



**Appendix K  
Public Scoping Written Comments  
Comments 810-900**

CHICAGO TRANSIT AUTHORITY

**ORIGINAL**

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION  
PROJECT"

January 27th, 2011

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

RPM. 810  
to  
RPM. 816

Reported By: Sandra Di Vito, CSR

License No.: 084-004642

1

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

4 MS. REPORTER: Please, state your name.

RPM 810

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

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

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

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

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

2

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

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

11 That's my comment.

12 MS. REPORTER: Please, state your name.

RPM-811

13 MS. RAMPAGE: Cheryl Rampage.

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

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

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



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

4 Okay. That's all I wanted say.

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

8 MS. REPORTER: Yeah.

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

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

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

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

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

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

4 Thank you.

5 MS. REPORTER: Please, state your name.

RPM-812

6 MR. STUDENKOV: Igor Studenkov.

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

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

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

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

5

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

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

8 MS. REPORTER: Please, state your name.

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

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

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

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

RPM. 813

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

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

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

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

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

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

5 MS. REPORTER: Please, state your name.

RPM. 814

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

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

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

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

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

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

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

8



1 into consideration for all of us.

2 I'm done.

3 MS. REPORTER: Please, state your name.

RPM. 815

4 MS. DYKEMA: Amy Dykema.

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

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

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

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

24 I think it'll hurt the businesses on



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

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

15 What else?

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

19 What else?

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

24 What else? I had other things, now I

1 can't think of them.

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

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

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

13 MS. REPORTER: Please, state your name.

14 MR. GLASSER: Michael Glasser.

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

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

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

11

RPM. 816

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

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

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

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

20 And that's it.

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

24

12

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

4  
5 Sandra Di Vito, being first duly sworn,  
6 on oath says that she is a court reporter doing  
7 business in the State of Illinois; and that she  
8 reported in shorthand the proceedings of said  
9 hearing, and that the foregoing is a true and  
10 correct transcript of her shorthand notes so  
11 taken as aforesaid, and contains the proceedings  
12 given at said hearing.



14 *Sandra Di Vito*

15 Sandra Di Vito, CSR

16 LIC. NO. 084-004642

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21  
22  
23  
24

RPM-017

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:34 PM  
**To:** Lea, Claudia  
**Subject:** FW: Save the South Boulevard Stop  
**Attachments:** image001.gif; image003.jpg; image002.png

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[www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject)  
[RPM@transitchicago.com](mailto: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](http://sfh.reshealth.org)



Certified Primary Stroke Center

Accredited Chest Pain Center



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RPM. 818

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:34 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd train station

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**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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RPM. 819

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd CTA stop

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

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**From:** Canary, 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 Canary  
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](mailto:lenore.kanary@reshealthcare.org)

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RPM-820

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Boulevard EI-Station

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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 EI-Station

To Whom it may concern:

The recent Blizzard in Chicago is a perfect example of why we should keep the South Boulevard EI-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 EI-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](mailto:gloria.touray@reshealthcare.org)

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RPM 821

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:35 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd Stop on Purple Line  
**Attachments:** image002.gif; image004.jpg

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

**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

**Saint Francis Hospital**  
Level I Trauma Center  
355 Ridge Avenue  
Evanston, IL 60202  
[sfh.reshealth.org](http://sfh.reshealth.org)



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RPM-822

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:36 PM  
**To:** Lea, Claudia  
**Subject:** FW: Save the South Boulevard stop

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

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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) 316-7090  
☎ (847) 316-4322 fax  
✉ [a.delacruz@reshealthcare.org](mailto:a.delacruz@reshealthcare.org)

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RPM.823

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:36 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd. Stop  
**Attachments:** image004.gif; image006.jpg; image005.png

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**From:** Bloom, Sheryl [SBloom@Reshealthcare.org]  
**Sent:** Thursday, February 03, 2011 2:42 PM  
**To:** North Red & Purple Modernization  
**Subject:** South Blvd. Stop

