



Appendix K
Public Scoping Written Comments
Comments 501-600

RPM. 501
[REDACTED]

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:14 PM
To: Lea, Claudia
Subject: FW: Closure of Lawrence Stop

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RPM@transitchicago.com

From: Kate Kusiak [katelkusiak@gmail.com]
Sent: Thursday, January 27, 2011 12:20 PM
To: North Red & Purple Modernization
Subject: Closure of Lawrence Stop

To whom it may concern:

It was recently brought to my attention that there is some talk to close the Lawrence red line stop, and I would like to send a plea to keep that stop open.

RPM - ~~MINNAPOLIS~~ 502

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Sunday, January 30, 2011 6:28 PM
To: Lea, Claudia
Subject: FW: Proposed Red line changes

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RPM@transitchicago.com

From: chgocounseling@aol.com [chgocounseling@aol.com]
Sent: Thursday, January 27, 2011 9:23 AM
To: North Red & Purple Modernization
Subject: Proposed Red line changes

Dear Sirs,

As a resident of Uptown and a daily rider of the Red Line, I heartily approve the notion of attending to the line. In particular, the Wilson stop is, frankly, dreadful. I would like to make several points:

1. I am in total support of any of your three modernization plans or the basic rehabilitation plan with transfer stations (all outlined in your scoping booklet). I especially like that I would be able to access the Purple line from Wilson.
2. I do not understand why the Lawrence stop was created or maintained. It is simply too close to the Wilson stop and seems quite redundant. I'm sure there are better uses for the money that goes into maintaining and staffing that station.
3. If you are rehabbing the Wilson stop (and it really needs it), I ask that you remove the entry lobby. I have lived here for years and that lobby is simply dangerous. It invites loitering (and in uptown, that means trouble).
4. I would also ask you to attend to the northeastern corner of the Wilson stop grounds. In particular, the land at the northern end of the parking lot on Broadway, under the tracks, that abuts the hardware store. That small, semi-sheltered and semi-private alley invites trouble. It is often used by the locals to smoke drugs, drink beer, and ultimately as a urinal. I recommend that you walk by it on a warm summer's night when the fermenting urine from all the prior parties has reached a peak. Please remove the area or fence it off up to the street sidewalk.

Thank You,

Bob Switzer
4711 N Magnolia

RPM. 503

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:19 PM
To: Lea, Claudia
Subject: FW: Comment on proposed changes to Evanston El

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RPM@transitchicago.com

From: lpildes@comcast.net [lpildes@comcast.net]
Sent: Thursday, January 27, 2011 12:36 PM
To: North Red & Purple Modernization
Subject: Comment on proposed changes to Evanston El

Hi Mr. Hands,

I am not able to attend the meeting at Fleetwood Jourdain tonight. My comments relate to closing the Foster St. stop on the El.

I have read the thoughtful proposals. I live on Ridge, about half way between the Foster and Noyes stops. I have used the El to ride to downtown Chicago for 50 years. I also am a landlord who rents to NU students.

If you have to close stops, then I have to admit that opening up access to Noyes from Garnett makes sense. But Simpson would be better for students heading to the south end of campus. Is that possible?

Lisa Pildes

RPM-504

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:20 PM
To: Lea, Claudia
Subject: FW: Concern over potential Foster stop closing

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 12:43 PM
To: North Red & Purple Modernization
Subject: FW: Concern over potential Foster stop closing

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 12:42 PM
To: Stacy Garrop
Subject: RE: Concern over potential Foster stop closing

Thank you for your comments. Your information has been forwarded to the Purple Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Stacy Garrop [sgarrop@roosevelt.edu]
Sent: Thursday, January 27, 2011 12:41 PM
To: Feedback
Subject: Concern over potential Foster stop closing

Dear Sir or Madam,

I am very concerned to learn that the CTA is considering the closing of the Purple Line Foster stop. I recently moved specifically near this stop and use it as my primary means to not only get to my job (which is in downtown Chicago), but also to get to many other businesses and restaurants. I would be severely inconvenienced to have to get to another El stop, particularly early in the morning to get to work.

I also think this is a poor choice of stops to close because of its proximity to Northwestern University, and particularly to the Kellogg Business School (which is at the corner of Foster and Chicago Avenue). I am not a student nor employee of Northwestern, but I see a constant

stream of people walking between the Foster stop and the Northwestern campus. You would be greatly impacting the ability of faculty and students to reach this particular section of the campus.

Sincerely,
Stacy Garrop

Dr. Stacy Garrop
Head of Composition
Associate Professor of Composition
Roosevelt University

RPM.505

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:19 PM
To: Lea, Claudia
Subject: FW: Closure of South Blvd Purple line stop

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RPM@transitchicago.com

From: drmimi01@aol.com [drmimi01@aol.com]
Sent: Thursday, January 27, 2011 12:36 PM
To: North Red & Purple Modernization
Subject: Closure of South Blvd Purple line stop

I understand that there will be a community meeting this evening about the proposed Closure of the South Blvd L-stop in Evanston. I sincerely hope that closure does not take place. I am a physician at St. Francis Hospital with offices in the professional building at 800 Austin. Many of my patients take the purple line to see me. I also have medical students that also regularly use that line. I think closure would be a great inconvenience and actually impact my medical practice accessibility and business. I sincerely hope you realize the impact this will have on the other physicians, employees and patients of St. Francis Hospital.

Best wishes,

Mary Lang Carney, M.D.
Chair, Department of Family Medicine,
Vice President of the Medical Staff
St. Francis Hospital
847-316-8700

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:20 PM
To: Lea, Claudia
Subject: FW: CTA Modernization Alternatives for the Purple Line

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RPM@transitchicago.com

From: William Herbert [bill@721foster.org]
Sent: Thursday, January 27, 2011 12:51 PM
To: North Red & Purple Modernization
Cc: stockholders@721foster.org; jfiske@cityofevanston.org; campus@dailynorthwestern.com
Subject: CTA Modernization Alternatives for the Purple Line

All of the "Modernization" alternatives call for the removal of the Foster station. This is unacceptable to those of us who regularly use this station, and it should also be unacceptable to Northwestern University and the city of Evanston. I fail to understand how "Modernization" of public transportation can mean less access to public transportation. Please reconsider these ill conceived plans and include Foster station in all future plans for true modernization.

Thank You,
William Herbert

RPM. 307

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:21 PM
To: Lea, Claudia
Subject: FW: Please please please don't close Lawrence!

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RPM@transitchicago.com

From: meganstielstra@gmail.com [meganstielstra@gmail.com] On Behalf Of Megan Stielstra [megan@mygreenlife.org]
Sent: Thursday, January 27, 2011 12:59 PM
To: North Red & Purple Modernization
Subject: Please please please don't close Lawrence!

Hi, CTA. I've been an Uptown resident for years; my stop is Lawrence, and I'm fortunate to feel incredibly safe walking home. I don't feel that safety at all at Wilson, and, being a young mom with a young kid, safety is everything.

Please, please, please don't close the Lawrence stop.

I know people are sending emails with very intelligent reasons to keep the stop open, including its access to the Lawrence bus to O'Hare and all of the Chicago cultural destinations including the Aragon and the Riv. Please add my vote to theirs, but the bottom line: do residents feel safe walking from their el stop to their front door?

I feel safe at Lawrence. It's the reason I'm able to stay in Uptown.

Thanks,
Megan Stielstra

RPM-308

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:21 PM
To: Lea, Claudia
Subject: FW: Purple Line potential closings

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RPM@transitchicago.com

From: Susan Litoff [slitoff@gmail.com]
Sent: Thursday, January 27, 2011 1:03 PM
To: North Red & Purple Modernization
Subject: Purple Line potential closings

As a 40 year Evanston resident who uses the purple line for work, I wish that no lines needed to be closed along the purple line; however, Foster St. with little commercial business, and So. Blvd. make sense if a stop must be closed. However, there is too much commercial business along Noyes Street, restaurants and small business and the cultural center to have that stop close. Thank you for your consideration.

Susan Litoff
847-630-6280

Susan G. Litoff, M.A.
312-236-6280

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RPM 509

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:22 PM
To: Lea, Claudia
Subject: FW: Red Line at Lawrence

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 1:03 PM
To: North Red & Purple Modernization
Subject: FW: Red Line at Lawrence

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 1:02 PM
To: Taylor Finchum
Subject: RE: Red Line at Lawrence

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Taylor Finchum [taylor.finchum@gmail.com]
Sent: Thursday, January 27, 2011 1:02 PM
To: Feedback
Subject: Red Line at Lawrence

To Whom it May Concern:

I find it frightful that the CTA is contemplating closing the red line stop at Lawrence. With two huge concert venues within a block of this stop it seems ridiculous. Not to mention the fact that the nearest stop, Wilson, is dingy, dim light and dirty. I would sooner pay the extra money for a cab ride home then get off at Wilson after 7pm. As a young woman I already face many issues living alone in this city and I hope the CTA is not going to give me any more to worry about. Besides the actual El stop the neighborhood in which I would have to pass to get home is less than enticing. Shootings, stabbings, and near constant police sirens do nothing to comfort me along your proposed journey home.

I also hope that this poor decision to close Lawrence and leave open Wilson is not solely dictated by the proximity of the new Target to Wilson. If corporations can buy up El stops, even the most disgusting one in the entire EL system, the better be hell bent on cleaning it up! Please do not close this El stop or I can promise that I along with many uptown residents will no longer be paying customers of the Chicago Transit Authority.

Sincerely,
Taylor Finchum

RPM. S10

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:23 PM
To: Lea, Claudia
Subject: FW: Red Line Potential Closings

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RPM@transitchicago.com

From: Laure Heffernan [LHeffernan@rushmoreproperties.com]
Sent: Thursday, January 27, 2011 1:03 PM
To: North Red & Purple Modernization
Subject: Red Line Potential Closings

I was unable to attend the recent meeting regarding the future of the Red & Purple lines, but I would like to voice my concerns about potential closings on the Red Line.....particularly my stop – Lawrence:

- The neighborhoods north of Belmont have grown significantly in the past 10 years or so. Were any growth projections done around the stations for the next 10 or 20 years? From a planning perspective, I have to believe they will continue to grow in terms of density. If that is the case, why then would any stops be eliminated? If you are going to invest in the repairs to the track work etc., is the incremental cost of keeping the stations operating really that much more?
- Ridership on the Red Line is the highest within the L system. Being the "bread & butter" of the system, wouldn't it make sense to keep those commuters content....and to continue commuting? How would eliminating stations do that??

The Red Line has been ignored for years. Newer lines have seen improvements while we have suffered on one of the oldest lines in the system. I believe that was no accident, as politics and race likely came into play - but that is another discussion..... What is at the heart of this matter is that the Red Line is the backbone of our entire transit system and it needs to be fixed!! And I do not believe that eliminating any stations is the answer.....!!

Laure Heffernan
Rushmore Properties, LLC
212 W. Kinzie Street
6th Floor
Chicago, IL 60654
312.755.9411 Phone
312.755.9422 Fax
lheffernan@rushmoreproperties.com

 Please consider the environment before printing this e-mail.

RPM S11

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:24 PM
To: Lea, Claudia
Subject: FW: South Blvd purple line stop

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RPM@transitchicago.com

From: Kevin [kevinfromevanston@sbcglobal.net]
Sent: Thursday, January 27, 2011 1:06 PM
To: North Red & Purple Modernization
Subject: South Blvd purple line stop

I am disappointed to hear of the possibility of shutting down the South Boulevard purple line el stop.

I'd encourage you to consider adding Sunday bus route #201 service if this becomes a reality, to avoid stranding nearby residents with no local CTA services.

Thank you for your consideration,
Kevin Mayes

RPM. 512

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:24 PM
To: Lea, Claudia
Subject: FW: Red Line modernization - Lawrence

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RPM@transitchicago.com

From: John.Casaletto@newedge.com [John.Casaletto@newedge.com]
Sent: Thursday, January 27, 2011 1:18 PM
To: North Red & Purple Modernization
Subject: Red Line modernization - Lawrence

Hello -

I am unable to attend the upcoming Scoping Meeting regarding this project, but I just want to make my voice heard.

I am not in favor of any plan that would eliminate the Lawrence stop on the Red Line.

I fully support any plan that would improve the quality of the existing stations.

Thanks for your time -

John Casaletto
4807 N Winthrop #7

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Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:23 PM
To: Lea, Claudia
Subject: FW: Proposed Jarvis Stop Closing
Attachments: ATT00001..jpg

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RPM@transitchicago.com

From: Kathryn Jackson [kjackson9@luc.edu]
Sent: Thursday, January 27, 2011 1:05 PM
To: North Red & Purple Modernization
Subject: Proposed Jarvis Stop Closing

Dear Mr. Hands,

I have recently been told that the CTA is making its long range plan to improve certain stations along the Red Line and that it is inviting input from the communities that depend on this important part of our neighborhoods. This letter is to tell you about the students involved in an economic development employment program who depend on the Jarvis el station for their livelihood. I work at Loyola University Chicago's Roger's Park campus as the Student Employment/Federal Work Study Coordinator.

Loyola University students live in and around Roger's Park as well as work in a Federally Funded Employment Program via the Federal Government's Work Study program--all of which requires students to use the el and many of them depend on this stop. Many of our students are placed in local business and agencies around that el stop which would make it's closing not just catastrophic for the local business and the people who work their but the students who live and work near that stop.

I ask you to think about the many many people who move to this area BECAUSE they can use the el and that stop for work and the rest of their life. It's already getting harder to keep a good job, if people can't even get to their jobs, the outlook isn't bright. Thank you for your time.

-Kathryn

Kathryn Jackson, M.Ed.
Coordinator, Student Employment & Federal Work-Study
Center for Experiential Learning
Loyola University Chicago
Phone 773-508-3553
Fax 773-508-3955
kjackson9@luc.edu
www.luc.edu/studentemployment

RPM-514

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:24 PM
To: Lea, Claudia
Subject: FW: Closing Jarvis Station... OH NO!!!

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RPM@transitchicago.com

From: Kathleen Pitvorec [kapitvor@uic.edu]
Sent: Thursday, January 27, 2011 1:39 PM
To: North Red & Purple Modernization
Subject: Closing Jarvis Station... OH NO!!!

Hello,

I am writing as a concerned citizen who lives several blocks from the Jarvis station-- purposefully. I have lived in within a couple of blocks of the station for almost 15 years and depend on the train to get downtown quickly and conveniently. Both for myself and for guests who visit me. It is easy, safe, and its proximity to the businesses on Jarvis has no doubt influenced their success dramatically.

Please consider make cuts elsewhere and leaving our neighborhood with both the convenience of the train, and the support for our local businesses that having the commuter foot traffic provides!!

Thank you for your careful consideration of this matter.

Kathleen Pitvorec
1318 W. Sherwin
Chicago

RPM.515

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:25 PM
To: Lea, Claudia
Subject: FW: Evanston CTA stops

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From: John Fuqua [johnfuqua@yahoo.com]
Sent: Thursday, January 27, 2011 1:42 PM
To: North Red & Purple Modernization
Subject: Evanston CTA stops

Before cutting stops in Evanston, the CTA should look at having the Wilson to Berwyn and Loyola/Morse. The Evanston stops are not nearly as closely spaced as the ones I mentioned or probably other areas of Chicago.

