



Appendix K
Public Scoping Written Comments
Comments 1,376-1,450

RPM.1376



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

Name: Hannah Miller

Organization: Loyola University Student Title: _____

Address: 844 prospect Ave

City: Winnetka State: IL Zip: 60093

Phone: (847) 219-6093 E-mail: hmiller6@luc.edu

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

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

- I agree that the Thorndale stop should NOT be taken away, but re-vamped as well as various other red-line stops, because some seem very run-down and old.
- The purple line seems fine to me, but South Blvd could use some TLC.
- I like the idea of having a circulatory busing system going from East to West around Edgewater blc its difficult to travel using public transportation using just the train at times.



RPM-1377



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Name: Bob Stabile

Organization: _____ Title: _____

Address: 5952 N. LAKEWOOD

City: Chicago State: IL Zip: 60665

Phone: 773-357-7232 E-mail: bobbystabile@yahoo.com

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

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

My concerns for closing the Thorndale stop is getting high school students to Senn High School. currently Senn staff ~~manages~~ stands at the Thorndale stop to prevent loitering. IF they got off at Glen Lake how would Chicago Police department and Chicago Public schools handle the many ways to get for students to get school and manage loitering problems that already exists?



RPM-1378



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Name: Elizabeth Siecht

Organization: _____ Title: _____

Address: 1436 W Thorndale 1B

City: Chicago State: IL Zip: 60660

Phone: _____ E-mail: esiecht@rcn.com

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

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

(I chose to live where I do because of the proximity to the train)

While I really think renovation on the Red and Purple lines is sorely needed, I'm concerned about the possible closings of Red line stations, particularly Thorndale (as you can see, I live on Thorndale). Right now, my commute to work (off the Clinker Blue line) takes a little over an hour from start to finish. An hour to get downtown seems to me pretty lengthy, particularly when that travel time is more than cut in half ~~by~~ when travelling by car. While I feel that the renovations could cut down that time, I worry that eliminating the Thorndale stop would negate that time benefit, not just for commuters like me, but for the student population of Seneca High School. Alternative entrances, in my opinion, should definitely seriously consider the pedestrian travel time as well as the train travel time.



RPM. 1379



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Name: Steve Sandford

Organization: _____ Title: _____

Address: 1356 W Thorndale #2

City: Chicago State: IL Zip: 60660

Phone: _____ E-mail: sandford1356@gmail.com

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

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

My #1 choice would be 2-track underground. This option would be better for passengers in regards to Chicago weather. The removal of the overhead tracks would bring the east-west parts of the neighborhood back together. The L could stay in uninterrupted service while the subway is being built. The underground option would also have a longer life.

The 3- or 4-track modernization schemes also seem acceptable alternatives. I do not mind stations disappearing as long as additional entrances/exits supplementing the "main street" accesses are provided. As for Thorndale station disappearing, I think it would improve the street from the current loitering problem and would probably boost retail activity + development. Glenlake or Glenlake/Elmhurst access to CTA service is sufficient.

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



RPM-1380



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Name: Chris Shickles

Organization: Ravenwood Community Council Title: Exec Director

Address: 1756 W. Wilson

City: Chicago State: IL Zip: 60640

Phone: 773-724-0400 E-mail: chris@ravenwoodcommunity.org

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

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

There needs to be modernization of the stations that increase public safety - safety cameras, lighting, better crosswalks to access the stations and bike racks at stations. Also, modernization that increases access to information. For example, electronic signs at stations that tell riders when the next trains are arriving. These signs should be at street level, viewable to riders from the street ~~not~~ before paying the fare, these could include express train info as well. This way riders could maximize their time before waiting on the platform. These are the issues with this corridor, safety and regular train arrivals especially during rush hour. I don't think shutting stations down is the answer. Modernizing with safety, ADA accessibility, and better technology improves meets the needs of the community.



RPM-1381



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Name: Sharon & Karen Brown/Griebel

Organization: _____ Title: Artist/Librarian

Address: 6010 N. Glenwood #1

City: Chicago State: IL Zip: 60660

Phone: 773 262 7119 E-mail: smeb.5468@earthlink.net

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

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

One very important concern to me is saving energy, promoting methods, and ideas to help the environment and finding ways to incorporate people in edge water to get and hold jobs, earn money and attract more people to spend time and money in Edgewater. Possibly communities would get excited and be positive in the environment, rapid transit and people working all working and producing together -
Something we can all work to be proud of and help others!
Thank you.

RPM.1382



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Name: MORGAN JENCIUS

Organization: _____ Title: _____

Address: 1544 W. Thorndale Ave. #3

City: Chicago State: IL Zip: 60660

Phone: 773-398-5060 E-mail: morgan.jencius@gmail.com

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

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

Comment: The plan is silent on operating costs for each alternative

#1 Convenience ≡ The "No Action" and "Basic Rehab" and "Basic Rehab w/ Transfer Stations" are the best alternatives because they have the greatest # of stops. The other alternatives need to add more stops, or preserve existing stops. Has the CTA conducted a "Quality of Life" survey & measured the importance

comment: Quality of Life ≡ The study should try to measure this

How much of IS Question 3 the 4-mins average savings (based on technology & infrastructure improvements) versus "total commute time" — the door-to-door total commute time. economic benefit of

Q: Has a survey been done (e.g., at each Red line station during rush hour) of Red-line riders that asks: "what is more important, more stations vs. faster train times?" conversion?

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RPM-1383



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Name: Karen Griebel

Organization: _____ Title: _____

Address: 6010 N. Glenwood #1

City: Chicago State: IL Zip: 60660

Phone: 773-262-7719 E-mail: caseyg55@earthlink.net

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

Please examine Thorndale Stop
comments/concerns!

Kids @ Seneca - will fan out
+ disrupt commuter traffic
more
maybe build skybridge(s)

We need to encourage Broadway Army
connection even more -
Lifelong fitness

Different CTA comments - we need more
innovative E-W and Southwest Diagonals from NE Chicago
to near north/west sides!

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RPM 1384



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Name: BILL KING

Organization: _____ Title: _____

Address: 1420 W. BALMORAL AVE #6

City: CHICAGO State: IL Zip: 60640

Phone: 773 273 7235 E-mail: AUDIKING@GMAIL.COM

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

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

Don't give up any stops. That's the purpose of public transportation! Modern, efficient equipment will make travel faster, so many stops won't be a problem. Add a few trains per hour that stop at only a few stations and you maximize ridership + speed of travel. Chicago needs to show the rest of the country and the world what great, modern, efficient public transportation can look like.

Europe has great subways, streetcars and buses that are always well used + crowded. Public transportation helps keep neighborhoods safe because of all the pedestrian traffic. We can do better here in Chicago.

Thank you!

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RPM. 1385



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Name: THOM GREENE

Organization: EHS/ACC/ADK/ECC/EESP Title: ARCHITECT

Address: 5324 N. LAKEWOOD AVE

City: CHICAGO State: IL Zip: 60646

Phone: E-mail: thom@gpdchicago.com

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

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

I HAVE BEEN WORKING ON "SAVING" THE EDGEWATER EC STATIONS W/ CTA FOR 21 YRS. (OVER 250 HOURS)

THE STATIONS NEED TO BE COMMUNITY JEWELS, Neighborhood CENTERS AND JEWEL BOXES THAT YOU WANT TO GO TO — NOT THRU. NO BAND AIDS! TODAY THEY ARE URINALS — NOT YEARS

I CAN HELP YOU! ☺

Thom Greene ARCHITECT



RPM-1386



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Name: Kelly Moore
Organization: Loyola University Title: Associate Professor
Address: 1528 W. Hood Ave.
City: Chicago State: IL Zip: 60660
Phone: 773-293-6709 E-mail: Kelly Moore 1962@gmail.com

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

- ① Deal the stations you want to get rid of the ones in the poorest & blakest
- ① Federal funds are available for beautifying transport improvements. Used usually for roads, but Chicago should use it to make the El stops attractive & sustainable ^{environmentally}
- ② Why is the ~~only~~ only proposed express stop at the north edge of Edgewater? I'm largely in favor of an express stop at Loyola, but why not one at Wilson too?
- ③ Why ~~are~~ ^{are} there no express stops added in the 2 TRACK plan? More express trains!
- ④ We need an express from Edgewater to ~~Wilson~~ Evanston, Loyola? Wilson?
- ⑤ All stations should have expanded bike parking (covered) and bikes should be allowed at all times

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RPM 1387



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Name: Brittany Isaac

Organization: _____ Title: _____

Address: 7527 N. Damen P. 1

City: Chicago State: IL Zip: 60645

Phone: 773-633-0498 E-mail: brittany@urbanvillagechurch.org

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

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

A faster commute is my priority, I like 1 4 track modernization. Thanks for your hard work

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RPM. 1388



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Name: ANNE COMEAU

Organization: NET BLOWN CLUB / ENVIRONMENTAL ACTION PROJECT Title: PROJECT CO-CHAIR

Address: 1516 W. THORNDALE

City: PHICAGO State: IL Zip: 60666

Phone: 773 441 1323 E-mail: ANNECOMEAU2@YAHOO.COM

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

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

I WOULD SUPPORT THE BASIC REMAINS OR THE UNDERGROUND OPTION (IF FUNDS CAN BE RAISED TO MAKE PROJECT APPROVED) PLEASE DO NOT CLOSE THORNDALE BUSINESS & SUNN STUDENTS RELY ON THAT STOP.



RPM-1389



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Name: TRINETTE JOHNSON
Organization: EDGEWATER DEV CO-OP Title: EX. DIRECTOR
Address: 6044 N. BROADWAY
City: CHICAGO State: IL Zip: 60660
Phone: 773 506 4016 E-mail: info@edgewaterdev.org

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

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

Economic pt. of view:

- STATIONS ARE AN INTEGRAL PART OF THE RETAIL DISTRICT
- BUSINESSES DEPEND ON THE STATIONS FOR THEIR EMPLOYEES & CUSTOMERS
- VITAL TO RESIDENTIAL DISTRICT (SCHOOL, WK, PLAY) SERVICES/AMENITIES
- SUPPORTS THE ECONOMIC BASE

o Purple line should stop in Edgewater one of four stops (Graville, Thorndale, Bryn Mawr, Berwyn)

o Follow through on work previously done w/ Edgewater Redline Com. Charrettes

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RPM-1390



Saint Francis Hospital
355 Ridge Avenue
Evanston, Illinois 60202
847.316.2352
847.316.3500 (fax)

Jeffrey J. Murphy
Chief Executive Officer

January 27, 2011

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

Dear Mr. Hands:

On behalf of the employees, doctors and patients at Saint Francis Hospital, I strongly encourage the Chicago Transit Authority to revisit the potential closure of the South Boulevard 'L' station.

South Boulevard is our hospital's CTA station. The South Boulevard station provides convenient, affordable access to our medical campus for people from around the Chicagoland area who arrive by public transportation to work, go to school, volunteer, see a doctor, get a mammogram, attend cardiac rehab and more. Our employees and our patients reflect the diversity of the local community.

Saint Francis Hospital is a medical destination for the North Shore and Chicago's north side. We are the longest continually certified Level I trauma center on the North Shore. We are a nationally ranked teaching and research hospital. Our nurses and staff are key trainers for over 800 emergency responders annually and are the communications center for twelve municipal fire departments, six hospitals and two ambulance companies. The Saint Francis Hospital School of Radiography has educated future medical specialists for over 60 years. Additionally, Saint Francis Hospital is one of Evanston's largest employers and one of its top taxpayers.

Closure of this 'L' station would greatly impact access to care for many patients and the financial viability of our institution. Given a difficult economy and a competitive market, external factors like access to convenient public transportation help us differentiate ourselves to prospective employees and future patients. Upon hearing about the possible closure, we received many communications from physicians, staff and volunteers expressing concern for themselves and our patients with respect to the hardship this will cause.

Please consider the dramatic impact the closure of the South Boulevard 'L' station will have on the many people in our community who rely on Saint Francis Hospital now and for years to come. Thank you for your understanding.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Murphy".

Jeff Murphy
Executive Vice President/CEO

CO-SPONSORS
Sisters of the Holy Family of Nazareth & Sisters of the Resurrection

RPM-1391

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 4:41 PM
To: Lea, Claudia
Subject: FW: Purple line changes

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

From: Nora Fiffer [norafiffer@gmail.com]
Sent: Thursday, February 17, 2011 4:37 PM
To: North Red & Purple Modernization
Subject: Purple line changes

Dear CTA personnel,

As an Evanston native and longtime CTA rider, I urge you not to close any of the Purple line stations. Each station is crucial to this community. Evanston is a special city for many reasons, but one major draw is its accessibility to Chicago. Without being able to count on all our Purple Line Stations, we create problems for commuters, we decrease property value, and we make it difficult for Chicagoans to travel to Evanston and Evanstonians to travel to Chicago. Please, please do not close down any of our stations.

Thank you,
Nora Fiffer
Evanston resident

--
Nora Fiffer

RPM-1392

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 4:42 PM
To: Lea, Claudia
Subject: FW: Comments on the Red and Purple Line Modernization
Attachments: HLS comments.pdf

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

From: Heather Smith [heathersmithchicago@gmail.com]
Sent: Thursday, February 17, 2011 4:40 PM
To: North Red & Purple Modernization
Subject: Comments on the Red and Purple Line Modernization

Please see attached comments in the body of this email and also in the attached pdf.

February 17, 2011

Sent via email and hard copy mailing

Dear CTA,

I am writing to express my opposition to the proposed consolidation of stops along the Red and Purple Line. I strongly support the Basic Rehabilitation or Basic Rehabilitation with transfer stations scenarios.

As a planner I strongly believe in the ability of transit stations to have a positive impact on their surrounding land uses. As someone who has lived near the Jarvis L stop for sixteen years I have seen evidence of this in my neighborhood surrounding the Jarvis L stop. I urge the CTA to consider local land uses and local economic development opportunities in concert with station improvement. Here are some detailed reasons why:

Businesses and Local Economic Development There are 20 small businesses within a block of the Jarvis L stop. Over the past 16 years more businesses have opened and attract people to spend money in the area. I spent over \$500 just in December 2010 in one month in this area now known as Jarvis Square. Multiply that by the nearly 1,500 people who board the station every morning. Removing these stations would force more people onto bus service that has already been dramatically reduced or force them to find other means to get to work.^[1]

According to the Center for Neighborhood Development's TOD database with census data, there were 2,981 jobs within .5 mile of the Jarvis L in 2008.^[2] Moreover the median income was only \$32,278 compared to the median income of \$51,680 in the City of Chicago. The CTA should carefully consider the impact of these jobs. CTA should not cut transit access in low-income areas.

Value Capture Several national studies have begun to look at a new term called "Value Capture". Steve Friedman recently presented at the CMAP board on value capture showing how transit agencies can use local revenues. The S.B. Friedman study is [here](#). (See embedded link.) Also several studies show the impact of stations on local land uses.

Here are some excerpts and links below:

The Reconnecting America 2008 study called "Capturing the Value of Transit" on p. 6 shows a study showing property values that increase up to 20% within 1,000 feet of the station. A simple Google search of "Jarvis Square"

supports this point in that it shows mostly real estate listings that highlight the benefit of being near transit. Closing Jarvis would close 20 businesses, prevent additional opportunities for TOD and permanently shut down a source of city revenue. P. 16 of this report shows that areas from Dallas, DC, and Seattle have successfully implemented assessment districts or TIFs around stations to fund development. Steve Friedman's analysis shows analysis of value capture along the yellow line. This was presented to the CMAP board and land use committee.

