



**Appendix K**  
**Public Scoping Written Comments**  
**Comments 701-809**

RPM. 701

Lea, Claudia

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

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**From:** Sarah Hasler [herbivorous@gmail.com]  
**Sent:** Monday, January 31, 2011 1:48 AM  
**To:** North Red & Purple Modernization  
**Subject:** Re: Closing of Lawrence stop

To Whom It May Concern,

As a resident of the 46th Ward that frequents the Lawrence stop on a regular basis, I am extremely puzzled and taken aback by the proposal to close the Lawrence stop.

This stop serves the Aragon, Green Mill, and Riviera theaters. This alone would seem like a valid reason to keep it open. An argument can be made that customers could use nearby stops. However, should this stop be closed, customers would be forced to use the high-crime Wilson stop.

I understand that plans are in place to refurbish the Wilson stop; but this will not magically deter crime. As a young woman who frequently travels alone, I am very uncomfortable using the Wilson stop. Although Wilson is a busy corner, the rate of gun crime on that corner is far from trivial. The Argyle stop, although somewhat better, is not on a heavily trafficked street as is the Lawrence stop. Because Lawrence is a bus route, and near a major intersection, there is more traffic round the clock, which makes it safer--there are more witnesses, and a greater likelihood of being able to flag a cab as soon as I get to street level if I feel that I'm being followed. I use the Red Line without fear, but if I'm forced to use the Wilson stop, I may reconsider this choice.

While I understand that cost-cutting measures need to be taken, reducing stops seems counter-intuitive. I strongly encourage you to discard this option.

Sincerely,

Sarah Hasler

RPM 702

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:28 PM  
**To:** Lea, Claudia  
**Subject:** FW: CTA improvements

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**From:** Dave Clarkin [daveclarkin@gmail.com]  
**Sent:** Monday, January 31, 2011 3:40 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA improvements

I hope you'll make the Wilson Red Line stop a priority and not wait five years to do it.

Its a filthy, crime-ridden station that most women in the neighborhood are afraid to enter. You shouldn't wait one day to increase security.

Long term, I have no objection to adding a southeastern exit onto broadway an toward target. However, maintaining the northern exit onto broadway is a must and adding a north exit onto Wilson would be ideal.

Platforms need to be redesigned to better protect riders from the elements. It needs to be made wheel chair and stroller accessible.

RPM. 703

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:29 PM  
**To:** Lea, Claudia  
**Subject:** FW: Citizen against Jarvis station closure

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**From:** Dominique Lewis [dom\_k\_lewis@yahoo.com]  
**Sent:** Monday, January 31, 2011 6:22 AM  
**To:** North Red & Purple Modernization  
**Subject:** Citizen against Jarvis station closure

Mr. Hands,

Please do not close the Jarvis station. It is the safest station for me to come home to at night - the area is well lit and there are businesses there that are open. I would otherwise have to come home by way of the Howard stop that in the front has who knows how many bums hanging around and in the back is generally vacant, there is nothing open back there, nothing is that well lit, it doesn't feel like a safe way home in any way. Pleasd keep the Jarvis stop open, it's an importanat stop for the Jarvis square businesses as well as he residents of the 49th ward.

Thank you,  
Dominique Lewis  
49th ward resident

*With all its sham, drudgery, and broken dreams,  
It is still a beautiful world.  
Be cheerful. Strive to be happy.*



RPM. 704

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:33 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis and South Blvd. stations  
**Attachments:** sullivan-jarvis-ltr\_0111.jpg

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**From:** Anne Alt [anne.alt@gmail.com]  
**Sent:** Monday, January 31, 2011 6:54 AM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis and South Blvd. stations

I absolutely agree with Dan Sullivan's letter (attached) regarding the possible closure of the Jarvis station. This station is a vital connection for many Rogers Park residents and for the growth of the Jarvis/Greenview district, which has greatly improved quality of life in this area of Rogers Park. The business district is also a destination for many people who live outside the neighborhood. The theater, restaurants and pub would get a lot fewer customers without the station, especially at night. Loss of the station could kill many of these businesses, resulting in loss of jobs and tax revenue, to say nothing of how many neighborhood residents could lose their favorite local businesses. After years of hard work by many residents to build these businesses, it would be catastrophic to lose them, and impact on property values could be significant.

This closure would also be a significant public safety issue. The distance between Howard and Morse (approx. 1 mile) would be too long a gap for such a densely populated area. Many CTA riders choose Jarvis over Morse for safety reasons, since the area around Jarvis is a safer place to walk. Foot traffic to and from the businesses around Jarvis and Greenview is helps makes the area safer for residents and visitors. Please do NOT close Jarvis station. For many trips, the bus is not a satisfactory alternative.

South Blvd. station provides a much needed transit option for patients and staff at nearby St. Francis Hospital. Only the 201 bus provides more direct access, and service intervals are considerably longer than on the purple line. For other bus access, it's a long, icy walk to Howard St. in winter. Service intervals can be long, especially nights and weekends, and street crime is a serious concern, especially in summer.

It's a 1 mile walk from St. Francis to Howard St. and nearly as long a walk to Main St., for those who need train service. Thousands people travel to St. Francis Hospital and medical offices every week - as patients and employees. Many are traveling from Chicago. The 1 mile distance between Howard and Main is too big a gap in an area with so many riders and businesses. Adding an extra entrance at Washington would NOT make up for this closure, especially in winter.

Please do not close either Jarvis or South Blvd. Many of the people who live closest to these stations do not own cars, and some of them cannot afford cars or have places to park them. Bus service alone or walking up to half a mile further to a train station is not a workable option for some of them. Station closure would seriously hurt these areas.

Anne Alt





Charmers Dagel LLC



~~XXXXXX~~

1500 W Jarvis Ave, Chicago, IL 60626 773-743-2233 (CAFÉ)

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

January 25, 2011

I AGREE! JARVIS STATION  
IS ESSENTIAL TO  
QUALITY OF LIFE IN THIS  
PART OF ROGERS PARK.

Subject: Opposition to the idea of closing of the Jarvis el station on the Red Line

Dear Mr. Hands,

Through two sources, I have recently been told that the CTA is making its long range plan to improve certain stations along the Red Line and that it is inviting input from the communities that depend on this important part of our neighborhoods. This letter is to tell you about the area known as Jarvis Square that depends on the Jarvis el station for its livelihood.

Please invest in our community as we have by upgrading and improving the Jarvis el station. It is vital to this neighborhood. Please do not close the Jarvis station.

Jarvis has a vibrant commercial community built from the east of the el station at Greenview Ave to the west at Ashland Ave. There are many new and successful businesses that were started in the past 6 years by people who live within a mile of the Jarvis el station. Here is a list of some of them:

- Charmers Café / The Dagel and Beli shop [www.charmerscafe.com](http://www.charmerscafe.com)
- Gruppo di Amici Italian Restaurant [www.gruppodiamici.com](http://www.gruppodiamici.com)
- TASTE Food and Wine [www.tastefoodandwine.com](http://www.tastefoodandwine.com)
- the side project theater [www.thesideproject.net](http://www.thesideproject.net)
- Rogers Bark Pet Salon [www.rogersbark.com](http://www.rogersbark.com)
- Poitin Stil Irish pub
- The Lumbar Lounge [www.lizatlumbar.com](http://www.lizatlumbar.com)
- Luzzat Indian Restaurant
- V-Tone Fitness [www.vtonefitness.com](http://www.vtonefitness.com)
- Jarvis Grill & Wok

RPM. 705

**Lea, Claudia**

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:33 PM  
**To:** Lea, Claudia  
**Subject:** FW: Redline expansion project

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**From:** Allison Lowe [alli\_lowe@yahoo.com]  
**Sent:** Monday, January 31, 2011 6:55 AM  
**To:** North Red & Purple Modernization  
**Subject:** Redline expansion project

Dear Mr. Hand,

I was unable to attend the concern meeting in Evanston last week about the Redline Expansion project. I would like to voice my concerns about some of the proposed changes.

I am thoroughly against closing the Thorndale and Lawrence stops. Not only would these closings affect me personally, but I know through experience that it would be a detriment to many people in the Uptown and Edgewater communities.

I work at Christopher House in Uptown, located at Leland and Winthrop (halfway between the Lawrence and Wilson stops). I try to avoid getting on and off at the Wilson stop at all costs, because I feel that it is very unsafe. The violence in the Uptown area has increased recently, including around the Lawrence stop, however the Wilson stop is generally considered one of the most dangerous stops on the Red line, even in the middle of the day. Closing the Lawrence stop could possibly put more people in danger, or at least make them feel unsafe, including the children and families who utilize our services at Christopher House and use the Lawrence stop daily to come and go from our center. If the CTA closes the Lawrence stop, more effort will be needed to make the Wilson stop safer.

I live near the Thorndale stop and I know that it is heavily utilized during the morning and evening rush hours. People use it to get to and from work and many Senn High School students use it to get to and from school. Closing this stop would mean that these workers and students would have to use the Granville or the Bryn Mawr stops, which are just too far to be considered useful. Unfortunately, the buses are far less consistent and reliable than the trains, so the Broadway and Sheridan buses are not equal substitutions. Plus, the increased number of riders using these buses after the closing of the stops would still create a huge inconvenience, not to mention overcrowding and delayed buses.

As a citizen of Chicago without a car, I depend and rely on the CTA to allow me to do my job and live my life. Proposed closings such as these have a crippling effect on thousands of others who do the same. I hope that you are able to voice these concerns so that the CTA will keep these stations open.

Thank you so much.





RPM. 706

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: Closing of Jarvis El Stop

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**From:** Hazel Urbano-Schultz [hurbanoschultz@hotmail.com]  
**Sent:** Monday, January 31, 2011 7:08 AM  
**To:** North Red & Purple Modernization  
**Subject:** Closing of Jarvis El Stop

Dear Mr. Hands,

Please do not close the Jarvis EL!

My husband 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,

Hazel Urbano-Schultz  
1522 W. Fargo Ave

RPM. 707

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis

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**From:** Beatty, Dale [DBEATTY@NCH.ORG]  
**Sent:** Monday, January 31, 2011 7:22 AM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis

Steve  
Dale Beatty

RPM. 708

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: jarvis street L

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**From:** Cato Heinz [catoheinz@aol.com]  
**Sent:** Monday, January 31, 2011 7:44 AM  
**To:** North Red & Purple Modernization  
**Subject:** jarvis street L

Hello,

Bad Idea to even think about closing the Jarvis Street "L". I use it and my daughter uses it, and have for 17 years. Public transportation is not always the most pleasant, so please don't make it worse.

Clean it, renovate it, man it, and create more jobs.

Thank you,  
Cato Heinz  
Chicago resident of the 49th ward.

RPM.709

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: SAVE SOUTH BLVD STOP

**Sensitivity:** Confidential

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**From:** Hanlon, Maureen [MHanlon@Reshealthcare.org]  
**Sent:** Monday, January 31, 2011 7:56 AM  
**To:** North Red & Purple Modernization  
**Subject:** SAVE SOUTH BLVD STOP

Many of our employees depend on this stop to get to work on time for all shifts. Please do not eliminate this stop.

*Maureen Hanlon*  
Director Risk Management  
Saint Francis Hospital  
(847) 316-4019  
[mhanlon@reshealthcare.org](mailto:mhanlon@reshealthcare.org)

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Lea, Claudia

RPM. 710

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comments on purple line rehabilitation proposal

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**From:** Connelly, Michael  
**Sent:** Monday, January 31, 2011 8:07 AM  
**To:** North Red & Purple Modernization  
**Subject:** FW: Comments on purple line rehabilitation proposal

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**From:** Longhini, Gregory  
**Sent:** Monday, January 31, 2011 7:26 AM  
**To:** Connelly, Michael  
**Cc:** Paetsch, Yvette  
**Subject:** FW: Comments on purple line rehabilitation proposal

Michael.

For the public record, no need to respond. I acknowledged receipt.  
Greg

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**From:** Brian Edwards [brianjasonedwards@gmail.com]  
**Sent:** Thursday, January 27, 2011 7:14 PM  
**To:** Longhini, Gregory  
**Subject:** Comments on purple line rehabilitation proposal

Dear Mr. Longhini,

My name is Brian Edwards and I am a graduate student at Northwestern University. I was unable to attend this week's meetings, so I am writing to express my thoughts on the purple line rehabilitation and modernization proposals. Let me begin by saying that I am glad that the CTA is planning to renovate the purple line stations. I live near the Main St. station and it can definitely use a facelift! However, I am concerned about the version of the proposed purple line rehabilitation project that will eliminate the Foster and South Blvd stations. The Foster St. station is the closest station to the Northwestern University and is used heavily during the morning and evening commutes. While I walk to and from campus when the weather is good, I typically take the L on rainy days and during very cold weather. The Foster St. station is the closest L station to my office, and if the station were eliminated, the L would no longer be a competitive option. If I had to walk to the Davis St. station and then wait for the train, the time savings associated with taking the L would be minimal. Furthermore, having to walk all the way to the Davis St. station would require walking twice as far in uncomfortable weather (Noyes is slightly closer than Davis, but is in the wrong direction). While I would love to have a beautiful modern L station at Main St., it isn't worth the tradeoff and inconvenience of having the Foster station eliminated. I would



prefer a more modest renovation that allows the CTA to maintain all current purple line stations.