John Fuqua
1314 Central
Evanston, Il. 60201-1658
johnfuqua@yahoo.com
Phone 847-475-2024
No Fax

RPM.516

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:26 PM
To: Lea, Claudia
Subject: FW: SAVE SOUTH BLVD STATION PLEASE
Attachments: image004.gif; image006.jpg; image005.png

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RPM@transitchicago.com

From: Murti, Dinar [Dinar.Murti@Reshealthcare.org]
Sent: Thursday, January 27, 2011 1:46 PM
To: North Red & Purple Modernization
Subject: SAVE SOUTH BLVD STATION PLEASE

01/26/11

To Mr. Steve Hands
Strategic Planning & Policy - Chicago Transit Authority

My name is Dinar Murti from the Medical Records at St. Francis Hospital (SFH). I've been an employee at SFH for a year. I've moved to downtown Chicago recently and ride Red - Purple Express to South Blvd five days a week to SFH. I sold my car last month. I feel great not driving anymore even though I have to get up 5am in the morning, I feel better that I can get a good walk in the morning and afternoon during my commute, as well to contribute making less carbon prints.

I strongly hope CTA will save the South Blvd station. My shift starts at 7 am to 3.30 p at SFH. South Blvd is the closest train stops to go to SFH. I save a great deal of time taking Purple Line express and get off at South Blvd rather than get off at Howard Station - take the bus - walk to SFH. As a female employee, I feel save not to have to get off at Howard station and wait for the bus. I walk through Oakton St early at 6.45 am (bit darker during this winter season), but I feel safe because there's so many cars and other commuter along the way, and so far everyone has been very friendly.

If South Blvd Station will be closed for service, I will not taking the train to commute for the safety reason. I am sure my husband will be very concerned and won't let me wait for the bus in the dark early morning.

I've sent this email to Janice Lindquist, Director of Human Resources of SFH, I hope that she will forward and pass along this letter to the CTA Committee Meeting tonight in Evanston that we need to save South Blvd Station. I don't have a car and I depend on the CTA to go to work. I am sure I am not the only one using the service at the South Blvd. I really enjoy my commute using Red - Purple Express Line; the train schedule is perfect (on time) and convenience for me, all the CTA officers are very professional and helpful.

Best Regards,

Dinar S. Murti, RHIT
Coder - Medical Records
Work : 1-847-316-2768
Fax : 1-847-316-3343

Email : Dinar.Murti@reshealthcare.org

Saint Francis Hospital

Level I Trauma Center
355 Ridge Avenue
Evanston, IL 60202
sfh.reshealth.org



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RPM · 517

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:25 PM
To: Lea, Claudia
Subject: FW: Red Line Modernization

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RPM@transitchicago.com

From: Jennifer Stroebel [jstrizzo13@gmail.com]
Sent: Thursday, January 27, 2011 12:55 PM
To: North Red & Purple Modernization
Subject: Red Line Modernization

To Whom it May Concern,

From what I gather from comments of those that were able to attend your meeting as well as news articles I have read, there is a possibility that the Lawrence stop may be closed depending on which modernization strategy is chosen. I would like to formally express my opinion that I think it would be foolish to close the Lawrence Red Line. I live equidistant between the Lawrence and Wilson stops and always elect to walk to Lawrence despite it being further away from downtown. The Wilson stop is dilapidated and not to mention downright dangerous. The amount of loitering, drug dealing, and shootings that occur around the Wilson stop is astonishing. If you ultimately choose to get rid of Lawrence while keeping Wilson I would strongly encourage the CTA and local officials to consider renovating and upping the security measures taken in that area of Uptown. I understand that it is not the CTA's responsibility to protect citizens from crime, however research has indicated that corporate social responsibility can go a long way for a company and that maintaining clean transit facilities can have a dramatic impact on crime (NYC subways being a perfect example).

Thank you for soliciting and listening to my feedback,

Jennifer

--

Jennifer Stroebel, M.A.
Business Psychology Doctoral Candidate
The Chicago School of Professional Psychology
cell: (610) 608-0348
email: jstrizzo13@gmail.com, jps9268@ego.thechicagoschool.edu

RPM-518

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:27 PM
To: Lea, Claudia
Subject: FW: Concerns over closing Thorndale Red Line stop

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RPM@transitchicago.com

From: serotina6@att.net [serotina6@att.net]
Sent: Thursday, January 27, 2011 1:50 PM
To: North Red & Purple Modernization
Subject: Concerns over closing Thorndale Red Line stop

Dear CTA:

I was just informed that in order to manage costs, you are considering closing several Red and Purple line stops, including the one that I use at Thorndale. While I can't attend the community meeting this evening in Evanston, I wanted to write to express my concern and displeasure about this proposal. Currently we live 2.5 blocks from the stop, which is part of the reason we moved to this location 4 years ago. We have only one car and I often use the train for commuting to work and/or taking my 3 year old daughter to her downtown preschool. If you close that stop that would require me to walk to either Bryn Mawr or Granville, easily 7-10 minutes either way. Doing that with a 3 year old will be challenging, especially as we don't use a stroller so as to avoid jamming the train during rush hour.

The stop certainly can use some upgrading and I'm sure that factors into your decision - spend the money to improve it or remove it from the budget. However, the negative impact that closing the stop would be huge for our neighborhood. Maybe we just look like "lower ridership" numbers on your ledger sheets, but this decision will cause a lot of difficulties for us. I urge you to reconsider.

Sincerely,
Sarah Finch

RPM-519

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:28 PM
To: Lea, Claudia
Subject: FW: My concerns about potential red line closures

Chicago Transit Authority
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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Sarah Best [sarahbest1@gmail.com]
Sent: Thursday, January 27, 2011 1:49 PM
To: North Red & Purple Modernization
Subject: My concerns about potential red line closures

To whom it may concern:

I am writing to express my concerns about the plans that have been put forward to close up to three red and purple line stops. I am a resident of Rogers Park and would be impacted by the closure of both the Jarvis and Thorndale stops. Even though the Granville stop is very close to the Thorndale stop, the Dominick's on Broadway, which is one of the only large grocery stores serving Edgewater and East Rogers Park is closer to the Thorndale stop. For people like me who rely exclusively on public transit, a few blocks more, when you are carrying a number of heavy grocery bags makes a huge difference. As I am sure that you have been told, Jarvis has a lot of great restaurants, a lovely wine shop (again, the only upscale wine shop that I know of serving the East Rogers Park community), my Alderman's office, a great Irish Bar, a small theater, a pet shop, a breakfast shop, and lovely cafe with an art deco interior. By taking away the Jarvis stop, which really deserves to be rehabbed given that its last major renovation was 90 years ago, you will make it much more difficult and less convenient for people to travel to. Rogers Park is an area that is very mixed in terms of its development. There are not a lot of restaurants, particularly nice date restaurants like Gruppo d'Amici on Jarvis, for people to go to. Jarvis is a street that is also difficult to find parking on, so having public transit makes it a convenient business district to travel to.

I also question why you are only choosing to close stops in neighborhoods that experience high levels of poverty. It's not fair to the residents of those communities, who may rely on public transportation more than other folks. Outside of that these areas have real safety issues, and moving a station entrance a few blocks away has a big impact on whether more affluent people feel comfortable traveling to these areas. Despite the fact that the Howard Street station is brightly lit, it is also in an area that has a lot more gang activity and crime than other areas of East Rogers Park and while spending time at the Howard Street station doesn't bother me, walking in the area around the station (perhaps to Jarvis Street) does feel dangerous at times. Similarly, I am afraid of traveling to the Wilson Red Line stop by myself at night. I am a 30 year old woman, and I have been followed home from the train and harassed both on train platforms and on well-traversed, well-lit streets while walking home wearing regular clothing, such as a heavy winter coat. I have also been inappropriately touched and harassed on CTA buses. I am glad that the CTA has made more efforts to have station attendants address these concerns and take them seriously. But make no mistake: there is a real treat to people traveling home at night, even in the early evening. A short, well lit walk can make all of the difference between arriving at your home or at a business safely. By taking away the Lawrence Red Line stop, I am going to feel uncomfortable

attending concerts at the Aragon or at the Green Mill, which are both a block from the Lawrence red line stop. The Lawrence bus also gives red line riders access, at all times of day including late at night, to areas on the Brown line. I had friends that lived on Lawrence and in some cases the most safe route for me to take home from a friend's house to a CTA station is to wait by a friend's residence to catch a bus in the company of others, rather than to walk to a Brown line station. You can't put blue box Police lights on every street corner, and while every individual is responsible for his or her safety I can't help but feel that removing red line stops is only going to increase the chance of people getting mugged or worse on their way home.

In addition, while a few extra blocks added on to a walk may not seem like much to someone who is male and able bodied, it is a big deal to people who have arthritis, or blisters on their feet (many women get blisters from high heels or regular summer sandals), or who have any other kind of foot injury. It is a big deal to people who have to transport their belongings such as groceries by the train sometimes from stores in the Loop or at North and Clybourn; to pregnant women with swollen feet, to men and women who have small children, or children in strollers who move more slowly than adults; to the elderly; and to women who are walking by themselves home late at night.

I strongly urge you not to close the Lawrence, Thorndale, and Jarvis stations to protect the businesses in those areas, as well as the safety and livelihoods of residents in the neighborhoods that these train stations serve. Our neighborhood deserves clean, well lit, stations within close distance to our homes and the businesses that we patronize.

Sincerely,

Sarah Best
sarahbest1@gmail.com
6762 N Sheridan Rd Apt 4
Chicago, IL 60626

RPM.520

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:29 PM
To: Lea, Claudia
Subject: FW: Evanston Scoping Meeting

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RPM@transitchicago.com

From: Russ Abell [Russ.Abell@hilton.com]
Sent: Thursday, January 27, 2011 1:53 PM
To: North Red & Purple Modernization
Subject: Evanston Scoping Meeting

Mr. Hand: My apologies for not being able to attend the Public Scoping meeting being held in Evanston tonight but I thought I would throw in my two cents. The CTA is critical to the ongoing operation of the Hilton Orrington in that it is the main source of transportation for our employees of all shifts and allows for our jobs to be offered to a wider range of individuals opening up employment opportunities to them. It is also a main source of transportation for our guests and day-customers attending meetings, conventions and conferences. Finally our Evanston and North Shore community which supports the Hotel to provide the jobs is a "bedroom " community of Chicago and without safe, secure, properly sized and accessible transit service to the City the community will not grow and prosper. While we would all like to be able to afford the largest scale improvement, in the economy envisioned in the next decade or so the revenues are not available so the Hotel Orrington is in favor of Basic Rehabilitation plus viaduct repairs or replacement as needed in city center or other unsafe locations. Thank you .

Best regards, Russ Abell

Russell Abell
General Manager
Hilton Orrington/Evanston
1710 Orrington Avenue
Evanston, IL. 60201
T 847-866-8700; F 847-556-7974

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RPM. 521

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:29 PM
To: Lea, Claudia
Subject: FW: possible Foster St closing

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 2:03 PM
To: North Red & Purple Modernization
Subject: FW: possible Foster St closing

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 2:03 PM
To: don-ellis@northwestern.edu
Subject: RE: possible Foster St closing

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Don Ellis [dvmgroup@gmail.com]
Sent: Thursday, January 27, 2011 11:59 AM
To: Feedback
Subject: possible Foster St closing

feedback@transitchicago.com

i wish to register my dismay at the thought of closing the Foster St CTA station in Evanston.

It is heavily used by Northwestern students and staff, as well as local residents, myself included.

--
don ellis
northwestern university

Lea, Claudia

RPM.522

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 12:30 PM
To: Lea, Claudia
Subject: FW: North Red and Purple Modernization Project

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RPM@transitchicago.com

From: Brandon Hayes [behayes@gmail.com]
Sent: Thursday, January 27, 2011 2:06 PM
To: North Red & Purple Modernization
Subject: North Red and Purple Modernization Project

Mr. Hands,

As a Chicago resident living on N Glenwood at W Berwyn who does not own a car, I use the CTA Red and Brown/Purple lines to commute to my job every weekday.

I've read the *North Red and Purple Modernization Project Scoping Book* with great interest, and I want to commend the CTA for a series of well-reasoned, common sense, and forward-thinking approaches to modernizing the Red and Purple Lines. I was first made aware of the project by friends who were horrified that the Lawrence station might be closed. They were reacting to coverage in the *Chicago Sun-Times* and elsewhere that favored trumpeting the proposed closures over a reasoned explanation of the proposal. I have encouraged them, and I will encourage others, to read the entire *Scoping Book*. I suspect it will change their minds.

The Modernization 2-Track Underground Alternative is easily my preferred option. The benefits of reduced noise-pollution and negligible impact of right-of-way concerns is a truly revolutionary solution. Bravo! Even if "my stop" will move from Berwyn to Foster, I strongly support this option. My second choice is the Modernization 4-Track Alternative.

Throughout, all of the proposed station consolidations make good sense.

Congratulations on a well-thought-out proposal.

Best,

Brandon Hayes

RPM. 523

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:09 PM
To: Lea, Claudia
Subject: FW: Redline closures

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RPM@transitchicago.com

From: Jon Damaschke [jonnie.dee@gmail.com]
Sent: Thursday, January 27, 2011 2:13 PM
To: North Red & Purple Modernization
Subject: Redline closures

I am very nervous to hear that you are considering closing some redline stations in North Chicago and Evanston. It is my main transportation to downtown and most other places in Chicago. I always use Lawrence because of how easy it is to get there by bus.

Jon Damaschke
<http://www.jondamaschke.com/>
<http://jonniedee.deviantart.com/>

RPM-524

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:10 PM
To: Lea, Claudia
Subject: FW: Lawrence Red Line stop

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RPM@transitchicago.com

From: Christina Rodriguez [crodriguez@ChristopherHouse.org]
Sent: Thursday, January 27, 2011 2:17 PM
To: North Red & Purple Modernization
Subject: Lawrence Red Line stop

Mr. Hand,

I was informed by my co-worker of the possible closing of the Red line Lawrence stop due to CTA renovations and remodeling. As an employee of Christopher House, I would like to inform you of my concern due to this recent news.

We have many families who are dependent upon public transportation to get to the Christopher House facilities located at 4701 N. Winthrop. The Lawrence Red line stop is the closest and quickest way for many of our families to reach our facilities and would find it extremely unfair and inconsiderate should this stop be closed off.

Since most of our families are low-income workers, they cannot afford vehicles at this time, nor can they afford to be late or miss work. The L is a great form of quick and efficient transportation that many, including our staff, depend on.

Please reconsider closing off the Lawrence Red line stop.

Christina E. Rodriguez
Executive Assistant

Christopher House
2507 N. Greenview
Chicago, IL 60614
o: 773.472.1083 x: 3074
f: 773.472.7292
www.christopherhouse.org

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:10 PM
To: Lea, Claudia
Subject: FW: South Blvd Stop

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RPM@transitchicago.com

From: Jason Harvey [jason@jhbookdesign.com]
Sent: Thursday, January 27, 2011 2:19 PM
To: North Red & Purple Modernization
Subject: South Blvd Stop

CTA

My name is Jason Harvey and I live on Oakton in Evanston about a 1/2 mile west of the South Blvd. stop of the Purple Line.

When I purchased my home three years ago I did so specifically because it was close to the South Blvd. stop. Like many people I rely on the L as my only means of transportation to and from work and I would not have chosen to live here without a close L stop.

