



Appendix K
Public Scoping Written Comments
Comments 601-700

RPM. 601

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:06 PM
To: Lea, Claudia
Subject: FW: Concerned Evanston taxpayer

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RPM@transitchicago.com

From: Mike Stroming [mstrom81@gmail.com]
Sent: Friday, January 28, 2011 11:08 AM
To: North Red & Purple Modernization
Subject: Concerned Evanston taxpayer

Dear Steve Hands,

The proposed elimination of the Red Line and Purple Line stops is ridiculous. Public transportation is already in dismal shape in Chicago and there is absolutely no excuse for it. The idea of upgrading the tracks is a great one that is long overdue, but the idea of less service is obscene. This would have a huge negative impact on the people of Chicago, Evanston, and Northwestern University.

Thank you,
Michael Stroming

RPM. 602

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:06 PM
To: Lea, Claudia
Subject: FW: Please Keep South Blvd. Station!

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From: Patricia Hunter [patmarie70@sbcglobal.net]
Sent: Friday, January 28, 2011 11:08 AM
To: North Red & Purple Modernization
Cc: patmarie70@sbcglobal.net
Subject: Please Keep South Blvd. Station!

Dear Mr Hands.

As a 17 year resident of Evanston, I have used and valued the CTA train located 4 blocks from my home in Evanston, I am a senior citizen with a disabled daughter and we both need and use the station on South Blvd. Walking to Howard is not an option because of distance, security and safety reasons and Main street is simply too far to walk, especially when it is dark. We need that station because when I have used it it is always busy and I know that many residents would be devastated to lose it
Please keep it open!!

Thank You,
Pat Hunter
820 Oakton
Evanston, IL 60202

RPM. 603

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:07 PM
To: Lea, Claudia
Subject: FW: Keep Jarvis EL Open

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RPM@transitchicago.com

From: Leslie Walthers [lwalthers@prairiefish.com]
Sent: Friday, January 28, 2011 11:13 AM
To: North Red & Purple Modernization
Subject: Keep Jarvis EL Open

Please keep the Jarvis EL station open.

I would like to express my disapproval of the recently announced proposals to close the Jarvis EL station. I use this station everyday to commute to work, and other family members use it to get to school and work as well. This station is an important stop for many people and is also an important part of the neighborhood. Please do not go through with any plans that would close this important stop. Thank you,

Leslie Walthers

Lea, Claudia

RPM.604

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:07 PM
To: Lea, Claudia
Subject: FW: closing Jarvis Red Line Stop

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RPM@transitchicago.com

From: Greg Hamill [ghamill@oakton.edu]
Sent: Friday, January 28, 2011 11:13 AM
To: North Red & Purple Modernization
Subject: closing Jarvis Red Line Stop

Hello Strategic Planning & Policy Group:

My partner and I are VERY concerned about the proposal to close the JARVIS el stop. Please DO NOT do this. We have lived in Rogers Park now since 1993 and have been actively participating in the re-vitalization of this community, especially the development of the Jarvis Square business area. This area is VASTLY improved, dare I say thriving, much of which is directly attributable to the presence of the el. People, finally, are coming from OTHER areas to dine, have a drink with friends, or get a cup of coffee in Jarvis Square. Closing this stop is direct threat to the quality of life and the businesses in our community.

Another key consideration is safety. One of the reasons we bought our home is its close proximity to the Jarvis stop. Brian is an R.N. at Northwestern in Streeterville. He comes home at about 12:30 a.m. many nights. Having to walk much further to the Howard stop is not simply a matter of convenience; it is about SAFETY. The more "eyes on the street" (read: foot traffic) the better for all of us. Closing the JARVIS stop is a threat to our safety.

Also, as a very densely populated community with very little parking, people around the Jarvis stop rely on the el for all manner of non-employment activity.

Please, we urge you to KEEP THE JARVIS EL STOP OPEN. This is a key component in our neighborhoods growth, vitality, and safety. Let's now undue the progress that has been made over the past 20 years here.

Thank you.

Greg Hamill and Brian Bossert
1538 W. Sherwin Ave.
Chicago, IL 60626
773.552.7228

Lea, Claudia

RPM.605

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:06 PM
To: Lea, Claudia
Subject: FW: Transit Chicago Contact Us - Possible closure of Lawrence stop

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From: Feedback
Sent: Friday, January 28, 2011 10:52 AM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - Possible closure of Lawrence stop

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Friday, January 28, 2011 10:52 AM
To: Kajri Asthana
Subject: RE: Transit Chicago Contact Us - Possible closure of Lawrence 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: Kajri Asthana [kastha1@yahoo.com]
Sent: Friday, January 28, 2011 10:49 AM
To: Feedback
Subject: Transit Chicago Contact Us - Possible closure of Lawrence stop

Address:

Address2:

Address3:

City:

State:

Country: United States

Zip: 60640

Phone: 312-519-5555

Comment: I have been reading that Lawrence stop is targeted for possible closure. While I understand the need,

however, leaving only Wilson stop open is dangerous to the commuters. Wislon stop at night is quite unsafe and would make it very tough for commuters! Please reconsider.

Lea, Claudia

RPM. 606

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:08 PM
To: Lea, Claudia
Subject: FW: Potentially closing Lawrence.

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RPM@transitchicago.com

From: Feedback
Sent: Friday, January 28, 2011 11:15 AM
To: North Red & Purple Modernization
Subject: FW: Potentially closing Lawrence.

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Friday, January 28, 2011 11:15 AM
To: Hunter, Montroy
Subject: RE: Potentially closing 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: Hunter, Montroy [Montroy.Hunter@chicagobooth.edu]
Sent: Friday, January 28, 2011 11:05 AM
To: Feedback
Subject: Potentially closing Lawrence.

Good morning. I will nto be able to attend any community meetings, but I'd like to voice my opposition to closing the Lawrence stop.

I dpn't live in the area (I'm near Granville) but Lawrence station is instrumental to one of the most vibrant stretches of Broadway on the North side. To divert that traffic to Argyle or Wilson would not be beneficial to that stretch at all, as Wilson has not yet shaken it's reputation for sketchiness and the Argyle area, while Little Vietnam, does not attract nearly the foot traffic Lawrence does.

Just what I think.

RPM 607

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:08 PM
To: Lea, Claudia
Subject: FW: Closing of Jarvis El Stop--STOP

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RPM@transitchicago.com

From: J. Darch Clampitt [d.clampitt@comcast.net]
Sent: Friday, January 28, 2011 11:19 AM
To: North Red & Purple Modernization
Subject: Closing of Jarvis El Stop--STOP

From the 49th ward--please do not close the Jarvis El stop.

It's closing will add an additional 15-20 minutes to everyone's commute.
The Jarvis El stop closing will kill some of the business that have grown up around the stop--and will STOP further development.
The Jarvis El stop closing will lower property values.

So please--STOP the closing.

DC

Lea, Claudia

RPM.608

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:09 PM
To: Lea, Claudia
Subject: FW: CTA Improvements

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From: Thomas Arnold [arnth01@tomsleague.com]
Sent: Friday, January 28, 2011 11:24 AM
To: North Red & Purple Modernization
Subject: CTA Improvements

I agree, the South Blvd station can go. Either the Noyes or Foster station can go. The Dempster station can go too.

There are 7 "L" stations compared to 3 Metra stations right now in Evanston.

Lea, Claudia

RPM. 609

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:09 PM
To: Lea, Claudia
Subject: FW: South Blvd stop

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RPM@transitchicago.com

From: Jean Miller [millerjcm@yahoo.com]
Sent: Friday, January 28, 2011 11:37 AM
To: North Red & Purple Modernization
Subject: South Blvd stop

I have been using this stop for more 30 years. Since having my hip was replaced the idea of walking 3 times as far in the snow and rain and dark is daunting. PLEASE DO NOT CLOSE SOUTH BLVD STOP, ALSO RETAIN EXPRESS SERVICE AT PRESENT LEVELS. Commute time is not decreased if I have to walk further.

RPM-610

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:09 PM
To: Lea, Claudia
Subject: FW: Transit Chicago Contact Us - Proposed CTA station cuts

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From: Feedback
Sent: Friday, January 28, 2011 11:43 AM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - Proposed CTA station cuts

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Friday, January 28, 2011 11:43 AM
To: Susan Lersch
Subject: RE: Transit Chicago Contact Us - Proposed CTA station cuts

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: Susan Lersch [slersch@cookalex.com]
Sent: Friday, January 28, 2011 11:21 AM
To: Feedback
Subject: Transit Chicago Contact Us - Proposed CTA station cuts

Address:

Address2:

Address3:

City:

State:

Country: United States

Zip: 60660

Phone: 312-236-8500

Comment: Removing the Thorndale stop on the Red Line would be a huge mistake. There are hundreds of

commuters, elderly citizens in the neighborhood (who would find the 4-5 blocks to Granville or Bryn Mawr very difficult) and Senn High School students use this stop every day.

However, this does not excuse the lack of maintenance. The station stinks of urine and the same pieces of trash are on the stairs for several days running. Most CTA employees just stand around and do nothing as far as I can see.

Lea, Claudia

RPM. 611

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:09 PM
To: Lea, Claudia
Subject: FW: Please do not close the Jarvis stop - CTA feedback plans

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RPM@transitchicago.com

From: Lhota, Barb [Barb.Lhota@martecgroup.com]
Sent: Friday, January 28, 2011 11:43 AM
To: North Red & Purple Modernization
Subject: Please do not close the Jarvis stop - CTA feedback plans

Dear Mr. Hands,

The Jarvis stop is so important to the Rogers Park neighborhood. A small business district has settled in next to this stop and is thriving. In fact, it's one of the only areas of Rogers Park that has a gathering of small businesses that the homeowners and renters love.

If you remove the Jarvis stop, there will be overcrowding at Howard. I already see that as a problem right now. Those platforms are barely able to handle the crowds now. In addition, you will be inconveniencing riders. Finally, and most importantly from my perspective, you will seriously damage the businesses that have lined the area on both sides now of the Jarvis stop. Businesses that took a chance and are finally thriving.

This neighborhood is hurting so bad with property values plummeting and crime rising. The last thing we need is to lose the Jarvis stop. Please rethink any plans to do so. We use the stop every single morning and evening. We buy things from and to the stop. Please consider the other three options on the table. I personally prefer option 3. It costs less than the track modernization choices and yet it will make the purple line more convenient. It will upgrade the tracks enough to meet most people's needs.

Again, I cannot say enough how much we need the Jarvis stop. It's vital to our neighborhood.

Kind regards,
Barb Lhota

Lea, Claudia

RPM 612

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:10 PM
To: Lea, Claudia
Subject: FW: South Boulevard

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RPM@transitchicago.com

From: motoneer@comcast.net [motoneer@comcast.net]
Sent: Friday, January 28, 2011 11:46 AM
To: North Red & Purple Modernization
Subject: South Boulevard

Eight years ago you took away the bus line that served my area of Evanston, south of Main and east of Chicago Avenue.

Now, you propose closing the rapid transit stop at South Boulevard.

This seems to me to be grossly unfair.

I do not own a car. This is not because I can't afford one. I can. But I choose to follow the "green" principles of Evanston and use public transportation.

Without a convenient rapid transit stop, I would be forced to rely on the 205 bus, which is infrequent and unreliable. There are no shelters at the South Boulevard 205 stop. It has no Saturday or Sunday service whatever and on weekends it stops running after 7 PM. Thus, I could not get to church unless somebody offers me a ride. This 205 service is completely inferior to rapid transit.

I will not talk about the effect on others, because they can speak on their own behalf. But for me, it means that if you close the South Boulevard stop, I will have to buy a car.

And, what good will a new rapid transit exit at Washington or Madison Streets (near Main Street) do? The walk is just as far. The train won't stop there, necessitating a walk down the platform to get to the train stop. The elevator, if there is one, will be up by Main Street. Will there be an unmanned access point at Washington/Madison as there is on the north side of Belmont? Will there be video cameras and intercoms?

No, it is better to keep our South Boulevard transit stop. Which, by the way, is over a half mile from the Howard Stop and almost a half mile from Main Street. Just how far apart do you want stations to be? In a densely populated area like South Evanston do you want them to be over a mile apart??

What about Wellington, where there is a stop within a quarter mile on either side? They didn't lose the stop during the Brown Line rehabilitation. And the reasoning that Illinois Masonic hospital is there holds no water. After all, South Boulevard is the closest rapid transit stop to Saint Francis

Hospital. Are their visitors and employees now expected to walk all the way from Main Street?

We are told that passenger counts are low at South Boulevard. This is not surprising given the inferior service and decrepit condition of the station. I think there has been a deliberate attempt to discourage patronage at this location as there has been at other stations located elsewhere in the past.

Is this a popularity contest, where passenger counts rule the day? Doesn't distance between stations have anything to do with it?

I would have said all this personally at the meeting last night but the Fleetwood Jourdain Center IS NOT ACCESSIBLE BY PUBLIC TRANSPORTATION!! Especially after the meeting when all the buses would have stopped running. So, now you can say that not enough people showed up.

Thanks, CTA.

John McElroy.

RPM. 613

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:12 PM
To: Lea, Claudia
Subject: FW: Station closings

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From: Feedback
Sent: Friday, January 28, 2011 11:46 AM
To: North Red & Purple Modernization
Subject: FW: Station closings

FYI:

CTA FEEDBACK TEAM

From: Feedback
Sent: Friday, January 28, 2011 11:46 AM
To: Leon Moore
Subject: RE: Station closings

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: Leon Moore [noochieleon@yahoo.com]
Sent: Friday, January 28, 2011 11:42 AM
To: Feedback
Subject: Station closings

Sometime ago I wrote about the conditions of the viaducts at Red Line stations from Wilson to Argyle and. Why were these stations allowed to deteriorate to the point of no return? Slow zones and repairs would make more sense because the trains have to pass the stations anyway. Think about it!
Leon Moore

Lea, Claudia

RPM. 614

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:13 PM
To: Lea, Claudia
Subject: FW: NO to Lawrence stop closure

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From: Kajri Asthana [kajri.asthana@gmail.com]
Sent: Friday, January 28, 2011 11:52 AM
To: North Red & Purple Modernization
Subject: NO to Lawrence stop closure

Dear CTA Official,

I am deeply concerned at the proposed shut down of the Lawrence stop. As a commuter, I am very concerned at the safety risks this poses. By closing the Lawrence stop, you are forcing the commuters to use the Wilson stop. Wilson stop entrance (north side) is one of the most shadiest areas and is highly unsafe with homeless people on the street, very poorly lit areas and virtually a dead zone. Any crime activities are very prone to happen in those conditions. In addition, the area is so bad, even all the businesses close by 8pm, leaving a very deserted area for a female to walk in.

In comparison, the Lawrence stop is well lit, with a police cam, and business that are open until later making it relatively safe for travel.

Please DO NOT close the Lawrence stop and jeopardize the safety of your commuters.

Sincerely

-Kajri Asthana

Lea, Claudia

RPM. 615

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:13 PM
To: Lea, Claudia
Subject: FW: CTA red & purple modernization project

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RPM@transitchicago.com

From: Sarah Jurecka [sjurecka@gmail.com]
Sent: Friday, January 28, 2011 12:08 PM
To: North Red & Purple Modernization
Subject: re: CTA red & purple modernization project

Hello, I'm a 46th ward resident. I appreciate your attention to the red and purple lines on the north side. However, I encourage you NOT to close the Lawrence stop. I think it would be a death knell to small businesses that are already suffering, and to the property values of those who bought in that neighborhood for the convenience.

