



Appendix J

Public Scoping Meeting Transcripts

ORIGINAL

CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"NORTH RED AND PURPLE MODERNIZATION
PROJECT"
JANUARY 24th, 2011

Stenographic Report of Proceedings
had in the above-entitled matter held at
St. Augustine College, 1345 West Argyle Street,
Chicago, Illinois, commencing at 6:00 p.m., and
concluding at 8:30 p.m.

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 MS. REPORTER: Please, state your name.

5 MR. LITTLETON: My name is Jeffrey Littleton.

6 Okay. And I think the -- I like the
7 option of moving the Wilson Platform north -- or
8 south of Wilson Avenue, okay, so it better
9 serves the Truman College and the new shopping
10 area over by Target.

11 And, also, I believe, that the Lawrence
12 Avenue Station should stay in place, because
13 there's a lot -- it has heavy flow on certain
14 nights with the concert traffic from the Aragon
15 and from the Riviera.

16 Also, the Uptown Theater's going to be
17 renovated, and that's a humongous theater that's
18 going to have a lot of flow, and it'd be much
19 better served by having a Lawrence stop.

20 And, also, I believe, in prioritizing
21 the time, that we need to pay attention to the
22 fact that -- that there's a lot of handicapped
23 people in wheelchairs, and that whatever does
24 happen to timeline, that there should be a

1 priority in terms of time that something gets
2 done for accessibility for Wilson Station, in
3 particular, Wilson and Lawrence, Uptown, because
4 Uptown has a high intensity of handicapped
5 people in Uptown.

6 And, otherwise, I would say, also, the
7 buildings -- the retail in the Wilson area needs
8 to be renovated regardless of what happens, it
9 should happen sooner than later, but it's sort
10 of holding us down, it's keeping us back in
11 Uptown, you know ...

12 But other than that, I'll be writing
13 the rest of it.

14 MS. REPORTER: Please, state your name.

15 MS. BOYDA: My name is Katharine Boyda,
16 B-O-Y-D-A. I'm going to read a statement from a
17 letter that I had sent.

18 My name is -- I'd like to direct this
19 to the CTA Board and Planning Department.

20 On behalf of the Uptown Neighborhood
21 Council and it's 1,200 members, I am requesting
22 that the Red Line Wilson "L" Station be given
23 top priority status for a major renovation for
24 the following reasons:

1 No. 1, the Wilson "L" Station is one of
2 the major crime centers there on the Red Line;
3 No. 2, the Wilson "L" Station does not provide a
4 safe environment with empty storefronts, dim
5 lighting, and poor design with the styles
6 located on the second floor; No. 3, the Wilson
7 "L" Station entrances and exits do not provide
8 safe welcoming pedestrian access for the
9 thousands of CTA users who live south and west
10 of the Station.

11 We are formally requesting the
12 Community Planning Process to create a
13 comprehensive plan that includes vibrant retail
14 shops and storefronts, restoration of the
15 historic "L" Station, a new Wilson "L" Station
16 entrance by Target at Sunnyside, extend the
17 platform south to Target and Sunnyside, and
18 improve pedestrian access for residents living
19 south and west of the Station.

20 Thank you.

21 MS. REPORTER: Please, state your name.

22 MR. SHERIDAN: Sean, S-E-A-N, Sheridan.

23 I believe in the 4-track modernization
24 part.

1 And that's it.

2 MS. REPORTER: Please, state your name.

3 MS. DILLEMUTH: Ann Dillemuth.

4 Let's see, the best option seems to me
5 to be the 3-track alternative. I like the
6 express trains from the point at Wilson, the
7 thing that concerns me is the loss of the
8 Lawrence stop. That's my stop. And, I guess, a
9 lot of people are concerned about the loss of
10 their stop, but Lawrence seems like a pretty
11 significant east/west line and transfer point
12 because of the bus. It seems more sense to me
13 to expand Wilson north to accommodate the
14 Lawrence traffic instead of expanding it south.

15 I think it doesn't make sense to just
16 do the rehab option, because if you're going to
17 spend money, you may as well make the
18 improvements and not have to spend more money a
19 couple years down the line.

20 I'm not a fan of the subway idea,
21 because I like the elevated from riding
22 experience, and I ride the train every day to
23 work.

24 The 4-track seems like it might be too

1 much work with the property acquisition, and it
2 seems like you really only need the express
3 service in one direction. Two would be nice,
4 but one's really all that's necessary.

5 And that's all I have to say.

6 (Which were all the
7 proceedings had in the above
8 cause this date and time.)
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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

5 Sandra Di Vito, being first duly sworn,
6 on oath says that she is a court reporter doing
7 business in the State of Illinois; and that she
8 reported in shorthand the proceedings of said
9 hearing, and that the foregoing is a true and
10 correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said hearing.



13
14 Sandra Di Vito

15 Sandra Di Vito, CSR

16 LIC. NO. 084-004642
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CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

ORIGINAL

"NORTH RED AND PURPLE MODERNIZATION PROJECT"

JANUARY 24th, 2011

STENOGRAPHIC REPORT OF PROCEEDINGS

had in the above-entitled matter held at
St. Augustine College, 1345 West Argyle Street,
Chicago, Illinois, commencing at 6:00 p.m., and
concluding at 8:30 p.m.

Reported By: April T. Hansen, CSR

License No.: 084-004043

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 MS. REPORTER: Please state your name.

5 MS. BOPP: My name is Nadine Bopp. I'm
6 concerned about energy consumption, the constant
7 new construction that they have done on the south
8 side and at Belmont and Fullerton. They didn't use
9 any solar energy, so the roof lines that are
10 covering the platforms should be encased in
11 photovoltaic, PV, panels, solar panels. Because
12 that would cut down on long term operational costs,
13 since energy is only going to get more and more
14 expensive. And also, since our nuclear power
15 plants are going to be decommissioned, so that is
16 another issue.

17 I would also like to see the
18 platform extended and have the opening or entrance
19 and egress behind the Aldi's right there so that
20 you can get on at either Wilson or the Broadway
21 area, or you can get off behind the Aldi's where
22 the new Target store is. There is plenty of room
23 right there where the old existing platform is that
24 they are not using on the one outside area, or

1 where the old Metra lines are that were on the west
2 side. So either the east side or the west side,
3 there is plenty of room there to put another
4 entrance.

5 Also, they have been covering up the
6 dilapidated uprights behind the Aldi store with
7 some kind of metal facade without doing anything.
8 Where I live further down behind Graceland Cemetery
9 they are rusting out, and the rust is imbedding in
10 the metal on our cars and ruining the finish on our
11 cars. I can't even park in our parking lot back
12 there. So not even is there deferred maintenance,
13 but there is a severe deterioration of the physical
14 structure of the elevated lines as well.

15 It would be new, it would be nice to
16 have City-wide broadband Wi-Fi on the trains, like
17 some cities actually have.

18 MS. REPORTER: Please state your name.

19 MR. CARROLL: Mark Carroll is my name. I just
20 wanted to share my concern. I would like to have
21 in three Red Line stops, Wilson, Sheridan, and
22 Lawrence stops, to make sure that they are all
23 still in the plan, as well as making them all ADA
24 accessible. I think that most people who live in

1 the area are less affluent, I think it's important
2 to make sure that each of those stops are kept
3 intact as well as brought up to ADA standards for
4 the Americans with Disability Act.

5 It's important to have all three of
6 those stops for the residents at the 46th Ward who
7 utilize it the most. So that's it.

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1 STATE OF ILLINOIS)

2) SS:

3 COUNTY OF C O O K)

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10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the excerpts of
12 proceedings given at said public meeting.



14 April T. Hansen
15 Certified Shorthand Reporter

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ORIGINAL

CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"NORTH RED AND PURPLE MODERNIZATION
PROJECT"

JANUARY 25th, 2011

Stenographic Report of Proceedings
had in the above-entitled matter held at
Nicholas Senn High School, 5900 North Glenwood
Avenue, Chicago, Illinois, commencing at 6:00
p.m., and concluding at 8:30 p.m.

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 MS. REPORTER: Please, state your name.

5 MR. RETTA: Befekadu Retta, B-E-F-E-K-A-D-U,
6 R-E-T-T-A.

7 I just have a question or comments
8 regarding to Wilson "L" Station, Lawrence, and
9 Sheridan "L" Station.

10 I'm sure you notice how it's,
11 especially, Wilson "L" Station is not in to the
12 proper maintenance, and, also, the vacancies of
13 the CTA properties.

14 No. 1, it looks the neighborhood very
15 bad, it looks -- it, also, invites for bad
16 elements to be in that area. So, what plans do
17 you have for the Ward, or how soon are you
18 planning to improve?

19 Also, in terms of accessibility, those
20 three stations, they are not accessible to a
21 disabled person. Any plans for that?

22 Those are the questions that I have for
23 CTA.

24 And one more thing that I could say

1 about it is that, would it be possible to
2 have Purple Line to have stop at Wilson.
3 we had one there long, long time ago. If it
4 could come back, it would help, No. 1, the
5 residents to go out to suburban job, also,
6 suburbans to come into Uptown and to enjoy the
7 historic and see Uptown what can offer to the
8 people.

9 If it's possible, I would highly,
10 highly recommend if we could have a Purple Line
11 to get back after many years.

12 Okay. Thank you.

13 MS. REPORTER: Please, state your name.

14 MR. DAMIAN: My name is Paul Damian.

15 Okay. So, my comments are that,
16 I like -- I like aspects of all the plans,
17 I don't like the idea of closing the
18 Thorndale Station, and, I think, the one
19 alternative the CTA should consider for
20 Granville and Thorndale, Argyle and Berwyn,
21 and Lawrence and Wilson is to -- is to move the
22 platform to the middle of -- in between those
23 two stations and still retain the entrance at
24 Thorndale and the entrance at Granville, but

1 have the platform be in the middle. Just like
2 they do at 35th Street and 35th -- 31st Street
3 and 35th Street. The platform's in the middle.
4 So that this way, the existing businesses on
5 Thorndale and Granville are not destroyed by the
6 removal of the station.

7 And I, also, think that for Thorndale,
8 it's, especially, important that there be an
9 entrance there, because of the public safety for
10 the kids who go to Senn High School. So, I
11 think that it's better for them to walk a
12 straight line down Thorndale directly to
13 Senn than to go maundering through
14 neighborhoods to either go to the new proposed
15 station south of here or the new station north
16 of here. So, I think that's another big factor
17 to consider.

18 So -- and, then, the same thing at
19 Argyle and Berwyn, you know, those stations are
20 very close together, move the platform in
21 between them, and have the entrance there, but
22 you're consolidating it to one station.

23 And, obviously, Wilson and Lawrence is
24 a -- is a no-brainer for that, they're even

1 closer, those two stations, than Granville
2 Thorndale, and Argyle and Berwyn.

3 The other comment that I wanted to make
4 was that, I love the idea of the underground
5 Red Line going from Belmont to Devon, but I
6 think the CTA must really consider the water
7 table in that case.

8 There was a condo project built at
9 Rosedale and Broadway before the Great
10 Recession, and they hit water when they went to
11 go to build underground parking. And, so, CTA
12 is going to have the same problem, because we're
13 so close to the lake when you get this far
14 north, "this far," meaning about 5900, and
15 onwards to Devon.

16 So, I'm afraid that that \$4 billion is
17 not realistic. I think they're going to really
18 hit the water table and have to take a lot of
19 remedial action when they build the tunnel.

20 But I -- but I like that alternative as
21 the best of them all. And, so, but just keep in
22 mind the cost of, you know, water abatement due
23 to the high water table.

24 I think that's all I have to say.

1 MS. REPORTER: Please, state your name.

2 MS. MORUTZI: I'm Norma Morutzi.

3 And I live in Chicago, and I take
4 public transportation a lot. My local line is
5 the Red Line, and my local stop is the Lawrence
6 stop.

7 There are a couple things I really love
8 about the Red Line:

9 One is that, it's an elevated line on
10 the north side, it's not a subway line. So, I
11 really hope that they keep it as an elevated
12 line.

13 Two, one of the things I most
14 appreciate is that there are multiple stops that
15 get me where I want to go. So, I can take it, I
16 can get on and off, I can, actually, arrive at
17 locations, the stations are really close to the
18 whole route all along the way.

19 And that's a, kind of, old fashioned
20 service that we think of for public
21 transportation before there were cars, but in
22 the best ways. Because cars people appreciate
23 because they get close to where they want to go,
24 but the Red Line stops get you really close.

1 And a number of the plans get rid of
2 multiple stations. For instance, in my
3 neighborhood, they would get rid of -- on the --
4 on the Track 4 renovation, it would get rid of
5 the Lawrence Station, the Argyle Station, there
6 would be no stations between Wilson and a new
7 Foster Station.

8 What I know is that, I mean, not only
9 do I love my Lawrence stop, because it's closest
10 for me, but the Lawrence stop gets crowded with
11 the theater stuff at the Aragon, at the Riviera,
12 and the Green Mill, and, especially, if they
13 renovate the Chicago Uptown Theater. So, that's
14 really crowded for theaters.