The Jarvis L area is ripe for value capture.

<http://www.reconnectingamerica.org/public/projects/318>

AMTRAK DOWNEASTER: Overview of Projected Economic Impacts

This study shows how communities can use transit to meet their sustainable growth goals

<http://www.cnt.org/repository/Downeaster%20Projected%20Benefits-FINAL.pdf>

Fruitvale Transit Village Project

This shows how a community in Oakland mobilized and used transit as the centerpiece of their economic development plan

<http://www.fhwa.dot.gov/environment/ejustice/casc/casc6.htm>

Value Capture

This study shows how the property valuations near DART stations in the Dallas/Ft. Worth area were 25% greater than the comparable properties outside of the station areas, and retail sales grew by 36.2 percent compared to citywide growth of 3.6%. (See link below on page 2 of the report). Moreover a 2002 report showed that being within walking distance to a LRT station in Santa Clara county increase land values on average by around 23 percent. (See link below on page 8 of the report)

<http://www.fortworthgov.org/uploadedFiles/Sustainability/Streetcar/TM%204%20-%20Development%20Impact%20-%20Appendix%20A%20-%20Literature%20Review.pdf>

Regional Impacts on VMT and Air Quality During my work with Chicago Metropolis 2020, I worked on developing *The Metropolis Plan: Choices for a Chicago Region* in 2002 that involved regional scenarios. When analyzing land use and transportation scenarios one of the biggest single impacts upon VMT was the density and development opportunities around transit stations. By removing stations it increases the **perception** that transit is not an option and will increase car ownership and VMT. Parking is already very scarce in the neighborhood and CTA station consolidation would directly lead to more regional VMT and a decrease in air quality. For more details please see www.metropolisplan.org. To get people using transit CTA should increase stations not consolidate them.

Local and regional government policies Closing the Jarvis stop is inconsistent with local and regional policies. The local alderman as well as the regional planning agency set out goals that are in direct conflict with station consolidation. Alderman Joe Moore is opposed to closing stations. On a regional level, the CMAP 2040 plan states; "Conduct supportive land use planning, make small-scale infrastructure investments, and provide other local support to make transit work better."¹³¹ The CTA needs to adopt policies that support local land uses. Closing stations is inconsistent with local ward goals and regional plan goals. The Jarvis L stop area represents a number of private small-scale investments that would be devastated by closing the station.

Place making and safety I don't believe any station should be "consolidated" or closed. Every transit station is an opportunity to create the kinds of lively small business and great places that have arisen at the Jarvis L stop, and capture the increased land value. The businesses have not only grown but also improved immensely. What used to be a liquor store is now a wine store with twice weekly tastings. A restaurant, coffee shop, gym, pet store and local theatre have also opened near the stop and many have expanded their activities to the sidewalks weather permitting. In the last two years these businesses have sponsored community events such as Halloween parties, holiday festivals and other events that support a sense of community, provide opportunities for community interaction and a public perception of safety. This activity also spurs more arts and culture throughout the

neighborhood. As little as three years ago, gang bangers were a regular sight at the corner of Jarvis and Greenview. This activity has been greatly reduced with increased businesses on the street. Closing this station would take away these businesses.

Moreover, the businesses provide light and action along the street nearly 18 out of 24 hours a day. Jane Jacobs proved this in her book "*Death and Life of Great American Cities*" when she states, "a well used street is apt to be a safe street." The businesses provide more activity and life along the street 24/7, which help stimulate more investment.

Another issue to consider is the crime rates at surrounding stations. There are far fewer incidents of crimes at the Jarvis L than the Morse or Howard stations. I can personally attest that I would not feel safe at all walking down Howard Street at night. I would rather purchase a parking spot, car or would move in lieu of using the Howard stop at night due to crime and the perception of crime. The walk is another mile from my house and is on dark residential streets. Particularly on late nights or in the winter dark I would fear for my safety walking home from the Howard or Morse station. The CTA recently cut local bus service hours making the 24/7 operations of the Jarvis stop even more important to resident safety. As a local resident and as a landlord, I want to invest and live near safe affordable transit.

Access for Residents and Employees The Jarvis L stop is the one of the closest CTA stops to Lake Michigan. This station also provides more access to several public parks and beaches and the lake for residents. There are five senior homes within four blocks of the Jarvis L. Not only does the L give seniors more access to transit, it also provide safe, reliable and convenient transit for the employees who work 24 hours per day at the homes. I strongly support any scenario or modernization program that will bring the Jarvis L into ADA compliance and put dollars towards rehabilitation.

Connections to Other Thoroughfares The Jarvis L also offers connections 1.5 blocks from the 147 express bus. The 147 service was recently been cut which makes the riders in the immediate area even more dependent on the Jarvis stop. The Lawrence stop, which is also on the consolidation list, serves a major bus route, the Lawrence #80 bus. This is a major connection for employees and serves as another route to O'Hare airport via the Blue Line.

I wholeheartedly support the modernization of the Red and Purple line but it should not sacrifice the local land uses and local economic development. I strongly support the Basic Rehabilitation with transfer stations scenario and other scenarios that do not involve closing the station. I sincerely hope you will take these local and national examples into account and will preserve the Jarvis L stop and Jarvis Square businesses.

Sincerely,

Heather Smith
1200 W. Sherwin Apt 2B
Chicago, IL 60626
Mobile: 773-501-9022

^[1] <http://www.rtams.org/rtams/ctppModeShareByArea.jsp?tripEnd=residence&year=1990&format=mode&numModes=12>

^[2] http://toddata.cnt.org/db_tool.php?v=report&ts=Chicago&r=.5&y=42.0159&x=-87.6691&z=15

^[3] CMAP Go to 2040 Ch. 11.

February 17, 2011

Sent via email and hard copy mailing

Dear CTA,

I am writing to express my opposition to the proposed consolidation of stops along the Red and Purple Line. I strongly support the Basic Rehabilitation or Basic Rehabilitation with transfer stations scenarios.

As a planner I strongly believe in the ability of transit stations to have a positive impact on their surrounding land uses. As someone who has lived near the Jarvis L stop for sixteen years I have seen evidence of this in my neighborhood surrounding the Jarvis L stop. I urge the CTA to consider local land uses and local economic development opportunities in concert with station improvement. Here are some detailed reasons why:

Businesses and Local Economic Development There are 20 small businesses within a block of the Jarvis L stop. Over the past 16 years more businesses have opened and attract people to spend money in the area. I spent over \$500 just in December 2010 in one month in this area now known as Jarvis Square. Multiply that by the nearly 1,500 people who board the station every morning. Removing these stations would force more people onto bus service that has already been dramatically reduced or force them to find other means to get to work.¹

According to the Center for Neighborhood Development's TOD database with census data, there were 2,981 jobs within .5 mile of the Jarvis L in 2008.² Moreover the median income was only **\$32,278** compared to the median income of **\$51,680** in the City of Chicago. The CTA should carefully consider the impact of these jobs. CTA should not cut transit access in low-income areas.

Value Capture Several national studies have begun to look at a new term called "Value Capture". Steve Friedman recently presented at the CMAP board on value capture showing how transit agencies can use local revenues. The S.B. Friedman study is [here](#). (See embedded link.) Also several studies show the impact of stations on local land uses. Here are some excerpts and links below:

The Reconnecting America 2008 study called "Capturing the Value of Transit" on p. 6 shows a study showing property values that increase up to 20% within 1,000 feet of the station. A simple Google search of "Jarvis Square" supports this point in that it shows mostly real estate listings that highlight the benefit of being near transit. Closing Jarvis would close 20 businesses, prevent additional opportunities for TOD and permanently shut down a source of city revenue. P. 16 of this report shows that areas from Dallas, DC, and Seattle have successfully implemented assessment districts or TIFs around stations to fund development. Steve Friedman's analysis shows analysis of value capture along the yellow line. This was presented to the CMAP board and land use committee. The Jarvis L area is ripe for value capture.

<http://www.reconnectingamerica.org/public/projects/318>

AMTRAK DOWNEASTER: Overview of Projected Economic Impacts

This study shows how communities can use transit to meet their sustainable growth goals

¹<http://www.rtams.org/rtams/ctppModeShareByArea.jsp?tripEnd=residence&year=1990&format=mode&numModes=12>

²http://toddata.cnt.org/db_tool.php?v=report&ts=Chicago&r=.5&y=42.0159&x=-87.6691&z=15

<http://www.cnt.org/repository/Downeaster%20Projected%20Benefits-FINAL.pdf>

Fruitvale Transit Village Project

This shows how a community in Oakland mobilized and used transit as the centerpiece of their economic development plan

<http://www.fhwa.dot.gov/environment/ejustice/case/case6.htm>

Value Capture

This study shows how the property valuations near DART stations in the Dallas/Ft. Worth area were 25% great than the comparable properties outside of the station areas, and retail sales grew by 36.2 percent compared to citywide growth of 3.6%. (See link below on page 2 of the report). Moreover a 2002 report showed that being within walking distance to a LRT station in Santa Clara county increase land values on average by around 23 percent. (See link below on page 8 of the report)

<http://www.fortworthgov.org/uploadedFiles/Sustainability/Streetcar/TM%204%20-%20Development%20Impact%20-%20Appendix%20A%20-%20Literature%20Review.pdf>

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³ CMAP Go to 2040 Ch. 11.

public perception of safety. This activity also spurs more arts and culture throughout the neighborhood. As little as three years ago, gang bangers were a regular sight at the corner of Jarvis and Greenview. This activity has been greatly reduced with increased businesses on the street. Closing this station would take away these businesses.

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I wholeheartedly support the modernization of the Red and Purple line but it should not sacrifice the local land uses and local economic development. I strongly support the Basic Rehabilitation with transfer stations scenario and other scenarios that do not involve closing the station. I sincerely hope you will take these local and national examples into account and will preserve the Jarvis L stop and Jarvis Square businesses.

Sincerely,

Heather Smith
1200 W. Sherwin Apt 2B
Chicago, IL 60626
Mobile: 773-501-9022

RPM. 1393

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 4:45 PM
To: Lea, Claudia
Subject: FW: Red and Purple Modernization Project

Chicago Transit Authority
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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Nathan Clark [nathan.clark@carolhwilliams.com]
Sent: Thursday, February 17, 2011 4:42 PM
To: North Red & Purple Modernization
Subject: Red and Purple Modernization Project

To the CTA:

As a long time resident of south Evanston, I would like to inform you of my interest in seeing two aspects of CTA service continuing, and when possible, improving.

- I firmly believe that discontinuing Purple Line Express service would represent a profound step backward in public service, to say nothing of the negative impact on the population of Evanston and the north side of Chicago. Many riders, myself included, depend on the express service choice to manage the time needed to reach the Loop in going and coming to work each day.

This service alternative enhances the image of the CTA as it strives to maintain revenue based on ridership as well as funding from the state of Illinois and the Federal Government. The willingness of riders as well as state and federal administrations to support a viable, vibrant service is critical. As service declines, support declines as well. What is the sense in providing support to a system that cannot sustain a level of service from budget year to budget year? Extreme service reductions such as discontinuing express service would be a major contributor to the perception of a failing system in addition to the actual loss of service we would suffer.

- On the issue of station closings, I feel that coupled with enhanced access, some closures could be justified, though over time, the enhancement of all stations would make the EI a more attractive option for commuters. In times of stress on the system, I believe that improvement of the system becomes even more necessary, serving as a proof point (and one of the few that most of us can experience) of the value and benefit of our tax dollars at work.

At the very least, maintaining the stations, with a carefully prepared upgrade plan in place, would demonstrate a competent and thoughtful effort on the part of our public service institutions, something that is often hard to find in this day and time.

With a thoughtful plan that has as its goal a better CTA experience for the rider and taxpayer, rather than simply spending less, most citizens, I'm sure, will understand the temporary inconvenience that the current fiscal situation has caused. And, I am equally sure, they will applaud efforts to accomplish enhancements to the ridership experience, even though they may come more slowly than we all would like.

Thank you very much for the opportunity to express my concerns, and the best of luck to the CTA and all CTA staff in addressing this challenge.

Nathan T. Clark
Evanston, Illinois

RPM-1394

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 4:47 PM
To: Lea, Claudia
Subject: FW: CTA Red & Purple Line Modernization

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RPM@transitchicago.com

From: Byron _ [byron3@hotmail.com]
Sent: Thursday, February 17, 2011 4:42 PM
To: North Red & Purple Modernization
Subject: CTA Red & Purple Line Modernization

Dear CTA,

I am very upset at the proposed closure of two CTA Purple Line station, especially the South Blvd. station. I happen to live 1.5 blocks from the South Blvd. station. The station was a big factor in choosing where I reside and I'm sure that many other people chose to live here for the same reason. I ride the train several times a day and have seen what appears to be preferential treatment where station maintenance is concerned. For example, the Central St. station had the wood housing over the north and south stairs replaced a couple years ago. Before that work took place that station was in better condition than the South Blvd. station was at the time, yet the South Blvd. station's stairwell covering has been allowed to deteriorate over the years. Why?

A lot of the newer real estate and business developments and rehab projects in the area have cited the South Blvd. station as an amenity when people consider moving to the area and doing business here. And, not only would the local population be greatly inconvenienced, but the local businesses would suffer as well. Nobody wants to see businesses closing, especially during an already rough economy like the one we have been in. By the way, one of Evanston's three largest employers is located a couple blocks down the street - St. Francis Hospital. You would also be affecting many of their employees. Many of their patients and visitors of patients would also be affected. Plus, there is an 8-story medical professional building next door to the hospital. Yet many more employees and patients that would be impacted by a train station being closed.

There are several elderly people in my building whose grocery shopping would be affected. Multiply that by several hundred elderly people in the immediate area and you'll begin to see how just one aspect of using the train station affects many more people than your estimates have suggested. Nobody in the area of the South Blvd. station should have to walk to the Main St. station in order to take the train. And walking to the Howard St. station to take the train is out of the question. If you lived here I'm sure you would see how unsafe that option is. The constantly strobing blue lights of police department cameras on street lights along that street give you a hint as to why. I don't want think about how frightened women are feeling at the possibility of a station closure. Opportunistic criminals would be sure to take advantage of a station closure situation. And the riders under 18 years of age would also be disadvantaged a great deal. If you lived here you wouldn't allow your daughter to walk many extra blocks home from the Howard St. station.

Keep the South Blvd. station open. Commute times would be improved if the infrastructure - the tracks, signals, switches, and trains - which has been neglected for the last couple decades would be upgraded.

Byron Samuel
Evanston, IL

RPM.1395

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 5:09 PM
To: Lea, Claudia
Subject: FW: Comment on Red/Purple Modernization

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

From: Adam Niermann [adamniermann@hotmail.com]
Sent: Thursday, February 17, 2011 5:02 PM
To: North Red & Purple Modernization
Subject: Comment on Red/Purple Modernization

Dear CTA,

I would like to offer a comment on the Red Purple Modernization plan.

I prefer the basic rehab with transfer stations OR the 4-track modernization.

The elevated structure is unique to Chicago and it is important to keep this infrastructure a part of our city and not destroy any more of the historic building stock next to the red and purple lines. I also am concerned at any action that would reduce the number of tracks available, or that would close any stations. Express service is important, as is neighborhood connections for walk-ability. I use the Addison red line station often for my work commute.