I currently walk 1/2 mile to South Blvd. and I see plenty of commuters walking a lot further. I realize that the Main St and Howard stops are just a 1/2 mile north and south of South Blvd. An additional 1/2 mile might not seem like a huge inconvenience until you realize that you are doubling and tripling some commuters walks to and from the train. People who work in Chicago and live in Evanston are already looking at 1 hour to 1.5 hour commutes each way. Please don't make these commutes even longer by closing this stop.

If the stop closes it will have a huge impact on all of the commuters in his area.

Please keep the South Blvd. stop open.

Jason Harvey
1013 Oakton
773.793.4867

RPM.526

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:11 PM
To: Lea, Claudia
Subject: FW: Possible closure of stations

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RPM@transitchicago.com

From: Kara Luger [karaluger@yahoo.com]
Sent: Thursday, January 27, 2011 2:21 PM
To: North Red & Purple Modernization
Subject: Possible closure of stations

To whom it may concern,

I find the proposal to close stations along the northern Red and Purple lines absolutely unacceptable. The stations are always full of children going to and from school, families, elderly folks going to the grocery store, college kids coming back from parties, and other people who don't have a car, choose not to drive their car, or should simply not be driving at that time. The loss of these stations will cripple an entire community of people in Edgewater, Evanston, and Rogers Park. I ask that you reconsider the closures.

Thank you,

*Kara Luger

RPM.527

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:11 PM
To: Lea, Claudia
Subject: FW: Jarvis stop

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RPM@transitchicago.com

From: Nancy Jarvinen [nancyjarvinen@gmail.com]
Sent: Thursday, January 27, 2011 2:34 PM
To: North Red & Purple Modernization
Subject: Jarvis stop

As a transit rider who lives south of Jarvis, closing the Jarvis stop would greatly inconvenience my commute especially in inclement weather. More importantly our community businesses would be negatively impacted with the loss of the Jarvis stop. In order to shorten commute times could the 'A' train 'B' train system be resurrected?

Thank you,

Nancy Jarvinen

RPM-528

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:11 PM
To: Lea, Claudia
Subject: FW: Wilson Renovation

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RPM@transitchicago.com

From: Lindsay Potter [lp@snowcityarts.com]
Sent: Thursday, January 27, 2011 2:34 PM
To: North Red & Purple Modernization
Subject: Wilson Renovation

Hello.

I am writing to urge, plead, beg you (whatever it takes) to approve a complete overhaul of the Wilson Red line stop. I have been an Uptown resident for almost 4 years. We chose the neighborhood because of its diversity and cultural opportunities, however since we have been living here violence has seemed to have taken over, and the hub of that violence seems to be in and surrounding the Wilson stop. I do not drive--I only take the train. I have a 2 year old daughter who is almost always with me. I fear for our safety everytime we approach the stop or are waiting at the stop. I realize that problems may be stemming from elsewhere, but the extreme state of disrepair of this stop only encourages bad behavior and gives the impression to the neighborhood that this place is forgotten, uncared for, and abandoned. From the empty storefronts, to the broken glass, floors and doorways that have become a public toilet, the lack of security, and inaccessibility, this station sets a tone for the neighborhood that is not indicative of the great people that live here. We'd love to have this station be welcoming and safe, to encourage people to feel comfortable visiting our neighborhood and embracing all that it has to offer.

Please, please, please let Wilson be on the top of your "MUST FIX NOW" list.

Thanks,

Lindsay Potter

--

Lindsay Potter
Director of Academic Programming
Snow City Arts
312-942-6861
www.snowcityarts.com

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<http://www.snowcityarts.com/SCA/movie.html>

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:12 PM
To: Lea, Claudia
Subject: FW: CTA Purple Line Modernization Project

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RPM@transitchicago.com

From: Lorraine Dostal [dostal@northwestern.edu]
Sent: Thursday, January 27, 2011 2:38 PM
To: North Red & Purple Modernization
Subject: CTA Purple Line Modernization Project

Attn Steve Hands – Strategic Planning & Policy CTA

Altho I live in Rogers Park (near the Jarvis el), I work in Evanston and commute via 201/205 bus and the Purple Line to Davis Street in Downtown Evanston.

I wish to comment on some aspects of the proposals to improve the Purple Line.

First, closing the South Boulevard station is a bad idea. Evanston bus service is not 24/7. St Francis Hospital employees work 24/7 and many depend on public transit to get to work. Closing the South Boulevard station may leave hospital employees fewer means to get to/from work especially at night and on weekends.

Second – adding additional entrances to existing stations along the Purple Line seems to be a waste of funds. Most Purple Line stations are located “in the middle of the block” almost equi-distant from each surrounding intersection. The central entrances at Main/Dempster/Davis seem to work just fine. The entrances at Foster/Noyes/Central also work just fine.

As an additional comment, it would be helpful if CTA employees would “shovel the snow” a bit more comprehensively. For example, at Davis Street the snow is shoveled immediately in front of the station entrance where buses drop off/pick up passengers – but snow is not shoveled from the front of the station north to Church Street (approx. 1/3 of the city block) and it is not shoveled from the front of the station south to Davis Street (approx. 1/3 of the city block) – only the center 1/3 of the city block right in front of the station entrance gets snow removal. And there is no other “occupant” to this stretch of sidewalk between Davis and Church Street – Just the CTA. The sidewalk runs along the embankment and the CTA is the only tenant of the structure. Commuters cannot easily get to the existing station entrance if the CTA staff won’t move the snow off the sidewalks. The sidewalks were an ice skating rink last week. Additional entrances won’t help.

Third, it seems that much of the proposed platform upgrades are aimed at supporting longer trains while the road-bed upgrades are supporting “faster speeds”. I am not sure that longer trains (especially for the Evanston shuttle service) are needed on the Purple Line and more speed is likewise not so much an issue.

Yes, the Evanston Express needs longer trains – but those trains could just as well originate at Howard Street rather than at Linden (in fact I think they do – there is no rail yard at Linden). Evanston trains could run shuttle service (with short

trains) between Linden and Howard all day long. The Express Service could be called the Red Line Express and it could run between Howard and Belmont thank you very much with nice 8 car trains. The Evanston Express is in fact a shuttle when it is in Evanston.

Lorraine Dostal

Phone: 847-491-8398

Fax: 847-491-4059

dostal@northwestern.edu

RPM.530

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:15 PM
To: Lea, Claudia
Subject: FW: Red/Purple Modernization - Lawrence Ave Red Line Stop
Attachments: image001.png

Importance: High

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RPM@transitchicago.com

From: Palecek, Jason J [JPALECEK@amfam.com]
Sent: Thursday, January 27, 2011 2:46 PM
To: North Red & Purple Modernization
Cc: Palecek, Jason J
Subject: Red/Purple Modernization - Lawrence Ave Red Line Stop

To whom it may concern,

Good afternoon. I read in today's (01/27/11) Sun-Times that the CTA is looking at possibly closing the Lawrence Ave stop on the Red Line along with 4 other stops on the Red/Purple line. The article did not say why the CTA is entertaining closing the Lawrence Ave Red Line stop, or for how long. However, it gave me the impression that it was a permanent closure and not just for repairs.

I live on the south side of West Lawrence Ave in Uptown (Ward 46) and frequently use the Lawrence Ave stop. In fact the Lawrence stop on the Red Line is the only way I use to get downtown, and quite often what I choose to travel north to Loyola and Evanston. I must say that I really don't feel safe walking to or from the next nearest Red Line stops at Wilson or Argyle from my home on Lawrence Ave. This is especially true at night after work or other outings such as a Cubs game or going to the theater.

Do you have more information on why they are looking at closing the Lawrence Ave Red Line stop? I am not certain why such a move is being considered. Every time I ride the Red Line there are quite a few people waiting at the Lawrence Ave Red Line stop. In addition there are all of the destinations near the stop that riders who don't live near Lawrence Ave use the Red Line to get to. Places like the Aragon, the Riviera Theatre, Borders Books on Broadway, and all of the restaurants and bars that line Broadway so near to the Red Line stop on Lawrence. I have attached a map below that illustrates this.

Today I currently have to walk about 4 blocks to get to the Lawrence Ave stop. If the CTA closes it my walk will more than double, and then I still may need to wait some time for the next train. That is a long time to be out in the cold during our Chicago winters. I ask you to please consider all of these items in your evaluation of whether or not to close the Red Line stop on Lawrence. Please don't take our Red Line stop on Lawrence Ave away! I beg of you. Thank you.

Jason Palecek



RPM-531

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:15 PM
To: Lea, Claudia
Subject: FW: Please save Thorndale

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 2:46 PM
To: North Red & Purple Modernization
Subject: FW: Please save Thorndale

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 2:45 PM
To: Daisy Simmons
Subject: RE: Please save Thorndale

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Daisy Simmons [lauradaisysimmons@gmail.com]
Sent: Thursday, January 27, 2011 2:38 PM
To: Feedback
Subject: Please save Thorndale

Hi,

I'm writing to voice my concern about the Sun Times article that stated that CTA may close the Thorndale stop. I know the budget is at an emergency state, but the Thorndale stop is really important in the Edgewater community. I urge you to consider the many Chicagoans who have made major life decisions based on the Thorndale stop location, particularly people have rented or bought the many homes within walking distance of that station.

Thank you,

Daisy Simmons
1536 W Elmdale Ave.

RPM-532

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:15 PM
To: Lea, Claudia
Subject: FW: Lawrence El Stop

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From: Kurt Munson [kurt.munson@gmail.com]
Sent: Thursday, January 27, 2011 3:00 PM
To: North Red & Purple Modernization
Subject: Lawrence El Stop

To whom it may concern,

I am writing to voice my opposition to closing the Lawrence El station. With the Riv and the Arragon so close, the Laurence el station is needed for concerts. Likewise the 81 Laurence bus provides a direct connection to the Blue line and thus O'Hare. Finally, the Wilson station is decrepit and that station is far less safe.

Thank You

Kurt

RPM. 533

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:16 PM
To: Lea, Claudia
Subject: FW: RPM Project

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From: Meshawn Ayala [meshawnayala@gmail.com]
Sent: Thursday, January 27, 2011 3:05 PM
To: North Red & Purple Modernization
Subject: RPM Project

Hello,

I can't believe I'm just finding out about this proposal. Closing down five stations along the northside would hurt so many things - I honestly can't believe you're even considering it.

My initial reaction is something like "please god don't let it be like it's been for the Washington stop - that was supposed to re-open December 2010 and is still empty and dark".

But then I get more realistic. I just bought a condo in Edgewater. Public transportation was a deciding factor in my purchase as I work in the loop. I've already got a 50 minute (on a good day) commute. So now walking to Granville to get on a crowded platform will take me an extra 15-20 minutes (=NOT cool). And what about the Senn students? They rely on public transit to get to school - and you're asking them to walk even further?

This is an outrage. This will affect so many people in a hugely negative way. Please consider alternatives such as closing the station at non rush hour times or doing work in the middle of the night. But don't write back and tell me that this will improve my commute. There's got to be another solution. Or there will be a lot of people hoping you don't get funding for this project...

Meshawn Ayala
Edgewater resident and Red Line commuter

RPM.534

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:22 PM
To: Lea, Claudia
Subject: FW:

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RPM@transitchicago.com

From: brucegaede@aol.com [brucegaede@aol.com]
Sent: Thursday, January 27, 2011 3:07 PM
To: North Red & Purple Modernization
Subject:

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

Dear Sir:

I have been informed that the CTA may eliminate the South Boulevard stop on the Purple line. This would put the Howard Street and the Main Street stations over a mile apart, farther than any other stops on the line. The housing and employment patterns along the transit corridor have grown up in response to the placement of the stations. Not just people who live in our neighborhood, but also people all along the system depend on the half-mile spacing of stations to get them to their jobs. Many people have moved into our neighborhood precisely because there is a CTA station there.

There is no doubt that the South Boulevard stop needs work. Wooden structures have rotted and concrete structures have deteriorated, and the interior of the station is perpetually filthy. But a public service agency like the CTA should respond by improving the station, not closing it. There is a good new concrete platform. This should be followed up with restoration of the old station building at ground level and handicapped accessible stairs/elevator to replace the old deteriorated steps.

If you want to save money, consider why is there an attendant on duty in the old fare booth when fares are no longer collected there? When the farecard and farecard machines came in this position should have been eliminated, but there is still an employee in the booth. Some are very helpful and help visitors unfamiliar with the farecard machines, but others just sit in the booth and sleep or read.

Bruce Gaede
342 Custer Ave. #2
Evanston, IL.

RPM.535

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:22 PM
To: Lea, Claudia
Subject: FW: Closing the South Blvd stop? Bad idea

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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Emily Schick [emily.nuncio@gmail.com]
Sent: Thursday, January 27, 2011 3:07 PM
To: North Red & Purple Modernization
Subject: Closing the South Blvd stop? Bad idea

Hello,

I am a concerned Chicago citizen writing to express my opinion on the proposed closings of five Red and Purple line stops. I personally believe that some of the proposed closings make sense--for example, the Lawrence stop is very close to the Wilson stop, roughly two short blocks away on foot.

However, the South Blvd stop is about a twelve-minute walk away from the Main street stop directly to the north. You would be forcing hundreds of commuters who work at the St. Francis hospital and live in the surrounding neighborhood to add twelve minutes to their commute every day, which in bad weather conditions, could be a real hassle. One minute caught outside in a snowstorm feels like three minutes.

Please do not close down the South Blvd stop. It is utilized and valued by many people.

Thank you.

Emily Schick

RPM. 536

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:23 PM
To: Lea, Claudia
Subject: FW: I support plans 3,4 and 5!

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RPM@transitchicago.com

From: Kenton Kodner [kodner@gmail.com]
Sent: Thursday, January 27, 2011 3:22 PM
To: North Red & Purple Modernization
Subject: I support plans 3,4 and 5!

Please, please, please fix the mess that is the Redline. I support plans 3, 4, and 5. The Wilson stop has to be fix!

RPM. 537

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:23 PM
To: Lea, Claudia
Subject: FW: Do not close the Thorndale el stop

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RPM@transitchicago.com

From: erin english [ejenglish@gmail.com]
Sent: Thursday, January 27, 2011 3:25 PM
To: North Red & Purple Modernization
Subject: Do not close the Thorndale el stop

Dear CTA folks,

I'd like to please ask you to keep the Thorndale el stop open. The stop is very important to the business community near there, as well as to the residents nearby. The Red Line is the closest train for all Edgewater residents, and although stops are relatively close to each other in a north/south direction, many people already walk quite a distance from the west to get to our stop. Adding a few blocks makes a big difference to us, and each of the stops is crowded at certain times proving that each of the stops is needed.

Thank you for considering our neighborhood's concerns.

Thanks,
Erin

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:23 PM
To: Lea, Claudia
Subject: FW: Comments on Red/Purple Modernization Project

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RPM@transitchicago.com

From: Colin Smalley [colin.smalley@gmail.com]
Sent: Thursday, January 27, 2011 3:26 PM
To: North Red & Purple Modernization
Subject: Comments on Red/Purple Modernization Project

Hello,

I would like to offer the following comments on the Red/Purple Modernization project, in an attempt to help CTA decisionmakers to select, reject and/or revise the proposed alternatives.