15 The Wilson stop is crowded with Truman
16 College students.

17 The Argyle stop gets crowded with Asian
18 shoppers, especially, on the weekends.

19 The idea of having no stops to deal
20 with those three separate already multiple
21 crowds of people, and having to walk, that's a
22 long way if you have to walk all the way from
23 Lawrence or Argyle up all the way to Foster, for
24 instance, with shopping. Nobody's going to do

1 that. Nobody's going to do it. I mean, I'll
2 take the bus rather than have to walk multiple a
3 long way, because what is really great about the
4 line as it is is the multiple stops.

5 So, I know what I've heard is that
6 people saying that speed, everybody's worried
7 about it being slow, and I know everybody
8 complains about that, I complain, too. But,
9 obviously, it's an old line and any renovation
10 will improve that.

11 So, speed is important and the new
12 transfer stations would be great, but multiple
13 convenient local stops are crucial for people to
14 take it and really use it and appreciate it.

15 I think that's what I wanted to say.

16 MS. REPORTER: Please, state your name.

17 MS. MONROE: Joan Monroe.

18 Okay. I'm not used to this. What I
19 have commented on, I'm sure you've heard it
20 quite often, is that, I take the 22 Clark Bus,
21 and it seems that they don't like to be lonely.
22 They come in threes. You can wait for quite a
23 long time, and then there'll be three of them,
24 and they like to play tag.

1 And the other thing is that, the buses
2 are very hot in the winter. You've been
3 standing outside in your winter clothes, and you
4 get on a bus and it feels like, you know, it's
5 80 degrees. And I'm sure it's only about 60,
6 65, but it's much too hot for people who've been
7 outside.

8 So, that's about -- that's my biggest
9 complaint.

10 And I, also, wonder where they're going
11 to get the money for some of these projects.
12 They sound very nice, but I -- I guess, they did
13 get the money for the Brown Line, so, the yuppie
14 train, so maybe they'll get the money for the
15 Red Line.

16 And I do take all these things quite a
17 bit, because I don't drive.

18 That's about it. Thank you.

19 MS. REPORTER: Please, state your name.

20 MR. MARTIN: I'm Alfie Martin. And I'm a
21 member of the LVEJO, and a student at Wright
22 College.

23 The Red Line, Purple Line Trains
24 that I'm familiar with when I was catching

1 between Belmont and Linden, yeah, when -- so,
2 yeah, about that project, yeah, to have
3 underground.

4 And, so, me and the riders are -- are
5 waiting for the signals to clear of departing
6 Belmont and approaching Howard when they were
7 switching tracks, and when I was at the Howard
8 transferring to Purple Line Trains going up in
9 Downtown Evanston where I get off at David
10 Street.

11 And it was a long time when I was -- I
12 was on the Purple Line Train going up in --
13 going up in Wilmette getting off at Linden where
14 those train yards is. And -- and, yet, the
15 Purple Line going -- going down to the ground
16 railroad -- railroad after Central -- from
17 Central to Linden.

18 And when I -- when I read about those
19 trains and "L" Stations on the Chicago's Rapid
20 Transit Website at www.Chicago-L.org, I read
21 about what -- what the train stations are -- are
22 built, rebuilt, and demolished, yes, when I read
23 those history stories about it, and I look at
24 those old pictures -- pictures of those stations

1 and trains, and those -- and those train
2 garages, too.

3 And I will -- and I enjoy riding those
4 Purple Line and -- Purple Line and Red Line
5 Trains.

6 Thank you.

7 MS. REPORTER: Please, state your name.

8 MR. VUONG: My name is Brian Vuong.

9 Okay. I feel as though closing the
10 stops, especially, Thorndale, or even Jarvis,
11 Lawrence, will -- will effect businesses and the
12 amount of foot traffic they get and rely on very
13 much so.

14 My father owns some properties
15 around here, and chief amongst the most
16 important factors is that, when you advertise
17 your property, you say that it's close -- very
18 close to vicinity of the Thorndale stop.
19 and -- and if that's taken away, I feel that --
20 I'm sorry, I feel that it will, you know, take
21 away the marketability, especially, with stops
22 that have been here for almost 100 years. As I
23 understand, the Thorndale stop has been around
24 for, I don't know, since the 1920's or

1 something, and to take that away will be a
2 disservice to the constituents of, you know,
3 this area and in and around Jarvis and
4 Lawrence.

5 Thank you.

6 MS. REPORTER: Please, state your name.

7 MS. SMITH: Heather Smith.

8 I'm here to say that I live close to
9 the Jarvis stop, and I've watched, at least, six
10 businesses grow over the time that I've lived
11 there in eight years. And last year, I spent
12 nearly \$500 just in December alone on those
13 businesses.

14 And I believe that the economic value
15 of those businesses is very important to my
16 neighborhood, and I would not like to see the
17 consolidation of the Jarvis stop.

18 I really like the modernization stop of
19 making -- I forget the alternative, but one of
20 the alternatives that does not involve closing.
21 But, please, don't close my train station.

22 I live a seven-minute walk from it, and
23 I really enjoy it, and it's a safe place, it
24 makes my community safe, and my commute safe.

1 Thank you.

2 MS. REPORTER: Please, state your name.

3 MS. SANFORD: Kristi Sanford.

4 All right. So, I -- the one
5 consolidation that I'm concerned about is the
6 Jarvis stop. And I would just want to make sure
7 that whatever access is granted to the Howard
8 stop, that it would still be convenient and
9 close enough to draw people that walk to that
10 current stop, and that it wouldn't harm the
11 businesses that are there, because there's been
12 a lot of redevelopment recently. And as a
13 longtime resident, I'm so grateful for it,
14 because there's, actually, stores that I want to
15 shop at in my neighborhood now. So, that's one
16 thing.

17 And, then, I think the consolidation --
18 having worked for almost 10 years off the
19 Bryn Mawr stop, I do think consolidating the
20 Thorndale stop and the Lawrence stop as an
21 Option 3, I think it was, is probably a very
22 good idea, having walked it. You know, I don't
23 live there or currently work there, but having
24 walked that strip a lot, I know that area, and I

1 think -- I think that's probably the best option
2 that I've seen tonight.

3 So, that's it. Thank you.

4 (Which were all the
5 proceedings had in the above
6 cause this date and time.)
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2) SS:
3 COUNTY OF COOK)
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ORIGINAL

CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION
PROJECT"

January 26th, 2011

Stenographic Report of Proceedings

had in the above-entitled matter held at
New Field Primary School, 1707 West Morse
Avenue, Chicago, Illinois, commencing at
6:00 p.m., and concluding at 8:30 p.m.

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 MS. REPORTER: Please, state your name.

5 MR. QUIRK: My name is Christopher Quirk.

6 And I live at 1444 West Jarvis, which
7 is, approximately, half a block off the Jarvis
8 "L" stop.

9 And I am just here to say if that one
10 of the proposals is to leave the Jarvis "L"
11 stop, leave the Jarvis "L" stop.

12 And my wife and I, and most of the
13 neighbors in my building that I've talked to,
14 would all prefer to keep the Jarvis "L" stop,
15 since it is a centerpiece to our neighborhood.
16 It makes our lives very much more convenient
17 than they would, otherwise, be.

18 So, we'd like to lobby for keeping it.
19 Yea, keep the Jarvis stop.

20 MS. REPORTER: Please, state your name.

21 MS. PRICE: Carla Price.

22 And I am an owner of property in the
23 community along Chase and Greenvew. I have a
24 number of tenants who really utilize that Jarvis

1 "L" stop.

2 There are small businesses along the
3 Jarvis "L" stop, and it would be a struggle to
4 my neighborhood near Jarvis to go to Howard or
5 to Morse Avenue.

6 When I was younger, we had "A" and "B"
7 stops. And a train doesn't have to stop every
8 half mile, a train can be an "A" train that
9 stops at certain places, and a "B" train that
10 stops at other places.

11 I do think that our structure is in
12 tremendous need of remodeling just as all of
13 them are. But I think that Jarvis is a very
14 beautiful point in Rogers Park, because it has
15 small scale shops, and it gives a very positive
16 impression of our community.

17 Also, there are lots of elderly people
18 along the lakefront that really rely upon that
19 "L" to take them places. If you were to close
20 that stop, people would have to go all the way
21 to Howard or Morse, and I cannot see the logic
22 of that kind of a situation.

23 What else could I say?

24 Tonight, you're showing different views

1 of modernization and -- for the "L", and in
2 every city I've ever been in, I am proud to say
3 that the "L's" and elevated trains that I've
4 been on in all the cities have a fabulous
5 transit system. And, I think, Chicago, as
6 fabulous as it is, needs to step up to the plate
7 and make its transportation system as glorious
8 as all of the other stations in the United
9 States in the large cities that I have been in.

10 And, so, I urge whoever it is that is
11 in charge to think through this very carefully,
12 because we must keep our standards high in
13 Chicago.

14 And I know that the plan was even to
15 extend the Red Line past 95th Street. So, we
16 need all the help we can get up here on the
17 north side.

18 It took many years for that section of
19 Rogers Park to become a viable part of the
20 community. There have been many condo
21 developments, upscale -- more upscale rentals,
22 and people are recognizing Rogers Park as a
23 viable place to live. And in order to keep
24 those quality tenants and not to have a reversal

1 and a trend downward, we must have the improved
2 system as well as continue to have a Jarvis "L"
3 stop, otherwise, what's going to happen with
4 Jarvis, it's going to go downhill and all the
5 small businesses will be gone.

6 Thank you.

7 MS. REPORTER: Please, state your name.

8 MS. KRAUS: Amanda Kraus.

9 I just wanted to state that I am not in
10 support of the station consolidation at Jarvis,
11 because I think it would have an unusually large
12 impact on the residents of the community as well
13 as the businesses.

14 It reduces our public transportation
15 options and increases foot traffic between
16 Jarvis and Morse, which is too far to walk for a
17 reasonable trip downtown.

18 So, that's it, I think.

19 MS. REPORTER: Please, state your name.

20 MS. KORTHASE: Heidi Korthase.

21 I believe that minimal action should be
22 taken, only actions necessary to make the
23 stations ADA accessible should be make.
24 Anything more would be fiscally irresponsible

1 and likely result in increased fares for the
2 riders who can least afford it.

3 The Jarvis stop should not be
4 eliminated. It should not be a casualty to make
5 faster service. People who want faster service
6 should take the time to walk over to the Metra.

7 That's it.

8 MS. REPORTER: Please, state your name.

9 MS. SOLOMON: Nancy Solomon, S-O-L-O-M-O-N.

10 I'm here because I'm concerned about
11 the potential closing of Jarvis, and I think
12 that it's a dreadful mistake, and I want to urge
13 CTA to reconsider.

14 If, in fact, you want people to use
15 transit, then you have to make it easy for them
16 to get to it. If you don't have a stop between
17 the Morse Station and Howard, that's an
18 enormously dense population there that uses that
19 station and we absolutely need it.

20 There are businesses who depend -- who
21 have grown up now around this station that were
22 never there before. We had liquor stores. Now
23 we have, actually, a beginning of a thriving,
24 interesting shops, and places to sit, and

1 have -- and eat, and meet one another, I take my
2 dog there, there's a theater, I mean, there's a
3 groomer, there's a theater, there's a
4 restaurant -- there are restaurants, there are
5 coffee shops, that never existed, and I've only
6 been here five years.

7 If you want to do a stop consolidation,
8 I lived in New York for a thousand years, there
9 are Double A Lines, they were locals, the A Line
10 moved on the same track, that was an express.

11 If you want to go Howard, I guess,
12 Loyola, something, make that an express, keep
13 the rest of it a local so that people have
14 choices.

15 Rogers Park is always on the verge of
16 becoming decent. To take away that "L" Station,
17 that -- that transit stop, because it doesn't
18 have to be an "L", it can be underneath, who
19 cares, would be a death note for our community.
20 It would turn everything that we have done
21 backwards. It would crash our system.

22 So, I urge CTA, I implore CTA to
23 reconsider closing Jarvis.

24 Also, when I looked at the map, the

1 distances between the stops that they were not
2 going to close were very short, but the stop
3 between Loyola and Howard is very long and
4 treacherous.

5 It's scary enough to walk from the
6 Jarvis Station to my house, which is not that
7 far away, in the middle of the night, but to
8 walk from Howard to my house in the middle of
9 the night, I won't use it. I will not use
10 transit if I have to do that. I can't do it.
11 And I can't from Morse, it's too far.

12 Also, I'm a senior citizen, I'm
13 71-years old. I traveled in Europe, and they
14 have, believe it or not, escalators. And they
15 have a kind of a system like a Target -- like
16 they have in Target where you can -- when Target
17 is on more than one floor and you can put your
18 cart in it, they, actually, have something you
19 could, actually, you know, stand next to it and
20 your baggage goes up and down with you -- goes
21 with you. I mean, that would be lovely.

22 Have ADA -- it has to be ADA compliant.
23 There's an awful lot of us who have trouble with
24 the stairs, we use transit, anyway, but we have

1 a lot of trouble. So, it would be nice when
2 you -- when they're reconsidering what they're
3 doing to make it ADA compliant in such a way
4 that it's not stupid.

5 Because one of the alternatives -- I
6 know I only have three minutes, one the
7 alternatives for Jarvis is that they would
8 put -- they would put an accessibility far
9 enough away that you still have to walk this
10 enormous distance to get to the station.