No need to respond to my comments, please just make note.

Thank you,

Adam Niermann
3747 N. Saint Louis Ave.
Chicago, IL 60618

RPM-1396

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Thursday, February 17, 2011 5:09 PM
To: Lea, Claudia
Subject: FW: Please do NOT CLOSE the Evanston South Blvd Elevated Station
Attachments: image001.jpg

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RPM@transitchicago.com

From: Larry McMahon [tishimself.larry@gmail.com]
Sent: Thursday, February 17, 2011 5:08 PM
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 5 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.

Kind Regards,

Larry

<http://my-woodcraft.com>
web-weaving.com

 *Before printing, think about your environmental responsibility and commitment.*

RPM 1397

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:16 AM
To: Lea, Claudia
Subject: FW: Evanston CTA proposals

Chicago Transit Authority
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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Brock Don [zealandbud@att.net]
Sent: Thursday, February 17, 2011 5:50 PM
To: North Red & Purple Modernization
Subject: Evanston CTA proposals

Feb 17, '11

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

Dear Sir:

As an infrequent rider of the El I vote for Alternative 3. However, I know money is short and would accept Alternative 2.

I do believe that keeping the El running is very important for the city of Evanston. People ride to and from Evanston to work in the city and city people ride to and from the city for any number of reasons.

You must be aware of the ridership to know how many people depend on the El. Lets keep it going and try to improve on an existing good system.

Don Brock
2112 McDaniel Ave
Evanston, IL. 60201

RPM. 1398

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:16 AM
To: Lea, Claudia
Subject: FW: South Blvd CTA Station

Chicago Transit Authority
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RPM@transitchicago.com

From: Dan Wells [nogruess@gmail.com]
Sent: Thursday, February 17, 2011 6:18 PM
To: North Red & Purple Modernization
Subject: South Blvd CTA Station

To Steve Hands and the CTA,

I understand that you are considering closing the South Blvd CTA stop as part of the route modernization plan. This closure would directly impact my lifestyle and property values. I am starting a new job downtown this spring, and my home is close to the station. My wife and I enjoy the convenience of taking the CTA both for work and enjoying downtown. We love the city and regularly enjoy Millenium Park and the many restaurants and festivals the city has to offer.

I urge you to keep the South Blvd CTA station open.

Sincerely,
Dan Wells
520 Sheridan Road
Evanston

RPM. 1399

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:16 AM
To: Lea, Claudia
Subject: FW: Red and Purple Line Modernization Comments

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RPM@transitchicago.com

From: David Eldridge [dse@grummanbutkus.com]
Sent: Thursday, February 17, 2011 6:25 PM
To: North Red & Purple Modernization
Cc: tswartz@tribune.com; Dave Eldridge
Subject: Red and Purple Line Modernization Comments

I would like to see some focus on the sustainability of the stations, such as with LEED or Green Globes. This would be under any scenario including "no action" – I have some ideas here throughout the system.

I also value the express service in the reverse commute – this seems to be a valuable component of my use of the el. The idea of transfer stations makes a lot of sense.

I'd like to propose a new idea though – if Sheridan became the transfer station, then you wouldn't have to spend as much money on land acquisition – Sheridan would be a stopping point for all trains anyway, besides that Sheridan is a key interchange with Irving Park busses – many people use Irving Park to make the connection to the Red Line. I know that it isn't as far from Belmont, but it has some advantages over Wilson. I'm not the only person in the morning coming south from Sheridan to Belmont, then taking the express north.

I'd retract this statement if there were a lot of people accessing the el system to go to Target. Maybe even put an exit out the back of the station directly into the store. But otherwise I think Sheridan has more merit – I haven't seen a single person on the red line with Target bags as of yet...

The underground subway alternative makes a lot of sense from a maintenance and operation point of view. I would hate to see such a huge infrastructure project not include at least a third track to allow express service in one direction (even if it isn't my direction). If this isn't possible, then at least design the first two tubes with a third and fourth in mind, easy access to perform the work in the future, etc. Don't stage the project where access to clear debris is then filled in with features – leave the access for the future work.

Also with the project taking several years, the current elevated structure could be used during construction. Reduced service during construction, expansion, and modernization has been one of the big complaints with recent upgrades for "four-track" and Brown Line projects.

This is the obvious long-term solution (20-year? 100-year? 200-year?) as eventually all trains will likely be underground.

That said, the cost of the "Big Dig" project in Boston has been reported at around \$15 billion for 3.5 miles. Obviously the train vs car infrastructure is quite different, and the car tunnel is much wider and requires different supports. But that said, I'm skeptical of the cost estimates at \$4.2 billion for 4-track modernization and only \$4 billion for subway

service....it seems like the subway alternative (although a possible life-cycle cost winner for reduced maintenance) would cost MUCH more than any above-ground modernization.

If that cost ratio to the aboveground alternatives is accurate, then it is the clear choice, particularly in light of keeping service running above while the work takes place below.

I personally am in favor of the consolidation options, with added entrances to the remaining stations under any scenario.

I think a hybrid option could be considered for "Modernization 4-Track" on the red line, and only basic rehabilitation for purple line. Straightening at Davis and Foster doesn't seem critical, although 8-car trains would be the biggest improvement. Viaduct improvements would also be good in Evanston.

Improved ADA accessibility is also important to me, I believe the access is key to extending the ability of disabled people to get around Chicago.

Lastly, I had reviewed an on-line budget for the CTA a while back. I was shocked to see the ratio of electricity to other expenses (as in how low electricity was) – the new RPM project should address the need for staff and maintenance in innovative ways. Currently there are huge work groups performing the maintenance at times in the morning on the elevated structure, there must be ways to consider the layout or routing that some of the work could be done with fewer people. Design the new railways for success and flexibility, not the same strategies but with new track.

I hope these comments are helpful, and please feel free to contact me with any questions. You may use my personal e-mail for any responses, DancingDavidE@gmail.com.

David

David S. Eldridge, Jr., P.E., LEED AP BD+C, BEMP, HBDP
Project Manager

Direct: (847) 316-9224 | Fax: (847) 328-4550

Grumman/Butkus Associates | 820 Davis Street, Suite 300 | Evanston, IL 60201
Energy Efficiency Consultants and Sustainable Design Engineers

RPM. 1400

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:20 AM
To: Lea, Claudia
Subject: FW:

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RPM@transitchicago.com

From: imballen04@aol.com [imballen04@aol.com]
Sent: Thursday, February 17, 2011 6:42 PM
To: North Red & Purple Modernization
Subject:

SAVE THE PURPLE SOUTH BLVD STOP!!!

RPM-1401

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:20 AM
To: Lea, Claudia
Subject: FW: Comments on RPM Project

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RPM@transitchicago.com

From: Mayre Press [ecogal247@yahoo.com]
Sent: Thursday, February 17, 2011 6:56 PM
To: North Red & Purple Modernization
Subject: Comments on RPM Project

Dear RPM Project Leaders:

Due to a schedule conflict, had to miss the Evanston community meeting. Will refer you to my blog post on the subject <http://askecogal.blogspot.com> Rather than repeat the post, will reiterate a few highlights:

- If the CTA wants to shorten travel times, let's nix the Purple Line stops at Wellington, Diversey, Armitage and Sedgwick. Those four stations are served by the Brown Line and do the additional passengers picked up justify closing stations at Foster St. and South Blvd.?
- Am personally opposed to closure of the South Blvd. L station because it is nearest to my home (Oakton & Ridge). Further, South Blvd is the only station that serves St. Francis Hospital and its closing would be a hardship to the hundreds of employees and visitors to that vital Evanston institution.
- Closing the Foster Street station would impact not only those who live in the vicinity, but also hundreds of Northwestern undergrad and graduate students who rely on the service.

Since deciding to go car-free last year, I've gotten around town on the L and buses. The buses do not run on Sundays and some not on Saturdays. Please don't punish those green-minded souls who use public transit and help reduce our carbon footprint.

Mayre Press
Writing/Editing Consultant
847-869-4468
ecogal247@yahoo.com

If money is the root of all evil, then plastic is the full-grown plant!

Please take a look at my blogs, for green-living info @ <http://askecogal.blogspot.com> and for animal-lovers @ <http://petpurview.blogspot.com>.

Read Eco Gal's latest *Evanston RoundTable* column @

<http://www.evanstonroundtable.com/main.asp?SectionID=20&SubSectionID=29&ArticleID=3618&TM=56193.17>

Consider the environment and please don't print this message unless necessary.

RPM 1402

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:24 AM
To: Lea, Claudia
Subject: FW: RPM comments

Chicago Transit Authority
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www.transitchicago.com/RPMproject
RPM@transitchicago.com

From: Karen Harlander [karenharlander@yahoo.com]
Sent: Thursday, February 17, 2011 7:17 PM
To: North Red & Purple Modernization
Subject: RPM comments

Hi-

First, thank you for gathering feedback. I hope the public comments are put to good use. I have been riding CTA for 40 years and have seen service changes, unfortunately I think overall quality of service has declined.

My comments are:

One of my frustrations is when the operator announces that a train heading north in rush hour is going to run express from Wilson to Loyola or something similar. I have seen this increase in the last few years and question the necessity of this. If trains can't operate normally now, what good will these proposed changes accomplish?

I don't like the idea of transfer stations at Wilson and Loyola. By transfer station I believe that means transferring between red and purple lines. I am sorry but did not see a detailed explanation of this. These transfer stations are not useful. Express trains should run express, not make the extra stops.

I favor either the Modernization 3-Track or 4-Track. Absolutely against underground stations on the north side. Waste of money and land.

If closing the Lawrence stop is being considered, the problem is the transfer to the Lawrence bus line. How would train riders connect with that bus line? Would it be re-routed? I live near the Granville stop and do think that it makes sense to eliminate the Thorndale stop.

Respectfully,

Karen Harlander
Edgewater Resident

RPM · 1403

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:25 AM
To: Lea, Claudia
Subject: FW: re:closure of South Blvd station

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RPM@transitchicago.com

From: grumorev@aol.com [grumorev@aol.com]
Sent: Thursday, February 17, 2011 7:51 PM
To: North Red & Purple Modernization
Subject: re:closure of South Blvd station

I am the senior physician at the St. Francis Access Clinic at 7464 N. Clark St in Chicago. This is a Federally qualified clinic that sees primarily indigent community patients. There are many referrals to St Francis Hospital, where the patients are cared for on a sliding scale, for advanced services. These include X-Ray, specialist referrals, endoscopies etc. Many of these patients enter the CTA EI at Morse or Jarvis streets and rely on the South Blvd station to reach the hospital. Closing this station would create significant hardships for these patients.

yours truly,
Kenneth A. Grumet, MD

RPM. 1404

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:26 AM
To: Lea, Claudia
Subject: FW: Project Alternatives

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

From: Raymond Karr [raykarr@yahoo.com]
Sent: Thursday, February 17, 2011 8:04 PM
To: North Red & Purple Modernization
Subject: Project Alternatives

I hope you strongly consider the subway option for the project. With the kind of winters we have in Chicago, we really need an underground system.

Thanks for letting me comment.

Raymond Karr

RPM-1405

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:27 AM
To: Lea, Claudia
Subject: FW: Keep South Blvd. Station Open

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RPM@transitchicago.com

From: Bean, Joyce [JBEAN1@depaul.edu]
Sent: Thursday, February 17, 2011 8:44 PM
To: North Red & Purple Modernization
Cc: Bean, Joyce
Subject: Keep South Blvd. Station Open

Dear Mr. Steve Hands,

I am one of the many regular CTA commuters who relies on the South Blvd. Station for my transportation needs. I'm asking that the South Blvd. station not be closed. It is needed. It would create major hardships trying to get to Howard or Main and create an added burden to commute times as the bus lines which run to either of these other stations have also been trimmed so fewer buses would be available to get those of us who rely on the South Blvd station to work.

Please keep South Blvd. Station open.

Sincerely,

Mrs. Joyce Miller Bean
Evanston, Illinois

RPM 1406

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:26 AM
To: Lea, Claudia
Subject: FW: Comment on CTA Proposed Improvements to Purple Line

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RPM@transitchicago.com

From: Susan K. McClelland [paperbackgirl.mcclelland4@gmail.com]
Sent: Thursday, February 17, 2011 8:41 PM
To: North Red & Purple Modernization
Subject: Comment on CTA Proposed Improvements to Purple Line

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

By limiting or eliminating the Express service, CTA alternatives threatens the City of Evanston's ability to use the Purple Line Express service as a tool for economic development along the corridor, limit expedient reverse commutes and restrict ability of people who exclusively use the "L" to get to and from Chicago. Please contact CTA and let them know how restricting or eliminating Express service will affect your ride.

The prospect of losing the AM & PM Purple Line Express service between Howard Street and Chicago because of limiting or elimination, leaves me absolutely paralyzed with fear!! This services is an absolute necessity for we Evanston residents who must travel to downtown Chicago for work or business during the week-to lose this would severely impede mobility and destroy vital business, commercial and cultural links between Evanston and Chicago. **DO NOT let this happen!!!**

And while we're at it, how about rehabbing and renovating the Main Street and Central Street Purple Line stations to bring them into ADA compliance. These are highly traveled stations and an absolute impossibility for mobility-challenged riders who must visit St. Francis Hospital or Evanston Hospital.

S. McClelland
Evanston, IL

RPM. ID 1407

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:27 AM
To: Lea, Claudia
Subject: FW: Keep South Blvd. Station Open
Attachments: image003.jpg; image001.jpg

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From: Lisa A. Stegink [lstegink@clpchicago.com]
Sent: Thursday, February 17, 2011 8:46 PM
To: North Red & Purple Modernization
Cc: 'janschakowsky@mail.house.gov'; 'etisdahl@cityofevanston.org'; 'mwynne@cityofevanston.org'; 'arainey@cityofevanston.org'; 'cburrus@cityofevanston.org'
Subject: Keep South Blvd. Station Open

Please keep South Blvd. Station open for those of us who live in Evanston.

Two years ago, when we bought property at Oakton and Ridge, one of the deciding factors was its proximity to the South Blvd. stop on the Purple Line. Closing the station would severely hurt our property values.

Closing the station would be detrimental to my family's everyday lives as well (there are four of us). I use the South Blvd. station every day in my commute to my office downtown. Closing the station would add at least an extra 25 minutes a day to my commute. Given the need to walk to the Main St. station, at that point it would make it easier and quicker for me to take the Metra, thereby potentially abandoning the CTA entirely.

Without a car, my teenage daughter gets everywhere by train, and I know that she is safe and has only a short walk home from the station along Oakton, even at night, because the area between South Blvd. station and Ridge is busy (unlike the walk through the quiet neighborhood streets from the Main St. station).

My younger daughter and I frequently ride the train from South Blvd. to shopping districts (Davis, Church, Central – even Dempster), as well as to Northwestern for events. Without the South Blvd. stop, we would probably drive to local spots, since the additional walking time would simply make it that much more cumbersome to visit other parts of Evanston, and we would then be creating more unnecessary traffic, pollution and parking difficulties.

I understand that one of the proposals is to shut down the Purple Line entirely. That would be a disaster for all of us who commute every day on the Purple Line. The time is already about the same for taking the CTA from South Blvd. to the Loop (Merchandise Mart stop) vs. walking to Main and taking the Metra. I invariably choose the CTA. But, if I am forced to walk to Main in any event, you will lose me as a CTA rider, because any advantage to taking the CTA would be lost. I urge you not to let that happen.

