



Appendix K
Public Scoping Written Comments
Comments 1,201-1,300

RPM. 1201

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Tuesday, February 15, 2011 5:46 PM
To: Lea, Claudia
Subject: FW: Keep South Blvd open!!

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RPM@transitchicago.com

From: CPotts [catherinepotts@sbcglobal.net]
Sent: Tuesday, February 15, 2011 5:08 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd open!!

Dear sir -

Although I realize that the CTA is only in the proposal stage of the Red and Purple Line modernization project, I wanted to voice support for keeping the South Boulevard CTA station open. Walkability to the train was an important factor when I decided to purchase my house in south Evanston, and if the South Blvd station were closed, I would not be in walking distance of an el station. This will hurt all of south Evanston.

As a 10+ year el commuter from Evanston and Rogers Park on the Red and Purple Lines, I think the main priority for the CTA should be reliability and access. To retain or grow ridership, the CTA needs to make it easy to get onto the train, and then keep service running smoothly, safely and quickly. Fancy stations are nice, but the main thing is safe, frequent trains serving many stations. Express commuter service during rush hour is also important.

Thank you for your consideration.
Catherine Potts

Lea, Claudia

RPM. 1202

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Tuesday, February 15, 2011 5:47 PM
To: Lea, Claudia
Subject: FW: Please keep the South Boulevard stop open

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RPM@transitchicago.com

From: julie jackson [jkjackson@ameritech.net]
Sent: Tuesday, February 15, 2011 5:26 PM
To: North Red & Purple Modernization
Cc: Mayor Elizabeth Tisdahl; Colleen Burrus
Subject: Please keep the South Boulevard stop open

Dear Mr. Hands,

As an Evanston property owner who uses the South Boulevard stop to and from work everyday, the elimination of the South Boulevard stop would be a *huge* loss for me. I have lived a block from this stop for ten years and utilize the services nearly everyday to commute to work, as well as shopping and leisure.

I have tried to alternate my commute with the #205 bus but the service for this route has already been reduced by interval and hours. Since it runs only twice an hour and stops running after evening rush hour this is extremely inconvenient.

If the South Blvd stop is eliminated I will choose alternate transportation that does not include the CTA.

I would also add that eliminating or reducing the Evanston Express service drastically reduces the appeal for Chicago residents to work and shop in Evanston. Many of my co-workers commute into Evanston via the Evanston Express and it will double their commute time without the express service.

Thank you for your time.

Julie Klein-Jackson

Lea, Claudia

RPM · 1203

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:11 PM
To: Lea, Claudia
Subject: FW: maintain purple line service

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RPM@transitchicago.com

From: Jay Einhorn [jay@psychatlarge.com]
Sent: Tuesday, February 15, 2011 6:14 PM
To: North Red & Purple Modernization
Subject: maintain purple line service

Hi,

I am writing as a purple line rider who advocates maintaining the purple line service without reduction. The purple express service provides an important link, and I can report that the trains are quite full of riders both southbound and northbound.

Thank you,
Jay Einhorn
(Evanston resident)

Jay Einhorn, Ph.D.
jay@psychatlarge.com
P. O. Box 370
Wilmette, IL 60091
Telephone: 8472123259
psychology website: www.psychatlarge.com
psychology blog: <http://psychatlarge.blogspot.com/>
music website: www.guitaratlarge.com
www.myspace.com/jayeinhorn

A note regarding email communication: Please note that email communication is not secure, and if more security is required please contact me to arrange communication by more secure methods. If this communication is received in error, please inform Dr. Einhorn and destroy it immediately.

RPM. 1204

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:12 PM
To: Lea, Claudia
Subject: FW: CTA must think with the future in mind!

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RPM@transitchicago.com

From: Carolyn Brzezinski [stayinpalermo@gmail.com]
Sent: Tuesday, February 15, 2011 6:52 PM
To: North Red & Purple Modernization
Subject: CTA must think with the future in mind!

Please do not close the el stops at Foster and South Blvd. I greatly appreciate the CTA and the importance it has to Evanston! Foster is an enormous benefit to NU students and residents who live in the area. Also, in an age where green modes of transit (public) are not just nice to have - they are essential for neighborhoods - and, as energy prices rise, will become even more crucial in our future. Invest in the future and keep these - and all current stations - viable.

Thank you -

Carolyn Brzezinski
Evanston resident

Lea, Claudia

RPM-1205

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:12 PM
To: Lea, Claudia
Subject: FW: Evanston CTA service cuts: Info for Steve Hands, Strategic Planning & Policy, Chicago Transit Authority

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RPM@transitchicago.com

From: Anne Borish [aborish@att.net]
Sent: Tuesday, February 15, 2011 7:44 PM
To: North Red & Purple Modernization
Subject: Evanston CTA service cuts: Info for Steve Hands, Strategic Planning & Policy, Chicago Transit Authority

Dear Mr Hands,

It is with great dismay that I have learned of the potential elimination of the CTA purple line's Express Service as well as the possible closing of the South Blvd stop.

I find that the CTA is even considering such horrible service actions quite dismaying and will result in serious hardship for commuters to/from Evanston/Chicago. In particular as I live but a block from Central St and Greenbay, I find the CTA purple line Express Service invaluable and one of the more reliable CTA lines as I walk along Central to get on the CTA to head into Chicago.

There are economic and safety consequences with the possibility of eliminating the South Blvd stop as well. I often get a ride from a friend to use the South Blvd stop to head into Chicago for a myriad of reasons. Particularly at night, I would have to walk from Howard or Main stops; as a single woman, I feel uncomfortable and anxious during the evening hours doing that alone.

Please do not eliminate the purple line Express Service nor the South Blvd stop. These are both vital transportation links for Evanston residents. We rely on the CTA and any service cuts will foist terrible hardship on so many.

Thank you for consideration of my comments.

Sincerely,

A. Borish
2455 Prairie Ave.
Evanston

Lea, Claudia

RPM. 1206

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:14 PM
To: Lea, Claudia
Subject: FW: Don't cut Purple Express!

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RPM@transitchicago.com

From: Sarah Bassuk Mundal [sarah.bassuk@gmail.com]
Sent: Tuesday, February 15, 2011 8:07 PM
To: North Red & Purple Modernization
Subject: Don't cut Purple Express!

Hello,

I am an Evanston resident and I work in the Old Town neighborhood of Chicago. I ride the Purple line Express everyday from Noyes to Sedgwick. I am writing to state my support and reliance on the Purple Express for a quick and easy commute to work, along with thousands of other commuters. Without the Purple Express service, my commute time nearly doubles, and I have to endure two transfers, from the Purple to the Red to the Brown line. Please do not limit or eliminate the Purple Express which so many Evanston residents rely on for fast access to Chicago. Thank you for your consideration.

Sarah Mundal

--
Sarah Bassuk Mundal
(206) 817 9016

2257 Ridge Ave. Apt B2
Evanston, IL 60201
sarah.bassuk@gmail.com

RPM-1207

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:15 PM
To: Lea, Claudia
Subject: FW: South Blvd. El station closure (Proposed Purple & Red Line renovations)

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RPM@transitchicago.com

From: Robert L. Hopper [rhopper2004@yahoo.com]
Sent: Tuesday, February 15, 2011 8:11 PM
To: North Red & Purple Modernization; janschakowsky@mail.house.gov; etisdahl@cityofevanston.org; mwynne@cityofevanston.org
Subject: South Blvd. El station closure (Proposed Purple & Red Line renovations)

Dear Mr. Hands, Rep. Schakowsky, and Mayor Tisdahl,

It is obvious to any observer that the Red and Purple Line require modernization renovations, but I don't understand the need to close the South Blvd. El station as part of the proposed renovations.

One of the selling points for purchasing my home is its proximity to the South Blvd. station. As has been pointed out to me, South Evanston needs this service to remain attractive to those considering renting or buying a home in South Evanston. If I have to switch to one of the other stations, my commute time, including the walk to the station, would average an additional 25 minutes a day.

I enjoy and appreciate living in Evanston, and particularly in South Evanston, though I have noticed that the 3rd, 8th, and 9th wards appear to receive less care and attention than other wards. I hope that this is not true, but if the proposed closure goes through it will confirm, to my mind, that my observation of the lack and lower quality of services that our ward receives is more than appearances.

Respectfully,

Robert L. Hopper
530 Michigan Ave., Apt. 3W
Evanston, IL 60202
3rd Ward

Lea, Claudia

RPM-1208

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:16 PM
To: Lea, Claudia
Subject: FW: RPM Project Comments

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

From: Sara Hertzberg [sara.hertzberg@hotmail.com]
Sent: Tuesday, February 15, 2011 8:29 PM
To: North Red & Purple Modernization
Subject: RPM Project Comments

Hello,

I am writing to ask that you please attend to the Wilson red line stop as part of the RPM Project. This stop has repeatedly been named as the worst train stop in the city. It used to be a beautiful stop and it should be a priority to begin the restoration process there. This train stop serves a brand new Target, so it has been getting more traffic recently, and this neighborhood could definitely benefit from some esthetic improvements. The station really needs improvements like modern amenities and less dangerous (steep) stairs. I hope that the Wilson train stop will be the most improved as a result of this project, because it really needs it.

Thank you,
Sara Hertzberg

Lea, Claudia

RPM.1209

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:17 PM
To: Lea, Claudia
Subject: FW: Lawrence Red Line stop

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RPM@transitchicago.com

From: Jenni Spinner [jenni.spinner@gmail.com]
Sent: Tuesday, February 15, 2011 8:37 PM
To: North Red & Purple Modernization
Subject: Fwd: Lawrence Red Line stop

Good evening:

Thank you for accepting comments from Chicagoans. I'd like to throw my two cents in regarding the Wilson and Lawrence stops. Specifically:

You cannot close the Red Line stop at Lawrence. I live within equal walking distance to that stop, and the Wilson Red Line stop. The Lawrence stop is located at a busy, well-lit intersection, and I feel safe walking to and from the stop, no matter how late or early. The Wilson stop, however, is a nightmare--to get there, I have to walk through a long stretch of dark, dank street; past empty storefronts covered in graffiti; under a crumbling overpass; through areas that smell strongly of urine, even in cold weather such as the chill we're having. I have to walk past a parking lot where a fatal shooting happened a few weeks ago in broad daylight. You can't expect residents, visitors, and children to forego the relative safety of the Lawrence stop to the dangerous squalor of the Wilson stop, which consistently gets voted as the worst stop in the entire CTA system.

I'd recommend closing Wilson, the little-used Argyle, Berwyn, or a number of others close by.

Thank you,

Jenni Spinner
jenni.spinner@gmail.com
Office: 773-942-6664
Cell: 630-913-6445
4750 N Malden St 1N
Chicago, IL 60640

RPM-1210

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:19 PM
To: Lea, Claudia
Subject: FW: purple line proposed improvements

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RPM@transitchicago.com

From: Julie Windsor Mitchell [jwindmitch@sbcglobal.net]
Sent: Tuesday, February 15, 2011 9:12 PM
To: North Red & Purple Modernization
Subject: purple line proposed improvements

Please, please do not add a south entrance to the Noyes st. stop. It would open on to my street, Gaffield. This street has no businesses at all and is purely single family and two flat homes. We do not want increased foot traffic on our quiet one block street. Please improve the entrance on Noyes st instead.

Thanks
Julie Windsor Mitchell
Evanston, IL

RPM. 1211

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Wednesday, February 16, 2011 2:19 PM
To: Lea, Claudia
Subject: FW: Attn: Steve Hands, Strategic Planning and Policy

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RPM@transitchicago.com

From: Tim Gustafson [tim.gustafson.82@gmail.com]
Sent: Tuesday, February 15, 2011 9:16 PM
To: North Red & Purple Modernization
Cc: Timothy Gustafson
Subject: Attn: Steve Hands, Strategic Planning and Policy

Mr. Hands,

My comments on the North Red and Purple Modernization Project are as follows.

Purpose and Need: "Respond to past shifts in travel demand." Consider also recognizing the fact that travel demand will continue to evolve. Expanding this need statement to "Respond to *changing* travel demand" will help broaden the scope and make clearer that the CTA recognizes that improvements to the Red and Purple lines will continue to be shaped by the needs of its users. This also will help keep the CTA flexible in requesting additional funding in the future should changes in travel demand once again require significant capital investment.

Alternatives:

Generally, I think an increase in station entrance alternatives will improve station access and may improve pedestrian safety by reducing the occurrence of mid-block street crossings near CTA stations. However, in refining these alternatives, it is important to consider the impact that station changes will have on total travel time and not just the duration of a rider's trip once beyond the turnstile. It is likely that a reduction in the number of stations, while increasing the number of station entrances, may still increase access time for some users. Access time is a part of overall travel time, and the proposed closure of certain stations (in exchange for additional station entrances at multiple locations) should also consider access time, which is a function on distance from a proposed station and average walking speed. If access time increases, a refined concept should show the average access time and illustrate that travel time savings will offset access time for a net decrease in total travel time. If this is not found to be the case, CTA should consider additional station entrances or keeping certain stations open so that total travel time savings may be expected on average for all users.

Transfer Stations: I think providing additional access within the City of Chicago to express service will benefit many users, and may benefit all users if more frequent service is offered in exchange for a slightly longer commute for existing express train riders. From a land use perspective, the CTA should work with Aldermen at each existing and proposed transfer station to identify zoning opportunities that would facilitate investment and land use changes to further increase ridership at these stations.

2-Track Underground, 3-Track, and 4-Track Modernization: These alternatives are exciting to consider, and it is important to identify and illustrate the impacts that the track alignment will have on existing land use, and what potential exists for future development. In the case of the 4-Track and 2-Track Underground Modernization options, the vacation or acquisition of parcels will result in some oddly shaped parcels that may not be feasible to redevelop without active participation by the CTA and the City of Chicago, City of Evanston, and Village of Wilmette. The vacation or acquisition of property in each of these cases should identify the potential for redevelopment and avoid any negative impacts that cannot be mitigated by these municipalities within their regulatory power. If linear parcels are to be vacated, it is worth considering what additional parking, alley, storage, residential, or non-motorized transportation options will become available as an alternative use for these parcels. The CTA should consider working with the Chicago Department of Planning and Development and the Chicago Park District to identify potential alternatives. This would make for a more comprehensive application.

Elevated Structures: It is worth considering the development potential that exists for concrete elevated structures for longer segments of the corridor instead of ballasted track on retained embankments. In refining the concepts where a combination of elevated structures is proposed, the CTA should consider areas with the most potential for additional development under and adjacent to concrete structure. The increased cost of construction (and maintenance) of these structures may be offset by the land use gains that can be captured by the municipalities. Additionally, passive use of these areas under elevated structures may aid in stormwater runoff and snow storage.

If anyone has questions regarding my comments, I may be reached at tim.gustafson.82@gmail.com or 773-718-0436. Thank you for your time.

Sincerely
Tim Gustafson
5630 N Sheridan Rd #904
Chicago, IL 60660

RPM. 1212

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:13 AM
To: Lea, Claudia
Subject: FW: Purple line changes

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RPM@transitchicago.com

From: Gene & Jennifer Beil [beil31@comcast.net]
Sent: Tuesday, February 15, 2011 9:57 PM
To: North Red & Purple Modernization
Subject: Purple line changes

Please reconsider taking away the express line service as it could greatly affect Evanston residents on a personal, professional and economic levels.

thank you,

Jennifer Beil

RPM-1213

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:14 AM
To: Lea, Claudia
Subject: FW: Red and Purple Modernization Project Comments

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RPM@transitchicago.com

From: Ryan Balla [ryan@ryanballa.com]
Sent: Tuesday, February 15, 2011 11:29 PM
To: North Red & Purple Modernization
Subject: Red and Purple Modernization Project Comments

Strategic Planning & Policy
Red Purple Modernization Comments

Based on the current proposals, I favor the modernization of 4-track. Keeping the Purple line express is important for Evanston residents and Chicagoans who might work in Evanston. I feel this feature is more important than any benefit of the subway. A subway is appealing because of it's climate-controlled environment, however I think there are way too many risks to consider the subway a viable option. I am concerned about cost overruns regarding inevitable tunneling issues, cheap station designs that resemble the 1950's State Street ones, and the mess of construction. The subway will run over budget, it is not a fiscally responsible choice.

I am strongly opposed to any station closures on the Purple line. It is challenging enough to get good transit in the suburbs, taking that away will ruin the chance of any more TOD near South Blvd or Foster.

Touting the increased entrances a reduction of stations would bring is a smoke and mirrors technique to mask a reduction in service. This marketing ploy will not fool everyone. Regardless of how many entrances there are, the train only stops in one spot and customers will have to walk further to board. An extra block on a station platform makes riding the train less desirable and will only lead to decreased ridership.

I would like the consideration of platform doors to prevent incidents and to shield stations from inclement weather. Automatic train control should be strongly considered to prevent wear and tear on vehicle wheels from operators overzealous with the break creating flat spots on the wheels. Even if only part of the Red Line could take advantage of this technology, it would be a start.

