

**Circle Line Alternatives Analysis Study****Screen Three Public Involvement \* Public Comments and Questions**

No.	Comment/Question	Received Via*	Topic Area(s)
1	Was existing EI technology the only heavy rail option studied?	UIC	6
2	Nobody builds 1890s technology like Chicago!	UIC	23
3	Did the BRT solution include stations with high level platforms? Did it accommodate regular bus lines? Is it private R of W. or all of the above?	UIC	6
4	Do projections of ridership include potential land use changes? If not, do you believe residential density along the route will increase?	UIC	5, 9
5	Will the BRT lines have more stops than a traditional bus/express lines?	UIC	6
6	What about Madison/United Center station for the pink line?	UIC	7
7	Are there any plans to rehab stations being incorporated in the circle line? Specifically adding auxillary exits to these stations to increase convenience - like a south exit/entrance for the Polk pink line stop.	UIC	7
8	The LPA appears to be incomplete without connecting back to the North & Clybourn station.	UIC	18
9	How much does the final cost weigh on the federal government's decision to award funds?	UIC	12
10	Isn't State St. subway at capacity?	UIC	8
11	Why not run rail service along Ashland/Paulina from the orange to brown lines (Archer to 3400 North)?	UIC	4
12	Why no new stop to service United Center?	UIC	7, 9, 22
13	Why does it turn around at Ashland (which means running above ground through the loop)?	UIC	8
14	Ashland/Ogden HRT option seems ok - please proceed!	UIC	23
15	In the meantime, why not realize many of the benefits of new circle line by simply extending operation of purple line express to am through pm rush?	UIC	8
16	Do connect the Chinatown red line to Metra. But instead of a super-station there, build a second station at Canal & Cermak and connect it to Metra there, also on the orange line.	UIC	15, 23
17	If Chicago is chosen for 2016 Olympics, will there be possible modifications?	UIC	20
18	The perimeter additions to the city transit problems is all well and good, but what seems to be missing is the very much under-served region of the city, from 95th St. following I57 to the southern city limits. Train services is needed going that way, as well as southeast down the Bishop-ford to the city limits.	UIC	3, 17, 23
19	Cicero Ave. (or Belt Railway) alignment should be the preferred routing since Ashland Ave. is too close to current north-south CTA rapid transit routes.	UIC	4, 23
20	As the train travels north under State St., where will it terminate, turn around or head west?	UIC	8
21	Why was Western Ave not chosen? Because of boulevard landmark status?	UIC	4
22	Why not east on Pershing to McCormick Place?	UIC	4
23	See Appendix - Comment 23	UIC	4, 7, 12, 13, 18, 20
24	How does this relate to funding of other projects, such as the red-orange-yellow?	UIC	17
25	How do the costs and benefits of the circle, red, yellow and orange projects compare with each other?	UIC	17
26	It's my understanding that the United Center is planned as a significant 2016 venue. With or without Olympics, United Center is a major traffic	UIC	7, 20
27	Provide more information on Metra connections and other CTA services, including bus (like the #20 Madison).	UIC	15
28	I understand a key purpose of the circle line is to improve transit connectivity. If so, why is there no direct transfer connection to the 20 Madison bus? This bus runs 24 hours and is the only bus route the circle line crosses that will not have a direct transfer connection under the proposed LPA. PLease add a Madison station or allow one in the future.	UIC	7, 15
29	Will the LPA finally create a transfer connection between the pink line and the blue line (Forest Park branch)?	UIC	7, 15
30	Please talk more about the north end and how the phasing would work.	UIC	18, 22
31	Does ridership estimates include land use changes? Demand seems low.	UIC	5, 9
32	Discuss more about BRT technology studied (exclusive r-o-w stations?).	UIC	6
33	Where is the demand? Where are the customers? "Build it - they will come" cannot be justified.	UIC	9
34	I am disappointed that there is no longer a proposed stop at the United Center. This seems like a natural place to have a stop and certainly would increase ridership.	BWL	7
35	What would Daniel Burnham think of this "LPA?"	BWL	23
36	Did the light rail study consider removing the wide median from Ashland Ave.?	BWL	4, 6
37	Why is the CTA not even seeking funds for the plan which would make the most important connections? We have a Chicagoan President and a huge stimulus package. Now would seem to be the time.	BWL	12, 17, 18

