

Appendix K
Public Scoping Written Comments
Comments 1,451-1,514

RPM · 1451

Lea, Claudia

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

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RPM@transitchicago.com

From: Barbara Blades [bablades@comcast.net]
Sent: Friday, February 18, 2011 1:09 PM
To: North Red & Purple Modernization
Subject: proposed Gaffield stop

The proposal to create another entrance/exit on Gaffield in Evanston makes no sense. Why not leave Foster open and renovate it enough to last until the economy improves? Certainly it will cost the CTA a lot of money to put in the new exit/entrance. Also, Gaffield is a residential street. It would be very disruptive to have crowds entering and exiting there. Foster, like Noyes is mostly a commercial street and a straight line to the Northwestern campus.

Sincerely,

Barbara Blades
2111 Maple
Evanston

RPM-1452

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:09 PM
To: Lea, Claudia
Subject: FW: keep SOUTH BLVD OPEN!!!!

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RPM@transitchicago.com

From: Christina Prescott [froggysparkles@comcast.net]
Sent: Friday, February 18, 2011 1:20 PM
To: North Red & Purple Modernization; janschakowsky@mail.house.gov; etisdahl@cityofevanston.org; cburrus@cityofevanston.org
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 Evanstonians rely on the South Blvd el station as their access point to the el system. Keeping Evanston a thriving city and in competition for commerce with other suburbs relies on keeping it connected to Chicago. Closing the South Blvd el station will be a huge detriment to this process. 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 for social events. If the South Blvd station is closed it will be very detrimental to my and many other riders' commutes.

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.

Lastly, when I go out with friends in Evanston or the city I always choose to take the el as a safe option to trusting someone to stay sober enough to drive. Without the convenience of the el I will need to pay for a cab to and from the train station. However, others may choose to risk driving under the influence and drive home from the el making the roads unsafe for you, me, and other drivers. Therefore, keeping the South Blvd station open will not only maintain a safer, cheaper, and more convenient commute for all in south Evanston, it will also keep all the other drivers and pedestrians in Evanston safer as well.

Keep South Blvd OPEN!

Sincerely,
Christina Prescott

RPM · 1453

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:10 PM
To: Lea, Claudia
Subject: FW: Purple Line South Blvd Station

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RPM@transitchicago.com

From: Carol Michelini [cmichelini@hotmail.com]
Sent: Friday, February 18, 2011 1:21 PM
To: North Red & Purple Modernization
Subject: Purple Line South Blvd Station

Hello, Steve

I saw a paper taped to the doors at the South Boulevard stop asking for people to comment on CTA's proposal to possibly close the South Blvd station in the future. When I take the Purple Line, South Blvd is the station I go to as it is the closest to where I currently live. When I go into Chicago to attend cultural events, I take public transportation even at night. If the South Blvd station is closed, I would need to walk 4-5 additional blocks to the Main Street station. During the day or in good weather, that's not a problem. But it is a problem at night and in cold weather. Closing South Blvd leaves southeast part of Evanston without safe and easily accessible public transportation both into Chicago and into Evanston. Since the Main Street station has METRA, why does it also need the CTA stop? If we need to close a station in Evanston, leave South Blvd and close Main.

Carol Michelini

RPM-1454

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:11 PM
To: Lea, Claudia
Subject: FW: Thinking green

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RPM@transitchicago.com

From: LeRoy Blommaert [jlcochran1886@yahoo.com]
Sent: Friday, February 18, 2011 1:38 PM
To: North Red & Purple Modernization
Subject: Thinking green

Thinking Green

It is said that the greenest building is the one that has already been built. That can be said of other structures as well. Considerable resources of energy and material were expended in constructing the embankment infrastructure. To demolish that embankment just to build something new is wasteful not only of money but of resources as well. We need to use well what we already have, repair it and keep it maintained. If we do that it will serve us well into the future.

Some thoughts about funding

We all need to stop thinking of Federal money as free money; it really isn't. In the end we all will pay for it or our children will. If we thought of the cost of these proposals as something we had to pay for ourselves through an increase of sales taxes or real estate taxes, we would all think more carefully and prudently about what was really needed.

LeRoy Blommaert
Edgewater

Lea, Claudia

RPM. 1455

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:12 PM
To: Lea, Claudia
Subject: FW: Comments : CTA Red and Purple Line Modernization program

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RPM@transitchicago.com

From: Feedback
Sent: Friday, February 18, 2011 1:43 PM
To: North Red & Purple Modernization
Subject: FW: Comments : CTA Red and Purple Line Modernization program

FYI:

CTA FEEDBACK TEAM

From: CITYFEEDBACK [cityfeedback@cityofchicago.org]
Sent: Friday, February 18, 2011 12:16 PM
To: Feedback
Subject: FW: Comments : CTA Red and Purple Line Modernization program

From: hls18501255@gmail.com [hls18501255@gmail.com]
Sent: Friday, February 18, 2011 12:03 PM
To: CITYFEEDBACK
Subject: Comments : CTA Red and Purple Line Modernization program

Name: Heather Smith

Dear Mayor Daley,

I am writing urge you not to support funding of any CTA scenario that involves closing local Red and Purple Line stations. The comment period closes today. I understand this is a preliminary study but I am appalled that the CTA would consider closing stations, which would devastate small businesses and cut off another source of revenue for the city and state. Below are the comments I sent to the CTA. I support rehabilitation of my train station, but I urge you to oppose the use of federal transportation dollars for station consolidation.

Sincerely,

Heather Smith

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RPM - 1456

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:13 PM
To: Lea, Claudia
Subject: FW: The curve at Sheridan

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RPM@transitchicago.com

From: LeRoy Blommaert [jlcochran1886@yahoo.com]
Sent: Friday, February 18, 2011 1:48 PM
To: North Red & Purple Modernization
Subject: The curve at Sheridan

The curve at Sheridan

One capital improvement that should be given serious consideration apart from any other option is to eliminate the sharp curve at Sheridan. I am not endorsing doing this. I would need to know more regarding the cost of doing it and the time savings.

However, compared to station closings it would have no adverse consequence for current station users as the station would be kept just possibly repositioned. Also, because the time savings would occur at the southern end of the segment more riders would see the benefit as opposed to the closing of the Jarvis station as an example.

I would like to see this advanced as a separate proposal with some carefully calculated costs and time savings developed.

LeRoy Blommaert
Edgewater

RPM. 1457

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:13 PM
To: Lea, Claudia
Subject: FW: Comments for the Red Line/Purple Line Alignment

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RPM@transitchicago.com

From: Sklenar, Craig [csklenar@cityofevanston.org]
Sent: Friday, February 18, 2011 1:55 PM
To: North Red & Purple Modernization
Subject: Comments for the Red Line/Purple Line Alignment

Dear CTA;

I first want to state that I am writing to you not as a representative of the City of Evanston, but as a citizen of Chicago and a commuter to the City of Evanston daily. That said I personally have the following comments.

1. Station Closure v. Economic Development

While I understand the Transportation planning efforts in closing stations to ensure a quicker and more efficient means to run the operations, I am concerned about the century old economic development surrounding each station will result in significant land use implications for those neighborhoods. Specifically the Lawrence and Wilson area. Closing the Lawrence station will undo much of the economic development work that has been happening there in the past decade alone. I encourage the CTA to evaluate a solution that straddles Broadway between Wilson and Lawrence for the new station. It is within walking distance of both current stations and there could be a design opportunity where there might be a station entrance retained at both Lawrence and Wilson but the station splits between the two.

2. Four Track Modernization – retaining all stations

The one glaring alternative that was NOT shown by the CTA is an alternative that is a full scale modernization with all stations remaining. What is the time savings (Belmont to Howard as I have been told in the four track with station closure is 11 minutes. I live at the Thorndale station. The nearest station entrance will be at Hollywood which is an additional seven minute walk to my commute – thus realizing me approximately a 2 minute extension to my commute time by the calculations I have looked at (5 minutes Thorndale to Howard...)
WHY would I support something that cost \$4 billion dollars and on a day-to-day basis would actually INCREASE my commute time? Let's see all of the alternatives and make that decision together, I am sure that the CTA has run this model before but please do not knock it out before the public has had a chance to vet this information.

There are a host of other small issues such as land use planning and station design that will be essential as this project progresses but these are my two major concerns that you need to consider in the EIS process. Don't just look at the transit numbers, look at some of the cost implications that you will be doing to a city that literally grew up around this investment. Managing this asset is huge for the city of Chicago, we get only ONE chance to improve upon it in the next century, let's do it right.

ALSO I want you to consider Sustainable Return on Investment when doing this project. SROI helps you quantify some of the qualitative issues I have brought up. What IS the cost implication of businesses closing in these neighborhoods due to the station no longer being there? What are the environmental benefits for having people having to walk a little bit more? Etc. etc.

<http://www.hdrinc.com/sites/all/files/content/articles/article-files/3275-sustainable-return-on-investment-sroi-can-help-get-projects-funded.pdf>

Thank you for taking my comments into consideration, if you have questions please do not hesitate to call or write.

Sincerely,

Craig D Sklenar, AICP

General Planner

Community & Economic Development Department

City of Evanston

2100 Ridge Avenue

Evanston, IL 60201-2798

T 847.448.8683

F 847.448.8120

E csklenar@cityofevanston.org

Please Consider the environment before printing this message.

RPM-1458

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:16 PM
To: Lea, Claudia
Subject: FW: Purple Line Express

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RPM@transitchicago.com

From: Andrew Ward [acward1016@gmail.com]
Sent: Friday, February 18, 2011 2:02 PM
To: North Red & Purple Modernization
Subject: Purple Line Express

To whom it may concern,

I feel very strongly that you do not limit the Purple Line Express. I rely on this transportation to get from Noyes to the loop and back every work day. I work in the financial industry and often work past 5 o'clock. Catching the purple express makes all the difference in my days trip, eliminating 45 minutes cumulatively. I also feel this will negatively impact the business's of downtown Evanston.

Best Regards,

Andrew Ward

RPM-1459

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:16 PM
To: Lea, Claudia
Subject: FW: CTA red and purple line modernization project

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RPM@transitchicago.com

From: Heather Smith [hsmith@cnu.org]
Sent: Friday, February 18, 2011 2:03 PM
To: North Red & Purple Modernization
Subject: CTA red and purple line modernization project

Dear CTA,

I encourage you not to consolidate stations, but to rehab all stations and work towards a modernization program that focuses on local neighborhood development as well as improving commute times. At CNU we pride ourselves on the charter of the New Urbanism www.cnu.org/charter.

Principle 8 states: The Physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile. We believe strongly in land use that supports transit. Consolidating stations does not support the economic health of Chicago nor is it consistent with the Charter of the New Urbanism. I urge you to consider local land uses and use the local economic development tools such as Value Capture and the CTOD database at <http://toddata.cnt.org/> to look at local businesses before considering station consolidation.

Sincerely,

Heather Smith

--
Heather Smith
Planning Director, CNU
140 S. Dearborn, Suite 404
Chicago, IL 60603
www.cnu.org
312-551-7300 x15

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RPM. 1460

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 2:59 PM
To: Lea, Claudia
Subject: FW: To Steve Hands (Strategic Planning) Re: CTA Red/Purple Line

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RPM@transitchicago.com

From: Amy [velo_grrl@yahoo.com]
Sent: Friday, February 18, 2011 2:24 PM
To: North Red & Purple Modernization
Cc: velo_grrl@yahoo.com
Subject: To Steve Hands (Strategic Planning) Re: CTA Red/Purple Line

Hello Steve-

I'm writing to express my opinions about the plans for the CTA Red and Purple Line.

1) The most important thing to me is keeping the South Blvd. EL station open.

I don't think the Evanston stops at South and at Foster should be closed. I think Jarvis should stay open, as well.

2) I think the Purple Line Express service should be retained as it is now, without being limited. I think the CTA will lose riders if the trip gets much longer for people. And it makes Evanston a less desirable place to live/go to if the Express trains don't exist.

I personally don't get to take full advantage of the Express trains because I have to switch to the Red Line since I get off north of downtown. I am saying this for the greater good of the downtown commuters. And I appreciate being able to take it part way before I have to transfer.

I do understand the need to repair and modernize the Red Line and make it more accessible to the handicapped. I support that as long as the stations aren't closed and as long as the Purple express stays in place.

One of the main reasons I purchased a townhome on South Blvd years ago is it's proximity to the South Blvd. EL station.

I intend to stay in my home as long as possible, even when I eventually become a senior citizen. Currently I am injured, which means that walking is uncomfortable for me. I used to walk many places and go for long walks, and now I don't anymore. This makes me aware of what would be like to have to walk an extra four or five blocks to the Main Street station. Especially with a heavy bag/backpack/laptop, gym bag, groceries or luggage. I am usually carrying something when I go somewhere. There are a lot of older people in this area, and that extra distance might be difficult for them. It would be even harder if they had to carry heavy bags the extra distance, whether they be luggage, groceries, etc..

I realize that some day when I am an older person I may not be able to walk far or be able to drive. I am truly concerned about this. I think that having the EL stop at South Blvd. will be a godsend and a lifeline. Having to go to Main or Howard would be more difficult and not as safe. Not that Main Street is particularly unsafe, but it's a lot longer walk home, giving muggers more opportunities.

Closing the South Blvd. El station could impact me and my neighborhood in many ways:

- 1) Could hurt property values. many people in this neighborhood bought because of the EL. may make it harder to sell a property for those that need to sell.
- 2) Could hurt landlords and renters. I have heard a couple of renters say they rented an apt. in this neighborhood because of the El station being close. It will be harder for landlords to rent apartments.
- 3) Will hurt the small businesses in the area, including the merchants in the strip mall north of South Blvd. on Chicago Ave. We are lucky to have those stores there, considering we lost our Dominick's when they built the townhome complex across from the EL. We actually have a Video Rental store in that mall - I have to think part of why they have been able to hang on is by being near the EL.
- 4) The EL station to the south, Howard, is considered by many to be a dangerous stop to get off at and walk home alone from. Especially at night. And, with the cemetery in the way, there's no direct route for many people.
- 5) Will potentially make the neighborhood less safe and make it feel "dead". Currently there is foot traffic in the area from commuters and other EL riders. This will diminish greatly if there are not people walking to and from the El at various times of day. While some could make the opposite argument about safety, I think that it's better to have people out and about.
- 6) It will be less convenient to have to travel farther to get to the station. The CTA could lose some riders. Currently there is a city lot people can park in at South Blvd. where they can park and hop on the train if they have a sticker. I don't think there is something like that at Main Street.

The only good thing I can think of is that we wouldn't have as many commuters parking on the streets in our neighborhood. I'd much rather keep the station and deal with the parkers!! I guess the other good thing is that I wouldn't have early commuters stealing my newspaper(s) on their way to the train in the morning. I still would rather have the station!

I appreciate your asking for our opinions, and I hope you will seriously consider keeping both South Blvd. (and Foster Street) stations open.

Amy Dykema

Lea, Claudia

RPM: 1461

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:01 PM
To: Lea, Claudia
Subject: FW: Red and Purple Line Modernization Comments

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RPM@transitchicago.com

From: Stephanie Pedretti [stephpedretti@yahoo.com]
Sent: Friday, February 18, 2011 2:24 PM
To: North Red & Purple Modernization
Subject: Red and Purple Line Modernization Comments

To whom it may concern:

I would like to thank the CTA for holding the scoping meetings. The meeting I attended in Rogers Park was very informative and I think the format worked really well. I would like to offer my comments on the modernization plans.

I am very concerned about the possible closing of several red and purple line stations and definitely oppose this. A train station is more than just an access point to transit; it also serves as the nucleus of a neighborhood. Especially because these train lines and stations have been in existence for so long, the stations form an anchor for small business districts, such as the Jarvis Square area at Jarvis Station. Without the train station's proximity, many of these businesses may not survive and the whole neighborhood would suffer as a result.

When looking at a map, the idea of closing stations and opening alternate entrances at existing stations may seem to provide the same convenience for commuters, but it's important for the planners to look at the reality on the ground and whether these changes would end up encouraging more people to drive their cars rather than take transit.

Except for the closing of stations, I think that any of the three modernization plans would be preferable to the no action/rehabilitation plans. I think that we need to be more future oriented with our transit and not just continue to put band-aids on an aging infrastructure.

Of the three modernization plans, I prefer the 4-track. I especially like the possibility of the purple line adding stops at Loyola and Wilson and expanding the hours that purple line express service is available. The one feature of the subway alternative that I especially like is the way it solves the current problem of the brown line crossing the red/purple line at Belmont, so I wonder if there is a way to incorporate a segment of underground track north of Belmont with the other above ground modernization plans.