-Ryan Balla

RPM. ~~1214~~ 1214

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:13 AM
To: Lea, Claudia
Subject: FW: Comment

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RPM@transitchicago.com

From: cwsabin@comcast.net [cwsabin@comcast.net]
Sent: Tuesday, February 15, 2011 10:50 PM
To: North Red & Purple Modernization
Subject: Comment

This rider thinks that closing some stations makes perfect sense. I would rather the CTA close a few stations and not only create a faster ride, but also have more money for the restorations and repairs at the other stations.

Clint W. Sabin
Uptown

RPM. 1215

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:18 AM
To: Lea, Claudia
Subject: FW: Please keep South Boulevard Station open

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RPM@transitchicago.com

From: Jasmine Lin [impeccablewarrior@yahoo.com]
Sent: Wednesday, February 16, 2011 6:39 AM
To: North Red & Purple Modernization; janschakowsky@mail.house.gov;
etisdahl@cityofevanston.org; arainey@cityofEvanston.org
Subject: Please keep South Boulevard Station open

Dear all whom it may concern:

I am writing for myself and on behalf of many colleagues, friends and family to ask that South Boulevard be allowed to remain open.

I live 3 minutes' walk from the station and purchased my condo largely for its ideal location. A professional musician, I teach at Roosevelt University and use the station to go downtown daily for teaching, rehearsals and weekly for concerts. Conversely, my students and colleagues also take the El to my place for lessons and rehearsals.

The value of my condo and all property in the area would decrease significantly if the station were to close.

Moreover, more and more people are dependent on public transportation and its comprehensive accessibility as green environmental-conscious practice becomes increasingly widespread. I feel strongly that CTA should further this trend by preserving, if not increasing, its availability.

Please keep South Boulevard Station open.

Sincerely,

Jasmine Lin
425 Custer #3
Evanston, IL 60202

RPM-1216

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:19 AM
To: Lea, Claudia
Subject: FW: South Blvd. El station closure (Proposed Purple & Red Line renovations)

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RPM@transitchicago.com

From: Elizabeth Tisdahl [ebtisdahl@aol.com]
Sent: Wednesday, February 16, 2011 7:39 AM
To: Robert L. Hopper
Cc: North Red & Purple Modernization; janschakowsky@mail.house.gov; etisdahl@cityofevanston.org; mwynne@cityofevanston.org
Subject: Re: South Blvd. El station closure (Proposed Purple & Red Line renovations)

Dear Mr. Hopper,

Alderman Wynne and I have been working to convince the CTA to rehab the Purple Line because of it's importance to all of us. We are doing everything we can to keep both stations open. Matt Swentkofske will keep you apprised of all our efforts.

Could you explain why you feel your ward receives less care and attention than others? We are in a budget crunch and I imagine everyone feels somewhat neglected.

ELizabeth Tisdahl

Sent from my iPad

On Feb 15, 2011, at 8:11 PM, "Robert L. Hopper" <rhopper2004@yahoo.com> wrote:

Dear Mr. Hands, Rep. Schakowsky, and Mayor Tisdahl,

It is obvious to any observer that the Red and Purple Line require modernization renovations, but I don't understand the need to close the South Blvd. El station as part of the proposed renovations.

One of the selling points for purchasing my home is its proximity to the South Blvd. station. As has been pointed out to me, South Evanston needs this service to remain attractive to those considering renting or buying a home in South Evanston. If I have to switch to one of the other stations, my commute time, including the wait to the station, would average an additional 25 minutes a day.

I enjoy and appreciate living in Evanston, and particularly in South Evanston, though I have noticed that the 3rd, 8th, and 9th wards appear to receive less care and attention than other wards. I hope that this is not true, but if the proposed closure goes through it will confirm, to my mind, that my observation of the lack and lower quality of services that our ward receives is more than appearances.

Respectfully,

Robert L. Hopper
530 Michigan Ave., Apt. 3W
Evanston, IL 60202
3rd Ward

RPM. 1217

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:19 AM
To: Lea, Claudia
Subject: FW: To Steve Hands: Purple Line Modernization

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RPM@transitchicago.com

From: Howard Voeks [hvoeks@yahoo.com]
Sent: Wednesday, February 16, 2011 8:10 AM
To: North Red & Purple Modernization
Subject: To Steve Hands: Purple Line Modernization

Mr. Hands --

The CTA has been my primary means of transport since I moved to Chicago in 1979. I moved to Evanston in 1994 and continued my reliance on CTA/Pace.

I think any modernization of the Purple Line should preserve the express runs to downtown. This express is important not only for Purple Line riders in Evanston and Wilmette, but also for the many people who board the express at Howard, as well as the people who board at the Brown Line stops south of Belmont. I don't think it is as important to run express on the northbound runs in the later morning hour reverse commute. In my experience those express trains run almost empty beyond Belmont. (The morning reverse commute express trains up to 9 am might be more heavily used, however.) But express runs should be preserved in both directions in the afternoon commute.

If there is a choice between modernizing stations and preserving current service levels, I think the choice should be to preserve service levels. The volume of passengers using stations north of Davis seems light at any hour of day. If any stations were to be modernized, I think they should be Dempster, Main, and South Blvd. I think it would be a mistake to eliminate the South Blvd. stop, which seems to have a lot of traffic at all hours. All of the area from Davis south has a heavy concentration of multi-unit residences, which means lots of commuters.

I wonder why CTA has not done more marketing of the relative benefits of riding the Purple Line Express rather than Metra to commute downtown. Maybe CTA and Metra have agreed not to poach on one another. But I find so many people in the Evanston area who commute on Metra and wouldn't dream of using the Purple Line. It seems that much of their choice has to do with not wanting to share a train car with lower income riders. That prejudice may be impossible to change, but CTA could make the point that its service is vastly cheaper, almost as fast, and brings riders right into the heart of the Loop, rather than leaving them with a second commute from the Metra stations to their office.

Thanks for giving citizens the opportunity to express their views.

Howard Voeks

1516 Hinman # 801

Evanston, IL 60201

847-866-6336 (h)

630-337-2230 (c)

RPM. 1218

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:21 AM
To: Lea, Claudia
Subject: FW: South BLVD station

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RPM@transitchicago.com

From: Dunreith_Kelly_Lowenstein@facing.org [Dunreith_Kelly_Lowenstein@facing.org]
Sent: Wednesday, February 16, 2011 8:32 AM
To: North Red & Purple Modernization
Subject: South BLVD station

I am writing to urge CTA not to close the South BLVD station of the purple line. I take it daily and encourage people who visit us to take it. We need this line as established by the consistent number of riders.

Thank you for anything you can do to prevent this from happening!

Respectfully,

Dunreith Kelly Lowenstein

Dunreith Kelly Lowenstein
Associate Program Director
Facing History and Ourselves
(312)345-3217 dunreith@facing.org

RPM. 1219

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:22 AM
To: Lea, Claudia
Subject: FW: CTA Proposed Improvements to Purple Line

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

From: Gene Beil [gene@turinbicycle.com]
Sent: Wednesday, February 16, 2011 9:07 AM
To: North Red & Purple Modernization
Subject: CTA Proposed Improvements to Purple Line

Before closing the South Blvd and Foster St. stations, please consider the impact these proposed closings will have on the citizens of Evanston.

In addition to making life more difficult for some residents to access public transportation, your proposal does nothing to account for the eventual decline of the housing market immediately adjacent those stations.

As a resident of Evanston I implore you to reconsider closing ANY station along the Purple Line.

Sincerely,

Gene Beil
Turin Bicycle, Evanston
847-864-7660 x14
www.turinbicycle.com
gene@turinbicycle.com

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RPM. 1220

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:23 AM
To: Lea, Claudia
Subject: FW: Proposal to Restrict or Eliminate Purple Line Express Service to the Loop

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RPM@transitchicago.com

From: Timothy Schoolmaster [tschoolmaster@gmail.com]
Sent: Wednesday, February 16, 2011 9:28 AM
To: North Red & Purple Modernization
Subject: Proposal to Restrict or Eliminate Purple Line Express Service to the Loop

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

Dear Sir:

I am a frequent user of of the Purple Line Express Service from the Central Street Station in Evanston to and from the Loop. As an employee of Northwestern University, I am keenly aware of how many people such cuts or restrictions might effect. Elimination of the Purple Line Express would significantly increase my commute time, and unfortunately, might make me reconsider decision to use public transportation versus commuting by car, which I would like to avoid.

Please keep the Purple Line Express running.

Sincerely,

Timothy Schoolmaster

Lea, Claudia

RPM. 1221

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:24 AM
To: Lea, Claudia
Subject: FW: Purple Line renovation

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RPM@transitchicago.com

From: Jane Evans [janebevans@gmail.com]
Sent: Wednesday, February 16, 2011 10:07 AM
To: North Red & Purple Modernization
Subject: Purple Line renovation

Dear Steve Hands,

The expansion plan for the Noyes St Station would include an entrance and exit onto Gaffield Place. We are strongly opposed.

Gaffield Place is a residential street. As a resident of that street, to the east of where the entrance would be, we would have unwanted foot traffic throughout all hours of the day and night. If 700+ persons enter and exit at the Foster Station, whose would be the feet coming and going down our RESIDENTIAL Street! Most would be traveling east right past our house.

I commute on the EL every weekday to the Merchandise Mart. To my knowledge, there is not a street with an entrance or exit anywhere along that route that does not have some commercial/retail buildings next to the Station's entrance/exit. They are not residential streets!

We do not want this for the character of our street. We want to remain residential. We believe this will also effect the resale values of our property.

We strongly urge the CTA to reconsider this piece of the plan.

Thank you
Jane and Tim Evans
813 Gaffield Place
Evanston, IL 60201

Lea, Claudia

RPM-1222

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:25 AM
To: Lea, Claudia
Subject: FW: red and purple line "stop consolidation" plan

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RPM@transitchicago.com

From: Lisa Kuklinski [LKuklinski@mercyhousing.org]
Sent: Wednesday, February 16, 2011 10:07 AM
To: North Red & Purple Modernization
Cc: mwynne@cityofevanston.org
Subject: red and purple line "stop consolidation" plan

The "stop consolidation" plan would affect me and my business directly every day, if implemented. The **South Blvd stop and Lawrence-red line stop should not be closed.**

Does Evanston really want to continue to become less "green", less affordable to middle class people and less pedestrian friendly, all so that people who live farther north have a faster trip home?

I live near (4.5 long blocks) the Purple line stop at South Blvd. (Keeney and Michigan) If it were closed my neighbors and I would be forced to drive daily, as the walk to the next-nearest stop would be either:

- a. too far for daily walking commute. (Main St.)
- b. Too dangerous, requiring a walk of more than a mile past a deserted stretch of Evanston/Chicago -Calvary cemetery- and then through the troubled north of Howard neighborhood to the Howard stop- where gun-play is frequent.

Either of those alternatives makes use of the CTA trains a bad option, especially after 4:30 p.m. (dark) in the winter months.

I purchased my affordable home on the basis of it being convenient to public transportation. My home will no longer be considered such and would, as a result of closing the South Blvd stop, reduce my and all of my neighbors' property value and quality of life. Since I purchased my home I have already lost a walk-able grocery store to high end non-affordable condo development, now am faced with the elimination of the other walk-able amenity in my neighborhood. I would rather have a slower ride home than not be able to use the CTA purple line.

I also frequently use the Lawrence stop on the red line as the hundreds of disabled people with whom I work live within several blocks of that station. It is one of the only stations that has available neighborhood parking (parking that is not reserved for those who live there) along the red line.

Lisa Kuklinski
Evanston Resident
Uptown business

Lea, Claudia

RPM. 1223

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:46 AM
To: Lea, Claudia
Subject: FW: Proposed closing of the Jarvis El Station.

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RPM@transitchicago.com

From: Joanne Muellman [muellman@att.net]
Sent: Wednesday, February 16, 2011 10:19 AM
To: North Red & Purple Modernization
Subject: Proposed closing of the Jarvis El Station.

Closing the Jarvis El will have a number of negative effects on the neighborhood.

1. Our real estate values have already dropped considerably more than any other neighborhood in Chicago. The Jarvis El is one of the few plusses the neighboring streets have in a very very competitive market.
2. The Howard stop is in a commercial area - so literally everyone who has to exit at Howard has to walk at least 2 blocks - there are numerous cases of muggings of commuters that exit the Howard stop.
3. The Red Line promotes accessibility to the retail business on Jarvis which has made the neighborhood much safer.
4. It's a relatively busy stop! As is Lawrence! Closing the Lawrence stop would be devastating as well as there are so many human services organizations within walking distance of Lawrence. It would be devastating to the lower income and challenged members of Chicago.

Thank you - please please reconsider. Closing the Jarvis El will have such a negative impact on the neighborhood.

Sincerely,

Joanne Muellman

RPM-1224

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:46 AM
To: Lea, Claudia
Subject: FW: strongly against the proposal of closing south-blvd station

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RPM@transitchicago.com

From: ckg.com@gmail.com [ckg.com@gmail.com] On Behalf Of Kai Chen [kchen@northwestern.edu]
Sent: Wednesday, February 16, 2011 10:48 AM
To: North Red & Purple Modernization
Subject: strongly against the proposal of closing south-blvd station

Hello, Sir/Madam,

I am a student in Northwestern University. I live near the south-blvd station and have to go to school by train everyday, I strongly against the proposal of closing this station. I also know a lot of other students living around, this will create inconvenience for us,

Please kindly consider our request.

Thanks,
- Kai

Lea, Claudia

RPM · 1225

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:47 AM
To: Lea, Claudia
Subject: FW: Do Not Close the South Blvd. El Stop!

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RPM@transitchicago.com

From: Sarah Traficanto [stafford.sarah@gmail.com]
Sent: Wednesday, February 16, 2011 10:51 AM
To: North Red & Purple Modernization
Subject: Do Not Close the South Blvd. El Stop!

February 16, 2011

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

Dear Steve and team,

I am writing in protest of closing the South Blvd. Purple line el stop. I do not own a car and rely completely on public transportation to get to and from work during the week as well as my weekend activities.

As you can see, the stop is the closest to my home:

- Home → South Blvd el stop: 0.5 mile
- Home → Howard el stop: 0.6 mile
- Home → Main el stop: 1 mile

Though the Howard stop is the next closest, it is not safe to walk that route early in the morning or late at night due to the crime in the area. Therefore I would have to double my walk, catching the el from the Main el stop.

I am curious why this stop of all of them is the one you would consider closing. It certainly cannot be because of lack of use. Every morning and evening many people get on and off with me. I especially notice in the morning, as I am getting on the el, many doctors and nurses (I assume from their attire) are getting *off* at the stop to walk to work at St. Francis Hospital. There are also several daycares in our neighborhood that I've noticed public transportation is used to pick-up/drop-off their kids.

I hope you are getting many more letters like this one, as this will certainly have a huge affect our community. PLEASE do not shut down the South Blvd. purple line stop.

Thank you,

Sarah Traficanto
715 Mulford St. #1C
Evanston, IL 60202
stafford.sarah@gmail.com

--
Sarah Traficanto
stafford.sarah@gmail.com

RPM. 1226

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:48 AM
To: Lea, Claudia
Subject: FW: CTA Evanston

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RPM@transitchicago.com

From: Reynolds Holly and David [hdreynolds@thehomestead.net]
Sent: Wednesday, February 16, 2011 11:22 AM
To: North Red & Purple Modernization
Subject: CTA Evanston

It seems unproductive to eliminate or reduce the frequency of the Evanston Express. I don't know much about rail but I am familiar with other modes where, if you can fill a vehicle and operate it non-stop, you provide a high-value service at a lower cost of operation.....thus, much more efficient transportation.

David Reynolds

Lea, Claudia

RPM. 1227

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:49 AM
To: Lea, Claudia
Subject: FW: Purple Line South Boulevard stop

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RPM@transitchicago.com

From: Nona Flores [ncflores52@gmail.com]
Sent: Wednesday, February 16, 2011 11:22 AM
To: North Red & Purple Modernization
Subject: Purple Line South Boulevard stop

Please do not close the South Boulevard stop. It is the one used by St. Francis Hospital employees and patients-
-St. Francis is one of the larger employers in the Evanston area. It is so much more convenient to go that one
additional stop than having to get off at Howard and change to a bus.

Lea, Claudia

RPM. 1228

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:49 AM
To: Lea, Claudia
Subject: FW:

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RPM@transitchicago.com

From: Eloise Reimer [eloisereimer@sbcglobal.net]
Sent: Wednesday, February 16, 2011 11:51 AM
To: North Red & Purple Modernization
Subject:

Please consider us Senior citizens when you contemplate station closings and bus re routes. We consider convenience one of the major assets of our wonderful public transportation system. Thank you Eloise Reimer
2027 W. Berwyn Avenue
Chicago. IL 60625
773-878-1110

Lea, Claudia

RPM. 1229

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:49 AM
To: Lea, Claudia
Subject: FW: Don't close south Blvd purple line stop

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RPM@transitchicago.com

From: Joe Littel [joe.littel@gmail.com]
Sent: Wednesday, February 16, 2011 12:00 PM
To: North Red & Purple Modernization
Subject: Don't close south Blvd purple line stop

Please do not close the south boulevard purple line stop. My wife and I use it ten times per week at least.
Joe littel
1209 oakton street
Evanston

RPM-1230

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:49 AM
To: Lea, Claudia
Subject: FW: Red Line proposal

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RPM@transitchicago.com

From: PCain773@aol.com [PCain773@aol.com]
Sent: Wednesday, February 16, 2011 12:26 PM
To: North Red & Purple Modernization
Subject: Red Line proposal

If there is any other way to complete the work on the Red Line, please choose it.