I would be grateful if you could include this note with the public comments so it can be considered when the CTA makes its final decision. Thank you very much for your time and consideration.

Sincerely,  
Brian Edwards

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Brian Edwards  
[brianjasonedwards@gmail.com](mailto:brianjasonedwards@gmail.com)  
(646) 623-1366

RPM. 711

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:36 PM  
**To:** Lea, Claudia  
**Subject:** FW: CTA

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**From:** Wonderlich, Michael [Michael.Wonderlich@illinois.gov]  
**Sent:** Monday, January 31, 2011 8:26 AM  
**To:** North Red & Purple Modernization  
**Subject:** Re: CTA

I have been riding the CTA to work in the Loop for over 20 years. I have been faithful and even encouraged many colleagues to join me. The following are turn offs to riding for others who say they will not ride the CTA:

- 1) Not enough Purple Line Express Service out side of rush hours.
- 2) At night one can wait (I know this has happened to me) on the Howard platform for 1/2 hour in the cold wind for a train to arrive to go North.
- 3) Dirty cars and seats with urine on them.
- 4) Really poor communication about expected arrival of trains.

I will continue to ride the CTA because I am committed to the green aspect of public transport. I am often very frustrated with the service and understand others complaints.

Michael J. Wonderlich, D.Min.P.C.C.  
DCFS Clinical Services Division  
State Wide Administrator  
Office of Services to Individuals with Developmental Disabilities 100 W. Randolph Street, 3rd Floor, Room 306 Chicago, IL 60601  
Phone: 312-814-5558 FAX 312-814-1353

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RPM. 712

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:36 PM  
**To:** Lea, Claudia  
**Subject:** FW: jarvis el station

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**From:** Mary Clare Cadieux [maryclarecadieux@yahoo.com]  
**Sent:** Monday, January 31, 2011 8:29 AM  
**To:** North Red & Purple Modernization  
**Cc:** joe moore  
**Subject:** jarvis el station

To whom it may concern:

I was unable to attend last week's meeting about the Jarvis el station, but voiced my concerns to Alderman Moore's office ahead of the meeting.

Now that I have your contact information, let me again raise my concerns about the impact this bad idea would have on our neighborhood.

We are already congested, with many apartment buildings around this stop. If these residents were forced to drive, the congestion would only increase. If our residents were forced to take the bus to the train (Loyola, for example) this would present a financial burden as well.

The Jarvis el has been the armpit of the CTA for years. Other than Wilson, I cannot think of another stop that has languished in disrepair.

WE DESERVE A CLEAN, REPAIRED EL STOP, NOT CLOSURE.

Thank you for your time.

Mary Clare Cadieux

RPM. 713

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:36 PM  
**To:** Lea, Claudia  
**Subject:** FW: Steve Hands - response to proposal

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**From:** Marjorie Soule [marjoriesoule@sbcglobal.net]  
**Sent:** Monday, January 31, 2011 8:36 AM  
**To:** North Red & Purple Modernization  
**Subject:** Steve Hands - response to proposal

Mr. Hands-

I would like to let you know that my husband and I are very much against closing the South Blvd station. We use it all the time and would find its closing and the reduction of Express lines to be inconvenient.

Marjorie and Donald Soule  
1114 Harvard Terrace

Thank you for your consideration.



RPM. 714

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:37 PM  
**To:** Lea, Claudia  
**Subject:** FW: closing of Jarvis and other stations

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**From:** Joyce Abel [abeljoyce@att.net]  
**Sent:** Monday, January 31, 2011 8:40 AM  
**To:** North Red & Purple Modernization  
**Subject:** closing of Jarvis and other stations

Dear Mr Hands, I lived at the Morse stop of the red line 1965-1970. We had local and express trains. I hope that can work again. Please do not close the Jarvis stop. I am originally from NYC. The best solution is to run the subway system underground. Joyce Abel

RPM.715

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:37 PM  
**To:** Lea, Claudia  
**Subject:** FW: Don't Close Jarvis EL Stop; Renovate

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**From:** Kevin L. Dixler [kd@dixler.com]  
**Sent:** Monday, January 31, 2011 9:05 AM  
**To:** North Red & Purple Modernization  
**Subject:** Don't Close Jarvis EL Stop; Renovate

This follows up last week's CTA meetings on the Purple and Red lines. The Jarvis Street area has experienced a boom in growth. It now has at least five attractive and established businesses, which are used by the community. These deserve a better EL Platform to attract, not distract customers and clients. This area can thrive with a rehabilitated Platform. The current platform is gloomy and is anathema to the area. It is as if CTA has cast its gloom upon it. However, to eliminate the stop all together will doom many who might otherwise stop, from stopping base upon the view from the tracks.

A joint venture with the area and the Alderman will be better than letting the platform property continue to deteriorate. The use of rent a cops, who hesitate to protect the public is another issue. An attack at the Glenwood in December of 2009 is fresh on our memories. The rent a cops simply watched as juvenile thugs attacked a well known bar's patrons and/or its owner/co-workers. Perhaps, this was at the Morse Stop, but the public needs Transit police, not fixtures that look good, but do little when the more violent elements take over the station. We deserve to be safe and should not be intimidated to walk to the Howard Street Terminal.

A joint venture to rehabilitate the platforms will encourage more business in those areas. No one wants to live near or get off at a poorly maintained, rusted out, graffiti overrun EL Platform without a sense of fear for their safety. The idea that suburbanites will use public transportation to travel is challenged when the infrastructure and commitment to safety is minimal. We can eliminate congestion by rehabilitating and promoting our Red line EL Stops. Local businesses should be given incentive to pitch in. It helps local neighborhood economic development.

I've also noticed a failure by the CTA and Streets and Sanitation to take care of the graffiti on local buildings and its own property. It seems that vandals use CTA Property to access private property. Also, taggers try to promote their blight by forcing CTA Patrons to observe the gloom that the evening brought in. There needs to be a way to monitor trespassing. There are many absentee landlords in Chicago. The CTA and Streets & San's graffiti busters are doing an inept job of ridding the neighborhoods of graffiti that covers both sides of the EL Tracks on neighboring buildings and CTA Property. There needs to be better monitoring or a more effective means to deter vandals. I realize that the costs to clean are staggering and that efforts are made. Based upon the tags, it seems that not enough is being done fast enough. The CTA may need to be the eyes and ears for many building owners who are clueless as to what is being done to the roofs and upper walls of their buildings.

My experiences with the sparse purple line runs is upsetting. I find ways to travel on the red line, so I appreciate that funding is limiting. I agree that there is coverage. Yet, there is a noticeable gap in the wait time for purple versus green, brown and orange lines as I stand on the Adams/Wabash or Belmont platforms. It seems more extreme in light of the

fact that the orange and green lines often seem to attract less passengers. I appreciate that the Brown line attracts quite a bit. However, the newer lack of seating in the trains seems disappointing at times due to the new model trains. Many of us who have had a long day around rush prefer trains with more seating due to exhaustion at work. Perhaps, it is a trade off, but time will tell whether this is a perpetual annoyance or a worthy decision.

Sincerely,  
Kevin Dixler



12 PM. 716

Lea, Claudia

---

From: North Red & Purple Modernization [RPM@transitchicago.com]  
Sent: Monday, January 31, 2011 5:39 PM  
To: Lea, Claudia  
Subject: FW: Jarvis Station

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

---

From: CECILIA BENZ [CECILIA.BENZ@bfkn.com]  
Sent: Monday, January 31, 2011 9:25 AM  
To: North Red & Purple Modernization  
Subject: Jarvis Station

Dear Sir,  
Please do not close the Jarvis Station. My daughter and I take the red line at Jarvis to get to our jobs downtown. My daughter works nights at Northwestern Hospital and I work days, at a law firm downtown. It would cause an incredible hardship for us to get to our jobs if the Jarvis station is closed. Additionally, it has taken Rogers Park many years to become the neighborhood it is today. The little shops, coffee shop and restaurant would suffer tremendous damage if you decide to close the Jarvis station. It would be utterly unfair for our community and a we cannot endure another blow to our lifestyles.  
Thank you for your consideration.  
Respectfully,

Cecilia Benz.  
1200 Sherwin  
Chicago, IL 60626

\*\*\*\*\*  
CIRCULAR 230 DISCLOSURE: Unless expressly stated otherwise in writing, any tax advice contained in this communication (including any attachments hereto) is not intended or written to be used, and cannot be used (i) for the purpose of avoiding penalties that may be imposed on a taxpayer, or (ii) in promoting, marketing or recommending a partnership or other entity, investment plan or arrangement.

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RPM. 717

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:38 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red and Purple Line Improvements

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---

**From:** Robert Fuller [bobtedfuller@gmail.com]  
**Sent:** Monday, January 31, 2011 9:07 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red and Purple Line Improvements

Steve Hands,

Good morning. I recently heard about some of the proposals the CTA formulated for modernizing the Red and Purple lines. I am a transit-dependent resident of Chicago and when I have moved in the past, proximity to train lines and bus routes has been a significant factor in my decisions.

I urge the CTA to continue to expand service to as many residents and businesses as possible. I fully believe it is the availability of affordable transit has helped Chicago weather economic, social and cultural crises that stripped similar, less-transit rich of population and businesses in the past. I believe the expansion of the Red line beyond 95th street on the South side will make Chicago a more livable, and affordable place to live.

Similarly, improvements to current service of the Red line on the North side are vital to maintaining the economic vitality and accessibility for a huge portion of Chicago's population.

I believe improvements to the infrastructure of the Red line should take priority over decreasing travel times for residents who live outside the city. Evanston and Wilmette are currently well-served by both the CTA and Metra, and the addition of a new Metra stop at Peterson Avenue will increase express options for residents of Chicago's far north. I urge you to improve the accessibility of existing stations and timeliness of travel between all stations on the entire line. I foresee that jobs will continue to spread throughout the city and creating further express service to the downtown will not serve a business district that is no longer just in the loop. Please improve our outdated transit infrastructure, increase accessibility and work to improve service to all stops. Thank you and I do hope you publicize the need for public support of funding for what will be tremendous improvements to Chicago transit.

Bob Fuller

--  
Bob Fuller  
Masters of Urban Planning and Policy Candidate  
University of Illinois at Chicago  
President Urban Planning and Policy Student Association  
773 972 6410



RPM. 718

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:39 PM  
**To:** Lea, Claudia  
**Subject:** FW: Transit Chicago Contact Us - restructure of north side red line

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

---

**From:** Feedback  
**Sent:** Monday, January 31, 2011 9:41 AM  
**To:** North Red & Purple Modernization  
**Subject:** FW: Transit Chicago Contact Us - restructure of north side red line

FYI:

CTA FEEDBACK TEAM

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**From:** Feedback  
**Sent:** Monday, January 31, 2011 9:41 AM  
**To:** dawn edmondson  
**Subject:** RE: Transit Chicago Contact Us - restructure of north side red line

Thank you for your comments. Your information has been forwarded to the Red Line [RPM@transitchicago.com](mailto: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:** dawn edmondson [rr1873@yahoo.com]  
**Sent:** Monday, January 31, 2011 7:55 AM  
**To:** Feedback  
**Subject:** Transit Chicago Contact Us - restructure of north side red line

Address: 1317 w elmdale ave

Address2:

Address3:

City: chicago

State: IL

Country: United States

Zip: 60660

Phone: 773-989-4233

Comment: i have a medical condition and rely on the thorndale stop to get to my doctors and all other important

business. i take pride in being able to manage that on my own, but if thorndale el stop were to close, i would be unable to make it all the way to either bryn mawr or granville. i would then have to arrange for the cta handicapped transport which would end up being MUCH more costly for the CTA budget. i have many elderly neighbors with similar situations.

RPM. 719

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:40 PM  
**To:** Lea, Claudia  
**Subject:** FW: please do not close my station!!

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---

**From:** Robin Gilson [robingilson@yahoo.com]  
**Sent:** Monday, January 31, 2011 9:45 AM  
**To:** North Red & Purple Modernization  
**Subject:** please do not close my station!!

I heard that the Purple Line at South Boulevard might close! This would be horrendous! One of the main reasons we purchased our townhouse was to be so close to the El, and this would really affect our lives, and maybe of our neighbors lives! Please do not close this station! It is so important and keeps Evanston connected to the city!

-Robin Gilson  
Evanston resident

RPM. 720

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:40 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis CTA potential closure consideration  
**Attachments:** image001.jpg

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---

**From:** Beatty, Dale [DBEATTY@NCH.ORG]  
**Sent:** Monday, January 31, 2011 9:48 AM  
**To:** North Red & Purple Modernization  
**Cc:** ward49@cityofchicago.org  
**Subject:** Jarvis CTA potential closure consideration

Dear Mr. Steve Hand,  
I reside at 1232 W. Chase Ave #3 in the 49<sup>th</sup> Ward of Chicago. I recently heard of that the Jarvis CTA station was been discussed as a potential station for closure. While I respect that everyone has to balance their budgets and reduce cost in this economic climate, I truly feel that this potential consideration would be a poor business decision and crippling to many in my community. We have had increased taxes at both the state and city level. Truly, I see so many in needs in our community and the lack of transportation and / or increased transportation cost would be one additional burden. This move would also be an economic insult to the business committees in this area. Please let me know your thoughts about this consideration. I know that there was a meeting last week and I was unable to attend for which I am regretful.