Thanks

--

Sarah E. Jurecka
Art Director
sjurecka@gmail.com
<http://www.linkedin.com/in/sjureckacreative>

Lea, Claudia

RPM. 616

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:13 PM
To: Lea, Claudia
Subject: FW: Attn: Steve Hands/ Jarvis Red Line Stop

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From: Christine Eschete [caeschete@gmail.com]
Sent: Friday, January 28, 2011 12:16 PM
To: North Red & Purple Modernization
Cc: ward49@cityofchicago.org
Subject: Attn: Steve Hands/ Jarvis Red Line Stop

Dear Mr. Hands,

I am writing to you to make my opinion known about the possible closing of the Jarvis "L" stop on the Red Line. This comes as a huge disappointment as the Jarvis Square stores, the restaurants and the V-Tone Gym have transformed this neighborhood. The closing of this station will negatively impact their vitality. I have lived at Ashland and Jarvis for 8 years. The merchants and neighbors can, today, count on the "L" to bring diners and pet owners to the businesses and working people home to the area in safety. It is a busy stop and the more inviting it becomes the more business is brought to the area. It has been with a lot of community involvement that this area has improved so substantially and I believe if you close this stop you will force the closing of businesses and the neighborhood will return to an area easily preyed upon with the return of the drug pushers and buyers.

I had been looking forward to the improvement of the Jarvis stop. Please do not close it.

Sincerely,
Christine Eschete

Lea, Claudia

RPM. 617

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:14 PM
To: Lea, Claudia
Subject: FW: Foster Closure

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RPM@transitchicago.com

From: Brenda Turner [b-turner@northwestern.edu]
Sent: Friday, January 28, 2011 12:23 PM
To: North Red & Purple Modernization
Subject: Foster Closure

Dear Mr. Hands,

As an employee of Northwestern University, I would like to let you know how the closure of the CTA Foster stop will affect me and my colleagues. It will cause us to walk over a mile longer to get to work. On cold, windy days, it is already strenuous to walk the now four blocks to our office. During the summer, when the weather is hot and sticky, we may as well not even shower before work! What good would it do?! To close this stop is to say you don't care about any of the many, many people who use it every day.

Brenda Turner

Brenda Turner
Assistant Director, Principal Gifts
Office of Alumni Relations and Development
Northwestern University
2020 Ridge Ave, 3rd Floor
Evanston, IL 60208
Phone: (847)491-7112
Fax: (847)467-2643

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Lea, Claudia

RPM 618

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:14 PM
To: Lea, Claudia
Subject: FW: Comments

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RPM@transitchicago.com

From: Kelly Schmader [k-schmader@northwestern.edu]
Sent: Friday, January 28, 2011 12:29 PM
To: North Red & Purple Modernization
Subject: Comments

Hello, I'm a frequent rider of both the purple and red lines as I live in Edgewater and work at Northwestern. I currently take the red line from the Thorndale stop to the Davis Purple line stop for my daily commute.

I wanted to give my input to the CTA initiative to improve the red line. If the Thorndale stop was removed, I would be able to continue my commute via the Bryn Mawr stop without too much trouble; however, I have noticed that a lot of the traffic coming from Thorndale in the mornings is students going to Senn High School. If Thorndale was gone entirely that it would put a lot of pressure on the Bryn Mawr stop just due to heavy traffic volume.

Additionally, I use the Foster purple line stop frequently for work, as it is the only way I can access a building I need to go to often. So, on a personal level, it would be a problem for me to have to walk all the way from the Davis stop to this building--in the winter, this goes past an inconvenience and into dangerous as the sidewalks are often very icy and it's so cold out.

In general, I think that the effect that closing stations could have on businesses that are local to each of those stops should be strongly considered before any changes are made to the number of stops along these lines. Additionally, we should also consider the safety risks associated for those who will have to walk farther because of stations closing.

Thanks for your time,
Kelly Schmader

--
Kelly Schmader
Program Assistant
Department of Political Science
Scott Hall
601 University Place
Evanston, IL 60208
847-491-5364

Lea, Claudia

RPM. 619

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:15 PM
To: Lea, Claudia
Subject: FW:

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RPM@transitchicago.com

From: Mary Ellen Viskocil [m-viskocil@northwestern.edu]
Sent: Friday, January 28, 2011 12:34 PM
To: North Red & Purple Modernization
Subject:

Please keep the Foster street Station open.

There are so many people that use it.

I use it to commute.

Mary Ellen Viskocil
Assistant to Robert McQuinn
Vice President for Alumni Relations and Development
Northwestern University
2020 Ridge Avenue
Evanston, Illinois 60208
Phone: 847/467-2469 Fax: 847/467-2643
m-viskocil@northwestern.edu

GO CATS!

Lea, Claudia

RPM. 620

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:15 PM
To: Lea, Claudia
Subject: FW: Station closings

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RPM@transitchicago.com

From: Leon Moore [noochieleon@yahoo.com]
Sent: Friday, January 28, 2011 12:35 PM
To: North Red & Purple Modernization
Subject: Station closings

Over the past years I watched the viaducts deteriorate at Red line stations Wilson, Lawrence and Argyle and wondered why CTA allowed it to happen. Now you are saying those viaducts are beyond repair? Since trains will still have to pass those stations why will it be safe for riders? Slow zones and repairs will solve the problem unless there is another reason.

Leon Moore

Lea, Claudia

RPM-621

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:16 PM
To: Lea, Claudia
Subject: FW: South Blvd. closure

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RPM@transitchicago.com

From: Henry Meisels [hmeiselsmd@sbcglobal.net]
Sent: Friday, January 28, 2011 12:43 PM
To: North Red & Purple Modernization
Subject: South Blvd. closure

Dear CTA:

I am a physician at St Francis Hospital who previously practiced within the city for 26 years. Many of my patients come up from the city to my Evanston location and often use the "L" and the South Blvd. stop which is within walking distance of the Hospital. On their behalf, **please** do not close this stop!

Thank you,

Henry I Meisels, MD

RPM-622

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:16 PM
To: Lea, Claudia
Subject: FW: Do not close the Lawrence CTA stop
Attachments: image001.gif; image002.gif; image003.gif; image004.gif; image005.gif; image006.gif

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RPM@transitchicago.com

From: Francis Gonzalez-Crussi [crussif@icpas.org]
Sent: Friday, January 28, 2011 12:43 PM
To: North Red & Purple Modernization
Subject: Do not close the Lawrence CTA stop

+++++



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Francis Gonzalez-Crussi

MS Business Information and Technology

Illinois CPA Society, MIS Department

550 W. Jackson Blvd.

Suite 900

Chicago IL, 60661

voice: 312-601-4605 | fax : 312-993-7713

Email: crussif@icpas.org | **Website:** www.icpas.org

Connect with us:    

RPM. 623

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:16 PM
To: Lea, Claudia
Subject: FW: Please dont close the Foster stop

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RPM@transitchicago.com

From: Rity Upadhyaya [rity@northwestern.edu]
Sent: Friday, January 28, 2011 12:51 PM
To: North Red & Purple Modernization
Subject: Please dont close the Foster stop

We commute to work and need this stop to be available especially in this cold.

Thank you,

Rity

Rity Upadhyaya
Web Developer, OARD
Northwestern University, 2020 Ridge Ave., 4th Flr
Evanston, IL 60208
[E]: rity@northwestern.edu
[O]: (847) 467-7830
[F]: (847) 491-5189

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RPM. 624

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:16 PM
To: Lea, Claudia
Subject: FW: Opposing FOSTER station closure - purple line

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From: Keli Campbell [katherine-campbell@northwestern.edu]
Sent: Friday, January 28, 2011 12:58 PM
To: North Red & Purple Modernization
Subject: Opposing FOSTER station closure - purple line

Hello Mr. Hands,

I am writing in response to the proposed closing of the purple line FOSTER stop. I regularly use this stop as it is the most convenient station to my office. Many of my colleagues use this stop every day as well. I only use public transportation to commute and I believe it is very important for a city to have an effective and convenient transit system. I understand the budget constraints but making the transit system less convenient will only deter people from using the service altogether. Closing the Foster stop will greatly inconvenience numerous Northwestern employees and students. Please reconsider.

Keli (Katherine) Campbell
Program Assistant II, Corporate Relations
Office of Alumni Relations and Development
Northwestern University
2020 Ridge, Rm. 453
Evanston, IL 60208
Phone: (847) 491-7483
Fax: (847) 491-7095
corporate.northwestern.edu

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RPM 625

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:17 PM
To: Lea, Claudia
Subject: FW: closing South Blvd. and Foster

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RPM@transitchicago.com

From: Grace Sowatsky [itsuo3@comcast.net]
Sent: Friday, January 28, 2011 1:18 PM
To: North Red & Purple Modernization
Subject: closing South Blvd. and Foster

One of the biggest reasons I chose my condo on Oakton was its proximity to the South Blvd. L-stop. As a person of advanced age who finds walking long distances difficult, I ask that you do not close this stop. The Foster stop seems like an ill-advised closure as well because of the proximity to Northwestern's campus. Isn't the CTA supposed to help make life easier, not more difficult? Grace Sowatsky

RPM-626

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:17 PM
To: Lea, Claudia
Subject: FW: Red Line Proposed Closures

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RPM@transitchicago.com

From: Jeff [cubbybluz@yahoo.com]
Sent: Friday, January 28, 2011 1:18 PM
To: North Red & Purple Modernization
Subject: Red Line Proposed Closures

Dear Mr. Steve Hands,

I have been unable to make it to the town-hall type of meetings on this issue, but I still wanted to write into you and the CTA to express some concern about closing one stop in particular. My concern has to do with closing the Lawrence stop.

I'll first start out by saying that the Lawrence stop is terribly outdated when it comes to disability access to the stop. I can't imagine how difficult it must be for people with disabilities to board at this location if they have a disability. I also understand that the viaduct and the general condition of the stop is less than up to code when compared with other stops. But to close this stop in particular would be a mistake and here are a few reasons why the CTA should reconsider closing the Lawrence Red Line stop.

The Lawrence stop is the lifeline to and from very popular venues such as the Aragon Ballroom and the Riv. By closing the Lawrence stop, patrons of these places will be forced to drive and part on the street. As a resident of the Uptown neighborhood, it's nearly impossible to find street parking when there are shows going on at either of these locations. By closing the Lawrence stop, the CTA would be creating even more of a parking mess for the residents, as there are no restrictions or permits needed to park on the streets like the city has near Wrigley Field.

Secondly, closing the Lawrence stop would force residents to use the Wilson stop. This stop is simply deplorable and a CLEAR safety concern. There are no CTA employees there after-hours to monitor the bizarre and often dangerous activity which happens near the stop or on the corner of Wilson and Broadway. There are too few security cameras, if any, and the lighting is very dim. If the CTA were to close the Lawrence stop, properly fixing and cleaning up the Wilson stop needs to be done first and foremost.

I know cleaning up and modernizing the Lawrence stop is something that needs to be done. It will be a very difficult job to do with the budget and time line that will be set forth. But closing the Lawrence station would not only add to the headaches and inconvenience of daily travel, it would cause more riders to simply abandon the CTA and find other means of transportation, meaning less revenue for the organization. Closing this station would add to the already packed street parking problems when there is a concert going on at the Aragon or the Riv. Lastly and most importantly, this is a safety concern for the riders who would be forced to walk long

distances to and from the sketchy Wilson stop.

I understand the CTA has not rolled out any specific plans or time lines for this proposed project. I certainly hope there are other residents within the community who are getting involved and speaking out about this proposal. I would be happy to give my opinion at any meeting or if someone from the CTA has any questions, please feel free to write back to me at your convenience.

Thank you.

-Jeff Martin

RPM.627

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:18 PM
To: Lea, Claudia
Subject: FW: Don't close Foster stop!

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RPM@transitchicago.com

From: Ben Porter [bjporter@gmail.com]
Sent: Friday, January 28, 2011 1:21 PM
To: North Red & Purple Modernization
Subject: Don't close Foster stop!

Dear Steve,

I have been a CTA rider for 9 years, and I have used the Foster Purple Line stop for the past 4.5 years because I work two blocks away. It is always a crowded stop and is essential for professionals like me. I would argue instead that the stop should be enhanced.

Closing the Foster stop would cause me to deactivate my CTA monthly pass and drive to work. Thank you!

Ben Porter
1350 W. Rosedale
Chicago, IL

RPM. 628

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:19 PM
To: Lea, Claudia
Subject: FW: CTA Modernization Project---Please don't close the Foster Stop!

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RPM@transitchicago.com

From: Jayne A Kenney [j-kenney2@northwestern.edu]
Sent: Friday, January 28, 2011 1:27 PM
To: North Red & Purple Modernization
Subject: CTA Modernization Project---Please don't close the Foster Stop!

Dear CTA,

Please don't close the Foster stop. As an employee as well as alumni of Northwestern, I have lived or worked in the Evanston community for 7 years now and I can tell you that from my perspective the stop is by far the most useful to the University community. It is by far the most central stop in the heart of the University. For students, the Davis stop is too far from campus to be utilized by many and the Noyes stop is too far north to be utilized by the southern half of campus. You would be alienating half of the University student body. As an employee, the Foster stop is the most convenient as well. It is a mere block to my office door from the stop and central to the main campus of the prestigious Kellogg School of Management, which I'm sure as you know draws traffic from Chicago and all over the world. I cannot stress how much closing the Foster stop would deter me from taking the CTA at all. I have a car but choose to take the train because of its convenience factor. Close the el stop at Foster and I know many of my fellow employees would consider alternate means of transportation very seriously as well.

Why not close the Noyes stop? Does it really get that much more traffic?

Best Regards,

Jayne Kenney

*Northwestern University
Program Assistant II
Reunions Programs
Office of Alumni Relations and Development
2020 Ridge Avenue,
Evanston, IL 60201
Phone: 847-491-7971
j-kenney2@northwestern.edu*

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RPM: 629

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:18 PM
To: Lea, Claudia
Subject: FW: closing of South Blvd. and Foster

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RPM@transitchicago.com

From: Emily Higgins [e-higgins2@northwestern.edu]
Sent: Friday, January 28, 2011 1:19 PM
To: North Red & Purple Modernization
Subject: closing of South Blvd. and Foster

Hi-

I am an Evanston resident and work at Northwestern. I would like to express my concern with closing the Foster and South Blvd. stops. There are not that many stops on the purple line and the distance between davis and noyes and Main and Howard would add quite a bit of time to anyone trying to get to the Foster and South Blvd. areas.

Thanks, Emily

Emily Higgins
Facilities Coordinator
Operations and Strategy
Northwestern Alumni Association
John Evans Alumni Center
1800 Sheridan Rd.
Evanston, IL 60208
e-higgins2@northwestern.edu
P)847-467-4338
F)847-467-4044
Visit our Web site: www.alumni.northwestern.edu

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Join the Association of Northwestern University Women (ANUW) at <http://www.northwestern.edu/anuw>

Lea, Claudia

RPM.630

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

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From: Cy Oldham [cyoldham@sbcglobal.net]
Sent: Friday, January 28, 2011 1:45 PM
To: North Red & Purple Modernization
Subject: Fat Cat

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 my restaurant Fat Cat

The Lawrence station is one of the reasons I chose the Fat Cat location. We are all ready struggling due to the finical times, closing this station could potential put me out of business. 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.

Cy Oldham,
Owner Fat Cat

RPM 631

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:32 PM
To: Lea, Claudia
Subject: FW: Foster El Stop

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From: David Nacol [d-nacol@northwestern.edu]
Sent: Friday, January 28, 2011 1:50 PM
To: North Red & Purple Modernization
Subject: Foster El Stop

Closing the Foster L Stop would make my commute to work much harder as a Northwestern employee. Please do not close the Foster stop, it would be difficult on me and all of my colleagues who count on the Foster stop to get us to work.