I rely on the quick service provided by the Red line to get me to and from my work. I live in Edgewater and I work in the loop.

The express bus 147 does not solve my problem because it ends service at 10:30 PM from the loop.

Please consider any other alternative that shutting down the Red line from the north to Belmont.

Patrick Cain

RPM.1231

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:50 AM
To: Lea, Claudia
Subject: FW: comments on the RPM program

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RPM@transitchicago.com

From: Heather Smith [hls18501255@yahoo.com]
Sent: Wednesday, February 16, 2011 12:55 PM
To: North Red & Purple Modernization
Subject: comments on the RPM program

Dear CTA,

I strongly support the Basic Rehab with transit stations scenario. Please do not close the Jarvis station as it would add to my commute to get to downtown. The 147 Bus service has already been cut making alternatives along the lakefront less timely. Moreover the Jarvis square area is much safer than Howard.

Please do not close the Jarvis station.

RPM. 1232

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:50 AM
To: Lea, Claudia
Subject: FW: South Blvd Station

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From: Monique Stuckey [earthandroses5@gmail.com]
Sent: Wednesday, February 16, 2011 12:57 PM
To: North Red & Purple Modernization
Subject: South Blvd Station

Please do not close this station we need this station to get to the loop and neighboring areas that is accessible for those of us resident who dont have vehicles the impact of the closing will do more harm then good. I am a student at Westwood College,Downtown Chicago and a mother of three and we have only one car, I live two blocks of this station and it is so accessible my husband uses this station to get to and from work if I have the car, so you see this station and purple line service is part of our daily routine. Please consider this proposal a bad idea and how many dissapointed customers you will affect as this station is more of routine for all residents and Visitors.

Sincerely,
A Loyal CTA Rider at the South Blvd Station

RPM.1233

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:51 AM
To: Lea, Claudia
Subject: FW: CTA El renovation

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RPM@transitchicago.com

From: Suzanne Arist [suzarist@sbcglobal.net]
Sent: Wednesday, February 16, 2011 1:11 PM
To: North Red & Purple Modernization
Subject: CTA El renovation

Hello,
We need to keep the Purple Line Express that skips 12 stops to the Loop. We need to repair crumbling viaducts. It appears that Alternative 3 in your plan looks ok.
Suzanne Arist
Purple Line User

Lea, Claudia

RPM 1234

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:51 AM
To: Lea, Claudia
Subject: FW: Purple Line South Blvd Station Closing

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RPM@transitchicago.com

From: Taylor Russ [russ.comma.danger@gmail.com]
Sent: Wednesday, February 16, 2011 1:53 PM
To: North Red & Purple Modernization
Subject: Purple Line South Blvd Station Closing

To whom it may concern,

Recently I had heard rumours of the South Blvd station closing. I at first was skeptical, citing the number of customers I see go to and from the station each day, so I simply wrote it off as just a rumour. Today, however, these rumours were confirmed as I saw a piece of paper on the station's doors declaring that a proposition exists to close the CTA station. As stated before, the number of customers I see every day (and I ride the CTA several times each day, using this station almost every time) seems to go against the logic of closing down the station. I see no reason as to why South Blvd should be closed as this would leave many people in an awkward spot. Howard isn't terribly far away, but after dark the walk there seems like an ominous undertaking, as the stretch between the two streets is long and ill-lit, affording many darkened crevices for would-be attackers to hide. So heading south could simply be a safety hazard. On the other hand, while a less serious issue, having to walk the extra distance to the Main Street Purple Line station presents quite an inconvenience to many riders and loyal customers as it adds on a significant amount of time to these people's transit. I, personally, take the train from South Blvd to the Roosevelt or Harrison Red Line stops several times a week to get to class (I am enrolled at Columbia College), and the additional 20 minute walk and increased possibility of missing the train (and subsequently watching it pass me in the opposite direction, frustrated) only serves to make me, and many others I am certain, resentful of the mode of transportation we have come to rely on. This argument may seem inconsequential in the scope of this closure, but my story is only one of many of the soon to be unhappy riders if the South Boulevard station is closed permanently. And that kind of dissatisfaction adds up.

Thank you for your time and your consideration and I hope my small plea could have at least made a little bit of a difference.

Sincerely,

Taylor Russ

RPM. 1235

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:53 AM
To: Lea, Claudia
Subject: FW: Keep South Blvd open!

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RPM@transitchicago.com

From: Debbie Lessin [debbie.rose98@gmail.com]
Sent: Wednesday, February 16, 2011 2:18 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd open!

Dear Steve Hands,

Keep South Blvd (purple line) open! I moved to Evanston because it has some of the same convenience Chicago has to offer. I don't drive so I depend on CTA and RTA to get around. One of the main reasons I chose the town house I currently reside in is because of the close proximity of the South Blvd station is to my house. The closest station would then be Main St. which would add an additional 15 minutes to commute everyday. Four blocks may not seem like much to some but when you have weak legs that tire quickly it becomes problematic. Not to mention that when it's super cold or super hot four blocks can also have a negative impact.

Thank you for taking the time to read my email. Please keep South Blvd station open!

Debbie Lessin
Assistant Manager

Children's Healthcare Associates PC
PH # 773-348-8300 EXT 132
Fax # 773-348-7163

RPM. VA 1236

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:54 AM
To: Lea, Claudia
Subject: FW: South Blvd

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RPM@transitchicago.com

From: topher.lenz@gmail.com [topher.lenz@gmail.com]
Sent: Wednesday, February 16, 2011 2:26 PM
To: North Red & Purple Modernization
Subject: South Blvd

I think shutting down South Blvd. would be a huge mistake. I know hundreds of people that depend on this stop to commute to work. Please for the sake of Evanston don't close this El stop. Also most of those same people use it to come to Chicago and to Evanston. We need this as a community.

Thanks.
Sent from my Verizon Wireless BlackBerry

RPM-1237

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:55 AM
To: Lea, Claudia
Subject: FW: Please don't close our el stops

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RPM@transitchicago.com

From: Claudia Grosz [cgrosz@lumc.edu]
Sent: Wednesday, February 16, 2011 2:25 PM
To: North Red & Purple Modernization
Subject: Please don't close our el stops

Hi,

Please don't close el stops on the Purple line. We recently sold our condo and decided to stay in Evanston. We purchased a house walking distance from the Main street stop. Public transportation was a major factor in our decision to stay in this lovely community.

Sincerely,
Claudia Grosz
Evanston, IL

RPM-1238

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:55 AM
To: Lea, Claudia
Subject: FW: Chamber Feedback on CTA Proposals, Opposition to Closure of Thorndale Stop
Attachments: cta-redline-comments.pdf

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From: Jay Delaney [jaydelaney@edgewater.org]
Sent: Wednesday, February 16, 2011 11:57 AM
To: North Red & Purple Modernization
Subject: Chamber Feedback on CTA Proposals, Opposition to Closure of Thorndale Stop

Hello Steve,

Hope this finds you well. I'm forwarding a letter on behalf of the Edgewater Chamber of Commerce Board providing feedback on the CTA Red Line / Purple Line Modernization project. You'll see in the letter that the Chamber opposes the closure of Red line stops, specifically Thorndale.

Thanks,
Jay

Jay Delaney
President & CEO
Edgewater Chamber of Commerce
1210 W. Rosedale, Chicago IL 60660
Ph: 773-561-6000 | Fax: 773-561-8584
www.edgewater.org

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Alan Klein, Attorney at Law

Julius Lamar
St. Andrew's Inn

Leila Shekarkhar
Fifth Third Bank

Barclay Welch
Ansonia Properties

February 15, 2011

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

Re: Opposition to any CTA Proposal to Close Red Line Stops, Specifically Thorndale

Dear Mr. Hands:

The Board of Directors for the Edgewater Chamber of Commerce recently met and discussed the CTA proposals for Red and Purple Modernization.

The Edgewater Chamber opposes the closing of any Red Line stops, specifically the Thorndale stop located within the Edgewater neighborhood. Closure of this stop would no doubt have a direct, negative impact on the many existing businesses along Thorndale and along Broadway who rely on that stop to provide ease of access for customers they serve.

The Edgewater Chamber of Commerce's mission is to create and support a thriving business environment, contributing to a vibrant Edgewater community. As the organization within Edgewater dedicated to advocating on behalf of existing businesses, the Board is concerned about even the possibility of closing the Thorndale Red Line stop.

If you have any questions or would like to chat further, feel free to contact me at 773-561-6000.

Thanks,

Jay Delaney
President/CEO
Edgewater Chamber of Commerce

RPM. 1239

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:56 AM
To: Lea, Claudia
Subject: FW: Red Line Modernization input

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From: J Yates [josephy8s@gmail.com]
Sent: Wednesday, February 16, 2011 3:16 PM
To: North Red & Purple Modernization
Subject: Red Line Modernization input

To Whom it May Concern,

I'm a regular passenger on the CTA Red Line. My input on future Red Line improvements would be:

- Gut/rehab the Wilson stop, in the same fashion as Belmont. The investment would realize several benefits:
 - Add a purple line express stop at Wilson. A transfer station would be ideal, given the large size of the existing facility.
 - Improved lighting, cameras, and overall beautification of the existing facility will have a positive impact on crime reduction, allowing for a more efficient expenditure of our future tax dollars.
- DO NOT eliminate Lawrence or Morse stops on the Red Line. There are entertainment districts located AT these stops. The negative impact these station closures may cause, may cut from the tax base, as businesses could close. Loss of jobs and tax dollars should be avoided.
- Redundant stops that could be consolidated are worth consideration, but I believe the costs of platform/station removal would prove too costly. Our tax dollars can be better managed.
- The Addison-to-Loyola subway option appears that it would be very costly. Our tax dollars can be better managed.
- Lights and cameras at every station and on every platform are worthy of investment. Crime deterrents, such as these, can help our already over-stretched CPD personnel to address the scores of issues outside of CTA stations.

That's my brief input. Thank you for your time.

Joseph Yates

Lea, Claudia

RPM. 1240

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:54 AM
To: Lea, Claudia
Subject: FW: Keep South Blvd. Open!

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RPM@transitchicago.com

From: Nancy Cornelius [nancy.cornelius@gmail.com]
Sent: Wednesday, February 16, 2011 2:24 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd. Open!

Dear Mr. Hands,

- Proximity to the South Blvd. station was one of the reasons I chose to move to south Evanston. I believe maintaining this station is critical to keeping this a desirable place to live.
- From a personal standpoint, I currently work at UIC and commute daily via the Purple Line from the South Blvd. station. My commute time would be significantly increased if I was unable to leave from the South Blvd. stop.

I would urge you to consider alternatives to the modernization of the Red and Purple lines that would allow South Blvd. station to remain open.

Sincerely,
Nancy Cornelius
505 Sheridan Rd. #2W
Evanston, IL 60202

Lea, Claudia

RPM: 1241

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:57 AM
To: Lea, Claudia
Subject: FW: North Red and Purple Modernization Project

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RPM@transitchicago.com

From: laura jimenez [jimilau@hotmail.com]
Sent: Wednesday, February 16, 2011 3:16 PM
To: North Red & Purple Modernization
Subject: North Red and Purple Modernization Project

Dear Sir/Madam,

I currently live in North Evanston and commute daily to the Loop with the Evanston Express service provided by the CTA. I completely rely on the Express service of the purple line in order to reduce the travel time between my residence and my job. I completely support your intent to modernize and improve the service this northern portion of the elevated tracks. Some of the stations have fallen in serious disrepair.

However I am extremely concern at the possibility of loosing the express service between Evanston and the Loop. This express service addresses on of the main goals of the Modernization Project, to "Reduce travel times" (as stated in the CTA report posted on their website). Without the express service to the loop travel times between Evanston and downtown Chicago will increased significantly, to the extent that it would force me and thousand of other commuters to find alternative means of transportation to the Loop.

The purple line express service to the Loop is key for thousand of Evanston residents that work in downtown Chicago, as well as for Chicago area residents that work in Evanston; without it, using CTA for commuting would cease to be an option.

Thank you for your time and attention,

Laura Jimenez

RPM - 1242

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:58 AM
To: Lea, Claudia
Subject: FW: Re closure of red and purple line stops

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RPM@transitchicago.com

From: JHLPsyD@aol.com [JHLPsyD@aol.com]
Sent: Wednesday, February 16, 2011 3:24 PM
To: North Red & Purple Modernization
Subject: Re closure of red and purple line stops

Dear CTA,

I went to the meeting in Evanston in order to get more information regarding the tentative plans to close the South and Foster el stations. While I appreciate some of the reasons for doing so, e.g., less stops so faster routes; financial savings, I believe that there are many more reasons not to do so. Here are my thoughts:

- While statistics show it is less used than some of the other stations, that does not comport with my experience. I have often taken the foster el downtown and back on work weeks. The platform always has 5 to 10 or more people at all times (My schedule varies so I am there at different times). Students of NW use it a lot and whether they get off at Foster or Noyes depends on where their classes are on that particular day.
- I do believe that it will affect real estate as it is an important selling point, and was for us, in determining where to live in Evanston.
- At a time of economic crisis to add this burden to the people of the community doesn't make sense.
- I would like to have seen some statistics that support the idea that eliminating these stops will be time saving. The trains always get caught up at Howard and Belmont which are heavily used stations. In fact, more trains not less could be useful and time effective.
- Also I have not seen ANY, even minor improvements to these stations for 8 to 10 years! Why did the CTA allow these stations to just deteriorate which now puts them in the position of needing to be closed? Updating and improving the stations is what is needed.
- Any complaints I have ever heard regarding how slow the "express" el was was due to construction downtown that required the trains to reverse the loop and added 10 to 15 minutes!
- The plans (#3, #4) for improved stations and closures will be super costly. Ask anyone. Do they want to invest a lot of money for these proposed plans or simply improve what we have? The 2 or 3 minutes saved is superfluous.

I hope CTA strongly considers our interests and expressed desires. Thank you, Joan Leska

RPM.1243

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:59 AM
To: Lea, Claudia
Subject: FW: South Blvd Stop Closure

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RPM@transitchicago.com

From: Wallen, Joel [JWallen@smithbucklin.com]
Sent: Wednesday, February 16, 2011 5:05 PM
To: North Red & Purple Modernization
Subject: South Blvd Stop Closure

Please do not close down the South blvd stop. It is extremely convenient. Any effort to keep it open is greatly appreciated.

Joel Wallen
Project Manager
SmithBucklin
Phone: 312.673.4723
Mobile: 312.320.4811

Lea, Claudia

RPM. 1244

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 10:59 AM
To: Lea, Claudia
Subject: FW: Purple line in Evanston

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RPM@transitchicago.com

From: mmtodd3@aol.com [mmtodd3@aol.com]
Sent: Wednesday, February 16, 2011 6:33 PM
To: North Red & Purple Modernization
Subject: Purple line in Evanston

Sir/Madam:

I am writing to express my opinion that closing the South Blvd station would be a terrible idea, due to its close proximity to St. Francis hospital. The reasons should be obvious. I hope you would not close Foster, but we could live with that if we had to.

In addition, I strongly urge you to keep the express service both ways for as long as possible. This makes the commute for those of us who live north a manageable length. It is still a much longer time than it was when I was in college (30 years ago), but please don't make it any more inconvenient by reducing express service in either direction.

Thank you.
Catherine Todd
2139 Lincolnwood
Evanston, IL 60201

RPM. 1245

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:00 AM
To: Lea, Claudia
Subject: FW: Renovations to the Purple line

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RPM@transitchicago.com

From: Larry Engel [larryengel1@yahoo.com]
Sent: Wednesday, February 16, 2011 7:44 PM
To: North Red & Purple Modernization
Subject: Renovations to the Purple line

Steve Hands,

Please use your influence to keep South Blvd. Station *open!*
I purchased a condo in South Evanston last year because of the proximity of the South Blvd. station. I wanted a place that I could walk to the station, even when I am a Sr. Citizen.

Please use your influence to keep South Blvd. Station *open!*
Closing [South Blvd Station](#) will increase my commute time and walking distance. The primary reason that I purchased a condo in South Evanston was the walk time to the station.

Please use your influence to keep South Blvd. station *open!*
I believe that allowing the South Blvd. Station to close would reduce the appeal and value of the property in South Evanston.

Thank you.

Larry Engel
505 Sheridan Rd.
Evanston IL 60202

Lea, Claudia

RPM-1246

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:01 AM
To: Lea, Claudia
Subject: FW: proposed changes to purple line

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RPM@transitchicago.com

From: Stephanie Casey [sacasey1231@gmail.com]
Sent: Wednesday, February 16, 2011 7:59 PM
To: North Red & Purple Modernization
Subject: proposed changes to purple line

I'm writing because I'm concerned about possible changes to the purple line service. South Boulevard is the stop my family uses for the el train because it's in walking distance of our house. It's important that this station stay open to serve the many families who moved to Evanston because it was in walking distance of the el stops. Another possible change is the elimination of the purple line express routes. If this were to happen I would change to ride the Metra with my family. There's just too many red line stops & the Metra is much faster & cleaner.