We enjoy all that the City of Evanston has to offer, and we take advantage of Robert Crown, the YMCA, the local shopping, movies, restaurants and more. Please keep our neighborhoods vital by keeping the South Blvd. Station open.

Thank you.

Lisa Stegink



Lisa A. Stegink
Attorney at Law
Phone: (312) 929-1966
Fax: (312) 572-6687
lstegink@clpchicago.com

Chicago Law Partners, LLC | 333 West Wacker Drive, Suite 810 | Chicago, IL 60606 | www.chicagolawpartners.com

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RPM. 1408

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:29 AM
To: Lea, Claudia
Subject: FW: DONT CLOSE SOUTH BLVD TRAIN STOP!!!

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RPM@transitchicago.com

From: quinn baron [quinn.baron@gmail.com]
Sent: Thursday, February 17, 2011 9:40 PM
To: North Red & Purple Modernization
Subject: DONT CLOSE SOUTH BLVD TRAIN STOP!!!

***please dont not close south blvd cta stop the train is
my livelihood and supporting the housing economy in
our neighborhood!!!***

RPM. 1409

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:29 AM
To: Lea, Claudia
Subject: FW: Please do NOT close South Purple Line station

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

From: harvey dalin [dalinhar@yahoo.com]
Sent: Thursday, February 17, 2011 9:41 PM
To: North Red & Purple Modernization
Subject: Please do NOT close South Purple Line station

To Mr. Steve Hands,

I am writing to you to implore you not to close the South purple line station. I can not drive due to poor vision and the South stop is how I get to work downtown. As it is, I have a 15 minute walk to the South stop. Closing this station would add another 10-15 minutes walk to the next nearest public transit station. Many people board and depart the purple line at the South stop and closing it would greatly inconvenience these people. This is a very important station for many people, it is imperative for us it stays open.

Sincerely,

Harvey Dalin

RPM. 1410

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:30 AM
To: Lea, Claudia
Subject: FW: cta comments on project

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RPM@transitchicago.com

From: Mark Perelman [mark.perelman@gmail.com]
Sent: Thursday, February 17, 2011 9:53 PM
To: North Red & Purple Modernization
Cc: Diane Weil; Reuben Perelman; Laura W Perelman; David Cook
Subject: cta comments on project

Mark Perelman comments about CTA Plans for Evanston and north side track work

Three members of my household use the South Boulevard El station daily, for work and weekend travel, to catch the Evanston Express or Red line trains. In addition, I frequently use the Foster el station because my parents live there. So yes, I have a selfish interest in protesting some of your change alternatives. We also sometimes use the Red line stops of Jarvis and Thorndale.

I believe the basic rehab alternative is the best option, because of the realities of funding and causing the least disruption to service while it is being done. I also believe that the 20 year horizon for the changes to last is okay, because technology may bring newer ideas such as people movers or personalized transit into reality.

I believe that instead of the transfer stations at Loyola and Wilson for the Evanston Express, that the idea of going back to A and B stops on the Red line should be considered to give the people on the north side of Chicago faster train service to downtown Chicago. If that is not possible then the basic rehab with transfer stations would be my second choice, because that would also mean expanded service times on the Evanston Express.

Thanks for allowing comments,

Mark Perelman

RPM. 1411

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:31 AM
To: Lea, Claudia
Subject: FW: Station closures

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

From: Theo [theo4@comcast.net]
Sent: Thursday, February 17, 2011 10:11 PM
To: North Red & Purple Modernization
Subject: Station closures

Dear Transit Professionals,

I do not support the station closures on the Red Line. I live by the Jarvis El stop. It has taken painfully long to see the commercial area around the station develop into something that the community is proud of. Key in its development was, in fact, its proximity to the El. These businesses have taken a chance to build something significant for this community. Closing the Jarvis El stop will be a death sentence to those businesses and will return the area to a wasteland.

As a side note, I was perfectly happy in the old days of A and B stops, where my travel time downtown was half of what it is now. Given that there is probably no money to be had in these times for large scale projects, why isn't that an option?

Regardless, walking to Howard Street or to a station entry one block South of Howard does not take into account the unsafe conditions in that direction. So much has gone into developing the commercial stretch of Jarvis into a safe and community oriented strip, it would unconscionable to close the El at this time.

Please know that I am available to give you more input, if you deem helpful. Please don't relegate our community to a marginal existence.

Thank you,

Theo Harduvel

_____ Information from ESET Smart Security, version of virus signature database 5884 (20110217)

The message was checked by ESET Smart Security.

<http://www.eset.com>

RPM. 1412

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:32 AM
To: Lea, Claudia
Subject: FW: Comments RE: CTA Proposed Improvements to Red and Purple Lines

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RPM@transitchicago.com

From: David Di Gioia [digioia@me.com]
Sent: Thursday, February 17, 2011 10:11 PM
To: North Red & Purple Modernization
Subject: Comments RE: CTA Proposed Improvements to Red and Purple Lines

I am a resident of south Evanston, and long-time CTA customer. I live between the Main and South Blvd. stations.

I like the idea of more regular service. **If the tracks are repaired and modernized so the trains run faster and more often, the Purple Line Express service during rush hours would not be needed.**

There have been problems with the Express service, anyway. Often, the afternoon Purple Line Express train at Merchandise Mart or Chicago is too full for me to get on it. Then I have to wait an unpredictable amount of time (usually 15-20 minutes) for the next one. Also, the Express service does not run on weekends, but weekend riders would benefit from faster, more consistent weekend service. I will take my family into Chicago on weekends more often if the service improves.

Non-express trains that go faster and run more often would be better, but **PLEASE don't cancel the express service without other improvements** for the Wilmette, Evanston, Skokie, and Rogers Park commuters.

Also, few, if any, existing stations should be closed.

Business and residential communities grow up depending on a certain L stop, and that the stops will have a certain spacing. The stations improve strong communities, and keep weak ones from deteriorating. Once they are gone, it will be very hard to get them back. I'm worried that house values will decline and crime will increase in areas where you closed stations.

The CTA and RTA are a big part of what make Chicago a great city to live and work in. Let's keep it that way!

Thanks for your time and your hard work! Please keep the CTA strong.

Sincerely,
David Di Gioia

709 Custer
Evanston, IL

60202

David Di Gioia
digioia@me.com

home 847-733-0159

RPM. 1413

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:33 AM
To: Lea, Claudia
Subject: FW: Support to of Modernization Project

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RPM@transitchicago.com

From: Gina Lettiere [amazonpaganqueen@yahoo.com]
Sent: Thursday, February 17, 2011 10:23 PM
To: North Red & Purple Modernization
Subject: Support to of Modernization Project

Thank you and it is long overdue.

I live in Rogers Park and as a public transit rider, there are stops between Howard and Sheridan along the Red Line are not needed.

Gina Lettiere

RPM. 1414

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:33 AM
To: Lea, Claudia
Subject: FW: Red Line upgrade project, Attn. Steve Hands

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RPM@transitchicago.com

From: bill johnson [bjeba55@yahoo.com]
Sent: Thursday, February 17, 2011 10:30 PM
To: North Red & Purple Modernization
Cc: Josephine Ryan
Subject: Red Line upgrade project, Attn. Steve Hands

I live near the Bryn Mawr el station and use it frequently. It, and its commercial spaces on Bryn Mawr, are in deplorable condition and the its poor condition attracts crime and troubles to the neighborhood (check police files). This el stop should be and should serve as the jewel and center of the Edgewater neighborhood retail strip of Bryn Mawr and Broadway. PLEASE KEEP IT OPEN AND PLEASE UPGRADE IT ASAP. PLEASE RENOVATE IT INTO THE FIRST CLASS EL STOP AND COMMERCIAL CENTER THE EDGEWATER NEIGHBORHOOD DESERVES. THE EDGEWATER NEIGHBORHOOD DOES NOT DESERVE TO HAVE THE POOR CONDITION OF ITS EXISTING BRYN MAWR EL STOP CONTINUE TO NEGATIVELY IMPACT THE EDGEWATER NEIGHBORHOOD.

Also, please consider having the nearby Loyola el stop also serve as a Purple Line elstop -- that would be great for Loyola University and Chicago Waldorf and Sacred Heart Schools, and it would be great Rogers Park and for commuters to/from the Loop.

PLEASE CONSIDER THESE IMPROVEMENTS TO THE BRYN MAWR AND LOYOLA EL STOPS ASAP IN ORDER TO POSITIVELY IMPACT THE EDGEWATER AND ROGERS PARK NEIGHBORHOODS. THANK YOU.

Bill Johnson
5555 N. Sheridan Road, #1106
Chicago, IL 60640

312-543-3273

RPM: 1415

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:34 AM
To: Lea, Claudia
Subject: FW: Keep South Blvd Open

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From: Peter Froehlich [pedroinnyc@yahoo.com]
Sent: Thursday, February 17, 2011 10:51 PM
To: North Red & Purple Modernization
Cc: janschakowsky@mail.house.gov; etisdahl@cityofevanston.org; cburris@cityofevanston.org
Subject: Keep South Blvd Open

February 17, 2011
Steve Hands
Chicago Transit Authority

Dear Mr. Hands,

I am a resident of southeast Evanston, and bought here because of the proximity of the South Blvd. station. I also own a rental property off of Sheridan Rd. and South Blvd., which owes part of its attractiveness to the proximity of the South Blvd. station. The attractiveness of south Evanston will be adversely impacted by a closure of the South Blvd. station.

On a personal level, I work downtown, riding the purple line express each day. I live roughly one mile from the South Blvd station, and enjoy riding my bicycle to the station (except when there is inclement weather, in which case I drive).

I recognize that under a scenario in which the South Blvd station were to be closed, I do have other CTA options, such as a #97 bus connection, or utilizing the Main St. purple line stop. However, the increased transit time with the former makes it impractical, while the latter diverts me squarely into the vicinity of the Main St. Metra stop, which has faster service to downtown. As such, the consequence to the CTA of closing the South Blvd. stop is that you will lose my daily CTA business to Metra.

Thank you for your consideration,
Peter Froehlich
401 Florence Ave.
Evanston, IL 60202

RPM. 1416

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:35 AM
To: Lea, Claudia
Subject: FW: Keep South Blvd Open

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RPM@transitchicago.com

From: Kelly Froehlich [froehlich.kelly@gmail.com]
Sent: Thursday, February 17, 2011 11:09 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd Open

Hello Mr. Hands,

In 2009, after a year of searching, we purchased the Evanston home we intend to raise our children in. Due to the easy commute to the Loop (where my husband works) enabled by the purple line express service and the vicinity of the South Blvd station, we kept our search in Evanston.

The threat to the Purple Line express service and possible elimination of the South Blvd stop he often bikes to is disturbing. If the threat turns into reality it will dramatically impact our lives for the worse. Our son is 14 months old and we have a baby due in two months. We rely on my husband taking the purple line express to and from work so he can see our son in the morning and will be home in time to say goodnight. What some may see as a minor lengthening of the commute is bound to prevent my husband from seeing his children during the week. I know we are not alone. These changes will make Evanston a much less appealing place to live. In fact, we likely would never have purchased a home in Evanston if the express service was less than it is now.

I would also like to point out that there is limited parking near each station. If you eliminate a station or two that could overwhelm the already crowded parking at the stations that remain open.

Sincerely,
Kelly Froehlich
401 Florence Ave.
Evanston, IL 60202

RPM 1417

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:35 AM
To: Lea, Claudia
Subject: FW: KEEP SOUTH BLVD OPEN!

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RPM@transitchicago.com

From: Rosemary Armocida [roarmocida@yahoo.com]
Sent: Thursday, February 17, 2011 11:23 PM
To: North Red & Purple Modernization
Cc: janschakowsky@mail.house.gov; etisdahl@cityofevanston.org; mwynne@cityofevanston.org
Subject: KEEP SOUTH BLVD OPEN!

Mr. Hands:

This letter is in regard to the threatened closing of the South Blvd el station in Evanston. I strongly urge you to KEEP SOUTH BLVD OPEN!!!

My husband and I have lived in south Evanston for nearly 18 years. One of the reasons we bought here was because of the close proximity of the South Blvd station. We, as well as many of our neighbors use the train on a daily basis. Closing the station would create a hardship for many of us, increasing our travel time by as much as 25 or 30 minutes.

Another concern is the increased likelihood that many people will end up using their cars to commute--thus adding to the already congested rush hours.

It certainly makes more sense to do the less expensive modernization--it will save the CTA money and continue to provide the essential services for the residents in our community. This seems to me to be the best solution for all concerned.

Again, KEEP SOUTH BLVD OPEN!

Regards,
Rosemary Armocida
530 Michigan Ave.
Evanston, IL

RPM. 1418

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:36 AM
To: Lea, Claudia
Subject: FW: comments on Red and Purple Line modernization

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RPM@transitchicago.com

From: Danielle Euer [d.euer@uwalumni.com]
Sent: Thursday, February 17, 2011 11:49 PM
To: North Red & Purple Modernization
Subject: comments on Red and Purple Line modernization

To whom it may concern,

I am a resident of the 48th ward and I reverse commute to Evanston daily using the Berwyn Red Line and Dempster Purple line stops. Clearly there is a need for maintenance and improvement of the red and purple lines. More reliable service is necessary. I live 5 miles from work, but my commute can take up to 40 minutes. Often I can bike it faster. I've seriously considered getting a car because the commute on CTA is so unreliable, combined with the unpleasantness of how dirty and vandalized the Red Line cars typically are. The transfer situation at Howard is miserable every morning. Furthermore the Berwyn stop feels unsafe when red line trains are allowed to run express past the station at high speeds. When I do commute to downtown Chicago during the morning rush and back home during the evening rush the trains are often over capacity. If CTA service were cleaner, more reliable and of adequate capacity I think more people would ride it.

The following are my comments based on the scoping materials provided on the CTA website:

Underground Alternative:

I am opposed to the Underground Alternative. I believe the elevated structure provides a certain character unique to Chicago and our neighborhoods and it should be preserved. I also believe that the elevated platforms are safer for both CTA riders as well as pedestrians below, in that having people waiting on a platform provides more of a street presence. Likewise, I feel safer waiting on an elevated platform than I do waiting in a subway, which can feel very isolated. I also question the air quality of subway stations.

Secondary Station Entrances:

This is an excellent idea and I think it should be implemented. These secondary entrances will need to be adequately maintained.

Stop consolidation:

I am not opposed to closing stops if adequately maintained secondary station entrances are provided.

Express Service:

Express service should be maintained in both directions. I think the addition of express transfer stations is an excellent idea; however, Wilson is so close to Belmont already. Rather than two new transfer stations what about one at Bryn Mawr? (however I can understand that there may be more room for station expansion at Wilson and Loyola than at the

other stops, which have high building density around them. I would rather not lose any buildings at Bryn Mawr or any other stations for that matter.)

ADA:

All stations should be made accessible.

Modernization Alternatives:

For any track widening that would need to happen, I am concerned about adjacent properties. Track widening should be carefully planned as to not adversely impact the neighborhoods along the rail line by destroying historic or character defining buildings. There are many buildings at and near these small stations that define our neighborhoods and losing these buildings can have drastic impact on our streetscapes. The demolition of the Hayes-Healy Athletic Building on the DePaul campus was a disgrace and I oppose this type of reckless demolition in our neighborhoods.