- (a) I ride the Red Line between my home (in the Edgewater neighborhood) and work (in the Loop) and back every workday. I ride the Purple Line between my home and Evanston and back approximately once per week.
- (b) As a caretaker for a person with a disability requiring the use of a wheelchair, full ADA-compliance is a very high priority for any Red/Purple Line improvements. Having neighborhood El stations accessible to wheelchair users is very important to me. I currently have to push my wife to/from Granville station in order for her to use the Red Line, which is 0.3 miles further from our home than Thorndale or Bryn Mawr stations. In inclement weather, 0.3 miles is a significant distance.
- (c) On a daily basis, I board the Red Line at Bryn Mawr in the mornings and get off at Bryn Mawr in the evenings, despite the fact that Thorndale station is 0.1 miles closer to my home. I mention this in support of the consolidation of Thorndale and Bryn Mawr stations - For me, eliminating Thorndale as an entrance would not adversely affect my commute.
- (d) When I am traveling to Northwestern University, I typically get off the Purple Line at Foster stop. For the buildings on campus I normally have business in, it would be 0.2-0.4 miles further for me to get off at Davis or Noyes stations instead. In inclement weather, or on days when I am pushing my wife in her wheelchair, this difference is significant to me.
- (e) I would support the development of Wilson and/or Loyola as Express service transfer stations. I believe this would decrease my transit times, especially in the mornings.
- (f) Modernizing the Red and Purple Lines are vital to maintaining my ability to live in North Chicago without owning or operating a vehicle. Taken with other commuters who also utilize transit, I believe that it is environmentally significant that an alternative other than "no action" be selected.

Thank you for the opportunity to be included in this scoping effort.

Sincerely,

-Colin Smalley

5834 N Glenwood Ave Apt 1-S

Chicago, IL 60660

colin.smalley@gmail.com

RPM. 539

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:25 PM
To: Lea, Claudia
Subject: FW: Wilson Red Line

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RPM@transitchicago.com

From: Matthew Bolhouse [matt63634@gmail.com]
Sent: Thursday, January 27, 2011 3:39 PM
To: North Red & Purple Modernization
Subject: Wilson Red Line

Mr. Hands,

I understand that you are taking comments from the community regarding the state of the Red Line. I live near the Wilson stop in Uptown and would like to provide you with my thoughts.

Our stop is in terrible need of updating. We have crumbling infrastructure around it (underpass at the Broadway and Leland intersection). The storefronts are nonexistent and used as urinals. Compared with the Brown Line stops (which are beautiful), it looks as if we are about 20 years behind. Why are we being denied the updates that other CTA stations are receiving? We pay a good amount in taxes and deserve better train facilities. Not as much as a neighborhood like Lincoln Park, but it's getting pretty close.

If you are concerned with the vagrants, a great solution I've heard is to move the turnstiles down to the ground level. I can't imagine this would be too costly. Install cameras outside of the Broadway entrance. There are enough people who care about this neighborhood that would make sure the updates would be taken care of.

If you would like the modernization number that I support, it's Modernization #4.

Thank you for your time,

-Matt Bolhouse

RPM-540

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:25 PM
To: Lea, Claudia
Subject: FW: Red Line Lawrence Stop

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RPM@transitchicago.com

From: Sharon Kelly [sharonkelly@hotmail.com]
Sent: Thursday, January 27, 2011 3:39 PM
To: North Red & Purple Modernization
Subject: Red Line Lawrence Stop

Dear Mr. Hands:

I have no idea what criteria the CTA uses to evaluate and make decisions, but the Lawrence stop of the Red Line is vital for the welfare of Uptown, Ravenswood and Andersonville. I understand someone who does not ride the line on a regular basis might think Argyle, Lawrence and Wilson are very close together, one could be eliminated and why not the one in the middle. But I respectfully suggest all are vital to the health and well being of the North Side and eliminating the connection to the #81 bus is going to increase the burdens of riders.

Sharon Kelly

RPM. 541

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:28 PM
To: Lea, Claudia
Subject: FW: Please Keep Jarvis Stop/Redline OPEN

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RPM@transitchicago.com

From: Margaret Meiser [mm@tjmurphylaw.com]
Sent: Thursday, January 27, 2011 4:02 PM
To: North Red & Purple Modernization
Subject: Please Keep Jarvis Stop/Redline OPEN

Dear Sirs:

The Community is well served by the Jarvis stop, do not close it. People who live in the surrounding vicinity commute downtown as well as north to Evanston. Our bustling small business area surrounding the Jarvis "el" benefits extremely well from this specific stop: restaurants, wine store, pub, coffee house, theater, pet store and clinic, wellness center, the 49th Ward Office, and a newly-relocated furniture store are within steps of the Jarvis stop. This stop is very very important to this community and its businesses - we are truly able to travel without use of a car, and some of the businesses are truly destination points where people come from afar to visit, while commuting via the redline and exiting at Jarvis. This stop has added livability to our neighborhood. This makes a great great value to homes and apartment rentals, when so many commuters know they can enter Redline at the Jarvis stop. Please keep this station open and if nothing else renovations are welcome.

Yours truly,

Margaret Meiser
1309 W. Fargo
Chicago, IL 60626

--
Margaret Meiser
Thomas J. Murphy, P.C.
111 W. Washington
Suite 1920
Chicago, Illinois 60602
312-750-9272 ph
312-750-9273 fx

Please note my new email address:
mm@tjmurphylaw.com

RPM. 542

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:30 PM
To: Lea, Claudia
Subject: FW: Lawrence Red Line Station - Necessary for Uptown's Vitality

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RPM@transitchicago.com

From: Christie Hahn [christie@uptownbusinesspartners.com]
Sent: Thursday, January 27, 2011 4:03 PM
To: North Red & Purple Modernization
Cc: rrodriguez@transitchicago.com; tsfondeles@suntimes.com
Subject: Lawrence Red Line Station - Necessary for Uptown's Vitality

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

Mr. Hands,

After reading the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write. The closing of this station would have disastrous effects on the economic sustainability of Uptown.

The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs.

The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. Keeping it open, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

Please share these comments with the CTA Board of Directors. Thank you for your time and consideration.

Christie Hahn
Executive Director

Business Partners-The Chamber for Uptown
4753 N. Broadway, Ste 822
Chicago, IL 60640
Ph. 773-878-1184 | Fx. 773-878-3678
www.uptownbusinesspartners.com

Information from ESET NOD32 Antivirus, version of virus signature database 5825 (20110127)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

RPM. 543

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:30 PM
To: Lea, Claudia
Subject: FW: proposed closing of Lawrence Red line stop

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RPM@transitchicago.com

From: steven.n.girard@gmail.com [steven.n.girard@gmail.com] On Behalf Of Steven Girard [s-girard@northwestern.edu]
Sent: Thursday, January 27, 2011 11:53 AM
To: North Red & Purple Modernization
Subject: proposed closing of Lawrence Red line stop

To whom it may concern,

I am writing you today after reading in the Chicago Sun-Times of a CTA proposal to remove three Red line stops, of which Lawrence is considered. I wanted to let you know that I am unequivocally opposed to this.

I have been a resident of the 46th ward for almost five years, and I can attest that the accessibility of the Lawrence stop is vital for the thousands of residents, commuters, and businesses that lie at and near the Lawrence/Broadway corridor. Closing this stop would be disastrous to the small businesses in our neighborhood. Getting to the popular Aragon Ballroom, Riviera, and Green Mill concert venues will be significantly more difficult and will likely significantly increase traffic and parking congestion.

The CTA needs to understand that this stop is irrevocably linked to the businesses in the area, which have sustained through the recession and keep our neighborhood a nice place to live. I fear removing the Lawrence stop would not only make our daily commutes less convenient, but could also significantly change our neighborhood.

Please do not close the Lawrence stop. Thank you for your time,

Steven Girard
4834 N. Kenmore Ave. #GN
Chicago, IL 60640

RPM. 5/4

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:30 PM
To: Lea, Claudia
Subject: FW: CTA meeting and comment on proposal

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RPM@transitchicago.com

From: stack katherine [kmstack6@yahoo.com]
Sent: Thursday, January 27, 2011 4:07 PM
To: North Red & Purple Modernization
Cc: jim
Subject: CTA meeting and comment on proposal

To: Steve Hands, CTA Strategic Planning & Policy, P.O. Box 7602, Chicago, IL 60680

I was unable to attend the CTA meeting at St. Augustine College. However I have read proposed planned improvements. I encourage the City and CTA to look at the best way to make improvements to make our transportation system more efficient and safe for all riders. I also realize there is a give and take with every major project improvement but the proposed action to close Lawrence stop on Red line will not make our transportation system efficient - since Lawrence has a transfer for the 81 W Lawrence bus going to the blue-line to O'Hare airport and 81 E going to LSD. I also think expanding the entrance/exit area to Ainslie on the Argyle stop is not wise given that this would be a long long walk for some getting off at Argyle and there is no purpose (there are no businesses on Anslie) of having another entrance/exit at this stop. If you have to consider closing a stop close Argyle (since there is no bus connection there) and expand the entrance/exit on Lawrence or Berwyn (another major bus exchange).

I am not sure how the proposal of closing lawrence got through - bus connections should have been considered. I encourage the CTA to reconsider this part of the proposal. I am copying the North Uptown Neighbors Association (block club) President on this email.

Sincerely,

Kathy Stack
4935 N. Magnolia
Chicago IL
48th ward resident
NUNA member

Lea, Claudia

RPM.545

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:31 PM
To: Lea, Claudia
Subject: FW: CTA meeting and comment on proposal

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From: stack katherine [kmstack6@yahoo.com]
Sent: Thursday, January 27, 2011 4:07 PM
To: North Red & Purple Modernization
Cc: jim
Subject: CTA meeting and comment on proposal

To: Steve Hands, CTA Strategic Planning & Policy, P.O. Box 7602, Chicago, IL 60680

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I am not sure how the proposal of closing lawrence got through - bus connections should have been considered. I encourage the CTA to reconsider this part of the proposal. I am copying the North Uptown Neighbors Association (block club) President on this email.

Sincerely,

Kathy Stack
4935 N. Magnolia
Chicago IL
48th ward resident
NUNA member

Lea, Claudia

RPM.546

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:32 PM
To: Lea, Claudia
Subject: FW: Save the Jarvis El Station

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RPM@transitchicago.com

From: Bree Barry [Bree.Barry@sigmachi.org]
Sent: Thursday, January 27, 2011 4:06 PM
To: North Red & Purple Modernization
Subject: Save the Jarvis El Station

Hello Mr. Hands,

Please do not close this station. It is vital to our neighborhood. Decent businesses have gone in around this stop over the last seven years whereas it used to be an eyesore. We need this stop. You may not think the Howard stop is that much further, but it very much is. The streets in the area are kinda crazy, so the walk to Howard is a much longer trek than it may appear to be. Please don't disenfranchise us. We need this stop.

Bree Barry, Communications Coordinator
Sigma Chi Foundation
1714 Hinman Avenue
Evanston, Illinois 60201
(p) (847) 869-3655 x 222
(f) (847) 869-4906

Text INHOC to **20222** and answer **YES** to confirm your **\$10** donation to the Sigma Chi Foundation!

The Sigma Chi Foundation solicits financial resources, provides faithful stewardship, and engages in exemplary ethical practices in support of Sigma Chi and leadership development. For more information, contact our office or visit us on the web at www.sigmachi.org/foundation.

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Lea, Claudia

RPM.547

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:32 PM
To: Lea, Claudia
Subject: FW: Transit Chicago Contact Us - proposed closing of Lawrence Avenue Red Line Stop

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 4:16 PM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - proposed closing of Lawrence Avenue Red Line Stop

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 4:15 PM
To: James V. Statler, LCSW
Subject: RE: Transit Chicago Contact Us - proposed closing of Lawrence Avenue Red Line Stop

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: James V. Statler, LCSW [jim@jamesstatler.com]
Sent: Thursday, January 27, 2011 2:58 PM
To: Feedback
Subject: Transit Chicago Contact Us - proposed closing of Lawrence Avenue Red Line Stop

Address: 4753 North Broadway
Address2: Suite 608
Address3:
City: Chicago
State: IL
Country: United States
Zip: 60640
Phone: 773-266-2340

Comment: I am writing to vehemently protest the proposed closing of the Lawrence Avenue Red Line Station. This station serves thousands of people in the neighborhood and is vital to the sustained growth of the Uptown neighborhood. It is adjacent to three major banks, countless businesses, restaurants and stores, including Borders and is between two popular concert venues as well as two blocks from the largest postal station on the North Side. This would be a horrendous mistake and would negatively effect the neighborhood and its residents and businesses. I cannot stress how strongly I oppose this proposed decision.

Lea, Claudia

RPM.548

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:32 PM
To: Lea, Claudia
Subject: FW: Red Line Station Closures

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 4:17 PM
To: North Red & Purple Modernization
Subject: FW: Red Line Station Closures

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 4:16 PM
To: Ellen Willett
Subject: RE: Red Line Station Closures

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Ellen Willett [ellenwillett@gmail.com]
Sent: Thursday, January 27, 2011 3:00 PM
To: Feedback
Subject: Red Line Station Closures

I just read about the proposed closures of the Lawrence and Jarvis stops on the Red Line.

I live in Albany Park, and regularly take the Lawrence bus to the Red Line to continue north, rather than having to commute all the way down to Belmont to access the Red Line. The Lawrence bus is the only 24 hour east/west bus route on the northwest side and it is crucial to night access to Lincoln Square and Albany Park, which are also not accessible by train late at night.

If you choose to close the Lawrence Red Line station, I would propose that you:

a) reroute the #81 Lawrence bus to stop at the Wilson station

- b) extend the service hours on the Brown Line to 24-hour service
- c) significantly improve the lighting and security on Broadway between Wilson and Lawrence

In addition, the Lawrence stop provides access to an extremely popular nightlife area, with many bars, restaurants, and music venues. There are many businesses that depend on the Lawrence stop as a significant point of access for their customers.

I would also like to advocate for Jarvis. The Jarvis stop provides access to an increasingly popular residential neighborhood. The Jarvis stop significantly increases property values in the Rogers Park neighborhood and eliminating it will economically harm the entire ward.

Best,

Ellen Willett
Albany Park

Lea, Claudia

RPM-549

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:33 PM
To: Lea, Claudia
Subject: FW: Concerned Resident of Uptown

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RPM@transitchicago.com

From: boyetal4 [boyetal4@gmail.com]
Sent: Thursday, January 27, 2011 4:17 PM
To: North Red & Purple Modernization
Subject: Concerned Resident of Uptown

Mr. Hands,

After hearing about the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write. The closing of this station would have disastrous effects on the economic sustainability of Uptown.

The Lawrence station is the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago. As not only a resident of Uptown, but also a working professional in Uptown; closing this station would have a tremendous effect on personal transportation as well as the clients' served at the youth agency I work for. Hundreds of adolescents in the surrounding area in dire need of the services we provide would have extreme difficulty reaching such support.

