most. However, losing the Jarvis stop would be terrible not only for convenience, but local business would suffer immensely due to lack of foot traffic. Also from a safety aspect. Howard St is notorious and for its high crime and shooting incidents, robbery etc. I would not feel safe using the Howard / Rogers stop.