Please make sure these changes don't occur. Sincerely, Stephanie Casey

RPM.1247

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:02 AM
To: Lea, Claudia
Subject: FW: Red Purple Line Modernization Project

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RPM@transitchicago.com

From: Phne@aol.com [Phne@aol.com]
Sent: Wednesday, February 16, 2011 9:50 PM
To: North Red & Purple Modernization
Subject: Red Purple Line Modernization Project

Dear Mr. Hands,

I attended the meeting on Wednesday evening February 16, 2011 at Senn High School in Edgewater. I am a proponent of public transportation - both rail and bus services and support the modernization 4-track system.

In the meantime, since no funding has been secured for any modernization project here are some suggestions and comments. For the proposed system to save 4 minutes in the corridor seems disingenuous since many people take the L more than just to Belmont, many ride farther south, and some beyond downtown, where there are slow zones. For the cost of 4.2 billion to just save 4 minutes this does not seem worth the cost. What is the true savings in time for a trip to downtown or Sox/35th (IIT)? Will it actually only take 22 minutes to the Madison stop from Loyola instead of 35 or 40 minutes? Being able to provide travel times for any potential system would help sell the project to the public. Improving our system so that it will move people quickly would be worth the cost if travel times to the downtown area could be cut by 25% or 30%. Four minutes can be lost when people are trying to pack themselves into already crowded trains.

I ride the train from Granville to 95th Street daily. I have a car which is in good repair and has low miles but I prefer to use public transportation because I believe in it. Riding the L weekdays has made me see and reinforces my impression that the L is a younger person's form of transportation. Though many stations are ADA accessible, just getting to the L is less convenient than a bus, especially in Edgewater. Though the Granville station has an elevator, the escalator is undergoing renovations which could make it tricky for some people with mobility issues to navigate the narrowed platform from the elevator to the main part of the platform. Some of the elderly as well, especially those who live along Sheridan, do not want to walk 3-4 blocks away because of safety or have mobility problems walking 3-4 blocks just to get to a station.

For the interim, since there is no funding, revisit the use of skip stops on the Red Line. I was a student at Loyola and have lived near the Granville station when it was an all stop station. On the North Red Line, where there are so many stops in close proximity, returning to A/B stations would reduce some travel time.

Though I do take the L for work, I prefer the #147 bus and take it whenever possible - for social events or when I need to stop for an errand on the way home from work. I feel safer and more comfortable on the bus and I am an able bodied person who takes the stairs in L stations by choice. I strongly suggest that these bus routes not be neglected. One bus route in Edgewater that is not well used such as the #136 while the #147 and #151 are frequently used and are very crowded at times. When I worked downtown and even when I have meetings for my current job downtown, the bus takes about the same amount of travel time, when you factor in the walk time to the Granville station and destination barring any major accident or weather problem. Though the #147 (and 151) runs in close proximity to the Red Line's North branch and even intersects at the Loyola stop, the service on the #147 needs to be expanded and possibly eliminate the #136.

Any expansion or modernization of the Red Line also needs to take into consideration that there are people who travel to stops south of downtown. Occasionally, I transfer to the Brown line and then get off at LaSalle St. Station to take the Metra instead of exiting at 95th to take a bus to my place of employment. Safety and cleanliness of the trains should be an issue.
Even the dirtiest #147 has been cleaner than a clean L car I have been on.

I support modernizing the Red Line but since there is no current funding my two main suggestions are: **1)** revisit skip stop stations (e.g. for Morse, Thorndale, Berwyn, Argyle and Lawrence); **2)** expand the service for the #147 beyond 10:30 at night or have the #151 run to Loyola for owl service and cut the #136.

Sincerely,
Daphne Robinson
6166 N. Sheridan Rd. #24E
Chicago, IL 60660
phne@aol.com

RPM. 1248

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:05 AM
To: Lea, Claudia
Subject: FW: North Red and Purple Line Modernization Project Feedback

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From: Eric Wackerfuss [eric@houseofwacks.org]
Sent: Wednesday, February 16, 2011 9:55 PM
To: North Red & Purple Modernization
Subject: North Red and Purple Line Modernization Project Feedback

To whom it may concern,
I am a south Evanston resident, and I have a few comments about the proposed North Red and Purple Line Modernization Project.

In particular, I am concerned about any plan that would:

- Remove the South Stop on the Purple Line
- Decrease Purple express travel to the Loop

I work downtown, and I live a block or two away from the South stop. Any of the consolidation option for this stop would impact my commute substantially. Due to where I live, the proposed Washington access is not close enough to be a viable daily option for me. It would almost be just as close to walk to the Howard stop than to use the proposed Washington access. Either option would add a to the walk time portion of my commute in a major way, upwards of 15 minutes. Right now, from my door to the South stop is probably about 5 minutes. All of the proposals that mention the elimination of these stops say that it is currently only a possibility, but hopefully there is a way to prevent this from happening.

The second concern of limiting express service would only be an issue based on the specifics of the limitations. Currently the plans all mention possible express limitations, but don't say exactly what these might be.

If it were not for the elimination of the South stop, Modernization 4-Track alternative seems to be the best option.

As a side note, the loss of the Foster stop does not seem as impactful as the loss of the South stop, as the addition of a Washington access route is not close enough to many residents that use the South stop currently. However, the removal of any stops seems to be in direct opposition to making public transportation as accessible as possible.

Improving public transportation in meaningful ways should also provide a viable option to driving, which will in turn keep cars off the road and congestion lower. However, with some of the options currently being proposed, it may force me to drive, which I don't want to do for the hassle or monetary reasons of having to try and drive/park downtown. The el is really a great option for those that have to commute downtown from

Evanston, and I would still like this option to be a very easy & accessible one for me.

In my opinion, the primary goal of Improvement & modernization for public services would be to try and provide the greatest opportunity for access to services.

Removing stops and limiting express routes is in direct opposition to that. I hope that there is a way to find ways to implement the modernization that is needed without removing stops or decreasing express options.

Thank you for your time,

Eric

RPM-1249

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:07 AM
To: Lea, Claudia
Subject: FW: North Red and Purple Modernization Project

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RPM@transitchicago.com

From: eaduffrin@aol.com [eaduffrin@aol.com]
Sent: Wednesday, February 16, 2011 10:07 PM
To: North Red & Purple Modernization
Subject: North Red and Purple Modernization Project

Attn: Steve Hands, Strategic Planning & Policy

From: Elizabeth Duffrin, 1419 W. Catalpa Ave., 3N, Chicago, IL, 60640
phone: 773-271-1695; email: eaduffrin@aol.com

Dear Mr. Hands:

I am a resident of Edgewater and in favor of modernization of the North Red Line and Purple Line to improve service and avoid further deterioration of the system. However, I think that eliminating stations would make the late-night travel less safe for many passengers, especially for women traveling alone. I have lived in Chicago for 20 years without a car and rely heavily on the CTA for transportation.

I am particularly concerned by the 2-track underground proposal which would eliminate stops between Foster and Wilson. The area around the Wilson el stop is considered by many to be one of the most dangerous areas on the north east side of Chicago. Whether it is true or not, people perceive the area as unsafe. I would never dream of exiting at Wilson at night to reach business on Lawrence Ave. such as the Aragon Entertainment Center or the Green Mill.

Neither am I comfortable walking late at night south of Foster. I will visit restaurants on Argyle St. and Lawrence Ave. near the el, however, because the density of businesses and pedestrian traffic makes that immediate area feel reasonably safe compared to the surrounding blocks. I'm concerned that eliminating either Lawrence or Argyle would have a serious impact on nearby businesses, especially those that do nighttime business. It would also eliminate many excellent restaurant and entertainment options for those who depend on el service. I realize that exiting the Red Line at Foster and waiting for the Broadway bus is an option, but its a hassle that I would not undertake, especially at night or in cold weather.

Providing additional exits on side streets to serve day-time commuters is reasonable. But I would not consider side streets with few if any businesses and relatively low pedestrian traffic as safe after dark. Additional side-street exits are a nice convenience but should never be a substitute for exits on major streets. The minute or two commuters would save by eliminating these stations isn't worth the inconvenience of a longer walk or the safety risk.

Of the three modernization options, I favor the 4-track alternative but without the elimination of the Thorndale and Lawrence stops. I oppose the 3-track alternative because you noted that it would increase costs and decrease reliability due to operational concerns. I also oppose the 2-track underground option because it would eliminate so many stops and because I would miss looking out the windows. The views from the Chicago elevated system are one of its few charms.

Thank you for considering my views.

Sincerely,

RPM-1250

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:09 AM
To: Lea, Claudia
Subject: FW: att. Mr. Steve Hands/ please keep South Boulevard Station open

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RPM@transitchicago.com

From: Jasmine Lin [impeccablewarrior@yahoo.com]
Sent: Wednesday, February 16, 2011 11:22 PM
To: North Red & Purple Modernization
Subject: att. Mr. Steve Hands/ please keep South Boulevard Station open

Dear Mr. Hands,

I am writing for myself and on behalf of many colleagues, friends and family to ask that South Boulevard be allowed to remain open.

I live 3 minutes' walk from the station and purchased my condo largely for its ideal location. A professional musician, I teach at Roosevelt University and use the station to go downtown daily for teaching, rehearsals and weekly for concerts. Conversely, my students and colleagues also take the El to my place for lessons and rehearsals.

The value of my condo and all property in the area would decrease significantly if the station were to close.

Moreover, more and more people are dependent on public transportation and its comprehensive accessibility as green environmental-conscious practice becomes increasingly widespread today. I feel strongly that CTA should further this trend by preserving, if not increasing, its availability.

Please keep South Boulevard Station open.

Sincerely,

Jasmine Lin
425 Custer #3
Evanston, IL 60202

Lea, Claudia

RPM-1251

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 11:25 AM
To: Lea, Claudia
Subject: FW: Purple Line express

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RPM@transitchicago.com

From: Rika Seko [rikaseko@comcast.net]
Sent: Wednesday, February 16, 2011 11:35 PM
To: North Red & Purple Modernization
Subject: Purple Line express

Hello, Mr. Hands,

I would like you to run the purple line express service all day long, and also 7days/week, if possible at all.

Because of the tight schedule, I often end up giving up taking train downtown Chicago and driving when Purple Line express is not running. But of course one should take public transportation for all meaning... Please increase the express service, if you have to make any change!

Thank you.

Rika Seko

rikaseko@comcast.net

Lea, Claudia

RPM-1252

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:23 PM
To: Lea, Claudia
Subject: FW: Closing South Blvd Station

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RPM@transitchicago.com

From: taffygaston [taffygaston@sbcglobal.net]
Sent: Thursday, February 17, 2011 6:23 AM
To: North Red & Purple Modernization
Subject: Closing South Blvd Station

Attention Steve Hands:

Mr. Hands I always take the CTA and I always take the train at South Blvd. It would be a total inconvenience for myself and others who take the train if this stop would be closed. Why are you people considering closing this train station? Do you realize what a hardship it will be for people? Do you care?

Please respond,

Taffy Gaston

Sent from my U.S. Cellular BlackBerry® smartphone

RPM. 1253

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:24 PM
To: Lea, Claudia
Subject: FW: South Blvd purple line stop

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RPM@transitchicago.com

From: cescholz@comcast.net [cescholz@comcast.net]
Sent: Thursday, February 17, 2011 8:17 AM
To: North Red & Purple Modernization
Subject: South Blvd purple line stop

I take the purple line to work in the loop, where driving is not an option. South blvd is my stop and works well for me and many neighbors whom I see using it. What's more, it is well located for the dense neighborhood south of mine, and for nearby St. Francis hospital. Closing this station would be a hardship for a large community even during a good economy. I hope the CTA can find other solutions to it's budget constraints.

Resident of 700 block South blvd, Evanston

Sent from my iPhone

Sent from Comcast mobile

RPM.1254

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:24 PM
To: Lea, Claudia
Subject: FW: Red / Purple Line

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RPM@transitchicago.com

From: Paton, Virginia [Virginia.Paton@CNOinc.com]
Sent: Thursday, February 17, 2011 8:50 AM
To: North Red & Purple Modernization
Subject: Red / Purple Line

I'm not in favor of any of the proposals other than removing slow zones, replacing viaducts and making stations handicapped accessible. The purple line is so much slower than it was when I first started riding it 35 years ago, between the slow zones and the addition of brown line station stops. I do not want Loyola and Wilson added, which is in the majority of the proposals.

I am in favor of removing stops such as Lawrence, Thorndale and Jarvis that are so close to other stations.

RPM-1255

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:25 PM
To: Lea, Claudia
Subject: FW: South Blvd station closing

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RPM@transitchicago.com

From: Harv Millman [harv47@me.com]
Sent: Thursday, February 17, 2011 9:45 AM
To: North Red & Purple Modernization
Subject: South Blvd station closing

Please do not close this station. It serves patients and employees of St Francis Hospital, students, and commuters to downtown Chicago.

Thank you.

RPM. 1256

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:25 PM
To: Lea, Claudia
Subject: FW: Please do NOT CLOSE the Evanston South Blvd Elevated Station

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RPM@transitchicago.com

From: Patricia McMahon [drpmcmahon@gmail.com]
Sent: Thursday, February 17, 2011 10:00 AM
To: North Red & Purple Modernization
Subject: Please do NOT CLOSE the Evanston South Blvd Elevated Station

Dear Mr. Hardy,

Please, PLEASE **do NOT CLOSE the South Blvd** elevated station in Evanston.

Personally, I will have to stop taking public transportation and drive 3 days to Chicago's loop.

For the many individuals living in south Evanston, South Blvd is the only station that realistically provides public elevated train transportation.

Adding 15 to 30 minutes to a commute each way – ie requiring individuals to travel to Main St or Howard St. -- is untenable.

Please think of the citizenry.

Patricia McMahon, Psy.D.
Clinical Psychologist
847.570.0817

<http://chicagopsychologist.com/>

30 N. Michigan Suite 517
Chicago, Illinois USA 60602

1821 Walden Office Square Suite 454
Schaumburg, Illinois USA 60173

The privacy of communication by email is not guaranteed.

Dr. McMahon responds to voicemail left on 847.570.0817 in as timely a manner as possible, but does not respond to email on a daily basis. Please contact Dr. McMahon by telephone to discuss personal information, clinical details, or if your email requires an immediate response.

If you are not the intended recipient of this email, please return it to Dr. McMahon, completely delete the email and attachments from all storage, and do not forward it.

RPM-1257

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:28 PM
To: Lea, Claudia
Subject: FW: Purple line South station

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RPM@transitchicago.com

From: Kenneth Stein [kenneth.stein@att.net]
Sent: Thursday, February 17, 2011 10:05 AM
To: North Red & Purple Modernization
Subject: Purple line South station

Re: Purple line South station.

--For lower-usage stations such as South, CTA should consider a minimal-investment, permanent cost-lowering strategy which would eliminate attendants and farecard-recharge machines. For security purposes, access could be covered but not enclosed.

--If the South station is closed, total ridership will decline. A longer walk to the Main station, e.g., will result in reduced CTA use and some fare loss to the Metra, which is a much-faster trip to Loop and thus offsets longer walking time. Latter would describe my situation.

Lea, Claudia

RPM. 1258

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:28 PM
To: Lea, Claudia
Subject: FW: South Boulevard El Stop

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RPM@transitchicago.com

From: Brian Alexander [spiffykitchen@hotmail.com]
Sent: Thursday, February 17, 2011 10:07 AM
To: North Red & Purple Modernization
Subject: South Boulevard El Stop

Dear Mr. Steve Hands,

Please enter my vote to keep South Blvd open. It doesn't matter whether the place is a little shabby - it's serviceable and okay - good for another 80 years. If you want to save money it's not your best bet. 700+ people use it versus Main Street with 1200+ Where will those 700 people go? - to Main Street? perhaps 150, the rest will abandon transit altogether - eliminating all but the most essential trips - costing you money - Extending a revamped entrance south to Washington does not do much for the great body of riders like me who already walk nine to ten blocks to south boulevard. Explore options like finding a way to keep the station open without a full time attendant - not extending Main Street south. Future planning can't stand in the way of ongoing needs.

Kind Regards,
Brian Alexander

Lea, Claudia

RPM. 1259

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:29 PM
To: Lea, Claudia
Subject: FW: \$\$ for CTA

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RPM@transitchicago.com

From: Gene Kraus [captainkraus@yahoo.com]
Sent: Thursday, February 17, 2011 10:24 AM
To: North Red & Purple Modernization
Cc: ward49@cityofchicago.org; dan.dooley@tmo.blackberry.net
Subject: \$\$ for CTA

Hi,

I lived in Washington D.C. for several years. At each stop on their subway system, there was a map of the area of the stop within about 5 or 6 blocks radius. On the map were listed restaurants, businesses, schools, etc. I would suggest that this could be done here and could be used as a PROFIT center. Various businesses near the station could be charged a fee to have their location put on the map. This is essentially the same thing as soliciting advertising for CTA buses and trains. Perhaps using a modest yearly fee, the program should generate enough revenue to pay for the maps and the frames in each station. Most of the information can be printed directly from Google maps. Of course, only those businesses who paid to have their location placed on the map would be shown.