Respectfully,  
Dale Beatty


Dale E. Beatty, RN, BSN, MSN, NEA-BC  
Executive Vice President, Hospital Operations  
Northwest Community Hospital  
800 West Central Rd  
Arlington Heights, Illinois 60005-2392

847.618.5007 | tel  
847.618.5009 | fax  
[dbeatty@nch.org](mailto:dbeatty@nch.org) | e-mail



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*Modern Healthcare's Best Places to Work 2009*

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 Please don't print this e-mail unless you really need to.



RPM. 721

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:40 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis stop closure

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---

**From:** Carter [seecarter@comcast.net]  
**Sent:** Monday, January 31, 2011 10:14 AM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis stop closure

+ I use the train at Jarvis every day ,twice a day  
the idea of walking further to go to work is unworkable and more time wasted Why does jarvis  
have to take the full hit and other sites don't Reduce the service to day time hours or  
increase the fare but to out right close the station makes no sense at all I don't drive  
anymore because I use the CTA Leave well enough alone and find another way Perhaps cuts in  
high pay salary for some of the Big Shots would work Carl Carter 1235 w Jarvis 6026

RPM.722

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:41 PM  
**To:** Lea, Claudia  
**Subject:** FW: Transit Chicago Contact Us - suggested el station elimination

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---

**From:** Feedback  
**Sent:** Monday, January 31, 2011 10:17 AM  
**To:** North Red & Purple Modernization  
**Subject:** FW: Transit Chicago Contact Us - suggested el station elimination

FYI:

CTA FEEDBACK TEAM

---

**From:** Feedback  
**Sent:** Monday, January 31, 2011 10:16 AM  
**To:** Shirley Lynn  
**Subject:** RE: Transit Chicago Contact Us - suggested el station elimination

Thank you for your comments. Your information has been forwarded to the Purple Line [RPM@transitchicago.com](mailto: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:** Shirley Lynn [shirley-a-lynn@att.net]  
**Sent:** Friday, January 28, 2011 7:13 PM  
**To:** Feedback  
**Subject:** Transit Chicago Contact Us - suggested el station elimination

Address: 102A South Blvd.

Address2:

Address3:

City: Evanston

State: IL

Country: United States

Zip: 60202

Phone: 847-866-6612

Comment: One of the proposals at the meeting was the closing of the South Blvd. el station. The bus that ran on

South Blvd. has already been eliminated - but closing the el station at South Blvd. would be a disaster for all too many people living both E & W of Chicago Ave. It would be impossible for most who currently use the South Blvd. station to walk to either the Main St. or Howard St. el stations. Please give this issue more attention and consideration.

thank you,

Shirley Lynn

RPM-723

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:40 PM  
**To:** Lea, Claudia  
**Subject:** FW: JARVIS EL STATION

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---

**From:** Mirjana Ugrinov [mugrinov@me.com]  
**Sent:** Monday, January 31, 2011 9:48 AM  
**To:** North Red & Purple Modernization  
**Subject:** JARVIS EL STATION

Mr. Hands,

This is a note from concerned citizen in Rogers Park. My husband and I moved here exactly 10 years ago. The neighborhood we live in is vital and friendly. We love it! Everything is within walking distance - markets, stores, services AND the 'L'. We do not own a car for almost four years. Like many in our area, we rely on CTA and the red line. PLEASE, leave the Jarvis station open, it is an important stop and departure point for thousands of users!

Thank you,

Mirjana Ugrinov  
1055 West Columbia Ave.  
Chicago, IL 60626



RPM-724

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:41 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red line changes

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---

**From:** Natasha Byars [natashasmil@gmx.net]  
**Sent:** Monday, January 31, 2011 10:55 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red line changes

Hello,

I just wanted to voice my opinion regarding the proposal which includes closing the Lawrence stop. This el stop not only provides a valuable connection to the 81 bus (and therefore the Blue Line and O'Hare), but also access to a historically-significant part of Uptown. With the theaters, architecture, and music, I would worry about what such a closing would do to the local businesses as well as to the many CTA riders who depend on the Red Line/Lawrence bus connection.

I strongly support Alderman Moore's position that no station be closed.

Thank you,  
Natasha Byars  
Red Line Rider  
--

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RPM.725

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:42 PM  
**To:** Lea, Claudia  
**Subject:** FW: Transit planning

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---

**From:** Sidney Saltz [sid@sgsaltz.com]  
**Sent:** Monday, January 31, 2011 11:01 AM  
**To:** North Red & Purple Modernization  
**Subject:** Transit planning

Obviously the Red and Purple Lines need a lot of work. Some of the viaducts are being held up with steel braces, which is somewhat worrying. Some have been replaced, but others are concrete and are flaking. That appears to require attention sooner, rather than later.

As a Purple Line rider, I think it unfair to add transfer points, reducing the express nature of that line. It was bad enough when the Purple Line no longer went express from Howard to the Merchandise Mart.

Also, eliminating stops in Evanston would be unfair. Evanston runs quite a distance east along South Boulevard and eliminating that stop would increase people's walk to rapid transit. They could take the bus on Chicago Avenue to Howard, but that bus does not run very frequently. Eliminating the Foster stop would be unfair to Northwestern University commuters and people attending functions there, including out-or-towners.

On the other hand, it seems totally appropriate to close Red Line stops. The Jarvis stop is .4 mile from the Howard stop and .2 mile to the Sheridan Road bus. Granville, Thorndale and Argyle have no crossing bus routes, but adjoin Broadway. Passengers could take the Broadway bus to other stations, and a free transfer could be allowed at those locations to reduce the impact of closing other stations. Lawrence is only 2 blocks from Wilson and that is served by the Broadway bus as well. Those stops could be eliminated without too great a burden, and that would speed up the ride from Howard to Belmont.

An alternative, why does not CTA not consider re-instituting A and B trains during the day and through the rush hours? That system worked very well and is an alternative to closing the stations referred to above.

As an unrelated matter, some of the stations in the loop are in very bad shape. For example, there is a warming area at Madison and Wabash southbound, but no back wall, so the wind just blows in from the west. That makes no sense. What is the plan for those stations?

Sidney G. Saltz  
Sidney G. Saltz, P.C.  
70 West Madison Street  
Suite 1500  
Chicago, Illinois 60602  
Tel: 312-696-2030

Fax: 312-263-0939

[sid@sgsaltz.com](mailto:sid@sgsaltz.com)

[www.sgsaltz.com](http://www.sgsaltz.com)

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RPM.726

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:41 PM  
**To:** Lea, Claudia  
**Subject:** FW: public comment

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---

**From:** Yarrow Axford [yarrow@earth.northwestern.edu]  
**Sent:** Monday, January 31, 2011 10:53 AM  
**To:** North Red & Purple Modernization  
**Subject:** public comment

Greetings,

I understand that you are soliciting public comments regarding future changes to the CTA Red and Purple Line systems. I have always wondered why the Purple Line doesn't stop at Sheridan (other than for night games at Wrigley Field) -- given that it has to slow down almost to a stop anyway, to go around the S-curves. This would provide a much faster link between northern Lakeview/southern Uptown and the northern communities.

Thank you!  
Yarrow Axford

\*\*\*\*\*  
Dr. Yarrow Axford  
Dept. of Earth and Planetary Sciences  
Northwestern University  
1850 Campus Drive  
Evanston IL 60208-2150



RPM.727

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:42 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red line changes

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

---

**From:** Natasha Byars [natashasmail@gmx.net]  
**Sent:** Monday, January 31, 2011 10:55 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red line changes

Hello,

I just wanted to voice my opinion regarding the proposal which includes closing the Lawrence stop. This el stop not only provides a valuable connection to the 81 bus (and therefore the Blue Line and O'Hare), but also access to a historically-significant part of Uptown. With the theaters, architecture, and music, I would worry about what such a closing would do to the local businesses as well as to the many CTA riders who depend on the Red Line/Lawrence bus connection.

I strongly support Alderman Moore's position that no station be closed.

Thank you,  
Natasha Byars  
Red Line Rider  
--

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RPM.728

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:44 PM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Station Closing

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

---

**From:** David Jones [proppjonesstudio@gmail.com]  
**Sent:** Monday, January 31, 2011 11:02 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Station Closing

I would like to express my Opposition to the possibility of closing the Jarvis Station- as Gas becomes more expensive it will become essential to have modern, fast, quiet mass transit rather than fewer stations, loud and dirty trains, and antiquated facilities.

Sincerely,

David Jones  
[proppjonesstudio@gmail.com](mailto:proppjonesstudio@gmail.com)

RPM. 729

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:44 PM  
**To:** Lea, Claudia  
**Subject:** FW: El feedback

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---

**From:** Matthew Cook [mattcookesquire@gmail.com]  
**Sent:** Monday, January 31, 2011 11:04 AM  
**To:** North Red & Purple Modernization  
**Subject:** El feedback

You should build a Brown Line stop and a Metra stop somewhere where they are next to one another (i.e. near Ravenswood north of Paulina) so that people can make transfers between the two, maybe near Addison Brown Line stop. You should also eliminate stops on the Red Line in Rogers Park, way too many now.

RPM.730

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:44 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis El

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---

**From:** Elizabeth Wasserman [wasserman1421@earthlink.net]  
**Sent:** Monday, January 31, 2011 11:13 AM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis El

*The Jarvis El stop is needed in Rogers Park. It provides walking access to the el for people in the area. The el stop also helps keep business in the area.*

*It would add an additional bus for commuters who live between the Morse El and the Howard el. By having the Jarvis el stop it also keeps down the number of people driving to work or to another el stop.*

*If the CTA wants to increase ridership and income eliminating needed stops is not the way to do it.*

*Elizabeth Wasserman*  
[wasserman1421@earthlink.net](mailto:wasserman1421@earthlink.net)



RPM 731

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:44 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comments on Red Purple Modernization Proposals

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**From:** John Bankhurst [jbankhurst@hotmail.com]  
**Sent:** Monday, January 31, 2011 11:15 AM  
**To:** North Red & Purple Modernization  
**Cc:** John Bankhurst  
**Subject:** Comments on Red Purple Modernization Proposals

I would like to voice my opinion to strongly SUPPORT keeping the Lawrence station open on the Red Line. While I do believe that some bus stop consolidation is a worthy consideration, the Lawrence station is located on a main East-West route with one of the few 24-hour bus lines in the city.

I suggest that the CTA create a two-block station on the north side of Lawrence Avenue, and combine this station with the Argyle station. If entrances and exists are located at both Lawrence and Argyle (north side of Lawrence and south side of Argyle), with a longer pedestrian path between, this would be optimal for both the Uptown Entertainment district (with the Riviera, Aragon, and the potential restoration of the Uptown Theatre), as well as the Argyle business district. This would be a similar format to the Red Line station at Sox-35th, that has entrances at both 33rd Street and 35th street. With my proposal, a stop is eliminated, but both the existing Lawrence and Argyle station footprints are maintained with one few platform.

The CTA's proposal of keeping Argyle but closing Lawrence and adding an auxiliary entrance at Ainslie does not make sense. Ainslie is a minor cross street with no commercial traffic. And, there are NO bus connections at the Argyle station. The 81 bus route must remain on Lawrence to serve the high concentration of residents (especially the elderly and the physically challenged) who rely on public transportation as their only option.

RPM 732

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:45 PM  
**To:** Lea, Claudia  
**Subject:** FW: Please don't close Jarvis!

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**From:** PaulineCJN@aol.com [PaulineCJN@aol.com]  
**Sent:** Monday, January 31, 2011 11:28 AM  
**To:** North Red & Purple Modernization  
**Subject:** Please don't close Jarvis!

This is to register my strong opposition, as a Rogers Park resident, to the plan to close the Jarvis Street stop on the Red Line. This is not my stop, but I am very familiar with the many small businesses that have opened along the Jarvis corridor in recent years. I believe closing this station would kill many of those businesses, not to mention the inconvenience to residents.

Yes, the Jarvis station is fairly close to Morse on one side and Howard on the other, but for elderly or disabled riders in particular, it would be a great hardship to use those stops instead of Jarvis. As I ride the Red Line every day, I see quite a bit of usage of the Jarvis stop, riders both getting on and getting off. I hope the CTA will not close this station and cause hardship to many people and businesses.

Thank you.

Pauline Yearwood

Pauline Yearwood  
Managing Editor  
Chicago Jewish News  
847-966-0606 X 13  
[paulinecjn@aol.com](mailto:paulinecjn@aol.com)



Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:46 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis station closing discussion

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**From:** Buddy King [buddy@buddyking.biz]  
**Sent:** Monday, January 31, 2011 11:36 AM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis station closing discussion

I don't really know if anybody reads these, but I am puzzled by a number of things that seem to be in complete disagreement with one another.