Viaduct Replacement:

If I'm interpreting the sketch correctly, it appears that the solid embankment would be eliminated and replaced with an overhead structure. I would be concerned with how the open space under the structure would be utilized and maintained. This seems like an area for trash to collect and for people to sleep or hide out. I would not feel safe walking under something like this. As of now CTA does not appear to have enough resources to adequately shovel snow or remove overgrown weeds along the embankment at the Dempster Purple Line stop, so I would question whether CTA has the resources to maintain a clean and safe environment under a large expanse of viaduct.

Thank you for the opportunity to provide comment in this planning process.

Sincerely,

Danielle Euer

5334 N. Kenmore Avenue, #25

Chicago, IL 60640

RPM 1419

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:39 AM
To: Lea, Claudia
Subject: FW: Red and Purple Line Renovation

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RPM@transitchicago.com

From: Carl Chadek [cchadek@juno.com]
Sent: Friday, February 18, 2011 8:27 AM
To: North Red & Purple Modernization
Subject: Red and Purple Line Renovation

Hello:

Perhaps you don't often receive compliments, but here's one: I'm a big fan of CTA. I ride the Red Line often and use Sheridan Road buses frequently. The service is very good. Most of the operators are friendly. I'm a satisfied customer. Not that we don't need improvements, but I'm still a fan.

I believe that if we are to get people to use CTA and continue to use it, we must have the most up-to-date system and equipment. My choice for the renovation of the Red and Purple Lines is the Modernization 2-Track Underground Alternative. Perhaps the most expensive, but also offers the longevity we need. This alternative also offers the best way to put in place security measures that are currently lacking - look at the Thorndale stop, it's often very dicey. It also puts to rest noise issues, finally, in Uptown and Edgewater. Although the noise thing always baffles me - didn't anyone notice those tracks before they built their, now overpriced, condos? The removal of above ground tracks will give options for use of the land and get rid of ugly overpasses. Which many are also in dire need of restoration. And the money? Who cares? We are all going to pay for something for the rest of our lives anyway, why not make it something truly beneficial for the greatest number of us. Let's fund part of it by cutting the salaries of all our aldermen(persons) in half. They only work part time anyway.

Thanks for reading this.

Carl Chadek
Edgewater
cchadek@juno.com
773-769-1165

RPM-1420

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:40 AM
To: Lea, Claudia
Subject: FW: Red Line Upgrades

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From: Josephine Ryan [jolucha55@yahoo.com]
Sent: Friday, February 18, 2011 8:43 AM
To: North Red & Purple Modernization
Subject: Red Line Upgrades

I moved into the Edgewater neighborhood almost 10 years ago and have watched with sadness as the BrynMawr El stop falls into further disrepair. As the main thoroughfare in Edgewater, PLEASE consider renovating this stop. There are many other positive improvements happening in the neighborhood, and I think an improved El stop would attract even more CTA commuters to this wonderful area.

Thank you.

Josephine Ryan
5555 N Sheridan Road
Chicago, IL 60640

RPM. 1421

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:41 AM
To: Lea, Claudia
Subject: FW: South Blvd. Stop

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From: Duening, Laura [LDuening@Reshealthcare.org]
Sent: Friday, February 18, 2011 8:58 AM
To: North Red & Purple Modernization
Subject: South Blvd. Stop

To Whom this May Concern:

I am currently working as a clinical social work intern at St. Francis Hospital in their Comprehensive Mental Health Clinic. As a graduate student, I depend on public transportation to get from point A to point B. The South Blvd. purple line stop is my only option in getting to and from St. Francis. If the stop is closed, I will not be able to complete my internship at the hospital and will have to delay my graduation from the program. The South Blvd. stop is incredibly important to both myself and to my clients, many of whom are dependent on the purple line to get to and from appointments. I see many clients who are very low-functioning and that require regularly scheduled counseling and medication monitoring appointments in order to maintain a certain level of stability. Closing the South Blvd. stop would be incredibly detrimental to my client's wellbeing.

Please take this into consideration when making your decision.

Thank-you.

Sincerely,
Laura Duening
Loyola University Chicago '12
MSW/MA women's and gender studies

RPM. 1422

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:42 AM
To: Lea, Claudia
Subject: FW: Red/Purple Lines

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From: Paul Carpenter [Paul.Carpenter@rotary.org]
Sent: Friday, February 18, 2011 9:17 AM
To: North Red & Purple Modernization
Subject: Red/Purple Lines

Would like:

Station conditions - We need all stations repaired and appearing in good condition - no more crumbling, dripping, structures with chunks of missing cement.

More warm areas at stations - sometimes the space provided under the heat light is not enough for the number of people seeking warmth. Also, only the tallest feel the warmth since hot air rises, it does not fall. All stations should indicate with electronic signs how many minutes until the next train will come and where that train is going.

Need reliable by the minute frequent service - Even developing country Brazil's city of Sao Paulo has trains every few minutes. One does not need to worry when just missing a train because usually within 2 minutes there is another one. The purple line is chronically late - sometimes it is more often late than it is on time. Red lines can be late too. It is very troubling to be standing and waiting for a long time when one is at a stop where one has to take the red line to get to a stop with the purple line and one waits a long time, then sees a few red lines marked "express" pass by stations where they would normally stop, then one sees the purple line go by and one knows they will not get to a station with a purple line stop fast enough and will have to wait for an even later one.

Staff - Train staff should not be speaking in a grouchy manner to passengers over the loud speaker

Inside the train - Have electronic panels which show where the train is (dots with names for each stop) and an arrow to show which direction on the map it is heading. This will help tourists and foreigners. If Chicago people can hardly understand (or sometimes hear over the other noise) the loud speaker announcements by train staff, there is no way non-English speakers can understand them.

I have been to a CTA neighborhood discussion event on this topic.

Thanks, Paul

RPM. 1423

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:43 AM
To: Lea, Claudia
Subject: FW: Red/Purple Lines

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RPM@transitchicago.com

From: Paul Carpenter [Paul.Carpenter@rotary.org]
Sent: Friday, February 18, 2011 9:19 AM
To: North Red & Purple Modernization
Subject: Red/Purple Lines

Costs - A monthly unlimited ride pass should cost less than what it costs to ride round trip Monday - Friday between home and work. It should be like a frequent rider bargain. What's the incentive for people to buy a one month pass otherwise? Many will just drive more often.

RPM. 1424

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:43 AM
To: Lea, Claudia
Subject: FW: South Blvd el stop

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RPM@transitchicago.com

From: Andrea Scott [andiscott@gmail.com]
Sent: Friday, February 18, 2011 10:21 AM
To: North Red & Purple Modernization
Subject: South Blvd el stop

Dear Authorities: I am writing about the possible move to close the South Blvd el stop. My husband and I live at 720 Oakton. One of the reasons we moved here was the access to public transportation. Closing the el stop would greatly inconvenience us, yes, but there is more. You are basically shutting down any link to commerce on Chicago Avenue for about a mile and a half. The South Blvd stop is between the Howard Street business area and the Main Street business district. We choose to keep the South end of Evanston safe and viable. Please consider keeping it open. Andrea

RPM. 1425

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:20 PM
To: Lea, Claudia
Subject: FW: Red and Purple Line Modernization Project Comments
Attachments: RPBARedLineResponse.pdf

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From: Katrina Balog [kbalog@rogers-park.com]
Sent: Friday, February 18, 2011 11:12 AM
To: North Red & Purple Modernization
Cc: Ward49; Kimberly Bares
Subject: Red and Purple Line Modernization Project Comments

Dear Mr. Hands,

Attached you will find comments on the proposed Red and Purple line modernization project from Rogers Park Business Alliance, the business, community and economic development organization in Rogers Park.

Katrina

--
Katrina Balog
Project Manager
Rogers Park Business Alliance
1448 W. Morse Ave.
Chicago, IL 60626
773.508.5885



Strengthening Business, Building Community.

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

Dear Mr. Hands,

We are writing to provide comments regarding the North Red and Purple Modernization proposals presented by the CTA at a recent meeting held in Rogers Park at the New Field School.

In general, Rogers Park Business Alliance opposes the closure of existing stations on the CTA North Red Line. According to the CTA, the stated purpose and need for the modernization project is to:

- Bring the existing crucial transit asset into a state of good repair
- Reduce travel times
- Improve access to job markets and other destinations
- Respond to past shifts in travel demand
- Better use existing transit infrastructure
- Provide access to persons with disabilities
- Support the area's economic development initiatives and current transit supportive development patterns

After review of the proposals, it is clear to us that any proposal that includes station closures fails to meet a majority of the stated goals. The overall trip time would be shortened by mere minutes. The business districts that surround the existing stations and depend on riders for their customer base would be severely harmed. Residents living near the stations would lose convenient access to the Red Line and the value of their homes based on access to transit would be negatively impacted.

Rogers Park residents choose mass transit options more than most communities in the city of Chicago and we are proud of our community's commitment to alternative transportation. Closing stations in a community that utilizes and supports the CTA is absurd and insulting.

Rogers Park Business Alliance supports enhancing the Red and Purple Line to make the EL more accessible for residents and beneficial for businesses in the area. We would be



Strengthening Business, Building Community.

glad to work with the CTA to develop plans for Rogers Park that meet the needs of our residents and also meet the goals of the modernization project. We wholeheartedly support modernization efforts that enhance, rather than reduce, service, accessibility and utilization of the CTA throughout Chicago.

In addition, Rogers Park Business Alliance encourages the CTA to give sufficient notice of proposed plans to communities affected by them. Notice of the meeting held in Rogers Park was disseminated just days prior to the event. Our communities deserve better.

Sincerely,

Handwritten signature of Kimberly Bares in black ink.

Kimberly Bares
Executive Director

Handwritten signature of Dorothy Gregory in black ink.

Dorothy Gregory
President

cc: Alderman Joe Moore

Lea, Claudia

RPM. 1426

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:23 PM
To: Lea, Claudia
Subject: FW: Please don't close South Boulevard station

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RPM@transitchicago.com

From: Thomas Kepler [tkepler@tomkepler.com]
Sent: Friday, February 18, 2011 11:17 AM
To: North Red & Purple Modernization
Subject: Please don't close South Boulevard station

Good morning --

As a lifelong resident of Evanston, almost all of which has been spent in the area served by the South Boulevard station, I urge you to leave the station open. While the area east of the station is fairly well-to-do, the area west of the station is widely varied in income levels. Affordable transportation to downtown Chicago is vital to many residents, and access to St. Francis hospital (both for employees and visitors) is very important as well. Closing the South Boulevard station would require hospital employees and visitors to walk much farther to get there on public transportation.

Bus service in Evanston has been reduced greatly over the years, and the 201 isn't always an option.

In short, closing the South Boulevard station would cut a band of non-service across south Evanston. Please consider leaving the station open.

And as long as I'm making wishes, we would constantly use a station on the Skokie Swift at Dodge -- it's yards away from the Levy Senior Center, a short walk from the Target/Office Max/Best Buy/Jewel complex on Howard and the Home Depot/Petsmart/Aldi complex on Howard, and would fill a rail service gap between eastern Evanston and central Skokie. But perhaps that's a discussion for another day.

Thank you for the opportunity to speak our minds -- have a good day.

Tom Kepler
1712 Oakton Street
Evanston, IL 60626

--

Tom Kepler
Tom Kepler, Graphic Designer
graphic design and website development
www.tomkepler.com
847.563.8210 v | 773.761.1857 f

RPM-1427

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:24 PM
To: Lea, Claudia
Subject: FW: Keep South Blvd Station

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RPM@transitchicago.com

From: Chris Allen [onlineinsite@gmail.com]
Sent: Friday, February 18, 2011 11:32 AM
To: North Red & Purple Modernization
Subject: Keep South Blvd Station

I take the Purple Express from Belmont to South every day. Not only is it convenient, but it stays very busy much of the time.

I see no reason to shut it down, especially if you're concerned with speed. It takes the train but a few seconds to make the stop. What IS a problem with the current Purple line is that it is extremely slow and unpredictable schedule-wise Northbound. It used to be an amazing express, but in the past year the Northbound train has become a joke. Fix that, and there will be no need to shut down South station.

Thank you,
Chris

RPM-1428

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:25 PM
To: Lea, Claudia
Subject: FW: Red and Purple Line Modernization Project comments

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From: Jan Watson [janwatson@uchicago.edu]
Sent: Friday, February 18, 2011 11:49 AM
To: North Red & Purple Modernization
Subject: Red and Purple Line Modernization Project comments

Hello CTA,

For 32 years I have been a CTA rider. For the past 5, I have not owned a car and my work day commute takes me from 5800 North to 6000 South. I spend a lot of time on trains and buses and in various stations. I have reviewed the online information about the Modernization Project.

Comments:

The goal seems to be to have the trains move faster. Speed is nice but public transportation in an urban area is about **convenience**. **I want my stations close by, close together** and located near places I need to go – home, work, grocery store, schools, libraries, hospitals, entertainment districts and parks.

I do not like the subway plan. Chicagoans like to look out. (That is why we don't like the "new" rail cars). The quality of the train ride is greatly enhanced by our skyline and sunshine.

Some of the stations you propose to eliminate are vital. By example, **Thorndale, Red line stop** – very busy station at all hours. Services students of at least 3 schools, provides easy access to the only grocery store in a mile (Jewel at Berwyn to Dominick's at Elmdale), the Broadway Armory, the Edgewater Library, a business district that sorely needs the traffic generated by the El stop and a dense population area.

You'd be hard pressed to find anyone who has a longer work day commute than my own. Sure it takes a while, but it works beautifully. I am not overtaxed getting to public transportation or making connections. If I have heavy things to carry, I'll be okay. If it is snowing or raining or I don't feel so good, I'll be fine. Why? Because it is **convenient**. As I said, **speed is lovely but if I have to walk 15-18 minutes to and from the train station, the gain of the speed is lost.**

At least one station eliminated in the Green Line project is now being rebuilt.

On paper it looks great to say that trains will be X number of minutes faster but it is the needs of the people on the train that should be the focus.

Thank you for your consideration.

Jan Watson (on Monday of this week, I took 2 trains and 2 PACE buses to get to a doctor's appointment. I had printed out CTA directions, and it worked like a charm. Thanks☺)

RPM. 1429

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:28 PM
To: Lea, Claudia
Subject: FW: Foster /Noyes L stations

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From: Matt Doherty [studio@matthewdohertydesign.com]
Sent: Friday, February 18, 2011 11:50 AM
To: North Red & Purple Modernization
Cc: Doherty Matt; Tisdahl Elizabeth B.; citymanagersoffice@cityofevanston.org; Holmes Delores
Subject: Foster /Noyes L stations

To whom it concerns at the CTA:

I live on Maple between the Noyes and Foster stops in Evanston. Closing the Foster stop would have an unacceptably negative impact on the residential character of my neighborhood near the Noyes stop. There are no businesses at street level where the added platform and access would be added.

The additional foot traffic would come directly into and through a neighborhood. I am unaware of this being done anywhere else.

Making the investment to upgrade the stops that are already part of the rhythms and patterns for our businesses and neighborhoods would improve the quality of life in this area. Closing one stop and expanding the other into a residential area doubles the disservice.

Transportation trends should be encouraging the use of more public transportation, but public transport needs to be there, needs to lead. Especially in Evanston! A by product of the enhanced public transportation service should be more attractive access to local businesses and convenient access to surrounding neighborhoods and institutions. But putting access in the back yard of a neighborhood will not add to the 'family' aspects in the area. And there are no businesses at street level to provide a buffer, or destination for commuters. This will be a short cut, to the L, and may result in additional 'short cuts' through yards and private walkways.