I am participating in the Menu money participatory budget process that Alderman Moore is sponsoring and have made the same suggestion to the Transportation Committee. This is a win-win idea. It provides a service for riders and revenue for CTA. The 49th Ward, because of its diverse business population, would be an ideal area in which to do a pilot program. Depending on the vote of the people of the 49th Ward, part of the \$1,300,000.00 menu money could be available to fund the pilot or as matching funds.

I would hope you would seriously consider this proposal.

Gene Kraus
1246 W. Albion
312 485-2855

RPM: 1260

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 2:30 PM
To: Lea, Claudia
Subject: FW: Red and Purple Line modernization

Chicago Transit Authority
Red and Purple Modernization (RPM)

Improving your commute. Improving your community.

www.transitchicago.com/RPMproject

RPM@transitchicago.com

From: Ben Norquist [norquist.ben@gmail.com]
Sent: Thursday, February 17, 2011 10:43 AM
To: North Red & Purple Modernization
Subject: Red and Purple Line modernization

Hello,

As a 6+ year every day user of the red line I have a great interest in the improvement of the system. I used the Loyola red line stop each day and the best improvement I can envision for this station would be purple line access. It would speed my commute greatly and would be a great service to the community.

Thank you,

Ben Norquist

CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

ORIGINAL

"NORTH RED AND PURPLE MODERNIZATION PROJECT"

JANUARY 24th, 2011

STENOGRAPHIC REPORT OF PROCEEDINGS

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

Reported By: April T. Hansen, CSR

License No.: 084-004043

1

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

4 MS. REPORTER: Please state your name.

5 MS. BOPP: My name is Nadine Bopp. I'm
6 concerned about energy consumption, the constant
7 new construction that they have done on the south
8 side and at Belmont and Fullerton. They didn't use
9 any solar energy, so the roof lines that are
10 covering the platforms should be encased in
11 photovoltaic, PV, panels, solar panels. Because
12 that would cut down on long term operational costs,
13 since energy is only going to get more and more
14 expensive. And also, since our nuclear power
15 plants are going to be decommissioned, so that is
16 another issue.

17 I would also like to see the
18 platform extended and have the opening or entrance
19 and egress behind the Aldi's right there so that
20 you can get on at either Wilson or the Broadway
21 area, or you can get off behind the Aldi's where
22 the new Target store is. There is plenty of room
23 right there where the old existing platform is that
24 they are not using on the one outside area, or

RPM.
1261

2

1 where the old Metra lines are that were on the west
2 side. So either the east side or the west side,
3 there is plenty of room there to put another
4 entrance.

5 Also, they have been covering up the
6 dilapidated uprights behind the Aldi store with
7 some kind of metal facade without doing anything.
8 Where I live further down behind Graceland Cemetery
9 they are rusting out, and the rust is imbedding in
10 the metal on our cars and ruining the finish on our
11 cars. I can't even park in our parking lot back
12 there. So not even is there deferred maintenance,
13 but there is a severe deterioration of the physical
14 structure of the elevated lines as well.

15 It would be new, it would be nice to
16 have City-wide broadband Wi-Fi on the trains, like
17 some cities actually have.

18 MS. REPORTER: Please state your name.

19 MR. CARROLL: Mark Carroll is my name. I just
20 wanted to share my concern. I would like to have
21 in three Red Line stops, Wilson, Sheridan, and
22 Lawrence stops, to make sure that they are all
23 still in the plan, as well as making them all ADA
24 accessible. I think that most people who live in

RPM.
1262

1 the area are less affluent, I think it's important
2 to make sure that each of those stops are kept
3 intact as well as brought up to ADA standards for
4 the Americans with Disability Act.

5 It's important to have all three of
6 those stops for the residents at the 46th Ward who
7 utilize it the most. So that's it.

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

5 April T. Hansen, being first duly sworn
6 on oath, says that she is a court reporter doing
7 business in the City of Chicago, and that she
8 reported in shorthand the proceedings of said
9 public meeting, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the excerpts of
12 proceedings given at said public meeting.



13
14 April T Hansen
15 Certified Shorthand Reporter
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24

CHICAGO TRANSIT AUTHORITY

ORIGINAL

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION PROJECT"

JANUARY 26th, 2011

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

Reported by: Kimberley M. Titsworth, CSR

License No.: 084-004670

1

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

4 THE REPORTER: Please state your name.

5 MR. BENBOW: Alfred Benbow.

6 I'm concerned about the safety on all
7 the Red Line, Purple, Brown, like crimes. And
8 more accessible for like handicapped people to
9 get on and off the train if they're on like
10 wheelchairs, walkers.

11 THE REPORTER: Please state your name.

12 MR. TRAUSCHT: Thomas Trauscht. I'll spell
13 my last name, T-r-a-u-s-c-h-t.

14 Probably the most important comment I
15 could make would be that there be elevators at
16 every facility, at every El stop, and be
17 handicapped accessible because it's
18 discrimination to have them in some
19 neighborhoods in Lincoln Park and not in other
20 El stops up around Morse and Jarvis.

21 Secondly, the most important comment
22 that I think that I would like to make is that
23 the American public are being cheated by our
24 representatives and Congress and the White House

RPM.
1263

RPM.
1264

1 by our alleged representatives not forcing the
2 wealthy to pay their fair share of taxes. Obama
3 failing to put an end to the extension of the
4 Bush/Cheney tax cuts is directly responsible for
5 cuts in services and personnel in law
6 enforcement and fire protection and also social
7 services, whether it be healthcare, mental
8 health or whatever it may be. And that also
9 includes our precious mass transit system, which
10 needs to be of the future because that will help
11 eliminate congestion and be environmentally
12 friendly emissions wise.

13 So the point that I'm trying to make is
14 that the RTA and the CTA and the -- all the
15 mayors and the aldermen and directors of the RTA
16 and CTA have to stand up and publicly humiliate
17 our people in Congress for refusing to force the
18 filthy rich to pay their fair share and portion
19 of taxes. Because us not having that money is
20 what cuts the services and what cuts the
21 personnel in, as I said, law enforcement, fire,
22 mass transit, healthcare and all the social
23 services.

24 Therefore, the most important thing for

1 the management to do is to articulate that
2 Congress needs to force the wealthy to pay their
3 fair share of taxes so we can have programs and
4 infrastructure improvement.

5 THE REPORTER: Please state your name.

6 MR. DESANTIS: My name is Brian DeSantis. I
7 live at 6709 North Lakewood, 49th Ward.

8 I guess the closest El station would be
9 Loyola but I'm not too far from the Morse stop
10 either. I think something desperately needs to
11 be done with the Red Line. Not to be too
12 biased, but presently with the Loyola station,
13 which is indicated by the plans put forth,
14 seeing rebar and concrete is never a good thing.

15 I like all of the plans, with the
16 exception of the first one, which is basically
17 to do nothing or status quo. We need to
18 modernize one way or another. I like all of the
19 plans other than that.

20 Changing out earthen embankments
21 worries me, as far as the noise consideration.
22 The only two things I have to compare against is
23 earthen embankments and what's down in Old Town
24 on the Red Line. Old Town is loud. You know,

RPM.
1265

1 earthen embankments are significantly quieter.
2 I would have a concern if they put up the
3 proposed changes of how loud that may or may not
4 be.

5 The underground option, I believe it
6 was the 4-Track Modernization, as it was called,
7 looks great. I would have a concern on cost. I
8 think that would be the best modernization,
9 especially for the Broadway quarter businesses
10 and shops, et cetera. But all that earth work
11 would have to be costly and I'd be interested in
12 how much that would be.

13 Lastly, I think the Loyola station,
14 given how busy it is, needs to be a transfer,
15 regardless of what plan we go with. A transfer
16 to the Purple Line, that is, with an express
17 downtown or a limited stop downtown. Maybe
18 that's why, because I go to the Loyola station
19 that much, but I don't see that much use out of
20 the Morse and Jarvis stations.

21 Oh, and to comment on that, if stations
22 need to be closed to make a faster trip
23 downtown, I'll support that. I mean, no matter
24 what change we make we're not going to make

1 everybody happy. So a quicker, more efficient,
2 cheaper trip downtown, the better. That's all I
3 really have.

4 THE REPORTER: Please state your name.

5 MR. GARBO: Bernard Garbo.

6 Two comments -- I guess three. One, I
7 wanted to point out that we are the second most
8 dense ward on the north side of Chicago. So to
9 cut anything here, seems a little silly. We
10 actually need more rather than less.

11 And, two, I wanted to stress because we
12 are the second most dense area on the north
13 side, the first is Edgewater, directly below us,
14 that it would be great to have ongoing express
15 service from Howard to Belmont, in addition to
16 the Purple Line.

17 And then I had a personal complaint.
18 It would be very nice to have a quiet car on the
19 El. That's it.

20 THE REPORTER: Please state your name.

21 MS. WILLE: My name is Lorraine Wille, and I
22 live at 1501 West Chase in Rogers Park.

23 I specifically moved to my building
24 because of its location to the Jarvis stop. I

RPM.
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RPM.
1267

1 am a green citizen, no car. The Red Line is my
2 transportation -- mode of transportation for
3 everything. I do not understand why, regardless
4 of what the criteria is, why the Jarvis stop has
5 to be closed.

6 Number one, it is 12 blocks from Morse
7 to Howard. I travel the Red Line. Berwyn and
8 Argyle are two blocks apart. Why aren't they
9 under the scope of your changes? I think you
10 need to leave well enough alone and improve
11 rather than deplete.

12 THE REPORTER: Please state your name.

13 MS. SULLIVAN: Mary Anne Sullivan, 110 North
14 Clifton, Park Ridge, Illinois 60068.

15 I feel that the Red and Purple Lines
16 should be rehabbed to make them accessible to
17 customers with disabilities. And I also feel
18 that they should keep as much of the lines open
19 as possible.

20 THE REPORTER: Please state your name.

21 MS. CARROLL: Danielle Carroll.

22 So my problem with this whole new
23 Jarvis station thing is the fact that -- because
24 if they're proposing to close Jarvis, Lawrence

RPM.
1258

RPM.
1269

1 and Thorndale, those are our high-traffic stops.
2 Jarvis has small businesses right there, they
3 have the alderman's office right there. It just
4 makes absolutely no sense for them to close
5 that, as opposed to renovate, like they were
6 supposed to do.

7 I originally got the letter to come
8 here so they would talk about renovation and all
9 of a sudden they're trying to close it down.
10 That makes absolutely no sense. They're not
11 thinking about anybody in the Rogers Park area
12 when they do that because what that does is that
13 forces people to have to go to Morse Avenue or
14 have to go to Howard just to get to work or go
15 to the store or whatever and those are not very
16 safe areas.

17 And to even think about closing
18 Thorndale when it's directly next to Senn High
19 School -- you always talk about that we have
20 truancy and kids aren't going to school and this
21 and this and that but if you close down the stop
22 where that's the only way that they can get to
23 school, what is that going to do?

24 And to close down Lawrence, that's

1 connected to the Blue Line. There's so much
2 traffic there. I don't understand why they felt
3 that this -- these stops were even -- it would
4 be okay to close these stops, as opposed to just
5 fixing them up like they're supposed to.

6 If they would have not neglected Jarvis
7 for so long, it would be in better condition.
8 If they would have not neglected Morse for so
9 long, we wouldn't have this issue. But they
10 chose to fix up certain stops that weren't on
11 the Red Line.

12 They decided to neglect the Red Line.
13 That was CTA's choice to neglect the Red Line.
14 There were problems there way beforehand, but
15 this is what they chose to do. And they really
16 need to rethink this because it's not fair to
17 Rogers Park, it's not fair to the city of
18 Chicago. And basically what happens when CTA
19 shuts down, the city shuts down because Chicago
20 runs on CTA.

21 THE REPORTER: Please state your name.

22 MS. MURRAY: My name is Geryl Murray,
23 G-e-r-y-l, M-u-r-r-a-y.

24 I support the Basic Rehabilitation

9

RPM.
1270

1 Alternative and the Basic Rehabilitation with
2 Transfer Stations of the choices given. I do
3 not want the Jarvis stop closed. I want it
4 improved and renovated. I wear a leg brace due
5 to arthritis and live one-half block from the
6 Jarvis stop. I will suffer great hardship if
7 Jarvis is closed and have to walk blocks to
8 Howard or Morse, particularly in the icy winter
9 months, but really all year-round.

10 I depend on being able to access the
11 Red Line close to where I live. Also, I do not
12 want the vibrant Jarvis Square business district
13 to suffer loss of business, nor do I want the
14 many people buying condos in the area and
15 commuting to be negatively impacted. Please
16 renovate Jarvis and provide handicapped access.

17 THE REPORTER: Please state your name.

18 MR. KRAUS: My name is Daniel Kraus.

19 It seems from talking to the
20 representatives here that -- well, it doesn't
21 seem. It was bluntly stated after some
22 discussion that if you live on one of these
23 stops that is not removed, theoretically, it's a
24 good deal because the travel time shortens. If

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RPM.
1271

1 you live at a stop that gets removed, it can be
2 sugarcoated but it's a bad deal. I mean, you
3 can sugarcoat it all day, but it's a bad deal.

4 And it seems like -- and I'm going to
5 use Jarvis as an example because it seems like
6 Jarvis is the one that I think would be hurt the
7 worst. It seems like that would have the --
8 there's no good new entrances that would involve
9 quite a bit of walking through neighborhoods
10 that have gotten a lot better but still are not
11 neighborhoods that you necessarily want people
12 to be having to walk extra blocks at night
13 through. And you can say that about really any
14 neighborhood in any big city, but we'll talk
15 about Jarvis.

16 And this was right off the Jarvis stop,
17 you know, that five or six years ago there was
18 nothing but a liquor store and it's now this
19 great stop with these restaurants and all these
20 wonderful places. And it was an advantage, you
21 know. It'll dry up, you know, if no one -- if
22 there's no stop at Jarvis, no one's going to
23 walk to those places anymore. It's not that
24 much of a destination. So I think that place

1 dries up.

2 It seems like also this is geared
3 toward getting people downtown quicker, which is
4 great if you live in Evanston or if you're a
5 tourist, but it does not seem to serve the
6 day-to-day needs of the people who are working
7 in these neighborhoods. They're just going to
8 have to spend ten minutes out navigating icy
9 sidewalks that they didn't used to have to
10 navigate and used to go directly onto the train
11 stop that's no longer there for no good reason.
12 But we still get the noise there, which is nice.

13 I just don't see the -- I went and I
14 talked to all these people and I still don't see
15 the benefit of taking away -- I mean, I can see
16 the benefits in almost everything about this
17 plan, except for taking away stops. Any of the
18 plans that take away stops don't make any sense
19 to me. I don't see how that serves Chicago. It
20 doesn't serve the working people.

21 It pulls the rug out from under people
22 who bought homes and are now working jobs to pay
23 for those homes and who open businesses and
24 whose financial livelihood are based on those

1 businesses and who always assumed these stops
2 that they build their homes and businesses and
3 lives around would always be there. Because
4 when has a stop ever disappeared?

5 Now you're going to remove these stops
6 and pull the rug out from under people who have
7 built their lives around it. It seems ludicrous
8 and cruel and it makes me think -- it makes me
9 feel like that people who call us the Second
10 City are right. This is a second-class city if
11 we're not going to have stops for working
12 Chicagoans.

13 I mean, you could talk a lot about
14 classes, too, and there are certain stops that
15 of course they're not going to get rid of
16 because of the kind of people who live there.
17 But it's okay to get rid of some of these other
18 stops based on the demographics and the kind of
19 people that live there. It seems all wrong to
20 me. Anyway, that's enough.

21 THE REPORTER: Please state your name.

22 MS. SKALKA: Patricia Skalka, S-k-a-l-k-a.

23 I live within walking distance of the
24 Jarvis station and I would want -- I'm here to

13

RPM.
1272

1 argue for keeping that station open for several
2 reasons. It is an extremely dense residential
3 area, and there's a great need for ready access
4 to public transportation. Without the
5 station -- if that station is closed, it creates
6 a huge gap between service stops along the Red
7 Line.

8 If you look at any of the maps, you can
9 see that most of the stations are, oh, maybe,
10 you know, the equivalent of an inch and a half
11 apart from each other. And then if you
12 eliminate Jarvis, you create almost a four-inch
13 gap. It's like twice the distance then between
14 the other stations. That's really inequitable
15 and unfair to everyone who lives at the north
16 end of the Red Line.

17 There are many new businesses right in
18 the immediate area of the Jarvis station that
19 have really done a lot to revitalize the
20 community, and they depend on getting customers
21 coming in and off that line, that station. And
22 if that's not there, those businesses are in
23 jeopardy and then the whole community suffers
24 because of it. So there's, you know, a lot of

1 reasons for that. And to eliminate more cars on
2 the road. That would be another one.

3 The Jarvis station needs help. I mean,
4 it needs to be improved and that's what should
5 be done rather than eliminating it. The other
6 thing is that there's a question about, well,
7 what are the alternatives.

8 One of the alternatives that should be
9 really seriously considered is reinstating the
10 A, B stop system because there's a concern about
11 increasing the speed of travel on the Red Line.
12 And if you reinstated the A, B stop system,
13 then, in fact, you would increase the speed.
14 Because it's terrible when the trains have to
15 stop at every single station. That really,
16 really slows down the process.