Sincerely,
Stephanie Pedretti

RPM. 1462

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:02 PM
To: Lea, Claudia
Subject: FW: DONT CHANGE THE PURPLE LINE ROUTES

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RPM@transitchicago.com

From: John Perrin [JPerrin@ellis.edu]
Sent: Friday, February 18, 2011 2:24 PM
To: North Red & Purple Modernization
Subject: DONT CHANGE THE PURPLE LINE ROUTES

Sincerely,

John Perrin, MBA | Student Finance Advisor | Ellis University
P: 866-477-8795 | F: 312-669-6540 | JPerrin@ellis.edu
111 N. Canal Suite 380, Chicago IL 60606 | <http://ellis.edu>
Office hours: Tuesday - Friday 8:00am to 7:00pm

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RPM. 1463

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:03 PM
To: Lea, Claudia
Subject: FW: RPM alternatives

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RPM@transitchicago.com

From: William Rochlin [WROCHLI@luc.edu]
Sent: Friday, February 18, 2011 2:45 PM
To: North Red & Purple Modernization
Subject: RPM alternatives

Dear Mr. Hands,

As an Evanston resident who lives on South Blvd, I'm concerned about the modernization steps that entail shutting down the South Blvd stop on the purple line. The advantage of reducing the number of stops is insignificant compared to the added walking time and difficulty for many who currently use the South stop. I realize that the more expensive upgrades on the table would be more expensive still if renovation of South Blvd had to be added into the mix. I hope that your team will consider implementing one of those plans without upgrading the South Blvd stop so that it can be preserved at minimum expense. Closing the South blvd stop will likely be enough of an inconvenience that folks will opt out of taking the el. This will increase private transportation which damages our environment (i.e., is "un-green").

If your team does move forward with this plan, please consider adding a bus stop at the site of the South Blvd stop.

Thank you for soliciting and considering comments from the residents. Good luck with your decisions.

Bill Rochlin

Mailing:
M. William Rochlin, Asso. Prof.
Biology Dept., LSB 223
Loyola University Chicago
6525 N. Sheridan Road (for conventional mail only!)
Chicago, IL 60626
E: wrochli@luc.edu
W: (773)-508-2450
Fax: (773)-508-3646

For shipping and overnight mail, use the following street address:
1050 W. Sheridan Rd.

RPM. 1464

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:46 PM
To: Lea, Claudia
Subject: FW: My comments on the Red-Purple Line Modernization project

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RPM@transitchicago.com

From: Monique S [quest16@gmail.com]
Sent: Friday, February 18, 2011 3:04 PM
To: North Red & Purple Modernization
Subject: My comments on the Red-Purple Line Modernization project

Dear CTA,

I strongly support the proposed improvements to the Red and Purple Lines. As a resident of the Uptown/Edgewater area who works in downtown Chicago, I use the Red Line to travel between home and work several times a week. As a rider, I noticed a nice improvement in travel time when the line was modernized between Belmont and downtown a couple years ago. However, frequent slowdowns are still a commonplace feature of my ride, particularly on the portion north of Belmont. The City would never allow Lakeshore Drive to become operationally obsolete - why should the Red/Purple Lines, which are essential to the character and healthy environment of our city, be allowed to disintegrate? The Red and Purple Lines serve all income classes and are the lifeline of hundreds of thousands of City residents. Unfortunately, some City residents choose to leave the city for the suburbs partly for transportation reasons... such as my sister, who lived in Lakeview until moving to Elmhurst, citing "being tired of slow service on the CTA" as a major reason. Modernization of the Red and Purple Lines is critical to the future well-being and success of our city.

Sincerely,

Monique Urban
5119 N. Kenmore Ave.
Chicago, Illinois 60640

Lea, Claudia

RPM. 1465

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:47 PM
To: Lea, Claudia
Subject: FW: Please Consider

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RPM@transitchicago.com

From: Leigh Ann Leonauskas [laleonauskas@gmail.com]
Sent: Friday, February 18, 2011 3:07 PM
To: North Red & Purple Modernization
Subject: Please Consider

Dear Mr. Hands,

I am writing to express my opinion over the North Red and Purple Modernization Project. I attended the meeting held on January 26, 2011 and I have read your information on the Modernization Project. While I agree it is important to try to "modernize" our transit system, I strongly urge you NOT to close the Jarvis stop on the red line. To close the Jarvis stop would be devastating to one of the nicest pockets of Rogers Park. In recent years this area has really cleaned up and turned around, largely due to the wonderful businesses directly around the Jarvis El stop like Charmers Café, The Dagel & Beli Shop, Gruppo d'Amici, Taste Wine Shop, Poitin Stil Irish Pub, Rogers Bark, the Side Project Theater, and V-Tone Fitness. Closing this station would kill these businesses and devastate an area that has become such a lovely place to live. In addition, by closing this station it would force residents to walk through some of the more unsafe areas of Rogers Park to get to the stations at Howard or Morse. These are areas that I personally would never walk to and from for fear for my personal safety. All things considered, it would just be terribly devastating for this entire wonderful, thriving area if you were to close this stop. I think the only acceptable proposition for the Modernization Project is one that includes plans to keep, rehab, and upgrade our Jarvis station to make it ADA Accessible.

I hope you give this strong consideration.

Thank you,

Leigh Ann Leonauskas

Rogers Park Resident at 7429 N Greenview Ave, #3

Chicago, IL 60626

RPM. 1466

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:50 PM
To: Lea, Claudia
Subject: FW: Scoping Comments

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RPM@transitchicago.com

From: carlariggs@rcn.com [carlariggs@rcn.com]
Sent: Friday, February 18, 2011 3:32 PM
To: North Red & Purple Modernization
Subject: Scoping Comments

A few comments...

I would support plans that incorporate the following:

1. Maintaining or expanding opportunities for express service to downtown
2. Attention to green space and sustainable building practices/materials in any redevelopment that is done.
3. Closure of some stations if second entrances to other stations are developed to offset this.
4. Elevated tracks, rather than development of underground. This is an aesthetic interest and one that contributes to my experience of place -- I appreciate the sense of connection I get to the northside neighborhoods through my visual experience of them during my daily commute. This experience would be lost in an underground commute. I also appreciate the exposure to light.

Thank you to the CTA for all that you do! I highly value living in a city where transit is available and I do not need a car to get around. The quality of my life is improved by this -- regular exercise as I walk to the train; connection with people in my community; and no stress of driving.

Sincerely,
Carla Riggs

Lea, Claudia

RPM-1467

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:51 PM
To: Lea, Claudia
Subject: FW: Comments on RPM Project scoping presentation
Attachments: Red Purple memo to CTA.pdf

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From: edzotti@aol.com [edzotti@aol.com]
Sent: Friday, February 18, 2011 3:37 PM
To: North Red & Purple Modernization
Cc: charlie@w-arch.com; dennis@chicagocarto.com
Subject: Comments on RPM Project scoping presentation

Attached please find our comments on the recent RPM Project scoping presentation.

Regards,

Charlie Friedlander, Waechter Architects
Dennis McClendon, Chicago Cartographics
Ed Zotti, Straight Dope Chicago

TO: Steve Hands, Strategic Planning & Policy, Chicago Transit Authority
 FROM: Charlie Friedlander, Waechter Architects
 Dennis McClendon, Chicago Cartographics
 Ed Zotti, Straight Dope Chicago
 RE: Red-Purple Modernization Project – Comments on Public Scoping Presentation
 DATE: February 18, 2011

The following are our comments on the CTA's preliminary plans for the Red-Purple Modernization (RPM) Project, as presented at Senn High School on January 25, 2011. We commend the CTA for its willingness to discuss this critical project at an early stage. We believe the scoping presentation has revealed serious shortcomings that must be addressed before work proceeds further.

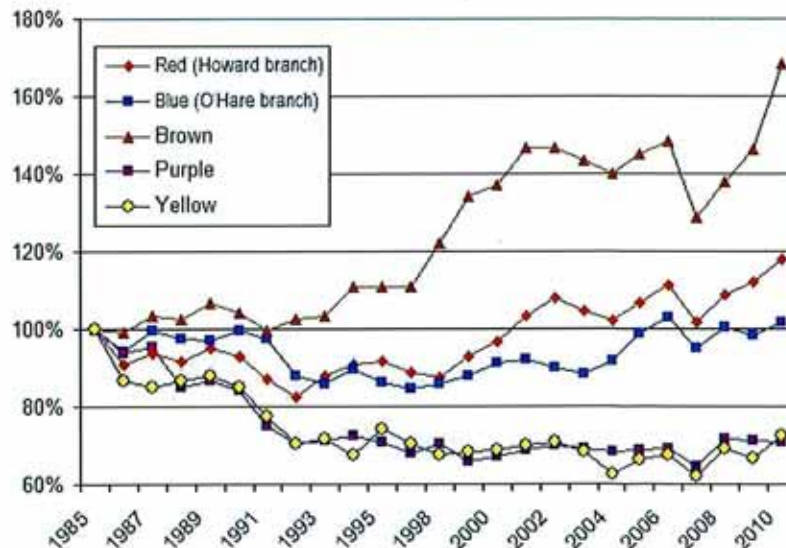
Our chief concern is that the RPM Project has focused narrowly on engineering issues while neglecting the larger question of how best to serve riders in this revitalizing portion of the CTA's service area. While we were impressed with the CTA engineering staff's grasp of technical detail, we are concerned that little thought appears to have been given to how the service would actually work.

For example, we asked whether the Modernization 2-Track Underground scenario meant the Purple Line would be eliminated as a separate service, with the Red Line extending all the way from Linden to a future terminal at 130th Street. (This seemed to be the implication of the graphics.) The engineers didn't know. They attempted to find CTA planning staff to discuss the issue, but although we spoke with several individuals, no one was able to answer this basic question. The impression we were left with was that the subway alternative was being considered not because it would provide optimal service, but because it would be easier to build.

We respectfully suggest that it is imperative for the CTA to decide what kind of service it wants to deliver before getting into construction details. The number of tracks and location and configuration of stations should be driven by operating considerations, not the other way around. We recognize that a grand vision for Chicago transit is beyond the scope of the RPM Project. Nonetheless it would be foolish to foreclose opportunities simply because no attempt had been made to think through important issues beforehand.

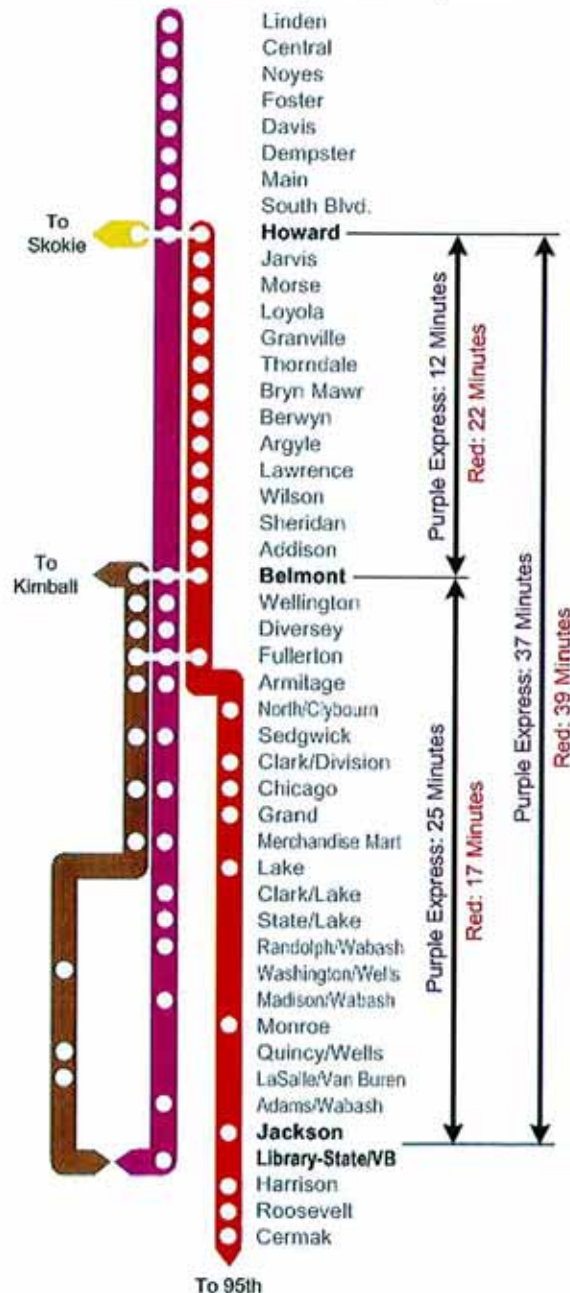
One obvious question, it seems to us, is whether the CTA wishes to continue operating a north side express service, and if so, how it will work. The current Purple Line Express, as the CTA is aware, is not a true express; it mainly provides relief for overcrowding on the Red and Brown lines. This has solved a short-term problem while exacerbating a long-term one, as reflected in the ridership trend:

North Side Weekday Ridership Trends, 1985-2010
 (1985 = 100%)



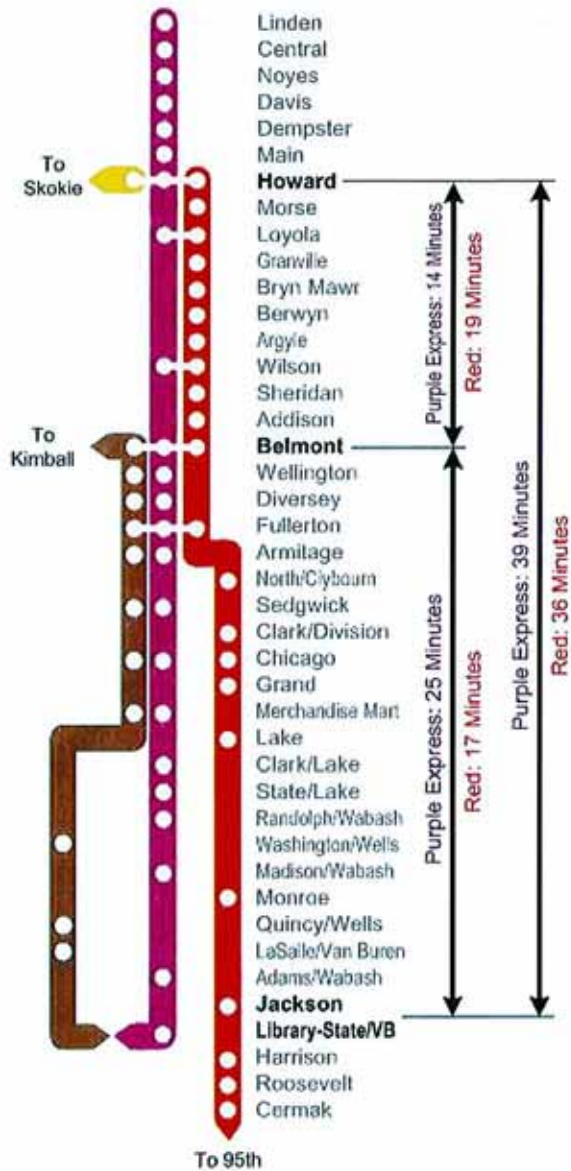
While city ridership is up substantially, suburban ridership is down – largely, in our view, because express service has been slow and infrequent since the service cutbacks of the 1990s. (The only real change has been having Purple Line trains make Brown Line stops from Belmont south.) Here are the current travel times:

Current travel times — Red Line vs. Purple Line Express



As can be seen, the Purple Line “Express” is only two minutes faster than the Red Line, mainly because it enters the Loop via the elevated. The RPM Project, as currently envisioned, won’t improve this poor showing. On the contrary, the Modernization 4-Track Alternative may make matters worse:

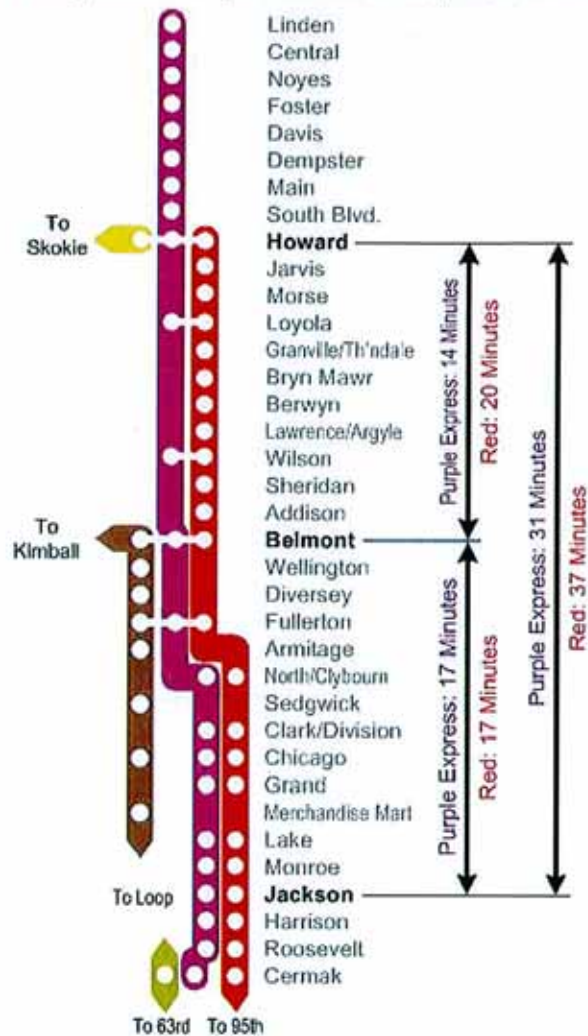
**Travel times
under one current RPM scenario**



As is evident, under this proposal, the Purple Line Express will be *slower* than it is now once it leaves Howard, which may lead to a further loss in suburban ridership.