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](http://sfh.reshealth.org)



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RPM-824

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:36 PM  
**To:** Lea, Claudia  
**Subject:** FW: El Stop Closures: South Boulevard  
**Attachments:** image004.jpg; image003.png  
**Importance:** High

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

**From:** Vyeniello, Jennifer C [Jennifer.Vyeniello@Reshealthcare.org]  
**Sent:** Thursday, February 03, 2011 2:46 PM  
**To:** North Red & Purple Modernization  
**Subject:** El Stop Closures: South Boulevard

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 Vyeniello*



Administrative Assistant  
Patient Care Services

Phone: (847) 316-6360 Fax: (847) 316-7103

Email: [jennifer.vyeniolo@reshealthcare.org](mailto:jennifer.vyeniolo@reshealthcare.org)

**Saint Francis Hospital**

355 Ridge Avenue

Evanston, IL 60202

[sfh.reshealth.org](http://sfh.reshealth.org)



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RPM. 825

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:38 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Boulevard Station on the Purple Line

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---

**From:** Jachtowycz, Marko [MJacht01@Reshealthcare.org]  
**Sent:** Thursday, February 03, 2011 3:19 PM  
**To:** North Red & Purple Modernization  
**Cc:** North Red & Purple Modernization  
**Subject:** South Boulevard Station on the Purple Line

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. Jachtowycz, MD  
Director Graduate Medical Education  
Saint Francis Hospital  
Evanston, Illinois  
847-316-2016  
Fax: 847-316-3307

RPM: 826

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](mailto:ssabapathy@reshealthcare.org)



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Lea, Claudia

RPM. 827

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Thursday, February 03, 2011 4:39 PM  
**To:** Lea, Claudia  
**Subject:** FW: Purple Line - South Blvd. station

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---

**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



RPM. 828

Lea, Claudia

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**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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---

**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



RPM. 829

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

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RPM-830

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 8:49 AM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd Purple Line

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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

RPM-831

Lea, Claudia

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**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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**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](mailto:christopher.trice@att.net)

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RPM. 832

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:10 PM  
**To:** Lea, Claudia  
**Subject:** FW: hello

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**From:** Yancour, Brunilda (Bernie) [BYancour@Reshealthcare.org]  
**Sent:** Friday, February 04, 2011 8:59 AM  
**To:** North Red & Purple Modernization  
**Subject:** hello

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 concerned 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



RPM-833

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:10 PM  
**To:** Lea, Claudia  
**Subject:** FW: south boulevard stop

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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



RPM.834

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:10 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd - Purple Line  
**Attachments:** image002.gif

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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 I Trauma Center  
355 Ridge Avenue  
Evanston, IL 60202  
[sfh.reshealth.org](http://sfh.reshealth.org)

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RPM. 835

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:11 PM  
**To:** Lea, Claudia  
**Subject:** FW: PLEASE DO NOT CLOSE THE SOUTH BLVD PURPLE LINE STOP!!!!

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---

**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](mailto:Ted.Harris@Reshealthcare.org)

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RPM. 836

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:11 PM  
**To:** Lea, Claudia  
**Subject:** FW:

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---

**From:** Garfias, Kelly [Kelly.Garfias@Reshealthcare.org]  
**Sent:** Friday, February 04, 2011 10:43 AM  
**To:** North Red & Purple Modernization  
**Subject:**

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

RPM-837

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:11 PM  
**To:** Lea, Claudia  
**Subject:** FW:

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---

**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



RPM. 838

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:11 PM  
**To:** Lea, Claudia  
**Subject:** FW: PLEASE do not close Jarvis Red Line Station

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---

**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 teh extra bloks to get to H0ward 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

RPM. 839

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 1:12 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Boulevard stop on the Purple Line