17 So if you keep Jarvis open and you
18 could reinstate the A, B service, make the other
19 improvements, you'll have a much improved Red
20 Line servicing all of the residents of the north
21 side of the city in a more equitable manner.

22 THE REPORTER: Please state your name.

23 MS. WALTERS: Keri Walters.

24 And I just wanted to comment that I

15

RPM.
1273

1 really am against the closing of the Jarvis
2 stop. I take the Jarvis -- the train to work
3 every day, so I'm at that stop twice a day,
4 every day, and I also take it on the weekends
5 just to go anywhere downtown. And whenever I
6 take the train from that stop, I notice that
7 there's a lot of people who get on and off at
8 that stop. So I know it serves a lot of people.

9 Sometimes I've tried taking the Purple
10 Line to Howard and I don't feel safe walking
11 from the Howard stop back to my home. I feel
12 much safer getting off at the Jarvis stop. I
13 think that if the Jarvis stop were to close I
14 would just drive to work and quit taking the
15 train, which I hate to do, but I feel like --
16 you know, especially in the winter, when it's
17 dark by 5:00 o'clock and I get home by
18 6:00 o'clock. I just don't feel comfortable
19 walking by myself as a female in the
20 neighborhood from the Howard stop. So I would
21 probably have to quit taking the train.

22 After looking at all the different
23 options here tonight, I really like the Basic
24 Rehabilitation with Transfer Stations. That one

1 looks really appealing to me because it's the
2 highest level of service that we can get without
3 closing the Jarvis stop and the Jarvis stop is
4 really important to me. And I like the idea of
5 being able to transfer to the Purple Line at
6 Loyola or at Wilson. That idea is really
7 appealing to me, also. I think that's about it.

8 THE REPORTER: Please state your name.

9 MR. WHEELER: My name is Dale Wheeler.

10 My primary purpose is to make a
11 statement about the closing of our Jarvis E1
12 stop. This is a valuable stop to us in the
13 neighborhood. One of the big pluses of Rogers
14 Park are the number of train stops we have. The
15 easy access to our mass transit gives Rogers
16 Park kind of the model that you see in other
17 cities around the world where they have
18 world-class transit systems. And reducing the
19 number of them is not going to help or improve
20 things.

21 But I think the more important is I
22 keep hearing this EIS term mentioned, referring
23 to environmental impact. But there's another
24 acronym for that E and that's economic impact.

RPM.
1294

1 The Jarvis Square business district is a role
2 model for development around these train stops.
3 In the last six years, the businesses have
4 worked long and hard battles to turn that
5 neighborhood into a really nice business
6 district. We've got great businesses in there.
7 It's a safe neighborhood now at night, safer
8 than it ever was in a long time.

9 And my big question is someone needs to
10 look at the economic impact of what the revenue
11 is from these businesses, the number of jobs
12 that they bring into the neighborhood, as well.
13 And if we lose the stop, these businesses may
14 not make it. Especially like the coffee shop,
15 the restaurant, the health club. These places
16 will not make it without the foot traffic of
17 that El stop and that would just be disastrous
18 to that business district, the economic impact,
19 the jobs.

20 The property values also in that area
21 are going to drop because, again, it was
22 designed around close access to the transit. I
23 know a lot of people do not even own cars
24 because they are so close to the train system.

1 That's my concern, is let's keep that
2 Jarvis stop open. I think there's a way to do
3 this in looking at these options to renovate,
4 fix up the train system. It needs repairs but
5 we can do it and keep Jarvis as a small, minimal
6 stop. Budget in the minimal repairs for it but
7 let's keep it open.

8 THE REPORTER: Please state your name.

9 MR. GROSVENOR: My name is Earle Grosvenor.

10 I'm sympathetic to the agency's need to
11 save money but I think that closing the Jarvis
12 Red Line is likely to be a far costly venture
13 and alternative to simply upgrading. An upgrade
14 will probably be more cost effective because the
15 ridership justifies keeping it open. I use it
16 frequently and in the morning there are enough
17 riders there to justify keeping it open.

18 Also, there are several businesses in
19 the area that would suffer tremendously if the
20 convenience is lost. Not only the established
21 businesses but a lot of new businesses that
22 thrive and develop because of the convenience of
23 the station. So apart from not being
24 underutilized, it is a benefit to the community.

RPM.
1275

1 There is a concern that if -- there are
2 a fairly high number of elderly people who also
3 use the station. And if they have to travel
4 north of Howard, my guess is that they will also
5 be inconvenienced. Many of us who have cars, me
6 included, I know for sure that if I have to go
7 north of Howard I am far more likely to drive
8 downtown because it's far more convenient,
9 particularly during winter. Therefore, public
10 transportation will suffer. That will be a loss
11 of ridership. So that's my main objection to
12 it.

13 THE REPORTER: Please state your name.

14 MR. DOHERTY: Adedayo Doherty.

15 Basically after looking at the
16 alternatives, I support keeping all the stations
17 open. And, actually, I'd want to see some kind
18 of fund put aside for future maintenance of the
19 line because I think the reason the lines went
20 into this state of disrepair was lack of funds
21 for maintenance. And so regardless, I mean, I
22 didn't see any of that in the budget, you know.
23 How much of it is being set aside for that?

24 The only other thing that I would

20

RPM.
1276

1 support is actually having the proper line stops
2 at the other stations, including Loyola and one
3 of the other ones. So that's pretty much it.
4 Keep the stations open, upgrade as much as you
5 can but also put some of the funding aside for
6 maintenance so that we don't have -- we don't
7 get into the same situation that we're in today.
8 And the same goes not just for these train
9 stations but a lot of the roads and bridges
10 across in the U.S.A. That's pretty much it.

11 THE REPORTER: Please state your name.

12 MR. MAHER: My name is Michael Maher, and I
13 live on 1444 West Birchwood Avenue.

14 I live near the Jarvis stop. I take it
15 every day. I am a professor at Loyola, I work
16 at the Water Tower Campus. I'm very concerned
17 about the proposed closing of the Jarvis
18 station. I've lived here in the neighborhood
19 for 16 years. It used to be a very dangerous
20 neighborhood, actually, and especially Jarvis
21 Avenue used to be very dangerous.

22 All of us -- I feel the people in
23 business and the residents have worked very hard
24 to create a very economically-thriving

RPM.
1277

1 neighborhood and also a very safe neighborhood.
2 That actually contributes to more people taking
3 the train, the fact that we've made all these
4 improvements, and this would really threaten the
5 development of the neighborhood, I believe. It
6 would lower our property values. I do believe
7 that having the station contributes to my
8 property values. It would affect the businesses
9 immediately by the station, which affects all of
10 us to have good, thriving businesses.

11 Like I said, I'm a professor at Loyola.
12 I see more students who live in the neighborhood
13 because of the access to the train. So it would
14 affect landlords and, you know, overall have a
15 very negative effect. By taking one stop off of
16 the Red Line, I can only imagine that that
17 reduces the train time by two minutes at the
18 most. Like I said, I take it every day and you
19 would be adding about 15 minutes to my walk. So
20 it doesn't help.

21 So I do feel very strongly about this
22 and, like I said, we really have worked very
23 hard to make this one of Chicago's up-and-coming
24 good neighborhoods, stable, a great place for

1 people with their families. It's economically,
2 racially, culturally diverse. It's a wonderful
3 neighborhood. Please don't do this to us.

4 THE REPORTER: Please state your name.

5 MS. CARTER: Sandra Carter.

6 I'm a business owner of a wine store on
7 Jarvis, Taste Food & Wine. And if they close
8 the Jarvis El, I honestly don't think that we
9 would survive it. When we see the train coming
10 in, we literally -- it's like, okay, there's
11 customers coming in the door. And eventually as
12 the train empties out, you know, we get a good
13 few customers coming in the door.

14 And while I'd like to think, you know,
15 that those customers would remain loyal, if
16 they're forced to go to Howard in the middle of
17 winter, they're getting their wine at
18 Dominick's. I would. It's too cold to walk
19 five or six blocks. So, you know, there's that.

20 You know, there's other businesses in
21 the area, also. Gruppo di Amici, an Italian
22 restaurant, lose that; an Indian restaurant;
23 there's a coffee shop. All of these businesses
24 where people get their coffee and they get on

23

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1 the E1 in the morning. They get off the E1 and
2 get their coffee on the way home.

3 This neighborhood used to be a fairly
4 scary neighborhood. You know, people have told
5 us that it was sort of a no-go area. You just
6 didn't go there. You know, it was pretty
7 frightening, and it's become really fun. It's
8 become like a little neighborhood, a lot of
9 community. We do a Halloween party every year
10 for the kids in the neighborhood, we close down
11 the street. We've just had some -- you know,
12 the neighborhood has really turned around.

13 If that E1 stop goes, I can't imagine
14 that these businesses would make it. So I
15 think -- as well as, you know, it's good for
16 people that use the E1 just personally from
17 getting to A to B. You know, that's a whole
18 separate issue. I mean, I'd like to get another
19 three minutes on that. But as a business owner,
20 you know, this is sort of where I'm at. It's
21 scary.

22 And it also would mean that I wouldn't
23 be able to sell my business because anybody that
24 would do any market research would know that the

1 El is potentially going to be closing at some
2 point. So it would have no resale value. I
3 would just have to -- I'd probably have to walk
4 away.

5 I think I said we employ three local
6 people. Three people from Rogers Park that work
7 at the store. That, you know, wouldn't be
8 there. That's probably it for now.

9 THE REPORTER: Please state your name.

10 MS. AUSLANDER: My name is Kyra Auslander,
11 K-y-r-a, A-u-s-l-a-n-d-e-r.

12 I'm very concerned. I think this is
13 exciting, but I'm very concerned about the
14 proposed station closures. I'm most concerned
15 about the Jarvis closure because that's the one
16 that is in my neighborhood. Though I think all
17 of them would have similar negative impacts. In
18 particular, closing the Jarvis station conflicts
19 with the purpose -- the declared purpose of
20 improving commuter access.

21 It also would have many negative
22 effects for a neighborhood that has worked very
23 hard to come back from a much worse economic
24 situation and being a much more dangerous area.

25

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1 I'm concerned about reduction in property
2 values, difficulty in people selling condos and
3 homes and renting out apartments and, therefore,
4 a much greater absentee rate in empty buildings.
5 We already have some because of the current
6 housing issues crisis for the past few years.

7 I don't think that the advantage in
8 time of closing those stations would be
9 significant if modernization occurs and the
10 curves are removed. That would greatly improve
11 the speed of the train and I don't think that
12 closing the stations is a necessary improvement
13 over that.

14 And the price tag -- when you look at
15 these options, the difference in price between
16 the Basic Rehabilitation options and the
17 modernization options against the time that
18 they'll stand for, it would appear that
19 modernization is the much smarter option. But
20 all of the modernization options currently call
21 for the closing of the station, which I strongly
22 oppose.

23 If people who rely on them to get to
24 work in the morning can't, they're going to have

1 to move or else there's going to be a major
2 hardship on them, which will -- especially for
3 the Jarvis Square neighborhood. I think you
4 could just turn around the movements of the past
5 ten years because of population exodus, because
6 of lower property values. It could result in
7 reduced tax revenues as a result.

8 There are a lot of businesses that
9 are -- have invested heavily in the area and
10 they make the streets safer. They improve
11 quality of life with people using them -- using
12 the station and closing the station and
13 potentially shutting down that area of commerce
14 could really have a negative impact when the
15 area is just coming back from being much worse
16 off some years ago.

17 THE REPORTER: Please state your name.

18 MR. ALDWORTH: James Aldworth.

19 One, are the proposed work projects
20 going to be completed by union workers?

21 Two, the system is approximately
22 100 years old. How do you justify major changes
23 to the system without altering the community?

24 Three, why don't we use rubber wheels

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1 on our train cars in the city of Chicago?

2 Four, why didn't this forum provide
3 detailed ridership data in a print format?

4 Five, why is there not an accurate
5 geographic survey map, say 1 to 50? Walking is
6 done at a different scale than system wide.

7 Charts without scales are vague and you need
8 better information if you're going to talk about
9 walking. Satellite photos work, as well.

10 Six, what criteria-specific data, not
11 generalizations, were used to develop the matrix
12 used to evaluate every stop within the Red Line
13 system, as far as closing or keeping open?

14 Will the extended entrances feel safe
15 and comfortable at 2:00 a.m. on a Wednesday
16 night? What is the average ride time and
17 distance for north side Red Line users? You
18 know, how long, how often, and how much do they
19 expect to increase the rate of travel times?

20 Has a comparison study been conducted
21 regarding the socioeconomic impact of closing
22 access to I-94 within the city of Chicago?

23 There's a number of places just west in the Loop
24 where they've closed access, determining that it

1 will improve the neighborhoods. Has that proven
2 successful? What is the business communities'
3 feedback in that area?

4 Ten, no architects have been chosen.
5 How will the public gain access to station
6 decisions and quality? Again, there's more
7 vagueness and I'd like to see better plans,
8 better schematics and, again, more concrete
9 details.

10 And the last thing, I don't support the
11 closure of the Jarvis stop. Why is it
12 justified? I really don't understand. That's
13 it.

14 THE REPORTER: Please state your name.

15 MR. SAUNDERS: My name is John Saunders.

16 I think that the most vital comment for
17 me -- the thing that brought me here is the
18 potential closing of the Jarvis station. That
19 needs to stay open, I think, just because of the
20 way the community has grown around that station.

21 And, also, I believe that closing other
22 stations will cause similar problems and that
23 the more stations that are closed around the
24 city the more people are going to be encouraged

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1 to buy cars and drive cars rather than take CTA
2 because you're expanding people's commute time
3 by making them walk more.

4 So, yeah, I think that the Jarvis El
5 station needs to stay open. It will hurt the
6 community too much if it's closed down. And I
7 think that looking forward the most sustainable
8 way to invest in CTA is to keep stations
9 accessible to the communities so that people
10 don't opt to drive cars.

11 I have lots of other stuff to say. I
12 think that keeping four tracks would be a good
13 way to go in maintaining the Purple Line. That
14 can be done using the 3-Track option or it could
15 be done with four tracks. Keeping narrower
16 station platforms, that would impact the
17 footprint of the whole process the least, I
18 think.

19 There would be no land acquisition that
20 way, and it would enable the stations to keep
21 the same configuration. And it would also still
22 possibly be able to expand the Purple Line into
23 Loyola or Wilson if that would -- mainly just
24 the closing of the stations is a big concern to

1 me.

2 And planning forward, CTA needs to stay
3 accessible to the community and that's not going
4 to happen by closing the stations or
5 reconfiguring stations. That causes problems,
6 also, because it pulls them away from the
7 commercial strips that are built around the
8 infrastructure that's been there for 100 years
9 and throws things off balance. Thank you very
10 much.

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

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

5 I, Kimberley M. Titsworth, being first
6 duly sworn, on oath says that she is a court
7 reporter doing business in the City of Chicago;
8 and that she reported in shorthand the
9 proceedings of said public meeting, and that the
10 foregoing is a true and correct transcript of
11 her shorthand notes so taken as aforesaid, and
12 contains the proceedings given at said public
13 meeting.



14
15
16 Kimberley M. Titsworth

17 KIMBERLEY M. TITSWORTH, CSR

18 License No. 084-004670
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23
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ORIGINAL

CHICAGO TRANSIT AUTHORITY

PUBLIC HEARING

"NORTH RED AND PURPLE MODERNIZATION PROJECT"

JANUARY 27th, 2011

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

Reported by: Kimberley M. Titsworth, CSR

License No.: 084-004670

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

4 MS. ARMSTRONG: At Davis Street in Evanston,
5 I think they need to make a skyway -- a sky path
6 that connects to the Metra from the Davis Street
7 Metra station so it would be easier for
8 everybody to connect to the Metra trains. So
9 that it would be easier for everybody to
10 connect -- so it would be easier for everybody
11 to catch the north -- the UP North Line if they
12 want to catch it from the Purple Line. My name
13 is Heather Armstrong. Thank you.

14 THE REPORTER: Please state your name.

15 MS. LINDQUIST: Janice Lindquist.

16 On behalf of the employees, doctors and
17 patients at St. Francis Hospital, I strongly
18 encourage the Chicago Transit Authority to
19 revisit the potential closure of the South
20 Boulevard El station.

21 South Boulevard is our hospital's CTA
22 station. The South Boulevard station provides
23 convenient, affordable access to our medical
24 campus for people from around the Chicagoland

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1 area who arrive by public transportation to
2 work, go to school, volunteer, see a doctor, get
3 a mammogram, attend cardiac rehab and more. Our
4 employees and our patients reflect the diversity
5 of the local community.

6 St. Francis Hospital is a medical
7 destination for the north shore and Chicago's
8 north side. We are the longest continually
9 certified Level 1 trauma center on the north
10 shore. We are a nationally-ranked teaching and
11 research hospital. Our nurses and staff are key
12 trainers for over 800 emergency responders
13 annually and the communications center for
14 twelve municipal fire departments, six hospitals
15 and two ambulance companies.