Closing stops and increasing and channelling commuter traffic through a neighborhood works against all the good, and good will, a well planned and balanced system should offer.

Respectfully,
Matt Doherty
847 651 4905 c

Matthew Doherty Design
847.475.4905
1234 Sherman Ave

RPM-1430

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:29 PM
To: Lea, Claudia
Subject: FW: Attn: Steve Hands

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From: Kristin TePas [kmtepas@hotmail.com]
Sent: Friday, February 18, 2011 12:03 PM
To: North Red & Purple Modernization
Subject: Attn: Steve Hands

This is just a quick comment on the potential renovations to the Purple Line. As a commuter from Evanston to Chicago, I am strongly urging CTA to not discontinue the Loop rush hour line.

Thanks,
Kristin TePas

RPM. 1431

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:29 PM
To: Lea, Claudia
Subject: FW: Closing Foster CTA Stop

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RPM@transitchicago.com

From: Lauren Robb [lauren.marie.rob主@gmail.com]
Sent: Friday, February 18, 2011 12:27 PM
To: North Red & Purple Modernization
Subject: Closing Foster CTA Stop

To Whom It May Concern,

I am writing regarding the proposed changes to the "E1" system. I understand the need to update various stops, but I would appreciate it if you would keep in mind the fact that many graduate students attending Northwestern commute via the E1 and use the Foster stop on the purple line regularly. If the Foster stop was closed, we would need a replacement stop that is very close to it; Davis and Noyes are at either ends of campus and the graduate programs are all housed in the middle. I appreciate your time.

Yours,
Lauren Robb

Lauren Robb
The Family Institute at Northwestern University
(847) 733-4300 ext.1274
laurenavera2012@u.northwestern.edu

Lea, Claudia

RPM-1432

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:32 PM
To: Lea, Claudia
Subject: FW: comments about Foster Av EL stop in Evanston

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From: Paula Young [pyoung@family-institute.org]
Sent: Friday, February 18, 2011 12:29 PM
To: North Red & Purple Modernization
Subject: comments about Foster Av EL stop in Evanston

Hi Steve Hands,

I am writing you regarding the possible closing of the Foster Ave EL stop in Evanston. It seems hard to believe that you would consider closing it, but in case the rumor is true, I'd like to send a comment.

I am a faculty at Northwestern and on staff at the Family Institute. My colleagues and patients use the EL to commute to the FI from downtown. The Foster stop is a few blocks from the Family Institute, but close enough that is an excellent way to get to the Family Institute and to the campus in general. I would think this to be the most popular stop for Northwestern students and faculty. I hate public transportation, and even I use that stop. Thank you for your consideration,

Paula Young

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RPM. 1433

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:42 PM
To: Lea, Claudia
Subject: FW: Comments on red/purple line proposals

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RPM@transitchicago.com

From: LeRoy Blommaert [jlcochran1886@yahoo.com]
Sent: Friday, February 18, 2011 12:33 PM
To: North Red & Purple Modernization
Subject: Comments on red/purple line proposals

The Scoping Proposals are based on certain stated presumptions that are either misleading or else are just not true. Consider the following:

The infrastructure is significantly past its useful life—most of it was constructed between 1900-1922

North of Lawrence to Howard was constructed between 1915 and 1922; this includes the stations, the embankment and the viaducts; however, it not true that everything within the stations or on top of them nor the ties, rails, and ballast date from this period. Even for the original stations, the wood platforms have been replaced over the years and so have the roofs over them.

Ties have been replaced when rotted and rails have been replaced as they wore down and ballast has been added. And new lighting has been installed. So what we really are talking about are the retaining walls and fill of the embankment and the viaducts over the streets. Here the concept of "useful life" is not really applicable. This concept has applicability to equipment that has mechanical or electrical parts that wear out—such as train cars, but not to buildings or other structures. What is the "useful life" of the great cathedrals of Europe, or the Pyramids, or the Taj Mahal, or the Brooklyn Bridge (1886) or the Eiffel Tower (1889, which structurally is very similar to the original elevated structure), or even the London Tube or the New York Subway (1904)? And what about the Loop "L" which was built before 1900? Should these be replaced just because they are old? The reality is that these structures if maintained regularly over time should last nearly indefinitely barring some calamity of nature or man.

The only infrastructure that may need replacement on a selective basis are individual viaducts. And this can be done as CTA has done on the Evanston line and at the curve at the south end of the Loop. A number of the viaducts look worse than they are and missing pieces of concrete do not pose any threat to their structural integrity.

Much of the infrastructure is dilapidated and continued degradation could increase the cost of maintenance and compromise service in the future.

What does "dilapidated" mean? One dictionary defines the word as: "reduced to or fallen into partial ruin or decay." Synonyms are given as "run down," "tumbletown," ramshackle, and rickety." To apply the term "dilapidated" to all the components of the infrastructure is a gross exaggeration. It doesn't apply to the main

element of the infrastructure: the embankment. It was built to support main line freight trains and one CTA engineer at one of the sessions showed me a drawing that showed the concrete at the bottom to be several feet thick. There is no need to replace it. Individual viaducts should be replaced as needed, if needed. As to continued degradation: that does not have to happen if what needs to be repaired is repaired on a timely basis. A complete rebuilding is not needed to prevent degradation.

Transit trip times are delayed and unreliable due to the antiquated infrastructure.

What is meant by delayed? What is the base line or norm that is used for comparison? If what is meant is that train times have increased over "normal" because of slow zones that have been imposed due to the need for replacement of rail or ties, then this should be done as has been done in other slow zone areas. Replacement of rail and ties as needed should be considered regular maintenance not a capital project; nor should rail and ties be considered as infrastructure. As to the unreliability of trip times—to the extent they exist—they are more a function of rail car equipment failure than of "antiquated infrastructure." Introduction of the new 5000 cars should reduce equipment malfunction. Slow zones where they exist (and I know of only two on the segment north of Belmont and south of Howard) represent an introduction of reliability. One can expect all trains passing through them to be reliably slow.

The volume of passengers...cannot be accommodated on the currently congested road network or through bus transportation alternatives.

No one is suggesting that the line be eliminated; hence, the statement is really not relevant. We all know the red line serves an important function that would not be easily replaced, if at all. It is also true that there is considerable excess capacity on the red line as it already exist. The number of passengers that use the line is considerably less than it was at its peak in the 1920s or even during WWII.

The project area population is growing...

This last is simply not true. The 2010 census data released just recently shows that Evanston's population essentially stayed the same and that the populations of the Rogers Park, Edgewater, and Uptown community areas actually declined by 5% or more!! A number of demographers have suggested that the decline the city's population would have been even greater had not been for the recent recession that caused people to defer moving because of the difficulty of selling their homes. I have not read of any demographers suggesting that the declining population trend is likely to be reversed any time soon.

* * * *

Given these misleading and inaccurate statements, it is difficult for me to have confidence in other claims with respect to the various proposals such as their estimated costs and the time savings.

I don't like writing this. I have been a long time user of the L and and an admirer of it and I think warts and all, it is an excellent system that we are fortunate to have.

LeRoy Blommaert
Edgewater

Mr 2/2 681-4195

RPM-1434

February 18, 2011

Mr. Steve Hands:

It is quite sad for the Chicago Transit Authority to consider CLOSING the JARVIS EL STOP.

Like many of my neighbors who have been using this stop for many years, that are now in our late sixties and seventies, it is a very unfair act for the CTA to take.

I do agree that the station needs repairs badly, and some other changes need to be put in place but closing it down is not the answer.

What do you intend to do with the space?

You may not realize that the neighborhood has changed and more people are visiting the area to enjoy the new businesses and entertainments.

You must consider that the #147 bus no longer runs all night. This stop is very important and **MUST NOT BE TAKEN AWAY.**

Bernadeth Weekes
1410 W. Sherwin Ave



RPM 1435



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

Name: M. # Balanes

Organization: NA Title:

Address: 5330 N. Greenview

City: Chicago State: IL Zip: 60626

Phone: E-mail: mbalanes@ymail.com

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

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

My quick thoughts on the rpm plans are that all three major ones are quite interesting but I would oppose any station closures. I understand the need from an engineering standpoint, but closing any of the proposed stations would destroy the local business areas that have grown up around them over the last 100 yrs. We need more smaller business districts, not less. And, extended entrances won't fix that. For example, Clark/Laird is not close enough to Davis to help. I also hope that once a plan is chosen & funded, that a lot of attention is paid to making those changes without impacting transit along this route ~~before~~ during the construction. The underground plan sounds like it would be the least intrusive, but I personally enjoy the elevated character of the L. I think the 3-track plan sounds ideal. Best of luck getting funding for the next phases!

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

RPM-1436



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

Name: EDUARDO RIVERA

Organization: RISK ADVISORS, INC Title: PROVIDOR

Address: 1000 MARINE DRIVE

City: CHICAGO State: IL Zip: 60640-1226

Phone: 773-945-7418 E-mail: edrivera@hotmail.com

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

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

Transit initiative 2002 - 5 pages

Transit initiative 2001 1 page

7 pages including CTA RPM Modernization laws

Body



01/12/2002

Chicago Transit Authority

George Ryan, Governor, State of Illinois or his successor

Jan Shakowsky, 9th Congressional District

Richard M. Daley, Mayor, City of Chicago

Larry McKeon, Illinois Congressman

Lisa Madigan, Illinois State Senator

Richard Durbin, Senior Illinois Senator

Peter Fitzgerald, Junior Illinois Senator

5th Region- Department of Transportation

City of Chicago Department of Planning

City of Chicago Department of Transportation

Illinois Department of Transportation

Aldерwoman, Helen Shiller

Aldерwoman, Mary Ann Smith

Executive Director, Mimi Slogar, UPCORP

Executive Director, Solomon Chu, Uptown Chamber of Commerce

Cindy Anderson, President, Uptown Chicago Commission

Reggie Theus, President, Edgewater Community Council

I, Edward L. Bowe, citizen of the 48th Ward of the City of Chicago and resident at 5000 Marine Drive Building do hereby petition the local, state and federal administrations in the year 2002 for immediate address of severe and long standing grievances of the citizens of Uptown caused by inadequate infrastructure which fails to serve the Uptown community, the City of Chicago, the state of Illinois adequately. This antiquated and failed transportation infrastructure further fails to serve adequately north suburban residents who commute to the City of Chicago for their livelihoods, cultural activities, education, amusements and entertainment. This failed system in the Uptown community costs millions of hours of lost time and misdirected expenditures through traffic congestion, pollution and increased safety hazards and loss of valuable open spaces..

1. The City of Chicago has recognized, researched and documented the failure of the transportation infrastructure and other utilities including sewer systems in the Uptown Community in two TIF studies

known as the Wilson Yard TIF and the Lawrence Broadway TIF. These special taxing districts are designed to focus funding on areas where additional city property taxes, state and federal tax moneys can be directed to improve areas which are failed or potentially failed due to the need for catalysts of change.

2. The State of Illinois and its current governor, George Ryan have recognized a need to rebuild infrastructure and have instituted a multi-billion dollar building program to address many community needs through the Illinois First program.

3. The Federal Government has recognized the need for improving transportation initiatives and particularly urban transportation systems with TEA-21 and other federal highway funding programs.

In order to respond to the needs of the Citizens of Uptown and our neighbors to the north I am recommending that an open channel, subway system be extended on the CTA redline from the Addison Street station extending upon leaving the station underground for approximately (2) two miles to the Berwyn station at which point the subway reemerge and be elevated northward to Evanston.

Further that the design follow the guidelines which provide the community, the city, our visitors and commuters the best possible environment in which to utilize mass transit and private motor vehicles.

For this effort, I offer a vision of what could be accomplished.

1. At ground elevation roughed ceramic, colored and patterned walking surfaces with perforated blocks allowing the following, rain and surface water however generated to drain and clean the visible ground surface area to create a visual spectacle on a ribbon of surface area upon which no motorized vehicles would pass, but upon which walkers, joggers, scooter, rollerbladers, bicyclists could harmoniously in designated lanes navigate on a 100 foot wide pedestrian mall way amongst Uptown's historical banking and retail and entertainment buildings. This area shall henceforth be treated as open space, inviolate to any intrusions of any kind except for amusements, open air restaurant and public bazaars which may exist and be permitted from time-to-time hereafter.

2. Immediately below grade a parking deck or all structural elements supporting a parking deck where current practical needs permit holding actual construction in abeyance until additional need is demonstrated by adjacent land uses dictate. However, local traffic lanes would be constructed permitting north/south traffic flow and carrying of such surface or underground utilities either along the right-of-way or passing across the right-of-way shall be constructed at the initial development. Likewise the deck and if deemed practical the roadways and loading docks, crossing street ramps shall perforated allowing for air and water flow but constructed of high performance and high density concrete fabricated to exacting standards for long life. Built in such a way to allow surface water however generated to flow downward cleaning the deck and draining to the roadway below. The arterial streets would be lowered prior to entry on Broadway Street to allow no interaction at intersections between pedestrians and no motorized traffic. This condition would apply to every crossing street and all utilities now underground including but not limited to optical fiber, telephone wire, power lines, water supply lines and mains, storm sewer and waste sewage mains and arterial feeder lines which may have to cross Broadway Street in their current or reconfigured design. Further, delivery vehicles of current height restrictions which I assume should allow semitrailer traffic from interstate commerce and which should be able to navigate to within a few feet of any merchant buildings along the roadway with adequate loading docks to load and unload to properly zoned, commercial tenants. The parking deck would accommodate sufficient parking spaces along all or part of the channel constructed for the subway line to allow suburban and local residents a park and ride to the center city area from the Uptown community. Traffic would flow to

Body

the area on Ridge and be diverted southward on Broadway underground South of, at or near Bryn Mawr Street and Broadway. Any surface loading docks would be abandoned and accommodations made by elevator, conveyer, stair or such other entry into basements or ground level receiving areas within the buildings. In any case the number of available parking spaces within two blocks of the intersection of Lawrence and Broadway shall not be less than (3000) three thousand spaces to accommodate all nighttime entertainment venues now in existence, planned or possible within 1000 feet of the intersection on the commercial streets of Lawrence, Racine, Broadway or Wilson. Such a deck shall handle all local traffic and be finite from Berwyn on the North to Irving Park Road on the South. Typical traffic would be limited to speeds of 15 miles per hour or thereabouts with motorcycles, motorbikes, motorized wheel chairs, golf carts, personal transportation vehicles as recently proposed, three wheeled electric cars all permitted as local residents use less costly more accommodating modes of movement within the community.