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---

**From:** Kunjukunju, Bijumon [bkunjukunju@reshealthcare.org]  
**Sent:** Friday, February 04, 2011 11:47 AM  
**To:** North Red & Purple Modernization  
**Subject:** South Boulevard stop on the Purple Line

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](mailto:Bijumon.Kunjukunju@reshealthcare.org)

RPM. 840

Lea, Claudia

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 5:13 PM  
**To:** Lea, Claudia  
**Subject:** FW: North Red and Purple Modernization Project

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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 Sheridan I would think the cost in purchase price, legal fees, and the inevitable court cases, etc., would be far greater than 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 free-standing 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



RPM. 841

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Friday, February 04, 2011 7:40 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Boulevard stop

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**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



RPM. 842

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 9:04 AM  
**To:** Lea, Claudia  
**Subject:** FW:

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---

**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,PLEASE RECONSIDER THAT DESCION PLEASE IT IS VERY CONVINETNT AND LITTLE MORE SAFE.THANK YOU  
CANDACE...

RPM. 843

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 9:05 AM  
**To:** Lea, Claudia  
**Subject:** FW: ATTN: Steve Hands

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---

**From:** agrimorfee@hotmail.com [agrimorfee@hotmail.com]  
**Sent:** Saturday, February 05, 2011 4:27 PM  
**To:** North Red & Purple Modernization  
**Subject:** ATTN: Steve Hands

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](http://www.transitchicago.com)

Connected by DROID on Verizon Wireless

RPM-844

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 10:39 AM  
**To:** Lea, Claudia  
**Subject:** FW: scoping comments

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**From:** rlf8706@gmail.com [rlf8706@gmail.com] On Behalf Of Gerard and Rita [gerardandrita@gmail.com]  
**Sent:** Saturday, February 05, 2011 7:42 PM  
**To:** North Red & Purple Modernization  
**Subject:** scoping comments

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 Thorndale 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 Thorndale 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](mailto:ritafeikema@gmail.com)

RPM-845

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 10:39 AM  
**To:** Lea, Claudia  
**Subject:** FW: Save south Blvd

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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.



RPM-846

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 10:39 AM  
**To:** Lea, Claudia  
**Subject:** FW: RPM modernization - SCOPING COMMENTS

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**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](mailto: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!

RPM. 847

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 10:40 AM  
**To:** Lea, Claudia  
**Subject:** FW: Purple Line Modernization Comment - Closing of South Blvd Stop

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**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](mailto:michael.walkden@gmail.com)

Plans are useless but planning is indispensable.  
-Eisenhower

RPM. 848

Lea, Claudia

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From: North Red & Purple Modernization [RPM@transitchicago.com]  
Sent: Monday, February 07, 2011 10:42 AM  
To: Lea, Claudia  
Subject: FW: Strategic Planning and Policy RPM comments

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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!



RPM-849

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 10:43 AM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd station

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**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



RPM. 850

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 10:43 AM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd stop  
**Attachments:** image001.gif; image006.png; image007.jpg; image004.png

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**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](http://sfh.reshealth.org)



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RPM: 851

Lea, Claudia

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**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](mailto:mnewton@reshealthcare.org)

Saint Francis Hospital is a Level I Trauma Center.  
For more information, visit [sfh.reshealth.org](http://sfh.reshealth.org)



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RPM. 852

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Monday, February 07, 2011 4:28 PM  
**To:** Lea, Claudia  
**Subject:** FW: South Blvd El Stop  
**Attachments:** Clear Day Bkgrd.JPG; atta97e9.gif; atta97ea.gif

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**From:** Maass, Elizabeth [EMaass@Reshealthcare.org]  
**Sent:** Monday, February 07, 2011 4:00 PM  
**To:** North Red & Purple Modernization  
**Subject:** South Blvd El Stop

*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](mailto:emaass@reshealthcare.org)*

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RPM. 853

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 08, 2011 8:45 AM  
**To:** Lea, Claudia  
**Subject:** FW: Keep South Blvd Open!