16 The St. Francis Hospital School of
17 Radiography has educated future medical
18 specialists for over 60 years. Additionally,
19 St. Francis Hospital is one of Evanston's
20 largest employers and one of its top taxpayers.

21 Closure of this E1 station would
22 greatly impact access to care for many patients
23 and the financial viability of our institution.
24 Given a difficult economy and a competitive

1 market, external factors, like access to
2 convenient public transportation, help us
3 differentiate ourselves to prospective employees
4 and future patients.

5 Upon hearing about the possible
6 closure, we received many communications from
7 physicians, staff and volunteers expressing
8 concern for themselves and our patients with
9 respect to the hardship this will cause. Please
10 consider the dramatic impact the closure of the
11 South Boulevard El station will have on the many
12 people in our community who rely on
13 St. Francis Hospital now and for years to come.

14 Thank you for your understanding.
15 Sincerely, Jeffrey Murphy, Executive President
16 and CEO.

17 THE REPORTER: Please state your name.

18 MR. MCGONIGLE: My name is Andrew McGonigle.
19 I'm an Evanston resident.

20 I have looked at the proposals that I
21 see from the CTA. Various things I find
22 concerning and I think should be addressed when
23 we come to an overall conclusion as to which
24 scheme it is that should be followed. I have

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1 pulled out a series of points of each of the
2 proposals, and I would like to go through those.

3 In the No-Action Alternative, I
4 understand that this is a baseline and it's
5 important to establish that baseline in which to
6 work with. And as we all know, the quality of
7 service and the infrastructure needs
8 considerable attention. And, in my mind, to
9 actually have no action is something that is
10 detrimental to everyone and, therefore, we
11 should move forward.

12 Alternative one, the Basic
13 Rehabilitation Alternative. Meeting the ADA
14 standards minimally is obviously something that
15 is of great concern to me. These individuals
16 that suffer from disabilities, whatever it is,
17 need to be recognized and supported in our
18 society. And to look at the word minimal, I
19 find actually insulting to those individuals.
20 So it's something that I think should be
21 considered in terms of the amount that we would
22 consider to be acceptable.

23 The item there, the viaducts in the
24 stations, would not be brought up to modern

1 standards. I think we all know that having
2 stood for many hours on many of these platforms
3 that to us that regularly use the system that
4 that's not acceptable. And there may be a
5 median between the word modern standards and the
6 current condition, so I think that would need to
7 be evaluated.

8 The object of having one station that
9 would be renovated to accommodate an eight-car
10 train I think is self-defeating. Why spend
11 money when all of the platforms can accept six
12 by accommodating one eight-car train on one
13 platform? I find that to be a waste of money,
14 as it would no longer be able to stop at any of
15 the other platforms. And which station would we
16 then choose to be the one that would be
17 upgraded? That concerns me.

18 Alternative two, the piece that I like
19 about this is the express service to and from
20 the Loop, to how it would be expanded. I think
21 that's very important for the citizens of
22 Evanston, as well as the other clients that it's
23 serving. This would give the users of Evanston
24 a far greater ability to utilize the line to its

1 maximum potential.

2 Alternative three, Modernization
3 4-Track Alternative, provide upgrades and
4 repairs that meet the next 60 to 80 years. I
5 think this is extremely important as a time
6 frame. The previous discussion of only a
7 20-year upgrade I think is, to use a well-known
8 phrase, shooting yourself in the foot.

9 The thing that we should be doing with
10 our infrastructure is actually looking at the
11 long-term benefit of putting this into place.
12 And for those people that are in the next two
13 generations beyond this, we need to leave a
14 legacy. And as we all know, fossil fuels are
15 reducing their availability and as we continue
16 to do that mass transportation is something that
17 will actually provide better ability for people
18 to utilize it. So we need to look at a
19 projected time frame, not a shortened time
20 frame.

21 Increasing train speed and reliability.
22 Obviously with a repair and upgrade, that goes
23 hand in hand. Again, that's very important. As
24 jobs become more stressful, reliability to get

1 to a place of employment and the speed of
2 getting there is also important. So I think
3 those two things need to go hand in hand.

4 Complete ADA accessibility within this
5 portion I think is extremely important, as I
6 previously said that. As our population
7 continues to grow, so will the number of
8 individuals that suffer with disabilities and we
9 need to make sure that we provide them with the
10 same level of service as a person that's able
11 bodied.

12 Again, with modernization and upgrades,
13 the reconstruction of the viaducts throughout
14 the entire route, this is a problem that we've
15 seeing many times. And we need to address and
16 make sure that we support and provide the
17 infrastructure.

18 The consolidation and possible
19 elimination of stops within Evanston, that I
20 find really very concerning, considering the
21 number of people that it serves. The most
22 important one not to eliminate here would be
23 Foster. The amount of traffic that comes to
24 Foster in the reverse commute is incredible,

1 both going towards the Lake, where the
2 university is, and in the opposite direction, to
3 where employers are located on Ridge and at City
4 Hall.

5 To eliminate the ability of people to
6 come to the station and go in either
7 direction -- recently the City of Evanston has
8 installed a crosswalk at the corner of Foster
9 and Ridge. The traffic counts of pedestrians
10 indicated the amount of individuals crossing at
11 that junction supported the incorporation of a
12 new crossing at that point. To me that's
13 indicative of the number of people that are
14 using the EI because that's the only method of
15 transportation. There are no other places. The
16 parking is nonexistent, other than street.

17 So those people coming across Ridge
18 from Foster are obviously very important. The
19 number of those individuals is miniscule in
20 number in comparison to the numbers that are
21 actually going eastward. These individuals
22 include students, faculty and staff, visitors
23 and people that come for courses and the like,
24 both from Chicago and from the north.

1 If you look at extending the Noyes
2 Street station to putting a new entrance on
3 Gaffield, while a wonderful idea, the amount of
4 money that that would entail would be far better
5 spent on upgrading Foster Street. Again, the
6 same with the Davis Street station, increasing
7 their access, and Main Street.

8 The other thing within this area in
9 alternative three is the express service to and
10 from the Loop. It would be expanded due to the
11 upgrades on the Red Line. This is something
12 that I would wholeheartedly approve on. And
13 that relates back to increased train speed and
14 reliability and the reverse commute, which
15 Evanston has, as well as the number of people
16 going to the city.

17 The removal of the Foster Street
18 station. A large number of students from the
19 university live in Roger's Park or further
20 south, so they're doing the reverse commute.
21 Their safety and security and their ability to
22 get to campus in a timely manner would be
23 jeopardized.

24 Around Foster Street the local police

1 records indicate a number of assaults using
2 firearms and the like. Obviously, safety is of
3 paramount concern to everybody within the town
4 and to increase the distance for those
5 individuals using Foster Street by making them
6 go to Noyes increases the potential for them to
7 come to some form of harm. That, I find, is
8 something that we should look at and examine
9 very carefully and something that should be
10 avoided.

11 Alternative four, elimination of one of
12 the four tracks, that restricts the potential
13 for doing an express service, which I talked
14 about under three. And I feel very strongly
15 that that should be there. In fact, I would
16 encourage perhaps looking at the portion from
17 Howard down to Belmont. That maybe an
18 additional one or two stops be included on that
19 express so the people have greater flexibility
20 in terms of utilizing the system.

21 The removal of the reverse commuting is
22 very concerning to me. Everybody -- when I
23 first came to the U.S., I regularly drove and
24 was on the Edens and the Kennedy and was

1 appalled by the amount of traffic and noticed
2 the shortage -- or the availability on the
3 northbound side with less traffic. As time has
4 gone by, it is actually reversed. The number of
5 people that I see coming from the city going
6 northbound is now far greater than southbound
7 traffic. And I'm seeing that on the E1, as
8 well. So the elimination of the reversing
9 commute availability is very troubling to me.

10 In alternative five, express service
11 from the Loop to Belmont, that would be
12 eliminated due to the elimination of elevated
13 lines. Again, that falls within the same
14 criteria. And I also have a problem with the
15 expense involved in building an underground
16 alternative. While providing less noise and
17 perhaps some pollution, the cost of an
18 underground alternative I consider to be
19 exorbitant and non-beneficial to the long-term
20 benefit of people within the city. And that
21 money would be far better spent on potentially
22 alternatives for it.

23 THE REPORTER: Please state your name.

24 MR. KEEVE: My name is Philip Keeve. I'm a

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1 student at Northwestern University.

2 Having lived on South Campus for only a
3 couple of months, I've already seen the demand
4 of student usage for the stations along the
5 Purple Line within Evanston. According to
6 history, the Purple Line has served as primarily
7 a shuttle route, making close-together, frequent
8 stops within the City of Evanston and along the
9 edge of Northwestern's campus.

10 It is interesting to note that despite
11 an increase in ridership statistics over the
12 last couple of years it seems that the CTA has
13 decided they want to close down the Foster
14 Street station, which, having used it somewhat
15 frequently, seems to always have a steady flow
16 of traffic through it and is still in decent
17 shape, at least to my own eyes.

18 Now studies may show otherwise and
19 renovations certainly would be welcomed,
20 especially for those who are disabled and such.
21 But to eliminate the stop and moving station
22 entrances a couple blocks closer to Foster
23 station doesn't necessarily make a lot of sense
24 when you consider how far apart Davis and Noyes

1 are and how many people actually live in between
2 those two stations and are more likely to use
3 Foster than any of the other two.

4 The station, as it exists, does have
5 its share of issues; the curve immediately prior
6 to it coming in both directions, as well as not
7 being accessible to those who are disabled. But
8 capacity wise I don't necessarily see a reason
9 to lengthen the platform beyond a six-car train
10 since it's never usually full, even during
11 rush-hour service.

12 And, also, it would seem relatively
13 easy to at least just be able to install an
14 elevator and put in the wider turnstiles for
15 people who are in wheelchairs, especially since
16 the existing concrete platform, while not
17 terribly wide, doesn't necessarily need to be
18 widened due to capacity reasons and is still
19 level with the bottom of the train doors, as
20 that would easily be accessible to people in
21 wheelchairs.

22 So due to demand and the current
23 condition of the stop, yes, work, I do think,
24 does need to be done. But closing Foster

1 doesn't seem like a viable option, especially
2 for those of the community of Evanston and the
3 students at Northwestern University that use the
4 stop.

5 THE REPORTER: Please state your name.

6 MR. LYNN: My name is Lamont Lynn,
7 L-a-m-o-n-t, L-y-n-n. That's my last name.

8 Well, I comment on the CTA a lot via
9 blogs, newspapers. A few years ago I wrote a
10 CTA Passengers' Bill of Rights for the Sun-Times
11 and that was published. So Noelle Gaffney knows
12 my name from frequent E-mails to your
13 department.

14 Actually, I stay in Chicago now, but I
15 used to stay right off the South Boulevard stop.
16 And I believe cutting out that station will be
17 detrimental to that neighborhood, given the fact
18 that due to RTA and CTA mismanagement of funds
19 now that we have to look at cutting out stations
20 in order to get modernization. If you're able
21 to totally rehabilitate the Brown Line, then you
22 should be able to do that with the Purple Line,
23 also.

24 They didn't cut any stations out. You

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1 can cut Francisco out, you can cut Kedzie out,
2 also. I mean, those people can walk to Kimball
3 or all the way to Western. I mean, you can even
4 cut Rockwell out. Every time I pass there,
5 there's only like five people on the platform.
6 So if you're doing it by numbers, then those
7 stations should be cut out, too, along with
8 Wellington.

9 Wellington is close to a hospital but
10 so is Foster. Foster is close to Northwestern
11 University, so they should not cut that out,
12 also. And it's close to a senior citizens' high
13 rise and a lot of people use that to and from
14 downtown and to go visit grandparents. Some
15 seniors don't have readily means of
16 transportation, such as cars, so that's why it's
17 important to fix these stations.

18 Like some of these stations go back to
19 like -- I feel like when dinosaurs were walking
20 the Earth. Especially the viaducts that drip on
21 you and they have stalactites. Like they have
22 all kind of like cave formations due to like
23 just gross neglect due to putting off
24 maintenance because some people in the CTA and

1 RTA don't know how to manage their budgets. So
2 I believe cutting out those stations will just
3 harm ridership, which the CTA is trying to gain
4 riders for, as far as revenue basis goes.

5 So hopefully I still have some more
6 time but I would like for all of them to be ADA
7 compliant. It feels that every station south of
8 Addison gets remodeled or gets modernized with
9 all the bells and whistles but us on the north
10 side just gets the shaft. I mean, every station
11 north of basically Addison is crap.

12 I guess the newest ones, which will be,
13 what, Granville and Howard Street, thank God,
14 finally, but Howard Street still does not have
15 cameras. It's still pigeons there like
16 defecating everywhere that I walk into on my way
17 to work.

18 THE REPORTER: Please state your name.

19 MS. HEDMAN: Okay. Lois Hedman.

20 So my concerns are that, number one,
21 this meeting wasn't even publicized, like at the
22 station that I'm at. I heard about it through a
23 friend, who heard about it through our
24 alderperson. And then, ironically, if you

17

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1 wanted to take the train up here, it's off of
2 the station that is going to be proposed to be
3 closed. There's no parking here, so I'm afraid
4 there's many people who ride the train and get
5 off at South Boulevard won't even get here.

6 South Boulevard I think is a really
7 important station to keep because the Howard
8 Street station really isn't safe many times of
9 the day. I mean, and I live near to that, so I
10 choose to walk further to go to South Boulevard.

11 I think that if -- there's a lot of
12 people, more apartments. I would think less
13 people who have access to cars in that area, the
14 people that live around Main Street. If people
15 start driving there because it's a couple miles
16 to get to a station, there's no parking. So
17 it's going to put a big burden on the City of
18 Evanston, I also believe, closing South
19 Boulevard. But for me, I may have to go back to
20 driving. Putting additional cars on the, you
21 know, highway, you know, more traffic, more
22 pollution, all of that.

23 So I think it's good that they're
24 looking at plans, but I would really resist

1 closing South Boulevard. I think it's a huge
2 gap between Howard and Main Street and it's a
3 backward -- it would be a backward move and a
4 negative impact. So that's it.

5 THE REPORTER: Please state your name.

6 MR. KRAEMER: My name is Mark Kraemer. I
7 live in Wilmette, and I've been riding the CTA
8 for at least 40 years.

9 I currently use the Linden stop and
10 take the Purple Line almost every day to work.
11 I have a comment about the stop consolidation
12 option that is being considered and I would like
13 to mention that I used -- back about 20 years
14 ago, this issue was before the public then at
15 that time when it was proposed that stops be
16 closed along many points along the system.

17 And I lived at that time in the Noyes
18 Street/Evanston area and our stop at Noyes
19 Street was proposed to be closed and actually
20 did not survive the final sparing of stations.
21 And so we were under the impression that Noyes
22 Street would be closed. And I just want the CTA
23 to know that the issues of stop consolidation
24 are not new.

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1 And at the time there was great concern
2 in the community, both among residents and
3 business owners, about what would happen if the
4 stop was closed. And many business owners told
5 me that they could not sleep at night because of
6 the thought of the station closing and they felt
7 that if the station closed they would go out of
8 business. They would simply lose their
9 businesses because they operate on very small
10 margins and the 20 to 30 percent drop in
11 business that the station closings would cause
12 would force them out of business. So I'm
13 against the stop consolidation option for that
14 reason.

15 This issue has come up before, and the
16 issues have not changed substantially.
17 Neighborhood El stops are very important, both
18 to the business owners that surround them and
19 also people who use the CTA and rely on their
20 neighborhood stops for convenience. I think
21 that if neighborhood stops were to close,
22 ridership would definitely decrease.

23 And I believe we should be trying to
24 make public transportation more accessible to

1 the community and not less accessible and the
2 stop consolidation would definitely make --
3 reduce access to public transit, which would
4 result in a loss of ridership.

5 So I would encourage the CTA to
6 modernize as much as possible but to spare the
7 stops on the line. I believe that the savings
8 in time that it would -- that would be realized
9 would not offset the pain to the community of
10 closing those stations. So I urge the CTA to
11 not go through with the stop consolidation
12 option.

13 THE REPORTER: Please state your name.

14 MS. JANES: My name is Barbara Janes.

15 My number one request is porta potties
16 because for the past three years I've been going
17 to 79th Street from Evanston and then I have to
18 walk half an hour to get where I was going. I
19 was very uncomfortable by the time I got there.

20 I think they should save the South
21 Boulevard station because even though you don't
22 see it directly, it's the closest El stop to
23 St. Francis Hospital. And we have taken it
24 there the day my husband had cataract surgery

21

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1 and then we took a cab home.

2 Foster Street should be maintained
3 because Northwestern students -- if you're going
4 to Kellogg, you get off at Foster; if you're
5 going to Tech, you get off at Noyes.

6 Oh, they've got to do something about
7 the switching at Howard. I cannot tell you how
8 frustrating it is to stand there and you see the
9 Purple Line or even the Red Line and it takes
10 forever to get them around. That makes no sense
11 to me.

12 And for me it's difficult to make a
13 decision on any one of these because my number
14 one priority would be the efficiency and the
15 time to get to the Loop. And if they do away
16 with the express but in the last one it's Red
17 Line all the way, the more -- the time is the
18 number one. Whichever design is more efficient
19 to get people from Evanston into the Loop.