We believe superior alternatives are available. For example, if the Purple Line Express were routed through the State Street subway, service would be considerably faster:

**Travel times
if Purple Line Express enters Loop via subway**



In this configuration, the Purple Line Express is six minutes faster than the Red Line. Equally important, it provides direct service to busy stops such as Chicago/State, Grand, and Roosevelt, and in our view would greatly relieve crowding on the Red Line, which is becoming a critical concern.

That said, our purpose here is not to make the case for a particular operating approach. Rather, it's to illustrate the importance of planning the service before designing the infrastructure. Clearly replacing the current 4-track elevated with a 2-track subway would eliminate the chance for an improved express. What's more, even if four tracks were retained, it's not obvious where the transfer stations should be. Some of the RPM Project scenarios show transfer stations at Loyola and Wilson, but there is an argument to be made for additional transfer stations at Bryn Mawr and possibly at Morse.

We don't propose to settle (or even make) such arguments now, but we do believe thorough operational analysis is essential before any decision can be made about the best direction for the RPM Project. We recognize that the CTA is chronically short-staffed, but note that the Chicago has a sizable community of individuals with transit expertise, including engineers, architects, planners, and other professionals. We are confident many would welcome an opportunity to offer input during this important project. We would be happy to discuss this matter further.

RPM-1468

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:56 PM
To: Lea, Claudia
Subject: FW: South Blvd Station

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RPM@transitchicago.com

From: Elizabeth Siuta [Isiuta@hotmail.com]
Sent: Friday, February 18, 2011 3:46 PM
To: North Red & Purple Modernization
Subject: South Blvd Station

I do not support the proposed closing of the purple line South Blvd. station. This stop provides a crucial service to the residents of south-east Evanston. Closing the station will create hardships for those who rely on the station for commuting within Evanston and to/from Chicago, especially in the evenings and in bad weather. Bus service in the area is limited and often unreliable. The train provides the fastest and most direct means of travel.

Closing the station will also affect property values in the area. Properties near public transportation have become more desirable as the cost of car ownership has risen.

Thank you,
L Siuta

RPM. 1469

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 3:57 PM
To: Lea, Claudia
Subject: FW: RPM Project

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From: Peg Busard [pegbusard@yahoo.com]
Sent: Friday, February 18, 2011 3:48 PM
To: North Red & Purple Modernization
Subject: RPM Project

Steve Hands
Strategic Planning and Policy
Chicago Transit Authority
PO Box 7602
Chicago, IL 60680

Dear Steve,

Thank you for taking time to consider my ideas. I am writing with regards to the plan for the Evanston elevated stops. The following are in no particular order of preference.

1. I do not have an opinion with regards to closing the South Boulevard stop. I fully understand the need for consolidation and the constraints of ADA compliance.
2. If the South Boulevard stop is closed, I would like to see the building facade saved and incorporated into the Main Street stop building. I know this adds to a project's cost. However, saving the facade and re-using it would retain the historic feel of the neighborhood and would save a beautiful and irreplaceable structure. My hometown of Indianapolis did this with great results when the Circle Centre was constructed. Historic storefronts were saved and incorporated into the new construction.
3. Please, please stop using asphalt, tar, or ash products to seal wooden platforms. All of these products are carcinogenic. Besides being a huge mess in the summer.
4. Increase the size of the Main Street stop lobby. Please get rid of the tacky free newspaper containers outside the station. Perhaps one permanent, modern system could be constructed to dispense papers.
5. Please put out recycling containers.
6. I would prefer to see the Foster stop remain open. Foster Street could become a small destination spot, with the right collaborative efforts.

7. If and when construction begins at Foster, please conduct a thorough search for animals. Very, very small bats used to live in the roof - I don't know what kind they are nor if they are still there. Their presence could present an environmental problem for you.

8. Form a partnership with Keep Evanston Beautiful and Northwestern University students to improve plantings and spring clean-up. There is interest on the campus and KEB could spearhead.

Thank you!

Margaret Busard

RPM. 1470

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 4:53 PM
To: Lea, Claudia
Subject: FW: North Red/Purple Modernization Comment Card
Attachments: Sheehan, Brian - RPM Public Comment Card.doc

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From: Hands, Steve
Sent: Friday, February 18, 2011 4:00 PM
To: North Red & Purple Modernization
Subject: FW: North Red/Purple Modernization Comment Card

Steve Hands
Strategic Planner
Chicago Transit Authority
Strategic Planning and Policy
(312) 681-4169

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From: Brian M. Sheehan [bsheehan@illinoisalumni.org]
Sent: Friday, February 18, 2011 3:49 PM
To: Hands, Steve
Subject: RE: North Red/Purple Modernization Comment Card

Hi Steve,

Just wanted to take this time to send you my "comment card," regarding my observations concerning the RPM Modernization Project meetings, that took place during the last week of January, about three weeks ago, along the north lakefront.

In lieu of using the comment form provided at the meeting, I have attached the above document, as the space provided on it was insufficient for what I wanted to include. I only did this for the Red Line portion of the study area, as I am much more familiar with the neighborhoods along this section of the Red Line, than I am for those along the Purple Line stations in Evanston and Wilmette. A summary of my comments may be found on the last page of this document.

If you have any questions concerning anything I have included in this attachment, please let me know. I hope all is well.

Thanks,
Brian

Brian M. Sheehan, MUP

Master of Urban Planning - December '08

Land Use & Transportation Planning concentration

Bachelor of Science in Geography - May '06

General Geography concentration, Spanish minor

University of Illinois at Urbana-Champaign

Cell: (708) 280-8345

bsheehan@illinoisalumni.org

bmsheehan25@hotmail.com

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From: Hands, Steve [mailto:SHands@transitchicago.com]

Sent: Thursday, January 27, 2011 3:58 PM

To: Brian M. Sheehan

Subject: RE: Quick Question

Brian,
Thank you for your interest. I am currently ill and will not be at the meeting. The format of the meeting is an open house, so you can come at anytime and you won't miss anything.
enjoy the meeting,
Steve

sent from my mobile

Steve Hands

Strategic Planner

CTA

312.681.4169

313.402.7396 mobile

--- original message ---

From: "Brian M. Sheehan" <bsheehan@illinoisalumni.org>

Subject: Quick Question

Date: January 27, 2011

Time: 3:54:6 PM

Hi Mr. Hands,

This is Brian Sheehan, the gentleman in the wheelchair (then of the RTA) that you met back on June 4, 2010, at Transport Chicago. I apologize for sending you this on such extremely short notice, but if you have the time to reply to my quick question, before tonight's North Red/Purple Alternatives Analysis meeting at 6 in Evanston (which I am planning to attend), I would appreciate it greatly. (If not, don't worry about it).

As my work with the RTA has ended as of December 30 (due to a lack of required cooperation on the part of Pace, my project could not be implemented), I come merely representing myself, my curiosity, and ideas. And I wanted to ask a very quick question beforehand, if you have time to answer....

Given attendance and the time taken at the three previous North Red/Purple - Tier 1 EIS Public Scoping Meetings this week, do you expect that the duration will be rather long (i.e. fitting within the 2 hours & 30 minutes as scheduled), or do you expect that it will last much shorter, lasting, for example, say, an hour? Just curious as I'm wondering what to expect as I plan to show up.

Thanks!

Brian

Brian M. Sheehan, MUP

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Dear CTA Red/Purple Modernization (RPM) Project Staff:

Written below is a summary of my opinions on how the North Red/ Purple Lines can be improved as the project slowly moves from a concept toward implementation. This document is divided into the two following sections that summarize what I believe should be done with one of CTA's most outdated, yet heavily utilized, rapid transit infrastructure:

Please note that in these comments that I am only writing about the Red Line portion of the scope area, as my level of familiarity with these stations is much greater than for those solely serving the Purple Line in Evanston and Wilmette.

- **Station by Station Summary**, from South to North, starting with Clark Junction and up to Howard.
 - Stations marked in **Red** are those for which I would be in favor of elimination
 - **Lawrence, Berwyn, and Thorndale**
 - Includes important operational segments that are not stations, notably beginning with Clark Junction
 - *Non-stations* are both *italicized* and **bolded**
- **Rehabilitation Completion** – A summary of the North Red Line as I'd like to see following rehabilitation.

Station by Station

Clark Junction

In order to improve operational capacity on the Red Line, at this critical location where the Brown Line splits from the Red and Purple lines, the inner express (Red Line) track should begin descending towards a subway portal, similar to that proposed for the Modernization 2-Track Underground Alternative. However, unlike that Alternative, the subway should extend only as far north as Roscoe Street (thus requiring construction of a subway tunnel no more than 1/8 of a mile, between School and Roscoe Streets, significantly reducing the cost of rehabilitation, while

maximizing future rush hour train capacity, while allowing for the return of Red Line trains to the elevated at the existing modern Addison Street station.

Interchange between Brown and Purple should not change due to space constraints. If structurally possible, a third track should be constructed over the descending northbound Red Line track, which could be constructed as a flyover for NB Brown Line trains, carrying them above SB Purple Line Express trains.

Addison

One of the few stations within the scope of the RPM project that I believe could go largely untouched without a hitch. However, in helping clear crowds following Cubs games, platform should be reconstructed to span the distance between Addison Street and Waveland Avenue (as found in all three alternatives featuring full modernization), to allow for an auxiliary entrance/exit at Waveland. This would disperse passengers utilizing the existing stationhouse at Addison to Waveland, and create a shorter walk for fans who were seated in the center field bleachers (at the corner of Sheffield/Waveland), the left field bleachers, or down the left field line.

In realigning existing platform, existing concrete platform should be demolished south of the existing stationhouse. In extension north to Waveland, platform should be extended to a 10-car length, to accommodate a potential conversion to 10 car operation on the Red Line, as was done at Fullerton and Belmont for the Brown Line Capacity Expansion Project. Platform should remain an island platform.

Sheridan

Likely one of the most complicated projects on the CTA's hands, due to its constrained location within an S-curve that constrains operational speed. An 8-car length platform takes up nearly the full width of the East-West segment of the curve, making future 10-car operations difficult to implement. Station could be relocated just north of where Red Line viaduct crosses Irving Park Road, but this isolated location immediately adjacent to two cemeteries (Wunders Lutheran and Graceland) would drastically reduce ridership at the Buena Park/Lake View border, and is thus not recommended.

There are two scenarios I envision for this station, one if the S-curve is preserved, another if subway conversion occurs at this location for Red Line trains, with Purple Line Express trains remaining on the elevated.

With Elevated S-Curve

Because of space constraints, the need for wider platforms, the lack of a need for Purple Line Express service at this location, and the constrained nature of the station site, the existing two narrow island platforms should be converted into a single, wider island platform. Station house should be extended far back, to accommodate an elevator for ADA compliance at the far west end of the new platform, opening up the middle of the new platform for waiting passengers.

This setup allows for conversion to ADA compliance to occur at minimal cost to the surrounding neighborhood, and retains usage of the existing historic station house.

The Northwestern Elevated Railroad may have originally envisioned this location as both an express and local stop in 1900, but current usage and operations make this function obsolete.

As a Subway Station

With conversion of the existing Sheridan station to an underground, subway station, station location and track alignment would be drastically altered. Due to space constraints, only two tracks (Red Line) would enter the subway, with Purple Line Express trains retaining use of the existing elevated between Grace Street and Leland Avenue.

The subway path would descend from the existing elevated between Grace and West Sheridan (the inner two tracks), following under the elevated until the southeast end of the S-curve, under which a subway portal would be located. Subway tracks would continue that point diagonally North-Northwest to the intersection of Sheridan and Irving Park, below a location that would require little demolition. Subway would continue under Sheridan to Broadway, Broadway to Leland, at which the inner two tracks would begin return to the existing elevated structure.

The new station at Sheridan and Irving Park would be renamed **Irving Park**, as found in all three full modernization alternatives. Due to the location of a vacant lot at the NE corner of this intersection, room is available for a station house to be constructed, similar to that at **North/Clybourn**. An auxiliary entrance/exit would exist near the north end of the platform at Belle Plaine.

Wilson

The original terminal of the Northwestern Elevated Railroad when it opened in 1900, Wilson features an island platform much wider (up to 18 feet in spots) compared to Sheridan and all stops north to Howard (12 feet in spots). Because of the location of the proposed subway that would serve the proposed **Irving Park** station (replacing **Sheridan**), I will differentiate between the following two scenarios, both of which treat said station as a Red/Purple Transfer Station:

- Fully Elevated Transfer station
- Purple Line stops on elevated, Red Line in subway under Broadway.

The station in both scenarios would be named "**Wilson.**"

Fully Elevated Transfer Station

A design similar to Fullerton and Belmont (North Main), at both stationhouse and platform level, is what I would recommend (including 10-car platforms), given the width of the station's footprint. This may require demolition of the structure located between the two inbound tracks, to allow for a larger stationhouse to accommodate the extra peak period ridership generated by Purple Line Express trains.

Due to the presence of Truman College, likely the busiest trip generator within immediate vicinity of the station, the main entrance would be more convenient if located off Wilson, instead of Broadway. The current main entrance, being barely over 1/8 of a mile from Lawrence station, appears rather redundant

Subway (Red)/Elevated (Purple) Transfer Station

Overall station design would bear resemblance to that of the combined **Roosevelt** Red-Orange-Green Line facility, with a much shorter transfer tunnel, and only one main entrance, likely on the NW corner of Wilson/Broadway. Both stations would feature island platforms, as well as like the aforementioned Roosevelt stop.

Lawrence

A station proposed for elimination in all three modernization alternatives, and one of the two station eliminations that I agree with. Its location approximately 1.5 city blocks from the main entrance to **Wilson**, and 2 city blocks from **Argyle**, making the stop very redundant, and not promoting the “**rapid**” in rapid transit. While ROW does exist in station area to allow for a platform widening that does not incur demolition, and the nearby Green Mill, Riviera Theatre and Aragon Ballroom provide ample nighttime trip generators, the sheer proximity of **Argyle** and **Wilson** make the stop unnecessary.

Also, the existing narrow 12” platform is unsafe for large post-concert crowds at the Riviera and Aragon; as evidenced during a time I jogged past this station following a concert at the Aragon, there appeared to no additional space for any life forms at platform level (especially when persons on the platform may be intoxicated, it’s just a recipe for disaster. These crowds can be better and more safely served by the wider platform at **Wilson**.

Argyle

Functioning as the anchor ‘L’ stop to Chicago’s “**New Chinatown**,” this station needs not be eliminated, despite the lack of an East-West bus connection. Station redesign should bear a very similar appearance to the current location at **Granville**, allowing for ADA compliance without the wider platforms that would require demolition of businesses adjacent to the existing ‘L’ structure. I agree with location of an auxiliary entrance/exit at Ainslie, convenient to Uptown Entertainment District around Broadway/Lawrence. A 10-car platform is recommended to aid in slow conversion to such operations on the Red Line.

Due to my preference to have **Berwyn** station eliminated, I would recommend the rerouting of the #92 Foster bus to preserve its connection with the Red Line, this time at **Argyle**.

Berwyn

Three blocks to **Argyle**, three blocks to **Bryn Mawr**. Given that nearly all the businesses near this station are within easy view of Broadway, little business around this station is dependent on the presence of an 'L' stop, including the Jewel grocery store on the NE corner of Berwyn and Broadway. Because of the lack of dependency of area businesses on said station (which was originally built for, and named after, the former Edgewater Beach Hotel), unlike stations located 3 blocks in either direction, this station, from an operations standpoint (politically, potentially a different story), can be easily eliminated.

Given that the #36 Broadway bus also serve the adjacent **Argyle** and **Bryn Mawr** stations, former users (in the future) of this station can use this bus to access one of the above non-eliminated Red Line stops.

If retained, said rehabbed station, like **Argyle**, should bear a high level of similarity to **Granville**, due to the constrained ROW at this location. Again, a 10-car length platform is recommended to aid Red Line conversion to such operation.

Bryn Mawr

Serving the Bryn Mawr Historic District, and the #84 Peterson bus, it is a station that needs to be kept. Again, design of rehabbed station should resemble **Granville**, due to constrained ROW, and need for accessibility. However, due to the pedestrian unfriendliness of Hollywood Avenue (which serves as little more than a high-speed feeder to the north terminus of Lake Shore Drive), I would prefer an auxiliary entrance/exit at Catalpa, a much more pedestrian friendly street, which also allows the station to retain much of its current footprint, and thus require little to no demolition of adjacent buildings.