What is the stated goal, objective or purpose of Public Transportation, in our issue, CTA? Is it not to provide more accessible, convenient, reasonably priced transit to the citizens of Chicago and immediate suburbs eliminating the need for individual automobiles which have been proven to be one of largest issues destroying the natural balances of the planet? In a period of time where "Big Business" has become the model for various institutions for which this model is more than slightly inappropriate (hospitals, schools, universities) perhaps nobody will notice when public transportation jumps on the bandwagon.

It seems that every new administrator is looking to immortalize themselves by initiating some program(s) that will indelibly place their name in print and history. Richard L. Rodriguez could write in his next cover letter seeking a larger position that he saved the Chicago Transit Authority whatever hundreds of thousands of dollars by closing a station that lacked optimum usage. Will he also mention the mothers with children in the sub-zero weather walking to Clark Street to wait for a bus, the daily workers now cramped on the Howard platforms, the businesses that located specifically in the traffic areas around the station that will lose the traffic patterns that keep them operating, the seniors?

I do understand the need of the city to tighten bootstraps. We all know there are obvious ways to do that. I have a lot of suggestions about that, but they are certainly not appropriate to this discussion. Jarvis needs to be maintained and if anything, improved.

Earl King  
49<sup>th</sup> Ward



RPM. 734

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:47 PM  
**To:** Lea, Claudia  
**Subject:** FW: Lawrence Red Line Stop - DO NOT CLOSE  
**Attachments:** image001.png

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**From:** Carrie Robertson [carrie@6mint.com]  
**Sent:** Monday, January 31, 2011 11:49 AM  
**To:** North Red & Purple Modernization  
**Subject:** Lawrence Red Line Stop - DO NOT CLOSE

CTA

I am a resident of Uptown as well as President of my Condo Association. I heard about the possibility of the Red Line Lawrence Stop closing. Since I live practically next door to the stop, I use it quite frequently to head downtown for business and north for networking. I also travel frequently out of Midway Airport and it is my life line to the airport because cabs are so expensive. The Lawrence stop is used by many people coming to a show at the Aragon or Riviera. We also have the historic Green Mill, Borders and some night life and restaurants. I fear the area as well as my property value would go down even more if the Lawrence Stop was shut down. One of the deciding factors of me purchasing property where I did was because the train was literally next door.

Why not close the Wilson stop? It is falling apart and has tons of loiterers always hanging out on the corner. It's dirty, dark and feels unsafe. There have also been numerous shootings just a couple of blocks West of the Wilson stop. I certainly wouldn't feel safe walking to that area all the time to take the train.

I want to express my frustration with not only the increase in crime in Uptown since I became a property owner, but also the continued general decline of the area over the last 2 years. If the CTA cuts off the life line of transportation to the area, I will have no choice but to cut my losses and move from Uptown. I'm sure other good citizens in the area feel the same...I know the ones in my building certainly do.

Thank you

**Carrie Robertson**  
Marketing & Communication Consultant



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**T: 773 728 0742**  
**M: 773 620 0362**

1107 W Lawrence Ave #203  
Chicago, IL 60640  
[www.6mint.com](http://www.6mint.com)

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RPM. 235

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:47 PM  
**To:** Lea, Claudia  
**Subject:** FW: Without closing Jarvis, add transfers at Wilson & Loyola

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**From:** Donna Refior [donnarefior@hotmail.com]  
**Sent:** Monday, January 31, 2011 11:51 AM  
**To:** North Red & Purple Modernization  
**Subject:** Without closing Jarvis, add transfers at Wilson & Loyola

Greetings,

Thank you for the chance to chime in on the proposed changes and upgrades to the CTA trains.

Briefly, let me encourage you to ADD to the viability of the el-train system by increasing service options rather than cutting them.

I would like to see a combination of a couple of the proposed options. Without eliminating Jarvis stops, I'd like to see transfer options added at Wilson and Loyola. I would like to see the Purple Line keep its regularity of service all day.

Every time I read or hear about the CTA trains or busses eliminating routes or cutting down the times they run, I think it is shooting itself in the foot. People need to find the mass transit options reliable, convenient, affordable and timely so that they can be a viable option to street-clogging cars. I would like to see transfers reinstated or One Day Passes available at train stations, too.

Thanks for your consideration of these ideas.

Sincerely,  
Donna Refior

[donnarefior@hotmail.com](mailto:donnarefior@hotmail.com)

RPM. 736

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:48 PM  
**To:** Lea, Claudia  
**Subject:** FW: lawrence stop

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---

**From:** Tracy Whitton Rome [tracywhitton@hotmail.com]  
**Sent:** Monday, January 31, 2011 12:16 PM  
**To:** North Red & Purple Modernization  
**Subject:** lawrence stop

I recently read that the CTA was considering closing the Lawrence el stop. I live in the area and use the Lawrence stop, and it's probably the safest option considering that Argyle is to the North and Wilson is to the South. The Wilson el stop is deadly in my opinion but that's a whole other story.

Please reconsider, closing the Lawrence el stop would negatively affect several workers and families.

Thank you,  
Tracy Whitton  
4847 N Winthrop - Unit G  
Chicago, IL 60640



Lea, Claudia

RPM. 232

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:48 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comments

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**From:** Debra Walker [debbie-walker@northwestern.edu]  
**Sent:** Monday, January 31, 2011 12:18 PM  
**To:** North Red & Purple Modernization  
**Subject:** Comments

Dear Steve,

I ride the Red and Purple lines every day to and from work in Evanston. Please don't shut down any of the stations!

I have two suggestions for improvements based on using the existing tracks:

1- widen some of the platforms. The Bryn Mawr station is dangerously narrow and is hard to navigate around the stairwells.

2- put in escalators that go up to the station platform in more stations. I had leg injuries last year and it was extremely difficult to navigate the stairs.

Thank you for your time.

Best,

Debbie

Debra A. Walker  
[debbie-walker@northwestern.edu](mailto:debbie-walker@northwestern.edu)  
Assistant to the Chair  
Molecular Biosciences  
Northwestern University  
Hogan Hall 4-124, 2205 Tech Drive  
Evanston, IL 60208  
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Fax: 847-467-1360

RPM. 739

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]  
Sent: Monday, January 31, 2011 5:48 PM  
To: Lea, Claudia  
Subject: FW: closing of Red Line el stops

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From: Lisa Gordon [lisa@lisagordonevents.com]  
Sent: Monday, January 31, 2011 12:21 PM  
To: North Red & Purple Modernization  
Subject: closing of Red Line el stops

I'm writing to give feedback on the CTA's proposed renovation plans for the Red Line. I've been looking at the information in the Tribune, which I assume is accurate. None of the plans seems adequate to me.

Leaving aside the need to procure funding at the moment, it seems to me that a better plan would be to make a major effort to make all the Purple Line stations able to handle 8 car trains. (The plan to renovate Red Line stations to do that seems redundant to me. All Red Line stations can currently handle 8 car trains, as that is what runs on the Red Line now.) And while the idea to make Loyola and Wilson into transfer stations is appealing, I think the money could be much better spent to repair the crumbling viaducts (like the one over Rogers Ave--very scary!) and bring more stations up to ADA standards.

I disagree strongly with any idea to close el stations. People count on having their stations open when they move into a neighborhood.

Sometimes it is a minimal inconvenience to go to a different station, but for some people in some places it makes it difficult or impossible to take public transit. It certainly does not encourage increased ridership, which must be a goal of the CTA. And the businesses along the streets where there are stations are very dependent on the foot traffic to and from the station. Closing an el station is an economic disaster for a neighborhood. There are better ways to allocate funds.

I look forward to further plans for the Red and Purple Lines. These are vital lifelines for many of us who live on the north side. I hope the CTA will continue to solicit feedback from riders.

Thanks.

Lisa Gordon  
Rogers Park

\*\*\*\*\*

Lisa Gordon  
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RPM.739

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:49 PM  
**To:** Lea, Claudia  
**Subject:** FW: Planning Comments

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**From:** Brian Kirshenbaum [bjkirshen@gmail.com]  
**Sent:** Monday, January 31, 2011 1:36 PM  
**To:** North Red & Purple Modernization  
**Subject:** Planning Comments

1. Should you remove some stations at the north end of the Red Line (which I know is not definite) and ask people to walk to their destination, I think it's great if it provides faster service. Bad part, if it is later in the evening and the neighborhood is not so great, it could be more dangerous.
2. Not sure what you plan for the Purple Line but I would say you could almost do away with the Dempster stop and remodel the Main Street Station.
3. If you need money, why don't you lease ALL the parking spots under your L tracks where people park for free all over the city? Must be A LOT of money to be made with this.
4. Lastly, can you add a new station by the United Center (Pink line yes?)while you're at it? Would be SOOOO Great for Bulls and Hawks Fans and concert goers!

**Brian Kirshenbaum CSCS**  
847.691.3401  
[briankirshenbaum.com](http://briankirshenbaum.com)  
[bookbrian.com](http://bookbrian.com)

Lea, Claudia

RPM.740

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:50 PM  
**To:** Lea, Claudia  
**Subject:** FW: PS

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---

**From:** Brian Kirshenbaum [bjkirshen@gmail.com]  
**Sent:** Monday, January 31, 2011 1:39 PM  
**To:** North Red & Purple Modernization  
**Subject:** PS

how about extending the Blue Line to Allstate Arena?

**Brian Kirshenbaum CSCS**  
847.691.3401  
[briankirshenbaum.com](http://briankirshenbaum.com)  
[bookbrian.com](http://bookbrian.com)



RPM. 741

**Lea, Claudia**

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:50 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red & Purple Modernization Project

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**From:** ferris o'shaughnessy [ferris@northwestern.edu]  
**Sent:** Monday, January 31, 2011 1:41 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red & Purple Modernization Project

Mr. Hands, I am a long-time CTA rider and commute to my job at Northwestern via the Purple-line.

I understand that the CTA is considering closing the Foster Street Station, which many of my colleagues and I use every weekday.

Although Foster certainly isn't as busy as any of the downtown stations, it is vital to us. Losing the Foster Station would add 10 minutes to my already one hour commute.

And this is not simply a matter of convenience, but also one of security. Because the streets between the Davis Street Station and my office aren't particularly well lit or well traveled, during the winter months personal safety will become a concern for myself and my colleagues.

I hope you will factor these concerns into your decisions making. Thank you for your time.

Ferris

--  
Ferris O'Shaughnessy  
Associate Director, Design  
Marketing and Communications  
Office of Alumni Relations and Development  
Northwestern University  
2020 Ridge Avenue - 4th Floor  
Evanston, IL 60208-4307



RPM-742

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:50 PM  
**To:** Lea, Claudia  
**Subject:** FW: Oppose closing of Lawrence Red Line station

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---

**From:** Sana Syal [sana@uptownunited.org]  
**Sent:** Monday, January 31, 2011 2:38 PM  
**To:** North Red & Purple Modernization  
**Subject:** Oppose closing of Lawrence Red Line station

Mr. Hands,

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

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

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

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

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

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

Sana Syal  
Project Coordinator/Public Ally  
Uptown United  
4753 N. Broadway, Suite 822  
Chicago, IL 60640  
phone 773-878-1064  
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Lea, Claudia

RPM. 743

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 5:51 PM  
**To:** Lea, Claudia  
**Subject:** FW: CTA north side improvement input

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---

**From:** Theodore Jackson [theodore@theodorejackson.net]  
**Sent:** Monday, January 31, 2011 2:47 PM  
**To:** North Red & Purple Modernization  
**Subject:** CTA north side improvement input

Dear CTA Administration:

I have recently read about some of the plans for Red line modernization, courtesy of Uptown Update and the Chicago Sun-Times. As a resident of Uptown and regular CTA customer, I can say that I have a vested interest in the improvements being considered. Certainly the stops in or around the 46th Ward, of which I am a resident, are in desperate need of improvement. I recognize the limitations presented by the current Alderman Helen Schiller, but hope that following the elections in February, you are able to work with the new Alderman to develop a coherent strategy that plans for the future, not merely patches over existing problems.

The Brown Line expansion, though it provided difficulties while undergoing construction, was a good model of this; the stations are now equipped to handle the increased demands on the system, able to accommodate handicapped customers, are pleasing to the eye, and are generally well-maintained. The theme in discourse these days seems to be "Patch it over;" it is not seen as convenient or politically desirable to really invest in the future. Consequently, a network of patches is built at the least possible expense, only to crumble and require massive, high-cost renovations later. It is time to truly upgrade both the stations and the tracks of the Red Line.

That being said, I would like to **STRONGLY** advise against closing the Lawrence and Thorndale stops. Both areas are currently seeing a good deal of business development, bringing increased traffic to these stops. Cutting service to these locations would undermine this growth, stifle increasingly lively neighborhoods, and possibly decrease ridership due to added inconvenience.

Though I am not familiar with the details of the plans, changing the northside El tracks to some sort of subway model seems ill-advised as well. Again, in spite of the expense, a four-track, elevated modernization seems the best solution, and I hope to see support and action on this plan in the near future.