20 And on the last one, with putting the
21 train underground, it's very difficult to make
22 any kind of decision because it's not clear.
23 And the man there doesn't know what would happen
24 after you get to Belmont and that is a big

1 thing.

2 The other thing is all this new
3 technology with the bus tracker and the TV
4 monitors in the stations are ridiculous. It
5 doesn't give you -- the bus tracker is very
6 inefficient. Use that money and all this
7 electronic stuff -- put it into the tracks.
8 Because the Red Line runs not often enough but
9 if you're on the platform, what difference does
10 it make whether it comes in two minutes or
11 whether it comes in four minutes? You're on the
12 platform, and you're not going to make a
13 decision when you leave your house because of
14 when you know the trains are.

15 And the buses, I do use -- now I
16 usually walk instead of using the buses, and I'm
17 not sure that that's useful information. So I
18 guess that's my time.

19 THE REPORTER: Please state your name.

20 MS. HARRIMAN: My name is Ann Harriman.

21 I am concerned about the closure of the
22 Jarvis Street station because this area of
23 Roger's Park, Jarvis Square, is a vital economic
24 engine. This is a relatively new and

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1 up-and-coming neighborhood by Jarvis and
2 Greenview and as someone who works part time at
3 a gourmet wine and cheese shop on the block,
4 this would greatly affect foot traffic and would
5 also just in general cause the number of
6 customers to decline.

7 Also, as a resident of East Roger's
8 Park, I would have to walk an additional
9 probably six blocks to the Lunt station to pick
10 up the El. And this would be an inconvenience
11 to me.

12 And, also, East Roger's Park is a
13 multi-ethnic, multi-socioeconomic neighborhood.
14 All sorts of people ride the El and use the
15 Jarvis Street station and this would truly be an
16 obstacle to the social and economic vitality of
17 the neighborhood.

18 THE REPORTER: Please state your name.

19 MR. STERN: Jack Stern.

20 I'm mostly here because I saw on the
21 media that the -- my stop which I use is the
22 Foster stop in Evanston and I'm concerned about
23 it being eliminated, not just for the -- my ease
24 of convenience, which I could get through by

24

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1 going to another stop possibly, but having used
2 this stop for the last almost 11 years, I see a
3 great number of people that use that stop to the
4 point where when I get on at that stop going
5 south into the city if there was a northbound
6 train that is coming into the station I have to
7 wait an amount of time for all the passengers to
8 come through the turnstile. Because there's so
9 many during rush hour, I have to wait until they
10 pass through the turnstiles so that I can get
11 through the turnstile to wait for the train.

12 And I see that on a consistent basis. I have
13 not seen a decrease. If anything, I've seen an
14 increase.

15 And there is also a nursing home called
16 the Mather Home, which is steps away from that
17 Foster stop, and I know a number of people that
18 use that -- that work at the Mather Pavilion.
19 The workers there use that stop and they use it
20 at all times of the night and I'm sure they
21 wouldn't want to have to walk a great distance
22 in darkness or during winter when using that
23 stop.

24 So that is my main point of concern.

1 It is a busy stop, I'm glad I have it. I wish
2 the ceiling didn't leak when it rains but given
3 the alternative I'd rather have a stop that
4 leaks than no stop at all. I'd rather have
5 tracks that were repaired than no stop at all.
6 So basically I'm happy with the stop and feel
7 fortunate that it's there.

8 THE REPORTER: Please state your name.

9 MR. WIDEMAN: Kenneth Wideman. I don't want
10 to say much but I just want to say that I would
11 not like to see the El Purple Line and the stops
12 on the Purple Line taken away from the Evanston
13 community. I want all the lines to stay in
14 Evanston since they've been here. I think a lot
15 of the lines need repair. You know, I think
16 they need to improve all the stops in Evanston.
17 That's it.

18 (Which were all the proceedings
19 had in the above-entitled cause
20 this date and time.)
21
22
23
24

RPM.
1292

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

5 I, Kimberley M. Titsworth, being first
6 duly sworn, on oath says that she is a court
7 reporter doing business in the City of Chicago;
8 and that she reported in shorthand the
9 proceedings of said public meeting, and that the
10 foregoing is a true and correct transcript of
11 her shorthand notes so taken as aforesaid, and
12 contains the proceedings given at said public
13 meeting.

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21
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23
24



Kimberley M. Titsworth
KIMBERLEY M. TITSWORTH, CSR
License No. 084-004670

RPM. 1293

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:31 PM
To: Lea, Claudia
Subject: FW: Attn: Steve Hands, Strategic Planning & Policy, Regarding RPM Proposal
Attachments: Austin Gardens of Evanston - RPM Proposal.docx

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RPM@transitchicago.com

From: Boondogglor [boondogglor@gmail.com]
Sent: Thursday, February 17, 2011 11:14 AM
To: North Red & Purple Modernization
Subject: Attn: Steve Hands, Strategic Planning & Policy, Regarding RPM Proposal

Attn: Steve Hands, Strategic Planning & Policy

I am writing to voice my concerns over the RPM project proposal. I am president of the association for a small building at 711 Austin St. in Evanston which is near the Purple Line South Blvd station. We have eight units and are 75% owner occupied. We are distressed to hear that the proposal mentions closing our beloved South Boulevard Purple Line station as a possible option. That station, although in need of modernization, is critical to our neighborhood and is the reason so many of us are living in this area of Evanston.

For the people of my building, that station is a necessity. I have lived in Evanston and owned my condo in this building for five years but have a history with Evanston that goes back almost twenty.

As a teenager I attended summer sports at Robert Crown and went to the Nutcracker on Ice every year with my mother. Currently, I work full time for Discover Financial Services and attend Northwestern part time. I chose to move to Evanston because I required access to the Loop via CTA and wanted access to Evanston's shopping and restaurant districts. I settled in the South Blvd. neighborhood because of its residential feel, affordability, and its access to the Purple Line and the express. There is no other area in Evanston with moderately priced housing and similar transportation access. In 2009 I began to take advantage of my proximity to Northwestern University and now utilize the South Blvd. station to attend classes at both the Evanston Campus and Northwestern's campuses downtown. My reliance on this station cannot be understated as I sometimes pass through it six times in a single day.

My story shares similarities with many of the people in my building and in the area surrounding. This neighborhood is entirely residential and a large portion of the people here are owners. We moved here because it offers unique access to Evanston and Chicago at an affordable entry point. We rely on the South Boulevard station to access our jobs and schools and also the parts of Evanston and Chicago where we dine, shop, and visit friends. Without a local station much of the appeal of our neighborhood is lost and those of us who rely on public transportation will likely not stay in the area.

All of us have hoped to see improvements made to the South Blvd. station since moving into this area. For example, adding a second entrance from the Oakton St/Callan Ave curve (via a walkway under the Metra tracks) would greatly reduce pedestrian crossings at the South/Callan intersection. But more importantly we feel that closing this station would add serious challenges to our community in terms of both transportation options

and housing prices. We do not have the most modern station in Evanston but we are happy to have it.

Thank you for taking time out of your day to consider my viewpoint on this matter.

Best Regards,
Ted Bruckbauer
President, Austin Gardens Condo Association
711 Austin St.
Unit 301
Evanston, IL 60202
Email: TheodoreBruckbauer@gmail.com

(Attachment is identical to this email. Thanks.)

Attn: Steve Hands, Strategic Planning & Policy

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Thank you for taking time out of your day to consider my viewpoint on this matter.

Best Regards,

Ted Bruckbauer
President, Austin Gardens Condo Association
711 Austin St.
Unit 301
Evanston, IL 60202
Email: TheodoreBruckbauer@gmail.com

RPM · 1294

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:32 PM
To: Lea, Claudia
Subject: FW: Citizen Opinion: Choose 2-Track Underground

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RPM@transitchicago.com

From: Thor Rudebeck [thor.j.rudebeck@gmail.com]
Sent: Thursday, February 17, 2011 11:24 AM
To: North Red & Purple Modernization
Subject: Citizen Opinion: Choose 2-Track Underground

Dear CTA,

I'm writing to express my strong support for the 2-track underground proposal for the modernization of the Red and Purple lines. The combination of greatly increased entry points and fewer stops is an incredibly effective way of increasing convenience and ridership, augmented by better bus connections, noise mitigation, and speed of service.

I have two main concerns. First, what is to become of the current elevated right-of-way? Will it be sold as land for new construction or simply abandoned? The current elevated alignment acts as such a barrier, seeing the whole thing gone and the space given over to new retail and residential opportunities would be huge. (Or how about a park, à la High Line Park in New York?) Has money been budgeted for removal of the old right-of-way?

My second question is much simpler: would the new Red Line run its entire length 24 hours a day, or would it stop at Howard past current Purple Line hours? As a former Northwestern student I know I would have liked the chances such a system would have provided, but I suspect a certain type of Evanstonian would be concerned about possible dangers. My choice would be to run the train 24 hours and eliminate the N201 bus to save money.

I know this plan is being made to look like a tough sell - aldermen are already promising to fight much-needed station closures. But I hear from my friends and neighbors that closing half of our existing stations would be a huge improvement - we're willing to walk two extra blocks for a train. I'm only a community member, but if there is anything I can do to advocate for a better modern subway line for our North Side, please let me know.

Regards,

Thor Rudebeck
5050 N. Sheridan Rd. #1115
Chicago, IL 60640

Sent from my Palm Pre on the Now Network from Sprint

RPM 1295

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:34 PM
To: Lea, Claudia
Subject: FW: South Boulevard station

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RPM@transitchicago.com

From: Grant Upson [g-upson@northwestern.edu]
Sent: Thursday, February 17, 2011 11:36 AM
To: North Red & Purple Modernization
Subject: South Boulevard station

Dear Mr. Hands,

I have followed with interest – and some surprise -- both the RPM plan roll out and the debate that has ensued.

Although I agree in principle with modernization, one aspect of a proposed plan seems to be at odds with progress.

I write to vigorously discourage closure of the South Boulevard stop in Evanston. Although station infrastructure is not in great condition, and although ridership is low relative to some other Purple Line stations (keeping in mind that ¼ of the nearby property is a cemetery), the stop is vital to the community and vital to any vision of a future where public transportation plays an important role.

On the platform of South Boulevard during rush hour you will encounter commuters at every stage of life and career. Many have walked a great distance to catch the train there. To make that group walk in difficult weather to Main Street, or through the Howard Street area (which is not nearly as safe at South Blvd) is simply unfair. This area of Evanston is already underserved in other ways.

Moreover, to “greet” cyclists and motorists on the Clark/Chicago corridor with an abandoned CTA station sends a very troublesome message about the role that the CTA plays in the city of Evanston. It makes South Evanston look like a less desirable place to live. This would hurt us greatly, both in terms of morale and economics (property values).

Thank you for re-thinking any and all decisions to close this important station. Although the budgetary impacts are important, we are talking about the welfare of an entire community here.

Sincerely,

Grant Upson
Chicago Avenue, Evanston

RPM · 1296

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:36 PM
To: Lea, Claudia
Subject: FW: Red/Purple Line maintenance

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RPM@transitchicago.com

From: Robert M. Rosenberg [evhr2mr.ndx@att.net]
Sent: Thursday, February 17, 2011 11:42 AM
To: North Red & Purple Modernization
Subject: Red/Purple Line maintenance

Re: Request for citizen input

Our vote goes first to significant repair and upgrading of the tracks and stations, to the four-track model. To look up at the supports at Davis street or at the crumbling walls leading to stairs reminds us of the neglect of an important part of our civic infrastructure. We know the work will be expensive. The review mentions how much work that we now see was done between 1900 and 1922. We are willing to pay additional taxes to see renewal underway a hundred years later, with compliments to the citizens who had the foresight to start the process.

Our viewpoint is necessarily personal. With increasing age, we are exploring ways to continue to be mobile from our Evanston condo. Only one of us now drives. We have long taken the el from Foster or the Metra from Davis Street to downtown Chicago. We make the choice to not drive more often today.

ADA compliance is a bit much to ask, I think, from ALL stations. Recently the stairs at Foster have become an impediment if we both go downtown, but we can still drive to Wilmette, park and get on the el. We can take a bus to Wilmette as an alternative to driving. CTA's encouraging use of such identified workarounds from some stations might be a good alternative to closing them completely. We know how important the Foster stop is to Northwestern students (and some faculty).

Losing the express service to Evanston and Wilmette would be a serious loss to us and to our frequent guests, many from Wisconsin.

We look forward to progress in planning the much-needed improvements and to following the ways the plans are implemented.

RPM. 1297

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:38 PM
To: Lea, Claudia
Subject: FW: comments

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RPM@transitchicago.com

From: Taryn Roch [troch@mcic.org]
Sent: Thursday, February 17, 2011 12:31 PM
To: North Red & Purple Modernization
Subject: comments

Greetings:

I attended the presentation sponsored by the Edgewater Community Council on February 16, 2011. Below are my comments:

I sensed from the crowd that there is considerable opposition to the closing of the Thorndale station -- I am not opposed to closing this station -- if the station is not getting the ridership, and hasn't been historically, I think it makes sense to close the stop and open up additional entrances at Granville and Bryn Mawr. I would prefer that if this is an "either-or" proposition -- either keep thorndale, or provide additional entrances at Granville and Bryn Mawr -- I support the latter. As per the arguments about people getting to the Dominick's, or the Armory - - my untested impression is that these institutions pull their customers from the neighborhood anyway, and there is the alternative of the 36 bus to take them to these locations.

I am very much in support of offering express service from Wilson, and re-rerouting the purple line through the state street subway, and making it express all the way into the loop if this an option. (I don't really consider the purple line to be express given that it makes all the stops after Fullerton).

I concur with the gentleman's point about it taking just as long for me to bike to the loop from Ardmore as it does to take the red line -- I am in support of any of the modernization options that improve waiting times as well as travel time. Currently, the wait between trains, particularly at and after 5:00pm returning from the loop to the northside seem longer than they should be.

An aside:

The other day I had the luck of traveling on one of the new bombardier trains -- the ride was much smoother, and the layout of the seats seems to accommodate more people both for sitting and standing -- (although I am not sure of the actual numbers).

Thank you!

--

Taryn Roch
Project Director, Community & Economic Development
Metro Chicago Information Center (MCIC)
17 N. State Street, Suite 1600
Chicago, Illinois 60602-3294

P:312.580.2592 | F: 312.580.2879
troch@mcic.org | www.mcic.org

RPM.1298

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:38 PM
To: Lea, Claudia
Subject: FW: PLEASE DO NOT SHUT DOWN THE SOUTH BLVD. STOP

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

From: atl1111@comcast.net [atl1111@comcast.net]
Sent: Thursday, February 17, 2011 12:42 PM
To: North Red & Purple Modernization
Subject: PLEASE DO NOT SHUT DOWN THE SOUTH BLVD. STOP

PLEASE DO NOT SHUT DOWN THE SOUTH BLVD. STATION

12 PM · 1299

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:39 PM
To: Lea, Claudia
Subject: FW: Red/Purple Line Modernization

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RPM@transitchicago.com

From: James E. Johnson [redglasses.geo@yahoo.com]
Sent: Thursday, February 17, 2011 2:14 PM
To: North Red & Purple Modernization
Subject: Red/Purple Line Modernization

As a frequent user of public transit (or I probably wouldn't be bothering to write), I prefer the full modernization plans to the cheaper alternatives. I also tend to expect that a full update as needed saves repair money in the long run, based on the longevity estimates given.

In terms of the modernization plans, the three-track option seems to be by far the worst alternative. It provides no initial cost advantages over two-track underground, while reducing express service and having a higher expected operating cost. As an Evanston resident, I would prefer the two-track option over the four-track if it allowed 24-hour service to continue past Howard; otherwise, I have no particular preference between two- and four-track options.

RPM · 1300

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 3:39 PM
To: Lea, Claudia
Subject: FW: Purple Line station closings

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RPM@transitchicago.com

From: Adam Gould [amorgang@gmail.com]
Sent: Thursday, February 17, 2011 2:21 PM
To: North Red & Purple Modernization
Subject: Purple Line station closings

Hello,

I am a resident of Evanston and I would be negatively impacted by the closing of the South Ave. Purple Line station and the elimination of express service to the loop. I live at the corner of Sheridan & South and I ride the express line to the loop for work each morning.

I believe closing the South Ave station would be a mistake. The neighborhoods of South Evanston are already suffering from a lack of services. Removing this station would only further isolate the area, this includes St. Francis Hospital. The location of the South station is a large part of what makes living in this area attractive. Removing it would greatly damage the neighborhood and certainly reduce the attractiveness of living in this part of Evanston.

I have also read that eliminating the Purple Line Express service is being considered. This is another misguided idea. The express is an essential service that allows Evanston residences to access to the employment opportunities of downtown Chicago.

Public transportation should exist to bring together communities; North & South Evanston, The Loop & surrounding suburbs. It should not be "made more efficient" by eliminating access to the larger community and centralizing access in only affluent and powerful neighborhoods. I am sure there are better ways to improve CTA service without eliminating access to thousands of people who need it most.

Again, I urge you to not close the South Ave CTA station and to not eliminate the Purple Line Express service to the loop.

Thank you,

Adam Gould
526 Sheridan Ave
Evanston, IL

60202
312-550-8524