Appendix K
Public Scoping Written Comments
Comments 810-900
CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"NORTH RED AND PURPLE MODERNIZATION PROJECT"
January 27th, 2011

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

RPM. 810
- to
RPM. 816

Reported By: Sandra Di Vito, CSR
License No.: 084-004642
(Whereupon, the following proceedings were held in an open public meeting.)

MS. REPORTER: Please, state your name.

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

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

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

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

And what I told him is, my reader -- my ridership would definitely go up then. Because even though I'm retired, I do -- I've taken the train as late as 12:30 at night, I don't have
any qualms doing that. But when I come back, having to take the Red Line and have to wait at Howard in the cold, especially, in the wintertime, that deters me, and I'll drive, or I'll do something else.

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

That's my comment.

MS. REPORTER: Please, state your name.

MS. RAMPAGE: Cheryl Rampage.

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

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

And having the station further away at Davis, which is more than twice as far as
Foster, or Noyes, which is about 40 percent further than Foster, would be a hardship to them.

Okay. That's all I wanted say.

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

MS. REPORTER: Yeah.

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

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

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

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

Also, are there -- my question is, are
they going to have elevators in any of these
train stations, so if people have difficulty
with stairs, they'll be able to use elevators?

Thank you.

MS. REPORTER: Please, state your name.

MR. STUDENKOV: Igor Studenkov.

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

And I just wanted to state that, I
think this is maybe a problematic concept,
because once you -- once you take -- once you
close the stations, you cannot put them back.

Once you close the stations, it's very hard to
build them to put them back.

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

And lots of stations are important,
like, as I'm sure other people have said
already, Foster Station is close to Northwestern
University, Lawrence Station has transfer options, and, let's see.

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

MS. REPORTER: Please, state your name.

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

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

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

You have the disability people who are now living here in Evanston, and if they want to go to St. Francis Hospital, they'll say, "Hey, why South Boulevard Station is not accessible?"
Because they would have to go all the way to
either Howard Street to catch the CTA Bus 205,
or go all the way to Davis Street, then have to
catch the other bus to go there, or all the way
Linden, and those three stations are accessible.
And that's why this station right here, South
Boulevard, is a must so people don't have to
take the CTA Bus.

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

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

Because we need, especially, for the
disability community, to say, yes, it's about
time, and it's long overdue to make it ADA
accessible at every station. So, the disability
community will not be let down and hurt, because
we definitely need it. So, everyone will be
jumping for joy for it.

So, that's all I have to say.

MS. REPORTER: Please, state your name.

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

Okay. You've got a multibillion dollar
proposal, and you're avoiding doing the
inexpensive things, like leaving stations open.
South Boulevard's closure would make
it, approximately, 1.3 miles between Main Street
and Howard. One of the very long distance gaps
in the entire CTA system.

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

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

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

You would add 17 minutes to my commute
by closing South Boulevard. Please, take that
I'm done.

MS. REPORTER: Please, state your name.

MS. DYKEMA: Amy Dykema.

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

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

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

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

I think it'll hurt the businesses on
Chicago Avenue that are -- rely on people
feeding right off the "L" stop. I think the
neighborhood, actually, might be a little less
safe without all the people coming and going to
that "L" stop.

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

What else?

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

What else?

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

What else? I had other things, now I
can't think of them.

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

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

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

MS. REPORTER: Please, state your name.

MR. GLASSER: Michael Glasser.

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

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

Being a landlord in the area, I think that Jarvis offers the businesses an opportunity to succeed, and is an attraction for my tenants,
and maintains my property value, and is a convenience.

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

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

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

And that's it.

(Which were all the proceedings had in the above cause this date and time.)
STATE OF ILLINOIS  
          )
          ) SS:
COUNTY OF COOK  

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

Sandra Di Vito, CSR
LIC. NO. 084-004642
Chicago Transit Authority
Red and Purple Modernization (RPM)

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RPM@transitchicago.com

From: Lindquist, Janice [JLindquist@Reshealthcare.org]
Sent: Thursday, February 03, 2011 2:13 PM
To: North Red & Purple Modernization
Subject: Save the South Boulevard Stop

Please reconsider your plans to close the South Boulevard stop. I have received feedback from many employees, patients and volunteers regarding their use of that stop to access Saint Francis Hospital. Closing this stop will create a hardship for these individuals and will adversely impact access to our facility. This has major implications for our ability to recruit and retain employees and volunteers and impedes access to care for our patients.

Janice Lindquist
Director, Human Resources
(847) 316-6124
(847) 316-2167

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

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RPM@transitchicago.com

From: Spiegel, Marjorie [MSpiegel@Reshealthcare.org]
Sent: Thursday, February 03, 2011 2:12 PM
To: North Red & Purple Modernization
Subject: South Blvd train station

This EL stop is very important to the staff here at SFH. Closing this station will have a negative impact on this community and the people who work here.

Margie Spiegel
Manager
Patient Access Services
St. Francis Hospital
Pager 13013
Long range pager 708-999-8169
847-316 4722 (Phone)
847-316 3418 (Fax)

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From: Kanary, Lenore [Lenore.Kanary@reshealthcare.org]
Sent: Thursday, February 03, 2011 2:25 PM
To: North Red & Purple Modernization
Subject: South Blvd CTA stop

So many people rely on this stop
Not only during good weather with regular ridership but certainly during bad weather.
Hospital employees need to get to work in all kinds of weather. Hospitals never close and are a life source for many. Workers have to get to work

Lenore Kanary
Director Managed Care Contracting
Resurrection Health Care Corporation
355 Ridge Ave
Evanston, IL 60202
847-316-4719
847-316-6346 fax
lenore.kanary@reshealthcare.org

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From: Touray, Gloria [Gloria.Touray@Reshealthcare.org]
Sent: Thursday, February 03, 2011 2:26 PM
To: North Red & Purple Modernization
Subject: South Boulevard El-Station

To Whom it may concern:

The recent Blizzard in Chicago is a perfect example of why we should keep the South Boulevard El-Station open. I work for St. Francis Hospital. The amount of people that were unable to use their car, stranded and dependent on the South Boulevard El-Station to get them to and from work was incredible. Visitors to St. Francis and even some patients that were discharged relied on the South Boulevard Station to get them to and from the Hospital as well. The Howard and Main Street Stations are just too far. **The Howard Station is in an extremely dangerous area.** That alone is reason enough to use the South Boulevard Station. Imagine getting off work at 11 p.m. and having to walk to the Howard Station to catch the train home.

Please do not close the South Boulevard Station.

Thank you.

Gloria Touray
Gloria.J.Touray
Information Desk Clerk/Security
St. Francis Hospital
847-316-6295
gloria.touray@reshealthcare.org

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From: Abraham, Aney [AAbraham@Reshealthcare.org]
Sent: Thursday, February 03, 2011 2:27 PM
To: North Red & Purple Modernization
Subject: South Blvd Stop on Purple Line

To whom it may concern:
Please note that discontinue the stop on South Blvd will have a tremendous impact on the employees of Saint Francis Hospital. Many of our staff use this as a means of transportation to get to and from work.

Aney Abraham
Director, Patient Care Services
(847) 316-2850 - Phone
(847) 316-7103 - Fax
(708) 999-1429 - Pager

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

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From: Dela Cruz, Alison [A.DelaCruz@Reshealthcare.org]
Sent: Thursday, February 03, 2011 2:30 PM
To: North Red & Purple Modernization
Subject: Save the South Boulevard stop

To Whom It May Concern:

My name is Alison Dela Cruz and I am a Staff RN at Saint Francis Hospital. I am writing you because I take public transportation to work, as many other employees here do. It would be a detriment for the CTA to close this particular stop. Keeping this stop open is important for our patients, many of who need routine care, such as the patients I see on a weekly basis at the Wound Healing Center (an outpatient clinic).

Please keep all of this in mind prior to making your decision.

Sincerely,

Alison Dela Cruz, RN, BSN
RN Case Manager
The Wound Healing Center – Saint Francis Hospital
☎ (847) 316-7060
Fax (847) 316-4322
a.dela cruz@reshealthcare.org

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This is a plea to keep the South Blvd. Stop on the Purple Line open. As Administrative Director of Medical Education at Saint Francis Hospital, I administer the programs where more than 500 medical students and residents train each year to become physicians. These trainees come from medical schools across the city, the majority from the University of Illinois at Chicago, and rely on public transit to come to Evanston. The South Boulevard stop on the Purple Line is the closest stop to the hospital, and is walking distance to our facility eliminating one more transfer on an already long commute.

This is an important stop for our students, and would create a hardship if it were closed. Thank you for your consideration.

Sheryl Bloom, MPH
Administrative Director of Medical Education
ph: 847/316-6235
fax: 847/316-3307

Saint Francis Hospital
Level I Trauma Center
355 Ridge Avenue
Evanston, IL 60202
sfh.reshealth.org
To whom it may concern,

I am writing to you with regards to the proposed El stop closures,

In particular the purple line South Boulevard stop which is a key station for all employees, patients and visitors of Saint Francis Hospital. I come from Edgewater and transfer to the purple line at Howard and get off at South Boulevard on a daily basis (Mon-Friday). I will occasionally take the buses however I find the El, especially key in bad weather, when buses are delayed. This was the case with yesterday (2/2)/today’s(2/3) inclement weather -the El was my only/best way to travel as the buses had 30 minute plus delays, if they were even running.

If this stop is removed patient/families/employees coming to Saint Francis Hospital in Evanston will be greatly affected and travel will be made much more difficult, especially those coming from Skokie, Evanston and parts of Chicago where the El & its connections/transfers are key. You will be creating more difficulties & risks for those traveling, and adding more strain on the bus routes that go past the hospital.