11 It doesn't make any sense. You have an
12 elevator blocks away to get to a place where you
13 have to then walk like a crazy lady to catch --
14 catch a train.

15 I don't understand why Jarvis is
16 chosen. I think that it's political. I don't
17 like it. I think that it doesn't understand
18 that Jarvis and Rogers Park is a dense community
19 that's trying its best to be a vibrant part of
20 city. And we need -- we need our -- we need our
21 station. Doesn't have to be fancy, just has to
22 be available.

23 Thank you.

24 I live near Jarvis. I shop in the area

1 near Jarvis. I'm concerned about those
2 businesses. They need to be there and they need
3 to thrive for my -- for my community to make it.

4 Thank you.

5 MS. REPORTER: Please, state your name.

6 MS. GABRIEL: Rosemary Gabriel.

7 I just wanted to -- I'm -- I'm feeling
8 really unsettled and unhappy with the idea of
9 closing the Red Line -- the Jarvis Station.

10 I mean, one of the reasons why I live
11 in this area is because there's a train station
12 right next to where I live. I feel safe.

13 As someone who works early in the
14 morning, I would feel that I'm putting my life
15 in danger having to walk from Chase Avenue all
16 the way to Howard, especially in the winter
17 months when it's really dark when I'm leaving
18 work and it's dark as I'm coming home.

19 I had surgery done on both feet last
20 year. I don't walk or run as I used to, I'm not
21 able to as well as I used to. And, so, it would
22 just be so much more difficult for me.

23 And, then, I bought my condominium
24 where I bought it, the location, because of the

1 Jarvis Train Station. Because it's close, it's
2 near, it's convenient, and I feel safe. So, I
3 feel very uncomfortable with the idea of them
4 closing it.

5 If there's any option, anything they
6 can do to keep it open, you know, that's the
7 option that I would go for. You know, so, these
8 are the things.

9 And I, also, hear that Thorndale might
10 be closed. You know, that's another area that I
11 use a lot. You know, it's convenient, there are
12 businesses both at Jarvis and at Thorndale that
13 people use that's convenient, you know, and if
14 they close the train stations, it would be extra
15 problem, extra -- it'll kind of take, you know,
16 take out a lot of businesses, first of all.

17 Because it's easier when you come off
18 the train, you can just go around the corner,
19 use the currency exchange, use the, you know,
20 the dry cleaners, and so on and so forth. And
21 if you don't have that convenience, it just --
22 you know, I feel that those businesses will
23 closedown.

24 And I love the way the place is, you

1 know, developing. I like the way that
2 there's -- there's all those conveniences around
3 that. You know, that's one of the reasons why I
4 was trying to buy my condominium in that area.

5 So, I really would -- if there's any
6 option that would allow us to leave the Jarvis
7 and Thorndale, any -- both those stations open,
8 that's the option that I'm all for.

9 That's it.

10 MS. REPORTER: Please, state your name.

11 MR. WALTERS: Frank Walters.

12 I just wanted to comment on the three
13 Modernization Projects.

14 While I think it's a worthwhile goal to
15 try to speedup the speed of the trains, I don't
16 think it's a good idea to eliminate stations,
17 like, especially, the Jarvis stop.

18 If you look at those maps, you can see
19 a visible large gap on those plans where you
20 take out Jarvis that's going to inconvenience
21 and put in danger a lot of people, I think.

22 Because having them go to the Howard
23 stop or down to Morse, people will have to walk
24 through some areas that are a little bit

1 sketchy, and they're not going to be as safe.

2 My wife has been harassed several times
3 on Howard Street, and I don't feel safe having
4 her walk up there. I don't think it's a good
5 idea.

6 I think it's, also, going to have
7 negative economic impacts on our neighborhood.
8 Our property values will go down, the local
9 businesses will have less traffic because of the
10 closure of those stops.

11 So, I'm very much against the closing
12 of Jarvis, especially.

13 If there's someway that they could
14 consolidate some of these plans and not do the
15 station closings, but still improve the stations
16 for accessibility, and platform, and all of that
17 kind of stuff, I think it would be a great idea.

18 Thank you.

19 MS. REPORTER: Please, state your name.

20 MR. SCULLY: Tom Scully, S-C-U-L-L-Y.

21 I just don't want them to get rid of
22 the Jarvis Station. Anything -- any plan that
23 would involve not getting rid of that would be
24 great. I think it brings a lot of jobs into

1 that area.

2 And that's, pretty much, it.

3 I live on Jarvis, and I use it to get
4 from place to place, so it would affect my life
5 negatively and other people around the area.

6 So, that's it.

7 MS. REPORTER: Please, state your name.

8 MS. CROWE: Anne Crowe.

9 The Jarvis "L" Station should remain
10 opened regardless of any improvement plans. The
11 plans proposed by the corporation do not address
12 the closing of the station. The plan for a
13 revitalization of the station seems to make the
14 most sense to me.

15 We live in a diverse neighborhood. We
16 have handicapped people, we need an elevator.
17 This station is not in keeping with the way that
18 the Jarvis Square business community has
19 grownup.

20 The closing of the "L" would destroy
21 the new businesses and take away jobs from those
22 people who worked really hard to buildup their
23 own businesses in Jarvis Square.

24 In addition, Morse, on the one hand,

1 Howard, on the other hand, are really too long
2 for our senior citizens, our children, and other
3 people to get to the "L".

4 If the CTA wants to increase ridership,
5 they need to be making the stations user
6 friendly and they need to not close stations at
7 all.

8 MS. REPORTER: Please, state your name.

9 MS. SUMATRA: Dorenda Sumatra.

10 And I live at 1440 West Sherwin, which
11 is, like, convenient, two blocks away from the
12 Jarvis Station.

13 And I work and come home late at night.
14 And I absolutely love the fact that I can walk
15 safely on home passing through the businesses in
16 the area, which are suddenly open at night.

17 Now, if they close the Howard
18 Station -- if they close the Jarvis Station,
19 then I, essentially, have to walk four blocks
20 through what I consider a high-crime area. It's
21 a threat to my safety as well.

22 Now, there was a recent resurgence of
23 the Jarvis Square, which is the corner of
24 Greenview and Jarvis, in the last two,

1 three years. There's some restaurants that
2 opened there, and a liquor store, and some other
3 areas that occupy this once vacant storefronts.

4 And it's becoming kind of a vibrant
5 community in a way. And I think that the
6 pedestrian traffic coming from the Jarvis
7 Station contributes to the life of these stores.
8 So, essentially, it would cutoff whatever, you
9 know, customer base they have, it would limit
10 it, decrease it, and -- and they might close.
11 So, essentially, it could be the death of
12 that -- of that Square, which is kind of a nice
13 little Square with a couple of theaters.

14 So, I think it's essential to be near
15 the station, because it's just too far away to
16 walk if you were -- you know, live anywhere else
17 or you have to disembark -- I mean, you have to
18 get off on any other station.

19 But, personally, I moved to the condo
20 where I live now because of the fact that it's
21 the proximity to the Jarvis Station. And I feel
22 pretty safe being near the station, because
23 there are a lot of pedestrian traffic.

24 So, basically, it's, you know, the

1 whole community that's been affected, it's not
2 just myself. So, I strongly object, and I want
3 to record my objections as to this closing. And
4 I think for the -- for the sake of -- we should
5 not sacrifice community life, which is, I think,
6 has been alive and well in the Jarvis area
7 community, especially, Jarvis Square.

8 MS. REPORTER: Please, state your name.

9 MS. WANCZYK: Teresa Wanczyk.

10 I am here to ask that the CTA remain
11 open at the Jarvis stop.

12 It's important that -- for my husband
13 to go to school, it's important for my daughter
14 to travel by when she needs to go downtown, or
15 when her friends come by, they -- that's the
16 closest station for them.

17 It would be a hardship and a burden for
18 my husband, who may not be able to make his
19 train stop and be able to continue to go to
20 school if he has to take another route. It
21 would be too hard for him, it's much better.

22 And we're hoping that the train station
23 remain open. Thank you.

24 MS. REPORTER: Please, state your name.

1 MR. FOXMAN: Richard Foxman.

2 I'm an avid bike rider. I ride my bike
3 downtown to work. It would be a lot better if
4 the CTA had some more trains upon which I could
5 take my bicycle other than rush hour, because
6 that's when I go to work. Like, if you had a
7 thing where I could get on at, say, 6:30, or
8 have a little more flexibility for bikes.

9 And, also, when you put your bike on
10 the train, it's -- it's very awkward, because if
11 there's a lot of people on the car, it's very
12 hard to get on the car and off the car, you
13 follow me?

14 So, there must be a way of maybe have
15 part of the train for bikes and have signs to
16 tell people, if you're on a bike, this is where
17 you go, it's this car, the fourth car, whatever
18 it is, see what I'm saying?

19 So, that would be -- and, then, also,
20 at stations where downtown it has to be easier
21 to get up and down on your bicycle instead of
22 scrolling it up the stairs. Some of the
23 stations don't have an elevator.

24 So, that's bicycles.

1 We take the Jarvis "L", my wife and I,
2 and it would be a major problem if the CTA
3 closed the Jarvis "L" stop. I would like to
4 advocate they keep the Jarvis "L" stop open, but
5 it needs to be renovated, because it's really in
6 poor condition.

7 And, I guess, those are my two -- two
8 main things, bicycle and -- on the trains, and
9 keeping open the Jarvis "L" station.

10 Is there anything I could do to help
11 keep the Jarvis "L" stop open?

12 The other thing would be to continue
13 upgrading, or the third thing, where when you
14 know when the train's coming like you have at
15 Belmont and Fullerton where it tells you Purple
16 Line in eight minutes, and Brown Line, if you
17 had that at the other stations which said, you
18 know, train coming in eight minutes, train
19 coming in two minutes, that would be -- and why
20 couldn't you have that down below on the screen?
21 Why does it have to be on the platform?
22 Couldn't you have a monitor that's protected so
23 it's in the station? Especially, when it's
24 cold, you want to stay inside and see train

1 coming in three minutes so that you go through
2 the turnstile then go upstairs.

3 Okay. That's it.

4 MS. REPORTER: Please, state your name.

5 MS. EVANS: Georgia S. Evans.

6 My name is Georgia S. Evans, I have
7 been a 28-year resident of East Rogers Park, the
8 49th Ward, and now a 3-year resident of West
9 Ridge, or the 50th Ward. I have nonprofit
10 business interests in the Uptown, 46th, 48th
11 Ward, and the 27th Ward on the north side, to
12 which I will limit my comments.

13 In the big picture, I believe elevators
14 for accessibility for all medical center stops
15 and hydraulic lifts on buses for routes thereto,
16 especially, the Blue Line by Cook County Stroger
17 Hospital, Rush, UIC, and the Red Line, for
18 instance, at Lawrence where there is Children's
19 Memorial, Uptown Community Health Center,
20 Division of Near North Health Center, and
21 Heartland Alliance at Lawrence and Sheridan, at
22 Wilson there is the City Board of Health. So,
23 all these stops need to have accessible boarding
24 and accessible buses to get them to those health

1 centers.

2 Again, in the big picture, not
3 exclusive to the Red or Purple Lines, all
4 underpasses and viaducts should be painted
5 fluorescent with electric white for safety
6 before any federally funded money for security
7 lights are installed, not as painted backdrops
8 for community artists, but for safety.

9 Art on the wall should be limited to
10 the outside of the infrastructures, not the
11 underpasses and viaducts. They should be white
12 for safety.

13 Also, all growth should be cutdown and
14 kept down, either pulled, burned, poured with
15 boiling vinegar, something to get rid of them so
16 that the thoroughfare alleys such as the one
17 leading from Lawrence to Ainslie by the Aragon
18 Ballroom where their patrons stand in line,
19 thousands of them to get in, or on the Jarvis
20 stop where people walk from Sherwin to the
21 Jarvis "L" stop.

22 This is, also, to allow accessibility
23 for the Streets and Sanitation trucks to clean
24 these pedestrian and thoroughfare alleys.

1 Concerning this Red Line/Purple Line
2 Modernization Project, the consolidated stops at
3 Lawrence and Wilson is not a good idea, because
4 Lawrence has three health centers on the stop.
5 Again, at Lawrence and Broadway, Children's
6 Memorial Hospital, Uptown Community Health
7 Center, a Division, again, of Near North Health
8 Services Corporation, prior to that, Swedish
9 Covenant Hospital has space there, and, again,
10 Heartland Alliance.

11 The Wilson stop has Truman College, as
12 well as the Uptown Neighborhood Health Center,
13 or the City Board of Health.

14 In a general nature, yellow is the
15 color of caution, not blue. I believe that we
16 should replace the blue borders to the "L" stop
17 platforms in yellow. Blue is too close to the
18 color of the grayed wood and the gray stones in
19 the train pits.

20 This goes to everything you needed to
21 know, you learned in kindergarten, green for go,
22 red for stop, and yellow for caution. Blue
23 isn't in that, and it's -- I don't think it's a
24 good safety major.

1 I think good transfer station
2 extensions at Loyola and Wilson make perfect
3 sense because of the college stops.

4 I had the pleasure of serving on the
5 Red Line Advisory Committee when the Howard
6 Terminal was being remodeled, so I have been a
7 longtime involved with the transit on the Red
8 Line on this side of town, and I'm happy to have
9 had an opportunity to continue to contribute, at
10 this time.