Again, like all other stations on the Red Line north of **Wilson** (save for **Loyola**) it should resemble a 10-car long version of the existing **Granville** station.

Thorndale

The other of the two stations proposed for elimination in the 3 full modernization alternatives that match. Similar to Berwyn station, most businesses served by the Thorndale stop are visible from Broadway, and are thus not dependent upon the 'L' stop to be sustainable. Add in extreme proximity to **Granville** station (which Thorndale should be redesigned to look like if rehabilitated, in 10-car length format), and this station need not be kept in place.

Should it be rehabbed, I would recommend no auxiliary entrance/exit, due to a nearby such entrance proposed for Granville at Glenlake, and the distance of Ardmore Avenue (the next street going south) from Thorndale.

Granville

Due to its existence in the existing conditions as an ADA-compliant station little needs to be done with this station, save for a 2-car platform extension toward a proposed auxiliary entrance/exit at the north side of **Glenlake** Avenue. Little else should be done, due to existing constrained ROW.

Loyola

Due to the traffic generated at this stop adjacent to Loyola University Chicago, I agree with the need to make this a Purple Line Express transfer station (which it once was some decades ago, despite it not being properly designed for such operation). Conversion to such operation would likely require narrow dual island platforms (to limit the amount of land needed to sufficiently acquire said ROW, some of which would likely overhang Loyola Avenue to the southwest.

Although likely to be a dual-island-platform station, elevators should be located at platform's end, similar to the current appearance at **Granville**, to allow for narrow platforms that are still ADA-Compliant.

Morse

Because the earthen fill viaduct on which the Red and Purple Lines operates in this location doubles as an extra wide median for Glenwood Avenue, there is sufficient room to widen the single island platform to a modern width, allowing for a mid-platform elevator to help meet ADA compliance standards, and increase the flexibility of station house design. Platform should be extended to accommodate 10-car trains.

Auxiliary entrance/exit should be retained at Lunt, to ease connections to westbound #96 Lunt buses (the eastbound #96 stops near the main entrance on **Morse**). Structurally, little else should be changed to the station in rehabilitation.

Jarvis

Like Thorndale, Jarvis is yet another station very close to another 'L' stop just to its north that is proposed for elimination in the RPM EIS Scoping document. However, unlike Thorndale, Jarvis is not immediately adjacent to a street served by either a bus route, or heavy traffic (Broadway) that would keep eyes (and thus, awareness) on the commercial businesses in "Jarvis Square."

It is for this reason that I believe that this station should be rehabilitated rather than eliminated, in order to sustain businesses that would inevitably be lost with a station closing. This is something that an auxiliary entrance/exit to **Howard** at Rogers could not possibly sustain. That, in turn, would require costly residential redevelopment of formerly commercial property, which could be costly to the City of Chicago.

Howard

Due to my belief in the need to retain Jarvis as a stop following RPM rehabilitation, creating an auxiliary entrance/exit at Rogers would be unnecessary, especially given its short distance from **Jarvis** station. Lengthening all the platforms to accommodate 10-car trains here would be all that is needed here, in my opinion.

Summary

To state it briefly, what I would propose, given the basic information that I already have, can be seen in the following outline below; it takes from what I consider to be the best features of each alternative for the EIS, along with some suggestions that I had that were not included as part of any of the 6 alternatives that were initially proposed:

- Two direction Purple Line Express service retained
- Transfer stations at Loyola and Wilson
- A total of two subway stations (**Irving Park/Sheridan** and **Wilson**)
- Two subway segments
 - o A short, approximately 0.15 mile subway, leading up to and down from elevated stations at Belmont and Addison, under School, Clark, and Roscoe Streets. This separates Red Line trains from interference with Brown Line trains at Clark Junction, increasing capacity of the entire line.
 - o A second, approximately 1.2 mile subway, from approximately Sheffield/Grace to Broadway/Leland, via "under the 'L' structure," Sheridan, and Broadway. Contains **Irving Park** and **Wilson (Red Line only)** stations.
 - Purple Line trains in this segment would remain on the existing elevated structure in this section, reduced to a two-track operation, stopping only at **Wilson**.
- Stations eliminated at **Lawrence, Berwyn, and Thorndale**
- Clones of existing **Granville** station, lengthened to 10-car format at **Argyle, Bryn Mawr, and Jarvis**
 - o If not eliminated, **Berwyn** and **Thorndale** I believe should receive the same treatment.
- Fully grade-separated Red Line, maximizing its potential capacity of total trains
- All Red Line platforms lengthened to accommodate **10-car trains**.
- Widened platforms at **Sheridan/Irving Park** and **Morse**
- New auxiliary entrances at:
 - o Belle Plaine (**Sheridan/Irving Park**)
 - o Ainslie (**Argyle**)
 - o Catalpa (**Bryn Mawr**)
 - o Glenlake (**Granville**)

RPM. 1471

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 4:56 PM
To: Lea, Claudia
Subject: FW: proposed station closures

Chicago Transit Authority
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RPM@transitchicago.com

From: Mark Walden [markswalden@yahoo.com]
Sent: Friday, February 18, 2011 4:19 PM
To: North Red & Purple Modernization
Subject: proposed station closures

I write to support a switch to "A" and "B" train schedules on the Red Line as an alternative to station closures, if such a service reduction is necessary. People have located their homes, businesses, and social services based on proximity to Red Line stops. It would have much less detrimental impact to reduce frequency of service to particular stops, than to close them entirely. And closing stations is likely to leave them as blighted eyesores, expensive to rehab once CTA realizes that they were useful after all.

- Mark Walden, Chicago, IL

RPM-1472

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 4:57 PM
To: Lea, Claudia
Subject: FW: RPM Project Public Comment Letter
Attachments: Red Purple Comments.doc

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From: carlbova@comcast.net [carlbova@comcast.net]
Sent: Friday, February 18, 2011 4:29 PM
To: North Red & Purple Modernization
Subject: RPM Project Public Comment Letter

Mr. Hands,

Please see my attached letter. Thank you very much.

Carl Bova

**Carl J. Bova, P.E.
1322 Rosalie Street
Evanston, IL 60201
(847) 864-5343**

February 18, 2011

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

Subject: Red Purple Modernization Project
Comments

Dear Mr. Hands,

Having attended the RPM project Scoping Meeting on Thursday, January 27, 2011 in Evanston, I am providing my personal comments on the proposed alternatives for your favorable consideration.

One of the first things I did when I moved to Evanston 35 years ago was to explore Chicago via the CTA. The Evanston line was rather quaint, consisting of a reasonable number of modest-sized and spaced stations served by single-car coach equipment that was reminiscent of trolley car transit. The coach was operated by one worker who also performed ticket-taking duties. Service to Howard Street was frequent and fairly quick, regardless of time of day or day of week. The Evanston Express ran from Wilmette through Evanston as a local to Howard during rush hours only, with a 10-cent surcharge for the actual non-stop express service to downtown Chicago.

My, have things changed! Not the least of which have been larger train consists that run with fewer patrons, limited hours of operation, safety/slow zone delays, and less-than-express service.

While operations have certainly diminished by man's intervention, what has remained largely the same (due to the lack of man's intervention) is the infrastructure. Only the Davis Street station has been significantly modernized and made ADA accessible, and a token tiny number of replacement viaducts have been constructed. Some steel structures at stations (Central and Foster, for instance) have been rehabilitated to remove lead primer. Projects were implemented if and only if funding was available, and not based on deteriorated condition or need for rehabilitation. Most viaducts are now 100 years old south of downtown Evanston, and those north of downtown are 80 years old. The red line on embankment also features 100-year-old viaducts. A promise (with line-item budget dollars) to replace several viaducts about five or so years ago has resulted in just one new viaduct (at Church Street). A more recent development between Evanston and

the CTA is suggesting three viaduct replacements. Viaducts were not discussed at the meeting.

A few Evanston viaducts have deteriorated to the point that “temporary” structural supports installed over 10 years ago are also starting to deteriorate or are less effective because the once sound concrete being supported is no longer sound. A second round of temporary work has been done at some locations. Sidewalks and roadways are less passable at these locations, exposing people to greater risk of crashes. Needless to say, aesthetics are horrific and suggest a third world country. Who knows how many adjacent developments have been lost because of the poor condition and appearance of the CTA viaducts and stations.

Many Evanstonians (I among them) have worked tirelessly and persuasively to help support planning and implementation of development and municipal projects that support transit oriented development, livability, and sustainability. Failure to maintain CTA and Metra transit in a good state of repair is not welcoming to potential riders, not influential in helping people who may choose to live near transit, and is contrary to walkable, livable, sustainable lifestyles, despite being excellently positioned to be positive with respect to all of these urban characteristics.

Help is needed now. The RPM project is not the answer because its multi-phased timeline has an unknown distant future completion date. Nor is any future work (engineering or construction) funded. But, the RPM project can help influence the choice to follow in addressing immediate needs.

If *scoping* was one purpose for the Scoping Meeting, then it begs the question, “What is to be scoped?” To answer this question, one must identify the problem(s) first. Quantify numbers *and* locations of deficient or aged viaducts and stations, identify rehabilitation or reconstruction needs, signaling and electrical shortfalls, identify operational deficiencies and inefficiencies, identify functional deficiencies (such as lack of ADA accessibility), identify existing maintenance programs, ridership and revenue, and crime. Structural inspection report information would be very helpful to share with the public, given the poor condition of the structures and the retaining walls. One would expect some dissemination of knowledge about coordination with Metra because that service board is embarked on its own improvement program along the UP North line. Also, the UP North Line is in such close proximity to the Purple Line that it begs considerable joint cooperation and project development that will *save both service boards money*. Is not funding a primary concern? Not a single CTA representative at the meeting knew of RTA’s/Pace’s study of Bus Rapid Transit (BRT), even though a BRT line is being planned for Dempster Street, terminating at the CTA station. I would have loved to have left the Scoping Meeting with the impression that there was a wealth of great information being presented, or else an option for finding this information later.

That said, the content of the “North Red and Purple Modernization Project” brochure provides a good overview of purpose and need and some basic deficiency information, to

the credit of the CTA, but station/location specific condition information would have demonstrated the CTA commitment and effort expended to date. And several items identified in the above paragraph were not included in the brochure or presented at the meeting. If the service boards wish to have municipal partners that are equally committed as allies to the CTA effort, then the CTA must come forward with numbers, dollar amounts, safety deficiencies, and a timeline for improvements.

As for the funding issue, which is major, I point to the fact that the RTA retail sales tax has generated over \$3.6 billion dollars from suburban Cook County alone in a 10-year period, while generating several billion dollars from Chicago (from RTA sales tax and the real estate transfer tax). While most of the money is (unfortunately) destined to underwrite uncontrolled and bloated operations costs (especially labor costs), one could easily allocate several hundred million per year for capital improvements on the Red/Purple lines.

Recent history of CTA allocation of millions of dollars from capital improvement to operations suggests that labor cost, rather than capital improvement costs, are the main barrier to successful investing in the RPM project. Correct this problem immediately. It can be done, but may mean declaration of bankruptcy first, so that re-written union contracts reflect reasonable wages, benefits, and pensions that are in line with the rest of society.

Now, returning to the question of alternatives, the no build option is a disaster waiting to happen and serves no useful purpose. Therefore it is dismissed out-of-hand.

Given that closure of South Blvd and Foster Street stations means elimination of service to St. Francis Hospital and Northwestern University, and that consolidation is ineffective at Main St and at Noyes because of the minor nature of the street entrances that will be constructed and the cost to do so. It is far more economical and effective to keep the stations open and renovated to maintain access to a worldwide university and a very important employer and health care provider for Evanston and the north side of Chicago. In my opinion, then, any alternative that includes station closure and consolidation is eliminated from consideration.

Your 2-track with underground alternative is far more expensive and disruptive to stage or build and will not speed service as stated. Strong negatives such as these immediately eliminates this alternative.

Those alternatives that include transfer stations seem out of place and unnecessary in meeting the stated purpose and need for the project. Furthermore, the transfer stations are extremely expensive to build.

The Basic Rehabilitation or Basic Rehabilitation with Transfer Stations Alternatives offer minimal useful life. These band-aid solutions are unacceptable because the dollars are ineffective in meeting needs that I believe are essential – effective safety improvements,

Mr. S. Hands
February 18, 2011
Page 4 of 4

delay reduction, long useful life, and best use of a transit asset that will stimulate great urban life (transit oriented development, walkability, sustainability, and choice and opportunity for workers, the disabled, students, and the low income population). These alternatives are not recommended. Given the various problems with these alternatives, why build transfer stations?

The Modernization 3-Track offers little added functional value than the Modernization 4-Track Alternative. So, for a very similar cost, the Modernization 4-Track actually maintains the ability to serve the public as I remember from 35 years ago, does so safely, effectively, most flexibly, can be phased over a long period with minimal disruption, and continues to serve all present and future user groups (particularly the poor, students, all major employers, workers, disabled, and those seeking a sustainable, transit-oriented, walkable community.

So, my recommendation is for the Modernization 4-Trak alternative, without closure or consolidation of any stations, without transfer stations, and without curve elimination.

Thank you for permitting me the opportunity to comment on this important asset preservation project.

Sincerely,

Carl J. Bova, P.E.

RPM. 1473

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 5:03 PM
To: Lea, Claudia
Subject: FW: Red & Purple Modernization Project

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RPM@transitchicago.com

From: Warren Young [warrenyoung@live.com]
Sent: Friday, February 18, 2011 4:40 PM
To: North Red & Purple Modernization
Subject: Red & Purple Modernization Project

Dear CTA-

My name is Warren Young. Thank you for soliciting the public's feedback on potential projects to modernize the Red and Purple Lines.

My suggestions:

PURPLE LINE

There are two stations that are reasonably close to other stations on the Purple Line: South Blvd and Foster. Close those stations to expedite travel times. Riders can go to one of the neighboring stations. Add appropriate entrances and exits to stations that are not closed to improve accessibility to the stations.

Close the South Blvd Station - Riders can go to Main St or Howard.

Close the Foster St Station - Riders can go to Noyes or Davis.

Construct platforms that don't require TAR to be put on them. The Main St station platform has tar on it. I suppose this is to keep riders from slipping when it's wet. In the summer, this tar warms up, smells, and sticks to the bottoms of your shoes. It's unpleasant. I'm sure there is a better solution than what is currently in place at Main St.

I have not been to all of the stations on the Purple Line, but many of them stand to be modernized: new platforms, new and improved canopies, new stairways, elevators, and new stations themselves. Main St, Dempster, and Noyes all come to mind.

RED LINE

There are several stations that are 3 city blocks (3/8 of a mile) from one another. Close some of the those stations to expedite travel times. Riders can go to one of the neighboring stations. Add appropriate entrances and exits to stations that are not closed to improve accessibility to stations.

Close the Jarvis Station - Riders can go to the Howard Station or the Morse Station.

Close Granville or Thorndale - You don't need both of these stations to service the area. Maybe you keep Granville open

(Loyola Campus South) and close Thorndale.

Close Berwyn - Riders can go to Bryn Mawr or Argyle.

Close Lawrence - Riders can go to Argyle or Wilson.

Closing these four stations would do a lot to expedite travel times on the Red Line.

I have not been to all of the stations on the Red Line, but many of them stand to be modernized: new platforms, new and improved canopies, new stairways, elevators, and new stations themselves.

IN GENERAL

For above ground stations, build canopies over the train stations like at the Merchandise Mart, and Clark and Lake. We live in Chicago where the weather is oftentimes inclement. It would be nice if the stations did more to protect the riders from the weather - the rain, snow, wind. What was put in place at Fullerton and Belmont is laughable. Ideally, there would be a canopy that covered the entirety of the platform like the canopy at the Merchandise Mart. While this is a more expensive solution than what was implemented at Fullerton, this investment would go a long way to improving the experience of riding the EL, which many people do on a daily basis to get to and from work or school.

Have digital signs in the stations and on the platforms that inform the riders when the next trains are arriving.

Clean the trains. Some of the trains in the system are filthy.

Be consistent with the volume of the Public Announcements on each car. In some cars, the PA is so loud that the announcements would wake the dead.

Fare Card Machines - The "beep" when a fare card is dispensed from the machines is at times deafening. Can something be done to make the alert noticeable, but not painful?

Fare Card Machines - Install (more) machines that accept credit and debit cards. I know you have some. Install more. Allow riders to add value to their fare card using a credit or debit card. Actually, it would be nice if each fare card machine would accept cash and credit cards. The fare card machines for BART in San Francisco, and for MTA in New York do.

Fare Card Machines - Allow riders to insert two fare cards to combine the value from each card onto a single fare card. The fare card machines for BART in San Francisco do.

Cut down on the number of announcements on the EL. The volume and frequency of announcements is distracting and maddening:

- "Now approaching ..."
- "In the direction of travel ..."
- "Doors closing ..."