The two buses that go past the hospital on Ridge are 201 & 206. Anytime I ride the 206 Evanston Circular bus from Howard – it is loaded with high school students (who aren’t always respectful towards other passengers). The 201 Central Ridge bus that ends up at Old Orchard is also crowded on the week days, and in several cases even in good weather it is delayed arriving at Howard.

Also, the South Boulevard stop is key in getting to the hospital, as the hospital is open 24/7, and the buses don’t run 24/7 at least the El runs later/earlier than the buses going down Ridge Ave do.

I strongly urge you to reconsider closing the Purple Line South Boulevard stop.

Sincerely,

Jennifer Vyeneilo
February 3, 2011

RE: Purple Line/South Boulevard Stop

Steve Hands
Strategic Planning & Policy - Chicago Transit Authority
PO Box 7602
Chicago, IL 60680-7602
Fax: 312-681-4195

Dear Mr. Hands:

I am writing to express my deep concern regarding the planned elimination of the South Boulevard stop on the purple line. The South Blvd. stop represents the nearest access point to the "el" system for Saint Francis Hospital’s employees, patients, visitors, students, and residents.

As a sponsoring site for medical training, a significant number of University of Illinois medical students specifically choose this site of training due to its proximity and ease of access to the purple line. In addition, many of the hospital’s physicians in training make use of CTA trains to travel into the city for a variety of different needs. Many specifically select to reside in the area near the hospital because it offers easy convenient access to the trains for the commuting needs of their family members who must travel into the city of Chicago on a daily basis.

The recent heavy snow has only underscored the importance of South Blvd. The presence of sufficient staff, whether in critical areas or in support departments, has impact of patient care. Many staff who otherwise would not have been able to commute, came to the hospital via public transportation on the purple line and South Blvd.
Elimination of the South Boulevard stop would sever the ease of access to the purple line and would complicate fulfillment of the commuting needs of this hospital’s staff and the community it serves. On behalf of all of our potentially affected students, residents, patients and visitors, I respectfully ask that this stop be maintained.

Sincerely,

Marko J. Jachtorowycz, MD
Director Graduate Medical Education
Saint Francis Hospital
Evanston, Illinois
847-316-2016
Fax: 847-316-3307
Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 03, 2011 4:39 PM
To: Lea, Claudia
Subject: FW: South Blvd Station
Attachments: Picture (Metafile) 1.jpg

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From: Sabapathy, Saba [TSabapathy@Reshealthcare.org]
Sent: Thursday, February 03, 2011 3:19 PM
To: North Red & Purple Modernization
Subject: South Blvd Station

I am a rider in CTA to get to St. Francis Hospital from Monday thro Friday for work. I commute from Naperville by using Metra and CTA. It will be a hardship if this stop is closed so please do not close this station.

Thanks
T.Sabapathy
2787 Blakely Ln
Naperville, Il 60540
847 877 8008

T.Sabapathy
Supervisor Chemistry/POCT
Ph(847) 316-4545 Pager (708) 999-8143 Cell (847) 877-8008
ssabapathy@reshealthcare.org

Certified Primary Stroke Center
Accredited Chest Pain Center

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

From: Free, Cynthia [CFree@ngelaw.com]
Sent: Thursday, February 03, 2011 3:37 PM
To: North Red & Purple Modernization
Subject: Purple Line - South Blvd. station

While the South Blvd. station is the closest for me and my husband, and we use it to/from work almost daily during the week (we occasionally use the Metra at Main Street), the Main Street CTA station and the Howard Street station are not that much further, so if South Blvd. is closed, we could live with that. But we would like to see that viaduct and general intersection repaired; there is so much crumbling concrete on the sides of this station. If South Blvd. remains open, it definitely needs repair and updating, and we would love to see that happen. Thank you!

Cynthia Free
South Blvd. – Evanston resident
From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 03, 2011 4:40 PM
To: Lea, Claudia
Subject: FW: Please add a purple stop at granville or Loyola with express service to downtown all-day-thank you

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RPM@transitchicago.com

From: JAMES PSZANKA [James.Pszanka@AAcreditunion.org]
Sent: Thursday, February 03, 2011 3:38 PM
To: North Red & Purple Modernization
Subject: Please add a purple stop at granville or Loyola with express service to downtown all-day-thank you

Please add a purple stop at the Granville station or Loyola station, extend purple line express service hours throughout the day and straighten stations to increase speed-thank you.

James Pszanka
773-764-1424
1436 w. Rosemont ave.
Chicago, Il. 60660
Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 03, 2011 4:40 PM
To: Lea, Claudia
Subject: FW:
Attachments: image004.gif, image002.jpg

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From: Latta, Diane G. [diane.latta@Reshealthcare.org]
Sent: Thursday, February 03, 2011 3:48 PM
To: North Red & Purple Modernization
Subject:

First of all thanks for your services to our community and Saint Francis Hospital. As Director of Patient Care Services, I have several staff members of the 56 total that rely heavily on the CTA services to SFH. Most recently this line across from SFH was used by many staff members to get here to care for patients during the blizzard on Wednesday, February 2, 2011. Know that this line is greatly needed and appreciated. Thanks!!!
Diane Latta, PT, MBA
Director of Patient Care Services
PH: 847-316-6286
IN HOUSE PAGE: 13361
OUTSIDE PAGE: 847-479-2867
FAX: 847-316-2758

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

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From: Richard, Angelique [ARichard@Reshealthcare.org]
Sent: Thursday, February 03, 2011 4:57 PM
To: North Red & Purple Modernization
Subject: South Blvd Purple Line

Dear Mr. Hands - I am writing to you to strongly encourage you and your team to re-think the decision to discontinue service to the South Blvd Purple Line in Evanston, Illinois. I am the Vice President for Patient Care Services and Chief Nursing Officer at Saint Francis Hospital. I have a significant number of tenured nurses and clinicians who utilize this service in order to get to work. The discontinuation would cause a significant untoward effect on their ability to get to work and perhaps continue their employment w/us. Secondly, during the recent Chicago snow blizzard, most of our staff utilized this mode of transportation to get to work.

Thank you for your re-consideration regarding this very important issue.

Angelique L. Richard RN, PhD
Vice President, Patient Care Services/CNO
Saint Francis Hospital
Evanston, Illinois
Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 04, 2011 8:50 AM
To: Lea, Claudia
Subject: FW: Lawrence Red Line

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RPM@transitchicago.com

From: Christopher P. Trice [christopher.trice@att.net]
Sent: Thursday, February 03, 2011 6:02 PM
To: North Red & Purple Modernization
Subject: Lawrence Red Line

Hello,

I would like to provide input about the possible closure of the Lawrence Red Line Station.

It is my opinion that this Station should remain open. It serves the heart of the Uptown area (Lawrence/Broadway) and provides access to this bustling and re-developed area.

Please, do not close the Lawrence Red Line Station.

Regards,

--

Christopher P. Trice

mobile +1 312.860.2479
home +1 312.943.4461
fax +1 773.334.2145

christopher.trice@att.net

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Dear CTA personnel,

I live in the Evanston area and have two daughters that use the South Blvd stop daily to get to and from school and to get into Chicago. So please as a concern parent I urge and plead that the south Blvd train station remain open. If south Blvd stop closes we will have to walk a mile just to get to the Howard train station. So please keep south Blvd train station open.

Thank you,
Ms. Rivera
Chicago Transit Authority
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From: Huettl, Brian M [Brian.Huettl@Reshealthcare.org]
Sent: Friday, February 04, 2011 9:13 AM
To: North Red & Purple Modernization
Subject: south boulevard stop

As a physician at St. Francis Hospital, I have occasionally used the South Boulevard Purple Line stop. As the Medical Director, I know my staff and patients use it very often. As a member of the community, I believe that this access to public transportation is important to every person in the area.

Please keep it open. It is vital to our community and our people.
Brian Huettl, MD FACEP
Chairman, Department of Emergency Medicine
St. Francis Hospital, Evanston, IL
Chicago Transit Authority
Red and Purple Modernization (RPM)

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From: Shumate, Mary [MShumate@Reshealthcare.org]
Sent: Friday, February 04, 2011 10:26 AM
To: North Red & Purple Modernization
Subject: South Blvd - Purple Line

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

Dear Steve,

The news of eliminating the South Blvd "L" stop on the purple line is very upsetting. We live close to this stop and depend on it for the majority of our transportation needs. Our alternative stop is Howard Street and that really concerns me because of the element of crime and gang activity that saturates that area. I simply do not feel safe in that area and worry about my children having to walk thru "gang territory" each and every day. Please put yourself in my shoes ... would you feel confident to send your children out to wait on buses or take the "L" if they had to walk past gang members in a crime infested area every day?

I work at Saint Francis Hospital and I know many of my fellow co-workers depend on public transportation. The South Boulevard stop is directly assessable to the hospital with out having to transfer to a bus and a preferred route due to the reason I mentioned above. Many of our patients and patient visitors depend on the South Blvd stop as well.

Please reconsider... I encourage you to walk in our shoes and the picture will become very clear. Thank you for your time and attention in considering the needs of my family and community.

Sincerely,
Mary Shumate

Saint Francis Hospital
Level 1 Trauma Center
355 Ridge Avenue
Evanston, IL 60202
sfh.reshealth.org
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RPM@transitchicago.com

From: Harris, Ted [Ted.Harris@Reshealthcare.org]
Sent: Friday, February 04, 2011 10:27 AM
To: North Red & Purple Modernization
Subject: PLEASE DO NOT CLOSE THE SOUTH BLVD PURPLE LINE STOP!!!!

Dear Sirs:
I use the South Blvd Purple line stop to get to my workplace at St Francis Hospital, 
and the majority of my patients also use this stop.

Please please please do not close this stop.