3. Immediately below the parking deck level, there shall be constructed with adequate emergency cutouts, pulloffs and telephone stations as well as pedestrian walkways to exit the area and accommodating sufficient stairwells leading upward to ground level a 100 foot wide single or double deck roadway to accommodate all modern motorized vehicles of any kind who may move north or south along such a thoroughfare without expectation of stopping or diverting to local arterial streets. This traffic would be moving continuously without stopping slowing to exit within the community at speeds of not less than 45 miles per hour regardless of the time of day. Certain off ramps would be constructed leading east to Lake Shore Drive and West to Ashland Avenues as alternatives in moving vehicles in an East West Direction. Streets chosen for access ramps should be severely restricted and limited to current roadways where access to Lake Shore Drive is permitted at Irving Park Road, Montrose Street, Wilson Street, and Lawrence and Foster Streets. The roadway should be constructed of the most modern concrete and steel construction with adequate ventilation throughout either assisted by mechanical means or vented as necessary directly to the surface to avoid buildups of harmful gases at subterranean levels as proposed herein. The surfacing shall be of the finest current materials using state of the art technologies designed by advanced transportation studies in Western Europe and through institutes and foundations created for the purposes of advancing transportation technology in the United State of America. Stringent specifications for road bed, road surface, markings, signage lighting and traffic monitoring and advisement of motorists shall be anticipated and implemented prior to construction and incorporated within this two mile length. This project should be a model for all subterranean highways, tunnels and similar underground constructions within the United States of America. It should be a demonstration project of the highest order.

Immediately below the roadway, the Chicago Transit Authority (CTA) shall be granted right of way without further obligation to abandon their current right of way or assets in the Uptown Community, but in the case of the Wilson Yard project be required to remediate any pollution or environmental exposures. Thereafter, the CTA shall allow commercial retail and residential uses as may be approved by the Wilson Yard TIF. Any commercial real property or land on the north or south side of Wilson Avenue shall be developed without regard to preservation of any existing structures of any kind, all such improvements deemed as being of no historical or physical value to either the CTA or the community. Furthermore, the CTA whether using grant moneys, bond Moines, operating revenues or such other sources of funding which may be provided demolish and remove all existing tracks, foundations, constructions of any kind that exist whether current operating lines or abandoned lines which have not previously been deconstructed which are in effect abandoned but create a blight upon the Uptown Community as perceived by some or all of its citizenry. However, the CTA shall be obligated without benefit of sale and shall continue to own and provide a ground lease including any underground rights to the site for commercial purposes including residential housing for a period of at least 50 years. All remaining right of way shall continue as "open land" to be developed by the City of Chicago, an agency of the City of Chicago for pedestrian walks, jogging path, bicycle path and landscaped and manicured

lawns and parkway. Any environmental conditions which are deleterious to the citizens of Uptown or other citizens of Chicago who may from time-to-time utilize the pathways and open land shall be remediated by the CTA at their sole expense in accordance with all national EPA guidelines, rules or regulations concerning the most stringent standards then existing.

The City of Chicago shall excavate and provide the CTA and the State of Illinois a slurry wall on the east side of Broadway, a firm and water free base or construct a water free base, a support wall and all the supports necessary to build a subway tracks, all stations and supporting power supply, drainage, surveillance, signaling equipment, track sidings and such other constructions or service items as may be necessary to construct modern replace rail systems serving the CTA "red" line and the CTA "purple" line. On the west side of the Broadway street, a vertical concrete retaining wall engineered to provide the Western edge support for the entire system of transportation described above in subparts 1-4 and for lateral support to any pilings or foundations of any adjacent buildings bounding the current existing right-of-way and shall be responsible for any settlement or subsidence or physical damage which may occur along the right-of-way through conventional pre construction and post construction measurements, recordings, surveys, photographic or such other observations as may traditionally be required in tunneling or channeling activities or standard foundation constructions. Accommodations shall be made to drain any underground rivers or streams at any level in the system entering from the Western boundary of the right-of-way and be diverted as necessary into culverts, raceways, sewers or other constructions created to drain the site. On the Eastern boundary of the channel created by the City of Chicago a retaining and structural wall shall be built incorporating all structural vertical and lateral conditions to support the various levels proposed and to support to any pilings or foundations of any adjacent buildings bounding the current existing right-of-way. The City of Chicago shall be responsible for any settlement or subsidence or physical damage which may occur along the right-of-way through conventional pre construction and post construction measurements, recordings, surveys, photographic or such other observations as may traditionally be required in tunneling or channeling activities or standard foundation constructions. Adequate allowances in the estimates may be included when applying for State or Federal Funds for an escrow to pay any losses occurring as a result of the channeling or construction. However, no allowance for loss of use prior, during or in the event of faults or failures shall be permitted to compensate adjacent land owners, commercial tenants and others who stand to gain from the improvements herein proposed. At certain points south of Uptown from Addison it may be necessary to condemn and secure through eminent domain private lands including the demolition of existing structures to eliminate the Sheridan Road "S" curve and the Sheridan Road station to secure a direct route to Broadway Street right-of-way. This shall be anticipated and any private owners fairly and adequately compensated for underground rights, easements and right-of-way which may not currently exist. On the northern development site south of Lawrence it may be prudent to channel beneath existing right-of-way and place a tunnel from south of the Uptown Bank building at Lawrence and Broadway to the Berwyn station.

The CTA shall anticipate and plan as an integral part to incorporate stations within the system including either new surface or preferably underground stations described herein as

1. A "Wilson-Lawrence superstation" and,
2. The replacement of the surface Argyle station and,
3. The construction of a new Broadway/Montrose/Sheridan station at the site of the current Broadway/Montrose/Sheridan triangle and intersection. with either a new surface station. Any such underground work required to facilitate the passage of vehicular traffic either local or exiting or entering the Broadway express lanes or the local lanes shall utilize the large areas of parking lot or undeveloped lots to the east and south of the intersection without disrupting construction or improvements on the

north and west sides of the aforescribed intersection. Easements and underground rights shall not be withheld by the property owners who likewise will benefit from the constructions as proposed, else wise, eminent domain shall be used to achieve the desired flow of traffic and vehicular movement required to exit and enter the new network. The same shall apply if necessary for the CTA subway if required.

The current stations at Sheridan Road, Wilson, Lawrence and Argyle shall be demolished without regard to any architectural, historic or other preservation initiatives of any kind due to obsolescence, change of technology, security requirements, handicapped considerations and such other issues including antiquated utility feeds for commercial use which render all current constructions obsolete in the opinion of this petitioner. The replacement stations incorporating the state-of-the-art materials, communication, security and surveillance and passenger safety as well as all ADA required facilities for people with handicaps of loss of sight, hearing, mobility or other currently mandated handicaps be addressed and incorporated in the new stations making Uptown completely accessible to citizens with handicaps and disabilities of any kind.

5. Immediately below and visible from the tracks and stations shall be a spillway for flushing and handling any water which flows off of the above structures and can be drained and directed to the spillway by means of vertical drains culverts, sewers within the structure draining roadways and decks and any release of underground springs, water tables and to relieve any pressure upon either the Eastern or Western walls of the channels as may be determined by the engineers who design and oversee construction of the channel and all its facilities of any kind from the surface to the lowest levels of which the spillway. If it is deemed necessary construction of an adjacent sewer handling gray water or contaminated water including runoff of storm water which may result in run-off of pollutants from fuels generated by auto exhaust, tires, refuse or trash which may find its way to the roadway or subway stations or track right-of-way and which can be reasonably separated from the water in the spillway. Wherever it is deemed aesthetically pleasing, springs, rivers and streams shall be directed via the eastern and western surfaces of the channel walls into the spillway believing that all such flows shall be clean and filtered water. Any polluted water sources shall be diverted from the spillway until the source is cleansed and found ecologically suitable for use by the residents of Uptown. This spillway may be used for recreation as well as drainage and the two mile length shall be governed by the Chicago Park District for the benefit of the citizens of Uptown and other Chicago residents who may elect to use the spillway from time-to-time. The spill way may be used for fish nursery purposes, recreational fishing purposes, habitat for endangered species, swimming and other recreational purposes but at all times shall be constantly flowing and refreshed with fresh sweet water from the city water supply, the water table or otherwise flowing from natural springs and streams which may appear along its entire length. Every effort shall be made to keep the spillway vermin free and free of disease causing bacteria or organisms which might infect or injure the inhabitants of Uptown who may seek to use the waterway. The waterway shall have artificial light of sufficient lumens that it would be considered safe and secure at any time of the day or night. Adequate pumping stations and drainage to existing storm sewer and waste sewer lines shall exist at points determined by the engineers for the purpose of keeping the level and quality of the water adequate to support marine life, but not flood or otherwise endanger any rider or operator of the trains operating within the subway or if conditions occurred which flood could flood to the level of the roadway, that the system divert water such that no flooding occurs in the event of a 500 year occurrence. The spillway and adjacent sewer line shall be constructed in such a manner that all or parts of the spillway or sewer can be cleaned of debris and settlement and maintained in sanitary conditions as may be prescribed by the Park District and/or the City of Chicago Water Reclamation District to the benefit of the residents of the Uptown community.

Body

04/18/2001

Hon. Janice D Schakowsky

U.S. Representative- 9th Congressional District

515 Cannon HOB
Washington, DC 20515-1309

Hon Janice D Schakowsky

Having spent the past 20 year in Uptown Chicago, a part of your district that I know you are most familiar. I request that you take an initiative that will serve the residents of the Uptown Chicago community to the greatest degree imaginable and which I would hope would be the highlight of your current term of office.

I make the request as an individual citizen. Now, I have been part of many, many institutions and organized community groups in the Uptown community as your colleagues from the community will attest. However, before I approach these folks and let them in on my desire for the community I would so very, very much hope that you would consider the significance of the initiative, take it for your own and take the legislative task that I see forthcoming as your own.

In researching for my objective I examined the Transportation Equity Act for the 21st Century also known as TEA-21. I examined the testimony given in Chicago in 1998. The funding for the period was through 2003 according to my research. In our present state, perhaps some funds remain from this legislation known as Public Law 105-178. If so, then I want you to initiate with your staff, the house speaker, Hasert and any cooperating Illinois legislators including our senators a funding request to replace the elevated line in the Uptown Community. As you know two aldermanic initiatives have resulted in the Wilson Yard TIF and the Broadway Lawrence TIF. These TIF's both have recognized a component of infrastructure. Within these local initiatives is the possibility of leveraging money to rebuild our infrastructure. Without using TIF funds I would hope that a mechanism exists to use the Federal Public Law 105-178 to fully fund an underground subway with stations at Montrose (replacing the Sheridan Road stop), and a superstation at Broadway/Lawrence/Wilson as well as a special ethnic modified spot at Argyle Street honoring my dear friend Charlie Soo who recently passed away. Because the steel frame elevated line is nearing the end of its useful life we can strike a blow for the community by eliminating what I now refer to as Uptown's Berlin Wall, that combination of tracks and infrastructure associated with CTA's Red Line. What an eyesore. What a hideous divide separating our community, cutting tragically through the Wilson Yard development site and ruining vistas and development models. It all can be eliminated by pushing through a subway and eliminating the raised platforms and train lines now corrupting our community

I have spoken and promoted this idea through Jeff Hinkle, CTA representative who attended the Broadway Lawrence TIF Charette at Truman College recently. I am preparing to list my objections to the current structures on the UptownChicago website which I invite you to visit at <http://communities.msn.com/UptownChicago>. Thank you for your consideration. I encourage you to investigate the promise that this holds for your constituents and the Uptown business community who support your activities.

Edward Bowe, resident

AMLI RESIDENTIAL

200 West Monroe Street | Suite 2200 | Chicago, Illinois 60606 | Phone: 312-283-4700 | Fax: 312-283-4720 | WWW.AMLI.COM

February 16, 2011

RPM-1437

Mr. Steve Hands
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

Re: Red and Purple Line Modernization Project

Dear Mr. Hands:

AMLI Residential is in the advanced planning stage of a major transit-oriented development to be located on Chicago Avenue between Kedzie Street and Keeney Street in Evanston, Illinois. The project will consist of 214 luxury rental units and 8,400 square feet of ground floor retail space. The proposed project was well-received by the community and is entirely zoned for its intended use; we are currently seeking to obtain the financing to make this project a reality. Thus, it was with great disappointment when we learned of CTA's study for the Red and Purple Line Modernization Project regarding alternatives under consideration for eliminating the South Boulevard Station and the reverse express commuting service.

Both of these proposed alternatives would create a negative impact on our business interests, harming our potential residential tenants and retail businesses. Our project is transit-oriented and would be directly impacted by station closures and discontinuation of service. We are strongly opposed to these proposals by the CTA. The South Boulevard Station and reverse express commuting service are enormous assets of this Evanston neighborhood. Much redevelopment in this neighborhood is dependent on the accessibility of transit services. It is harmful to the ongoing revitalization of this part of the Evanston community to reduce public transportation alternatives.

At this time when private capital is recovering from a collapse in our local and national economy, the CTA's actions may be perceived as a blow to the prospects for local investment initiatives, such as those proposed by AMLI in the South Evanston neighborhood. Please take this letter as our very negative reaction to the recent CTA proposals.

Sincerely,



Stephen Ross

CC: Alderman Melissa Wynne
Dennis Marino, City of Evanston

OUR MISSION: *Provide An Outstanding Living Environment For Our Residents*

Lea, Claudia

RPM. 1438

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:47 PM
To: Lea, Claudia
Subject: FW: Comments on Red & Purple Modernization scoping

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

From: Chuck Metalitz [taxpayer@fastmail.us]
Sent: Friday, February 18, 2011 12:40 PM
To: North Red & Purple Modernization
Subject: Comments on Red & Purple Modernization scoping

It is unfortunate that this scoping does not consider the possibilities of modern technology, such as PRT, which can provide a higher level of service at less cost than the major work considered necessary to maintain the existing kind of service. That said, I have the following comments on what you actually propose:

- (1) If some stations such as South Boulevard (which I often use) must be closed, then part of the savings (or avoided cost) should be used to improve local bus service so that area residents aren't seriously disadvantaged. In the case of South Boulevard, this might involve shorter headways and longer hours of service for Route 205.
- (2) If the number of tracks on the Red Line must be reduced, acquire larger cars so total line capacity is not reduced. I understand that the existing Red Line subway could accommodate full size railroad equipment, at least as far south as Roosevelt. (Some well-maintained used equipment may be available from other properties.)
- (3) Also, restoration of the skip-stop system can improve capacity and speeds.
- (4) If, as appears to be the case, CTA is unable or unwilling to coordinate Red/Purple transfers at Howard Street, then Evanston service must be provided by running some or all Red Line trains thru to Linden. All Evanston stations would need to accommodate 8-car trains, as your "modernization" alternatives propose.
- (5) Any changes made must result in reduction of noise levels.
- (6) If the subway alternative is chosen, it may be much less costly and disruptive to build under the existing alignment between Wilson and Devon, rather than under Broadway.
- (7) Whatever improvements are eventually made should be funded by collection of a substantial part of the land value benefit which they provide. There is no justification for using sales tax or income tax funds. ("Land value benefit" includes not only the increased land value, but the prevention of decreased land value which would result from loss of the service.)

Naturally, I would be happy to provide further detail on any of the above suggestions which you may wish to pursue.

-- Chuck Metalitz
taxpayer@fastmail.us

RPM. 1439**A facsimile from****Kirsi Raukovaara**
624 Hinman Ave Apt 2
Evanston, IL 60202**To:**
Steve Hands,
Strategic Planning & Policy, Chicago
Transit Authority
Fax number: (312) 681-4195**Date:** 2/17/2011**Regarding:** South Blvd CTA and Purple Express**Comments:****Dear Steve,****Do not close the South Blvd CTA station. Do not terminate the Purple Express service. They are utilized and appreciated.****We have enjoyed our lifestyle in Evanston for 11 years. The public transit options are excellent and this has made Evanston home to us. I have been a monthly pass holder for a decade. We are able to walk to the train and commute between work, home, school and various activities in less time and with less stress than driving. While using the public transit we remain physically involved and environmentally responsible, as is characteristic of an Evanston resident.****Please do not eliminate the services that define the neighborhood as urban, vibrant and active.****Thank you.****Kirsi Raukovaara**

RPM-1440

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 12:49 PM
To: Lea, Claudia
Subject: FW: Red and Purple Line Modernization Project Comments

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

From: Ward49 [ward49@cityofchicago.org]
Sent: Friday, February 18, 2011 12:41 PM
To: Katrina Balog; North Red & Purple Modernization
Cc: Kimberly Bares
Subject: RE: Red and Purple Line Modernization Project Comments

Thank you.