Thank you,  
Theodore Jackson



Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:01 PM  
**To:** Lea, Claudia  
**Subject:** FW: my comments about options

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**From:** Jean SmilingCoyote [maiinganikan@yahoo.com]  
**Sent:** Monday, January 31, 2011 3:06 PM  
**To:** North Red & Purple Modernization  
**Subject:** my comments about options

I went to the meeting at Senn and after much thought and paying attention to news reports, have these comments:

1. I want to see aerial images which overlay proposed straightening of some tracks on top of photos.
2. My overall suggestion for modernization can best be described as a chimera with some tweaks. Here goes:
3. Keep all the Evanston stops open, with repairs & improvement per the 4-track option. It seems the proposal to close some stops is based on ridership rather than distance to the adjacent stops.
4. The Evanston stops not now officially served by buses should have that status changed by some type of minor re-routing of at least 1 bus route.
5. I know CTA has criteria to decide to say whether a particular rapid transit stop is going to be listed as "served" by a particular bus route, or not, probably based mainly on distance. I suggest that to help increase ridership in those Evanston stops which could be closed, land-use changes should be encouraged which would tend to increase ridership. These could be related to pedestrians or bus riders. The encouragement would start with jawboning the government officials and business leaders who have more to say about this.
6. The north Red Line should get either the 3- or 4-track modernization option. The problem with a subway is that the Purple Line Express is eliminated. Many, including myself, object strongly to this. I think most regular (5-day/week) Evanston Express riders commute to Chicago to work in the daytime.
7. Question: would there be any way to rebuild the Clark Junction with a grade separation sans the subway option, to eliminate the current congestion between Red & Brown Lines?
8. The topic of possible closure of some Red Line stations, with addition of Secondary Entrances to those taking up the passengers, should be decided on a case-by-case basis, with lots of input from local stakeholders.

Jean SmilingCoyote  
1823 W. Granville Ave.  
Chicago IL 60660  
773-743-8918

RPM.745

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:09 PM  
**To:** Lea, Claudia  
**Subject:** FW: Please don't close the Lawrence Avenue Red Line Stop

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**From:** Scott Sejnost [ssejnost@gmail.com]  
**Sent:** Monday, January 31, 2011 3:20 PM  
**To:** North Red & Purple Modernization  
**Subject:** Please don't close the Lawrence Avenue Red Line Stop

Hello-

I have been reading lately that the CTA is looking for ways to improve the L line tracks and stations- without trying to raise fares and have the city go further into debt. I have to say- I like the CTA's thinking on this. Instead of just raising fares, looking at how funds are spent and allocating them properly is the way to go. However, I think it would be a mistake to close the Lawrence Avenue Red Line station.

Selfishly, I don't want the Lawrence Avenue station to close, since that is the station that is closest to me. I use the L to get to work everyday and having a convenient station to me, makes going to work a little easier each morning. Unselfishly- I think closing the Lawrence Avenue station - and any station for that matter, will hurt businesses off of those stations. There are restaurants and bars, music venues and stores at Lawrence- just like at almost every other station. In this economy, any extra work for a shopper to get a product, means it is more unlikely they will go out of their way to get it. This then could lead to store closings and vacant storefronts/loss of jobs/loss of tax dollars being generated.

I think the Lawrence station lets their riders out in the middle of a little neighborhood that has good restaurants and bars, and is fun to go to. However, I can't say you should close the Argyle, Berwyn and/or Wilson stops, since they have restaurants/bars/stores as well. Personally speaking, I know people closer to the Wilson L station, who decide to either walk to Sheridan or Lawrence to use the L, then to go to the closer Wilson stop. The main reason for this is safety. Nobody wants to go to work- or come home from work, and have to deal with the possibility of a fight breaking out and being stuck in the middle. Also, that station is the worst off condition of any station- though, it is more of an enclosed station, not like the open stations of Lawrence, Argyle and Berwyn. I know when I moved into the area and was looking for places to live, my wife and I stayed away from places near the Wilson stop. I believe Lawrence is the better station.

Since I think closing down stations would hurt the businesses around each station, I was trying to think of some way to get around closing any. Is it possible to not permanently close any station down, but perhaps have limited service to those stations? So make stops at every stop during the rush hours in the morning and evening (say a two or three hour window) and then close them, so the CTA can move any personnel to an open station? This would cut costs, and not effect any people going into the city for work, but also, businesses wouldn't be as effected if the station was permanently closed down. Just a thought.

Also, an underground system reaching more north sounds like a good deal, but I think that would be very expensive to create new tunnels. I think repairing the necessary bridges and structures is the way to go.

Anyways, just my two cents. I really hope the Lawrence Avenue station (and any station surrounded by businesses for that matter) doesn't get shut down. I'll pull for more of our tax dollars to get channeled to the CTA, so they can make the necessary improvements and not make things difficult for their riders.

Thank you.



RPM.746

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:10 PM  
**To:** Lea, Claudia  
**Subject:** FW:

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---

**From:** MABRY, JAMES C (ATTILB) [jm2378@att.com]  
**Sent:** Monday, January 31, 2011 3:42 PM  
**To:** North Red & Purple Modernization  
**Subject:**

I AM A CONDO OWNER ON FARGO AND I WOULD LIKE TO SEE  
THE JARVIS STATION OPEN, I USE THIS STATION OFTEN, AND FIND  
IT TO BE SAFER THAN HOWARD, LESS GUYS HANGING AROUND.

Jay Mabry  
Lakewood EWO  
224-512-3317



RPM.747

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:10 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comments on rmodernizations  
**Attachments:** CTA letter January 31 2011.doc

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**From:** Pat Shaw [kahnshaw@rcn.com]  
**Sent:** Monday, January 31, 2011 3:55 PM  
**To:** North Red & Purple Modernization  
**Cc:** Pat Shaw  
**Subject:** Comments on rmodernizations

**Attached are my comments regarding the rmodernization plan.**  
**Pat Shaw**

January 31, 2011

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

Re: RModernization Plan

Dear Mr. Hands;

I attended the public meeting January 26, 2011 Rogers Park New Field Primary School and submitted a comment after reviewing the various proposals for the RPM plan. I wish to follow up those comments more completely.

The CTA certainly needs modernization if it is to continue to function with any efficiency in the 21<sup>st</sup> century and beyond. As Daniel Burnham said, "make no small plans". I applaud CTA for creating a vision and possibilities for the future even before funding is available. The northern section of the city and its adjacent suburbs depend heavily on CTA – trains in particular. Having lived 69 years within 2 blocks of the Jarvis el station I can attest to the importance of having a train station as the neighborhood transportation hub. Trains are more reliable than bus service that has changing routes, service times and dates and is decidedly slower.

The No Action and Basic Rehabilitation and Basic Rehabilitation with Transfer Station alternatives will keep all current stations, but hardly provides much modernization. Keeping all current stations is the best part of those plans.

I believe it is of the utmost importance that CTA understand the role that current el stations provide a community. While the Jarvis station is of particular interest to me I am certain those living close to the Thorndale and Lawrence stations feel the same. These neighborhoods are densely populated areas consisting primarily of multi-family residences. Many residents do not own cars due to expense, lack of adequate parking, commitment to the environment, disability, age and the convenience of CTA. Business that support the neighborhood economically and socially have invested hard earned money close to the CTA stations. They provide not only jobs and services but reduce crime, support local institutions and add to ridership by their very presence. It is a symbiotic relationship.

Closing any stations on the Red or Purple line is very short sighted in that CTA remains responsible for maintenance and liable for upkeep, structural maintenance, cleaning of property etc. Viaducts cannot continue to deteriorate just because a station is closed. When CTA abandons its store fronts within their property the potential income becomes blight on the neighborhood causing not only a loss of revenue for CTA and the neighborhood in general but an additional liability for CTA.

I urge you to consider more than the trains, tracks and equipment of your proposals and consider first and foremost the impact the CTA el has on the neighborhoods it serves and the communities and commuters who's well being depend upon it.

Thank you and good luck,

Patricia Shaw  
1741 W. Jarvis Ave. Chicago 60626  
[kahnshaw@rcn.com](mailto:kahnshaw@rcn.com)  
773-338-7790

RPM. 748

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:12 PM  
**To:** Lea, Claudia  
**Subject:** FW: Keep South Boulevard L Station Open

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---

**From:** Trina Janes [trinajanes@hotmail.com]  
**Sent:** Monday, January 31, 2011 4:08 PM  
**To:** North Red & Purple Modernization  
**Subject:** Keep South Boulevard L Station Open

Dear CTA -

I am a patient at Saint Francis Hospital and a regular CTA rider. I use the South Boulevard L stop to get to medical appointments and just got on at that stop today after an appointment. That is the L stop that I and many others use to access the hospital. I also periodically attend work related meetings at Saint Francis. Rather than drive from my office downtown, I take the Red Line from Grand Ave. and transfer to the Purple Line a Howard to exit at South Boulevard.

Closure of the South Boulevard station would greatly harm the staff, patients and visitors who rely on the CTA to access Saint Francis Hospital. Please take closure of this station completely off the table as you determine future improvements.

Trina Janes  
[trinajanes@hotmail.com](mailto:trinajanes@hotmail.com)

RPM. 749

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:13 PM  
**To:** Lea, Claudia  
**Subject:** FW: red / purple lines

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---

**From:** Michael Madalinski [mmadalinski@summerhill.com]  
**Sent:** Monday, January 31, 2011 4:26 PM  
**To:** North Red & Purple Modernization  
**Subject:** red / purple lines

Hello-

I am a current resident of Edgewater neighborhood, and have been a resident of the city for my whole life-49 years. I agree that the red / purple lines are in dire need of upgrading. I agree with the station closures of Jarvis, Lawrence, and Thorndale. There is ample service close by—even 1 block in some instances. I was a resident of Uptown—and the Wilson line was just as close as the Lawrence, and Argyle is fine for those a block away. Build an entrance at Leland avenue for the red line Wilson stop, and you'll be fine. Also, please have the purple line stop at Granville or Loyola and continue on to Belmont.

Mike Madalinski  
Regional Sales Representative  
Summer Hill, Ltd. Chicago  
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312.399.4244-mobile  
312.467.6860-fax  
[www.summerhill.com](http://www.summerhill.com)



RPM. 750

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:14 PM  
**To:** Lea, Claudia  
**Subject:** FW: Comments on Red Purple Modernization Proposals

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**From:** John Bankhurst [jbankhurst@hotmail.com]  
**Sent:** Monday, January 31, 2011 4:46 PM  
**To:** North Red & Purple Modernization  
**Cc:** John Bankhurst  
**Subject:** Comments on Red Purple Modernization Proposals

I would like to voice my opinion to strongly SUPPORT keeping the Lawrence station open on the Red Line. While I do believe that some bus stop consolidation is a worthy consideration, the Lawrence station is located on a main East-West route with one of the few 24-hour bus lines in the city.

I suggest that the CTA create a two-block station on the north side of Lawrence Avenue, and combine this station with the Argyle station. If entrances and exists are located at both Lawrence and Argyle (north side of Lawrence and south side of Argyle), with a longer pedestrian path between, this would be optimal for both the Uptown Entertainment district (with the Riviera, Aragon, and the potential restoration of the Uptown Theatre), as well as the Argyle business district. This would be a similar format to the Red Line station at Sox-35th, that has entrances at both 33rd Street and 35th street. With my proposal, a stop is eliminated, but both the existing Lawrence and Argyle station footprints are maintained with one few platform.

The CTA's proposal of keeping Argyle but closing Lawrence and adding an auxiliary entrance at Ainslie does not make sense. Ainslie is a minor cross street with no commercial traffic. And, there are NO bus connections at the Argyle station. The 81 bus route must remain on Lawrence to serve the high concentration of residents (especially the elderly and the physically challenged) who rely on public transportation as their only option.

RPM.751

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:15 PM  
**To:** Lea, Claudia  
**Subject:** FW: New revenue stream for CTA

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**From:** Chris Srubas [csrubas@yahoo.com]  
**Sent:** Monday, January 31, 2011 4:52 PM  
**To:** North Red & Purple Modernization  
**Subject:** New revenue stream for CTA

The city just spent millions of dollars renovating all of these train stops (while at the same time claiming that CTA is broke- don't get me started here)- how is there not one retail kiosk or outlet in any of these new stations? Not one Starbuck's, 7-11, Dunkin Donuts (think Adams Red Line Subway)? You built these massive state of the art stations, complete with murals and sculptures... rent some of the spare space to retailers & foodservice outlets.

Think of all the people looking to grab a coffee or bagel on the way to work, think of all the cell phone companies that are looking to get flyers in hands, Coca-Cola wants us al to drink their products, how about telling the RedEye to rent space so they pay for the privilege to hand out papers to passengers? You finally started thinking progressively with the North Ave Red Line deal with Apple- but something tells me Apple approached the CTA- not the other way around. McDonald's is based outside Chicago, they are launching new 'on-the-go' retail kiosk concepts around the globe- how about working with them to innovate concepts for CTA stations. How about working w/Walgreen's to do the same? If not outside vendors, do it yourselves and keep the profits.