Can you reduce the announcements so that they are less invasive and interfering? The announcements on BART and MUNI in SF, and the MTA in New York are not nearly as invasive and interfering as the ones on the CTA.

RADICAL PROPOSAL - CLARK STREET LINE

Build an underground rail line under Clark Street from Howard down to Division.

I know the Red Line currently does not run along Clark (it does in some places), but I don't think the current location of the Red Line is in the best location to service the most people and to provide the best public transportation service.

Clark is a major commercial artery on the City's Northside. Many people live near Clark St, many people work on or near Clark St, and many people shop on Clark Street. If the CTA wanted to do something to really improve people's ability to access the very important commercial and residential artery of Clark Street, build an underground rail line that services

Clark Street.

Build train stations every 4 blocks (1/2 mile).

- Howard
- Touhy
- Pratt
- Devon
- Peterson
- Bryn Mawr
- Foster
- Lawrence
- Montrose
- Irving Park
- Addison (connect this station with the existing Brown / Purple line; riders could switch to the Brown or Purple Line at this station)
- Belmont (connect this station with the existing Brown / Purple line; riders could switch to the Brown or Purple Line at this station)
- Diversey
- Fullerton
- Armitage
- North Ave
- Division

The north end of the train line would be Howard and it could utilize the existing train yard there. Have the new underground train line hook up with the existing underground train line at Clark and Division.

Build an underground "pedway" to connect a new station at Devon with the Loyola Campus. It's 1/2 a mile from the Loyola Campus to Clark and Devon.

BEYOND SCOPE BUT ANOTHER RADICAL PROPOSAL - WESTERN AVE LINE

Similar to my proposal above, and I know this is beyond the scope of this project, but I thought I would throw it out there. Build an underground line that runs along Western Avenue. Western Avenue is a major artery throughout the entire city. The north end of this train line could be Clark and Howard (and connect with my proposed underground Clark Street Line above). Have stops every mile or 1/2 mile. Connect this new line with all of the other lines that intersect Western Ave:

- Red and Purple Lines at Howard and Clark
- Brown Line at Western and Leland
- Blue Line (north) at Western and Milwaukee
- Metra at Western and Hubbard
- Build a new Green Line (north) station at Western and Lake
- Blue Line (south) at Western and Congress
- Build a new station around Western and 19th with underground pedways that would connect to
 - Metra at Western and 18th
 - Pink Line at Western and 21st
- Orange Line at Western and 49th
- Extend the Green Line (south) from Ashland / 63rd to Western, and connect the new Western Line with that line
- Continue the line south as far as you see fit ...

Thank you for reading. Feel free to contact me to discuss any any of these ideas with me.

Kind Regards,
Warren Young

warrenyoung@live.com

RPM. 1474

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 5:06 PM
To: Lea, Claudia
Subject: FW: Red and Purple Modernization Project - attn: Steve Hands

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RPM@transitchicago.com

From: darryl06@comcast.net [darryl06@comcast.net]
Sent: Friday, February 18, 2011 4:47 PM
To: North Red & Purple Modernization
Subject: Red and Purple Modernization Project - attn: Steve Hands

I basically favor the 4 track idea. If we are going to spend 2 billion for just basic maintenance, we may as well use 2 more billion to do things right. I could see retaining the stations at Thorndale and Lawrence and maybe Jarvis because of political issues and the businesses that are around there. I know that there are also upkeep and staffing issues. The total time difference is very minor considering that there will be express train alternatives. I would leave the Evanston platforms at 6 cars if money was an issue. Don't really see ridership being enough and they could have more frequent trains if needed. Hopefully, the new structures would not be out of place with the older character of the neighborhoods. I really do see attractive stations giving a big boost to the surrounding community.

Darryl Levine
1513 Hood
Chicago 60660

773 764 5037

RPM. 1475

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 5:06 PM
To: Lea, Claudia
Subject: FW: proposed CTA changes to Purple Line

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RPM@transitchicago.com

From: Julia Moore [julia.margaret@gmail.com]
Sent: Friday, February 18, 2011 4:51 PM
To: North Red & Purple Modernization
Cc: Mark Scrimenti; Mark Scrimenti
Subject: proposed CTA changes to Purple Line

Dear Steve Hands,

I am a resident of Evanston and an employee of Northwestern University. I have read through the proposed changes to the CTA Purple Line service.

Please do not close the Foster or South Blvd stations, or eliminate express Purple service. My husband uses the Purple Line express daily to commute to and from his job in Chicago, and elimination of this option would likely cause him to switch to using the Metra line.

Closure of the Foster Street station would be a huge difficulty to me in my work. Foster street is not only the closest station to my department on campus, but also immediately adjacent to the Engelhart residence hall, where many of the international students I serve live. We used the Foster street stop extensively in our summer and fall programs to orient students to Evanston and Chicago. Without this station, international students, who do not have the means to purchase a car, would be forced to walk an extensive distance north or south to get train service, in an area that is known for muggings and robberies, which my students are particularly vulnerable to.

Closure of the South Boulevard station would make it much more difficult for me to get my daughters to our doctor, who is located in St. Francis Hospital. We are a one-car family and it has been very helpful to have this option.

Finally, we live near the Noyes Street station. It is one of the reasons we bought the home that we did two years ago. Please do not consider closing this station, either. I know it is not one of the currently proposed alternatives, but I wish to make it clear that we and our neighbors consider the station an integral part of our neighborhood.

Thank you for considering my input.

Julia Moore
2239 Asbury Ave
Evanston IL
847-864-8116

RPM. 1476

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 5:08 PM
To: Lea, Claudia
Subject: FW: CTA red and purple line modernization

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RPM@transitchicago.com

From: susan Mudd [susanmudd@gmail.com]
Sent: Friday, February 18, 2011 4:57 PM
To: North Red & Purple Modernization
Subject: CTA red and purple line modernization

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

February 18, 2011

When we moved to Chicago nearly 7 years ago one of the 3 criteria for our realtor was proximity to the red line as it connected the destinations that most mattered to us: our children's schools and my husband's work place. One of our few regrets about our ultimate location in Rogers Park was lack of purple line service as it would have greatly reduced travel time for our son attending school in Lincoln Park and my husband's commute to work in the loop.

We are regular El riders, my husband commuting daily to/from work in the loop, I ride it whenever meetings, appointments or social activities take me downtown, when we take our 9 year old daughter and friends to gymnastics class at the Broadway Armory, to Sox or Cubs games, museums, etc.

I very strongly support those aspects of the options which include a purple line stop at Loyola. This would be a huge benefit for us and hundreds, if not thousands, of people in the area every day: those who live here and work downtown (or elsewhere to the south or north, as in Evanston), Loyola University faculty and staff who commute or students with classes or jobs at LUC's loop campus, residents getting to appointments or entertainment elsewhere, CPS faculty and staff who work at Kilmer Elementary or Sullivan HS, CPS students who live elsewhere but attend Kilmer or Sullivan, those who teach, work or attend the Chicago Waldorf School, the many businesses and residential units near Loyola and all along Devon Avenue who would benefit from new riders and renters due to purple line service. Many tourists to Chicago who stay in/near downtown hear about the fantastic Indian/Pakistani restaurants along Devon but never get to them as taking the red line from downtown and then bus along Devon can easily take over an hour; with purple line service to Loyola that trip could be significantly shortened, increasing the likelihood of increased tourism here.

Many Rogers Park residents (including us) take taxis to O'Hare as the red line-blue combination makes it take

longer to get to O'Hare by train than it does to get to Midway! Purple line service could shorten that time frame and convert our trips into transit rides.

I oppose the closing of numerous stops along the red line. If the goal is trying to save a few minutes of commute time, why not reintroduce AB stops and keep all stations intact and functioning? Such an approach could shave time without jeopardizing existing vibrant developments around the stations nor subjecting residents to significant walk times (and reducing ridership for the CTA).

So I support the improvement over existing service through purple line service at Loyola; I do not support the diminution in access to service through closing stations.

Sincerely,
Susan Mudd
6707 N. Newgard Ave.
Chicago, IL 60626
susanmudd@gmail.com

Lea, Claudia

RPM-1477

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 5:09 PM
To: Lea, Claudia
Subject: FW: RPSmodernization
Attachments: image001.gif

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RPM@transitchicago.com

From: Lynn Newton [lnewton@peakproperties.biz]
Sent: Friday, February 18, 2011 5:02 PM
To: North Red & Purple Modernization
Subject: RPSmodernization

Steve,

I enjoyed listening to you at the forum held in Edgewater a few nights ago. I am a big user of the CTA, mostly the red line, and love what was done with the Belmont & Fullerton stops. I love the access across the busy roads. That is a point I really like with the modernization project choices. The one I like the best is the Modernization 4-Track alternative. I like the Glen Lake access to the Granville stop and think that would work for the Thorndale folks. Of the other closures I would only push to keep Lawrence open. I know now it is a creepy station and needs a lot of work to clean up and brighten. I use that stop for a bank and other places in that area. I enjoy walking but that area is not so safe and wouldn't want to walk further. I also think ridership would increase there if they had a nicer, more secure station to use. Another part of the plan is the addition of transfer stations. I don't see the need for those transfer stations but then I don't know how many people transfer between the red and purple lines. Both Loyola and Wilson are fairly close to Howard and Belmont transfer locations. I also don't think the purple line riders would like 2 additional stops added to their commute. That would save some money on this most expensive option for modernization.

Thank you and I would like to receive updates about the projects along the red line.

Lynn Newton
6101 N. Glenwood Ave. #1
Chicago, IL 60660
lanskis@comcast.net

RPM. 1478

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Friday, February 18, 2011 5:11 PM
To: Lea, Claudia
Subject: FW: Red/Purple Line Modernization Comments

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RPM@transitchicago.com

From: D L [dldusk@gmail.com]
Sent: Friday, February 18, 2011 5:09 PM
To: North Red & Purple Modernization
Subject: Red/Purple Line Modernization Comments

First I would simply like to thank the CTA and it's employees for taking the time to have the scoping meetings and solicit public feedback. I have lived in other municipalities where changes were made without public awareness and input and this process was very well received.

Comments specific to the plans/alternatives:

1. I would not support any of the options which have a useful life of only 20 years. For one, except for the "do nothing" option, \$2 billion plus is a considerable expenditure for a 20 year lifespan. Although the options with the longer (60-80 years) lifespans are more costly, we receive 3-4 times the usage for less than 2x the cost. We need, as a city, state and country, to spend more wisely, not simply less. Second, to experience a 3-4 year construction period for only 20 years of expected use is a very poor return on "investment" to the community.
2. If the underground option were to be a final option or consideration, I would like to see the inclusion of sightings (sections of pull off track) at each of the stops to allow for uninterrupted train service when another train has become disabled but also possibly to allow for peak time express service. I have lived in other cities with subway service and these sightings prove invaluable to keep transit moving at high demand periods.
3. With the next round of information, provide the public with information to help us determine "opportunity costs". If, for example, the city receives \$2bil and expects to match that to have \$4bil available (or whatever amounts), how much is the complete renovation of each existing station expected to cost, addition of each new alternate entrance, widening of platforms to 14 versus 24 feet, adding infrastructure to make Loyola/Wilson express/transfer points once again, etc. Although not all will see that there is a finite amount of money and we/CTA needs to spend this to benefit the most people (some will say shout - don't close the X station), more reasonably minded individuals realize that we can't get everything so what can I get if I give. For example, if closing a station (say Thorndale) yields \$50 million in construction costs but each additional entrance costs only \$10 million, I could see that yes, I give up a "station" but for that I can get 5 additional entrances along the route.
4. No option can be put forward that does not include making EVERY station fully ADA compliant. I am not disabled but have disabled friends who do not visit b/c I am dependent on CTA for transit and they cannot access the stations near my home (none of the 4 within a mile of my home). This is a disgrace for this city and honestly, for the CTA. Making the stations ADA accessible, in addition to ensuring their structural stability, should be seen as the highest priority. Edgewater specifically has a number of senior residences, is soon to add The Admiral on Foster, has a number of nursing homes, and is a destination neighborhood for shopping and eating on the North side of the city. ADA accessibility is not just about the aged or disabled...mothers struggle

with strollers, people with mobility issues (even temporary like a broken leg), and shoppers all struggle up stairways with shallow steps, if they attempt it at all.

5. I feel that closing a station in Edgewater is a good thing (can I nominate the Berwyn station - it is behind my home so would make my commute to the train longer, but lessen the noise of trains arriving/leaving the station). The number of stations we have in Edgewater is too high for our N/S distance and the distance b/w stations too short in all honesty for the long term sustainability of the system overall. Close one of our stations (while trying to preserve existing destination districts like Granville, Bryn Mawr and Argyle - not in Edgewater and ensuring uninterrupted access to city facilities like schools and libraries and senior centers (Thorndale). Eliminating just one station shortens the travel time once on the train, should reduce noise pollution in an already dense neighborhood and could return a street (like Berwyn) to more of a residential (less loitering and reduced bright lighting) feel.

Comments for current service:

1. Not only when trains are clustered, but also during peak travel times, offer express trains along the red line to facilitate faster transit into the city's core. Why can't red line trains go express and utilize the purple track to bypass non express red line trains?
2. Please get train tracker by text up and running!
3. I LOVE bus tracker by text.

--

DawnLynne Kacer
5354 N Winthrop Ave
dldusk@gmail.com



RPM.1479



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: BROOKS DARREN

Organization: LAKEVIEW PRESBYTERIAN CHURCH Title: ORDER

Address: 716 W. ADISON AVE.

City: CHICAGO State: IL Zip: 60645-5453

Phone: 773-505-3326 E-mail: brookster456@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.

AT A TIME WHEN PEOPLE ARE EARNING LESS,
AND DRIVING BECOMES LESS AND LESS FEASIBLE,
MAKING MASS TRANSIT A MORE VIABLE OPTION,
I THINK IT WRONG TO EVEN CONSIDER
THE CLOSING OF ANY OF THE CURRENT
TRAIN STOPS ON THE CTA SYSTEM.
IT IS MY OPINION THAT, LIKE ANY CORPORATION,
THE CTA NEED FIRST LOOK TO ITS OWN
WASTE AT THE TOP OF ITS MANAGEMENT
STRUCTURE, BEFORE TAKING AWAY SERVICES
FROM THOSE WITH FEW, IF ANY, TRAVEL
OPTIONS.

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. 1480



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: Jacob Schumaker

Organization: The Morgan at Loyola Station Title: General Manager

Address: 1209 W. Arthur Ave.

City: Chicago State: IL Zip: 60626

Phone: 773-465-9400 E-mail: jschumaker@mccafferyinterests.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 think the Loyola station is an eyesore and certainly needs attention. I believe there needs to be an express stop at Loyola as well. This will provide easier, faster service to the loop that many in the surrounding area want.

We shouldn't close any of the stations either. Thonckle and Lawrence are vital to the businesses, and closing them would have negative impacts on the immediate areas. However, I think adding additional entrances/exits at existing stations like Granville and Bryn Mawr would help boost ridership and promote needed business development in the area. Add an express stop at Loyola!



RPM. 1481



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

Name: William Cockett

Organization: _____ Title: _____

Address: 1200 W. Sherwin

City: Chicago State: IL Zip: 60626

Phone: _____ E-mail: _____

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

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

Closing down the Jarvis station would harm the environment - since more people would be forced to drive. CTA keeps cutting the 147 bus service so the Jarvis stop is even more important. Go with the basic rehab with transfer stations but don't close Jarvis

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

Lea, Claudia

RPM-1482

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:38 AM
To: Lea, Claudia
Subject: FW: Comments on Red-Purple Modernization Project

Chicago Transit Authority
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RPM@transitchicago.com

From: Alexander Naylor [alexander.derebey@gmail.com]
Sent: Friday, February 18, 2011 5:45 PM
To: North Red & Purple Modernization
Subject: Comments on Red-Purple Modernization Project

To Whom it May Concern:

I am writing in support of the two-track subway option for Chicago's Red/Purple Modernization Project. Based on the information available, this option has the most potential benefits for the CTA, measured in terms of increased ridership and frequency of trains, at the lowest operating and maintenance cost, thanks to using only two-tracks in a weather-protected tunnel, with the least disruption to existing services during its construction. For these reasons, the subway option deserves to be advanced to the next stage of analysis. Advancing the subway option to the next stage can also help address common concerns about station consolidation, operating speeds, service patterns, and cost by fleshing out the subway alternative some more, giving the public a clearer idea of its advantages. The reasons that I have come around to supporting the subway option—and some concerns I have about its planning—are listed below:

1. *Having all trains on two tracks increases frequencies, and therefore ridership.* Having had some exposure to transportation modeling, I spotted this immediately when looking through the Scoping Book and the CTA's projected ridership increases with the underground option made perfect sense to me. However, I did not see this reflected in the media reports about the Red-Purple project: the CTA needs to better communicate the advantages of short wait times, and how in modeling these can even outweigh travel speeds. Also, please remember that the people making the projected 3.5 million additional trips will likely not be commenting on this project at this stage—they will only be drawn to rail after service and infrastructure improvements.
2. *Having two underground tracks decreases maintenance costs.* Chicago can handle the demand for transit on the north side with two tracks—the outside tracks are not used off-peak, and current frequencies could allow for all trains to run on two tracks, allowing for the same number of passengers to be transported with less infrastructure, reducing maintenance costs. Putting tracks and stations underground also shields them from the weather, further reducing upkeep costs. This is especially true in the case of stations—for example I find my waits at Monroe, which was built in 1943 and hasn't had a major renovation, to be more pleasant than my waits at Loyola, which was just rebuilt in 1982. Not only am I shielded from the elements in Monroe, but the station components have been as well, making it feel less dilapidated. Should Chicago have future budget problems, and deferred upgrades to an underground

system would be more pleasant for the commuter than a weathered elevated system. And, as noted above, putting all trains on two tracks increases frequencies, and therefore ridership.