Thanks you,

Ted Harris
Student Intern
Comprehensive Mental Health Center
Resurrection Behavioral Health
St. Francis Hospital
847 316-2886
Ted.Harris@Reshealthcare.org

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you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.
Long Time resident of Evanston, Please don't stop service to South Boulevard, so so so many people depend on the purple line and stopping at this stop, I don't know how drastic it would be, but just think of what happened with Metra, with all the problems they were having when they wanted to fix the bridges... everyone was complaining about it... please don't shut down that stop.

Thanks
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RPM@transitchicago.com

From: Means, Tauria [Tauria.Means@Reshealthcare.org]
Sent: Friday, February 04, 2011 10:57 AM
To: North Red & Purple Modernization
Subject:

THE PURPLE LINE IS VERY IMPORTANT NOT ONLY TO OUR EMPLOYEES, VOLUNTEERS AND PATIENTS BUT ALSO TO OUR EVANSTON RESIDENTS...I AM AN EVANSTON RESIDENCE BORN AND RAISED AND SOUTH BLVD WE NEED...MANY PPL USE THIS STOP TO GO TO HOWARD AND DOWNTOWN EVANSTON ETC...ITS CLOSE TO HOME, SCHOOLS AND SHOPPING...PLEASE DO NOT SHUT THIS STOP DOWN...I NEED IT TO GO TO MY MOTHERS HOME FROM WORK AND I USE IT TO GO THE OPPOSITE WAY TO GO HOME...IT MIGHT NOT SEEM IMPORTANT TO YOU BUT TRUST ME SOUTH BLVD IS TRULY NEEDED IN THE AREA...THANKS
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RPM@transitchicago.com

From: Salas, Maria-Paz [mariapaz.salas@shschicago.org]
Sent: Friday, February 04, 2011 11:44 AM
To: North Red & Purple Modernization
Cc: Salas, Maria-Paz
Subject: PLEASE do not close Jarvis Red Line Station

As a person who has lived in Rogers Park on Fargo for almost 14 years, I have seen the neighborhood grow in many ways and move forward economically. I could not believe when I heard that some of the proposals from CTA included shutting down Jarvis El station as well as others.

This is not a time to be shutting down this station. The neighborhood has moved forward and should be supported to keep moving that way (no pun intended). We people in this area deserve the option of the El. Jarvis Square businesses have added much to the neighborhood and they would suffer greatly if the Jarvis El closed.

As a person with Parkinson’s disease, I would find it much more difficult to walk the extra blocks to get to HОward El or Morse El. Infact, it probably isn’t an option.

PLEASE DO NOT CLOSE THE JARVIS EL STATION!
Thank you!
Maria Paz SALAS
Fargo Ave
Chicago
Hi

I am an employee at Saint Francis hospital, and the South Boulevard stop on the Purple Line is something I count on for commute to work. Our patients, their friends and family as well as other employees need this stop. Appreciate a favorable decision.

Thank you

Bijumon Kunjukunju
Picture Archives and Communication Systems Coordinator
SAINT FRANCIS HOSPITAL, 355 RIDGE AVE, EVANSTON, IL 60202
PH: 847.316.2534  PGR: 708.999.0320  FX: 847.316.2241
Bijumon.Kunjukunju@reshealthcare.org
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From: Jim Chrobak [jimchrobak@hotmail.com]
Sent: Friday, February 04, 2011 3:21 PM
To: North Red & Purple Modernization; Luis Klein
Subject: North Red and Purple Modernization Project

Sir,

I first want to congratulate the CTA for holding these community meetings and getting various plan alternatives out to the riders/citizens well in advance of any action the CTA may or may not take.

I'd like to mention four issues:

1. COST
Even for the Basic Rehabilitation project we are talking serious money. I assume the source for these funds would be bonds and grants supported by some mixture of federal, state, city taxes, and fare paying riders. Do you really see this happening in the near future, say within the next 5 years? I don't. It's good to plan but we need to keep it real. Whatever may come of this is a long way down the road at best.

2. RIGHT OF WAY ACQUISITIONS
With the current system in such sorry shape, is this really the best way to spend very scarce resources? Even with the acquisitions needed only for Loyola and Sheridian I would think the cost in purchase price, legal fees, and the inevitable court cases, etc., would be far greater then the value of the few minutes saved per ride. As a person that rode the Red Line for work and play for over 39 years, I would be much happier to see more resources put into track maintenance and repair to eliminate the 'slow zones'. I think this would be more appreciated by your riders from a psychological prospective as well as from a true and sustainable reduction in travel time.

3. MODERN CONCRETE AERIAL STRUCTURE
If I understand this correctly, this is what was done at the Fullerton station. In other words, you put the tracks on freestanding columns. If the condition of many of the viaducts and their supporting columns, including the current situation at Loyola, are any indication of things to come, this, in my opinion, is not the way to go. I understand that 'modern' should mean better, longer lasting, etc. But I can see a time in the future not unlike the current period where resources, time, and lack of maintenance and repair, would inevitably result in what we see today. I'm for leaving the current embankment structure in place wherever possible. We have lived with the current system and are use to the dead-end streets, etc. I even think that they give Rogers Park a special feel and look. The embankments create mini-neighborhoods, each one different from the other. Rogers Park seems more livable because of this fact not in spite of this fact. As for the viaducts themselves, the newly replaced one on the Metra line at Main Street in Evanston is the way to go. No columns equals no falling concrete or rusting superstructure. This format has to be safer for drivers and pedestrians alike, not to mention far more attractive.

4. STOP CONSOLIDATION/SECONDARY ENTRANCES
Really? The "great blizzard of '11" should help to put this idea to rest (in peace). As a rider I'm looking for more, not
less, from the CTA. Are longer walks the CTA’s plan to fight obesity in Chicago? Has anyone asked the business owners at Jarvis, Thorndale, and Lawrence, what they think of this idea? All this upheaval for a "potential" average travel time reduction! How about adding more entrances to the existing stops where it is possible and financially feasible. The one overriding goal in all your planning should be to encourage the public to use the CTA trains for their primary means of transportation to their workplace. Convenience, reliability, accessibility, safety and cleanliness, not longer walks and "potential" will put more butts in seats! In the near future, the environmental issues associated with driving cars will, I think, make rapid transit more and more necessary and desirable. Plan for more not less.

So let us take the best of your ideas and the best of the public's ideas, mix with a pinch of common sense and fiscal reality, and see what the future hold for us.

James Chrobak
7542 N. Bell, Apt 3C
Chicago, IL 60645
(773) 262-2335
Chicago Transit Authority
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RPM@transitchicago.com

From: Goldstein, Carol [CGoldstein@Reshealthcare.org]
Sent: Friday, February 04, 2011 6:24 PM
To: North Red & Purple Modernization
Subject: South Boulevard stop

Hello I'm an Registered Nurse at St Francis Hospital & live in SouthEast Evanston.
The night / day of the blizzard would have been really bad if the South Boulevard stop did not exist.
I would have not been able get to & from work Tuesday & Wednesday.
Please do not close this or the Main Street stops.
Carol Goldstein RNC
Chicago Transit Authority
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RPM@transitchicago.com

From: Lanier, Candace J [Candace.Lanier@Reshealthcare.org]
Sent: Saturday, February 05, 2011 10:53 AM
To: North Red & Purple Modernization
Subject:

I am writing concerning the purple line boulevard stop. I am a young lady I get off at 11pm at night, ITS VERY SCARY TO WALK FROM ST.FRANCIS ALL THE WAY TO RED LINE BY MYSELF, PLESE RECONSIDER THAT DESCION PLEASE IT IS VERY CONVINETNT AND LITTLE MORE SAFE. THANK YOU CANDACE...
Dear Mr. Sands,

For the first time in my life I am compelled to write a letter to an official who makes decisions regarding life in my city. I write in regards to the recently announced proposal to close the Jarvis el station.

I do not wish to take too much of your time, I am sure you have or will receive many more letters and e-mails on this subject. I will not dwell on the impact that it would have on my daily life, as I live on Sherwin Ave., half a block from the station. It is a marvelous convenience to not have to walk to Howard on my daily commute to Evanston.

I would instead focus on the impact this closure has on business for the Rogers Park area. I remind you of the number of thriving and needed businesses plying their services and goods in the Jarvis Square plaza. The laundromat, the dry cleaner, the 4 restaurant/coffee shops, the storage facility, the general merchandiser, the pet groomer, the beauty parlor. All rely on much more than just the customer who can walk from their house to the establishment. Parking is a premium in this part of town. These businesses will lose clientele if their out-of-the-way customers...even those far south as Morse Avenue...just cannot justify looking for parking for a short trip.

Does the CTA REALLY want to contribute to our already distressed economy by hurting these businesses? Close other stations on the Red Line...and the Brown line...and yes even the Purple...that are not as heavy with businesses. My message may be small, but I hope that it is part of many voices in my community who are upset and concerned. Thank you for your time.

Sincerely,
Steve Mattingly
1407 W. Sherwin Ave. #2s
Chicago 60626
Dear Mr. Hands and the CTA,

First, I commend the CTA for organizing an excellent public scoping event at New Field school in Rogers Park last month. My husband and I did not know anything about the project before attending, but felt that the event was very informative, with plenty of knowledgeable staff on hand and well-designed posters and charts. Thanks for making us feel like our comments matter.

Next, I want to share my thoughts on the modernization project. I liked parts of the basic rehab with transfer stations, modernization 4-track, and underground proposals. But because I can't bring myself to endorse any particular alternative, let me present my thoughts via bullet points.

- Guiding principle: If it's worth doing, it's worth doing well. I understand that the project isn't yet funded, so the CTA doesn't know how much money they're working with, but all of the plans need funding and all will create some transit disruption, so if you're making changes you'd just as well make all the necessary changes.