DO NOT CLOSE JARVIS!!

From: Katrina Balog [kbalog@rogers-park.com]
Sent: Friday, February 18, 2011 11:12 AM
To: RPM@transitchicago.com
Cc: Ward49; Kimberly Bares
Subject: Red and Purple Line Modernization Project Comments

Dear Mr. Hands,

Attached you will find comments on the proposed Red and Purple line modernization project from Rogers Park Business Alliance, the business, community and economic development organization in Rogers Park.

Katrina

--
Katrina Balog
Project Manager
Rogers Park Business Alliance
1448 W. Morse Ave.
Chicago, IL 60626
773 508 5885

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RPM-1441

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 11:47 AM
To: Lea, Claudia
Subject: FW: Purple line and Red line "L" stops

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

From: John Kolleng [jkolleng@xroadsmt.com]
Sent: Friday, February 18, 2011 11:23 AM
To: North Red & Purple Modernization
Subject: Purple line and Red line "L" stops

I wanted to comment on the Purple line and Red line projects that are being contemplated. With rising gas costs and traffic congestion it is important for the CTA to keep all stops open on the Purple line and Red line. The neighborhoods along the CTA lines rely on this transportation system. Closing stops would unnecessarily change the dynamics of the neighborhoods and effect property values. Upgrades to stations should be spread out over a longer period of time with the most critical repairs occurring first.

Many years ago the Red line had A stops and B stops with some common stops. This system could be re-instituted to provide quicker service during Rush hours. Chicago has developed an excellent elevated transportation system and the leaders of today's CTA should develop a long range plan to preserve the entire system.

Short term planning in the past has left many stops in need of excessive repairs. This is a reality that must be dealt with today. I would hope our elected leaders would make this a priority and provide the funds necessary to preserve this life line to the city.

RPM 1442

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:05 PM
To: Lea, Claudia
Subject: FW: Comments about RPM

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

From: charlotteanne@gmail.com [charlotteanne@gmail.com] On Behalf Of Charlotte (Whitehead) Frei [charlottewhitehead2011@u.northwestern.edu]
Sent: Friday, February 18, 2011 12:47 PM
To: North Red & Purple Modernization
Subject: Comments about RPM

Dear CTA RMP committee,

First of all, I would like to mention that I only learned about this scoping meeting via a random Northwestern University website about community events- not the daily student paper, and not from a flier or other information posted in actual CTA stations or on purple/red line trains. I wonder why, if comments are desired, I did not hear about these scoping meetings until after they had taken place.

Regardless, I am thrilled that the CTA has proposed so many options for upgrading its infrastructure. As noted in the technical summaries, better infrastructure means shorter travel times and happier customers who will keep using the service. I especially appreciate the potential for more express service and stop consolidation.

I realize this may sound like "don't take my station away!", but I do have concerns about the removal of certain stations. I recognize that the stations are selected based on the number of boardings and alightings at each stop, and one of the stations I use frequently, purple line Foster, is slated for removal under one of the more comprehensive plans. My suggestion is that stations serving universities remain in place. U-Pass programs in Chicago and other cities are meant to encourage young people to adopt public transportation use as their main mode while they are still young and impressionable, and the hope is that they will choose transit accessible work places and homes and choose not to own cars even after they become an affordable alternative. There is a large body of literature suggesting that the reasons people end up buying cars do not match up with their perceptions, so the U-Pass program is one of the best tools transportation planners have to influence those perceptions. Removing a station that serves more than half of Northwestern's students is a step in the wrong direction. The more stations one removes, the more the red line will begin to resemble a regional rail system, and that changes the market. In the even that more stations have to be removed, I would hope that increased bus frequency could compensate.

Given that Northwestern is further from the loop than most schools with the U-Pass program, I would suggest that the price for NU student U-Passes be increased. Graduate students are required to buy

them at \$78 per quarter, but undergraduates do not even have the option. Increasing the price to say, \$100 per quarter, would make sense given the distances they travel are often longer. Allowing undergraduates the opportunity to purchase them would also be a good idea- most undergraduates probably just think they would use them, but they really don't have that much time when they attend classes in Evanston.

Furthermore, I do not believe these plans (in the forms I've seen them) are really innovative enough for a 21st century transit system. It strikes me as just retrofitting existing resources to make them last another 80 years. This endeavor should be seen as an opportunity to revolutionize transit in Chicago. I appreciate the decision to make all stations ADA accessible and widen the platforms, but the platforms are still elevated, and continued exposure to freezing temperatures during winter in Chicago does not encourage people to use the L (of course, it wouldn't be the L if it wasn't elevated...). The Davis station in Evanston at least has more cover, but all are still extremely uncomfortable.

Please feel free to contact me for further information about my opinions or experience with the CTA. I collected data on [activity engagement of CTA riders](#) last spring, and I believe that comfort is more important than most agencies and researchers assert. I am continuing my work in this area and will have many results to share in the coming months.

Thank you,

Charlotte Frei

Charlotte.Frei@u.northwestern.edu

PhD Candidate, Transportation Systems Analysis & Planning

Foci: Travel Behavior and Urban Transportation

(BS, Civil Engineering, UT Austin; MSc, TSA&P, NU)

Lea, Claudia

RPM-1443

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:07 PM
To: Lea, Claudia
Subject: FW: Keep South Blvd Open

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

From: Meredith Vlahakis [meredith.vlahakis@gmail.com]
Sent: Friday, February 18, 2011 12:49 PM
To: North Red & Purple Modernization
Subject: Keep South Blvd Open

Dear Mr. Hands,

I am an Evanston resident who rides the purple line multiple times a day, as I work 2 part time jobs in Evanston & Chicago, and attend school in downtown Chicago. I live 4 blocks from the South Blvd station and if this station is closed, my only options are to walk past a terrifyingly dark cemetery to the Howard Street station, or all the way to Main St station. I object to closing this station not only because it serves a huge population of riders who live where I do, but also because it will hurt the value of property prices, not only for our condominium but all residences nearby. Given that there is approximately 1/2 mile or 5 blocks between Howard-South-Main, it makes far more sense to me to close the Red Line stations that lie within 2-3 blocks of each other, such as Jarvis, Berwyn & Lawrence. If the CTA's goal is really to consolidate and speed up service, the Red Line badly needs attention in this area.

Thank you for time in reading and considering my comments.

Sincerely,
Meredith Vlahakis

--
<http://issuu.com/meredith.vlahakis>

Lea, Claudia

RPM. 1444

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:08 PM
To: Lea, Claudia
Subject: FW: Don't close Foster Street

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RPM@transitchicago.com

From: John Mintier [jmintier@sbcglobal.net]
Sent: Friday, February 18, 2011 12:51 PM
To: North Red & Purple Modernization
Subject: Don't close Foster Street

As a senior who can still walk I use the Foster Street el, but I foresee the time when walking the additional blocks to either Noyes or Davis will cause me to be nearly Evanston bound. I travel to the Loop at least once a week where I do volunteer work for Recordings for the Blind. Closing this el stop would not be in my, or the people I serve, best interest.

My son and wife also use this el stop and I will ask them to write in opposition to the closing, Gaffield would not be an alternative for us.

John Mintier

1111 Foster

Evanston Il 60201

RPM. 1445

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:08 PM
To: Lea, Claudia
Subject: FW: Keep South Blvd CTA station OPEN!!!!

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RPM@transitchicago.com

From: Christina Prescott [cpresco2@gmail.com]
Sent: Friday, February 18, 2011 12:55 PM
To: North Red & Purple Modernization; janschakowsky@mail.house.gov; etisdahl@cityofevanston.org; cburris@cityofevanston.org
Subject: Keep South Blvd CTA station OPEN!!!!

Hello all,

Please keep South Blvd station OPEN!

I am writing due to the unfortunate series of events that have led to the proposed closing of the South Blvd el station. Many Evanstonians rely on the South Blvd el station as their access point to the el system. Growing up I have always depended on the South Blvd station to get me to and from Chicago. I am a full time student and work 2 jobs, one in Evanston and one in the West Loop. I depend on being able to access the el from South Blvd in order to get to and from campus and my jobs as well as to . If the South Blvd station is closed it will be very detrimental to my commute. The Howard st station is not a very safe neighborhood to get to and the added drive time and cost of parking are an added deterrent. Although there is some street parking available near the Main st. station it will become overcrowded by the added number of cars from people used to walking or driving to South Blvd. It will also cause extra drive time and gas money to get to and from that station. Therefore, if these are the only options available it will make more sense to take the Metra from Main st and at least cut down on commute time since it will be no less inconvenient to take that train than the el from Main st. I am surely not the only rider you will be losing if you close the South Blvd el station. Additionally, South Evanston needs services too. It is not just to keep services only in the richest areas of Evanston such as the Davis, Linden and Central st stations. South Evanston will become less attractive to homebuyers, renters, and current residents if the South Blvd station is closed.

Keep South Blvd OPEN!

Sincerely,
Christina Prescott

RPM-1446

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:09 PM
To: Lea, Claudia
Subject: FW: Some thoughts on station closings

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RPM@transitchicago.com

From: LeRoy Blommaert [jlcochran1886@yahoo.com]
Sent: Friday, February 18, 2011 12:57 PM
To: North Red & Purple Modernization
Subject: Some thoughts on station closings

Some thoughts on closing stations...

It seems to be that a calculation should be made of the time that each "affected" passenger would save by the station's closing multiplied by the number of such affected passengers in a given period. This result would then have to be compared to the time lost by those who use the station to be closed multiplied by the number of such station users during the same period.

It seems certain that the time saved by affected passengers will be less than the time lost by those using the station that would be closed-- and by a factor of many times. It is also true that the persons adversely affected by a station's closing will be much more upset than those who would be pleased by the small amount of time they would save by that station's closing. The latter might hardly notice.

If for example a station closing resulted in a savings of 1 minute for affected passengers, it seems reasonable that the adversely affected users of the closed station would lose at least 6 minutes by having to walk to the nearest open station. Calculating the time lost would be much more difficult than calculating the time saved by a station's closing, since there are so many variables involved, e.g. where they live and how fast they walk.

Above I mentioned "affected" passengers. The numbers will vary depending on the station to be closed. Take Jarvis for example. It is the last station before Howard on the red line. The only passengers that would save time are those who would board or disembark north of Jarvis--at Howard and on the purple line and yellow lines. And it would not be all those passengers as a good many of them during the rush hour board the purple line express which does not stop at Jarvis. Another factor limiting any benefit to affected passengers is the fact that trains going north from Jarvis to Howard proceed at a very slow speed due to signal clearances and switching operations. Stopping at Jarvis hardly adds to the journey north to Howard.

The further from the downtown district a station is the fewer passengers that would benefit from the closing, all other things being equal.

But this is only one consideration that needs to be made. There is also the impact on the local community and its businesses that must be considered.

Communities have developed around these stations; they are part of the social and commercial fabric. Closing a station adversely affects not just those who use it; it adversely affects many others as well. This is a calculation/consideration that is not in competence of transit officials. It should be a decision of one's elected officials—they after all are the ones to decide how much subsidy the transit system should receive.

In sum: I do not favor any station closing: the slight benefits to the affected riders do not trump the adverse consequences to the station users and the local community. There are other, more cost effective ways to save a few minutes of trip time.

LeRoy Blommaert
Edgewater

RPM. 1447

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:12 PM
To: Lea, Claudia
Subject: FW: Please dont close the Thorndale stop!!

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RPM@transitchicago.com

From: David Halverson [dhalverson@optionshouse.com]
Sent: Friday, February 18, 2011 1:06 PM
To: North Red & Purple Modernization
Subject: Please dont close the Thorndale stop!!

Please don't close the Thorndale Red Line stop! I'll be forced to move!

Dave Halverson

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RPM-1448

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:13 PM
To: Lea, Claudia
Subject: FW: Keep SOUTH BLVD Open!

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RPM@transitchicago.com

From: Christina Prescott [cprescott@luc.edu]
Sent: Friday, February 18, 2011 1:07 PM
To: cburrus@cityofevanston.org; etisdahl@cityofevanston.org; janschakowsky@mail.house.gov;
North Red & Purple Modernization
Subject: Keep SOUTH BLVD Open!

Hello all, Please keep South Blvd station OPEN!

I am writing due to the proposed closing of the South Blvd el station. Many riders rely on the South Blvd el station as their access point to the el system. Growing up I have always depended on the South Blvd station to get me to and from Chicago. I am a full time student and work 2 jobs, one in Evanston and one in the West Loop- this is only possible due to public transportation. I depend on being able to access the el from South Blvd in order to get to and from campus and my jobs as well as to . If the South Blvd station is closed it will cause increases in the time and money I already put into my commute. Options for riders if South Blvd closes:

- Howard st station- not a very safe neighborhood, added drive time and cost of parking are an added deterrent.
- Main st. station- any available street parking will become overcrowded by the added number people used to walking or driving to South Blvd, will also cause extra drive time and gas money to get to.
- Metra- does take the same amount of extra drive time and gas money as the Main st option but runs on a more regular schedule and commute is shorter.

Therefore, clearly the smartest option for commuters is to switch to riding Metra

Additionally, South Evanston needs services too. It is socially unjust to keep services only in the richest areas of Evanston such as the Davis, Linden and Central st stations. South Evanston will become less attractive to homebuyers, renters, and current residents if the South Blvd station is closed and the dichotomy between North Evanston and South Evanston will continue to expand.

Keep South Blvd OPEN!

Sincerely,
CMP

RPM-1449

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:12 PM
To: Lea, Claudia
Subject: FW: CTA proposals

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From: Melissa Murphy [melmurphy11@yahoo.com]
Sent: Friday, February 18, 2011 12:59 PM
To: North Red & Purple Modernization
Subject: CTA proposals

I live right off of the Thorndale stop, and closing it would effect not only my commute and my neighbors that take the red line for work, but also all the students at Senn High School. I think a proposal running certain express trains and/or repairing stations would be a much better alternative than closing ANY existing stops.

Thank you.

Melissa Murphy

RPM.1450

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 1:14 PM
To: Lea, Claudia
Subject: FW: Purple and Red Line Comment

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From: Matt Frantz [matthewjfrantz@gmail.com]
Sent: Friday, February 18, 2011 1:10 PM
To: North Red & Purple Modernization
Subject: Purple and Red Line Comment

Hello,

I am a student at Northwestern University who commutes from downtown. I have looked over you plans for modernization and understand that it's a huge undertaking. The purple line express is a huge time saver for me, but I understand if they are able to make the red line a lot faster, how that might be more beneficial as a whole. However, eliminating the Foster stop would make mine and thousands of other Northwestern Students walk more than double to class. With the service and the walk taking much more time, it adds tons of time to a lot of people's commutes.

If the red line is going to replace the purple, I would highly suggest not eliminating the foster stop, but instead the noyes stop.