Thank you
Dave

David B. Nacol WCAS '02
Regional Director of Development, Northern California
Office of Alumni Relations & Development
Northwestern University
Evanston, IL 60208-4307
847.467.5401
d-nacol@northwestern.edu

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RPM. 632

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:32 PM
To: Lea, Claudia
Subject: FW: Keep Foster open

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RPM@transitchicago.com

From: Lisa A Pagniucci [l-pagniucci@northwestern.edu]
Sent: Friday, January 28, 2011 1:53 PM
To: North Red & Purple Modernization
Subject: Keep Foster open

Mr. Hands:

I have lived in Chicago and commuted to Evanston via the Purple line for almost six years. I am a Northwestern University staff person and our office is a few blocks west of the Foster stop. Please do not close this station – that would be a huge blow to the NU community (students, staff, and visitors) who depend on it.

Yours,
Lisa Pagniucci

Lisa A. Pagniucci

Northwestern University - Office of Annual Giving
2020 Ridge Avenue, 4th floor
Evanston, IL 60208-4312
847-491-4184 (phone)

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Lea, Claudia

RPM 633

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:32 PM
To: Lea, Claudia
Subject: FW: Foster Street CTA closing

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From: Jessica Ticus [j-ticus@northwestern.edu]
Sent: Friday, January 28, 2011 1:53 PM
To: North Red & Purple Modernization
Subject: Foster Street CTA closing

Dear Mr. Hand-

I'm writing to let you know of the huge impact closing the Foster El station in Evanston would have on the employees of Northwestern University. I work at the Office of Alumni Relations and Development at 2020 Ridge and of the 7 people who report to me, 3 regularly commute from Chicago via the el. Closing this station, which is two blocks away, will impact these employees' ability to get to work. I think it will also impact our ability to attract and retain great workers, primarily young people who live in the city. I think the fact this will force many to commute via auto, where possible, creating more traffic and parking issues. Evanston is not equipped to deal with either.

Please reconsider the closing of the Foster el station.

On behalf of NU employees,

Jessica Ticus

Jessica E. Ticus
Senior Director, Reunion Programs
Office of Alumni Relations and Development
Northwestern University
2020 Ridge Ave.
Evanston, IL 60208-4307

email: j-ticus@northwestern.edu
phone: 847 491-5475
fax: 847 467-2643

Homecoming and Reunion Weekend is October 21-23, 2011. Undergraduate classes ending in 1 and 6 are welcome back for a special celebration.

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Lea, Claudia

RPM. 634

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:33 PM
To: Lea, Claudia
Subject: FW: Please don't close Jarvis station

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RPM@transitchicago.com

From: Stephanie Chambers [stephanie@merrimysteries.com]
Sent: Friday, January 28, 2011 2:07 PM
To: North Red & Purple Modernization
Subject: Please don't close Jarvis station

Dear Sir/Madam

I am a regular user of Jarvis Station. I would really appreciate it if you would please not close this station. The other nearest stations - Morse and Howard are not locations I feel safe walking to and it would greatly increase my commuting time to do so.

All the best

Stephanie

Stephanie Chambers

Lea, Claudia

RPM-635

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:33 PM
To: Lea, Claudia
Subject: FW: Lawrence Red-Line User

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RPM@transitchicago.com

From: Christina Roupe [Christina.Roupe@omd.com]
Sent: Friday, January 28, 2011 2:22 PM
To: North Red & Purple Modernization
Subject: Lawrence Red-Line User

To whom it may concern at the CTA:

I live on Kenmore just North of Lawrence and rely on the Lawrence red-line stop to commute daily to my job on Michigan Ave. Please do not close the red-line stop as many working Uptown residence need this stop to continue to work!

Best,

Christina Roupe
Associate Finance Director-West
OMD

T: +1 312 324 7269
F: +1 646 278 5769

225 N Michigan Avenue
Chicago IL 60601

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Lea, Claudia

RPM. 636

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:33 PM
To: Lea, Claudia
Subject: FW: thorndale station

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From: Castle Food Liquor khoury [castle8200@sbcglobal.net]
Sent: Friday, January 28, 2011 2:33 PM
To: North Red & Purple Modernization
Subject: thorndale station

hello my name is mike i own a bulding and a store on thorndale if you close the station it will destroy my business and all of the other businesies on thorndale.the taxes that we pay help to support the city and the c.t.a.please reconsider closing the station. students from seen & rickover high school use thorndal. the broadway armory park is also used by thorndale. thanks.

RPM.637

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:34 PM
To: Lea, Claudia
Subject: FW: Purple Foster Stop

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From: Jenny A Sturrock [j-sturrock@northwestern.edu]
Sent: Friday, January 28, 2011 2:41 PM
To: North Red & Purple Modernization
Subject: Purple Foster Stop

Dear Mr. Hands,

It has come to my attention that the Foster stop on the Purple line might be closing. As one of the many Northwestern University employees who uses the Foster stop daily, I wanted to voice my concern about this potential closing. Walking an extra 5-10 minutes in the summer months does not concern me but during the winter it is cold and dark by the time I leave the office. The longer walk is not only freezing but more importantly isn't the safest (especially in that particular area) once the sun goes down. I hope your office considers all the Northwestern employees and students who utilize the Foster stop.

Thank you for your consideration.

Sincerely,

Jenny Sturrock

Lea, Claudia

RPM. 638

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:34 PM
To: Lea, Claudia
Subject: FW: Comments on RPM
Attachments: RPM Comments.docx

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RPM@transitchicago.com

From: Hands, Steve
Sent: Friday, January 28, 2011 2:41 PM
To: North Red & Purple Modernization
Subject: FW: Comments on RPM

Steve Hands

Strategic Planner

Chicago Transit Authority

Strategic Planning and Policy

(312) 681-4169

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From: Wilson, Jeffrey
Sent: Thursday, January 27, 2011 12:11 PM

To: Hands, Steve

Subject: Fw: Comments on RPM

From: Donald Gordon <donaldgordon49@gmail.com>

To: North Red & Purple Modernization

Cc: Wilson, Jeffrey; Ferguson, Heather

Sent: Thu Jan 27 12:11:01 2011

Subject: Comments on RPM

First let me say that as a life-long citizen of this city and long-time rider of the Red Line, I appreciate the effort that the CTA has put in to assessing public opinion and deriving a number of options for improving the Red/Purple lines based on that input. I had the opportunity to attend last night's presentation at the New Field School here in Rogers Park and was impressed by the number of CTA personnel who came out to answer questions and also as to how gracious and patient they were with everyone. So now allow me to offer a couple comments on the recommendations. Please see the attached document...

Sincerely,

Donald Gordon

1228 W. Lunt Avenue

Chicago

773-559-4730

STATION CLOSINGS – This recommendation is akin to the proverbial cutting off your nose to spite your face. From all the discussions I had last night, it certainly appears that one of the primary reasons for closing three of the north-side stations is to improve travel time – along with the notion that the distance between stations are much closer than indicated by some obscure transportation standards. But let's focus on the travel time issue and bring out the math, which I certainly hope that some engineer at the CTA has considered. I don't have the benefit of having done exact time measurements, but I believe that my 20 plus years of riding the "L" permits me to make some good approximations.

Benefit:

Slowing down to a stop and then speeding up again to acceptable speed adds maybe **30-40 seconds** to travel time that a train not making a stop would avoid. Taking on passengers should add **20-30 seconds** – if more than that, then there's an issue of overcrowding which needs to be mitigated and to which I'll address in a moment. That would mean that a train stopping at a station would add **60-90 seconds** to trip time per station. Given that someone starts at Howard and goes past Belmont, the total savings by closing 3 stations would amount to roughly **3-4 minutes!**

Costs:

1. For those at stations that are closed, the additional distance one would have to walk to get to a station appears to be 1-2 blocks in all 3 cases. The time it takes to walk 1-2 blocks is roughly 60-90 seconds per block – in some cases more for those who are not as mobile, but let's stick to the 60-90 second estimate. That means that someone who would normally use the Jarvis station – the farthest north of the 3 recommended closings – and is going past Belmont - would save the maximum 3-4 minutes, BUT would expend 1-2 minutes of additional walking time for a net travel time savings of 1-3 minutes. Of course if the rider alighted at either Thorndale or Lawrence, the net savings goes down further. Thorndale riders would save roughly 2-3 minutes by using Granville and missing 2 closed stations for a net gain of 1-2 minutes at best; and Lawrence riders would save roughly 1-2 minutes by using Argyle and missing 1 closed station for a net gain of ZERO! Of course riders who normally use any of the stations not being considered for closure would have no additional walking cost and thus a net savings of 3-4 minutes. But wait, there's another cost!
2. Since stations will be closed that means that the time taken at Howard, Granville and Argyle to allow passengers to alight onto the train will necessarily increase because more passengers will now be going to those stops from the stops that were closed. Given the crowd affect, one can't just assume that a 10% increase of passengers at a station will increase alighting time by 10% because when a station becomes crowded, passengers act in a way that further delays boarding time – i.e. passengers bumping into one another, acting rudely, etc., which further increases boarding time. So, if we assume that under normal circumstances it takes 20-30 seconds to board, then we can project that it might take an additional 10 seconds or so to accommodate passengers boarding at the consolidated stations – for 3 stations that translates to 30 seconds overall. So for those passengers who would normally board at Howard – the farthest point north – they're net savings would be diminished by 30 seconds and a savings of 2 ½-3 ½ minutes.

Conclusion:

For riders at stations being closed and travelling past Belmont, the southbound travel time savings will be anywhere from 1-3 minutes at a maximum, and no savings at a minimum! For riders who normally board at stations not being closed their travel time savings will be anywhere from 2 ½ -3 ½ minutes maximum and less for those boarding south of Howard. This conclusion is based on ALL THREE stations closing. If less than that are closed then the time travel savings diminish further! So the question we have to ask is whether it's worth it to close any or all of the three stations on the north side simply to save a maximum of 3-4 minutes in travel time and less in most scenarios? In answering that question one has to examine the negative aspects of closing an "L" stop other than the inconvenience to the typical rider having to go to another station. So let's look at what we LOSE by closing a station...

COMMUNITY LOSS – Look at any "L" station on the Red and Purple lines and you'll find neighborhood retail strips – some thriving and some struggling to come back. In either case, the community has come to depend on the "L" station as an anchor to that retail area. Removing the station would seriously impact the ability of that retail strip to continue to thrive or to come back. That reason alone should be sufficient to demonstrate that the couple minutes of travel time savings is not worth such a dramatic loss to a community. But there's more...

CTA LOSS – Currently the CTA does little to nothing to promote retailing within its stations on the north side. To emphasize this fact, if one were to call Jones, Lang, LaSalle, who has the contract to lease CTA space, one gets a recorded message that at this time there are NO SPACES AVAILABLE along the Red Line! Interesting in that they've had this contract going on two years and at the Morse-Lunt stop alone, the retail spaces have remained empty for upwards of over 5 years! There appears to be no concerted effort by the CTA nor Jones, Lang, LaSalle to improve and market the retail spaces owned by the CTA. This is a huge lost opportunity cost and is further exaggerated by the CTA effectively abandoning its spaces at the three designated stations for closing and thus giving up all that potential revenue. Instead the CTA should be marketing both their spaces and the surrounding neighborhood retail strips as a linear shopping mall from Belmont to Howard! Develop brochures, offer fare discounts and work with retail tenants to promote a unified marketing effort. This isn't enhanced by closing stations and certainly not worth saving 3-4 minutes of travel time.

CITY LOSS – Finally, the city as a whole loses when stations are closed. Chicago is a city of neighborhoods if it's anything and it's neighborhoods along the Red Line are punctuated and often defined by their "L" stops. Taking away an "L" stop is comparable to shutting down a train station in a small town. In fact our neighborhoods are just like small towns and those along the red line are rather LARGE small towns. Take away the train station and you take away part of the life blood of that neighborhood and diminish a neighborhood and you further diminish a city that has come to be defined by its neighborhoods. Closing any one station may seem to be a trivial act relative to the 77 communities of Chicago, but each community is critical on its own in defining the city as a whole. Is it worth 3-4 minutes of travel time to take away a community's life blood? I hardly think so.

TRAVEL TIME SAVINGS ALTERNATIVES:

1. Reduce the time one has to wait for a train, which sets the tone for one's perception of how long it takes to travel. Get on a train as you enter a station and you feel like you're going to have a quick trip – wait 5-10-15 minutes for a train and you feel like it's going to take forever to get where you're going. This is actually being addressed now that the Tracker system is up and running, so that alone is going to improve travel time.
2. Reduce the time a train sits at a station while passengers fight to board a car because it's already overcrowded. You can sit at a station for upwards of a couple minutes because some riders simply won't allow the doors to close! Closing stations would actually exacerbate this issue as mentioned earlier! So the answer isn't to close more stations but to make them longer and increase the number of cars or simply increase the number of trains to accommodate increased ridership.
3. Reduce – better yet eliminate – the painful delays south of Addison approaching the Belmont station. I often recalled times when we sat for 10-15 minutes waiting to enter the Belmont stop!

None of these alternatives have a negative impact, but on the contrary have a much large benefit in travel time savings than closing stations. Finally, I'll add one other comment. Regardless of how long it takes to get to one's destination, predictability is much more important than travel time. If I don't know whether it will take 45 minutes or an hour and a half to get downtown from Rogers Park, then I end up having to leave much earlier than necessary and incur much more anxiety. Add predictability to the system and you've given your riders a great deal more benefit than just a speedy ride.

RPM-639

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:34 PM
To: Lea, Claudia
Subject: FW: Closing of stops along the red and purple lines

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RPM@transitchicago.com

From: Ryan Dolley [r-dolley@northwestern.edu]
Sent: Friday, January 28, 2011 2:42 PM
To: North Red & Purple Modernization
Subject: Closing of stops along the red and purple lines

Mr. Hands,

I am currently an employee of Northwestern University. My office is located on Ridge at Foster ave, and my apartment is located nearest the Jarvis stop. A number of the proposed Red Line modernization projects close both of these stops. I am greatly concerned about my ability to get to and from work via the CTA, and likewise concerned about the effect that closing the Foster stop would have on the Northwestern community and on Rogers Park.

The Foster stop serves a section of campus that is prohibitively far from either the Davis or Noyes stop, given the climate in Evanston during six months of the year.

The area near the Jarvis stop features restaurants, bars, and theaters that will simply not exist if their access to the red line is taken away. This is an important block in the turn-around of Rogers Park.

I fully support projects to increase service capacity, speed, and convenience along the red line and purple lines, and I hope a way can be found to achieve these goals without closing stops that have become an integral part of the community.

Thank you,
Ryan Dolley

Ryan Dolley
Information Specialist
Gifts and Records Services
Office of Alumni Relations and Development
Northwestern University
Phone: 847 491 4437
R-Dolley@Northwestern.edu

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RPM 640

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:35 PM
To: Lea, Claudia
Subject: FW: Transit Chicago Contact Us - Proposed RedLine/Purple Changes

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From: Hands, Steve
Sent: Friday, January 28, 2011 2:42 PM
To: North Red & Purple Modernization
Subject: FW: Transit Chicago Contact Us - Proposed RedLine/Purple Changes

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

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From: Coppoletta, Tony
Sent: Thursday, January 27, 2011 10:33 AM
To: Sarah Myers
Subject: RE: Transit Chicago Contact Us - Proposed RedLine/Purple Changes

Hi, Sarah.

Thanks for your comments. I'm forwarding this to Steve Hands in CTA's Strategic Planning & Policy group. (Your message came through to me as Web site feedback, but I'm making sure it gets to the right people. I manage our Web site.)