- I dislike the 3-track idea because express service in both directions is one of the things that makes the Purple line valuable. I like knowing that when I go downtown on the Purple line that I will also be able to quickly return to Rogers Park, even if it's a "reverse commute." That said, if modernization plans make the Red line almost as fast as the Purple line, then I guess it doesn't really matter.

- I was initially very opposed to any reduction in station stops on the Red line, but after considering where extra entrances might be placed I am less opposed. For context, I live on Touhy, about halfway between the Morse and Jarvis stops and use both daily, I use the Howard stop daily, and I use either the Thomdale or Granville stops weekly. My husband has a car for work; otherwise we rely on the Red and Purple lines and the #147 bus for basically all of our transportation.

I don't think consolidating stops is a completely bad idea. I understand that it could make the project more affordable and streamlined, while making train service much faster. For example, I have often used the Granville and Thomdale stops interchangeably, so by all means, close one and add another entrance. I could also see that closing the South Blvd. stop on the Purple line, while personally inconvenient, would not make a
huge difference as the area seems to be relatively well-served by buses leaving from Howard. (I can't speak to the Foster or Lawrence stops because I don't think I've ever used them.)

However, closing the Jarvis stop is a terrible idea for several reasons. Among them two big ones:
1. Economic. The Jarvis stop provides a much-needed infusion of traffic to the area between Ashland and the lake. I can think of five businesses there that I frequent regularly - but probably wouldn't if the Jarvis stop weren't there. It's an island of commerce that makes the whole neighborhood busier, safer, and more fun to live in. The area just south of Howard is not so great - not a lot of "eyes on the street" or businesses that I would patronize. If the Jarvis stop closes, a whole swath of Rogers Park, from Morse to Howard, could basically be stripped of its entrepreneurship. What's more, the businesses around the Jarvis stop are things Rogers Park needs - a nice gym, a small theatre, a marvelous wine store, a great coffee shop. Frankly, it's a bit more upscale than some other areas of the neighborhood, and I think we need the diversity it adds to the area in terms of options for consumers. In contrast, businesses around the Thorndale stop have the advantage of being situated near Broadway, which gets a lot more - and steadier - traffic from a variety of sources. Those businesses seem less dependent on just El-oriented traffic, and could better weather a station closure.

2. Convenience. "Convenience" sounds trivial, but it is not when you are trying to get home in the rain with your work bag, lunch bag, library books and groceries. It will be a long way to walk to a train station if you live somewhere in the middle of the Howard/Morse/Sheridan/Clark rectangle. The Jarvis stop provides an important access point for the - probably thousands? - of people who live in that middle distance, and an entrance on Rogers just won't help. Getting people close to where they want to go should be a huge factor in public transit, and adding ADA-accessibility will mean nothing if the stations are now located too far away to walk or roll to. I will take a CTA route that is somewhat longer, but will get me closer to my destination, over a quicker route that makes me walk further. That doesn't mean I'm lazy - it means when I have 25 lbs. of things to carry, six blocks in the snow or heat is going to make my life a lot more difficult than it needs to be. The Red line is reliable, 24-hour transportation into, out of, and around my neighborhood, and removing the Jarvis stop would seriously hamper its usability.

Thanks for considering my opinions.
All the best,
Rita Feikema

Many Peoples Church
Gale Math and Science Academy
mobile: 616.634.4022
email: ritafeikema@gmail.com
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From: Hogan, Sheila [Sheila.Hogan@Reshealthcare.org]  
Sent: Sunday, February 06, 2011 7:05 AM  
To: North Red & Purple Modernization  
Subject: Save south Blvd

To Whom It May Concern

I recently learned of your plans to close the south Blvd station. While I am not one who usually writes letters I am taking the time to write this one because I feel that the impact of this closure may be greater than you have considered. This is the primary stop for St. Francis Hospital and as such is vital to many of our patients and staff. While you may counter that those using the "L" can use the Howard stop, this requires an additional bus ride (or a very long walk) and can add up to 1/2 hour to the time it takes to reach the hospital and potentially longer during inclement weather. I hope that you will find another way of resolving the issues which exist that does not involve closing this station.

Sheila A. Hogan R.N.
From: Norma Mclennon [norma.mclennon@att.net]
Sent: Sunday, February 06, 2011 3:18 PM
To: North Red & Purple Modernization
Subject: RPM modernization - SCOPING COMMENTS

Norma G Mclennon,
Organizations : 2424 – member, Birchwood/Hoyne Block Club, and a few other Rogers Park Groups, a very frequent user of the red and purple line, most often – Randolph, Belmont, Howard, and Central
2041 W Birchwood Ave #2, Chicago, IL  60645
H-773-764-0884, C-773-972-8053, E- norma.mclennon@att.net

I want to receive updates about other projects along the Red Line

My priority is the Red Line, Belmont north to Howard. I vote for the Modernization 4-track. I use the Jarvis, Thorndale and Lawrence stations on a regular basis. Over the next 60-80 years – the neighborhoods around these stations will be developing, growing, and moving more and more to public transit away from automobiles. The type of alternative access provided for removal of these stops is CRITICAL!
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RPM@transitchicago.com

From: Michael Walkden [michael.walkden@gmail.com]
Sent: Sunday, February 06, 2011 11:26 PM
To: North Red & Purple Modernization
Subject: Purple Line Modernization Comment - Closing of South Blvd Stop

Attention Steve Hands, Strategic Planning & Policy, Chicago Transit Authority

I am writing to comment on the closing of the South Boulevard El stop in Evanston. As you decide to close the stop or not, consider the following things:

- The stop is used by those who are going to St Francis hospital nearby. This will diminish access to a major public facility.
- The neighborhood around it is quite diverse and many families have no car or only one car per family.
- Many residents moved into the neighborhood expecting to be able to take the El.
- I do not believe the count of riders is accurate. When I ride the El in the evenings the station attendant opens the handicapped gate so no traffic is counted.
- Residents are not complaining about the stop now. The viaduct must still be fixed, but between having not stop or an old one the residents would prefer having the stop.
- Proximity to transit affects property values. Removing the stop will lower property values - which affects the CTAs ability to maintain the El.

Thank you for taking the time to consider this as you proceed with the project.

--

Michael Walkden
michael.walkden@gmail.com

Plans are useless but planning is indispensable.
- Eisenhower
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From: Bill Mania [bill@manialabs.us]  
Sent: Monday, February 07, 2011 8:14 AM  
To: North Red & Purple Modernization  
Cc: Alderman Joe Moore  
Subject: Strategic Planning and Policy RPM comments

Steve,

I'd like to submit my comments for consideration in the North Red and Purple Modernization Project. Please acknowledge receipt of this message.

First, I think it's important to describe my bias. I have been a resident of Rogers Park for nearly five years and have worked in the Loop for the same amount of time. My home is 0.2 miles from the Jarvis Red Line station and 0.5 miles from the Rogers Park Metra station. I very rarely drive to work but instead usually use the Metra train for my commute.

I use Metra instead of CTA because:

1. It's arrival times at Rogers Park and Ogilvy are much more predictable than the Red Line.

2. The travel times are much less than the Red Line or the Purple Line and are also usually much more predictable.

3. The cost of a ride on the Metra train is less than the cost of a CTA ride.

I would still like to see improved service on the CTA, however.
To that end, I can't offer one specific task or project but can instead describe my priorities for the CTA rail system and offer to participate in the planning and evaluation process. I would truly like to have a reasonable alternative to the overwhelming number of cars in Rogers Park.

My priorities for the CTA rail system, listed in decreasing order of priority:

1. Minimize waste throughout the system and eliminate corruption and fraud throughout the staff and management of the CTA.

2. Implement the necessary systems for accurately measuring:

   1. Passengers entering a station
   2. Passengers boarding a train for a specific destination
3. Passengers leaving a train at a station
4. Passengers leaving a station
5. Real time position of each train
6. Travel time between each station for each train
7. Make all of this information readily available to the CTA customers

3. Set the fares for a train ride based on the distance traveled and services used instead of one fixed fare.

4. Maintain, improve and design the trains, stations, tracks and staff training programs to allow the trains to operate and travel safely, at their design speed and with their design capacity.

These are admittedly very high level goals and not trivial to implement. However, I don't think anyone can formulate a specific suggestion or plan, and later implement it, without first accomplishing my items 1 and 2. Item 4 will take input from item 2. Without the input from item 2, how can anyone accurately predict the impact of a proposed change or effectively manage and maintain the CTA rail system?

--
Bill Mania

dum ni vivas, ni vivu!
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RPM@transitchicago.com

From: McNulty, Genevieve [G.A.McNulty@reshealthcare.org]
Sent: Monday, February 07, 2011 8:55 AM
To: North Red & Purple Modernization
Subject: South Blvd station

I commute from Lincoln Park to my work at St Francis Hospital by bus and then Purple line to South Blvd. Closing the South Blvd station would create a hardship for me. I know I would not be the only one affected if the station were to close as I am never alone in getting off at that stop and there are always others waiting to board.

Genevieve McNulty
Chicago Transit Authority
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RPM@transitchicago.com

From: Doweiko, Joseph [JDoweiko@reshealthcare.org]
Sent: Monday, February 07, 2011 9:25 AM
To: North Red & Purple Modernization
Subject: South Blvd stop

Please do not close the South Blvd stop as this is a lifeline for employees and patients to our hospital. Thank you for your consideration.