It is about time we get some leadership at CTA who understands how to generate new revenue other than raising fares! Go visit London, Tokyo, Sydney or even New York to see what they are doing and how Chicago can learn from it. You have a captured audience to sell- go sell it!

Sincerely,  
Red Line rider

RPM. 752

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, January 31, 2011 7:15 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis Train Stop Closure

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**From:** Emily Leiman [wayne3a@yahoo.com]  
**Sent:** Monday, January 31, 2011 6:02 PM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis Train Stop Closure

Dear CTA,

Please do not consider closing the CTA stop at the Jarvis station. The businesses there rely on the Jarvis stop for transportation as well as the residents of the Jarvis Square area. This station is vital to the quality of life for these north side residents of Rogers Park. Closing of the stations would negatively impact the livelihood of the local independent businesses as well as largely affecting the transportation options for the shareholders of the community. Please choose to revitalize, not eliminate the station.

Thanks,

A Rogers Park longtime resident,  
Emily Leiman



RPM.753

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 8:49 AM  
**To:** Lea, Claudia  
**Subject:** FW: Closing of Jarvis L Station

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**From:** Anna Freeman [annafreem@gmail.com]  
**Sent:** Monday, January 31, 2011 7:32 PM  
**To:** North Red & Purple Modernization  
**Subject:** Closing of Jarvis L Station

To Whom It May Concern:

This email is written to express my view on the closing of the Jarvis Station on the Red Line. I am extremely upset to read that there is a possibility that the Jarvis stop might be closed. Hopefully, it is a proposal that will not come to be. In this time of economic crisis and the rise of gas and energy costs, public transportation should be made easier not harder for those who depend on the CTA for transportation.

Please do not close the Jarvis Station.

Respectfully,

Anna Freeman  
7521 Damen Ave. K2  
Chicago, IL 60645



RPM.754

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 8:49 AM  
**To:** Lea, Claudia  
**Subject:** FW: Please DO NOT close the Lawrence Red Line Station

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---

**From:** Koji Torihara [coolkat76@yahoo.com]  
**Sent:** Monday, January 31, 2011 11:28 PM  
**To:** North Red & Purple Modernization  
**Subject:** Please DO NOT close the Lawrence Red Line Station

As someone who lives on Lawrence Avenue in Ravenswood / Lincoln Square, I must express strong opposition and unbelief to the proposals to close the Red Line Lawrence station. Lawrence is a critical east-west transportation corridor and one of, if not the ONLY, bus line that links the blue line, multiple neighborhoods, brown line, metra, and the red line.

All other entrance options at Argyle and Wilson create significant safety issues and transit connection inefficiencies. Additionally, the Lawrence/Broadway intersection is a high traffic, vibrant corner now that would negatively affected by the closure.

Please do not reduce transportation options and connections by closing the Lawrence stop while pursuing the much needed Red Line improvement plans.

Regards,

Koji Torihara  
4814 N Damen  
Chicago, IL 60625

Lea, Claudia

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RPM. 755

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 8:50 AM  
**To:** Lea, Claudia  
**Subject:** FW: RPM - thorndale stop

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**From:** Ginny Ronayne [vronayne@mac.com]  
**Sent:** Tuesday, February 01, 2011 12:03 AM  
**To:** North Red & Purple Modernization  
**Subject:** RPM - thorndale stop

I did not hear about the meetings until after the Edgewater meeting was held. I want to voice my opposition to the proposed closing of the Thorndale Redline stop.

When I was looking to buy my home a major consideration was the distance from the train. I ride the CTA everyday to work and I have trouble with my knee, so adding an extra four or five blocks each way is not going to work. It is a busy stop and is the closest to Senn high school so many students use this station to get to school. I have been using this station everyday for the past 15 years and have never had any trouble.

Additionally, closing the Thorndale stop will severely damage the nearby stores and restaurants. Without the easy access of the station, people will be far less likely to venture to these spots. Our neighborhood already has difficulty sustaining these businesses.

I'm asking you to reconsider this proposed plan. Closing Thondale would not be good for me, for Edgewater or the city of Chicago.

RPM. 756

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 8:50 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line/Purple Line Track Improvement Ideas

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---

**From:** Eric Vogel [evogel9@yahoo.com]  
**Sent:** Tuesday, February 01, 2011 12:12 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line/Purple Line Track Improvement Ideas

Hi,  
I live in Evanston and ride these lines into the city several times each week. Here are three suggestions for improving the lines:

1. Long travel times are worse than old stations. I would rather wait at a run-down station for a short time than a nice new station for a long time.
2. Make the trains go faster! Up the track voltage to 700V or something and smooth the sharp turns. Im sure that would be expensive, but you would see a LOT more usage if the trains just traveled faster.
3. Shorten trip times by just adding more frequent trains! A 4-car train every 5 minutes is better than an 8-car train every 10 minutes. Same passenger volume, but half the wait time! Wait time is a component of travel time.

Thanks for considering my suggestions!  
-Eric

RPM. 757

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 9:50 AM  
**To:** Lea, Claudia  
**Subject:** FW: Loyola purple line

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---

**From:** James C Salvatore [jamesalvatore@gmail.com]  
**Sent:** Tuesday, February 01, 2011 9:15 AM  
**To:** North Red & Purple Modernization  
**Subject:** Loyola purple line

I have been a Rogers Park resident for the last 10 years. Making a Loyola a purple line stop would be a great asset to the neighborhood especially with Loyola's campus and all the recent renovations made on that corner. I feel like that stop has the most passengers getting on and off than any other north red line stop up until Belmont. Just weighing in my opinion.

Thanks

Jim

--

\*New Number- (773) 336-2450



RPM. 758

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 9:50 AM  
**To:** Lea, Claudia  
**Subject:** FW: Proposal for the Jarvis station to be closed, among others

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**From:** Matthews, Robert Stan [RMatthews@mayerbrown.com]  
**Sent:** Tuesday, February 01, 2011 9:37 AM  
**To:** North Red & Purple Modernization  
**Cc:** Alderman Joe Moore  
**Subject:** Proposal for the Jarvis station to be closed, among others

It is with great disappointment, frustration and anger with the CTA that we have to even write this email. Having learned about the CTA considering the closing of the Jarvis el stop as well as the el stops at Thorndale and Lawrence among others, we along with many friends and a host of others are outraged that the CTA would even consider such a proposal. These stops are the lifeline for many workers and students to get to and from work and school and for most businesses who depend on those stops to bring them a large portion of their business.

About the Jarvis el, Joe Moore could not have stated it better: Alderman Joe Moore of Chicago's 49th Ward said he was blindsided by the fact that the CTA is even entertaining closing the Jarvis station. His ward office is located at that stop, as are stores and restaurants that have reinvigorated the area in recent years. "If that El station closed, it could very well signal the demise of the Jarvis Square business district," said Moore.

We can empathize with the CTA and its lack of ample funding from the government and other sources. We only wish our mass transit systems could be funded and supported as well as they are in Europe and Asia. These hard economic times call for changes for all of us, but we feel it should be a change in priorities. Rather than cutting el stops and bus routes, the CTA needs to focus on better management and prioritizing their cuts, if needed. Out of the alternative plans the CTA is offering, eliminating lifelines to work, schools and businesses should not be one of those alternatives. Such cuts should never even be considered. That is no solution for the economic problems of the CTA or the city.

Sincerely,

Stan Matthews  
Ted Slabey  
1419 W. Estes Ave.

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RPM.759

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 9:57 AM  
**To:** Lea, Claudia  
**Subject:** FW: Lawrence Stop

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---

**From:** Ward, Robert (COR) [Robert.Ward@frhi.com]  
**Sent:** Tuesday, February 01, 2011 9:50 AM  
**To:** North Red & Purple Modernization  
**Subject:** Lawrence Stop

Please do not close the Lawrence stop. It is so needed and, because of the concert halls in the area (Aragon, etc etc) it lets the rowdy kids get on the train and back home safely without disturbing the neighborhood. Can you just imagine 2000 twenty year olds running into the streets of Uptown after being jacked up from a concert and booze trying to find the Wilson EL stop to get home and the constant chaos that would entail? PLEASE do not close the Lawrence stop!

Robert Ward

RPM. 760

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 10:15 AM  
**To:** Lea, Claudia  
**Subject:** FW:

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---

**From:** Howard Preis [HPreis@europeanus.com]  
**Sent:** Tuesday, February 01, 2011 10:09 AM  
**To:** North Red & Purple Modernization  
**Subject:**

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

Mr. Hands,

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

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

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

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

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



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

Howard Preis

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RPM.761

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 10:38 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line

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**From:** kathyosberger [kathyosberger@comcast.net]  
**Sent:** Tuesday, February 01, 2011 10:31 AM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line

Dear CTA and elected officials,

I am writing to oppose any closings of the RED LINE stops, but most importantly those closest to my home: LAWRENCE AND ARGYLE....at present each is 7-8 blocks away. A closure of a stop would also have a devastating impact on the Uptown community and devalue all properties in the neighborhood. What we need is an upgraded and expanded CTA system. I agree with Alderman Joe Moore and our likely new alderman, Harry Osterman, that the idea of closing stations should be taken out of the possible options.

Sincerely,  
Kathy Osberger

Kathy Osberger  
806 W. Castlewood Terrace  
Chicago, IL 60640  
[kathyosberger@comcast.net](mailto:kathyosberger@comcast.net)



RPM. 762



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

Name: Tony Anthony Adams Johnson

Organization: FIRE Department Title: /

Address: 3351 W 21st St

City: Chicago State: Illinois Zip: 60623

Phone: 1-73-592-0588 E-mail: 3351 W 21st St

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

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

there are three basic levels improvements to structures proposed under the various alternatives  
minor repair - would involve patching - type repairs. the life of the repairs will vary but is usually less than five years  
major repair - would involve significant repairs, such as replacement of deteriorated steel members. the life of repairs is generally about twenty years.  
reconstruction - would involve complete removal and replacement of structures. the life of the reconstructed structures would

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

Name: William Reynolds

Organization: CERA, Title: Director

Address: 2114 W. Balmoral Ave.

City: Chicago State: Ill. Zip: 60625-1006

Phone: 773-728-4577 E-mail: reynolds@ripco.com

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

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

These are comments in addition to what was done at St. Augustine College on Monday. I would hope that any planned disruption or temporary changes in service on the Red Line would be fully coordinated with Metra's proposed reconstruction on the U.P. RR. north line to Evanston so that both projects are not being done at the same time.

Also, now that the capacity of the Brown Line has been increased to 8 car trains perhaps the Purple Line trains can be run express again south of Belmont to the Merchandise Mart - stopping only at transfer stations of Belmont & Fullerton.

Thank you W Reynolds





RPM - Duval  
764



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

Name: \_\_\_\_\_

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

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

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

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

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

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

Basic rehab with transfer stations is my preferred scenario. Please, do NOT close the Jarvis station. I do not feel comfortable walking from the Howard station at night. There are lights and activity on the street at Jarvis which help me to feel safe. Please do not close the station. ~~It~~ would prefer slightly longer travel times as opposed to seeing the businesses close along the station near Jarvis.



RAM 765



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

Name: HORST WAGENER

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

Address: 5648 N. HERMITAGE

City: CHICAGO State: IL Zip: 60660

Phone: 773 334 3896 E-mail: WAGENERHA@SBCGLOBAL.NET

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

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

GENTLEMEN

UPON STUDYING ALL PROPOSALS I COME TO THE FOLLOWING SUGGESTION

THE BASIC REHAB. AND BASIC REHAB. WITH TRANSFERSTATION ARE FOR A

20 YEAR LONGEVITY BY FAR TOO EXPENSIVE AND SHOULD NOT BE CONSIDERED

I WOULD HIGHLY RECOMMEND "TO GO UNDERGROUND" FOR SEVERAL REASONS:

IT WOULD ELIMINATE THE NOISE POLLUTION WHICH WOULD DRAMATICALLY ENHANCE

THE QUALITY OF LIVING CLOSE TO THE R.R. A BIG ADVANTAGE IS THAT THE

STATIONS ARE OUT OF THE WEATHER. AND WHILE TUNNELS ARE CONSTRUCTED

THE PRESENT SYSTEM CAN OPERATE WITH MINIMAL INTERRUPTION.

ALSO WHEN THE OLD EMBANKMENT IS REMOVED SPACE COULD BE PROVIDED

FOR PARKING CLOSE TO STATIONS AND POSSIBLY SMALL PARKS OR

PLAYGROUNDS.

*Horst Wagner*

1/24/2011

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

Name: Mark Dawson

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

Address: 2425 West Leland

City: Chicago State: IL Zip: 60625-2913

Phone: 773 334 6376 E-mail: msjddawson@sbcglobal.net

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

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

I am concerned that the CTA do nothing to harm the Heartland Cafe near the Morse L stop.

Thank you for hosting an excellent meeting. I would favor the subway option for the Red Line north bound from Belmont. That relieves my envy of the New York City subway system somewhat, but it also looks like this would require less in the way of ~~the~~ eminent domain property purchases.