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. Keeping it open however, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Regards,

Concerned resident

Lea, Claudia

RPM-550

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:34 PM
To: Lea, Claudia
Subject: FW: Transit Chicago Contact Us - concern over closing of stations

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 4:18 PM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - concern over closing of stations

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 4:17 PM
To: Carrie McDonald
Subject: RE: Transit Chicago Contact Us - concern over closing of stations

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Carrie McDonald [mspink21@hotmail.com]
Sent: Thursday, January 27, 2011 3:18 PM
To: Feedback
Subject: Transit Chicago Contact Us - concern over closing of stations

Address:
Address2:
Address3:
City:
State:
Country: United States
Zip: 60625
Phone: 614-595-7609

Comment: As a full time CTA rider, I would like to voice my concern about the possibility of more stations

closing. Over the last 5 years, the CTA service has been repeatedly cut and overall, things have really gone downhill. I can afford a car and I chose not to have one. However some people do not have that luxury. I'm not exactly sure what the CTA is doing with its budget however I would like to see some improvements and I think many people would like to know how the CTA chooses to allocate resources and funds. Also, on a side note, Chicagoans pay more than almost any place in the country for their cta, including more than New Yorkers.

Lea, Claudia

RPM.SSI

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:35 PM
To: Lea, Claudia
Subject: FW: Transit Chicago Contact Us - Closing stations

Chicago Transit Authority
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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 4:19 PM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - Closing stations

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 4:19 PM
To: Harry Baer
Subject: RE: Transit Chicago Contact Us - Closing stations

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Harry Baer [baeritone@hotmail.com]
Sent: Thursday, January 27, 2011 3:34 PM
To: Feedback
Subject: Transit Chicago Contact Us - Closing stations

Address: 6964 N. Ashland Blvd.

Address2: Apt. 2N

Address3:

City: Chicago

State: IL

Country: United States

Zip: 60626

Phone: 773-682-6073

Comment: Are you truly considering closing the Lawrence red stop? You have GOT to be kidding.

The Lawrence stop joins neatly with the 24 hour bus line (81) to the Blue line, which, of course, goes to O'Hare. Closing this stop is a ridiculous proposal. Closing the others that are proposed I can understand, but the Lawrence stop is always full of people, especially during the workday.

Moreover, closing any stops when the city is trying to gain a reputation as a green city is stupid. Public transit cuts greenhouse gas emissions, and in a city this size, that matters. Closing stops means more people driving cars; it is beyond ridiculous to cut service in a system that gives this city such a good reputation for methods of getting around.

Please reconsider this obscene proposal, particularly the closing of the Lawrence station, but really, closings of ANY existing stations.

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:35 PM
To: Lea, Claudia
Subject: FW: Formal Comment on RPM Project

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RPM@transitchicago.com

From: John Lamping [jalamping@hotmail.com]
Sent: Thursday, January 27, 2011 4:23 PM
To: North Red & Purple Modernization
Cc: mike.land@cityofchicago.org; abermudez@rogers-park.com; aldo@rogerspark.org; Pinky Smola; John McCarthy; Aldona Salska
Subject: Formal Comment on RPM Project

January 27, 2011

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

Dear Mr. Hands,

After reviewing the RPM EIS Scoping Document I formally oppose any alternative that includes closure of the Jarvis Red Line station. My reasons follow.

The East Rogers Park transit service population is not only transit-reliant and diverse but is increasingly so. This growing dependency influences such significant decisions as where to live, where to buy a house or invest in real estate, where to open or expand a neighborhood business, where to find convenient and affordable student housing or a public school district for younger families.

The area immediately adjacent to the Jarvis Red Line station has undergone substantial and significant rejuvenation through the opening of many new new businesses that support and enhance the surrounding neighborhood. This new commercial district, formally known as Jarvis Square, has developed in large part because of the proximity of the Jarvis Red Line station. The commercial development has strongly contributed to local crime reduction, increased ridership of the Red Line, an expanded tax base and an elevated sense of cohesion and pride in the East Rogers Park community and the 49th Ward.

Increased use and reliance on public transportation is a strongly beneficial element in the urban setting. Any so-called "modernization" proposals that run in opposition to that by reducing access to and convenience of public transportation is completely misguided. Closing the Jarvis Red Line station unquestionably would be a move in the wrong direction and a gross disservice to the community that it is intended to serve and which uses, relies on and supports its existence.

As a reliant and frequent rider of the Red Line, and a person with a physical disability, I am well aware of the value of convenient and accessible public transportation. Closing the Jarvis Red Line station would be an unwise and irresponsible decision. Opening up "new entrances" at existing or expanded stations will not substantially reduce the increased distances that people would have to walk if their local station were to be shut down. Claiming that new entrances

elsewhere will compensate for closing the Jarvis station does not pass the "red face" test. Making such a claim is an embarrassment and not supported by common sense.

Shutting down a well-used Red Line station will, without question, decrease Red Line ridership. Some riders may opt to use the #147 Outer Drive Express bus instead of the Red Line. Some may severely reduce the number of discretionary trips or consolidate trips into fewer rides. And some may elect to pursue an automobile option that avoids public transportation altogether. For these many reasons, any alternative that would shut down the Jarvis station would be a very bad and unnecessary one both in terms of the harmful effect on the community and in view of the designated purpose of Chicago's public transportation.

Fiscal responsibility, prudent stewardship of the CTA's capital assets and preservation of safe, reliable public transportation can be achieved without resorting to elimination of the Jarvis station.

Therefore I go on public record as being in strong opposition to any RPM Project alternative that would include closure of the Jarvis Red Line station.

John Lamping
1116 W. Morse - F
Chicago, IL 60626

cc: Alderman Joe Moore
East Morse Avenue Neighbors Coalition
Rogers Park Community Council
Rogers Park Chamber of Commerce
Rogers Park Business Alliance

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:37 PM
To: Lea, Claudia
Subject: FW: Keep Evanston's Foster Avenue L Stop Open!

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RPM@transitchicago.com

From: Feedback
Sent: Thursday, January 27, 2011 4:25 PM
To: North Red & Purple Modernization
Subject: FW: Keep Evanston's Foster Avenue L Stop Open!

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Thursday, January 27, 2011 4:25 PM
To: Howard Gordon
Subject: RE: Keep Evanston's Foster Avenue L Stop Open!

Thank you for your comments. Your information has been forwarded to the Red Line RPM@transitchicago.com for consideration. For your convenience, we have provided a link to public hearing meeting locations regarding the Red and Purple Modernization Project which you may like to attend to voice your views personally.

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

We appreciate your remarks.

CTA FEEDBACK TEAM

From: Howard Gordon [hgordon@grfiltd.com]
Sent: Thursday, January 27, 2011 4:07 PM
To: Feedback
Subject: FW: Keep Evanston's Foster Avenue L Stop Open!

From: Howard Gordon [mailto:hgordon@grfiltd.com]
Sent: Thursday, January 27, 2011 4:02 PM
To: 'feedback@transitchicago.com'
Subject: Keep Evanston's Foster Avenue L Stop Open!

We urge CTA to keep the Foster Avenue L stop open.

Not only should it remain open and available to Evanston commuters from the 1st and 5th Wards, it should be renovated to bring it into the 21st century. The station's current condition is an embarrassment to the community – and impacts citizens' property values.

Many Evanstonians rely on this Foster stop to commute to the city for their livelihood, as well as hundreds of Northwestern students who ride it daily.

By all means, keep it open. Do Not throw Evanston commuters under the bus!

Howard and Lois Gordon

hgordon1962@kellogg.northwestern.edu

RPM.554

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:37 PM
To: Lea, Claudia
Subject: FW: DO NOT CLOSE LAWRENCE RED LINE STOP

Importance: High

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RPM@transitchicago.com

From: Belia Rodriguez [belia@suntelesolutions.com]
Sent: Thursday, January 27, 2011 4:28 PM
To: North Red & Purple Modernization
Subject: DO NOT CLOSE LAWRENCE RED LINE STOP

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

Fax: (312) 681-4195

Mr. Hands,

After reading the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write to you to implore that you do not close the station. The closing of this station would have disastrous effects on the economic sustainability of Uptown.

The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs.

The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. Keeping it open however, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

I urge to consider unique alternatives for local businesses or a major sponsor, such as asking Bank of America to sponsor the train stop with advertising much like the Apple stop on North Ave. This can help offset some of the costs that are causing you to consider shutting down a busy train station.

In addition, as the neighborhood improves the ridership and need increases. More people are moving in, gas prices are going up. To close this station at this critical juncture would only cause our neighborhood progress to reverse making matters worse in an otherwise growing and developing neighborhood.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Belia Rodriguez

Belia Rodriguez - Owner
Sun TeleSolutions

T 312.772.3542
F 773.756.1739
O 773.756.1739 ext. 100

belia@suntelesolutions.com
suncomputer support.com sunwebchat.com

Sun TeleSolutions | Sun IT Solutions

Lea, Claudia

RPM.555

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:37 PM
To: Lea, Claudia
Subject: FW: Lawrence Red Line Stop

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RPM@transitchicago.com

From: Lucio (Lu) DiPaolo [ldipaolo@aardvarkchicago.com]
Sent: Thursday, January 27, 2011 4:30 PM
To: North Red & Purple Modernization
Subject: Lawrence Red Line Stop

Mr. Hands,

After reading the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write. The closing of this station would have disastrous effects on the economic sustainability of Uptown. I live just off the Lawrence Red Line stop and rely on the easy access to the redline for getting to other neighborhoods for shopping and leisure with relative ease. This would negatively impact my property value and force me to drive as a matter of convenience.

The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs.

The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. Keeping it open however, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Sincerely,

Lucio (Lu) DiPaolo
Agency Manager

Aardvark Insurance Agency
1228 W. Wilson Ave.
Chicago, IL 60640
(773) 961-8781 x21 - office
(773) 961-8784 - fax
(847) 408-5636 - cell

ldipaolo@aardvarkchicago.com
www.aardvarkchicago.com

Lea, Claudia

RPM. 556

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:38 PM
To: Lea, Claudia
Subject: FW: Do not close the Lawrence Avenue Red Line station!!

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RPM@transitchicago.com

From: Naomi Milstein [naomi.milstein@gmail.com]
Sent: Thursday, January 27, 2011 4:48 PM
To: North Red & Purple Modernization
Subject: Do not close the Lawrence Avenue Red Line station!!

Mr. Hands,

After reading the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write. The closing of this station would have disastrous effects on the economic sustainability of Uptown.

The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs.

The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago. I work in Uptown and when I take CTA, the Lawrence stop is "my stop."

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. Keeping it open however, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Sincerely,
Naomi Milstein

Lea, Claudia

RPM 557

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:38 PM
To: Lea, Claudia
Subject: FW: please don't close Lawrence red line station

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RPM@transitchicago.com

From: Susan Jenks [susan@susanjenks.com]
Sent: Thursday, January 27, 2011 4:59 PM
To: North Red & Purple Modernization
Subject: please don't close Lawrence red line station

our neighborhood has so many strikes against it... closing the el stop would only add to the problems.

please don't close this station.

thanks for listening.

peace to you and yours.

Lea, Claudia

RPM 558

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:38 PM
To: Lea, Claudia
Subject: FW: South Boulevard Station needs to stay open

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RPM@transitchicago.com

From: Kate Friedman [katef@kfd.com]
Sent: Thursday, January 27, 2011 5:06 PM
To: North Red & Purple Modernization
Cc: Melissa Wynne; etisdahl@cityofevanston.org
Subject: South Boulevard Station needs to stay open

I'm writing to protest the proposal to close the South Blvd. Station in Evanston. My family have lived in southeast Evanston for almost 50 years, and access to the train has been a constant in our daily lives. Closing the station will only decrease the use of public transportation, lowering revenues while increasing use of fossil fuel and creating more traffic congestion. Evanston's economic and residential development is based on access to public transportation. Closing the station is a terrible idea.

Kate Friedman
Dan Brauner
641 Judson Avenue
Evanston, IL 60202

RPM.559

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:38 PM
To: Lea, Claudia
Subject: FW: Keep South Blvd stop open

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RPM@transitchicago.com

From: Anna Upson [annawupson@gmail.com]
Sent: Thursday, January 27, 2011 5:07 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd stop open

I am attending the meeting in an hour, but to show you just how important this issue is to me, I'm also writing to you to implore you to keep the South Blvd. Purple Line stop open. It is an integral part of life in South Evanston. I use it to commute every day, and so does my husband. We also use it on weekends to get into the city. If I have to walk up to Main street, I will probably consider alternate modes of transportation, such as the Metra, which will cause the CTA to lose money.

Thank you for keeping the South Blvd. stop open.

Sincerely,

Anna Upson
Evanston, IL

Lea, Claudia

RPM.560

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:39 PM
To: Lea, Claudia
Subject: FW: JARVIS stop closure

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RPM@transitchicago.com

From: Magdalena Kijewska [magdakijewska@yahoo.com]
Sent: Thursday, January 27, 2011 5:07 PM
To: North Red & Purple Modernization
Subject: JARVIS stop closure

To whom it may concern,
I would like to write in opposition to closing of the Jarvis train stop on the Red Line.
Kind regards,
Magdalena E. Kijewska

Magdalena E. Kijewska
English⇄Polish Translator and Interpreter
1226 W. Jarvis, Unit 1 East
Chicago, IL 60626
Mobile: 773-517-6110

RPM 561

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:39 PM
To: Lea, Claudia
Subject: FW: Red Line Expansion
Attachments: image002.jpg

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RPM@transitchicago.com

From: Rachel Oleinick [roleinick@tigerman-mccurry.com]
Sent: Thursday, January 27, 2011 5:10 PM
To: North Red & Purple Modernization
Subject: Red Line Expansion

I hope you will reconsider eliminating any of the stops on the Redline. Removing any of these will effectively kill the businesses directly at these stops. I am in favor of updating the Red Line such that it is safer to ride and in good repair, more accessible for riders with disabilities and is more convenient for transferring between other train lines and buses.

Thank you,



Rachel Oleinick
Tigerman McCurry Architects
444 N. Wells, Suite 206
Chicago, Illinois 60654
t: 312.644.5880 x 22
f: 312.644.3750
roleinick@tigerman-mccurry.com

RPM.562

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:39 PM
To: Lea, Claudia
Subject: FW: Thorndale stop

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RPM@transitchicago.com

From: Christopher Shea [christopherdshea@gmail.com]
Sent: Thursday, January 27, 2011 5:26 PM
To: North Red & Purple Modernization
Subject: Thorndale stop

I am writing in response to your plan to close the Thorndale stop, and other stops on the far north side of Chicago. These are some of the densest neighborhoods in the city (and, according to the census, the country as well). The stops are almost always bustling, especially in the late evenings. At the Thorndale stop, at least, there are a wide variety of stores that stay in business because people drop their dry cleaning or pick up food on their way into the L.

I hope that if you do plan to close these stops, you hold open meetings *in city limits* as these stops serve large populations, and their closure would perhaps be more detrimental to the mixed-income communities living inside the city than the well-served Evanston community.

Sincerely,

-Christopher

Lea, Claudia

RPM. 563

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:40 PM
To: Lea, Claudia
Subject: FW: feedback

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From: andrew mullen [agm3975116@gmail.com]
Sent: Thursday, January 27, 2011 5:31 PM
To: North Red & Purple Modernization
Subject: feedback

I'd like to vote for the

Modernization 2-Track Underground Alternative

its the best option for the north side

it will be better for the long Chicago winters because the stations will not require snow removal

it will reduce sound pollution to the neighborhood

it will be the most efficient option

the only difference i would like to see is keeping Jarvis open because Howard and Morse are not in a line like the stations that are along Broadway so it adds alot of walking time for commuters in between those stations.