Joseph J. Doweiko RN, BSN, TNS, ECRN, LI
EMS Coordinator, Saint Francis EMS
847 316-2894 Office
847 316-4114 FAX
708 921-0186 Cell

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

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Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 07, 2011 2:30 PM
To: Lea, Claudia
Subject: FW: South Boulevard L stop
Attachments: Picture (Device Independent Bitmap) 1.jpg, Picture (Device Independent Bitmap) 2.jpg

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From: Newton, Mary Ellen [MNewton@Reshealthcare.org]
Sent: Monday, February 07, 2011 1:39 PM
To: North Red & Purple Modernization
Subject: South Boulevard L stop

Please reconsider closing this L stop. It is extremely important to St. Francis. It is important for 3 main groups: our employees, the patients and my students. My specific concern is the students.

The students of the school of radiography would have to walk from the Howard Street stop. This an especially difficult commute, in the rain, sleet or snow. They are loaded down with book bags additionally. They also have tight schedules and are limited in when they can make to St. Francis.

Please, please reconsider this disturbing decision.

"Education is for improving the lives of others and for leaving your community and world better than you found it." -- Marian Wright Edelman

Mary Ellen Newton
Program Director
Saint Francis School of Radiography
Resurrection Health Care
Evanston, IL 60202
847-316-5810 office phone
847-316-5811 fax
mnewton@reshealthcare.org

Saint Francis Hospital is a Level I Trauma Center.
For more information, visit sfh.reshealth.org
Dear Mr. Hands,

Please do not close the South Blvd station in Evanston. Being a 37 year resident of south Evanston and also a 35 year employee of Saint Francis Hospital, I can not express my many concerns at the suggestion this station would be closed. The employees and residents both of this neighborhood rely heavily on the South Blvd station and would suffer greatly. It is not only a convenience issue, but also a serious safety issue. The nearest station for employees of the hospital to access is Howard Street and personally, I do not feel comfortable using this station in the evening with the high crime rate in the Howard Street area.

Please reconsider the closing of this station.

Thank you for your time and consideration.

Elizabeth Maass
918 Washington Street, #3E
Evanston, IL 60202

Elizabeth A. Maass
Senior Secretary, Emergency Medical Services
(847)316-6117-Office
(847)316-4114-Fax
emaass@reshealthcare.org

Saint Francis Hospital
Level I Trauma Center
355 Ridge Avenue
Evanston, IL 60202
slh.reshealth.org
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[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

From: Jo Ann Budde [jab@buddefamily.com]
Sent: Monday, February 07, 2011 4:42 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd Open!

Keep South Blvd open! We bought here because of the proximity of the South Blvd station. Closing the station would be a serious negative for South Evanston, which needs the station to remain attractive.

Commute time, including reaching the station, would average an additional 25 minutes a day. Many people walk by our house on their way to the station; we know it is used by many people west of us.

Jo Ann & Norbert Budde
1108 South Blvd.
Evanston
[jab@buddefamily.com](mailto:jab@buddefamily.com)
Chicago Transit Authority
Red and Purple Modernization (RPM)
*Improving your commute. Improving your community.*
[www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject)
[RPM@transitchicago.com](mailto:RPM@transitchicago.com)

From: Deborah Klegman [debklegman@yahoo.com]
Sent: Monday, February 07, 2011 6:30 PM
To: North Red & Purple Modernization
Subject: South Boulevard Train Stop

Hi,

I am writing as I am an employee at St. Francis Hospital in Evanston. This stop needs to remain open as myself and many other employees, along with a large majority of our patients, use this stop.

Cutbacks sometimes are needed, but to cut this stop would do the community of Evanston around the St. Francis area severe harm. It is sometimes the only way a patient can afford to get to our hospital.

Please reconsider the idea of closing down the station. It is necessary for the community to continue to grow while having this station remain open.

Thank you for your time.

Debby Klegman
Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Tuesday, February 08, 2011 9:52 AM
To: Lea, Claudia
Subject: FW: The Foster stop

Chicago Transit Authority
Red and Purple Modernization (RPM)
Improving your commute. Improving your community.
www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Jenna White [jwb@northwestern.edu]
Sent: Tuesday, February 08, 2011 9:16 AM
To: North Red & Purple Modernization
Subject: The Foster stop

Mr. Hands,

The Foster stop is essential to my daily commute from Forest Park, IL to Northwestern’s Evanston campus. Closing this stop would dramatically impact both my commute and the commute of our journalism students travelling daily to and from their downtown newsroom.

I hope very much this does not happen!

Thanks,
Jenna

Jenna Elizabeth White
Director of Development

MEDILL
Northwestern University
2020 Ridge Avenue, Rm. 445
Evanston, IL 60208
jwb@northwestern.edu
Phone: 847.467.7897
Fax: 847.491.7095
Cell: 773.655.3241
http://www.medill.northwestern.edu
http://giving.northwestern.edu/nu/medill
Chicago Transit Authority
Red and Purple Modernization (RPM)

Improving your commute. Improving your community.
www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: caryn ott [carynaria@hotmail.com]
Sent: Tuesday, February 08, 2011 12:01 PM
To: North Red & Purple Modernization
Subject: Please save the Jarvis Stop!

ORHello -
I have been a frequent rider of the Chicago Red Line since I moved here in 1996. It is my main means of transportation and I am proud of Chicago for having such a reliable form of transit. I have always chosen places to live that was El accessible. And I realize the expense for the upkeep for so many El stops, not to mention the possibility of adding more stations. However, my lifestyle revolves around my access to these important stations.

I wanted to take this time to inform you why the JARVIS and THORNALE stops are important to my family. Currently, my family rides your train EVERYDAY from the Jarvis stop to the Thorndale stop for my daughter’s school - Swift Elementary. Not only will ending one station alter our daily routine, but 2 stations closing would just effect our ability to get to and from school.

Plus, Rogers Park is NOT the safest of neighborhoods. But, on the plus side, new businesses like Gruppo di Amici, Taste and V-Tone have moved in and improved the environment and safety by having more foot traffic to these establishments. I am afraid that closing the Jarvis stop will deeply effect the accessibility to these small businesses and therefore lessen the clientele and safety that they have established. Not to mention, we already have too many closed store fronts around the El that makes this neighborhood appear to be more vulnerable. Adding to that problem would be Closing The Jarvis El stop! The area called Jarvis Square would fall apart with the closing of the El Stop and hurt any further possibility of new businesses from moving in - which we STRONGLY NEED!

Please try to keep Rogers Park growing and allow my family to get to/from school by keeping the Jarvis and Thorndale El Stops going!
Thank You,
Caryn Ott-Hillman
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: JOHN AULD

Organization: __________________________ Title: __________________________

Address: 1434 W. Jarvis Ave, #2H

City: Chicago State: IL Zip: 60624

Phone: 773-654-1897 E-mail: jwauld@yahoo.com

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

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

Closing the Jarvis stop would be a huge detriment to our Rogers Park community!! It would adversely affect our safety as the walk to Howard is dangerous! It would lower property values & adversely affect our up & coming neighborhoods struggling in this recession. Many good businesses at this stop have sprung up and they might be put out of business with this loss of revenue created if the Jarvis stop is closed! Since CTA needs more revenue, then refurbishing & keeping the Jarvis stop makes more sense as it will bring in more ridership & revenue!
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: Mayu Shewnarain

Organization: __________________________ Title: __________________________

Address: 1317 W. Greenleaf

City: Chicago State: IL Zip: 60626

Phone: 773-973-7187 E-mail: mshewnarain@solmn.edu

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

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

I am not in support of the plan to close the Garvin station. My concern is about the negative impact on businesses in the area.

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

Organization: ___________________________ Title: ___________________________

Address: 2025 SHERMAN AV #503

City: EVANSTON State: IL Zip: 60201

Phone: ______________ E-mail: ___________________________

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

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

I use the Foster station whenever I go downtown & I see many, many U.O. students also using it. It seems strange that the CTA plans to help the Truman College & Loyola students but ignores Northwestern.

F.A. COX
2025 SHERMAN AVE. #503
EVANSTON, IL 60201

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

- My first preferred option is the 2-track underground
- 2nd option: Modernization 4-track alternative
- Extend the subway option all the way to Howard
- Find a location for a Park-n-Ride on the Far North Side
- Provide noise barrier walls on the non-subway options.
- If any of the new stations have a similar design to the ones at Fullerton & Belmont, make sure the stations' roofs cover the tracks to protect the customers waiting from the elements
- Place energy efficient escalators which don't move when there is no people but activate themselves when people approach the escalator.

Scoping comments may be submitted via mail, e-mail or fax with attention to: Steve Hands, Strategic Planning & Policy, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312) 681-4195, Email: rpm@transitchicago.com, Website: www.transitchicago.com/rpmpage, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
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Name: Shyam Ramkumar
Organization: Accenture Title: Consultant
Address: 5 N. Wabash, Unit 1205
City: Chicago State: IL Zip: 60602
Phone: 770-364-2583 E-mail: shyam.ramkumar@gmail.com

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

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

This project is absolutely essential. The state of the tracks from Howard to Linwood and from Belmont to Howard is horrendous and in need of repair. I think the reduction in stations allowed by the modernization plan is a key strategy and something that’s been a long time coming. From my experience the number of stations from Howard to Belmont is extremely frustrating and makes the ride much longer than it needs to be.

I personally find the study plan very interesting and while the CTA would provide more detail on not just the capital expenses but the maintenance expenses over the lifetime of the project, I also provide a construction timeline highlighting which parts of the line they want to start.
Steve Harwood
Strategic Planning & Policy
Chicago Transit Authority
P. O. Box 7623
Chicago, IL 60680-7623

Dear Mr. Urdu:

There are several improvements to the People Line in Evanston that need to be addressed.

The EL Station at Central Street badly needs reconstruction. It is a busy station serving the Evanston Hospital, and Northwestern football game-goers as well as other occasion. An elevator at the reconstructed Central Street EL Station would be much appreciated by the many senior citizens utilizing this station including my wife and myself.