38	Will utilizing existing lines concurrently with exiting lines put constraints in scheduling and frequency, more traffic control stops since the lines are shared? While this might be cost effective, travel times may suffer as a result. Or will additional tracks be constructed to prevent this from happening?	BWL	8, 14
39	What is the estimated time at which the full non-circumferential project (new track and stations) be completed?	BWL	1
40	How will the circle line project sync up with the transit projects envisioned in the recently council-approved Chicago Area Action Plan?	BWL	21
41	Who would build the new construction between the pink and orange lines, the CTA or the city of Chicago?	BWL	19
42	What purpose would increasing the coverage area serve? Was there indeed a need and potential gain going out that far?	BWL	3
43	Why is there still no station depicted on the pink line toward the green line to serve United Center and college?	BWL	7
44	The cost-benefit/ridership benefits of light rail vehicles is unclear from your presentation. LRVs are preferred method of service lately in Europe and in newer U.S. cities, such as Portland, LA, Sacramento and Dallas.	BWL	6
45	What creative funding alternatives are being considered?	BWL	12
46	If the main purpose of the new line is to reduce congestion in the loop and to ease peripheral transit around the loop, then why go through the trouble of bringing the new route through the loop. It would serve neither purpose. Why not have turnarounds at the Ashland orange stop and the blue line?	BWL	1, 8
47	What impacts on ridership of current lines are expected?	BWL	9, 14
48	I saw new pink line stops proposed at Congress and Roosevelt but none at madison. If WestTown/West loop continues to grow, such a situation may be inevitable. Why isn't this being included on circle line proposals?	BWL	7
49	How many riders would be lost from the other lines if this alternative is moved forward?	BWL	9, 14
50	Will other options continue to be examined for the northern portion of the Circle? Have you considered BRT to connect the gap in the mean time?	BWL	18
51	How is ridership projection affected by unclosed circle?	BWL	9, 18
52	I'm excited about the potential increased access to jobs and affordable housing. But I'm concerned about increased gang mobility.	BWL	23
53	What about using phased construction for a train line laid on top of "the Emerald necklace," or a "c" shape? I'm not interested in a full circle. Defeats purpose of decreased traffic in Loop.	BWL	4, 18, 19
54	Why focus on LPA when the other half of vision has greater use potential? Olympics?	BWL	20, 22
55	Would this be a new line or would it just be a re-route of exiting lines?	BWL	8
56	How does the Olympics affect the plan?	BWL	20
57	How does the central area plan affect the circle line?	BWL	21
58	The best route would be via Cicero, Lawrence 79th. This would serve an area that is congested with traffic and relieve pressure on existing lines.	BJCA	23
59	How are CTA projects prioritized? Are there projects ahead of the Circle Line? Which ones?	BJCA	17
60	How is "project ridership" determined?	BJCA	5
61	I support the MidCity Line. I truly feel that your measurements for ridership are exogenous.	BJCA	3, 23
62	Connection between orange and pink line; new connections stations provides improvements consistent order of magnitude capitol cost	BJCA	23
63	How long will they take to build underground tunnels between North Ave. and Ashland?	BJCA	18, 19
64	What is the breakdown of the \$1.0 Billion capitol cost into? (breakdown by stations, elev guideway pink to orange, train cars and other)	BJCA	13
65	Did Cicero BRT consider bus-only lanes and how does BRT perform in ridership and costs compared with HRT?	BJCA	4, 6
66	Bus only lanes would allow buses to compete with auto traffic. How would this affect cost, ridership and other parameters?	BJCA	6, 9
67	What are the impacts on greenhouse gas emissions of each alternative? How does CTA estimate? Will this be covered by EIS?	BJCA	1, 16
68	Why is CTA recommending to condemn Pilsen Homes? How will this impact the Latino community?	BJCA	10, 16
69	Little Village Environmental Justice Organization supports the MidCity/Cicero corridor. CDOT studies by Wilbur Smith priced this project at \$1.5-3 billion with highest ridership of a new transit project in Illinois. What made the price jump to over \$5 billion?	BJCA	3, 5