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**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)

RPM 854

Lea, Claudia

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**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 08, 2011 8:46 AM  
**To:** Lea, Claudia  
**Subject:** FW: South Boulevard Train Stop

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

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**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

RPM. 855

Lea, Claudia

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

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**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](mailto: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>

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RPM. 856

Lea, Claudia

---

**From:** North Red & Purple Modernization [RPM@transitchicago.com]  
**Sent:** Tuesday, February 08, 2011 12:11 PM  
**To:** Lea, Claudia  
**Subject:** FW: Please save the Jarvis Stop!

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:** 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 EI accessible. And I realize the expense for the upkeep for so many EI 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 THORNDALE 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 EI that makes this neighborhood appear to be more vulnerable. Adding to that problem would be Closing The Jarvis EI stop! The area called Jarvis Square would fall apart with the closing of the EI 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 EI Stops going!  
Thank You,  
Caryn Ott-Hillman





RPM-857



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: 60626

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!

RPM. 858



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: Maya Shewnarain

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

Address: 1317 W. Greenleaf

City: Chicago State: IL Zip: 60626

Phone: 773-973-7187 E-mail: mshewnarain@colum.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 Jarvis 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



RPM. 859



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 down town + I see many, many U.U. students also using it. It seems strange that the CTA plans to help the Truman College & Loyola students but ignores Northwestern.

*Frances Cox*

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



RPM · 860



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

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

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

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

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

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

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

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

- My FIRST PREFERRED OPTION IS THE 2-TRACK UNDERGROUND
- 2<sup>ND</sup> 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/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: Shyaam Ramkumar

Organization: Accenture Title: Consultant

Address: 5 N. Wabash, Unit 1205

City: Chicago State: IL Zip: 60602

Phone: 770-364-2653 E-mail: shyaam.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 ~~also~~ absolutely essential. The state of the tracks from Howard to Linden and from Belmont to Howard is horrendous and in terrible disrepair.

I think the reduction in stations outlined by the modernization plan is a key strategy and something that's been a long time coming. From my experience the ~~unnecessary~~ <sup>high</sup> ~~number~~ <sup>number</sup> 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 wish the CTA would provide more detail on not just the capital expense but the maintenance expenses over the lifetime of the project and ~~provide a~~ <sup>provide a</sup> construction timeline ~~and~~ <sup>highlight</sup> which parts of the line they would prioritize.

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

RPM.862

WILLIAM L. HARWOOD  
806 MONTICELLO PLACE  
EVANSTON, IL 60201-1748  
PHONE: (847) 864-9680  
JANUARY 20, 2011

Steve Harolds  
Strategic Planning + Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
Dear Mr. Harolds:

There are several improvements to the Purple 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 games as well as other occasions. An elevator at the renovated 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 Purple Line and needing immediate remediation 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 Purple Line had to slow down to avoid the chance of viaduct collapse. There were six really bad viaducts, from Main Street on the south, Dempster Street, ~~Wacker Street~~ Greenleaf Street, Grove 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 south of these six dangerous viaducts, and at Church Street, the furthest north. Closing the street, principally on a Saturday, the CTA successfully put in new, beautiful viaducts, to the <sup>amazement</sup> of all onlookers. Left undone were the four other deteriorated viaducts at Dempster, Greenleaf, Grove, and Davis Streets. These are being propped up, on a makeshift basis, with evermore <sup>support</sup> ~~streets~~ needed, and even blocking side lanes. Now, with adequate funding, is the time to finish these four bad viaducts, and seven others, almost as bad in Evanston, such as Madison Street, in South Evanston.

Sincerely, Bill Harwood



2 PM . 863



*To personal note...*

1/26/11

Dear CITA.

I recently moved to Chicago and use the EL Co buses I could have asked for free pass but feel I can afford fuel or reduced sv. fees. One of reasons moved to this neighborhood was how close public transportation is - Don't do a dumb thing and take away services existance  
Maggie Gregory

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



Steve Hand's  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680  
7602

RPM. 864

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.