An urgent problem facing the People Line and needing immediate attention is the dangerous condition of the EL viaducts in Central Evanston. In the Nineties, six main viaducts in near downtown and actual downtown Evanston became dangerously defective. The People Line had to slow down to avoid the chance of viaduct collapse. There were six really bad viaducts from Main Street on the south, Davis Street, Chicago Street, Church Street, Douglas Street, Davis Street, and Church Street on the north.

Several years ago, the CTA undertook, quite successfully, to replace the sagging viaducts at Main Street, the furthest north of these six dangerous viaducts, and at Davis Street, the furthest south. Closing the tracks, principally on a Saturday, the CTA successfully put in new, beautiful viaducts, to the amazement of all passengers.

Left undone were the four other deteriorated viaducts at Church Street, Chicago Street, Davis Street, and Davis Street. These are being expertly propped up, on a makeshift basis, with everymore props needed, and even blocking like lemons. Now, with adequate funding, is the time to finish these four bad viaducts and get them all in new, almost as bad in Evanston, such as Madison Street, in south Evanston.

Sincerely, Bill Harwood
Dear CTA,

Recently moved to Chicago and use the EL as O'Hare.

Conrad [Postal Service] applied for free pass
and now the EL is Oliver.

Best feel something full of
induced stress. Only noose

in the neighborhood

and feel somewhat fuller

Thoughts and

Maggie Gregory
1318 W. Sherwin Ave.
Chicago, IL
60626

Steve Handa,
Strategic Planning Policy
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680
January 27, 2011

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

Re: SunTimes article – “CTA Considers Closing 5 Stops”, January 27, 2011

Mr. Hands,

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

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

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

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

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

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

Regards,

[Signature]

Lucio DiPaolo
Uptown resident and business owner
To CTA Stephen Hanks
Strategic Planning + Policy
CTA

Keep our station open!

North of Darrow on Sheridan has already been cut!
No way to get to Howard to get buses for jobs in North suburban
Many disabled & elderly in this neighborhood - I am unable
to walk to Howard
Please run buses north on Sheridan in early AM from garbage to pick up people - rush hour goes both ways

Some green city center of public transportation make residents

see red

Margaret J. Sampson
770-761-6554
Alderman Joe Moore Needs Your Help TONIGHT!

The CTA just announced that three of six proposals it has for Red Line “improvements” include CLOSING the Jarvis El Stop.

Join Alderman Joe Moore in telling the CTA to

SAVE THE JARVIS EL STATION!

Public Meeting with the CTA TONIGHT

Wednesday, January 26
6:00 - 8:30 p.m.
New Field School
1707 W. Morse Ave.

~or~

Thursday, January 27
6:00 - 8:30 p.m.
Fleetwood-Jourdain Community Center
1655 Foster St., Evanston

In addition to these meetings, please send a letter. Comments must be postmarked by February 18.

Mail your comments to:
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

For project information, visit: www.transitchicago.com/rpmproject
Strategic Planning Policy
Chicago Transit Authority

Jan. 26, 2011

Dear Mr. Hands,

I have read of the plan to close the Janis Station and totally oppose this proposal. How can you expect ridership to increase when you take away a station people are counting on to be close by? Many cannot make that walk to Howard or Morse Ave. It will also take away business from an area that counted on people passing by or Janis Ave. If you have to cut back, leave out some renovation, but please keep Janis Station.

Sincerely,
Margaret Hoover
1935 W. Morse Ave
Chicago, IL 60626
2/4/11

Please do not close the south hand stop on the purple door.

I work at St. Francis and that is my stop.

Thanks

Nancy Busell
RE: ELIMINATION OF THE PURPLE LINE / SOUTH BLVD.
RE: Purple Line/South Boulevard Stop

Dear Mr. Hands:

I am writing to express my deep concern regarding the planned elimination of the South Boulevard stop on the purple line. The South Blvd. stop represents the nearest access point to the 'el' system for Saint Francis Hospital's employees, patients, visitors, students, and residents.

As a sponsoring site for medical training, a significant number of University of Illinois medical students specifically choose this site of training due to its proximity and ease of access to the purple line. In addition, many of the hospital's physicians in training make use of CTA trains to travel into the city for a variety of different needs. Many specifically select to reside in the area near the hospital because it offers easy convenient access to the trains for the commuting needs of their family members who must travel into the city of Chicago on a daily basis.

The recent heavy snow has only underscored the importance of South Blvd. The presence of sufficient staff, whether in critical areas or in support departments, has impact of patient care. Many staff who otherwise would not have been able to commute, came to the hospital via public transportation on the purple line and South Blvd.

February 3, 2011

Mr. Steve Hands
Strategic Planning & Policy - Chicago Transit Authority
PO Box 7602
Chicago, IL 60680-7602
Fax: 312-681-4195
Elimination of the South Boulevard stop would sever the ease of access to the purple line and would complicate fulfillment of the commuting needs of this hospital's staff and the community it serves. On behalf of all of our potentially affected students, residents, patients and visitors, I respectfully ask that this stop be maintained.

Sincerely,

Marko J. Jachorowycz, MD
To: Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority

From: Alison Dela Cruz, RN

Fax: 312-681-4195

Pages: (Including cover sheet) 2

Phone:

Date: Thursday, February 03, 2011

Re: South Boulevard Purple Line Stop

CC:

Comments:

---

Thanks,

Alison Dela Cruz, RN, BSN
RN Case Manager

---

Ask Me About My TANK!
Dela Cruz, Alison

From: Dela Cruz, Alison
Sent: Thursday, February 03, 2011 2:30 PM
CC: NorthRedPurple@transitchicago.com
Subject: Save the South Boulevard stop

To Whom It May Concern:

My name is Alison Dela Cruz and I am a Staff RN at Saint Francis Hospital. I am writing you because I take public transportation to work, as many other employees here do. It would be a detriment for the GTA to close this particular stop. Keeping this stop open is important for our patients, many of who need routine care, such as the patients I see on a weekly basis at the Wound Healing Center (an outpatient clinic).

Please keep all of this in mind prior to making your decision.

Sincerely,

[Signature]
Alison Dela Cruz, RN, BSN
RN Case Manager
The Wound Healing Center – Saint Francis Hospital
☎ (847) 816-7090
✉ (847) 816-322 fax
✉ dela.cruz@reshealthcare.org

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2/1/11 faxed to 312-681-4195

To whom it may concern:

I missed the public meeting on 1/24 but wanted to put my comments in on the redoing of the Argyle red line stop.

The columns need to be fixed, scraped and repainted, they look bad.
The front entrance need to be modernized and lighting around and inside.
The water leakage on floor before the stairs needs to be fixed.
If possible, put in more turn styles and reconfigure the agents booth also.
A screen showing the times of the next trains would be good and a clock.

I'm not sure if the CTA owns the coffee shop to the east of the entrance but that also needs to be updated, it looks sloppy old and not clean.

The platform seems ok and the benches and warmer are helpful.

Also the bike racks need to be moved not near the doorways as some bikes stay there for ever and they do inhibit the small narrow walkway.
Thank you,

Ann E Linton
Live on Argyle St. east
If any ?'s call during the day 312-628-8693
ATTEND A PUBLIC SCOPING MEETING
Red & Purple Modernization Project

MON., Jan. 24, 2011
6:00 to 8:30 p.m.
UPTOWN
St. Augustine College
1345 W. Argyle St.
Chicago, IL 60640

TUE., Jan. 25, 2011
6:00 to 8:30 p.m.
EDGEWATER
Nicholas Senn High School
5900 N. Glenwood Ave.
Chicago, IL 60660

WED., Jan. 26, 2011
6:00 to 8:30 p.m.
ROGERS PARK
New Field Primary School
1707 W. Morse Ave.
Chicago, IL 60641

THU., Jan. 27, 2011
6:00 to 8:30 p.m.
EVANSTON
Fleetwood-Jabiru
Community Center
1655 Foster St.
Evanston, IL 60201

The Chicago Transit Authority (CTA) is proposing to make improvements, subject to the availability of funding, to the North Red and Purple Lines. The improvements are proposed in order to bring the existing transit stations, track systems and structures into a state of good repair from the track structure immediately north of Belmont station to the Linden terminal (9.5 miles). This project is one part of CTA’s effort to extend and enhance the entire Red Line.

We want to hear from you!
Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated.

The input will help define the environmental studies to be considered in the Tier 1 Draft Environmental Impact Statement (EIS).

Submit a Comment by February 18, 2011
In addition to comments received at the meeting, written comments will be accepted until February 18, 2011.
Comments may be submitted by mail, e-mail or fax, with attention to:
Steve Hands
Strategic Planning & Policy
Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
E-mail: RPM@transitchicago.com
Fax: (312) 661-4195

For More Info: www.transitchicago.com/RPMproject
За информацией на русском, звоните по телефону (312) 681-2712
Para informarse en español, llame al (312) 681-2712
Customer Information: 1-888-YOUR-CTA (1-888-966-7282)
Fax Cover sheet

To: Steve Hand

fax #: (312) 681-4195

from: Iran Jones

Date: 1/28/11

Number of pages including cover sheet 2
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 far-reaching effects on the economic sustainability of Uptown.

The Lawrence station is the focal point to the heart of Uptown’s entertainment district. CTA riders access the Lawrence station for safe and convenient access to the Aragon Ballroom, Green Mill Jazz Club, Riviera Theater, Amnesia Theater, and many other restaurants and pubs.

The Lawrence station is also the main stop for thousands of employees and customers of the hundreds of retail and service providers located within blocks of this stop. Residents in the immediately surrounding area, which are not in the line 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 Sunday at the Lawrence station increased 3.2%. In all, over 1.1 million riders went through the Lawrence station 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 converting to the streetcar will benefit the community and likely increase ridership even more—a win-win for everyone. I urge you to keep the station open.