3. *Overall, the subway option consolidates platforms, decreasing travel times, while increasing the number of entrances, increasing accessibility.* The number of stops along the north side Red Line is a strong disincentive to using transit—much of my travel to Evanston (and back to Hyde Park) happens off-peak, so using the Purple Line Express is not an option for me. Although I do not own a car, if I have the option I will hitch a ride to Evanston and back. Decreasing the number of platforms will made travel speeds more competitive, while increasing the total number of entrances will put subway portals within easier reach of more people. However, the CTA needs to improve its communications strategy—documents should specifically emphasize that while *platforms* are being consolidated, the number of *entrances* is going up.
4. *However, some entrance placing should be reconsidered.* Most glaring is the placing of Wilson’s secondary exit south at Sunnyside, rather than facing north closer to the Broadway/Racine/Lawrence intersection. This would provide better access to Uptown and help make up for the elimination of the stops at Lawrence, which is a major bus transfer site and has a high number of daily boardings, and to some extent Argyle as well. In Evanston, rather than consolidating the Noyes and Foster stations into a Gaffield-Noyes, Foster-Simpson may make more sense. Not only does Foster have higher ridership than Noyes, but Simpson may be a better location for a secondary entrance because of Simpson Street makes more connections with other roads in Evanston’s Street grid, offering a more direct path to the station.. Keeping the station at South Boulevard should also be given serious consideration, to retain access to dense development near Evanston’s lakefront and St. Francis Hospital. Finally, should consolidating Jarvis with Howard be unworkable, keeping a basic rehabilitation-type four-track embankment with Jarvis north of Lunt for Howard-bound trains to stop at and Linden-bound trains to skip should be considered.
5. *The subway alternative has the greatest potential to relieve some of the CTA’s worst bottlenecks.* The subway alternative clears up two of the busiest flat crossings in the CTA’s rail network by sending trains underneath the Brown Line tracks north of Belmont, eliminating the flat junction at Clark, and routing Evanston trains through the State Street subway, which would either reduce the number of trains going through the Tower 18 junction; both options would also allow for increased frequency on the Brown Line as well as the Red and Purple Lines. In addition, by rebuilding the Evanston stations so they can accommodate eight-car trains, through-routing with the Orange Line (both the Orange and Purple Lines currently run at approximately seven-to-eight minute headways during rush hour) is also possible, clearing up Tower 12 and providing a direct link between the southwest side and destinations north of the Loop. Through-routing would also allow for all-day service to downtown Chicago, not only making off-peak trips to Chicago and downtown possible but (due to only having two tracks) increasing off-peak frequencies, making off-peak travel via rail more attractive, increasing ridership at a time when the CTA’s resources are typically underutilized.
6. *The subway alternative allows for construction with minimal changes to existing services.* Since most of the subway can be constructed without affecting existing services, this means there will be minimal changes to everyday commuters’ journeys, resulting in less revenue loss during construction, and a simpler construction process, reducing the potential for cost overruns.

Many thanks for the opportunity for allowing me to participate, and best of luck with the future stages of this project.

Sincerely,

Alexander K. Naylor

Hyde Park, Chicago

Frequent user of the Red and Purple Lines' Line's 47th Street, Chicago Avenue, North Avenue, Argyle, Granville, Loyola, Howard and Washington, and Noyes Street Stations

--

Alexander K. Naylor

Bachelor of Arts, Geography (2010)

University of Chicago

414-241-0476

alexander.derebey@gmail.com

“Beautify life and point the way to a radiant future!”—Sergei Prokofiev

RPM. 1483

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:43 AM
To: Lea, Claudia
Subject: FW: Red Purple Modernization Comment Against Stop Consolidation

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

From: David Gloss [dgloss@gmail.com]
Sent: Friday, February 18, 2011 6:05 PM
To: North Red & Purple Modernization
Subject: Red Purple Modernization Comment Against Stop Consolidation

To Whom it May Concern:

I am writing to express my opposition to all alternatives that propose the closure of any stations in relation to the Red & Purple Modernization program. Existing retail businesses along streets such as Thorndale, Lawrence, and Jarvis would see a dramatic drop in pedestrian traffic along streets currently served by a station entrances. As such, restaurants, convenience stores, dry cleaners and other neighborhood commercial establishments may close or be forced to reduce investment in their business. Additionally, the closure of stations will lead to negative impacts on commercial and residential property values located near the stations. Dilapidated businesses will lead to more crime and degradation. For these reasons, I am against the closure of any stations.

The Red & Purple Modernization program should not focus on moving passengers from northern suburbs beyond the city limits to downtown in the fastest manner possible. Those currently proposed alternatives which include stop consolidation would provide some benefit to those riders from suburban areas, who may be more likely to have other commute options such as Metra or driving to access city destinations. Stop consolidation results in negative impacts to existing city-resident riders who are more likely to be captive users of the CTA and those negative impacts should be considered more heavily. Benefits for new riders should not come at the cost of significant disbenefits to existing riders. The CTA should strive to serve riders with the best possible quality of service and make improvements while minimizing impacts.

Further, once closed, stations will likely never be reopened. Dense transit station spacing is far more likely to result in or maintain pedestrian friendly environments. The CTA should strive to meet regional needs which are represented in regional plans including Moving Beyond Congestion of the Regional Transportation Authority and Go To 2040 of the Chicago Metropolitan Agency for Planning. The CTA must keep concurrency with these plans which call for more pedestrian connections and transit & pedestrian friendly land-use and development. Both plans also call for investing in maintaining the existing transportation system. Maintaining the existing system, not reducing it, is the best way to achieve the goals of our region.

I do support the "Basic Rehabilitation with Transfer Stations" alternative or modifications to "Modernization 4 Track" alternative if no stop consolidation occurs.

Regards,

David Gloss
Resident
N Broadway St. Apt 506
Chicago, IL 60660

RPM. 1484

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:45 AM
To: Lea, Claudia
Subject: FW: No new exit on gaffield for Noyes street stop!

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RPM@transitchicago.com

From: Judy Koon [jkoon4@gmail.com]
Sent: Friday, February 18, 2011 6:25 PM
To: North Red & Purple Modernization
Subject: No new exit on gaffield for Noyes street stop!

Dear CTA-

I heartily OPPOSE the idea of adding an EL Entrance/Exit on a residential street Gaffield to expand the Noyes street stop in Evanston.

Judy Koon,
Resident of the Fireman's Park Neighborhood Evanston, IL

RPM. 1485

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:45 AM
To: Lea, Claudia
Subject: FW: teve Hands, Strategic Planning & Policy, Chicago Transit Authority

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RPM@transitchicago.com

From: Jasmine Riley [jasmineriley2012@u.northwestern.edu]
Sent: Friday, February 18, 2011 6:35 PM
To: North Red & Purple Modernization
Subject: teve Hands, Strategic Planning & Policy, Chicago Transit Authority

To whom it may concern:

I am a graduate student at Northwestern University and I would like to recommend that the Foster stop on the Purple line is not closed. When I chose to live in my apartment relocating from Louisiana, one of my requirements for a place to stay was location and closeness of transportation. I do not have a car and I rely solely on the CTA and I use the Foster stop to travel. This stop is very convenient also for many of my classmates traveling to Chicago from school because it is very near to our department building and other main buildings on Northwestern University's campus as well. Having the Foster stop so close has really benefitted me and I would really like if it is not removed.

Thanks,

Jasmine Riley

RPM 1486

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:46 AM
To: Lea, Claudia
Subject: FW: Proposed closings of stops along Purple Line

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RPM@transitchicago.com

From: Carlos D. Terrazas [c-terrazas@northwestern.edu]
Sent: Friday, February 18, 2011 7:03 PM
To: North Red & Purple Modernization
Subject: Proposed closings of stops along Purple Line

Dear Steve Hands,

I wanted to express my concern for the proposed closings of CTA L stops along the Purple and Red Lines. Specifically of concern to me and the hundreds of colleagues in my building is the Foster St stop, which provides convenient and central access to Northwestern University to the east and to our offices at 2020 Ridge directly to the west.

I live in Chicago's Old Town neighborhood, and I frequently use the Purple and Brown Lines to commute to work and back. Not having the option to get off at Foster would mean that I would have to walk several blocks further to my office (from the Davis or Noyes St stops). The walks are far enough, especially in the cold, that it would lead me to just drive to work. This would only exacerbate the traffic problems we have in Chicago, and would not be good for the CTA, for me or for the environment.

I urge you to reconsider any proposals that include closing CTA stops. If anything, the citizenry wants more of them, not less. I know that budgets are tight right now, but I hope the planners are not short sighted and decide to close any stops. Once they're closed, they'll probably never reopen again.

Perhaps if ridership is low at certain stops, the CTA can work with the city of Evanston to encourage redeveloping the area immediately next to Foster stop. There are several vacant businesses there. If new businesses open up, that will lead to increased ridership at the Foster stop.

In general, I think the CTA is at a crossroads. Major infrastructure capital projects are overdue. But cutting access to the L isn't the way to solve your long-term problems.

I've been fortunate enough to watch the CTA very closely, having lived for the last 10 years immediately next to the Brown Line – an apt overlooking the platform at Sedgwick and my current condo that shares its property line with the southbound tracks at Evergreen. I hope that I won't have to deal with the noise and rumble of L trains and not at least be able to use it for my daily commute.

Thanks,

Carlos D. Terrazas, WCAS '98
Associate Director, Leadership Giving

Northwestern University

Office of Alumni Relations and Development

2020 Ridge Avenue, 4th Floor

Evanston, IL 60208-4312

847-467-2631 (office)

847-338-2678 (cell)

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RPM. 1487

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:47 AM
To: Lea, Claudia
Subject: FW: Red and Purple line scoping comments
Attachments: CTA red line scoping comments.doc

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RPM@transitchicago.com

From: Suzanne [lo_fi2004@yahoo.com]
Sent: Friday, February 18, 2011 7:18 PM
To: North Red & Purple Modernization
Subject: Red and Purple line scoping comments

Attached and pasted below.

CTA North Red and Purple Modernization Project

General Comments

Support increasing access to stations by providing multiple entries, e.g. from north and south instead of at single points as many red line stations have today.

Support increasing speed by smoothing out curves and generally upgrading

Support consolidating stations where multiple access points are being added and the distance to transit stations does not increase significantly. Stops could be every four to six blocks, with access points that create entries every two-three blocks.

Support design that allows for transit oriented development and density as close as possible to stations.

Do not support right-of-way acquisition and demolition of old buildings.

Support retaining the character of the neighborhoods currently served.

Comments on Alternatives

Modernization 3-track alternative

This alternative is my first choice.

Pros:

Allows wider, modern platforms without significant property acquisition.

Narrower right-of-way than 4-track; making better use of space

Efficient: retains express service in peak direction. Frees up trains, drivers, right-of-way, and other resources to reduce headways and serve more riders at more locations by removing non-peak direction express with low ridership.

Increases equity: increases city/red line service without significantly impacting suburban purple line service.

Purple line trains are comparatively empty and pass through northeast Chicago without providing any service to it. Three track would provide increased transit service for some of the densest neighborhoods in the **nation**.

As part of the EIS, CTA should study how many residences will gain transit proximity and frequency compared to how many get reduced service.

Further review is needed of property acquisition to straighten out curves.

Two-track underground

This is bound to be much more expensive than budgeted and does not offer enough value beyond the other (cheaper) alternatives. Stations will be less frequent, and the rider experience is not as good underground. Interesting idea, but I do not see any compelling reason to do this when there are so many transit priorities to fund.

If the best value of this option is going under the Brown Line at Belmont, then explore ways to do that by going underground starting at Addison. It does not require the whole line to go subway.

Modernization 4-track

The extra width increases expense (without adding significant extra value, in my opinion) and creates need for property acquisition. The three-track alternative is a much better solution as it will better serve the areas with the greatest ridership (and again, some of the highest density in nation), while maintaining access for all non-peak direction riders.

In fact, this option hurts northeast Chicago neighborhoods in order to preserve value for suburban Evanston commuters, by taking right-of-way and properties in the city to maintain the limited ridership non-peak express train. The other options provide better equity and better value.

Submitted by Suzanne Carlson

lo_fi2004@yahoo.com

February 18, 2011

CTA North Red and Purple Modernization Project

General Comments

Support increasing access to stations by providing multiple entries, e.g. from north and south instead of at single points as many red line stations have today.

Support increasing speed by smoothing out curves and generally upgrading

Support consolidating stations where multiple access points are being added and the distance to transit stations does not increase significantly. Stops could be every four to six blocks, with access points that create entries every two-three blocks.

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Support retaining the character of the neighborhoods currently served.

Comments on Alternatives

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Pros:

Allows wider, modern platforms without significant property acquisition.

Narrower right-of-way than 4-track; making better use of space

Efficient: retains express service in peak direction. Frees up trains, drivers, right-of-way, and other resources to reduce headways and serve more riders at more locations by removing non-peak direction express with low ridership.

Increases equity: increases city/red line service without significantly impacting suburban purple line service. Purple line trains are comparatively empty and pass through northeast Chicago without providing any service to it. Three track would provide increased transit service for some of the densest neighborhoods in the **nation**.

As part of the EIS, CTA should study how many residences will gain transit proximity and frequency compared to how many get reduced service.

Further review is needed of property acquisition to straighten out curves.

Two-track underground

This is bound to be much more expensive than budgeted and does not offer enough value beyond the other (cheaper) alternatives. Stations will be less frequent, and the rider experience is not as good underground. Interesting idea, but I do not see any compelling reason to do this when there are so many transit priorities to fund.

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In fact, this option hurts northeast Chicago neighborhoods in order to preserve value for suburban Evanston commuters, by taking right-of-way and properties in the city to maintain the limited ridership non-peak express train. The other options provide better equity and better value.

Submitted by Suzanne Carlson

lo_fi2004@yahoo.com

February 18, 2011

Lea, Claudia

RPM - 1488

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:50 AM
To: Lea, Claudia
Subject: FW: Northside Mainline Comments

Chicago Transit Authority
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RPM@transitchicago.com

From: jondavis@rcn.com [jondavis@rcn.com]
Sent: Friday, February 18, 2011 8:25 PM
To: North Red & Purple Modernization
Subject: Northside Mainline Comments

Firstly, congratulations on a well-thought-out presentation of the North Side Mainline's problems and potential solutions.

As for comments:

- 1) DO NOT REDUCE CAPACITY. We are entering the Peak Oil era, and transit's ability to move people efficiently and cleanly will be needed as never before. The North Side Mainline should not be reduced to three or two tracks. We will want and eventually need all four tracks to provide the most flexible local/express schedules in both directions.
- 2) The Subway option needs to be more fully developed and explored. How deeply will tunnels have to be excavated or bored? What will subsurface soils and conditions permit? And what is a truer estimate of costs?
- 3) We need to see more fully developed construction staging plans for the 4-Track Modernization and Subway options.
- 4) Consideration must be given to seismic safety. Chicago is not all that far from the New Madrid and Wabash Seismic Zones; while the odds of large or major earthquakes on those faults are long, they are not zero. And much of Chicago -- including the North Side Mainline -- is built on sandy soil that was once at the bottom of Lake Michigan. The potential for liquefaction should be taken into account.
- 5) Ensure that whatever plan is adopted, it strengthens transit-oriented development near stations.

Thank you for your time, attention, and effort. I look forward to the results.

Sincerely,

Jon Davis
2009 W. Chase Ave., #2
Chicago, IL 60645

RPM. 1487

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:51 AM
To: Lea, Claudia
Subject: FW: Comments on the RPM proposals
Attachments: Comments RPM reconstruction T Murphy.doc

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RPM@transitchicago.com

From: tjm2040@rcn.com [tjm2040@rcn.com]
Sent: Friday, February 18, 2011 8:58 PM
To: North Red & Purple Modernization
Subject: Comments on the RPM proposals

Mr. Hands,

I appreciated the CTA holding the scoping meets several weeks ago and your appearance at Senn High School forum on Wed.

I have attached some comments and I appreciate the opportunity to do so.