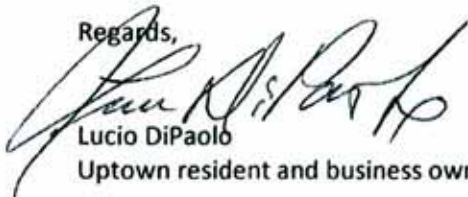
The Lawrence station is also the main stop for thousands of employees and customers, of the hundreds of retailers and service providers, located within steps of this stop. Residents in the immediately surrounding area, which number in the tens of thousands, utilize the Lawrence station to commute to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

  
Lucio DiPaolo  
Uptown resident and business owner



2 PM. 865



Margaret Sampson  
7355 N Sheridan Rd  
Chicago, IL 60626-2048

You are ~~destroying~~ a <sup>whole</sup> neighborhood

To CTA Stephen Hanks  
Strategic Planning & Policy  
CTA

Keep our station open!

147 North of Devon  
on Sheridan has already been cut!

No way to get to Howard to get  
buses for jobs in North suburbs -

many disabled & elderly in  
this neighborhood - I am unable  
to walk to Howard

Please run buses North on Sheridan in  
early Am from garage to pick up  
people - rush hour goes both ways

Some green city - cut off  
public transportation make residents

see Red

Margaret M. Sampson  
7355 N Sheridan Rd  
772.761.6554

# 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](mailto:RPM@transitchicago.com)**

Fax: (312) 681-4195

For project information, visit: [www.transitchicago.com/rpmproject](http://www.transitchicago.com/rpmproject)



RPM-866

Jan. 26<sup>th</sup>, 2011

Strategic Planning Policy  
Chicago Transit Authority

Dear Mr. Hands,

I have read of the plan to close the  
Jarris 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 on  
Jarris Ave. If you have to cut back,  
leave out some renovation, but please  
keep Jarris Station.

Thank you

Sincerely,

Margaret Hoover

1935 W Morse Ave.  
Chicago IL 60626

RPM. 867

2/4/11

Please do not  
close the south  
bound stop on  
the purple line.

I work @ St. Francis  
and that is my el  
stop

Thanks  
Nancy Buttitta



355 Ridge Avenue  
Evanston IL 60202

RPM: 868



Phone: 847.316.6227  
Fax: 847.316.3307

# Fax

To: MR. Steve Hands From: IRENE MCFARLAND  
 Fax: (312) 681-4195 Pages: 3  
 Phone: \_\_\_\_\_ Date: 2/3/2011  
 Re: \_\_\_\_\_ CC: \_\_\_\_\_

Urgent     For Review     Please Comment     Please Reply     Please Recycle

• Comments:

RE: ELIMINATION  
 OF THE  
 PURPLE LINE / SOUTH BLVD.

This message is meant for the intended recipient. You are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately at the telephone number listed above and return the original message to us at the above address via U.S. Postal Service. Thank you.



Saint Francis Hospital  
155 Ridge Avenue  
Evanston, Illinois 60202  
847.316.3111  
847.316.3307 (fax)  
mjachtorowycz@resurrection.org

Marko J. Jachtorowycz, MD  
*Director of Medical Education*  
*Director of Gynecology*  
*Director of Transitional Year Residency Program*

February 3, 2011

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

**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 'e!' 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.

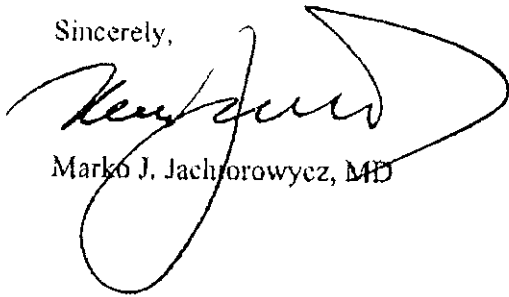
CO-SPONSORS

Sisters of the Holy Family of Nazareth & Sisters of the Resurrection

Mr. Steve Hands  
RE: **Purple Line/South Boulevard Stop**  
February 3, 2011  
Page 2

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,

A handwritten signature in black ink, appearing to read 'Marko J. Jachorowycz', written over a large, stylized, looped flourish.