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

Sincerely,

[Signature]

A Concerned Rider of the Potential Closing of the Lawrence Ave Red Line Station
To/ATTN: Steve Hands, CTA: Strategic Planning & Policy

Date: 1/28/11

Fax #: (312) 681-4195

From: State Farm Insurance: Karen Ayers, Agent

Total pgs (including cover sheet): 2

Comments:

Re: potential closing of the Lawrence red line station
January 28, 2011

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

Mr. Hands,

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

The potential closing of the Lawrence red line station also poses a major threat to the growth and sustainability of my local State Farm Insurance agency. A great deal of both my current and prospective clients uses the Lawrence red line station when traveling to my office. I constantly advertise my close proximity to the Lawrence red line station as a means of marketing my office’s convenient location. In addition, several of my employees depend on the Lawrence red line station as a means of commuting to and from my office.

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

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

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

Sincerely,

Karen Ayers, Agent
4848 N Sheridan Rd, Chicago, IL 60640
Phone: (773) 728-2900
Fax: (773) 728-2635
Email: karen@karenayers.com
TO: Steve Hands
FROM: Jennifer Sieveke
DATE: 1/27/11
FAX NUMBER: 312-607-4195
NUMBER OF PAGES INCLUDING COVER SHEET: 2
COMMENTS: Lawrence Ave. Red Line Closing

This facsimile contains confidential information intended only for the use of the addressee(s) named above. If you are not the intended recipient of this facsimile, or the agent responsible for delivering it to the intended recipient, please notify us immediately by telephone and return the fax to the address above. Thank you.
January 27, 2011

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

Mr. Hands,

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

The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, including the North Side Community Federal Credit Union and its over 3,000 members. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

The Lawrence station is also 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.

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

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

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

Sincerely,

Jennifer Sierenki
Manager/CEO

1011 W. Lawrence Avenue • Chicago, IL 60640 • P: 773-769-5800 • F: 773-768-6800
www.northsidecommunityfcu.org
Fax

To: Steve Hands
Fax #: 312-681-4195
From: Janet Takehara
Date: 1-26-11
Subject: Jarvis Red Line station
# of pages: 2

Comments: See attached letter.
January 28, 2011

Steve Hands
Strategic Planning & Policy
Chicago Transit Authority
P.O. Box 7802
Chicago, IL 60680-7802

Dear Mr. Hands,

I am writing in opposition to the proposed closing of the Jarvis Red Line stop. I am a Rogers Park resident of more than 30 years and the Program Director of H.O.M.E. (Housing Opportunities and Maintenance for the Elderly). H.O.M.E. owns and operates the Nathalie Salmon House at 7320 N. Sheridan Rd., an intergenerational apartment building for low-income seniors and families.

The area immediately to the east of the Jarvis stop is home to a very large population of seniors and the disabled. In addition to senior buildings operated by H.O.M.E. and CJE SeniorLife, there are many rehabilitation and long-term care facilities in the area. The stereotype of the bedbound nursing home patient does not apply to all residents of these facilities. Despite their physical challenges, many are ambulatory and, like H.O.M.E.'s seniors, utilize public transportation to remain active in their community. Asking the elderly and disabled in this area to make a longer trip to utilize the Morse or Howard Red Line stops, rather than the stop in their immediate neighborhood, is unrealistic and inhumane.

I ask the CTA to demonstrate that our seniors are vital and valued members of the community by tabling any consideration of closing the Jarvis Red Line stop.

Respectfully,

Janet Takehara
6531 N. Lakewood
Chicago, Illinois 60626
Rob Ross  
4308 N. Sheridan Rd. Apt 3B  
Chicago, Illinois 60613  
January 26, 2011

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

Dear Mr. Hands,

Thank you for organizing the public comment process so that citizens may have input into the long range planning of this city’s transportation infrastructure. Your hard work to maintain an open dialogue with us is very much appreciated.

I am interested in finding out more about the rpm project. The pamphlet you provided is a good outline, but I need more information before I form an opinion.

Specifically:

Travel times. My first priorities are faster train service, more frequent train service and less crowded cars. Of the 3-track plan you say “Operational concerns could reduce reliability and increase cost of service.” It would be helpful to have estimated travel times and frequency of train runs from station to station for each plan for comparison purposes.

Cost per Rider. I don’t want to support a plan that increases the cost per rider – the CTA already has enough financial stress. It would be helpful to know what the impact on ridership would be for each plan. Would adding more express service to Evanston result in a net increase in ridership, as more people from Evanston would choose to take the train, or a net decrease, as decreasing density along the Red Line leads to a reduction in ridership?

Impact on Neighborhood Property Values. I want to support the plan that will result in a net increase in property values. Is there a way you could develop a rough estimate on property value impact for each plan?

Elimination of Stations. I understand there is a tradeoff between train speed and stops. It would be nice to have figures for each station showing the number of riders boarding and deboarding trains. How can I support a plan that will eliminate stations without knowing relatively how many people that would inconvenience?
Project Timeline. It would be nice to know how long each plan would take to complete under current revenue streams. I understand that revenue may change, but it would be nice to at least have a baseline.

Community Initiative. Once you have decided on the plan you want to pursue, would individual communities be able to contribute funding so that their station can be modernized before the CTA has the funds for other stations?

Thank you for taking the time to answer my questions. Please feel free to contact me for any reason.

Sincerely,

Rob Ross
January 27, 2011

Dear Mr. Steve Hands & RPM Project coordinators:

As a long-time resident of Chicago and avid supporter of CTA, I do not support the CTA in its proposed efforts to modernization by closing the Jarvis El station. The proposed 4-track, 3-track and 2-track modernization plans should be at the very least be re-examined to keep all proposed station closures open. As is, I support and urge the CTA to use the “Basic Rehabilitation” and “Basic Rehab with Transfer Station” options.

Rogers Park has the second highest population density on the north side with 25,624 people per square mile. Coming in first place is the other proposed neighborhood for station closures, that being Edgewater which has 26,715 people per square mile. For comparison: Uptown has only 20,372, Wrigleyville has only 22,552, and Lincoln Park having only 16,114 (city-data.com). Not to mention that the red line runs through the heart of the Rogers Park area, reducing to only one intermediate stop at Morse (not including Loyola and Howard which are at the extreme borders of the district) truly puts commuters and weekend riders at a true disservice. With this many people, the north red line neighborhoods need reliable rapid transit options, which requires solid and safe infrastructure through renovation but not closures of the few stations that make it a viable option for residents to use CTA rail transportation.

On a personal note, I have never had any issues with service to and from the Jarvis station. From experience, the Jarvis station is the only chance you have to get off the train before a train gets stuck in a holding pattern approaching the ever crowded Howard station tracks. Having a choice between Jarvis and Howard stations I choose the station that is more local/small business oriented and is safer. I strongly hope and support your consideration to save the Jarvis el station.

Sincerely and confidently your supporter,

Michael Harnichar
CHICAGO, Ill 60680
P.O. BOX 7704
2750 PLEASANT AND RUTH
STEVE HANDS
ANNA WAGENER
5648 N HERMITAGE AVE., CHICAGO, IL. 60660-3942
Member of the WEAR COMMUNITY GROUP (West Edgewater Area Residents)
Home phone 1-773-334-3896, E-mail: wagenerha@sbcglobal.net

To: Steve Hands
    Strategic Planning & Policy
    Chicago Transit Authority
    P.O. BOX 7602
    Chicago, Il 60680-7602

Scoping comments

To whom It May concern:

Having studied the Environmental Impact Statement Scoping Information brochure,
Dated Jan 2011 I came to the conclusion, that the first 4 proposals for rehabbing
or modernizing the present elevated structure should not be considered.
Since the present L structures are between 90 and 110 years old and modernizing
same would only prolong the live by ca 20 years the present estimated costs are
not a good investment.

I am voting for the 2-Track Underground construction. We have travelled
extensive and find that all major cities like Paris, London, Singapore, Berlin,
New York, Budapest etc. have all invested in Underground Rail Systems.
An underground system will last longer, because it’s not effected by the
weather. Also the environment does not effect passengers waiting for the
trains in the stations. I have travelled the Red Line for the last 55 years
and know what I am talking about. Also with a newly constructed subway
system, access for senior citizens will be easier than the present stairs.
This will also cut down the noise pollution -- we can hear the trains running
in the summer and we are about a mile away. Also parking near the “L”
is a big problem, parking could be provided when the present “L” structures
are taken down, when the new underground system is completed.

So let’s go underground for the future of our beautiful City – Chicago.

Signed Anna Wagener
John B. Henao  
1144 W Pratt Blvd Unit 3c  
Chicago, IL 60626

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

January 26, 2011

Dear Mr. Hands:

I've lived in Rogers Park for many years and have been proud of the progress and development the community continues to attract, transforming our neighborhood from the dangerous blight of years past into a safer, friendlier, more vibrant environment while remaining diverse both culturally and economically. CTA service -- including pleasant, safe, clean and modern stations are vital to our continued transformation.

I oppose proposals to close the Jarvis Red Line Station and instead would prefer to see the station fully renovated, in addition to renovating the Loyola and Morse stops. All three stations are critical to the ongoing development of our community, and the closure of Jarvis in particular would have an immediate, negative impact on businesses, local taxpayers and CTA customers who have invested in the Jarvis Square business district.

The Jarvis Square business district depends on the Jarvis station for its survival. In fact, the recent rejuvenation of Jarvis Square, backed by the support of the community, "would be undone in an instant if the el station were to close," stress our community leaders.

A possible alternative you might explore, and which would allow the station to remain open while increasing system efficiencies, would be to install an airport-style moving walkway, or series of them, between Jarvis and the next-closest "boarding" station. A fully operational station is preferable, but this option would be better than closure.