70	What is the budget for the connection from the pink to orange line?	BJCA	13
71	The service studied for the MidCity line seems far more useful to me than the recommended option, but the cost of the recommended option would delay by many years service on the MidCity line. Is CTA willing to consider eliminating this recommendation in favor of more ambitious and promising adjustments?	BJCA	2, 3, 22
72	When or if a circle line is installed through the Ashland corridor, how would the turn around or a return train make it travel from the loop? Possible solutions would include purple line moving through the loop to the new stops along Archer and north along Ashland.	BJCA	8, 18
73	In some business districts, the on street parking is a vital tool to the business activity. Dedicated bus lanes should be carefully looked at.	BJCA	23
74	The connection for regular service to the Old Orchard Mall has my support.	BJCA	23
75	How many staff ride CTA?	BJCA	23
76	Is the process of approving this locally preferred alternative according to actual public demand or demographic growth shown by population projections or is the LPA being decided due to the preference of administrators and bureaucrats?	BJCA	2, 5, 17, 22
77	What is the cost of the rail line from the orange to the pink lines?	BJCA	13
78	I don't see the "need," particularly for the community around the loop. The area seems well-served as it is. I wonder if the communities farther out would be better served by a connecting line?	BJCA	1

79	These comment cards are meant to constrain public debate. RTA does not use these. Why does CTA need to control the public?	BJCA	11
80	In the 1st phase, how many Metra lines will be connected in the recommended LPA?	BJCA	15
81	What is the recommended Metra route's estimated travel time, both during peak hours and off-peak hours?	BJCA	23
82	Tonight I was handed a flyer from LVEJO claiming that MidCity is cheaper than Circle even though it is 20 miles longer. CTA's study says the opposite. Which one is more accurate?	BJCA	3, 5
83	It appears that the CTA is now recommending a proposal that goes no further north than Lake Street and does not connect on the north side to the red/brown/purple/blue lines. Since I cannot see the presentation in person, I wanted to make sure that I am correct in understanding that this is the case. Please let me know as I believe the circle line is very important to the future health and development of our city.	Email (10.01.09)	1, 8, 18
84	A breakdown of the \$1BB capital costs estimate?	Email (10.01.09)	13
85	Is there a document that provides further details for the evaluation numbers on slide 20 of the Screen 3 Presentation?	Email (10.05.09)	2, 5, 9, 13
86	Also, board 5 of the Screen 3 Display Boards seems to indicate a proposed new alignment (along Archer Ave.?) in Chinatown, but it is not clear whether that is part of the evaluated options in the presentation slides.	Email (10.05.09)	4
87	The material provided on the CTA web site (the presentation slides and display boards) do not seem to be sufficient for public comment except at the most superficial level. Especially for those citizens who were unable to attend one of the three public sessions, the web materials are all that are available, and I do not believe they are adequate to meeting your requirements for public participation.	Email (10.05.09)	11, 23
88	If tunneling is chosen for either the Ashland or Ogden corridors, I am assuming that a tunnel boring machine (TBM) will be used. It seems that both of these corridors have significant traffic on them to prevent a cut and cover method to be used. The additional problem of the north branch of the Chicago river would preclude cut and cover as well. If a tunnel boring machine is to be utilized on these corridors, will there be two tunnels bored or a single large diameter tunnel? Will the single large diameter tunnel have the trains running side by side or will the trains be stacked on top of each other. How deep will the tunnel boring machine be at? What methods will be used to limit ground vibration or subsidence?	Email (10.19.09)	19
89	The creation of an additional Metra / CTA station at North / Elston avenue for the Circle line seems a little close to the existing Metra Clybourne station. Would the Clybourne station be closed or shifted further south? Has there been any consideration for moving the CTA circle line to intersect with the exiting Clybourne station?	Email (10.19.09)	18