Thomas J. Murphy
1314 Glenlake Ave
Chicago, IL 60660
773-338-3165

Comments on the CTA Red & Purple Lines Modernization plans.

Thomas J. Murphy

I am pleased that the CTA is beginning the process to update this most important part of mass transit in Chicago. Having an efficient and convenient system is a requirement if Chicago is to be more sustainable. Since 30% of the Green House Gas (GHG) emissions are related to transportation, getting a significant reduction in transportation emissions will be a major component in the 20% reduction in GHG emissions required to achieve the city's goal. Making it more attractive for people to use mass transit rather than private vehicles will be an important way the CTA can contribute to this process.

Things that can be done now:

- Secondary entrances would greatly improve the convenience of using several of the current R&P line stops.
- Have the trains stop at stations proximate to the exits. Currently, there are several stations where few or none of the exiting passengers exit the train next to a platform exit.
- Use the new GPS capabilities to prevent or relieve the bunching-up (convoys) of trains on the system.

Discussion of the alternatives:

Some comments on the Basic Rehab Alternative. It should be reasonably easy and inexpensive (under another 0.25 billion or so) to do some additional beneficial additions:

- Add secondary station outlets at several stations where it is easily implemented would lead to significant improvements in convenience. A south exit from Granville would get people right into Walgreens or Dominicks
- There should be sufficient space in the Wilson Ave. station vicinity to straightforwardly add a Red-Purple transfer station at this location.

Some comments on the 3-Track Modernization:

- You are giving up the capability for all time of having a 4-track system with its many possible variations, operational flexibilities, and new operations (just as we are now stuck with steel rails due to earlier choices, we would be stuck forever with the many and varied limitations of 3-tracks). Don't do it.

Some comments on the 4-Track Alternative:

- The concrete aerial structures would be more open and attractive, and the street crossings much more friendly.
- However, it is not clear how the space under the aerial structures would be used; auto parking? Commercial and retail shops as are now in place at some of the current station?
- The current utilization of this type space in the Fullerton and Belmont areas as linear weed-beds, junk-yards and unpaved parking lots is not encouraging. Some creative planning is needed here.

- The addition of secondary station entrances at a number of stops (more than shown, I hope) is a major improvement in convenience.

Some comments on the 2-Track Underground Alternative:

The advantages and disadvantages I see to the underground option are many and varied:

- I presume that the viaduct would be dismantled, leaving an open, urban corridor useable for pedestrian and bicycle paths; playlots parks, and pet exercise areas; beautification plantings; and perhaps some urban gardens.
- The dark, degraded, and foreboding viaducts are currently eyesores and a major impediment to pedestrian east-west travel in the neighborhood. These would be gone. Yes!
- Exits could be more conveniently placed and it would be easier to install a greater number of them—making the system more convenient.
- Broadway—and the other streets involved would get new, modern streetscapes!
- If the system had continuous platforms—as is currently in the loop, perhaps retail development could occur in the underground.
- I suspect that maintenance of the underground would be simpler and less expensive without the complication of weather.
- A MAJOR advantage of this option is that the current R&P lines should be able to operate essentially normally during most of the construction period.
- The major disadvantage—that could be the decider, is that due to the geology along much of the route, the construction will have to be by digging a ditch, installing the tunnel(s) and covering it. This would be a MAJOR disruption to the commercial and residential areas along the surface streets, and to surface traffic during this construction.

Some Overall comments

Do it well. Shortcuts were taken with the Brown line modernization which greatly compromised its lifetime and sustainability. We can not afford to similarly waste the \$4 billion or so that will be spent on the RPM implementation.

It has only been 30 years since the Granville and Loyola stations were totally rebuilt, but they are already being considered for reconstruction. Only thirty years! Will the current modernization plans have sufficient design flexibility, and will the construction be of the quality needed, to allow this reconstruction to last its planned 60-80 year design lifetime?

One of the comments at the meeting was to the effect that the CTA should convert from a steel-rail system to a rubber-tired system. That would be a very difficult and extremely expensive (\approx impossible) proposition, involving new trains, different third rail configuration, etc. The implication here is that a decision was made many years ago to implement a heavy-rail system, our current system has evolved from that, and we are stuck with it. The decisions that will now be made, perhaps with insufficient consideration of future consequences that future managers and planners will have to deal with?

RPM - 1490

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:55 AM
To: Lea, Claudia
Subject: FW: thoughts on RPM alternatives

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

From: Joey Lenti [joeylenti@gmail.com]
Sent: Friday, February 18, 2011 9:40 PM
To: North Red & Purple Modernization
Subject: thoughts on RPM alternatives

Dear RPM Team,

I can certainly see the challenges and constraints involved in making decisions about the modernization of the Red & Purple lines from Belmont to Linden. The alternatives presented paint a clear picture of a spectrum of investment options. It seems that any move "forward" requires some concessions, and the most unpopular of those of all is station elimination.

My concern with any of the alternatives that involves closing existing stations (even if augmented by extending access points to adjacent stations) is that station elimination will affect the neighborhoods and businesses that have built around those stations.

I'm disappointed that none of the alternatives proposed allows for reasonable improvement of infrastructure without elimination of stops. Granted, I understand that eliminating stops means ... fewer stops ... less travel time ... and therefore increased performance potential. But trying to explain this to people who rely on those 100-year-old stops every day is going to be an impossible argument.

What I would hate to see is that station closure could contribute to neighborhood degradation, particularly at Jarvis, and perhaps also at South Boulevard.

Good luck with this process. I wish I had more to share.

Sincerely,

Joseph A. Lenti
Evanston, IL

RPM 1491

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:56 AM
To: Lea, Claudia
Subject: FW: keep South Blvd. Station open

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

From: Bonnie Wilson [bonniesherwilson333@gmail.com]
Sent: Friday, February 18, 2011 10:03 PM
To: North Red & Purple Modernization
Subject: keep South Blvd. Station open

I strongly suggest that you keep the South Blvd. station open in Evanston. I use it every time I go to Downtown Chicago. I live only a block away.

There are many condo buildings just east of the South Blvd Station. This is very handy for all those owners who live east of the Station and too far to go to the Main Street Station.

I also sell Real Estate in the neighborhood. I know for a fact that there is a large condo complex from the South Blvd. Station. Many of those living in the complex would not have brought those condos if it were not for the location of the South Blvd. Station.

I strongly recommend keeping the South Blvd. Station Open

Bonnie Wilson
530 Hinman
Evanston, Il. 60202
847-226-7292

RPM-1492

Lea, Claudia

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:56 AM
To: Lea, Claudia
Subject: FW: CTA Red and Purple Modernization

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

From: Sharon Bruno [sdbruno127@gmail.com]
Sent: Friday, February 18, 2011 11:30 PM
To: North Red & Purple Modernization
Subject: CTA Red and Purple Modernization

I believe that the best plan lies somewhere between the Basic Rehabilitation with Transfer Stations Plan and the Modernization 4-track Plans. Bringing back A B service will speed up service, allowing open stations to stay open. Improvements to stations to help them meet ADA is important. Some of the older historic stations should be restored (such as Central St. in Evanston).

Sharon D. Bruno
sdbosan@yahoo.com

Lea, Claudia

RPM 1493

From: North Red & Purple Modernization [RPM@transitchicago.com]
Sent: Monday, February 21, 2011 8:58 AM
To: Lea, Claudia
Subject: FW: Red line comment

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

From: Kristen Radde-Gallwitz [kradde02@gmail.com]
Sent: Friday, February 18, 2011 11:59 PM
To: North Red & Purple Modernization
Subject: Red line comment

Name: Kristen Radde-Gallwitz

Address: 1134 W. Granville Ave. Apt 607

City: Chicago , State: IL Zip: 60660

Phone: 312-590-1857, [Email:kradde02@gmail.com](mailto:kradde02@gmail.com)

I whole heartedly support the CTA's working to rehabilitate and modernize the Red and Purple lines so that the system is accessible to people with disabilities, seniors, people with children in strollers, and people with grocery carts and luggage; so that our system is faster and more reliable so that it is more attractive to a greater number of riders; and so that the investments last many decades.

I have a couple of criticisms to make, however. One I think that the time saved by consolidating stations should be stated in time, cost of time, cumulative costs. Second I think that reinvesting in the Argyle stop instead of the Lawrence stop is a mistake, because the ridership at Lawrence is currently much higher than Argyle, there is more density at Lawrence, and the neighborhood around the Wilson station is still relatively dangerous. I support removing the Jarvis and Thorndale Stations.

RPM-1494

CTA North Red and Purple Modernization Project

Miller, Karen M. [Karen.M.Miller@Illinois.gov]

Sent: Thursday, January 13, 2011 8:59 AM**To:** Hands, Steve

Thank you for the invitation to the IL Department of Natural Resources to participate in the environmental review of this project. Our Transportation Program Manager has looked over the project information and noted that it upgrades existing stations, viaducts, power systems and signals on existing alignment in the city/urban built area. We do not need to attend the Open House, but suggest that you submit the project to our Ecological Compliance Assessment Tool (EcoCAT) at <http://www.dnrecocat.state.il.us/ecopublic/> as a request for consultation, with the CTA being the jurisdictional unit of government performing the action. You can break the project up into three sections, for example, a north, central and south portion of the project area. If no protected species or natural areas are in the vicinity of the location you mapped for the project, EcoCAT will terminate the consultation. If resources are listed, the program manager will respond by letter. Please call me at the number listed below if you have any questions.

Karen M. Miller
Division of Ecosystems & Environment
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
217-524-1048



Illinois Historic
Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

FAX (217) 782-8161

RPM-1495

Cook County

Chicago to Wilmette

North Red and Purple Line Modernization

North of Belmont Station to the Linden Terminal

IHPA Log #021010311

January 21, 2011

Steve Hands

Chicago Transit Authority

Strategic Planning and Policy

P.O. Box 7602

Chicago, IL 60680-7602

Dear Mr. Hands:

We have received the information provided for the above referenced project. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

The first step in the consultation process is to perform a cultural resources survey within the project area. No survey of CTA structures has been undertaken for almost 30 years. Therefore, we required that it be done as part of the EIS process.

If you have any questions or would like a list of firms qualified to perform this work, please contact me at 217/785-5027.

Sincerely,

Anne E. Haaker

Anne E. Haaker

Deputy State Historic

Preservation Officer

Protecting Our Water Environment

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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

Kenneth A. Kits, P.E., S.E.
Director of Engineering
312.751.7905 f: 312.751.5681

RPM-1496

January 27, 2011

Mr. Jorge Perez
Vice President
Strategic Planning and Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1498

Dear Mr. Perez:

Subject: Environmental Review Process for the CTA North Red and Purple
Modernization (RPM) Project

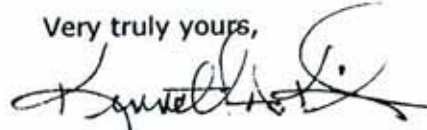
Reference is made to your letter dated December 29, 2010, concerning the subject matter.

The Metropolitan Water Reclamation District of Greater Chicago (District) attended the agency scoping meeting on January 24, 2011. We are hereby informing you that the District wishes to be a participating agency in the process.

The District's principal concern is the effect that the proposed project will have on District facilities and property. The CTA leases property from the District for part of the Purple Line in Evanston.

The District's contact for this project is Mr. Joe Schuessler, Principal Civil Engineer, phone: 312-751-3236, email: joseph.schuessler@mwrdd.org.

Very truly yours,



Kenneth A. Kits
Director of Engineering

WSS:JMS



RPM. 1497

2100 Ridge Avenue
Evanston, Illinois 60201-2798
T 847.866.2936
F 847.448.8083
www.cityofevanston.org

Wally Bobkiewicz
City Manager

February 16, 2011

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

Dear Mr. Hands:

The City of Evanston would like to thank the Chicago Transit Authority (CTA) for the opportunity for residents to offer comments on the six possible alternatives for improvements along the North Red and Purple Line at the Fleetwood Jourdain Center. Although it is required by Federal regulations, CTA's outreach on this issue was appreciated and laudable. The City of Evanston is strongly supportive of modernizing the entire Purple Line, and it believes residents will stoutly embrace renovating the stations, replacing the viaducts and maintaining the great service the Line provides residents in Evanston, Wilmette and Chicago. However, the proposed CTA Modernization alternatives that close existing stations in Evanston and alter Express service will not be supported by the City. For the reasons detailed in this letter, the City requests the formulation of a new Modernization alternative that maintains these important features. With these key details considered and implemented in the final design, it is the expectation that City officials and community members will be able to support the final alternative.

Environmental Impacts Identified with No or Limited Rehabilitation

Limited or no investments in the Purple Line, as outlined in the No Action Alternative, the Basic Rehabilitation Alternative or the Basic Rehabilitation Alternative with Transfer Stations cannot be serious choices entertained by the Chicago Transit Authority for this project. Although less expensive, alternatives that make limited capital investments would be analogous to a patient needing a heart transplant receiving a few stitches on a cut. Sure it makes the heart work easier for a short time, but it does not get to the root of the problem. The Purple Line is a 100 year transit line that is in dire need of a complete transplant. It will require significant investment as well as the political and public will to update the entire line to the standards required in the 21st century. The City of Evanston stands ready to be a strong partner in this process.

Environmental Impacts Identified with the Closure of the South Boulevard Station

Retention of the South Boulevard Station is critical due to its proximity to a major job center, its role in neighborhood stabilization, the access it provides to a high-density population, many of whom are dependent upon public transportation to get to work, and the planned residential development in the immediate vicinity.

The South Boulevard station is an essential hub that serves neighborhoods to its south, east and west. One of Evanston's largest employers, St. Francis Hospital, is within walking distance of this station. This 375 bed hospital employs over 1,280 workers and has more than 200 volunteers. Removing this station would impact these workers and visitors to the hospital on a daily basis and would only lead to increased automobile congestion and commute times for those who live or work in this neighborhood. In recognition of its use by employees, the hospital has funded improvements to pedestrian access and amenities along the walking route to the station.

The station is also a key component of local and federal efforts to revitalize a neighborhood hard hit during the recession. In 2010, the Department of Housing and Urban Development (HUD) awarded the City of Evanston \$18.5 million in Neighborhood Stabilization Program (NSP2) funding to halt the decline and instability resulting from the foreclosure crisis. A key rating factor in HUD's selection process was convenient access to transportation options. Removing this station would reverse efforts to stabilize this neighborhood and to provide quality affordable housing with diverse transportation options.

This NSP2 neighborhood (Census Tract 8102) has no good alternative with respect to transit access. The additional access point proposed at Washington Street is a more than ½-mile walk for most residents living in this neighborhood. Slightly more of this Census Tract is within ½-mile of CTA's Howard Street Station. However, pedestrian routes there are severely limited by the Union Pacific railroad embankment and CTA Yellow line tracks which effectively block or interrupt the east-west and north-south street grids, respectively.

Nearly 24% of residents living within ½-mile of the South Blvd. station take public transportation to work. [Source: Center for Neighborhood Technology (CNT) Transit Oriented Development (TOD) Database]. Further, over 50% of the households living within this same radius are at or below the median household income for the City of Evanston (\$56,335) [CNT TOD Database]. Any alternative that proposes the elimination of the South Boulevard Station will have a significant negative impact upon the travel times and access for these commuters, a large percentage of whom are low or moderate income. South Boulevard also has the highest density of minority populations living within ½-mile [Source: CNT TOD Database].

Access to bus service, current ridership totals, and proximity to adjacent stations were the criteria used by the CTA to determine station consolidation and/or closure. What this methodology does not account for is the potential to capture new ridership.

Of Evanston's transit stations, South Boulevard Station has the second highest population density next to Davis Street (downtown Evanston). Its location serves the southern leg of the Chicago Avenue arterial corridor, which was second only to the downtown area in terms of the production of new residential units since 2000. In 2011, a new planned development is slated to break ground adding 214 residential units and 8,400 square feet in commercial retail space to the area.

Environmental Impacts Identified with the Closure of the Foster Station

Alternatives which propose the closure of the Foster Station will reduce access to Evanston's largest employer, Northwestern University. Further, an adjacent 1-acre, university owned property is planned for future redevelopment and is ideally suited for a transit-oriented, mixed use project. Closure of the Foster Station will increase the carbon footprint of this neighborhood by eliminating or limiting alternative transportation options for future development of this site. It will also increase travel times for existing commuters due to longer walking trips to access transit or other public transportation options which are not as convenient as existing Purple Line Service.

This station is also located within a one block walk from three residential facilities serving elderly populations, Mather Pavilion, Ebenezer Primm Towers and Jane R. Perlman Apartments (CHA). Together, they attract numerous employees and care workers, of whom a large number commute by public transportation. Visitors and a majority of the residents of the Perlman Apartments are also reliant upon public transportation for their discretionary trips, including Purple Line service currently provided by the Foster Station.