If you haven't been there yet, I'd encourage you to visit <http://www.transitchicago.com/rpmproject> to find information and documents with detailed information.

Have a good day.

Tony Coppoletta
Manager, External Electronic Communications
Chicago Transit Authority
transitchicago.com

From: Sarah Myers [mailto:garden7108@earthlink.net]
Sent: Wednesday, January 26, 2011 6:34 PM
To: Coppoletta, Tony
Subject: Transit Chicago Contact Us - Proposed RedLine/Purple Changes

Address: 1345 West Jarvis Avenue #111
Address2:
Address3:
City: Chicago
State: IL
Country: United States
Zip: 60626-2083
Phone: 773-262-3767
Comment: Attn: Steve Hand, Strategic Planning.
01-26-11

Dear Mr. Hand:

I do not go out at night more than I can help it due to glaucoma; hence I am e-mailing you rather than attending the meeting.

Regarding closing of Jarvis/Morse/South Boulevard: I think it might be a hardship for some Rogers Parkers if Jarvis and Morse were closed, to get from Jarvis to Morse for cultural activities at On the Mayne/Morse Theatre or the play house down at Morse and Glenview. For myself, it would not be a deterrent if Jarvis and Morse were closed. I frequently walk over to Howard rather than get on at Jarvis because at Howard I can catch the Evanston Express, or the Linden northbound or the Skokie Swift or any of the Evanston-Skokie Circulator buses.

It would be a hardship for me especially in summer if South Boulevard were closed because I like to walk up along the lake into Evanston and catch the L at South Boulevard which gets me to the library on Church at Orrington in good time before I have to go to the bathroom.

Losing the Evanston Express would be a real hardship for me. I use it frequently to get downtown quickly to meetings and to points further south for activities, e.g, at University of Chicago and/or Lighthouse for the Blind on Roosevelt. If I were to move back to Skokie, I would want to be able to come in on the Yellow Line and transfer at Howard to the Evanston Express to get downtown quickly.

I definitely do not like the idea of any subway expansion or continuum as far as Devon. That would be horrible. Chicago - and to some extent Evanston - already has a serious rat problem. Extending the Subway in any way, shape or form would merely exasperate what is already a horrific problem. I will never forget the time I was waiting for a subway at Chicago Avenue on the north platform, coming either from Loyola-WaterTower or a job in that area one night and there was a rat as big as a cat rummaging in one of the garbage cans on the platform. (Of course, I called the very next day and spoke with your maintenance people and they took care of it - but it was a horrible and frightening sight, nonetheless).

/Sarah Myers [Rogers Park] garden7108@earthlink.net
cc: Alderman Joe Moore
49th Ward Rogers Park

RPM-64#1

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:36 PM
To: Lea, Claudia
Subject: FW: Is Foster Closing Only Temporary? If Permanent, How do we get to work? Foster Stop is Where Many of Us Work!

Importance: High

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RPM@transitchicago.com

From: Megumi Sakaie [msakaie@northwestern.edu]
Sent: Friday, January 28, 2011 2:47 PM
To: North Red & Purple Modernization
Subject: Is Foster Closing Only Temporary? If Permanent, How do we get to work? Foster Stop is Where Many of Us Work!

Is Foster Closing Only Temporary for Repairs? If Permanent, How do we get to work? Foster Stop is Where Many of Us Work!

Megumi Sakaie
Records Management Assistant
Development Research and Prospect Management
Office of Alumni Relations and Development
Northwestern University
2020 Ridge Ave
Evanston IL 60208
Phone 1-847-491-8374
Fax 1-847-491-7095
E-mail msakaie@northwestern.edu

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RPM - 642

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:36 PM
To: Lea, Claudia
Subject: FW: keep Jarvis El open

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RPM@transitchicago.com

From: Terry Wohl [terrywohl@hotmail.com]
Sent: Friday, January 28, 2011 2:52 PM
To: North Red & Purple Modernization
Subject: keep Jarvis El open

This is an essential el stop and must be kept open!

RPM.643

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:37 PM
To: Lea, Claudia
Subject: FW: Do NOT close Foster Street Station

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From: Mark Herther [mherther2012@kellogg.northwestern.edu]
Sent: Friday, January 28, 2011 3:37 PM
To: North Red & Purple Modernization
Subject: Do NOT close Foster Street Station

To Whom it May Concern,

Please do not close the Foster Street station. It is a major stop for students at Northwestern. The Noyes stop is substantially further from campus. The marginal cost of stopping at the station is very small; once the platform is remodeled it can be used for another 80 years (time since last remodel in 1931).
Thank you for your consideration.

Mark Herther
JD-MBA Candidate, Class of 2012
Northwestern University School of Law
Kellogg School of Management
mherther2012@kellogg.northwestern.edu

RPM. 644

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:37 PM
To: Lea, Claudia
Subject: FW: Please don't close the Lawrence stop!

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From: rebecca@fridaythang.com [rebecca@fridaythang.com] On Behalf Of Rebecca Kling [rebecca@rebeccakling.com]
Sent: Friday, January 28, 2011 3:41 PM
To: North Red & Purple Modernization
Subject: Please don't close the Lawrence stop!

Mr. Hands,

I am writing you in regards to the Sun-Times article regarding the potential closing of the Lawrence Avenue Red Line station (CTA Considers Closing 5 Stops, January 27, 2011). Please reconsider, and ask the CTA President and Board of Directors to do the same. As a regular CTA patron, access to Lawrence area shops, restaurants, performance venues, and other services through the Red Line is key to both my work- and play-time.

I appreciate your time, and hope to have your support in this matter
-Rebecca Kling
847-921-0275

Artist and Educator
www.RebeccaKling.com

Board Member, [Pride Films and Plays](#)

RPM. 645

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:36 PM
To: Lea, Claudia
Subject: FW: South Blvd L stop

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RPM@transitchicago.com

From: Amy Knife Gould [knifegould@hotmail.com]
Sent: Friday, January 28, 2011 3:38 PM
To: North Red & Purple Modernization
Subject: South Blvd L stop

Dear Mr. Hands,

I understand that you are accepting local resident concerns regarding the proposed improvements to the Purple Line.

I must express my strong opposition to the Modernization 2, 3 and 4 track plans, as they eliminate the South Boulevard stop. My family relies on this stop for our daily commutes. We purchased our home near this stop in 2008, believing the close proximity to the South Blvd stop would be useful, and help insure the value of our home investment. The plans to remove the South Blvd stop would not only cause us a daily hindrance of getting to the Main Street stop, but would also devalue our home, which is something we have already faced in this recession.

I ask you to please reconsider the elimination of the South Blvd stop.

Amy Gould
Evanston resident

RPM.646

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:44 PM
To: Lea, Claudia
Subject: FW: Do NOT close Foster Street Station

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From: Mark Herther [mherther2012@kellogg.northwestern.edu]
Sent: Friday, January 28, 2011 3:47 PM
To: North Red & Purple Modernization
Subject: Do NOT close Foster Street Station

Please do not close the Foster Street station. It is a major stop for Northwestern students and employees. The Noyes stop is substantially farther from campus. The marginal cost of stopping at the station is very small; once the platform is remodeled it can be used for another 80 years (time since the last remodel in 1931).

Thank you for your consideration.

Mark Herther
JD-MBA Candidate, Class of 2012
Northwestern University School of Law
Kellogg School of Management
mherther2012@kellogg.northwestern.edu

RPM. 642

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:45 PM
To: Lea, Claudia
Subject: FW: Please don't close Foster Purple Line Station

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From: Melanie Keller [melaniekeller@gmail.com]
Sent: Friday, January 28, 2011 3:47 PM
To: North Red & Purple Modernization
Subject: Please don't close Foster Purple Line Station

Hello,

I work at Alpha Phi International, located at 1930 Sherman Avenue, in Evanston, IL. The closest El stop is the Foster Purple line. I have just heard that the CTA is considering closing this station and I am writing to express my opposition.

My business and coworkers depend heavily on this train station and it would be extremely inconvenient if this stop were to be closed.

Thank you,

Melanie

Melanie Keller
773/758-4514
melaniekeller@gmail.com

RPM.648

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:45 PM
To: Lea, Claudia
Subject: FW: RPM feedback

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RPM@transitchicago.com

From: Brian McFadden [bmcfadd@hotmail.com]
Sent: Friday, January 28, 2011 3:53 PM
To: North Red & Purple Modernization
Subject: RPM feedback

Dear Red and Purple Modernization Team -

I have been a commuter from Chicago to Evanston for 13 years. During that time I have seen a lot of changes in the Red and Purple lines. The main priorities for me as a Purple Line Express rider doing a reverse commute (from Chicago to Davis Street) are:

- 1.) The length of commute The train seems to crawl. Transit time between stations needs to be reduced especially between Howard and Belmont. Put the "Express" back in the Purple Line Express!
- 2.) Evening hours for Purple Line Express service to the loop. The last express train from Davis is 6:37pm. This last train (or a later train) is essential workers in Evanston commuting back into Chicago.

Brian McFadden
t. 773.398.1026
bmcfadd@hotmail.com

Lea, Claudia

RPM.649

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:45 PM
To: Lea, Claudia
Subject: FW: The Jarvis El stop closing--STOP PLEASE

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From: J. Darch Clampitt [d.clampitt@comcast.net]
Sent: Friday, January 28, 2011 4:14 PM
To: North Red & Purple Modernization
Subject: The Jarvis El stop closing--STOP PLEASE

Dear Steve Hands,

My name is Darch Clampitt.
I live in Rogers Park (49th ward) and have lived here for over 25 years.

I am writing to put forward a hope and an urgent request. Please don't close the Jarvis El stop.

We have lived here through the worst of times. But now we are seeing the fruit of staying through all those many years of troubles and crime--to see Rogers Park transformed into a good place to live.

We are finally developing a community that lives both inside and outside their homes--thanks to restaurants, coffee shops and stores opening up around the Jarvis El stop. And the people who are moving into this area now, come because there is convenient, fast public transportation to their jobs downtown.

The closing of this stop will add an additional 15-20 minutes to everyones commute, making our neighborhood less convenient to live in.

The Jarvis El stop closing will most likely kill some of the business that have grown up here precisely because of the stop--and will most likely stop further development.

The Jarvis El stop closing will lower our property values--just as the area is really getting on its feet.

So please, consider the negative impact on our neighborhood--and STOP the closing.

Thanks for your time.
DC

RPM.650

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:46 PM
To: Lea, Claudia
Subject: FW: Please keep Foster El stop

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RPM@transitchicago.com

From: Sarah Fodor [s-fodor@northwestern.edu]
Sent: Friday, January 28, 2011 4:24 PM
To: North Red & Purple Modernization
Subject: Please keep Foster El stop

Dear Mr. Hands:

I write to advocate for keeping and maintaining EL stations in Evanston, especially the Foster El. This station is at the heart of the Northwestern University campus and serves many among our 13,000 students, 2,000 faculty, and 5,000 staff who commute daily or use this environmentally sound public transportation to get to meetings at our Chicago campus, and for the thousands of additional students, faculty, and staff from the Chicago campus who take the EL to Evanston for meetings. Evanston does have several stops, but the distance between stops makes for unsafe walking.

Thanks for taking the needs and high usage of this community into account.

Sincerely,

Sarah J. Fodor, Ph.D.
Director, Foundation Relations
Office of Alumni Relations and Development
Northwestern University
2020 Ridge Avenue
Evanston, IL USA 60208-4307

847 491-4584 fax: 847 491-7095
s-fodor@northwestern.edu

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Lea, Claudia

RPM.651

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:46 PM
To: Lea, Claudia
Subject: FW: Do not close Jarvis Station

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RPM@transitchicago.com

From: gretneve@aol.com [gretneve@aol.com]
Sent: Friday, January 28, 2011 4:29 PM
To: North Red & Purple Modernization
Subject: Do not close Jarvis Station

The Jarvis station has revitalized Jarvis Square. Closing it will have negative impact on those businesses and residents who use them. I rely on the Jarvis station for my transportation. It is very handy and much closer to get to than the Howard stop. There are often a number of people getting on and off that stop. In addition, I am associated with the Chicago Shambhala Meditation Center of Chicago and people come to our center using public transportation and get off at the Jarvis stop to get to us.

There are lots of reasons to KEEP THE JARVIS STATION OPEN.
I hope very much that it is kept open!!!

Gretchen Neve

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:46 PM
To: Lea, Claudia
Subject: FW: Plan to close Jarvis station

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RPM@transitchicago.com

From: Joli Munch [joli.munch@bpsne.net]
Sent: Friday, January 28, 2011 4:38 PM
To: North Red & Purple Modernization
Subject: Plan to close Jarvis station

Dear Mr. Hands,

I would like to urge CTA to reconsider its plan to close the Jarvis station on the red line. My husband and I visit Chicago several times a year to see our son, who has an apartment in Rogers Park. We fly in and stay at a motel near the Jarvis station. We get a CTA visitors' pass good for several days and ride all over the city, enjoying the various neighborhoods as well as the typical tourist locations. If the Jarvis station closes, our trips would be much less convenient and pleasurable. I am particularly distressed because we have come to enjoy the shops and restaurants near the Jarvis station, and we would hate to see them lose business or have to close. The area around the Jarvis station is a wonderfully diverse, lively neighborhood, and we have seen it improve over the several years that our son has lived there. Closing the Jarvis station would hurt many individuals as well as the neighborhood as a whole.

As visitors to Chicago, we have truly enjoyed traveling on the CTA's trains and buses. Keeping the Jarvis station open is important to us, to our son, and to the Rogers Park neighborhood.

Thank you.

Joli R. Munch
505 Kountze Memorial Drive
Bellevue, NE 68005
(402) 292-4175

*** This Email was sent by an educator at Lewis and Clark Middle School.

RPM.653

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:47 PM
To: Lea, Claudia
Subject: FW: Please do not close Lawrence stop on CTA

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RPM@transitchicago.com

From: Patrick Warneka [pjwarneka@yahoo.com]
Sent: Friday, January 28, 2011 4:40 PM
To: North Red & Purple Modernization
Subject: Please do not close Lawrence stop on CTA

Steve Hands, CTA Strategic Planning & Policy,

I am concerned when I read about the Lawrence stop is being considered for closing. Please reconsider doing that. I know when I ride the train, the platform is full of people at both times of the day.

Patrick J. Warneka
773.915.3178

[Patrick Warneka Photography](#)
[Wedding Photography Blog](#)
[Shootkit.com - Photographers supply case](#)

RPM.654

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:47 PM
To: Lea, Claudia
Subject: FW: Inconvenient

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RPM@transitchicago.com

From: Lee Turner [leatrice-turner@northwestern.edu]
Sent: Friday, January 28, 2011 4:49 PM
To: North Red & Purple Modernization
Subject: Inconvenient

The closing of the Foster Station would be very inconvenient for Students and Employees of Northwestern. Some students and employees of Northwestern already walk from the Foster Station to Sheridan Road.

Thank you.

Lea, Claudia

RPM 655

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:47 PM
To: Lea, Claudia
Subject: FW: Lawrence Red Line Stop

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RPM@transitchicago.com

From: Chad Takach [CTakach@wintrustmortgage.com]
Sent: Friday, January 28, 2011 5:19 PM
To: North Red & Purple Modernization
Subject: Lawrence Red Line Stop

Good Afternoon –

I am writing to express my concern over the recent proposal to remove the Red Line stop at Lawrence Ave. While I agree that system wide improvements need to be made to many of the red line stops, I believe eliminating the Red Line stop at Lawrence poses a threat to disadvantage several of the residents of the Uptown area. Along Lawrence Ave, especially towards and along Sheridan Ave there exist several facilities housing elderly and/or handicapped residents. To close the Lawrence station and force those residents to board the red line at Argyle or Wilson could restrict their transportation options away from the CTA 'E' system. Given the fluent access to downtown resources such as Northwestern Hospital via the Red Line, this could pose a threat to their safety and current care situations.