Marko J. Jachorowycz, MD

2 PM. 869



Resurrection Health Care

THE WOUND HEALING CENTER AT SAINT FRANCIS HOSPITAL

800 N. Austin Street West Tower, Suite 604 Evanston, Illinois 60202-9985

847-316-HEAL (4325) • Fax: 847-316-4322

FAX

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





**Dela Cruz, Alison**

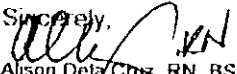
---

**From:** Dela Cruz, Alison  
**Sent:** Thursday, February 03, 2011 2:30 PM  
**To:** '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 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) 816-7090  
☎ (847) 816-4322 fax  
✉ a.dela.cruz@reshhealthcare.org

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RPM-870

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.

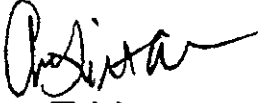
I'm not sure if the CTA owns the coffee shop to the east of the entrance but that also needs to be updated, it looks sloppy old and not clean.

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 312-828-8693



## 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 60680

**Wed., Jan. 26, 2011**

6:00 TO 8:30 p.m.  
**ROGERS PARK**

New Field Primary School  
1707 W. Morse Ave.  
Chicago, IL 60626

**Thu., Jan. 27, 2011**

6:00 TO 8:30 p.m.  
**EVANSTON**

Fleetwood-Jourdain  
Community Center  
1655 Foster St  
Evanston, IL 60201

*Information presented will be the same at all meetings.  
These facilities are accessible to persons with disabilities.*

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 (9.6 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](mailto:RPM@transitchicago.com)  
Fax: (312) 681-4195

**For More Info: [www.transitchicago.com/RPMproject](http://www.transitchicago.com/RPMproject)**

**За информацией на русском, звоните по телефону (312) 681-2712**

**欲知中文信息，请打电话到 (312) 681-2712**

**Para informarse en español, llame al (312) 681-2712**

**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**



RPM. 871

Fax Cover sheet

To: Steve Hand

fax #: (312) 681-4195

from: Ann Jones

Date: 1, 28, 11

Number of pages including cover sheet 2

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

Mr. Hande,

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.

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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.

*Constance*  
A concerned rider of the potential closing of  
the Lawrence Ave Red Line station

RPM-872

**State Farm**



**Karen Ayers, Agent**

4848 N Sheridan Rd. Suite 102

Chicago, IL 60640

Bus: (773) 728-2900

Fax: (773) 728-2635

Email: Karen@karenayers.com

**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

**Karen Ayers, Agent**

4848 N Sheridan Rd. Chicago, IL 60640

Phone: (773) 728-2900

Fax: (773) 728-2635

Email: Karen@karenayers.com

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 of 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,

A handwritten signature in black ink that reads "Karen Ayers".

**Karen Ayers, Agent**

4848 N Sheridan Rd. Chicago, IL 60640

Phone: (773) 728-2900

Fax: (773) 728-2635

Email: Karen@karenayers.com





**RPM 873**



NORTH SIDE COMMUNITY FEDERAL CREDIT UNION  
1011 W. Lawrence Ave. Chicago, IL 60640  
(773) 769-5800 FAX (773) 769-6800  
www.northsidecommunityfcu.org

FAX COVER SHEET

TO: Steve Hands FROM: Jennifer Siavelle

DATE: 1/27/11 FAX NUMBER: 312-687-4195

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.