Lea, Claudia

RPM-564

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:43 PM
To: Lea, Claudia
Subject: FW: Red Purple Line - subway stations & entrances

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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Harvey Kahler [harvey.kahler@att.net]
Sent: Thursday, January 27, 2011 5:36 PM
To: North Red & Purple Modernization
Subject: Red Purple Line - subway stations & entrances

Subway alternative:

The two-track subway alternative poses some interesting features.

- Station entrances should reflect the street environment half a block west of the existing elevated embankment and the re-alignment at Sheridan.
- Without the enclosed platforms, the subway offers the best initial weather protection that still could be upgraded in the future.
- Construction will not affect rail service at the majority of stations; but some disruption will occur on streets at underground station sites. Space and accessibility may not be available for temporary platforms, or even reconstruction, with 3- and 4-track elevated alternatives.
- The subway stations should have a built-in canopy with open sight lines and good security if designed like the Blue Line stations at Logan Square (Kedzie & Milwaukee) with the Spaulding secondary entrance and at Belmont (Kimball). I would suggest different shades of granite for successive stations to cue riders.

Addison:

no change is anticipated for this elevated station other than the easement of curves at Clark and at Newport without property dislocation with only two tracks; and that could be deferred.

Track 1 could be retained for a pocket track for short turns and queuing trains for Cubs games or other events.

Sheridan:

This will be the most disruptive and necessary improvement for Red Line modernization. Substantial dislocation will result; and eminent domain may need to be exercised for those unwilling to move. One just sweetner would be to give owners a stake in the redevelopment in addition to replacement and relocation costs.

The existing station might stay in service while construction proceeds for a new 2-track station.

If the relocation is north of the station, the station would be closer to Sheridan and Irving Park; but this presents an awkward transition and cut-over into the subway and new station at Wilson. Service would be relocated to tracks 1 & 2 and tracks 3 & 4 removed to make way for the ramp into the subway. This would put the tunnels under the existing Wilson station.

If the relocation is south of Byron & Sheffield at the intersection with Sheridan, the station entrance would be an 1/8th mile south of Irving Park; but the line could continue into the subway without the potential for interrupting service.

It might be possible to lift off wooden tie panels and lift on reinforced concrete slab track panels into place on the old and transition structure to make the cut-over. The concrete panels would have clips to fasten to the existing and transition structures.

Wilson:

Every effort should be made to restore the existing station while accommodating a new entrance with escalators and

elevator to the subway platform. Construction of the subway with a Sheridan Irving Park entrance and subway ramp on the east side of the L under the Wilson station platform and tracks could be more complicated.

The curve at Broadway would limit visibility of a platform between Wilson and Lawrence and the possibility for combining stops. Locating the platform between Wilson and Sunnyside for a secondary exit at the latter would be more effective if there is public access through Truman College.

Lawrence:

This stop should be retained for the convenience of all the development around that corner, in support of local business, and of 81/Lawrence bus transfers. With all the venues, this could be quite an entertainment district as well as the heart of Uptown. The curve at the convergence of Broadway and Racine obliges a platform located to the north of the entrance. Due to the proximity of Wilson and Argyle, I would not recommend a secondary entrance.

Argyle:

I agree that this stop for a distinctive neighborhood is needed; but the Lawrence station reduces the need for a secondary entrance at Ainslie and accompanying construction disruption. Furthermore the Foster station mitigates the need for a secondary entrance to the north.

Foster-Berwyn:

A second entrance at Foster is most convenient and helpful here, even with the buses looping on Berwyn.

Bryn Mawr:

I would recommend a secondary entrance at Catalpa for better neighborhood convenience in conjunction with a southern secondary entrance for Thorndale.

Thorndale:

This neighborhood stop should be retained in support of local business with a secondary entrance at the end of a platform extending south from Thorndale because of the distance to Bryn Mawr.

Granville:

Retaining Thorndale and locating Loyola between Devon and Loyola (Av) mitigates the need for a secondary entrance. The platform can be centered at Granville.

Loyola:

The platform should be located between entrances on both sides of Devon/Sheridan and south of Arthur. Entrances on the east side of Sheridan will eliminate the dangerous pedestrian crossing for Loyola students and staff.

Morse:

This station will present some difficulties in staging elevated construction with possible lengthy interruptions of service in one direction. It may be necessary to expedite reconstruction in tandem with Jarvis.

The eastern tracks (#3 & #4) and platform would be removed to shore up the embankment for Tracks 1 & 2 and reconstruct Track 3. There seems to be more room on the east side of the embankment at Jarvis. Temporary platforms and station could be built south of Morse using the existing entrance for Track 2 (nb) and a temporary entrance for Track 1 (sb). With the reconstruction of Track 3, the temporary Track 2 platform would be removed after a temporary platform is completed for the new track 3 and Track 1 is shored up, at least at new elevated structure support caissons and columns for the new Track 2 and center platform.

Entrances at both Morse and Lunt are needed due to the distances between stations. The entrances may need to be rebuilt if it is not possible to work around the existing buildings' historical station and business spaces. Hopefully this would not be the case.

Jarvis:

Jarvis is important to the neighborhood and local businesses and needs to be retained. A Rogers entrance is not convenient, even if it weren't impractical with the track switches at the south end of the Howard terminal essential for reversing the direction of Purple and Yellow Line trains.

With a secondary entrance at Sherwin & Greenleaf, the platform could be shifted southeast to allow a shift in alignment to match the tracks in the Howard Terminal.

Construction phasing would be similar to Morse with temporary platforms southeast of Sherwin & Greenleaf.

Lea, Claudia

RPM 565

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:44 PM
To: Lea, Claudia
Subject: FW: Feedback about Red and Purple Line Modernization

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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Keith Brown [keith.brown2@gmail.com]
Sent: Thursday, January 27, 2011 5:38 PM
To: North Red & Purple Modernization
Subject: Feedback about Red and Purple Line Modernization

Hello,

I am unable to attend any of the public meetings but as a carless Chicagoan I wanted to share my brief thoughts on the Red and Purple Lines Modernization Project.

- 1) Regarding the Red Line: please do not close the Lawrence Avenue Red Line stop! This stop is needed for concert venues (The Riviera and Aragon Ballroom), nightlife (Crew, The Green Mill, Kinetic Playground) and shopping (Borders, Target). Many of us rely on that stop for many different things!
- 2) Regarding the Purple Line: my "two cents" is that it is UNNECESSARY for the Purple Line to make all stops south of Belmont. I don't think it needs to stop at Armitage and Sedgewick, for example.
- 3) Regarding the Purple Line: a stop is needed between Howard and Belmont on the Purple Line. I recommend Lawrence for concertgoers!

I do not have an opinion on which stops to close on the Purple Line north of Howard, as I rarely go up there on CTA.

Thank you very much,

Keith Brown
4602 N. St. Louis Ave. #2
Chicago, IL 60625
(773)412-9142

Lea, Claudia

RPM-566

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:44 PM
To: Lea, Claudia
Subject: FW: Feedback about Red and Purple Line Modernization

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RPM@transitchicago.com

From: Keith Brown [keith.brown2@gmail.com]
Sent: Thursday, January 27, 2011 5:38 PM
To: North Red & Purple Modernization
Subject: Feedback about Red and Purple Line Modernization

Hello,

I am unable to attend any of the public meetings but as a carless Chicagoan I wanted to share my brief thoughts on the Red and Purple Lines Modernization Project.

- 1) Regarding the Red Line: please do not close the Lawrence Avenue Red Line stop! This stop is needed for concert venues (The Riviera and Aragon Ballroom), nightlife (Crew, The Green Mill, Kinetic Playground) and shopping (Borders, Target). Many of us rely on that stop for many different things!
- 2) Regarding the Purple Line: my "two cents" is that it is UNNECESSARY for the Purple Line to make all stops south of Belmont. I don't think it needs to stop at Armitage and Sedgewick, for example.
- 3) Regarding the Purple Line: a stop is needed between Howard and Belmont on the Purple Line. I recommend Lawrence for concertgoers!

I do not have an opinion on which stops to close on the Purple Line north of Howard, as I rarely go up there on CTA.

Thank you very much,

Keith Brown
4602 N. St. Louis Ave. #2
Chicago, IL 60625
(773)412-9142

RPM-567

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:44 PM
To: Lea, Claudia
Subject: FW: Re. Red and Purple Line Modernization Plans

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RPM@transitchicago.com

From: Carlos Pereira Di Salvo [pereira.disalvo@gmail.com]
Sent: Thursday, January 27, 2011 6:17 PM
To: North Red & Purple Modernization
Subject: Re. Red and Purple Line Modernization Plans

To Whom It May Concern,

I am writing to voice my concern over plans to modernize the Red and Purple lines, variations of which include the possibility of closing down the Lawrence stop.

I think that, regardless of which specific plan is adopted, closing down this stop would be a big mistake. Uptown Square is arguably one of the most bustling areas in our neighborhood, including, among others, two historic concert venues (and, should it be reopened, the Uptown Theatre), various bars, restaurants, and cafes (including the historic Green Mill), as well as services such as banking, a bookstore, etc. Closing the Lawrence stop, which makes all of these businesses readily available to people from other parts of the city, would more than likely have a deleterious effect on them.

Uptown Square is also one of the few safe areas in our neighborhood, and it is not unreasonable to assume that a decline in foot traffic and business activity that would result from closing the Lawrence stop would soon change that.

Finally, I think that the Lawrence stop has much to offer for the ambitious versions of the modernization plan. There is a large, sparsely occupied parking lot right next to the stop that would make a perfect home for a station.

Thank you very much for your attention.

Sincerely,

Carlos Pereira Di Salvo
pereira.disalvo@gmail.com

Lea, Claudia

RPM.568

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:45 PM
To: Lea, Claudia
Subject: FW: Foster Stop in Evanston

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RPM@transitchicago.com

From: Kathleen Ludwig [kathleendludwig@gmail.com]
Sent: Thursday, January 27, 2011 6:21 PM
To: North Red & Purple Modernization
Subject: Foster Stop in Evanston

I am unfortunately unable to attend the community meeting in Evanston tonight concerning CTA plans for the Purple Line.

Foster Street is a busy, integral part of Northwestern student life, as well as for families such as mine, who all use it regularly to access public transportation. I have heard that the Foster stop may be eliminated, which greatly surprises me since it is by far a much busier stop than the next one up the line, Noyes. Why not eliminate Noyes if one must be eliminated? Is it because Foster needs more infrastructure than Noyes? This is a shortsighted decision to inconvenience so many and thus lead to a drop in ridership as we find alternatives, as well as garnering extensive negative public regard.

Thank you, Kathleen Ludwig

RPM 569

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:46 PM
To: Lea, Claudia
Subject: FW: Jarvis St. el station

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RPM@transitchicago.com

From: David Dozier [dddavedozier1@gmail.com]
Sent: Thursday, January 27, 2011 6:34 PM
To: North Red & Purple Modernization
Cc: ward49@cityofchicago.org
Subject: Jarvis St. el station

Dear Mr. Hands,
Closing the Jarvis St. el station is an outrageous proposal! This will negatively effect the mobility of hundreds of seniors living in the neighborhood. I oppose the closing of the Jarvis station and instead I want to see the station fully renovated and made handicapped accessible.

sincerely yours,
David Dozier, Registered Voter
1221 W. Sherwin Ave. 5C
chicago IL 60626
cell 773-627-0060

Lea, Claudia

RPM 570

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:46 PM
To: Lea, Claudia
Subject: FW: Lawrence El Stop

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RPM@transitchicago.com

From: James Kerridge [jkerridge11@gmail.com]
Sent: Thursday, January 27, 2011 6:41 PM
To: North Red & Purple Modernization
Subject: Lawrence El Stop

To whom it may concern:

As a resident of Uptown and daily CTA commuter, I am concerned about the proposed closing of the Lawrence El stop. This stop is conveniently located near numerous businesses who are striving to improve the neighborhood and who rely on local residents and tourists to keep them open. How are we ever going to turn Uptown around if the city and CTA continue to pull resources out of our community? There have been many promises made to us however, many have been delayed or broken. Weren't we supposed to see a revitalized Wilson El stop? Instead, it sits in disrepair and is an eye sore to all who use it. Please don't let that be the fate of yet another Red Line station.

Thank you for your time and attention.

James Kerridge
855 W. Ainslie, #3
Chicago, IL 60640

Lea, Claudia

RPM-571

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:46 PM
To: Lea, Claudia
Subject: FW: Possible Lawrence stop closure
Attachments: laura.vcf

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RPM@transitchicago.com

From: Laura Grimes, LCSW [laura@riverrocktherapy.com]
Sent: Thursday, January 27, 2011 6:43 PM
To: North Red & Purple Modernization
Subject: Possible Lawrence stop closure

Mr. Hands,

After reading the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write. The closing of this station would have disastrous effects on the economic sustainability of Uptown and, more personally, my small business.

I am a private practice psychotherapist located in the Bridgeview Bank building at the corner of Lawrence & Broadway. I have had my business in this location for over five years now. I chose it for many reasons, not the least of which was its great location to public transportation. Over 50% of my clients use the Red Line El to get to me and should this stop be closed, I fear my business will close as well.

As I would assume you know, the Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs. The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. Keeping it open however, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Also, please let me know if there is anyone else I can contact to let them know of my opinion about this possible closure.

Thank you,

Laura Grimes, LCSW
4753 N. Broadway, Suite 608
Chicago, IL 60640
(773) 659-9207
laura@riverrocktherapy.com
www.riverrocktherapy.com

RPM-572

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:47 PM
To: Lea, Claudia
Subject: FW: keep the lawrence stop open

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RPM@transitchicago.com

From: Aren Drehabil [ArenD@howardbrown.org]
Sent: Thursday, January 27, 2011 7:09 PM
To: North Red & Purple Modernization
Subject: keep the lawrence stop open

Hello Mr. Hands,

I take the Red line daily and frequently use the Lawrence stop. Please keep it open.

Thanks
Aren

AREN DREHOBIL, LCSW, CADAC | STAFF PSYCHOTHERAPIST

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V 773.572.8353

F 773.388.8689

arend@howardbrown.org

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Lea, Claudia

RPM. 573

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:47 PM
To: Lea, Claudia
Subject: FW: Evanston CTA

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RPM@transitchicago.com

From: MCDAK@aol.com [MCDAK@aol.com]
Sent: Thursday, January 27, 2011 7:39 PM
To: North Red & Purple Modernization
Subject: Evanston CTA

Bus stop sign at Church and Chicago would help a lot. Very few people are aware of this stop. I even asked at the info desk at the Main library.

thanks ,

M Koss

Lea, Claudia

RPM. 524

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:48 PM
To: Lea, Claudia
Subject: FW: Save the Jarvis stop!

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RPM@transitchicago.com

From: Matt Amann [camel92@gmail.com]
Sent: Thursday, January 27, 2011 7:50 PM
To: North Red & Purple Modernization
Subject: Save the Jarvis stop!

Please don't close the red line stop at Jarvis! It's such a far walk for my children, including Sally with her prosthetic legs... Her life is troubled enough as it is.

Matthew Amann

Von meinem iPhone gesendet

Lea, Claudia

RPM. 575

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:49 PM
To: Lea, Claudia
Subject: FW: Don't close Jarvis!

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RPM@transitchicago.com

From: Kevin Ripp [kevinripp@me.com]
Sent: Thursday, January 27, 2011 8:48 PM
To: North Red & Purple Modernization
Subject: Don't close Jarvis!