11 Thank you.

12 MS. REPORTER: Please, state your name.

13 MS. EVANS: Deborha Evans.

14 We have a business in Jarvis, 1506 West
15 Jarvis. And we would like to say that if the
16 business -- if they -- if you stop the Jarvis
17 "L" from stopping at Jarvis, that it would make
18 our business not viable to be open anymore.

19 We depend on a lot of people who come
20 from Evanston who, actually, take the train,
21 because they can't find parking, and will come
22 to our wine and food store, and then take the
23 train back to Evanston.

24 We, also, employ four people from the

1 Rogers Park area, and they would lose their
2 jobs, too.

3 So, for us for the Jarvis to be taken
4 away from the "L" stop would be pretty crucial.
5 We're a very small business, and we wouldn't
6 survive if they took that away.

7 That's all.

8 MS. REPORTER: Please, state your name.

9 MS. OLIN: My name is Susan Olin, O-L-I-N.

10 Okay. What I want to say is that, I've
11 been living in Rogers Park for over 20 years.
12 I'm an owner here. I am a member of the Rogers
13 Park Historical Society.

14 I looked at one of the Rogers Park
15 History books tonight, and I read what I had
16 remembered from previously, that the Loyola,
17 Morse, and Jarvis stops have been there for
18 125 years, since 1885. They predate the CTA and
19 they predate Chicago. Rogers Park was not a
20 part of Chicago until 1893.

21 So, those three stops, Loyola, Morse,
22 and Jarvis, are the backbone of our community in
23 Rogers Park. Our whole neighborhood has been
24 built up around those three "L" stops.

1 The Howard Street Station went in in
2 1908, and that part north of Howard became part
3 of Chicago in 1915. So, that stop came later.

4 But Loyola, and Jarvis -- Loyola,
5 Morse, and Jarvis have been there for 125 years.

6 The Jarvis Street Station, in
7 particular, serviced a turn of the century
8 subdivision called Birchwood Beach. This was a
9 luxury subdivision north of Touhy, and that's
10 why the Frank Lloyd Wright house is there near
11 the Jarvis "L" stop. That Frank Lloyd Wright
12 house is a national historic site.

13 So, these three "L" stops are the
14 backbone of our community. They have historic
15 significance. They are the historical,
16 cultural, and commercial hubs of our
17 neighborhood. If you take out these stops, you
18 take out these traditional hubs and significant
19 aspects of the history of our neighborhood that
20 continue on today, because they continue to be
21 the hubs of our neighborhood. So, when the CTA
22 makes changes to these neighborhoods in the
23 city, they have to consider the historical, the
24 cultural, and the commercial implications of

1 these traditional neighborhood hubs.

2 And, I think, that's about it.

3 Let me say one other thing.

4 All of these considerations are apart
5 from the fact that the stations are already far
6 apart enough and it would be way too far to walk
7 if you eliminated any of the stations. And I
8 use the Jarvis Street "L" Station every day.

9 Thank you.

10 (Which were all the
11 proceedings had in the above
12 cause this date and time.)

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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

5 Sandra Di Vito, being first duly sworn,
6 on oath says that she is a court reporter doing
7 business in the State of Illinois; and that she
8 reported in shorthand the proceedings of said
9 hearing, and that the foregoing is a true and
10 correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said hearing.



13
14 Sandra Di Vito

15 Sandra Di Vito, CSR

16 LIC. NO. 084-004642
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CHICAGO TRANSIT AUTHORITY

ORIGINAL

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION PROJECT"

JANUARY 26th, 2011

Stenographic Report of Proceedings had in
the above-entitled matter held at New Field
Primary School, 1707 West Morse Avenue, Chicago,
Illinois, commencing at 6:00 p.m., and
concluding at 8:30 p.m.

Reported by: Kimberley M. Titsworth, CSR

License No.: 084-004670

1

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 THE REPORTER: Please state your name.

5 MR. BENBOW: Alfred Benbow.

6 I'm concerned about the safety on all
7 the Red Line, Purple, Brown, like crimes. And
8 more accessible for like handicapped people to
9 get on and off the train if they're on like
10 wheelchairs, walkers.

11 THE REPORTER: Please state your name.

12 MR. TRAUSCHT: Thomas Trauscht. I'll spell
13 my last name, T-r-a-u-s-c-h-t.

14 Probably the most important comment I
15 could make would be that there be elevators at
16 every facility, at every El stop, and be
17 handicapped accessible because it's
18 discrimination to have them in some
19 neighborhoods in Lincoln Park and not in other
20 El stops up around Morse and Jarvis.

21 Secondly, the most important comment
22 that I think that I would like to make is that
23 the American public are being cheated by our
24 representatives and Congress and the White House

1 by our alleged representatives not forcing the
2 wealthy to pay their fair share of taxes. Obama
3 failing to put an end to the extension of the
4 Bush/Cheney tax cuts is directly responsible for
5 cuts in services and personnel in law
6 enforcement and fire protection and also social
7 services, whether it be healthcare, mental
8 health or whatever it may be. And that also
9 includes our precious mass transit system, which
10 needs to be of the future because that will help
11 eliminate congestion and be environmentally
12 friendly emissions wise.

13 So the point that I'm trying to make is
14 that the RTA and the CTA and the -- all the
15 mayors and the aldermen and directors of the RTA
16 and CTA have to stand up and publicly humiliate
17 our people in Congress for refusing to force the
18 filthy rich to pay their fair share and portion
19 of taxes. Because us not having that money is
20 what cuts the services and what cuts the
21 personnel in, as I said, law enforcement, fire,
22 mass transit, healthcare and all the social
23 services.

24 Therefore, the most important thing for

1 the management to do is to articulate that
2 Congress needs to force the wealthy to pay their
3 fair share of taxes so we can have programs and
4 infrastructure improvement.

5 THE REPORTER: Please state your name.

6 MR. DESANTIS: My name is Brian DeSantis. I
7 live at 6709 North Lakewood, 49th Ward.

8 I guess the closest El station would be
9 Loyola but I'm not too far from the Morse stop
10 either. I think something desperately needs to
11 be done with the Red Line. Not to be too
12 biased, but presently with the Loyola station,
13 which is indicated by the plans put forth,
14 seeing rebar and concrete is never a good thing.

15 I like all of the plans, with the
16 exception of the first one, which is basically
17 to do nothing or status quo. We need to
18 modernize one way or another. I like all of the
19 plans other than that.

20 Changing out earthen embankments
21 worries me, as far as the noise consideration.
22 The only two things I have to compare against is
23 earthen embankments and what's down in Old Town
24 on the Red Line. Old Town is loud. You know,

1 earthen embankments are significantly quieter.
2 I would have a concern if they put up the
3 proposed changes of how loud that may or may not
4 be.

5 The underground option, I believe it
6 was the 4-Track Modernization, as it was called,
7 looks great. I would have a concern on cost. I
8 think that would be the best modernization,
9 especially for the Broadway quarter businesses
10 and shops, et cetera. But all that earth work
11 would have to be costly and I'd be interested in
12 how much that would be.

13 Lastly, I think the Loyola station,
14 given how busy it is, needs to be a transfer,
15 regardless of what plan we go with. A transfer
16 to the Purple Line, that is, with an express
17 downtown or a limited stop downtown. Maybe
18 that's why, because I go to the Loyola station
19 that much, but I don't see that much use out of
20 the Morse and Jarvis stations.

21 Oh, and to comment on that, if stations
22 need to be closed to make a faster trip
23 downtown, I'll support that. I mean, no matter
24 what change we make we're not going to make

1 everybody happy. So a quicker, more efficient,
2 cheaper trip downtown, the better. That's all I
3 really have.

4 THE REPORTER: Please state your name.

5 MR. GARBO: Bernard Garbo.

6 Two comments -- I guess three. One, I
7 wanted to point out that we are the second most
8 dense ward on the north side of Chicago. So to
9 cut anything here, seems a little silly. We
10 actually need more rather than less.

11 And, two, I wanted to stress because we
12 are the second most dense area on the north
13 side, the first is Edgewater, directly below us,
14 that it would be great to have ongoing express
15 service from Howard to Belmont, in addition to
16 the Purple Line.

17 And then I had a personal complaint.
18 It would be very nice to have a quiet car on the
19 El. That's it.

20 THE REPORTER: Please state your name.

21 MS. WILLE: My name is Lorraine Wille, and I
22 live at 1501 West Chase in Rogers Park.

23 I specifically moved to my building
24 because of its location to the Jarvis stop. I

1 am a green citizen, no car. The Red Line is my
2 transportation -- mode of transportation for
3 everything. I do not understand why, regardless
4 of what the criteria is, why the Jarvis stop has
5 to be closed.

6 Number one, it is 12 blocks from Morse
7 to Howard. I travel the Red Line. Berwyn and
8 Argyle are two blocks apart. Why aren't they
9 under the scope of your changes? I think you
10 need to leave well enough alone and improve
11 rather than deplete.

12 THE REPORTER: Please state your name.

13 MS. SULLIVAN: Mary Anne Sullivan, 110 North
14 Clifton, Park Ridge, Illinois 60068.

15 I feel that the Red and Purple Lines
16 should be rehabbed to make them accessible to
17 customers with disabilities. And I also feel
18 that they should keep as much of the lines open
19 as possible.

20 THE REPORTER: Please state your name.

21 MS. CARROLL: Danielle Carroll.

22 So my problem with this whole new
23 Jarvis station thing is the fact that -- because
24 if they're proposing to close Jarvis, Lawrence

1 and Thorndale, those are our high-traffic stops.
2 Jarvis has small businesses right there, they
3 have the alderman's office right there. It just
4 makes absolutely no sense for them to close
5 that, as opposed to renovate, like they were
6 supposed to do.

7 I originally got the letter to come
8 here so they would talk about renovation and all
9 of a sudden they're trying to close it down.
10 That makes absolutely no sense. They're not
11 thinking about anybody in the Rogers Park area
12 when they do that because what that does is that
13 forces people to have to go to Morse Avenue or
14 have to go to Howard just to get to work or go
15 to the store or whatever and those are not very
16 safe areas.

17 And to even think about closing
18 Thorndale when it's directly next to Senn High
19 School -- you always talk about that we have
20 truancy and kids aren't going to school and this
21 and this and that but if you close down the stop
22 where that's the only way that they can get to
23 school, what is that going to do?

24 And to close down Lawrence, that's

1 connected to the Blue Line. There's so much
2 traffic there. I don't understand why they felt
3 that this -- these stops were even -- it would
4 be okay to close these stops, as opposed to just
5 fixing them up like they're supposed to.

6 If they would have not neglected Jarvis
7 for so long, it would be in better condition.
8 If they would have not neglected Morse for so
9 long, we wouldn't have this issue. But they
10 chose to fix up certain stops that weren't on
11 the Red Line.

12 They decided to neglect the Red Line.
13 That was CTA's choice to neglect the Red Line.
14 There were problems there way beforehand, but
15 this is what they chose to do. And they really
16 need to rethink this because it's not fair to
17 Rogers Park, it's not fair to the city of
18 Chicago. And basically what happens when CTA
19 shuts down, the city shuts down because Chicago
20 runs on CTA.

21 THE REPORTER: Please state your name.

22 MS. MURRAY: My name is Geryl Murray,
23 G-e-r-y-l, M-u-r-r-a-y.

24 I support the Basic Rehabilitation

1 Alternative and the Basic Rehabilitation with
2 Transfer Stations of the choices given. I do
3 not want the Jarvis stop closed. I want it
4 improved and renovated. I wear a leg brace due
5 to arthritis and live one-half block from the
6 Jarvis stop. I will suffer great hardship if
7 Jarvis is closed and have to walk blocks to
8 Howard or Morse, particularly in the icy winter
9 months, but really all year-round.

10 I depend on being able to access the
11 Red Line close to where I live. Also, I do not
12 want the vibrant Jarvis Square business district
13 to suffer loss of business, nor do I want the
14 many people buying condos in the area and
15 commuting to be negatively impacted. Please
16 renovate Jarvis and provide handicapped access.

17 THE REPORTER: Please state your name.

18 MR. KRAUS: My name is Daniel Kraus.

19 It seems from talking to the
20 representatives here that -- well, it doesn't
21 seem. It was bluntly stated after some
22 discussion that if you live on one of these
23 stops that is not removed, theoretically, it's a
24 good deal because the travel time shortens. If

1 you live at a stop that gets removed, it can be
2 sugarcoated but it's a bad deal. I mean, you
3 can sugarcoat it all day, but it's a bad deal.

4 And it seems like -- and I'm going to
5 use Jarvis as an example because it seems like
6 Jarvis is the one that I think would be hurt the
7 worst. It seems like that would have the --
8 there's no good new entrances that would involve
9 quite a bit of walking through neighborhoods
10 that have gotten a lot better but still are not
11 neighborhoods that you necessarily want people
12 to be having to walk extra blocks at night
13 through. And you can say that about really any
14 neighborhood in any big city, but we'll talk
15 about Jarvis.