## NORTH SIDE COMMUNITY FEDERAL CREDIT UNION

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 Sterecki  
Manager/CEO



January 26, 2011

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

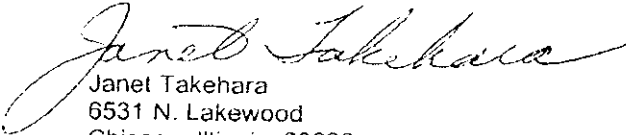
Dear Mr. Hands,

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

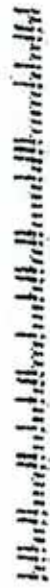


Lucio DiPaolo  
4826 N Kenmore Unit 3S  
Chicago, IL 60640



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

60680+7602



RPM.875

RPM. 876

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?

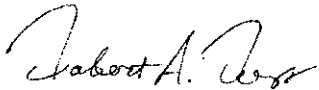
Steve Hands  
January 26, 2011  
Page 2

*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,

A handwritten signature in cursive script that reads "Robert A. Ross". The signature is written in dark ink and is positioned above the printed name.

Rob Ross

RPM · 877

Michael Harnichar  
1320 W Birchwood, Garden Apt.  
Chicago, IL  
60626

January 27, 2011

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

RE: Save the Jarvis El Station

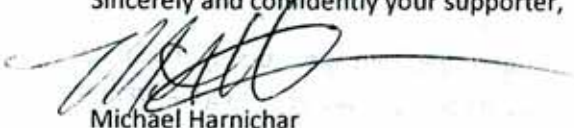
Dear Mr. Steve Hands & RPM Project coordinators:

As a long-time resident of Chicago and avid supporter of CTA, I do not support the CTA in its proposed efforts to moderation 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



2PM. 878



Brent Front  
April 24  
430 N Racine Ave  
Chicago, IL 60640

Stelle Hands  
CTA Planning and Policy  
P.O. Box 7622  
Chicago, IL 60680



RPM. 879

rmodernization

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](mailto:wagenerha@sbcglobal.net)

To: Steve Hands

Strategic Planning & Policy

Chicago Transit Authority

P.O. BOX 7602

Chicago, Il 60680-7602

Scoping comments

Dated Jan 24, 2011

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



RPM. 880

John B. Henao  
1144 W Pratt Blvd Unit 3s  
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.

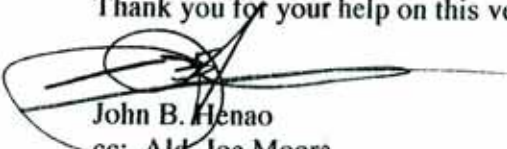
I oppose proposals to close the Jarvis Red Line Station and instead would prefer to see the station fully renovated, in addition to renovating the Loyola and Morse stops. All three stations are critical to the ongoing development of our community, and the closure of Jarvis in particular would have an 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

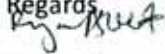


RPM-881

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

A

Ryan Abbott  
4731 N. Kenmore Ave. Apt 4  
Chicago, IL 60640-5094

CHICAGO, IL 60680

SE 0208 2001 PM ET



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

60680+7602





RPM · 882

THE LAW OFFICE OF DENISE M. DEBELLE

4753 North Broadway  
Chicago, Illinois 60640

[ddebelle@sallinger.net](mailto:ddebelle@sallinger.net)

Ph: 773-728-0136  
Fax: 773-728-0137

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

RPM. 883

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



RPM. 884

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

Mr. Hands,

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

The Lawrence station is the front door to the heart of Uptown's entertainment district. CTA riders count on the Lawrence station for safe and convenient access to 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,

Robert C Ford  
Peoples Church  
9411 W Lawrence  
Chicago 60646

RPM. 885

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

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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,

Ludie Harris #1510  
820 W. Belle Plaine Ave  
Chicago, IL 60613

We Need This  
Station



RPM. 886

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

Mr. Hands,

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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,

*R. B. Roetter*  
Richard B. Roetter  
2537 W Howard St.  
Chicago, IL 60645

RPM. 887

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.