Please ensure that Jarvis not only remains open, but that Jarvis, Morse and Loyola all receive the high-quality transformations that have been afforded to other vibrant communities throughout the city. Apart from the detail of keeping Jarvis open, the "Modernization 4-track Alternative" makes the most sense to me among the Scoping proposals, retaining the greatest levels of service and flexibility.

Thank you for your help on this very critical issue to our community.

John B. Henao  
cc: Ald. Joe Moore
To whom it may concern,

I am writing in regards to the North Red and Purple Modernization Project. While I am pleased that there are plans in the works to modernize the Red Line - and I commend the efforts for these much needed improvements - I do have some concerns which I wanted to bring to your attention. The plans Modernization 4-Track, Modernization 3-Track, and Modernization 2-Track Underground all include the removal of the Lawrence stop from the Red Line. The closure of the Lawrence stop would be a burden on me personally, as well as be a detriment to the economy of local establishments such as the Aragon Ballroom and the Riviera Theater. Patrons of these venues frequently arrive by the Red Line via the Lawrence stop, since it is conveniently located between the two. I feel that the closure of this stop would be a great disservice to the residents of Uptown. However, I do support the Basic Rehabilitation with Transfer Stations plan, as it does not remove the Lawrence stop, adds a much needed transfer to the Wilson stop, and only costs a little over half of what the other modernization plans cost.

Thank you for your consideration.

Regards,
Ryan Abbott

Chicago Transit Authority
Attn: Steve Hands, Strategic Planning & Policy
P.O. Box 7602
Chicago, IL 60680-7602
January 27, 2011

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

Dear Mr. Hands:

I was shocked to read in a Sun-Times article that CTA is considering closing the Lawrence Avenue Red Line station (CTA Considers Closing 5 Stops, January 27, 2011). I have just moved into office space in the Bridgeview Bank Building which is one half block from the station. I chose this location largely because of the speedy access this station affords me to get to court downtown (about 20 minutes after I board the Red Line train at that station).

But in addition to my personal interest, there are larger interests of the community at stake. I urge you to consider how the revitalization of the commercial center of Uptown has been spurred by the easy and affordable public transportation. This station is the main stop for thousands of employees and customers, and hundreds of retailers and service providers, located within steps of this stop. 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. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to destinations all over Chicago.

Closing the Lawrence station would have an immensely negative ripple effect on the businesses, residents, and visitors of Uptown. In these hard economic times, it is imperative that those with responsibility for the public good consider how their actions may positively impact the economic health of our communities.

Keeping the Lawrence station open will benefit the community and likely increase your ridership even more—a win-win for everyone. Please keep the station open. And please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Sincerely,

Denise M. DeBelle
Date: 1/28/11

Steve Hands
Strategic Planning & Policy

Re: CTA Lawrence Stop Closer

Mr. Hands:

I believe closing the Lawrence stop would have a negative impact on the neighborhood’s large music venues and the concertgoers who use the CTA. While I am aware that the Wilson and Argyle stops are relatively close to the Lawrence stop, the Lawrence stop remains a vital gateway to the Uptown entertainment district. This stop is accessed by thousands of people attending the many concerts at the Riviera and Aragon a week. Getting rid of this stop would only lead to overcrowding at both the Argyle and Wilson stop. It would also lead to an inconvenience for concertgoers who would have to go out of their way to get to their destination.

Also, from a future standpoint, the Uptown Theater may be renovated and running as an active theater as well. If this does happen, a surge of concertgoers will be flooding the area in the thousands. If the Uptown Theatre does start running again, taking away the Lawrence stop would be akin to taking away the Addison stop and telling people attending cubs games to take the Sheridan stop and walk south. From a future standpoint, closing the Lawrence stop does not make sense for this very reason alone.

I am for the renovation of the red line in the future. However, I firmly believe that it is necessary to maintain the Lawrence stop as an active station. It is vital to the Uptown entertainment district and its patrons who spend money on both the neighborhood and at this important CTA stop.

It is imperative that the Lawrence stop remain open.

Sincerely,

Brent Frost
Steve Hands
Strategic Planning & Policy
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602
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 our church, the Peoples Church of Chicago, as well as the Aragon Ballroom, Green Mill Jazz Club, Riviera, Annoyance Theatre, and many other restaurants and pubs.

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

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

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

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

Sincerely,

[Signature]
Robert C. Ford
Peoples Church
911 W. Lawrence
Chicago, IL 60657
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Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Sincerely,

[Signature]

820 W. Belle Plaine Ave
Chicago, IL 60613
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Please share these comments with the CTA Board of Directors, and President Richard Rodriguez. Thank you for your time and consideration.

Sincerely,

Richard B. Roetker
2537 W Howard St.
Chicago, IL 60645
January 29, 2011

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

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

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

Dear Mr. Steve Hands,

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

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

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

Please, before further considering closing the Lawrence stop, research the effects of the closure – financially to the Aragon Ballroom, Uptown business, and the CTA, environmentally, and to public safety. Please call me or e-mail me if you have any questions. Of the proposed choices, my favorite plan is the BASIC REHABILITATION WITH TRANSFER STATIONS ALTERNATIVE.

Sincerely,

Meghan Paulas
(312) 375-0218
Meghan.Paulas@gmail.com
Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
RPM@transitchicago.com  
Fax: (312) 681-4195

Mr. Hands,

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

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

Sincerely,

Rev. Elizabeth A. Harding

Rev. Elizabeth A Harding  
5252 N KENMORE APT 2  
CHICAGO IL 60440
Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
RPM@transitchicago.com  
Fax: (312) 681-4195

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

Sincerely,

Kristin Feeney, Choir Director
The Peoples Church of Chicago
941 W. Lawrence
Chicago, IL 60640
Mr. Hands,

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

Sincerely,

Rev. Jean Darling
Peoples Church of Chicago
941 W. Lawrence Ave
Chicago, IL 60640
Mr. Hands,

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

Sincerely,
February 3, 2011

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

Dear Mr. Hands,

A recent Chicago Tribune article outlined six alternative “improvements” for the CTA’s train lines, of which three involve eliminating the Jarvis station on the Red Line. I strongly protest any plan by the CTA to close the Jarvis stop. This station is the gateway to jobs and school for nearby residents and local businesses. Closing the Jarvis station would doom the community to decline.

The neighborhood immediately surrounding the Jarvis stop had fallen on hard times. Shuttered shops lined Jarvis Avenue, and my parents, who have lived on Sherwin Avenue since 1947, were in despair over the run-down condition of their community. However, within the last dozen years or so, the community has rebounded. Students, faculty and staff at local universities, such as Northwestern and Loyola, have discovered that this quiet residential area has easy access to their schools via the Red Line, thanks to the Jarvis stop.

As these new neighbors moved in, businesses took root along Jarvis. The street now supports five restaurants, a gourmet food and beverage shop, a small theatre, a workout studio, and a pet grooming business catering to this clientele. In consequence, this part of Rogers Park once again has become a charming, attractive place to live.

If the CTA closes the Jarvis station, the community will suffer. The university-related residents, denied good access to jobs and school, will move elsewhere. The cheerful little businesses, which will lose both customers and employees, many of whom travel to work via the Red Line, will fold. And the community will deteriorate once again.

I urge you to retain the Jarvis station. The best use of CTA funds would be for repairing crumbling viaducts, keeping rolling stock in good repair, and maintaining reliable service—NOT for removing elevated train stations. Thank you for your consideration.

Sincerely,

Lisa B. Yondorf
January 28, 2011

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

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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.

Best regards,

[Signature]

Amber Algoze

The Building Group, Inc.
1045 West Lawrence Ave.
Chicago, Illinois 60640
January 28, 2011

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

Dear Mr. Hands:

I am extremely concerned about the potential closing of the Lawrence Avenue Red Line station (CTA Considers Closing 5 Stops: Sun Times, January 27, 2011), and 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. Personally, I am employed in the neighborhood just East of the Lawrence stop and closing this station would add considerable time and inconvenience to my daily commute.

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Best regards,

[Signature]

Liz Dolan

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Chicago, Illinois 60640
January 28, 2011

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Best regards,

Christa B. Scott

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1045 West Lawrence Ave.  
Chicago, Illinois 60640
January 28, 2011

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Chicago Transit Authority
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Chicago, IL 60680-7602

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Best regards,

[Signature]

Serina Branda

The Building Group, Inc.
1045 West Lawrence Ave.
Chicago, Illinois 60640
C.T.A. and Steve Hands:

I definitely agreed on remodeling the Red and Purple Line trains of Belmont to Linden terminals. The stations after Belmont of the Red Line trains are very old and out of style. It looked so horrible and scary. It looked like an old haunted house from a "Halloween Story." These tracks are very old too. The Purple Line stations are very bad too after Howard. It's so small and very bad conditions. The Linden terminal station are the best one so far, but it needed to be fixed also. These old sets of tracks on the Red and Purple outside which full of trees and broken woods definitely needed to be removed. The Purple should also have a permanent stop on "Sheridan" all the time not just on "Cubs" and special events. After improvements were made maybe the Purple Line could run to downtown on express all the time. The Yellow Line could run to downtown also all the time. The Purple Line trains could accommodate 8 rail car trains along with the Green, Yellow, and Pink Line Trains too. The remodeling definitely needed if the C.T.A. wanted to extend the Red Line Trains to 130th Street on the South Side.

From: Manny Moy
422 W. 23rd St.
Chicago, IL 60616

To: Steve Hands, Strategic Planning & Policy,
Chicago Transit Authority
P.O. Box 7608
Chicago, IL 60680-7608

Thanks!!!

Manny Moy
C.T.A. Staff

P.S. I think you need a new job.
January 28, 2011

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

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