Furthermore, there exists around the Lawrence Red Line stop a very vibrant nightlife community. The Aragon Ballroom and The Riviera Theater both use the Lawrence Red Line stop as a main point of access for concert and other event goers to arrive and depart. Further represented in the area are several bars and restaurants that draw crowds from all over Chicago for either their Historical significance (The Green Mill), their place in alternative lifestyle communities (Crew Bar and Grill), their offering of unique ethnic cuisine (Demera [Ethiopian], Silver Seafood [Chinese], Dib [Sushi/Thai]) or simply as "hot spots" for people to gather and have fun (Fat Cat Bar & Restaurant, The Uptown Lounge, Kinetic Playground). Outside of the nightlife, there are also several business surrounding the Lawrence Red Line stop that serve the Uptown and neighboring communities. The biggest examples I can think of is the Borders Books Megastore on Broadway Avenue as well as a large and very utilized Starbucks Coffee. Forcing those riders to the Wilson Red Line stop (as it presently exists) poses a threat of robbery and/or bodily injury to travelers at any time of the day due to the unseemly element that loiter the area surrounding the Wilson Red Line Stop. There are numerous pan handlers, people with gang affiliations (often opposing affiliations warring in public), vagrants and general miscreants who consider the Wilson Red Line stop to be their "stomping grounds". I use the term both literally and figuratively. Lastly in the area is the Uptown Theater. While the The Uptown has been closed for many years, there exists a community and general public interest in renovating and re-opening the theater. The Theater has recently transferred ownership which is a positive step to restoring such a historic landmark. However, I believe removing the Lawrence Red Line stop could indefinitely derail said plans if current traffic patters cannot be maintained.

In conclusion, I believe due to the reasons mentioned above that the closure of the Red Line stop at Lawrence Avenue could have devastating effects to the economies of the Uptown neighborhood. Uptown needs the Lawrence Red Line stop to continue to enhance the neighborhood and community.

Please feel free to respond or call with any questions, comments of follow up. I would be happy to provide whatever feedback you desire and would be interested in any steering panel discussions you may require input on. I regret that I was not aware of the community meeting prior to the last meeting occurring last night.

Best Regards,

Chad Takach
773.398.8522

Chad M. Takach
Senior Mortgage Consultant
Wintrust Mortgage
Direct: (312) 462.7714
Fax: (773) 442.0474
EMail: CTakach@WintrustMortgage.com

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RPM 656

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:49 PM
To: Lea, Claudia
Subject: FW: Keep Jarvis Station open

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

From: Nancy Solomon [nancy.solomon@att.net]
Sent: Friday, January 28, 2011 8:43 PM
To: North Red & Purple Modernization
Subject: Keep Jarvis Station open

I attended the community meeting at the Field school this week. I implore you NOT to close the Jarvis el station.

- My condo is more salable because there's an el station nearby.
- I shop at the stores in Jarvis Square, which would not exist without the el station.
- Rogers Park is always on the verge of "becoming." Closing the el station would be a blow from which the neighborhood would never recover.
- There are no adequate bus services in our neighborhood.
- There are lots of us.
- If you need to make the trips faster, institute local and express options.
- I'm a senior with bad knees. Making me walk to Howard is cruel.
- Making me walk long distances to get from an elevator or moving stairs to my platform is stupid.
- I will not be safe walking home from Howard late at night. It's scary enough walking home from Jarvis late at night.
- If you want people to use more transit, why are you closing down access?

Nancy Solomon
1527 W Chase Ave., 1-D
Chicago IL 60626
773-262-8070
773-706-0002 cell
773-262-8252 fax
nancy.solomon@att.net

Lea, Claudia

RPM. 657

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:49 PM
To: Lea, Claudia
Subject: FW: Comment on the possible closing of the Lawrence Red Line station

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RPM@transitchicago.com

From: Lauren Levites [laurenlevites@gmail.com]
Sent: Friday, January 28, 2011 9:35 PM
To: North Red & Purple Modernization
Subject: Comment on the possible closing of the Lawrence Red Line station

Hello,

I just wanted to send a quick note about the possible closing of the Lawrence red line stop. I live in the area and can attest that this stop is VITAL for the neighborhood. Not only does the Lawrence stop provide access to a major bus route (#81), it is surrounded by Chicago history (the green mill, Aragon and Rivera theaters.) In addition, Uptown is *the* Chicago neighborhood for social service agencies. Closing the Lawrence stops limits access to some of these agencies, especially for those who cannot walk far distances, our elderly and disabled for whom social services are desperately needed.

When evaluating plans, please consider the importance of public transportation in Uptown, especially the access that the Lawrence red line provides.

Thank you for your consideration.

Best,

Lauren Levites
Uptown resident, Chicago Public Schools teacher
laurenlevites@gmail.com

Lea, Claudia

RPM.658

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:50 PM
To: Lea, Claudia
Subject: FW: Possible closing of Thorndale Stop

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RPM@transitchicago.com

From: Tom Foley [bwaycellars@sbcglobal.net]
Sent: Friday, January 28, 2011 11:35 PM
To: North Red & Purple Modernization
Subject: Possible closing of Thorndale Stop

My wife and I are the owner operators of Broadway Cellars 5900 N Broadway. We have tried to bring a high quality dining experience to the Edgewater community since 2006. Though the community support is strong there is slim public parking options and no private lots. Many of the customers we rely on come from Loyola, Rogers Park and Uptown. They use the El to patronize the businesses in their area. Closing the Thorndale stop would likely mean many of the businesses within a block or two of the stop (the only viable businesses in this stretch of Broadway) would struggle to stay afloat in an already troubled market. Sadly, Edgewater was just getting its legs under itself and many of the residents are proud of their local businesses. Without the El stop, not enough other customers who travel from outside the area would patronize the affected businesses and I can see icons like Moody's, Indie Cafe and ourselves shuttering without that revenue.

In addition, the Armory is host to Park District sports leagues year round and participants travel from up and down the El system to attend. Closing the stop would devastate Park District revenue from these leagues.

Students at Senn High School would be most affected. Instead of heading straight to the train, students will either walk or cram onto to an already crowded and notoriously slow and infrequent 36 bus up to Granville.

Renovation or replacement seem better choices for Thorndale. If there is a stop to close Berwyn seems a more logical option tucked into a sparse residential area with much less commercial and civic disruption.

Sincerely

Tom and Geri Foley
Broadway Cellars
5900 N Broadway
Chicago, IL 60660

Lea, Claudia

RPM.659

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:50 PM
To: Lea, Claudia
Subject: FW: Jarvis stop

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RPM@transitchicago.com

From: J. FOURNIER [jfournier1530@yahoo.com]
Sent: Friday, January 28, 2011 10:18 PM
To: North Red & Purple Modernization
Subject: Jarvis stop

To Whom It May Concern:

Please do not close the Jarvis stop, my family and I use this stop on a regular basis to go to school and work. Our friends also use it to come visit our neighborhood restuarant, cafe and wine shop.

Thank you,
Jennifer Fournier
1530 W Fargo Ave

Lea, Claudia

RPM. ~~660~~ 660

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:51 PM
To: Lea, Claudia
Subject: FW: ATTN: Mr. Steve Hands

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RPM@transitchicago.com

From: Judith [jvg001@sbcglobal.net]
Sent: Saturday, January 29, 2011 8:38 AM
To: North Red & Purple Modernization
Subject: ATTN: Mr. Steve Hands

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

Dear Mr. Hands:

There is an entire population of Rogers Park who rely on the Jarvis El Station. I represent and am advocate for a community of Burmese refugees in East Rogers Park who would have to walk a long distance through unsafe areas in order to get to the Howard or Morse stations-and they are children.

They commute to schools in other areas of the city in order to obtain their education and the El is a vital link for their success. Parents would not want their children walking to Howard or to the Morse stops, especially in winter when it becomes dark at an early hour.

Additionally, the adult refugees use the El daily to commute to their jobs in the city and at O'Hare. They all are highly motivated to work and succeed in the US and in Chicago and need the Jarvis stop, not only for convenience, but for their safety. Most commute at night when it is most dangerous and it is a great concern to me you even have considered this option.

I am confident you will look at how negatively this will impact the lives of the refugee population in this area and reconsider.

Sincerely,
Judith V. Gramer
jvg001@sbcglobal.net

Lea, Claudia

RPM.661

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:51 PM
To: Lea, Claudia
Subject: FW: Do Not Abandon the Lawrence Red Line Station

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RPM@transitchicago.com

From: Richard McGrail [ignatiusm@hotmail.com]
Sent: Saturday, January 29, 2011 8:27 AM
To: North Red & Purple Modernization
Subject: Do Not Abandon the Lawrence Red Line Station

Dear CTA:

I understand that you are considering a modernization plan for the Red Line which includes closing up the Lawrence El station. The Lawrence station is a lynchpin of the Uptown neighborhood. The neighborhood would suffer greatly without the Lawrence stop on the Red Line. Please, do not abandon the Lawrence Red Line station.

Sincerely;

Richard T. I. McGrail

RPM662

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:52 PM
To: Lea, Claudia
Subject: FW: Jarvis El Station
Attachments: --static--liam_fetch_lb.gif; --static--liam_fetch_bl.gif

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RPM@transitchicago.com

From: Chas Siddiqi [cs1713@sbcglobal.net]
Sent: Saturday, January 29, 2011 9:44 AM
To: North Red & Purple Modernization
Subject: Jarvis El Station



Please don't close the Jarvis El Station. It's much more convenient to my home than Morse or Howard.

Marilyn Siddiqi



RPM . 663

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:52 PM
To: Lea, Claudia
Subject: FW: Thorndale Station

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RPM@transitchicago.com

From: Angelica Abuton [angelicaabuton@gmail.com]
Sent: Saturday, January 29, 2011 10:14 AM
To: North Red & Purple Modernization
Subject: Thorndale Station

To Whom It May Concern;

I am **against** closing of the Thorndale Station. In April 2, 2010, I bought my condominium close to the Thorndale Station. I use the train daily.

This would impact long term prospects of new or existing retail and convenience stores, which helps increase property value. There is much research to support that property values increase with proximity to rail transit access

One of my primary concerns is how the gang and loitering activity may change. I feel that the area around the Thorndale station has become better since the addition of the camera systems. But should this station go, so will the cameras and the watchful eyes of the public. So here is my million dollar question: How would the potential elimination of the Thorndale stop effect loitering and gang activity?

Sincerely,
Angelica Abuton, RN, MS, MBA

Lea, Claudia

RPM.664

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:52 PM
To: Lea, Claudia
Subject: FW: Urging you NOT to close the Lawrence Red Line stop

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RPM@transitchicago.com

From: Alesha Romatier [alesha_vanlinda@yahoo.com]
Sent: Saturday, January 29, 2011 10:16 AM
To: North Red & Purple Modernization
Subject: Urging you NOT to close the Lawrence Red Line stop

Dear CTA-

I recently read of your proposed plans to close the Red Line Lawrence stop permanently. I am writing to urge you to reconsider that plan.

The Lawrence stop is at the heart of a vibrant neighborhood that has worked hard to revamp and bring business to the Lawrence/Broadway intersection that this stop serves. : The Aragon, The Riveria, The Green Mill, Fat Cat, Crew, Borders, Agami. These are all booming establishments in an admittedly transitioning neighborhood. They rely on the EI. So any will the new business that comes into all of the beautifully restored store front space that is still unoccupied at this intersection.

At a minimum, doing away with the stop causes huge automobile/traffic/parking issues as customers - esp of the music venues - will be more inclined to drive, and our neighborhood does not have the infrastructure to support that many more cars. At worst, we risk driving those businesses away/out to business, and throwing the neighborhood back 10yrs.

This is not the case for either the Wilson stop - which, other than Target, has no draw to customer outside of the residents in the immediate area. Nor is it the case with Argyle, where the primary draw is to the Asian community that would come to the neighborhood with or without the train. The vast majority already come by car already anyway.

In addition, the Lawrence EI stop itself, despite needing some repair, continues to be very well used. Lawrence is a straight, fast shot by bus from the west (The Ravenswood Metra stop as well as the communities to the west - Ravenswood - Lincoln Square) and delivers bus loads of clients every morning. Providing them much quicker access to the Red Line. Neither Wilson nor Argyle have the infrastructure to support/serve that bus traffic as effectively.

All of that, and I haven't even mentioned those of us who live around the stop and rely on it day in and day out to go to work, the grocery store, every where we need to go to go about our life in the city. As you are certainly aware, this neighborhood has already lost much of its bus service. (The 144 is the only bus that runs consistently and somewhat effectively to down town. Real express service now

being limited to a few peak hours a day.)

In short, the Lawrence stop is critical to this neighborhood - our business, our residents, the health of our neighborhood, all rely on it.

Clean it up, yes.

Rehabilit it, yes, please!

But please do not close it.

That would be a huge mistake.

Sincerely,

Alesha Van Linda Romatier
901 W Gunnison Apt 2E,
Chicago, IL60640

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:54 PM
To: Lea, Claudia
Subject: FW: Proposed closure of Jarvis station

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RPM@transitchicago.com

From: Stephen [shiraz88@sbcglobal.net]
Sent: Saturday, January 29, 2011 10:34 AM
To: North Red & Purple Modernization
Subject: Proposed closure of Jarvis station

Dear Mr. Hands,

Please take closure of the Jarvis Red Line station OFF the table. The community has shown great strides in cleaning up that block and attracting several successful shops and restaurants. Closure of the station would bring certain death to those small businesses and would make life difficult for those of us who use the El regularly.

I purchased property in 1998 specifically because of Rogers Park real estate prices and convenience to the Red Line. Many of us in the "Rogers Park demographic" work in the arts and as university professors (I teach at DePaul, but I know neighbors who "el-commute" to Loyola and even Northwestern). We value the ease and safety of going between our various jobs on the CTA. I know that cleaning up the Morse station area has been more challenging, but I certainly don't want my wife (and the neighborhood's kids and older folks) having to walk the extra blocks to a *more dangerous* area at the Morse stop.

As a regular rider since 1998, I appreciate the improvements that you have made to "our" Jarvis station and platform. Don't turn your back on these investments and to a neighborhood demographic group who needs public transportation and regularly uses the CTA. I know Joe Moore is pushing you for a new station---- I'd be happy and relieved just to have the current station maintained and kept at full service.

Thanks for your time,
Stephen Blackwelder

Lea, Claudia

RPM. 666

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:55 PM
To: Lea, Claudia
Subject: FW: Jarvis Station

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RPM@transitchicago.com

From: arlene gloria hirsch [arlenegloria@sbcglobal.net]
Sent: Saturday, January 29, 2011 10:56 AM
To: North Red & Purple Modernization
Subject: Jarvis Station

Please do not close the Jarvis station.

Arlene Gloria Hirsch
6325 N. Sheridan Road
Chicago IL 60660

Thank you

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:55 PM
To: Lea, Claudia
Subject: FW: I am OPPOSED to Northside Train Station closings

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From: Christine Flores-Cozza [christinesshadows@gmail.com]
Sent: Saturday, January 29, 2011 12:12 PM
To: North Red & Purple Modernization
Subject: I am OPPOSED to Northside Train Station closings

Thank you for listening
Christine E. Cozza
6345 N. Wayne Ave
Chicago Il 60660

RPM.668

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:55 PM
To: Lea, Claudia
Subject: FW: Jarvis El Stop

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RPM@transitchicago.com

From: spbylake@stpaulsbylake.org [spbylake@stpaulsbylake.org]
Sent: Saturday, January 29, 2011 12:16 PM
To: North Red & Purple Modernization
Subject: Jarvis El Stop

Dear Steve Hand,

I write to you as a concerned pastor and the priest of St. Paul's Church-by-the-Lake, 7100 N. Ashland Blvd. (Estes Ave, N-W corner). I have been the priest of this parish since 1993, and an Episcopal Priest for 32 years. The parish was founded in 1882 here in Rogers Park.

