

#	Comment	Vision Study Overview	Project Timing	Project Cost & Funding Options	Design Features: Station Improvements	Design Features: Passenger Usage and Access	Design Features: Right-of-Way & Location	Service Options	Blue Line Extension	Other Transit Services and Multi-Modal Connections	Support Improvement of Public Transit	I-290 Comments	Other
1	1. Study should have included PACE consideration of a BRT from the Forest Park Blue Line terminal to Berkley St. in Elmhurst on excess Prairie Path (former C,A, & E) right-of-way. 2. Run the Blue Line a Skip-Stop (A-B trains) service to attract Ike drivers. 3. Reposition Blue Line entrances & stations where passenger capacity exists or can be generated by TOD.					1	1	1		1			
2	I really like what I've seen so far. I use the Forest Park branch from Kedzie-Homan to UIC- Halsted almost every day, and I have to say the stations aren't aging well at all. You see this crumbling concrete, exposed rebar, etc., and you worry it's going to fall apart. I'm really looking forward to the improvements to the FP branch stations, and faster service.				1						1		
3	General comment- No response is needed -I like the double entry compact rendering type. -I like the outdoor canopy type like 35th street, at mid-block crossing.				1	1							
4	To improve the (5) CTA Blue Line entrances through Oak Park, and in conjunction with the bridge repair/replacement work associated with the I-290 re-build, the bridge decks at Harlem Ave., Oak Park Ave., East Ave., Lombard Ave., and Austin Ave. should be expanded to 300' wide (the max. width to avoid HVAC systems in the tunnel below) to best address bus/car drop off at the stations, safer pedestrian access to stations, and fully ADA-compliant station design.				1	1						1	
5	I am opposed to toll booths on the Eisenhower- I feel this would further impede traffic and increase the possibility of accidents.											1	
6	I would like to stay informed on possible expansion of the Blue Line to Oak Brook.								1				
7	Extend Blue Line ASAP.								1				
8	You must maintain/improve this route. It is senseless to let this erode as it is currently. If IDOT maintains focus on the automobile, the success of public transport will be second-hand, so I believe priority should be focused towards mass transit rather than the single-use automobile.										1		
9	I understand that public comments are welcome until tomorrow the 7th of November, 2013. I urge IDOT to extend the blue line past Desplaines Forest Park station rather than widen the Eisenhower expressway to minimize air pollution and encourage people to take cta trains and buses rather than drive on our already overcrowded expressways. Thank you for considering my opinion.								1			1	
10	<b>See Addendum of Public Comments</b>					1			1			1	
11	The best that the IDOT 'experts' can do is reduce congestion by 15 minutes per day for a cost of \$1 billion! Please expand and extend public transportation. This is a no-brainer. Also, please guarantee that biking/walking pathways actually get built.					1			1			1	
12	I believe the Blue Line should be expanded as far as feasibly possible West. The CTA should put Park and Ride parking ramps for people to park their cars close to home and then have the opportunity to hop on the Blue Line. This way cars will be kept off the heavily congested Eisenhower and kept out of downtown. AND people will still have the convenience of having their cars in their own neighborhoods where they may need to pick up kids or run errands after work.								1			1	
13	This is simply a brief follow-up to the CTA presentation at Senator Harmon's recent meeting. You mentioned in that discussion your belief that Oak Park prefers to maintain points of access rather than enhance protection from elements through under-bridge centralization (for lack of a better description). Please note that your perception was accurate: We support maintaining existing points of access.				1								

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14	<p>To Whom It May Concern:</p> <p>I will leave discussion of improvements on the Eisenhower Expressway to others, but I do want to comment about the Blue Line from Downtown Chicago to Forest Park.</p> <p>I note, for one thing, that the CTA spent a great deal of work and money to redo the Red Line south of Roosevelt, and it was justified because, as they said, it had not been dealt with in the 40 years since it was constructed.</p> <p>I would like to point out that the Blue Line was constructed well before then, and it is very badly in need of repair or reconstruction. Anyone who has ridden on the Blue Line from, say, Austin to Kedzie, in particular, knows that the trains go, in both directions, at a snail's pace much of the time. I do not know what the problem is at around Central Avenue, for example, but the trains always virtually stop at the old (no longer in use) Central Avenue station, almost as if it were an active station. Between Cicero and Pulaski, between Pulaski and Kedzie, between Austin and Cicero - all along there it is like "the little engine that could", and the time spent going along there is truly scandalous. Yes, I can believe that the trains must go slowly to avoid derailing or something of the sort, but the term "Rapid Transit" becomes something of a cruel joke.</p> <p>I have been riding the Blue Line for more than 40 years, and I have been very aware of the deterioration of the line over those years, particularly in the past two or three. I would certainly hope and expect that something be done about this situation.</p>										1		