90	The existing red line station at North avenue seems a little he infrastructure? Is the circle line going to be a parallel to the red line or stacked below themmed in by recent developments in the area. How is the circle line going to tie in with the existing red line at the north avenue station? Where will the circle line tracks join the red line tracks underneath Clybourne avenue?	Email (10.19.09)	18
91	From the existing raised tracks along the Paulina connector, where will the transition from overhead tracks to tunnel occur? Will this occur in the middle of Ashland or will the transition occur away from the roadway? If the transition occurs away from the roadway will there be any properties taken?	Email (10.19.09)	4, 10, 18
92	The Paulina extension to the orange line, will there be a bridge utilized over the Ship and Sanitary canal? Has any thought been given to the type of bridge to be used? Will the bridge be a trestle, cable stayed or cantilevered? Will street landscaping be put in place after new elevated sections have been constructed. Have there been any thoughts of using vegetation to hide some of the pillars and other support infrastructure? Such as a wire mesh wrapping around a support pillar that will allow vegetation to grow on it. The wire mesh would prevent the vegetation from growing directly on the support structure and still allow for inspection	Email (10.19.09)	19
93	Once the tunnel boring machine has finished boring for the circle line, could the same tunnel boring machine be redeployed for the extension of the brown line from Kimbal to Jefferson Park? There seems to be sufficient traffic along Lawrence avenue that would prevent a cut and cover method from being utilized as well. In addition, the tunnel boring machine is already customized to CTA needs and will have crews already trained in it's operation.	Email (10.19.09)	14, 19
94	If the circle line is approved. Will there be a website that will give weekly updates with photo's of the construction activities that are occurring in the various neighborhoods.	Email (10.19.09)	14, 19
95	I would like to suggest an alternative rail alignment to be considered for the Circle Line project. The alignment would consist of a smaller "circle" described in detail below. Benefits of the Proposed Alignment 1) Expanded, direct rapid transit service to high density areas of the central area including River North, the Water Tower area, Streeterville and the Illinois Center area, as well as to activity centers such as Navy Pier, Millennium Park, the Art Institute, the Museum Campus, and Soldier Field. 2) Avoiding the need to squeeze more trains onto the State Street subway, the most heavily traveled line in the city. 3) Lower operating costs due to shorter route and smaller number of new stations. 4) Higher ridership due to more direct connections between Metra, other rapid transit 4) Higher ridership due to more direct connections between Metra, other rapid transit lines, and the high traffic areas mentioned above. 5) The alignment could accommodate future new services as described below. The proposal would require the construction of approximately 3 miles of new subway, but this subway would be in the highest density portion of the circle where	Email (06.24.09)	1, 2, 4, 7, 9, 22
96	Granted this is far from being approved, but if the approval process proceeds at a steady pace and funding comes though, when is the estimated start date and completion of the 1st phase of the circle line? (The four new Pink line stations and the Orange/Pink link)	Email (10.16.09)	1
97	See Appendix - Comment 97	Email (10.03.09)	4, 12, 15, 18
98	How far north on the Red Line would the "Circle" Line trains travel?	Email (10.07.09)	8
99	Will additional elevated track be added on any of the existing lines to accommodate the Circle Line train traffic?	Email (10.07.09)	14
100	What is the cost breakdown of the \$1,000,000,000 Capital Cost estimate?	Email (10.07.09)	13
101	Perhaps this semi-Circle Line LPA ought to be evaluated and presented as part of a grander vision (a la Burnham) and more comprehensive plan (by CMAP?) for the future of transit in Chicago's mid-section	Email (10.07.09)	18, 21

102	The term "Bus Rapid Transit" (BRT) is used for a wide range of bus services. When you report on BRT studies, you should provide a definition of the components of the bus service included.	Email (10.07.09)	6
103	See Appendix - Comment 103	Email (10.07.09)	4