Our parish ministers to many immigrant and refugee communities in and around the parish, all of whom use the Jarvis El stop to get to work and carry out daily tasks of everyday living. To close that stop will put them in a great hardship since other stops are quite a distance for them to walk.

They live as refugee's from places like Burma, Buhtan and the Sudan, and work hard just to make ends meet. They are not lazy or living off the system. They want to be good citizens and need the public transportation system to survive in the city.

Please do all you can to keep this station open, it is a real life-line for these people to their jobs and english classes etc.

Thank you for considering my plea.
Faithfully,
Fr. John Heschle+
priest & rector
St. Paul's Church by-the-Lake
7100 N. Ashland Blvd.
Chicago, IL 60626-2502

phone- 773-764-6514
email- spbylake@stpaulsbylake.org

RPM.669

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:55 PM
To: Lea, Claudia
Subject: FW: North side trains

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RPM@transitchicago.com

From: J P [phone773.413.0028@gmail.com]
Sent: Saturday, January 29, 2011 12:53 PM
To: North Red & Purple Modernization
Subject: North side trains

Mr. Steve Hands

I rely on these trains as my primary form of transportation and am STRONGLY OPPOSED to any service cuts.

Thank you
Jeff Pacheco/**registered voter**
2042 w. Fargo Ave.
Chicago IL 60626

Lea, Claudia

RPM. 670

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:55 PM
To: Lea, Claudia
Subject: FW: Red & Purple Line Renovation Plan Feedback

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From: Beth Azuma [bazuma@gmail.com]
Sent: Saturday, January 29, 2011 1:14 PM
To: North Red & Purple Modernization
Subject: Red & Purple Line Renovation Plan Feedback

Hello,

I am writing in regards to the Red & Purple modernization plans. As a resident and property owner in Uptown, I am very concerned about the possibility of closing multiple stations in the Red line corridor. While I recognize the need to update and modernize the existing stations and recognize some advantages to the 4-track modernization plan, closing the Lawrence stop would be very detrimental to the Uptown neighborhood. The Lawrence stop is a major thoroughfare, and the 81 bus route also serves many residents.

A more modern transit system is needed to meet the growing fuel costs, environmental and economic challenges of the 21st century; this means Chicago needs to increase access to its public transit system rather than closing vital stations throughout the north side.

I look forward to continued communication and dialogue as these plans develop.

Regards,
Beth Azuma

--

Our doubts are traitors,
And make us lose the good we oft might win
By fearing to attempt.
- William Shakespeare

RPM.671

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:56 PM
To: Lea, Claudia
Subject: FW: Comment on RPM Proposals

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RPM@transitchicago.com

From: Christopher R. Plotner [crplotne@gmail.com]
Sent: Saturday, January 29, 2011 3:30 PM
To: North Red & Purple Modernization
Subject: Comment on RPM Proposals

Hello,

I live in Uptown and use the Argyle and Lawrence stops. I live on Ainslie Street, so the possibility of adding an entrance there to the Argyle station is appealing. I would support the 3-Track Modernization option as the most effective plan. The \$4bn estimated cost is high, but it makes sense to invest in infrastructure now, particularly if President Obama is able to deliver on his promises to support these kinds of efforts with federal money. The subway plan is too disruptive, puts stations too far away from each other, and results in some loss of the unique appeal of the Chicago "El." The 4-track solution would involve additional property acquisition and disruption to neighborhoods, and it's not clear what the impact on operating cost will be to run express service all the time. The 3-track solution seems to strike the right balance of modernization, disruption to the street level, and cost.

Thanks,
Chris Plotner
933 W. Ainslie Street #2E
Chicago, IL

RPM.672

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:57 PM
To: Lea, Claudia
Subject: FW: Attn: Steve Hands

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From: Gail Goldberger [gailgoldberger@gmail.com]
Sent: Saturday, January 29, 2011 3:49 PM
To: North Red & Purple Modernization
Subject: Attn: Steve Hands

Dear Mr. Hands:

I am writing to oppose the closing of the Jarvis el station.

I am floored that this would even be on the table, as this station is always in use, all hours of the day and night. There are always people coming and going.

I am a single woman who feels safe coming home as late as 10 and getting off at Jarvis. The streets are well lit, there are businesses open, and I can get to my car without worry.

I couldn't park a block away at Howard or Morse, and don't feel safe at these locations. Howard isn't that bad, but I can't park anywhere nearby.

So, please take this into consideration.

Rogers Park is densely populated, and densely apartment'ed. Many people would feel displaced and inconvenienced, and it would add stress at the two other stations.

Sincerely,

Gail Goldberger
7625 N. Eastlake Terrace
Chicago 60626

RPM.623

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:57 PM
To: Lea, Claudia
Subject: FW: Jarvis EL Station

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RPM@transitchicago.com

From: Benton Fletcher [bfletcher@luc.edu]
Sent: Saturday, January 29, 2011 3:53 PM
To: North Red & Purple Modernization
Subject: Jarvis EL Station

To whom it may concern,

My name is Benton Fletcher and I am an undergraduate student at Loyola University Chicago. I recently found out that one of the proposals that the CTA has announced in an attempt to improve the Red Line service, is to close the Jarvis stop. If this were to happen, many other area residents and I would have to add a substantial amount of time to our daily commutes and force many of us to seek out alternate forms of transportation. I know that one email may not be enough to change the minds of the CTA, but speaking as someone who has used the EL and buses quite frequently, it would be devastating for me and many of my neighbors if the Jarvis EL station were to no longer be in service.

Thank you for your time and consideration,

Benton Fletcher

RPM.674

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:58 PM
To: Lea, Claudia
Subject: FW: Save the Jarvis El Station!

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RPM@transitchicago.com

From: Bill Schmitt [schmitt630@yahoo.com]
Sent: Saturday, January 29, 2011 4:03 PM
To: North Red & Purple Modernization
Subject: Save the Jarvis El Station!

To whom it may concern,

I am writing to express the necessity of the Jarvis El Station. My roommate, Benton Fletcher, and I rely on the Red Line in all of daily commutes. We reside a few blocks south of Jarvis. If the Jarvis station were to close, our walk to and from the Red Line would double in length yet still not be follow any CTA transit routes. This would cause us great inconvenience; we would use much more time in all of our commutes and be exposed to the harsh winter weather for longer periods of time. The small business plaza at Jarvis would surely suffer as well. This is my plea to save the Jarvis El Station. It is necessary for the ease of commute for the neighborhood and to attract persons to the thriving businesses surrounding the station.

William Schmitt

RPM-675

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:58 PM
To: Lea, Claudia
Subject: FW: Save the Jarvis El Station!

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RPM@transitchicago.com

From: be more [bemore108@yahoo.com]
Sent: Saturday, January 29, 2011 4:13 PM
To: North Red & Purple Modernization
Subject: Save the Jarvis El Station!

Steve Hands,

I just purchased a home off of the Jarvis Red Line stop and was informed that the CTA is proposing closing the stop as an improvement in service.

There are several factors CTA should consider about the impact this will have on local residents and businesses. I use the Jarvis El Station everyday, not only because it is convenient to my home, but primarily because of the crime and gangs that surround the Howard El Station. As proven by personal experience and police records, Jarvis Street is safer to walk down late at night (when I head to work). To remove access to this stop will force me to consider purchasing a car and not using the CTA as a way of protecting myself and my family.

Also, several thriving local businesses depend on the use of the Jarvis Red Line stop to bring them customers. Closing the stop has the very real potential of closing these businesses and putting people out of jobs in an economic crisis where jobs are severely needed and MUST be protected. In a city where a large amount of citizens do not own vehicles, the removal of this el stop will leave these businesses isolated from frequent foot traffic and certainly cause them to go under.

The CTA has a responsibility to its riders and also the impact on the communities it serves. The extra 30 seconds it takes to arrive and leave this stop is not worth sacrificing with the potential loss of riders and devastation to local businesses.

For the sake of our community, please oppose closing the Jarvis El Station.

Sincerely,
Lila Moore

RPM.674

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 4:58 PM
To: Lea, Claudia
Subject: FW: to Steve Hands

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RPM@transitchicago.com

From: Robert Kazel [robertnkazel@yahoo.com]
Sent: Saturday, January 29, 2011 4:24 PM
To: North Red & Purple Modernization
Subject: to Steve Hands

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

Dear Mr. Hands:

I am a Rogers Park resident and live less than two blocks from the Jarvis Red Line "el" stop. I've been notified by Ald. Joe Moore that the CTA is considering closing the Jarvis station as a possible element of the North Side "improvement" program. I was not able to attend one of the public scoping meetings but I would like to register my opinion on this matter, so please deliver my views to whomever is considering the alternatives.

I am strongly against the closing of the Jarvis station and I think it would be a serious injustice to the surrounding neighborhood. I moved to East Rogers Park last summer from East Lakeview. You are aware that the CTA has previously spent a vast amount of time, energy and money to modernize and beautify the Belmont Red Line station in my old neighborhood -- everything from an elevator to an alternate entrance to elaborate decorative murals. It looks great. The Lakeview area deserves it. But the Rogers Park area deserves basic transit, too -- make no mistake about it.

I moved to East Rogers Park knowing that I was very close to the CTA train, and that played a big part in my decision. I value the location of train when going downtown or to other areas of the city, or to Evanston. I have a disabled RTA pass. It is convenient and a short and safe walk in inclement conditions, such as ice and snow. The nearest other Red Line stops are significantly farther away.

The Red Line stop at Jarvis is very important not only to residents but to the businesses in the immediate area. Rogers Park is just starting to attract new residents and to turn around, in terms of overall property values and attractiveness to new business, as well as safety and perception of safety. The Jarvis Square area in particular has been recognized many times in the media for new retail success after years of decline and neglect by city officials. A closure of the train station would be horrible for these local businesses and would stunt the area's growth once again.

I'm asking for what is fair: Improve and build on the current station to make it more attractive and safe, but don't shutter it. Realize that the answer to the CTA's financial troubles is not to completely eliminate service in significant areas. Rather, find ways to reduce overhead and waste. Or, as necessary, moderately reduce service to all areas so the burden at least will be shouldered equitably across the entire city.

Don't favor wealthier neighborhoods or downtown because these are the places tourists see. You may argue this is not the case, but out in the neighborhoods, this is the perception of what is happening, and the closure of the Jarvis station would only reinforce bitterness, despair and pessimism.

Please consider all options and realize how much ordinary, hardworking East Rogers Park residents want and need the Jarvis "el" stop.

Thank you.

Sincerely,

Robert Kazel
1341 W. Chase Ave.
Chicago, IL 60626
robertnkazel@yahoo.com

RPM. 677

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:00 PM
To: Lea, Claudia
Subject: FW: 3rd Email -Jarvis El Stop - Red Line

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RPM@transitchicago.com

From: KENYA HOWARD [khoward_05@hotmail.com]
Sent: Saturday, January 29, 2011 5:01 PM
To: North Red & Purple Modernization
Subject: 3rd Email -Jarvis El Stop - Red Line

Hello,

I received a email from my Alderman, Joe Moore informing that the CTA is having discussions on the possibility of closing the Jarvis el station. I am in total **DISAGREEMENT** of this proposal. I use this station daily to get back and forth to work and other places throughout the Chicago and Evanston areas. It would be a huge inconvenience to me and other riders to use the Howard or Morse stations. My main reason of saying this is that I would have to walk to either station early in the morning (5am) and both stations are questionable with security measures. I am uncertain as to how many of female passengers are walking to the train as early as I do that time of morning. There are some regulars that I see every morning, but I would hate to hear that something happened to anyone walking to the Morse or Howard stations. I do believe that renovations should be completed, but to close this station is totally absurd and downright dangerous.

Please consider leaving this station open.

Thank you for taking the time to read my email.

Best Regards,

Kenya Howard

RPM 678

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:00 PM
To: Lea, Claudia
Subject: FW: Red and Purple Line Modernization project Comments
Attachments: CTA letter.doc

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RPM@transitchicago.com

From: Meghan [meghan.paulas@gmail.com]
Sent: Saturday, January 29, 2011 5:21 PM
To: North Red & Purple Modernization
Subject: Red and Purple Line Modernization project Comments

January 29, 2011

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

Meghan J. Paulas

4731 N Kenmore #4

Chicago, IL 60640

(312) 375-0218

RE: North Red and Purple Modernization Project – Please do NOT eliminate the Lawrence Stop

Dear Mr. Steve Hands,

Thank you for your diligent work in obtaining public comment in renovating and modernizing the north red and purple lines, which definitely do deserve and need renovation. The six proposed strategies have undoubtedly required a lot of innovative thought and the riders appreciate it. Some modernization is imminently necessary, such as increasing lighting and safety at the Wilson stop and making Wilson and Lawrence accessible for the many disabled Uptown users.

However, I am urging you to stop considering eliminating the Lawrence stop. First, many of the Lawrence stop users are mentally disabled and live at nearby locations. These users would be significantly and negatively affected if the stop were eliminated as they may lose the little freedom to travel that they currently have. Second, the Lawrence stop is directly across the street from the *Aragon Ballroom*. Many individuals who travel to the *Aragon Ballroom* for concerts choose to take public transportation, which is wonderful for the congested and polluted city streets and is also beneficial to the CTA to have the extra fare. These individuals would be much less likely to take the Wilson stop because the extreme convenience of “just hopping across the street” from the stop would be gone – rather, they would likely drive and park across the street at the lot. Third, the Wilson stop has been the site of many petty and violent crimes in the past year. Personally, I have witnessed a gang fight there, urination in public, excessive panhandling, and domestic abuse – all within the past 6 months – at the Wilson stop. I would cease to use the red line if I were forced to travel (as I do – sometimes late or early in the morning) through using this dangerous stop. Without additional security and police, this station – as it currently stands – is not safe for the general public, the mentally disabled located near the Lawrence stop, or the general public traveling for shows to the *Aragon Ballroom*. Many individuals who currently use the Lawrence stop would simply otherwise drive rather than take the Wilson stop.

All that said, please do spend time focusing on the Wilson stop, which is in dire need of rehabilitation. It should be accessible for disabled users, needs to be cleaned, and the security needs to be seriously enhanced. The Uptown neighborhood was promised significant rehab with the opening of Wilson Yard, but this never came to fruition. Now is the time – we have a huge Target store right by the Wilson stop. Nonetheless, the Wilson stop continues to be plagued with violence and pickpockets.

Please, before further considering closing the Lawrence stop, research the effects of the closure – financially to the *Aragon Ballroom*, Uptown business, and the CTA, environmentally, and to public safety. Please call me or e-mail me if you have any questions.

Sincerely,

Meghan J. Paulas

(312) 375-0218

Meghan.Paulas@gmail.com

January 29, 2011

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

Meghan J. Paulas
4731 N Kenmore #4
Chicago, IL 60640
(312) 375-0218

RE: North Red and Purple Modernization Project – Please do NOT eliminate the Lawrence Stop

Dear Mr. Steve Hands,

Thank you for your diligent work in obtaining public comment in renovating and modernizing the north red and purple lines, which definitely do deserve and need renovation. The six proposed strategies have undoubtedly required a lot of innovative thought and the riders appreciate it. Some modernization is imminently necessary, such as increasing lighting and safety at the Wilson stop and making Wilson and Lawrence accessible for the many disabled Uptown users.