16 And this was right off the Jarvis stop,
17 you know, that five or six years ago there was
18 nothing but a liquor store and it's now this
19 great stop with these restaurants and all these
20 wonderful places. And it was an advantage, you
21 know. It'll dry up, you know, if no one -- if
22 there's no stop at Jarvis, no one's going to
23 walk to those places anymore. It's not that
24 much of a destination. So I think that place

1 dries up.

2 It seems like also this is geared
3 toward getting people downtown quicker, which is
4 great if you live in Evanston or if you're a
5 tourist, but it does not seem to serve the
6 day-to-day needs of the people who are working
7 in these neighborhoods. They're just going to
8 have to spend ten minutes out navigating icy
9 sidewalks that they didn't used to have to
10 navigate and used to go directly onto the train
11 stop that's no longer there for no good reason.
12 But we still get the noise there, which is nice.

13 I just don't see the -- I went and I
14 talked to all these people and I still don't see
15 the benefit of taking away -- I mean, I can see
16 the benefits in almost everything about this
17 plan, except for taking away stops. Any of the
18 plans that take away stops don't make any sense
19 to me. I don't see how that serves Chicago. It
20 doesn't serve the working people.

21 It pulls the rug out from under people
22 who bought homes and are now working jobs to pay
23 for those homes and who open businesses and
24 whose financial livelihood are based on those

1 businesses and who always assumed these stops
2 that they build their homes and businesses and
3 lives around would always be there. Because
4 when has a stop ever disappeared?

5 Now you're going to remove these stops
6 and pull the rug out from under people who have
7 built their lives around it. It seems ludicrous
8 and cruel and it makes me think -- it makes me
9 feel like that people who call us the Second
10 City are right. This is a second-class city if
11 we're not going to have stops for working
12 Chicagoans.

13 I mean, you could talk a lot about
14 classes, too, and there are certain stops that
15 of course they're not going to get rid of
16 because of the kind of people who live there.
17 But it's okay to get rid of some of these other
18 stops based on the demographics and the kind of
19 people that live there. It seems all wrong to
20 me. Anyway, that's enough.

21 THE REPORTER: Please state your name.

22 MS. SKALKA: Patricia Skalka, S-k-a-l-k-a.

23 I live within walking distance of the
24 Jarvis station and I would want -- I'm here to

1 argue for keeping that station open for several
2 reasons. It is an extremely dense residential
3 area, and there's a great need for ready access
4 to public transportation. Without the
5 station -- if that station is closed, it creates
6 a huge gap between service stops along the Red
7 Line.

8 If you look at any of the maps, you can
9 see that most of the stations are, oh, maybe,
10 you know, the equivalent of an inch and a half
11 apart from each other. And then if you
12 eliminate Jarvis, you create almost a four-inch
13 gap. It's like twice the distance then between
14 the other stations. That's really inequitable
15 and unfair to everyone who lives at the north
16 end of the Red Line.

17 There are many new businesses right in
18 the immediate area of the Jarvis station that
19 have really done a lot to revitalize the
20 community, and they depend on getting customers
21 coming in and off that line, that station. And
22 if that's not there, those businesses are in
23 jeopardy and then the whole community suffers
24 because of it. So there's, you know, a lot of

1 reasons for that. And to eliminate more cars on
2 the road. That would be another one.

3 The Jarvis station needs help. I mean,
4 it needs to be improved and that's what should
5 be done rather than eliminating it. The other
6 thing is that there's a question about, well,
7 what are the alternatives.

8 One of the alternatives that should be
9 really seriously considered is reinstating the
10 A, B stop system because there's a concern about
11 increasing the speed of travel on the Red Line.
12 And if you reinstated the A, B stop system,
13 then, in fact, you would increase the speed.
14 Because it's terrible when the trains have to
15 stop at every single station. That really,
16 really slows down the process.

17 So if you keep Jarvis open and you
18 could reinstate the A, B service, make the other
19 improvements, you'll have a much improved Red
20 Line servicing all of the residents of the north
21 side of the city in a more equitable manner.

22 THE REPORTER: Please state your name.

23 MS. WALTERS: Keri Walters.

24 And I just wanted to comment that I

1 really am against the closing of the Jarvis
2 stop. I take the Jarvis -- the train to work
3 every day, so I'm at that stop twice a day,
4 every day, and I also take it on the weekends
5 just to go anywhere downtown. And whenever I
6 take the train from that stop, I notice that
7 there's a lot of people who get on and off at
8 that stop. So I know it serves a lot of people.

9 Sometimes I've tried taking the Purple
10 Line to Howard and I don't feel safe walking
11 from the Howard stop back to my home. I feel
12 much safer getting off at the Jarvis stop. I
13 think that if the Jarvis stop were to close I
14 would just drive to work and quit taking the
15 train, which I hate to do, but I feel like --
16 you know, especially in the winter, when it's
17 dark by 5:00 o'clock and I get home by
18 6:00 o'clock. I just don't feel comfortable
19 walking by myself as a female in the
20 neighborhood from the Howard stop. So I would
21 probably have to quit taking the train.

22 After looking at all the different
23 options here tonight, I really like the Basic
24 Rehabilitation with Transfer Stations. That one

1 looks really appealing to me because it's the
2 highest level of service that we can get without
3 closing the Jarvis stop and the Jarvis stop is
4 really important to me. And I like the idea of
5 being able to transfer to the Purple Line at
6 Loyola or at Wilson. That idea is really
7 appealing to me, also. I think that's about it.

8 THE REPORTER: Please state your name.

9 MR. WHEELER: My name is Dale Wheeler.

10 My primary purpose is to make a
11 statement about the closing of our Jarvis El
12 stop. This is a valuable stop to us in the
13 neighborhood. One of the big pluses of Rogers
14 Park are the number of train stops we have. The
15 easy access to our mass transit gives Rogers
16 Park kind of the model that you see in other
17 cities around the world where they have
18 world-class transit systems. And reducing the
19 number of them is not going to help or improve
20 things.

21 But I think the more important is I
22 keep hearing this EIS term mentioned, referring
23 to environmental impact. But there's another
24 acronym for that E and that's economic impact.

1 The Jarvis Square business district is a role
2 model for development around these train stops.
3 In the last six years, the businesses have
4 worked long and hard battles to turn that
5 neighborhood into a really nice business
6 district. We've got great businesses in there.
7 It's a safe neighborhood now at night, safer
8 than it ever was in a long time.

9 And my big question is someone needs to
10 look at the economic impact of what the revenue
11 is from these businesses, the number of jobs
12 that they bring into the neighborhood, as well.
13 And if we lose the stop, these businesses may
14 not make it. Especially like the coffee shop,
15 the restaurant, the health club. These places
16 will not make it without the foot traffic of
17 that El stop and that would just be disastrous
18 to that business district, the economic impact,
19 the jobs.

20 The property values also in that area
21 are going to drop because, again, it was
22 designed around close access to the transit. I
23 know a lot of people do not even own cars
24 because they are so close to the train system.

1 That's my concern, is let's keep that
2 Jarvis stop open. I think there's a way to do
3 this in looking at these options to renovate,
4 fix up the train system. It needs repairs but
5 we can do it and keep Jarvis as a small, minimal
6 stop. Budget in the minimal repairs for it but
7 let's keep it open.

8 THE REPORTER: Please state your name.

9 MR. GROSVENOR: My name is Earle Grosvenor.

10 I'm sympathetic to the agency's need to
11 save money but I think that closing the Jarvis
12 Red Line is likely to be a far costly venture
13 and alternative to simply upgrading. An upgrade
14 will probably be more cost effective because the
15 ridership justifies keeping it open. I use it
16 frequently and in the morning there are enough
17 riders there to justify keeping it open.

18 Also, there are several businesses in
19 the area that would suffer tremendously if the
20 convenience is lost. Not only the established
21 businesses but a lot of new businesses that
22 thrive and develop because of the convenience of
23 the station. So apart from not being
24 underutilized, it is a benefit to the community.

1 There is a concern that if -- there are
2 a fairly high number of elderly people who also
3 use the station. And if they have to travel
4 north of Howard, my guess is that they will also
5 be inconvenienced. Many of us who have cars, me
6 included, I know for sure that if I have to go
7 north of Howard I am far more likely to drive
8 downtown because it's far more convenient,
9 particularly during winter. Therefore, public
10 transportation will suffer. That will be a loss
11 of ridership. So that's my main objection to
12 it.

13 THE REPORTER: Please state your name.

14 MR. DOHERTY: Adedayo Doherty.

15 Basically after looking at the
16 alternatives, I support keeping all the stations
17 open. And, actually, I'd want to see some kind
18 of fund put aside for future maintenance of the
19 line because I think the reason the lines went
20 into this state of disrepair was lack of funds
21 for maintenance. And so regardless, I mean, I
22 didn't see any of that in the budget, you know.
23 How much of it is being set aside for that?

24 The only other thing that I would

1 support is actually having the proper line stops
2 at the other stations, including Loyola and one
3 of the other ones. So that's pretty much it.
4 Keep the stations open, upgrade as much as you
5 can but also put some of the funding aside for
6 maintenance so that we don't have -- we don't
7 get into the same situation that we're in today.
8 And the same goes not just for these train
9 stations but a lot of the roads and bridges
10 across in the U.S.A. That's pretty much it.

11 THE REPORTER: Please state your name.

12 MR. MAHER: My name is Michael Maher, and I
13 live on 1444 West Birchwood Avenue.

14 I live near the Jarvis stop. I take it
15 every day. I am a professor at Loyola, I work
16 at the Water Tower Campus. I'm very concerned
17 about the proposed closing of the Jarvis
18 station. I've lived here in the neighborhood
19 for 16 years. It used to be a very dangerous
20 neighborhood, actually, and especially Jarvis
21 Avenue used to be very dangerous.

22 All of us -- I feel the people in
23 business and the residents have worked very hard
24 to create a very economically-thriving

1 neighborhood and also a very safe neighborhood.
2 That actually contributes to more people taking
3 the train, the fact that we've made all these
4 improvements, and this would really threaten the
5 development of the neighborhood, I believe. It
6 would lower our property values. I do believe
7 that having the station contributes to my
8 property values. It would affect the businesses
9 immediately by the station, which affects all of
10 us to have good, thriving businesses.

11 Like I said, I'm a professor at Loyola.
12 I see more students who live in the neighborhood
13 because of the access to the train. So it would
14 affect landlords and, you know, overall have a
15 very negative effect. By taking one stop off of
16 the Red Line, I can only imagine that that
17 reduces the train time by two minutes at the
18 most. Like I said, I take it every day and you
19 would be adding about 15 minutes to my walk. So
20 it doesn't help.

21 So I do feel very strongly about this
22 and, like I said, we really have worked very
23 hard to make this one of Chicago's up-and-coming
24 good neighborhoods, stable, a great place for

1 people with their families. It's economically,
2 racially, culturally diverse. It's a wonderful
3 neighborhood. Please don't do this to us.

4 THE REPORTER: Please state your name.

5 MS. CARTER: Sandra Carter.

6 I'm a business owner of a wine store on
7 Jarvis, Taste Food & Wine. And if they close
8 the Jarvis El, I honestly don't think that we
9 would survive it. When we see the train coming
10 in, we literally -- it's like, okay, there's
11 customers coming in the door. And eventually as
12 the train empties out, you know, we get a good
13 few customers coming in the door.

14 And while I'd like to think, you know,
15 that those customers would remain loyal, if
16 they're forced to go to Howard in the middle of
17 winter, they're getting their wine at
18 Dominick's. I would. It's too cold to walk
19 five or six blocks. So, you know, there's that.

20 You know, there's other businesses in
21 the area, also. Gruppo di Amici, an Italian
22 restaurant, lose that; an Indian restaurant;
23 there's a coffee shop. All of these businesses
24 where people get their coffee and they get on

1 the El in the morning. They get off the El and
2 get their coffee on the way home.

3 This neighborhood used to be a fairly
4 scary neighborhood. You know, people have told
5 us that it was sort of a no-go area. You just
6 didn't go there. You know, it was pretty
7 frightening, and it's become really fun. It's
8 become like a little neighborhood, a lot of
9 community. We do a Halloween party every year
10 for the kids in the neighborhood, we close down
11 the street. We've just had some -- you know,
12 the neighborhood has really turned around.

13 If that El stop goes, I can't imagine
14 that these businesses would make it. So I
15 think -- as well as, you know, it's good for
16 people that use the El just personally from
17 getting to A to B. You know, that's a whole
18 separate issue. I mean, I'd like to get another
19 three minutes on that. But as a business owner,
20 you know, this is sort of where I'm at. It's
21 scary.

22 And it also would mean that I wouldn't
23 be able to sell my business because anybody that
24 would do any market research would know that the

1 El is potentially going to be closing at some
2 point. So it would have no resale value. I
3 would just have to -- I'd probably have to walk
4 away.

5 I think I said we employ three local
6 people. Three people from Rogers Park that work
7 at the store. That, you know, wouldn't be
8 there. That's probably it for now.

9 THE REPORTER: Please state your name.

10 MS. AUSLANDER: My name is Kyra Auslander,
11 K-y-r-a, A-u-s-l-a-n-d-e-r.

12 I'm very concerned. I think this is
13 exciting, but I'm very concerned about the
14 proposed station closures. I'm most concerned
15 about the Jarvis closure because that's the one
16 that is in my neighborhood. Though I think all
17 of them would have similar negative impacts. In
18 particular, closing the Jarvis station conflicts
19 with the purpose -- the declared purpose of
20 improving commuter access.