Environmental Impacts Identified with Elimination of 2-Way Express Service

The negative impacts caused by possible elimination or limitations of two-way, rush hour express service would be disturbing to Evanston, but would also ripple throughout the north suburban region. Many Evanston businesses, major institutions and employers have come to rely on this convenient reverse commute service. More than an amenity, it makes it possible for many workers traveling from both the north and south sides of Chicago and beyond to work early morning or afternoon shifts at Northwestern University, two hospitals and several nursing and skill care facilities. Maintaining this service is critical to Evanston if it is to remain competitive in both attracting and retaining business.

Beyond the immediate impact upon Evanston, the elimination of reverse express service to the Davis Street or Linden Street stations also results in the loss of transfer options to major regional destinations in adjacent suburbs. From Davis Street, these include: Oakton Community College (Pace 208); Lutheran General Hospital, downtown Des Plaines, and O'Hare (Pace 250). From Linden, they are: Edens Plaza; Glenview and Northbrook Court (Pace 422).

Conclusion

The City of Evanston stands eager to partner with Chicago Transit Authority to modernize the North Red and Purple Line. Reviving the transportation heart of our community is in the best interest of the residents of Evanston as well as those of the entire northern regional corridor. Evanston is extremely pleased that the Chicago Transit Authority is focusing both time and resources to get this critical project completed when funding becomes available. For the reasons cited in the above paragraphs, the City of Evanston respectfully requests the development and analysis of one or more new alternative(s) that examine(s) both the cost and efficiency of a 4-track modernization option retaining the South Boulevard and Foster Stations as well as express and reverse commute services. Furthermore, to fully understand their respective effects upon commute time, future analyses of alternatives should provide the travel time savings attributable to track improvements or and/or other proposed changes. Only then can the public, business community and local government understand the trade-offs they are being asked to consider.

For over 100 years, the Chicago Transit Authority's (CTA) Purple Line has become a central fixture of the Evanston community. It transports people to/from Evanston and surrounding communities to destinations throughout the Chicago metropolitan region. Whether this transportation is for business, schooling, shopping or just plain leisure the Purple line remains an integral part of the city and the residents it serves. To lose just one fraction of its current service would be akin to Evanston and the entire the North Shore region losing a part of its character.

The City of Evanston envisions the bright outlook for modernization on the North Red and Purple Line. Breathing life into heart of public transit touches a wide variety neighborhoods, institutions, businesses and residents. It is this vivid future that both the City of Evanston and the Chicago Transit Authority can look forward to for another 100 years and be proud to have accomplished.

Please do not hesitate to contact me with any questions regarding this letter.

Sincerely,

A handwritten signature in blue ink that reads "Wally Bobkiewicz". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Wally Bobkiewicz
City Manager

RPM-1498

Lea, Claudia

From: Hands, Steve [SHands@transitchicago.com]
Sent: Thursday, February 17, 2011 4:37 PM
To: Lea, Claudia
Subject: FW: CTA North Red and Purple Modernization Environmental Impact Statement Comments

Pace Bus Participating Agency Response and Comments.

Best,
Steve

Steve Hands
Strategic Planner
Chicago Transit Authority
Strategic Planning and Policy
(312) 681-4169

 *please consider the environment before printing this email*

Preliminary Draft - For Discussion Purposes Only: This email may contain material that is confidential and privileged for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

From: North Red & Purple Modernization
Sent: Thursday, February 17, 2011 4:36 PM
To: Hands, Steve
Subject: FW: CTA North Red and Purple Modernization Environmental Impact Statement Comments

Chicago Transit Authority
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RPM@transitchicago.com

From: David Tomzik [David.Tomzik@Pacebus.com]
Sent: Thursday, February 17, 2011 4:27 PM
To: North Red & Purple Modernization
Cc: Lorraine Snorden
Subject: CTA North Red and Purple Modernization Environmental Impact Statement Comments

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

Dear Mr. Hands:

Pace scoping comments regarding CTA North Red and Purple Modernization Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the North Red and Purple Modernization Project. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed improvements.

- The reverse travel market should be a consideration in the alternatives review. Increased passenger travel times associated with the local train alternatives will reduce market potential in this corridor and impact regional connectivity for passengers traveling beyond the North Red line and Purple line. Pace currently provides connecting service at Linden, Davis Street, Howard Stations and at Dempster Street and Oakton (future) on the connecting Yellow Line.
- Pace requests participation in the planning development and design of any proposed station facilities improvements served by both fixed route and Regional ADA Paratransit services. Pace currently operates fixed route service at Linden, Davis Street and Howard Stations. Design should include sufficient bays/boarding zones to accommodate both Pace and CTA bus routes (where applicable), Regional ADA Paratransit, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to operate with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330

david.tomzik@pacebus.com



City of Chicago
Richard M. Daley, Mayor

Department of Environment

Suzanne Malec-McKenna
Commissioner

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30 North LaSalle Street
Chicago, Illinois 60602-2575
(312) 744-7606 (Voice)
(312) 744-6451 (FAX)
(312) 744-3586 (TTY)

<http://www.cityofchicago.org>

RPM. 1499

February 18, 2011

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

Re: CTA North Red and Purple Modernization Project
Chicago Department of Environment Written Comments

Dear Mr. Hands,

The Chicago Department of Environment (DOE) appreciates the opportunity to comment on the proposed Chicago Transit Authority (CTA) North Red and Purple Modernization Project (the Project). We are supportive of the Project and the need to bring the Project into a good state of repair.

DOE has the following comments and concerns related to the Project:

1. **Material Reuse and Disposal.** Given the City's ordinance to recycle at least 50% of the recyclable construction and demolition debris generated on site, will the Project provide opportunities for material reuse, either within the project itself or on other CTA projects? For materials that cannot be reused or recycled, how will construction and demolition debris be disposed? Further, what provisions will be made to ensure that hazardous materials such as lead-based paint, asbestos containing materials, PCB (polychlorinated biphenyl) containing materials and contaminated soils are properly handled, abated, and disposed? Finally, for those scenarios that require removal of the railroad embankments or the creation of new subway tunnels, how does CTA plan to handle the significant quantity of construction spoils generated by such an activity?
2. **Station Consolidation.** For those scenarios that propose to consolidate transit stations, what effect will this consolidation have on Americans with Disabilities Act (ADA) accessibility requirements? How will consolidation affect local businesses that rely on nearby stations slated for closure/consolidation?
3. **Service Interruptions.** DOE understands that the Project may cause service interruptions. How will CTA manage such interruptions and what alternative provisions will be utilized to limit the impact to commuters and local traffic?
4. **Air Quality.** Is new ridership expected to reduce overall motor vehicle trips? What effect will this have on air quality?
5. **Historic Resources and Environmental Justice.** Of particular concern to DOE are issues relating to neighborhood compatibility and environmental justice, primarily in relation to historical and/or privately



Mr. Steve Hands
February 18, 2011
Page 2 of 2

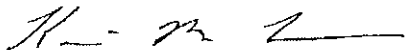
owned parcels that may need to be acquired for the project. DOE would also be interested in a detailed evaluation of noise and vibration, to determine how such issues will affect neighboring properties.

Additionally, DOE requests that CTA evaluate the following as part of the Project:

- Recycling opportunities at stations and parking areas;
- Alternative energy options including solar, solar thermal, wind and more to provide electricity, heating, and cooling where needed;
- Opportunities to install solar arrays (on rooftops, large expanses, etc.) to return energy to the grid;
- Reduction of light pollution through the use of downward-facing lighting;
- Compliance with the city's storm water ordinance, including using bio-swales, rain barrels and other methods to reduce the first flush of water into the sewer system;
- Native landscapes requiring little to no irrigation;
- Green roofs on any facilities;
- Bicycle access and parking;
- Permeable paving for any Park-N-Ride areas; and
- Charging stations for electric vehicles

We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on this important project.

Sincerely,



Kevin M. Laberge, P.E.
Environmental Engineer III

cc: John Kryl, DOE

KMLUMBR:kml

RPM. 1500



547 W. Jackson Blvd.

Chicago, Illinois 60661

Telephone: 312-322-6900

TTY# 1-312-322-6774

February 18, 2011

Mr. Steve Hands
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Dear Mr. Hands:

Metra appreciates the opportunity to comment on the scoping of the Environmental Impact Statement for the North Red and Purple Modernization (RPM) Project.

Metra requests that the RPM's projected effects on ridership of Metra and other transit services, both during and after construction, be addressed during the study. This information is necessary for the optimal capital and operations planning of complementary transit service within and adjacent to the RPM corridor.

In addition, Metra requests that any impacts to adjacent commuter rail operations in Evanston be fully considered during this EIS. It is important that pedestrian access to the Metra stations in this study area and access to commuter parking in the study area be maintained during construction and in the completed project.

We look forward to continued participation in the North Red and Purple Modernization Project planning process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lynnette H. Ciavarella".

Lynnette H. Ciavarella
Assistant Senior Division Director
Capital & Strategic Planning

RPM. 1501



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: Heather Smith

Organization: _____ Title: _____

Address: 1200W. Sherwin

City: Chicago State: IL Zip: 60626

Phone: _____ E-mail: _____

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

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

The businesses around the Jarvis L provide a great potential for value capture and additional city revenue. I strongly support the Basic Rehab with transfer stations so I can both enjoy my station area, spend money in my community and decrease my commute time. Don't consolidate Jarvis. ~~I will submit~~

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



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

----- FOLD HERE -----
Tape Ends Before Mailing

Deadline to submit comments:
February 18, 2011



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% 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."³ 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 tasting's. 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

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.

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

RPM. 1502

Attn: Steve Hands, Strategic Planning & Policy

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

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

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

All of us have hoped to see improvements made to the South Blvd. station since moving into this area. For example, adding a second entrance from the Oakton St/Callan Ave curve (via a walkway under the Metra tracks) would greatly reduce pedestrian crossings at the South/Callan intersection. But more importantly we feel that closing this station would add serious challenges to our community in terms of both transportation options and housing prices. We do not have the most modern station in Evanston but we are happy to have it.

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

Best Regards,

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



RPM.1503



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: Laurie Winkelman

Organization: no organization - ^{Edgewater} neighborhood resident Title: _____
= daily commuter

Address: 5925 N. Magnolia Av. #1N

City: Chicago State: IL Zip: 60660

Phone: 773-989-4206 E-mail: _____

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

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

The major reason I moved to my current residence address 20 years ago is because of the convenient access I have to the Thorndale elevated train station, providing my transportation downtown for my work, and which I still use daily. Because of my own job, I somewhat selfishly admit that I do NOT want to see the Thorndale ^{station} eliminated. I believe I am one of many daily commuters who feel this way, given the amount of rail-user customers I see everyday on that station's platform during rush-hour times.

Also, I would think that the continuance of the Senn High School's rewarding student diversity and attendance from all parts of Chicago would come into play to retain the existence of the Thorndale elevated station, supported largely by Senn's administration, as Thorndale is the closest el stop to this area's most prominent high school.

If it's a matter of accumulating commuter votes or signing ridership petitions (and I know it's not that simple), I'll be the first in line to sign on the dotted line to retain the Thorndale elevated train stop.



RPM-1504



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: Tracy Lindwall

Organization: _____ Title: _____

Address: 625 Library Place

City: Evanston State: IL Zip: 60201

Phone: _____ E-mail: _____

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

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

- ① Keep all the Evanston Purple line stops. Foster, especially needs major maintenance & rehab NOW (ie roof replacement). Costs can be amortized over a longer period (preuse or to major rehab), rather than being made then demolished if the station is closed.
- ② The 4 track modernization plan is preferred because it maximizes service options & minimizes travel times for Evanston/Wilmette & north side Chicago riders
- ③ IF Foster & South Blvd closed, what are the plans to disorient the facilities? They shouldn't be abandoned as is. The demolition costs coupled w/ loss of service represents a short-sighted solution for what is probably the least costly part of the modernization project.

RPM-1505



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: Kiljoong Kim

Organization: 1200 W. Shawin Title: _____

Address: _____

City: Chicago State: IL Zip: 60626

Phone: _____ E-mail: _____

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

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

The Basic Rehab with transfer stations is an excellent scenario. Do not close any stations otherwise businesses will close

Multiple horizontal lines for additional comments.

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 ISDB



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: ALLAN PERALES

Organization: THE MORGAN AT LOYOLA STATION Title: AGM

Address: 1209 W. ARTHUR AVE

City: CHICAGO State: IL Zip: 60626

Phone: 773-465-9400 E-mail: aperales@mccaffreyinterests.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.

1. Please add Purple Express to Loyola

2. Please renovate the Loyola Station w/ more lights (make new)



RPM. 1507



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: Mary Margaret Morris

Organization: resident Title: _____

Address: 1320 Greenleaf Ave

City: Chicago State: IL Zip: 60626

Phone: _____ E-mail: dancingmachinemm@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 like the Modernization 4-Track except the closing of Jarvis station. The Jarvis station is vital to the success of the new business area in Roger's Park. The express transfers at Loyola and Wilson will be great. Thank you for listening to communities



RPM.1508



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: MARALYN H. ROBERTS
Organization: ASCO Title: ELLAGO CONDO DIRECTOR
Address: 6157 N. SHERIDAN RD. #9B
City: CHICAGO State: IL Zip: 60660
Phone: (312) 307-3499 E-mail: rob615753@stcglobal.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.

- Total expansion - MAXIMUM UPGRADE
- EXPRESS TRAINS FROM HOWARD SHOULD STOP AT LOYOLA AND GRANDVILLE AND PROCEED TO BELMONT AND FULLERTON
- ALL STATIONS SHOULD HAVE TOTAL ACCESS FOR DISABLED RIDERS
- By-PASS THORNDALE FOR EXPRESS STOP
- ESCALATORS BOTH UP AND DOWN-ALL STOPS
- QUIET CARS ADDED FOR RIDERS WITHOUT ELECTRONIC DEVICES
- ANNOUNCEMENTS SHOULD ~~RELATE~~ NOT JUST THAT TRAINS ARE APPROACHING BUT WHICH ONES ARE EXPRESS

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. 1509



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: Wilma Robinson

Organization: ~~AAA~~ N/A Title: _____

Address: 6968 N. Greenview Ave, 2nd Floor South

City: Chicago, State: IL Zip: 60626

Phone: 773-338-5049 E-mail: N/A

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

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

I am a lifelong resident of Rogers Park, and I sincerely do not want the Jarvis "L" stop to be closed down or any of the proposed locations either.

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RPM-1510



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: Betty Keyser

Organization: _____ Title: _____

Address: 7224 N Claremont Ave

City: Chicago State: IL Zip: 60645

Phone: _____ E-mail: _____

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

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

- ① We need to keep Jarvis stop open
- ② There needs to be a pass that can be used once a week AND NOT Expire -
- ③ The city needs to GO GREEN (ER) and one way is to keep Public Transportation available -
- ④ I like Basic Rehabilitation with Transfer Stations Alternative

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RPM. IS11



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: Jessica Cilella

Organization: Loyola University Title: Student

Address: 1277 W. Rosemont Ave Apt 41

City: Chicago State: IL Zip: 60662

Phone: 708-417-7500 E-mail: jccilella@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.

We would love to see the northern Red line stops modernized (ESPECIALLY LOYOLAS -- Its dangerous for students at night & ugly for people looking at garbage schools!)
PLEASE KEEP ALL STOPS OPEN! So many people who rely on them will be very inconvenienced by closing any stops!

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.1512



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: Alison Benefico

Organization: _____ Title: _____

Address: 6270 N LouiseCity: Chicago State: IL Zip: 60646Phone: 773-774-7558 E-mail: benefico@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.

- We must modernize the red / purple; this much we know. I've been taking these lines since high school - they have been / still are in shambles. For our city to stay competitive w/ other major cities / not be a total embarrassment, we must have a modern public transport system that ~~is~~ is reliable & operates effectively! To do this, we must not close stations. Unacceptable idea. Individuals/Businesses will be harmed irreparably.

Requests: - carpet like in DC - WMATA!
- time countdowns like in DC!

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RPM-1513



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 FIS preparation process. The RPM project is one part of CTA's efforts to enhance and expand the entire Red Line. Please PRINT.

Name: Suzanne Lyles

Organization: _____ Title: _____

Address: 1244 W Granville Ave

City: Chgo State: IL Zip: 60661

Phone: 773 973 3637 E-mail: Suzanne.Lyles@SBCGlobal.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 close Janis stop to help improve your
commute

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: 312-836-1949



RPM-1514



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: Bunawra PPHZ

Organization: _____ Title: _____

Address: 1205 W Sherman Ave. #501

City: Chicago State: IL Zip: 60626

Phone: 312-285-5525 E-mail: bjcp@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.

When I moved to Rogers Park 6+ years ago, a 1 way trip downtown on the El (from Jarvis to Jackson) took less than 40 minutes and cost \$1.35 Today, the same ride takes on average, an hour or more and costs \$ 2.25. The Red and Purple lines can provide many people access to/from work. To encourage ridership, they need to be modernized & run as efficiently as possible. An up-to-date El & Stations with faster service will increase-ridership.

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