I don't want to lose any el stops, but I understand Thorndale more than Jarvis. It would still be a large inconvenience, but the distance between stops and the movement of the neighborhood isn't as dependent on the el.

Jarvis is finally becoming a new and vibrant part of Roger's Park, and for the benefit of a lot of people. I've just discovered it myself as a resident of 5 years in Roger's Park, and now I take friends there. I look forward to seeing what else will come.

To forsake Jarvis now would be to give up on the people that live in the long stretch between Morse and Howard, and to forsake the budding vibrancy of the entire Roger's Park neighborhood.

Please don't do it.

RPM.576

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:49 PM
To: Lea, Claudia
Subject: FW: Lawrence Stop

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RPM@transitchicago.com

From: Glen Latham [glendell_60445@yahoo.com]
Sent: Thursday, January 27, 2011 8:53 PM
To: North Red & Purple Modernization
Cc: glendell_60445@yahoo.com
Subject: Lawrence Stop

Dear CTA. Your proposal to close the Lawrence Avenue L stop on the Red line would be an economic debacle for the Uptown community. This stop is a port of entry for businesses, schools and other establishments that are vital to the business health of this community. Whatever savings you glean from this move would cost tenfold in the economic well-being of Uptown Chicago. As a member of the Uptown Chamber of commerce and also, someone degreed in Economics, I believe this to be a "penny-wise" and "pound-foolish" proposal. Much more would be lost than gained. Please re-consider this proposal.

Glen Latham,
President and owner, The Street Gypsies, Inc

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:49 PM
To: Lea, Claudia
Subject: FW: Attn: Steve

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RPM@transitchicago.com

From: Rachel Hanrahan [rthanrahan@gmail.com]
Sent: Thursday, January 27, 2011 8:22 PM
To: North Red & Purple Modernization
Subject: Attn: Steve

I would like to make a comment regarding the purple line upgrades planned.

I am very happy to here the CTA is planning to update the stations. They are quite old and in need of renovation.

I live a block away from the Foster stop. I strongly urge you to leave the station open. Many neighbors, students of Northwestern, employees of Northwestern and other professionals take the train to the Foster stop. It is a necessary station.

Thank you.

Rachel Hanrahan
821 Hamlin St.

Lea, Claudia

RPM-578

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:50 PM
To: Lea, Claudia
Subject: FW: purple line

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RPM@transitchicago.com

From: Michael Miro [michaelmiro@gmail.com]
Sent: Thursday, January 27, 2011 9:24 PM
To: North Red & Purple Modernization
Subject: purple line

Hello,

I could not attend the meeting in Evanston tonight, but I wanted to convey how much I value the Purple Line in Evanston. I take it quite frequently and would certainly take it a lot more if the service was expanded and occurred with greater regularity. As a 26 year old, I am deeply passionate about the future of public transportation. It is critical that you not close stations in Evanston and continue to find ways to incentivize people to take advantage of the services you provide. Thank you.

Michael Miro
Evanston Resident

Lea, Claudia

RPM-579

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:50 PM
To: Lea, Claudia
Subject: FW: Red Line Improvements

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RPM@transitchicago.com

From: James C. Hagearty III [jhagearty@me.com]
Sent: Thursday, January 27, 2011 9:35 PM
To: North Red & Purple Modernization
Subject: Red Line Improvements

Dear Mr. Hands -

First and foremost, I applaud your efforts to improve the Northside Red and Purple lines. As a resident in the 46th Ward since 1995, I must say this is a long time coming. We welcome it.

I understand the need to consolidate stops, but please take this into consideration. If you remove the Lawrence stop, it will drive people to the Wilson El Stop - one of, if not the most dangerous El station in the city. I believe with the proper rehabilitation, the Wilson El stop can be a beautiful station - internally connect it to Target for consumers, businesses can fill the now vacant station, and preserve the original architecture. But, there must be a foot presence of police officers. I would even suggest **making part of the Wilson El Station a remote police station** ... perhaps a dispatching center?

A physical police presence will be necessary for the public to feel safe using that station, especially if your close the Lawrence El.

Thank you for your consideration.

Jim Hagearty
4848 N Sheridan Rd

Lea, Claudia

RPM. 580

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:51 PM
To: Lea, Claudia
Subject: FW: RPM Project Comments

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RPM@transitchicago.com

From: Solinski, Roland W [rsolinsk@tulane.edu]
Sent: Thursday, January 27, 2011 9:56 PM
To: North Red & Purple Modernization
Subject: RPM Project Comments

I support the idea of CTA closing stations to speed up service on the Red Line, but CTA needs to consider their strategy carefully.

First, if Berwyn will gain an entrance on Foster, this should become the main entrance and the station should be renamed to "Foster" for ease of navigation. The bus transfer would then remain on Foster instead of detouring down Berwyn.

Also, Foster should be retained and Noyes closed. I don't understand why Noyes is retained. Foster has slightly more boardings, and since it is close to Evanston's fast-growing downtown, it will only gain boardings over time.

The closure of Thorndale is acceptable, but the Hollywood entrance to Bryn Mawr will need to be on the north side of Hollywood, since most of the boardings will be coming from that direction and Hollywood is very difficult to cross on foot.

At Jarvis, CTA should work with area businesses to help them relocate if the Jarvis station is closed.

Lastly, the secondary entrance at Main should be at Madison and not Washington. If the platform is lengthened to 8 cars, this should be easy to do.

With regard to the 4-track modernization alternative - the cost could perhaps be lowered by running the local service on the outside tracks and the express service on the inside. This might lower the land acquisition costs, since side platforms are easier to squeeze into a cramped neighborhood than an additional 10 feet's width of viaduct.

No matter which alternative is chosen, Addison should be rebuilt as an express station to allow the possibility of express service to events and games at Wrigley Field.

Thanks,
Roland Solinski

RPM. 581

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:52 PM
To: Lea, Claudia
Subject: FW: Opposition to Closing South Blvd CTA

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RPM@transitchicago.com

From: Thane Gauthier [thane@focalpointmanagement.com]
Sent: Thursday, January 27, 2011 10:24 PM
To: North Red & Purple Modernization
Subject: Opposition to Closing South Blvd CTA

While I understand the need to optimize the CTA budget, closing the Purple Line Stop at South Blvd is not the option. The South Boulevard area serves a number of lower income and minority neighborhoods who are overly dependent on the CTA as their only means of transportation. Many of these residents will not have the opportunity to make their voices heard and closing their CTA station will make life extremely difficult for them. I live in South Evanston and work in Evanston, please spend the money to upgrade the station. The next nearest station is Howard Street, which is a significant walk. I hope CTA will consider the needs of all the citizens of South Evanston and Rogers Park and will not leave us with significantly fewer CTA options. That would be patently unfair given the reliance of our neighbors on this station. Why have I not heard anything about closing stations in North Evanston? I hope it is not because of the demographics of the different regions.

Sincerely,
Thane Gauthier
445 Sherman Avenue #502
Evanston, IL 6002

RPM.582

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:52 PM
To: Lea, Claudia
Subject: FW: Lawrence Red Line Station

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RPM@transitchicago.com

From: Elliot Ransom [elliot.ransom@gmail.com]
Sent: Thursday, January 27, 2011 10:51 PM
To: North Red & Purple Modernization
Subject: Lawrence Red Line Station

I am writing concerning the proposal to close the Lawrence Red Line Station. I strongly urge you against this action. With institutions like the Aragon Ballroom, Riviera, and The Green Mill all right off this stop, it would deal a serious blow to the vitality of the entertainment district of Uptown. Moreover, it would make it that much less likely that the Uptown Theater will be restored to its former glory. For the sake of these Chicago institutions and the attempts at improving the Uptown community, please do not close this train station.

Thank you,
Elliot

Lea, Claudia

RPM 583

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:53 PM
To: Lea, Claudia
Subject: FW: Opposed CTA Closure of Lawrence Red Line Station

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RPM@transitchicago.com

From: Yaron McNabb [ymcnabb@uchicago.edu]
Sent: Thursday, January 27, 2011 11:03 PM
To: North Red & Purple Modernization
Subject: Opposed CTA Closure of Lawrence Red Line Station

Mr. Hands,

After reading the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station (CTA Considers Closing 5 Stops, January 27, 2011), I feel compelled to write. The closing of this station would have disastrous effects on the economic sustainability of Uptown.

The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs.

The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

CTA 2010 statistics confirm this station's importance - ridership at the Lawrence station was up 2.8% over the previous year. The average Saturday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station turnstiles in 2010. These numbers indicate that this station is a necessary component to the infrastructure of Uptown.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and

visitors of Uptown. Keeping it open however, and reinvesting in the station, will benefit the community and likely increase your ridership even more – a win-win for everyone. I urge you to keep the station open.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Sincerely,

Yaron McNabb
Department of Linguistics
University of Chicago

RPM. 584

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:53 PM
To: Lea, Claudia
Subject: FW: RPM project

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RPM@transitchicago.com

From: William Dunkle [wdunkle@hotmail.com]
Sent: Thursday, January 27, 2011 11:31 PM
To: North Red & Purple Modernization
Subject: RPM project

First of all, How would closing Jarvis and Lawrence EL stops be an improvement to the Red Line? Jarvis Square has taken many years to revitalize with the help of Dan Sullivan and a few other entrepreneurs in the area. It would be a slap in the face to these brave individuals for taking the chance in the first place.

We moved to the area from Lincoln Park to enjoy the tranquility and convenience of the area, particularly walking distance to the Jarvis EL stop. Who ever would have thought the station would ever be closed. There are many reasons why this should never happen:

1. Until the crime rate in Rogers Park is reduced, asking people to walk from Howard St or Morse to their homes which were only steps from Jarvis is a risk no one should have to deal with.
2. There are two main beaches, Fargo and Jarvis accessible to the Jarvis EL stop. Asking Mothers and children to make that walk double is unreasonable.
3. The Alderman's office is located closeby the Jarvis EL stop.
4. Owners of condos and houses bought in this area to take advantage of this stop on the Red line. Closing this station would also have an adverse effect on home and condo prices as well as a new buyer's choice to live so far away from a train station. Haven't we suffered enough in that department.
5. The local businesses rely on the foot traffic provided by the Jarvis station.
6. Inactivity in this area will create a haven for criminals and the like to be a threat again.
7. The distance between Howard (north) and Morse (south) is too far.

Why not try to close Argyle or Berwyn and see what an uproar you would have. One of them is not necessary about as much as Jarvis isn't necessary to the residents in this neighborhood. While you are at it, close the whole Red Line.

B Dunkle

RPM.585

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:54 PM
To: Lea, Claudia
Subject: FW: CTA proposed closures

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RPM@transitchicago.com

From: Barbara Wahler [bwahler.lcsw@yahoo.com]
Sent: Friday, January 28, 2011 12:04 AM
To: North Red & Purple Modernization
Subject: CTA proposed closures

Dear Mr. Hands,

After learning about the potential closing of the Lawrence and Jarvis Red Line stations, I feel compelled to write. The closing of these stations would have disastrous effects on the economic sustainability of Uptown and this revitalized area in Rogers Park.

The Lawrence station is at heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs. It is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. I'm a social worker with an office in the Broadview Bank Building and both myself and my clients make use of the Lawrence stop.

As a long-term resident of Rogers Park, I've used the Jarvis el stop for over 25 years. I'm happy to see the growth and development of the area immediately surrounding this stop - upscale bars and restaurants, small theatres, a coffee house are welcome additions to the neighborhood. The alderman's office is also just around the corner from the stop. It's a vital necessity to the number of residents who use it to commute downtown, instead of further crowding the city's streets.

Closing the Lawrence and Jarvis stations would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown and Rogers Park. Keeping them open, however, and reinvesting in the stations, will benefit these communities and likely increase your ridership even more – a win-win for everyone. I urge you to keep the stations open.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Barbara Wahler, MSW, LCSW
4753 N. Broadway, Ste 608
Chicago, IL 60640
Ph. 773-973-3785

1442 W Pratt Blvd
Chicago, IL 60626
Ph. 773-973-3785

RPM 586

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:55 PM
To: Lea, Claudia
Subject: FW: Opposed To The Closing Of Jarvis L Station In Rogers Park

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RPM@transitchicago.com

From: Uriah [uriahriedel@yahoo.com]
Sent: Friday, January 28, 2011 12:47 AM
To: North Red & Purple Modernization
Subject: Opposed To The Closing Of Jarvis L Station In Rogers Park

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

January 28th, 2011

Mr Steve Hands and/or Whom It May Concern:

I recently learned of the considerations being made to close the L train stop on Jarvis located in Chicago's north-side, Rogers Park. Unlike one to ever really get involved with community uprising or demands, this is the exception. Up until two years ago I was never a public transportation person. I have been driving since I was sixteen. However, I have suffered economic hardship from the current state of the economy and riding the train to work has been a life-saver. I no longer even own a vehicle. My commute is one-hundred percent reliant on CTA. Most nights I get home at one and two o'clock in the morning from work and the Jarvis stop is only two blocks from my front door. Closing this stop puts my safety at a far greater risk coming home at night and having to walk a greater distance at these hours. I am a young woman and loyal resident of this neighborhood, opposed to the closing of Jarvis CTA stop.

Seriously,

Uriah Riedel

Chicago, Illinois. 60626

Lea, Claudia

RPM.587

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:56 PM
To: Lea, Claudia
Subject: FW: Station closures

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RPM@transitchicago.com

From: Sol Myers [chgocyclist@gmail.com]
Sent: Friday, January 28, 2011 1:50 AM
To: North Red & Purple Modernization
Subject: Station closures

I strongly oppose the proposed red and purple line station closures, but particularly the thorndale station. If any station has to be closed in edgewater, it would make more sense to close Granville as it practically touches the Loyola station. If thorndale were closed, there would be a huge distance to walk between bryn mawr and Granville, whereas if Granville were closed, the distances between stations would be more evenly spaced.

That said, these stations have all been there for years with economic development around them dependent on the traffic they generate and convenience of public transit greatly enhanced by the density of stations. In Paris and New York, one is never more than a few blocks from a subway station. While that may not be feasible in Chicago, we should not be removing existing transit infrastructure which would make transit less convenient and drive ridership downward. We should slowly and steadily be building transit infrastructure. The green line has never recovered the lost ridership which resulted from the reduction of stations on that line and now a new station has even had to be added back in.

Sol Myers
773.991.1441

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:57 PM
To: Lea, Claudia
Subject: FW: closing stations and express

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RPM@transitchicago.com

From: Brian Johnson [johnsonvoices@sbcglobal.net]
Sent: Friday, January 28, 2011 6:36 AM
To: North Red & Purple Modernization
Subject: closing stations and express

Hello, I am reluctantly in favor of closing the 5 stations proposed, but am absolutely opposed to killing express service on the purple line. Also I have 3 questions.

1. when would these closing stations take effect?
2. where will the 81 run to connect with red line service, and are they considering running a combo of red and purple 24 7 from Linden? I hope so.