21 It also would have many negative
22 effects for a neighborhood that has worked very
23 hard to come back from a much worse economic
24 situation and being a much more dangerous area.

1 I'm concerned about reduction in property
2 values, difficulty in people selling condos and
3 homes and renting out apartments and, therefore,
4 a much greater absentee rate in empty buildings.
5 We already have some because of the current
6 housing issues crisis for the past few years.

7 I don't think that the advantage in
8 time of closing those stations would be
9 significant if modernization occurs and the
10 curves are removed. That would greatly improve
11 the speed of the train and I don't think that
12 closing the stations is a necessary improvement
13 over that.

14 And the price tag -- when you look at
15 these options, the difference in price between
16 the Basic Rehabilitation options and the
17 modernization options against the time that
18 they'll stand for, it would appear that
19 modernization is the much smarter option. But
20 all of the modernization options currently call
21 for the closing of the station, which I strongly
22 oppose.

23 If people who rely on them to get to
24 work in the morning can't, they're going to have

1 to move or else there's going to be a major
2 hardship on them, which will -- especially for
3 the Jarvis Square neighborhood. I think you
4 could just turn around the movements of the past
5 ten years because of population exodus, because
6 of lower property values. It could result in
7 reduced tax revenues as a result.

8 There are a lot of businesses that
9 are -- have invested heavily in the area and
10 they make the streets safer. They improve
11 quality of life with people using them -- using
12 the station and closing the station and
13 potentially shutting down that area of commerce
14 could really have a negative impact when the
15 area is just coming back from being much worse
16 off some years ago.

17 THE REPORTER: Please state your name.

18 MR. ALDWORTH: James Aldworth.

19 One, are the proposed work projects
20 going to be completed by union workers?

21 Two, the system is approximately
22 100 years old. How do you justify major changes
23 to the system without altering the community?

24 Three, why don't we use rubber wheels

1 on our train cars in the city of Chicago?

2 Four, why didn't this forum provide
3 detailed ridership data in a print format?

4 Five, why is there not an accurate
5 geographic survey map, say 1 to 50? Walking is
6 done at a different scale than system wide.
7 Charts without scales are vague and you need
8 better information if you're going to talk about
9 walking. Satellite photos work, as well.

10 Six, what criteria-specific data, not
11 generalizations, were used to develop the matrix
12 used to evaluate every stop within the Red Line
13 system, as far as closing or keeping open?

14 Will the extended entrances feel safe
15 and comfortable at 2:00 a.m. on a Wednesday
16 night? What is the average ride time and
17 distance for north side Red Line users? You
18 know, how long, how often, and how much do they
19 expect to increase the rate of travel times?

20 Has a comparison study been conducted
21 regarding the socioeconomic impact of closing
22 access to I-94 within the city of Chicago?
23 There's a number of places just west in the Loop
24 where they've closed access, determining that it

1 will improve the neighborhoods. Has that proven
2 successful? What is the business communities'
3 feedback in that area?

4 Ten, no architects have been chosen.
5 How will the public gain access to station
6 decisions and quality? Again, there's more
7 vagueness and I'd like to see better plans,
8 better schematics and, again, more concrete
9 details.

10 And the last thing, I don't support the
11 closure of the Jarvis stop. Why is it
12 justified? I really don't understand. That's
13 it.

14 THE REPORTER: Please state your name.

15 MR. SAUNDERS: My name is John Saunders.

16 I think that the most vital comment for
17 me -- the thing that brought me here is the
18 potential closing of the Jarvis station. That
19 needs to stay open, I think, just because of the
20 way the community has grown around that station.

21 And, also, I believe that closing other
22 stations will cause similar problems and that
23 the more stations that are closed around the
24 city the more people are going to be encouraged

1 to buy cars and drive cars rather than take CTA
2 because you're expanding people's commute time
3 by making them walk more.

4 So, yeah, I think that the Jarvis El
5 station needs to stay open. It will hurt the
6 community too much if it's closed down. And I
7 think that looking forward the most sustainable
8 way to invest in CTA is to keep stations
9 accessible to the communities so that people
10 don't opt to drive cars.

11 I have lots of other stuff to say. I
12 think that keeping four tracks would be a good
13 way to go in maintaining the Purple Line. That
14 can be done using the 3-Track option or it could
15 be done with four tracks. Keeping narrower
16 station platforms, that would impact the
17 footprint of the whole process the least, I
18 think.

19 There would be no land acquisition that
20 way, and it would enable the stations to keep
21 the same configuration. And it would also still
22 possibly be able to expand the Purple Line into
23 Loyola or Wilson if that would -- mainly just
24 the closing of the stations is a big concern to

1 me.

2 And planning forward, CTA needs to stay
3 accessible to the community and that's not going
4 to happen by closing the stations or
5 reconfiguring stations. That causes problems,
6 also, because it pulls them away from the
7 commercial strips that are built around the
8 infrastructure that's been there for 100 years
9 and throws things off balance. Thank you very
10 much.

11 (Which were all the proceedings
12 had in the above-entitled cause
13 this date and time.)

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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

5 I, Kimberley M. Titsworth, being first
6 duly sworn, on oath says that she is a court
7 reporter doing business in the City of Chicago;
8 and that she reported in shorthand the
9 proceedings of said public meeting, and that the
10 foregoing is a true and correct transcript of
11 her shorthand notes so taken as aforesaid, and
12 contains the proceedings given at said public
13 meeting.



15
16 Kimberley M. Titsworth
17 KIMBERLEY M. TITSWORTH, CSR
18 License No. 084-004670
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CHICAGO TRANSIT AUTHORITY

ORIGINAL

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION
PROJECT"

January 27th, 2011

Stenographic Report of Proceedings
had in the above-entitled matter held at
Fleetwood-Jourdain Community Center, 1655 Foster
Street, Evanston, Illinois, commencing at 6:00
p.m., and concluding at 8:30 p.m.

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 MS. REPORTER: Please, state your name.

5 MS. KURZ: Yeah, my name is Carol Kurz.

6 And I live at 2025 Sherman Avenue,
7 which is very close to the Foster Station. So,
8 obviously, I would prefer not to have it closed,
9 because, you know, it's more convenient to have
10 a stop there.

11 I, also, think that a fair amount of
12 Northwestern students get off there, more so, I
13 think, than at the Noyes stop.

14 But I just spoke with someone who
15 explained to me, you know, your philosophy and
16 what your thinking is. And in the process of
17 explaining why certain stations need to be
18 closed, he mentioned that one of the tradeoffs
19 would be to have the Purple Line run throughout
20 the day.

21 And what I told him is, my reader -- my
22 ridership would definitely go up then. Because
23 even though I'm retired, I do -- I've taken the
24 train as late as 12:30 at night, I don't have

1 any qualms doing that. But when I come back,
2 having to take the Red Line and have to wait at
3 Howard in the cold, especially, in the
4 wintertime, that deters me, and I'll drive, or
5 I'll do something else.

6 So, I think that it would be a benefit,
7 I think they'd increase their ridership if they
8 did have the Purple Line running throughout the
9 day. I think it -- a lot of people would use
10 it.

11 That's my comment.

12 MS. REPORTER: Please, state your name.

13 MS. RAMPAGE: Cheryl Rampage.

14 My basic reaction to the plan is, I
15 think modernizing the stations is great. They
16 should all be made ADA accessible.

17 I'm very concerned about closing the
18 Foster Avenue "L" stop, because at the Family
19 Institute, we have a sliding scale clinic where
20 we see 6,000 patients a year -- 6,000 sessions a
21 year with patients who all have to take public
22 transportation to get to us.

23 And having the station further away at
24 Davis, which is more than twice as far as

1 Foster, or Noyes, which is about 40 percent
2 further than Foster, would be a hardship to
3 them.

4 Okay. That's all I wanted say.

5 MS. KURZ: I thought of one more comment I'd
6 like to make. Is it possible to add it on to
7 Carol Kurz?

8 MS. REPORTER: Yeah.

9 MS. KURZ: This comment regards into first --
10 my first point regarding how close I live to
11 Foster.

12 I'm 72-years old, and one of the
13 reasons I moved where I did was so I could take
14 the train when I no longer drive.

15 So, it's a little over about a block
16 away from where I live. But if it's two or
17 three blocks, eventually, I'll get to the age
18 where it's going to be very difficult for me to
19 do that. So, that's another reason I prefer it
20 to stay close.

21 I mean, obviously, you know, everyone
22 who lives within a block or so of Noyes is going
23 to have the same reason to keep the Noyes open.

24 Also, are there -- my question is, are

1 they going to have elevators in any of these
2 train stations, so if people have difficulty
3 with stairs, they'll be able to use elevators?

4 Thank you.

5 MS. REPORTER: Please, state your name.

6 MR. STUDENKOV: Igor Studenkov.

7 I would like to comment about the
8 potential elimination of the station both the
9 Red and Purple Line.

10 And I just wanted to state that, I
11 think this is maybe a problematic concept,
12 because once you -- once you take -- once you
13 close the stations, you cannot put them back.
14 Once you close the stations, it's very hard to
15 build them to put them back.

16 And I think about the stations is, they
17 do play into building the community. They --
18 there are businesses which are based around
19 those stations, and if you cut those stations,
20 you cannot -- especially -- especially, on the
21 Red Line.

22 And lots of stations are important,
23 like, as I'm sure other people have said
24 already, Foster Station is close to Northwestern

1 University, Lawrence Station has transfer
2 options, and, let's see.

3 Yeah, I mean, that's, basically, how I
4 want to express opposition closing any stations,
5 that there are lots of ways we can improve the
6 Red and Purple Line, but, surely, shutting down
7 the station shouldn't be one of them.

8 MS. REPORTER: Please, state your name.

9 MR. ARMSTRONG: I'm Garland F. Armstrong.

10 And I live at 2336 North 72nd Court,
11 Apartment 1E, in Elmwood Park, Illinois,
12 ZIP code 60707-2730. And, also, too, the reason
13 why I came here is about the Red and Purple Line
14 Modernization.

15 I say this is definitely a good start,
16 especially, making ADA accessible, since I'm on
17 the CTA ADA Advisory Committee. And,
18 especially, the one station that is not
19 accessible is South Boulevard going to
20 St. Francis Hospital.

21 You have the disability people who are
22 now living here in Evanston, and if they want to
23 go to St. Francis Hospital, they'll say, "Hey,
24 why South Boulevard Station is not accessible?"

1 Because they would have to go all the way to
2 either Howard Street to catch the CTA Bus 205,
3 or go all the way to Davis Street, then have to
4 catch the other bus to go there, or all the way
5 Linden, and those three stations are accessible.
6 And that's why this station right here, South
7 Boulevard, is a must so people don't have to
8 take the CTA Bus.

9 They want it faster, getting off of
10 there, going to work, or to St. Francis
11 Hospital, especially, in the disability
12 community, because we need -- and, then, other
13 stations, too, I definitely agree on that,
14 because we need more of them.

15 So, if they want to take the Main Line
16 and make sure the station's accessible, they
17 definitely really want it, and all the way
18 100 percent accessible, so CTA could say we
19 finally got all the stations accessible what we
20 wanted.

21 Because we need, especially, for the
22 disability community, to say, yes, it's about
23 time, and it's long overdue to make it ADA
24 accessible at every station. So, the disability

1 community will not be let down and hurt, because
2 we definitely need it. So, everyone will be
3 jumping for joy for it.

4 So, that's all I have to say.

5 MS. REPORTER: Please, state your name.

6 MR. BUDDE: Norbert Budde, B-U-D-D-E.

7 Okay. You've got a multibillion dollar
8 proposal, and you're avoiding doing the
9 inexpensive things, like leaving stations open.

10 South Boulevard's closure would make
11 it, approximately, 1.3 miles between Main Street
12 and Howard. One of the very long distance gaps
13 in the entire CTA system.

14 People have been choosing their homes
15 with respect to things like the "L" for over 100
16 years, and now you're changing the game.

17 Keeping it open is very inexpensive
18 relative to everything else you're doing.

19 When thinking of timesaving, it is
20 absurd to only measure the time on the train.
21 You have to add in the time walking to the
22 stations.

23 You would add 17 minutes to my commute
24 by closing South Boulevard. Please, take that

1 into consideration for all of us.

2 I'm done.

3 MS. REPORTER: Please, state your name.

4 MS. DYKEMA: Amy Dykema.

5 First off, I will say I do see the need
6 for some updating, and I understand the need for
7 making things handicapped accessible. So, I do
8 see the need for change.

9 My main concern is the South Boulevard
10 "L" stop, which I live near. I have many
11 reasons for thinking they should leave it open.
12 In spite of even if they make other drastic
13 changes, I'm requesting that they consider
14 leaving that -- that stop open.

15 For one thing, that's why I bought my
16 house there, just down the street, that's one of
17 the main reasons is that there was an "L" stop
18 there.

19 I think that it won't -- I think it
20 would be bad for our property values. I think
21 that the neighborhood would be much less lively
22 with all the -- without all the people coming
23 and going from the "L" stop.