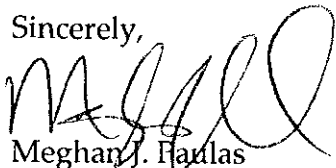
However, I am urging you to stop considering eliminating the **Lawrence** stop. First, many of the **Lawrence** stop users are mentally disabled and live at nearby locations. These users would be significantly and negatively affected if the stop were eliminated as they may lose the little freedom to 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 J. Paulas

(312) 375-0218

[Meghan.Paulas@gmail.com](mailto:Meghan.Paulas@gmail.com)



RPM. BEE

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

Mr. Hands,

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

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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 60640*



RPM. 889

Save the  
Lawrence station!

Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
[RPM@transitchicago.com](mailto:RPM@transitchicago.com)  
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It's  
our  
lifeline!!

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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 Ferris, Chair Director  
The Peoples Church of Chicago  
941 W. Lawrence  
Chicago, IL 60640

RPM-890

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

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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



RPM. 891

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

MICHAEL BAILEY 3150 N RACINE CHICAGO  
James J. Juler  
Steve James 4943 N KENMORE CHI. IL 60640  
Edward V. Davis 5200 N. Sheridan Rd IL 60640

RPM. 892

**Eric and Lisa Yondorf**  
2722 W. Fargo Avenue, Chicago IL 60645-1316, USA  
773-262-1396

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.

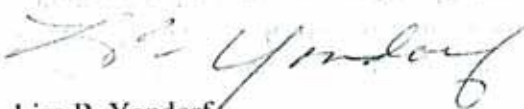
The neighborhood immediately surrounding the Jarvis stop had fallen on hard times. Shuttered shops lined Jarvis Avenue, and my parents, who have lived on Sherwin Avenue since 1947, were in despair over the run-down condition of their community. However, within the last dozen years or so, the community 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



2PM. 893

January 28, 2011

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

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.

Best regards,

*Amber Alfonso*

**The Building Group, Inc.**  
**1045 West Lawrence Ave.**  
**Chicago, Illinois 60640**



RPM-894

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.

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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.

Best regards,



Liz Dolan

**The Building Group, Inc.**  
**1045 West Lawrence Ave.**  
**Chicago, Illinois 60640**



Steve Hands  
Strategic Planning & Policy  
Chicago Transit Authority



RPM. 895

January 28, 2011

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

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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.

Best regards,



**The Building Group, Inc.**  
**1045 West Lawrence Ave.**  
**Chicago, Illinois 60640**



Steve Hands

RPM 896

January 28, 2011

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

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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.

Best regards,



Christa B. Scott

 **The Building Group, Inc.**  
**1045 West Lawrence Ave.**  
**Chicago, Illinois 60640**





12PM. 897

January 28, 2011

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

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Best regards,



SERINA BRANCATO

**The Building Group, Inc.**  
**1045 West Lawrence Ave.**  
**Chicago, Illinois 60640**

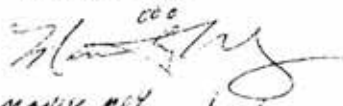
Steve Hands  
Strategic P  
Chicago Tr

C.T.A. and Steve Hands:

RPM 898

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". Those tracks are very old too. The Purple Line "stations are very bad too after Howard". Its so small and very bad conditions. The Linden terminal station are the best one so far, but it needed to be fixed also. Those old set 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 130<sup>th</sup> street on the South Side.

Thanks!!!

  
MANLY MOY  
C.T.A. CIDER 1/21/11

From: Manly Moy  
422 W. 23<sup>rd</sup> St.  
Chicago, IL 60616

CHICAGO TRANSIT AUTHORITY  
JAN 21 2011 11:00 AM



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



RPM-899

January 28, 2011

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

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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.

Best regards,



**The Building Group, Inc.**  
**1045 West Lawrence Ave.**  
**Chicago, Illinois 60640**

Steve Ha  
Strategic  
Chicago

RPM. 900

January 28, 2011

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

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