15	<p><b>See Public Comment Addendum.</b></p>				1	1				1	1	1	
16	<p>I received a voice mail at home regarding the expansion of the Eisenhower and changes to the Blue Line CTA.</p> <p>I do have comments about the Blue Line, but I am in doubt because those in power never ride the train, so there is little interest in the passengers other than collecting the fares.</p> <p>At the start of 2014 there are supposed to be changes made with the legalization of marijuana and carrying concealed weapons. It is obvious those involved know little about the security on the trains. At present there is no security other than letting the operator know you are being assaulted, someone has a gun or knife, someone is doing cocaine, masturbating or urinating etc. The operator is useless to assist in any of these issues. The changes mentioned above for 2014 are additional safety concerns for the passengers and past any common sense approach toward improving the Blue Line as well as other CTA trains. Perhaps you would like to address those issues. Thank you.</p>										1		1
17	<p><b>See Addendum of Public Comments</b></p>				1								1
18	<p>We hope you strongly consider extending the Blue Line to the farther west suburban areas. Just adding extra lanes on the Ike encourages people to drive rather than taking public transportation. What happens is more congestion, pollution, road rage, time spent commuting, etc. We need to look to the European countries where public transportation is prevalent and convenient. Thank you for listening.</p>								1			1	
19	<p>Please place a high priority on repairing the Forest Park branch of the Blue line. The slow zones are highly frustrating as the train slows to a walking pace. I travel to numerous cities in the world and this is the worst train I have ever experienced. It is an embarrassment.</p>										1		
20	<p><b>See Addendum of Public Comments</b></p>		1	1	1				1		1	1	
21	<p>I'm not sure what you need, but I was encouraged to voice my opinion about this. If this isn't the right forum, please let me know.</p> <p>I support expansion of Blue Line vs building more Eisenhower highway.</p> <p>Please count me as a Yes vote for expanding the Blue Line rather than widening/expanding the Eisenhower Expressway. Everything makes sense about public transit. Nothing makes sense about expanding a traffic-ridden, outmoded, highway whose expansion will simply invite more cars, pollution, noise, and the like.</p>								1			1	

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22	The light rail companies in Chicago should get wise. Cities all over the world pride themselves on their mass transit systems. Chicago could do so much of a better job bringing in the people that live west of the city. I suggest you get all the money that will be set aside for widening the Eisenhower and changing its entrance and exit ramps, and extend your system								1				
23	To Whom It May Concern: Thank you for asking for residents' input. I am an Oak Park resident, and am strongly opposed to the currently proposed Eisenhower expansion options. I have attended two public meetings and specifically disagree with the options as they currently exist for the following reasons: <ul style="list-style-type: none"> <li>Expanding the Eisenhower without exploring the CTA Blue Line expansion is irresponsible. Expanding the Blue Line will increase the number of people that are able to travel with minimal impact to the environment.</li> <li>The RTA should also be involved in discussions to explore adding capacity to the three Metra Lines (Union Pacific-West, Milwaukee District West, and Burlington North Santa Fe). This would benefit residents in DuPage and Kane counties who are commuting to Chicago.</li> <li>The CTA has already extended the Red Line with great results. If a similar plan for extending the Blue Line isn't considered, many people will lose a chance to get easy and convenient access to the city. CTA will also not be able to benefit from increased ridership and revenues.</li> <li>The bridges to get to the CTA Blue Line are poorly maintained, dangerous and unattractive. Improvements to these areas are sorely needed and will help enhance Oak Park and surrounding areas.</li> </ul> I was encouraged to hear that any expansion of the CTA Blue Line and improved stations will include capacity for bicycles. That plan is consistent with the Oak Park community design and promotes eco-friendly practices. Thank you.					1			1	1			