Please continue to hold public meetings and provide detailed information online, including clear scheduling records. The Brown Line Project site did not provide enough dates, and the time lines were confusing.

You may need to weigh disregarding complaints from some small groups about closing stations and go ahead with plans. With the Brown line the CTA saved all the existing stations, and that was what the riders wanted, but I wonder about the need for Wilson/Lawrence or Jarvis.



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

Name: Jackie Kinnaman

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

Address: 1507 W. Chase

City: Chicago State: IL Zip: 60626

Phone: 773/764-8978 E-mail: jkinnaman@msn.com

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

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

I have lived at this address for 21 years. During that time the security in the area of the <sup>Jervis</sup> el stop has improved immensely. If I noticed this in terms of my own children who used the red line to get to school between 7<sup>th</sup> grade and high school graduation, I had to walk them to the Jervis stop in the morning and meet them in the evening because the area was so funky. In the last 5 years there are businesses around the el stop and much more foot traffic and so that security is not an issue those businesses would be gone if the Jervis stop closes and I'm afraid the neighborhood's security would also suffer. As it is now, many more neighborhood kids will have the option of using the red line to get to school without the extra parental vigilance my kids required. The Jervis el stop is crucial to my little corner of Rogers Park.

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RPM.768

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 1:42 PM  
**To:** Lea, Claudia  
**Subject:** FW:

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

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**From:** Dawn Chen [dawnchen@speakeasy.net]  
**Sent:** Tuesday, February 01, 2011 11:47 AM  
**To:** North Red & Purple Modernization  
**Subject:**

To whom it may concern,  
I read from the uptown community page stating that CTA is consider closing Lawrence el stop on the red line. My husband and I live in uptown, we use Lawrence stop all the time. We are property owner and taxpayer. We Strongly Disgree for even considering Closing the Lawrence el stop. We know so many people using this stop, it is busiest el stop on northside. So, please don NOT close the Lawrence stop!!!!

Sent from my Palm Pre

RPM. 769

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 1:43 PM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis El Stop

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**From:** Patricia O'Neal [crosssticks@sbcglobal.net]  
**Sent:** Tuesday, February 01, 2011 12:10 PM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis El Stop

As a resident of Rogers Park for 42 years, and as a resident who used the Jarvis el stop for over 30 of those years, I would not have been able to accomplish most of what I did during those years without this very important stop. Without a car for many years, the stop enabled me to get to my job as a public school art teacher, both on the west and the south sides of Chicago. I often carried art supplies and heavy books. I was also able (at age 55), to return to evening school, for my master's degree at Columbia College. Driving was not an option and I relied on the Red Line and the Jarvis el stop during that two year period. Jarvis Square has become a very viable area of Rogers Park with many new businesses; they also have been helped considerably by their proximity to the Jarvis el stop. Environmentally speaking, it makes more sense to encourage the use of public transportation by making all neighborhoods accessible to its use.

Sincerely,

Patricia O'Neal

RPM. 770

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 1:43 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line changes

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**From:** watts96@comcast.net [watts96@comcast.net]  
**Sent:** Tuesday, February 01, 2011 12:48 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line changes

I am very concerned about the proposed modernization plans of the CTA which would eliminate the Lawrence El stop. I am a resident of the 48th ward and this is MY stop. It connects to a major east-west bus line and always seems to be busy with commuters. Other near-by stops are less convenient and frankly the neighborhood around Wilson through which I would have to walk to reach home is not safe. PLEASE RETHINK this proposal.

Laura Watson



RPM. 771

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 2:45 PM  
**To:** Lea, Claudia  
**Subject:** FW: Please Keep Jarvis Elevated Station Open

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**From:** Martha Dwyer [mdwyer@court.state.il.us]  
**Sent:** Tuesday, February 01, 2011 2:25 PM  
**To:** North Red & Purple Modernization  
**Cc:** ward49@cityofchicago.org  
**Subject:** Please Keep Jarvis Elevated Station Open

Dear Mr. Hands:

I am sorry I was unable to attend either of the north side forums on the CTA's plans for the Red Line last week. I am a Rogers Park homeowner and daily commuter who would be distressed to have the Jarvis El station close its doors. This is especially true now that there are so many viable "destinations" at the Jarvis stop. The section of Jarvis where the CTA station stands used to sport a filthy-looking liquor store and an ugly black-painted board-fronted building I thought was a bar. Both of those eyesores are gone and replaced by a lovely Italian restaurant and the best coffee house and sandwich shop, both with outdoor seating when weather permits. There are also a beautifully built Irish pub and a wine-tasting restaurant in that same half-block east of the station.

And all of this is on a block I used to dread traveling, but I did so because it was the home of my closest train station. Now I travel there even on the weekends and know many people who take the train there for dinner or other similar reasons. I am now proud to claim the stop as my own. There are a number of other newer businesses in the immediate vicinity and to remove the train stop would cause a great disservice to many taxpayers.

PLEASE keep the station open and PLEASE find some dollars to clean it up. Money seems to have been available elsewhere. I was furious about the contrast between the special materials (and therefore extra money) put into the Belmont and Fullerton platforms as opposed to the Howard platform. A simple yet specific example is the translucent and generous-feeling roofing at the former stations compared to the dark and foreboding aluminum overhang at Howard. Especially with this in mind, please keep Jarvis OPEN!

Thank you for your attention in this.

RPM.772

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 7:29 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red & Purple Line Modernization Plans

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---

**From:** Edward Kuske [eakuske1@Comcast.net]  
**Sent:** Tuesday, February 01, 2011 4:01 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red & Purple Line Modernization Plans

Hi,

Concerning the proposed modernization Options for Red Line, we are upset the Lawrence stop was not include in any of the Modernization options? We know that it was included in the 2 Rehab options (Basic and Basic with Transfer Stations) where no stops were eliminated. We feel that the Lawrence stop is more important then the Argyle stops since it connects with the East - West Bus route, Route 81. So we are puzzled why not one of the modernization options included the Lawrence Stop.

Bottom line we do not agree with elimination of the Lawrence Stop.

Regards,

Ed Kuske

President  
Castlewood Terrace Association

Lea, Claudia

RPM. 773

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 7:29 PM  
**To:** Lea, Claudia  
**Subject:** FW: comments - Red line proposals

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**From:** Karen Bowman [kbowman@rcn.com]  
**Sent:** Tuesday, February 01, 2011 4:35 PM  
**To:** North Red & Purple Modernization  
**Subject:** comments - Red line proposals

I would like to comment on the proposals for the Red line.

I oppose the closure of any of the stations. They are important catalysts for locally owned businesses which depend on the foot traffic to and from the stations. Small businesses are the engines that create economic growth in our country. This is supported by numerous studies by the federal government and other researchers. The CTA, as a public agency, should not be making decisions that will result in decreased business opportunities in our neighborhoods.

I take the Red line to work in the Loop every day from the Thorndale station. I made my decision to purchase my home where I did so that I would have easy access to rail transit from an affordable, diverse neighborhood. My decision was based on the priority I place on reducing traffic congestion and the pollution that goes along with it. Fewer stations mean people will have to go further to access rail transit, and undoubtedly some people will not make that effort. The effect of closing stations is contrary to the mission of the CTA, which is to "deliver quality, affordable transit services that link people, jobs and communities."

I am concerned that if the Thorndale station is closed, the gang and criminal activity that is in the area will increase because there will be less foot traffic and the police will have less incentive to patrol the area without a CTA station presence. As it is now, Thorndale Avenue is the dividing line between two police precincts which makes the area more difficult for the police to manage.

In addition, Senn High School students use this station every day as it is a very direct route to their school, and the police keep a watchful eye on them. If the students have to travel further through the neighborhood to get to school from an alternative station, it will be more difficult for the police to do that.

The Thorndale station provides access to the Edgewater public library, which is scheduled to be replaced with a substantially larger facility. It also provides access to the Chicago Park District's Broadway Armory facility. This is a major recreation and fitness facility in a ward that has very little open space.

These are examples of just one station and its connection to the community. Each station has a similar story.

So what do I favor?

I believe CTA should pursue the 3-track modernization plan without closing stations. It seems like this involves less cost in terms of having to acquire additional right-of-way and it will substantially extend the useful life of the system. These stations need to be modernized for safety and become ADA compliant. It makes no sense to do something less than this. If the system is extended for only 20 years, we will be facing the same decisions again and spend more money in the long term instead of doing what needs to be done now.

Thank you for the opportunity to share my thoughts and concerns about the proposals.

Karen Bowman  
5855 N. Magnolia Ave. #2  
Chicago, IL 60660



Lea, Claudia

RPM. 774

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 7:34 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red/Purple Line Upgrade Project

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**From:** mteberle@comcast.net [mteberle@comcast.net]  
**Sent:** Tuesday, February 01, 2011 5:41 PM  
**To:** North Red & Purple Modernization  
**Cc:** aRainey@CityOfEvanston.org  
**Subject:** Red/Purple Line Upgrade Project

Sirs:

I appreciate the opportunity to participate in the public comment process regarding the upgrade options under consideration for the CTA Red and Purple Lines.

As a resident of south Evanston, I am extremely concerned by the consideration to eliminate the South Boulevard Purple Line station. While this station may not see the levels of use found at other stations in Evanston, I feel it serves an absolutely vital transportation role for residents of the surrounding neighborhood. I believe the it is the same set of unique factors that both contribute to the low usage statistics and make it absolutely vital to the neighborhood it serves. For example, the area south east of the station is almost entirely comprised of cemetery and industrial property. These uses likely contribute virtually nothing to CTA ridership but simultaneously create a major psychological barrier to passengers who might otherwise transfer to Howard Street by a means other than the train. Similarly, the CTA ROW itself cordones the residents west of the station into an area in which no bus service is offered as a transfer alternate.

While the concept of adding a south entrance to the existing Main Street station makes for a positive improvement in the narrative of your report, I am dismayed by what I must characterize as a bait and switch sound byte. An additional entry may well represent a savings of few steps in travel distance as compared to the existing station entrance for commuters approaching the station from south Evanston, however, the fact remains that the train itself, the goal the commuter must reach, will continue to stop very nearly a half mile from the current train access point at South Boulevard. Access southward to the Howard Street station will similiary increase the commuters' travel distance by over a half mile. Thus, diverting passengers to the next station in either direction will easily represent a 15 minute increased walking time on average. Your report makes no mention of possibly providing supplemental bus service connecting Main to Howard via South Blvd in order to aide riders unable to walk the additional distance, but frankly I would not expect such service to have any meaningful impact at a level which the CTA might consider economically viable.

Finally, the CTA report attempts to make the case that the proposed station closings are a positive change in that they will result in "Faster Service". I must take exception to this characterization. While the trains may move more quickly from Main St to Howard St when they don't stop at South Blvd., the incremental time savings calculated for your statistical rider must come entirely at the expense of the South Evanston residents whose overall commute time will greatly increase as they travel a greater distance to board the train. Your report is asking the residents of South Evanston to bear a greatly increased burden for the sake of the CTA's timetable statistics.

In the interest of being constructive in my commentary, I would like to suggest the investigation of potential common ground. Previously the CTA held meetings contemplating the re-introduction of a South Evanston station(s) to the Yellow Line. Perhaps a study focusing strictly on the origins of ridership at Main/S.Blvd/Howard might demonstrate that the re-introduction of stations at Ridge and Dodge would facilitate the operations of the Purple Line without burdening the residents of South Evanston. Should this be the case, and should the Yellow Line improvements be put into place prior to the closing of South Blvd. I would expect the CTA would find greatly increased support for the project.

Thank you for your time and attention,

Marcel Eberle  
1102 Brummel St, Evanston

RPM.775

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 01, 2011 7:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: Red Line North Branch Reconstruction

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**From:** Mike Stent [mstent@ymail.com]  
**Sent:** Tuesday, February 01, 2011 7:00 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red Line North Branch Reconstruction

To whom it may concern:

Upon reviewing the options posed for rehabbing the north branch of the red line, the underground tunnel seems like the best option to me. This train should have been put underground to begin with. In a city like Chicago with frigid and snowy winters, going underground is the way to go. It is more comfortable for the passengers and better for the neighborhood. It reduces noise, and takes away the eyesore that exists with an elevated train system. It will improve the real estate values of the folks living along the red line corridor and will likely have a positive impact on not only the appearance of the neighborhood it runs through, but will also improve the travel times for those travelling on the red line. I think the stations outlined are well positioned. I also like that it eliminates the bottleneck that exists at the Belmont station with brown lines criss-crossing over the red line tracks (a very antiquated solution to a metro-rail intersection).

The other options seem like they don't fully solve the problems that exist with the red line today. While a four-track system with express trains would be nice, the slowness involved with elevated trains cancels out the benefit of an express train. If express trains are really that necessary, I'm all for reverting back to an A/B station format starting with Foster-northward.

Putting the red line underground will help propel CTA's rail system into the 21st century where it belongs. You have my vote for underground.