Brian Johnson Chicago Illinois

RPM-589

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:57 PM
To: Lea, Claudia
Subject: FW: closing south blvd stop

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RPM@transitchicago.com

From: Daniel Greenberg [dangree2002@yahoo.com]
Sent: Friday, January 28, 2011 7:47 AM
To: North Red & Purple Modernization
Cc: Jeffrey Murphy
Subject: closing south blvd stop

As the president of the St. Francis Hospital medical staff, I would like to inform you that the south blvd. el stop is very important to our employees and patients. It provides a vital transit service to those without other options of transit to arrive at our hospital. We serve a considerable number of poor and low income patients from the north side of Chicago and Evanston. I believe that many of them would have significant difficulty in coming to the hospital without this option. I, myself, have used this station when my care has been in the repair shop. I hope that you would strongly consider in leaving this stop open. If you wish to discuss this further, I can be reached at my office at 847-492-8434.

Sincerely,
Daniel R. Greenberg, MD
President, St. Francis Hospital Medical Staff

Lea, Claudia

RPM.S90

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:58 PM
To: Lea, Claudia
Subject: FW:

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RPM@transitchicago.com

From: MAP lab, Inc. [maplab@sbcglobal.net]
Sent: Friday, January 28, 2011 8:09 AM
To: North Red & Purple Modernization
Subject:

Dear Steve Hands:

It was brought to my attention that the CTA is considering shutting down the Lawrence Red Line stop.

As both a small business owner and homeowner in Uptown, I use this stop all the time to commute to clients and events in the Loop as well as going north to Evanston. My business and office is located on the corner of Lawrence and Broadway, so this stop is great. I live equal distant between the Lawrence and Argyle stop, but I often chose the Lawrence stop because of the amenities near it.

As you are well aware there are a number of bars and entertainment venues right off this stop. Having direct and safe access to public transportation is a no-brainer for nightlife activities. Uptown is improving, but it still has its challenges and the area around Wilson is dicey, and to be completely frank who wants to go to a concert in Uptown if there is a chance of getting hit by a stray bullet on the way. The Wilson stop is totally critical for that area and Truman, but the Lawrence stop really services the Lawrence and Broadway commercial area, and all the residences to the east who commute everyday to work.

So, please keep this station open—people and businesses and the welfare of the local economy depends on it.

Sincerely,
Ralph Hoffman

MAP lab, Inc.
4753 N. Broadway Street, Suite 912
Chicago, Illinois 60640

voi 773 989-8132
fax 773 989-8133

RPM.591

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:59 PM
To: Lea, Claudia
Subject: FW: CTA Public Scope Meeting Feedback

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RPM@transitchicago.com

From: Lyle Smart [lylesmart@hotmail.com]
Sent: Friday, January 28, 2011 8:24 AM
To: North Red & Purple Modernization
Subject: CTA Public Scope Meeting Feedback

My name is Lyle Smart, I completed some feedback at your CTA Public Scope Meeting last night. I thought that it was organised very well and was very informative.

- I am particularly concerned about the possibility of closing the South Blvd Station in Evanston. I live on South Blvd and purposely moved to a street with an EL station. Additionally it is useful for people getting to St Francis Hospital. Walking to Main Street is too far, especially in icy conditions. Walking to Howard simply is not safe, I would be very concerned about my wife.

- Another topic is - why are the platform heating stations in the open air? Why are they not enclosed? This would save energy, as the heat would stay inside some sort of structure. All that is needed is glass/plastic right around a little standing area. At the moment, the heat is lost immediately, which surely costs the CTA and riders more money.

Thanks for your time

Lyle Smart
214 South Blvd
Evanston
IL
60202

RPM.592

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 3:59 PM
To: Lea, Claudia
Subject: FW: Red line--South Boulevard

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RPM@transitchicago.com

From: Jon Hilder [paprikajon@gmail.com]
Sent: Friday, January 28, 2011 8:29 AM
To: North Red & Purple Modernization
Subject: Red line--South Boulevard

You can't even imagine posed by the proposed closing of the first red line stop into Evanston. The new walk is totally unacceptable, especially when it is catering to a hospital(st. Francis).

Thanks, Jon Hilder

RPM. 593

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:00 PM
To: Lea, Claudia
Subject: FW: Jarvis Red Line Stop

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RPM@transitchicago.com

From: Ellen Evans [evetime@hotmail.com]
Sent: Friday, January 28, 2011 8:49 AM
To: North Red & Purple Modernization
Subject: Jarvis Red Line Stop

Mr. Hands,

I am a resident of the 49th Ward of Chicago, in Roger's Park. I understand that the CTA is considering closing the Jarvis Red Line stop. While I realize that some people do not see any sense in having stops located in close proximity, they must understand that this stop is more than a convenience for our neighborhood. The area around the Jarvis stop is now thriving with businesses that are important to our community. It has risen from a desolate, creepy area to a place where we feel safe and in which we enjoy spending time. This is a result of the efforts of business owners and community members. Closing the Jarvis stop would mean taking away the visibility and prominence of this area. This could ruin the businesses that make it a nice neighborhood. Please do not close the Jarvis stop.

Thank you,

Ellen Evans

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:00 PM
To: Lea, Claudia
Subject: FW: CTA Red Line - Jarvis Stop

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RPM@transitchicago.com

From: T ogo [charvinius@gmail.com]
Sent: Friday, January 28, 2011 8:59 AM
To: North Red & Purple Modernization
Subject: CTA Red Line - Jarvis Stop

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

Dear Mr. Hands,

I am writing to let you know how important the Jarvis El stop on the CTA red line is. This stop sees a lot of traffic on a daily basis – with people heading downtown to the Loop, heading to Evanston to get to Northwestern University, heading to work in Skokie, getting to sports games on weeknights and weekends, etc. Not only is this train stop vital to hundreds of people at the Jarvis stop getting to and from work/school on a daily basis, it is vital to the businesses at the train stop. Many people take the train to the Poitin Stil Irish Pub on weekends; to the Charmers Café and Gruppo di Amici; you would not believe the crowds that come to the local theater on Jarvis on weekend nights or the groups of students from Loyola that come to the café or Indian/Pakistani restaurant Luzzat on a weeknight.

This train stop is a cornerstone of those in Jarvis square. People commuting to work will have their lifeline cut if this stop were to close. MANY of us DO NOT FEEL SAFE at the Morse stop nor the Howard stop. Getting to work will become unsafe and unlikely for many. The buses do not always take you where you need to go. If they do, they increase travel times which are already long for many.

Please do not cut our lifeline! We won't be able to reach work easily, nor will many of the local businesses stay open.

Thank you for your time,
Tanya Rogowsky, Esquire

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:00 PM
To: Lea, Claudia
Subject: FW: Please do not close Lawrence El Stop

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RPM@transitchicago.com

From: Kurt Winiiecki [kurt@kruseassetmanagement.com]
Sent: Friday, January 28, 2011 9:28 AM
To: North Red & Purple Modernization
Subject: Please do not close Lawrence El Stop

Dear Mr. Hands,

I live equidistant between the Lawrence and Argyle El Stops. After being sent information from a community group regarding the potential closing of the Lawrence Avenue Red Line station ([CTA Considers Closing 5 Stops](#), January 27, 2011), I feel compelled to write. But not because I would have a longer walk – I wouldn't. The closing of this station would have disastrous effects on the economic sustainability of Uptown.

But I also feel that, in my own words, that El Stop is necessary for the community. It is SAFE and WELL TRAFFICKED. Foot traffic to and from that El Stop makes the heart of Uptown safer. It is convenient (and with people having little spare time, convenience drives many decisions to visit, buy, and live.

I agree with all the original letter-writer, who stated: The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs. The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

Please share these comments with the CTA Board of Directors, and President Richard Rodriguez.

Thank you for your time and consideration, I appreciate it.

Kurt Winiiecki, CPA, J.D., Chartered Retirement Planning CounselorSM
Kruse Asset Management, LLC
216 S. Jefferson, Suite 302
Chicago, IL 60661
Kurt@KruseAssetManagement.com
o: (312) 798-6729
c: (312) 961-1266
f: (312) 264-4557

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:01 PM
To: Lea, Claudia
Subject: FW: South Boulevard Station needs to stay open

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From: Ebtisdahl@aol.com [Ebtisdahl@aol.com]
Sent: Friday, January 28, 2011 9:51 AM
To: katef@kfd.com; North Red & Purple Modernization
Cc: MWynne@cityofevanston.org; etisdahl@cityofevanston.org; mswentkofske@cityofevanston.org
Subject: Re: South Boulevard Station needs to stay open

Thanks for your help.

Liz Tisdahl

In a message dated 1/27/2011 5:06:11 P.M. Central Standard Time, katef@kfd.com writes:

I'm writing to protest the proposal to close the South Blvd. Station in Evanston. My family have lived in southeast Evanston for almost 50 years, and access to the train has been a constant in our daily lives. Closing the station will only decrease the use of public transportation, lowering revenues while increasing use of fossil fuel and creating more traffic congestion. Evanston's economic and residential development is based on access to public transportation. Closing the station is a terrible idea.

Kate Friedman
Dan Brauner
641 Judson Avenue
Evanston, IL 60202

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:02 PM
To: Lea, Claudia
Subject: FW: 2 track subway system for the Red Line

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From: l.m.h. [lendersmarie@gmail.com]
Sent: Friday, January 28, 2011 10:03 AM
To: North Red & Purple Modernization
Subject: 2 track subway system for the Red Line

I attended the Evanston scoping meeting and I did fill out a comment form there, but I didn't have enough space on the form so I am commenting via email as well.

Of the plans that I saw, I liked the 4 track plan and the subway 2 track plan. Both plans would reduce overall run time between Howard and Belmont, increase the number of cars on each train and last for 60 - 80 years. However, without increasing the frequency of trains, none of the plans will significantly improve passengers' overall commute.

I prefer the 2 track subway plan because it effectively does away with the purple line. My biggest complaint with the purple line is that it doesn't run frequently enough. I end up waiting on a platform for 15-20 minutes on a regular basis, even at peak times. This makes me more likely to walk or bike (I live on Greenleaf in Evanston, a mile and a half from the Red Line), and I know other people feel the same way. The long wait time for the train significantly reduces ridership.

Both plans remove the South Blvd stop. I feel like this is extremely problematic. It is 1.3 miles from Howard to Main - even if the platform is extended, it will still be 1 mile. 1 mile past a train graveyard, a real graveyard, and past those train overpasses that are frequently full of loitering individuals (at night, all I can see are the glowing tips of their cigarettes). This is a high density residential, low traffic area with relatively high crime. For individuals living in this area, walking to Main or Howard puts them at risk. It's a huge safety issue to remove the South Blvd stop. This is also one of the more low income areas, people without a lot of alternative transportation options (same as Jarvis, Thorndale and Lawrence, also up for consolidation... all high density residential, low income, high crime areas that I don't feel safe walking in. Pattern?)

While I feel like the Modernization 4 track plan is a good alternative, I think that adding express service at Wilson and Loyola is a terrible idea. I live in Evanston. It takes 40 + minutes to get into the Loop. Adding 2 stops would lengthen that commute even more, especially for people who ride it daily. They'll opt to take Metra instead. Instead of adding express service at Wilson or Loyola, I think we should have the purple line stop at Howard, Belmont, and then not stop again until Merchandise Mart - individuals who need Argyle, Wellington and other brown line stops should transfer to Brown at Belmont or Fullerton - make the purple line truly express instead of slowing it down even more.

The 2 track subway plan doesn't have an express service but it does reduce run time between Belmont and Howard enough to be negligible.

Overall, I prefer the 2 track subway plan - I feel like it would shorten people's rides, cost less overall to maintain, and increase ridership, especially for people coming from Evanston. The 4 track plan would be a suitable but possibly problematic (long term) alternative. The other plans (no rehab, basic rehab, ADA, 3 track) feel short sighted and overly cautious. The current system is failing - let's do something that we know will make a difference.

Lena Henderson

RPM, 598

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:04 PM
To: Lea, Claudia
Subject: FW: Proposed Red line Closings

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RPM@transitchicago.com

From: Jones, Louise [Louise.Jones@hmhpub.com]
Sent: Friday, January 28, 2011 10:11 AM
To: North Red & Purple Modernization
Subject: Proposed Red line Closings

Re: Jarvis, Granville, Lawrence, Thorndale

I am writing in to ask that the closing of the above referenced CTA stops be reconsidered. As a longtime north side resident, I have utilized all of these stops and it is equally important that they all remain open. I go to school at night and as a single female traveling after 9pm I can honestly say that the loss of these stops makes me very uncomfortable. They are not in the best areas and having to take those extra steps to get where I'm going is a risk that I am hesitant to take.

With regard to the Jarvis stop – I agree with previous writings – The Rogers Park area is in the midst of a major revitalization – having a stop so close to an area that is full of small theatres and eateries, coupled with overcrowded (no parking) on the side streets and the meter program on the main veins will have a negative impact on the progress that is being made to that area.

Your consideration in this matter is greatly appreciated.

Sincerely,

Louise Jones | Supervisor, Office Services | Houghton Mifflin Harcourt
909 Davis, Evanston, IL 60201 | ☎: 847-424-3789 | 📞: 847-890-9333 | 📠: 847-869-2598 | ✉: louise.jones@hmhpub.com

Lea, Claudia

RPM.599

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:05 PM
To: Lea, Claudia
Subject: FW: Foster Avenue Station
Attachments: image001.jpg

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From: Cheryl Ramage [CRamage@family-institute.org]
Sent: Friday, January 28, 2011 10:13 AM
To: North Red & Purple Modernization
Subject: Foster Avenue Station



The Family Institute at Northwestern University is the largest provider of mental health services in Evanston. At our Evanston location, located four blocks from the Foster Avenue CTA station, we provide 30,000 units of psychotherapy to patients each year. About 10,000 units of this service are provided to low income patients seen in our sliding scale fee clinic, where the average fee is \$12.00. Most of the clinic patients come to us on public transportation, the majority using the CTA Purple Line.

Closing the Foster Avenue station would create a significant barrier to receiving the mental health services we provide, at a time when the state budget already makes such low cost services increasingly difficult to access. About 40% of our patients are seen in family therapy. This involves parents bringing their (often quite young) children on public transportation to our facility. For these families, especially, the extra walking that would be required to get to the Institute from either the Davis Street or the Noyes Street stations would be a substantial barrier.

While we support the CTA plan to increase ADA accessibility and to modernize the stations, we hope you will reconsider the plan to close the foster Avenue Station

Cheryl Ramage, PhD
Senior Vice President for Programs and Academic Affairs
The Family Institute at Northwestern University
(847) 733-4300 x302
cramage@family-institute.org

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RPM. 600

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:05 PM
To: Lea, Claudia
Subject: FW: Closing Foster Purple Line Stop

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From: Torine Pasek [t-pasek@northwestern.edu]
Sent: Friday, January 28, 2011 10:44 AM
To: North Red & Purple Modernization
Subject: Closing Foster Purple Line Stop

Dear CTA,

Please do NOT close the Foster Purple line stop! This particular station is vital for the Northwestern University community. I have commuted by CTA and used this stop for years. I see droves of students, employees, and faculty using the Foster stop to get to campus. In fact, the train practically empties at the Foster stop weekday mornings and the platform is full again in the afternoon and early evening. Please reconsider closing this stop in order to complete the modernization plans. It would be a great **disservice** to the community the CTA is working to serve.

Sincerely,
Torine Pasek

Torine E. Pasek
Assistant Director, Corporate Relations
Office of Alumni Relations & Development
Northwestern University
2020 Ridge Avenue
Evanston, Illinois 60208
phone: 847-491-4185
fax: 847-491-7095

corporate.northwestern.edu

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