24	<b>See Addendum of Public Comments</b>									1		1	
25	Extend the Blue Line as far west as possible!								1				
26	I have a question about the use of the Single Point Urban Intersection (SPUI). Is there a safety problem with their use? Since the angles on the approaches are so shallow, is there a risk of an increase in head-on collisions if someone were to run a red light? I know other states have built them, is there data that shows this will not be an issue?											1	
27	I am an Oak Park resident and my home is adjacent to the Eisenhower/Blue Line. I want to express support for the idea of continuing Blue Line service to the west. I am employed by Loyola Medical Center, and I think that any extension of service would encourage more Loyola employees (Hines VA employees as well) to use public transit to get to work. Encouraging Loyola to run their shuttle bus to a 5th Avenue station would be a benefit as well.								1	1			
28	To Whom It May Concern: For a future widening of the Eisenhower Expressway, I would like to offer as a suggestion, to have the CTA, build a tunnel for their trains, on the Blue Line, thereby allowing motor traffic to flow, where the CTA tracks are currently located. This new subway system would then be more feasible, than removing streets and buildings. To tunnel under the CTA tracks, would avoid and prevent any major shutdown of the Eisenhower Expressway, thus making motorists more content. This then would be more of an ideal overall plan, to avoid long term congestion and appease property owners. Thank you.						1					1	
29	I live in Oak Park and am NOT in favor of widening the Ike or moving the exits to the right side. Having the right hand exits/ramps at grade will increase noise and will nominally reduce congestion (from 17 hours/day to 16.5 hours/day). Moving the ramps to the right side will NOT reduce crashes. The most crashes occurred near Mannheim Road, Halsted Street, and Central Avenue from 2006 to 2008. Harlem Avenue and 25th Avenue follow in number. All but Harlem Avenue have right side ramps. We need transportation alternatives like CTA and Metra expansion and intermodal facilities. An Oak Park express blue line train would be fantastic!							1	1			1	
30	How can we get involved to give citizen input to the Blue Line Extension west once the Eisenhower has been widened to 4 lanes?	1											

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31	I'm an Oak Park resident and I used to commute into the city on the Blue Line, boarding at Austin and exiting at the UIC/Halsted stop. I gave up on taking the El for one main reason: the numerous slow zones, which made what should have been about a 10 minute ride, into a much longer one. The number one priority for the Blue should be to fix the tracks so that the slow zones are eliminated. This is more important than extending the Blue Line further to the west.										1		
32	Would like to receive updates												1
33	Please add me to the email list for this project.												1
34	Would you please add me to the project mailing list for the Blue Line Forest Park Branch Feasibility/Vision Study?												1
35	Please send me any email updates with regards to the subject project. Thank you.												1
36	(1) Can the CTA ROW be moved into the median from Austin to FP? Advantage of having CTA station as "island of safety" between on/off ramps; easier access (2) (Related) Is the CTA/ROW free to move about the corridor?					1	1						
37	Can CTA partner with Cycling/Environmental groups for expansion to LaGrange Rd? Per the CTA/IDOT proposals, there appears to be enough space to accommodate a bike path (10 ft or 5 ft one way).									1			
38	Is there a consideration of rebuilding the Blue Line as a subway under the median of the Ike?						1						
39	How will you obtain funding for the Blue Line renovation/extension? Which stations will receive which design (compact, wide platform, etc)?			1	1								
40	The enormous budget plan maintains the single-use automobile as priority. Have you considered moving funds toward alternate means of transportation (Medium/Light rail, BRT, Bicycle Routes)			1								1	
41	If this project (290 improvement) is a pretty much a done deal; when will construction take place and how long will it take to complete? Also, it may be a good idea to expand the Blue Line to Mannheim Road.			1					1			1	
42	If everything goes perfectly, when would construction start and how long would it take. Meaning if you had the go Today. When would it start		1									1	
43	What is going on with the Com Ed site at 1st Ave.? Could that become the new CTA yard?								1				