Mike Stent  
1621 W. Rascher Ave, #3  
Chicago, IL 60640  
(773) 654-1524



RPM.776

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Wednesday, February 02, 2011 11:06 AM  
**To:** Lea, Claudia  
**Subject:** FW: CTA Planning

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**From:** bpiepho@netzero.net [bpiepho@netzero.net]  
**Sent:** Wednesday, February 02, 2011 9:14 AM  
**To:** North Red & Purple Modernization  
**Subject:** CTA Planning

Mr. Hands,

Public transportation is why I live in the city and at my address in Edgewater -- the Thorndale station is what I utilize on a daily basis. Closing this station instead of renovating it is of major concern to me and my neighbors. Chicago continues to make living here more challenging and more costly. Closing the Thorndale station will prompt reevaluating why I live in Chicago -- I've lived in Edgewater for 25 years and this is the first time I'll considered leaving.

Betty Piepho

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Obama Urges Homeowners to Refinance  
If you owe under \$729k you probably qualify for Obama's Refi Program  
<http://thirdpartyoffers.netzero.net/TGL3241/4d49754cbc983ef77cst06duc>



RPM. 777

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Wednesday, February 02, 2011 4:14 PM  
**To:** Lea, Claudia  
**Subject:** FW: KEEP THE South blvd el stop OPEN!!!!!!

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**From:** Costas, Chris MD [Costas.Chris@reshealthcare.org]  
**Sent:** Wednesday, February 02, 2011 1:48 PM  
**To:** North Red & Purple Modernization  
**Cc:** 'ccostas@rcn.com'  
**Subject:** KEEP THE South blvd el stop OPEN!!!!!!

TO: Steve Hands  
Strategic Planning & Policy - Chicago Transit Authority  
PO Box 7602  
Chicago, IL 60680-7602

Dear Mr. Hands:

I have a medical practice at St Francis hospital for twenty years now, Most of my invalid and poor patients come to the hospital by public transportation, Few take the bus on ridge, 90% come to the south blvd stop on the purple line. Any disruption would cause a great hardship as the Howard stop is significantly father for those with chronic pain or using canes/walkers.

Thank you in advance for doing whatever is possible to keep the south blvd stop functioning at its fullest capacity

Sincerely

Chris Costas MD

RPM. 778

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Wednesday, February 02, 2011 4:15 PM  
**To:** Lea, Claudia  
**Subject:** FW: Evanston Foster El stop

Chicago Transit Authority  
Red and Purple Modernization (RPM)  
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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

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**From:** McKeen, P. Douglas [HDQPO] [douglas.mckeen@united.com]  
**Sent:** Wednesday, February 02, 2011 1:46 PM  
**To:** North Red & Purple Modernization  
**Subject:** Evanston Foster El stop

I understand there is still an opportunity to comment on the analysis of the Evanston Foster Street el stop. As a parent of a Northwestern student who regularly utilizes the Foster Street stop, I would advocate for retention of the stop. The stop is critically important to the proximate housing heavily utilized by Northwestern students, and is safer than the need to travel to the Davis Street stop which I understand is alternative proposed. The University community rely heavily on mass transit and the el is the most convenient and effective mode of transportation.

I ask that you retain the existing Foster Street stop.

Thank you

P Douglas McKeen

Lea, Claudia

RPM. 779

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Wednesday, February 02, 2011 4:15 PM  
**To:** Lea, Claudia  
**Subject:** FW: Lawrence Stop Closure

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

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**From:** E.D. Barnett [ebarnett@cmsschicago.org]  
**Sent:** Wednesday, February 02, 2011 2:00 PM  
**To:** 'rpm@transitchicago.com'  
**Subject:** Lawrence Stop Closure

I am a resident of Uptown and rely on this stop greatly! This stop on the Red Line services such a vast array of entertainment (Aragon, The Riviera, The Green Mill as well as other bars & restaurants). We have seen progress and the potential for more in this area and if this stop were to close, we would be taking several steps back and doing a disservice to area businesses that support the area's residents such as myself. Please consider other options or stops for closure.

**E.D. Barnett** | Director of Human Resources  
**Chicagoland Methodist Senior Services**  
1415 W. Foster Avenue | Chicago, IL 60640  
P: 773.596.2238 | F: 773.769.5451

Visit us online at [www.cmsschicago.org](http://www.cmsschicago.org)

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RPM. 780

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Wednesday, February 02, 2011 4:18 PM  
**To:** Lea, Claudia  
**Subject:** FW: Foster CTA Stop

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

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**From:** Cynthia Luse-McKeen [lusemckeen@charter.net]  
**Sent:** Wednesday, February 02, 2011 2:01 PM  
**To:** North Red & Purple Modernization  
**Subject:** Foster CTA Stop

I am emailing you to comment on the proposed closure of the Foster el stop.

My husband and I own a condo within a block of the Foster stop and feel it is very important to retain that stop.

Our daughter used it everyday to go to and from downtown Chicago for an internship and would not have been able to participate in the internship without access to inexpensive and reliable transportation like the el line with a stop within walking distance (not requiring more expenses for parking near an alternative stop or requiring a very long walk to an alternative stop).

Besides being used by residents of Evanston, this stop is very important to the students at Northwestern University. They generally do not have access to cars and need to use public transportation. This stop allow them to safely access the el system in order to work in downtown Chicago, to attend a football or basketball game, to shop in downtown Evanston or for alternative travel to the airports. Eliminating this stop would require the students (and professors and other residents) to walk a greater distance, often at night or after dark, and will then create a safety issue.

Please consider maintaining the Foster stop – it is important to residents of Evanston and to students of Northwestern.  
Cynthia Luse-McKeen

**Cynthia Luse-McKeen**  
Email [lusemckeen@charter.net](mailto:lusemckeen@charter.net)  
Phone 952-322-4636  
Cell 952-240-0652



Lea, Claudia

RPM. 781

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 9:12 AM  
**To:** Lea, Claudia  
**Subject:** FW: Jarvis El

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

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**From:** Jenene [jmf1501@gmail.com]  
**Sent:** Wednesday, February 02, 2011 8:23 PM  
**To:** North Red & Purple Modernization  
**Subject:** Jarvis El

I would like to register my strong opposition to any plan to close the Jarvis El stop. The station is a key anchor for development of this part of Rogers Park and closure would be devastating to the ongoing neighborhood improvements.

Jenene

< sent from my mobile >

RPM. 782

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 9:12 AM  
**To:** Lea, Claudia  
**Subject:** FW: Red and Purple Line Modernization Project

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

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**From:** Ashley Read [aread@thecclarogroup.com]  
**Sent:** Wednesday, February 02, 2011 7:16 PM  
**To:** North Red & Purple Modernization  
**Subject:** Red and Purple Line Modernization Project

Although I think it is a great idea to modernize these two lines, I am strictly opposed to removing the South Blvd stop off the Purple line. During rush hour this stop is always full and I think it would create overflow issues at the Main Street stop. The three plans that have the option to get rid of this stop seem to be the most costly and this is not proper spending in this economic environment. I only heard about this plan recently so I was not able to attend the meeting, but I would like to know if any decisions were made during that time. If there is any additional information I would appreciate an update.

Thanks,  
Ashley Read

Ashley Read  
The Claro Group  
70 West Madison, Suite 4800  
Chicago, IL 60602

Direct: 312.546.3356  
Fax: 312.554.8085  
[aread@thecclarogroup.com](mailto:aread@thecclarogroup.com)

**ORIGINAL**

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

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

RPM. 783  
to  
RPM. 786

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1

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

4 MS. REPORTER: Please, state your name.

RPM-783

5 MR. LITTLETON: My name is Jeffrey Littleton.

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

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

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

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

2



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

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

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

14 MS. REPORTER: Please, state your name.

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

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

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

RPM. 784

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

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

20           Thank you.

21           MS. REPORTER: Please, state your name.

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

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

RPM. 785

1 And that's it.

2 MS. REPORTER: Please, state your name. **RPM 786**

3 MS. DILLEMUTH: Ann Dillemuth.

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

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

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

24 The 4-track seems like it might be too

5

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

5 And that's all I have to say.

6 (Which were all the  
7 proceedings had in the above  
8 cause this date and time.)

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

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



13  
14 *Sandra Di Vito*

15 Sandra Di Vito, CSR

16 LIC. NO. 084-004642  
17  
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19  
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22  
23  
24

**ORIGINAL**

CHICAGO TRANSIT AUTHORITY  
PUBLIC HEARING  
"NORTH RED AND PURPLE MODERNIZATION  
PROJECT"  
JANUARY 25th, 2011

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

RPM. 787  
to  
RPM. 794

Reported By: Sandra Di Vito, CSR  
License No.: 084-004642

1

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

4 MS. REPORTER: Please, state your name.

RPM. 707

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

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

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

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

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

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

24 And one more thing that I could say

2

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

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

12 Okay. Thank you.

13 MS. REPORTER: Please, state your name.

14 MR. DAMIAN: My name is Paul Damian.

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

RPM 788



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

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

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

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

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

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

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

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

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

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

1 MS. REPORTER: Please, state your name.

RPM-789

2 MS. MORUTZI: I'm Norma Morutzi.

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

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

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

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

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

6

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

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

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

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

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



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

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

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

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

16 MS. REPORTER: Please, state your name.

RPM-790

17 MS. MONROE: Joan Monroe.

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

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

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

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

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

18           That's about it. Thank you.

19           MS. REPORTER: Please, state your name.

RPM. 791

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

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

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

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

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

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

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

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

6 Thank you.

7 MS. REPORTER: Please, state your name.

12PM. 792

8 MR. VUONG: My name is Brian Vuong.

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

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



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

5 Thank you.

6 MS. REPORTER: Please, state your name.

RPM.793

7 MS. SMITH: Heather Smith.

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

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

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

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

12

1 Thank you.

2 MS. REPORTER: Please, state your name.

3 MS. SANFORD: Kristi Sanford.

RAM. 794

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

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

13

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

3 So, that's it. Thank you.

4 (Which were all the  
5 proceedings had in the above  
6 cause this date and time.)

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

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



13  
14 Sandra Di Vito

15 Sandra Di Vito, CSR

16 LIC. NO. 084-004642  
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**ORIGINAL**

CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION  
PROJECT"

January 26th, 2011

Stenographic Report of Proceedings

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

RPM. 795  
to  
RPM. 809

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1

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

4 MS. REPORTER: Please, state your name.

5 MR. QUIRK: My name is Christopher Quirk.

RPM. 795

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

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

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

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

20 MS. REPORTER: Please, state your name.

RPM. 796

21 MS. PRICE: Carla Price.

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

2

1 "L" stop.

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

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

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

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

23           What else could I say?

24           Tonight, you're showing different views

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

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

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

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



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

6 Thank you.

7 MS. REPORTER: Please, state your name.

RPM.797

8 MS. KRAUS: Amanda Kraus.

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

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

18 So, that's it, I think.

19 MS. REPORTER: Please, state your name.

RPM.798

20 MS. KORTHASE: Heidi Korthase.

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

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

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

7 That's it.

8 MS. REPORTER: Please, state your name.

RPM.799

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

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

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

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

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

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

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

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

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

24           Also, when I looked at the map, the

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

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

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

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



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

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

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

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

23           Thank you.

24           I live near Jarvis. I shop in the area

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

4 Thank you.

5 MS. REPORTER: Please, state your name.

RPM-800

6 MS. GABRIEL: Rosemary Gabriel.

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

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

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

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

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

10

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

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

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

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

24 And I love the way the place is, you

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

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

9 That's it.

10 MS. REPORTER: Please, state your name.

RPM.801

11 MR. WALTERS: Frank Walters.

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

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

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

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

12



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

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

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

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

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

18 Thank you.

19 MS. REPORTER: Please, state your name.

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

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

13

RPM.802

1 that area.

2 And that's, pretty much, it.

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

6 So, that's it.

7 MS. REPORTER: Please, state your name.

RPM.803

8 MS. CROWE: Anne Crowe.

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

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

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

24 In addition, Morse, on the one hand,

14

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

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

8 MS. REPORTER: Please, state your name.

RPM. 804

9 MS. SUMATRA: Dorenda Sumatra.

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

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

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

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

15

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

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

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

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

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



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

8 MS. REPORTER: Please, state your name.

RPM. 805

9 MS. WANCZYK: Teresa Wanczyk.

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

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

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

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

24 MS. REPORTER: Please, state your name.

17

RPM. 806

1 MR. FOXMAN: Richard Foxman.

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

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

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

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

24 So, that's bicycles.

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

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

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

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

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

3 Okay. That's it.

4 MS. REPORTER: Please, state your name.

RPM .807

5 MS. EVANS: Georgia S. Evans.

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

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

20



1 centers.

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

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

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

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

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

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

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

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

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

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

11 Thank you.

12 MS. REPORTER: Please, state your name.

RAM. 808

13 MS. EVANS: Deborha Evans.

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

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

24 We, also, employ four people from the

23

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

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

7 That's all.

8 MS. REPORTER: Please, state your name.

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

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

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

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

12 PM. 809



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

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

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

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

25

1 these traditional neighborhood hubs.

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

3 Let me say one other thing.

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

9 Thank you.

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

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

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



13  
14 *Sandra Di Vito*

15 Sandra Di Vito, CSR  
16 LIC. NO. 084-004642  
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