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the Wilson stop has been the site of many petty and violent crimes in the past year. Personally, I have witnessed a gang fight there, urination in public, excessive panhandling, and domestic abuse – all within the past 6 months – at the Wilson stop. I would cease to use the red line if I were forced to travel (as I do – sometimes late or early in the morning) through using this dangerous stop. Without additional security and police, this station – as it currently stands – is not safe for the general public, the mentally disabled located near the Lawrence stop, or the general public traveling for shows to the *Aragon Ballroom*. Many individuals who currently use the Lawrence stop would simply otherwise drive rather than take the Wilson stop.

All that said, please do spend time focusing on the Wilson stop, which is in dire need of rehabilitation. It should be accessible for disabled users, needs to be cleaned, and the security needs to be seriously enhanced. The Uptown neighborhood was promised significant rehab with the opening of Wilson Yard, but this never came to fruition. Now is the time – we have a huge Target store right by the Wilson stop. Nonetheless, the Wilson stop continues to be plagued with violence and pickpockets.

Please, before further considering closing the Lawrence stop, research the effects of the closure – financially to the *Aragon Ballroom*, Uptown business, and the CTA, environmentally, and to public safety. Please call me or e-mail me if you have any questions.

Sincerely,

Meghan J. Paulas
(312) 375-0218
Meghan.Paulas@gmail.com

RPM. 679

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:01 PM
To: Lea, Claudia
Subject: FW: Closing Jarvis Station

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From: Luis Romero [luis_f_romero@yahoo.com]
Sent: Saturday, January 29, 2011 5:55 PM
To: North Red & Purple Modernization
Subject: Closing Jarvis Station

I am writing to express my concern and oppose the plans to close the Jarvis station on the Red Line. Howard Station is not an alternative for a large number of residents of East Rogers Park. This station is difficult to access for a large section of the Rogers Park neighbors. The area surrounding the station is not safe and people working late shifts are vulnerable to crime in the area. There were no signs in the Jarvis station about the community meetings regarding this closing. I urge you to reconsider your plans and make the residents of this area your partners in improving the CTA services.

Luis Romero

RPM.680

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:04 PM
To: Lea, Claudia
Subject: FW: Foster Street el stop - Evanston

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From: Bridget Haggerty [b-haggerty@northwestern.edu]
Sent: Saturday, January 29, 2011 6:12 PM
To: North Red & Purple Modernization; Alexandra Joy Delis; Amy Larsen; 'Britta'; 'Carlos'; Christina Ruth Fountain; 'Ernest Olivier'; Jamie Reese Strait; 'Jennifer'; Kim Milstein Buckley; Laurie Carlin Davidson; Lisa; 'Lisa'; 'Lizzie'; Mitch Neubert
Subject: Foster Street el stop - Evanston

Dear Mr. Hands

I am writing in response to the proposed closing of the Foster Street el stop. Please know this would have an extremely deleterious effect on the employees on my team. There are just over 220 employees working for the Alumni Relations and Development office of Northwestern, working to raise funds in support of the University. Of the 14 members of my team, eight take the el and use the Foster Street stop twice each day. Please do not close this station!

Bridget Haggerty

Bridget Haggerty, MS Medill 95
Senior Director, Annual Giving
Office of Alumni Relations and Development

Northwestern University
2020 Ridge Avenue
Evanston, IL 60208-4312
847-491-3717
800-222-5603
FAX 847-467-1846

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RPM · 681

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:04 PM
To: Lea, Claudia
Subject: FW: Upgrade the South Blvd stop/don't shut it down

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From: Socorro Mucino [socorromm@yahoo.com]
Sent: Saturday, January 29, 2011 8:25 PM
To: North Red & Purple Modernization
Subject: Upgrade the South Blvd stop/don't shut it down

Both my husband and I depend on the South Blvd. to travel to and from work into Chicago. We will find it a great hardship to walk to the Main street station. Upgrade South Blvd station.

Socorro

RPM.682

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:04 PM
To: Lea, Claudia
Subject: FW: Jarvis El Station

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RPM@transitchicago.com

From: Hteemoo Kyaw [hteemookyaw@yahoo.com]
Sent: Sunday, January 30, 2011 6:36 AM
To: North Red & Purple Modernization
Subject: Jarvis El Station

To whom it may concern,

Jarvis El Station is a vital mean of transportation for the refugees who live in East Roger Park. Would you please reconsider your decision as the refugees really need this station for their livelihood and safety.

Thank you,
Hteemoo Kyaw

RPM.683

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:05 PM
To: Lea, Claudia
Subject: FW: against closing the CTA lawrence red line

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RPM@transitchicago.com

From: Jessica Montalvo [montalvo.jessica@gmail.com]
Sent: Sunday, January 30, 2011 9:24 AM
To: North Red & Purple Modernization
Subject: against closing the CTA lawrence red line

To whom it may concern:

I am an Uptown citizen who lives at Lawrence and Winthrop. A few days ago I heard of the possibility of closing the nearby red line stop, and I was stunned. Like many other couples who own condos on Winthrop, my husband and I use it daily to commute to our jobs. I have the monthly CTA pass. I've been at that stop as early as 5 AM, and have never seen it empty. I've come home on it as late as midnight, and still the stop is not empty. On the weekends, when events are thrown at the Aragon and the Riviera, the stop packs out. Many people also commute on the 81 Lawrence bus and connect to the red line at this stop. Were the stop to close, that would no longer be possible. Uptown has slowly been undergoing a renaissance, and the Lawrence red line stop is used by the Uptown inhabitants and visitors who are making that possible. Closing it would be a huge mistake. If something must be closed, then other red line stops, particularly Argyle, should be considered.

Sincerely,
Jessica Montalvo

RPM.684

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:05 PM
To: Lea, Claudia
Subject: FW: "L"

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From: Curt Graber [curt@rcn.com]
Sent: Sunday, January 30, 2011 9:58 AM
To: North Red & Purple Modernization
Cc: ward49@cityofchicago.org
Subject: "L"

Mr. Hands,

I live in the Rogers Park community and while I wouldn't be directly affected by the proposed changes, I feel they are unfortunate and misguided at best and will have catastrophic effects on the areas that they will impact. Most of the people in those areas are the poorest in the neighborhood and your proposal will deprive them of necessary facilities to get to employment and many other necessities. Further, it will impact businesses, most of whom are already struggling, and contribute even more to the local (neighborhood) unemployment and lagging economy. Your focus on the "bottom line" rather than social implications is seriously errant – its called "public" transportation for a reason.

A much better use of time and resources at your disposal might be to re-focus your efforts on making sure the trains run on time every time. This would increase your ridership and provide funds for improvements down the road. In Europe (Germany especially) you can literally set your watch by the trains – they run that regularly. They run on time every time. If they can do it why can't we???

I am in the Loop nearly every day for business, but can't ride the CTA because of the unreliability/frequent lateness of the trains. One missed meeting could cost me thousands so it's in my best interest to drive and park (which I'd rather not do – it's not a very green choice). If the trains here were reliable as they are in Germany, I could feasible ride frequently. I think there are many people in the same situation, and that by improving your timeliness you could gain them as frequent commuters.

The positive side effect of this would be that people would feel much more inclined to utilize the "L" for social engagements because they know they won't be late. You could potentially increase ridership two-fold by capturing not only the daily commuters, but people going out in the evenings, especially with the difficulty and expense of parking. This should be a slam-dunk ; spin it as green, pull in MADD (mothers against drunk driving), tout it as an expected alternative to driving after even one drink, spin it as the CTA caring about the communities it serves; there are many other positive things that could be said about a program of this nature. Perhaps your new ad campaign (after you address the issue of timeliness) could be: "The "L" – on time every time – no matter what"

Please think about it.

Curt Graber
Chicago, IL 60626

curt@rcn.com
cjgraber@gmail.com

RPM-685

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:07 PM
To: Lea, Claudia
Subject: FW: Public comment re: Red Purple Modernization
Attachments: 0A777FD0-D3E6-4F11-B2EB-78209179603A.png

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From: Frank Sasso [fsasso2011@kellogg.northwestern.edu]
Sent: Sunday, January 30, 2011 12:47 PM
To: North Red & Purple Modernization
Subject: Public comment re: Red Purple Modernization

Hello:

Thank you for your hard work on the RPM project. As a resident of Chicago's 43rd ward, and a frequent CTA rider, I think that faster, more reliable service on both the red & purple lines would be a great improvement to these critical transit assets.

I am writing for two purposes: First, to voice my support for the 4-track modernization proposal. Why? It appears to be the most robust and let's face it, if you are going to spend \$4bn, you might as well spend \$4.2bn to get the best improvements available. Second, I'd like to strongly oppose the closure of the Foster station. As someone who commutes regularly via Foster to the Kellogg School of Management, I can say first-hand that the stop is a critical access point.

Why keep Foster open? First, given the nature of the business school, many faculty, visitors & students rely on the Foster station to access Kellogg. Second, it seems (from my observation), Foster gets more usage than other Purple Line stops, namely Dempster. Third, Foster likely has a higher % of riders using more profitable payment methods like the Chicago card. It only takes one contract Securitas employee to keep the station running, so operational cost should be low.

CTA should consider maintaining service to Foster until such time as the new Kellogg School of Management building is completed. At that time, the Noyes stop will be the primary access point for the new building and Foster will be less critical.

I appreciate your dedication to this project and consideration of the points raised above. Best,

Frank

--
Frank Sasso
MBA Candidate, Class of 2011

Kellogg School of Management, Northwestern University
fsasso2011@kellogg.northwestern.edu | 440.452.4302



RPM. 686

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:08 PM
To: Lea, Claudia
Subject: FW: purple line

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RPM@transitchicago.com

From: Hillary Pranga [nature-nerd@hotmail.com]
Sent: Sunday, January 30, 2011 1:23 PM
To: North Red & Purple Modernization
Subject: purple line

Hello Mr. Hands,

I was informed recently that there are threats to close the purple line South Blvd station. I am greatly displeased by this. I was born and raised in Chicago and lived close to the train all my adult single life. It was a wonderful thing to travel that way, especially downtown because I HATE driving downtown, it can give you an ulcer! Now we live in Evanston and my husband I chose a condo specifically close to the train so we could have easy access. Right now I can't use the train to get to work and it sucks and I hope to change jobs for mostly that reason. I also feel for all those I see using that station to get to work and school. We have a wonderful neighborhood here with lots of conveniences and I would hate to see one of those taken away!! Please reconsider closing that station!

thank you,
Hillary

Lea, Claudia

RPM.687

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:13 PM
To: Lea, Claudia
Subject: FW: Please do not close Jarvis Red Line El station

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RPM@transitchicago.com

From: Kim Chaudoir [kimps84@hotmail.com]
Sent: Sunday, January 30, 2011 2:39 PM
To: North Red & Purple Modernization
Subject: Please do not close Jarvis Red Line El station

Dear Mr. Steve Hands:

I'm a East Rogers Park resident and am writing to ask you to oppose the closing of the Jarvis red line stop.

It brings more foot traffic and therefore safety to the area as well as supporting new local businesses in the neighborhood. I'm also a homeowner here and feel that the value of my home will decrease with the closing of the stop. With so many positive changes in east Rogers Park over the past few years, this would be taking a step backward in a neighborhood that has been making a come back.

Thank you for your consideration,

Kim Chaudoir

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:13 PM
To: Lea, Claudia
Subject: FW: CTA Red and Purple Line Modernization

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From: Moruzzi, Norma C. [nmoruzzi@uic.edu]
Sent: Sunday, January 30, 2011 4:12 PM
To: North Red & Purple Modernization
Cc: Wilson, Jeffrey
Subject: CTA Red and Purple Line Modernization

Please add me to the project e-list for future updates, using the contact info from this email (Norma Moruzzi, nmoruzzi@uic.edu).

I would like to urge you NOT to get rid of stations from the northside Red line. One of the great advantages of the Red line north of Belmont is that it is like the Brown line: a neighborhood line that supports local shopping and convenient local access. If I were a business owner along the Red line, I would be freaked out at the prospect of consolidated stations.

It is bad enough that the big increase in the parking meter fares means people don't want to bother with multi-stop local shopping when they're driving. The Red line is a good alternative; you can do your shopping and hop on and off quickly and close to your destination. My local station is Lawrence, and some of the plans propose getting rid of the Lawrence, Argyle, and Berwym stations. So I am supposed to haul packages multiple blocks? Besides dealing with the combined crowds from Truman College, the Uptown Theaters (the Riviere, Aragon, Green Mill, and eventually Uptown itself), Argyle and Andersonville neighborhood shoppers??

I know a lot of people have been complaining at how slow the Red line is, and how much time it takes to get downtown. I complain myself! But there must be a way to improve travel times without changing the local nature of the Red line. I do think it is a GREAT idea to increase Purple line stations and runs. Adding transfer stations at Wilson and Loyola would be terrific. But what about running Red and Purple lines concurrently, the way the Brown and Red lines run? That way the Purple line could be a commuter-type line, with fast service to downtown and minimal stops. But the Red line could be a local. Going downtown/up north? Catch the Red line at your local station, switch to the Purple line, and zip along. Want to see friends and do errands? Catch the Red line at your local station, hop off where you want to go, hop on and off again with a transfer....This is the way train service used to work when there was a real train infrastructure, so why can't we put together a system that would provide quick travel times (express service) along with neighborhood convenience (local service)? Please!!

RPM.689

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:15 PM
To: Lea, Claudia
Subject: FW: Upgrade of the stations

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

From: carolmercury@hotmail.com [carolmercury@hotmail.com]
Sent: Sunday, January 30, 2011 6:50 PM
To: North Red & Purple Modernization
Subject: Upgrade of the stations

I ride cta red line few times a week, even when is the fastess way. mainly because the stations are so dark, more iluminated stations will be great. Also if panhandlers were removed from trains and stations, will give a major sense of security.
Thanks. Good job. I think the public system in chicago is awesome, it only needs some adjusments.
Sent via BlackBerry by AT&T

Lea, Claudia

RPM.690

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:16 PM
To: Lea, Claudia
Subject: FW: Red/Purple Line Modernization

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RPM@transitchicago.com

From: Vikram Swamy [vikram.swamy@gmail.com]
Sent: Sunday, January 30, 2011 7:15 PM
To: North Red & Purple Modernization
Subject: Red/Purple Line Modernization

I am an Uptown resident and my closest station is the Wilson El Stop. Wilson has been voted the worst El station in all of CTA-land due to the filth and dangerous nature of the area surrounding it. This despite the fact that it is a primary hub serving Truman College.

My recommendations are as follows:

- Avoid closing any stations, unless there is a considerable savings that would go towards modernization of other important hub stations.
- Avoid moving any existing station entrances. Adding entrances is the way to go.
- Make all stations Handicap accessible.
- Modernize/rehab all existing stations and make them clean and safe.
- Modernize track and allow for more transfers between Red and Purple lines.
- In the larger stations where there is space, encourage businesses such as convenience stores to locate inside the space.

Vikram Swamy

Lea, Claudia

RPM.691

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:16 PM
To: Lea, Claudia
Subject: FW: I OPPOSE NORTHSIDE TRAIN STATION CLOSINGS

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RPM@transitchicago.com

From: b degroat [lovabuds@yahoo.com]
Sent: Sunday, January 30, 2011 8:00 PM
To: North Red & Purple Modernization
Subject: I OPPOSE NORTHSIDE TRAIN STATION CLOSINGS

THIS IS OUTRAGEOUS

-B. D. 60202

Lea, Claudia

RPM. 692

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:16 PM
To: Lea, Claudia
Subject: FW: Closing of Jarvis El Stop

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RPM@transitchicago.com

From: Andrew Schultz [ande.schultz@gmail.com]
Sent: Sunday, January 30, 2011 8:33 PM
To: North Red & Purple Modernization
Subject: Closing of Jarvis El Stop

Dear Mr. Hands,

Please do not close the Jarvis EL!