44	(1) Please explain how residents of North of (1st Ave - 5th Ave Harrison to Quincy) will be impacted (2) What are the projections of each alternatives cost and how will it be funded?			1								1	
45	The unused train track land - who is looking to develop that land? Thank you -						1						
46	I noticed you maintained the same/similar condition for the overpasses from a pedestrian stand-point. (aside from added refuge islands). Have you experienced either Harlem/Austin overpass as a pedestrian?					1						1	
47	Has any consideration been given to making the bridge at Oak Park Ave a living bridge (wider and space for commercial venues and Revenue back to Oak Park.			1		1							
48	(1) During the meeting at OP. Village Hall last year, it was demonstrated that the IDOT analysis was faulty and inaccurate. What makes us think that this analysis that leaves 4 alternatives all of which require a new lane is a correct analysis? (2) No in depth environmental analysis has been done to address the air quality near the flyovers. (3) Good, clean, safe public transportation is very successful in other cities - much better than more cars (4) it should not be the Ill Dept of Cars!										1	1	
49	Q - What happened to the concept of decking over sections of the expressway? Q - How can you be serious about turning this section of 290 into a tollway? Q - Why stop the Blue Line at Mannheim - won't the mass transit reduce the congestion?					1			1				
50	You mention stakeholders. Who are the stakeholders	1											

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51	- Extend the Blue Line to the employment center that is Oak Brook - at least add Express Bus Service from the Blue Line to Oak Brook. - Expand the Ike to 4 lanes its entire length - The Austin + Harlem interchanges are still too complex and compact. The east + west exits onto Harlem (+ entrance) need to be separated further apart. - No tolls on the Ike, there is a huge low-income population cohort in this corridor. It would simply be cruel to impose another "tax" on low-income drivers. - HOV 2+ is okay, but not HOV 3+.								1	1		1	
52	"Livable communities" means more than improving bridges and CTA access. It also means noise, pollution, etc. - HEALTH issues. You fail to address those.					1						1	
53	IDOT is responsible for all modes of transportation. Why has there not been a serious study to determine what it takes to attract more riders to the Blue Line. Parking Lots? More frequent service	1										1	
54	Blue Line is awful. Slower than ever. Throwing more money into the Blue Line without changes to CTA management is fruitless.												1
55	In all 4 proposed versions, it appears that Blue Line/HCT remains in the middle. I am curious why the Blue Line could not be underground as a subway to open more lanes at ground level. Seemed to work in Boston (Big Dig)						1						
56	On the slide show CTA said it is not considering expanding, so why are we pretending to have a study?	1							1				
57	How will adding access to Blue Line from both sides of Harlem help anything?				1	1							
58	IDOT rep said they may nudge the CTA south a bit for the roadway. CTA rep said they will be modernizing the platforms in the near future. Will all the CTA work be trashed at a later date?		1										
59	Is an extension of the Blue Line to at least 1st Avenue foreseeable in 5, 10, 20, 25 years?		1						1				
60	What is the possibility of CTA acquiring the obsolete CSX tracks to exchange the Blue Line ROW + free existing Blue Line tracks for IDOT extra lanes on the Ike?						1					1	
61	Given funding constraints and CTA's other priorities, it appears that improvements are not likely. Why aren't transit improvements given a higher priority. Will expansion of I-290 occur even if funding is not available for transit?			1								1	
62	Why is there no consideration of taking the Blue Line out to Oak Brook?								1				
63	If the bridges at Harlem and Austin will be improved, it will be much safer for pedestrians and CTA riders.					1						1	
64	Was any consideration given to reducing car traffic? Why not eliminate the 4th lanes from Austin to downtown + look at more transit options?	1										1	
65	(1) Why don't we use tracks + move trains + use that space (2) Why doesn't Harlem exit look the same as Austin						1					1	
66	In order for CTA to serve the environment, people, and itself, it must devise means of increasing ridership in the Eisenhower expressway market. This means growing NEW ridership markets outside current service area boundaries. The Vision Study-beyond cosmetic or maintenance improvements-must work with IDOT and Pace/RTA to increase their ridership but creating informed real-time alternatives to expressway congestion. Only dedicated "high-speed" express transit with digital signage Park-N-Rides can offer increased share of transportation to transit and subsequent traffic-reduction.									1			