104	To maximize the value of the investment reduce the risks of delay, cost overruns and litigation, CTA should consider emulating Facilityty Expansion Programs that use a 2-Phase Procurement Method	Email (10.07.09)	23
105	The 2nd phase is along your lines of the use of the ashland connection from the howard/red line to the midway/orange line in a circle counterclockwise fashion...but the 1st phase that I propose, simply connects the ohare/blue line to the midway/orange line in an opposite half-circle clockwise fashion down ashland(elevated, of course!)...the effect is that with this 1st phase, the cta rail systems connect directly all western lines, making the system more serviceable and convenient for the southwest, west and northwest sides...	Email (09.30.09)	4
106	Overall, I was impressed by the "Locally Preferred Alternative" solution that has been proposed. My perception is the CTA is hampered by at least three major factors: the narrowness of Ashland, NIMBY opposition to an Ashland "L", and a lack of funds. As I perceive it, the Circle Line's goal (using transit interconnections to reduce downtown traffic) has been stopped by all three factors. The CTA is correct to keep alive the Circle Line; albeit with this temporary solution and by using the "Vision" Plan. However, I also believe that the CTA's presentation and planning needs to show how it is overcoming these 3 major factors. I would like to know that the CTA also has solutions to these three factors. As respective examples, how might parking be accommodated if on-street parking were to be sacrificed so that BRTs had dedicated lines? Or for the NIMBYs opposing the "El", they need to know the cost to run a train underground... even to the point of a tax increase? Ditto for the lack of funds. My point is that the public needs to clearly understand the fiscal consequences and economic development consequences of their opinions. This is the easiest way to neutralize NIMBYism.	Email (10.03.09)	23
107	See Appendix - Comment 107	Email (10.22.09)	2, 4, 5, 6, 11, 15, 22, 23
108	When would circle line be completed?	UIC	1
109	Also why build more "old" el technology?	UIC	6, 19
110	Is the LPA your main goal, or are there other alternative possibilities?	UIC	18, 22
111	What is this "future plan?"	UIC	18
112	Will the CTA be relying heavily on fare increases/other tax increases to fund CTA expansion?	BWL	12
113	Where can other sources of funding/operational savings be found?	BWL	12
114	BRT's are being shelved for this project, does the eventual construction of HRT compromise future routes to still underserved neighborhoods?	BWL	6, 16
115	Would a fare increase be in order for a possible funding option?	BWL	12
116	How long between phases?	BWL	18
117	What is the anticipated economic development impact in affected neighborhoods?	BWL	16
118	How was ridership projected?	BWL	5, 9
119	Why is the CTA wasting capitol dollars when infrastructure along Cicero already exists?	BJCA	2, 5
120	Why are they championing new connections through the LPA that could already be achieved?	BJCA	1
121	What about Western Ave. as a cross town (not everyone works downtown)? In 6 years the city will change.	BJCA	4, 5
122	It seems that you are unfairly comparing the most optimal sections of the Ashland Ave. alternative to a full alignment along Cicero Ave. that includes the 87th Avenue, which performs poorly. Should compare the best performing segment of Cicero Ave.to the Ashland alignment and see how they compare. Furthermore, the Ashland Ave. alignment does not represent much of a time savings for riders seeking to avoid the loop but connect to a different CTA or Metra radial line.	STK	4
123	I think that the purpose and need of this project needs to be revisited given the various capitol needs and limited operational funds. Is this the best expenditure of limited dollars?	STK	23
124	I like what you have done. The proposed connection of the pink and orange lines would be of great benefit to the IMD. However, an ongoing concern for employees and students is safety. Also, there is a need for enhanced para-transit support of the pink and blue line stations.	STK	23
125	See Appendix - Comment 125	Email (10.30.09)	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 16, 17, 18, 19, 21, 22, 23
<b>*Key to Source of comments:</b>			
<b>BWL</b>	<b>Comment received at Public Meeting at Bucktown/Wicker Park Library</b>		
<b>BJCA</b>	<b>Comment received at Public Meeting at Benito Juarez</b>		
<b>Email</b>	<b>Comment sent to CTA by email</b>		
<b>UIC</b>	<b>Comment received at Public Meeting at University Illinois Chicago</b>		