My wife and I have been living in Rogers Park just North of the Jarvis El for over five years. Closing the EL will significantly impact my neighborhood's vitality in the following ways:

1. Property values decrease - our property values are currently one of the lowest in Chicago and if the El is closed, they'll lower even more. The biggest appeal to where I live is the convenience of transportation and the Jarvis stop.
2. Jarvis Square has been on a rebound for 3 years now. If the El closes businesses suffer jeopardizing local community growth and neighborhood stabilization.
3. Personal safety is very big concern. Jarvis is an active stop and many people ask me looking to buy in Rogers Park if the neighborhood around Jarvis is safe? I tell them yes, because they're always people out and about at the bars, in the restaurants or riding the EL. If it's closed, I foresee an upswing in crime putting the neighborhood on edge more so than it is now especially since a couple of large apartment buildings are being foreclosed and have become havens for drug dealers and addicts.
4. Overall convenience. The Jarvis stop is a five minute walk for me and I can be downtown in 45 minutes- this is a godsend for those living in the neighborhood. Sure, I can walk to Howard, but then I have to deal with pan handlers and guys selling bootlegged videos.

Please don't close Jarvis. It will cause our neighborhood to suffer!!!!!!

Sincerely,

Andy Schultz
1522 W. Fargo Ave

Lea, Claudia

RPM-693

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:17 PM
To: Lea, Claudia
Subject: FW: Red/Purple Modernization Project

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From: Aubrey Hall [clarksdale97@yahoo.com]
Sent: Sunday, January 30, 2011 8:48 PM
To: North Red & Purple Modernization
Subject: Red/Purple Modernization Project

Hello.

I have reviewed each proposal.

The proposal that I liked the best is the Basic Rehabilitation alternative. This alternative would succeed in having all Purple Line and Red Line stops be ADA-compatible, which is most needed. I do not think that transfer stations at Loyola and Wilson are not needed. The Purple Express should continue to be an express train from Howard to Belmont (no stops). The Red Line can continue to take passengers to Loyola (only 3 stops from Howard) and to Wilson (only 3 stops from Belmont).

If there are additional money granted for the project, then we can modernize the lines. However, I do not like the 3-track alternative. There are passengers who work in the north suburbs and should be afforded to ride to work express just like those passengers travelling south into the Loop.

I like the Subway idea; however, I do not like that it eliminates the Purple Express. Passengers would have to ride on the Red Line making all stops. I know that the subway option would make travel faster but not faster than an express train making no stops. Also, passengers who travel to the Loop and need to get off at one of elevated stations along Wabash or Wells would need to either (1) stay on the Red, get off at a stop along State Street, and then walk 2 city blocks, or (2) transfer to the Brown Line which is already packed. Not ideal either way. Either put express tracks in the proposed subway for the Purple Line Express, or nix this idea altogether.

So, I like the 4-track alternative the best.

In terms of eliminating stops, I would rather not eliminate stops at all. However, if elimination of stops is needed due to budgetary constraints, then I would definitely be in favor of closing Lawrence provided that you create an auxiliary entrance at Ainslie for the Argyle stop. Lawrence is only 2 blocks from Wilson and about 2-3 blocks from Argyle. The area can be serviced with just Wilson and Argyle. Plus, the other option is the #36 Broadway bus.

I would actually close Granville and Thorndale and build a new station in the middle at Glenlake. Granville and Thorndale are too close to each other. Glenlake would be a good compromise between the two.

As for Jarvis, there really is not another option for people in that area if Jarvis closes. Buses along Clark and Sheridan may be too far to walk. But, I do understand that Jarvis is very close to the Howard station. I would not mind if it were closed. It is too close to Howard and one of the lowest entries of any station on the line. However, there is so much built around that station that it may not be possible.

I would keep the Foster stop (because of needed access to Northwestern University) and get rid of South Boulevard (too close to Howard and there is the #205 bus option).

So, to conclude, I like the Basic Rehabilitation alternative. If we have the money to modernize, then I like the 4-Track alternative (no new transfer points) with the elimination of South Boulevard, Lawrence, Jarvis, Thorndale, and Granville, and a new station erected at Glenlake. And, I like the Subway alternative (with 4 tracks so that the Purple Line Express is retained) with all the proposed stops. (For the Wilson stop, I would like it if the auxiliary entrance is at Leland instead of Sunnyside to appease those people concerned with elimination of the Lawrence stop and having to use Wilson, which has been described as gang-infested.)

Thank you for reading.

Aubrey Hall
CTA Transit Rider

RPM. 694

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:20 PM
To: Lea, Claudia
Subject: FW: Closure of Red and Purple Line Stations

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RPM@transitchicago.com

From: tony GRAY [anthonymsaintamant@hotmail.com]
Sent: Sunday, January 30, 2011 9:23 PM
To: North Red & Purple Modernization
Subject: Closure of Red and Purple Line Stations

Earlier this month a "EL" advertisement asked " What would make you Walk more, Bike more or ride the CTA more?"

This proposal to close these stations on the Purple and Red Lines communicates the CTA 's irrelevance to consumers. How many more stations must be closed until they generate sufficient ADA, private monies to the CTA's satisfaction??

Loyal consumers of your services must choose; to use their cars or purchase a car to achieve **complete mobility.**

I remind you, the CTA is not a monolith in serving the public. This proposal gives more impetus to the automobile; the enemy of the CTA.

The networks of the Purple and Red Line have longevity. The CTA has made repairs to the Purple and Red Line tracks and stations for over 40 years. Suddenly, in a pen-stroke it is at end of life??? Were these repairs fraudulent or substandard? Current and past leadership must be brought to respond if this is true.

I urge you to keep these stations on the Purple and Red Line open. These stations are necessary to our community. These stations provide the vehicle to transport human resources to their employment, bring friends and families closer together in a timely manner.

Thank you in advance: A. Gray

H:773-942-2196

W:773-869-2474

RPM-695

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:20 PM
To: Lea, Claudia
Subject: FW: Opposition to the closing of the Jarvis El station

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RPM@transitchicago.com

From: Diane [ddfld@aol.com]
Sent: Sunday, January 30, 2011 9:40 PM
To: North Red & Purple Modernization
Subject: Opposition to the closing of the Jarvis El station

Dear Mr. Hands and the members of the Strategic Planning & Policy committee,

I am Diane Fairchild, condominium owner in the 49th ward. I vehemently oppose the closing of my el station! The Jarvis area has experienced a welcome influx of youth, energy and vitality, in part thanks to the proximity of the el. You will ruin this blossoming if you close the el station. Please register my complaint and opposition to the highest authority.

Diane D Fairchild
lighting designer
7402 N Sheridan Rd #1B
Chicago, IL 60626
773.338.7675 (h)
773.480.8555 (c)
dianedfairchild.com

RPM-696

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:20 PM
To: Lea, Claudia
Subject: FW: Potential closing of Lawrence Red line stop

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RPM@transitchicago.com

From: Nilima Rajkumar [nilimarajkumar@hotmail.com]
Sent: Sunday, January 30, 2011 9:47 PM
To: North Red & Purple Modernization
Subject: Potential closing of Lawrence Red line stop

I was extremely disappointed to hear that the CTA is considering closing the Lawrence stop. The stop serves residents in the Uptown area like myself as well as several individuals who live further west off of Lawrence Avenue. The Uptown area is already suffering from a lack of civic resources and funding. Shutting the Lawrence stop will not only inconvenience residents but also be detrimental to businesses, especially restaurants that have helped breathe some much needed new life into the section of Broadway between Leland and Ainslie.

The CTA has for long focused its improvement efforts at the more affluent parts of the city. El stops between Addison and North Avenue when the brown, purple and red lines are all considered, are closer together than further north. Yet, there is no mention of any of these stops being closed. Further it is hard to ignore that stations that have had recent facelifts – Fullerton, Belmont, Chicago (Brown) as well as other stations along the Brown line are in the fancier areas of town. It is time that the CTA serve all citizens of Chicago equally and upgrade stations north of Addison instead of shutting them down.

Sincerely,
Nilima Rajkumar
4847, N. Kenmore,
Chicago, IL 60640

Lea, Claudia

RPM.697

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:21 PM
To: Lea, Claudia
Subject: FW: story on CTA Purple Line stops

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RPM@transitchicago.com

From: Kris Anne Bonifacio [krisbonifacio2013@u.northwestern.edu]
Sent: Sunday, January 30, 2011 10:43 PM
To: North Red & Purple Modernization
Subject: story on CTA Purple Line stops

Hi,

My name is Kris Anne Bonifacio and I'm a reporter for The Daily Northwestern. The Chicago Tribune reported this evening that the CTA is no longer planning on closing stops on the Purple and Red Lines, and I just need someone from the CTA to confirm that. If you could call me at (203) 252-8573, I would really appreciate it. Thanks so much.

--

Kris Anne Bonifacio
Northwestern University 2013
Journalism and Middle East Studies
The Daily Northwestern, City Desk
krisbonifacio2013@u.northwestern.edu

Lea, Claudia

RPM.698

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:23 PM
To: Lea, Claudia
Subject: FW: Loop Train Capacity

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RPM@transitchicago.com

From: Chris Parker [parkerchj@yahoo.com]
Sent: Sunday, January 30, 2011 11:02 PM
To: North Red & Purple Modernization
Subject: Loop Train Capacity

Dear CTA strategic planners and PR team:

Having just read the Tribune's coverage of early proposals to improve services on Purple/Red lines ("CTA puts brakes on talk of closing Red Line stations"), I'd like to suggest the following:

In the long run, I feel CTA's public-service goals would be greeted more productively and constructively by the news media, the public, and the local politicians if it were to state--in the clearest possible terms--its main operational constraints, and the physical, engineering and historical factors that underlie them.

For instance, the configuration of the Loop track layout is clearly the crux of the frequency limitation on the overland/elevated system, and anything CTA does to improve track further up the line will provide very little advantage for Purple Line commuters traveling to Loop destinations.

Does the saving of literally of a few minutes (5 or 6 minutes at most for the entire trip) really warrant multi-billion expenditure? No, of course not. But as they stand, the broad options presented in the Chicago Tribune today seem predicated on a few minutes' time saving, rather than some other, more socially-advantageous goal (e.g. greater station accessibility, better passenger information, smoother trains, better passenger security, better system policing).

I think it would be refreshing and helpful, however painful the reality of this thing is, to put forward an additional proposal that, instead of tinkering with a few minutes here and there along the main commuter corridors, addresses the huge elephant in the room that is the elevated Loop tracks, with all the seemingly intractable service reliability and maintenance problems they represent.

With my admittedly rather limited experience working in rapid transit planning (many yrs. ago in Edinburgh, Scotland) and my limited understanding of the CTA system's current problems, I'm humbly aware of my inability to propose specific engineering options. However, I suspect that anything that can radically increase Loop's capacity will involve a relatively huge expenditure (and a similarly huge and lengthy construction impact on existing transportation infrastructure).

For a city with such a large, and radially-convergent commuting population, and for a city that's already

severely constrained by limited road transportation capacity, perhaps it's time CTA exposed and came clean with some of the harsh, fundamental realities of our aged, decrepit system, and think about ways to add capacity in the Loop by adding new Loop circuit track for one or more of the Green, Brown, Orange, Pink or Purple lines.

There obviously aren't too many ways of achieving this, and I doubt it'll be any cheaper than any of the other preliminary \$4 Billion proposals mentioned in the Trib.

Tunneling is obviously extremely expensive, but perhaps there are advantages in tunneling alongside/near to existing tunnel infrastructure (existing ventilation/service structures?) that might offset new bore, and all the additional security, staffing, safety & fire control systems all that entails.

Perhaps there's an alternative approach that could involve use of 'double-decker' elevated track arrangements. I suspect that would require rebuilding the entire loop tracks, but hec, they're crumbling apart anyway, and newer construction materials & techniques offer a hec of a saving on the number & size of support structures. In fact, those new structures could serve a number of additional purposes, like attachments for mini cell phone towers, advertisement fixtures. To sweeten the deal for Loop travelers, perhaps it would be possible to remove one or two stations (let's face it, the inter-station distances are laughably short by modern standards - human legs must have all been at least a foot shorter in the 1890s).

I guess also, you might squeeze a little more capacity through some kind of train automation system (something along the lines of London's Docklands Light Railway?), although I doubt that would be workable in Chicago, and in any case, wouldn't offer sufficient time-savings to warrant that kind of upheaval & investment.

The only other approach I could envision would involve widespread city center demolition and the addition of additional track & passing points, but the time & money it takes to enable all the necessary acquisitions would presumably rule out that one.

So, for such a big city, and such a very important city at that, perhaps it's time for CTA to put forward proposals that recognize the central and root causes of Chicago's CTA capacity problems, and to start putting forward plans for the radical overhaul that's been so desperately needed the past decade or more.

I'd bet it'll almost certainly cost well over the \$4B quoted in today's Chicago Tribune, but how many more Olympics will we lose, and how many more businesses will leave the city, looking for a place where their employees come into work after a short and efficient commute of 10 or 20 minutes, rather than an hour (my two-train 17 mile CTA commute takes just over an hour on average).

Thanks for your ear, your time, and your consideration.

C H Parker
parkerchj@yahoo.com

Lea, Claudia

RPM.699

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:26 PM
To: Lea, Claudia
Subject: FW: Ideas

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RPM@transitchicago.com

From: Neal McWhorter [neal.mcwhorter@gmail.com]
Sent: Sunday, January 30, 2011 11:47 PM
To: North Red & Purple Modernization
Subject: Ideas

I would really like to see more effort to integrate the bus and train systems. For example, in my neighborhood (West Ridge) we have the heavily traveled Western Ave corridor. But the 49 bus only goes as far north as Bryn Mawr. The 49B overlaps from the Western Brown Line station but it ends just shy of Howard. Instead of having a bus that runs all the way from the Western Brown Line to the Howard Red Line stop we have two buses that partially overlap and neither provide the kind of connection that is needed. What a waste! Why not just kill the 49 north of the Western Brown Line and extend the 49B all the way to Howard?

I think that expanding a handful of stations and making them much more integrated with bus service would make the whole system much more attractive.

Thanks for listening!

Neal McWhorter

RPM.700

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, January 31, 2011 5:27 PM
To: Lea, Claudia
Subject: FW: Comments

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RPM@transitchicago.com

From: Ben Burnham [benjamin.burnham@gmail.com]
Sent: Monday, January 31, 2011 12:01 AM
To: North Red & Purple Modernization
Subject: Comments

I've just been reading about the proposed plans and I have some thoughts. I live along the L tracks between the Foster and Davis stations, slightly closer to Foster.

- The Foster station is convenient, but seems unnecessary. Adding a Church street entrance to Davis would be a fine alternative.
- I have two primary items on my wishlist:
 - The purple line should run all night. It's frustrating to have to take a cab from the Howard stop, and creates a disincentive for me to go into the city on weekends.
 - I'd love to have the purple run express all day as well. It take less than half the time for me to get into the city on the express compared to having to transfer to the red.

--

Ben Burnham
(773) 599-3745 (Google Voice - rings home and cell simultaneously)
(847) 859-6174 (home)
(919) 824-7568 (cell)
benjamin.burnham@gmail.com