24 I think it'll hurt the businesses on

1 Chicago Avenue that are -- rely on people
2 feeding right off the "L" stop. I think the
3 neighborhood, actually, might be a little less
4 safe without all the people coming and going to
5 that "L" stop.

6 And I, also, think that, say, getting
7 off at the Howard "L" stop is really not viable
8 for most people. Most -- many people I know
9 would be afraid to get off at the Howard "L"
10 stop past a certain point in the evening. And
11 it's just -- it's a really long walk through a
12 very lonely stretch next to a cemetery, which
13 would be one of the other options if, you know,
14 you can either get on at Main or at Howard.

15 What else?

16 I like -- I'd like to keep the express
17 on some level, but I can see how having the
18 multiple tracks could be a good idea.

19 What else?

20 I think it would be nice to have the
21 express going both ways in the morning and the
22 evening instead of just one way, there was a
23 proposal that talked about one way.

24 What else? I had other things, now I

1 can't think of them.

2 I guess, really, the thing to me that's
3 most important is keeping -- is keeping the
4 South Boulevard "L" stop. And, so, I'm not
5 asking that they keep things, like, the way
6 they've always been, go ahead and make the
7 improvements for handicapped accessible.

8 I'm not sure the 4-Track thing is
9 necessary, but it -- it sounds interesting.

10 And, I guess, that's all I can think of
11 right now. I had all these things in my head,
12 you know how that goes. Okay. Thank you.

13 MS. REPORTER: Please, state your name.

14 MR. GLASSER: Michael Glasser.

15 First, thank you to all you guys for
16 doing this, and, you know, showing us the
17 issues.

18 And I'm here because, as most other
19 people, I'm concerned and impacted by potential
20 closing of the stations. I'm speaking,
21 specifically, of the Jarvis Station.

22 Being a landlord in the area, I think
23 that Jarvis offers the businesses an opportunity
24 to succeed, and is an attraction for my tenants,

1 and maintains my property value, and is a
2 convenience.

3 I do understand that the proposal is
4 that there is an accessible and expanded station
5 a few blocks north, which seems like an
6 interesting idea, but I'm just voting for
7 keeping the Jarvis Station, even if it slows the
8 travel times.

9 But on balance, I think the
10 presentation tonight showed us how important it
11 is to modernize 100-year old systems. People
12 have to realize this is a priority, and needs to
13 be a priority, and they need to speak out so
14 that our city can retain a modern feel.

15 I'm offering my website, this is
16 non-for-property, just my Website,
17 RogersPark.com. If the CTA would like to use
18 it, in any way, to promote this kind of process,
19 we, certainly, would like to partner with them.

20 And that's it.

21 (Which were all the
22 proceedings had in the above
23 cause this date and time.)

24

1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

5 Sandra Di Vito, being first duly sworn,
6 on oath says that she is a court reporter doing
7 business in the State of Illinois; and that she
8 reported in shorthand the proceedings of said
9 hearing, and that the foregoing is a true and
10 correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said hearing.



14 Sandra Di Vito

15 Sandra Di Vito, CSR

16 LIC. NO. 084-004642
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ORIGINAL

CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION PROJECT"

JANUARY 27th, 2011

Stenographic Report of Proceedings had in
the above-entitled matter held at the
Fleetwood-Jourdain Community Center, 1655 Foster
Street, Evanston, Illinois, commencing at
6:00 p.m., and concluding at 8:30 p.m.

Reported by: Kimberley M. Titsworth, CSR

License No.: 084-004670

1 (Whereupon, the following
2 proceedings were held in an
3 open public meeting.)

4 MS. ARMSTRONG: At Davis Street in Evanston,
5 I think they need to make a skyway -- a sky path
6 that connects to the Metra from the Davis Street
7 Metra station so it would be easier for
8 everybody to connect to the Metra trains. So
9 that it would be easier for everybody to
10 connect -- so it would be easier for everybody
11 to catch the north -- the UP North Line if they
12 want to catch it from the Purple Line. My name
13 is Heather Armstrong. Thank you.

14 THE REPORTER: Please state your name.

15 MS. LINDQUIST: Janice Lindquist.

16 On behalf of the employees, doctors and
17 patients at St. Francis Hospital, I strongly
18 encourage the Chicago Transit Authority to
19 revisit the potential closure of the South
20 Boulevard El station.

21 South Boulevard is our hospital's CTA
22 station. The South Boulevard station provides
23 convenient, affordable access to our medical
24 campus for people from around the Chicagoland

1 area who arrive by public transportation to
2 work, go to school, volunteer, see a doctor, get
3 a mammogram, attend cardiac rehab and more. Our
4 employees and our patients reflect the diversity
5 of the local community.

6 St. Francis Hospital is a medical
7 destination for the north shore and Chicago's
8 north side. We are the longest continually
9 certified Level 1 trauma center on the north
10 shore. We are a nationally-ranked teaching and
11 research hospital. Our nurses and staff are key
12 trainers for over 800 emergency responders
13 annually and the communications center for
14 twelve municipal fire departments, six hospitals
15 and two ambulance companies.

16 The St. Francis Hospital School of
17 Radiography has educated future medical
18 specialists for over 60 years. Additionally,
19 St. Francis Hospital is one of Evanston's
20 largest employers and one of its top taxpayers.

21 Closure of this E1 station would
22 greatly impact access to care for many patients
23 and the financial viability of our institution.
24 Given a difficult economy and a competitive

1 market, external factors, like access to
2 convenient public transportation, help us
3 differentiate ourselves to prospective employees
4 and future patients.

5 Upon hearing about the possible
6 closure, we received many communications from
7 physicians, staff and volunteers expressing
8 concern for themselves and our patients with
9 respect to the hardship this will cause. Please
10 consider the dramatic impact the closure of the
11 South Boulevard El station will have on the many
12 people in our community who rely on
13 St. Francis Hospital now and for years to come.

14 Thank you for your understanding.
15 Sincerely, Jeffrey Murphy, Executive President
16 and CEO.

17 THE REPORTER: Please state your name.

18 MR. MCGONIGLE: My name is Andrew McGonigle.
19 I'm an Evanston resident.

20 I have looked at the proposals that I
21 see from the CTA. Various things I find
22 concerning and I think should be addressed when
23 we come to an overall conclusion as to which
24 scheme it is that should be followed. I have

1 pulled out a series of points of each of the
2 proposals, and I would like to go through those.

3 In the No-Action Alternative, I
4 understand that this is a baseline and it's
5 important to establish that baseline in which to
6 work with. And as we all know, the quality of
7 service and the infrastructure needs
8 considerable attention. And, in my mind, to
9 actually have no action is something that is
10 detrimental to everyone and, therefore, we
11 should move forward.

12 Alternative one, the Basic
13 Rehabilitation Alternative. Meeting the ADA
14 standards minimally is obviously something that
15 is of great concern to me. These individuals
16 that suffer from disabilities, whatever it is,
17 need to be recognized and supported in our
18 society. And to look at the word minimal, I
19 find actually insulting to those individuals.
20 So it's something that I think should be
21 considered in terms of the amount that we would
22 consider to be acceptable.

23 The item there, the viaducts in the
24 stations, would not be brought up to modern

1 standards. I think we all know that having
2 stood for many hours on many of these platforms
3 that to us that regularly use the system that
4 that's not acceptable. And there may be a
5 median between the word modern standards and the
6 current condition, so I think that would need to
7 be evaluated.

8 The object of having one station that
9 would be renovated to accommodate an eight-car
10 train I think is self-defeating. Why spend
11 money when all of the platforms can accept six
12 by accommodating one eight-car train on one
13 platform? I find that to be a waste of money,
14 as it would no longer be able to stop at any of
15 the other platforms. And which station would we
16 then choose to be the one that would be
17 upgraded? That concerns me.

18 Alternative two, the piece that I like
19 about this is the express service to and from
20 the Loop, to how it would be expanded. I think
21 that's very important for the citizens of
22 Evanston, as well as the other clients that it's
23 serving. This would give the users of Evanston
24 a far greater ability to utilize the line to its

1 maximum potential.

2 Alternative three, Modernization
3 4-Track Alternative, provide upgrades and
4 repairs that meet the next 60 to 80 years. I
5 think this is extremely important as a time
6 frame. The previous discussion of only a
7 20-year upgrade I think is, to use a well-known
8 phrase, shooting yourself in the foot.

9 The thing that we should be doing with
10 our infrastructure is actually looking at the
11 long-term benefit of putting this into place.
12 And for those people that are in the next two
13 generations beyond this, we need to leave a
14 legacy. And as we all know, fossil fuels are
15 reducing their availability and as we continue
16 to do that mass transportation is something that
17 will actually provide better ability for people
18 to utilize it. So we need to look at a
19 projected time frame, not a shortened time
20 frame.

21 Increasing train speed and reliability.
22 Obviously with a repair and upgrade, that goes
23 hand in hand. Again, that's very important. As
24 jobs become more stressful, reliability to get

1 to a place of employment and the speed of
2 getting there is also important. So I think
3 those two things need to go hand in hand.

4 Complete ADA accessibility within this
5 portion I think is extremely important, as I
6 previously said that. As our population
7 continues to grow, so will the number of
8 individuals that suffer with disabilities and we
9 need to make sure that we provide them with the
10 same level of service as a person that's able
11 bodied.

12 Again, with modernization and upgrades,
13 the reconstruction of the viaducts throughout
14 the entire route, this is a problem that we've
15 seeing many times. And we need to address and
16 make sure that we support and provide the
17 infrastructure.

18 The consolidation and possible
19 elimination of stops within Evanston, that I
20 find really very concerning, considering the
21 number of people that it serves. The most
22 important one not to eliminate here would be
23 Foster. The amount of traffic that comes to
24 Foster in the reverse commute is incredible,

1 both going towards the Lake, where the
2 university is, and in the opposite direction, to
3 where employers are located on Ridge and at City
4 Hall.

5 To eliminate the ability of people to
6 come to the station and go in either
7 direction -- recently the City of Evanston has
8 installed a crosswalk at the corner of Foster
9 and Ridge. The traffic counts of pedestrians
10 indicated the amount of individuals crossing at
11 that junction supported the incorporation of a
12 new crossing at that point. To me that's
13 indicative of the number of people that are
14 using the El because that's the only method of
15 transportation. There are no other places. The
16 parking is nonexistent, other than street.

17 So those people coming across Ridge
18 from Foster are obviously very important. The
19 number of those individuals is miniscule in
20 number in comparison to the numbers that are
21 actually going eastward. These individuals
22 include students, faculty and staff, visitors
23 and people that come for courses and the like,
24 both from Chicago and from the north.

1 If you look at extending the Noyes
2 Street station to putting a new entrance on
3 Gaffield, while a wonderful idea, the amount of
4 money that that would entail would be far better
5 spent on upgrading Foster Street. Again, the
6 same with the Davis Street station, increasing
7 their access, and Main Street.

8 The other thing within this area in
9 alternative three is the express service to and
10 from the Loop. It would be expanded due to the
11 upgrades on the Red Line. This is something
12 that I would wholeheartedly approve on. And
13 that relates back to increased train speed and
14 reliability and the reverse commute, which
15 Evanston has, as well as the number of people
16 going to the city.

17 The removal of the Foster Street
18 station. A large number of students from the
19 university live in Roger's Park or further
20 south, so they're doing the reverse commute.
21 Their safety and security and their ability to
22 get to campus in a timely manner would be
23 jeopardized.

24 Around Foster Street the local police

1 records indicate a number of assaults using
2 firearms and the like. Obviously, safety is of
3 paramount concern to everybody within the town
4 and to increase the distance for those
5 individuals using Foster Street by making them
6 go to Noyes increases the potential for them to
7 come to some form of harm. That, I find, is
8 something that we should look at and examine
9 very carefully and something that should be
10 avoided.

11 Alternative four, elimination of one of
12 the four tracks, that restricts the potential
13 for doing an express service, which I talked
14 about under three. And I feel very strongly
15 that that should be there. In fact, I would
16 encourage perhaps looking at the portion from
17 Howard down to Belmont. That maybe an
18 additional one or two stops be included on that
19 express so the people have greater flexibility
20 in terms of utilizing the system.

21 The removal of the reverse commuting is
22 very concerning to me. Everybody -- when I
23 first came to the U.S., I regularly drove and
24 was on the Edens and the Kennedy and was

1 appalled by the amount of traffic and noticed
2 the shortage -- or the availability on the
3 northbound side with less traffic. As time has
4 gone by, it is actually reversed. The number of
5 people that I see coming from the city going
6 northbound is now far greater than southbound
7 traffic. And I'm seeing that on the El, as
8 well. So the elimination of the reversing
9 commute availability is very troubling to me.

10 In alternative five, express service
11 from the Loop to Belmont, that would be
12 eliminated due to the elimination of elevated
13 lines. Again, that falls within the same
14 criteria. And I also have a problem with the
15 expense involved in building an underground
16 alternative. While providing less noise and
17 perhaps some pollution, the cost of an
18 underground alternative I consider to be
19 exorbitant and non-beneficial to the long-term
20 benefit of people within the city. And that
21 money would be far better spent on potentially
22 alternatives for it.

23 THE REPORTER: Please state your name.

24 MR. KEEVE: My name is Philip Keeve. I'm a

1 student at Northwestern University.

2 Having lived on South Campus for only a
3 couple of months, I've already seen the demand
4 of student usage for the stations along the
5 Purple Line within Evanston. According to
6 history, the Purple Line has served as primarily
7 a shuttle route, making close-together, frequent
8 stops within the City of Evanston and along the
9 edge of Northwestern's campus.

10 It is interesting to note that despite
11 an increase in ridership statistics over the
12 last couple of years it seems that the CTA has
13 decided they want to close down the Foster
14 Street station, which, having used it somewhat
15 frequently, seems to always have a steady flow
16 of traffic through it and is still in decent
17 shape, at least to my own eyes.

18 Now studies may show otherwise and
19 renovations certainly would be welcomed,
20 especially for those who are disabled and such.
21 But to eliminate the stop and moving station
22 entrances a couple blocks closer to Foster
23 station doesn't necessarily make a lot of sense
24 when you consider how far apart Davis and Noyes

1 are and how many people actually live in between
2 those two stations and are more likely to use
3 Foster than any of the other two.

4 The station, as it exists, does have
5 its share of issues; the curve immediately prior
6 to it coming in both directions, as well as not
7 being accessible to those who are disabled. But
8 capacity wise I don't necessarily see a reason
9 to lengthen the platform beyond a six-car train
10 since it's never usually full, even during
11 rush-hour service.

12 And, also, it would seem relatively
13 easy to at least just be able to install an
14 elevator and put in the wider turnstiles for
15 people who are in wheelchairs, especially since
16 the existing concrete platform, while not
17 terribly wide, doesn't necessarily need to be
18 widened due to capacity reasons and is still
19 level with the bottom of the train doors, as
20 that would easily be accessible to people in
21 wheelchairs.

22 So due to demand and the current
23 condition of the stop, yes, work, I do think,
24 does need to be done. But closing Foster

1 doesn't seem like a viable option, especially
2 for those of the community of Evanston and the
3 students at Northwestern University that use the
4 stop.

5 THE REPORTER: Please state your name.

6 MR. LYNN: My name is Lamont Lynn,
7 L-a-m-o-n-t, L-y-n-n. That's my last name.

8 Well, I comment on the CTA a lot via
9 blogs, newspapers. A few years ago I wrote a
10 CTA Passengers' Bill of Rights for the Sun-Times
11 and that was published. So Noelle Gaffney knows
12 my name from frequent E-mails to your
13 department.

14 Actually, I stay in Chicago now, but I
15 used to stay right off the South Boulevard stop.
16 And I believe cutting out that station will be
17 detrimental to that neighborhood, given the fact
18 that due to RTA and CTA mismanagement of funds
19 now that we have to look at cutting out stations
20 in order to get modernization. If you're able
21 to totally rehabilitate the Brown Line, then you
22 should be able to do that with the Purple Line,
23 also.

24 They didn't cut any stations out. You

15

1 can cut Francisco out, you can cut Kedzie out,
2 also. I mean, those people can walk to Kimball
3 or all the way to Western. I mean, you can even
4 cut Rockwell out. Every time I pass there,
5 there's only like five people on the platform.
6 So if you're doing it by numbers, then those
7 stations should be cut out, too, along with
8 Wellington.

9 Wellington is close to a hospital but
10 so is Foster. Foster is close to Northwestern
11 University, so they should not cut that out,
12 also. And it's close to a senior citizens' high
13 rise and a lot of people use that to and from
14 downtown and to go visit grandparents. Some
15 seniors don't have readily means of
16 transportation, such as cars, so that's why it's
17 important to fix these stations.

18 Like some of these stations go back to
19 like -- I feel like when dinosaurs were walking
20 the Earth. Especially the viaducts that drip on
21 you and they have stalactites. Like they have
22 all kind of like cave formations due to like
23 just gross neglect due to putting off
24 maintenance because some people in the CTA and

1 RTA don't know how to manage their budgets. So
2 I believe cutting out those stations will just
3 harm ridership, which the CTA is trying to gain
4 riders for, as far as revenue basis goes.

5 So hopefully I still have some more
6 time but I would like for all of them to be ADA
7 compliant. It feels that every station south of
8 Addison gets remodeled or gets modernized with
9 all the bells and whistles but us on the north
10 side just gets the shaft. I mean, every station
11 north of basically Addison is crap.

12 I guess the newest ones, which will be,
13 what, Granville and Howard Street, thank God,
14 finally, but Howard Street still does not have
15 cameras. It's still pigeons there like
16 defecating everywhere that I walk into on my way
17 to work.

18 THE REPORTER: Please state your name.

19 MS. HEDMAN: Okay. Lois Hedman.

20 So my concerns are that, number one,
21 this meeting wasn't even publicized, like at the
22 station that I'm at. I heard about it through a
23 friend, who heard about it through our
24 alderperson. And then, ironically, if you

1 wanted to take the train up here, it's off of
2 the station that is going to be proposed to be
3 closed. There's no parking here, so I'm afraid
4 there's many people who ride the train and get
5 off at South Boulevard won't even get here.

6 South Boulevard I think is a really
7 important station to keep because the Howard
8 Street station really isn't safe many times of
9 the day. I mean, and I live near to that, so I
10 choose to walk further to go to South Boulevard.

11 I think that if -- there's a lot of
12 people, more apartments. I would think less
13 people who have access to cars in that area, the
14 people that live around Main Street. If people
15 start driving there because it's a couple miles
16 to get to a station, there's no parking. So
17 it's going to put a big burden on the City of
18 Evanston, I also believe, closing South
19 Boulevard. But for me, I may have to go back to
20 driving. Putting additional cars on the, you
21 know, highway, you know, more traffic, more
22 pollution, all of that.

23 So I think it's good that they're
24 looking at plans, but I would really resist

1 closing South Boulevard. I think it's a huge
2 gap between Howard and Main Street and it's a
3 backward -- it would be a backward move and a
4 negative impact. So that's it.

5 THE REPORTER: Please state your name.

6 MR. KRAEMER: My name is Mark Kraemer. I
7 live in Wilmette, and I've been riding the CTA
8 for at least 40 years.

9 I currently use the Linden stop and
10 take the Purple Line almost every day to work.
11 I have a comment about the stop consolidation
12 option that is being considered and I would like
13 to mention that I used -- back about 20 years
14 ago, this issue was before the public then at
15 that time when it was proposed that stops be
16 closed along many points along the system.

17 And I lived at that time in the Noyes
18 Street/Evanston area and our stop at Noyes
19 Street was proposed to be closed and actually
20 did not survive the final sparing of stations.
21 And so we were under the impression that Noyes
22 Street would be closed. And I just want the CTA
23 to know that the issues of stop consolidation
24 are not new.

1 And at the time there was great concern
2 in the community, both among residents and
3 business owners, about what would happen if the
4 stop was closed. And many business owners told
5 me that they could not sleep at night because of
6 the thought of the station closing and they felt
7 that if the station closed they would go out of
8 business. They would simply lose their
9 businesses because they operate on very small
10 margins and the 20 to 30 percent drop in
11 business that the station closings would cause
12 would force them out of business. So I'm
13 against the stop consolidation option for that
14 reason.

15 This issue has come up before, and the
16 issues have not changed substantially.
17 Neighborhood El stops are very important, both
18 to the business owners that surround them and
19 also people who use the CTA and rely on their
20 neighborhood stops for convenience. I think
21 that if neighborhood stops were to close,
22 ridership would definitely decrease.

23 And I believe we should be trying to
24 make public transportation more accessible to

1 the community and not less accessible and the
2 stop consolidation would definitely make --
3 reduce access to public transit, which would
4 result in a loss of ridership.

5 So I would encourage the CTA to
6 modernize as much as possible but to spare the
7 stops on the line. I believe that the savings
8 in time that it would -- that would be realized
9 would not offset the pain to the community of
10 closing those stations. So I urge the CTA to
11 not go through with the stop consolidation
12 option.

13 THE REPORTER: Please state your name.

14 MS. JANES: My name is Barbara Janes.

15 My number one request is porta potties
16 because for the past three years I've been going
17 to 79th Street from Evanston and then I have to
18 walk half an hour to get where I was going. I
19 was very uncomfortable by the time I got there.

20 I think they should save the South
21 Boulevard station because even though you don't
22 see it directly, it's the closest El stop to
23 St. Francis Hospital. And we have taken it
24 there the day my husband had cataract surgery

1 and then we took a cab home.

2 Foster Street should be maintained
3 because Northwestern students -- if you're going
4 to Kellogg, you get off at Foster; if you're
5 going to Tech, you get off at Noyes.

6 Oh, they've got to do something about
7 the switching at Howard. I cannot tell you how
8 frustrating it is to stand there and you see the
9 Purple Line or even the Red Line and it takes
10 forever to get them around. That makes no sense
11 to me.

12 And for me it's difficult to make a
13 decision on any one of these because my number
14 one priority would be the efficiency and the
15 time to get to the Loop. And if they do away
16 with the express but in the last one it's Red
17 Line all the way, the more -- the time is the
18 number one. Whichever design is more efficient
19 to get people from Evanston into the Loop.

20 And on the last one, with putting the
21 train underground, it's very difficult to make
22 any kind of decision because it's not clear.
23 And the man there doesn't know what would happen
24 after you get to Belmont and that is a big

1 thing.

2 The other thing is all this new
3 technology with the bus tracker and the TV
4 monitors in the stations are ridiculous. It
5 doesn't give you -- the bus tracker is very
6 inefficient. Use that money and all this
7 electronic stuff -- put it into the tracks.
8 Because the Red Line runs not often enough but
9 if you're on the platform, what difference does
10 it make whether it comes in two minutes or
11 whether it comes in four minutes? You're on the
12 platform, and you're not going to make a
13 decision when you leave your house because of
14 when you know the trains are.

15 And the buses, I do use -- now I
16 usually walk instead of using the buses, and I'm
17 not sure that that's useful information. So I
18 guess that's my time.

19 THE REPORTER: Please state your name.

20 MS. HARRIMAN: My name is Ann Harriman.

21 I am concerned about the closure of the
22 Jarvis Street station because this area of
23 Roger's Park, Jarvis Square, is a vital economic
24 engine. This is a relatively new and

1 up-and-coming neighborhood by Jarvis and
2 Greenview and as someone who works part time at
3 a gourmet wine and cheese shop on the block,
4 this would greatly affect foot traffic and would
5 also just in general cause the number of
6 customers to decline.

7 Also, as a resident of East Roger's
8 Park, I would have to walk an additional
9 probably six blocks to the Lunt station to pick
10 up the El. And this would be an inconvenience
11 to me.

12 And, also, East Roger's Park is a
13 multi-ethnic, multi-socioeconomic neighborhood.
14 All sorts of people ride the El and use the
15 Jarvis Street station and this would truly be an
16 obstacle to the social and economic vitality of
17 the neighborhood.

18 THE REPORTER: Please state your name.

19 MR. STERN: Jack Stern.

20 I'm mostly here because I saw on the
21 media that the -- my stop which I use is the
22 Foster stop in Evanston and I'm concerned about
23 it being eliminated, not just for the -- my ease
24 of convenience, which I could get through by

1 going to another stop possibly, but having used
2 this stop for the last almost 11 years, I see a
3 great number of people that use that stop to the
4 point where when I get on at that stop going
5 south into the city if there was a northbound
6 train that is coming into the station I have to
7 wait an amount of time for all the passengers to
8 come through the turnstile. Because there's so
9 many during rush hour, I have to wait until they
10 pass through the turnstiles so that I can get
11 through the turnstile to wait for the train.
12 And I see that on a consistent basis. I have
13 not seen a decrease. If anything, I've seen an
14 increase.

15 And there is also a nursing home called
16 the Mather Home, which is steps away from that
17 Foster stop, and I know a number of people that
18 use that -- that work at the Mather Pavilion.
19 The workers there use that stop and they use it
20 at all times of the night and I'm sure they
21 wouldn't want to have to walk a great distance
22 in darkness or during winter when using that
23 stop.

24 So that is my main point of concern.

1 It is a busy stop, I'm glad I have it. I wish
2 the ceiling didn't leak when it rains but given
3 the alternative I'd rather have a stop that
4 leaks than no stop at all. I'd rather have
5 tracks that were repaired than no stop at all.
6 So basically I'm happy with the stop and feel
7 fortunate that it's there.

8 THE REPORTER: Please state your name.

9 MR. WIDEMAN: Kenneth Wideman. I don't want
10 to say much but I just want to say that I would
11 not like to see the El Purple Line and the stops
12 on the Purple Line taken away from the Evanston
13 community. I want all the lines to stay in
14 Evanston since they've been here. I think a lot
15 of the lines need repair. You know, I think
16 they need to improve all the stops in Evanston.
17 That's it.

18 (Which were all the proceedings
19 had in the above-entitled cause
20 this date and time.)

21

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24

1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

5 I, Kimberley M. Titsworth, being first
6 duly sworn, on oath says that she is a court
7 reporter doing business in the City of Chicago;
8 and that she reported in shorthand the
9 proceedings of said public meeting, and that the
10 foregoing is a true and correct transcript of
11 her shorthand notes so taken as aforesaid, and
12 contains the proceedings given at said public
13 meeting.



16
17 Kimberley M. Titsworth
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19 License No. 084-004670
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